

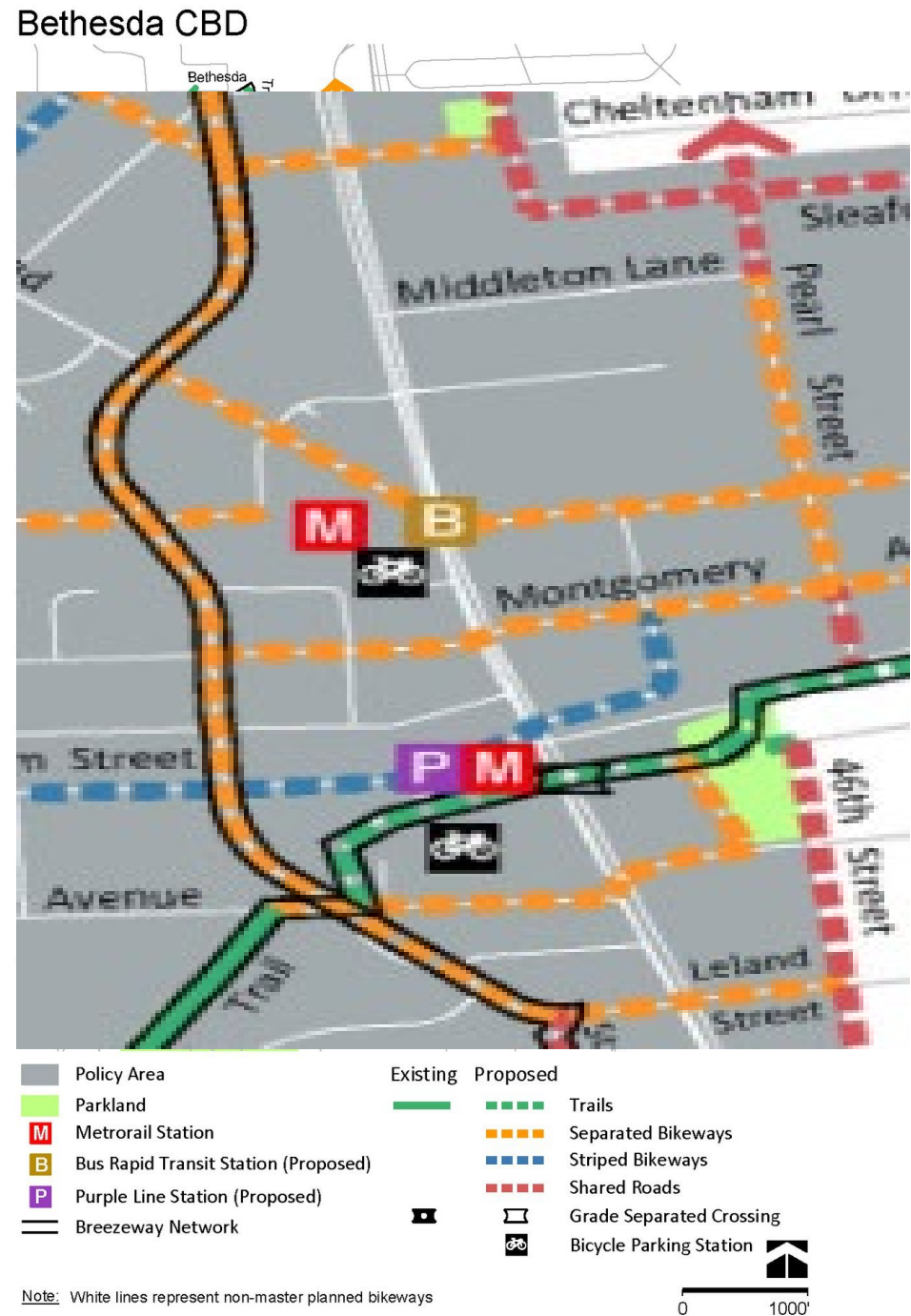
Improving Transportation Safety for People Bicycling & Walking in Bethesda

B-CC High School 6:30 p.m. to 8:30 p.m. (Presentation at 6:45)

