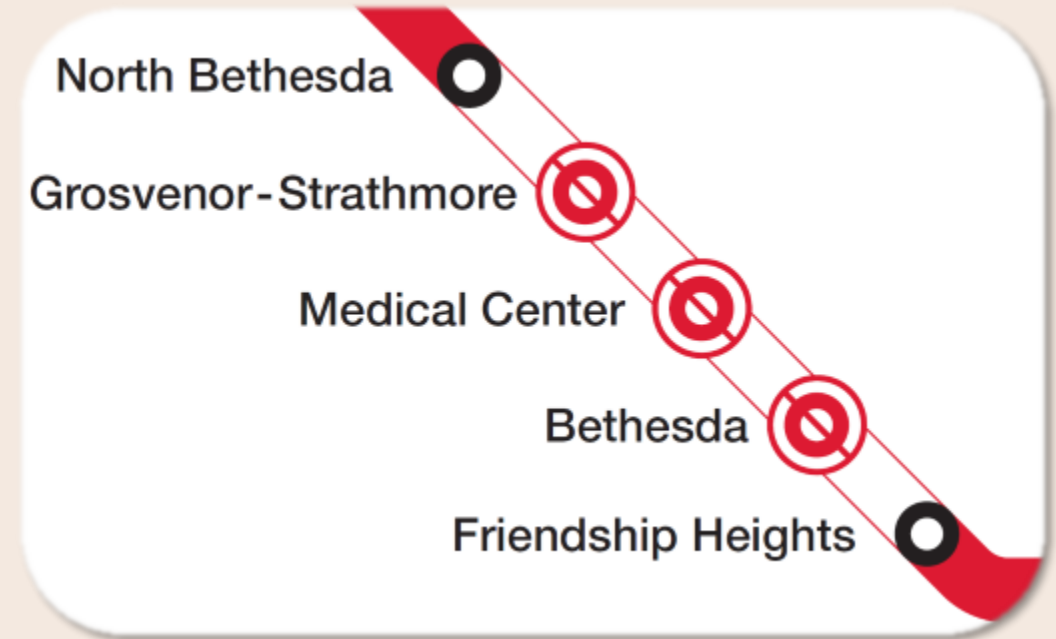




Red Line Summer 2026 Major Construction

July 6 – September 7, 2026:
North Bethesda to Friendship Heights

Montgomery County
Joint TMD Advisory Committee
March 25, 2026



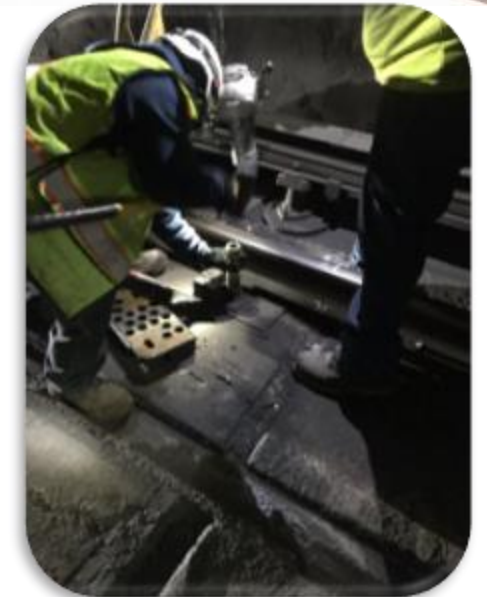
Agenda

1. Project Overview
2. Customer and Corridor Impact
3. Proposed Mitigations
4. Community Awareness
5. Next Steps
6. Q&A

Project Overview

Connecting Bethesda Station to the Purple Line & Infrastructure Investments on Red Line

- In coordination with Metro, the Maryland Transit Administration (MTA) is constructing a new mezzanine that connects Metro's **Bethesda** Metrorail station to MTA's **Purple Line** station. Will also provide a new southern access point to **Bethesda** Station.
- To reduce the need for additional shutdowns, Metro will also invest in rehabilitation of the platform at **Grosvenor-Strathmore** and replace aerial structure components at **Grosvenor-Strathmore** and **Medical Center** stations.



