

**From:** [Ivan Graff](#)  
**To:** [MCP-Chair](#); [Glazier, Eli](#)  
**Subject:** MR2026016 US 29 BRT - Sligo Creek Parkway to Tech Road  
**Date:** Sunday, April 19, 2026 5:39:43 PM

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

Greetings,

I write to express my dissatisfaction with the BRT plans for Route 29. I live in White Oak and commute to Germantown, both within Montgomery County. The BRT plan would remove lanes. Morning Southbound traffic from my neighborhood on Route 29 to I-495 and afternoon Northbound traffic to my neighborhood on Route 29 from I-495 has become nearly intolerably congested with the current number of lanes. Taking away lanes will exacerbate the issue. Alternatively, the plan should include two way MARC service in which case I could use BRT to go to Silver Spring and then take MARC from Silver Spring to the Germantown MARC station. However, MARC runs one way right now, the wrong way for me, given my commute. A second alternative would have me using the Intercounty Connector but that would come with a new expense which given my government salary I would prefer not to have to expend. Thank you for considering my comments.

Ivan Graff

[REDACTED]  
Silver Spring, MD [REDACTED]  
[REDACTED]

## NORTHWOOD-FOUR CORNERS CIVIC ASSOCIATION



The Northwood Four Corners Civic Association (NFCCA) represents 1600 households in the area bordered by U.S. 29/Colesville Road, MD 193/University Boulevard, and Northwest Branch. NFCCA appreciates the opportunity to testify as the Montgomery County Planning Board considers the US 29 BRT-Sligo Creek Parkway to Tech Road Mandatory Referral.

As background, the *US 29 Mobility and Reliability Study* presented three options for Phase 2 BRT: 1) a barrier-separated Dedicated Median Lane along portions of U.S. 29, 2) a curb-running Managed Lane for public transportation (and possibly High Occupancy Vehicles (HOV), and 3) No Build.<sup>1</sup> In 2022, the previous county council recommended a Dedicated Bus Lane for BRT Phase 2, but only approved funding for the 35 percent design, which is now virtually complete.

NFCCA would like to raise our strong concerns about funding further design and construction of the Dedicated Median Lane for BRT Phase 2. NFCCA believes that a Managed Lane is both more cost-effective and will serve the broader interests of all types of public transportation as well as private or commercial vehicles.

NFCCA believes the changes proposed for the Dedicated Median Lane BRT Phase 2 will decrease pedestrian safety, significantly add to inconvenience and travel time for area residents and other drivers, and close off neighborhoods' access points at Lorain Avenue. We are also concerned that these changes will further increase cut-through traffic as drivers try to avoid the resulting congestion and traffic backups at the Four Corners intersection, thus reducing pedestrian safety in the neighborhood. The utility of a Dedicated Bus Lane is also limited, because it will only serve the Flash BRT bus, not all types of public transportation, such as Metrobus or Ride On buses, or HOV users.

Specifically, going from south to north the current BRT Phase 2 design:

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<sup>1</sup> *US 29 Mobility and Reliability Study, 2020* at <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/US29Study/Documents/US%2029%20%20Mobility%20Study%20Report%20July2020.pdf> and the *US 29 Mobility and Reliability Study, Technical Addendum 2022* at <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/US29Study/Documents/US%2029%20%20Mobility%20Study%20Report%20Addendum%20Nov2022.pdf>

- Subtracts two general travel lanes to add a two-lane, barrier-separated busway in the U.S. 29 median from the U.S. 495 beltway to Timberwood Avenue in order to accommodate moving the current Flash bus stations at Four Corners to the median at the intersection with MD 193/University Boulevard;
- Transitions to a single, barrier-separated median lane that will run from Timberwood Avenue to Stewart Lane.
- Restricts neighborhoods' access by barrier-separating the Dedicated Median Lane, which eliminates left turns at Lorain Avenue into and out of the NFCCA and Woodmoor communities;
- Requires adding three new traffic lights: two to facilitate Woodmoor-only access at Timberwood Avenue and Crestmoor Drive and another at Hillwood Drive near Burnt Mills; and
- Involves property acquisition in Woodmoor and Burnt Mills.

The proposed changes to the Flash bus route can be viewed at <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/US%2029%20Flash%20BRT%20CAC%20Roll%20Plots%20September%202025.pdf>

The Managed Lane option has distinct advantages—it is cheaper than a barrier-separated Dedicated Median Lane, marginally faster, and could serve HOV vehicles and all buses (Metrobus, RideOn, and school buses traveling from the White Oak depot), not just the Flash BRT.

The 2022 cost comparison showed the Managed Lane option was less expensive than various versions of the Dedicated Median Lane.<sup>2</sup> A more recent cost comparison in the Draft Report on the New Hampshire Avenue Bus Rapid Transit Study indicated that buses running in the curb lanes would cost \$13.1 million per mile as contrasted with \$54.7 million per mile for Median Lane running buses.<sup>3</sup>

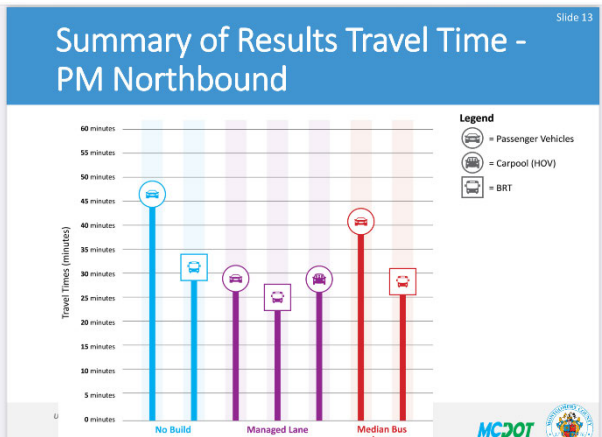
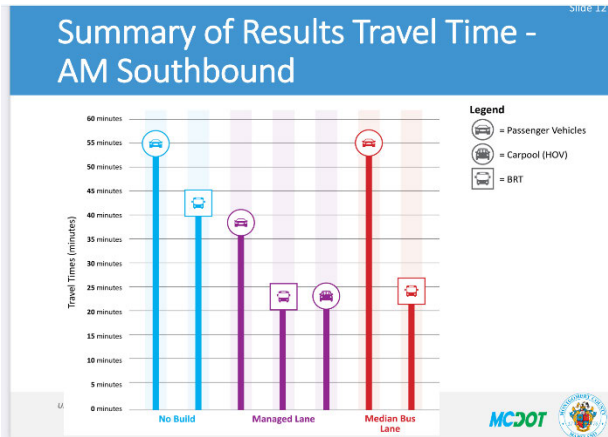
Also, the 2022 study found that Flash bus drive time in a Managed Lane is marginally faster than the Dedicated Median Bus Lane alternative, because the barrier-separated Dedicated Median Lane requires additional traffic signals along Colesville Road to facilitate neighborhood access. See graph below.<sup>4</sup>

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<sup>2</sup> See 2022 cost estimates for Managed Lane vs. Median Lane in the *U.S. 29 Mobility and Reliability Study: Report Addendum* at page 10, at <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/US29Study/Documents/US%2029%20%20Mobility%20Study%20Report%20Addendum%20Nov2022.pdf>.

