



# New Hampshire Avenue BRT Planning Study

Public Open House Presentation

May 14, 2025

# Project Team

## Montgomery County Department of Transportation (MCDOT)

- Jamie Henson
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## Consultant Team

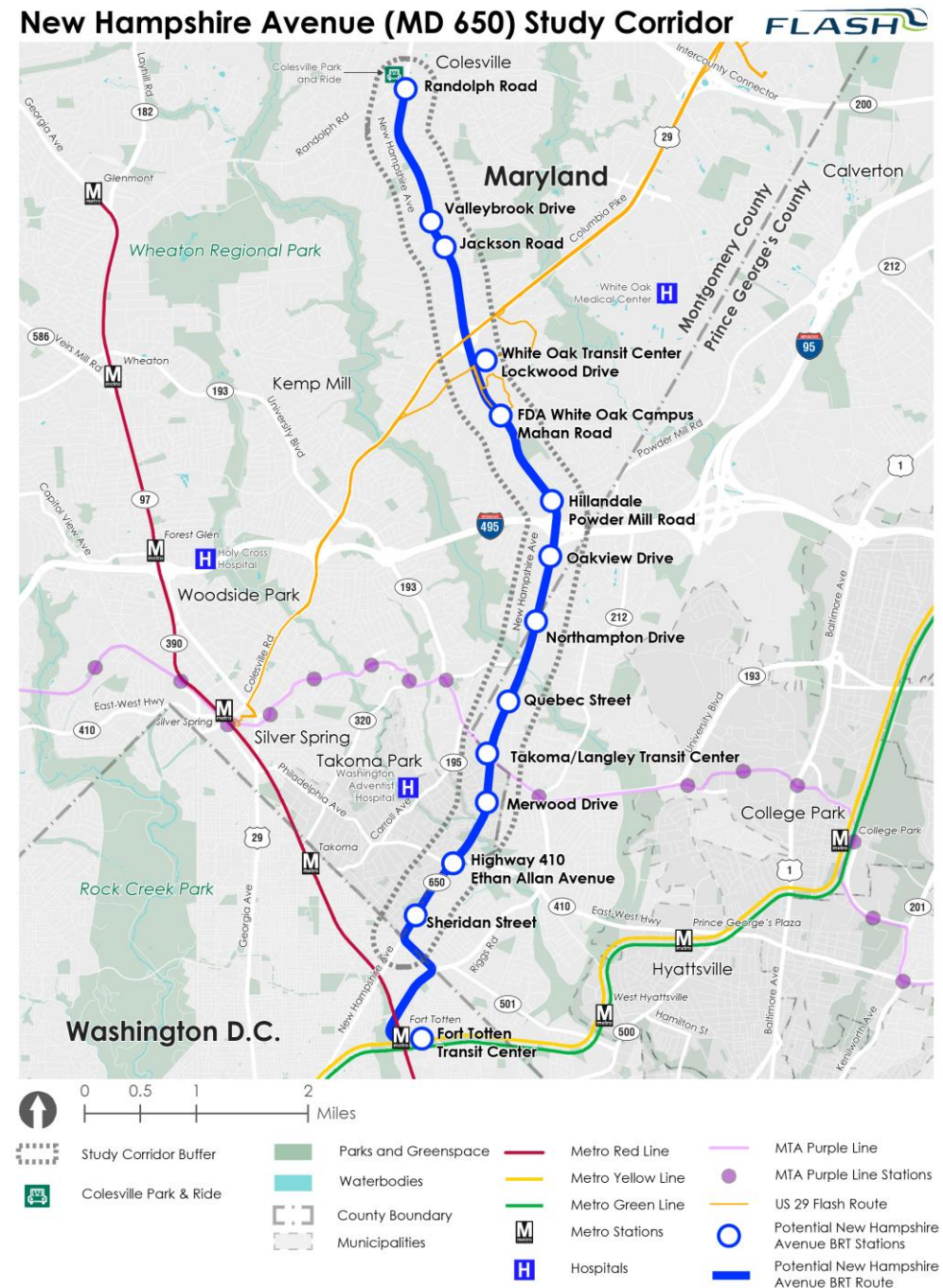
- Jacob Smith
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- Fernando Snellings
- Sharron Lipford

# Presentation Outline

- Study Overview
- Project Updates
- Review Hybrid Alternative
- Compare Results for all Alternatives
- Next Steps

