



North Bethesda BRT Planning Study

Corridor Advisory Committee (CAC) Meeting #5

April 3, 2025 | 7:00 p.m.

Meeting Expectations

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

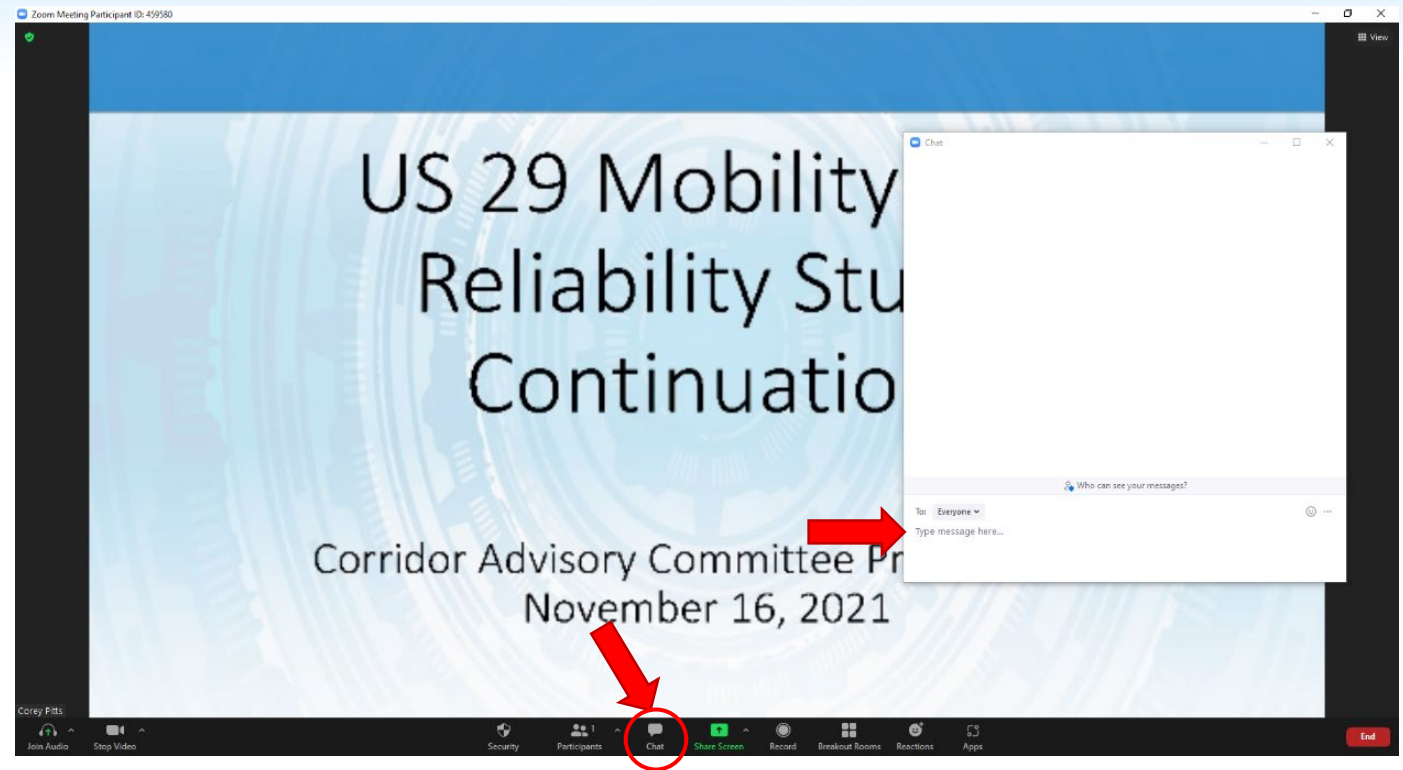
Using Zoom

Ask a question (in text):

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

To send a question:

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



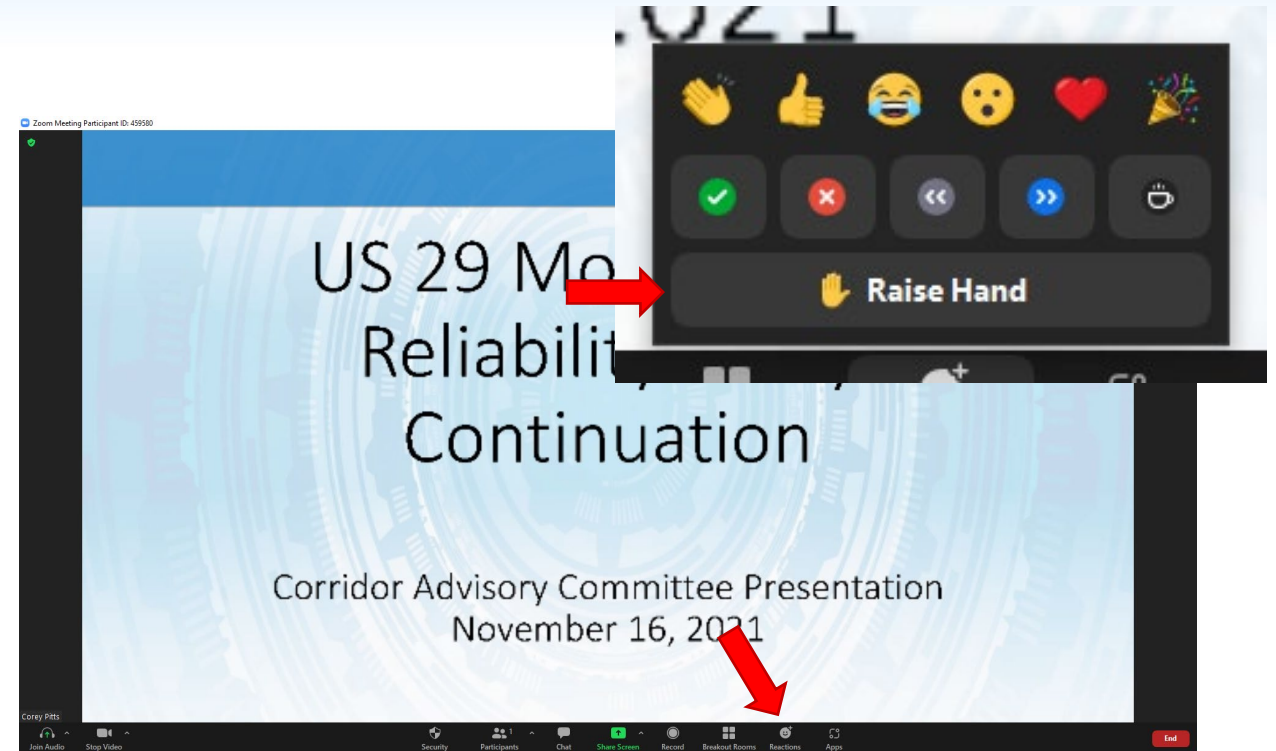
Using Zoom

Raise your hand:

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

To raise your hand:

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



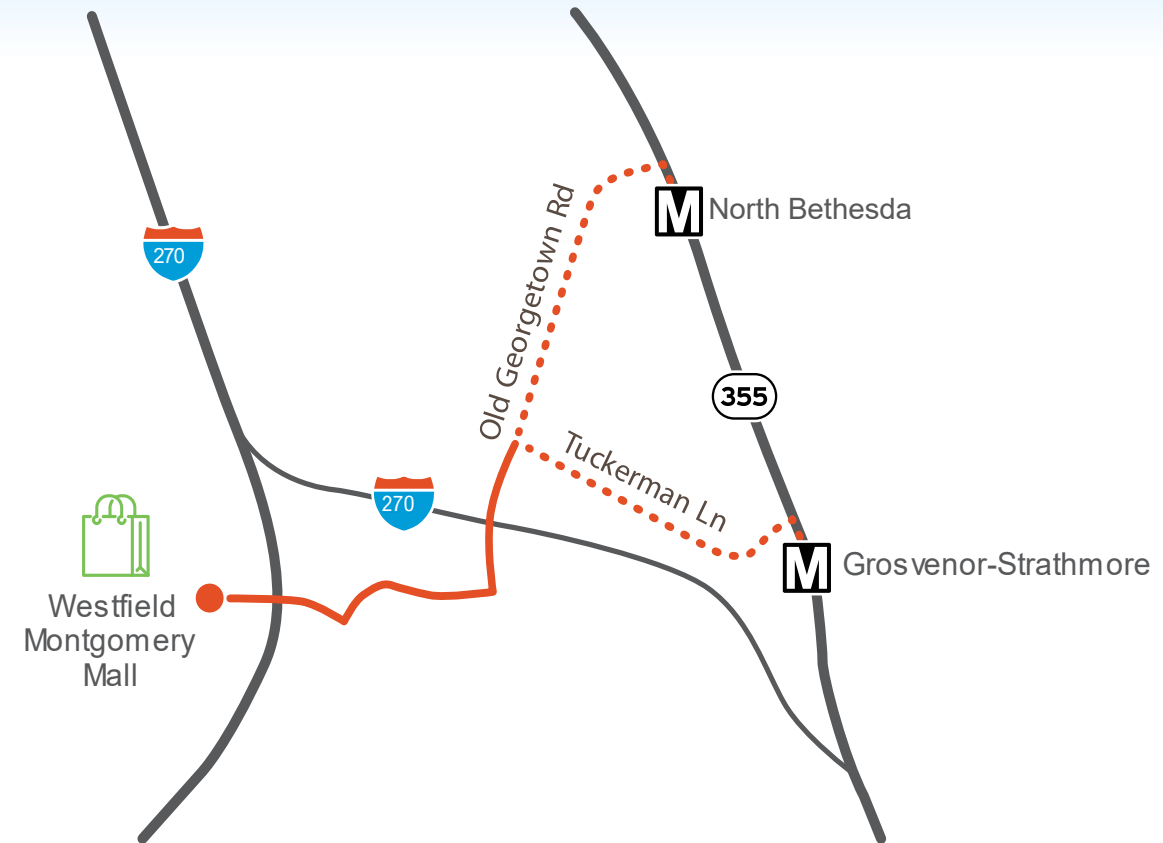
Meeting Agenda

- Study Overview and Status
- Revisited Alternatives
- Summary of Updated Analysis
- Upcoming Engagement Opportunities
- Next Steps

