Improving Transportation Safety for People Bicycling & Walking in Bethesda

B-CC High School 6:30 p.m. to 8:30 p.m. (Presentation at 6:45)
Tuesday October 9, 2018
Purpose of Meeting

- Overview of Evening
- Review Master Planned Improvements (adopted 4/2017); Countywide Bike Plan Fall 2018
- Overview of Bethesda Loop Projects, Montgomery Park’s Little Falls Parkway at CCT Alternatives; Funding & Schedule (and what’s new for FY19-FY24 as of May 2018)
- Breakouts for Questions (Projects, Parks, M-NCPPC & WABA)
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
Priorities & Challenges

- Safety
- Parking & Loading
- Business access
- Bus and Rail Transit Access
- 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
- and more…
Bethesda Loop
Development Activity

Pipeline of Development

mcatlas.org/pipeline/

- Residential
- Non-Residential
- Mixed
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
Types of Safety Improvements (continued)

- Raised Concrete Median
- Landscaped & Curbed
- Modular Raised Curb
- Flex Posts & Paint
- Planter Boxes
- Curb Stops

pedestrians • cyclists • drivers

www.montgomerycountymd.gov/lookout
Capital Crescent Surface Trail
(Bethesda Ave/Willow Lane – Breakout Station #1A)

- Two-way bikeway from Woodmont Ave to 47th Street
- Design to continue through 2019
- Construction anticipated in 2019
- Challenges: Timing, Wisconsin Avenue Intersection

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Woodmont Avenue Bikeway

Breakout Station #2 Norfolk Ave south to MD 355

- Conceptual Improvements
- Design to continue through 2019
- Construction 2019-2020

- Challenges: Parking, 9 intersections, Business Access

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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

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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

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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

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Capital Crescent Trail at Little Falls Parkway

Montgomery Parks

• Interim “road diet” in January 2017; (12) alts June 2018

• Road diet observations:
  • 3-4% drop LFP peak hour traffic corridor
  • No change Dorset Ave
  • Increase Hillandale Rd both directions
  • ~17 mph avg speed
  • 67% reduction in crashes

• Schedule
  • Tonight: (3) Alternatives
  • Winter 2018/19: (1) Recommended Alternative

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Capital Crescent Trail at Little Falls Parkway
Alternative A: Permanent Road Diet

• Change in vehicle travel time over pre-road diet condition: +7 Seconds
• Pedestrian/bike wait time to cross LFP: ~ 0 seconds
• 40% impervious surface reduction
• 0 acres forest area impacted
• Est. cost: $800,000
Capital Crescent Trail at Little Falls Parkway
Alternative B: Trail Reorientation to Traffic Signal (To Arlington Rd)

- Change in vehicle travel time over pre-road diet condition: +13 Seconds
- Pedestrian/bike wait time to cross LFP: ~ 29 seconds
- 37% impervious surface reduction
- 0.3 acres forest area impacted
- Est. cost: $1.5 M
Capital Crescent Trail at Little Falls Parkway
Alternative C: Install Pedestrian Bridge

- Increase in vehicle travel time over pre-road diet condition: **-3 Seconds**
- Pedestrian/bike wait time to cross LFP: **~ 0 seconds**
- **20%** impervious surface reduction
- **0.4 acres** forest area impacted
- Est. cost: **$4 M**

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Next Steps

**Breakouts**

1A: CCST
1B: Bethesda Ave at Woodmont Ave
2: Woodmont Avenue
3: Montgomery Ave / Montgomery Lane
4: Parks – CCT at Little Falls Parkway
5: M-NCPPC
6: WABA

Stay Informed


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