



# US 29 Flash BRT – Phase 2 Public Meeting

501 April 8, 2025

# Agenda

- Background
- Project Overview
- BRT Concept Development
- Intersection Access Adjustments
- Engagement Opportunities




# Background




# 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**


 **METRO STATION**

 **PARK AND RIDE**

 **MARC STATION**

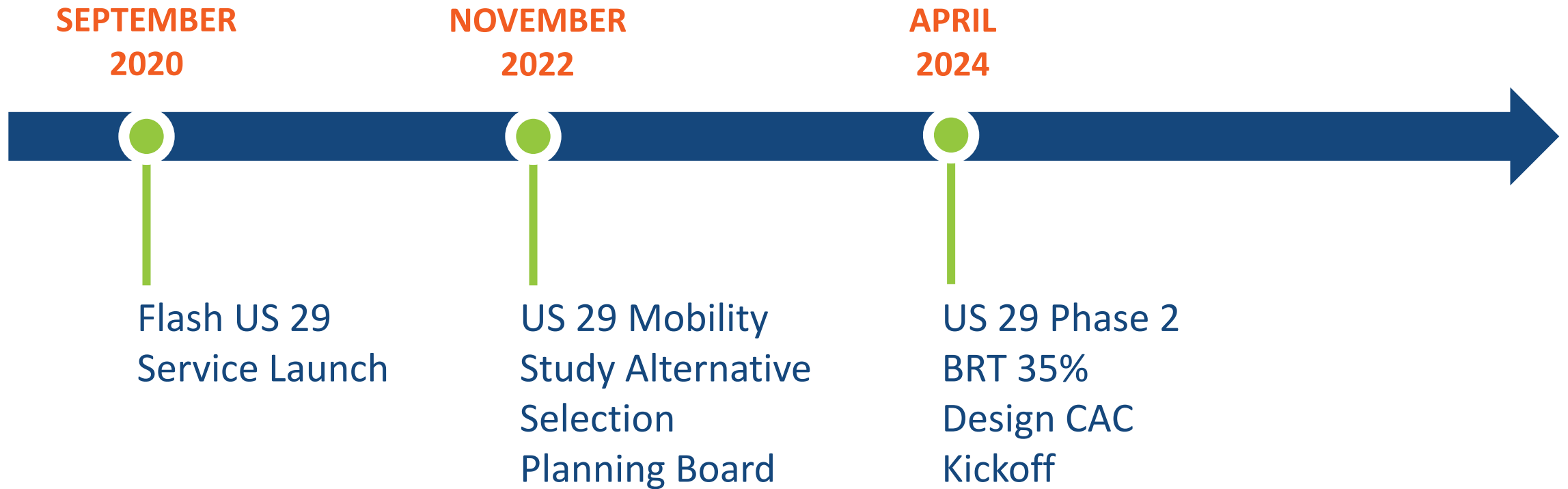
**FLASH LINES INTERSECT**

 **TWO COLORS DENOTES WHERE TWO ROUTES CONNECT**

 **THREE COLORS DENOTES WHERE THREE ROUTES CONNECT**



# Recap of US 29 Efforts



# What is Bus Rapid Transit (BRT)?

Montgomery County's Flash Bus Rapid Transit (BRT) is bus-based transit system that will deliver faster, more reliable, and convenient services with the capacity and quality of rail transit. The following are key components of Flash BRT:



**Dedicated Bus Lanes or  
Bus Priority Treatment**



**Specialized Vehicles**



**Enhanced Stations**



**New and  
Branded Services**



**Transit Signal Priority**



**Enhanced Pedestrian  
and Bicycle Access**

# Project Overview

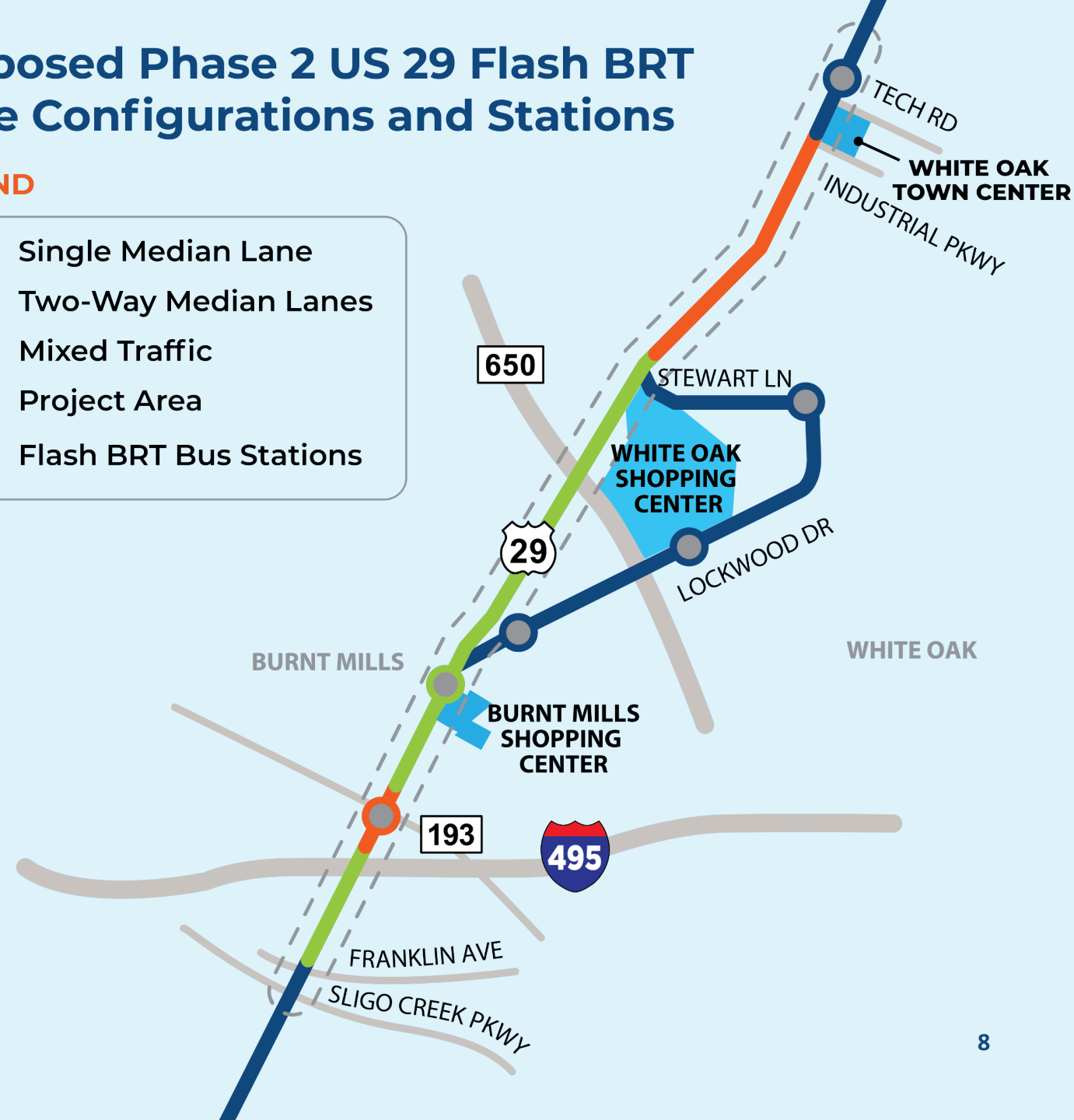
# US 29 Flash BRT – Phase 2

- **Corridor Length:** ~5 miles
- **Location:** From Sligo Creek Parkway to Tech Road
- **System:** Median-Running Bus Lanes Hybrid
- **Design Task:** 35% Preliminary Engineering
- **Stations:** Improvements at Four Corners and Burnt Mills

## Proposed Phase 2 US 29 Flash BRT Lane Configurations and Stations

### LEGEND

- Single Median Lane
- Two-Way Median Lanes
- Mixed Traffic
- Project Area
- Flash BRT Bus Stations





# Project Goals



**Dedicated Bus Lanes**



**Enhance the US 29 Flash Service**



**Bus Priority at Traffic Signals**



**Improve Corridor Travel Time and Reliability for Buses**



**Pedestrian and Bicycle Access and Safety Improvements**

# US 29 BRT Phase 2 – Project Schedule



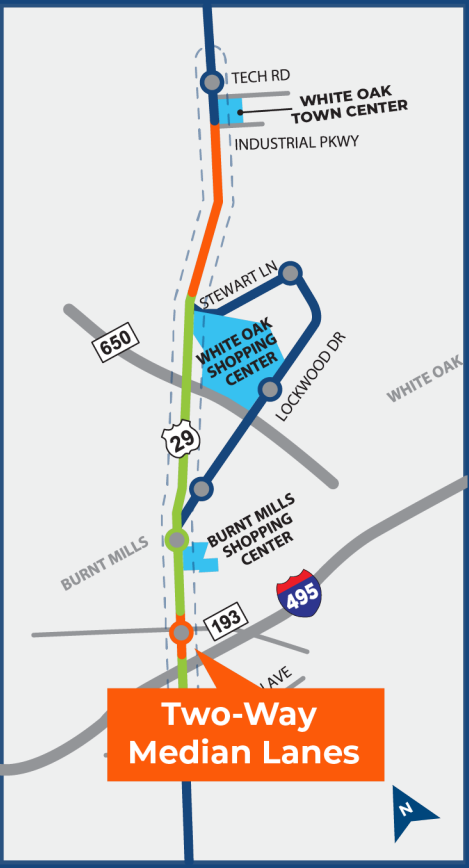
# BRT Concept Development

# Project Elements of US 29 BRT – Phase 2

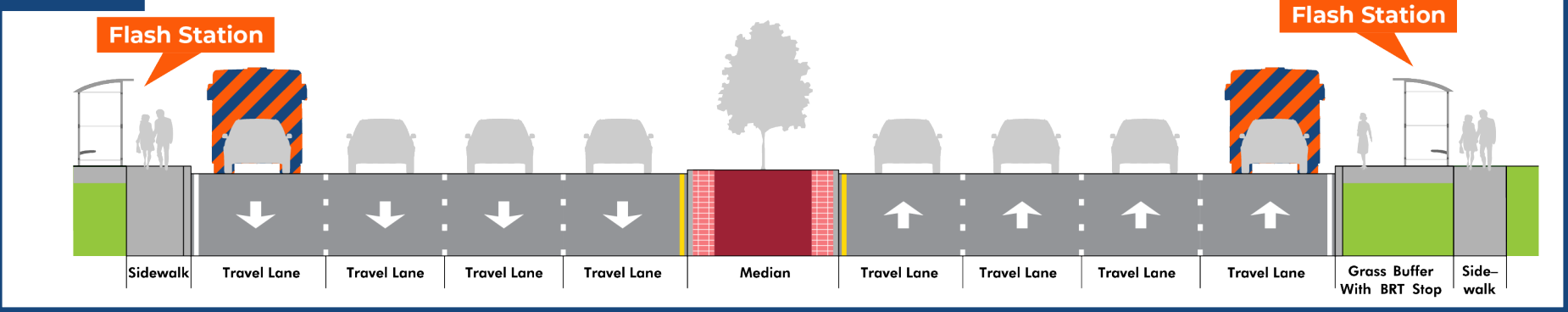
- Median bus lanes
  - One lane in each direction
  - Single median lane that is reversible
- New Traffic Signals
- Adjusted neighborhood access
- New bicycle and pedestrian facilities



