Bethesda Unified Mobility Program (BUMP)
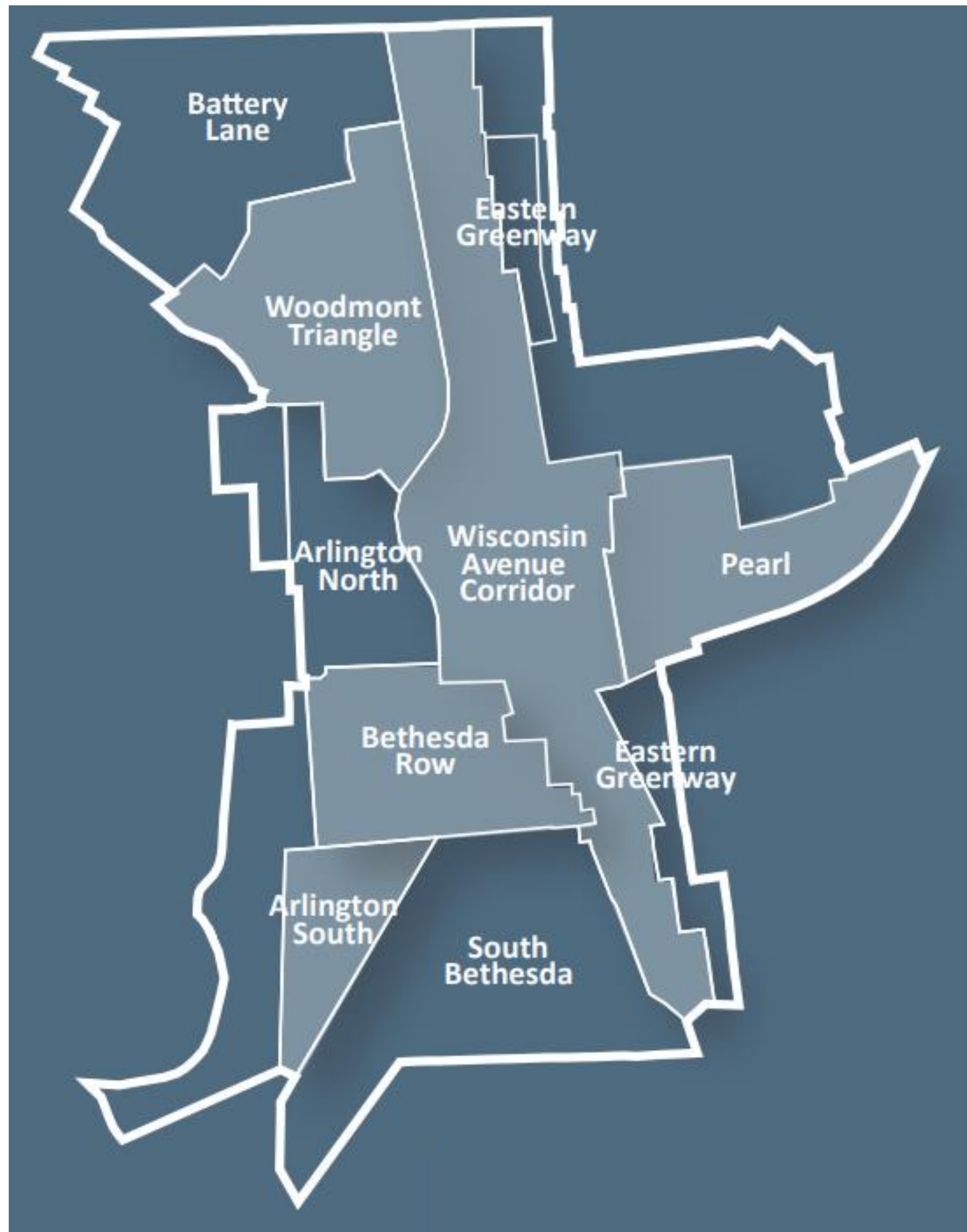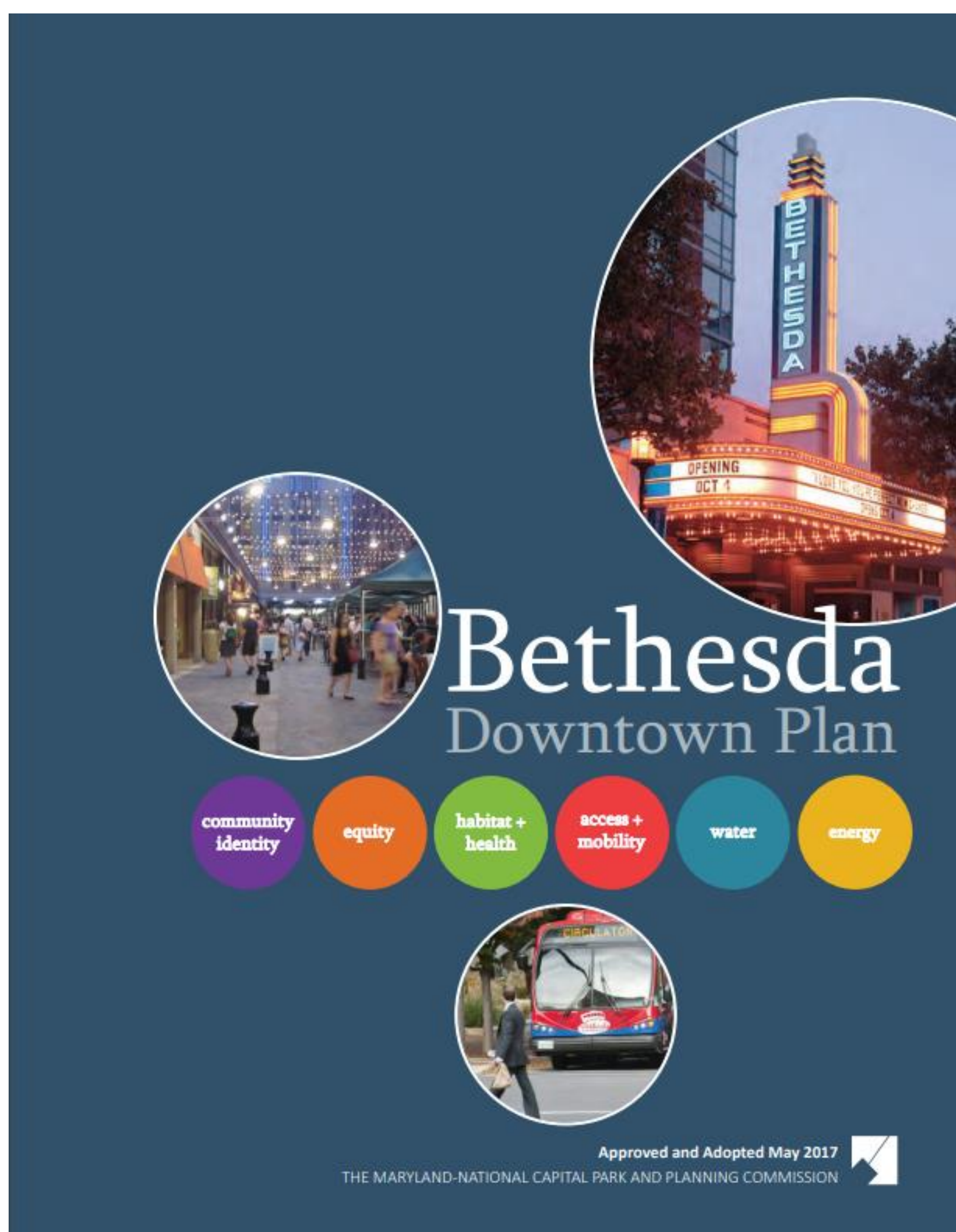

