








New Hampshire Avenue BRT Planning Study

Corridor Advisory Committee (CAC)
Meeting 2

June 2, 2022

Meeting Expectations

-  We're committed to starting on time and ending on time
-  Meeting facilitator will guide discussion
-  We're creating spaces for all voices to be heard
-  Take advantage of the "raise hand" feature
-  Place microphones on mute when not talking

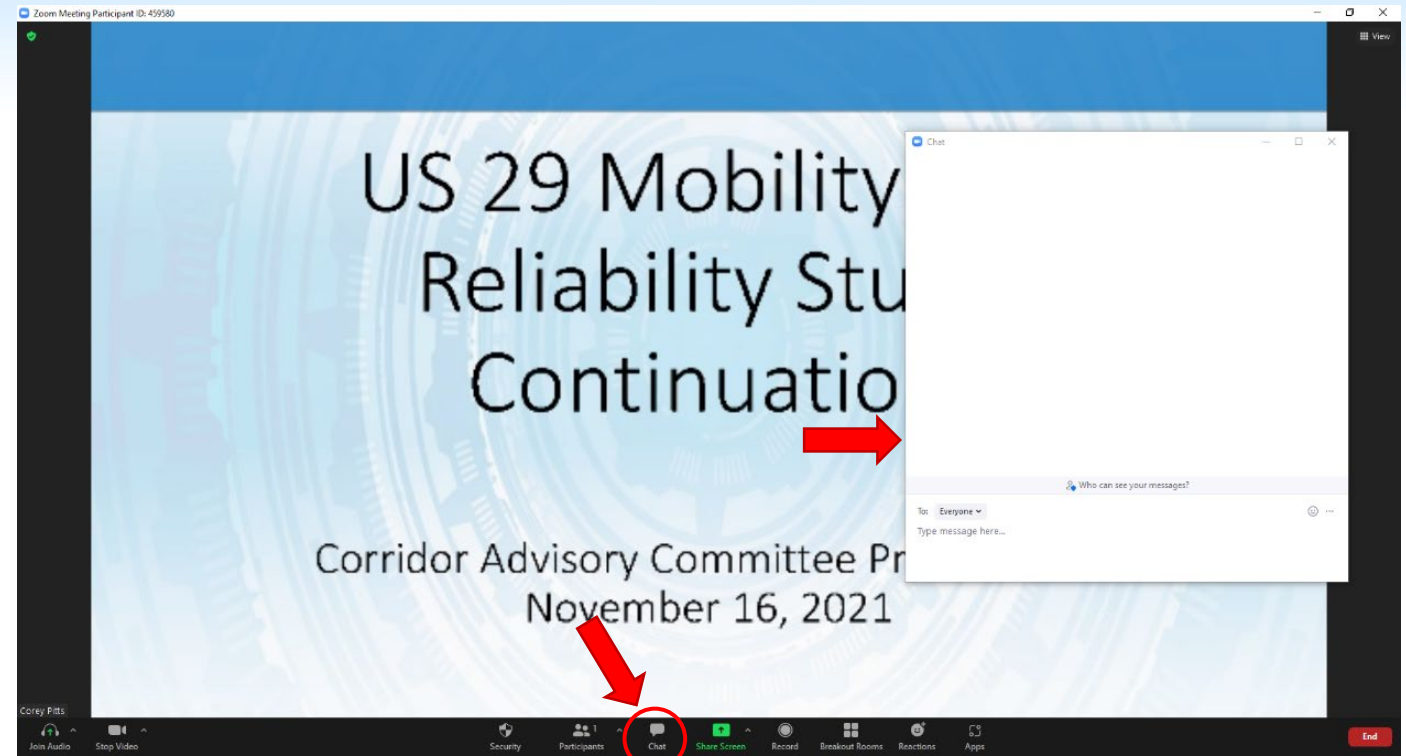
Using Zoom

Ask a question (in text):

- If you have a question during the presentation, please send it via the **chat**.

To send a chat:

- Click “chat” in the bottom menu.
- A new window will appear.
- Type your question and send it.



Using Zoom

Raise your hand:

- If you'd like to speak to ask a question or make a comment, please **raise your hand**.

To raise your hand:

- Click “Reactions” in the bottom menu.
- A new window will appear. Click the “Raise Hand” button at the bottom.
- If you've dialed in by phone, dial *9.



Project Team

Montgomery County Department of Transportation (MCDOT)

- Sandra Marks
- Corey Pitts
- Joana Conklin



Planning Consultant Team

- Jamie Henson
- John Manzoni
- Aditya Inamdar
- Nadiya Kutishcheva

Meeting Agenda

- Welcome
- Project Overview
- Public Meeting #1 Overview
- Review of Findings
- Next Steps



CAC Participants



Role of CAC

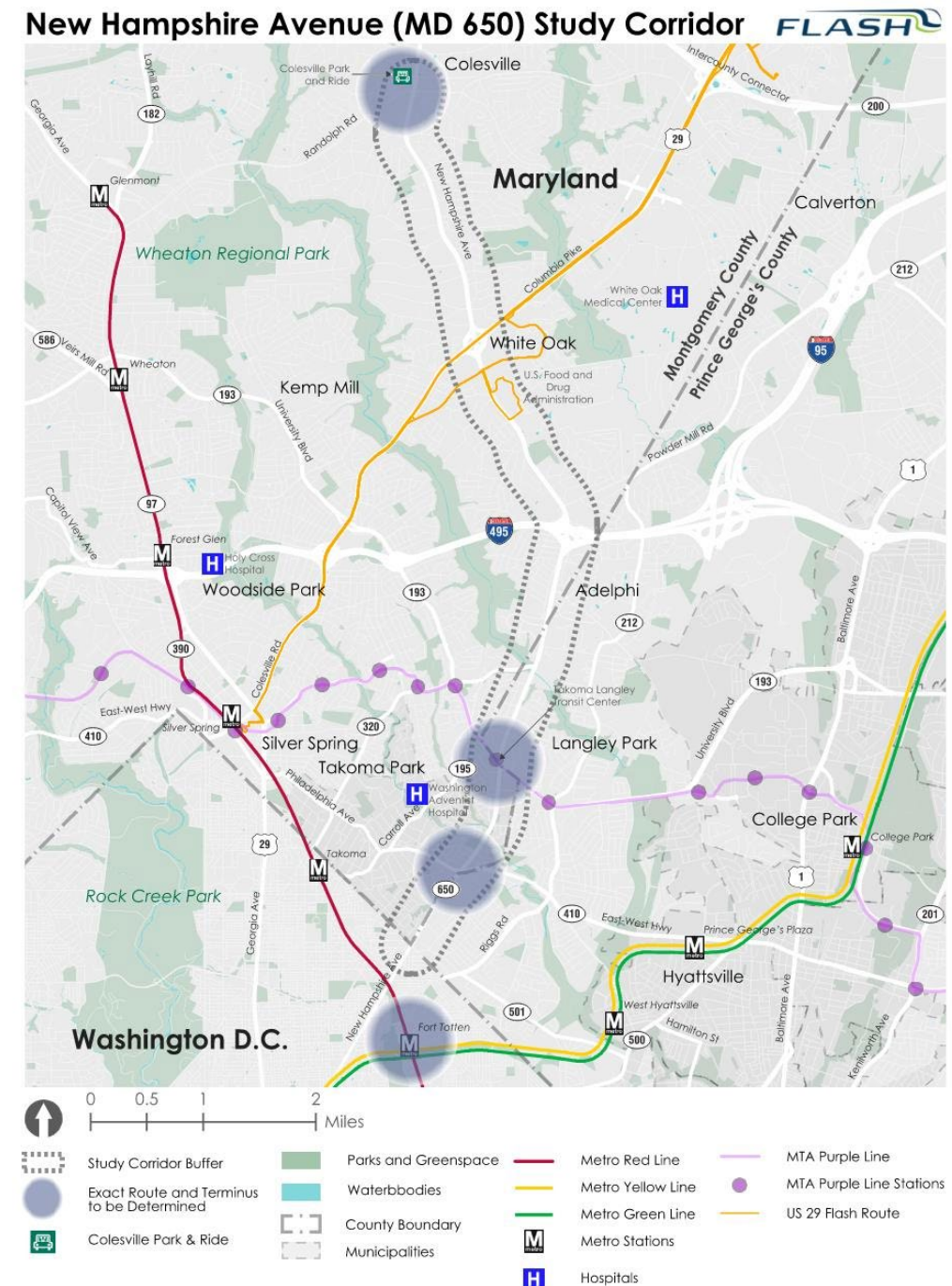
- Provide input, guidance and oversight in accordance with the Master Plan
- Community involvement throughout project
- Information sharing with community
- Build consensus



Project Overview

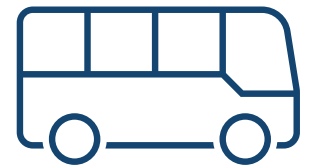
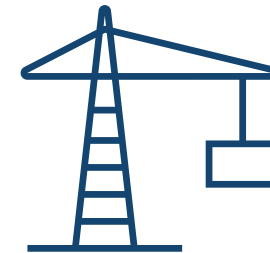
New Hampshire Ave BRT Planning Study

- **Corridor Extends from Master Plan Study:**
 - **Southern Terminus:** DC boundary at Eastern Ave
 - **Northern Terminus:** Colesville Park and Ride near Randolph Rd
- **Study Area Highlights:**
 - Multijurisdictional alignment: Prince George's County, Takoma Park, District of Columbia
 - Southern terminus possibly in DC
 - Travels through Takoma Park, Langley Park, White Oak, and Colesville
 - Intersects the Purple Line
 - Intersects the US 29 Flash Service



New Hampshire Ave BRT Planning Study

WE ARE HERE



Schedule

WE ARE HERE

WINTER & SPRING 2022

SUMMER & FALL 2022

WINTER 2022

SPRING 2023



Stakeholder and
Community Engagement

Phase 1: Existing Conditions

Phase 2: Definition & Analysis of Alternatives

Phase 3: Preferred
Alternative

Existing Conditions / Data
Analysis

Including Planning Analysis, Traffic Analysis,
& Transit Data Analytics

Purpose and Need, Goals,
MOEs

Conceptual Design
Alternatives

Initial
Ideas

Initial Alternatives
Development

Hybrid Alt.
Dev.

