



North Bethesda BRT Planning Study

501 Public Meeting
June 18, 2025
6:00 pm to 8:00 pm

Project Team

Montgomery County Department of Transportation (MCDOT)

- ▶ Jamie Henson
- ▶ Justin Willits

Consultant Team

- ▶ Jiaxin Tong
- ▶ Kate Widness
- ▶ Lucas Muller
- ▶ Paul Elman
- ▶ Grace Daigle
- ▶ Anthony Hernandez

Presentation Outline

- ▶ Program and Study Overview
- ▶ Alternatives Analysis
- ▶ Community Outreach
- ▶ Next Steps

Program Overview

Legend

ROUTE IN SERVICE

US 29

ROUTES IN DESIGN

MD 355

 VEIRS MILL ROAD

PLANNED ROUTES

NORTH BETHESDA

NEW HAMPSHIRE AVE

GEORGIA AVE

 RANDOLPH ROAD

UNIVERSITY BLVD

EXTENSION TO HOWARD COUNTY AND MONTGOMERY COLLEGE TAKOMA PARK

IN-SERVICE STOPS

PLANNED STOPS


M METRO STATION

P **PARK AND RIDE**



MARC STATION

FLASH LINES INTERSECT



TWO COLORS
DENOTES WHERE
TWO ROUTES
CONNECT



THREE COLORS
DENOTES WHERE
THREE ROUTES
CONNECT



North Bethesda BRT Study Overview

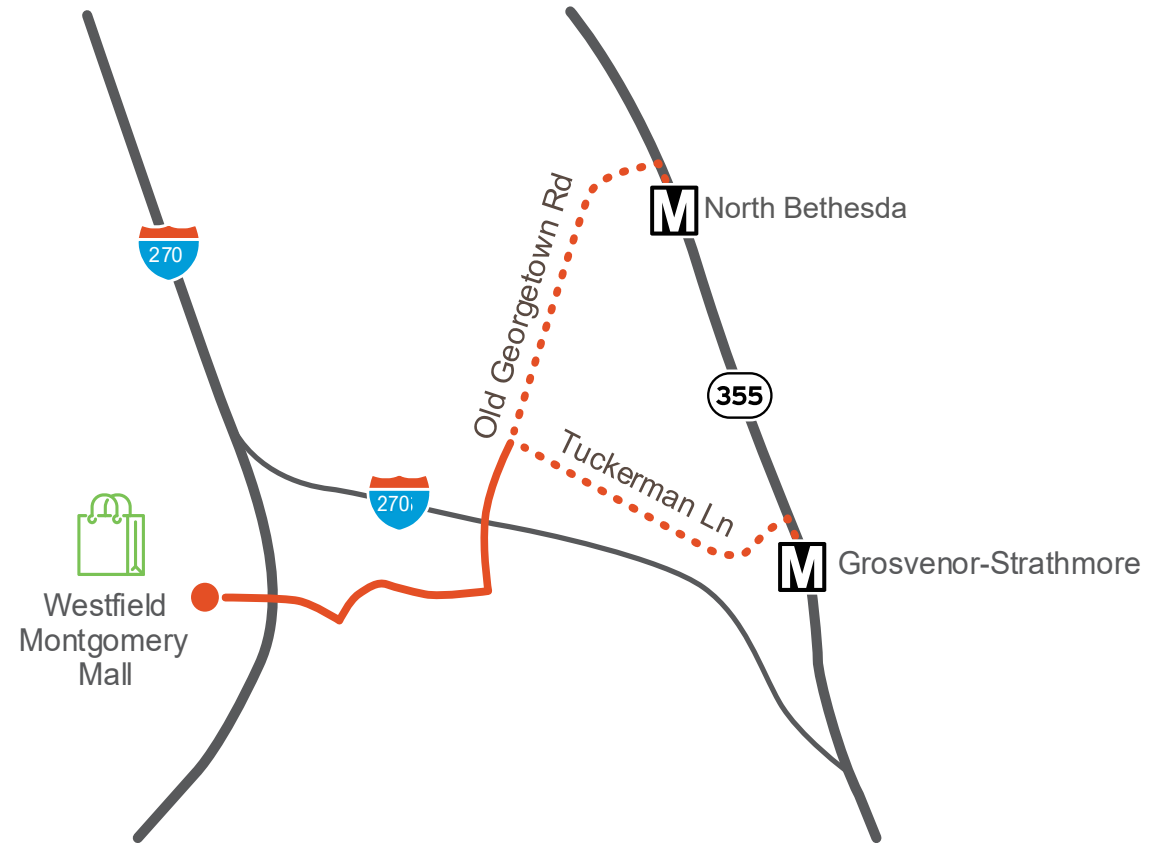
North Bethesda Transitway Planning Study Overview