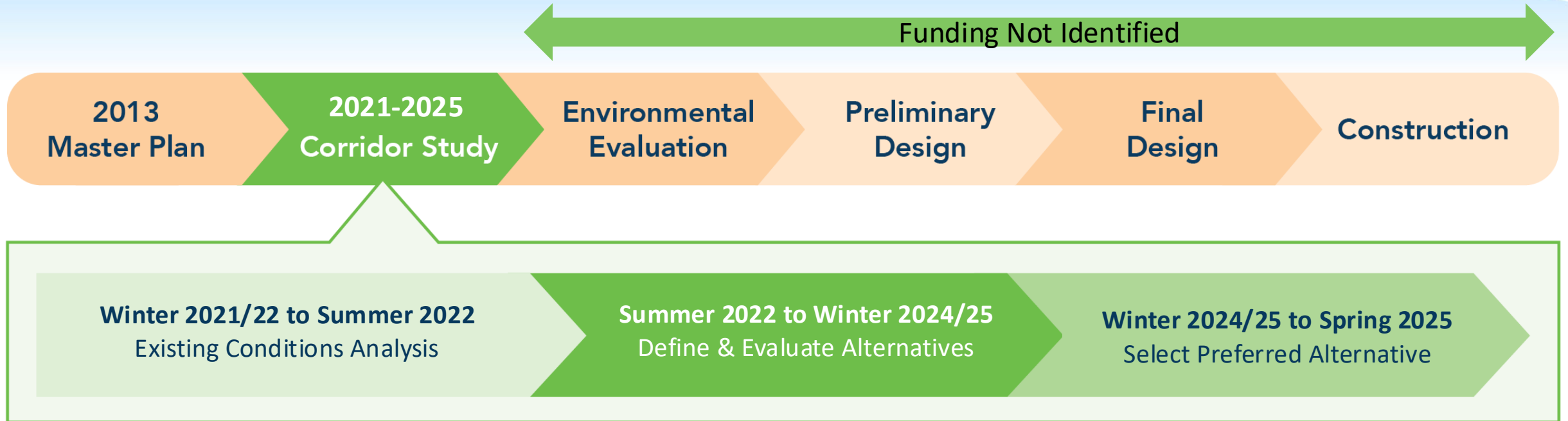
# Study Overview

- **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



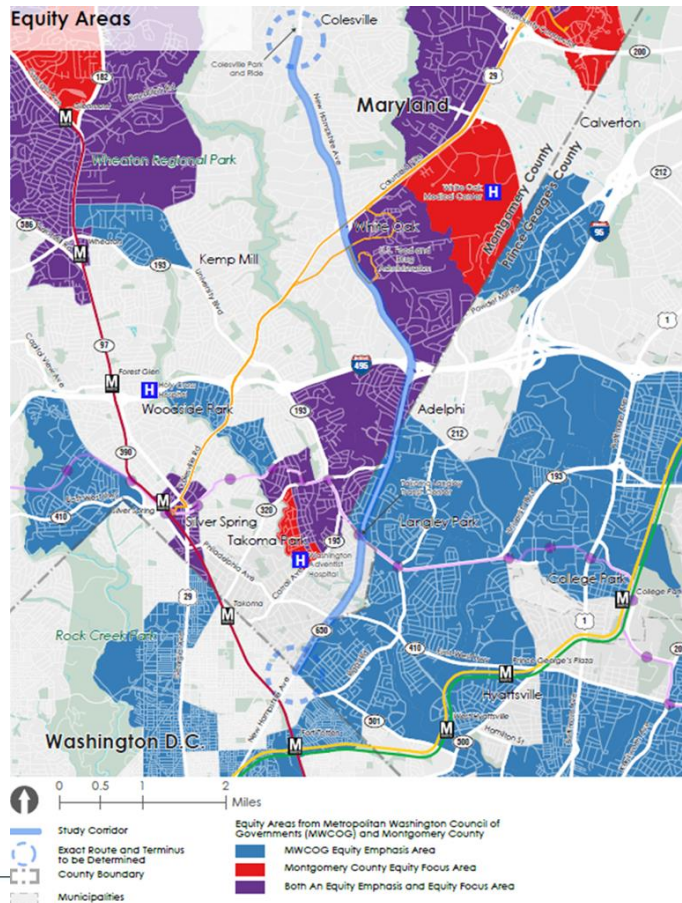


# Project Recap

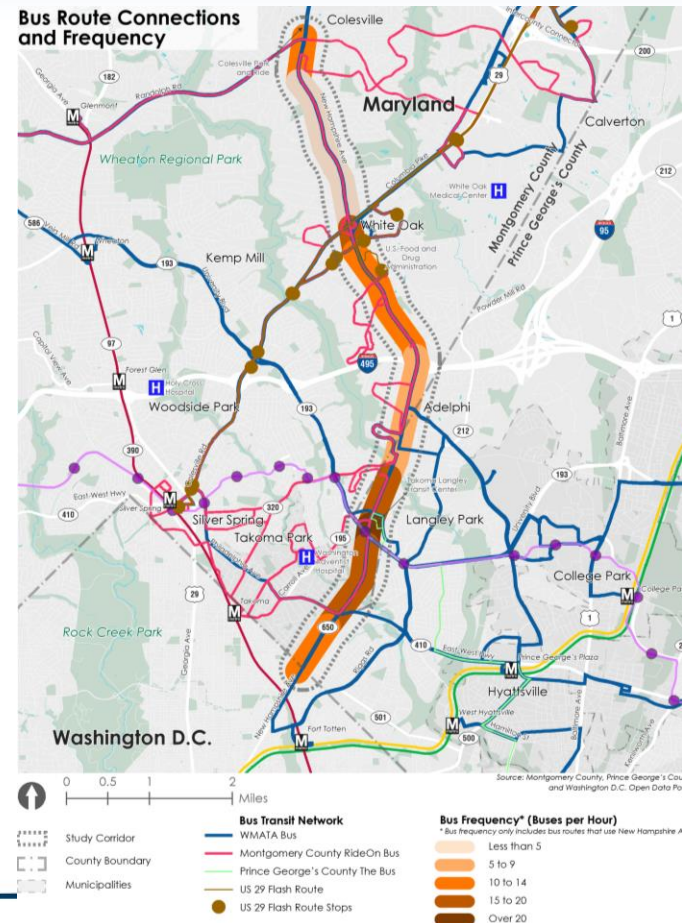


# Key Findings from Existing Conditions

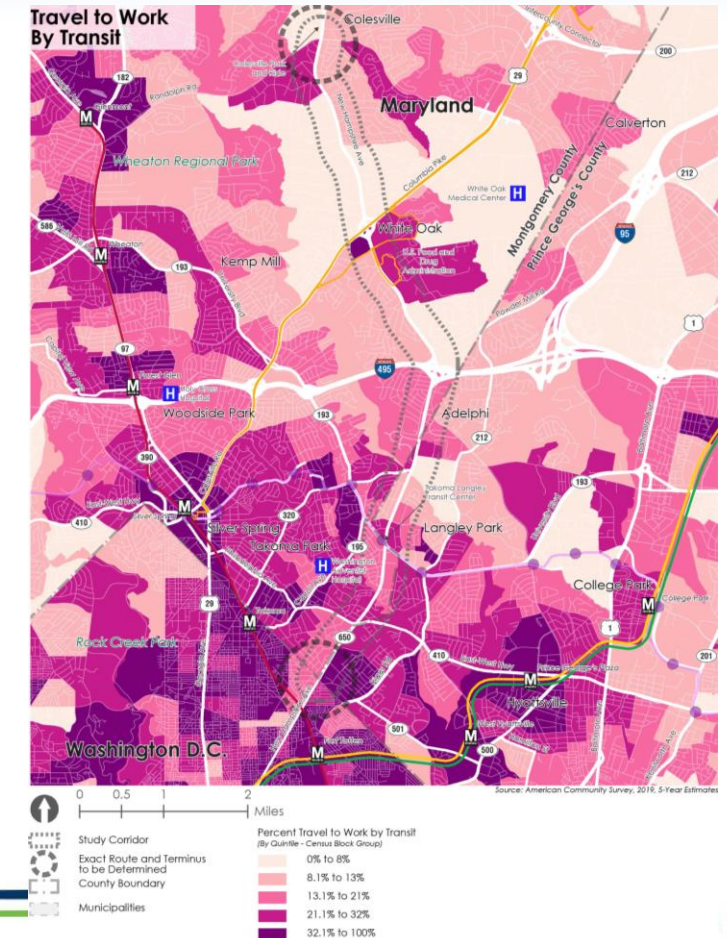
About 70% of the corridor is within ½ mile of an equity area



