



**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	Kittelsohn
Tara Hofferth	Kittelsohn
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 detail 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 Branch 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. This 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.



## New Hampshire Avenue BUS RAPID TRANSIT

### Meeting Sign Off

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