



CORRIDOR ADVISORY COMMITTEE (CAC)
 US 29 MEETING SUMMARY
 WEDNESDAY, APRIL 24, 2024
 7:00 PM – 8:30 PM

ATTENDEES:

CAC Member and Public Attendees	
Stephanie Helsing – GSSCC	Harriet Quinn (CAC)
Michele Riley- Silver Spring United Methodist Church (CAC)	Tina Slater- Purple Line Now (CAC)
John Holden (CAC)	Dan Wilhelm- Resident (CAC)
Marc Posner (CAC)	James Williamson
Luis Boezi- Burnt Mills Hills Citizens Association (CAC)	Steve Ashurst
Rob Richardson (CAC)	Kevin Harris (CAC)
Peter Gray (CAC)	Joan Johnson (CAC)
Michael Larkin (CAC)	Don Slater
David Hondowicz	Matthew Koch (CAC)
Timothy Soderquist (CAC)	Cicero Salles
Clifford Zinnes	Sanjida Rangwala
James Williamson (CAC)	Karen Michels
Jewru Bandeh	Brian Downie (CAC)
Alex Herman (CAC)	Peter Myo Khin (CAC)
Chris Wilhelm	Caller 202-642-7534
Caller 301-681-3591	

Montgomery County Staff and Consultant Team	
Collin Hayward	MCDOT
Jiaxin Tong	MCDOT
Rebecca Mellema	MCDOT
Corey Pitts	MCDOT
Rex Lloyd	STV



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Kristin Hileman	STV
Jacob Smith	STV
Matt Storck	STV
Jessica Brunson	STV
Shelley Bailey	Sensis
Jillian Welborn	Sensis

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PRESENTATION OVERVIEW

Welcome and Introductions

- Montgomery County DOT Project Manager, Collin Hayward, welcomed everyone to the meeting and introduced the project team.
- Consultant Shelley Bailey gave a brief overview of meeting expectations and Zoom software.
- Collin Hayward reviewed the agenda and the purpose of the meeting.

Project Overview

The Montgomery County Department of Transportation (MCDOT) recently completed construction on a new transit line, the Flash, along US 29. Flash is a bus-based rapid transit (BRT) system with features that improve reliability, so you can get where you need to go quickly. US 29 Flash is currently operating between Silver Spring and Burtonsville. MCDOT recently completed the US 29 Mobility & Reliability Study to identify improvements to the US 29 Flash that would improve corridor travel time, increase pedestrian and bicycle access, and improve reliability for all transportation modes along the corridor. Based on this study, the median bus lane hybrid alternative has been selected to move into design.

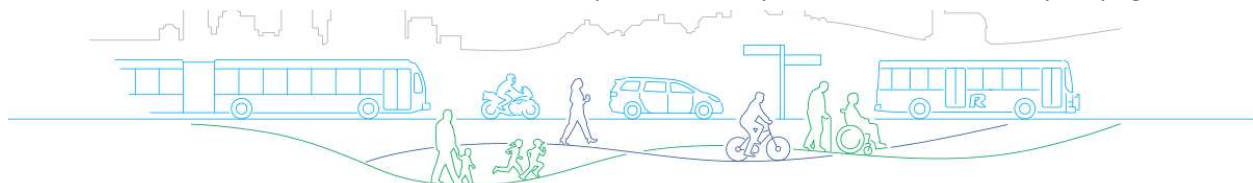
MCDOT has initiated work to complete preliminary engineering (35% design) for US 29 BRT Phase 2, which includes the recommended median bus lane hybrid concept. The study area includes the existing US 29 Flash BRT corridor from Tech Road to Sligo Creek Parkway. Task order activities will include community outreach, stakeholder engagement, design development, and cost estimate development.

Project Presentation

- Collin and the Consultant team provided a presentation of US 29 expanding on the following:
 - Defining BRT
 - Recent changes from the US 29 Mobility & Reliability Study
 - Incorporation of updated intersections and prioritized safety components
 - Timeline of US 29 Phase 2 and project goals
 - Purpose of reconnecting with the CAC and updating membership
 - Design considerations and new arrangement for US 29
- Consultant Shelley Bailey guided a Q&A session to:
 - Gain feedback and insight on how the CAC and members of the public would like to be engaged in future US 29 meetings
 - Questions for MCDOT and Consultant staff
 - Follow-up questions on the US 29 presentation and project

Questions and Comments from Attendees

Comment: The Median Lane alternative wasn't the recommended alternative in 2020, and it's not the recommended alternative in the November 22 report either. If you look at the summary on page 21 of the



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mobility study, it states that clearly. So I just want to be careful that when we talk about the Median Lane alternative, it's not the alternative that actually shows the best improvements for the corridor on any measure. It has twice the number of failed intersections as the Managed Lane, and for all forms of transit, the Median lane is slower.

Response: The Median Bus Lane Hybrid option we will be carrying forward was predetermined for our project team. We'll review the mobility study, and if there's any information that will help this project moving forward, we can take from it. If there are concerns about the results of that study or how we got here, you can email our team share with us. I could circulate that within MCDOT and provide to other people.

Question: The East County Development Plan has been percolating for years. Related to how the county is going to spend resources to help on the development, which involves all kinds of residents and residential and retail, etc. As you're developing this part of the county how are you interpreting that East County plan?

Response: We will review the East County Development Plan moving forward. The mobility study would look at something like that in selecting the alternative. At this point, our purview is really to take what has already been recommended and design and engineer it. We'll go look at that plan, take that into consideration and try to work through that.

Question: Could you reiterate exactly what is still up for decision making? What's open for influencing?

Response: We have a selected concept, the median bus lane alternative. We're taking those project limits we showed you and attempting to design a corridor that would accommodate a bus in the median lane. The entire design to 35% is what we're trying to get feedback on. If someone wants to disagree with the median lane alternative that would be a little out of our purview, because we've already been given a recommended concept and alternative to consider. If there is anything associated with implementing the design that the CAC would like us to consider we would like to hear those.

Comment: My main concern is making sure that State Highway actually follows their own rules and standards when it comes to things like speed limits, and so forth, and also that it's really taken into account that people are concerned about bike and pedestrian priorities. We don't really have the last half mile or so access, but this serves the bike rider for 3 miles. It's the only access crossing in between Piney Branch and Randolph Road for bikers. So that's 6.5 miles, and therefore I think it's extremely important that bikers be able to get through from one side of US 29 to the other into East County, and vice versa.

Response: Bike compatibility and infrastructure are a big part of what we're doing. In terms of this project, we have a whole portion of the scope dedicated to bike and pedestrian infrastructure along the corridor,



so that will absolutely be considered going forward.

Question: Recently, the Viva White Oak, a big project in East County, announced that they're moving forward with the project. There's also the New Montgomery College Education Center in that general area. Are you studying how the connection would be either through a feeder service or you know how that's going to work with all the projects that are happening in that general area? The transfer would be very important, in addition to having the bike lanes and pedestrian access.

Response: That is something we'll definitely look at. Adjacent projects and how our infrastructure interacts with other county infrastructure is something we will want to consider. We acknowledge that that residents in the area are not only riding US 29. It's about people getting where they need to go, whether that's school or running errands. We'll be looking at those factors as we're developing the 35% design and reaching out to get input on that.

