



North Bethesda BRT Planning Study

Citizens Advisory Committee (CAC)

May 24, 2022

Meeting Agenda

- Project Overview
 - *Background*
 - *Study Schedule*
 - *Goals and Objectives*
 - *Corridor Foundations*
- Initial Termini Screening
- Next Steps

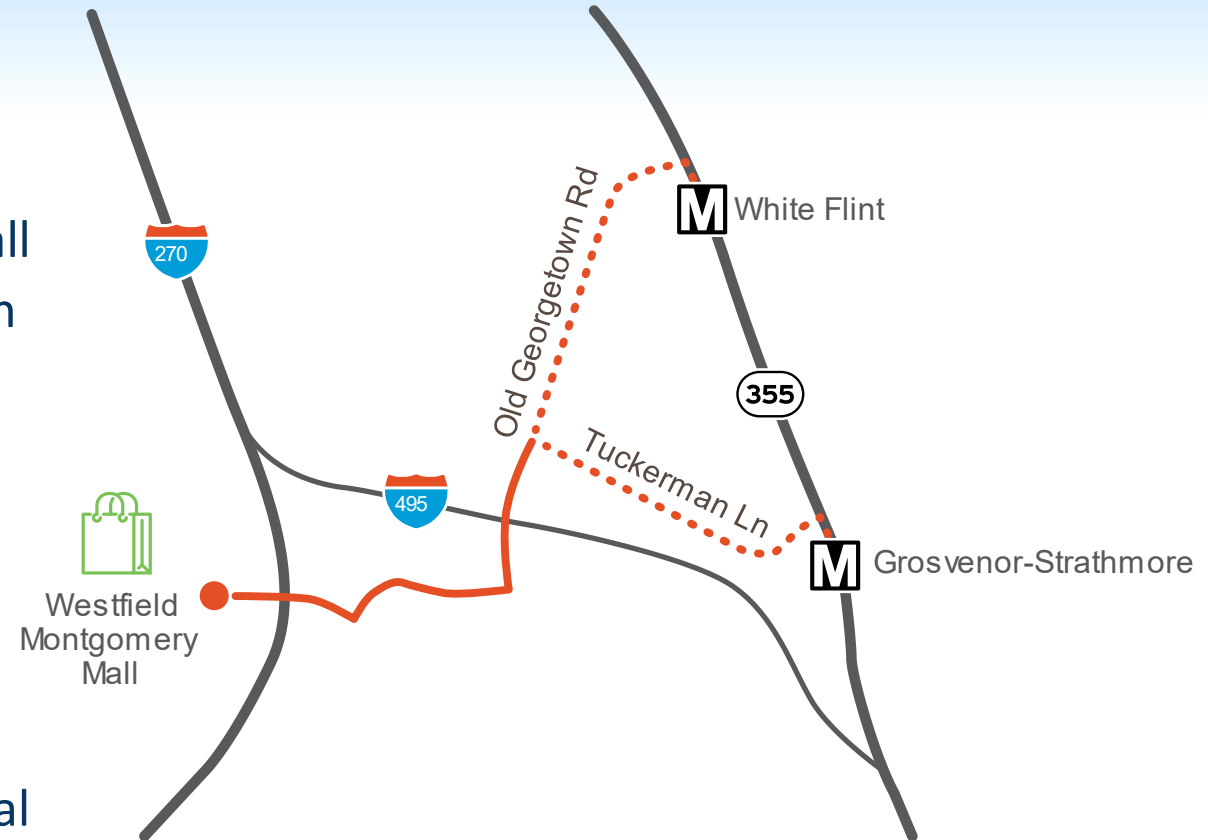


Project Overview

A Snapshot of Project Progress

North Bethesda Transitway Planning Study

- Corridor Extends from 2013 Master Plan:
 - **Western Terminus:** Westfield Montgomery Mall
 - **Eastern Terminus:** White Flint Metrorail station or Grosvenor-Strathmore Metrorail station
- Study Outcomes:
 - Select an eastern terminus
 - Designate alignment types
 - *Dedicated BRT lanes vs. mixed traffic*
 - Identify stop locations
 - Prepare for next phase: design & environmental



Study Schedule



Goals and Objectives



Quality Service

Provide a fast, reliable, efficient, and connected transit service



Mobility Choices

Improve access to jobs, activity centers, and community facilities



Sustainable Solutions

Minimize environmental impacts and utilize cost-effective design

Potential to be used as countywide goals and objectives for Flash BRT system



Community Equity

Provide improved and accessible transit service for underserved populations



Economic Growth

Promote economic development with appealing and functional transit



Public Safety

Improve safety of our streets and the livability and wellness of our communities

Corridor Foundations

Developing Baseline Data and Understanding Existing Conditions

Establishing Corridor Foundations

Related Studies
& Projects

Demographics

Activity Density

Multimodal
Travel
Conditions

Land Use &
Development

Street Network

Multimodal
Connectivity

Transportation
Safety

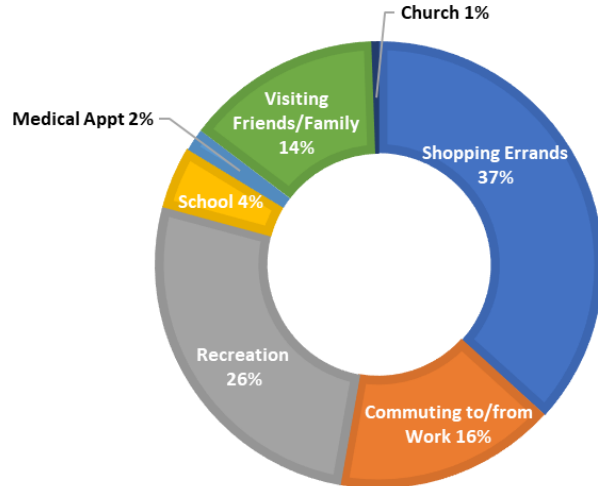
Transit Service



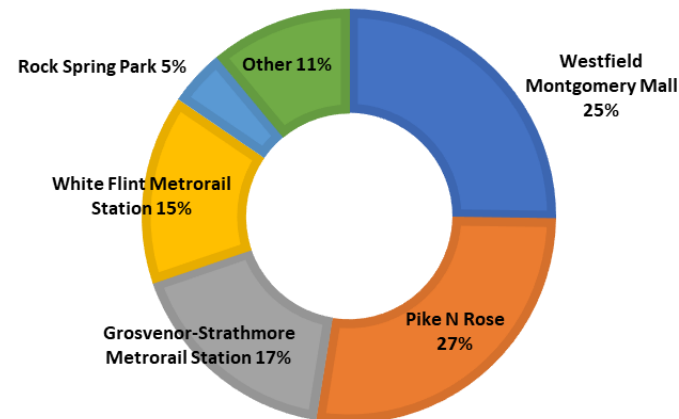
Project Survey Findings

- Results below provide a snapshot of existing travel patterns for survey respondents:
 - Trip Purpose
 - Most Frequent Trip Destinations
 - COVID-19 Impacts on Travel

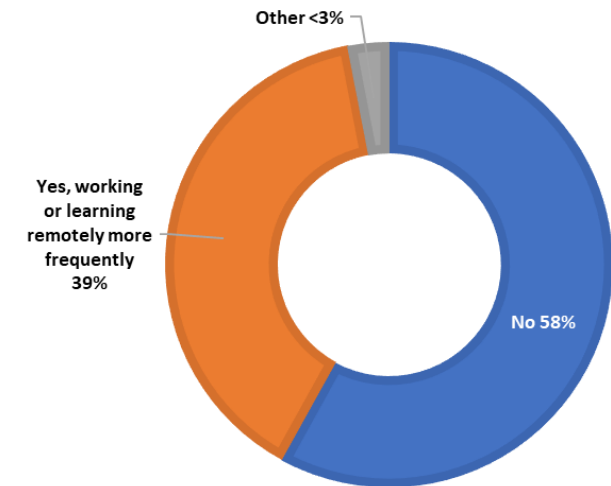
WHAT ARE THE THREE MOST TYPICAL REASONS FOR YOUR TRIPS IN AND AROUND NORTH BETHESDA?