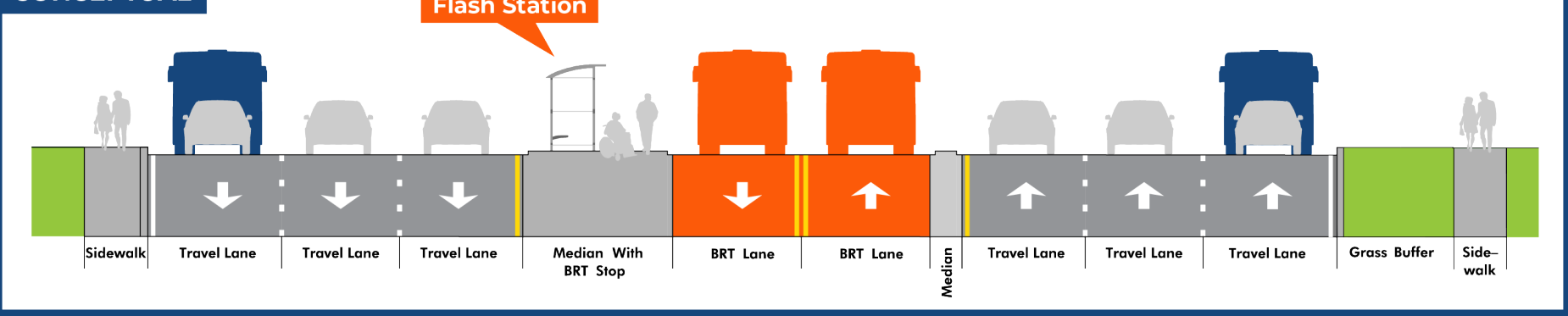
# Four Corners



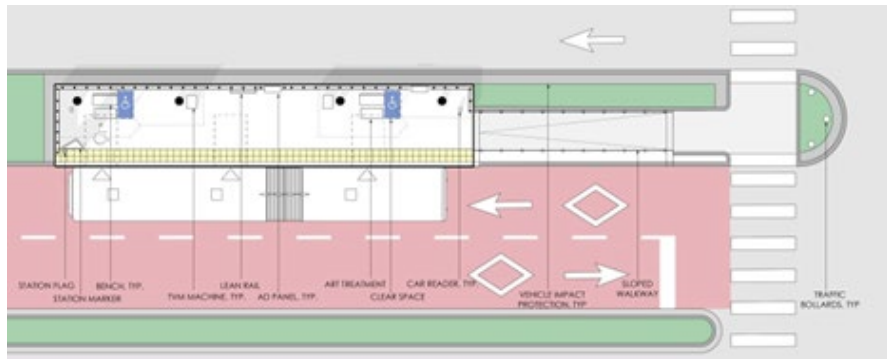
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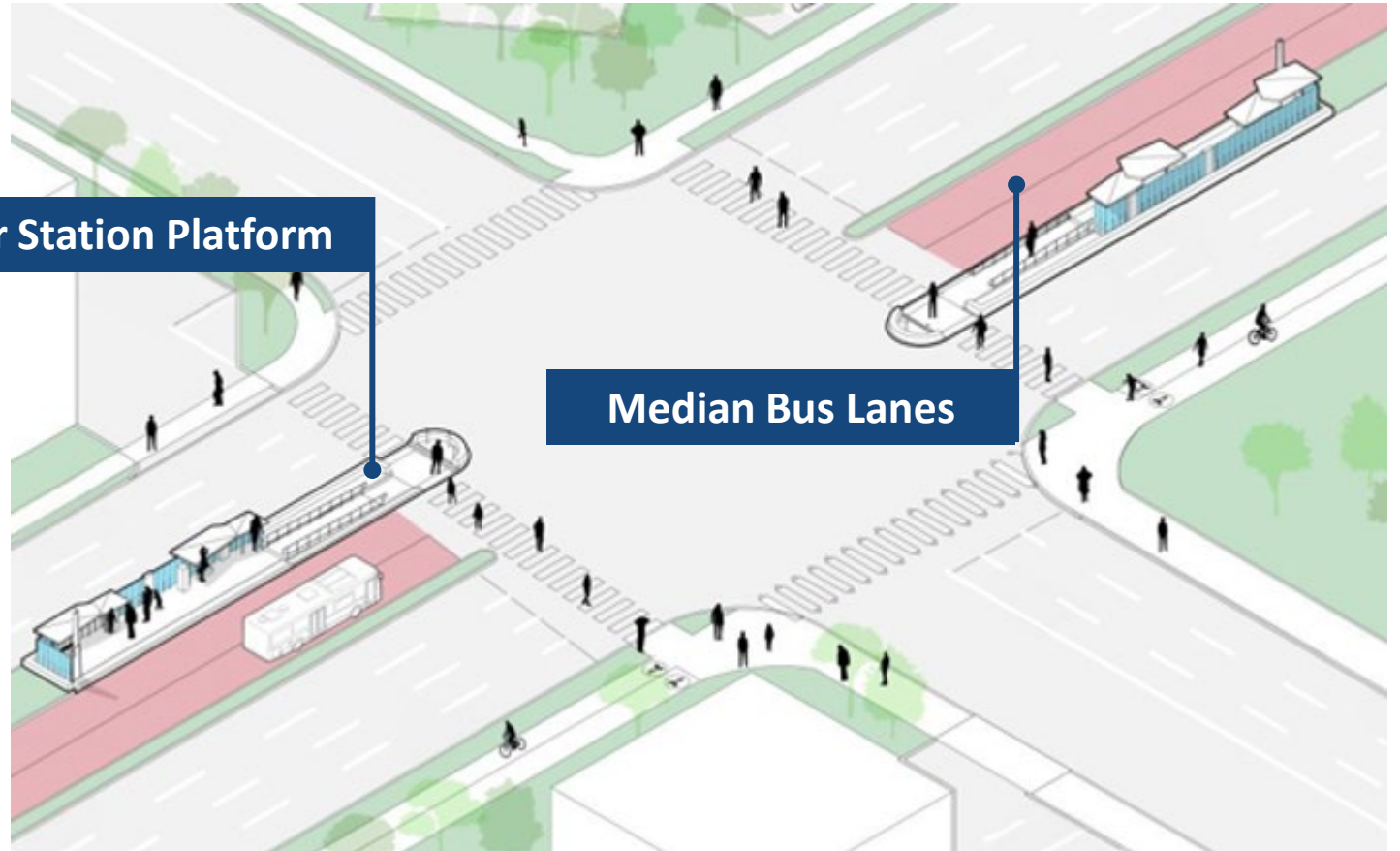
## CONCEPTUAL