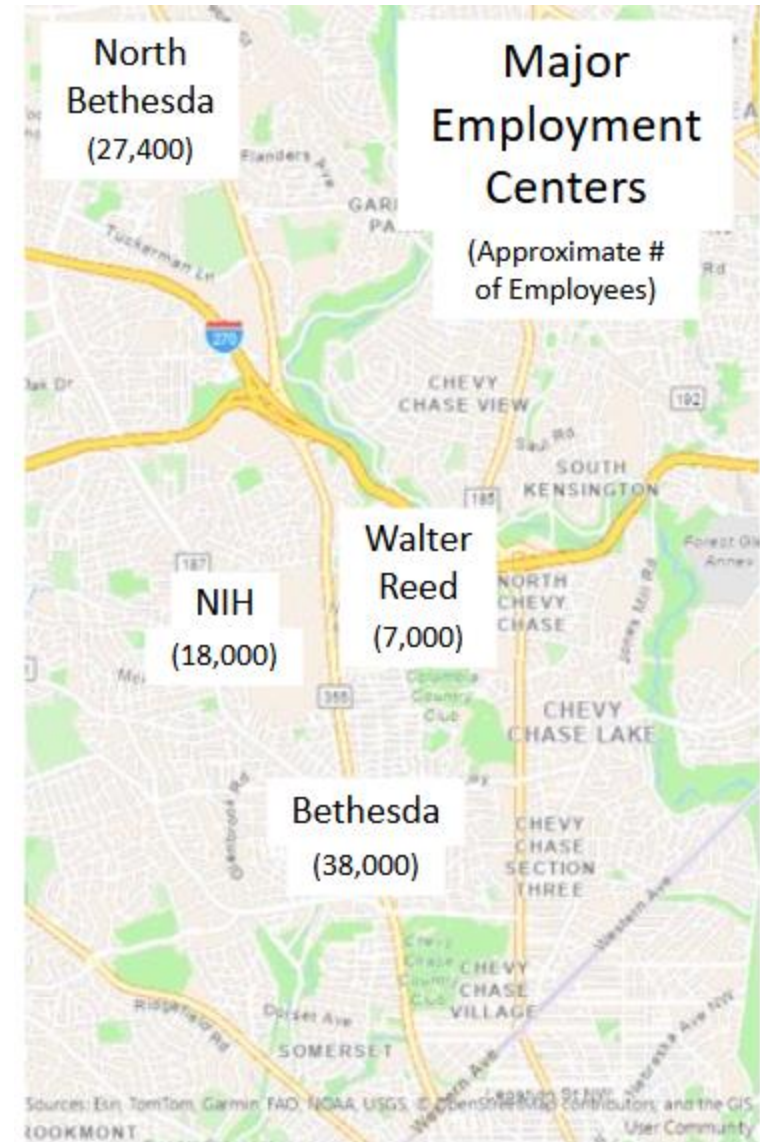
Customer Corridor Impacts



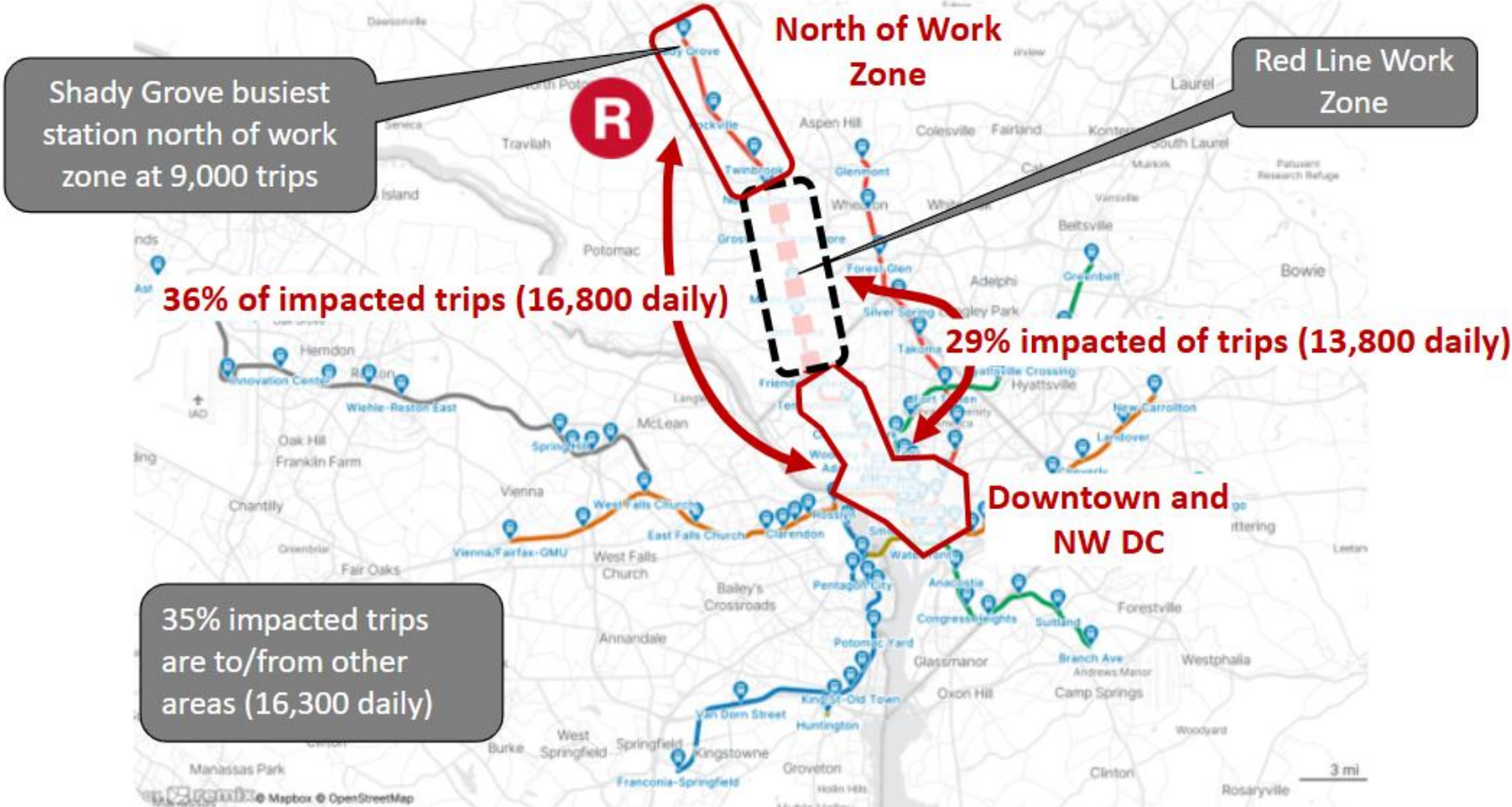
Customer Impact

There will be no Metro Rail service between **North Bethesda** and **Friendship Heights**

- Approximately 46,000 daily riders (~3,000 riders/hour during peak)
- >90,000 employees/commuters impacted
- Previous Metrorail shutdown experience suggests about 70% of riders likely to use shuttles.
- Remaining 30% shift to driving or other transit option, telework, or don't take the trip



65% of Impacted Trips: Work Zone and North to/from Downtown/NW DC



Customer Impact – Impacted Stakeholders

- **Red Line** and nearby bus customers
- **Jurisdictional Partners:** Montgomery County (MCDOT), State of Maryland (MDOT)
- **Transit Partners:** RideOn
- **Community Stakeholders:** major employers, Transportation Management Districts (TMDs), neighborhood associations, faith communities, etc.

Station Stakeholder Demographics						
Station	Minority %	Low Income %	Asian %	Black %	Latino %	LEP Languages
North Bethesda	46%	9%	7%	16%	18%	Spanish, Korean
Grosvenor-Strathmore	38%	10%	16%	8%	12%	N/A
Medical Center	46%	14%	17%	17%	11%	Spanish
Bethesda	39%	18%	11%	17%	12%	Spanish, Chinese
Friendship Heights	33%	12%	12%	11%	8%	Spanish

