Appendix K

Public & Stakeholder Outreach Summary

The Montgomery County Department of Transportation (MCDOT) is working to identify bus rapid transit (BRT) treatments and service solutions along New Hampshire Avenue in Montgomery and Prince George's Counties, Maryland. The purpose of this memorandum is to document the public engagement and outreach approach for the study from the project kickoff to date, including the additional outreach that was conducted in the Spring and Summer of 2025.

Outreach Goals and Audiences

Prior to beginning any engagement and outreach activities, planning was undertaken to be sure that the effort would be far-reaching, equitable, and effective. Outreach plans were subsequently updated and revised throughout the project lifetime to adapt as progress and decisions were made. Several staff at Montgomery County were key in planning and executing engagement efforts, including County Regional Service Center Leaders.

Throughout the study, the key engagement goals included the following:

Connect broadly with the diverse communities along the corridor.

Clarify BRT concepts and articulate opportunities and challenges.

Focus on community needs and impacts.

Gather meaningful feedback to develop and refine study deliverables.

Key audiences were targeted in making decisions about where and how to conduct outreach. These including the following:

- Bus riders
- Residents and workers
- People walking and biking
- People in equity emphasis areas
- People with disabilities
- Spanish, Vietnamese, Amharic speakers
- Families with lower household income
- People with limited digital presence

An additional final round of outreach was conducted in the Spring and Summer of 2025 to ensure broad perspectives were received regarding corridor alternatives, including the Hybrid Alternative [see box below for an overview of the corridor alternatives]. This last round of engagement was especially critical given that several months had passed since previous public outreach was undertaken. During this time, the Hybrid Alternative we being developed and analyzed. Thus, this final round of outreach included reminding people about the study while seeking feedback on the Hybrid Alternative. The ongoing outreach was planned according to the County's engagement planning framework, including establishing goals, selecting target audiences, clarifying key messages, identifying outreach methods, planning marketing and communications, gathering input, developing materials, setting schedule, and performing monitoring.

Additional goals for the last round of outreach (Spring and Summer of 2025) included the following:

Remind people about the project – what it is and why it is happening.

Provide BRT education and recap the alternatives, including development and evaluation.

Present the Hybrid Alternative and clarify how it responds to community priorities.

Seek feedback on multimodal issues and opportunities – the things that are hard to see in the data.

The target audiences for the last round outreach were consistent with previous phases of engagement. Understanding these target audiences dictated where outreach events were carried out, how materials were developed and translated, and the specific accommodations that were needed. Materials were translated into Spanish for several of the activities. The May 14th public open house was held in an accessible location. Online materials were available in printed forms. Pop-up events were hosted where vulnerable populations live and travel.

To achieve these goals and reach these audiences, it was critical that the project team develop clear, meaningful, and consistent messaging across various communication channels, platforms, and languages. The study alternatives are complex, so developing the messaging was critical to ensure that people had the appropriate context to communicate their preferences and needs. The key messages for the last round of engagement included:

- Many people along this corridor rely on public transit. It is especially critical among equity communities.
- Dedicating transit lanes along portions of the corridor reduces transit travel time with minimal impacts to general traffic travel time.
- Dedicating curbside lanes (rather than median lanes) reduces impacts to properties, costs, and construction.

The corridor alternatives include:

- **No-Build Alternative –** Maintains existing conditions along the study corridor including all existing bus service in mixed traffic conditions. No Flash BRT or any other transportation infrastructure improvements are considered as part of the 'No-Build' alternative.
- **Alternative 1: Mixed Traffic with Queue Jumps -** Mixed traffic with TSP or QJs throughout the corridor. This is the TSM alternative required by FTA to be included in the alternatives analysis. The TSM alternative serves as a low-cost baseline to compare with other alternatives that would require major infrastructure changes.
- **Alternative 2: Curbside Lanes –** Repurpose existing general purpose travel lanes to curbside Bus-Only lanes south of Piney Branch Road. Mixed traffic with TSP and without QJs north of Piney Branch Road.
- **Alternative 3: Median Lanes -** Repurpose existing general purpose travel lanes to two median Bus-Only lanes south of Piney Branch Road. Add a single reversible-median Bus-Only lane from Piney Branch Road to Lockwood Drive. Mixed traffic with TSP and without QJs north of Lockwood Drive.
- **Alternative 4: Additional Median Lanes –** Repurpose existing general purpose travel lanes to two median Bus-Only lanes south of Piney Branch Road and between Powder Mill Road and Lockwood Drive. Add a single reversible-median Bus-Only lane from Piney Branch Road to Powder Mill Road. Mixed traffic with TSP and without QJs north of Lockwood Drive.
- **Hybrid Alternative:** Repurpose existing general purpose travel lanes to curbside Bus-Only lanes south of Piney Branch Road and between Powder Mill Road and Lockwood Drive. Mixed traffic with QJs from Piney Branch Road to Powder Mill Road. Mixed traffic north of Lockwood Drive. The Hybrid Alternative includes bus pull-outs at select local bus stops for segments with curbside Bus-Only lanes.

Alternative 1 Alternative 2 Alternative 3 Alternative 4 Hybrid Alternative

Outreach Activities

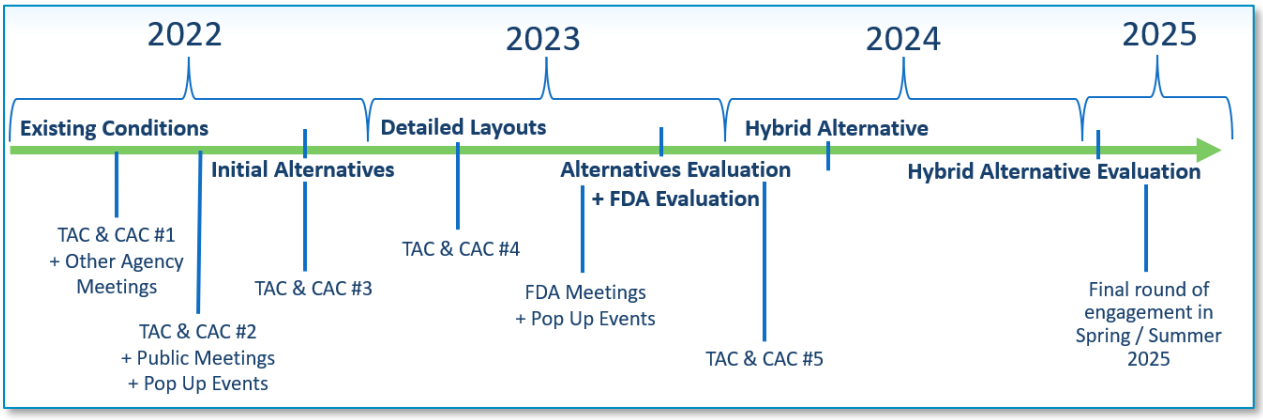
Key outreach activities have included the following strategies and touchpoints:

- Technical Advisory Committee (TAC) meetings
- Supplemental agency meetings
- Corridor Advisory Committee (CAC) meetings
- Supplemental community meetings and events
- Public meetings
- Pop-up events
- Digital engagement
- Surveys

Each of these activities are discussed in more detail below, including key dates, goals, and outcomes. An appendix is included with this summary, comprised of key documents, summaries, materials, and results related to each engagement activity.

Outreach Schedule

Outreach has been conducted between 2022 and 2025 based on the other activities occurring within the study scope and schedule. A brief schedule graphic is provided below.



Technical Advisory Committee Meetings

The Technical Advisory Committee (TAC) is comprised of key agency and organizational partners, including:

- MCDOT
    - Division of Transportation Engineering
    - Division of Traffic Engineering and Operations
    - Division of Transit Services
- Montgomery County Regional Service Centers
    - Silver spring
    - East County
- Maryland- National Capital Park and Planning Commission (M-NCPPC) - Montgomery County Planning Department
- Maryland State Highway Administration (SHA)
- District Department of Transportation (DDOT)
- Washington Metropolitan Area Transit Authority (WMATA)
- City of Takoma Park
- Prince George's County Department of Public Works and Transportation (DPW&T)
- Maryland- National Capital Park and Planning Commission (M-NCPPC) – Prince George's County Planning Department
- U.S. Food and Drug Administration (FDA)

The purpose of these meetings has been to share project status, seek feedback on deliverables, obtain information for decision making, and coordinate project progress with other projects and initiatives happening in the region. The TAC also provided guidance on public outreach approaches and strategies.

The TAC meetings were held virtually via Microsoft Teams. **Table 1** includes meeting dates and key topics discussed in each meeting. TAC meeting presentations and notes were provided to members following the meetings. These documents are included in Attachment A.

Table 1: TAC Meetings

Meeting #	Date	Topics Discussed
TAC Meeting #1	February 2, 2022	• Introduced study area, goals, scope, and schedule • Presented initial corridor maps
TAC Meeting #2	May 20, 2022	• Provided recap • Presented planning, traffic, and safety existing conditions analysis results • Discussed plans for upcoming engagement
TAC Meeting #3	December 13, 2022	• Provided recap • Identified station locations • Outlined high level BRT corridor concepts • Presented a screening of the initial concepts to rule out any with fatal flaws
TAC Meeting #4	May 4, 2023	• Provided recap • Reviewed modified station locations • Presented more detailed concepts with progressed alternative layouts, including opportunities and challenges with each • Discussed the approach to evaluation • Discussed plans for upcoming engagement
TAC Meeting #5	January 25, 2024	• Provided recap • Provided evaluation results for each alternative, including corridor travel time, right-of-way impacts, and construction costs • Discussed options for connecting the BRT service to the FDA campus
TAC Meeting #6	March 3, 2025	• Provided recap and project updates • Presented the Hybrid Alternative and corresponding analysis results • Discussed plans for upcoming engagement

Supplemental Agency Meetings

In addition to the TAC meetings, several supplemental meetings have been held with project stakeholders and key agency representatives. The project team conducted supplemental meetings with the MCDOT Purple Line project team, the City of Takoma Park, the White Oak Transit Center project team, DDOT, SHA, WMATA, and Prince George's County. Multiple meetings were held with some of these agencies. The purpose of these supplemental

touchpoints was to discuss other projects along the corridor (such as the Purple Line project and the SHA Safety Study Project occurring along New Hampshire Avenue), review engagement approaches, discuss key aspects and impacts of BRT alternatives, and discuss specific agency review comments. Supplemental meeting notes are included in Attachment B.

The project team also engaged with the FDA through several touchpoints, including the personnel that operate the White Oak Campus located along New Hampshire Avenue in Silver Spring, Maryland. This engagement was critical given the location of the campus along the corridor and the number of employees and visitors accessing the FDA site. The project team was dedicated to understanding how people accessing the FDA Campus could best be served via BRT. Meetings with the FDA are outlined below in **Table 2**. Notes for these meetings are included in Attachment B.

Table 2: FDA Meetings

Meeting #	Date	Topics Discussed
FDA Meeting #1	March 28, 2022	• Provided an overview of the study • Discussed staffing and operations at the campus • Discussed commuting patterns and campus redevelopment plans
FDA Meeting #2	August 14, 2023	• Discussed transit center plans and options for connecting BRT service to the campus • FDA staff highlighted key challenges and opportunities
FDA Meeting #3	September 21, 2023	• Presented refined connection alternatives • Established a preferred approach

Corridor Advisory Committee Meetings

The Corridor Advisory Committee (CAC) is comprised of members of the public and community members that live, work, and travel along the New Hampshire Avenue corridor. Montgomery County staff solicited applications from interested community members and formed the CAC after reviewing submitted applications. Applications were selected to reflect the corridor's demographic and business profile. In total, 26 people comprised the CAC, including residents, bus riders, and business owners. There were also representatives for Saul Centers, Takoma Langley Crossroads Development Authority, Friends of White Oak, CHI Centers, Tamarack Triangle Civic Association, Colesville Civic Association, Hillandale Gateway LLC, and Greater Colesville Citizens Association.

The CAC meetings have served as a key touchpoint with local leaders, bus riders, and relevant community organizations. They also served as more general public meetings throughout portions of the study schedule. In total, there have been six CAC meetings, including 5 meetings held virtually and one meeting held in person. The CAC meetings were open to the public but were not broadly advertised. The meetings are summarized below in **Table 3**.

Table 3: CAC Meetings

Meeting #	Date	Topics Discussed
CAC Meeting #1	April 5, 2022	• Introduced the study and what is BRT • Presented the study area, goals, scope, and schedule • Asked participants to weigh goals • provided initial corridor data results • Asked participants to provide feedback on other key corridor concerns and characteristics • Sought input on approaches to public outreach
CAC Meeting #2	June 2, 2022	• Recapped the study and provided an overview of the first round of public meetings and pop-up events • Discussed additional existing conditions findings • Asked participants about how their personal experiences might differ from analysis results • Discussed options for the southern terminus of BRT service
CAC Meeting #3	December 15, 2022	• Recapped the study • Identified station locations and high-level concepts along with benefits and challenges for each • Reviewed initial screening results that eliminated concepts with fatal flaws • Made recommendations for alternatives for further evaluation
CAC Meeting #4	May 18, 2023	• Recapped the study • Reviewed refined station locations • Provided more detailed alternative concepts • Reviewed the approach to evaluation • Provided an update on public outreach
CAC Meeting #5	January 31, 2024	• Recapped corridor alternatives and evaluation results • Provided additional results for review • Discussed options for connecting BRT service to the FDA campus
CAC Meeting #6	April 29, 2025	• Recapped the study • Presented the Hybrid Alternative and corresponding analysis results • Encouraged attendees to take the survey and to distribute it to their networks • Asked participants to reach out for a presentation to respective organizations, associations, and constituents

All CAC meeting presentation slides, notes, and recordings were made available on the project website shortly after the meetings took place. These documents are included in Attachment C.

Supplemental Community Meetings and Events

The project team also attended a few community meetings and events to provide information about the New Hampshire Avenue BRT project. The project team met with the Hillandale property developer, attended the High Injury Network Safety Study Public Meeting, and met with members of the CAC upon request. The project team also provided materials to Montgomery County for the **National Night Out** event in the Fall of 2023.

In the Spring and Summer of 2025, the project team reached out to CAC members, the County Regional Service Directors, and the following associations looking to present at respective community meetings in, but there was no response received:

- Hillandale Citizens Association
- Chillum Ray Civic Association
- Langley Park Civic Association
- North White Oak Civic Association
- Greater Colesville Citizens Association

In addition, MCDOT staff presented about the study at the **Silver Spring Citizens Advisory Board (SSCAB) meeting** held on **May 19, 2025**. This presentation included a study overview and key findings from the existing conditions analysis. Staff also discussed the approach to developing corridor alternatives, including the Hybrid Alternative as well as evaluation results and study next steps.

Documents related to supplemental community meetings and outreach are included in Attachment D.

Public Meetings and Open Houses

There were two sets of public meetings / open houses. First, there was a set of three meetings in June 2022 focused on existing conditions. Second, a public open house meeting was held in May 2025 to review corridor alternatives, including the Hybrid Alternative. These meetings are discussed in more detail below. Documents related to the public meetings and open houses are included in Attachment E.

Initial Public Meetings

Early in the study, a series of public meetings were held over the course of three days. The project team hosted these meetings at various times and locations to best accommodate a broad audience and various participant needs. The public meetings were held at the following times:

- On **June 15, 2022**, an in-person public meeting was held at the **Langley Park Community Center** from 4:00 pm to 6:00 pm. There were 8 people in attendance.
- On **June 16, 2022**, a virtual public meeting was held via **Zoom** from 6:00 pm to 8:00 pm. There were 7 people in attendance.
- On **June 18, 2022**, an in-person public meeting was held at **CHI Centers** from 11:00 am to 1:00 pm. There was 1 person in attendance.

These public meetings included an initial presentation followed by an open house with display boards. The presentation was repeated halfway through the event, followed by the additional opportunity to interact with the display boards and the project team. The focus of the first set of public meetings was to define BRT, clarify project goals, scope, and schedule, and review existing corridor conditions. The display boards included data represented geographically on maps. Participants were asked to compare their lived experiences to the data results. The information derived at the first set of public meetings was used to inform the development of BRT alternatives.

The public meetings were advertised via social media, email blasts, and newsletters. On June 7, 2022, flyers advertising the events were hung on bus shelters and in community spaces.

Given the low attendance at these public meetings, the project team focused on CAC meetings as key touchpoints with the public, supplemented by pop-up events, participation in existing community meetings, and online engagement. Low attendance could have been related to the timing in relation to the Covid-19 Pandemic, during which time, in-person engagement was sometimes less effective for reaching and connecting with people.

Public Meeting as part of the Last Round of Engagement

On **May 14, 2025**, an additional in-person public open house was conducted at the **Langley Park Community Center** from 6:00 pm to 8:00 pm to share the Hybrid Alternative and corresponding analysis results with the community.

The Langley Park Community Center space was selected because it is located close to the corridor and is accessible by multiple modes of public transportation. The space is well-sized and set up for the open house format of the event. The public open house included twenty-six display boards positioned around the room where project team members, County staff, and open house attendees discussed alternatives and answered questions. The boards were printed in both English and Spanish. A presentation was given at 6:30 pm followed by a question-and-answer period. Attendees were offered water and light refreshments. About 14 people attended the event in total. They were encouraged to fill out the survey.

The public open house was advertised via several email blasts. Additionally, direct mailer postcards were sent to residents and property owners leading up to the event. The event was also advertised through flyers that were distributed at pop-up events and through flyer drops at bus shelters, schools, churches, businesses, and other community places.

The questions and discussion at this public meeting are briefly summarized below:

- There was general excitement about premium transit and Flash BRT along New Hampshire Avenue
- Several attendees strongly supported the Hybrid Alternative
- Few questions were asked to clarify the technical analysis methods followed to calculate travel times and transit ridership
- Few participants expressed concerns regarding property and access impacts
- There were questions asked about implementation timeframe and potential funding sources

Pop-Up Events

The project team hosted pop-up events as a means of reaching more people along the study corridor. The purpose was to reach more people, especially people from typically underrepresented demographic groups, including people in equity emphasis areas, bus riders, pedestrians, bicyclists, families with lower median household income, limited English speakers, Spanish speakers, Amharic speakers, Vietnamese speakers, BIPOC communities, and people with limited digital presence and access. Spanish language translators participated in these events to better engage with people.

These events were generally more informal opportunities to meet residents and bus riders along the corridor and in the community for quick conversations to disseminate information and seek fast feedback. The events were held in multiple rounds of engagement. **Table 4** below summarizes the pop-up events that were held in 2022 and 2023.

Table 4: Pop-up Events in 2022 and 2023

Date	Time	Location
June 7, 2022	3:00 pm to 5:00 pm	East West Highway
June 8, 2022	10:30 am to 2:30 pm	Crossroads Farmers Market
June 9, 2022	3:00 pm to 5:00 pm	Hillandale
June 9, 2022	5:30 pm to 7:30 pm	Lockwood Transit Center
June 3, 3023	10:00 am to 2:00 pm	White Oak Day
November 22, 2023	10:30 am to 1:00 pm	Crossroads Farmers Market

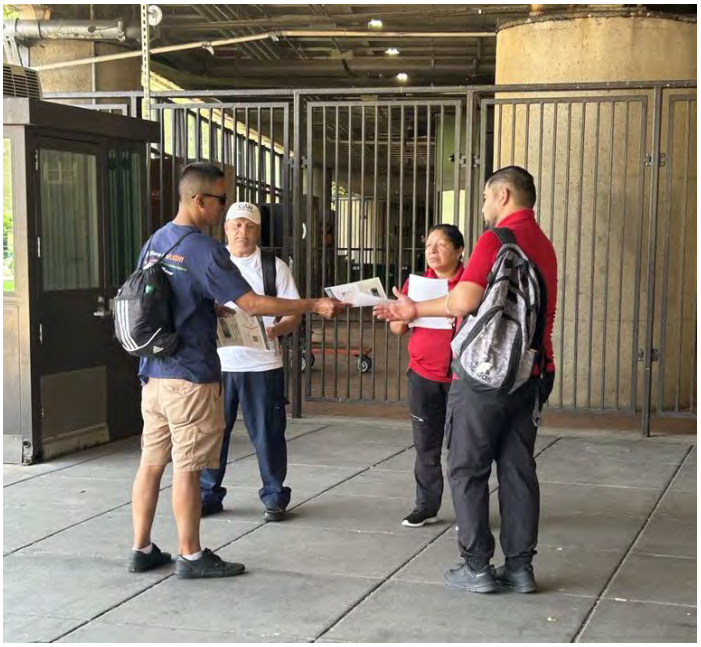
In total, the project team had more than 300 conversations with residents, workers, and bus riders through this first round of pop-up events. The project team provided project updates, advertised upcoming meetings, and distributed surveys, swag, and project materials.

Additional pop-up events were held in the Spring and Summer of 2025 to connect with more people. The focus of these events was to inform people about the corridor alternatives, including the Hybrid Alternative and to seek feedback. These events were critical touchpoints for distributing the survey and advertising the public open house. Table 5 summarizes these pop-up events.

Table 5: Pop-up Events in 2025

Date	Time	Location
April 30, 2025	8:00 am – 9:45 am	Ethan Allen Avenue bus stop
April 30, 2025	10:15 am – 11:45 am	Crossroads Farmers Market
May 1, 2025	8:00 am – 9:45 am	Oakview Drive bus stop
May 1, 2025	10:15 am – 11:45 am	Takoma Langley Transit Center
May 1, 2025	12:30 pm – 2:00 pm	Fort Totten Metro Station
May 2, 2025	8:00 am – 9:45 am	White Oak Shopping Center
May 2, 2025	10:15 am – 11:45 am	Eastern Avenue bus stop
May 2, 2025	12:30 pm – 2:00 pm	Hillandale Safeway
May 5, 2025	8:00 am – 9:45 am	Colesville Giant
May 5, 2025	10:15 am – 11:45 am	Lockwood Transit Center
June 12, 2025	11:00 am – 1:00 pm	East-West Highway
June 12, 2025	3:00 pm – 5:00 pm	Fort Totten Metro Station
June 17, 2025	7:00 am – 9:00 am	Powder Mill Road
June 17, 2025	11:00 am – 1:00 pm	Takoma Langley Transit Center
June 18, 2025	7:00 am – 9:00 am	Eastern Avenue bus stop
June 18, 2025	11:00 am – 1:00 pm	Crossroads Farmers Market

Through these additional pop-up events in 2025, the project team interacted with almost 2,000 people. There were at least three project team members at each event, including a Spanish translator to assist with multilingual conversations. At some pop-up events, up to half of the interactions were conducted in Spanish. The project team chatted with people about the study and corridor alternatives. They also handed out flyers directing people to fill out the survey. Prior to May 14, 2025, the distributed flyers also encouraged people to attend the public open house event. During these conversations, people expressed excitement for improved access to employment centers, faster bus travel via exclusive bus lanes, and an expansion of the Flash network. Many people were familiar with and had ridden on the US 29 Flash route.



The project team also dropped flyers at local businesses, places of worship, and community spaces to further gain amplification and visibility. This included:

- Spring Mill Bakery
- Suds Laundromat
- Takoma Silver Spring Co-Op
- Takoma Park Recreation Center
- Takoma Park Police Station
- Sligo Seventh Day Adventist Church
- Many of the businesses within the commercial development just north of the Takoma Langley Transit Center
- Many of the businesses within the commercial center on the southwest corner of the New Hampshire Ave & Ethan Allen Ave intersection

Lastly, project team members engaged with community members and passed out more flyers at **White Oak Day on June 7, 2025** and at the **East County Food Expo on June 21, 2025**. The purpose of these events was to connect nearby residents with community resources. Team members shared a booth with two members of a public engagement firm which was promoting the general 'Flash' brand.

Photos, flyers, and other materials related to the pop-up engagement activities are included in Attachment F.

Digital Engagement

Online and digital channels have been used in many ways to inform people about the study and to seek input. These approaches are outlined below.

Website

The project team supported the County in maintaining a project website, which can be accessed here: https://www.montgomerycountymd.gov/dot-dte/projects/newhampshireave/. This website served as a landing page for project materials, including postcards, flyers, boards, reports, and CAC meeting notes. The website also includes project team contact information and a spot for people to sign up to stay informed. When applicable, it included links to surveys and information about upcoming public events.

The project website was updated several times throughout the study timeline. It was most recently updated in the Spring and Summer of 2025 to include information about the Hybrid Alternative, a link to the survey, and information about the May 14th public open house event.

Eblasts, Social Media, Newsletters, and Press Releases

The project team advertised for upcoming events and provided project status information through email blasts sent to a contact list using County distribution platforms. Through several events and channels, people had the opportunity to sign up to be on the email list to stay informed. In the Spring and Summer of 2025, at least six email blasts were distributed informing people about the public open house event and the survey.

Social media was also a key tool for engaging a broad audience. Both paid and organic social media campaigns were used to inform people about the project and to direct people to surveys and in-person events. In May and June of 2025, the survey link was distributed via various County social media channels.

Posts were made through the following social media channels:

- MCDOT Facebook (including paid campaigns)
- MCDOT Instagram (including paid campaigns)
- MCDOT Director's Office Twitter
- Montgomery County Twitter
- Ride On Facebook
- Ride On Instagram
- Ride On Twitter

The project team also advertised via Montgomery County press releases and in the following newsletters:

- East Montgomery Regional Center Newsletter
- Mid Montgomery Regional Center Newsletter
- Silver Spring Regional Area Happenings Newsletter
- PG County Council District 2 Newsletter
- Takoma Park Community Newsletter

The survey link was included in the Montgomery County Executive's Newsletter on May 30, 2025. A press release about the May 14th public open house was also distributed.

These digital materials are included in Attachment G.

Emails and Phone Calls

The project team also received project comments by phone and by email. These were chronicled in the project folder and referred to when developing and refining BRT alternatives.

Online Map and Surveys

The project team used an online comment map tool and surveys to solicit feedback from the New Hampshire Avenue community.

Online Comment Map

The project team developed an online map that included the initial four BRT alternatives overlaid on aerial imagery for the New Hampshire Avenue corridor. That map is still live and can be accessed here: https://experience.arcgis.com/experience/3f4a6ce823c1498c9b35ea952237ea81/page/Home-(Mobile)/.

Participants could toggle between alternatives on the map and submit comments for project team consideration. In total, 28 comments were received via this online mapping tool. These comments are included in Attachment H.

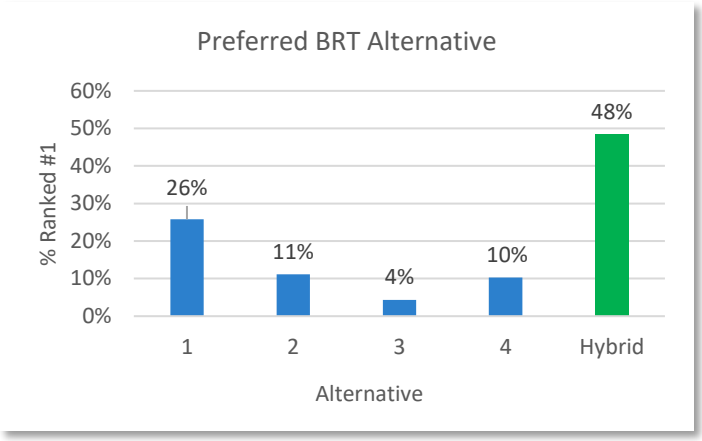
Through feedback, it was determined that this tool was challenging for some members of the community to use. Thus, it was not updated nor used for additional engagement conducted in the Spring and Summer of 2025. Instead, there was focus on other ways of sharing information about the alternatives and seeking feedback on them, as discussed more below.

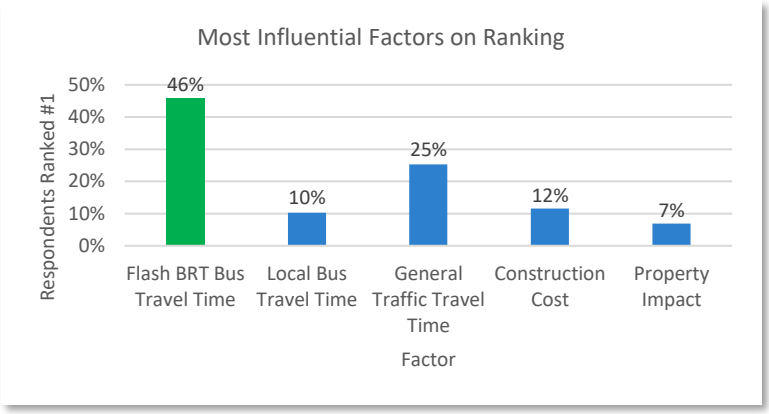
Online and Paper Surveys

To seek further input on the alternatives, including the Hybrid Alternative, the project team developed a survey that was available online and in a printed version. The survey opened on April 29, 2025 and closed on June 30, 2025. It was distributed via TAC and CAC meetings, flyers, direct email outreach, pop-up events, the May 14th public open house, social media, email blasts, and newsletters.

In total, 389 responses were received. The survey asked respondents about their general travel habits along the corridor and their attitudes and preferences toward each of the BRT alternatives. The survey also gathered basic demographic data.

Respondents reported a strong preference for the Hybrid Alternative, with 48% ranking it as their #1 choice (as shown in the adjacent graph). When asked about the most important factor in determining their choice of alternative, 46% of respondents indicated 'Flash BRT Bus Travel Time' as the most important, ahead of 'Local Bus Travel Time', 'General Traffic Travel Time', 'Construction Cost', and 'Property Impact' (as shown in the below graph).





Demographically, the distribution of respondents' self-reported age and race or ethnicity roughly corresponded to that of Montgomery County as a whole. Of those who indicated their gender identity, more identified as women.

The survey results are summarized in more detail and provided in full in Attachment I.

Key Input Received

A few general themes emerged through the community outreach process, including:

- General excitement about investments in transit and BRT
- Concerns about safety and traffic operations
- A desire to balance impacts to various modes and properties
- Differing opinions on design decisions, like the configuration of stations and bus pull outs
- Concerns about implementation, costs, and construction impacts
- Preference for the Hybrid Alternative

Overall, some people have expressed that they are most concerned about limiting increases in congestion. Some people would prefer to prioritize BRT with median running lanes. Some people are concerned with impacts on their properties. Others feel that pedestrian safety

should be paramount. The mixed reactions speak to the inherent tradeoffs associated with roadway redesign.

The additional outreach conducted in the Spring and Summer of 2025 was focused on the Hybrid Alternative and how it compares to other studied alternatives in terms of addressing community needs and goals. Overall, people expressed preference for the Hybrid Alternative in the survey and at the public open house. A few people felt that the Hybrid Alternative does not do enough to improve bus service while others were concerned that it results in too many impacts to general traffic. At the public meeting, there were many specific questions about how the preferred alternative will be designed as well as suggestions for nuanced considerations and coordination. There were also questions about the Hybrid Alternative analysis results, which the project team members answered. During pop-up events in particular, people expressed recognition of the Flash brand and excitement for additional lines to access jobs along the corridor and the Fort Totten Metro Station.

Monitoring and Next Steps

Engagement and outreach will continue to be critical components of implementing BRT service along New Hampshire Avenue. MCDOT Staff will be presenting study findings to the Planning Board and County Council in the coming months. As a preferred alternative is selected and the design phases of the project proceed, the outreach conducted as part of this study serves as a foundation for how to reach people along the corridor. Future outreach efforts should continue to invest in methods that target key audiences, using both in-person and online engagement tools. A few key lessons learned are listed below:

- While the project team reached many English and Spanish speakers, there was less engagement with people predominantly speaking other languages along the corridor, such as Vietnamese and Amharic. It was critical that materials were available in Spanish.
- The TAC and CAC were effective tools for targeted agency and community discussion. There was often good discussion in those meetings.
- Pop-up events were especially effective for reaching Spanish-speaking communities and for engaging with bus riders. The Farmer's Market was a great location to connect with people. Attending events like National Night Out, the Food Expo, and White Oak Day was also critical.
- The in-person open houses were generally attended by a limited audience. This may be attributed in part to Pandemic-related engagement obstacles. Limited participation may also be the result of the planning nature of the study (as compared to the level of urgency some people have toward design and construction projects).
- The postcards for the public open house did not arrive as early as the project team intended, even with the premium paid to expedite. It is recommended that postcards get mailed at least two weeks before the event given potential mail service delays.

- There was limited response from local community organizations and associations regarding presenting at standing meetings.
- It was challenging to keep the website up to date with current project information for people to consume.
- Paid social media was an effective messaging tool. Eblasts were also effective, but there were some challenges with using the County's distribution platform.
- The online interactive map was challenging for people to use. It resulted in limited engagement.
  The survey was an effective tool for soliciting clear feedback. Still, the technical content was challenging to summarize, so the survey was not totally accessible to everyone taking it. Some of the results were also challenging to interpret.
- The long study schedule and complicated technical content may have made it challenging for people to stay engaged.

Attachments

The engagement materials are included in the attachments. These materials include:

A. TAC meeting documents (for meetings 1 through 6)
B. Supplemental agency meeting documents
C. CAC meeting documents (for meetings 1 through 6)
D. Supplemental community meeting documents
E. Public meeting and open house materials
F. Pop-up event materials
G. Digital content and materials
H. Emails
I. Interactive map comments
J. Survey results

Appendix A: TAC Meetings

Meeting Notes

New Hampshire Avenue Corridor Study

Technical Advisory Committee (TAC) Meeting 1 Notes

2/9/2022

Attendees

Sandra Marks (County BRT)
Corey Pitts (County BRT)
Jesse McGowan (County Planning)
Jewru Bandeh (County Regional Planner)
Joana Conklin (County BRT)
John Hoobler (County Traffic)
Philip Mclaughlin (County Transit Services)
Ginger (Jennifer) Archibald (WMATA)
Natasha Aidoo (MDOT SHA)
Alex Freedman (City of Takoma Park)
Rosalind Grigsby (City of Takoma Park)
Jamie Henson (Kittelson)
Tara Hofferth (Kittelson)
Jon Crisafi (Kittelson)
Aditya Inamdar (Kittelson)

Notes

1. Sandra, County PM, introduced the New Hampshire Avenue BRT Study.
2. Jamie, Consultant PM, presented the Program / Project Overview and Scope / Schedule.
3. Jamie opened the discussion: what questions or topics are important to the TAC and are there any questions or suggestions thus far?
    a. John Hoobler asked for a list of existing conditions to be evaluated and Jamie agreed to provide this list to the TAC.
        i. Jamie noted that the study will include traffic microsimulation including VISSIM.
    b. Joana Conklin emphasized that this is the first multijurisdictional corridor being studied under this BRT effort.
        i. Engaging the public in each jurisdiction is important.
        ii. This was part of the reasoning that the corridor was selected.
    c. Jewru Bandeh suggested that the team consider methods for offering more virtual public meetings options (potentially in the form of recordings).

i. The Project Team should consider successful models for both in-person and virtual meetings.
ii. There has been feedback that public meetings are too short and too informative without sufficient engagement.
1. It was noted that a variety of types of outreach to the public will occur including pop-up meetings, public meetings, and community meetings.

d. Ginger Archibald indicated that the solution at the Takoma Langley Transit Center is an important one to discuss in future TAC coordination.
i. The transit center was previously designed to avoid pedestrian crossings, but that will change with the Purple Line. Pedestrian safety and connectivity will be important.

e. Ginger also indicated that the southern terminus will be important to discuss.
i. Connectivity to Fort Totten is important.

4. Jamie presented the Corridor Overview, including a review of existing plans and an overview of demographics for the area.
a. New Hampshire Avenue is a diverse corridor, where many languages are spoken. Much of the corridor is within or close to Equity Areas.

5. Jamie presented the project goals and objectives.
a. The goals are aligned with those for the North Bethesda BRT effort. Objectives will be specific to the people, needs, and challenges of this corridor.

6. Jamie opened the discussion, welcoming thoughts and reactions to draft mobility choice objectives.
a. Jewru questioned why Colesville is not included as an Equity Area and suggested the team verify this.
b. Jewru emphasized that while speed and reliability are important to BRT, making sure that infrastructure is in place to safely get people to stops must also be a focus of the study.
c. Jewru indicated that there are many workers with non-9-to-5 type commutes that are not currently being served.
i. This study should identify getting people to and from locations throughout the day.
ii. Knowing where people work and when they travel to and from work is important to this study. This includes trips between multiple jobs too.

d. Rosalind Grigsby indicated that getting people to Fort Totten is important.

i. Taking 1 bus ride to the metro opens opportunities, whereas having to transfer before getting to the metro will be limiting.

e. Ginger noted that there are not enough bus bays in the Takoma Langley Transit Center for BRT and that coming into the Center would slow down service anyway.
   i. The SB stop may be more easily accessible than a NB stop – consider having the service turn left onto University Blvd, stopping at the on street bus bays there and then looping right onto Lebanon Street to get back onto New Hampshire Ave.
   ii. The study should consider how to reduce barriers between the BRT and the Purple Line. Connectivity between the two must be safe.

f. Jewru asked about how future conditions and development will be incorporated into the analysis, including expansion of the FDA campus.
   i. Jamie indicated that future conditions will be included in the analysis of alternatives.

g. Jesse McGowan indicated that the analysis should consider mode shift and should think more wholistically about how alternatives may impact behavior along the corridor.
   i. If a lane is removed, how will that impact how people choose to use the corridor?

h. Natasha Aidoo asked how the Team is accounting for Pandemic-related variations in traffic counts.
   i. She suggested coordinating with the SHA Travel Forecasting and Analysis Division (TFAD) on related questions.

7. Jamie reviewed next steps and contact information.
   a. TAC members were encouraged to follow up with any questions, sign up for the mailing list for project updates here, and bookmark the project page to see all project updates.

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Technical Advisory Committee (TAC)

Meeting 1

February 9, 2022

MCDOT
Montgomery County
Department of Transportation

Meeting Agenda

- Introductions
- Program and Project Overview
- Scope and Schedule
- Corridor Overview
- Goals and Objectives
- Next Steps

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Welcome to the Technical Advisory Committee for the New Hampshire Ave BRT

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

MCDOT

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

CITY OF TAKOMA PARK
1890
MARYLAND

Montgomery Planning

metro

PRINCE GEORGE'S COUNTY
SEMPER EADEM
MARYLAND

MONTGOMERY COUNTY
17 76
CARDEZ BIEN
MARYLAND

d.

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Program and Project Overview

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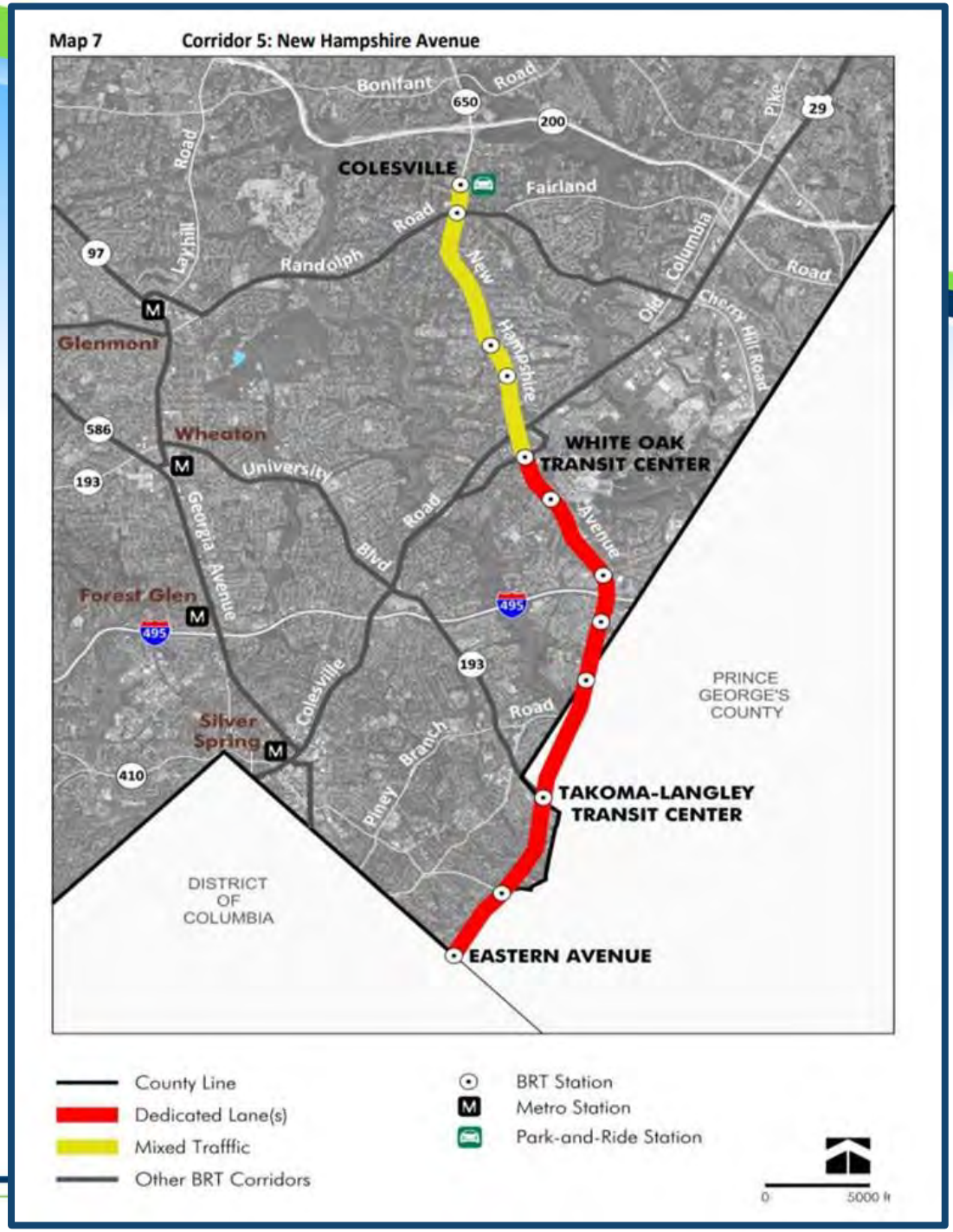
Bus Rapid Transit Program Overview

- Corridor identified in the Countywide Transit Corridors Functional Master Plan (Adopted 2013)
  - US 29 corridor is in operation
  - Veirs Mill Rd and MD 355 are in Preliminary Design
  - North Bethesda and New Hampshire Avenue are in Concept Study

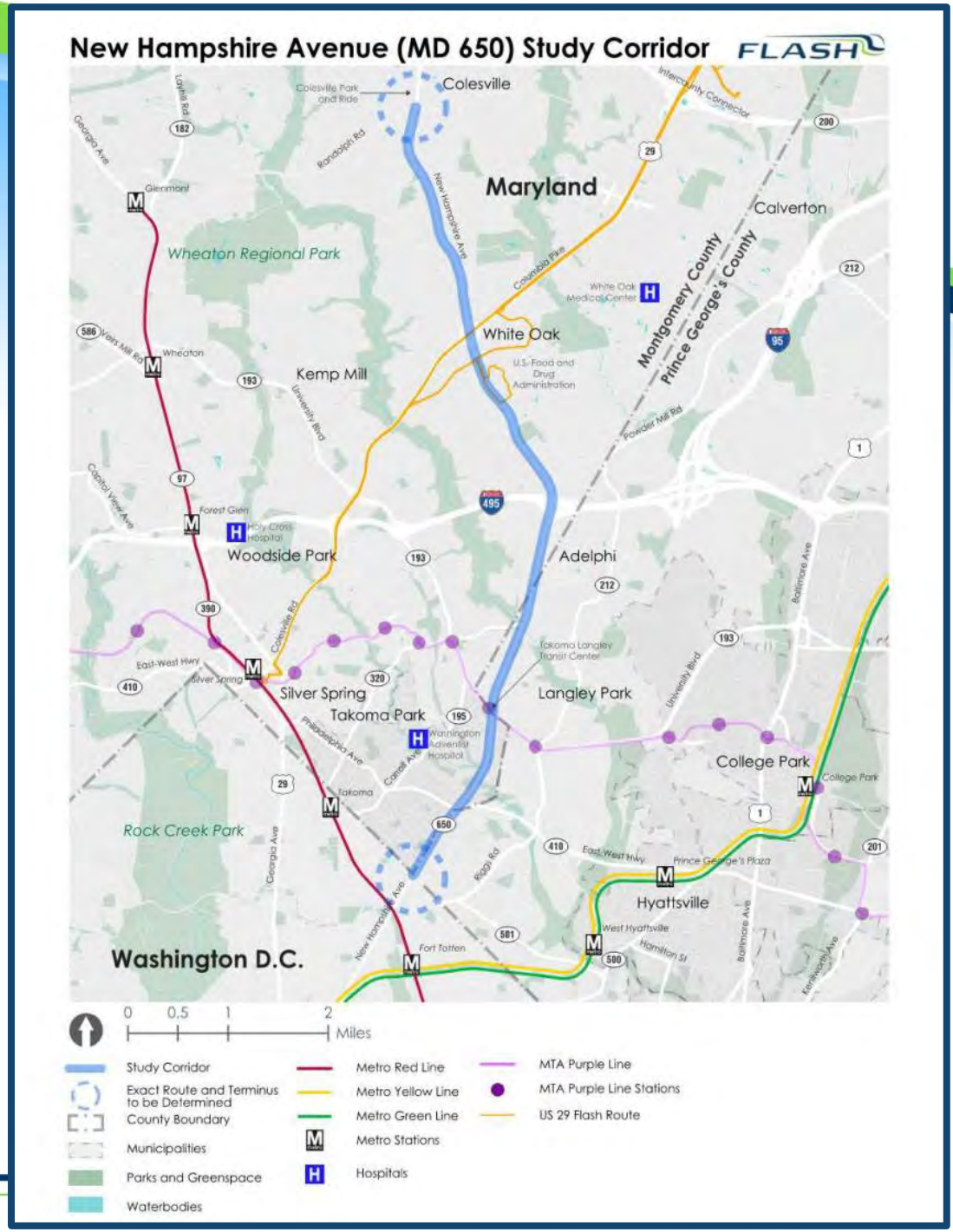
New Hampshire Ave BRT Planning Study

- **Study Will Address:**
  - Termini and major transit interaction
  - Facility type and alignment
  - Precise station locations
  - Multimodal station access needs
  - Adjustments to modal priority



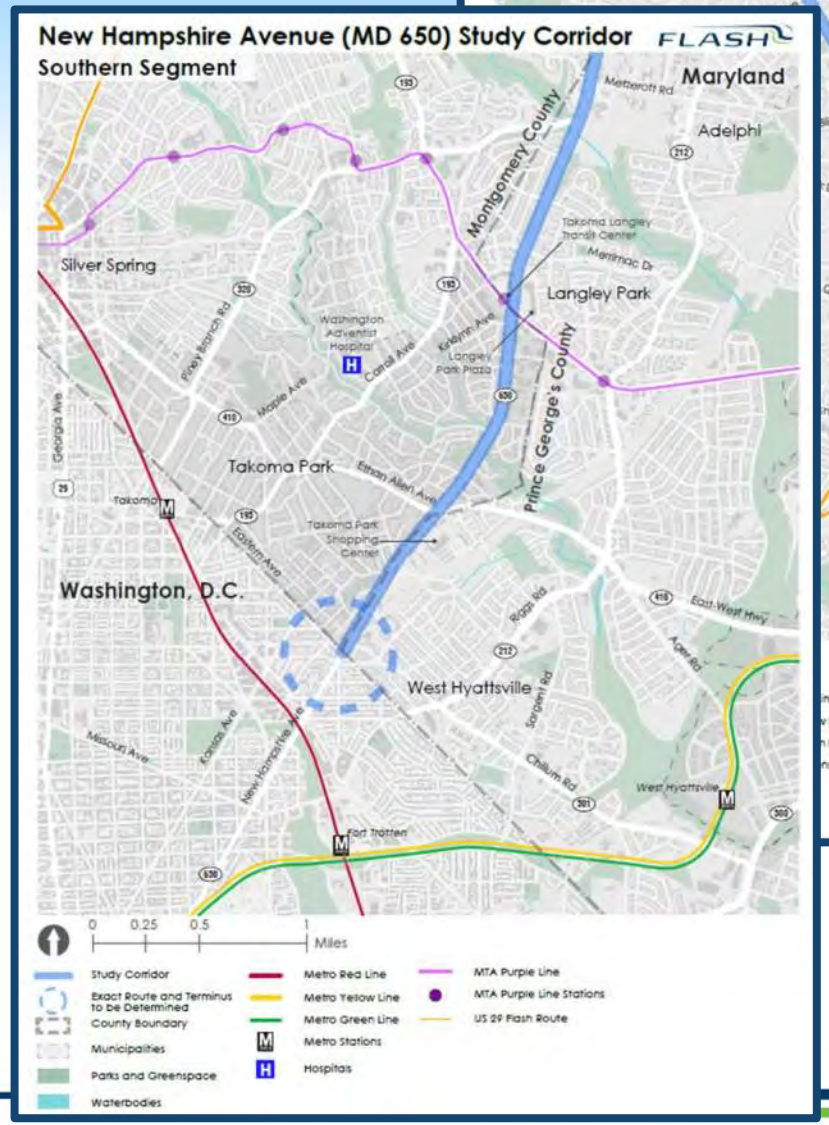
New Hampshire Ave BRT Planning Study

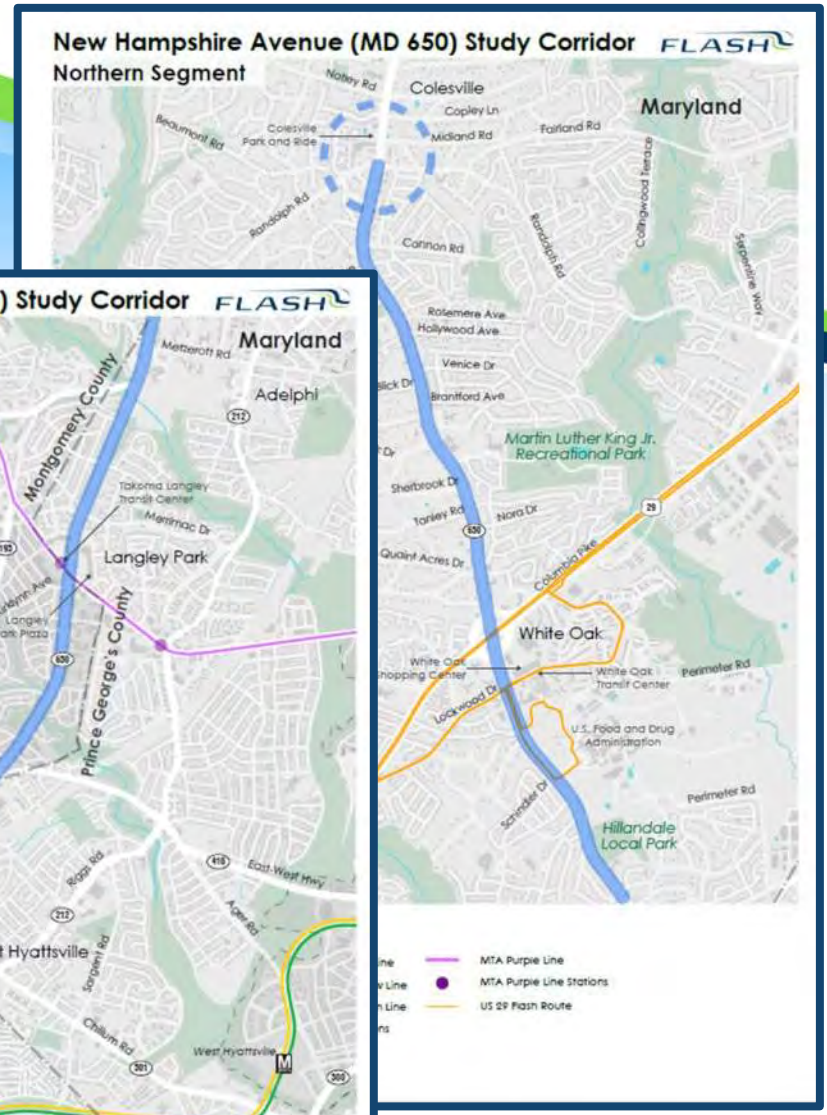
- **Study Will Consider:**
  - Who needs this service?
  - How will this service meet the needs of corridor residents?
  - How is service used and operating today?
  - What is the character of the corridor?
  - What is the vision for transforming the corridor?
  - What are the bigger picture travel patterns in the corridor?



New Hampshire Ave BRT Planning Study

- **Corridor Extents from Master Plan Study:**
  - **Southern Terminus:** DC boundary at Eastern Ave
  - **Northern Terminus:** Colesville Park and Ride near Randolph Rd
- **Study Area Highlights:**
  - Multijurisdictional alignment: Prince George's County, Takoma Park, District of Columbia
  - Southern terminus possibly in DC
  - Travels through Takoma Park, Langley Park, White Oak, and Colesville
  - Intersects the Purple Line
  - Intersects the US 29 Flash Service





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Scope and Schedule

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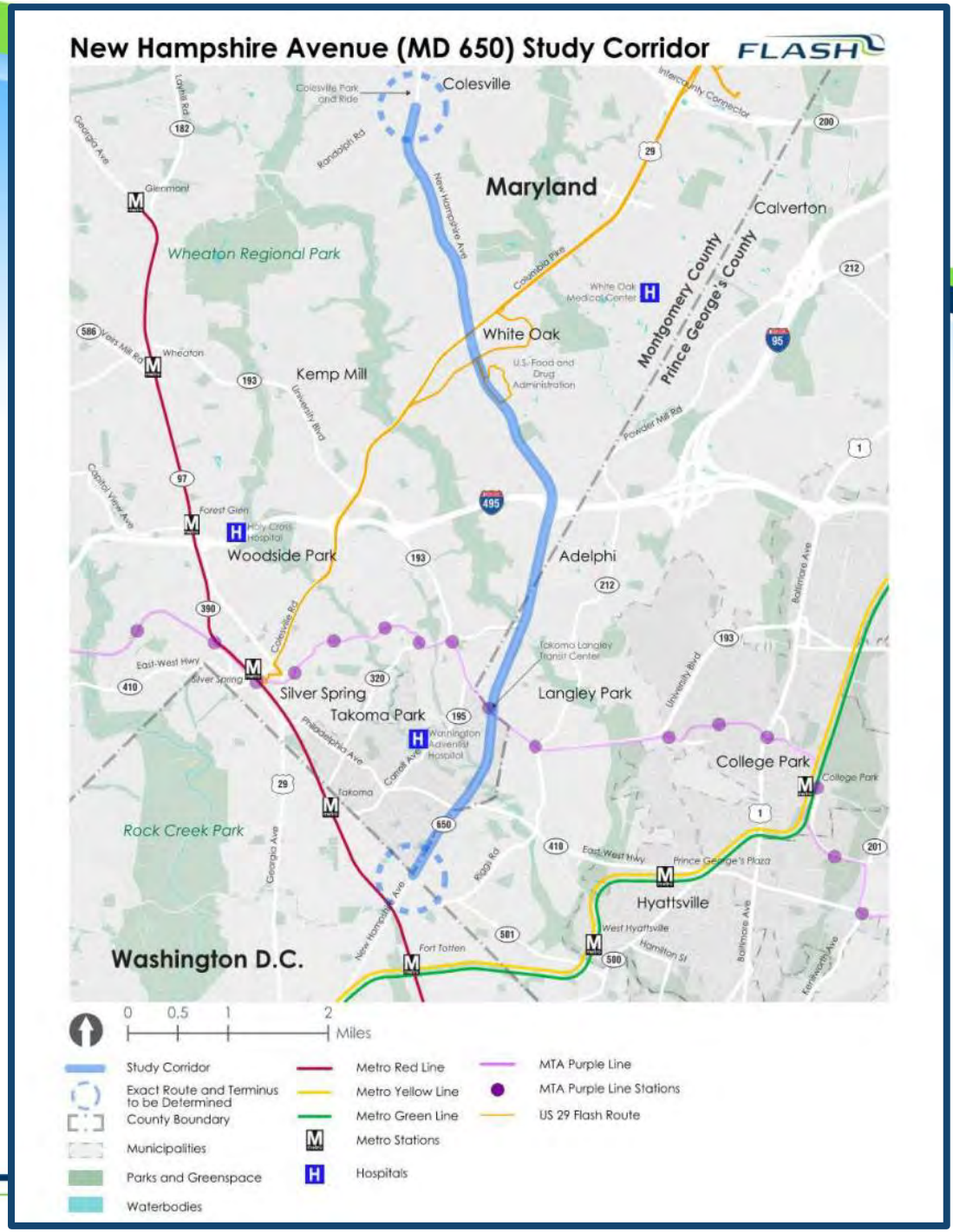
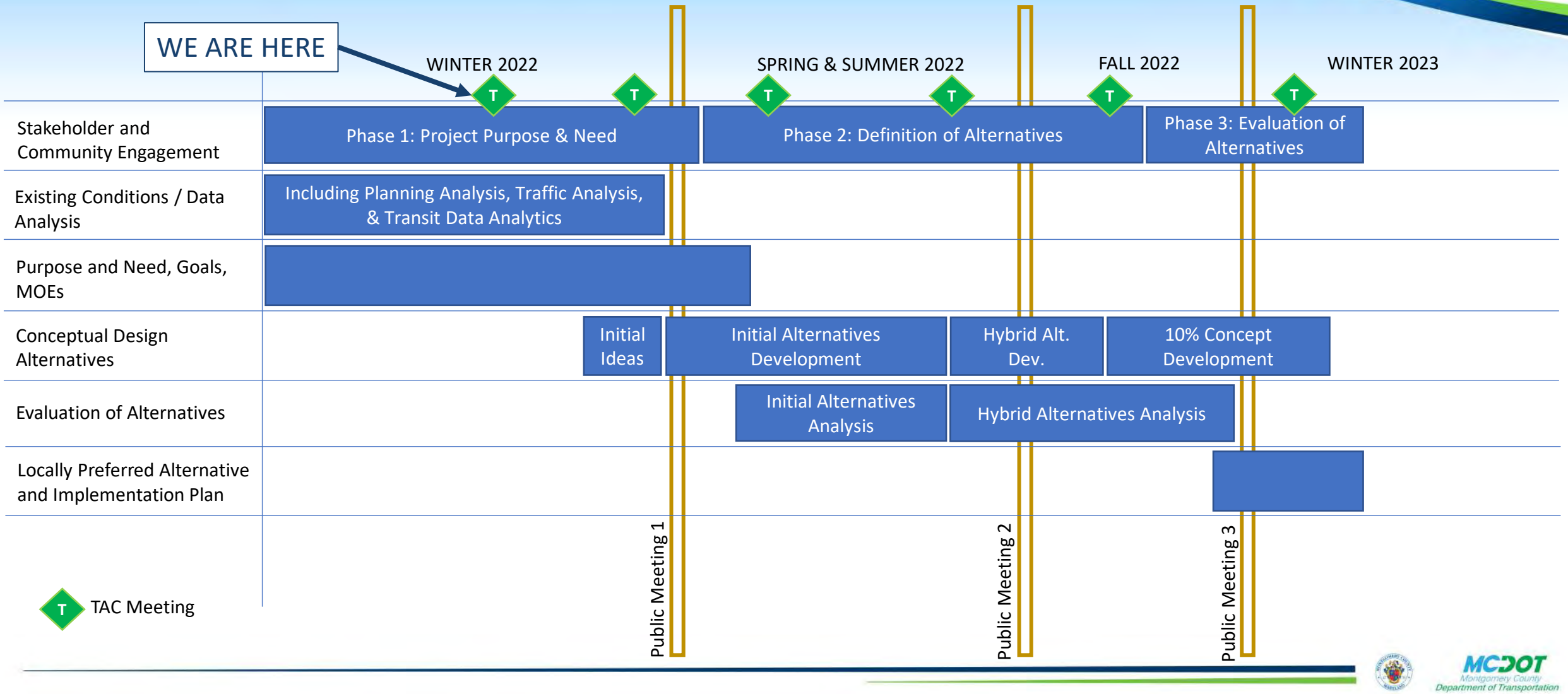
Study Tasks

- Stakeholder and Community Engagement
- Existing Conditions
- Purpose and Need, Goals, and MOEs
- Conceptual Design of Alternatives
- Evaluation of Alternatives
- Locally Preferred Alternative and Implementation Plan



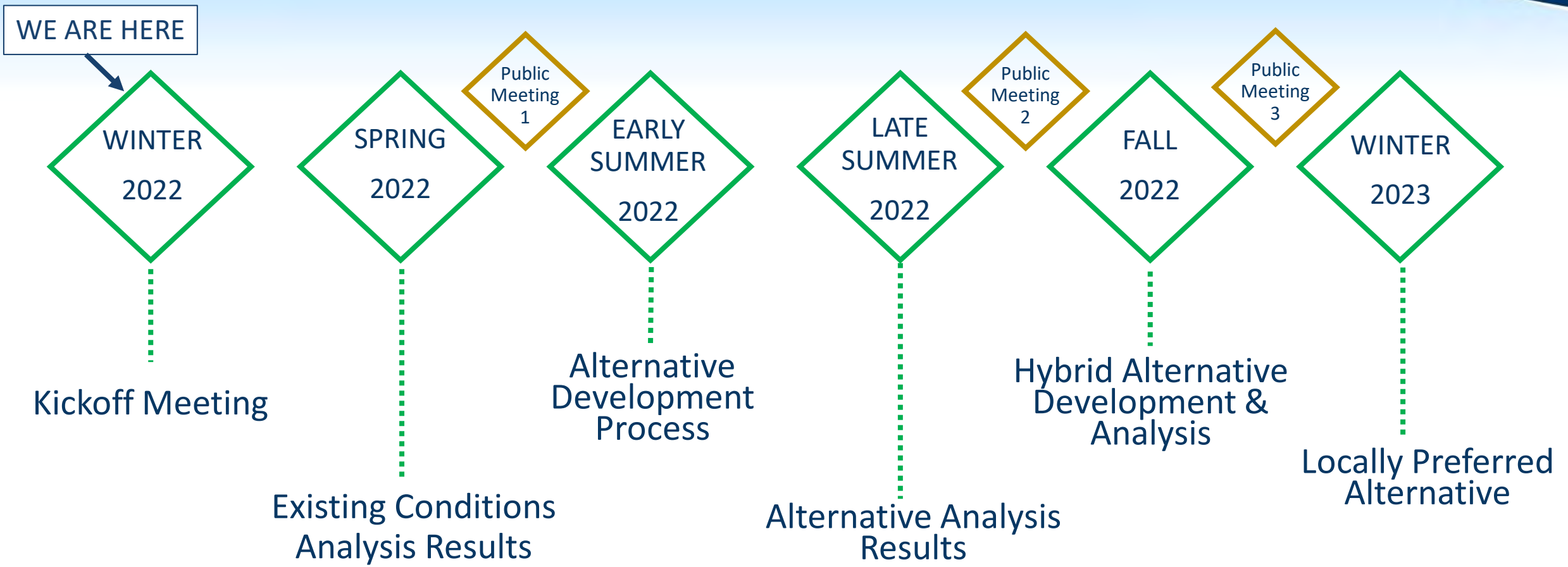
Schedule


WE ARE HERE
WINTER 2022
SPRING & SUMMER 2022
FALL 2022
WINTER 2023
Stakeholder and Community Engagement
Phase 1: Project Purpose & Need
Phase 2: Definition of Alternatives
Phase 3: Evaluation of Alternatives
Existing Conditions / Data Analysis
Including Planning Analysis, Traffic Analysis, & Transit Data Analytics
Purpose and Need, Goals, MOEs
Conceptual Design Alternatives
Initial Ideas
Initial Alternatives Development
Hybrid Alt. Dev.
10% Concept Development
Evaluation of Alternatives
Initial Alternatives Analysis
Hybrid Alternatives Analysis
Locally Preferred Alternative and Implementation Plan
Public Meeting 1
Public Meeting 2
Public Meeting 3
T
TAC Meeting

Community and Stakeholder Engagement

- Public meetings
- Pop-up meetings
- Community meetings
- Employer outreach meetings
- Corridor Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Agency Advisory Committee (AAC)

The Role of the Technical Advisory Committee

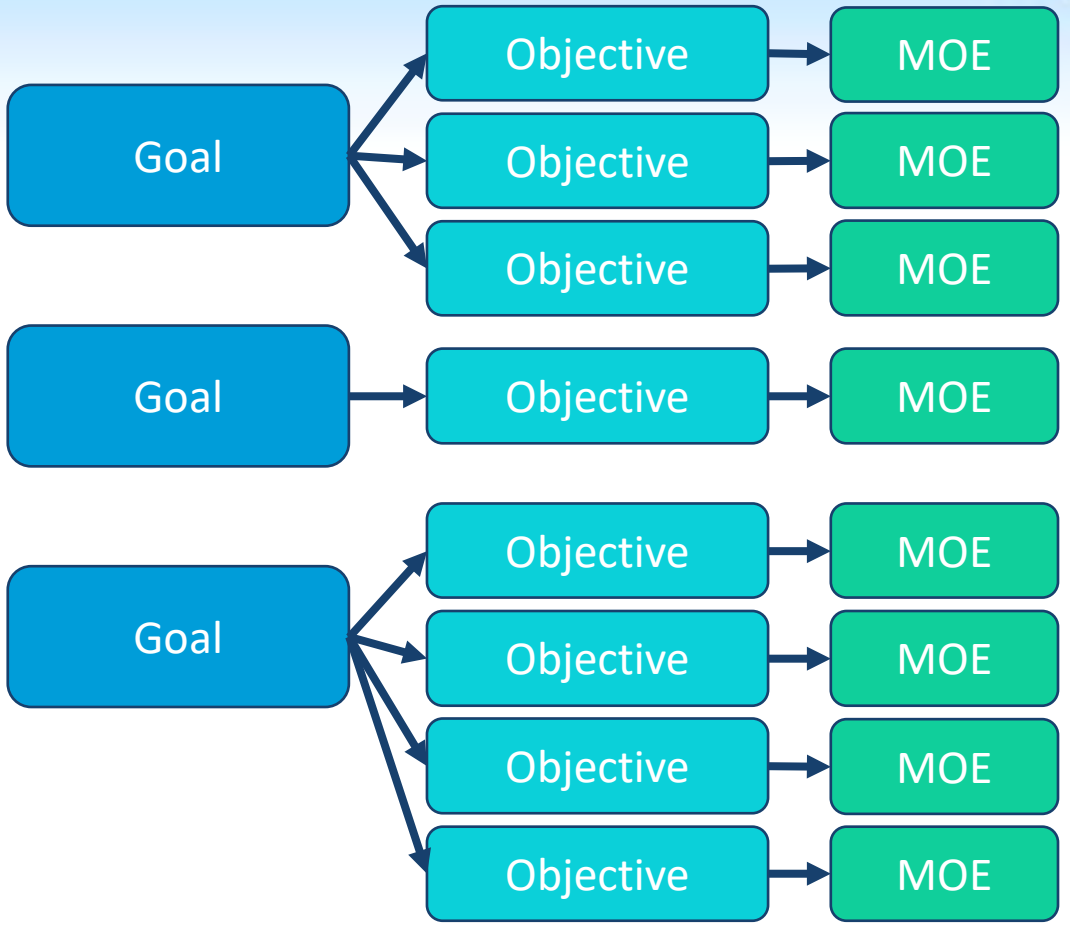


Existing Conditions Analysis

- Planning Analysis
  - Demographics, Land Use, and Equity
  - Mapping
- Traffic Analysis
  - VISSIM microsimulation
    - Will need to follow-up on volume balancing
  - O-D Analysis
- Transit Data Analytics
  - Evaluate APC data to assess transit operations

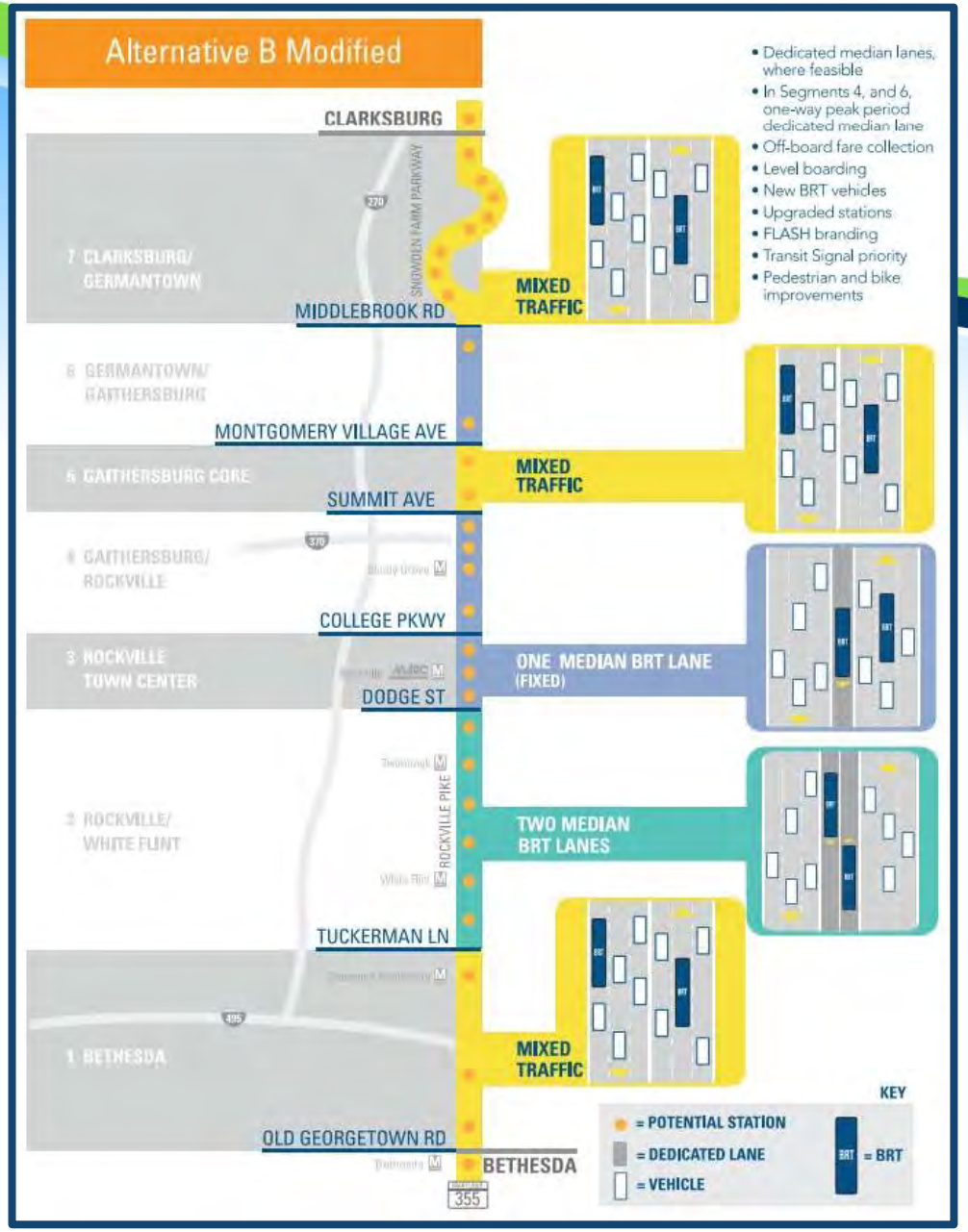
Purpose and Need, Goals, and MOEs

- Goals, Objectives, and Measures of Effectiveness
- Purpose and Need
- Public and stakeholder feedback
- County policy and plans



Conceptual Design of Alternatives

- Develop up to four alternatives
- Assess termini and major connections
- Define specific station locations
- Develop 10% concept for preferred alternative



Example Concept from MD 355 Project

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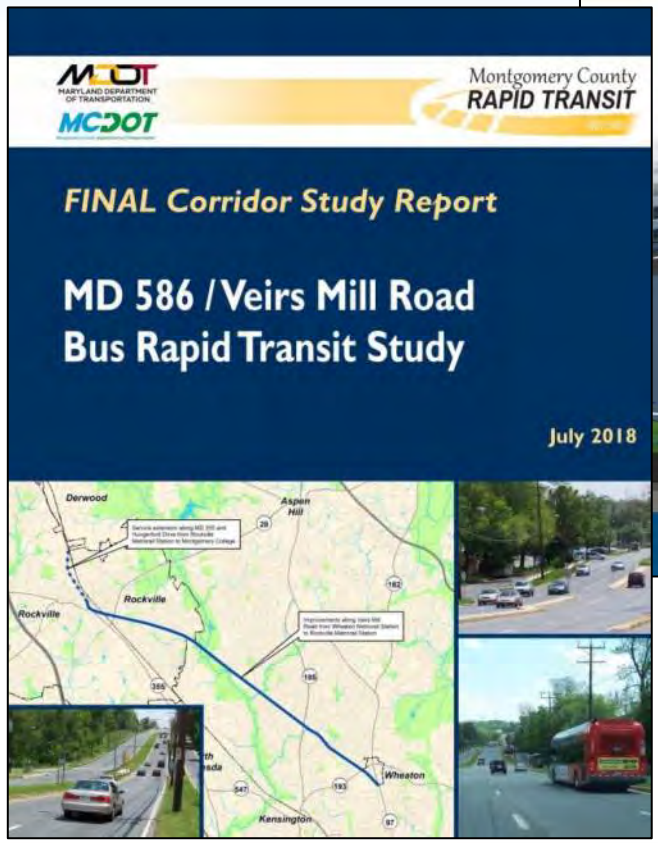
Locally Preferred Alternative and Implementation Plan

- Evaluate Alternatives
- Develop documentation of preferred alternative
- Pre-rating for FTA CIG program
- Funding plan
- Detailed timeline



Previous BRT Corridor Study Reports

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Corridor Overview

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Previous Plans/Studies Review

County-wide General Plan

1. Draft Thrive Montgomery 2050 (Montgomery County Planning) (2021)

Master & Sector Plans

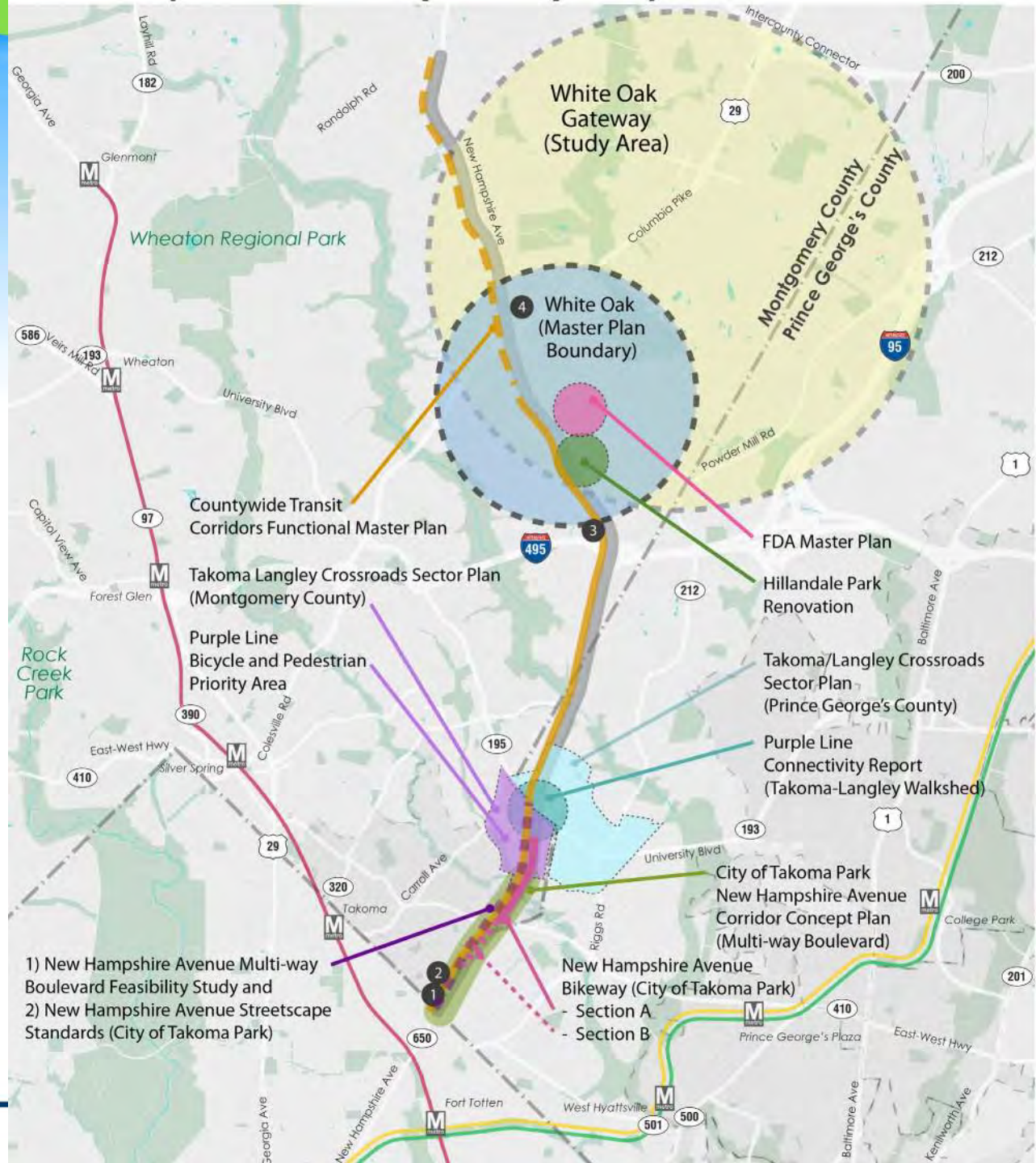
2. Countywide Transit Corridors Functional Master Plan (Montgomery County Planning) (2013)
3. The Bicycle Master Plan (Montgomery County Planning) (2018)
4. White Oak Science Gateway (Montgomery County Planning) (2014)
5. Takoma/Langley Crossroads (Montgomery County Planning) (2012)
6. Takoma/Langley Crossroads (Prince George's County Planning) (2009)
7. Takoma Park Master Plan (Montgomery County Planning) (2000)
8. Master Plan of Highways and Transitways (Montgomery County Planning) (2018)
9. U.S. FDA HQ at White Oak Master Plan (GSA) (2018)

Design Guidelines

10. Montgomery County Complete Streets (MCDOT and Montgomery County Planning) (2021)
11. Context Driven (MDOT SHA) (2020)

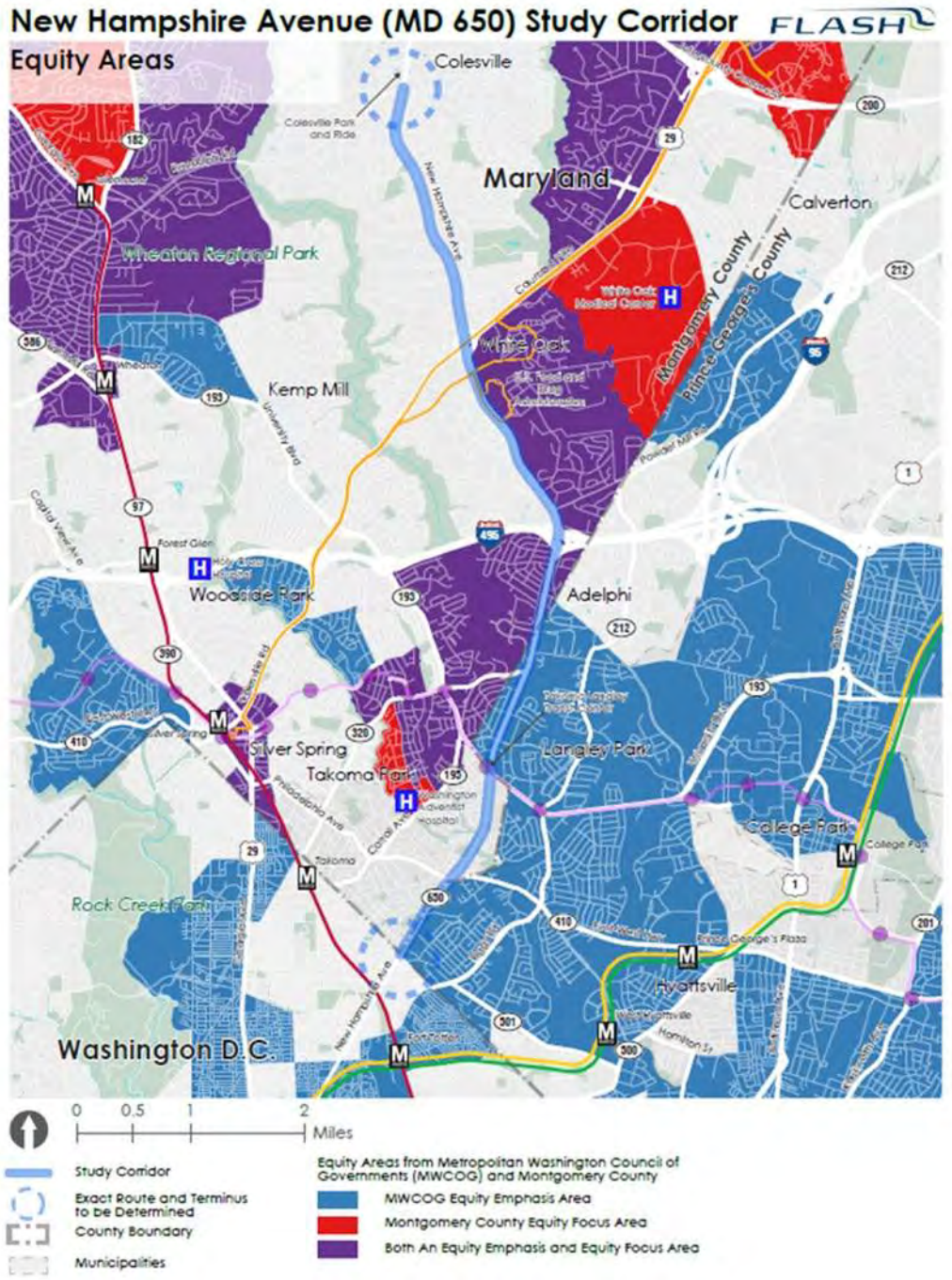
Other Studies/Resources

12. Vision Zero 2030 Action Plan 2022-2023 Work Plan (Montgomery County Planning) (2021)
13. Purple Line Stations Bicycle and Pedestrian Priority Area (MCDOT) (2021)
14. Purple Line Connectivity Report (Montgomery County Planning) (2020)
15. Pedestrian Master Plan - Design Toolkit (Montgomery County Planning) (2021)
16. New Hampshire Avenue Concept Plan (Takoma Park) (2008)
17. New Hampshire Avenue Multiway Blvd Feasibility Study (Takoma Park/MWCOG) (2013)
18. New Ave Streetscape Standards (Takoma Park/MWCOG) (2014)
19. The New Ave Bikeways Project Design (Takoma Park) (2018)
20. Major Proposed Development Projects (2021)



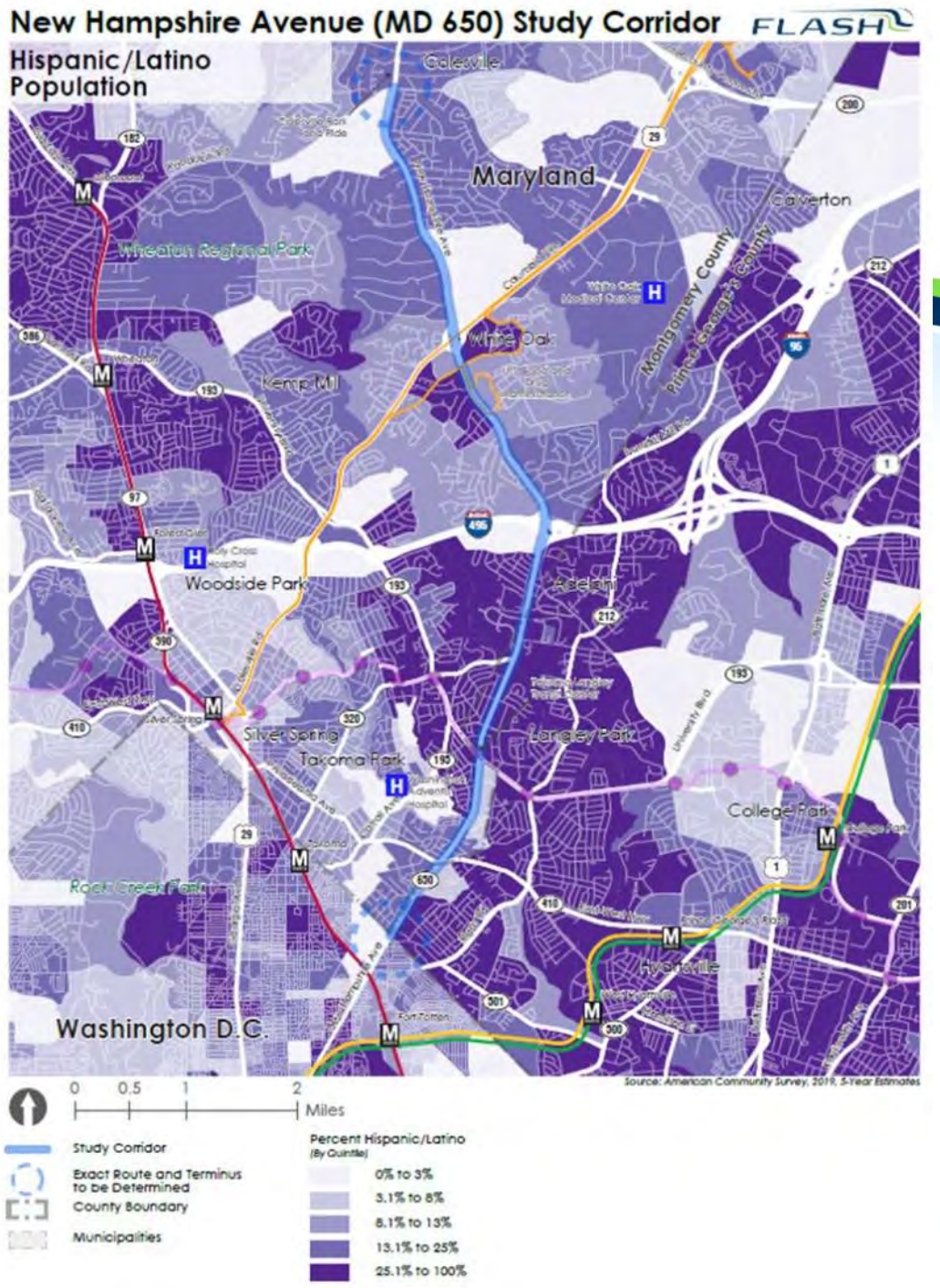
Equity Populations

- About 70% of the corridor is within ½ mile of an equity area
- Study corridor passes through several equity areas including around:
  - White Oak
  - Adelphi
  - Hillandale
  - Langley Park
  - District of Columbia



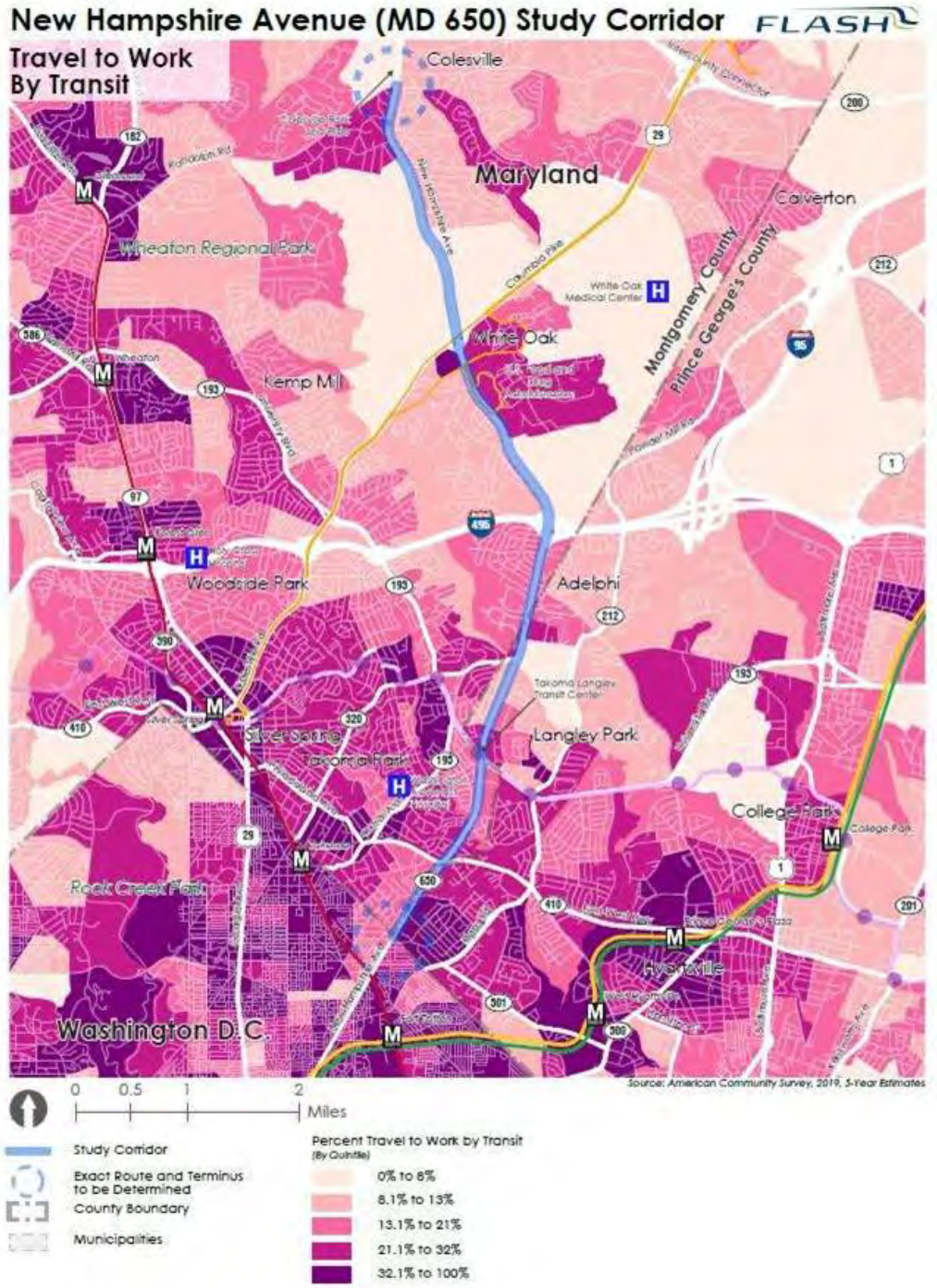
Demographic Analysis

- Large Hispanic / Latino population east of the corridor
- Large Spanish speaking population
- Many other languages spoken along the corridor: Amharic, French, Vietnamese



Demographic Analysis

- About 45% of the corridor passes through census blocks with 20% or more people commuting to work by transit
- More people commute by transit south of the Beltway



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Goals and Objectives

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Development of Goals & Objectives

Draft Goals

- Mobility Choices
- Sustainable Solutions
- Corridor Safety
- Economic Growth
- Quality Service
- Community Equity

Draft Mobility Choices

- Increase trips made by transit
- Connect to regional transit network
- Maximize people and jobs served
- Balance multi-modal operational needs
- Enhance bike and pedestrian connections to transit

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Next Steps

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Next Steps

- Complete existing conditions analysis
- Refine Goals, Objectives, and MOEs
- Engage various stakeholder groups
- Begin public engagement in April / May
- Develop initial corridor concepts

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Questions?

Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

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Meeting Notes

New Hampshire Avenue Corridor Study

Technical Advisory Committee (TAC) Meeting 2 Notes

5/20/2022

Attendees

Sandra Marks (MCDOT)	Joseph Moges (SHA)
Corey Pitts (MCDOT)	Jesse McGowan (County Planning)
Alex Freedman (City of Takoma Park)	Natasha Aidoo (SHA)
Jewru Bandeh (County Regional Planner)	Jacob Newman (MCDOT)
Yohannes Bennehoff (DDOT)	Roshan Singh (SHA)
Darcy Buckley (MCDOT)	Cicero Salles (County Regional Planner)
Jamie Cepler (WMATA)	Jamie Henson (Kittelson)
Joana Conklin (County BRT)	Tara Hofferth (Kittelson)
Tim Cupples (MCDOT)	Jon Crisafi (Kittelson)
Andrew Dempster (FDA)	Aditya Inamdar (Kittelson)
Melissa DuMond (Kimley Horn)	John Manzoni (STV)
Scott Holcomb (SHA)	Ginger (Jennifer) Archibald (WMATA)
Danielle Houpe (FDA)	

Notes

1. Sandra, County PM, gave a general update on the New Hampshire Avenue BRT Study.
2. Jamie, Consultant PM, presented a Review of Findings.
3. Questions and discussion are noted by topic area.
    a. Traffic analysis
        i. Yohannes (DDOT) indicated that the District is planning for lower future car use.
            1. He mentioned that DDOT is thinking about how to account for mode shift and increased traffic in the same analysis.
                a. Jamie noted that STOPS modeling will be performed along the corridor and will consider mode shift.

2. DDOT is typically conservatively using pre-Covid counts (prior to the work culture shift).

ii. Jesse (Planning) noted that Planning staff tend to adjust counts up to 2019 levels.

iii. Scott (SHA) noted that SHA is also being generally conservative as the "new normal" becomes clearer and is typically using pre-March 2020 volumes.

1. SHA is starting to look at 2021 and 2022 volumes.

iv. Jewru (County) noted that big developments are anticipated in some of those areas showing decreasing traffic growth such as at Powder Mill. How is that built into the assumptions?

1. The Project Team noted that we have not gotten to that point in the study. However, future analysis using demand modeling should capture these concerns.

v. Roshan (SHA) asked what seeding interval is being used?

1. 60 minutes is used to seed the simulation.

vi. Scott suggested considering person throughput as a measure of effectiveness (number of people moving through the corridor).

b. Transit analysis

i. Ginger (WMATA) asked about how the K9 is being considered in the analysis. It has different run times compared to the K6.

1. Jamie noted that both routes will be considered in the analysis.

ii. Cicero (County) suggested looking at existing FLASH operations on US 29 and using that information to inform predictions.

c. Bicycle and pedestrian infrastructure

i. Cicero (County) noted the need for multimodal access at high boarding locations.

ii. Joe (SHA) noted a lack of multimodal infrastructure in the corridor. The City of Takoma Park bikeway project was also noted. Concern about pedestrians crossing the Purple Line was also noted.

iii. Joe (SHA) noted concerns with the bus stop(s) just north of the Beltway. There is frustration and safety concerns there. Consider a potential crossing modification there.

d. Northern terminus location

i. Jewru (County) suggested considering extending the line to Briggs Chaney. The Colesville Park and Ride is underutilized.

1. There is a large Muslim community north of Colesville. A terminus that serves them might contribute to the equity and inclusiveness of the service.

e. Southern terminus location
    i. Alex (Takoma Park) noted that Fort Totten is most attractive. There will be many trips from areas south of Ethan Allen that will need to be served.
    ii. Ginger (WMATA) agreed that Fort Totten is the best option because of the connectivity to the Metro lines. Ending at TakomaLangley would greatly miss the mark. A service that does not reach Fort Totten would put pressure on other WMATA routes.
    iii. Johannes (DDOT) agreed that terminating at Fort Totten is within the District's mission of better service. It helps get people to DC.
        1. It was also noted that DDOT is willing to advance bus priority projects that will support the Montgomery County service.
    iv. Cicero (County) also noted a desire to continue to Fort Totten.
    v. There was a question about the status and extent of development at Fort Totten. A WMATA representative indicated that the development accounts for additional buses, but the timing of the project is unpredictable. There is an opportunity to work on the infrastructure to ensure the terminus is successful.
    vi. Joana (MCDOT) echoed other comments regarding Fort Totten. She hopes that dedicated lanes might be continued into the District and suggested that the Bus Priority Program might be compatible with these plans.
    vii. Sandra (MCDOT) noted that the project team will also ask the public about terminus locations during public outreach in June.

4. Jamie presented an overview of upcoming engagement.
    a. Alex (Takoma Park) asked about the language service provided at public meetings.
        i. It was noted that interpretation services will be provided on request.
    b. Jewru (County) mentioned that reaching people in apartment complexes is important. He noted high density apartments have many transit riders. He said that the regional office has supported similar outreach and will support this effort.
    c. Cicero (County) noted there are likely comments being captured on the US 29 FLASH service. This project should consider how we are learning from those comments too.

i. The Project Team should also be prepared to receive related questions/comments during public outreach. The Team should have that information ready and understand how that operation is going.

5. Jamie reviewed the next steps and contact information.
    a. TAC members were encouraged to follow up with any questions, sign up for the mailing list for project updates here, and bookmark the project page to see all project updates.

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Technical Advisory Committee (TAC)

Meeting 2

May 20, 2022

MCDOT
Montgomery County
Department of Transportation

Meeting Agenda

- Introductions
- Project Overview
- Public Meeting 1 Overview
- Review of Findings
- Next Steps

The Technical Advisory Committee for the New Hampshire Ave BRT

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

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Project Overview

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Montgomery County
Department of Transportation

New Hampshire Ave BRT Planning Study

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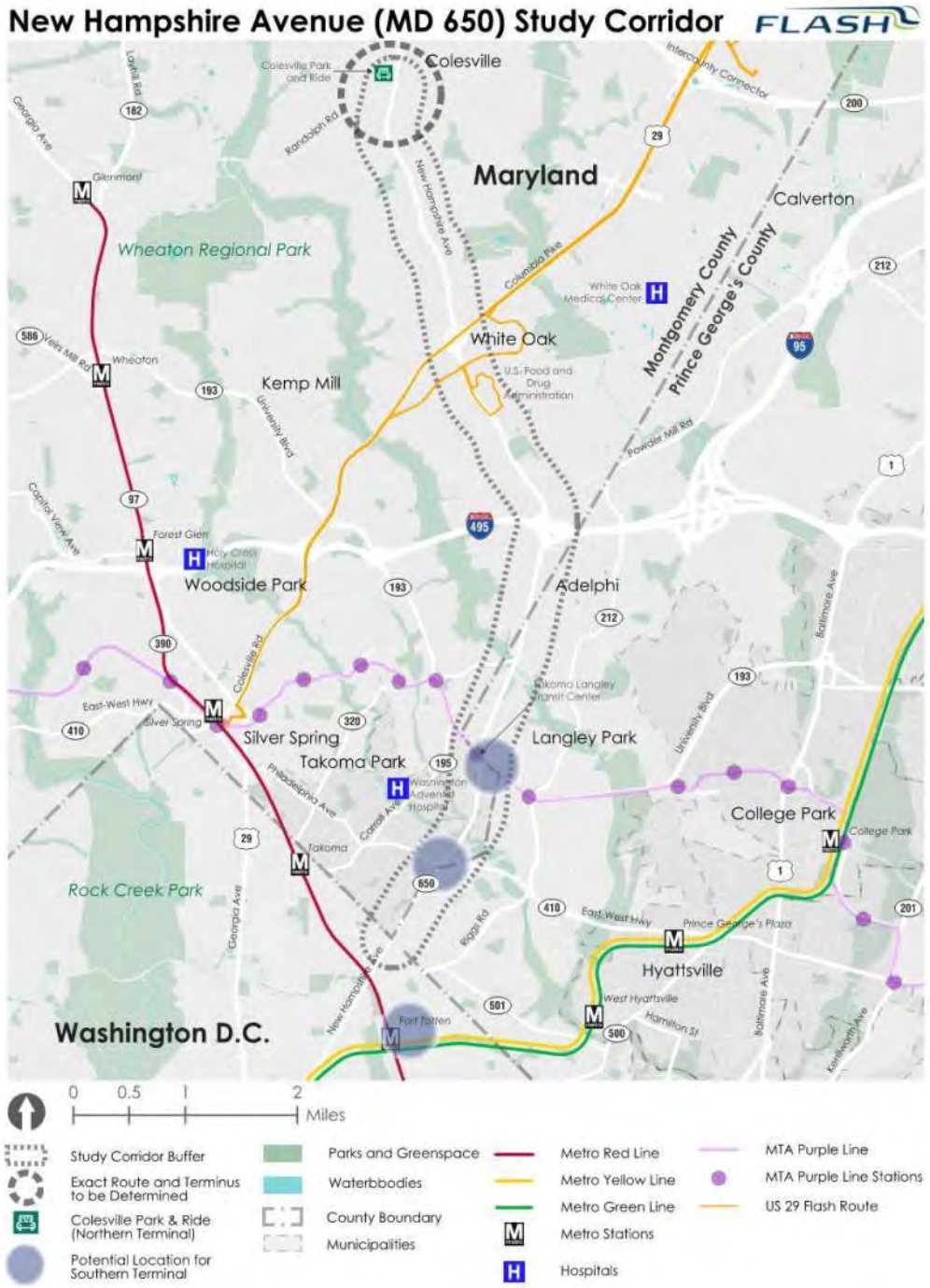
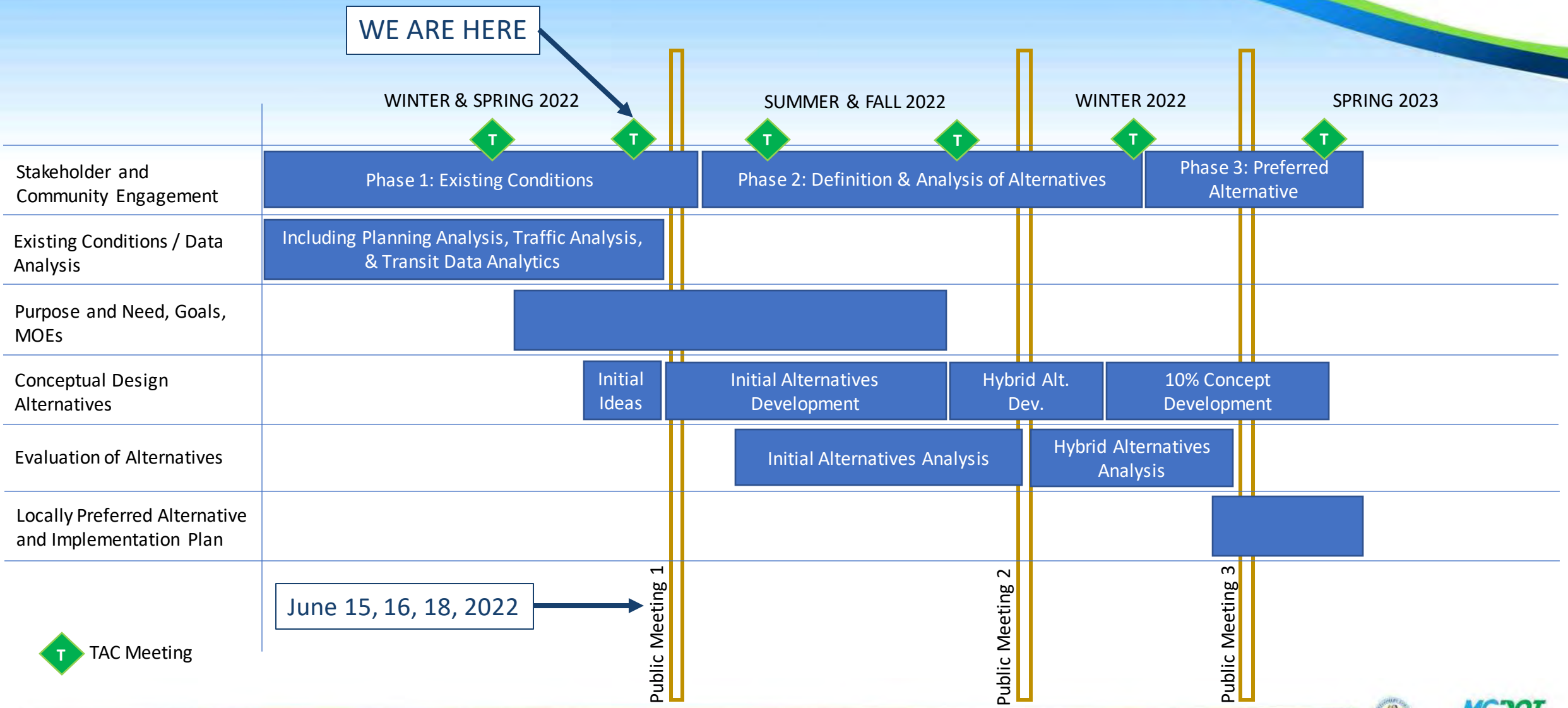


Schedule


WE ARE HERE
WINTER & SPRING 2022
SUMMER & FALL 2022
WINTER 2022
SPRING 2023
T
Stakeholder and Community Engagement
Phase 1: Existing Conditions
Phase 2: Definition & Analysis of Alternatives
Phase 3: Preferred Alternative
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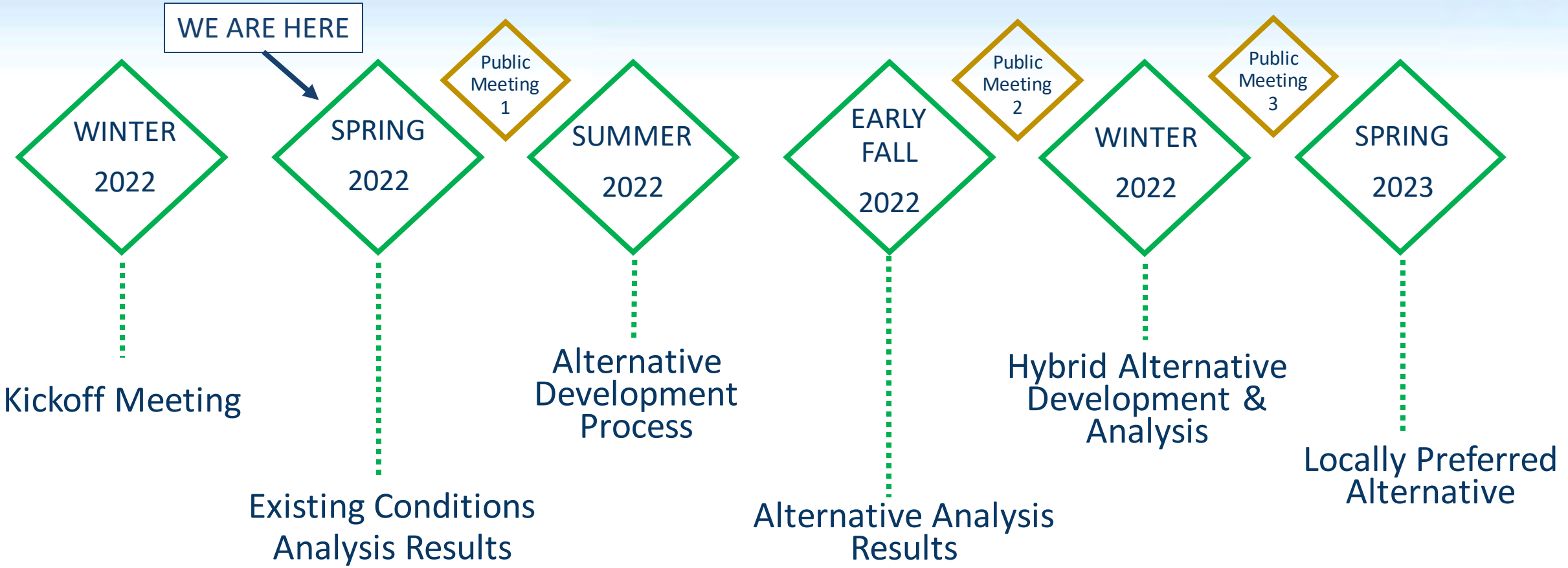
Initial Alternatives Development
Hybrid Alt. Dev.
10% Concept Development
Evaluation of Alternatives
Initial Alternatives Analysis
Hybrid Alternatives Analysis
Locally Preferred Alternative and Implementation Plan
June 15, 16, 18, 2022
Public Meeting 1
Public Meeting 2
Public Meeting 3
TAC Meeting

Technical Advisory Committee Meeting Topics



Goals

Mobility Choices

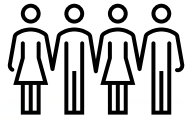
Sustainable Solutions

Corridor Safety

Economic Growth

Quality Service

Community Equity



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Planning Analysis

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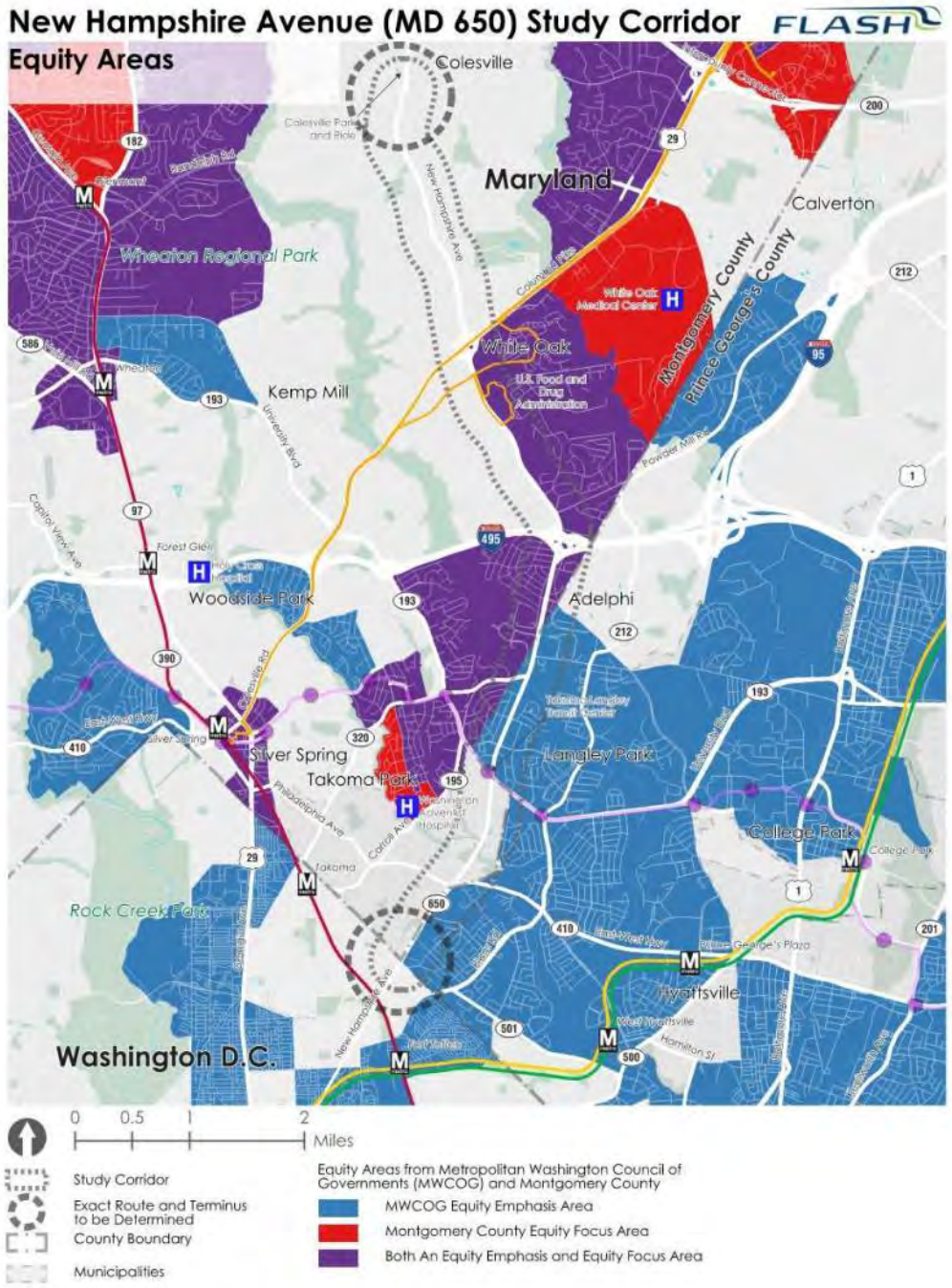
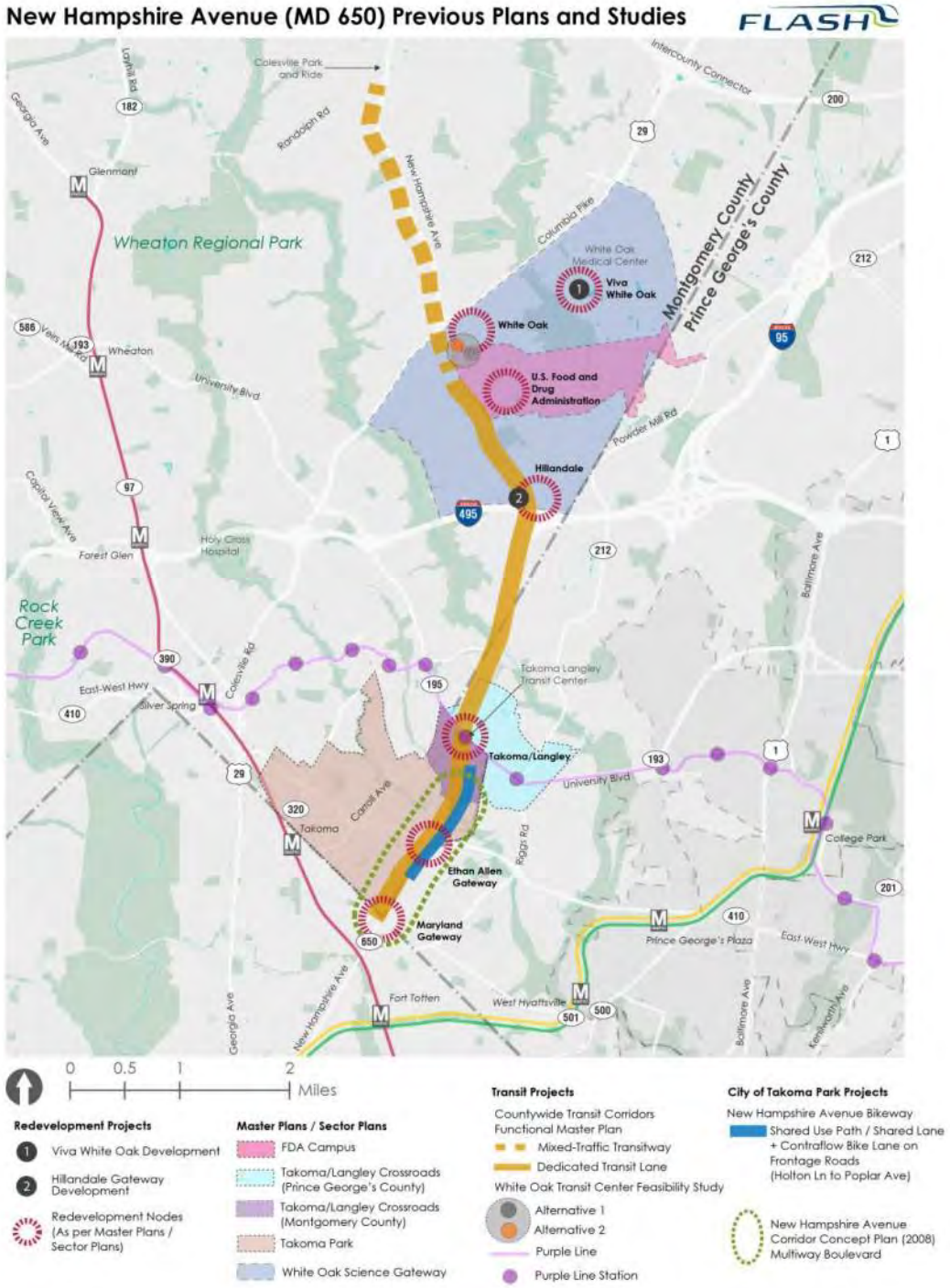
Planning Analysis

- Equity
- Existing Plans and Development
- Land Use
- Network Limitations
- Safety



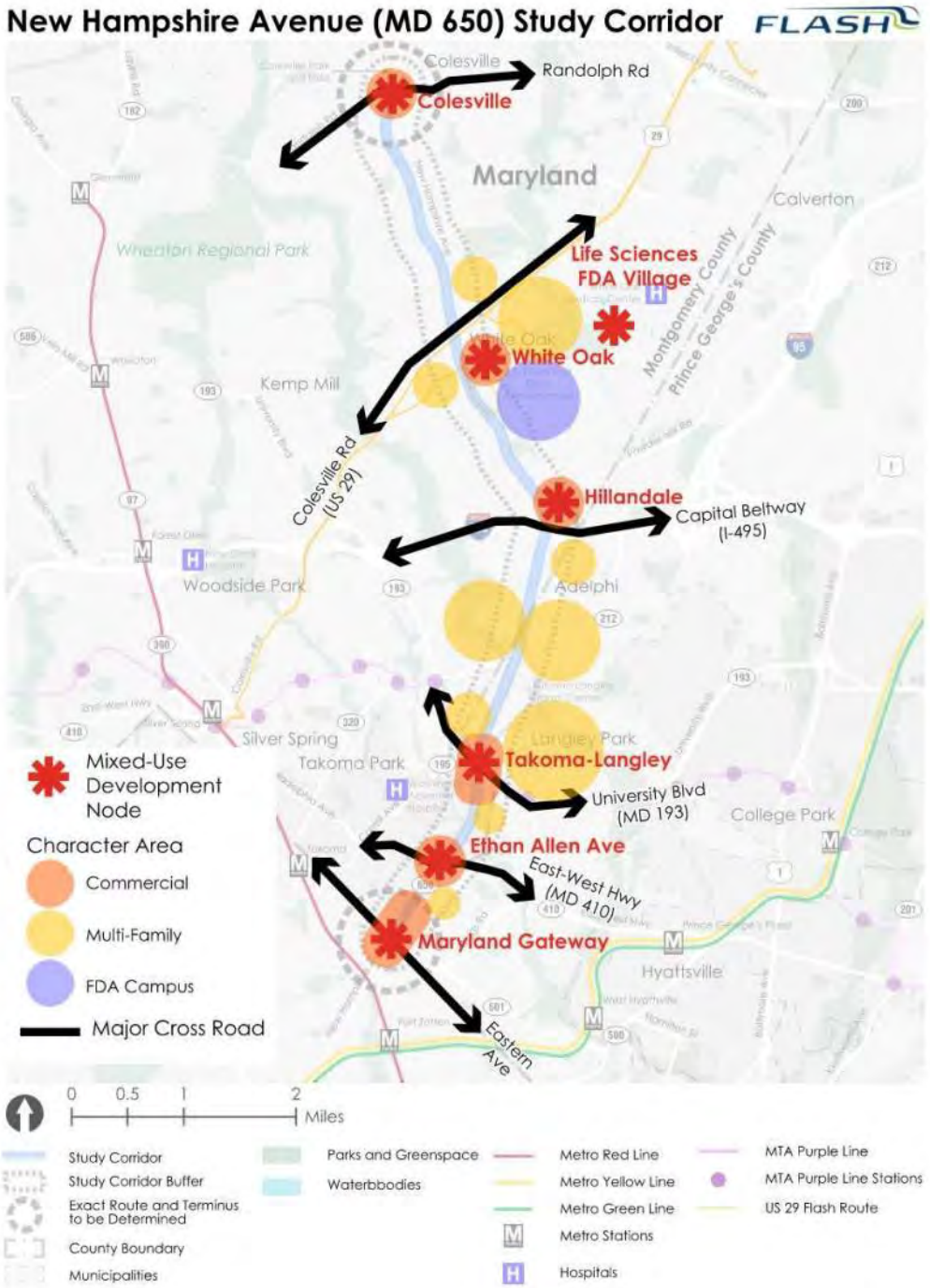
Existing Plans & Development

- Purple Line
- Bicycle and pedestrian improvements in Takoma Park
- Hillandale development
- White Oak and Viva White Oak
- FDA Campus expansion



Land Use

- Multifamily housing between the Beltway and University
- Commercial and multifamily housing at major cross streets
- Single family residential in the north and portions of the south
- FDA Campus

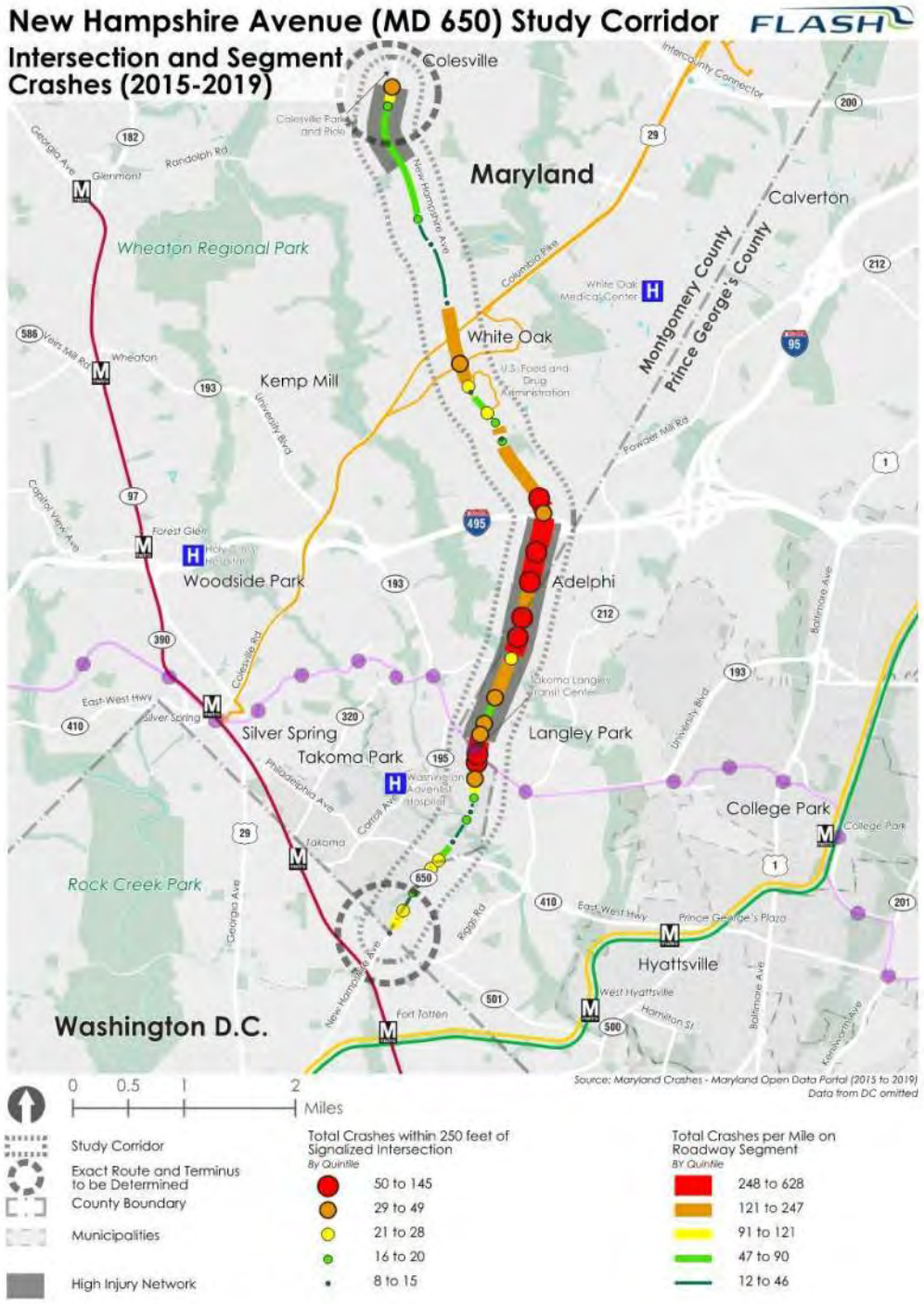


Network Limitations

- Few major parallel streets
- Street serves multiple modes and different types of trips
- Serves high vehicle volume
- Use service roads for access
- SHA owns the facility

Safety

- High crash frequency
- Portions of the corridor are in the high injury network
- Concentrated between the Beltway and University
- Severe crashes
- Multiple fatalities



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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Origin – Destination Analysis

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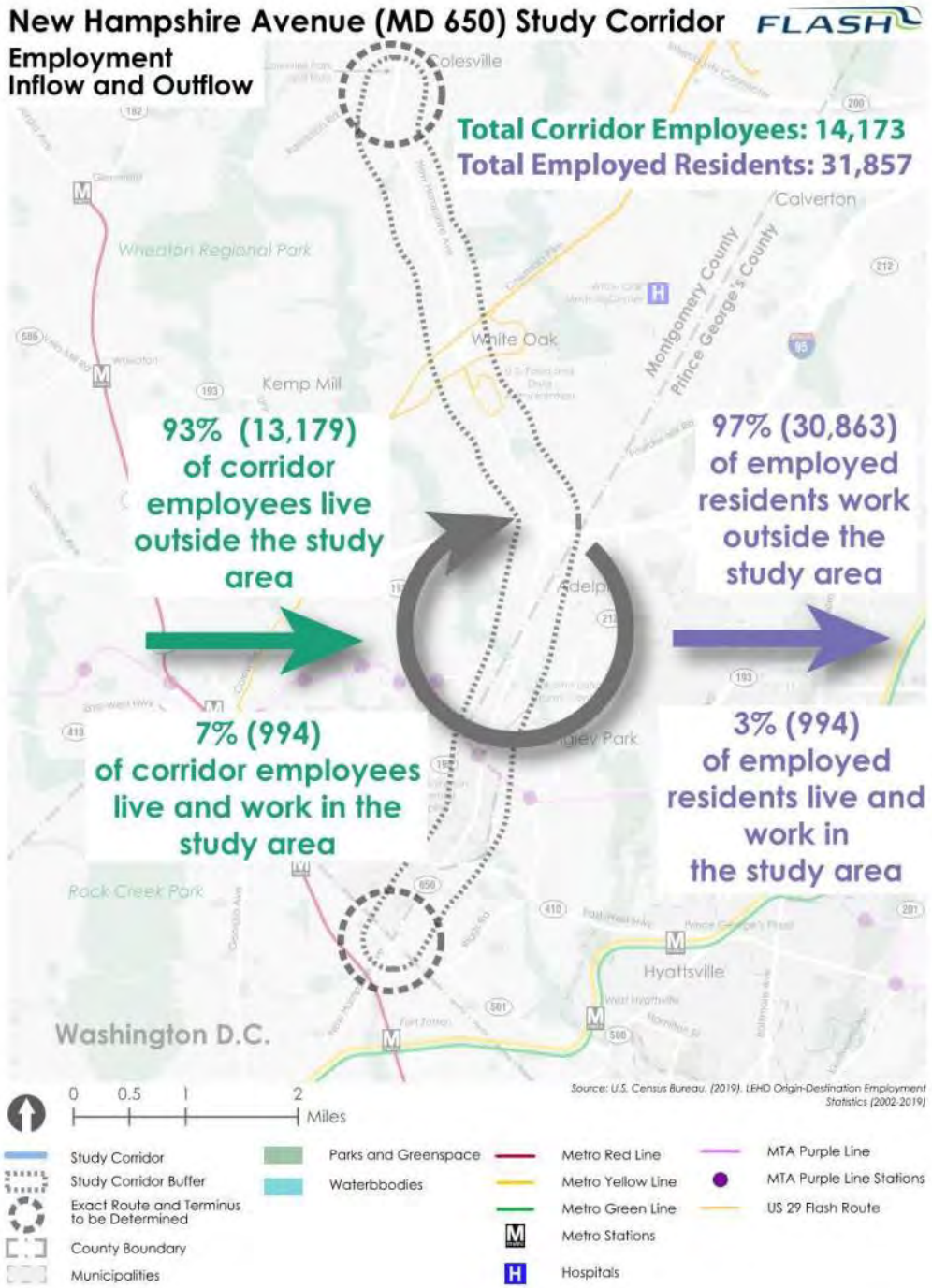
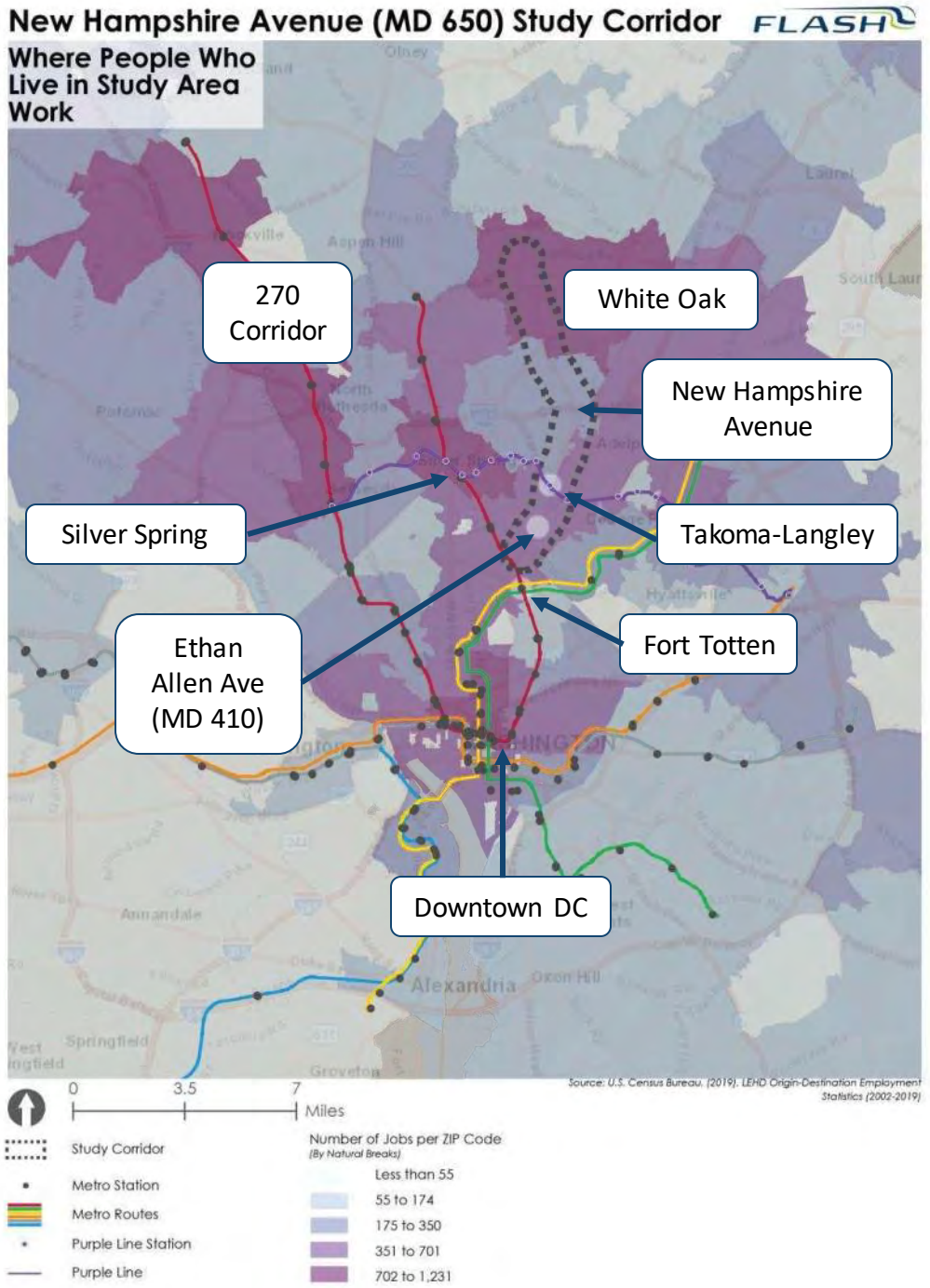
Origin – Destination Analysis

- Few people live *and* work in the corridor
- 97% of employees working on the corridor live elsewhere
- 93% of residents on the corridor work elsewhere



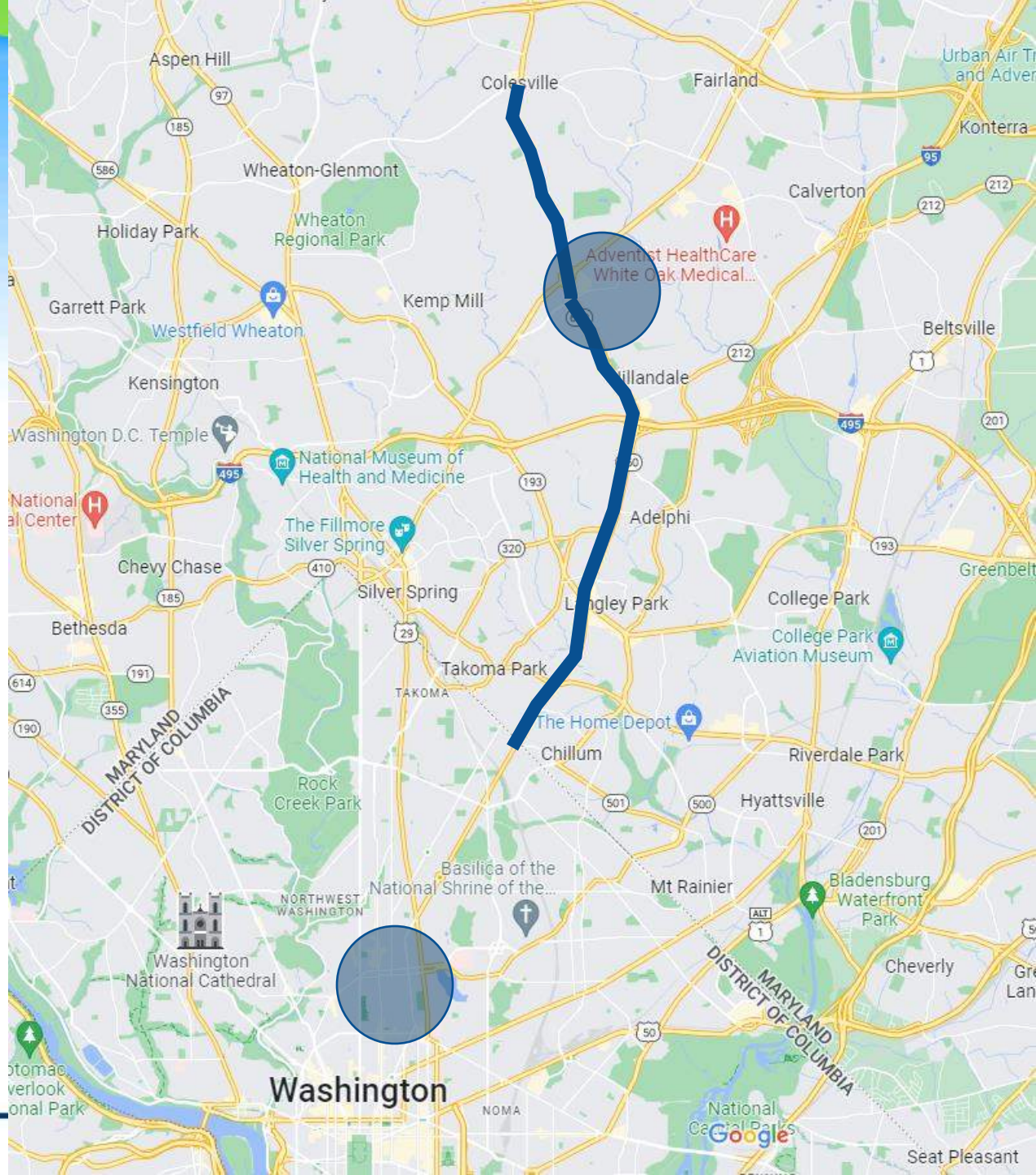
Origin – Destination Analysis

- Corridor residents work in the District, Silver Spring, 270 corridor, and White Oak
- Highlights the needs for connections



Origin – Destination Analysis

- Major destinations for personal vehicle traffic
  - White Oak / FDA Campus
  - Washington Medical Center



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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Traffic Analysis

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Existing Traffic Analysis

- Assumptions
- Delay
- Level of Service
- Queueing
- Speed
- Travel Time

Study Questions:

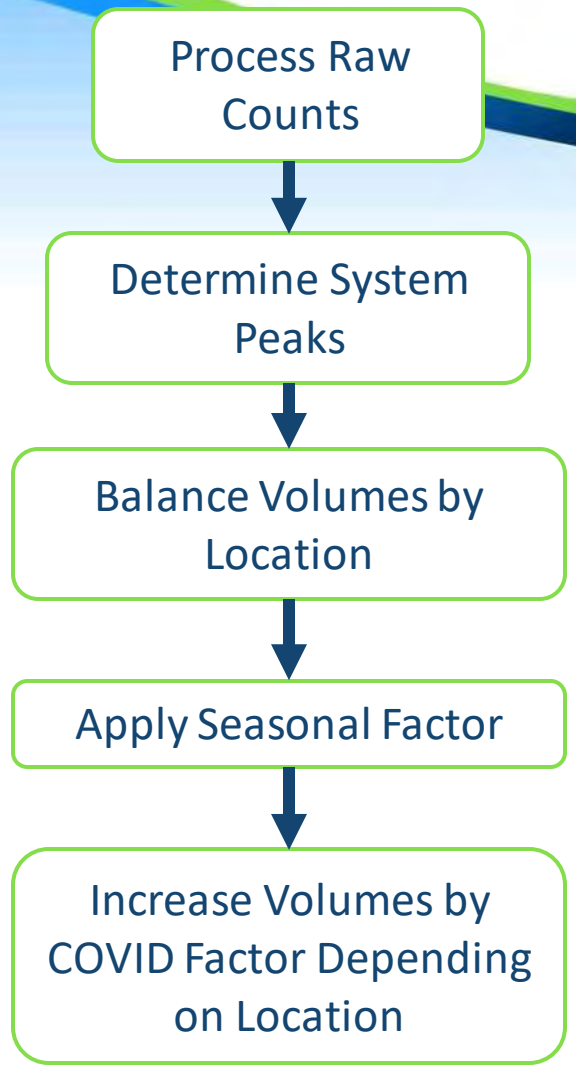
1) Are the traffic conditions modeled consistent with lived experiences along the corridor?

2) Where are the key locations experiencing high volume, delay, and queueing?

3) What is the scale of delay and queuing experienced at these locations?

Existing Traffic Analysis

- Traffic Counts Collected:
  - December 7, 2021 (63 intersections)
  - January 12, 2022 (5 intersections)
  - January 25, 2022 (1 intersection)
- System-wide AM and PM peak hours
  - 7:15 to 8:15 AM
  - 4:45 to 5:45 PM
- System peak hour volumes balanced along corridor
- Seasonal Factor = 0.92

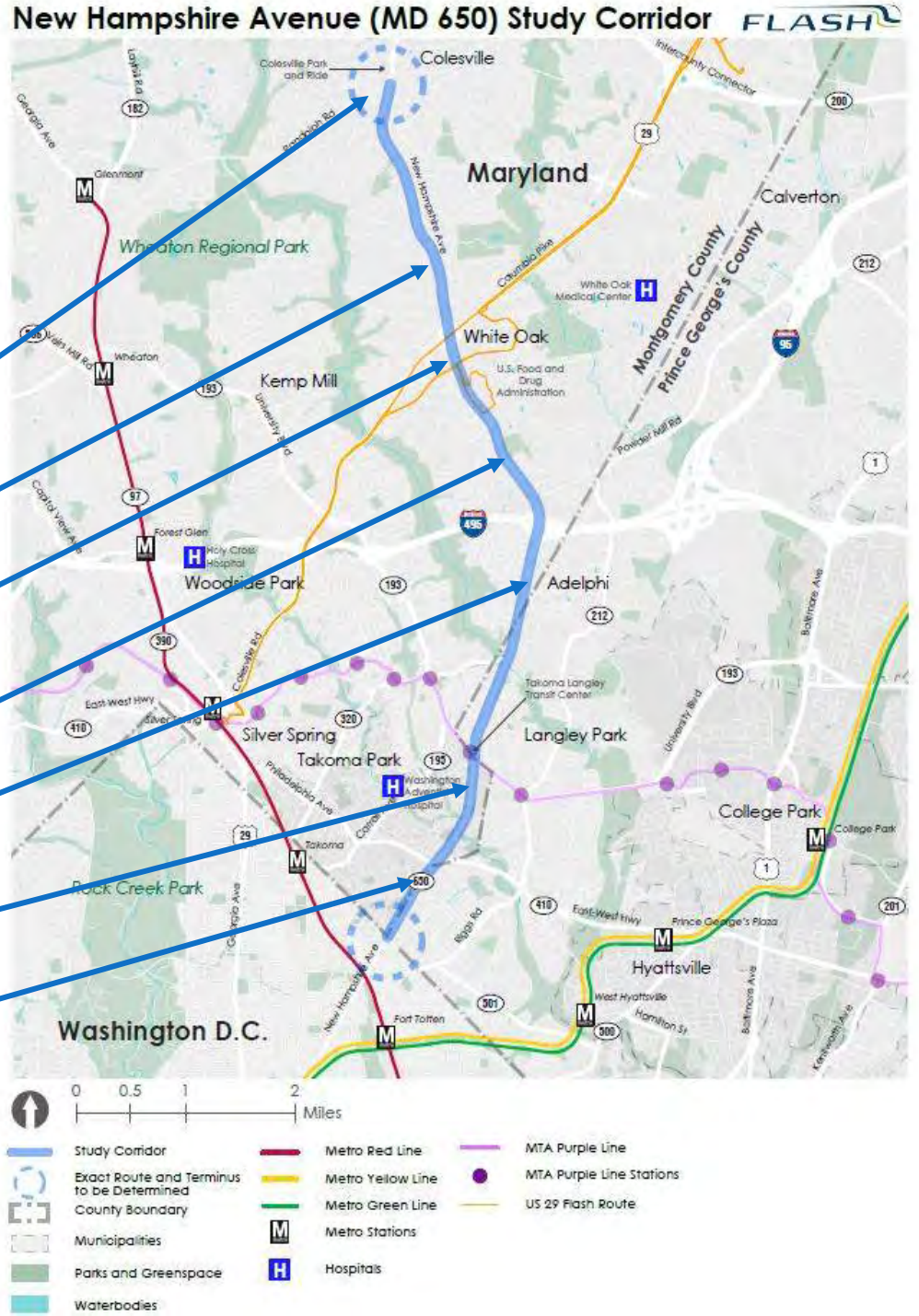


Existing Traffic Analysis

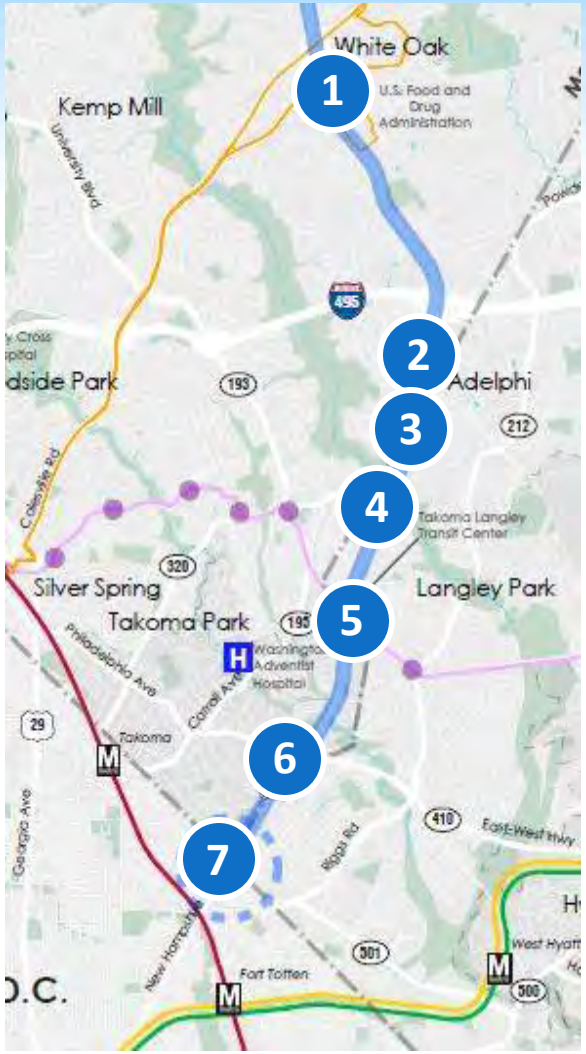
Location	2017	2018	2019	2017-2019 Growth Rate
North of Randolph Rd.	43,252	42,863	44,200	**1.09%**
North of Columbia Pike	46,582	44,300	44,301	**-2.48%**
South of Columbia Pike	47,192	44,350	44,351	**-3.06%**
South of FDA	63,162	57,110	57,111	**-4.91%**
South of Capital Beltway	80,752	80,470	80,471	**-0.17%**
South of University Blvd.	36,632	37,820	39,411	**3.72%**
South of Ethan Allen Ave.	42,232	39,650	39,651	**-3.10%**

NOTE: Most segments have experienced trending volume decreases between 2017 and 2019

This may be worth considering when forecasting future volumes.



Existing Traffic Delay



#	Intersection	AM LOS	AM Delay	PM LOS	PM Delay
1	Lockwood Dr	C	33.9	D	43.6
2	Powder Mill Rd	D	37.9	D	47.0
3	Adelphi Rd	D	33.8	E	63.3
4	Piney Branch Rd	B	15.5	C	27.0
5	University Blvd	D	39.0	D	54.8
6	Ethan Allen Ave	E	66.5	D	52.4
7	Eastern Ave	E	55.8	C	29.4

Existing Traffic Travel Times

Direction	Extent	AM	PM
SB	Heartfields Dr to Eastern Ave (DC Line)	20m 45s	21m 22s
NB	Eastern Ave (DC Line) to Heartfields Dr	17m 2s	25m 27s

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Transit Analysis

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Existing Transit Analysis

- Ridership
- Delay
- Speed
- Travel Time
- Amenities
- Network Connectivity

Study Questions:

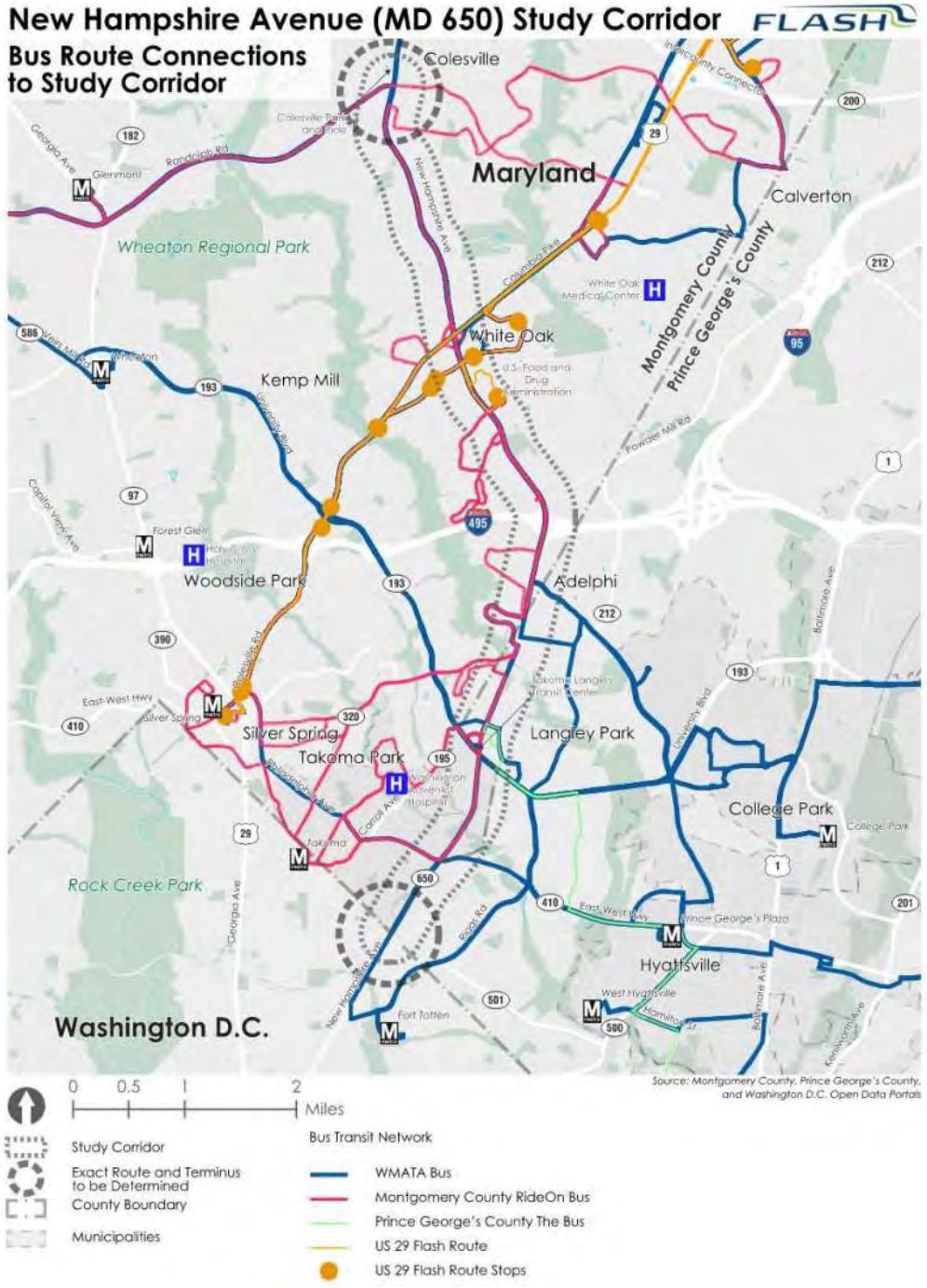
1) Where and how many people are using transit in the corridor?

2) What access and travel conditions do passengers experience?

3) Where can you get on the existing transit network?

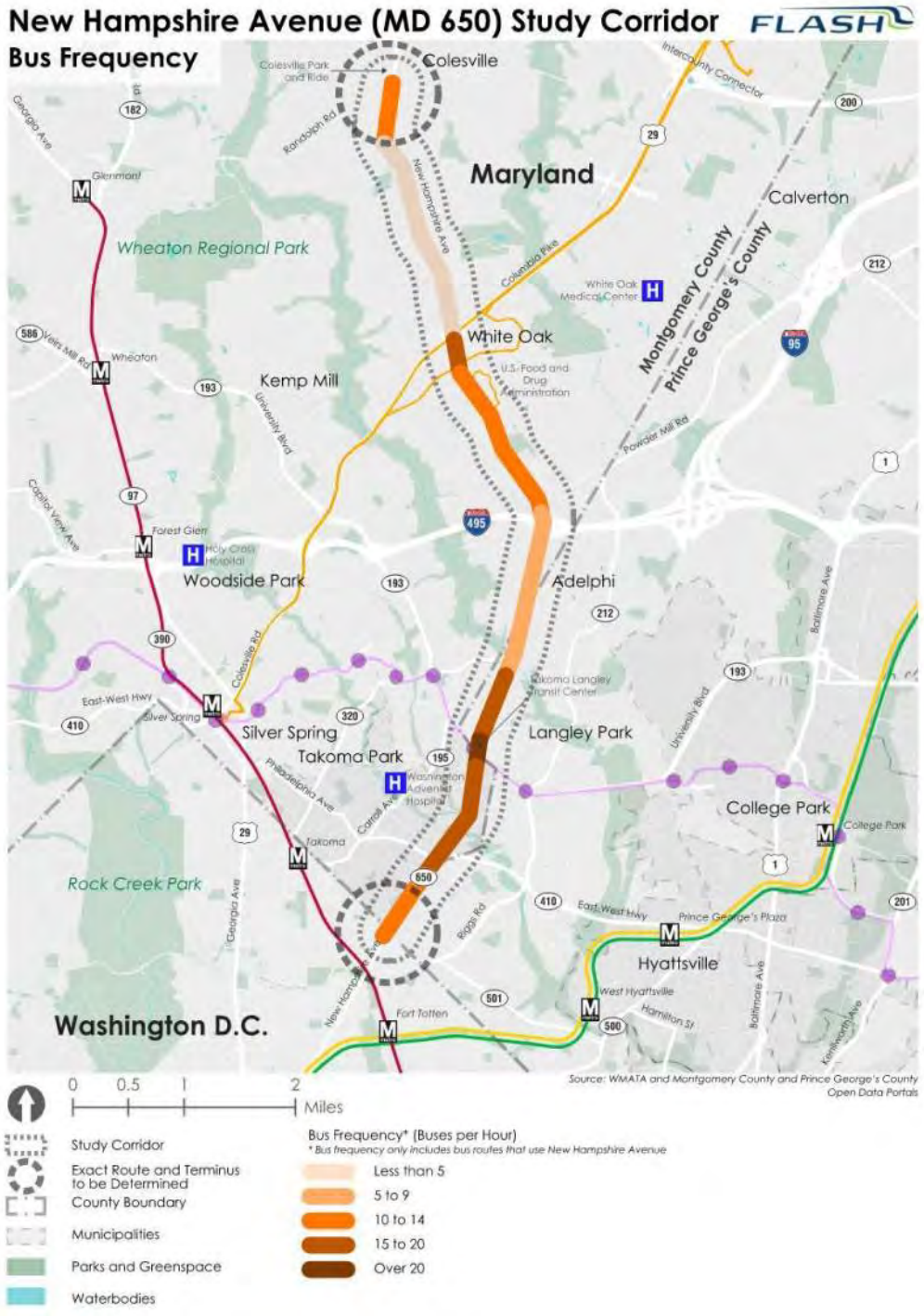
Transit Connectivity

- Variety of routes and service patterns in the corridor
- Thru bus service from White Oak to Fort Totten Metro
- Frequent service to Silver Spring and Takoma Metro
- Multiple crossing services



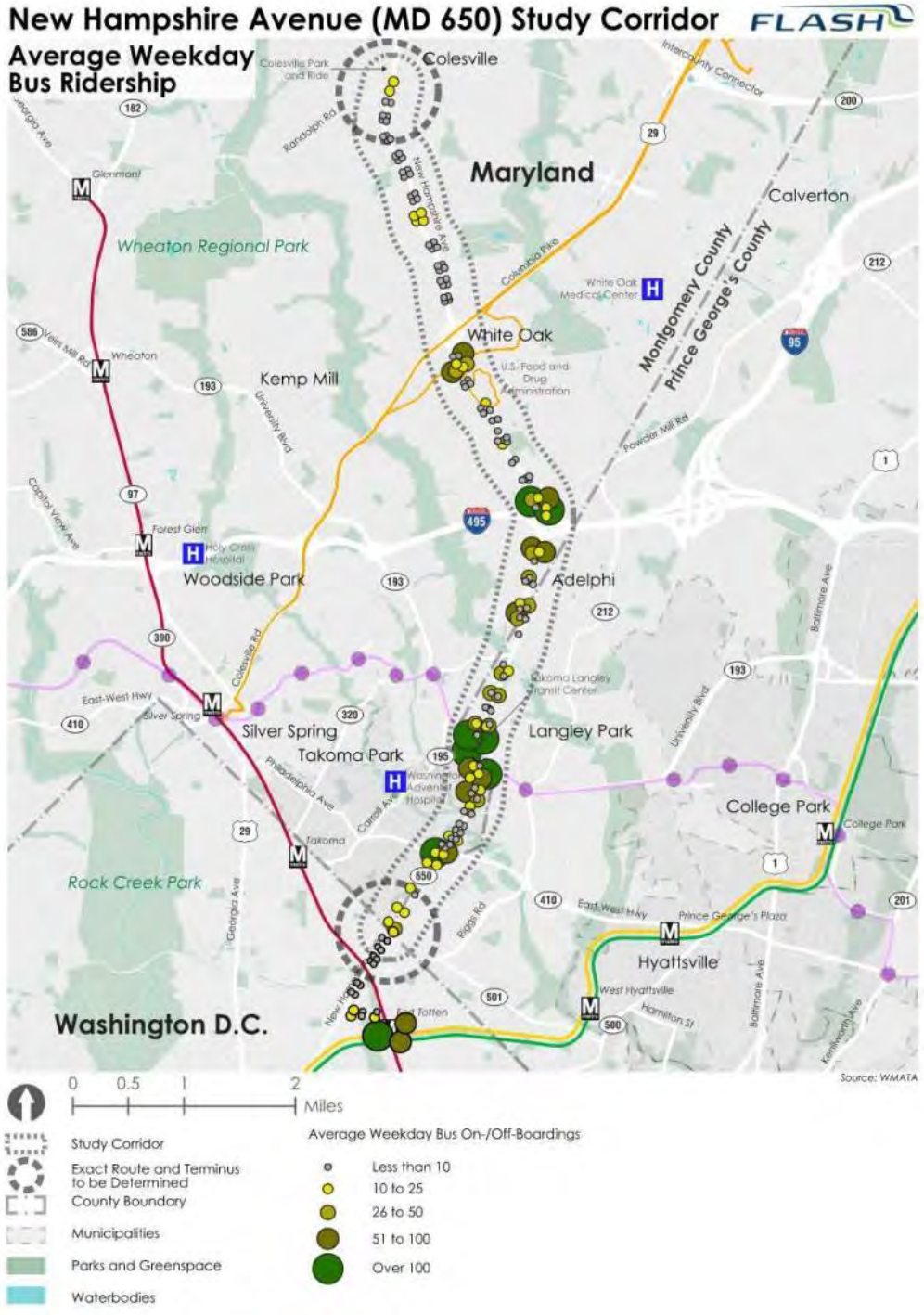
Transit Frequency

- K6 Operates at 10 to 12-minute frequencies
- Multiple high frequency routes
- High combined frequency south of Piney Branch Road



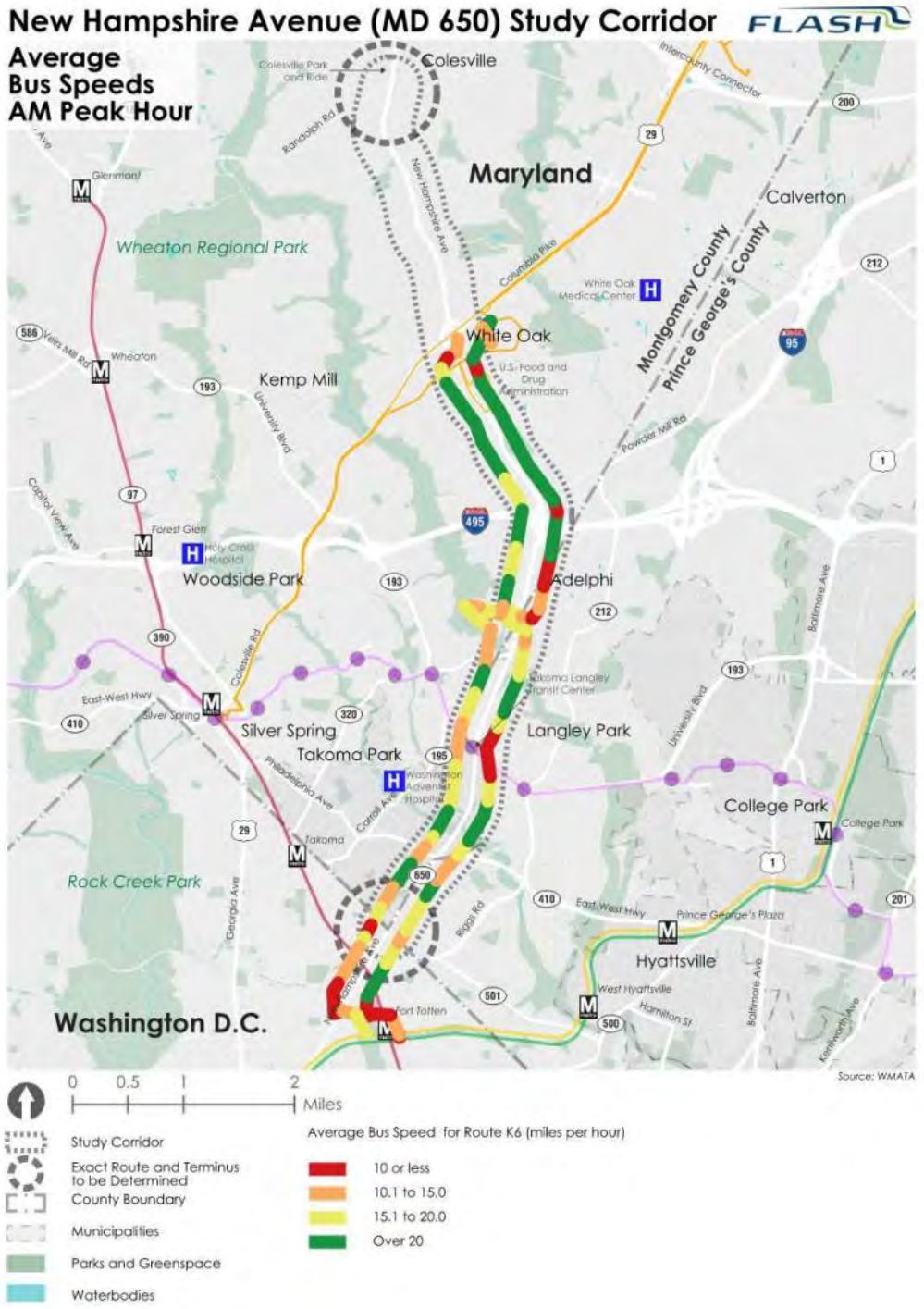
Transit Ridership

- High stop density
- High Ridership
  - White Oak
  - Around the Beltway
  - University and immediately south
  - Ethan Allen
  - Fort Totten
- Approximately 9,500 daily boardings in the corridor



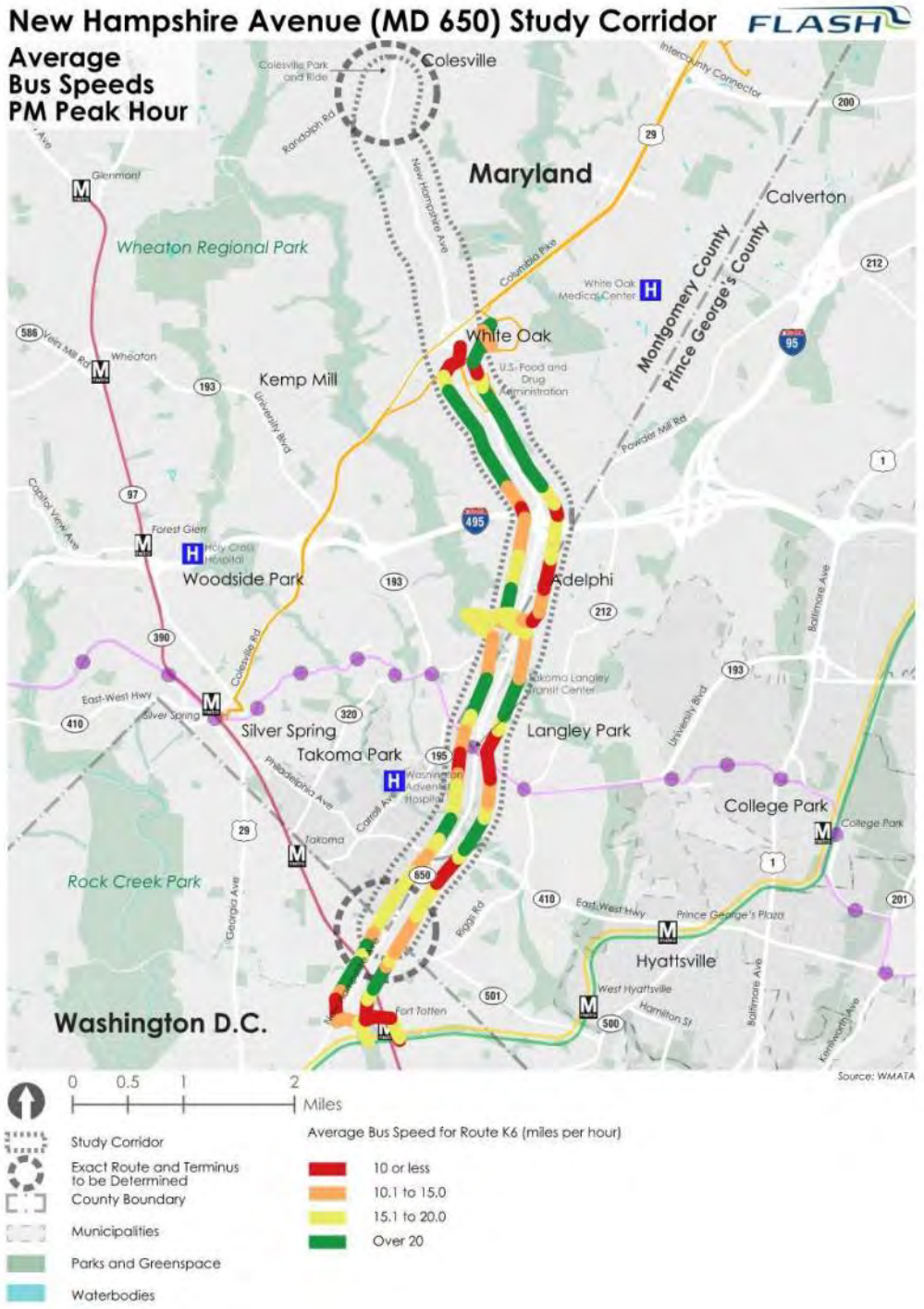
Route K6 Speed - AM

- Slower at University
- Slower approaching the Beltway
- Slower near the District
- Faster north of Beltway

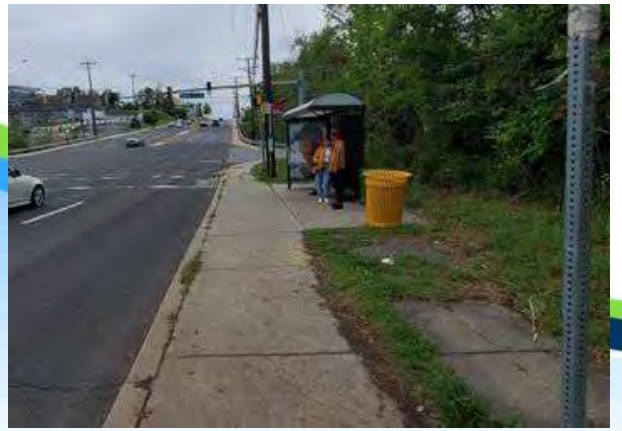


Route K6 Speed - PM

- Slower at University
- Slower approaching the Beltway
- Slower near the District
- Faster north of Beltway



Transit Stops



Multimodal Infrastructure

- Limited bicycle and pedestrian network
- Uncomfortable pedestrian and bicycle experience

Photo Source: Google Earth

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Public Meeting 1 Overview

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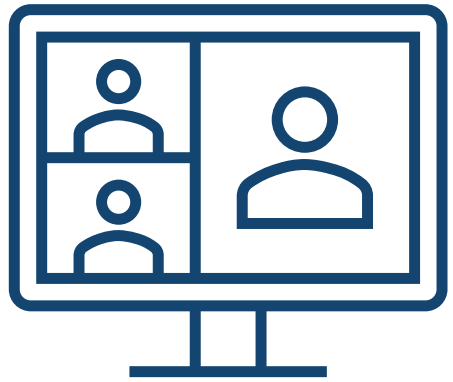
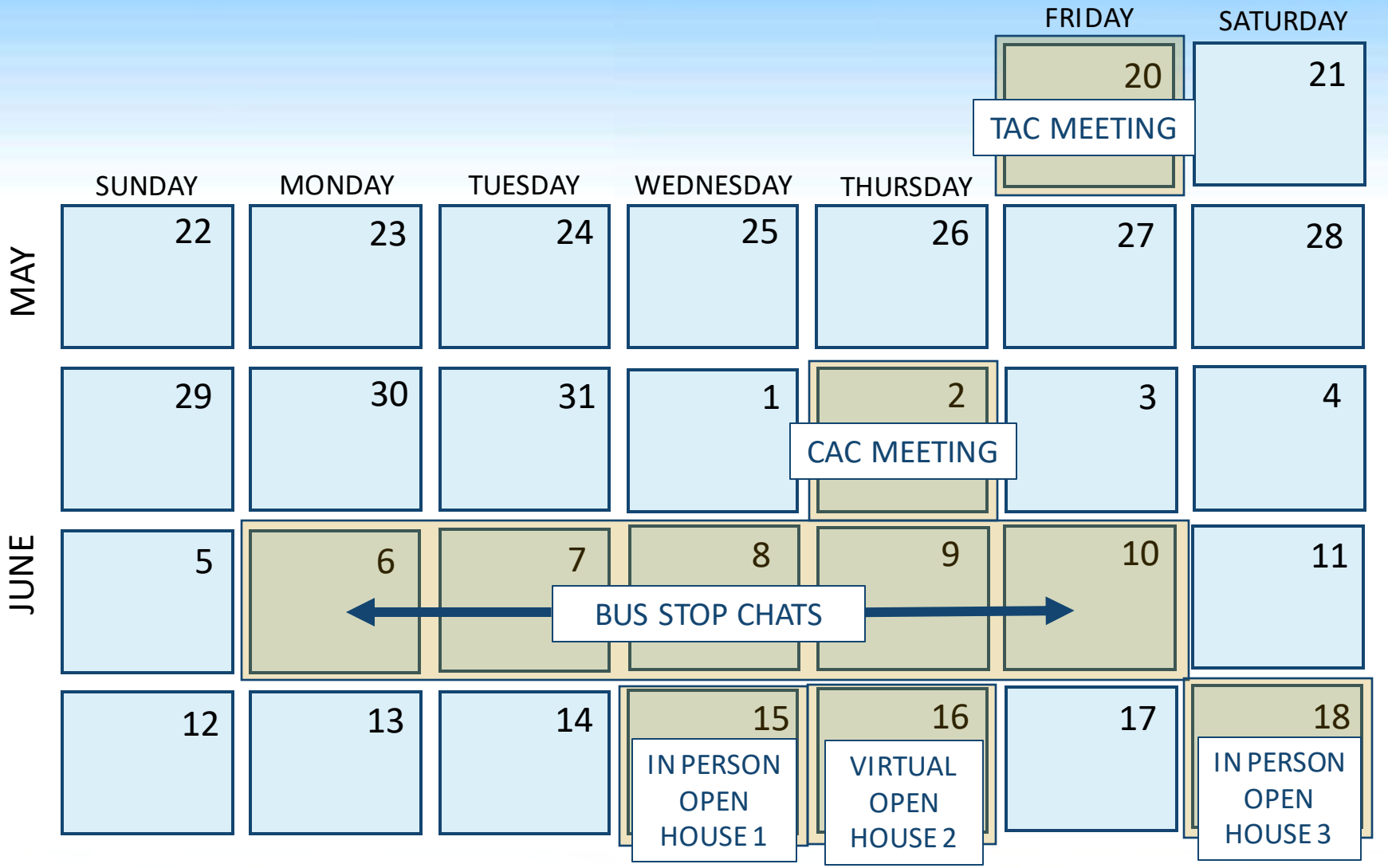
Community and Stakeholder Engagement

- Public Open House Meetings
- Pop-Ups / Bus Chats
- Community Meetings
- Employer Outreach Meetings
- Corridor Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Agency Advisory Committee (AAC)



First Round of Public Meetings

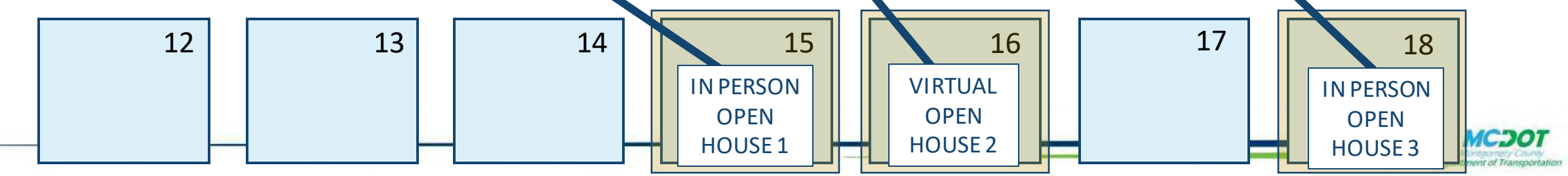


Public Meetings

Wednesday, June 15
Langley Park Community Center
1500 Merrimac Dr,
Hyattsville, MD 20783
Open House 4:00 pm – 6:00 pm
Presentations at 4:00 pm and 5:00 pm

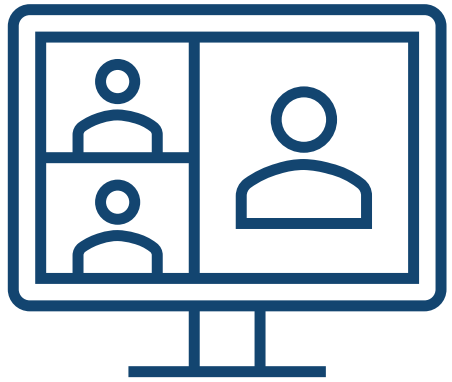
Thursday, June 16
Online Meeting
https://tinyurl.com/NHBRTzoom
Visit Project Website for More Information
Open House 6:00 pm – 8:00 pm
Presentations at 6:00 pm and 7:00pm

Saturday, June 18
CHI Centers, Inc
10501 New Hampshire Ave,
Silver Spring, MD 20903
Open House 11:00 am – 1:00 pm
Presentations at 11:00 am and 12:00 pm



Meeting Topics

- Project Overview
- Goals
- Overview of BRT
- Equity and Land Use
- Existing Conditions Analysis



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Next Steps

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Next Steps

- Public Engagement
- Develop Synthesis of Findings
- Refine Goals, Objectives, and MOEs
- Develop Corridor Concepts
- Suggest Station Locations

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Questions?

Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

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Meeting Notes

New Hampshire Avenue Corridor Study

Meeting with SHA Notes

8/31/2022

1:30 pm to 2:00 pm

Attendees

Sandra Marks (MCDOT)	Darren Bean (SHA)
Corey Pitts (MCDOT)	Jamie Henson (Kittelson)
Joseph Moges (SHA)	Tara Hofferth (Kittelson)
Natasha Aidoo (SHA)	Jon Crisafi (Kittelson)
Jill Lemke (SHA)	John Manzoni (STV)

Notes

1. Sandra, County PM, gave a general update on the New Hampshire Avenue BRT Study.
2. Jamie, Consultant PM, presented a Synthesis of Findings, Approach to Alternatives, and series of Concepts being considered for the corridor.
3. The following discussion was had regarding Concepts:
    a. Concept 1: TSM
        i. SHA asked whether there is interest in a TSM concept that includes pullouts without full blown queue jumps
            1. Jamie and Sandra noted that this would require buses to pull back into motor vehicle lanes, which can be challenging in heavy traffic
            2. Pullouts next to an exclusive bus lane do not create that same challenge because buses are pulling back into a bus only lane
        ii. Joe pointed out that the TSM concept creates a wide intersection footprint, which has implications for pedestrian crossings
        iii. SHA does not own / maintain all of the service roads
            1. The Project Team can use HLR data to identify ownership
    b. Concept 2: Repurpose Lanes, Curbside Running

i. SHA noted questions about the right turn movement vehicles make across the exclusive bus lane. It was noted that buses would merge into the bus lane and turned right from the bus lane.

c. Concept 3: Repurpose Lanes, Median Running
    i. SHA has concerns about the impacts to left turns as caused by the median running concepts
        1. This concept has corridor-long implications for the signal coordination
        2. It also impacts left turns into some businesses, which will likely not be preferred by the business community

d. Concept 4: Add 1 Lane
    i. One center lane has similar impacts on the signal coordination system as the two median running lanes
    ii. SHA indicated that there is balanced traffic in this corridor as compared to a more commuter type pattern, which makes the reversable lane option less useful
        1. SHA has not identified a need that a reversible lane in this corridor would address

e. Intersection concerns
    i. SHA noted concern with future operations at the intersection with University Avenue
        1. The project team noted that the NB BRT would likely follow existing service patterns and turn left to stop adjacent to the Takoma Langley Transit Center
        2. The project team understood these concerns and noted the need to address operations concerns potentially as a one-off approach.

4. SHA emphasized the information that will be needed to evaluate concepts / alternatives:
    a. Delay
    b. Queues
    c. Average Daily Traffic (ADT)
    d. Transit Ridership
5. SHA will be thinking about the throughput trade off that occurs from repurposing lanes
    a. Are the gains to transit worth the loss of vehicular capacity?
    b. A segment with high transit ridership and relatively low AADT might be a more appropriate segment for a lane repurposing concept

6. Jamie reviewed the next steps:
    a. The Project Team will be selecting 3 alternatives to initially model in VISSIM
    b. The Project Team will follow up with this presentation and with existing conditions report
    c. An invite to the next TAC meeting will be forthcoming

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New Hampshire Avenue BRT Meeting with SHA

August 31, 2022

MCDOT
Montgomery County Department of Transportation

1

Meeting Agenda

1. Project Overview
2. Synthesis of Findings
3. Approach to Alternatives
4. Concepts
5. Stations
6. Next Steps

2

Meeting Objectives

1. Discuss corridor needs
2. Review BRT concepts
3. Discuss trade-offs between concepts
4. Discuss station opportunities and challenges

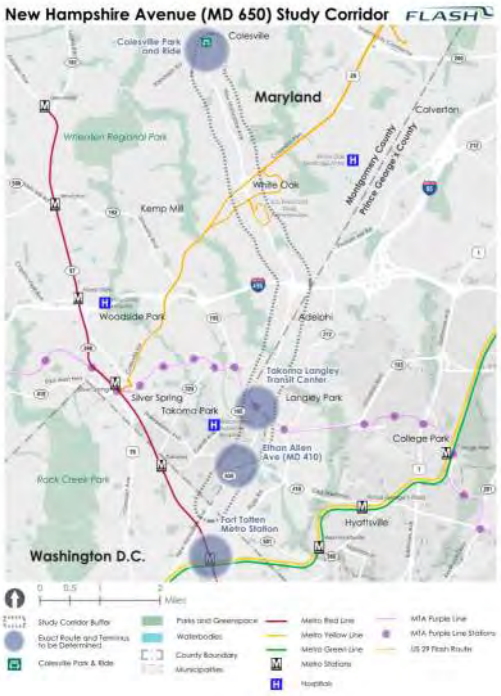
3

Project Overview

4

Study Overview

- **Corridor Extents from Master Plan Study:**
  - **Southern Terminus:** DC boundary at Eastern Ave
  - **Northern Terminus:** Colesville Park and Ride near Randolph Rd
- **This Study Will…**
  - Define start and end points
  - Identify station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility



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Study Schedule

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2013 Master Plan → **2022 Corridor Study** → Environmental Evaluation → Preliminary Design → Final Design → Construction

Spring 2022
Existing Conditions Analysis

Summer and Fall 2022
Define and Analyze Alternatives

Winter 2023
Select Preferred Alternative

WE ARE HERE

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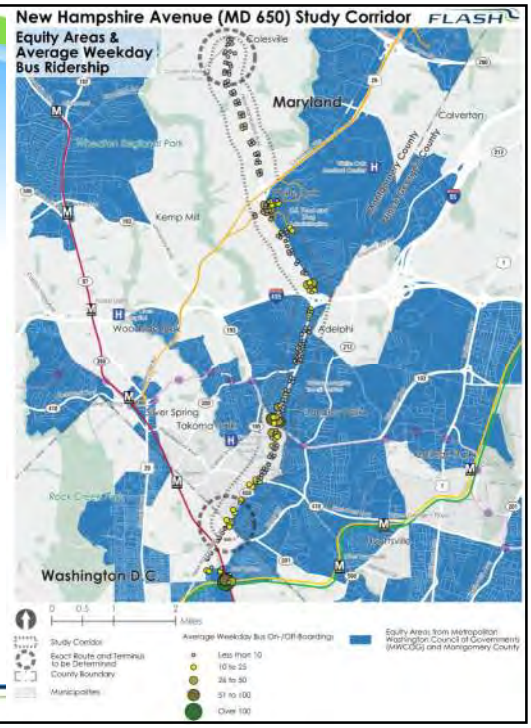
6

Synthesis of Findings

7

Synthesis of Findings

Bus ridership is highest in the many equity communities in the corridor.



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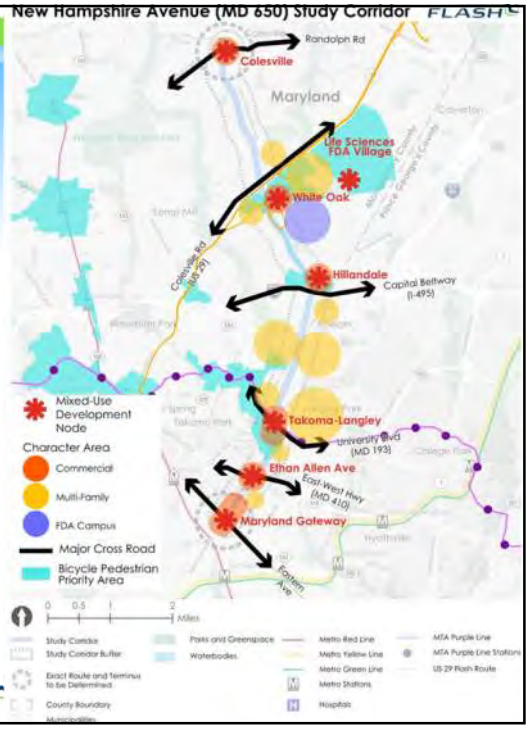
Synthesis of Findings

Corridor land use is largely residential with community focused, roadway adjacent commercial nodes.



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Synthesis of Findings

Bike and pedestrian infrastructure along and connecting to the corridor is often missing or inadequate.

10

Synthesis of Findings

Crashes are frequent and severe between University Boulevard and Powder Mill Road.

11

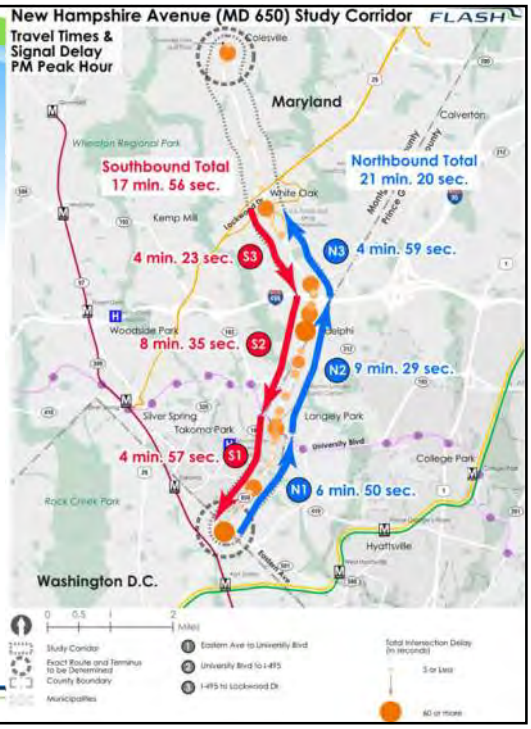
Synthesis of Findings

Service roads provide access for adjacent residents and businesses but create conflicts and inhibit transit access.

12

Synthesis of Findings

A limited roadway network leads to delay at major intersections and the central corridor segment.



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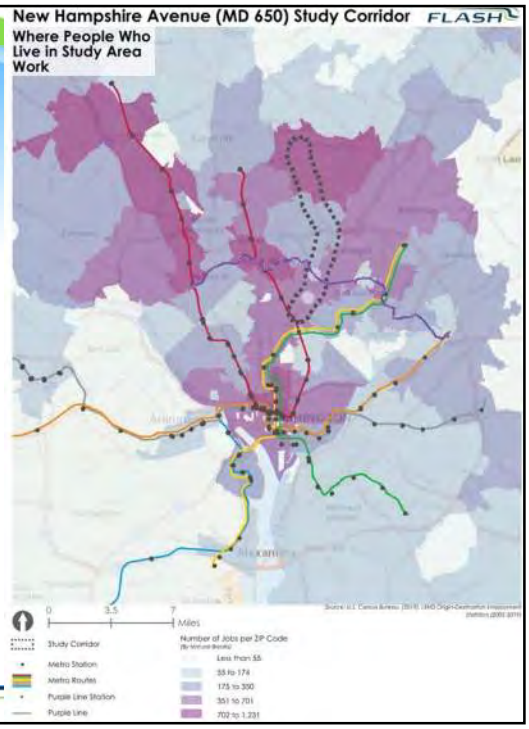
Synthesis of Findings

There are multiple higher frequency local and limited stop transit routes serving and crossing the corridor.

14

Synthesis of Findings

Many corridor residents work in locations with long commutes that are or will be accessible by a faster two-seat transit ride.



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Synthesis of Findings

Existing bus service is often slow, unreliable, and inaccessible.

16

Synthesis of Findings

Connectivity to Fort Totten maximizes connections and is preferred by stakeholders.

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Approach to Alternatives

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18

Approach to Develop Alternatives

- Identify stations
- Divide corridor into consistent segments
- Develop general BRT concepts
- Apply concepts to segments to create alternatives
- Test three alternatives now and a hybrid alternative later

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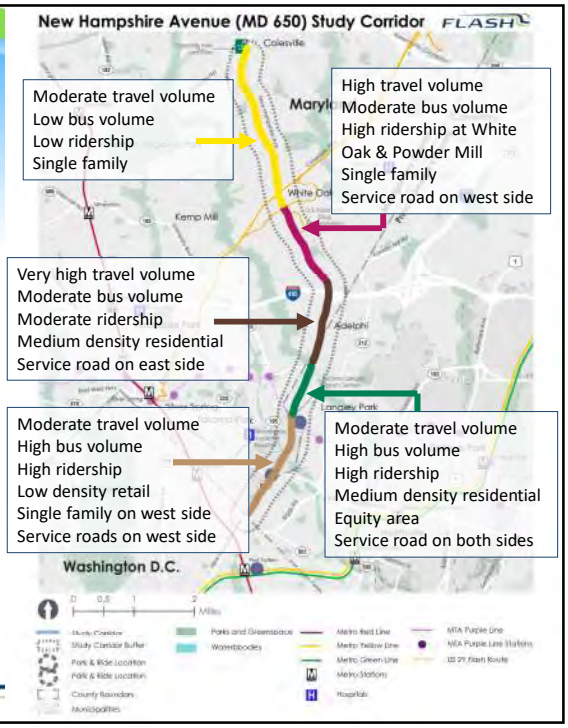
Overview of Segments

1. Eastern Ave to University Blvd
2. University Blvd to Piney Branch Rd
3. Piney Branch Rd to Powder Mill Rd
4. Powder Mill Rd to Lockwood Dr
5. Lockwood Dr to Randolph Rd



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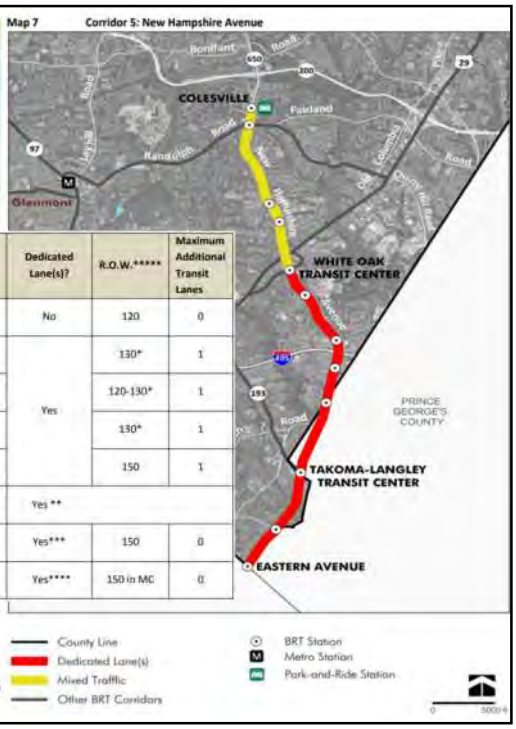
Master Plan Requirements

Countywide Transit Corridors Functional Master Plan:

- Dedicated lanes south of White Oak
- Mixed traffic north of White Oak
- 1 additional transit lane allowable north of Northampton

Road	From	To	Dedicated Lane(s)?	R.O.W.*****	Maximum Additional Transit Lanes
New Hampshire Ave	Colesville park-and-ride	Lockwood Dr	No	120	0
New Hampshire Ave	Lockwood Dr	Oaklawn Drive	Yes	130*	1
New Hampshire Ave	Oaklawn Drive	Powder Mill Road		120-130*	1
New Hampshire Ave	Powder Mill Road	I-495		130*	1
New Hampshire Ave	I-495	Northampton Dr		150	1
New Hampshire Ave	Northampton Dr	University Blvd	Yes **		
New Hampshire Ave	University Blvd	East West Highway	Yes***	150	0
New Hampshire Ave	East West Highway	D.C. Line	Yes****	150 in MC	0



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Implications of the Master Plan

- No additional lanes south of University (Segment 1)
  - Allows for a 150' ROW
  - Will require repurposed general travel lanes
  - Area of highest transit need and service
- May add a single lane north of Northampton (Segments 3, 4, and 5)
  - Near the Beltway ROW is constrained by structure and ramps
  - North of the Beltway capacity is not a problem
- No guidance for Prince George's County (Segment 2)

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Three Types of Likely Alternatives

- Spot improvements
  - Queue jumps, bus pullouts, and TSP
- Shift roadway space, minimal infrastructure change
  - Reallocate a general lane for transit
  - Curb lane reallocation is most simple
- Reimagine the roadway
  - Rebuild the corridor to focus on BRT movement
  - Center exclusive transit facility

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Concepts

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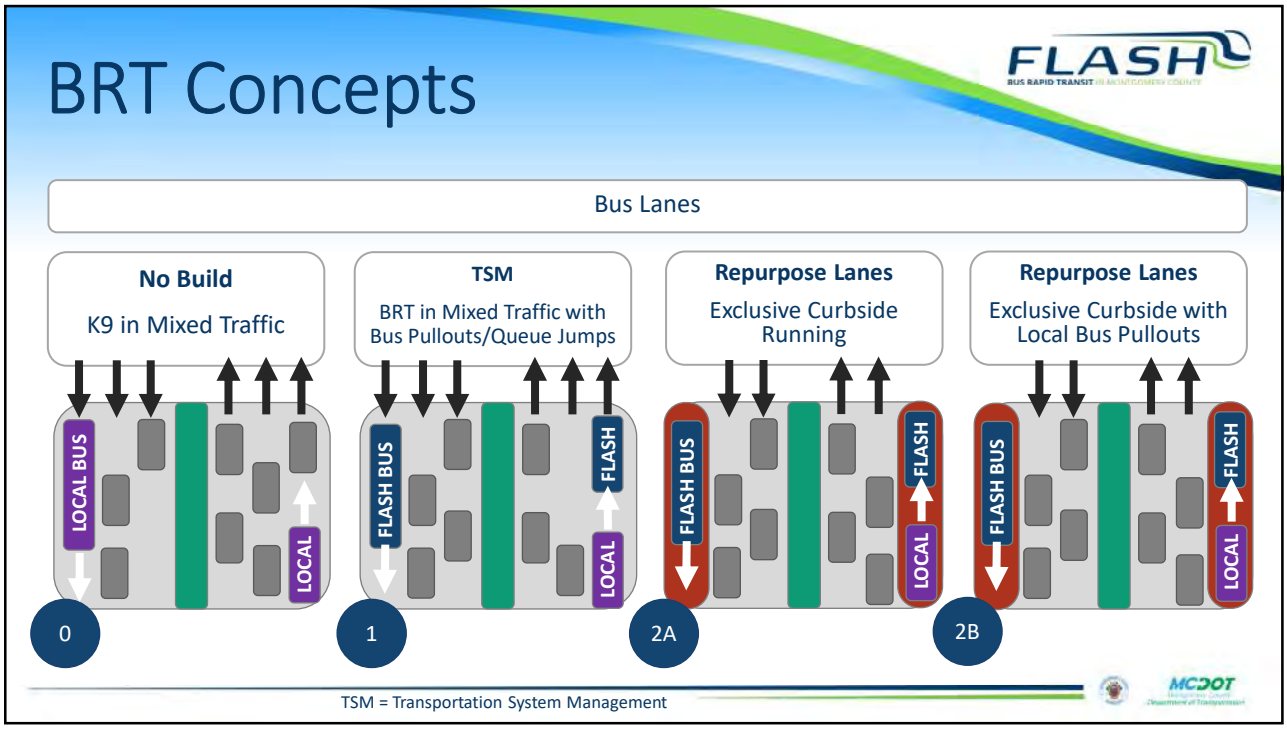
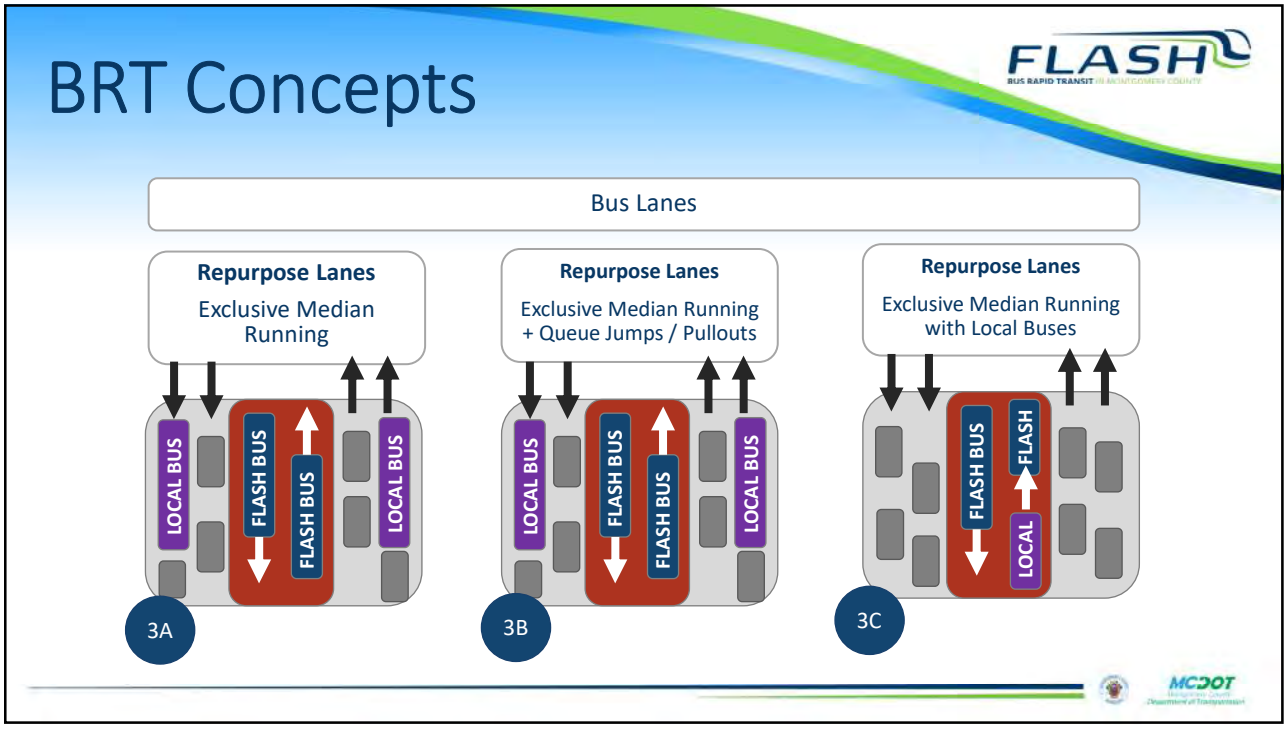

BRT Concepts
FLASH
BUS RAPID TRANSIT
Bus Lanes
No Build
K9 in Mixed Traffic
TSM
BRT in Mixed Traffic with Bus Pullouts/Queue Jumps
Repurpose Lanes
Exclusive Curbside Running
Repurpose Lanes
Exclusive Curbside with Local Bus Pullouts
LOCAL BUS
LOCAL
FLASH BUS
FLASH
0
1
2A
2B
TSM = Transportation System Management
MCDOT

25


BRT Concepts
FLASH
BUS RAPID TRANSIT
Bus Lanes
Repurpose Lanes
Exclusive Median Running
Repurpose Lanes
Exclusive Median Running + Queue Jumps / Pullouts
Repurpose Lanes
Exclusive Median Running with Local Buses
LOCAL BUS
FLASH BUS
FLASH
LOCAL
3A
3B
3C
MCDOT

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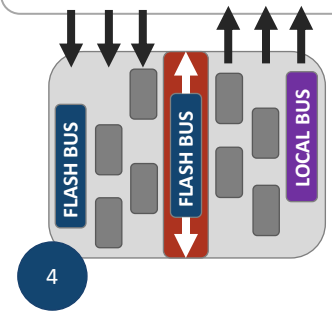
BRT Concepts

Bus Lanes

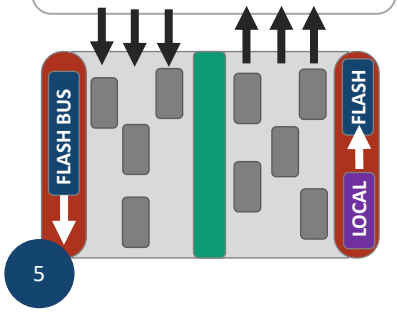
Add 1 Lane

One Bi-Directional Median Running Lane + Mixed Traffic



Add 2 Lanes

New Lanes (Median or Curbside Exclusive)



27

Types of Metrics Considered

Mobility Choices

- Access to jobs, activity centers, and community facilities
- Pedestrian Level of Comfort along the corridor
- Bicycle Level of Traffic Stress along the corridor

Sustainable Solutions

- Right-of-way required
- Impacts to environment
- Cost to build & operate
- Constructability

Corridor Safety

- Potential to reduce severe crashes
- Potential for safer bicycle and pedestrian facilities
- Potential for safer intersection treatments

Economic Growth

- Potential to support development and commercial uses

Quality Service

- BRT travel time & delay
- Local bus travel time & delay
- Motor vehicle delay

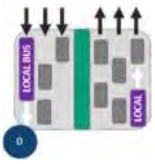
Community Equity

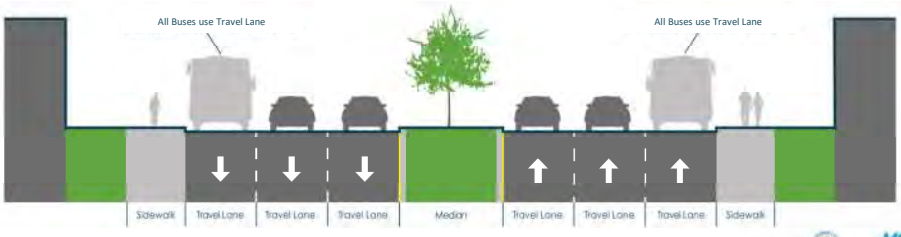
- Access between equity area households and jobs, activity centers, and community resources
- Impacts to equity area households & businesses

28

0. No Build – K9 in Mixed Traffic

- All buses share the travel lanes with all other motor vehicle traffic
- No infrastructure improvements made

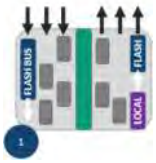


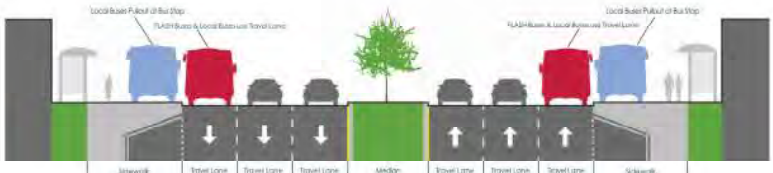


29

1. TSM - BRT in Mixed Traffic with Bus Pullouts / Queue Jumps

- All buses share the travel lanes with all other motor vehicle traffic
- Queue jumps for buses allow all buses to jump ahead at signal
- Bus pullouts are paired with queue jumps
- Additional ROW needed for queue jumps and pullouts





TSM = Transportation System Management

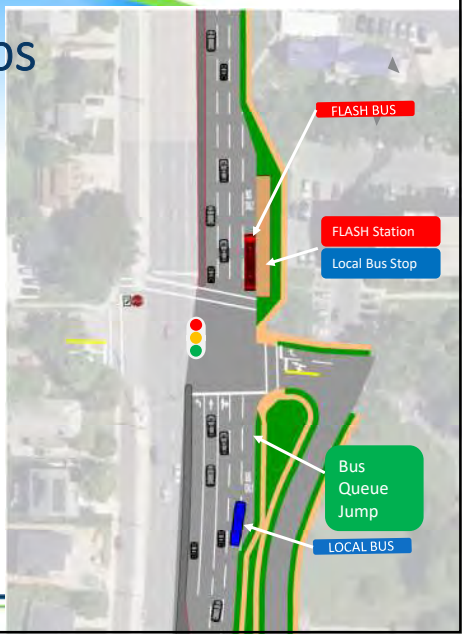
30

1. TSM - BRT in Mixed Traffic with Bus Pullouts / Queue Jumps

Queue jump near side to bus pullouts on far side

Overview:

- Shift to queue jump
- Stop in the queue jump or in the far side pullout
- Increases cross section width
- Queue jump length to be determined



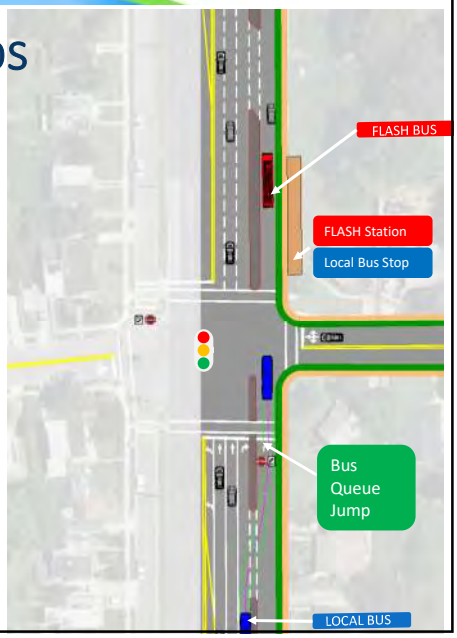
31

1. TSM - BRT in Mixed Traffic with Bus Pullouts / Queue Jumps

Use service roads for FLASH and Local Bus Stop

Overview:

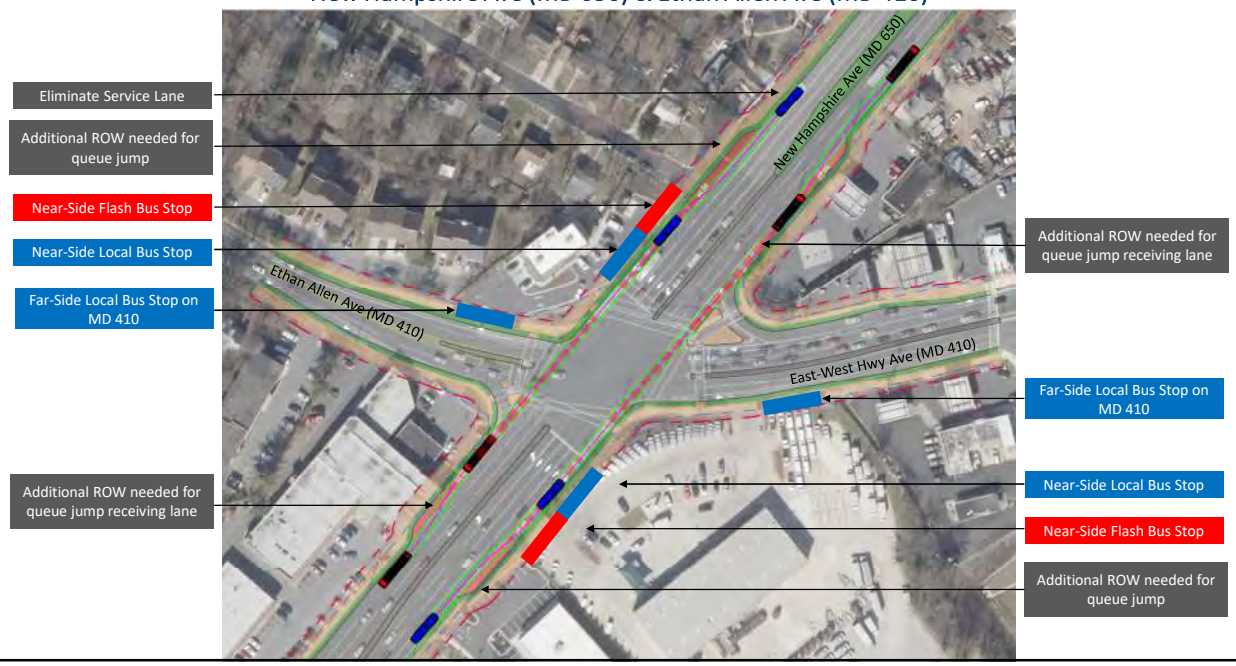
- Shift to service road with queue jump
- FLASH and local bus stop on the curb
- Wider median to provide pedestrian refuge
- Merge back into traffic



32

JH0

1. TSM - BRT in Mixed Traffic with Bus Pullouts / Queue Jumps
New Hampshire Ave (MD 650) & Ethan Allen Ave (MD 410)



33

2A. Repurpose Lanes – Exclusive Curbside Running

- FLASH buses and local buses share the exclusive curbside bus lanes and stops
- Local buses stop in exclusive lanes in the path of FLASH buses
- Right turning motor vehicles use exclusive lanes
- Limited roadway widening necessary

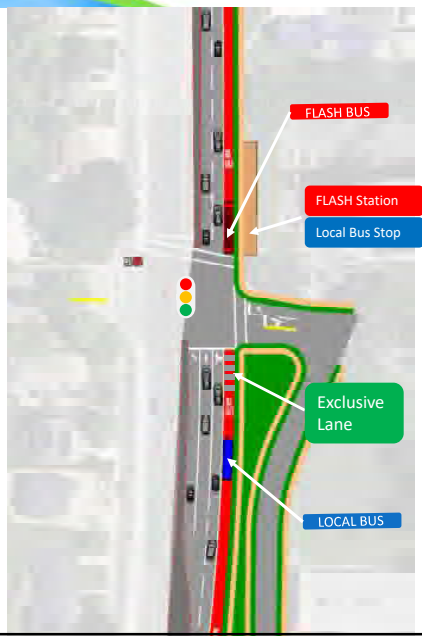
34

2A. Repurpose Lanes – Exclusive Curbside Running

FLASH and Local Bus share in-line stop

Strategies:

- Move bus stops to far side
- FLASH and local bus stop in the same location
- FLASH may wait behind local bus



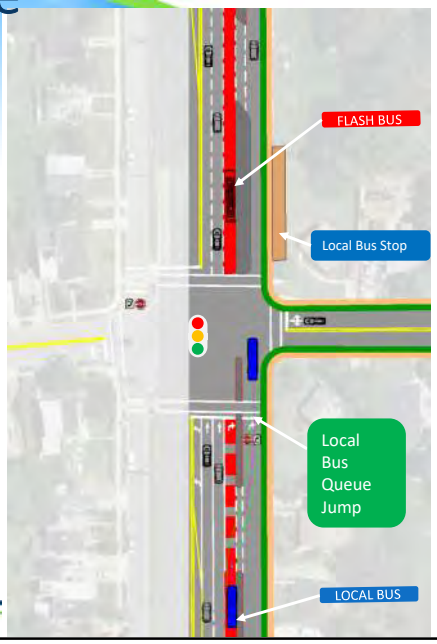
35

2A. Repurpose Lanes – Exclusive Curbside Running

Local bus bypass using service roads. Appropriate for 2A and 2B.

