Welcome

to the

North Bethesda Bus Rapid Transit (BRT) Planning Study

Public Open House

Wednesday, June 18, 2025

Bienvenidos

al

Estudio de planificación del Tránsito Rápido Por Autobús (BRT) del norte de Bethesda

Sesión Informativa Pública

Miércoles 18 de Junio de 2025

MCDOT | FLASH NORTH BETHESDA

Presentation

will occur at

6:30 p.m.

La Presentación

será a las

6:30 p.m.

MCDOT

FLASH
NORTH BETHESDA

Meeting Layout
Distribución Del Lugar La Reunión

FLASH NORTH BETHESDA

PRESENTATION

10 Project Timeline & Next Steps

9 Connecting to Other BRT Projects

8 Preparing for the Future of North Bethesda

7 Summary of Design Alternatives

Key Takeaways

Completed Analysis

6 North Bethesda BRT Build Alternative 2

5 North Bethesda BRT Build Alternative 1

4 North Bethesda BRT Termini Screening

Background

2 FLASH BRT Program Overview

3 North Bethesda BRT Planning Study Overview

Sign-In Here

Regístrate Aquí

1

ENTER HERE

Program Overview

Descripción General Del Programa

FLASH NORTH BETHESDA

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
- METRO STATION
- PARK AND RIDE
- MARC STATION

FLASH LINES INTERSECT
- TWO COLORS DENOTES WHERE TWO ROUTES CONNECT
- THREE COLORS DENOTES WHERE THREE ROUTES CONNECT

What is Bus Rapid Transit (BRT)

¿Qué Es El Tránsito Rápido Por Autobús (BRT)?

FLASH
NORTH BETHESDA

Montgomery County's Flash Bus Rapid Transit (BRT) is a transit system that will deliver faster, more reliable, and frequent services with the capacity and quality of rail transit. Key components of Flash BRT are shown below:

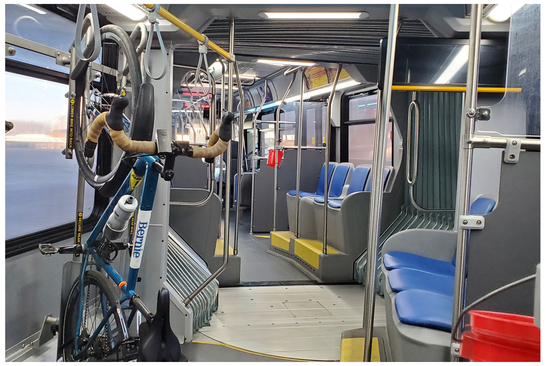
El sistema de Autobús de Tránsito Rápido (BRT) Flash del condado de Montgomery es un sistema de transporte que ofrecerá servicios más rápidos, frecuentes y confiables, con la capacidad y calidad de un sistema ferroviario. A continuación se muestran los componentes clave del BRT Flash:

Dedicated Bus Lanes

Carriles Exclusivos para Autobuses

Specialized Vehicles

Vehículos Especializados



Modern Stations

Estaciones Mejoradas

Transit Signal Priority

Prioridad Semafórica para Transporte Público

Enhanced Pedestrian and Bicycle Access

Acceso Mejorado para Peatones y Ciclistas

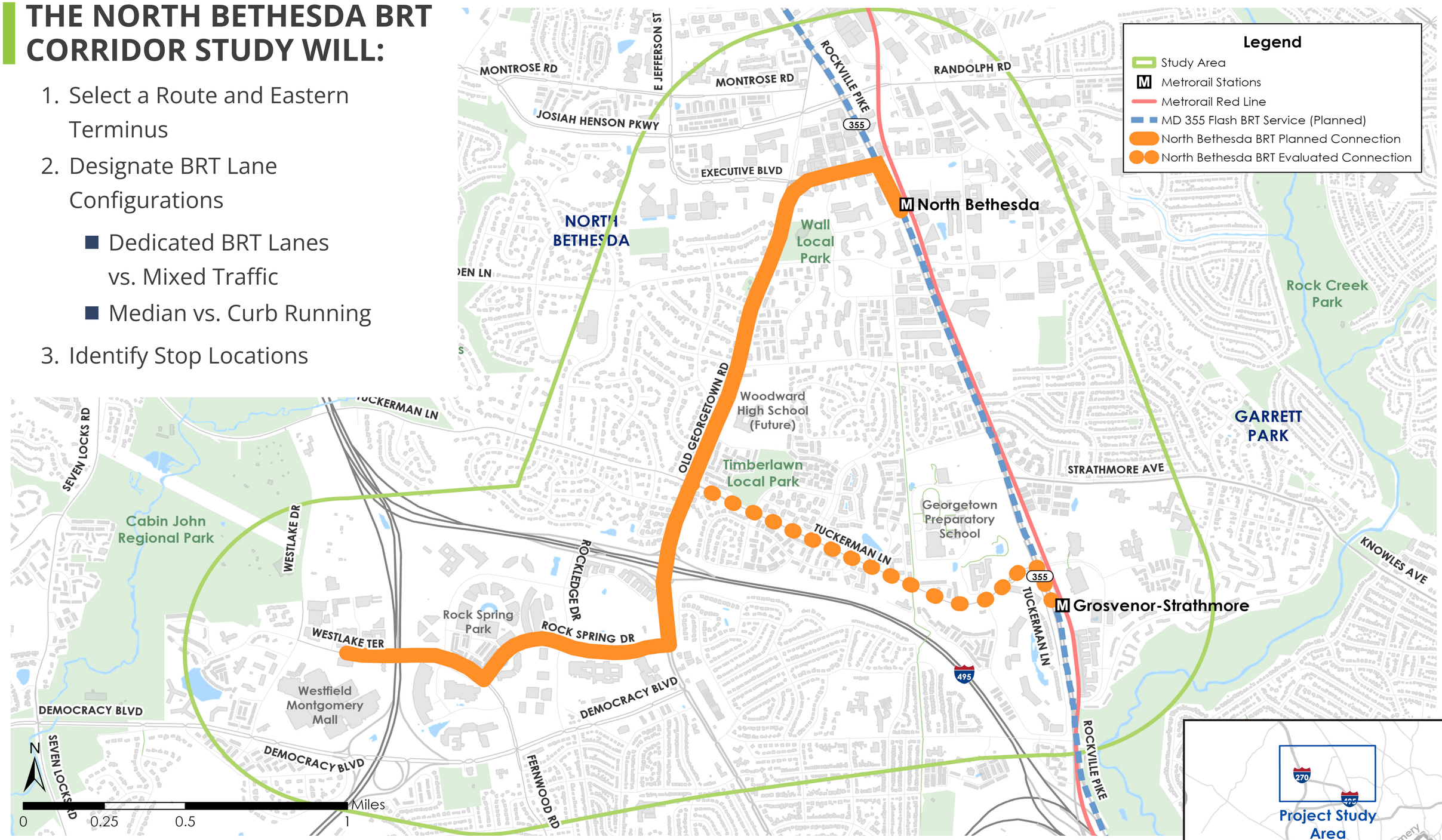
Project Study Area

Área de Estudio del Proyecto

FLASH NORTH BETHESDA

THE NORTH BETHESDA BRT CORRIDOR STUDY WILL:

1. Select a Route and Eastern Terminus
2. Designate BRT Lane Configurations
   - Dedicated BRT Lanes vs. Mixed Traffic
   - Median vs. Curb Running
3. Identify Stop Locations



The project will provide...
El proyecto ofrecerá...

New, High-Quality Transit Option
Una Nueva Opción de Transporte de Alta Calidad

Faster and More Reliable Transit Service
Un Servicio de Transporte Más Rápido y Confiable

Improve Multimodal Connection and Safety
Mejorar la Conexión y la Seguridad Multimodal

Prepare the Corridor for Future Economic Growth
Preparar el Corredor para el futuro Crecimiento Económico

North Bethesda Bus Rapid Transit Termini Screening

Tránsito Rápido Por Autobús del Norte de Bethesda Evaluación de Terminales

FLASH NORTH BETHESDA

The Termini Screening assessed the two eastern terminus alternatives identified in the 2013 Countywide Transit Corridors Functional Master Plan for the North Bethesda Transitway. Each alternative was screened using various metrics to determine which alternative better aligns with the North Bethesda BRT goals and objectives.

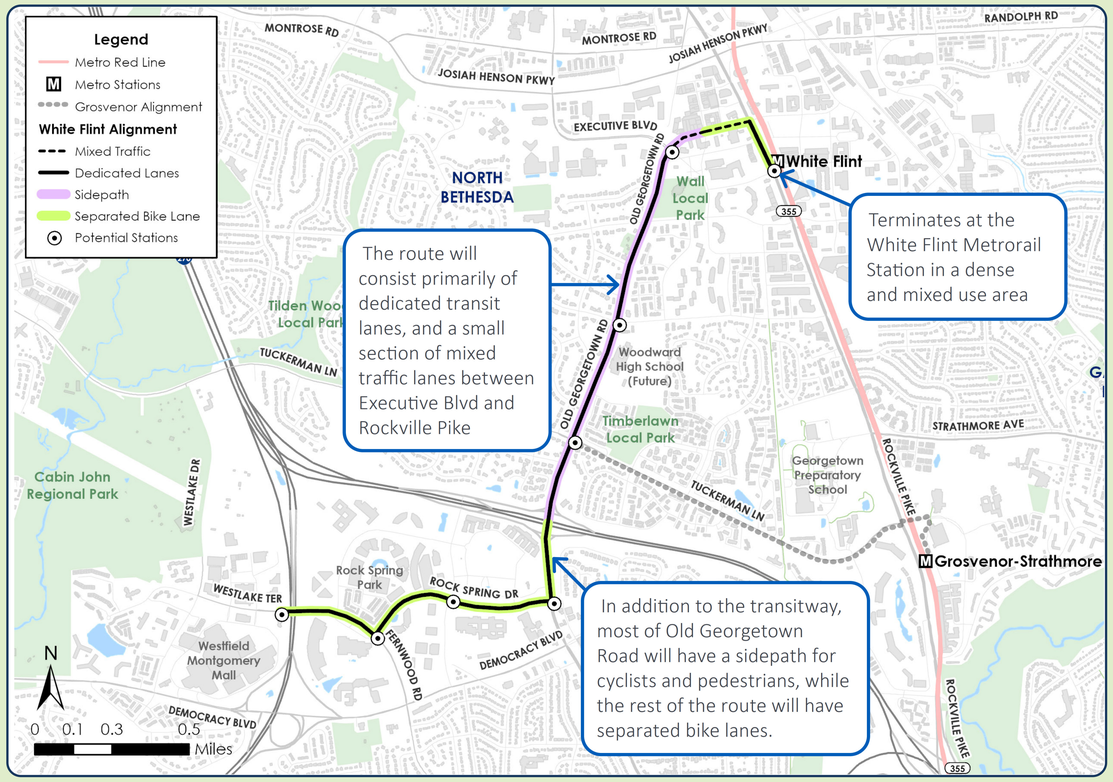
Which Alternative Best Achieves the Goal?