Comment: I remember seeing the data that showed that the Managed Lanes seemed to be better for the projected travel times and level of service. However, I think there were reasons that the County Council chose the Median Lanes and questioned that study. Without litigating it too much, I would also suggest that when you introduce this, maybe next time you could go through that. I think it had to do with assumptions of future traffic patterns and who would be riding the bus versus driving. And that was why the folks on the policy side questioned the results of that Managed Lane study.

Response: We'll note that and follow up accordingly.

Comment: I'm not sure how many folks are here today know the scope of developments that's actually been announced for the eastern region within the White Oak Science Gateway area. Tenants are coming on board very rapidly to the end of the Master Plan area in White Oak. We have the Hillandale Gateway. The hospital has already built a hotel. Right after that we have the White Oak Town Center. So, most of our plans and our strategies were really not based on some of what we are. You know what we now have realized, either those developments that proximity or along the US 29 corridor. So, one of the things my office plans to do is recommend to the consultant to perhaps bring together all the developers to engage them in this conversation. One, the major partner with Proconti for the Viva White Oak they are already meeting with the county level and at the state level, and other government entities including the County Council. We're going to have to take a step back and reassess how we involve feedback from the developers. Also, perhaps offer the opportunities to this group here on a different date, have our office do an overview on all the development. There's history to what was, what is now, and what we anticipated, what's in the pipeline. This coordination could be very, very vital as we move towards a final product.



Response: We would love to be involved in any of those conversations. We will make note to follow up, just to make sure we're in the loop. Whatever we can do to be involved and provide any information needed as part of that discussion, we would love to.

Question: I'm speaking as someone who uses the Flash and continues to use the Flash. Does the engineering maximize the number of people who would use the Flash? Does the engineering maximize the people who have a choice not to use the bus, but now, because of improvements, they would choose to take the bus? That's something I hope the engineering is taking into account. And also, is it safe to get to that bus by walking or biking? Are you thinking about someone who's using that bus to access that service? When you see a ridership number, I would hope people take into account what are the impediments because there are serious impediments. If you are not lucky enough, now we have more students in east county, where you take back from Burtonsville.

Response: This corridor sees an incredible diversity of uses. There are shopping centers, residential, and large employers. So, a lot of our engineering is not just looking at the curves, and how we fit the Median lanes in but the station locations. How are they accessed, but how can you comfortably and safely get from where you are to your destination via the bus service. That's a huge part of the engineering we're doing to. This feeds into that whole idea that we're not only designing a bus route, but also providing a transportation solution and we need to think about all the different ways people get to the bus, people use the bus, and how it affects them.

Comment: You talked about how we will holistically plan this with pedestrians and bicyclists in mind. I wanted to stress that we need to from the very beginning what's the good speed for automobiles, for pedestrians and cyclists (not just moving cars through the corridor fast). Right now, cars travel at 40-45 miles an hour or faster. We want traffic to slow down. That we can narrow lanes from the very beginning of the project, which will make it much safer for cyclists and pedestrians and that will also induce drivers to drive more slowly. This goes back it being safe for people to walk along the corridor, bicycle along the corridor and be able to access the stations. For example, one of the engineers who was advocating for Managed Lane even pointed out that one of the advantages of that is that they wouldn't have to put traffic signals in at streets like Crestmoor Drive, which sort of, ignores the fact that pedestrians need that traffic signal to be able to cross the street to get to a bus stop, and drivers in my neighborhood have been wanting a traffic signal there to safely make left turns into and out of the neighborhood. Think about form of traffic calming and it helps the quality of life along the corridor.

Response: We have received a lot of feedback about concerns about the traffic speeds, the desire for traffic calming, and for improved infrastructure for pedestrians. That that's absolutely being considered. That's one of the main reasons we're also meeting with SHA monthly because we want to make sure they're in the loop and aware of what the communities and the members of the corridor may want in terms of traffic calming. We want to have them in the discussion early, so we can make sure that those



types of things could be implemented in a fashion that everyone finds acceptable.

Comment: I'm an avid biker. I ride between 150 and 200 miles a week. I would encourage deprioritizing bike access along US 29. We want to make it safe for buses and cars and bikes and people, and sometimes we just can't do it all. We're already making it, in my opinion, more dangerous for pedestrians, because we're asking them to get into the median to get to the bus and then they may have to contend with a bike lane. So you're trying to get across a bike coming past and then get over to the median. No bikers are going to ride on 29. No matter what we do, we're not going to make it safe.

Response: We want to look at it holistically. But to your point, we only want to build a facility that is safe, so we don't want to stick a bike lane on US 29 if no one's going to use it or you don't feel protected. We're still going to consider all the users on the corridor, but we only want to implement a facility that is safe for the users and that works with all the working parts of transportation.

Comment: It was mentioned that the White Oak Town Center is going to be opening. They're going to have an Amazon Fresh and some other things very soon. That is located right at the Tech Road BRT station. There's a very big problem with the Tech Road BRT station in that you're always going to have to cross the highway, either going somewhere in the morning or coming back in the afternoon. One way you're going to have to cross the street and it's a horror. You have 3 lanes of traffic, maybe even 4 on one side, and it's the part where I think the speed limit there is 50. There are always a lot of pedestrians there in the restaurants on the east side. The west side is residential, and they have the 7 Day Adventist World Headquarters there, too. You have people walking from one side to the other to get the various buses. There's sort of a problem with the way the buses are and this is related to the way where they go. Some buses stop on the west side of Tech Road, like Ride On number 10 and Metro Z8. Other buses like Metro Z6 and Z11 stop on the east side of the street. There are other situations like that, too where some buses, even during rush hour, only go to one side of the street, so people have to cross the street. Maybe try to fix the problem by adjusting the bus route so that at least during rush hour people don't have to cross that street.

Response: We do coordinate with Ride On and Metro in terms of our facility. That could be an item that we flag and see if we can get the right people in the room to discuss those types of things. We want to make sure we're looking at it holistically. We're trying to take everything into account. We want the best solution for the community.

Comment: There were a few design options presented in one of the earlier studies, some of which included design of certain stations or having the buses come out from the median at the station areas because a station on the side of the road has its benefits, as well as its drawbacks. There are other ways, given the safety issue in the medians. Although you're saying the median is what's decided, there are these



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other designs of the stations that I do hope you'll pursue.

Response: Yeah, absolutely. We've done that in some other areas of the county where you pull the bus out to the outside curb that the people boarding the bus are not in the middle. That's something we'll be looking at wherever applicable.

Comment: Would like to see MCDOT comments on bike walking access to New Hampshire Avenue.

Response: Yes, the goal is to provide more information and a preliminary layout of the corridor concept in the next meeting.

Comment: I want to cycle but the sidewalk is narrow; US 29 is a funnel there is no other way for people to get to east county; no other crossing NW branch trail; forced to take US 29 but don't want to feel unsafe.

Responses: Acknowledged. Part of scope is a share use path. We will get community input for what bike facility to incorporate.

Comment: I want to push back on deprioritizing any mode; everyone who wants to get through that corridor (if no other choice) can do it safety; for people commute west of US 29 to FDA using bike make sense for time, environment; appreciate staff for soliciting comments.