Strategies:

- Shift local bus to service road with queue jump
- Local bus stop on the curb
- FLASH bypasses stop
- Wider median to provide pedestrian refuge
- Merge back into traffic



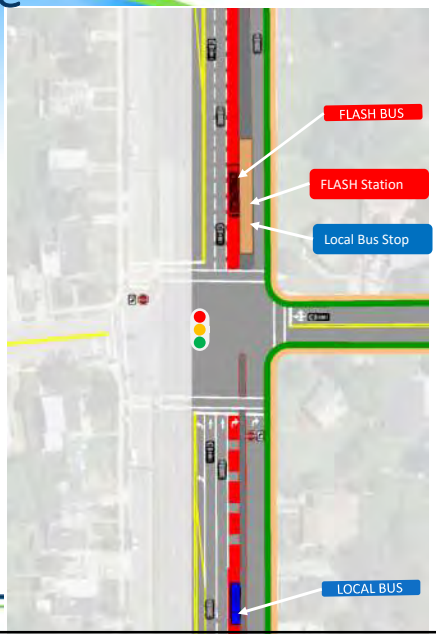
36

2A. Repurpose Lanes – Exclusive Curbside Running

Exclusive FLASH and Local Bus lane. Appropriate for 2A and 2B.

Strategies:

- FLASH and Local bus stop along the main line
- FLASH potential to bypass stop
- Wider median to provide pedestrian refuge
- Merge back into traffic



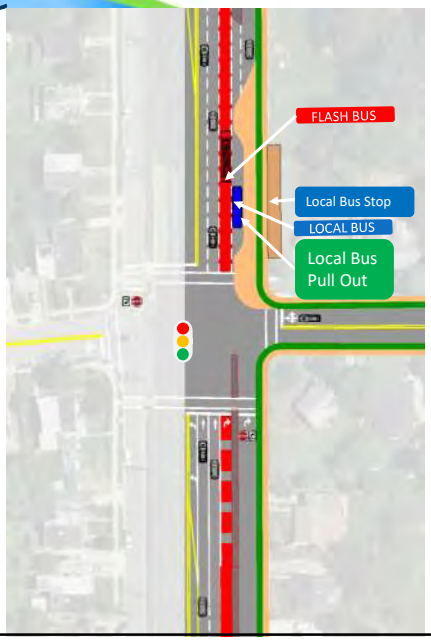
37

2A. Repurpose Lanes – Exclusive Curbside Running

Local bus stops in pullout along service roads. Appropriate for 2A and 2B.

Strategies:

- Bulb out far side stops.
- Use a pullout in the bulbed out area for local bus stops
- Remove service road access from side street
- Access service road from mainline beyond the station



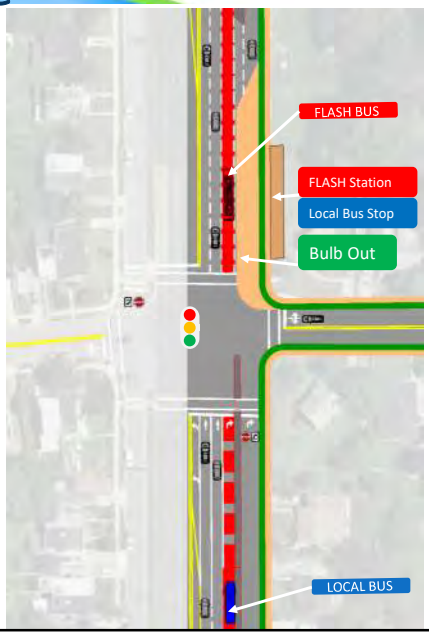
38

2A. Repurpose Lanes – Exclusive Curbside Running

FLASH and local bus stop in-line along service roads. Appropriate for 2A and 2B.

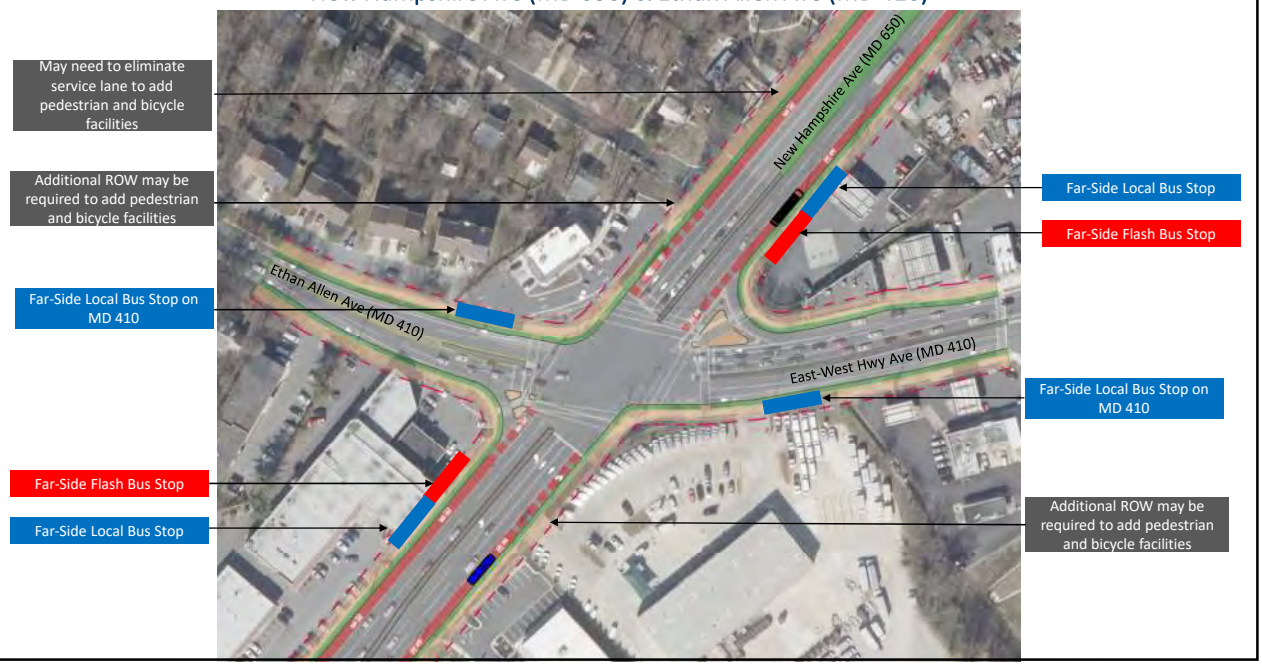
Strategies:

- Bulb out far side stops where both FLASH and local bus stops
- Remove service road access from side street
- Access service road from mainline beyond the station



39

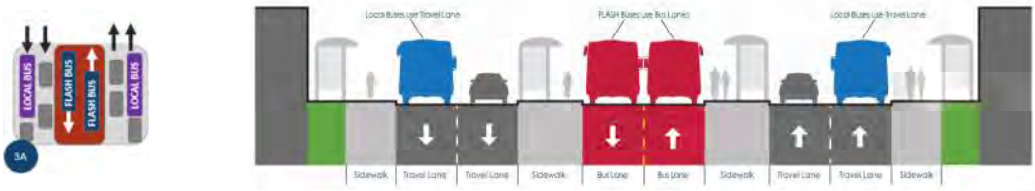
2. Repurpose Lanes – Exclusive Curbside Running
New Hampshire Ave (MD 650) & Ethan Allen Ave (MD 410)



40

3A. Repurpose Lanes - Exclusive Median Running

- FLASH buses use two exclusive median bus lanes while local buses use general travel lanes
- FLASH and local stops are not shared
- ROW/service road space needed at stops



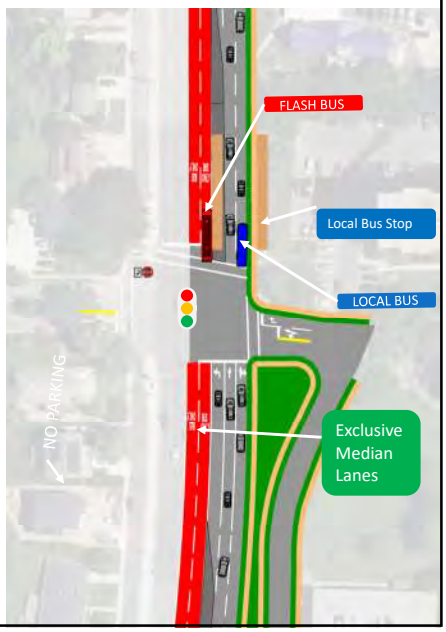
41

3A. Repurpose Lanes - Exclusive Median Running

FLASH BRT is in exclusive median lanes. Local bus is in mixed lanes.

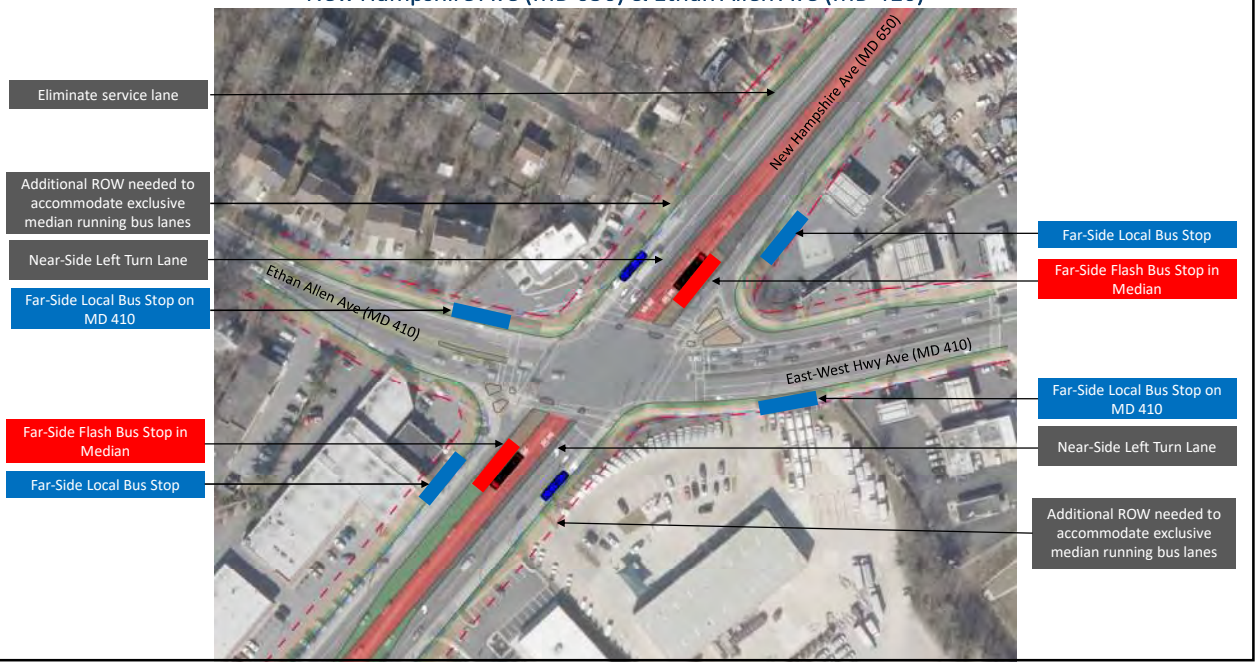
Strategies:

- FLASH service is in the median
- FLASH and local stops are in-line
- All stops are in separate locations



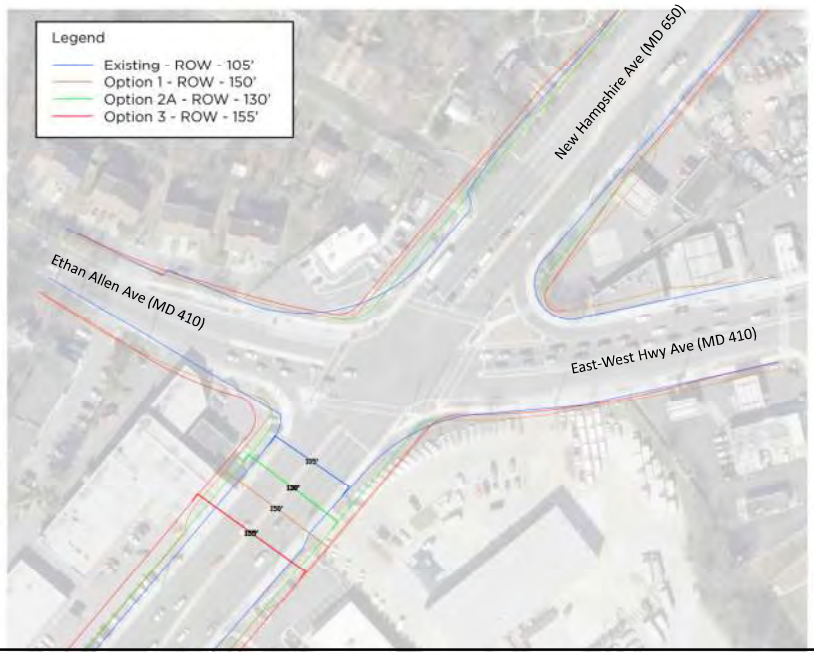
42

3A. Repurpose Lanes - Exclusive Median Running
New Hampshire Ave (MD 650) & Ethan Allen Ave (MD 410)



43

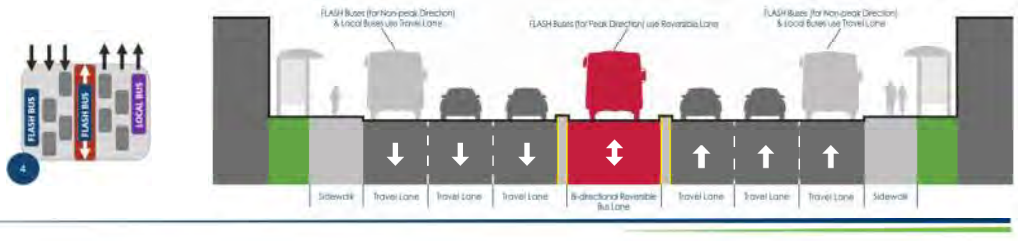
Comparison of ROW Needs for Concepts
New Hampshire Ave (MD 650) & Ethan Allen Ave (MD 410)



44

4. Add 1 Lane - Bi-Directional Median Running Lane + Mixed Traffic

- Reversible center bus lane for peak direction FLASH buses
- Local buses and off-peak direction FLASH buses share the travel lanes
- Extensive ROW/service road space needed at BRT stops



45

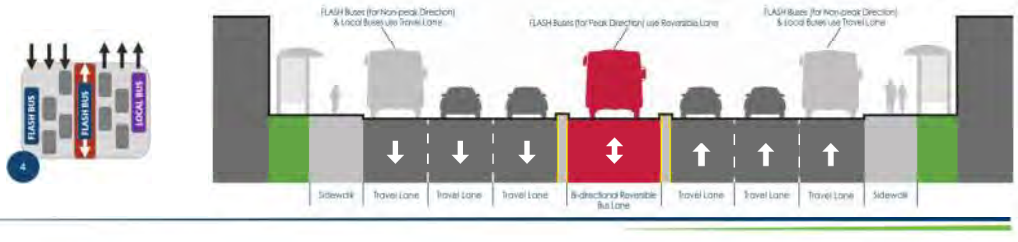
4. Add 1 Lane - Bi-Directional Median Running Lane + Mixed Traffic

Opportunities:

- Improved transit service in peak direction
- Placemaking and economic growth
- Peak hour FLASH buses not slowed by local buses
- Maintain vehicle travel

Challenges:

- Major footprint impacts
- High construction costs and long implementation
- Controlled vehicle left turns
- Difficult usability of center facility
- Minimal peaking activity



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Policy Questions for Leadership

- What level of transit benefit warrants a ROW expansion in an equity community?
- At what vehicle delay threshold is a concept not viable?
- Is it acceptable to consider an alternative that degrades local bus service?
- Is there a need to test a center running or reversible lane concept?
- Should we rule out concepts based on cost and implementation timeline?

47

Stations

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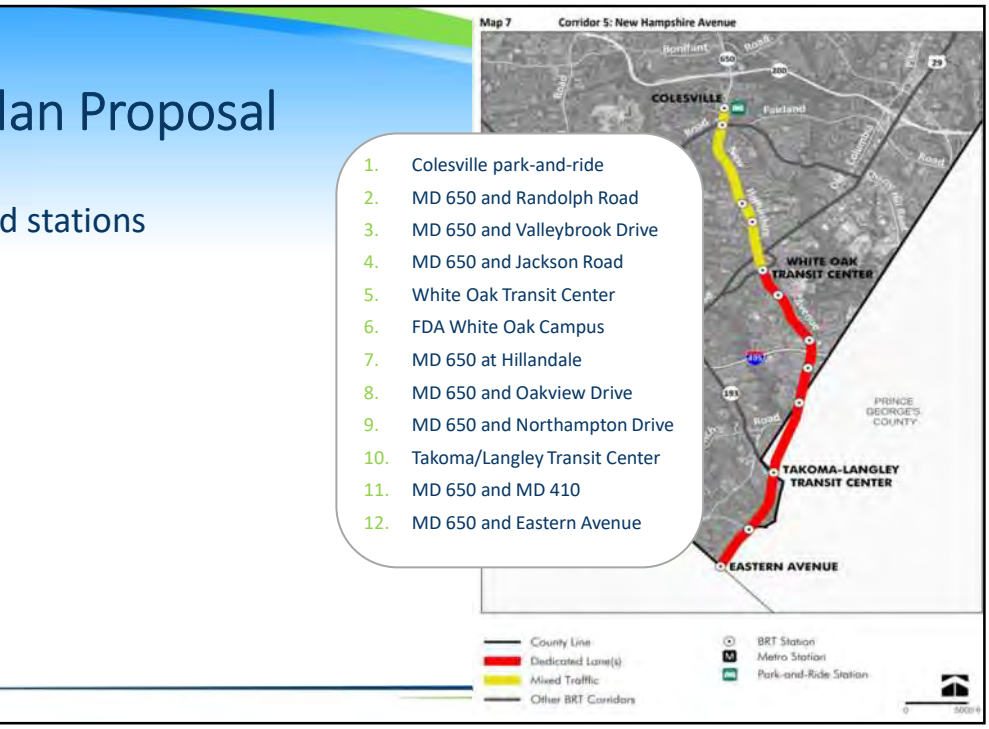
Master Plan Proposal

- 12 proposed stations



1. Colesville park-and-ride
2. MD 650 and Randolph Road
3. MD 650 and Valleybrook Drive
4. MD 650 and Jackson Road
5. White Oak Transit Center
6. FDA White Oak Campus
7. MD 650 at Hillandale
8. MD 650 and Oakview Drive
9. MD 650 and Northampton Drive
10. Takoma/Langley Transit Center
11. MD 650 and MD 410
12. MD 650 and Eastern Avenue

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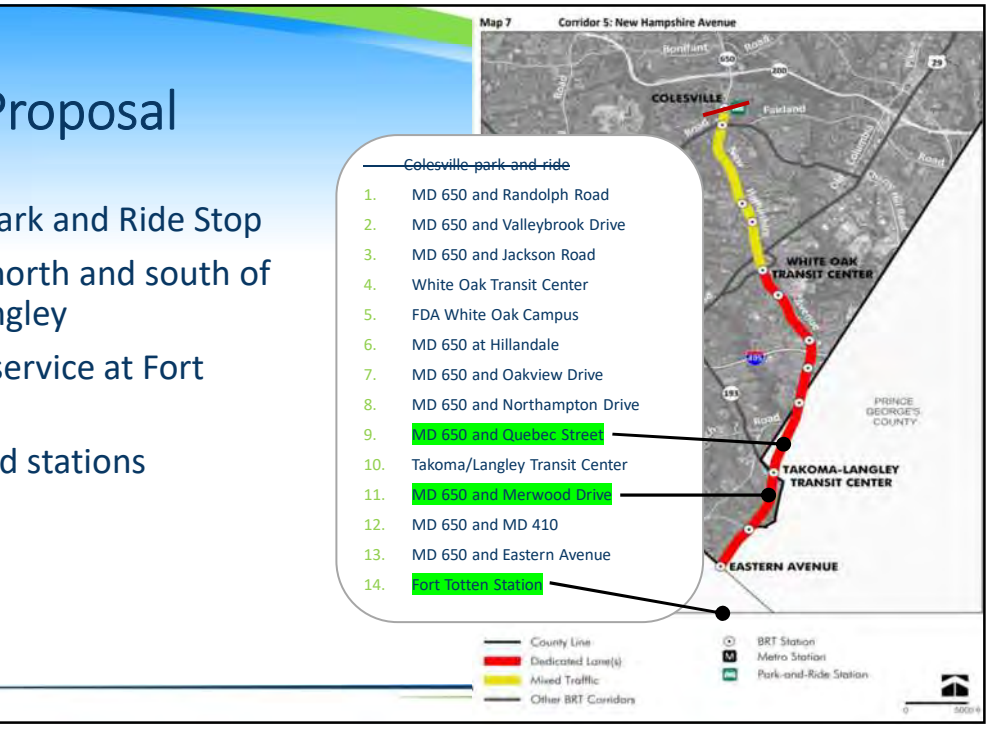
Revised Proposal

- Eliminate Park and Ride Stop
- Add stops north and south of Takoma Langley
- Terminate service at Fort Totten
- 14 proposed stations



~~Colesville park-and-ride~~

1. MD 650 and Randolph Road
2. MD 650 and Valleybrook Drive
3. MD 650 and Jackson Road
4. White Oak Transit Center
5. FDA White Oak Campus
6. MD 650 at Hillandale
7. MD 650 and Oakview Drive
8. MD 650 and Northampton Drive
9. MD 650 and Quebec Street
10. Takoma/Langley Transit Center
11. MD 650 and Merwood Drive
12. MD 650 and MD 410
13. MD 650 and Eastern Avenue
14. Fort Totten Station

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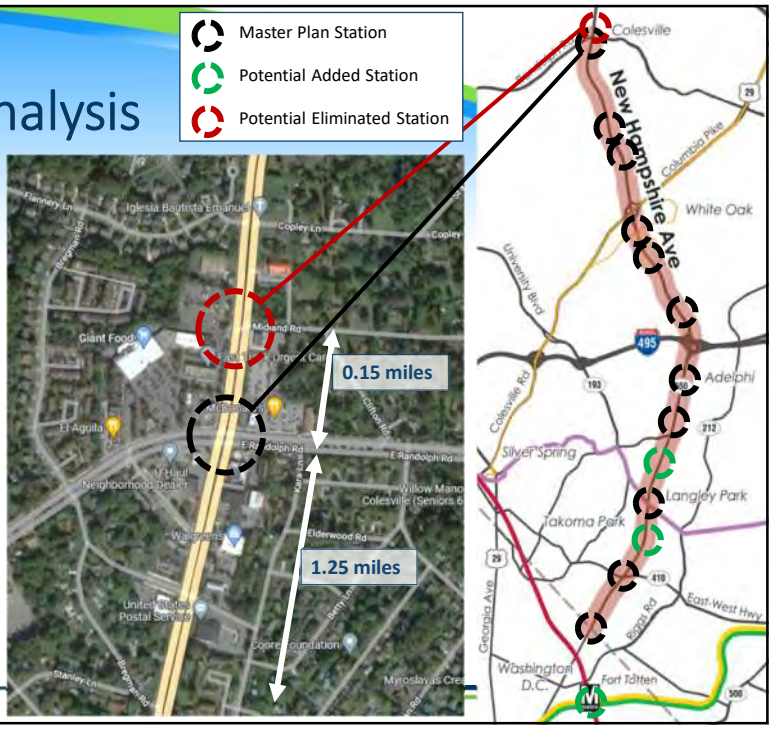
Station Location Analysis

- Randolph Road Park-and-Ride
  - 0.15 miles from Randolph Road
  - Very low ridership
  - Park-and-ride is underutilized
  - Consider using for turn around, but not for a station



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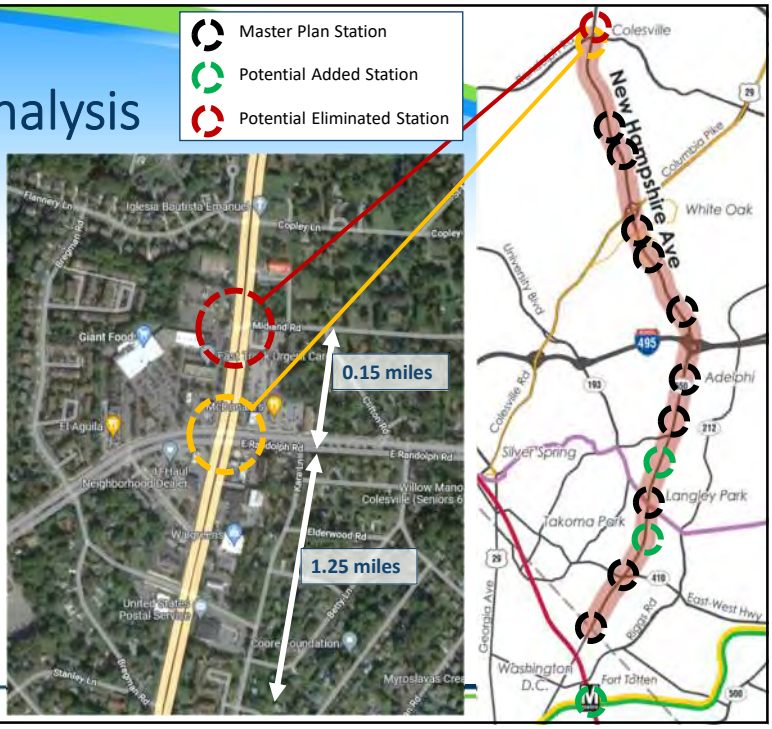
Station Location Analysis

- Randolph Road
  - Colesville Shopping Center
  - Future BRT on Randolph Road
  - Low ridership
  - On High Injury Network

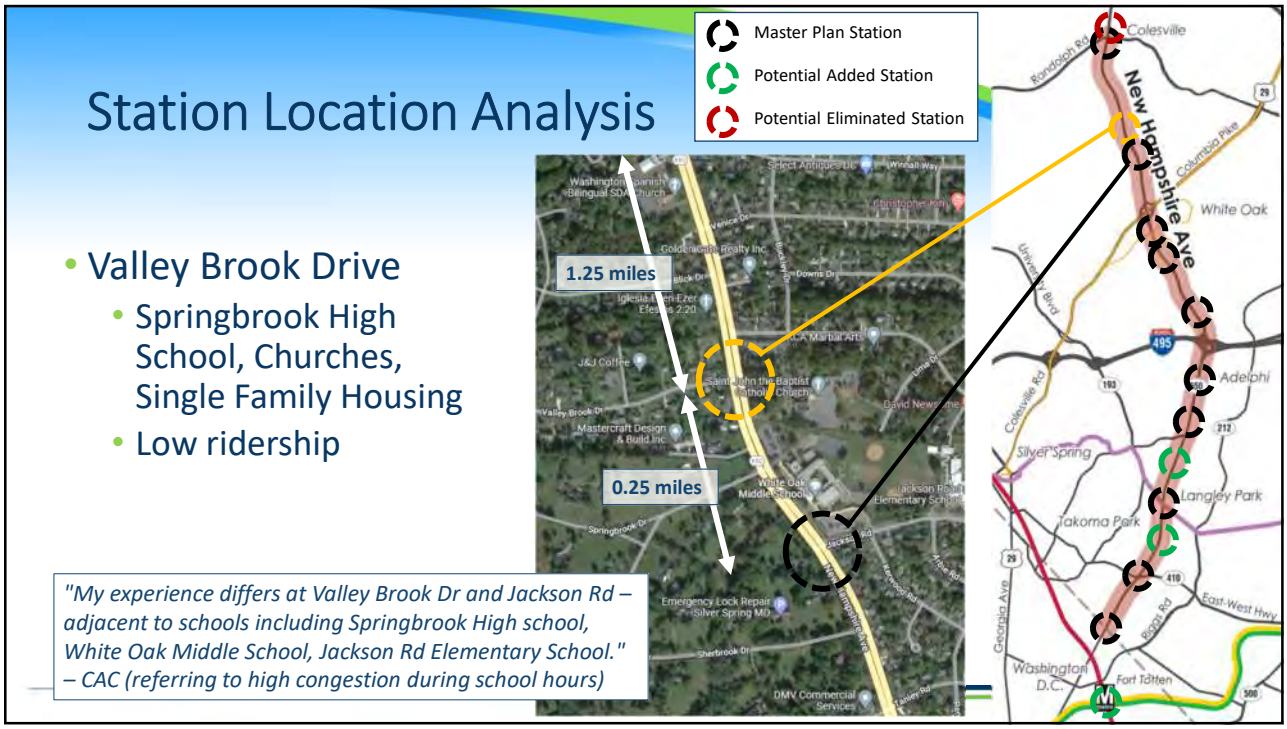


52

Station Location Analysis

- Valley Brook Drive
  - Springbrook High School, Churches, Single Family Housing
  - Low ridership

"My experience differs at Valley Brook Dr and Jackson Rd – adjacent to schools including Springbrook High school, White Oak Middle School, Jackson Rd Elementary School." – CAC (referring to high congestion during school hours)

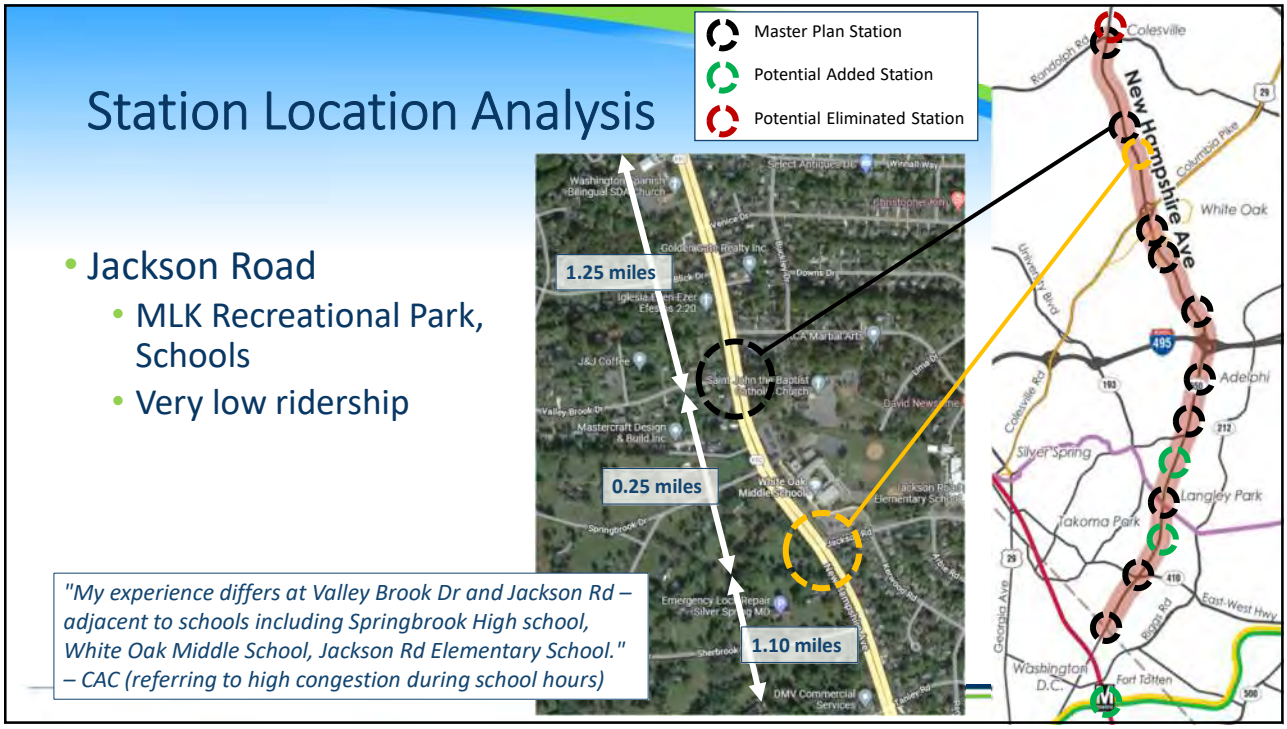


53

Station Location Analysis

- Jackson Road
  - MLK Recreational Park, Schools
  - Very low ridership

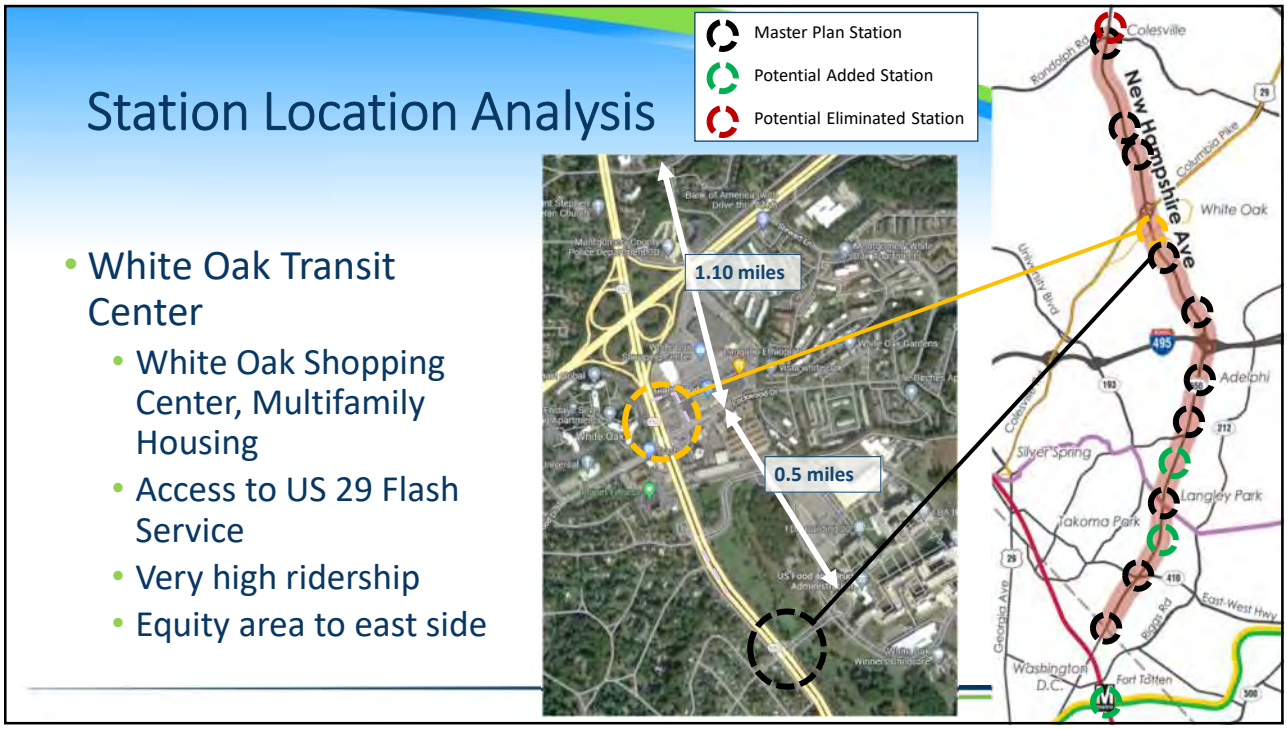
"My experience differs at Valley Brook Dr and Jackson Rd – adjacent to schools including Springbrook High school, White Oak Middle School, Jackson Rd Elementary School." – CAC (referring to high congestion during school hours)



54

Station Location Analysis

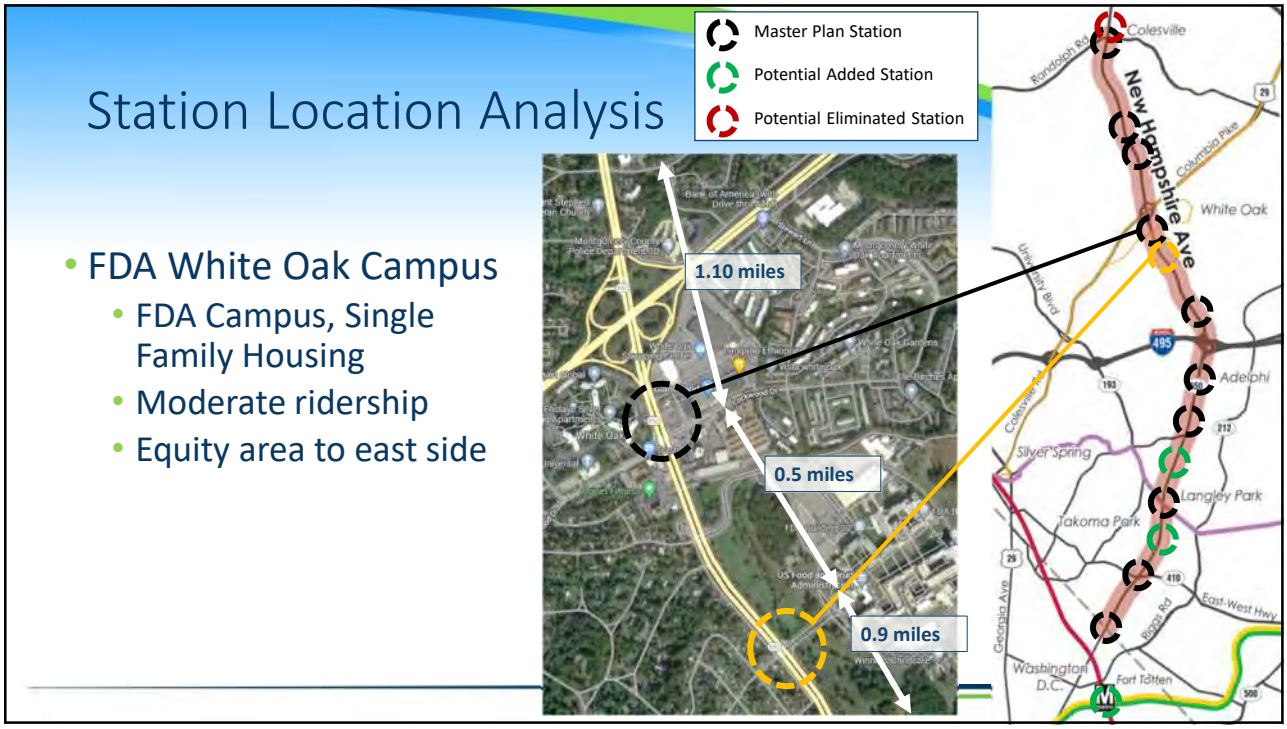
- White Oak Transit Center
  - White Oak Shopping Center, Multifamily Housing
  - Access to US 29 Flash Service
  - Very high ridership
  - Equity area to east side



55

Station Location Analysis

- FDA White Oak Campus
  - FDA Campus, Single Family Housing
  - Moderate ridership
  - Equity area to east side

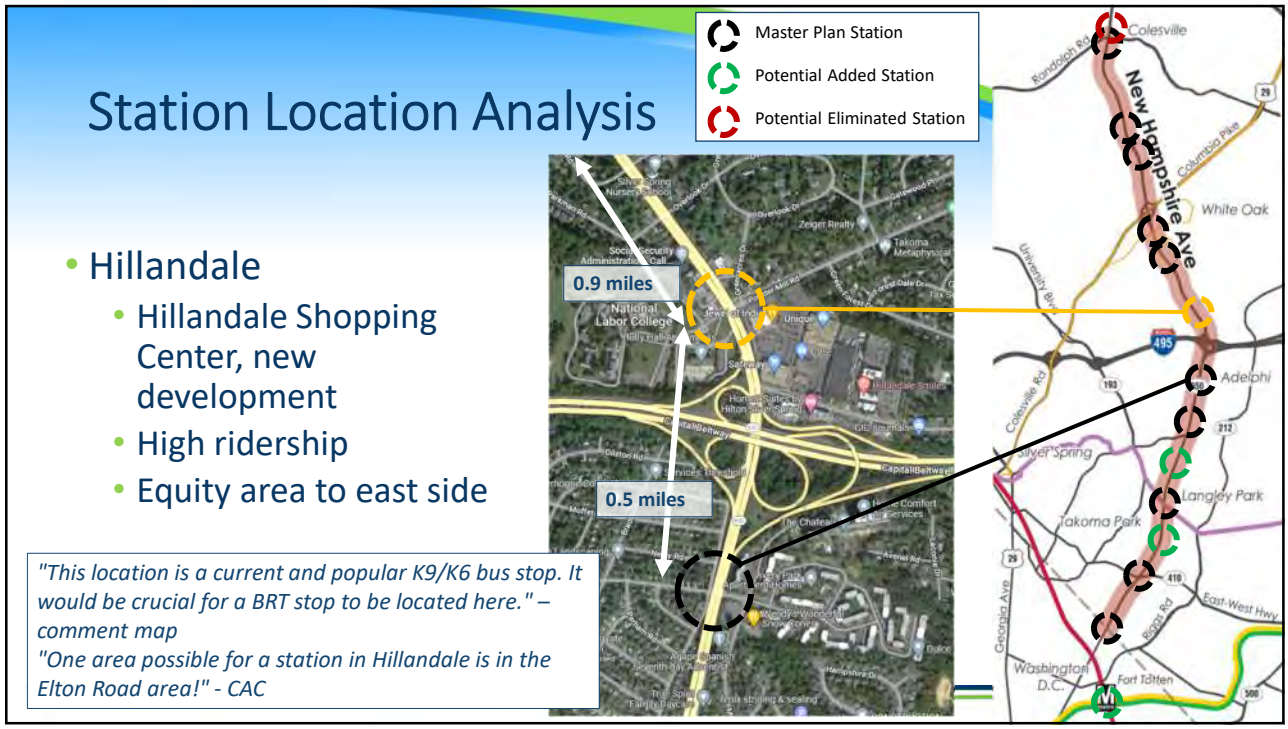


56

Station Location Analysis

- Hillandale
  - Hillandale Shopping Center, new development
  - High ridership
  - Equity area to east side

"This location is a current and popular K9/K6 bus stop. It would be crucial for a BRT stop to be located here." – comment map
"One area possible for a station in Hillandale is in the Elton Road area!" - CAC

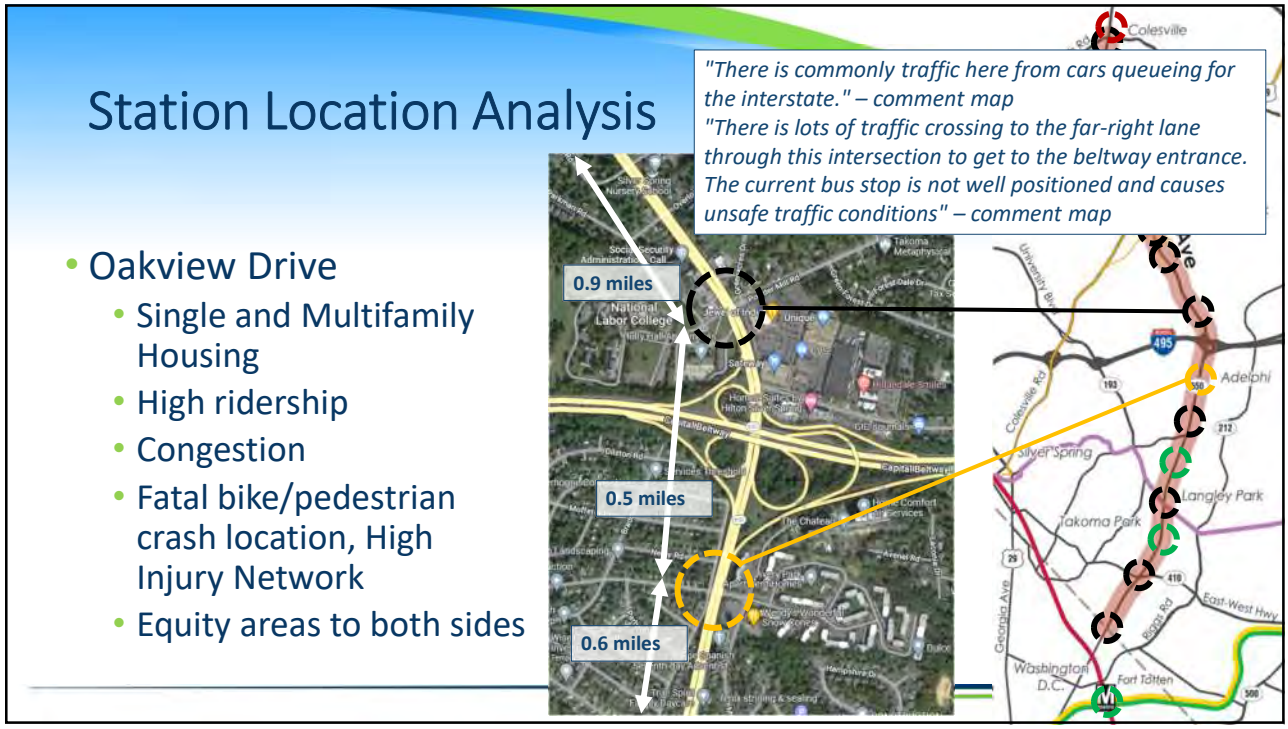


57

Station Location Analysis

- Oakview Drive
  - Single and Multifamily Housing
  - High ridership
  - Congestion
  - Fatal bike/pedestrian crash location, High Injury Network
  - Equity areas to both sides

"There is commonly traffic here from cars queueing for the interstate." – comment map
"There is lots of traffic crossing to the far-right lane through this intersection to get to the beltway entrance. The current bus stop is not well positioned and causes unsafe traffic conditions" – comment map

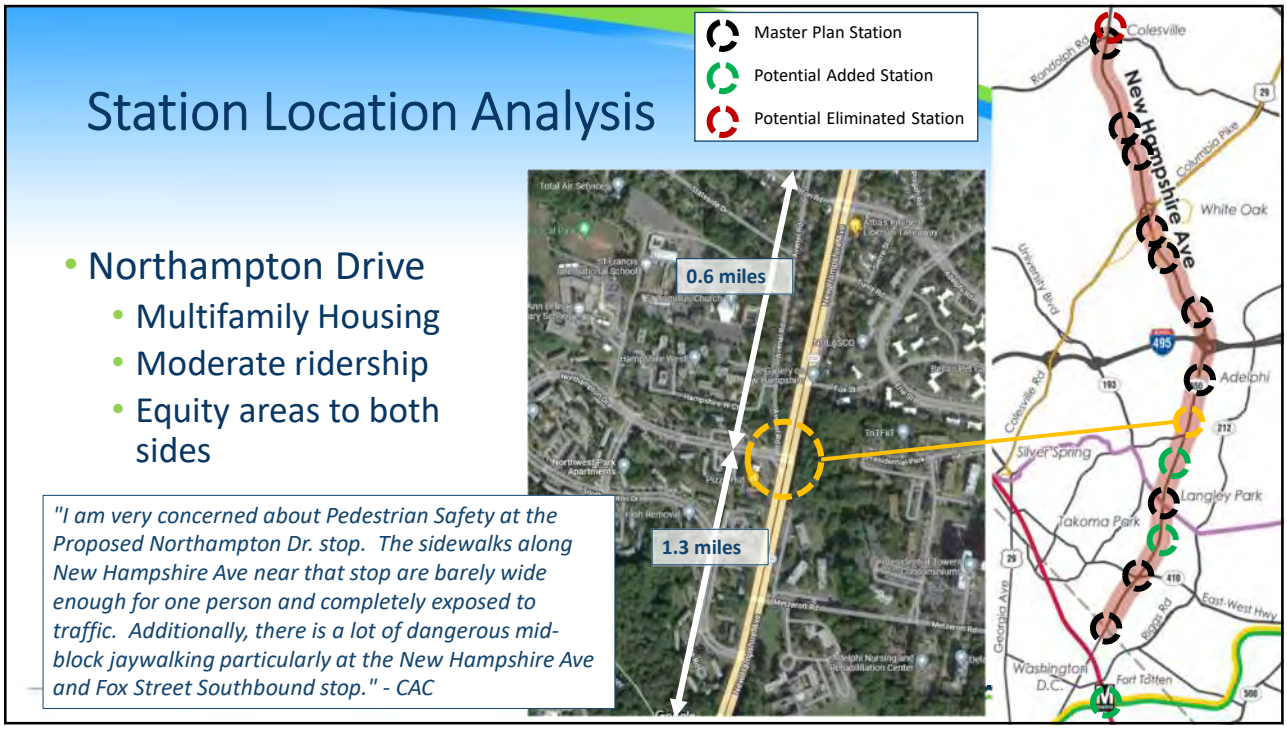


58

Station Location Analysis

- Northampton Drive
  - Multifamily Housing
  - Moderate ridership
  - Equity areas to both sides

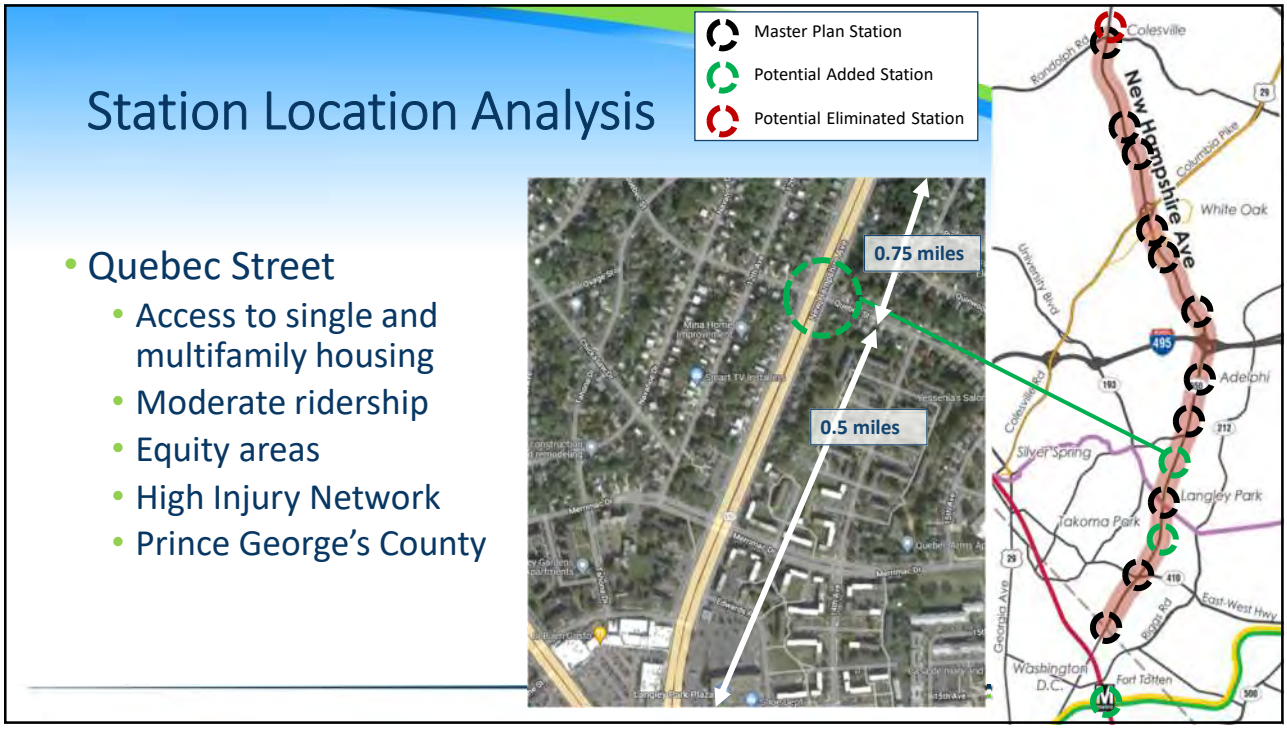
"I am very concerned about Pedestrian Safety at the Proposed Northampton Dr. stop. The sidewalks along New Hampshire Ave near that stop are barely wide enough for one person and completely exposed to traffic. Additionally, there is a lot of dangerous mid-block jaywalking particularly at the New Hampshire Ave and Fox Street Southbound stop." - CAC



59

Station Location Analysis

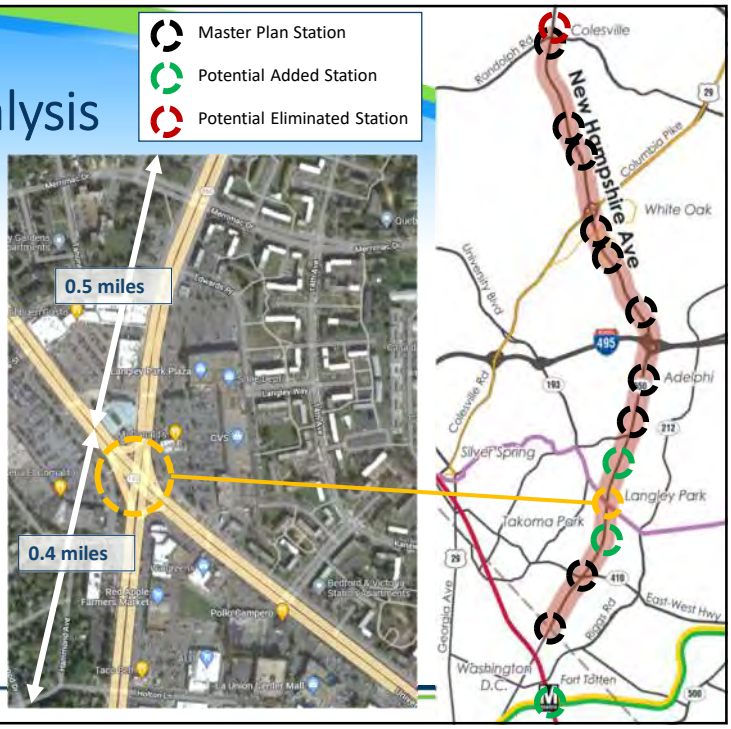
- Quebec Street
  - Access to single and multifamily housing
  - Moderate ridership
  - Equity areas
  - High Injury Network
  - Prince George's County



60

Station Location Analysis

- Takoma Langley Transit Center
  - Langley Park Plaza, Single and Multifamily Housing
  - Access to the Purple Line
  - Fatal bike/pedestrian crash location, HIN
  - Very high ridership
  - Equity Areas on both sides



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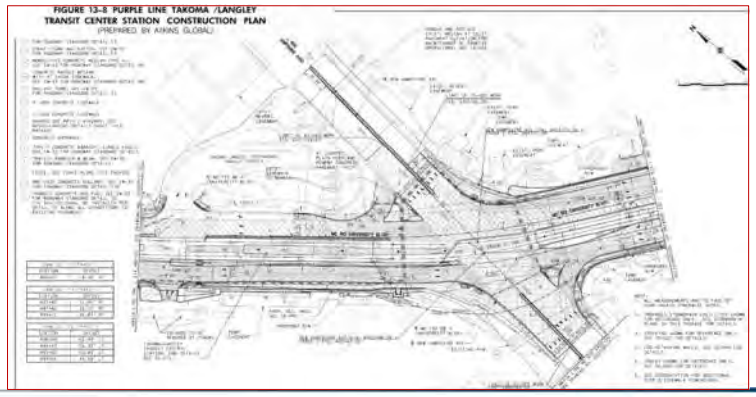
Station Location Analysis

Northbound BRT

Southbound BRT

- Takoma Langley Transit Center



Purple Line Stations Bicycle and Pedestrian Priority Areas

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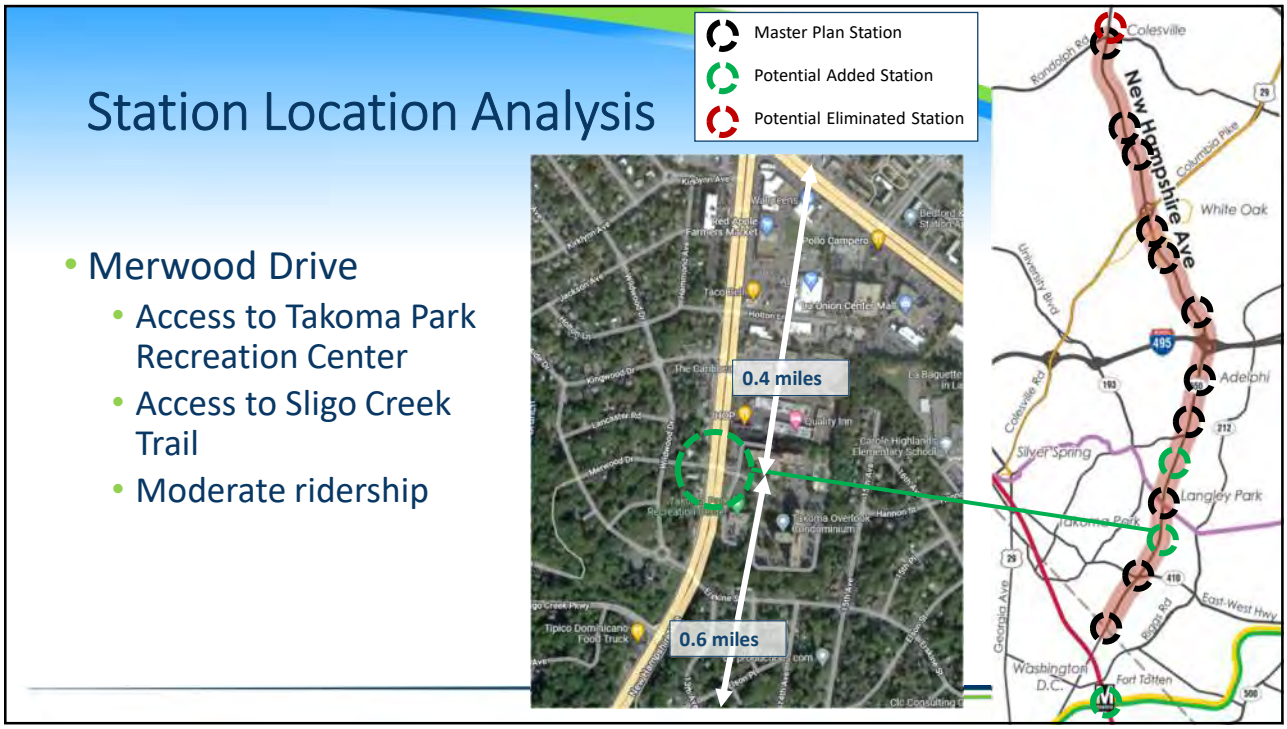
Station Location Analysis

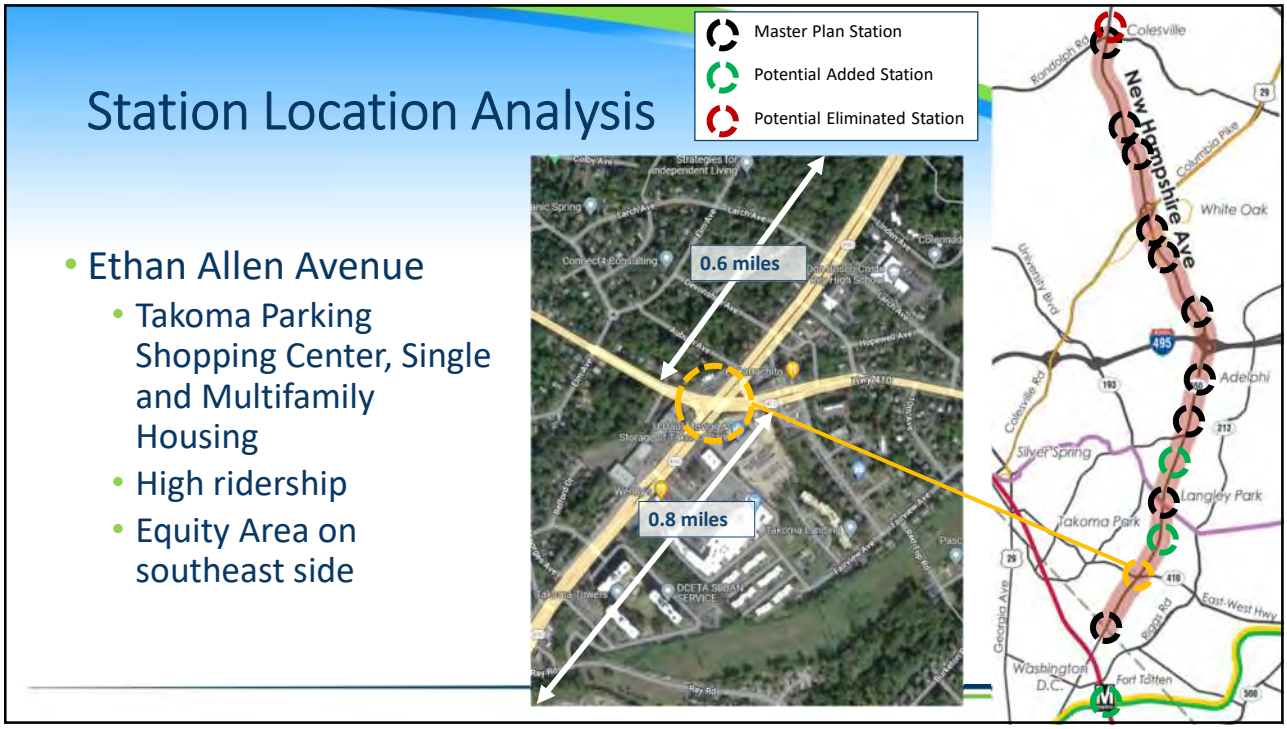
- Merwood Drive
  - Access to Takoma Park Recreation Center
  - Access to Sligo Creek Trail
  - Moderate ridership



63

Station Location Analysis

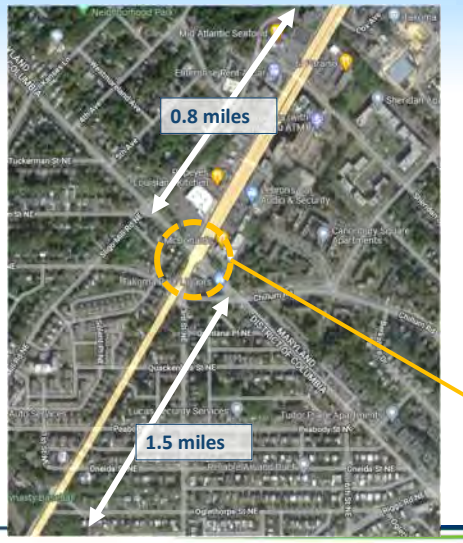
- Ethan Allen Avenue
  - Takoma Parking Shopping Center, Single and Multifamily Housing
  - High ridership
  - Equity Area on southeast side

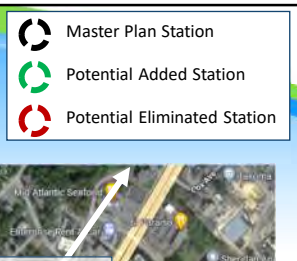


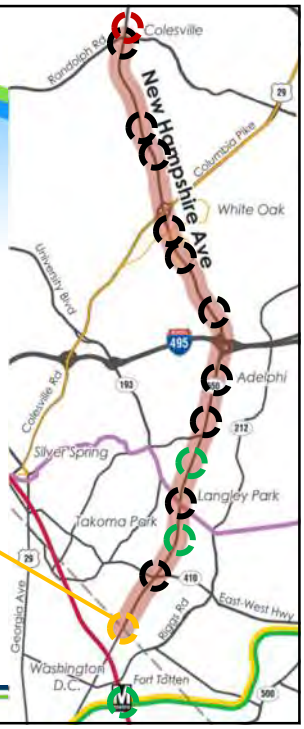
64

Station Location Analysis

- Eastern Avenue
  - Shopping, Single and Multifamily Housing
  - Low ridership
  - Equity Area on northeast side
  - This section of Eastern Avenue is on the HIN







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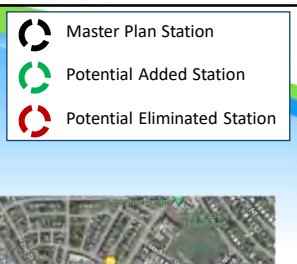
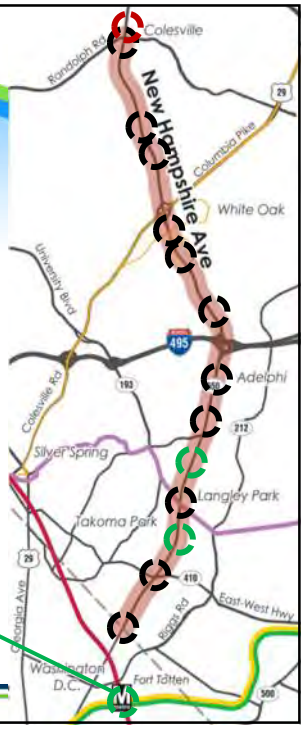
Station Location Analysis

- Fort Totten Station
  - Access to metro
  - Very high ridership
  - Within Equity Area
  - Supported by stakeholders





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Station Location Analysis

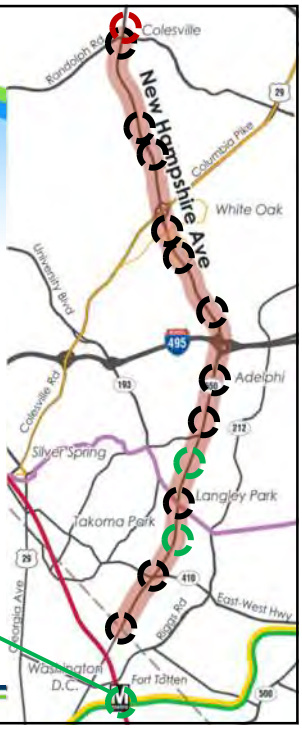
- Master Plan Station
- Potential Added Station
- Potential Eliminated Station

"I agree with the sentiment that a connect to metro rail is a huge plus for compelling route." – comment map

"Ideally the BRT route would terminate at a Metro station." – comment map

"For NH Ave BRT to be truly successful as a commuter option, it would need to address the last mile DC issue." – comment map

"A New Hampshire Ave BRT route really needs to go all the way to Fort Totten Metro. Stopping at Eastern Avenue is just going to force people to transfer to get to Fort Totten or to stick with the K6/K9 and keep their one-seat ride." – comment map



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Next Steps

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Next Steps

- Develop Alternatives
- County Executive Meeting in September
- Analyze Alternatives

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Questions?

Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

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Montgomery County
Department of Transportation

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Meeting Notes

New Hampshire Avenue Corridor Study

Technical Advisory Committee (TAC) Meeting 3 Notes

12/13/2022

Attendees

Rick Kiegel (MCDOT)	Cicero Salles (County Regional Planner)
Corey Pitts (MCDOT)	Deanna Archey (MCDOT)
Andrew B Dempster (FDA)	Joana Conklin (County BRT)
Derek Gunn (MDOT)	Jewru Bandeh (MCDOT)
Danielle Houpe (FDA)	Darren Bean (SHA)
Jacob Newman (MCDOT)	Jill Lemke (SHA)
Daniel Sheridan (MCDOT)	David Anspacher (MNCPPC)
Alex Freedman (City of Takoma Park)	Jamie Henson (Kittelson)
Jennifer Ginger Archibald (WMATA)	Tara Hofferth (Kittelson)
Tim Cupples (MCDOT)	John Manzoni (STV)
Catherine Jones (WMATA)	Jon Crisafi (Kittelson)
David Schile (MDOT)	Aditya Inamdar (Kittelson)
Joseph Moges (MDOT)	Nadiya Kutishcheva (Sharp)
David Manchas (FDA)	

Notes

Jamie, Consultant PM, presented a study overview, meeting schedule, synthesis of findings from existing conditions analysis, and station location analysis.

- Questions and Discussion:
    - Joseph Moges (MDOT) asked if the proposed new stop at Quebec St will result in the existing two northbound/two southbound stops being consolidated
        - Jamie replied that specific recommendations for location of local stops will be considered later in the study, and will depend on the various BRT Layout Alternative Concepts. In general, the BRT stops throughout the corridor will have adjacent local bus stops.

- Cicero Salles (County Regional Planner) asked if the project includes preliminary design for a White Oak transit center, serving both New Hampshire BRT and existing Blue/Orange BRT Lines on US-29.
  - Jamie replied that this is a separate, Montgomery County led effort
  - Corey Pitts (MCDOT) added that there is a County effort to preliminarily consider potential sites
- Jennifer Ginger Archibald (WMATA) asked where the proposed Quebec St stop would be located relative to the existing service road and narrow median
  - Jamie replied that specific stop locations will be identified as conceptual layouts are developed for each alternative.

Jamie introduced main families of concepts and the challenges and opportunities with each concept

- Questions and Discussion:
  - Jennifer Ginger Archibald (WMATA) asked regarding Concept 3b (Center loading Flash, peak direction transit lane use) if passengers load from the same platform, will buses have doors on either side of the vehicle?
    - Jamie replied that buses only have doors on the right side. This approach will be used for BRT on MD-355 where buses use left turn lanes to arrive on the appropriate side of the station
    - Corey Pitts (MCDOT) added that the BRT footprint for MD-355 is generally a single lane, which expands around stations to allow bus access.
  - Cicero Salles (County Regional Planner) asked if Concept 3b (Center loading Flash, peak direction transit lane use) is being considered on US-29, citing this is what the Council and East County residents expressed interest in
    - Corey Pitts (MCDOT) replied that an alternative single and dual lane concept has been identified, and will be worked out through alternative engineering

Jamie reviewed project segments

- Questions and Discussion:
  - Jennifer Ginger Archibald (WMATA) noted that the map doesn't show the route in DC and asked if the study team is connecting with DDOT
    - Jamie replied that the study does recommend service to Fort Totten, but will make infrastructure change recommendations within Montgomery and Prince George's Counties. He noted that the study team has coordinated with Yohannes Bennehoff (DDOT)
    - Cicero Salles (County Regional Planner) recommended updating the study map to show that the route is planned to reach Fort Totten.

Jamie reviewed reasoning screening concepts based on program guidance

- Questions and Discussion:
  - Cicero Salles (County Regional Planner) asked about more "BRT heavy" alternatives, including taking right of way and not stopping at intersections.
    - The corridor does not currently have demand that would warrant an infrastructure heavy approach such as is used in Latin America. This may change in the future, as a result of Thrive 2050. Cicero suggested that perhaps a "BRT-light" recommendation is appropriate for the next 10-20 years, but a more visionary "BRT-heavy" concept could be considered in the future.
    - Joana Conklin (County BRT) highlighted some of the infrastructure improvements being incorporated into alternatives

        - Jamie commented that the current ridership in the corridor is about 9,000 daily riders, while other BRT corridors with significant infrastructure sometimes have ten times this amount of ridership.
    - David Anspacher (MNCPPC) noted that Master Plan conformance should include Thrive Montgomery, along with metrics recommendations from MDOT. He noted that the plan does support incremental improvements, which can change alongside demand. He recommended thinking about phasing.
        - Joana Conklin (County BRT) noted that this approach was taken on Veirs Mill Rd. While the council took on a TSM alternative, the ultimate recommended alternative is full curbside BRT lanes.
        - David replied that some alternatives allow for easier future expansion than others.
        - Joana noted that once an alternative is selected, it takes precedence over a master plan, which will impact ROW expectations with development

Jamie presented the alternatives and next steps

- Questions and Discussion:
    - In the chat, attendees asked if the CAC will present the same information.
        - Yes, the same information will be presented in a simpler format.
    - In the chat, Alex Freedman (Takoma Park) asked if the project considers the New Ave bikeway design
        - The study team is coordinating with RK&K on the design.
        - Jamie added that the proposed alternatives would address the intent of the design.
    - Jewru Bandeh (MCDOT) asked if an in-person meeting will be held for people to look at and comment on charts.
        - Corey replied that in person meetings were held earlier for the project. While they were well advertised, turnout was light. He noted that conversations at bus stops worked well, though a long form presentation is difficult in that format. There are plans for additional community outreach.
        - Jewru expressed concern that folks who do not use the system have less input on the changes than riders.
        - Joana clarified that the upcoming Thursday meeting is a CAC meeting with group of highly committed residents and stakeholders. She recommended asking the CAC if they prefer virtual or online meetings going forward.
        - Jewru replied that this is high on the new County Council's agenda.

Rick Kiegel shared updated project contact information

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New Hampshire Avenue BRT Planning Study

Technical Advisory Committee (TAC)

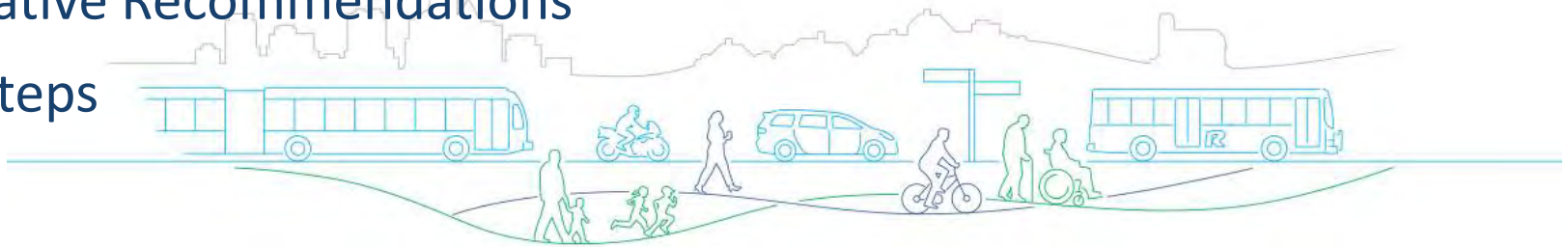
Meeting 3

December 13, 2022

MCDOT
Montgomery County
Department of Transportation

Meeting Agenda

1. Project Recap
2. Station Identification
3. Concept Identification
4. Concept Benefits and Challenges
5. Initial Screening
6. Alternative Recommendations
7. Next Steps



Project Recap

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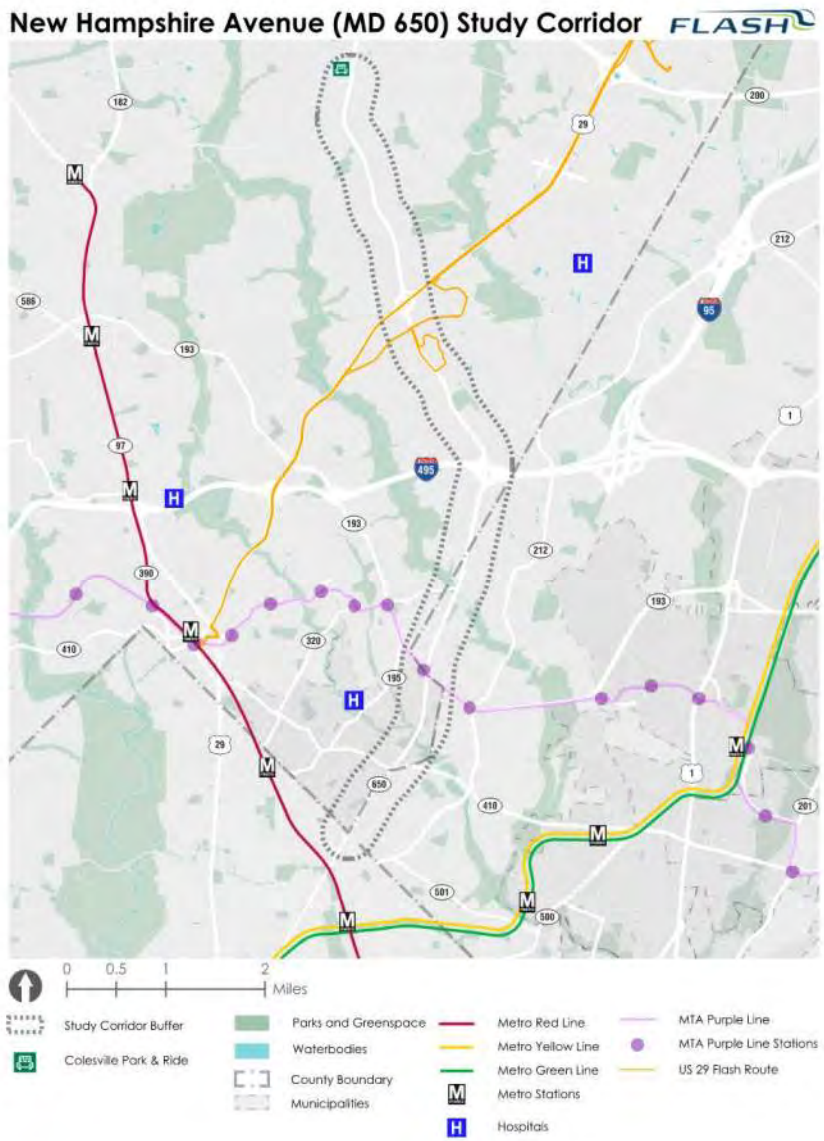
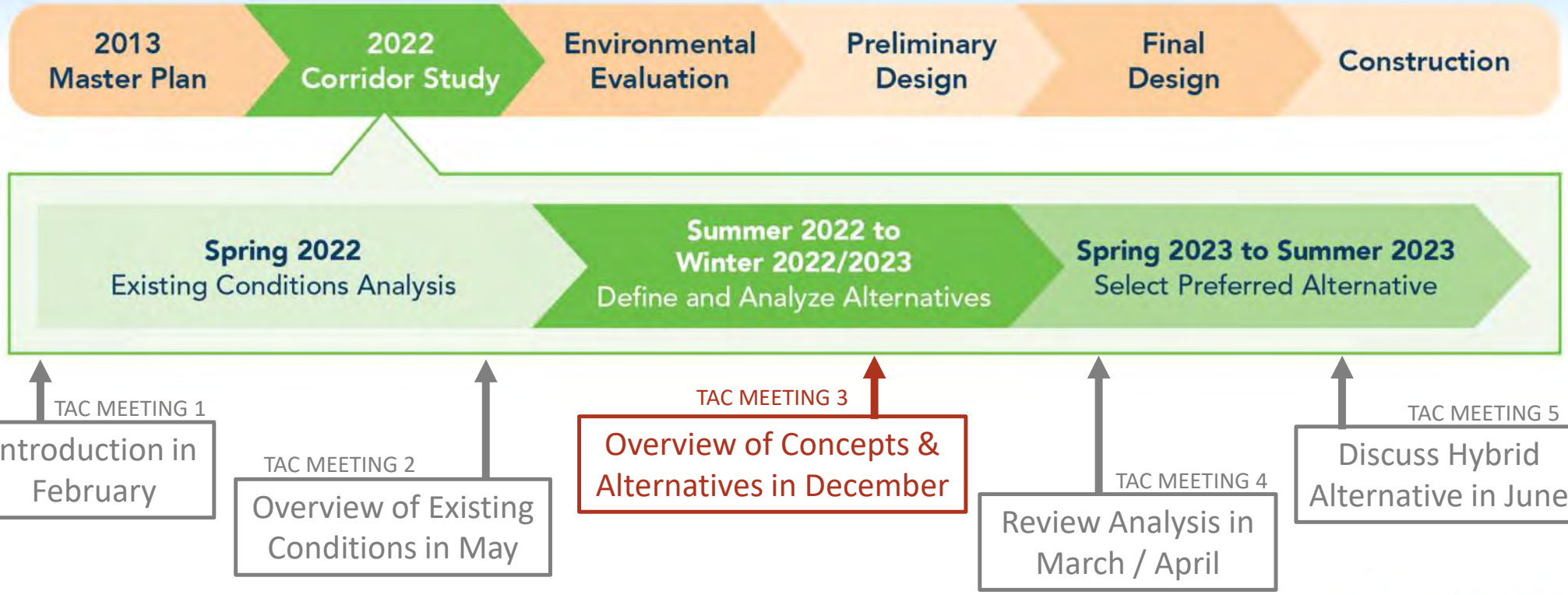
The TAC Includes:

Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Will…**
  - Define start and end points
  - Identify preliminary station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility

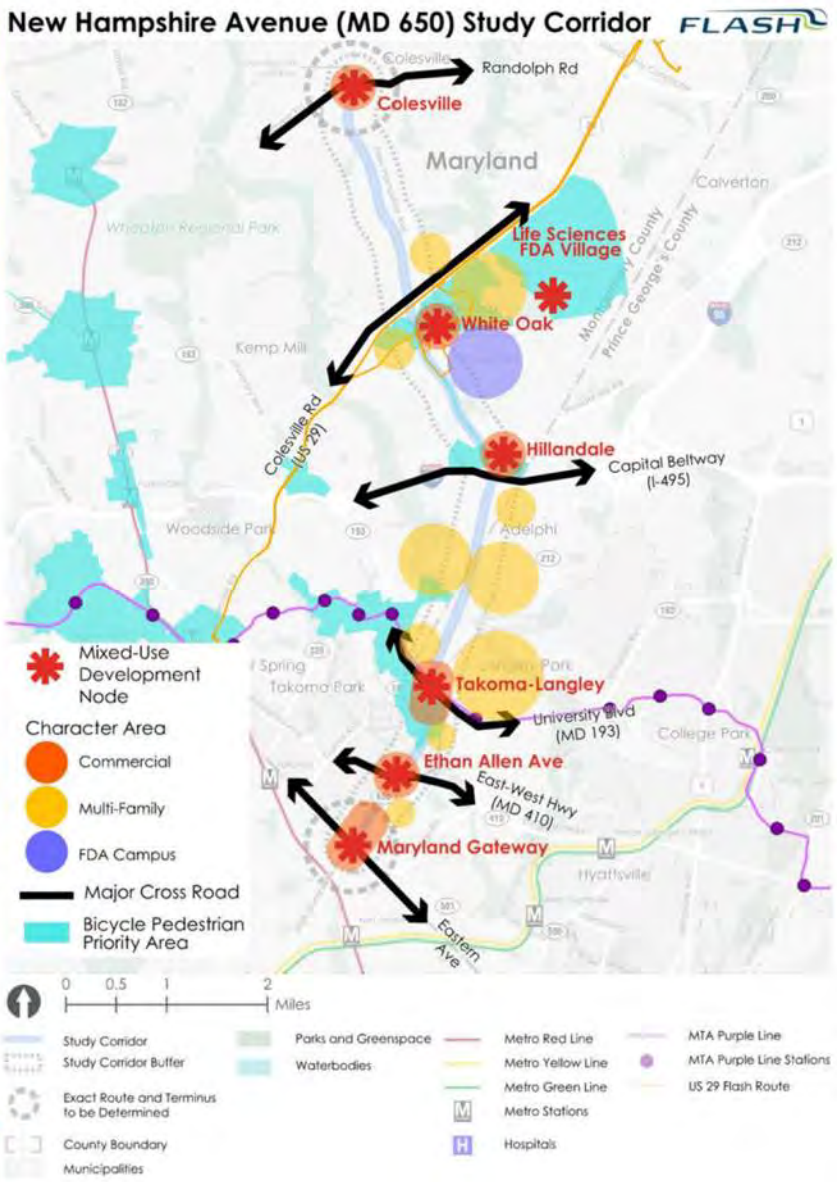


TAC Meeting Schedule



Synthesis of Findings

- High bus ridership in equity communities
- Largely residential land use
- Commercial nodes at major intersections
- Missing and inadequate bike / ped infrastructure
- Frequent and severe crashes on HIN
- Service road patterns vary
- Delay near the Beltway and at major intersections
- Significant bus service on and crossing the corridor
- Four major work destinations for corridor residents
- Existing transit service can be slow and unreliable
- Establish Fort Totten as southern terminus



Process Overview

Program Guidance

Program & Project Goals & Objectives

Improve access to jobs, activity centers, and community facilities

Minimize environmental impacts and utilize cost-effective design

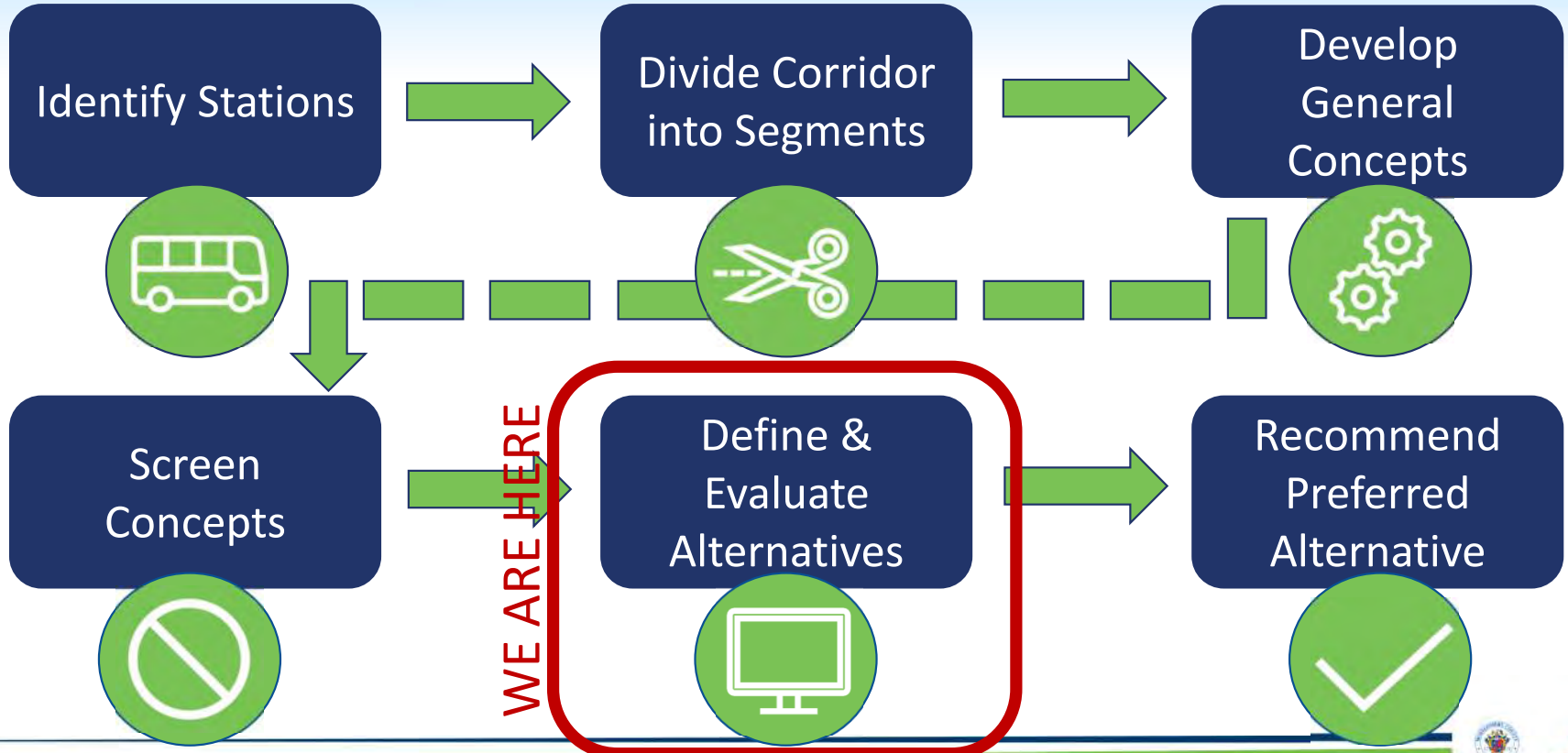
Improve safety of our streets and the livability and wellness of our communities

Promote economic development with appealing and functional transit

Provide a fast, reliable, efficient, and connected transit service

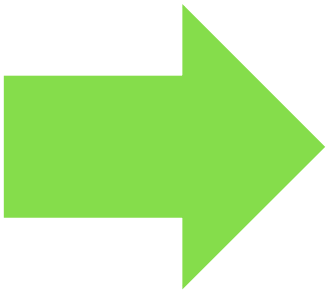
Provide improved and accessible transit service for underserved populations

Approach to Develop Alternatives



Guidance to Identify Concepts

Countywide Transit Corridors Functional Master Plan	Program and project goals and objectives
Previous County BRT efforts	Input from the community
Relevant local plans, studies, and initiatives	Input from County Staff
National best practices	Input from Stakeholders



Concepts

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Station Identification

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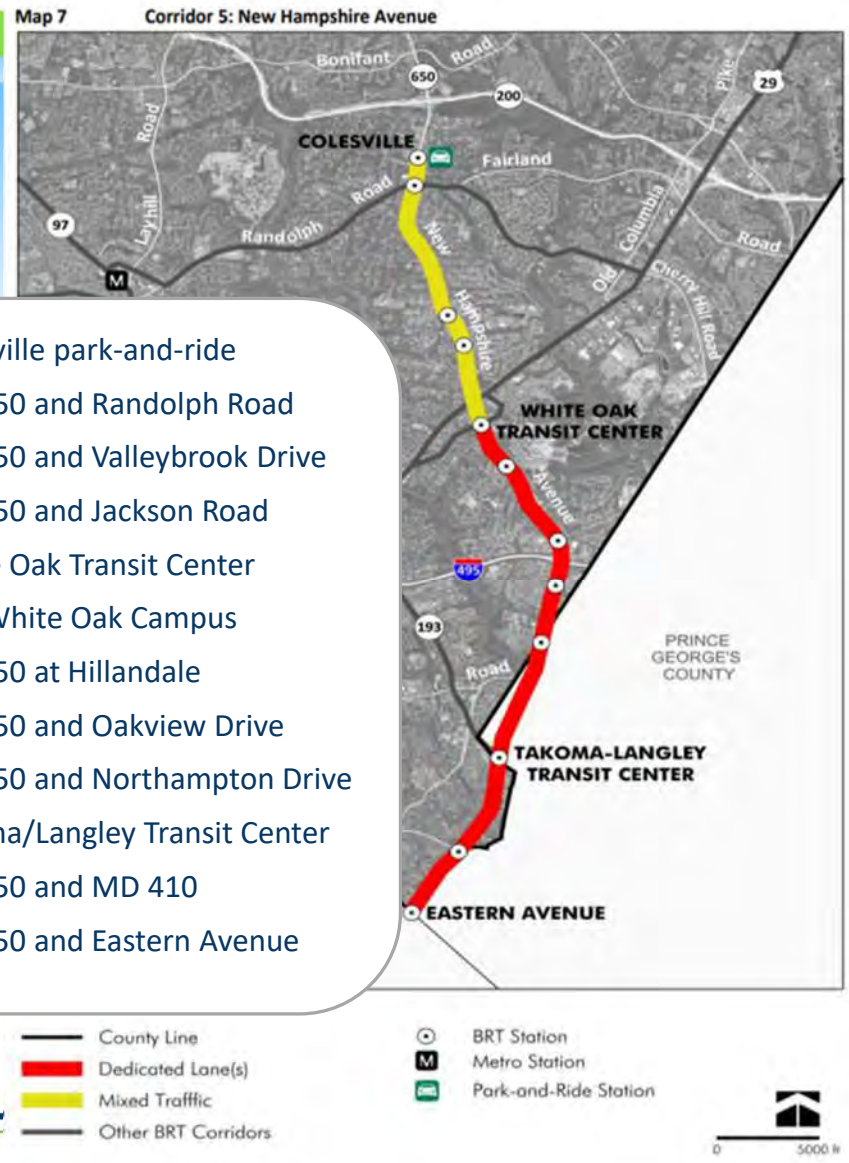
Montgomery County
Department of Transportation

Identify Station Locations

- Verify master plan station locations
- Consider additional locations
- Identify specific station locations

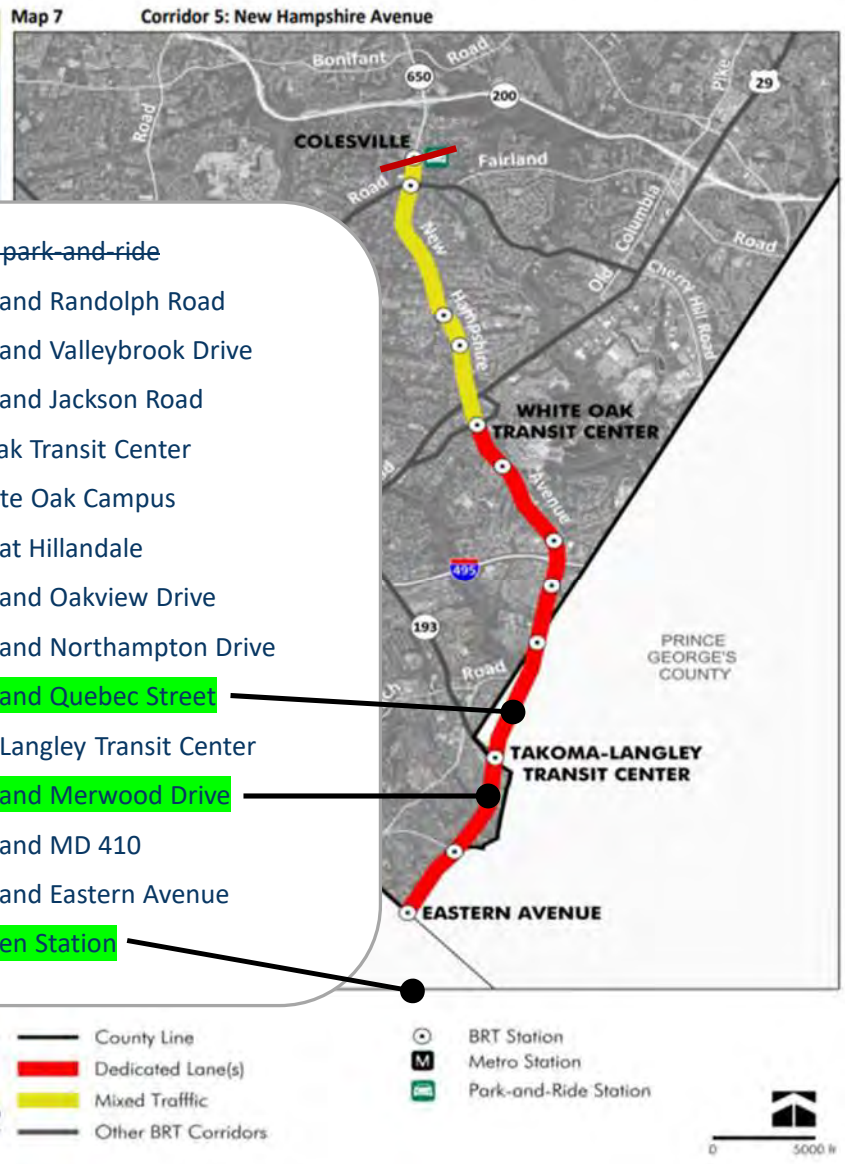


Identify Station Locations

- Eliminate Park and Ride station / combine with Randolph Road station
- Add stops north and south of Takoma Langley
- Terminate service at Fort Totten
- 14 proposed stations

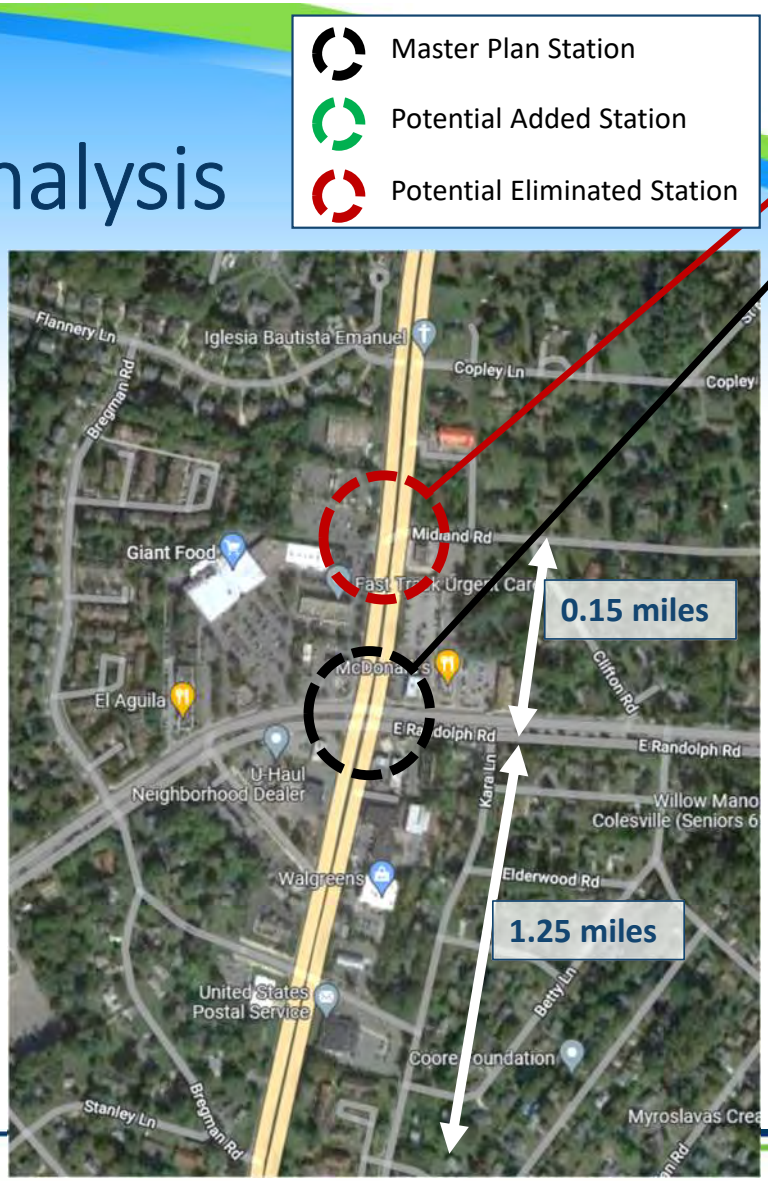
~~Colesville park-and-ride~~

1. MD 650 and Randolph Road
2. MD 650 and Valleybrook Drive
3. MD 650 and Jackson Road
4. White Oak Transit Center
5. FDA White Oak Campus
6. MD 650 at Hillandale
7. MD 650 and Oakview Drive
8. MD 650 and Northampton Drive
9. MD 650 and Quebec Street
10. Takoma/Langley Transit Center
11. MD 650 and Merwood Drive
12. MD 650 and MD 410
13. MD 650 and Eastern Avenue
14. Fort Totten Station



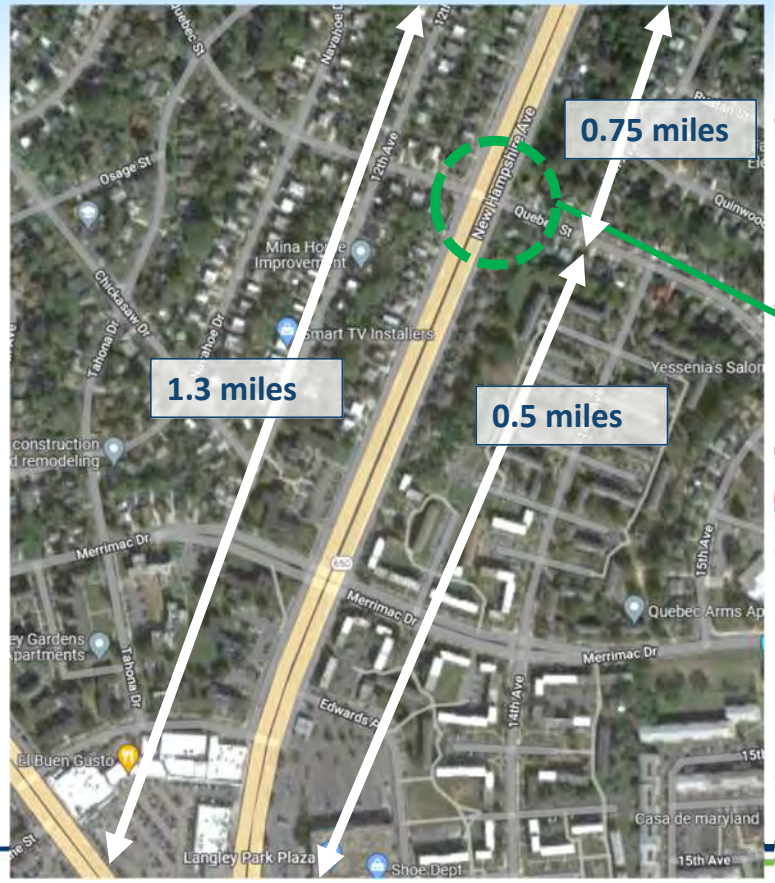
Station Location Analysis

- Randolph Road Park-and-Ride
  - 0.15 miles from Randolph Road
  - Very low ridership
  - Park-and-ride is underutilized
  - Consider using for turn around, but not for a station



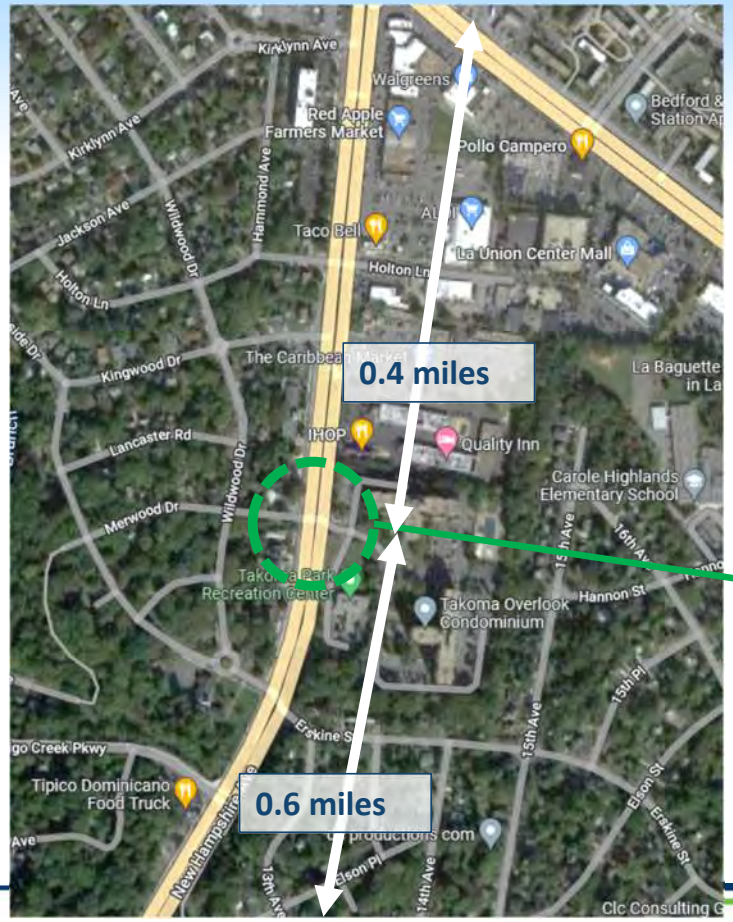
Station Location Analysis

- Quebec Street
  - Access to single and multifamily housing
  - Moderate ridership
  - Equity areas
  - High Injury Network
  - Prince George's County



Station Location Analysis

- Merwood Drive
  - Access to Takoma Park Recreation Center
  - Access to Sligo Creek Trail
  - Moderate ridership



Station Location Analysis

- Fort Totten Station
  - Access to metro
  - Very high ridership
  - Within Equity Area
  - Supported by stakeholders

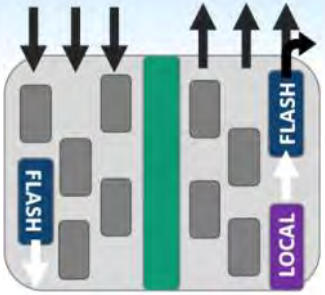
FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Concept Benefits and Challenges

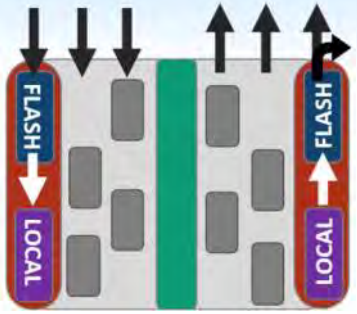
MCDOT
Montgomery County
Department of Transportation

Four Main Concepts

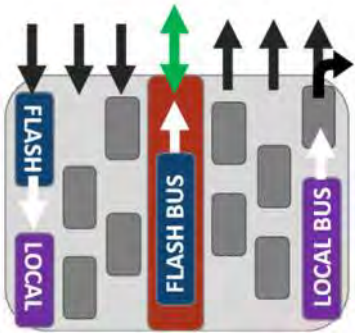
1. Optimize Transit in Mixed Traffic



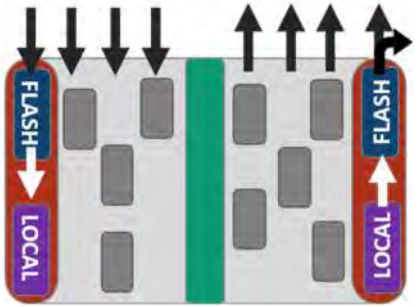
2. Repurpose Lanes



3. Add One Flash Only Lane

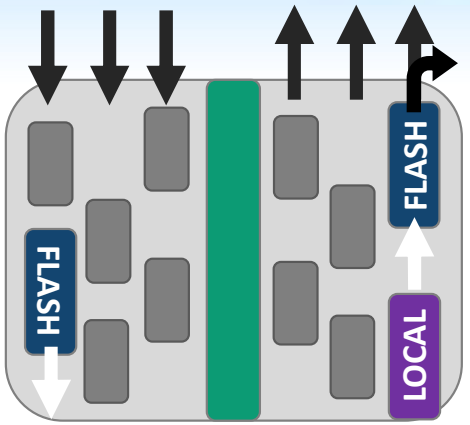


4. Add Two Lanes



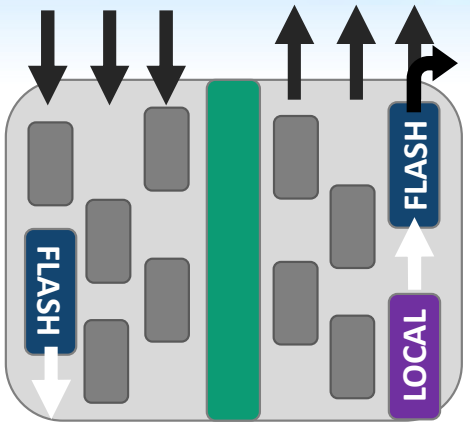
Concepts

1. Optimize Transit in Mixed Traffic
   - 1a. Transportation System Management with Transit Signal Priority (TSP)
   - 1b. Transportation System Management with queue jumps, bus pullouts, and TSP



Concepts

1. Optimize in Mixed Traffic



Benefits:

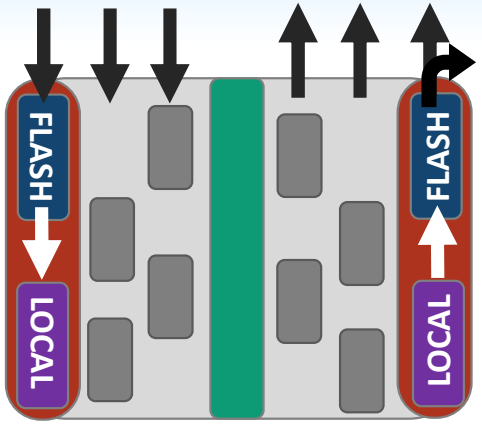
- Footprint impacts are limited
- Some improvement to transit service
- Limited affects on motor vehicle travel

Challenges:

- Limited transit service improvement, including for local buses

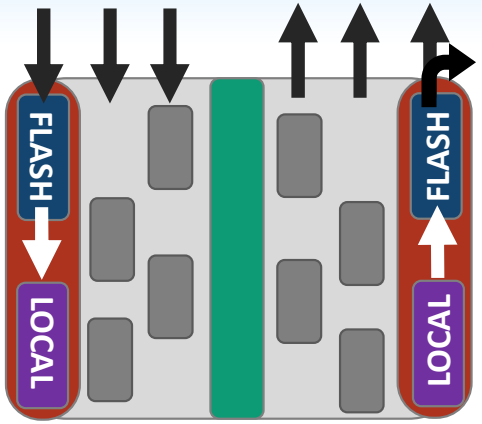
Concepts

2. Repurpose Lanes (curbside)
   - 2a. Repurpose curbside running lanes for Flash and local buses
   - 2b. Repurpose curbside running lanes for Flash and local buses with bus pullouts



Concepts

2. Repurpose Lanes (curbside)



Benefits:

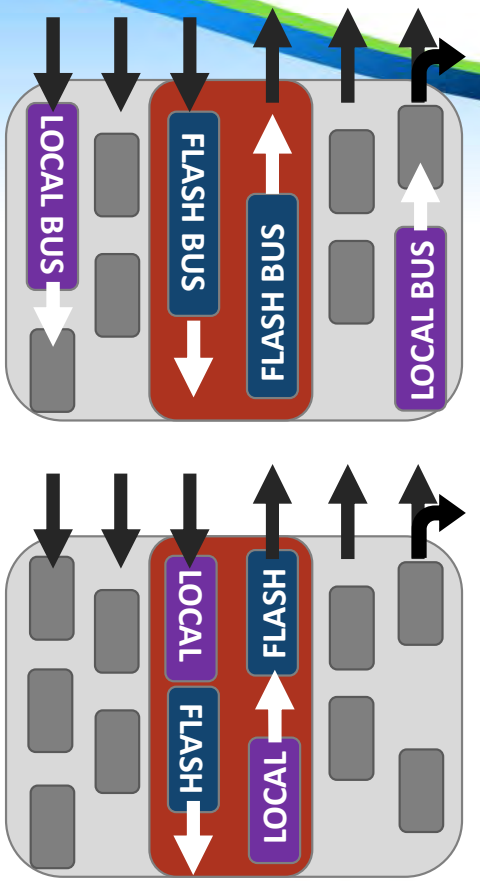
- Limited footprint impacts
- Limited construction costs and faster delivery timeline
- Improved transit service, including major improvement for local buses

Challenges:

- FLASH buses might be slowed behind local buses and right turning vehicles
- Repurposing lanes reduces motor vehicle capacity

Concepts

2. Repurpose Lanes (median)
   - 2c. Repurpose median running lanes for Flash only
   - 2d. Repurpose median running lanes for Flash only with curbside bus pullouts
   - 2e. Repurpose median running lanes for Flash and local buses



Concepts

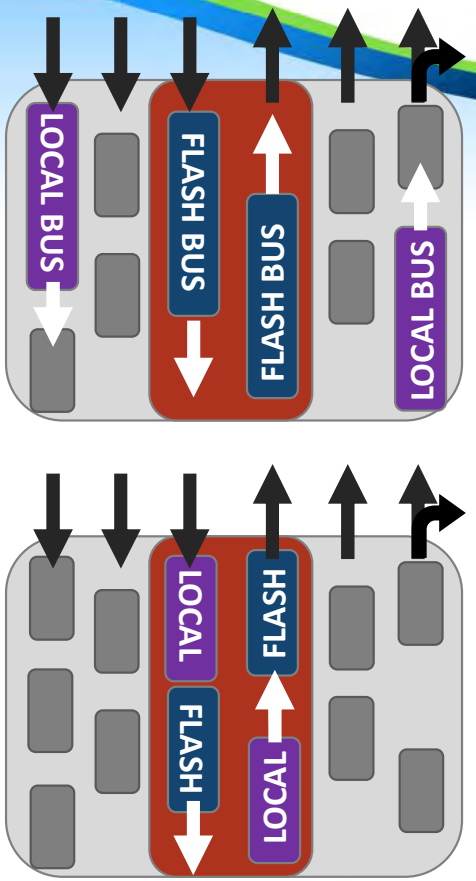
2. Repurpose Lanes (median)

Benefits:

- Faster, more reliable Flash service in dedicated space

Challenges:

- Footprint impacts along most of the corridor particularly for service roads
- High construction and signal costs
- Reduces vehicle capacity
- Left turns at signals only

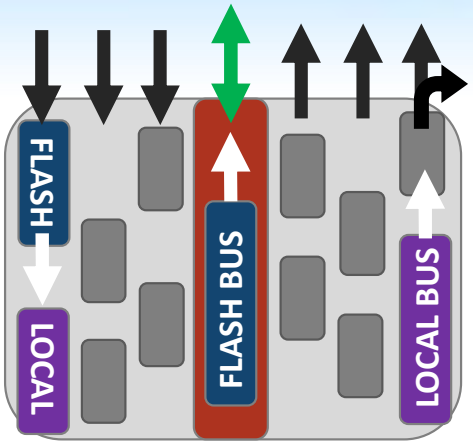


Concepts

3. Add One Flash Only Lane

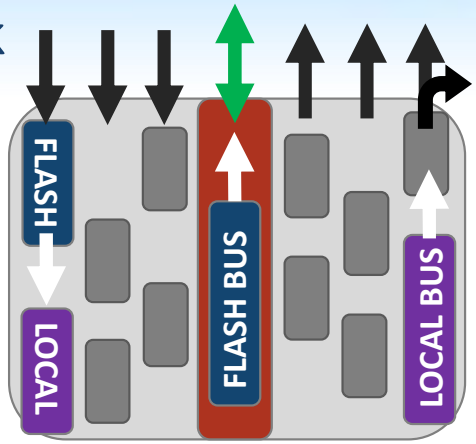
3a. Center peak period lane Flash, curb off-peak

- Peak direction Flash in exclusive lane with median loading
- Non-peak direction Flash in mixed traffic ***with curbside loading***



Concepts

3a. Center peak period Flash only lane, curb off-peak



Benefits:

- Improves Flash service in peak direction
- Minor affects on motor vehicle travel

Challenges:

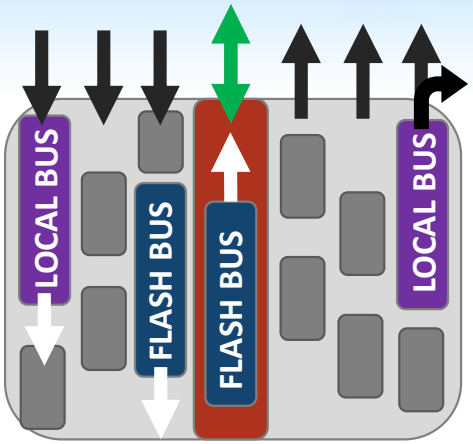
- Difficult for riders to use the Flash service
- Footprint impacts along most of corridor, particularly for service roads
- High construction and signal upgrade costs along with longer implementation
- Left turns at signals only
- Minimal peaking activity for cars and transit to identify a peak direction

Concepts

3. Add One Flash Only Lane

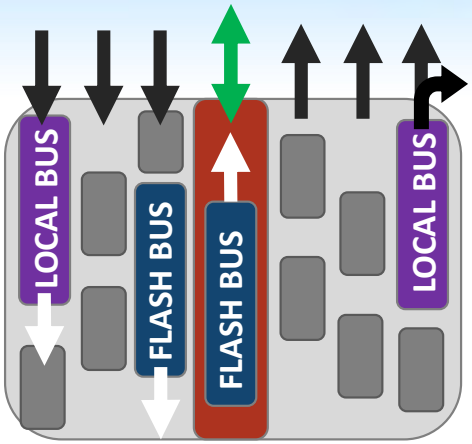
3b. Center loading Flash, peak direction transit lane use

- Peak direction Flash in exclusive lane with median loading
- Non-peak direction Flash in mixed traffic ***with median loading***
- Consistent with MD 355



Concepts

3b. Center loading Flash, peak direction transit lane use



Benefits:

- Improves Flash service in peak direction
- Minor affects on motor vehicle travel

Challenges:

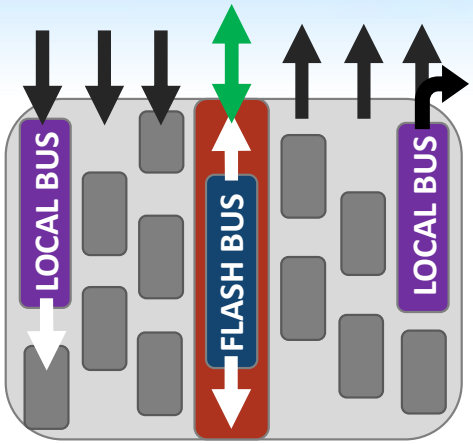
- Footprint impacts along most of corridor, particularly for service roads
- High construction and signal upgrade costs along with longer implementation
- Left turns at signals only
- Minimal peaking activity for cars and transit to identify a peak direction

Concepts

3. Add One Flash Only Lane

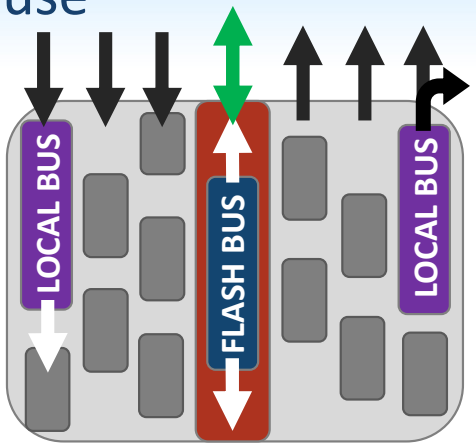
3c. Center loading Flash, shared bi-direction transit lane use

- Shared Center Runningway for Flash both directions with bus pullouts for passing
- Consistent with Eugene EmX



Concepts

3c. Center loading Flash, shared bi-direction transit lane use



Benefits:

- Improves transit service in both directions
- Minor effects on motor vehicle travel

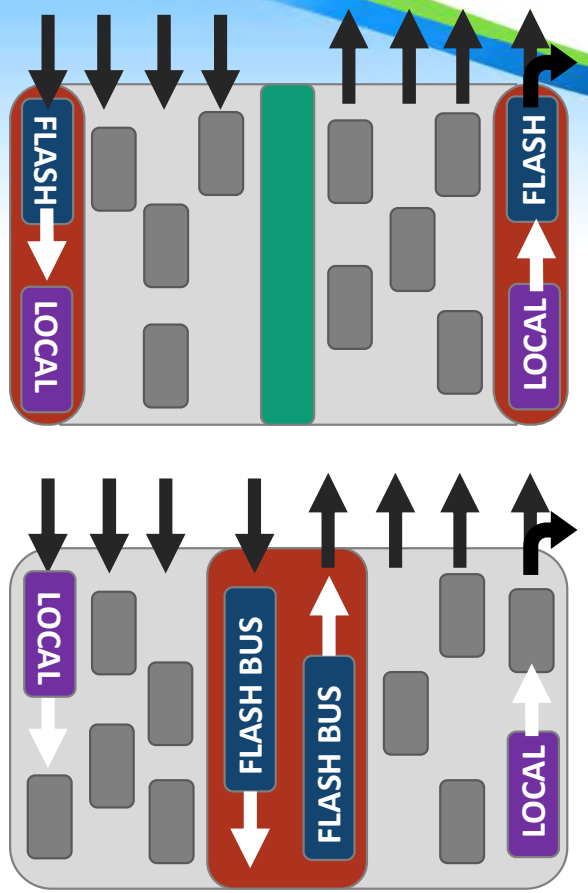
Challenges:

- Footprint impacts along most of corridor particularly for service roads
- High construction and signal upgrade costs along with longer implementation
- Left turns at signals only
- Difficult operationally for bi-directional service to use a single lane

Concepts

4. Add Two New Lanes

4a. Widen the roadway by adding two new lanes (median or curbside)



Concepts

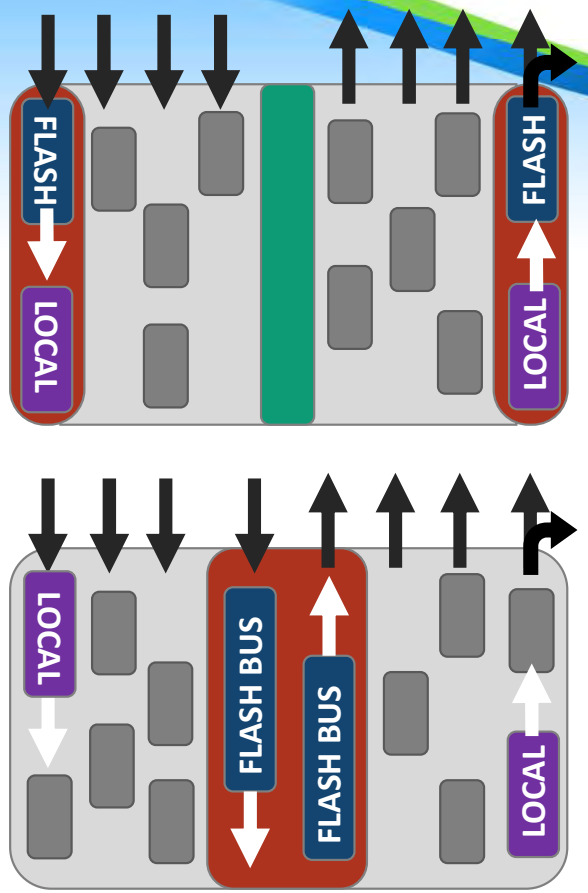
4. Add Two New Lanes

Benefits:

- Improves transit service
- Minimizes motor vehicle delay

Challenges:

- Inconsistent with Master Plan
- Significant footprint impacts
- Major construction costs and long implementation



FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Initial Screening

MCDOT
Montgomery County
Department of Transportation

Screening by Segment

1. Eastern Ave to University Blvd
2. University Blvd to Piney Branch Rd
3. Piney Branch Rd to Powder Mill Rd
4. Powder Mill Rd to Lockwood Dr
5. Lockwood Dr to Randolph Rd

Screening Concepts Out

- Concept unlikely to generate operational gains
- Concept inconsistent with the BRT Master Plan
- Concept fatally flawed

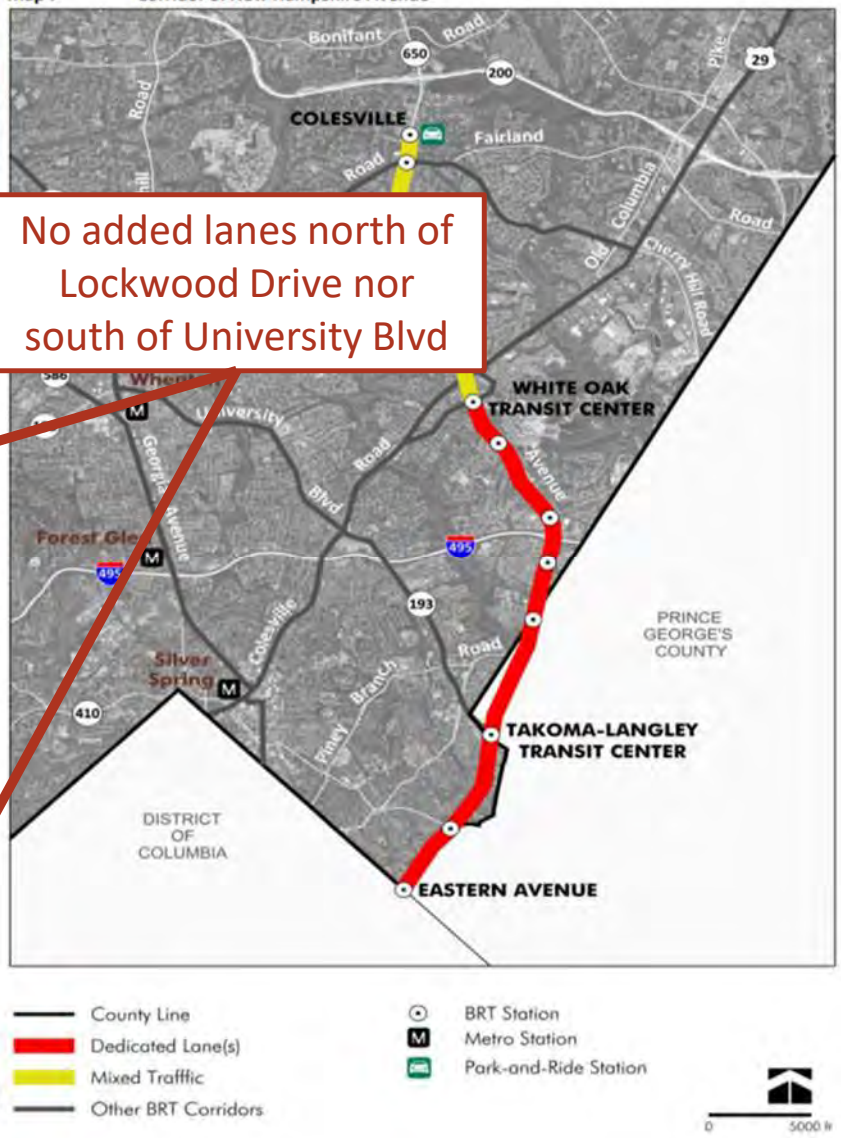
Master Plan

No dedicated lanes north of Lockwood Drive

No added lanes north of Lockwood Drive nor south of University Blvd

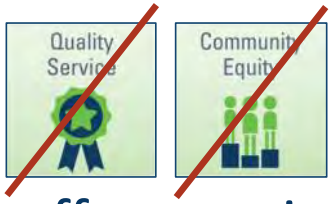
Road	From	To	Dedicated Lane(s)?	R.O.W.*****	Maximum Additional Transit Lanes
New Hampshire Ave	Colesville park-and-ride	Lockwood Dr	No	120	0
New Hampshire Ave	Lockwood Dr	Oaklawn Drive	Yes	130*	1
New Hampshire Ave	Oaklawn Drive	Powder Mill Road		120-130*	1
New Hampshire Ave	Powder Mill Road	I-495		130*	1
New Hampshire Ave	I-495	Northampton Dr		150	1
New Hampshire Ave	Northampton Dr	University Blvd	Yes **		
New Hampshire Ave	University Blvd	East West Highway	Yes***	150	0
New Hampshire Ave	East West Highway	D.C. Line	Yes****	150 in MC	0

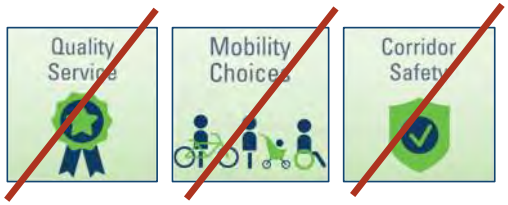
Map 7 Corridor 5: New Hampshire Avenue



“Fatal Flaws”

- Significant impacts to properties, especially in equity areas
- Impacts existing local bus service
- Creates operational challenges that affect service reliably
- Challenging for riders to navigate
- Creates significant impacts to traffic operations





Concepts	Segments				
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1. Optimize Transit in Mixed Traffic					
1a. Transportation System Management with TSP					
1b. Transportation System Management with queue jumps, bus pullouts, and TSP					
2. Repurpose Lanes					
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3b. Add one Flash only lane, center loading Flash, peak direction transit lane use					
3c. Add one Flash only lane, center loading Flash, shared bi-directional transit lane use					
4. Add Two Lanes					
4a. Widen the road to add two new lanes					

Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

Alternative 1 — Concept applied as part of an Alternative 1

Alternative 2 — Concept applied as part of an Alternative 2

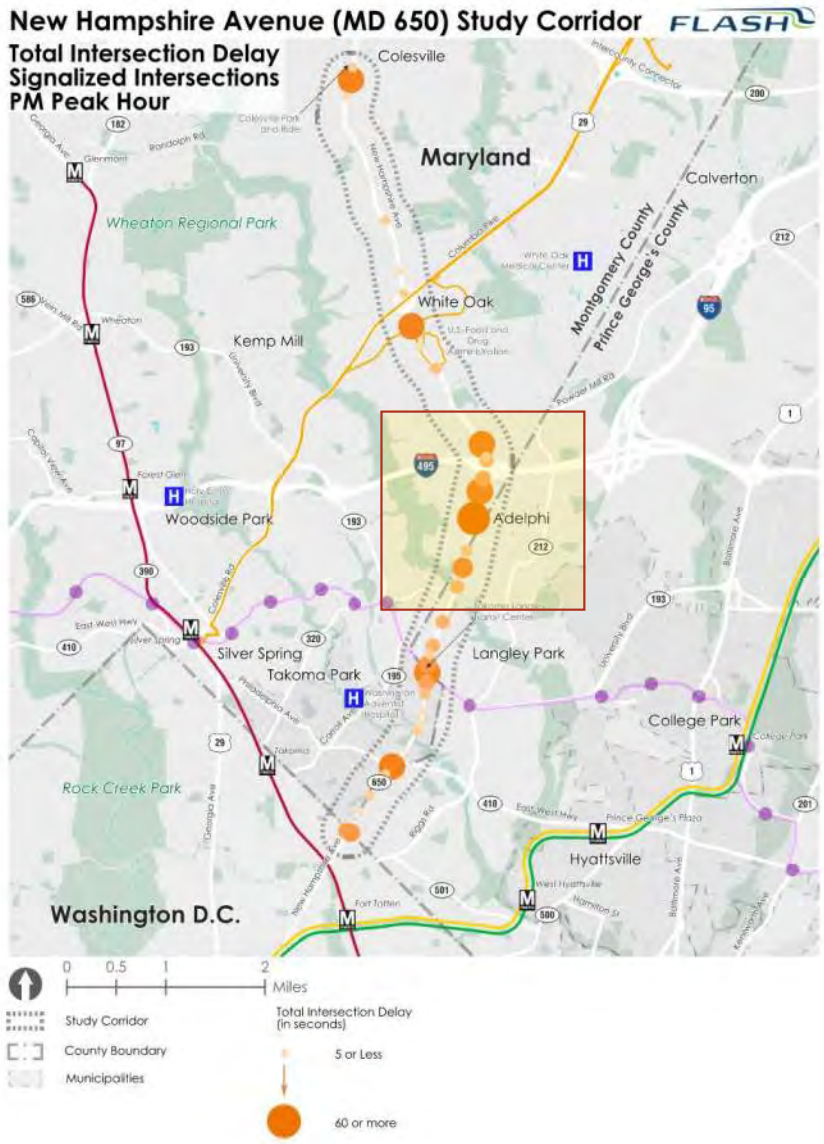
Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Concept 2 (Repurpose Lanes) – eliminate from Piney Branch Road to Powder Mill Road

- High vehicle volumes
- Likely significant vehicle delay
- Potential to back up traffic on the mainline of the freeway
- Potential to create safety issues and increase crashes

Fatal Flaw - significant impacts to traffic operations



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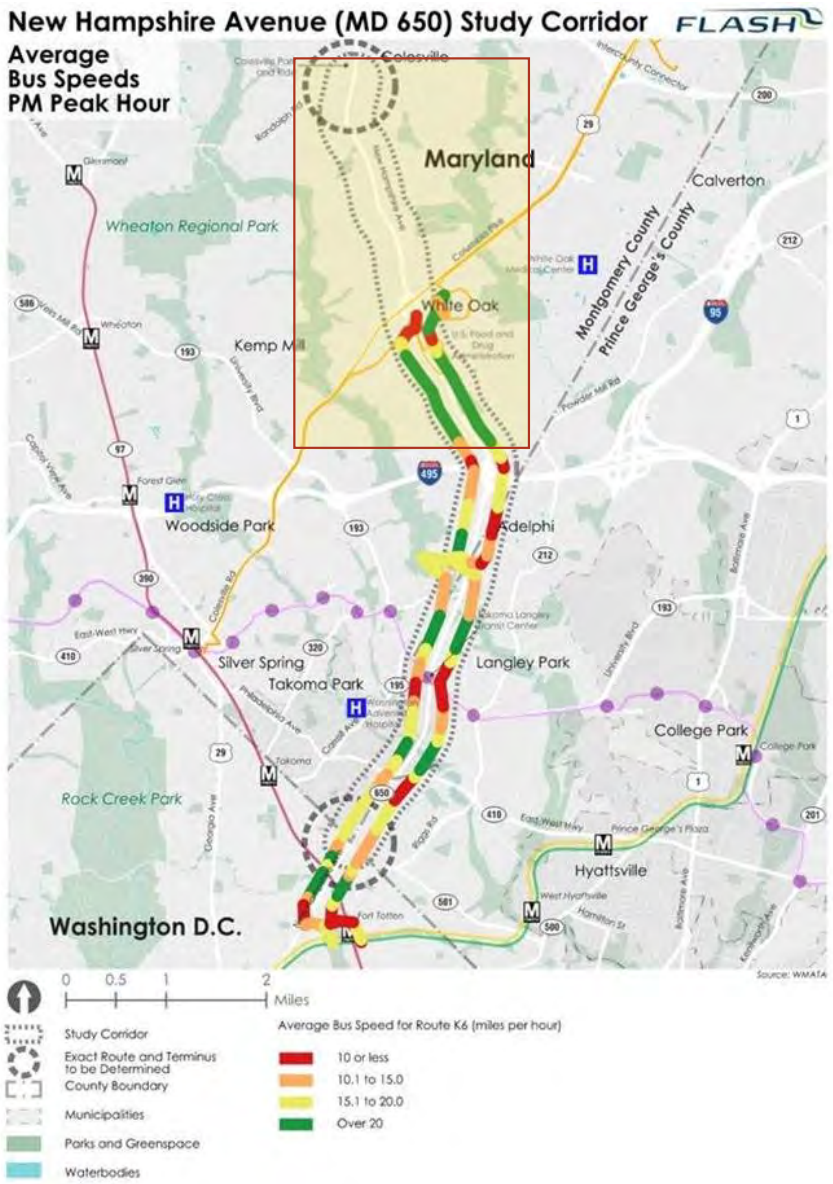
Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Concept 2 (Repurpose Lanes) – eliminate north of Powder Mill Rd

- Buses already move at free flow speeds

Unlikely to generate operational gains and inconsistent with the Master Plan to dedicate lanes north of Lockwood Drive



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Concept fatally flawed

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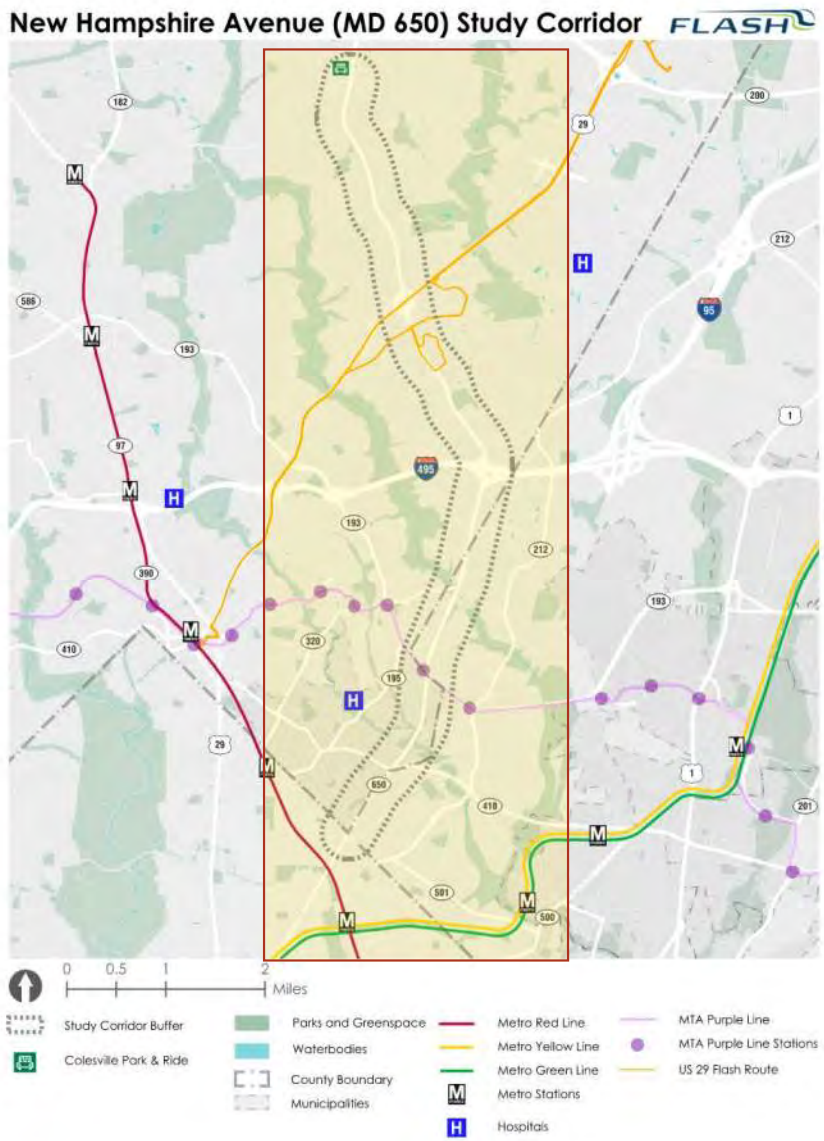
Potential Hybrid — Concept that might be applied as part of hybrid alternative

Concept 3a. (Center peak period lane Flash, curb off-peak) – eliminate along full corridor

- Forces riders to pay close attention where to board
- Can cause passengers to miss their bus
- Does not benefit transit travel in the off-peak direction

Fatal Flaw - challenging for riders to navigate



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Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

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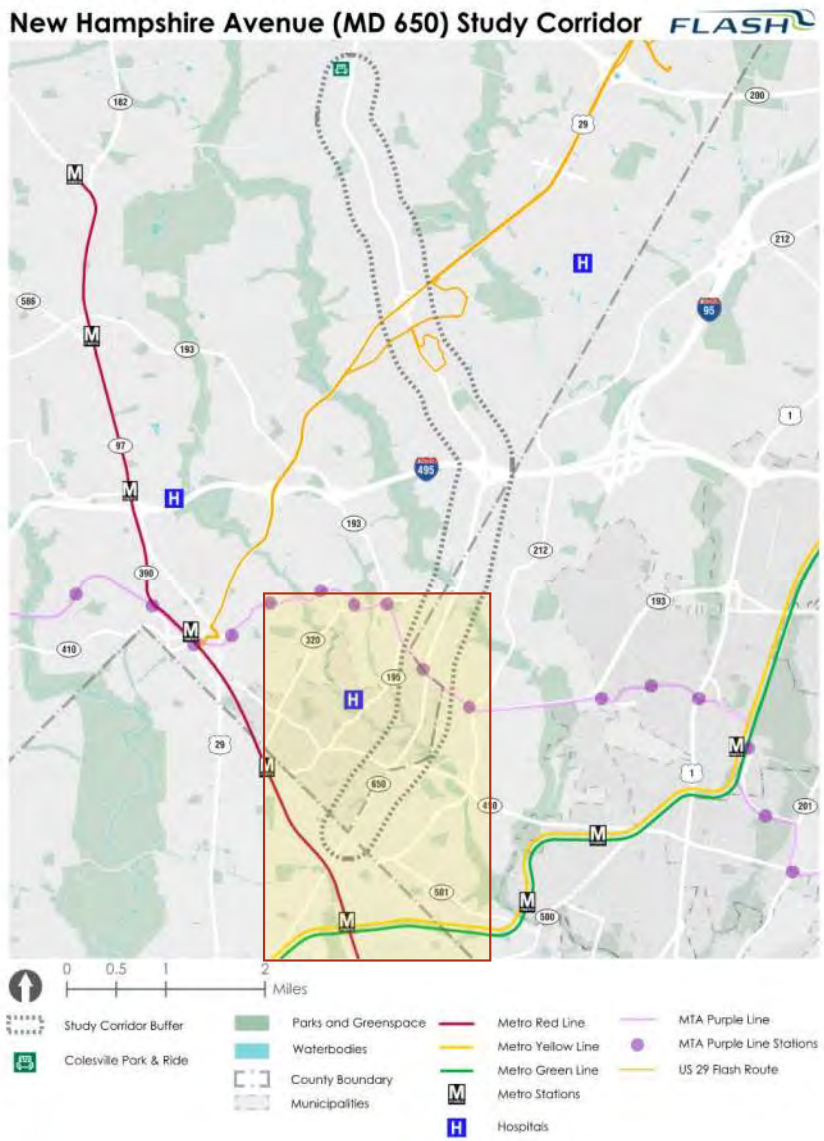
Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Concept 3b. (Add one Flash only lane, center loading Flash, peak direction transit lane use) – eliminate south of Piney Branch Rd

- Passes through Prince George's County

Inconsistent with the Master Plan which indicates no additional lanes south of University Blvd



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Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

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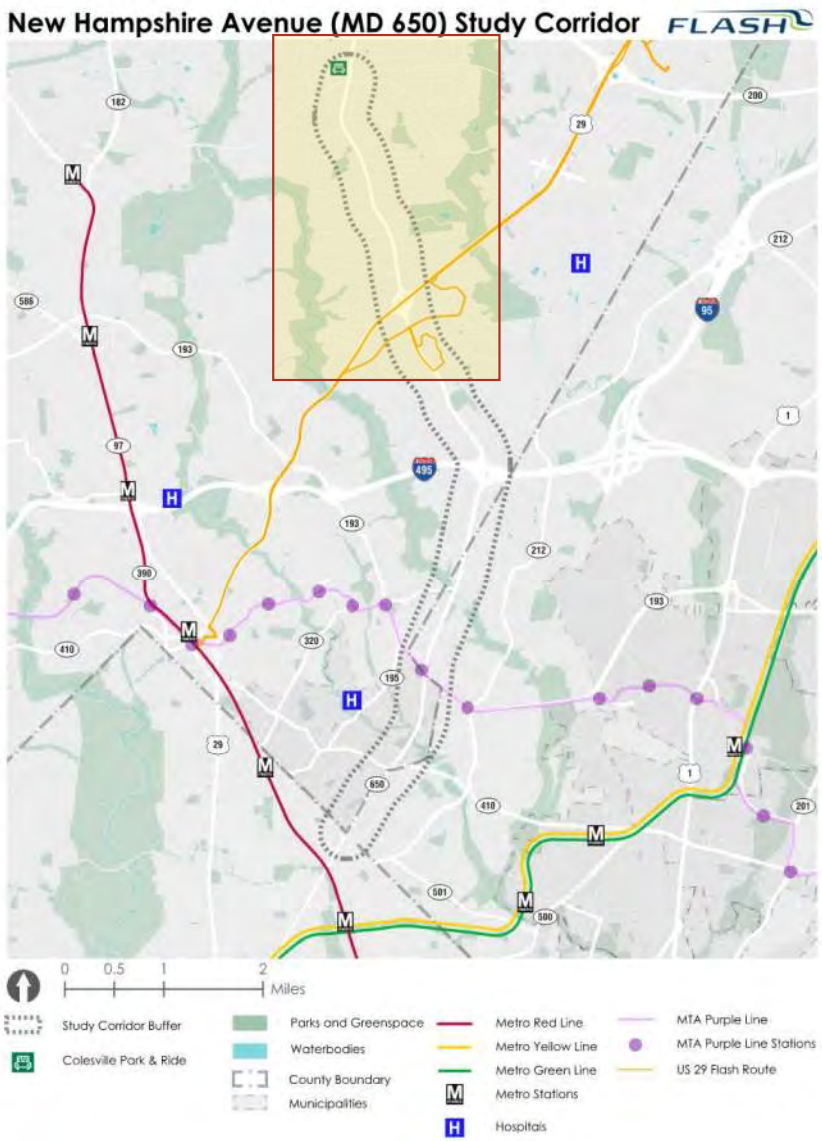
Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Concept 3b. (Add one Flash only lane, center loading Flash, peak direction transit lane use) – eliminate north of Lockwood Drive

Unlikely to generate operational gains and inconsistent with the Master Plan to add a lane north of Lockwood Drive



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Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

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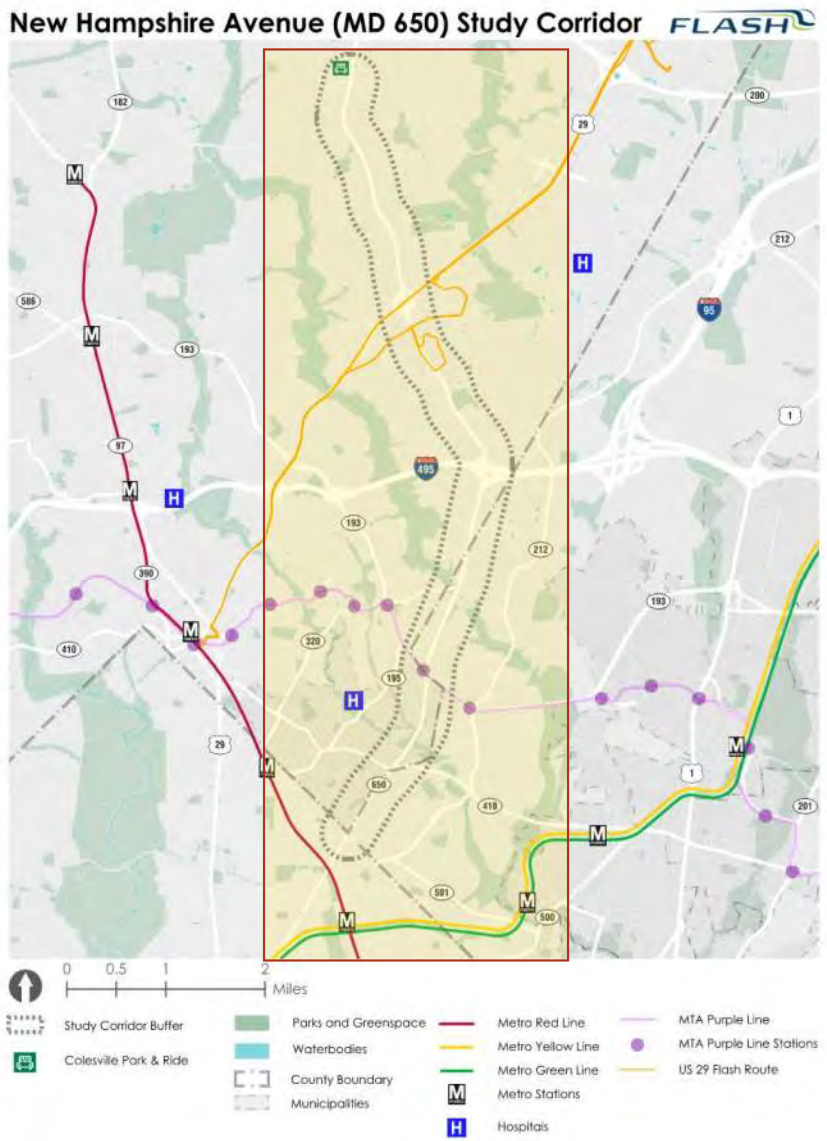
Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Concept 3c. (Center loading Flash, shared bi-direction transit lane use) – eliminate along full corridor

- Operationally infeasible without many passing locations
- No readily available technology
- Would limit frequency of service to minimize operational concerns
- Could be considered in the future with improvements in technology

Fatal Flaw - Creates operational challenges that affect service reliably



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Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

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Alternative 2 — Concept applied as part of an Alternative 2

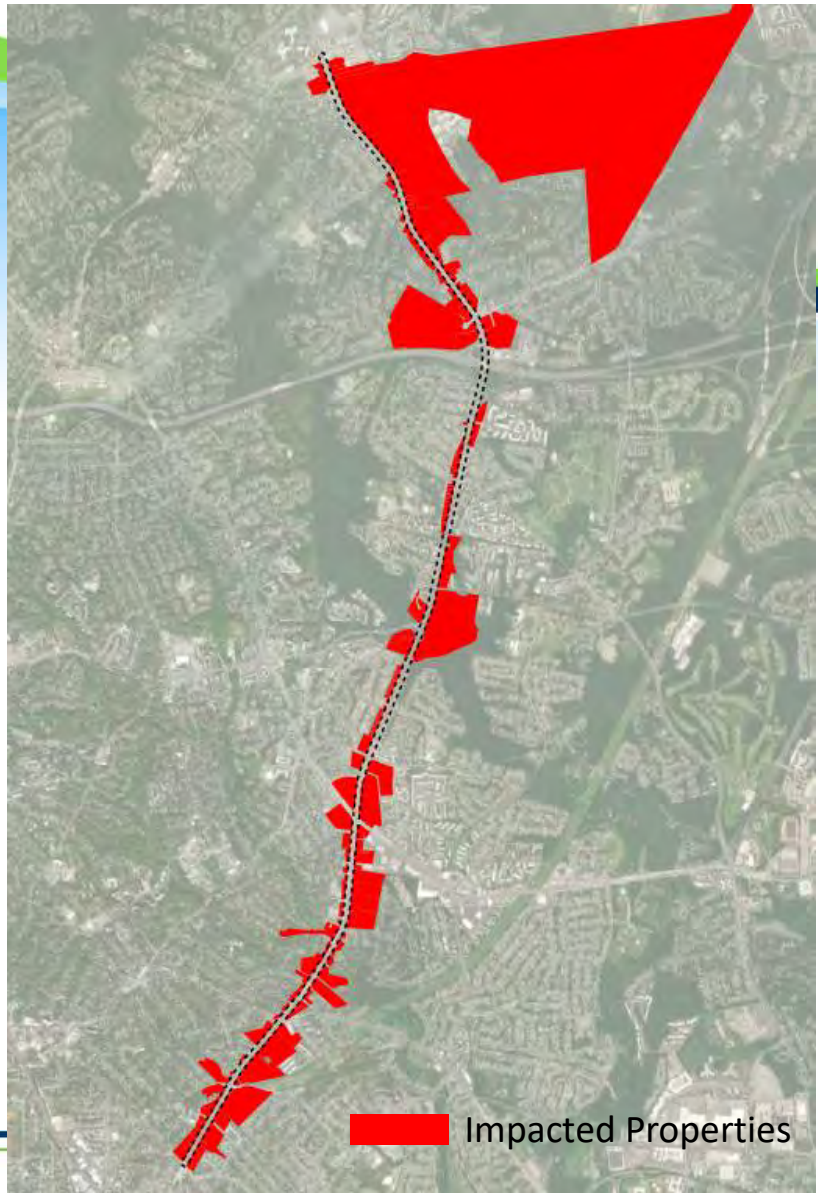
Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Concept 4. (Add Two Lanes) – eliminate along full corridor

- Significant property impacts (150-ft of ROW)
  - 16 acres of land
  - 53 buildings
  - 289 properties
- Impacts to Prince George's County properties
- Impacts to residential driveways and parking on service roads

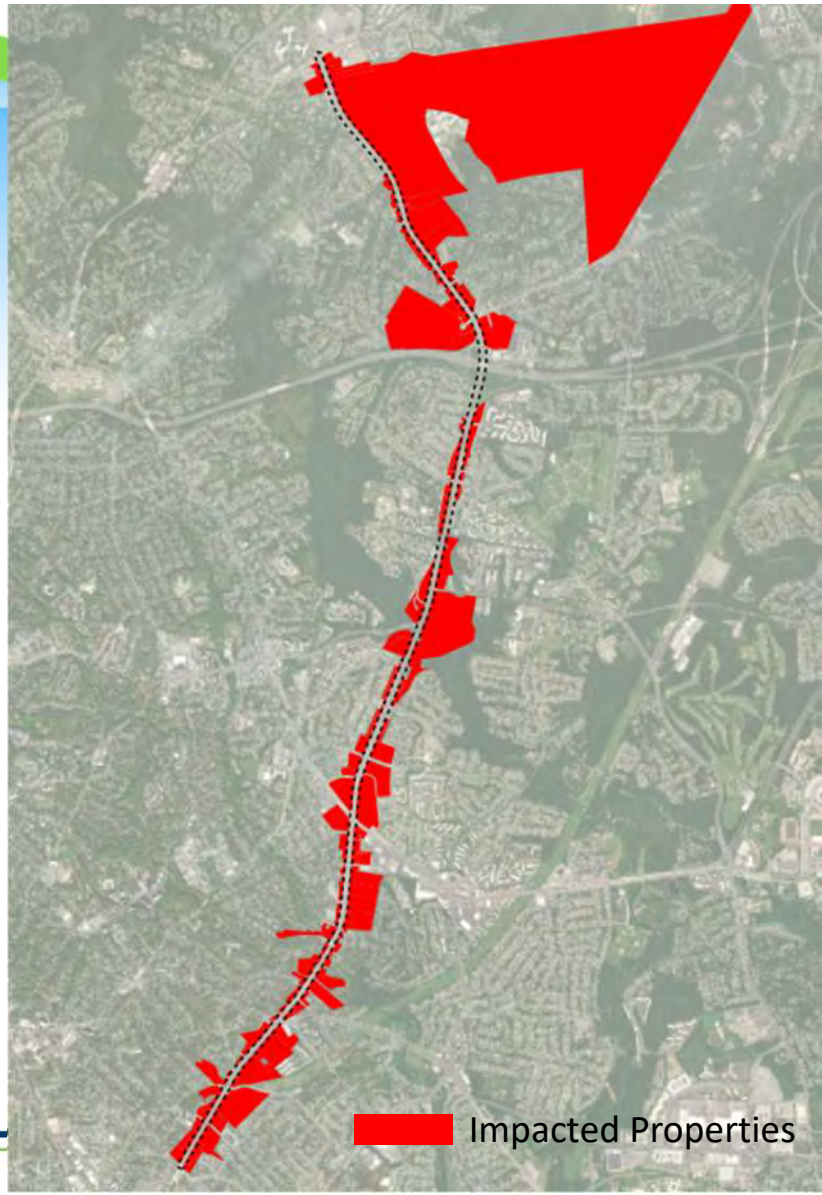
Fatal Flaw - Significant impacts to properties, especially in equity areas



Concept 4. (Add Two Lanes) – eliminate along full corridor

- Significant property impacts (170-ft of ROW)
  - 25 acres of land
  - 95 buildings
  - 360 properties
- Impacts to Prince George's County properties
- Impacts to residential driveways and parking on service roads

Fatal Flaw - Significant impacts to properties, especially in equity areas



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Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

Alternative 1 — Concept applied as part of an Alternative 1

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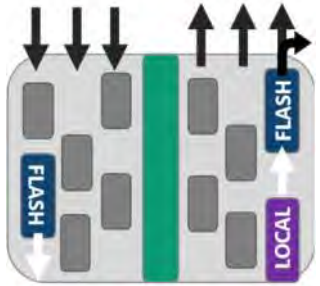
Alternative 3 — Concept applied as part of an Alternative 3

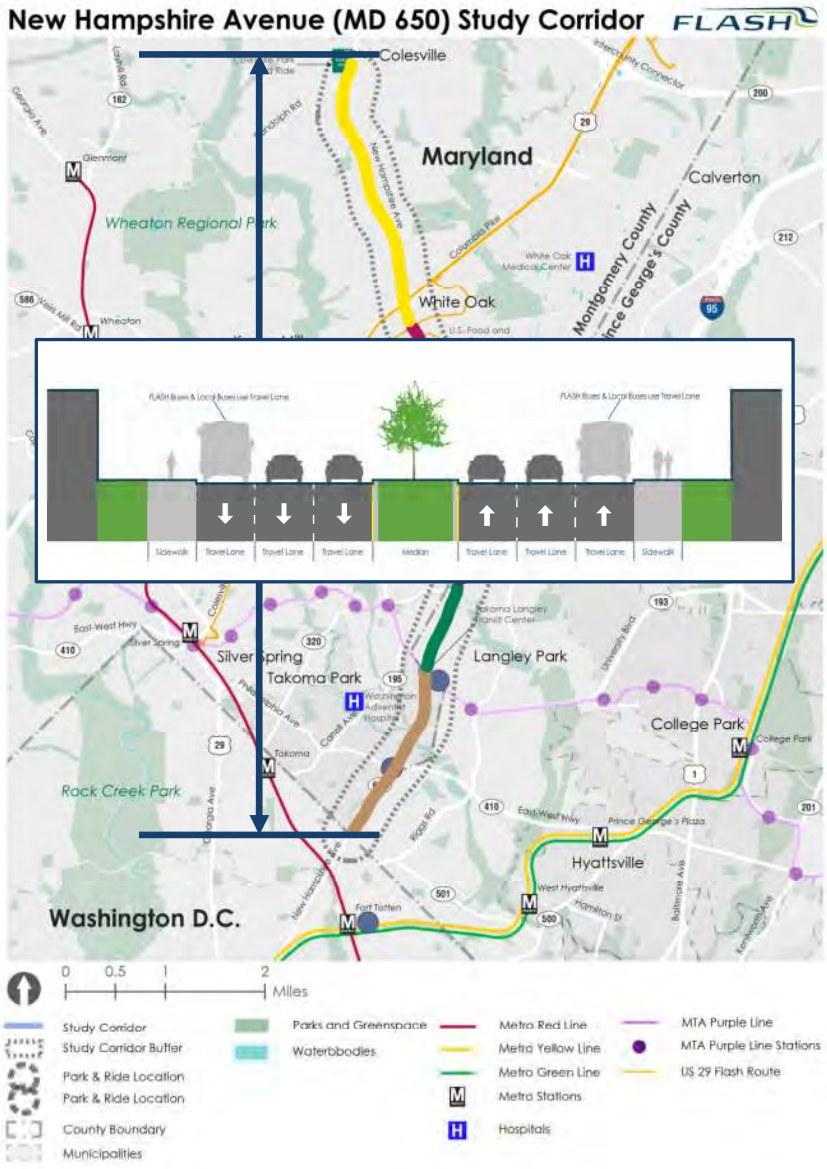
Potential Hybrid — Concept that might be applied as part of hybrid alternative

Alternative Recommendations

Alternative 1

- Optimize Transit in Mixed Traffic
- Transportation System Management with TSP
- Along the full corridor





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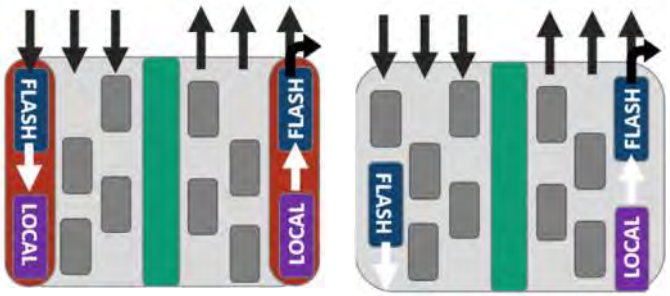
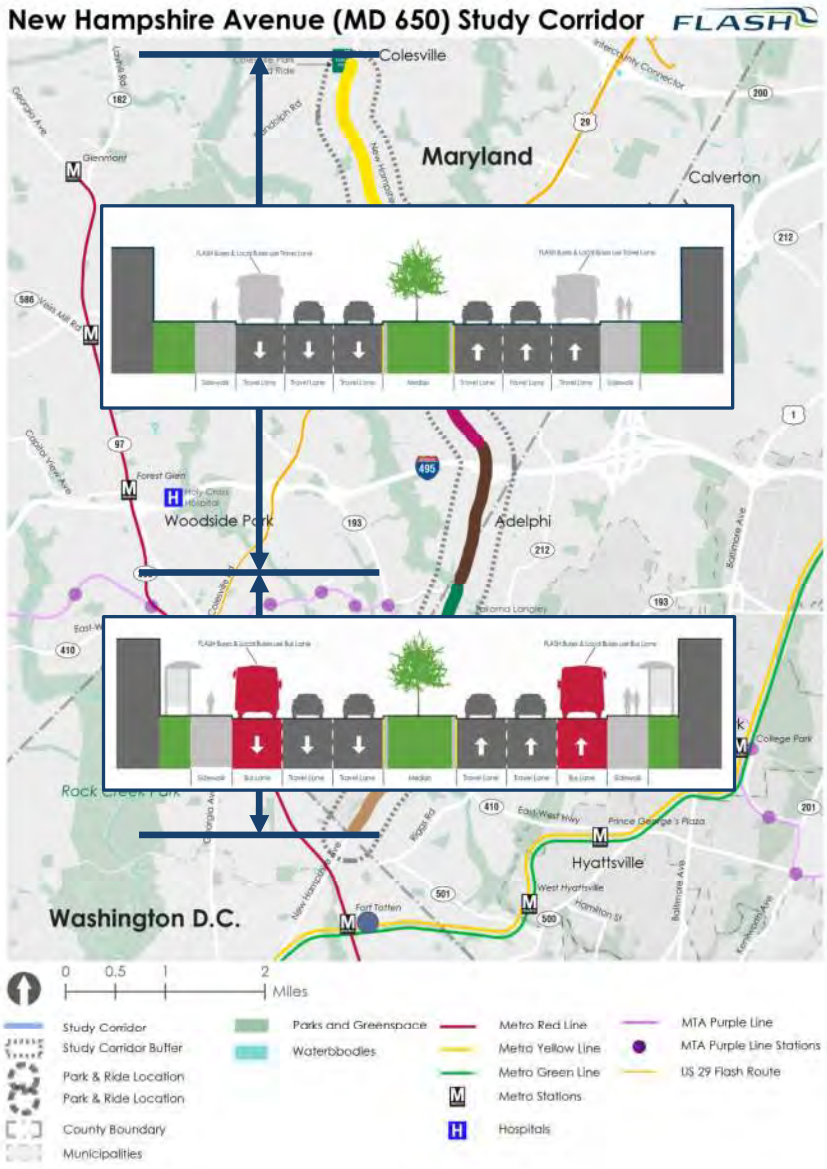
Potential Hybrid — Concept that might be applied as part of hybrid alternative

Alternative 2

- Repurpose Curbside Lanes south of Piney Branch Road
- Implement Transportation System Management with TSP north of Piney Branch Road





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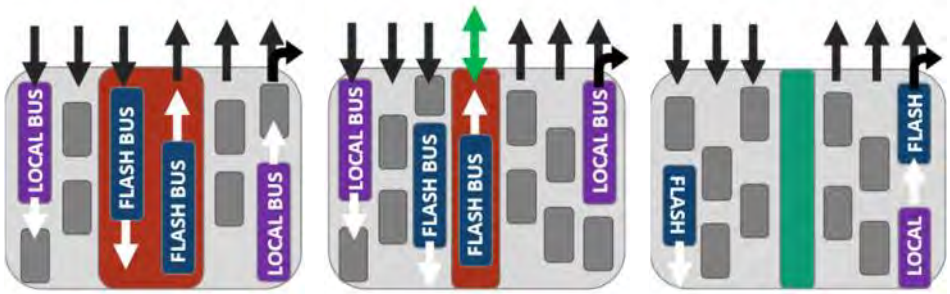
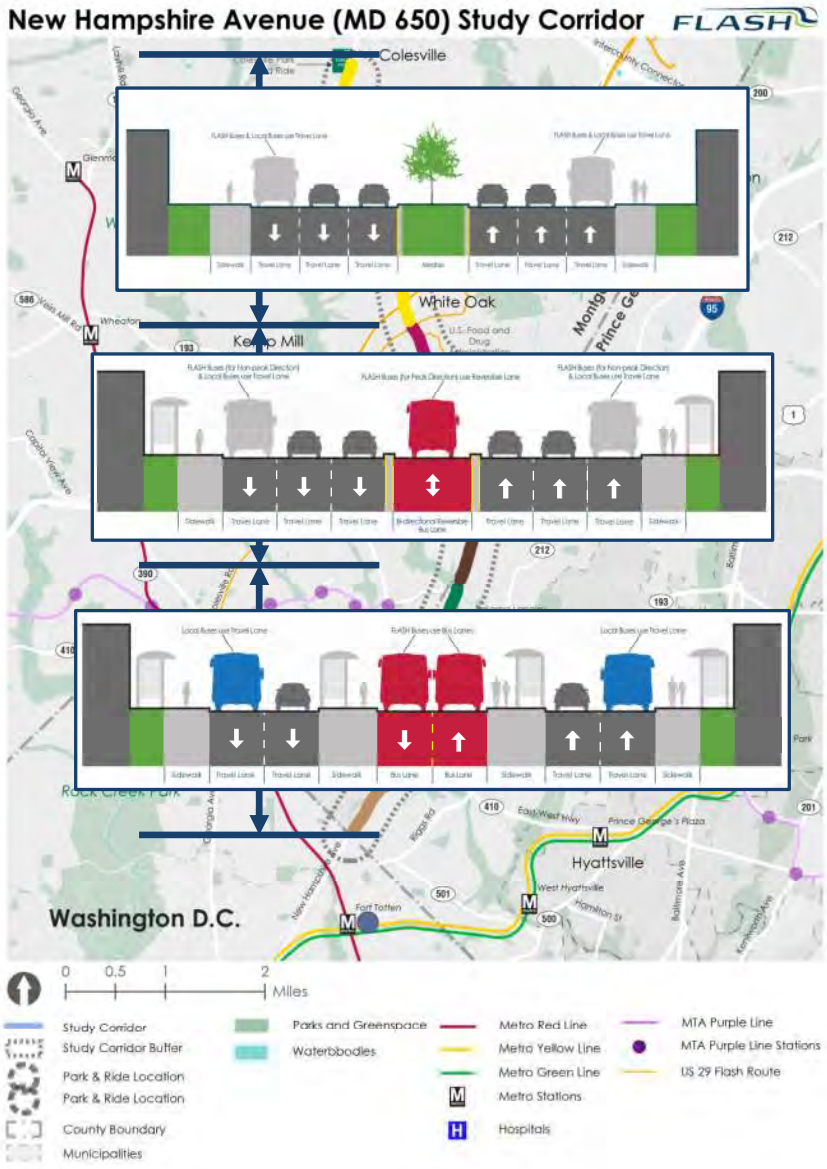
Potential Hybrid — Concept that might be applied as part of hybrid alternative

Alternative 3

- Repurpose median lanes south of Piney Branch Road
- Add one center loading Flash, shared bi-direction transit lane between Piney Branch Road and Lockwood Drive
- Implement Transportation System Management with TSP north of Lockwood Drive





Concepts	Segments				
	1 Eastern Ave to University Blvd	2 University Blvd to Piney Branch Rd	3 Piney Branch Rd to Powder Mill Rd	4 Powder Mill Rd to Lockwood Dr	5 Lockwood Drive to Randolph Rd
1. Optimize Transit in Mixed Traffic					
1a. Transportation System Management with TSP					Alternative 3
1b. Transportation System Management with queue jumps, bus pullouts, and TSP					
2. Repurpose Lanes					
2a. Repurpose curbside running lanes for Flash and local buses					
2b. Repurpose curbside running lanes for Flash and local buses with bus pullouts					
2c. Repurpose median running lanes for Flash only	Alternative 3	Alternative 3			
2d. Repurpose median running lanes for Flash only with curbside bus pullouts					
2e. Repurpose median running lanes for Flash and local buses					
3. Add One Flash Only Lane					
3a. Add one Flash only lane, center peak period lane Flash, curb off-peak					
3b. Add one Flash only lane, center loading Flash, peak direction transit lane use			Alternative 3	Alternative 3	
3c. Add one Flash only lane, center loading Flash, shared bi-directional transit lane use					
4. Add Two Lanes					
4a. Widen the road to add two new lanes					

Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

Alternative 1 — Concept applied as part of an Alternative 1

Alternative 2 — Concept applied as part of an Alternative 2

Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Considerations for Hybrid Alternative

- Evaluate alternatives to identify hot spots
- Suggest spot improvements for the hybrid alternative
  - Pull outs, queue jumps, and TSP

Concepts	Segments				
	1 Eastern Ave to University Blvd	2 University Blvd to Piney Branch Rd	3 Piney Branch Rd to Powder Mill Rd	4 Powder Mill Rd to Lockwood Dr	5 Lockwood Drive to Randolph Rd
1. Optimize Transit in Mixed Traffic					
1a. Transportation System Management with TSP	Potential Hybrid	Potential Hybrid	Alternative 2	Alternative 2	Alternative 2 Alternative 3
1b. Transportation System Management with queue jumps, bus pullouts, and TSP	Alternative 1	Alternative 1	Alternative 1	Alternative 1	Alternative 1
2. Repurpose Lanes					
2a. Repurpose curbside running lanes for Flash and local buses	Alternative 2	Alternative 2			
2b. Repurpose curbside running lanes for Flash and local buses with bus pullouts	Potential Hybrid	Potential Hybrid			
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Alternative 1 — Concept applied as part of an Alternative 1

Alternative 2 — Concept applied as part of an Alternative 2

Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Next Steps

Next Steps

- CAC meeting on Thursday 12/15/22
- Analyzing Alternatives:
  - Traffic Modeling
  - Ridership Forecasting
  - Concept Layouts
  - Cost Estimates
  - Equity, Access, Economic Development, and Land Use Analysis
- Return to TAC March/April 2023

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Questions?

Rick Kiegel – BRT Project Manager, MCDOT

Rick.kiegel@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

MCDOT
Montgomery County
Department of Transportation

Meeting Notes

New Hampshire Avenue Corridor Study

Technical Advisory Committee (TAC) Meeting 4 Notes

5/4/2023

Attendees

Rick Kiegel (MCDOT)	Ayanna King (MCDOT)
Corey Pitts (MCDOT)	Jewru Bandeh (MCDOT)
Joana Conklin (MCDOT)	David Manchas (FDA)
Darcy Buckley (M-NCPPC)	Natasha Aidoo (MDOT SHA)
Danielle Houpe (FDA)	Jamie Henson (Kittelson)
Rosalind Grigsby (City of Takoma Park)	Tara Hofferth (Kittelson)
Jennifer Ginger Archibald (WMATA)	Jake Smith (STV)
Jamie Cepler (WMATA)	John Manzoni (STV)
Catherine Jones (WMATA)	Jon Crisafi (Kittelson)
Cicero Salles (County Regional Planner)	Aditya Inamdar (Kittelson)

Notes

Rick Kiegel, County PM, welcomed the TAC and provided brief Consultant introductions.

Jamie Henson, Consultant PM, presented a study overview and meeting schedule. He recapped the BRT concept screening process and provided an overview of the alternatives, including policy assumptions.

- Questions and Discussion:
  - Darcy asked whether the hybrid treatments (such as 2b, 2d, 2e) could be applicable in Segment 4 in Alterative 4.
    - The Project Team agreed that the hybrid alternative could include such treatments.
  - Regarding Alternative 1 (example shown at Merwood Drive):
    - Jamie C asked about locating local bus stops closer to BRT stations.
      - Jake indicated that the layouts currently assume 90-feet between the BRT station and the local bus stop when the local bus stop comes first and 60-feet when the BRT station comes first.
      - The 90-foot distance allows the BRT bus to pull around the local bus and pull up to the station for level boarding.

  - Ginger asked whether BRT buses will be allowed to pass other buses. She mentioned that such movements are problematic as one bus driver might not know what the other driver might do.
    - The Project Team indicated that the design does assume that the buses can pass each other. This is consistent with the design on US 29.
  - Ginger expressed concern about the service road and queue jump configuration and the potential conflict between crossing cars and buses.
  - Ginger expressed concern about cars backing onto New Hampshire Avenue from residential driveways where buses are pulling into the queue jump.
    - The Project Team noted that turnarounds could be provided with the driveways.
  - Ginger expressed concern that passengers will need to cross the residential driveways while transferring from the local stop to the BRT station.
    - The Project Team understood these concerns. Details of how pedestrians and transit riders cross residential driveways will be addressed in future efforts.
  - Rosalind indicated that Takoma Park has 90% plans complete for a bike lane (Holton Lane to Poplar Avenue) in that service road at Merwood Drive.
    - The Project Team indicated that those plans have been reviewed. Additional coordination may be needed for this location depending on the alternative selected.
- Regarding Alternative 2 (example shown at Merwood Drive):
  - Ginger has concerns about local buses pulling around stopped BRT buses, especially through intersections.
    - Rick indicated that this has been working well on US 29.
    - Tara mentioned that the bus pullouts could be a solution for this. These bus pullouts would be unique in that buses are pulling back into exclusive transit lanes in Alternative 2 rather than into general purpose travel lanes.
- Regarding Alternative 3 (examples shown at Merwood Drive and Northampton Drive):
  - Ginger expressed concern about people having to cross lanes of traffic during transfers between local bus stops at the curb and BRT stations in the median.
    - The Project Team acknowledged that this is a drawback of Alternative 3.
  - Ginger appreciates the non-changing station locations in the one lane portion of the layout.
    - The Project Team agreed that this should reduce rider confusion in using the service.
  - Ginger asked if there was a strong enough peak traffic condition to justify the single lane reversible.
    - The Project Team explained this was an attempt to provide master plan allowed transit improvements (one lane added) more than driven by peak direction traffic demand.
  - Cicero asked whether the one lane had been studied in US 29.
    - Corey indicated yes, this is part of the design.
  - Ginger asked if there will be a signal or alert to ensure buses are going in the right direction and avoid head on collision conditions.
    - Jon indicated that a reversable toll lane type mechanism could be used to avoid confusion.
    - Jon also said that the Project Team is working on the slip lane movement and the mechanisms needed for that.

Jake Smith, Consultant Designer, presented layouts of the three (3) alternatives in three (3) station areas to provide representative details of the alternative layouts.

- Questions and Discussion:
  - Regarding the stations at East-West Highway (MD 410):
    - Ginger is concerned about the free flowing right turn slip lane right behind the BRT station. Potential for rear end collisions from drivers looking for gap in traffic and buses being stopped at station.
      - Darcy is also concerned about this. Darcy mentioned that there is a County policy being implemented to eliminate free rights.
    - Rosalind also expressed concern about people getting to center stations with those slip lanes.
      - Corey indicated that these free rights will be evaluated during the design process and that the policy will be implemented then.
      - Jon mentioned that the pork chop does provide a pedestrian refuge right now and that eliminating it would result in a longer pedestrian crossing. Extended crosswalks will also increase green time needs in the signal cycle.
      - There was a suggestion to have near side stations at MD 410 to avoid these slip lane issues, but this would impact the lefts in Alternative 3.
    - Ginger suggested looking into shifting this station one intersection to the south to address these concerns.
      - The Project Team noted that shifting the station would make it farther from key land uses and local bus transfers.
  - Regarding the stations at Quebec Street:
    - There were some similar concerns with service road configurations and residential driveways being connected directly to the mainline as identified at Merwood Drive.
    - Pedestrian safety concerns expressed with driveways being located between BRT and local stations.
  - Regarding the stations at Powder Mill Road:
    - Ginger asked if a local bus could use the median lanes (in Alternative 3) to get into the cul-de-sac at Powder Mill?
      - The Project Team indicated that local buses would be in the general traffic left turn lane to make that movement.
    - Cicero asked if there was coordination with the Development Team for this location.
      - Rick indicated that yes, the Project Team has met with the Development Team.

Tara Hofferth, Consultant, presented an overview of the approach to evaluating alternatives and Phase 2 Public Outreach.

- Questions and Discussion:
  - There were no questions or discussion regarding the approach to evaluation.
  - Jewru stressed the importance of reaching more parts of the corridor with pop up events.
  - He indicated that languages vary greatly along the corridor and that the Team must be mindful and realistic about reaching people. This requires assets on the ground.
    - The Project Team will coordinate with Jewru for continued outreach.
    - The Project Team will work to reach marginalized communities and riders, including in White Oak, Hillandale, and Colesville.
  - Jewru was pleased with the non-traditional approaches outlined as part of the Phase 2 Outreach strategy.
    - He suggested reaching people through houses of worship (including non-Christian communities).
    - He suggested taking advantage of White Oak Day (June 1), National Night Out, and White Oak Shopping Center events.
    - Jewru has several groups to recommend.

- Joana mentioned that it is important to think critically about what input is needed from the public.
  - There was discussion about having interactive engagement activities and games.
- Jewru will send along a list of major community events to be aware of

Jamie presented next steps and asked for other questions or discussion.

- Questions and Discussion:
  - Jewru suggested coordinating with the Department of Housing and Development Affairs
  - Jewru indicated that there may have been recent changes in ownership at the Lockwood Drive storage facility.

Rick provided contact information and closed the meeting out.

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New Hampshire Avenue BRT Planning Study

Technical Advisory Committee (TAC)

Meeting 4

May 4, 2023

MCDOT
Montgomery County
Department of Transportation

Meeting Agenda

1. Project Recap
2. Concept Identification & Initial Screening
3. Alternatives Overview
4. Layout Review
5. Approach to Evaluation
6. Approach to Outreach
7. Next Steps

Project Recap

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The TAC Includes:

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

MCDOT

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

CITY OF TAKOMA PARK
1890
MARYLAND

Montgomery Planning

metro

PRINCE GEORGE'S COUNTY
SEMPER EADEM
MARYLAND

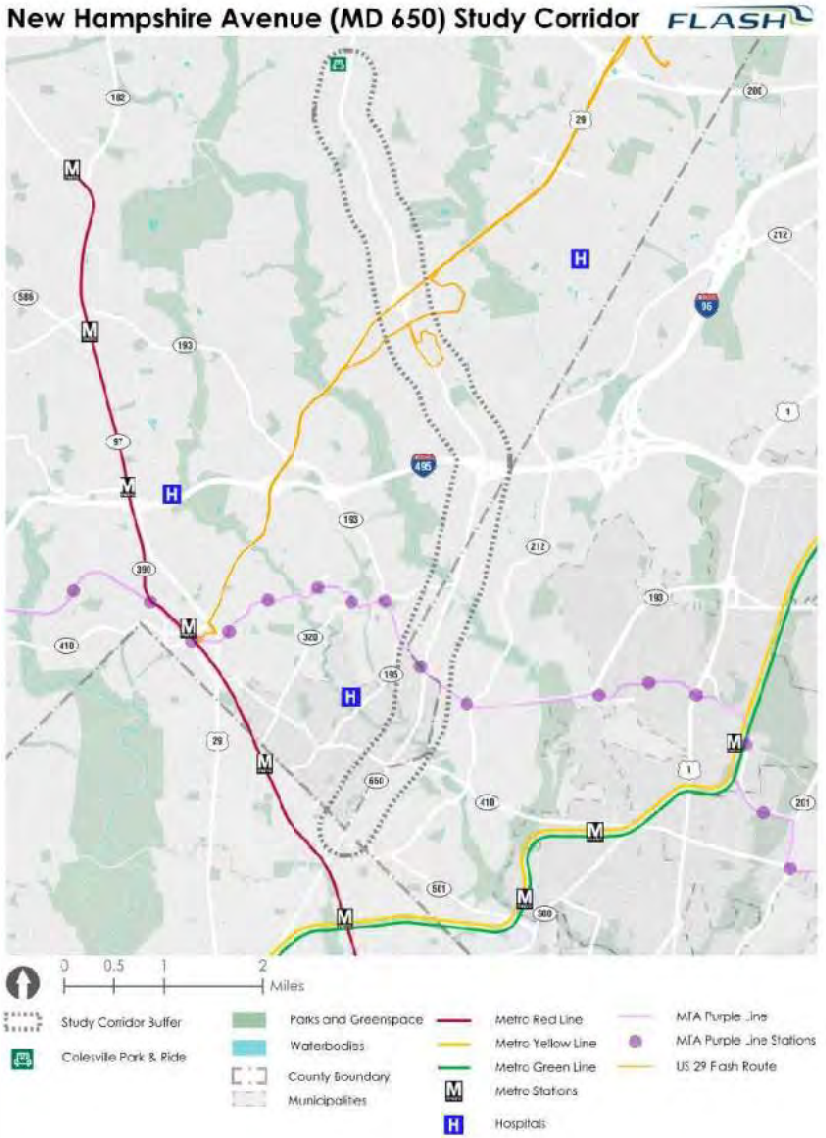
MONTGOMERY COUNTY
17 76
GARDEZ BIEN
MARYLAND

d.