- ↔ Some Advantage
- ⟷ Significant Advantage
- ● No notable advantage

ALTERNATIVE RESULTS SUMMARY

Goals and Objectives	North Bethesda	Grosvenor	Rationale
Quality Service	←		North Bethesda alternative serves more existing local bus trips and overall regional trips
Mobility Choices	⟵		North Bethesda alternative serves more existing jobs and community facilities with more travel choices
Sustainable Solutions		→	Grosvenor alternative requires a less significant investment in infrastructure and potential right-of-way impacts
Community Equity	←		More disadvantaged populations live along or are connected to the North Bethesda alternative
Economic Growth	⟵		North Bethesda alternative better aligns with planned developed
Public Safety		●	Both alternatives improve public safety on the corridor

NORTH BETHESDA METRORAIL STATION TERMINI



The route will consist primarily of dedicated transit lanes, and a small section of mixed traffic lanes between Executive Blvd and Rockville Pike

Terminates at the White Flint Metrorail Station in a dense and mixed use area

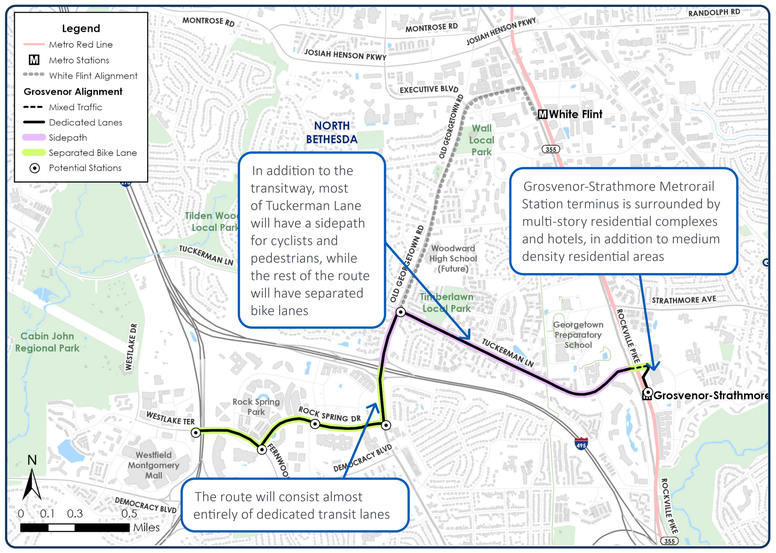
In addition to the transitway, most of Old Georgetown Road will have a sidepath for cyclists and pedestrians, while the rest of the route will have separated bike lanes.

Termini Screening Key Takeaways

- **More existing bus ridership**
- **Serves almost double the number of jobs**
- **Will strengthen and promote 9.3 million square feet of planned development**
- **Better supports forecasted changes in people and jobs**
- **Provide improved service to a higher number of low-income and minority populations, low-paying jobs, and equity emphasis areas**

Selected Termini

GROSVERNOR-STRATHMORE METRORAIL STATION TERMINI



In addition to the transitway, most of Tuckerman Lane will have a sidepath for cyclists and pedestrians, while the rest of the route will have separated bike lanes

Grosvenor-Strathmore Metrorail Station terminus is surrounded by multi-story residential complexes and hotels, in addition to medium density residential areas

The route will consist almost entirely of dedicated transit lanes

MCDOT

North Bethesda Bus Rapid Transit (BRT) Planning Study | Public Open House

Estudio De Planificación Del Servicio De Autobuses De Tránsito Rápido (BRT) Del Norte De Bethesda | *Sesión Informativa Pública*

Build Alternative 1: Median Lanes

Alternativa de construcción 1: Carriles Centrales

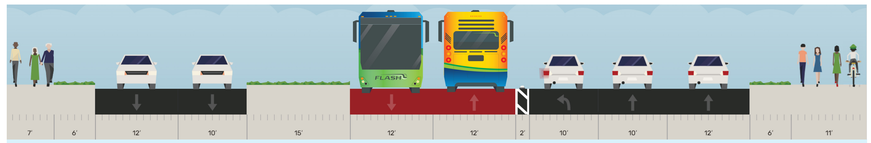
FLASH NORTH BETHESDA

4 EASTERN TERMINUS AT NORTH BETHESDA METRORAIL (NORTH SIDE) STATION

Build Alternative 1 travels in Mixed Traffic after Executive Boulevard. This alignment is dependent on construction of northern Metrorail entrance.

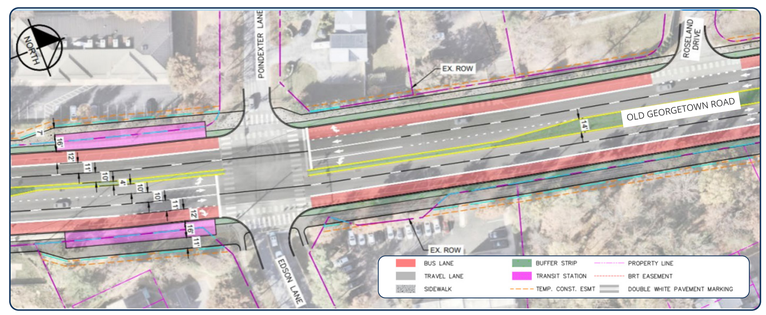
3 OLD GEORGETOWN ROAD

Build Alternative 1| 125' width



Median Lanes along Old Georgetown Road

- More reliable, uninterrupted service
- Reduces conflicts between bus lane and high school traffic
- Restricts some left turns
- Riders board and get off in median