10% Concept
Development

Evaluation of Alternatives

Initial Alternatives Analysis

Hybrid Alternatives
Analysis

Locally Preferred Alternative
and Implementation Plan

June 15, 16, 18, 2022

Public Meeting 1

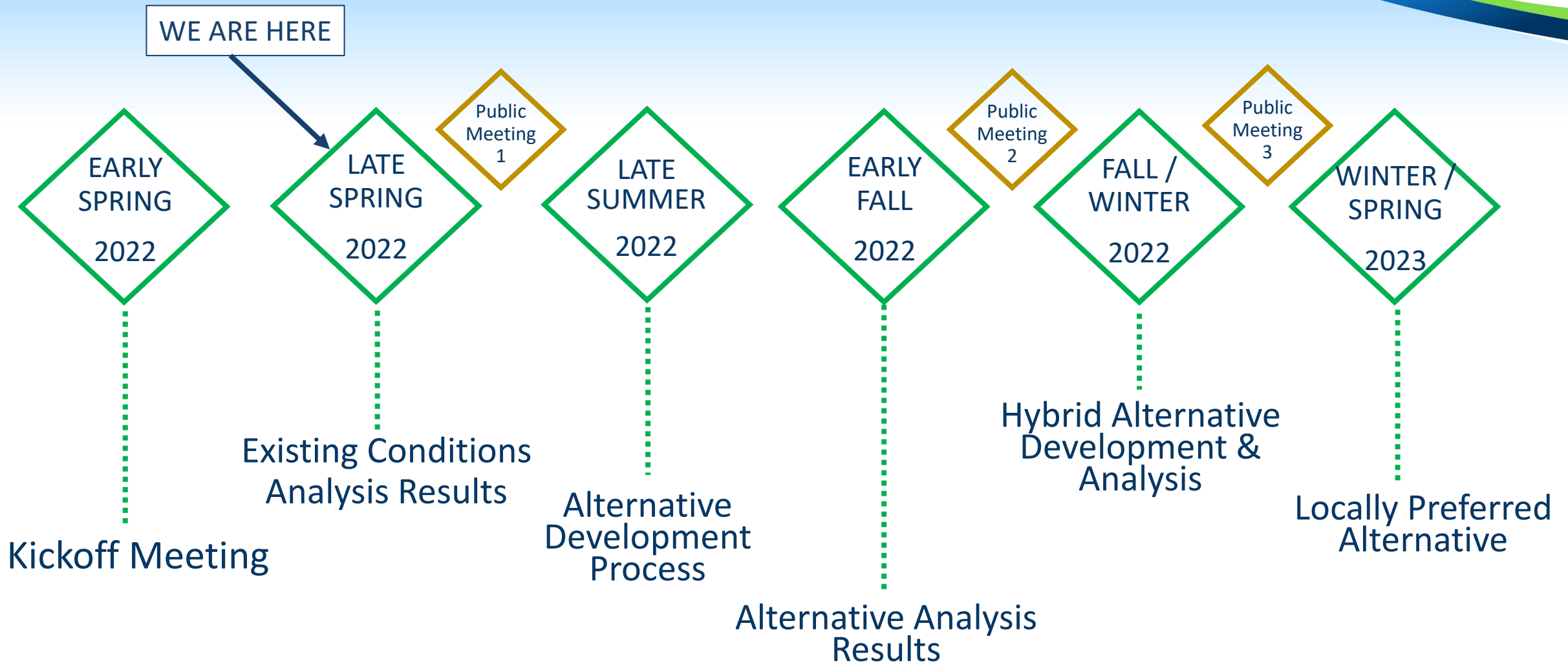
Public Meeting 2

Public Meeting 3



CAC Meeting

CAC Meeting Topics



Goals

Mobility
Choices



Sustainable
Solutions



Corridor
Safety



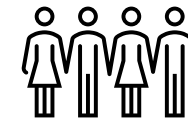
Economic
Growth



Quality
Service

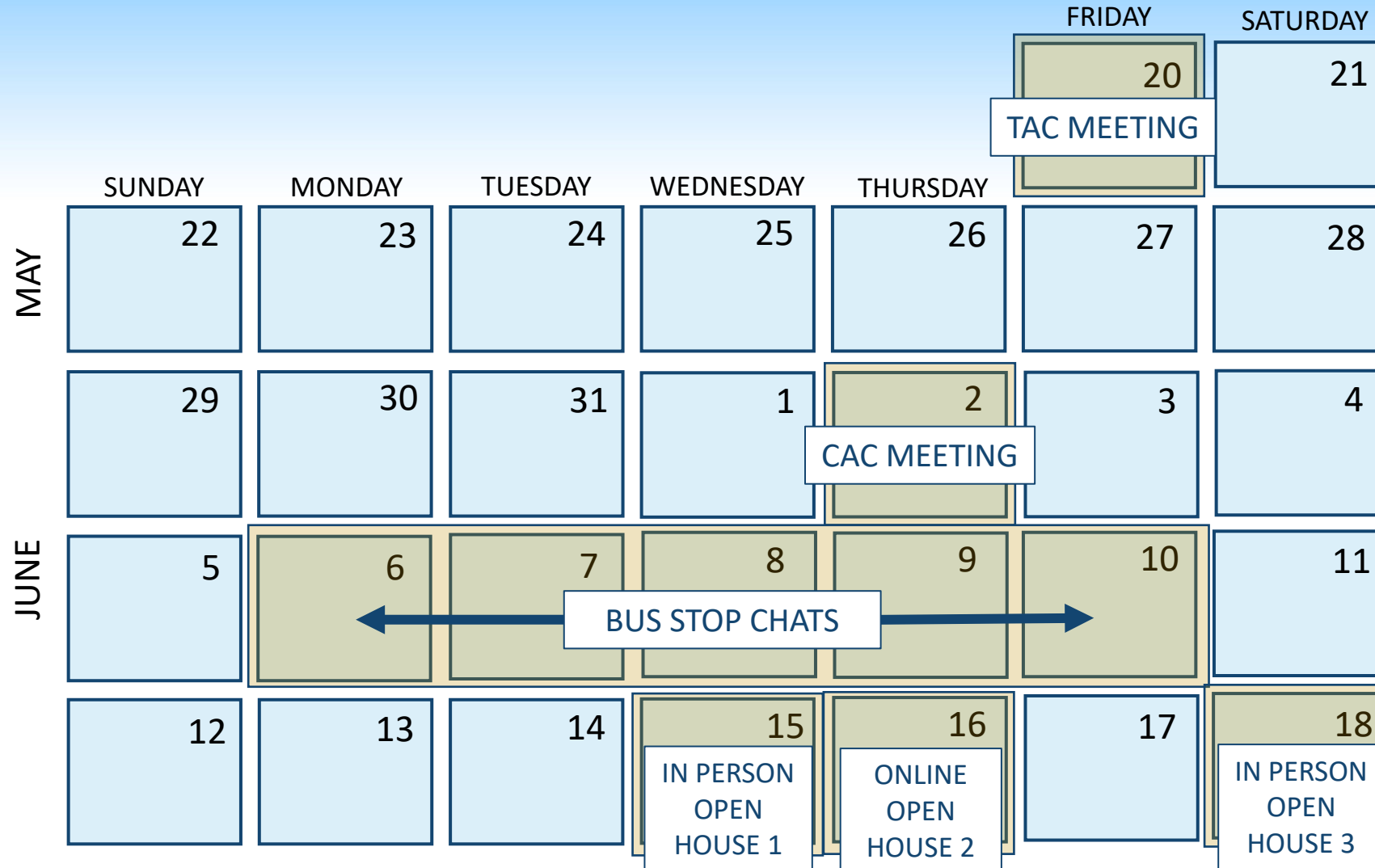


Community
Equity



Public Meeting 1 Overview

First Round of Public Meetings



Bus Stop Chats

- 06/07 - 3:00 pm - 5:00 pm
East West Highway Intersection
- 06/08 - 10:00 am – 2:30 pm
Takoma Langley Farmers Market
- 06/09 - 3:00 pm – 5: 00pm
Hillandale Shopping Center
- 06/09 - 5:30 pm – 7:30 pm
White Oak Transit Center



Public Meetings

Wednesday, June 15

Langley Park Community Center

1500 Merrimac Dr,
Hyattsville, MD 20783

Open House 4:00 pm – 6:00 pm

**Presentations at
4:00 pm and 5:00 pm**



Thursday, June 16

Online Meeting

<https://tinyurl.com/NHBRTzoom>

Visit Project Website for
More Information

Open House 6:00 pm – 8:00 pm

**Presentations at
6:00 pm and 7:00pm**



Saturday, June 18

CHI Centers, Inc

10501 New Hampshire Ave,
Silver Spring, MD 20903

Open House 11:00 am – 1:00 pm

**Presentations at
11:00 am and 12:00 pm**



12

13

14

15

IN PERSON
OPEN
HOUSE 1

16

VIRTUAL
OPEN
HOUSE 2

17

18

IN PERSON
OPEN
HOUSE 3

Project Website

<https://www.tinyurl.com/newhampshirebrt>

Share Your Experience

If you live, work, or travel in this area, please use this interactive map tool to share your experience with the existing transportation system. Help us to identify what is working well and what can be improved.

Open Comment Map

Meetings

CAC Meeting #1 (Wednesday, April 5, 2022)

- [Presentation](#)
- [Video](#) recording of meeting
- [Meeting Summary](#) (coming soon)

About Corridor Advisory Committees (CAC)

Corridor Advisory Committees follow Master Plan guidance as approved by the County Council. The purpose of the CAC is to receive input and feedback from affected property owners, civic and business groups, and the public. Public forums and workshops, electronic newsletters, and other forms of outreach are used to engage stakeholders. Public forums and workshops, electronic newsletters, and other forms of outreach must be created for each corridor. Recommendations to the County on the design, construction and proposed transit alternatives must be provided to the County Council.

CAC Member List

Stay Informed

Join our mailing list and receive project updates and community meetings and events.