► Corridor Extends from 2013 Master Plan:

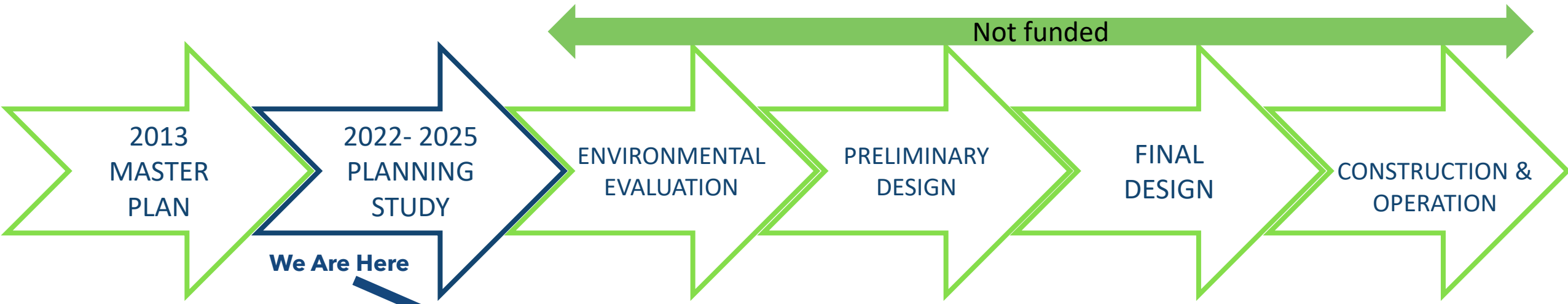
- **Western Terminus:** Westfield Montgomery Mall
- **Eastern Terminus:** North Bethesda Metrorail station *OR* Grosvenor-Strathmore Metrorail station

► Study Outcomes:

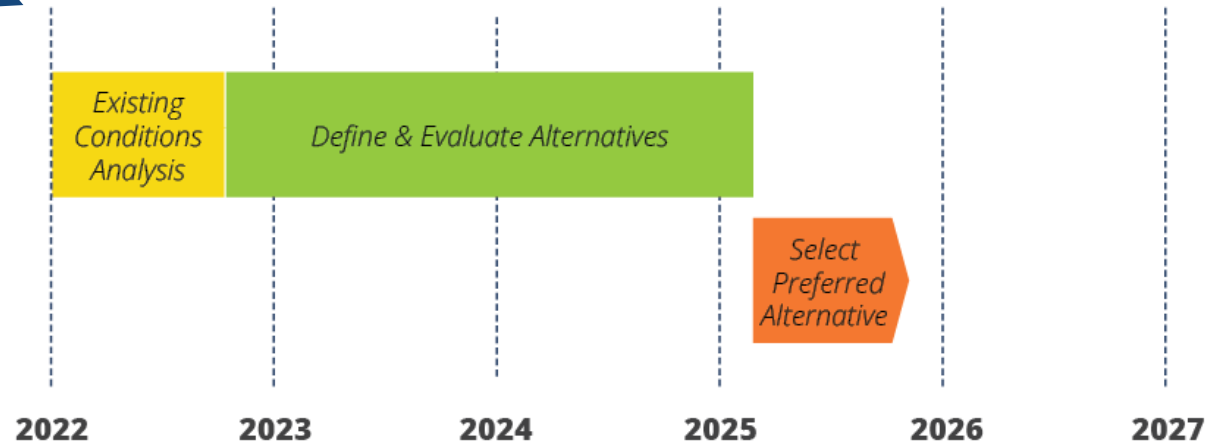
- What type of BRT service is needed in this area
- Select an eastern terminus
- Designate alignment types
 - *Dedicated BRT lanes vs. mixed traffic*
- Confirm stop locations