WHICH OF THE FOLLOWING DESTINATIONS IN NORTH BETHESDA DO YOU MOST FREQUENTLY TRAVEL TO AND/OR WANT TO TRAVEL TO?

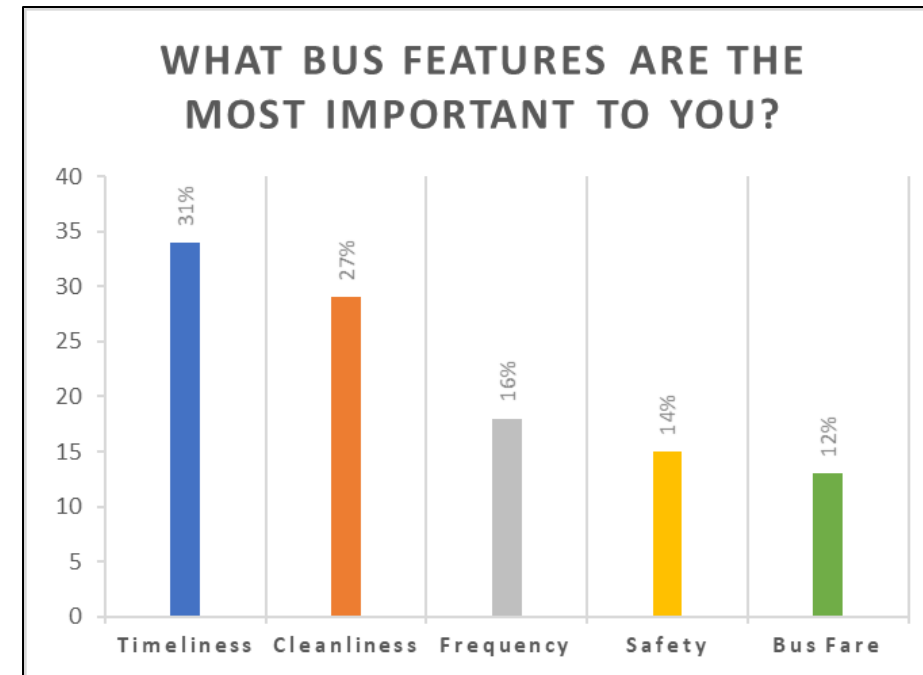
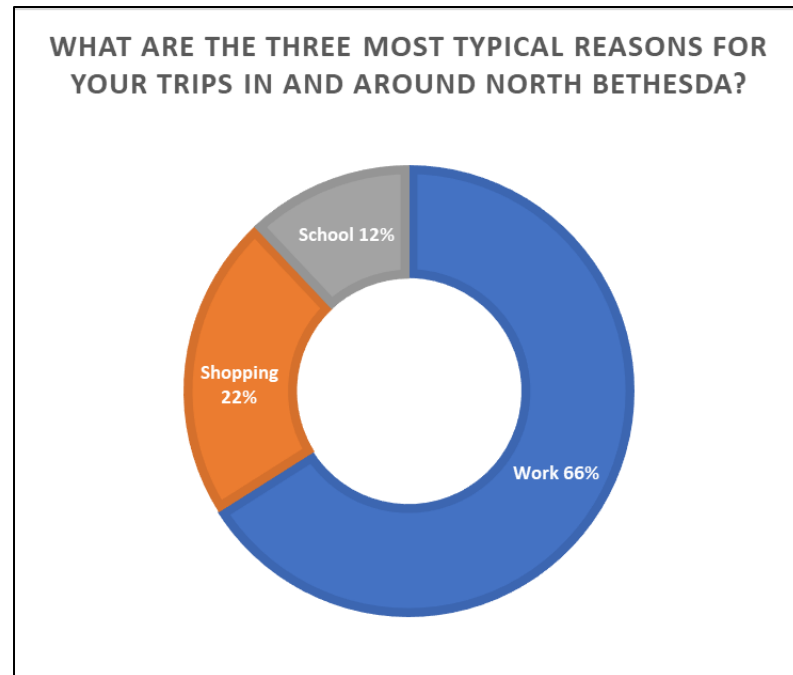


HAS THE COVID-19 PANDEMIC AFFECTED YOUR CURRENT COMMUTE TO WORK OR SCHOOL?



