

**From:** [REDACTED]  
**To:** [MCP-Chair](#)  
**Cc:** [Anspacher, David](#)  
**Subject:** New Hampshire Ave BRT Alternatives.  
**Date:** Tuesday, March 10, 2026 8:15:12 AM  
**Attachments:** [image003.png](#)  
[PB NH BRT.docx](#)

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**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

## **Greater Colesville Citizens Association**

PO Box 4087  
Colesville, MD 20914  
March 10, 2026

Montgomery County Planning Board  
Attn: Artie Harris, Chair  
2425 Reddie Drive  
Wheaton, MD 20902

Re: New Hampshire Ave BRT Alternatives.

Dear Chairman Harris:

The Great Coleville Citizens Association is a strong supporter of building BRT corridors in Montgomery County. This letter concerns the New Hampshire Avenue BRT alternatives study for New Hampshire Ave. We strongly support the Hybrid alternative because the metrics in Table 4 show the best results (travel time for both BRT and local bus, and BRT boardings.) In addition, the hybrid alternative improves travel time compared to the no-build alternative, requires little right-of-way, and is a reasonable cost considering these benefits.

While we support the hybrid approach, we do not support providing a dedicated lane in segment 4 between Lockwood Dr and Powder Mill Rd (Table 2). The proposed design has the number of traffic lanes going from 6 in segment 3 to 4/5 in segment 4 and then back to 6 in segment 5 and that in only 1.3 miles. Segment 4 has little traffic congestion and providing a dedicated travel lane is not justified. Rather, the BRT should operate in mixed traffic in this segment. Making this change would result in little if any change to the evaluation results in Table 4.

We also agree with the elimination of a BRT station at the Park-and-Ride Lot in Colesville, since that location is a short walk (less than 1/10 of a mile) from Randolph

Rd, where another station is located.

While the staff report didn't address the location of the station for FDA (and the details are not available from DOT), we disagree that the FDA station should be on New Hampshire Ave. Rather it should be located next to the main building entrance or the proposed transit center in the GSA/FDA Master Plan. That is a distance of some 800 feet and then there is another long walk (up to another 1400 feet) internal to the facility depending upon a person's destination, which together is approaching half a mile. This surely explains why the projected ridership is so low for some 8000-12,000 employees working at least several days a week on the site. We suggest this issue be considered during the 35% design and also when other BRT corridors are considered, as proposed in previous GCCA communications. (see attached)

In summary, GCCA supports the hybrid alternative and suggests that open issues be considered during the 35% design effort.

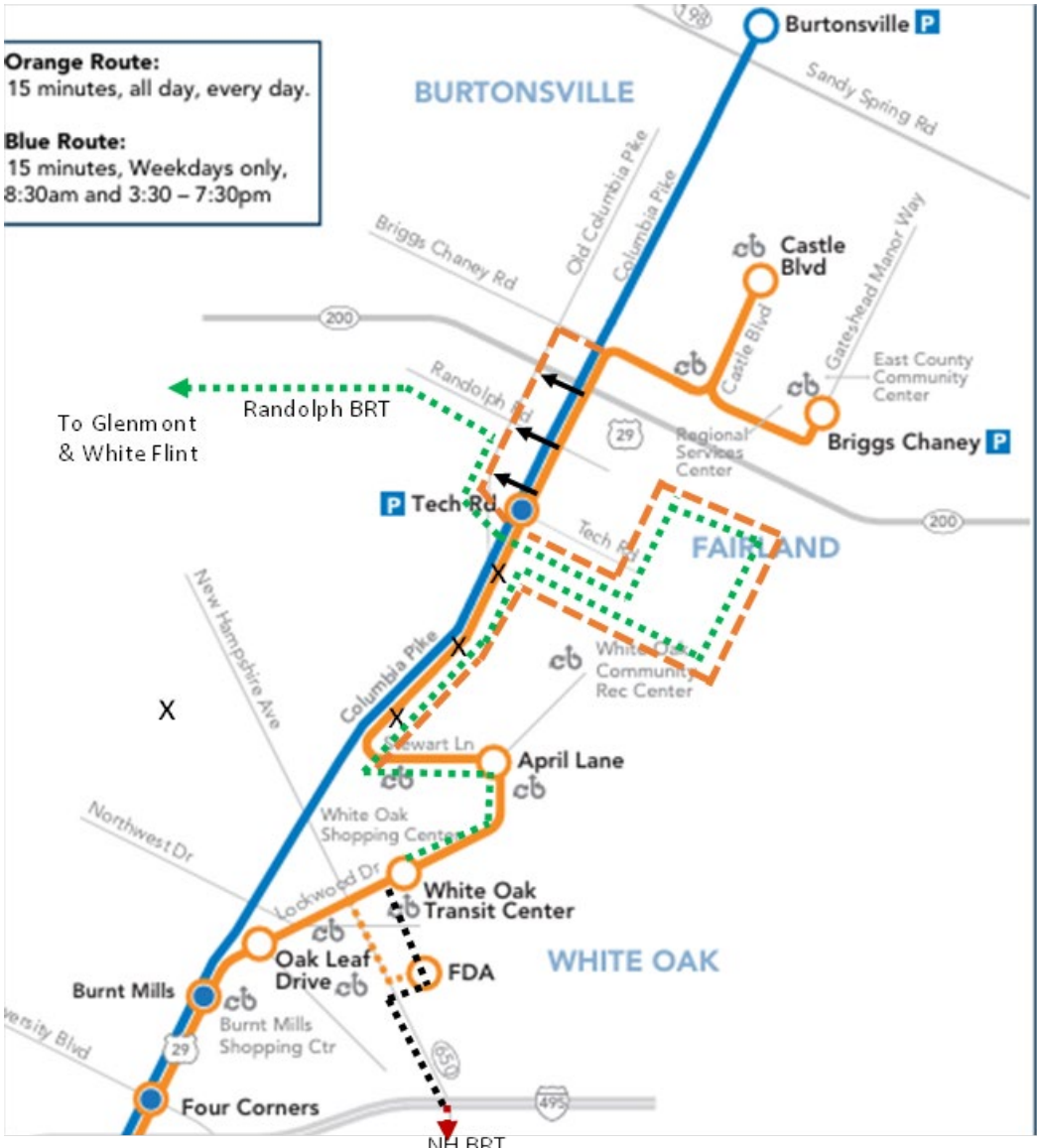
Thank you for considering our recommendations.

Sincerely

Daniel L. Wilhelm  
GCCA President

**Orange Route:**  
15 minutes, all day, every day.

**Blue Route:**  
15 minutes, Weekdays only,  
8:30am and 3:30 – 7:30pm



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