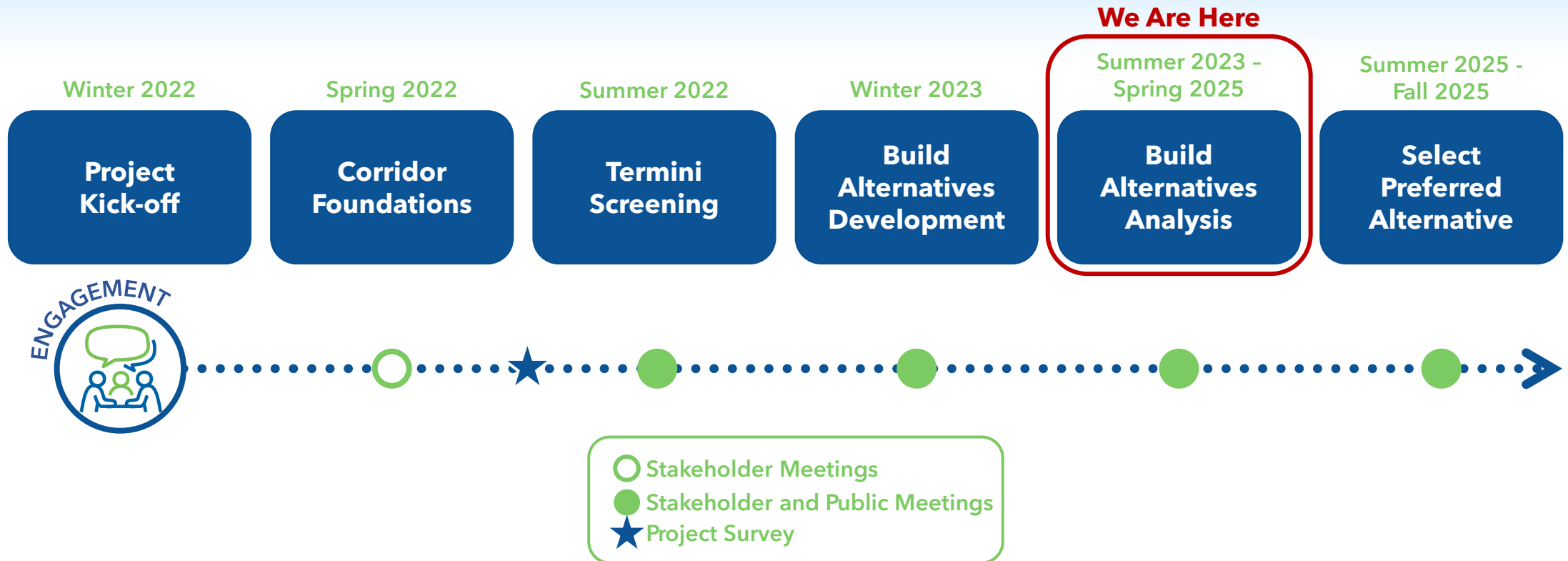
Study Overview and Status

North Bethesda Transitway Planning Study

- Corridor Extends from 2013 Master Plan:
 - **Western Terminus:** Westfield Montgomery Mall
 - **Eastern Terminus:** North Bethesda Metrorail station OR Grosvenor-Strathmore Metrorail station
- Study Outcomes:
 - Select an eastern terminus
 - Designate alignment types
 - *Dedicated BRT lanes vs. mixed traffic*
 - *Median vs. curb running*
 - Identify stop locations
 - Prepare for next phase: design and environmental



Study Schedule



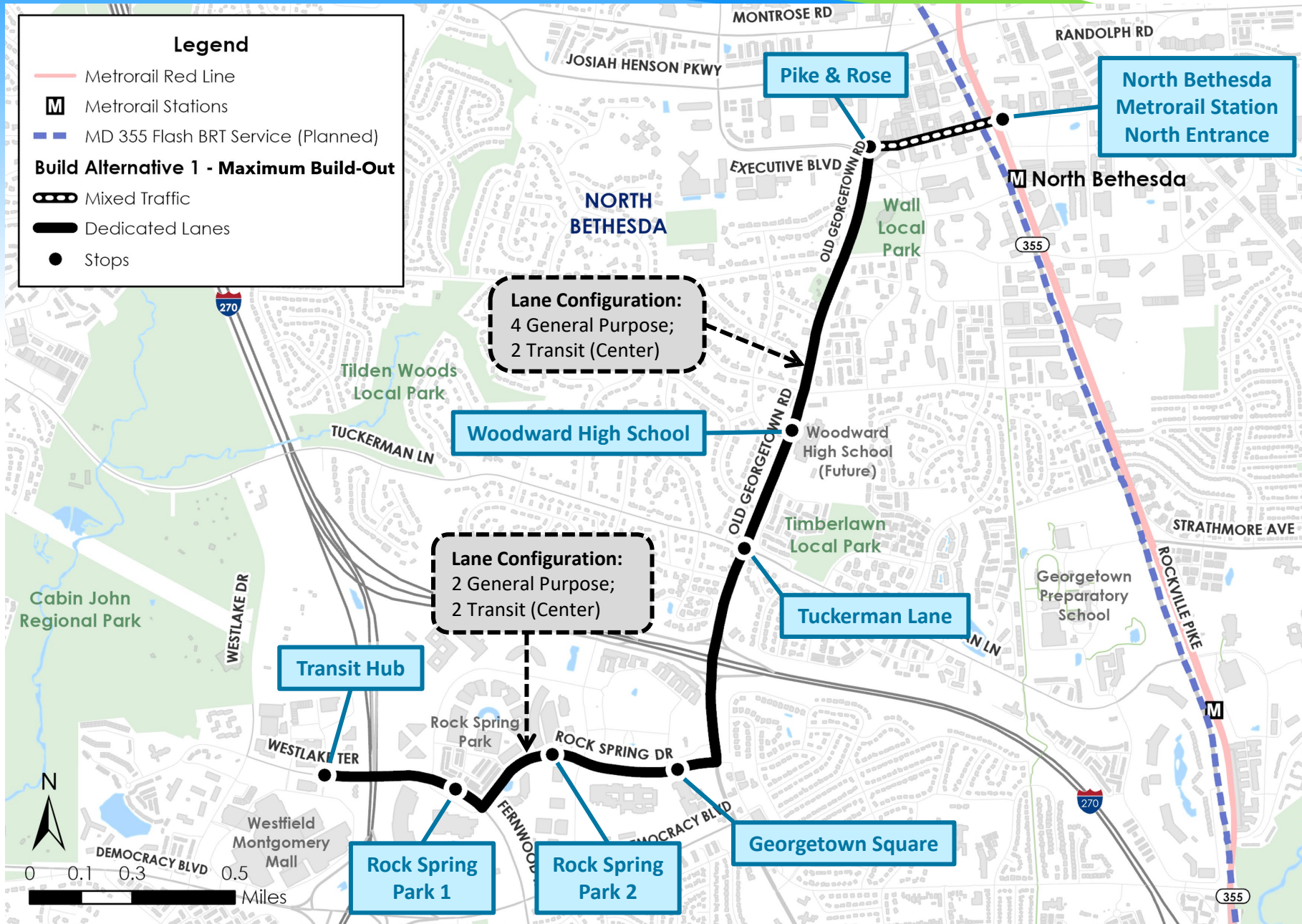
Feedback from 2024 CAC and Recent HOA Engagement

- Work to minimize potential ROW impacts
- Work to reduce project costs
- Provide additional graphics to help understand BRT operations
- Provide updated ridership analysis

NBT Build Alternatives

Legend

- Metrorail Red Line
- M Metrorail Stations
- MD 355 Flash BRT Service (Planned)
- Build Alternative 1 - Maximum Build-Out**
- Mixed Traffic
- Dedicated Lanes
- Stops