Stations:

1) Calculation
2) Origin
3) Intersections
4) Bikeways
5) Transit
6) Next Steps, Feedback

Bethesda Unified Mobility Program (BUMP) Open House

September 26, 2019

MCDOT
Montgomery County Department of Transportation

Calculation

Cost	($$)
÷ Impact	(SF)
Fee	($/SF)

Cost:
Estimated costs for infrastructure necessary to meet (1) Master Plan goals and (2) Subdivision Staging Policy requirements.

Impact:
Dividing costs across future development. Assumes 100% build-out.

Fee:
A per-unit fee paid by new development. Fees stay local; goes into a lockbox specifically for projects included in the BUMP.

Origin

Subdivision Staging Policy (SSP):

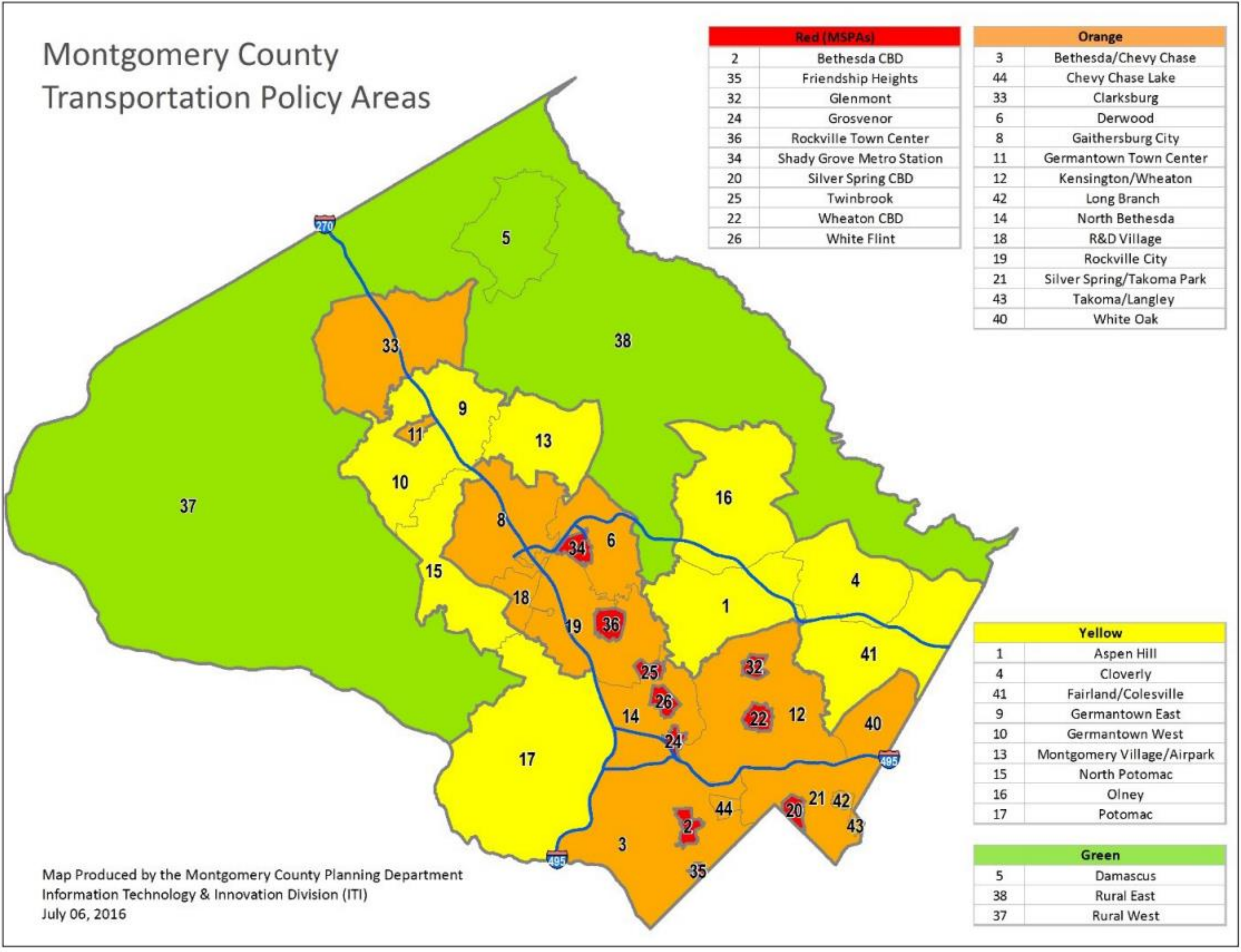All Red policy areas are proposed to have an UMP.