MCDOT
Montgomery County Department of Transportation

Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Will…**
  - Define start and end points
  - Identify preliminary station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility



TAC Meeting Schedule

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

TAC MEETING 1
Introduction in February 2022

TAC MEETING 2
Overview of Existing Conditions in May 2022

TAC MEETING 3
Overview of Concepts & Alternatives in December 2022

TAC MEETING 4
Review Alternative Layouts in May 2023

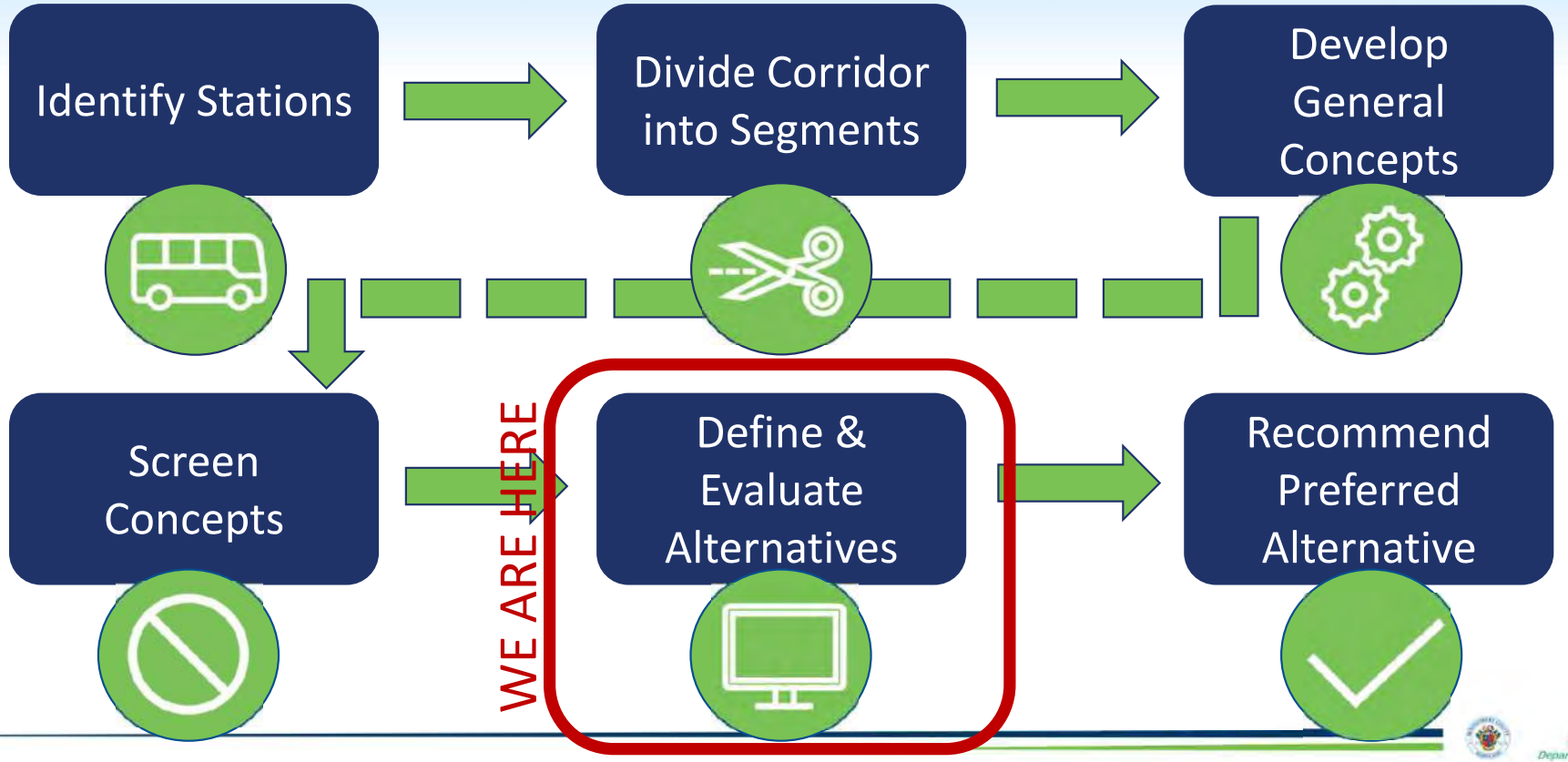
TAC MEETING 5
Overview of Evaluation Results in July / August 2023

TAC MEETING 6
Discuss Hybrid Alternative in Fall

MCDOT Montgomery County Department of Transportation

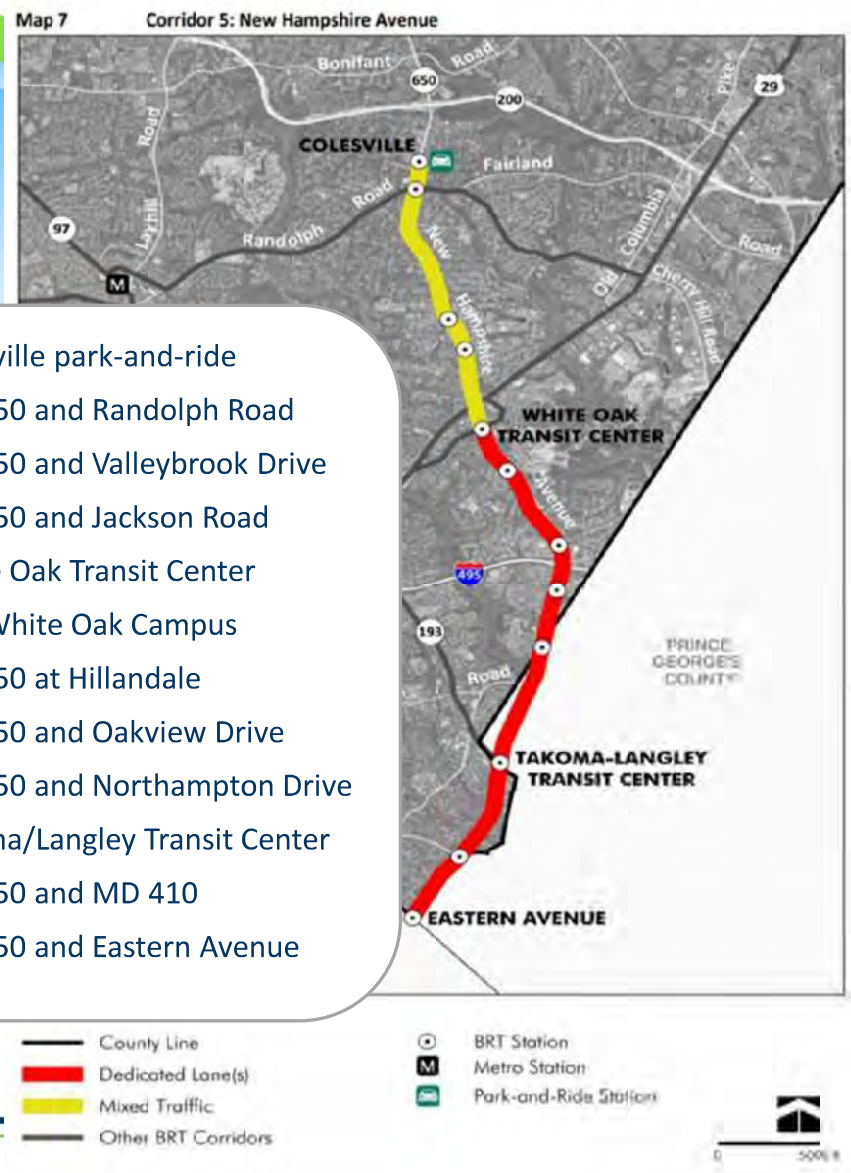
Concept Identification & Initial Screening

Approach to Develop Alternatives



Identify Station Locations

- Verify BRT Master Plan station locations
- Consider additional locations
- Identify specific station locations



1. Colesville park-and-ride
2. MD 650 and Randolph Road
3. MD 650 and Valleybrook Drive
4. MD 650 and Jackson Road
5. White Oak Transit Center
6. FDA White Oak Campus
7. MD 650 at Hillandale
8. MD 650 and Oakview Drive
9. MD 650 and Northampton Drive
10. Takoma/Langley Transit Center
11. MD 650 and MD 410
12. MD 650 and Eastern Avenue

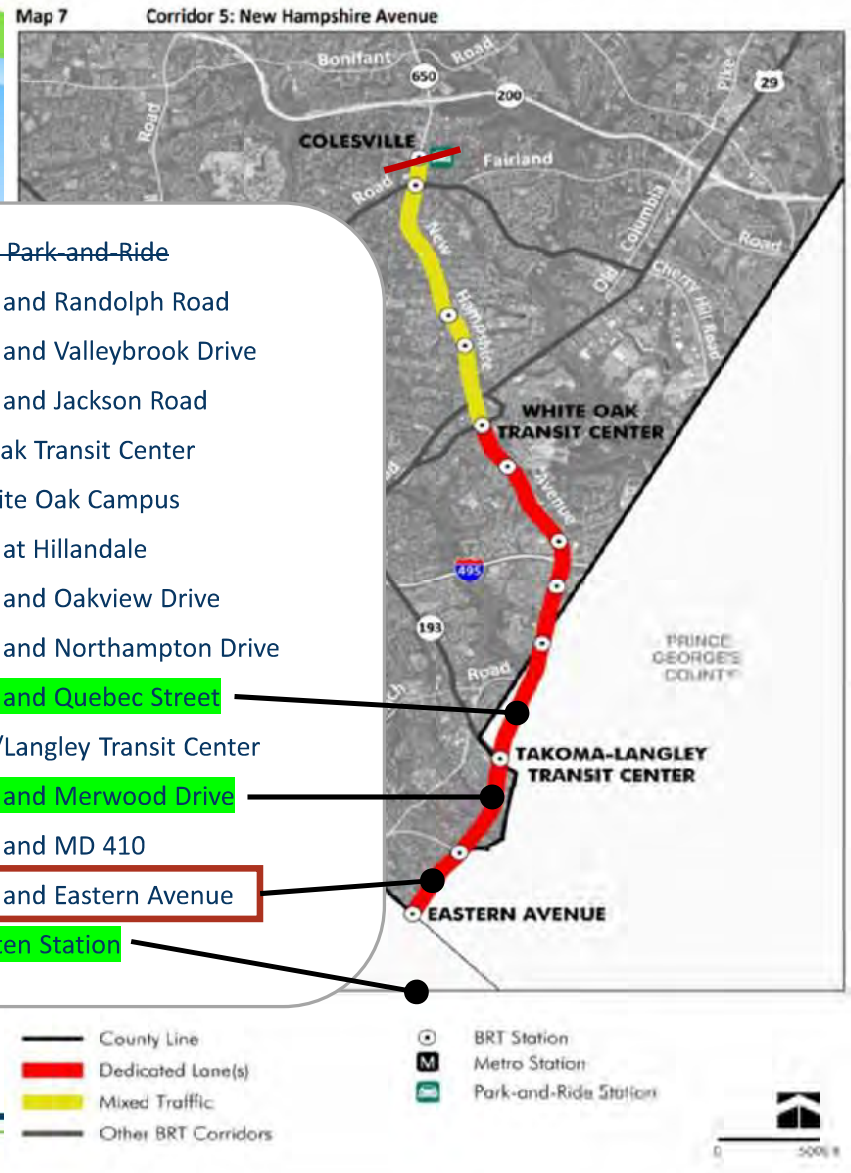
Identify Station Locations

- Eliminate Park and Ride station / combine with Randolph Road station
- Add stops north and south of Takoma Langley
- Terminate service at Fort Totten
- 14 proposed stations

After developing layouts, shifted this station to Sheridan Street

~~Colesville Park-and-Ride~~

1. MD 650 and Randolph Road
2. MD 650 and Valleybrook Drive
3. MD 650 and Jackson Road
4. White Oak Transit Center
5. FDA White Oak Campus
6. MD 650 at Hillandale
7. MD 650 and Oakview Drive
8. MD 650 and Northampton Drive
9. MD 650 and Quebec Street
10. Takoma/Langley Transit Center
11. MD 650 and Merwood Drive
12. MD 650 and MD 410
13. MD 650 and Eastern Avenue
14. Fort Totten Station



Screening by Segment

1. Eastern Ave to University Blvd
2. University Blvd to Piney Branch Rd
3. Piney Branch Rd to Powder Mill Rd
4. Powder Mill Rd to Lockwood Dr
5. Lockwood Dr to Randolph Rd

Screening Matrix

Concepts	Segments				
	1 Eastern Ave to University Blvd	2 University Blvd to Piney Branch Rd	3 Piney Branch Rd to Powder Mill Rd	4 Powder Mill Rd to Lockwood Dr	5 Lockwood Drive to Randolph Rd
1. Optimize Transit in Mixed Traffic					
1a. Transportation System Management with TSP	Potential Hybrid	Potential Hybrid	Alternative 2	Alternative 2	Alternative 2 Alternative 3
1b. Transportation System Management with queue jumps, bus pullouts, and TSP	Alternative 1	Alternative 1	Alternative 1	Alternative 1	Alternative 1
2. Repurpose Lanes					
2a. Repurpose curbside running lanes for Flash and local buses	Alternative 2	Alternative 2			
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4. Add Two Lanes					
4a. Widen the road to add two new lanes					

Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

Alternative 1 — Concept applied as part of an Alternative 1

Alternative 2 — Concept applied as part of an Alternative 2

Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

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4. Add Two Lanes					
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Alternative 1 — Concept applied as part of an Alternative 1

Alternative 2 — Concept applied as part of an Alternative 2

Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Alternative 4 — Concept applied as part of an Alternative 4

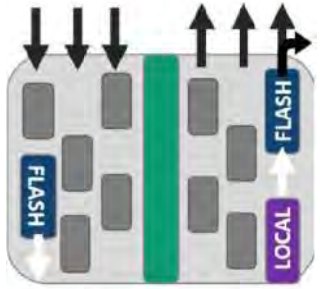
Alternatives Overview

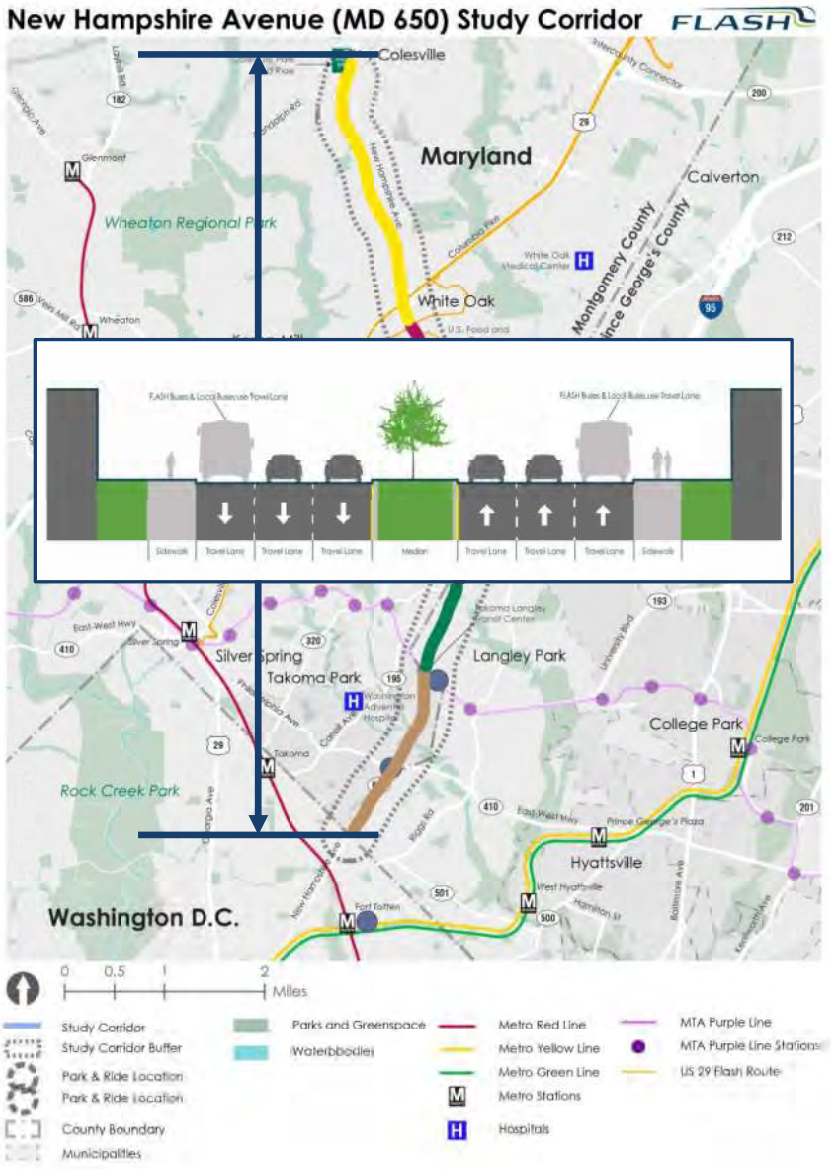
Layout Parameters

- Station locations are at consistent intersections for all alternatives
- Layouts are focused on transit infrastructure improvements
- Typical Flash Station dimensions are: 60-feet long by 15-feet wide
- Matching existing lane widths for all alternatives
- No physical runningway improvements in the District

Alternative 1 (TSM)

- Optimize Transit in Mixed Traffic
- Queue jumps at BRT stations
- TSP at other intersections



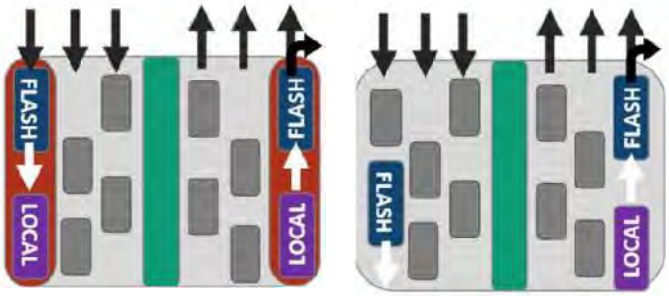


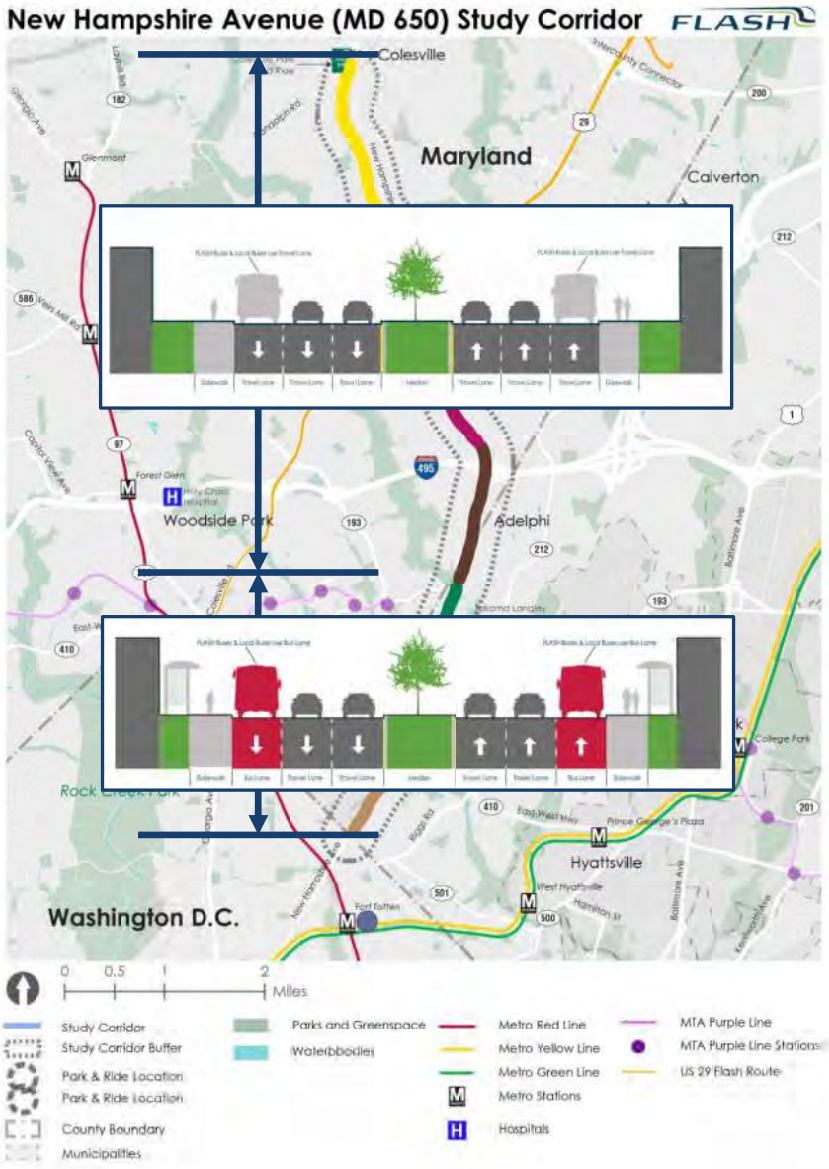
Alternative 1 (TSM)

- 200-foot queue jump lanes at BRT stations
- Queue jump lane are outside the existing curbs
- BRT stations in queue jump lane on near side of intersections
- Local buses stop in queue jump lane
- Queue jumps have exclusive signal phase
- TSP at other signalized locations

Alternative 2 (Curbside)

- Repurpose Curbside Lanes south of Piney Branch Road
- Implement TSP north of Piney Branch Road



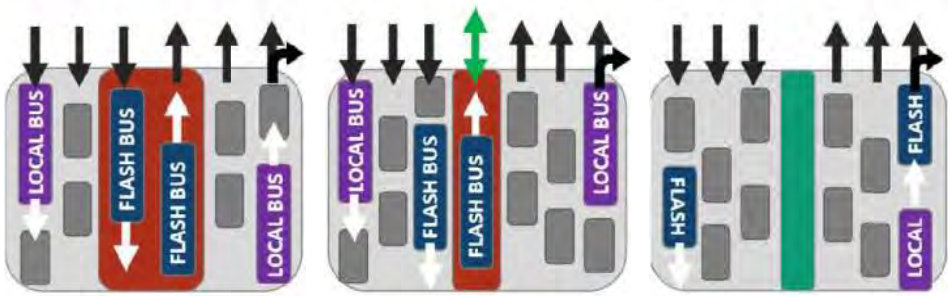


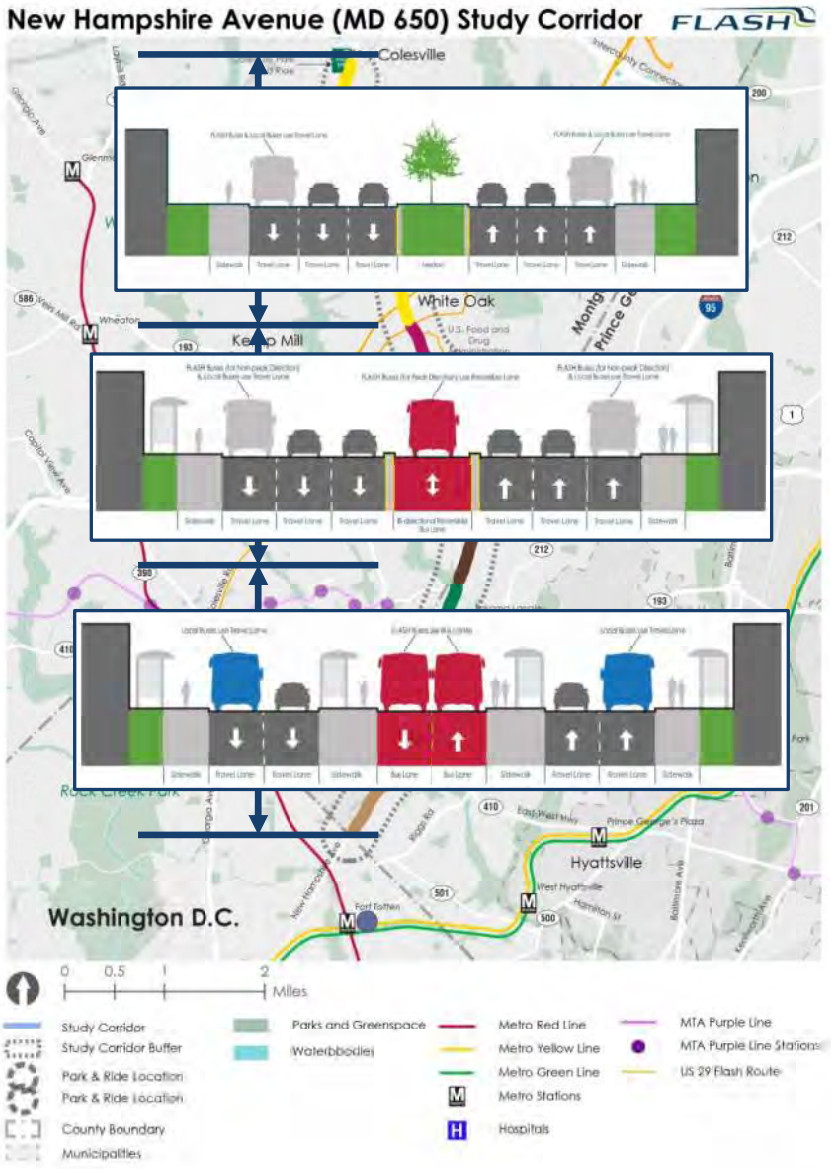
Alternative 2 (Curbside)

- Use curb lanes for buses only
- Curb lane may use red pavement
- BRT and Local buses utilize dedicated transit lanes
- BRT stations far side of intersection
- TSP implemented at signalized intersections
- Relocate local bus stops to far side of intersection
- Minimal disturbance behind the curb

Alternative 3 (Median)

- Repurpose median lanes south of Piney Branch Road
- Add one center loading BRT, shared bi-direction transit lane between Piney Branch Road and Lockwood Drive
- Implement TSP north of Lockwood Drive





Alternative 3 (Median)

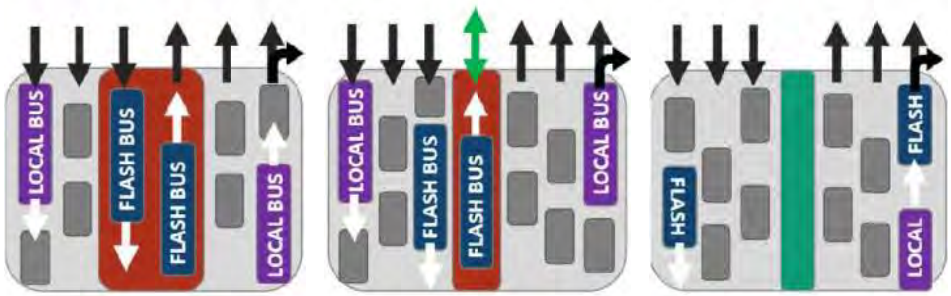
- Use center lane for BRT only
- Local buses use general purpose lanes and existing stops
- All left turns are signalized. Median closure at unsignalized intersections.
- BRT stations are in the center of the roadway on the far side of the intersection
- Pedestrian refuge islands added
- TSP implemented at signalized intersections
- Requires reconstruction at station areas and left turn locations

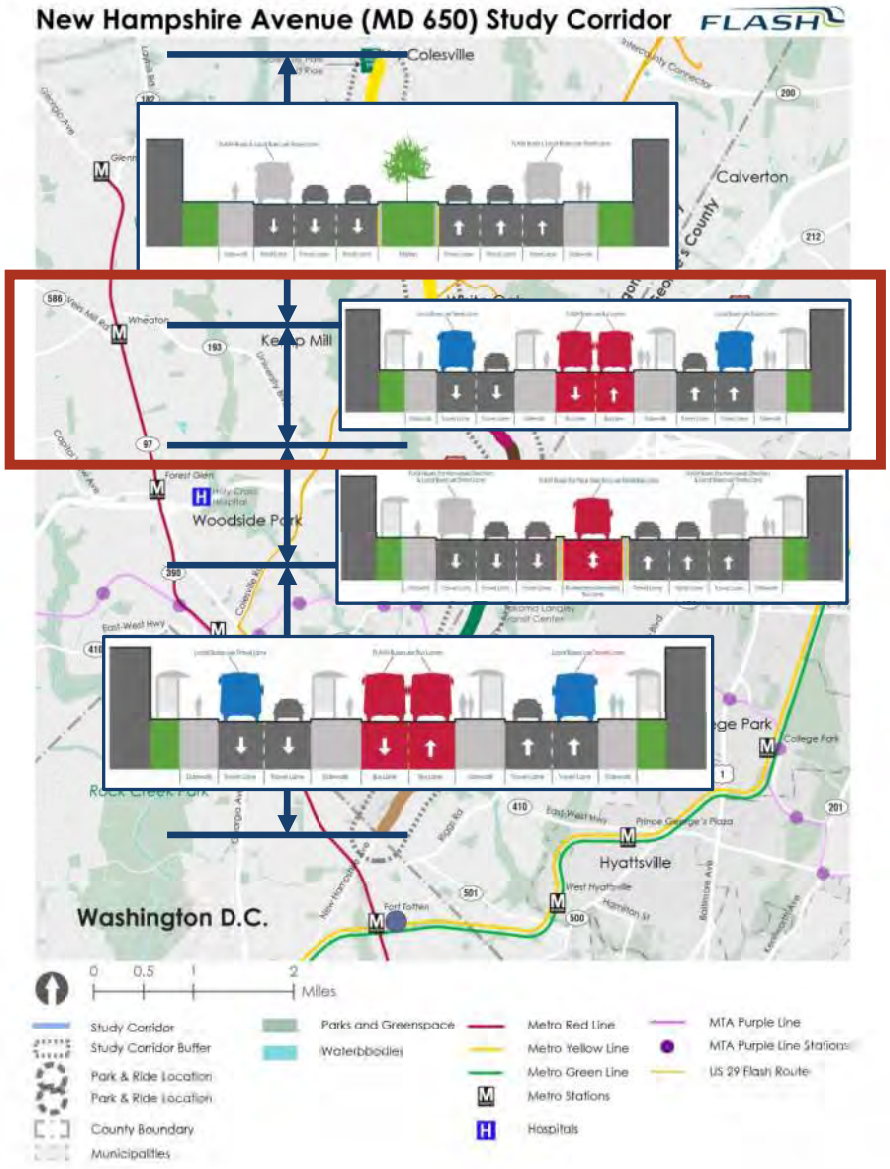
Alternative 3 (Median)

- Single center lane implemented from Piney Branch Road to Lockwood Drive
- Single center lane approach applies at 4 stations: Northampton Drive, Oakview Drive, Powder Mill Road, and Mahan Road
- Single center lane for peak direction BRT only
- Off-peak BRT buses use general purpose lanes
- At stations, two center lanes/slip ramps are provided to maintain use of far side median BRT stations in both directions

Alternative 4 (Median)

- Repurpose median lanes south of Piney Branch Road
- Add one center loading Flash, shared bi-direction transit lane between Piney Branch Road and **Powder Mill Road**
- **Repurpose median lanes between Powder Mill Road and Lockwood Drive**
- Implement Transportation System Management with TSP north of Lockwood Drive





Layouts Review

Key Station Location Review

- New Hampshire Avenue at MD 410 (East-West Highway)
  - Service road one side, commercial land use, major intersection
- New Hampshire Avenue at Quebec Street
  - Service roads both sides, residential land use
- New Hampshire Avenue at Powder Mill Road
  - No service roads, commercial land use, development, interchange

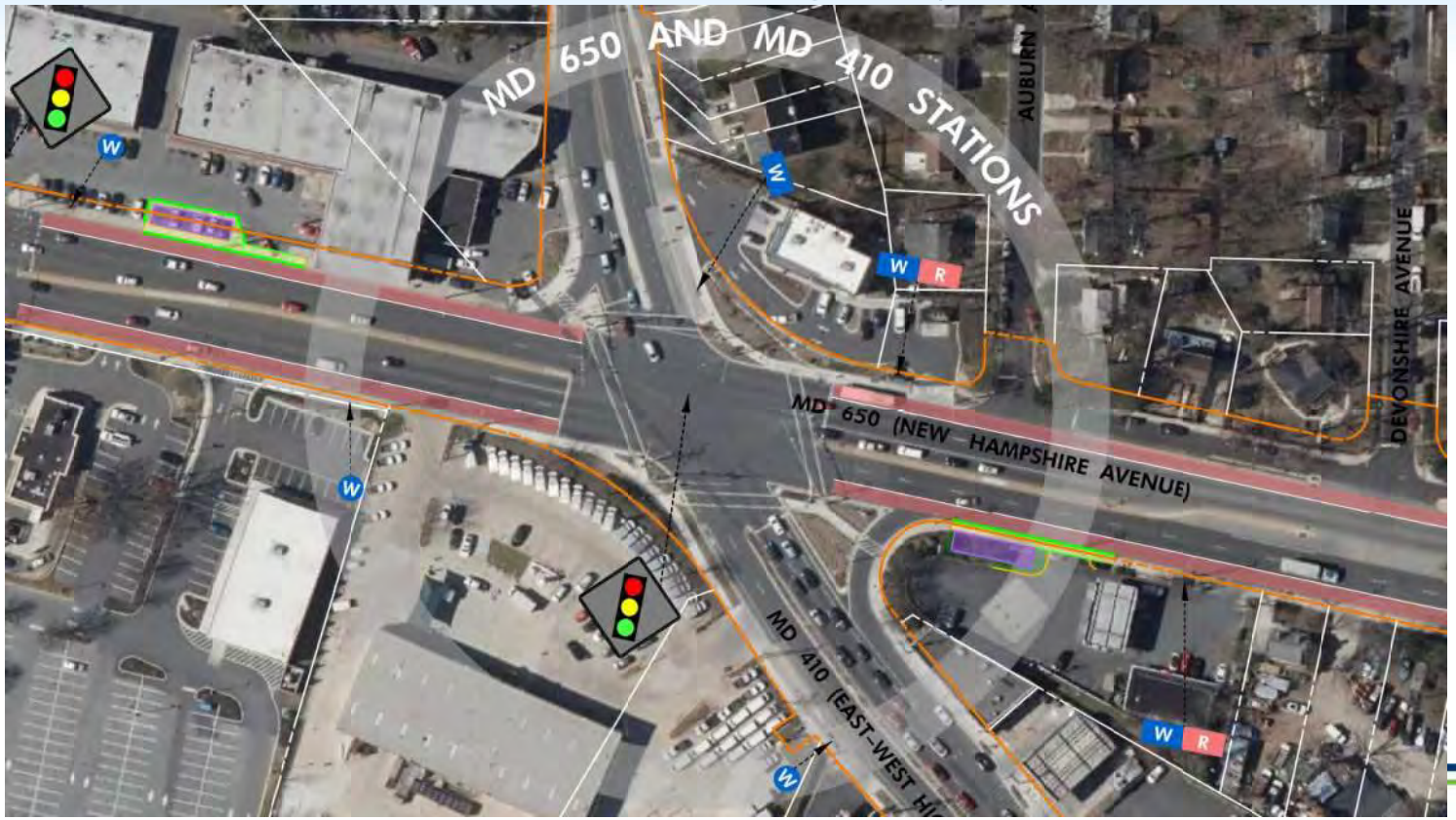
Alternative 1 (TSM)

Station at MD 410 (East-West Highway)

- Far side station northbound
- Southbound queue jump
- Accommodate driveways

Alternative 2 (Curbside)

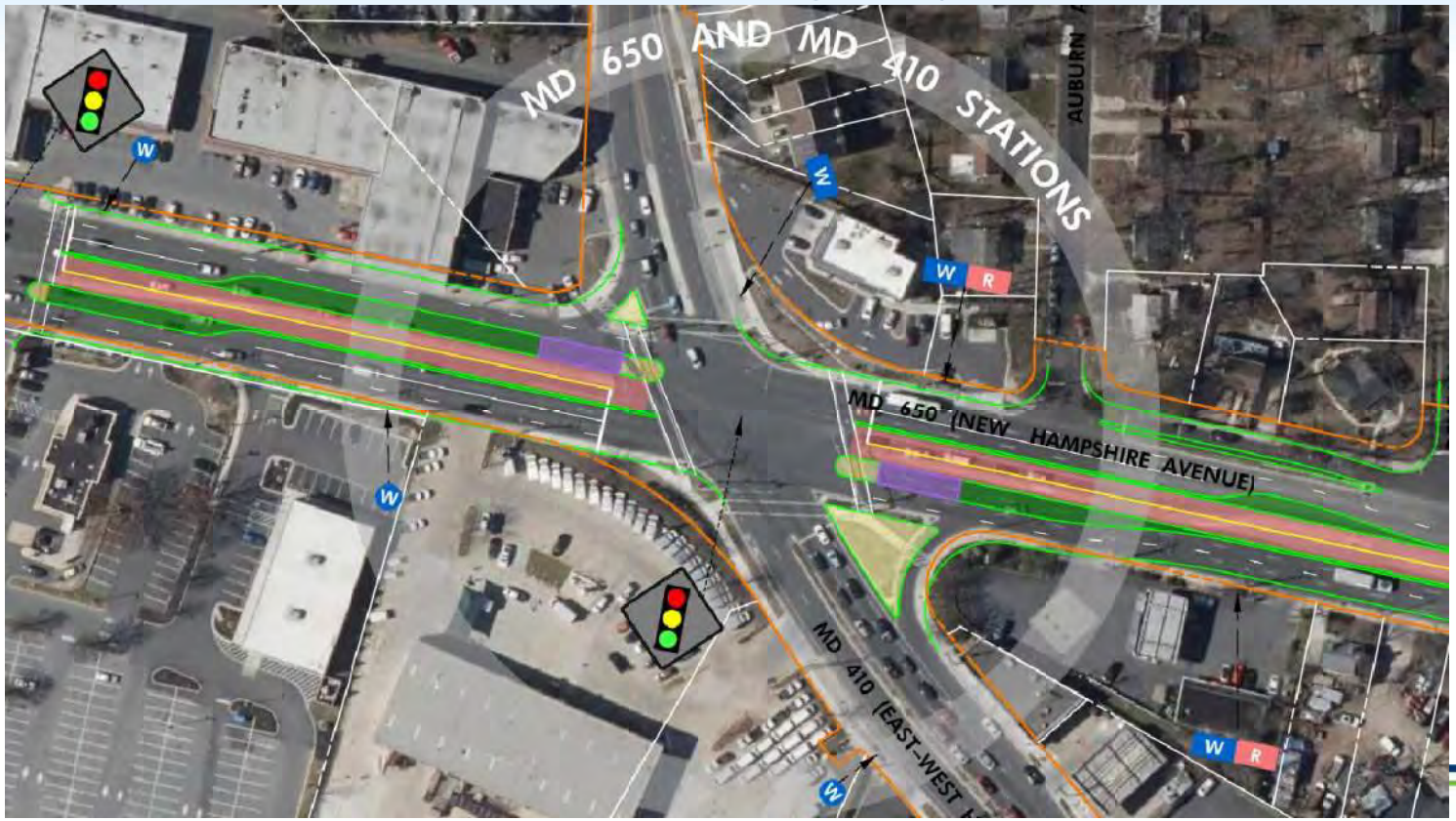
Station at MD 410 (East-West Highway)



- Far side stations
- Avoid driveways and buildings
- Maintain curb

Alternative 3/4 (Median)

Station at MD 410 (East-West Highway)



- Far side, median stations
- Expanded footprint
- Building and property impacts

Alternative 1 (TSM)

Station at Quebec Street

- Northbound and southbound queue jumps
- Accommodate residential driveways
- Eliminate portions of service roads

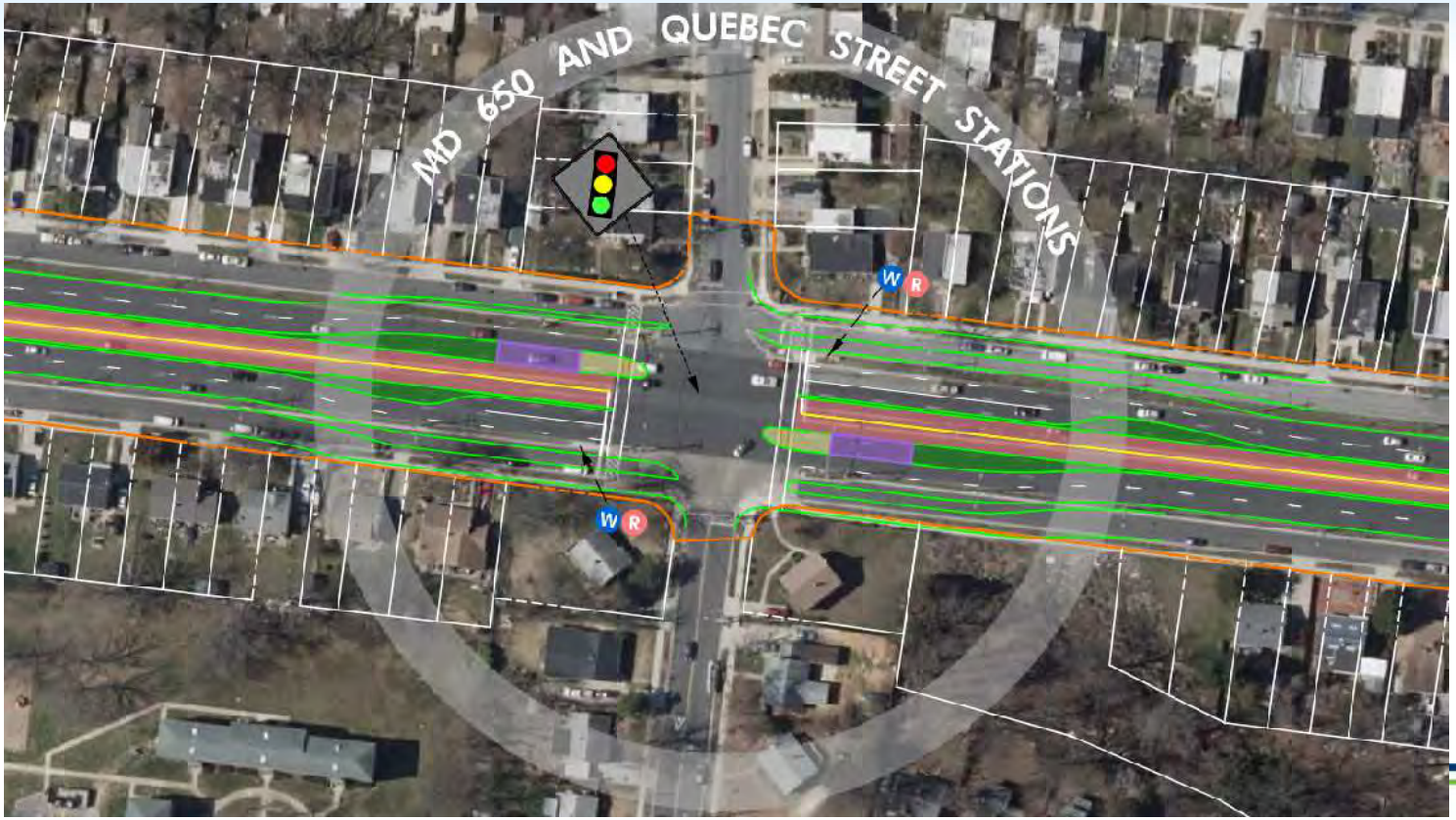
Alternative 2 (Curbside)

Station at Quebec Street

- Far side stations
- Maintain service roads
- Minimal curb adjustment

Alternative 3/4 (Median)

Station at Quebec Street



- Far side, median stations
- Adjust service roads

Alternative 1 (TSM)

Station at Powder Mill Road

- Far side station northbound
- Near side station southbound
- Relocate northbound local bus stop far side
- Relocate southbound local bus stop near side

Alternative 2 (Curbside)

Station at Powder Mill Road

- No change as compared to Alternative 1
- Avoid impacts to interchange ramp

Alternative 3 (Median)

Station at Powder Mill Road

- Far side, median station
- Both peak and non-peak Flash buses stop at median stations
- Slip lanes for accessing the station

Approach to Evaluation

Evaluation Purpose & Goals

- Evaluate alternatives based on program goals and project-specific, measurable objectives
- Include community and stakeholder feedback in evaluation
- Provide results that are clear, concise, and comparable

Evaluation Approach

- Traffic Modeling in VISSIM
- Ridership Forecasting using STOPS model
- Cost Estimation
- Equity, Access, Economic Development, and Land Use Analysis

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Approach to Outreach Phase 2

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Outreach Phase 1 Lessons Learned

3 CAC Meetings

2 In-Person Public Meetings

1 Virtual Public Meeting

160,000 People reached through Social Media Campaigns

4 Pop-Up Events

46 Comments on Interactive Map

70% Of Pop-Up Events Interactions were in Spanish

- More engagement at pop-up events than at traditional public meetings
- Communication was enthusiastic in native language
- Social Media provided further reach
- Highly visual survey was helpful
- Lots of discussion occurred in the CAC meetings

Outreach Phase 2 Purpose & Goals

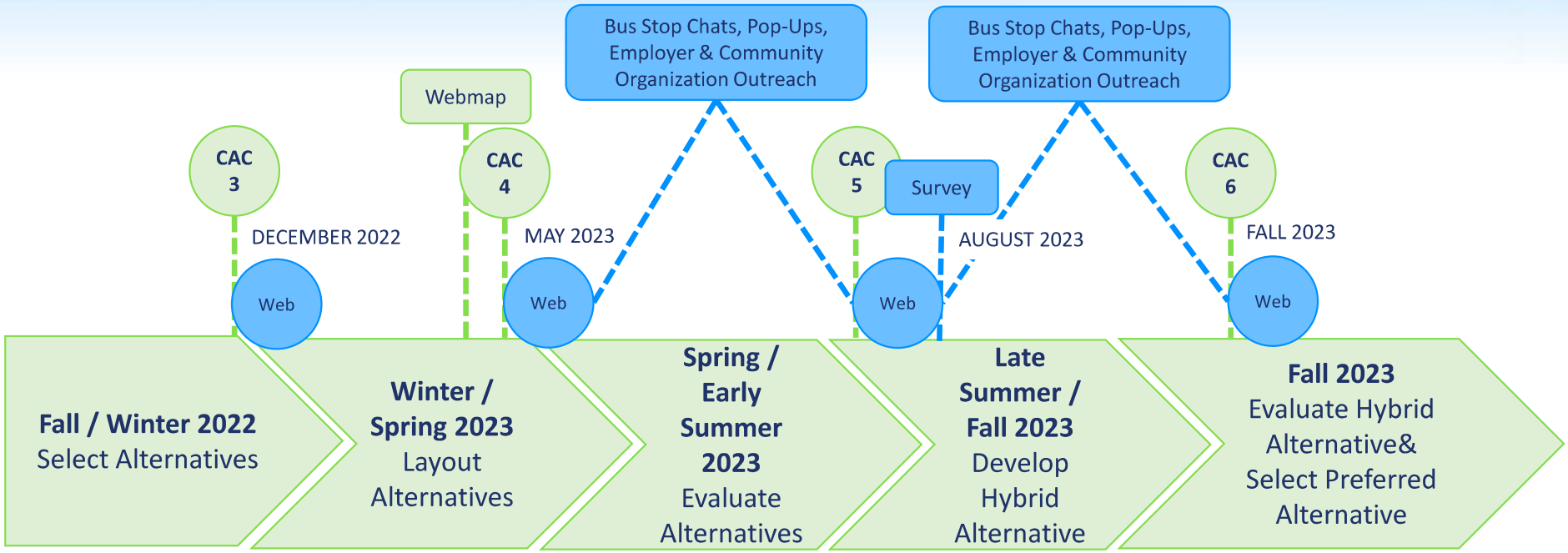
Promote awareness of project to all communities along the corridor

Remind people about previous project results

Explain the alternatives and articulate impacts and opportunities

Gather feedback on the alternatives to inform the development of the hybrid alternative and the preferred alternative

Outreach Phase 2 Schedule



Outreach Phase 2 Approach

- **Bus Stop Chats & Pop-Up Events –** on-the-ground engagement with people that ride the bus
- **Employer & Community Organization Outreach –** additional channel for elevating voices along the corridor
- **CAC Meetings –** focused meetings to deliver information and seek input from key stakeholders and the community
- **Interactive Webmap & Story Map –** online resources for exploring the alternatives
- **Survey –** seeking input on the alternatives as a method for evaluating them and for selecting a preferred alternative

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Next Steps

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Next Steps

- CAC meeting on Thursday, May 18th
- Interactive Webmap
- Engaging in bus stop chats, pop-up events, employer outreach, community organization meetings
- Evaluating alternatives
- Return to TAC & CAC in July/August 2023 to discuss results of evaluation

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Questions?

Rick Kiegel – BRT Project Manager, MCDOT

Rick.kiegel@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

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Meeting Notes

New Hampshire Avenue Corridor Study

Technical Advisory Committee (TAC) Meeting 5 Notes

1/25/2024

Attendees

Rick Kiegel (MCDOT)	Catherine Jones (WMATA)
Corey Pitts (MCDOT)	Maureen Madden (DDOT)
Joana Conklin (MCDOT)	Natasha Aidoo (MDOT SHA)
Deanna Archey (MCDOT)	Joseph Moges (MDOT SHA)
Brian McMahon (MCDOT)	Ron Landrum (MDOT SHA)
Darcy Buckley (M-NCPPC)	David Rodgers (MDOT SHA)
Cicero Salles (County Regional Planner)	Scott Holcombe (Gannett Fleming)
Efon M. Epanty (Prince George's County)	Justin Drummond (Gannett Fleming)
Danielle Houpe (FDA)	Roshan Singh (Mead Hunt)
David Manchas (FDA)	Jamie Henson (Kittelson)
Rosalind Grigsby (City of Takoma Park)	Tara Hofferth (Kittelson)
Alex Freedman (City of Takoma Park)	Jon Crisafi (Kittelson)
Jamie Cepler (WMATA)	Jake Smith (STV)

Notes

Rick Kiegel, County PM, welcomed the TAC. All attendees on the call introduced themselves.

Jamie Henson, Consultant PM, presented an overview of the study and previous meetings. This is the fifth TAC meeting conducted as part of this effort. The last meeting was held in May 2023 and the next meeting is anticipated in the Spring of 2024.

Jamie recapped the BRT alternatives, including the following:

- Alternative 1, which includes BRT in mixed traffic for the length of the corridor and queue jumps near station locations.
- Alternative 2, which includes BRT and local buses in exclusive curbside lanes south of Piney Branch Road and BRT in mixed traffic for the remainder of the corridor.

- Alternative 3, which includes BRT in exclusive median lanes south of Piney Branch Road, an exclusive, peak-direction only BRT lane between Piney Branch Road and Lockwood Drive, and BRT in mixed traffic for the remainder of the corridor.
- Alternative 4, which includes BRT in exclusive median lanes south of Piney Branch, an exclusive, peak-direction only BRT lane between Piney Branch and Powder Mill Road, BRT in exclusive median lanes between Powder Mill Road and Lockwood Drive, and BRT in mixed traffic for the remainder of the corridor.

Jamie provided an overview of the evaluation performed and the analysis results. He reviewed program guidance, project metrics, and key analysis questions. He reviewed corridor travel time results, right-of-way impacts, potential construction costs and timelines, and changes to jobs accessibility. He also provided an overview of how BRT might serve the FDA Campus.

Jamie answered clarity questions throughout the presentation and then opened for discussion.

Discussion:

- A TAC member asked if there would be an assessment of person delay?
    - Jamie indicated that the focus of this effort is less on aggregated results and more focused on demonstrating how travel times can be improved for buses while minimally affecting vehicle travel. He noted that this analysis is not easy to perform because many assumptions must be made which are not intuitively clear to the public.

- The constant team will add Alternative 4 to the jobs accessibility slide. That analysis was done before having results ready for Alternative 4. However, the number of jobs accessible in Alternative 4 is anticipated to be very similar to those in Alternative 3.

- It was pointed out that the community will likely ask about the FDA connection and the White Oak Transit Center.

- SHA staff noted a safety project in the area: SHA Safety and Resurfacing Project along New Hampshire Avenue from Milestone Drive to Shaw Avenue.
    - The SHA project includes bicycle and pedestrian improvements, including some geometry changes. This is an action item from the Pedestrian Safety Action Plan (PSAP).
    - These changes may be relevant to VISSIM modeling.
    - Ron Landrum is the Project Manager for that project.
    - The New Hampshire Ave BRT consultant team will work with SHA to schedule a meeting to discuss and coordinate.

- Staff from the City of Takoma Park asked how the New Ave Bikeway Project might be affected by the BRT project. That project is from Holton Lane to Kansas Avenue along the southbound side. It is nearly at 100% design. The project team responded that there should be coordination as the projects advance toward implementation. There is no implementation funding identified for the New Ave Bikeway Project.

- Ridership modeling / forecasting is being done using the STOPS model. Some inputs come from the COG model, but it is not a COG model output. Those results will be provided at the next TAC meeting.

- Should either the Takoma Park bike lane and/or SHA bicycle/pedestrian project be built in conjunction with the BRT project?
    - For the Takoma Park Bike Lane Project – Both projects need to get closer to funding to consider implementation. Pairing the efforts might reduce costs.
    - For the SHA Bicycle / Pedestrian Project – Completion is anticipated in October 2026. BRT Alternatives s 1 and 2 marry well with the design of this project. Alternative 2 works the best with this project.
        - This project is funded. It includes improvements to bus stops.
        - A coordination meeting between the two teams will be scheduled.

- There was a question about how all of the County's BRT corridors are being prioritized. Corey indicated the following:
    - Veirs Mill is furthest along (it is moving from 60% to 90% design currently).
    - MD 355 is the next furthest along (35% design is completed, funding for continued design of the central phase is identified).
    - No other construction funding has been identified.
    - MD 355 north and south phases of design might be funded next.
    - US 29 Phase 2 preliminary design is funded.
    - North Bethesda and New Hampshire Avenue alternatives analysis is funded with no design or construction funded yet.

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New Hampshire Avenue BRT Planning Study

Technical Advisory Committee (TAC)

Meeting 5

January 25, 2024

MCDOT
Montgomery County
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Meeting Agenda

1. Project Recap
2. Alternatives Overview
3. Evaluation Overview
4. FDA Connection
5. Next Steps

Project Recap

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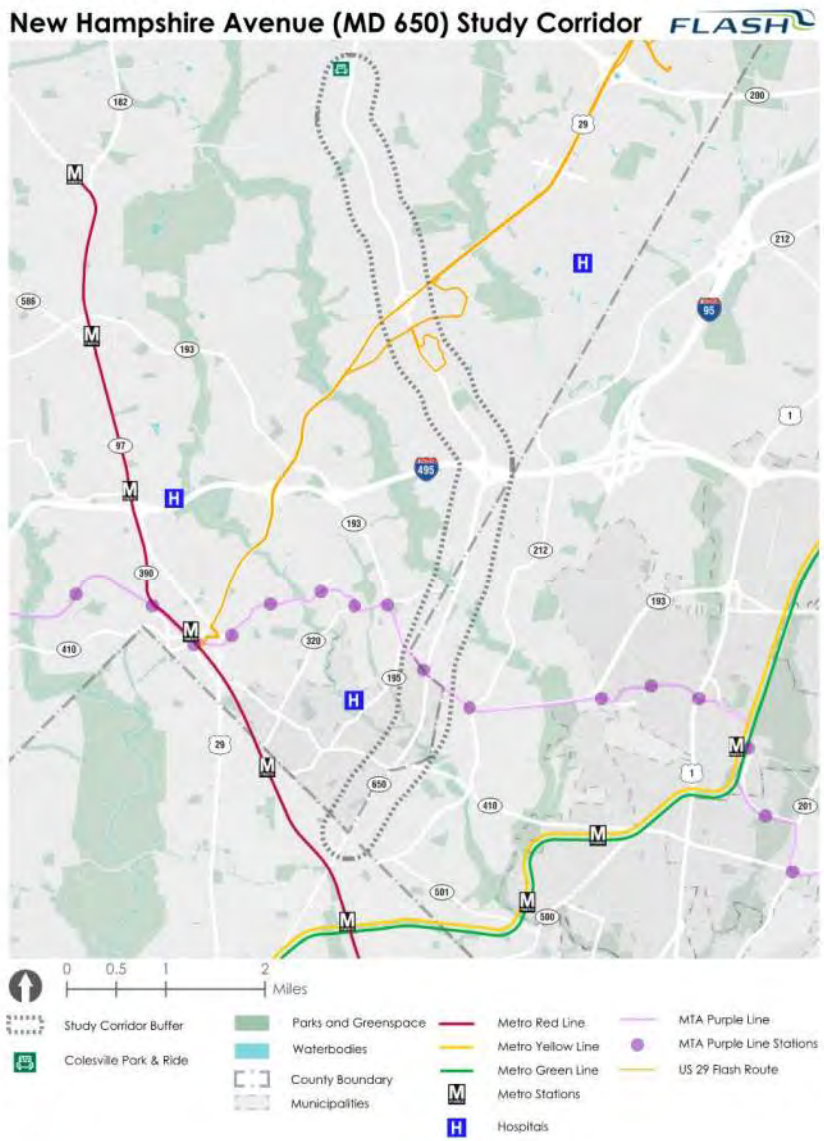
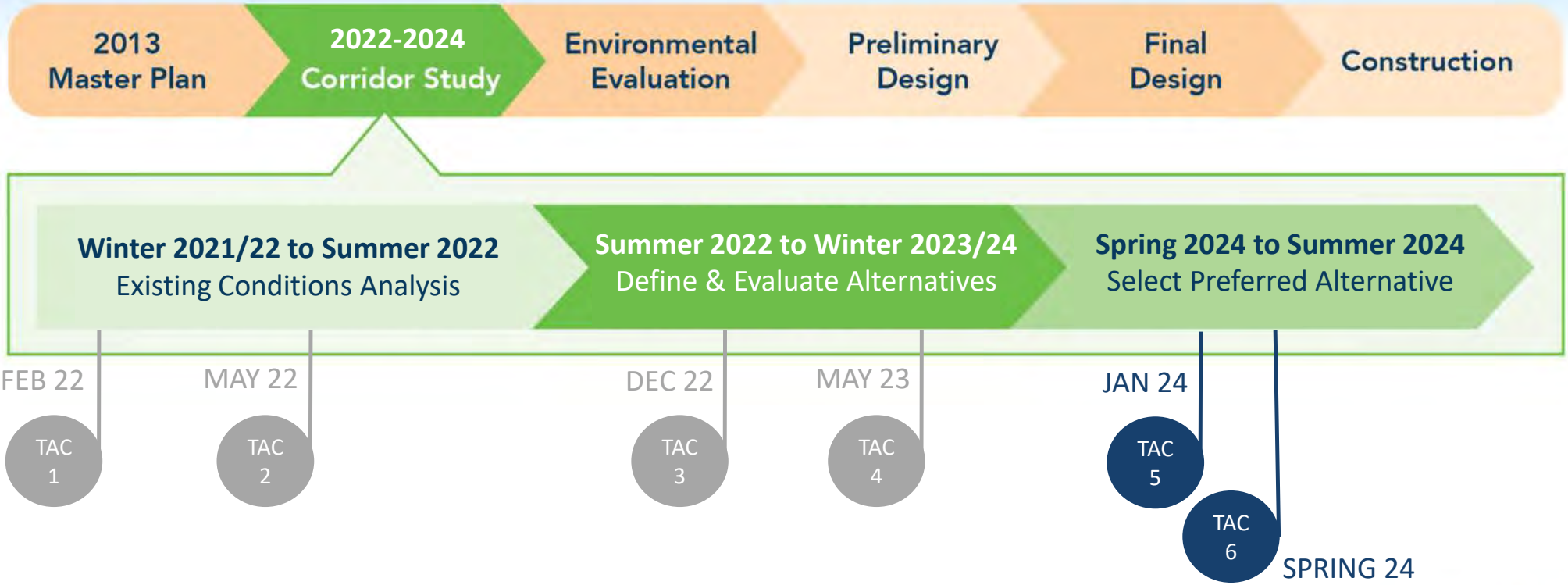
The TAC Includes:

Study Overview

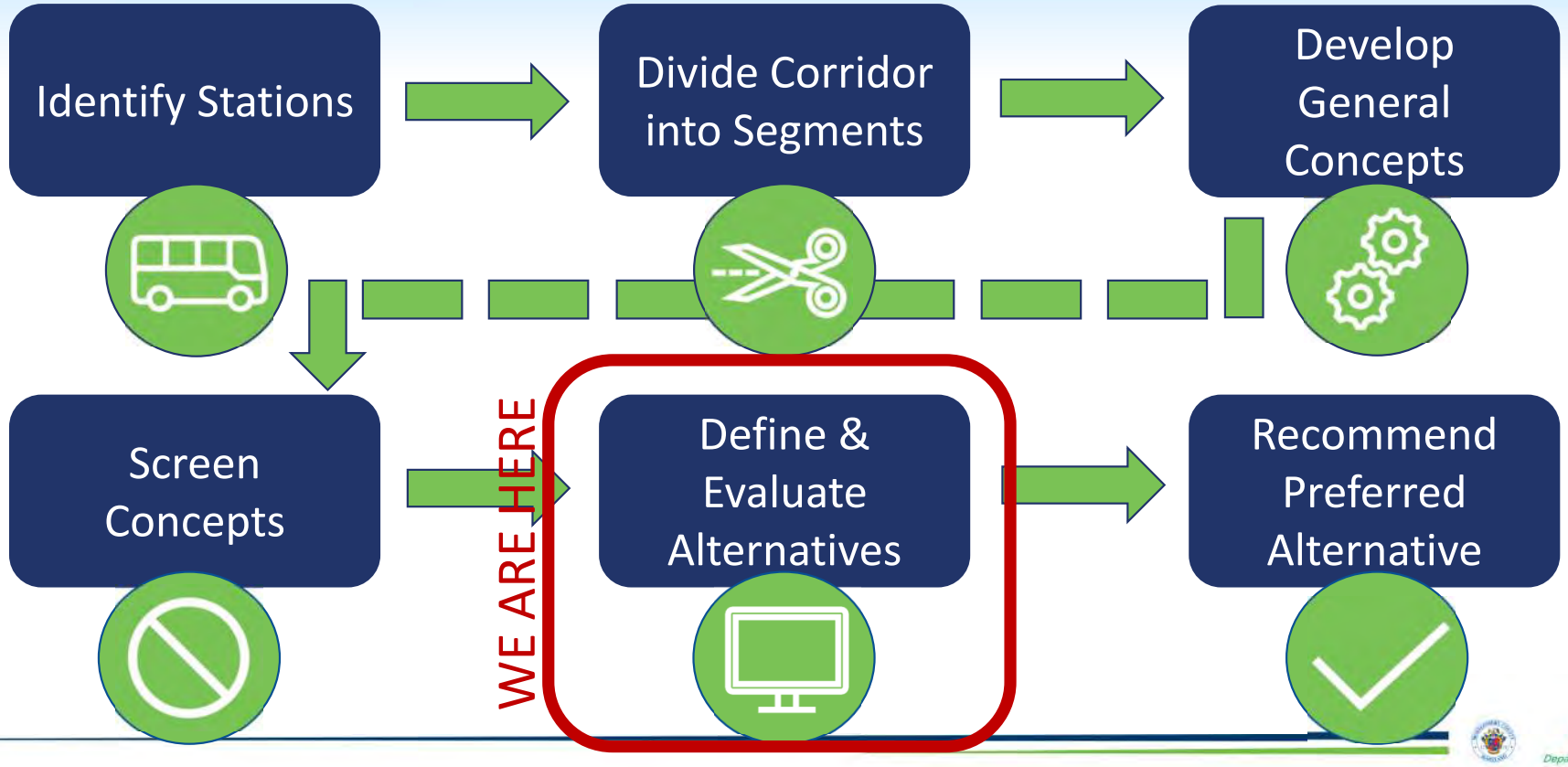
- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Will…**
  - Define start and end points
  - Identify preliminary station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility



Meeting Schedule



Approach to Develop Alternatives



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Alternatives Overview

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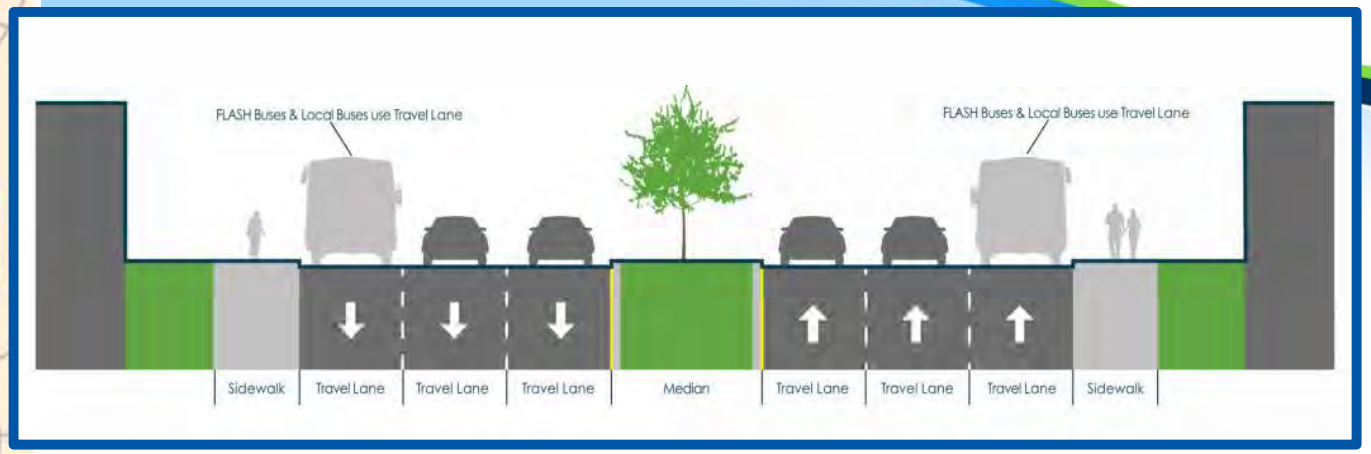
Alternatives

Alternatives



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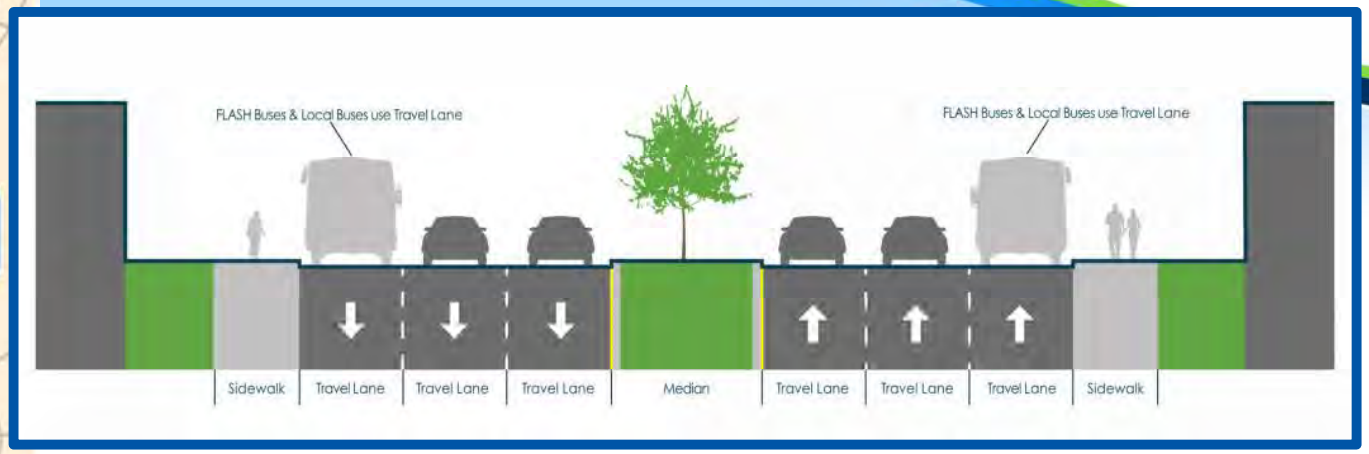

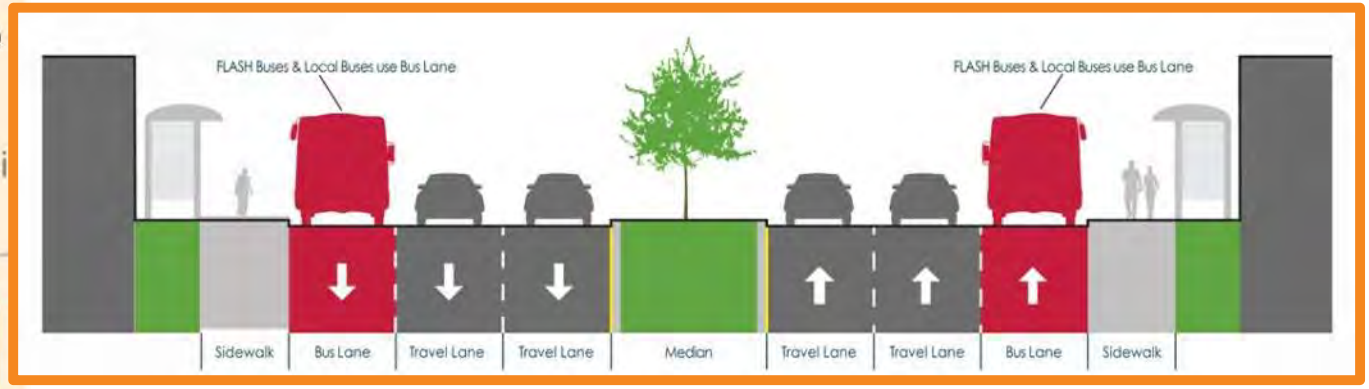

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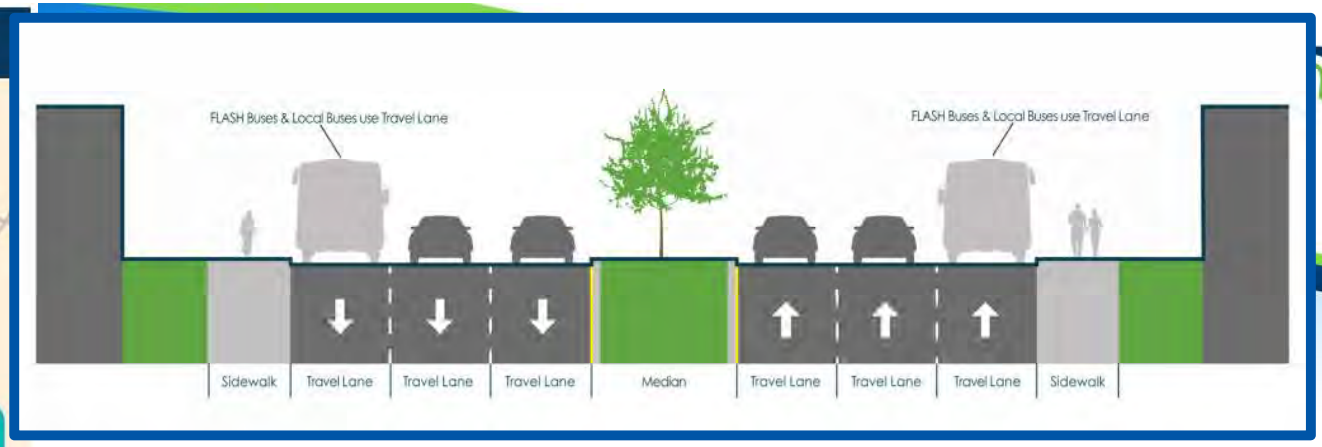

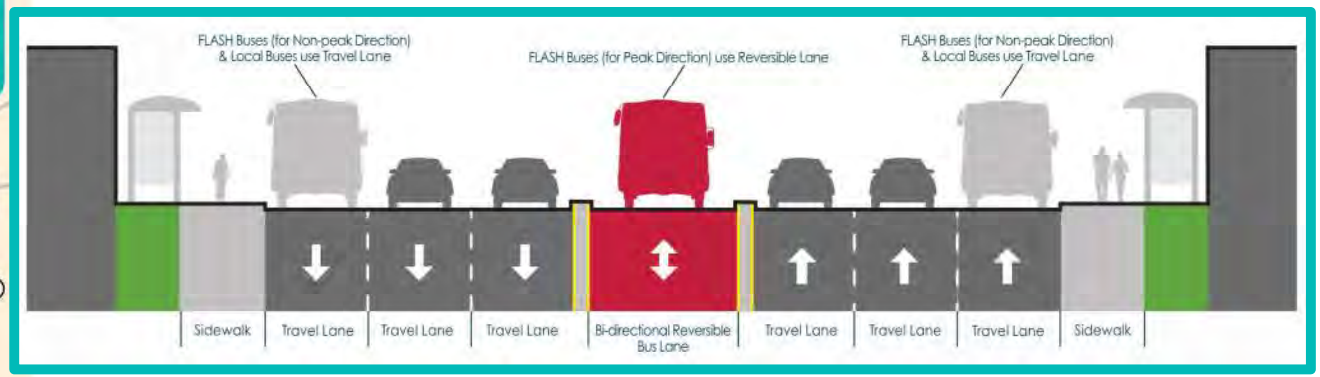

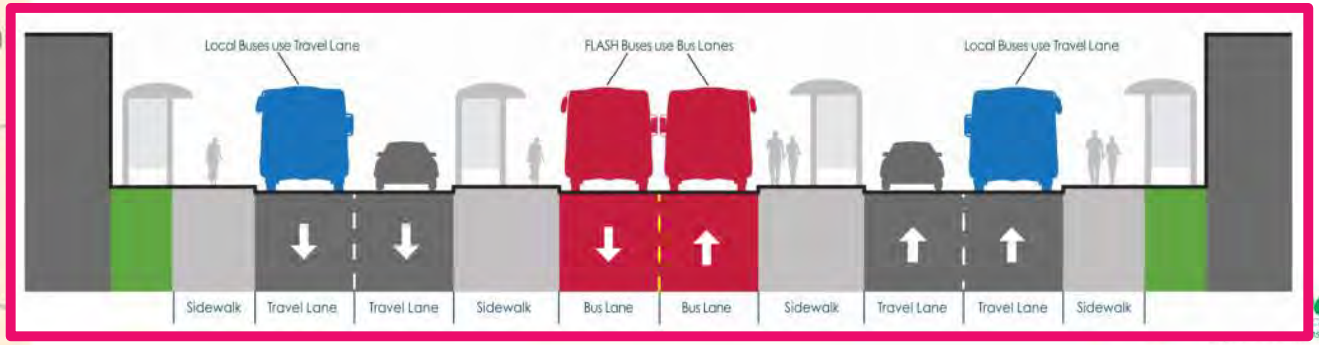

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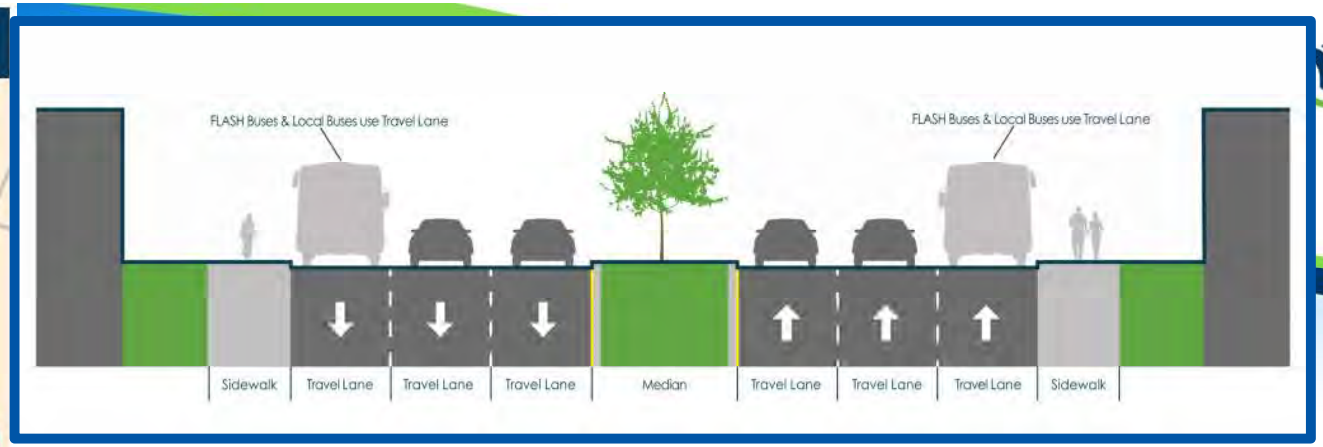

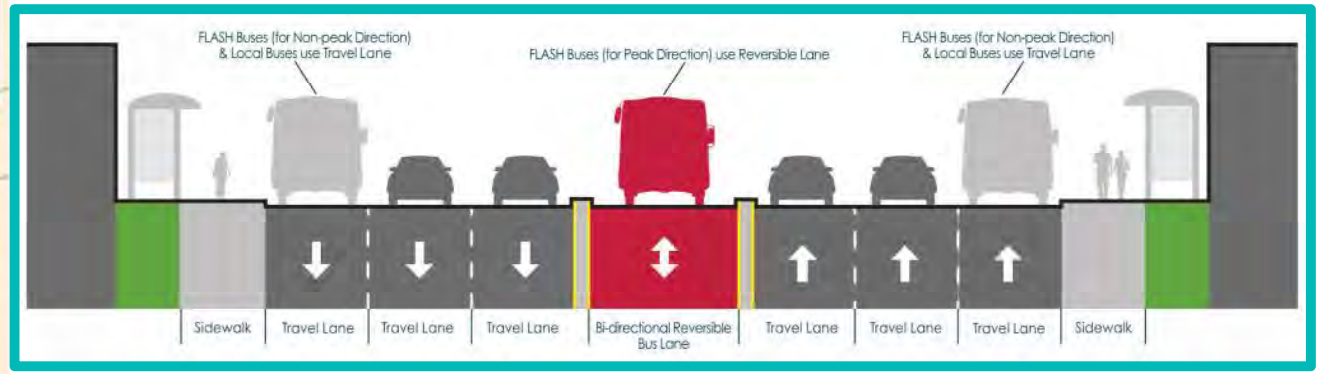

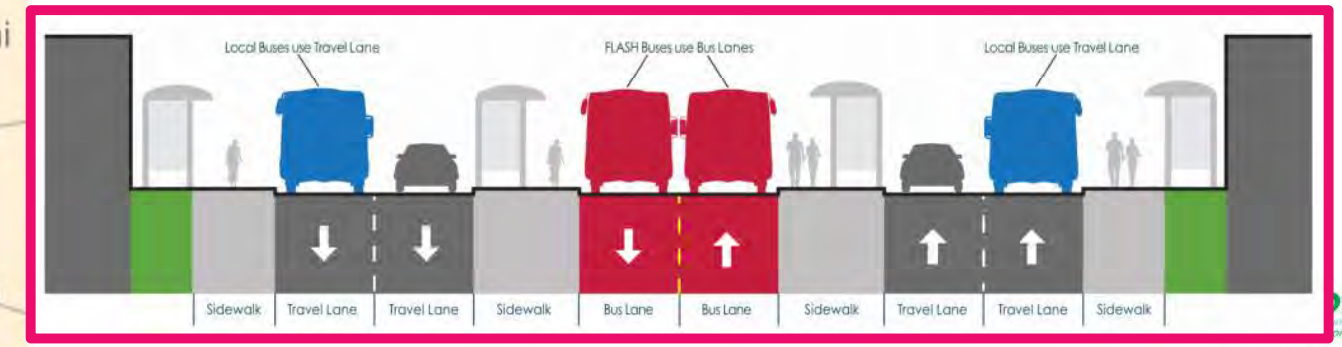

Evaluation Overview

Program Guidance

Program & Project Goals & Objectives

Improve access to jobs, activity centers, and community facilities

Minimize environmental impacts and utilize cost-effective design

Improve safety of our streets and the livability and wellness of our communities

Promote economic development with appealing and functional transit

Provide a fast, reliable, efficient, and connected transit service

Provide improved and accessible transit service for underserved populations

Metrics

- BRT Travel Time
- Local Bus Travel Time
- Vehicle Travel Time
- Right-of-Way Required
- Cost per Mile
- Total Construction Cost
- Construction Duration
- Jobs Accessibility
- Transit Ridership

Will discuss Ridership at next TAC meeting!

Key Questions

- Do the alternatives improve transit travel time?
- Are there major differences in BRT travel times?
- Are there major differences in K9 travel times?
- Are there major changes to vehicle travel times?
- Are there major differences in cost and implementation?

Corridor Travel Time

Travel Time Approach

- VISSIM analysis between District Border and Lockwood Drive
- Forecast 2045 volumes; vehicle diversions considered
- Included Purple Line
- Assumed all existing transit/bus routes and frequencies are maintained

VISSIM Oddities

- Some values will look awkward
- Peak travel directions have been prioritized
- Do not focus on single values
- Traffic has often been metered
- K9 is used as a proxy for local service comparisons

Corridor Travel Time

		AM VISSIM Average Travel Time (Minutes)					PM VISSIM Average Travel Time (Minutes)				
Travel time	**Mode**	**No Build**	**Alt 1**	**Alt 2**	**Alt 3**	**Alt 4**	**No Build**	**Alt 1**	**Alt 2**	**Alt 3**	**Alt 4**
Northbound Travel Time (Sheridan Street to Mahan Road)	Flash BRT	N/A	25.9	19.2	16.2	16.2	N/A	24.9	22.8	16.6	16.6
	K9 Bus	27.9	26.1	22.6	27.7	27.5	35.9	26.3	26.0	44.0	43.5
	General Traffic	19.8	20.0	17.7	20.8	22.6	25.5	17.2	20.4	28.2	31.3
Southbound Travel Time (Mahan Road to Sheridan Street)	Flash BRT	N/A	17.6	19.1	14.7	14.8	N/A	18.2	15.8	21.9	22.0
	K9 Bus	30.3	20.6	20.8	32.7	34.3	17.3	22.8	18.7	29.8	31.0
	General Traffic	27.2	14.8	33.8	29.9	30.1	13.8	17.2	29.4	23.9	24.0

Corridor Travel Time

Typically, BRT travel time is shorter than current K9 service.

		AM VISSIM Average Travel Time (Minutes)					PM VISSIM Average Travel Time (Minutes)				
Travel time	Mode	No Build	Alt 1	Alt 2	Alt 3	Alt 4	No Build	Alt 1	Alt 2	Alt 3	Alt 4
Northbound Travel Time (Sheridan Street to Mahan Road)	Flash BRT	N/A	25.9	19.2	16.2	16.2	N/A	24.9	22.8	16.6	16.6
	K9 Bus	27.9	26.1	22.6	27.7	27.5	35.9	26.3	26.0	44.0	43.5
	General Traffic	19.8	20.0	17.7	20.8	22.6	25.5	17.2	20.4	28.2	31.3
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	K9 Bus	30.3	20.6	20.8	32.7	34.3	17.3	22.8	18.7	29.8	31.0
	General Traffic	27.2	14.8	33.8	29.9	30.1	13.8	17.2	29.4	23.9	24.0

Corridor Travel Time

Typically, Alt 1 results in the longest BRT travel time and Alts 3 & 4 result in the shortest BRT travel time.

		AM VISSIM Average Travel Time (Minutes)					PM VISSIM Average Travel Time (Minutes)				
Travel time	Mode	No Build	Alt 1	Alt 2	Alt 3	Alt 4	No Build	Alt 1	Alt 2	Alt 3	Alt 4
Northbound Travel Time (Sheridan Street to Mahan Road)	Flash BRT	N/A	25.9	19.2	16.2	16.2	N/A	24.9	22.8	16.6	16.6
	K9 Bus	27.9	26.1	22.6	27.7	27.5	35.9	26.3	26.0	44.0	43.5
	General Traffic	19.8	20.0	17.7	20.8	22.6	25.5	17.2	20.4	28.2	31.3
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	K9 Bus	30.3	20.6	20.8	32.7	34.3	17.3	22.8	18.7	29.8	31.0
	General Traffic	27.2	14.8	33.8	29.9	30.1	13.8	17.2	29.4	23.9	24.0

Corridor Travel Time

Except for in the southbound direction during the PM peak hour, where we optimized for NB travel.

		AM VISSIM Average Travel Time (Minutes)					PM VISSIM Average Travel Time (Minutes)				
Travel time	Mode	No Build	Alt 1	Alt 2	Alt 3	Alt 4	No Build	Alt 1	Alt 2	Alt 3	Alt 4
Northbound Travel Time (Sheridan Street to Mahan Road)	Flash BRT	N/A	25.9	19.2	16.2	16.2	N/A	24.9	22.8	16.6	16.6
	K9 Bus	27.9	26.1	22.6	27.7	27.5	35.9	26.3	26.0	44.0	43.5
	General Traffic	19.8	20.0	17.7	20.8	22.6	25.5	17.2	20.4	28.2	31.3
Southbound Travel Time (Mahan Road to Sheridan Street)	Flash BRT	N/A	17.6	19.1	14.7	14.8	N/A	18.2	15.8	21.9	22.0
	K9 Bus	30.3	20.6	20.8	32.7	34.3	17.3	22.8	18.7	29.8	31.0
	General Traffic	27.2	14.8	33.8	29.9	30.1	13.8	17.2	29.4	23.9	24.0

Corridor Travel Time

Alt 2 results in shorter travel times for the K9.

Alts 3 & 4 result in longer travel times for the K9.

		AM VISSIM Average Travel Time (Minutes)					PM VISSIM Average Travel Time (Minutes)				
Travel time	Mode	No Build	Alt 1	Alt 2	Alt 3	Alt 4	No Build	Alt 1	Alt 2	Alt 3	Alt 4
Northbound Travel Time (Sheridan Street to Mahan Road)	Flash BRT	N/A	25.9	19.2	16.2	16.2	N/A	24.9	22.8	16.6	16.6
	K9 Bus	27.9	26.1	22.6	27.7	27.5	35.9	26.3	26.0	44.0	43.5
	General Traffic	19.8	20.0	17.7	20.8	22.6	25.5	17.2	20.4	28.2	31.3
Southbound Travel Time (Mahan Road to Sheridan Street)	Flash BRT	N/A	17.6	19.1	14.7	14.8	N/A	18.2	15.8	21.9	22.0
	K9 Bus	30.3	20.6	20.8	32.7	34.3	17.3	22.8	18.7	29.8	31.0
	General Traffic	27.2	14.8	33.8	29.9	30.1	13.8	17.2	29.4	23.9	24.0

Corridor Travel Time

Alts 3 & 4 result in two-thirds longer travel times for the K9 as compared to BRT.

		AM VISSIM Average Travel Time (Minutes)					PM VISSIM Average Travel Time (Minutes)				
Travel time	Mode	No Build	Alt 1	Alt 2	Alt 3	Alt 4	No Build	Alt 1	Alt 2	Alt 3	Alt 4
Northbound Travel Time (Sheridan Street to Mahan Road)	Flash BRT	N/A	25.9	19.2	16.2	16.2	N/A	24.9	22.8	16.6	16.6
	K9 Bus	27.9	26.1	22.6	27.7	27.5	35.9	26.3	26.0	44.0	43.5
	General Traffic	19.8	20.0	17.7	20.8	22.6	25.5	17.2	20.4	28.2	31.3
Southbound Travel Time (Mahan Road to Sheridan Street)	Flash BRT	N/A	17.6	19.1	14.7	14.8	N/A	18.2	15.8	21.9	22.0
	K9 Bus	30.3	20.6	20.8	32.7	34.3	17.3	22.8	18.7	29.8	31.0
	General Traffic	27.2	14.8	33.8	29.9	30.1	13.8	17.2	29.4	23.9	24.0

Corridor Travel Time

Alt 2 results in similar travel times for the K9 and BRT.

		AM VISSIM Average Travel Time (Minutes)					PM VISSIM Average Travel Time (Minutes)				
Travel time	Mode	No Build	Alt 1	Alt 2	Alt 3	Alt 4	No Build	Alt 1	Alt 2	Alt 3	Alt 4
Northbound Travel Time (Sheridan Street to Mahan Road)	Flash BRT	N/A	25.9	19.2	16.2	16.2	N/A	24.9	22.8	16.6	16.6
	K9 Bus	27.9	26.1	22.6	27.7	27.5	35.9	26.3	26.0	44.0	43.5
	General Traffic	19.8	20.0	17.7	20.8	22.6	25.5	17.2	20.4	28.2	31.3
Southbound Travel Time (Mahan Road to Sheridan Street)	Flash BRT	N/A	17.6	19.1	14.7	14.8	N/A	18.2	15.8	21.9	22.0
	K9 Bus	30.3	20.6	20.8	32.7	34.3	17.3	22.8	18.7	29.8	31.0
	General Traffic	27.2	14.8	33.8	29.9	30.1	13.8	17.2	29.4	23.9	24.0

Corridor Travel Time

Alt 1 typically results in shorter travel times for general traffic.

Alts 2, 3, & 4 typically result in longer travel times for general traffic.

		AM VISSIM Average Travel Time (Minutes)					PM VISSIM Average Travel Time (Minutes)				
Travel time	Mode	No Build	Alt 1	Alt 2	Alt 3	Alt 4	No Build	Alt 1	Alt 2	Alt 3	Alt 4
Northbound Travel Time (Sheridan Street to Mahan Road)	Flash BRT	N/A	25.9	19.2	16.2	16.2	N/A	24.9	22.8	16.6	16.6
	K9 Bus	27.9	26.1	22.6	27.7	27.5	35.9	26.3	26.0	44.0	43.5
	General Traffic	19.8	20.0	17.7	20.8	22.6	25.5	17.2	20.4	28.2	31.3
Southbound Travel Time (Mahan Road to Sheridan Street)	Flash BRT	N/A	17.6	19.1	14.7	14.8	N/A	18.2	15.8	21.9	22.0
	K9 Bus	30.3	20.6	20.8	32.7	34.3	17.3	22.8	18.7	29.8	31.0
	General Traffic	27.2	14.8	33.8	29.9	30.1	13.8	17.2	29.4	23.9	24.0

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Corridor Travel Time Themes

- Improved transit travel time from No-Build
- BRT is modestly faster in Alternatives 3 & 4
- K9 bus service is considerably faster in Alternative 2
- Vehicle travel times in Alternatives 2, 3, & 4 are high

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Right-of-way, Cost, Timeline, Jobs Accessibility

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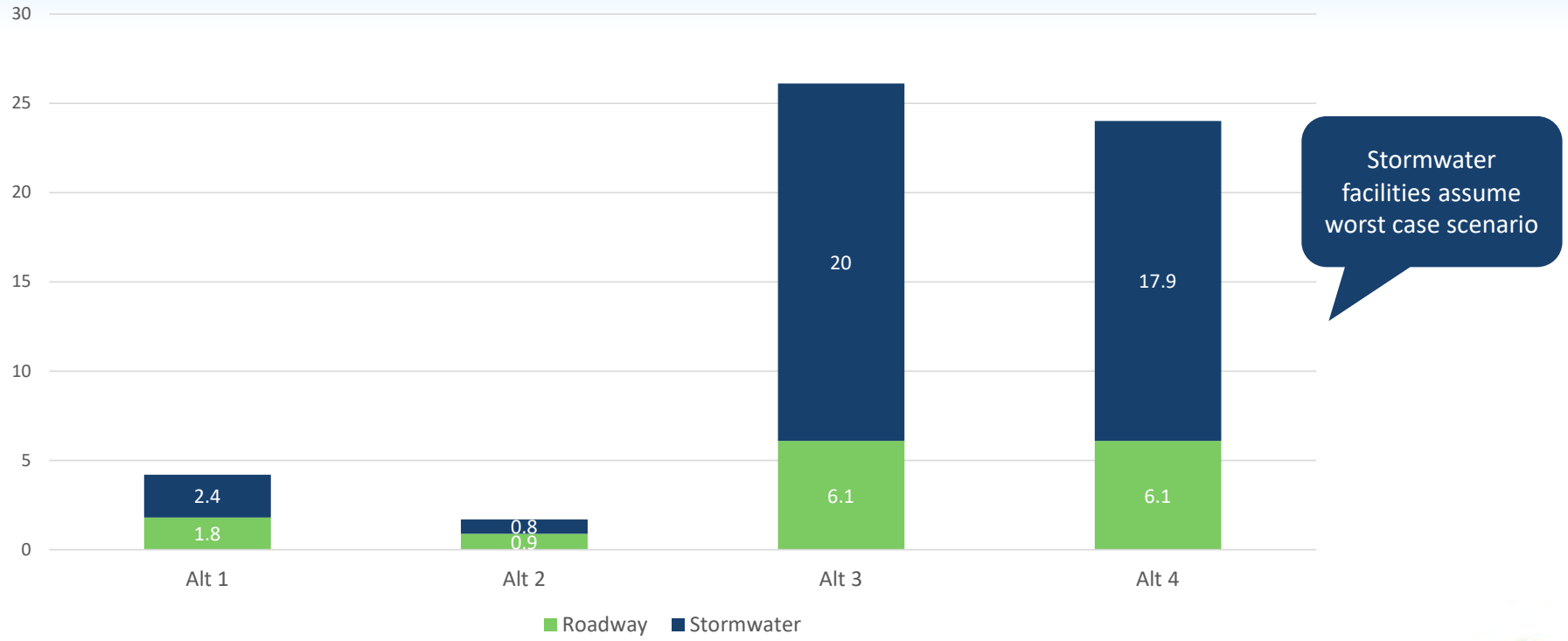
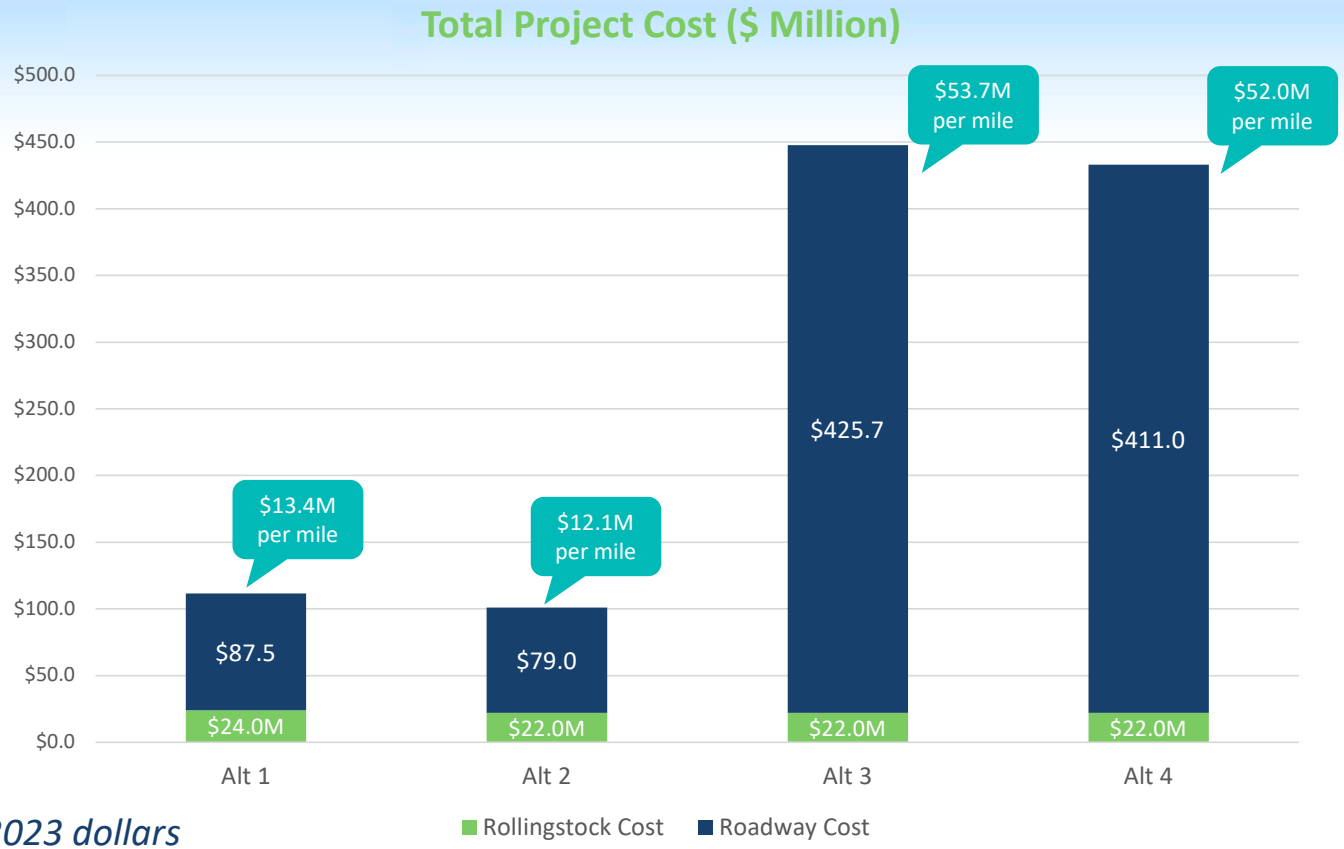
Right-of-Way Required

Right-of-Way Required for Roadway & Stormwater (in acres)



$ Capital Costs



Costs are in 2023 dollars

Construction Duration

- Alternatives 1 and 2 – about 2 to 3 years
- Alternatives 3 and 4 – about 4 to 5 years

Transit Accessibility to Jobs

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Jobs Accessible

20-33% increase from No Build

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Metric Themes

- Alternatives 1 & 2 are least costly and result in fewer right-of-way needs
- All Alternatives provide strong access to jobs

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FDA Connection

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Concerns to Consider

- BRT run time and ridership
- Security concerns
- Potential master plan facility adjustments
- NEPA Process Steps
- FDA shuttling staff to White Oak Transit Center

Develop Concepts

- Develop concepts for two connections
- Consider process steps to advance connections
- Follow-up with FDA on preferences

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Moving Toward Completion

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Next Steps

- CAC meeting next week
- Complete Additional Ridership Analysis
- Begin Hybrid Analysis
- Next TAC and CAC in March/April – discuss Transit Ridership
- Pop Ups in March/April
- Locally Preferred Alternative

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Questions?

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NEW HAMPSHIRE AVENUE BRT PLANNING STUDY

6TH TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING SUMMARY

MONDAY, MARCH 3, 2025

11:00 AM – 12:30 PM

Attendees

- Jamie Henson (MCDOT)
- Joana Conklin (MCDOT)
- Rick Kiegel (MCDOT)
- Deanna Archey (MCDOT)
- Chenhao Yuan (SHA)
- Dean Randolph (SHA)
- Derek Gunn (SHA)
- ELshaday Asrat (SHA)
- Garvin Guide (SHA)
- Kwesi Woodroffe (SHA)
- Lamar Leonard (SHA)
- Obianuju Ani (SHA)
- Olu Okunola (SHA)
- Qianyu Hu (SHA)
- Urooj Zafar (SHA)
- Vivian Berra Figuereo (SHA)
- Danielle Houpe (FDA)
- David Manchas (FDA)
- Jamie I. Cepler (WMATA)
- David Anspacher (Montgomery County Planning Department)
- Richard Brockmyer (Montgomery County Planning Department)
- Alex Rixey (Montgomery County Planning Department)
- Cicero Salles (Montgomery County Executive - Office White Oak Planning Manager)
- Jewru Bandeh (Montgomery County Eastern Regional Office)
- Crystal Hancock (Prince George's County Planning Department)
- Victor Weissberg (Prince George's County DPW&T)
- Erick R. Maravilla (Prince George's County DPW&T)
- Ayanna King (County Regional Planner)
- Alex Freedman (City of Takoma Park)
- Rosalind Grigsby (City of Takoma Park)
- Steve Renzi (SHA)
- Jacob Smith (STV)
- Dan Hutton (STV)
- Matt Slotman (STV)
- Aditya Inamdar (Kittelson)
- Jon Crisafi (Kittelson)

Notes

- Jamie Henson, MCDOT BRT Project Implementation manager, welcomed the TAC. All attendees on the call introduced themselves.
- Jamie presented an overview of the study status and discussed a few administrative items. This is the sixth and final TAC meeting to be conducted as part of this effort. The last meeting was held in January 2024.
- Aditya Inamdar, consultant team member, reviewed the goals for the meeting and recapped the BRT alternatives. He also introduced the hybrid alternative. He presented key evaluation results and takeaways. Aditya then provided an overview of upcoming public outreach and final project steps.
- Aditya and Jamie answered clarifying questions throughout the presentation and upon completion of the presentation addressed specific questions.

Question and Answer Session

- Ginger Archibald asked about whether buses will loop into the Takoma Langley Transit Center.
    - Aditya and Jamie clarified that the current proposal is to have the northbound BRT station on New Hampshire Avenue.
    - Alex Rixey, asked about tradeoffs – stopping on New Hampshire Avenue results in faster bus service but would require transferring riders to cross the street. He suggested that if there are large volumes of riders making the transfer, then looping into the transit center may be a priority for safety, even if it slows the bus down. Jamie agreed that this should be part of the consideration. This adjustment could be made with any of the alternatives.
- Cicero Salles asked about how the hybrid alternative improves operations for general vehicular traffic.
    - Jamie pointed out that the queue jumps help with this. They provide right turn pockets at busy intersections, providing congestion relief.
    - Jon Crisafi (consultant team traffic engineer) added that there are also more dedicated curbside lanes in the hybrid alternative. Having buses separate from the general traffic improves operations for both modes.
- Rosalind Grigsby raised concerns about bus pull outs where the City of Takoma Park's bike facility is proposed. Jamie agreed that pull outs would need to be designed to accommodate the bike facility. Aditya indicated that the project team can provide conceptual layouts for the TAC to offer more of this kind of nuanced feedback.
    - She sent along updated files for the bike facility design to the project team. There is no construction funding yet for the City of Takoma Park's bike facility project – New Ave Bikeway.
- Victor Weissberg asked who has been included in the CAC. He asked the project team to clarify past outreach approaches.
    - Jamie mentioned that past public events have occurred in Prince George's County. A call for CAC members was put out at the beginning of the project (when outreach was mostly virtual because of the pandemic). Several different community organizations and other residents are represented on the CAC, and those meetings are open to the public. Jamie mentioned that in this last round of outreach, the project team hopes to continue to interact with various community groups along the corridor. If Prince George's County has suggestions for who to reach out to, that would be helpful.

  - Aditya reiterated that there will be another CAC meeting in April, and an in-person public open house in May. Pop-up events and flyer drops will be conducted to get the word out about the public open house. An online survey will be conducted in May and early June to get public feedback on alternatives.
  - Victor mentioned that there are a number of bilingual communities along the corridor and the project team agreed that outreach needs to be conducted in multiple languages. Victor said he is willing to support the outreach effort.
- Ginger asked if there was more work done to determine the route to Fort Totten.
  - Jamie indicated that there have not been any new conversations about that. Initial coordination with DDOT was conducted and DDOT has been supportive of this project and connection to Fort Totten Metro station.
- Ginger mentioned that WMATA is working on a network redesign, which will change bus service and rename routes. She anticipates that K6 and K9 service to be the same, but they will be renamed.
- Jewru Bandeh mentioned that the regional planners would like to continue to collaborate on engagement, especially in pursuit of outreach with underserved communities.
  - Jamie agreed that this continued collaboration is important.
- Steve Renzi (SHA) asked if there is a contract number for this project.
  - Kwesi Woodroffe (SHA) indicated that the access permit tracking number is 25APMO014XX.
- Cicero asked if the bus pull out by the Hillandale transit center will be impacted by the proposed development there.
  - Aditya mentioned that the Hillandale transit center is slightly off New Hampshire Avenue. The Flash bus will not pull in there. It will stay on New Hampshire Avenue.
  - Jamie mentioned that the goal with this study has been to limit changes to existing bus services. Other buses that go into that transit center will continue to do so.
  - Cicero mentioned that transferring riders will need to walk between the two services. Jamie indicated that this is a current situation – some buses pull in while others remain on New Hampshire Avenue. And so, some riders are currently walking the short distance between those stops.
  - Aditya clarified that the proposed bus pull outs do not remove any local bus stops.
- There was a request in the meeting chat to provide the traffic analysis study report for modeling the alternatives. Jamie indicated that this can be provided.
- Lamar Leonard (SHA) indicated there were no comments or questions from SHA.
- There were no other questions or comments from the group.

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New Hampshire Avenue BRT Planning Study

Technical Advisory Committee (TAC)

Meeting #6

March 3, 2025

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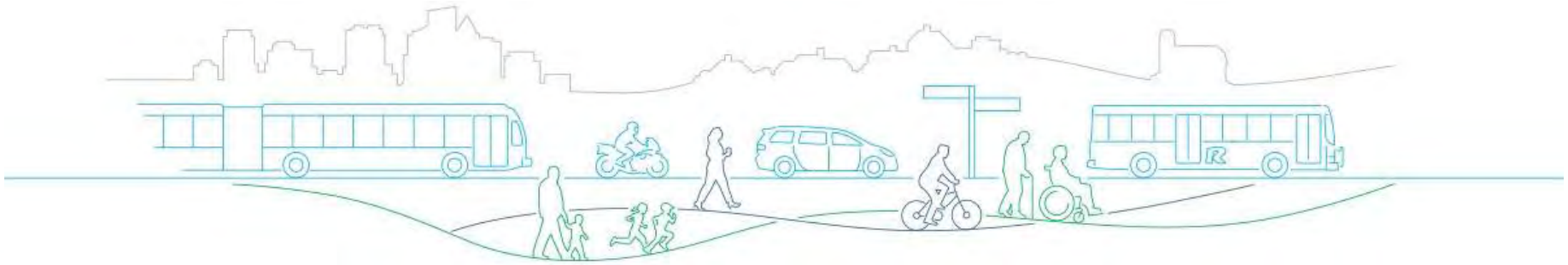
Meeting Agenda

1. Review of Goals for This Meeting
2. Study Overview
3. Project Updates
4. Review Hybrid Alternative
5. Alternative Analysis Results Including Hybrid
6. Next Steps



Goals for today

- Provide project updates since the last TAC meeting
- Review hybrid alternative and analysis results
- Confirm approach to upcoming outreach activities
- Discuss next steps

The TAC Includes:

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

MCDOT

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

CITY OF TAKOMA PARK
1890
MARYLAND

Montgomery Planning

metro

PRINCE GEORGE'S COUNTY
SEMPER EADEM
MARYLAND

MONTGOMERY COUNTY
17 76
CARDEZ BIEN
MARYLAND

d.

Montgomery County FLASH BRT Network

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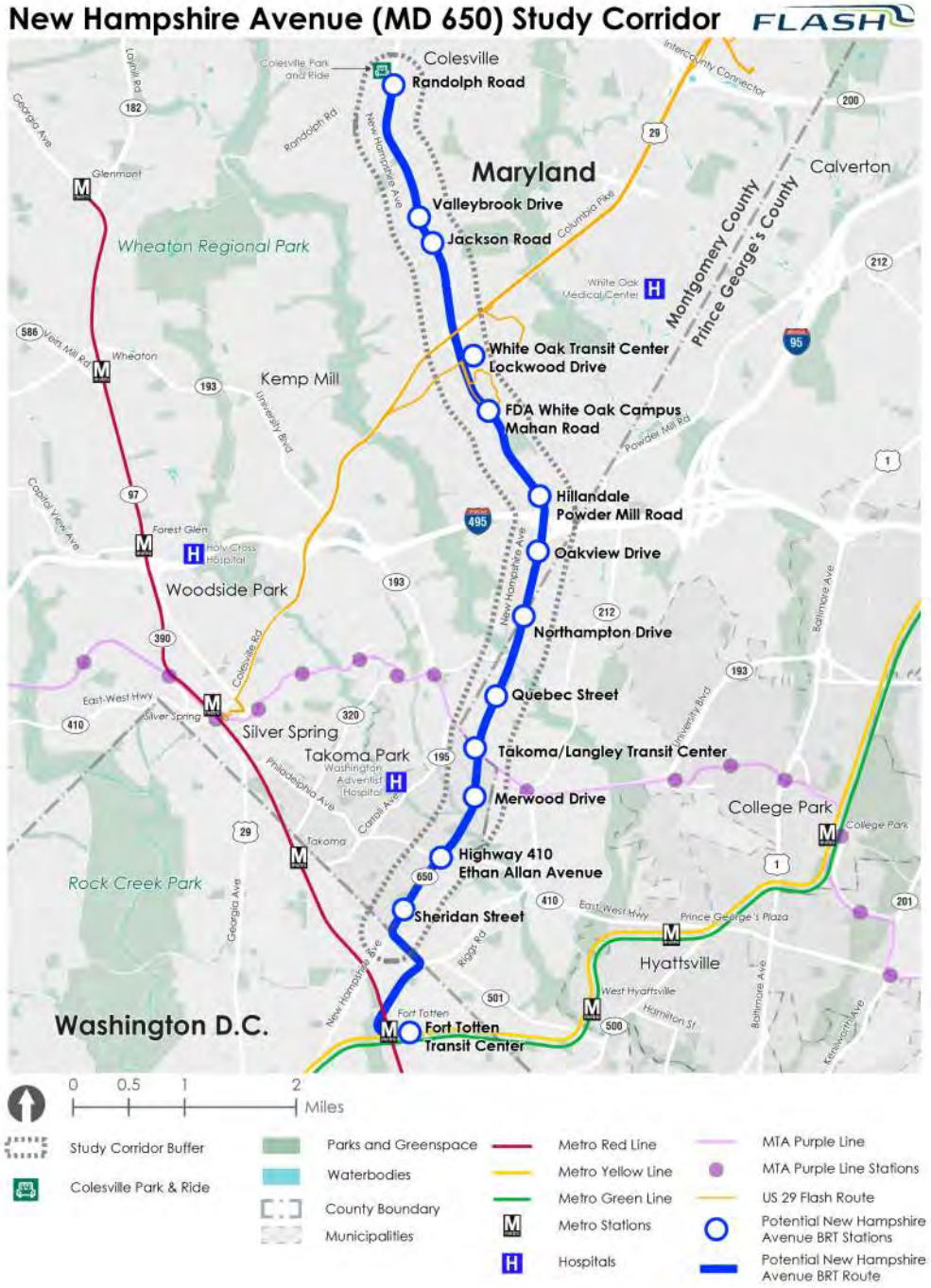
Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Has:**
  - Identified preliminary station locations
  - Developed and evaluated alternatives for BRT
- **This Study Will:**
  - Identify a preferred alternative for BRT



Project Recap

Not funded

2013 Master Plan → 2021-2025 Corridor Study → Environmental Evaluation → Preliminary Design → Final Design → Construction

Winter 2021/22 to Summer 2022
Existing Conditions Analysis

Summer 2022 to Winter 2024/25
Define & Evaluate Alternatives

Winter 2024/25 to Spring 2025
Select Preferred Alternative

Project Recap

Not funded

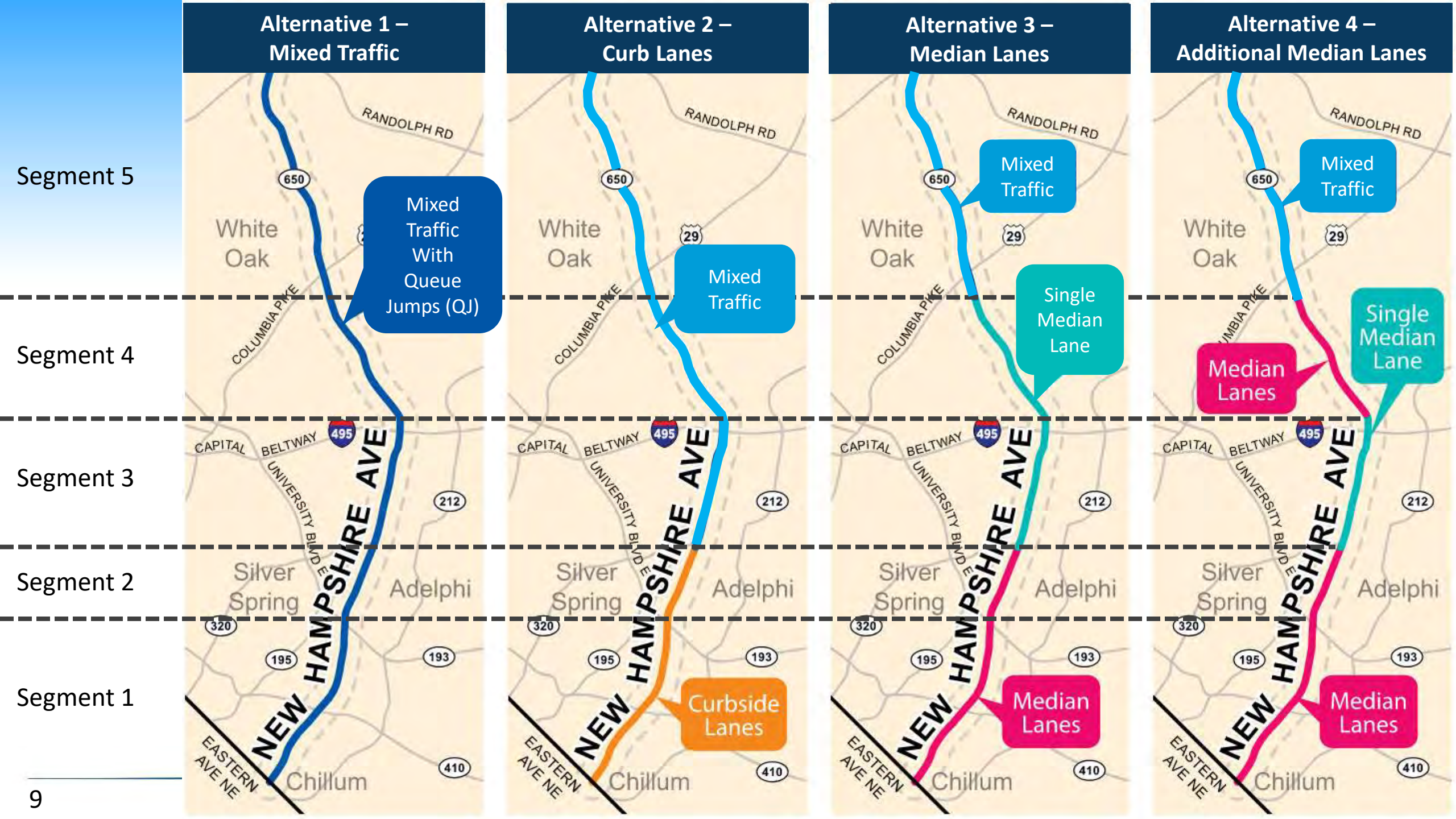
2013 Master Plan | 2021-2025 Corridor Study | Environmental Evaluation | Preliminary Design | Final Design | Construction

Winter 2021/22 to Summer 2022
Existing Conditions Analysis

Summer 2022 to Winter 2024/25
Define & Evaluate Alternatives

Winter 2024/25 to Spring 2025
Select Preferred Alternative

FEB 2022	MAY 2022	DEC 2022	MAY 2023	JAN 2024	MAR 2025
TAC 1	TAC 2	TAC 3	TAC 4	TAC 5	TAC 6


Alternative 1 – Mixed Traffic
Alternative 2 – Curb Lanes
Alternative 3 – Median Lanes
Alternative 4 – Additional Median Lanes
Segment 5
Segment 4
Segment 3
Segment 2
Segment 1
Mixed Traffic With Queue Jumps (QJ)
Mixed Traffic
Single Median Lane
Median Lanes
Curbside Lanes
RANDOLPH RD
White Oak
COLUMBIA PIKE
CAPITAL BELTWAY
UNIVERSITY BLVD E
NEW HAMPSHIRE AVE
Silver Spring
Adelphi
Chillum
EASTERN AVE NE
650
29
495
212
320
195
193
410

Approach to Develop a Hybrid Alternative

- None of the four alternatives perform best across evaluation criteria for all segments
- A Hybrid Alternative has been assembled by mixing and matching best performing segments across alternatives

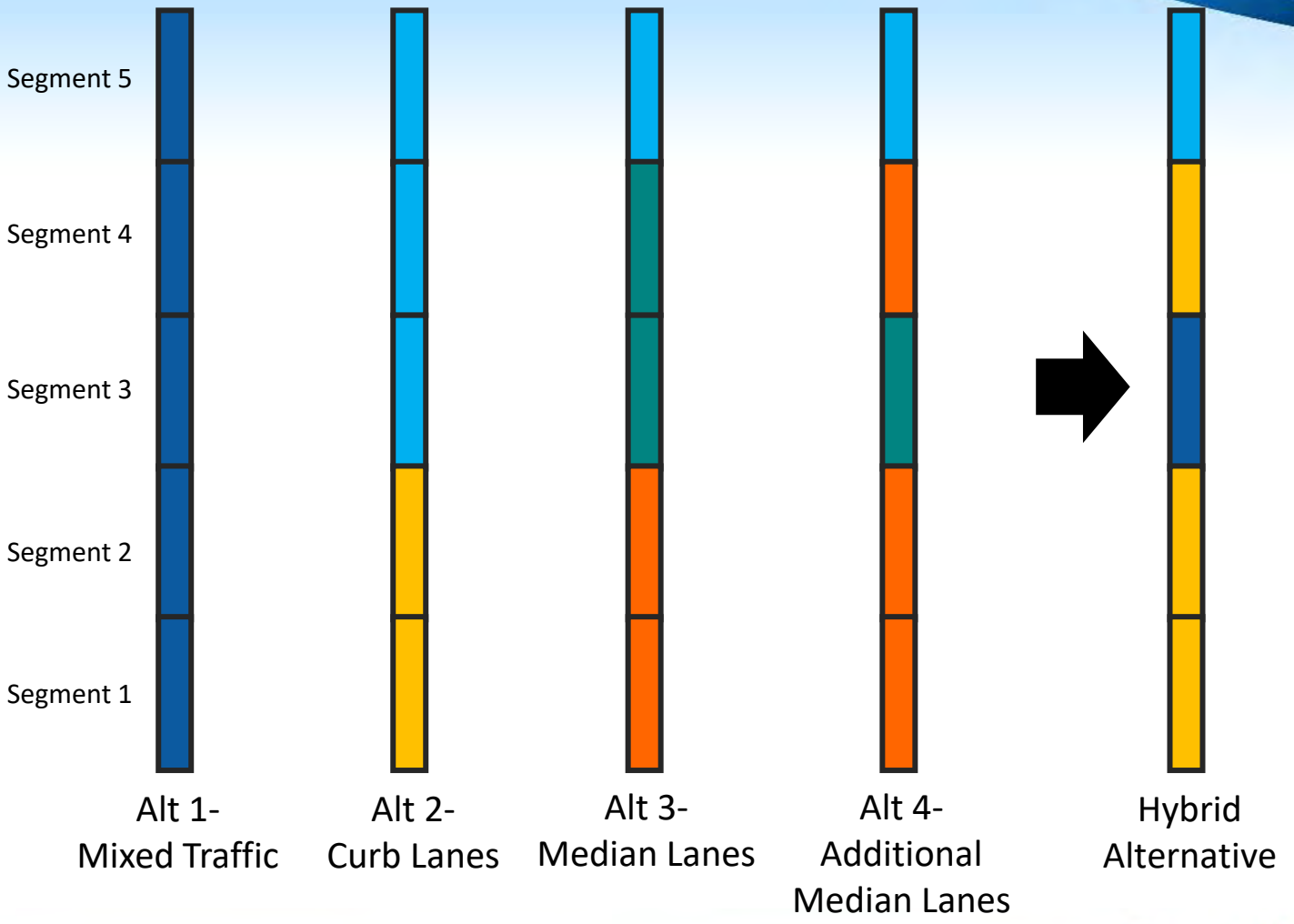
Mixed Traffic

Mixed Traffic With Queue Jumps

Curbside Lanes

Median Lanes

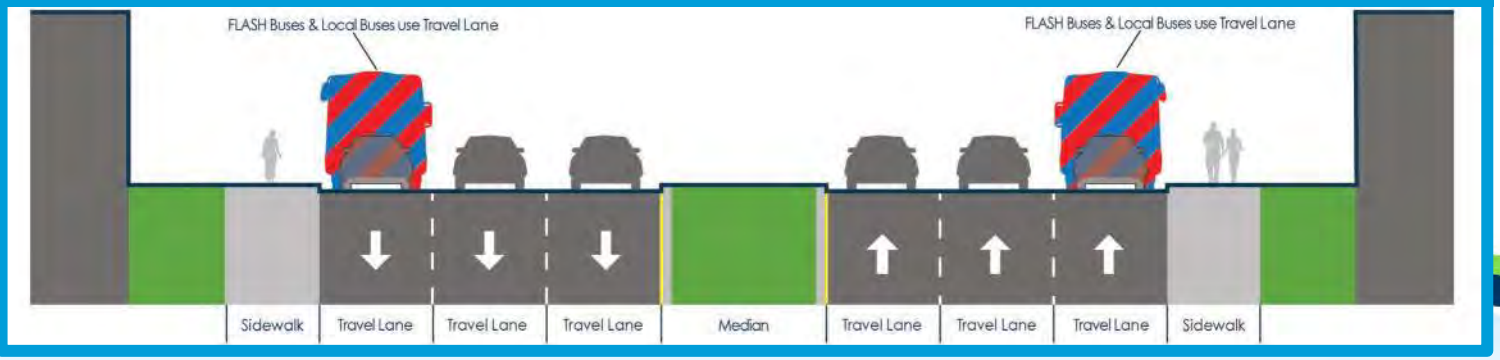
Single Median Lane



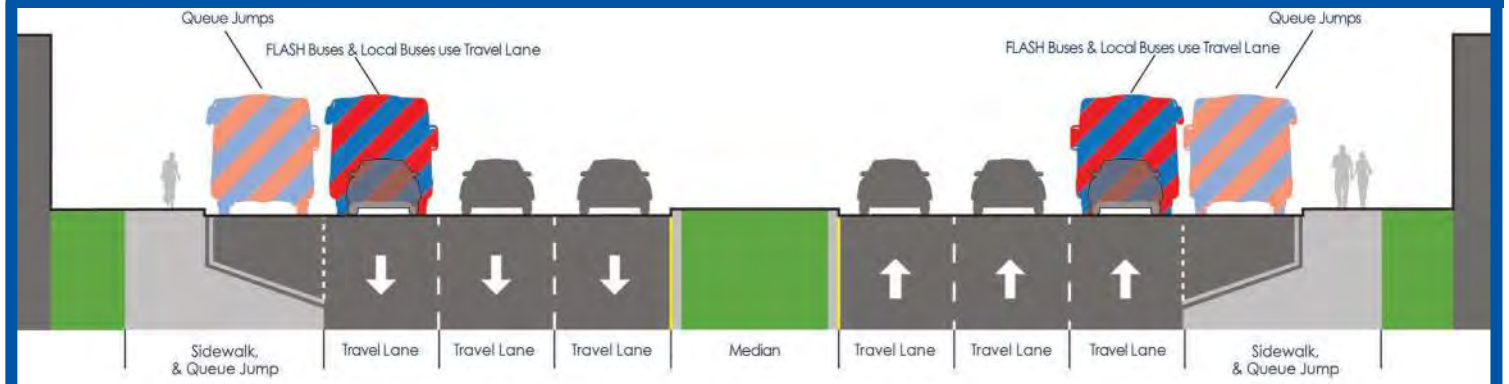
Hybrid Alternative

Hybrid Alternative

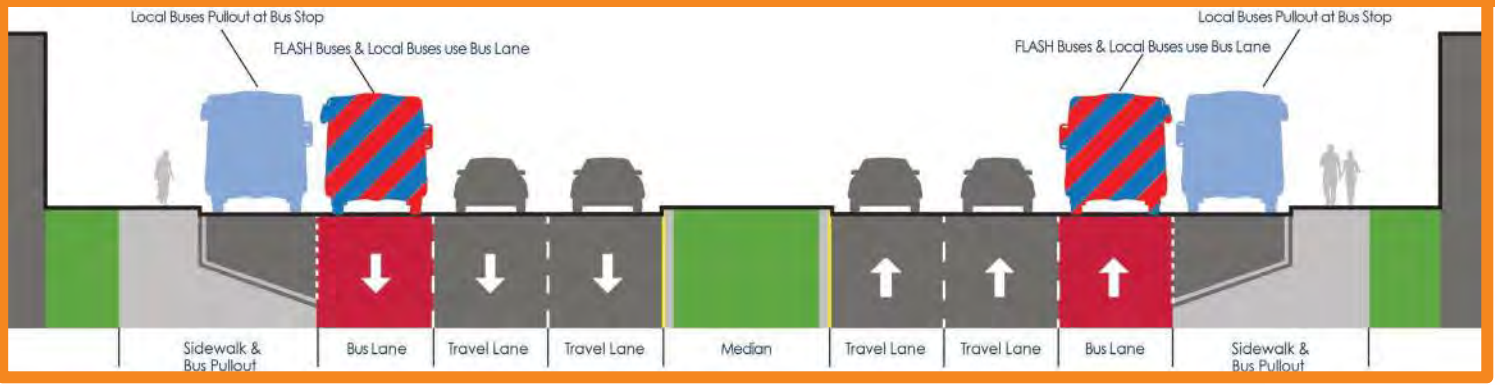
Mixed Traffic (Lockwood Dr to Randolph Rd) – Segment 5



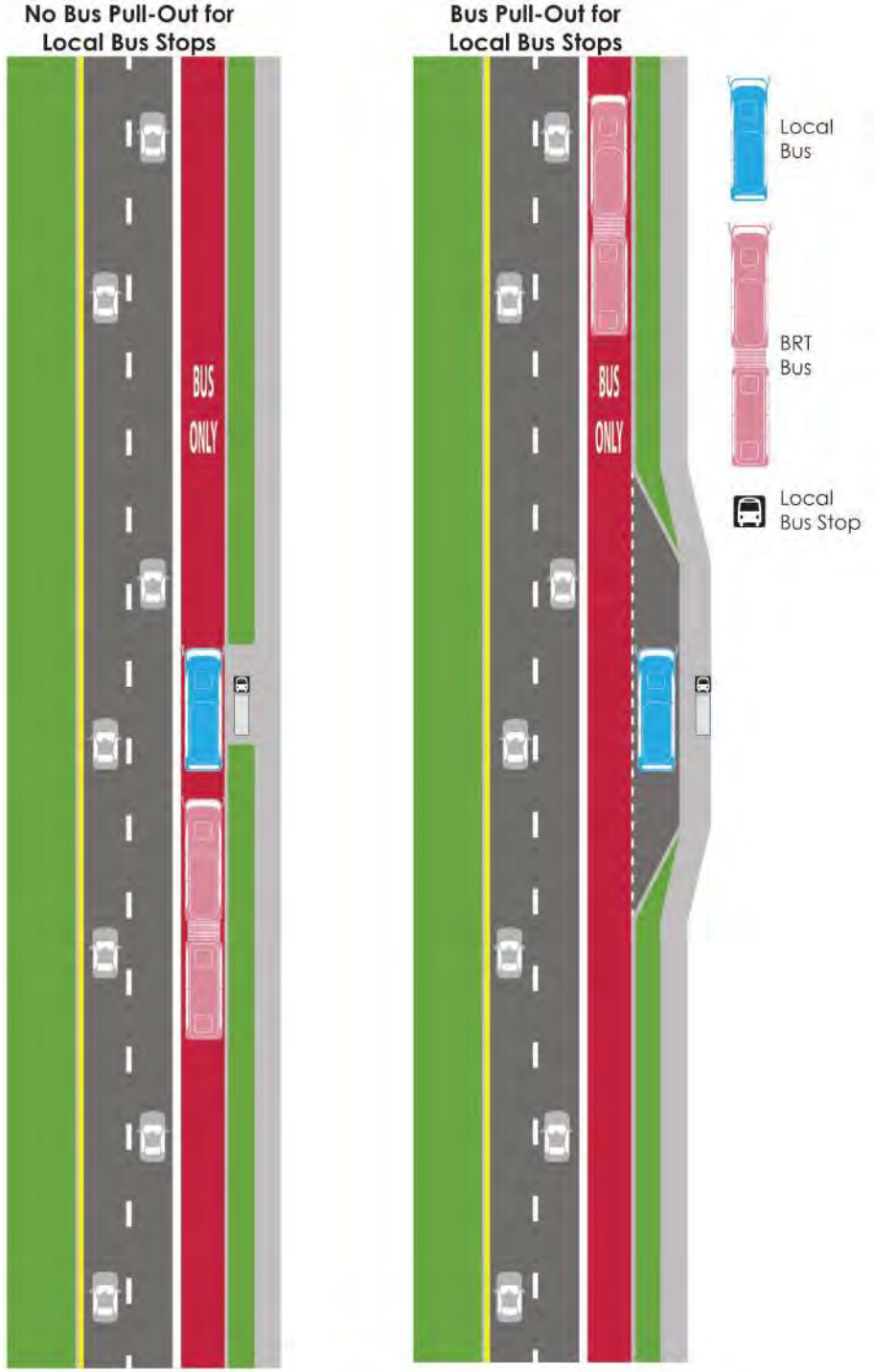
Mixed Traffic with Queue Jumps (QJ) (Piney Branch Rd to Powder Mill Rd) – Segment 3



Curbside Lanes and Local Bus Pull-Outs (Eastern Ave to Piney Branch Rd) – Segment 1 & 2 (Powder Mill Rd to Lockwood Dr) – Segment 4



Local Bus Pull-Outs



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Hybrid Alternative Local Bus Pull-Outs

- Not needed at combination BRT/local bus stops
- Keep local buses from blocking BRT
- Pull-outs applicable to curbside lane sections
- Local stop factors considered:
  - Travel time savings (compared to Alt 2)*
  - Dwell time/ridership
  - Number of routes served
  - Geometric/environment constraints
- 55 total potential local stops considered
- 13 pullout locations advanced

*Travel time savings examined in peak direction only

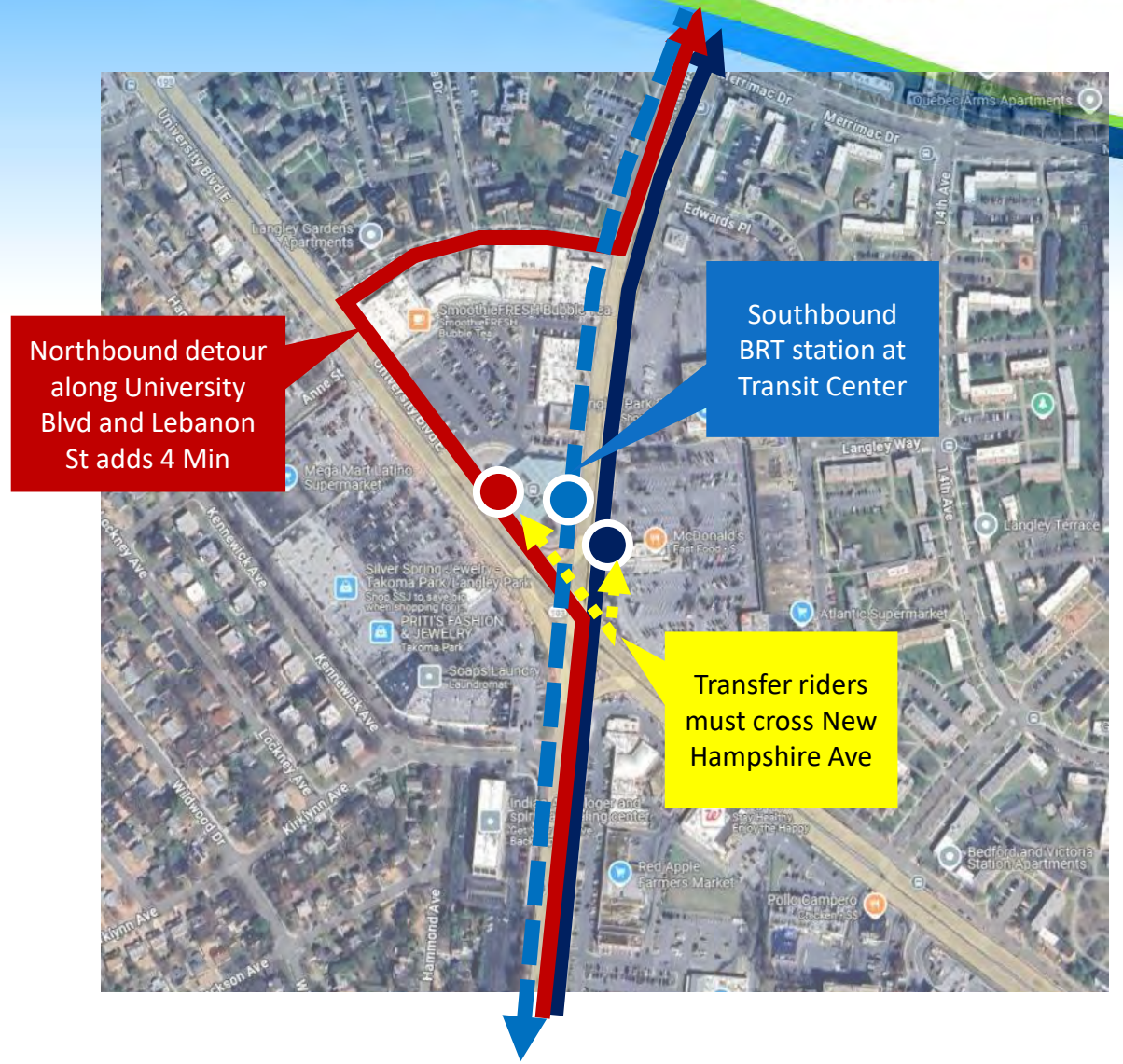
Example of local bus pull-out at New Hampshire Ave & Erskine St in northbound direction

Local Bus Pullouts Locations

No.	Location Cross Street	Direction
1	Belford Pl	Northbound
2	Kentland Ave	
3	Larch Ave	
4	W Sligo Creek Pkwy	
5	Erskine St	
6	Merrimac Dr	
7	Quebec St	
8	Chalmers Rd	Southbound
9	Overlook Dr	
10	Merrimac St	
11	Holton La	
12	Larch Ave	
13	Devonshire Rd	

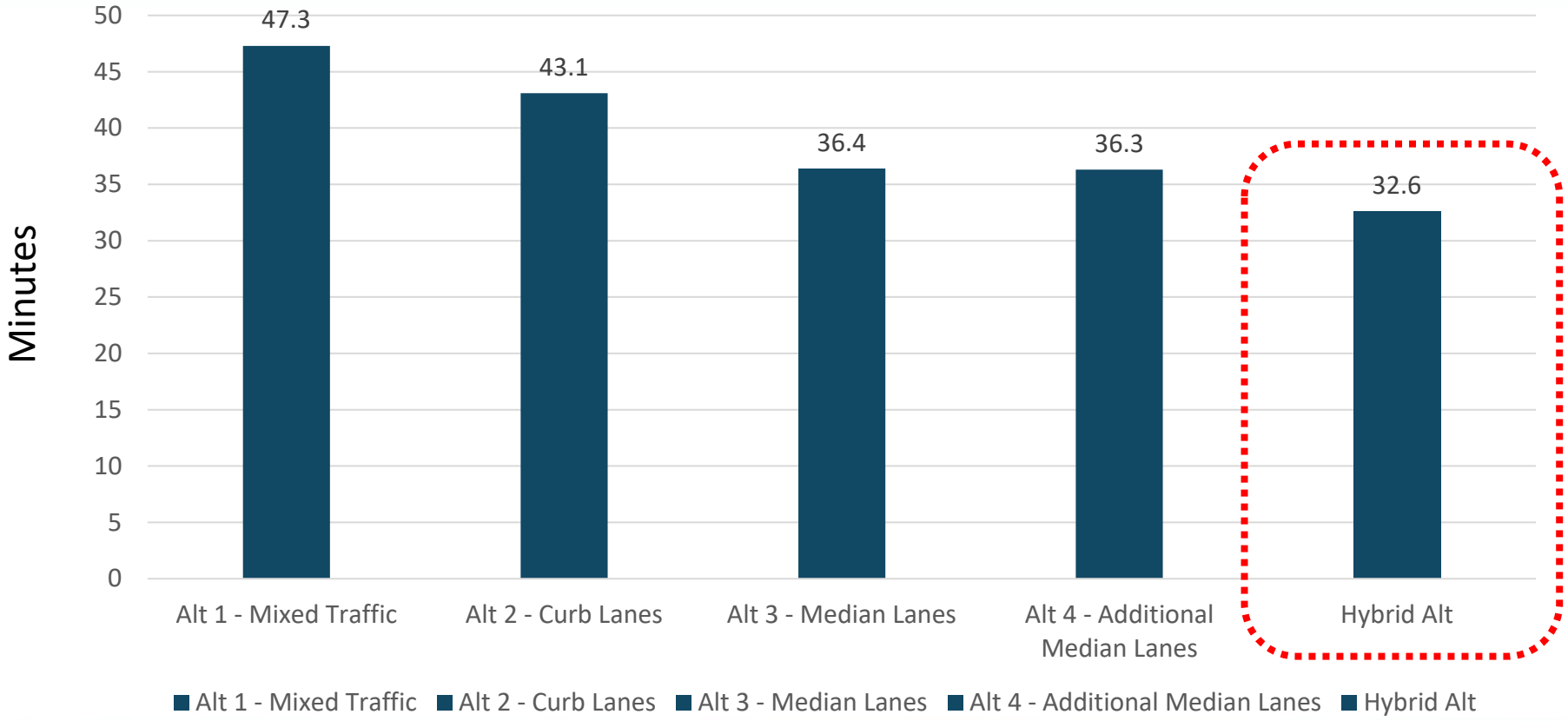
Northbound BRT at Takoma Langley Transit Center

- Compared different stop locations for Northbound BRT stop at University Blvd/Takoma Langley Transit Center
  - Stop in transit center
    - *CON: Adds ~4 minutes of travel time*
  - Stop along Northbound New Hampshire Avenue
    - *CON: 7-lane crossing to the transit center and 9-lane crossing to the Purple Line station*
- Hybrid Alternative assumes Stop along Northbound New Hampshire Avenue



BRT Travel Time

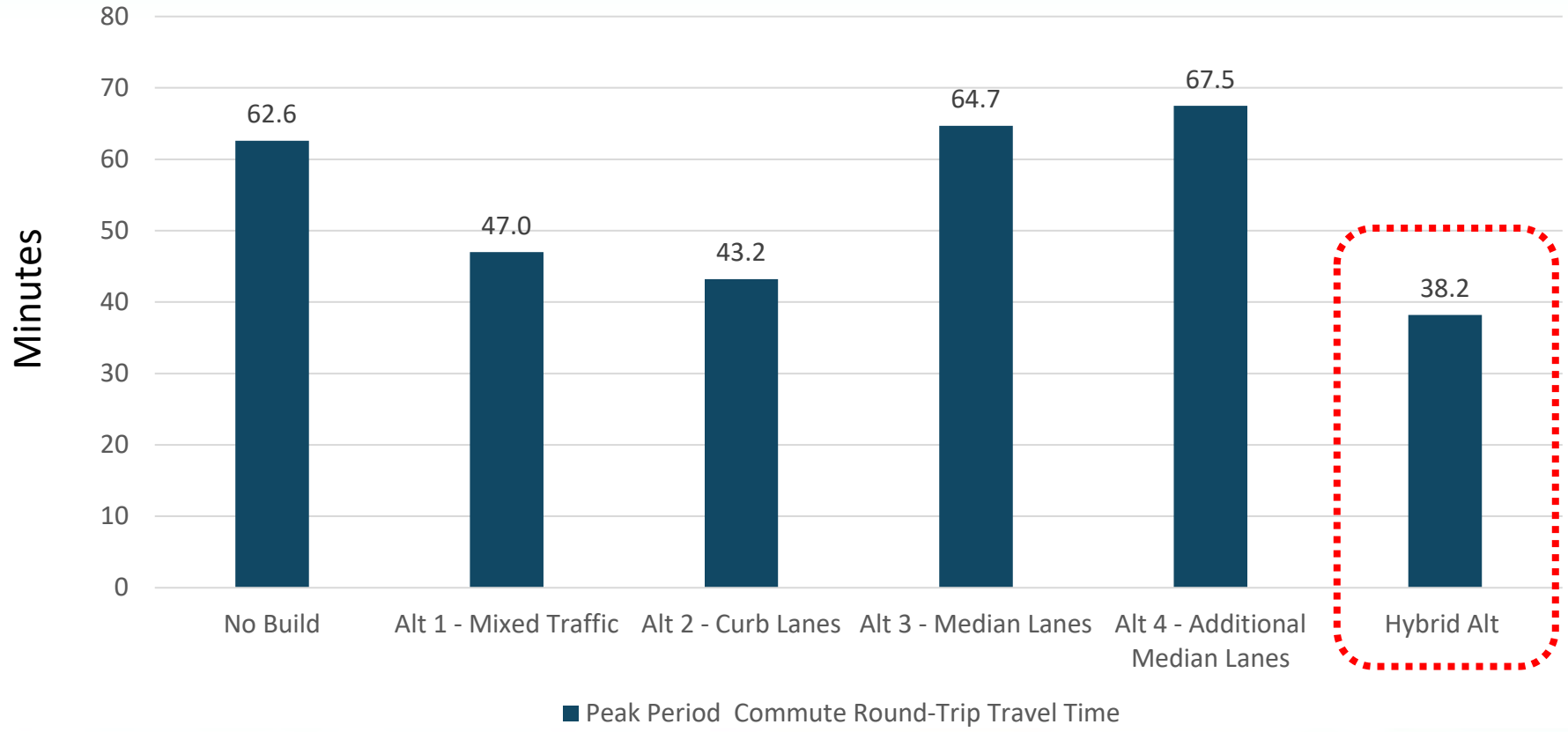
Peak Period Commute Round Trip (AM Southbound + PM Northbound) Between Sheridan Street and Mahan Road (5 Miles)



Note: All alternatives assume a northbound BRT stop on New Hampshire Avenue and not in the Takoma Langley Transit Center

Local Bus Travel Time

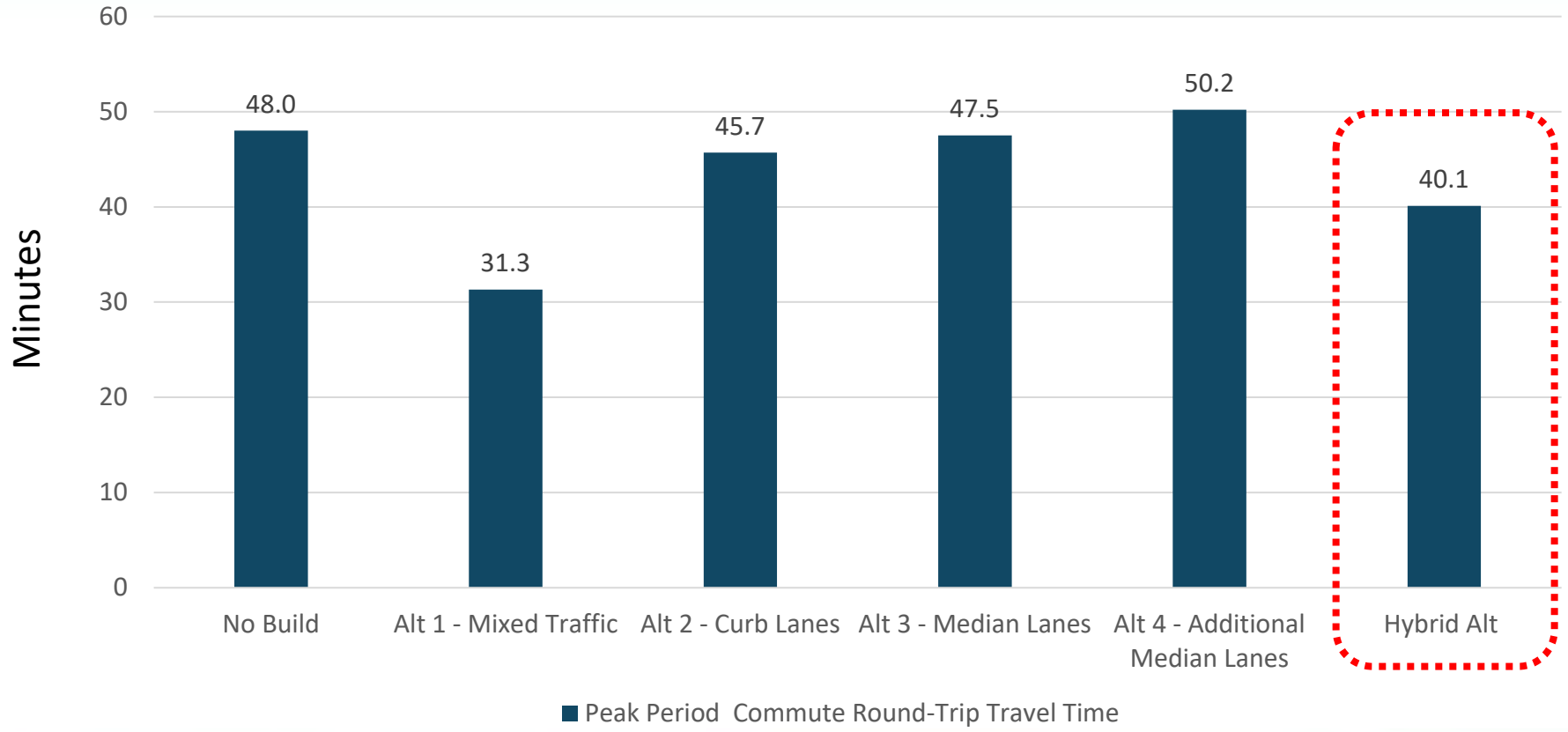
Peak Period Commute Round Trip (AM Southbound + PM Northbound) Between Sheridan Street and Mahan Road (5 Miles)



Note: All alternatives assume a northbound BRT stop on New Hampshire Avenue and not in the Takoma Langley Transit Center

General Traffic Travel Time

Peak Period Commute Round Trip (AM Southbound + PM Northbound) Between Sheridan Street and Mahan Road (5 Miles)



Note: All alternatives assume a northbound BRT stop on New Hampshire Avenue and not in the Takoma Langley Transit Center

Travel Time Comparisons

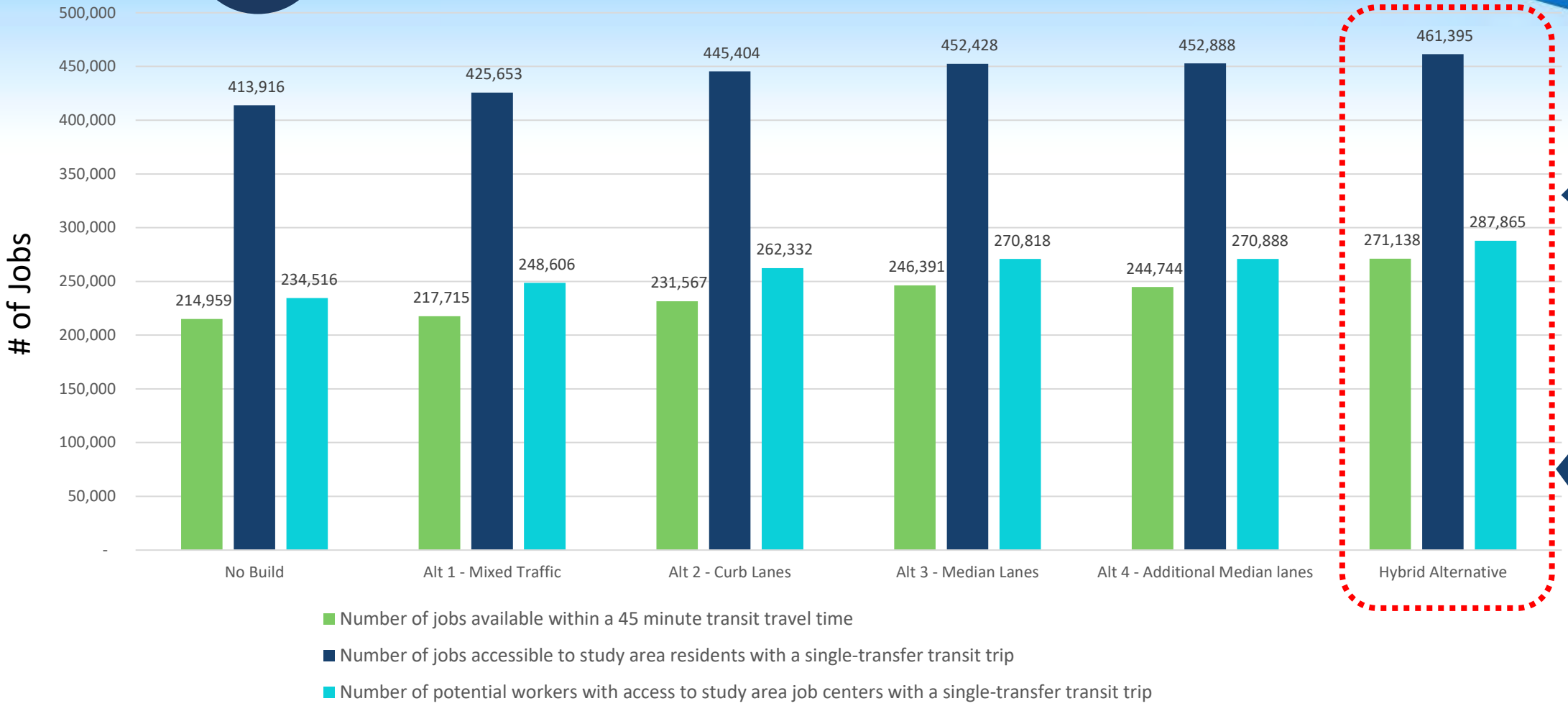
Peak Period Commute Round Trip in Minutes (AM Southbound + PM Northbound) Between Sheridan Street and Mahan Road (5 Miles)

Hybrid Alternative is the best performing alternative for BRT and Local Buses

Mode	No Build	Alt 1 – Mixed Traffic	Alt 2 – Curb Lanes	Alt 3 – Median Lanes	Alt 4 – Additional Median Lanes	Hybrid Alt
BRT	N/A	47.3	43.1	36.4	36.3	32.6
Local Bus	62.6	47.0	43.2	64.7	67.5	38.2
General Traffic	48.0	31.3	45.7	47.5	50.2	40.1

Note: All alternatives assume a northbound BRT stop on New Hampshire Avenue and not in the Takoma Langley Transit Center

Transit Accessibility to Jobs

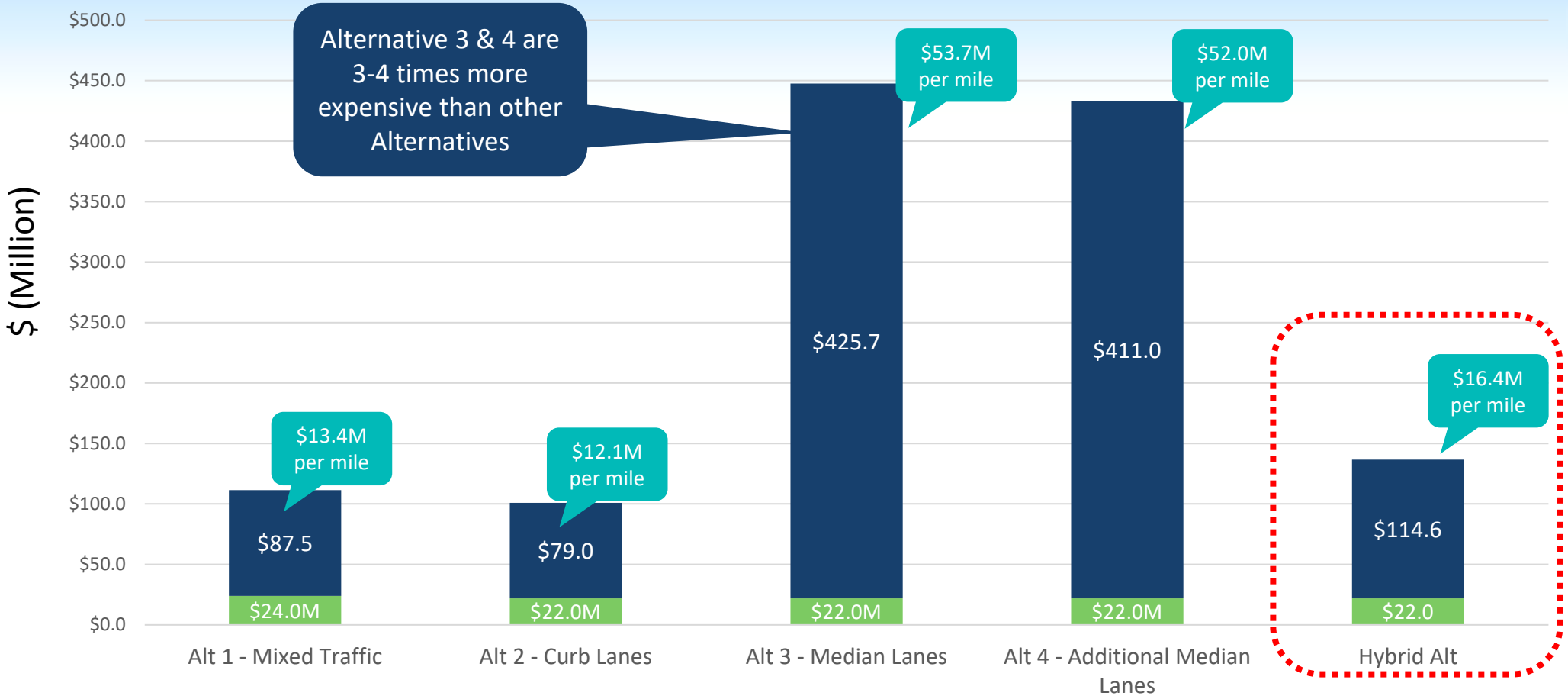


11-25% increase from No Build

Greatest increase in the Hybrid Alternative since local bus and BRT speeds are highest

Note: Based on Remix Analysis with 2023 LEHD data for all alternatives

Total Capital Costs (Including Design)



Costs are in 2023 dollars

Hybrid Alternatives Key Takeaways

- For BRT, the 13 local bus pull-outs save around 3.6 minutes in the southbound AM and northbound PM peak periods for BRT
- The 13 local bus pull-outs cost a total of $14.7 million at an average of $1.1M for each pull-out.
- Specific locations of local bus pull-outs can be revised based on construction and operational feasibility during future design phases

Outreach Goals

- Connect broadly with the diverse communities along the corridor.
- Clarify BRT concepts and articulate opportunities and challenges.
- Focus on community needs and impacts.
- Gather meaningful feedback to develop and refine alternatives.

Outreach History

- **5 Technical Advisory Committee (TAC) Meetings**
  - Last: TAC Meeting #5 held January 25, 2024
- **5 Corridor Advisory Committee (CAC) Meetings**
  - Last: CAC Meeting #5 held January 31, 2024
- **Supplemental Agency & Community Meetings and Events**
- **3 Public Meetings**
  - 3 held in June 2022 – 16 total attendees
- **6 Pop-up events**
  - 6 events between June 2022 and November 2023 – 300+ Conversations
- **Online engagement**
  - Including online map with opportunity to comment

Outreach History

- What we have heard so far (**key themes**):
  - General excitement about investments in transit and BRT
  - Concerned about safety
  - People want to balance impacts to various modes and properties
  - People have differing opinions on design decisions, like the configuration of stations

Some people are most concerned about **congestion.**

Some people prefer to **prioritize BRT with median lanes**.

Some people are concerned with **impacts to their properties**.

Some people feel that **pedestrian safety** should be paramount.

Upcoming Outreach Activities

- Online survey to get feedback on alternatives, including the Hybrid Alternative
- Host a CAC/public outreach meeting
- Update website
- Paid social media
- Flyer drop
- Host pop-up events
- Attending existing community meetings and events

Use these tools to funnel people toward the online survey!

Next Steps

- Present Hybrid Alternative Analysis to:
  - CAC Meeting #6 – Spring 2025
  - Community members through pop-ups – Spring 2025
- Develop a report documenting the entire study – Spring/Summer 2025
- County Executive to Review the Hybrid Alternative
- Planning Board Review
- Council Selection of a Locally Preferred Alternative

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Thank You!

Questions & Discussion

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Appendix B: Other Agency Meetings

Meeting Notes

New Hampshire Avenue Corridor Study

Meeting with the City of Takoma Park - Notes

2/3/2022

Attendees

Alex Freedman (City of Takoma Park Planner)

Rosalind Grigsby (City of Takoma Park Community Development Manager)

Sandra Marks (County)

Jamie Henson (Kittelson)

Tara Hofferth (Kittelson)

Aditya Inamdar (Kittelson)

John Manzoni (STV)

Nadiya Kutishcheva (Sharp)

Agenda/Notes

- Plans and Projects:
    - https://www.thenewave.com/development/planning-vision
    - New Ave Bikeway Project has completed 60% design with 100% design underway. No construction funding has been identified.
        - The facility is mostly out of the SHA ROW
        - The design makes use of frontage roads for the bike facility
- Vision for NHA:
    - The 2013 and 2007 plans are both relevant and cover different sections of NHA
    - The plans strongly focus on pedestrian improvements
    - PGC was not directly involved in that original planning effort
    - The original plan does not include the bikeway facility
    - Vision for the frontage roads? – the bikeway design relies on them
        - Alex and Rosalind to get back on cross section desires
- Land Use and Zoning:
    - Much of the area around NHA is commercial residential town zoning

  - There are hopes for redevelopment of the older strip malls, but there hasn't been indication from owners that they are moving in that direction
- Vision for transit service:
  - Connectivity and multimodal access are important
  - The Takoma Park community has an above average transit use
  - Many people travel to the FDA campus or into DC
- Southern terminus:
  - Fort Totten as a southern terminus would be terrific
- Data:
  - Some data from the Housing and Economic Development Strategic Plan (2017) may be useful- https://documents.takomaparkmd.gov/initiatives/project-directory/Housing-Econ-Dev-Strategic-Plan/HCD-20190827-HED-SP-combined_web.pdf
    - The City will send along that data
  - There was also a study of bus stops along NHA –
    - The highest ridership in Takoma Park is along NHA
    - The study includes average daily boardings
    - Anecdotally, many trips being made are by commuters
  - The NHA Project Team will also share data from this study with the City of Takoma Park
- Stakeholder Outreach:
  - SHA Contact – Erica Rigby
  - PGC Contact – City will send along some names & emails
  - https://www.pgparks.com/5173/SPACEs-Sidewalk-Streetscape-Improvements -Karen Mierow (PG Planning (Developing plan for University Blvd, up to New Hampshire Ave)) Karen.Mierow@ppd.mncppc.org; 301-952-3026
  - TAC – The City does want to participate and will reach out with contact info
    - Sandra will forward Wednesday's invite
  - Housing and community development contacts – City will send contact info
    - Alexander Cross, Takoma Park – Economic Development, Housing, & Planning Development
    - Ira Kowler, Takoma Park – Economic Development, Housing, & Planning Development
  - Takoma Langley - https://takomalangley.org/
    - Kayleigh Gannoud, Takoma / Langley Crossroads Development Authority – City will send that contact info too
    - Steve Wilson, Takoma / Langley Crossroads Development Authority / Meisel Holdings – City will send that contact info too
  - CAC – open application process – City will forward to citizens groups in Takoma Park
  - Monthly newsletter (middle of month, 2 week lead time), e-newsletter every other week
    - The City is open to the toolkit idea!

Action Items

Action Item	**Responsible Party**
Provide clarity on cross section vision	City of Takoma Park
Send data from past studies	City of Takoma Park
Provide contact info for SHA, PGC, others at City of Takoma Park, and Takoma Langley	City of Takoma Park
Identify TAC representative	City of Takoma Park
Forward CAC invitation to stakeholders	City of Takoma Park

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Prince George's County Staff

March 12, 2024

MCDOT
Montgomery County
Department of Transportation

1

Meeting Agenda

1. Project Recap
2. Alternatives Overview
3. Evaluation Overview
4. Next Steps

2

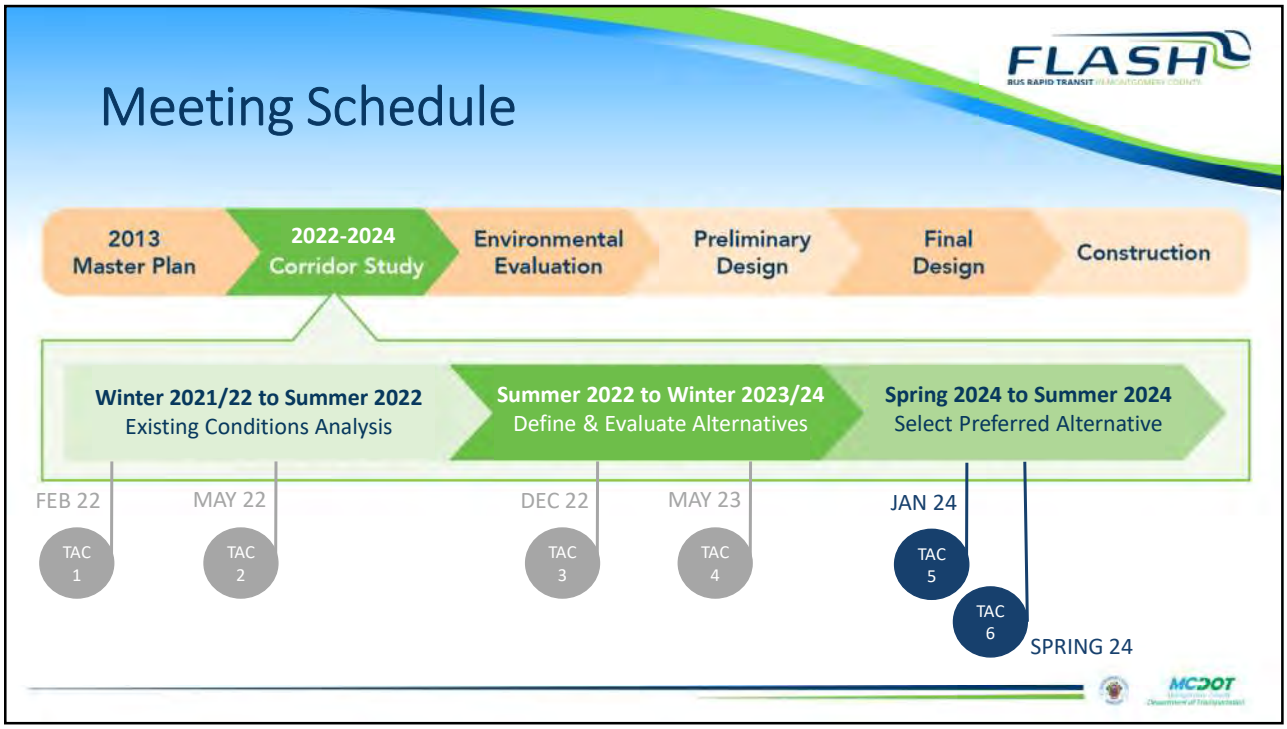
Project Recap

3

Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Will…**
  - Define start and end points
  - Identify preliminary station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility

4

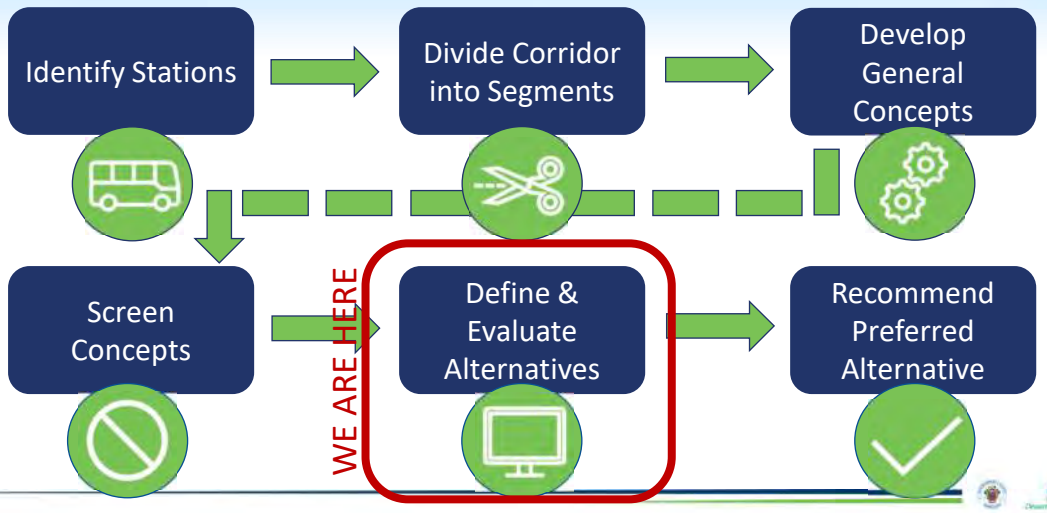

FLASH
BUS RAPID TRANSIT
Meeting Schedule
2013 Master Plan
2022-2024 Corridor Study
Environmental Evaluation
Preliminary Design
Final Design
Construction
Winter 2021/22 to Summer 2022
Existing Conditions Analysis
Summer 2022 to Winter 2023/24
Define & Evaluate Alternatives
Spring 2024 to Summer 2024
Select Preferred Alternative
FEB 22
TAC 1
MAY 22
TAC 2
DEC 22
TAC 3
MAY 23
TAC 4
JAN 24
TAC 5
TAC 6
SPRING 24
MCDOT

5

FLASH
BUS RAPID TRANSIT
The TAC Includes:
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MCDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
CITY OF TAKOMA PARK
1890
MARYLAND
Montgomery Planning
metro
PRINCE GEORGE'S COUNTY
MARYLAND
MONTGOMERY COUNTY
1776
MARYLAND
d.
MCDOT

6

Approach to Develop Alternatives



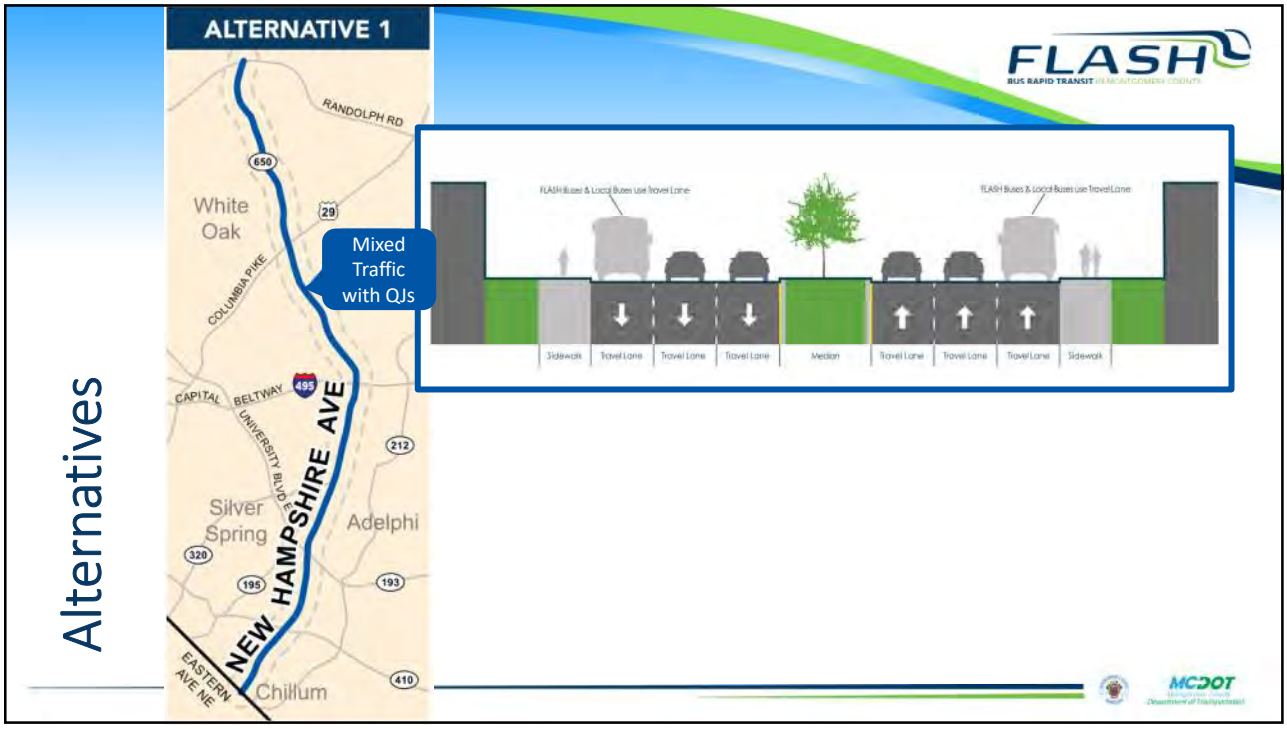
7

Alternatives Overview

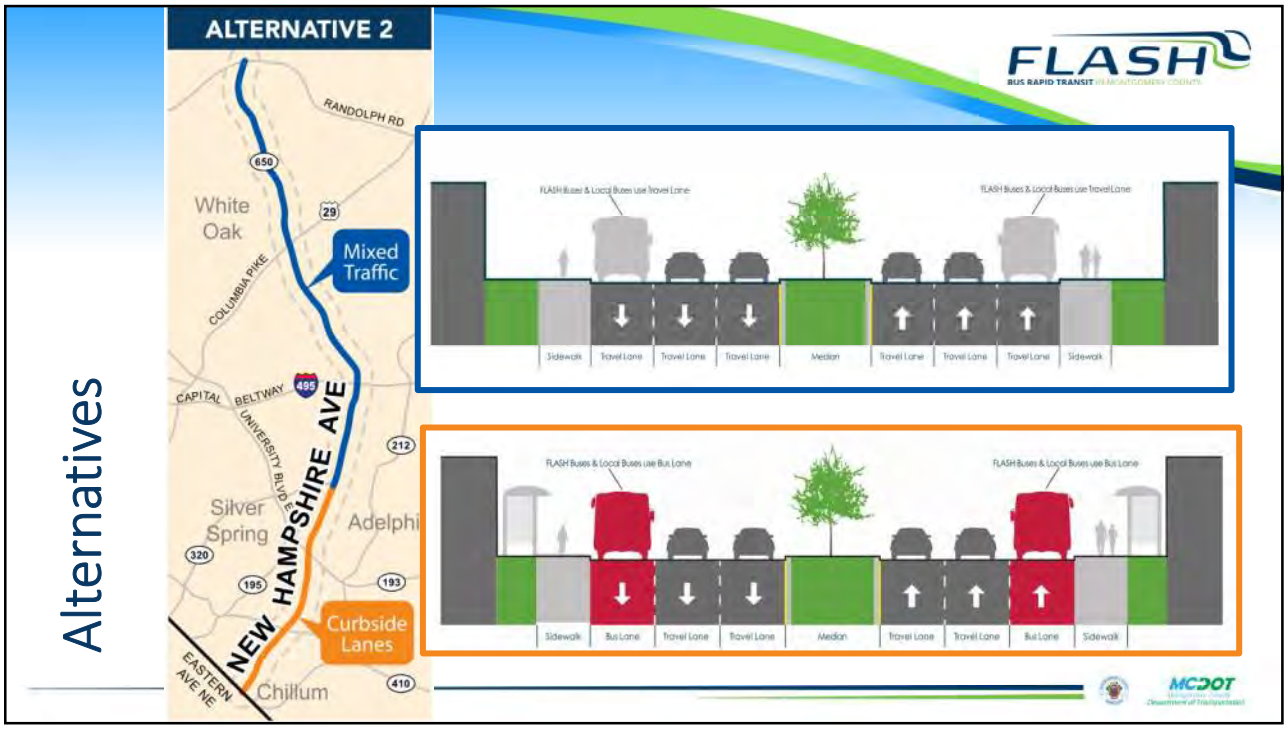
8

Alternatives
ALTERNATIVE 1
ALTERNATIVE 2
ALTERNATIVE 3
ALTERNATIVE 4
RANDOLPH RD
White Oak
COLUMBIA PIKE
CAPITAL BELTWAY
UNIVERSITY BLVD E
Silver Spring
Adelphi
Chillum
EASTERN AVE NE
NEW HAMPSHIRE AVE
Mixed Traffic with QJs
Mixed Traffic
Curbside Lanes
Single Median Lane
Median Lanes
Median Lanes

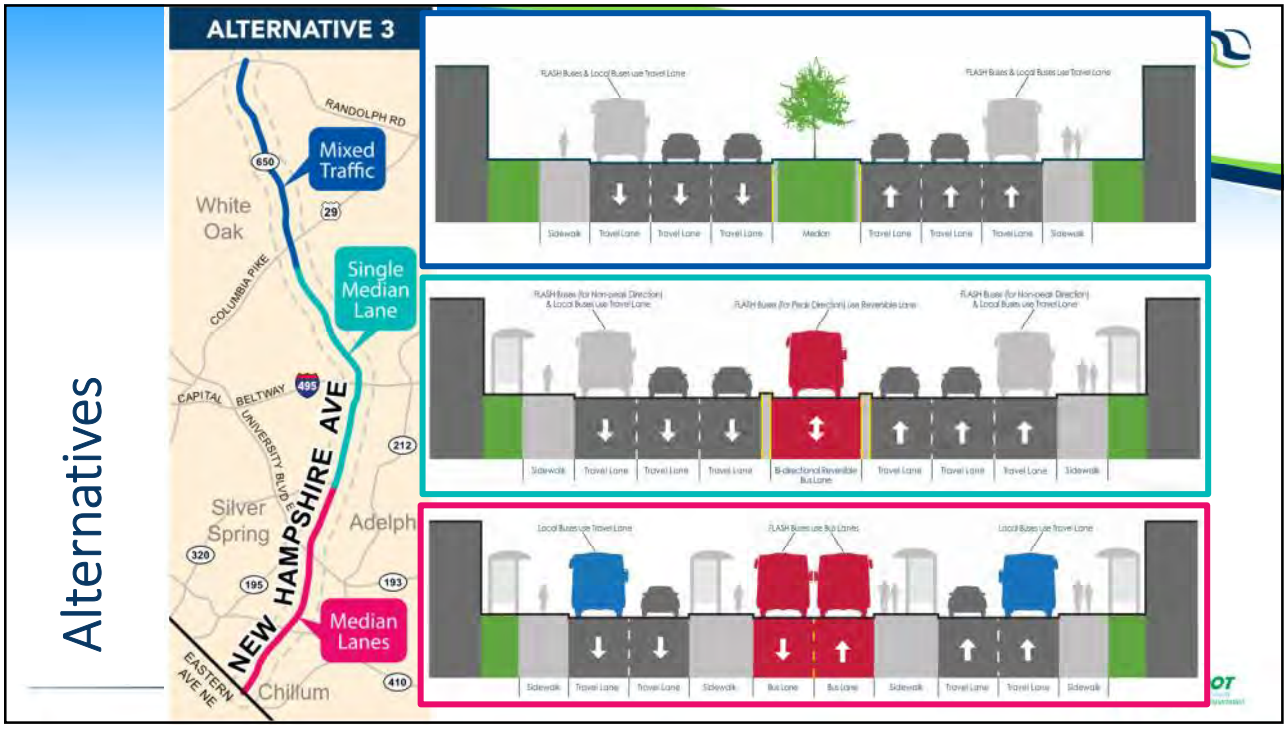
9


Alternatives
ALTERNATIVE 1
FLASH
BUS RAPID TRANSIT
RANDOLPH RD
White Oak
COLUMBIA PIKE
CAPITAL BELTWAY
UNIVERSITY BLVD E
Silver Spring
Adelphi
Chillum
EASTERN AVE NE
NEW HAMPSHIRE AVE
Mixed Traffic with QJs
Sidewalk
Travel Lane
Median
MCDOT

10

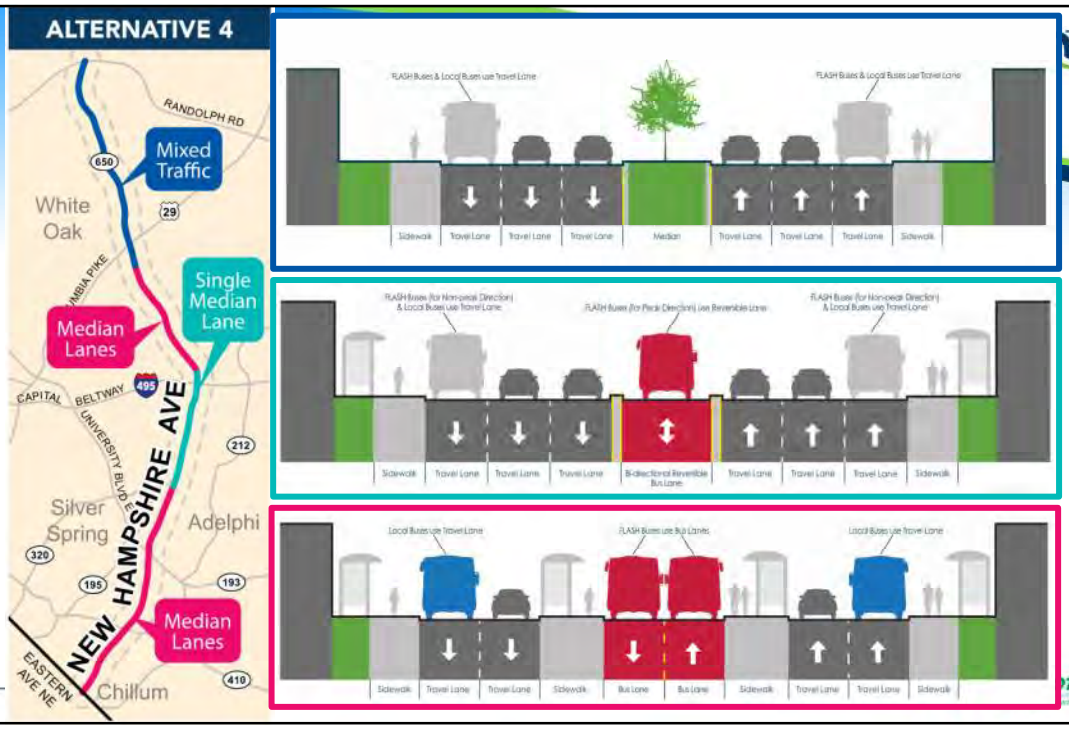

ALTERNATIVE 2
Alternatives
FLASH
BUS RAPID TRANSIT
RANDOLPH RD
650
White Oak
29
Mixed Traffic
COLUMBIA PIKE
CAPITAL BELTWAY
495
UNIVERSITY BLVD E
NEW HAMPSHIRE AVE
212
Silver Spring
Adelphi
320
195
193
Curbside Lanes
EASTERN AVE NE
Chillum
410
FLASH Buses & Local Buses use Travel Lane
Sidewalk
Travel Lane
Median
FLASH Buses & Local Buses use Bus Lane
Bus Lane
MCDOT

11


ALTERNATIVE 3
Alternatives
RANDOLPH RD
650
Mixed Traffic
White Oak
29
Single Median Lane
COLUMBIA PIKE
CAPITAL BELTWAY
495
UNIVERSITY BLVD E
NEW HAMPSHIRE AVE
212
Silver Spring
Adelph
320
195
193
Median Lanes
EASTERN AVE NE
Chillum
410
FLASH Buses & Local Buses use Travel Lane
Sidewalk
Travel Lane
Median
Bi-directional Reversible Bus Lane
Local Buses use Travel Lane
FLASH Buses use Bus Lanes
Bus Lane

12

Alternatives



13

Alternative 1 (TSM)

FLASH BUS RAPID TRANSIT

Station at Quebec Street

- Northbound and southbound queue jumps
- Accommodate residential driveways
- Eliminate portions of service roads

MCDOT

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Alternative 2 (Curbside)

Station at Quebec Street

- Far side stations
- Maintain service roads
- Minimal curb adjustment

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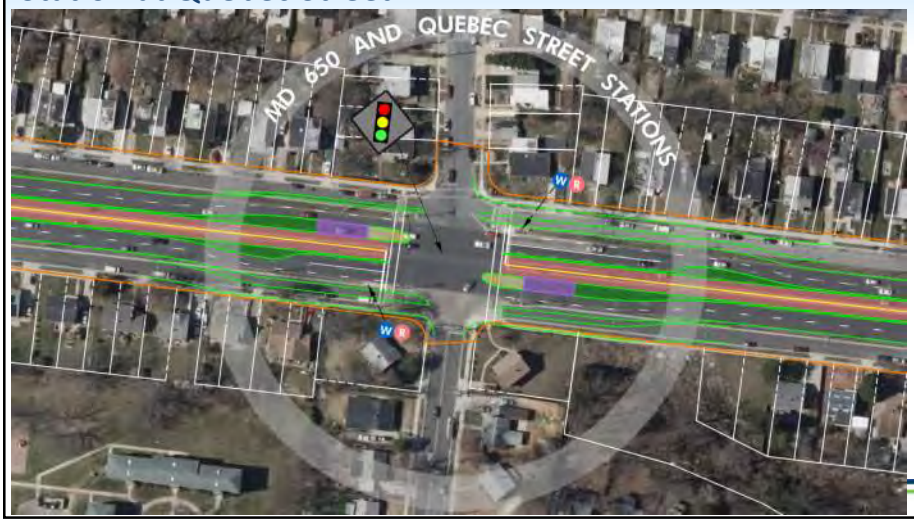
Alternative 3/4 (Median)

Station at Quebec Street



- Far side, median stations
- Adjust service roads

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Evaluation Overview

17

Program Guidance

Program & Project Goals & Objectives

Improve access to jobs, activity centers, and community facilities

Minimize environmental impacts and utilize cost-effective design

Improve safety of our streets and the livability and wellness of our communities

Promote economic development with appealing and functional transit

Provide a fast, reliable, efficient, and connected transit service

Provide improved and accessible transit service for underserved populations

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Metrics

- BRT Travel Time
- Local Bus Travel Time
- Vehicle Travel Time
- Right-of-Way Required
- Cost per Mile
- Total Construction Cost
- Construction Duration
- Jobs Accessibility
- Transit Ridership

Will discuss Ridership at next TAC meeting!

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Key Questions

- Do the alternatives improve transit travel time?
- Are there major differences in BRT travel times?
- Are there major differences in K9 travel times?
- Are there major changes to vehicle travel times?
- Are there major differences in cost and implementation?

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Corridor Travel Time

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Travel Time Approach

- VISSIM analysis between District Border and Lockwood Drive
- Forecast 2045 volumes; vehicle diversions considered
- Included Purple Line
- Assumed all existing transit/bus routes and frequencies are maintained

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Corridor Travel Time Themes

- Improved transit travel time from No-Build
- BRT is faster in Alternatives 2, 3, & 4
- K9 bus service is considerably faster in Alternative 2
- Vehicle travel times in Alternatives 2, 3, & 4 are high

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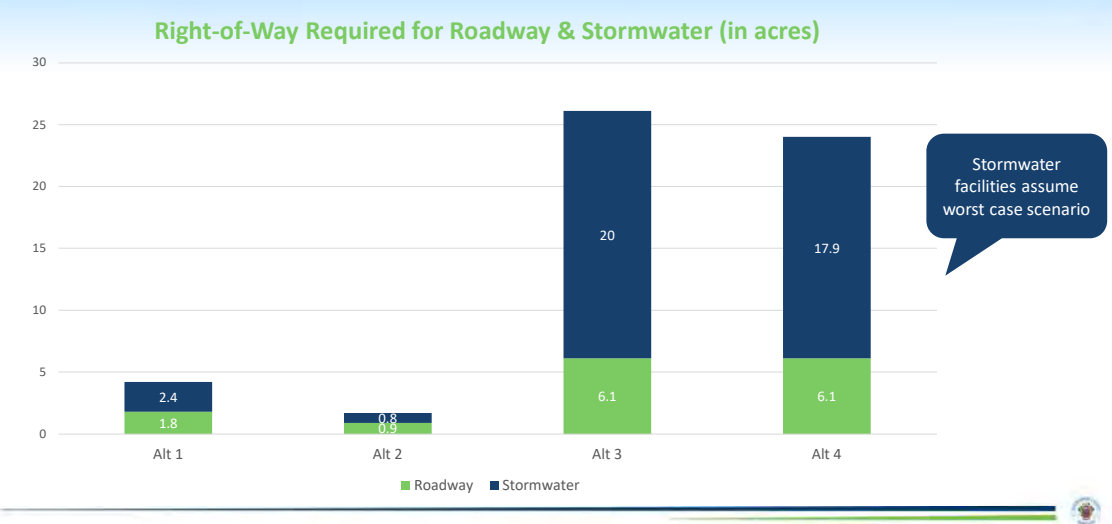
Right-of-way, Cost, and Implementation Timeline

24

Right-of-Way Required



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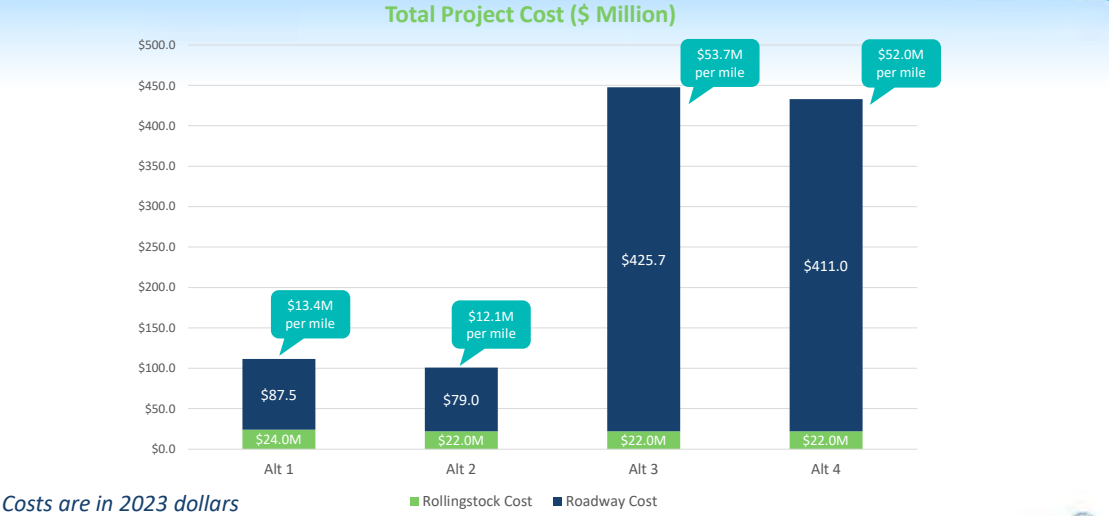
Capital Costs



26

Construction Duration

- Alternatives 1 and 2 – about 2 to 3 years
- Alternatives 3 and 4 – about 4 to 5 years

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Moving Toward Completion

28

Next Steps

- Complete Ridership Analysis
- TAC and CAC in April/May
  - Outreach focuses on CAC feedback
  - Present transit ridership and Gather feedback on potential Hybrid alternative
- Final TAC and CAC June/September
  - This round of outreach will be more broad
- Select Locally Preferred Alternative

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Implementation Considerations

- Identify concerns from Prince George's County staff
- Define a lead agency to implement the project
- Early implementation opportunities

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FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY
Questions?
MCDOT
Montgomery County
Department of Transportation

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Meeting Notes

New Hampshire Avenue Corridor Study

Meeting Notes

2/24/2022

Attendees

Sandra Marks (County)

Jamie Henson (Kittelson)

Tara Hofferth (Kittelson)

Aditya Inamdar (Kittelson)

Jamie Cepler (WMATA)

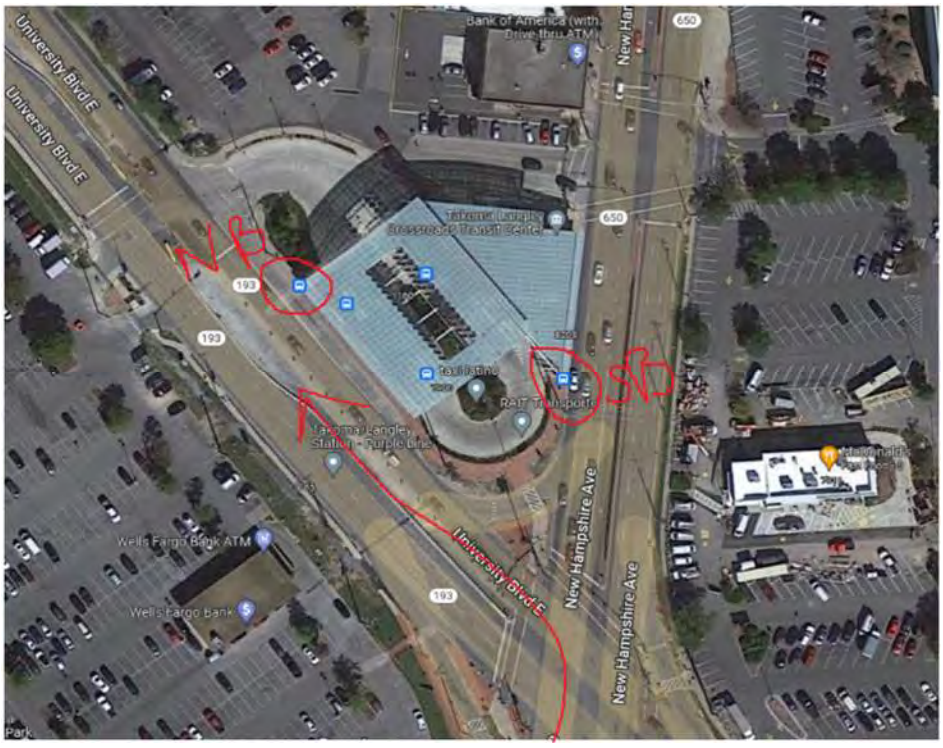
Ginger Archibald (WMATA)

Agenda / Notes

1. Introductions
2. Project Overview
3. Fort Totten
    a. The K9 was rerouted from New Hampshire Ave to Eastern Ave due to congestion
    b. Both the K9 and K6 come into the same bay at Fort Totten
    c. WMATA owns the bus bays and parking lot at Fort Totten, but the extents of ownership are not clear
    d. Fort Totten is being redeveloped (currently in early stages of redevelopment)
        i. That project will remove bays to the east of the tracks and create a more useful facility overall
        ii. It will eliminate the short-term parking and replace with on-street drop off spots
        iii. It will likely create room for 5 or so bays to the north of parking lot (but losing 3 bus bays by the tracks)
        iv. BRT bays typically need to be longer – this could be considered with redevelopment
        v. Where is WMATA on planning for electrifying bus bays?

vi. Timeline for Flash and for the development:
    a. At least 5 or 6 years out for the NHA BRT service
vii. Coordinating with the redevelopment is important
    a. JD/AC - Joint Development / Adjacent Construction will coordinate construction on WMATA property

e. The K9 route might be shifted as part of implementing the new BRT service, but the analysis is not that far along yet
f. WMATA assumes the K6 route will be maintained - typically, local service is maintained at first and then service is shifted as ridership shifts
g. The New Hampshire BRT will likely move forward with exploring Fort Totten as the terminus
    i. More analysis is needed to verify

4. Takoma Langley Transit Center (TLTC)
    a. K6 stops:
        i. 

    b. Purple line will stop in the median on University Blvd
    c. TLTC is owned and operated by the State (located in Prince George's County)
    d. WMATA functions as the operator of the facility and assigns bays
    e. The Project Team will consider how the BRT stops fit in here (in terms of level boarding, length, etc.)

i. The Project Team should consider what a shared stop might look like

f. The Project Team should also consider construction impacts at the TLTC to reduce impacts to existing service (considering pedestrian activity as well)

i. Construction coordination with WMATA and SHA will be important

5. Current Operations
    a. WMATA experiences few issues with current K6 operations
    b. The bus runs slower in congestion, which is concentrated around the beltway
6. Additional items to consider
    a. WMATA is interested in analysis of alternatives around Powder Mill Rd
    b. On the FDA campus, getting the connection to the north is important for the BRT service
    c. If there is a transit lane in New Hampshire Ave, what will that mean for WMATA service as well as local bus service?
7. Northern terminus
    a. The Project Team should explore how people are using the Colesville park and ride
        i. Consider how utilization affects the northern terminus of the project
        ii. Connectivity to service on Randolph might be applicable
        iii. There were 5 boardings and 5 alightings at the Colesville park and ride WMATA bus stop at rush hour
8. Next Steps
    a. include WMATA in on conversations with FDA
    b. TAC and CAC meetings in April

Meeting Notes

New Hampshire Avenue Corridor Study

Meeting with FDA

Agenda/Notes

8/14/2023

Attendees

Rebecca Park, Montgomery County

Deanna Archey, Montgomery County

Wayne Miller, Montgomery County

Pam Destino, WRA

James Ritchey, WRA

Alexander Urby, WRA

Andrew Dempster, FDA

David Manchas, FDA

Danielle Houpe, FDA

Jamie Henson, Kittelson & Associates

Tara Hofferth, Kittelson & Associates

Alexis Williams, STV

Agenda/Notes

1. Scope
    a. Data collection
    b. Previous plan review
    c. Stakeholder outreach
    d. Objectives & MOEs
    e. High level concepts
    f. High level analysis

g. Implementation plan

2. Schedule
    a. 6 to 8 weeks
    b. Schedule subsequent meeting
    c. Discuss results at September CAC
3. Data needs
    a. Shuttle service routing, frequency, ridership, operations
    b. Employee growth, O&Ds
4. Possible Alternatives
    a. Status of White Oak Transit Center plan
    b. Update on development plans
    c. Any FDA Master Plan updates
    d. Preferred connection
    e. Security concerns
5. Next Steps

Notes:

- Sites 1 and 4 property owners were not interested – those options are eliminated
- Sites 5, 6, 8 –
    - Site 6 property owner not interested
- Interested in working with FDA on finding a site
- FDA security is concerned with inviting the public to come onto the site if they do not have specific business with the agency
- US 29 stop has worked, but it is very low key / anonymous
- Having a public transit center on site is not likely to be received well
- FDA likes Site 8 – unlikely due to recent development plan
    - But would have security concerns with the street connecting through
        - Would look for a pedestrian connection
    - And GSA would not likely give up any FDA property to that site
- New truck screening facility being designed as part of the FDA plan
    - No new signal there
    - Rejected vehicles would circle out at the non-signalized intersection

- Lockwood connection –
    - FDA has various concerns
    - This group would advocate for that, but the security group might not
    - Would need a strong rationale and benefit
    - A proposal with a more fluid boundary
    - Needs to be before the security access point
- If BRT is out at NHA, FDA could run shuttle service to that location
    - Expensive and less convenient
    - Would prefer more direct access
- Transit center in the new truck screening area?
    - Doubtful that there would be this kind of transfer of land from the federal to local government
    - would take a major initiative to secure that area for the transit center
- 3,000 arrivals per day now
    - Peak was 7,000 arrivals
    - Approved for 11,000 – 18,000 arrivals per day in the future
    - 2,000 – 3,000 people assigned to other leased locations in the area
        - Would be beneficial to get these people to FDA
    - Cultural transformation is happening – time of use work stations
    - Continuous growth mode
    - Working on getting more people assigned to the site
- No plans for parking construction right now
    - Not getting as many visitors nowadays either
- Follow up to learn more about shuttle program
    - Shuttles are the work around
    - Ideally there would be more permanent infrastructure
    - Include GSA partners in next meeting
- Is there value and if there is, what is the implementation process?
    - It would be helpful to have some numbers by then?

Meeting Notes

New Hampshire Avenue Corridor Study

Meeting Agenda/Notes

9/21/2023

Attendees

Andrew Dempster (FDA)
Danielle Houpe (FDA, Transportation Management)
David Machas (FDA, Transportation Management)
Karl Thrash (FDA, Security)
Alan Zawatsky (GSA, Operations)
Rudy Ramirez (GSA, Operations)
Rick Kiegel (RK&K)
Jamie Henson (Kittelson)
Tara Hofferth (Kittelson)
Jacob Smith (STV)

BRT Program and New Hampshire Avenue BRT Overview:

- Jamie provided an overview of the Montgomery County BRT program
- Tara noted the current status of the New Hampshire Avenue BRT Study (presentation included as attachment)
    - Corridor alternatives were noted
    - Potential connections between the FDA Campus and Lockwood Drive were noted

Discussion of FDA commuter programs and travel trends:

- FDA is a proponent of public transit and the Flash BRT program.
- FDA's travel demand management goals include incentivizing the use of public transit and reducing the number of seat switches necessary for employee commutes.
- FDA is not interested in running competing transit services.
- FDA has approached their shuttle program to provide supplemental shuttle service by filling efficiency and convenience gaps in the public transit network with FDA shuttle service.
- It was noted that pre-pandemic shuttles were often full during peak period travel times.
- Post-Pandemic commuter trips are a quarter to a half of pre-Pandemic arrivals, but that number is expected to increase as FDA goes through space optimization.

FDA and GSA feedback on BRT planning efforts:

- The option of BRT staying on New Hampshire is especially appealing in terms of security.
- Looping BRT into campus and back out to New Hampshire Avenue is also acceptable in terms of security.
- There are security concerns about any BRT connection from the FDA Campus through to Lockwood Drive.
    - The major concern is breaking the perimeter and how that would be controlled/mitigated.
    - The connection would need to be a bus-only connection, perhaps with a gate or signal that bus drivers can operate.
    - It would need to be clear how to keep cars from circulating through the new entry point.
- Feasibility of connections
    - The western most connection option is most feasible in terms of security as it is not behind the point at which badges are checked.
    - The option to the immediate east of the self storage location could possibly work.
    - The eastern most connection would be more challenging since it is beyond the badge checkpoint.

Next Steps:

- The Consultant Team will be developing two connection concepts to discuss in more detail with FDA and GSA.
- FDA will reach out to GSA Planning staff to brief them on these discussions.
- The Consultant Team will request input from FDA as needed.

Meeting Notes

New Hampshire Avenue Corridor Study

Meeting with FDA Notes

3/28/2022

Attendees

Sandra Marks (County)

Corey Pitts (County)

Rebecca Park (County)

Jamie Henson (Kittelson)

Tara Hofferth (Kittelson)

John Manzoni (STV)

Andrew Dempster (FDA, Campus Logistics and Transportation Management)

Danielle Houpe (FDA, Campus Logistics and Transportation Management)

Agenda / Notes

1. Introductions
    a. Federal General Service Administration (GSA) operates the campus
        i. It will be important to connect with GSA as we consider a station on campus
        ii. The FDA Engineering Team should also be engaged
    b. Most transportation coordination is led by the Campus Logistics and Transportation Management Team, including Andrew and Danielle
2. Additional Contacts
    a. GSA
        i. Alan Zawatsky, Director, Federal Research Center at White Oak - alan.zawatsky@gsa.gov
        ii. Shelly Jones, Senior Community Planner - shelly.jones@gsa.gov

b. FDA
    i. Dave Manchas, Employee Transportation Coordinator - David.Manchas@fda.hhs.gov
    ii. Timothy "TJ" Garman, Team Lead for the Engineering- timothy.garman@fda.hhs.gov

3. US 29 Flash Service
    a. FDA worked closely and successfully with the County on the US 29 project
    b. The station on campus is operating well for that service
    c. The County is proceeding with a study to identify operational improvements to the US 29 service
4. FDA Travel Patterns (pre- and post-Pandemic) and the Campus Master Plan
    a. The Campus is approved for 18,000 personnel on site
    b. Pre-pandemic, approximately 11,000 personnel were assigned to the site
    c. Pre-pandemic, approximately 6,000 - 7,000 people were arriving each day
        i. This was based on unique card swipes
        ii. The arrival ratio is attributed to several factors such as staffing, time off, etc.
    d. Post-pandemic, FDA expects a changing workplace paradigm
        i. FDA expects a greater assignment of personnel to the site
        ii. Still, FDA expects a similar arrival value of 6,000 – 7,000 personnel (assuming there is more flexibility around working remotely, which will be pursued by applicable personnel)
    e. The Project Team will verify what the parking ratio is in the Master Plan
        i. The current ratio is 1 space to 1.5 assigned personnel
        ii. FDA anticipates that this ratio is reduced in the Plan
    f. The FDA campus has a robust arrival rate on alternative transportation and offers several subsidized options for employees
        i. Shuttle System - full shuttles at peak hours
            a. The agency pays for this shuttle service – it is free to employees
            b. The shuttle is contracted service
            c. It fills in the gaps where public transit does not exist
            d. https://fdashuttle.com/map
            e. https://www.fda.gov/media/92208/download
            f. Pre-pandemic the White Oak Campus had 180 established vanpools

ii. Bike program / club
iii. Number of RideOn Route 22 boardings per day during rush hour pre-pandemic – vehicles were often observed arriving and departing full
iv. This is an incentive based alternative transportation program
a. FDA pays for up to full commute cost, upto the maximum non-taxable benefit for people taking transit or vanpools

g. FDA has a post-pandemic return to facilities plan and a schedule for doing so
i. Greater flexibility will be offered - varying by office
ii. The Campus has a flexible arrival time – unstructured and staggered arrivals even pre-pandemic

h. FDA might have a zip code heat map for where personnel live that might be appropriate to share with the Project Team

5. Connectivity to Lockwood
a. This would be a long-term prospect
b. The Project Team should engage GSA in getting that conversation started (Shelly Jones)

6. Fort Totten Terminus
a. Employees have enjoyed the K9 connection to Fort Totten, especially for coming in from Virginia on Metro
b. The K6 route was also well used
c. Fort Totten station is an important hub
d. It is important for arriving via the green and yellow lines

7. On Campus Station
a. The FDA Master Plan proposes to relocated employee access to transit away from the front circle to a more secure location on the north loop road and away from buildings
b. The Project Team should discuss station options with the FDA Engineering Team

8. Next Steps
a. Engagement –
i. The Project Team should get FDA the project survey very early to allow time for processing it through the agency
ii. FDA is open to discussing a pop-up event as well as other virtual options for distributing information and engaging with employees
b. The County will share the TAC presentation with FDA

Appendix C: CAC Meetings

CORRIDOR ADVISORY COMMITTEE (CAC)
MEETING #1 SUMMARY
APRIL 2, 2022
7:00 PM – 8:30 PM

ATTENDEES:

CAC Member Attendees	
Marie Michelle Bunch	Maura Moser
Hector Change	Peter Myo Khin
Eileen Finnegan	Daphne Pallozzi
Gail Fisher	Shane Pollin
Gretchen Goldman	Elise "Elizabeth" Rahimi
Craig Grunewald	Peter Tantisunthorn
June Henderson	Clay Teunis
Louis "Lou" Krupnick	Dan Wilhelm

Additional member of the public attended the meeting.

Montgomery County Staff and Consultant Team	
Sandra Marks	MCDOT
Corey Pitts	MCDOT
Joana Conklin	MCDOT
Jamie Henson	Kittelson
Tara Hofferth	Kittelson
Nadiya Kutishcheva	Sharp & Co.

PRESENTATION OVERVIEW

Welcome and Introductions

- Project manager Sandra Marks welcomed everyone to the meeting and gave a brief overview of meeting expectations, zoom software, and project team.
- Introductions by the Corridor Advisory Committee (CAC) members included their name, what most interested in them in this study, and what the most important thing is to address along New Hampshire Avenue.
- The role of the CAC was provided along with a timeline of when they would be consulted during this planning project. The CAC will:
    - Provide input, guidance, and oversight in accordance with the Master Plan
    - Encourage community involvement throughout the project
    - Share information with the community
    - Build consensus

Program and Project Overview

- The New Hampshire Avenue corridor was identified as part of the Countywide Transit Corridors Functional Master Plan, adopted in Montgomery County in 2013.
- Several other corridors are simultaneously being implemented, including service on:
    - US 29, which is already operational
    - Veirs Mill Road, which is in preliminary design
    - MD 355, which is in preliminary design
    - North Bethesda, which is also undergoing a concept study
- BRT is categorized by enhanced vehicles, enhances stations, and enhanced operations
- This concept study is an early step in the overall implementation of BRT service along New Hampshire Avenue. Following this corridor study will be an Environmental Evaluation, Preliminary Design, Final Design, and ultimately construction. Funding has only been identified for the concept study so far.
- Consultant Jamie Henson covered what questions this concept study will address over the course of an 18-month schedule.

Goals and Objectives

- Jamie explained the process for developing goals, objectives, and metrics.
- The draft project goals for the New Hampshire Avenue project reflect program-wide goals. Objectives and metrics will be more tailored to the specific character and constraints of the corridor.
- The overall goals include:
    - ***Quality service:*** Provide a fast, reliable, efficient, and connected transit service.
    - ***Mobility Choices:*** Improve access to jobs, activity centers, and community facilities.

- ***Sustainable Solutions:*** Minimize environmental impacts and utilize cost-effective design.
- ***Community Equity:*** Provide improved and accessible transit service for underserved populations.
- ***Economic Growth:*** Promote economic development with appealing and functional transit.
- ***Public Safety:*** Improve safety of our streets and the livability and wellness of our communities.

Corridor Overview

- Jamie reviewed the Project Team's understanding of the corridor developed through existing conditions analysis, highlighting a few key takeaways as outlined in the presentation slides

Engaging the Public

- Jamie emphasized the important of public engagement as part of this concept study.
- This engagement is planned through:
  - Public meetings
  - Pop-up meetings
  - Community outreach meetings
  - Employer outreach meetings
  - Corridor Advisory Committee (CAC)
  - Technical Advisory Committee (TAC)
  - Agency Advisory Committee (AAC)

Next Steps

- The Project Team will be completing Existing Conditions Analysis, refining Project Goals, Objectives, and Metrics, and continuing to engage stakeholder groups
- Public Engagement will take place in May
- Then the Project Team will proceed with developing initial corridor concepts
- Please reach out to Project Manager, Sandra Marks (Sandra.marks@montgomerycountymd.gov) with any questions and visit the Project Website: https://www.montgomerycountymd.gov/dot-dte/projects/newhampshireave/

Questions and Comments

As CAC members introduced themselves, they indicated their priorities for, concerns about, and connection to the New Hampshire Avenue BRT Study:

- Effective public transit
- Development alongside White Oak Science Gateway

- Dedicated/median bus lane, reaching Fort Totten
- Improve pedestrian safety
- Provide equitable service
- Transit should become more enticing to car users
- Pedestrian Safety at the Elton Road / New Hampshire Intersection and at the Powder Mill / New Hampshire intersection.
- With the forthcoming Hillandale Gateway Project, a better, safer transit system is needed.
- Better solutions for pedestrians and drivers
- Improvement of safety for pedestrians and cyclists
- BRT needs to reach riders within 2 miles of corridor, especially adjacent to White Oak. Consider 10-year growth of corridor (i.e. Viva White Oak)
- Transit Center at White Oak needs to be better defined
- Many employees at CHI Centers, Inc. who might have intellectual and developmental disabilities rely on Public Transportation.
- Hillandale Gateway is a community of sustainable buildings. Residents should have transportation alternatives to driving.
- New Hampshire Ave should be a multimodal corridor
- Concerned about safety along the corridor in Hillandale
- The local bus network should feed riders to BRT
- The FLASH US29 lingers too long at FDA
- There is too much congestion along New Hampshire Ave in Hillandale
- Better interconnection with Randolph Road is needed
- BRT is an alternative to single occupancy vehicles, especially with dedicated lanes

The CAC Members also asked a series of questions through the meeting:

- Q: How would riders reach the BRT service? Where would riders driving to the BRT park?
- A: Connectivity is an important component to the project. Most riders would likely walk or bike to the service. There is also parking at park and ride lots, specifically at Colesville.

- Q: But do people who work and live in the corridor commute very far? I live about 1.5 miles away from work but it's not along the same road I live on.
- A: Once we look at origin and destination data, we will have a better understanding of the travel patterns.

- Q: What location are you considering for the public meeting?
- A: The first public meeting will be virtual. Future in person meetings will also have a virtual option.

- Q: Amharic is valuable for Southern Park of Corridor (Takoma Park). You should promote public meetings with direct mailing.
- A: Thank you, we are promoting meetings with direct mailing.

- Q: What are the details for the public meeting?
- A: Details have not yet been determined but email and direct mailers will be sent once we finalize the date.

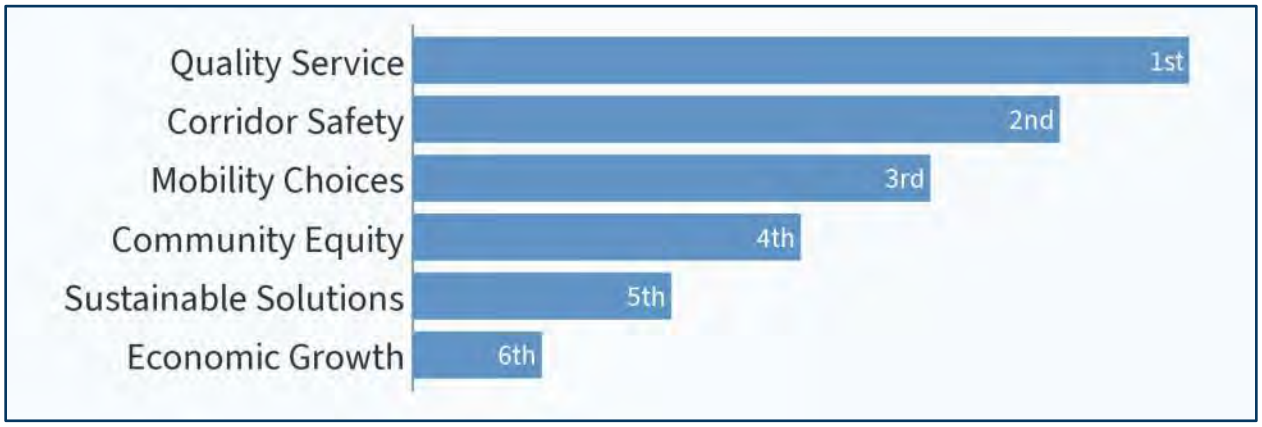
- Q: At what point will the issue of dedicated lanes really be addressed?
- A: Project alternatives will consider dedicated lanes. Different options will be evaluated

One CAC member also suggested that there should be more CAC Meetings.