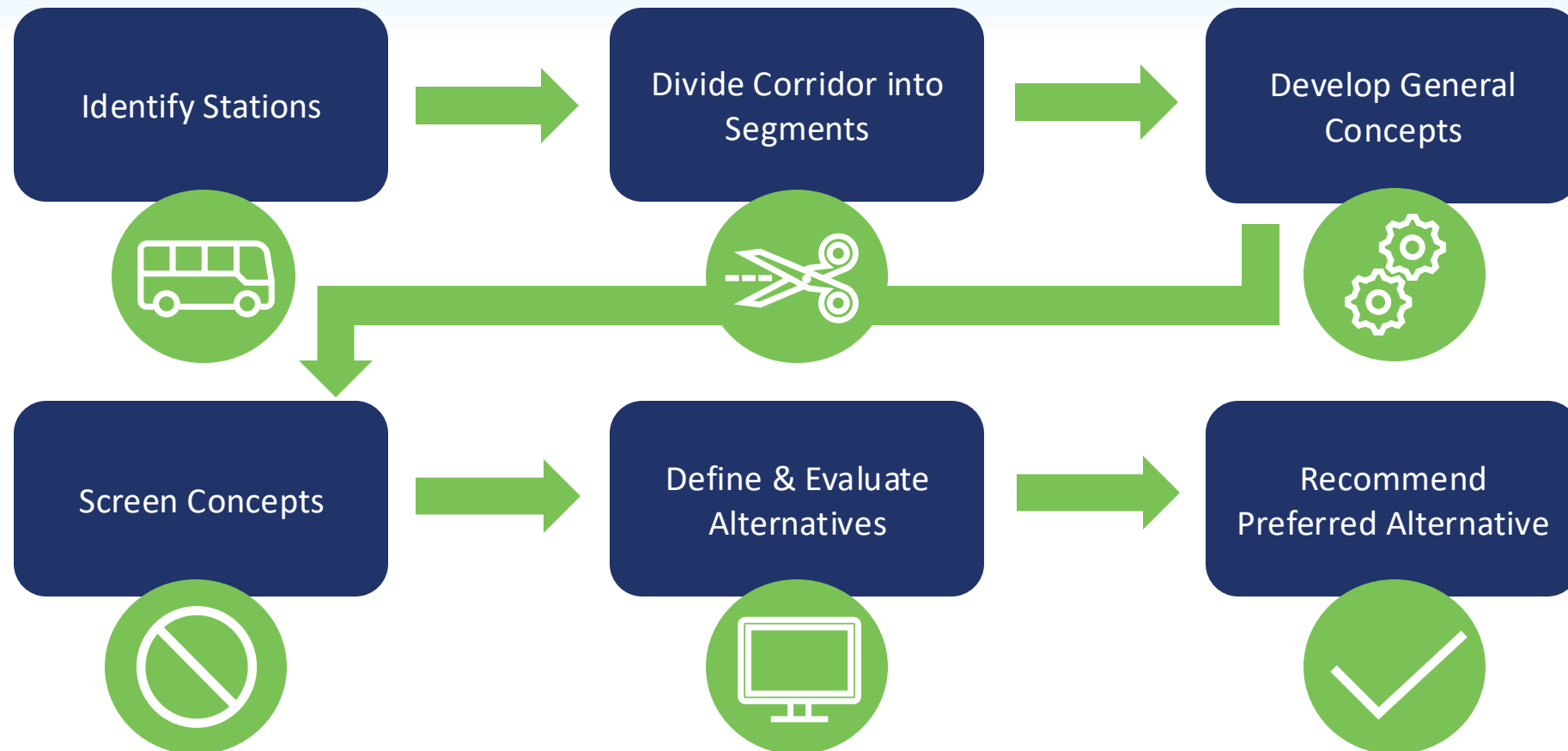
Multiple bus routes with high bus frequency. Many local bus routes use corridor for short stretches