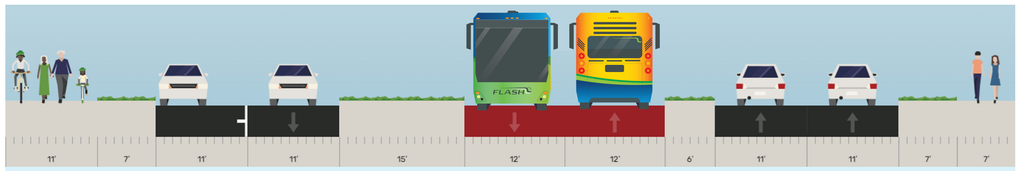


1 WESTLAKE TERRACE

BRT along the bridge must operate in mixed traffic due to ROW constraints (width of existing bridge deck).

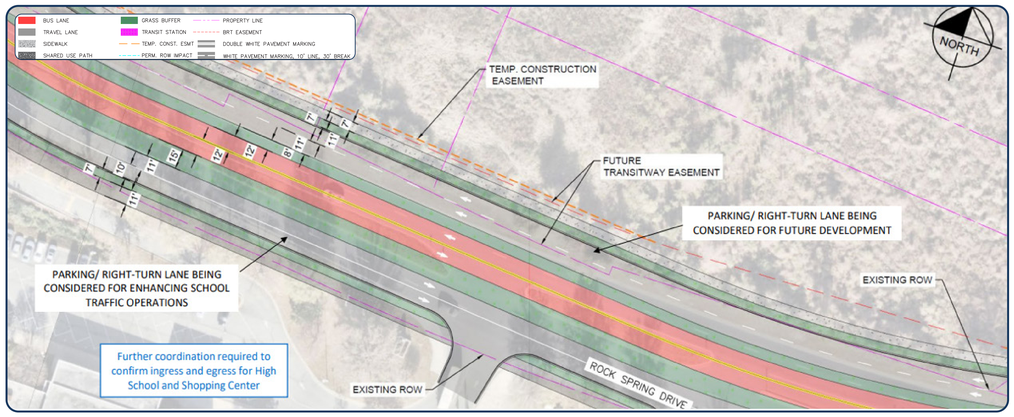
2 ROCK SPRING DRIVE

Build Alternative 1| 121' width



Median Lanes along Rock Spring Drive

- More reliability for bus speeds
- Aligns with the County plans as approved in the 2017 Rock Spring Sector Plan
- Restricts some mid-block (not at intersections) left turns
- Riders board and get off in median



MCDOT

North Bethesda Bus Rapid Transit (BRT) Planning Study | Public Open House

Estudio De Planificación Del Servicio De Autobuses De Tránsito Rápido (BRT) Del Norte De Bethesda | *Sesión Informativa Pública*

Build Alternative 2: Curbside Lanes

Alternativa de construcción 2: Carriles al lado de la acera

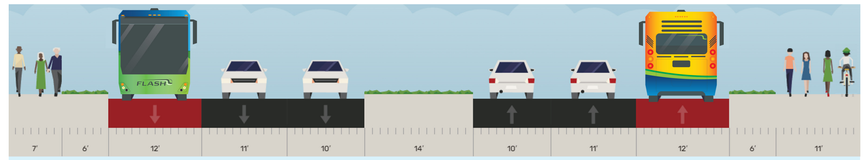
FLASH NORTH BETHESDA

4 EASTERN TERMINUS AT NORTH BETHESDA METRORAIL STATION

Build Alternative 2 operates in mixed traffic along Marinelli Road and Nicholson Lane, and utilizes the existing Metrorail station entrance.

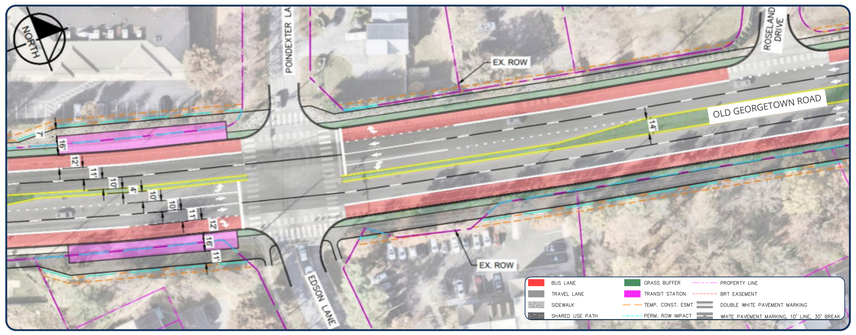
3 OLD GEORGETOWN ROAD

Build Alternative 2| 110' width



Curbside Lanes along Old Georgetown Road

- Maintains similar configuration to existing roadway function
- Less expensive and complicated to build