Tuesday October 9, 2018



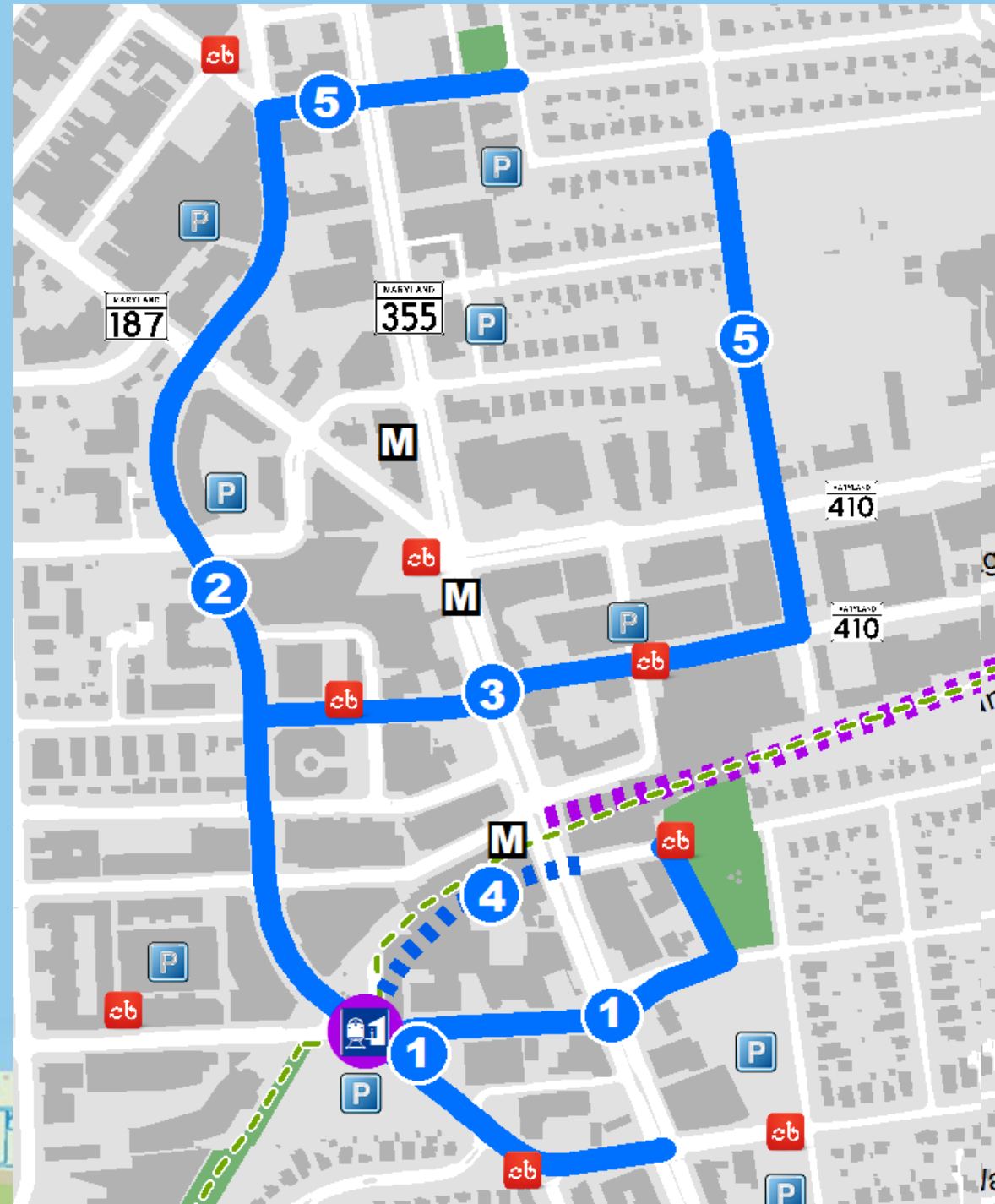
- Overview of Evening
- Review Master Planned Improvements (adopted 4/2017); Countywide Bike Plan Fall 2018
- Overview of Bethesda Loop Projects, Montgomery Park's Little Falls Parkway at CCT Alternatives; Funding & Schedule (and what's new for FY19-FY24 as of May 2018)
- Breakouts for Questions (Projects,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