White Oak:

UMPs are modelled after the Local Area Transportation Improvement Program (LATIP) in White Oak.

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White Oak Science Gateway
LATR / LATIP
Cost Estimating Analysis
White Paper
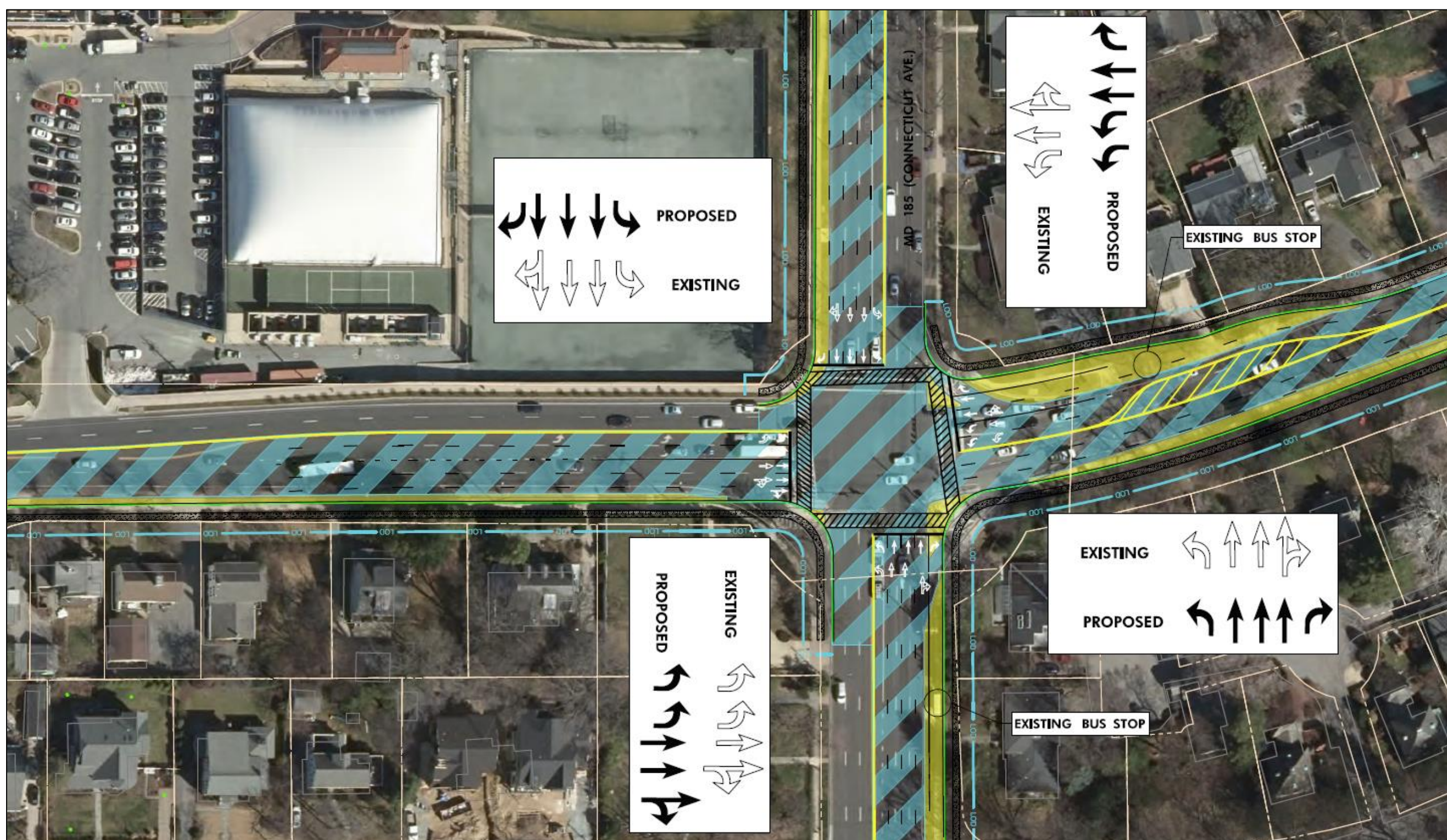
December 2016
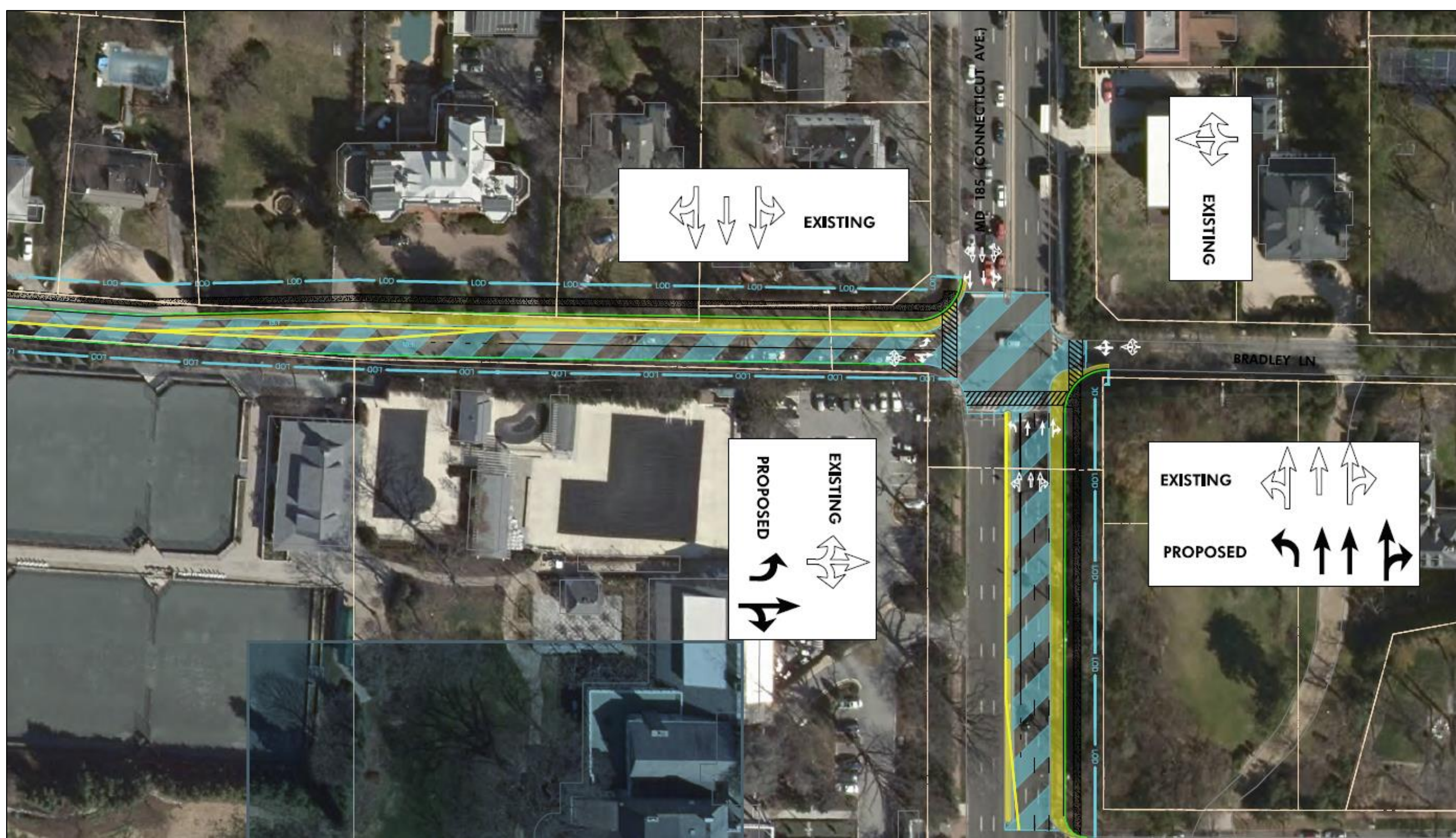Updated May 2019