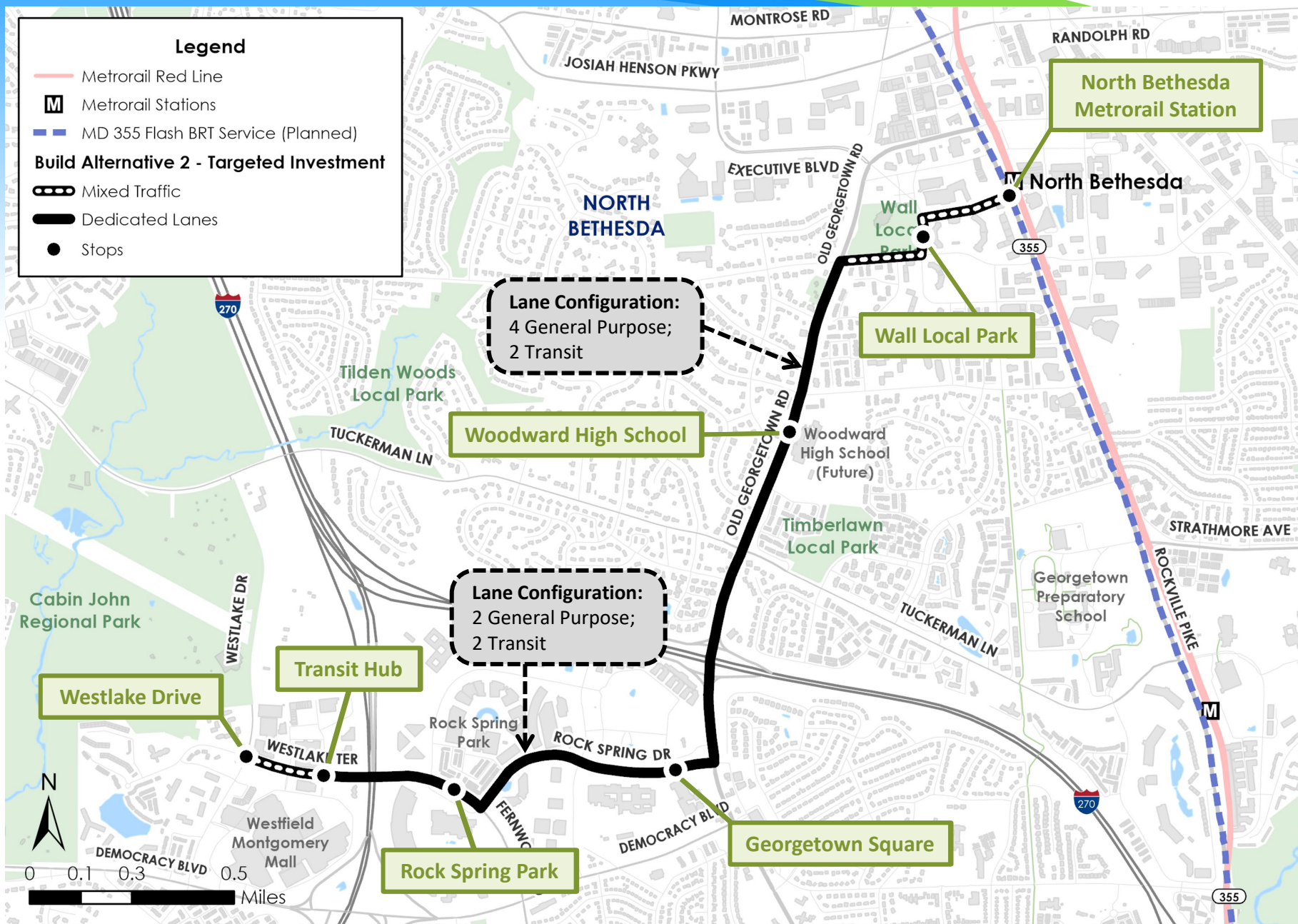


Build Alt. 1:

- Center-running BRT
- 8 Proposed Stations
- Serves Proposed North Entrance at Metrorail
- 2.45 Miles of dedicated lanes

Build Alt. 2:

- Curb-Running BRT
- 7 Proposed Stations
- Serves Current Entrance at Metrorail
- Extends Service to Westlake Drive
- 2.17 Miles of dedicated lanes

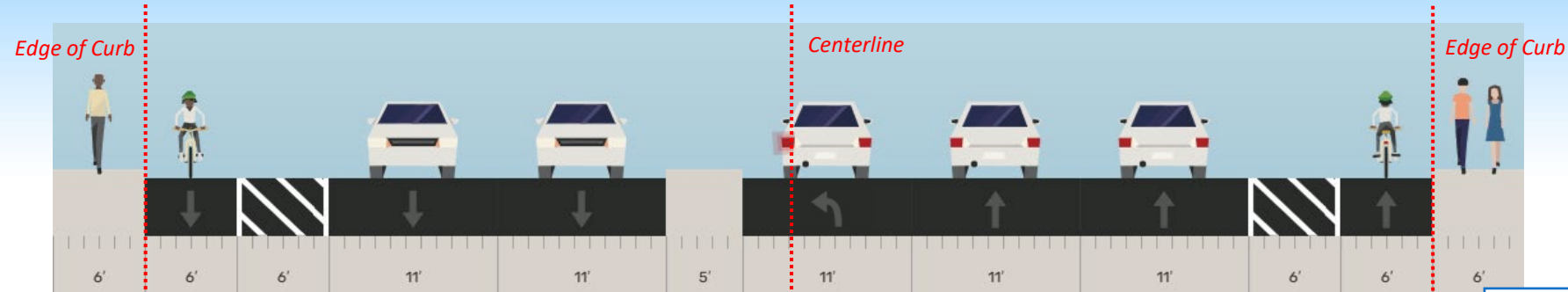


Old Georgetown Road

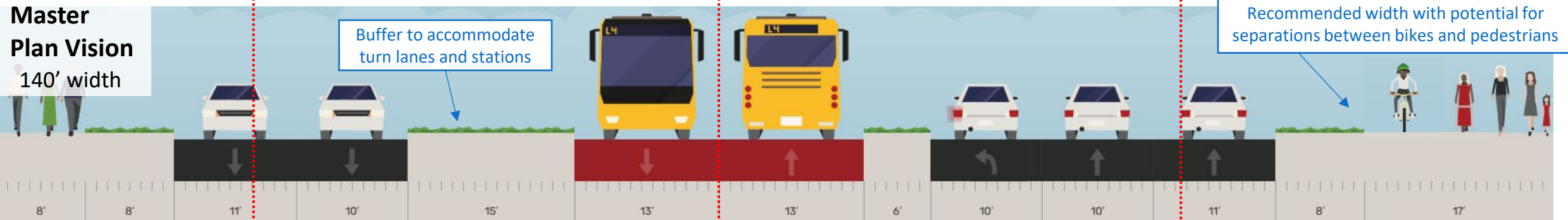
Old Georgetown Road – Alternative 1

FACING NORTH

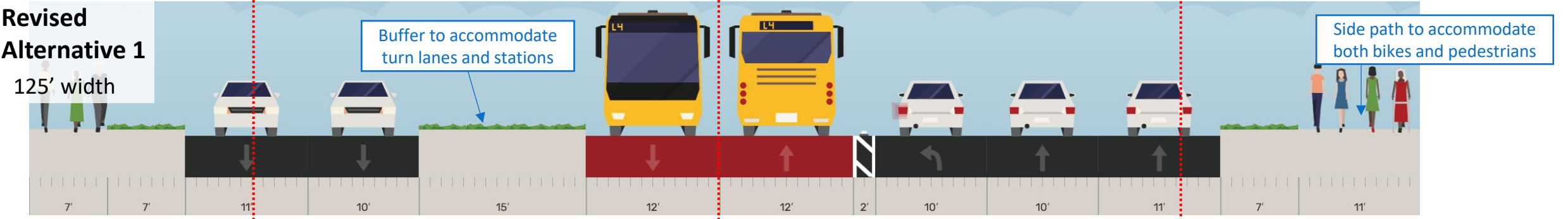
No Build
96' width



Master Plan Vision
140' width

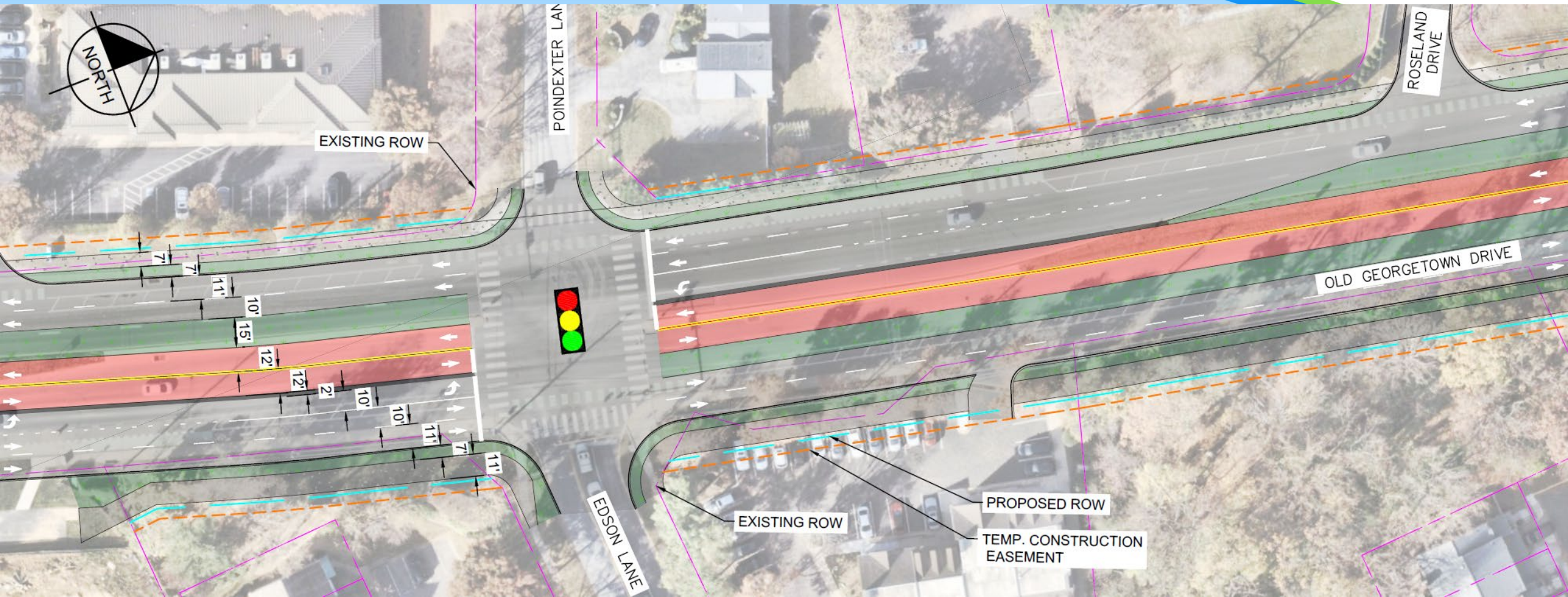


Revised Alternative 1
125' width



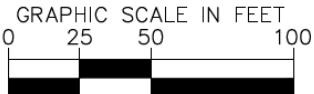
Note: 7' buffer accommodates a 1' gutter pan

Old Georgetown: Plan View – Alt 1



LEGEND:

 BUS LANE	 GRASS BUFFER	 PROPERTY LINE
 TRAVEL LANE	 TRANSIT STATION	 BRT EASEMENT
 SIDEWALK	 TEMP. CONST. ESMT	 DOUBLE WHITE PAVEMENT MARKING
 SHARED USE PATH	 PREM. ROW IMPACT	 WHITE PAVEMENT MARKING, 10' LINE, 30' BREAK