[SIGN UP FOR UPDATES](#)

NEW HAMPSHIRE AVENUE CORRIDOR STUDY

The New Hampshire Avenue Corridor Study will evaluate alternatives for Bus Rapid Transit (BRT) along New Hampshire Avenue in Montgomery County, Maryland. The Study Corridor is 8.5 miles long, running from the District of Columbia boundary at Eastern Avenue on the southern end to the Colesville Park & Ride near Randolph Road at the northern end.

If you live, work, or travel in this area, please use the map to tell us about your experience with the existing transportation system. Help us to identify what is working well and what can be improved along this corridor.

Thank you!

[View a list of existing comments](#) →

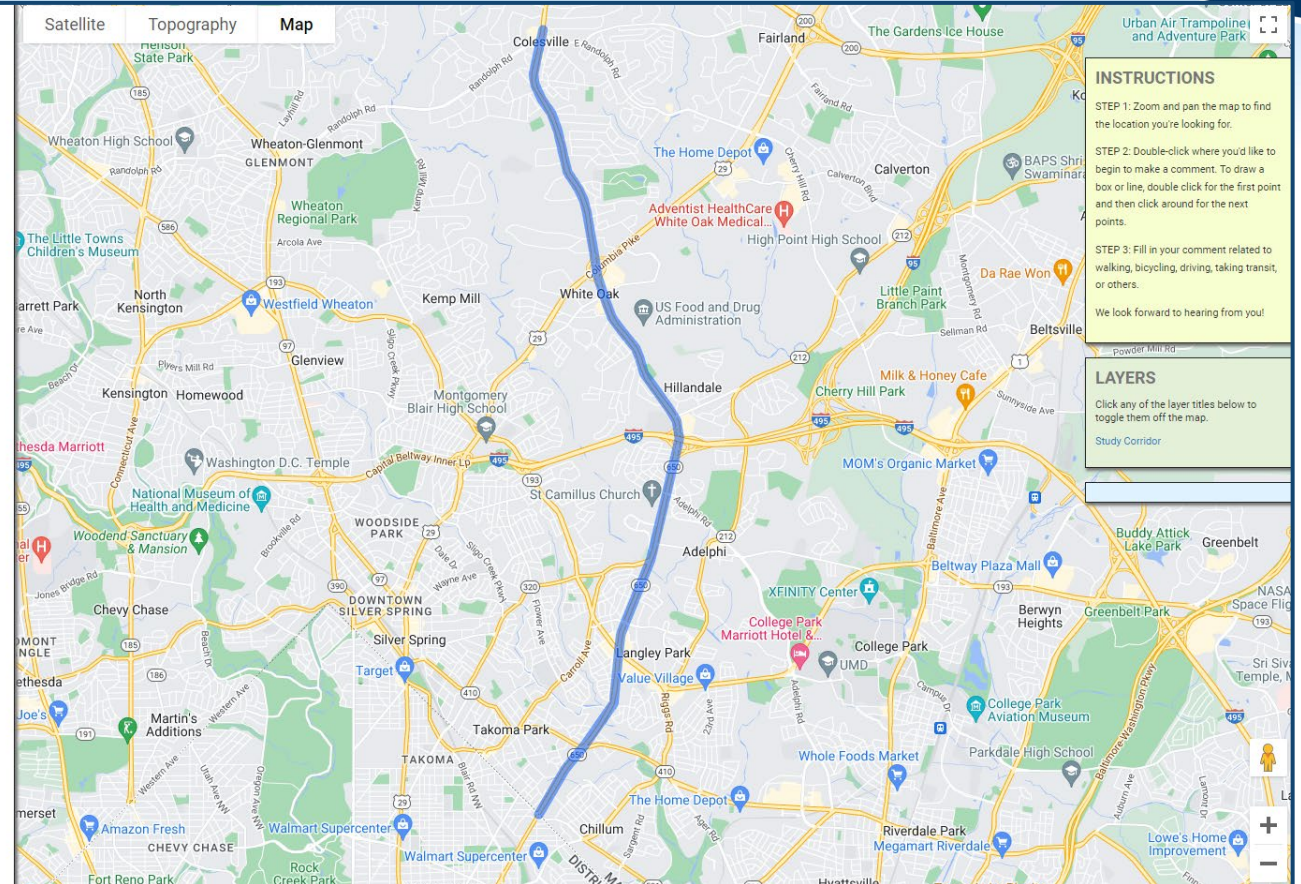
Having trouble viewing or using the map? Please contact Tara Hofferth at thofferth@kittelson.com with your comments.

Created by Tara Hofferth

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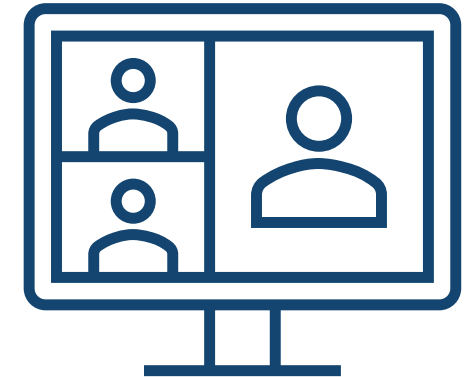
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Public Meeting Topics

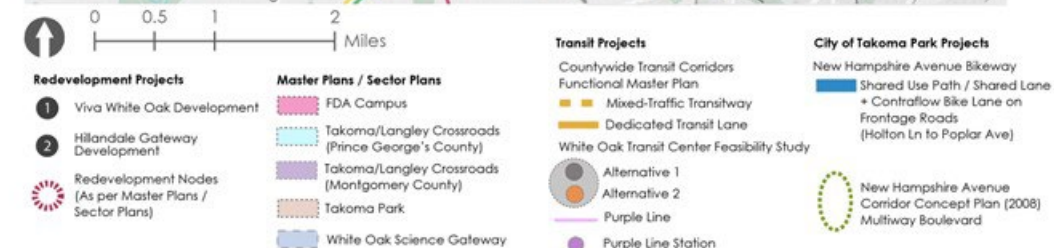
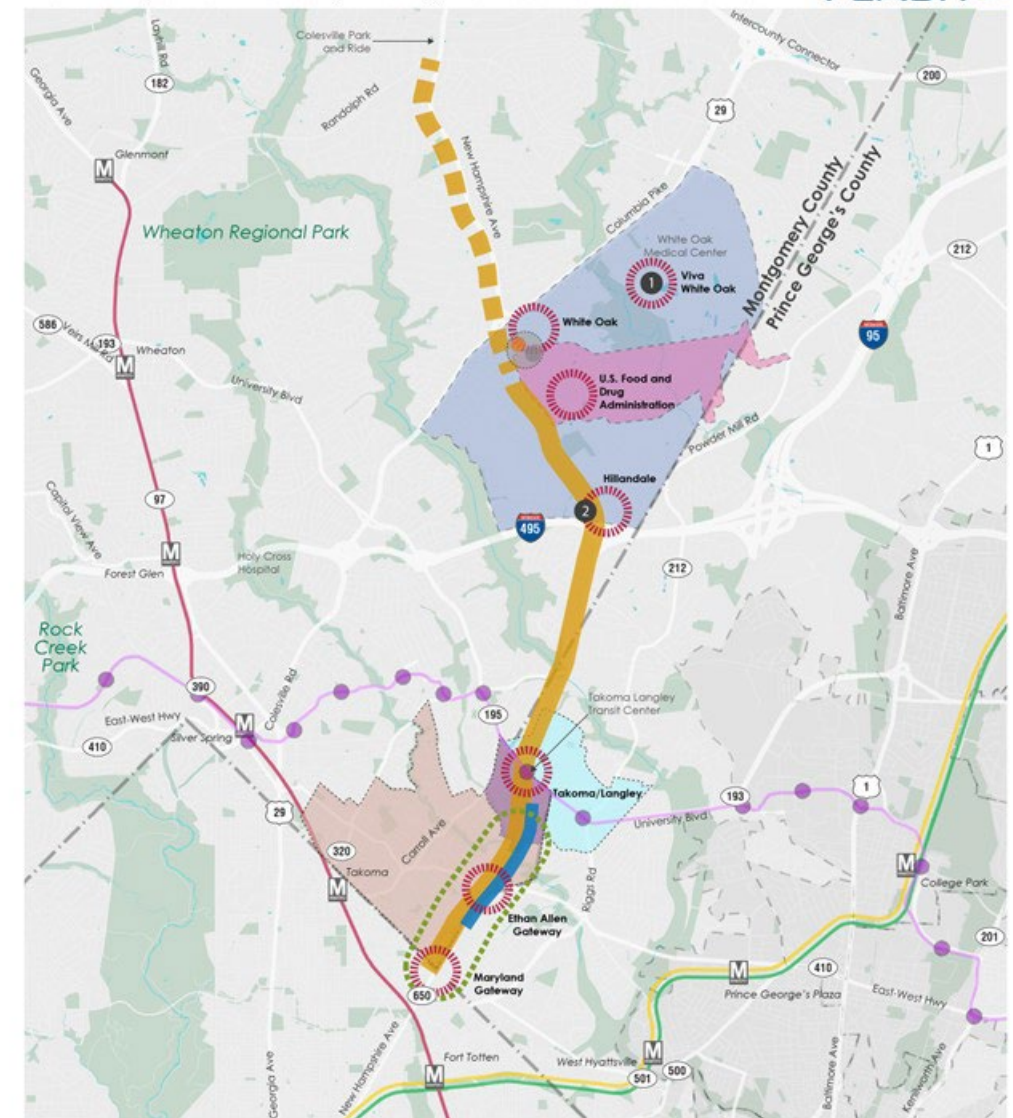
- Project Overview
- Goals
- Overview of BRT
- Equity and Land Use
- Existing Conditions Analysis



Review of Findings

Planning Analysis

- Equity Areas
- Existing Plans and Development
- Land Use Nodes
- Network Limitations
- Safety Concerns



