

Improving Transportation Safety for People Bicycling & Walking in North Bethesda, White Flint, Grosvenor & Rock Springs



Purpose of Meeting

- Active Projects in White Flint / North Bethesda
- Active Projects in Grosvenor
- Bethesda Loop
- Education & Outreach
- Capital Bikeshare
- Dockless Bikeshare and Scooter Updates
- Breakouts for Questions



Priorities & Challenges

- Safety
- Parking & Loading
- Business access
- Bicycle, Pedestrian Access
- Transit Transfer Ponys
- Utilities
- Accessibility
- Traffic signals & Agency Coordination
- Trees & Landscaping
- Active development
- Maintenance of Traffic (MOT) for all modes
- Purple Line & New Metrorail Entrance
- Volumes of People Biking & Walking
- Stormwater
- Streetscape
- Education
- Traffic Operations
- and more...



Types of Safety Improvements



Two-way Separated Bike Lane



Conventional Bike Lane



One-way Separated Bike Lane



Crosswalk with median refuge



Green Pavement Markings & Bike Signal



LOOK OUT FOR EACH OTHER

www.montgomerycountymd.gov/lookout



pedestrians • cyclists • drivers



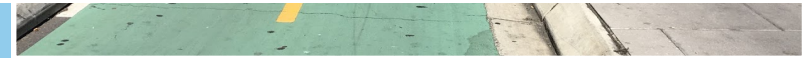
Raised Concrete Median



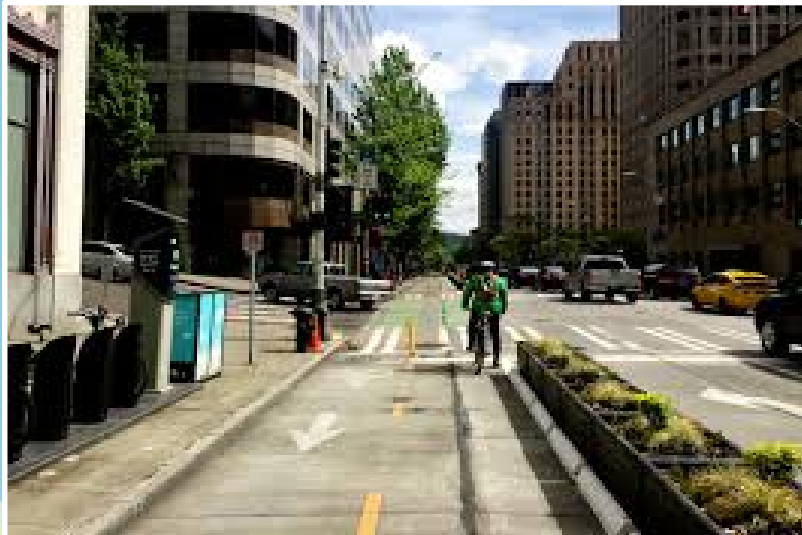
Landscaped & Curbed



Modular Raised Curb



Flex Posts & Paint



Planter Boxes



Curb Stops



WOODGLEN DR. – TWO-WAY SEPARATED BIKE LANE

Separation from traffic is comfortable for bicyclists of varying ages and comfort levels



Wayside I and II and BTT Lighting



NEBEL STREET SEPARATED BIKE LANES

(FROM RANDOLPH ROAD TO MARINELLI ROAD)



White Flint & North Bethesda

- Marinelli Road
 - Nebel to MD 355 - **Construction**
 - MD 355 to Woodglen Drive – **Design**
- Executive Blvd – Nicholson Lane to Woodglen Drive
 - Construction as part of Resurfacing
- Challenges:
 - Parking, Loading & Accessibility





Marinelli Road from MD 355 to Nebel Street

Project Scope

- To provide one way 5 ft to 6 ft wide separated bike lanes along Marinelli Road from Nebel Street to Rockville Pike (MD 355).
- To add approximately .4 of a mile of separated bike lanes to the existing separated bike lane network in White Flint (Woodglen completed in 2014 and Nebel St. completed in 2016).

Project Objective

- To meet the Montgomery County Bicycle Master Plan and the WF Sector Plan Objectives to increase bicycling by creating a low stress bicycling environment.
- To enhance the connectivity of the bikeway network to the White Flint Metro, proposed Woodglen Drive extended, Nebel Street Separated Bike Lanes and Wall Park.