NORTH BETHESDA
TRANSITWAY
BETHESDA, MARYLAND

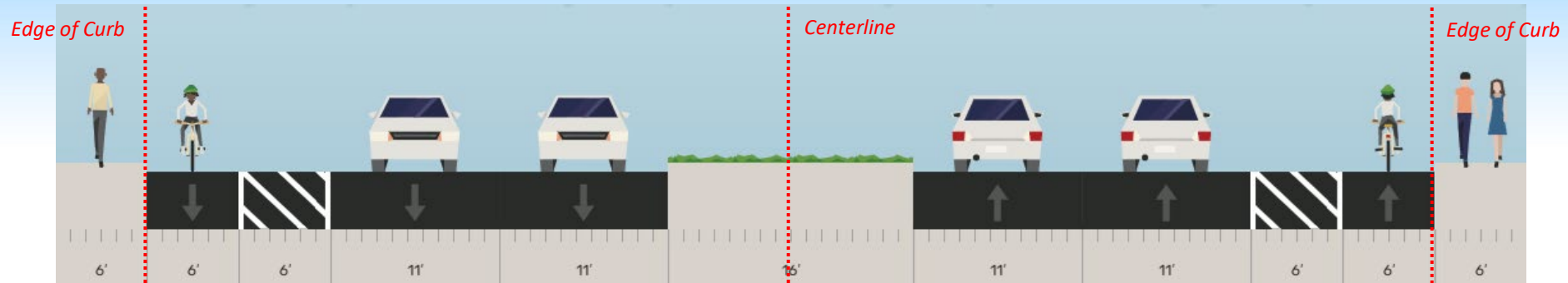
CENTER RUNNING ALTERNATIVE

PROJECT 110264005	SHEET NO. 1
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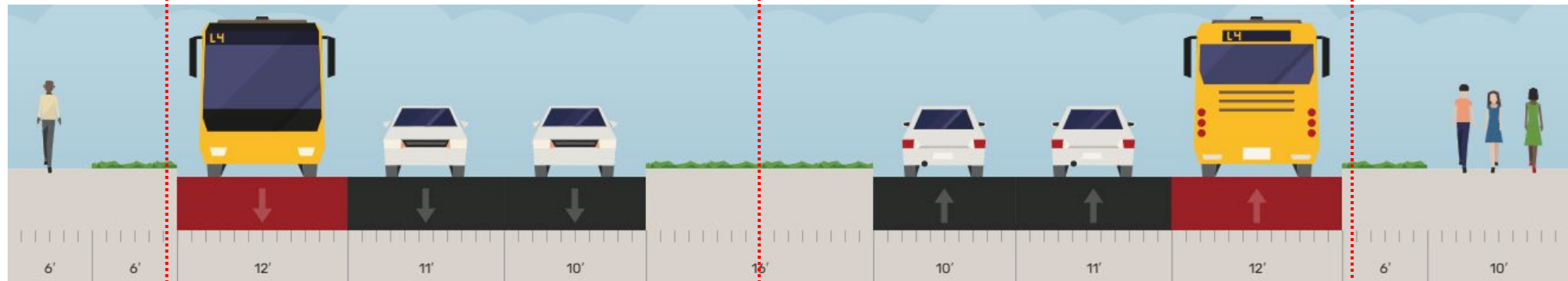
Old Georgetown Road – Alt 2

FACING NORTH

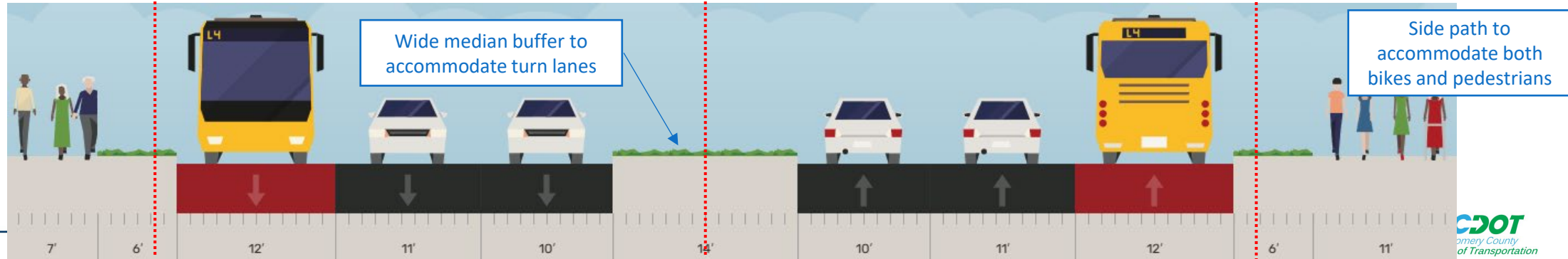
No Build
96' width



Targeted Investment
110' width



Revised Alternative 2
110' width

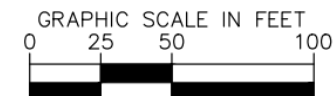


Old Georgetown: Plan View – Alt 2



LEGEND:

	BUS LANE		BUFFER STRIP		PROPERTY LINE
	TRAVEL LANE		TRANSIT STATION		BRT EASEMENT
	SIDEWALK		TEMP. CONST. ESMT		DOUBLE WHITE PAVEMENT MARKING
	SHARED USE PATH		PREM. ROW IMPACT		WHITE PAVEMENT MARKING, 10' LINE, 30' BREAK



NORTH BETHESDA
TRANSITWAY
BETHESDA, MARYLAND

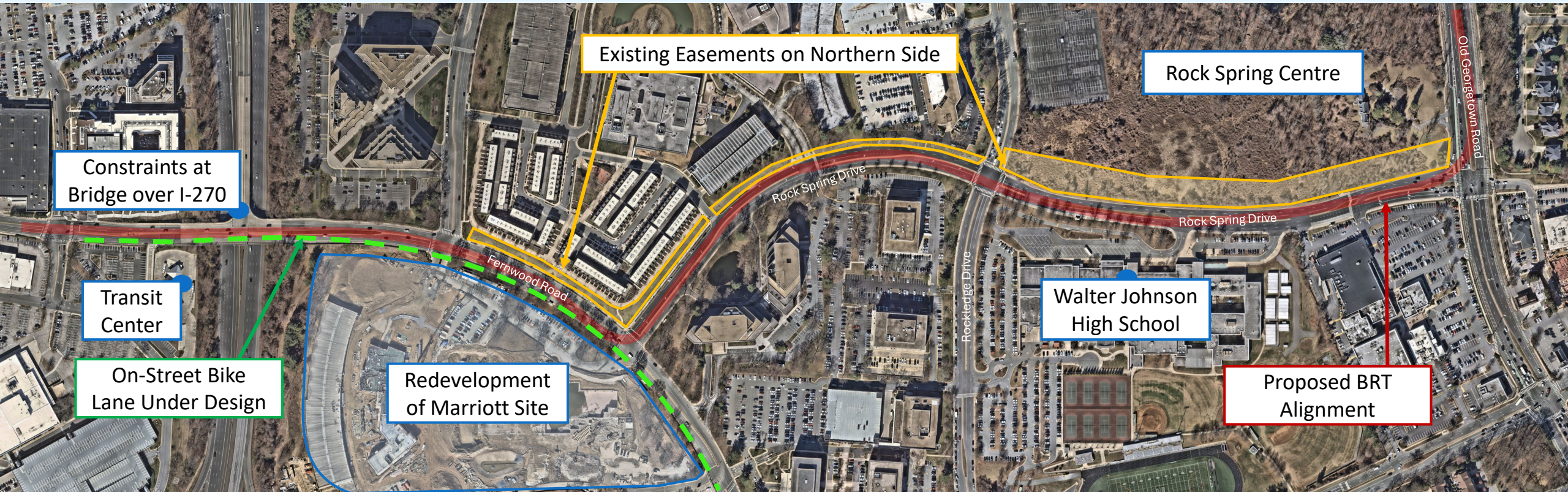
SIDE RUNNING ALTERNATIVE

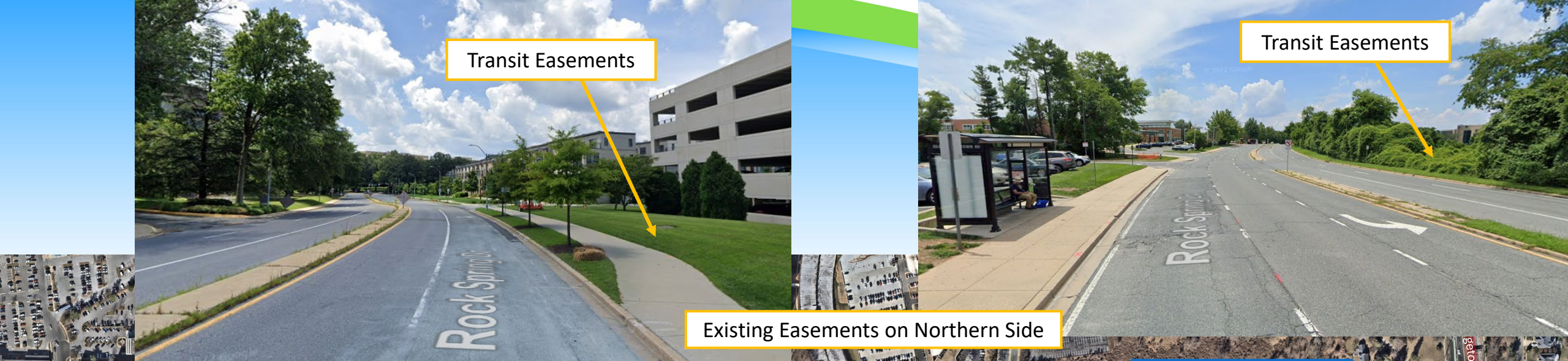
PROJECT
110264005

SHEET NO.