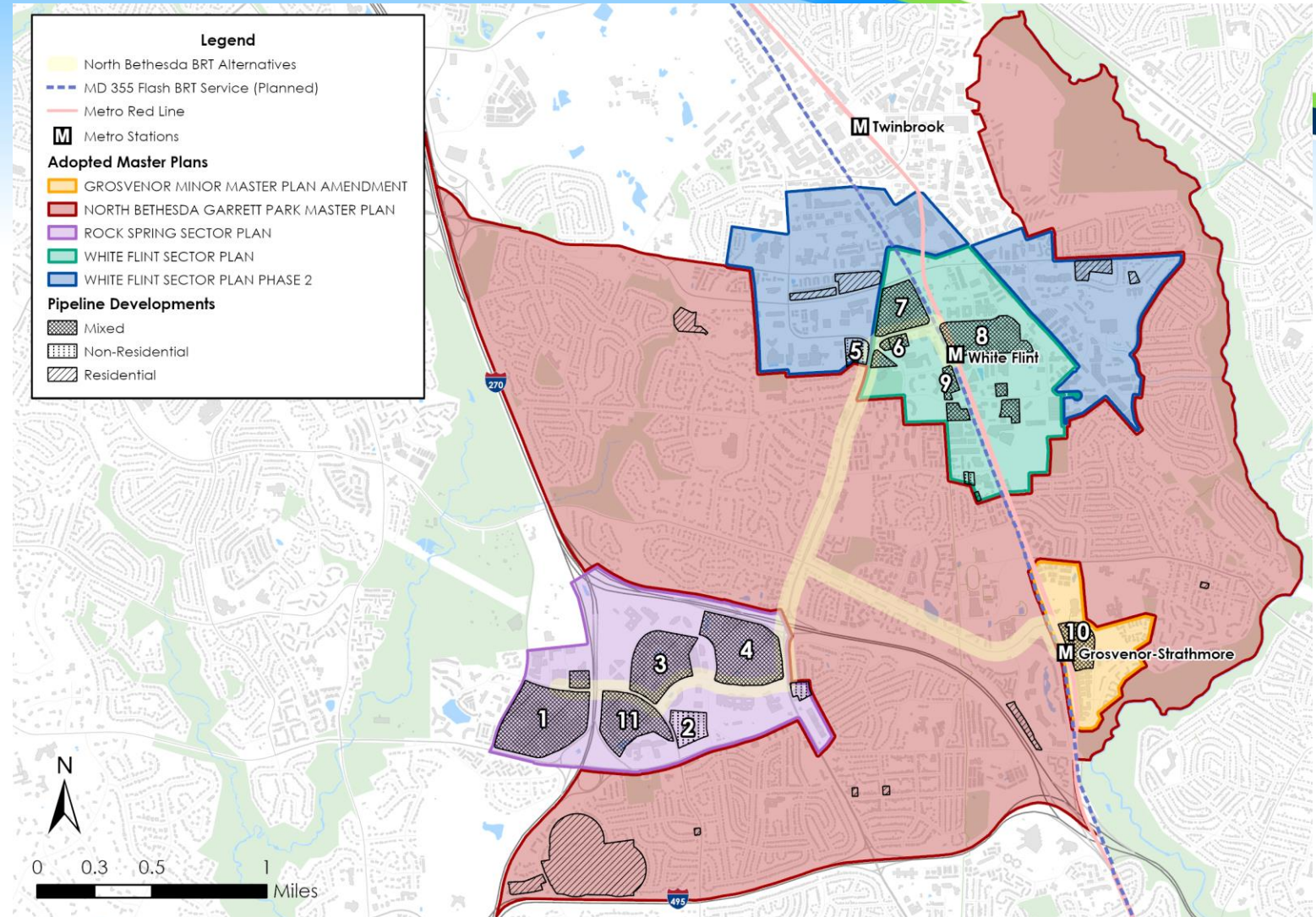
Bus Stop Chat Findings

- Bus stop chats were conducted at RideOn and WMATA bus stops in the study area to engage local bus users.



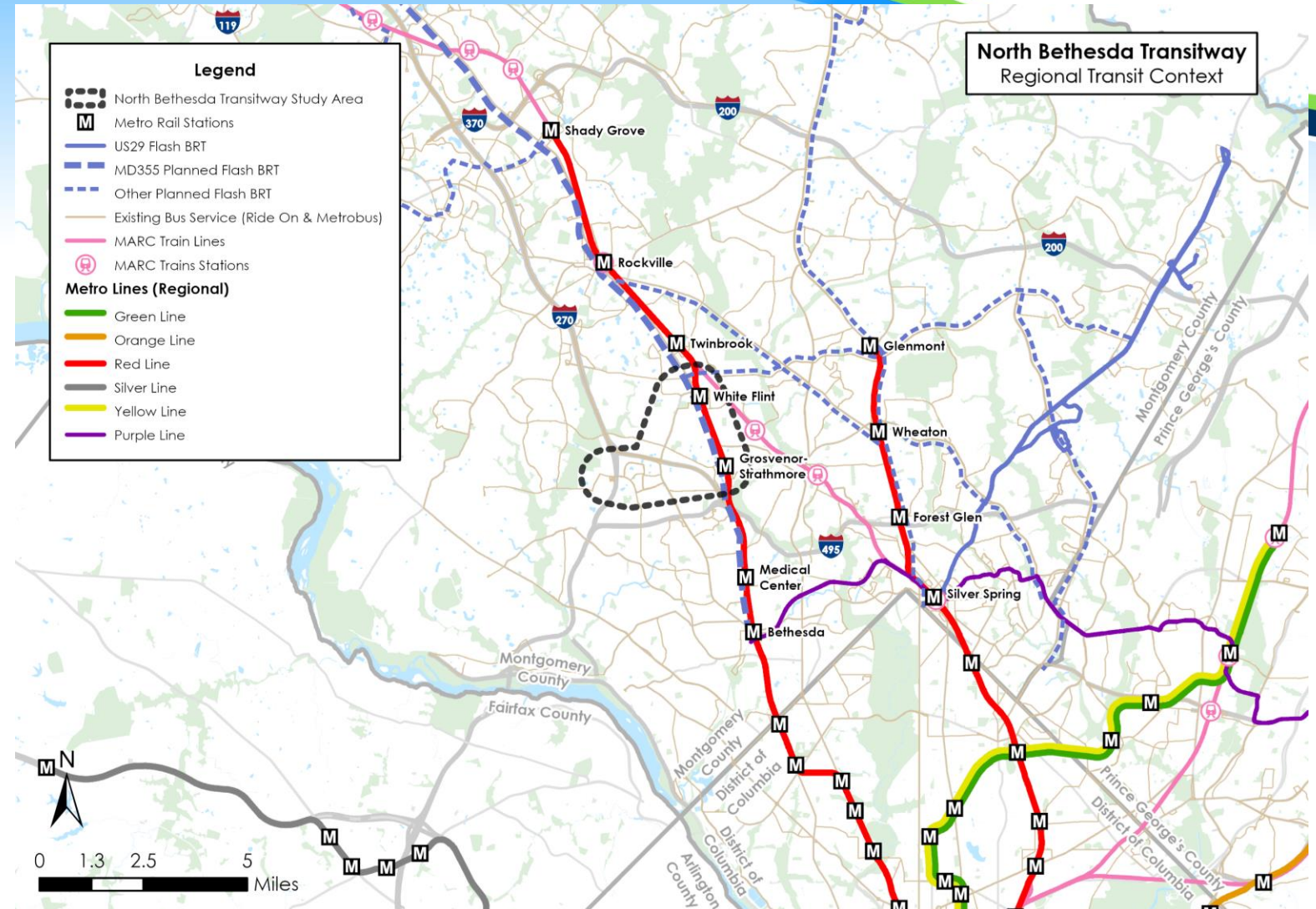
Key Opportunities

- Opportunity to connect diverse communities with jobs and retail in the study area
- Opportunity to increase transit mode share with high-quality transit
- New development provides opportunity for new ridership
- Sector plans assume robust transportation system to support new development



Key Opportunities

- Opportunity to connect to planned regional transit
- Opportunity to improve multimodal connectivity
- Opportunity to achieve Vision Zero goals
- Post-COVID travel patterns will need to be continually monitored, and may justify more all-day bus service