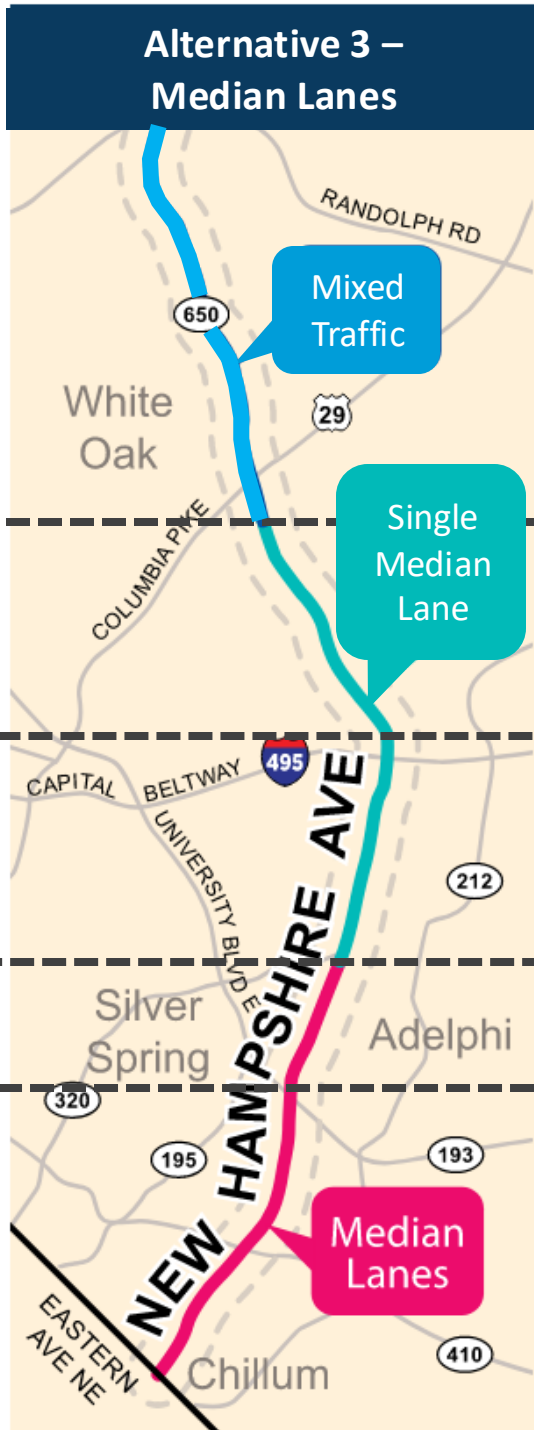
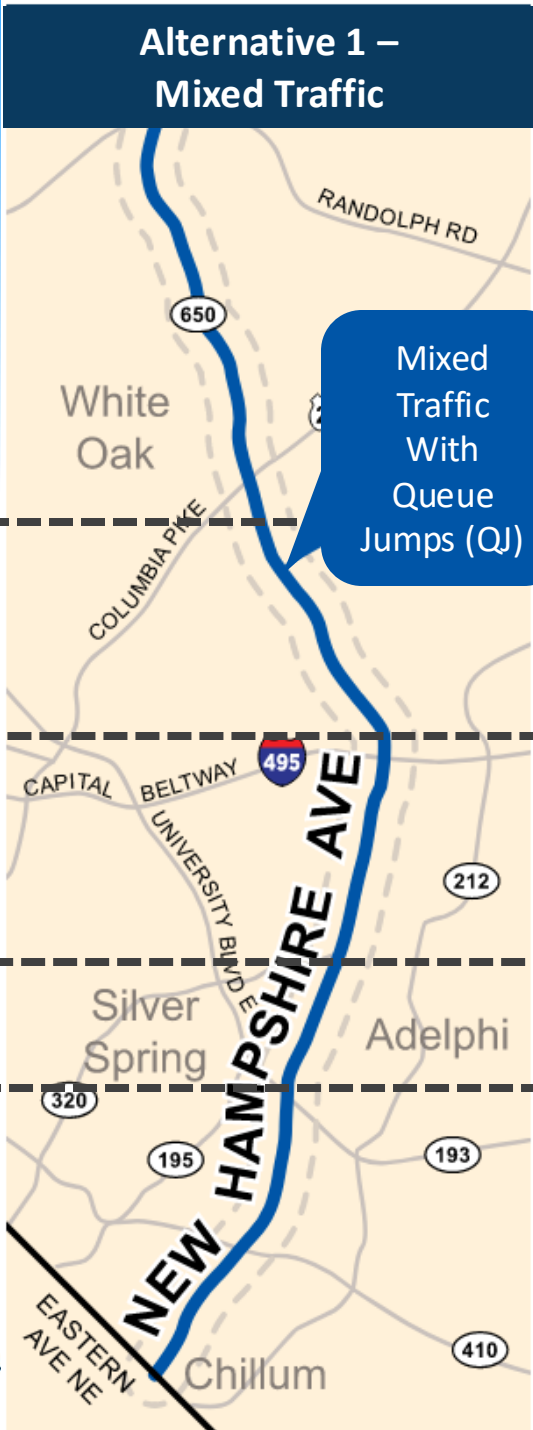
High transit ridership in southern part of the corridor



# Approach to Develop & Evaluate Alternatives



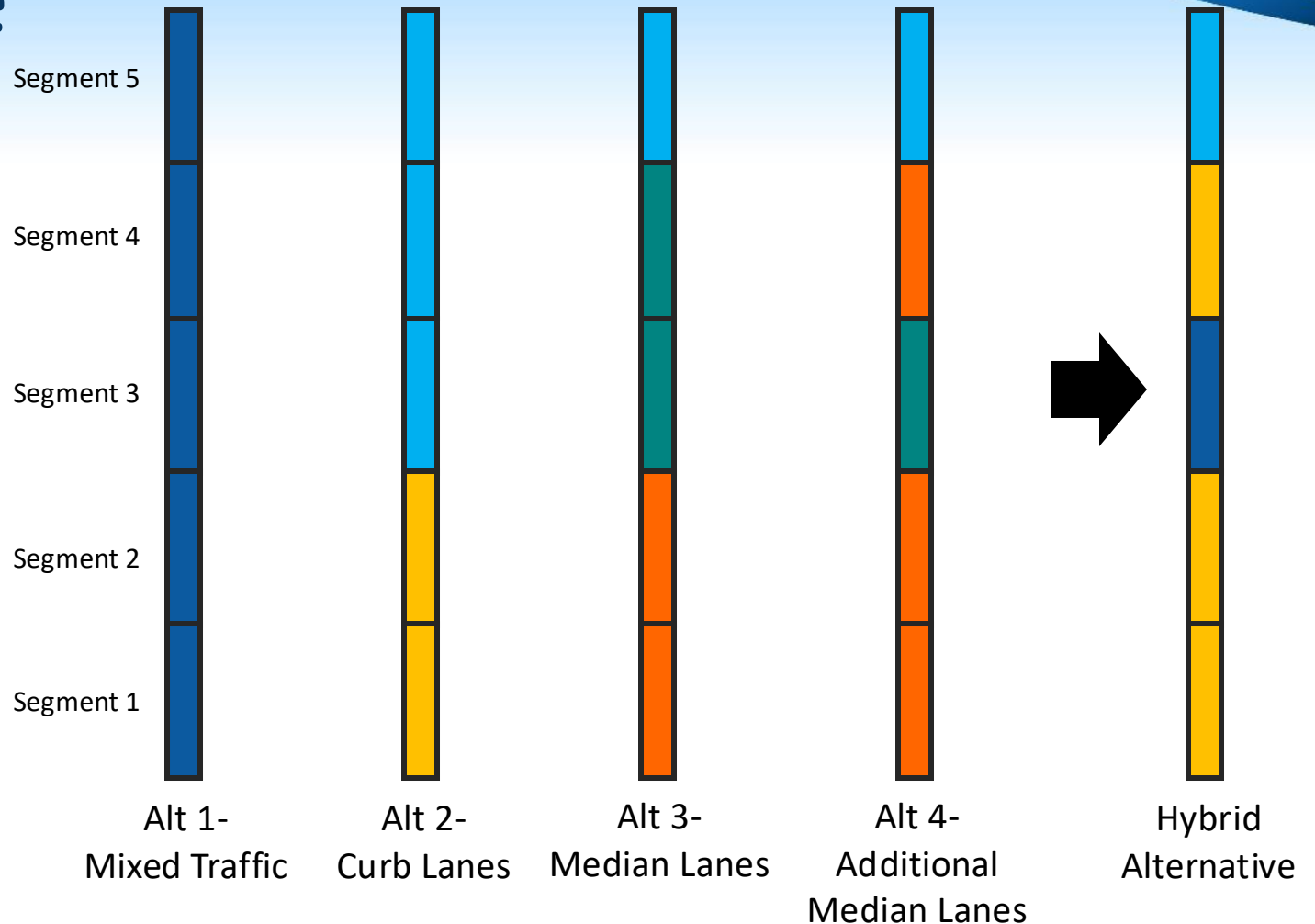
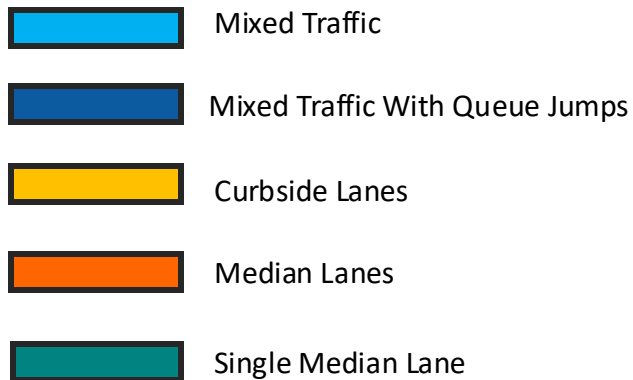