<sup>3</sup> See Table 3 on page 63 <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/NH%20Avenue%20BRT%20-%20DRAFT%20Report%202-9-2026%20CLEAN%20DRAFT%20MARK%20for%20Website.pdf>

<sup>4</sup> *US 29 Mobility and Reliability Study – Project Findings*, U.S. 29 Corridor Advisory Committee Update, October 6, 2022 at slides 12, 13 at <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/US29Study/US29-Mobility-Study-Cont Proj-Findings 10 13 2022-Public-Meeting.pdf>



Indeed, the Council Staff Analysis and Recommendations memo, which was based on the *US 29 Mobility and Reliability Study*, found “Of the two build options, the Managed Lane option is clearly superior in nearly every meaningful metric.” adding “The Managed Lane option would provide the most travel time savings to all commuters, not just those who can use BRT to get to their destination.”<sup>5</sup>

A Managed Lane running in the same curb lanes used by buses today will not increase vehicle backups on U.S. 29. In contrast, a Dedicated Median Lane Flash bus stop at Four Corners is designed to remove two vehicle lanes to make room for north- and south-bound BRT stations in the median, creating a traffic bottleneck right before a significant percentage of vehicles traveling on U.S. 29 exit onto I-495.

The Managed Lane option leaves the present locations of the Flash bus stations at the curb, which is safer and more comfortable from a passenger perspective than standing at a median bus station between fast-moving lanes of high-volume traffic at the Four Corners intersection. Pedestrian safety, particularly for Montgomery Blair High School students, is also a critical concern at this location.

Importantly, the Managed Lane preserves NFCCA community access at Lorain Avenue. A barrier-separated Median Bus Lane on U.S. 29 will reduce Northwood/Four Corners and Woodmoor residents’ available entry/exit points by blocking left turns to and from Lorain Avenue.<sup>6</sup> South-bound Woodmoor residents would still be able to turn left at a proposed traffic light at Timberwood Avenue, but north-bound drivers would be blocked from turning left at that traffic signal into Northwood/Four Corners.

<sup>5</sup> Glenn Orlin, Memo to Transportation and Environment (T&E) Committee, “Council Staff Analysis and Recommendations” November 28, 2022 at page 5, [https://www.montgomerycountymd.gov/council/Resources/Files/agenda/cm/2022/20221128/20221128\\_T E1.pdf](https://www.montgomerycountymd.gov/council/Resources/Files/agenda/cm/2022/20221128/20221128_T E1.pdf)

<sup>6</sup> In a peak hour, approximately 45 vehicles traveling north-bound on U.S. 29 turn left onto Lorain Avenue. See U.S. 29 Mobility and Reliability Study: Report Addendum at page 15, at <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/US29Study/Documents/US%2029%20Mobility%20Study%20Report%20Addendum%20Nov2022.pdf>

It is unclear if the 2022 Study factored into its evaluation of the Dedicated Median Lane (both as to cost and traffic mobility) the necessity to increase both the cycle time for the Southwood Avenue traffic light and the length of the stacking turn lane on U.S. 29. Tying up traffic near the Four Corners intersection will likely further increase cut-through traffic into the NFCCA neighborhood so, at a minimum, a traffic study analysis should be performed to evaluate neighborhood impact from reduced access points and cut-through traffic.

Proponents of the Dedicated Median Lane argue that a barrier-separated busway will eliminate non-compliance by scofflaws, but an interesting finding of the University Boulevard Corridor Plan was that there is only 1 percent non-compliance for the managed bus lane on MD 193/University Boulevard. Furthermore, state law was recently changed to allow installation of automatic enforcement technology.

Before moving forward with the BRT Phase 2, NFCCA urges reconsideration of the current plan and, at a minimum, an updated opportunity to explore the differential in both cost and travel time efficiency between the Managed Lane and a Dedicated Median Lane.

Proceeding as now proposed for BRT Phase 2 will do nothing to relieve drive time for cars and commercial vehicles, including carpoolers and other transit riders (Metro and RideOn) as well as commuters who need to drive. NFCCA is concerned that the Dedicated Median Bus Lane is not the optimal alternative because it is costlier, does not improve drive time conditions on U.S. 29, and more specifically, would limit neighborhood access for Four Corners residents, increase neighborhood traffic backups, further intensify cut-through traffic, reduce pedestrian safety, and add three additional traffic signals along this half-mile stretch of U.S. 29. The current design for the BRT Phase 2 Dedicated Median Lane ignores the safety of and access to nearby communities and sacrifices the quality of life for Four Corners residents who must live with the inconvenience and cut through traffic in Four Corners.

NFCCA believes the Managed Lane alternative is less costly, less disruptive, more efficient, more user-friendly and delivers its benefits more widely. In closing, NFCCA is asking the Planning Board to recommend further analysis and consideration for the study, design, and construction of the Managed Lane option for implementation of BRT Phase 2 on U.S. 29.

Submitted by:  
Sharon Canavan  
NFCCA President



**From:** [REDACTED]  
**To:** [MCP-Chair](#)  
**Cc:** [Glazier, Eli](#)  
**Subject:** Fw: bus rapid transit on Rt. 29 in Silver Spring  
**Date:** Monday, April 20, 2026 10:00:13 PM

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

----- Forwarded Message -----

**From:** [REDACTED] >  
**To:** councilmember.glass@montgomerycountymd.gov <councilmember.glass@montgomerycountymd.gov>; councilmember.balcombe@montgomerycountymd.gov <councilmember.balcombe@montgomerycountymd.gov>; councilmember.stewart@montgomerycountymd.gov <councilmember.stewart@montgomerycountymd.gov>  
**Cc:** jill.ortman-fouse@montgomerycountymd.gov <jill.ortman-fouse@montgomerycountymd.gov>; craig.wilson@montgomerycountymd.gov <craig.wilson@montgomerycountymd.gov>; cecily.thorne@montgomerycountymd.gov <cecily.thorne@montgomerycountymd.gov>  
**Sent:** Monday, April 20, 2026 at 09:57:10 PM EDT  
**Subject:** bus rapid transit on Rt. 29 in Silver Spring

The DOT Reliability and Mobility Study was completed twice and said the Flash bus in the median performs worse for overall operations than the recommended managed lane option. T and E Cmte. members said they respond to data and evidence. There is no data, no evidence, no study that has ever supported a Flash bus in the median. The council staff said "the managed lane option would provide the most travel time savings to all commuters."

Cmte. members said with Flash in the median, it shows you are prioritizing transit. On the contrary, you will actually be slowing all non-Flash bus riders. All Metro, Ride-On, commuter and school buses will be forced in with mixed traffic, not allowed to use the median which is for Flash only. This will more than double their travel time than if they were in a managed lane. Once again, this is the data in the DOT study. There are more than twice as many riders on the fare required non-Flash buses on Rt. 29 than there are riders on the free and more frequent Flash bus. So actually you will be penalizing more transit users with longer travel times than helping them.

The Flash bus is an abysmal failure. Ten years ago, DOT projected 23,000 daily riders. Last month DOT records show 3,100 daily riders. It is free yet still not popular. That is the current data.

The stations for a Flash bus will be in the median in Four Corners. How does forcing people to walk across travel lanes to get on/off a bus align with Vision Zero at an intersection with over 100,000 vehicles everyday?

