

US 29 Phase II - Public Meeting Summary

The US 29 Flash Bus Rapid Transit (BRT) project held its first public meeting on April 8, 2025, at Montgomery Blair High School from 6:00 – 8:00 p.m. Presentations were provided with comments obtained via verbal discussion, logged feedback in the project comment box, and [Online comment form](#) that opened on April 4, 2025 and will close May 26, 2025, at 6:00 p.m.

The purpose of this meeting summary document is to provide a brief overview of the themes of comments heard from members of the public. All written comments will be transcribed and included as part of the project record.

Project team members were on-site to answer questions and discuss the project with over 65 members of the public were in attendance. The project team also announced the Corridor Advisory Committee (CAC) will be accepting new members and the public was encouraged to apply here: [Link](#).

Project Team Attendees:

Jamie Henson	MCDOT BRT Implementation Manager
Jiixin Tong	MCDOT Project Manager
Joe Moges	MCDOT Chief - Division of Transportation Engineering
Joana Conklin	MCDOT BRT Program Manager
Rex Lloyd	Consultant
Jake Smith	Consultant
Megan O'Reilly	Consultant
Shellee Casiello	Consultant
Alei Hunter	Consultant
Fernando Snellings	Consultant
Sharron Lipford	Consultant

The project team has summarized the input received at the public meeting held April 8, 2025 as part of this meeting summary. Boards presented at the meeting can be found here: [Link](#) and the presentation can be found here: [Link](#).

Summary of Major Comments Received:

Pubic feedback surfaced a range of community concerns and priorities. The most frequently heard feedback is summarized immediately below.

Left Turn Restrictions

In addition to noting concerns with left turn restrictions proposed by the project, there were also comments about left turn restriction advanced by SHA (e.g., at Oak Leaf Drive). In general, the communities were concerned that there will not be adequate left-turn access for people traveling to and from homes, particularly in the section between Burnt Mills and New Hampshire Avenue (about one mile). Concerns were noted about cut-through traffic in the neighborhood due to left-turn restriction to/from US 29. There were also questions regarding how left-turn lane(s) can be maintained at signalized intersections where a transitway is added in the median. Some community members expressed their support for improving safety with the restriction of left-turn movement (perceived as unsafe by some) at unsignalized mid-block locations.

Some community members are currently making U-turns to access their homes adjacent to the corridor.

Congestion (Cut Throughs)

Congestion concerns were primarily for the Four Corners area. Community members were concerned that repurposing one travel lane in each direction will exacerbate traffic congestions on US 29 and divert more cut-through traffic to the neighborhood streets, making it unsafe for pedestrians and families who live there. A major theme and question are how County plans to deal with cut through traffic around Four Corners with the reduction of a travel lane in each direction. Some supported adjusting vehicle capacity to improve BRT service, but wanted to understand more about the potential effect on traffic congestion and travel time for general traffic. Others were concerned that increased congestion on US 29 would push more traffic to local/neighborhood streets.

Bike/Pedestrian

The areas that community members noted as areas of concern for pedestrians and bicyclists include Burnt Mills to New Hampshire Avenue and Four Corners. Community members stated that they thought it was unsafe to walk or bike along US 29 due to the narrow sidewalks. There was support for the project to improve bike/pedestrian facilities, but concerns remained about the lack of a fully integrated bike/pedestrian vision for intersections and paths, especially through the Burnt Mills and Four Corner areas. Other comments include the need to narrow travel lanes for wider sidewalks, improve lighting, and add bus stop canopy coverage.

Communications/Format of Meeting

It was suggested by the community members that the project team adjust communication practices and the format of the meeting in the following ways:

- Provide adequate notice for public meetings
- Ensure mailing lists and advertisement are accurate and website up-to-date
- Use additional social media channels to promote the meetings
- Make outreach materials accessible (e.g., Spanish translation in postcards)
- Provide more accessible materials to the disabled community
- Provide opportunities for questions after the presentation

Project Support/Cost

Community members were concerned about the cost of the project in an uncertain economic and political environment. Some were uncertain about tax dollar being used to pay for a project that benefit travelers from outside or through the area (e.g., Four Corners). There was a concern about the scale of economics with the current transit ridership versus the number of people traveling by auto mode. Multiple people expressed their support for dedicated bus lanes along US 29, particularly in the most congested parts of the corridor (e.g., Burnt Mills, Four Corners) to help ease congestion ultimately.

Bus Stops/Stations

Community members would like to see additional BRT station locations, including Sligo Creek Parkway/Franklin Avenue and Prelude Drive. An additional comment noted issues at bus stations, such as poor lighting, lack of seating capacity, and not enough canopy coverage.

Community members also inquired about whether there will be crowding at the proposed median BRT stations at Four Corners as well as the plan for services during peak and non-peak periods. It was noted that not servicing a BRT station during non-peak period is not ideal and expansion of Flash 29 Blue Route in weekend is preferred.

Additional Project Information

Community members would like to see more information about the benefits and purpose of the project in terms of why County is advancing it.

Other information desired include the following:

- Show proposed changes at Four Corners
- Describe how BRT will be accommodated in tight bridge section(s)
- Show station locations

- Note intersections where left-turn lanes will be available
- Provide traffic analysis for cut through traffic impact

Environmental Impacts

Concerns were noted about environmental impacts and mitigations, which centered around the increase in pavement (transit lanes) and loss of green median and trees.