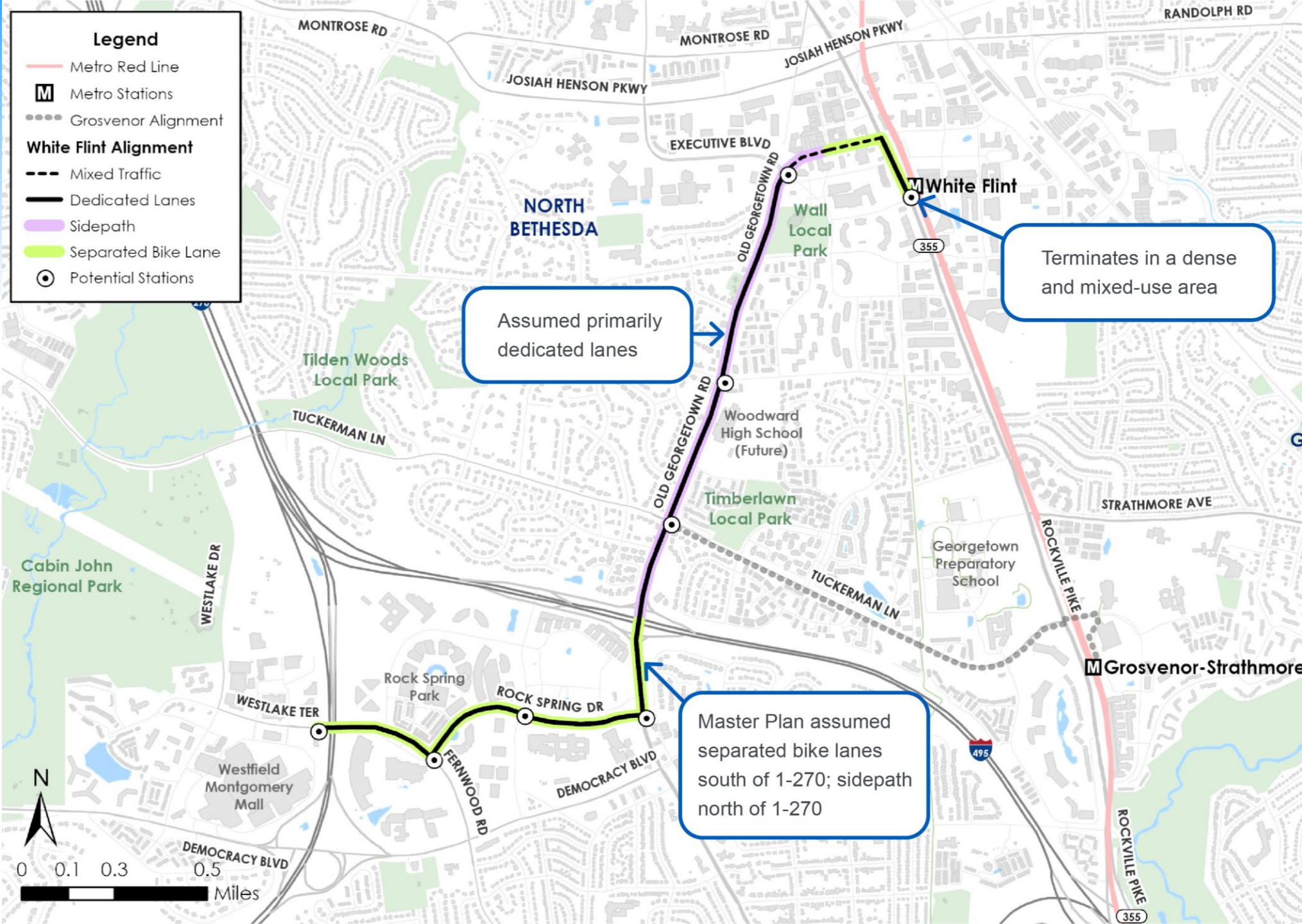


Initial Termini Screening

Assessment and Comparison of the Eastern Terminus Alternatives

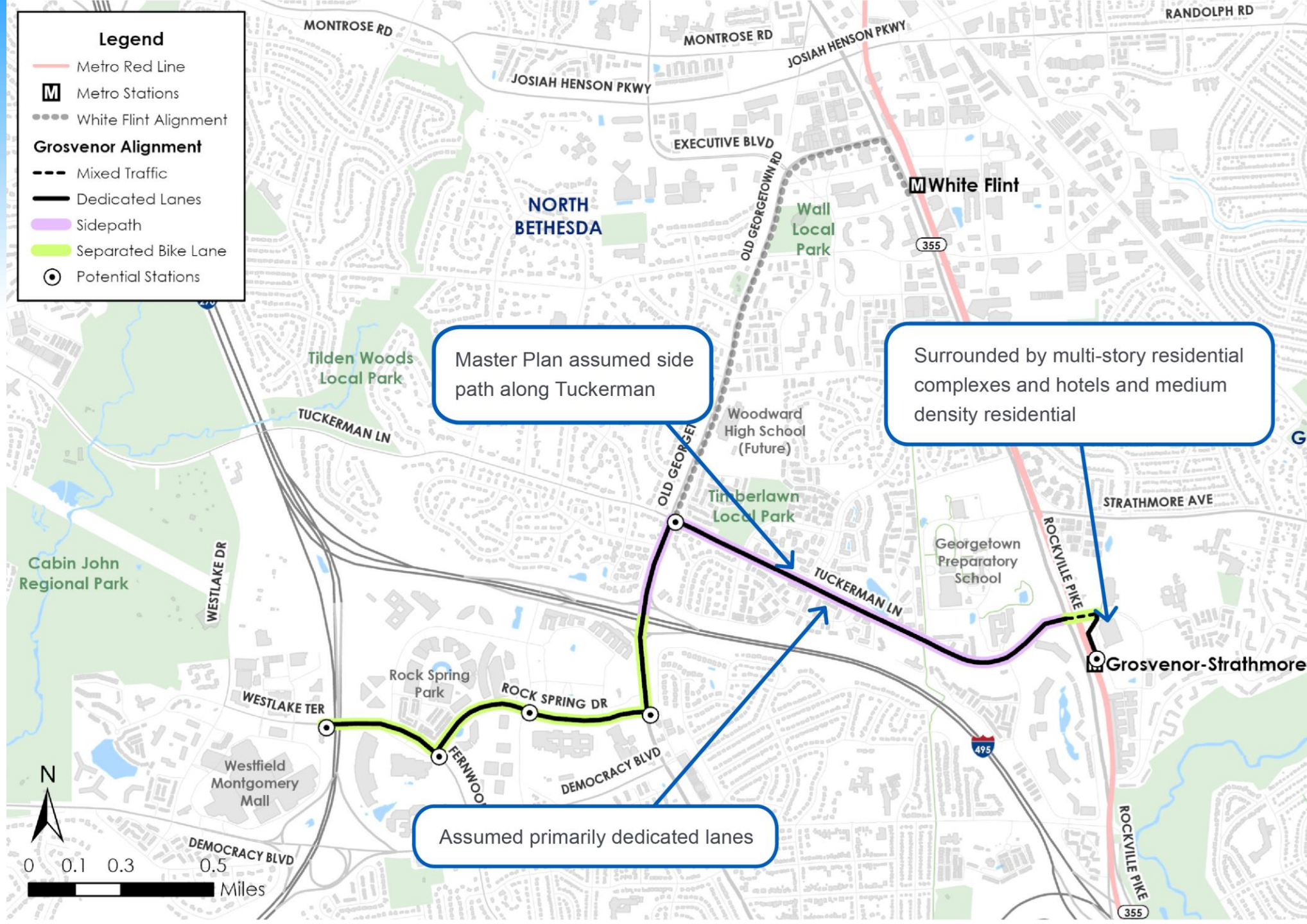
White Flint Alternative

NOTE: Alignment, station locations, dedicated lane assumptions, and pedestrian/bike facilities based on the County's Transitways Corridor Master Plan, Master Plan of Highways and Transitways, and Bicycle Master Plan. All are subject to further analysis during the Build Alternatives Phase.