Western Section

Western Section - Context

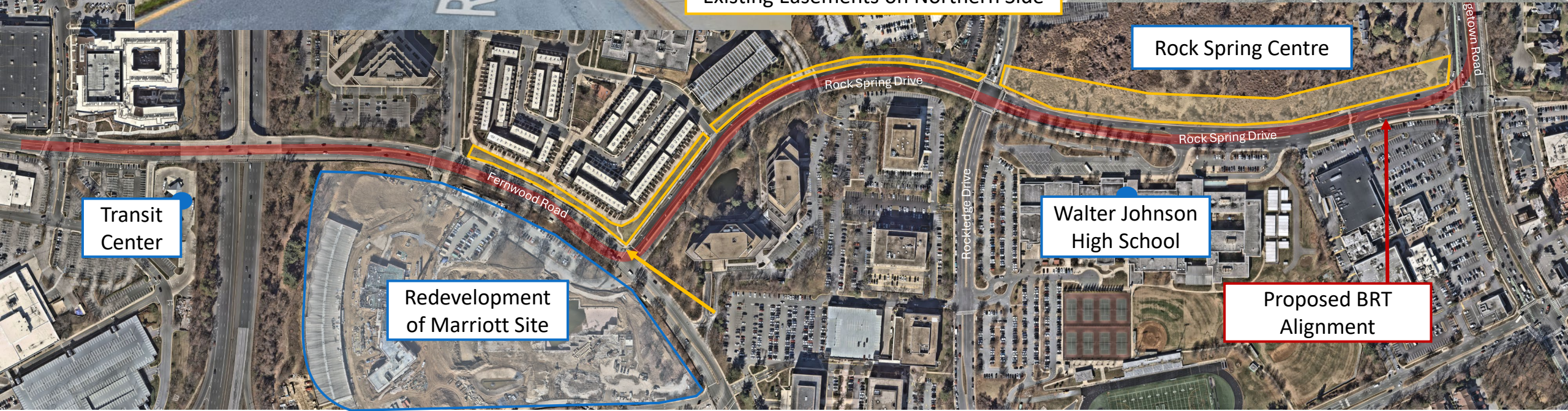




Transit Easements

Transit Easements

Existing Easements on Northern Side



Transit Center

Redevelopment of Marriott Site

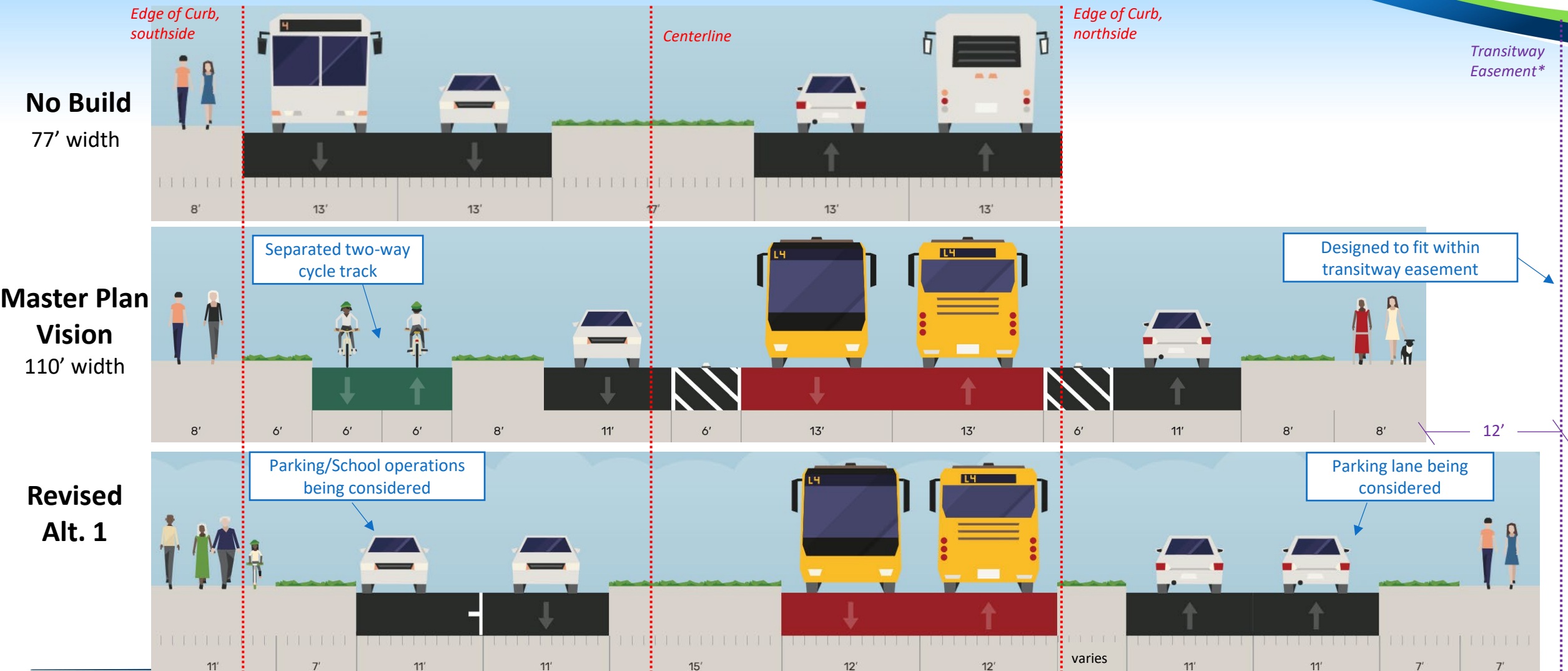
Rock Spring Centre

Walter Johnson High School

Proposed BRT Alignment

Rock Spring Drive Cross-Section ALT 1

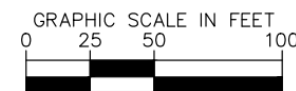
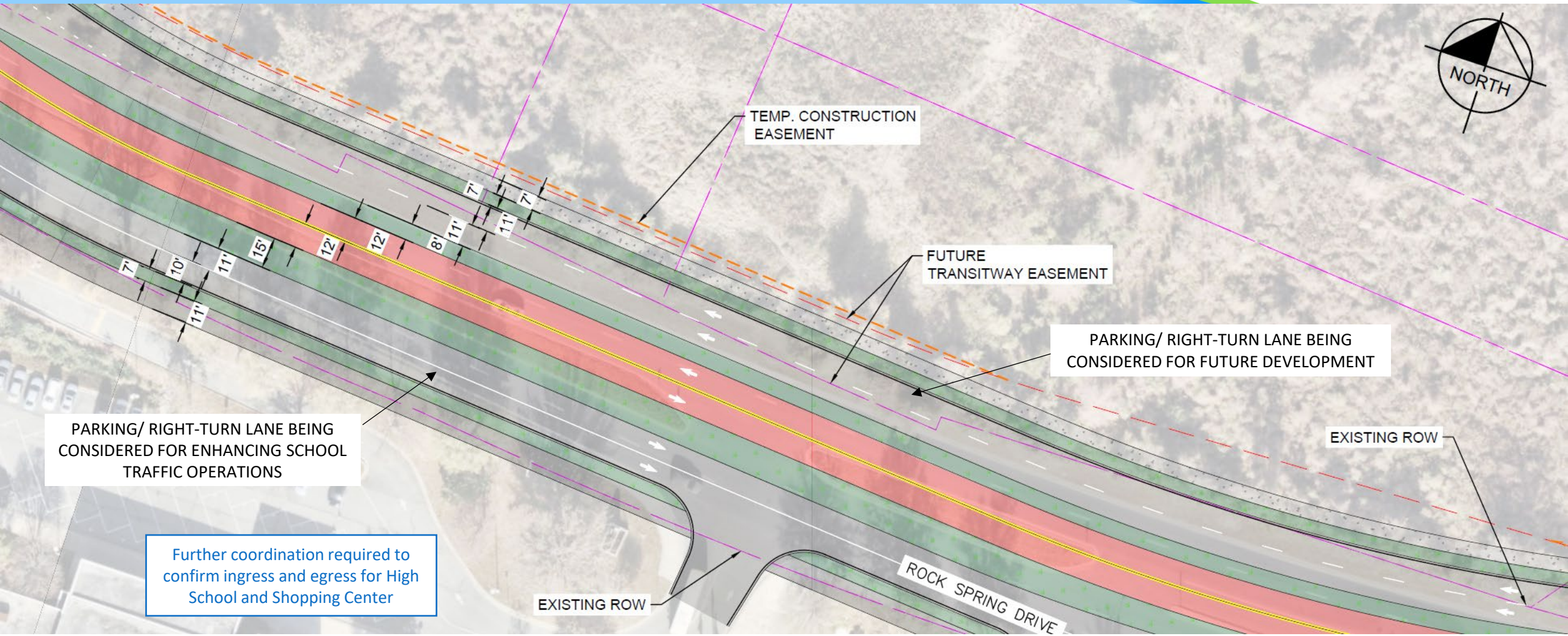
FACING WEST



Note: 7' buffer accommodates a 1' gutter pan

*Easement width changes throughout the Rock Spring Drive corridor

Rock Spring: Plan View – Alt 1



NORTH BETHESDA
TRANSITWAY
BETHESDA, MARYLAND

SIDE RUNNING ALTERNATIVE

PROJECT
110264005

SHEET NO.