Intersections

Subdivision Staging Policy (SSP):
Plays a primary factor in intersection projects as it establishes congestion thresholds.
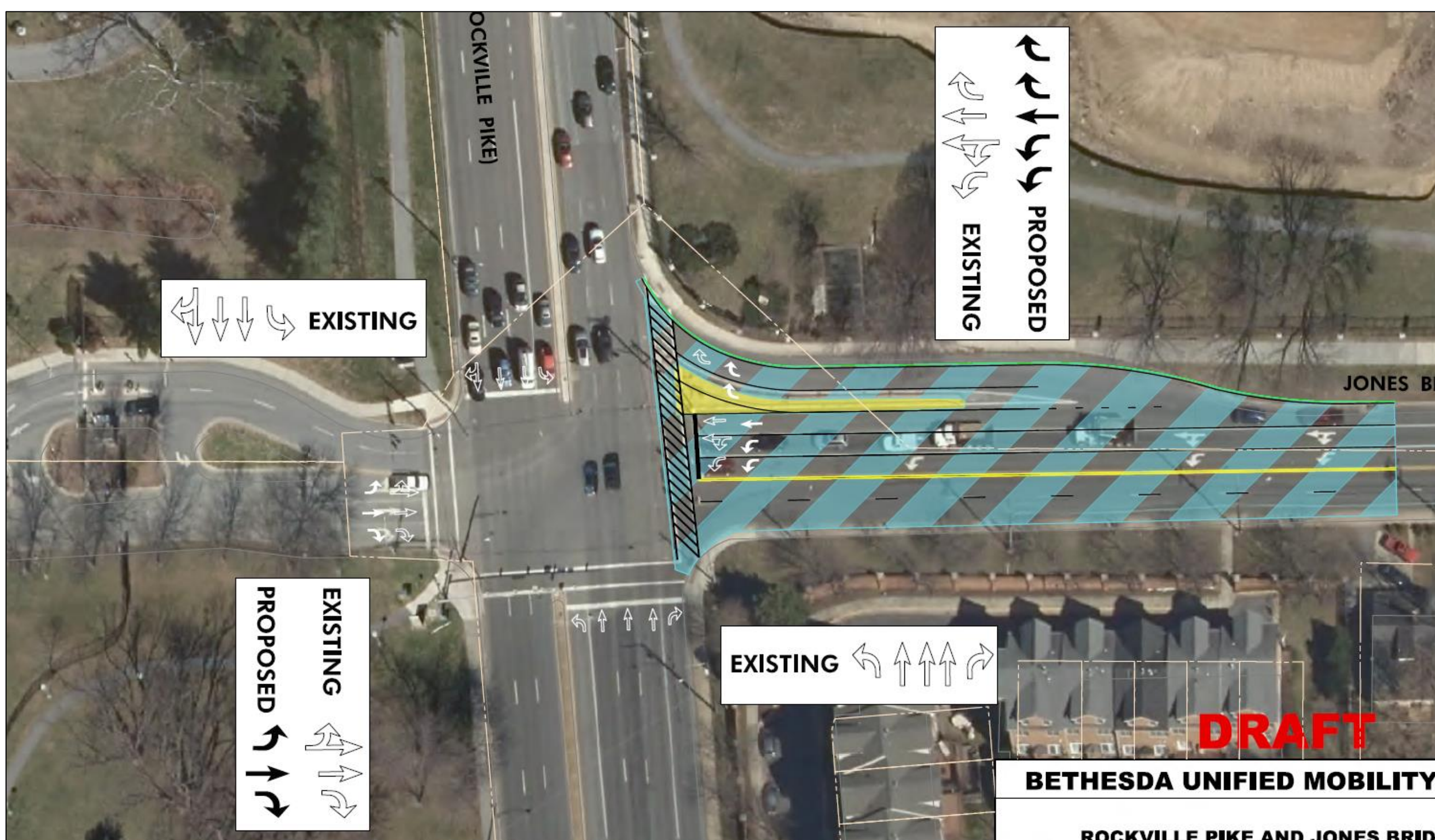