Corridor Impact

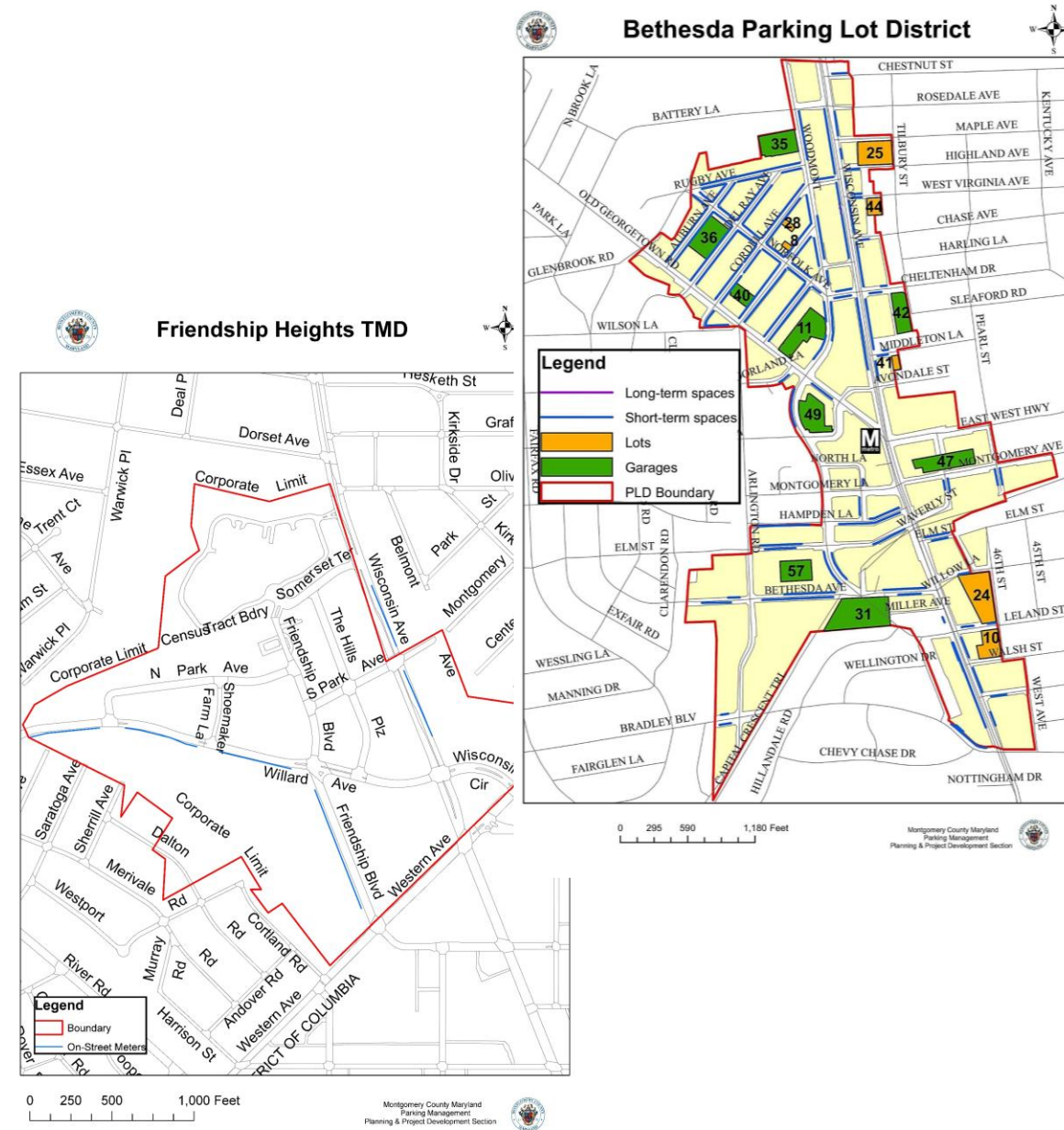
- Auto and bus travel times are variable based on time of day and traffic conditions (22 – 60 minutes)
- Corridor serves as a commuter and commercial corridor to access key activity centers and major employers
- Anticipate travel time to increase as Red Line users seek alternatives



Curbside Parking Impact

Along this corridor, Bethesda has the most intense curbside uses

- Peak period parking restrictions will become all-day parking restrictions (6:30 AM – 9:30 PM)
- Roughly 160 on-street spaces impacted (2% of publicly available parking in Bethesda and Friendship Heights)
- Focused business engagement is needed to share alternative parking and loading needs



Proposed Mitigation

Alternate Travel Options

WMATA Express and Local shuttles



MARC, MTA Commuter Buses, & Ride On



Transportation Demand Management



Micromobility



Shuttle Service Planning

- Customers will be provided with **free shuttle service** every 5-8 minutes to bypass station closures for the duration of the closures.
- The **local** shuttle will serve **North Bethesda, Grosvenor-Strathmore, Medical Center, Bethesda, and Friendship Heights**.
- **Express** shuttles from **North Bethesda** to **Friendship Heights** will also be available.