Poll Everywhere Results

Throughout the presentation, meeting attendees were polled for their input and perspective. The poll questions and results follow.

Rank these goals according to which are the most important to you (placing your highest priority at the top).



Are there other corridor concerns or characteristics that we should be thinking about?

transfers from BRT to Ride On

Connection with trails (Sligo Creek?)

What is the value of this project to the residents who live north of Colesville? Is there value to users of the ICC, which crosses near Colesville?

Have you included the Army Research Lab on Powder Mill as part of the employment? Have you surveyed FDA employees--all 11k?

Clearly more road width will be necessary to accommodate these improvements, has there been any discussion with the SHA to do so?

interconnection between BRT corridors

Need for connectivity to the train (if have to stay MoCo, maybe go up eastern close to Takoma Metro?)

connectivity to development planned for Viva WO

Age of people along the corridor, considering transit users are also younger/older?

Should reconsider the 1/2 mile corridor zone to at least 1-mile to get the correct count of potential riders.

Extension of the BRT to Clovery.

balancing modes in limited right of way

Connecting south of current border to the metro

What about those coming from the north of the county or further north?

How would you suggest engaging the community?

Doing outreach at the high usage bus stops on NH.

In, say, Hispanic areas you might consider approaching churches that serve that segment.

Barbershops

outside grocery stores, restaurants

Signs at grocery stores

There's a public library north of 29 on HWY 650

need to focus on how the area will look with the new development

Via the Neighborhood app

Churches

when you examine and depict existing conditions, can you include photos of New Hampshire at Powder Mill, at night, in the rain.... when there is a huge clog on the beltway ...and traffic is backed up for a mile?

Social media, messaging groups (Whatsapp)

You seem to have a good path established

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Corridor Advisory Committee (CAC)

Meeting 1

April 5, 2022

MCDOT
Montgomery County
Department of Transportation

Meeting Expectations

- We're committed to starting on time and ending on time
- Meeting facilitator will guide discussion
- We're creating spaces for all voices to be heard
- Take advantage of the "raise hand" feature
- Place microphones on mute when not talking

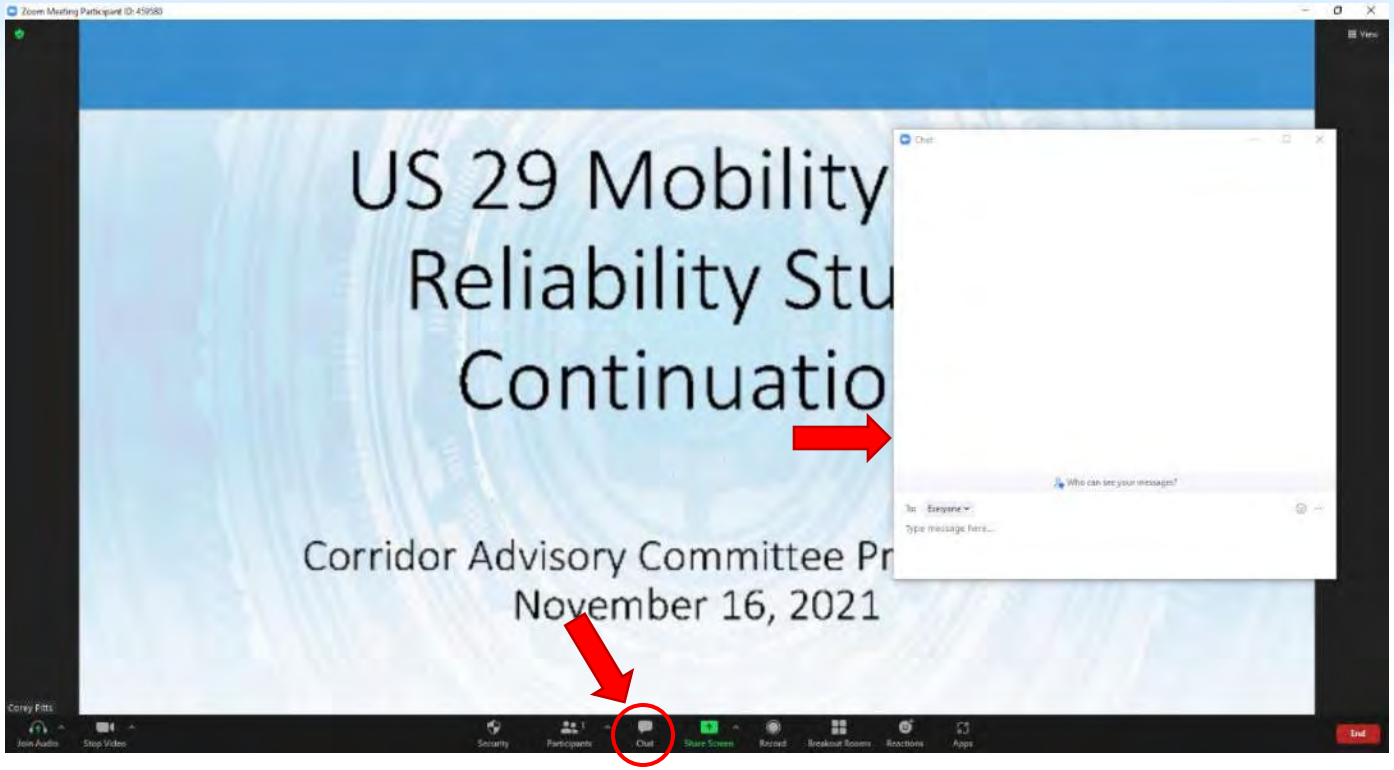
Using Zoom

Ask a question (in text):

- If you have a question during the presentation, please send it via the **chat**.

To send a chat:

- Click “chat” in the bottom menu.
- A new window will appear.
- Type your question and send it.



Using Zoom

Raise your hand:

- If you'd like to speak to ask a question or make a comment, please **raise your hand**.

To raise your hand:

- Click "Reactions" in the bottom menu.
- A new window will appear. Click the "Raise Hand" button at the bottom.
- If you've dialed in by phone, dial *9.

Project Team

Montgomery County Department of Transportation (MCDOT)

- Sandra Marks
- Corey Pitts
- Joana Conklin

Planning Consultant Team

- Jamie Henson
- John Manzoni
- Tara Hofferth
- Nadiya Kutishcheva

Meeting Agenda

- Introductions
- Program and Project Overview
- Goals and Objectives
- Corridor Overview
- Engaging the Public
- Next Steps

Introductions for the Corridor Advisory Committee for the New Hampshire Ave BRT

Introductions:

- Name
- Why are you interested in this study?
- What is the most important thing to address along New Hampshire Avenue?

Role of Corridor Advisory Committee

- Provide input, guidance and oversight in accordance with the Master Plan
- Community involvement throughout project
- Information sharing with community
- Build consensus

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

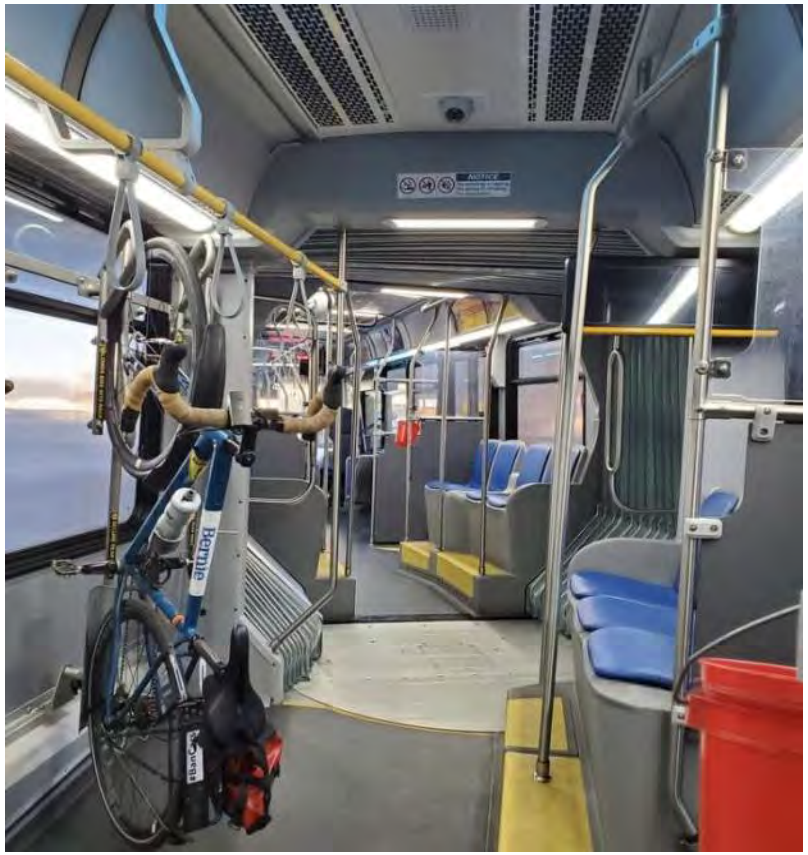
Program and Project Overview

MCDOT
Montgomery County
Department of Transportation

Bus Rapid Transit Program Overview

- Corridor identified in the Countywide Transit Corridors Functional Master Plan (Adopted 2013)
  - US 29 corridor is in operation
  - Veirs Mill Rd and MD 355 are in Preliminary Design
  - North Bethesda and New Hampshire Avenue are in Concept Study

BRT in Montgomery County



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Department of Transportation

Enhanced Vehicles

- Larger, More Spacious Vehicles
  - Multiple Doors
  - Spacious interior for wheelchairs, strollers, bikes
- Fast Boarding
  - Easy Payment Options
- Improved Experience
  - On Board Wi-Fi
  - USB Charging Ports

Enhanced Stations

- Near Level Boarding
  - Easily roll onto the bus
  - Board with your bike
- Connections for Pedestrians and Cyclists
  - Improved access to stations
  - Incorporate micro-mobility options where possible
- Improved Rider Experience
  - Real-time arrival information
  - Weather protection
  - Public Art

Enhanced Operations

- Faster Travel
  - Frequent service
  - Fewer stops
  - Rapid Boarding
- Prioritization of Bus Service
  - Bus Only Lane
  - Transit Signal Priority (TSP)
  - Queue Jumps

Example of a Bus Only Lane in Alexandria, VA

Photo Source: NACTO

BRT Introduction Video

New Hampshire Ave BRT Corridor Study

WE ARE HERE

2013 MASTER PLAN

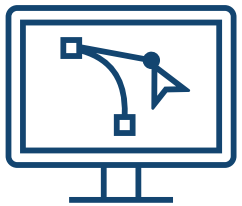
2022 CORRIDOR STUDY

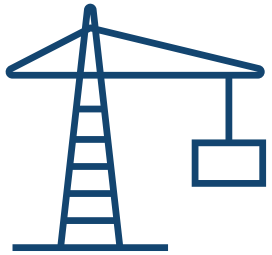
ENVIRONMENTAL EVALUATION

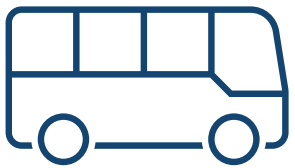
PRELIMINARY DESIGN

FINAL DESIGN

CONSTRUCTION

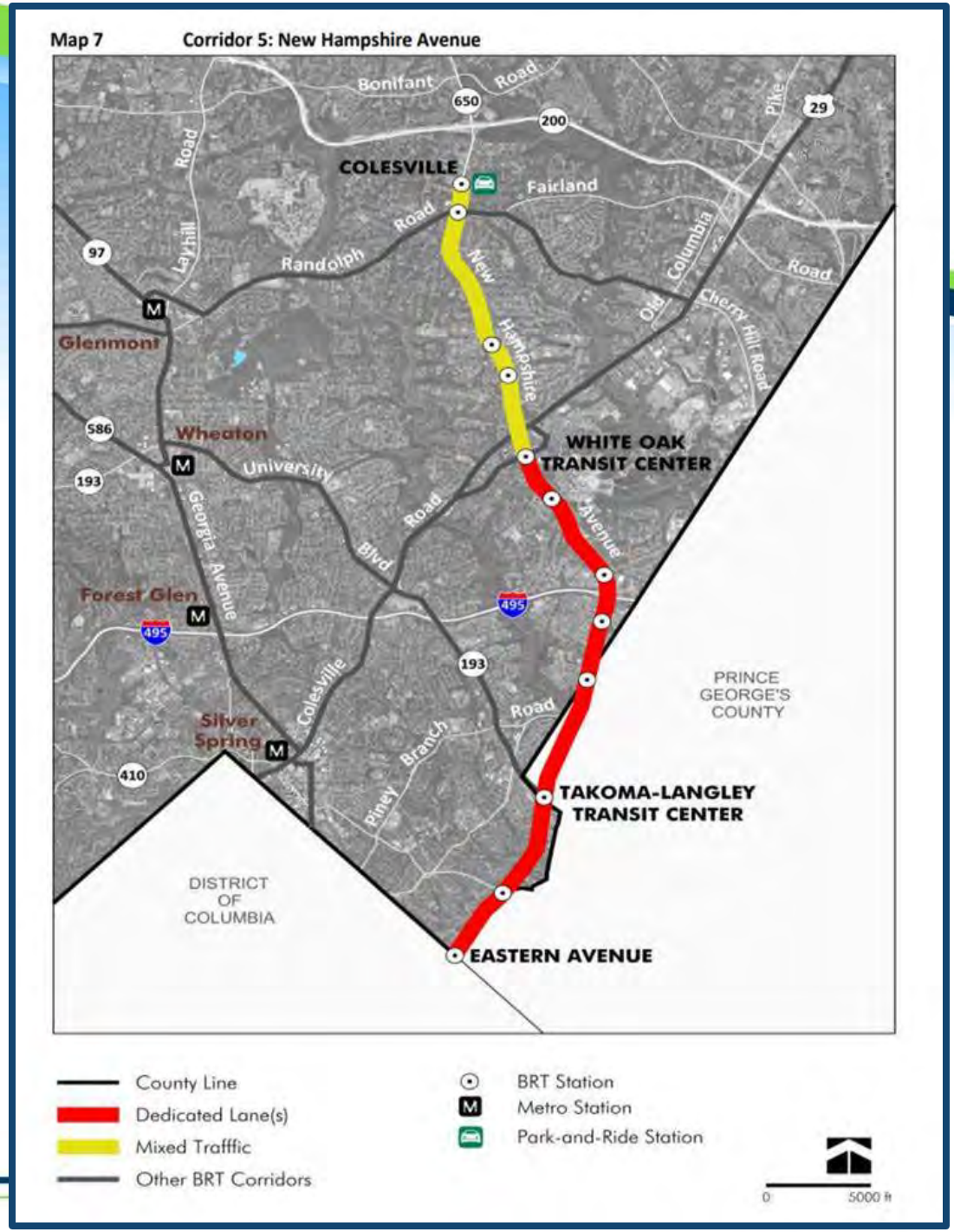






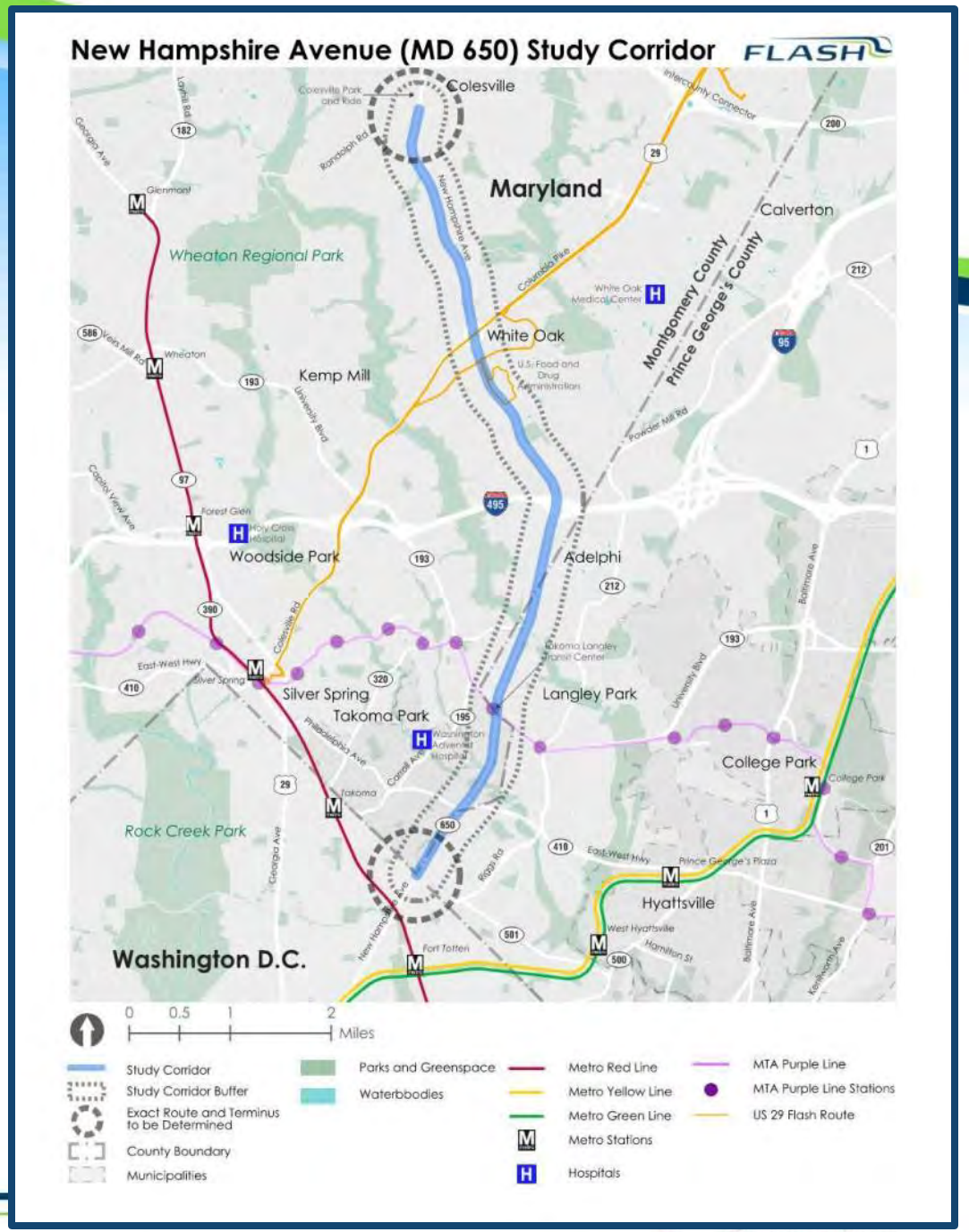
New Hampshire Ave BRT Corridor Study

- **Study Will Address:**
  - Termini and major transit interaction
  - Facility type and alignment
  - Precise station locations
  - Multimodal station access needs
  - Adjustments to modal priority



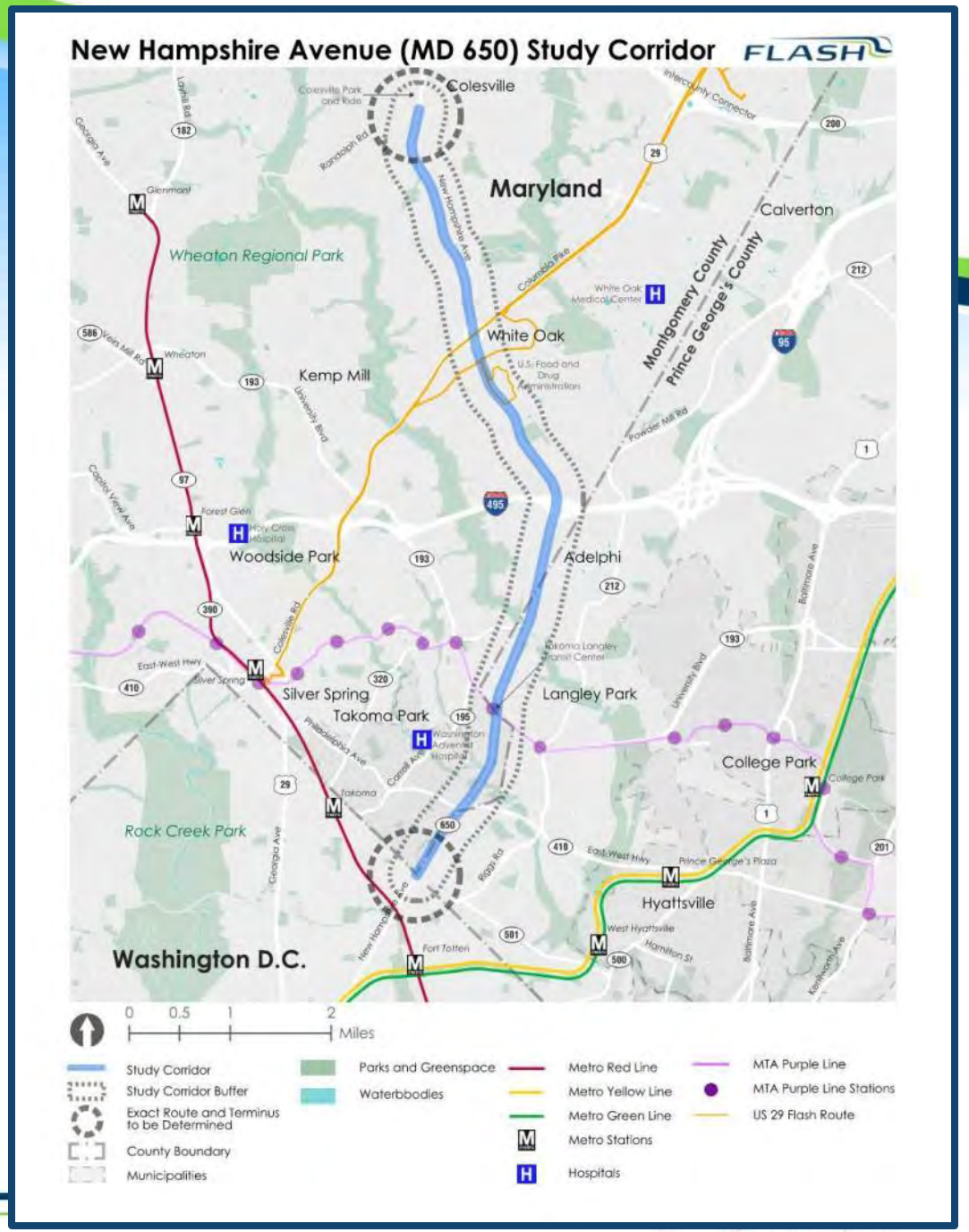
New Hampshire Ave BRT Corridor Study

- **Corridor Extents from Master Plan Study:**
  - **Southern Terminus:** DC boundary at Eastern Ave
  - **Northern Terminus:** Colesville Park and Ride near Randolph Rd
- **Study Area Highlights:**
  - Multijurisdictional alignment: Prince George's County, Takoma Park, District of Columbia
  - Southern terminus possibly in DC
  - Intersects the Purple Line and the US 29 Flash Service
  - Serves Takoma Langley and White Oak Transit Centers

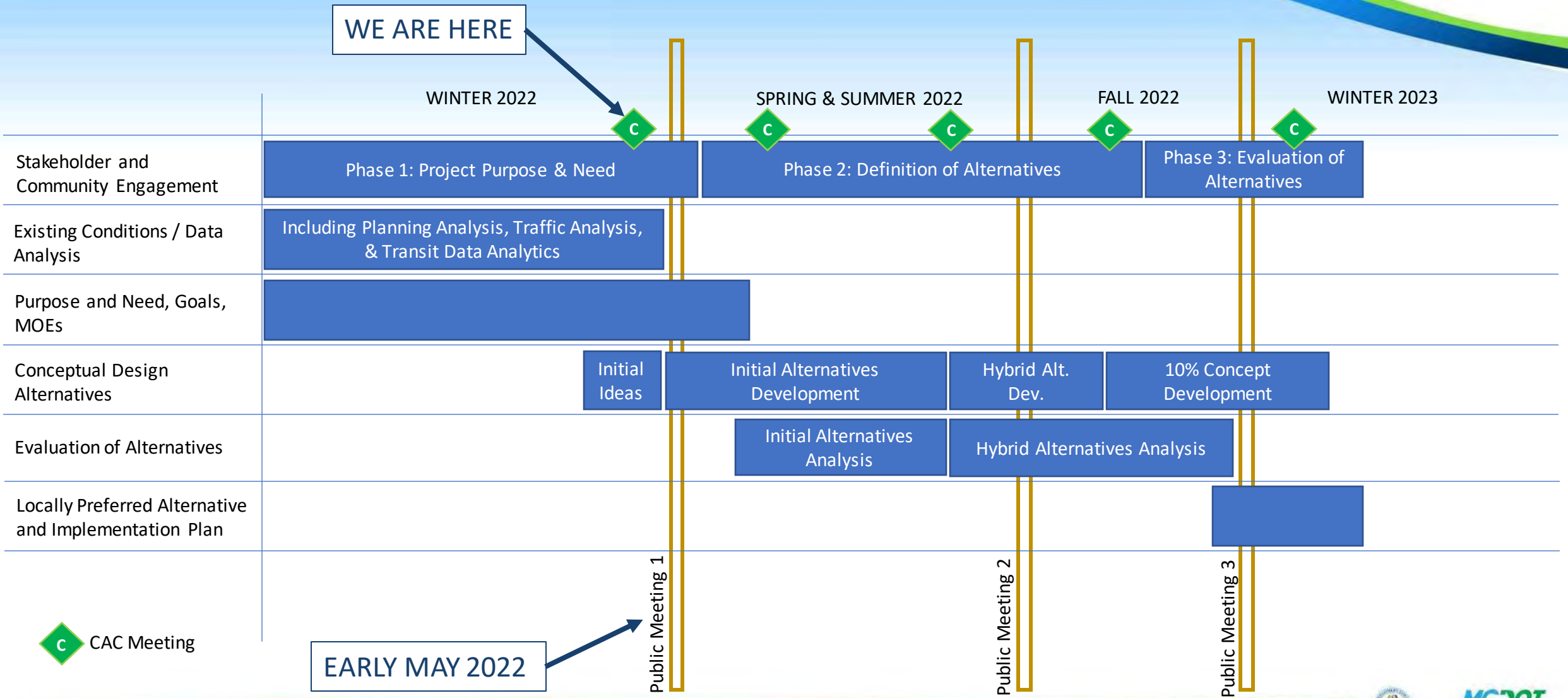


Analysis Overview

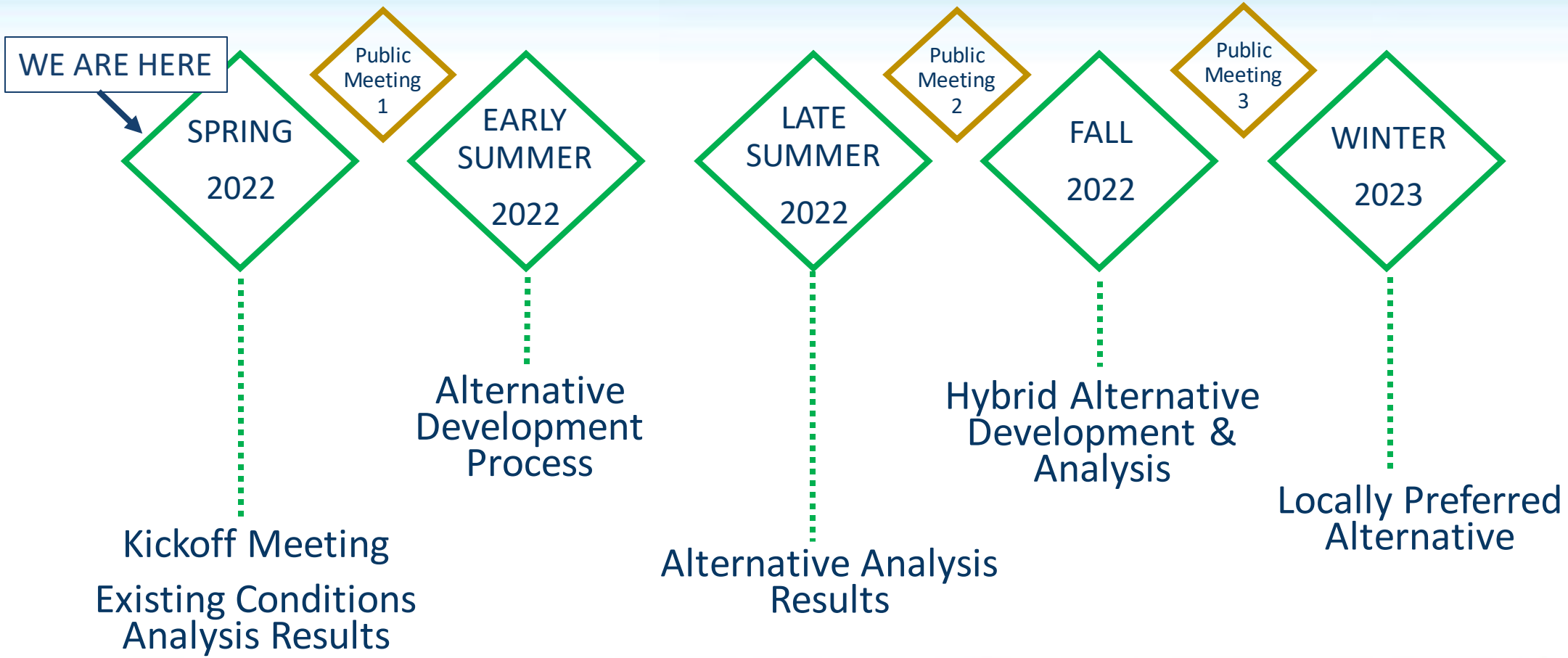
- Transit Operations
- Traffic Operations
- Multimodal Conditions
- Travel Patterns
- Safety
- Existing Plans
- Demographics and Jobs
- Land Use and Destinations



Schedule


WE ARE HERE
WINTER 2022
SPRING & SUMMER 2022
FALL 2022
WINTER 2023
C
Stakeholder and Community Engagement
Phase 1: Project Purpose & Need
Phase 2: Definition of Alternatives
Phase 3: Evaluation of Alternatives
Existing Conditions / Data Analysis
Including Planning Analysis, Traffic Analysis, & Transit Data Analytics
Purpose and Need, Goals, MOEs
Conceptual Design Alternatives
Initial Ideas
Initial Alternatives Development
Hybrid Alt. Dev.
10% Concept Development
Evaluation of Alternatives
Initial Alternatives Analysis
Hybrid Alternatives Analysis
Locally Preferred Alternative and Implementation Plan
Public Meeting 1
Public Meeting 2
Public Meeting 3
C CAC Meeting
EARLY MAY 2022

Corridor Advisory Committee Meetings



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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Goals and Objectives

MCDOT
Montgomery County
Department of Transportation

Development of Goals & Objectives

Program Goals

Mobility Choices

Sustainable Solutions

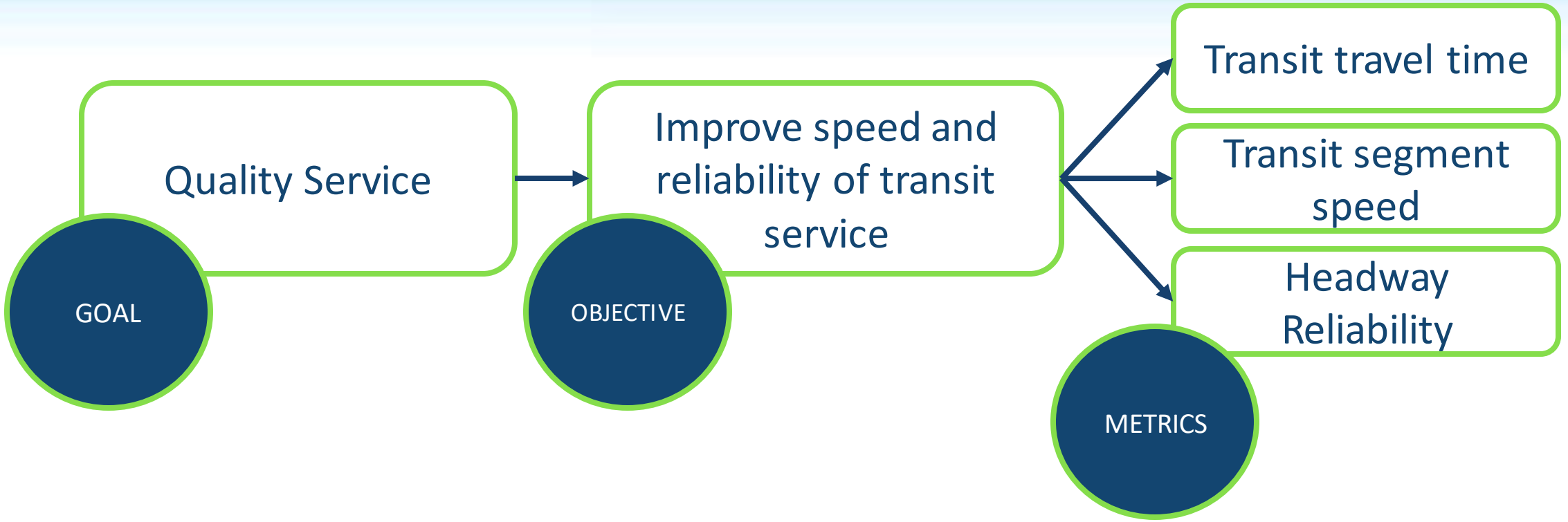
Corridor Safety

Economic Growth

Quality Service

Community Equity

Developing Objectives & MOEs



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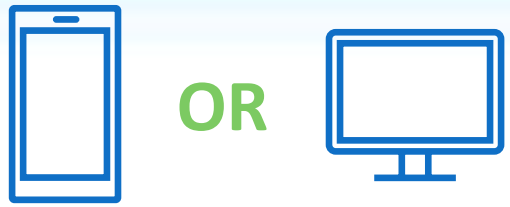

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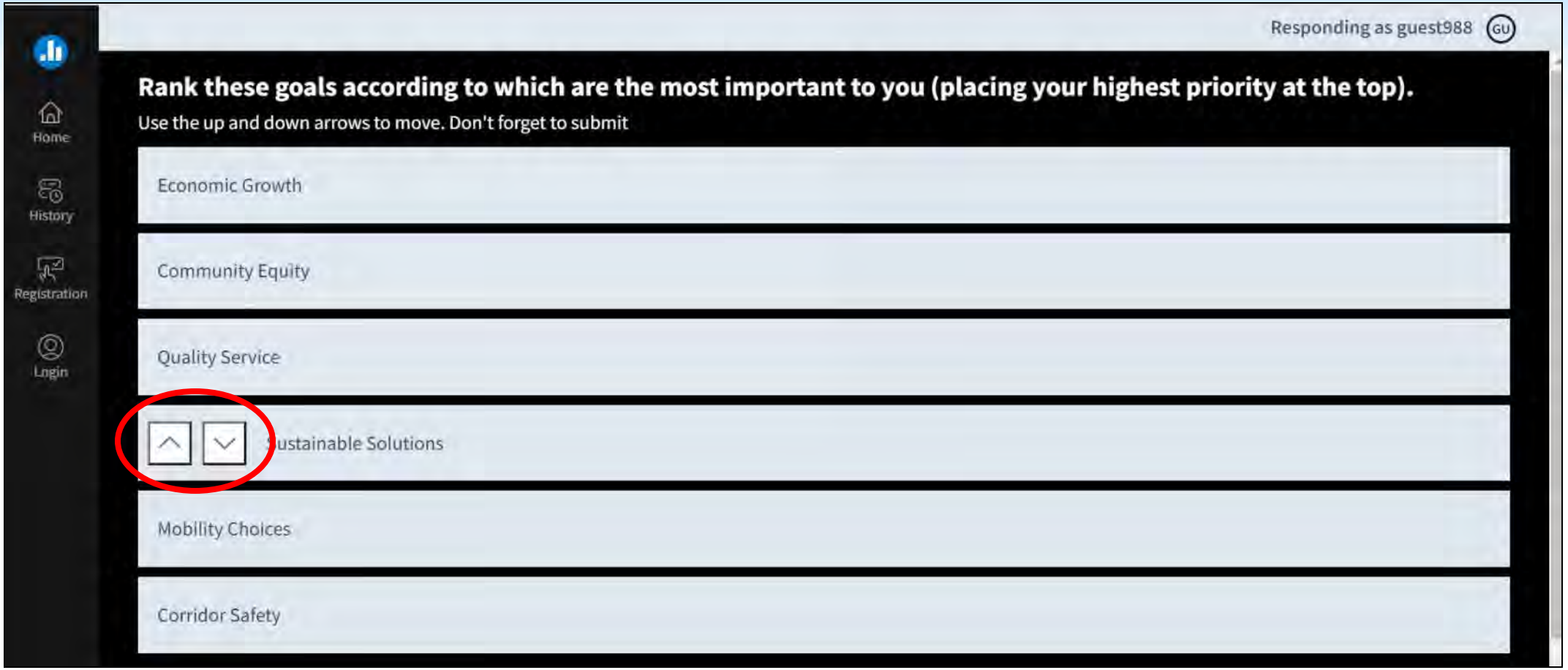

Rank these goals according to which are the most important to you (placing your highest priority at the top).

Mobility Choices

Sustainable Solutions

Corridor Safety

Economic Growth

Quality Service

Community Equity

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Corridor Overview

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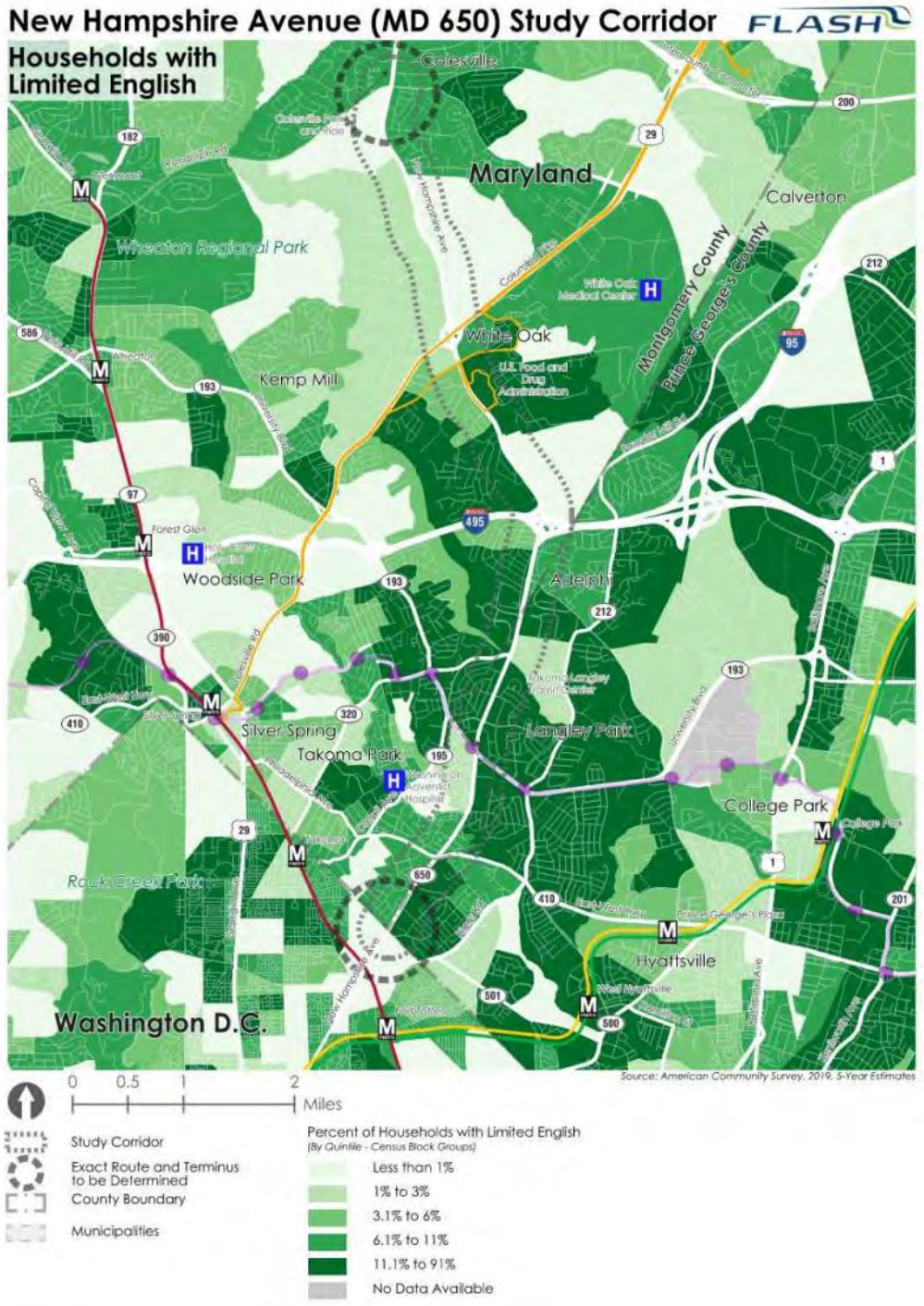
Department of Transportation

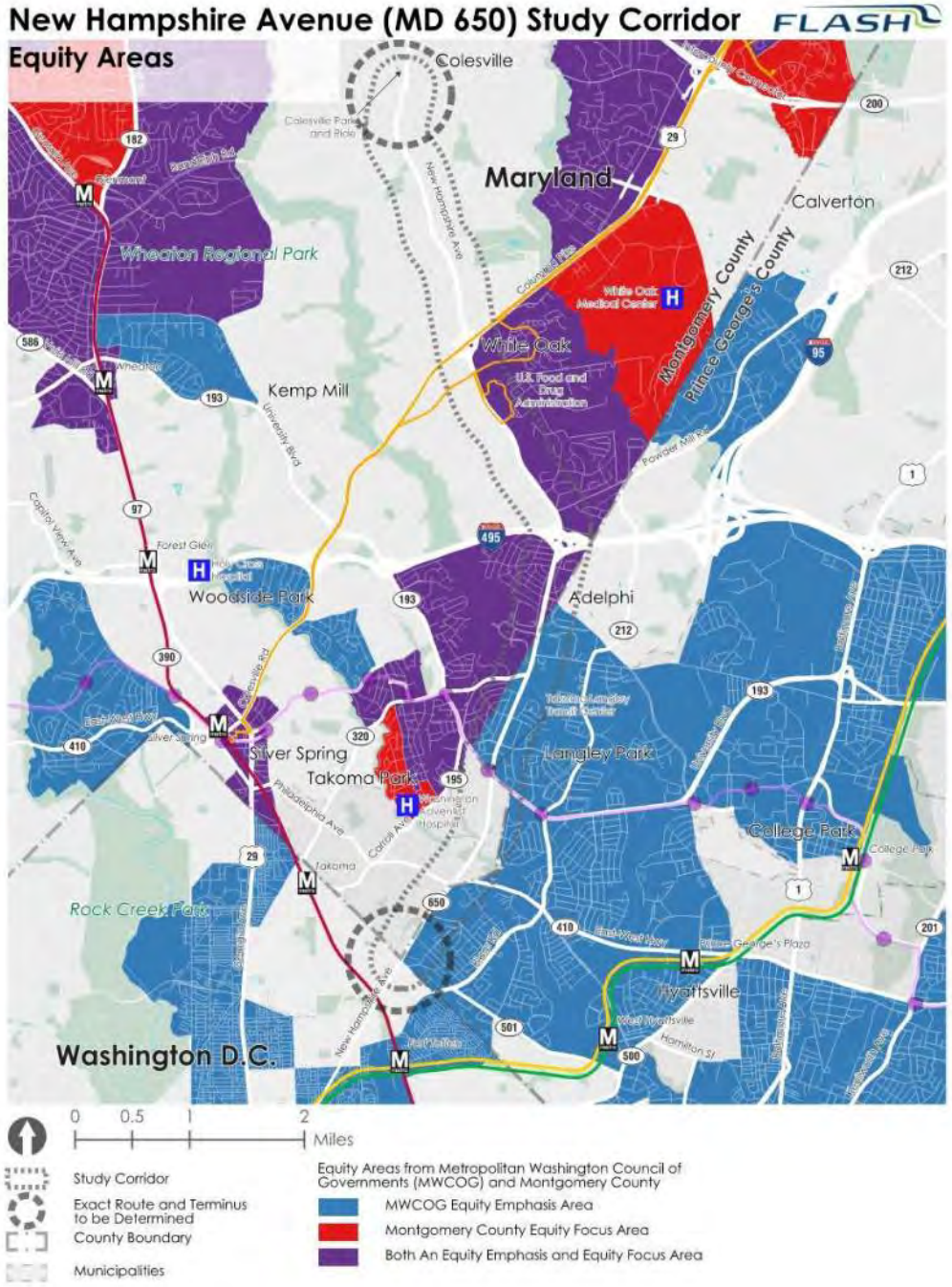
Understanding the Community – Diversity & Equity

- Diverse populations
- Multiple languages spoken
- High number of low-wage jobs in the corridor
- Corridor jobs often have variable commute times



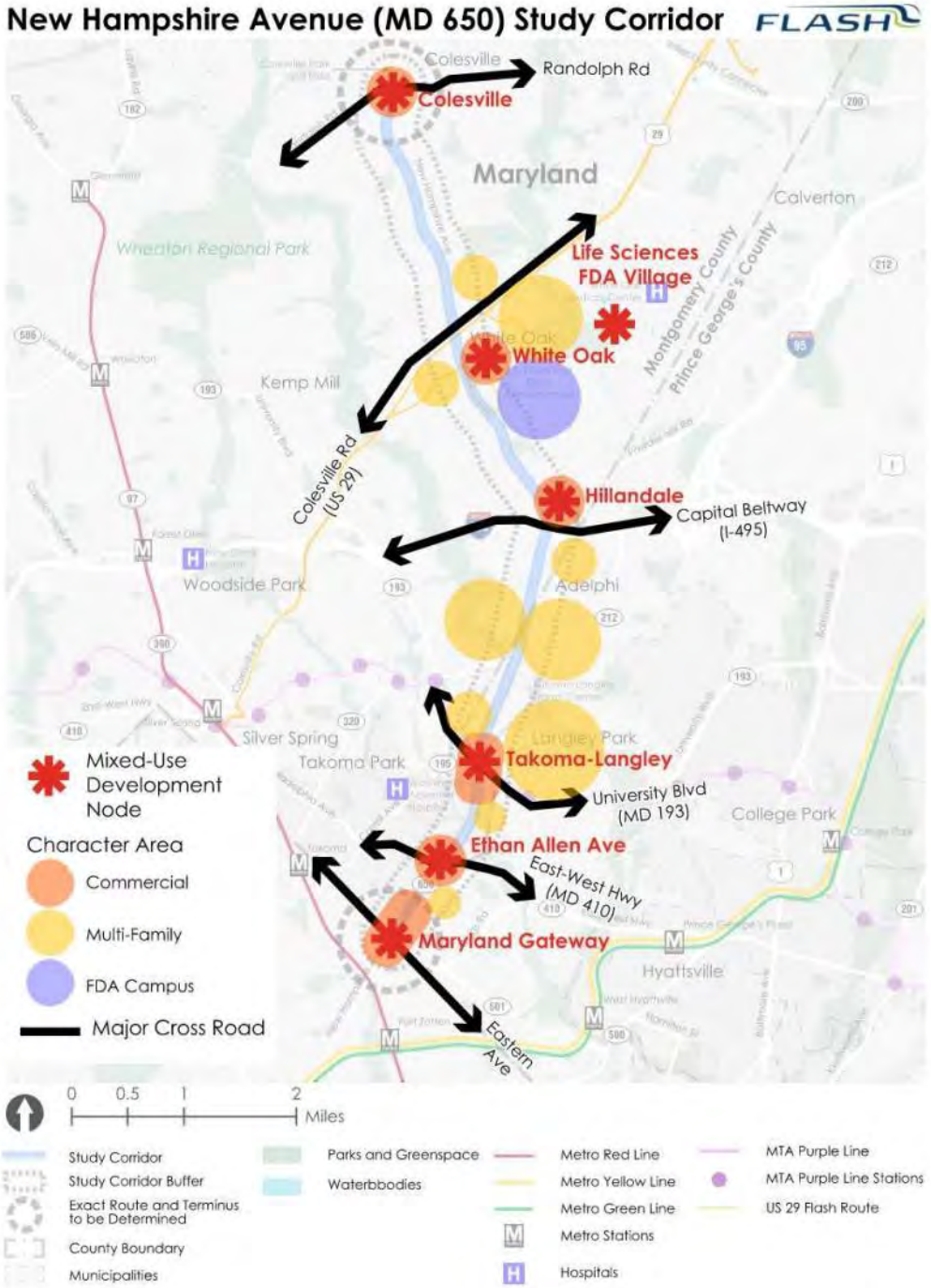
Understanding the Community – Diversity & Equity

- Equity Emphasis and Focus Areas (2/3 of the corridor)
- Poverty between the Beltway and University
- Low car ownership south of the Beltway



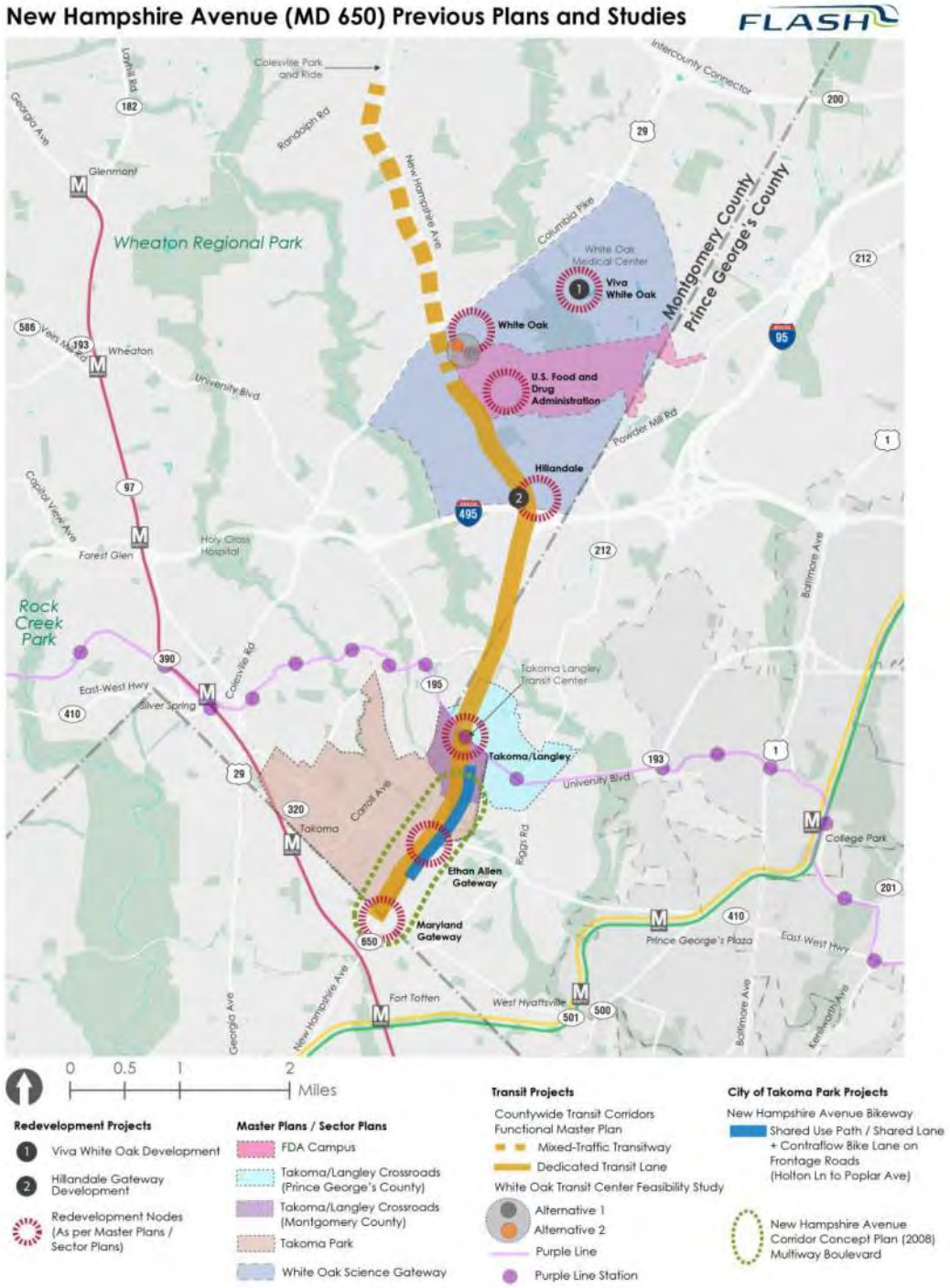
Understanding the Corridor – Character Nodes

- Multifamily housing between the Beltway and University
- Commercial and multifamily housing at major cross streets
- Single family residential in the north and portions of the south
- FDA Campus



Understanding the Corridor – Plans and Development

- Hillandale development
- Purple Line
- Bicycle and pedestrian improvements in Takoma Park
- White Oak and Viva White Oak
- FDA Campus expansion



Understanding the Corridor - Multimodal Connectivity

- Limited bicycle and pedestrian network
- Uncomfortable pedestrian and bicycle experience
- Many bus stops on the corridor

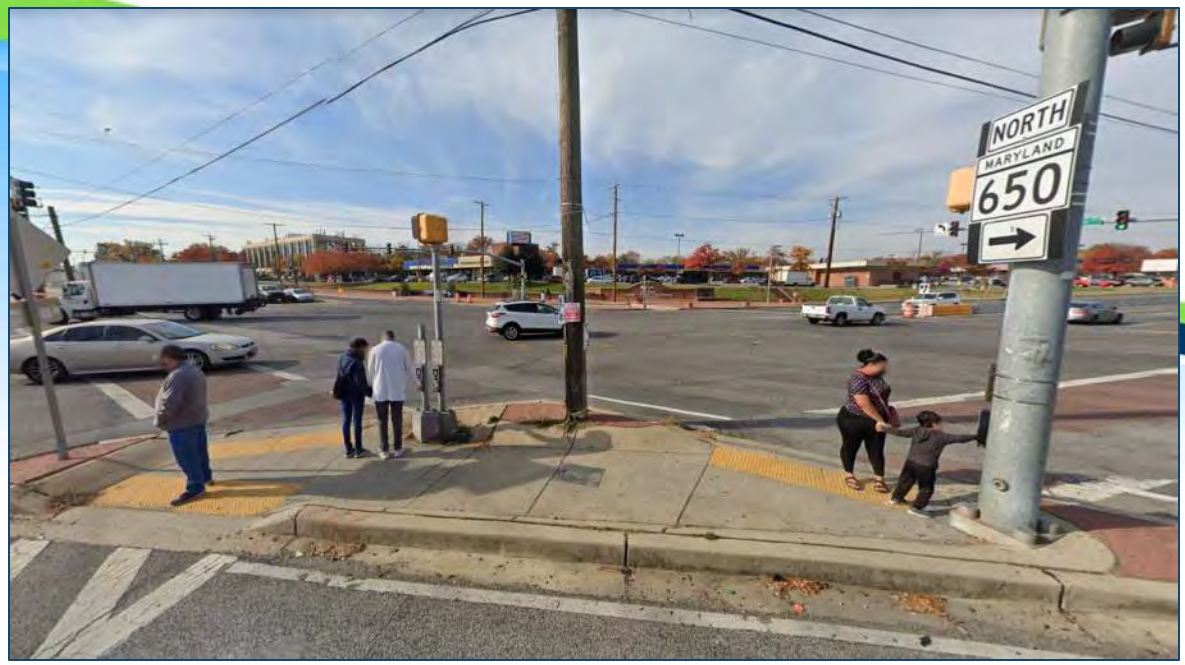


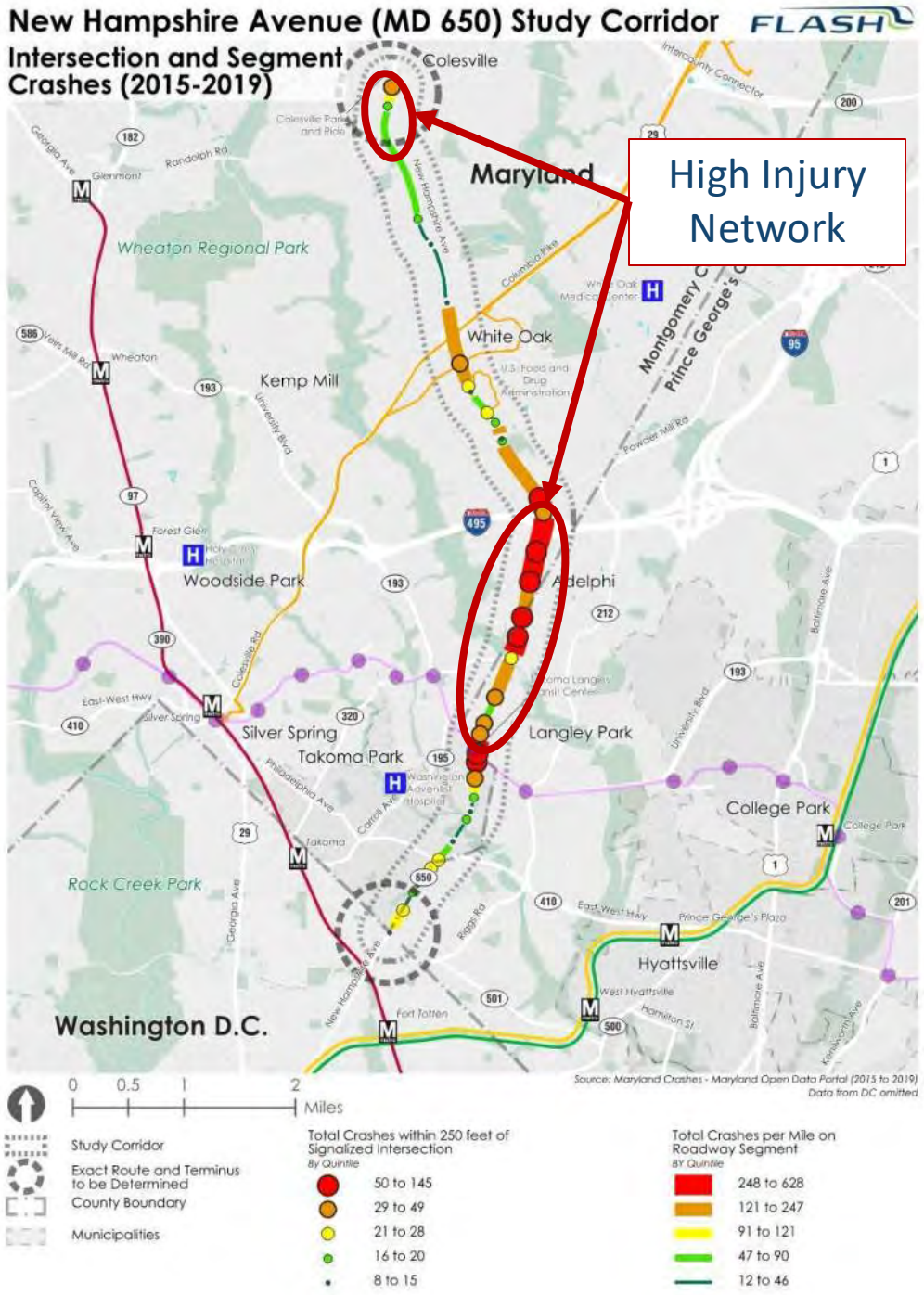
Photo Source: Google Earth

Understanding the Corridor – Network Limitations

- Few major parallel streets
- Street serves multiple modes and different types of trips
- Serves high vehicle volume
- Use service roads for access
- SHA owns the facility

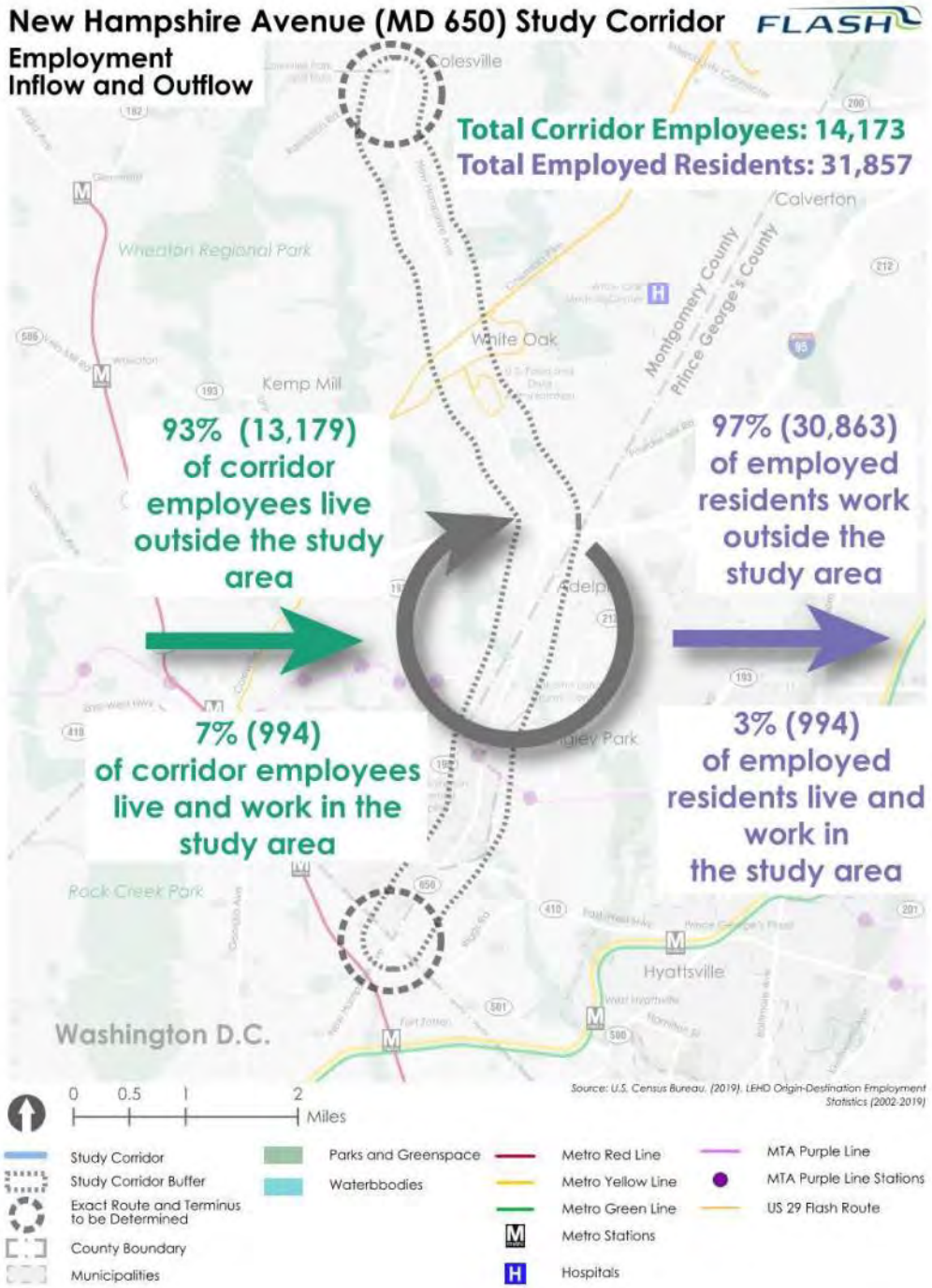
Understanding the Corridor - Safety

- High speed and high activity
- High crash rates
- Severe crashes



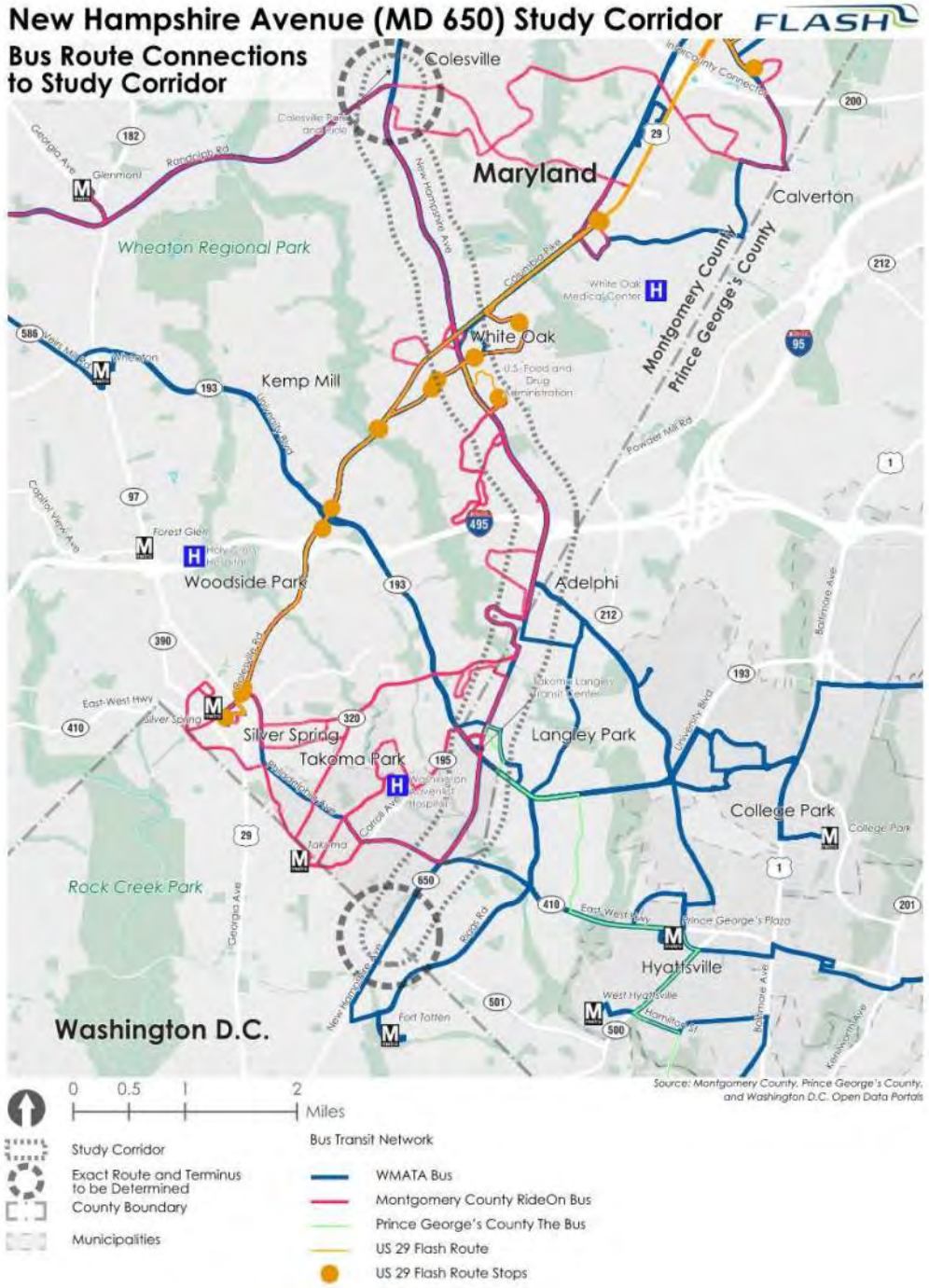
Understanding the Corridor – Origins & Destinations

- Few people live *and* work in the corridor
- Most employees working on the corridor live elsewhere
- Most residents on the corridor work elsewhere



Understanding the Corridor – Transit Connectivity

- Thru bus service from White Oak to Fort Totten Metro
- Frequent service to Silver Spring and Takoma Metro
- Multiple major, frequent crossing services
- High transit ridership at and south of University



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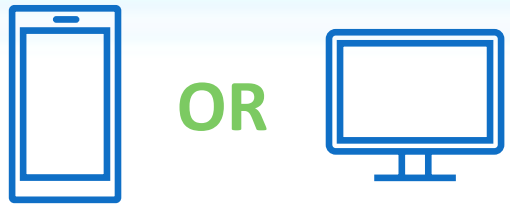

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Select answer(s) to the question

Are there other corridor concerns or characteristics that we should be thinking about?

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Engaging the Public

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Public Engagement

- Public meetings
- Pop-up meetings
- Community outreach meetings
- Employer outreach meetings
- Corridor Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Agency Advisory Committee (AAC)

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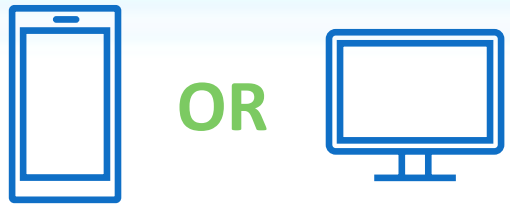

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Select answer(s) to the question

How would you suggest engaging the community?

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Next Steps

MCDOT
Montgomery County
Department of Transportation

Next Steps

- Complete existing conditions analysis
- Refine Goals, Objectives, and MOEs
- Engage additional stakeholder groups
- Public engagement in April / May
- Public meeting in May
- Develop initial corridor concepts

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Questions?

Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

MCDOT
Montgomery County
Department of Transportation

CORRIDOR ADVISORY COMMITTEE (CAC)
MEETING #1 SUMMARY
JUNE 2, 2022
7:00 PM – 8:30 PM

ATTENDEES:

CAC Member Attendees	
Marie Michelle Bunch	Miguel Hernandez
Hector Chang	Peter Myo Khin
Eileen Finnegan	Richard Garifo
Gail Fisher	Shane Pollin
Gretchen Goldman	Elise ”Elizabeth” Rahimi
Craig Grunewald	Peter Tantisunthorn
Louis “Lou” Krupnick	Dan Wilhelm
Jason Weaver	Maura Moser

Additional members of the public attended the meeting.

Jewru Bandeh	Cicero Salles
Bob	12403161058
Kayleigh De La Puente	

Montgomery County Staff and Consultant Team	
Sandra Marks	MCDOT
Jamie Henson	Kittelson
Aditya Inamdar	Kittelson
John Manzoni	STV
Nadiya Kutishcheva	Sharp & Co.

PRESENTATION OVERVIEW

Welcome and Introductions

- Project manager Sandra Marks welcomed everyone to the meeting and gave a brief overview of meeting expectations, zoom software, and project team.

Program and Project Overview

- Project Manager Sandra Marks introduced the project. The New Hampshire Avenue study covers the area between the Colesville Park & Ride and the Maryland / DC Border. The potential route intersects with current Flash service on Route 29 service. Potential termini will be discussed in this meeting – Takoma Langley Transit Center, East West Highway, and Fort Totten Metro.
- Project Manager Sandra Marks reviewed the 2022 Planning Study in context with overall project implementation. The goal of the study is to take the recommendation from the 2013 Master Plan and provide a recommendation on how to implement BRT within this corridor. Later stages include an environmental analyses, preliminary design, final design, and construction.
- Consultant Jamie Henson covered the greater study schedule, next steps for the project and topics for upcoming CAC meetings, program goals for Montgomery County's program goals. A schedule is presented upcoming Pop-Up Event dates. Topics and dates for upcoming Public Meeting / Open House dates are shared. The project website is shared.

Review of Findings

- The Planning Analysis focuses on the following topics. The main takeaways, as discussed in the previous CAC meeting, are as follows.
    - Equity Areas
      Much of the corridor is adjacent to equity areas
    - Existing Plans and Development
      Many transportations development projects along the corridor
    - Land Use Nodes
      There are mixed land use nodes at major crossings along the corridor.
    - Network Limitations
      There is a limited network of parallel streets along the corridor.
    - Safety Concerns
      There are severe crashes, most notably between the Beltway and University Blvd

Existing Traffic Analysis – The main study questions are addressed

- *Where are delays and queues?*

  The longest delays are at major intersections.
  Delays are greater at the PM rush hour. Delays are generally more extensive south of the Beltway.

- *How long does it take to drive the corridor?*

  Travel times are slower south of the Beltway. Slowest speeds are between University Blvd and the Maryland-DC boundary.
  AM Northbound (Outbound) traffic flows relatively fast. PM Northbound (Outbound) is about five minutes slower than AM Northbound (Outbound).

  Southbound (Inbound) Traffic is similar in the AM and PM. Peak traffic experiences more delay in the PM than the AM. PM Northbound (Outbound) is slower than Inbound (Southbound) AM inbound.

- *Have we accurately represented conditions?*

  The study team provides poll "Where does your driving experiences differ?"
  The study team responds to questions and comments from the meeting chat.

Audio Comments regarding Traffic Analysis:

- I would expect to see the PM delay at Powder Mill, where traffic backs up to Langley Park. The actual time to the Beltway is double what is indicated on the map. Modeling does not represent the real-world conditions.

- In the morning there are significant delay on Eastern Ave outside of the study area. Is there a way to account for this within the study? The people modeled in your Traffic Analyses encounter this delay right after leaving the study area.
  Response: From a modeling perspective, this is not a part of our study area. We are working with DDOT to facilitate better movement of buses.

- Can you comment, bigger picture, on how this analyses feeds into design? Are you looking for a need for dedicated lane? Is there a threshold?
  Response: The reason we do the Existing Conditions is to find where the problems are, and how bad they are. As we test alternative solutions, we want to make sure the scale of our solutions is appropriate to the problems.

- What kind of hourly or daily traffic nodes are you seeing on New Hampshire?
  Response: The volume varies north and southbound of Adelphi Rd. North of Adelphi, volume is 60,000-80,000 ADT (average daily traffic). South of Adelphi, volume is approximately 35,000ADT.

- The Hillandale Center will add 500 residents in the middle of the Corridor.
  Response: We are using the Regional Travel Demand model, this includes expected growth from planned development in the corridor. Our solutions will address additional traffic demand.

- The K-9 NH Express uses Eastern to Riggs to Ft Totten to avoid that terrible connection to North Capital.
  Response: Yes, K9 is once again in service.

- Your times are optimistic [too fast] and does not match my experience commuting via bus on this corridor. It's difficult to take public transportation in this corridor when travel times are extensive. For example, I've taken the bus from Hillandale to Fort Totten Metro, this ride took an hour and a half. It's takes me an hour and a forty-five minutes to come home to Hillandale from Fort Totten Metro. The ridership experience is that if experience these long travel times a few times, you will stop using public transportation. "Over solving" is key for this corridor.

- My experience pre covid, traveling in the AM was quicker than PM. People tend to stagger their morning commutes, but they return at the same time. This causes the major problems from Powder Mill to Langley Park, and then to Sligo Creek. That's where traffic backs up. What is normally a 45 min trip towards DC becomes an hour/hour and a half trip returning. There have also been talks that behavior will change in response to telecommuting. Eventually, I suspect more employers will mandate their employees return to work. Managers like to see their employees at work.

- My experience differs at Valley Brook Dr and Jackson Rd – adjacent to schools including Springbrook High school, White Oak Middle School, Jackson Rd Elementary School. Will this bus service riders outside of commuting hours?
  Response: Yes, this will be an all-day service.

- I agree that companies will require employers to come in at least three days a week. I also agree that areas around Springbrook High school and White Oak Middle School see congestion, especially during morning hours.

Written comments regarding Traffic Analysis:

- I believe that there is significant delay at University Blvd in the evening rush also.
- true, also Ethan Allen, although I'm not sure what the threshold for delay is.

- I would expect to see the PM delay at Powder Mill to be indicated as material as the map appeared to indicate with a larger dot.
- Also, in the morning rush the back at the MD/DC border is caused by the traffic pattern at North Capital and NH Avenue.
- I don't really drive on NH Ave during peak times
- No difference from your analysis
- Driving in DC in the morning is always faster than the evening rush, almost a 30 minutes
- What are the hourly traffic loads you are seeing am/ pm?
- I have found that PM travel has more delays, so my experience fits.
- My only q is should we mark other if we do not have an answer? Or just close the poll.?
- What were the exact dates of the study?
- How long does it usually take to drive the corridor outside the peak/under normal circumstances?
- Was modeling accompanied with actual driving?
  Response: We used 2019 numbers in our modeling. In comparison, current traffic is roughly 20% lower. Doing travel time runs now would not be helpful for the study.
- The k-9 NH Express uses Eastern to Riggs to Ft Totten to avoid that terrible connection to North Capital.
- does the k-9 still run though? Is there plans to bring it back?
- Adelphi is a big connection to UMD.
- Yes the K-9 is back now!
- oh great! I haven't seen it revived yet
- I agree with Shane. A lot of traffic uses Riggs so if you fix NH much of the traffic will sitch
- A lot of the problem at Powder Mill in the PM is the bus stops largely eliminates one lane
- Growth anticipated by a "regional traffic demand model" is not likely to appropriately reflect the acute impact of Hillandale Gateway. Our new development is underway which will focus trips to the Powder Mill intersection. I suggest the model be adjusted to account for this reality.
- Almost all traffic is going downtown. This will not be served by traffic ending at Eastern. How could use the proposed service that stops at Eastern?
- Google does estimate a 15-45 minute travel time on NH between Eastern and White Oak during the peak, which matches what others have said. Is the large variation caused by slowdowns/backups or is there usually a crash somewhere along the corridor? (I don't usually drive during peak)
- Probably obvious my biggest delay between university and 495 every day is the right hand land getting onto the on- ramp for 495

Existing Transit Analysis – The main study questions are addressed

- *How fast and reliable is the bus?*
  Transit Frequency – Multiple high frequency routes service the corridor. High combined frequency is south of Piney Branch Rd.

  Route K6 Speed – Bus operations across the corridor as slower at University, approaching the Beltway, and near the District. In the peak PM operating hour, speeds are generally slower south of the Beltway.

  Transit Stops – The team captured various bus stop conditions throughout the corridor. Almost all the stops require riders to wait very close to the street with little to no buffer between traffic. Many are not ADA Accessible. Many stops are between a service road and the main line of New Hampshire Avenue.

- *Where are people getting on and off?*
  Transit Ridership – This is gathered from automated passenger count data on buses. High ridership nodes can be observed around White Oak, the Beltway, University Blvd, Ethan Allen, and Fort Totten. There are toughly 9500 daily bus boardings throughout the corridor.

- *Where can people [easily] get using public transit?*
  The study team reviewed Fall 2019 data from RideOn and WMATA.

  Transit Connectivity – There are multiple transit routes both thru the corridor and crossing the corridor. Connections are provided to Silver Spring, Takoma Park, College Park, and Hyattsville.

  Origin-Destination Analysis shows where people live and work. Corridor residents live and work in the District, Silver Spring, 270 Corridor, and White Oak.

  Multimodal Infrastructure – There is limited bike and pedestrian networks throughout the corridor.

  We've begun conversations with DC and WMATA, who are receptive to a potential terminus at Fort Totten.

Written comments regarding Transit Analysis:

- Why is Hillandale not listed as "High Ridership"?? It was specifically mentioned and shown.
  Response: That is correct, the data does show Hillandale as having high ridership. It should have been listed in the presentation.

- That represents ~!0% of the current ADT's
  Response: It depends where you are within the corridor.

- Related to improving east/west travel, as more Flash lines begin service, would it be possible to have buses switch lines where they cross each other? For example, a bus starts at the northern end of US 29, then instead of continuing south on 29, switches to New Hampshire to head south or north, allowing one-seat rides to more destinations.
  Response: That could be an option down the line once more corridors are developed. We ultimately hope there will be improved connectivity.

- Rocking chairs are cute but you'd take your life in your hands to sit there
- Fort Totten or bust :-)
- Along with Hillandale there is a huge ridership at Oakview!
- (But if for some reason it isn't possible to go into the district, I would strongly recommend having it turn onto eastern and ending as close to Takoma Metro as possible so it gets the train connection.)
- I second Gretchen's statement
- I personally would love Takoma Metro even though it really doesn't make sense 😂. Fort Totten or bust indeed!
- Related to improving east/west travel, as more Flash lines begin service, would it be possible to have buses switch lines where they cross each other? For example, a bus starts at the northern end of US 29, then instead of continuing south on 29, switches to New Hampshire to head south or north, allowing one-seat rides to more destinations.
- Agree w/ Gretchen & Craig -occasional Tacoma Park terminus does make a lot of sense
- The Elton Slip Ramp issue is not appropriate for this discussion. It is a LATIP issue !!!!
- Cicero is correct. The development team at Hillandale conducted the study which we would be happy to supply. There was NO single improvement which would have greater positive impact to the Powder Mill Road intersection. The Slip Ramp is absolutely appropriate as it is impactful to the corridor that the BRT will utilize.
- Actually more important for the NH BRT is how to get a median station in the space available. One area possible for a station in Hillandale is in the Elton Road area!
- I recall a BRT stop in the Master Plan being at Adelphi not Oakview. Has that changed?

Audio Comments regarding Transit Analysis:

- Does not the transit corridors being discussed here funnel people to certain areas from where they live to where they go to work, thereby limiting the opportunities to jobs (a de facto redlining in a sense), versus what true cross route transit beyond the scope of eastern MoCo where greater job opportunities may exist. These routes only travel in certain directions, which cut off people from potential job centers.
  Response: It is important to look at this holistically. The 2013 Master Plan is being implemented over time. The ultimate goal is to make connections throughout the County.

- We are coordinating with the District, WMATA as well as Prince Georges County. Is it relevant to discuss a study by state highway developing a new ramp onto the Beltway. There is a concern in PG County for cut through traffic. This ramp may improve traffic on New Hampshire Avenue.
  Response: We are working with regional partners. The Safety Study is done in partnership with Prince Georges County. SHA is part of the project in the Technical Advisory Committee. This project is beyond our current scope, but we are discussing with relevant parties.

- Comment: Is it in the recommendation to extend the northern end of the line beyond Colesville, to the ICC? It's a very diverse community, and many folks gravitate towards Millwood and New Hampshire.
  Response: There is consideration in having the service ultimately reach Briggs Chaney. There are also conversations extended US-29 Flash service. In the longer term, there is potential to extend the service.

Next Steps

- The study team provided an overview of BRT as enhanced vehicles, enhanced stations, and enhanced operations. Vehicles and stations are developed at a program level. This project is focusing on enhanced operations. This includes precise station locations, running way (exact lane/location of running bus), and intersections. The team will them determine alternatives and test them for effectiveness.
- Refining Station Locations – The team will review and verify the proposed station locations in the 2013 Master Plan. Additional locations will be considered. Specific station location, including side of roads and accessibility will be considered. Current and future land use and ridership trends will be considered.
- Next Step: Identify Concepts to Consider – The study team will consider various lane configurations (runningway), including bus in mixed traffic, curbside bus lanes, one median bus lane, and two median bus lanes. This includes consideration of bus alignment at intersections and consideration for station access needs.

- Help Spread the Word – Materials were sent to CAC members to promote upcoming public meetings. CAC members are encouraged to use these materials to promote attendance through their local channels.
- Upcoming CAC Meeting will likely be after Labor Day

Questions and Comments

The CAC Members also asked a series of questions following the meeting:

Q: Are there eventual plans for a trackless trolley system?
A: Perhaps in the far future. For now, the County is looking at Zero Emission vehicles.

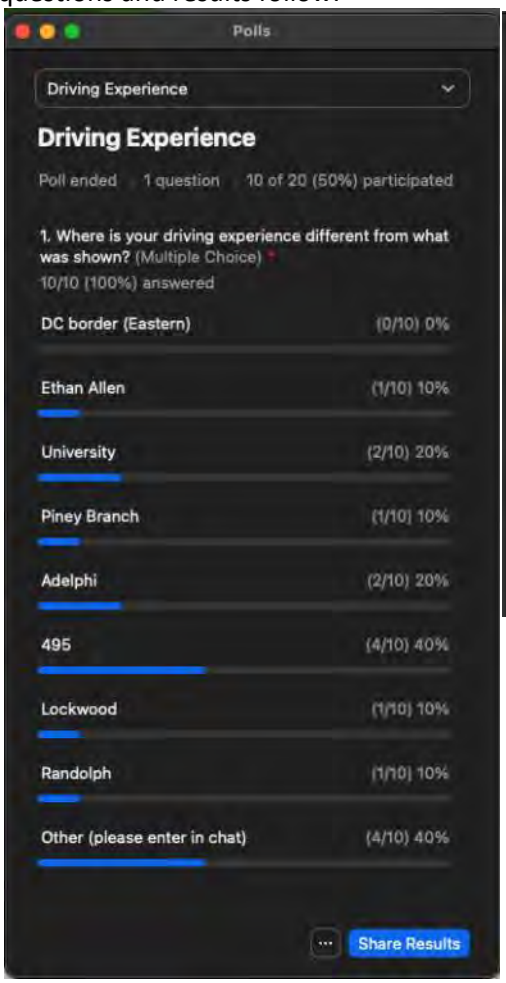
Q: The study needs to look at the crossover between different BRT lines, for instance New Hampshire and Randolph. How people could transfer between and the other.
A: We are taking a look at this at Lockwood Drive, at the intersection with Flash on Route 29.

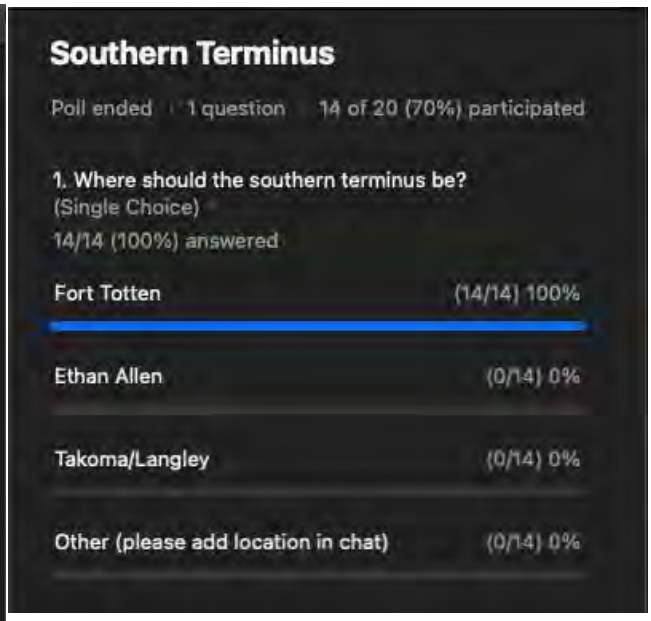
Q: Actually more important for the NH BRT is how to get a median station in the space available. One area possible for a station in Hillandale is in the Elton Road area!
A: We will take that into consideration.

Q: I recall a BRT stop in the Master Plan being at Adelphi not Oakview. Has that changed?
A: There is likely a stop at Adelphi, we will double check the County master plans.

Poll Results

Throughout the presentation, meeting attendees were polled for their input and perspective. The poll questions and results follow.





FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Corridor Advisory Committee (CAC)

Meeting 2

June 2, 2022

MCDOT
Montgomery County
Department of Transportation

Meeting Expectations

- We're committed to starting on time and ending on time
- Meeting facilitator will guide discussion
- We're creating spaces for all voices to be heard
- Take advantage of the "raise hand" feature
- Place microphones on mute when not talking

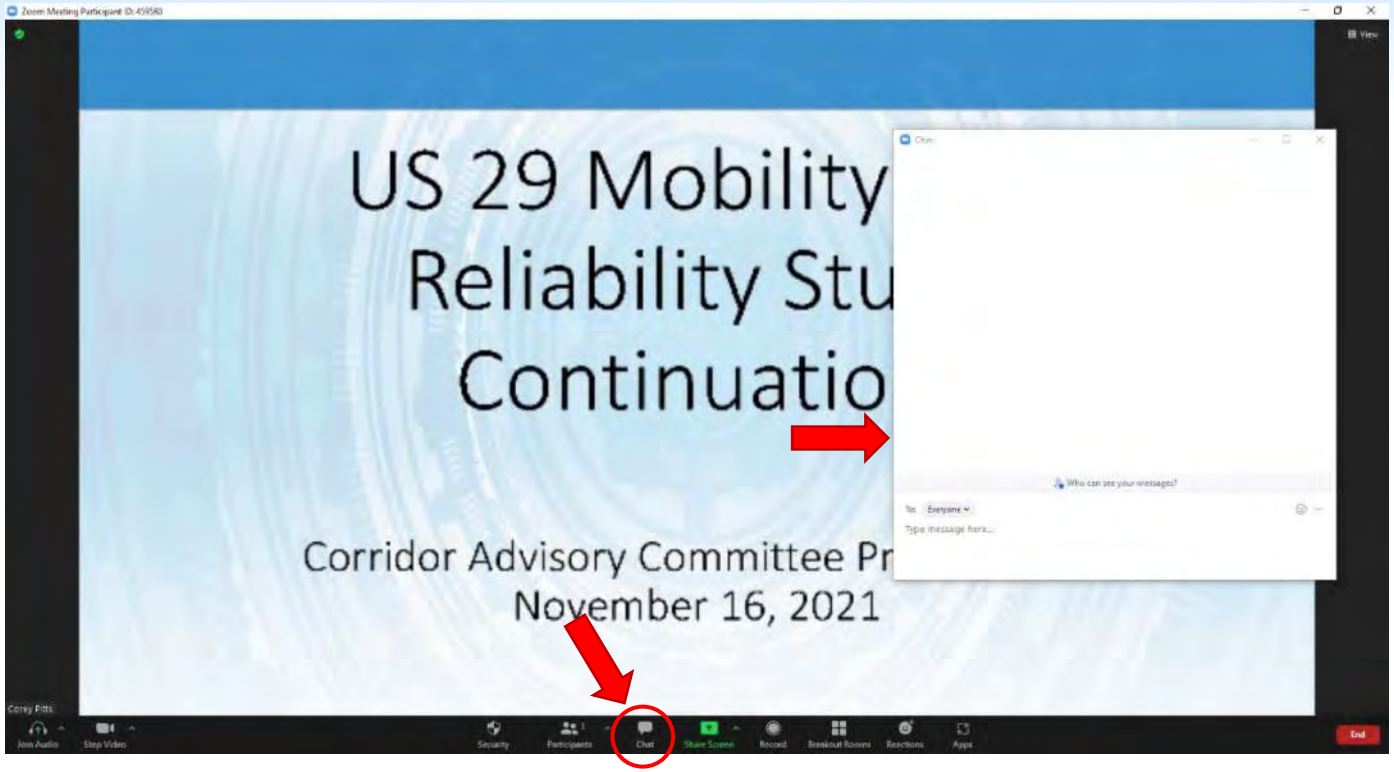
Using Zoom

Ask a question (in text):

- If you have a question during the presentation, please send it via the **chat**.

To send a chat:

- Click “chat” in the bottom menu.
- A new window will appear.
- Type your question and send it.



Using Zoom

Raise your hand:

- If you'd like to speak to ask a question or make a comment, please **raise your hand**.

To raise your hand:

- Click "Reactions" in the bottom menu.
- A new window will appear. Click the "Raise Hand" button at the bottom.
- If you've dialed in by phone, dial *9.

Project Team

Montgomery County Department of Transportation (MCDOT)

- Sandra Marks
- Corey Pitts
- Joana Conklin

Planning Consultant Team

- Jamie Henson
- John Manzoni
- Aditya Inamdar
- Nadiya Kutishcheva

Meeting Agenda

- Welcome
- Project Overview
- Public Meeting #1 Overview
- Review of Findings
- Next Steps

CAC Participants

Role of CAC

- Provide input, guidance and oversight in accordance with the Master Plan
- Community involvement throughout project
- Information sharing with community
- Build consensus

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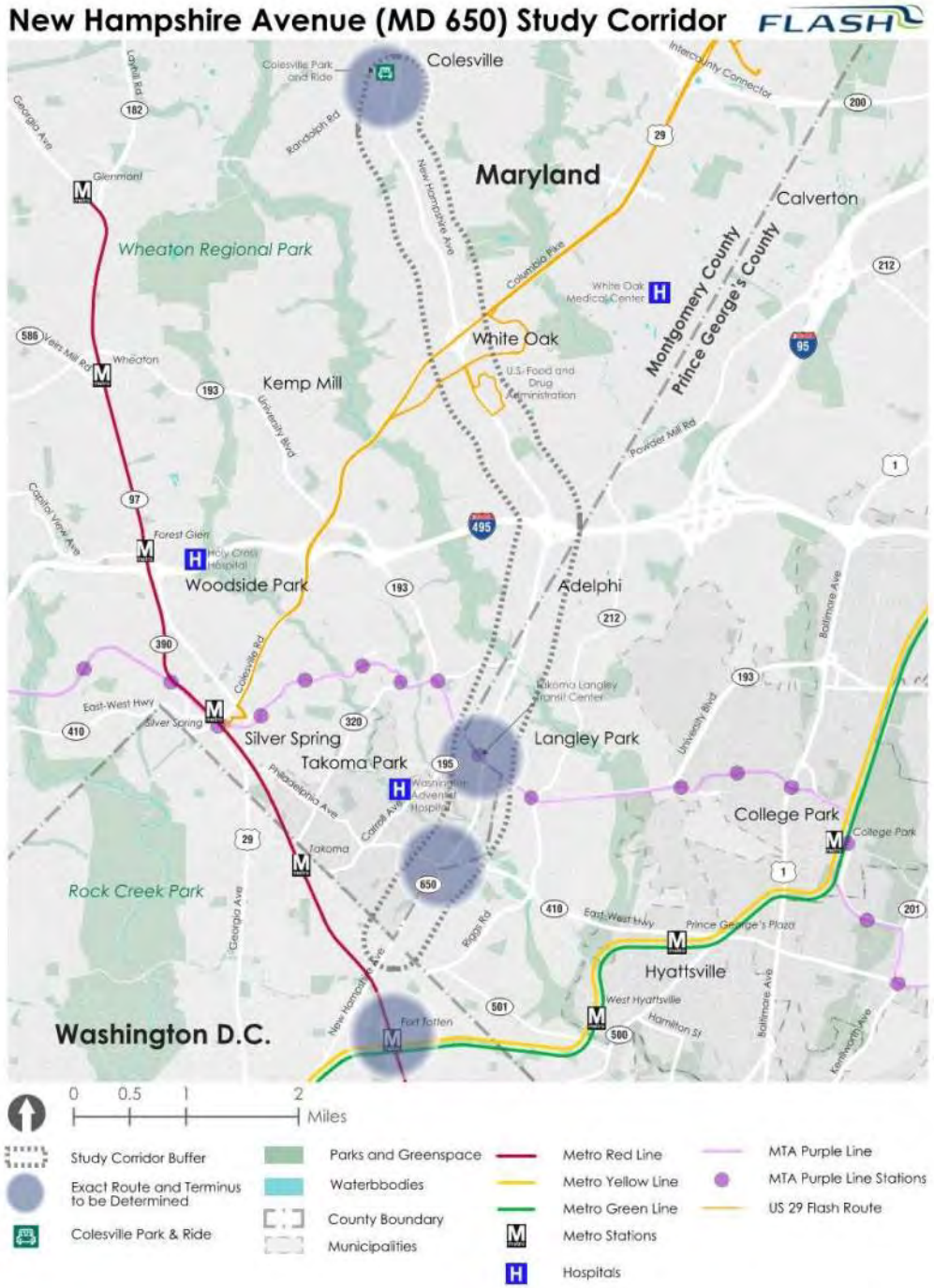
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Project Overview

MCDOT
Montgomery County
Department of Transportation

New Hampshire Ave BRT Planning Study

- **Corridor Extents from Master Plan Study:**
  - **Southern Terminus:** DC boundary at Eastern Ave
  - **Northern Terminus:** Colesville Park and Ride near Randolph Rd
- **Study Area Highlights:**
  - Multijurisdictional alignment: Prince George's County, Takoma Park, District of Columbia
  - Southern terminus possibly in DC
  - Travels through Takoma Park, Langley Park, White Oak, and Colesville
  - Intersects the Purple Line
  - Intersects the US 29 Flash Service



New Hampshire Ave BRT Planning Study

WE ARE HERE

2013 MASTER PLAN

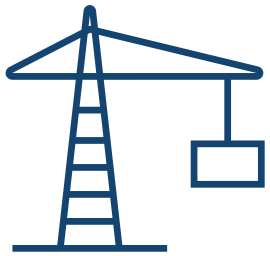
2022 PLANNING STUDY

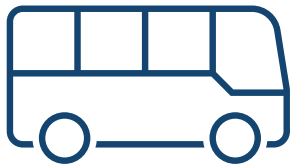
ENVIRONMENTAL EVALUATION

PRELIMINARY DESIGN

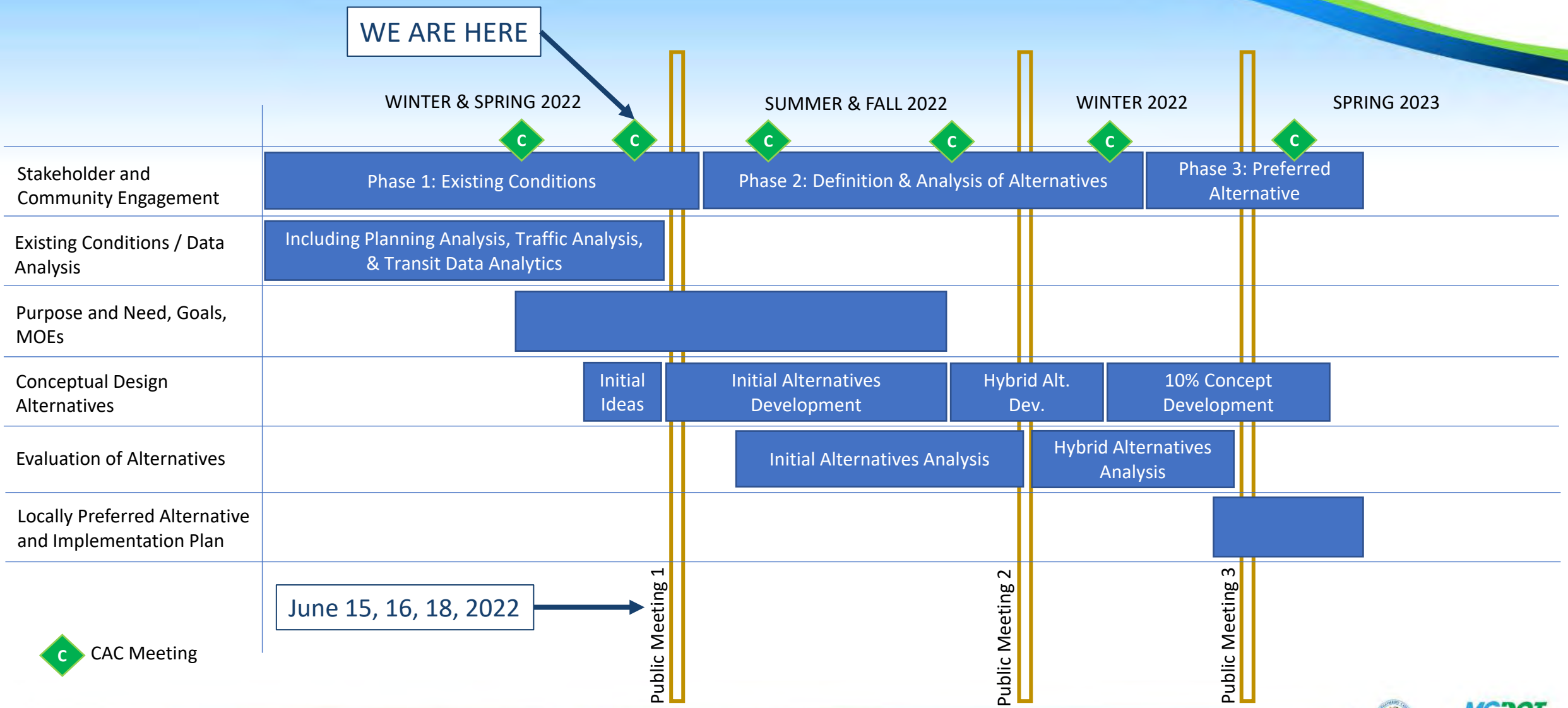
FINAL DESIGN

CONSTRUCTION

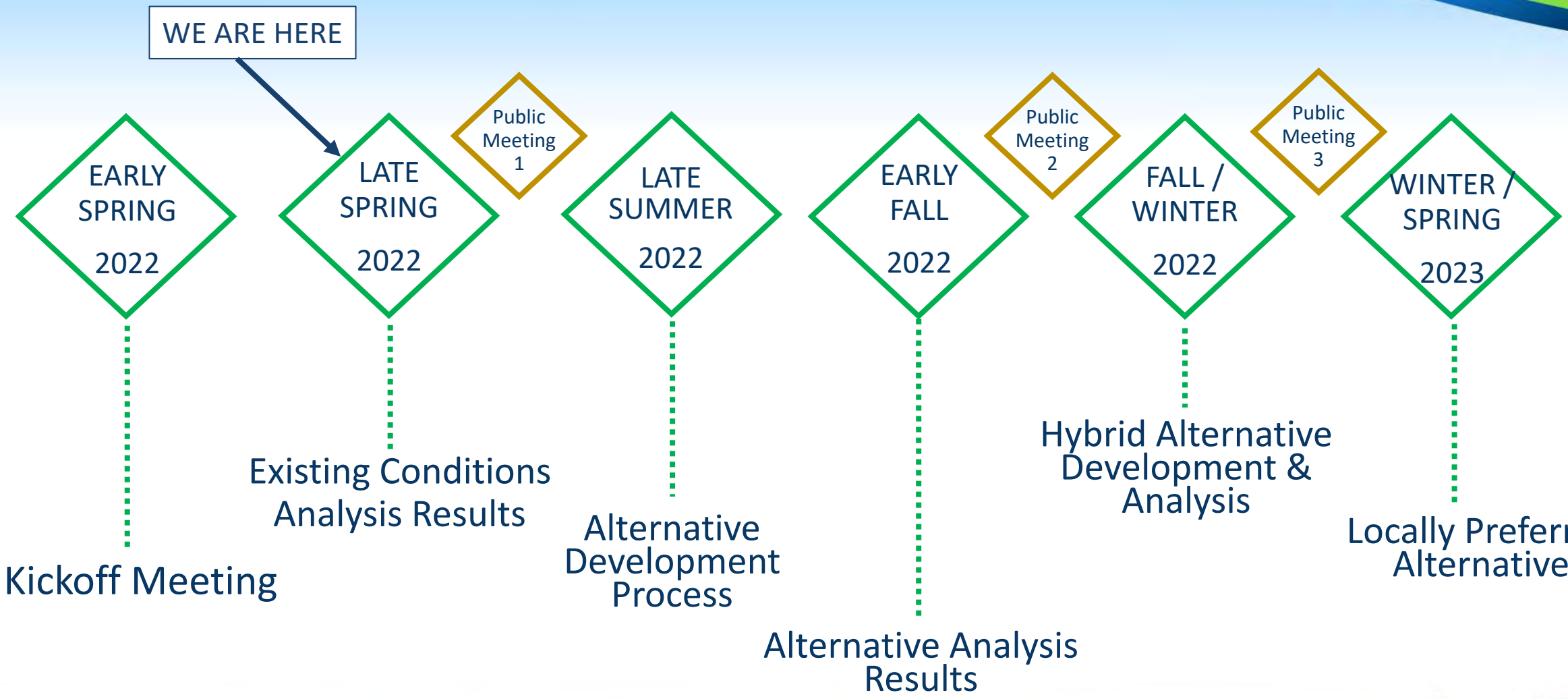




Schedule


WE ARE HERE
WINTER & SPRING 2022
SUMMER & FALL 2022
WINTER 2022
SPRING 2023
Stakeholder and Community Engagement
Phase 1: Existing Conditions
Phase 2: Definition & Analysis of Alternatives
Phase 3: Preferred Alternative
Existing Conditions / Data Analysis
Including Planning Analysis, Traffic Analysis, & Transit Data Analytics
Purpose and Need, Goals, MOEs
Conceptual Design Alternatives
Initial Ideas
Initial Alternatives Development
Hybrid Alt. Dev.
10% Concept Development
Evaluation of Alternatives
Initial Alternatives Analysis
Hybrid Alternatives Analysis
Locally Preferred Alternative and Implementation Plan
June 15, 16, 18, 2022
Public Meeting 1
Public Meeting 2
Public Meeting 3
C
CAC Meeting

CAC Meeting Topics



Goals

Mobility Choices

Sustainable Solutions

Corridor Safety

Economic Growth

Quality Service

Community Equity

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Public Meeting 1 Overview

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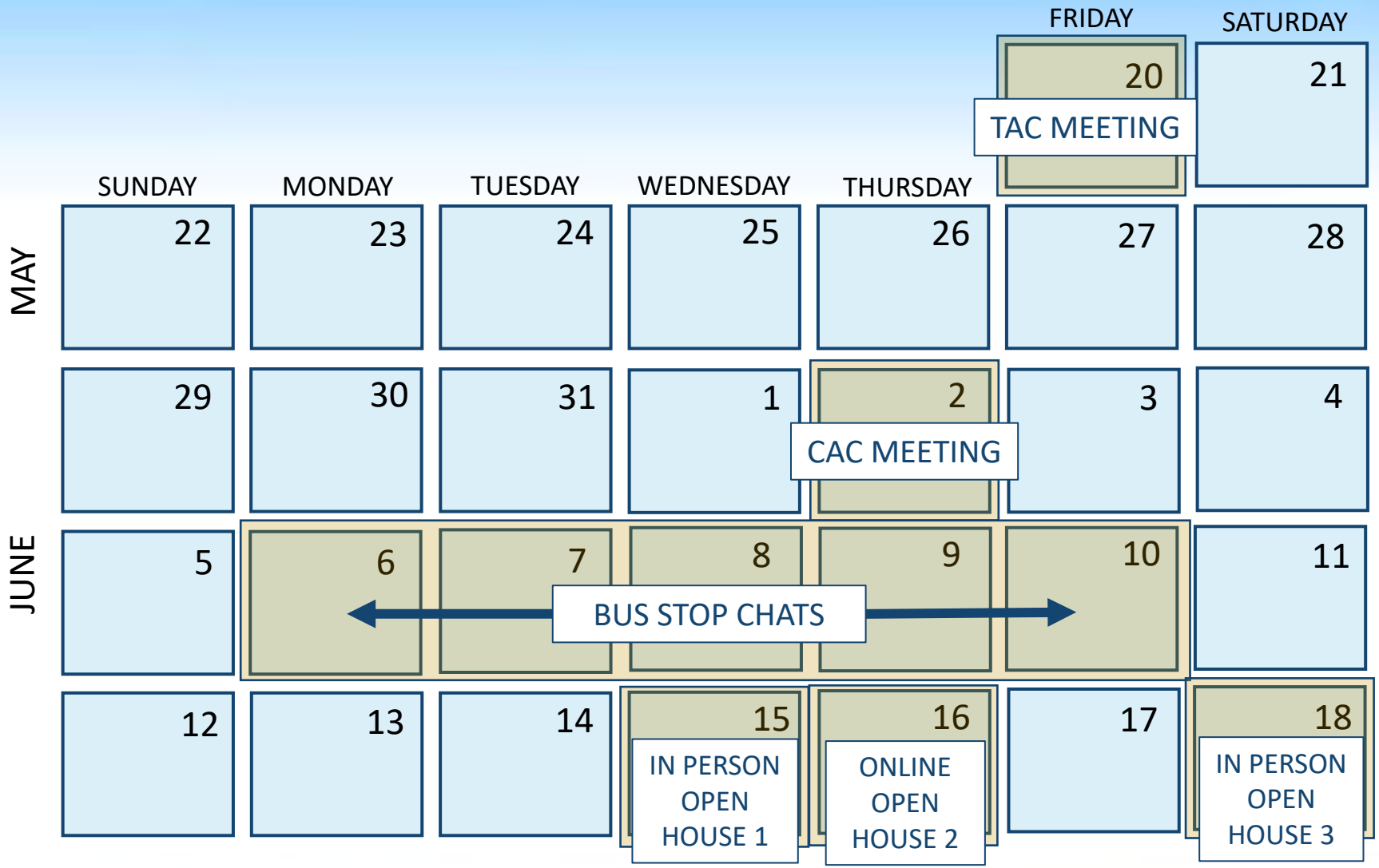
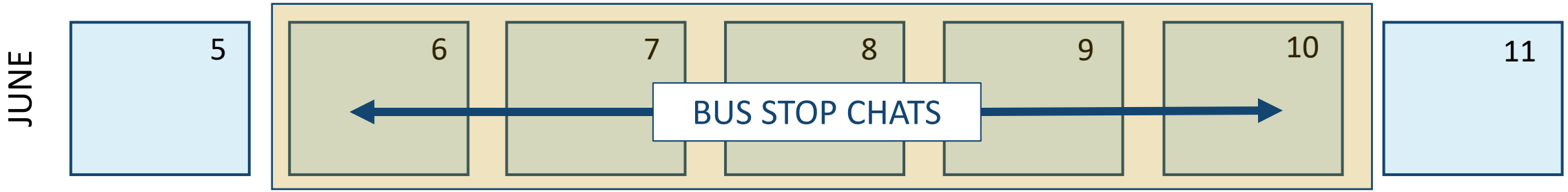
Montgomery County
Department of Transportation

First Round of Public Meetings



Bus Stop Chats

- 06/07 - 3:00 pm - 5:00 pm
  East West Highway Intersection
- 06/08 - 10:00 am – 2:30 pm
  Takoma Langley Farmers Market
- 06/09 - 3:00 pm – 5: 00pm
  Hillandale Shopping Center
- 06/09 - 5:30 pm – 7:30 pm
  White Oak Transit Center



Public Meetings

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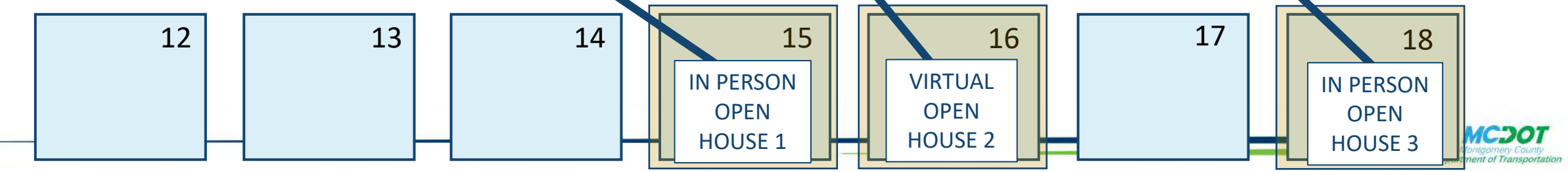
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Wednesday, June 15
Langley Park Community Center
1500 Merrimac Dr,
Hyattsville, MD 20783
Open House 4:00 pm – 6:00 pm
Presentations at 4:00 pm and 5:00 pm

Thursday, June 16
Online Meeting
https://tinyurl.com/NHBRTzoom
Visit Project Website for More Information
Open House 6:00 pm – 8:00 pm
Presentations at 6:00 pm and 7:00pm

Saturday, June 18
CHI Centers, Inc
10501 New Hampshire Ave,
Silver Spring, MD 20903
Open House 11:00 am – 1:00 pm
Presentations at 11:00 am and 12:00 pm



MCDOT Montgomery County Department of Transportation

Project Website

https://www.tinyurl.com/newhampshirebrt

Share Your Experience

If you live, work, or travel in this area, please use this interactive map tool t
system. Help us to identify what is working well and what can be improved

Open Comment Map

Meetings

CAC Meeting #1 (Wednesday, April 5, 2022)

- Presentation
- Video recording of meeting
- Meeting Summary (coming soon)

About Corridor Advisory Committees (CAC)

Corridor Advisory Committees follow Master Plan guidance as approved b
is to receive input and feedback from affected property owners, civic and b
forums and workshops, electronic newsletters, and other forms of outreac
business owners and other relevant stakeholders must be created for each
recommendations to the County on the design, construction and proposed

CAC Member List

Stay Informed

Join our mailing list and receive project updates and community meetings and events.

SIGN UP FOR UPDATES

NEW HAMPSHIRE AVENUE CORRIDOR STUDY

The New Hampshire Avenue Corridor Study will evaluate alternatives for Bus Rapid Transit (BRT) along New Hampshire Avenue in Montgomery County, Maryland. The Study Corridor is 8.5 miles long, running from the District of Columbia boundary at Eastern Avenue on the southern end to the Colesville Park & Ride near Randolph Road at the northern end.

If you live, work, or travel in this area, please use the map to tell us about your experience with the existing transportation system. Help us to identify what is working well and what can be improved along this corridor.

Thank you!

View a list of existing comments →

Having trouble viewing or using the map? Please contact Tara Hofferth at thofferth@kittelson.com with your comments.

Created by Tara Hofferth

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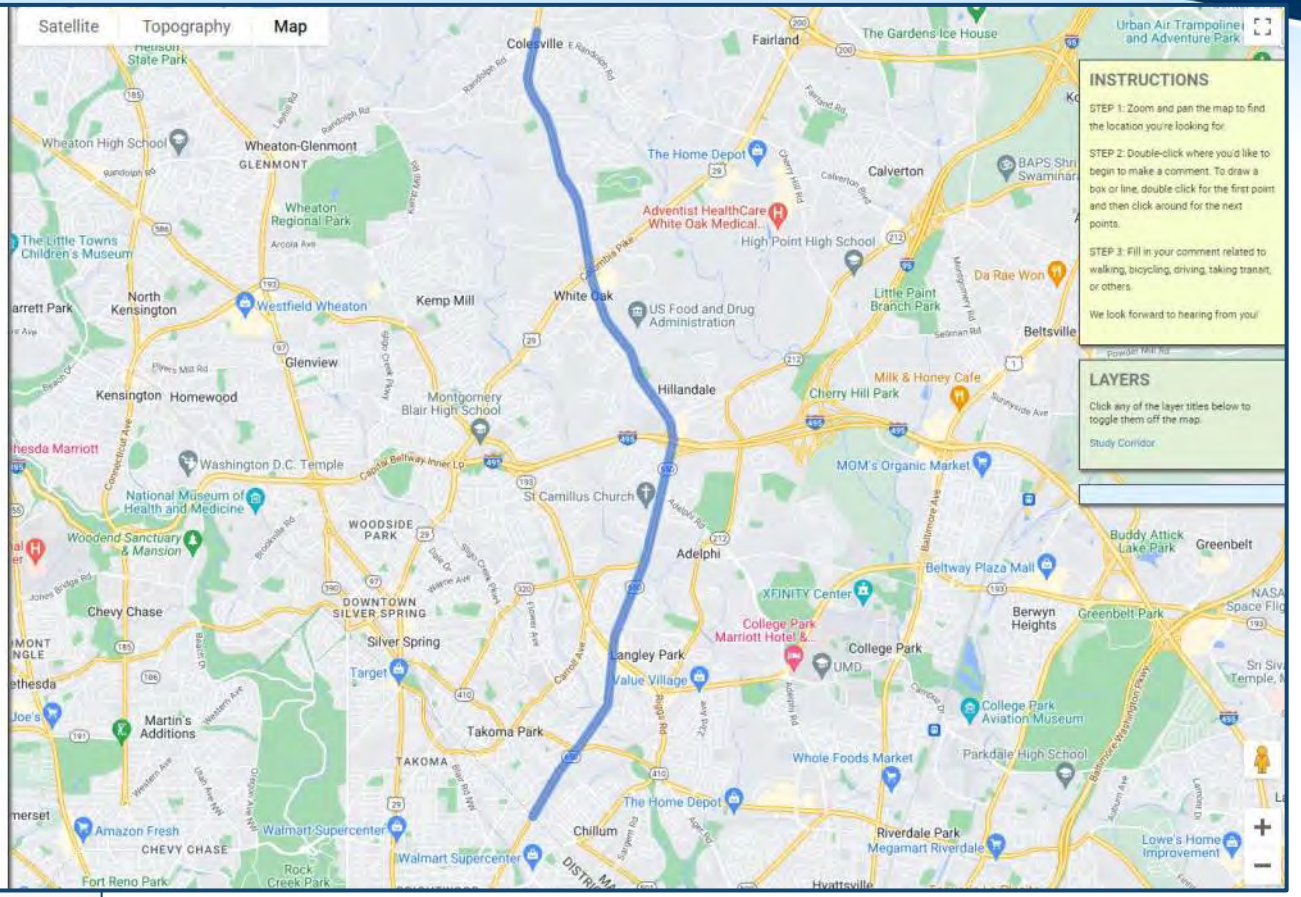
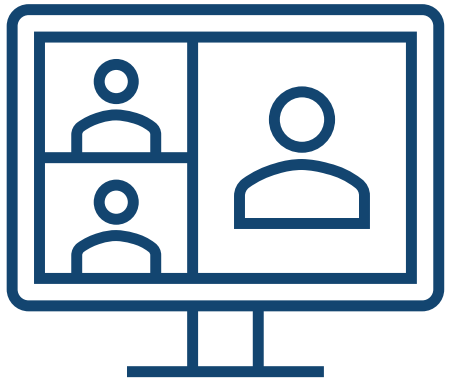
You are logged in.

- Edit Map or Description
- View & Export Comments
- Edit Profile
- Log out



Public Meeting Topics

- Project Overview
- Goals
- Overview of BRT
- Equity and Land Use
- Existing Conditions Analysis



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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Review of Findings

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Planning Analysis

- Equity Areas
- Existing Plans and Development
- Land Use Nodes
- Network Limitations
- Safety Concerns

Existing Traffic Analysis

- Assumptions
- Delay
- Level of Service
- Queueing
- Speed
- Travel Time

Study Questions:

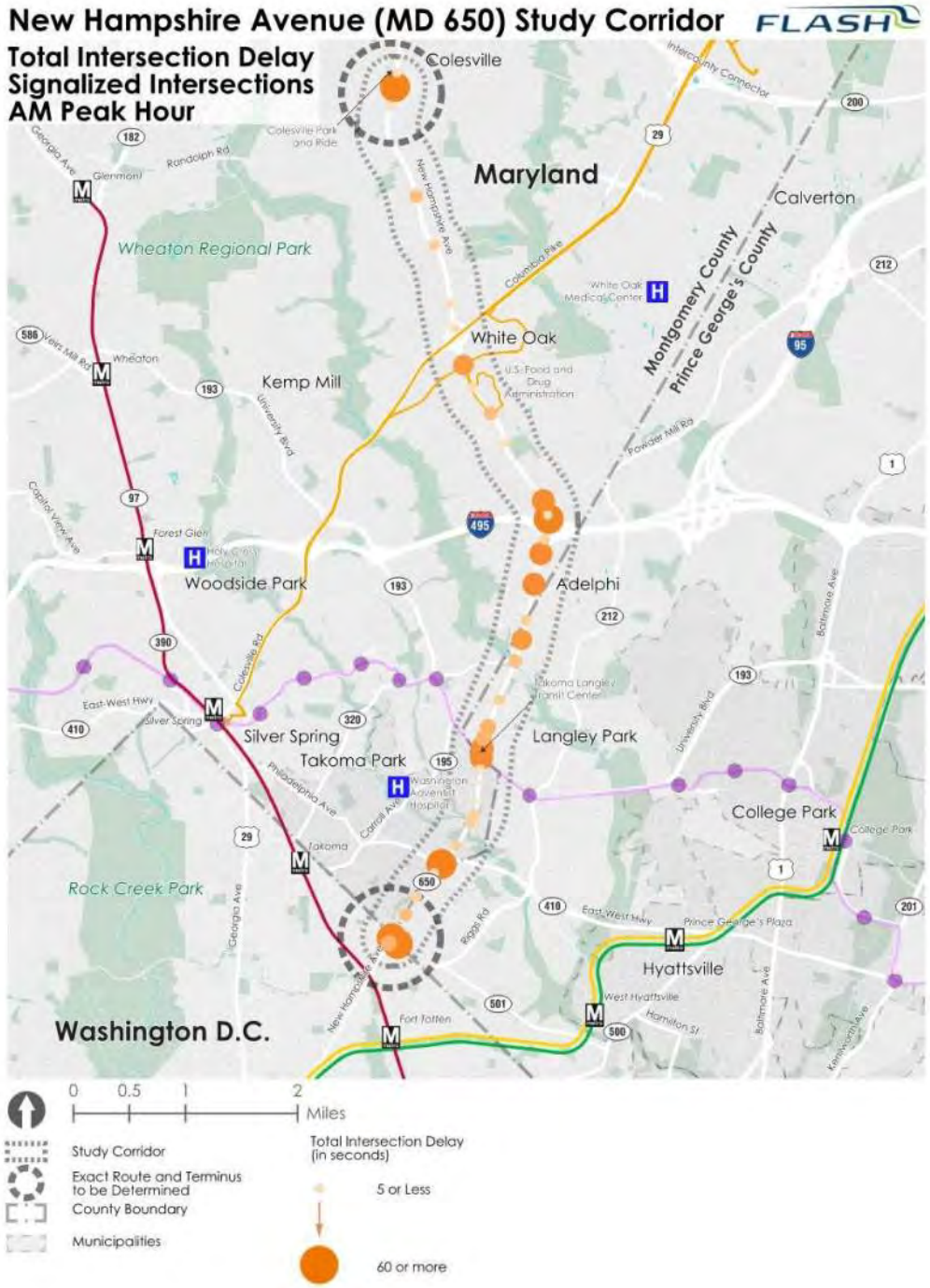
1) Where are delays and queues?

2) How long does it take to drive the corridor?

3) Have we accurately represented conditions?

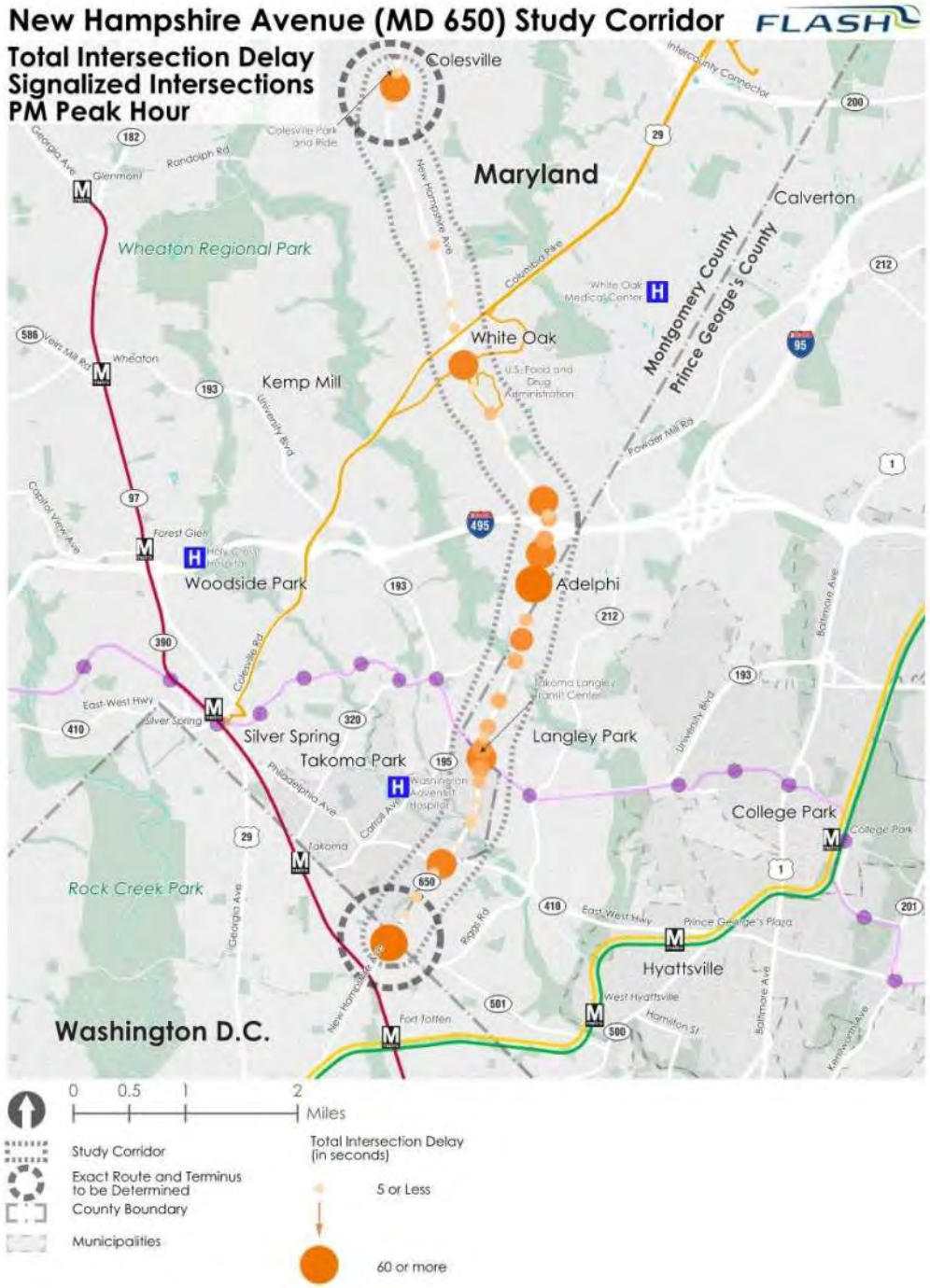
Existing AM Traffic Delay

- The longest delays are at:
  - Eastern Avenue
  - Ethan Allen Avenue
  - University Boulevard
  - Adelphi Road
  - The Beltway
  - Randolph Road



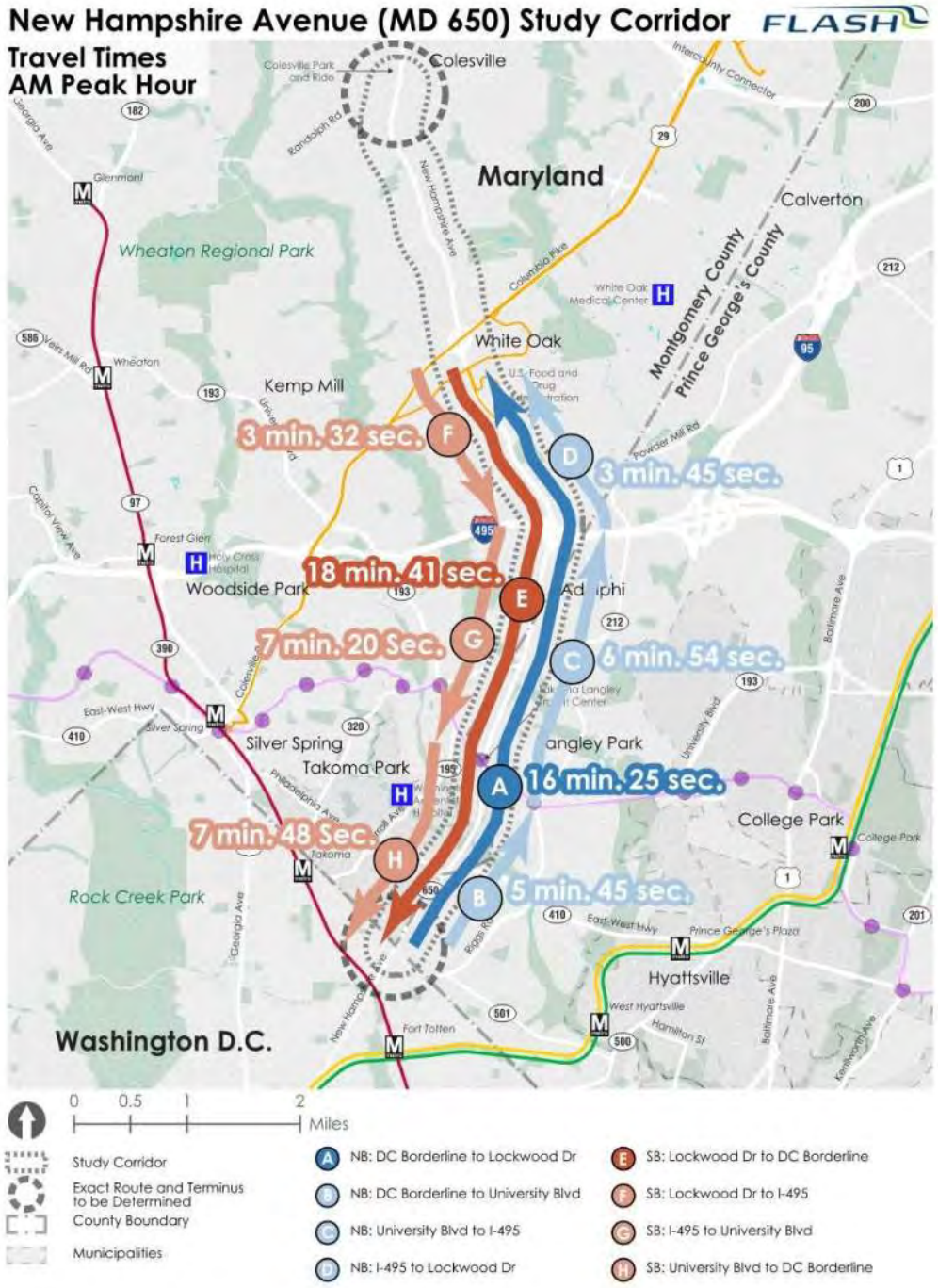
Existing PM Traffic Delay

- Delays are slightly higher in the PM peak hour
  - Eastern Avenue
  - Adelphi Road
  - Lockwood Drive



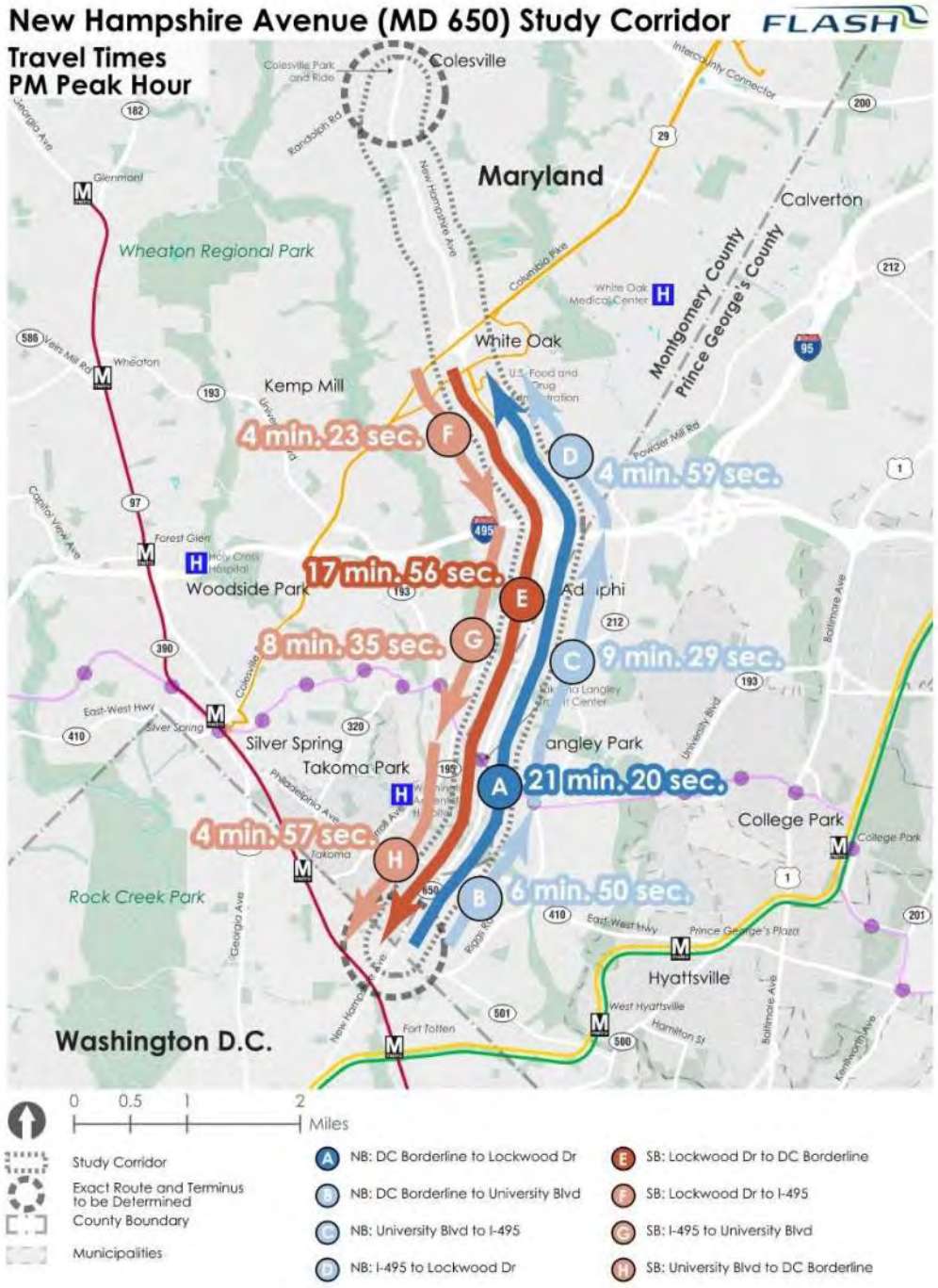
Existing AM Traffic Travel Times

- Travel conditions south of the Beltway are relatively slow
- Slowest speeds are south of University



Existing PM Traffic Travel Times

- Northbound travel times are longer in the PM
- PM outbound is slower than inbound AM
- Slowest speeds are in the central segment
- Southbound travel times are slightly shorter in the PM



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BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Poll: Where does your driving experience differ?

MCDOT
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Department of Transportation

Existing Transit Analysis

- Ridership
- Delay
- Speed
- Travel Time
- Amenities
- Network Connectivity

Study Questions:

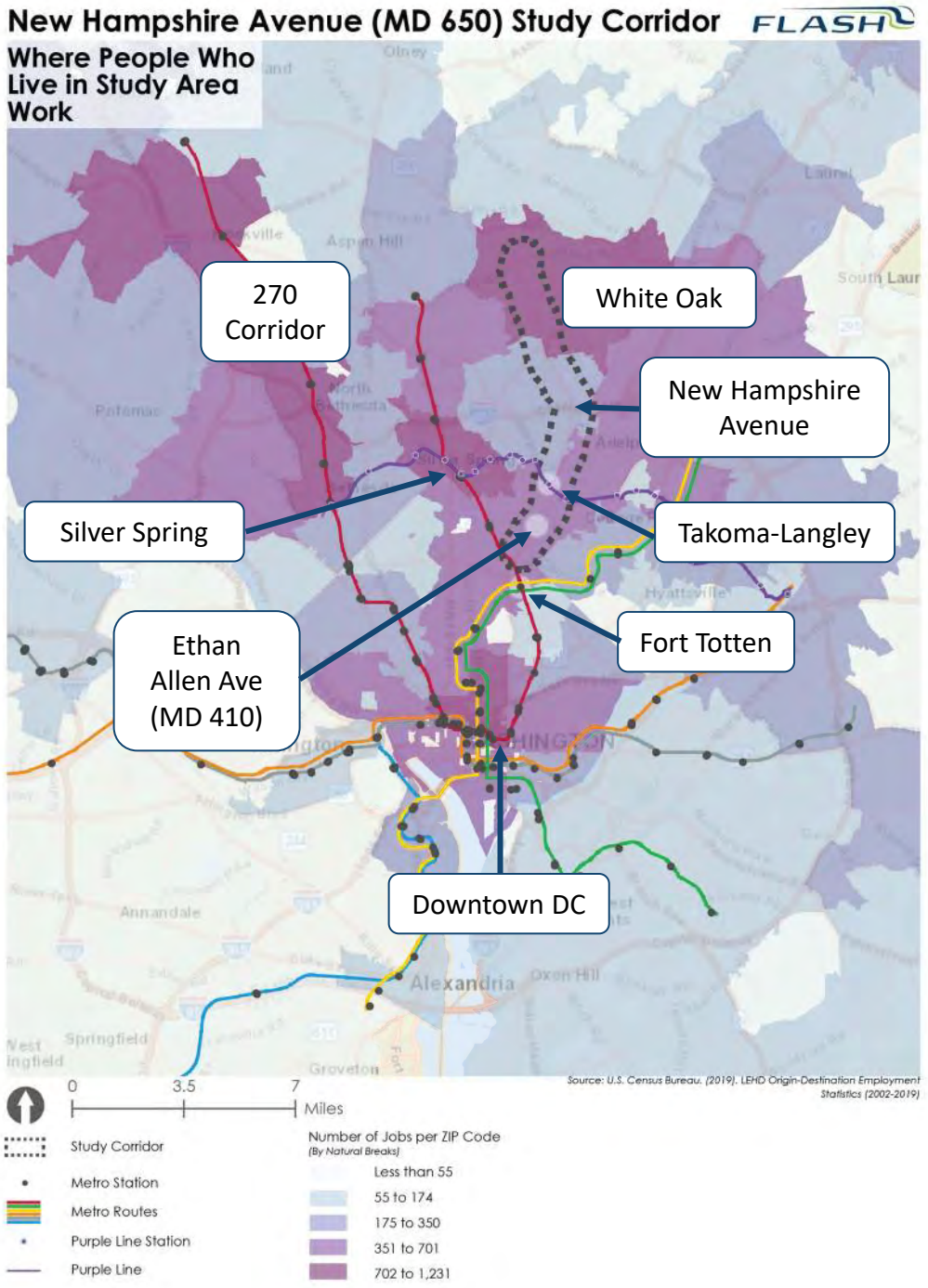
1) How fast and reliable is the bus?

2) Where are people getting on and off the bus?

3) Where can people get using public transit?

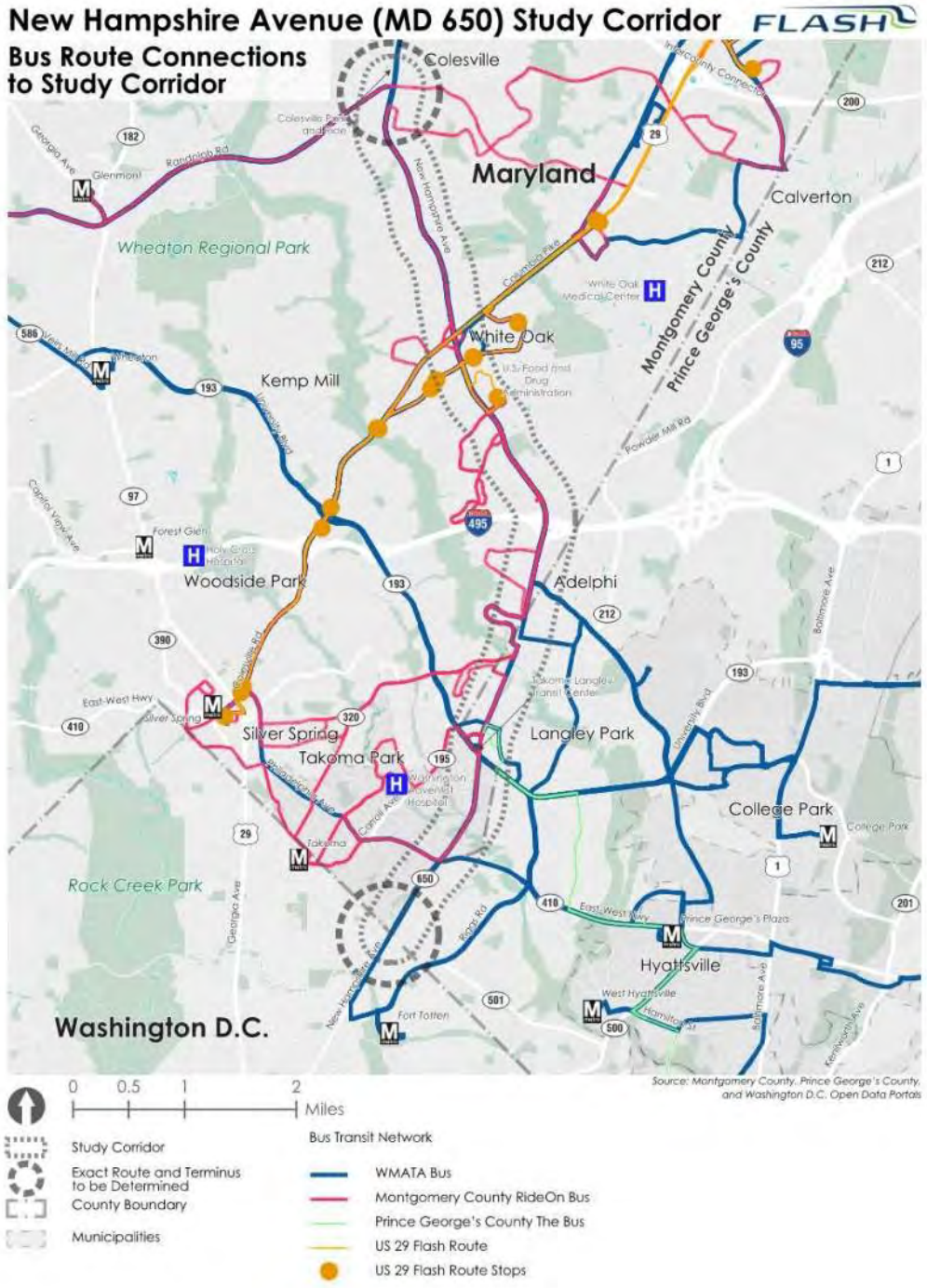
Origin – Destination Analysis

- Corridor residents work in the District, Silver Spring, 270 corridor, and White Oak
- Highlights the needs for connections



Transit Connectivity

- Variety of routes and service patterns in the corridor
- Thru bus service from White Oak to Fort Totten Metro
- Frequent service to Silver Spring and Takoma Metro
- Multiple crossing services

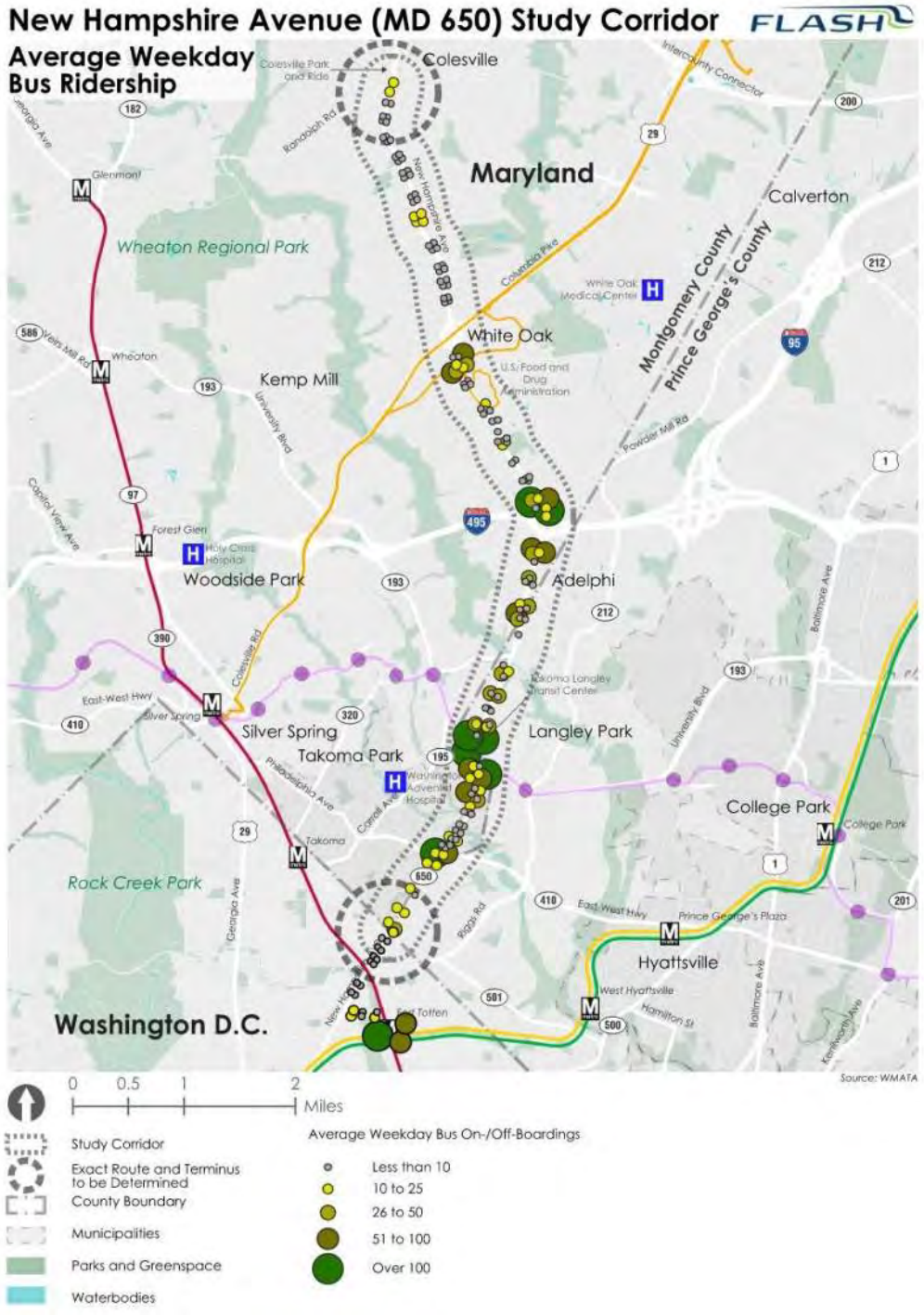


Transit Frequency

- K6 Operates at 10 to 12-minute frequencies
- Multiple high frequency routes
- High combined frequency south of Piney Branch Road

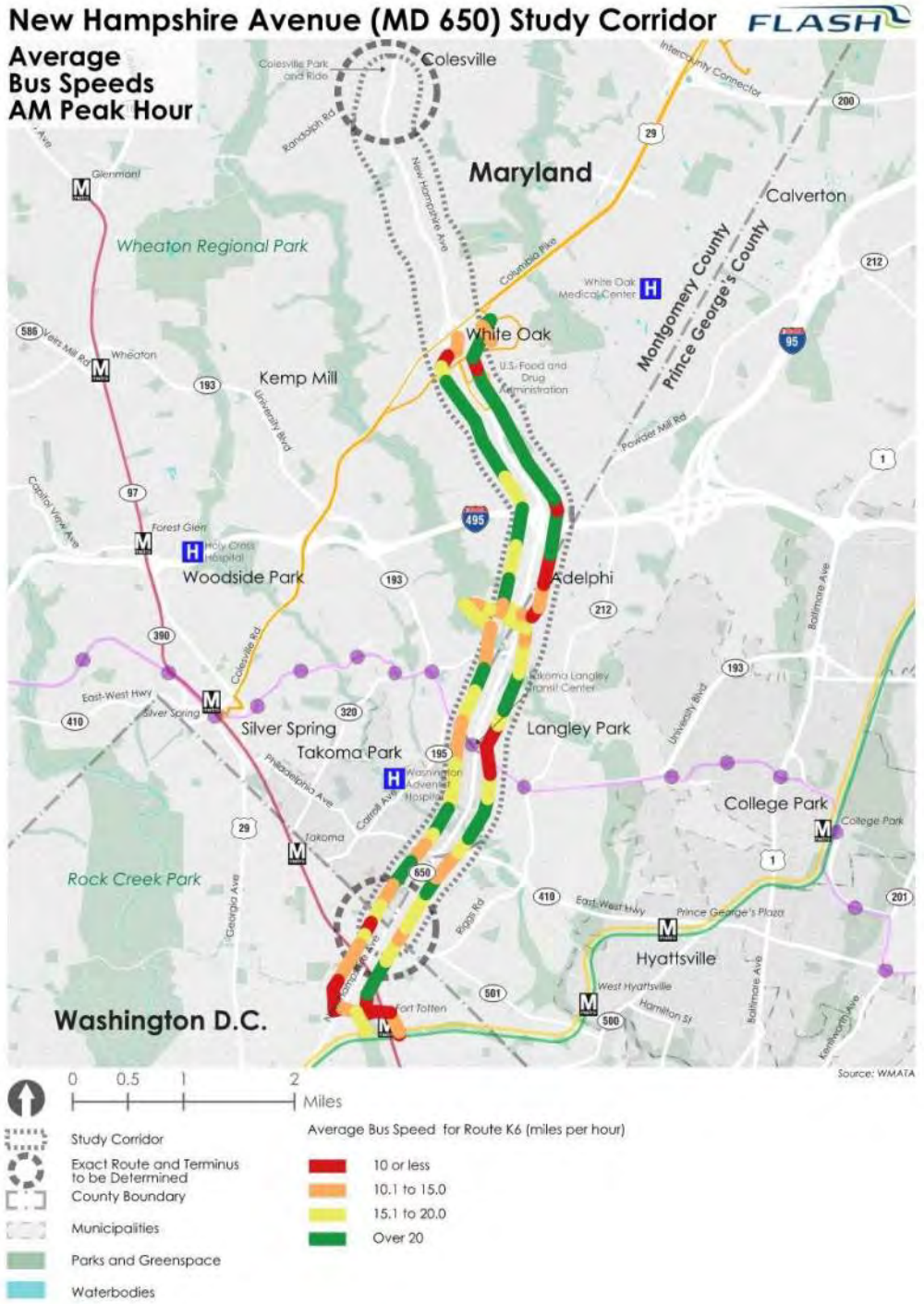
Transit Ridership

- High stop density
- High Ridership
  - White Oak
  - Around the Beltway
  - University and immediately south
  - Ethan Allen
  - Fort Totten
- Approximately 9,500 daily boardings in the corridor



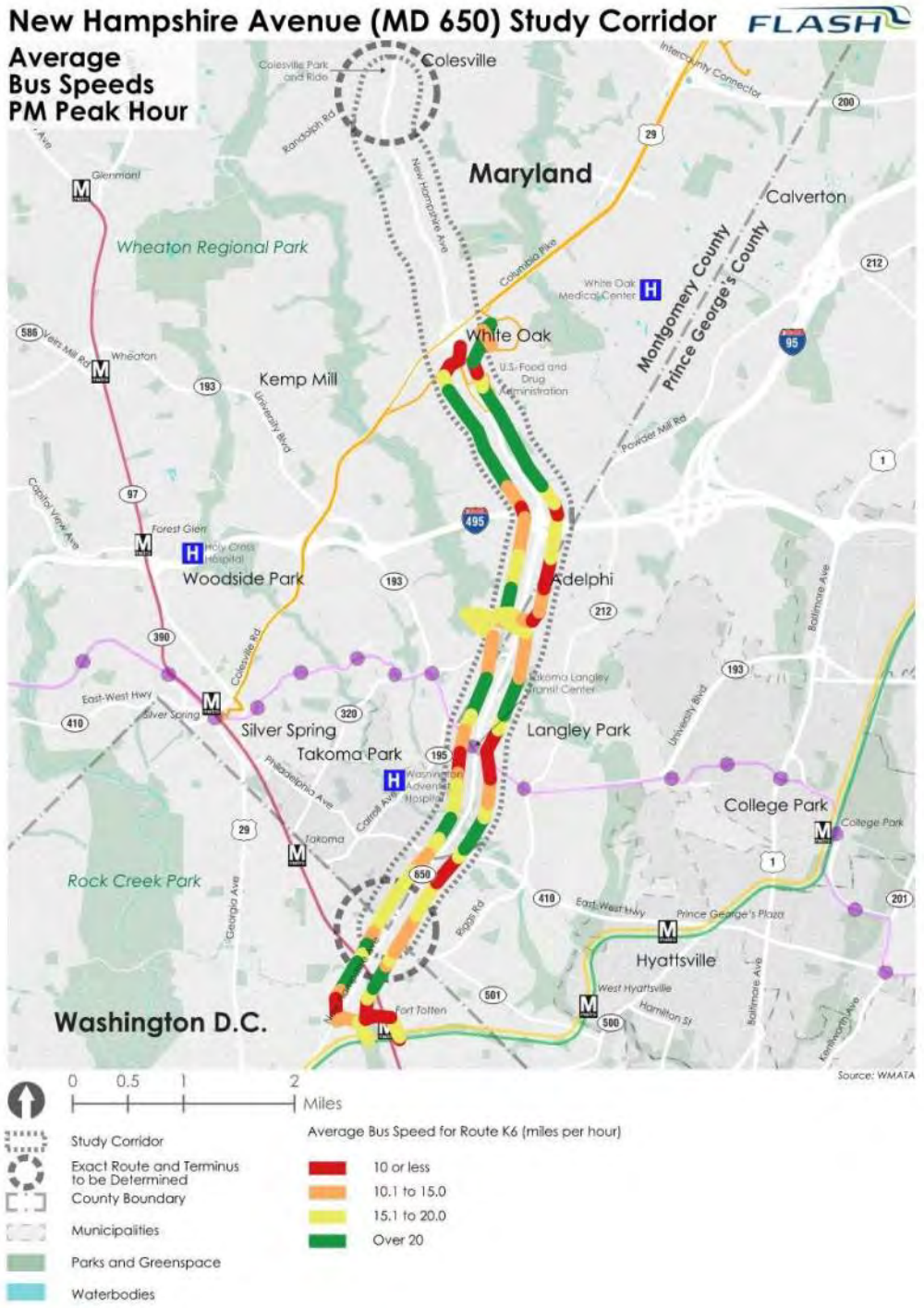
Route K6 Speed - AM

- Slower at University
- Slower approaching the Beltway
- Slower near the District
- Faster north of Beltway



Route K6 Speed - PM

- Slower at University
- Slower approaching the Beltway
- Slower near the District
- Faster north of Beltway



Transit Stops

Multimodal Infrastructure

- Limited bicycle and pedestrian network
- Uncomfortable pedestrian and bicycle experience

Photo Source: Google Earth

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Poll: What should be the southern terminus?

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Next Steps

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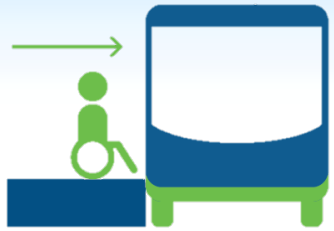
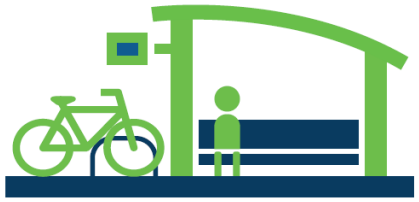
Next Step: Develop and Test Alternatives

Enhanced Vehicles



Enhanced Stations



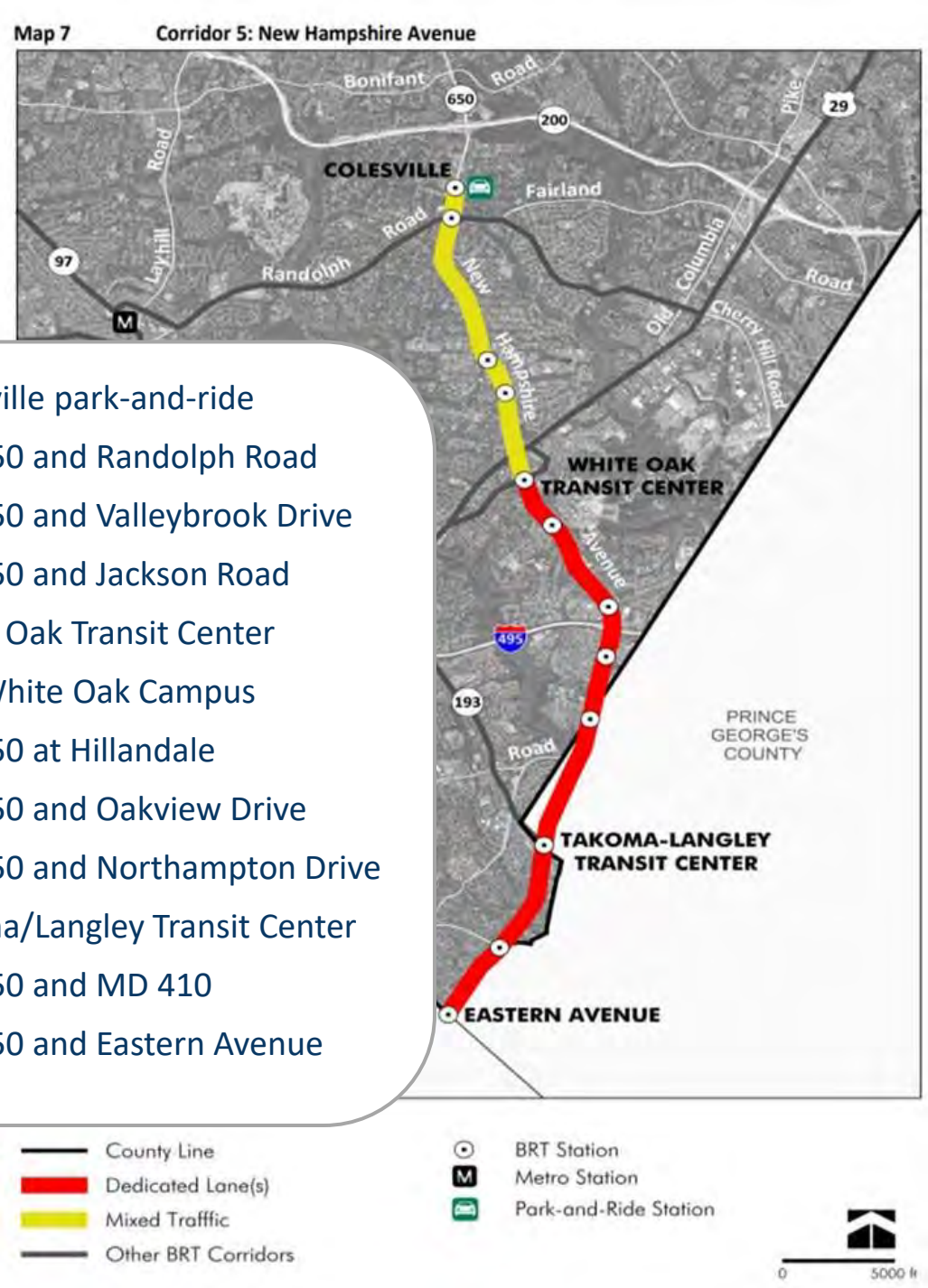
Enhanced Operations

- Station locations
- Runningway
- Intersections

Next Step: Refine Station Locations

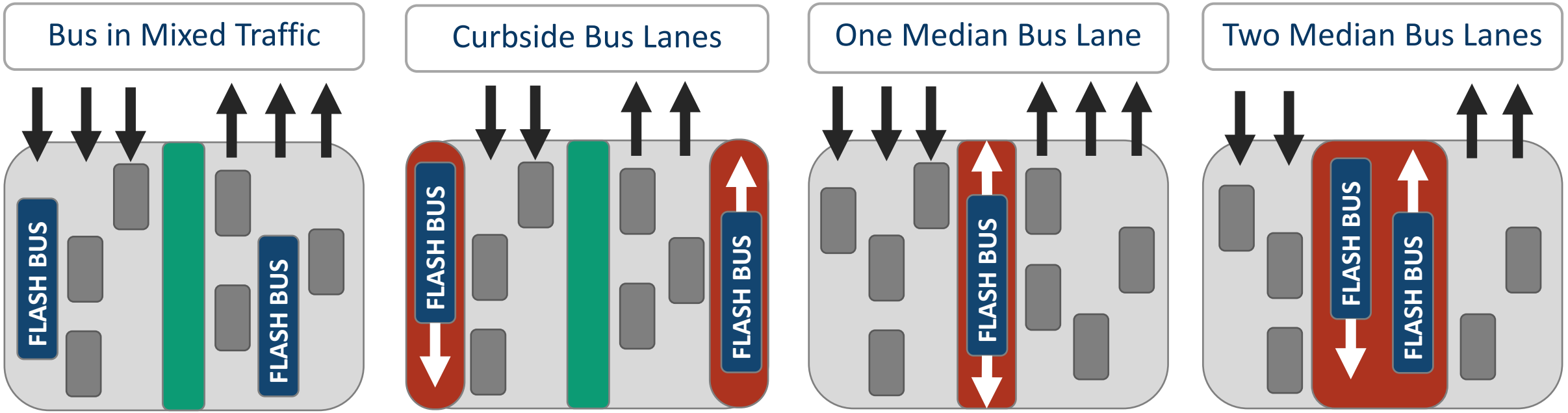
- Verify master plan station locations
- Consider additional locations
- Identify specific station locations

1. Colesville park-and-ride
2. MD 650 and Randolph Road
3. MD 650 and Valleybrook Drive
4. MD 650 and Jackson Road
5. White Oak Transit Center
6. FDA White Oak Campus
7. MD 650 at Hillandale
8. MD 650 and Oakview Drive
9. MD 650 and Northampton Drive
10. Takoma/Langley Transit Center
11. MD 650 and MD 410
12. MD 650 and Eastern Avenue



Next Step: Identify Concepts to Consider

Lane Configurations

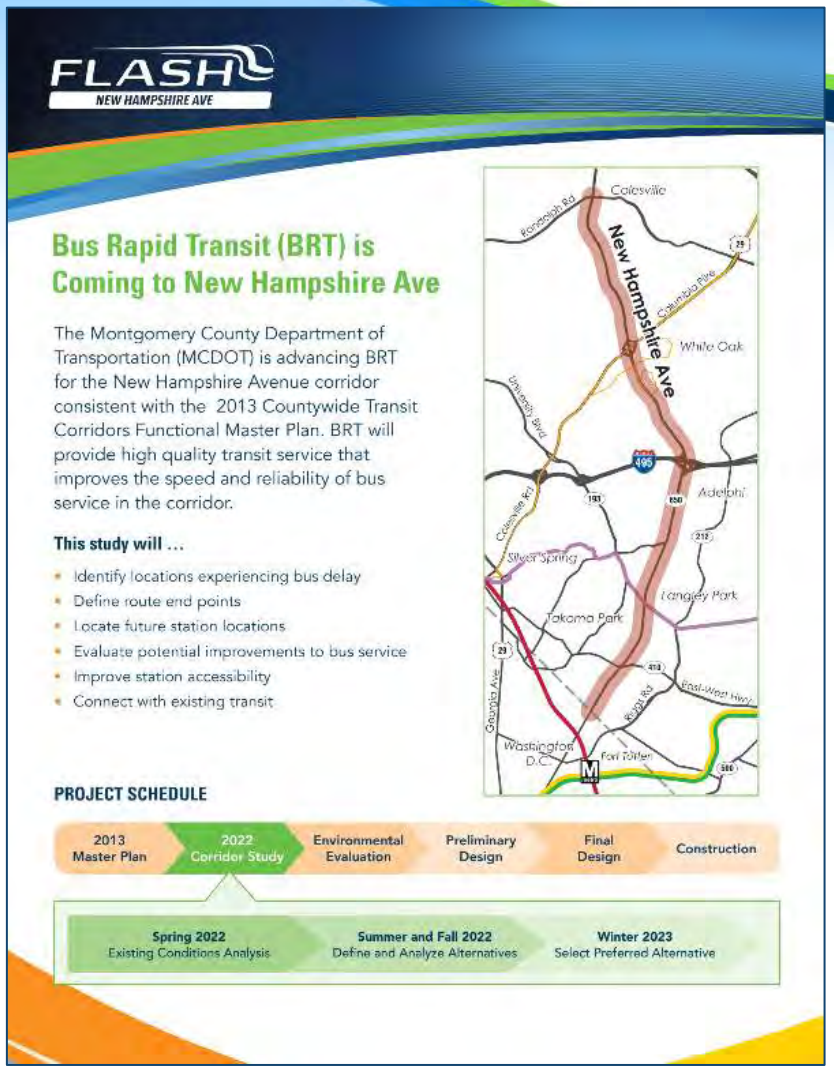


Next Steps

- Public Engagement
- Develop Synthesis of Findings
- Refine Goals, Objectives, and MOEs
- Refine Station Locations
- Develop Concepts

Help Spread the Word!

- Social Media
- Newsletter
- Meeting Poster
- Project Summary



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Questions?

Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

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Department of Transportation

CORRIDOR ADVISORY COMMITTEE (CAC)
MEETING #3 SUMMARY
DECEMBER 15, 2022
7:00 PM – 9:00 PM

ATTENDEES:

CAC Member Attendees	
Brian Downie	Craig Grunewald
Eileen Finnegan	June Henderson
Peter Myo Khin	Shane Pollin
C Tunis	Jason Weaver
Dan Wilhelm	

Additional members of the public who attended the meeting:

Andrew Dempster U.S. FDA, White Oak Campus	Cicero Salles Montgomery County White Oak Planning Manager
Ezra Hollander Hillandale community member	David Anspacher, M-NCPPC
Jeremiah Pope Former District 5 Candidate, Hillandale Community Member, State House Chief of Staff	Bee Ditzler League of Women Voters-Montgomery County Transportation chair
Koralleen Stavish Takoma Park resident	Gerald Cichy
Inez Gutierrez	James Holmes
Rainier Gomez	

Montgomery County Staff and Consultant Team	
Rick Kiegel	MCDOT
Corey Pitts	MCDOT
Jamie Henson	Kittelson
Aditya Inamdar	Kittelson
Tara Hofferth	Kittelson
Nadiya Kutishcheva	Sharp & Co.

PRESENTATION OVERVIEW

Welcome and Introductions

- Consultant Nadiya Kutishcheva welcomed everyone to the meeting and gave a brief overview of meeting expectations and Zoom software
- MCDOT Project Manager Rick Kiegel introduced the project team. Study team members introduce themselves.
- Consultant Jamie Henson reviewed the role of the Corridor Advisory Committee.

Project Recap

- Consultant Jamie Henson provided an overview of the study – the study corridor is between Fort Totten and the Colesville Park and Ride. The study will define start and end points, identify station locations, develop, and evaluate improvements to bus service, and address station accessibility. Jamie covered the greater study schedule, next steps for the project, and topics for upcoming CAC meetings
- Jamie presented a synthesis of findings from Existing Conditions Analysis, program goals, and considerations for identifying BRT concepts

Station Identification

- Jamie reviewed preliminary station locations as identified in the 2013 Countywide Transit Corridors Functional Master Plan
- Jamie reviewed changes from the Masterplan - the removal of one proposed station (Colesville Park and Ride), and the addition of three stations (MD 650 and Quebec St, MD 650 and Merwood Dr, Fort Totten Station)

Audio Comments Regarding Station Identification:

- In terms of the entire system, it seems like the goal is to provide transit from communities to employment centers with emphasis on intra-region connectivity. How do you deal with that as a part of this study? What if you live in White Oak and want to use transit to connect with family, not only to connect with employers? That's something transit systems need to focus on to facilitate community building.
  Response: The main focus of the study is to improve service along the New Hampshire Corridor. There is a large amount of transit service on and crossing this corridor. Proposed alternatives will consider how New Hampshire Avenue service improves connections to other transit services to improve accessibility.

- There are places outside of the current station recommendations that would be helpful for people to reach. For example, between Randolph Rd and Valley Brook Dr there is a commercial center at Hollywood Blvd. Between Jackson Rd and the White Oak Transit Center, there is the White Oak library. Would the study consider having stops there because they are important?
  Response: To make this a fast and efficient service, trade-offs will need to occur with stops. The more stops, the slower the service. However, it won't be only BRT serving the corridor. Local

service will be paired with BRT to provide full access for the corridor.

- The park space at the Hillandale Fire Department is undergoing a massive renovation. It does make sense for there to be a stop at FDA. It may be a lost opportunity for this public space to not receive a dedicated stop.
  Response: It makes sense to connect as many civic spaces as possible. We are open to hearing these concerns and evaluating station locations. We hope to make sure that the FDA stop is optimized to access both the FDA and the park.

- I like your station recommendations. Local bus service (RideOn) should support BRT service. You need to be able to transfer between routes and travel quickly.
  Response: Thank you for your comment.

- The CHI Center should also be considered, this is a critical employer for the Hillandale Area and an employment center for the physically challenged. Is the proposed FDA station right outside of the FDA complex or at the transit center? There is a considerable distance between the FDA and the park.
  Response: Right now, we are thinking of that station location as right outside of the FDA entrance to make it as accessible as possible to adjacent residents and the park, as well as to FDA.

- Could your team put together a map showing the proposed BRT map on New Hampshire, along with the other bus services around the corridor to show transit routes feeding in/out of the service area?
  Response: This map is on the study website and was shown during the meeting.
  Curious to find out how and where the busses turnaround on the northern terminus
  Response: This might happen at the Colesville Park and Ride.

Written Comments Regarding Station Identification:

- Did you say there would be a station at 410?
  Response: Yes, that was envisioned as part of the Master Plan and it has not been amended in the study recommendation.

- Regarding FDA--have you been working regarding the FDA on-campus transit center and then using the WOSG Master Plan connection from that transit center to Lockwood at the White Oak Transit Center? I will send you some of the detail from both the WOSG and the FDA 2018 master plan. It is up to the county to advance the connection! BTW, regarding connections to FDA--Currently there is a significant issue with the 29 Flash having to reroute to get to the FDA. This backtrack is a problem for those using the Orange line!
  Response: We have been working with FDA. We have met with them and they have attended the study's Technical Advisory Committee meetings. The new street connection is contingent on being advanced through the FDA.

- The local bus service should be improved to go along with the BRT. At some places they run every 30 minutes or longer, which makes it not useful for connections.
  Response: We are thinking through how we can facilitate these connections.

- I see the Colesville Park and Ride station may be eliminated. Will there still be a place to park and catch the Flash at the northern terminus?
  Response: The park and ride is underutilized. Typically, it's not common to see folks driving and parking to take a BRT. If they are driving, they generally prefer to stay in their car. The park and ride will be less than a quarter mile from the Randolph Road station.

Concept Benefits and Challenges

- Jamie introduced four main "families" of concepts, along with benefits and challenges.
  - Concept 1 (Optimize in Mixed Traffic)
  - Concept 2 (Repurposing Lanes)
  - Concept 3 (Adding One Flash Lane)
  - Concept 4 (Adding Two Lanes)
- Jamie reviewed corridor Segments used for screening concepts and screening criteria

Audio Comments Regarding Concepts:

- The fatal flaw of impacting existing local service should be taken with a grain of salt. Local bus service can be restructured and expanded. The BRT and local bus should be integrated with each other.
  Response: We're not removing the ability to marginally impact local bus service, but we would not want to impact operations to become significantly slower. We want to ensure local bus service continues to work well.

Written Comments Regarding Concepts:

- Dedicated lane with only BRT and regional express transit only.

- Has any modeling been done? IF not, when will you test? Peak direction historically has been in and out of DC, but this is changing in some areas. What growth are you considering for models?
  Response: Modeling is the next step in the study. For most of the corridor, it's difficult to see a well-defined peak direction. We are considering the COG 2045 Regional Model for growth and the FTA STOPS model to predict ridership.

- 4th concept is the best for future growth.

- In DC, you might consider a different route than the K6 takes. The K6 goes down NH to North Capital, left on N Capital, then left again on Riggs. This is a traffic bottleneck. If you can avoid this and take another route to Ft. Totten, it may yield significant benefits.

Response: We have not settled on a routing to Fort Totten and are working with DDOT as we consider different options.

- Ridership tool: https://www.wmata.com/initiatives/ridership-portal/Bus-Data-Portal.cfm

Alternatives

- Jamie reviewed the three proposed alternatives
  - Alternative 1 -
    Optimize traffic in mixed transit along full corridor
  - Alternative 2 -
    Repurpose Curbside Lanes south of Piney Branch Road
    Implement Transportation System Management with Transit Signal Priority north of Piney Branch Road
  - Alternative 3 -
    Repurpose median lanes south of Piney Branch Road, Add one center loading Flash, shared bi-direction transit lane between Piney Branch Road and Lockwood Drive
    Implement Transportation System Management with Transit Signal Priority north of Lockwood Drive

Audio Comments Regarding Alternatives:

- The segment between Powder Mill Rd and Sligo Creek is a challenge. The Hillandale shopping center has several bus stations that could be consolidated. In current operations, northbound PM buses block a full lane in this area. WMATA and RideOn should communicate better. Also, consider lessons learned from recent council approvals on US-29.

Written Comments Regarding Alternatives:

- What has been SHA's involvement? Is the agency supportive? If Alternative 3 is selected, are there more road improvements required? Takoma Park has a MP BRT concept. How does that fit?
  Response: SHA has been deeply engaged, but we have not brought forward yet a preferred alternative for them to react to. They will review the study's models and microsimulations. The study team is also actively working with Takoma Park to discuss how alternatives work with their vision.

- Center lane boarding seems scary to me as a pedestrian. When riding a bus, I tend to avoid having to cross this highway.

- Could you describe how BRT buses transition from one lane configuration to the next in this alternative?
  Response: We have not yet figured out all these details, but these transitions often happen using special signals to guide buses in and out of the lanes. In Alternative 3, likely at Piney Branch, a special signal would allow buses to enter and exit the exclusive transit lanes. On either end, there

would be spaces for buses to merge in and out of the lane as appropriate.

- Suggest talking with planned/likely new development in Hillandale and White Oak shopping center (on Lockwood).
  Response: We're talking to planning staff about these developments, along with the project Technical Committee.

Next Steps

- Jamie reviewed next steps for the study
- The next CAC meeting will be in March or April 2023

Audio Comments Regarding Next Steps:

- Hillandale Gateway is highly impacted by this project. We are programming a transit center into the development and have done design work for transit. The study should reach out and engage with the project.
  Response: We will follow up to schedule.

- How are you calculating ridership at this point? Do your numbers change if you have a circulator type system within a neighborhood. For example, in the Southwest corner of Hillandale just above the beltway there is a small loop. RideOn goes down practically every street within this neighborhood, if we could get this on either side of the corridor up to Randolph Rd, that would be great. My preference is Alternative 3. My concern with alternatives 1 and 2 is Flash buses traveling during peak hours getting stuck in traffic (particularly between Stewart Lane and the Beltway, and around Sligo Creek and Silver Spring). If Flash buses get stuck in traffic, how do you keep the supply of Flash buses going? Dedicated lanes provide a solution to this problem. Otherwise, it's a regular RideOn service. In Alternative 3, you are investing in long term infrastructure.
  Response: We are looking at multiple alternatives. Alternative 3 does consider a peak running center lane allowing the bus to travel out of regular vehicle traffic.

- Between Hollywood Rd and Lockwood Dr, this gets congested on School Days.
  Response: Thanks for the input, it's helpful to know specific generators influencing traffic. The Master Plan is very clear on the segment north of Lockwood Dr, and we want to operate with consistency.

Written Comments Regarding Next Steps:

- What is a "Hybrid Alternative?"
  Response: After testing the three alternatives, we will consider additional enhancements that improve an alternative. We may mix and match solutions to create a new alternative.

- Meeting with planning staff is not the same as meeting with the impactful developments directly. I and other representatives of Hillandale Gateway look forward to speaking with you.
  Response: We will follow up to schedule.

- North of White Oak, why is mixed traffic the only alternative under consideration?
  Response: North of White Oak, the Master Plan is clear that no additional transit lanes are considered. Traffic also doesn't slow down in this segment as much. There is minimal infrastructure needed to ensure buses can move quickly in this segment.

- Will all your outreach meetings be virtual? Will there be additional community meetings planned? What timing do you anticipate for additional community input?
  Response: Our next round of outreach will likely be in March/April following the Alternatives Analysis. There will be virtual outreach, along with bus stop chats, and other approaches for engaging with as many people along the corridor as feasible. This is a large study corridor, and we will consider how to best prepare materials showcasing alternatives on local segments.

- Will there ever be consideration in extending the BRT to Cloverly. Extremely limited service from White Oak to Randolph Road. Only two buses serve New Hampshire Avenue (Lockwood) to Randolph Road.
  Response: Our current focus is based on how BRT is outlined within the Master Plan. Previous plans noted 20 min service between White Oak and Lockwood, which would be an improvement over two buses serving the corridor.

- As much as I would like service to Cloverly, Cloverly is a particularly sparse region, and outside the scope of the plans. Would it be possible to consult the bus drivers of related routes (K6, Z2, 22, etc.)? They should have firsthand experience of current ridership.
  Response: Yes, it is helpful to get the operator's thoughts. We looked at data from automated passenger counters, so we have a good idea of where folks are getting on and off the buses.

- Must keep in mind when designing station at NH Ave and Randolph Road, the future Randolph Road BRT and the station it'll need at that intersection.
  Response: We want to make sure that we are thinking through that interaction.

- Will the alternatives analysis look at how the NH BRT line will run through the White Oak Transit Station on Lockwood, or will that particular connection be determined after the alternatives analysis is completed?
  Response: The County is looking into upgrading the Lockwood transit center and may not have a decision within the timeline of this project. This study will provide high level guidance to the County.

- I can help promote any future community meetings for the Takoma Park area.
  Response: We will follow up.

Meeting Sign Off

- MCDOT Project Manager Rick Kiegel thanked attendees for their time and questions and shared contact information.

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New Hampshire Avenue BRT Planning Study

Corridor Advisory Committee (CAC)

Meeting 3

December 15, 2022

MCDOT
Montgomery County
Department of Transportation

Meeting Expectations

We're committed to starting on time and ending on time

Meeting facilitator will guide discussion

We're creating spaces for all voices to be heard

Take advantage of the "raise hand" feature

Place microphones on mute when not talking

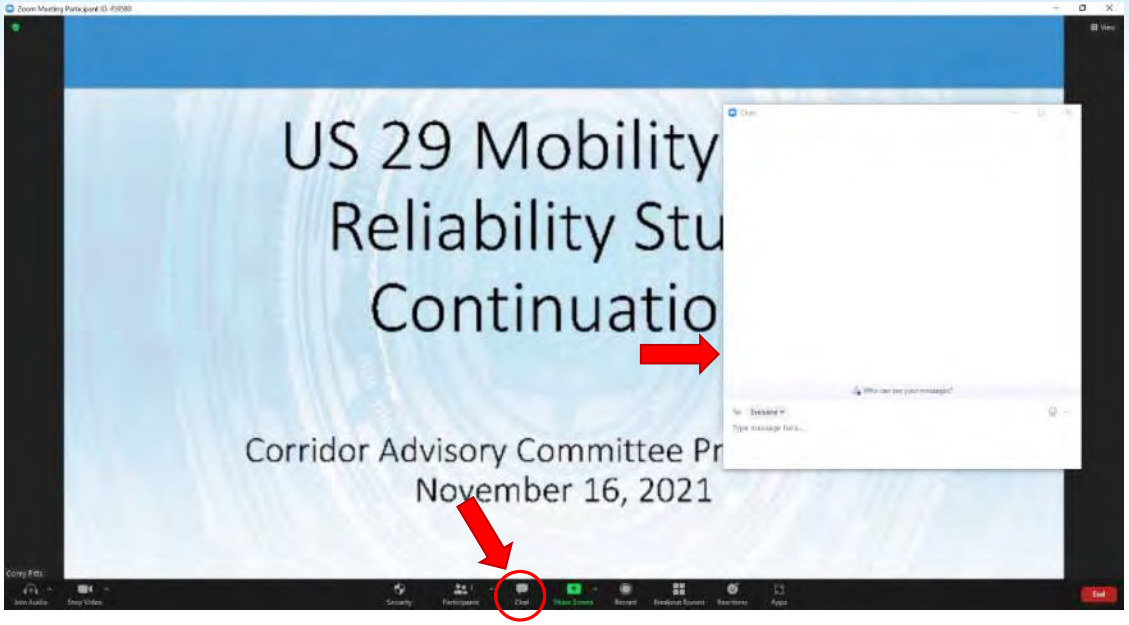
Using Zoom

Ask a question (in text):

- If you have a question during the presentation, please send it via the **chat**.

To send a chat:

- Click “chat” in the bottom menu.
- A new window will appear.
- Type your question and send it.



Using Zoom

Raise your hand:

- If you'd like to speak to ask a question or make a comment, please **raise your hand**.

To raise your hand:

- Click "Reactions" in the bottom menu.
- A new window will appear. Click the "Raise Hand" button at the bottom.
- If you've dialed in by phone, dial *9.