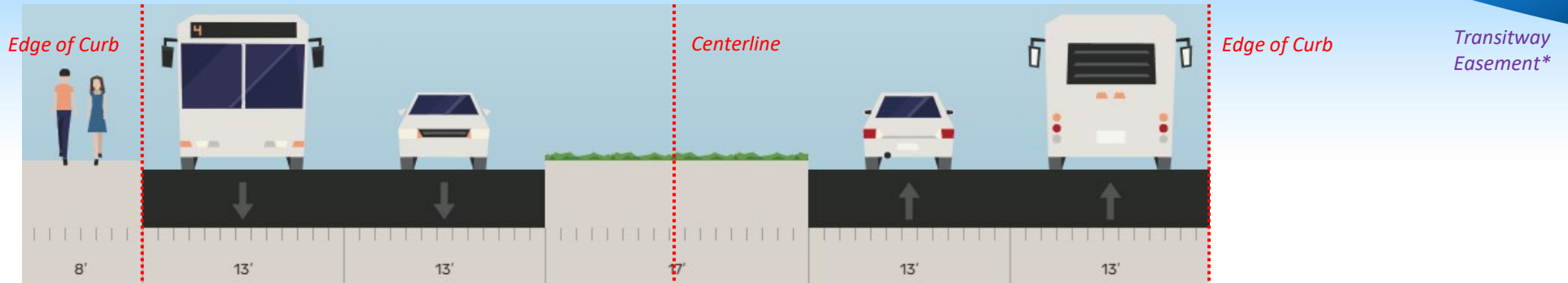


Rock Spring Drive Cross Section ALT 2

FACING WEST

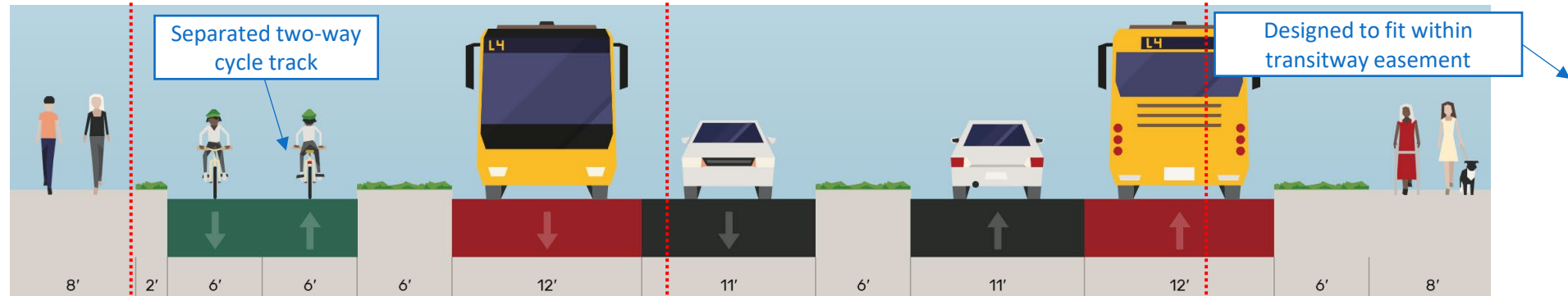
No Build

77' width



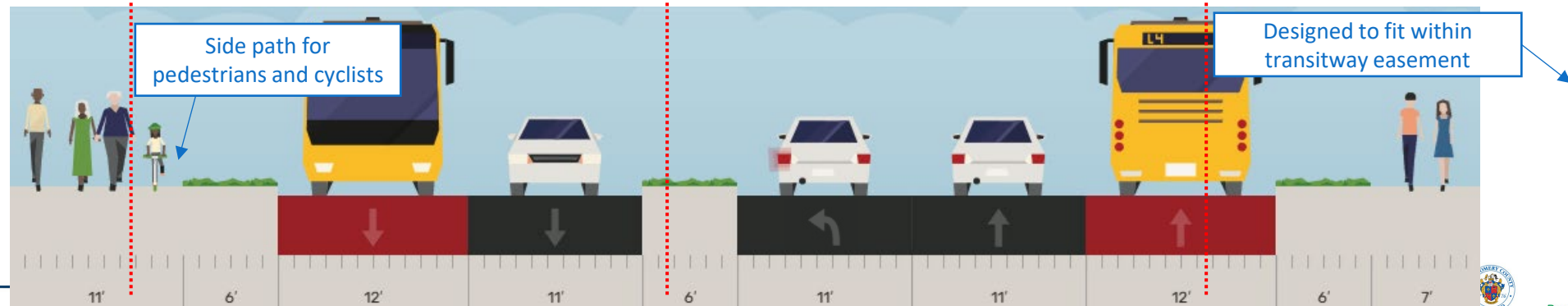
Targeted Investment

94' width



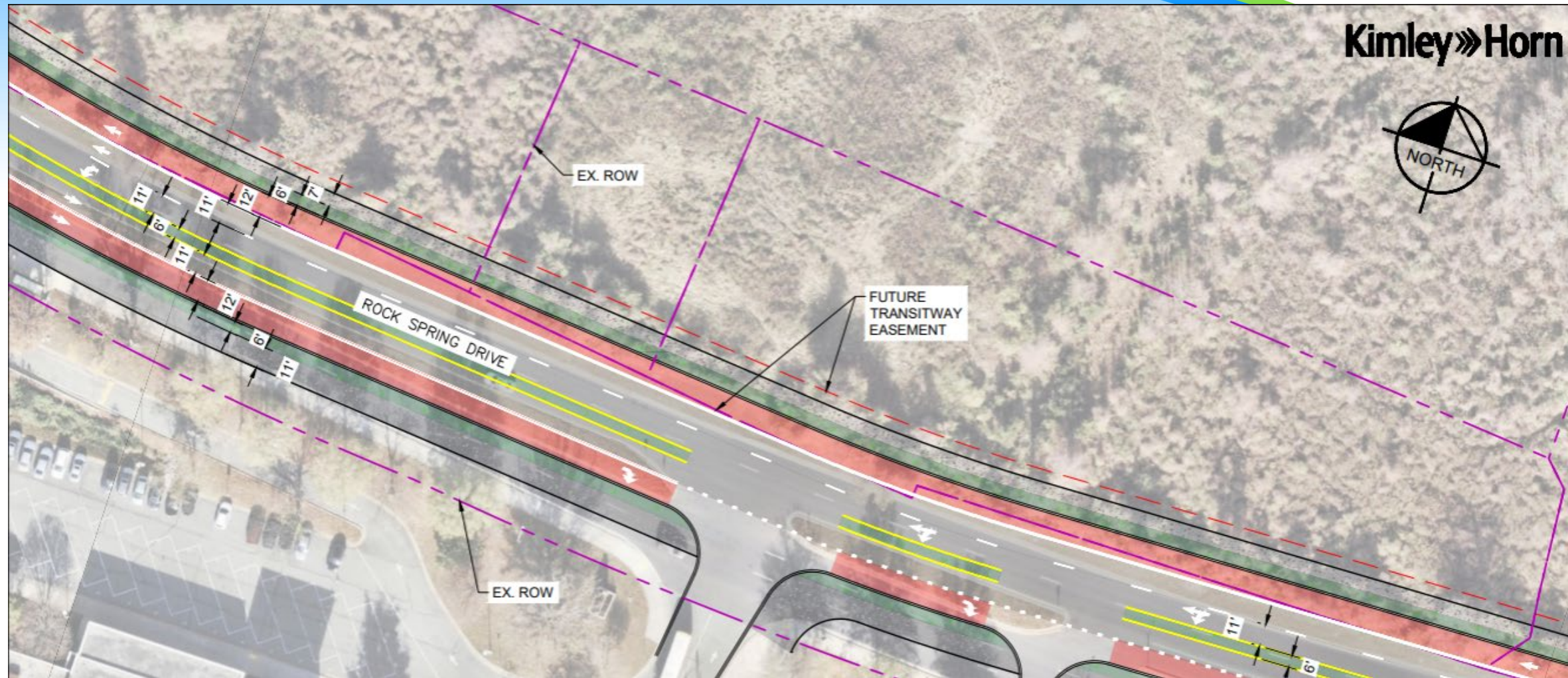
Revised Alternative 2

93' width



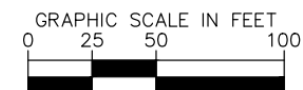
*Easement width changes throughout the Rock Spring Drive corridor

Rock Spring: Plan View – Alt 2



LEGEND:

	BUS LANE		BUFFER STRIP		PROPERTY LINE
	TRAVEL LANE		TRANSIT STATION		BRT EASEMENT
	SIDEWALK		TEMP. CONST. ESMT		DOUBLE WHITE PAVEMENT MARKING
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NORTH BETHESDA
TRANSITWAY
BETHESDA, MARYLAND

SIDE RUNNING ALTERNATIVE

PROJECT
110264005

SHEET NO.



Westlake Terrace

- Both alternatives assumed to operate in mixed flow on Westlake Terrace, west of Rockledge Dr. due to physical bridge constraints



Analysis of Alternatives

A Growing Corridor

New development – planned and underway - in the corridor is leading to growth in people and jobs: 65,000 more people and jobs by 2030