Responses: Acknowledged.

Comment: Consider bike storage at stations. Consider students and older adults for shopping.

Responses: Acknowledged.

Question: Where we are in the process? How can we provide feedback on current phase 2 BRT?

Responses: We just started at 5% if we put in number. Today we are going over goals and project limits; if you have experience with FLASH, we mainly look for feedback on anything relevant to phase 2. We will provide opportunities for feedback on design concept.



Question: When is next meeting, in person? Better conversation in person. Even if hybrid with corridor map shown for in person attendees. Can we show ROW impact? Will SHA be involved in these meetings future?

Responses: We can plan for a hybrid meeting for the next CAC. We could certainly request a SHA representative to be present at the meeting.

Question: Do you have a website? All the information on website is gone. Status of that?

Responses: All old information is archived and you can still access them.

Question: Does the project need to go through NEPA or local regulation?

Responses: Specific NEPA process will be determined based on funding source. The project scope includes coordination with Montgomery Planning and other local stakeholders.

Comment: Riding bus is not an option for people that bring equipment to business; no matter how fast; Managed Lane results in most travel time savings for all modes. Median BRT may not support land use; crazy idea because they want to use BRT to support land use and housing problems (can't help housing); I am speaking from someone who is generally supportive of public transit and BRT and offended how taxpayer money is spent.

Responses: Refer to previous response regarding Managed Lane option.

Comment: On narrowing travel lane, I suspect that's happening. The suggestion earlier that is a good thing; is a fallacy – it presents greater danger for pedestrians and for vehicles on narrower lane.

Response: Lane narrowing is considered for multitude of reasons, including ROW impact. No decision is made. We are presenting an idea and we will talk through it more.



Frequent Discussion Topics

- Bike and pedestrian priorities: Considerations of accessibility at stations
- Left turn restrictions at intersections
- Adherence to the Mobility & Reliability Study and the latest corridor design
- Travel times and level of service
- Safety and turning movements at Burnt Mills
- Impact of cut-through traffic
- Narrow sidewalks and lane widths

Discussion Notes Summary

- A participant stated there seems to be uncertainty and to take the Mobility Study into consideration more.
- A participant brought up SHA (State Highway Administration) concerns about bike and pedestrian priorities and how the council members spoke of the managed lane option
- A participant asked if the county is studying connections through a feeder service.
- A participant asked about the projected travel times, level of service, and the policy side.
- A participant brought up concerns about ridership and maximizing the people who choose not to ride the bus. In addition, concerns related to dangerous intersection points at Burnt Mills were expressed.
- A participant emphasized the importance of lane widths, and expressed concern about people flying through intersections and wanting to slow them down and make safety a priority.
- A participant brought up a problem at Tech Road; with people desperately stranded, but less so on the east side where the restaurants are located.
- A participant expressed concern over in the area of East County---seems like a funnel that goes in a general direction, feels unsafe, narrow sidewalks
- A participant recommended having the next CAC meeting be hybrid, and including a meeting where CAC members can mark up the corridor and comment. The participant also expressed a concern with looking at the impact of cut-through traffic.

Meeting Sign Off

- Collin Hayward and Shelley Bailey thanked attendees for their time and questions.



US 29 Public Meeting Summary

On Tuesday, October 7, 2025, the Montgomery County Department of Transportation's (MCDOT) US 29 Flash Bus Rapid Transit (BRT) Phase 2 project team held their latest community engagement event in Silver Spring, MD from 6 – 8:00 p.m. at Montgomery Blair High School. The public meeting was open to all and gave participants an opportunity to discuss and ask questions about the preliminary design plans for Phase 2 of the US 29 BRT project.

The US 29 project team presented [large-format roll plots](#) illustrating the 35% preliminary design for the full extent of the project corridor. These detailed maps showed existing roadway, bicycle, and pedestrian infrastructure, along with proposed roadway modifications, future traffic signal locations, and potential property and easement needs. Attendees were invited to review the displays and provide written comments and suggestions directly on the roll plots for the project team's consideration.

A detailed [presentation](#) discussing the 35% preliminary design was given by project manager, Niño Ranjo followed by an open question and answer session. Topics of discussion included a recap of the last session of outreach, a walkthrough of how to read the plans, and the summary of impacts. The [meeting displays](#) and roll plots were used to answer many of the participants' questions, and the attendees appreciated being able to see potential impacts and proposed acquisitions and easements.

Meeting Date: Tuesday, October 7, 2025, 6 – 8:00 p.m.

Meeting Location: Montgomery Blair High School cafeteria, 51 University Blvd. E, Silver Spring, MD

Number of Attendees: 60+ attendees

Comments and Participation

Attendees were encouraged to submit comments, thoughts, and suggestions on the roll plot, via a physical comment form at the public meeting, and/or online through [MCDOT's comment form](#) (open until November 15, 2025) on the [US 29 Flash BRT project webpage](#) or [project email](#).

The comment and suggestion themes listed below were major topics of discussion for the participants who were at the meeting.

Property Acquisition:

During the question-and-answer session, multiple attendees expressed concerns regarding the scope and impact of proposed property acquisitions along the US 29 BRT corridor. A key area of concern involves the segment near Granville Drive, where the proposed alignment indicates property needs on adjacent properties. Another area of concern is in Burnt Mills, where the proposed alignment indicates property needs of commercial properties.

Some attendees proposed that the project team re-evaluate the proposed BRT lanes in this area, suggesting shifts in the alignment that would reduce impact to adjacent property. Specifically, attendees recommended relocating the impacting BRT station infrastructure to the north, which could potentially accommodate the infrastructure footprint with fewer impacts to private property.

Safety:

There were numerous comments regarding safety and multiple concerns for pedestrians, cyclists, and drivers along US 29 and surrounding areas. Overall, commenters seek measures to reduce vehicle conflicts, improve pedestrian/cyclist safety, and address environmental hazards. Specific concerns included:

- Pedestrian safety: Need for wider sidewalks, barriers, crosswalks (including near Crestmoor Drive, Southwood Drive, Lorain Avenue, Burnt Mills, and NW Branch trail), and improvements near student-heavy areas.
- Traffic safety: Concerns about high vehicle speeds at Four Corners and Granville on-ramp; suggestions include adding signals and traffic calming measures.
- Cyclist safety: Concerns near US 29 just past Hastings Drive.
- Bus and commuter safety: Improve access for Ride On bus riders and adding lights at Crestmoor.
- Flooding concerns: Potential road and area flooding in Burnt Mills.

Congestion:

Concerns were noted regarding the potential to increase vehicle congestion particularly in and around Four Corners and at Sligo Creek Parkway. Attendees expressed concerns that project elements such as lane narrowing, signal timing, and turning conflicts could add additional vehicle delay.

Some attendees were concerned that removing the slip-lane from US 29 to Lockwood Road might increase congestion.

Potential Improvements to Consider:

Attendees suggested additional improvements to the proposed BRT facilities including adding two-way BRT lanes south of Stewart due to low traffic in those areas. Some attendees suggested an additional station north of Sligo Creek.