If implemented, there will no doubt be construction delays along Rt. 29 resulting in more cut-through traffic in adjacent neighborhoods. How does more neighborhood traffic align with Vision Zero? We already have traffic calming measures. We want less cut-through traffic not more. Neither DOT or SHA has done an analysis on traffic diverted onto residential streets during the 2-3 years of construction.

A travel lane will be removed in each direction through Four Corners with the Flash-

only in the median option. Once again, neither DOT or SHA has done an analysis if more traffic will cut through adjacent neighborhoods to avoid an even more congested Four Corners intersection after the removal of travel lanes. Does Vision Zero not apply here? Where is the data?

When this was presented to the council in 2021 and 2022, it was said the Flash in the median option would fit in the existing roadway. As DOT has gotten into the 35% design plan, lots of property needs to be taken. Commercial property on southbound 29 before and after the Four Corners intersection and farther down will be taken. Northbound 29, they are hellbent on taking property from the sidewalk at the Woodmoor Shopping Center, the concrete Woodmoor monument sign, 10' of frontage at six houses along the road, commercial property in Burnt Mills as well as all of the Burnt Mills Auto Body shop. How does bringing this busy road closer to the front door of residences and businesses make it safer? Vision Zero or zero vision? By the way, DOT has not on their own informed any of the affected property owners. So much for transparency.

Virtually nothing that the council believed about a bus in the median will come to pass. It will slow all traffic including all buses, remove travel lanes through Four Corners likely causing more congestion, force bus riders to cross travel lanes to get to a station in the median and take residential and commercial property, all of which will make the road worse. That is what the data, the evidence, the studies over and over have shown. That is also why in 2022 the council staff, the Pl. Board, the Pl. Department and DOT all supported a managed lane. Do you support all the data that you say you want or what seemingly are the political machinations that are happening? Please support a managed lane and not a Flash-only bus in the median.  
Thank you.

**From:** [Bernadine \(Bernie\) Karns](#)  
**To:** [MCP-Chair](#)  
**Subject:** Karns testimony Item 5 US 29 BRT 4262026  
**Date:** Tuesday, April 21, 2026 2:07:42 AM  
**Attachments:** [Karns testimony Item 5 US 29 BRT 4232026 page 1.pdf](#)  
[Karns testimony item 5 US 29 BRT 4232026 page 2.pdf](#)

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

Hello Chair Harris,

I have attached my testimony regarding Item 5, US 29 BRT, for the hearing on Thursday, 4/23. You will find 2 attachments, page 1 and page 2.

Thank you for your time.

Keep warm. The freeze is only one day.

Bernadine (Bernie) Karns

[REDACTED]

Silver Spring, MD [REDACTED]

[REDACTED]

[REDACTED]

April 20, 2024

Mr. Artie Harris, Chair  
Montgomery County Planning Board  
2425 Reedy Drive, 14<sup>th</sup> Floor  
Wheaton, MD 20902

RE: Item 5 on 4/23/2026: US 29 BRT – Sligo Creek Parkway to Tech Road

Honorable Harris,

Calverton has existed in East Montgomery County since 1964. The Calverton community has seen many changes in the East County over the past 62 years.

Our narrow roads are filled and stressed with many vehicles that push our narrow, overcrowded, local roads well past the capacity to which our roads were built.

Many MPU's were transferred from Potomac, Bethesda, and Chevy Chase over many years back in the day. This County process brought many vehicles to our failed roads and failed intersections where traffic backed up on our narrow community roads due to traffic issues.

Many related families live in the same house thereby bringing many vehicles that park along our local, narrow roads and make our local roads even narrower.

Many Calverton residents run businesses out of their house and with many of these businesses come many vehicles that park on our local roads and make our local roads even narrower.

Accessory Dwelling Units are being built in older communities. Many single-family homes in the older communities are turning into McMansions or multifamily dwellings. These are all bringing more vehicles to our narrow, local roads.

The County is turning to multifamily housing development for affordability but what about the older communities and how will this impact the older Montgomery County communities. The new White Oak Apartments on Broadburch is an example of bringing more traffic cut-throughs onto our narrow, local roads. Vehicles get off the ICC at Briggs Chaney or get off I95 at Route 212 (yes, it is in Prince George's County) and then cut through Calverton to avoid US29 to get home or go to work. Yes, vehicles trying to get to a house or business in Montgomery County by cutting through our Calverton community impacts residents in Montgomery County who have lived in Montgomery County and thrived in Montgomery County for 64 years.

Now, Viva White Oak is coming to the East County, and it is bringing 5,000 homes, 19,000 construction jobs, and 9,000 permanent jobs over time. Viva White Oak will also bring many patrons or visitors down our narrow, local roads to visit COSTCO, hotel/convention center, other retail spaces, and doctor offices. The residents of Viva White Oak may want to go to Annapolis or Baltimore by cutting through Calverton down Calverton Boulevard to get to I95. Eventually a school with a park will come to Viva White Oak. Yet, there was not **ONE** traffic study done for any road north of Cherry Hill Road. What about the Montgomery County communities and residents who will be negatively impacted by the traffic? Currently, there are many times when you can't get out of a side street to get onto Calverton Boulevard. What is going to happen when Viva White Oak is built?

How will construction workers and construction vehicles get to Viva White Oak? How will the permanent workers and all the patrons get to Viva White Oak? Will there be a parking structure built for all the vehicles coming to the Viva White Oak for construction workers, for people who live there, and for patrons who visit COSTCO? The surrounding communities do not want vehicles parking on our local streets, Plum Orchard Road and Gracefield Road are a couple that come to mind. There is already overflow vehicles parking on those roads from the West Farm Townhomes. Also, Orchard Shopping Center and Maryland Farms Shopping Center (part in Montgomery County) do not want workers and patrons of Viva White Oak parking in their parking lots.

So, you ask, since no improvements will be made to the narrow, local community roads, what might help take some traffic off our already crowded roads and help move traffic along our narrow local roads? The “express” Flash bus on US 29 currently does not help alleviate congestion in our Calverton Community or on our local roads or in the East County. It does not help any community that is a neighbor to Viva White Oak. The Flash does not have a designated lane.

The answer is to make an “express” Flash bus a true Flash BRT with its own designated lane. Take the Flash out of traffic and give it a median bus lane. A designated, high priority separated lane from general traffic will move faster and get bus patrons to their destination quicker. Hopefully, increasing bus ridership will keep more vehicles off the roads. Hopefully a true Flash BRT will keep traffic moving on US 29 and keep traffic from backing up to Fairland and Briggs Chaney Roads. That is when drivers start using local, narrow community roads as a cut-through to get the destinations of Viva White Oak and White Oak Town Center.

It is time for a real Flash BRT on US 29. Let’s also consider building a BRT that will go East to West. Then there will be a full-scale practical mass transit system in the East County, since a metro train will never be built in the East County. Of course, it is time to widen US29 at New Hampshire Avenue. This improves all traffic on US29. The overpass at US 29 at New Hampshire has always been a bottle neck and will continue to be a bottle neck until another lane of road is added at the bottle neck.

Thank you for your time.