# Center Running Busway & Station Examples



BRT Center Station Platform



Median Bus Lanes

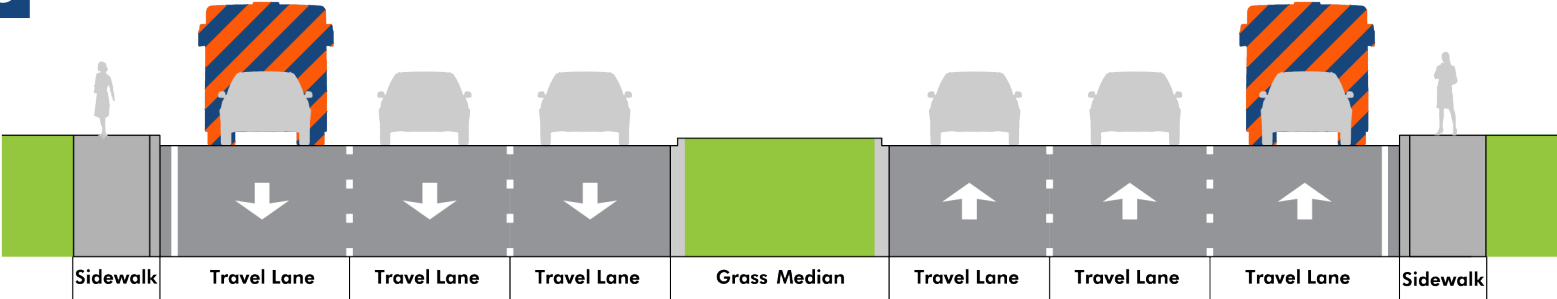


# Four Corners to Stewart Lane

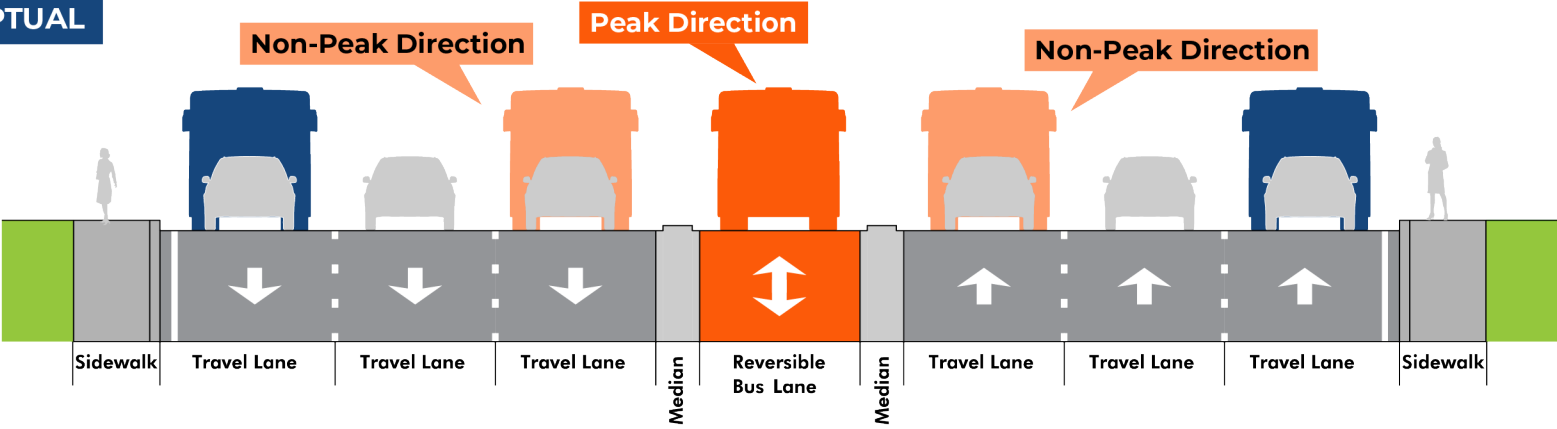


Single Median Lane (Reversible)