North Bethesda BRT Process



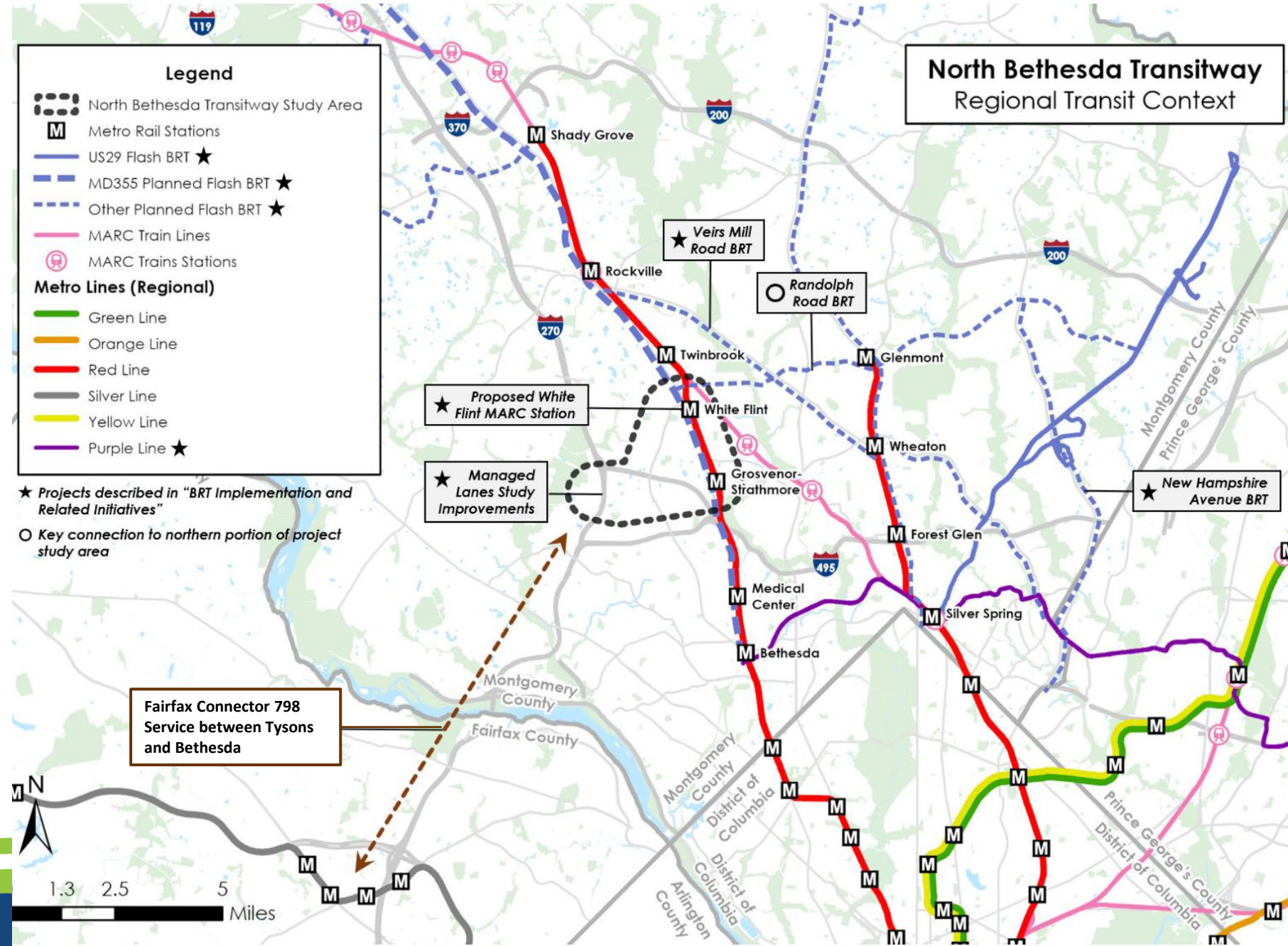
North Bethesda Project Timeline



Regional Transit Context

Outside the corridor
North Bethesda
Transitway connects to:

- Planned BRT lines
 - 355/Randolph Rd
- Metrorail Red Line
- Tysons-Bethesda Bus Service



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

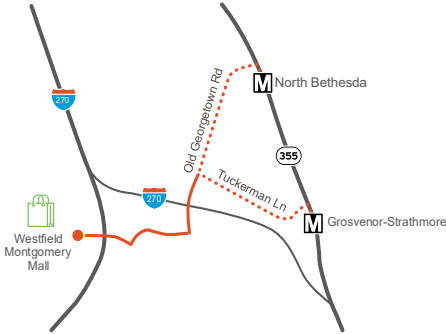


Woodward Highschool



Termini Screening Evaluation

Goals and Objectives		North Bethesda	Grosvenor	Rationale
 Quality Service	Provide a fast, reliable, efficient, and connected transit service	←		North Bethesda Alternative serves more existing local bus trips and overall regional trips
 Mobility Choices	Improve access to jobs, activity centers, and community facilities	←		North Bethesda alternative serves more existing jobs and community facilities with more travel choices
 Sustainable Solutions	Minimize environmental impacts and utilize cost-effective design		→	Grosvenor alternative requires a less significant investment in infrastructure and potential right-of-way impacts
 Community Equity	Provide improved and accessible transit service for underserved populations	←		More disadvantaged populations live along or are connected to the White Flint alternative
 Economic Growth	Promote economic development with appealing and functional transit	←		North Bethesda better aligns with planned development
 Public Safety	Improve safety of our streets and the livability and wellness of our communities		●	Both alternatives improve public safety on the corridor



Which Alternative Best Achieves the Goal?

