



Montgomery County Bus Rapid Transit Update

North Bethesda Transportation Management District

November 18, 2020

Project Update

- **US 29 – Flash** started service on October 14, 2020; Facility Planning completed for Phase 2 (managed lanes)
- **Veirs Mill Road** – Project is in Preliminary Design
- **MD 355** – Project is in Preliminary Design
- **Great Seneca Science Corridor** – Planning short-term transit improvements while maintaining long-term vision for Corridor Cities Transitway

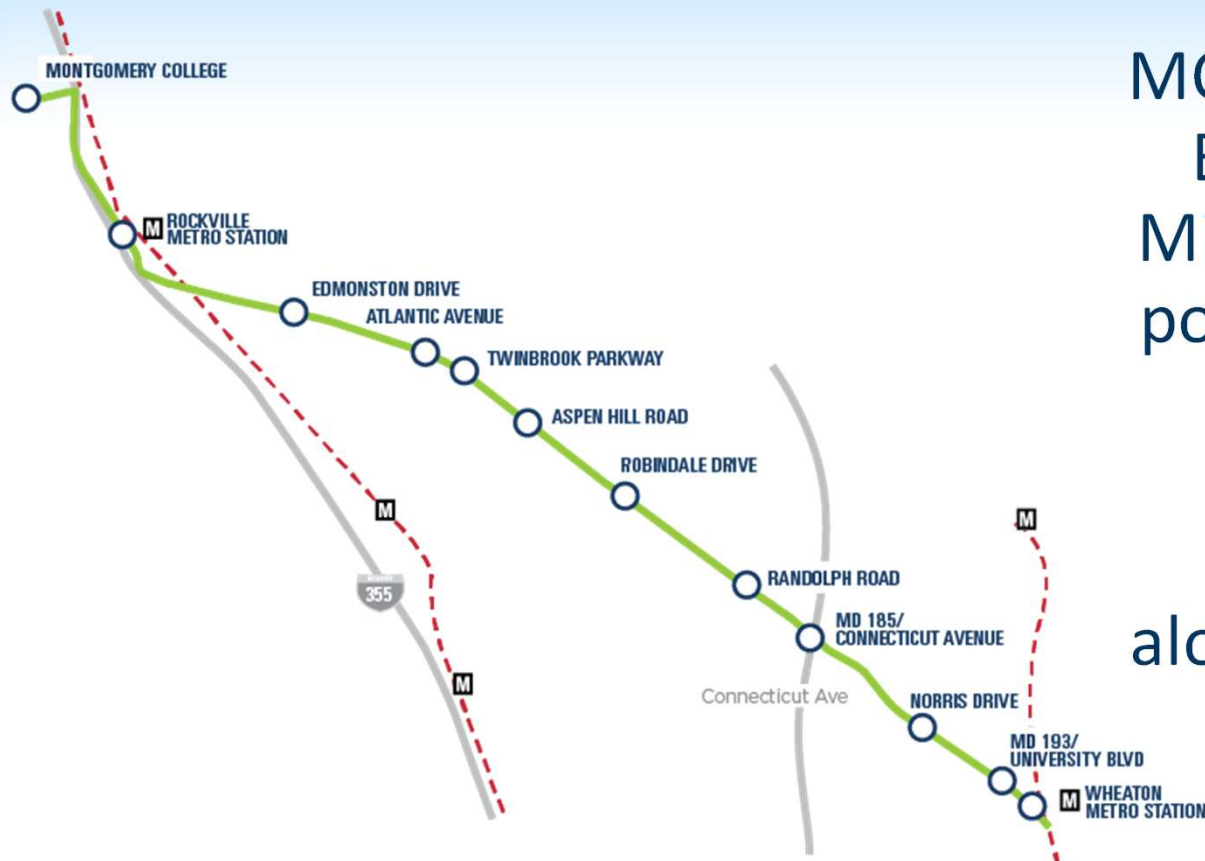
US 29 Flash



US 29 Flash



Veirs Mill Road BRT Project



MCDOT is designing a BRT line along Veirs Mill Road and a short portion of MD 355 to meet the needs of residents and businesses along this busy route.