MD 185 (Connecticut Ave) at MD 410 (East-West Hwy)
$4,137,400

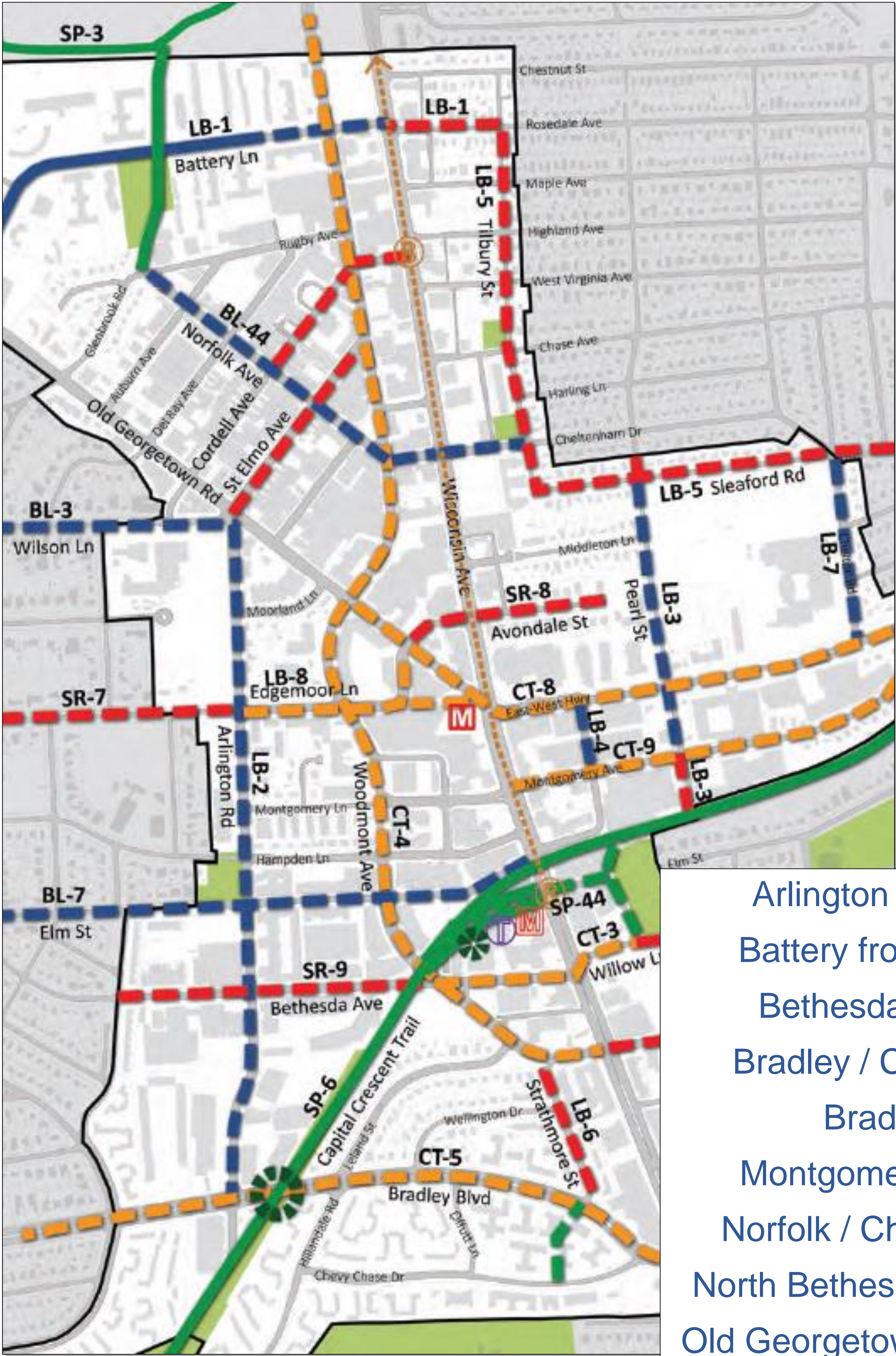### MD 185 (Connecticut Ave) at MD 191 (Bradley Lane
$4,429,100