Project Team

Montgomery County Department of Transportation (MCDOT)

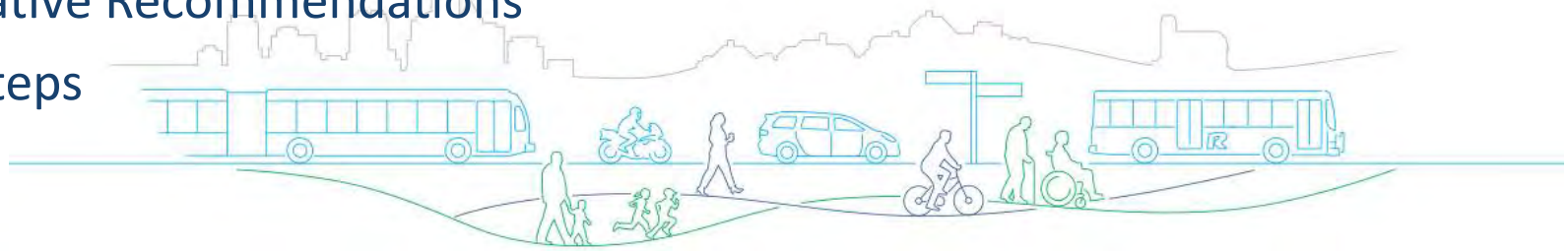
- Rick Kiegel
- Corey Pitts
- Joana Conklin

Planning Consultant Team

- Jamie Henson
- John Manzoni
- Tara Hofferth
- Aditya Inamdar
- Nadiya Kutishcheva

Meeting Agenda

1. Welcome
2. Project Recap
3. Station Identification
4. Concept Identification
5. Concept Benefits and Challenges
6. Initial Screening
7. Alternative Recommendations
8. Next Steps



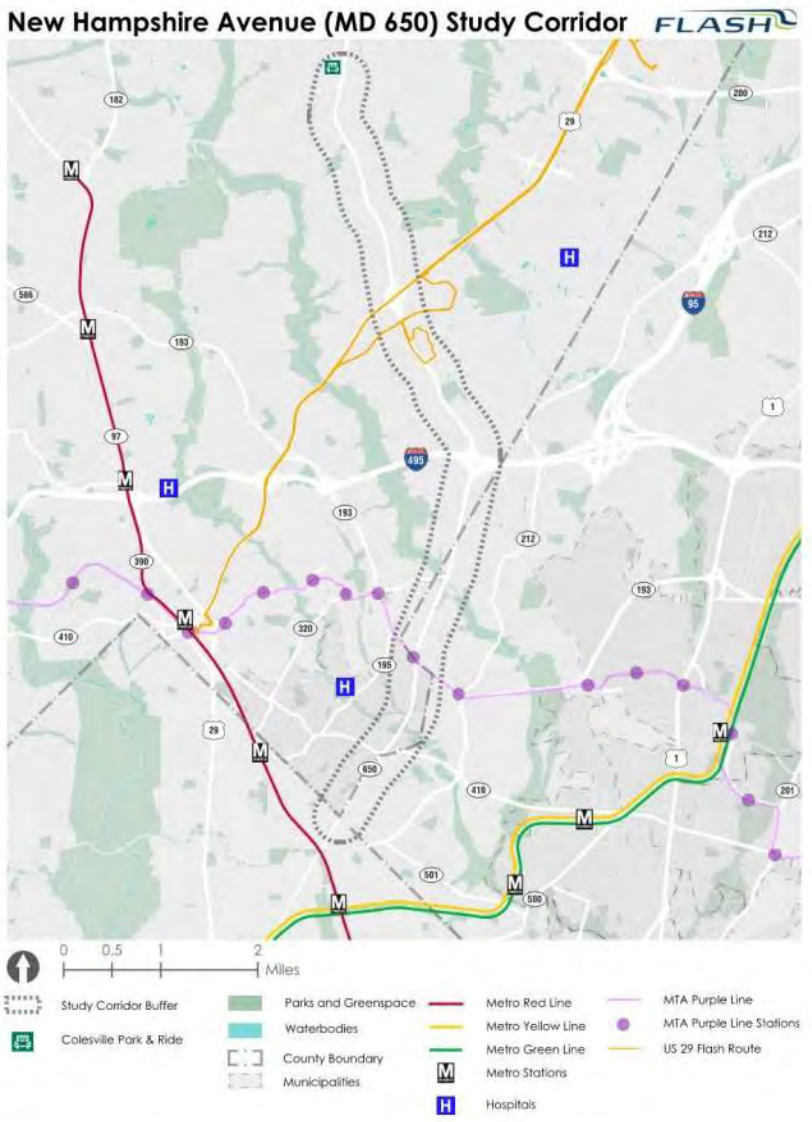
CAC Role & Participants

- Provide input, guidance and oversight in accordance with the Master Plan
- Community involvement throughout project
- Information sharing with community
- Build consensus

Project Recap

Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Will…**
  - Define start and end points
  - Identify station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility



CAC Meeting Schedule

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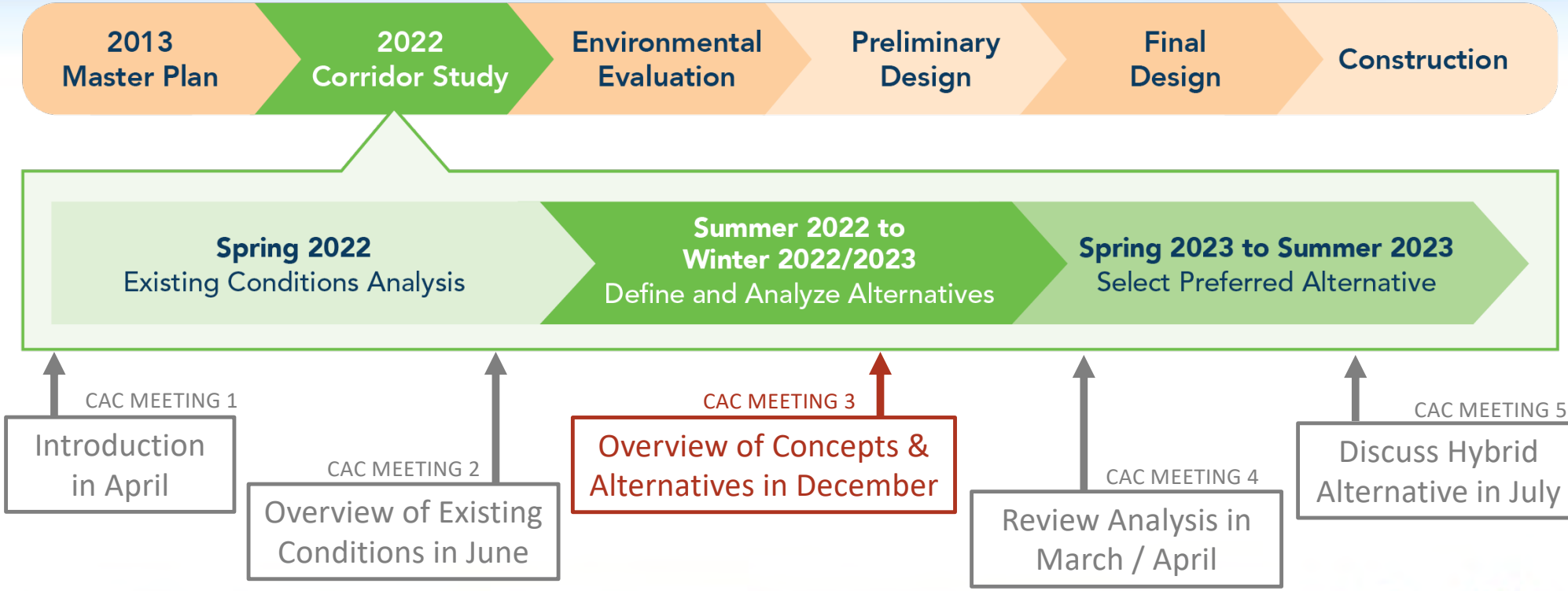

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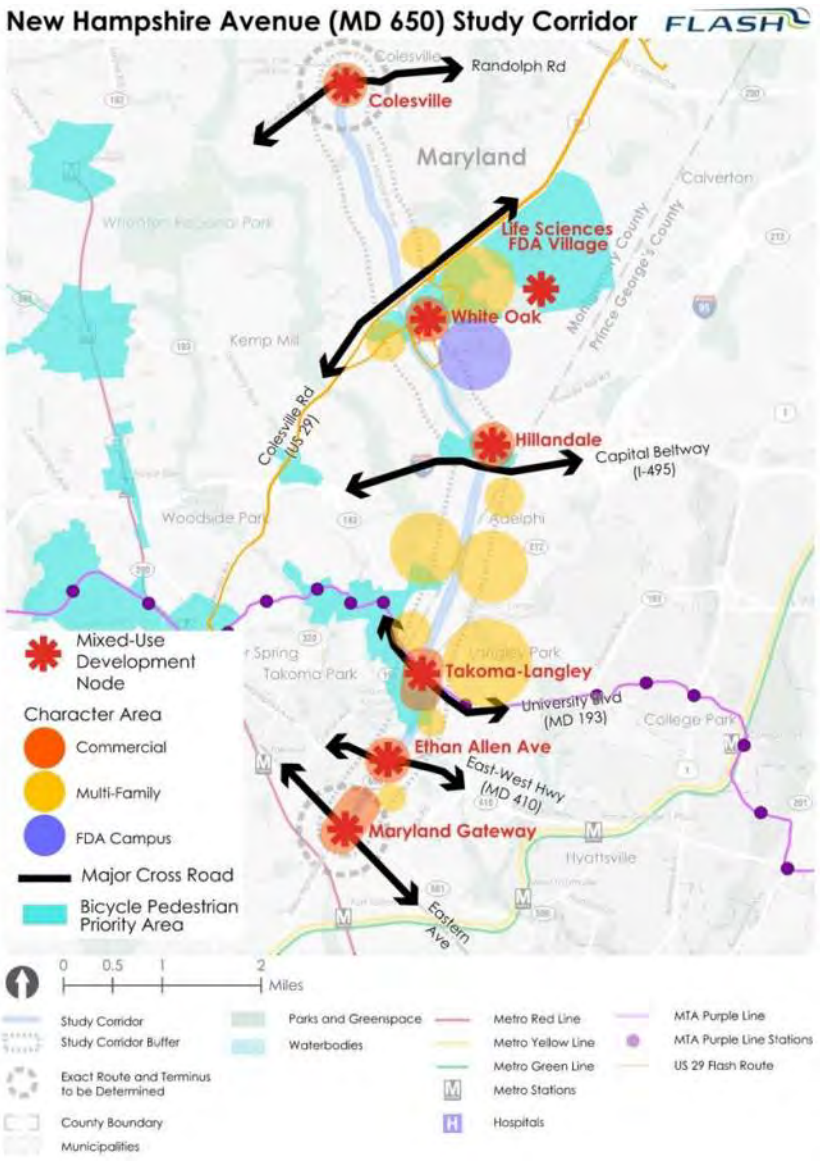
Synthesis of Findings

- High bus ridership in equity communities
- Largely residential land use
- Commercial nodes at major intersections
- Missing and inadequate bike / ped infrastructure
- Frequent and severe crashes on HIN
- Service road patterns vary
- Delay near the Beltway and at major intersections
- Significant bus service on and crossing the corridor
- Four major work destinations for corridor residents
- Existing transit service can be slow and unreliable
- Establish Fort Totten as southern terminus



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Concept Identification

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Program Guidance

Program & Project Goals & Objectives

Improve access to jobs, activity centers, and community facilities

Minimize environmental impacts and utilize cost-effective design

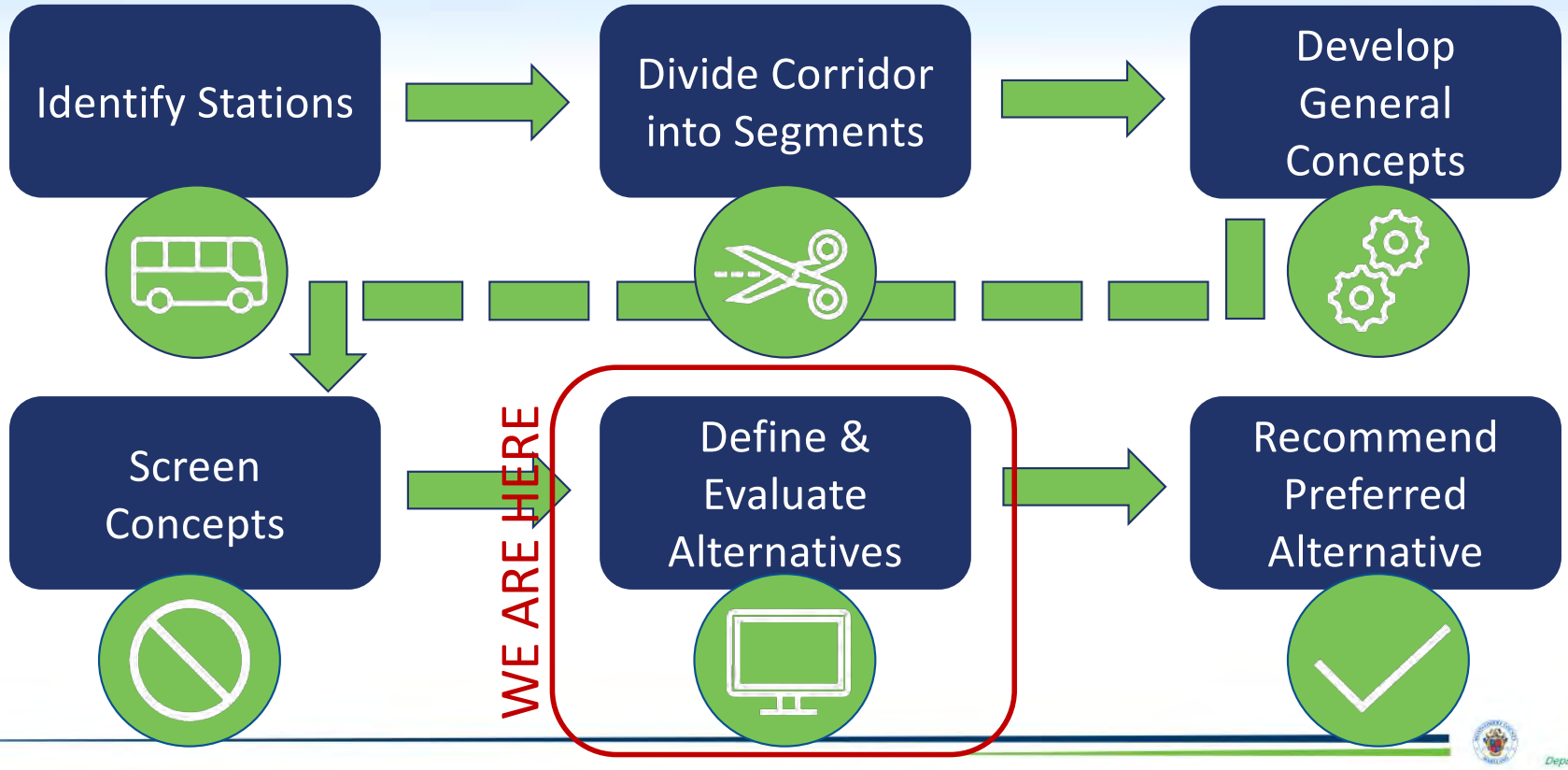
Improve safety of our streets and the livability and wellness of our communities

Promote economic development with appealing and functional transit

Provide a fast, reliable, efficient, and connected transit service

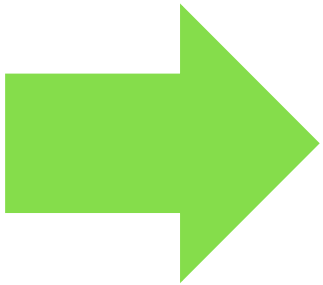
Provide improved and accessible transit service for underserved populations

Approach to Develop Alternatives



Guidance to Identify Concepts

Countywide Transit Corridors Functional Master Plan	Program and project goals and objectives
Previous County BRT efforts	Input from the community
Relevant local plans, studies, and initiatives	Input from County Staff
National best practices	Input from Stakeholders



Concepts

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Station Identification

MCDOT
Montgomery County
Department of Transportation

Identify Station Locations

- Verify master plan station locations
- Consider additional locations
- Identify specific station locations

1. Colesville park-and-ride
2. MD 650 and Randolph Road
3. MD 650 and Valleybrook Drive
4. MD 650 and Jackson Road
5. White Oak Transit Center
6. FDA White Oak Campus
7. MD 650 at Hillandale
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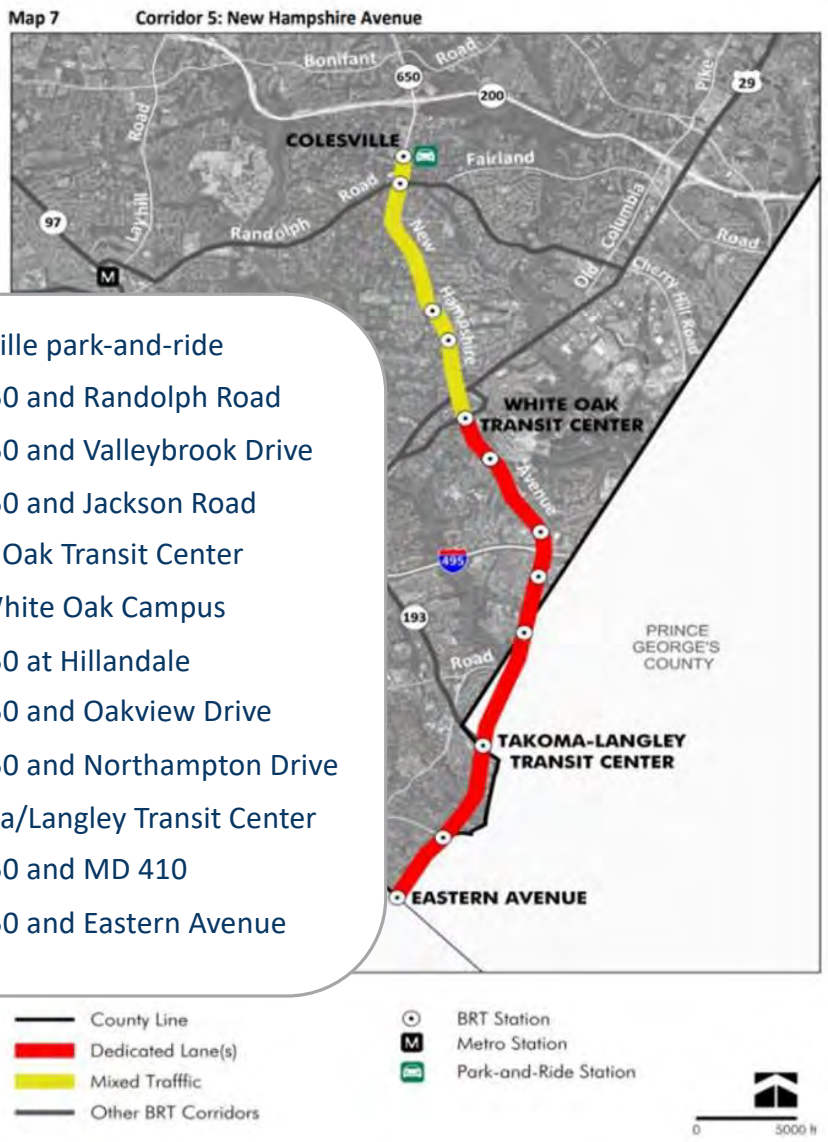
10. Takoma/Langley Transit Center
11. MD 650 and MD 410
12. MD 650 and Eastern Avenue



Identify Station Locations

- Eliminate Park and Ride station / combine with Randolph Road station
- Add stops north and south of Takoma Langley
- Terminate service at Fort Totten
- 14 proposed stations

~~Colesville park-and-ride~~

1. MD 650 and Randolph Road
2. MD 650 and Valleybrook Drive
3. MD 650 and Jackson Road
4. White Oak Transit Center
5. FDA White Oak Campus
6. MD 650 at Hillandale
7. MD 650 and Oakview Drive
8. MD 650 and Northampton Drive
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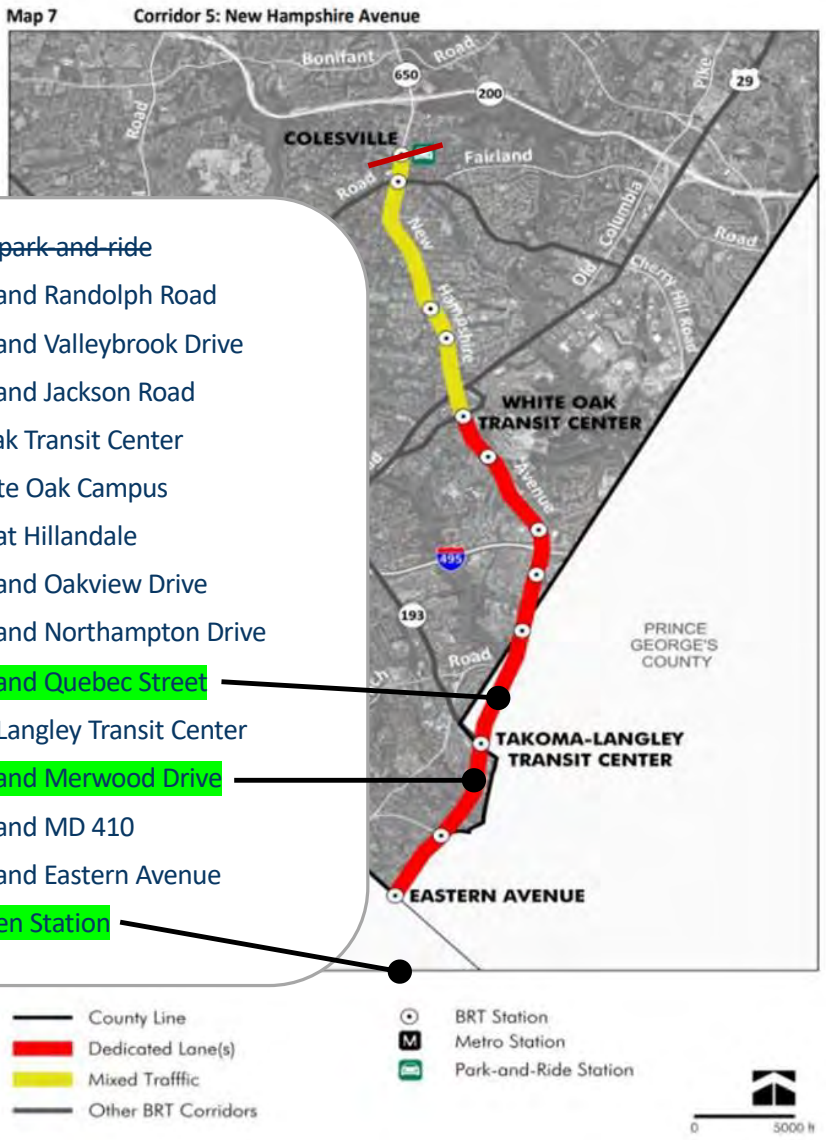
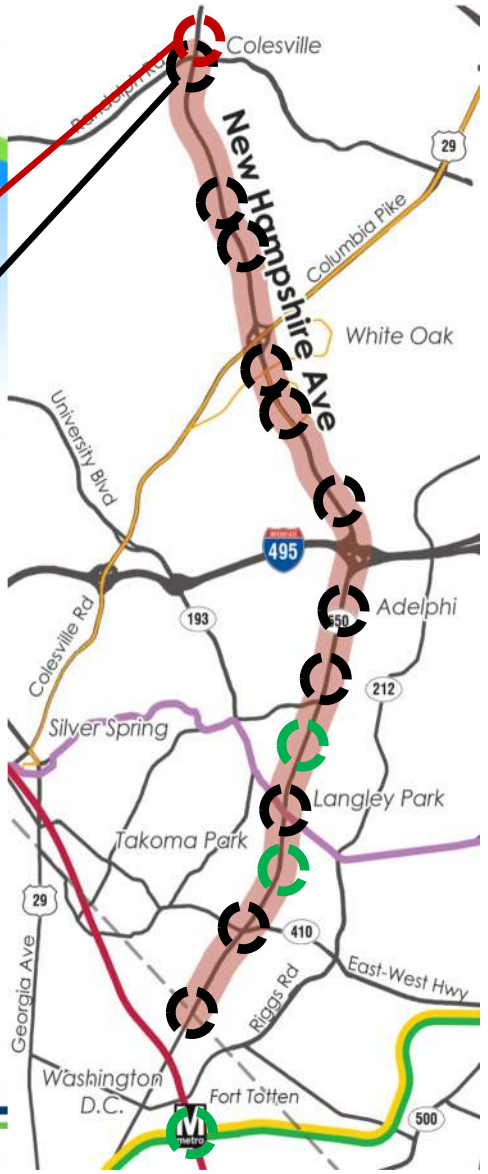
11. MD 650 and Merwood Drive
12. MD 650 and MD 410
13. MD 650 and Eastern Avenue
14. Fort Totten Station



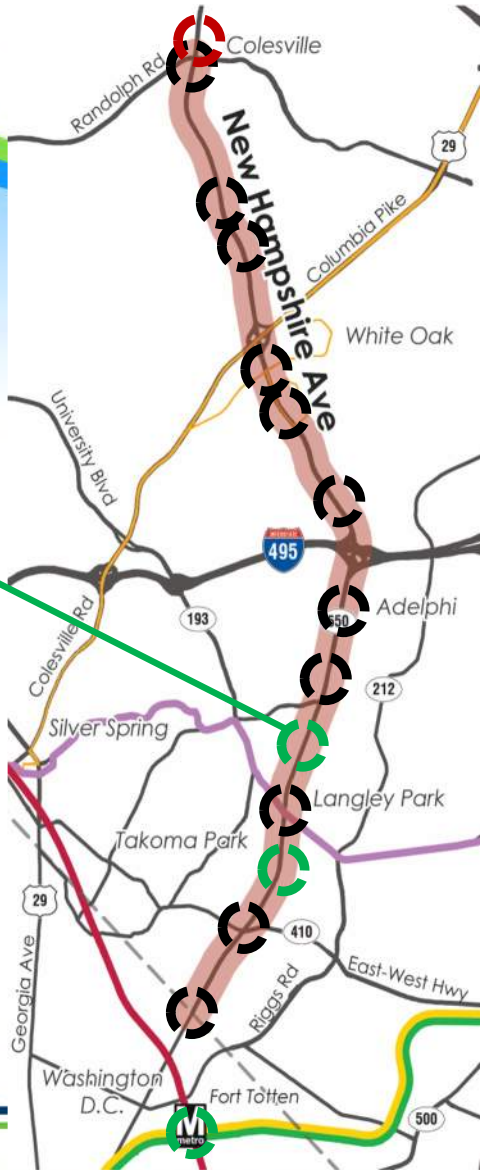
Station Location Analysis

- Randolph Road Park-and-Ride
  - 0.15 miles from Randolph Road
  - Very low ridership
  - Park-and-ride is underutilized
  - Consider using for turn around, but not for a station



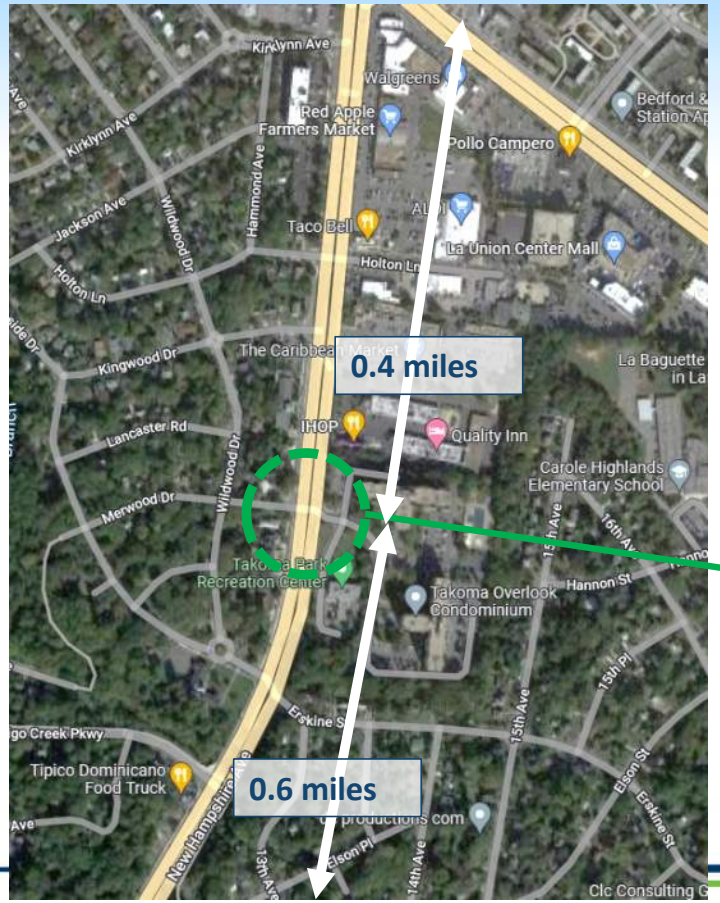
Station Location Analysis

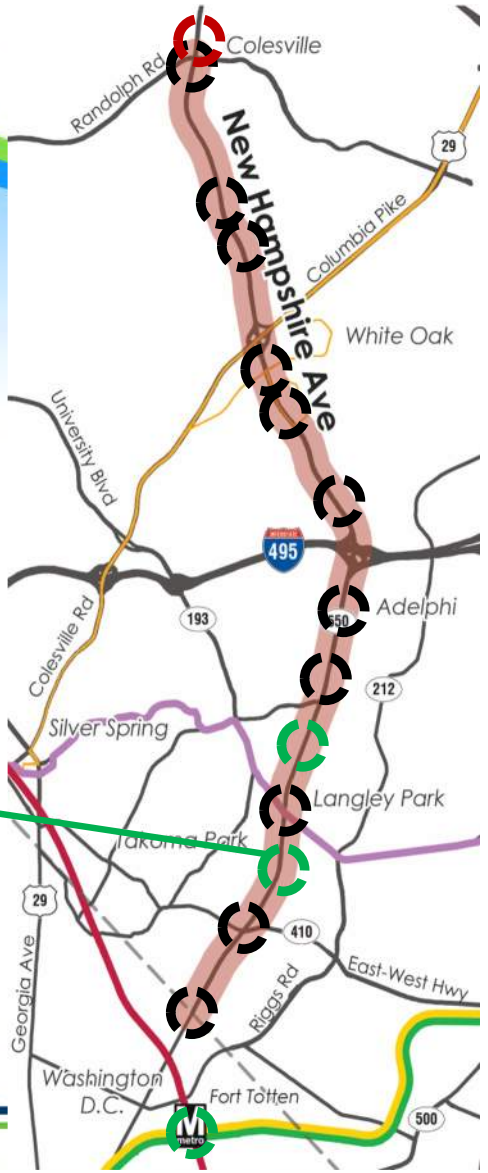
- Quebec Street
  - Access to single and multifamily housing
  - Moderate ridership
  - Equity areas
  - High Injury Network
  - Prince George's County



Station Location Analysis

- Merwood Drive
  - Access to Takoma Park Recreation Center
  - Access to Sligo Creek Trail
  - Moderate ridership

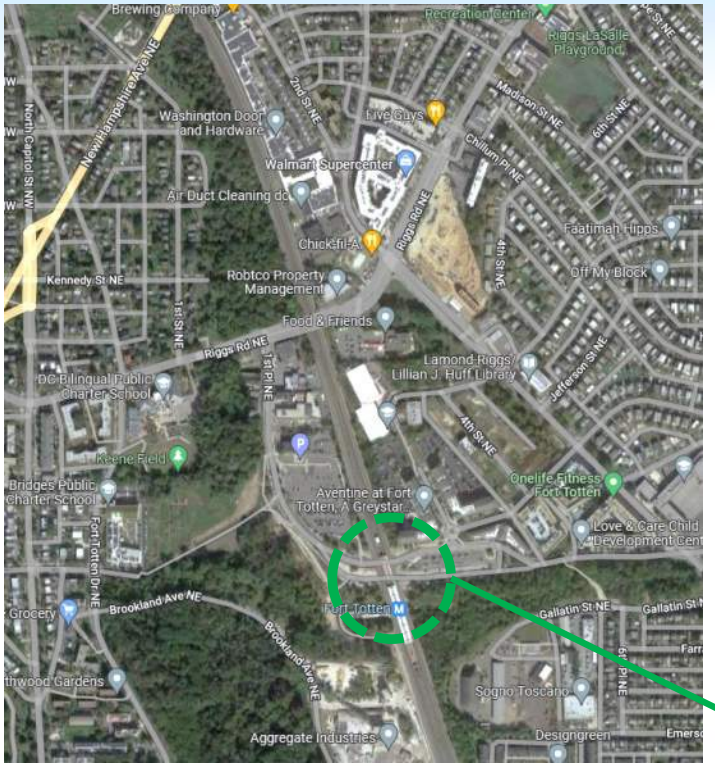


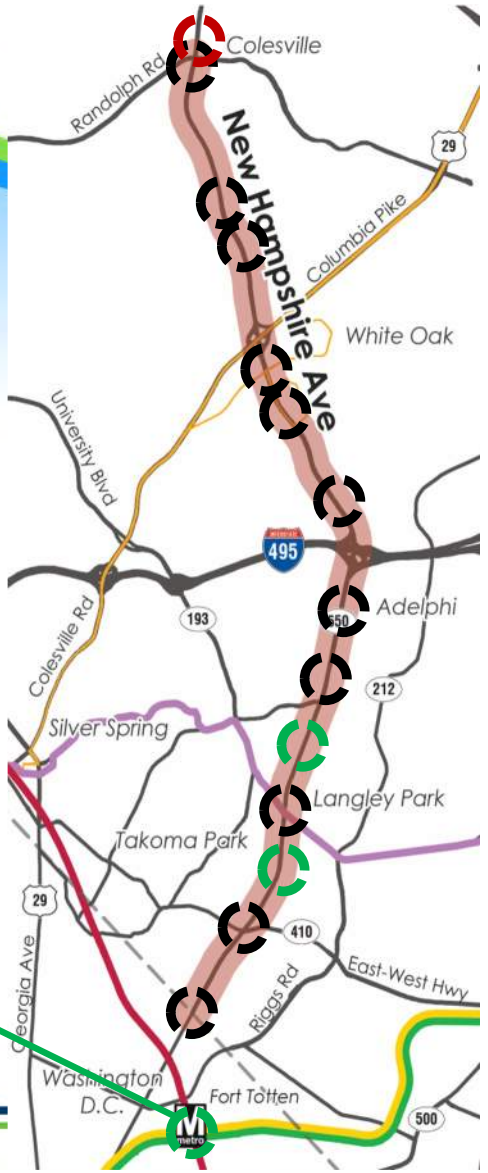


Station Location Analysis

- Master Plan Station
- Potential Added Station
- Potential Eliminated Station

- Fort Totten Station
  - Access to metro
  - Very high ridership
  - Within Equity Area
  - Supported by stakeholders





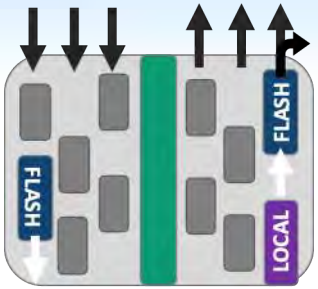
FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Concept Benefits and Challenges

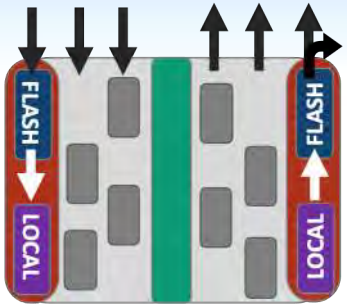
MCDOT
Montgomery County
Department of Transportation

Four Main Concepts

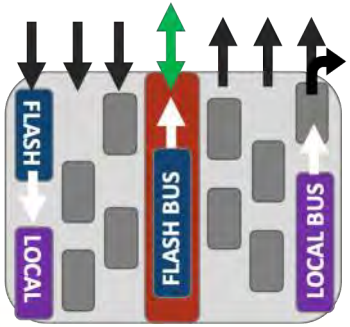
1. Optimize Transit in Mixed Traffic



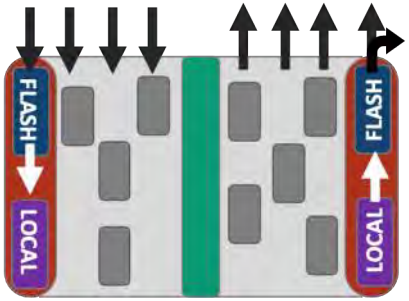
2. Repurpose Lanes



3. Add One Flash Only Lane

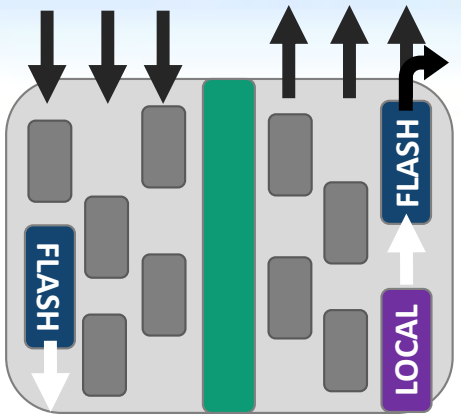


4. Add Two Lanes



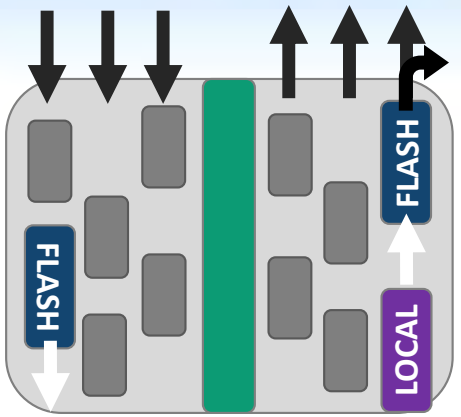
Concepts

1. Optimize Transit in Mixed Traffic
   - Flash buses share the lanes with all other traffic, but transit signal priority is given to Flash buses



Concepts

1. Optimize Transit in Mixed Traffic



Benefits:

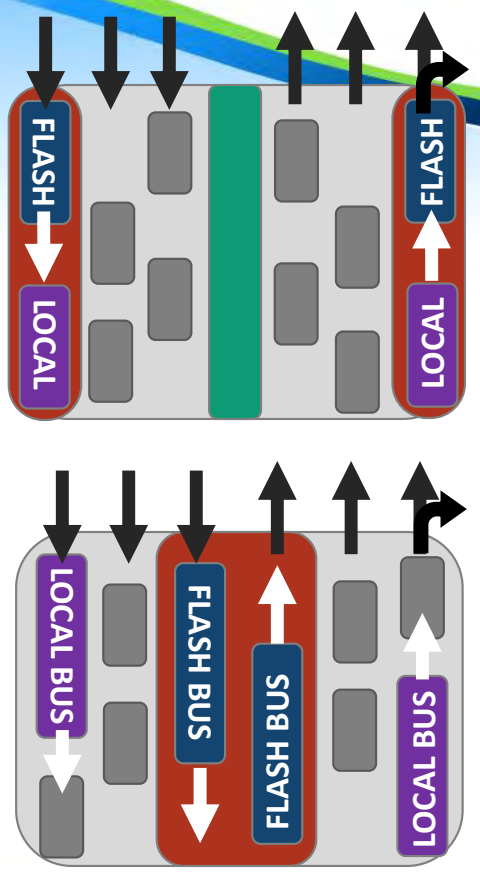
- Limited footprint impacts
- Some improvement to transit service
- Limited affects on motor vehicle travel

Challenges:

- Limited transit service improvement, including for local buses

Concepts

2. Repurpose Lanes
   - One general lane in each direction is designated for buses only
   - These might be the curbside lanes or the medians lanes



Concepts

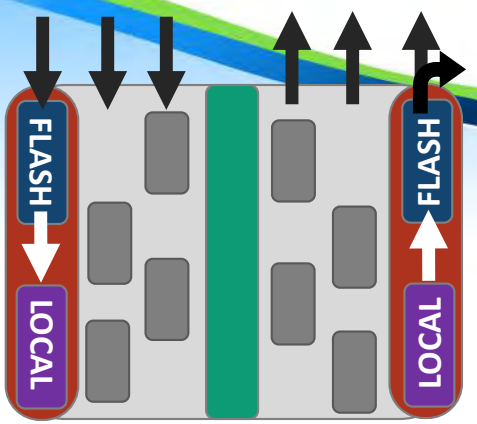
2. Repurpose Lanes

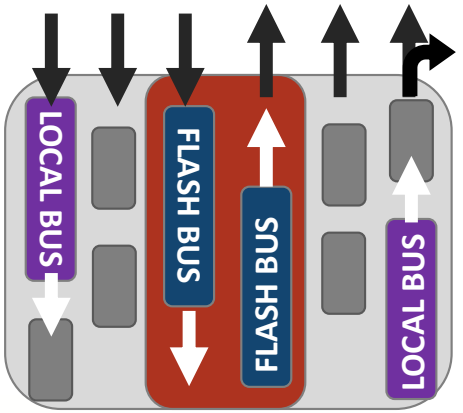
Benefits:

- Limited footprint impacts
- Limited construction costs
- Faster delivery timeline
- Improved transit service, including major improvement for local buses

Challenges:

- FLASH buses might be slowed behind local buses and right turning vehicles
- Repurposing lanes reduces motor vehicle capacity

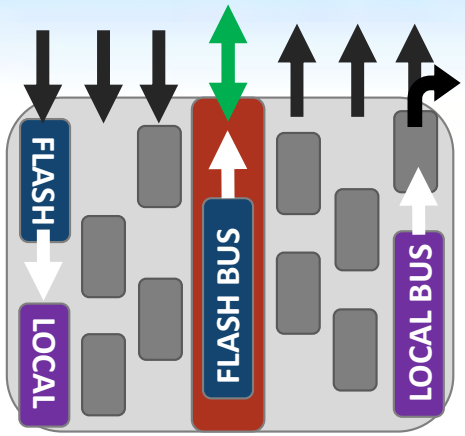




Concepts

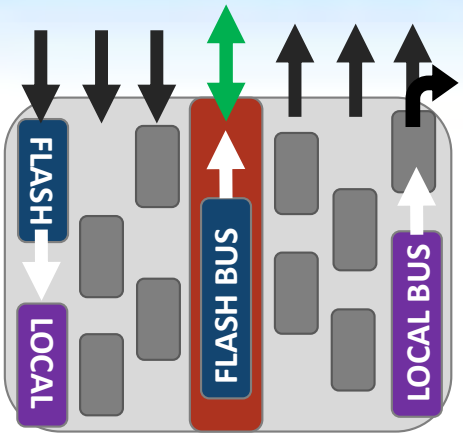
3. Add One Flash Only Lane

- One lane is added for exclusive Flash bus use



Concepts

3. Add One Flash Only Lane



Benefits:

- Improves Flash service in one direction
- Fewer impacts on motor vehicle travel

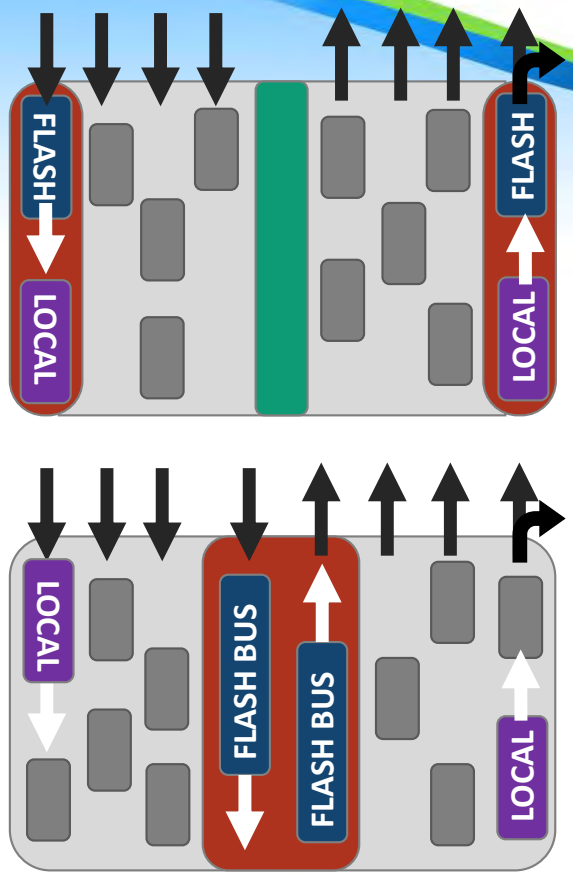
Challenges:

- Difficult for riders to use
- Footprint impacts
- High construction and signal upgrade costs
- Longer implementation
- Minimal peaking activity

Concepts

4. Add Two New Lanes

- Widen the roadway by adding two new lanes (median or curbside)



Concepts

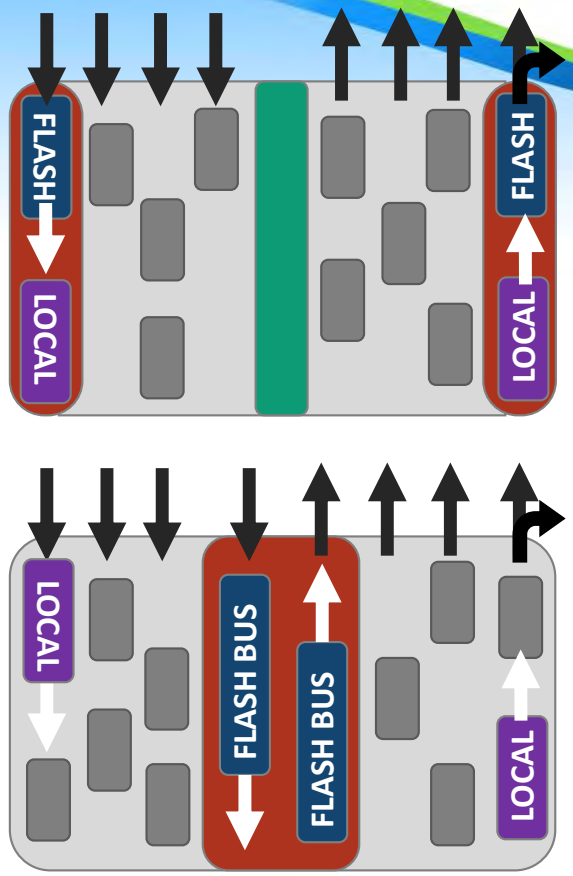
4. Add Two New Lanes

Benefits:

- Improves transit service
- Minimizes motor vehicle delay

Challenges:

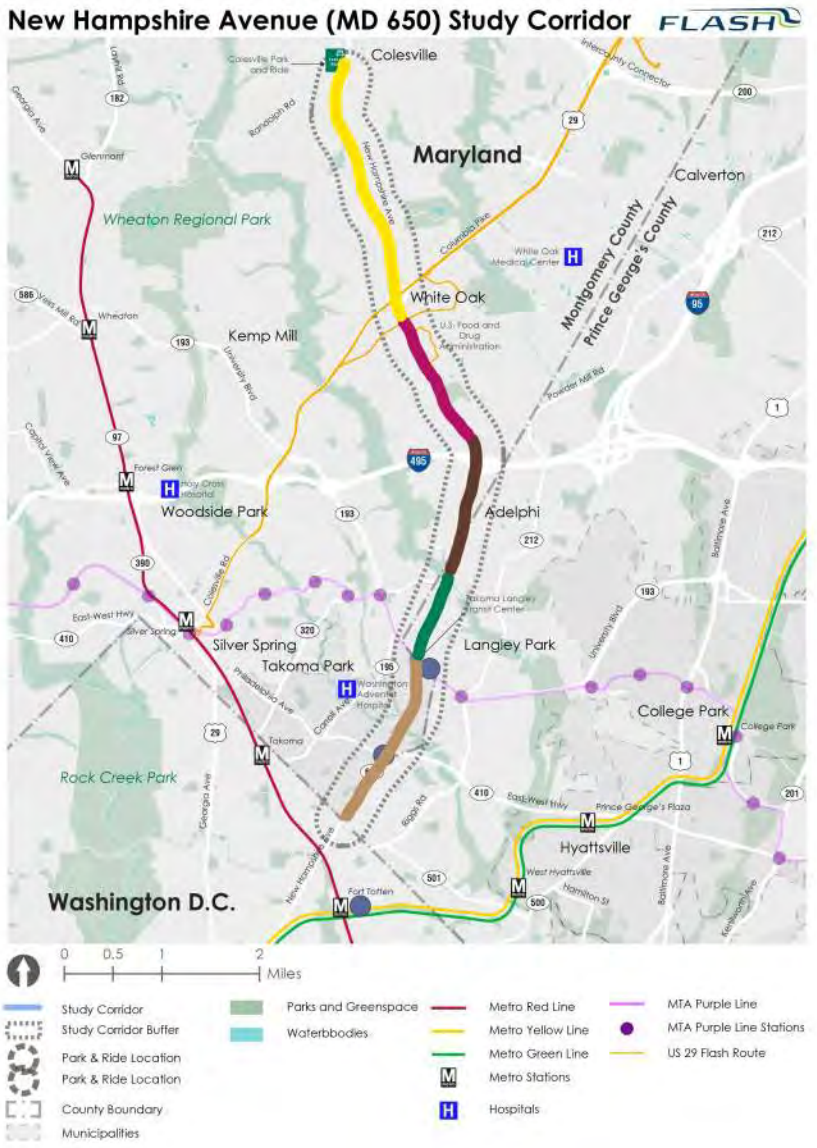
- Inconsistent with Master Plan
- Significant footprint impacts
- Major construction costs and long implementation



Initial Screening

Screening by Segment

1. Eastern Ave to University Blvd
2. University Blvd to Piney Branch Rd
3. Piney Branch Rd to Powder Mill Rd
4. Powder Mill Rd to Lockwood Dr
5. Lockwood Dr to Randolph Rd



Screening Concepts Out

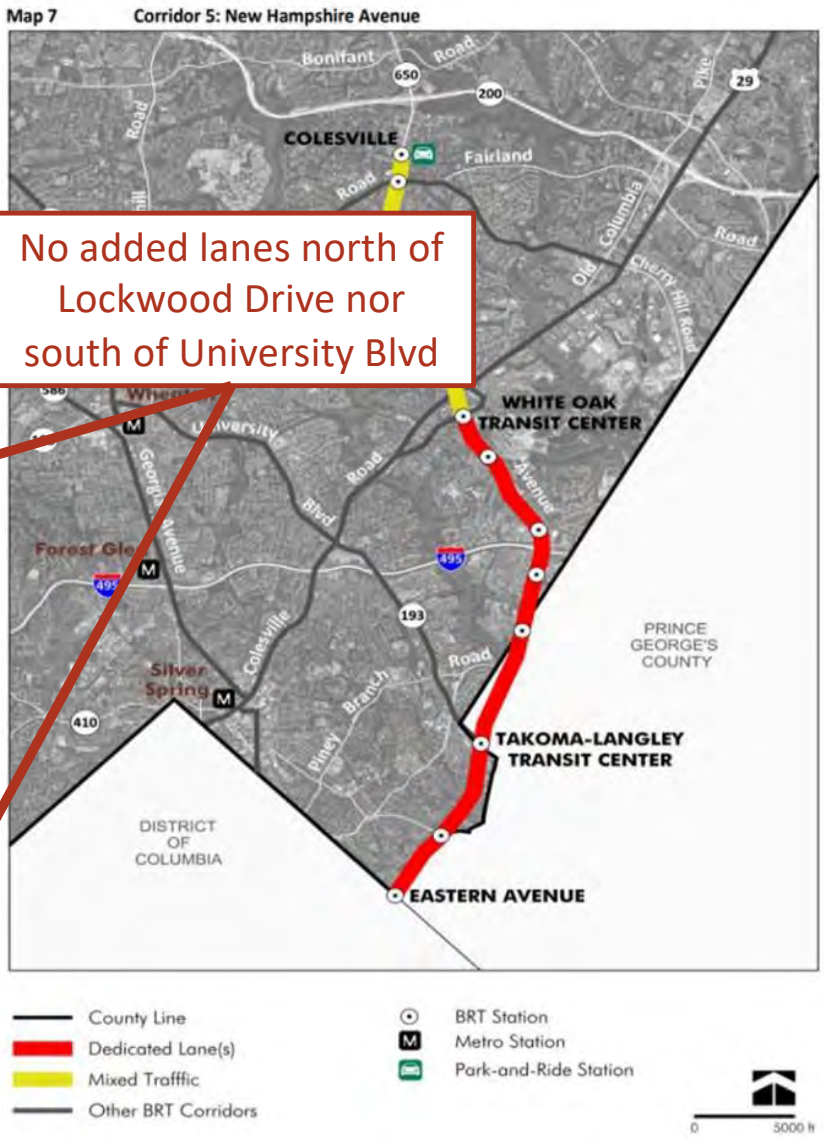
- Concept unlikely to generate operational gains
- Concept inconsistent with the BRT Master Plan
- Concept fatally flawed

Master Plan

No dedicated lanes north of Lockwood Drive

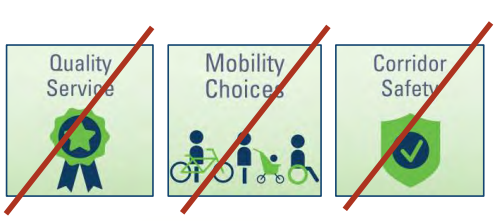
No added lanes north of Lockwood Drive nor south of University Blvd

Road	From	To	Dedicated Lane(s)?	R.O.W.*****	Maximum Additional Transit Lanes
New Hampshire Ave	Colesville park-and-ride	Lockwood Dr	No	120	0
New Hampshire Ave	Lockwood Dr	Oaklawn Drive	Yes	130*	1
New Hampshire Ave	Oaklawn Drive	Powder Mill Road		120-130*	1
New Hampshire Ave	Powder Mill Road	I-495		130*	1
New Hampshire Ave	I-495	Northampton Dr		150	1
New Hampshire Ave	Northampton Dr	University Blvd	Yes **		
New Hampshire Ave	University Blvd	East West Highway	Yes***	150	0
New Hampshire Ave	East West Highway	D.C. Line	Yes****	150 in MC	0



“Fatal Flaws”

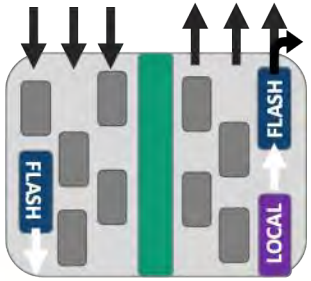
- Significant impacts to properties, especially in equity areas
- Impacts existing local bus service
- Creates operational challenges that affect service reliably
- Challenging for riders to navigate
- Creates significant impacts to traffic operations

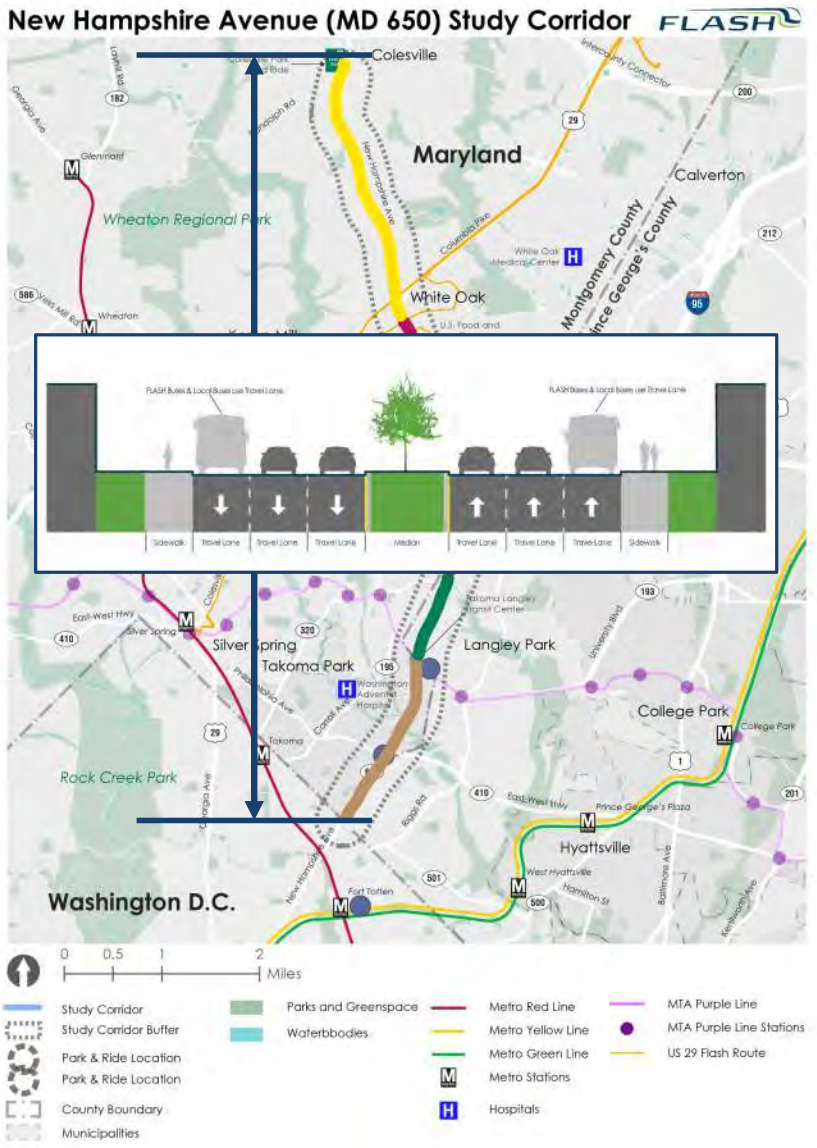


Alternative Recommendations

Alternative 1

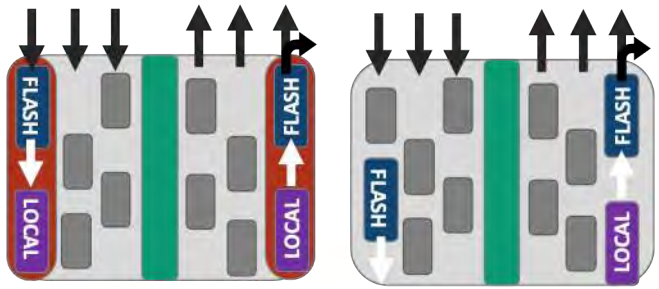
- Optimize Transit in Mixed Traffic
- Transportation System Management with TSP
- Along the full corridor

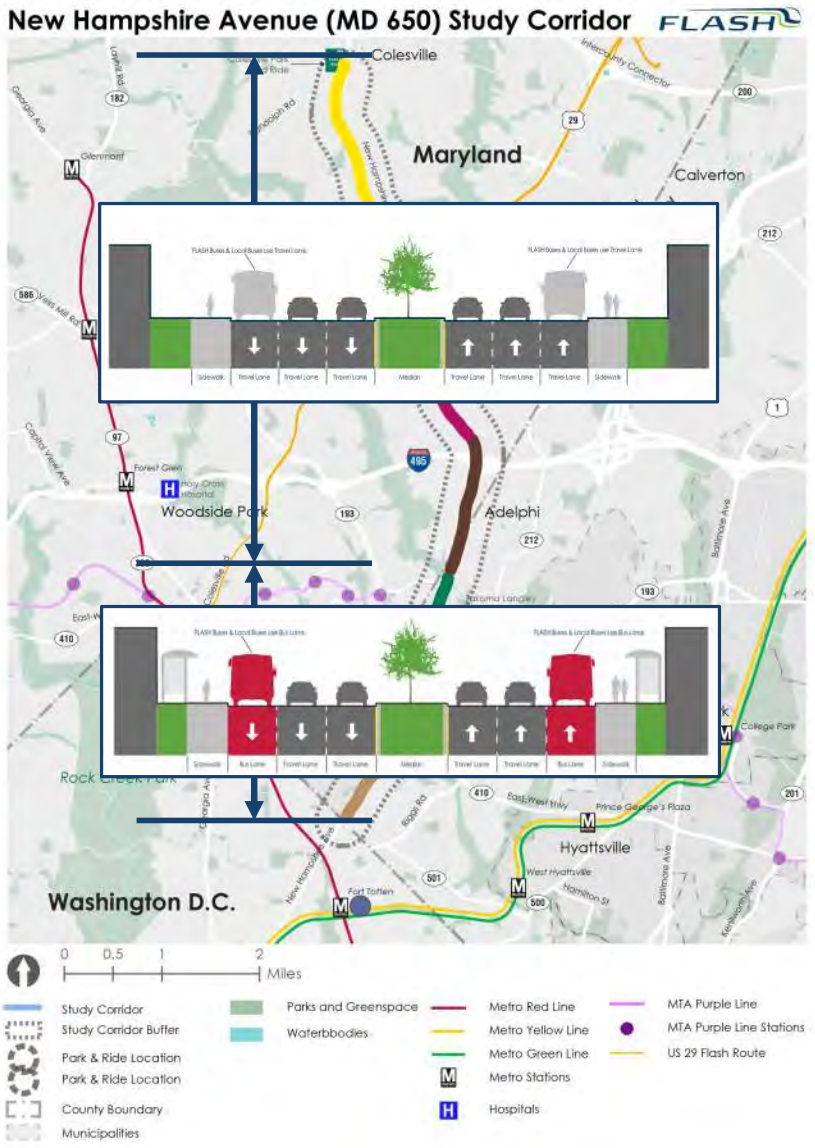




Alternative 2

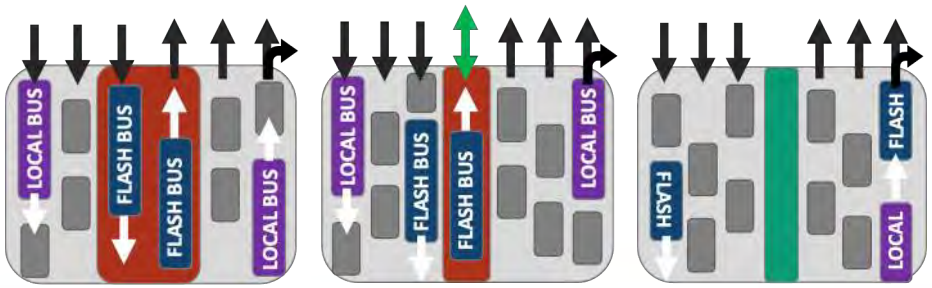
- Repurpose Curbside Lanes south of Piney Branch Road
- Implement Transportation System Management with TSP north of Piney Branch Road

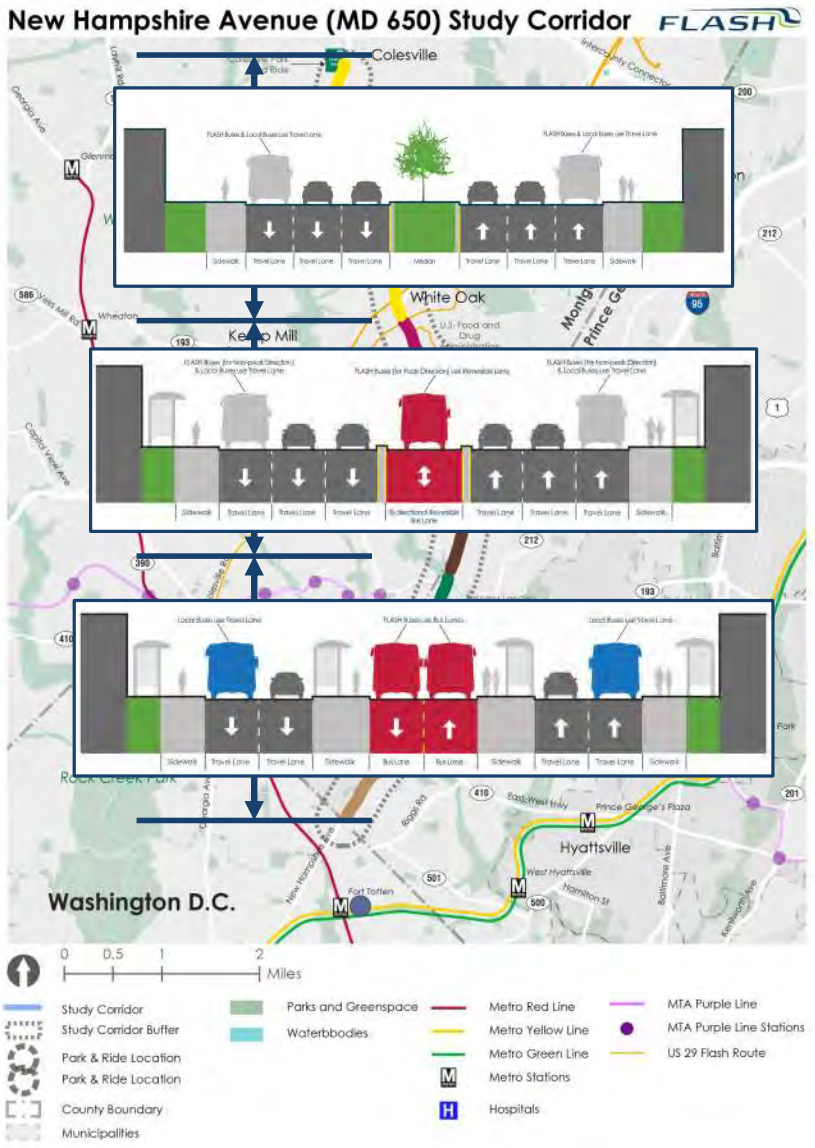




Alternative 3

- Repurpose median lanes south of Piney Branch Road
- Add one center loading Flash, shared bi-direction transit lane between Piney Branch Road and Lockwood Drive
- Implement Transportation System Management with TSP north of Lockwood Drive





Next Steps

Next Steps

- Analyzing Alternatives:
  - Traffic Modeling
  - Ridership Forecasting
  - Concept Layouts
  - Cost Estimates
  - Equity, Access, Economic Development, and Land Use Analysis
- Return to CAC March/April 2023
- Developing a Hybrid Alternative

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Questions?

Rick Kiegel – BRT Project Manager, MCDOT

Rick.kiegel@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

MCDOT
Montgomery County
Department of Transportation

CORRIDOR ADVISORY COMMITTEE (CAC)
MEETING #4 SUMMARY
MAY 18, 2023
LANGLEY PARK COMMUNITY CENTER
6:30 PM-8:00 PM

ATTENDEES:

CAC Member Attendees	
Hector Chang	June Henderson
Eileen Finnegan	Shane Pollin
Gretchen Goldman	Dan Wilhelm

Additional members of the public who attended the meeting:

Chris Farrell, Action Com for Transit	C Tunis
Carrie Kisicki	

Montgomery County Staff and Consultant Team	
Corey Pitts	MCDOT
Jamie Henson	Kittelson
Tara Hofferth	Kittelson
Jake Smith	STV, Inc.
Charise Geiling	Sharp & Co.
Jasmyn Rudd	Sharp & Co.

PRESENTATION OVERVIEW

Welcome and Introductions

- Program Manager Corey Pitts started the meeting, introduced the project team, and expressed gratitude towards all the attendees for their active involvement and contributions.
- Jamie Henson, consultant project manager led the presentation with assistance from Jake Smith and Tara Hofferth.

Meeting Overview

- The meeting was focused on presenting the alternative layouts for the New Hampshire Avenue Bus Rapid Transit (BRT) project and discussing the approach for upcoming community engagement. The discussions were primarily around the various alternatives, their implications, and the concerns of the community members.
- Jamie provided an overview of the project and introduced the BRT alternatives with their respective benefits and challenges.(The alternatives are noted below. Greater deatil can be found in the presentation and the webmap.)
    - Alternative 1 – Addition of Queue Jumps at BRT station areas along with transit signal priority (TSP) treatments at other signals.
    - Alternative 2 – Curb running BRT lanes south of Piney Branch Road. Curb lanes will be transitioned from general traffic to bus only use.
    - Alternative 3 – Center running BRT south of Piney Brancy Road and peak direction center lane BRT from Piney Branch Road to Lockwood Road. The center lanes south of Piney Branch Road would be repurposed for BRT only. A new center lane would be constructed between Piney Branch Road and Lockwood Road for peak direction BRT.
    - Alternative 4 – This alternative would mimic Alternative 3 except between Powder Mill Road and Lockwood Road. In this segment, the center lanes would be repurposed for BRT only.
- Jake described the alternatives in greater detail at three key station locations; MD 410, Quebec Street, and Powder Mill Road.
- Tara provided an overview of how the alternatives would be evaluated as well as an overview of how the project team is thinking about the next phase of outreach.

Feedback and Questions on BRT Alternatives

- Specific BRT Alternatives
    - *Alternative 4*
        - Question: Why are we not showing details of the fourth alternative?
            - *Response: The fourth alternative was added late in the study process and is still in development.*
        - Question: Why did the planning department want to include the fourth alternative?

- *Response: The planning department wanted to test a more robust BRT alternative.*

- *Lane Configuration and Infrastructure*
  - Question: Why is there a single BRT in the middle of the street as part of Alternatives 3 and 4?
    - *Response: There is only one lane in the middle due to the potential congestion and other impacts from repurposing vehicle travel lanes to bus only lanes and the lack of rights-of-way, specifically under the beltway.*

  - Question: Did you look at bringing the beltway exits to a stop on NHA similar to Georgia Ave?
    - *Response: Adjustments to the interchange ramps have not been considered as part of this effort.*
  - Question: What is the proposed lane width? Can we reduce it?
    - *Response: The lanes are currently maintained at their existing widths, typically about 11 feet wide. T*his is a conservative approach to better convey the potential for right-of-way needs. Additionally, *to reduce them would require a waiver as SHA's requirement is a minimum 11-foot width.*
  - Question: Is New Hampshire Avenue being expanded into the building on the west side of the street just south of MD 410?
    - *Response: The current assumption is that the road will be widened from the center. This approach indicates that Alternatives 3 and 4 would impact the building. However, as an alternative is selected and design proceeds, effort will be made to adjust the alignment to minimize potential impacts to adjacent properties.*

- Traffic and Pedestrian Safety Concerns
  - *Traffic and Pedestrian Safety*
    - Comment: Participants were concerned that drivers will drive into the middle bus lanes. Participants also noted concerns with pedestrians crossing to median stations in Alternatives 3 and 4 along with the loss of private property, loss of green space, and construction costs.
    - Question: Is there consideration for pedestrian safety?
      - *Response: Yes, pedestrian safety is considered in the planning stage and will be more fully addressed in later stages of the project.*
    - Question: Participants were concerned about driveways currently accessing service roads being revised to directly access the mainline of New Hampshire Avenue in the station areas. Safety concerns for residents backing into New Hampshire Avenue were noted.
      - *Response: There are a variety of potential solutions such as turnarounds in the driveways. This also could be the reason not to select an alternative. This is an issue that will be addressed as the project advances.*

- *Traffic Impact and Modelling*
  - Question: Which round of the Metropolitan Washington Council of Government's regional travel model and land use forecast are you using? It was suggested not to use the 9.0 round of the land use forecast because it is missing the FDA jobs. The round 9.2 land use forecast would be better.
    - *Response: The suggestion is noted, and we will look to see what round of land use was used in forecasting travel demand.*
  - Question: How do you calculate how much travel demand changes when lanes are repurposed from general use to BRT lanes? Will it be a third of traffic reduced or diverted?
    - *Response: The travel demand will not change by a third but it will be reduced. The goal is to identify an alternative that moves the buses without causing unacceptable congestion. These are trade-offs that the community will have to weigh*.

- BRT Locations and Stops
  - *Specific Locations and Stops*
    - Comment: There is concern about having to cross the street to get to stations.
      - *Response:* crossing to bus stops might be necessary under any alternative. For median bus stations, a rider might cross a shorter distance twice a day while for curbside stations, a rider might cross a longer distance once a day.
    - Comment: There is concern that reduction in traffic lanes will cause traffic to drive through neighborhoods.
      - *Response:* we will be modeling future traffic conditions for these alternatives and will be returning with results in subsequent meetings.
    - Comment: Some participants noted the desire for a Station at Elton Road in place of the Powder Mill Road station location. Participants noted this location was easier to access multifamily housing and the adjacent grocery store. Participants were assured during the Master Plan that Elton was a station option.
      - *Response:* This location will be considered.
    - Question: What will a station on Lockwood Drive look like?
      - *Response: The County is considering changes to the transit center at this location. The BRT will stop there, but the specific details on how it will work are not clear yet.*
    - Question: Where is the FDA stop proposed? It needs to be moved on campus.
      - *Response: If the bus travels into the campus to stop, it increases the run time. Initial review suggests there is relatively low ridership here. However, we continue to coordinate with FDA.*
      - *Follow-up from a separate participant: A participant who rides the bus noted that current bus service accesses the FDA campus and there is minimal ridership and high travel time due to signal delay to turn into the site and out of the site.*
    - Comment: MCDOT has dropped the ball in ensuring there is space available to facilitate a roadway connection between Lockwood Road and the FDA campus

for use by buses. There are plans for a transit center on FDA property. There will be 11,000 employees and 1,000+ visitors per day at FDA.

- *Response: MCDOT did conduct a review and provided comments on the self-storage site that is in the process of expanding. The planning board will make the decision about any restrictions or requirements on this private project that does or does not require property to be dedicated to a connection between the FDA campus and Lockwood Drive. MCDOT will continue to review the site plan and provide comments accordingly.*

- Comment: Consider purchasing property around station areas to remove the need for driveways onto New Hampshire Avenue. Consider up-zoning the land to support more dense development.

Outreach Strategy

- Tara provided an overview of the approach to outreach that will focus on going to communities in venues such as bus stops, farmers markets, and festivals.
  - The project team specifically noted their attendance at the upcoming White Oak Day festival.
  - Comment: The attendees requested the planning team to simplify outreach materials, emphasize key metrics, and share details like actual ride time, waiting periods, and cost. They also suggested creating a one-sheet summary that could be posted at bus stops or circulated in the community.
    - *Response*: The project team will do this as analysis is completed. The project team reminded the group that analysis is not yet complete, and the goal of this meeting is to show interim progress on developing alternatives.
  - Comment: It was also suggested that Prince George County, District Department of Transportation (DDOT), and Maryland Department of Transportation State Highway Administration (MDOT SHA) representatives should be present in the future CAC meetings.

Interactive Map and BRT Alternatives Feedback

- Jamie provided a brief demonstration of an online interactive map showing the project alternatives, noting that it is available on the project website for further review.
  - Jamie encouraged attendees to provide their feedback on the BRT alternatives via the interactive map to help shape the future direction of the project.
  - Comment: Add a general comment option allowing for a general response for each location rather than a comment specific to an alternative.
    - *Response*: This will be investigated and provided if technically feasible.

Next Steps

- The next CAC will be in late Summer or early Fall where analysis results will be presented.
- The project team is eager to hear feedback on venues for outreach.

Meeting Sign Off

- Jamie thanked attendees for their time and questions. Project Manager contact information was shared.

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Corridor Advisory Committee (CAC)

Meeting 4

May 18, 2023

MCDOT
Montgomery County
Department of Transportation

Meeting Expectations

- We're committed to starting on time and ending on time
- Meeting facilitator will guide discussion
- We're creating spaces for all voices to be heard
- Please raise your hand to indicated you'd like to speak

Project Team

Montgomery County Department of Transportation (MCDOT)

- Corey Pitts

Planning Consultant Team

- Jamie Henson
- Tara Hofferth
- Jacob Smith
- Charise Geiling
- Jasmyn Rudd

Meeting Agenda

1. Project Recap
2. Concept Identification & Initial Screening
3. Alternatives Overview
4. Layout Review
5. Approach to Evaluation
6. Outreach
7. Next Steps

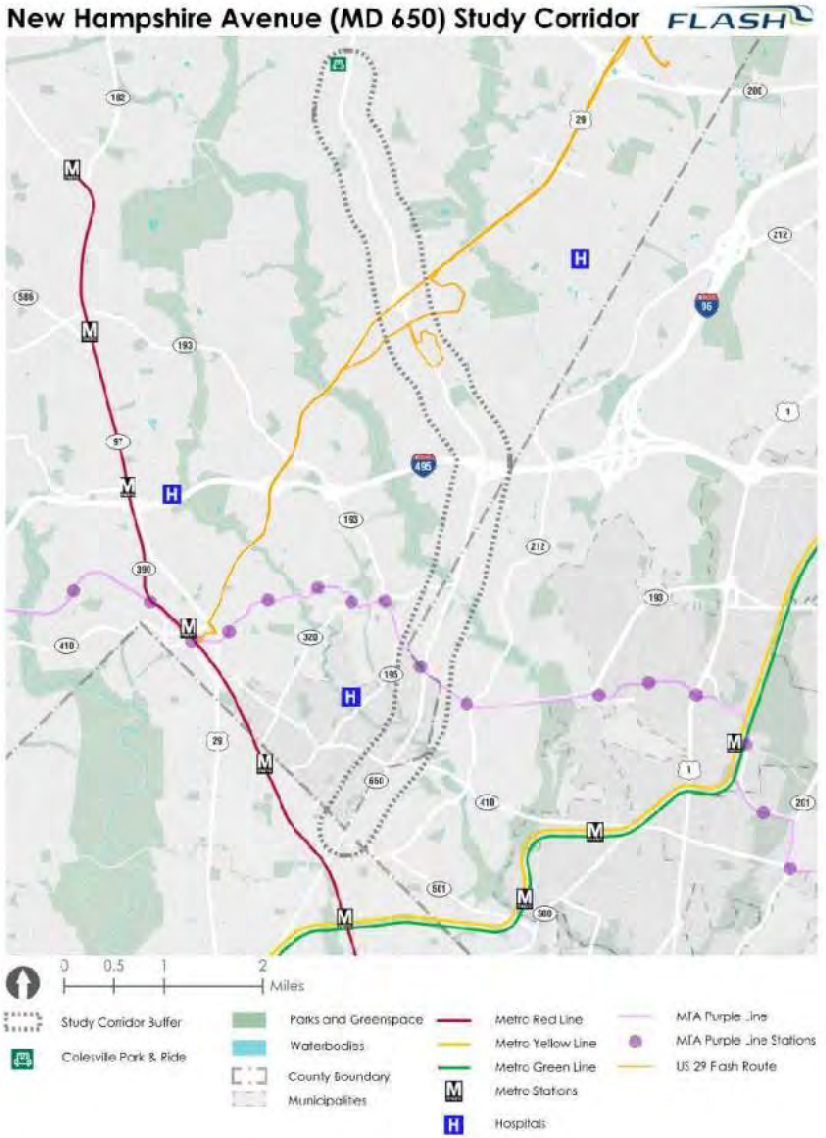
Project Recap

CAC Role & Participants

- Provide input, guidance and oversight in accordance with the Master Plan
- Community involvement throughout project
- Information sharing with community
- Build consensus

Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Will…**
  - Define start and end points
  - Identify preliminary station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility



TAC Meeting Schedule

CAC MEETING 1
Introduction in April 2022

CAC MEETING 2
Overview of Existing Conditions in June 2022

CAC MEETING 3
Overview of Concepts & Alternatives in December 2022

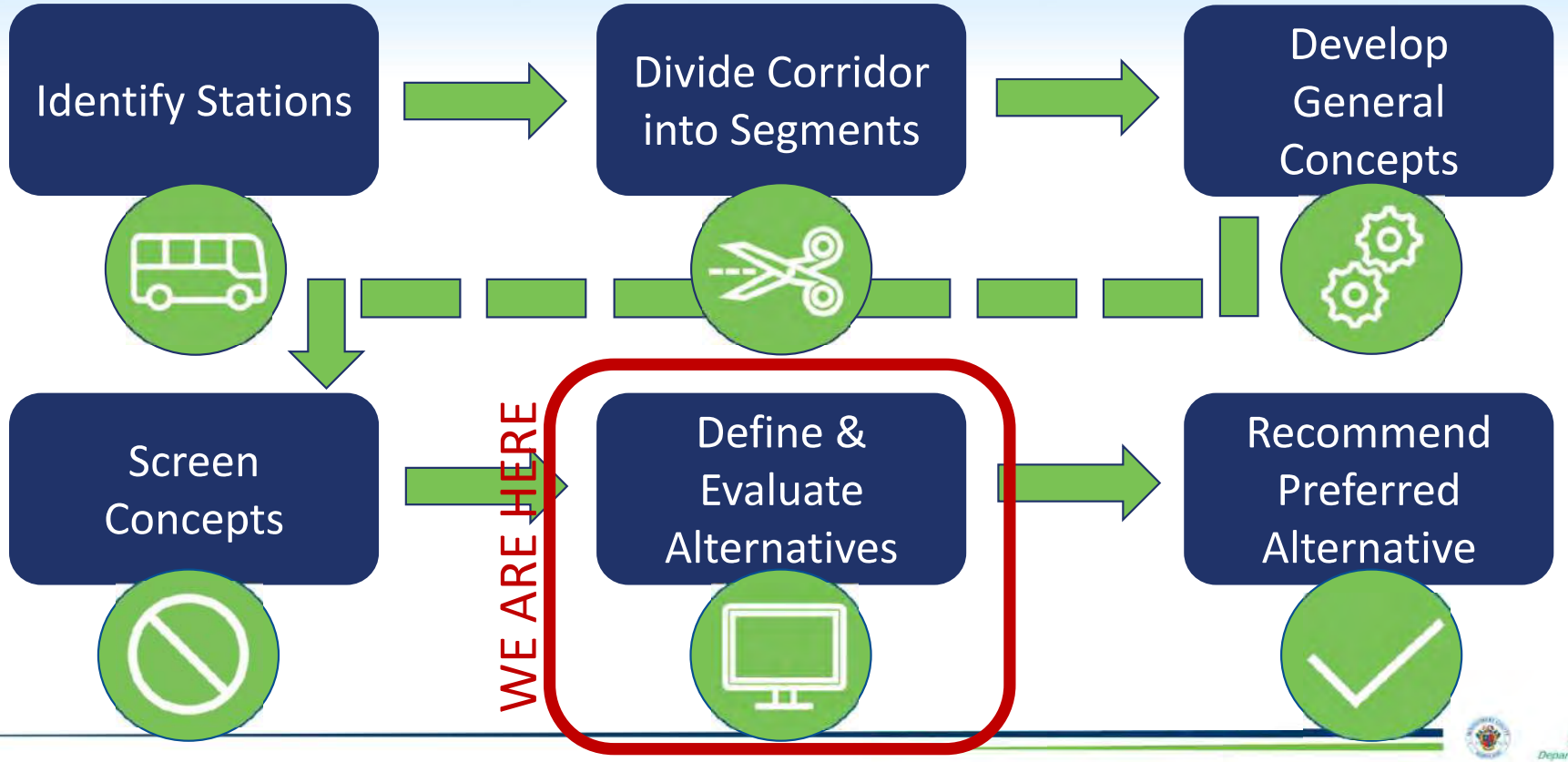
CAC MEETING 4
Review Alternative Layouts in May 2023

CAC MEETING 5
Overview of Evaluation Results in August 2023

CAC MEETING 6
Discuss Hybrid Alternative in Fall

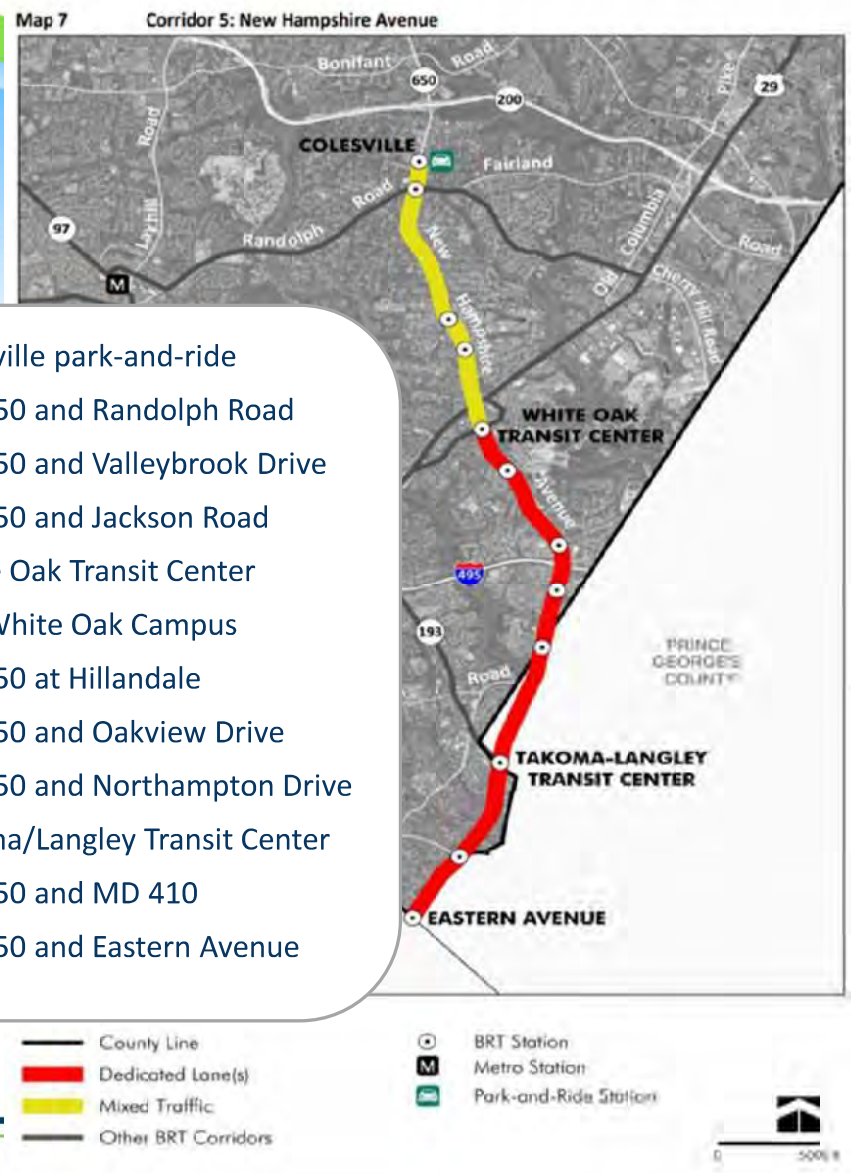
Concept Identification & Initial Screening

Approach to Develop Alternatives



Identify Station Locations

- Verify BRT Master Plan station locations
- Consider additional locations
- Identify specific station locations



1. Colesville park-and-ride
2. MD 650 and Randolph Road
3. MD 650 and Valleybrook Drive
4. MD 650 and Jackson Road
5. White Oak Transit Center
6. FDA White Oak Campus
7. MD 650 at Hillandale
8. MD 650 and Oakview Drive
9. MD 650 and Northampton Drive
10. Takoma/Langley Transit Center
11. MD 650 and MD 410
12. MD 650 and Eastern Avenue

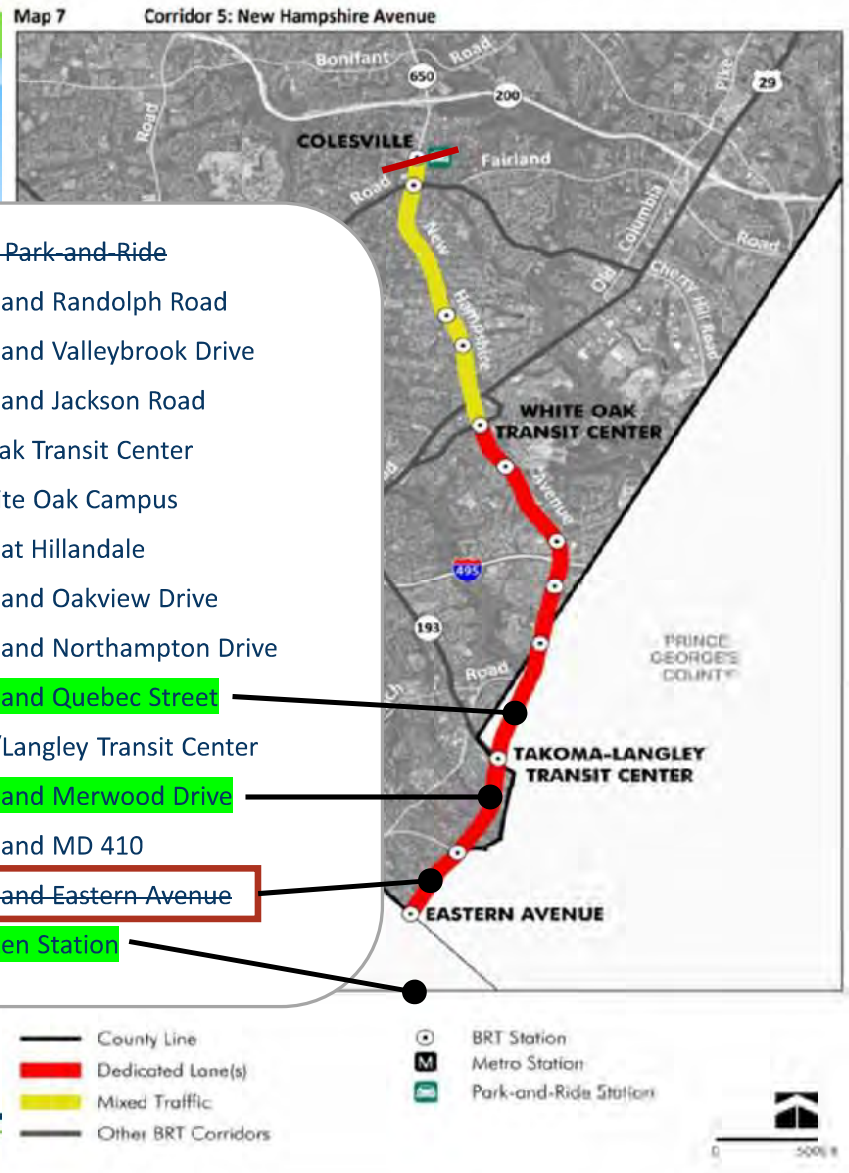
Identify Station Locations

- Eliminate Park and Ride station / combine with Randolph Road station
- Add stops north and south of Takoma Langley
- Terminate service at Fort Totten
- 14 proposed stations

~~Colesville Park-and-Ride~~

1. MD 650 and Randolph Road
2. MD 650 and Valleybrook Drive
3. MD 650 and Jackson Road
4. White Oak Transit Center
5. FDA White Oak Campus
6. MD 650 at Hillandale
7. MD 650 and Oakview Drive
8. MD 650 and Northampton Drive
9. MD 650 and Quebec Street
10. Takoma/Langley Transit Center
11. MD 650 and Merwood Drive
12. MD 650 and MD 410
13. ~~MD 650 and Eastern Avenue~~
14. Fort Totten Station

13. After developing layouts, shifted this station to Sheridan Street



Screening by Segment

1. Eastern Ave to University Blvd
2. University Blvd to Piney Branch Rd
3. Piney Branch Rd to Powder Mill Rd
4. Powder Mill Rd to Lockwood Dr
5. Lockwood Dr to Randolph Rd

Screening Matrix

Concepts	Segments				
	1 Eastern Ave to University Blvd	2 University Blvd to Piney Branch Rd	3 Piney Branch Rd to Powder Mill Rd	4 Powder Mill Rd to Lockwood Dr	5 Lockwood Drive to Randolph Rd
1. Optimize Transit in Mixed Traffic					
1a. Transportation System Management with TSP	Potential Hybrid	Potential Hybrid	Alternative 2	Alternative 2	Alternative 2 Alternative 3
1b. Transportation System Management with queue jumps, bus pullouts, and TSP	Alternative 1	Alternative 1	Alternative 1	Alternative 1	Alternative 1
2. Repurpose Lanes					
2a. Repurpose curbside running lanes for Flash and local buses	Alternative 2	Alternative 2			
2b. Repurpose curbside running lanes for Flash and local buses with bus pullouts	Potential Hybrid	Potential Hybrid			
2c. Repurpose median running lanes for Flash only	Alternative 3	Alternative 3			
2d. Repurpose median running lanes for Flash only with curbside bus pullouts	Potential Hybrid	Potential Hybrid			
2e. Repurpose median running lanes for Flash and local buses	Potential Hybrid	Potential Hybrid			
3. Add One Flash Only Lane					
3a. Add one Flash only lane, center peak period lane Flash, curb off-peak					
3b. Add one Flash only lane, center loading Flash, peak direction transit lane use			Alternative 3	Alternative 3	
3c. Add one Flash only lane, center loading Flash, shared bi-directional transit lane use					
4. Add Two Lanes					
4a. Widen the road to add two new lanes					

Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

Alternative 1 — Concept applied as part of an Alternative 1

Alternative 2 — Concept applied as part of an Alternative 2

Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Screening Matrix

Concepts	Segments				
	1 Eastern Ave to University Blvd	2 University Blvd to Piney Branch Rd	3 Piney Branch Rd to Powder Mill Rd	4 Powder Mill Rd to Lockwood Dr	5 Lockwood Drive to Randolph Rd
1. Optimize Transit in Mixed Traffic					Alternative 4
1a. Transportation System Management with TSP	Potential Hybrid	Potential Hybrid	Alternative 2	Alternative 2	Alternative 2 Alternative 3
1b. Transportation System Management with queue jumps, bus pullouts, and TSP	Alternative 1	Alternative 1	Alternative 1	Alternative 1	Alternative 1
2. Repurpose Lanes					
2a. Repurpose curbside running lanes for Flash and local buses	Alternative 2	Alternative 2			
2b. Repurpose curbside running lanes for Flash and local buses with bus pullouts	Potential Hybrid	Potential Hybrid			
2c. Repurpose median running lanes for Flash only	Alternative 3 Alternative 4	Alternative 3 Alternative 4		Alternative 4	
2d. Repurpose median running lanes for Flash only with curbside bus pullouts	Potential Hybrid	Potential Hybrid			
2e. Repurpose median running lanes for Flash and local buses	Potential Hybrid	Potential Hybrid			
3. Add One Flash Only Lane					
3a. Add one Flash only lane, center peak period lane Flash, curb off-peak					
3b. Add one Flash only lane, center loading Flash, peak direction transit lane use			Alternative 3 Alternative 4	Alternative 3	
3c. Add one Flash only lane, center loading Flash, shared bi-directional transit lane use					
4. Add Two Lanes					
4a. Widen the road to add two new lanes					

Concept unlikely to generate operational gains

Concept inconsistent with the BRT Master Plan

Concept fatally flawed

Alternative 1 — Concept applied as part of an Alternative 1

Alternative 2 — Concept applied as part of an Alternative 2

Alternative 3 — Concept applied as part of an Alternative 3

Potential Hybrid — Concept that might be applied as part of hybrid alternative

Alternative 4 — Concept applied as part of an Alternative 4

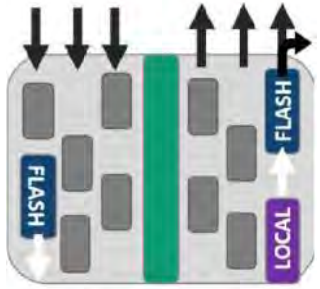
Alternatives Overview

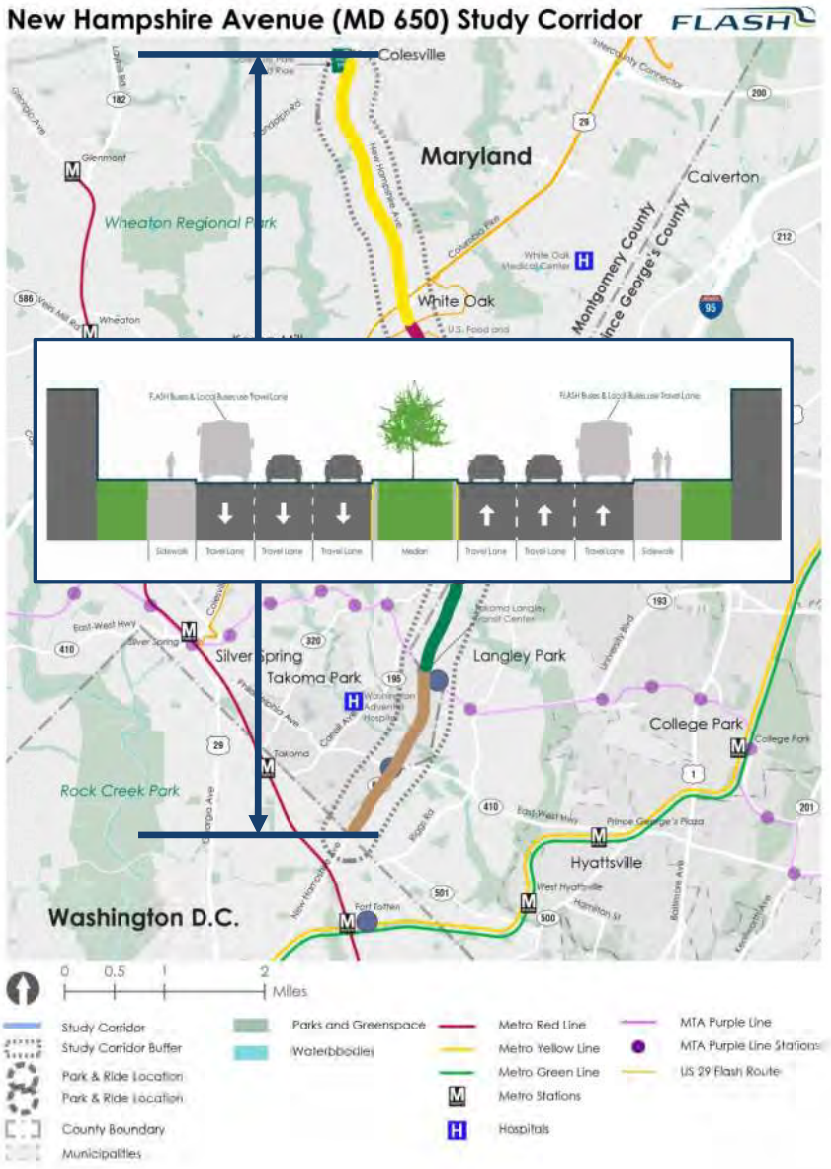
Layout Parameters

- Station locations are at consistent intersections for all alternatives
- Layouts are focused on transit infrastructure improvements
- Typical Flash Station dimensions are: 60-feet long by 15-feet wide
- Matching existing lane widths for all alternatives
- No physical runningway improvements in the District

Alternative 1 (TSM)

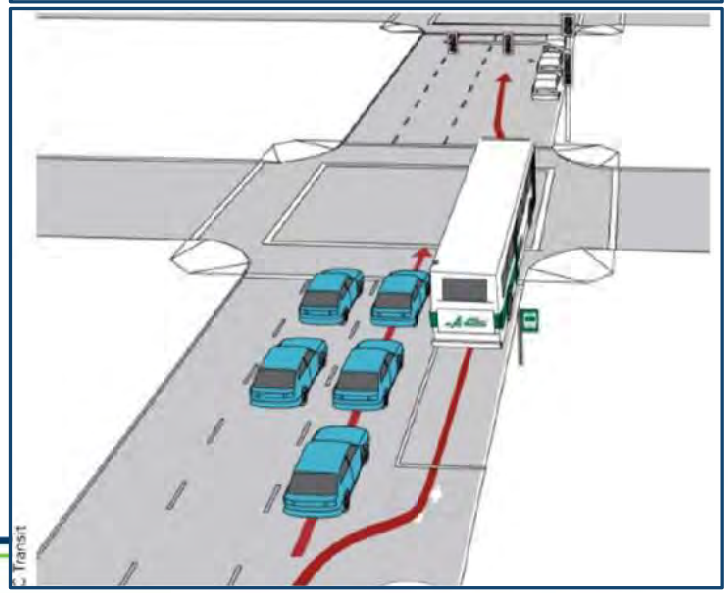
- Optimize Transit in Mixed Traffic
- Queue jumps at BRT stations
- TSP at other intersections





Alternative 1 (TSM)

- Transit Signal Priority (TSP) – modifies signal timing or phasing to optimize transit operations
- Queue Jumps – provide short, dedicated transit lanes to allow buses to enter the traffic flow in a priority position



Alternative 1 (TSM)

Proposed Flash Station

Proposed Curb

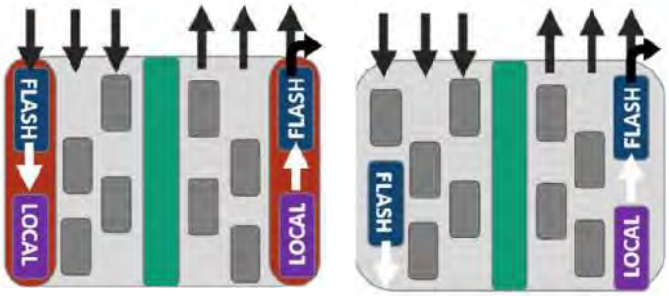
R Ride On Bus Stop

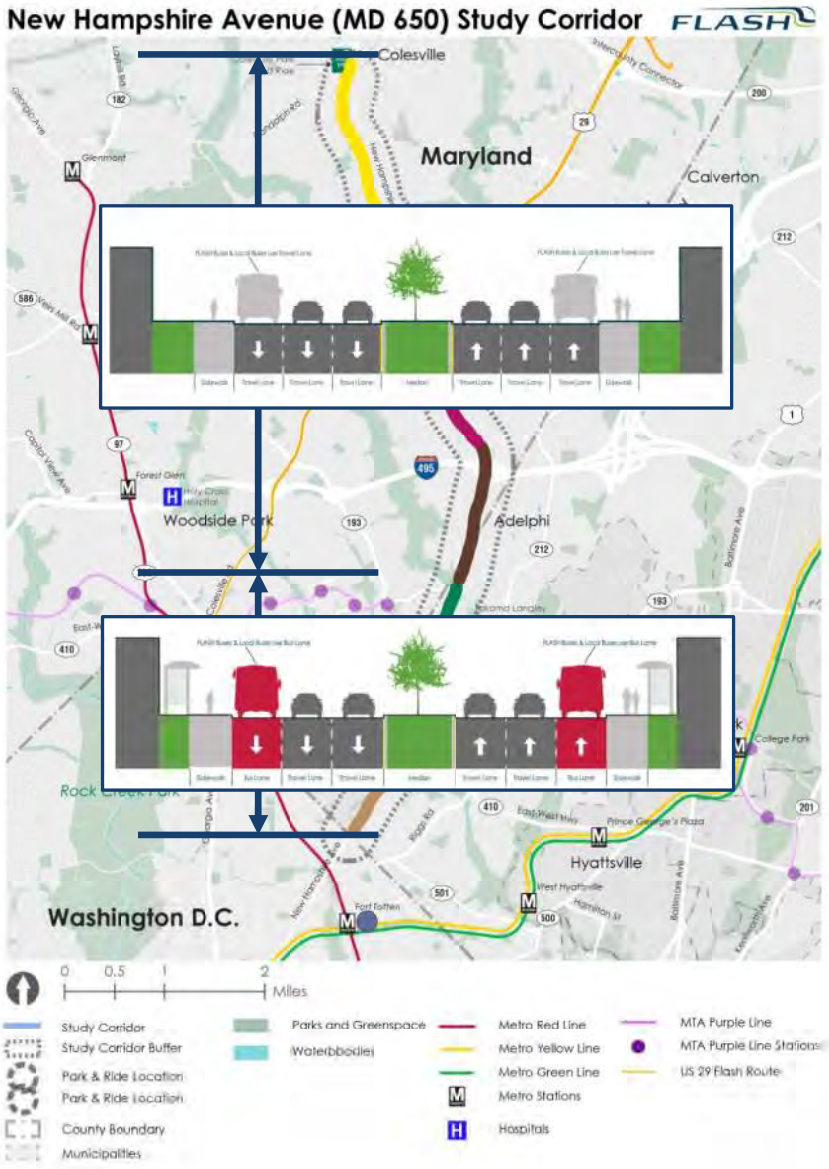
W WMATA Bus Stop

- 200-foot queue jump lanes at BRT stations
- Queue jump lane are outside the existing curbs
- BRT stations in queue jump lane on near side of intersections
- Local buses stop in queue jump lane
- Queue jumps have exclusive signal phase
- TSP at other signalized locations

Alternative 2 (Curbside)

- Repurpose Curbside Lanes south of Piney Branch Road
- Implement TSP north of Piney Branch Road





Alternative 2 (Curbside)

Proposed Flash Station

Proposed Curb

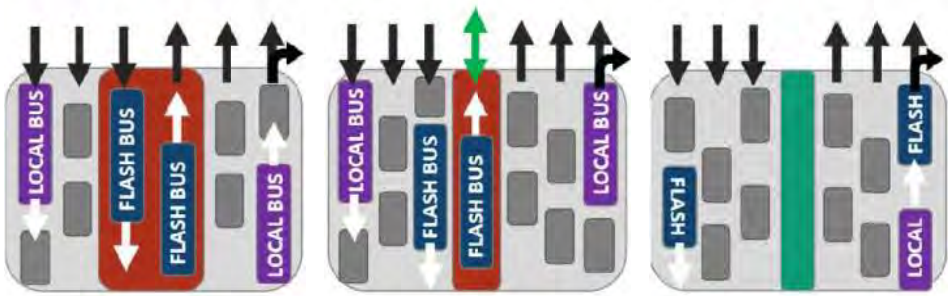
R Ride On Bus Stop

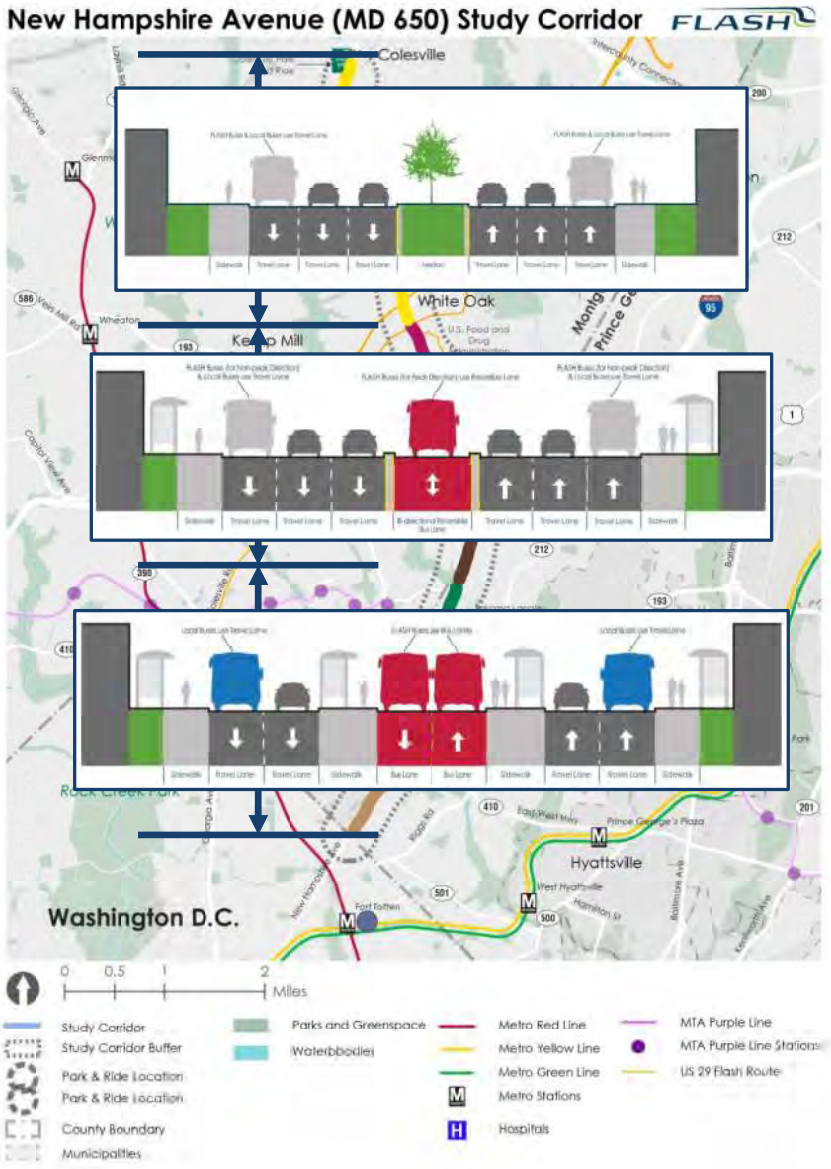
W WMATA Bus Stop

- Use curb lanes for buses only
- Curb lane may use red pavement
- BRT and Local buses utilize dedicated transit lanes
- BRT stations far side of intersection
- TSP implemented at signalized intersections
- Relocate local bus stops to far side of intersection
- Minimal disturbance behind the curb

Alternative 3 (Median)

- Repurpose median lanes south of Piney Branch Road
- Add one center loading BRT, shared bi-direction transit lane between Piney Branch Road and Lockwood Drive
- Implement TSP north of Lockwood Drive





Alternative 3 (Median)

- Use center lane for BRT only
- Local buses use general purpose lanes and existing stops
- All left turns are signalized. Median closure at unsignalized intersections.
- BRT stations are in the center of the roadway on the far side of the intersection
- Pedestrian refuge islands added
- TSP implemented at signalized intersections
- Requires reconstruction at station areas and left turn locations

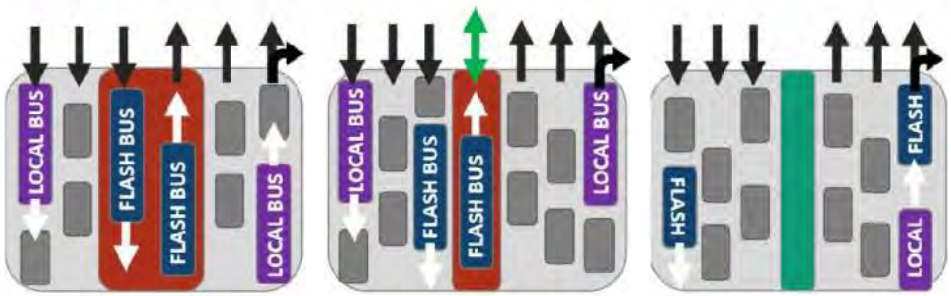
Alternative 3 (Median)

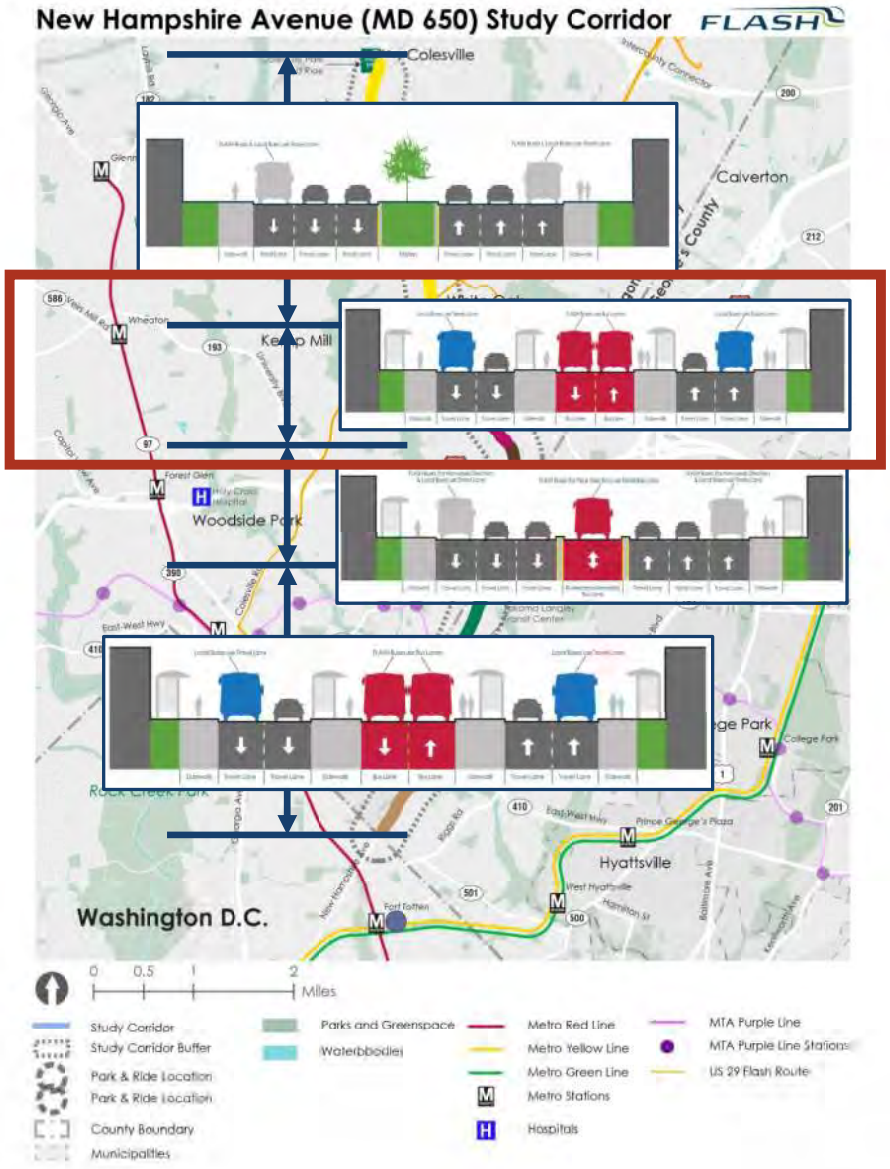
- Proposed Flash Station
- Proposed Curb
- R — Ride On Bus Stop
- W — WMATA Bus Stop

- Single center lane implemented from Piney Branch Road to Lockwood Drive
- Single center lane approach applies at 4 stations: Northampton Drive, Oakview Drive, Powder Mill Road, and Mahan Road
- Single center lane for peak direction BRT only
- Off-peak BRT buses use general purpose lanes
- At stations, two center lanes/slip ramps are provided to maintain use of far side median BRT stations in both directions

Alternative 4 (Median)

- Repurpose median lanes south of Piney Branch Road
- Add one center loading Flash, shared bi-direction transit lane between Piney Branch Road and **Powder Mill Road**
- **Repurpose median lanes between Powder Mill Road and Lockwood Drive**
- Implement Transportation System Management with TSP north of Lockwood Drive





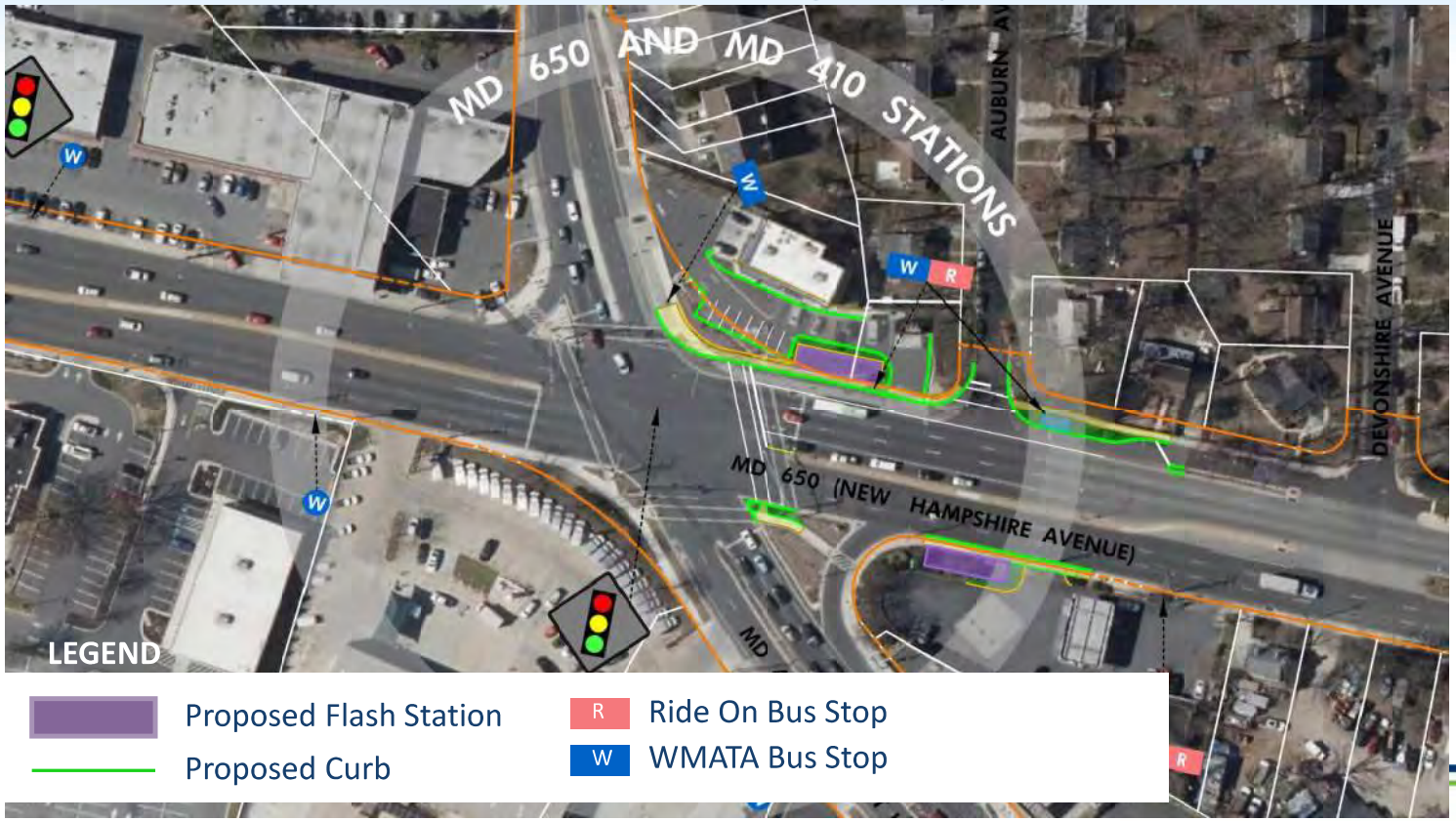
Layouts Review

Key Station Location Review

- New Hampshire Avenue at MD 410 (East-West Highway)
  - Service road one side, commercial land use, major intersection
- New Hampshire Avenue at Quebec Street
  - Service roads both sides, residential land use
- New Hampshire Avenue at Powder Mill Road
  - No service roads, commercial land use, development, interchange

Alternative 1 (TSM)

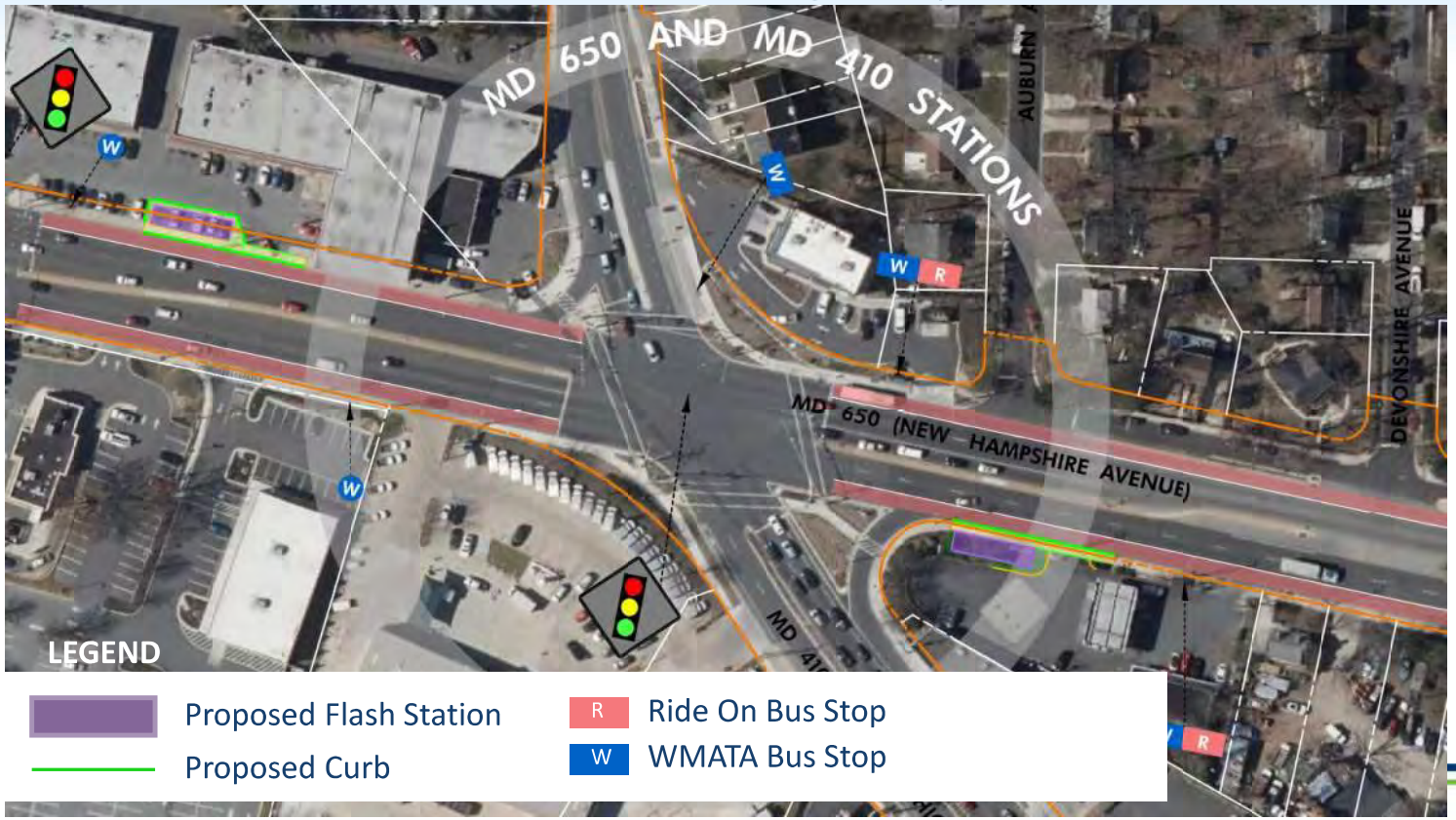
Station at MD 410 (East-West Highway)



- Far side station northbound
- Southbound queue jump
- Accommodate driveways

Alternative 2 (Curbside)

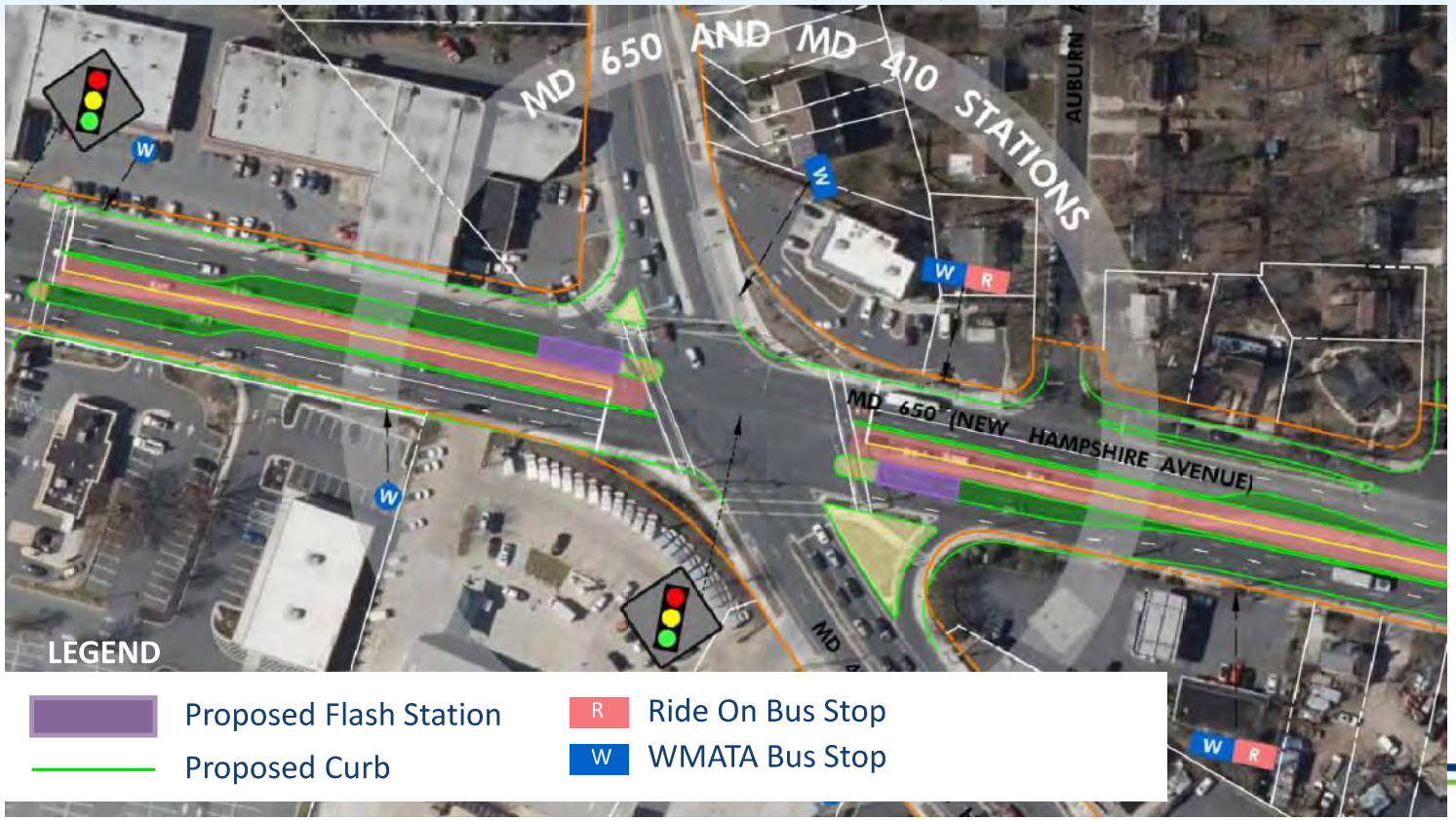
Station at MD 410 (East-West Highway)



- Far side stations
- Avoid driveways and buildings
- Maintain curb

Alternative 3/4 (Median)

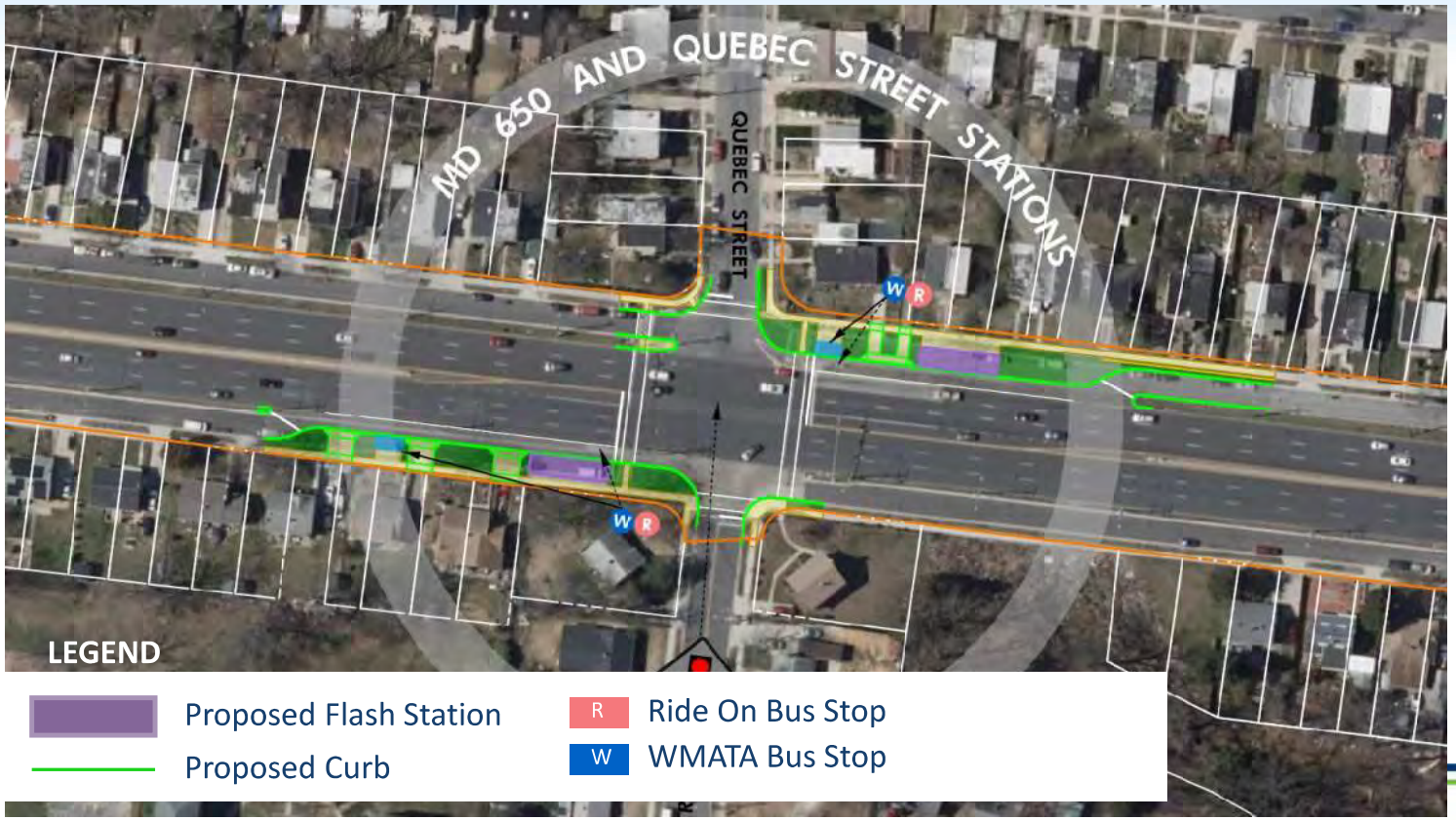
Station at MD 410 (East-West Highway)



- Far side, median stations
- Expanded footprint
- Building and property impacts

Alternative 1 (TSM)

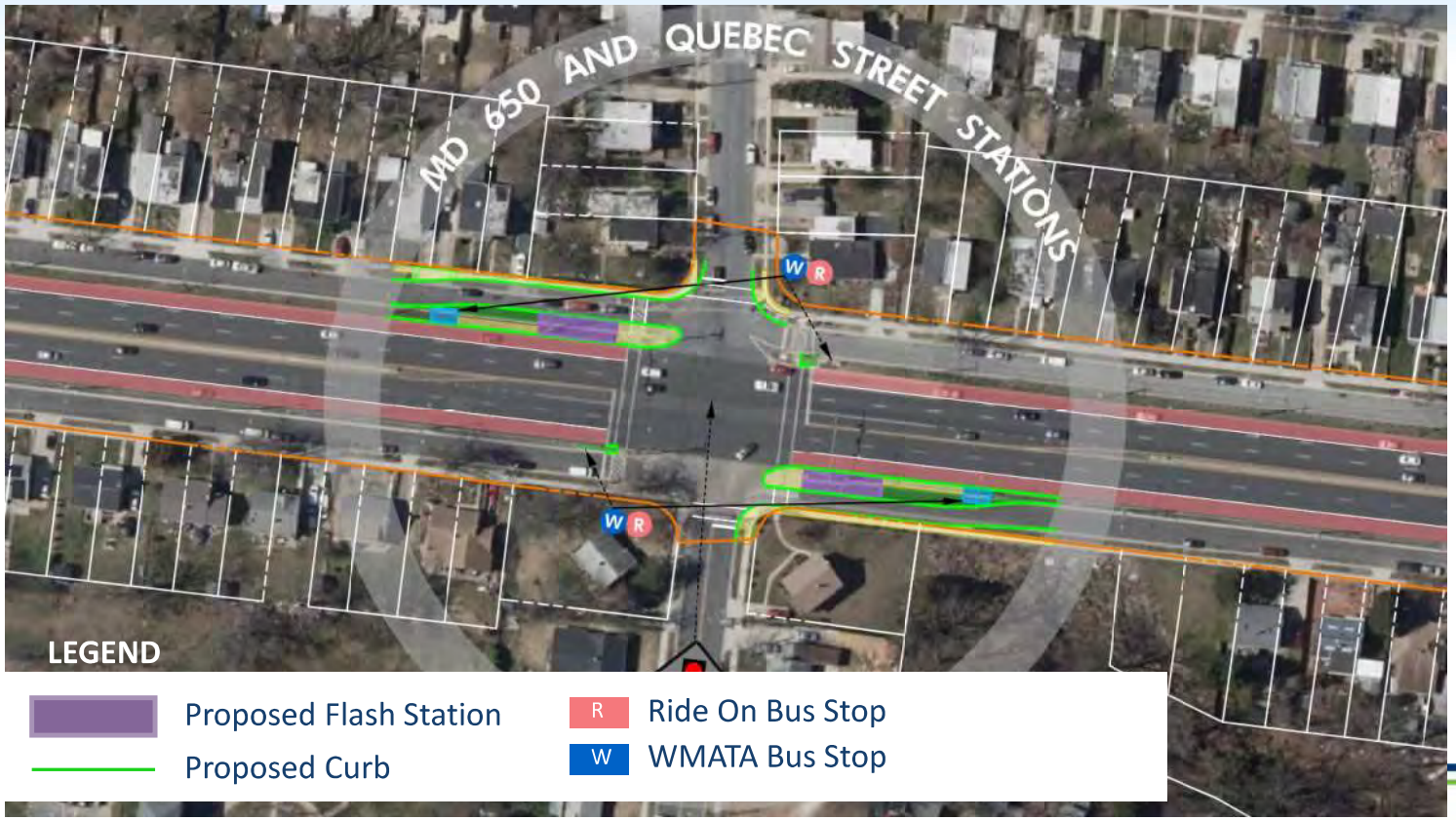
Station at Quebec Street



- Northbound and southbound queue jumps
- Accommodate residential driveways
- Eliminate portions of service roads

Alternative 2 (Curbside)

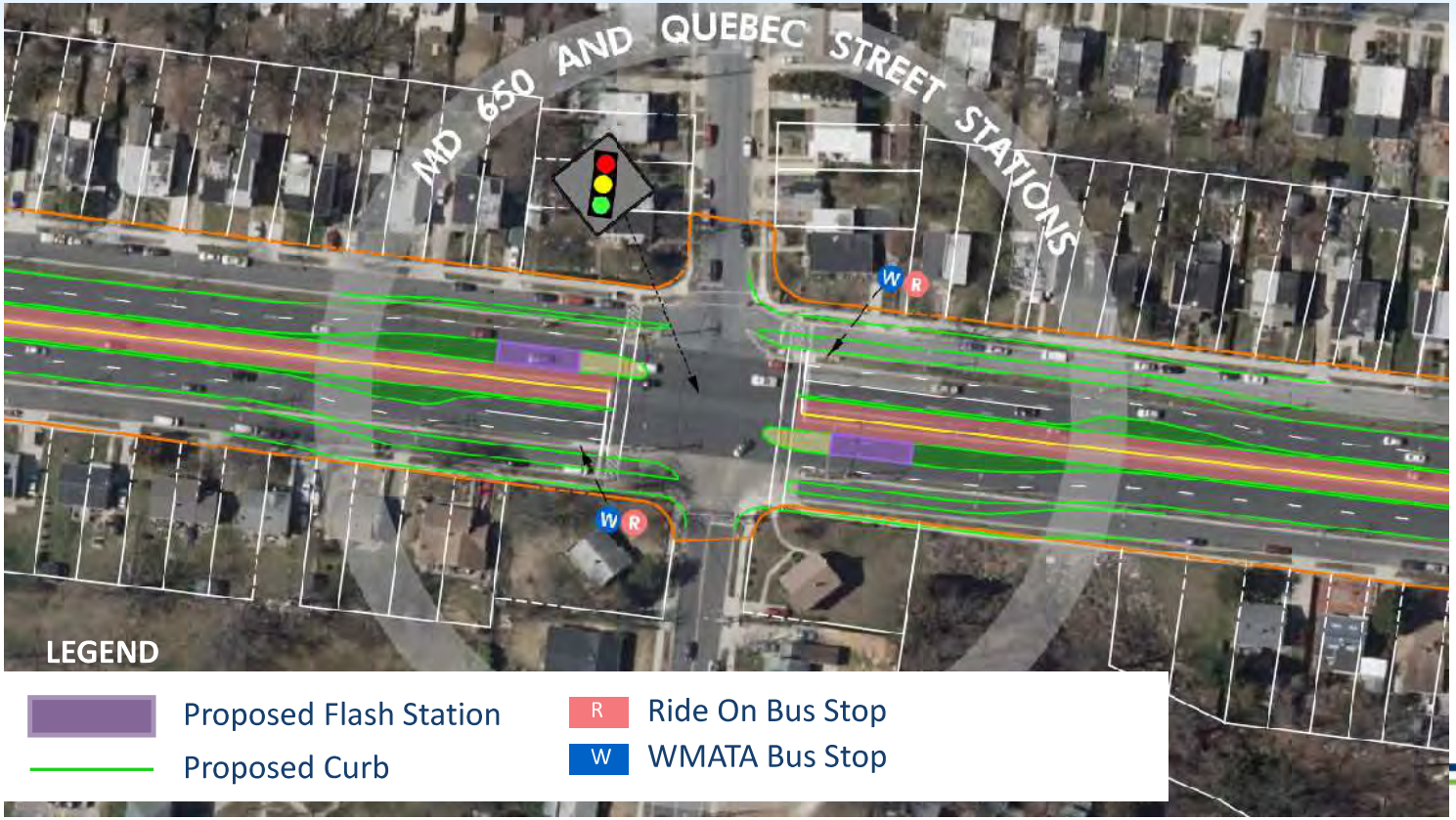
Station at Quebec Street



- Far side stations
- Maintain service roads
- Minimal curb adjustment

Alternative 3/4 (Median)

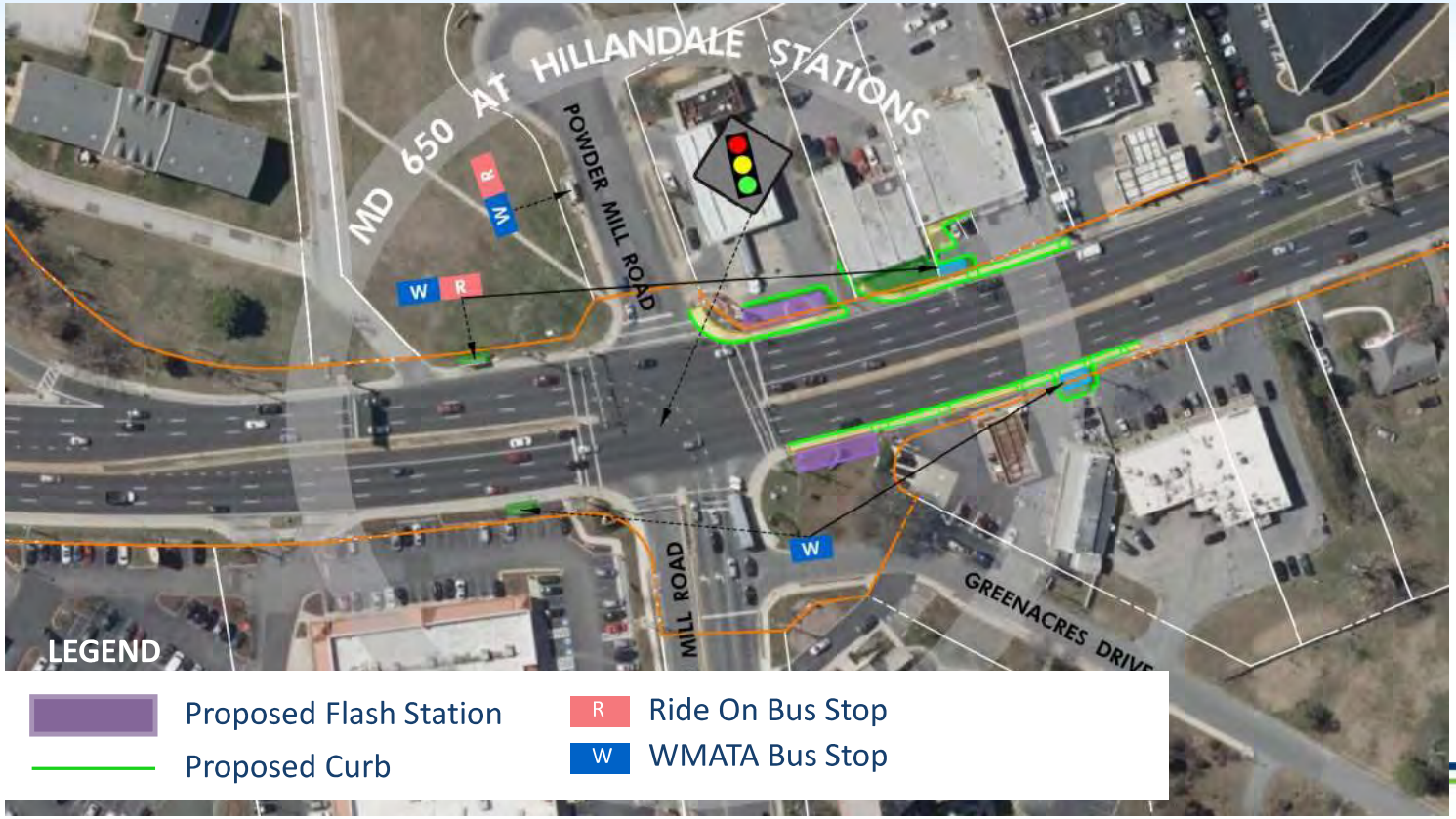
Station at Quebec Street



- Far side, median stations
- Adjust service roads

Alternative 1 (TSM)

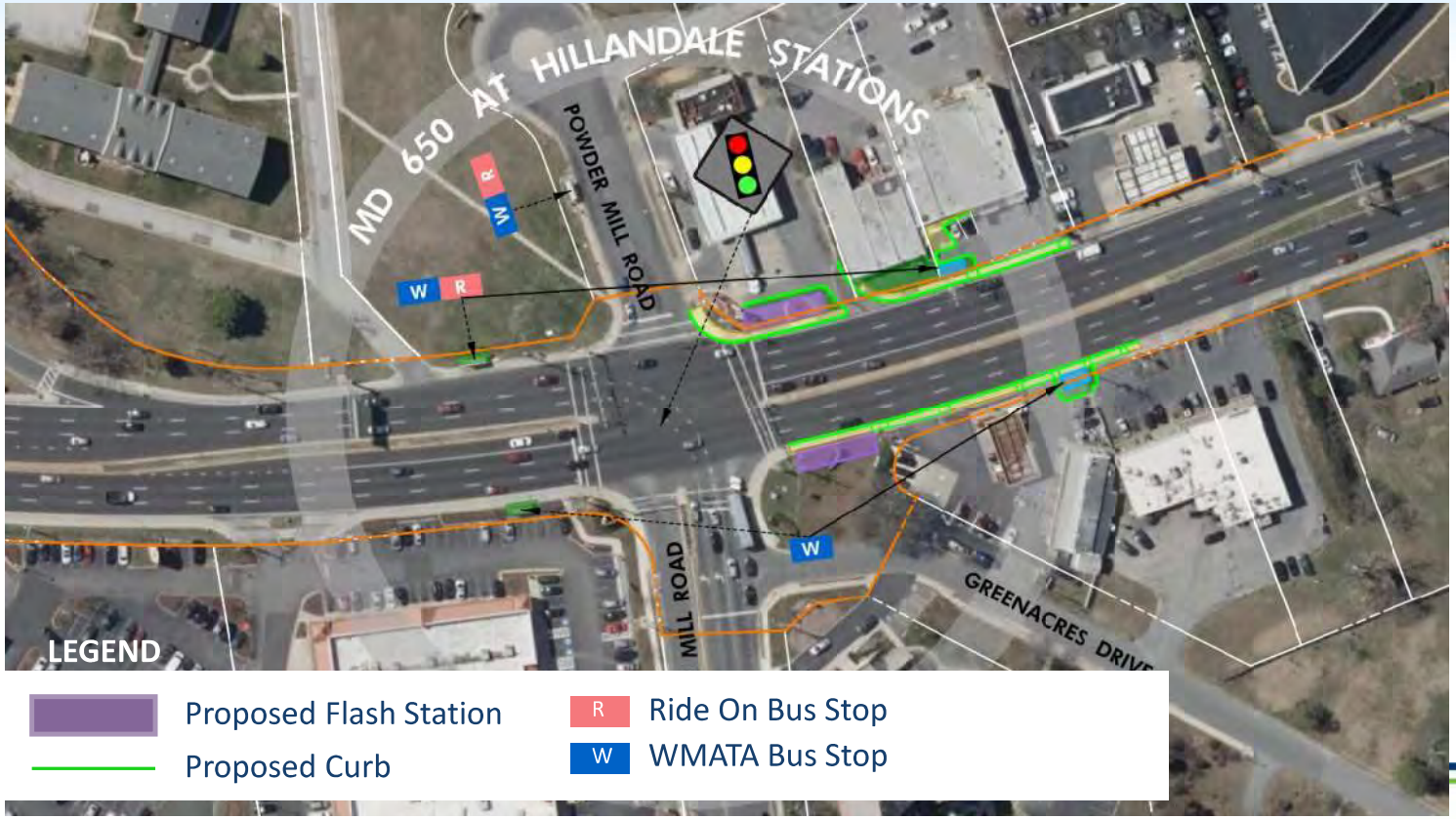
Station at Powder Mill Road



- Far side station northbound
- Near side station southbound
- Relocate northbound local bus stop far side
- Relocate southbound local bus stop near side

Alternative 2 (Curbside)

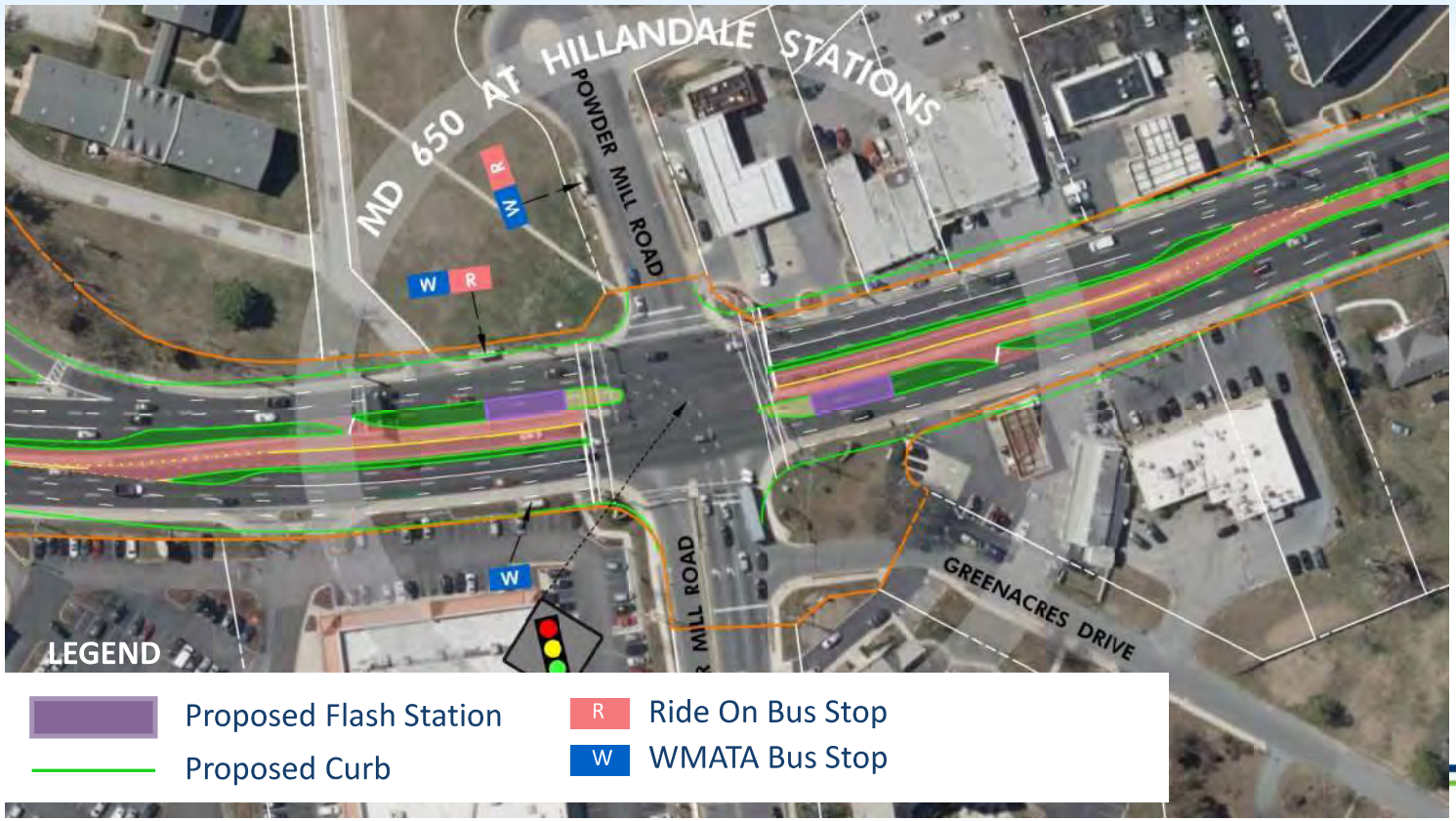
Station at Powder Mill Road



- No change as compared to Alternative 1
- Avoid impacts to interchange ramp

Alternative 3 (Median)

Station at Powder Mill Road



- Far side, median station
- Both peak and non-peak Flash buses stop at median stations
- Slip lanes for accessing the station

Approach to Evaluation

Evaluation Purpose & Goals

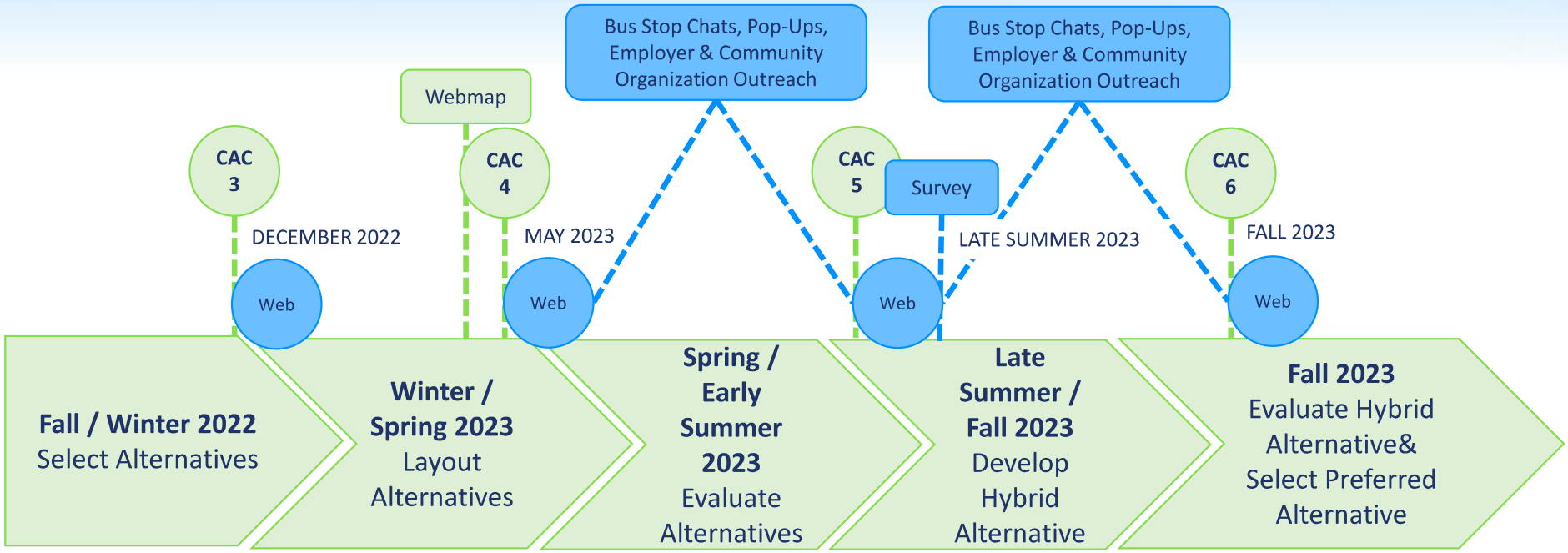
- Evaluate alternatives based on program goals and project-specific, measurable objectives
- Include community and stakeholder feedback in evaluation
- Provide results that are clear, concise, and comparable

Evaluation Approach

- Traffic Modeling in VISSIM
- Ridership Forecasting using STOPS model
- Cost Estimation
- Equity, Access, Economic Development, and Land Use Analysis

Outreach and Feedback

Outreach Overview



Initial Outreach at a Glance

3 CAC Meetings

2 In-Person Public Meetings

1 Virtual Public Meeting

160,000 People reached through Social Media Campaigns

4 Pop-Up Events

46 Comments on Interactive Map

70% Of Pop-Up Events Interactions were in Spanish

- More engagement at pop-up events than at traditional public meetings
- Communication was enthusiastic in native language
- Social Media provided further reach
- Highly visual survey was helpful
- Lots of discussion occurred in the CAC meetings

Outreach Goals

Connect broadly with communities along the corridor

Explain the alternatives and articulate opportunities

Focus on community needs

Gather feedback on the alternatives

Outreach and Feedback Approach

- **Bus Stop Chats & Pop-Up Events –** on-the-ground engagement with people that ride the bus
- **Employer & Community Organization Outreach –** additional channel for elevating voices along the corridor
- **CAC Meetings –** focused meetings to deliver information and seek input from key stakeholders and the community
- **Interactive Webmap –** online resources for exploring the alternatives and provide feedback

Interactive Webmap

- Online mapping of each alternative
  - Enables zoom in on areas of importance
  - Allows for toggling between alternatives
- Looking for feedback
  - Ease of using the tool
  - Specific concerns for various alternatives
- Link

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Next Steps

MCDOT
Montgomery County
Department of Transportation

Next Steps

- Engaging in bus stop chats, pop-up events, employer outreach, community organization meetings
- Evaluating alternatives
- Return to TAC & CAC in July/August 2023 to discuss results of evaluation

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Questions?

Corey Pitts – BRT Program Implementation Manager, MCDOT

corey.pitts@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

MCDOT
Montgomery County
Department of Transportation

CORRIDOR ADVISORY COMMITTEE (CAC)
MEETING #5 SUMMARY
JANUARY 31, 2024
7:00 PM – 8:30 PM

ATTENDEES:

CAC Member Attendees	
Sophie Boreshe - Resident	Peter Myo Khin – Labquest, East County Citizens Advisory Board, Tamarack Triangle Civic Association
Hector Chang – Resident	Shane Pollin - PS Ventures
Eileen Finnegan – Resident	Peter Tantisunthorn - Resident
Craig Grunewald - Resident	Jason Weaver - Resident

Additional members of the public who attended the meeting:

John Bonghi – Kokosing Construction	Maureen Madden
William Bolgiano – Resident	Grant Matthews – Duffy Companies
Paul Bran – Hillandale Center	Matt McOlash – HDR Consulting
Bee Ditzler – League of Women Voters/Montgomery County Transportation chair	Sergio Mendez – Concrete General
Andrew Farkas	Alex Riley- Montgomery Planning
Nicholo Gadiana – Stacy Witbeck Civil Contractor	Javier Rivas – Takoma Langley Crossroads Development Authority
Margaret Goergen – Hillandale Citizens Association	Cicero Salles – White Oak Planning Manager
Seth Grimes – WABA	Lauren Stamm – Montgomery Planning
Dion Ho	Catherine Tunis – South of Sligo Citizens Association
Jim Keough	Ronnetta Zack Williams – Montgomery Planning

Montgomery County Staff and Consultant Team	
Corey Pitts	MCDOT
Rick Kiegel	MCDOT
Rebecca Mellema	MCDOT
Jon Crisafi	Kittelson
Jamie Henson	Kittelson
Tara Hofferth	Kittelson
Jacob Smith	STV
Charise Geiling	SensisConnect

PRESENTATION OVERVIEW

Welcome and Introductions

- Montgomery County DOT Project Manager, Corey Pitts, welcomed everyone to the meeting and introduced the project team.
- Consultant Charise Geiling gave a brief overview of meeting expectations and Zoom software.
- Consultant Jamie Henson reviewed the role of the Corridor Advisory Committee and reviewed the agenda.
- Montgomery County Public Relations Manager, Rebecca Mellema, invited the CAC members and additional members to introduce themselves.

Study Overview

- Consultant Jamie Henson provided an overview of the study – the study corridor is between Fort Totten Metro and the Colesville Park and Ride. The study will define start and end points, identify station locations, develop and evaluate improvements to bus service, and address station accessibility. Jamie covered specific phases of the schedule and the approach to alternatives. Various concepts were screened and paired into four alternatives and the next step will be to identify a preferred alternative.

Alternatives Overview

- Jamie provided a brief overview of the four alternatives:
    - Alternative 1 -
      Incorporate queue jumps with special traffic signals at intersections with Flash bus stops to allow all buses to get ahead of the line. Also include transit signal priority.
    - Alternative 2 -
      Repurpose Curbside Lanes south of Piney Branch Road for buses only. Implement transit signal priority north of Piney Branch Road.
    - Alternative 3 -
      Repurpose center median lanes south of Piney Branch Road for buses. Add one center shared bi-direction transit lane for Flash buses between Piney Branch Road and Lockwood Drive. All Flash buses pick up at median stations, even though stops are not reflected in the graphic. Implement transit signal priority north of Lockwood Drive.
    - Alternative 4 -
      Repurpose center median lanes south of Piney Branch Road for buses. Add one center shared bi-direction transit lane for Flash buses between Piney Branch Road and Powder Mill Road. All Flash buses pick up at median stations, even though stops are not reflected in the graphic. Repurpose center median lanes between Powder Mill Road and Lockwood Drive. Implement transit signal priority north of Lockwood Drive.

Evaluation Overview

- Jamie shared that the nature of the evaluation of the alternatives follows directly from the BRT program guidance and is based on the six BRT Program goals:

  - Mobility Choices
  - Sustainable Solutions
  - Corridor Safety
  - Economic Growth
  - Quality Service
  - Community Equity

- The metrics used to evaluate and compare alternatives are offshoots of those guiding principles, and the evaluation is built to focus on those big picture goals. The specific metrics are BRT travel time, local bus travel time (specifically K9), vehicle travel time, additional property required, cost per mile, total construction cost, construction duration, jobs accessibility, and transit ridership (which will be discussed at the next CAC meeting).

- Jamie identified the questions that the analysis strives to answer, including:

  - Do the alternatives improve transit travel time?

  - Are there major differences in BRT travel times?

  - Are there major differences in K9 travel times? (K9 is the limited bus stop in the corridor. We've used the K9 because it's the most comparable to the type of service BRT would be.)

  - Are there major changes to vehicle travel times?

  - Are there major differences in cost and implementation timeline?

Corridor Travel Time

- Jamie walked through the evaluation approach, including the use of a detailed computer simulation tool that takes into account the nature of the road, 2045 traffic volumes, and how vehicles would be affected with the proposed changes. Four data sets of the evaluation results were compiled to compare travel times:

  - Southbound in the morning from Mahan Road to Sheridan Street

  - Northbound in the morning from Sheridan Street to Mahan Road

  - Southbound in the afternoon from Mahan Road To Sheridan Street

  - Northbound in the afternoon from Sheridan Street to Mahan Road.

- Overall, BRT improves transit travel times, but is modestly faster in Alternatives 3 and 4 than in 1 and 2. K9 bus service is improved in Alternative 2 and is substantially degraded in Alternatives 3 and 4. General traffic is moving more slowly in Alternatives 2, 3, and 4. See presentation slides 25-28 for more details.

Property Requirements, Cost, Timeline, Jobs Accessibility

- Jamie summarized the property requirements, costs, timeline, and jobs accessibility for each of the alternatives.

- There are property needs for constructing the curbside stations, stormwater facilities, and widening the road to accommodate median stations. Alternative 2 has the least property needs and Alternatives 3 and 4 have the greatest property needs. See presentation slide 31 for more details.

- Alternatives 1 and 2 are lower cost options. Alternatives 3 and 4 are higher cost options. See slide 32 for more details.

- No design or construction funding has been identified for the project. The assessment for construction duration is an abstraction of what it might take once construction begins. Alternatives 3 and 4 will take considerably longer to construct than Alternatives 1 and 2.

- Accessibility to jobs is the measure of how many jobs are available within a specific range of time by way of transit. There's a 20-33% increase from the no build option, depending on the alternative. See slide 34 for more details.

FDA Connection

- Jamie provided an overview of the considerations for connecting to the FDA campus. There are a variety of concerns including BRT travel time, ridership gain/loss, security, master plan facility adjustments, environmental process, and potentially the need for FDA to shuttle staff to White Oak Transit Center. There are three options to serve the campus. The team will develop concepts and look at costs to inform further discussions with FDA representatives.

    - Option A – stay on New Hampshire Avenue and stop at the White Oak Transit Center on Lockwood Drive. NB and SB Flash stations would be constructed on New Hampshire Avenue at Mahan Road.
    - Option B – loop into and exit the FDA campus back onto New Hampshire Avenue and stop at the White Oak Transit Center on Lockwood Drive. NB and SB Flash stations would be constructed on the FDA Loop Road.
    - Option C – create a new connection for Flash buses only on the north end of the FDA campus to the White Oak Transit Center near the self-storage location. Jamie provided two potential ways to do that:
        1. go through self-storage site
        2. go east of the self-storage site near the apartment property

      NB and SB Flash stations would be constructed on the FDA Loop Road.

Next Steps

- Jamie reviewed next steps, including completing ridership analysis, beginning analysis of a potential hybrid option, returning to the CAC to discuss transit ridership in early spring, and having pop up events in the spring to engage with the public. In the spring/summer of 2024, the preferred alternative will be identified.

Written Questions (placed in the Zoom chat window):

Question:
Montgomery County's Bicycle Master Plan calls for side paths or separated bike lanes along New Hampshire Ave. I don't see this in your diagram.
Response:
This project doesn't necessarily preclude side paths or bike lanes. They are not shown because the purpose of this study is to show how the BRT might function and to weigh tradeoffs between the various ways to implement BRT. This effort does not supersede anything related to the bicycle recommendations in the Master Plan for the bicycle elements and the importance of bicycle and pedestrian facilities along the corridor.

Question:
Are there any assumptions about mode shift in the travel time analysis? That is, people switching from driving to the bus given the faster bus service? What mode shift is envisaged?
Response:
When we develop travel volumes, one of the steps is running the regional travel demand model. It's a large network of the entire region's travel facilities in a computer program that reflects how people travel. We use that model to develop our understanding of future travel volumes which considers travel shifts between modes.

Question:
Is there an assumption in the analysis that we will have fewer cars if the Flash is implemented?
Response:
The travel demand model weighs the trade off in the utility for each of the modes and makes an assessment of people using each of the travel modes. This understanding is incorporated into the analysis.

Question:
What is the assumption on ridership of Flash? How does that vary at the different stations?
Response:
We will provide ridership results when we come back to you in the March/April timeline.

Question:
With the reduction of travel time for vehicles in Alternative 1, I expect more people will want to travel on New Hampshire Ave. Is there an expectation that the faster travel times for everyone will hold?
Response:
It's possible that faster travel times would induce vehicle demand, but it seems unlikely. The travel demand model weighs those comparisons across the region and really tries to consider at a macro level

what is happening to predict travel pattern changes. Broadly speaking, it is a reasonable expectation that the conditions we are forecasting would hold.

Question:
Why do the different transportation mode project teams in DOT work in silos?
Response:
We make a major effort to stay out of any silo. Our team has met with a variety of technical agencies, including County planning staff, SHA, Prince George's County, Takoma Park, as well as other agencies to talk to them about the project. We have been diligent to be inclusive. Some of our partners at County Planning are here tonight to participate in the meeting and to listen and learn.

Question:
What is being done to actively use Ride-On as feeder/collector mechanism for BRT?
Response:
Usually, transit riders want as few stops as possible. Typically, transit agencies operate their services such that people have minimal transfers. There is still much work to be done prior to the implementation of BRT on New Hampshire Avenue. However, the County is currently in a process to rethink how their bus network functions. The result of this effort may include structural changes to how the routes function together.

Question:
Is there some variability in all the travel time predictions? Currently, sometimes it takes 20 mins for me to get to the Beltway and sometimes it's 40 minutes.
Response:
This is considered to be a reasonable average day assessment. It does not account for the variability around crashes or weather-related delays.

Question:
Within the 45-60 minute scenarios, what consideration is being given in supporting the build-out of North White Oak and Viva White Oak for the populations of residential riders and employees going to these two activities centers in the future?
Response:
The current corridor is proposed to serve New Hampshire Avenue and the White Oak Transit Center along Lockwood Drive. It is not envisioned at this point to go to Viva White Oak. One of the things that we want feedback on is how do you want this service to connect with land use nodes.

Question:
When you explain the number of employees that would be supported within the 45 and 60 minute time frames, do you support the possibility of additional numbers that would be taking the New Hampshire BRT coming from those two activity areas? With that influx of drivers, have you taken that into consideration?
Response:
The analysis does take into consideration future land use. It looks at growth that's in the corridor within a reasonable walking distance. It doesn't consider more distant areas in the corridor, except through those transit connections.

Question:
The Route 29 Flash has been faulted for not being a true BRT. Are we now going down the same path of making New Hampshire Avenue another "Not BRT" with Alternatives 1 & 2?
Response:
Some of these BRT alternatives move buses and vehicles more quickly. Some of the options move BRT more quickly but yield substantially slower local bus service. The goal of this effort is to identify and weigh those trade-offs to understand what is best for the community.

Question:
Last I asked, you were using a COG version that had errors in the FDA numbers. Have you gone back to use COG 10?
Response:
We are using the most recent, up to date COG model and land use that's available.

Question:
In Alternative 2, are the bus only lanes active all the time or just during the peak hour/peak direction?
Response:
The bus only lanes in all alternatives are active all the time for BRT and local buses. The precise times for which direction of BRT would use the center single lane during the non-peak hours would be something that the County would have to decide at a later point.

Question:
Have efforts been made to directly contact the property owners who would be impacted by the various options' need for additional right of way?
Response:
We have not systematically reached out to every property owner in the corridor. We are still developing the full strategy and are weighing methods to reach the widest audience. We also look to the CAC members to help inform that process. If you are aware of list serves or you know of large associations or groups that talk about things of interest along the New Hampshire Avenue corridor, we'd be happy to connect with them and use them as an avenue to reach folks.

Question:
We have issues in our neighborhood already with failing intersections and significant cut-through traffic on side streets, so I hope those costs would also be weighed in these evaluations.
Response:
The goal of this project is to provide excellent transit service through BRT. We do not want that to come at the cost of additional issues in the neighborhoods. If cut through traffic is found to be problematic, ways to mitigate those issues could be identified.

Question:
Given the early phase of the project is there a probable delivery method for this project?
Response:
We have not determined that at this stage. We would typically do that during preliminary design.

Question:
How are pedestrian and bicycle safety being factored into this? Would this be a reason to pick center running over side lanes or vice versa?
Response:
Part of this effort is to make sure that there are safe ways to access the service. Every rider that makes a back-and-forth trip will need to cross New Hampshire Avenue. I don't know that there is any fundamentally safer alternative for crossing the street. Whether a center or side running option is chosen, riders will still end up crossing the same number of travel lanes once the full trip back and forth is considered. As the project advances into design, thought will be given to roadway treatments, making sure there are clear crosswalks and giving pedestrians a safe amount of time to cross the streets.

Spoken Questions:

Question:
When you explain the number of employees that would be supported within the 45- and 60-minute time frames, do you support the possibility of additional numbers that would be taking the New Hampshire BRT coming from those two activity areas? With that influx of drivers, have you taken that into consideration?
Response:
The analysis does take into consideration future land use. It looks at growth that is in the corridor and considers that in the analysis.

Meeting Sign Off

- Corey Pitts thanked attendees for their time and questions.

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New Hampshire Avenue BRT Planning Study

Corridor Advisory Committee (CAC)

Meeting 5

January 31, 2024

MCDOT
Montgomery County
Department of Transportation

Project Team

Montgomery County Department of Transportation (MCDOT)

- Corey Pitts

Planning Consultant Team

- Jamie Henson
- Tara Hofferth
- Jon Crisafi
- Jacob Smith
- Charise Geiling

Meeting Expectations

We’re committed to starting on time and ending on time

Meeting facilitator will guide discussion

We’re creating spaces for all voices to be heard

Please raise your hand to indicate you’d like to speak

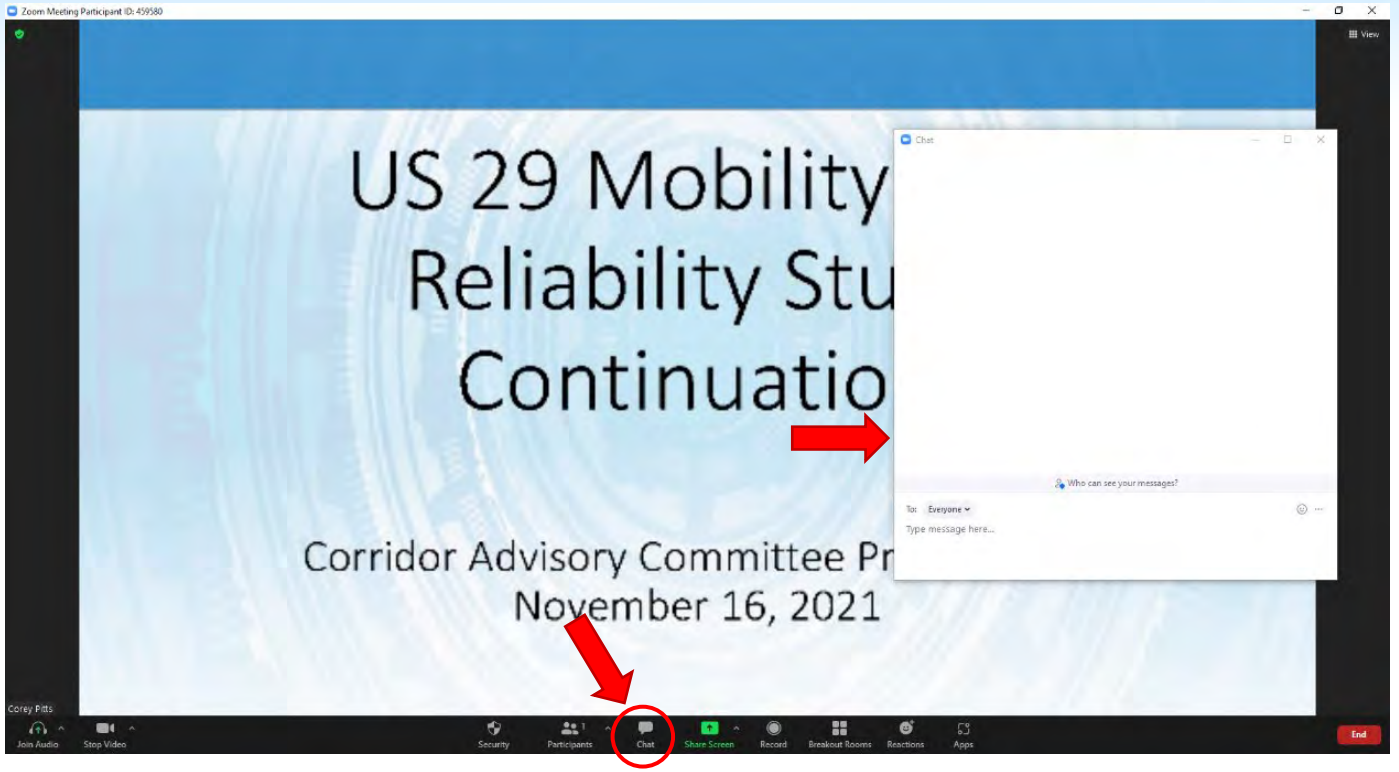
Using Zoom

Ask a question (in text):

- If you have a question during the presentation, please send it via the **chat**.

To send a chat:

- Click “chat” in the bottom menu.
- A new window will appear.
- Type your question and send it.



Using Zoom

Raise your hand:

- If you'd like to speak to ask a question or make a comment, please **raise your hand**.

To raise your hand:

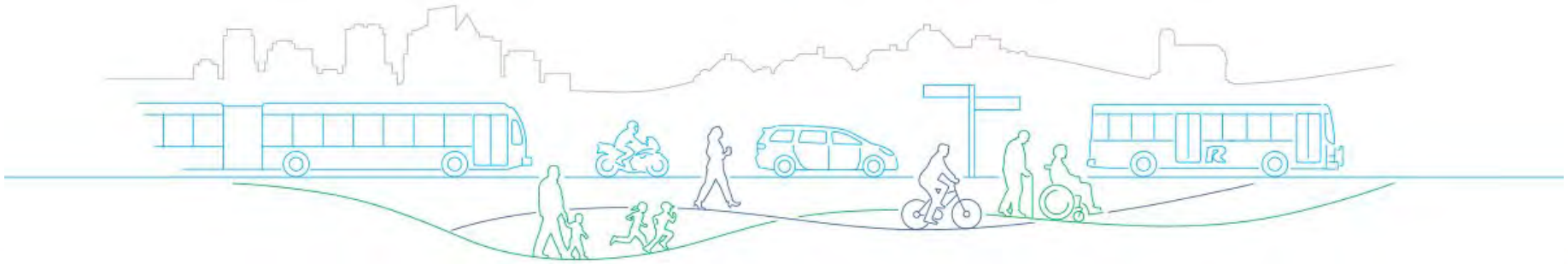
- Click "Reactions" in the bottom menu.
- A new window will appear. Click the "Raise Hand" button at the bottom.
- If you've dialed in by phone, dial *9.

CAC Role & Participants

- Provide input, guidance and oversight in accordance with the Master Plan
- Community involvement throughout project
- Information sharing with community
- Build consensus

Meeting Agenda

1. Project Recap
2. Alternatives Overview
3. Evaluation Overview
4. FDA Connection
5. Next Steps



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Project Recap

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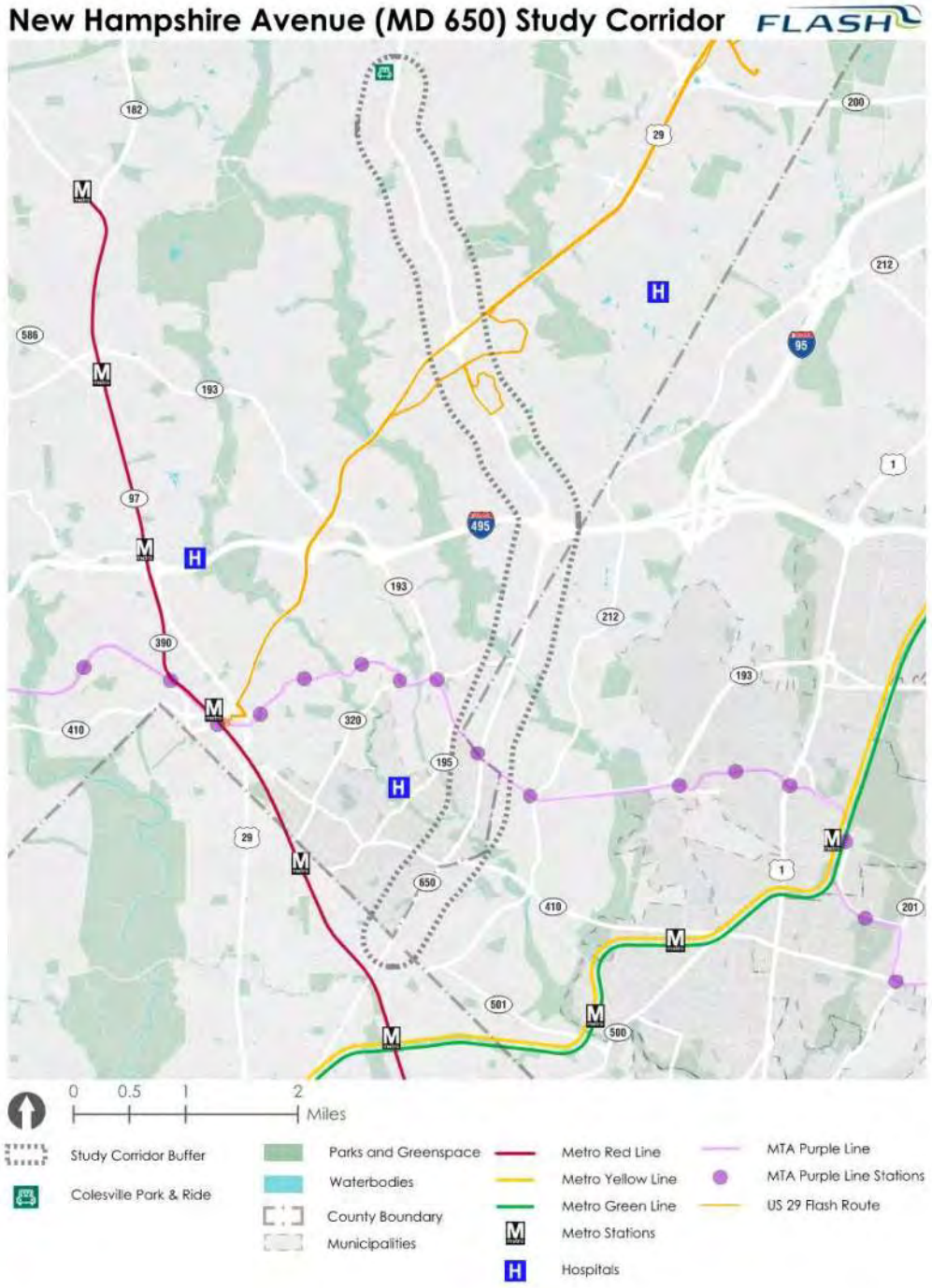
Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Will…**
  - Define start and end points
  - Identify preliminary station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility



Meeting Schedule

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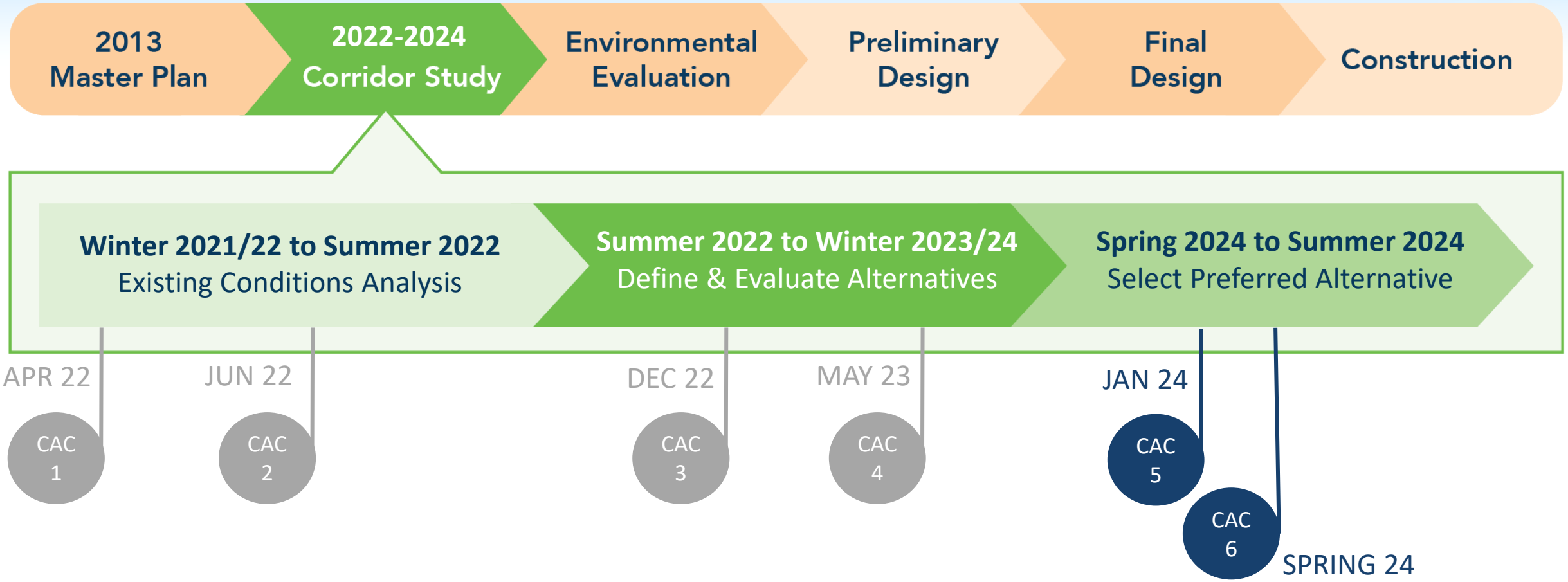

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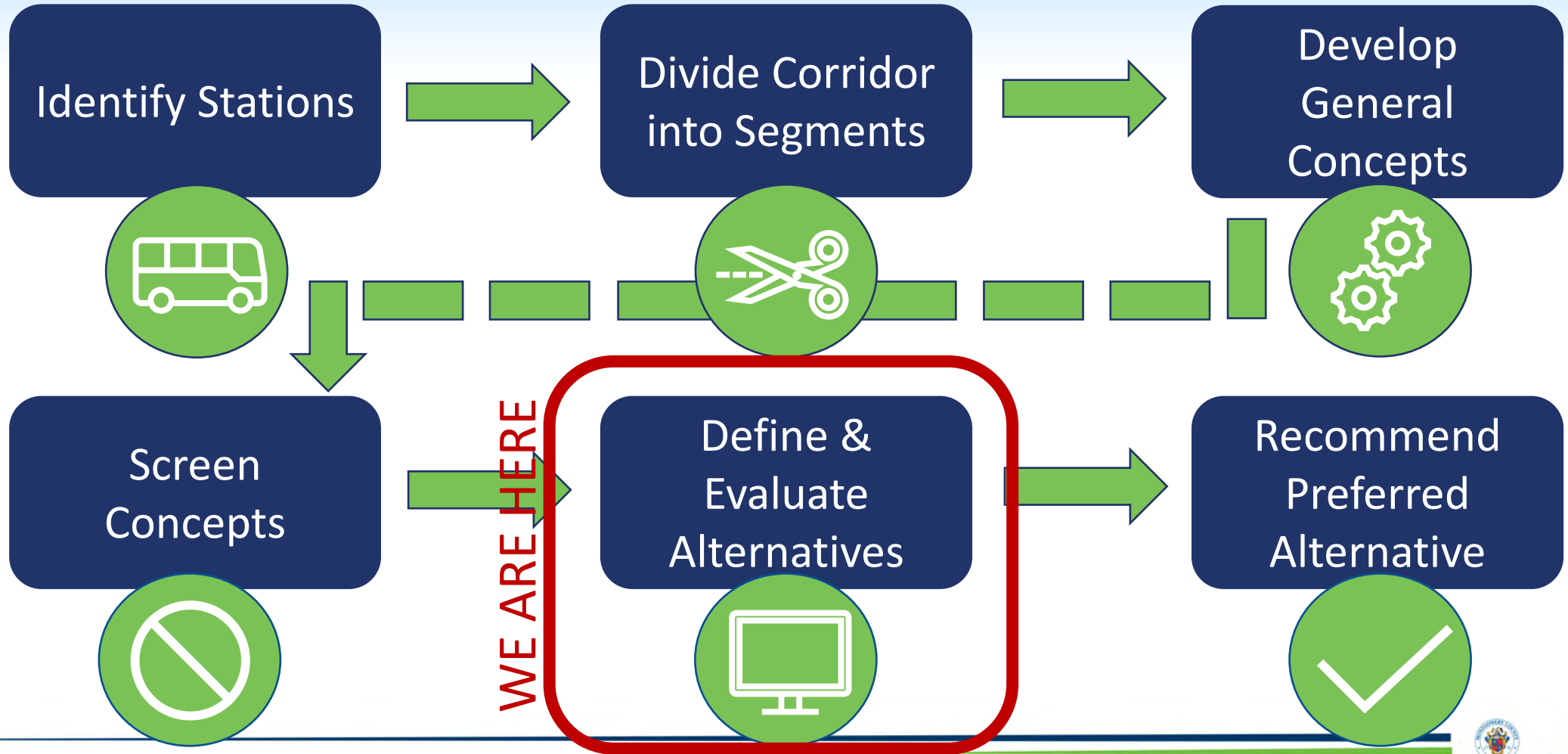
Approach to Develop Alternatives



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Alternatives Overview

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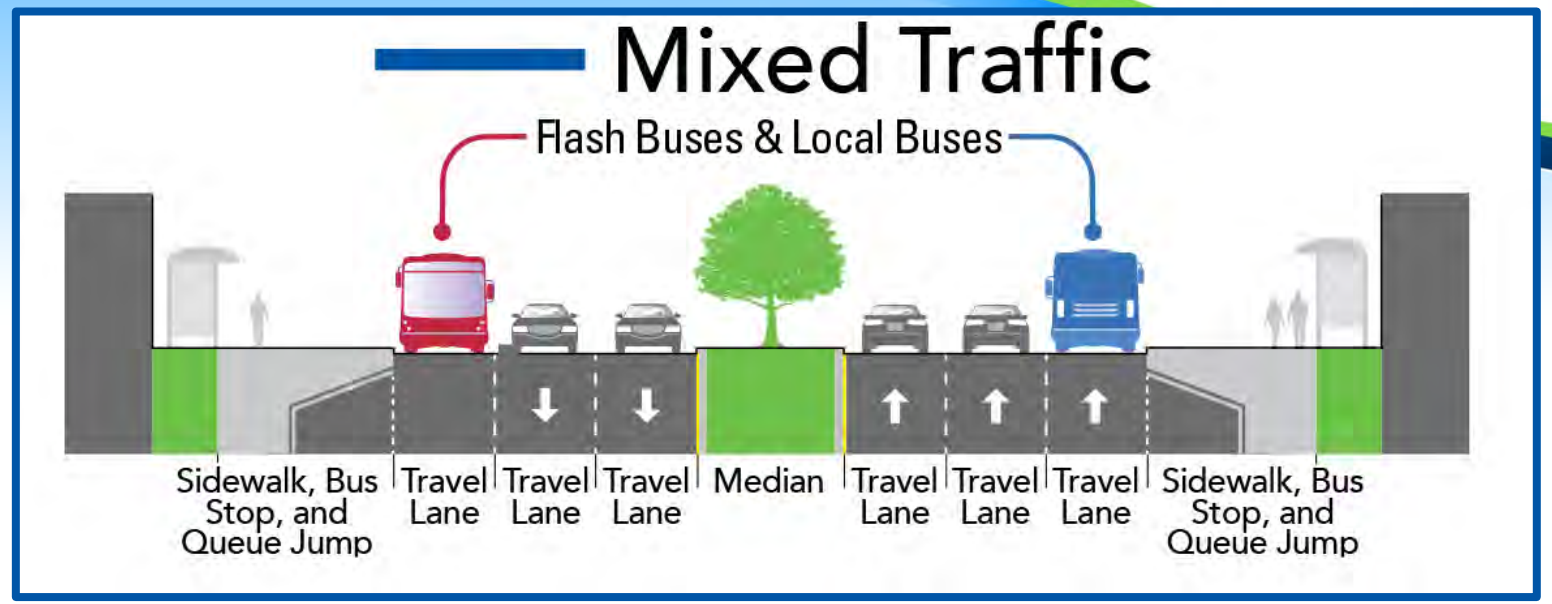
Alternatives

Alternatives



Alternatives

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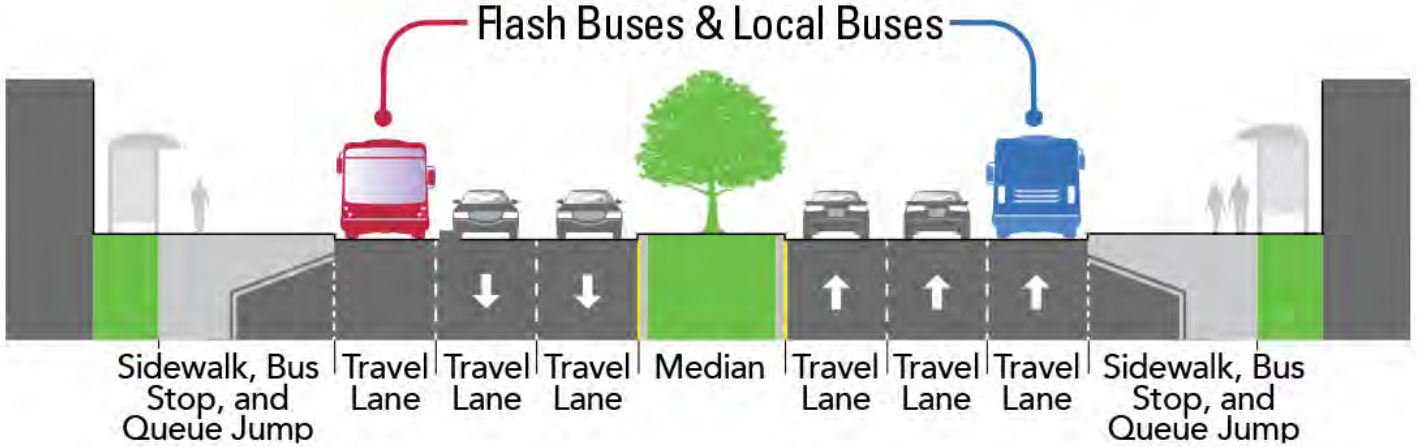
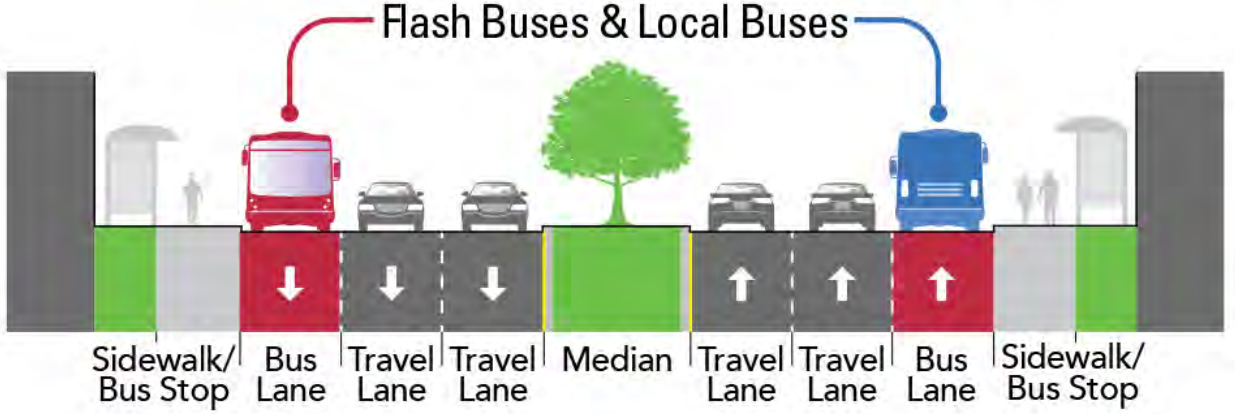
Mixed Traffic



Curbside Lanes



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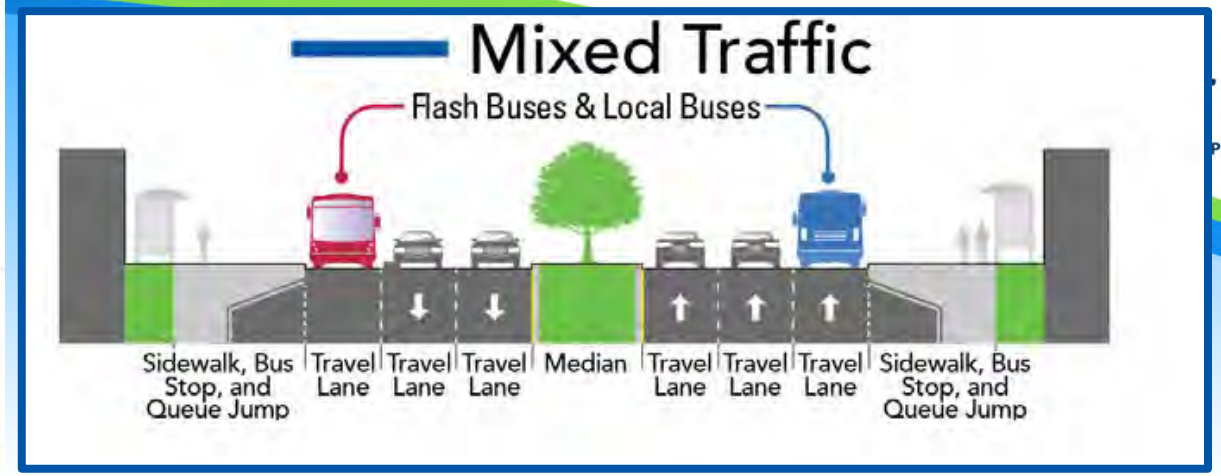

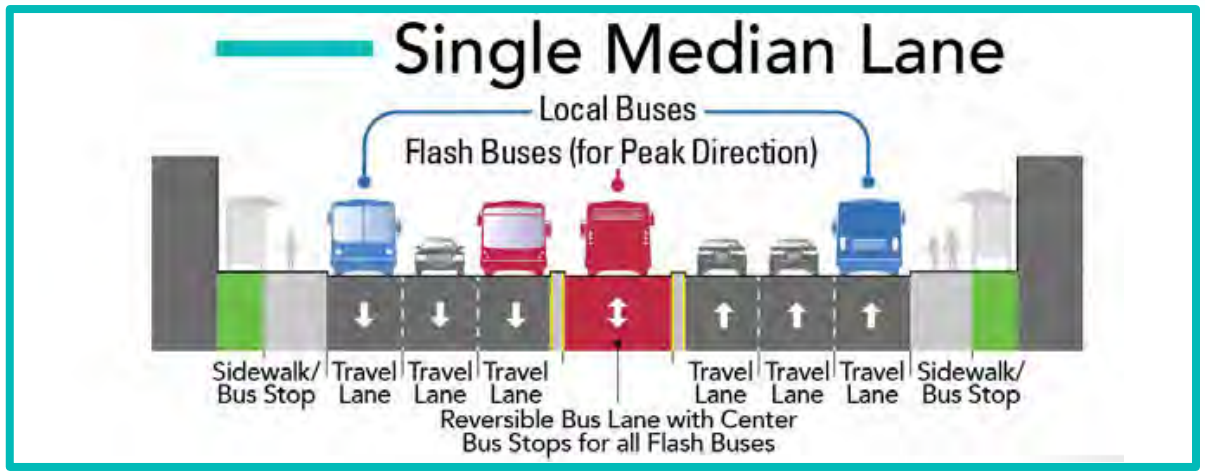

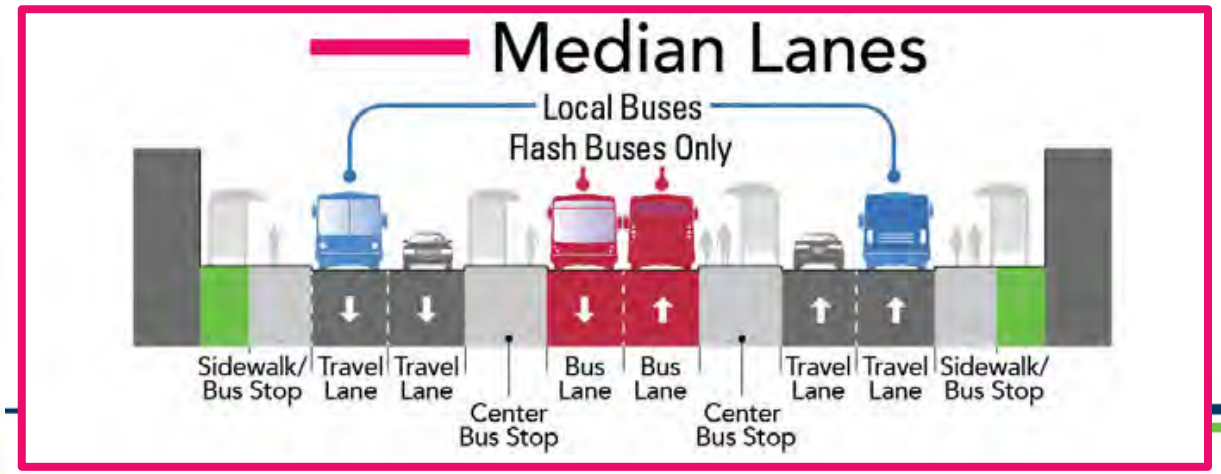

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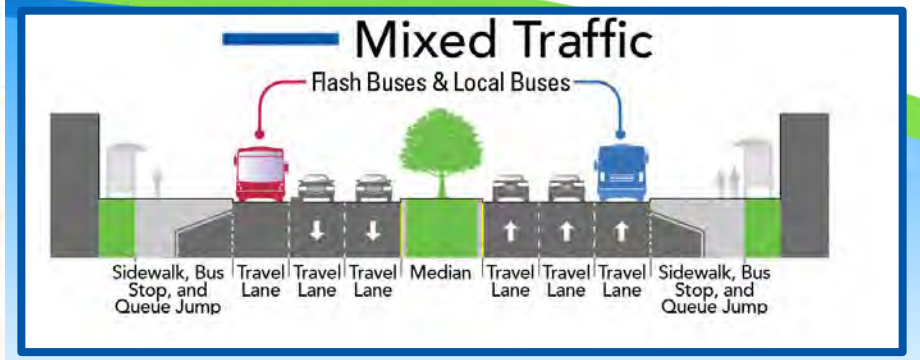

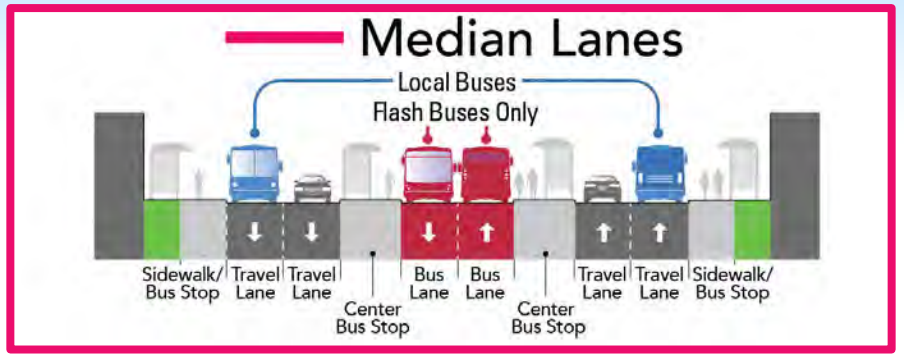

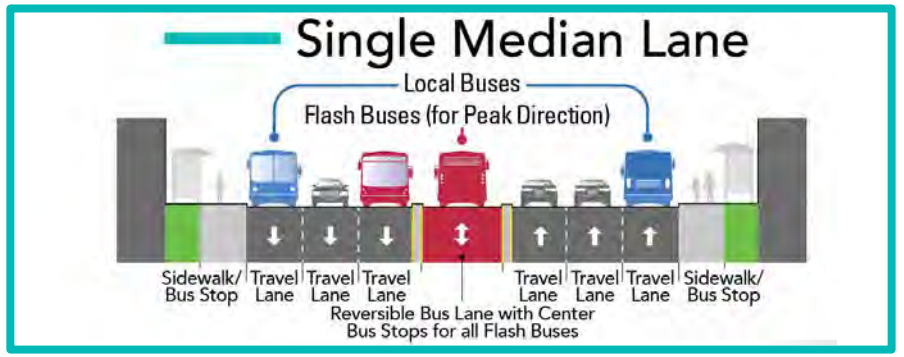

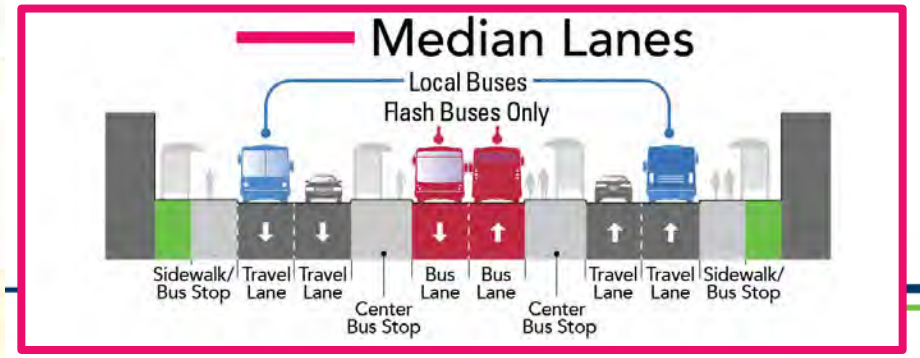

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Evaluation Overview

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Program Guidance

Program & Project Goals & Objectives

Improve access to jobs, activity centers, and community facilities

Minimize environmental impacts and utilize cost-effective design

Improve safety of our streets and the livability and wellness of our communities

Promote economic development with appealing and functional transit

Provide a fast, reliable, efficient, and connected transit service

Provide improved and accessible transit service for underserved populations

Metrics

- BRT Travel Time
- Local Bus Travel Time
- Vehicle Travel Time
- Right-of-Way Required
- Cost per Mile
- Total Construction Cost
- Construction Duration
- Jobs Accessibility
- Transit Ridership

Will discuss Ridership at next CAC meeting!

Key Questions

- Do the alternatives improve transit travel time?
- Are there major differences in BRT travel times?
- Are there major differences in K9 travel times?
- Are there major changes to vehicle travel times?
- Are there major differences in cost and implementation?

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Corridor Travel Time

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Travel Time Approach

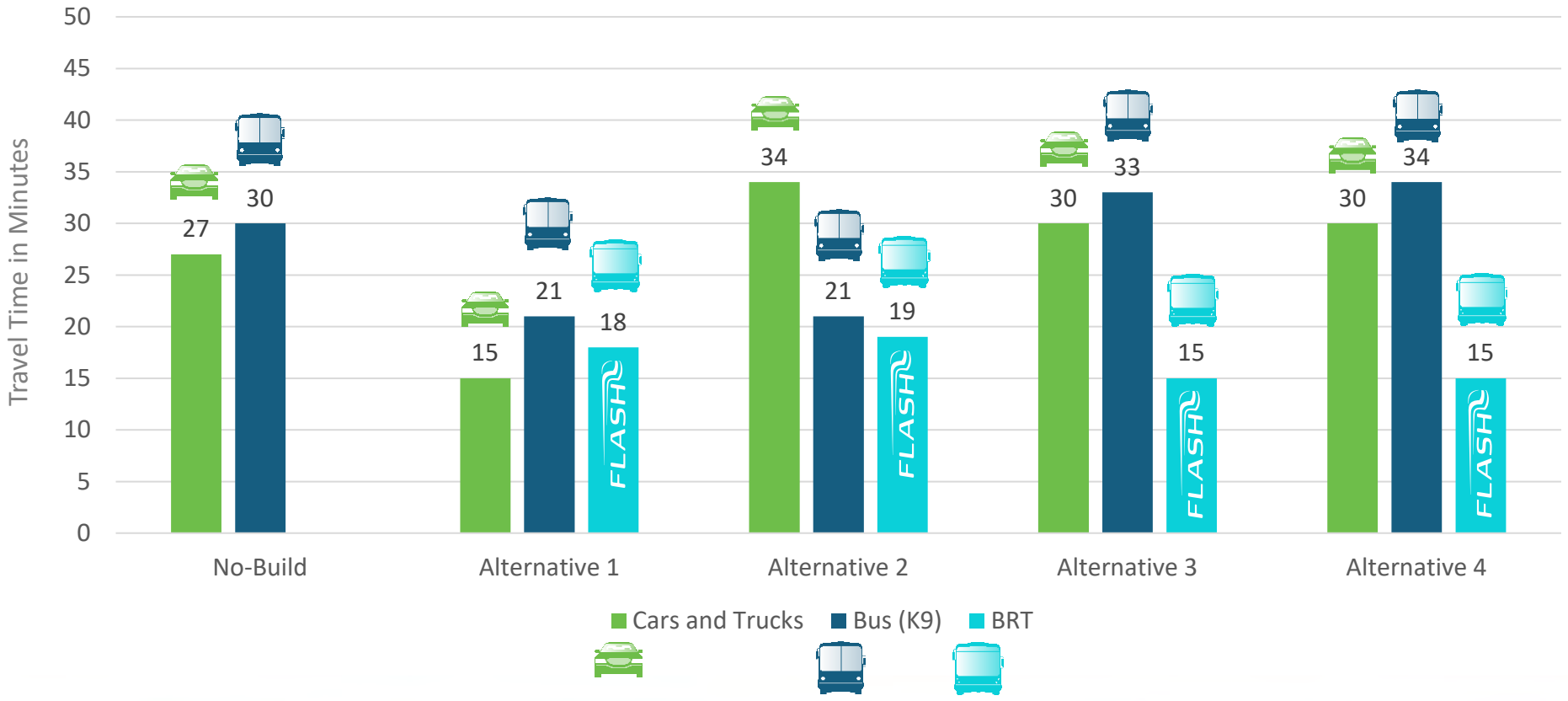
- Used a microsimulation tool to analyze traffic between Eastern Avenue and Lockwood Drive
- Developed 2045 traffic volumes
- Included Purple Line
- Assumed all existing transit/bus routes and frequencies are maintained

Microsimulation Considerations

- Microsimulation provides a detailed analysis
- Peak travel directions have been prioritized
- K9 is used as a proxy for local service comparisons

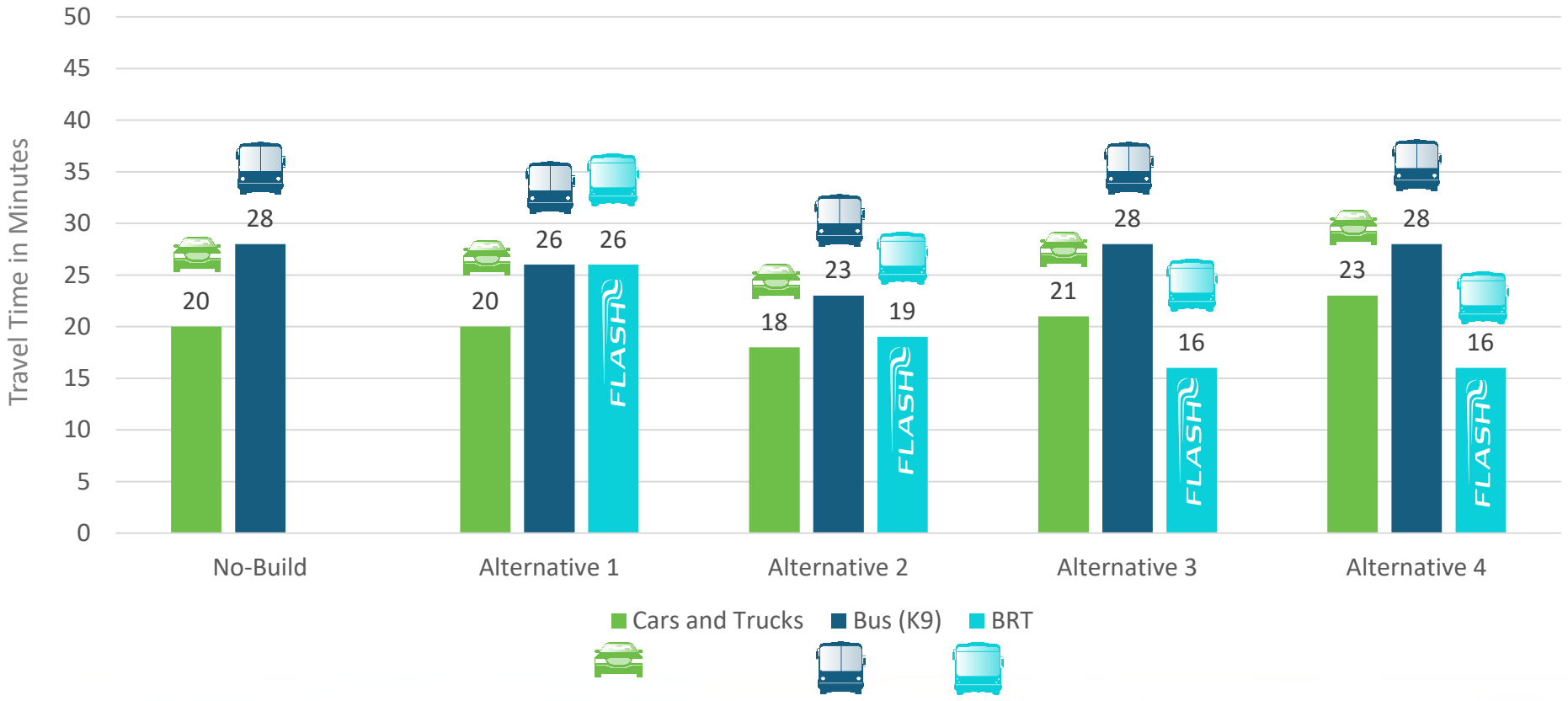
Southbound AM Travel Times

Southbound from Mahan Road to Sheridan Street



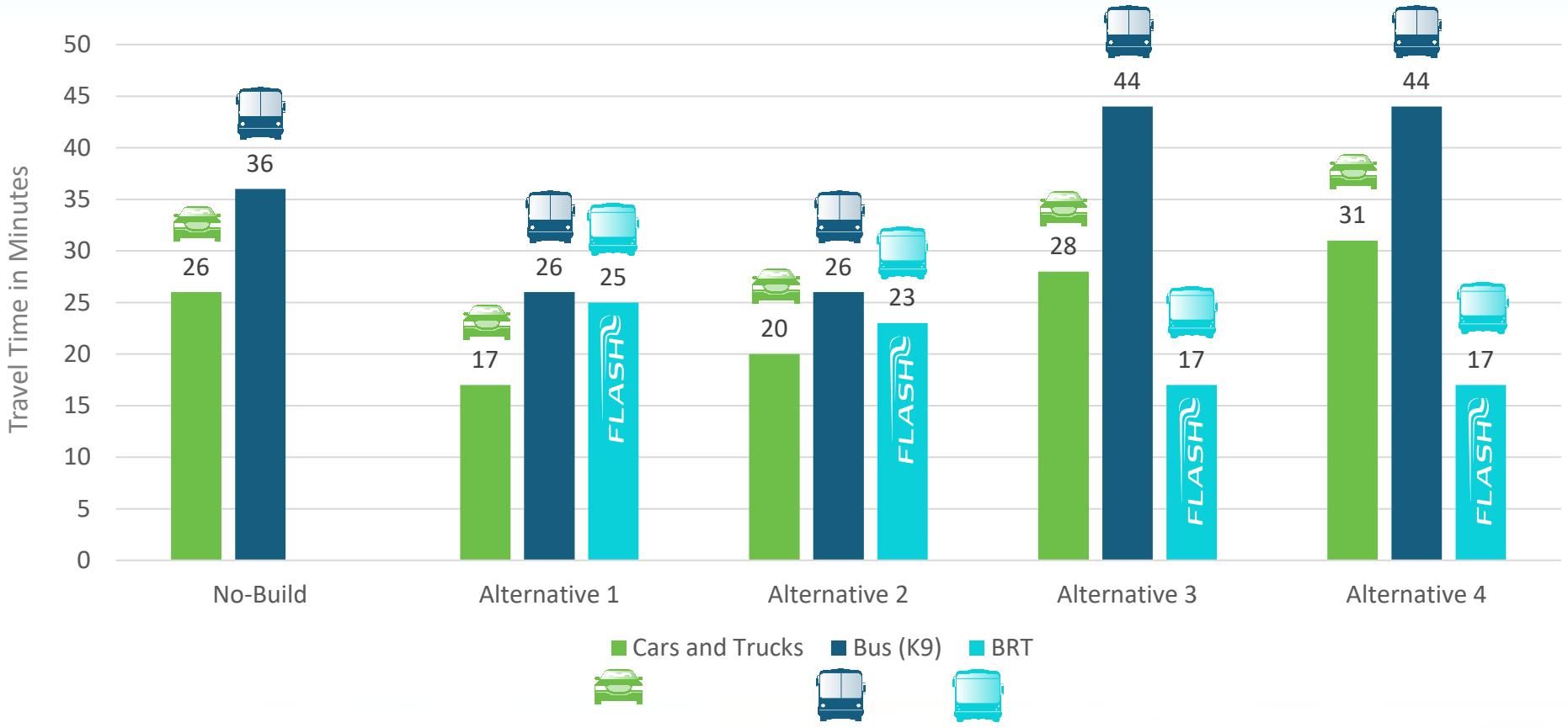
Northbound AM Travel Times

Northbound from Sheridan Street to Mahan Road



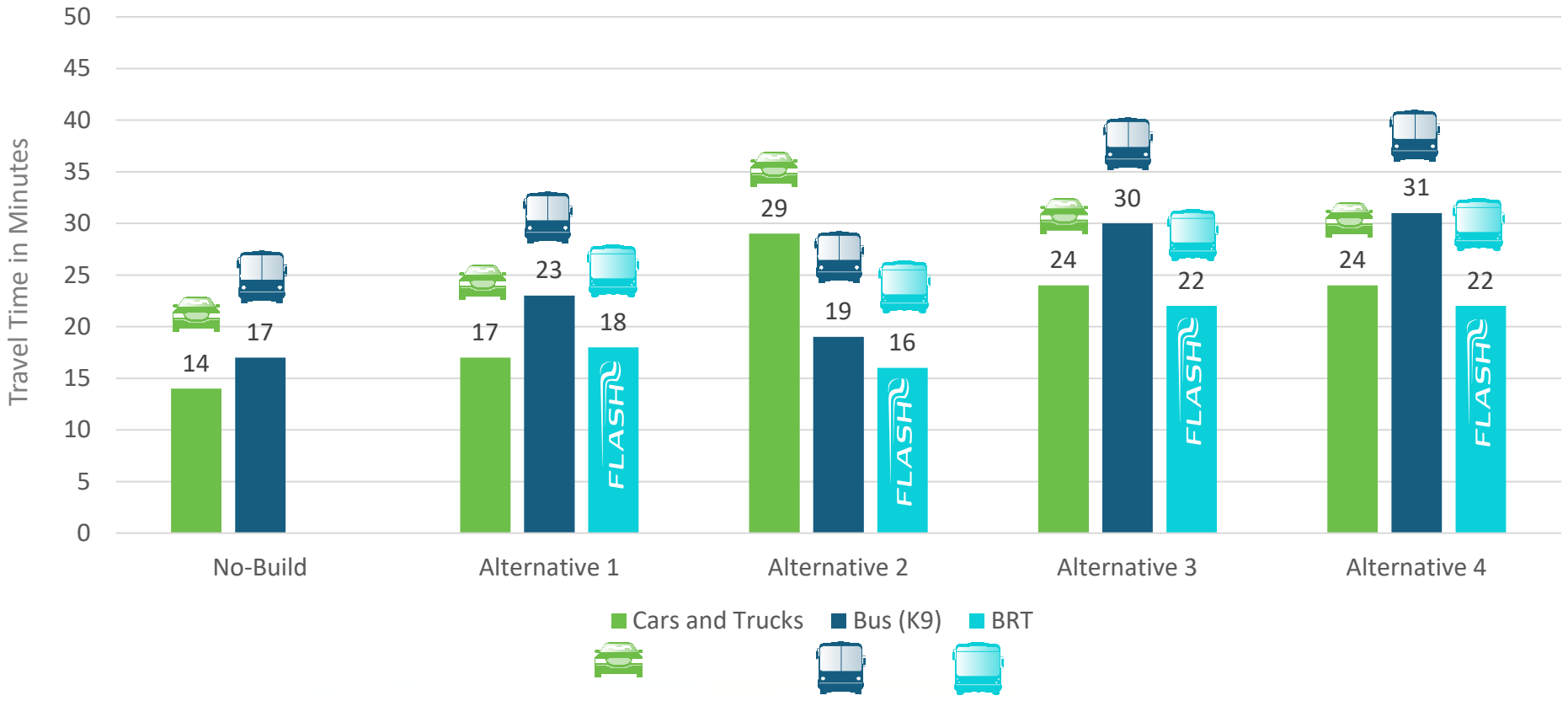
Northbound PM Travel Times

Northbound from Sheridan Street to Mahan Road



Southbound PM Travel Times

Southbound from Mahan Road to Sheridan Street



Corridor Travel Time Themes

- BRT improves transit travel times
- BRT is modestly faster in Alternatives 3 & 4 than in Alternatives 1 & 2
- K9 bus service is considerably faster in Alternative 2 as compared to the other Alternatives
- Cars and trucks are moving more slowly in Alternatives 2, 3, & 4

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Property Requirements, Cost, Timeline, Jobs Accessibility

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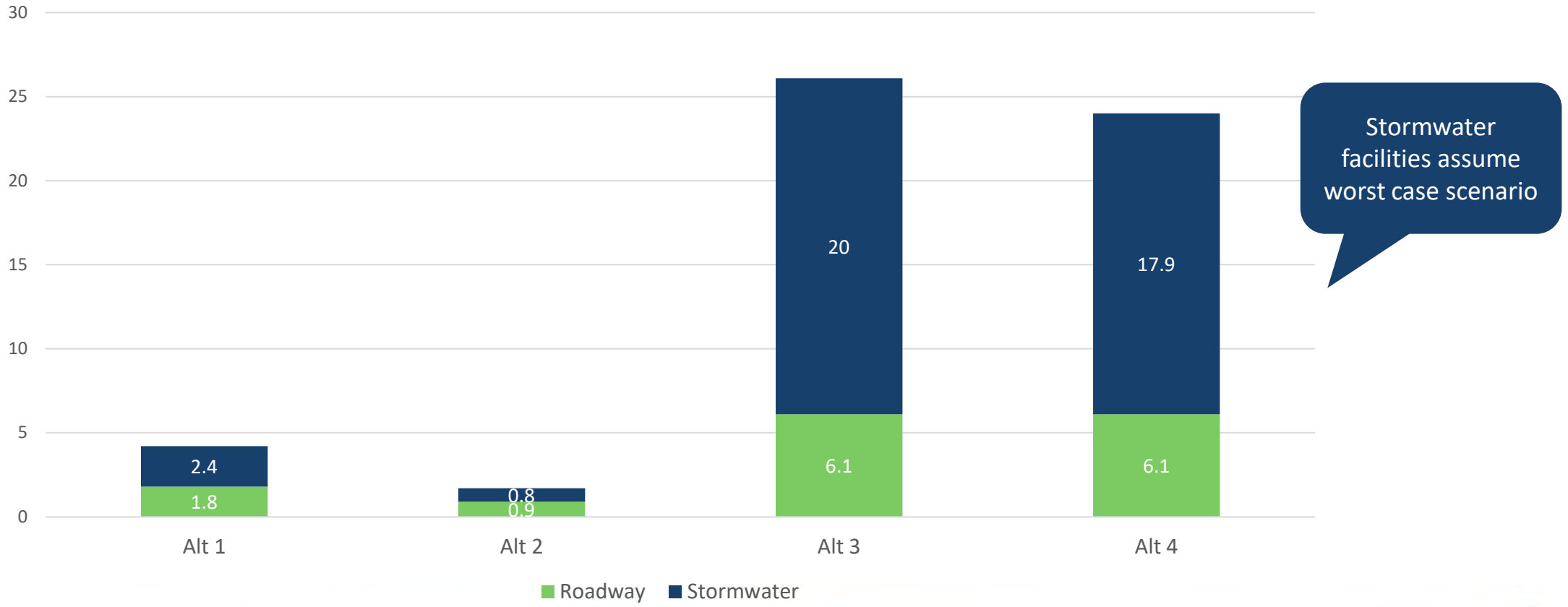
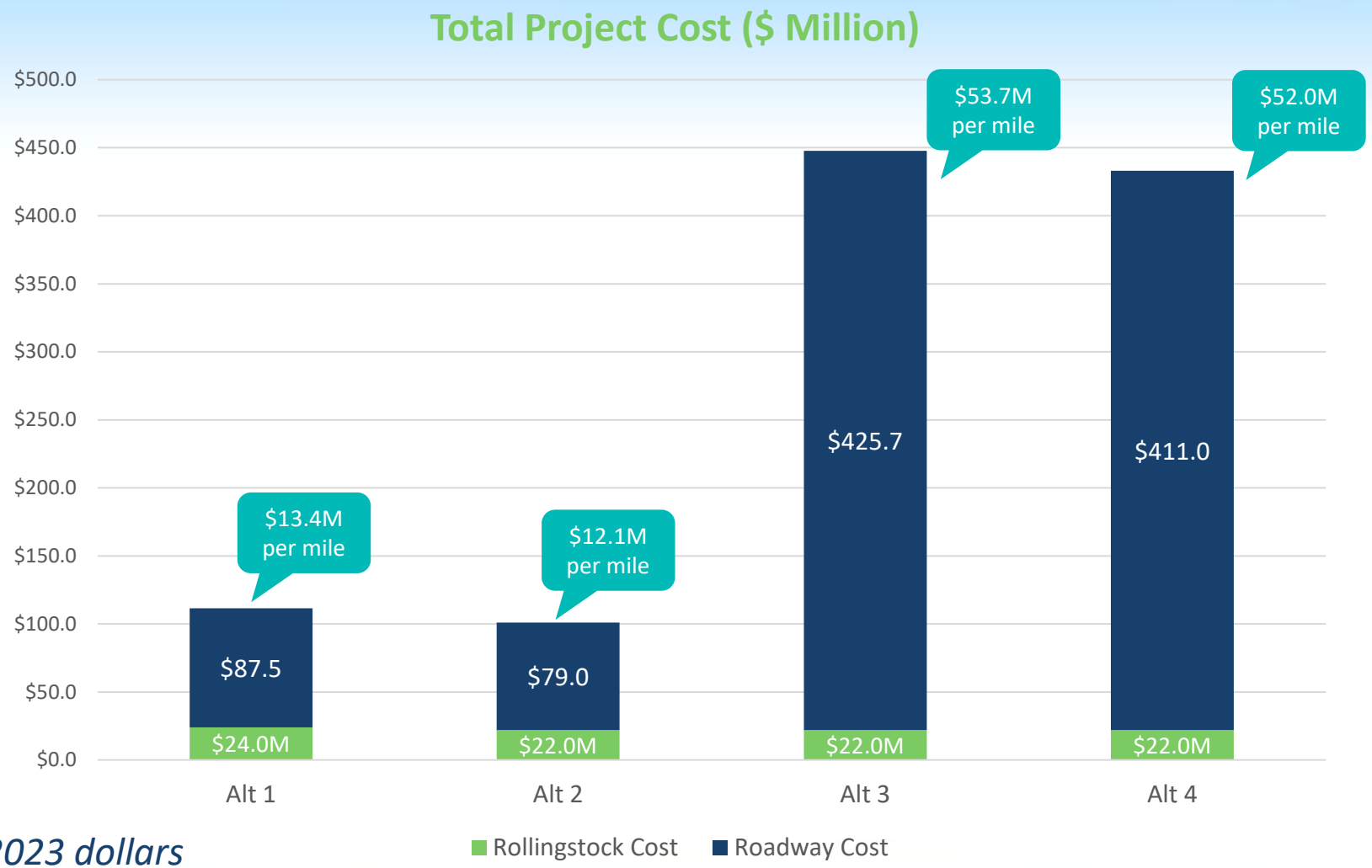
Additional Property Required

Additional Property Required for Roadway & Stormwater (in acres)



Stormwater facilities assume worst case scenario

Capital Costs



Costs are in 2023 dollars

Construction Duration

- Alternatives 1 and 2 – about 2 to 3 years
- Alternatives 3 and 4 – about 4 to 5 years
- No funding has been allocated at this time

Transit Accessibility to Jobs

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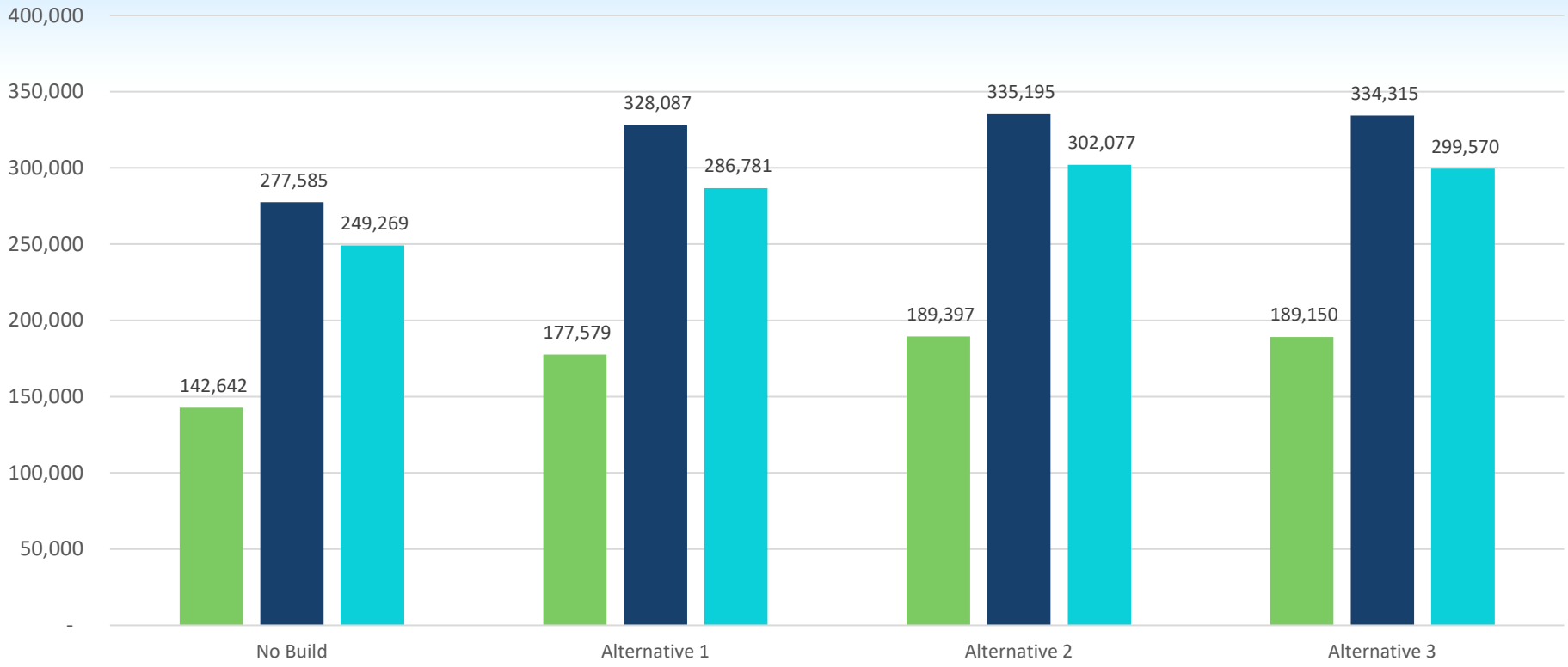
20-33% increase from No Build

Jobs Accessible



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Metric Themes

- Alternatives 1 & 2 are least costly and result in fewer right-of-way needs
- All Alternatives provide strong access to jobs

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FDA Connection

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Concerns to Consider

- BRT run time and ridership
- Security concerns
- Potential master plan facility adjustments
- Environmental (NEPA) Process Steps
- FDA shuttling staff to Lockwood Transit Center

Options to Serve the Campus

A) Stop on New Hampshire Avenue

B) Loop into & exit FDA Campus

C) Connect through FDA Campus to Lockwood

Options to Connect the Campus to Lockwood Drive

i) Through Self Storage

ii) Eastern Edge of Self Storage

Develop Concepts

- Develop concepts for two connections
- Consider process steps to advance connections
- Follow-up with FDA on preferences

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Moving Toward Completion

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Next Steps

- Complete Additional Ridership Analysis
- Begin Hybrid Analysis
- Next CAC in March/April – discuss Transit Ridership
- Pop Ups in March/April
- Locally Preferred Alternative

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Questions?

