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 Extents 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

Winter 2022: Project Kick-off
Spring 2022: Corridor Foundations
Summer 2022: Initial Termini Screening (We Are Here)
Fall 2022: Build Alternatives Development
Winter 2023: Build Alternatives Analysis
Spring 2023: Select Preferred Alternative

Engagement:
- Stakeholder Meetings
- Stakeholder & Public Meetings
- Project Survey
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

**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

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

Developing Baseline Data and Understanding Existing Conditions
Establishing Corridor Foundations

<table>
<thead>
<tr>
<th>Related Studies &amp; Projects</th>
<th>Demographics</th>
<th>Activity Density</th>
<th>Multimodal Travel Conditions</th>
<th>Land Use &amp; Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Network</td>
<td>Multimodal Connectivity</td>
<td>Transportation Safety</td>
<td>Transit Service</td>
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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>WHAT ARE THE THREE MOST TYPICAL REASONS FOR YOUR TRIPS IN AND AROUND NORTH BETHESDA?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Medical App</strong> 2%</td>
</tr>
<tr>
<td><strong>Visiting Friends/Family</strong> 14%</td>
</tr>
<tr>
<td><strong>Shopping Errands</strong> 37%</td>
</tr>
<tr>
<td><strong>School</strong> 15%</td>
</tr>
<tr>
<td><strong>Recreation</strong> 25%</td>
</tr>
<tr>
<td><strong>Commuting to/from Work</strong> 16%</td>
</tr>
<tr>
<td><strong>Church</strong> 1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WHICH OF THE FOLLOWING DESTINATIONS IN NORTH BETHESDA DO YOU MOST FREQUENTLY TRAVEL TO AND/OR WANT TO TRAVEL TO?</th>
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<tbody>
<tr>
<td><strong>Westfield Montgomery Mall</strong> 25%</td>
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<td><strong>White Flint Metrorail Station</strong> 15%</td>
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<tr>
<td><strong>Pike N Rose</strong> 27%</td>
</tr>
<tr>
<td><strong>Grosvnere-Strathmore Metrorail Station</strong> 17%</td>
</tr>
<tr>
<td><strong>Rock Spring Park</strong> 5%</td>
</tr>
<tr>
<td><strong>Other</strong> 11%</td>
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<th>HAS THE COVID-19 PANDEMIC AFFECTED YOUR CURRENT COMMUTE TO WORK OR SCHOOL?</th>
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<td><strong>No</strong> 58%</td>
</tr>
<tr>
<td><strong>Yes, working or learning remotely more frequently</strong> 39%</td>
</tr>
<tr>
<td><strong>Other</strong> &lt;3%</td>
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</table>
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.

Goals

Quality Service

Objectives

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

Metrics

• Travel time
• Ridership
• Transit mode share
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 Terminals
- 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

**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

**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

**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

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<th>Grosvenor</th>
<th>Rationale</th>
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### 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
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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Spring 2022
- Corridor Foundations

Summer 2022
- Initial Termini Screening

Fall 2022
- Build Alternatives Development

Winter 2023
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- Select Preferred Alternative

Remaining Components

- Stakeholder Meetings
- Stakeholder & Public Meetings
- Project Survey
Public Engagement

• Completed:
  o TAG & CAC Meeting #1
  o Project Survey
  o Pop-up Events
  o Bus Stop Chats

• Ongoing:
  o TAG & CAC Meetings
  o Project Webpage

• Upcoming:
  o StoryMap to be published (June 1\textsuperscript{st})
  o Public Meetings (Online & In-Person)
    o Online: 	extit{June 9\textsuperscript{th} and 21\textsuperscript{st}}
    o In-person: 	extit{June 13\textsuperscript{th}}
Questions?

Sandra Marks – BRT Project Manager, MCDOT

Sandra.marks@montgomerycountymd.gov