Grosvenor Alternative

NOTE: Alignment, station locations, dedicated lane assumptions, and pedestrian/bike facilities based on the County's Transitways Corridor Master Plan, Master Plan of Highways and Transitways, and Bicycle Master Plan. All are subject to further analysis during the Build Alternatives Phase.



Metrics Development

- Metrics were developed based on the study goals and objectives
- Metrics are intended to measure how well each alternative supports or achieves each goal/objective.



Metrics



Quality Service

Provide a fast, reliable, efficient, and connected transit service

- ✓ Existing Bus Stops' Boardings and Alightings along the Corridor
- ✓ Access for Existing Residents along the Corridor
- ✓ Existing Metrorail Ridership at Termini
- ✓ Potential to Improve Transit Reliability
- ✓ Increase Of Service Frequency and Span
- ✓ Minimizing Impacts to Traffic Flow
- ✓ Connections to Planned BRT Network
- ✓ Regional Connectivity



Community Equity

Provide improved and accessible transit service for underserved populations

- ✓ Access for Low-Income Households
- ✓ Access for Zero-Car Households
- ✓ Access for Low-English Proficiency Populations
- ✓ Access for Seniors
- ✓ Access for Persons with Disabilities
- ✓ Access for Minority Populations
- ✓ Access for Lower Paying Jobs
- ✓ Number of Equity Focus Areas within 3/4 mile of alignment



Mobility Choices

Improve access to jobs, activity centers, and community facilities

- ✓ Access to Community Facilities
- ✓ Access to Existing Jobs
- ✓ Connections to Existing and Planned Bike Network



Economic Growth

Promote economic development with appealing and functional transit

- ✓ Connections to Planned Development
- ✓ Projected Future Activity (Jobs and People) Along Corridor
- ✓ Support for Transit Oriented Development



Sustainable Solutions

Minimize environmental impacts and utilize cost-effective design

- ✓ Potential Right of Way Expansion Needed
- ✓ Level of Infrastructure Investment
- ✓ Operational Cost
- ✓ Potential to Support Electric Fleet









Public Safety

Improve safety of our streets and the livability and wellness of our communities

- ✓ Potential to Improve Vulnerable Road Users (VRU) Safety
- ✓ Potential to Improve Vehicular Safety
- ✓ Connection to Green Space

Initial Termini Screening Results

Goals and Objectives		White Flint	Grosvenor	Rationale
 Quality Service	<i>Provide a fast, reliable, efficient, and connected transit service</i>	←		White Flint Alternative serves more existing local bus trips and overall regional trips
 Mobility Choices	<i>Improve access to jobs, activity centers, and community facilities</i>	←		White Flint alternative serves more existing jobs and community facilities with more travel choices
 Sustainable Solutions	<i>Minimize environmental impacts and utilize cost-effective design</i>		→	Grosvenor alternative requires a less significant investment in infrastructure and potential right-of-way impacts
 Community Equity	<i>Provide improved and accessible transit service for underserved populations</i>	←		More disadvantaged populations live along or are connected to the White Flint alternative
 Economic Growth	<i>Promote economic development with appealing and functional transit</i>	←		White Flint better aligns with planned development
 Public Safety	<i>Improve safety of our streets and the livability and wellness of our communities</i>		●	Both alternatives improve public safety on the corridor

Which Alternative Best Achieves the Goal?

No Notable Advantage



Some Advantage



Significant Advantage



Key Takeaways

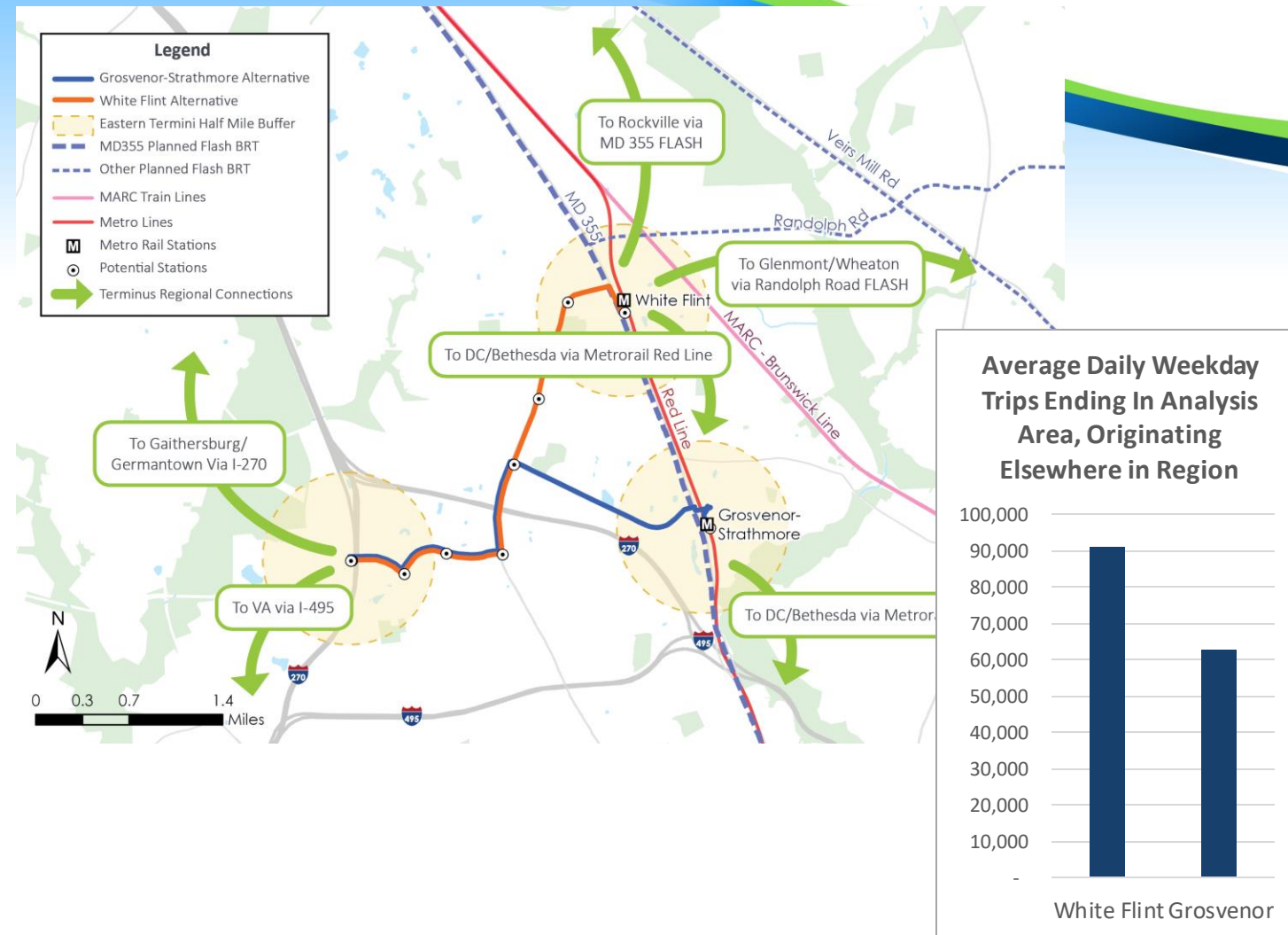
Quality Service

• White Flint

- Approximately 450 more (40% more) existing bus riders per weekday
- Approximately 44% more regional trips to the analysis area
- Connects with Planned Randolph Road BRT via MD 355 BRT