### MD 355 (Rockville Pike) at Jones Bridge Rd
$517,700

Bikeways

Bethesda Downtown Plan:
Plays a primary factor in bikeway projects as it establishes Non-Auto Driver Mode Share (NADMS) goals and bike infrastructure needs.

Arlington from Old Georgetown to Bradley	$1,920,900
Battery from Old Georgetown to Wisconsin	$441,300
Bethesda / Willow from Woodmont to 47th	$1,449,000
Bradley / Capital Crescent Trail Connection	$2,307,800
Bradley from Glenbrook to Wisconsin	$5,694,200
Montgomery from Woodmont to East-West	$1,242,000
Norfolk / Cheltenham from Battery to Tilbury	$4,500,100
North Bethesda Trail between Rugby and NIH	$2,029,400
Old Georgetown from Woodmont to Wisconsin	$220,800
Pearl from Montgomery to Sleaford	$3,002,200
St Elmo from Wilson to Woodmont	$262,400
Waverly from East-West to Montgomery	$50,000
Woodmont / Bethesda Intersection	$1,121,300
Woodmont from Battery to Wisconsin	$2,135,900
Protected Intersections	$3,500,000
Bike Parking (Short- & Long-Term)	$2,379,250
Bikeshare	$4,200,000

Transit
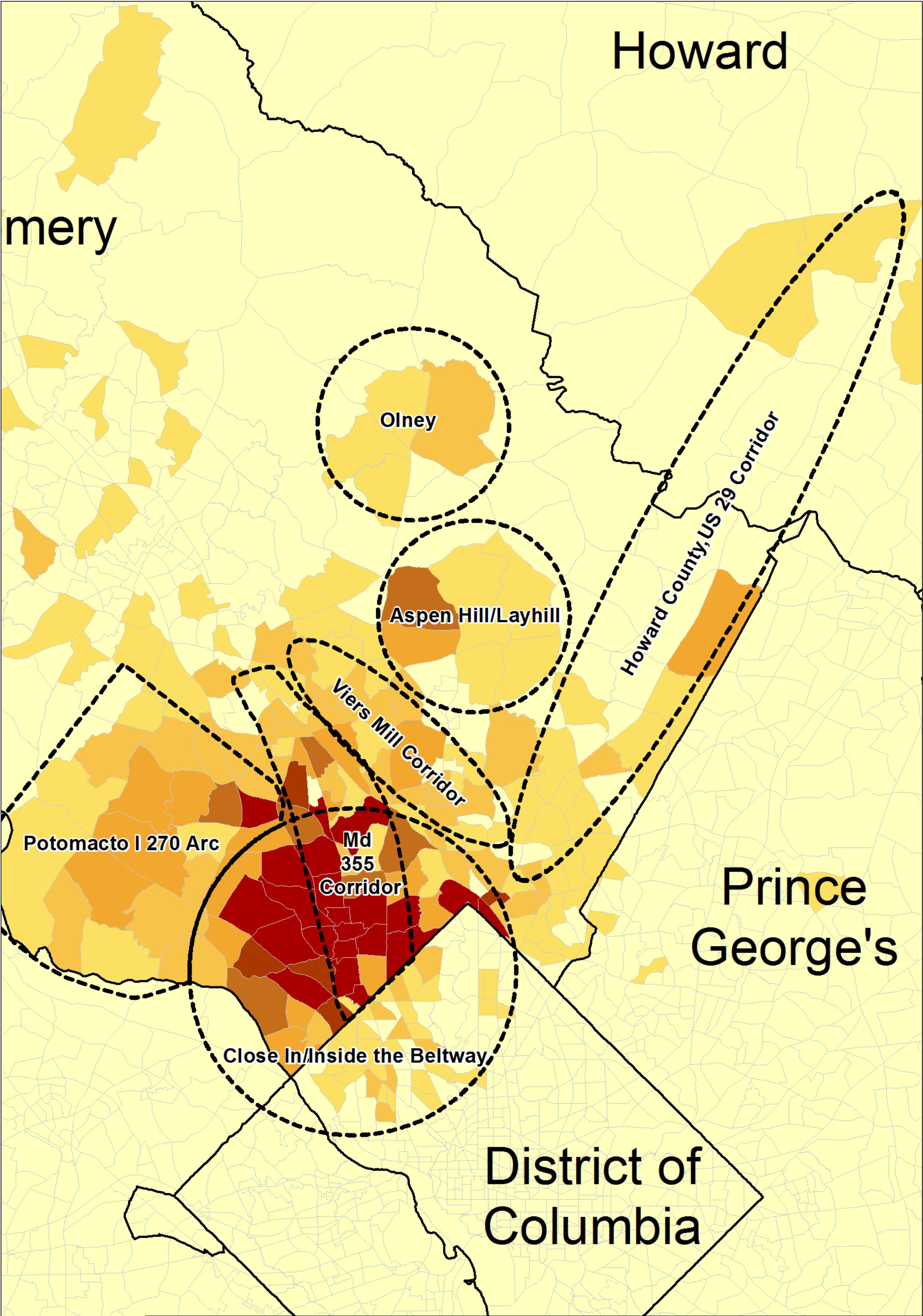
Bethesda Downtown Plan:
Plays a primary factor in transit needs by establishing Non-Auto Driver Mode Share (NADMS) goals.