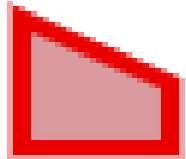


Pipeline of Development

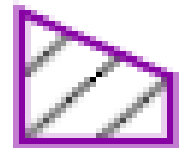
mcatlas.org/pipeline/



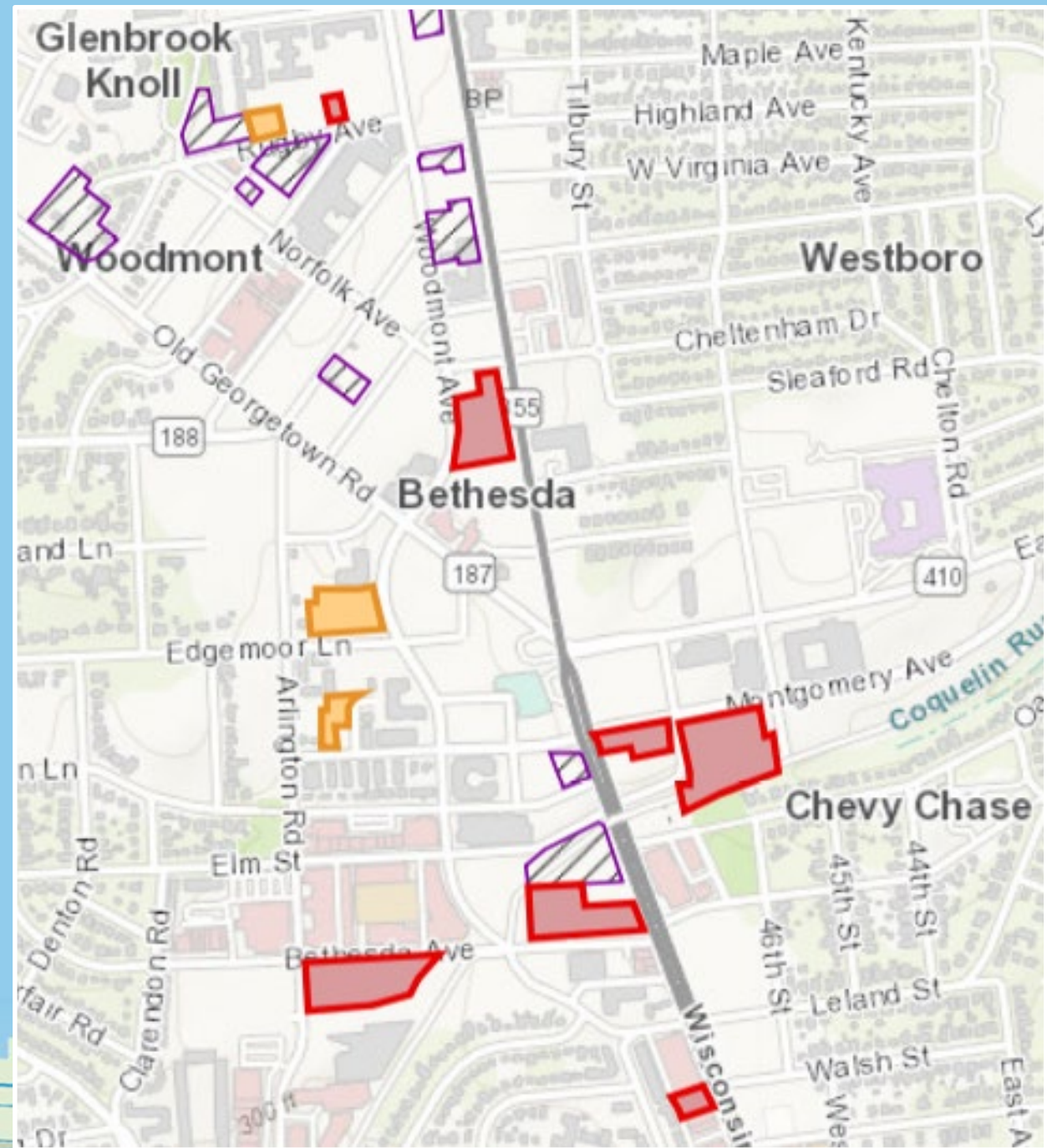
Residential



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

LOOK OUT FOR EACH OTHER

www.montgomerycountymd.gov/lookout



pedestrians • cyclists • drivers



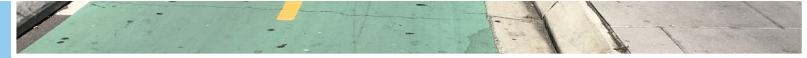
Raised Concrete Median



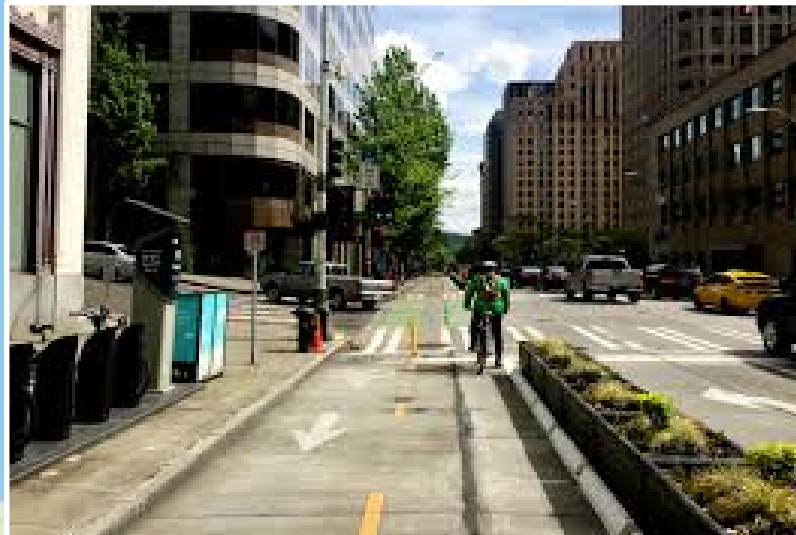
Landscaped & Curbed



Modular Raised Curb



Flex Posts & Paint



Planter Boxes

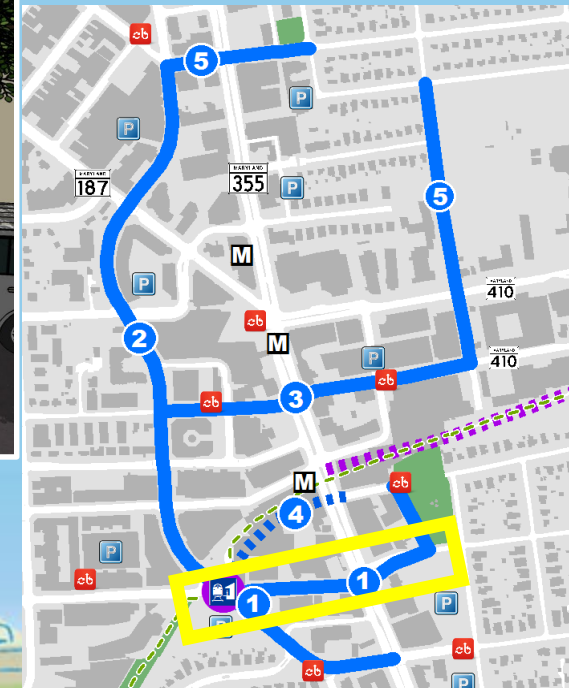


Curb Stops

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

