

October 21, 2025, Community Meeting Q&A

Meeting Summary:

The Bladensburg Bus Garage Reconstruction Project held its virtual fall community meeting on October 21, 2025. The project team provided an introduction and overview of the project, discussed construction progress, and shared a preview of what the community can expect. Additionally, the team answered questions from the community. A summary of those questions has been outlined below. Questions on similar topics and themes have been grouped for clarity. A recording of this meeting is available at <https://www.wmata.com/initiatives/plans/Bladensburg/updates.cfm>.

Q: What is the rationale for the reduced EV bus delivery target of 50 vehicles by the project's conclusion?

A: The initial project scope for EV bus deployment was based on early estimates that have been significantly impacted by current economic trends. The reduction in the delivery target from 150 to 50 vehicles reflects a necessary adjustment to align with current market realities and ensure fiscal responsibility.

Q: What is the anticipated completion date for the project's core infrastructure, and what key components will be operational by that time?

A: The expected completion date for the core project elements is 2027. The full integration of the Battery-Electric Bus (BEB) fleet and associated charging infrastructure is scoped to extend beyond the 2027 completion.

Q: What is the protocol for managing vegetation at the 28th Street and Bladensburg Road site, and what is the plan for addressing debris at the remote lot on Montana Avenue?

A: Site maintenance responsibilities are managed directly by the project team and WMATA personnel to ensure safety and compliance.

Q: When can the community expect updates and announcements regarding the planned Art in Transit elements for the project?

A: We anticipate being able to provide a concise update detailing the path forward and key milestones at the next community meeting.

Q: Is there a new entrance for the bus garage?

A: No, the planned entrance design will remain definitive. The location of the new entrance, opposite Channing Street, is a permanent element of the finalized project design and will not be altered.

Q: Will the existing bus garage entrance be relocated or altered, and how will this change affect access near 28th Street?

A: Yes, the main bus garage entrance will be relocated. The existing entrance will be moved from its current position on Bladensburg Road. The new, permanent entrance will remain on Bladensburg Road, but will be situated closer to 28th Street, placing it approximately directly opposite Channing Street.

Q: Will the new turnaround easement be constructed and operational prior to the closure or modification of the existing cul-de-sac, ensuring continued access for business vehicles?

A: Yes, the project plan is designed to minimize disruption: the new turnaround facility will be constructed and finalized immediately following the receipt of final design approvals. This approach ensures that business operations retain a functional turnaround area before the existing cul-de-sac is impacted. Once we go through the final approvals, the plan will be to construct a new turnaround. There will be zero changes or impacts on the current configuration of 28th Street throughout this process.

Q: What is the anticipated completion date for the phase near the cul-de-sac?

A: This should be completed by 2027.

Q: What is the timeline for closing the temporary construction on the 28th Street access point off Bladensburg Road?

A: The project will transition smoothly from temporary to permanent access, causing minimal neighborhood disruption. 28th Street will not be impacted. The temporary entrance will close in early 2027. At that time, construction traffic will stop using Douglas Street and switch to the new permanent entrance on Bladensburg Road near Channing Street.

Q: Will the easement be done before the cul-de-sac is closed?

A: Yes, we'll need to maintain access to the facility.

Q: Could you clarify the public and private access rights for the revised CODIS area, specifically regarding the public easement and its use by the general public versus WMATA and the two adjacent businesses (Northeast Ironworks and the automotive shop)?

A: The final configuration of this access area is designed to maintain public access while accommodating project needs. The area will not be off-limits to the public; it is explicitly designated for public use under the easement.

Q: Will a physical barrier be planned for installation at the top of the new easement where 28th Street intersects with Douglas Street?

A: There are no barriers planned for installation at the intersection of the new easement and 28th Street/Douglas Street.

Q: What format will future community engagement meetings be utilized (in-person, virtual, or hybrid)?

A: We have done in-person, virtual and hybrid meetings, and we will continue to do so.

Q: Has the project timeline been, or is it anticipated to be, impacted by any recent or potential government shutdowns?

A: No. The project timeline and schedule have not been, and are not currently anticipated to be, impacted by recent or potential government shutdowns.

Q: Has a traffic impact study been conducted to estimate the long-term effects of the fully operational facility on local traffic patterns? Specifically, what are the projections for potential congestion, such as backup on Bladensburg Road for vehicles exiting Channing Street?

A: The project's design is anticipated to have an overall positive impact on neighborhood traffic flow. A primary mitigation measure is the construction of the new parking structure which includes over 400 spaces. This facility is expected to significantly reduce street parking demand by moving vehicles into the dedicated facility. The design includes provisions for new traffic control signals, fulfilling all requirements set forth by the District Department of Transportation (DDOT) to manage access effectively.

Q: Could you confirm the accuracy of the current website information stating that 28th Street, from Bladensburg Road to Douglas Street, will be eliminated and paved over to become part of the new main bus garage entrance and exit?

A: We'll review the website to make sure we're not providing misinformation.

Q: Is a formal, public change log or record of project revisions available for stakeholder review?

A: We utilize multiple channels to inform the public of significant project revisions such as public meetings and the project webpage.