

CORRIDOR ADVISORY COMMITTEE (CAC)
US 29 MEETING SUMMARY
THURSDAY, JANUARY 30, 2025
6:30 PM – 8:30 PM

ATTENDEES

CAC Member and Public Attendees	
Alex Herman	Joan Johnson
Alison Gillespie	John Holden* - South Four Corners Citizens Association
Anita Morrison* - Indian Springs Civic Association	Linda Slaughter
Barbara (Dee) Ditzler* - League of Women Voters	Mary Beaudoin
Chris Wilhelm	Michael Larkin
Cicero Salles	Peter Gray
Dan Dorfman	Peter Myo Khin* - Tamarack Triangle Civic Association
Dan Wilhelm* - Interested Resident	Rob Richardson* - LabQuest Community Partnership
Elicia John	Sharon Canavan
Eric Gabler	Sizhe Xie
Harriet Quinn* - Interested Resident	Talia Beaulieu-Hains
J. Brandeh	Tim Soderquist
Jake M. Goodman	Tina Slater* - Purple Line NOW
James Williamson* - Williamson Lawn and Landscaping	Tristan Keener

*Denotes CAC members

Montgomery County Staff and Consultant Team	
Jamie Henson	MCDOT
Jiaxin Tong	MCDOT
Joe Moges	MCDOT
Rex Lloyd	STV
Kristin Hileman	STV
Jake Smith	STV
Shelley Bailey	Sensis
Fernando Snellings	Sensis



PRESENTATION OVERVIEW

WELCOME AND INTRODUCTIONS

- Montgomery County BRT Implementation Manager, Jamie Henson, welcomed everyone to the meeting and introduced the project team.
- Jamie led the presentation with assistance from Jake Smith.

PROJECT OVERVIEW

The Montgomery County Department of Transportation (MCDOT) completed construction of the Flash BRT on US 29 in the past few years. Flash is a bus rapid transit (BRT) system with features that improve transit speed and reliability. US 29 Flash is currently operating between Silver Spring and Burtonsville, the implementation of which is referred to as Phase 1. Subsequent to the opening of Phase 1, MCDOT completed the US 29 Mobility & Reliability Study to identify improvements to the US 29 Flash that would further improve corridor travel time, increase pedestrian and bicycle access, and improve reliability for all transportation modes along the corridor. The median bus lane hybrid alternative was selected to move forward with preliminary design.

MCDOT has initiated work to complete preliminary engineering (35% design) for US 29 BRT Phase 2, which includes the recommended median bus lane hybrid concept. The study area includes the existing US 29 Flash BRT corridor from Sligo Creek Parkway to Tech Road.

MEETING OVERVIEW

- Jamie and the Consultant team provided a presentation of US 29 expanding on the following:
 - Project background and overview
 - Recap of April 2024 CAC meeting
 - BRT concept development
 - New traffic signals
 - Intersection modifications and neighborhood access adjustments
 - Potential Improvements for Bike/Ped Facilities
 - Future public engagement opportunities

FEEDBACK AND QUESTIONS FROM ATTENDEES

BRT CONCEPT

- **Four Corners:**
 - Question: How will traffic flow be affected, specifically when going east on University Blvd and turning left to go north?



- *Response: Traffic analysis was performed during the mobility study at this and other corridor intersections. The project team did not recall the specific analysis results at this location. However, all previous materials are posted on the project website.*
- Question: Will right of way (ROW) need to be taken from this area?
 - *Response: Additional ROW will most likely be needed for this project. The project team is working to understand and minimize the need for additional ROW. ROW needs will be discussed in a future meeting.*
- Question: How large is the median?
 - *Response: Currently the median is 16 feet for the majority of the corridor.*
- Question: Has the project considered pedestrian crossings?
 - *Response: The project team is proposing new signals at multiple intersections which will address long standing pedestrian crossing concerns. In addition, where there are pedestrian crossings, they will be designed to enable safe crossings.*
- Comment: Participants had concerns over the safety of pedestrian crossings to the new median stations.
- **Four Corners to Stewart Lane:**
 - Question: Do you expect the off-peak buses to be traveling in the fast lane?
 - *Response: The off-peak buses will be able to utilize the general-purpose lanes.*
 - Question: Is the reversible center bus lane concept proposed for the entire stretch from Four Corners to Stewart Lane?
 - *Response: This concept is proposed for the majority of this stretch. But it is not proposed for the area in the vicinity of Burnt Mills.*
 - Question: Will BRT buses only use the reversible lanes during rush hour?
 - *Response: BRT buses will use the median lanes in the peak direction of travel; southbound in the morning and northbound in the afternoon.*
- **Burnt Mill Shopping Center:**
 - Comment: Consider historic impacts and parks as the project progresses. Coordinate with the appropriate agencies.
 - Question: When will this project go to construction?
 - *Response: The timeline for construction will be decided by the County Council. This project is currently only funded to 35% design.*
 - Question: Approximately how far along is the design?
 - *Response: The design is approximately 10% complete.*

TRAFFIC SIGNALS & NEIGHBORHOOD ACCESS

- Comment: Participants expressed concern over the adjusted neighborhood access and the potential to create cut through traffic in neighborhoods.
- Question: Will turn lanes be lengthened where access is consolidated?



- *Response: Left turn demand will be evaluated and turn lanes may be lengthened if it is determined to be needed.*

BIKE & PEDESTRIAN

- Comment: Some attendees emphasized that bicycle and pedestrian facilities are their big concerns. These attendees felt bicycle and pedestrian facilities were underemphasized. They requested moving the discussion of bicycle and pedestrian improvements up in the project timeline.
- Comment: Some attendees had concerns about biking and pedestrian safety between Southwood to Hillwood/Lockwood Area.
- Comment: Some attendees expressed a desire for increased streetlamps. Lighting is seen as an essential infrastructure for crossing to the BRT stations.
- Comment: It was pointed out the trailhead across the street from Trader Joes (Northwest Branch) as an important and widely used amenity for residents. They requested consideration for access to this area for pedestrians.

PUBLIC ENGAGEMENT

- Comment: Participants requested that the project team send out an agenda or topic item in advance of the CAC meetings to set expectations about what each meeting is covering.
- Comment: Participants had a preference for more frequent meetings to make sure their voices are heard.

OTHER

- Question: Is there federal funding used for the project?
 - *Response: The funding sources have not been identified yet but we will want to consider various federal funding sources.*
- Question: Is there any estimate to how much this could cost?
 - *Response: The mobility study states approximately \$130 million. Updated cost estimates will be developed as part of the preliminary design efforts.*

NEXT STEPS

- The next CAC will be in late Spring (May/June).
- Participants are encouraged to reach out to Jiaxin Tong (Project Manager) with any feedback in the meantime.

MEETING SIGNOFF

Jamie thanked attendees for their time and questions. Project Manager contact information was shared.