North Bethesda Town Center Renderings



Westfield Montgomery Mall Renderings



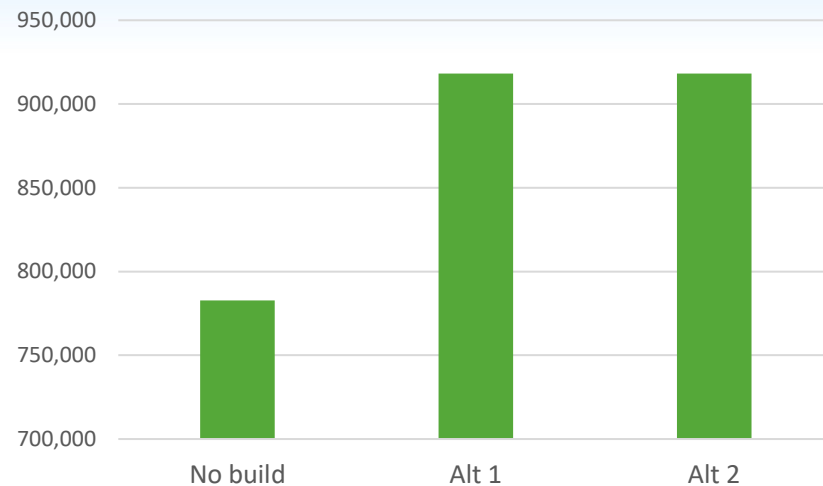
Woodward Highschool



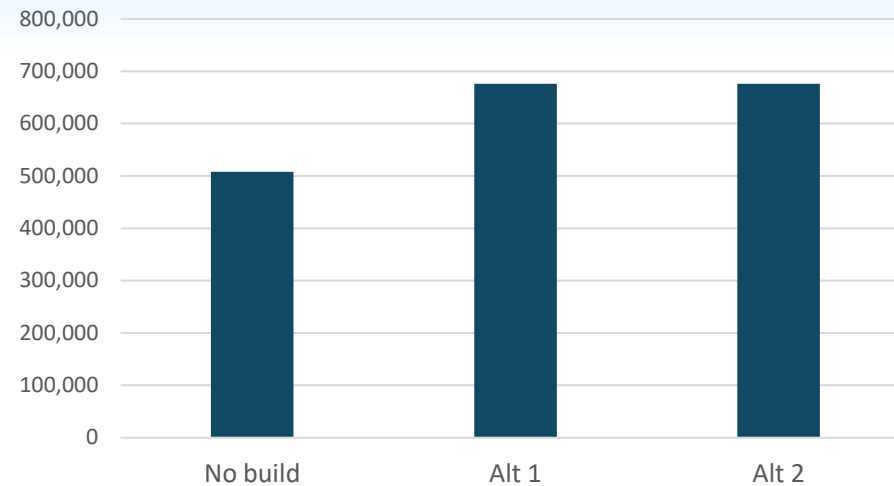
Redesign of old Marriot facility

Increasing Access to Opportunity

**Populations within 60-Minute
Weekday Peak Transit Travelshed**



**Jobs within 60-Minute Weekday Peak
Transit Travelshed**



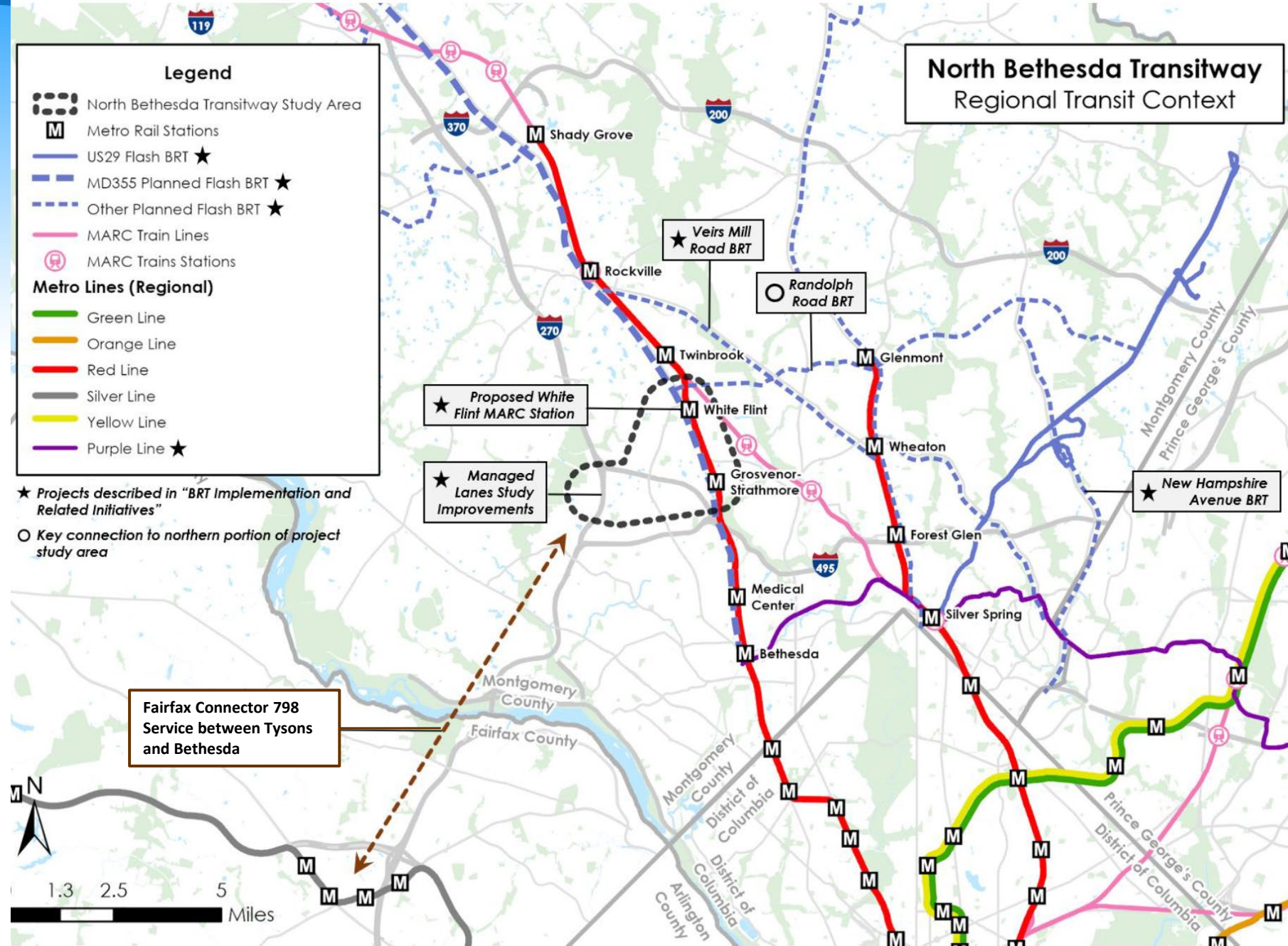
Key Drivers & Takeaways:

- In 2045, Alternatives 1 and 2 provide access to 204,000+ more people and 175,000+ more jobs than No Build and TSM

Critical Regional Connections

Outside the corridor
North Bethesda
Transitway connects to:

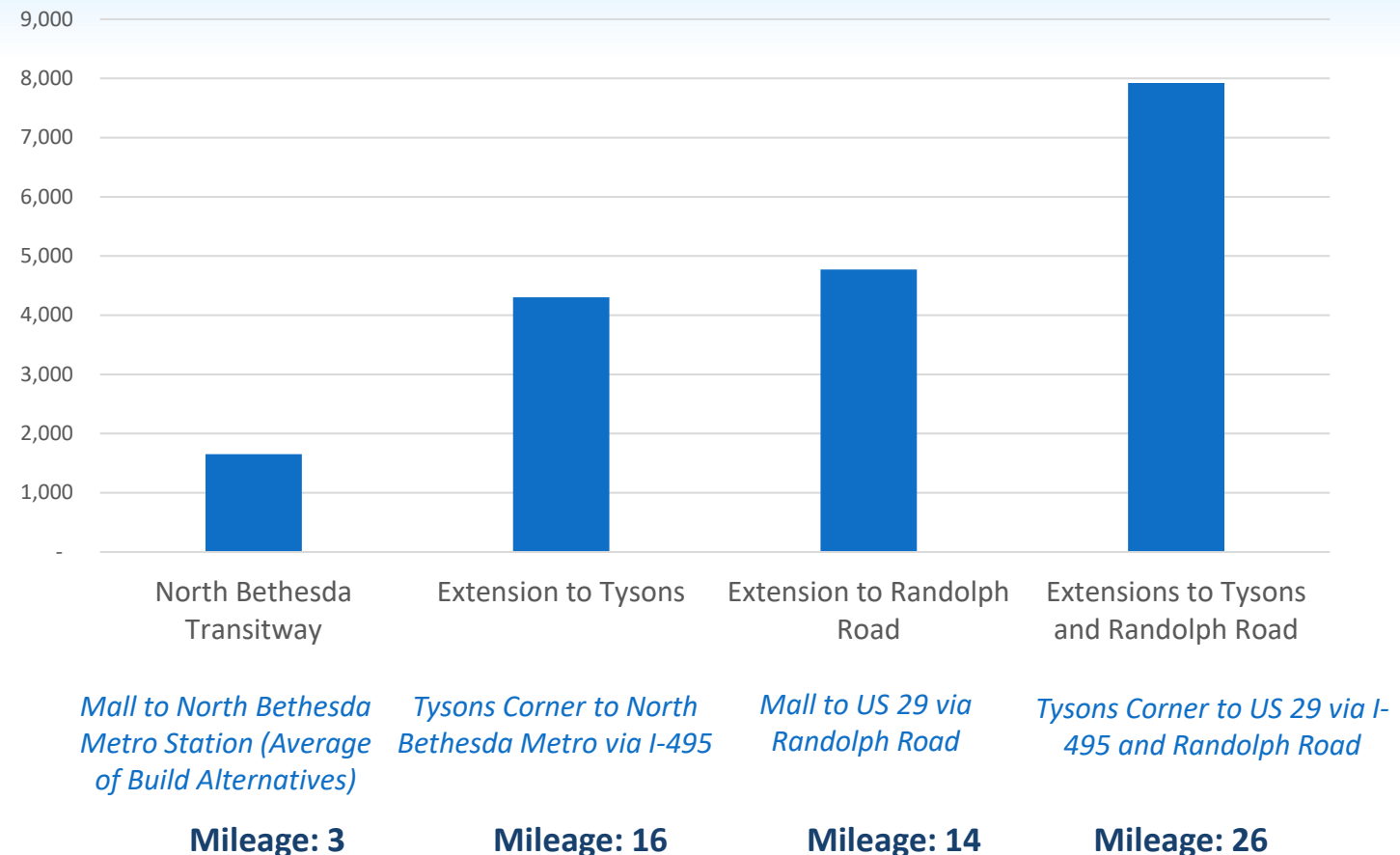
- Other Planned BRT lines
- Metrorail Red Line
- Tysons – Bethesda Bus Service



Ridership

- Approximately 630 existing daily corridor boardings for RideOn Route 26
- About 1,500-1,800 riders expected in 2045 for the North Bethesda corridor
- Ridership expands when service is extended