Respectfully submitted,

*Bernadine (Bernie) Karns*

Bernadine (Bernie) Karns, former President Calverton Citizens Association

Silver Spring, MD

**From:** [Dave Reser](#)  
**To:** [MCP-Chair](#)  
**Subject:** Written testimony for Montgomery County Planning Board  
**Date:** Tuesday, April 21, 2026 8:45:21 AM

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

Comment for:

Montgomery County Planning Board Agenda item 5 (US 29 BRT - Sligo Creek Parkway to Tech Road Mandatory Referral) for April 23, 2026 meeting.

As a resident of the Indian Spring community (south of I-495, north of Franklin Ave., between Colesville Dr. and University), my neighborhood is bordered by, but not served by, the US 29 BRT given that there are no stations south of the beltway prior to the Silver Spring transit station. The proposed changes to Colesville road for BRT in fact bring additional pain for my neighborhood (removal of left turn into the neighborhood at two points, narrowed lanes on US 29, construction delays for lane re-configurations, etc.). Of particular concern is the relationship between proposed changes by the US 29 BRT planners and the recently announced "Eastern Silver Spring Community Plan" (ESSCP) from Montgomery County (Feb. 2026) which is now being hotly debated on the neighborhood email list and in public meetings. Since the "Colesville" section of the ESSCP is developing plans for possible future development along the section of Colesville between I-495 and Sligo Creek Parkway that seem inconsistent with the plans from US 29 BRT (for example, re-zoning single family homes along and near Colesville to multi-family will potentially increase traffic and access on Colesville inside the beltway; the ESSCP also calls for wider sidewalks and more pedestrian/bike friendly routes on Colesville which would seem difficult when the US 29 BRT project is narrowing lanes for construction of the median lane). For this reason, I would suggest that it seems prudent to suspend any changes inside the beltway proposed by the US 29 BRT project until it becomes more clear how the ESSCP might impact the same stretch of US 29 inside the beltway. Also, the much discussed proposed widening of the beltway for toll lanes does not appear to be completely off the table, thus significant changes regarding US 29 near the beltway from either the BRT or ESSCP could end up needing to be redone at great expense if the beltway widening does happen.

I respectfully suggest that the US 29 BRT project consider suspending proposed changes inside the beltway until more is known about these other efforts. I have no significant concerns with the proposed changes for US 29 BRT outside of the beltway (other than as a tax payer, watching nearly new BRT stations being removed and reconstructed will be painful!).

Thank you for your consideration,

David Reser

██████████  
Silver Spring, MD ██████████

[REDACTED]

**From:** [Tim Soderquist](#)  
**To:** [MCP-Chair](#)  
**Subject:** Testimony for public hearing, 4/23/26, Item 5, US 29 BRT  
**Date:** Tuesday, April 21, 2026 9:37:13 AM

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

Please accept this testimony for the Planning Board public hearing on April 23, 2026, Item 5, US 29 BRT – Sligo Creek Parkway to Tech Road Mandatory Referral.

I am a resident of the Woodmoor neighborhood of Four Corners and strongly support the US 29 Flash BRT median lane project. I walk, bike, drive, and take transit through Four Corners and would like to see real BRT infrastructure implemented.

Along with the median BRT lanes, I welcome the pedestrian and bicycle safety and infrastructure improvements that will be built along with this project. This is an equity issue and it's important that people walking and biking along the corridor can do so in safety, comfort, and dignity.

I am happy to see that between Crestmoor Dr. and the bridge over the Northwest Branch at Burnt Mills, traffic lanes will be slightly narrowed to create space for bicycle and pedestrian infrastructure and for much needed traffic calming. This will help encourage people to travel along the corridor who don't currently feel safe when walking or biking along US 29.

But in Four Corners in front of Woodmoor Shopping Center, I was dismayed to learn that the 35% design plan is to take space from sidewalks instead of narrowing traffic lanes to create room for the BRT median lanes. In a heavily pedestrianized commercial district like Four Corners, a designated Montgomery County Town Center, it is much better to narrow traffic lanes instead of narrowing sidewalks.

Additionally, with the turn lane which currently runs next to the shopping center becoming a through lane, traffic next to the sidewalk will be moving not only much faster, but also closer to pedestrians and store entrances, discouraging people from walking along the street. This is the opposite of our goals.

Narrowing traffic lanes for the stretch of road that goes through Burnt Mills and Four Corners would keep lanes a consistent width along the corridor, create needed space for pedestrians and bicyclists, and allow for important sidewalk separation, while also helping to calm traffic.

Because Four Corners and Burnt Mills are designated as Town Centers, the maximum allowed speed in these locations should be no more than 30 mph. To maintain continuity in speed limits along the corridor, and to help calm traffic speeds so they agree with lane width, and for pedestrian and bicyclist safety, it's also appropriate to lower speed limits to 30 mph through Burnt Mills to Four Corners.

I also commend the decision to remove the gradual turn onto Lockwood Dr. Having drivers make a regular ninety degree turn at the next intersection will help make this corridor considerably safer.

A median lane BRT will be more reliable and provide consistent travel times for the many people who use public transportation on the US 29 corridor.

Thank you,

Tim Soderquist

[REDACTED]  
Silver Spring, MD [REDACTED]

**From:** [REDACTED]  
**To:** [MCP-Chair](#)  
**Cc:** [Glazier, Eli](#)  
**Subject:** Written Comment For US29 BRT Hearing Sligo Creek Parkway to Tech Road  
**Date:** Tuesday, April 21, 2026 10:07:24 AM

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Agenda Item: US 29 BRT – Sligo Creek Parkway to Tech Road, Mandatory Referral Plan Number MR2026016

To: Artie Harris, Montgomery County Planning Board Chair

We are strongly opposed to the planned Flash BRT dedicated bus lane on Colesville Road between Four Corners and Sligo Creek Parkway. Why are the Montgomery County Tax Payers, spending Montgomery County tax dollars (a proposed \$115 to \$165 million), to move Howard County commuters/residents downtown? It was their choice to buy homes in Howard County; they can either sit in traffic or move. Why should we, and our neighbors, have to pay the tax bill for their commuting convenience? That is, if they will even ride the Flash buses. The Flash buses we observe around Silver Spring are mostly empty, even though we understand they are free to ride at this time.

When the Flash BRT was first proposed, no changes to the roadway or traffic pattern were to be made from Four Corners south to the Transit Center. What changed? The benefits of a few minutes saved when commuting by bus, from Four Corners to Sligo Creek Parkway, are not worth the high dollar price tag. There is another point of view that the Flash BRT dedicated bus lane will not save any commuting time and that a competing “Managed Lane Option would provide the most travel time savings to all commuters”.

We have lived on the corner of Colesville Road and Grandville Drive for over 20 years, which makes us traffic experts on the section of Colesville Road between Four Corners and Sligo Creek Parkway. The adding of an additional dedicated Flash bus lane on Colesville Road between Four Corners and Sligo Creek Parkway, at the expense of the existing lanes, will increase the traffic congestion/density in the area. The results will be longer commute times for the existing traffic, more traffic on secondary roads, more noise and more vehicle exhaust. This will degrade our property value and our quality of life.