## EXISTING



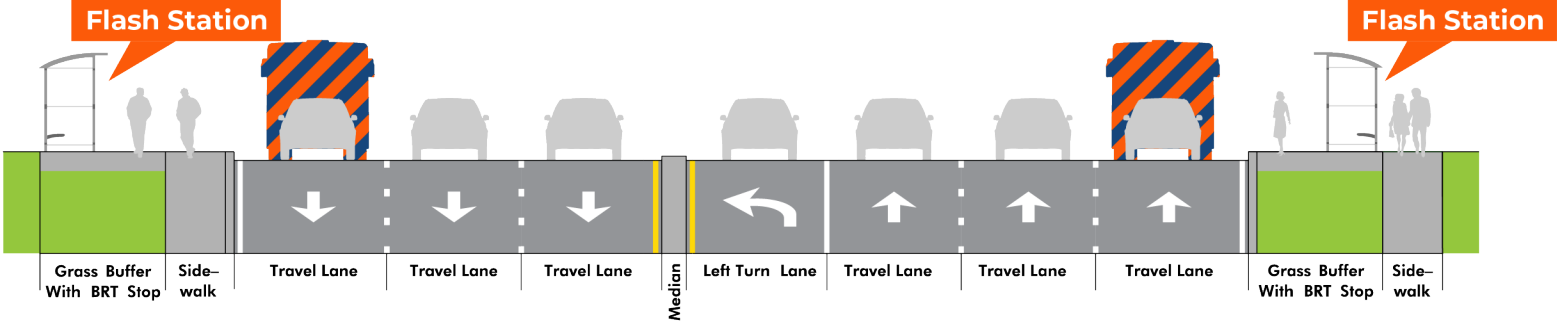
## CONCEPTUAL



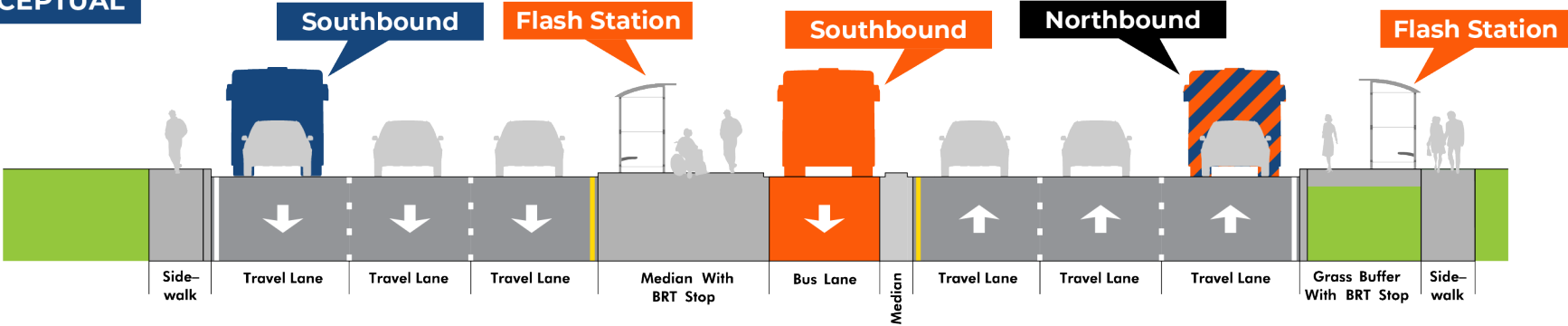
# Burnt Mills Shopping Center



## EXISTING



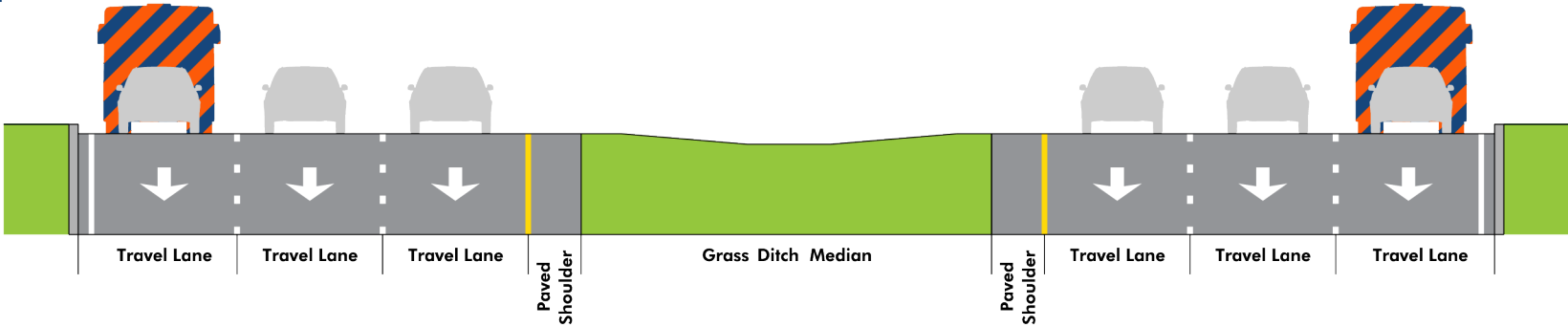
## CONCEPTUAL



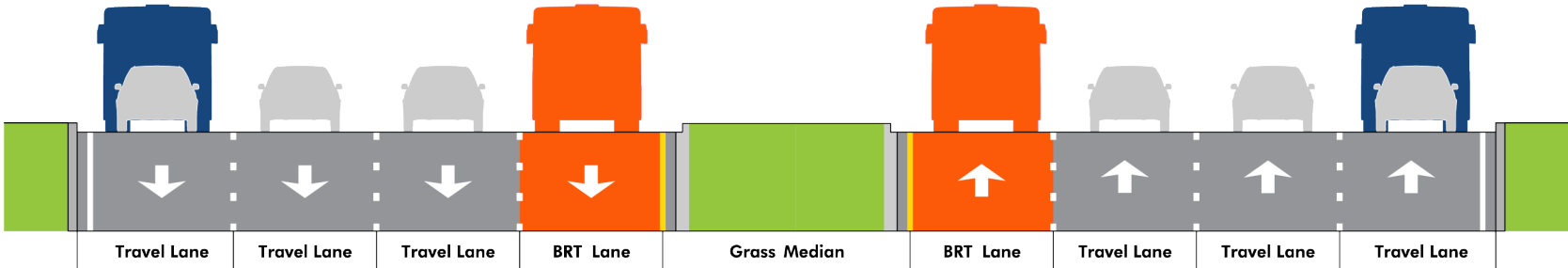
# Stewart Lane to Industrial Parkway



## EXISTING



## CONCEPTUAL



# Intersection Access Adjustments

# Intersection Modifications

## Traffic Signals

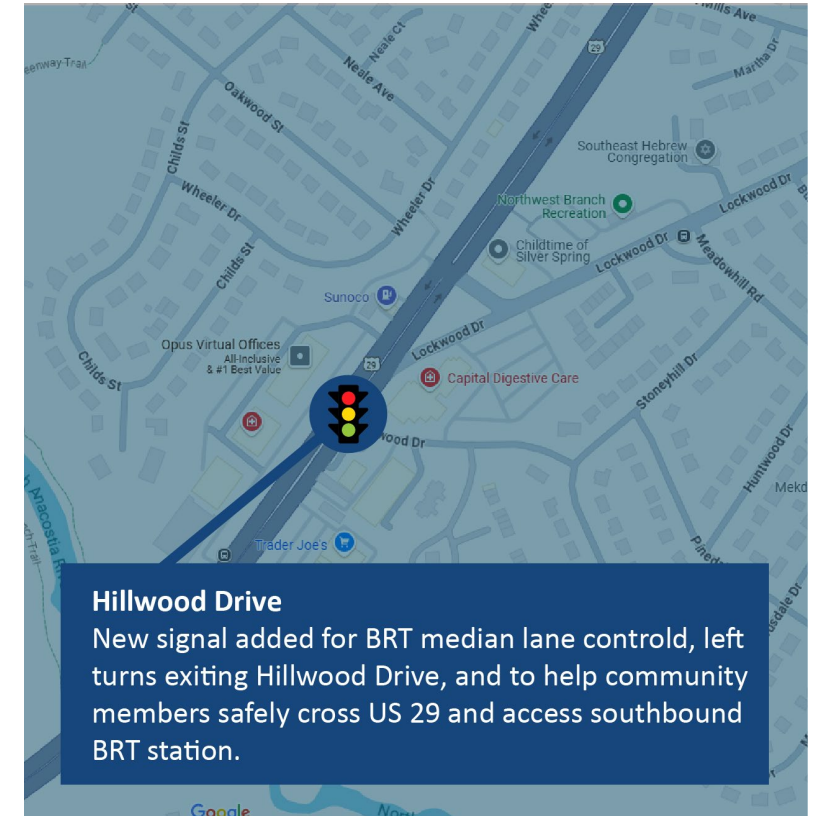