Corey Pitts
BRT Implementation Manager
Corey.Pitts@montgomerycountymd.gov

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Department of Transportation

CORRIDOR ADVISORY COMMITTEE (CAC)
MEETING #6 SUMMARY
APRIL 29, 2025
7:00 PM – 8:30 PM

ATTENDEES:

No.	Name	Affiliation
1	Eileen Finnegan	New Hampshire CAC Member
2	Gretchen Goldman	New Hampshire CAC Member
3	Shane Pollin	New Hampshire CAC Member
4	Dan Wilhelm	New Hampshire CAC Member
5	Jason Weaver	New Hampshire CAC Member
6	Joe Frye	Community Member
7	Frederick Gardner	Community Member
8	Julio Pessoa	Community Member
9	Catherine Tunis	Community Member
10	Jamie Henson	MCDOT
11	Justin Willits	MCDOT
12	Joseph Moges	MCDOT
13	Ronnetta Z	Montgomery County Planning Department
14	Alex Rixey	Montgomery County Planning Department
15	Kaysi-Ann Webley	Takoma Park
16	Jacob Smith	STV
17	Shellee Casiello	STV
18	Aditya Inamdar	Kittleson
19	Tara Hofferth	Kittleson
20	Fernando Snellings	Sensis Agency

PRESENTATION OVERVIEW

Welcome and Introductions

- Montgomery County Capital Projects Manager (BRT Delivery), Justin Willits, welcomed everyone to the meeting and introduced the project team. He gave a brief overview of meeting expectations and how to participate during the Zoom meeting by explaining that anyone can post questions using the meeting chat function and CAC members can use the raise hand feature to introduce themselves and ask questions.

- Consultant team member, Aditya Inamdar reviewed the role of the Corridor Advisory Committee, the agenda, and the meeting goals. He invited the CAC members to introduce themselves.

Study Overview

- Aditya provided an overview of the study – the study corridor is between Fort Totten Metro Station and the Colesville Park and Ride. The study has defined start and end points, identified station locations, developed and evaluated improvements to bus service, and addressed station accessibility. Aditya recapped key existing conditions takeaways, covered specific phases of the schedule, and outlined the approach to alternatives. Various concepts were screened and paired into four alternatives. Then, a hybrid alternative was identified to better balance tradeoff and meet program goals.

Alternatives & Evaluation Overview

- Aditya provided a brief overview of the four alternatives:
    - Alternative 1 -
      Incorporate queue jumps at signalized intersections with Flash bus stops to allow all buses to get ahead of the line.
    - Alternative 2 -
      Repurpose curbside travel lanes to bus only lanes south of Piney Branch Road. Flash buses will use existing travel lanes in mixed traffic north of Piney Branch Road.
    - Alternative 3 -
      Repurpose inside travel lanes to center median lanes south of Piney Branch Road for Flash buses. Add one center reversible median bus lane for Flash buses between Piney Branch Road and Lockwood Drive. All Flash buses pick up at median stations, even though stops are not reflected in the graphic. Flash buses will use existing travel lanes in mixed traffic north of Lockwood Drive.
    - Alternative 4 -
      Repurpose inside travel lanes to center median lanes south of Piney Branch Road for Flash buses. Add one center reversible median bus lane for Flash buses between Piney Branch Road and Powder Mill Road. Repurpose inside travel lanes to center median lanes from Powder Mill Road to Lockwood Drive for Flash buses. Flash buses will use existing travel lanes in mixed traffic north of Lockwood Drive.

- Aditya outlined the metrics used to evaluate and compare alternatives, including BRT travel time, local bus travel time, vehicle travel time, additional property required, cost per mile, total construction cost, construction duration, and jobs accessibility.

Hybrid Alternative

- Aditya introduced the hybrid alternative:
    - Repurpose curbside travel lanes to bus only lanes south of Piney Branch Road. Between Piney Branch Road and Powder Mill Road, incorporate queue jumps at signalized intersections with Flash bus stops to allow all buses to get ahead of the line.

  - The hybrid alternative also includes bus pull outs, which allow local buses to pull out of the exclusive bus lanes to make stops such that the Flash buses can keep moving to their next station. Flash buses will use existing travel lanes in mixed traffic north of Lockwood Drive.
- Aditya also discussed the station configuration at the Takoma Langley Transit Center. The study evaluated two options for the northbound station, including: 1) detour left along University Boulevard to stop at the Transit Center (along the north side of the street) and then reroute back to New Hampshire Avenue via Lebanon Street, or 2) keep the stations on New Hampshire Avenue such that the northbound station is across the street from the Transit Center. Option 2 is preferred because it reduces travel time by 4 minutes. To improve this option, the study has recommended improved pedestrian crossing treatments to ensure transferring riders have safe access between buses.

Evaluation Results

- Aditya summarized the differences in results between alternatives for travel time, job accessibility, and capital costs.

- Aditya highlighted the key takeaways for the hybrid alternative:
  - Shortest travel times for both BRT and local buses
  - Reduces general traffic travel time more effectively than most other alternatives
  - Local bus pull-outs save around 3.6 minutes in peak travel direction
  - Specific locations of local bus pull-outs can be revised in later design phases

Upcoming Outreach

- Aditya outlined outreach goals and upcoming activities to discuss this material more broadly with the community.
- He asked the CAC and other meeting attendees to take and distribute the survey, attend and share information about the upcoming open house on May 14 at the Langley Park Community Center (6:00 p.m. to 8:00 p.m.), and to advise the project team about any upcoming community meetings to present this information at.

Finalizing the Study & Next Steps

- Aditya indicated that the project team is working on finalizing the study by documenting it in a report. Planning Board Review is planned for Summer or Fall of 2025 and Council Selection of a Preferred Alternative is planned for Summer or Fall of 2025.

Question & Answer:

Justin and Aditya welcomed CAC members to raise their hands to ask questions or make comments. Other attendees were asked to provide their thoughts in the meeting chat.

- Eileen asked when the presentation would be posted.
    - Justin answered that the goal will be to post CAC meeting materials to the project website by the end of this week (May 2, 2025).
- Shane mentioned that the hybrid seems to perform well because of the bus pull offs. He asked if there should be pull-offs at non-local-bus stop locations as well.
    - Aditya mentioned that we have focused on locating the pull offs at stops. In other locations, the operator of the Flash bus or the local bus could pull into the general traffic lane as needed to pass each other. Aditya also mentioned that the hybrid alternative still performs well according to study metrics even without the pull offs.
- Eileen asked if there is restricted ROW where some of the pull-offs seem to be shown. There are some houses right by the roadway along New Hampshire Avenue.
    - Jake, who worked with the project team to develop concept level layouts for the alternatives along the corridor, indicated that current ROW information is from GIS at this planning level. The project team has quantified potential impacts, including as part of the cost estimate. The study has included the initial evaluation of situating stations and pull-offs to maintain properties, driveways, parking etc. Further review and refinement will be needed during design.
    - Aditya added that pull-off locations are not finalized. There is an opportunity to move them through the design process. Generally, this study has demonstrated their benefit and feasibility.
- Dan indicated that he believes the hybrid alternative is the best option. He mentioned that there are likely issues at intersections that will need to be addressed during design. He said that the hybrid alternative seems like a good place to start for the next phase of more detailed design work.
- Catherine Tunis asked if there is still an opportunity to remove a station. She is particularly concerned about the station at MD 410 where there are potential impacts to parking and business operations. She also expressed concern about the impacts of bus pull offs at service roads, which are used for parking (including for houses that don't have driveways). She mentioned that many people would be surprised and upset at the loss of parking.
    - Justin agreed that these tradeoffs are important to consider. The project team and the County will be considering these concerns as the project moves forward through the design phase.

- Gretchen said that it was interesting to see where this landed. She thinks the hybrid seems like a great balance in terms of meeting study goals. She is excited to help support in future phases.

- There were a few questions received in the chat about more detailed design, including for station areas.

    - Aditya indicated that the BRT stations will be similar to those along US 29. They do not require significant space. The pull-offs will need to be positioned strategically. He also indicated that concept designs will be posted on the website.

Meeting Sign Off

- Justin thanked attendees for their time and questions.

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Corridor Advisory Committee (CAC)

Meeting #6

April 29, 2025

MCDOT
Montgomery County
Department of Transportation

Project Team

Montgomery County Department of Transportation (MCDOT)

- Jamie Henson
- Justin Willits

Consultant Team

- Jacob Smith
- Shellee Casiello
- Aditya Inamdar
- Tara Hofferth
- Fernando Snellings
- Sharron Lipford

Meeting Expectations

- We're committed to starting on time and ending on time
- Meeting facilitator will guide discussion
- We're creating spaces for all voices to be heard
- CAC members, Please raise your hand to indicate you'd like to speak

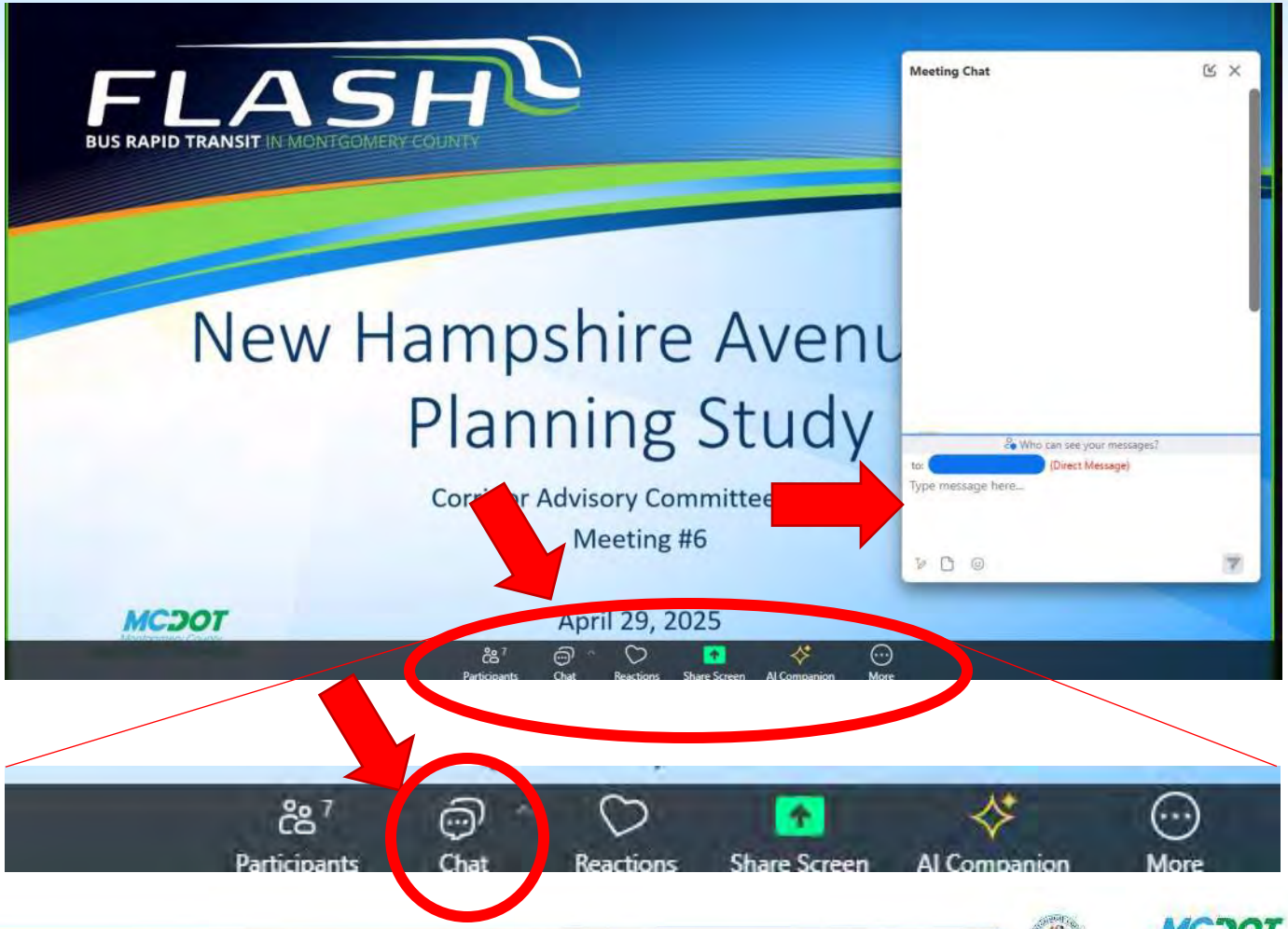
Using Zoom

Ask a question (in text):

- All participants, if you have a question during the presentation, please send it via the **chat**. The project team will monitor.

To send a chat:

- Click “chat” in the bottom menu.
- A new window will appear.
- Type your question and send it.



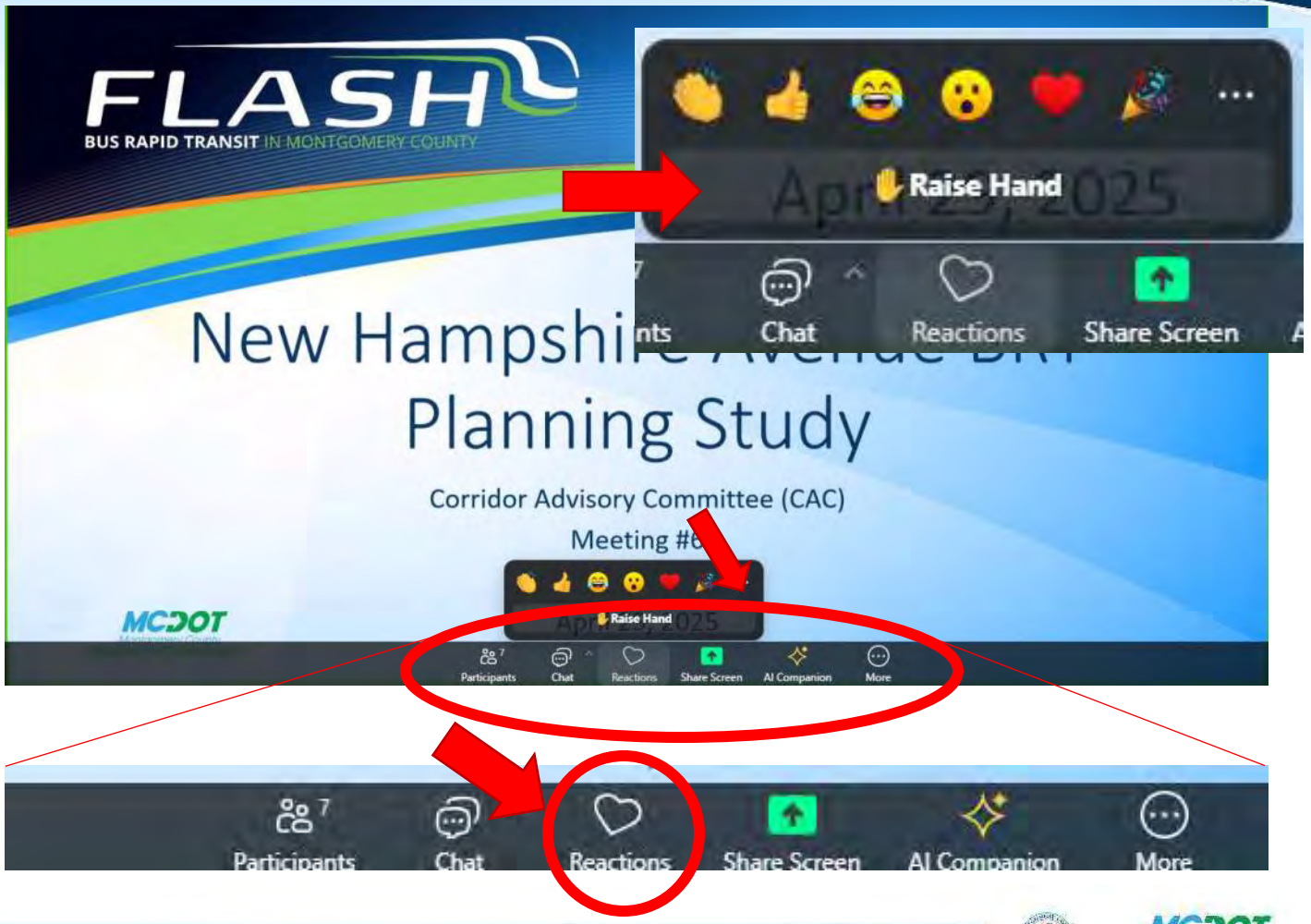
Using Zoom

Raise your hand:

- CAC Members, if you'd like to speak to ask a question or make a comment, please **raise your hand**.

To raise your hand:

- Click "Reactions" in the bottom menu.
- A new window will appear. Click the "Raise Hand" button at the bottom.
- If you've dialed in by phone, dial *9.



CAC Role & Participants

- Provide input, guidance and oversight in accordance with the Master Plan
- Community involvement throughout project
- Information sharing with community
- Build consensus
- CAC Members – Please raise hand if you like to introduce yourselves

Meeting Agenda

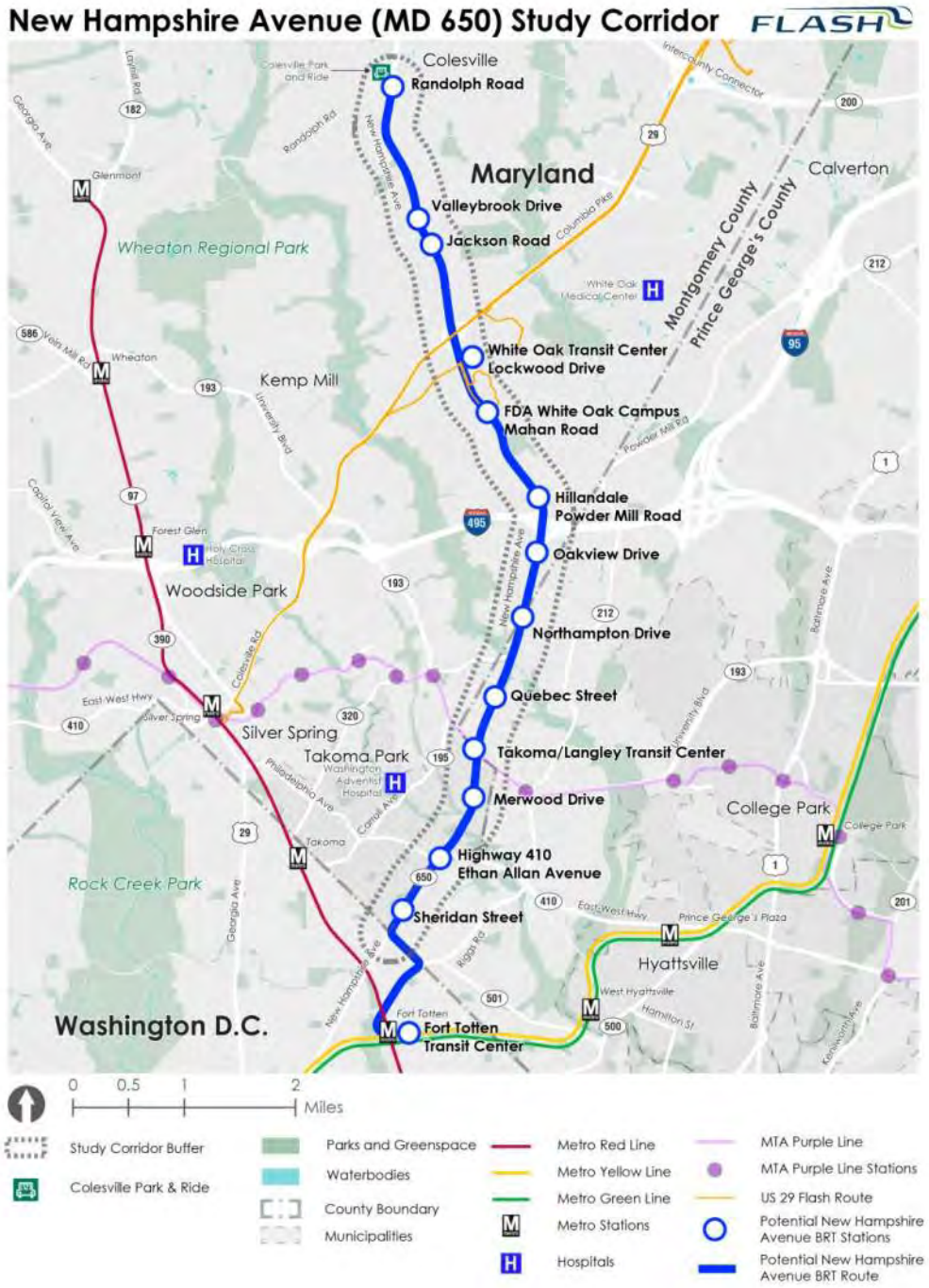
- Review of Goals for This Meeting
- Study Overview
- Project Updates
- Review Hybrid Alternative
- Alternative Analysis Results Including Hybrid
- Next Steps

Goals for today

- Provide project updates since the last CAC meeting
- Review Hybrid Alternative and analysis results
- Share approach to upcoming outreach activities
- Discuss next steps

Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Has:**
  - Identified preliminary station locations
  - Developed and evaluated alternatives for BRT
- **This Study Will:**
  - Identify a preferred alternative for BRT



Project Recap

Not funded

2013 Master Plan → 2021-2025 Corridor Study → Environmental Evaluation → Preliminary Design → Final Design → Construction

Winter 2021/22 to Summer 2022
Existing Conditions Analysis

Summer 2022 to Winter 2024/25
Define & Evaluate Alternatives

Winter 2024/25 to Spring 2025
Select Preferred Alternative

Project Recap

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Not funded

2013 Master Plan | 2021-2025 Corridor Study | Environmental Evaluation | Preliminary Design | Final Design | Construction

Winter 2021/22 to Summer 2022
Existing Conditions Analysis

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Define & Evaluate Alternatives

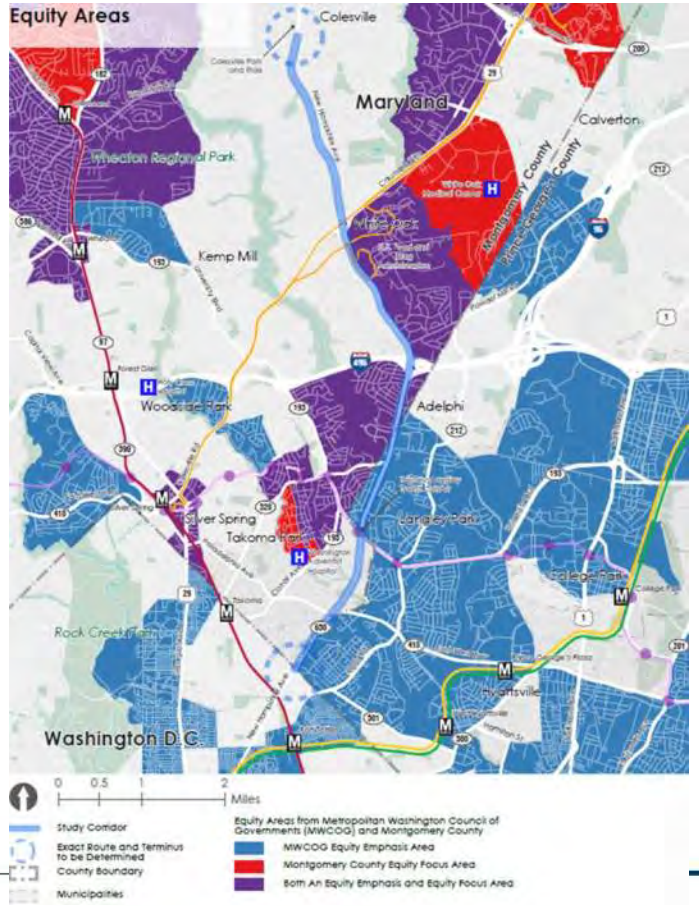
Winter 2024/25 to Spring 2025
Select Preferred Alternative

MAR 2022	JUNE 2022	DEC 2022	MAY 2023	JAN 2024	APR 2025
CAC 1	CAC 2	CAC 3	CAC 4	CAC 5	CAC 6

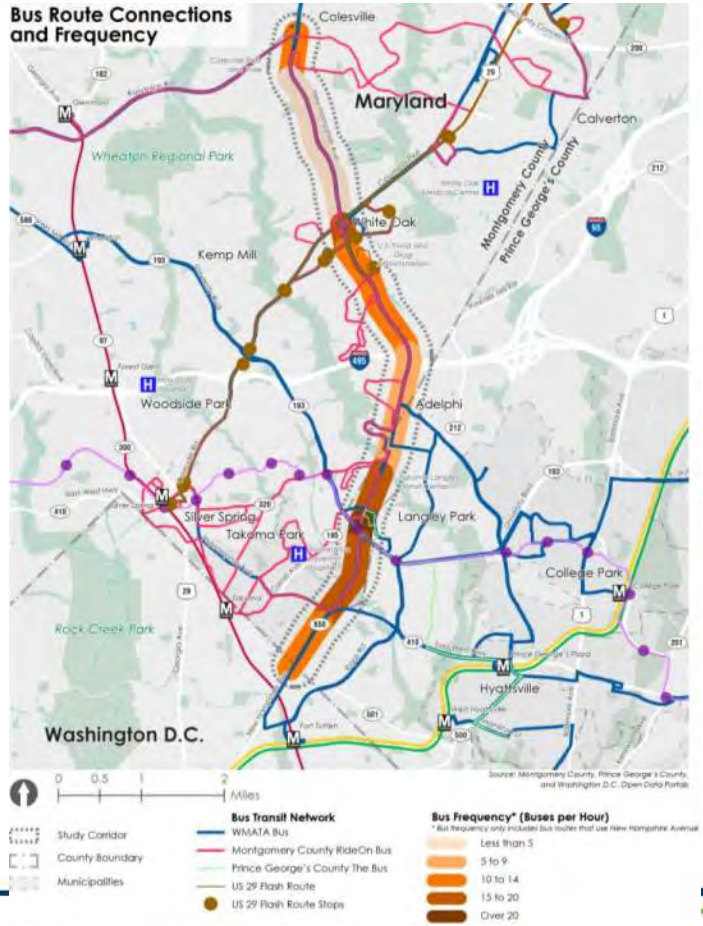
MCDOT Montgomery County Department of Transportation

Key Findings from Existing Conditions

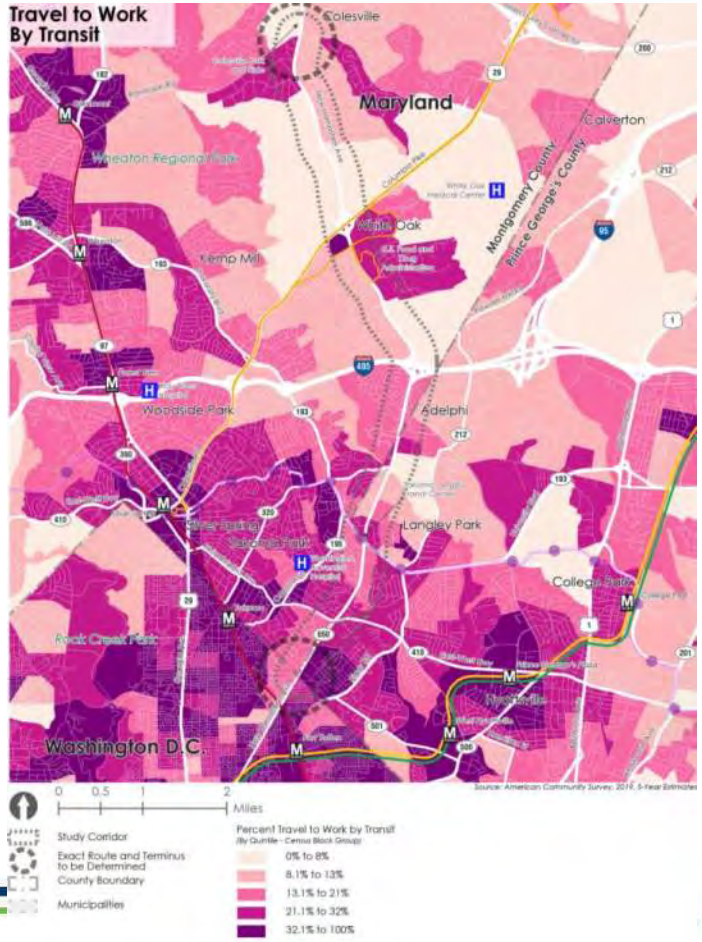
About 70% of the corridor is within ½ mile of an equity area



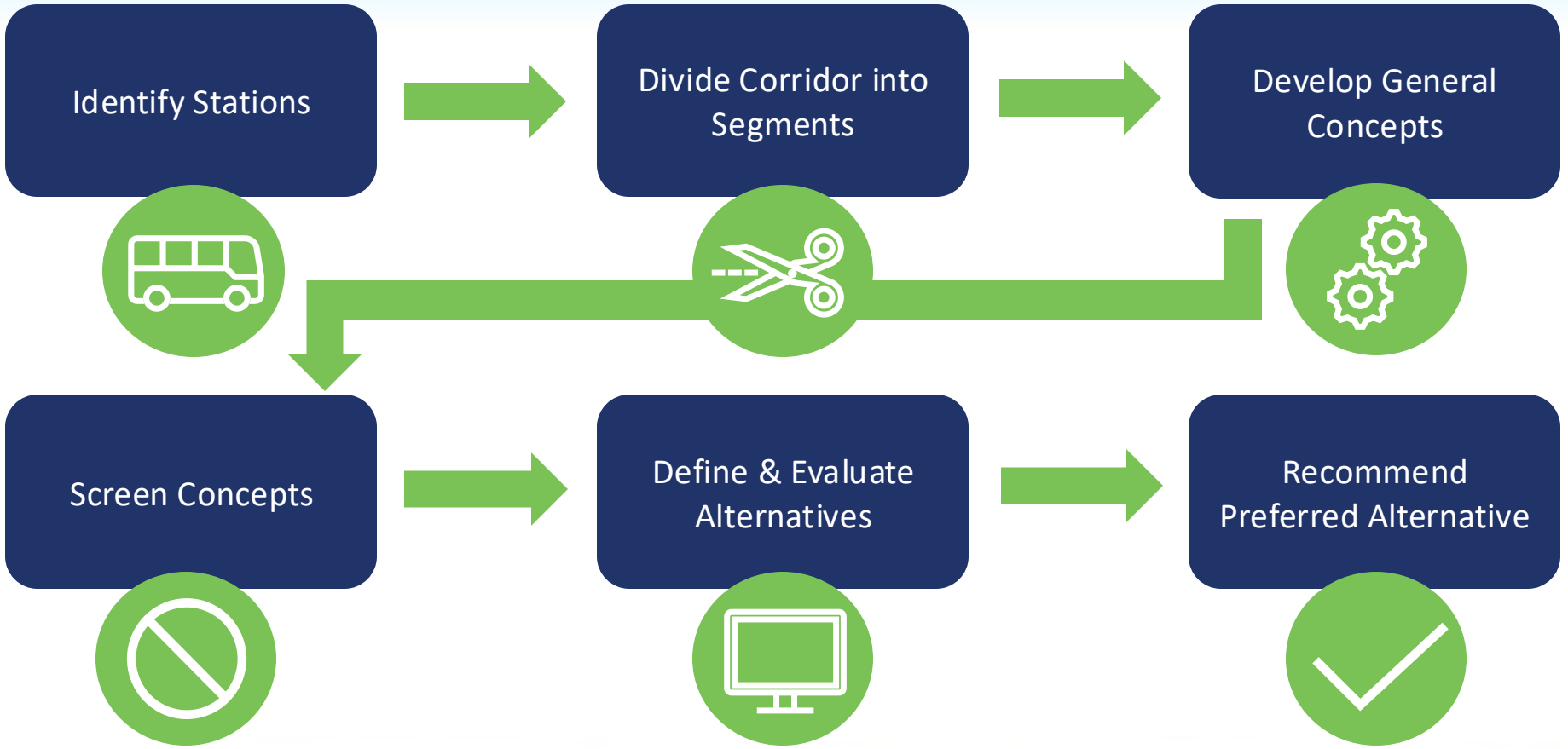
Multiple bus routes with high bus frequency. Many local bus routes use corridor for short stretches

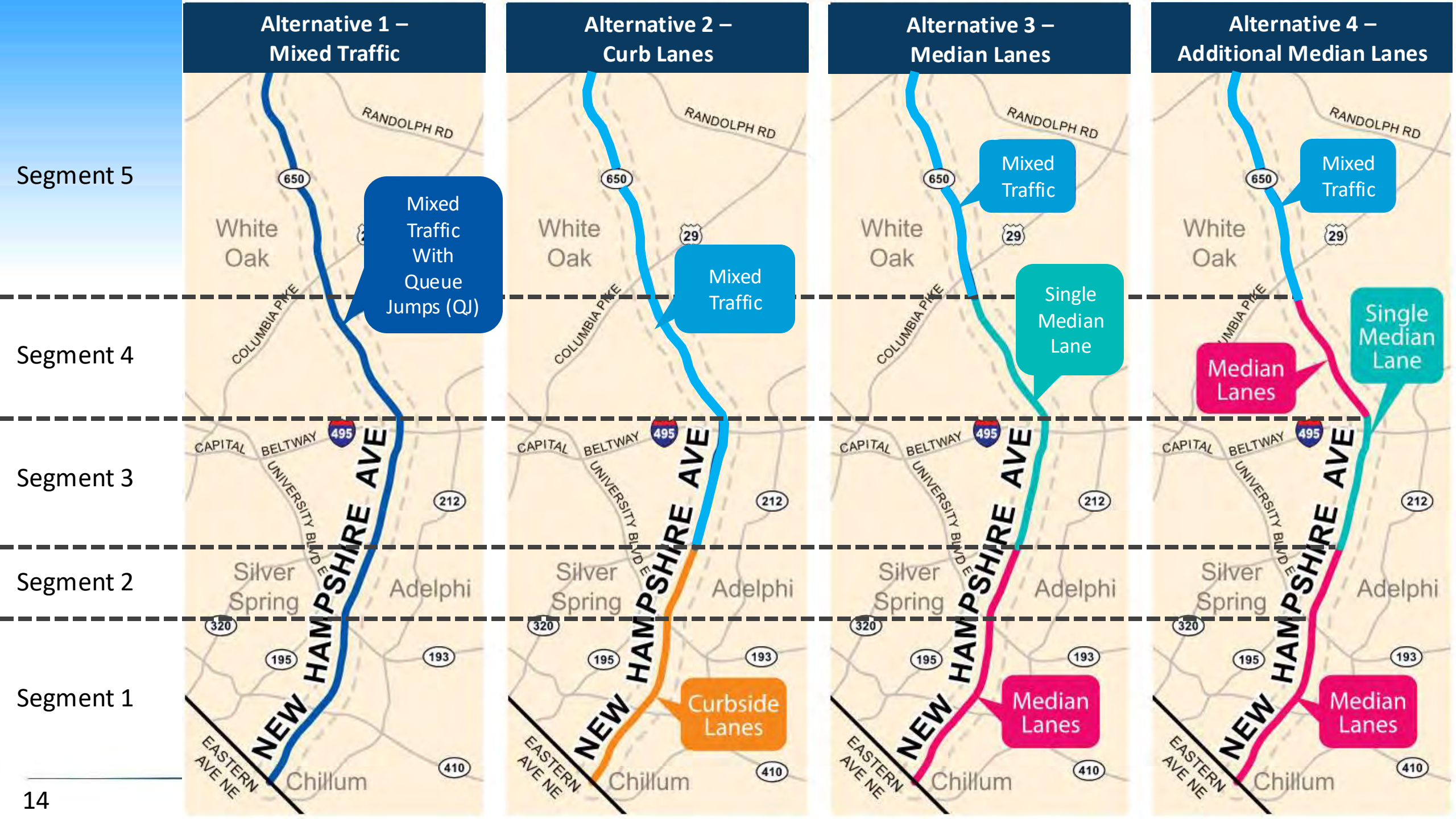


High transit ridership in southern part of the corridor



Approach to Develop & Evaluate Alternatives



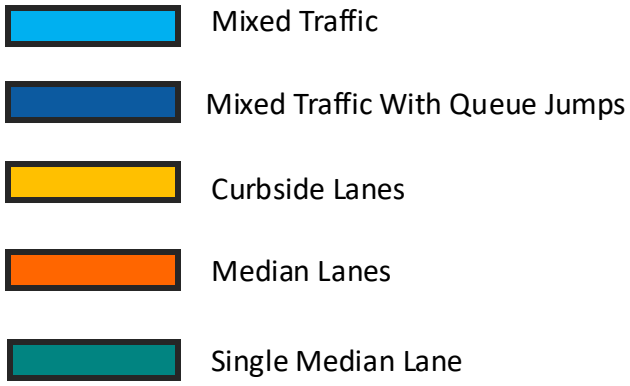

Alternative 1 – Mixed Traffic
Alternative 2 – Curb Lanes
Alternative 3 – Median Lanes
Alternative 4 – Additional Median Lanes
Segment 5
Segment 4
Segment 3
Segment 2
Segment 1
Mixed Traffic With Queue Jumps (QJ)
Mixed Traffic
Single Median Lane
Curbside Lanes
Median Lanes
RANDOLPH RD
White Oak
COLUMBIA PIKE
CAPITAL BELTWAY
UNIVERSITY BLVD E
NEW HAMPSHIRE AVE
Silver Spring
Adelphi
Chillum
EASTERN AVE NE
650
29
495
212
320
195
193
410

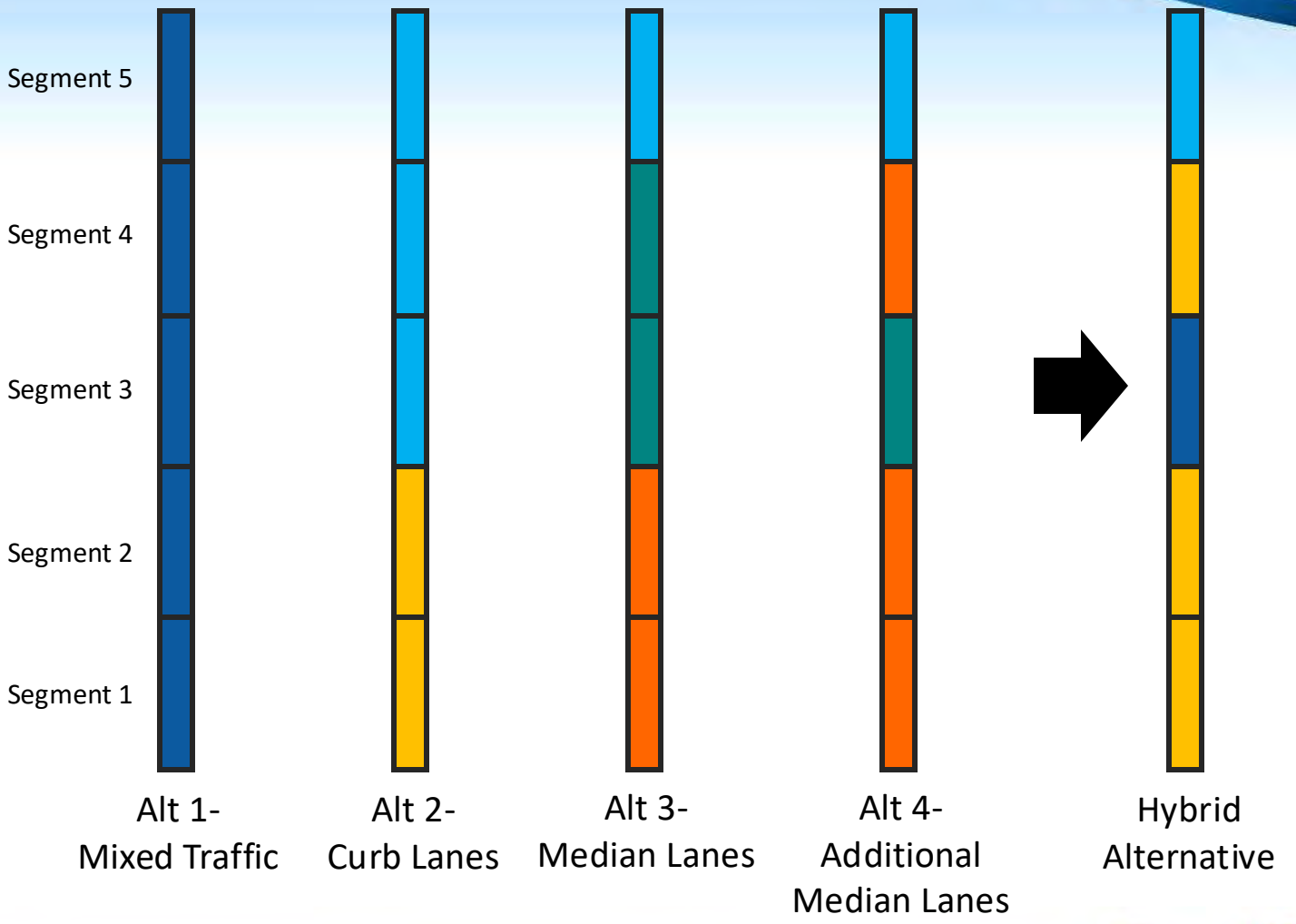
Evaluation Metrics

- BRT Travel Time
- Local Bus Travel Time
- Vehicle Travel Time
- Right-of-Way Required
- Cost per Mile
- Total Construction Cost
- Construction Duration
- Jobs Accessibility
- Transit Ridership

Approach to Develop a Hybrid Alternative

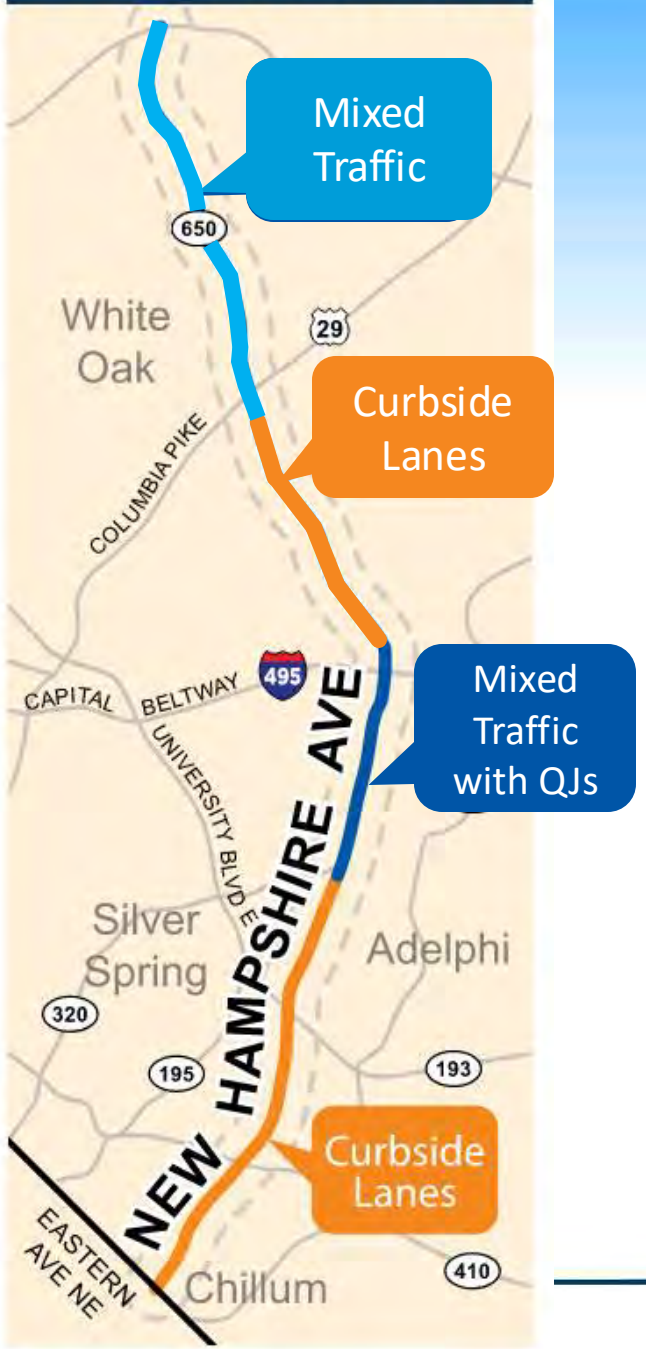
- None of the four alternatives perform best across evaluation criteria for all segments
- A Hybrid Alternative has been assembled by mixing and matching best performing segments across alternatives



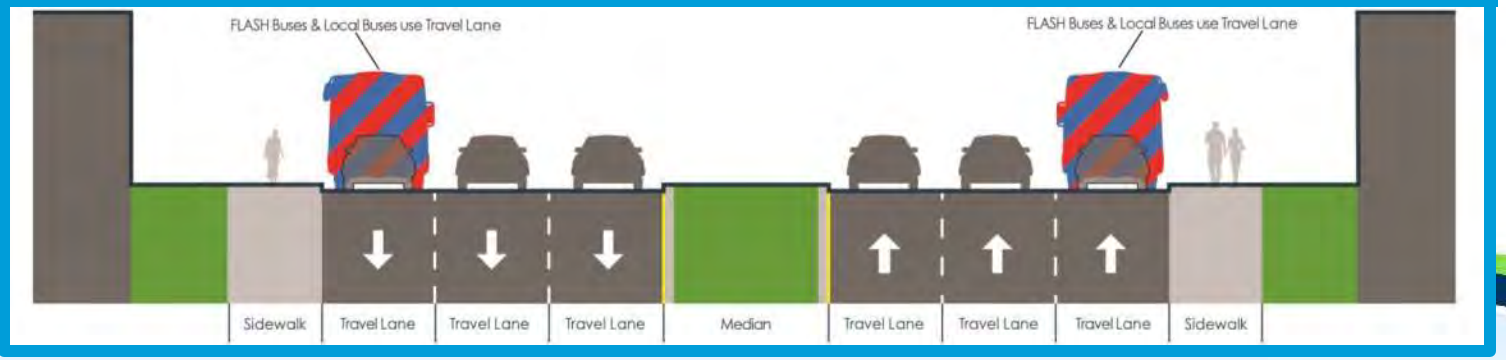


Hybrid Alternative

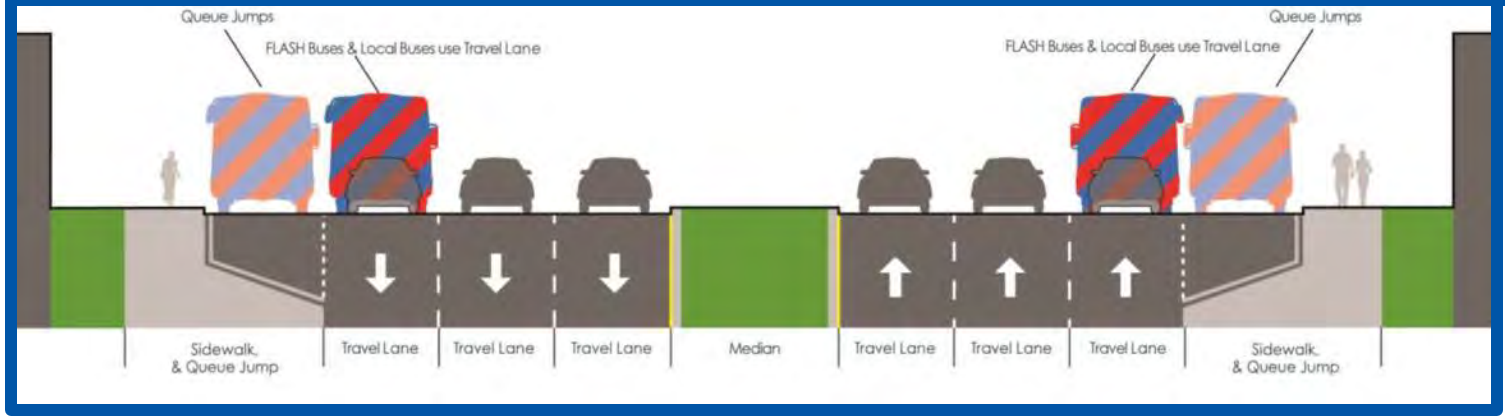
Hybrid Alternative



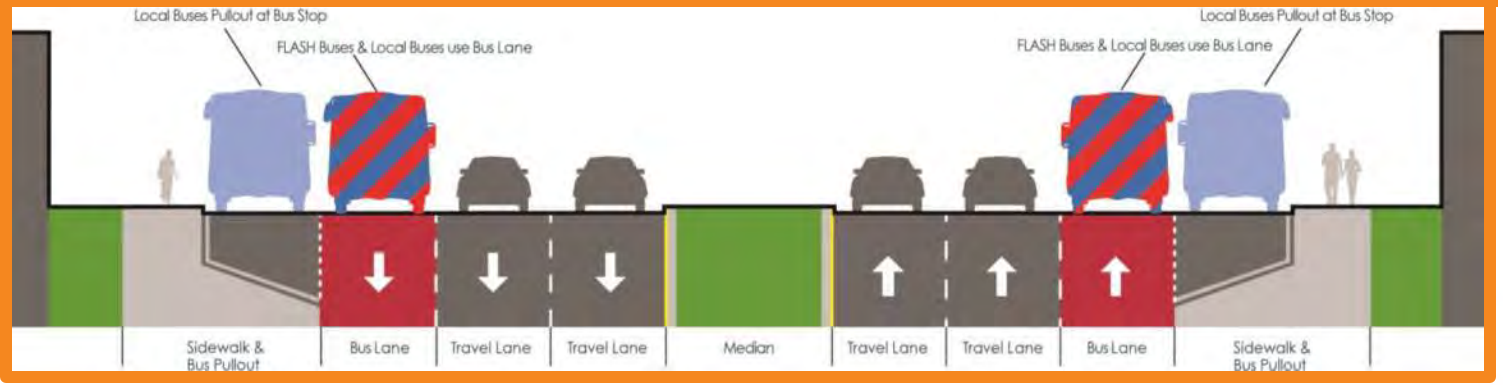
Mixed Traffic (Lockwood Dr to Randolph Rd) – Segment 5



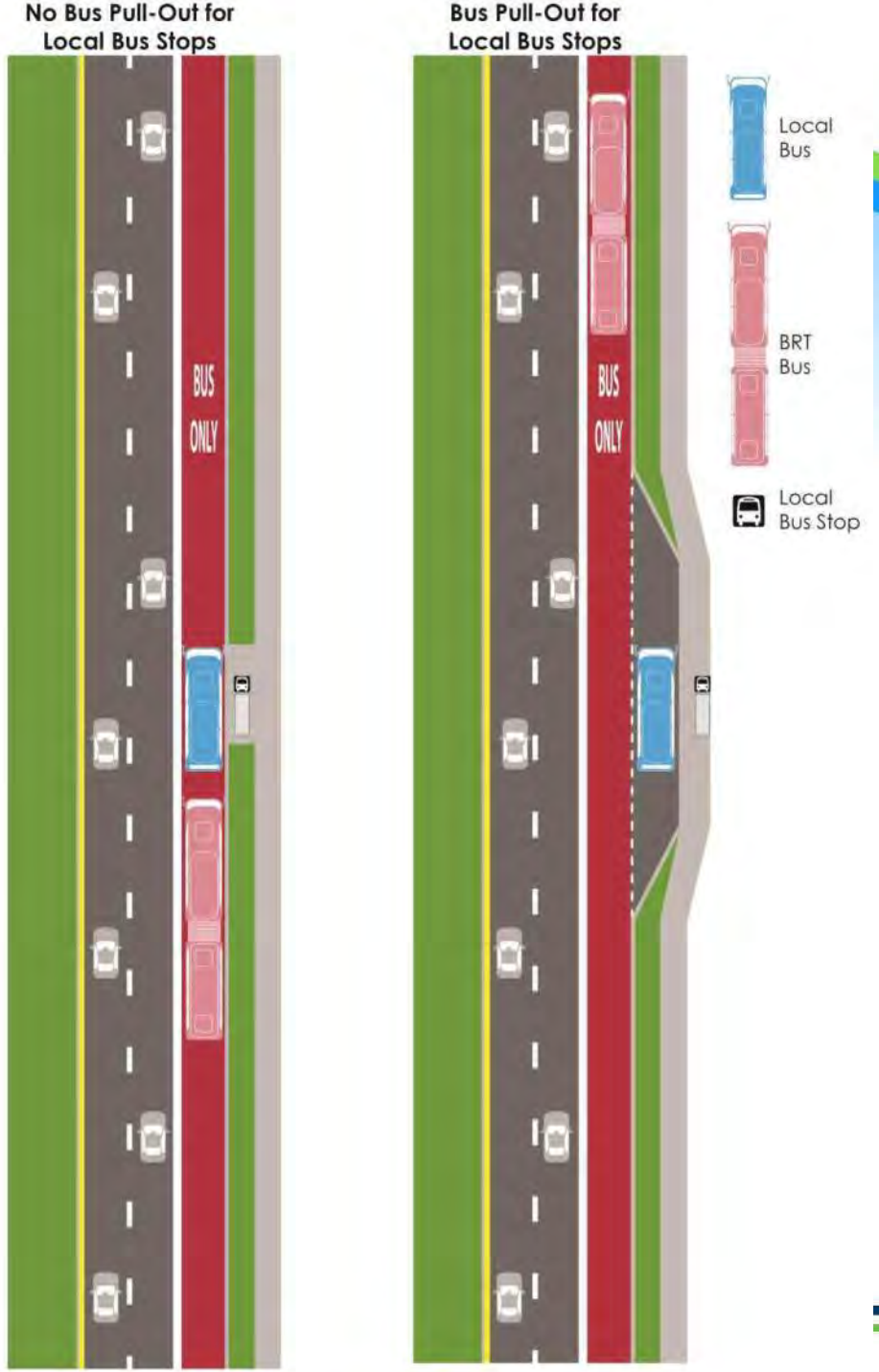
Mixed Traffic with Queue Jumps (QJ) (Piney Branch Rd to Powder Mill Rd) – Segment 3



Curbside Lanes and Local Bus Pull-Outs (Eastern Ave to Piney Branch Rd) – Segment 1 & 2 (Powder Mill Rd to Lockwood Dr) – Segment 4



Local Bus Pull-Outs



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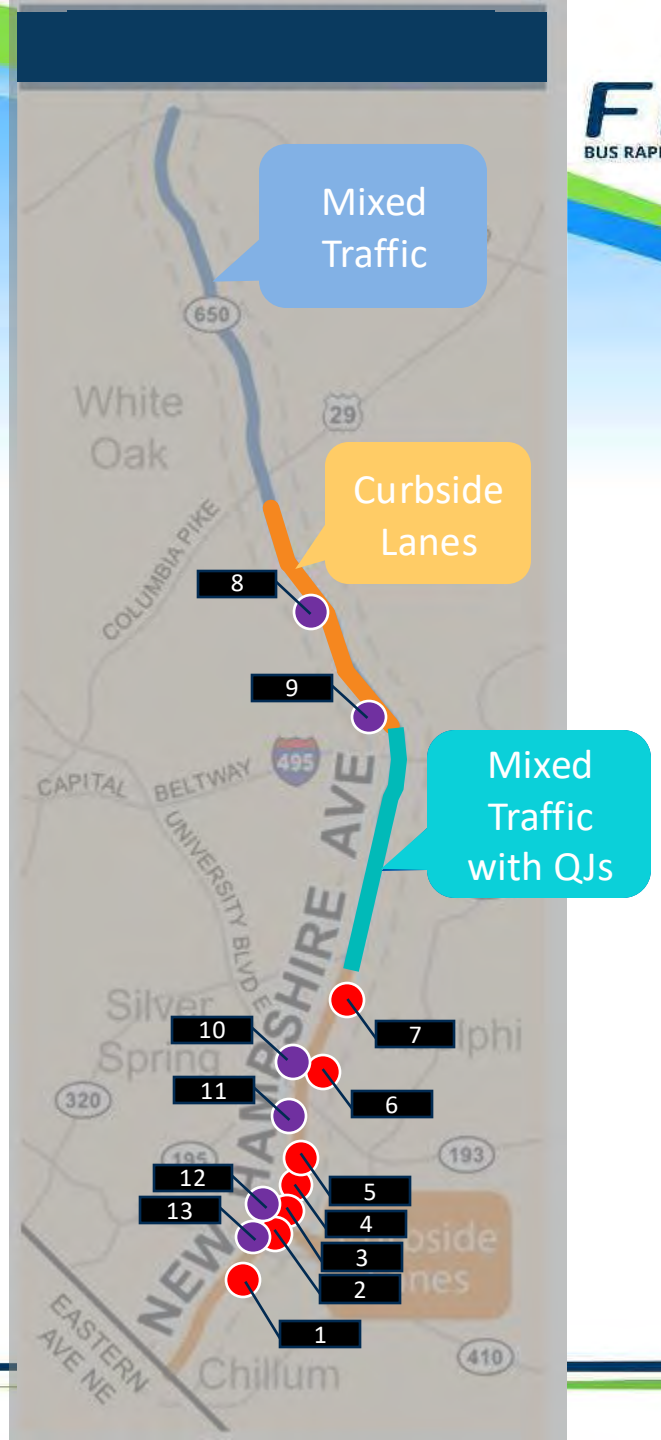
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

MCDOT Montgomery County Department of Transportation

Local Bus Pullouts Locations

No.	Location Cross Street	Direction
1	Belford Pl	Northbound
2	Kentland Ave	
3	Larch Ave	
4	W Sligo Creek Pkwy	
5	Erskine St	
6	Merrimac Dr	
7	Quebec St	
8	Chalmers Rd	Southbound
9	Overlook Dr	
10	Merrimac St	
11	Holton La	
12	Larch Ave	
13	Devonshire Rd	



Northbound BRT at Takoma Langley Transit Center

- Compared different stop locations for Northbound BRT stop at University Blvd/Takoma Langley Transit Center
  - Stop in transit center
    - CON: Adds ~4 minutes of travel time
  - Stop along Northbound New Hampshire Avenue
    - CON: 6-lane crossing to the transit center and 8-lane crossing to the Purple Line station

Crossing at Takoma Langley Transit Center

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- PROPOSED CURB / MEDIAN
- PROPOSED SHARED USE PATH
- PROPOSED BUS LANE
- PROPOSED CONCRETE / SIDEWALK
- PROPOSED BRIDGE / BRIDGE REDECKING
- PROPOSED FLASH BUS STATION
- PROPOSED LOCAL BUS STOP
- PROPOSED RETAINING WALL
- PROPOSED MILLING AND RESURFACING
- PROPOSED FULL DEPTH PAVEMENT
- PROPOSED REMOVAL OF IMPERVIOUS AREA
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- WMATA BUS STOP
- RIDE ON BUS STOP
- WMATA BUS STOP WITH SHELTER
- RIDE ON BUS STOP WITH SHELTER
- CROSSWALK

NORTH

0’ 100’ 200’ Feet

Travel Time Comparisons

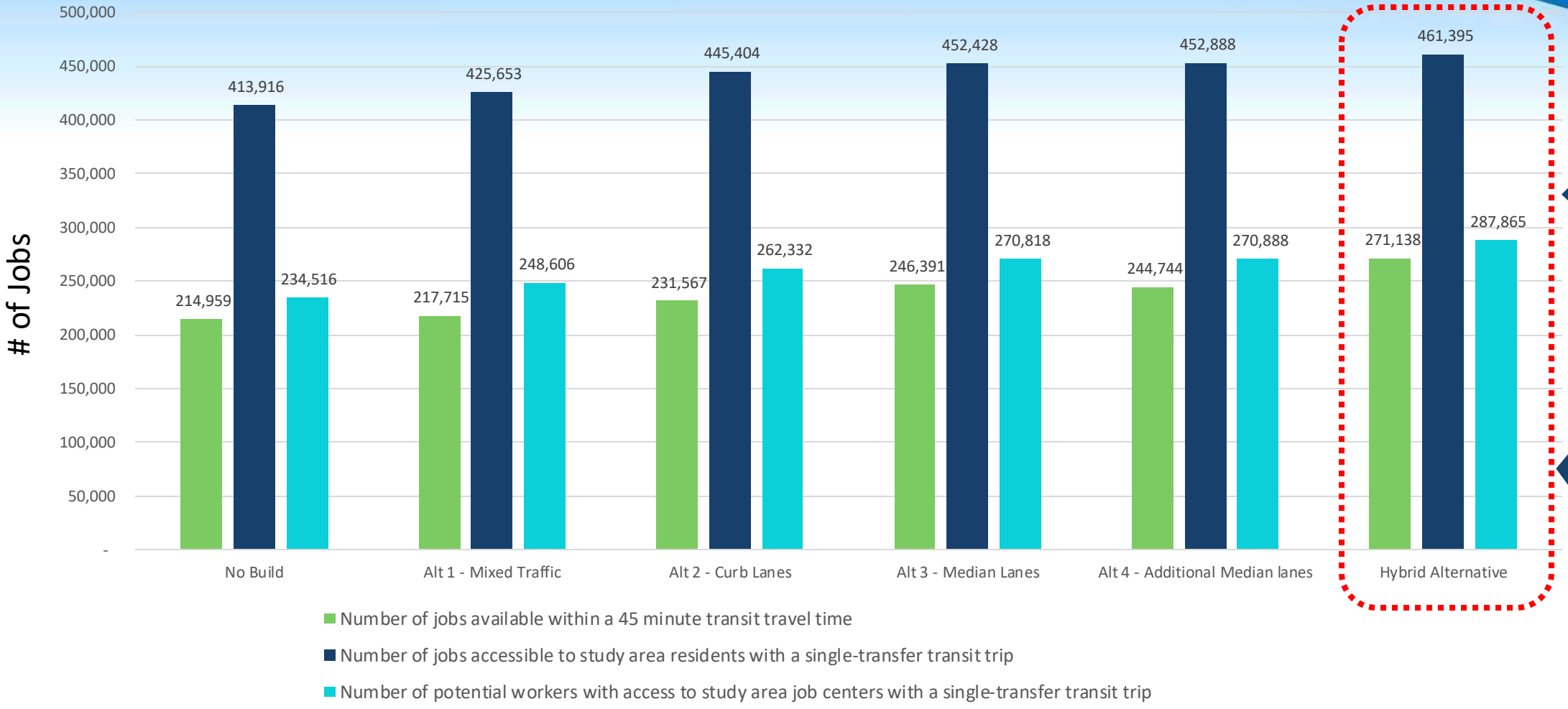
Peak Period Commute Round Trip in Minutes (AM Southbound + PM Northbound) Between Sheridan Street and Mahan Road (5 Miles)

Hybrid Alternative is the best performing alternative for BRT and Local Buses

Mode	No Build	Alt 1 – Mixed Traffic	Alt 2 – Curb Lanes	Alt 3 – Median Lanes	Alt 4 – Additional Median Lanes	Hybrid Alt
BRT	N/A	47.3	43.1	36.4	36.3	33.4
Local Bus	62.6	47.0	43.2	64.7	67.5	38.2
General Traffic	48.0	31.3	45.7	47.5	50.2	39.9

Note: All alternatives assume a northbound BRT stop on New Hampshire Avenue and not in the Takoma Langley Transit Center

Transit Accessibility to Jobs

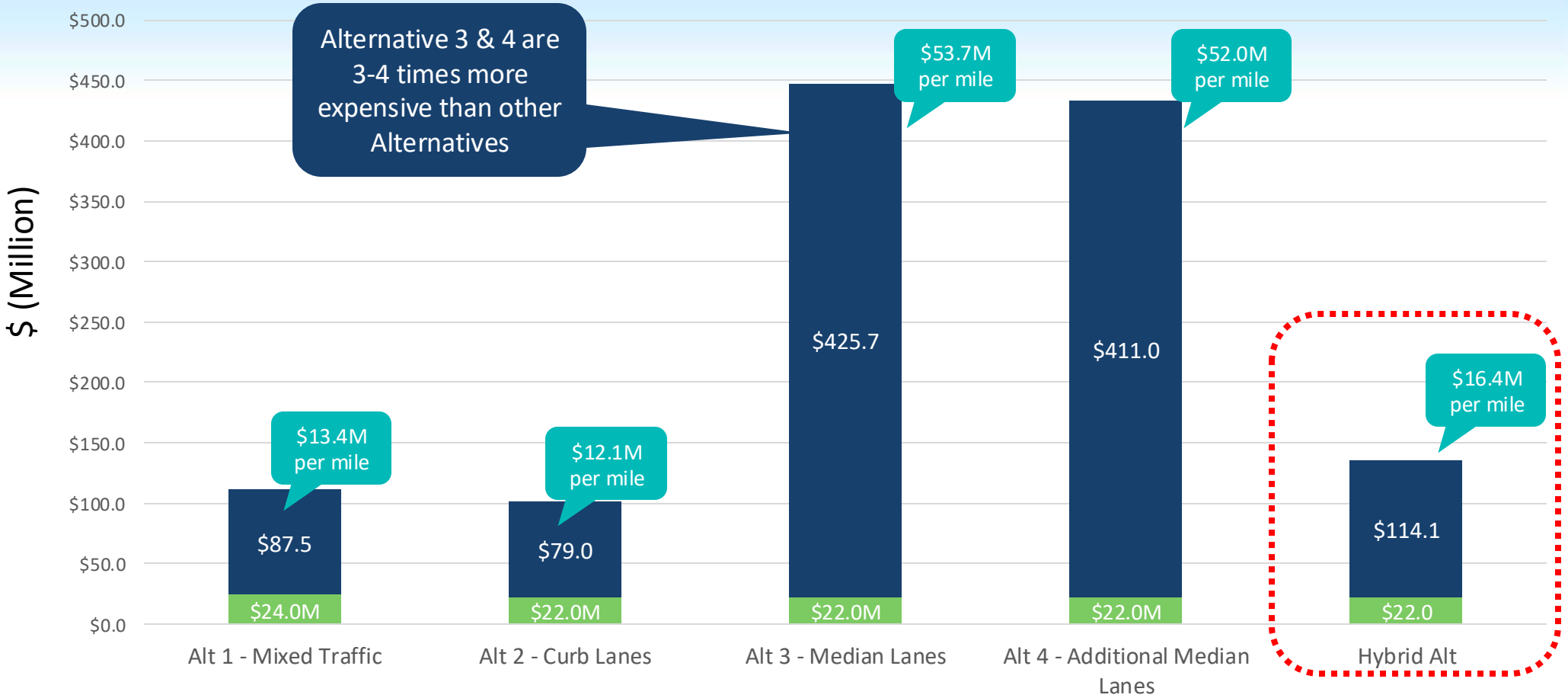


11-25% increase from No Build

Greatest increase in the Hybrid Alternative since local bus and BRT speeds are highest

Note: Based on Remix Analysis with 2023 LEHD data for all alternatives

$ Total Capital Costs (Including Design)



Costs are in 2023 dollars

Hybrid Alternatives Key Takeaways

- Shortest travel times for both BRT and local buses
- Reduces general traffic travel time more effectively than most scenarios
- Local bus pull-outs save around 3.6 minutes in peak travel direction
- Specific locations of local bus pull-outs can be revised

Outreach Goals

- Connect broadly with the diverse communities along the corridor.
- Clarify BRT concepts and articulate opportunities and challenges.
- Focus on community needs and impacts.
- Gather meaningful feedback to develop and refine alternatives.

Outreach Activities

- Pop-ups events in April and May 2025
- In-person public open house on May 14, 2025, at Langley Park Community Center (6 – 8 pm)
- Online survey from late April to early June 11 (paper version available at public events)
- Other community meetings in May 2025
- Planning Board and County Council Meetings in Summer/Fall 2025

Call for Action

- Fill out the survey – https://www.surveymonkey.com/r/25YSDFW
- Distribute the survey through your networks
- Share information about the public open house - May 14, 2025, at Langley Park Community Center (6 – 8 pm)
- Participate in the public open house
- Let us know about any other community meetings that we could present at

Survey QR Code

Finalizing the Study

- Develop a report documenting the entire study – Spring/Summer 2025
- Planning Board Review – Summer/Fall 2025
- Council Selection of a Locally Preferred Alternative – Summer/Fall 2025

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Thank You!

Questions & Discussion

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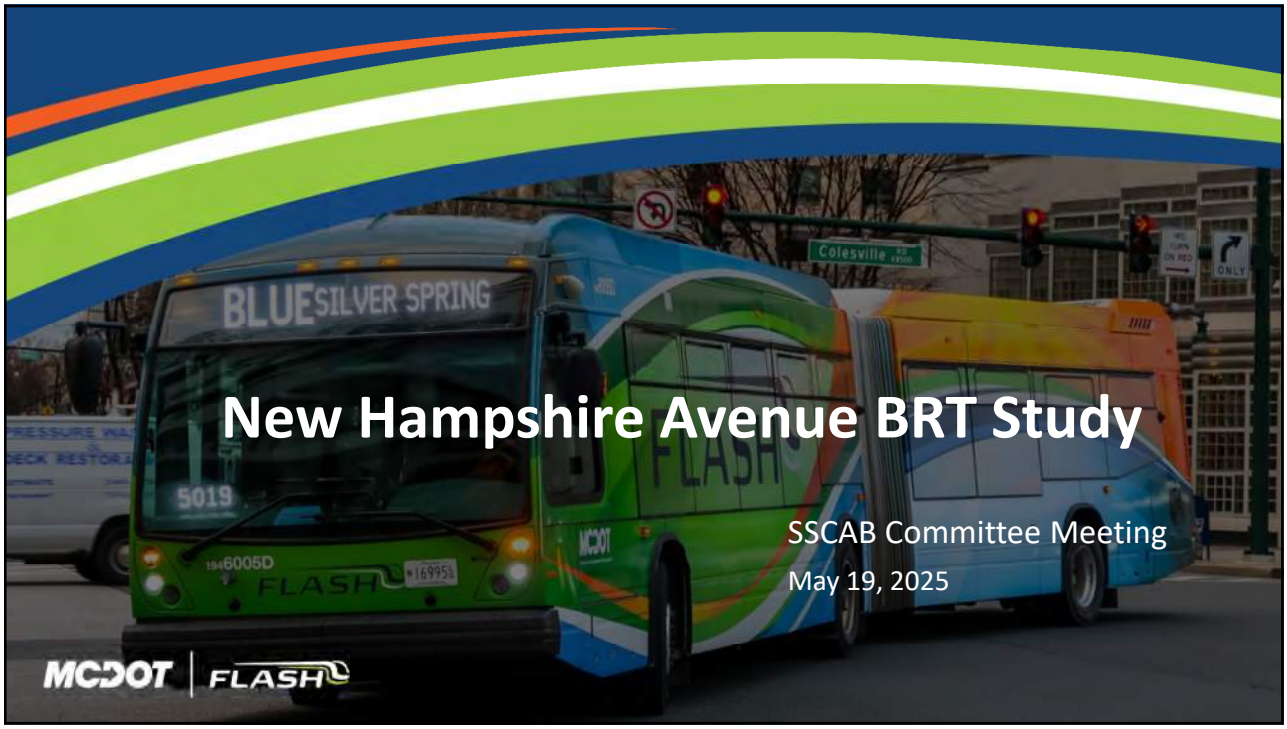
Montgomery County
Department of Transportation

Appendix D: Other Community Meetings



New Hampshire Avenue BRT Study

SSCAB Committee Meeting

May 19, 2025

1

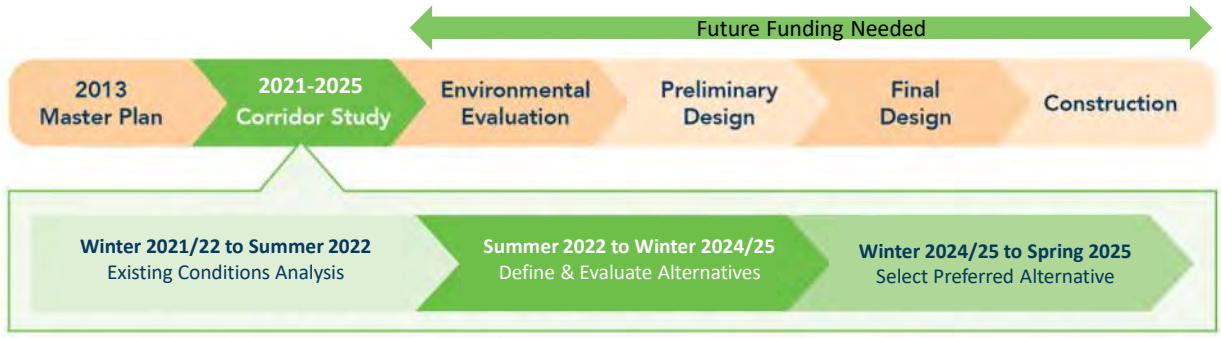
Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Has:**
  - Identified preliminary station locations
  - Developed and evaluated alternatives for BRT
- **This Study Will:**
  - Identify a preferred alternative for BRT

2

2

Project Schedule



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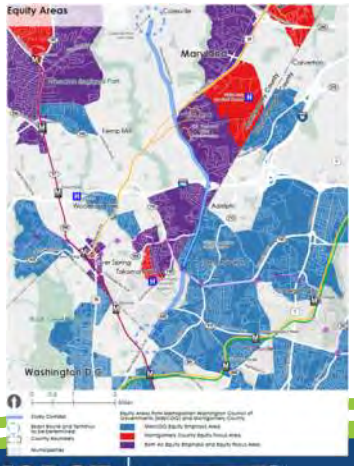
Key Findings from Existing Conditions

About 70% of the corridor is within ½ mile of an equity area



Multiple bus routes with high bus frequency. Many local bus routes use corridor for short stretches

High transit ridership in southern part of the corridor

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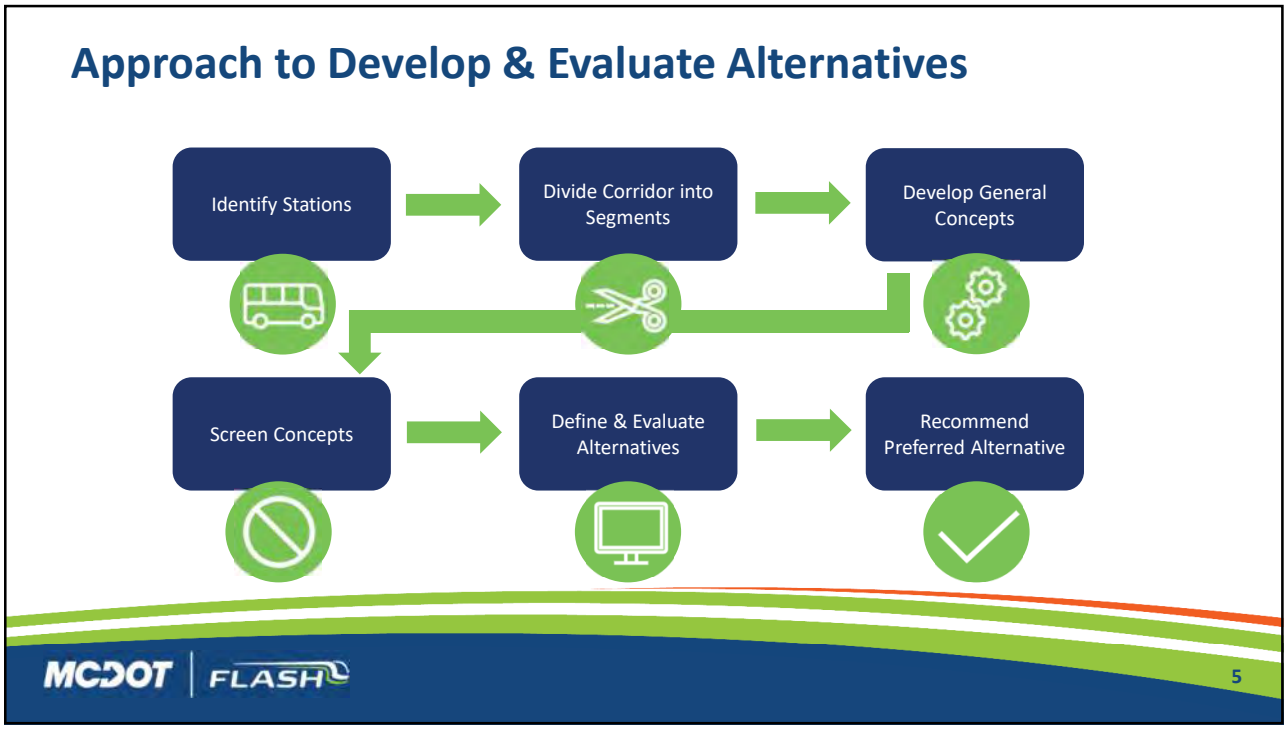
Approach to Develop & Evaluate Alternatives
Identify Stations
Divide Corridor into Segments
Develop General Concepts
Screen Concepts
Define & Evaluate Alternatives
Recommend Preferred Alternative
MCDOT
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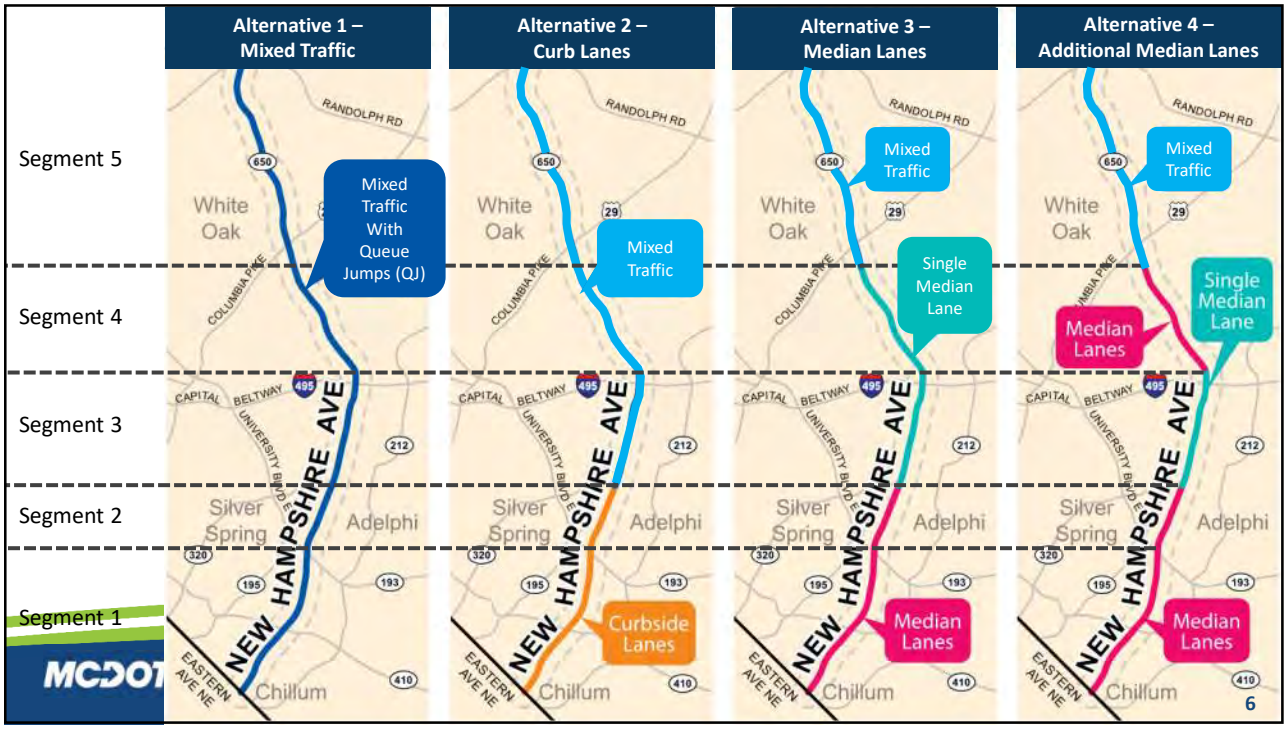
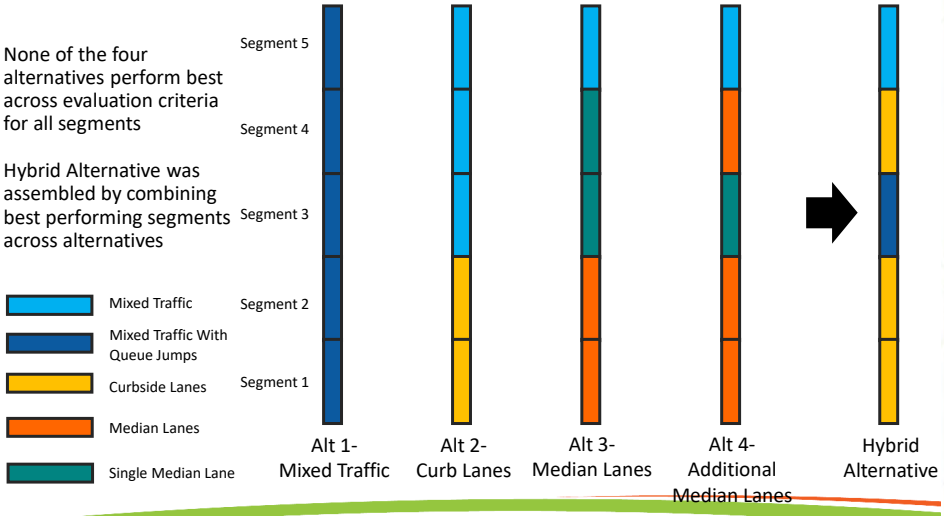
5

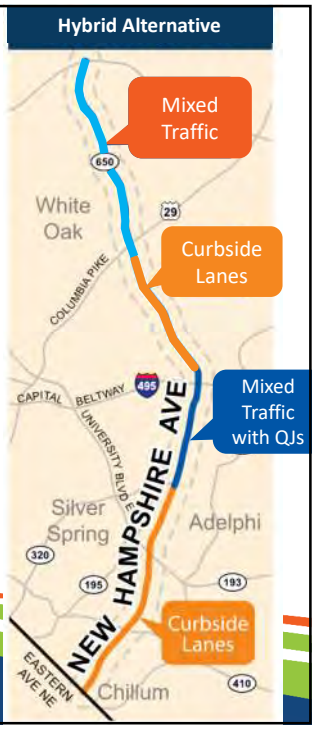

Alternative 1 – Mixed Traffic
Alternative 2 – Curb Lanes
Alternative 3 – Median Lanes
Alternative 4 – Additional Median Lanes
Segment 5
Segment 4
Segment 3
Segment 2
Segment 1
Mixed Traffic With Queue Jumps (QJ)
Mixed Traffic
Mixed Traffic
Mixed Traffic
Single Median Lane
Single Median Lane
Median Lanes
Curbside Lanes
Median Lanes
Median Lanes
RANDOLPH RD
White Oak
COLUMBIA PIKE
CAPITAL BELTWAY
UNIVERSITY BLVD E
NEW HAMPSHIRE AVE
Silver Spring
Adelphi
Chillum
EASTERN AVE NE
MCDOT
6

6

Approach to Develop a Hybrid Alternative

- None of the four alternatives perform best across evaluation criteria for all segments
- Hybrid Alternative was assembled by combining best performing segments across alternatives





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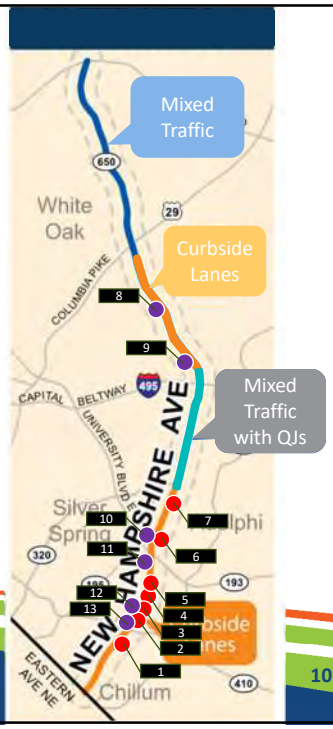
Local Bus Pull-Outs

- Northbound
- Southbound

No.	Location Cross Street	Direction
1	Belford Pl	NB
2	Kentland Ave	
3	Larch Ave	
4	W Sligo Creek Pkwy	
5	Erskine St	
6	Merrimac Dr	
7	Quebec St	
8	Chalmers Rd	SB
9	Overlook Dr	
10	Merrimac St	
11	Holton La	
12	Larch Ave	
13	Devonshire Rd	



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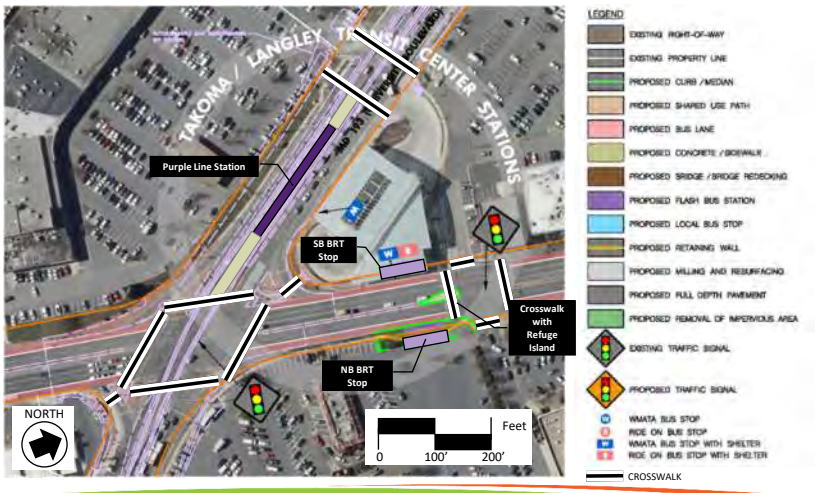
Crossing at Takoma Langley Transit Center



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14

14

14

Travel Time Comparisons

Hybrid Alternative is the best performing alternative for BRT and Local Buses

Peak Period Commute Round Trip in Minutes
(AM Southbound + PM Northbound)
Between Sheridan Street and Mahan Road (5 Miles)

Mode	No Build	Alt 1 – Mixed Traffic	Alt 2 – Curb Lanes	Alt 3 – Median Lanes	Alt 4 – Additional Median Lanes	Hybrid Alt
BRT	N/A	47.3	43.1	36.4	36.3	33.4
Local Bus	62.6	47.0	43.2	64.7	67.5	38.2
General Traffic	48.0	31.3	45.7	47.5	50.2	39.9

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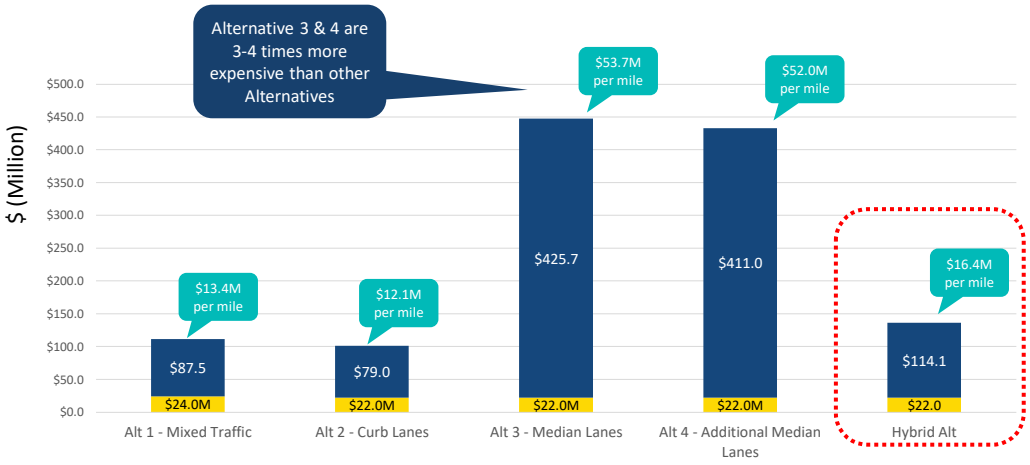
15

15

Total Capital Costs (Including Design)



Costs are in 2023 dollars

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16

16

Hybrid Alternatives Key Takeaways

- BRT travel is 40% faster than existing service between key destinations
- Reduces general traffic travel time more effectively than most scenarios
- Local bus pull-outs save around 3.6 minutes of BRT travel time in peak directions
- Relatively low cost, high value approach to improve transit

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What is next for New Hampshire?

Community Outreach Activities

- Pop-ups events in April and May 2025
- Online survey open till June 11, 2025
- Planning to present at other community meetings in May and June 2025

Finalizing the Study

- Develop a report documenting the entire study – Spring/Summer 2025
- Planning Board Review – Summer/Fall 2025
- Council Selection of a Locally Preferred Alternative – Fall 2025

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FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Thank You!
Questions & Discussion

Survey QR Code

MCDOT Montgomery County Department of Transportation

https://www.surveymonkey.com/r/25YSDFW

23

Appendix E: Open Houses

Welcome

to the

NEW HAMPSHIRE AVENUE BUS RAPID TRANSIT (BRT) PLANNING STUDY

Public Open House

Wednesday, May 14, 2025

Bienvenidos

al

ESTUDIO DE PLANIFICACIÓN DEL SERVICIO DE AUTOBUSES DE TRÁNSITO RÁPIDO (BRT) FLASH EN LA AVENIDA NEW HAMPSHIRE

Sesión Informativa Pública

Miércoles 14 de Mayo de 2025

MCDOT
Montgomery County Department of Transportation

FLASH
NEW HAMPSHIRE AVE

Presentation

will occur at

7:00 p.m.

The presentation will provide details on the potential BRT build alternatives for the New Hampshire Avenue Corridor

La Presentación

será a las

7:00 p.m.

La presentación ofrecerá detalles sobre las posibles opciones de construcción de BRT del servicio para el corredor de la Avenida New Hampshire

FLASH
NEW HAMPSHIRE AVE

MCDOT
Montgomery County Department of Transportation

MEETING LAYOUT
DISTRIBUCIÓN DEL LUGAR DE LA REUNIÓN

LANGLEY PARK COMMUNITY CENTER HALL | CENTRO COMUNITARIO DE LANGLEY PARK

STAGE
EL ESCENARIO

PRESENTATION
LA PRESENTACIÓN

1

Sign-In Here

Regístrate Aquí

ENTRANCE
ENTRADA

2

FLASH BRT Program Overview

FLASH BRT Resumen del Programa

3

New Hampshire Avenue BRT Planning Study

Estudio de Planificación del BRT de la Avenida New Hampshire

4

Existing Conditions Summary

Resumen de las Condiciones Actuales

5

Evaluation of Alternatives

Evaluación de Opciones

(Place a dot on the preferred design alternative of your choice)

(Coloque un punto en la opción de diseño que prefiera.)

6

Provide Comments using Comment Form

Proporcione comentarios usando el formulario de comentarios.

7

Computer to Review Conceptual Designs

Computadora para consultar los diseños conceptuales

PROGRAM OVERVIEW
DESCRIPCIÓN GENERAL DEL PROGRAMA

FLASH
NEW HAMPSHIRE AVE

LEGEND

ROUTE IN SERVICE
- US 29

ROUTES IN DESIGN
- MD 355
- VEIRS MILL ROAD

PLANNED ROUTES
- NORTH BETHESDA
- NEW HAMPSHIRE AVE
- GEORGIA AVE
- RANDOLPH ROAD
- UNIVERSITY BLVD
- EXTENSION TO HOWARD COUNTY AND MONTGOMERY COLLEGE TAKOMA PARK

- IN-SERVICE STOPS
- PLANNED STOPS
- METRO STATION
- PARK AND RIDE
- MARC STATION

FLASH LINES INTERSECT
- TWO COLORS DENOTES WHERE TWO ROUTES CONNECT
- THREE COLORS DENOTES WHERE THREE ROUTES CONNECT

WHAT IS BUS RAPID TRANSIT (BRT)?
¿QUÉ ES EL TRÁNSITO RÁPIDO POR AUTOBÚS (BRT)?

FLASH
NEW HAMPSHIRE AVE

Montogomery County's Flash Bus Rapid Transit (BRT) is bus-based transit system that will deliver faster, more reliable , and ~~convenient services~~ with the capacity and quality of rail transit. Key components of Flash BRT are shown below:

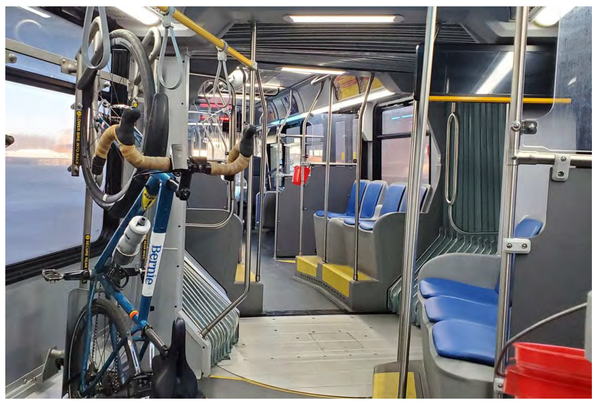
El sistema Flash de Autobuses de Tránsito Rápido (BRT) del condado de Montgomery es un sistema de transporte basado en autobuses que ofrecerá un servicio más rápido, confiable y conveniente, con la capacidad y calidad de un tren. Componentes clave del sistema Flash BRT se muestran a continuación:

Dedicated Bus Lanes

Carriles Exclusivos para Autobuses

Specialized Vehicles

Vehículos Especializados

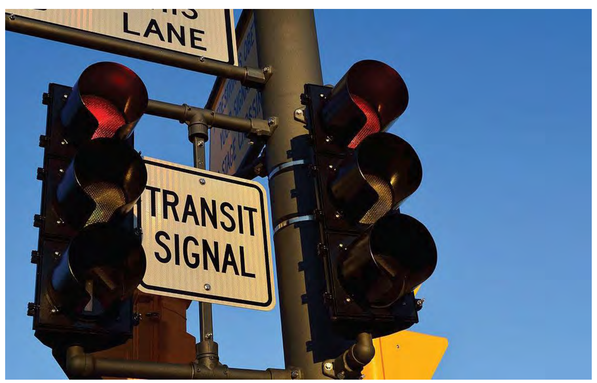


Enhanced Stations

Estaciones Mejoradas

Transit Signal ~~Design~~

Diseño de Señalización para el Transporte Público



Enhanced Pedestrian and Bicycle Access

Acceso Mejorado para Peatones y Ciclistas

STUDY AREA MAP
MAPA DEL ÁREA DE ESTUDIO

FLASH
NEW HAMPSHIRE AVE

Colesville
Colesville Park and Ride
Randolph Road
Layhill Rd
182
Georgia Ave
Randolph Rd
New Hampshire Ave
Intercounty Connector
200
29
Maryland
Calverton
Glenmont
Valleybrook Drive
Jackson Road
Columbia Pike
Wheaton Regional Park
White Oak Medical Center
Montgomery County
Prince George's County
212
95
White Oak Transit Center
Lockwood Drive
586
Veirs Mill Rd
Wheaton
193
Kemp Mill
University Blvd
FDA White Oak Campus
Mahan Road
Powder Mill Rd
1
Hillandale
Powder Mill Road
Capitol View Ave
97
Forest Glen
Holy Cross Hospital
495
Oakview Drive
Woodside Park
New Hampshire Ave
Baltimore Ave
212
Northampton Drive
390
Colesville Rd
Quebec Street
193
East-West Hwy
Silver Spring
320
University Blvd
410
Silver Spring
Takoma Park
Takoma/Langley Transit Center
195
Philadelphia Ave
Washington Adventist Hospital
Carroll Ave
Merwood Drive
College Park
College Park
29
Takoma
Highway 410
Ethan Allan Avenue
650
1
Rock Creek Park
Georgia Ave
Sheridan Street
410
East-West Hwy
Prince George's Plaza
201
Riggs Rd
Hyattsville
New Hampshire Ave
West Hyattsville
501
Baltimore Ave
Hamilton St
Fort Totten
Fort Totten Transit Center
500
Kenilworth Ave
Washington D.C.

0 0.5 1 2 Miles

Study Corridor Buffer
Colesville Park & Ride
Parks and Greenspace
Waterbodies
County Boundary
Municipalities
Metro Red Line
Metro Yellow Line
Metro Green Line
Metro Stations
Hospitals
MTA Purple Line
MTA Purple Line Stations
US 29 Flash Route
Potential New Hampshire Avenue BRT Stations
Potential New Hampshire Avenue BRT Route

PROGRAM GOALS
OBJETIVOS DEL PROGRAMA

MOBILITY CHOICES
OPCIONES DE MOVILIDAD

Improve access to jobs, activity centers, and community facilities.

Facilitar el acceso a empleos, centros de actividad y servicios comunitarios.

SUSTAINABLE SOLUTIONS
SOLUCIONES SOSTENIBLES

Minimize environmental impacts and utilize cost-effective design.

Reducir al mínimo los efectos ambientales y emplear un diseño económico.

CORRIDOR SAFETY
SEGURIDAD DEL CORREDOR

Improve safety of our streets and the livability and wellness of our communities.

Mejorar la seguridad de nuestras calles, así como la calidad de vida en nuestras comunidades.

ECONOMIC GROWTH
CRECIMIENTO ECONÓMICO

Promote economic development with appealing and fuctional transit.

Fomentar el desarrollo económico mediante un transporte atractivo y funcional.

QUALITY SERVICE
SERVICIO DE CALIDAD

Provide a fast, reliable, efficient, and connected transit service.

Ofrecer un servicio de transporte rápido, confiable, eficiente y bien conectado.

COMMUNITY EQUITY
EQUITY: EQUIDAD COMUNITARIA

Provide improved and accessible transit service for underserved populations.

Brindar un servicio de transporte más y accesible y justo para comunidades con menos acceso.

PURPOSE | PROPÓSITO
The project will provide...
El proyecto ofrecerá...

New, high-quality transit options

Nuevas opciones de transporte de alta calidad

More predictable transit arrival time

Tiempos de llegada más confiables

Faster Transit travel time

Viajes más rápidos en transporte público

Shorter wait time at stations

Menor tiempo de espera en las estaciones

NEED | NECESIDAD
In order to help...
Para apoyar...

Serve existing high transit ridership

El crecimiento proyectado

Improve on-time performance and provide consistent travel times

Mejorar la puntualidad y ofrecer tiempos de viaje consistentes

Connect people to job centers and new developments

Conectar a las personas con centros de empleo y nuevos desarrollos

Increase connections and access to regional destinations

Aumentar las conexiones y el acceso a destinos regionales

PROJECT TIMELINE
CRONOGRAMA DEL PROYECTO

Not Funded *No Financiado*

2013 Master Plan
2013 Plan Maestro

2021-2025 Corridor Study
2021-2025 Estudio del Corredor

Environmental Evaluation
Evaluación Ambiental

Preliminary Design
Diseño Preliminar

Final Design
Diseño Final

Construction
Construcción

Winter 2021/22 to Summer 2022
Existing Conditions Analysis
Invierno 2021/22 a Verano 2022
Análisis de Condiciones Existentes

Summer 2022 to Fall 2024
Define & Evaluate Alternatives
Verano 2022 a Otoño 2024
Definir y Evaluar Alternativas

Winter 2024/25 to Spring 2025
Select Preferred Alternative
Invierno 2024/25 a Primavera 2025
Seleccionar Alternativa Preferida

MAY 2025
MAYO DE 2025

WE ARE HERE
ESTAMOS AQUÍ

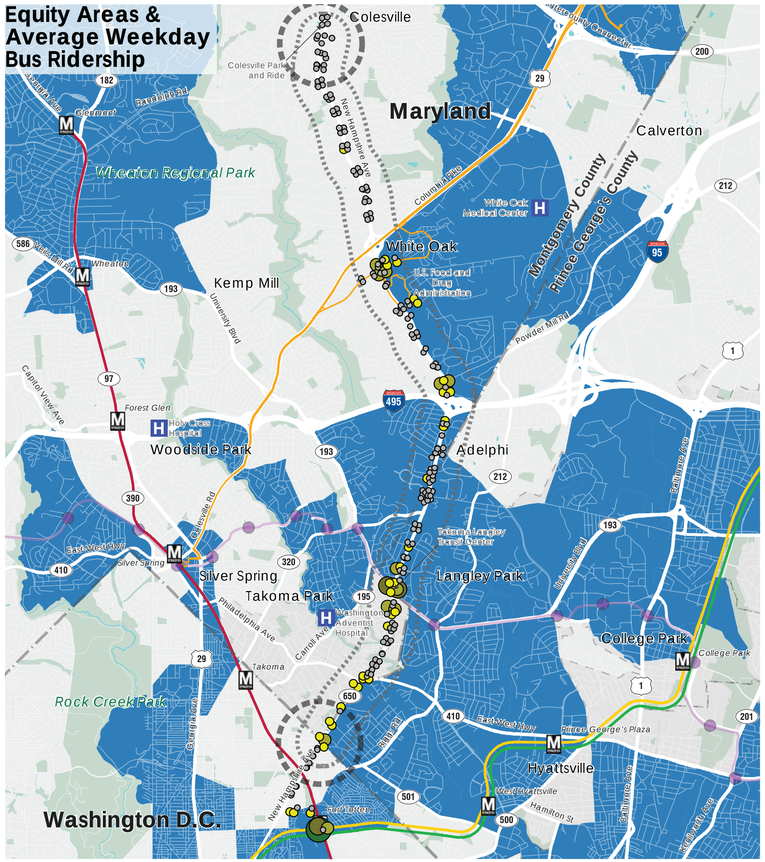
SUMMER/FALL 2025
VERANO/OTOÑO 2025

Planning Board and County Council Review in Summer/ Fall 2025

KEY FINDINGS: DEMOGRAPHICS
HALLAZGOS CLAVE: DEMOGRAFÍA

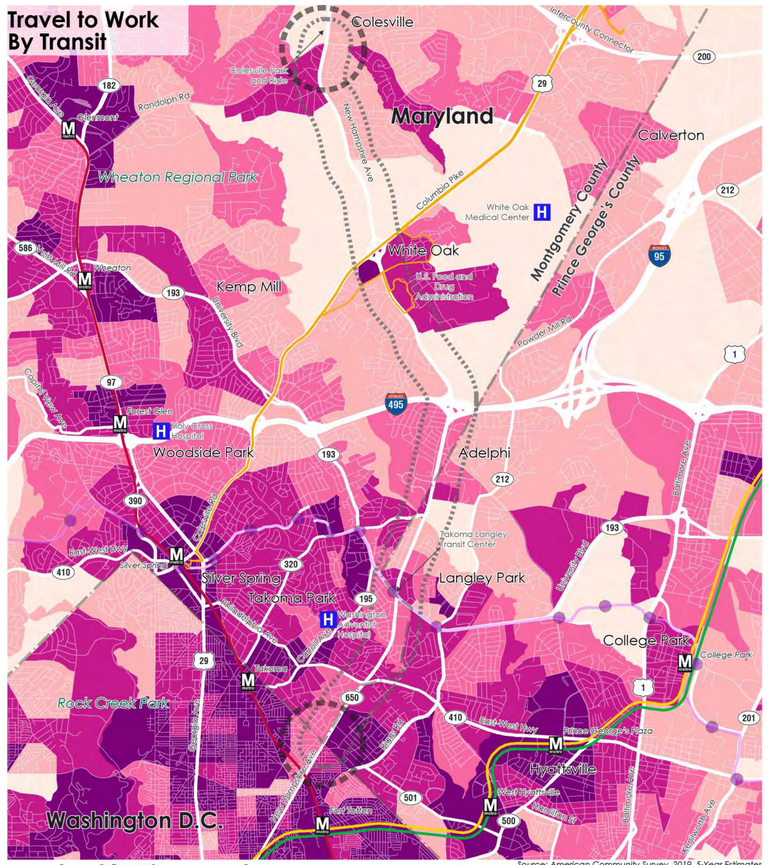
FLASH
NEW HAMPSHIRE AVE

EQUITY AREAS
ÁREAS DE EQUIDAD



- *About 70% of the corridor is within ½ mile of an equity area.*
- *Aproximadamente el 70% del corredor se encuentra a menos de ½ milla de una zona de equidad.*

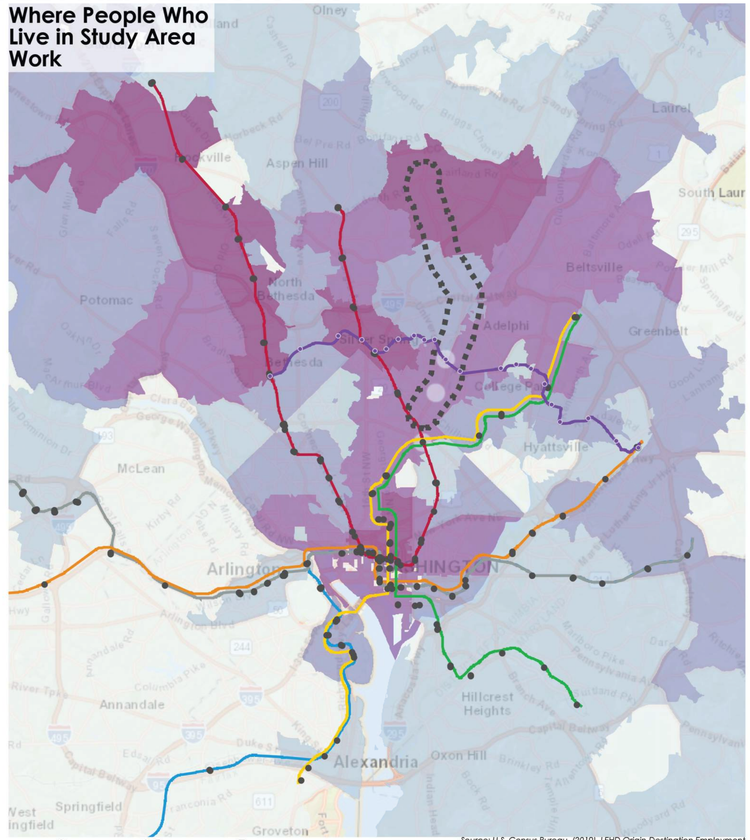
TRANSIT TO WORK
TRANSPORTE PÚBLICO AL TRABAJO



Source: American Community Survey, 2019, 5-Year Estimates

- *High transit ridership in southern part of the corridor*
- *Alta afluencia de pasajeros de transporte público en la parte sur del corredor.*

JOB LOCATIONS OF STUDY AREA RESIDENTS
UBICACIONES DE TRABAJO DE LOS RESIDENTES DEL ÁREA DE ESTUDIO



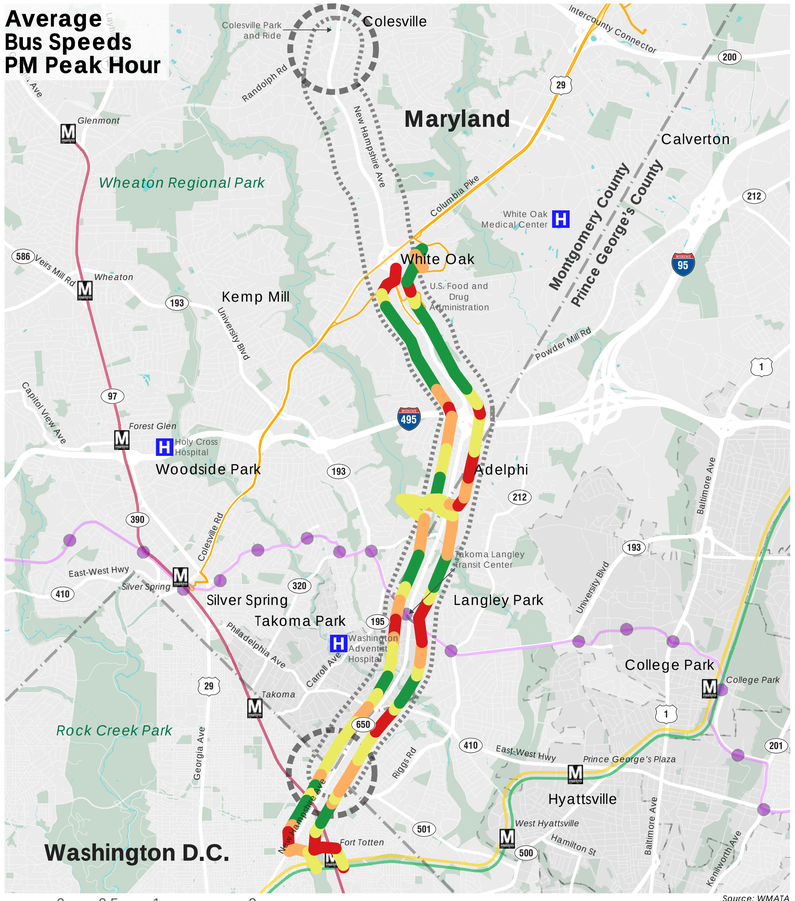
Source: U.S. Census Bureau, (2019), LEHD Origin-Destination Employment Statistics (2002-2019)

- *18%-25% of corridor residents have long commutes that are inaccessible by a fast, two-seat transit ride.*
- *18-25% de residentes del corredor tienen viajes largos sin acceso a transporte rápido de dos transbordos.*

KEY FINDINGS: TRANSPORTATION
HALLAZGOS CLAVE: TRANSPORTE

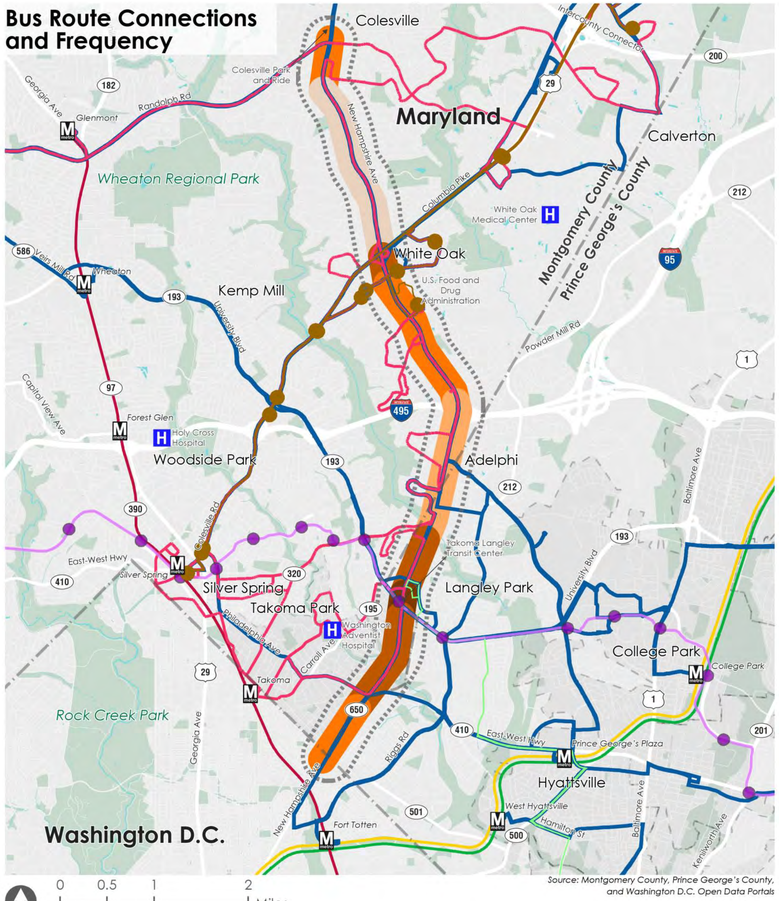
FLASH
NEW HAMPSHIRE AVE

EXISTING AVERAGE BUS SPEEDS
VELOCIDADES PROMEDIO EXISTENTES DE LOS AUTOBUSES



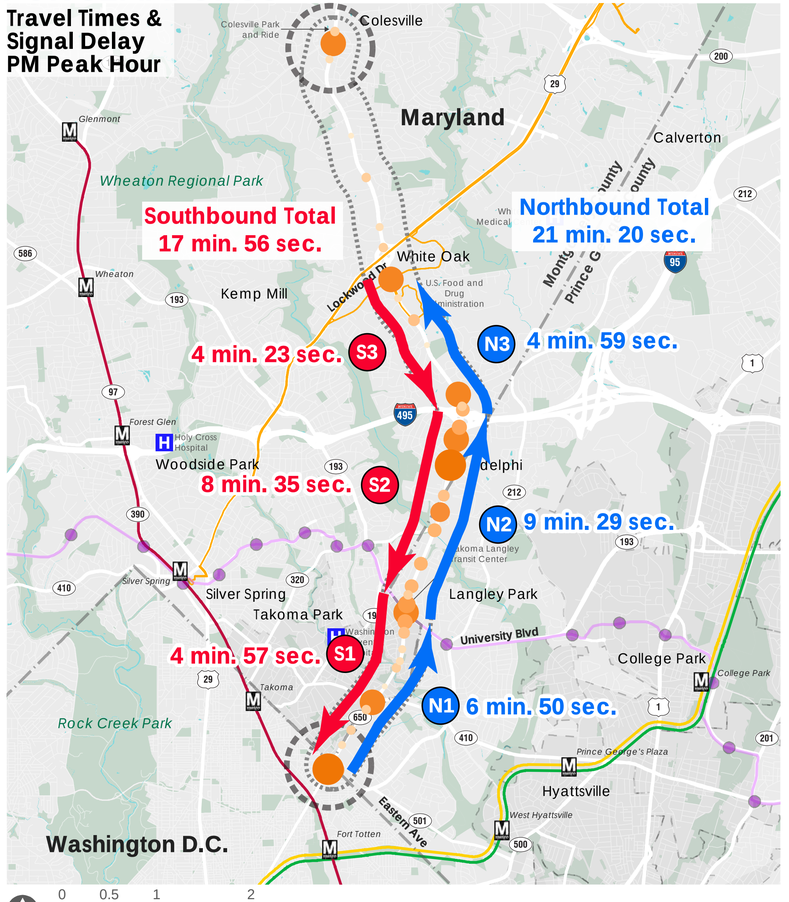
- *Existing bus service is often slow and arrives irregularly.*
- *El servicio de autobús actual es a menudo lento, poco confiable e inaccesible.*

EXISTING BUS ROUTE CONNECTIONS
CONEXIONES EXISTENTES DE LAS RUTAS DE AUTOBÚS



- *Multiple high-frequency transit routes use this corridor for short stretches*
- *Múltiples rutas de tránsito de alta frecuencia utilizan este corredor en tramos cortos.*

TRAVEL TIMES AND SIGNAL DELAYS
TIEMPOS DE VIAJE Y RETRASOS POR SEMÁFOROS

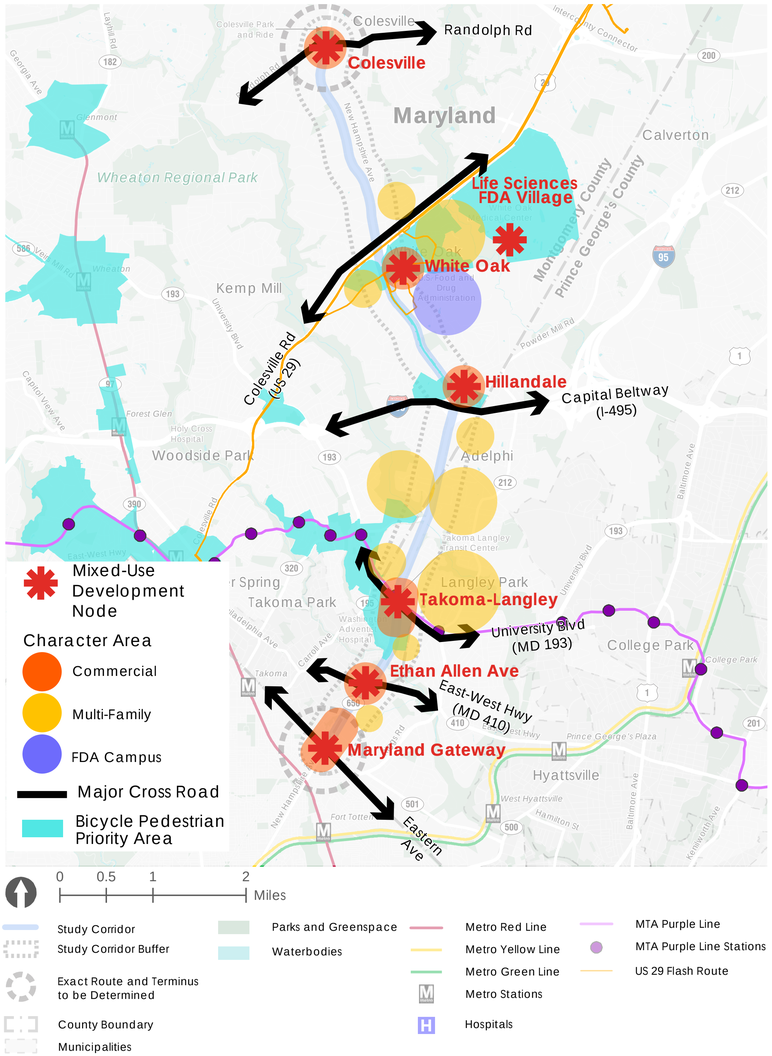


- *A limited roadway network causes delay at major intersections and along the central part of the corridor.*
- *Una red vial limitada causa retrasos en las principales intersecciones y a lo largo de la parte central del corredor.*

KEY FINDINGS: LAND USE & MULTIMODAL ACCESS
HALLAZGOS CLAVE: USO DEL SUELO Y ACCESO MULTIMODAL

FLASH
NEW HAMPSHIRE AVE

LAND USE SYNTHESIS
SÍNTESIS DE USO DE SUELO

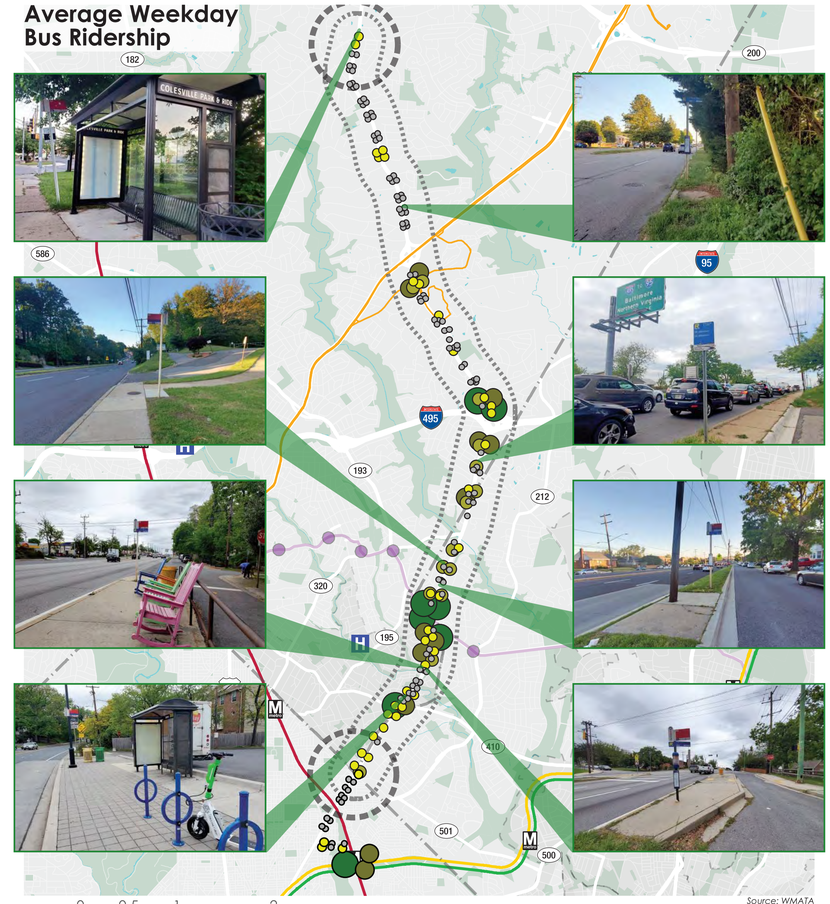


- *Land use is mostly residential with community-focused commercial nodes.*
- *El uso del suelo es principalmente residencial con nodos comerciales enfocados en la comunidad.*

BICYCLE AND PEDESTRIAN FACILITIES
INFRAESTRUCTURA PARA BICICLETAS Y PEATONES

- *Sidewalks are narrow and often lack a buffer from fast vehicular traffic; pedestrian crossings are infrequent and limited to major signalized intersections.*
- *Las aceras son estrechas y a menudo carecen de una zona de amortiguamiento del tráfico vehicular rápido; los cruces peatonales son poco frecuentes y se limitan a los semáforos principales.*

BUS STOP AMENITIES
SERVICIOS EN LAS PARADAS DE AUTOBÚS



- *Few bus stops have amenities such as shelters, benches, or lighting. Bus ridership is high at East-West Highway (MD 410), Takoma-Langley, and Lockwood Drive*
- *Pocas paradas de autobús tienen refugios, bancas o iluminación. Muchos usuarios en East-West Highway (MD 410), Takoma-Langley y Lockwood Drive.*

APPROACH TO DEVELOP AND EVALUATE ALTERNATIVES
ENFOQUE PARA DESARROLLAR Y EVALUAR ALTERNATIVAS

FLASH
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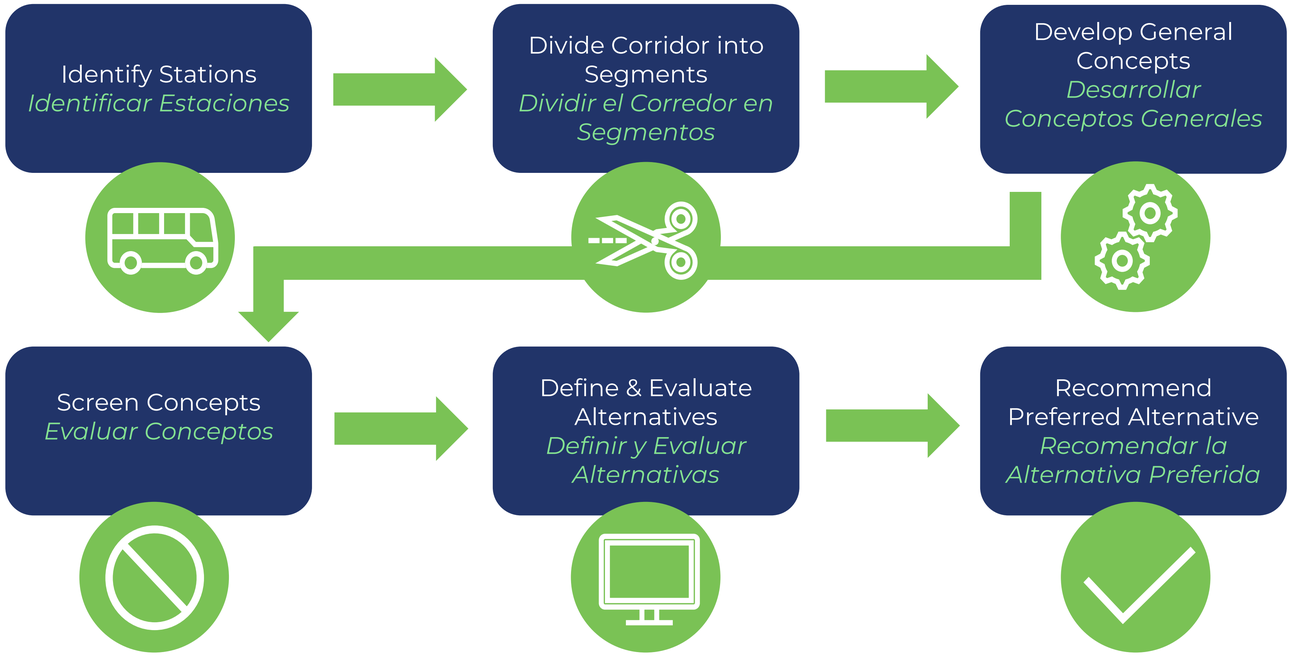
DESIGN DEVELOPMENT APPROACH
ENFOQUE DE DESARROLLO DEL DISEÑO



EVALUATION CRITERIA - Each alternative is evaluated based on the following criteria
CRITERIOS DE EVALUACIÓN - Cada alternativa se evalúa con base en los siguientes criterios.

Measures of Effectiveness Medidas de Efectividad
BRT Travel Time *Tiempo de Viaje del BRT*
Local Bus Travel Time *Tiempo de Viaje del Autobús Local*
General Traffic Travel Time *Tiempo de Viaje del Tráfico General*
Construction Cost *Costo de Construcción*
Property Impact *Impacto en la Propiedad*

The effectiveness of each alternative is explained in the colors and descriptions that follow on all boards.
En los colores y las descripciones que siguen se explica la efectividad de cada alternativa.

Green means that BRT goals are well achieved.

Verde significa que los objetivos del BRT se logran bien.

Orange means that BRT goals are somewhat achieved.

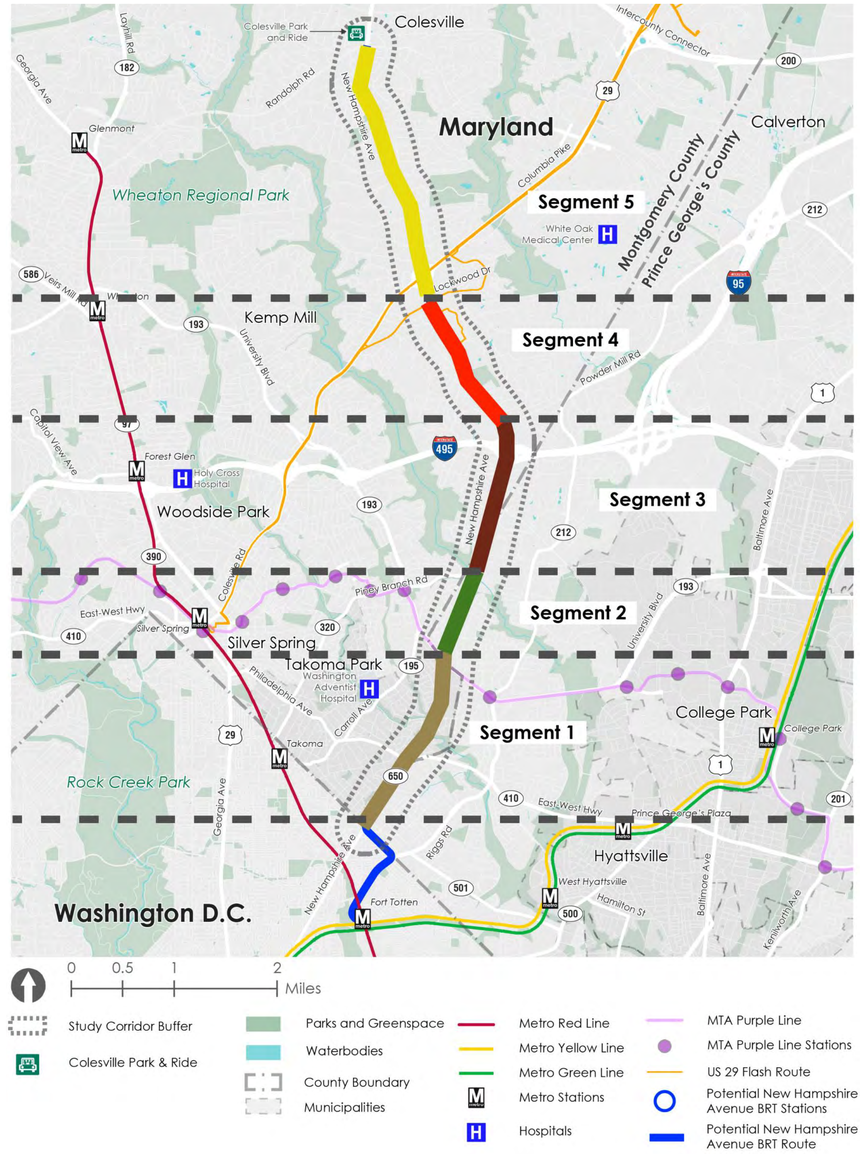
Naranja significa que los objetivos del BRT se logran parcialmente.

Red means that BRT goals are not well achieved.

Rojo significa que las metas del BRT no se han alcanzado bien.

CORRIDOR SEGMENTATION | SEGMENTACIÓN DEL CORREDOR

- Segment 1/Segmento 1 - Eastern Ave to University Blvd
- Segment 2/Segmento 2 - University Blvd to Piney Branch Rd
- Segment 3/Segmento 3 - Piney Branch Rd to Powder Mill Rd
- Segment 4/Segmento 4 - Powder Mill Rd to Lockwood Dr
- Segment 5/Segmento 5 - Lockwood Dr to Randolph Rd



ALTERNATIVE 1 MIXED TRAFFIC WITH QUEUE JUMPS (QJ)
ALTERNATIVA 1 TRÁFICO MIXTO CON SALTOS DE COLA

FLASH
NEW HAMPSHIRE AVE

This board illustrates concept ~~design snippets~~ at key intersections along the corridor for Alternative 1

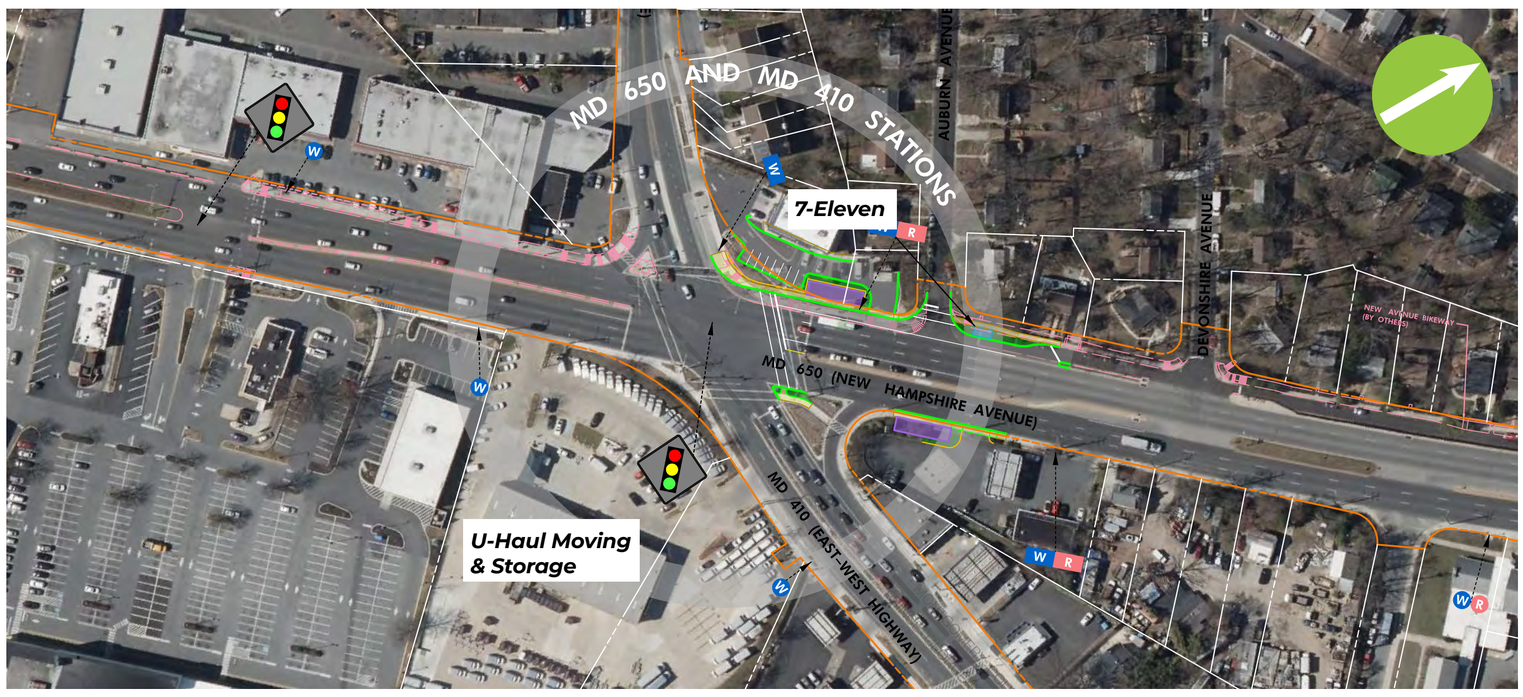
Este panel ilustra fragmentos del diseño conceptual en intersecciones clave a lo largo del corredor para la Alternativa 1.

Alternative 1 Key Map
Alternativa 1 Key Map

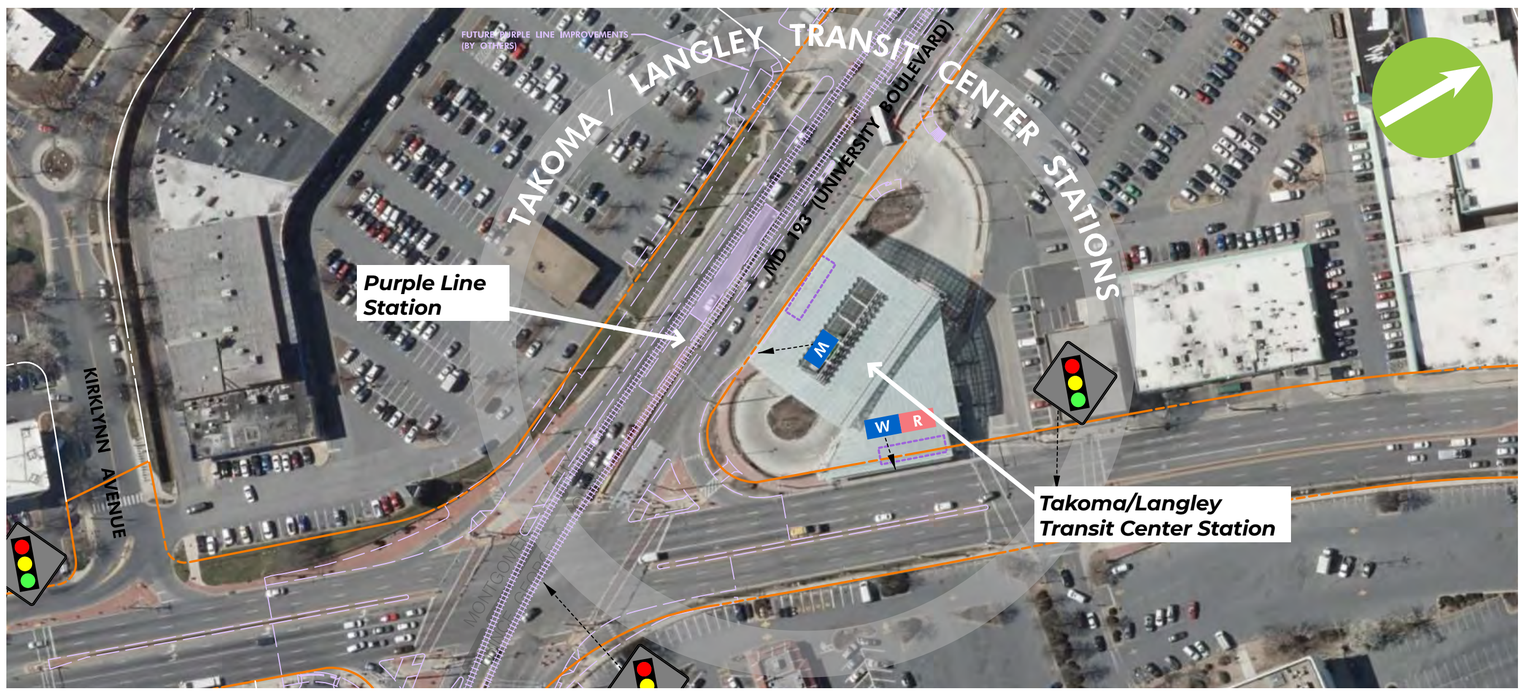
LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- PROPOSED CURB / MEDIAN
- PROPOSED SHARED USE PATH
- PROPOSED BUS LANE
- PROPOSED CONCRETE / SIDEWALK
- PROPOSED BRIDGE / BRIDGE REDECKING
- PROPOSED FLASH BUS STATION
- PROPOSED LOCAL BUS STOP
- PROPOSED RETAINING WALL
- PROPOSED MILLING AND RESURFACING
- PROPOSED FULL DEPTH PAVEMENT
- PROPOSED REMOVAL OF IMPERVIOUS AREA
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- W WMATA BUS STOP
- R RIDE ON BUS STOP
- W WMATA BUS STOP WITH SHELTER
- R RIDE ON BUS STOP WITH SHELTER

1 *MD 650 New Hampshire Ave and MD 410 Ethan Allen Ave*



2 *MD 650 New Hampshire Ave and Takoma Langley Transit Center*



3 *MD 650 New Hampshire Ave and I-495 Beltway*

4 *MD 650 New Hampshire Ave and White Oak Transit Center (Lockwood Dr)*

Public Open House, May 2025
Sesión Informativa Publica, Mayo de 2025

NEW HAMPSHIRE AVENUE BUS RAPID TRANSIT (BRT) PLANNING STUDY

ESTUDIO DE PLANIFICACIÓN DEL SERVICIO DE AUTOBUSES DE TRÁNSITO RÁPIDO (BRT) EN LA AVENIDA NEW HAMPSHIRE

ALTERNATIVE 1 - MIXED TRAFFIC WITH QUEUE JUMPS (QJ)
ALTERNATIVA 1 - TRÁFICO MIXTO CON SALTOS DE COLA

FLASH
NEW HAMPSHIRE AVE

In Alternative 1 ***FLASH buses will travel in mixed traffic with queue jump lanes at intersections. Queue jump lanes enable the buses to bypass or 'skip' the congestion at intersections as shown in the image below.***

En la Alternativa 1, ***los autobuses FLASH circulan en tráfico mixto con carriles de adelantamiento en los cruces para permitirles evitar la congestión vehicular en las intersecciones.***

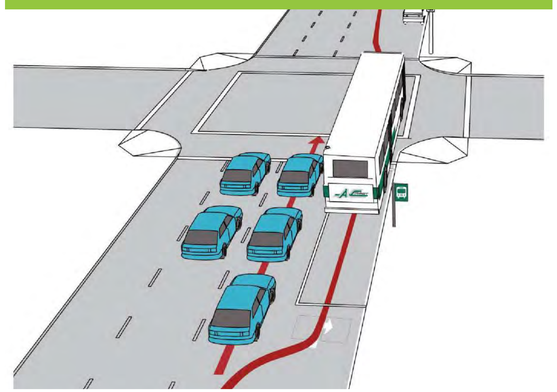
Key Map

Scoring Table

1	Flast BRT Travel Time Tiempo de Viaje del BRT	**Poor** *Slower as compared to other alternatives due to mixing with general traffic*	**Insuficiente** *Más lento en comparación con otras alternativas debido a la mezcla con el tráfico general*
2	Local Bus Travel Time Tiempo de Viaje del Autobús Local	Fair	Regular
3	General Traffic Travel Time Tiempo de Viaje del Tráfico General	Good *Travel by car is faster*	Bueno *Viajar en carro sigue igual*
4	Construction Cost Costo de Construcción	Low	Bajo
5	Property Impact Impacto en la Propiedad	Low	Bajo

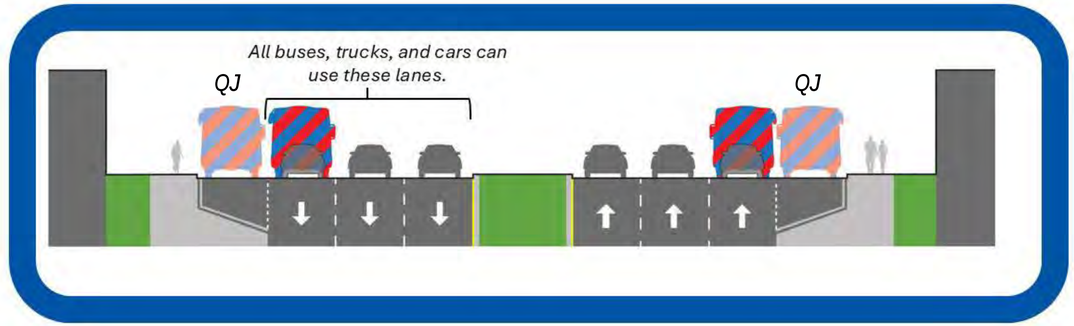
Mixed Traffic

Mixed Traffic with Queue Jumps (QJ)



Typical Lane Diagram

Mixed Traffic with Queue Jump (QJ) from Eastern Ave to Randolph Rd



Place a Green Dot here ● *if you prefer this Alternative*

Indique con un punto ● *si esta es su alternativa preferida.*

Place Any Additional Comments Here

Por favor, deje sus comentarios aquí.

ALTERNATIVE 2 - MIXED TRAFFIC AND CURBSIDE LANES
ALTERNATIVA 2 - TRÁFICO MIXTO CON CARRILES LATERALES

FLASH
NEW HAMPSHIRE AVE

This board illustrates concept ~~design snippets~~ at key intersections along the corridor for Alternative 2.

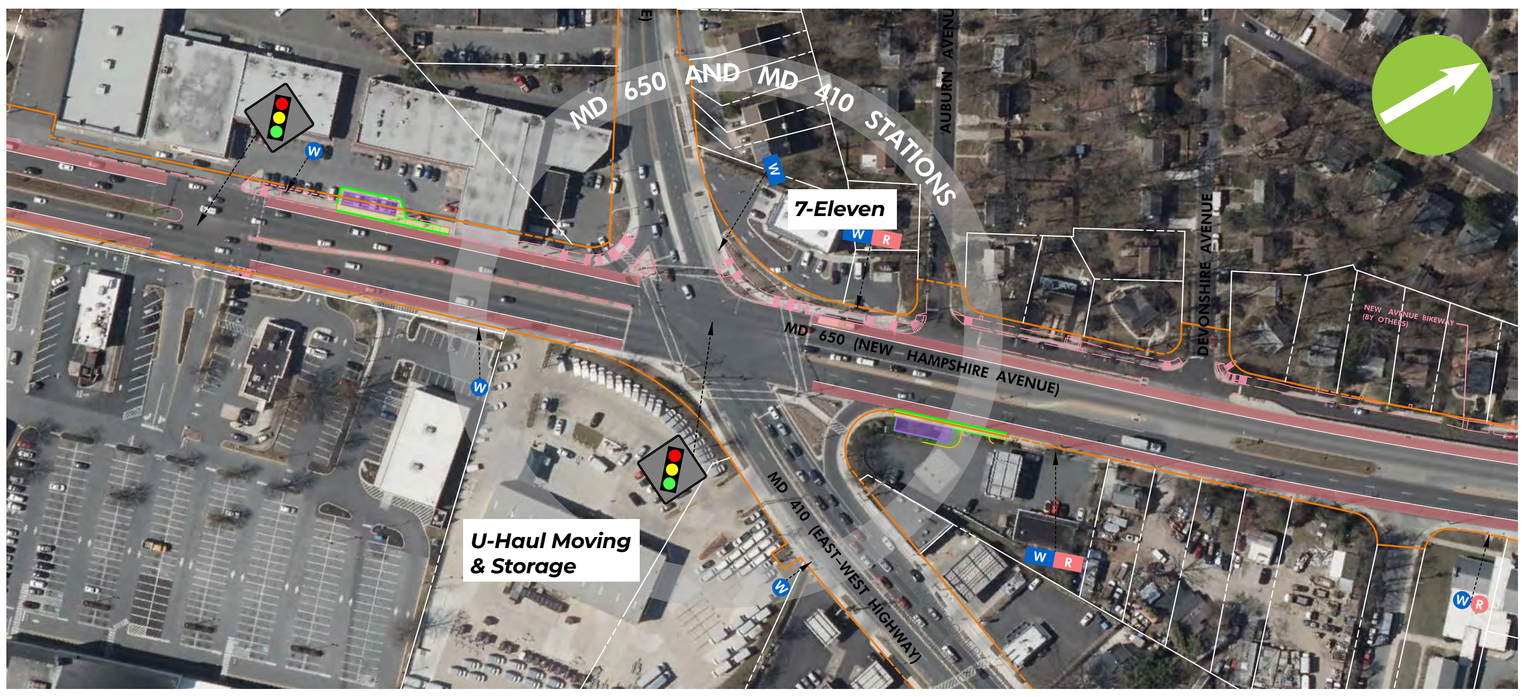
Este panel ilustra fragmentos del diseño conceptual en intersecciones clave a lo largo del corredor para la Alternativa 2.

Alternative 2 Key Map
Alternativa 2 Key Map

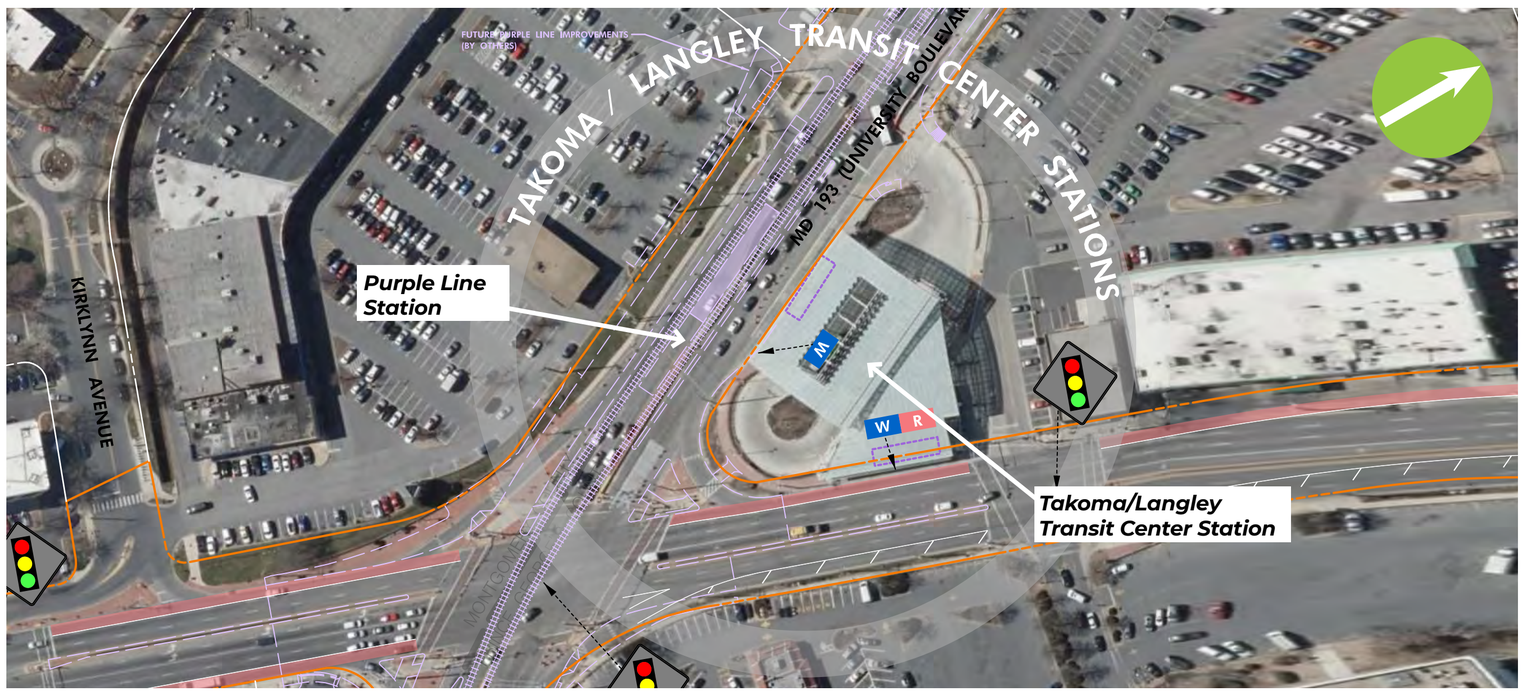
LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- PROPOSED CURB / MEDIAN
- PROPOSED SHARED USE PATH
- PROPOSED BUS LANE
- PROPOSED CONCRETE / SIDEWALK
- PROPOSED BRIDGE / BRIDGE REDECKING
- PROPOSED FLASH BUS STATION
- PROPOSED LOCAL BUS STOP
- PROPOSED RETAINING WALL
- PROPOSED MILLING AND RESURFACING
- PROPOSED FULL DEPTH PAVEMENT
- PROPOSED REMOVAL OF IMPERVIOUS AREA
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- WMATA BUS STOP
- RIDE ON BUS STOP
- WMATA BUS STOP WITH SHELTER
- RIDE ON BUS STOP WITH SHELTER

1 *MD 650 New Hampshire Ave and MD 410 Ethan Allen Ave*



2 *MD 650 New Hampshire Ave and Takoma Langley Transit Center*



3 *MD 650 New Hampshire Ave and I-495 Beltway*

4 *MD 650 New Hampshire Ave and White Oak Transit Center (Lockwood Dr)*

Public Open House, May 2025
Sesión Informativa Publica, Mayo de 2025

NEW HAMPSHIRE AVENUE BUS RAPID TRANSIT (BRT) PLANNING STUDY

ESTUDIO DE PLANIFICACIÓN DEL SERVICIO DE AUTOBUSES DE TRÁNSITO RÁPIDO (BRT) EN LA AVENIDA NEW HAMPSHIRE

ALTERNATIVE 2 - MIXED TRAFFIC AND CURBSIDE LANES
ALTERNATIVA 2 - TRÁFICO MIXTO CON CARRILES LATERALES

FLASH
NEW HAMPSHIRE AVE

In Alternative 2 ***FLASH buses will travel in curbside bus lanes in the southern part and transition to mixed traffic in the northern part of the corridor.***

En la Alternativa 2 ***los autobuses FLASH circularán en tráfico mixto en el norte y harán una transición a carriles laterales para autobuses en el tercio sur del corredor.***

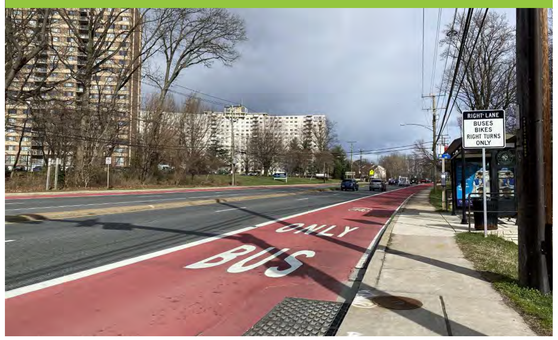
Key Map

Scoring Table

1	Flast BRT Travel Time Tiempo de Viaje del BRT	**Fair** *Dedicated curbside lanes allow FLASH BRT buses to go faster*	**Aceptable** *Carriles exclusivos permiten que los autobuses FLASH BRT vayan más rápido*
2	Local Bus Travel Time Tiempo de Viaje del Autobús Local	**Good** *Dedicated lanes increase bus speeds*	**Bueno** *Los carriles exclusivos aumentan la velocidad de los autobuses*
3	General Traffic Travel Time Tiempo de Viaje del Tráfico General	**Fair** *Travelling by car remains the same*	**Aceptable** *Viajar en carro sigue igual*
4	Construction Cost Costo de Construcción	**Low**	**Bajo**
5	Property Impact Impacto en la Propiedad	**Low**	**Bajo**

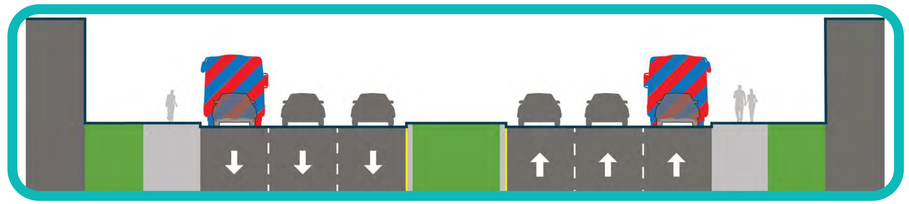
Mixed Traffic

Curbside Lanes

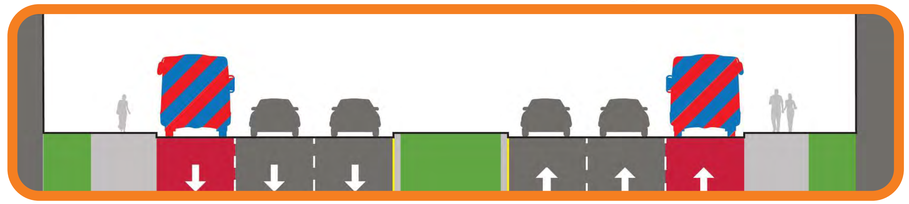


Typical Lane Diagram

Mixed Traffic from Piney Branch Rd to Randolph Rd



Curbside Lanes from Eastern Ave to Piney Branch Rd



Place a Green Dot here ● *if you prefer this Alternative*

Indique con un punto ● *si esta es su alternativa preferida.*

Place Any Additional Comments Here

Por favor, deje sus comentarios aquí.

ALTERNATIVE 3 - MEDIAN LANES
ALTERNATIVA 3 - CARRILES CENTRALES

FLASH
NEW HAMPSHIRE AVE

This board illustrates concept ~~design snippets~~ at key intersections along the corridor for Alternative 3.

Este panel ilustra fragmentos del diseño conceptual en intersecciones clave a lo largo del corredor para la Alternativa 3.

Alternative 3 Key Map
Alternativa 3 Key Map

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- PROPOSED CURB / MEDIAN
- PROPOSED SHARED USE PATH
- PROPOSED BUS LANE
- PROPOSED CONCRETE / SIDEWALK
- PROPOSED BRIDGE / BRIDGE REDECKING
- PROPOSED FLASH BUS STATION
- PROPOSED LOCAL BUS STOP
- PROPOSED RETAINING WALL
- PROPOSED MILLING AND RESURFACING
- PROPOSED FULL DEPTH PAVEMENT
- PROPOSED REMOVAL OF IMPERVIOUS AREA
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- PROPOSED TRAFFIC SIGNAL
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- RIDE ON BUS STOP
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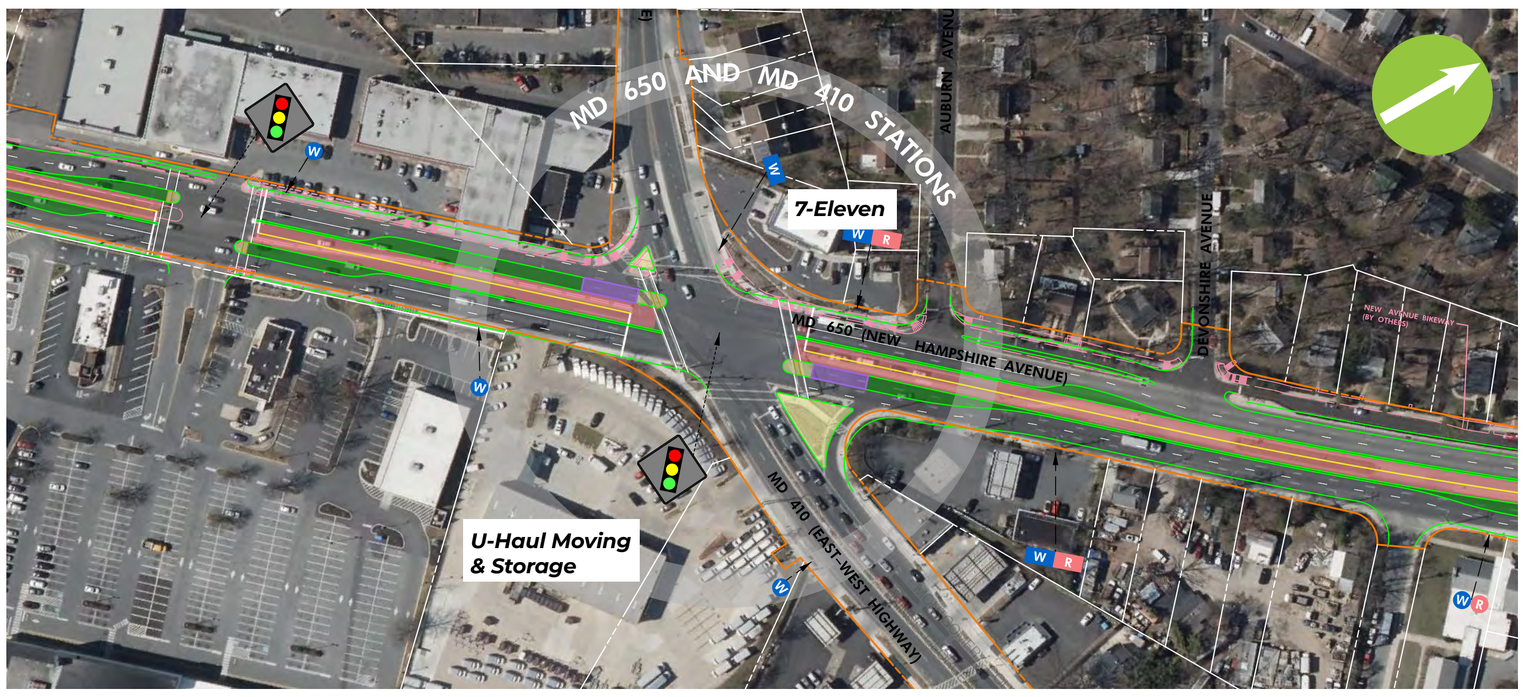
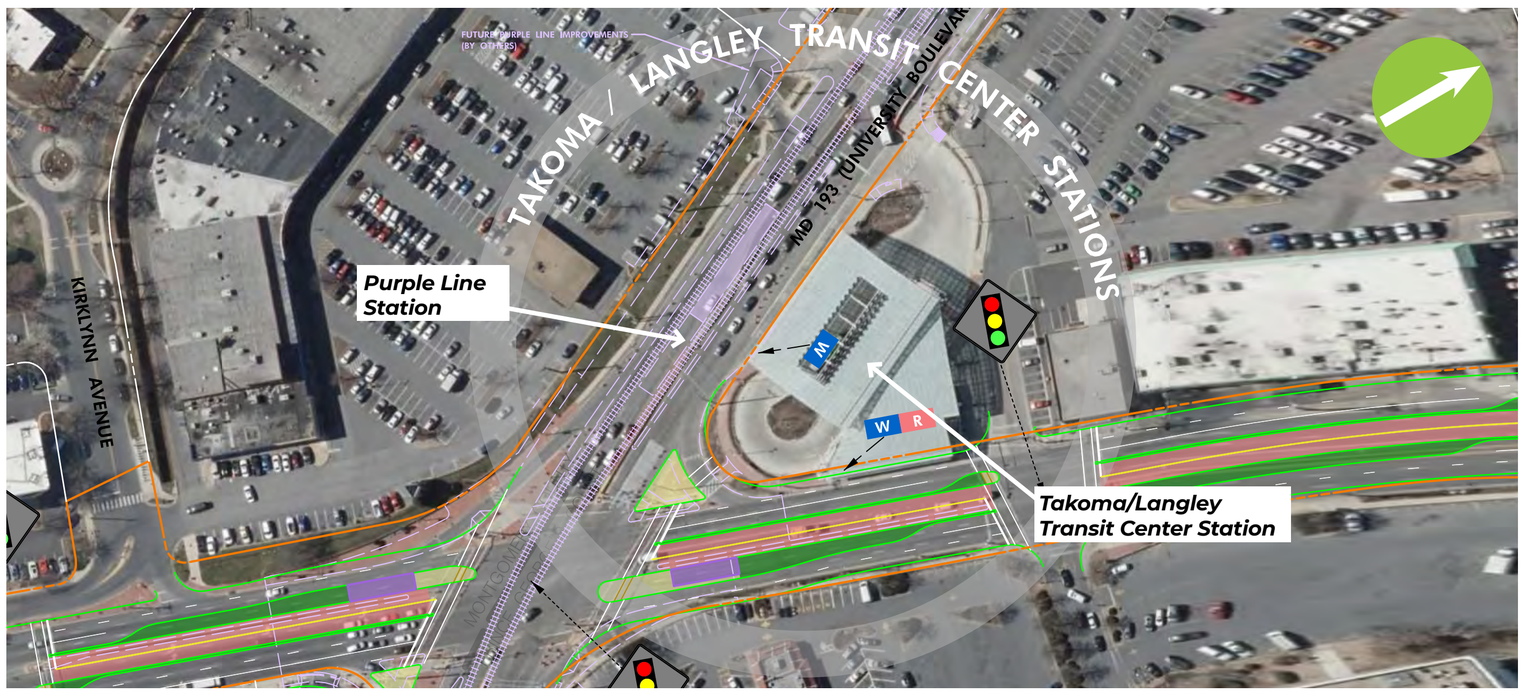
1 *MD 650 New Hampshire Ave and MD 410 Ethan Allen Ave*



2 *MD 650 New Hampshire Ave and Takoma Langley Transit Center*



3 *MD 650 New Hampshire Ave and I-495 Beltway*

4 *MD 650 New Hampshire Ave and White Oak Transit Center (Lockwood Dr)*

Public Open House, May 2025
Sesión Informativa Publica, Mayo de 2025

NEW HAMPSHIRE AVENUE BUS RAPID TRANSIT (BRT) PLANNING STUDY

ESTUDIO DE PLANIFICACIÓN DEL SERVICIO DE AUTOBUSES DE TRÁNSITO RÁPIDO (BRT) EN LA AVENIDA NEW HAMPSHIRE

ALTERNATIVE 3 - MEDIAN LANES
ALTERNATIVA 3 - CARRILES CENTRALES

FLASH
NEW HAMPSHIRE AVE

In Alternative 3 ***FLASH buses will travel in two median bus lanes in the southern part, a single median bus lane in the middle part, and transition to mixed traffic in the northern part of the corridor.***

En la Alternativa 3 ***el autobús circulará por carriles centrales exclusivos en la sección sur, un único carril central en la sección media y tráfico mixto en la sección norte, justo antes de Columbia Pike.***

Key Map

Scoring Table

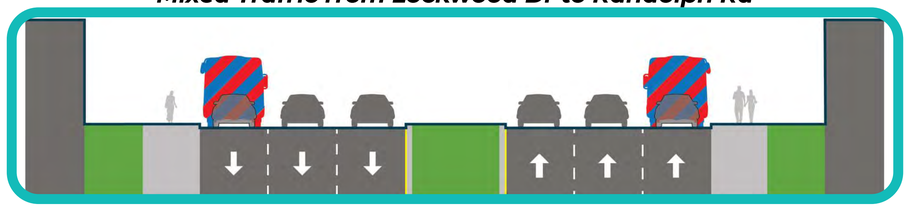
1	Flast BRT Travel Time Tiempo de Viaje del BRT	**Good** *Dedicated curbside lanes allow FLASH BRT buses to go faster*	**Bueno** *Los carriles exclusivos en el centro permiten que los autobuses Flash BRT vayan más rápido*
2	Local Bus Travel Time Tiempo de Viaje del Autobús Local	**Poor** *Mixing with local traffic causes slower speeds*	**Insuficiente** *Viajar en coche sigue igua*
3	General Traffic Travel Time Tiempo de Viaje del Tráfico General	**Fair** *Travelling by car remains the same*	**Aceptable** *La mezcla con el tráfico local causa velocidades más lentas*
4	Construction Cost Costo de Construcción	**High** *Construction of median lanes is costly*	**Alto** *La construcción de carriles centrales es costosa*
5	Property Impact Impacto en la Propiedad	**High** *Median lanes required additional land acquisition*	**Alto** *Los carriles centrales requieren la adquisición de terreno adicional*

Single Median Lane

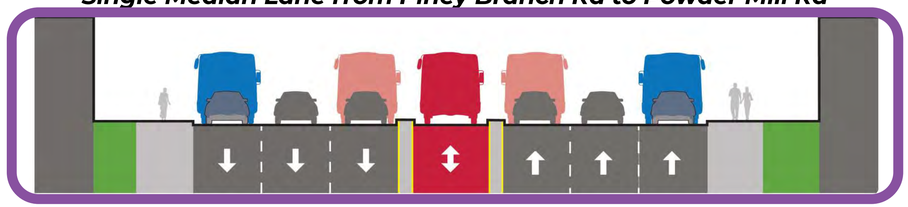
Median Lanes

Typical Lane Diagrams

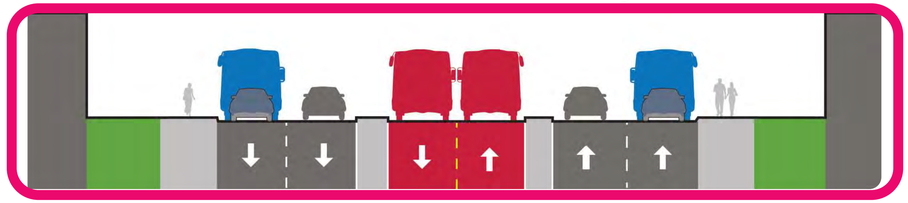
Mixed Traffic from Lockwood Dr to Randolph Rd



Single Median Lane from Piney Branch Rd to Powder Mill Rd



Median Lanes from Eastern Ave to Piney Branch Rd



Flash Bus (rush hour direction) | Flash Bus (non-rush hour direction) | Local Bus | Flash + Local Buses | General Traffic

Single median lanes are used where space is limited. This lane always goes the same direction as rush hour traffic, switching directions at midday.

En espacios reducidos se emplean carriles centrales únicos. Este carril siempre sigue el sentido del tráfico de la hora punta, cambiando de dirección a mediodía.

When there are one or two Flash median lanes, boarding will also occur in the median.

Local buses stay in the outside lanes.

Si hay uno o dos carriles centrales Flash, el embarque también se realizará en la mediana.
Los autobuses locales se quedan en los carriles de afuera.

Place a Green Dot here ● if you prefer this Alternative

Indique con un punto ● si esta es su alternativa preferida.

Place Any Additional Comments Here

Por favor, deje sus comentarios aquí.

ALTERNATIVE 4 - ADDITIONAL MEDIAN LANES
ALTERNATIVA 4 - CARRILES CENTRALES ADICIONALES

FLASH
NEW HAMPSHIRE AVE

This board illustrates concept ~~design snippets~~ at key intersections along the corridor for Alternative 4.

Este panel ilustra fragmentos del diseño conceptual en intersecciones clave a lo largo del corredor para la Alternativa 4.

Alternative 4 Key Map
Alternativa 4 Mapa clave

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- PROPOSED CURB / MEDIAN
- PROPOSED SHARED USE PATH
- PROPOSED BUS LANE
- PROPOSED CONCRETE / SIDEWALK
- PROPOSED BRIDGE / BRIDGE REDECKING
- PROPOSED FLASH BUS STATION
- PROPOSED LOCAL BUS STOP
- PROPOSED RETAINING WALL
- PROPOSED MILLING AND RESURFACING
- PROPOSED FULL DEPTH PAVEMENT
- PROPOSED REMOVAL OF IMPERVIOUS AREA
- EXISTING TRAFFIC SIGNAL
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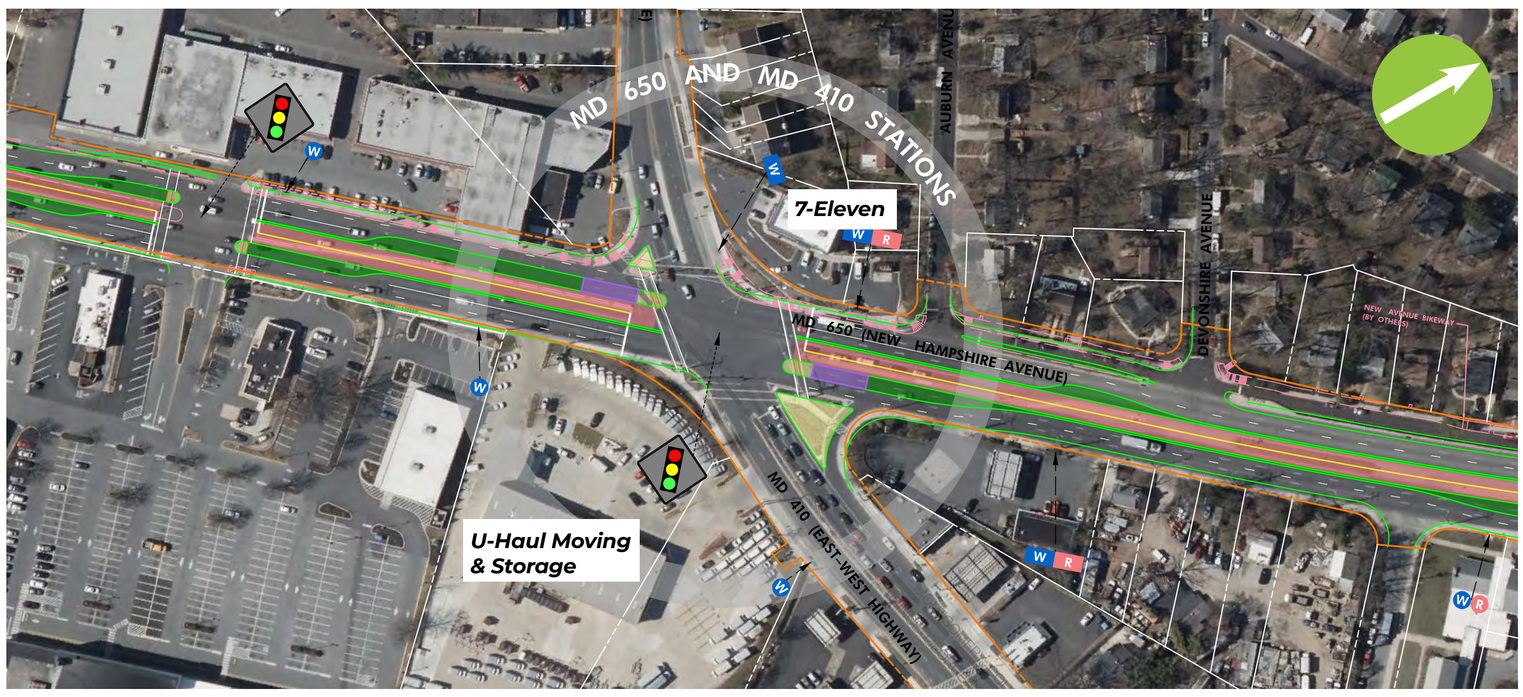
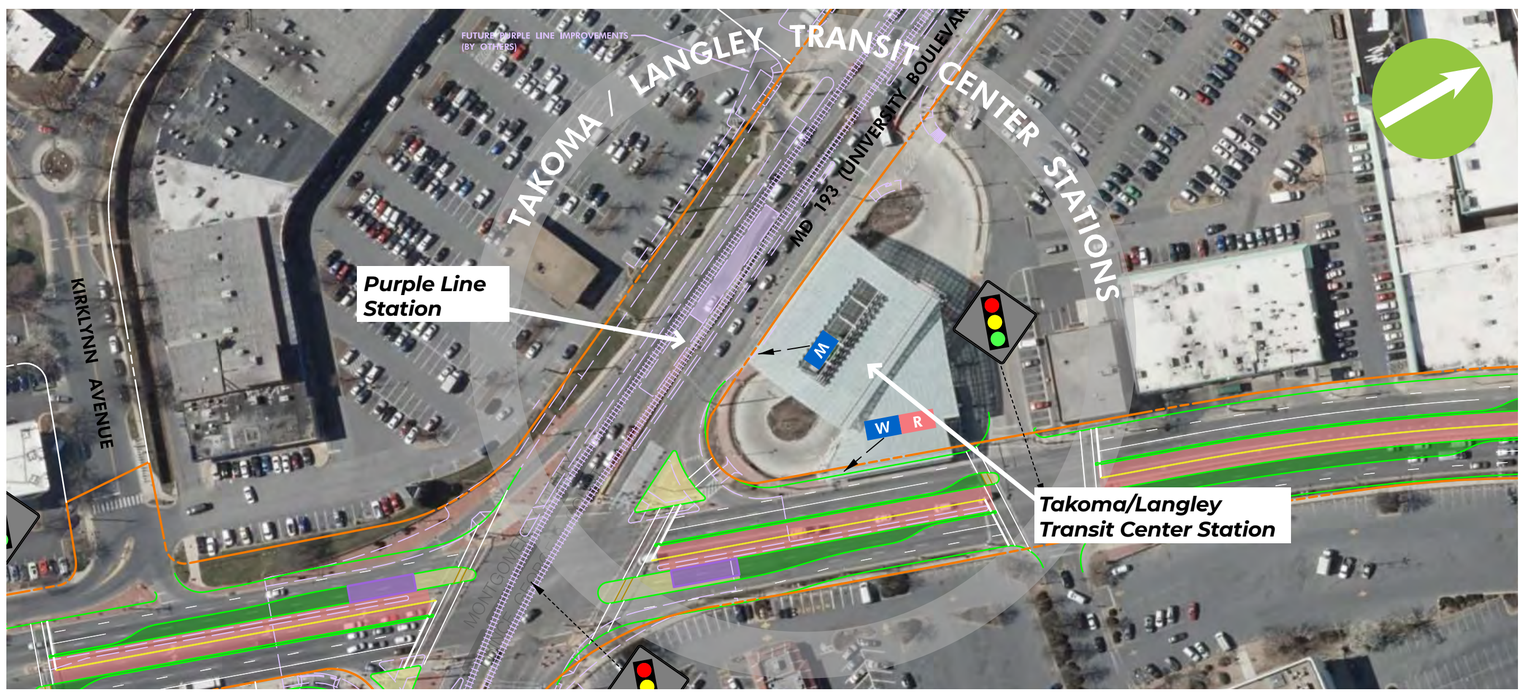
- W WMATA BUS STOP
- R RIDE ON BUS STOP
- W WMATA BUS STOP WITH SHELTER
- R RIDE ON BUS STOP WITH SHELTER

1 *MD 650 New Hampshire Ave and MD 410 Ethan Allen Ave*

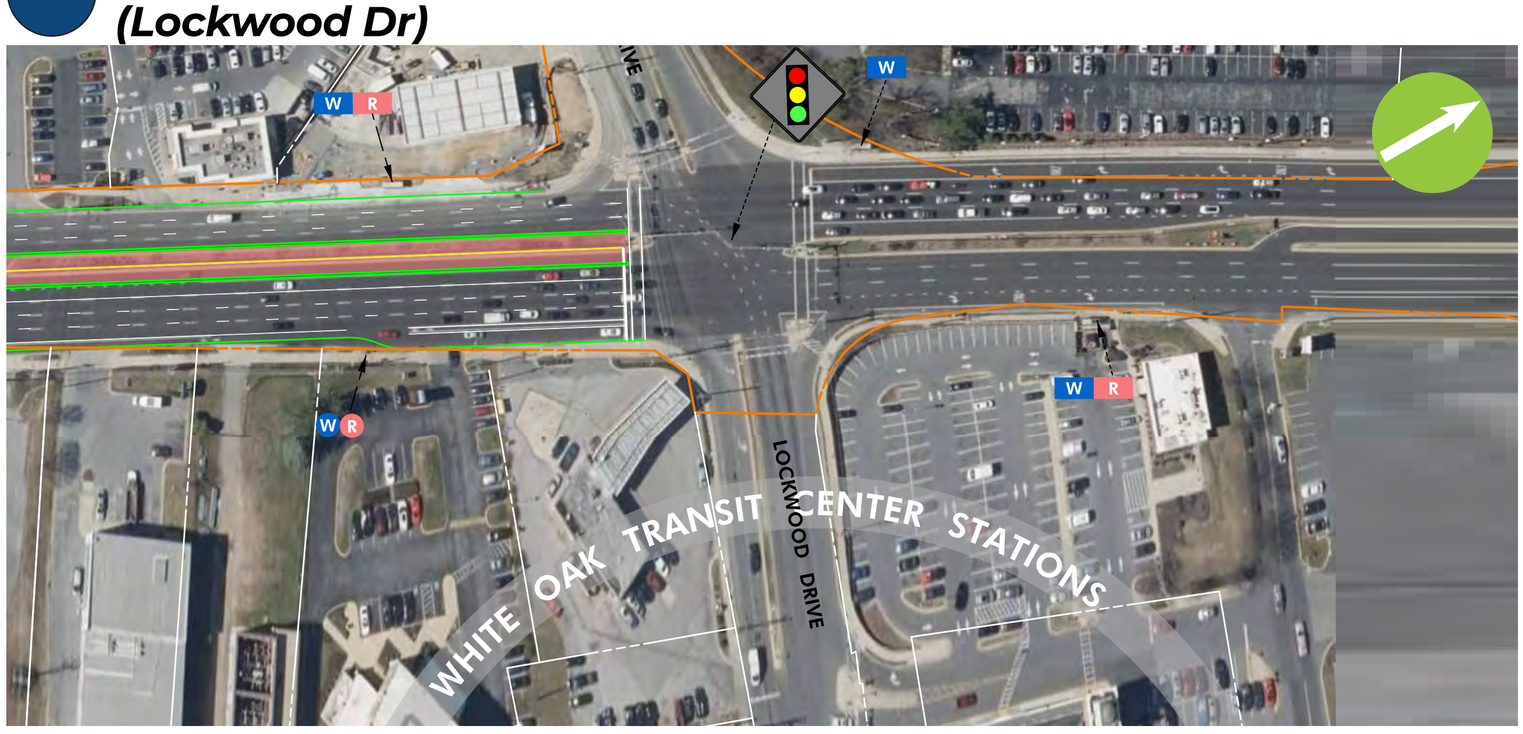


2 *MD 650 New Hampshire Ave and Takoma Langley Transit Center*



3 *MD 650 New Hampshire Ave and I-495 Beltway*

4 *MD 650 New Hampshire Ave and White Oak Transit Center (Lockwood Dr)*



Public Open House, May 2025
Sesión Informativa Publica, Mayo de 2025

NEW HAMPSHIRE AVENUE BUS RAPID TRANSIT (BRT) PLANNING STUDY

ESTUDIO DE PLANIFICACIÓN DEL SERVICIO DE AUTOBUSES DE TRÁNSITO RÁPIDO (BRT) EN LA AVENIDA NEW HAMPSHIRE

ALTERNATIVE 4 - ADDITIONAL MEDIAN LANES
ALTERNATIVA 4 - CARRILES CENTRALES ADICIONALES

FLASH
NEW HAMPSHIRE AVE

In Alternative 4 ***FLASH buses will travel in two median bus lanes in the southern part, transition to a single median bus lane between I-495 and US 29, and then back to two median bus lanes before merging with mixed traffic in the northern part.***

En la Alternativa 4, los autobuses FLASH circularán por carriles centrales exclusivos en el sur, harán una breve transición a un único carril central antes de la I-495, y luego volverán a carriles dobles antes de incorporarse al tráfico mixto cerca de Columbia Pike. Esta solución implica más carriles centrales dobles que carriles centrales únicos.

Key Map

Scoring Table

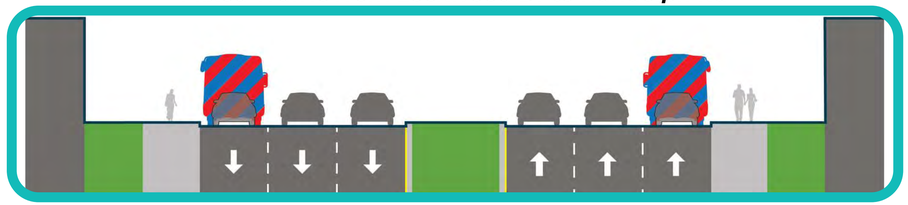
		Good *Dedicated curbside lanes allow **FLASH BRT buses to go faster***	Bueno *Carriles exclusivos permiten que los autobuses FLASH BRT vayan más rápido*
1	Flast BRT Travel Time Tiempo de Viaje del BRT		
2	Local Bus Travel Time Tiempo de Viaje del Autobús Local	Poor *Mixing with local traffic causes slower speeds*	Insuficiente *La mezcla con el tráfico local causa velocidades de autobús más lentas*
3	General Traffic Travel Time Tiempo de Viaje del Tráfico General	Poor *Travelling by car remains the same*	Insuficiente *Viajar en coche se vuelve más lento*
4	Construction Cost Costo de Construcción	High *Construction of median lanes is costly*	Alto *La construcción de carriles centrales es costosa*
5	Property Impact Impacto en la Propiedad	High *Median lanes required additional land acquisition*	Alto *Los carriles centrales requieren la adquisición de terreno adicional*

Single Median Lane

Median Lanes

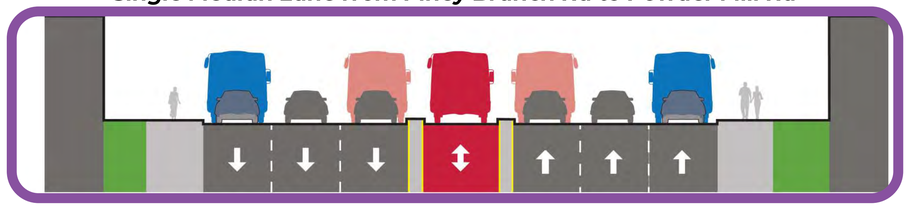
Typical Lane Diagrams

Mixed Traffic from Lockwood Dr to Randolph Rd



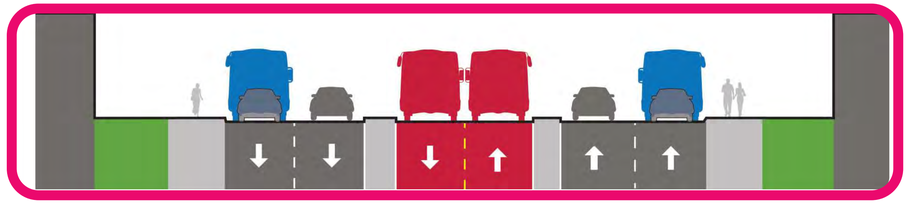
Single median lanes are used where space is limited. This lane always goes the same direction as rush hour traffic, switching directions at midday.

Single Median Lane from Piney Branch Rd to Powder Mill Rd



En espacios reducidos se emplean carriles centrales únicos. Este carril siempre sigue el sentido del tráfico de la hora punta, cambiando de dirección a mediodía.

Median Lanes from Eastern Ave to Piney Branch Rd & Powder Mill Rd to Lockwood Dr



When there are one or two Flash median lanes, boarding will also occur in the median.

Local buses stay in the outside lanes.

Si hay uno o dos carriles centrales Flash, el embarque también se realizará en la mediana.
Los autobuses locales se quedan en los carriles de afuera.

Place a Green Dot here ● if you prefer this Alternative

Indique con un punto ● si esta es su alternativa preferida.

Place Any Additional Comments Here

Por favor, deje sus comentarios aquí.

HYBRID ALTERNATIVE
ALTERNATIVAS HÍBRIDAS

FLASH
NEW HAMPSHIRE AVE

This board illustrates concept ~~design snippets~~ at key intersections along the corridor for the Hybrid Alternative.

Este panel ilustra fragmentos del diseño conceptual en intersecciones clave a lo largo del corredor para la Alternativas Hibridas.