Shuttle Service Plan

Red Line Local

Stations	North Bethesda, Grosvenor-Strathmore, Medical Center, Bethesda, Friendship Heights
Trip Time	45-50 minutes
Hours	Metro Rail service hours

Red Line Express

Stations	North Bethesda and Friendship Heights
Trip Time	25-30 minutes
Hours	Metro Rail service hours

Dedicated Bus Lane Feasibility

In June 2025, Metro requested from SHA consider dedicated bus lanes to speed up shuttles during this shutdown

An interagency working group was formed to evaluate feasibility

- Traffic Analysis
- Shuttle & Bus Operations
- Apply lessons learned from MD 97 experience

Findings: Shuttle and bus travel times are improved with general traffic experiencing few impacts

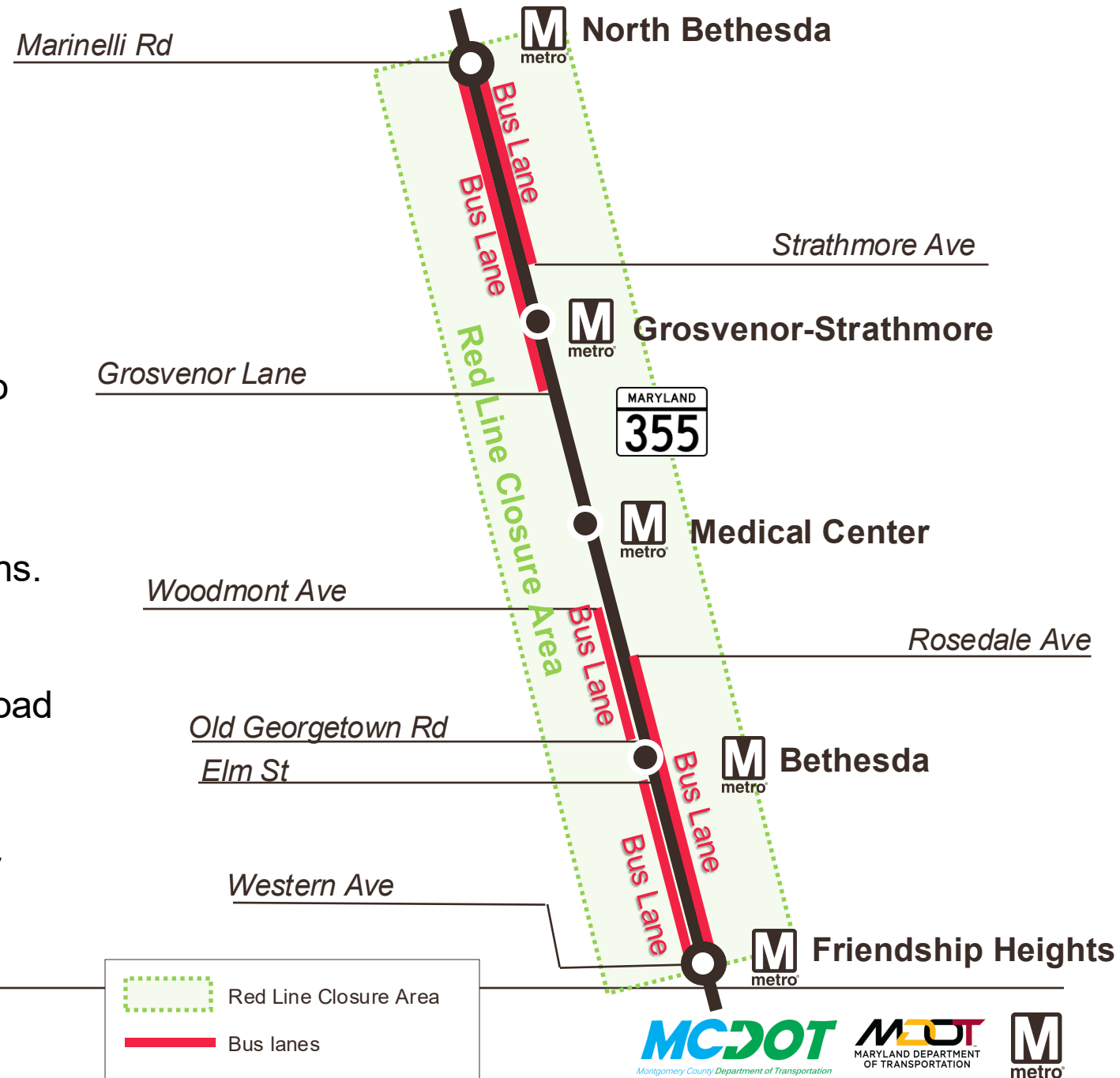
- Shuttle travel time improved by 4 minutes with negligible impact on personal vehicular travel time