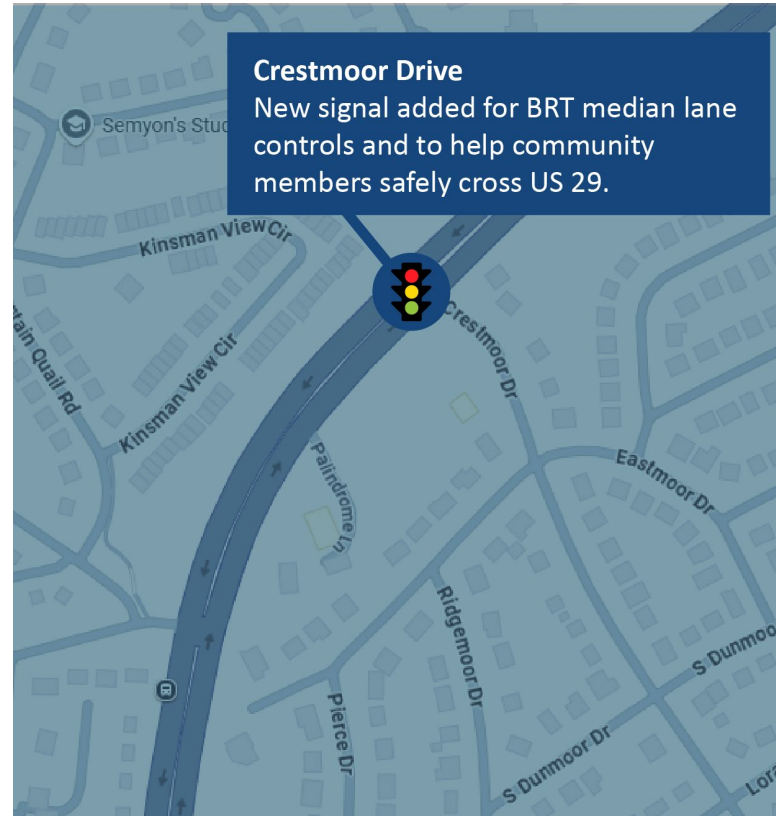
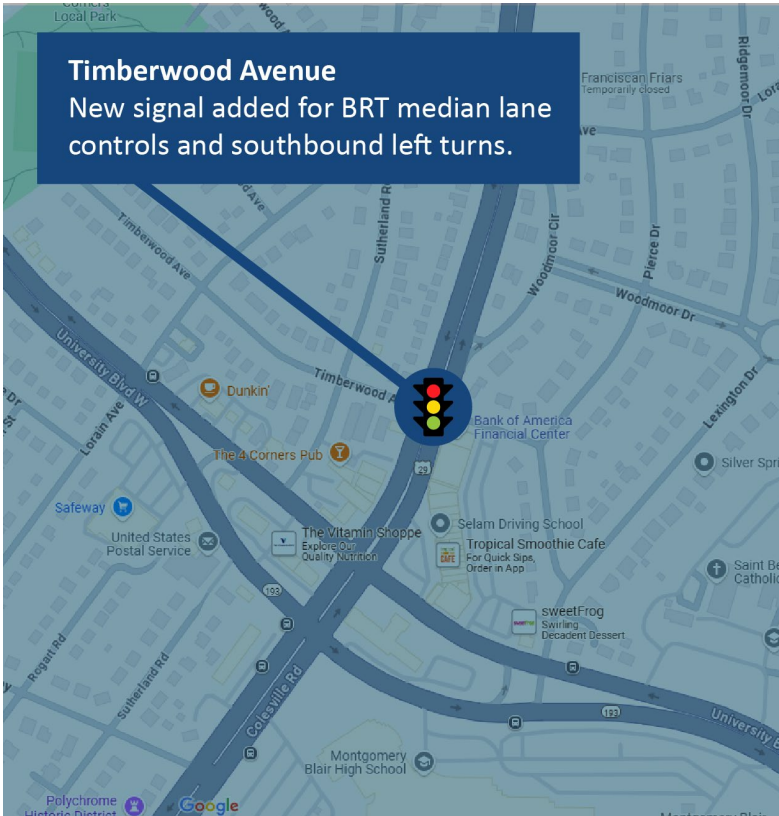
- 13 Existing Traffic Signal Modifications
- 3 Proposed Traffic Signals
  - Timberwood Avenue
  - Crestmoor Drive
  - Hillwood Drive

## Proposed Left Turn Restrictions

- Leighton Avenue
- Brewster Avenue
- Lorain Avenue
- Hillwood Drive
- Lockwood Drive
- Northwest Drive

# Proposed Traffic Signals

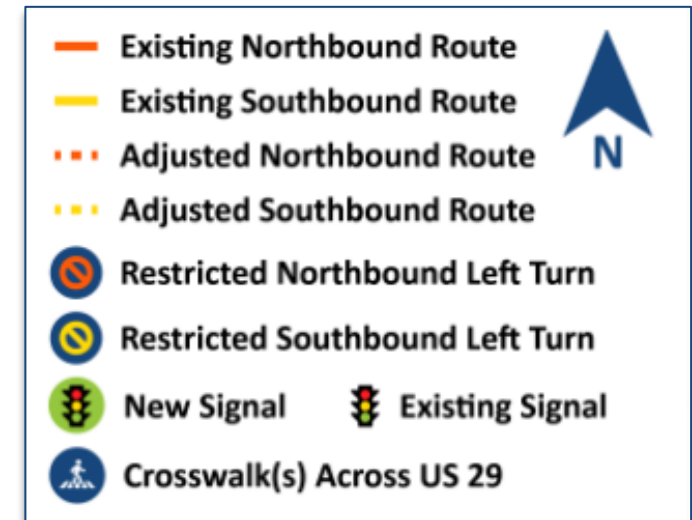
## Timberwood Avenue, Crestmoor Drive, & Hillwood Drive