Existing Traffic Analysis

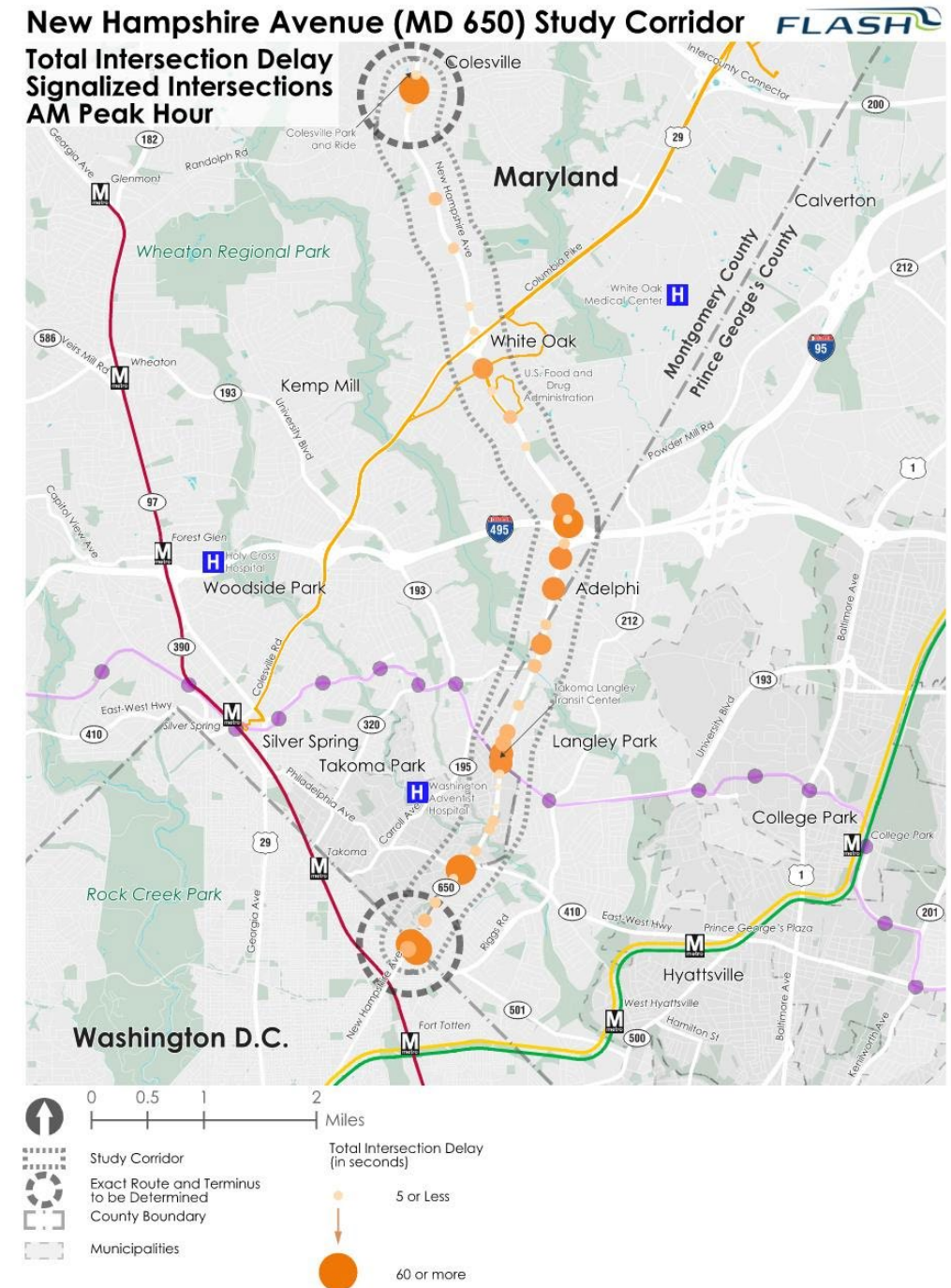
- Assumptions
- Delay
- Level of Service
- Queueing
- Speed
- Travel Time

Study Questions:

- 1) Where are delays and queues?
- 2) How long does it take to drive the corridor?
- 3) Have we accurately represented conditions?

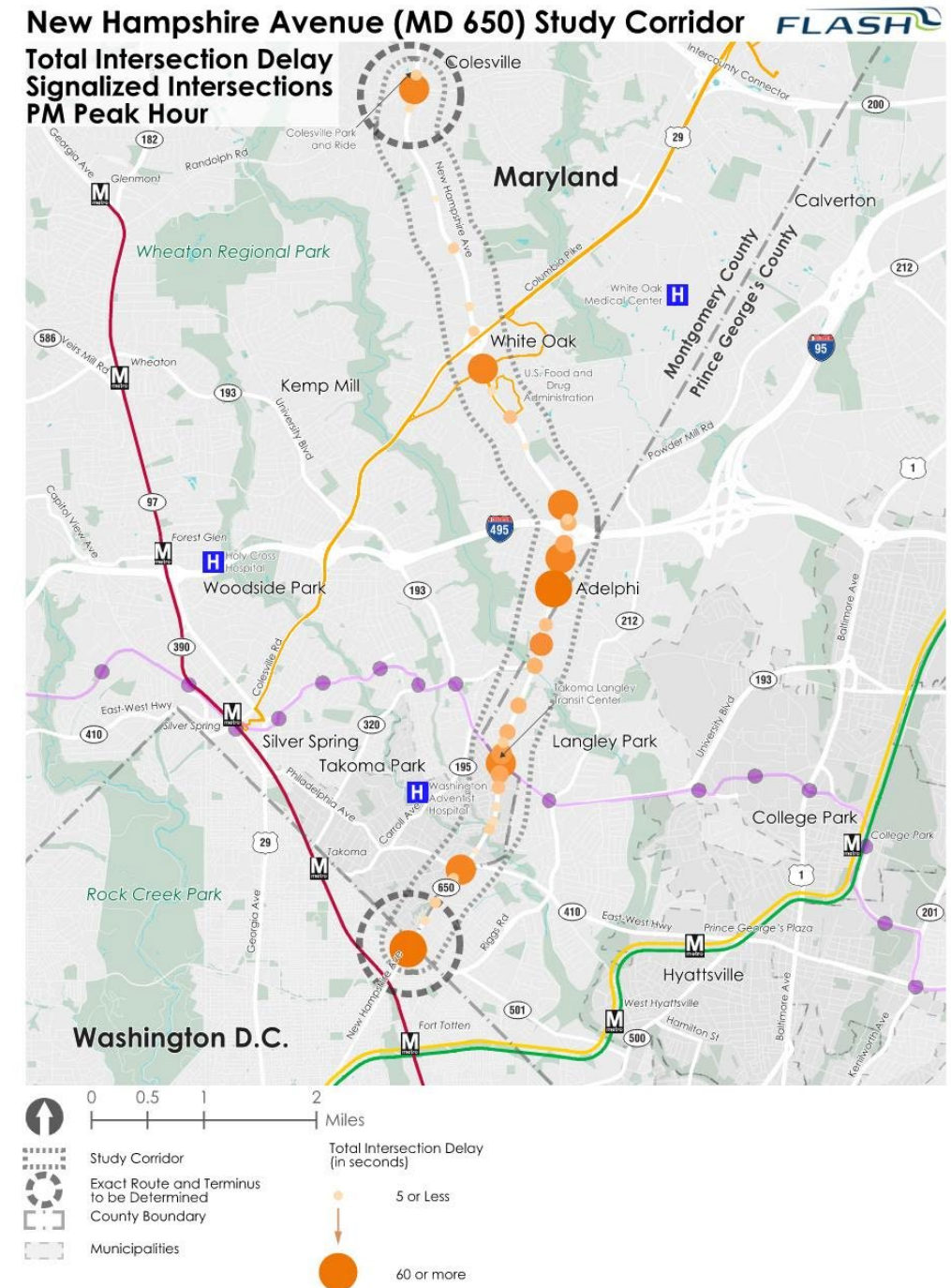
Existing AM Traffic Delay

- The longest delays are at:
 - Eastern Avenue
 - Ethan Allen Avenue
 - University Boulevard
 - Adelphi Road
 - The Beltway
 - Randolph Road