Overall Design Concept Plan - Continued

East of Citadel Avenue – typical section



Existing – Typical Section



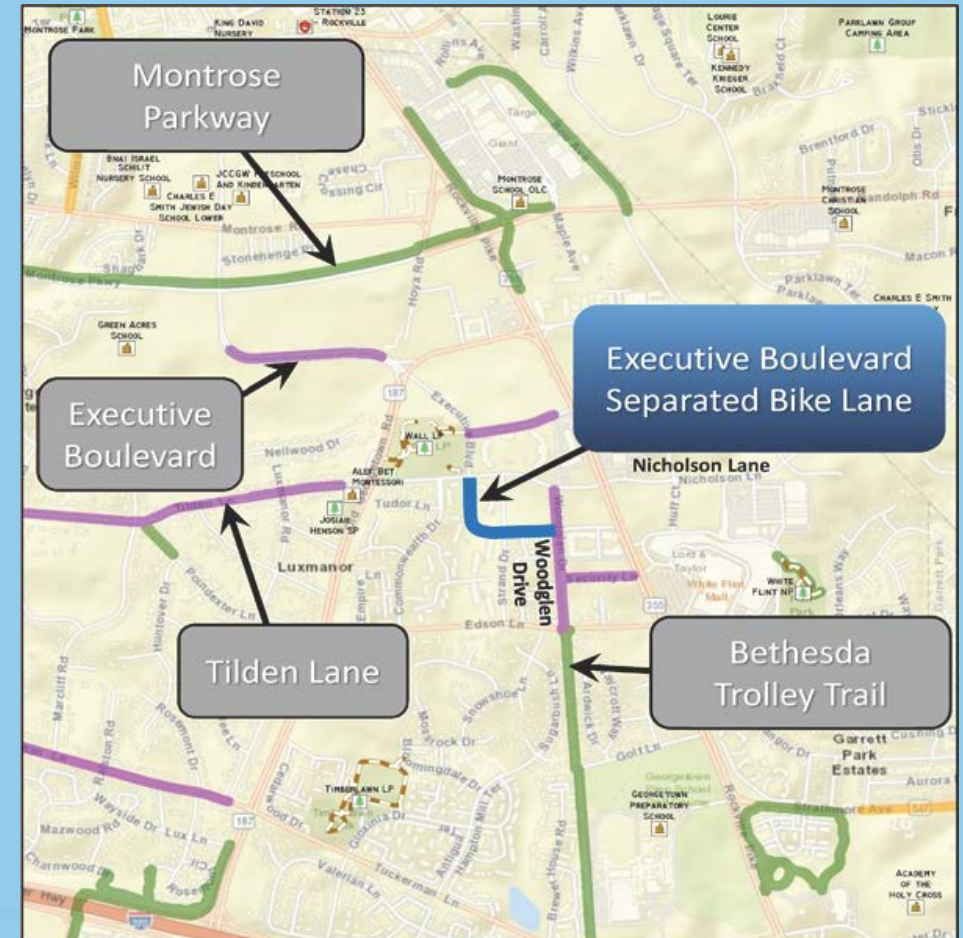
Proposed – Typical Section



Montgomery County Department of Transportation Executive Boulevard Separated Bike Lanes

Woodglen Drive to Nicholson Lane

- Included in White Flint Separated Bike Lane Network by M-NCPPC in September 2015
- Supported by Elected Officials, Bike Advocacy Groups (Washington Area Bicyclists Association) and Citizen Advocacy Groups (Friends of White Flint)



Montgomery County Department of Transportation Executive Boulevard Separated Bike Lanes