Hybrid Alternative Key Map
Alternativas Híbridas Mapa clave

LEGEND

- EXISTING RIGHT–OF–WAY
- EXISTING PROPERTY LINE
- PROPOSED CURB / MEDIAN
- PROPOSED SHARED USE PATH
- PROPOSED BUS LANE
- PROPOSED CONCRETE / SIDEWALK
- PROPOSED BRIDGE / BRIDGE REDECKING
- PROPOSED FLASH BUS STATION
- PROPOSED LOCAL BUS STOP
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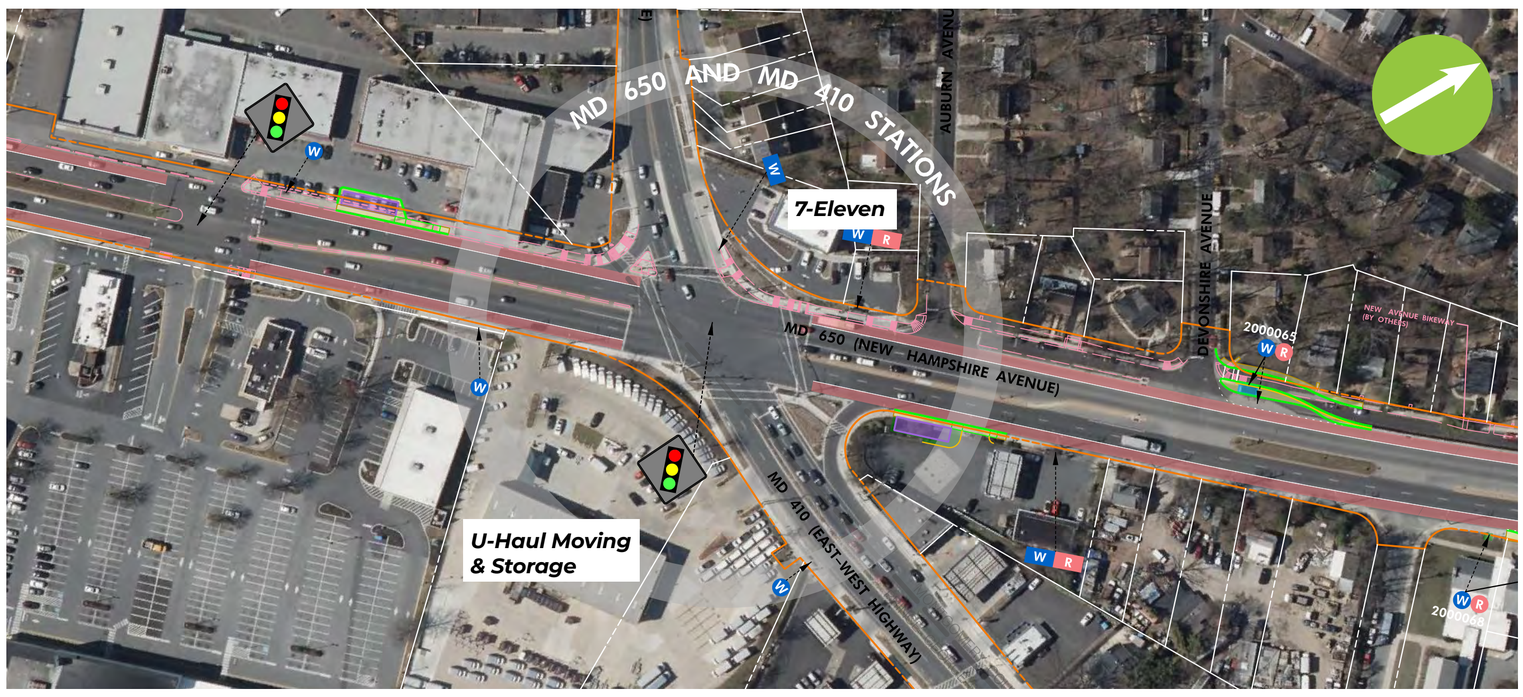
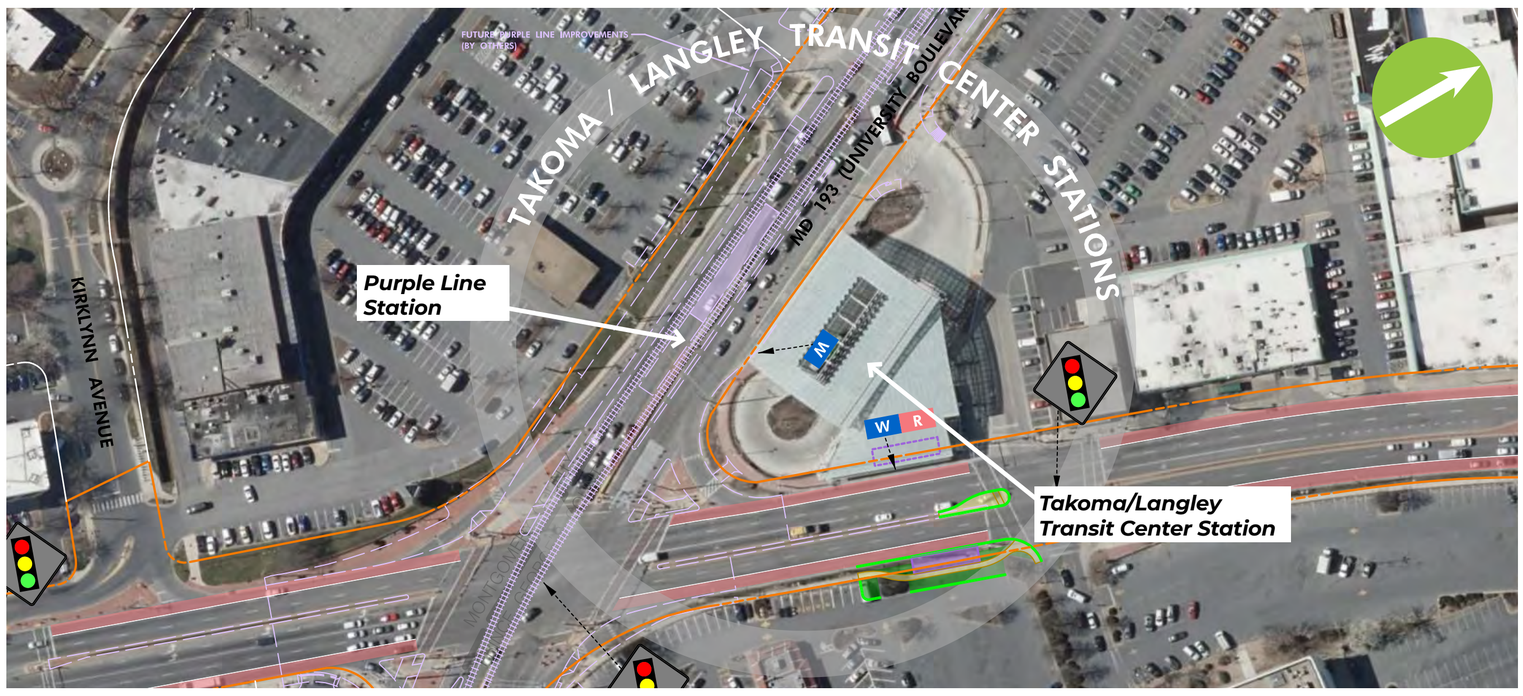
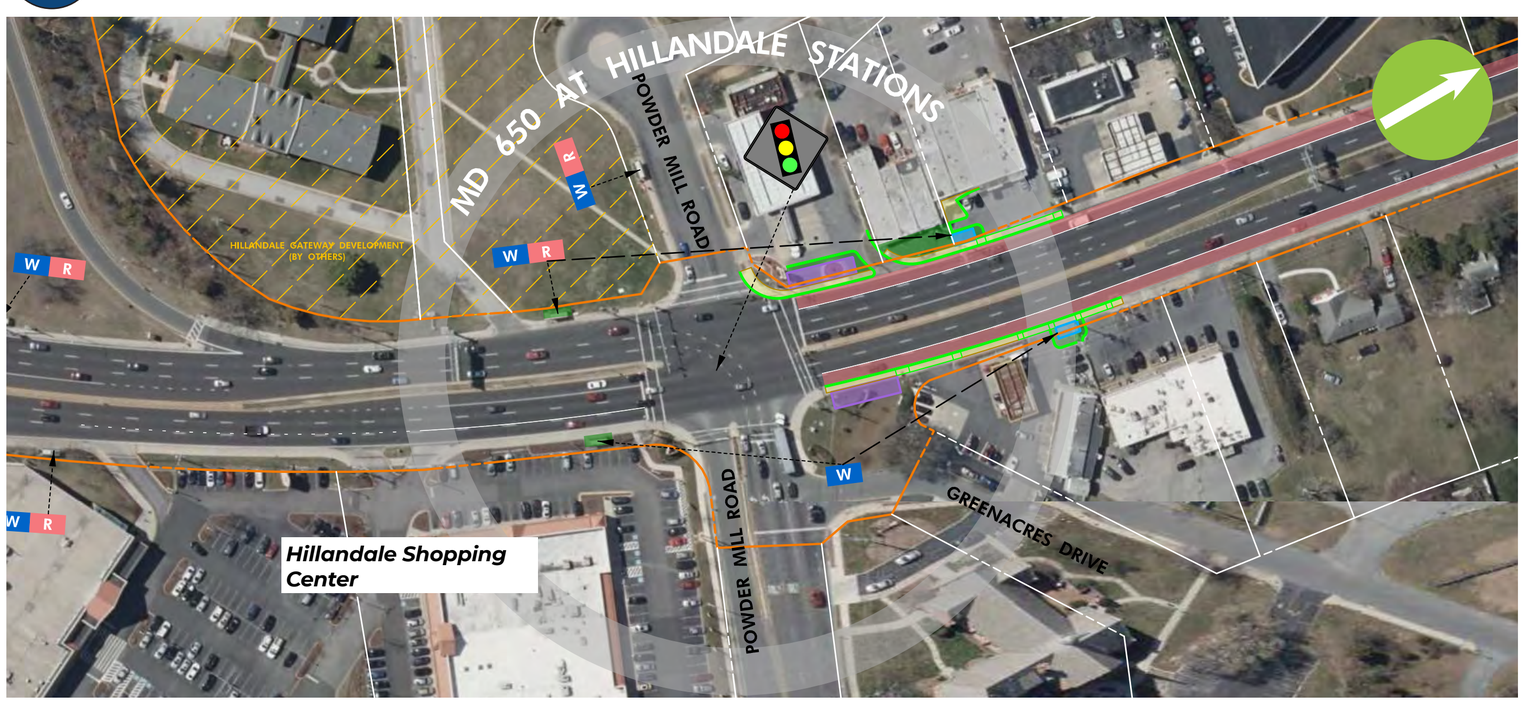
1 *MD 650 New Hampshire Ave and MD 410 Ethan Allen Ave*



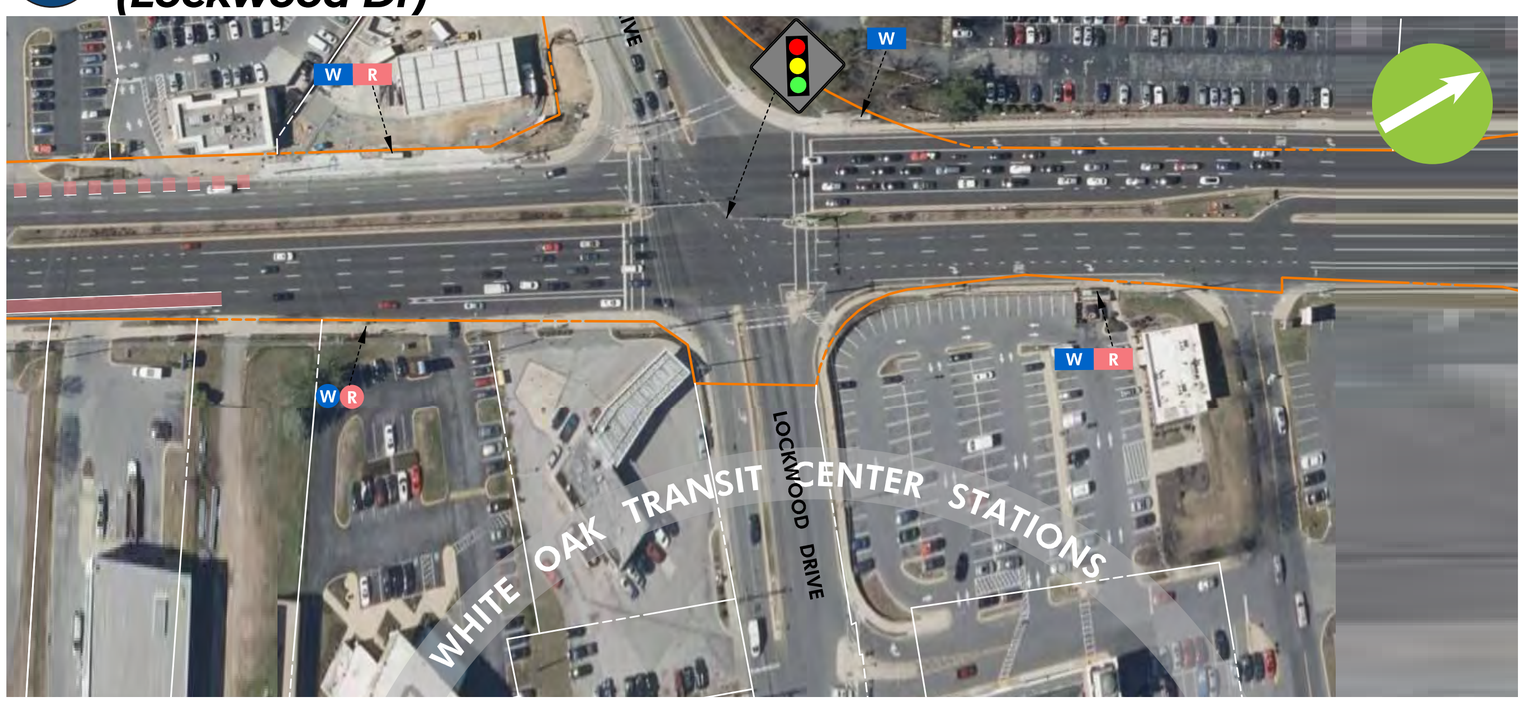
2 *MD 650 New Hampshire Ave and Takoma Langley Transit Center*



3 *MD 650 New Hampshire Ave and I-495 Beltway*



4 *MD 650 New Hampshire Ave and White Oak Transit Center (Lockwood Dr)*



Public Open House, May 2025
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NEW HAMPSHIRE AVENUE BUS RAPID TRANSIT (BRT) PLANNING STUDY

ESTUDIO DE PLANIFICACIÓN DEL SERVICIO DE AUTOBUSES DE TRÁNSITO RÁPIDO (BRT) EN LA AVENIDA NEW HAMPSHIRE

HYBRID ALTERNATIVE
ALTERNATIVAS HÍBRIDAS

FLASH
NEW HAMPSHIRE AVE

***In the Hybrid Alternative** FLASH buses will travel in curbside bus lanes in the southern part, in mixed traffic with queue jumps in the middle section, transition back to curbside bus lanes between I-495 and US 29, and merge into mixed traffic in the northern part of the corridor. Queue jump lanes enable the buses to bypass or 'skip' the congestion at intersections as shown in the image below.*

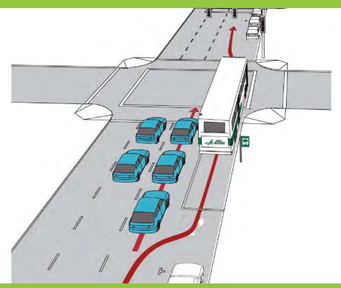
***En la Alternativa Híbrida,** los autobuses FLASH circularán por carriles bus en el borde de la calzada en la parte sur, en tráfico mixto con carriles de adelantamiento en la sección central, volverán a carriles bus en el borde de la calzada entre la I-495 y la US 29, y se incorporarán al tráfico mixto en la parte norte del corredor.*

Key Map

Scoring Table

1	Flast BRT Travel Time Tiempo de Viaje del BRT	**Good** *Dedicated curbside lanes allow **FLASH BRT buses to go faster***	**Bueno** *Carriles exclusivos permiten que los autobuses FLASH BRT vayan más rápido*
2	Local Bus Travel Time Tiempo de Viaje del Autobús Local	**Good** *Dedicated curbside lanes allow **local buses to go faster***	**Bueno** *Los carriles exclusivos en el borde de la calzada permiten que los autobuses locales vayan más rápido*
3	General Traffic Travel Time Tiempo de Viaje del Tráfico General	**Fair** *Travelling by car remains the same*	**Aceptable** *Viajar en coche sigue igual*
4	Construction Cost Costo de Construcción	**Low** *Construction of median lanes is costly*	**Bajo** *La construcción de carriles centrales es costosa*
5	Property Impact Impacto en la Propiedad	**Low**	**Bajo**

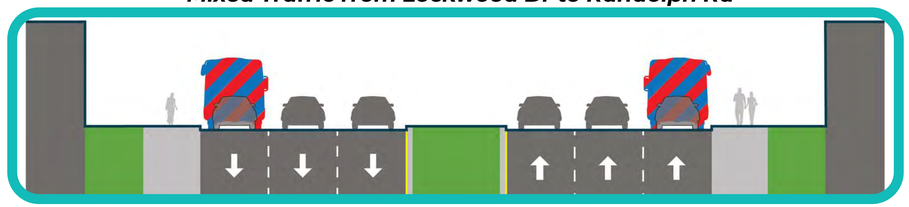
Mixed-Traffic with Queue Jumps (QJ)



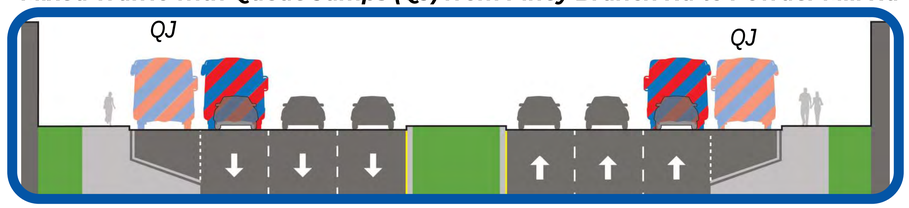
Curbside Lanes

Typical Lane Diagrams

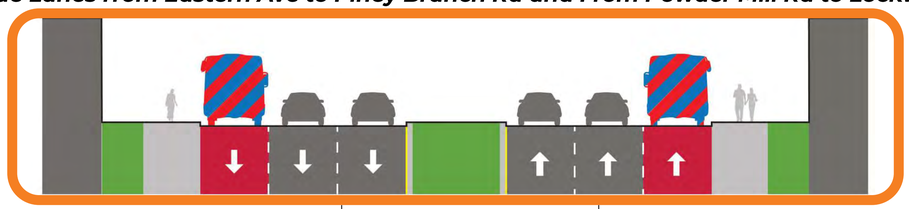
Mixed Traffic from Lockwood Dr to Randolph Rd



Mixed Traffic with Queue Jumps (QJ) from Piney Branch Rd to Powder Mill Rd



Curbside Lanes from Eastern Ave to Piney Branch Rd and From Powder Mill Rd to Lockwood Dr



Flash Bus Queue Jump (QJ) | **Flash BRT + Local Buses** | **General Traffic**

Place a Green Dot here ● if you prefer this Alternative

Indique con un punto ● si esta es su alternativa preferida.

Place Any Additional Comments Here

Por favor, deje sus comentarios aquí.

SUMMARY OF DESIGN ALTERNATIVES
SÍNTESIS DE ALTERNATIVAS DE DISEÑO

FLASH
NEW HAMPSHIRE AVE

All alternatives assume a northbound BRT stop on New Hampshire Avenue and not in the ***Takoma Langley Transit Center***

NOTES:
All timings mentioned here are representative of peak period commute round trip (AM Southbound + PM Northbound) between Sheridan Street and Mahan Road (5 Miles)

Construction costs include costs for design

Property impacts include ROW for roadway and stormwater

NOTAS:
Todos los tiempos mencionados aquí son representativos del viaje de ida y vuelta en hora pico (AM en dirección sur + PM en dirección norte) entre Sheridan Street y Mahan Road (5 millas).

Los costos de construcción incluyen los costos de diseño.

Los impactos a la propiedad incluyen el derecho de vía para la carretera y las aguas pluviales

Alternative 1
Alternativa 1

Alternative 2
Alternativa 2

Alternative 3
Alternativa 3

Alternative 4
Alternativa 4

Hybrid Alternative
Alternativas Híbridas

How to interpret the table
Guía para interpretar la tabla

Green means that BRT goals are well achieved.

Verde significa que los objetivos del BRT se logran bien.

Orange Means that BRT goals are somewhat achieved.

Naranja significa que los objetivos del BRT se logran parcialmente.

Red means that BRT goals are not well achieved.

Rojo significa que las metas del BRT no se han alcanzado bien.

	Measures of Effectiveness *Medidas de Efectividad*	*No Build* *Opción de no construir*	*Alternative 1* *Alternativa 1*		*Alternative 2* *Alternativa 2*		*Alternative 3* *Alternativa 3*		*Alternative 4* *Alternativa 4*		*Hybrid Alternative* *Alternativas Híbridas*	
1	Flast BRT Travel Time Tiempo de Viaje del BRT	N/A	Poor Insuficiente	47.3 mins	Fair Aceptable	43.1 mins	Good Bueno	36.4 mins	Good Bueno	36.3 mins	Good Bueno	33.4 mins
2	Local Bus Travel Time Tiempo de Viaje del Autobús Local	62.6 mins	Fair Regular	47.0 mins	Good Bueno	43.2 mins	Poor Insuficiente	64.7 mins	Poor Insuficiente	67.5 mins	Good Bueno	38.2 mins
3	General Traffic Travel Time Tiempo de Viaje del Tráfico General	48.0 mins	Good Bueno	31.3 mins	Fair Aceptable	45.7 mins	Fair Aceptable	47.5 mins	Poor Insuficiente	50.2 mins	Fair Aceptable	39.9 mins
4	Construction Cost Costo de Construcción	N/A	Low Bajo	13.4 million / mile	Low Bajo	12.1 million / mile	High Alto	53.7 million / mile	High Alto	52 million / mile	Low Bajo	16.4 million / mile
5	Property Impact Impacto en la Propiedad	N/A	Low Bajo	4.2 acres	Low Bajo	1.7 acres	High Alto	26.1 acres	High Alto	24.0 acres	Low Bajo	4 acres

Take our survey!

¡Participe en la encuesta!

Visit our website with the link below:
Visite nuestro sitio web con el enlace de abajo:

tinyurl.com/NewHampshireBRT

Thank You!

Gracias!

MCDOT
Montgomery County Department of Transportation

FLASH
NEW HAMPSHIRE AVE

Tara Hofferth

From: Montgomery County, MD <montgomerycountymd@public.govdelivery.com>
Sent: Thursday, April 24, 2025 9:57 AM
To: Tara Hofferth
Subject: New Hampshire Bus Rapid Transit (BRT) Public Meeting, May 14, 2025

[External Sender]

Join Us for a Public Open House

New Hampshire BRT

Wednesday, May 14, 6:00 - 8:00 p.m.

Langley Park Community Center

1500 Merrimac Dr.

Hyattsville, MD 20783

The Montgomery County Department of Transportation (MCDOT) invites you to attend a Public Open House to learn more about the New Hampshire Bus Rapid Transit (BRT) project. This project would add new and improved transit service on New Hampshire Avenue.

Join us in person to learn about the planning study, collaborate with MCDOT staff, and help move the project forward to meet the needs of your community.

A presentation will be given at 7:00 p.m.

For more information:

New Hampshire Ave. Flash Bus Rapid Transit (BRT) Website

Thank you for your continued dedication to this project and Montgomery County.

This email was sent to you using GovDelivery, on behalf of Montgomery County, Maryland Government.

As a subscriber, you agree that we may contact you by email and use the information you submit as described in the Montgomery County Privacy Policy.

Please do not reply to this email. Replies to this email will not be responded to or read. If you have any questions or comments, please visit the MC311 Portal at www.mc311.com or call 3-1-1 (240-777-0311 if outside the County) to speak with a Customer Service Representative.

If you want to unsubscribe from some email newsletters from Montgomery County, click Manage Preferences and make updates. If you want to unsubscribe from all email newsletters and remove your account information, click Unsubscribe to all or Help for further information.

This email was sent to thofferth@kittelson.com using GovDelivery Communications Cloud on behalf of: Montgomery County Maryland · Monroe Street · 13th Floor Rockville · Rockville, MD 20850

Tara Hofferth

From: Montgomery County, MD <montgomerycountymd@public.govdelivery.com>
Sent: Wednesday, May 7, 2025 6:56 AM
To: Tara Hofferth
Subject: REMINDER: New Hampshire Bus Rapid Transit (BRT) Public Meeting, May 14, 2025

[External Sender]

REMINDER
Join Us for a Public Open House
New Hampshire BRT

Wednesday, May 14, 6:00 - 8:00 p.m.

Langley Park Community Center

1500 Merrimac Dr.

Hyattsville, MD 20783

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This email was sent to thofferth@kittelson.com using GovDelivery Communications Cloud on behalf of: Montgomery County Maryland · Monroe Street · 13th Floor Rockville · Rockville, MD 20850

Tara Hofferth

From: Montgomery County, MD <montgomerycountymd@public.govdelivery.com>
Sent: Tuesday, May 13, 2025 1:50 PM
To: Tara Hofferth
Subject: REMINDER: New Hampshire Bus Rapid Transit (BRT) Public Meeting, May 14, 2025

[External Sender]

REMINDER
Join Us Tomorrow for a Public Open House
New Hampshire BRT

Wednesday, May 14, 6:00 - 8:00 p.m.

Langley Park Community Center

1500 Merrimac Dr.

Hyattsville, MD 20783

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This email was sent to thofferth@kittelson.com using GovDelivery Communications Cloud on behalf of: Montgomery County Maryland · Monroe Street · 13th Floor Rockville · Rockville, MD 20850

FLASH
NEW HAMPSHIRE AVE

MCDOT
Montgomery County Department of Transportation

Help guide the planning of the proposed Bus Rapid Transit (BRT) on the New Hampshire Avenue Corridor!

Join us in person to learn about the planning study, collaborate with MCDOT staff, and help move the project forward to meet the needs of your community.

¡Ayuda a guiar la planificación del sistema propuesto de autobús de tránsito rápido (BRT) en el corredor de la Avenida New Hampshire!

Acompáñanos en persona para informarte sobre el estudio de planificación, hablar con el personal de MDOT y apoyar el avance del proyecto para que responda a las necesidades de tu comunidad.

Attend The Open House!

Wednesday, May 14
6:00 p.m. - 8:00 p.m.
Langley Park Community Center
1500 Merrimac Dr,
Hyattsville, MD 20783
Presentation at 7:00 pm

¡Acompáñenos a la sesión informativa!

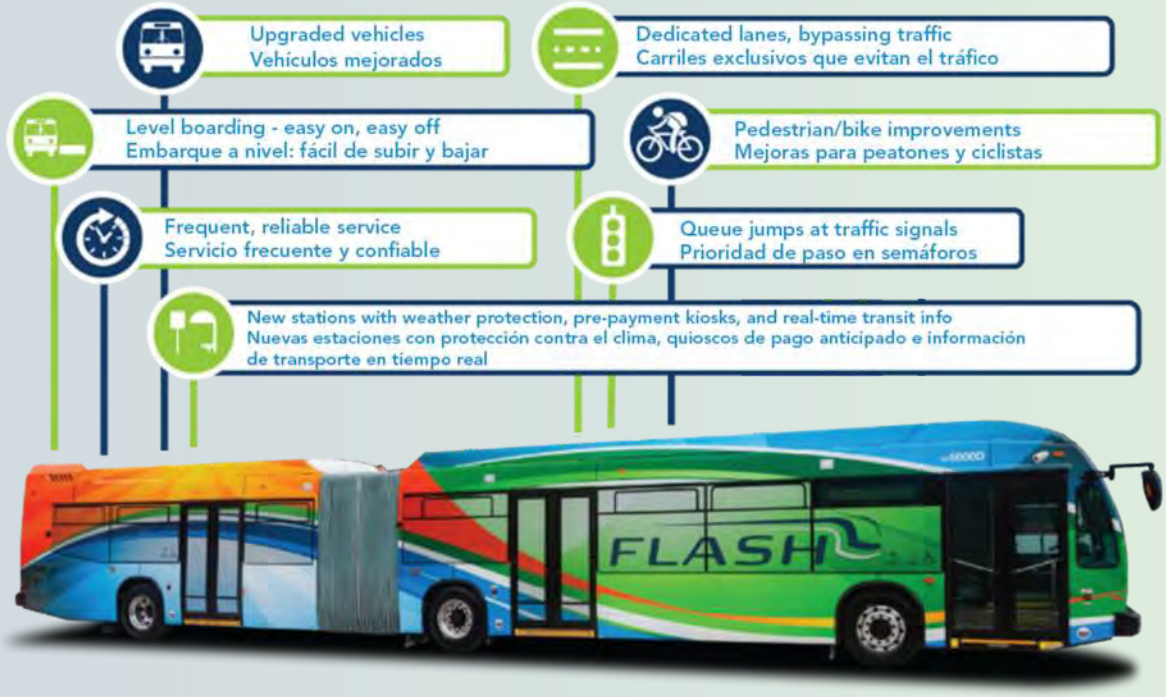
Miércoles, 14 de Mayo
6:00 p.m. - 8:00 p.m.
Centro Comunitario de Langley Park
1500 Merrimac Dr,
Hyattsville, MD 20783
La presentación comienza a las 7:00 pm

Scan Me!

¡Escanee el código!

Take Our Survey!
¡Participe en la encuesta!

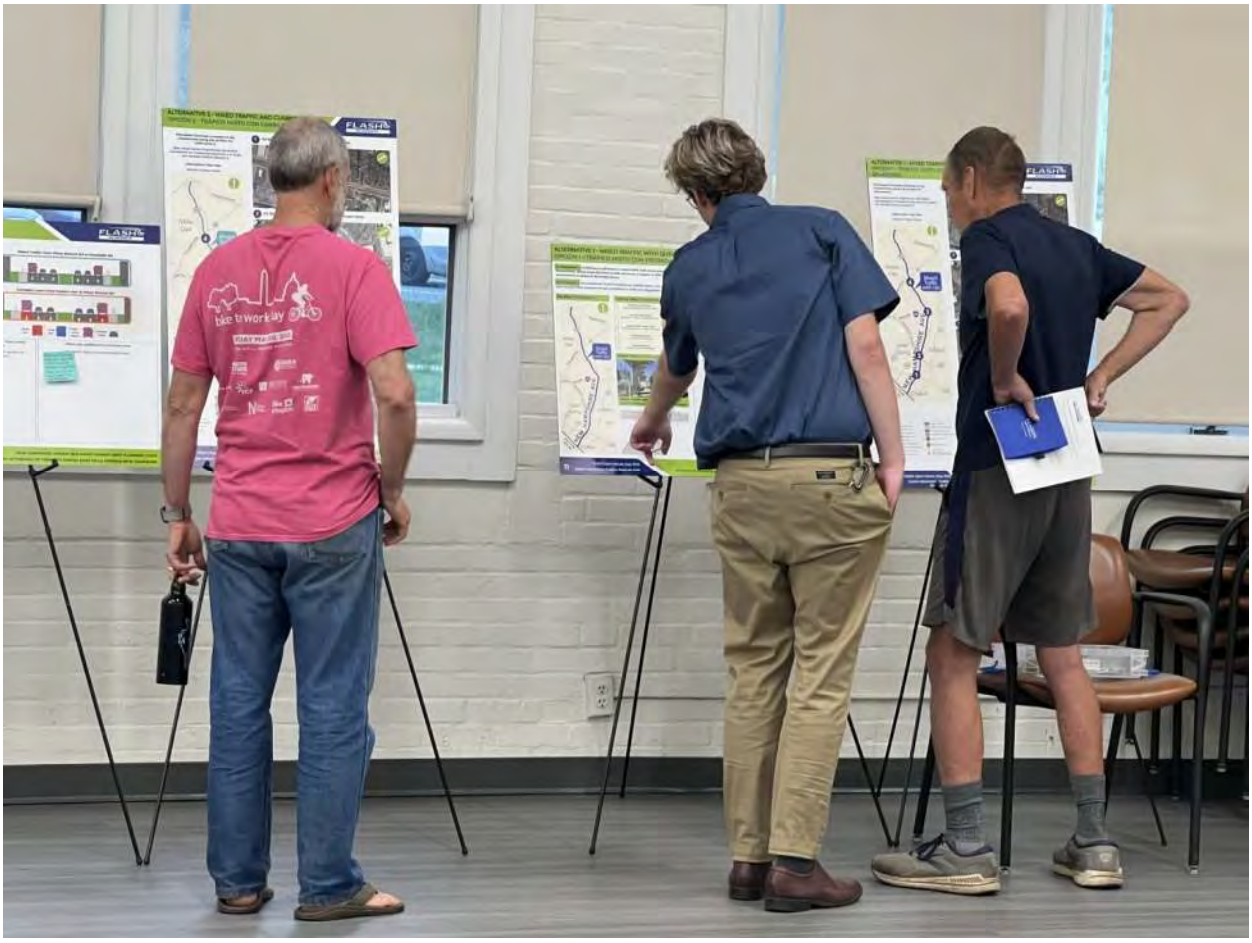
Visit our website with the link below:
Visite nuestro sitio web con el enlace de abajo:
tinyurl.com/NewHampshireBRT



Please Contact:
Justin.Willits@montgomerycountymd.gov to request accommodation at the open house, including interpreters or auxiliary aids by May 6th.

Comuníquese con:
Justin.Willits@montgomerycountymd.gov para solicitar adaptaciones para la sesión informativa, incluyendo intérpretes o ayudas auxiliares, antes del 6 de mayo.

May 14, 2025 Open House Photos



FLASH

STUDY AREA MAP
MAPA DEL ÁREA DE ESTUDIO
FLASH
NEW HAMPSHIRE AVE
Maryland
Valleybrook Drive
Jackson Road
White Oak Transit Center
Lockwood Drive
FDA White Oak Campus
Mahan Road
Hillandale
Powder Mill Road
Oakview Drive
Northampton Drive
Quebec Street
Takoma/Langley Transit Center
Merwood Drive
Highway 410
Ethan Allan Avenue
Sheridan Street
Fort Totten
Transit Center
Wheaton Regional Park
Kemp Mill
Woodside Park
Silver Spring
Takoma Park
Rock Creek Park
College Park
Hyattsville
Calverton
Montgomery County
Prince George's County
Glenmont
Wheaton
Forest Glen
Colesville Park and Ride
0 0.5 1 2 Miles
Study Corridor Buffer
Colesville Park & Ride
Parks and Greenspace
Waterbodies
County Boundary
Municipalities
Metro Red Line
Metro Yellow Line
Metro Green Line
Metro Stations
Hospitals
MTA Purple
MTA Purple
US 29 Flash Route
Potential New Hampshire Avenue BRT Stations
Potential New Hampshire Avenue BRT Route
4
Public Open House, May 2025
Sesión Informativa Publica, Mayo de 2025
NEW HAMPSHIRE AVENUE BUS RAPID TRANSIT (BRT) PLANNING STUDY
ESTUDIO DE PLANIFICACIÓN DEL SERVICIO DE AUTOBUSES DE TRÁNSITO RÁPIDO (BRT) EN LA AVENIDA NEW HAMPSHIRE

NOT AN
EXIT
NO ES UNA
SALIDA

FLASH
Key Findings from Existing Conditions
EXIT

FLASH
NEW HAMPSHIRE AVE

MCDOT
Montgomery County Department of Transportation

WE NEED YOUR INPUT!

Help guide the planning of the proposed Bus Rapid Transit (BRT) on the New Hampshire Avenue Corridor!

Join us in person to learn about the planning study, collaborate with MCDOT staff, and help move the project forward to meet the needs of your community.

¡Ayuda a guiar la planificación del sistema propuesto de autobús de tránsito rápido (BRT) en el corredor de la Avenida New Hampshire!

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Take Our Survey
¡Participe en la encuesta!

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Visite nuestro sitio web con el enlace de abajo:
tinyurl.com/NewHampshireBRT

Scan Me!
¡Escanee el código!

Attend the Open House!

Wednesday, May 14
6:00 pm - 8:00 pm
Langley Park Community Center
1500 Merrimac Dr,
Hyattsville, MD 20783
Presentation at 7:00 pm

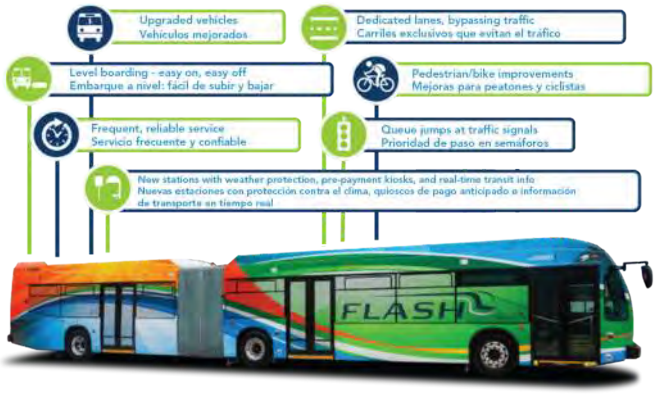
¡Acompáñenos a la sesión informativa!

Miércoles, 14 de Mayo
6:00pm - 8:00pm
Centro Comunitario de Langley Park
1500 Merrimac Dr,
Hyattsville, MD 20783
La presentación comienza a las 7:00 pm

FLASH
NEW HAMPSHIRE AVE

Flash BRT Service is being planned for
New Hampshire Avenue
We want your input!

Se está planificando el servicio de autobús de tránsito rápido Flash
en la Avenida New Hampshire
¡Queremos conocer tu opinión!



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Comuníquese con Justin.Willits@montgomerycountymd.gov para solicitar adaptaciones para la sesión informativa, incluyendo intérpretes o ayudas auxiliares, antes del 6 de mayo.

MCDOT
Montgomery County Department of Transportation
101 Monroe Street, 10th Floor
Rockville, MD 20850

For Immediate Release: Friday, May 2, 2025

Public Invited to Attend In-Person Open House on New Hampshire Avenue Flash Bus Rapid Transit (BRT) Planning Study on Wednesday, May 14

The Montgomery County Department of Transportation (MCDOT) will hold a public open house to discuss the New Hampshire Avenue Flash Bus Rapid Transit (BRT) Planning Study. The in-person public open house will focus on the New Hampshire Avenue BRT corridor, which is planned to run from Fort Totten Metro Station to Colesville. MCDOT is seeking public input which may influence the outcome of the project.

About New Hampshire Avenue Flash BRT:

The New Hampshire Avenue Flash BRT will be an upgraded, high-frequency transit service that delivers faster, more reliable service between Fort Totten Metro Station and Colesville, potentially using dedicated bus lanes and bus priority treatments at traffic signals. The corridor connects key destinations such as the City of Takoma Park, the Takoma Langley Transit Center, Langley Park, Hillandale, the U.S. Food and Drug Administration (FDA) Campus, White Oak, and Colesville, helping more people reach jobs, schools, healthcare and other essential services. New Hampshire Avenue Flash BRT will also provide connections to other transit services such as Metro Rail, Purple Line, US 29 Flash, and other local bus routes.

Open House Details:

The open house will allow attendees to engage directly with project team members, view project materials and maps, and ask questions.

Wednesday, May 14 | 6:00 – 8:00 pm.
Presentation at 7:00 pm

Langley Park Community Center
1500 Merrimac Drive, Hyattsville, MD 20783

Topics to Be Covered:

- **Project Overview**: Learn about the New Hampshire Avenue Flash BRT Planning Study, including the planned route, station locations, and service features.
- **Study Alternatives**: Explore alternatives to improve travel time and service reliability along New Hampshire Avenue. Improvement options include dedicated bus lanes, intersection improvements, and safety enhancements for pedestrian and bicycle connections.

- **Community Benefits**: Find out how the project aims to improve everyday travel, expand access to key destinations, and support a stronger and more connected Montgomery County.

The public is encouraged to visit the project website and provide feedback via the online survey. Learn more about general Flash BRT service and the County's Flash network plans here.

Accessibility and Accommodations:

MCDOT is committed to ensuring that all community members can participate in the public meetings. To request interpreter services, please email County's Project Manager, Justin Willits at justin.willits@montgomerycountymd.gov by May 6th.

Stay Informed:

For information on MCDOT programs and services, visit montgomerycountymd.gov/mcdot, follow @MCDOTNow on X, Bluesky, Instagram, Facebook and subscribe to MCDOT's "Go Montgomery!" newsletter.

# # #

Media contact: Emily DeTitta, 240-372-2282

Para publicación inmediata: viernes 2 de mayo de 2025

Se invita al público a asistir a una sesión informativa en persona sobre la planificación del servicio de autobuses de tránsito rápido (BRT) Flash en la Avenida New Hampshire, el miércoles 14 de mayo.

El Departamento de Transporte del Condado de Montgomery (MCDOT) llevará a cabo una sesión informativa en persona para hablar sobre la planificación del servicio de autobuses de tránsito rápido (BRT) Flash en la Avenida New Hampshire. La sesión se enfocará en el corredor de la Avenida New Hampshire, que está previsto que vaya desde la estación de Metro Fort Totten hasta Colesville. MCDOT quiere escuchar la opinión del público, ya que podría influir en el desarrollo del proyecto.

Acerca del servicio BRT Flash en la Avenida New Hampshire:
El BRT Flash en la Avenida New Hampshire será un servicio de transporte público mejorado y frecuente, que ofrecerá viajes más rápidos y confiables entre la estación de Metro Fort Totten y Colesville. El proyecto podría incluir carriles exclusivos para autobuses y prioridad en los semáforos.

Este corredor conectará destinos clave como la ciudad de Takoma Park, el Centro de Tránsito Takoma Langley, Langley Park, Hillandale, el campus de la Administración de Alimentos y Medicamentos (FDA), White Oak, y Colesville. Ayudará a que más personas puedan llegar a sus trabajos, escuelas, centros de salud, y otros servicios esenciales.

El BRT Flash también ofrecerá conexiones con otros sistemas de transporte como el Metro Rail, la Línea Púrpura, el servicio Flash de la ruta US 29, y otras rutas de autobuses locales.

Detalles de la sesión informativa:
La sesión permitirá a los asistentes conversar directamente con el equipo del proyecto, revisar materiales y mapas, y hacer preguntas.

Miércoles 14 de mayo | 6:00 – 8:00 pm
Presentación a las 7:00 pm

Centro Comunitario de Langley Park
1500 Merrimac Drive, Hyattsville, MD 20783

Temas que se van a presentar:

- **Resumen del proyecto:** Infórmate sobre la planificación del servicio BRT Flash de la Avenida New Hampshire, incluyendo la ruta propuesta, las ubicaciones de las estaciones, y las características del servicio.
- **Alternativas en estudio:** Conoce las opciones que se están analizando para mejorar los tiempos de viaje y la confiabilidad del servicio. Las posibles mejoras incluyen carriles exclusivos para autobuses, mejoras en las intersecciones, y medidas de seguridad para las personas que caminan o usan bicicleta.
- **Beneficios para la comunidad:** Descubre cómo este proyecto busca facilitar los viajes diarios, mejorar el acceso a destinos importantes, y facilitar la conexión entre comunidades en el Condado de Montgomery.

Te invitamos a visitar el sitio web del proyecto y compartir tus comentarios a través de la encuesta en línea. También puedes conocer más sobre el servicio BRT Flash y los planes de la red Flash del condado aquí.

Accesibilidad y adaptaciones:
MCDOT está comprometido a garantizar que todas las personas de la comunidad puedan participar en las reuniones públicas. Si necesitas servicios de interpretación, por favor envía un correo electrónico al gerente del proyecto del Condado de Montgomery, Justin Willits, a justin.willits@montgomerycountymd.gov antes del 6 de mayo.

Manténgase informado:
Para conocer más sobre los programas y servicios de MCDOT, visita montgomerycountymd.gov/mcdot, sigue a @MCDOTNow en X, Bluesky, Instagram, Facebook, y suscríbete al boletín informativo "¡Vamos Montgomery!" de MCDOT.

# # #

Contacto de prensa: Emily DeTitta, 240-372-2282

Sign-In Sheet

Name	Email	Zip Code	Check here if you would not like to be added to the mailing list
Grant Matthews	gmatthews@duffieinc.com	20904	☐
Gary Unterberg	gunterberg@rodgers.com	20874	☑
Zach Pawlos	zpawlos@rodgers.com	20874	☑
Joseph Frye	joe@pessoacon.com	20743	☑
Fred Fravel	ffravel@aol.com	20904	☐
Wilmer Velasquez	velasquezw76@yahoo.com	20905	☐
Eileen Finnegan	finnegan20903@yahoo.com	20903	☐
Mark Eakin	eakinbikes@gmail.com	20904	☑
Margie Goergen-Rood	mgoe64@hotmail.com	20903	☐
James Williamson	james_williamson@verizon.net	20901	☐
Arun Gurung	arungurung@jacobs.com	20878	☑
Catherine Tunis	sosca.prez@yahoo.com	20912	☑
Chris Soto	biz.dc301@gmail.com		☐
Faye-Ann Schott	looms419@yahoo.com	20912	☑

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Public Open House Presentation

May 14, 2025

MCDOT
Montgomery County
Department of Transportation

1

Project Team

Montgomery County Department of Transportation (MCDOT)

- Jamie Henson
- Justin Willits

Consultant Team

- Jacob Smith
- Aditya Inamdar
- Tara Hofferth
- Fernando Snellings
- Sharron Lipford

2

Presentation Outline

- Study Overview
- Project Updates
- Review Hybrid Alternative
- Alternative Analysis Results Including Hybrid
- Next Steps

3

3

Goals for today

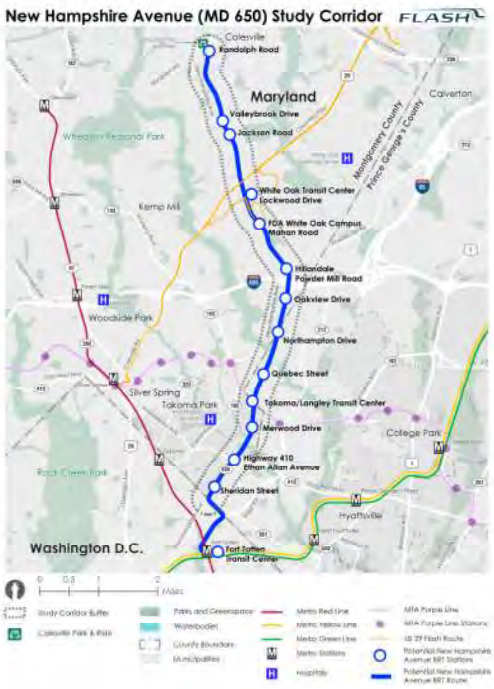
- Provide project overview
- Review alternatives and analysis results
- Discuss next steps

4

4

Study Overview

- **Corridor Extents:**
  - **Southern Terminus:** Fort Totten Metrorail Station
  - **Northern Terminus:** Colesville Park and Ride
- **This Study Has:**
  - Identified preliminary station locations
  - Developed and evaluated alternatives for BRT
- **This Study Will:**
  - Identify a preferred alternative for BRT



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5

Project Recap

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

Not funded

2013 Master Plan	2021-2025 Corridor Study	Environmental Evaluation	Preliminary Design	Final Design	Construction

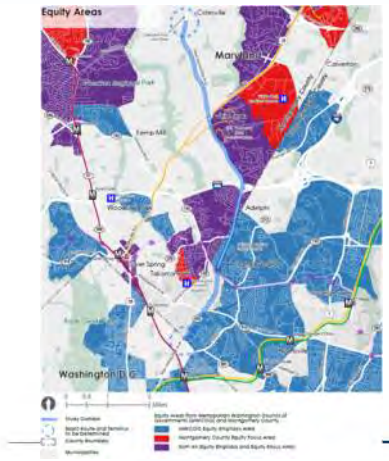
Winter 2021/22 to Summer 2022	Summer 2022 to Winter 2024/25	Winter 2024/25 to Spring 2025
Existing Conditions Analysis	Define & Evaluate Alternatives	Select Preferred Alternative

6

6

Key Findings from Existing Conditions

About 70% of the corridor is within ½ mile of an equity area

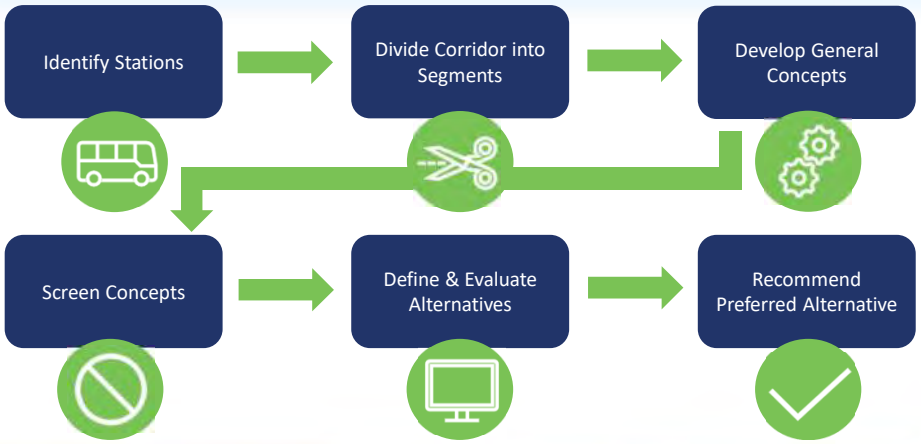


Multiple bus routes with high bus frequency. Many local bus routes use corridor for short stretches

High transit ridership in southern part of the corridor

7

Approach to Develop & Evaluate Alternatives



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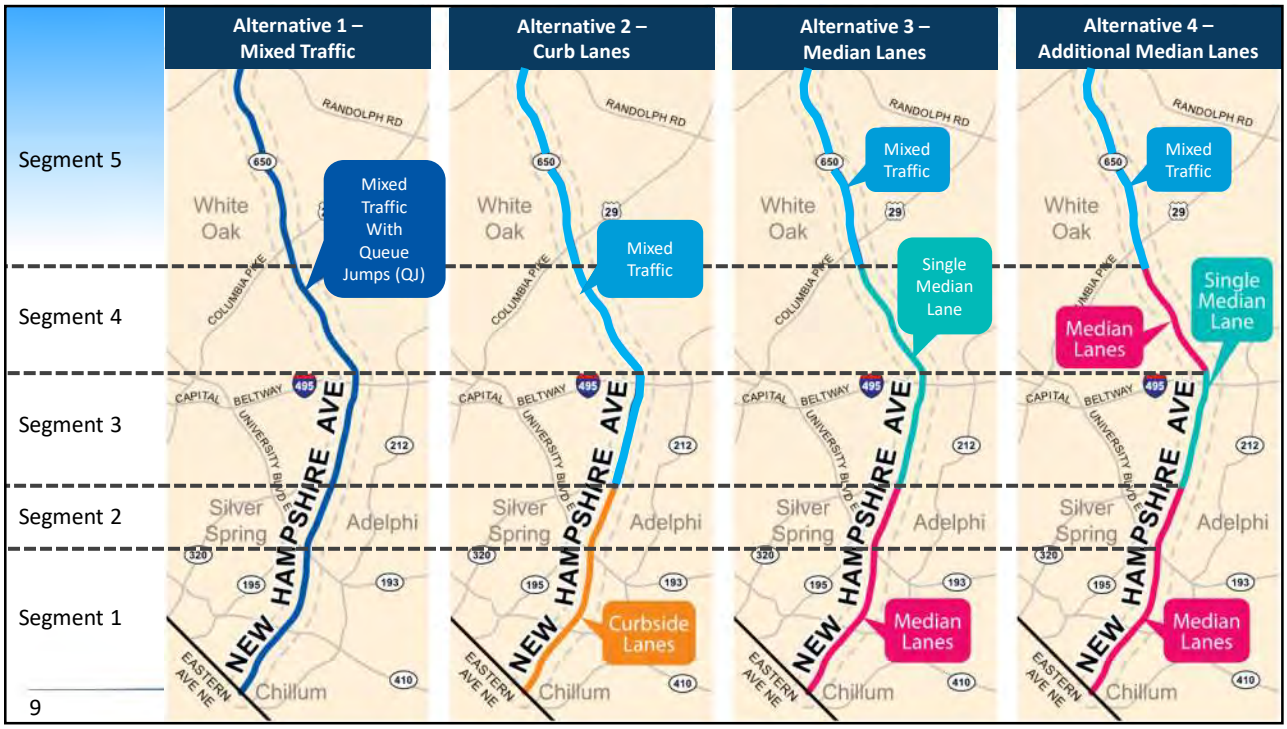


9

Evaluation Metrics

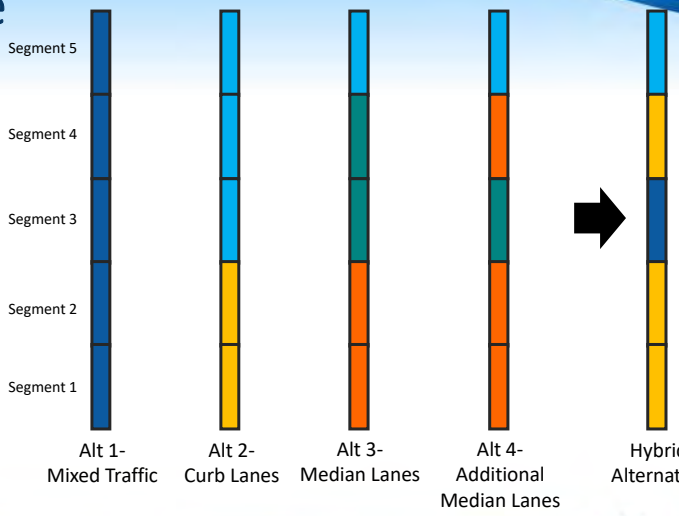
- BRT Travel Time
- Local Bus Travel Time
- Vehicle Travel Time
- Right-of-Way Required
- Cost per Mile
- Total Construction Cost
- Construction Duration
- Jobs Accessibility
- Transit Ridership

10

Approach to Develop a Hybrid Alternative

- None of the four alternatives perform best across evaluation criteria for all segments
- A Hybrid Alternative has been assembled by mixing and matching best performing segments across alternatives

Mixed Traffic
Mixed Traffic With Queue Jumps
Curbside Lanes
Median Lanes
Single Median Lane

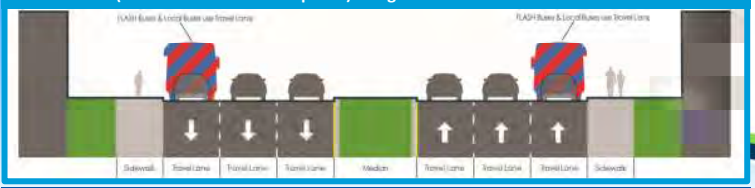


11

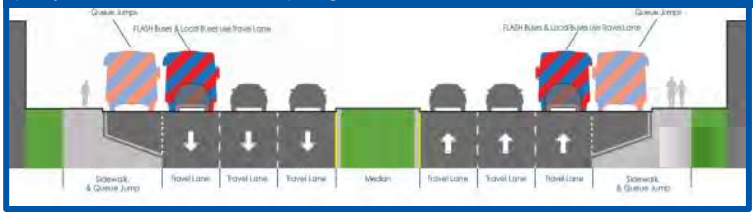
11

Hybrid Alternative

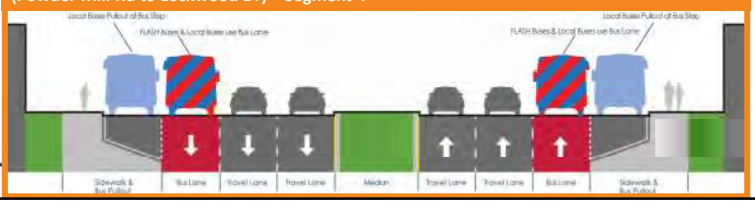
Mixed Traffic (Lockwood Dr to Randolph Rd) – Segment 5



Mixed Traffic with Queue Jumps (QJ) (Piney Branch Rd to Powder Mill Rd) – Segment 3



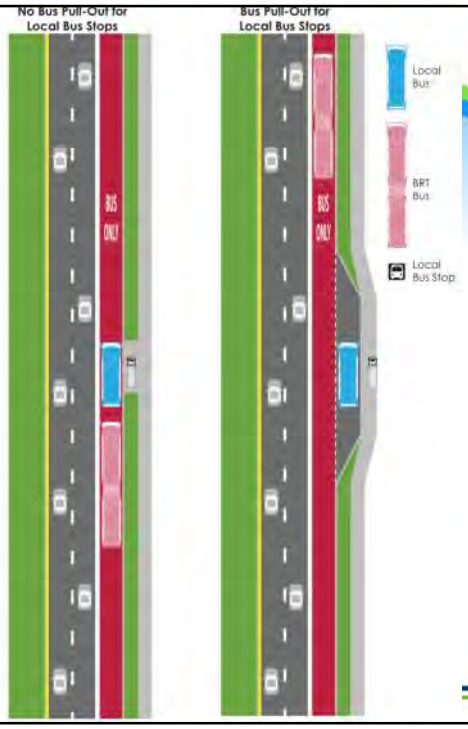
Curbside Lanes and Local Bus Pull-Outs (Eastern Ave to Piney Branch Rd) – Segment 1 & 2 (Powder Mill Rd to Lockwood Dr) – Segment 4



12

12

Local Bus Pull-Outs



FLASH BUS RAPID TRANSIT IN MONTGOMERY COUNTY

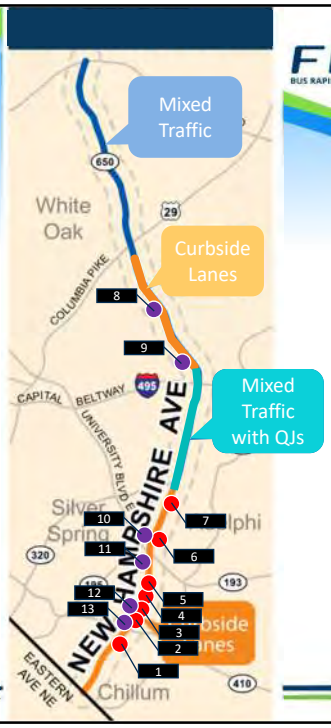
MCDOT

13

13

Local Bus Pullouts Locations

No.	Location Cross Street	Direction
1	Belford Pl	Northbound
2	Kentland Ave	
3	Larch Ave	
4	W Sligo Creek Pkwy	
5	Erskine St	
6	Merrimac Dr	
7	Quebec St	
8	Chalmers Rd	Southbound
9	Overlook Dr	
10	Merrimac St	
11	Holton La	
12	Larch Ave	
13	Devonshire Rd	



FLASH BUS RAPID TRANSIT IN MONTGOMERY COUNTY

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14

14

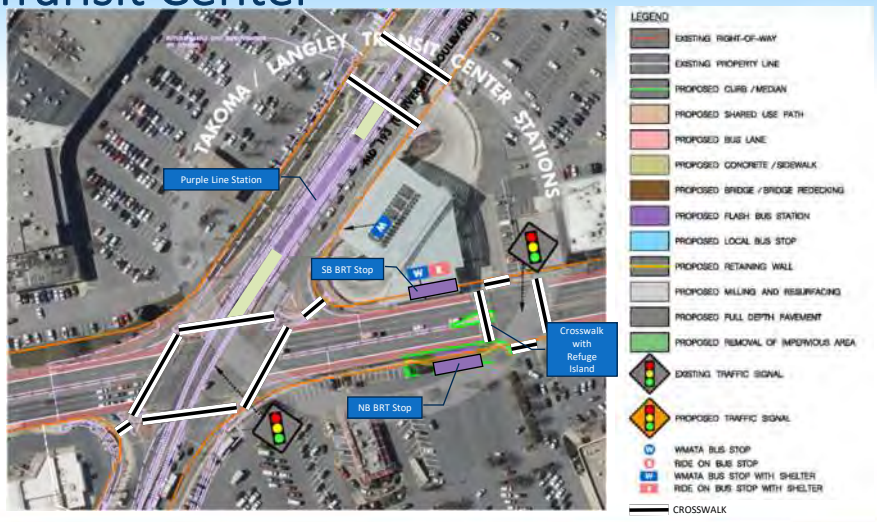
Northbound BRT at Takoma Langley Transit Center

- Compared different stop locations for Northbound BRT stop at University Blvd/Takoma Langley Transit Center
  - Stop in transit center
    - CON: Adds ~4 minutes of travel time
  - Stop along Northbound New Hampshire Avenue
    - CON: 6-lane crossing to the transit center and 8-lane crossing to the Purple Line station

15

15

Crossing at Takoma Langley Transit Center



16

16

Travel Time Comparisons

Peak Period Commute Round Trip in Minutes (AM Southbound + PM Northbound) Between Sheridan Street and Mahan Road (5 Miles)

Hybrid Alternative is the best performing alternative for BRT and Local Buses

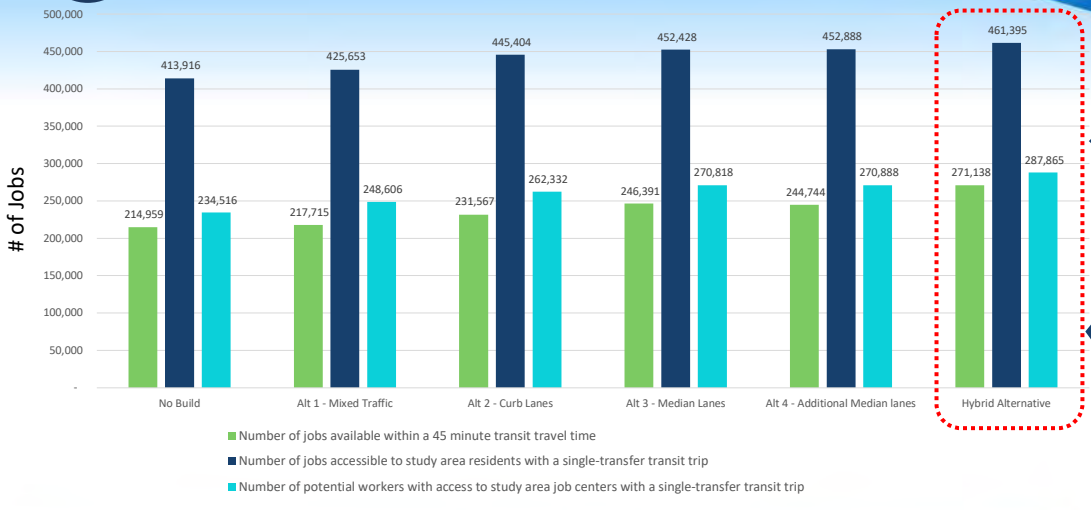
Mode	No Build	Alt 1 – Mixed Traffic	Alt 2 – Curb Lanes	Alt 3 – Median Lanes	Alt 4 – Additional Median Lanes	Hybrid Alt
BRT	N/A	47.3	43.1	36.4	36.3	33.4
Local Bus	62.6	47.0	43.2	64.7	67.5	38.2
General Traffic	48.0	31.3	45.7	47.5	50.2	39.9

Note: All alternatives assume a northbound BRT stop on New Hampshire Avenue and not in the Takoma Langley Transit Center

17

17

Transit Accessibility to Jobs



11-25% increase from No Build

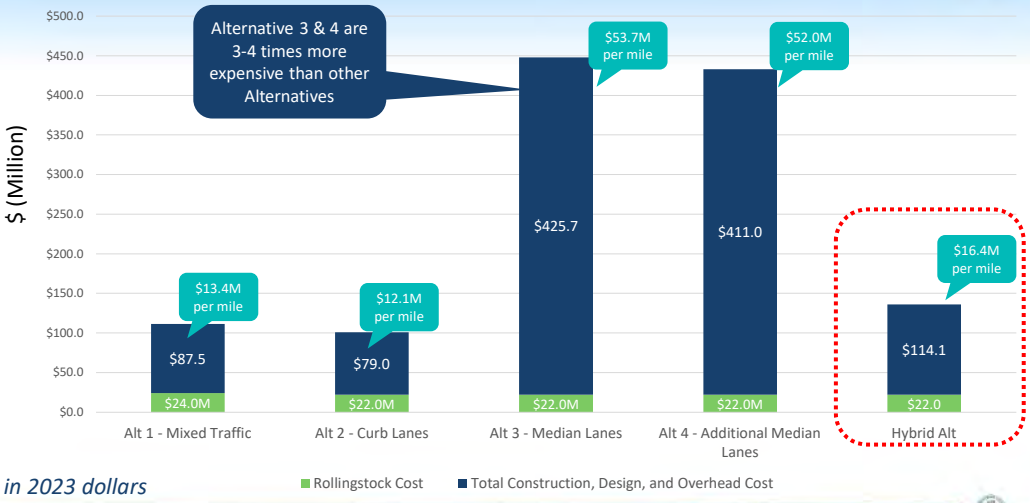
Greatest increase in the Hybrid Alternative since local bus and BRT speeds are highest

Note: Based on Remix Analysis with 2023 LEHD data for all alternatives

18

18

Total Capital Costs (Including Design)



Costs are in 2023 dollars

19

19

Hybrid Alternatives Key Takeaways

- Shortest travel times for both BRT and local buses
- Reduces general traffic travel time more effectively than most scenarios
- Local bus pull-outs save around 3.6 minutes in peak travel direction
- Specific locations of local bus pull-outs can be revised

20

20

Outreach Goals

- Connect broadly with the diverse communities along the corridor.
- Clarify BRT concepts and articulate opportunities and challenges.
- Focus on community needs and impacts.
- Gather meaningful feedback to develop and refine alternatives.

21

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Outreach Activities

- Pop-ups events in April and May 2025
- In-person public open house on May 14, 2025, at Langley Park Community Center (6 – 8 pm)
- Online survey from late April to early June 11
- Other community meetings in May 2025
- Planning Board and County Council Meetings in Summer/Fall 2025

22

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Call for Action

- Fill out the survey – https://www.surveymonkey.com/r/25YSDFW
- Distribute the survey through your networks
- Let us know about any other community meetings that we could present at

Survey QR Code

23

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Finalizing the Study

- Develop a report documenting the entire study – Spring/Summer 2025
- Planning Board Review – Summer/Fall 2025
- Council Selection of a Locally Preferred Alternative – Summer/Fall 2025

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BUS RAPID TRANSIT IN MONTGOMERY COUNTY
Thank You!
Questions & Discussion
MCDOT
Montgomery County
Department of Transportation

25

PUBLIC OPEN HOUSE MEETING SUMMARY MAY 14, 2025 6:00 PM – 8:00 PM

ATTENDEES:

No.	Name	Affiliation
	Jamie Henson	MCDOT
	Joe Moges	MCDOT
	Jacob Smith	STV
	Aditya Inamdar	Kittelson
	Anthea Fernandes	Kittelson
	Hayden Andersen	Kittelson
	Fernando Snellings	Sensis Agency
	Sharron Lipford	Sensis Agency
	Grant Matthews	Duffie Inc.
	Gary Unterberg	Rodgers Consulting
	Zach Pawlos	Rodgers Consulting
	Joseph Frye	Pessoa Construction
	Fred Fravel	Resident
	Wilmer Velasquez	Resident
	Eileen Finnegan	Resident
	Mark Eakin	Resident
	Margie Goergen-Road	Resident
	James Williamson	Resident
	Arun Gurung	Jacobs
	Catherine Tunis	Resident
	Chris Soto	Resident
	Faye-Ann Schott	Resident

EVENT OVERVIEW

On May 14, 2025, an in-person public open house was conducted at the Langley Park Community Center from 6:00 pm to 8:00 pm to share the Hybrid Alternative and corresponding analysis results with the community. Photos of the event are included in **Appendix A**.

The Langley Park Community Center space was selected because it is located close to the corridor and is accessible by multiple modes of public transportation. The space is well-sized and set up for the open

house format of the event. The public open house included twenty-six display boards positioned around the room where project team members, County staff, and open house attendees discussed alternatives and answered questions. The boards were printed in both English and Spanish. A presentation was given at 6:30 pm followed by a question-and-answer period. Attendees were offered water and light refreshments. About 14 people attended the event in total. They were encouraged to fill out the online survey.

The public open house was advertised via several email blasts. Additionally, direct mailer postcards were sent to residents and property owners leading up to the event. The event was also advertised through flyers that were distributed at pop-up events and through flyer drops at bus shelters, schools, churches, businesses, and other community places.

Presentation

The presentation was given by Aditya Inamdar, who is part of the consultant project team. He provided an overview of the New Hampshire Avenue BRT study, relayed project updates, described the Hybrid Alternative, and compared the Hybrid Alternative to the other study alternatives. He also outlined engagement activities and key next steps.

Overall, the Hybrid Alternative was assembled by mixing and matching best performing segments across the other alternatives, including curbside lanes, mixed traffic with queue jumps, and mixed traffic sections. Aditya described what “bus pull-outs” are and how they contribute to faster bus service. He also discussed ideas for improving pedestrian crossing safety at the Takoma Langley Transit Center.

Aditya outlined key Hybrid Alternative analysis takeaways:

- Shortest travel times for both BRT and local buses
- Reduces general traffic travel time more effectively than most scenarios
- Local bus pull-outs save around 3.6 minutes of BRT travel time in peak travel directions
- Relatively low cost, high value approach to improve transit

At the end of the presentation, Aditya encouraged attendees to take and distribute the study alternatives survey.

Audience Questions and Answers

During the Q&A session following the presentation, attendees shared a mix of support, curiosity, and concern regarding the proposed Flash BRT service along New Hampshire Avenue. While many welcomed the potential for improved transit, others raised questions about cost, construction impacts, and data transparency.

Discussion topics included:

- Construction impacts on traffic, property, and local access
- Ridership data collection methods
- Questions regarding technical methods for estimating travel time and ridership
- Funding sources and project implementation timeline

- Continued opportunities for public engagement

Key themes:

- Desire for improved transit and interest in BRT
- Concerns about construction disruptions and local impacts
- Need for clarity in data and technical analysis
- Mixed opinions on project cost and financial priorities

Display Boards

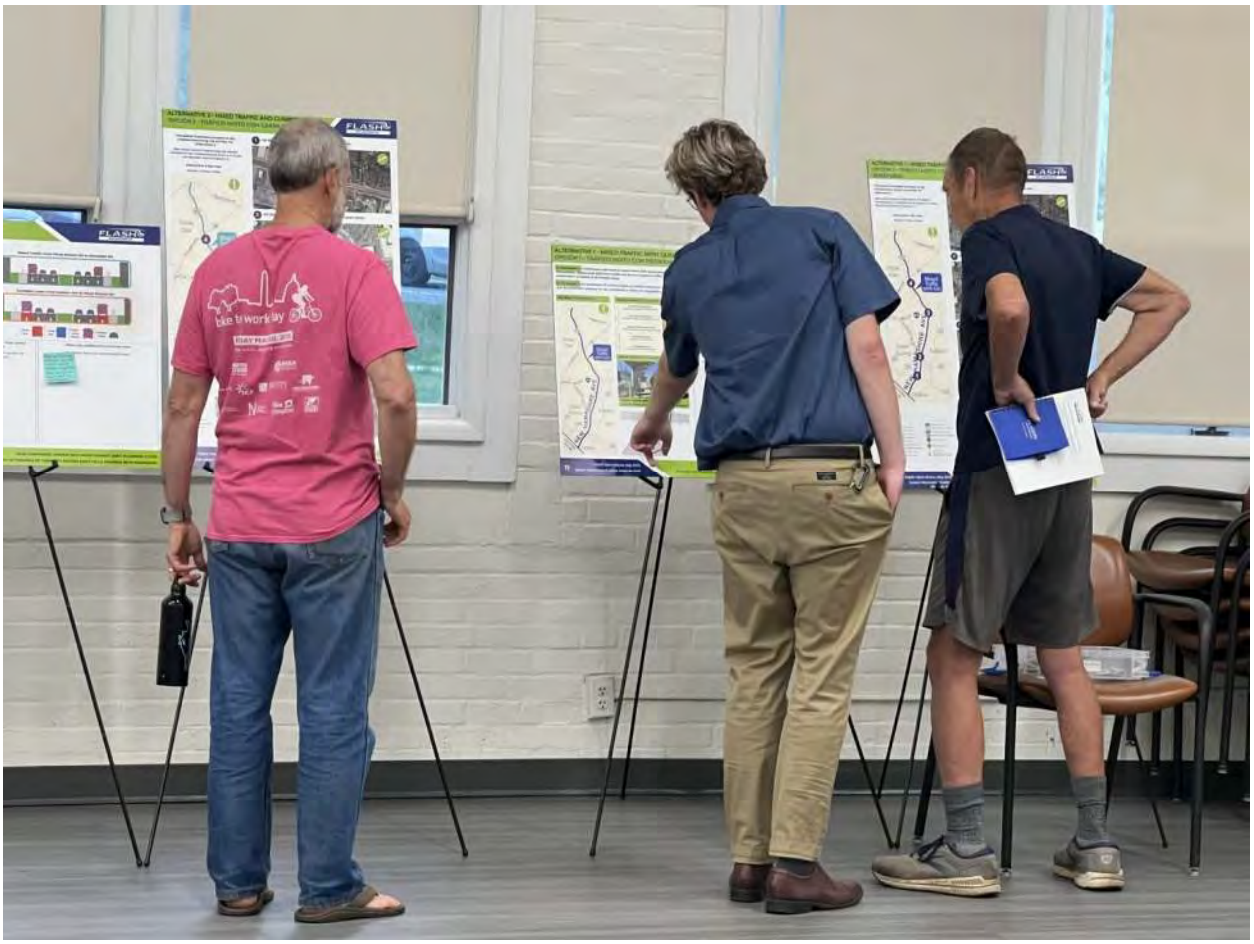
The twenty-six boards displayed at the public open house included content in both English and Spanish. The boards presented information on what BRT is, program goals, the study area, project timeline, and more specific project goals. There was also content about existing conditions findings, the approach to developing alternatives, key aspects of each alternative, and how the alternatives compare to each based on study measures of effectiveness. There was a board describing the Hybrid Alternative and information on how it compares to other alternatives. The boards also included a link to the survey and paper surveys were available at the event.

Display Board Feedback

Participants were encouraged to provide feedback on the display boards using sticky notes and dot stickers. Common themes included:

- Questions about recorded ridership numbers across the corridor.
- Concerns about dedicated bus lanes, especially near 410.
- Questions about the length of time Flash will take to get from different points across the corridor.
- Questions about the potential for route extension beyond Colesville.
- Concerns about the Colesville and Spencerville intersection and limited bus access and service availability in that area.

Appendix A: Event Photos


bike to work day

FLASH

NOT AN
EXIT
NO ES UNA
SALIDA

FLASH
Key Findings from Existing Conditions

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NEW HAMPSHIRE AVE

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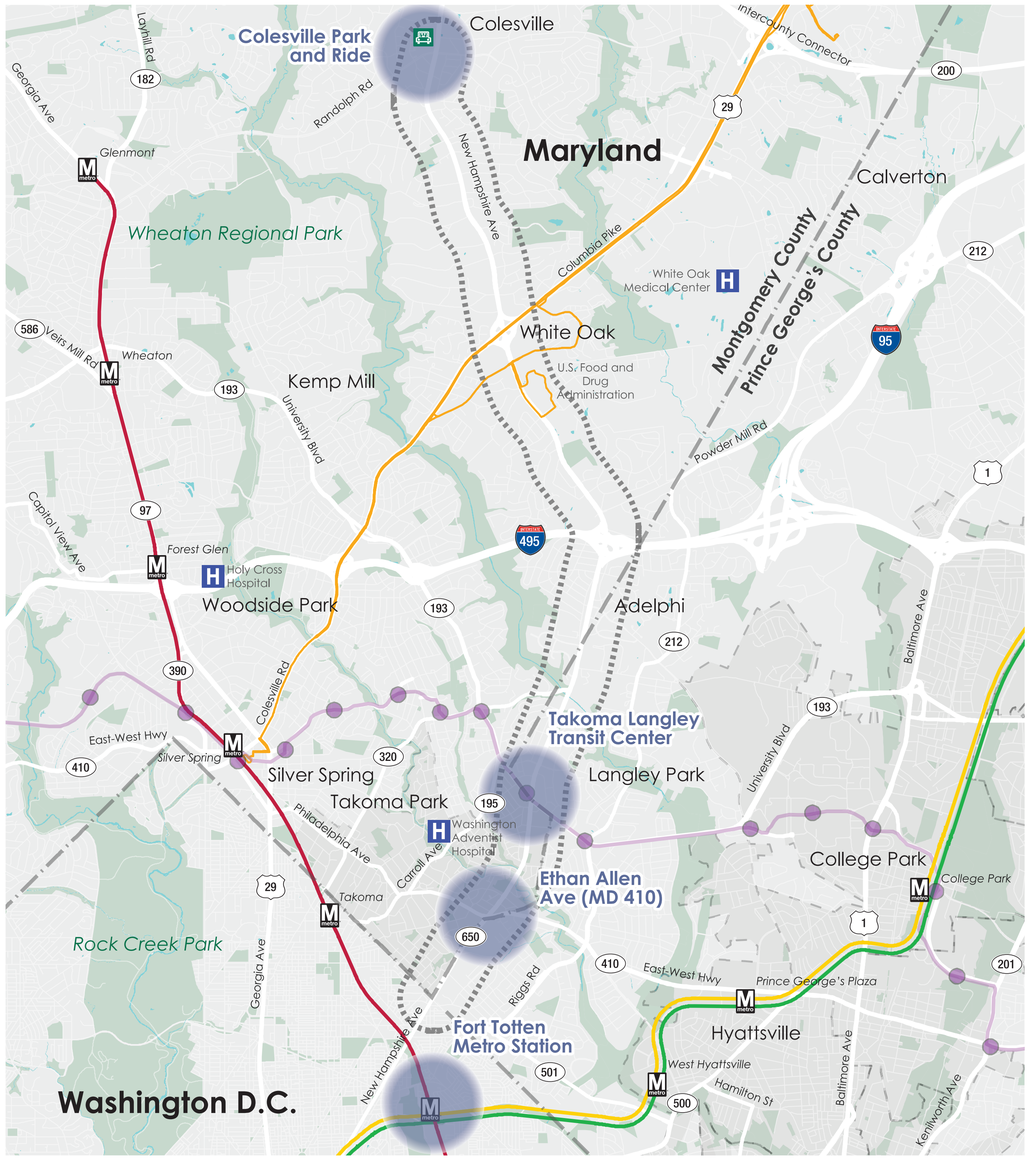
Project Overview

This Study will …
Este estudio...

- Identify locations experiencing bus delay
  Identificará los lugares donde los autobuses se demoran en llegar
- Define route end points
  Definirá los puntos donde se termina la ruta
- Locate future station locations
  Definirá dónde se ubicarán las nuevas estaciones
- Evaluate potential improvements to bus service
  Evaluará las opciones para mejorar el servicio de autobuses
- Improve station accessibility
  Mejorará el acceso a las estaciones
- Connect with existing transit
  Se enlazará con el tránsito existente

Study Area



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Project Goals

Mobility Choices

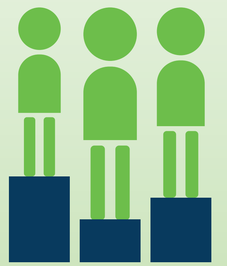
Sustainable Solutions

Corridor Safety

Economic Growth

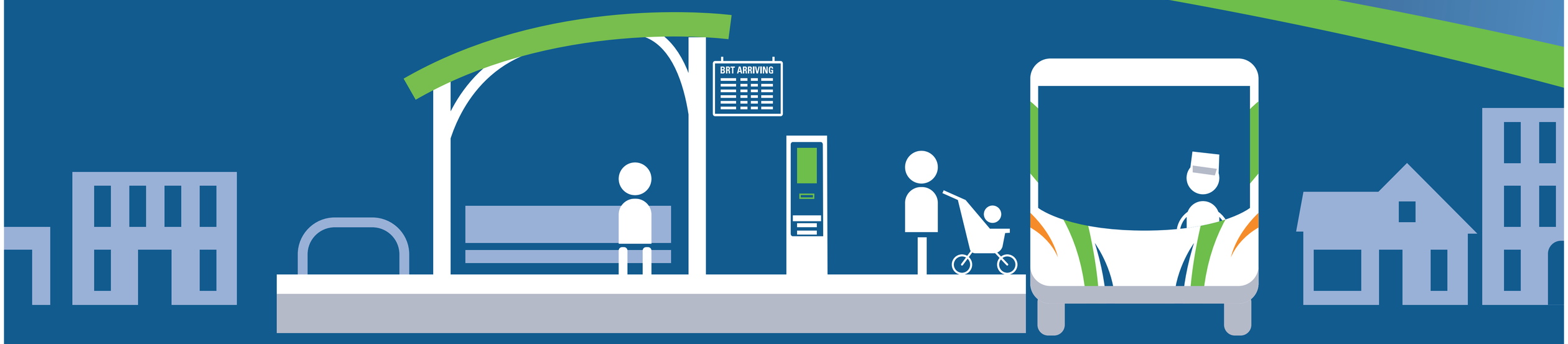
Quality Service

Community Equity



FLASH

BUS RAPID TRANSIT IN MONTGOMERY COUNTY



WHAT IS BUS RAPID TRANSIT?
¿QUÉ ES EL AUTOBÚS PARA DE TRÁNSITO RÁPIDO?

ENHANCED SERVICE

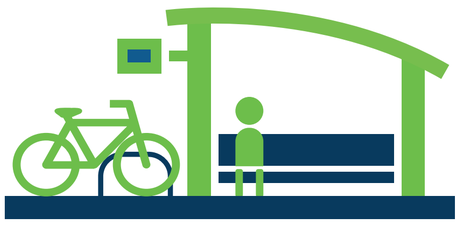
- Faster travel – frequent service, fewer stops.
- Prioritization of bus service where possible:
  - » Vehicles communicate with traffic signals
  - » Bus only lanes

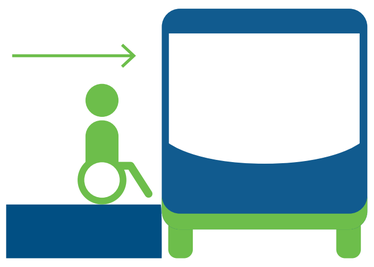
ENHANCED STATIONS

- Weather protection
- Easy boarding for wheelchairs, strollers, and bikes
- Real-time arrival information
- Safe connections for pedestrians and cyclists

ENHANCED VEHICLES

- Boarding through multiple doors
- Spacious interior for wheelchairs, strollers, bikes
- Wi-Fi and USB ports on board





SERVICIO MEJORADO

- Traslados más rápidos: servicio frecuente, menos paradas.
- Prioridad para la circulación del autobús, cuando sea posible:
  - » Los vehículos se comunican con las señales de tránsito
  - » Carriles exclusivos para autobuses

ESTACIONES MEJORADAS

- Resguardo contra el clima inclemente
- Abordaje fácil para sillas de ruedas, cochecitos y bicicletas
- Información de llegadas en tiempo real
- Conexiones seguras para peatones y ciclistas

VEHÍCULOS MEJORADOS

- Abordaje por varias puertas
- Interior espacioso para sillas de ruedas, cochecitos, bicicletas
- Puertos USB y wifi a bordo

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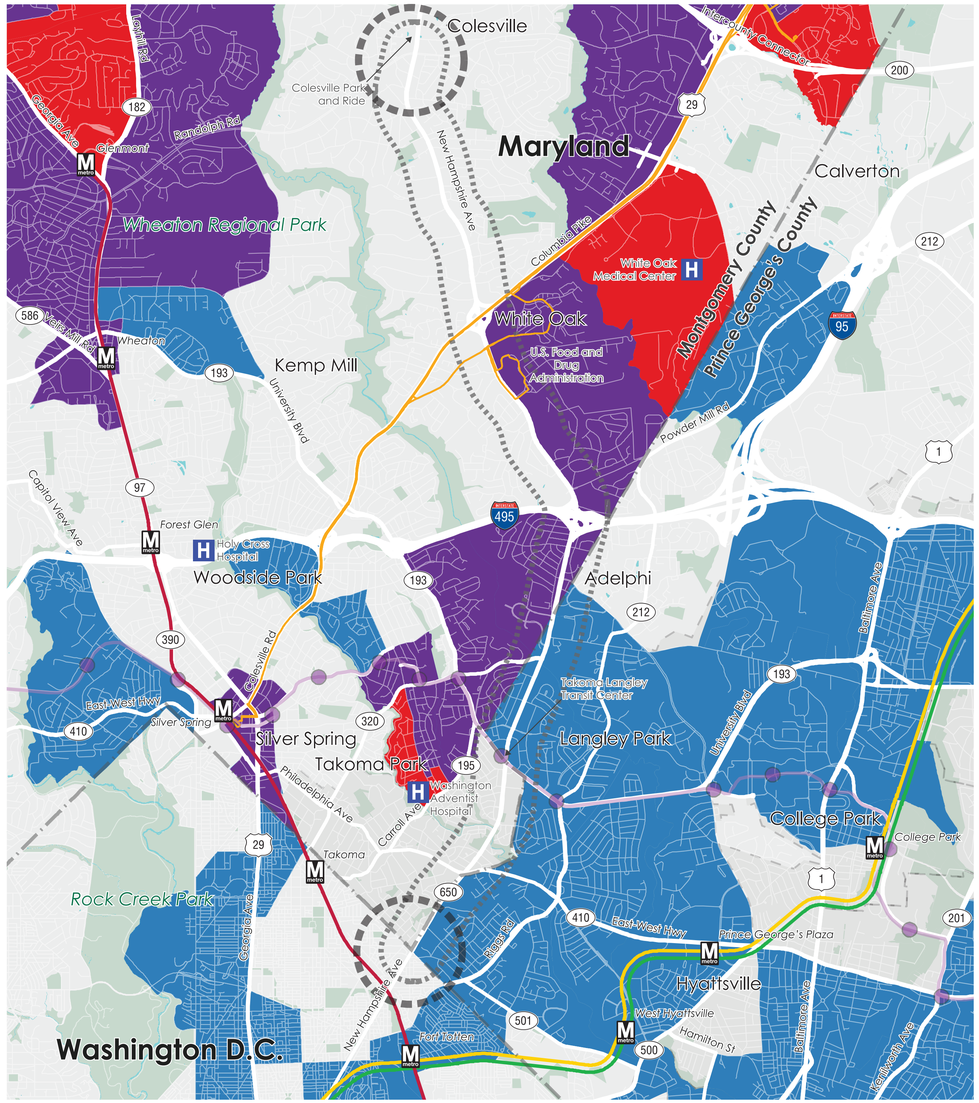
Equity Areas

Most of the corridor is adjacent to equity areas



0 0.5 1 2 Miles

Study Corridor

Exact Route and Terminus to be Determined

County Boundary

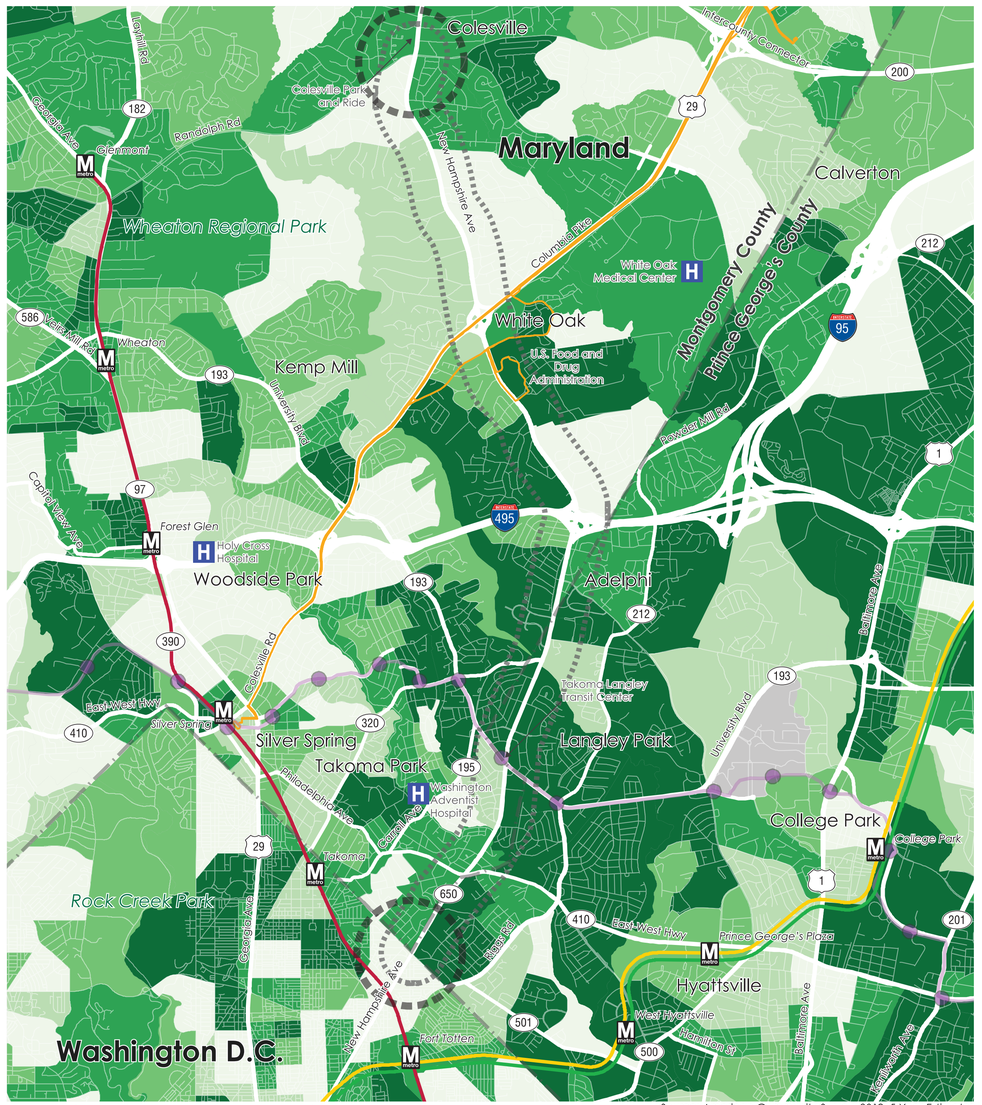
Municipalities

Equity Areas from Metropolitan Washington Council of Governments (MWCOG) and Montgomery County

- MWCOG Equity Emphasis Area
- Montgomery County Equity Focus Area
- Both An Equity Emphasis and Equity Focus Area

Households with Limited English

Many languages are spoken by corridor residents



Source: American Community Survey, 2019, 5-Year Estimates

0 0.5 1 2 Miles

Study Corridor

Exact Route and Terminus to be Determined

County Boundary

Municipalities

Percent of Households with Limited English
(By Quintile - Census Block Groups)

- Less than 1%
- 1% to 3%
- 3.1% to 6%
- 6.1% to 11%
- 11.1% to 91%
- No Data Available

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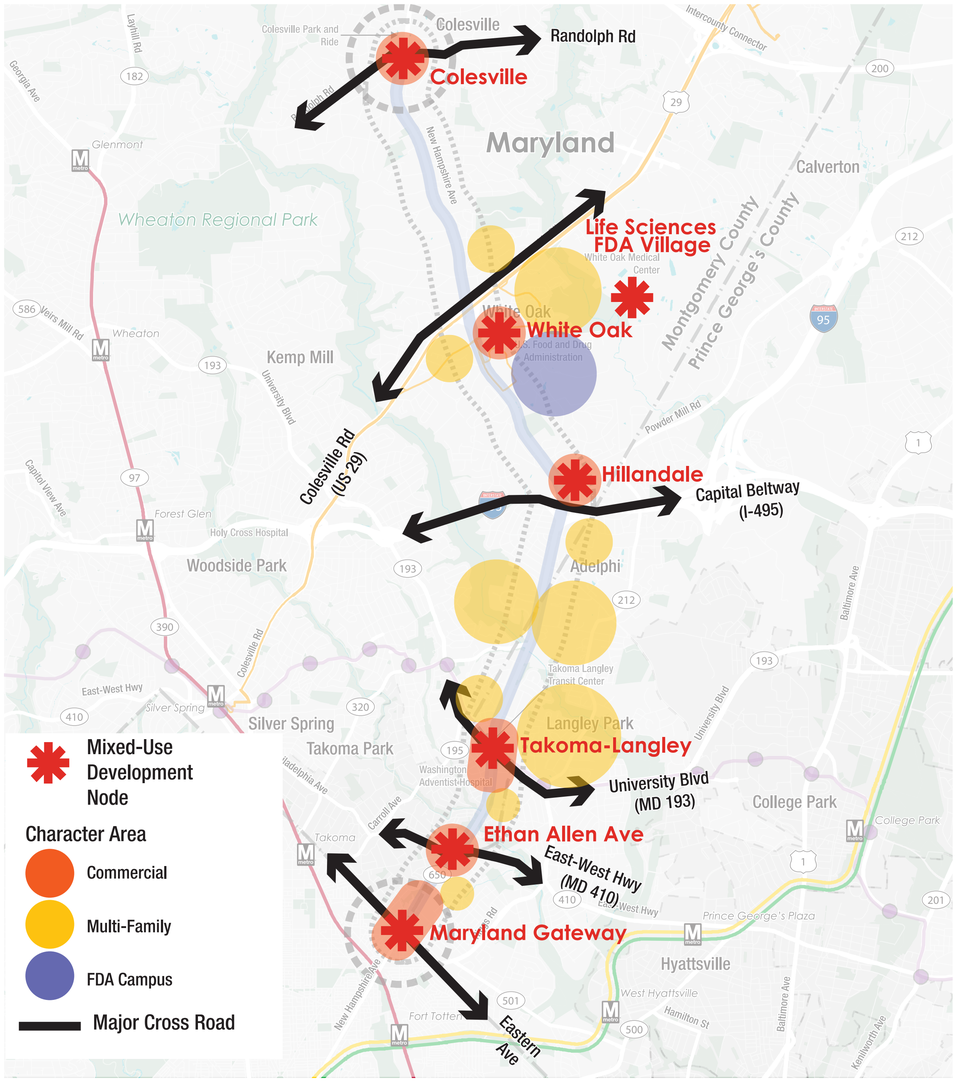
Study Area Activity Nodes

Mixed land use is focused around major crossings

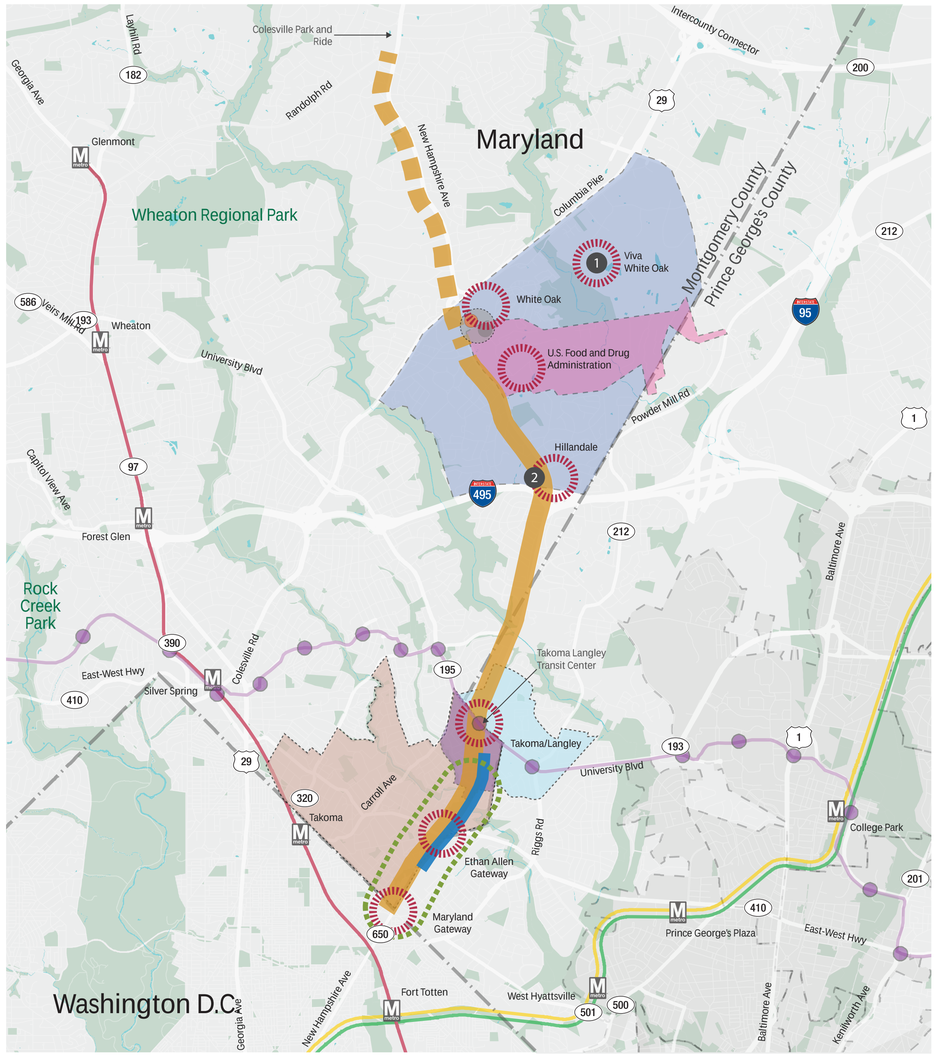


0 0.5 1 2 Miles

- Study Corridor
- Study Corridor Buffer
- Exact Route and Terminus to be Determined
- County Boundary
- Municipalities
- Parks and Greenspace
- Waterbodies
- Metro Red Line
- Metro Yellow Line
- Metro Green Line
- Metro Stations
- Hospitals
- MTA Purple Line
- MTA Purple Line Stations
- US 29 Flash Route

Corridor Projects

Transportation and land development projects in study area



0 0.5 1 2 Miles

Redevelopment Projects
1. Viva White Oak Development
2. Hillandale Gateway Development

Redevelopment Nodes (As per Master Plans / Sector Plans)

Master Plans / Sector Plans
- FDA Campus
- Takoma/Langley Crossroads (Prince George's County)
- Takoma/Langley Crossroads (Montgomery County)
- Takoma Park
- White Oak Science Gateway

Transit Projects

Countywide Transit Corridors Functional Master Plan
- Mixed-Traffic Transitway
- Dedicated Transit Lane

White Oak Transit Center Feasibility Study
- Alternative 1
- Alternative 2
- Purple Line
- Purple Line Station

City of Takoma Park Projects

New Hampshire Avenue Bikeway
- Shared Use Path / Shared Lane + Contraflow Bike Lane on Frontage Roads (Holton Ln to Poplar Ave)

New Hampshire Avenue Corridor Concept Plan (2008) Multiway Boulevard

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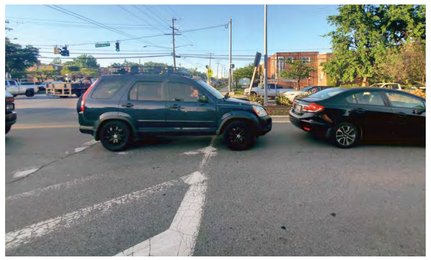
Crashes Along the Corridor

Over 2,000 crashes within Study Corridor (2015 - 2019):

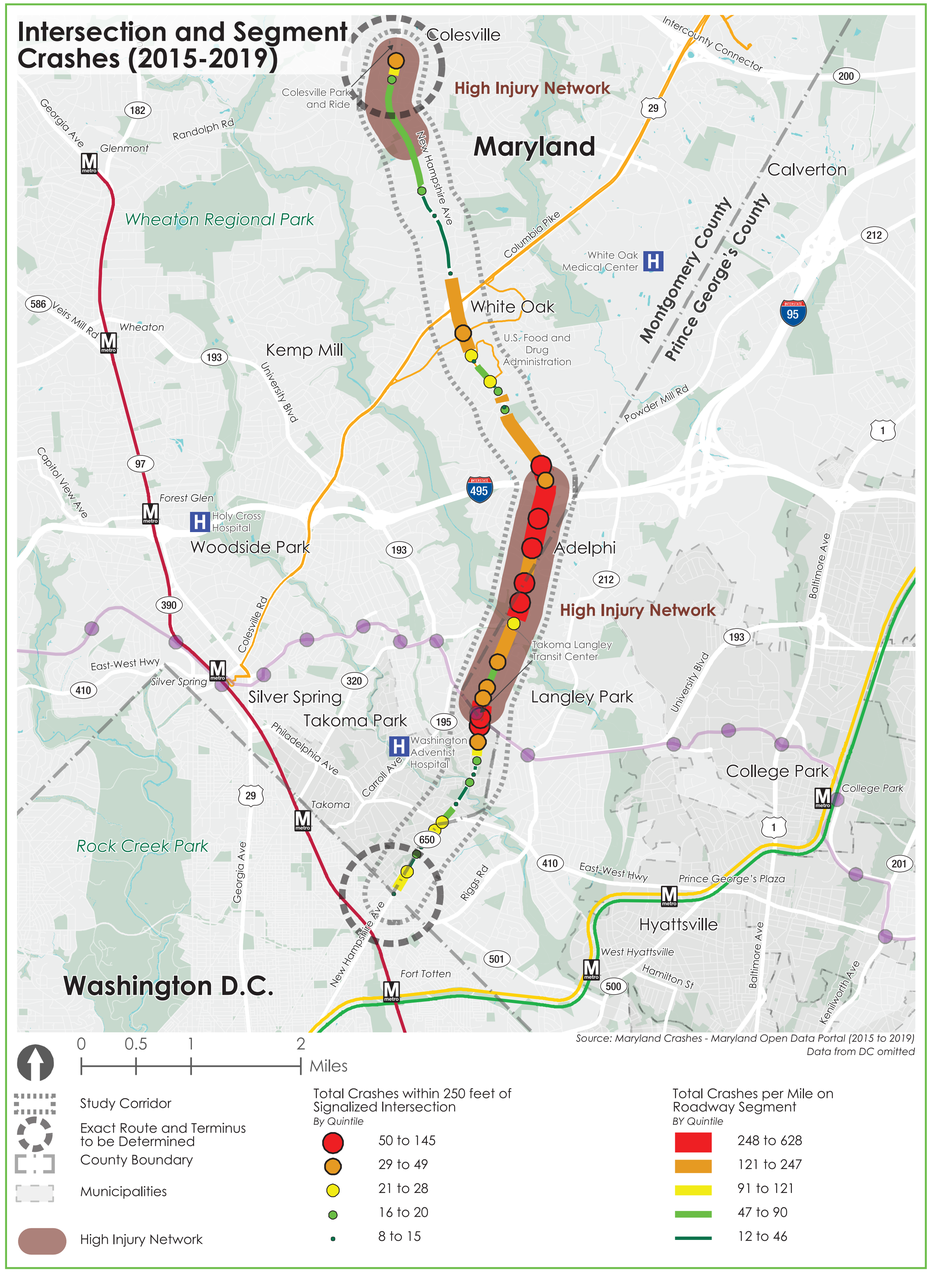
- **8** total fatal crashes
  6 of which involved pedestrians or bicyclists

- **759** total injury crashes
  68 of which involved pedestrians or bicyclists
- **1,477** total property damage only crashes



Safety Assessment

Injury and fatal crashes are most frequent between the Beltway and University Blvd



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Pedestrian and Bicycle Facilities

Opportunity to upgrade facilities in many areas

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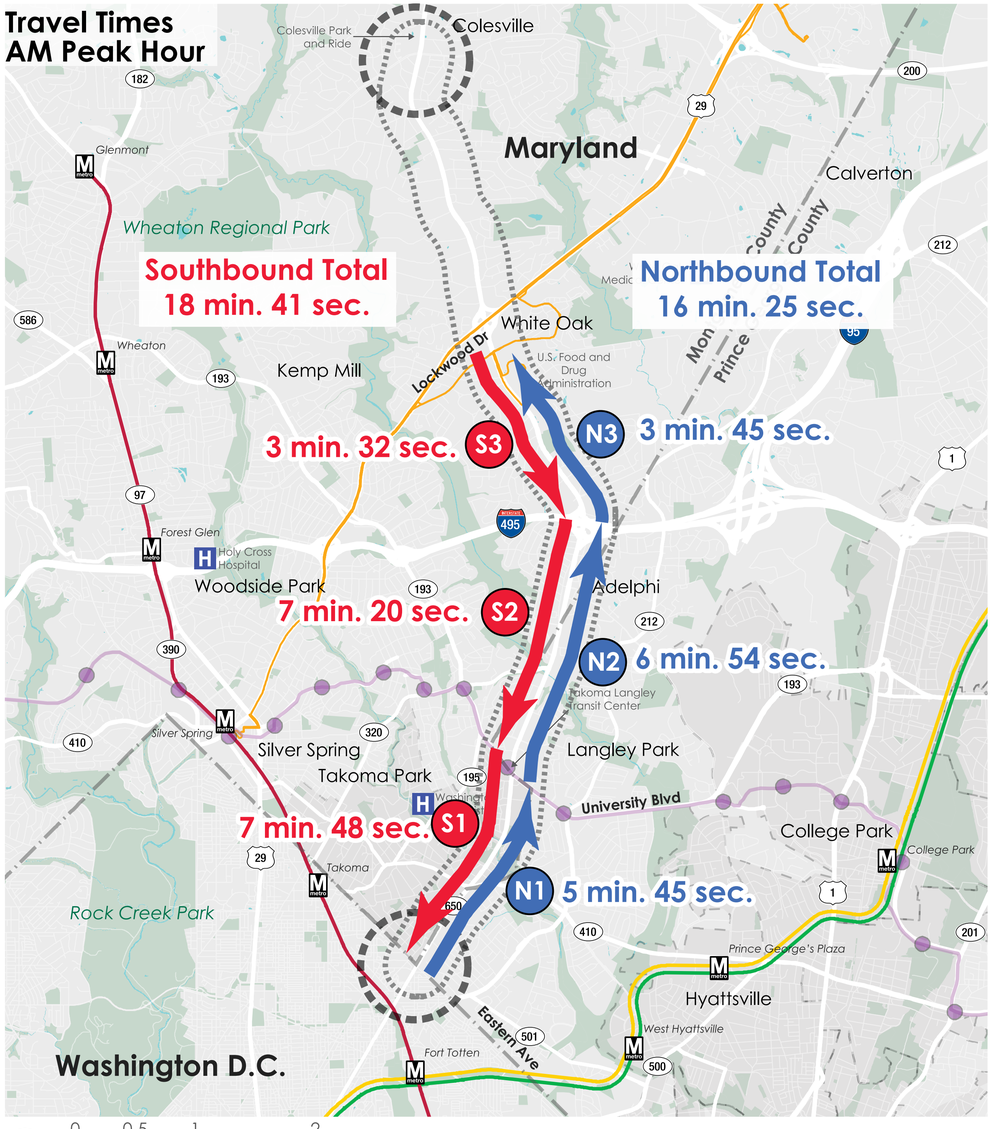
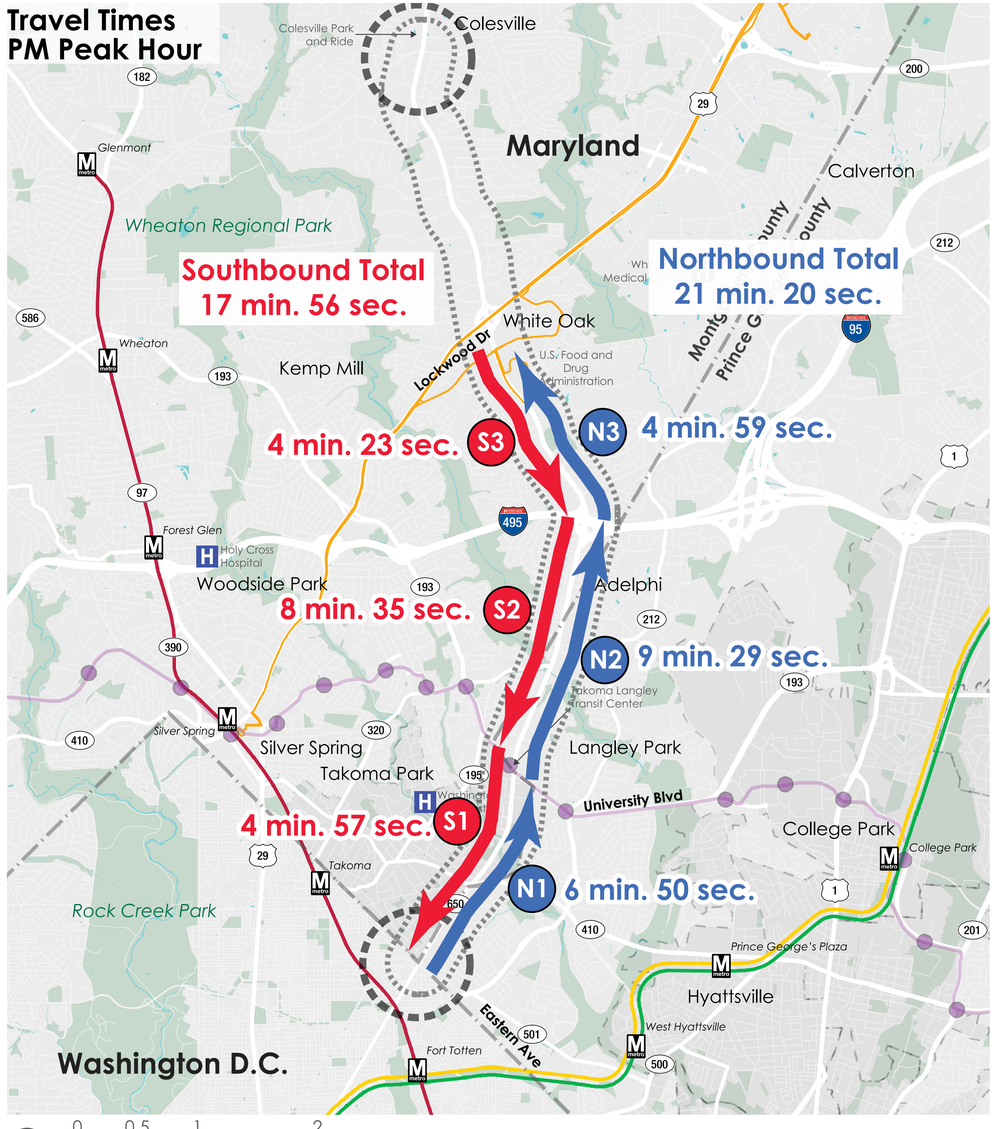
Modeled AM Travel Time by Segment

AM travel times are high south of the Beltway



Modeled PM Travel Time by Segment

PM travel times are very high between University Blvd and the Beltway



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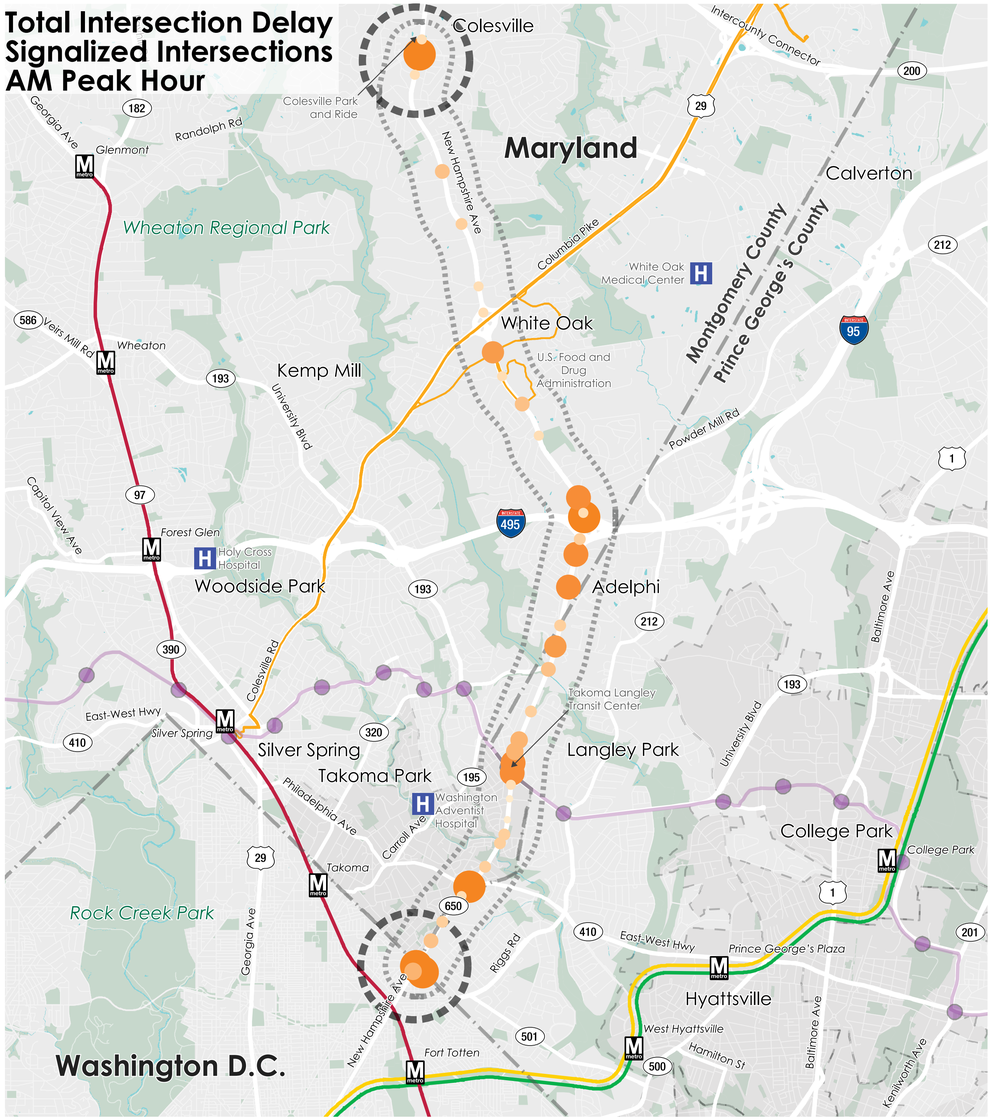
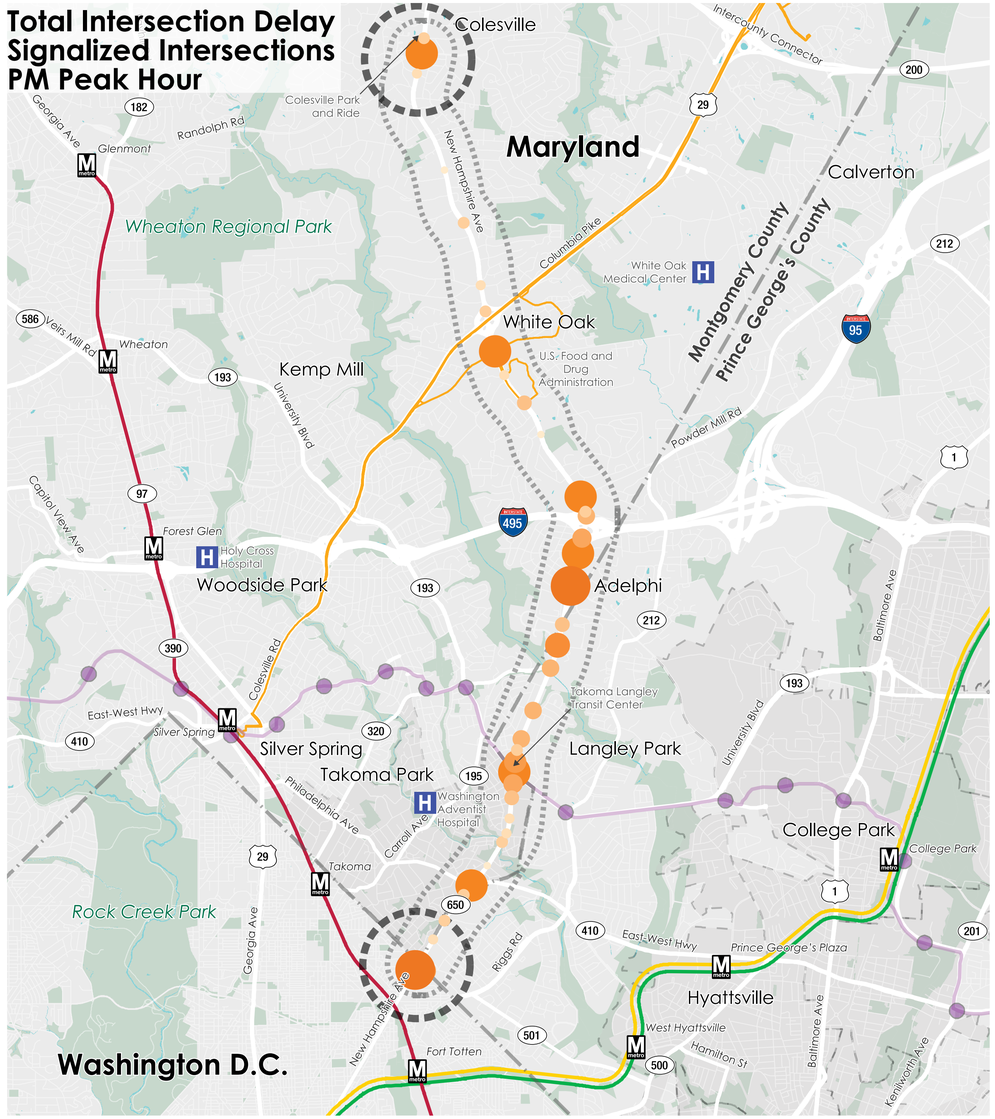
AM Intersection Travel Delay

AM delay is highest at major intersections near the District



PM Intersection Travel Delay

PM delay is highest near the Beltway



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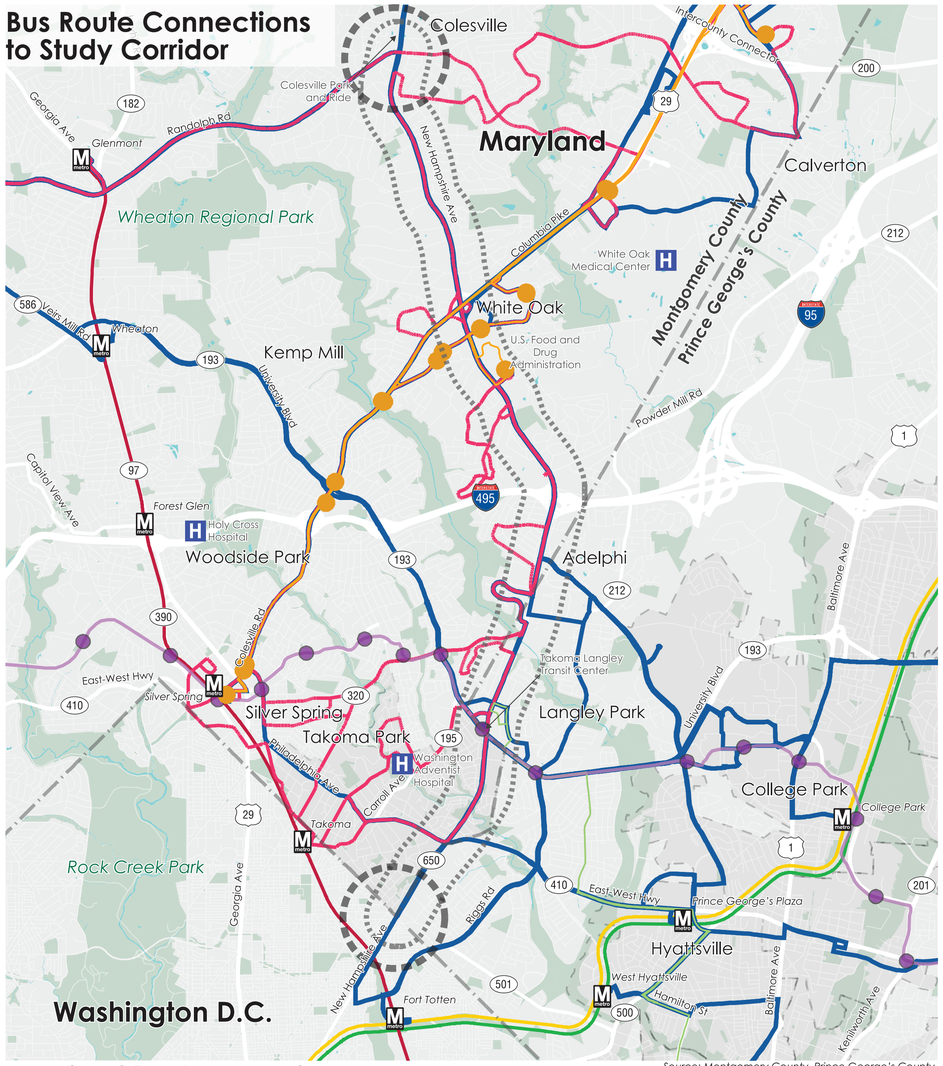
Transit Connections

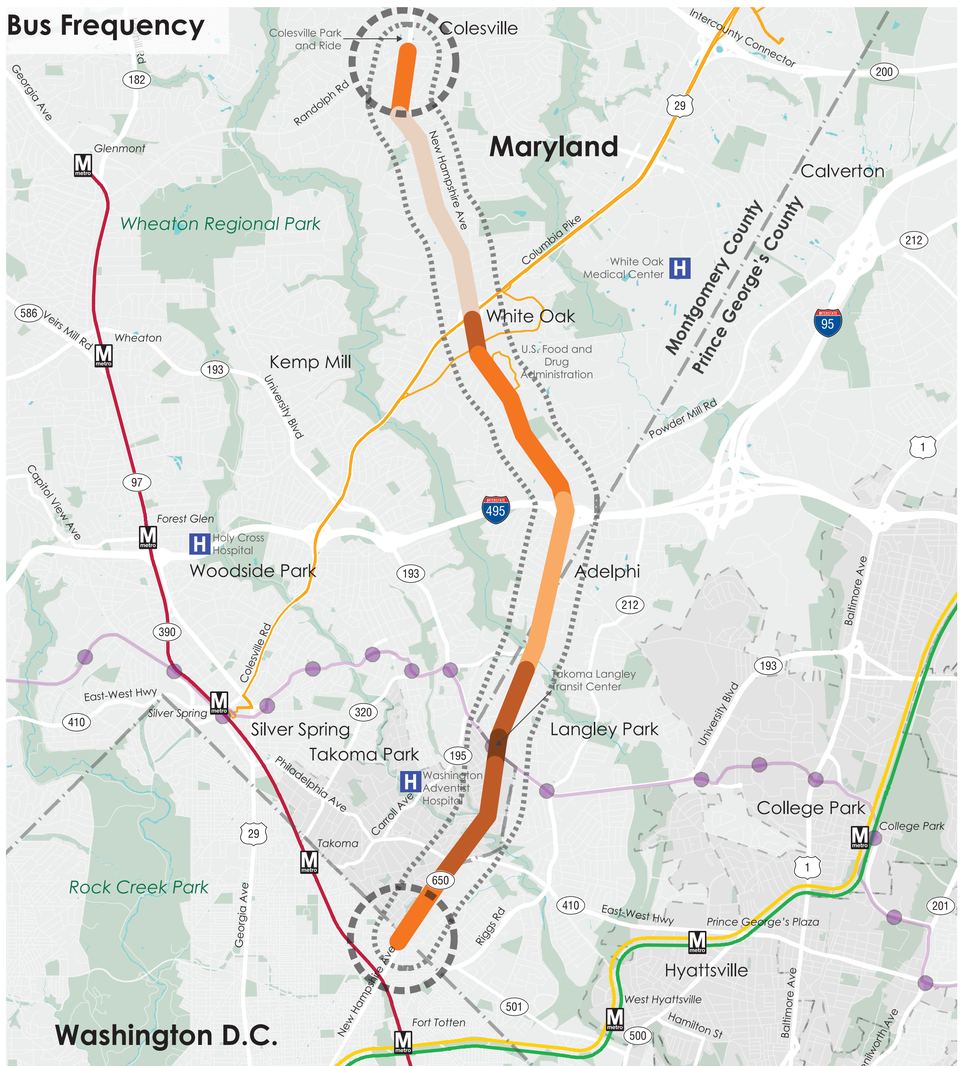
Many destinations are served from the corridor



Source: Montgomery County, Prince George's County, and Washington D.C. Open Data Portals

Bus Frequency

Peak period transit arrives every 3-4 minutes south of Piney Branch



Source: WMATA and Montgomery County and Prince George's County Open Data Portals

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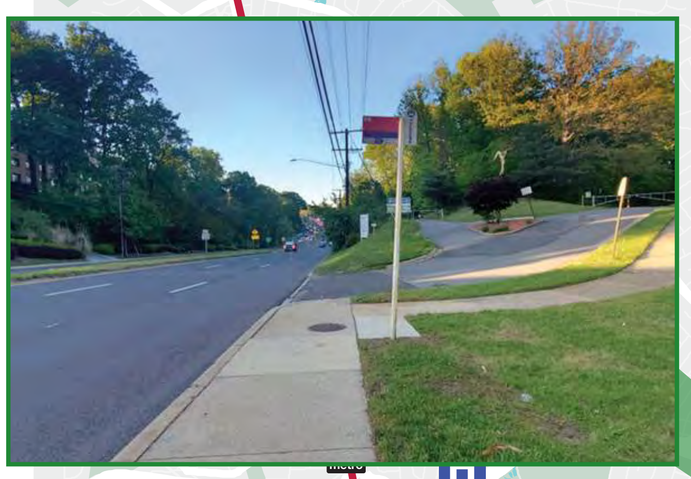
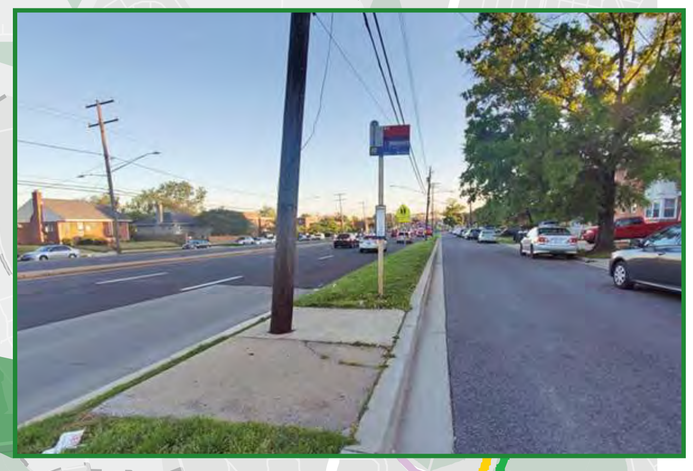
Montgomery County Department of Transportation

Transit Ridership and Access

Many bus stops lack amenities and access is inconsistent

Average Weekday Bus Ridership





182 586 193 212 320 195 410 501 500 200 95 495

Source: WMATA

0 0.5 1 2 Miles

Study Corridor

Exact Route and Terminus to be Determined

County Boundary

Municipalities

Parks and Greenspace

Waterbodies

Average Weekday Bus On-/Off-Boardings

- Less than 10
- 10 to 25
- 26 to 50
- 51 to 100
- Over 100

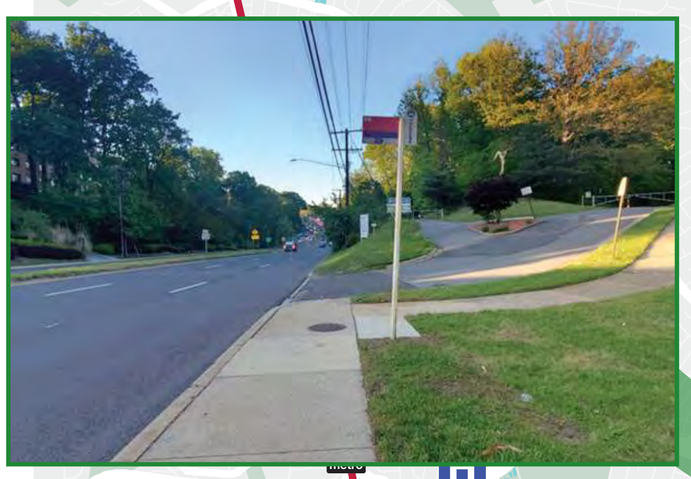
FLASH
NEW HAMPSHIRE AVE

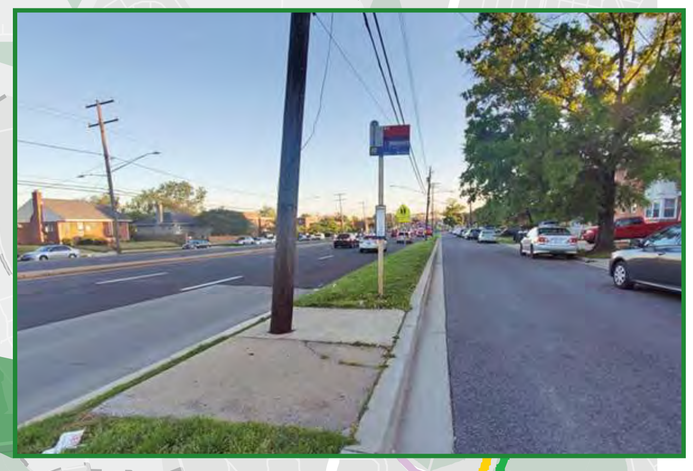
MCDOT
Montgomery County Department of Transportation

Transit Ridership and Access

Many bus stops lack amenities and access is inconsistent

Average Weekday Bus Ridership





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Source: WMATA

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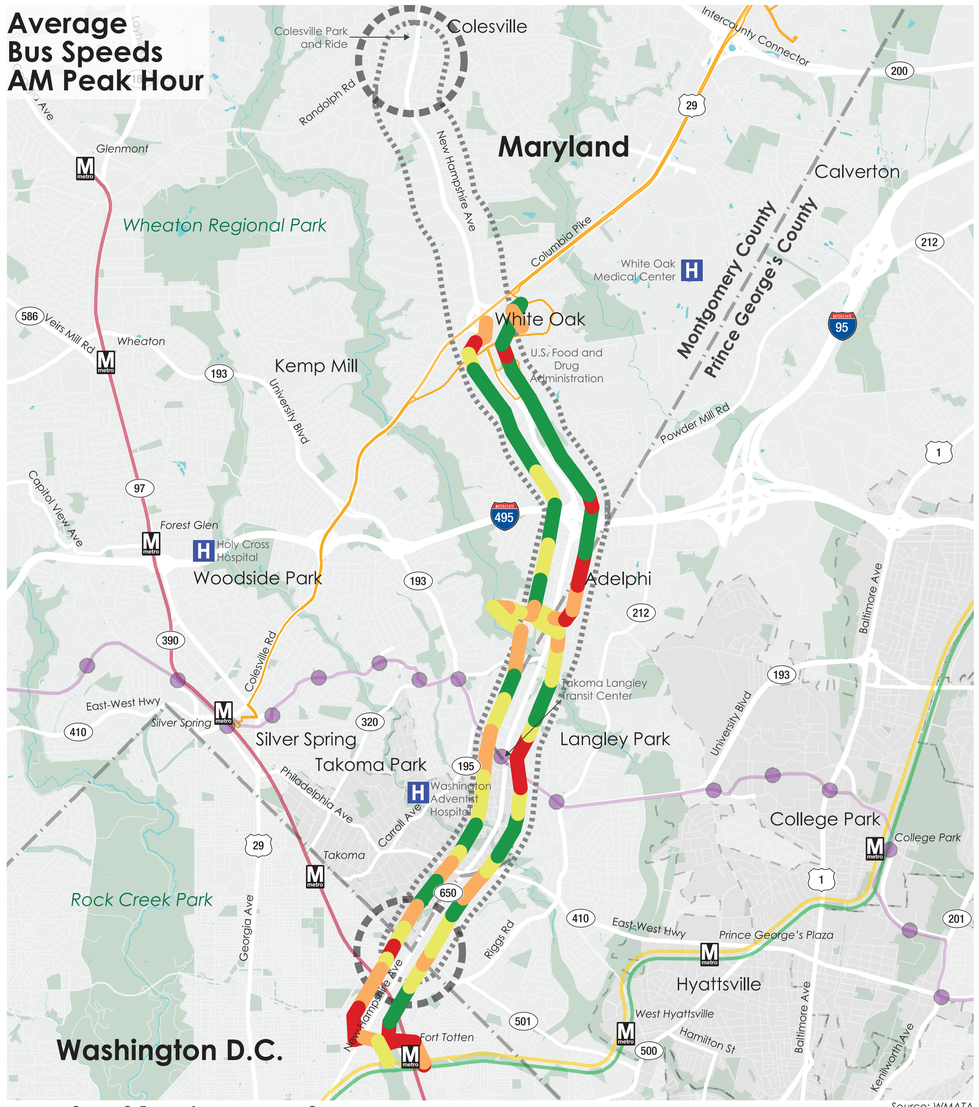
- Over 100

FLASH
NEW HAMPSHIRE AVE

MCDOT
Montgomery County Department of Transportation

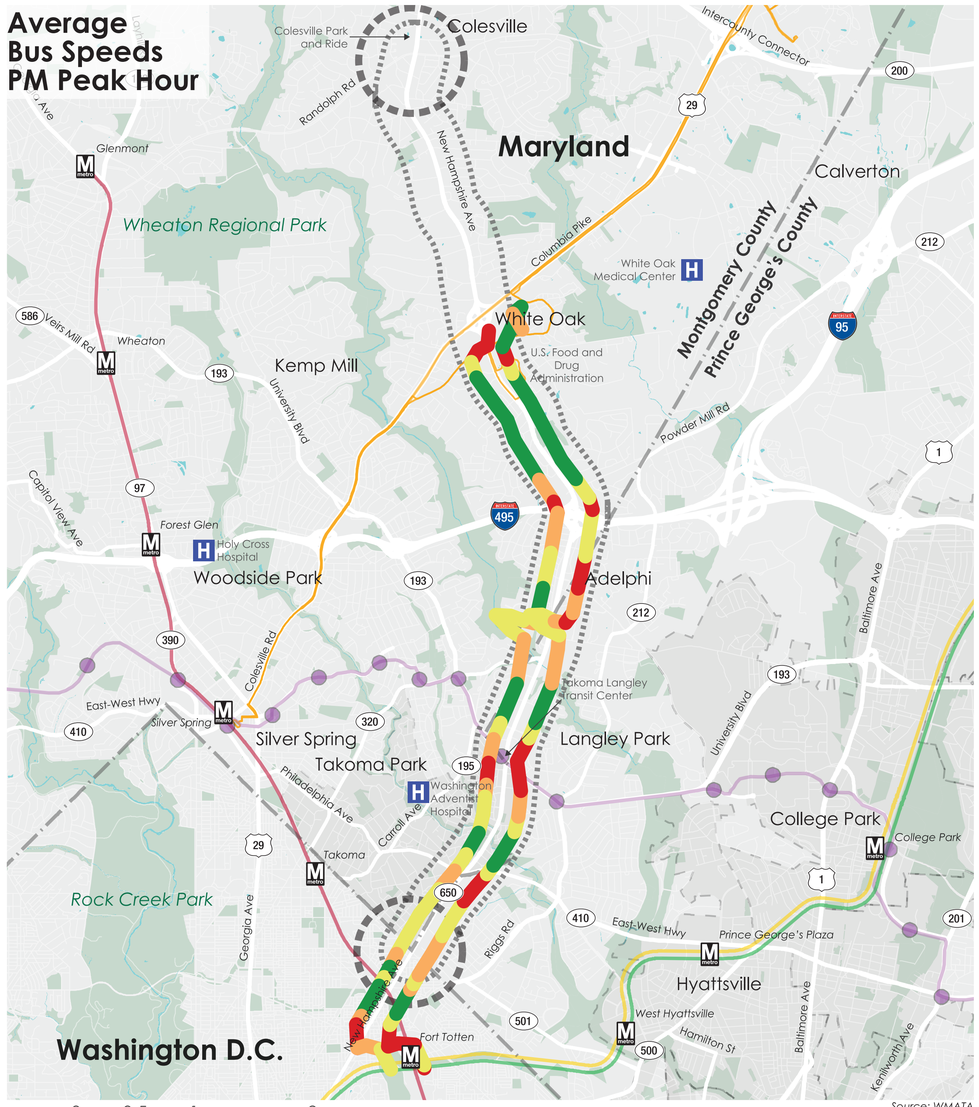
Route K6 AM Transit Speed

Buses are slow at major intersections



Route K6 PM Transit Speed

Buses are slower in the PM than in the AM



Long Version – To be sent via MCDOT Constant Contact

Montgomery County Department of Transportation (MCDOT) invites you to join an Open House meeting to discuss to discuss the New Hampshire Flash Bus Rapid Transit (BRT) Study. The meetings will provide the public an opportunity the connect with the study team. **You are welcome to arrive anytime during the Open House hours.**

- Wednesday, June 15
  In-person meeting – Langley Park Community Center
  1500 Merrimac Dr, Hyattsville, MD 20783
  Open House 4:00 pm – 6:00 pm

- Thursday, June 16
  Virtual meeting – visit project website for link and more information
  Open House 6:00 – 8:00 p.m.

- Saturday, June 18
  In-person meeting – Hillandale CHI Centers, Inc.
  10501 New Hampshire Ave, Silver Spring, MD 20903
  Open House 11:00 a.m. – 1:00 p.m.

New Hampshire Avenue (U.S. 650) was identified in the 2013 Countywide Transit Corridors Functional Master Plan as a priority transit corridor in Montgomery County. The goal of the study is to provide a recommendation for implementation of FLASH BRT (Bus Rapid Transit) service on the corridor from the Maryland-D.C. border through White Oak.

The study will consider recommendations for station locations, corridor termini, and connections with existing and planned transit providers (existing FLASH BRT Service on U.S. 29, Takoma-Langley Transit Center, future Purple Line service, and WMATA Metrorail).

The meetings will feature a brief presentation on the purpose and need for the study to the public and a review of an existing conditions analysis. Meeting facilitators will engage the community on initial reactions, concerns, and ideas, as well as provide context for the next steps in the study process.

A recorded version of the presentation will be available after the event at the project website: https://www.montgomerycountymd.gov/dot-dte/projects/newhampshireave/

Short Version – To be featured in Stakeholder's Newsletters

MCDOT to host Open House public meetings for New Hampshire Avenue FLASH BRT service expansion study on June 15, June 16, and June 18.

Montgomery County Department of Transportation (MCDOT) will host Open House public meetings to discuss the New Hampshire Flash Bus Rapid Transit (BRT) Study. **The public are welcome to join anytime during the Open House hours.**

The meetings will feature a brief presentation on the purpose and need for the study to the public and a review of an existing conditions analysis. Meeting facilitators will engage the community on initial reactions, concerns, and ideas, as well as provide context for the next steps in the study process.

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To learn more about the project, please visit
https://www.montgomerycountymd.gov/dot-dte/projects/newhampshireave/

FLASH
NEW HAMPSHIRE AVE

MCDOT
Montgomery County Department of Transportation

WE NEED YOUR INPUT!

Help us plan fast, reliable bus service on New Hampshire Avenue.

Please join us to learn more and provide input. The goal is to develop fast, frequent, high-capacity bus service on New Hampshire Avenue.

¡Se está ampliando el servicio de autobús de tránsito rápido FLASH sobre la New Hampshire Avenue!

Acompáñenos para obtener más información y brindar su opinión. El objetivo es desarrollar un servicio de autobús rápido, frecuente y de gran capacidad sobre la New Hampshire Avenue.

For more details:
Para saber detalles:
tinyurl.com/NewHampshireBRT

Scan Me!
¡Escanea el código!

Wednesday, June 15
Langley Park Community Center
1500 Merrimac Dr,
Hyattsville, MD 20783
Open House 4–6 p.m.
Presentations at 4 and 5 p.m.

Thursday, June 16
Online Meeting
https://tinyurl.com/NHBRTzoom
Visit Project Website for More Information
Open House 6–8 p.m.
Presentations at 6 and 7 p.m.

Saturday, June 18
CHI Centers, Inc
10501 New Hampshire Ave,
Silver Spring, MD 20903
Open House 11 a.m. – 1 p.m.
Presentations at 11 a.m. and 12 p.m.

Miércoles, 15 de junio
Centro comunitario de Langley Park
1500 Merrimac Dr,
Hyattsville, MD 20783
Sesión abierta: de 4 a 6 p.m.
Exposiciones a las 4 y 5 p.m.

Jueves, 16 de junio
Reunión virtual
https://tinyurl.com/NHBRTzoom
Visite la página web del proyecto para obtener más información
Sesión abierta: de 6 a 8 p.m.
Exposiciones a las 6 y 7 p.m.

Sábado, 18 de junio
CHI Centers, Inc
10501 New Hampshire Ave,
Silver Spring, MD 20903
Sesión abierta: de 11 a 1 p.m.
Exposiciones a las 11 y 12 p.m.

FLASH
NEW HAMPSHIRE AVE

FLASH Bus Rapid Transit Service is expanding to New Hampshire Avenue
We want your input!

Se está ampliando el servicio de autobús de tránsito rápido FLASH sobre la New Hampshire Avenue
Queremos su opinión!

Please contact sandra.marks@montgomerycountymd.gov to request accommodation, including interpreters or auxiliary aids.

Comuníquese con sandra.marks@montgomerycountymd.gov para solicitar adaptaciones, tales como los servicios de intérpretes o dispositivos / recursos para personas con discapacidades.

MCDOT
Montgomery County Department of Transportation

101 Monroe Street, 10th Floor
Rockville, MD 20850

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Public Meeting

June 15, 2022

MCDOT
Montgomery County Department of Transportation

2

Project Team

Montgomery County Department of Transportation (MCDOT)

- Sandra Marks
- Corey Pitts
- Joana Conklin

Planning Consultant Team

- Jamie Henson
- Aditya Inamdar
- Jon Crisafi
- Nadiya Kutishcheva
- Tara Hofferth

5

What is Bus Rapid Transit?

6

What is BRT?

Enhanced Vehicles

Enhanced Stations

Enhanced Operations

7

What is BRT?

Enhanced Vehicles

- Boarding through multiple doors
- Spacious interior for wheelchairs, strollers, bikes
- Wi-Fi and USB ports on board

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What is BRT?

Enhanced Stations

- Weather protection
- Easy boarding for wheelchairs, strollers, and bikes
- Real-time arrival information
- Integration of pedestrian and cycling facilities

9

What is BRT?

Enhanced Operations

- Faster travel:
  - Frequent service, fewer stops
- Prioritization of bus service where possible:
  - Vehicles communicate with traffic signals
  - Bus only lanes

Example of a Bus Only Lane in Alexandria, VA

Photo Source: NACTO

10

Project Background and Overview

11

Bus Rapid Transit Program Overview

- Corridor identified in the Countywide Transit Corridors Functional Master Plan (Adopted 2013)
  - US 29 corridor is in operation
  - Veirs Mill Rd and MD 355 are in Preliminary Design
  - North Bethesda and New Hampshire Avenue are in Concept Study

12

Program Goals

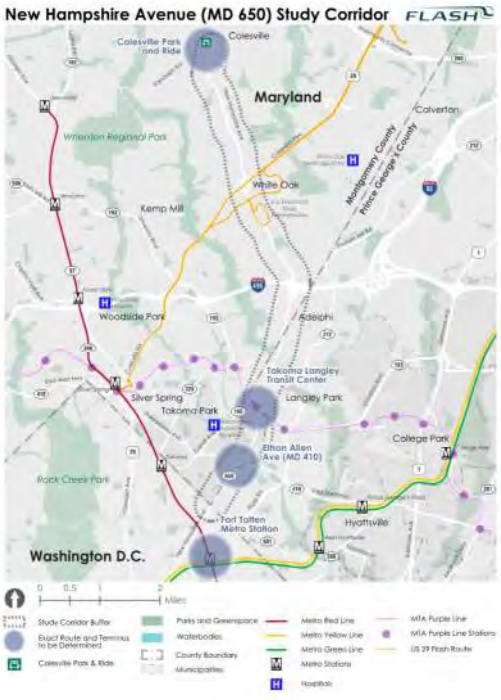
13

Study Schedule

14

Study Overview

- **Corridor Extents from Master Plan Study:**
  - **Southern Terminus:** DC boundary at Eastern Ave
  - **Northern Terminus:** Colesville Park and Ride near Randolph Rd
- **This Study Will…**
  - Define start and end points
  - Identify station locations
  - Develop and evaluate improvements to bus service
  - Address station accessibility



15

Corridor Conditions

16

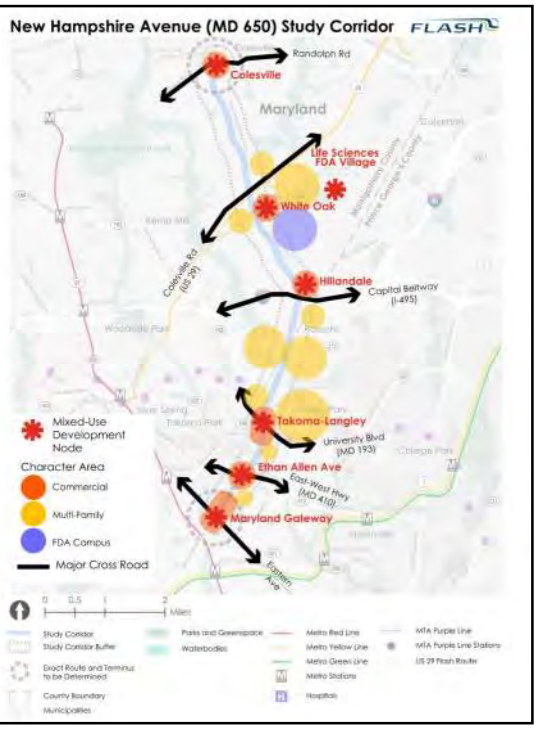
Diverse Corridor

- Diverse residents and employees
- Many languages spoken
- Adjacent to equity areas

17

Density at Major Intersections

- Mixed land uses at major intersections
- Development occurring north of Beltway
- Multiple projects advancing in the corridor



18

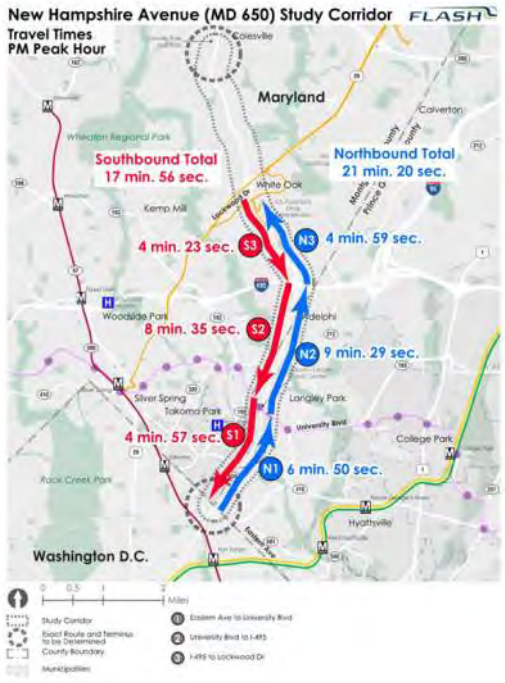
Safety Is a Concern

- Frequent and serious crashes
- Difficult conditions for walking or cycling

19

Travel Times Are Slow

- High traffic volumes
- Congestion at major intersections
- Travel is often slow for vehicles and buses



20

Many Buses Serve the Corridor

- Many types of transit routes serve the corridor
- Buses arrive every 3-4 minutes south of Piney Branch

21

Many People Take the Bus

- High existing bus ridership
- Bus stops are often difficult to access

22

Next Steps

23

Next Steps

2013 Master Plan → **2022 Corridor Study** → Environmental Evaluation → Preliminary Design → Final Design → Construction

Spring 2022
Existing Conditions Analysis

Summer and Fall 2022
Define and Analyze Alternatives

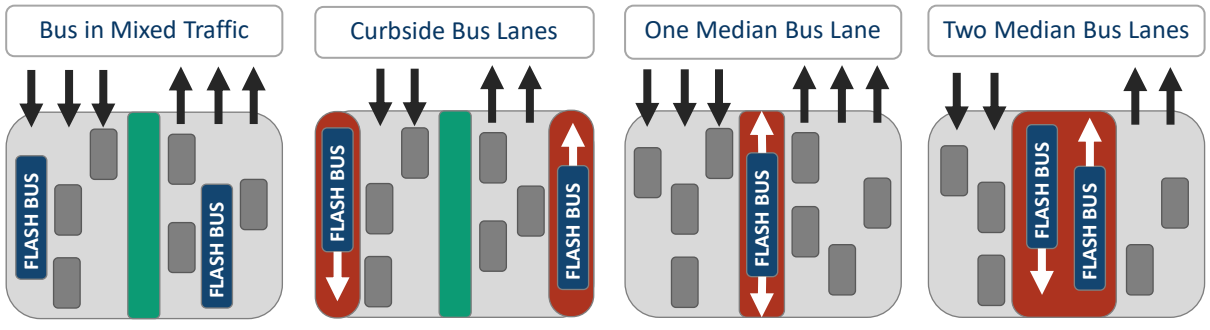
Winter 2023
Select Preferred Alternative

Next Step!

24

Next Step: Identify Concepts to Consider

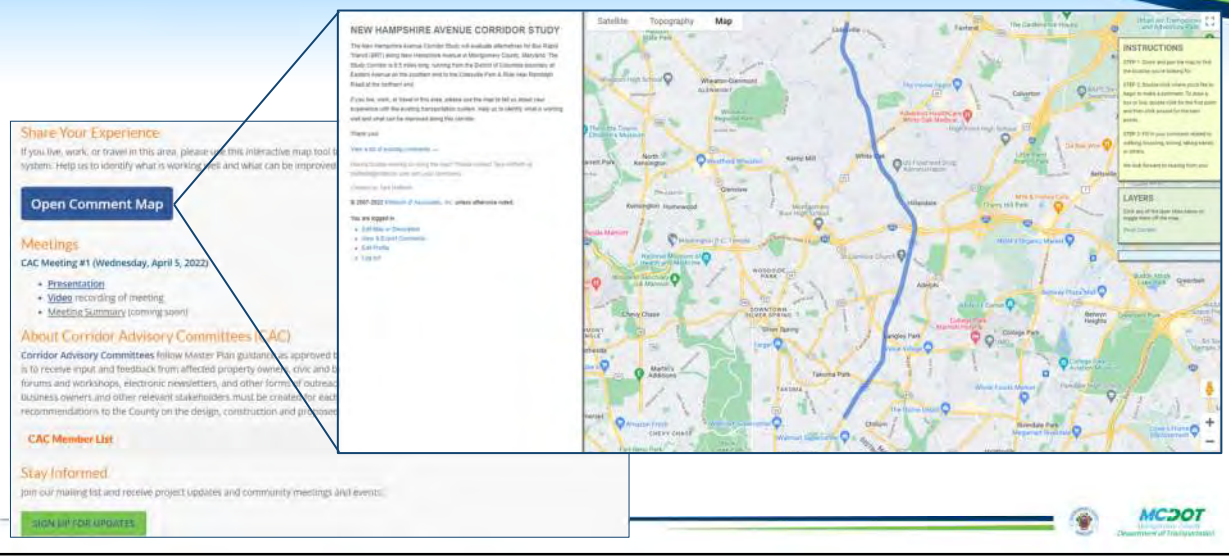
Lane Configurations



25

Project Website

https://www.tinyurl.com/newhampshirebrt



26

Questions?

Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

27

FLASH
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

New Hampshire Avenue BRT Planning Study

Public Meeting

June 16, 2022

MCDOT
Montgomery County
Department of Transportation

2

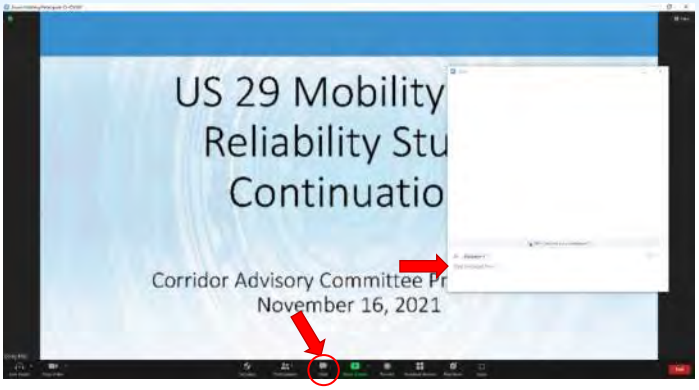
Using Zoom

Ask a question (in text):

- If you have a question during the presentation, send it via **chat**.

To send a chat:

- Click "chat" in the bottom menu
- A new window will appear.
- Type your question and send it.



3

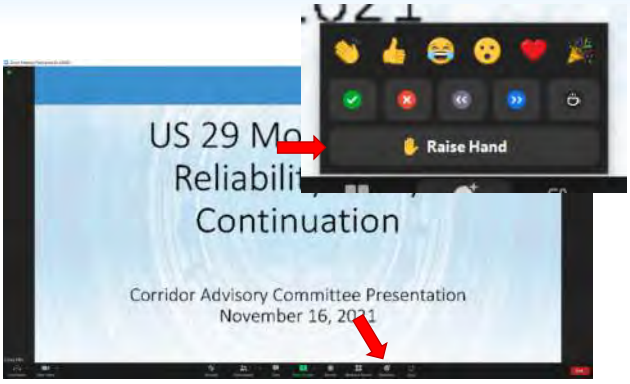
Using Zoom

Raise your hand:

- If you'd like to speak to ask a question or make a comment, please **raise your hand**

To raise your hand:

- Click "Reactions" in the bottom menu
- A new window will appear. Click the "raise hand button" at the bottom.
- If you've dialed in by phone, dial ***9**.



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WE ARE HERE

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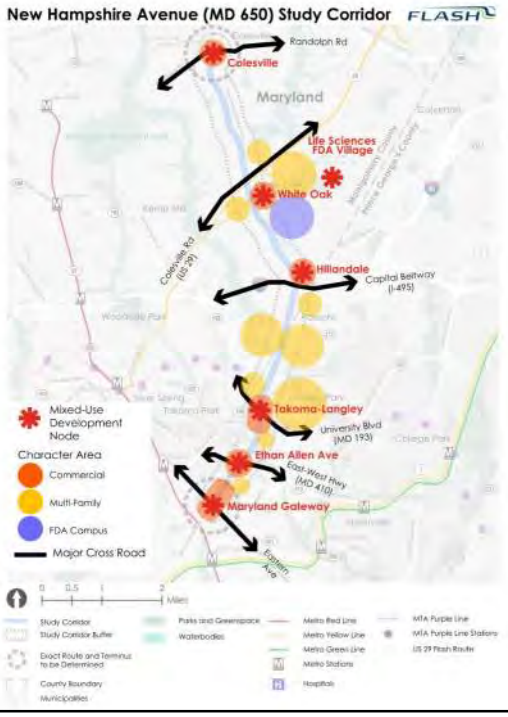

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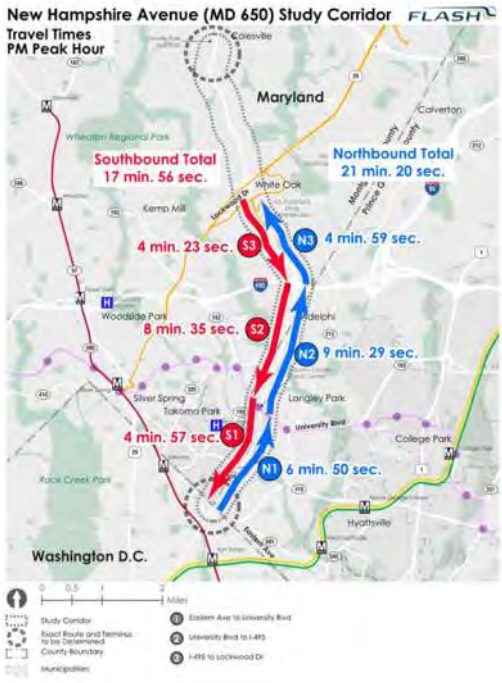

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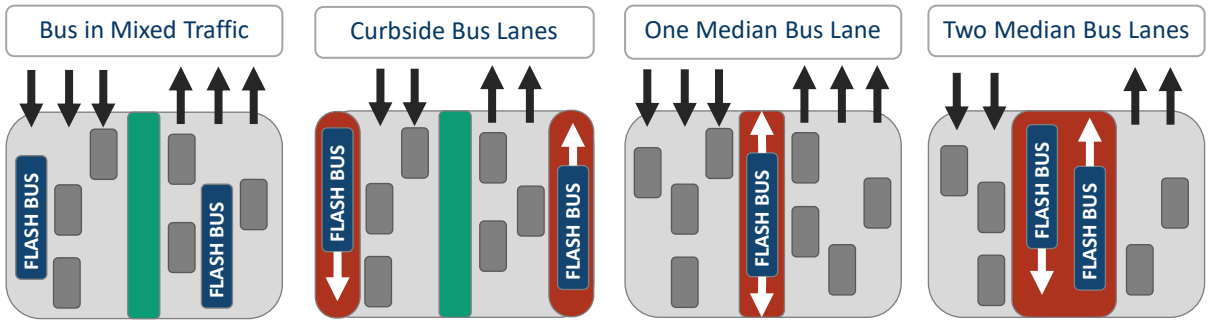

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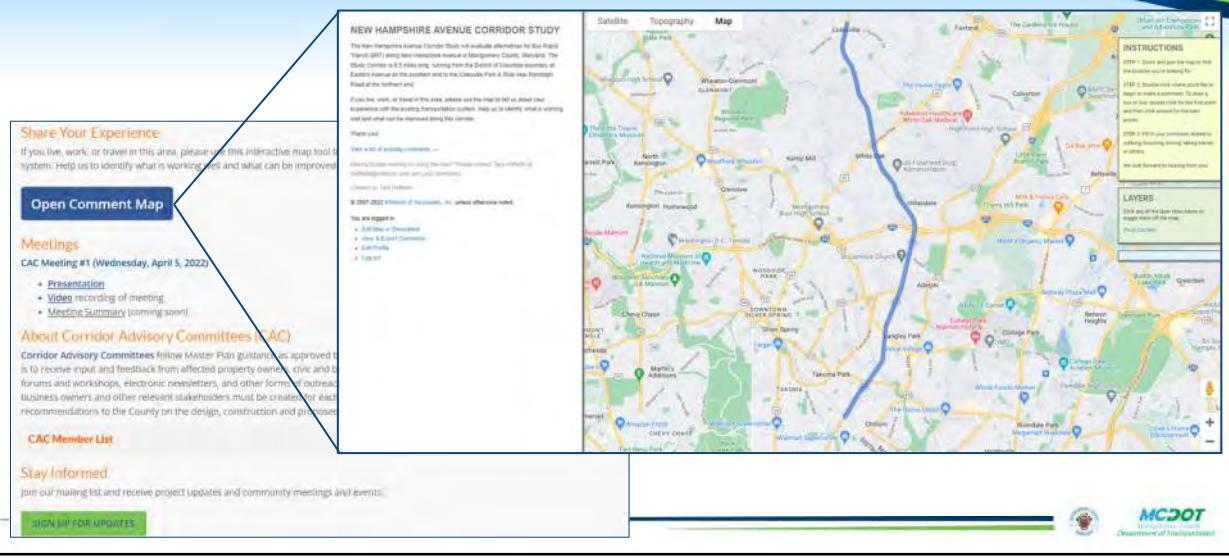

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Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov

Project Webpage

https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/

27

Appendix F: Pop-up Events

Pop-Up Event Photos (2025 Outreach)

STOP

RECYCLE

metrobus
K6, K9
M60
M6X
EMERGE
PAWNBROKERS

7308
Carriage
CATERING

metrobus
80
M
metro

FLASH
NEW HAMPSHIRE AVE

Bus Rapid Transit (BRT) is Coming to New Hampshire Ave

The Montgomery County Department of Transportation (MCDOT) is advancing BRT for the New Hampshire Avenue corridor consistent with the 2013 Countywide Transit Corridors Functional Master Plan. BRT will provide high quality transit service that improves the speed and reliability of bus service in the corridor.

This study will …

- Identify locations experiencing bus delay
- Define route end points
- Locate future station locations
- Evaluate potential improvements to bus service
- Improve station accessibility
- Connect with existing transit

PROJECT SCHEDULE

2013 Master Plan → **2022 Corridor Study** → **Environmental Evaluation** → **Preliminary Design** → **Final Design** → **Construction**

- **Spring 2022** — Existing Conditions Analysis
- **Summer and Fall 2022** — Define and Analyze Alternatives
- **Winter 2023** — Select Preferred Alternative

FLASH
NEW HAMPSHIRE AVE

CURRENT CONDITIONS UPDATE

Many buses serving many destinations operate in the corridor
More than 20 buses per hour serve some portions of the corridor and provide connections to Fort Totten, Silver Spring, and Takoma Park.

Buses often travel slowly in the corridor
Bus speeds are often below 10 mph.

Access to transit stops is difficult
Sidewalks do not exist or are not adequate to access transit.

FOLLOW US ONLINE

- Visit our project website www.tinyurl.com/NewHampshireBRT
- Sign up online to receive project updates
- Find out how to attend a future event
- Share your experience with the existing transportation system
- Follow MCDOT on Facebook, Twitter, and Instagram at @MCDOTNOW

Scan Me!

MCDOT
Montgomery County Department of Transportation

Pop-Up Event Photos (2022-2024 Outreach)

FLASH
FLASH
MONTGOMERY COUNTY BUS RAPID TRANSIT
MCDOT

FLASH
WHAT IS BUS RAPID TRANSIT?
MCDOT
FLASH
MONTGOMERY COUNTY

FLASH
FLASH

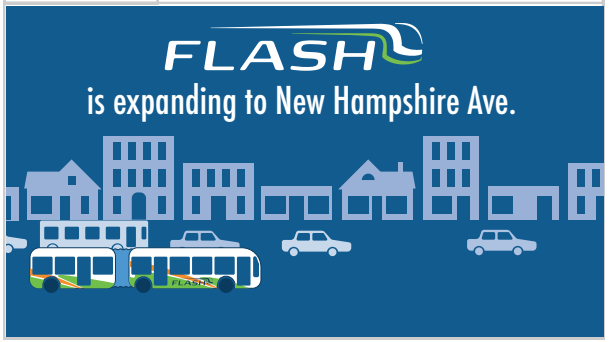
FLASH

NO SMOKING
astound.com
Astound

WHITE OAK
TRANSIT CENTER
FLASH
FLASH

Appendix G: Digital Materials

1



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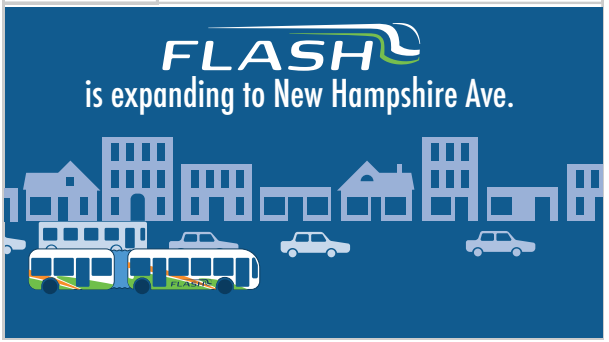


3

4

Sample FB Mock-up

Primary text
FLASH Bus Rapid Transit Service is expanding in Montgomery County! Join us on Tuesday, May 10 to learn more and participate in the study developing a fast, frequent, high-capacity bus service on New Hampshire Avenue

Headline
New Hampshire Ave Study

Description
Faster, frequent, high-capacity bus transportation

Link
https://www.montgomerycountymd.gov/dot-transit/flash/

CTA
Learn More

Title:	**Paid Ad to Promote Project Comment Map :15 sec**	Page:	**1**

1

Do you live, work, or travel along New Hampshire Ave?

Icons pop in one at a time.

2

Do you live, work, or travel along New Hampshire Ave?

Icons pop in one at a time.

3

Do you live, work, or travel along New Hampshire Ave?

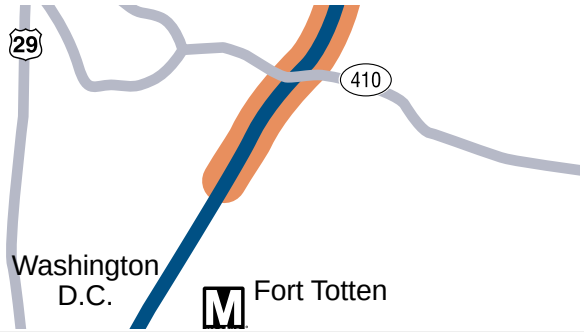
Icons pop in one at a time.

4

Between the District and Colesville

Icons zoom out and text and map pop in

5



Zoom in to the bottom of the map

6

Takoma Park gets bigger and pulses as camera pans up New Hampshire's blue line

7

Takoma Park
Langley Park
29
410

8

Langley Park
Takoma Park
410

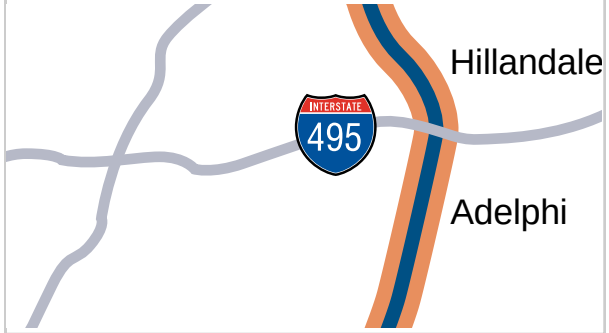
9

495
Adelphi
Silver Spring
Langley Park

10

495
Adelphi
Silver Spring
Langley Park

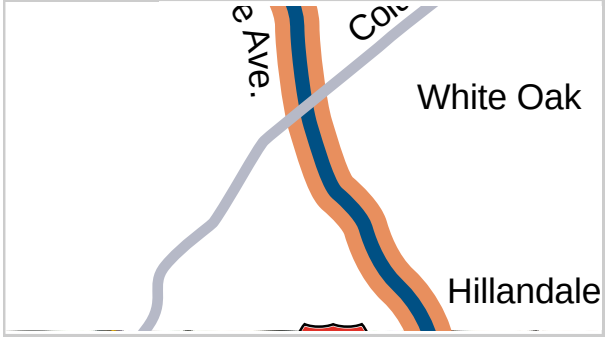
11


Hillandale
INTERSTATE
495
Adelphi

12

Hillandale
INTERSTATE
495
Adelphi

13



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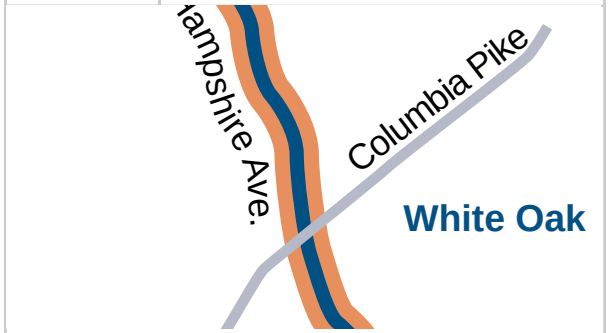

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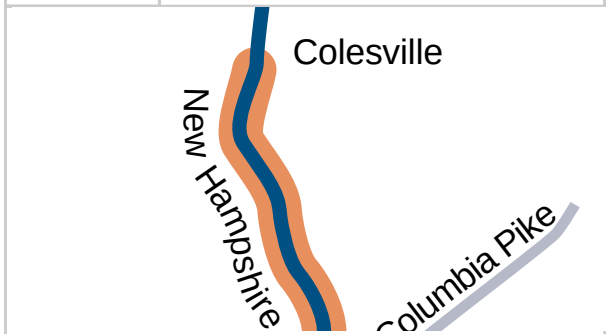

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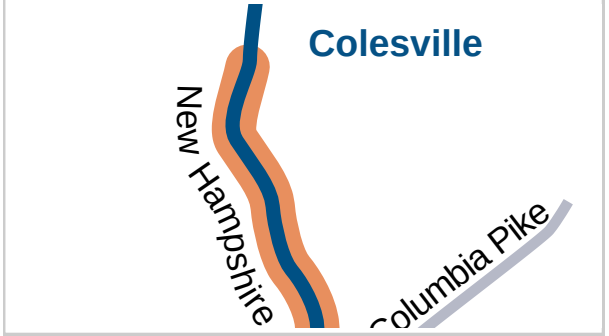


18

Map zooms out and moves to the left.
Text pops in.

19

Question mark pops in with speak bubble

20

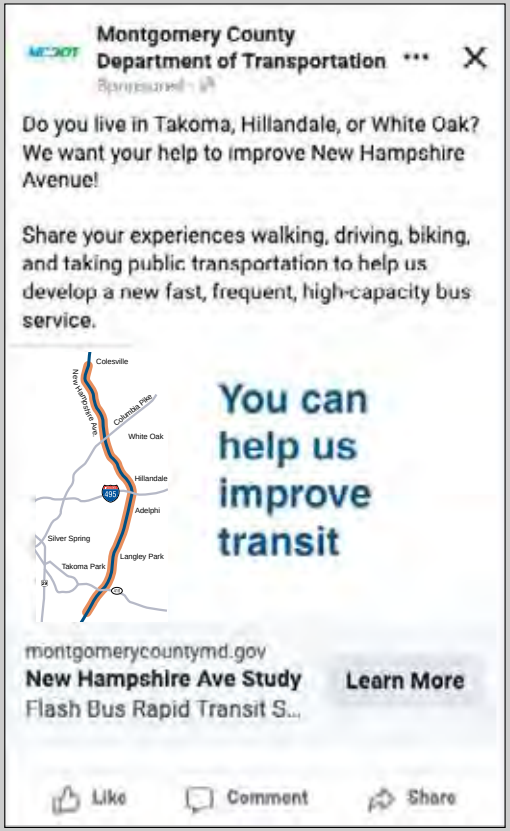
21

Flash logo pops in and move off to the right

22

23

Facebook ad sample



Primary text
Do you live in Takoma, Hillandale, or White Oak? We want your help to improve New Hampshire Avenue!

Share your experiences walking, driving, biking, and taking public transportation to help us develop a new fast, frequent, high-capacity bus service.

Headline
New Hampshire Ave Study

Description
Flash Bus Rapid Transit Service is expanding in Montgomery County!

Call to Action
Learn More

FLASH

NEW HAMPSHIRE AVE

Help guide the planning of the proposed Bus Rapid Transit (BRT) on New Hampshire Avenue!

¡Ayuda a guiar la planificación del sistema propuesto de autobús de tránsito rápido (BRT) en el corredor de la Avenida New Hampshire!

WE NEED YOUR INPUT!

Take Our Survey!

¡QUEREMOS CONOCER TU OPINIÓN!

¡Responde en la encuesta!

Survey closes on
Monday, June 30, 2025

La encuesta cierra el lunes
30 de junio de 2025

Visit Our Website:
Visita nuestro sitio web:
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¡Responde la encuesta!

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MCDOT
Montgomery County Department of Transportation

Tara Hofferth

From: County Executive Marc Elrich <Marc.Elrich@public.govdelivery.com>
Sent: Friday, May 30, 2025 8:18 PM
To: Tara Hofferth
Subject: Montgomery Update: Master Developer Selected for the New North Bethesda, 'Fed to Ed' Program Announced and Reaction to Sanctuary Jurisdiction Designation

[External Sender]

Having trouble viewing this email? View it as a Web page.

May 30, 2025 | SHARE | Contact County Executive Marc Elrich

Español | 中文 | Français | 한국어 | Việt Nam | አማርኛ

A Message from County Executive Marc Elrich

Laugh out loud at Pride comedy night at Brookside Gardens on June 4, from 6 – 8:30 p.m. Enjoy a free night of comedy featuring a talented lineup of LGBTQIA+ comedians from Improbable Comedy. Refreshments will be available for purchase. Attendees are encouraged to bring lawn chairs or picnic blankets. This event is intended for mature audiences ages 17 and up. Viewer discretion is advised.

Read More

Department of Transportation Encourages Residents to Take the New Hampshire Avenue Flash Bus Rapid Transit (BRT) Survey

The Montgomery County Department of Transportation (MCDOT) is upgrading transit on the New Hampshire Avenue corridor by implementing a Bus Rapid Transit (BRT) system. The New Hampshire Avenue Flash BRT planning study is exploring options for providing high quality,

fast and more reliable transit service along the corridor. Several alternatives have been developed and evaluated.

The New Hampshire Avenue Flash BRT planning study is exploring options for providing higher quality, faster, and more reliable transit service along the corridor. Several alternatives have been developed and evaluated. Please fill out this survey to give us feedback about these alternatives. The survey closes on June 30.

At the end of the survey, you will have the chance to enter your email for a chance to win a $50 gift card.

Take the Survey

Learn How to Keep "Bear Safe" After Young Black Bear Sightings

A one-year-old black bear seen wandering through parts of Central Maryland—including Pikesville, Randallstown, Columbia and Ellicott City—was safely captured and relocated after making its way to a tree in the Langley Park area.

Read More

Ride On Bus Service Changes on Sunday, June 29

Appendix H: Interactive Map

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Help Shape the Future of Transit on New Hampshire Avenue!

Montgomery County Department of Transportation (MCDOT) is planning for Bus Rapid Transit (BRT) in the New Hampshire Avenue corridor. Your input is vital as we consider how to improve the speed, reliability, and accessibility of bus service on New Hampshire Avenue.

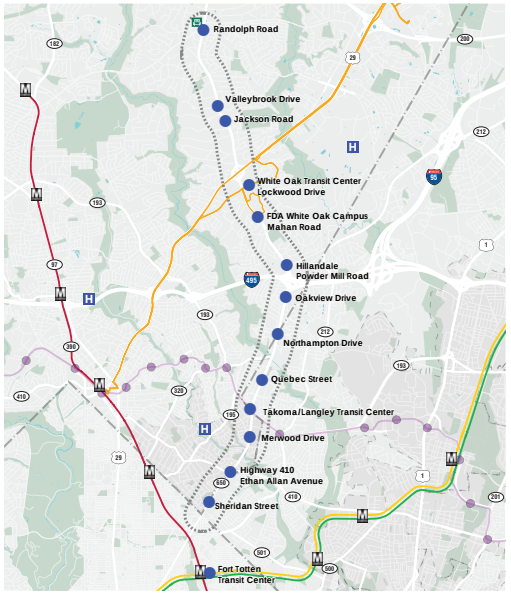
HOW CAN YOU PARTICIPATE?

Explore Our Maps

We have three alternative layouts for Flash Bus Rapid Transit (BRT) service along New Hampshire Avenue.

Provide Feedback

Scan the QR code to directly access the maps, review the potential improvements, and provide your comments.



www.montgomerycountymd.gov/dot-dte/projects/newhampshireave

FLASH
NEW HAMPSHIRE AVE

MCDOT
Montgomery County Department of Transportation

¡Ayúdenos a darle forma al futuro del transporte público en la Avenida New Hampshire!

El Departamento de Transporte del Condado de Montgomery (MCDOT por sus siglas en inglés) planea implementar Autobuses de Tránsito Rápido (BRT) en el corredor de la Avenida New Hampshire. Sus sugerencias son esenciales para considerar cómo mejorar la velocidad, confiabilidad y accesibilidad del servicio de autobuses en la Avenida New Hampshire.

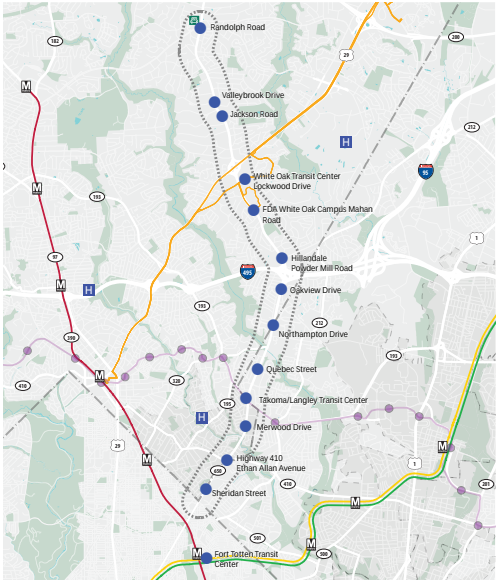
¿CÓMO PARTICIPAR?

Explore nuestros mapas

Tenemos tres diseños alternativos para el servicio de Autobuses de Tránsito Rápido Flash (BRT por sus siglas en inglés) en la Avenida New Hampshire.

Proporcione sugerencias

Escanee el código QR para acceder directamente a los mapas, revisar las posibles mejoras y proporcionar sus comentarios.



CLAVE

Área reservada para el corredor vial

Ruta de Flash en la vía US 29

Posibles estaciones de Autobuses de Tránsito Rápido

www.montgomerycountymd.gov/dot-dte/projects/newhampshireave

	Comment Date	Select an Alternative or General Comment	Select a Station/Location	Based on your selection(s) above, add your comments.
1	5/28/2023 19:34	Alternative 3	Oak View Drive_	All of New Hampshire is incredibly dangerous for anyone not in a car. The Oakview intersection is insane - with NO safe way to cross at any of the four corners. There aren't even sidewalks on all 4 corners, and Alternative 3 is the only proposal that addresses these issues for the entirety of this section of New Hampshire. Forever, any improvements made have been incremental and insufficient - Alternatives 1 and 2 would continue that approach. Specifically, a 6-lane roadway doesn't work for cyclists, pedestrians, bus travel - even cars at this intersection. The only legitimate strategy for making is safer for ALL members of the community is to make traffic slower, but also keep it moving by giving buses a dedicated way to move over for riders and back out into traffic flow. This alternative ritely proposes crosswalks on both the north and south intersections - which doesn't currently exist despite the southbound bus stop being at the northwest corner.
2	5/29/2023 13:08	Alternative 3	Jackson Road_	Like the median design. Eliminate the Jackson Road BRT station as it is too close to the Valley Brook Station. Also the FDA White Oak Campus name need to be changed to encompass the neighborhoods to the west of New Hampshire Avenue. i think some commenters get hung up on the name of FDA campus and feel that the stations should serve only the FDA Campus and forget these other neighborhoods to the west of NH avenue.
3	7/11/2023 6:30	Alternative 1	Ethan Allen Avenue/MD 410_	The proposed station at 410 northbound in Alt 1 would block the entrance to the gas station. The bus should stop at the same place as the other buses (about 50 ft north of your proposed station). What if there were no "station?" Or a modified station that fit into the current space?Southbound, it is good to have the flash bus stop at the same place as the 16, K-6, and K-9, but there should be no construction changes north of Auburn Ave--too disruptive. Alt 2 seems good to have the new buses in the same lane as the current buses, but the curbside lane should not be dedicated to buses. That would be too hard to enforce and would be a problem to access right turns and businesses. AND taking the lane would destroy traffic flow on the already crowded roadway.Also, minimize new construction or taking land. That intersection has just be re-built after a long public process. Need to respect that process.
4	7/11/2023 6:31	General Comment		I hate the idea of taking the Median for any alternative. We need the green space. AND the concept frightens me from a safety perspective. An accident could send people to hospital or cemetery. We just had someone killed at Glenside from an accident; that would be more likely with bus stops in the middle of the road. AND if/when you are stuck at a stop with sketchy or threatening characters, there is nowhere to run. Plus, it is so different a concept, that I think it will drive people away from public transit.
5	7/20/2023 1:32	General Comment		Please build Alternative 3, which is the only true BRT option presented. Curb running lanes will just be used as extra car lanes/parking lanes.
6	9/26/2023 1:13	General Comment		Alternatives 3 and 4 are best--any proposed alternative should maximize dedicated, separated lanes in the middle of New Hampshire Ave.
7	12/8/2023 16:07	Alternative 4	Other New Hampshire Avenue loca	If you selected "Other New Hampshire Avenue location" above, please specify a location in your comment here. This comment is to support this alternative as a whole. It separates the buses for the greatest duration. The only way this is a real BRT is if the buses run in dedicated right of way. Center running lanes that only the buses can access is the most important thing we can do while designing this system.
8	12/9/2023 1:04	General Comment		As budget permits, I'd recommend dedicated lanes for as much of the route as possible to increase consistency in ride times.

9	12/12/2023 3:05	Alternative 1	Oak View Drive_	Fits the existing bus station footprints locations best. Concerning pedestrian and traffic safety, the east-bound Oakview drive signal at New Hampshire needs its own "left signal" for traffic turning north (left) off east-bound Oakview. Requests have been made for this but denied by state highway. This is one of the most dangerous intersections in MoCo. Traffic turning north gets backed up and people try to drive ahead when pedestrians are trying to cross. East bound Oakview traffic does not get extra time to turn, and there are buses coming from an elementary school it services. West-bound Oakview Drive traffic turning north (right) has a designated "right turn signal" so why not the east-bound Oakview Drive? Please consider having this intersection evaluated for a left-hand turn signal from east-bound Oakview drive turning north only 650. Thank you.
10	12/12/2023 10:38	Alternative 3	FDA White Oak Campus_	Placing transit stops in the center of the roadway increases the potential for pedestrian accidents and incidents by requiring them to cross multiple lanes of high speed traffic.
11	12/12/2023 10:39	Alternative 4	White Oak Transit Center_	Placing transit stops in the center of the roadway increases the potential for pedestrian accidents and incidents by requiring them to cross multiple lanes of high speed traffic.
12	12/12/2023 10:44	General Comment		Alternatives 3 and 4 increase the potentials for pedestrian versus vehicle incidents by requiring pedestrian to cross multiple lanes of high speed traffic. Transit stations optimally should not be located in the Center of major roadways.
13	12/13/2023 16:39	General Comment		Suggest mentioning that the White Oak Transit Center will be the transfer location for the Blue/Orange Flash Line.
14	12/13/2023 19:57	General Comment		The maps are really difficult to read and load very slowly. I had to click on the "alternative descriptions" to understand the differences between the alternatives. I don't know if everyone would think to look at that. There needs to be a more clear map showing the alternatives. Based on the descriptions, I support either Alternative 2, 3, or 4.
15	12/23/2023 12:30	General Comment		I teach at Springbrook and I'm very excited about this proposal! I've been wanting to get rid of my car but the Z2 is too infrequent for that to be practical. Regarding the Valley Brook stop, I prefer Alternatives 2 and 4 because the Flash station on the west side would be on the same side of the street as the sidewalk on Valley Brook Dr, meaning one less street for pedestrians to cross.
16	1/8/2024 1:34	Alternative 1	Powder Mill Road/Hillandale_	This station should be at Elton Road--and be a median station. Having this at the north side of Powder Mill is not advantageous for users, pedestrians and vehicles. It just will be a huge point of congestion and frustration for all! There is more space at Elton!!!!!!
17	1/9/2024 19:13	Alternative 3	Powder Mill Road/Hillandale_	It seems like Alternatives 3 and 4 will create gridlock for anyone trying to get to the beltway heading northbound on New Hampshire ave.
18	1/23/2024 21:53	Alternative 1	Ethan Allen Avenue/MD 410_	Alternative 1 is the only possible alternative for this site (410&NH). But all the buses should stop in the same location--north of 410--and the size of the "station" should be reduced greatly to be no more than the current bus stop shelter. NO DEDICATED LANE, NO CHANGES TO CURRENT COMMERCIAL PROPERTIES.
19	1/23/2024 21:55	General Comment		I am now opposed to having any station at 410 & NH because of the County Council proposals to allow increased development density near stations. This is ridiculous! We already have problems with strangers parking on our residential streets and causing crime. NO MORE!
20	1/23/2024 21:57	Alternative 3	Ethan Allen Avenue/MD 410_	Alternatives 3 and 4 are idiotic and will cause serious problems to rider and pedestrian safety as well as drive DOWN usage of public transit.
21	1/23/2024 21:59	Alternative 2	Ethan Allen Avenue/MD 410_	The concept of dedicated lanes is arrogant and will not work! Our neighborhood is already fully developed and this intersection is already overloaded with vehicle traffic. It's idiotic to think all these vehicles will get on the bus. Be realistic!

22	2/2/2024 14:16	General Comment		Good Morning - I represent the ownership group for the shopping center on the corner of Powder Mill Road and New Hampshire Ave which appears to be impacted under Alternates 3+4. Could we please arrange a meeting to discuss? Regards, Grant Matthews The Duffie Companies (202) 816-9693 gmatthews@duffieinc.com
23	2/7/2024 4:20	Alternative 3	Sheridan Street_	I'm not sure I understand how a northbound bus is supposed to transition from the outer lane, across two lanes which can sometimes have heavy traffic, to the inner lane.
24	2/7/2024 4:22	Alternative 3	Ethan Allen Avenue/MD 410_	The center-running lanes could make sense along the stretch south of 410. However, I notice significant rearranging of the curb lines, especially around Conway and Prince George's Ave. The designs for alternatives 3 and 4 does not appear to take into account the planned bicycle trail alignment on the west side.
25	2/27/2024 16:32	General Comment		Any option that exclusively gives any lane to Flash spells doom for drivers during rush hours. Already, there is a bottleneck at the Beltway & especially at Langley Pk when any truck pauses in the right lane. It is a 1-hour commute from 20904 to NW DC, which is only about 12 mi. Syncing traffic lights is enough. Do not implement a plan that depresses EastCo homes values by making the commute harder for drivers. Flash is no EQUITABLE sub for Metrorail in any way. It is a sleek band-aid that will make life harder for drivers. If it were truly a super-fast commuter bus to Glenmont or SS, that would be one thing, but it is not. Glad to support people w/o cars, but Bethesda drivers would NEVER be made to cheer a plan that slows their commute to DC. This remediation on the black/brown side of MoCo is not excellence. BRT won't foster development/investment that drives up the quality of schools and home values. Let's stop pretending this won't actually be a disrupter for many residents.
26	3/18/2024 3:00	Alternative 2	Ethan Allen Avenue/MD 410_	Presumably the southbound bus stop adjacent to the business parking lot would not interfere with the NH Ave bike trail being planned to run parallel?
27	3/18/2024 3:04	Alternative 2	Fort Totten_	Presumably for this project to be successful, you will eventually need to coordinate with DC on getting efficiently to either Ft Totten or Takoma Stations. If the bus exits into mixed traffic on either NH Ave or Riggs Road for the last portion of the trip, it will add a significant amount of time during peak hours. This would make it hard for the DASH buses to maintain their schedules
28	6/6/2024 18:16	General Comment		New Hampshire is a good place for median bus lanes. The point of the flash routes is to run fast with widely spaced stops so that a few buses can provide frequent service, and produce solid linkages. Alternatives 1 and 2, with bus stops on the side of the roadway will be a disaster -- particularly approaching and passing 495 northbound. The right lane of New Hampshire there always gets backed up as people try to slowly get onto the beltway. A bus which needs to reach stations on the right hand side will get stuck in that traffic, even though the left lanes tend to stay relatively free-flowing. Center lanes, like alternatives 3 and 4 are an ideal solution to this problem. Without center lanes, the time it will take these buses to get from ~piney branch avenue to past the beltway will be a significant problem for this route. New Hampshire approaching University BLVD is also extremely traffic heavy, but options 2-4 all seem capable of addressing the problems there. Alt 1 is bad

Appendix I: Survey

New Hampshire Avenue BRT Alternatives Survey Summary

Survey Purpose

The purpose of this online survey was to educate respondents regarding the details of the BRT alternatives, and to reveal which alternatives were preferred by the respondents. It was also designed to gather general feedback from respondents who would be impacted by the project, along with information about their demographics and transit use.

Survey Distribution

The survey was accessible through a link on the MCDOT project webpage, as well as through a QR code on printed materials (flyers and postcards). It was distributed through email blasts, the County Executive newsletter, and social media. During public outreach, members of the public were handed flyers with project information in English and Spanish that they could later scan. Members of the outreach team encouraged people to take the survey, explaining its purpose and structure. At the end of the survey there was an opportunity to submit an email to enter a raffle for a $50 gift card. The survey was open from April 29, 2025, to June 30, 2025.

Survey Structure

The survey (attached) opens with a general description of the New Hampshire Avenue BRT project, showing the study extents. The first two questions ask about an individual's travel activity and habitual presence on New Hampshire Avenue. The following questions showed images, maps, and detailed metrics for each of the BRT alternatives, including the hybrid alternative. Respondents were asked to rate each alternative and provide free-response feedback. The final block of questions collects demographic information, and the final page provides a space to enter an email for raffle entry, as well as a link to the project website.

Survey Results

Respondent Travel Patterns

Figure 1 reports respondent travel patterns along New Hampshire Avenue. Most respondents drive alone most often, while fewer take the bus. When asked about the purpose of their trips along New Hampshire Avenue, about 70% answered that they live there, while 47% answered that they shop there. Fewer people reported that they went to school or worked along the corridor.

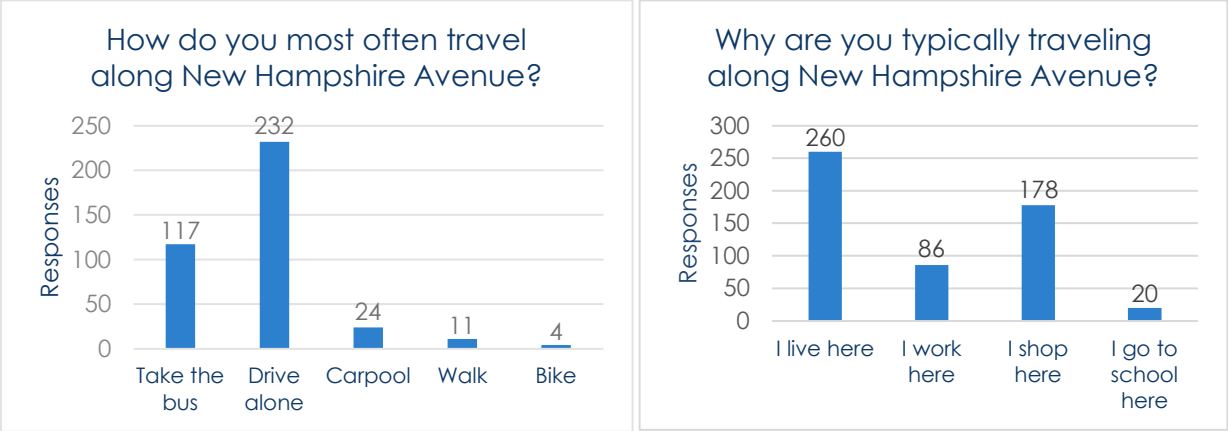


Figure 1: Travel pattern responses

Alternatives

The following section of the survey presented each alternative in turn, displaying an alternative map and corresponding lane diagrams and sample images. It also included a scoring table with color-coded and annotated evaluations of performance in each of the five categories. Respondents were asked to indicate how well each alternative met the needs of their community on a scale from 0-5, with 0 meaning "not at all" and 5 meaning "completely". They were also asked to provide free-response feedback.

Alternative 1

Alternative 1 received an average score of 2.6/5. Some respondents seemed to like the idea, citing it as a conservative introduction for improved mass transit in the area. Many respondents expressed worries that this alternative would not make a meaningful difference over existing conditions or that this alternative would make things more confusing or dangerous. Some respondents argued that this alternative could not be considered BRT, with a few specifically citing the ITDP BRT standard. Others focused mainly on having a median-aligned busway that runs the length of the entire corridor, or mentioned the concept of "BRT Creep," a term that refers to a phenomenon in which a transit line billed as BRT comes to resemble regular bus service in design and operation.

Alternative 2

Alternative 2 received an average score of 3.0/5. Feedback was mixed, with most disagreement having to do with the curbside dedicated bus lanes. Several respondents said that dedicated lanes should be a necessary part of implementing BRT service, while other respondents cited perceived inadequacies of existing bus lanes as an indicator of likely future difficulties. Several respondents expressed trouble believing that there would be no negative impact on car travel under this alternative. Other respondents found it to be a good compromise.

Alternative 3

Alternative 3 received an average score of 2.4/5. Respondents had a broad variety of opinions and feedback. Some cited improvements to safety, while others thought that pedestrian navigation of intersections would be worsened. Several respondents expressed enthusiasm for center-running exclusive bus lanes, while others questioned the value of having separate facilities for BRT and local bus service. People doubted that car travel times would not be impacted. The most common criticisms involved cost and disruption associated with construction.

Alternative 4

Alternative 4 received an average score of 2.2/5. The feedback included many references to Alternative 3, along with resonant opinions. Respondents tended to think that this alternative was too expensive or disruptive. Others cited potential positive image of this alternative, saying it was close to "real BRT" or that it would get people out of their cars. Respondents expressed dissatisfaction with the prospect of worsening local bus service.

Hybrid Alternative

The Hybrid Alternative received an average score of 3.5/5. Additional feedback was provided by 112 respondents, which was generally positive. Respondents described it as striking a good balance, especially between improved bus travel time and cost. The negative or cautionary feedback fell into three broad buckets: concerns about 1) worsened car travel times and experience, 2) lack of bicycling infrastructure, and 3) vulnerability of bus lanes to interference from cars. Various responses expressed concern that buses would be blocked in mixed traffic, and that absent enforcement, cars would use bus only lanes. Some people said that queue jumps would be confusing, or that the plan seemed confusing.

Alternatives Comparison

As shown in **Figure 2**, respondents were asked to rank their preferred alternatives, 1 through 5. Of the 389 total responses, 48% (122) ranked the hybrid alternative as #1 (most preferred). It is possible that respondents did not have as strong opinions regarding their rankings for 2 through 5, but this question does reveal a clear preference for the Hybrid Alternative as the #1 ranked alternative.

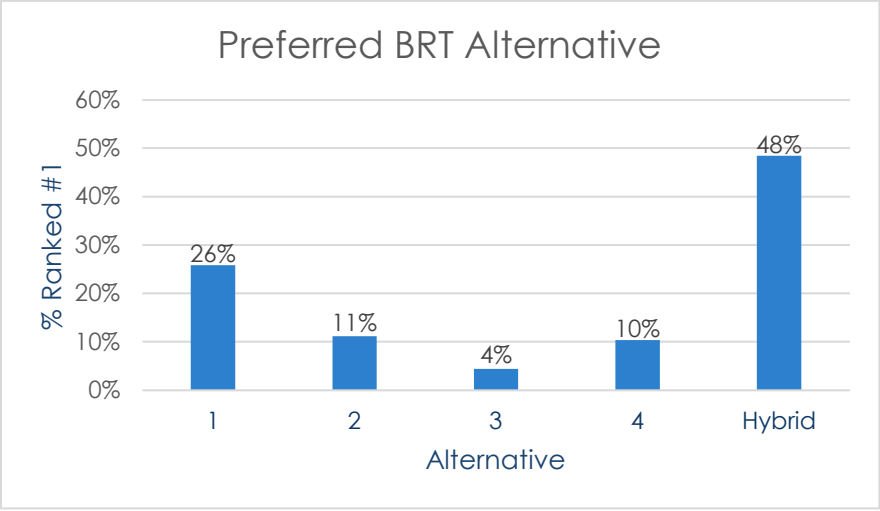


Figure 2: Preferred BRT Alternative

Respondents were asked to rank the factors that most heavily influenced their ranking of the alternatives. As shown in **Figure 3**, 46% of respondents ranked Flash BRT Bus Travel Time as their most important factor. Bus-riding respondents tended to rank 'Flash BRT Bus Travel Time' and 'Local Bus Travel Time' higher than

average, while those that drive alone tended to rank 'General Traffic Travel Time' and 'Construction Cost' higher than average.

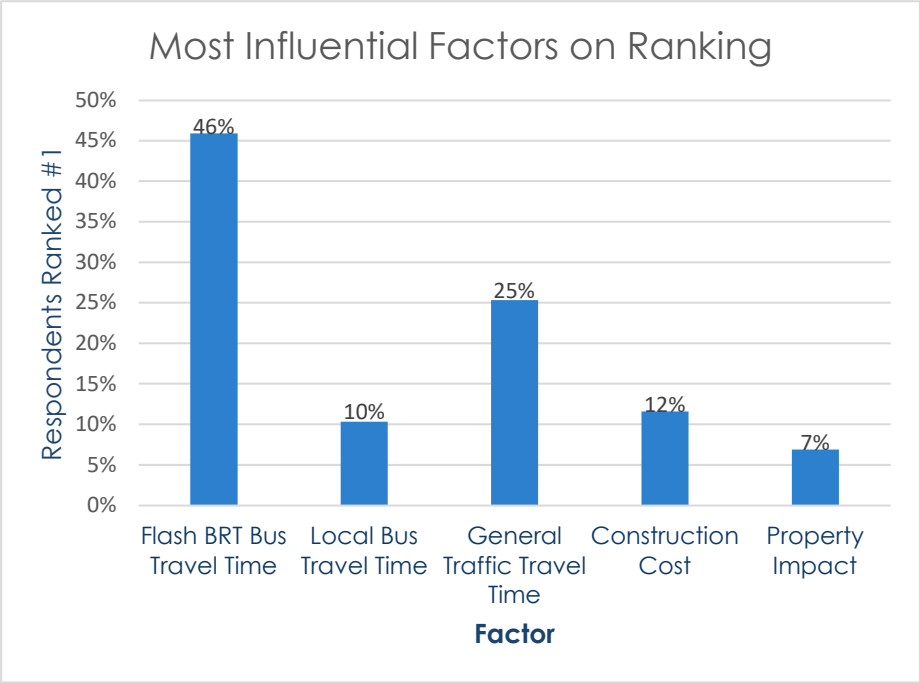


Figure 3: Factors influencing ranking

Demographics

Respondents were asked questions pertaining to their demographic data, with the option in each case to select "Prefer not to say". The goal of collecting this information was to understand whether the target audiences were reached. **Figure 4** shows the race or ethnicity that respondents self-reported, showing a distribution that roughly corresponds to that of Montgomery County as a whole.

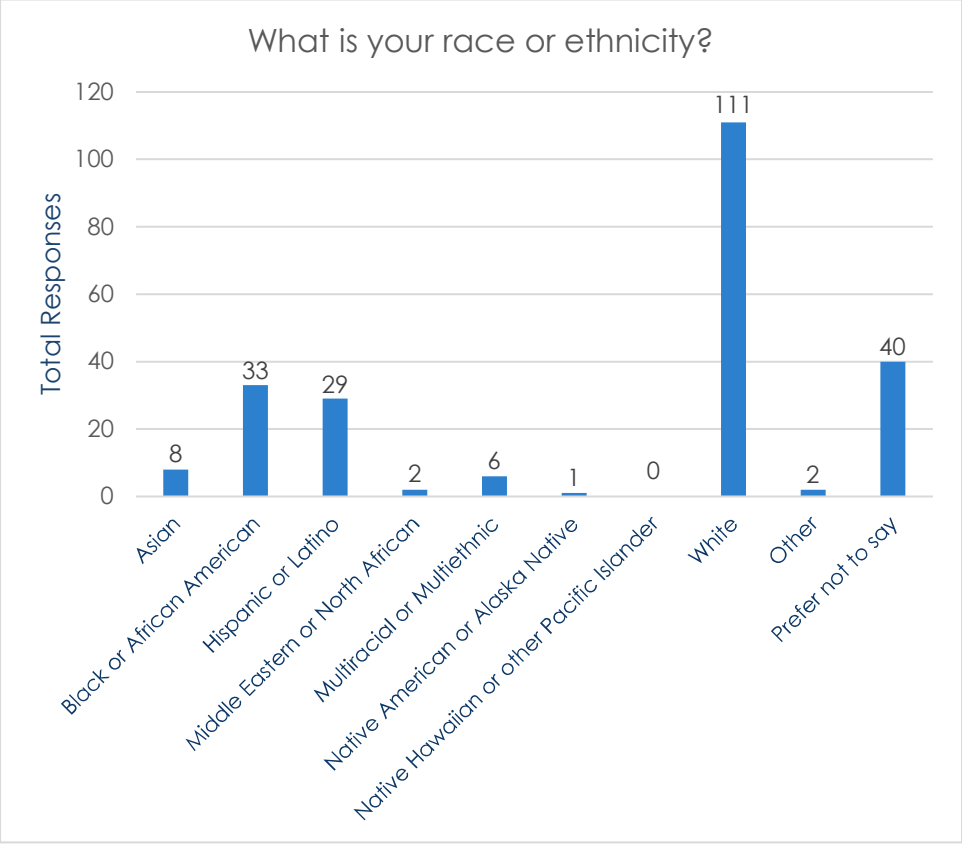


Figure 4: Respondents' self-reported race and ethnicity

Figure 5 shows the self-reported gender identity of respondents. Of those who did respond to this question, more identified as women.

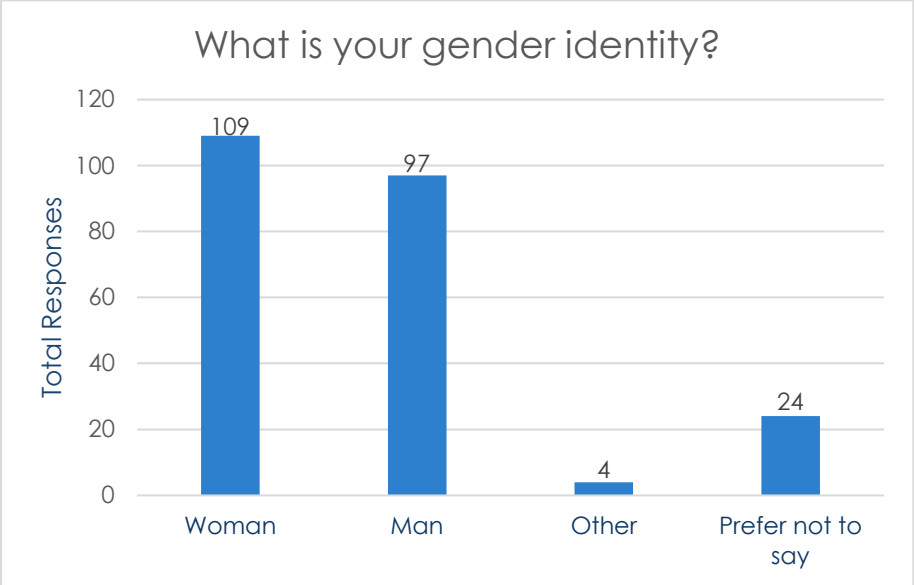


Figure 5: Respondents' self-reported gender identity

Figure 6 shows the breakdown of respondents by age group, showing a distribution that matches that of Montgomery County as a whole.