From our study of the Flash BRT dedicated bus lane project plans available to the public, as far as we can determine at this time, there is no concrete plan on how to add the center dedicated Flash BRT lane in our area without significant widening of Colesville Road. We have been preliminarily informed that an eight foot wide portion of our property (front yard and parking lot) would have to be taken for this road widening. This eight feet is probably an underestimate since the planned road widening is twelve feet. Also putting more of our property in danger of being taken

would be the needed reconfiguring of the nearby intersection traffic lights and the beltway exit ramp. We suspect the massive project of widening the Colesville Road Beltway bridge along with it's on and off ramps and the widening of the Colesville Road / Grandville Drive /Hastings Drive intersections with its multiple turn lanes, is the reason why no finalized design pictures or drawings have been shown to the public. If this project were to be undertaken, we envision the nightmarish and seemingly endless roadway disruption that was, and still is, found on Wayne Avenue, due to Purple Line construction. Additionally, the few preliminary drawings that we have seen indicate that all the property to be taken would come from our front yard and parking lot, where there is limited open space, and no property being taken from the others side of Colesville Road, which is either undeveloped property or has more property room from the road to the buildings. Why must I provide all the real estate when the bus lane is supposed to be down the middle of Colesville Road? There is also a local water drainage problem which would have to be addressed, as the area south of the Colesville Road Beltway bridge is the bottom of a topographic bowl and prone to flooding. Finally, there is a snow removal problem on Colesville Road from Four Corners to Sligo Creek Parkway when the Washington, DC area experiences a heavy snow storm. The snow is plowed high by the State snowplow trucks, totally covering the sidewalks and blocking in driveway entrances and crossroad intersections. Many times a lane is blocked in both directions on Colesville Road. This dedicated bus lane project will only compound this difficult snow removal problem by increasing the size of road that has to be cleared and decreasing the limited available road side space to put the snow.

Again, we are strongly opposed to the Flash BRT dedicated bus lane planned for Colesville Road from Four Corners going south to Sligo Creek Parkway.

Joseph E Frew

Debra L Frew

[REDACTED]

Silver Spring, MD [REDACTED]

**From:** [Kathi Yu](#)  
**To:** [MCP-Chair](#)  
**Subject:** Agenda Item 5, US 29 BRT – Sligo Creek Parkway to Tech Road Mandatory Referral  
**Date:** Tuesday, April 21, 2026 11:29:24 AM

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

Hello,

Thank you for the opportunity to comment on the proposed creation of a specialized road lane just for the BRT in the middle of Rt 29. I strongly oppose this creation for numerous reasons. In addition to the disruption to traffic, local businesses that will be noted by many, creation of this lane will cause a break in neighborhoods.

Many people who live in these neighborhoods specifically chose these neighborhoods to bring vibrancy to the close-in suburbs. By making traffic impossible, removing shops negatively impacts the quality of life they have supported. A dedicated lane to the rapid transit which has very few stops between Sligo and Tech Road prioritizes residents who live farther away from the close-in areas. While I live in Woodmoor, I appreciate the economic and racial diversity of nearby areas. I walk to the Post Office, 7-11, and Safeway. Adding additional lanes makes my trip much less safe.

Thank you for your consideration.

Kathleen A. Yu

**From:** [Kathi Yu](#)  
**To:** [MCP-Chair](#)  
**Subject:** Re: Automatic reply: Agenda Item 5,US 29 BRT – Sligo Creek Parkway to Tech Road Mandatory Referral  
**Date:** Tuesday, April 21, 2026 11:35:01 AM

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

Thank you for your response.

I am resending this testimony with my address:

██████████ Silver Spring, MD ██████████

Hello,

Thank you for the opportunity to comment on the proposed creation of a specialized road lane just for the BRT in the middle of Rt 29. I strongly oppose this creation for numerous reasons. In addition to the disruption to traffic, local businesses that will be noted by many, creation of this lane will cause a break in neighborhoods.

Many people who live in these neighborhoods specifically chose these neighborhoods to bring vibrancy to the close-in suburbs. By making traffic impossible, removing shops negatively impacts the quality of life they have supported. A dedicated lane to the rapid transit which has very few stops between Sligo and Tech Road prioritizes residents who live farther away from the close-in areas. While I live in Woodmoor, I appreciate the economic and racial diversity of nearby areas. I walk to the Post Office, 7-11, and Safeway. Adding additional lanes makes my trip much less safe.

Thank you for your consideration.

Kathleen A. Yu

On Tue, Apr 21, 2026 at 11:29 AM MCP-Chair <[mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

**IMPORTANT:** If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:

<https://montgomeryplanningboard.org/>

**From:** [WPCA Traffic](#)  
**To:** [MCP-Chair](#)  
**Cc:** [WPCA Traffic](#)  
**Subject:** WPCA Testimony -April 23rd Item 5 US 29 BRT – Sligo Creek Parkway to Tech Road Mandatory Referral  
**Date:** Tuesday, April 21, 2026 11:37:35 AM  
**Attachments:** [WPCA Planning Board Flash BRT 2.0 Mandatory Referral 042326.pdf](#)  
[Route 29 Bus Ridership \(3-29-2026\).pdf](#)  
[Comparison of Managed Lane and Median Lane options.pdf](#)

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

Dear Chair Harris and Planning Board Commissioners:

Please find 3 attachments for the current testimony of the Woodmoor-Pinecrest Citizens Association (WPCA) for Item 5 on the April 23rd agenda - US 29 BRT – Sligo Creek Parkway to Tech Road Mandatory Referral.

Thank you,

Nicholas A. Brady, President  
Woodmoor-Pinecrest Citizens Association

## **WOODMOOR-PINECREST CITIZENS' ASSOCIATION**

US 29 BRT Phase 2 - Sligo Creek Parkway to Tech Road Mandatory Referral

Montgomery County Planning Board

April 23, 2026, Item 5

- Thank you for this opportunity to speak to you on behalf of the Woodmoor-Pinecrest Citizens Association, which serves about 1,200 homes in the Four Corners, Silver Spring community in the Eastern County.
- The borders of our neighborhood are Colesville Road (US 29), University Boulevard, I-495, and the Northwest Branch.
- Our neighborhood and other adjacent neighborhoods have spent a great deal of time working with the respective transportation agencies on solutions to some of the mobility issues along the corridor for more than 13 years.
- We respectfully request that the Board deny MCDOT's request for Mandatory Referral because the proposed design to reconfigure Route 29 between Sligo Creek Parkway and Tech Road for median running Flash Bus only lanes, creates many more problems than it solves. In fact if the proposed design moves forward, it will make mobility worse for all modes of travel than the previous alternative that was selected by MCDOT, the Planning Department, the Planning Board and the Council staff as well as the adjacent neighborhoods.
- At the time, Council Staff stated: "the Managed Lane option is clearly superior in nearly every meaningful metric." "The Managed Lane option would provide the most travel time savings to all commuters."

- Moving the median lane concept to the next step was not a data driven decision. The voluminous data that was produced during the study period resulted in the same recommendation two times - a managed lane in this area.
- The proposed configuration would widen the road, acquire private residential and commercial property including in Woodmoor, remove at least two general travel lanes, remove the median which serves as a pedestrian refuge, replace the median with concrete barriers for separate lanes for Flash BRT buses only 24 hours a day, reduce lane widths, add numerous traffic signals along the corridor, including at Timberwood and Crestmoor, prohibit left turns along the corridor unless signalized, requiring more left turn lane storage resulting in additional widening for double left lanes, and force Flash bus riders to wait at stations for up to 15 minutes in the middle of one of the most complicated intersections in the state.
- Removing the median conflicts with the Four Corners Master Plan which recommends maintaining the median for pedestrian refuge.
- All other buses, including school buses traveling from the East County Bus Depot to the schools in our area, would be prohibited from using the median Flash-only lanes and would be forced into the remaining lanes. In some parts of our area, there would be only two through travel lanes
- With the proposed design, trips for local bus riders (Metrobus, Ride On, school and commuter buses) would be significantly longer if Flash-only median lanes are implemented, creating a two-tiered transit system that would be unfair and not equitable.
- MCDOT's data from the US 29 Mobility and Reliability Study (attached), show that the AM southbound travel time for non-Flash buses would be 47 minutes with the median lane configuration, but 20 minutes with a managed lane.