• Grosvenor

- Additional ~2,300 more pre-pandemic Metrorail riders
- Provides greater increase to weekend service



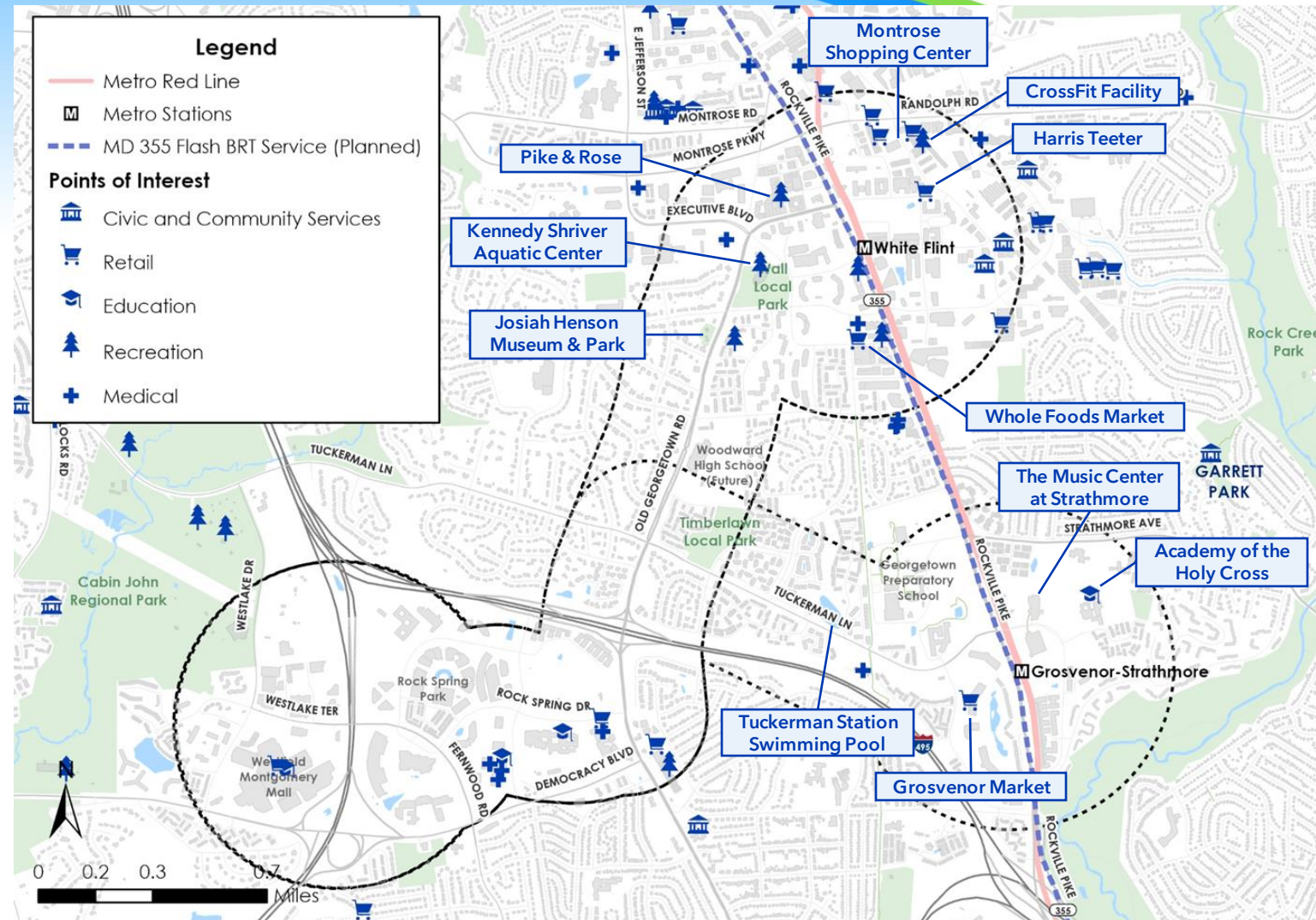
All Trips Types Ending in the Study Area (Sept. '20 – Nov '20)

Key Takeaways

Mobility Choices

• White Flint

- Almost double the number of jobs (41,000 vs. 24,000)
- Almost double the number of community facilities (28 vs. 16)
- Existing pedestrian and bicycle level of comfort is lower along Old Georgetown Road than Tuckerman



Key Takeaways

Sustainable Solutions

- White Flint
 - N/A
- Grosvenor
 - Lower level of infrastructure investment necessary*
 - Less right-of-way needed*
 - Potential for lower cost and shorter construction timeline than White Flint*

Items Considered in Qualitative Cost Comparison

- Preliminary Number of Stations*
- Signals Along Alignment*
- Bicycle and Pedestrian Facilities*
- Dedicated Lane Length*
- Total Alignment Length*