Woodglen Drive to Nicholson Lane

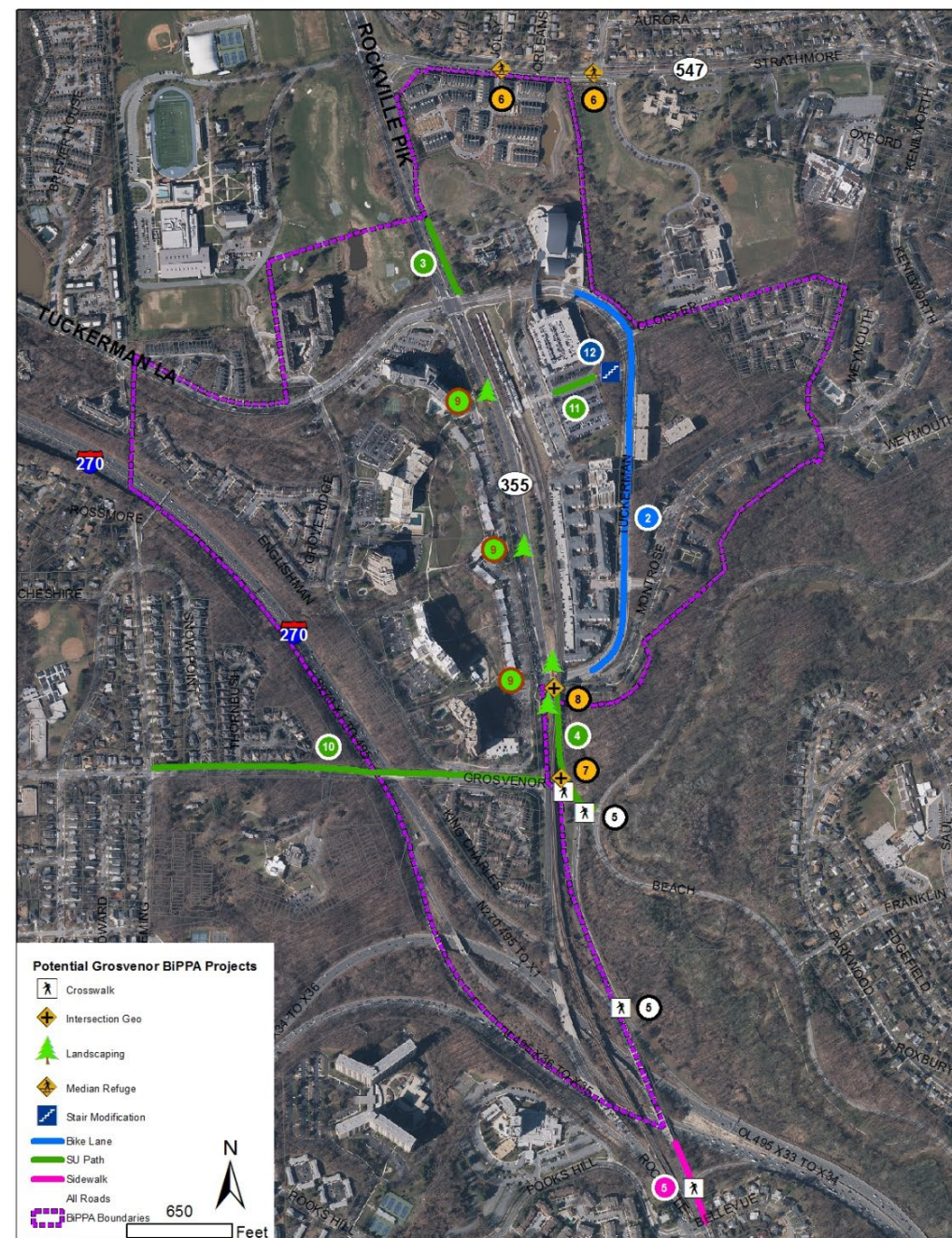
Project Design

1. Installation of 5 foot wide Separated One Way Bike Lanes
 - Project length is approx. 1500 linear feet
 - 2 foot buffer area in both directions
2. Resurfacing to include new pavement markings, including green pavement
3. Removal of northbound left turn lane onto Woodglen Drive



Grosvenor BiPPA

- Projects Completed
 - Median refuge islands across MD 547 at Jolly Ln & Stillwater Ave.
- Projects in design:
 - MD 355 sidewalk gap (east side): Grosvenor Ln to Pooks Hill Rd
 - Landscaping/gateway feature along MD 355
 - Shared-use path between Tuckerman Lane (north) and Strathmore Mansion driveway