No Notable Advantage



Some Advantage



Significant Advantage



Termini Screening Conclusion

North Bethesda Metrorail Station was determined to be the eastern terminus of the project



Serves **more existing bus ridership** (approximately 450 more, or 40% more riders per weekday)



Serves almost **double the number of jobs** (approximately 41,000 compared with 24,000) and community facilities (28 versus 16) including recreation centers, schools, and medical facilities



Will strengthen and **promote 9.3 million square feet of planned development**, approximately double the planned development



Better supports forecasted change in people and jobs. The North Bethesda corridor has a 31% forecast growth from 2020 to 2030, whereas Grosvenor's projected change is 2%



Better opportunity to increase countywide and regional connectivity and attracting approximately 44% more regional trips



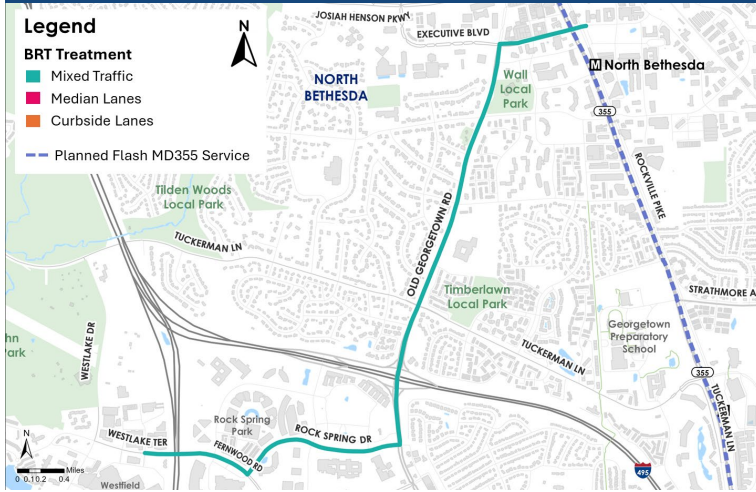
Provides improved service to a **higher number of low-income and minority populations, low-paying jobs, and equity emphasis areas**