1 WESTLAKE TERRACE

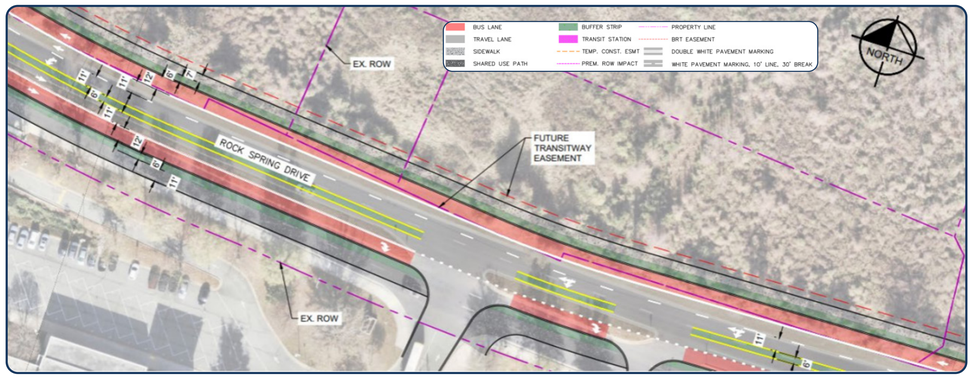
BRT along the bridge must operate in mixed traffic due to ROW constraints (width of existing bridge deck). Build Alternative 2 extends BRT service across Westlake Drive.

2 ROCK SPRING DRIVE

Build Alternative 2| 93' width

Curbside Lanes along Rock Spring Drive

- Bus lane could be blocked by high school traffic and/or right turns
- Other bus service could use dedicated lanes



MCDOT

North Bethesda Bus Rapid Transit (BRT) Planning Study | Public Open House

Estudio De Planificación Del Servicio De Autobuses De Tránsito Rápido (BRT) Del Norte De Bethesda | *Sesión Informativa Pública*

Preparing for the Future of North Bethesda

Preparación para el futuro del norte de Bethesda

FLASH NORTH BETHESDA

PLANNED DEVELOPMENT WILL INCREASE VIABILITY OF FUTURE TRANSIT INVESTMENTS

Aligning Transit Infrastructure Investments with Planned Development and Transportation Demand Growth

INCREASED TRAFFIC CONGESTION BASED ON FORECASTED GROWTH

Without investment in reliable transit, traffic congestion is forecast to increase significantly

	Intersection	2022 Existing Peak Hour *(Post bike lane implementation)*	2045 No-Build Peak Hour
		Delay (sec)	Delay (sec)
1	Westlake Terr & Montgomery Mall Drwy/ Motor City	24	35
2	Westlake Terr/Fernwood Rd & Marriott Drwy	23	23
3	Rock Spring Dr & Fernwood Rd	27	29
4	Rock Spring Dr & Rockledge Rd	26	31
5	Old Georgetown Rd & Rock Spring Dr	42	82
6	Old Georgetown Rd & I-270 NB Ramps	26	123
7	Old Georgetown Rd & Tuckerman La	72	180
8	Old Georgetown Rd & Poindexter Dr/Edson La	25	57
9	Old Georgetown Rd & Tilden La/Nicholson La	51	122
10	Old Georgetown Rd & Executive Blvd	81	137
11	Rockville Pike & Old Georgetown Rd	41	116
12	Rockville Pike & Nicholson Ln	54	88
13	Rockville Pike & Marinelli Rd	25	57

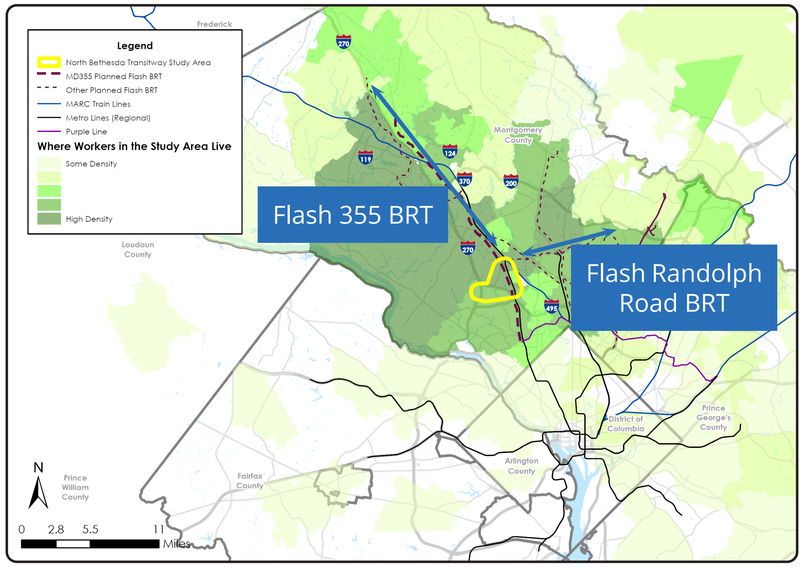
Delay is the average amount of time one can expect to wait at an intersection.

Connecting with Other BRT Projects Greatly Increases Ridership Projections and Improves Project Viability

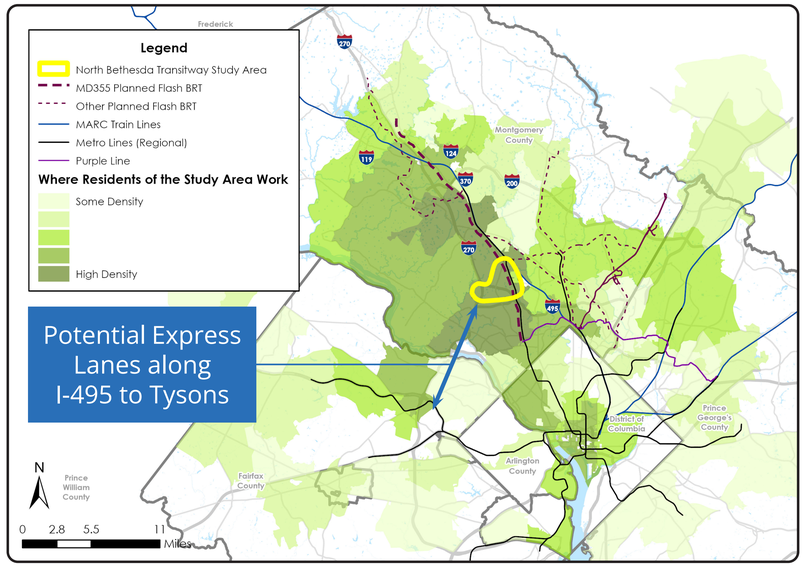
Conectando con Otros Proyectos de BRT Aumenta en Gran Medida las Proyecciones de Usuarios y Mejora la Viabilidad del Proyecto