Rock Springs

- 2018 Bicycle Master Plan
- Tuckerman Lane Facility Planning
- Bikeshare

NORTH BETHESDA-TWINBROOK

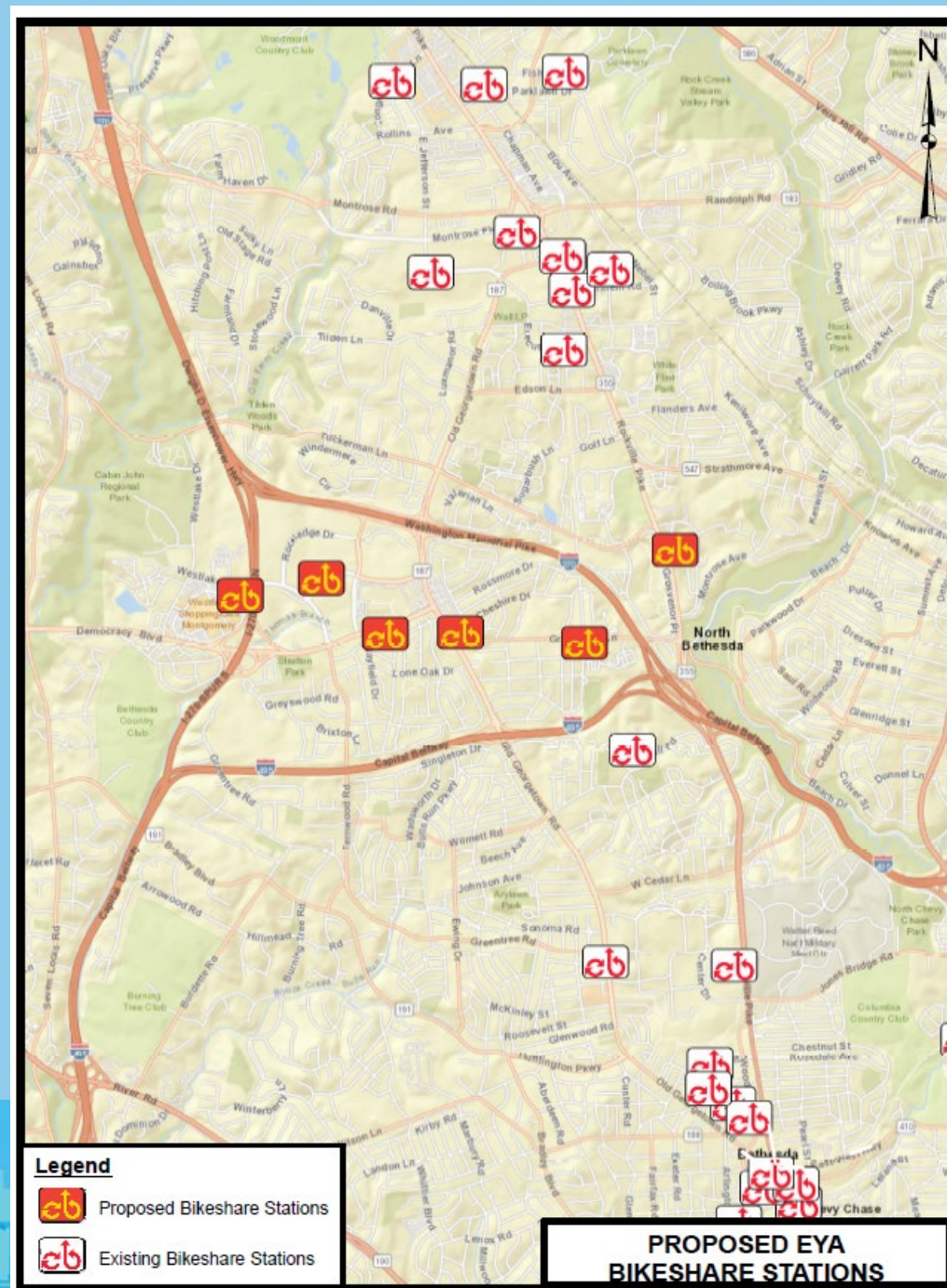


| | | | | | | | |
|--|-------------------|--|----------|--|----------|--|--------------------------|
| | Policy Area | | Existing | | Proposed | | Trails |
| | Parkland | | | | | | Separated Bikeways |
| | City of Rockville | | | | | | Striped Bikeways |
| | Breezeway Network | | | | | | Shared Roads |
| | | | | | | | Grade Separated Crossing |

Bikeshare

- Capital Bikeshare
 - FY2018 Expansion & White Flint Metro Success
 - Whats Next?
 - EYA Rock Springs Expansion
 - MDOT Bikeways Grant Bethesda Trolley Trail Expansion 269K
 - E-bikes
 - Operating and Maintenance Costs
- Dockless Bikeshare (Gary Erenrich)
 - Outreach regarding potential expansion area
 - 7-830 p.m. 11/1 at WJHS
 - E-bikes and Scooters

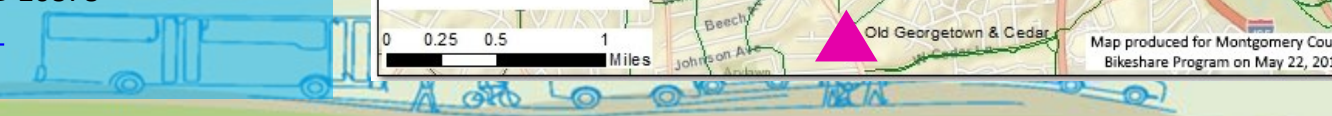
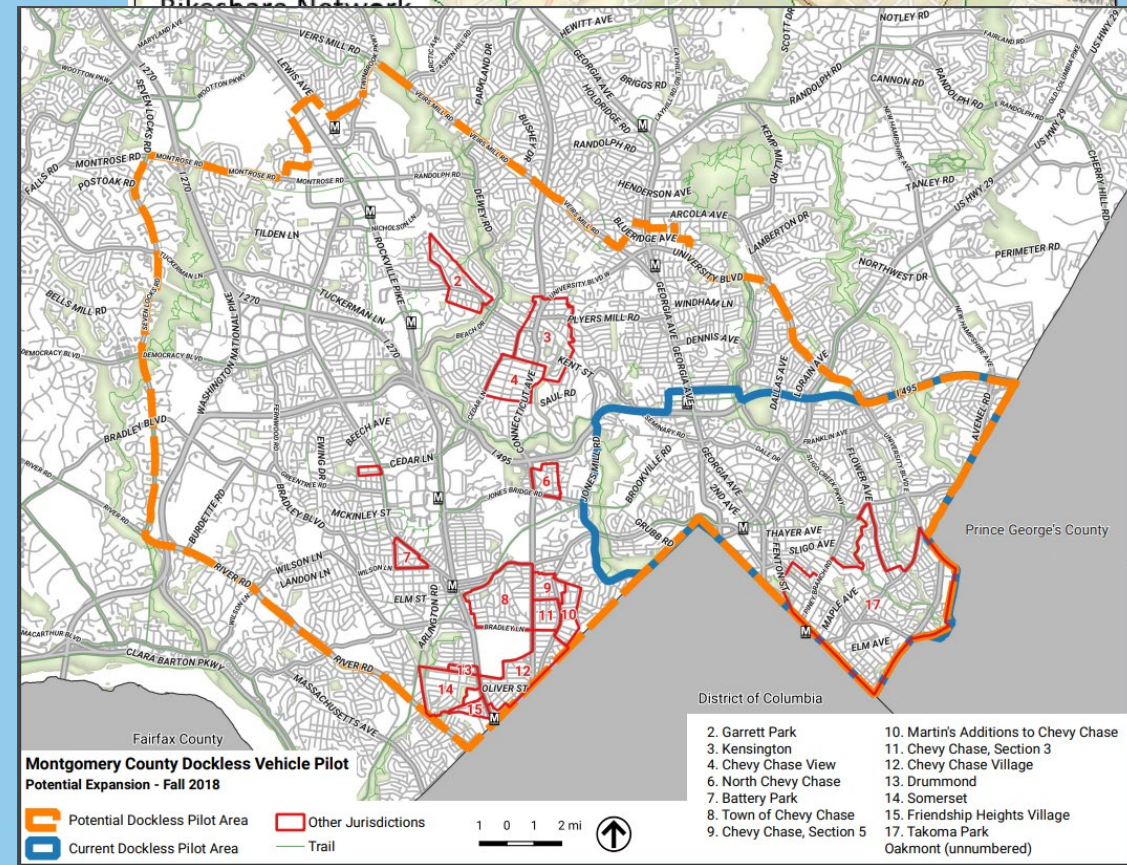
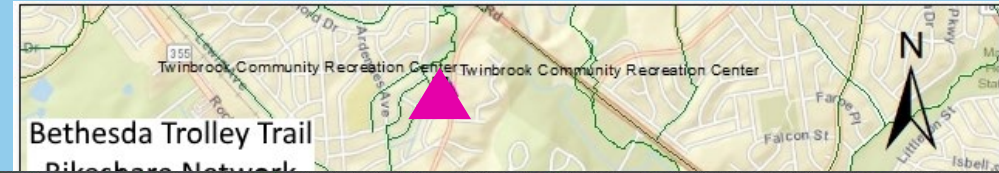
Anne Root, Capital Bikeshare Program Manager Montgomery County
Division of Transportation Engineering
100 Edison Park Dr., 4th Floor Gaithersburg, MD 20878
E-mail: anne.root@montgomerycountymd.gov