Support for Various Project Elements:

Several commenters expressed support for elements of the Flash BRT project. They favor two-way bus lanes, expanding service to Howard County, and adding more bike lanes. It was noted that many

believe current Flash service is insufficient, and the addition of bus lanes is a step in the right direction.

Crestmoor Drive to Northwest Branch:

The addition of sidewalk space between Crestmoor Drive and the Northwest Branch was generally appreciated. There are still questions about bicyclist and pedestrian safety in this area and how modifications are going to be made (lane narrowing, removing turn lanes, etc.) to incorporate the safety features.

Flash BRT Usage:

A few attendees expressed skepticism about transit demand and the necessity of the service. Some participants feel current ridership doesn't justify another bus service and requested further investigation of potential ridership.

Construction:

Construction concerns are primarily over impacts and logistics. Local businesses worry about potential negative impacts during construction while others are worried about snow removal that often uses the median for snow storage.

Consider Previous Alternatives:

Some attendees suggest advancing alternatives considered in the Mobility Study. Specifically, they would like to consider congestion pricing for vehicles to support system efficiency.

Expected Next Steps/Action Items

- Winter 2025/2026: Mandatory Referral
- Winter 2026: Bicycle/Pedestrian Feasibility Results

US 29 Public Meeting Summary

On Tuesday, June 10, 2025, the US 29 Flash Bus Rapid Transit (BRT) project proudly hosted a community-oriented public meeting in Silver Spring, MD. This event served as a vital element within the Montgomery County Department of Transportation's (MCDOT) comprehensive public engagement strategy for the project, emphasizing the importance of transparent communication and community involvement throughout the planning process.

Building on themes and discussions from the previous meeting, the session focused on the bicycle and pedestrian pathways component. The primary aim was to carefully gather and analyze community feedback, providing a platform for residents to share their insights on critical connection points, voice their concerns regarding current infrastructural gaps, and help prioritize improvements that respond directly to local needs.

The meeting was structured to begin with a detailed presentation that offered context and updates on the project's progress, ensuring that all participants were well informed before the discussions commenced. Following the presentation, a brief question and answer session allowed community members to engage directly with project representatives, thereby fostering a dialogue that enriched the planning process. Furthermore, the event featured two innovative interactive activities specifically designed to pinpoint problematic areas along the corridor and to generate creative, community-derived ideas for ideal bike and pedestrian layouts.

This multifaceted approach not only reinforced MCDOT's commitment to inclusive stakeholder participation but also underlined the project's dedication to integrating public feedback into its final design, thereby ensuring that the improvements made would effectively resonate with the everyday needs and aspirations of the community.

Meeting Date: Tuesday, June 10, 2025, 6 – 8:00 p.m.

Meeting Location: Silver Spring Civic Building at Veterans Plaza, 1 Veterans Place, Silver Spring

Number of Attendees: 50+ attendees

Montgomery County Staff and Consultants in Attendance

Jamie Henson	MCDOT BRT Implementation Manager
Niño Ranjo	MCDOT Project Manager
Justin Willits	MCDOT Project Manager
Joe Moges	MCDOT Chief - Division of Transportation Engineering
Rex Lloyd	Consultant
Jake Smith	Consultant

Kristin Hileman	Consultant
Laura Barcena	Consultant
Sarah Johnson	Consultant
Megan O'Reilly	Consultant
Shellee Casiello	Consultant
Caroline Barrera	Consultant
Fernando Snellings	Consultant
Sharron Lipford	Consultant
Edgar Bermudez	Spanish Translator
Kaylee Anthony	American Sign Language Interpreter
Sophia Coverston	American Sign Language Interpreter

Connection Activity

During the connection activity, participants were invited to examine an expansive roll plot map of the US 29 project corridor in detail. This interactive tool allows community members to mark both the origin and destination points of their daily commutes and the routes they frequently take, providing a visual representation of travel patterns along the corridor. In addition to mapping their journeys, participants were encouraged to add detailed comments directly onto the map. These comments highlighted areas of concern or interest—ranging from potential traffic bottlenecks to spots that might benefit from future enhancements—thus ensuring that every piece of feedback was recorded. This approach not only enriched the data collection process by integrating real user experiences but also created a vibrant dialogue between the project team and the public.

Summary of the comments and their associated areas:

Northwest Branch

- Many citizens are concerned about making sure that bike and pedestrian pathways are added.
- Trail connections and sidewalk safety were also top priorities.

New Hampshire Avenue

- Suggestions were to prioritize bike and pedestrian improvements over car capacity including narrowing or eliminating lanes in the area of US 29 and New Hampshire.

Burnt Mills (Shopping Center)

- Traffic congestion near the shopping center at Burnt Mills is a concern in this area.
- Traffic congestion along with sidewalks and bike paths for safety were the top comments.

Four Corners

- The safety of bicyclists and pedestrians at Four Corners around Montgomery Blair High School was the biggest concern in this area.

- The access to on- and off-ramps in the area was also mentioned several times.

Lockwood Drive

- As an alternate route to US 29, most comments about Lockwood Drive were about adding bike paths and wider sidewalks. The bicycle connections throughout the area were top of mind for participants.

Sligo Creek Parkway

- High volumes and confusing intersections led many people to express their concerns about traffic volumes and safety in the area of US 29 and Sligo Creek Parkway.

The Top Areas of Connection

- Burnt Mills (Shopping Center)
- NW Branch/NWB Trail
- Four Corners
- Lockwood Drive
- Southwood Avenue
- Indian Spring Terrace Park/Montgomery Blair High School
- Sligo Creek Parkway



Component Activity

The components activity gave the public the ability to design their own bike/pedestrian paths along a few key areas on the US 29 project corridor including 5' sidewalks, 11' bikeways, and 6' and 3' grass buffers. This activity allowed citizens to see what it takes to create bike and pedestrian pathways along with grass buffers and street traffic.

Summary of the comments:

Colesville Road at Crestmoor Drive (Northbound)

- Most participants selected 6' grass with an 11' bike path.
- Some participants wanted all elements, 5' sidewalk, 3' grass, 11' bike path, and 6' grass.



Colesville Road at Lorain Avenue (Northbound)

- Many people chose 3' grass, 5' sidewalk and 11' bike path however many were apprehensive about how much space that would take.

Columbia Pike between Burnt Mills Avenue and Southwest Drive

- This area was not a popular area to adjust to, and many want it to be left as it is.

Presentation Q&A

Q: When mentioning feasibility and infeasibility, what are these things?

A: From MCDOT's perspective, we generally consider a project feasible when it has minimal impacts on property, does not have major environmental concerns, and has a reasonable cost.

Q: Could you include a barrier/wall for the bike/pedestrian pathway activity?

A: There is little space currently for this. However, if you think this is appropriate, please note this in your comments.

Q: Pedestrian concerns on East West Highway are dangerous. What are you doing there?

A: This project focuses only on US 29. It in no way minimizes the concerns on East West Highway but does not address those concerns.

Q: What are you expecting the project to cost and where is the funding coming from?

A: In the previous Mobility Study, the cost was noted as \$128 million. Costs have gone up, and MCDOT will have a better estimate later this fall. MCDOT is in the process of identifying funding sources.