Regional transit connections that are not built yet will better integrate the North Bethesda BRT with the region, increasing overall ridership along the corridor and access to jobs and opportunities.

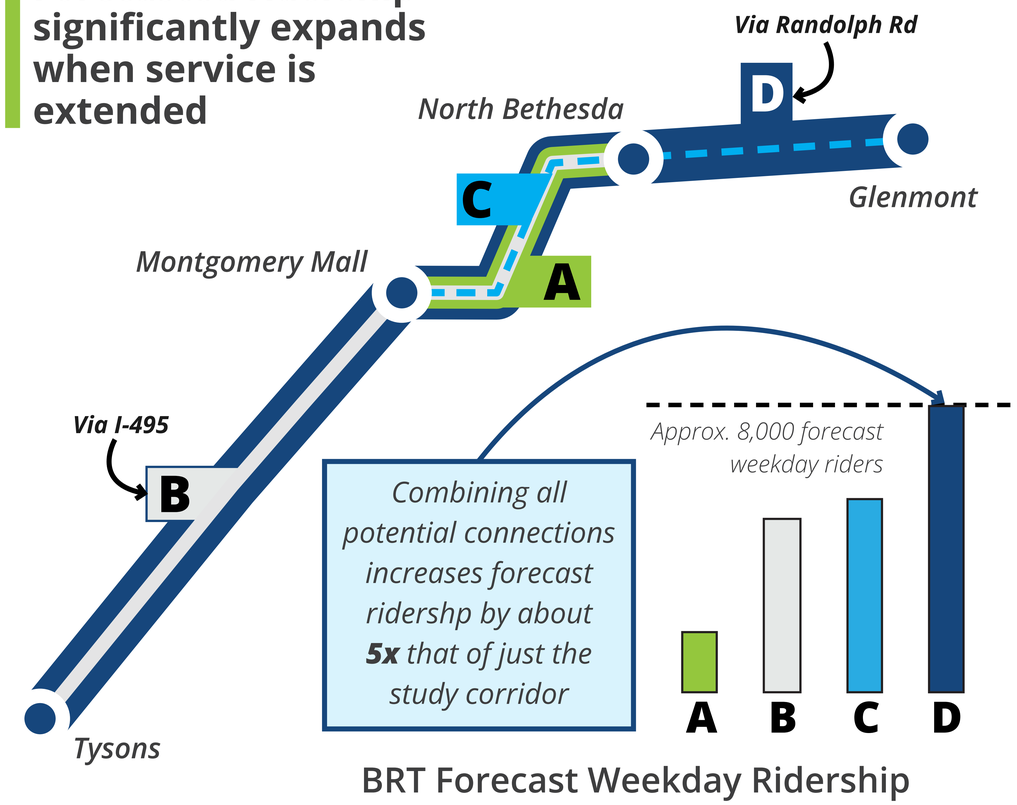
Where People Live Who Work in the Study Area



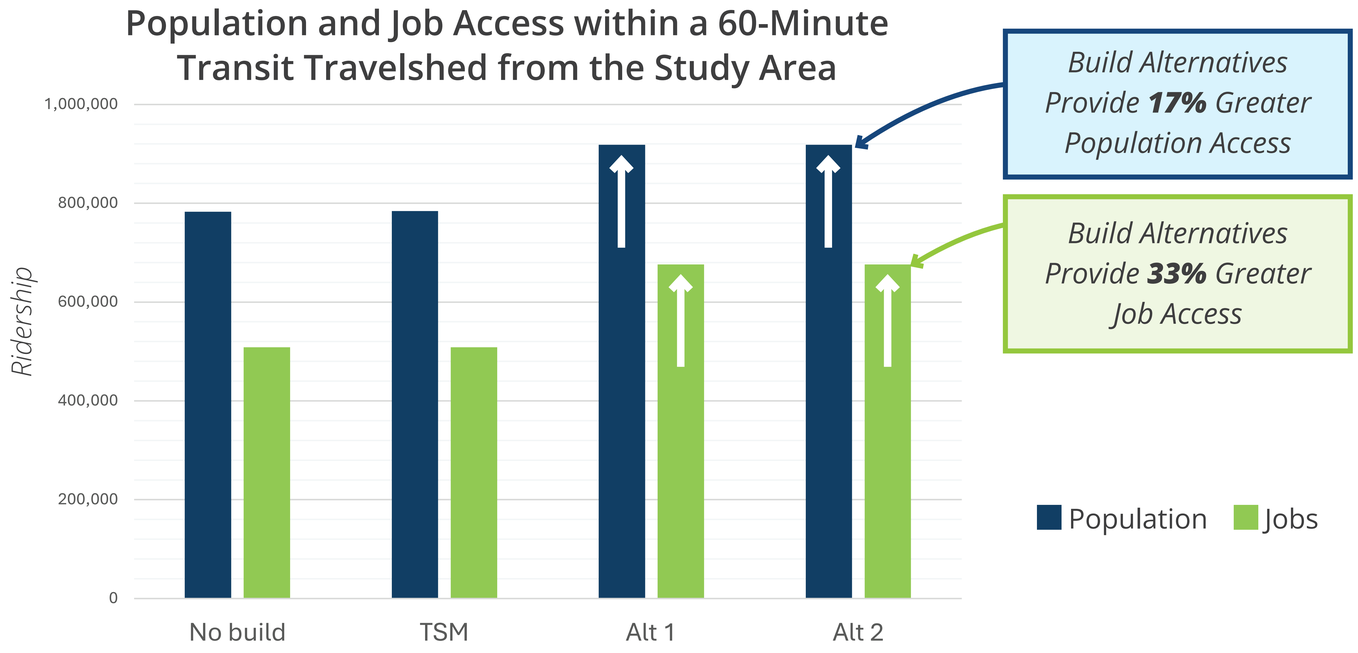
Where People Work Who Live in the Study Area