2045 Forecast Weekday Boardings by Route



Travel Times Savings for Transit

Measure	No Build	TSM Mixed-flow; Some TSP	Alternative 1 Median Running	Alternative 2 Curb Running
Transit Travel Time* (Round Trip Between Montgomery Mall and North Bethesda Metrorail Station)	40 minutes	39 minutes	24 minutes	24 minutes

Key Drivers & Takeaways:

- Background traffic growth significantly slows No Build and TSM service compared to existing.
- Dedicated lanes provide significant travel time savings

Build Alternatives Traffic Impacts

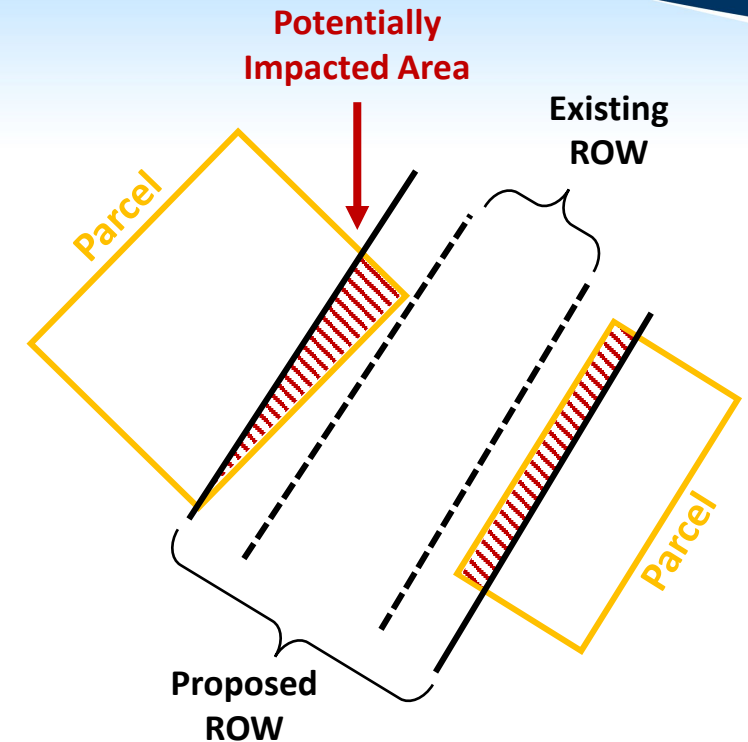
- Repurposing bike lanes to transit lanes in Build Alternative does not further worsen vehicle congestion

Number of Intersections with Level of Service (LOS) E or Worse:

Segment	No Build/TSM	Build Alternative 1	Build Alternative 2
Westlake Terrace	0	2	0
Rock Spring Drive	1	1	1
Old Georgetown Road	6	6	5
Executive Boulevard/Old Georgetown Road	2	2	2
Marinelli Road	1	1	1
Rockville Pike	3	3	3

Potential Right-of-Way Expansion Needed

Measure	Alternative 1	Alternative 2
Number of Potentially Impacted Parcels	78	61
Permanent Right of Way (Acres)	4.4	2.6
Temporary Easement (Acres)	1.9	1.7
Current Alternatives Total (Acres)	6.3	4.3
Previous Alternatives	7.8	3.0



Key Drivers & Takeaways:

- The center-running guideway and larger bike/pedestrian facilities in Alternative 1 result in more potential parcel impacts due to the wider cross-section.
- May be opportunities to reduce impacts during more detailed design

Infrastructure Investment

One-Time Capital Costs	Alternative 1	Alternative 2
	Center-Running	Curb-Running
Preliminary Opinion of Probable Cost (OPC)	\$ 160M	\$ 135M
<i>Construction Costs</i>	<i>\$76M</i>	<i>\$68M</i>
<i>Right-of-Way Costs</i>	<i>\$23M</i>	<i>\$15M</i>
<i>Vehicle Costs (Included in OPC)</i>	<i>\$8M</i>	<i>\$8M</i>
<i>Professional Services</i>	<i>\$21M</i>	<i>\$18M</i>
<i>Contingency</i>	<i>\$31M</i>	<i>\$26M</i>

Notes:

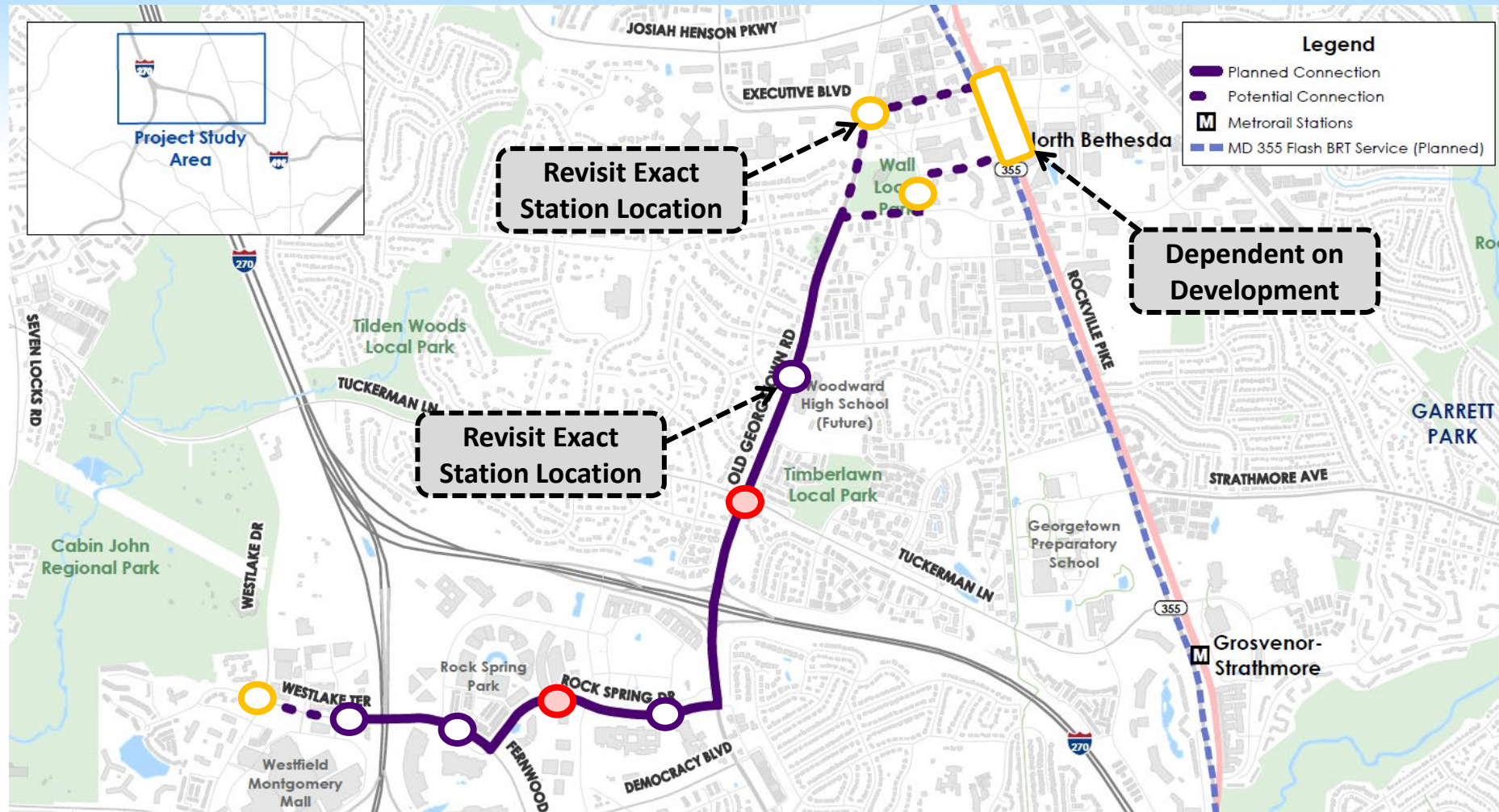
1. Costs in 2024 Dollars
2. Includes peak vehicle needs; Assumes 60' hydrogen fuel buses for new vehicle needs
3. Contingency based on 40% of construction costs
4. ROW based on average cost per square foot

Comparing Alternatives

Summary of Comparison

Category	Alternative 1 – Center-Running	Alternative 2 – Curb-Running
Transit Operations	Greater reliability	Conflicts with drop-off and pick-up at two high schools
Capital Cost	\$ 160M	\$ 135M
ROW Need	4.4 acres (78 parcels impacted)	2.6 acres (61 parcels impacted)
Intersection (LOS E/F)	15 (13 in No-Build) out of 18	12 (13 in No-Build) out of 18
Other Comments	• Geometric challenges with turns at Old Georgetown Road/Rock Spring Drive • More substantial change for Old Georgetown Road	• Increased right-turn capacity with BRT and Turn Lane on Old Georgetown Road • Less extensive Maintenance of Traffic • Geometric challenges with turns at Fernwood and Rock Spring Dr.

Summary of Station Takeaways



- Include in Preferred
- Retain as Option
- Remove from Future Consideration

Outreach and Next Steps

Public Engagement Plan

Engagement Step	Timeframe	Purpose
Corridor Advisory Committee	April 2025	Share results of analysis and advertise public meeting; gather input on alternatives from public perspective and answer questions
Transit Stop Outreach/Transit Rider Outreach	April – May 2025	Advertise public meeting date and website for opportunities to learn about the project and provide input
Public Meeting	Early May 2025	Share project process and results of analysis for public input; answer questions
Neighborhood and Community Organizations	April – June 2025	Share overview of project process and results of analysis for public input; answer questions

Approval Process



Engagement Step	Timeframe	Purpose
Planning Board	Late Summer 2025	Presentation on alternatives analysis results and take direction on possible recommendation
County Council	Early Fall 2025	Presentation on alternatives analysis results

Next Steps

- Public meeting
- Individual community outreach
- Finalize documentation
- Approval process
 - Planning Board Review
 - Council Action