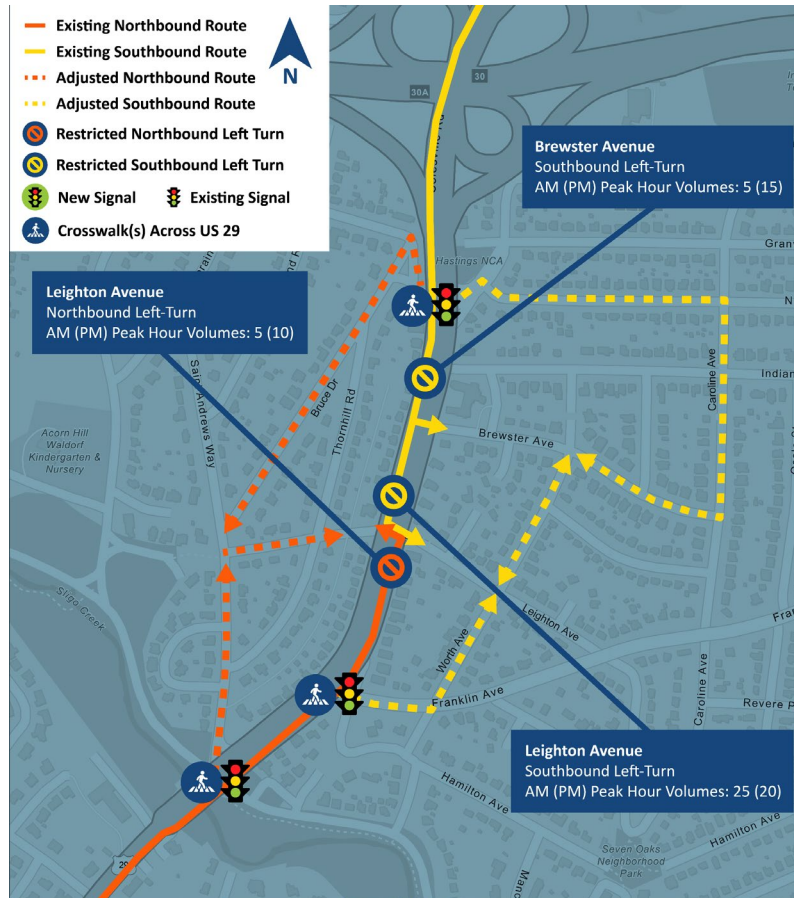
# Proposed Neighborhood Access Adjustments

- Left turns will be restricted at some intersections
- Maps have been created to show proposed left turn restrictions and adjusted travel routes for passenger vehicles
  - Orange and yellow solid lines show **current** routes to access the neighborhood
  - Orange and yellow dashed lines show **new** routes to access the neighborhood

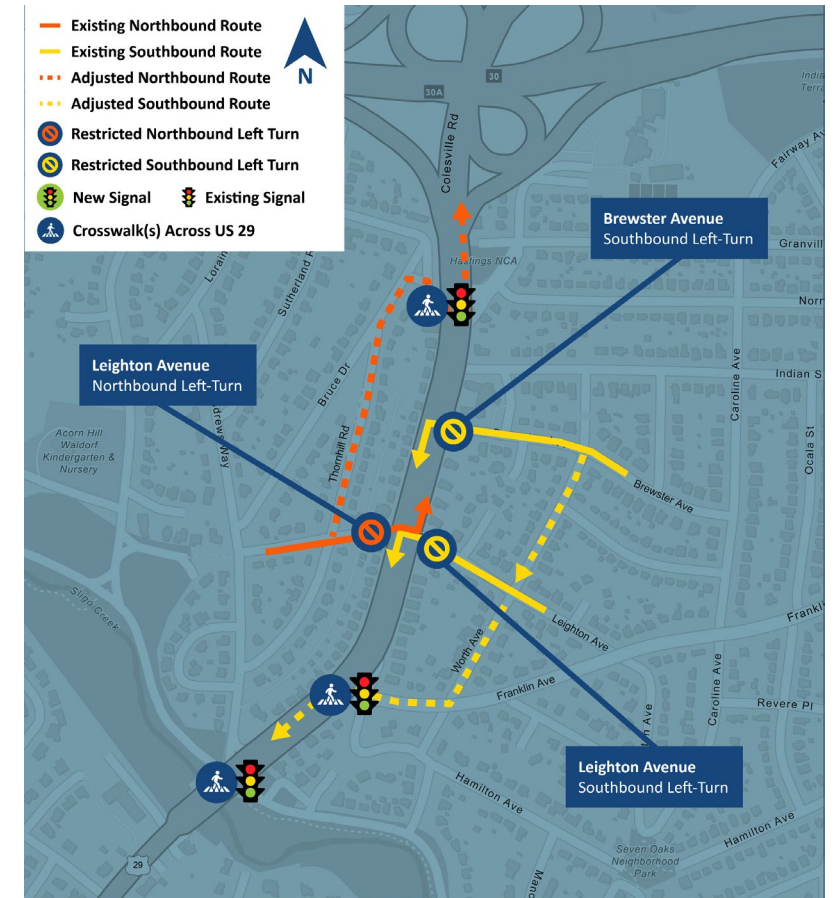


# Proposed Neighborhood Access Adjustments

Left Turn  
Restrictions  
Accessing  
Leighton  
Avenue and  
Brewster  
Avenue  
from US 29



Left Turn  
Restrictions  
Accessing  
US 29 from  
Leighton  
Avenue and  
Brewster  
Avenue





# Potential Enhancements for Bike/Ped Facilities



## Reviewing documented recommendations

- 2018 Bicycle Master Plan
- US 29 Mobility & Reliability Study
- Small Area Plans
- 2023 Pedestrian Plan