# Approach to Develop a Hybrid Alternative

- 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

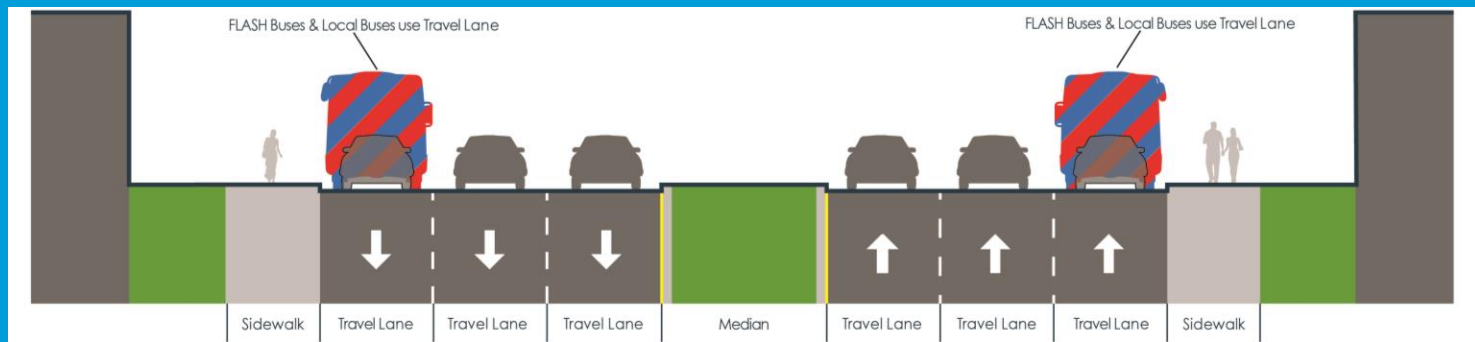


# Hybrid Alternative

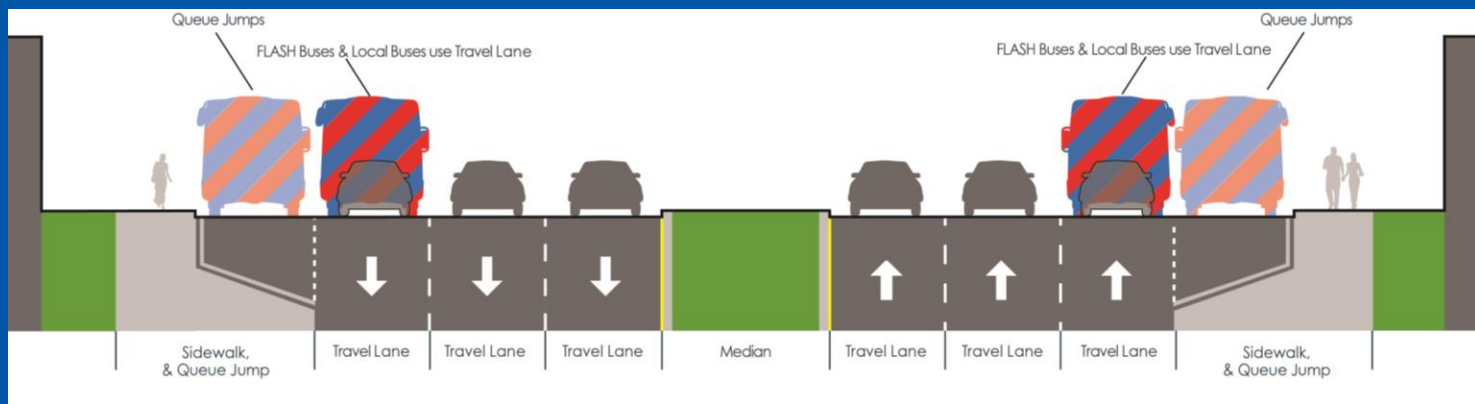
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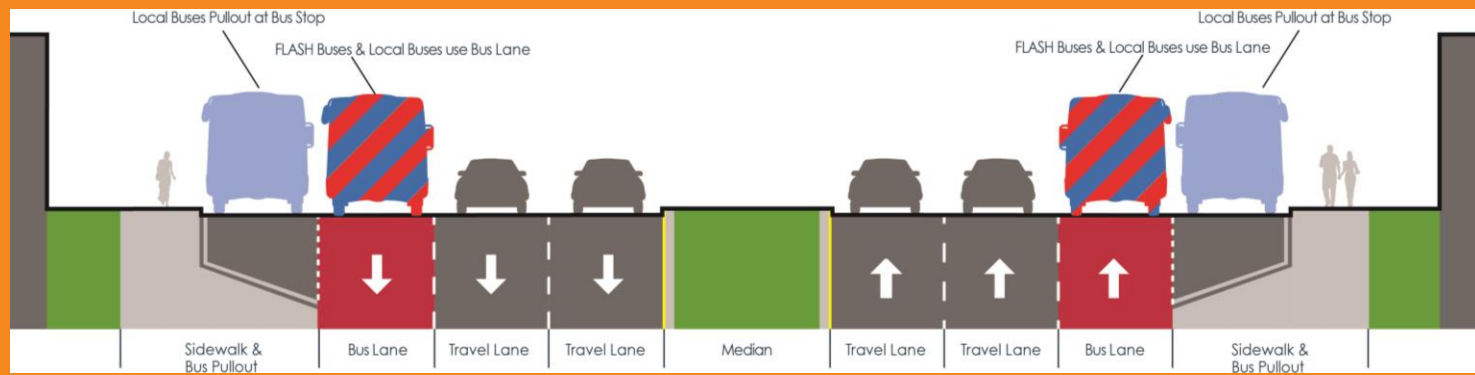
## Mixed Traffic (Lockwood Dr to Randolph Rd) – Segment 5