Q: Is the Federal Transit Administration (FTA) giving out money?

A: MCDOT is working closely with FTA and is expecting to receive a grant on a separate County BRT project.

Q: What effects on ridership will the bike/pedestrian improvements have?

A: MCDOT wants to make sure that bike facilities are at the bus stops.

Q: Does the project start at Sligo Creek?

A: The planned facilities start at Franklin Avenue. Sligo Creek is where the study area corridor starts. We have determined the most appropriate place to start improvements is on Franklin Avenue.

Q: How will riders access the BRT station if they are in the middle of the road?

A: Riders will have to cross half the street to access the new stations. There will be no additional crossing distance for riders. Currently, bus riders cross the full length of the street in one direction. Pedestrian crosswalks will be available.

Q: In 2022, the DOT said it would cost \$128 million; we were told last year it's already \$170 million.

A: With inflation, MCDOT knows the cost will go up. We are working to develop an updated cost estimate as part of the preliminary design effort, and we would expect the cost to be somewhat higher than the original estimate.

Comments and Feedback

Along with asking questions and providing feedback, there was a physical comment box and forms that attendees could fill out and submit. For those that needed more time to draft their comments, the physical comment forms could be mailed in later or they could [submit their comments online](#) through July 28, 2025.



Next Steps/Action Items

- Bike/Pedestrian enhancements to proceed separately
- Early Fall 2025: Additional meetings (Corridor Advisory Committee, public meeting)
- Late Fall 2025: 35% Preliminary Engineering and Environmental Evaluation
- Winter 2025/2026: Mandatory Referral

US 29 Public Meeting Summary

On Tuesday, June 10, 2025, the US 29 Flash Bus Rapid Transit (BRT) project proudly hosted a community-oriented public meeting in Silver Spring, MD. This event served as a vital element within the Montgomery County Department of Transportation's (MCDOT) comprehensive public engagement strategy for the project, emphasizing the importance of transparent communication and community involvement throughout the planning process.

Building on themes and discussions from the previous meeting, the session focused on the bicycle and pedestrian pathways component. The primary aim was to carefully gather and analyze community feedback, providing a platform for residents to share their insights on critical connection points, voice their concerns regarding current infrastructural gaps, and help prioritize improvements that respond directly to local needs.

The meeting was structured to begin with a detailed presentation that offered context and updates on the project's progress, ensuring that all participants were well informed before the discussions commenced. Following the presentation, a brief question and answer session allowed community members to engage directly with project representatives, thereby fostering a dialogue that enriched the planning process. Furthermore, the event featured two innovative interactive activities specifically designed to pinpoint problematic areas along the corridor and to generate creative, community-derived ideas for ideal bike and pedestrian layouts.

This multifaceted approach not only reinforced MCDOT's commitment to inclusive stakeholder participation but also underlined the project's dedication to integrating public feedback into its final design, thereby ensuring that the improvements made would effectively resonate with the everyday needs and aspirations of the community.

Meeting Date: Tuesday, June 10, 2025, 6 – 8:00 p.m.

Meeting Location: Silver Spring Civic Building at Veterans Plaza, 1 Veterans Place, Silver Spring

Number of Attendees: 50+ attendees

Montgomery County Staff and Consultants in Attendance

Jamie Henson	MCDOT BRT Implementation Manager
Niño Ranjo	MCDOT Project Manager
Justin Willits	MCDOT Project Manager
Joe Moges	MCDOT Chief - Division of Transportation Engineering
Rex Lloyd	Consultant
Jake Smith	Consultant

Kristin Hileman	Consultant
Laura Barcena	Consultant
Sarah Johnson	Consultant
Megan O'Reilly	Consultant
Shellee Casiello	Consultant
Caroline Barrera	Consultant
Fernando Snellings	Consultant
Sharron Lipford	Consultant
Edgar Bermudez	Spanish Translator
Kaylee Anthony	American Sign Language Interpreter
Sophia Coverston	American Sign Language Interpreter

Connection Activity

During the connection activity, participants were invited to examine an expansive roll plot map of the US 29 project corridor in detail. This interactive tool allows community members to mark both the origin and destination points of their daily commutes and the routes they frequently take, providing a visual representation of travel patterns along the corridor. In addition to mapping their journeys, participants were encouraged to add detailed comments directly onto the map. These comments highlighted areas of concern or interest—ranging from potential traffic bottlenecks to spots that might benefit from future enhancements—thus ensuring that every piece of feedback was recorded. This approach not only enriched the data collection process by integrating real user experiences but also created a vibrant dialogue between the project team and the public.

Summary of the comments and their associated areas:

Northwest Branch

- Many citizens are concerned about making sure that bike and pedestrian pathways are added.
- Trail connections and sidewalk safety were also top priorities.

New Hampshire Avenue

- Suggestions were to prioritize bike and pedestrian improvements over car capacity including narrowing or eliminating lanes in the area of US 29 and New Hampshire.

Burnt Mills (Shopping Center)

- Traffic congestion near the shopping center at Burnt Mills is a concern in this area.
- Traffic congestion along with sidewalks and bike paths for safety were the top comments.

Four Corners

- The safety of bicyclists and pedestrians at Four Corners around Montgomery Blair High School was the biggest concern in this area.

- The access to on- and off-ramps in the area was also mentioned several times.

Lockwood Drive

- As an alternate route to US 29, most comments about Lockwood Drive were about adding bike paths and wider sidewalks. The bicycle connections throughout the area were top of mind for participants.

Sligo Creek Parkway

- High volumes and confusing intersections led many people to express their concerns about traffic volumes and safety in the area of US 29 and Sligo Creek Parkway.

The Top Areas of Connection

- Burnt Mills (Shopping Center)
- NW Branch/NWB Trail
- Four Corners
- Lockwood Drive
- Southwood Avenue
- Indian Spring Terrace Park/Montgomery Blair High School
- Sligo Creek Parkway



Component Activity

The components activity gave the public the ability to design their own bike/pedestrian paths along a few key areas on the US 29 project corridor including 5' sidewalks, 11' bikeways, and 6' and 3' grass buffers. This activity allowed citizens to see what it takes to create bike and pedestrian pathways along with grass buffers and street traffic.

Summary of the comments:

Colesville Road at Crestmoor Drive (Northbound)

- Most participants selected 6' grass with an 11' bike path.
- Some participants wanted all elements, 5' sidewalk, 3' grass, 11' bike path, and 6' grass.



Colesville Road at Lorain Avenue (Northbound)

- Many people chose 3' grass, 5' sidewalk and 11' bike path however many were apprehensive about how much space that would take.

Columbia Pike between Burnt Mills Avenue and Southwest Drive

- This area was not a popular area to adjust to, and many want it to be left as it is.

Presentation Q&A

Q: When mentioning feasibility and infeasibility, what are these things?

A: From MCDOT's perspective, we generally consider a project feasible when it has minimal impacts on property, does not have major environmental concerns, and has a reasonable cost.

Q: Could you include a barrier/wall for the bike/pedestrian pathway activity?

A: There is little space currently for this. However, if you think this is appropriate, please note this in your comments.

Q: Pedestrian concerns on East West Highway are dangerous. What are you doing there?