Bikeshare

- Capital Bikeshare
 - FY2018 Expansion & White Flint Metro Success
 - Whats Next?
 - EYA Rock Springs Expansion
 - MDOT Bikeways Grant Bethesda Trolley Trail Expansion 269K
 - E-bikes
 - Operating and Maintenance Costs
- Dockless Bikeshare (Gary Erenrich)
 - Outreach regarding potential expansion area
 - E-bikes and Scooters

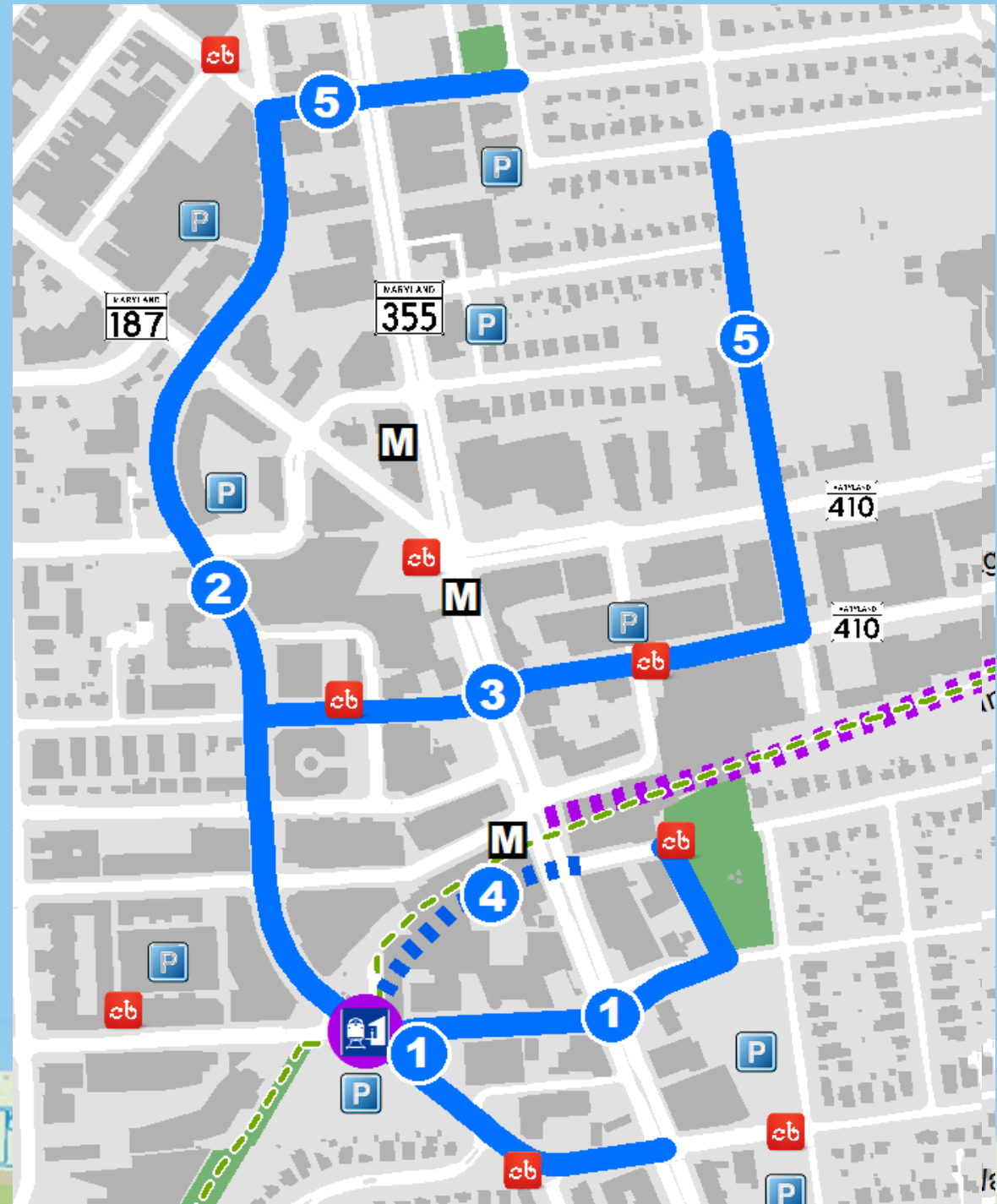
Anne Root, Capital Bikeshare Program Manager Montgomery County
 Division of Transportation Engineering
 100 Edison Park Dr., 4th Floor Gaithersburg, MD 20878
 E-mail: anne.root@montgomerycountymd.gov