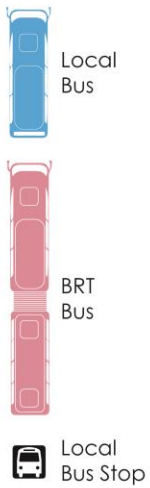
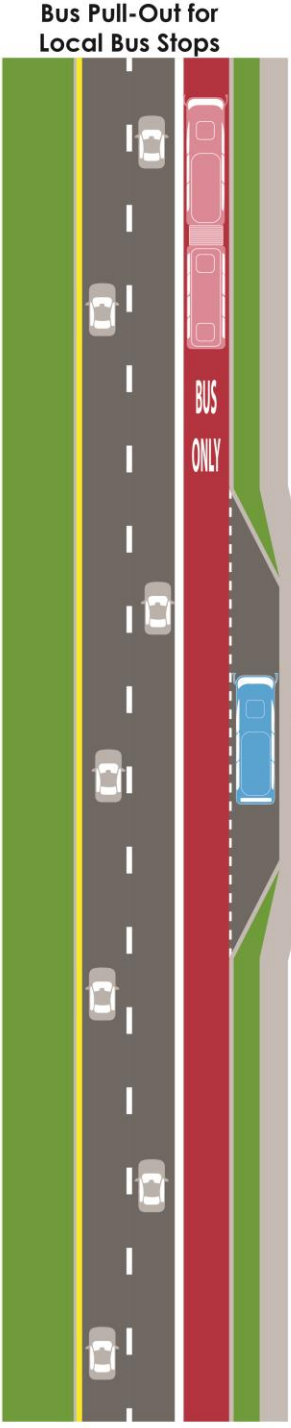
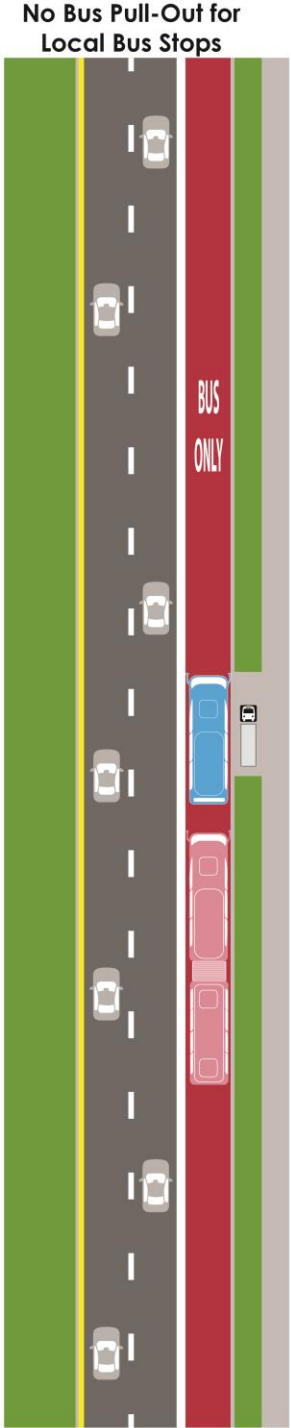
## Mixed Traffic with Queue Jumps (QJ) (Piney Branch Rd to Powder Mill Rd) – Segment 3