Forecasted ridership significantly expands when service is extended



In 2045, Build Alternatives provide greater access due to faster transit travel time and increased connectivity to other service

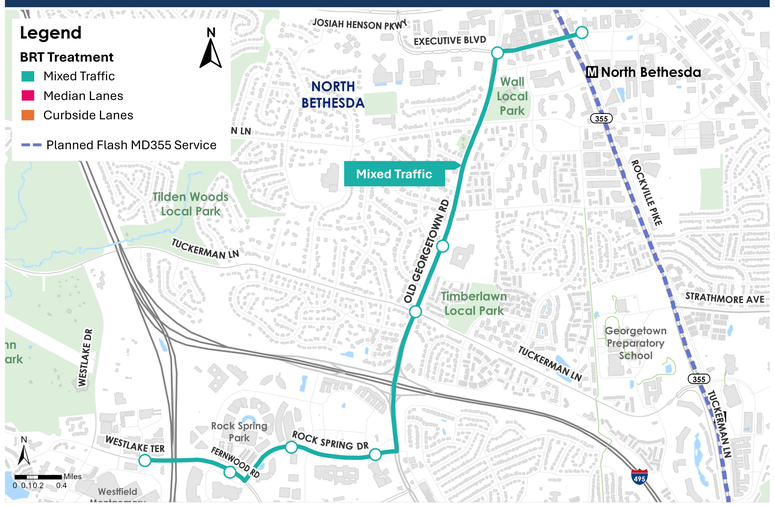


Summary of Design Alternatives

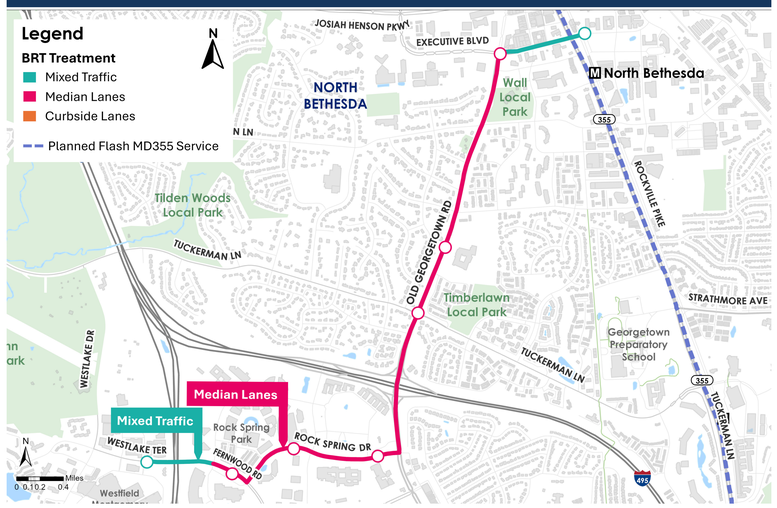
Resumen de las Alternativas de Diseño

FLASH NORTH BETHESDA

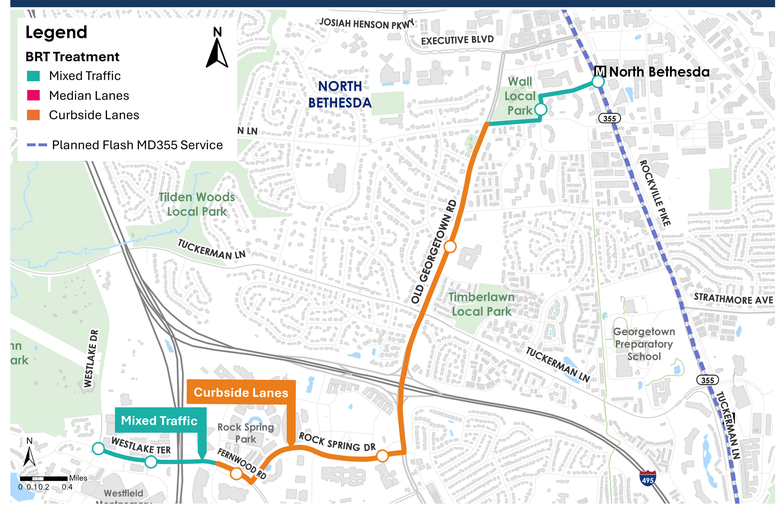
TSM ALTERNATIVE - MIXED TRAFFIC



BUILD ALTERNATIVE 1 - MEDIAN



BUILD ALTERNATIVE 2 - CURB

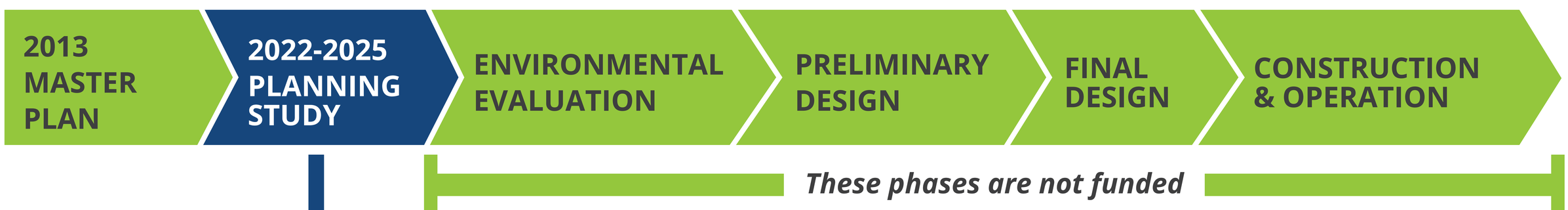


	TSM Alternative		Build Alternative 1		Build Alternative 2	
	Rock Spring Drive	Old Georgetown Road	Rock Spring Drive	Old Georgetown Road	Rock Spring Drive	Old Georgetown Road
Flash BRT Travel Time	**Fair**	**Fair**	**Good** Dedicated lanes increase bus speeds	**Good** Dedicated lanes increase bus speeds	**Good** Dedicated curbside lanes allow Flash BRT buses to go faster	**Good** Dedicated curbside lanes allow Flash BRT buses to go faster
General Traffic Travel Time *(Compared to Future Baseline)*	**Fair** Traveling by car remains about the same	**Fair** Traveling by car remains about the same	**Fair** Median lanes require changes to signal timing that make some intersections worse	**Fair** Median lanes require changes to signal timing that make some intersections worse	**Fair** Traveling by car remains about the same	**Fair** Traveling by car remains about the same