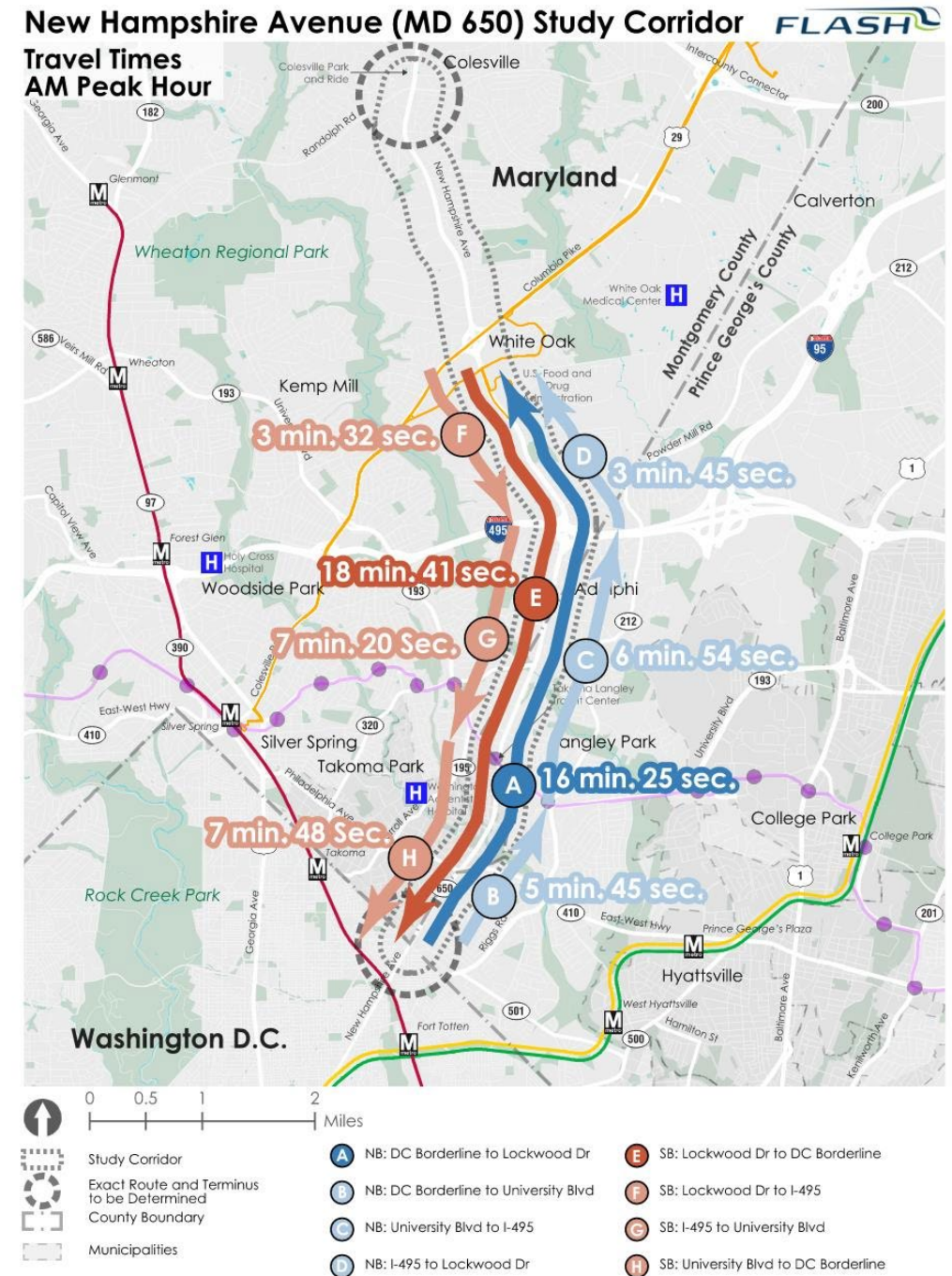
Existing PM Traffic Delay

- Delays are slightly higher in the PM peak hour
 - Eastern Avenue
 - Adelphi Road
 - Lockwood Drive



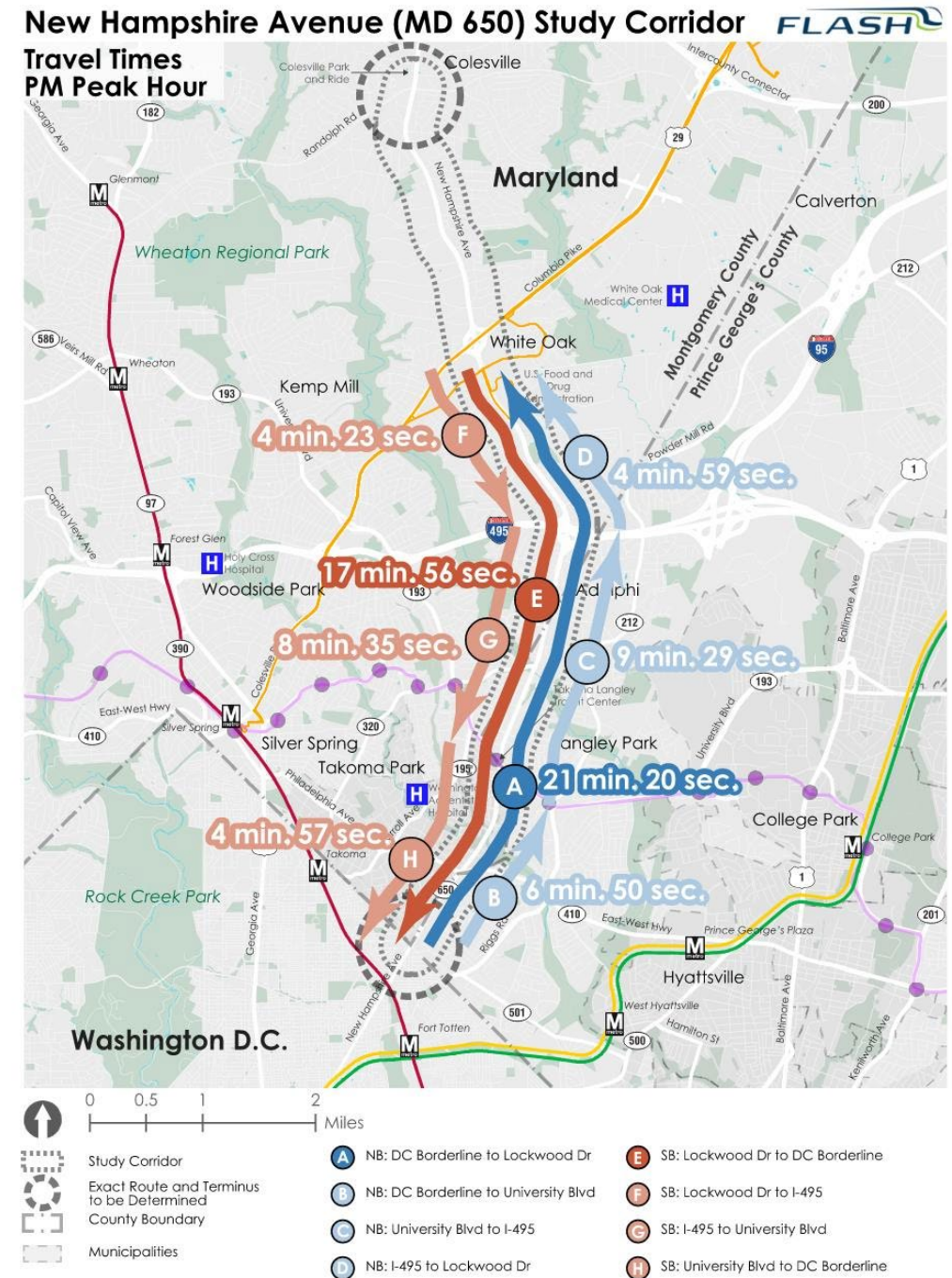
Existing AM Traffic Travel Times

- Travel conditions south of the Beltway are relatively slow
- Slowest speeds are south of University



Existing PM Traffic Travel Times

- Northbound travel times are longer in the PM
- PM outbound is slower than inbound AM
- Slowest speeds are in the central segment
- Southbound travel times are slightly shorter in the PM



Poll: Where does your driving experience differ?

Existing Transit Analysis

- Ridership
- Delay
- Speed
- Travel Time
- Amenities
- Network Connectivity

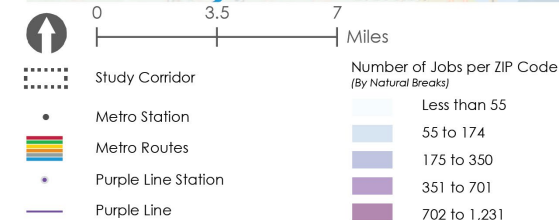
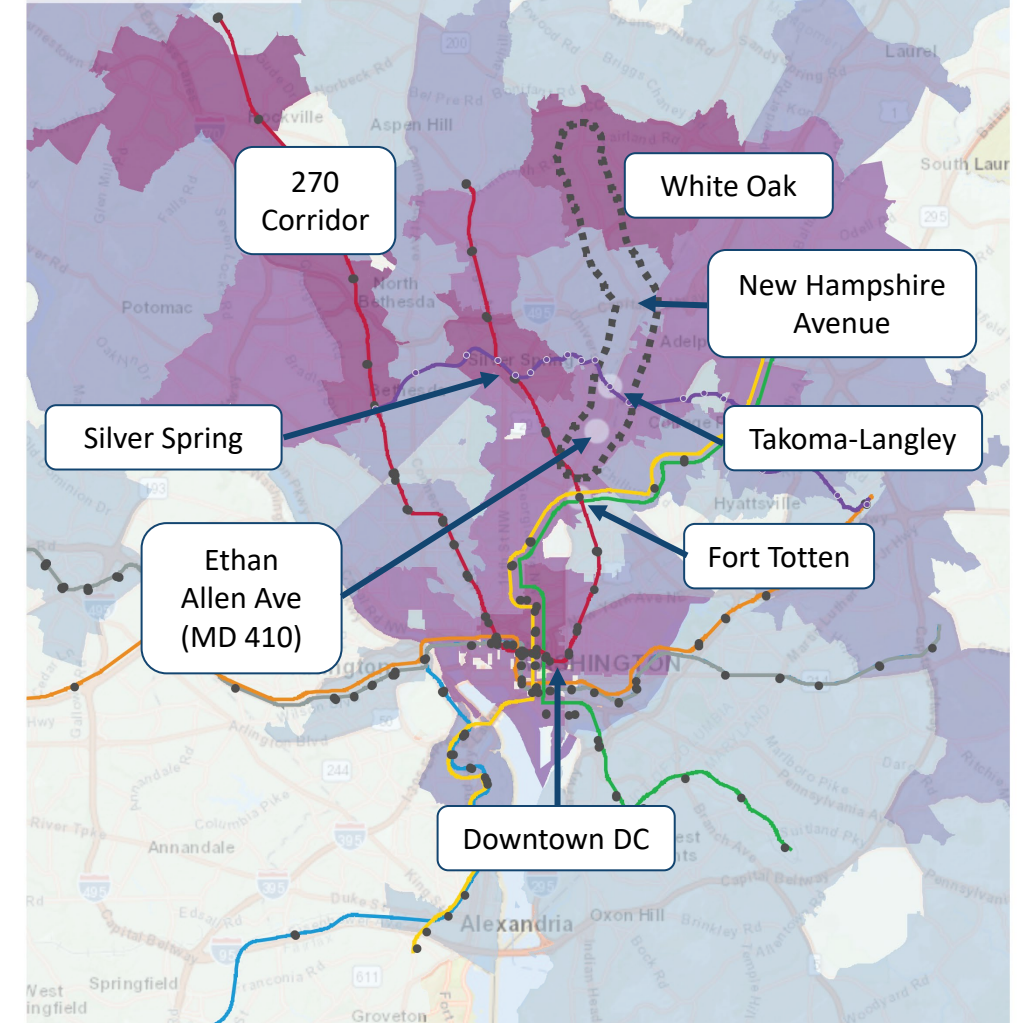
Study Questions:

- 1) How fast and reliable is the bus?
- 2) Where are people getting on and off the bus?
- 3) Where can people get using public transit?