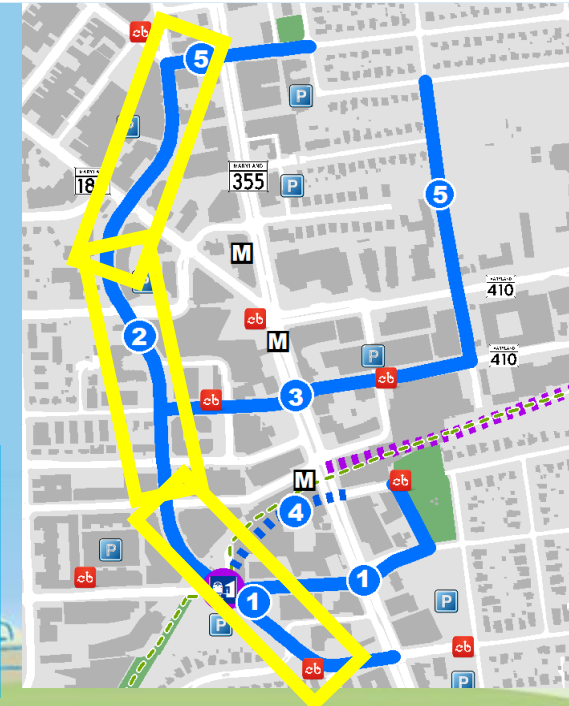
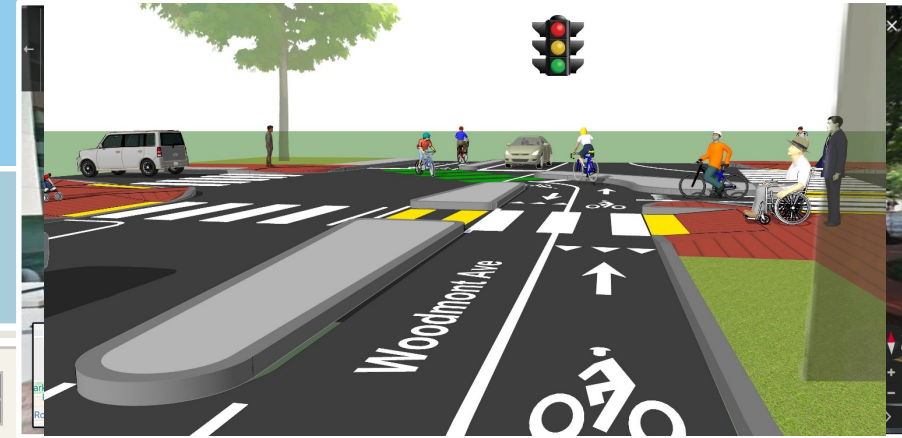
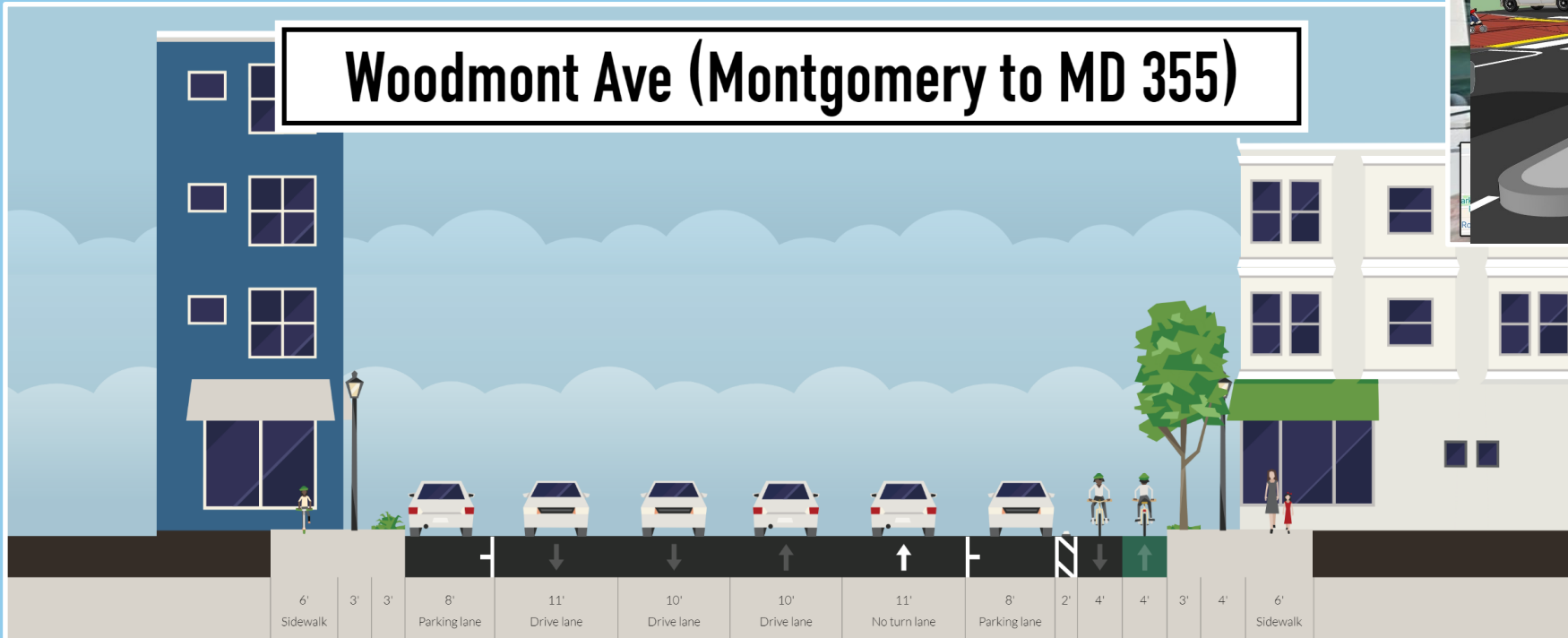


Woodmont Avenue Bikeway

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

Woodmont Ave (Montgomery to MD 355)



Robert Gonzales, Project Engineer

Patricia Shepherd, A.I.C.P. Bikeways Coordinator

Division of Transportation Engineering

100 Edison Park Dr., 4th Floor Gaithersburg, MD 20878

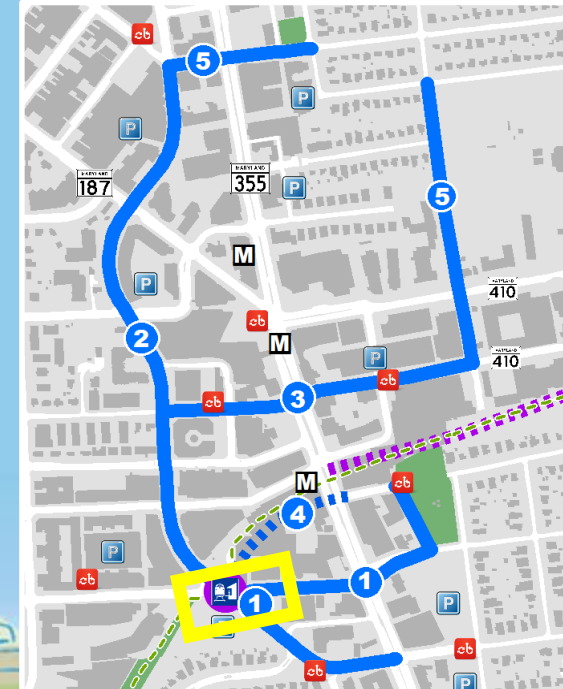
E-mail: Robert.Gonzales@Montgomerycountymd.gov; patricia.shepherd@montgomerycountymd.gov

Phone: 240.777-7296; 240-777-7231

Bethesda Ave at Woodmont Ave Intersection

(Breakout Station #1B)