Alternatives Analysis

Alternatives Considered

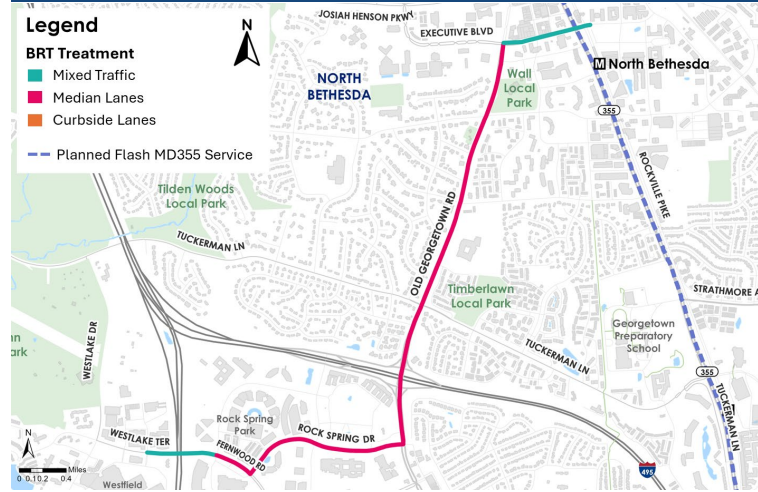
TSM Alternative



Mixed Traffic / Tráfico Mixto



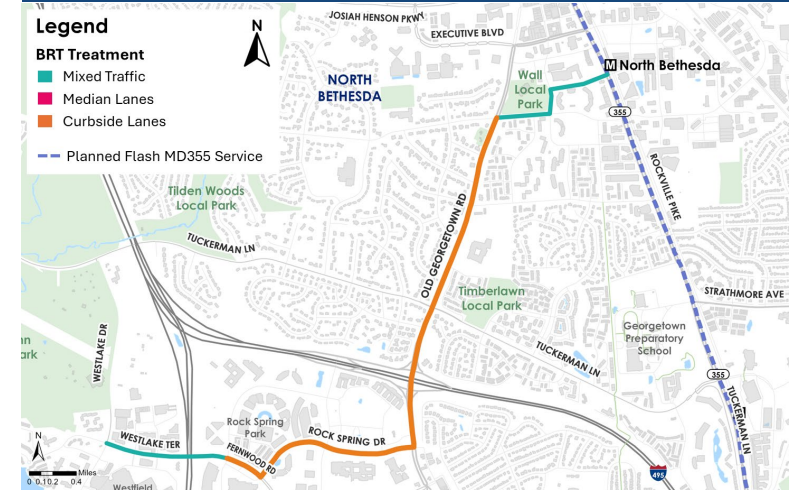
Build Alternative 1



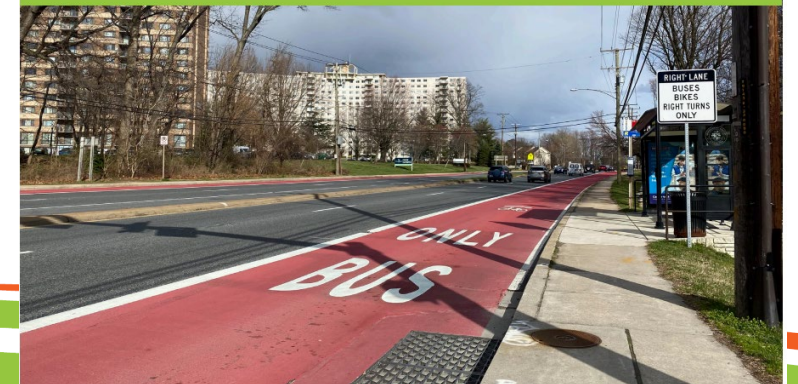
Median Lanes / Carriles Centrales



Build Alternative 2



Curbside Lanes / Carriles Junto a la Acera



Responsive to Feedback

Speed and Reliability are key factors for people to choose BRT in the future

66% of the 2022 survey respondents noted the typical reason for trips in and around North Bethesda is for work

Aging infrastructure along and underneath the corridor are top of mind

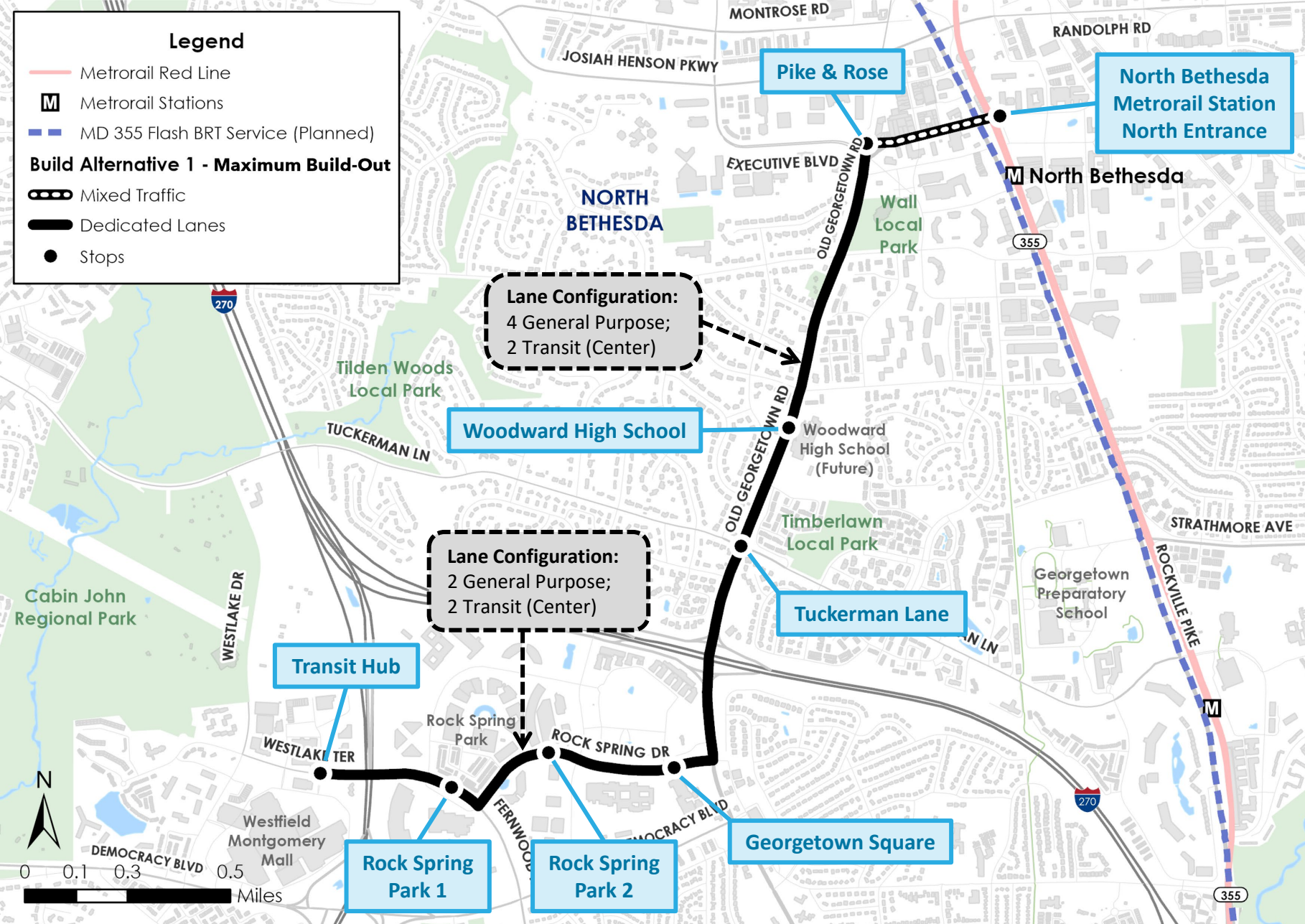
When asked what bus features are most important to 2022 survey respondents, speed, cleanliness, and frequency of service scored highest