Origin – Destination Analysis

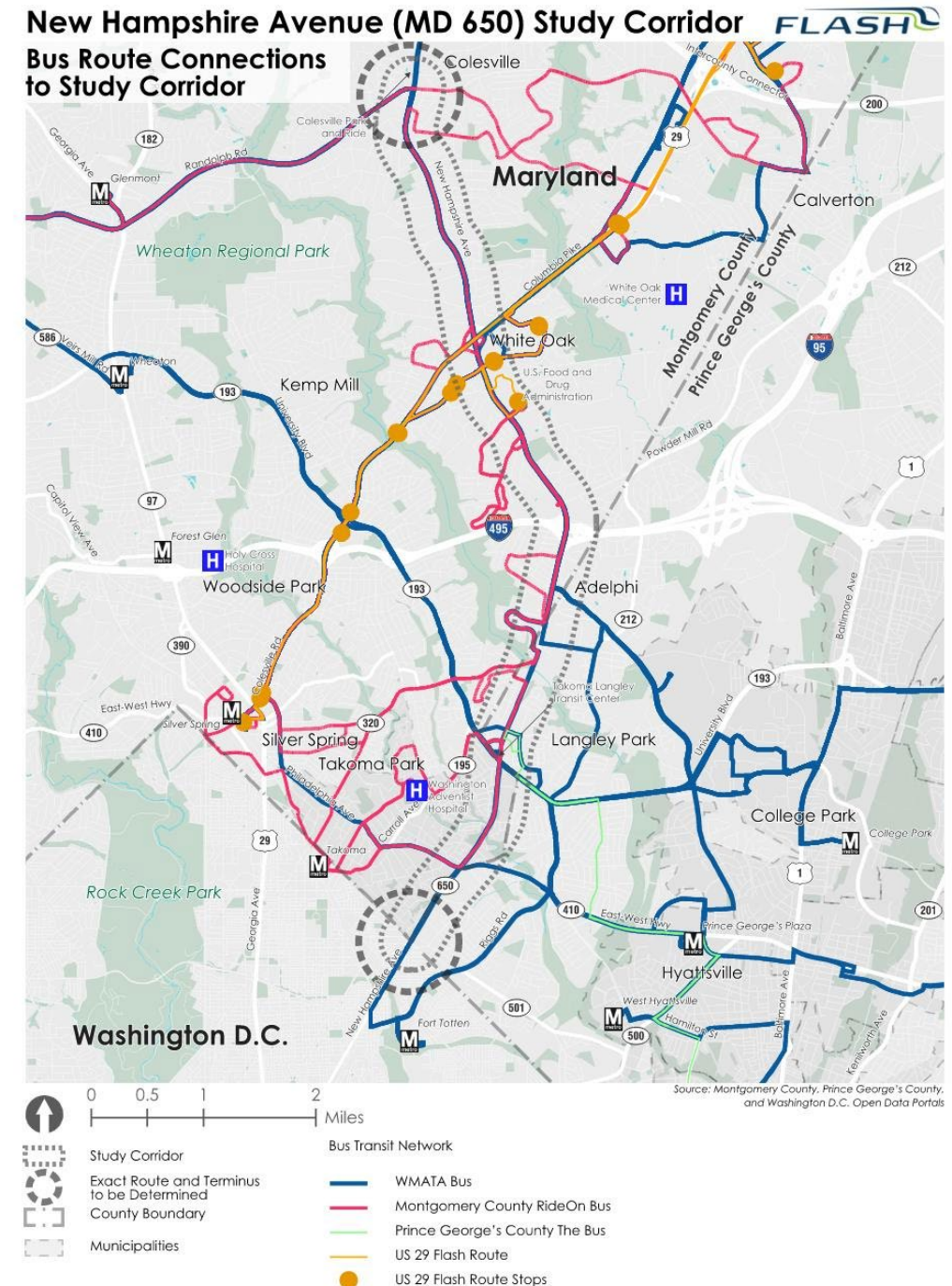
- Corridor residents work in the District, Silver Spring, 270 corridor, and White Oak
- Highlights the needs for connections

Where People Who Live in Study Area Work



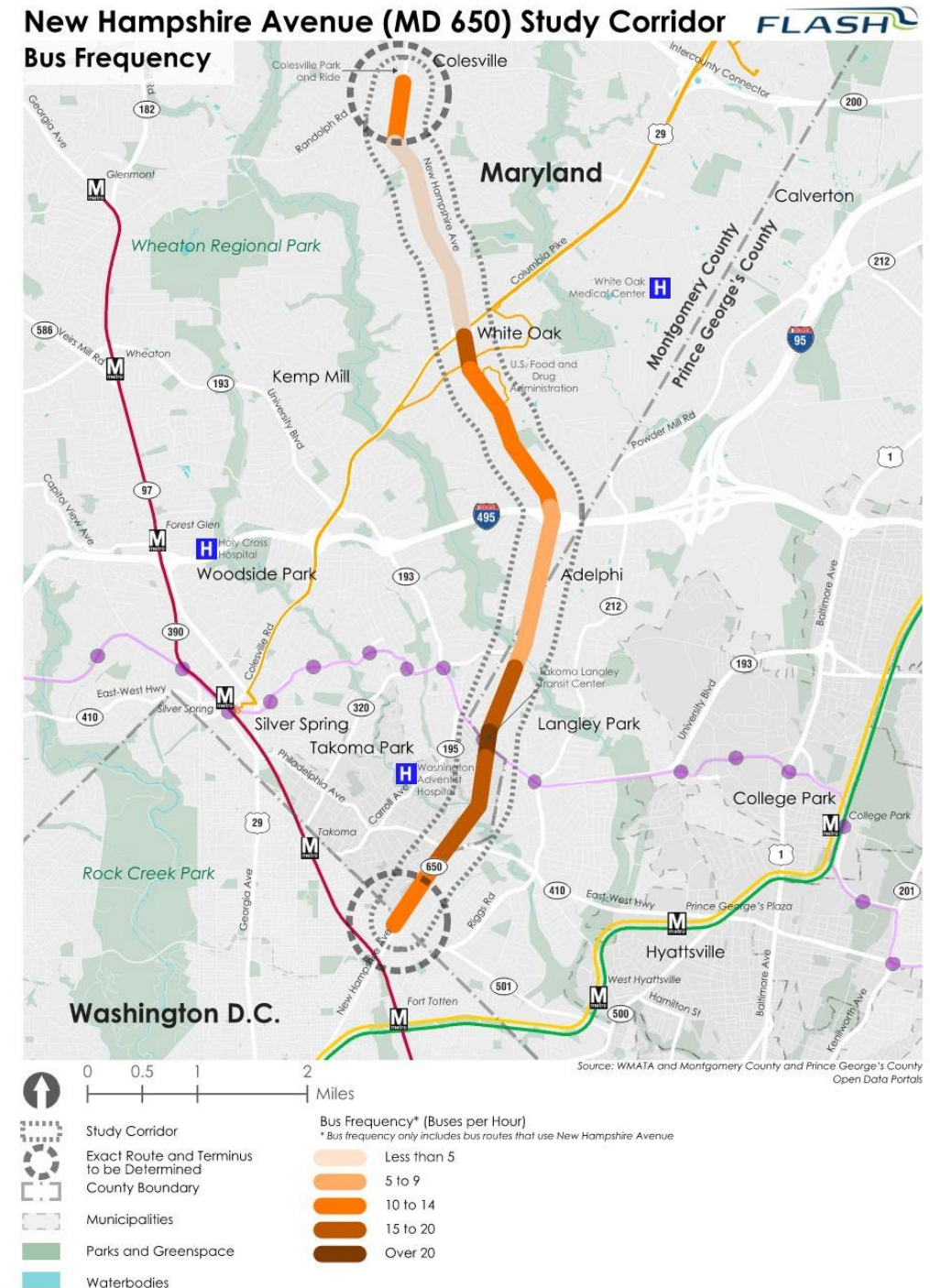
Transit Connectivity

- Variety of routes and service patterns in the corridor
- Thru bus service from White Oak to Fort Totten Metro
- Frequent service to Silver Spring and Takoma Metro
- Multiple crossing services