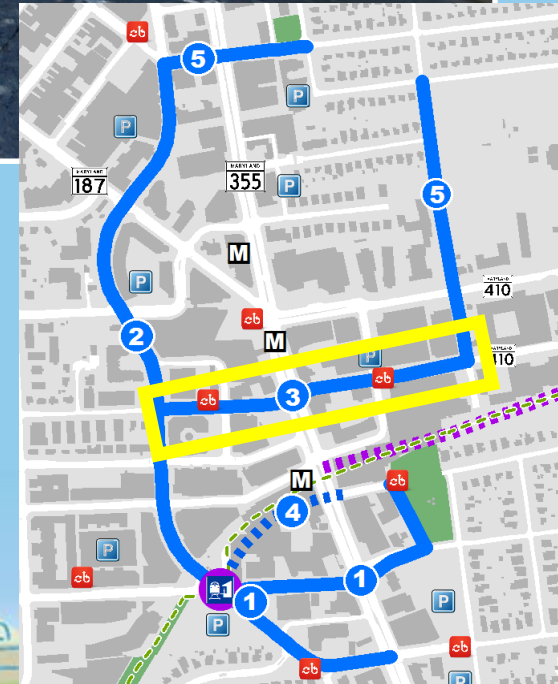
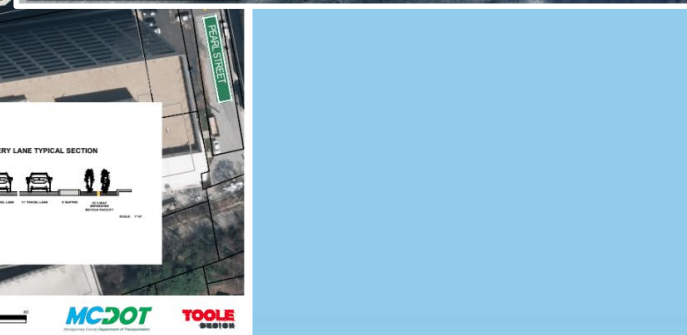
- Past, Present & Future
- Business Access
- Bethesda Row
- Bikeways & Sidewalks
- Purple Line Station
- CCT Trail & Tunnel
- Metro Station South Entrance



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

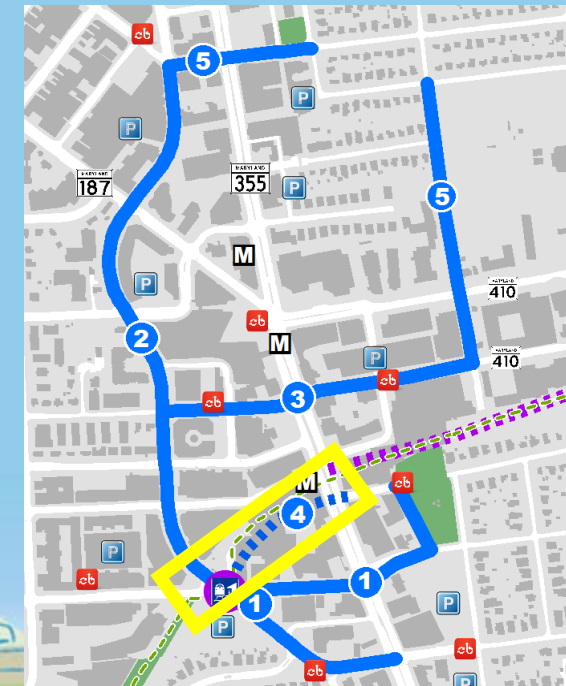
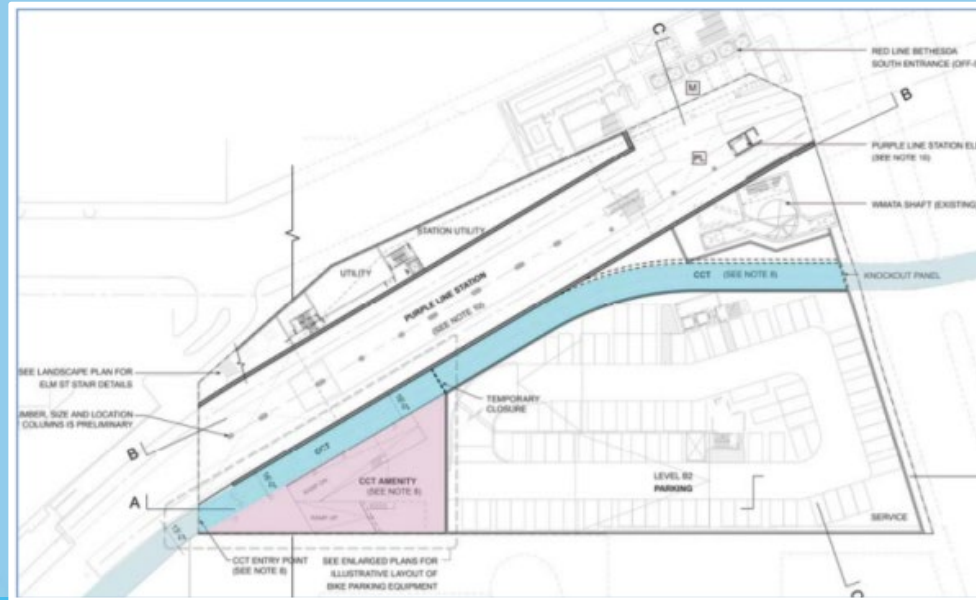
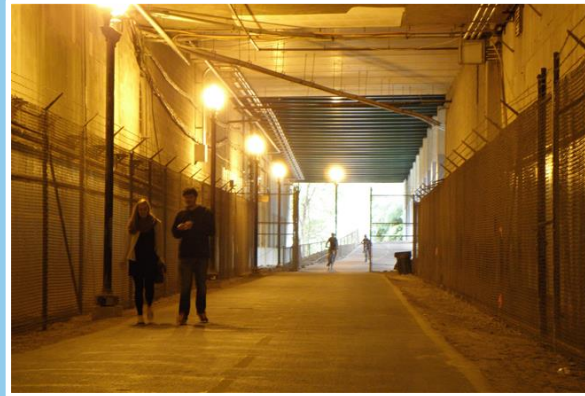


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 E-mail: patricia.shepherd@montgomerycountymd.gov
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Capital Crescent Trail Tunnel