Bethesda Loop Projects

1. Capital Crescent Surface Trail (Bethesda Ave / Willow Lane)
2. Woodmont Ave*
3. Montgomery Lane / Ave*
4. CCT Tunnel under Wisconsin Ave
5. Cheltenham & Pearl*

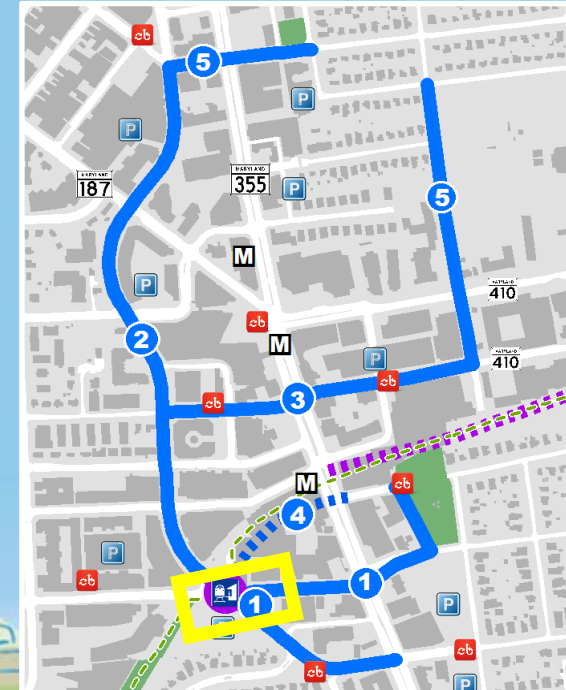
*Newly Funded Project FY19-FY24 CIP



Bethesda Ave at Woodmont Ave Intersection

(Breakout Station #1B)

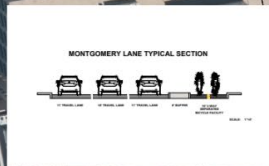
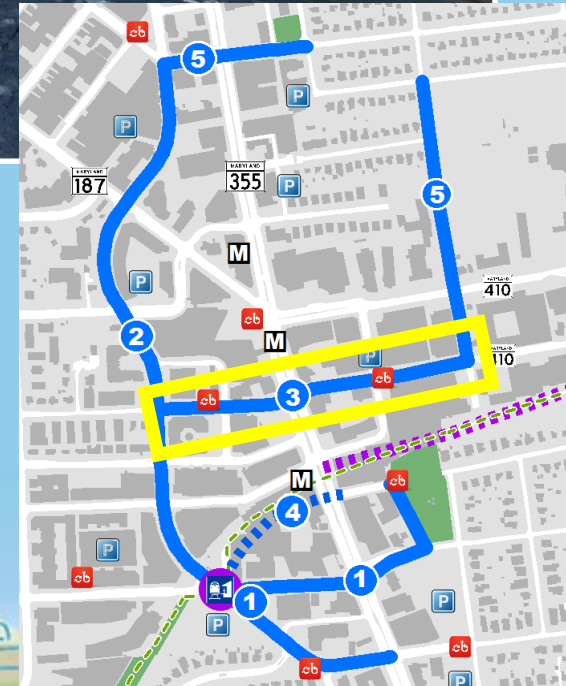
- Past, Present & Future
- Business Access
- Bethesda Row
- Bikeways & Sidewalks
- Purple Line Station
- CCT Trail & Tunnel
- Metro Station South Entrance



Montgomery Ave / Lane (MD 410)

Breakout Station #3 Woodmont Avenue to Pearl Street

- Conceptual Improvements (Graphic)
- Design to continue through 2019
- Construction 2019-2020
- Challenges: Wisconsin Avenue Intersection, three lanes to two



TWO-WAY CYCLE TRACK / ALTERNATIVE 2 - Montgomery Avenue/Montgomery Lane NOT FOR CONSTRUCTION