The Fall 2022 implementation of bike lanes has led to significant public feedback on the project corridor. There are a variety of competing safety and mobility needs on the corridor that are being carefully considered as part of this project.

Lower cost and less impactful alternatives are preferred.

The community is concerned about existing traffic issues and the impact to their community.





Build Alt. 1:

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

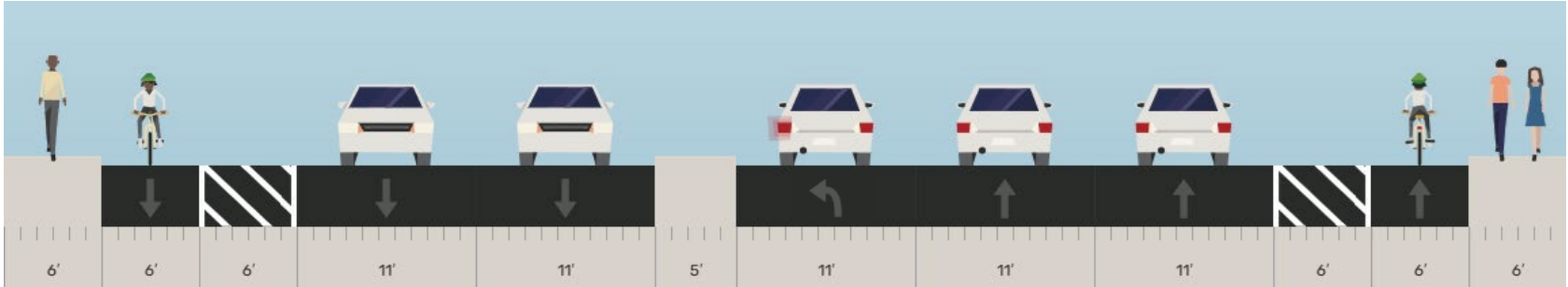
Response to Community Feedback:

Public engagement illustrated the community's "desire for more frequent transit service that could be implemented with minimal impact and less cost". The project team revised alternative 1 to reduce costs and take up less space.