Woodmont Ave / Civic Green under MD 355

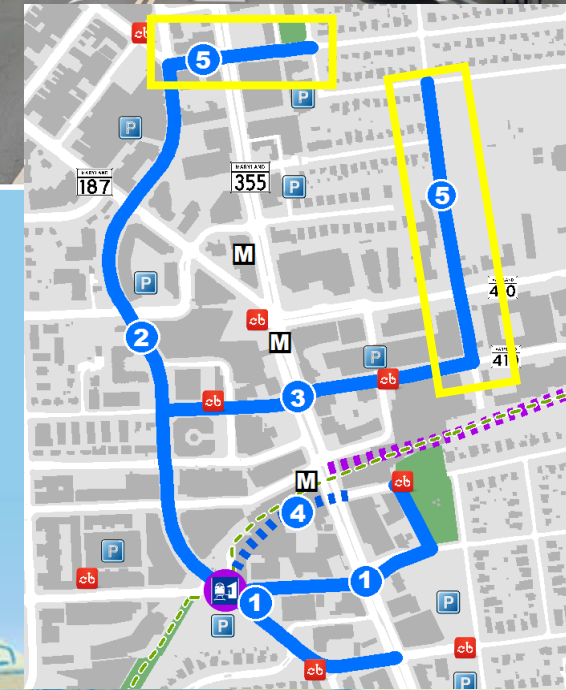
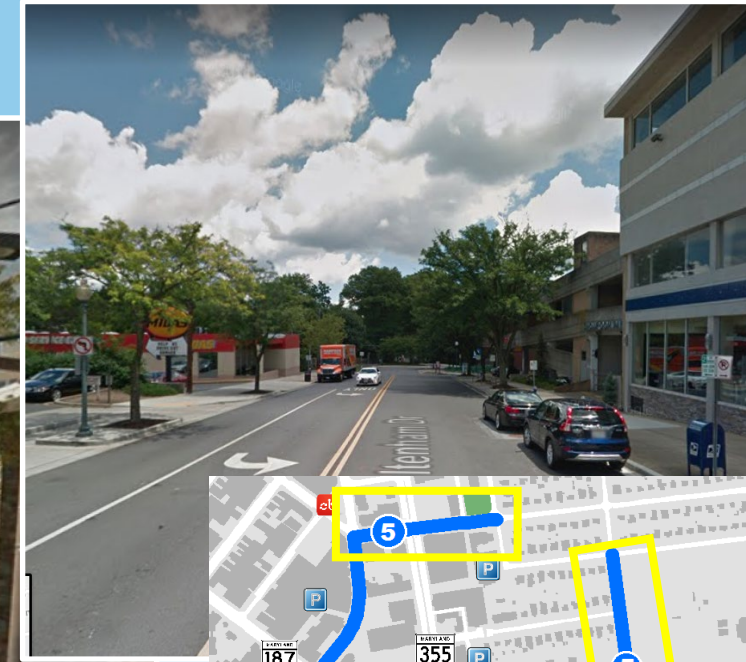
- Conceptual Improvements (Graphic)
- Initial 35% planning & design to continue through 2019
- Final Design & Construction 2019-2022
- Challenges: Tunnel & Building
- Separate Meeting Later



Cheltenham & Pearl Street

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

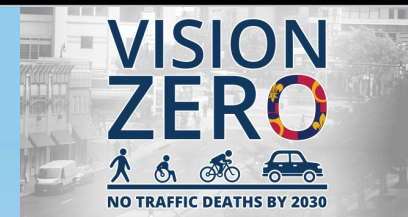
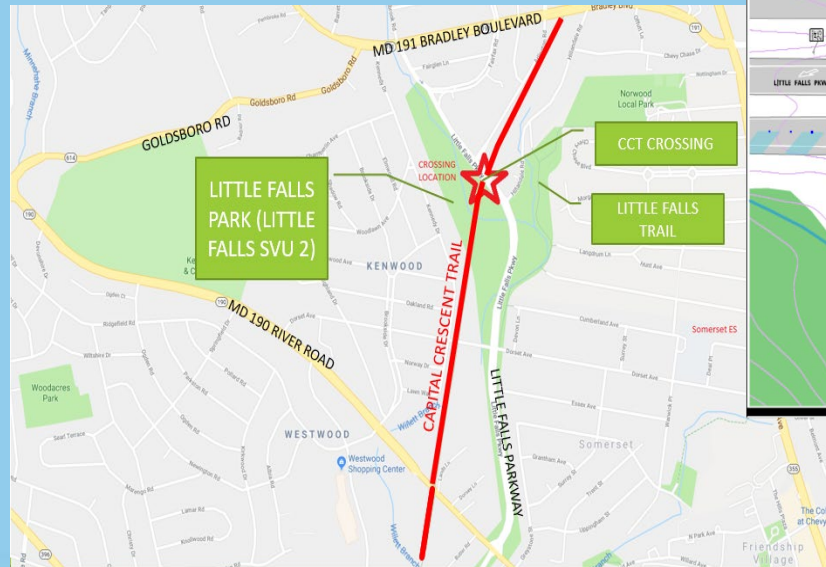
- Conceptual Improvements
(Graphic) - Bicycle and Pedestrian Safety Improvements
- Design to continue through 2019
- Construction 2019-2020
- Challenges: Wisconsin Avenue Crossing, Parking, Business Access