- Even the Flash BRT bus travel time would be shorter in the managed lane than in the median lane configuration.
- There are more than twice as many riders on the slower and fare-required Metrobuses and the Ride On buses on US 29 than there are riders using the free and more frequent Flash bus. The ridership number of trips in this area of Route 29 are attached, and they demonstrate why the removal of general travel lanes and the median for the use of one bus route is not justified. Solutions should improve transit service for all, not penalize the majority of transit users along with all other users.
- Removing general travel lanes in this major crossroads will cause cascading impacts affecting all users of US 29 from downtown Silver Spring to beyond White Oak, as well as users of University Boulevard . (See MCDOT's evaluation of 33 prior studies of US 29 including the Planning Department's study for the White Oak Science Gateway Master Plan).
- Property acquisition is much more than previously revealed and is likely to increase if the proposed design moves forward beyond 35%. The acquisition includes removal of at least one business, removing frontage of residential and commercial property, and compromising the Woodmoor Shopping Center by taking the sidewalk in front of the north section of the center. This commercial area has suffered over the years from repeated road widenings. Property owners are hesitant to invest due to the lack of certainty about what road project/study will be next. This proposal would discourage reinvestment in this area.
- Neither MCDOT nor MD SHA have provided any analysis of the traffic that will be diverted onto neighborhood streets to avoid the congestion caused by the removal of general travel lanes. This diversion would be dangerous and contrary to the County's Vision Zero safety goals.

- The Planning Department did not provide any additional traffic impact analysis.
- The managed lanes for all buses would provide better mobility and can be implemented more quickly and with significantly less cost.
- The managed lanes for all buses would also involve less disruption, avoiding not only 2-3 years of construction impacts but also the 24/7 left-turn prohibitions and the safety impacts of the median lane design.
- Prior enforcement concerns mentioned by MCDOT for the managed lanes are moot. Two years ago, the Maryland General Assembly passed Maryland SB 943 regarding electronic monitoring of bus lanes to address any problems if needed. So far, the electronic monitoring has not been needed on MD 193, MD 97 or 16th Street in Washington, DC where managed bus lanes are already in place and lane enforcement has not been a major issue.
- As you know, the Councilmember for this Councilmanic District requested changes to the design which are currently under consideration. This is an additional reason why the Planning Board should not recommend approval of this current proposed design since it may be changed in the very near future.
- Due to the impacts on mobility, safety, property, and transit ridership, it remains unclear what would be accomplished with this very costly design that would impact tens of thousands of residents and businesses.

**We respectfully request that the Board not approve mandatory referral for this proposal.**

We look forward to your response and to continuing to work with agencies to improve safety and mobility for all travelers on this corridor and the surrounding area.

Thank you for your consideration.

**Reference:**

US 29 Mobility and Reliability Study, 2020 at <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/US29Study/Documents/US%2029%20%20Mobility%20Study%20Report%20July2020.pdf> and the US 29 Mobility and Reliability Study, Technical Addendum 2022 at <https://www.montgomerycountymd.gov/dot-dte/Resources/Files/US29Study/Documents/US%2029%20%20Mobility%20Study%20Report%20Addendum%20Nov2022.pdf>

Route 29 Bus Ridership, 3/29/2026

<b>Bus</b>	<b>Weekday trips/day</b>	<b>Saturday trips/day</b>	<b>Sunday trips/day</b>	<b>Source</b>
<b>29 Flash Bus</b>	<b>3044</b>	<b>1939</b>	<b>1627</b>	MCDOT email
WMATA M52 Burtonsville - Silver Spring - 93 stops	2820	2011	1425	WMATA (10/25)
WMATA M54 Greencastle - Silver Spring 80+ stops	2215	1659	1272	WMATA (10/25)
Ride On 9	614	354	380	MCDOT Reliability Study
Ride On 14 (M-S)	768	329		
Ride On 21 (M-F)	286			
Ride On 22 (M-F)	483			
MTA 305 (M-F)	173			MTA
MTA 315 (M-F)	113			MTA
MTA 325 (M-F)	68			MTA
School Buses				
<b>TOTAL Non-Flash Bus Ridership (not including school buses)</b>	<b>7540</b>	<b>4353</b>	<b>3077</b>	

Comparison of Managed Lane and Median Lane Options in *US 29 Mobility and Reliability Study*  
 (source: February 25, 2026 [Staff Report](#), Table 2, p. 6)

		No Build	Managed (Bus/HOV) Lane	Median Bus Lane (Hybrid)
Travel Time in minutes AM SB (PM NB)	Single-Occupant Vehicle:	46 (32)	35 (19)	47 (26)
	HOV 2+ Vehicle:	n/a	20 (18)	n/a
	BRT:	47 (36)	23 (25)	28 (31)
Number of Level of Service E/F Signalized Intersections AM (PM)		11 (8)	5 (5)	13 (11)
Person Throughput AM (PM) <sup>1</sup>		3800 (4250)	4550 (4650)	3850 (4250)
2040 Flash Weekday Boardings <sup>2,3</sup>		8200	11200	11500
Right-of-Way (acres)		-	6.9 <sup>4</sup>	5.5
Cost		-	\$105 million <sup>5</sup>	\$128 million

<sup>1</sup> Person throughput estimated using Vissim model.  
<sup>2</sup> Weekday boardings estimated using travel forecasting model.  
<sup>3</sup> Flash April 2022 ridership – 2500 daily riders.  
<sup>4</sup> Includes right-of-way for **optional** Burnt Mills (1.5 acres) and Four Corners (1.2 acres) stations.  
<sup>5</sup> Includes costs of **optional** Burnt Mills (\$16.6M) and Four Corners (\$8.7M) stations.

**From:** [John Holden](#)  
**To:** [MCP-Chair](#)  
**Subject:** Written testimony for US 29 BRT Public Hearing  
**Date:** Tuesday, April 21, 2026 11:55:19 AM  
**Attachments:** [image.png](#)  
[US 29 BRT written testimony, April 2026.pdf](#)

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

Dear Chairman Harris and other members of the Montgomery County Planning Board:

Please see the written testimony attached and below, for Item 5 on the Planning Board agenda on April 23, 2026. Thank you for your consideration.

Sincerely,

John Holden  
Silver Spring, MD

-----

Dear Chairman Harris and other members of the Montgomery County Planning Board:

I am writing to share information and views regarding the preliminary design of a Montgomery County Department of Transportation (MCDOT) project to construct a series of barrier-separated, median-running bus lanes for the exclusive use of Flash buses along US 29 (Colesville Rd), connecting downtown Silver Spring (DTSS) and Briggs Chaney. This written correspondence is submitted in advance of a 'Mandatory Referral' review by the Planning Board, at a public hearing on April 23, 2026.