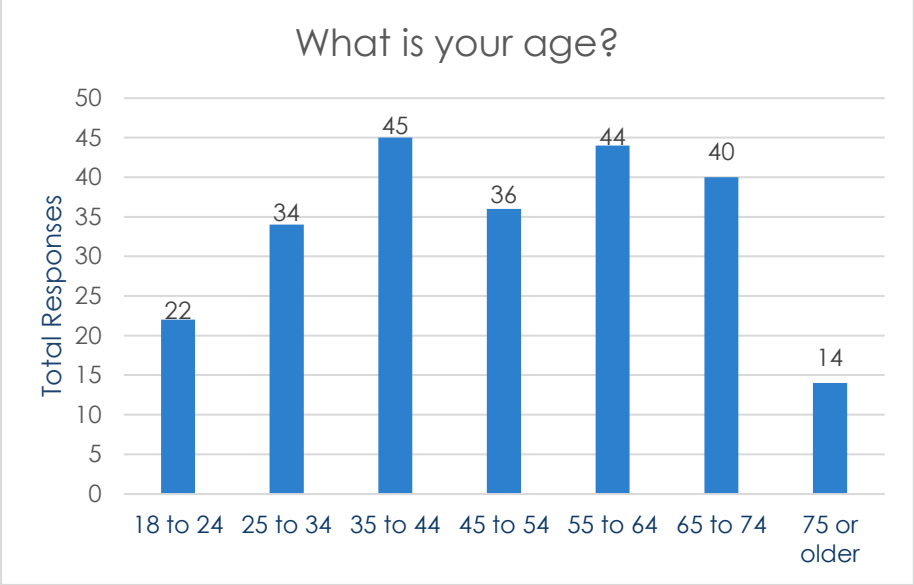


Figure 6: Respondents' self-reported age

The self-reported income of respondents is shown in **Figure 7**. Analyzing the entire survey by income level reveals several patterns in habits and preferences. People who self-identified as having a household income less than $50k per year were significantly more likely to take the bus (68%), while people who reported having a household income of $50k or more were significantly more likely to drive alone (72%). People from higher income households are more likely to drive alone, be older, and white. Self-identified bus riders were younger, more racially diverse, and more female than self-identified drivers (16 more respondents self-identified as women bus riders than men bus riders, while drivers only had one more respondent self-identify as a man than as a woman). Though more bus riders fell into the "Less than $25k"

category than any other household income category, they were still fairly well represented across the income spectrum.

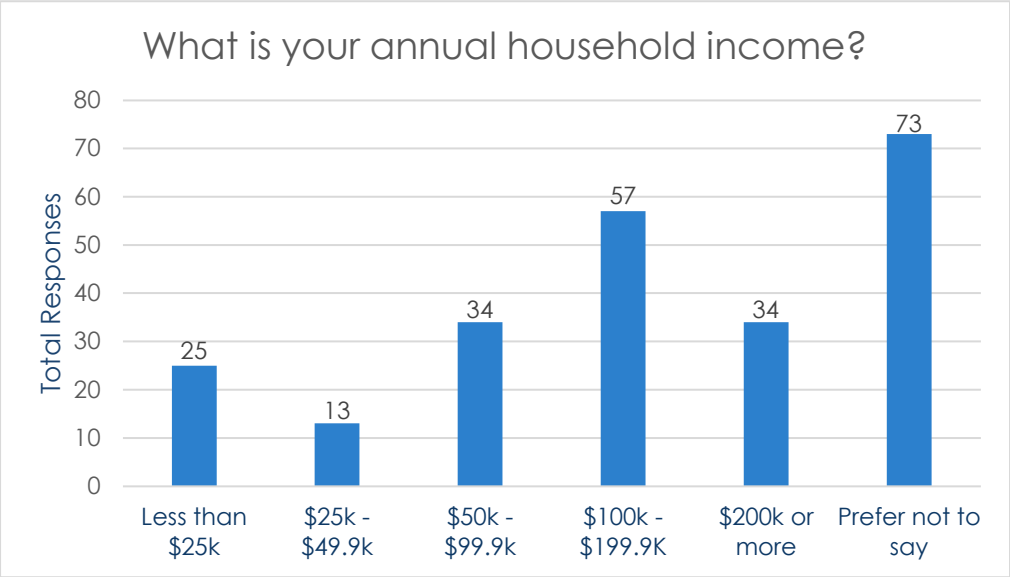


Figure 7: Respondents' self-reported household income

Both riders and drivers who identified their zip code tended to live in a broad area centered on the New Hampshire corridor and extending into Montgomery County, Prince George's County, and DC. More riders were from 20783 than any other zip code, followed by 20903 and 20912. More drivers were from 20192, followed by 20904, 20903, and 20905. 20192 encompasses Takoma Park, whereas 20783 encompasses Langley Park, Adelphi, and part of Chillum. This corresponds roughly with the demographic differences previously noted. The extent of zip codes represented may have been influenced by survey distribution.

FLASH
NEW HAMPSHIRE AVE

MCDOT
Montgomery County Department of Transportation

Help guide the planning of the proposed Bus Rapid Transit (BRT) on the **New Hampshire Avenue Corridor!**

¡Ayuda a guiar la planificación del sistema propuesto de autobús de tránsito rápido (BRT) en el corredor de la Avenida New Hampshire!

Take Our Survey!

Survey closes on Monday, June 30th, 2025.

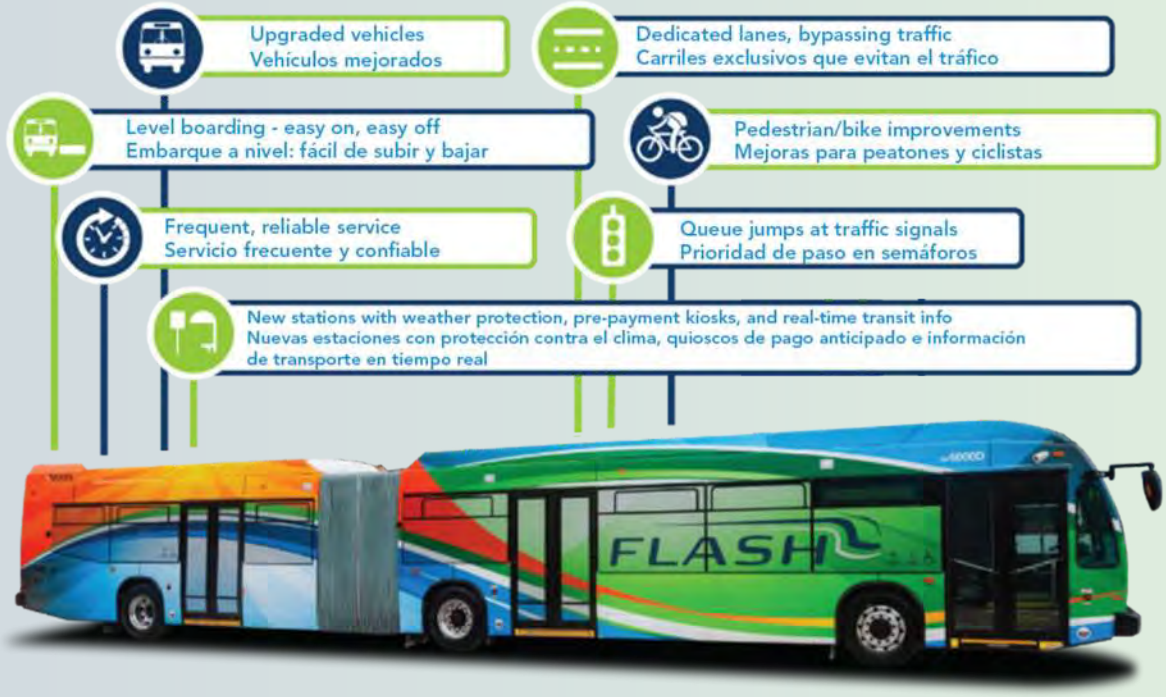
Scan Me!

¡Escanee el código!

¡Participe en la encuesta!

La encuesta cierra el lunes 30 de junio de 2025.

Visit our website with the link below:
Visite nuestro sitio web con el enlace de abajo:
tinyurl.com/NewHampshireBRT



Please Contact:
Justin.Willits@montgomerycountymd.gov with any questions.

Comuníquese con:
Justin.Willits@montgomerycountymd.gov para cualquier pregunta.

Tara Hofferth

From: Montgomery County, MD <montgomerycountymd@public.govdelivery.com>
Sent: Wednesday, May 28, 2025 1:58 PM
To: Tara Hofferth
Subject: New Hampshire Ave. Flash BRT Survey Deadline Extended

[External Sender]

Thank you to all those that attended the New Hampshire Avenue Flash Bus Rapid Transit (BRT) Planning Study public meeting on May 14.

The project website is now updated with the meeting materials.

We are still interested in your feedback. The project survey deadline has been extended until June 30. Have you filled it out yet?

Take the Survey Now!

Please share the survey link with your friends, family and neighbors.

For more information:

New Hampshire Ave. Flash Bus Rapid Transit (BRT) Website

Thank you for your continued dedication to this project and Montgomery County.

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Tara Hofferth

From: Montgomery County, MD <montgomerycountymd@public.govdelivery.com>
Sent: Tuesday, June 24, 2025 10:36 AM
To: Tara Hofferth
Subject: DON'T FORGET: New Hampshire Ave. Flash BRT Survey Closing Soon

[External Sender]

Your feedback is valued.

The New Hampshire Avenue Flash Bus Rapid Transit (BRT) Planning Study survey closes on June 30.

Take the Survey Now!

For more information about this project, please visit New Hampshire Ave. Flash Bus Rapid Transit (BRT) Website

Feel free share the survey link with your friends, family and neighbors.

Thank you for your continued dedication to this project and Montgomery County.

This email was sent to you using GovDelivery, on behalf of Montgomery County, Maryland Government.

As a subscriber, you agree that we may contact you by email and use the information you submit as described in the Montgomery County Privacy Policy.

Please do not reply to this email. Replies to this email will not be responded to or read. If you have any questions or comments, please visit the MC311 Portal at www.mc311.com or call 3-1-1 (240-777-0311 if outside the County) to speak with a Customer Service Representative.

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This email was sent to thofferth@kittelson.com using GovDelivery Communications Cloud on behalf of: Montgomery County Maryland · Monroe Street · 13th Floor Rockville · Rockville, MD 20850

New Hampshire Flash Bus Rapid Transit (BRT) Survey

The Montgomery County Department of Transportation (MCDOT) is upgrading transit on the New Hampshire Avenue corridor by implementing a **Bus Rapid Transit (BRT) system**.

Bus Rapid Transit is different from typical bus service in that it has the goal of arriving approximately every 15 minutes, and approximately every 7-8 minutes during morning and evening rush hours.

Bus Rapid Transit provides:

- pre-boarding payment
- priority traffic light signaling
- dedicated lanes where possible

The New Hampshire Avenue Flash BRT planning study is exploring options for providing higher quality, faster, and more reliable transit service along the corridor. Several alternatives have been developed and evaluated. **Please fill out this survey to give us feedback about these alternatives.**

At the end of the survey, you will have the chance to enter your email for a chance to win a **$50 gift card.**

New Hampshire Flash Bus Rapid Transit (BRT) Survey

1. How do you most often travel along New Hampshire Avenue?

- ◯ Take the bus
- ◯ Drive alone
- ◯ Carpool
- ◯ Walk
- ◯ Bike

2. Why are you typically traveling along New Hampshire Avenue? (select all that apply)

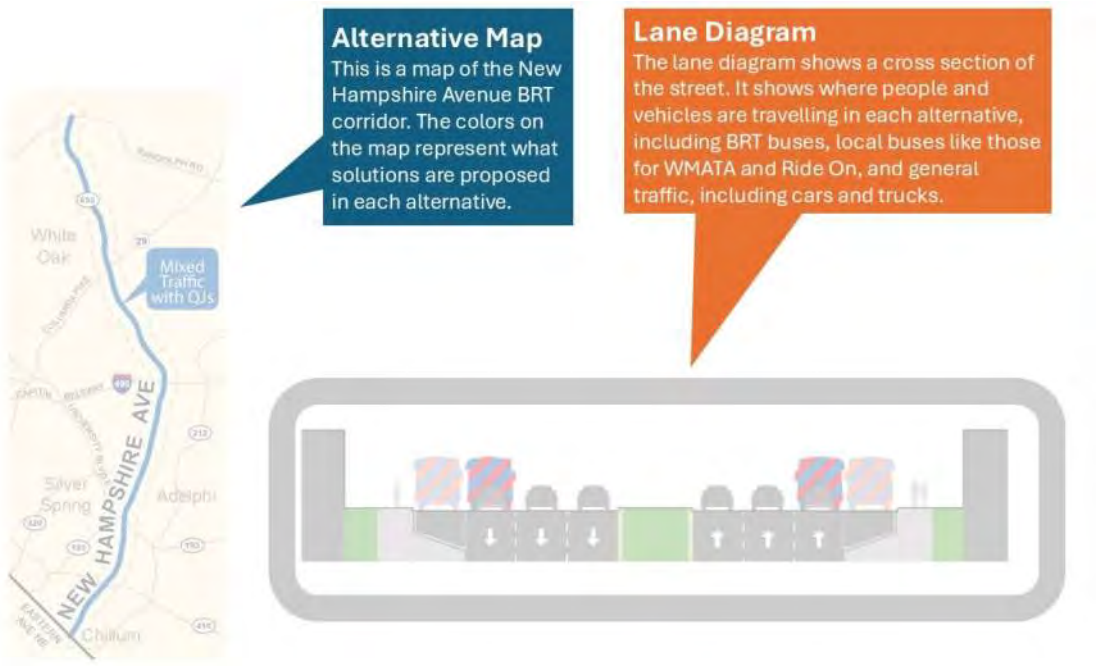
- ☐ I live here
- ☐ I work here
- ☐ I shop here
- ☐ I go to school here

New Hampshire Flash Bus Rapid Transit (BRT) Survey

We would like your opinion about the **different alternatives** we have developed.

For each alternative, you will see:

- **Alternative Map**
- **Lane Diagram**
- **Example Images**
- **Scoring Table**



Example Image
These images provide examples of what BRT treatments and alternatives could look like.

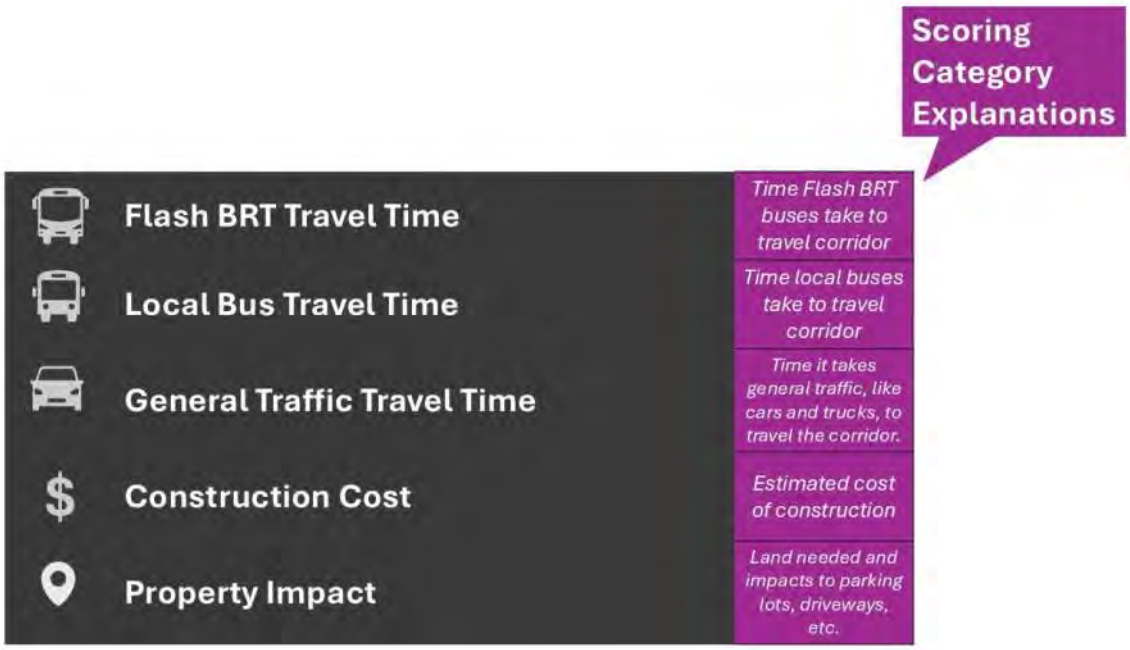
Scoring Table
The scoring table shows how well the alternative meets community goals and needs as compared to other alternatives

Green means that goals / needs are very well achieved.

Orange means that goals / needs are somewhat achieved.

Red means that the goals / needs are not well achieved.

Flash BRT Travel Time	Poor
Local Bus Travel Time	Fair
General Traffic Travel Time	Good
Construction Cost	Low
Property Impact	Low


Scoring Category Explanations
Flash BRT Travel Time
Time Flash BRT buses take to travel corridor
Local Bus Travel Time
Time local buses take to travel corridor
General Traffic Travel Time
Time it takes general traffic, like cars and trucks, to travel the corridor.
Construction Cost
Estimated cost of construction
Property Impact
Land needed and impacts to parking lots, driveways, etc.

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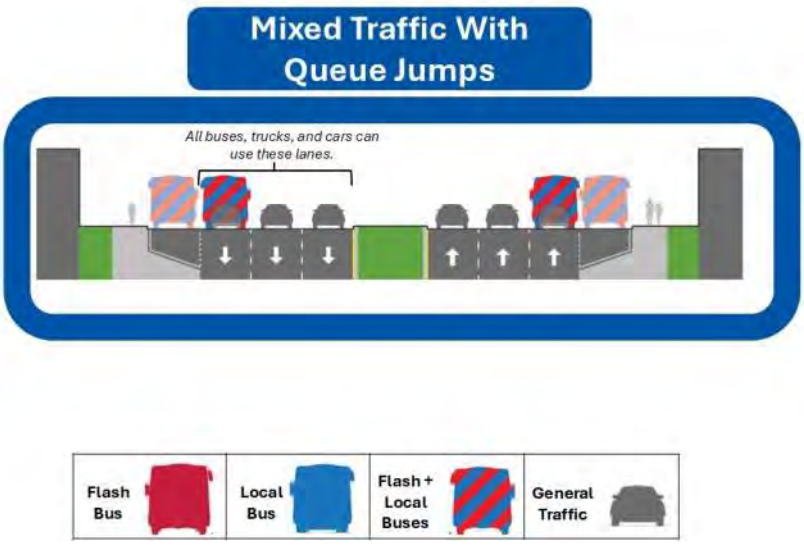
New Hampshire Flash Bus Rapid Transit (BRT) Survey

Alternative 1

A low-cost solution involving Flash BRT buses mixing with general traffic. Flash BRT buses will be allowed to skip long queues at intersections with special queue jump lanes.

Alternative Map

Lane Diagram



Example Images

Mixed Traffic With Queue Jumps

Scoring Table

Flash BRT Travel Time	Poor Slower as compared to other alternatives due to mixing with general traffic
Local Bus Travel Time	Fair
General Traffic Travel Time	Good Travel by car is faster
Construction Cost	Low
Property Impact	Low

3. On a scale of **0 - 5**, how well does Alternative 1 meet the needs of your community?

(0 = not at all, 5 = completely)

0 5

4. Do you have any other feedback about **Alternative 1**?

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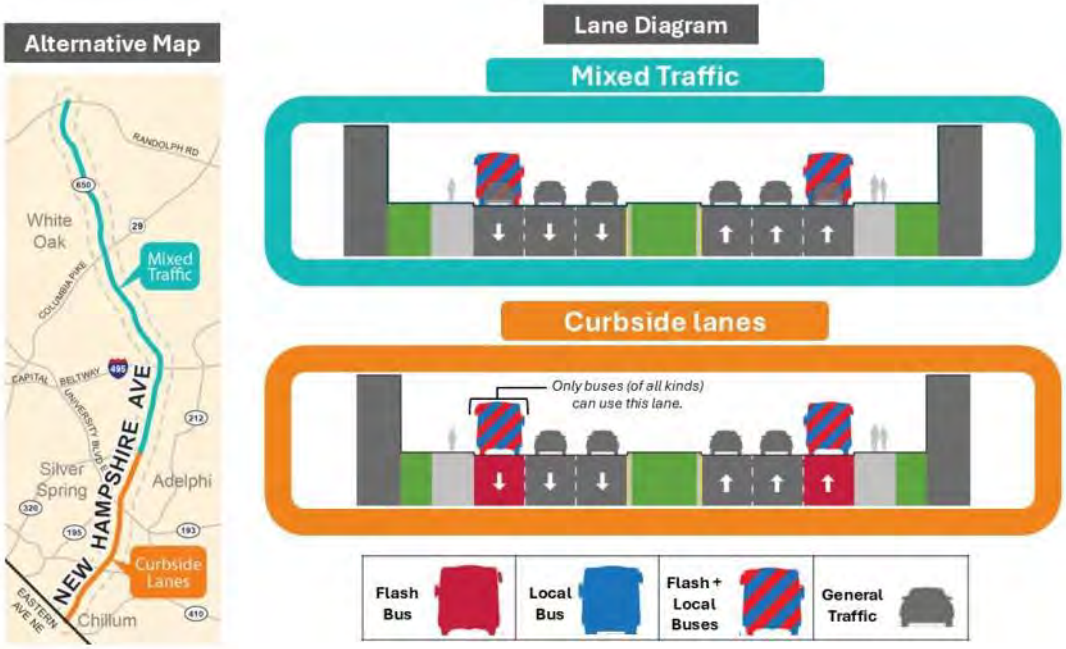
New Hampshire Flash Bus Rapid Transit (BRT) Survey

Alternative 2

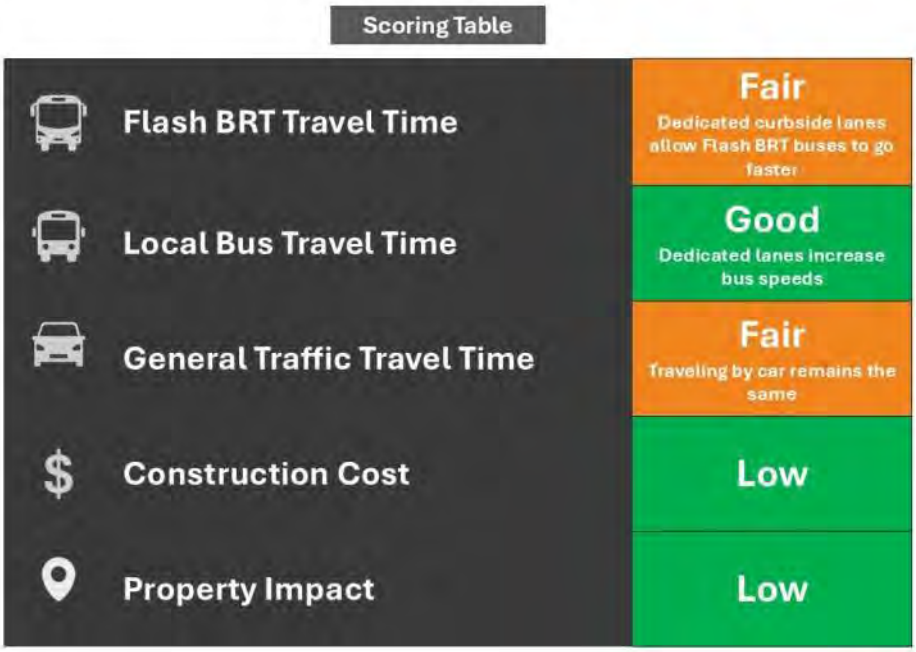
A low-cost solution involving Flash BRT buses mixing with general traffic with queue jumps on the northern portion of New Hampshire Avenue. On the southern portion, buses have their own exclusive bus lane, running alongside the curb.



Example Images

Mixed Traffic

Curbside Lanes



5. On a scale of **0 - 5**, how well does Alternative 2 meet the needs of your community?

(0 = not at all, 5 = completely)

0 5

6. Do you have any other feedback about **Alternative 2**?

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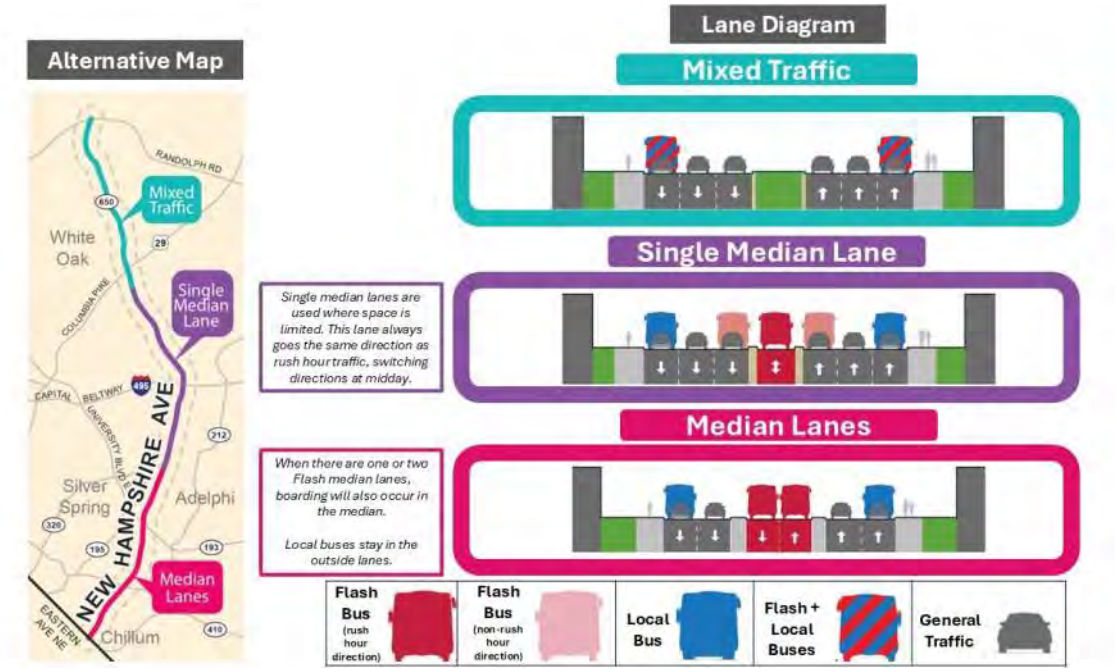
New Hampshire Flash Bus Rapid Transit (BRT) Survey

Alternative 3

A high-cost solution which involves Flash buses using exclusive lanes in the median of the street (which are more expensive to construct). Local buses share the rest of the street with general traffic.



Example Images

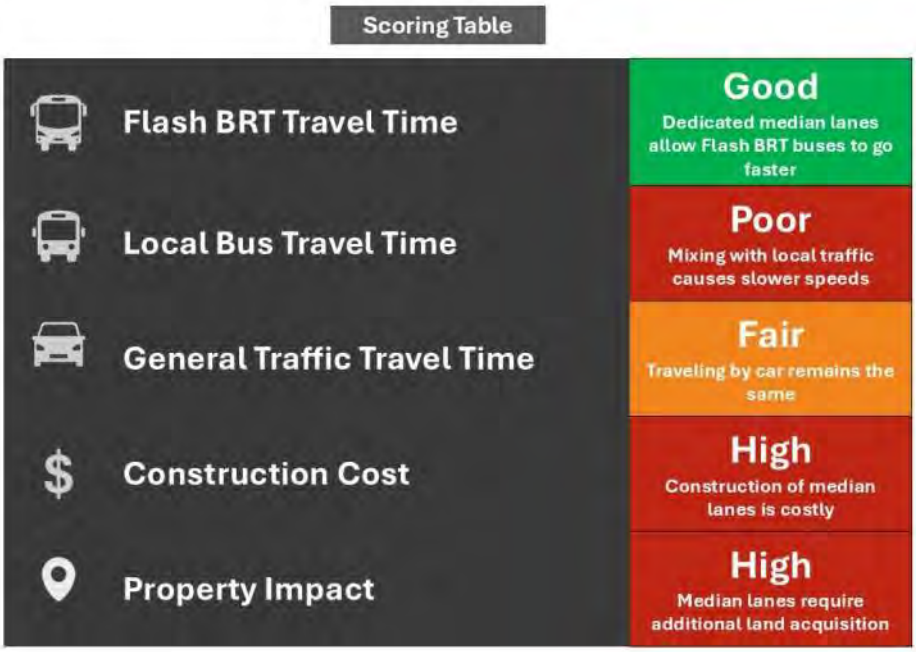
Mixed Traffic

Single Median Lane

Median Lanes

Red median bus lanes may be separated from other lanes with fences or curbs.

Left turns cannot occur except at traffic signals.



7. On a scale of **0 - 5**, how well does Alternative 3 meet the needs of your community?

(0 = not at all, 5 = completely)

0 5

8. Do you have any other feedback about **Alternative 3**?

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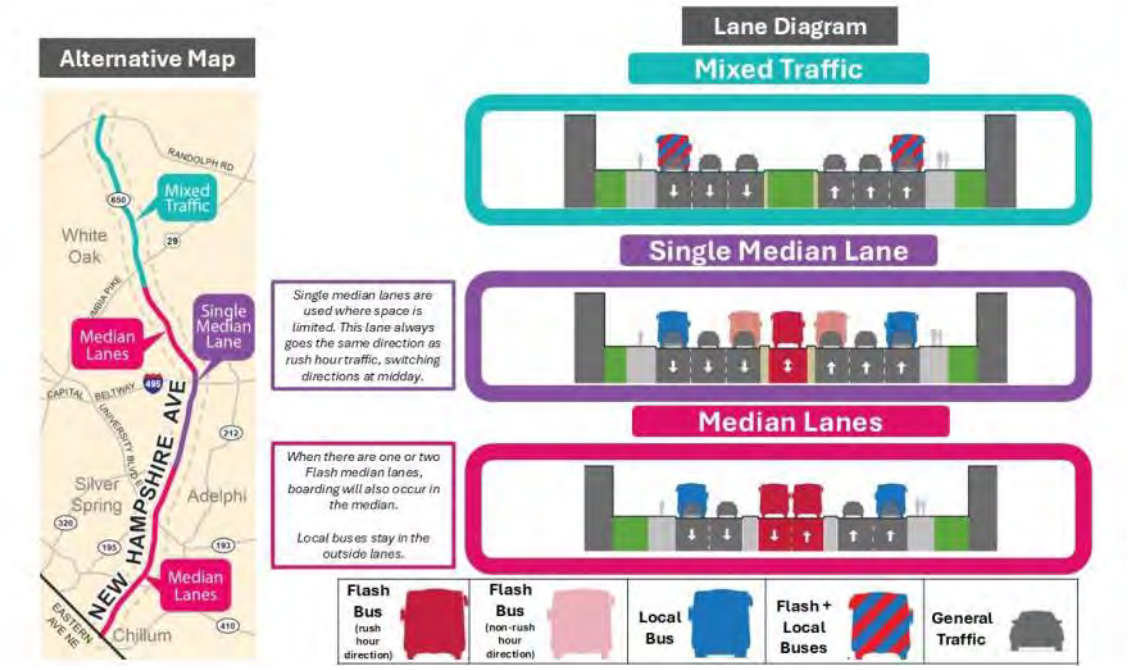
New Hampshire Flash Bus Rapid Transit (BRT) Survey

Alternative 4

A high-cost solution involving buses using exclusive lanes in the median of the road (which are more expensive to construct). This solution involves more dual median lanes than single median lanes.



Example Images

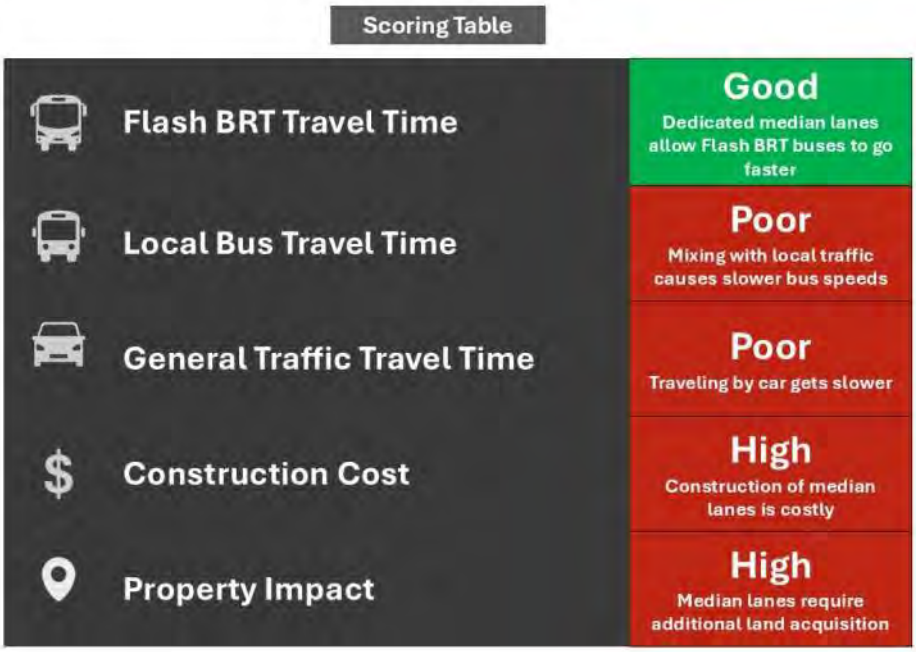
Mixed Traffic

Single Median Lane

Median Lanes

Red median bus lanes may be separated from other lanes with fences or curbs.

Left turns cannot occur except at traffic signals.



9. On a scale of **0 - 5**, how well does Alternative 4 meet the needs of your community?

(0 = not at all, 5 = completely)

0 5

10. Do you have any other feedback about **Alternative 4**?

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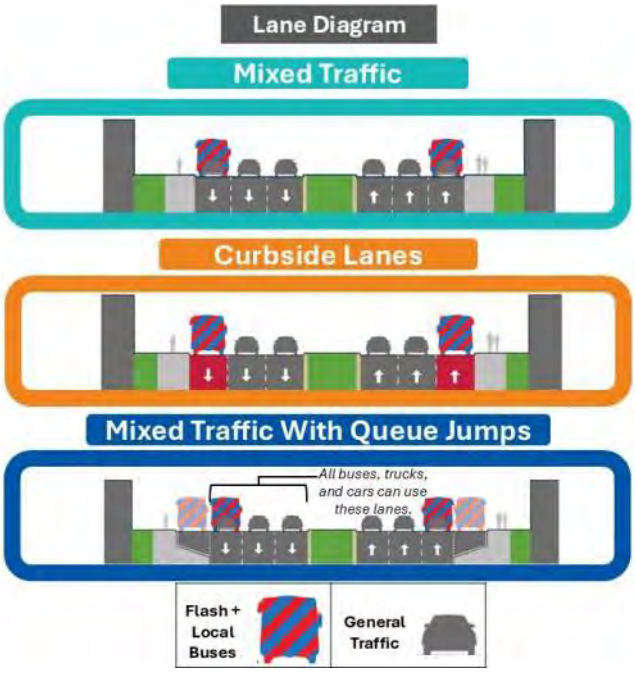
New Hampshire Flash Bus Rapid Transit (BRT) Survey

Hybrid Alternative

A low-cost solution involving Flash BRT buses mixing with traffic in some areas, and using exclusive lanes along the curb in others.

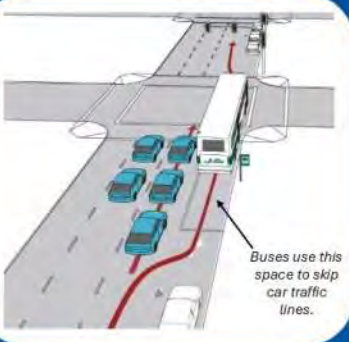


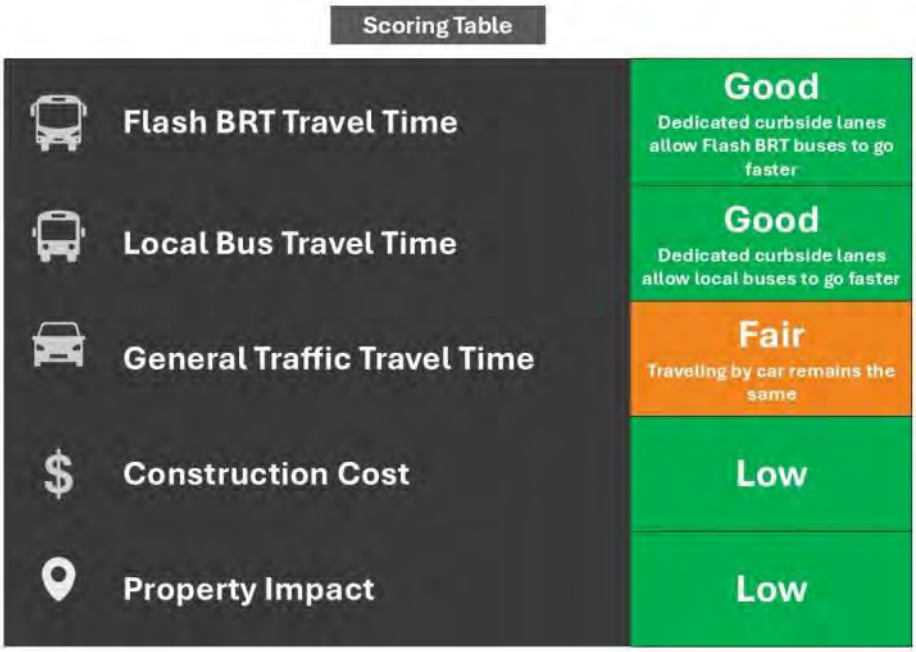
Example Images

Mixed Traffic

Curbside Lanes

Mixed Traffic With Queue Jumps





Based on technical analysis, the Hybrid Alternative performs the best.

11. On a scale of **0 - 5**, how well does this the Hybrid Alternative meet the needs of your community?

(0 = not at all, 5 = completely)

0 5

12. Do you have any other feedback about the **Hybrid Alternative**?

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New Hampshire Flash Bus Rapid Transit (BRT) Survey

This table compares each of the five alternatives:

	#1	#2	#3	#4	Hybrid
Flash BRT Travel Time	Poor	Fair	Good	Fair	Good
Local Bus Travel Time	Fair	Good	Poor	Poor	Good
General Traffic Travel Time	Good	Fair	Fair	Poor	Fair
Construction Cost	Low	Low	High	High	Low
Property Impact	Low	Low	High	High	Low

13. Of these alternatives, please **rank** them based on their ability to meet the needs of your community?
(1 = best, 5 = worst)

- **Alternative #1**
- **Alternative #2**
- **Alternative #3**
- **Alternative #4**
- **Hybrid Alternative**

14. Please rank the factors which most heavily influencing your choice.
(1 = most, 6 = least)

- Flash BRT Bus Travel Time
- Local Bus Travel Time
- General Traffic Travel Time
- Construction Cost
- Property Impact

New Hampshire Flash Bus Rapid Transit (BRT) Survey

Demographics

The following demographic questions are **optional**. Providing this information helps the project team understand how well we are reaching people.

15. Please enter your zip code:

16. What is your race or ethnicity?

- ◯ Asian
- ◯ Black or African American
- ◯ Hispanic or Latino
- ◯ Middle Eastern or North African
- ◯ Multiracial or Multiethnic
- ◯ Native American or Alaska Native
- ◯ Native Hawaiian or other Pacific Islander
- ◯ White
- ◯ Other
- ◯ Prefer not to say

17. What is your gender identity?

- ◯ Woman
- ◯ Man
- ◯ Other
- ◯ Prefer not to say

18. What is your age?

- ◯ 18 to 24
- ◯ 25 to 34
- ◯ 35 to 44
- ◯ 45 to 54
- ◯ 55 to 64
- ◯ 65 to 74
- ◯ 75 or older

19. What is your annual household income?

- ◯ Less than $25k
- ◯ $25k - $49.9k
- ◯ $50k - $99.9k
- ◯ $100k - $199.9K
- ◯ $200k or more
- ◯ Prefer not to say

New Hampshire Flash Bus Rapid Transit (BRT) Survey

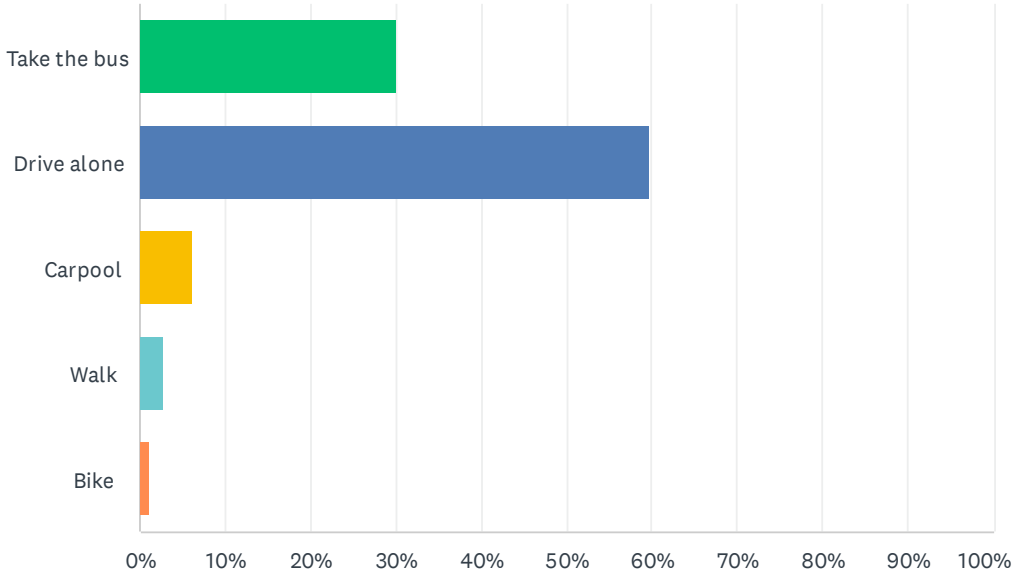
20. Please enter your email address if you would like to be entered into a raffle for a **$50 gift card** and to stay informed about this project. This is optional.

Please click on this link to learn more about this project:

New Hampshire Avenue Flash BRT Project Website

Q1 How do you most often travel along New Hampshire Avenue?

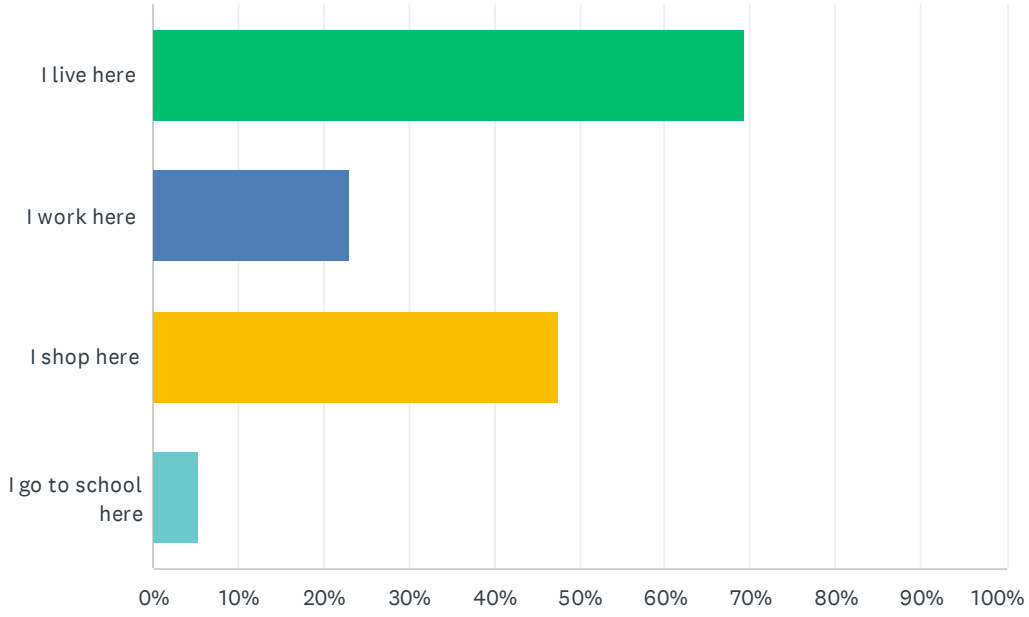
Answered: 388 Skipped: 1



ANSWER CHOICES	RESPONSES	
Take the bus	30.15%	117
Drive alone	59.79%	232
Carpool	6.19%	24
Walk	2.84%	11
Bike	1.03%	4
TOTAL		388

Q2 Why are you typically traveling along New Hampshire Avenue? (select all that apply)

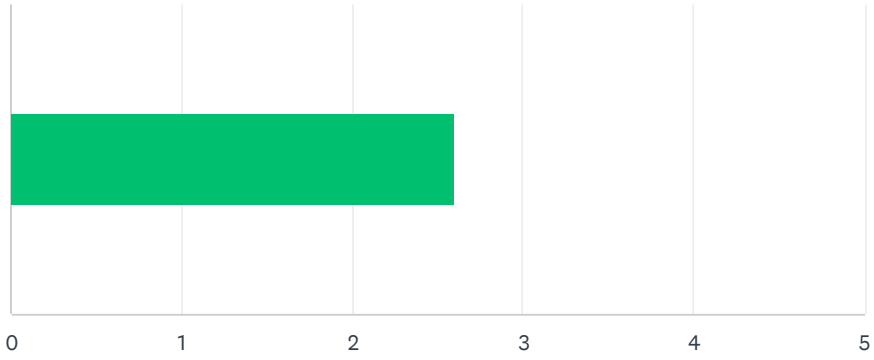
Answered: 375 Skipped: 14



ANSWER CHOICES	RESPONSES	
I live here	69.33%	260
I work here	22.93%	86
I shop here	47.47%	178
I go to school here	5.33%	20
Total Respondents: 375		

Q3 On a scale of 0 - 5, how well does Alternative 1 meet the needs of your community?(0 = not at all, 5 = completely)

Answered: 297 Skipped: 92



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	771	297
Total Respondents: 297			

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220	4	5/13/2025 9:18 PM
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231	0	5/13/2025 3:12 PM
232	1	5/13/2025 1:52 PM
233	2	5/13/2025 1:40 PM
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235	3	5/13/2025 8:03 AM
236	2	5/13/2025 1:14 AM
237	4	5/12/2025 10:38 PM
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246	3	5/12/2025 6:34 PM
247	3	5/12/2025 6:23 PM
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256	3	5/12/2025 2:50 PM
257	0	5/12/2025 10:30 AM
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280	4	5/2/2025 3:46 PM
281	4	5/2/2025 1:42 PM
282	5	5/2/2025 1:18 PM
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290	4	5/1/2025 10:34 AM
291	4	5/1/2025 10:30 AM
292	3	4/30/2025 11:35 AM
293	4	4/30/2025 9:27 AM
294	4	4/30/2025 9:09 AM
295	2	4/30/2025 9:09 AM
296	2	4/29/2025 8:32 PM
297	1	4/29/2025 8:06 PM

Q4 Do you have any other feedback about Alternative 1?

Answered: 139 Skipped: 250

#	RESPONSES	DATE
1	Hard to see how it would be an improvement over regular buses.	6/28/2025 11:44 PM
2	Slowing up regular traffic when the BRT bus needs to get back into the main flow lanes	6/28/2025 12:25 PM
3	Nope	6/27/2025 5:44 PM
4	It is almost sure that other drivers will use the bus lane unless there is enforcement	6/27/2025 4:33 PM
5	Busses in mixed traffic guarantees that busses will be slower than cars.	6/27/2025 10:21 AM
6	Minimal approach - will not persuade many people to use the bus.	6/27/2025 9:13 AM
7	Good Service	6/26/2025 11:07 PM
8	The flash is really amazing service for everyone and we love to enjoy it so much.	6/26/2025 11:00 PM
9	I would prefer it to no BRT. I like the idea of queue jumping as a compromise for not creating separate lanes (because I recognize doing that is expensive and time consuming), though I wonder about how those being FLASH only can be enforced. This isn't a con for me, more of a concern. However, good BRT has separate lanes.	6/26/2025 10:47 PM
10	It's better than nothing. What I want is bus service that is reliable and frequent and doesn't get stuck in traffic with cars.	6/26/2025 9:58 PM
11	Don't mix with general traffic.	6/26/2025 12:33 PM
12	I like the low cost	6/25/2025 1:07 PM
13	Looks very useful	6/25/2025 12:41 PM
14	Needs bike lanes.	6/25/2025 12:12 PM
15	This does little to encourage more people to take mass transit and does not improve the commute much for those using the Flash BRT.	6/24/2025 9:28 PM
16	I think the only issue it might cause for drivers and motorcyclists is confusion and congestion for drivers as they make right turns. It may also result in people parking in the skip ahead zone defeating the purpose.	6/24/2025 5:53 PM
17	Alternative 1 is still dealing with the same amount of car traffic.	6/24/2025 3:56 PM
18	Mixed lane BRT do not do anything to improve bus service for customers look at 29.	6/24/2025 10:55 AM
19	Prefer dedicated	6/23/2025 10:52 AM
20	No	6/23/2025 9:47 AM
21	Option keeps 3 lanes for cars each direction which is crucial.	6/19/2025 9:20 PM
22	The jump queue lane doesn't do anything unless if the bus somehow has a way to accelerate or get ahead of the cars at the light. It's honestly not even a band-aid solution to get around traffic, the bus needs a dedicated lane to avoid traffic.	6/19/2025 1:47 PM
23	Está muy bien nos ayuda mucho	6/19/2025 11:30 AM
24	Hope that will help to the community	6/18/2025 1:07 PM
25	I live in New Hamshire area (Rosemere ave). I attend Springbrook High School. It's difficult to walk or take the bus to school on very hot, rainy days, or when it's snowing and there are no sidewalks to walk on. I'd like a bus that goes into the neighborhood where there are more than 20 children who get out for school so we can get to school safely and easily. With such inclement weather, we get sick on those days.	6/18/2025 10:23 AM
26	Please stop cut-through, non-residential, traffic from using Glenside or Wildwood as alternatives to New Hampshire	6/17/2025 5:18 PM
27	No	6/17/2025 12:17 PM
28	Queue jumps are a good idea, but this corridor needs dedicated bus lanes	6/13/2025 2:13 PM

29	no	6/13/2025 9:00 AM
30	Wish it went all the way to Ashton.	6/12/2025 7:24 AM
31	I appreciate that this option allows other traffic to flow mostly as normal, with the exception of the queue jump lanes.	6/11/2025 10:00 AM
32	Not allowing buses to travel on Wildwood Drive or Glenside Drive as shortcuts would be helpful.	6/10/2025 6:15 PM
33	i think drivers will try to use those cut lanes too and cause issues	6/9/2025 6:12 PM
34	Don’t do anything This is another waste of county money	6/9/2025 2:00 PM
35	you need $8 gas to encourage transit.	6/9/2025 8:51 AM
36	Many cars cut through my street Glenside Dr, and a nearby street, Wildwood Dr, in order to avoid traffic on New Hampshire. Any traffic solution needs to account for this troubling and dangerous situation	6/9/2025 8:39 AM
37	N/A	6/8/2025 11:47 AM
38	Really don’t need a Rapid transit on New Hampshire Av	6/8/2025 9:13 AM
39	Not clear to me whether general traffic can use the right lane - there are major backups leading to where NH Ave crosses University and I don't know if removing access to the right lane will help or hurt that. I have seen these bus lanes work pretty well on University near Arcola, but I don't remember the traffic ever being as heavy as NH near University. Living in the NH Gardens neighborhood, we already have A LOT of cut-through traffic avoiding the intersections on NH near University. There is a real problem with non-residents speeding and hitting parked cars. Any solution should include prohibition of non-resident traffic cutting through Glenside or Wildwood. This comment applies to all the alternatives you have listed.	6/8/2025 7:59 AM
40	It will make traffic even worse	6/7/2025 3:10 PM
41	I worry about private vehicles not respecting the queue jump lanes and clogging them.	6/7/2025 11:39 AM
42	Not having looked at the alternatives, yet; but could this alternative be used while others are considered and/or constructed?	6/7/2025 8:06 AM
43	Mixed use dependent on how compliant car drivers are with lane restrictions if any. Will need strong enforcers(police monitors)	6/7/2025 7:18 AM
44	I have doubts about the efficacy of the queue jump lanes (e.g. if there is too much traffic or if drivers don't respect the QJ). I wasn't able to find studies on their effectiveness in other BRT systems so I would love to see any data you have!	6/7/2025 4:23 AM
45	Sounds good for people who live in the area.	6/7/2025 3:10 AM
46	I’m not clear on how do cars make right turns when bus is skipping line	6/6/2025 10:58 PM
47	School, church, business, and residential traffic will get slowed down due to bus starts and stops. Situation will be worse in winter with snows, sleet and ice storms.	6/6/2025 9:43 PM
48	How will compliance be enforced (e.g. cars using queue jump lanes - it WILL happen)	6/6/2025 9:03 PM
49	I’m not sure how to evaluate this	6/6/2025 8:59 PM
50	Instead of Flash BRT buses, use more local buses.	6/6/2025 8:09 PM
51	if the bus time is poor/fair, then fewer people will switch from car to bus, so car driving time will get worse over time.	6/6/2025 8:00 PM
52	No	6/6/2025 6:50 PM
53	A BRT without dedicated ROW is not a BRT. This is a borderline useless proposal for transit riders.	6/6/2025 4:54 PM
54	No	6/5/2025 10:42 PM
55	I would still drive my car in almost all circumstances as it seems faster.	6/5/2025 4:50 PM
56	Essentially no improvement over current situation, which will continue to deriorate over time.	6/5/2025 8:21 AM

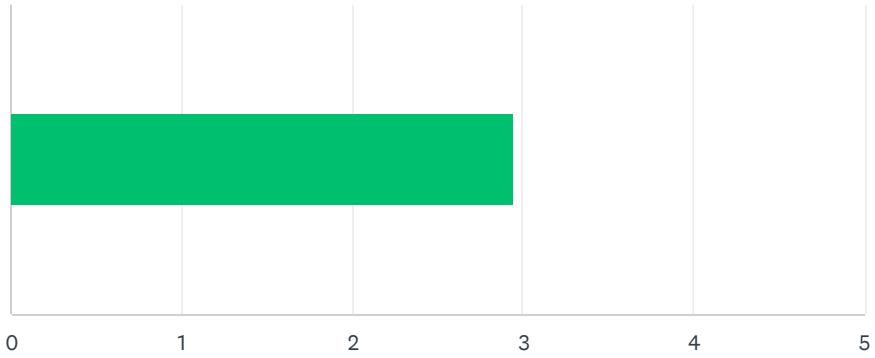
	This is a regular bus, and does not come anywhere close to meeting international standards for BRT.	
57	I think this is a good system to have, but extra signage indicating mixed-use bus lanes would be good considering potential unaware drivers who like to weave lanes in order to "beat" traffic.	6/5/2025 8:18 AM
58	Want a stop at Takoma Metro Station to go downtown	6/3/2025 2:11 PM
59	Um. What you are asking or how you are asking, is a bit confusing. I know you KNOW what you are talking about...however, you are leaving out key descriptive words to convey your message and request. Take a fresh set of eyes to this survey - pretend you know nothing about your subject...then, make the necessary changes to explain and ask. Put one idea in one question, not multiple...if you reply that's what there already...then, your message was not conveyed. Y'all do great work...take another look. Thank you.	6/2/2025 10:35 AM
60	no	6/2/2025 9:43 AM
61	No	6/2/2025 6:39 AM
62	Doesn’t seem very different from the current system	6/1/2025 10:05 PM
63	This area is a nightmare most of the time. Adding a bus lane will make it unbearable. Why do the bus lanes have to be 24 hours? Why not just during rush hour, so the whole day isn't a nightmare?	6/1/2025 8:38 PM
64	Not in favor if cars will loss a lane for the bus.	6/1/2025 4:03 PM
65	This seems like the best way to ease a car-centered neighborhood into better mass transit options. However, they'll say it failed bc of the congestion caused by the shared use lanes.	6/1/2025 1:37 PM
66	What's the point of BRT if it's not faster than other options?	5/31/2025 11:04 PM
67	Will take away one lane for cars. There would only be two lanes for cars. I realize you think that everyone should ride a bus, but that is not reality. Traffic is already way to heavy during rush hours to take away a complete lane for cars.	5/31/2025 5:52 PM
68	Creating a bus only lane would cause severe car backups for folks commuting to FDA & DC	5/31/2025 2:21 PM
69	This plan will significantly increase traffic congestion and cause delays. It will add to the air pollution and noise pollution in the local community.	5/31/2025 10:17 AM
70	We don't use this particular route. A route heading further north would be great	5/31/2025 10:14 AM
71	Great suggestion	5/31/2025 9:46 AM
72	Doesn't seem to alleviate congestion	5/31/2025 8:20 AM
73	Issue of road construction and cost.	5/30/2025 10:04 PM
74	This alternative seems completely reasonable. Taking an existing lane just for BRT would be a TERRIBLE idea	5/30/2025 10:00 PM
75	Leave it alone as it is. This is a suburbia residential community not the city!!!!!	5/30/2025 8:34 PM
76	I need the New Hampshire Avenue bus to go all the way to Olney Medstar Hospital. I go to work in that area.	5/30/2025 8:31 PM
77	Alternative 1 does not greatly improve travel by bus on New Hampshire Ave.	5/30/2025 7:10 AM
78	Putting BRT in mixed traffic defeats the purpose it seems. Having space for the queue jump is nice, but I imagine car drivers will just use up the space and not comply.	5/29/2025 11:39 PM
79	This could be implemented now... it’s a start and then improvements can be made moving forward	5/29/2025 6:48 PM
80	Not that impactful and selfish drivers will ruin the queue jump anyway	5/29/2025 5:10 PM
81	Bus wouldn’t be fast enough	5/29/2025 9:39 AM
82	Not enough of an advantage over driving. Likely makes biking more dangerous.	5/28/2025 9:46 PM
83	No	5/28/2025 7:24 PM

84	Possible safety issues given reckless drivers who pull in front of other vehicles.	5/28/2025 3:48 PM
85	More complicated for drivers	5/28/2025 3:16 PM
86	Might as well not do anything.	5/28/2025 2:26 PM
87	If travel by car is much faster, I will not use the bus.	5/27/2025 3:44 PM
88	This will just slow the buses down and defeat the entire purpose of BRT. Plus opens up the opportunity of BRT creep	5/24/2025 9:54 AM
89	The bus needs to accelerate hard off the line to not delay cars when the bus merges back into general traffic. This is the best option overall because it preserves 3 lanes for cars which is the reality and only practical means of getting around the northern parts of NH ave.	5/23/2025 8:32 PM
90	No	5/20/2025 6:11 PM
91	Moves car traffic along without significant delays to the community. Delays of all traffic would produce increased amounts of CO and noise. People may decide not to live in this area if increased car traffic.	5/19/2025 9:01 PM
92	We don’t really have room for bus pull-outs near 410. So queue jump won’t work. A bus pull-out for local buses would work at Larch Ave due to unique land uses on both sides of NW Ave. But we need to consult with land owners.	5/19/2025 11:17 AM
93	I like this a lot. It helps reduce delays for buses returning to the traffic lane without disrupting other drivers. The low cost of implementation means it will help us without being too costly. And the low construction time/effort means quicker implementation without disrupting too much of daily life. I recognize that the benefit to Flash time and local bus is minimal, but the indirect benefit of positive change over time is a switch to bus travel over car travel, which will reduce congestion and travel time steadily over time.	5/19/2025 11:03 AM
94	New Hampshire Ave needs dedicated bike lanes in every Alternative.	5/17/2025 7:29 PM
95	Mixing with general purpose traffic doesn’t really provide rapid service.	5/17/2025 12:29 PM
96	Appears to reduce number of actual travel lanes of any kind in areas with four existing lanes in each direction (except where queue jumps will be used)	5/16/2025 3:11 PM
97	I don't think that the que jumps will actually work during rush hour congestion--like between Adelphi and the Beltway in the afternoon, or south bound NH at Powder Mill in the afternoon. BTW, some rush hour traffic on NH is not in the standard direction, but both ways.	5/15/2025 9:02 PM
98	I think alternative 1 is better. Realistically I believe that residents may be more happy with Alternative 2 since its cheaper.	5/15/2025 8:24 PM
99	Not at all	5/14/2025 6:37 PM
100	It's no different than the K6	5/14/2025 5:28 PM
101	May not maximize bus ridership	5/14/2025 3:07 PM
102	It looks good	5/14/2025 11:29 AM
103	Transit needs a higher priority in traffic	5/14/2025 8:54 AM
104	With only three lanes on NH this doesn’t seem feasible.	5/14/2025 6:25 AM
105	I love the flash I rather have the flash than the Bus , but sometimes when the flash is not on time, I catch the bus	5/13/2025 9:03 PM
106	The jump lanes will most certainly be used by non-BRT traffic, thereby rendering them useless.	5/13/2025 6:48 PM
107	Be nice if the BRT travel time was better	5/13/2025 4:55 PM
108	Keep the lanes as they are.	5/13/2025 4:30 PM
109	the queue jump lane only allows the bus to beat the traffic the bus itself causes. A bad idea!	5/13/2025 3:12 PM
110	Seems only worth doing if you can’t do anything else	5/13/2025 1:40 PM
111	I’m more busses are great, but this doesn’t seem much different than current busses	5/13/2025 8:24 AM

112	No	5/12/2025 9:51 PM
113	Sufficient car travel lanes are critically important to me.	5/12/2025 8:09 PM
114	nop	5/12/2025 7:19 PM
115	Remove the median make it road for flash bus	5/12/2025 6:39 PM
116	If it doesn’t make transit faster why is it even being proposed?	5/12/2025 6:14 PM
117	Unclear how the queue jumping spaces will be added or if lanes will be taken away. Not favorable to remove lanes from general traffic.	5/12/2025 5:22 PM
118	Traffic enforcement is a major concern, as there is so little in MC. Also buses will not wait a signal interval to more safely use the queue jump. This eliminates allowing right turns on red. Finally it makes PED crossing longer and more dangerous and worsens LOS.	5/12/2025 4:09 PM
119	Not fast enough. Prefer dedicated lanes for busses.	5/12/2025 10:30 AM
120	If the BRT is moving slower than the cars on the route, then you haven’t build a BRT.	5/10/2025 1:42 PM
121	If it doesn't have dedicated lanes, it's worthless.	5/10/2025 12:15 PM
122	This alternative, while technically better than doing nothing, does not seem like bus rapid transit to me. I do not think this alternative meets the needs of having a bus rapid transit line along New Hampshire Ave. It seems better suited for lower-traffic corridors (that still suffer some congestion) to assist local bus routes at key intersections.	5/10/2025 9:12 AM
123	This is better than the current situation but will not lead to dramatic improvements in the corridor.	5/9/2025 10:41 PM
124	It sucks	5/9/2025 2:37 PM
125	This has no right to call itself BRT, truly the bare minimum you could do, this will make significant progress towards Montgomery County's stated sustainability, safety, or equity goals	5/9/2025 1:19 PM
126	Any project that takes out car lanes for buses is a bad idea. We've already seen this in the failed experiment on University Blvd, where most of the people surveyed were against the idea but you went ahead and did it so that one bus every 5-10 minutes can use the bus lanes while traffic that used to fit happily into 3 lanes without delays is now squeezed into 2 lanes.	5/7/2025 11:38 PM
127	I don't like buses being stuck behind curbside uses.	5/7/2025 4:44 PM
128	I could see this alternative working only if the general traffic stayed in their required lanes and not cross over into the bus lanes so they could pass other cars.	5/6/2025 9:21 PM
129	Given how many people take the bus on New Hampshire Avenue and the importance of this corridor for broader regional connectivity in suburban Maryland, this sort of treatment is unacceptable in improving transit reliability, speed, and ridership in line with climate, land use, and transportation goals of the county, local communities, and region.	5/6/2025 4:32 PM
130	Please move forward with this option.	5/6/2025 1:00 PM
131	no one	5/5/2025 10:55 AM
132	Yes	5/5/2025 10:25 AM
133	No	5/5/2025 10:18 AM
134	N/a	5/2/2025 3:46 PM
135	N/a	5/1/2025 10:56 AM
136	Traffic is so congested on NH. Seems like this would have little impact	4/30/2025 11:35 AM
137	The issue with this plan is that it does not change much form the current metrobus route overall.	4/30/2025 9:09 AM
138	Prioritize buses over cars.	4/29/2025 8:32 PM
139	The benefit of this project is that it will improve bus travel time. Not worth doing if that's not addressed.	4/29/2025 8:06 PM

Q5 On a scale of 0 - 5, how well does Alternative 2 meet the needs of your community?(0 = not at all, 5 = completely)

Answered: 276 Skipped: 113



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	3	813	276
Total Respondents: 276			

#		DATE
1	3	6/28/2025 11:46 PM
2	3	6/28/2025 12:29 PM
3	0	6/28/2025 10:51 AM
4	5	6/27/2025 8:07 PM
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6	3	6/27/2025 4:33 PM
7	3	6/27/2025 10:22 AM
8	1	6/27/2025 9:17 AM
9	3	6/27/2025 8:14 AM
10	5	6/26/2025 11:16 PM
11	4	6/26/2025 11:01 PM
12	3	6/26/2025 10:49 PM
13	2	6/26/2025 9:59 PM
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63	0	6/8/2025 9:14 AM
64	4	6/8/2025 8:00 AM
65	3	6/8/2025 1:18 AM
66	3	6/7/2025 10:44 PM
67	4	6/7/2025 9:59 PM
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70	2	6/7/2025 2:44 PM
71	5	6/7/2025 12:37 PM
72	3	6/7/2025 11:40 AM
73	5	6/7/2025 8:12 AM
74	2	6/7/2025 7:20 AM
75	3	6/7/2025 4:41 AM
76	3	6/7/2025 3:11 AM
77	2	6/6/2025 11:02 PM
78	1	6/6/2025 9:49 PM
79	3	6/6/2025 9:07 PM
80	3	6/6/2025 9:06 PM
81	4	6/6/2025 8:45 PM
82	1	6/6/2025 8:41 PM
83	5	6/6/2025 8:22 PM
84	1	6/6/2025 8:10 PM
85	3	6/6/2025 7:47 PM
86	4	6/6/2025 7:46 PM
87	4	6/6/2025 7:44 PM
88	2	6/6/2025 7:11 PM
89	4	6/6/2025 6:57 PM
90	5	6/6/2025 6:51 PM
91	3	6/6/2025 6:47 PM
92	4	6/6/2025 6:45 PM
93	4	6/6/2025 6:42 PM
94	3	6/6/2025 6:41 PM
95	4	6/6/2025 6:40 PM

96	2	6/6/2025 4:54 PM
97	4	6/5/2025 10:43 PM
98	3	6/5/2025 8:11 PM
99	3	6/5/2025 4:52 PM
100	0	6/5/2025 8:47 AM
101	2	6/5/2025 8:22 AM
102	4	6/5/2025 8:22 AM
103	5	6/4/2025 12:34 PM
104	5	6/4/2025 11:32 AM
105	4	6/4/2025 10:30 AM
106	4	6/4/2025 9:01 AM
107	4	6/3/2025 2:12 PM
108	4	6/2/2025 7:24 PM
109	3	6/2/2025 3:40 PM
110	0	6/2/2025 10:35 AM
111	0	6/2/2025 10:17 AM
112	4	6/2/2025 6:41 AM
113	3	6/1/2025 10:06 PM
114	0	6/1/2025 8:39 PM
115	0	6/1/2025 7:19 PM
116	2	6/1/2025 4:04 PM
117	4	6/1/2025 1:39 PM
118	5	6/1/2025 8:23 AM
119	3	6/1/2025 7:17 AM
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122	3	5/31/2025 9:51 PM
123	2	5/31/2025 7:36 PM
124	0	5/31/2025 5:53 PM
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126	2	5/31/2025 2:25 PM
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129	3	5/31/2025 10:14 AM
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133	3	5/31/2025 8:20 AM

134	3	5/31/2025 7:05 AM
135	4	5/31/2025 6:28 AM
136	3	5/31/2025 1:37 AM
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143	2	5/30/2025 9:41 PM
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145	5	5/30/2025 8:41 PM
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147	0	5/30/2025 8:29 PM
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149	0	5/29/2025 11:41 PM
150	3	5/29/2025 5:10 PM
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154	3	5/29/2025 9:32 AM
155	2	5/28/2025 9:46 PM
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157	5	5/28/2025 7:25 PM
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159	3	5/28/2025 4:38 PM
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166	4	5/26/2025 6:55 AM
167	5	5/25/2025 10:22 PM
168	4	5/24/2025 9:55 AM
169	2	5/23/2025 8:33 PM
170	4	5/22/2025 3:50 PM
171	4	5/22/2025 1:15 PM

172	3	5/21/2025 8:00 PM
173	4	5/21/2025 5:16 PM
174	4	5/21/2025 5:13 PM
175	3	5/20/2025 6:12 PM
176	0	5/19/2025 9:04 PM
177	2	5/19/2025 11:18 AM
178	3	5/19/2025 11:13 AM
179	2	5/19/2025 11:05 AM
180	2	5/18/2025 4:40 PM
181	0	5/18/2025 4:38 PM
182	1	5/18/2025 8:35 AM
183	1	5/17/2025 7:29 PM
184	4	5/17/2025 12:30 PM
185	4	5/16/2025 8:10 PM
186	1	5/16/2025 3:11 PM
187	5	5/16/2025 11:17 AM
188	3	5/15/2025 11:10 PM
189	1	5/15/2025 9:04 PM
190	3	5/15/2025 8:38 PM
191	5	5/15/2025 8:25 PM
192	5	5/15/2025 3:21 PM
193	4	5/15/2025 10:48 AM
194	0	5/15/2025 9:01 AM
195	4	5/14/2025 6:39 PM
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199	0	5/14/2025 2:33 PM
200	3	5/14/2025 11:30 AM
201	2	5/14/2025 8:56 AM
202	4	5/14/2025 7:27 AM
203	3	5/14/2025 6:30 AM
204	1	5/13/2025 10:30 PM
205	0	5/13/2025 9:19 PM
206	5	5/13/2025 9:04 PM
207	4	5/13/2025 8:41 PM
208	2	5/13/2025 7:27 PM
209	3	5/13/2025 6:59 PM

210	2	5/13/2025 6:49 PM
211	5	5/13/2025 4:56 PM
212	3	5/13/2025 4:50 PM
213	0	5/13/2025 4:31 PM
214	2	5/13/2025 4:19 PM
215	4	5/13/2025 4:15 PM
216	0	5/13/2025 3:15 PM
217	2	5/13/2025 1:52 PM
218	3	5/13/2025 1:41 PM
219	4	5/13/2025 8:35 AM
220	3	5/13/2025 8:04 AM
221	2	5/13/2025 1:15 AM
222	5	5/12/2025 10:38 PM
223	4	5/12/2025 9:56 PM
224	5	5/12/2025 9:52 PM
225	1	5/12/2025 8:36 PM
226	1	5/12/2025 8:22 PM
227	4	5/12/2025 8:11 PM
228	5	5/12/2025 7:04 PM
229	4	5/12/2025 6:40 PM
230	4	5/12/2025 6:34 PM
231	5	5/12/2025 6:20 PM
232	4	5/12/2025 6:15 PM
233	3	5/12/2025 6:07 PM
234	5	5/12/2025 5:28 PM
235	1	5/12/2025 5:23 PM
236	0	5/12/2025 4:23 PM
237	1	5/12/2025 4:10 PM
238	3	5/12/2025 3:02 PM
239	4	5/12/2025 2:51 PM
240	1	5/12/2025 10:31 AM
241	2	5/10/2025 1:43 PM
242	0	5/10/2025 12:16 PM
243	1	5/10/2025 9:17 AM
244	4	5/9/2025 10:41 PM
245	4	5/9/2025 2:38 PM
246	1	5/9/2025 1:20 PM
247	0	5/9/2025 12:23 PM

248	2	5/8/2025 1:30 PM
249	2	5/8/2025 11:59 AM
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252	5	5/6/2025 9:23 PM
253	2	5/6/2025 4:46 PM
254	3	5/6/2025 1:00 PM
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256	3	5/5/2025 11:23 AM
257	4	5/5/2025 10:57 AM
258	4	5/3/2025 6:12 PM
259	4	5/3/2025 11:59 AM
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261	4	5/2/2025 1:42 PM
262	4	5/2/2025 1:18 PM
263	5	5/2/2025 8:44 AM
264	4	5/1/2025 3:07 PM
265	4	5/1/2025 1:47 PM
266	3	5/1/2025 1:44 PM
267	3	5/1/2025 10:56 AM
268	4	5/1/2025 10:51 AM
269	5	5/1/2025 10:34 AM
270	3	5/1/2025 10:30 AM
271	4	4/30/2025 11:35 AM
272	4	4/30/2025 9:28 AM
273	4	4/30/2025 9:15 AM
274	3	4/30/2025 9:10 AM
275	2	4/29/2025 8:33 PM
276	2	4/29/2025 8:06 PM

Q6 Do you have any other feedback about Alternative 2?

Answered: 122 Skipped: 267

#	RESPONSES	DATE
1	Still seems that the FLASH BRT buses won't be able to go any faster than the regular buses, but both will be faster than now.	6/28/2025 11:46 PM
2	My concern is the southern part of New Hampshire Ave. has a lot of traffic with people coming out of Washington DC during the rush-hour So this option really slows up the traffic trying to	6/28/2025 12:29 PM

	get out of DChowever there are more bus riders on this southern part of New Hampshire Ave. so it makes sense from that perspective	
3	If you are not doing option 5 (hybrid) then this is my second choice	6/27/2025 5:45 PM
4	Please consider enforcement of bus lane users	6/27/2025 4:33 PM
5	I assume the dedicated lanes are where the traffic is worse, so that would be an improvement.	6/27/2025 10:22 AM
6	On the northern section, sharing right lane with right turn traffic will limit the effectiveness of BRT.	6/27/2025 9:17 AM
7	Wonderful jobs	6/26/2025 11:16 PM
8	Really good service	6/26/2025 11:01 PM
9	I like this as well. Personally it wouldn't change much for me compared to alternative 1 (except that this option doesn't have queue jumping at all) because I don't spend much time on the southern end of the New Hampshire corridor. But for folks that do, it would be good. Maybe mixing the queue jumping feature at the northern mixed lane portion could be a good alternative?	6/26/2025 10:49 PM
10	Exclusive bus lanes are better than queue jumps. What I want is bus service that is reliable and frequent and doesn't get stuck in traffic with cars.	6/26/2025 9:59 PM
11	Better, but don't mix with general traffic. Need designated bus lanes.	6/26/2025 12:34 PM
12	I fear that we already have too much traffic on New Hampshire Avenue. I think designating a whole lane to just buses would exacerbate this traffic problem.	6/25/2025 12:44 PM
13	Needs bike lanes.	6/25/2025 12:12 PM
14	This alternative seems to be a win for Flash BRT and Local buses while not adversely impacting general traffic time, and it still keeps costs low.	6/24/2025 9:34 PM
15	Seems like it would improve speed for those going downtown towards silver spring. Same issues apply for the northern part with confusion for cars, motorcycles, and bicycles as well as people parking in those zones.	6/24/2025 5:55 PM
16	With the mix of dedicated lanes and traffic, this seems likethe best compromise.	6/24/2025 3:58 PM
17	This is slightly better but does nothing to improve Flash bus customers, the dedicated lanes should start further up New Hampshire at White Oak after 29 where the traffic starts to pick up on the way to the Beltway and DC.	6/24/2025 10:58 AM
18	No	6/23/2025 9:48 AM
19	No	6/22/2025 7:57 AM
20	I think you're underestimating impact to general traffic drive time from removing an entire lane.	6/20/2025 2:49 PM
21	Reducing cars to 2 lanes on southern portion would be terrible.	6/19/2025 9:22 PM
22	Curbside lanes helps bus get around traffic.	6/19/2025 1:48 PM
23	Está muy bien	6/19/2025 11:31 AM
24	None	6/18/2025 1:07 PM
25	Please stop cut-through, non-residential, traffic from using Glenside or Wildwood as alternatives to New Hampshire	6/17/2025 5:18 PM
26	Nop	6/17/2025 12:17 PM
27	The curbside lanes should be center running	6/13/2025 2:13 PM
28	this would help ease bus delays by a lot	6/13/2025 9:01 AM
29	Yes, k6 to Fort Totten. Then I take the train to silver spring	6/12/2025 1:09 PM
30	Wish it went all the way to Ashton.	6/12/2025 7:25 AM
31	This seems like a good option, with minimal negative impacts.	6/11/2025 10:04 AM

32	Not allowing buses to travel on Wildwood Drive or Glenside Drive as shortcuts would be very helpful.	6/10/2025 6:16 PM
33	this seems good if there’s good enforcement of bus lanes	6/9/2025 6:13 PM
34	Wasting tax payers money	6/9/2025 2:01 PM
35	University avenue red lanes aren't safe for cyclists, as all the asshole speeders use them illegally	6/9/2025 8:52 AM
36	Many cars cut through my street Glenside Dr, and a nearby street, Wildwood Dr, in order to avoid traffic on New Hampshire. Any traffic solution needs to account for this troubling and dangerous situation	6/9/2025 8:44 AM
37	Cars use alternative as their own lane and don't always share with buses.	6/8/2025 11:49 AM
38	Don’t red rapid transit on New Hampshire Av	6/8/2025 9:14 AM
39	I have seen these bus lanes work pretty well on University near Arcola, but I don't remember the traffic ever being as heavy as NH near University. Living in the NH Gardens neighborhood, we already have A LOT of cut-through traffic avoiding the intersections on NH near University. There is a real problem with non-residents speeding and hitting parked cars. Any solution should include prohibition of non-resident traffic cutting through Glenside or Wildwood. This comment applies to all the alternatives you have listed.	6/8/2025 8:00 AM
40	Same as 1. This will be even worse for rush hour traffic	6/7/2025 3:11 PM
41	When I use New Hampshire Ave, I generally use the far north portion for shopping, or traverse the entire length to go somewhere in the District. Limited impact for me. Also, same comment as before, can this be used as an interim step?	6/7/2025 8:12 AM
42	Cannot count on time savings in mixed use traffic	6/7/2025 7:20 AM
43	Same feedback about queue jumps but I love the dedicated lanes	6/7/2025 4:41 AM
44	Sound like it would help with the traffic jams.	6/7/2025 3:11 AM
45	It’s already congested. Dedicating a lane for a bus will make it worse	6/6/2025 11:02 PM
46	TRAFFIC PATTERNS ARE GOING TO BE HIGHLY CONFUSING POTENTIALLY LEADING TO MORE VEHICULAR ACCIDENTS AS WELL AS INCREASED DANGERS TO PEDESTRIANS.	6/6/2025 9:49 PM
47	Dedicated bus lanes on Georgia ave are an utter failure. There is zero enforcement and those that comply face very slow traffic - frustrating when there are few busses in bus lanes	6/6/2025 9:06 PM
48	the right lane bus only are confusing for drivers who are not familiar with the area and do not know when they can enter the right lane when they need to turn right.	6/6/2025 8:01 PM
49	There is usually heavy traffic near the beltway, starting around FDA up to Adelphi Road. Would prefer to extend the dedicated lanes to include the intersection at the beltway.	6/6/2025 7:44 PM
50	No	6/6/2025 6:51 PM
51	Seems like a good way to speed up bus travel	6/6/2025 6:40 PM
52	Only marginally better than Alternative 1.	6/6/2025 4:54 PM
53	No	6/5/2025 10:43 PM
54	Would only consider using this BRT route if I was traveling to a location in the curbside lane potion.	6/5/2025 4:52 PM
55	Dedicated bus lanes induce traffic gridlock and just sit empty almost all of the time. We pay taxes for the use of the entire road. Not 2/3 of it.	6/5/2025 8:47 AM
56	This is an improvement over option 1, in that it has exclusive lanes in the southern portion. But it still leaves much to be desired in terms of bus priority.	6/5/2025 8:22 AM
57	I personally feel a lot safer with bus only lanes given the nature of driving in that area. However, I think signage around the cut-off point would be helpful to let drivers know.	6/5/2025 8:22 AM

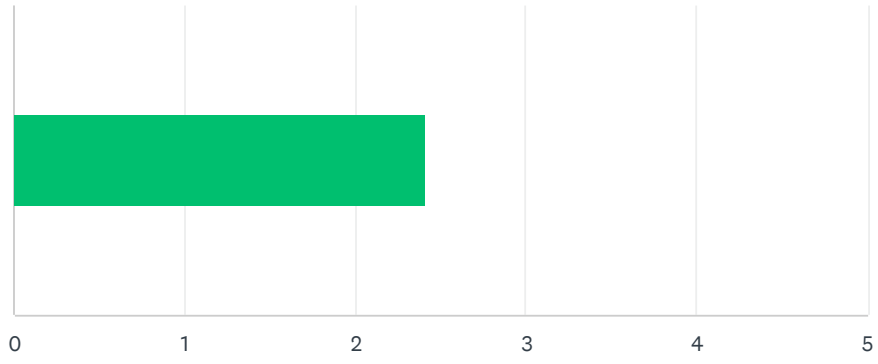
58	Better than 1	6/4/2025 12:34 PM
59	congestion is south of Powder Mill Rd	6/4/2025 9:01 AM
60	Want stop at Takoma Metro	6/3/2025 2:12 PM
61	No	6/2/2025 6:41 AM
62	Don't like this plan either!	6/1/2025 8:39 PM
63	I also like this because it takes careless, fast moving cars away from the pedestrian areas and bike lanes. It's disappointing how little safe bike access there is within the NH ave communities and this seems like a good opportunity to also build in better bike accessibility and safer pedestrian features.	6/1/2025 1:39 PM
64	What's the point of BRT if it's not faster than other options?	5/31/2025 11:05 PM
65	See previous comments and this just makes it worse	5/31/2025 5:53 PM
66	If the queue jump lane is restricted to the existing right turn lane, it would be okay. Taking away a car lane for queue jumps would cause commuter delays to FDA	5/31/2025 2:25 PM
67	This will change the nature of the community in a variety of ways. What study shows low property impact?	5/31/2025 10:19 AM
68	Might actually add congestion by reducing car lanes	5/31/2025 8:21 AM
69	It's a STUPID idea to use an entire lane, or 1/3rd of total lanes, for busses that come every 15 mins most of the day.	5/30/2025 10:01 PM
70	Your going to create a disaster waiting to happen for our community!!!	5/30/2025 8:36 PM
71	Alternative 2 seems to have the greatest benefit on bus transportation generally along New Hampshire avenue.	5/30/2025 7:17 AM
72	I have the same feedback as for Alternative 1. We need buses not to get stuck in car traffic.	5/29/2025 11:41 PM
73	Doesn't address the beltway congestion in Hillandale, and some drivers will use the bus only lane anyway	5/29/2025 5:10 PM
74	Bus wouldn’t be fast enough	5/29/2025 9:39 AM
75	Some people will drive in the bus lane anyway	5/29/2025 9:32 AM
76	Still not enough of advantage over driving.	5/28/2025 9:46 PM
77	Better than alternative 1	5/28/2025 7:25 PM
78	Driving becomes slower	5/28/2025 3:16 PM
79	This is good for buses in general on the corridor, so I would support it. But there's no reason to put a "FLASH" route on top of it, since Flash buses would either be stuck behind local buses or have to dangerously move in and out of the curb lane to go around local buses in this scenario.	5/28/2025 2:28 PM
80	Mixing with traffic slows the bus down and makes service quality worse. Much better than option one bc of proper bus lanes	5/24/2025 9:55 AM
81	This is also good because it preserves three car lanes for northern parts of NH ave.	5/23/2025 8:33 PM
82	Better than alternative one. I like dedicated bus lanes.	5/22/2025 3:50 PM
83	No	5/20/2025 6:12 PM
84	It slows car traffic at a time when people are dependent on car travel to other areas and other reasons. Childcare, cross county and state commutes.	5/19/2025 9:04 PM
85	This would work except bus-only lanes won’t work. We need to accommodate a lot of right turns and other traffic. People will ignore the bus only lanes. I’m speaking for area near 410 which is fully developed.	5/19/2025 11:18 AM
86	I am concerned about the placement of the mixed lanes and curbside on this route. It is likely due to existing traffic levels. But by removing a travel lane for the public, travel time for cars	5/19/2025 11:05 AM

	will be greatly impacted. We can look at the impact of the purpose line on traffic in Takoma Park as an example. Traffic is halted because of single lane closures. And this method would make that a consistent issue.	
87	New Hampshire Ave needs dedicated bike lanes in every Alternative. BRT should be flash only.	5/17/2025 7:29 PM
88	I like this one because there is much heavier traffic in the northern portion than the southern. So buses having dedicated lanes there would be beneficial.	5/17/2025 12:30 PM
89	Appears to reduce number of actual travel lanes of any kind in areas with four existing lanes in each direction	5/16/2025 3:11 PM
90	I have some doubts that bus only curb lanes will function well. The enforcement will be tricky. And the congestion in the 2 general lanes may be significant in sections.	5/15/2025 9:04 PM
91	Best option of the 3 options proposed.	5/15/2025 8:38 PM
92	No	5/14/2025 6:39 PM
93	It would likely increase bus ridership more than alternative one.	5/14/2025 3:08 PM
94	No, not at the moment	5/14/2025 11:30 AM
95	Better than option 1 but transit still needs a higher priority in traffic.	5/14/2025 8:56 AM
96	The mixed model makes more sense, but I don’t support the queue jumping because when traffic is bad on New Hampshire in the afternoon , 3 lanes isn’t enough and having a dedicated bus lane seems wasteful when it could be used for general traffic, like Colesville rd.	5/14/2025 6:30 AM
97	Need to upgrade the buses	5/13/2025 9:04 PM
98	Having a dedicated BRT on the south side is an improvement.	5/13/2025 6:49 PM
99	This will back up traffic going to work. It is already bad.	5/13/2025 4:31 PM
100	New Hampshire Avenue is a transportation ARTERY. Losing a lane to bus only use would be catasrophic.	5/13/2025 3:15 PM
101	Feels like buses will probably wind up getting clumped because one leg will be much faster than the other	5/13/2025 1:41 PM
102	This seems helpful	5/13/2025 8:35 AM
103	This alternative is better	5/12/2025 9:52 PM
104	This is slightly better but traffic often delays buses in the northern section that cause problems in the southern section.	5/12/2025 8:36 PM
105	Functionally, it looks comparable to Alternative 1	5/12/2025 8:11 PM
106	This will be bad for traffic	5/12/2025 4:23 PM
107	What do you mean car time will remain the same - YOU ARE ELIMINATING A TRAVEL LANE. It is proposed for the lower portion of NH Ave which is all small commercial with each business having their own driveways. This proposal will just not improve anything.	5/12/2025 4:10 PM
108	Concern about impact of reducing the number of general travel lanes on New Hampshire leading up to University Boulevard. When northbound New Hampshire was reduced to 2 lanes for over a year due to Purple Line construction there was a significant impact on traffic. Many drivers then resort to cutting through the adjacent neighborhoods leading to unsafe conditions for local residents	5/12/2025 3:02 PM
109	Better than 1. But still would prefer more priority to busses.	5/12/2025 10:31 AM
110	If the BRT is moving slower than the cars on the route, then you haven’t build a BRT. It’s good that this helps speed local buses.	5/10/2025 1:43 PM
111	Curbside lanes are too easily invaded by general car traffic.	5/10/2025 12:16 PM
112	In my experience, the northern section of New Hampshire Avenue still suffers from severe congestion many days. The causes of the congestion may be random events (like car	5/10/2025 9:17 AM

	accidents or construction) but the traffic volume is so high that they WILL happen regularly. While queue jumps would help, I suspect that not having dedicated lanes for buses in the northern section would result in delays and slowdowns. Therefore, I do not think that this alternative meets the needs of the community.	
113	Curbside lanes seem to be the only option which also significantly speeds up local buses, so those would be my preference. However, this alternative doesn't extend them nearly far enough. The corridor between Piney Branch and the Beltway is heavily congested and this alternative doesn't do enough to relive that.	5/9/2025 10:41 PM
114	Any project that takes out car lanes for buses is a bad idea. We've already seen this in the failed experiment on University Blvd, where most of the people surveyed were against the idea but you went ahead and did it so that one bus every 5-10 minutes can use the bus lanes while traffic that used to fit happily into 3 lanes without delays is now squeezed into 2 lanes.	5/7/2025 11:39 PM
115	Great idea to change the color of the bus required lane.	5/6/2025 9:23 PM
116	While some dedicated lanes are encouraging, curbside bus lanes are insufficient to creating a dedicated, high-quality BRT system that Montgomery County residents can rely on and use akin to Metrorail. Curbside lanes, given that they are shared with right-turn car lanes and will be frequently invaded by cars turning in and out of driveways, will not provide the same high-quality experience to transit users as median-running bus lanes.	5/6/2025 4:46 PM
117	N/A	5/5/2025 10:57 AM
118	N/a	5/2/2025 3:47 PM
119	N/a	5/1/2025 10:56 AM
120	I believe this could be good comprise overall. It doesn't require major construction time unlike purple line and it improves on traveling time.	4/30/2025 9:15 AM
121	Prioritize buses over cars.	4/29/2025 8:33 PM
122	Better than nothing but not ideal	4/29/2025 8:06 PM

Q7 On a scale of 0 - 5, how well does Alternative 3 meet the needs of your community?(0 = not at all, 5 = completely)

Answered: 278 Skipped: 111



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	2	669	278
Total Respondents: 278			

#		DATE

1	5	6/29/2025 3:15 PM
2	3	6/28/2025 11:54 PM
3	1	6/28/2025 12:30 PM
4	0	6/28/2025 10:52 AM
5	1	6/27/2025 9:06 PM
6	1	6/27/2025 8:07 PM
7	1	6/27/2025 5:45 PM
8	0	6/27/2025 4:34 PM
9	4	6/27/2025 10:24 AM
10	4	6/27/2025 8:14 AM
11	5	6/26/2025 11:18 PM
12	5	6/26/2025 11:01 PM
13	4	6/26/2025 10:52 PM
14	3	6/26/2025 10:00 PM
15	5	6/26/2025 12:35 PM
16	4	6/25/2025 5:48 PM
17	0	6/25/2025 1:09 PM
18	1	6/25/2025 12:56 PM
19	0	6/25/2025 12:44 PM
20	3	6/25/2025 12:13 PM
21	2	6/25/2025 10:06 AM
22	0	6/24/2025 9:43 PM
23	0	6/24/2025 9:35 PM
24	2	6/24/2025 5:58 PM
25	2	6/24/2025 3:59 PM
26	1	6/24/2025 1:38 PM
27	2	6/24/2025 11:09 AM
28	4	6/24/2025 11:01 AM
29	0	6/24/2025 10:41 AM
30	3	6/23/2025 10:24 PM
31	5	6/23/2025 10:54 AM
32	0	6/23/2025 9:48 AM
33	5	6/22/2025 7:57 AM
34	5	6/21/2025 6:44 PM
35	1	6/19/2025 9:24 PM
36	4	6/19/2025 1:49 PM
37	5	6/19/2025 11:32 AM
38	5	6/18/2025 1:07 PM

39	4	6/18/2025 12:35 PM
40	4	6/18/2025 12:33 PM
41	4	6/18/2025 10:25 AM
42	5	6/17/2025 12:17 PM
43	1	6/17/2025 11:43 AM
44	4	6/17/2025 11:37 AM
45	2	6/17/2025 11:33 AM
46	5	6/17/2025 8:24 AM
47	0	6/15/2025 7:36 PM
48	4	6/14/2025 4:05 PM
49	5	6/14/2025 3:55 PM
50	2	6/14/2025 7:06 AM
51	4	6/13/2025 2:14 PM
52	2	6/13/2025 9:02 AM
53	5	6/12/2025 1:11 PM
54	2	6/12/2025 7:25 AM
55	2	6/11/2025 10:07 AM
56	2	6/11/2025 9:46 AM
57	0	6/10/2025 6:55 PM
58	1	6/10/2025 6:16 PM
59	1	6/9/2025 6:15 PM
60	0	6/9/2025 2:02 PM
61	5	6/9/2025 10:00 AM
62	1	6/9/2025 8:53 AM
63	4	6/9/2025 8:45 AM
64	2	6/8/2025 11:53 AM
65	0	6/8/2025 9:15 AM
66	2	6/8/2025 8:00 AM
67	2	6/8/2025 1:18 AM
68	1	6/7/2025 10:45 PM
69	0	6/7/2025 10:00 PM
70	4	6/7/2025 3:31 PM
71	3	6/7/2025 3:12 PM
72	3	6/7/2025 2:45 PM
73	1	6/7/2025 12:37 PM
74	1	6/7/2025 11:41 AM
75	2	6/7/2025 8:13 AM
76	3	6/7/2025 7:22 AM

77	1	6/7/2025 6:31 AM
78	4	6/7/2025 3:12 AM
79	5	6/6/2025 11:03 PM
80	0	6/6/2025 9:54 PM
81	4	6/6/2025 9:08 PM
82	2	6/6/2025 9:08 PM
83	0	6/6/2025 9:00 PM
84	1	6/6/2025 8:48 PM
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87	0	6/6/2025 8:12 PM
88	2	6/6/2025 8:02 PM
89	1	6/6/2025 7:50 PM
90	2	6/6/2025 7:46 PM
91	4	6/6/2025 7:45 PM
92	3	6/6/2025 7:12 PM
93	3	6/6/2025 6:57 PM
94	5	6/6/2025 6:51 PM
95	0	6/6/2025 6:49 PM
96	2	6/6/2025 6:46 PM
97	1	6/6/2025 6:42 PM
98	4	6/6/2025 6:42 PM
99	5	6/6/2025 6:42 PM
100	1	6/6/2025 6:40 PM
101	3	6/6/2025 4:55 PM
102	4	6/5/2025 10:44 PM
103	3	6/5/2025 8:13 PM
104	4	6/5/2025 4:53 PM
105	0	6/5/2025 8:49 AM
106	3	6/5/2025 8:25 AM
107	1	6/5/2025 8:24 AM
108	5	6/4/2025 12:35 PM
109	0	6/4/2025 11:33 AM
110	5	6/4/2025 10:31 AM
111	4	6/4/2025 9:01 AM
112	1	6/3/2025 2:13 PM
113	5	6/2/2025 7:25 PM
114	3	6/2/2025 3:41 PM

115	0	6/2/2025 10:36 AM
116	0	6/2/2025 10:17 AM
117	2	6/2/2025 6:42 AM
118	0	6/1/2025 8:42 PM
119	0	6/1/2025 4:04 PM
120	2	6/1/2025 1:41 PM
121	2	6/1/2025 7:22 AM
122	5	6/1/2025 6:30 AM
123	4	5/31/2025 11:05 PM
124	4	5/31/2025 9:51 PM
125	4	5/31/2025 7:37 PM
126	0	5/31/2025 5:55 PM
127	0	5/31/2025 3:58 PM
128	0	5/31/2025 2:28 PM
129	3	5/31/2025 1:37 PM
130	2	5/31/2025 10:22 AM
131	1	5/31/2025 10:15 AM
132	2	5/31/2025 9:48 AM
133	1	5/31/2025 8:42 AM
134	4	5/31/2025 8:22 AM
135	2	5/31/2025 8:20 AM
136	1	5/31/2025 7:06 AM
137	4	5/31/2025 6:29 AM
138	2	5/31/2025 1:37 AM
139	0	5/30/2025 10:57 PM
140	1	5/30/2025 10:34 PM
141	3	5/30/2025 10:09 PM
142	0	5/30/2025 10:06 PM
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145	2	5/30/2025 9:07 PM
146	2	5/30/2025 8:42 PM
147	0	5/30/2025 8:38 PM
148	4	5/30/2025 8:29 PM
149	1	5/30/2025 7:18 AM
150	2	5/29/2025 11:42 PM
151	5	5/29/2025 5:16 PM
152	1	5/29/2025 4:36 PM

153	4	5/29/2025 3:43 PM
154	5	5/29/2025 9:40 AM
155	5	5/29/2025 9:34 AM
156	4	5/28/2025 9:47 PM
157	5	5/28/2025 9:25 PM
158	4	5/28/2025 5:39 PM
159	3	5/28/2025 4:38 PM
160	2	5/28/2025 3:49 PM
161	2	5/28/2025 3:17 PM
162	2	5/28/2025 2:52 PM
163	0	5/28/2025 2:30 PM
164	2	5/28/2025 2:16 PM
165	0	5/28/2025 2:11 PM
166	3	5/27/2025 3:45 PM
167	1	5/26/2025 6:55 AM
168	4	5/24/2025 9:57 AM
169	2	5/23/2025 8:37 PM
170	3	5/23/2025 8:34 AM
171	2	5/22/2025 3:50 PM
172	1	5/22/2025 1:16 PM
173	3	5/21/2025 8:00 PM
174	2	5/21/2025 5:16 PM
175	3	5/21/2025 5:13 PM
176	1	5/20/2025 6:13 PM
177	0	5/19/2025 9:05 PM
178	0	5/19/2025 11:19 AM
179	1	5/19/2025 11:13 AM
180	3	5/19/2025 11:06 AM
181	3	5/18/2025 4:40 PM
182	1	5/18/2025 4:39 PM
183	5	5/18/2025 8:36 AM
184	2	5/17/2025 7:30 PM
185	4	5/17/2025 12:32 PM
186	0	5/16/2025 10:57 PM
187	0	5/16/2025 8:10 PM
188	0	5/16/2025 3:11 PM
189	1	5/16/2025 1:51 PM
190	3	5/16/2025 11:17 AM

191	5	5/15/2025 11:11 PM
192	4	5/15/2025 9:05 PM
193	0	5/15/2025 8:39 PM
194	0	5/15/2025 8:25 PM
195	4	5/15/2025 3:21 PM
196	2	5/15/2025 10:48 AM
197	0	5/15/2025 9:01 AM
198	3	5/14/2025 6:45 PM
199	4	5/14/2025 5:32 PM
200	2	5/14/2025 5:21 PM
201	3	5/14/2025 3:11 PM
202	5	5/14/2025 2:34 PM
203	4	5/14/2025 11:30 AM
204	3	5/14/2025 9:02 AM
205	3	5/14/2025 7:27 AM
206	0	5/14/2025 6:30 AM
207	3	5/13/2025 10:32 PM
208	0	5/13/2025 9:19 PM
209	5	5/13/2025 9:05 PM
210	4	5/13/2025 8:41 PM
211	2	5/13/2025 7:27 PM
212	0	5/13/2025 7:00 PM
213	3	5/13/2025 6:49 PM
214	0	5/13/2025 6:09 PM
215	3	5/13/2025 4:58 PM
216	2	5/13/2025 4:51 PM
217	0	5/13/2025 4:34 PM
218	4	5/13/2025 4:19 PM
219	3	5/13/2025 4:17 PM
220	0	5/13/2025 3:18 PM
221	2	5/13/2025 1:52 PM
222	4	5/13/2025 1:42 PM
223	3	5/13/2025 8:37 AM
224	2	5/13/2025 8:05 AM
225	0	5/13/2025 1:15 AM
226	2	5/12/2025 10:40 PM
227	2	5/12/2025 10:00 PM
228	5	5/12/2025 9:55 PM

229	3	5/12/2025 8:37 PM
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231	1	5/12/2025 8:14 PM
232	5	5/12/2025 7:05 PM
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234	2	5/12/2025 6:35 PM
235	5	5/12/2025 6:21 PM
236	5	5/12/2025 6:15 PM
237	2	5/12/2025 6:08 PM
238	4	5/12/2025 5:28 PM
239	0	5/12/2025 5:24 PM
240	0	5/12/2025 4:24 PM
241	0	5/12/2025 4:10 PM
242	3	5/12/2025 3:03 PM
243	1	5/12/2025 2:51 PM
244	4	5/12/2025 10:35 AM
245	3	5/10/2025 1:47 PM
246	3	5/10/2025 12:16 PM
247	3	5/10/2025 9:22 AM
248	1	5/9/2025 2:38 PM
249	4	5/9/2025 1:21 PM
250	1	5/9/2025 12:24 PM
251	1	5/8/2025 1:30 PM
252	5	5/8/2025 11:59 AM
253	0	5/7/2025 11:41 PM
254	5	5/7/2025 4:45 PM
255	5	5/6/2025 9:28 PM
256	3	5/6/2025 5:14 PM
257	0	5/6/2025 1:01 PM
258	5	5/5/2025 8:50 PM
259	2	5/5/2025 11:28 AM
260	2	5/5/2025 10:57 AM
261	5	5/3/2025 6:12 PM
262	4	5/3/2025 11:59 AM
263	4	5/2/2025 3:47 PM
264	4	5/2/2025 1:42 PM
265	4	5/2/2025 1:18 PM
266	5	5/2/2025 8:44 AM

267	1	5/1/2025 3:07 PM
268	2	5/1/2025 1:47 PM
269	2	5/1/2025 1:44 PM
270	5	5/1/2025 10:51 AM
271	2	5/1/2025 10:34 AM
272	2	5/1/2025 10:30 AM
273	5	4/30/2025 11:36 AM
274	1	4/30/2025 9:28 AM
275	3	4/30/2025 9:25 AM
276	2	4/30/2025 9:11 AM
277	3	4/29/2025 8:33 PM
278	3	4/29/2025 8:07 PM

Q8 Do you have any other feedback about Alternative 3?

Answered: 132 Skipped: 257

#	RESPONSES	DATE
1	It would allow the Flash BRT buses to move faster, but I worry that pedestrians and drivers will find it very confusing, leading to accidents. Pedestrians often cross between intersections and stand in the median as it is (even though they shouldn't), and I generally think that having lanes that switch directions at rush hours (even if they are only for buses) is an invitation to collisions. We would also lose some nice median landscaping. I also envision a lot of people leaping into oncoming traffic to get to the median as their bus approaches and getting hit by cars.	6/28/2025 11:54 PM
2	In addition to the scoring in the scorecard table, I just think this makes it awesome more likely for accidents to happen	6/28/2025 12:30 PM
3	Nope not interested	6/27/2025 5:45 PM
4	I like middle running lanes for BRT.	6/27/2025 10:24 AM
5	Is not good location	6/26/2025 11:18 PM
6	Amssome idea	6/26/2025 11:01 PM
7	From the transit perspective, I really like this option. From a practical perspective (cost, land acquisition, and also TIME), I see this being more problematic. I think it's a good investment in the community and I think once functional, people would use it and it would be appreciated, but I think that I would rather have something (like alternative 1 or 2) than nothing if this is the option chosen but can't get support. It's the best option so far, though.	6/26/2025 10:52 PM
8	The regular buses should also travel in the bus-only lanes. The BRT buses and the regular buses should use the same bus stops. I don't care if I'm taking a BRT bus or a regular bus, what I want is bus service that is reliable and frequent and doesn't get stuck in traffic with cars.	6/26/2025 10:00 PM
9	Great for the long term. Let's get moving forward.	6/26/2025 12:35 PM
10	This will take too long, be too expensive and use won’t warrant it because many won’t get out of their car, given the really big neighborhood. Bike lockers at the bus stop would help use	6/25/2025 1:09 PM
11	Too expensive	6/25/2025 12:44 PM
12	Needs bike lanes.	6/25/2025 12:13 PM

13	Expensive and confusing for drivers including the bus drivers as which lane to use to turn left as the median is often used as a turning lane on other county and state roads. Widening NH Av will impact residential areas on NH Ave.	6/24/2025 5:58 PM
14	Construction cost too expensive.	6/24/2025 3:59 PM
15	This is a better option if you truly want to have Flash bus service to have a dedicated lane. If not there is no need for additional buses on NH. I like that the dedicated lanes start further up on NH at Colesville/White Oak where the traffic starts towards the Beltway and DC.	6/24/2025 11:01 AM
16	Seems safer to have in the center and great options for those crossing large intersections to catch the bus	6/23/2025 10:54 AM
17	No	6/23/2025 9:48 AM
18	Sounds great, other than expense and construction time	6/21/2025 6:44 PM
19	Why for this and alternative 3 do you say “travel by car remains the same”? This is misleading because on the southern portion car traffic is reduced from 3 lanes to 2, correct?	6/19/2025 9:24 PM
20	Alternative 3 provides a good balance to meet needs of commuters, and give the bus its own lane to become a viable alternative to driving. Puts the rapid in BRT.	6/19/2025 1:49 PM
21	Todo muy bien	6/19/2025 11:32 AM
22	Please stop cut-through, non-residential, traffic from using Glenside or Wildwood as alternatives to New Hampshire	6/17/2025 5:18 PM
23	No	6/17/2025 12:17 PM
24	Dangerous for riders	6/15/2025 7:36 PM
25	More dedicated bus lanes are necessary to improve transit access and reliability, separating them from car traffic	6/14/2025 4:05 PM
26	good but not as good as alt 4	6/13/2025 2:14 PM
27	might make it costly and take longer to get there	6/13/2025 9:02 AM
28	No	6/12/2025 1:11 PM
29	Given that this area is already facing significant adjustments with the ongoing construction of purple line tracks along Rte 193, it seems that adding multiple median lanes on Rte 650 would just add to the traffic chaos in this area.	6/11/2025 10:07 AM
30	Seems unnecessarily expensive. Not allowing buses to travel on Wilder Drive or Glenside Drive as shortcuts would be very helpful.	6/10/2025 6:16 PM
31	i think a solution that’a good for local buses as well would be better, especially if that’s cheaper	6/9/2025 6:15 PM
32	Really bad idea. Just make it difficult for cars to navigate	6/9/2025 2:02 PM
33	loss of median converts a road into a human unfriendly hellscape	6/9/2025 8:53 AM
34	Many cars cut through my street Glenside Dr, and a nearby street, Wildwood Dr, in order to avoid traffic on New Hampshire. Any traffic solution needs to account for this troubling and dangerous situation	6/9/2025 8:45 AM
35	N/A	6/8/2025 11:53 AM
36	Don’t red rapid transit on New Hampshire Av	6/8/2025 9:15 AM
37	I don't know the cost alternatives, but an overpass for traffic over University Boulevard would probably work better than spending money to construct new lanes that will reduce general traffic flow even further than now. I have seen these bus lanes work pretty well on University near Arcola, but I don't remember the traffic ever being as heavy as NH near University. Living in the NH Gardens neighborhood, we already have A LOT of cut-through traffic avoiding the intersections on NH near University. There is a real problem with non-residents speeding and hitting parked cars. Any solution should include prohibition of non-resident traffic cutting through Glenside or Wildwood. This comment applies to all the alternatives you have listed.	6/8/2025 8:00 AM
38	Better but still not great. And it will be a mess during construction	6/7/2025 3:12 PM

39	Minimal impact on me, but at a high expense	6/7/2025 8:13 AM
40	Fan of dedicated lanes for BRT but expensive	6/7/2025 7:22 AM
41	Much better to help with traffic jams	6/7/2025 3:12 AM
42	This seems it might work	6/6/2025 11:03 PM
43	Worst option as it can result in a traffic mess if a BRT-FLASH BUS BREAKS DOWNT BOTH FROM THE BLOCKAGE OF THE INOPERATIVE BUS AND THE COMPLICATIONS OF EXTRACTING IT FROM THE SCENE AND GETTING IT TO A REPAIR FACILITY. BUT TJIS IS THE BEST OPTION FOR CAR TRAFFIC AS IT WILL BE UNAFFECTED BY DISRUPTIONS ON THE DEDICATED BUS LANES DUE TO THEIR ISOLATION FROMVTHE CAR TRAFFIC LANES.	6/6/2025 9:54 PM
44	not sure the benefits will really outweigh the costs	6/6/2025 9:08 PM
45	Dedicated roadway with bus only access is best, but cost and inconvenience of construction too high	6/6/2025 9:08 PM
46	Don’t get rid of planted medians	6/6/2025 9:00 PM
47	the cost and disruption during construction would be problematic in the short term. also, local buses not using the lanes with the flash buses might reduce ridership on those buses and disrupt arrival times.	6/6/2025 8:02 PM
48	For those that live directly on New Hampshire I see value in this but I live a half mile off New Hampshire. Without dedicated parking I see the cost out weighing the benefits as I wouldn’t use consistently	6/6/2025 7:50 PM
49	Best way to travel.	6/6/2025 6:51 PM
50	We don't need any more major road construction on New Hampshire Ave. The Purple Line construction has torn up University near New Hampshire for years with no end in site.	6/6/2025 6:49 PM
51	Only one that won’t seem like just a bus	6/6/2025 6:42 PM
52	Not a good idea given constraints	6/6/2025 6:40 PM
53	Better for speed, but probably hard as a rider to get to the stations because I'd have to cross a bunch of lanes of traffic.	6/6/2025 4:55 PM
54	No	6/5/2025 10:44 PM
55	A dedicated lane for actual fast bus transportation would make me be willing to stop my single car trips.	6/5/2025 4:53 PM
56	No bus lanes.	6/5/2025 8:49 AM
57	This is now coming closer to international standards for BRT. As a single line, this is pretty good, at least in the southern portion. Its principal drawback is that its connections to a broader network are pretty minimal.	6/5/2025 8:25 AM
58	If there was already infrastructure to support this kind of transit, then this would be a good solution to a fast rapid transit route. However, as the presentation suggests, I think it's wholly unnecessary to take the time and disruption to local driving to construct a brand new median lane meant only for the rapid transit route.	6/5/2025 8:24 AM
59	Even better than 1 and 2	6/4/2025 12:35 PM
60	Too expensive and disruptive	6/3/2025 2:13 PM
61	No	6/2/2025 6:42 AM
62	Does anybody come up with these ideas for traffic live in the county?	6/1/2025 8:42 PM
63	Without better pedestrian safety measures the changes in bus infrastructure might lead to less use and more frustration.	6/1/2025 1:41 PM
64	Why not use a single BRT dedicated median lane the entire length to reduce costs. Dedicated lanes should not be needed in the opposite rush-hour direction.	6/1/2025 8:27 AM

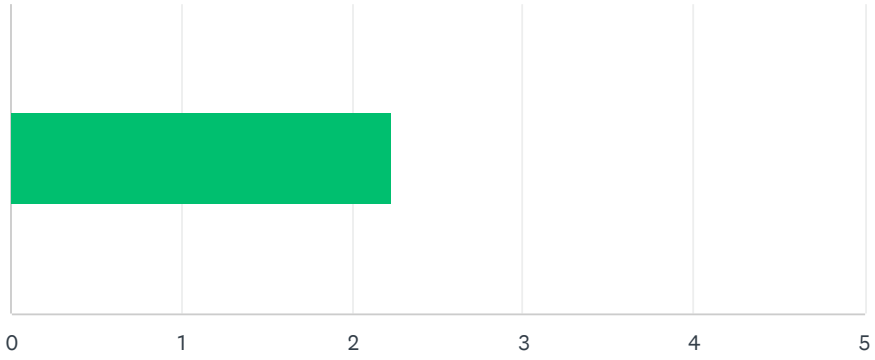
65	BRT should be faster than other options.	5/31/2025 11:05 PM
66	This is an absolutely crazy idea. The money involved would be insane, and it would not improve traffic flow for anyone other than these special buses.	5/31/2025 5:55 PM
67	Not worth the cost. We who live along New Hampshire Ave LIKE the grass medians!!	5/31/2025 2:28 PM
68	Consider other routes than New Hampshire Ave.	5/31/2025 10:22 AM
69	Much to costly	5/31/2025 9:48 AM
70	Will raise taxes to cover cost. Question of federal funds.	5/30/2025 10:06 PM
71	Seems like the DUMBEST and most EXPENSIVE of all the Alternatives	5/30/2025 10:03 PM
72	So stupid. I go different places not in the community necessarily for carpool, doctors appointments, shopping and it is not convenient for me to take a bus!!!	5/30/2025 8:38 PM
73	Alternative 3 cannibalizes local bus use.	5/30/2025 7:18 AM
74	There should be no mixed traffic sections for BRT.	5/29/2025 11:42 PM
75	Would be fast. I support it. But it doesn't have to be expensive. Just dedicate one existing lane in each direction to these lanes, paint them green, and don't build any new infrastructure. Use existing bus stops	5/29/2025 9:40 AM
76	A median lane would make the bus more consistent	5/29/2025 9:34 AM
77	Moves people more effectively. Likely to get people out of cars. Built for other bus service. Missing dedicated bike lane.	5/28/2025 9:47 PM
78	Alternative 2 is better	5/28/2025 7:26 PM
79	Cost and construction delays and disruptions undesirable.	5/28/2025 3:49 PM
80	Any improvements on this corridor (especially expensive ones) should improve local bus as well. BRT service is not particularly useful without good underlying local transit.	5/28/2025 2:30 PM
81	I prefer dedicated lanes so that bus travel times are faster than driving.	5/27/2025 3:45 PM
82	Makes bus stops harder to access but properly priortises public transit over private cars	5/24/2025 9:57 AM
83	Great to preserve 3 car lanes, but no one is riding this bus unless the sidewalks are fixed, the grass cut, road debris removed, and shelters installed at stops. Without those basic improvements which are already failures this will be an expensive empty and unusable mess.	5/23/2025 8:37 PM
84	I don't want local buses to be hurt by this option.	5/22/2025 3:50 PM
85	Access challenge, particularly for disabled or differently abled riders.	5/20/2025 6:13 PM
86	No	5/19/2025 9:05 PM
87	As a bus rider, I find median lanes frightening. If there is a robber or other assailant there, your only alternative is to run into traffic. Plus, it will be very hot in summer. Avoid median lanes! Plus, we have no room for this at 410. And it will be dangerous for people to run from one bus stop to another.	5/19/2025 11:19 AM
88	I think this idea is neat. But the cost and construction time will be a huge problem. Also, I'm worried about the ecological impact of this method. It would tear up what little greenery we have along 650.	5/19/2025 11:06 AM
89	None of the options include bike lanes!	5/18/2025 4:40 PM
90	New Hampshire Ave needs dedicated bike lanes in every Alternative.	5/17/2025 7:30 PM
91	This sounds awesome but seems expensive maybe the travel demand doesn't necessitate this kind of project here. How do the buses share the single median lane?	5/17/2025 12:32 PM
92	Too much danger to riders to access median lanes to board or leave Flash	5/16/2025 3:11 PM
93	I believe this is the best option. Another example of a central running brt is the Van Ness Line in San Francisco. This brt carries several people every single day. Even if it's expensive I believe we should try to emulate something like that.	5/15/2025 11:11 PM

94	This is almost BRT..... and isn't that what we are aiming toward?	5/15/2025 9:05 PM
95	Is a budget available for option 3?	5/15/2025 8:39 PM
96	I don't want to lose our neighborhood strip malls, which make ours a more walkable community.	5/14/2025 3:11 PM
97	No	5/14/2025 11:30 AM
98	This is better but solutions should aid local transit as well. Additionally, this will hurt businesses and snarl traffic due to limitations to left turning traffic. Also, I assume bus stopped are still in outer lanes? If so, more traffic snarling will occur near stops. If not, how do riders get to the buses?	5/14/2025 9:02 AM
99	It would be dangerous for pedestrians, when so many have already died in New Hampshire. Additionally, I'd rather have a median with trees than a bus.	5/14/2025 6:30 AM
100	Speed of travel for BRT is great, but having to enter the median to board seems like a safety risk.	5/13/2025 6:49 PM
101	Less lanes mean more traffic. Univ blvd is the worst example of this, empty and unused lanes	5/13/2025 6:09 PM
102	Boarding BRT in the median seems like an increased hazard for people	5/13/2025 4:58 PM
103	That will ruin the feel of the neighborhood and a waste of our taxpayer dollars. The govt is already talking about property tax increases which will cut into my retirement.	5/13/2025 4:34 PM
104	It is the best option but comes with the most work	5/13/2025 4:17 PM
105	This is way to expensive. Raising taxes for this would benefit a tiny group and penalize most citizens. The actual function would be slow and dangerous.	5/13/2025 3:18 PM
106	Not sure why not just have curbside lanes, which I find more convenient to use as a rider?	5/13/2025 1:42 PM
107	I could be convinced, it just depends on how expensive verse how much faster the bus can go	5/13/2025 8:37 AM
108	This one would be the best of the 4 options	5/12/2025 9:55 PM
109	Sounds like a very expensive headache with no clear upside for bus passengers or other vehicular traffic.	5/12/2025 8:14 PM
110	I like this	5/12/2025 6:41 PM
111	Bus travel needs to be faster to make up for the additional time cost from transfers, waiting, etc	5/12/2025 6:15 PM
112	Seems like this would take away lanes from cars. A paid express lane would be preferable.	5/12/2025 5:24 PM
113	Bad for traffic also	5/12/2025 4:24 PM
114	Similar to my comments on (2) except now you are limiting car traffic to 1 lane. This is absurd.	5/12/2025 4:10 PM
115	Concern about impact of reducing the number of general travel lanes on New Hampshire leading up to University Boulevard. When northbound New Hampshire was reduced to 2 lanes for over a year due to Purple Line construction there was a significant impact on traffic. Many drivers then resort to cutting through the adjacent neighborhoods leading to unsafe conditions for local residents	5/12/2025 3:03 PM
116	Would prefer the designated lane to be on the outside by the curb for safer pick up and drop off.	5/12/2025 10:35 AM
117	It's good that the BRT buses go faster. Do they travel faster than general traffic? And can we get the same result by moving both to the curb and also allowing local buses to use these lanes?	5/10/2025 1:47 PM
118	Allow local buses to use median lanes.	5/10/2025 12:16 PM
119	While construction costs are ambiguously listed as "high", I suspect that compared to light rail construction, the construction costs are quite reasonable. I strongly support median bus lanes for bus rapid transit and feel that this alternative, while good, does not go far enough. Additionally, local bus routes going more slowly is not much of a disadvantage since riders can	5/10/2025 9:22 AM

	ride the Flash bus line instead (meaning that local bus routes may need to be adjusted away from New Hampshire Ave anyways).	
120	This doesn't seem like as much value as other alternatives. The high cost leads to increased speed on BRT buses, but no increase, and possibly a decrease, in speed for local buses which wouldn't use them. This alternative does at least manage to extend the dedicated lanes north of the beltway, however, which is a win.	5/9/2025 10:41 PM
121	I get why it's better, but it's just impractical.	5/9/2025 2:38 PM
122	Only the single median lane meets the needs of our community unless you widen the roads to provide the extra median lanes. Any project that takes out car lanes for buses is a bad idea. We've already seen this in the failed experiment on University Blvd, where most of the people surveyed were against the idea but you went ahead and did it so that one bus every 5-10 minutes can use the bus lanes while traffic that used to fit happily into 3 lanes without delays is now squeezed into 2 lanes.	5/7/2025 11:41 PM
123	If we want the best, let's build the best.	5/7/2025 4:45 PM
124	Really like this idea. Just like the trolley cars in DC. Montgomery County already has high taxes we might as well get our monies worth.	5/6/2025 9:28 PM
125	This represents a promising step towards providing high-quality BRT service along the corridor with median-running lanes, but the length of the single-median lane section means that service would either be infrequent to accommodate bidirectional service, or have inconsistent run times, reliability, and passenger experience in the northbound and southbound direction.	5/6/2025 5:14 PM
126	Please do NOT implement this	5/6/2025 1:01 PM
127	Local buses are just as important as BRT buses, especially for individuals who cannot drive due to disability or cannot afford to buy a car. Public transit needs to take these individuals into account — not just traffic or those who can pick and choose how to commute.	5/5/2025 11:28 AM
128	N/A	5/5/2025 10:57 AM
129	N/A	5/2/2025 3:47 PM
130	Ideal for permanent solution. I would not drive my car and always take the bus	4/30/2025 11:36 AM
131	This plan is hard pill the benefit is faster travel time. My opinion it's better to keep it simplistic for example the single median picture look nice road with green grass but I would say keep it simple as possibly rather make it pretty put basic wall have it take less road space unless it drop off station. Then it would keep cost down as possible and using as road space as possible.	4/30/2025 9:25 AM
132	Love prioritizing buses over cars. Good for the environment	4/29/2025 8:33 PM

Q9 On a scale of 0 - 5, how well does Alternative 4 meet the needs of your community?(0 = not at all, 5 = completely)

Answered: 270 Skipped: 119



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	2	602	270
Total Respondents: 270			

#		DATE
1	0	6/28/2025 12:35 PM
2	0	6/28/2025 10:52 AM
3	1	6/27/2025 9:06 PM
4	0	6/27/2025 8:08 PM
5	1	6/27/2025 5:46 PM
6	0	6/27/2025 4:34 PM
7	4	6/27/2025 10:24 AM
8	3	6/27/2025 8:14 AM
9	4	6/26/2025 11:22 PM
10	5	6/26/2025 11:02 PM
11	4	6/26/2025 10:53 PM
12	4	6/26/2025 10:01 PM
13	5	6/26/2025 12:35 PM
14	2	6/25/2025 5:48 PM
15	0	6/25/2025 1:10 PM
16	1	6/25/2025 12:56 PM
17	0	6/25/2025 12:45 PM
18	3	6/25/2025 12:13 PM
19	3	6/25/2025 10:07 AM
20	0	6/24/2025 9:44 PM
21	0	6/24/2025 9:35 PM
22	0	6/24/2025 5:59 PM
23	1	6/24/2025 4:00 PM
24	1	6/24/2025 1:38 PM

25	3	6/24/2025 11:10 AM
26	5	6/24/2025 11:03 AM
27	3	6/24/2025 10:42 AM
28	5	6/23/2025 10:24 PM
29	4	6/23/2025 10:54 AM
30	0	6/23/2025 9:49 AM
31	3	6/21/2025 6:45 PM
32	1	6/19/2025 9:25 PM
33	3	6/19/2025 1:49 PM
34	5	6/19/2025 11:32 AM
35	5	6/18/2025 1:08 PM
36	3	6/18/2025 12:35 PM
37	5	6/18/2025 12:33 PM
38	4	6/18/2025 10:26 AM
39	3	6/17/2025 12:22 PM
40	5	6/17/2025 12:17 PM
41	1	6/17/2025 11:44 AM
42	2	6/17/2025 11:37 AM
43	5	6/17/2025 11:33 AM
44	5	6/17/2025 8:24 AM
45	0	6/15/2025 7:36 PM
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47	5	6/14/2025 3:55 PM
48	2	6/14/2025 7:07 AM
49	5	6/13/2025 2:15 PM
50	1	6/13/2025 9:03 AM
51	5	6/12/2025 1:12 PM
52	2	6/12/2025 7:26 AM
53	1	6/11/2025 10:08 AM
54	0	6/11/2025 9:47 AM
55	0	6/10/2025 6:55 PM
56	0	6/10/2025 6:18 PM
57	1	6/9/2025 6:16 PM
58	0	6/9/2025 2:03 PM
59	4	6/9/2025 10:00 AM
60	2	6/9/2025 8:45 AM
61	2	6/8/2025 11:54 AM
62	0	6/8/2025 9:15 AM

63	1	6/8/2025 8:00 AM
64	1	6/8/2025 1:19 AM
65	0	6/7/2025 10:45 PM
66	0	6/7/2025 10:00 PM
67	5	6/7/2025 3:54 PM
68	0	6/7/2025 3:13 PM
69	2	6/7/2025 2:47 PM
70	2	6/7/2025 12:38 PM
71	1	6/7/2025 11:41 AM
72	1	6/7/2025 8:21 AM
73	3	6/7/2025 7:23 AM
74	1	6/7/2025 6:31 AM
75	3	6/7/2025 3:17 AM
76	5	6/6/2025 11:04 PM
77	1	6/6/2025 10:05 PM
78	5	6/6/2025 9:13 PM
79	2	6/6/2025 9:09 PM
80	0	6/6/2025 9:01 PM
81	1	6/6/2025 8:49 PM
82	0	6/6/2025 8:41 PM
83	2	6/6/2025 8:23 PM
84	0	6/6/2025 8:12 PM
85	2	6/6/2025 8:03 PM
86	0	6/6/2025 7:55 PM
87	2	6/6/2025 7:47 PM
88	4	6/6/2025 7:45 PM
89	2	6/6/2025 7:13 PM
90	3	6/6/2025 6:57 PM
91	5	6/6/2025 6:52 PM
92	0	6/6/2025 6:49 PM
93	1	6/6/2025 6:46 PM
94	1	6/6/2025 6:43 PM
95	2	6/6/2025 6:42 PM
96	1	6/6/2025 6:41 PM
97	2	6/6/2025 4:56 PM
98	5	6/5/2025 10:44 PM
99	1	6/5/2025 8:14 PM
100	4	6/5/2025 4:55 PM

101	0	6/5/2025 8:50 AM
102	4	6/5/2025 8:26 AM
103	0	6/5/2025 8:26 AM
104	3	6/4/2025 12:36 PM
105	0	6/4/2025 11:33 AM
106	5	6/4/2025 10:31 AM
107	4	6/4/2025 9:02 AM
108	0	6/3/2025 2:14 PM
109	4	6/2/2025 7:25 PM
110	0	6/2/2025 10:36 AM
111	0	6/2/2025 10:17 AM
112	1	6/2/2025 6:44 AM
113	1	6/1/2025 8:44 PM
114	1	6/1/2025 4:05 PM
115	1	6/1/2025 8:30 AM
116	2	6/1/2025 7:23 AM
117	4	6/1/2025 6:30 AM
118	5	5/31/2025 11:08 PM
119	4	5/31/2025 9:52 PM
120	4	5/31/2025 7:37 PM
121	0	5/31/2025 5:59 PM
122	0	5/31/2025 3:58 PM
123	0	5/31/2025 2:29 PM
124	3	5/31/2025 1:37 PM
125	0	5/31/2025 12:09 PM
126	1	5/31/2025 10:23 AM
127	3	5/31/2025 9:49 AM
128	0	5/31/2025 8:42 AM
129	2	5/31/2025 8:22 AM
130	2	5/31/2025 8:21 AM
131	1	5/31/2025 7:06 AM
132	4	5/31/2025 6:31 AM
133	3	5/31/2025 1:37 AM
134	0	5/30/2025 10:57 PM
135	0	5/30/2025 10:35 PM
136	2	5/30/2025 10:10 PM
137	0	5/30/2025 10:07 PM
138	0	5/30/2025 10:04 PM

139	0	5/30/2025 9:46 PM
140	1	5/30/2025 9:07 PM
141	2	5/30/2025 8:42 PM
142	0	5/30/2025 8:40 PM
143	4	5/30/2025 8:30 PM
144	1	5/30/2025 7:19 AM
145	2	5/29/2025 11:42 PM
146	5	5/29/2025 5:17 PM
147	4	5/29/2025 3:44 PM
148	5	5/29/2025 9:41 AM
149	5	5/29/2025 9:35 AM
150	5	5/28/2025 9:48 PM
151	5	5/28/2025 9:25 PM
152	5	5/28/2025 5:40 PM
153	0	5/28/2025 4:39 PM
154	1	5/28/2025 3:50 PM
155	0	5/28/2025 3:17 PM
156	2	5/28/2025 2:52 PM
157	0	5/28/2025 2:31 PM
158	2	5/28/2025 2:16 PM
159	0	5/28/2025 2:11 PM
160	4	5/27/2025 3:46 PM
161	1	5/26/2025 6:55 AM
162	5	5/24/2025 10:03 AM
163	0	5/23/2025 8:37 PM
164	3	5/23/2025 8:35 AM
165	1	5/22/2025 3:51 PM
166	1	5/22/2025 1:16 PM
167	1	5/21/2025 8:01 PM
168	1	5/21/2025 5:16 PM
169	2	5/21/2025 5:13 PM
170	1	5/20/2025 6:14 PM
171	0	5/19/2025 9:06 PM
172	0	5/19/2025 11:20 AM
173	1	5/19/2025 11:13 AM
174	4	5/19/2025 11:07 AM
175	3	5/18/2025 4:41 PM
176	0	5/18/2025 4:40 PM

177	5	5/18/2025 8:36 AM
178	2	5/17/2025 7:30 PM
179	4	5/17/2025 12:34 PM
180	0	5/16/2025 10:57 PM
181	0	5/16/2025 8:11 PM
182	0	5/16/2025 3:11 PM
183	1	5/16/2025 1:52 PM
184	3	5/16/2025 11:17 AM
185	5	5/15/2025 11:11 PM
186	4	5/15/2025 9:06 PM
187	0	5/15/2025 8:25 PM
188	4	5/15/2025 3:21 PM
189	3	5/15/2025 10:49 AM
190	0	5/15/2025 9:01 AM
191	3	5/14/2025 6:46 PM
192	3	5/14/2025 5:34 PM
193	2	5/14/2025 5:21 PM
194	3	5/14/2025 3:14 PM
195	3	5/14/2025 2:35 PM
196	4	5/14/2025 11:31 AM
197	3	5/14/2025 9:02 AM
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199	0	5/14/2025 6:31 AM
200	2	5/13/2025 10:32 PM
201	0	5/13/2025 9:20 PM
202	5	5/13/2025 9:05 PM
203	4	5/13/2025 8:41 PM
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205	2	5/13/2025 7:01 PM
206	0	5/13/2025 6:50 PM
207	0	5/13/2025 6:09 PM
208	0	5/13/2025 4:59 PM
209	2	5/13/2025 4:52 PM
210	0	5/13/2025 4:34 PM
211	3	5/13/2025 4:20 PM
212	3	5/13/2025 4:17 PM
213	0	5/13/2025 3:21 PM
214	2	5/13/2025 1:52 PM

215	4	5/13/2025 1:43 PM
216	2	5/13/2025 8:41 AM
217	1	5/13/2025 8:06 AM
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220	1	5/12/2025 10:01 PM
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229	5	5/12/2025 6:21 PM
230	3	5/12/2025 6:16 PM
231	1	5/12/2025 6:09 PM
232	4	5/12/2025 5:29 PM
233	1	5/12/2025 5:24 PM
234	0	5/12/2025 4:25 PM
235	0	5/12/2025 4:10 PM
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240	5	5/10/2025 12:17 PM
241	5	5/10/2025 9:29 AM
242	2	5/9/2025 2:39 PM
243	5	5/9/2025 1:23 PM
244	5	5/9/2025 12:26 PM
245	1	5/8/2025 1:30 PM
246	4	5/8/2025 11:59 AM
247	0	5/7/2025 11:41 PM
248	5	5/7/2025 4:46 PM
249	5	5/6/2025 9:29 PM
250	4	5/6/2025 5:47 PM
251	0	5/6/2025 1:01 PM
252	4	5/5/2025 8:51 PM

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262	4	5/1/2025 1:44 PM
263	4	5/1/2025 10:51 AM
264	2	5/1/2025 10:35 AM
265	5	5/1/2025 10:31 AM
266	1	4/30/2025 9:28 AM
267	2	4/30/2025 9:28 AM
268	3	4/30/2025 9:12 AM
269	3	4/29/2025 8:34 PM
270	3	4/29/2025 8:07 PM

Q10 Do you have any other feedback about Alternative 4?

Answered: 109 Skipped: 280

#	RESPONSES	DATE
1	I foresee a long period of construction during which we would all have to quite our jobs because we can't get to them, and we won't even be able to use our cars. (Think Purple Line havoc.)	6/28/2025 11:58 PM
2	Too many negatives as noted in the scorecard plus it seems more likely that accidents could happen. Also, we already have major back ups, particularly at the New Hampshire Avenue/Powder Mill Road intersection and with the new construction there it’s going to create more backups. I think the bus stops need to be taken off of New Hampshire Ave. at major intersections as much as possible because it’s creating too much of a traffic back up there. It takes several turns of a light to get through an intersection and also it’s dangerous for the pedestrians, waiting for the bus and getting off the bus.	6/28/2025 12:35 PM
3	Yeah, NO! Definitely not this one.	6/27/2025 5:46 PM
4	I can't tell the difference between this one and the last one.	6/27/2025 10:24 AM
5	Good travel time	6/26/2025 11:22 PM
6	Amazing work honestly	6/26/2025 11:02 PM
7	Don't think it's better than alternative 3, but it's good other than the costs.	6/26/2025 10:53 PM
8	The regular buses should also be able to use the bus-only lanes and the same bus stops. I don't care if I am taking a BRT bus or a regular bus. What I want is bus service that is reliable and frequent and doesn't get stuck in traffic with cars.	6/26/2025 10:01 PM
9	Better.	6/26/2025 12:35 PM

10	Same issues as 3	6/25/2025 1:10 PM
11	Too expensive	6/25/2025 12:45 PM
12	Needs bike lanes.	6/25/2025 12:13 PM
13	Same issues as alternative 3 but even more expensive and more negative impact on the residential area and the high school.	6/24/2025 5:59 PM
14	This is the best option if you truly want to have Flash bus service and get people out of their cars and onto the bus. I like that the dedicated lanes start further up on NH near Colesville and White Oak. There should also be some type of connection with the Flash on 29 at White Oak, make a full transit center in the back of White Oak Shopping Center.	6/24/2025 11:03 AM
15	No	6/23/2025 9:49 AM
16	seems more complicated than it's worth	6/21/2025 6:45 PM
17	Don’t see how this is different from 3	6/19/2025 9:25 PM
18	Todos muy bien	6/19/2025 11:32 AM
19	Please stop cut-through, non-residential, traffic from using Glenside or Wildwood as alternatives to New Hampshire	6/17/2025 5:18 PM
20	No	6/17/2025 12:17 PM
21	The best option--gives most space to buses and will speed up bus travel the most of all options	6/13/2025 2:15 PM
22	may also impact the environment (more cars stalling)	6/13/2025 9:03 AM
23	No	6/12/2025 1:12 PM
24	While this option would allow flash BRT buses to move more quickly through traffic, it seems to have negative impacts in every other arena, which I see as an overall negative.	6/11/2025 10:08 AM
25	Seems unnecessarily expensive. Not allowing buses on Wildwood or Glenside as shortcuts would be very helpful.	6/10/2025 6:18 PM
26	median boarding is going to be dangerous. i don’t see any good reasons to use this option	6/9/2025 6:16 PM
27	Inconveniencing drivers plus spending extra money which is not needed	6/9/2025 2:03 PM
28	Many cars cut through my street Glenside Dr, and a nearby street, Wildwood Dr, in order to avoid traffic on New Hampshire. Any traffic solution needs to account for this troubling and dangerous situation	6/9/2025 8:45 AM
29	N/A	6/8/2025 11:54 AM
30	Don’t red rapid transit on New Hampshire Av	6/8/2025 9:15 AM
31	Maybe I missed it, but it is not clear to me where the flash bus starts and ends. Does it go in to the Fort Totten metro like the K6? If it only runs up and down NH Ave, I don't know how much ridership it would get. I myself only use the bus to get to a metro station. I have seen these bus lanes work pretty well on University near Arcola, but I don't remember the traffic ever being as heavy as NH near University. Living in the NH Gardens neighborhood, we already have A LOT of cut-through traffic avoiding the intersections on NH near University. There is a real problem with non-residents speeding and hitting parked cars. Any solution should include prohibition of non-resident traffic cutting through Glenside or Wildwood. This comment applies to all the alternatives you have listed.	6/8/2025 8:00 AM
32	See comments on 1 and 2	6/7/2025 3:13 PM
33	Negative impact for me, at a high price. If and only if there was some reason to travel to and/or between the far ends, like a transportation hub (subway?) or some other major destination, does this make sense--and there isn't. Do you have a study of what the destinations are, of the current ridership? In other words, what is the goal? Who is this supposed to help? All of these alternatives either make little/no change for me, or hurt.	6/7/2025 8:21 AM
34	Dedicated lanes are essential for time saving but high cost	6/7/2025 7:23 AM

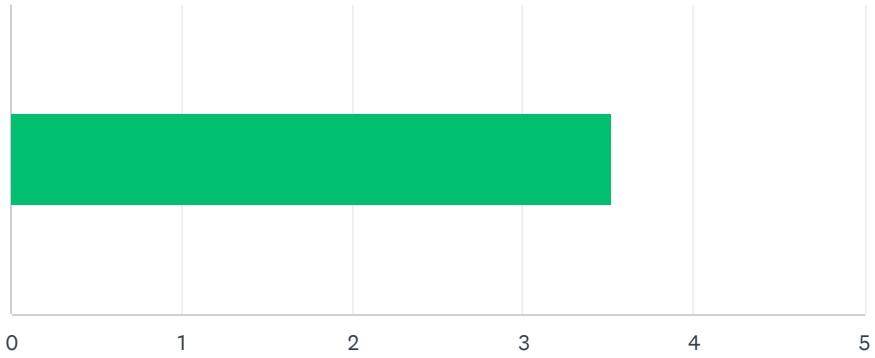
35	Sound good for those who need public transportation. If this is the case. I would go a different route for my commute to work/DC. Coming from Clarksburg I wouldn't take public transportation. It's too much transfering and takes too much time out of my day with the current system we have.	6/7/2025 3:17 AM
36	GO WITH THE LEAST COSTLY PLAN AND EVALUATE ITS PERFORMANCE FOR 10 YEARS THEN IF NEEDED RE-ENGINEER ROADWAY TO CONFORM TO THE COSTLIER PLAN. MORE IMPORTANT TO COMMUTERS IS THE DWELL TIME BETWEEN ONE BUS AND THE NEXT.	6/6/2025 10:05 PM
37	this could really change traffic flow - a dedicated fast bus lane might convince more people to use public transportation. I would prefer that the regular bus could share the lane with the fast bus.	6/6/2025 9:13 PM
38	Traffic is bad enough this would make it worse	6/6/2025 9:01 PM
39	The worst.	6/6/2025 8:12 PM
40	the general traffic time being poor might shift traffic to side-streets and also increase road rage and speeding or running lights for drivers frustrated.	6/6/2025 8:03 PM
41	Cost and impacts to car travel problematic. I use the brt into silver spring routinely. To use it along New Hampshire ave I would need to switch buses. I like having the option available as needed but when you factor connection times driving would be usually faster. I wouldn’t want to see traffic slowed down.	6/6/2025 7:55 PM
42	No	6/6/2025 6:52 PM
43	No new construction.	6/6/2025 6:49 PM
44	Single median lanes means the bus only goes one direction for parts of the day? Not really a transit network then.	6/6/2025 4:56 PM
45	Making it uncomfortable for single car drivers is the best way to get someone like me to use this bus route more frequently.	6/5/2025 4:55 PM
46	No bus lanes.	6/5/2025 8:50 AM
47	Better, in that it has dedicated bus lanes for more of the line. It is not clear why there is a portion in the middle of the route with only one median bus lane.	6/5/2025 8:26 AM
48	I am uncomfortable with how much space the dual median concept takes amongst a large portion of the route. I also do not think the time spent constructing a large midway route for 2 dual lanes is worth the disruption to the road.	6/5/2025 8:26 AM
49	Too expensive and disruptive	6/3/2025 2:14 PM
50	No	6/2/2025 6:44 AM
51	This is the best of the bad ideas	6/1/2025 8:44 PM
52	I don't see why dedicated lanes are needed in both directions. If the primary goal is to reduce travel time during rush hour, only a single, reversible lane should be necessary.	6/1/2025 8:30 AM
53	BRT should be faster than other options.	5/31/2025 11:08 PM
54	See previous response and just make it more idiotic. I realize that you are bound to make the situation much worse for those of us that live off New Hampshire ave. Us average citizens who live in the area will be ignored, but who and how many people will this really help. And, who and how many people will this really hurt. If you come up with simple easy inexpensive solutions everyone will win. What you are proposing will cost billions and make everybody who drives a car in the areas life much worse.	5/31/2025 5:59 PM
55	Yuck! Not worth the cost or damage to our community!	5/31/2025 2:29 PM
56	after the hold-ups to construct the purple line for Metro, this would drive people craziest , seemingly continually, who are trying to get anywhere during contruction	5/31/2025 12:09 PM
57	Consider other routes than New Hampshire Avenue.	5/31/2025 10:23 AM
58	I’m unsure if this will work	5/31/2025 9:49 AM

59	Cost- state and federal funds unavailable.	5/30/2025 10:07 PM
60	Alternative 4 is now worse than the DUMB and EXPENSIVE #3. Please stop coming up with dumb ideas.	5/30/2025 10:04 PM
61	Ridiculous. All the people who prepose these changes do not live in our community so have no clue what goes on here. All you developers care about it MONEY not what it will do to our neighborhoods!!	5/30/2025 8:40 PM
62	Alternative 4 makes flash the prefer travel option along New Hampshire Ave at the expense of others.	5/30/2025 7:19 AM
63	Rush hour traffic is pretty bad in both directions on New Hampshire so two median lanes would be better. I don't care if cars lose a lane. I also feel like drivers may block the median lane trying to make a left turn in certain locations.	5/29/2025 5:17 PM
64	Just missing dedicated bike lane.	5/28/2025 9:48 PM
65	Alternative 2 is better	5/28/2025 7:27 PM
66	Cost and negative overall effect during and after construction.	5/28/2025 3:50 PM
67	Nope. Slowing down local buses is not a good use of money.	5/28/2025 2:31 PM
68	Mass transit by bus should be prioritized over solo car travel.	5/27/2025 3:46 PM
69	Very good but the cost could be detrimental. Opens up the opportunity of eletric trolly busses / trams in the future	5/24/2025 10:03 AM
70	Don't like hurting local bus times	5/22/2025 3:51 PM
71	See comment for alternative 3.	5/20/2025 6:14 PM
72	No	5/19/2025 9:06 PM
73	See comments under alternative 3. There are serious problems with median lanes.	5/19/2025 11:20 AM
74	See previous.	5/19/2025 11:07 AM
75	Non of the options include bike lanes!!	5/18/2025 4:41 PM
76	New Hampshire Ave needs dedicated bike lanes in every Alternative.	5/17/2025 7:30 PM
77	This seems awesome but I am thinking we may not need to construct such a project of dual median lanes throughout. What about protected BIKE LANES???? There are so many people biking along the Sligo creek trail. So much opportunity to support safe biking and walking infrastructure AND integration with the BRT!!! Thank you!!!!	5/17/2025 12:34 PM
78	Too much danger to riders to access median lanes to board or leave Flash	5/16/2025 3:11 PM
79	Again, closest to actual BRT.	5/15/2025 9:06 PM
80	Concerned that we would lose neighborhood businesses to land aquisition and neighborhood traffic would be slowed	5/14/2025 3:14 PM
81	No	5/14/2025 11:31 AM
82	Similar problems to alternative 3	5/14/2025 9:02 AM
83	Not a fan of trading the median for a bus lane. Another consideration is that the sidewalk on New Hampshire is already so small, there’s no room for trees and taking them out of the median is not worth it.	5/14/2025 6:31 AM
84	Seems like there are far too many negative impacts for this alternative to make any sense.	5/13/2025 6:50 PM
85	Cutting NH Ave from three lanes to two for general traffic and local bus would be terrible.	5/13/2025 4:59 PM
86	Save our$$$$ just drop it.	5/13/2025 4:34 PM
87	Another amazing idea but comes with a huge cost	5/13/2025 4:17 PM
88	This is most unrealistic. The years of construction time would cripple Maryland and DC economies dependant on I95 commuters. Planning! Please!	5/13/2025 3:21 PM

89	Again, why not just dedicated bus lanes on both curb sides?	5/13/2025 1:43 PM
90	This one is even better, I am for this one	5/12/2025 9:56 PM
91	We are already being taxed to DEATH	5/12/2025 8:15 PM
92	Bad for traffic	5/12/2025 4:25 PM
93	more dual median lanes than single median lanes produces more car congestion, more traffic violations, and more PED/vehicle conflicts and more accidents.	5/12/2025 4:10 PM
94	Concern about impact of reducing the number of general travel lanes on New Hampshire leading up to University Boulevard. When northbound New Hampshire was reduced to 2 lanes for over a year due to Purple Line construction there was a significant impact on traffic. Many drivers then resort to cutting through the adjacent neighborhoods leading to unsafe conditions for local residents	5/12/2025 3:04 PM
95	Would prefer the lane to be on the outside for safer pick up and drop off.	5/12/2025 10:36 AM
96	This is great because it provides the greatest amount of dedicated lane miles to truly make it rapid transit. Consider also installing queue jumps at intersections to help speed along local buses. Public transit should move much faster that single occupancy vehicles along a BRT corridor.	5/10/2025 1:49 PM
97	I strongly support Alternative 4 over the other alternatives. It is essential that any bus rapid transit line is actually rapid, and this alternative comes the closest to achieving that. I would suggest modifying this alternative to feature bus lanes in the right-most lanes in either direction in the northernmost section, as that section still suffers from some congestion. Since buses must traverse the entire route, congestion in the northernmost section could impact riders using the southern part with the median lanes. Additionally, although it may be currently impossible to build bidirectional lanes in the section with the single median lane, I would suggest ensuring that it is possible to modify the single median lane section to feature bidirectional lanes in the future, should the calculus change. Doing so will future-proof this bus rapid transit line and enable it to thrive in decades to come as the corridor continues to grow.	5/10/2025 9:29 AM
98	Similar to alternative 3. My main concern is that while BRT speeds are increased significantly, local buses are not able to benefit.	5/9/2025 10:42 PM
99	This will do the most to advance Montgomery County's sustainability, safety, and equity goals. The only problem is that the single median lane should be replaced with continuous double median lanes. The road diagram shows a very wide road with 6 traffic lanes and a median bus lane, there is plenty of room for two median lanes.	5/9/2025 1:23 PM
100	If traffic moves from car to bus then car travel time will not be impacted	5/9/2025 12:26 PM
101	Only the single median lane meets the needs of our community unless you widen the roads to provide the extra median lanes. Any project that takes out car lanes for buses is a bad idea. We've already seen this in the failed experiment on University Blvd, where most of the people surveyed were against the idea but you went ahead and did it so that one bus every 5-10 minutes can use the bus lanes while traffic that used to fit happily into 3 lanes without delays is now squeezed into 2 lanes.	5/7/2025 11:41 PM
102	this is even better! Let's build the best!	5/7/2025 4:46 PM
103	Another great idea. The same comment given for Alternative 3.	5/6/2025 9:29 PM
104	The length of bidirectional median lanes for Alternative 4 allows this option to offer passengers a high-quality, reliable, fast service with the potential for high frequency service (if properly operated) consistent with creating corresponding land use and mobility behavior changes.	5/6/2025 5:47 PM
105	As with Alternative 3, this plan hinders those of us who rely on local buses.	5/5/2025 11:30 AM
106	N/A	5/5/2025 10:58 AM
107	N/A	5/2/2025 3:48 PM
108	I believe plan 3 would be easier to take this plan honestly. I would iterate that keep it simple as possible would be best.	4/30/2025 9:28 AM
109	Good for environment prioritizing buses over cars	4/29/2025 8:34 PM

Q11 On a scale of 0 - 5, how well does this the Hybrid Alternative meet the needs of your community?(0 = not at all, 5 = completely)

Answered: 270 Skipped: 119



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	949	270
Total Respondents: 270			

#		DATE
1	4	6/28/2025 11:59 PM
2	4	6/28/2025 12:40 PM
3	1	6/28/2025 10:53 AM
4	4	6/27/2025 9:07 PM
5	5	6/27/2025 8:09 PM
6	5	6/27/2025 5:46 PM
7	4	6/27/2025 4:35 PM
8	2	6/27/2025 10:25 AM
9	4	6/27/2025 8:14 AM
10	4	6/26/2025 11:31 PM
11	5	6/26/2025 11:02 PM
12	5	6/26/2025 10:55 PM
13	2	6/26/2025 10:01 PM
14	4	6/26/2025 12:36 PM
15	4	6/25/2025 5:49 PM
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19	4	6/25/2025 12:13 PM

20	5	6/25/2025 10:08 AM
21	4	6/24/2025 9:46 PM
22	3	6/24/2025 9:44 PM
23	4	6/24/2025 6:02 PM
24	5	6/24/2025 4:01 PM
25	5	6/24/2025 1:39 PM
26	3	6/24/2025 11:10 AM
27	5	6/24/2025 11:06 AM
28	3	6/24/2025 10:42 AM
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31	5	6/21/2025 6:46 PM
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34	5	6/19/2025 11:34 AM
35	5	6/18/2025 1:08 PM
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37	5	6/18/2025 12:33 PM
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39	5	6/17/2025 12:18 PM
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54	4	6/10/2025 6:19 PM
55	5	6/9/2025 6:18 PM
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57	4	6/9/2025 8:46 AM

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60	4	6/8/2025 8:00 AM
61	2	6/8/2025 1:19 AM
62	4	6/7/2025 10:46 PM
63	3	6/7/2025 10:01 PM
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66	4	6/7/2025 2:48 PM
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68	4	6/7/2025 11:41 AM
69	4	6/7/2025 8:23 AM
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71	1	6/7/2025 6:31 AM
72	3	6/7/2025 3:17 AM
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75	5	6/6/2025 9:14 PM
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79	0	6/6/2025 8:42 PM
80	5	6/6/2025 8:23 PM
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82	4	6/6/2025 8:04 PM
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84	4	6/6/2025 7:47 PM
85	5	6/6/2025 7:46 PM
86	5	6/6/2025 7:14 PM
87	5	6/6/2025 6:58 PM
88	5	6/6/2025 6:52 PM
89	3	6/6/2025 6:50 PM
90	4	6/6/2025 6:47 PM
91	2	6/6/2025 6:43 PM
92	3	6/6/2025 6:42 PM
93	4	6/6/2025 6:41 PM
94	3	6/6/2025 4:57 PM
95	4	6/5/2025 10:44 PM

96	4	6/5/2025 8:17 PM
97	5	6/5/2025 4:57 PM
98	3	6/5/2025 8:50 AM
99	3	6/5/2025 8:28 AM
100	3	6/5/2025 8:28 AM
101	5	6/4/2025 12:37 PM
102	5	6/4/2025 11:33 AM
103	4	6/4/2025 10:32 AM
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105	4	6/3/2025 2:15 PM
106	4	6/2/2025 7:25 PM
107	3	6/2/2025 10:36 AM
108	0	6/2/2025 10:17 AM
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110	0	6/1/2025 8:44 PM
111	5	6/1/2025 7:20 PM
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115	3	6/1/2025 6:31 AM
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119	1	5/31/2025 6:01 PM
120	3	5/31/2025 3:58 PM
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128	4	5/31/2025 8:22 AM
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131	5	5/31/2025 6:35 AM
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134	4	5/30/2025 10:10 PM
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171	2	5/19/2025 11:22 AM

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263	4	5/1/2025 10:35 AM
264	4	5/1/2025 10:31 AM
265	5	4/30/2025 11:37 AM
266	4	4/30/2025 9:30 AM
267	4	4/30/2025 9:28 AM
268	3	4/30/2025 9:12 AM
269	5	4/29/2025 8:34 PM
270	5	4/29/2025 8:09 PM

Q12 Do you have any other feedback about the Hybrid Alternative?

Answered: 112 Skipped: 277

#	RESPONSES	DATE
1	Seems a good, cost-effective option that would actually improve safety.	6/28/2025 11:59 PM
2	The problem I see with this alternative is it slows general traffic and again as noted in the previous option we already have an immense amount of traffic on New Hampshire Ave. in particularly at the intersection of New Hampshire Ave. and powder Mill Road, especially with the new construction there we do not need any more slowing of the traffic. It already takes several turns of a light sometimes to get through during rush-hour. With people's patience these days and it's really Increase the chance of accidents.	6/28/2025 12:40 PM
3	Ding ding we have a winner!	6/27/2025 5:46 PM
4	Please consider enforcement of bus lane users	6/27/2025 4:35 PM
5	Avoiding busses in mixed traffic should be a top priority.	6/27/2025 10:25 AM
6	Local bus good service	6/26/2025 11:31 PM
7	Really great idea	6/26/2025 11:02 PM

8	I like this one the best because it balances the need for BRT to have its own lanes or at least priority (so it is BRT and not just...B), but also cost and time. I think considering the community's needs this is the best option, which agrees with the technical analysis.	6/26/2025 10:55 PM
9	More bus only lane is better than less bus only lane. What I want is bus service that is reliable and frequent and doesn't get stuck in traffic with cars.	6/26/2025 10:01 PM
10	It seems like a good mix, but I still think we should keep separate lanes all the way and discourge people from using private cars.	6/26/2025 12:36 PM
11	I like this if it won't take too long. I know folks that rely on the bus.	6/25/2025 1:11 PM
12	Needs bike lanes.	6/25/2025 12:13 PM
13	Where there are curbside lanes, the community needs to be better educated about when to enter the curbside lanes to make a turn and how to enter the mixed traffic lanes from a driveway/parking lot where there is no marked turn area in the curbside lane. I have noticed this causing issues on Georgia Avenue and University Blvd West.	6/24/2025 9:46 PM
14	I can see where this alternative would be the least expensive and get buses to downtown SIlver Spring more quickly.	6/24/2025 6:02 PM
15	This one seems good if it really works to make the Flash bus go faster down NH than the cars. Again I think it should like up with the other Flash bus at White Oak and 29 and make a transit center in the back of White Oak Shopping Center. The impacts on construction also seem good.	6/24/2025 11:06 AM
16	No	6/23/2025 9:53 AM
17	Once again says "traveling by car remains the same" even though in portions car lanes reduced from 3 lanes to 2.	6/19/2025 9:26 PM
18	Todo bien	6/19/2025 11:34 AM
19	Please stop cut-through, non-residential, traffic from using Glenside or Wildwood as alternatives to New Hampshire	6/17/2025 5:18 PM
20	No	6/17/2025 12:22 PM
21	No	6/17/2025 12:18 PM
22	This is a good option to speed up all buses on the corridor but it should have center running lanes in the southern part of the corridor to both achieve traffic calming and speed up buses in the most congested part of the corridor	6/13/2025 2:16 PM
23	It works out well on University Blvd	6/13/2025 9:05 AM
24	No	6/12/2025 1:13 PM
25	Wish it went all the way to Ashton.	6/12/2025 7:26 AM
26	This seems like a decent alternative, with relatively low negative impacts overall, though I would worry some that general traffic would be slowed down.	6/11/2025 10:11 AM
27	Seems better. Not allowing buses to travel on Wildwood or Glenside as shortcuts would be very helpful.	6/10/2025 6:19 PM
28	this seems like the best solution. cars tend to cut through my neighborhood a lot so keeping things the same for them is good. i hope bus lanes are enforced with cameras.	6/9/2025 6:18 PM
29	Again inconveniences drivers of cars. Costs tax payers more money	6/9/2025 2:04 PM
30	Special lanes aren't needed outside of rush hour. Inside of rush hour, commandeer a lane going in the non-rush direction, as is done on US29 in downtown Silver Spring.	6/9/2025 8:55 AM
31	Many cars cut through my street Glenside Dr, and a nearby street, Wildwood Dr, in order to avoid traffic on New Hampshire. Any traffic solution needs to account for this troubling and dangerous situation	6/9/2025 8:46 AM
32	N/A	6/8/2025 11:55 AM
33	Don't red rapid transit on New Hampshire Av	6/8/2025 9:15 AM

34	I have seen these bus lanes work pretty well on University near Arcola, but I don't remember the traffic ever being as heavy as NH near University. Living in the NH Gardens neighborhood, we already have A LOT of cut-through traffic avoiding the intersections on NH near University. There is a real problem with non-residents speeding and hitting parked cars. Any solution should include prohibition of non-resident traffic cutting through Glenside or Wildwood. This comment applies to all the alternatives you have listed.	6/8/2025 8:00 AM
35	Little to no negative impact to me, while low cost.	6/7/2025 8:23 AM
36	Minimum time saving. Not worth the cost	6/7/2025 7:24 AM
37	HOPEFULLY YOU FACTORED IN ALL THE TRAFFIC COMING AND GOING ON ADELPHI ROAD IN THE MORNING AND AFTERNOON TO UNIVERSITY OF MARYLAND. LETT TURNS ACROSSS NH AVE, TRAFFIC ENTERING NH AVE FROM 495 AND GOING ON TO 495 LATER IN THE DAY.	6/6/2025 10:12 PM
38	If curbside lanes and queue jump lanes are to be used for bus only traffic they must be separated from the other lanes physically (e.g. by rubber dividers). Simply painting the lane another color will not keep cars out and compliance will be poor. Dedicated bus lane in addition to existing lanes is best from a driving perspective, but cost is high.	6/6/2025 9:13 PM
39	Second worst.	6/6/2025 8:13 PM
40	this seems to be optimal if cars let buses into lanes.	6/6/2025 8:04 PM
41	No	6/6/2025 6:52 PM
42	Where do the bicycles go?	6/6/2025 6:50 PM
43	This is okay but I wish the lanes were protected so cars couldn't cut into them.	6/6/2025 4:57 PM
44	This option seems to cost less than others but provides the similar benefit to travel time for the bus	6/5/2025 4:57 PM
45	Better than bus lanes.	6/5/2025 8:50 AM
46	I think you may be overselling this. Where is the data to show that BRT travel times with this option will be good? It seems like the probability that buses will be blocked in the mixed traffic sections is high.	6/5/2025 8:28 AM
47	I personally feel a lot safer with use of exclusive curbside lanes for buses only, as I have previously seen uniquely aggressive driving behavior during slower days/traffic. However, I think repeated and visually loud signage is necessary at all points of transition along this potential route then, as there will be drivers who do not pay attention to the switch.	6/5/2025 8:28 AM
48	Best	6/4/2025 12:37 PM
49	Want stop at Takoma Metro Station	6/3/2025 2:15 PM
50	No	6/2/2025 6:46 AM
51	hate it	6/1/2025 8:44 PM
52	This is ok if you are not taking away any lanes for cars. Everywhere I have driven where lanes have been removed, the traffic is far worse.	6/1/2025 8:32 AM
53	BRT should be faster than other options.	5/31/2025 11:08 PM
54	Sidepaths from the bicycle master plan need to be installed with the New Hampshire BRT project.	5/31/2025 7:41 PM
55	The only good thing about this plan is that it leaves the upper part of New Hampshire pretty much alone.	5/31/2025 6:01 PM
56	Again, if the queue jump.lane takes away a car lane, it will cause confusion and backups	5/31/2025 2:31 PM
57	confusing	5/31/2025 10:24 AM
58	Most cost effective.	5/30/2025 10:08 PM
59	These seems to be the BEST. Go with it. Make a decision this decade and start building it!	5/30/2025 10:05 PM

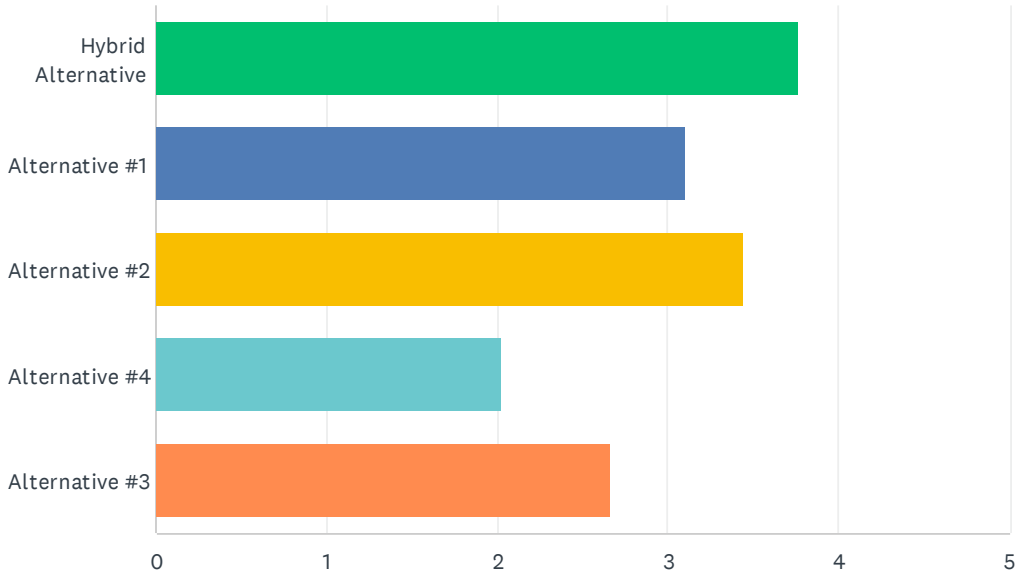
60	If any this is the best!	5/30/2025 8:41 PM
61	The hybrid alternative broadly improves New Hampshire Ave transit corridor. If paired with pedestrian improvements, it is the preferred option.	5/30/2025 7:21 AM
62	This is the best option	5/29/2025 6:50 PM
63	Same issues as alts 1 and 2, plus cars will likely use jump lanes resulting in worse traffic and no advantage to transit.	5/28/2025 9:49 PM
64	Hybrid alternative or alternative 2	5/28/2025 7:28 PM
65	This is the best option so far. Curbside lanes would work best where local buses have a pull-off to get out of the way of BRT buses that are skipping local stops.	5/28/2025 2:33 PM
66	Buses of all kinds should be prioritized with dedicated lanes.	5/27/2025 3:47 PM
67	Ok but allows for BRT creep	5/24/2025 10:03 AM
68	The northern portion of NH Ave is not bus ready. The sidewalk is broken and rugged, the grass is up to my navel, full of trash, twisted metal downed signs, mud, bugs, no one can go to work like that. There are no shelters at stops. It's shameful to promote the bus and not fix these foundational failures to make the bus rideable. I'd prefer a fourth lane for car traffic instead because at least that is workable under these failures.	5/23/2025 8:43 PM
69	Good option.	5/20/2025 6:14 PM
70	No. Slowing car travel for people who must use cars isn't good for the community. This area is not a strong jobs corridor so people need cars to deal with several issues. Children, childcare, jobs elsewhere in and out of county. No.	5/19/2025 9:09 PM
71	This alternative could work because it takes into account the different constraints in different parts of the corridor. Please see my cautionary notes regarding pull-outs, bus-only lanes, and need to respect current property usus.	5/19/2025 11:22 AM
72	I like this method more than alternatives 3 and 4. But I have the same concerns about impact on traffic as I did with alternative 2. The Takoma Park / Sliver Spring and FDA/White Oak corridors are the most in need of lanes on this route, and taking one whole lane for buses will have major consequences on general commute times. This may result in commuters ignoring the 'bus only' part of the lane.	5/19/2025 11:09 AM
73	Non of the options include dedicated bike lanes!!!	5/18/2025 4:42 PM
74	New Hampshire Ave needs dedicated bike lanes in every Alternative.	5/17/2025 7:30 PM
75	I like this one the best. Can you please explore doing a protected bike lane with this corridor?! There is so much opportunity to expand safe walking and cycling especially with Purple Line integration.	5/17/2025 12:36 PM
76	Appears to reduce number of actual travel lanes of any kind in curbside lane sections which currently have four existing lanes in each direction	5/16/2025 3:11 PM
77	I'm under the impression that the decision has been "cooked" for this alternative. So, why not support it! It may become a feasible transit line. BUT the real task will be to get the ridership of those folks now driving alone in their vehicles. There is resistance to transit and that resistance needs to be overcome for this project to be successful.	5/15/2025 9:09 PM
78	After looking at all of them I believe the Hybrid Alternative is the best one.	5/15/2025 8:27 PM
79	Best alternative given the overload on New Hampshire Avenue	5/15/2025 9:02 AM
80	It would be an excellent alternative for my neighborhood.	5/14/2025 3:16 PM
81	No	5/14/2025 11:31 AM
82	Dedicated curbside lanes are cheaper and more effective. They also minimize impacts on businesses and benefit all transit. However, it will require systems to enforce the bus-only lanes.	5/14/2025 9:05 AM
83	These seems like the best approach, except that I don't support having dedicated bus lanes on the portion of NH outlined on the map. It will make my commute worse	5/14/2025 6:33 AM

84	This feels like the best balance of all the options.	5/13/2025 6:51 PM
85	Nice that it is cheaper, but reducing general traffic to just two lanes each direction would be a problem.	5/13/2025 5:02 PM
86	Hybrid cars polite more than gas powered due to moning for the minerals that produce lithium.	5/13/2025 4:36 PM
87	Traveling by car will be hell. Lots of traffic injuries in store for us residents	5/13/2025 3:23 PM
88	Would love dedicated curbside lanes the whole way	5/13/2025 1:43 PM
89	Hard to compete with lower cost and faster transit	5/13/2025 8:41 AM
90	Not this one	5/12/2025 9:56 PM
91	This is the best alternative. It maximizes movement for mass transit in and around the Purple Line intersection and it aligns New Hampshire Avenue traffic flow in the southern Maryland section with the 4 lane DC section. It also maximizes transit in Hillandale.	5/12/2025 8:45 PM
92	Sounds workable and feasible - at least on "paper"	5/12/2025 8:16 PM
93	Would want more info.about where the mixing is located. Some areas are already a mess and adding any more slowdown would be very frustrating.	5/12/2025 5:25 PM
94	Bad for traffic	5/12/2025 4:25 PM
95	Limiting Queue Jumps to a small portion just south of the beltway will not work as traffic here is highly congested and this is eliminating a car lane. The rest is OK but really does not improve traffic movements at all and expends a lot of money.	5/12/2025 4:14 PM
96	Would prefer the outside lane to always be a bus lane.	5/12/2025 10:37 AM
97	Replace the section with mixed traffic with even more bus only lanes. Curbside lanes should extend continuously from Columbia Pike to the district line.	5/10/2025 1:51 PM
98	I am curious as to why the hybrid alternative performs better than Alternative 4. Does it perform best by also factoring in car travel times along the corridor? A bus rapid transit line with high ridership (e.g. through short headways between buses and dedicated median lanes) should decrease the number of cars on New Hampshire Ave, meaning that losing car travel lanes should not be a problem for drivers like myself who have no choice but to drive. While I do not wish to claim that I know better than the engineers in charge of this study, I just want to emphasize that even as a car driver, I strongly support building the infrastructure to have a proper bus rapid transit line along New Hampshire Ave, and not just a series of small bus improvements. (Though any improvements are better than none at all!)	5/10/2025 9:36 AM
99	Much better than the other alternatives. I would prefer curbside lanes along the entire length, but adding queue jumps to the mixed traffic portions south of the beltway is at least an improvement. And for the expense, local buses can benefit as well, which leads to better coordination of travel between BRT and local buses.	5/9/2025 10:45 PM
100	I'm against all mixed traffic. Bus lanes forever	5/9/2025 2:39 PM
101	This is not BRT, mixed traffic for half of the route does very little to advance bus service or contribute to mode shift.	5/9/2025 1:24 PM
102	Only the single median lane meets the needs of our community unless you widen the roads to provide the extra median lanes. Any project that takes out car lanes for buses is a bad idea. We've already seen this in the failed experiment on University Blvd, where most of the people surveyed were against the idea but you went ahead and did it so that one bus every 5-10 minutes can use the bus lanes while traffic that used to fit happily into 3 lanes without delays is now squeezed into 2 lanes.	5/7/2025 11:41 PM
103	I don't want good, I want great.	5/7/2025 4:46 PM
104	I do not like this idea. Traffic slows the buses down. Better if the buses have their own dedicated lanes throughout the county/state.	5/6/2025 9:31 PM
105	While I am encouraged by the pragmatism of this plan, it does not offer rapid, reliable service through the mixed-traffic segments with queue jumps in portions of the route with additional congestion, such as between the Beltway and University Boulevard. As I mentioned before, curbside bus lanes are less reliable due to their shared use with right-turning vehicles and	5/6/2025 6:30 PM

	those coming in and out of driveways. This would therefore limit the ability for Flash to offer competitive service and change mobility patterns of a wide swath of Montgomery County residents.	
106	its alright	5/6/2025 1:02 PM
107	low Cost Solution Good	5/5/2025 10:59 AM
108	N/A	5/2/2025 3:48 PM
109	The hybrid solution might balance budget issues as well as maximizing benefit	4/30/2025 11:37 AM
110	I would lean on this plan best. It look simple and cost effective for the community.	4/30/2025 9:30 AM
111	Best mix of all things. The CLEAR winner. Please do not let wealthy white Takoma Park NIMBYs choose the option that is best for cars.	4/29/2025 8:34 PM
112	Love this. Would be a benefit to the entire community. As a bus commuter, and a mom that lives in the neighborhood. This would greatly benefit my family and my neighborhood because it would provide safer and easier access to Metro and Washington DC. As a climate scientist, this would also be great for incentivizing people to take the bus and lower their carbon emissions. Their a win-win-win for all	4/29/2025 8:09 PM

Q13 Of these alternatives, please rank them based on their ability to meet the needs of your community? (1 = best, 5 = worst)

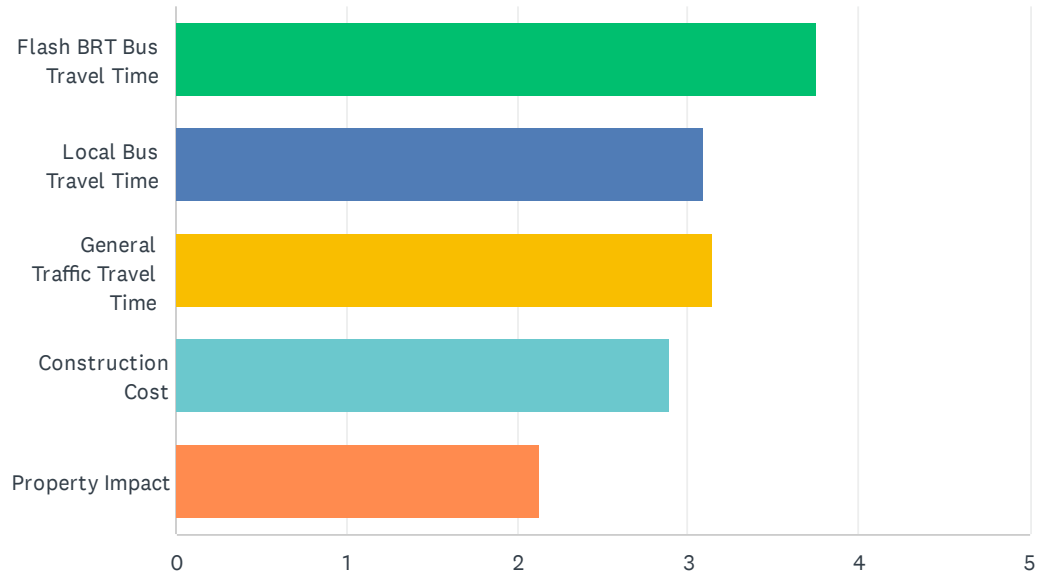
Answered: 252 Skipped: 137



	1	2	3	4	5	TOTAL	SCORE
Hybrid Alternative	48.41% 122	13.49% 34	18.25% 46	5.16% 13	14.68% 37	252	3.76
Alternative #1	25.79% 65	13.49% 34	30.16% 76	5.95% 15	24.60% 62	252	3.10
Alternative #2	11.11% 28	46.03% 116	20.63% 52	19.84% 50	2.38% 6	252	3.44
Alternative #4	10.32% 26	6.75% 17	9.13% 23	23.41% 59	50.40% 127	252	2.03
Alternative #3	4.37% 11	20.24% 51	21.83% 55	45.63% 115	7.94% 20	252	2.67

Q14 Please rank the factors which most heavily influencing your choice.(1 = most, 6 = least)

Answered: 233 Skipped: 156



	1	2	3	4	5	TOTAL	SCORE
Flash BRT Bus Travel Time	45.92% 107	18.45% 43	12.02% 28	11.59% 27	12.02% 28	233	3.75
Local Bus Travel Time	10.30% 24	34.76% 81	20.17% 47	23.18% 54	11.59% 27	233	3.09
General Traffic Travel Time	25.32% 59	17.60% 41	22.75% 53	14.59% 34	19.74% 46	233	3.14
Construction Cost	11.59% 27	21.46% 50	26.61% 62	24.89% 58	15.45% 36	233	2.89
Property Impact	6.87% 16	7.73% 18	18.45% 43	25.75% 60	41.20% 96	233	2.13

Q15 Please enter your zip code:

Answered: 236 Skipped: 153

#	RESPONSES	DATE
1	20912	6/29/2025 12:03 AM
2	20903	6/28/2025 12:44 PM
3	20905	6/28/2025 10:59 AM
4	20903	6/27/2025 9:08 PM
5	20901	6/27/2025 8:11 PM
6	20912	6/27/2025 5:48 PM
7	20011 & 20912	6/27/2025 4:37 PM
8	20912	6/27/2025 10:29 AM
9	20904	6/26/2025 11:02 PM
10	20904	6/26/2025 10:56 PM
11	20901	6/26/2025 10:06 PM
12	20901	6/26/2025 12:38 PM
13	20905	6/25/2025 5:50 PM
14	20905	6/25/2025 1:12 PM
15	20905	6/25/2025 12:59 PM
16	20905	6/25/2025 12:48 PM
17	20912	6/25/2025 12:15 PM
18	20910	6/25/2025 10:15 AM
19	20905	6/24/2025 9:55 PM
20	20905-5701	6/24/2025 6:04 PM
21	20903	6/24/2025 4:03 PM
22	20912	6/24/2025 1:41 PM
23	20901	6/24/2025 12:21 PM
24	20904	6/24/2025 11:08 AM
25	20903	6/24/2025 10:46 AM
26	20902	6/23/2025 10:55 AM
27	20783	6/22/2025 7:59 AM
28	20903	6/21/2025 6:51 PM
29	20912	6/19/2025 9:29 PM
30	20783	6/19/2025 1:40 PM
31	20783	6/19/2025 11:38 AM
32	20906	6/18/2025 4:59 PM
33	20783	6/18/2025 1:09 PM

34	20783	6/18/2025 12:36 PM
35	20903	6/18/2025 12:35 PM
36	20904	6/18/2025 10:29 AM
37	20783	6/18/2025 8:02 AM
38	20912	6/17/2025 5:19 PM
39	20903	6/17/2025 12:23 PM
40	20782	6/17/2025 12:19 PM
41	20783	6/17/2025 11:47 AM
42	20783	6/17/2025 11:38 AM
43	20011	6/17/2025 11:34 AM
44	20903	6/17/2025 8:25 AM
45	20904	6/15/2025 7:39 PM
46	20783	6/14/2025 4:00 PM
47	20190	6/13/2025 2:16 PM
48	20783	6/12/2025 1:37 PM
49	20905	6/12/2025 7:27 AM
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51	20912	6/11/2025 9:49 AM
52	20861	6/10/2025 7:04 PM
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56	20901	6/9/2025 8:57 AM
57	20912	6/9/2025 8:47 AM
58	20904	6/8/2025 11:57 AM
59	20912	6/8/2025 9:17 AM
60	20912	6/8/2025 8:03 AM
61	20903	6/7/2025 10:48 PM
62	20861	6/7/2025 10:14 PM
63	20910	6/7/2025 3:58 PM
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69	20902	6/7/2025 7:29 AM
70	20871	6/7/2025 3:19 AM
71	20850	6/6/2025 11:06 PM

72	20905	6/6/2025 10:17 PM
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74	20905	6/6/2025 8:44 PM
75	20901	6/6/2025 8:29 PM
76	20902	6/6/2025 8:16 PM
77	20912	6/6/2025 8:05 PM
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100	20904	6/2/2025 6:55 AM
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139	20912	5/28/2025 2:13 PM
140	20901	5/27/2025 3:48 PM
141	20912	5/26/2025 6:57 AM
142	20903	5/24/2025 10:06 AM
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181	20912	5/13/2025 6:11 PM
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205	20901	5/12/2025 4:17 PM
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208	20910	5/10/2025 12:17 PM
209	20910	5/10/2025 9:38 AM
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215	20037	5/8/2025 12:01 PM
216	20901	5/7/2025 11:42 PM
217	20011	5/7/2025 4:48 PM
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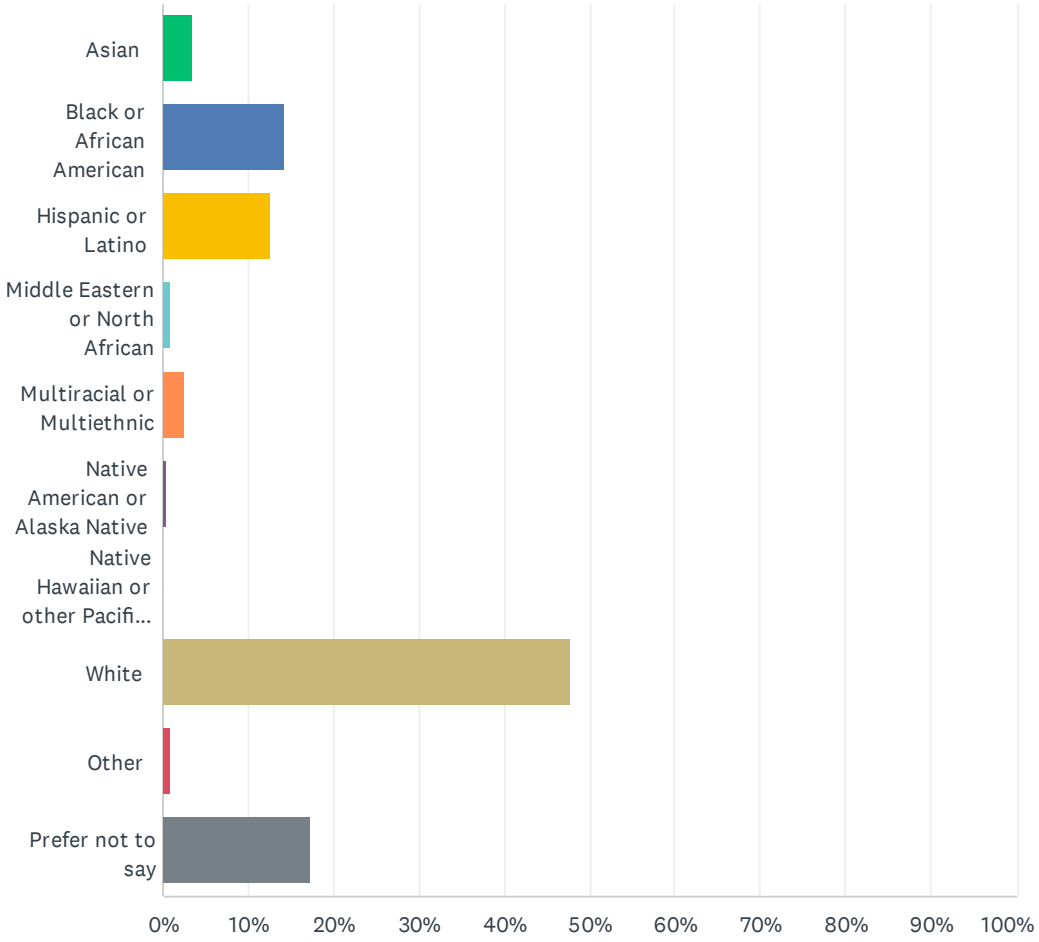
219	20850	5/6/2025 6:35 PM
220	20902	5/6/2025 1:04 PM
221	20903	5/5/2025 8:52 PM
222	20901	5/5/2025 11:35 AM
223	20910	5/5/2025 11:03 AM

224	20910	5/3/2025 6:15 PM
225	20903	5/2/2025 3:53 PM
226	20902	5/2/2025 8:48 AM
227	20011	5/1/2025 1:48 PM
228	20011	5/1/2025 1:46 PM
229	20783	5/1/2025 10:51 AM
230	20903	5/1/2025 10:36 AM
231	20192	5/1/2025 10:32 AM
232	20912	4/30/2025 11:39 AM
233	20722	4/30/2025 9:33 AM
234	20912	4/30/2025 9:23 AM
235	20912	4/29/2025 8:36 PM
236	20912	4/29/2025 8:10 PM

Q16 What is your race or ethnicity?

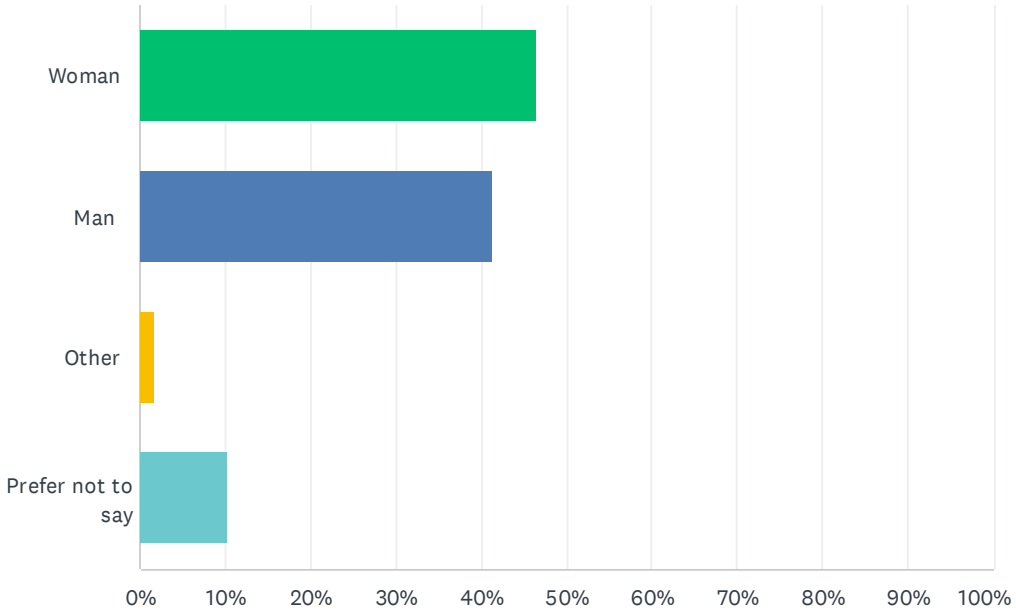
Answered: 232 Skipped: 157



ANSWER CHOICES	RESPONSES	
Asian	3.45%	8
Black or African American	14.22%	33
Hispanic or Latino	12.50%	29
Middle Eastern or North African	0.86%	2
Multiracial or Multiethnic	2.59%	6
Native American or Alaska Native	0.43%	1
Native Hawaiian or other Pacific Islander	0.00%	0
White	47.84%	111
Other	0.86%	2
Prefer not to say	17.24%	40
TOTAL		232

Q17 What is your gender identity?

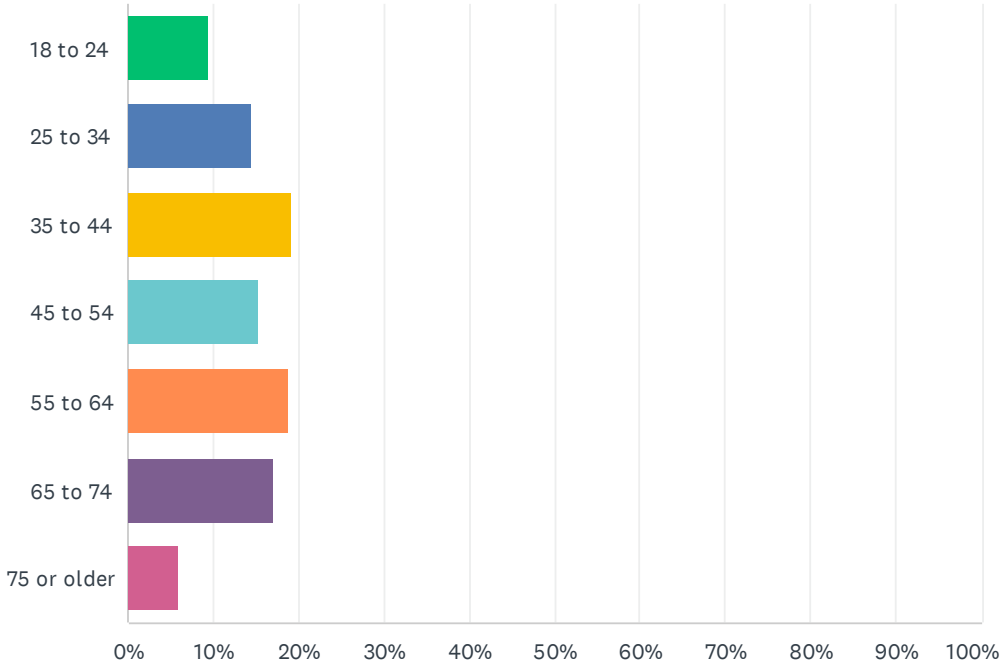
Answered: 234 Skipped: 155



ANSWER CHOICES	RESPONSES	
Woman	46.58%	109
Man	41.45%	97
Other	1.71%	4
Prefer not to say	10.26%	24
TOTAL		234

Q18 What is your age?

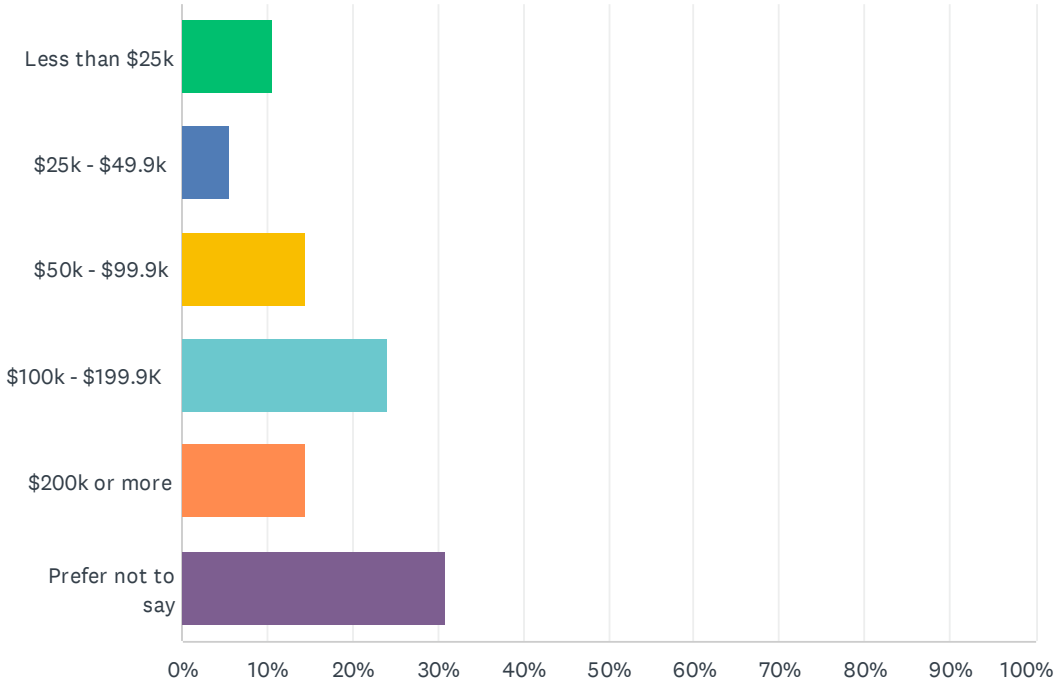
Answered: 235 Skipped: 154



ANSWER CHOICES	RESPONSES	
18 to 24	9.36%	22
25 to 34	14.47%	34
35 to 44	19.15%	45
45 to 54	15.32%	36
55 to 64	18.72%	44
65 to 74	17.02%	40
75 or older	5.96%	14
TOTAL		235

Q19 What is your annual household income?

Answered: 236 Skipped: 153



ANSWER CHOICES	RESPONSES	
Less than $25k	10.59%	25
$25k - $49.9k	5.51%	13
$50k - $99.9k	14.41%	34
$100k - $199.9K	24.15%	57
$200k or more	14.41%	34
Prefer not to say	30.93%	73
TOTAL		236

Q20 Please enter your email address if you would like to be entered into a raffle for a $50 gift card and to stay informed about this project. This is optional.

Answered: 188 Skipped: 201

#	RESPONSES	DATE
1	pakafalas@gmail.com	6/29/2025 12:04 AM
2	susannemdelaney@gmail.com	6/28/2025 12:45 PM
3	sheldon.kusselson@verizon.net	6/28/2025 10:59 AM
4	Writetoer@gmail.com	6/27/2025 9:09 PM
5	parrish.simone@gmail.com	6/27/2025 8:13 PM
6	Corwynj@gmail.com	6/27/2025 5:48 PM

7	kaysiw@takomaparkmd.gov	6/27/2025 4:37 PM
8	jjjessek@yahoo.com	6/27/2025 10:29 AM
9	Ruthruthlives@gmail.com	6/26/2025 11:03 PM
10	toluchrisamuwa@gmail.com	6/26/2025 10:56 PM
11	mouhanad@umd.edu	6/26/2025 12:39 PM
12	kswhite710@verizon.net	6/25/2025 5:50 PM
13	denise.roux@verizon.net	6/25/2025 12:59 PM
14	mcgowan_tracy@hotmail.com	6/25/2025 12:48 PM
15	seth.grimes@gmail.com	6/25/2025 12:15 PM
16	rac.monstress@gmail.com	6/24/2025 9:56 PM
17	mgoe64@hotmail.com	6/24/2025 4:03 PM
18	likervista@gmail.com	6/24/2025 1:41 PM
19	revans0721@gmail.com	6/24/2025 11:08 AM
20	Linda.Robinson@LongandFoster.com	6/24/2025 10:46 AM
21	arlenyadesigns@gmail.com	6/23/2025 10:55 AM
22	Abacneymar@gmail.com	6/22/2025 8:00 AM
23	jkramersmyth@gmail.com	6/21/2025 6:51 PM
24	guadalupe1984villeda@gmail.com	6/19/2025 1:40 PM
25	1423 Kanawha St apt101 Hyattsville md	6/19/2025 11:38 AM
26	Belinda123ap@hotmail.com	6/18/2025 1:09 PM
27	nayelihuinil@icloud.com	6/18/2025 12:36 PM
28	Esmereldajacobo@gmail.com	6/18/2025 12:36 PM
29	joan74822@gmail.com	6/18/2025 8:02 AM
30	1994chapincito50@gmail.com	6/18/2025 7:47 AM
31	didyfrancois@gmail.com	6/17/2025 12:19 PM
32	deliacasarrubias24@gmail.com	6/17/2025 11:47 AM
33	ruthmarquez876@gmail.com	6/17/2025 11:38 AM
34	phyillisdouglas52@gmail.com	6/17/2025 11:34 AM
35	Juliesanon222@gmail.com	6/17/2025 8:25 AM
36	anhtam.pham@gmail.com	6/15/2025 7:40 PM
37	Absalatm4@gmail.com	6/14/2025 4:00 PM
38	jordan.albert.day@gmail.com	6/13/2025 2:16 PM
39	bbmak8@gmail.com	6/13/2025 9:08 AM
40	successeduvieree@gmail.com	6/12/2025 1:39 PM
41	bradfordbehr@gmail.com	6/12/2025 7:27 AM
42	klcrase@hotmail.com	6/11/2025 10:14 AM
43	dekitchen@gmail.com	6/11/2025 9:49 AM
44	kyongsookkim63@gmail.com	6/10/2025 7:04 PM

45	mezzos-den.3g@icloud.com	6/10/2025 6:24 PM
46	kamalacw@yahoo.com	6/9/2025 6:20 PM
47	Fgittleson@yahoo.com	6/9/2025 2:08 PM
48	joe.evjen@gmail.com	6/9/2025 8:58 AM
49	patty57brock@gmail.com	6/8/2025 11:58 AM
50	valkrider@verizon.net	6/8/2025 9:18 AM
51	kpdem@erols.com	6/8/2025 8:30 AM
52	slaigle0119@gmail.com	6/7/2025 10:48 PM
53	sangkyun99@gmail.com	6/7/2025 10:16 PM
54	Murielcoopet01@yahoo.com	6/7/2025 12:41 PM
55	smacdonaa@gmail.com	6/7/2025 11:43 AM
56	Jakem.robinson@verizon.net	6/7/2025 7:30 AM
57	rebecca.pedron@gmail.com	6/7/2025 3:19 AM
58	eli_mail@yahoo.com	6/6/2025 11:06 PM
59	Pencat5564@yahoo.com	6/6/2025 9:17 PM
60	family.leishman@gmail.com	6/6/2025 8:44 PM
61	masala_@hotmail.com	6/6/2025 8:29 PM
62	caedhla@hotmail.com	6/6/2025 8:05 PM
63	saoco77@hotmail.com	6/6/2025 7:58 PM
64	josh@teleyah.com	6/6/2025 7:47 PM
65	gkd824@gmail.com	6/6/2025 6:59 PM
66	FerrallRita@gmail.com	6/6/2025 6:55 PM
67	Zn2001@yahoo.com	6/6/2025 6:52 PM
68	moespy4932@comcast.net	6/6/2025 6:45 PM
69	mateo_md@yahoo.com	6/6/2025 6:43 PM
70	enidduplex@yahoo.fr	6/5/2025 10:52 PM
71	kyjamboree@gmail.com	6/5/2025 8:19 PM
72	lukeinphiladelphia@gmail.com	6/5/2025 5:01 PM
73	myeo0814@gmail.com	6/5/2025 8:30 AM
74	foster_cheeks0l@icloud.com	6/4/2025 12:38 PM
75	doreenraia@msn.com	6/4/2025 11:35 AM
76	Hmckphelps@gmail.com	6/4/2025 10:34 AM
77	reinacochoy10@gmail.com	6/2/2025 7:28 PM
78	Vincec811@aol.com	6/2/2025 10:19 AM
79	msnkikia@gmail.com	6/1/2025 7:23 PM
80	chocolatechip34@yahoo.com	6/1/2025 4:10 PM
81	martin@gottliebs.us	6/1/2025 8:34 AM
82	lauristonl@yahoo.com	6/1/2025 7:33 AM

83	owen.mcgarity@gmail.com	6/1/2025 6:33 AM
84	danielsmw@gmail.com	5/31/2025 9:53 PM
85	jfhowe@netzero.net	5/31/2025 6:04 PM
86	efleisig@hotmail.com	5/31/2025 4:00 PM
87	Connor.mcgaritu@gmail.com	5/31/2025 1:41 PM
88	Rhondajackson789@gmail.com	5/31/2025 9:52 AM
89	vjones1155@gmail.com	5/31/2025 8:24 AM
90	mailtobergman@gmail.com	5/31/2025 8:23 AM
91	Mary21171@gmail.com	5/31/2025 1:39 AM
92	tinamichaels@msn.com	5/30/2025 10:59 PM
93	rab9293@yahoo.com	5/30/2025 10:07 PM
94	malabarkid@yahoo.com	5/30/2025 9:50 PM
95	abigail.mauldin@gmail.com	5/30/2025 9:10 PM
96	Xxmoni.xx@hotmail.com	5/30/2025 8:45 PM
97	magregos@yahoo.com	5/30/2025 8:34 PM
98	tmilitana@gmail.com	5/30/2025 7:23 AM
99	azure.21.blue@gmail.com	5/29/2025 11:46 PM
100	cheryl.issa72@gmail.com	5/29/2025 6:53 PM
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104	Les7ley@yahoo.com	5/28/2025 7:31 PM
105	stellar.042019@gmail.com	5/28/2025 3:52 PM
106	Waveleteer@aol.com	5/28/2025 3:19 PM
107	koralleen@gmail.com	5/28/2025 2:18 PM
108	javier@takomalangley.org	5/28/2025 2:13 PM
109	michelle.e.terry1@gmail.com	5/27/2025 3:48 PM
110	Dcbreen109@gmail.com	5/24/2025 10:06 AM
111	noblert@gmail.com	5/23/2025 8:45 PM
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114	Lesliejguardado10@gmail.com	5/22/2025 1:18 PM
115	monroyrosales@gmail.com	5/21/2025 5:17 PM
116	monroyashley928@gmail.com	5/21/2025 5:15 PM
117	Pointbeach@hotmail.com	5/20/2025 6:16 PM
118	jme0209@verizon.net	5/19/2025 9:13 PM
119	chris_ganon@verizon.net	5/19/2025 11:11 AM
120	mjmcdonald2@gmail.com	5/18/2025 4:43 PM

121	bronwentrice@yahoo.com	5/17/2025 12:38 PM
122	herreralaura1121@gmail.com	5/16/2025 10:59 PM
123	aero_rahul@yahoo.com	5/16/2025 8:13 PM
124	jeffnn01@gmail.com	5/16/2025 3:15 PM
125	Lpacis@gmail.com	5/16/2025 11:19 AM
126	finnegan20903@yahoo.com	5/15/2025 9:12 PM
127	wesleyphillip43@gmail.com	5/15/2025 8:28 PM
128	littondc@aol.com	5/15/2025 3:23 PM
129	jmimms415@gmail.com	5/15/2025 9:04 AM
130	Velasquezw76@yahoo.com	5/14/2025 6:58 PM
131	gglear@gmail.com	5/14/2025 5:37 PM
132	rkeeney100@yahoo.com	5/14/2025 5:27 PM
133	kathrynhopps@proton.me	5/14/2025 3:19 PM
134	Biz.dc301@gmail.com	5/14/2025 2:37 PM
135	leonardjweirich64@gmail.com	5/14/2025 11:33 AM
136	mark.eakin@mac.com	5/14/2025 9:07 AM
137	mdnjmetzfan@gmail.com	5/14/2025 7:35 AM
138	pfirrmann@gmail.com	5/14/2025 6:34 AM
139	Mimimarquez09@gmail.com	5/13/2025 9:26 PM
140	gawalters44@yahoo.com	5/13/2025 9:09 PM
141	Shakyameriya@gmail.com	5/13/2025 8:43 PM
142	emanuelswagner@gmail.com	5/13/2025 7:29 PM
143	Robrudick@yahoo.com	5/13/2025 6:12 PM
144	ken@harringer.com	5/13/2025 5:07 PM
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146	jonolansky@icloud.com	5/13/2025 4:37 PM
147	jnlansky21@gmail.com	5/13/2025 4:19 PM
148	engelmann16@gmail.com	5/13/2025 1:53 PM
149	hcook713@gmail.com	5/13/2025 1:45 PM
150	Jessicericedc@gmail.com	5/13/2025 8:43 AM
151	One@secundaland.com	5/13/2025 8:10 AM
152	czinnes@verizon.net	5/12/2025 10:12 PM
153	carlosmesahomes@gmail.com	5/12/2025 9:58 PM
154	antwier@comcast.net	5/12/2025 8:48 PM
155	michaelmckee497@gmail.com	5/12/2025 8:29 PM
156	Welchwork7@gmail.com	5/12/2025 8:20 PM
157	Juanc82344@GMAIL.COM	5/12/2025 7:08 PM
158	Smailfarid@gmail.com	5/12/2025 6:45 PM

159	rick.rowles@gmail.com	5/12/2025 6:38 PM
160	kathyliliana1@hotmail.com	5/12/2025 6:27 PM
161	triskit22@gmail.com	5/12/2025 6:22 PM
162	tinapookie@hotmail.com	5/12/2025 6:12 PM
163	joehall@gmail.com	5/12/2025 5:30 PM
164	wcarlington@yahoo.com	5/12/2025 4:27 PM
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172	alekpochowski@gmail.com	5/7/2025 4:48 PM
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178	musad.haque@gmail.com	5/3/2025 6:15 PM
179	wilsonphilogene89@gmail.com	5/2/2025 3:55 PM
180	Nasrin.muradi5@gmail.com	5/2/2025 8:45 AM
181	Laniyajackson077@gmail.com	5/1/2025 1:48 PM
182	Miguel.melgar347@gmail.com	5/1/2025 1:46 PM
183	alvaradoisrealll@gmail.com	5/1/2025 10:36 AM
184	Jorgeperez187@icloud.com	5/1/2025 10:33 AM
185	ejvlejvl@gmail.com	4/30/2025 11:40 AM
186	jsalmero@wau.edu	4/30/2025 9:34 AM
187	gingerbread2000@icloud.com	4/30/2025 9:23 AM
188	Tom.DiLiberto@gmail.com	4/29/2025 8:36 PM