**Assumes 2013 station locations, alignment, and dedicated lane assumptions*

Key Takeaways

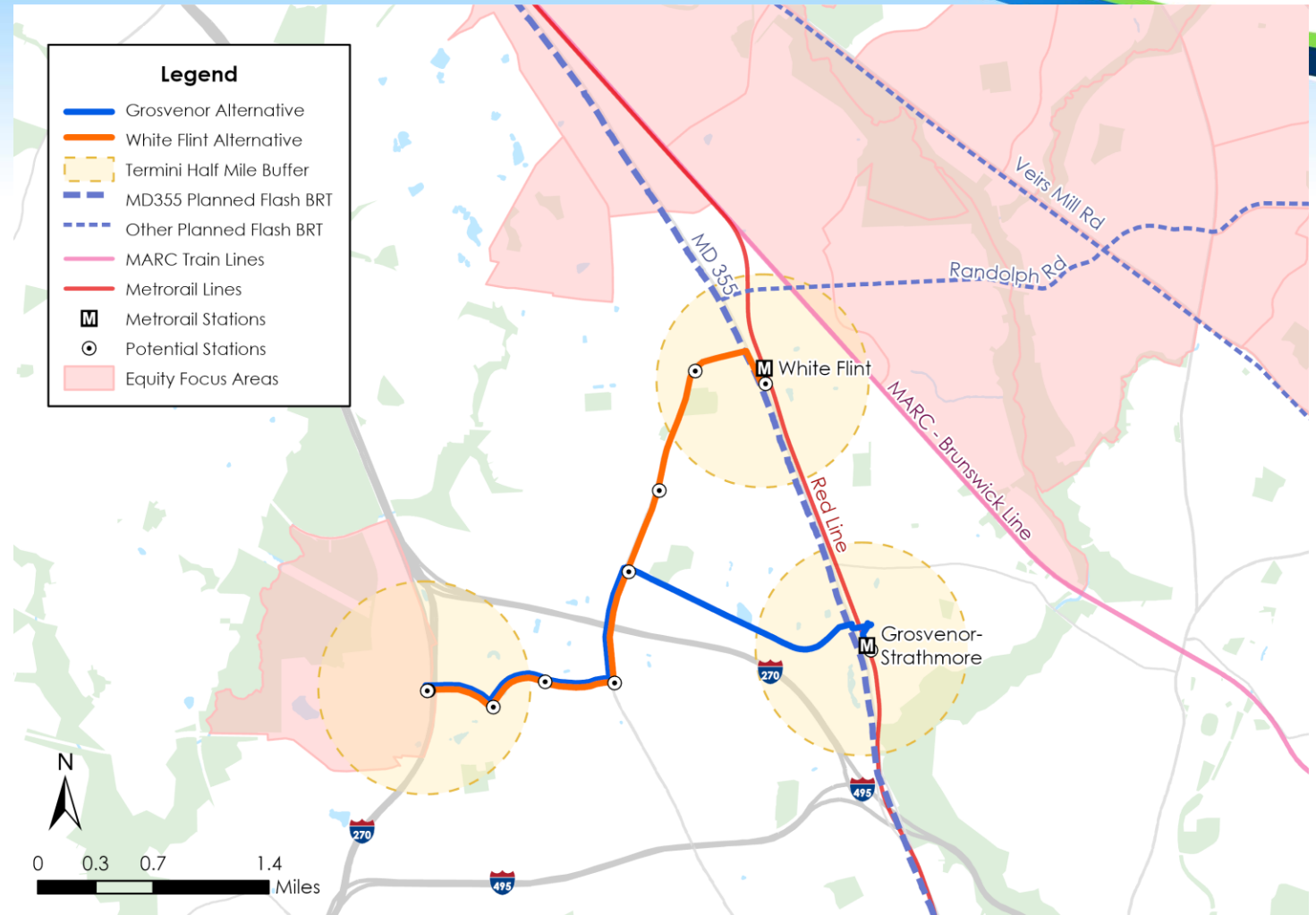
Community Equity

• White Flint

- Service to a higher number of the following groups:
 - low-income populations
 - minority populations
 - low-paying jobs
 - equity focus areas

• Grosvenor

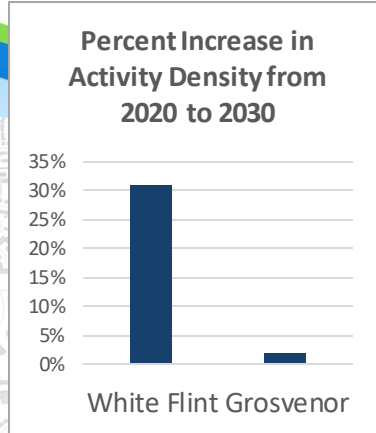
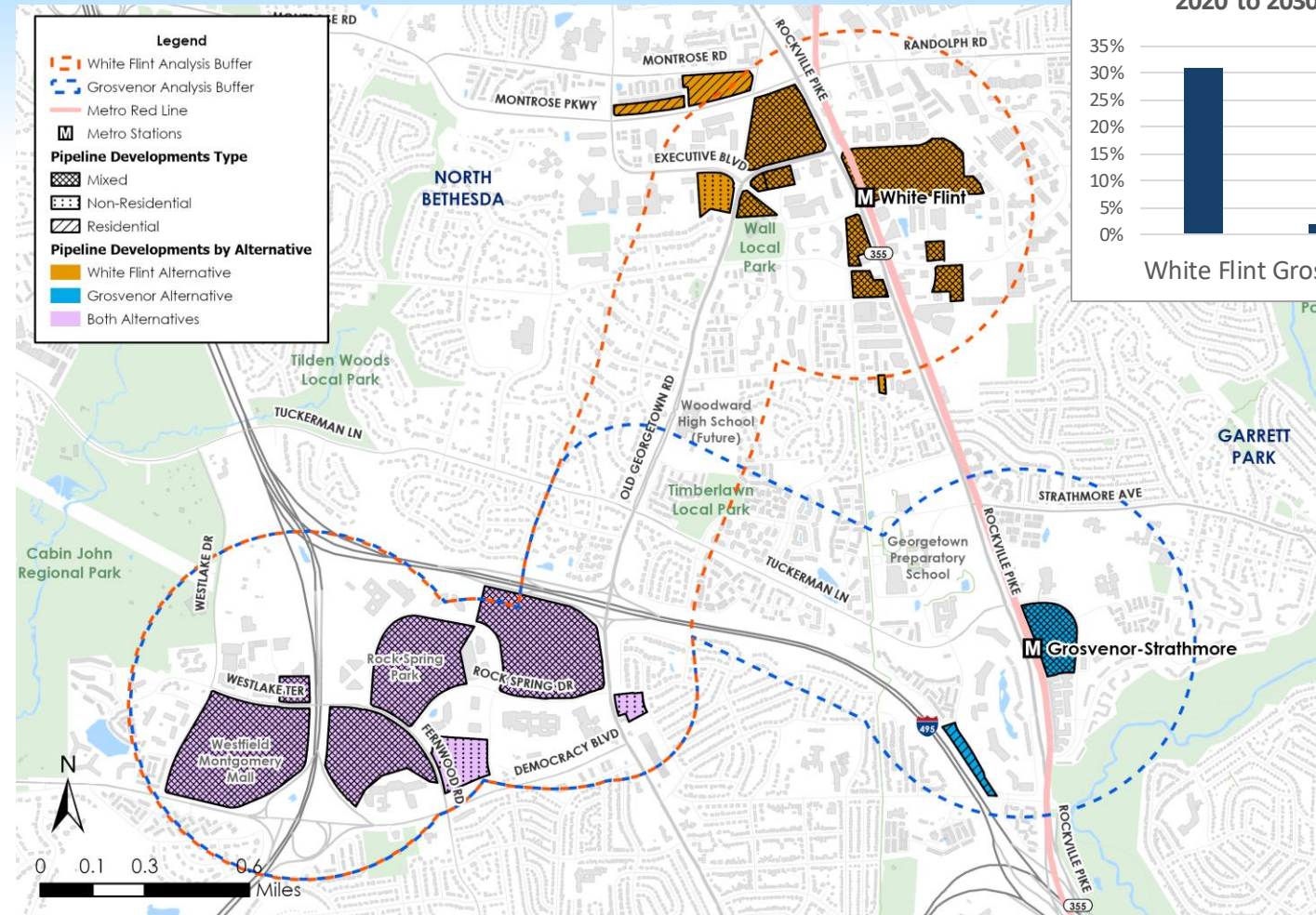
- Service to a *slightly* higher number of the following groups:
 - zero-car households
 - seniors