A: This project focuses only on US 29. It in no way minimizes the concerns on East West Highway but does not address those concerns.

Q: What are you expecting the project to cost and where is the funding coming from?

A: In the previous Mobility Study, the cost was noted as \$128 million. Costs have gone up, and MCDOT will have a better estimate later this fall. MCDOT is in the process of identifying funding sources.

Q: Is the Federal Transit Administration (FTA) giving out money?

A: MCDOT is working closely with FTA and is expecting to receive a grant on a separate County BRT project.

Q: What effects on ridership will the bike/pedestrian improvements have?

A: MCDOT wants to make sure that bike facilities are at the bus stops.

Q: Does the project start at Sligo Creek?

A: The planned facilities start at Franklin Avenue. Sligo Creek is where the study area corridor starts. We have determined the most appropriate place to start improvements is on Franklin Avenue.

Q: How will riders access the BRT station if they are in the middle of the road?

A: Riders will have to cross half the street to access the new stations. There will be no additional crossing distance for riders. Currently, bus riders cross the full length of the street in one direction. Pedestrian crosswalks will be available.

Q: In 2022, the DOT said it would cost \$128 million; we were told last year it's already \$170 million.

A: With inflation, MCDOT knows the cost will go up. We are working to develop an updated cost estimate as part of the preliminary design effort, and we would expect the cost to be somewhat higher than the original estimate.

Comments and Feedback

Along with asking questions and providing feedback, there was a physical comment box and forms that attendees could fill out and submit. For those that needed more time to draft their comments, the physical comment forms could be mailed in later or they could [submit their comments online](#) through July 28, 2025.



Next Steps/Action Items

- Bike/Pedestrian enhancements to proceed separately
- Early Fall 2025: Additional meetings (Corridor Advisory Committee, public meeting)
- Late Fall 2025: 35% Preliminary Engineering and Environmental Evaluation
- Winter 2025/2026: Mandatory Referral

US 29 Phase II - Public Meeting Summary

The US 29 Flash Bus Rapid Transit (BRT) project held its first public meeting on April 8, 2025, at Montgomery Blair High School from 6:00 – 8:00 p.m. Presentations were provided with comments obtained via verbal discussion, logged feedback in the project comment box, and [Online comment form](#) that opened on April 4, 2025 and will close May 26, 2025, at 6:00 p.m.

The purpose of this meeting summary document is to provide a brief overview of the themes of comments heard from members of the public. All written comments will be transcribed and included as part of the project record.

Project team members were on-site to answer questions and discuss the project with over 65 members of the public were in attendance. The project team also announced the Corridor Advisory Committee (CAC) will be accepting new members and the public was encouraged to apply here: [Link](#).

Project Team Attendees:

Jamie Henson	MCDOT BRT Implementation Manager
Jiixin Tong	MCDOT Project Manager
Joe Moges	MCDOT Chief - Division of Transportation Engineering
Joana Conklin	MCDOT BRT Program Manager
Rex Lloyd	Consultant
Jake Smith	Consultant
Megan O'Reilly	Consultant
Shellee Casiello	Consultant
Alei Hunter	Consultant
Fernando Snellings	Consultant
Sharron Lipford	Consultant

The project team has summarized the input received at the public meeting held April 8, 2025 as part of this meeting summary. Boards presented at the meeting can be found here: [Link](#) and the presentation can be found here: [Link](#).

Summary of Major Comments Received:

Pubic feedback surfaced a range of community concerns and priorities. The most frequently heard feedback is summarized immediately below.

Left Turn Restrictions

In addition to noting concerns with left turn restrictions proposed by the project, there were also comments about left turn restriction advanced by SHA (e.g., at Oak Leaf Drive). In general, the communities were concerned that there will not be adequate left-turn access for people traveling to and from homes, particularly in the section between Burnt Mills and New Hampshire Avenue (about one mile). Concerns were noted about cut-through traffic in the neighborhood due to left-turn restriction to/from US 29. There were also questions regarding how left-turn lane(s) can be maintained at signalized intersections where a transitway is added in the median. Some community members expressed their support for improving safety with the restriction of left-turn movement (perceived as unsafe by some) at unsignalized mid-block locations.

Some community members are currently making U-turns to access their homes adjacent to the corridor.

Congestion (Cut Throughs)

Congestion concerns were primarily for the Four Corners area. Community members were concerned that repurposing one travel lane in each direction will exacerbate traffic congestions on US 29 and divert more cut-through traffic to the neighborhood streets, making it unsafe for pedestrians and families who live there. A major theme and question are how County plans to deal with cut through traffic around Four Corners with the reduction of a travel lane in each direction. Some supported adjusting vehicle capacity to improve BRT service, but wanted to understand more about the potential effect on traffic congestion and travel time for general traffic. Others were concerned that increased congestion on US 29 would push more traffic to local/neighborhood streets.

Bike/Pedestrian

The areas that community members noted as areas of concern for pedestrians and bicyclists include Burnt Mills to New Hampshire Avenue and Four Corners. Community members stated that they thought it was unsafe to walk or bike along US 29 due to the narrow sidewalks. There was support for the project to improve bike/pedestrian facilities, but concerns remained about the lack of a fully integrated bike/pedestrian vision for intersections and paths, especially through the Burnt Mills and Four Corner areas. Other comments include the need to narrow travel lanes for wider sidewalks, improve lighting, and add bus stop canopy coverage.

Communications/Format of Meeting

It was suggested by the community members that the project team adjust communication practices and the format of the meeting in the following ways:

- Provide adequate notice for public meetings
- Ensure mailing lists and advertisement are accurate and website up-to-date
- Use additional social media channels to promote the meetings
- Make outreach materials accessible (e.g., Spanish translation in postcards)
- Provide more accessible materials to the disabled community
- Provide opportunities for questions after the presentation

Project Support/Cost

Community members were concerned about the cost of the project in an uncertain economic and political environment. Some were uncertain about tax dollar being used to pay for a project that benefit travelers from outside or through the area (e.g., Four Corners). There was a concern about the scale of economics with the current transit ridership versus the number of people traveling by auto mode. Multiple people expressed their support for dedicated bus lanes along US 29, particularly in the most congested parts of the corridor (e.g., Burnt Mills, Four Corners) to help ease congestion ultimately.

Bus Stops/Stations

Community members would like to see additional BRT station locations, including Sligo Creek Parkway/Franklin Avenue and Prelude Drive. An additional comment noted issues at bus stations, such as poor lighting, lack of seating capacity, and not enough canopy coverage.

Community members also inquired about whether there will be crowding at the proposed median BRT stations at Four Corners as well as the plan for services during peak and non-peak periods. It was noted that not servicing a BRT station during non-peak period is not ideal and expansion of Flash 29 Blue Route in weekend is preferred.

Additional Project Information

Community members would like to see more information about the benefits and purpose of the project in terms of why County is advancing it.

Other information desired include the following:

- Show proposed changes at Four Corners
- Describe how BRT will be accommodated in tight bridge section(s)
- Show station locations

- Note intersections where left-turn lanes will be available
- Provide traffic analysis for cut through traffic impact

Environmental Impacts

Concerns were noted about environmental impacts and mitigations, which centered around the increase in pavement (transit lanes) and loss of green median and trees.