Travel Time Impact			
Mode	Existing Travel Time	No Bus Lanes	With Bus Lanes
Shuttle	22-24 min	25-30 min	23-26 min
Personal Vehicle	22-24 min	25-30 min	25-29 min

Dedicated Bus Lane Concept

- Install bus lanes on portions of **MD 355** to help support the shuttle service
- Approximately eight (8) lane-miles will be in two main segments*:
 - **Northern segment: North Bethesda to Grosvenor-Strathmore** in both directions.
 - **Southern segment: South of Medical Center (Woodmont) to Old Georgetown Road and Elm Street to Friendship Heights.**

**Potential for bus lane pilot beyond the Summer Shutdown based on analysis*



MARC as an Alternative

The MARC Brunswick Line could absorb some of the 16,800 daily Red Line impacted trips from north of shutdown to Downtown/NW DC

MARC Station	Daily Peak Trips	Travel Time to Metro Center
Metropolitan Grove	18	64 - 71 min
Gaithersburg	18	61 - 67 min
Washington Grove	8	58 - 65 min
Rockville	18	55 - 59 min



Other Transportation Demand Mitigation Measures

- Biking
 - Identify/sign routes connecting North Bethesda to District
 - Capital Bikeshare
 - Operates 77 Bikeshare stations in Montgomery County
 - Reduced fare
- Encourage Telework and Carpool Coordination
- Exploring additional Park and Ride opportunities



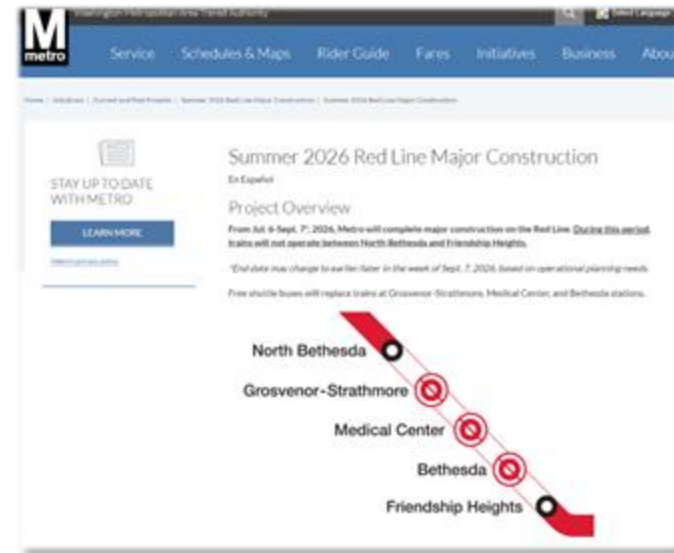
Community Awareness Strategy



Community Engagement

Metro and agency partners will execute a large-scale customer awareness plan for this major construction using best-practice tactics

- Website (project page, press releases, service advisories)
- In-person outreach
- Community meeting(s)
- Notification and wayfinding signage (physical and digital)
- Social media and paid advertisements
- Stakeholder email updates
- Handouts and collateral materials



Community Meeting

Metro will plan and execute a public meeting to socialize the project's impacts in April with key community stakeholders

- Discuss project scope and timeline
- Focus on Metro Rail service impacts and shuttle bridges
- Spotlight construction of bus lanes and highlight partnership with MDOT/MCDOT
 - Highlight future utility of permanent lanes



Stakeholder and Business Outreach

Agency partners will conduct targeted engagements with employers located along the corridor

- Joint Transportation Management District (TMD) Briefing planned for March
- Work with Bethesda Urban Partnership, Bethesda Transportation Solutions, NBTMD / North Bethesda Transportation Center, Commuter Services, Bethesda-Chevy Chase Regional Service Center, Chamber, Federal installations and others to share information, promote travel alternatives, and answer questions
- Prepare graphics and collateral focused on parking

Next Steps

Next Steps

Agency partners will be continuing to work through the Spring and early Summer

- Additional traffic analysis and refinement on the bus lane concept
- Community and business outreach
- Refinement of additional TDM measures and marketing
- Preparation of a performance monitoring plan



Questions?