Key Takeaways

Economic Growth

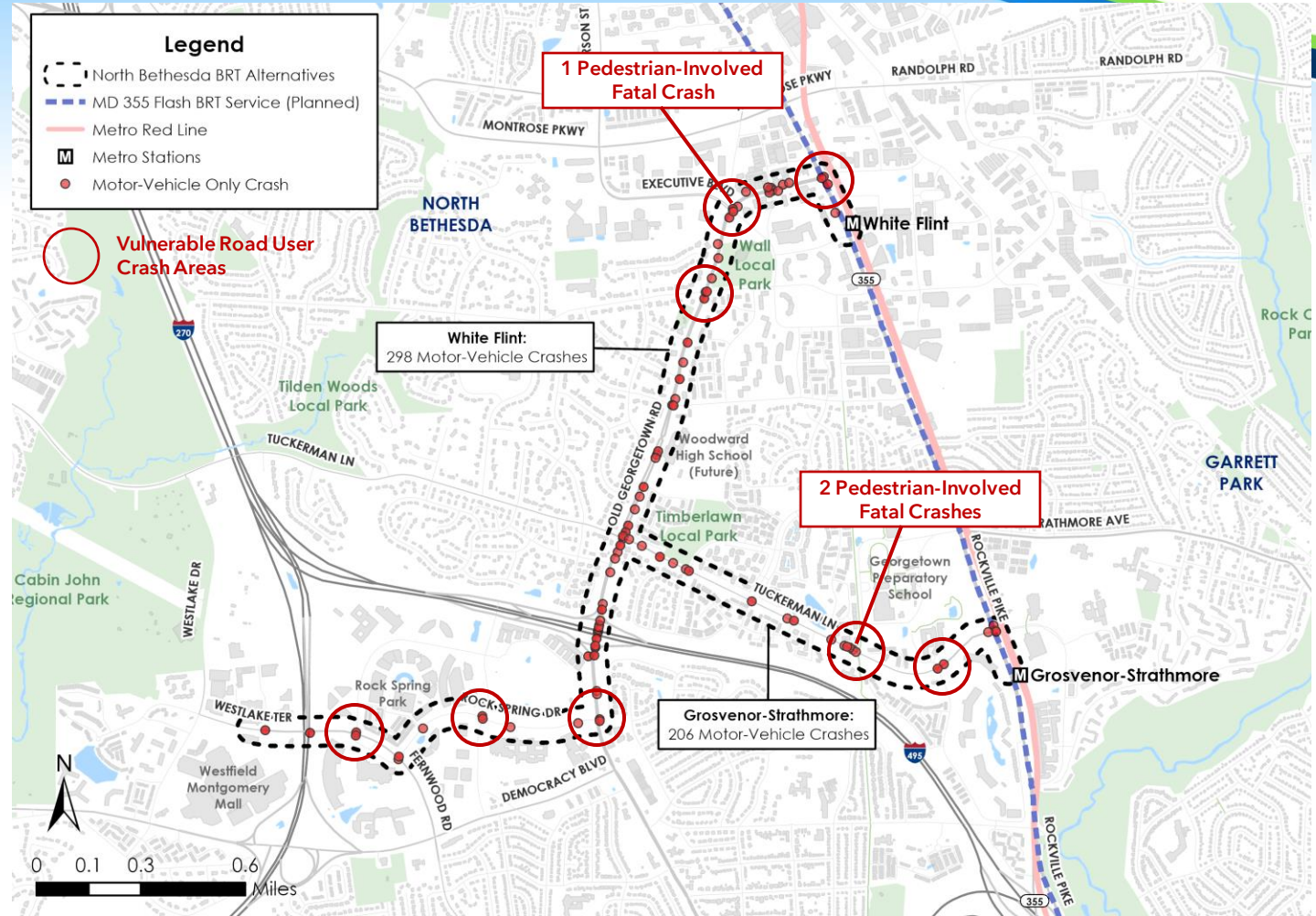
- **White Flint**
 - 9.3 million square feet of planned development, double that of Grosvenor
 - 31% forecasted activity density growth between 2020 and 2030
- **Grosvenor**
 - Existing corridor has higher residential density and mixed-use development









Key Takeaways

Public Safety

- **White Flint**
 - More overall vehicular crashes have occurred along this route
- **Grosvenor**
 - Recent fatality along alignment



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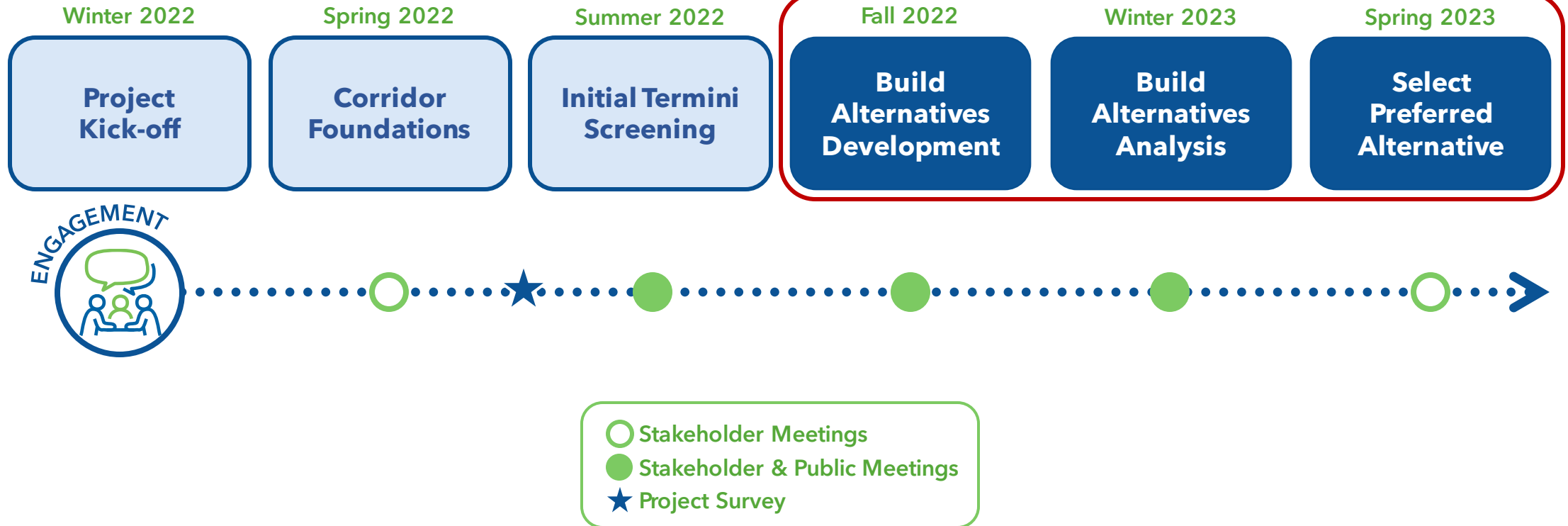
Significant Advantage



Next Steps

Study Schedule

Remaining Components



Public Engagement

- **Completed:**

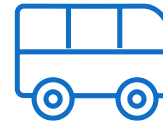
- TAG & CAC Meeting #1
- Project Survey
- Pop-up Events
- Bus Stop Chats

- **Ongoing:**

- TAG & CAC Meetings
- Project Webpage

- **Upcoming:**

- StoryMap to be published (June 1st)
- Public Meetings (Online & In-Person)
 - *Online: June 9th and 21st*
 - *In-person: June 13th*



Scan This to Register
for Project Updates





Questions?

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