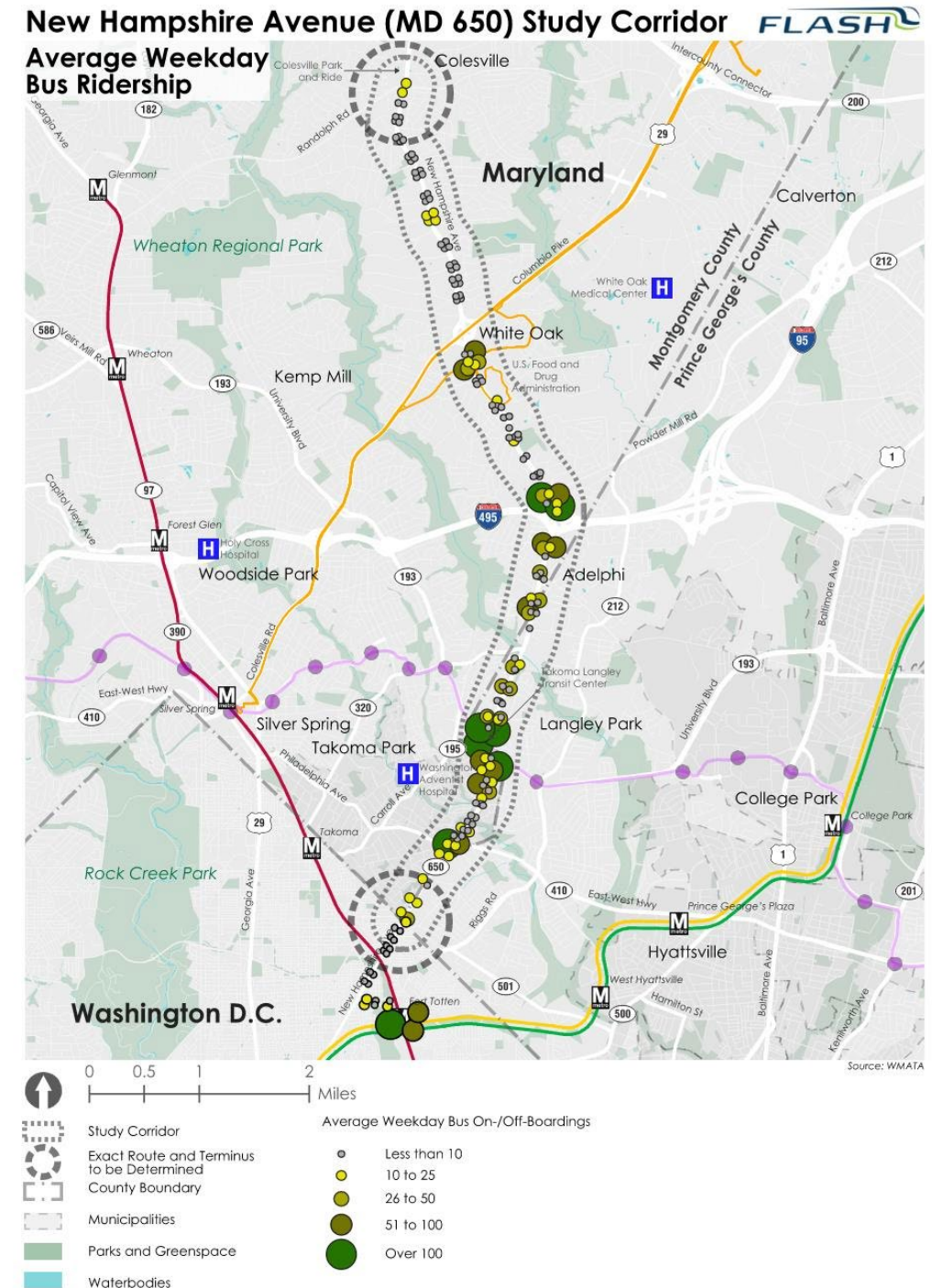
Transit Frequency

- K6 Operates at 10 to 12-minute frequencies
- Multiple high frequency routes
- High combined frequency south of Piney Branch Road



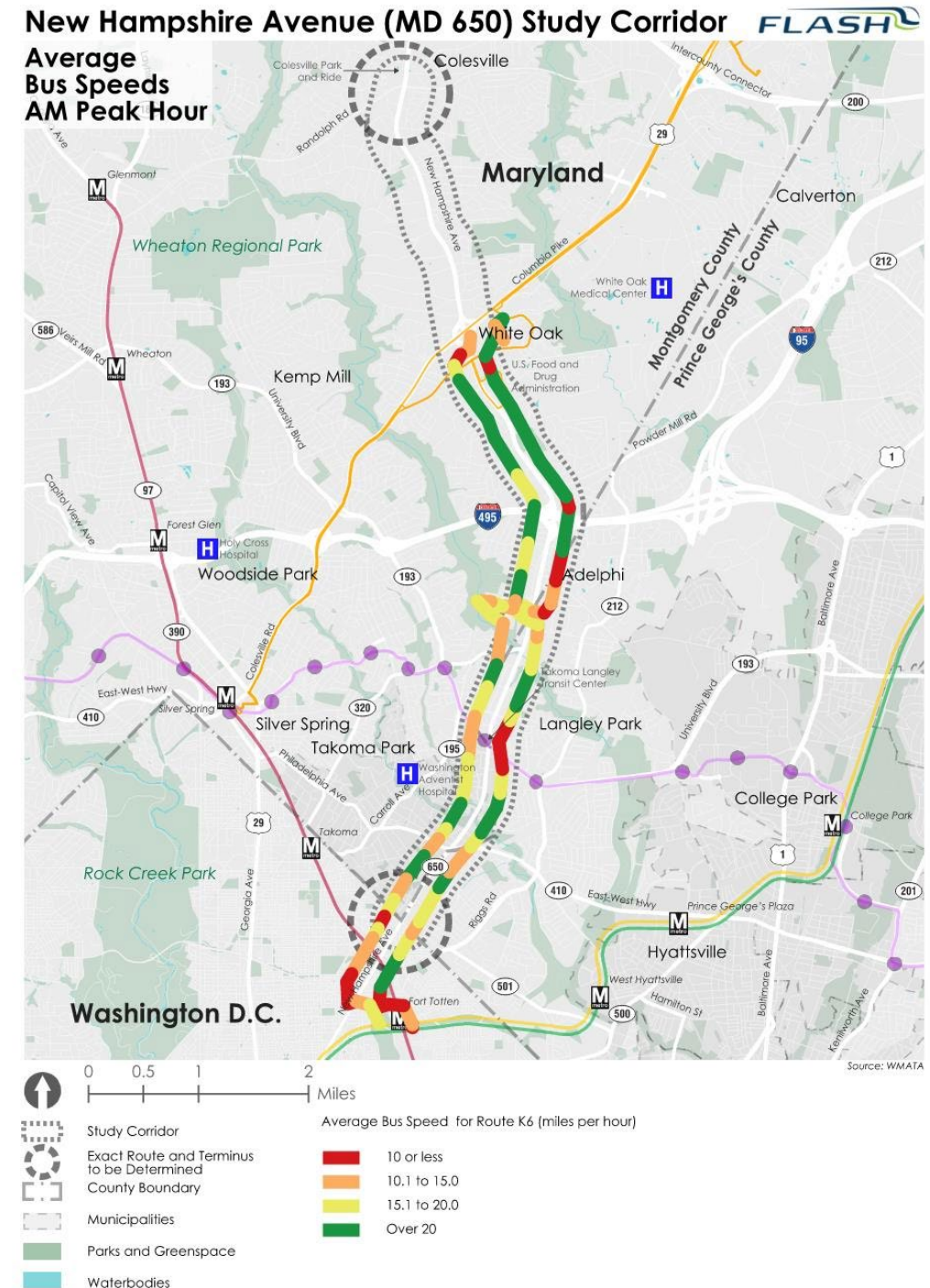
Transit Ridership

- High stop density
- High Ridership
 - White Oak
 - Around the Beltway
 - University and immediately south
 - Ethan Allen
 - Fort Totten
- Approximately 9,500 daily boardings in the corridor



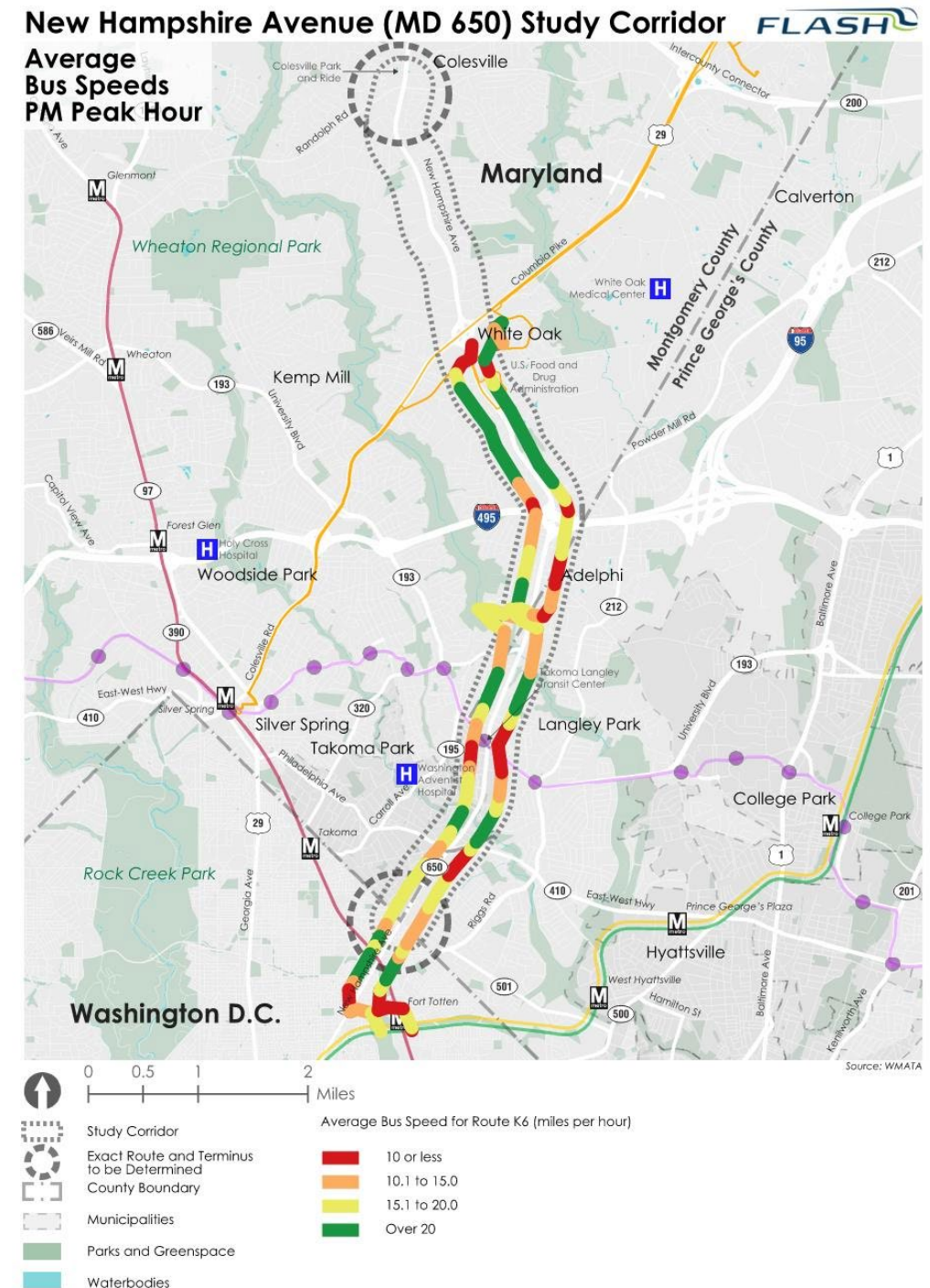
Route K6 Speed - AM

- Slower at University
- Slower approaching the Beltway
- Slower near the District
- Faster north of Beltway



Route K6 Speed - PM

- Slower at University
- Slower approaching the Beltway
- Slower near the District
- Faster north of Beltway



Transit Stops



Multimodal Infrastructure

- Limited bicycle and pedestrian network
- Uncomfortable pedestrian and bicycle experience

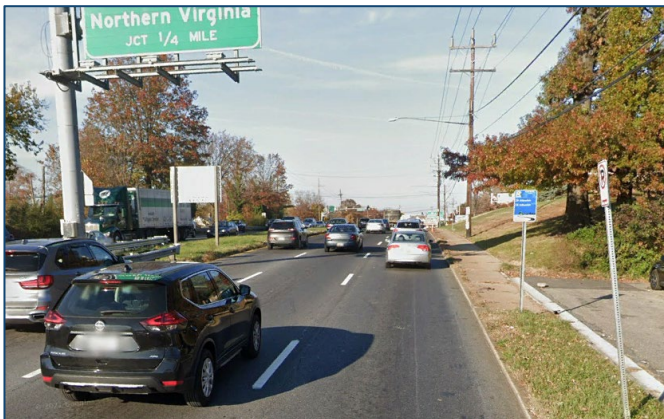


Photo Source: Google Earth



Poll: What should be the southern terminus?