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



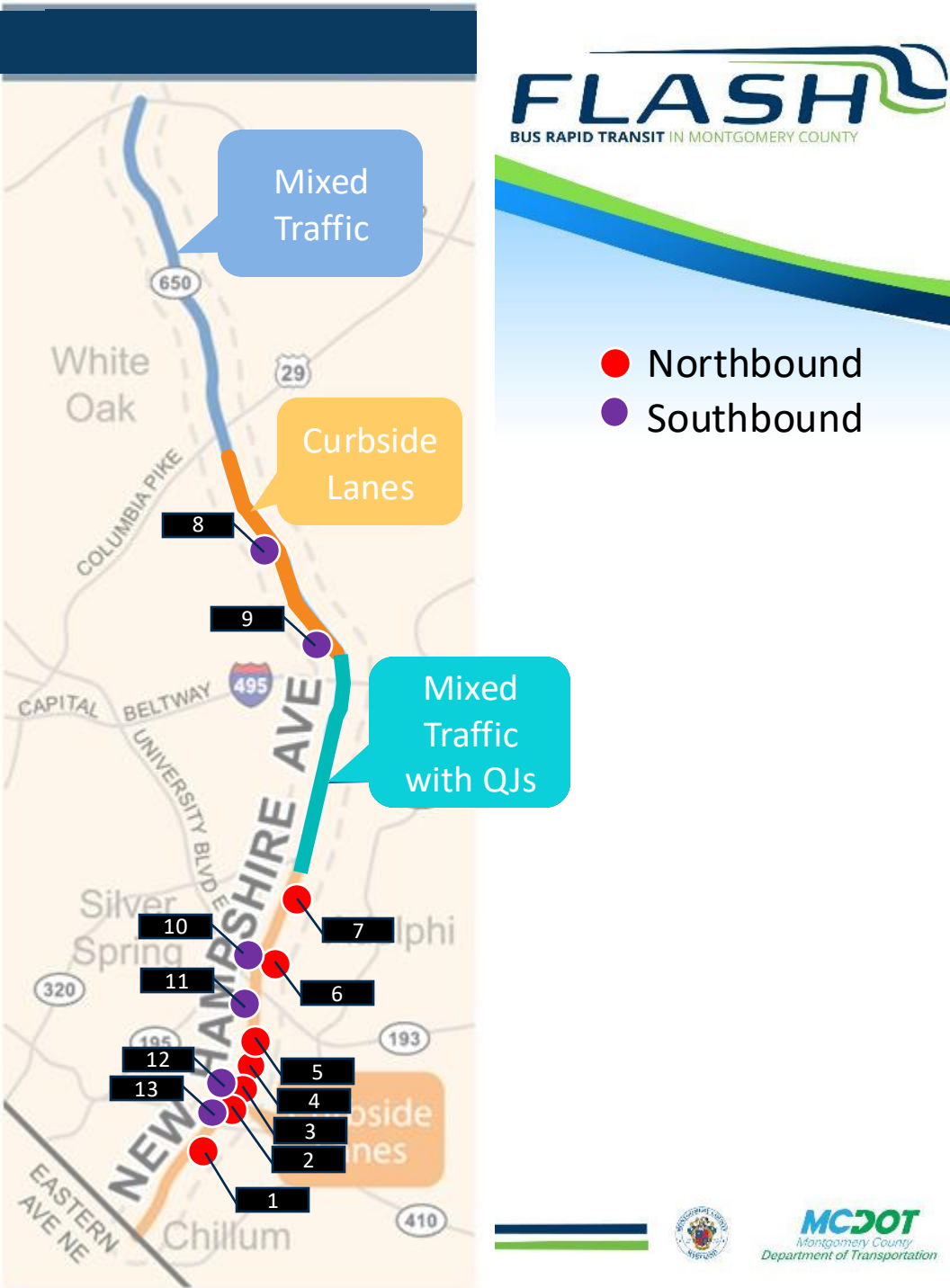
# Local Bus Pull-Outs





# 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	



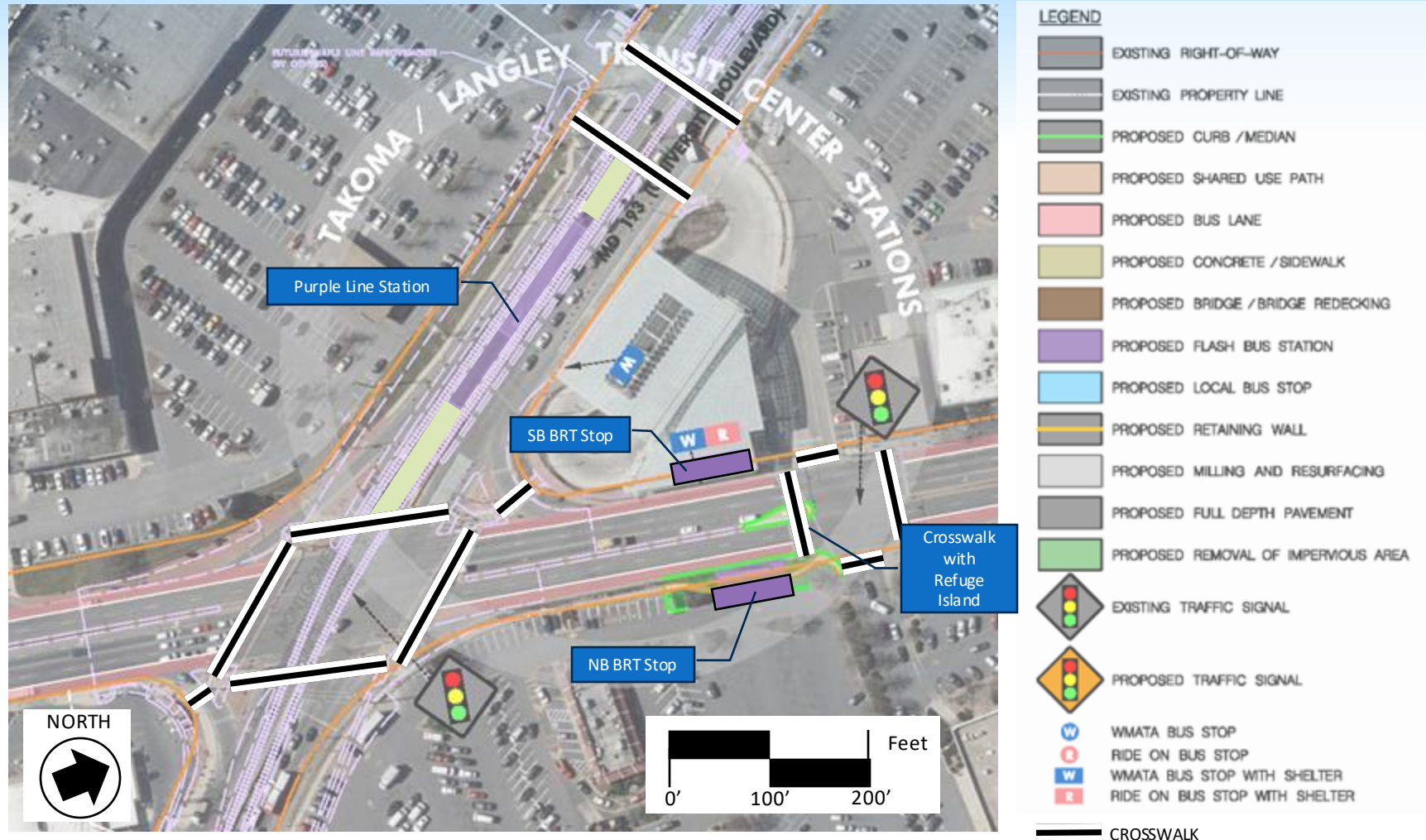
# Northbound BRT at Takoma Langley Transit Center

- Major delay for NB BRT to serve Takoma/Langley Transit Center
  - Adds ~4 minutes of travel time
- Identified a new stop location on New Hampshire Avenue
  - Requires pedestrian crossing of New Hampshire Avenue
  - Major reduction of travel time