Typical Section Old Georgetown Road

FACING NORTH

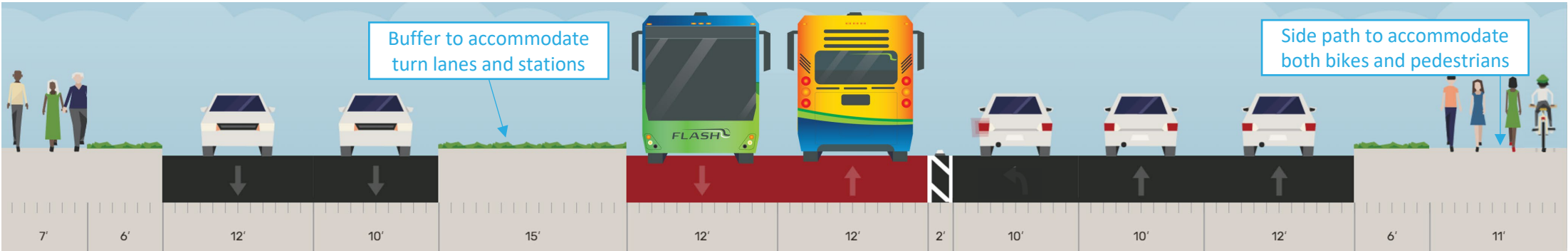
No Build
96' width



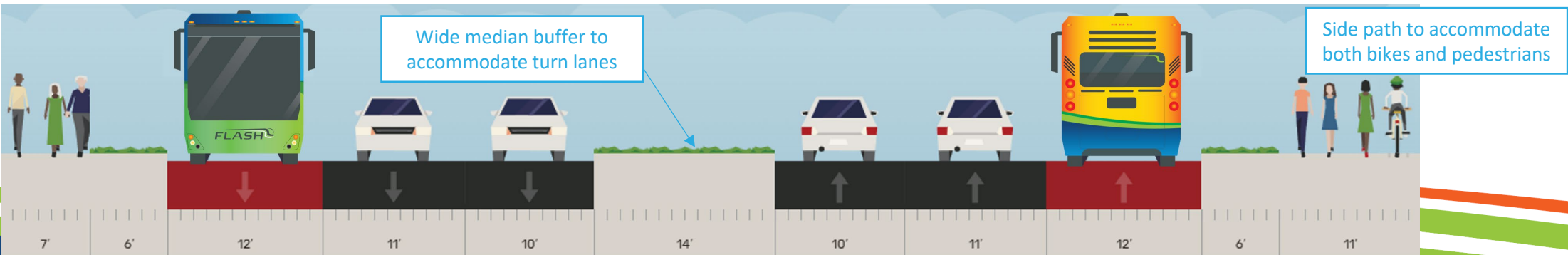
Response to Community Feedback:

Master Plan 140' width reduced to 125' for Alt 1 on Old Georgetown Road

Build
Alternative 1
125' width



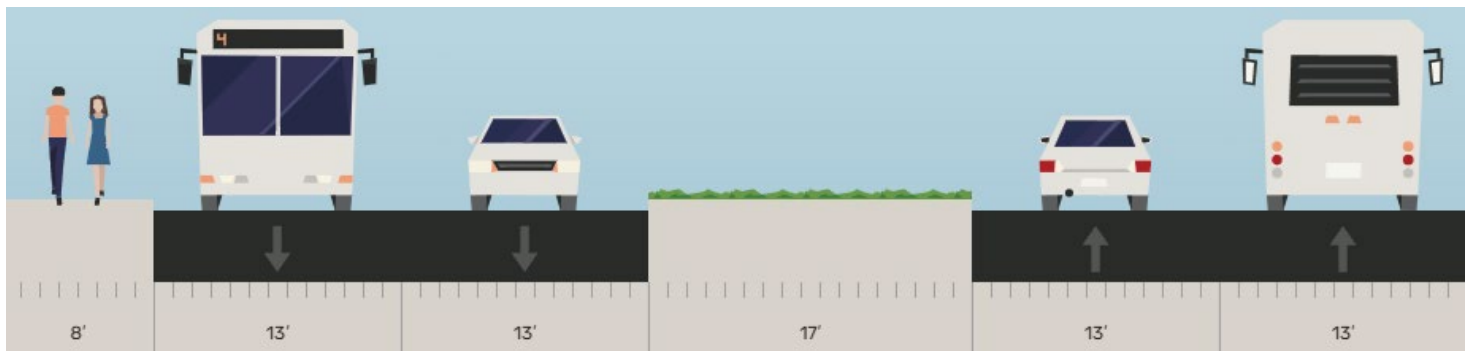
Build
Alternative 2
110' width



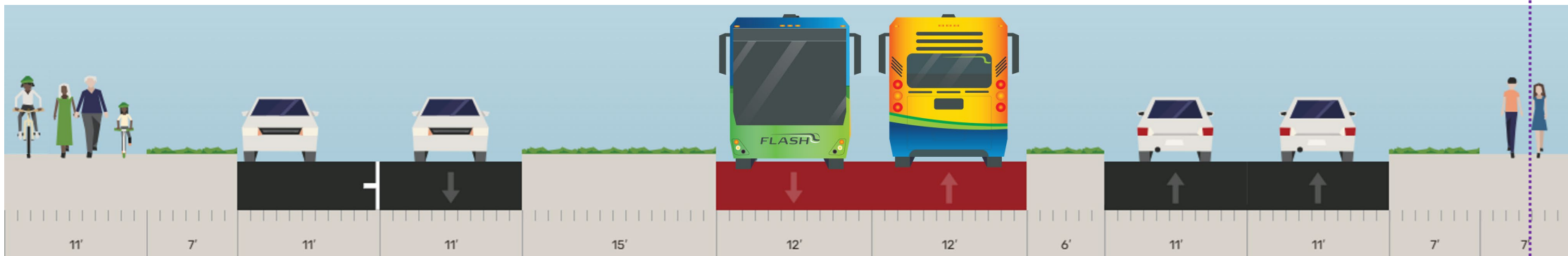
Typical Section Rock Spring Drive

FACING NORTH

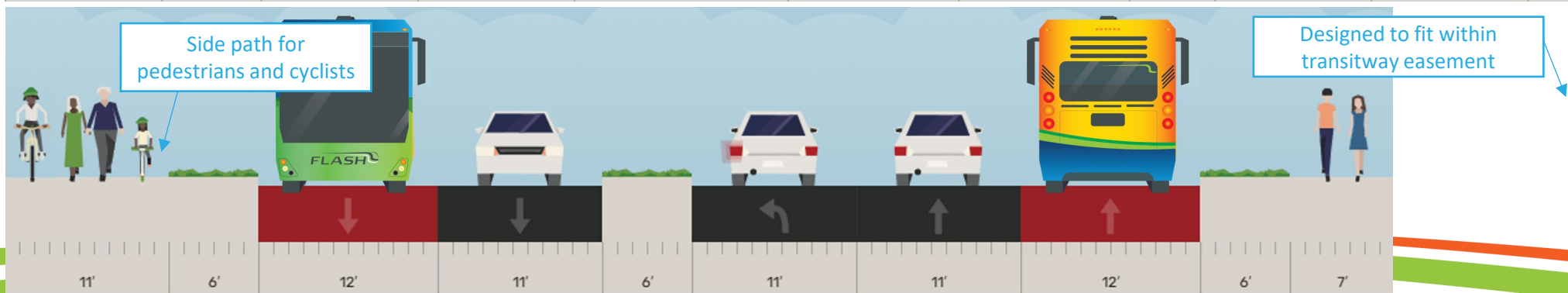
No Build
77' width



Build
Alternative 1
121' width



Build
Alternative 2
93' width



Transitway
Easement*

*Easement width changes throughout the Rock Spring Drive corridor

Technical Key Findings

Category	No Build	TSM	Build Alternative 1	Build Alternative 2
Transit Operations	-	Small improvements in transit travel time	Greatest reliability	<ul style="list-style-type: none"> Conflicts with drop-off and pick-up at schools Improved transit travel time overall
Capital Cost	-	\$14M	\$ 160M	\$ 135M
ROW Need	-	-	4.4 acres (78 parcels impacted)	2.6 acres (61 parcels impacted)
Intersection (LOS E/F)	13 of 18	13 of 18	15 out of 18	12 out of 18
Safety	-	-	Reduced conflict points	Conflicts between buses, turning vehicles
Other Comments			<ul style="list-style-type: none"> Geometric challenges with turns at Old Georgetown Road/Rock Spring Drive More substantial change for Old Georgetown Road 	<ul style="list-style-type: none"> 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 Drive

Community Outreach

▶ TAC & CAC Meetings

- 2022 - 2025

▶ Project Surveys

- Summer 2022, 2025

▶ Pop-up Events and Transit Station Chats

- Spring 2022, Summer 2025

▶ Public meetings

- Summer 2022, 2025

▶ Project Webpage

- Updated with information following CAC meetings

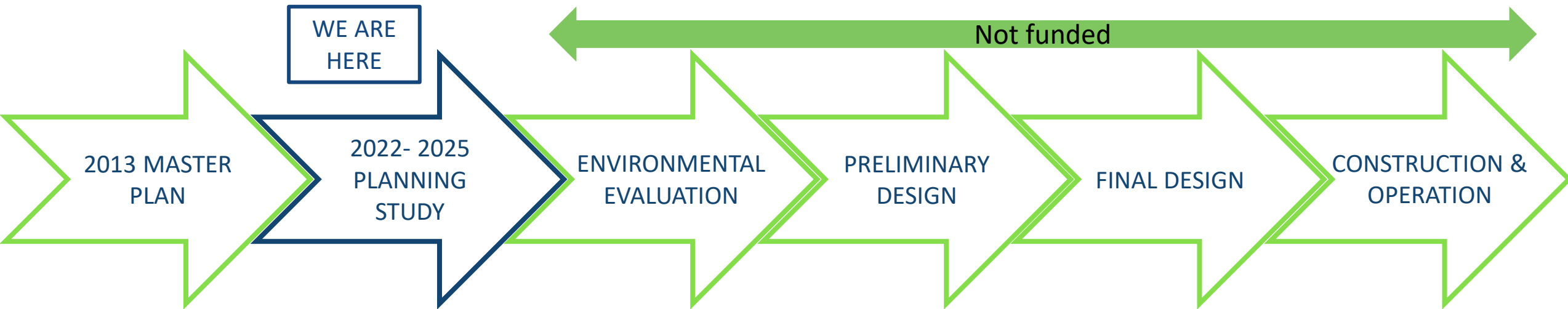
▶ HOA and Community Meetings

- Ongoing



Finalizing the Study

- ▶ Develop a report documenting the entire study – Summer 2025
- ▶ Planning Board Review – Summer/Fall 2025
- ▶ Council Selection of a Locally Preferred Alternative – Fall 2025



Take our survey and share with your community!

The survey allows
respondents to provide
feedback separately for Old
Georgetown Road and Rock
Spring Drive



www.surveymonkey.com/r/97LG5TQ