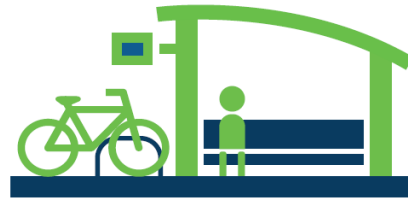
Next Steps

Next Step: Develop and Test Alternatives

Enhanced Vehicles



Enhanced Stations



Enhanced Operations



Station locations

Runningway

Intersections

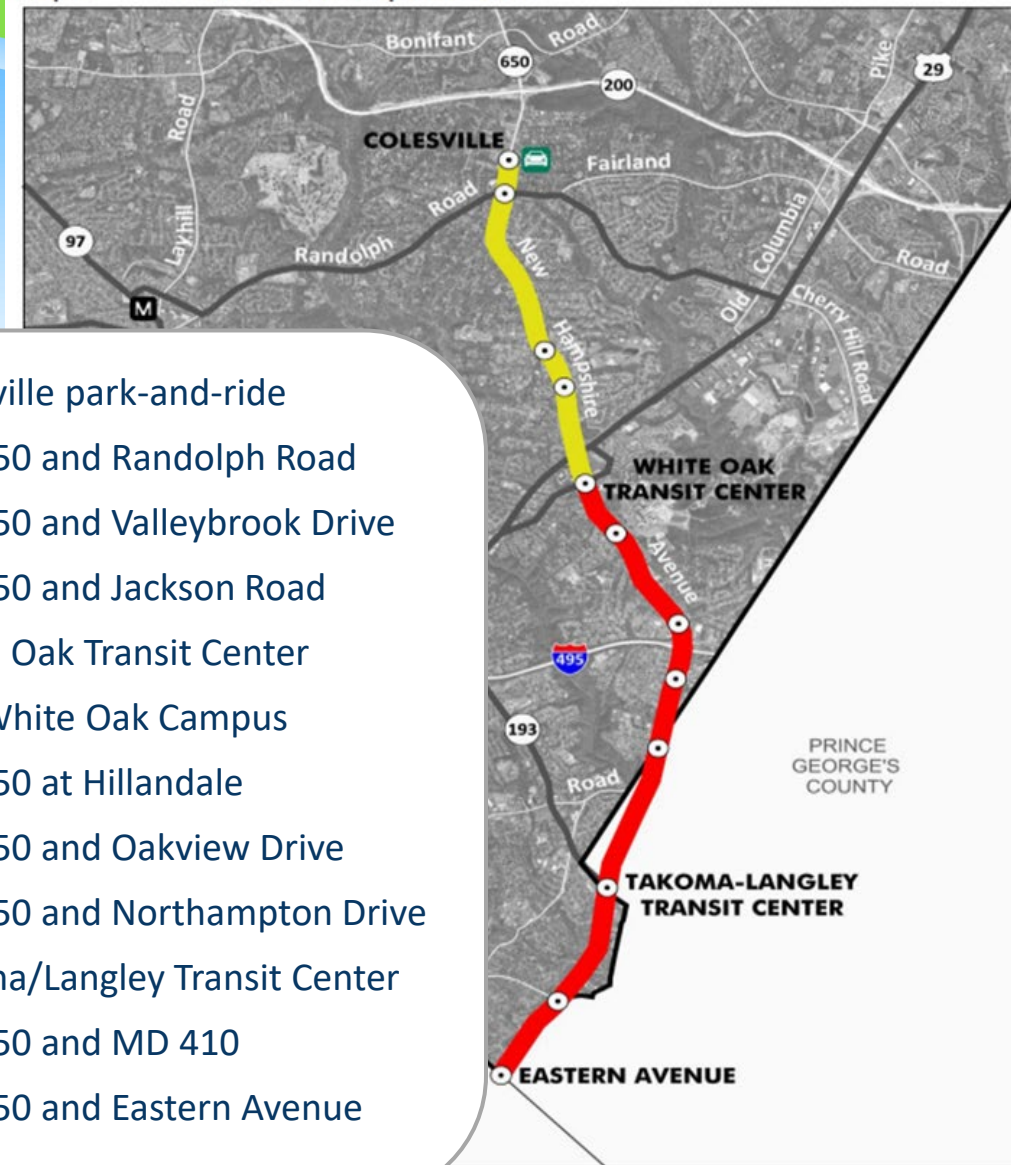
Next Step: Refine Station Locations

- Verify master plan station locations
- Consider additional locations
- Identify specific station locations

1. Colesville park-and-ride
2. MD 650 and Randolph Road
3. MD 650 and Valleybrook Drive
4. MD 650 and Jackson Road
5. White Oak Transit Center
6. FDA White Oak Campus
7. MD 650 at Hillandale
8. MD 650 and Oakview Drive
9. MD 650 and Northampton Drive
10. Takoma/Langley Transit Center
11. MD 650 and MD 410
12. MD 650 and Eastern Avenue

Map 7

Corridor 5: New Hampshire Avenue

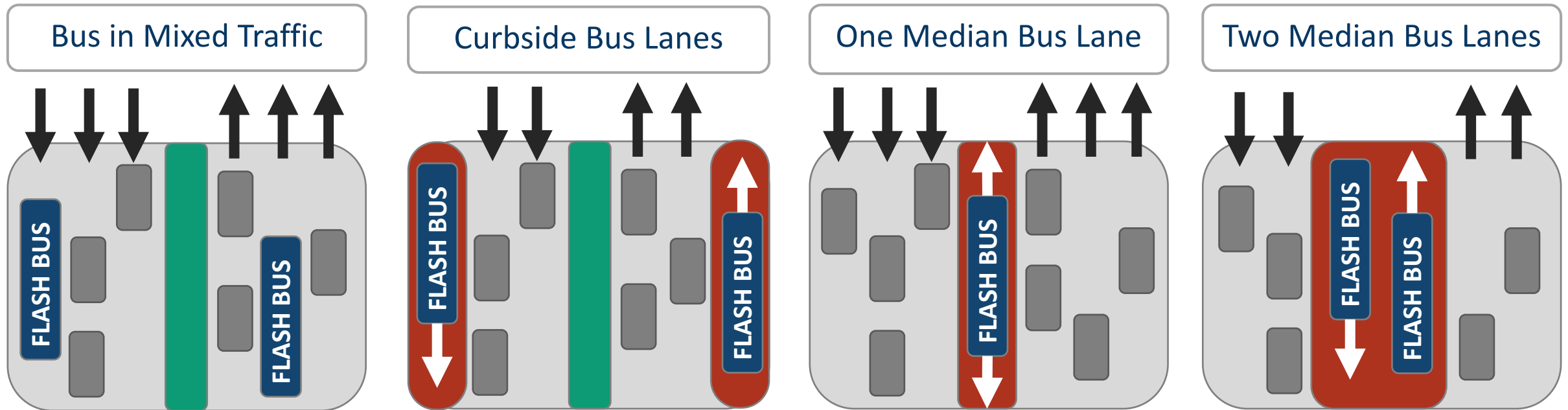


- County Line
- Dedicated Lane(s)
- Mixed Traffic
- Other BRT Corridors

- BRT Station
- M Metro Station
- 🚗 Park-and-Ride Station

Next Step: Identify Concepts to Consider

Lane Configurations



Next Steps

- Public Engagement
- Develop Synthesis of Findings
- Refine Goals, Objectives, and MOEs
- Refine Station Locations
- Develop Concepts

Help Spread the Word!

- Social Media
- Newsletter
- Meeting Poster
- Project Summary

FLASH
NEW HAMPSHIRE AVE

Estudio para el servicio de autobús de tránsito rápido (BRT) en la New Hampshire Avenue
Las siguientes reuniones están abiertas al público
Estaremos aquí para responder a sus preguntas -
¡Venga aunque la reunión haya empezado!



15 DE JUNIO	16 DE JUNIO	18 DE JUNIO
Centro Comunitario de Langley Park de 4:00 p. m. a 6:00 p. m.	Reunión en línea de 6:00 p. m. a 8:00 p. m.	Centro Hillandale CHI de 11:00 a. m. a 1:00 p. m.

FLASH
NEW HAMPSHIRE AVE

New Hampshire Ave BRT Study
Upcoming Open Houses
We are here to answer your questions - *Arrive anytime!*



JUNE 15	JUNE 16	JUNE 18
Langley Park Community Center 4:00 pm – 6:00 pm	Online Meeting 6:00 pm – 8:00 pm	Hillandale CHI Center 11:00 am – 1:00 pm


FLASH
NEW HAMPSHIRE AVE

Bus Rapid Transit (BRT) is Coming to New Hampshire Ave

The Montgomery County Department of Transportation (MCDOT) is advancing BRT for the New Hampshire Avenue corridor consistent with the 2013 Countywide Transit Corridors Functional Master Plan. BRT will provide high quality transit service that improves the speed and reliability of bus service in the corridor.

This study will ...

- Identify locations experiencing bus delay
- Define route end points
- Locate future station locations
- Evaluate potential improvements to bus service
- Improve station accessibility
- Connect with existing transit



PROJECT SCHEDULE

2013 Master Plan	2022 Corridor Study	Environmental Evaluation	Preliminary Design	Final Design	Construction
	Spring 2022 Existing Conditions Analysis	Summer and Fall 2022 Define and Analyze Alternatives	Winter 2023 Select Preferred Alternative		



Questions?

Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov

Project Webpage

<https://www.montgomerycountymd.gov/dot-dte/projects/NewHampshireAve/>