## Identifying conflicting recommendations

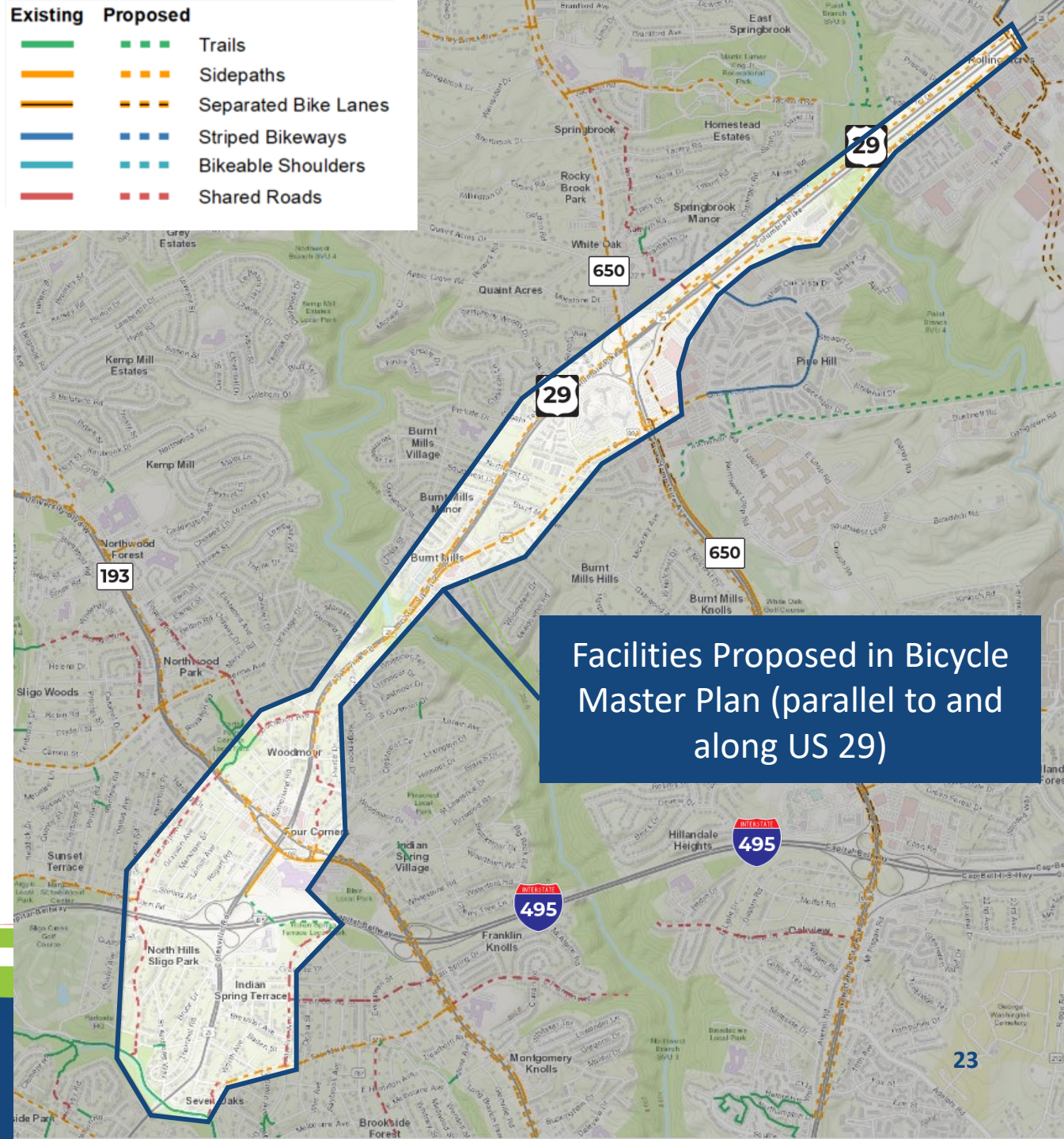


## Developing and evaluating concept design

- Property Needs
- Cost Implications

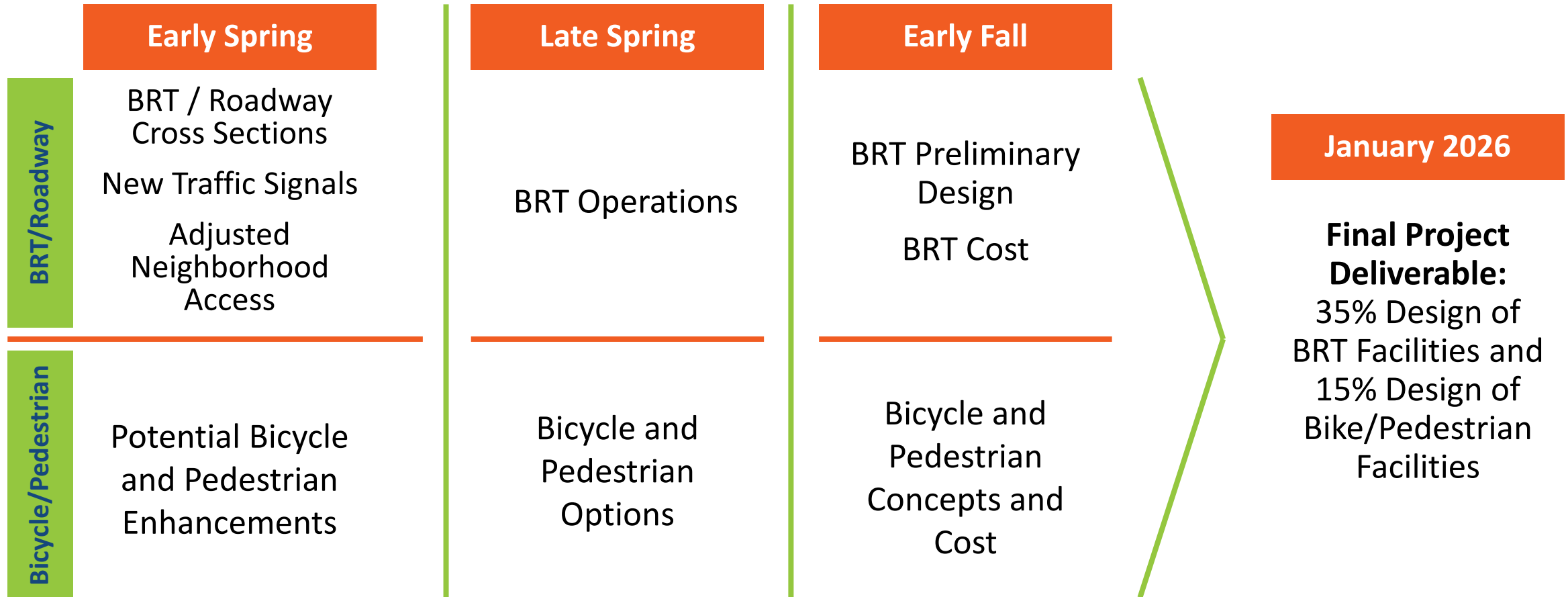
Existing Proposed

		Trails
		Sidepaths
		Separated Bike Lanes
		Striped Bikeways
		Bikeable Shoulders
		Shared Roads



# Engagement Opportunities

# Public Engagement Topics



# The Corridor Advisory Committee (CAC) is accepting applications!

Please **scan the QR-Code** or visit:  
<https://forms.office.com/g/WyBcsR20GA>

Membership Application: MCDOT  
Flash BRT Corridor Advisory  
Committee. US 29 Phase 2





# Thank You

## Questions?

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