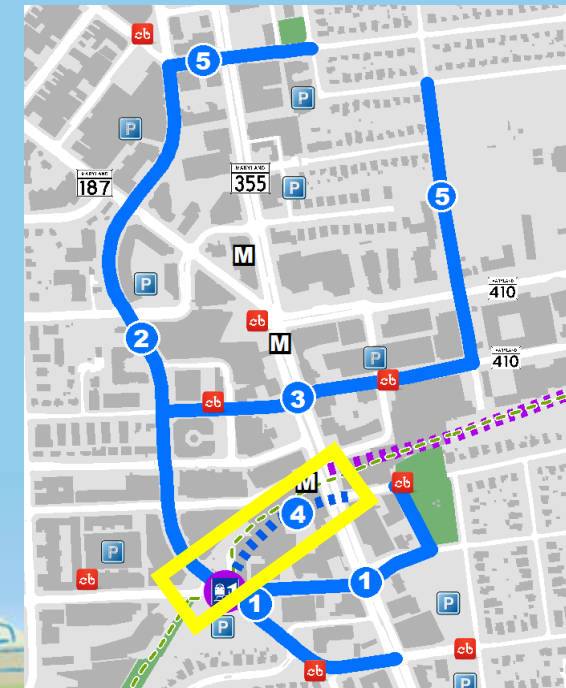
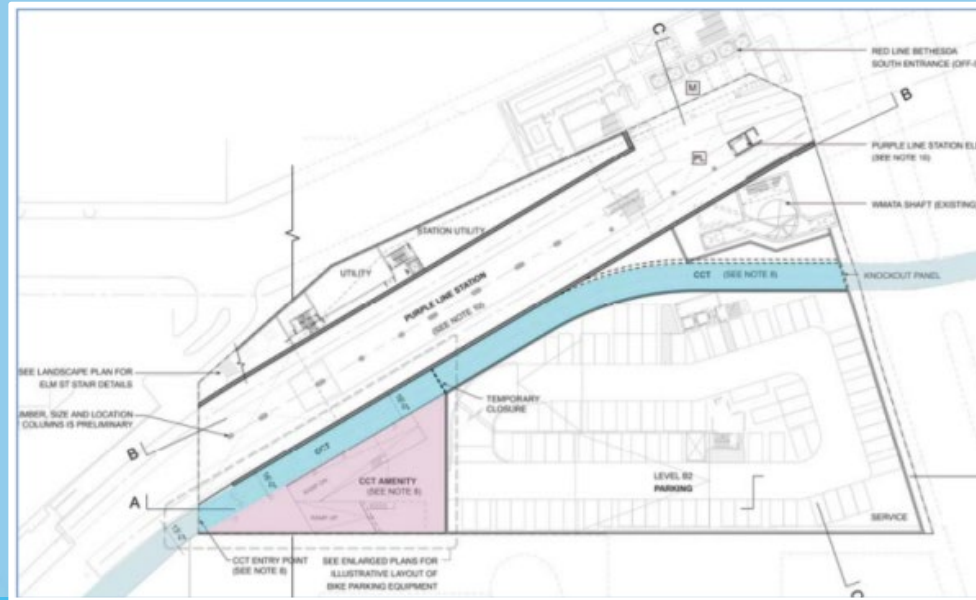
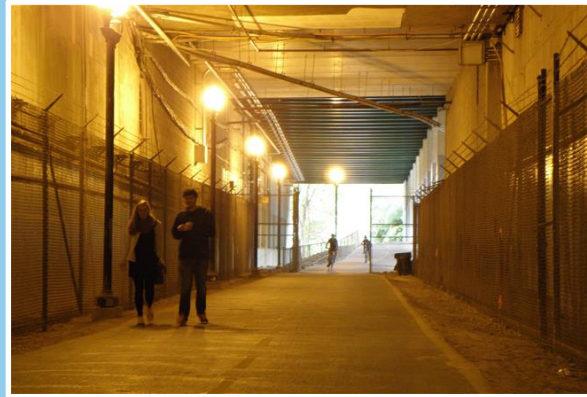
Patricia Shepherd, A.I.C.P. Bikeways Coordinator
Division of Transportation Engineering
100 Edison Park Dr., 4th Floor Gaithersburg, MD 20878
E-mail: patricia.shepherd@montgomerycountymd.gov
Phone: 240-777-7231