CORRIDOR ADVISORY COMMITTEE (CAC)
 US 29 MEETING SUMMARY
 THURSDAY, JUNE 3, 2025
 6:30 PM – 8:00 PM

ATTENDEES

CAC Member and Public Attendees	
Chris Wilhelm	John Holden* - South Four Corners Citizen Association
Cicero Salles	James Williamson* - Williamson Lawn and Landscaping
Dan Wilhelm* - Interested Resident	Matthew Koch* - Interested Resident
Harriet Quinn* - Woodmoor-Pinecrest Citizens' Association	Sharon Canavan* - Northwood Four Corners Civic Association
Jay Elvove* - Montgomery County Civic Federation/North Hills of Sligo Creek Civic Association	Tim Soderquist
Joan Johnson* - Washington Area Bicyclist Association	

**Denotes CAC members*

Montgomery County Staff and Consultant Team	
Jamie Henson	MCDOT BRT Implementation Manager
Nino Ranjo	MCDOT Project Manager
Joe Moges	MCDOT Chief – Division of Transportation Engineering
Jake Smith	STV
Kristin Hileman	STV
Sarah Johnson	STV
Sharron Lipford	Sensis
Fernando Snellings	Sensis
Victor Alvarez	Translator





PRESENTATION OVERVIEW

WELCOME AND INTRODUCTIONS

- Montgomery County BRT Implementation Manager, Jamie Henson, and Project Manager, Nino Ranjo, welcomed everyone to the meeting and introduced the project team.
- New CAC representatives, Sharon Canavan from the Northwood Four Corners Civic Association and Joan Johnson from the Washington Area Bicyclist Association, were asked to introduce themselves and their associations.
- Sharon Canavan states that her association's main concern with the project is a lack of neighborhood accessibility.
- Joan Johnson stated that her association's main concern is making sure there is consideration of transportation that is not vehicle based (bikes, walking, wheelchairs).
- Jamie and Nino delivered the presentation and answered any questions attendees had.

PROJECT OVERVIEW

The Montgomery County Department of Transportation (MCDOT) completed construction of the Flash BRT corridor along US 29 in October 2020. Flash is a bus rapid transit (BRT) system with features that improve transit speed and reliability. US 29 Flash is currently operating between Downtown Silver Spring and Briggs Chaney with weekend rush hour service to Burtonsville, the implementation of which is referred to as Phase 1. After the opening of Phase 1, MCDOT completed the US 29 Mobility & Reliability Study to identify improvements to the US 29 Flash that would further improve corridor travel time, increase pedestrian and bicycle access, and improve reliability for all transportation modes along the corridor. Based on this study, the median bus lane hybrid alternative was selected to move forward into design.

The Montgomery County Department of Transportation (MCDOT) has initiated preliminary engineering activities, advancing design to the 35% completion level for Phase 2 of the US 29 Bus Rapid Transit (BRT) project. This phase incorporates the recommended median-running bus lane hybrid concept. The project study area encompasses the existing US 29 Flash BRT corridor, extending from Sligo Creek Parkway to Tech Road.

MEETING OVERVIEW

- Jamie and Nino provided a presentation of US 29 BRT expanding on the following:
 - CAC adjustments
 - Project background and overview
 - Recap of public feedback
 - Initial assessment of bicycle and pedestrian facility
 - Overview of public meeting activities
 - Next steps and engagement



FEEDBACK AND QUESTIONS FROM ATTENDEES

INITIAL ASSESSMENT OF BIKE/PED FACILITIES

- Question: How are utilities being considered?
 - *Response: We are attempting to design this project in a way that minimizes utility relocation.*
- Question: What master plan are we referring to?
 - *Response: The 2018 Montgomery County Bicycle Master Plan.*
- Question: Are we proposing the breezeway over the Northwest Branch?
 - *Response: The Bicycle Master Plan proposes a sidepath along the southbound side of US 29 and a breezeway sidepath along the northbound side of US 29.*
- Question: Does the Master Plan recommend two-way bike traffic on both sides of US 29?
 - *Response: Bike facilities which can accommodate two-way bike traffic are included in planning documents for some areas around Burnt Mills. These facilities would be difficult to implement, specifically going south.*
- Question: If this plan is not implemented, would there need to be a shared roadway with bikes?
 - *Response: The shared roads shown on the typical section are not applicable to US 29, they are applicable to County maintained roads providing alternative parallel running bike routes. On US 29, the rightmost lanes are currently intended to be shared per SHA guidance.*
- Question: Would we need additional ROW for only the BRT improvements?
 - *Response: The need for ROW acquisition is anticipated for some of the BRT improvements specifically where there are proposed left turns, points of transition, and in Burnt Mills. Much more ROW would be necessary if documented planned Bike/PED enhancements are implemented.*
- Question: Do we have any suggestions that are actually feasible?
 - *Response: We are trying to help people understand we cannot build the facilities as proposed in the Master Plans, but instead we are working to understand what types of facilities would be appropriate in each portion of the corridor.*
- Question: Are people using the connections of Northwest Branch for commuting or recreation?
 - *Response: Input provided by Joan Johnson of the CAC - Many people use it for commuting, but the park closes seasonally 6:00 PM – 6:00 AM which makes it hard for commuters to use it for commuting purposes.*
- Comment: In terms of sidewalks, is this what you plan to do on both sides of Colesville Road?
 - *Response: Not necessarily – what is being shown is what has been planned in various planning documents.*
- Comment: We already have the sidewalk that is being shown in the typical selection.
 - *Response: This is true in some parts of the corridor, but in many places, you are missing the buffer.*
- Comment: A consideration for reducing the need for bike/ped facilities is to have bicyclists and pedestrians use the BRT in areas where bike/ped facilities are difficult to implement.
 - *Response: While this is technically true, we want to consider the types of trips that people are taking and attempt to accommodate them with appropriate facilities.*
- Comment: If any parking is taken from the Trader Joes shopping center, you would likely have to



take the whole shopping center due to existing parking issues in the lot.

- Comment: Previous studies indicated that the managed lane approach performed best among the alternatives considered and should have been selected as the alternative that advanced.

OVERVIEW OF PUBLIC MEETING ACTIVITY

- The County recognized the importance of gathering meaningful feedback from the public and is proposing two interactive feedback activities for meeting participants.
 - One activity will focus on locations that should be carefully considered and critical connections in the network.
 - The other activity focuses on identifying the types of facilities that may be appropriate in constrained spaces.
- The CAC provided feedback and asked that the project carefully describe each activity.

OVERVIEW OF PUBLIC MEETING LOCATION CONCERNS

- Multiple comments: Participants requested an additional meeting that is found in the area where the project would be constructed.
 - Participants suggested a variety of locations including the White Oak Recreation Center, the Senior Center, and Pine Crest Elementary as possible locations.
 - Jamie noted that we attempted to meet at Blair HS, but the space was unavailable and that the project team felt it was important to meet prior to school letting out for the Summer.
 - Jamie noted that the project team considered other locations. There were a variety of concerns regarding access. Most of the locations noted would be difficult for participants with mobility challenges to access as they are more distant from transit along the US 29 corridor or there is not an appropriate pedestrian connection.