Capital Crescent Trail at Little Falls Parkway

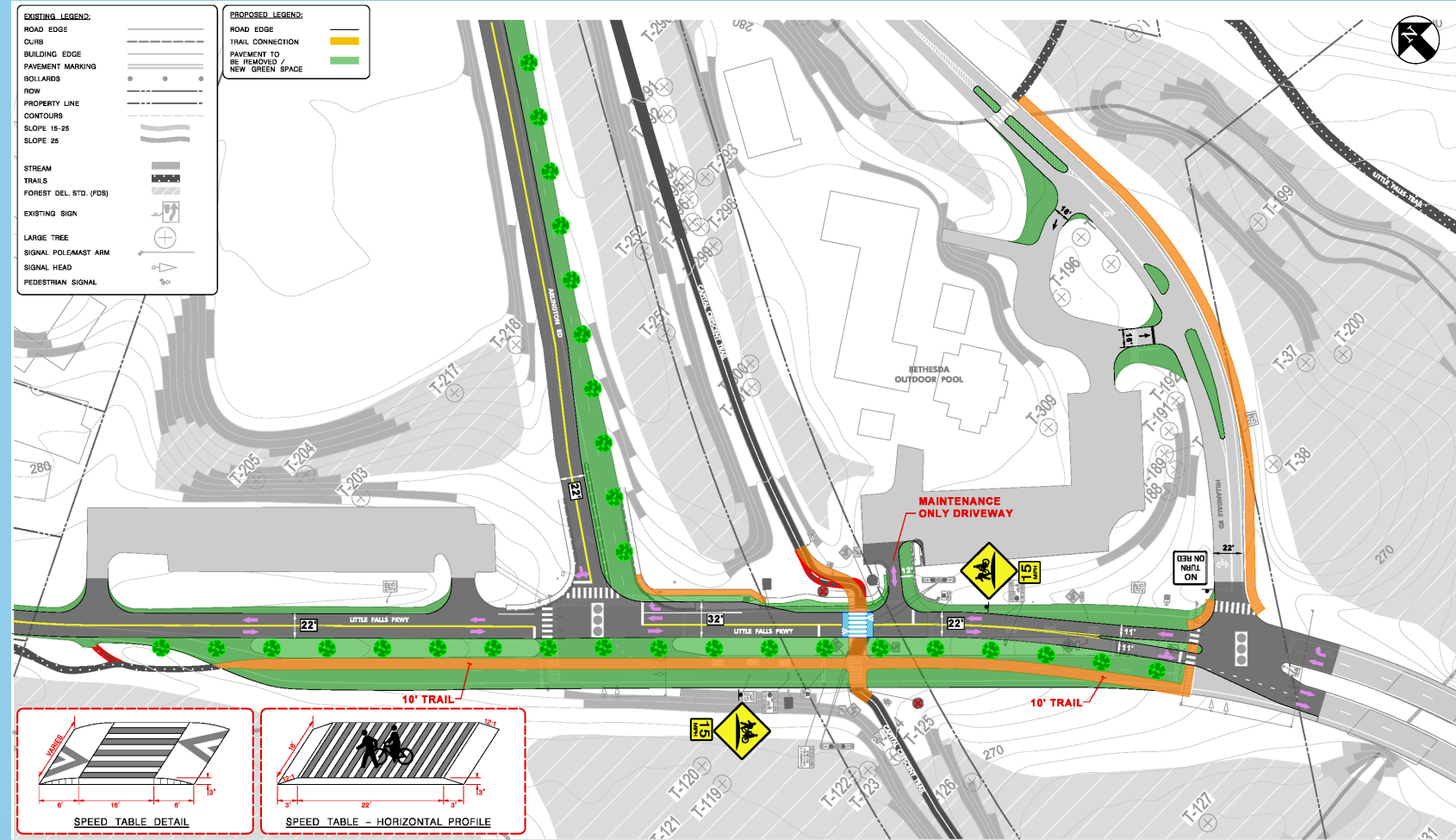
Montgomery Parks

- 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



Alternative A: Permanent Road Diet

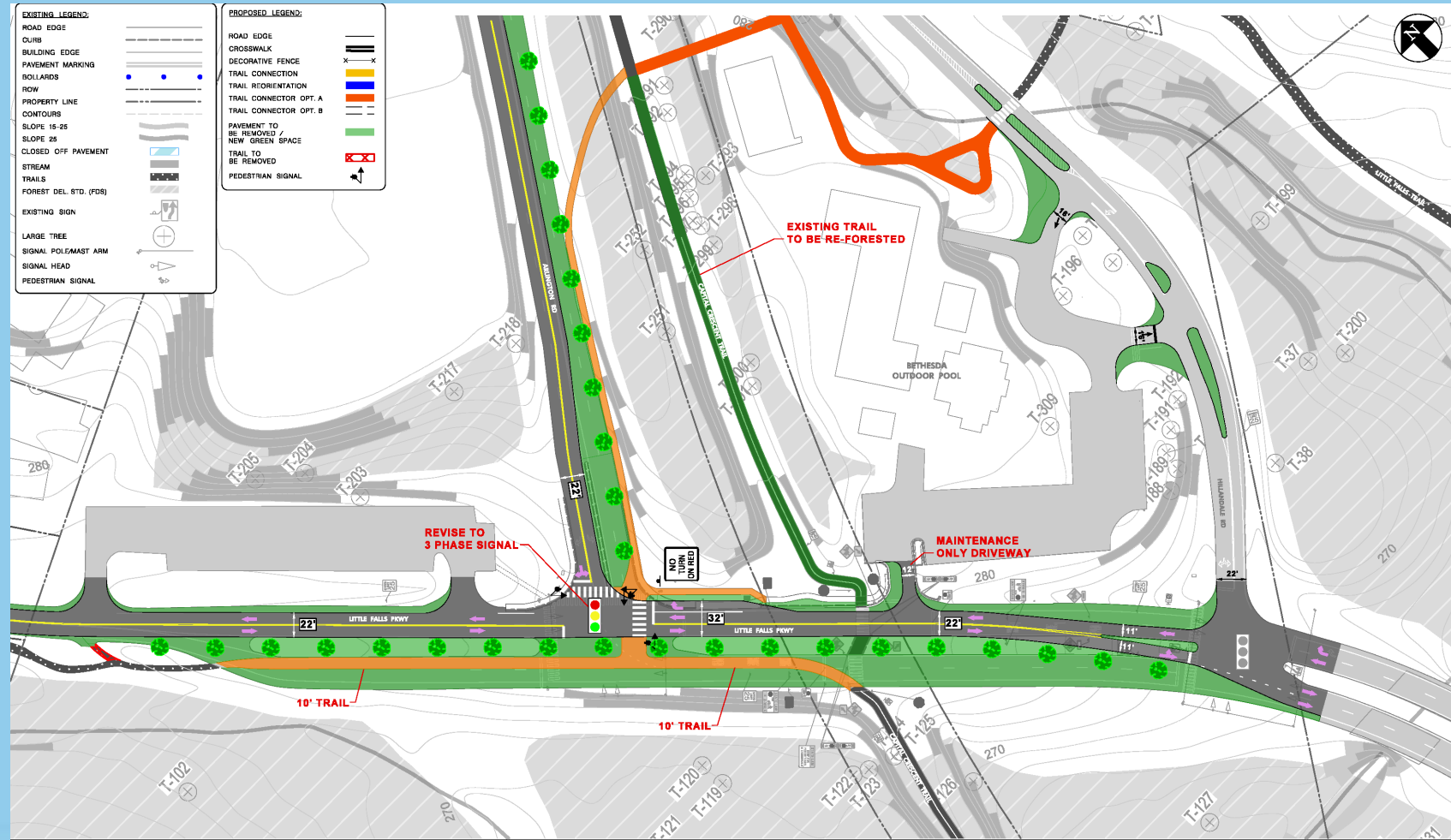
- Change in vehicle travel time over *pre-* road diet condition: **+7 Seconds**
- Pedestrian/bike wait time to cross LFP: **~ 0 seconds**
- **40%** impervious surface reduction
- **0 acres** forest area impacted
- Est. cost: **\$800,000**