Construction Cost	**Low**		**Higher** Construction of median lanes is more intensive and includes improved pedestrian and bicycle facilities		**Higher** Construction of curbside lanes is more intensive and includes improved pedestrian and bicycle facilities	
Property Impact	**Low**	**Low**	**Modest**	**Higher** Median lanes require additional land acquisition	**Low** Primarily fits within right-of-way already dedicated to transit	**Modest**

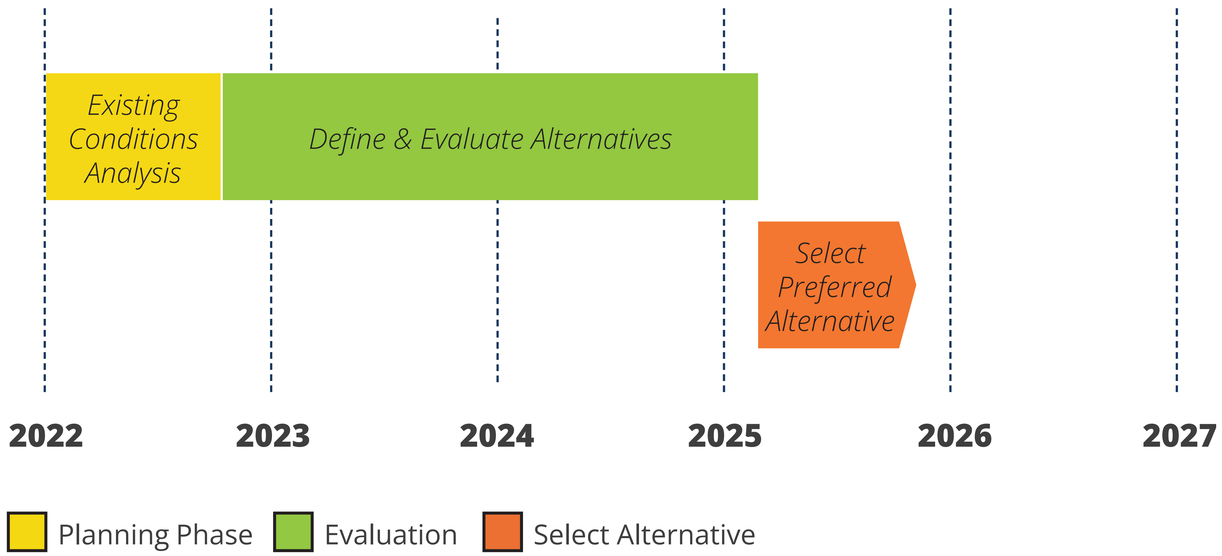
Project Timeline and Next Steps

Calendario Del Proyecto

NORTH BETHESDA BRT PROCESS



North Bethesda Project Timeline



PROJECT NEXT STEPS

- **Individual Community Outreach:** share project process and results of analysis for public input; answer questions
- **Development of Preferred Alternative:** Take feedback and develop recommended alternative for the North Bethesda Transitway
- **Planning Board:** Presentation on alternatives analysis results and take direction on recommendation
- **Planning Board Review**
- **Council Action**

Thank You!
¡Muchas Gracias!

FLASH
NORTH BETHESDA

Take our Survey! *¡Participa en nuestra encuesta!*

We invite you to share your feedback by scanning the QR code below. Your input will help us move forward with recommendations for BRT in the North Bethesda corridor.

Scan Here!