NEXT STEPS

- The public meeting for Phase 2 of the BRT will be held on Tuesday, June 10.
- The next CAC meeting will be held in late Summer/early Fall of 2025.
- Participants are encouraged to reach out to Nino Ranjo (Project Manager) with any additional feedback or questions.

MEETING SIGNOFF

Jamie and Nino thanked attendees for their time and questions.





CORRIDOR ADVISORY COMMITTEE (CAC)
 US 29 MEETING SUMMARY
 THURSDAY, JANUARY 30, 2025
 6:30 PM – 8:30 PM

ATTENDEES

CAC Member and Public Attendees	
Alex Herman	Joan Johnson
Alison Gillespie	John Holden* - South Four Corners Citizens Association
Anita Morrison* - Indian Springs Civic Association	Linda Slaughter
Barbara (Dee) Ditzler* - League of Women Voters	Mary Beaudoin
Chris Wilhelm	Michael Larkin
Cicero Salles	Peter Gray
Dan Dorfman	Peter Myo Khin* - Tamarack Triangle Civic Association
Dan Wilhelm* - Interested Resident	Rob Richardson* - LabQuest Community Partnership
Elicia John	Sharon Canavan
Eric Gabler	Sizhe Xie
Harriet Quinn* - Interested Resident	Talia Beaulieu-Hains
J. Brandeh	Tim Soderquist
Jake M. Goodman	Tina Slater* - Purple Line NOW
James Williamson* - Williamson Lawn and Landscaping	Tristan Keener

**Denotes CAC members*

Montgomery County Staff and Consultant Team	
Jamie Henson	MCDOT
Jiaxin Tong	MCDOT
Joe Moges	MCDOT
Rex Lloyd	STV
Kristin Hileman	STV
Jake Smith	STV
Shelley Bailey	Sensis
Fernando Snellings	Sensis





PRESENTATION OVERVIEW

WELCOME AND INTRODUCTIONS

- Montgomery County BRT Implementation Manager, Jamie Henson, welcomed everyone to the meeting and introduced the project team.
- Jamie led the presentation with assistance from Jake Smith.

PROJECT OVERVIEW

The Montgomery County Department of Transportation (MCDOT) completed construction of the Flash BRT on US 29 in the past few years. Flash is a bus rapid transit (BRT) system with features that improve transit speed and reliability. US 29 Flash is currently operating between Silver Spring and Burtonsville, the implementation of which is referred to as Phase 1. Subsequent to the opening of Phase 1, MCDOT completed the US 29 Mobility & Reliability Study to identify improvements to the US 29 Flash that would further improve corridor travel time, increase pedestrian and bicycle access, and improve reliability for all transportation modes along the corridor. The median bus lane hybrid alternative was selected to move forward with preliminary design.

MCDOT has initiated work to complete preliminary engineering (35% design) for US 29 BRT Phase 2, which includes the recommended median bus lane hybrid concept. The study area includes the existing US 29 Flash BRT corridor from Sligo Creek Parkway to Tech Road.

MEETING OVERVIEW

- Jamie and the Consultant team provided a presentation of US 29 expanding on the following:
 - Project background and overview
 - Recap of April 2024 CAC meeting
 - BRT concept development
 - New traffic signals
 - Intersection modifications and neighborhood access adjustments
 - Potential Improvements for Bike/Ped Facilities
 - Future public engagement opportunities

FEEDBACK AND QUESTIONS FROM ATTENDEES

BRT CONCEPT

- **Four Corners:**
 - Question: How will traffic flow be affected, specifically when going east on University Blvd and turning left to go north?



- *Response: Traffic analysis was performed during the mobility study at this and other corridor intersections. The project team did not recall the specific analysis results at this location. However, all previous materials are posted on the project website.*
- Question: Will right of way (ROW) need to be taken from this area?
 - *Response: Additional ROW will most likely be needed for this project. The project team is working to understand and minimize the need for additional ROW. ROW needs will be discussed in a future meeting.*
- Question: How large is the median?
 - *Response: Currently the median is 16 feet for the majority of the corridor.*
- Question: Has the project considered pedestrian crossings?
 - *Response: The project team is proposing new signals at multiple intersections which will address long standing pedestrian crossing concerns. In addition, where there are pedestrian crossings, they will be designed to enable safe crossings.*
- Comment: Participants had concerns over the safety of pedestrian crossings to the new median stations.
- **Four Corners to Stewart Lane:**
 - Question: Do you expect the off-peak buses to be traveling in the fast lane?
 - *Response: The off-peak buses will be able to utilize the general-purpose lanes.*
 - Question: Is the reversible center bus lane concept proposed for the entire stretch from Four Corners to Stewart Lane?
 - *Response: This concept is proposed for the majority of this stretch. But it is not proposed for the area in the vicinity of Burnt Mills.*
 - Question: Will BRT buses only use the reversible lanes during rush hour?
 - *Response: BRT buses will use the median lanes in the peak direction of travel; southbound in the morning and northbound in the afternoon.*
- **Burnt Mill Shopping Center:**
 - Comment: Consider historic impacts and parks as the project progresses. Coordinate with the appropriate agencies.
 - Question: When will this project go to construction?
 - *Response: The timeline for construction will be decided by the County Council. This project is currently only funded to 35% design.*
 - Question: Approximately how far along is the design?
 - *Response: The design is approximately 10% complete.*

TRAFFIC SIGNALS & NEIGHBORHOOD ACCESS

- Comment: Participants expressed concern over the adjusted neighborhood access and the potential to create cut through traffic in neighborhoods.
- Question: Will turn lanes be lengthened where access is consolidated?



- *Response: Left turn demand will be evaluated and turn lanes may be lengthened if it is determined to be needed.*

BIKE & PEDESTRIAN

- Comment: Some attendees emphasized that bicycle and pedestrian facilities are their big concerns. These attendees felt bicycle and pedestrian facilities were underemphasized. They requested moving the discussion of bicycle and pedestrian improvements up in the project timeline.
- Comment: Some attendees had concerns about biking and pedestrian safety between Southwood to Hillwood/Lockwood Area.
- Comment: Some attendees expressed a desire for increased streetlamps. Lighting is seen as an essential infrastructure for crossing to the BRT stations.
- Comment: It was pointed out the trailhead across the street from Trader Joes (Northwest Branch) as an important and widely used amenity for residents. They requested consideration for access to this area for pedestrians.

PUBLIC ENGAGEMENT

- Comment: Participants requested that the project team send out an agenda or topic item in advance of the CAC meetings to set expectations about what each meeting is covering.
- Comment: Participants had a preference for more frequent meetings to make sure their voices are heard.

OTHER

- Question: Is there federal funding used for the project?
 - *Response: The funding sources have not been identified yet but we will want to consider various federal funding sources.*
- Question: Is there any estimate to how much this could cost?
 - *Response: The mobility study states approximately \$130 million. Updated cost estimates will be developed as part of the preliminary design efforts.*

NEXT STEPS

- The next CAC will be in late Spring (May/June).
- Participants are encouraged to reach out to Jiaxin Tong (Project Manager) with any feedback in the meantime.

MEETING SIGNOFF

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