41% = Background NADMS
Accounts for 37% today, plus 4% for the Purple Line.

55% = Target NADMS
Achieving 55% would require providing for +3,000 transit trips, accounting for increases in bike, walk, and telecommute share.

62% = Full Implementation
The percentages below need to sum to 100% to achieve the 55% goal. Implementing all of them would achieve a 62% NADMS.

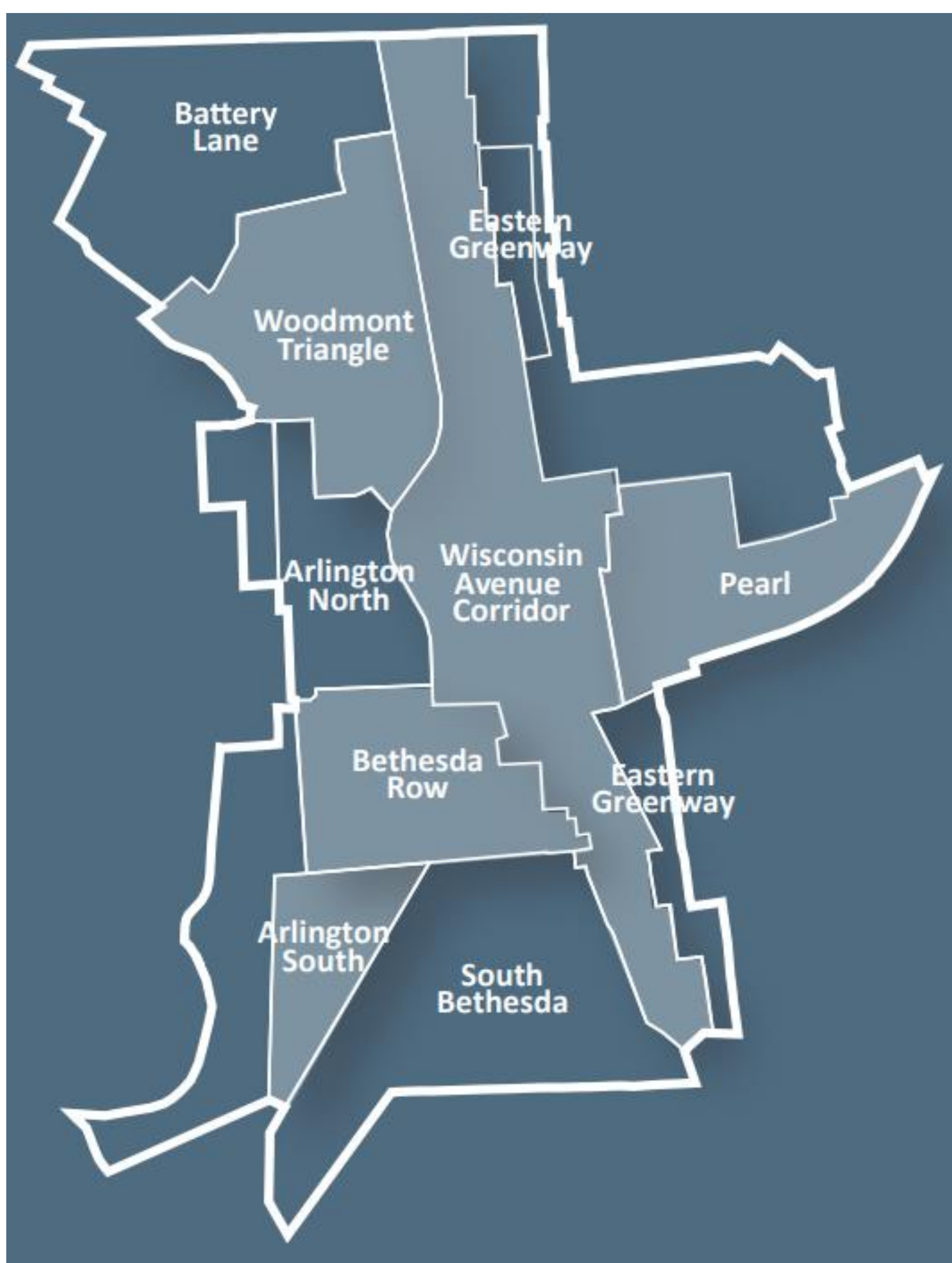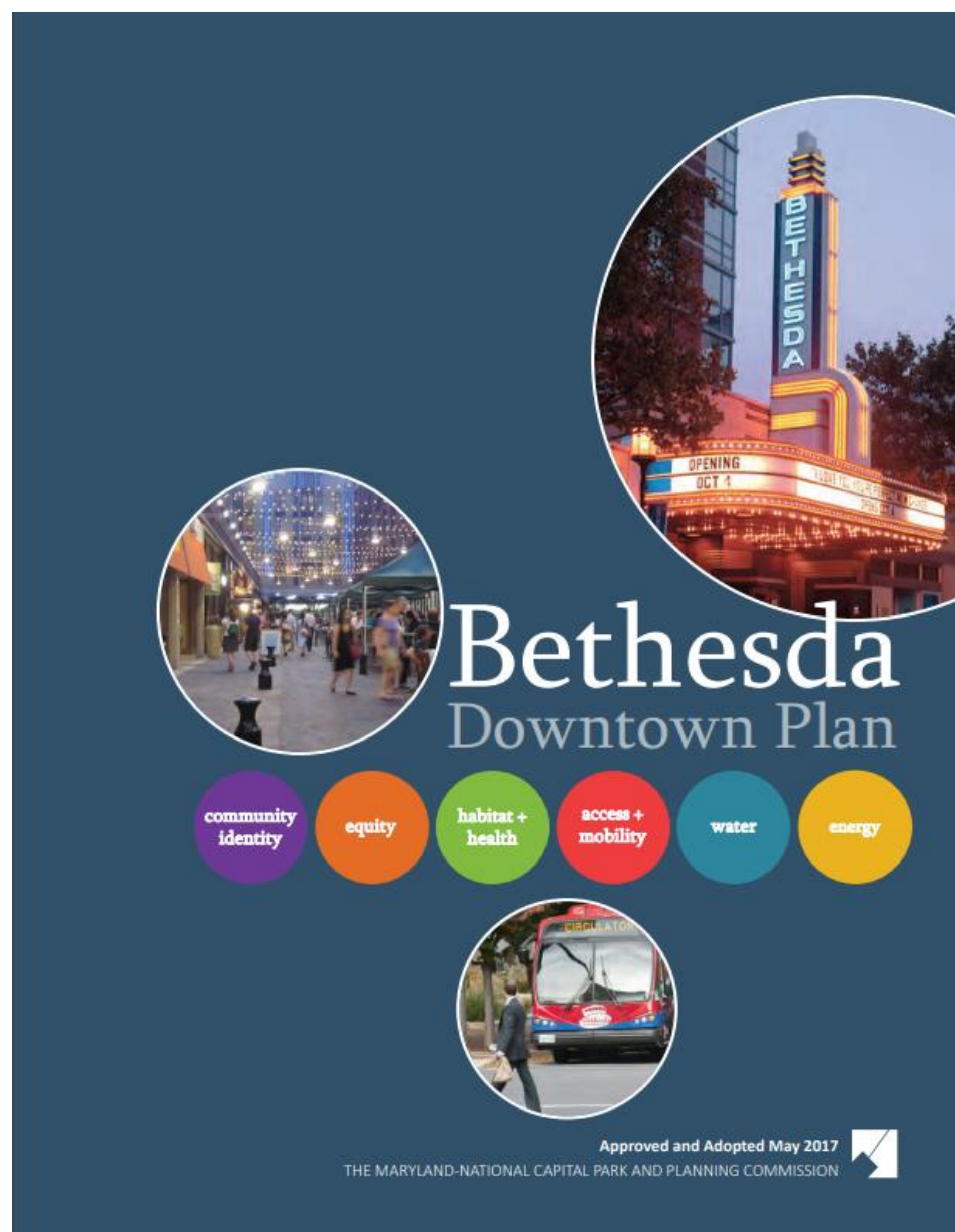|		
Rock Spring Express Service and Park & Ride	60%	$24,375,000
Greater Bethesda Micro-Transit	50%	$5,400,000
MD 355 FLASH Service	28%	$535,000
Layhill / Wheaton Express to White Flint Red Line	24%	$6,125,000
Extend Metrobus 30s from Friendship Heights to Bethesda	17%	$1,070,000
Howard County via US 29 FLASH Service to Silver Spring Purple Line	11%	$8,750,000
Ride-On Routes 29, 30, 32, 34, 36, 47	9%	$7,490,000
Olney / Aspen Hill Express to Shady Grove Red Line	7%	$2,605,000
Bethesda Circulator Expansion	N/A	$2,200,000
Operations & Maintenance Facility Expansion	N/A	<$21,000,000

Next Steps, Feedback

Finalize Feedback & Information:

After today, MCDOT will prepare technical information in coordination with the County Executive and transmit BUMP to the County Council.

Council Public Process:

The County Council will hold a public hearing and subsequent worksessions to determine what is to be included in the program, as well as any other structural details.

Bethesda
Downtown Plan

community identity · equity · habitat + health · access + mobility · water · energy

Approved and Adopted May 2017
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Battery Lane

Eastern Greenway

Woodmont Triangle

Arlington North · Wisconsin Avenue Corridor · Pearl

Bethesda Row · Eastern Greenway

Arlington South · South Bethesda

How can we help you?

What information do you want so that you can be prepared to share input with Council?

Project Lead:

Andrew Bossi, P.E.

andrew.bossi@montgomerycountymd.gov

Senior Engineer for Transportation Policy
Office of the Director
Montgomery County Dept of Transportation

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