Capital Crescent Trail Tunnel

Woodmont Ave / Civic Green under MD 355

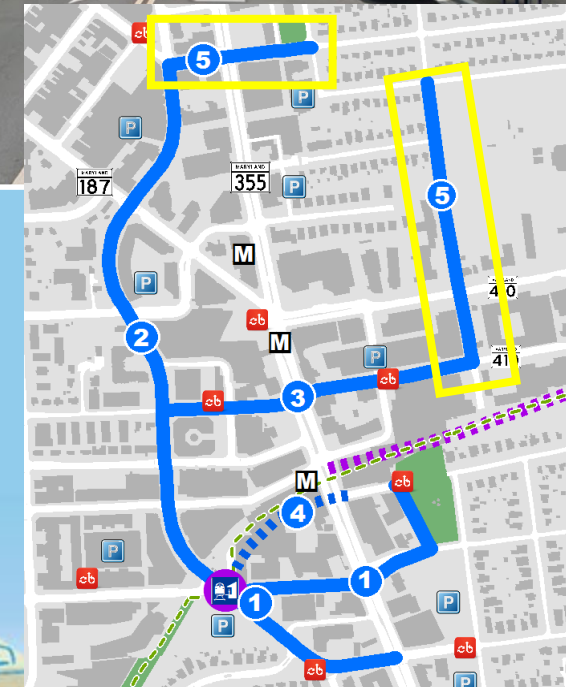
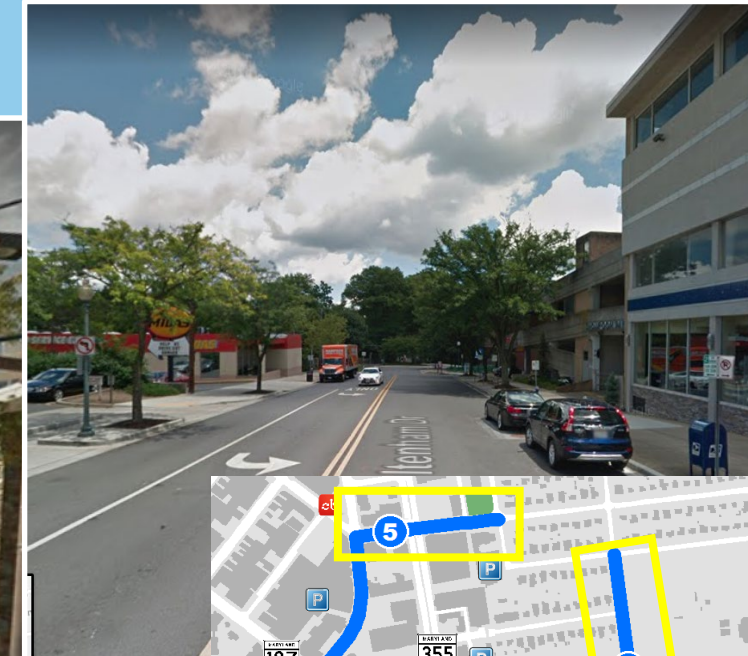
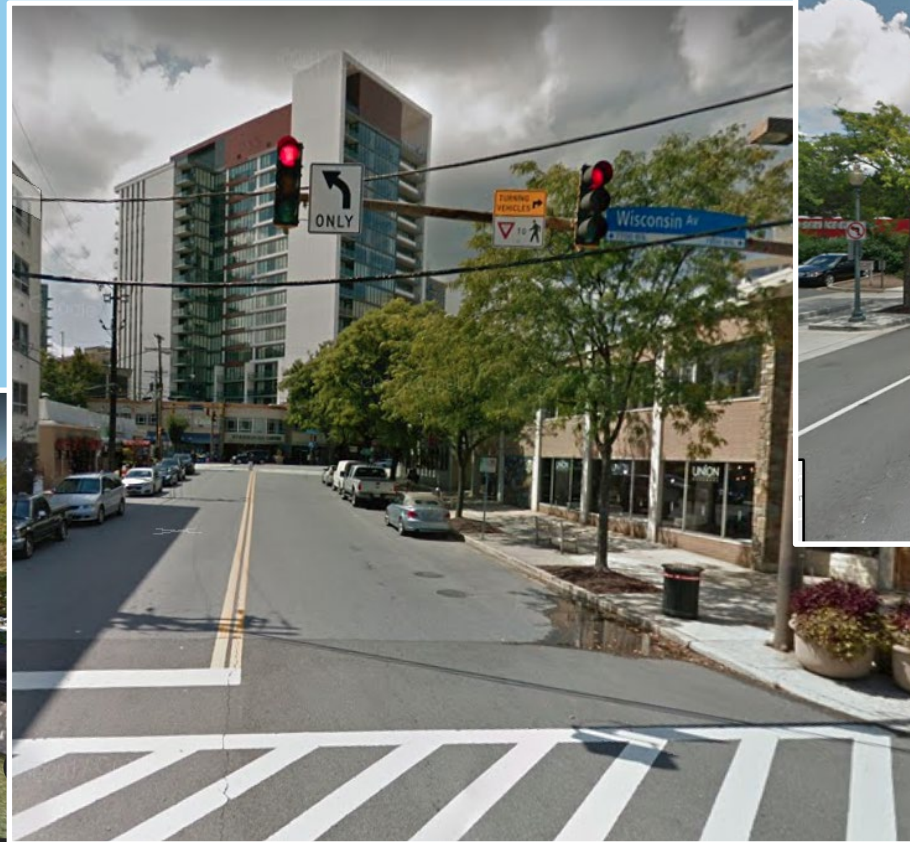
- Conceptual Improvements (Graphic)
- Initial 35% planning & design to continue through 2019
- Final Design & Construction 2019-2022
- Challenges: Tunnel & Building
- Separate Meeting Later



Cheltenham & Pearl Street

Woodmont Avenue to Tilbury Street & MD 410 to Sleaford Road (no breakout)

- Conceptual Improvements (Graphic) - Bicycle and Pedestrian Safety Improvements
- Design to continue through 2019
- Construction 2019-2020
- Challenges: Wisconsin Avenue Crossing, Parking, Business Access





Contact:

John B. "JT" Thomas, Planning Section Manager
MCDOT Division of Transportation Engineering
100 Edison Park Drive, 4th Floor, Gaithersburg, MD
20878

John.Thomas@montgomerycountymd.gov

240.777.7240