Veirs Mill Road BRT Project



35% Design

FALL 2020 TO FALL 2021

Final Design

MID-2022 TO LATE 2023

Construction

MID-2024 TO LATE 2026

*schedule is contingent on receiving funding



Veirs Mill Road BRT Project



Project Element	Estimated Cost – Corridor Study
Engineering and Construction	\$51.5 M
Right-of-Way	\$11.1 M
Vehicles	\$13.5 M*
Total Capital Cost	\$76.1 M
Annual Operating Cost	\$3.9 M*

*Unit costs updated based on actual costs for US 29 Flash

MD 355 BRT Project

Segment	Geographic Description
7	Clarksburg to Middlebrook Road
6	Middlebrook Road to MD 124
5	MD 124 to Summit Avenue
4	Summit Avenue to College Parkway
3	College Parkway to Dodge Street
2	Dodge Street to Grosvenor Metrorail
1	Grosvenor Metrorail to Bethesda Metrorail

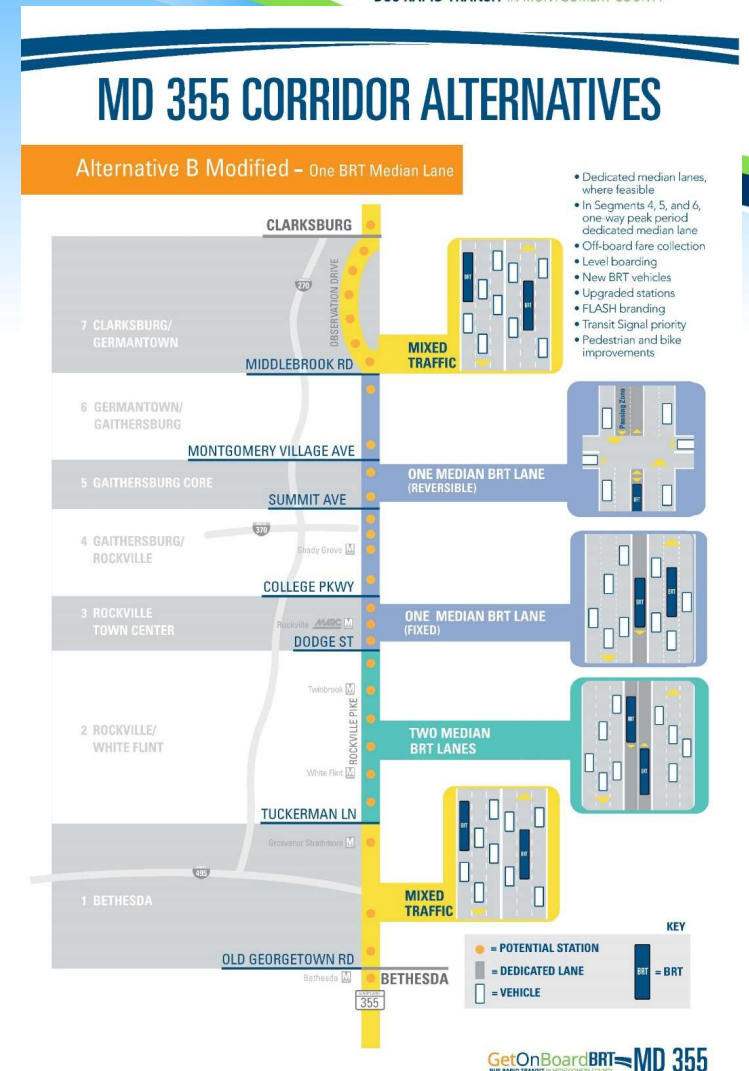


MD 355 BRT Project

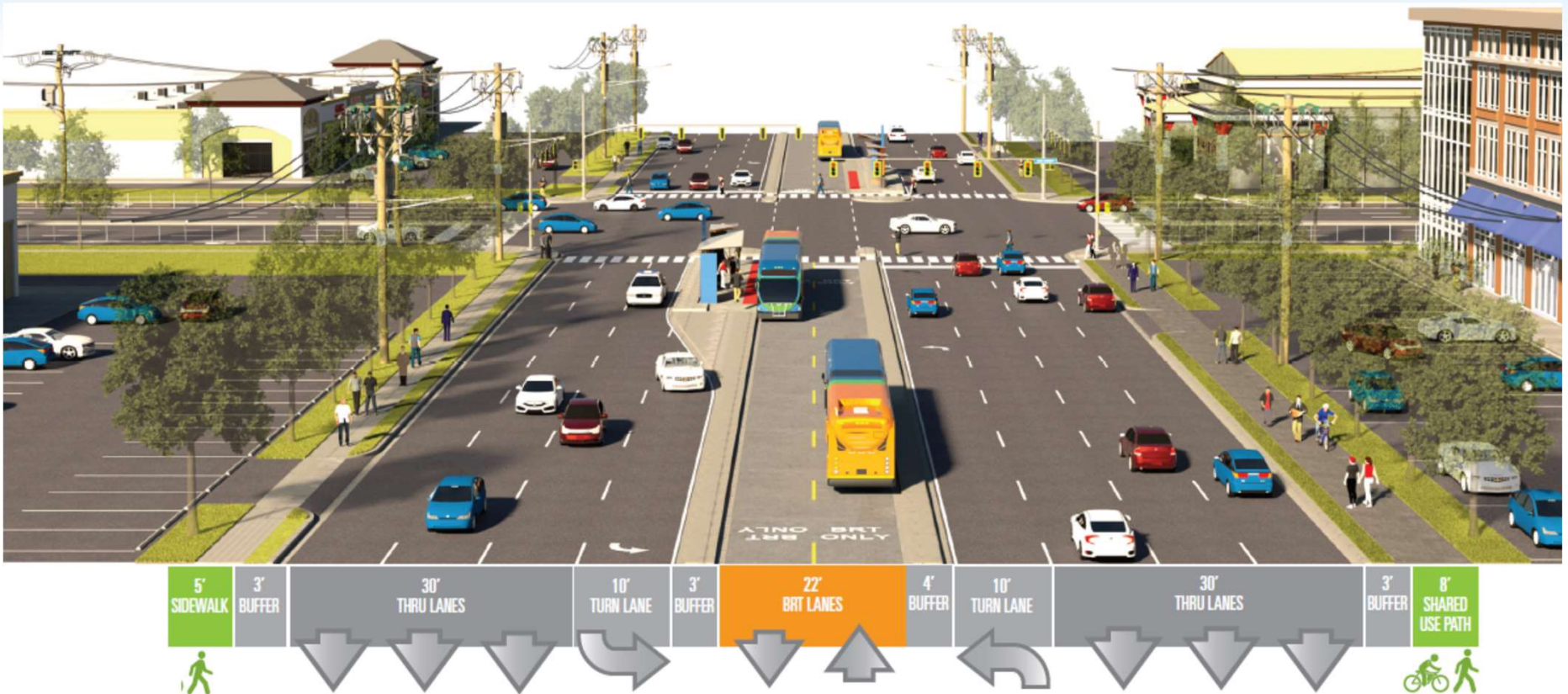
- June 2019 County Council voiced a preference for Alternative B Modified
 - Median BRT
 - Dual lane south of Rockville
 - Single lane north of Rockville
 - Snowden Farm Parkway to Clarksburg
- Corridor design-grade survey initiated March 2020, completed October 2020
 - Surface utilities and features
 - Topography
- Continuing to advance design of corridor within CIP schedule
 - Basis of Design Modifications
 - Focus is on completing Preliminary Design of Bethesda/North Bethesda to Gaithersburg/Germantown by end of 2022
 - Complete environmental documentation for Preliminary Design project by end of 2022
 - Consider entering project into FTA New Starts program, which could fund up to half of project cost
 - Concurrently advance planning/design for Germantown/Clarksburg segments in coordination with I-270 Managed Lanes, Corridor Forward, and GSSC Transit Improvements to occur by the end of FY24

MD 355 BRT Project

- Median Alternative (B)
 - FLASH operates in dedicated Median lanes where feasible.
 - Single, reversible, peak direction dedicated lane north of Rockville (Segments 4-6)
 - Additional Transit Signal Priority
 - Upgraded stations
 - Off-board fare collection
 - Level boarding
 - Flash vehicles and branding



MD 355 BRT Project



Next Steps

- Continue to advance design on MD355 and Veirs Mill Road projects
- Briefing to Council Transportation & Environment Committee in December on US29 Managed Lanes
- Continue development of Great Seneca Science Corridor transit improvements
- New Hampshire Avenue BRT planning scheduled for FY22-24
- North Bethesda Transitway planning scheduled for FY24-25