# Crossing at 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

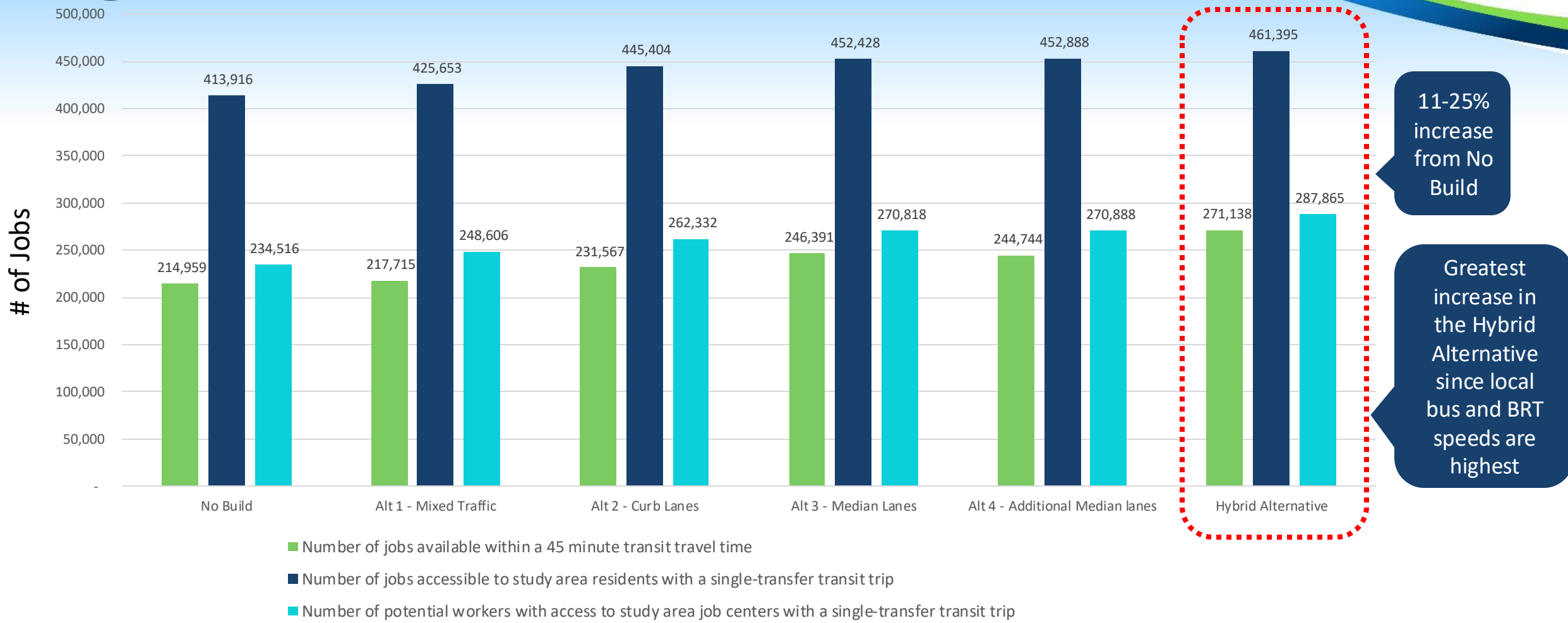


Mode	No Build	Alt 1 – Mixed Traffic	Alt 2 – Curb Lanes	Alt 3 – Median Lanes	Alt 4 – Additional Median Lanes	Hybrid Alt
BRT	N/A	47.3	43.1	36.4	36.3	33.4
Local Bus	62.6	47.0	43.2	64.7	67.5	38.2
General Traffic	48.0	31.3	45.7	47.5	50.2	39.9

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



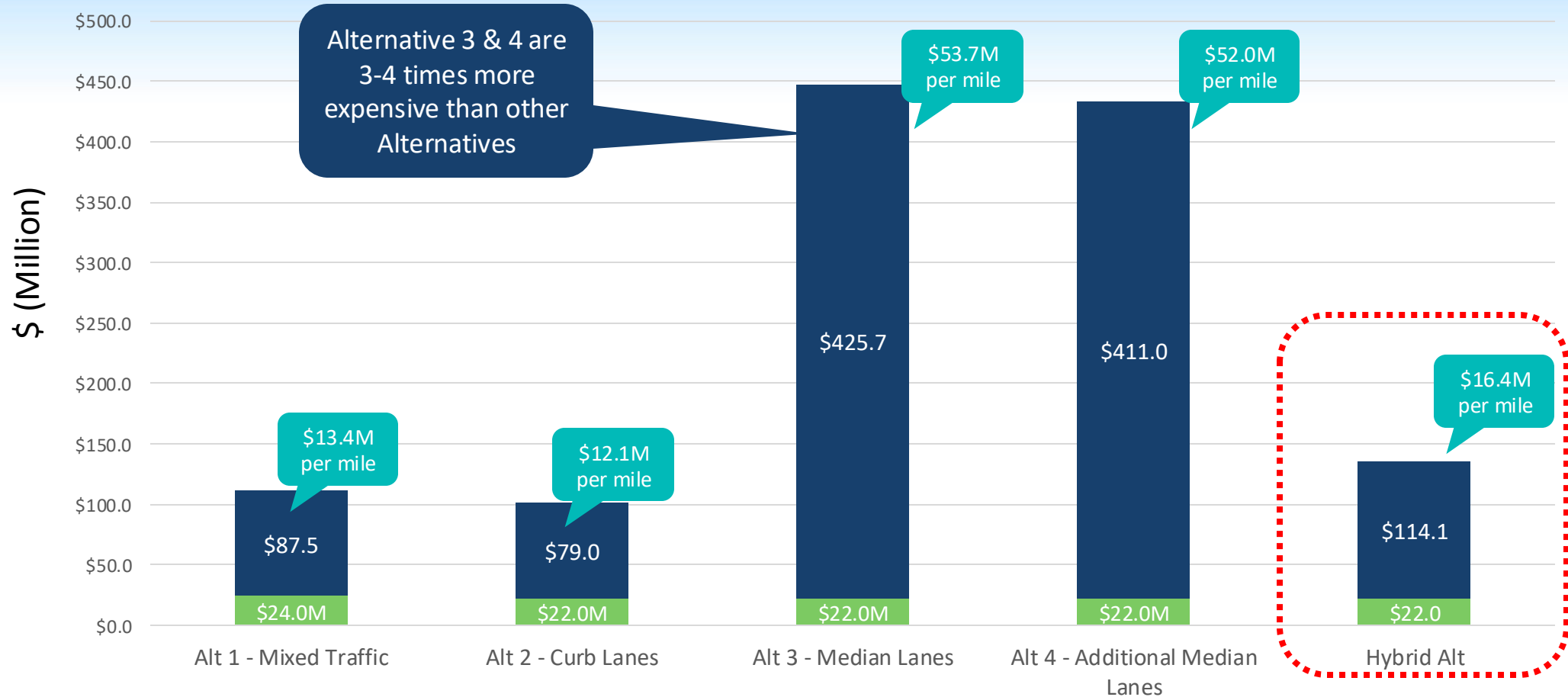
# Transit Accessibility to Jobs



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



# Total Capital Costs (Including Design)



Costs are in 2023 dollars

■ Rollingstock Cost

■ Total Construction, Design, and Overhead Cost





# 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 of BRT travel time in peak travel directions
- Relatively low cost, high value approach to improve transit

# Community 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 open till June 11
- 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





# Thank You!

## Questions & Discussion

Survey QR Code