I have lived for more than 30 years in Montgomery County, including 23 years in the South Four Corners neighborhood that is adjacent to Colesville Road and University Blvd. I am a past President of the South Four Corners Citizens Association (SFCCA), and **am currently the SFCCA Representative to the Corridor Advisory Committee (CAC) for US 29**. I am writing here as an individual.

**Summary:** The proposed median lane configuration would widen the road, acquire private residential and commercial property, remove at least two general travel lanes, remove the median which serves as a pedestrian refuge, replace the median with concrete barriers for separate lanes for Flash buses only (24 hours a day), reduce lane widths, add numerous traffic signals along the corridor, and force Flash bus riders to wait at stations in the middle of one of the most complicated intersections in the state. All other buses, including school buses traveling from the East County Bus Depot to the schools in our area, would be prohibited from using the median Flash-only lane and would be forced into the remaining lanes. As shown in the Appendix below, transit riders using the non-Flash local buses would be penalized if the proposed configuration goes forward, creating an inequitable two-tiered transit system. The construction period and the ongoing negative impacts on businesses would threaten commercial development in the East County. The currently designed project would also threaten both the County's Vision Zero safety goals and its Climate goals.

As background, the *US 29 Mobility and Reliability Study* presented three options for Phase 2 of this BRT project: 1) a barrier-separated Median Lane along portions of U.S. 29; 2) a curb-running Managed Lane for public transportation (and possibly High Occupancy Vehicles); and 3) No Build. In 2022, the County Council Staff Analysis and Recommendations found "**the Managed Lane**

**option is clearly superior in nearly every meaningful metric.” “The Managed Lane option would provide the most travel time savings to all commuters, not just those who can use BRT to get to their destination.** Nevertheless, the previous County Council recommended a Median bus lane for BRT Phase 2, but only approved funding for the 35 percent design, which is now complete. CAC members have repeatedly pointed out that the median lane configuration produces many concerns, and these are now all the more clear with the preliminary design. As noted in the *US 29 Mobility and Reliability Study* results and in the current preliminary design:

- Trips for local bus riders (Metrobus, Ride On, school and commuter buses) would be significantly longer if the Flash-only median lanes are implemented, creating a two-tiered transit system that would be unfair and not equitable.
- The data show that the AM southbound travel time for non-Flash buses would be 47 minutes with the median lane configuration, but 20 minutes with a managed lane.
- Even the Flash bus travel time would be shorter in the managed lane than in the median lane configuration.
- There are more than twice as many riders on the slower and fare-required Metrobuses and Ride On buses on US 29 than there are riders using the free and more frequent Flash bus. The ridership numbers demonstrate why the removal of the median for the use of one bus route is not justified. Solutions should improve transit service for all, not penalize the majority of transit users along with all other users.
- Removing general travel lanes will cause impacts affecting all users of US 29, from downtown Silver Spring to Fairland, as well as users of University Blvd.
- Property acquisition is much more than previously revealed and is likely to increase if the proposed design moves forward beyond 35%. The acquisition includes removal of one business, removing frontage of residential and commercial property, and compromising the Woodmoor Shopping Center by taking the sidewalk in front of the north section of the center.
- Neither MCDOT nor MD SHA has provided any analysis of the traffic that will be diverted onto neighborhood streets to avoid the congestion caused by the removal of general travel lanes. This diversion would be dangerous and contrary to the County's Vision Zero safety goals. The additional congestion generated by the removal of the lanes is also contrary to the County's Climate goals.
- Managed lanes for all buses can be implemented more quickly and with significantly less cost. As shown in a recent report on the New Hampshire Ave study, the costs per mile for curb lane implementation is significantly less than median lane implementation. The managed lanes for all buses would also involve less disruption, avoiding not only years of construction impacts but also the 24/7 left-turn prohibitions and the safety impacts of the median lane design.
- Prior enforcement concerns mentioned by MCDOT for the managed lanes are moot. The results from the analysis for University Blvd (MD 193), reported recently by Montgomery Planning staff, and the implementation of managed bus lanes on MD 193, MD 97, and in Washington, DC including on 16th Street, all show that lane enforcement is not currently an issue. In 2024, the Maryland General Assembly passed [Maryland SB 943](#) regarding electronic monitoring of bus lanes to address any problems if needed. So far, the electronic monitoring has not been needed.

It is also noted that the County Council's Transportation and Environment (T&E) Committee is still reviewing this project as part of the proposed FY27-32 Capital Improvements Program (CIP) budget. It is not clear why MCDOT has ignored requests for this Mandatory Referral hearing to be postponed

until after the County Council weighs in. It appears that this April 23, 2026, hearing is premature, and that conducting a second Mandatory Referral hearing (if required) is an unwise use of time and resources for MCDOT and for the Planning Board. I encourage you to postpone any Planning Board decision on this project.

Thank you for your consideration,

John Holden, Ph.D.  
Silver Spring, Maryland

-----

## Appendix A

Comparison of Managed Lane and Median Lane Options in *US 29 Mobility and Reliability Study* (source: February 25, 2026 [Staff Report](#), Table 2, p. 6)

		No Build	Managed (Bus/HOV) Lane	Median Bus Lane (Hybrid)
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	HOV 2+ Vehicle:	n/a	20 (18)	n/a
	BRT:	47 (36)	23 (25)	28 (31)
Number of Level of Service E/F Signalized Intersections AM (PM)		11 (8)	5 (5)	13 (11)
Person Throughput AM (PM) <sup>1</sup>		3800 (4250)	4550 (4650)	3850 (4250)
2040 Flash Weekday Boardings <sup>2,3</sup>		8200	11200	11500
Right-of-Way (acres)		-	6.9 <sup>4</sup>	5.5
Cost		-	\$105 million <sup>5</sup>	\$128 million

<sup>1</sup> Person throughput estimated using Vissim model.

<sup>2</sup> Weekday boardings estimated using travel forecasting model.

<sup>3</sup> Flash April 2022 ridership – 2500 daily riders.

<sup>4</sup> Includes right-of-way for **optional** Burnt Mills (1.5 acres) and Four Corners (1.2 acres) stations.

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Dear Chairman Harris and other members of the Montgomery County Planning Board:

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Summary: The proposed median lane configuration would widen the road, acquire private residential and commercial property, remove at least two general travel lanes, remove the median which serves as a pedestrian refuge, replace the median with concrete barriers for separate lanes for Flash buses only (24 hours a day), reduce lane widths, add numerous traffic signals along the corridor, and force Flash bus riders to wait at stations in the middle of one of the most complicated intersections in the state. All other buses, including school buses traveling from the East County Bus Depot to the schools in our area, would be prohibited from using the median Flash-only lane and would be forced into the remaining lanes. As shown in the Appendix below, transit riders using the non-Flash local buses would be penalized if the proposed configuration goes forward, creating an inequitable two-tiered transit system. The construction period and the ongoing negative impacts on businesses would threaten commercial development in the East County. The currently designed project would also threaten both the County's Vision Zero safety goals and its Climate goals.

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- There are more than twice as many riders on the slower and fare-required Metrobuses and Ride On buses on US 29 than there are riders using the free and more frequent Flash bus. The ridership numbers demonstrate why the removal of the median for the use of one bus route is not justified.