Capital Crescent Trail at Little Falls Parkway

Alternative B: Trail Reorientation to Traffic Signal (To Arlington Rd)

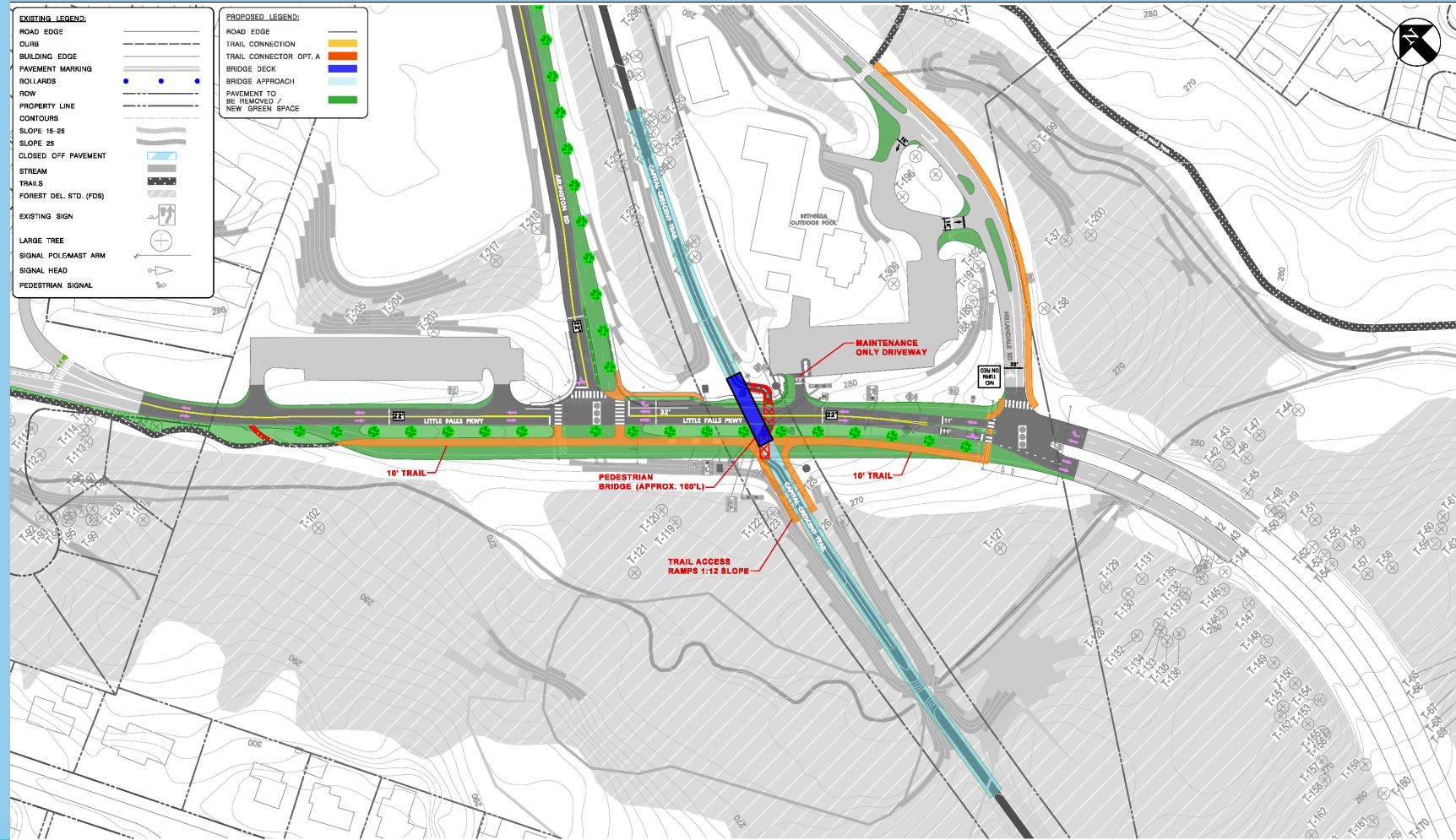
- Change in vehicle travel time over *pre-* road diet condition: **+13 Seconds**
- Pedestrian/bike wait time to cross LFP: **~ 29 seconds**
- **37%** impervious surface reduction
- **0.3 acres** forest area impacted
- Est. cost: **\$1.5 M**



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**



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

<https://www.montgomerycountymd.gov/dot-dte/projects/bethesdabikewaypedfacilities/index.html>



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