



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.



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- 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.



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- 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:



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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.



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- 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.