Solutions should improve transit service for all, not penalize the majority of transit users along with all other users.

- Removing general travel lanes will cause impacts affecting all users of US 29, from downtown Silver Spring to Fairland, as well as users of University Blvd.
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- Neither MCDOT nor MD SHA has provided any analysis of the traffic that will be diverted onto neighborhood streets to avoid the congestion caused by the removal of general travel lanes. This diversion would be dangerous and contrary to the County's Vision Zero safety goals. The additional congestion generated by the removal of the lanes is also contrary to the County's Climate goals.
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It is also noted that the County Council's Transportation and Environment (T&E) Committee is still reviewing this project as part of the proposed FY27-32 Capital Improvements Program (CIP) budget. It is not clear why MCDOT has ignored requests for this Mandatory Referral hearing to be postponed until after the County Council weighs in. It appears that this April 23, 2026, hearing is premature, and that conducting a second Mandatory Referral hearing (if required) is an unwise use of time and resources for MCDOT and for the Planning Board. I encourage you to postpone any Planning Board decision on this project.

Thank you for your consideration,

John Holden, Ph.D.  
Silver Spring, Maryland

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<sup>3</sup> Flash April 2022 ridership – 2500 daily riders.

<sup>4</sup> Includes right-of-way for **optional** Burnt Mills (1.5 acres) and Four Corners (1.2 acres) stations.

<sup>5</sup> Includes costs of **optional** Burnt Mills (\$16.6M) and Four Corners (\$8.7M) stations.

**From:** [Ray](#)  
**To:** [MCP-Chair](#)  
**Subject:** Opposition to US 29 BRT - Sligo Creek Parkway to Tech Road (MR2026016)  
**Date:** Wednesday, April 22, 2026 9:03:48 AM

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

To: Chair, Montgomery County Planning Board

### **Burnt Mills Community**

Dear Chair and Members of the Planning Board,

I am writing to formally express my opposition to the proposed US 29 Bus Rapid Transit (BRT) improvements (Plan No. MR2026016). While I support efforts to improve regional transit, I have significant concerns regarding the specific proposal for median-running lanes between Sligo Creek Parkway and Tech Road for the following reasons:

**Impact on General Traffic:** Converting existing travel lanes or narrowing the roadway for dedicated bus lanes will likely increase congestion for commuters and residents who rely on US 29, potentially leading to "cut-through" traffic in surrounding residential neighborhoods.

**Access and Safety:** I am concerned that the median-running design will restrict left-turn movements into local businesses and residential side streets, making daily travel more difficult and potentially less safe for local drivers.

**Fiscal Responsibility:** Given the scale of this five-mile project, I am concerned about the total cost versus the projected increase in ridership. I believe alternative solutions, such as enhanced "Queue Jump" signals or increased frequency of existing Flash service, should be prioritized over permanent lane reconfigurations.

I urge the Planning Board to recommend a "No Action" alternative or request a more thorough study on how this project will affect local commute times and property access for those living directly along the corridor.

Thank you for considering these concerns.

Ray

**From:** [Frank Gittleson](#)  
**To:** [MCP-Chair](#)  
**Subject:** Agenda item 5 hearing date April 23  
**Date:** Wednesday, April 22, 2026 10:27:17 AM

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

I'm appalled of another way to inconvenience people. I've lived on Lockwood Drive for 50 years. This Flashbus changes for a few is not justified. I see very few people on the bus when it goes past my house. The new traffic patterns suggested will be a tremendous inconvenience for people and bringing more traffic by my house.

Why does government always waste taxpayers money just like Washington DC did to the Streecar that was abandoned after 10 years. Once you ruin

Route 29 Colesville Rd there is no way to fix it. Putting the dedicated lane could be very dangerous for the very few proposed people to use. Closing the bottom of Lockwood Drive will back up 29 and push more cars to go through the neighborhood.

I oppose this whole idea. Just leave the bus in the right lane.

Thank you in advance

Frank Gittleson

[REDACTED]  
Silver Spring Md [REDACTED]  
[REDACTED]

Sent from my iPhone

**From:** [Curtis Schroeder](#)  
**To:** [MCP-Chair](#)  
**Subject:** April 23 Route 29 Planning Board Meeting  
**Date:** Wednesday, April 22, 2026 11:13:35 AM

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

I like to express my concerns about the apparent direction of the Planning Board concerning the proposed BRT along Route 29

- I have yet to see any clear study/analysis that suggests the BRT will improve traffic for all travelers including non-BRT users. It is not possible that everyone can use the BRT. My own casual observations indicate that of the southbound traffic on Route 29, almost a third exit at RT 495 westbound which is not served by the BRT.
- The BRT plan makes major non-reversible physical impacts on the Route 29 corridor. While the Managed Lane approach allows for adjustments to traffic patterns over time.

Curtis Schroeder

[REDACTED]  
Silver Spring, MD [REDACTED]

i.e. [REDACTED]

**From:** [Jack Abramoff](#)  
**To:** [MCP-Chair](#)  
**Subject:** comments regarding Montgomery Co. Us 29 BRT-Sligo Creek Pkwy. Public Mtg.  
**Date:** Wednesday, April 22, 2026 11:13:45 AM

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

Thank you for accepting my comments on this proposal. I only yesterday was made aware of the project and believe it will have a terrible impact on our community and our family personally. There are hundreds of cars that traverse the Lockwood Drive right veer (not sure the appropriate formal name) which enables an easy glide from Route 29 to Lockwood Drive. Hundreds of us live in the Burnt Mills Hills community, and requiring us now to proceed to the light that is north of that veer would cause horrific backups and traffic difficulties. That current right turn is used almost never by anyone and is only one lane. The three lanes going in the opposite direction (south on Lockwood to that light, which then offers a left turn onto Route 29, as well as one lane – rarely used – to turn right) is already horrific during rush hour in the morning and, assuming you would remove one of those lanes to accommodate what will also be a nightmare on the other side, would become far worse). I realize the proponents of this measure have their goals, but it would cause serious disruption to the lives of the people living in the 20901 zip code, who have no other option but to now wade into miserable traffic. I beseech you to consider us and not close this important link in our community transportation system. Thank you.  
Jack and Pam Abramoff

[REDACTED]  
Silver Spring, MD [REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [MCP-Chair](#)  
**Cc:** [Glazier, Eli](#)  
**Subject:** Re: US29 Phase 2 BRT - Tentative Agenda April 9  
**Date:** Sunday, March 15, 2026 3:57:48 PM

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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 15, 2026

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

Re: US29 Phase 2 BRT

Dear Chairman Harris:

The Great Coleville Citizens Association is a strong supporter of building BRT corridors in Montgomery County. This letter concerns the Phase 2 design. We support the US29 BRT design to provide dedicated lanes to the extent proposed in the DOT design.

However, we oppose the design in Burnt Mills to close the dedicated exit lane from US29 northbound to Lockwood Rd. (see diagram MR2026016-034). The proposed closure would force the northbound traffic to use the traffic signal at Lockwood. Traffic is already congested at that signal and adding substantially more traffic would just increase the congestion. We are not aware of any benefit to the elimination of that exit ramp. This change was first identified at the last CAC meeting and objection voiced at that time.

Thank you for considering our recommendations.

Sincerely,

Daniel L. Wilhelm  
GCCA President