NEBEL STREET
SEPARATED BIKE Lanes

PROJECT UPDATE

White Flint Implementation Advisory Committee Meeting – January 11, 2016
PROJECT BACKGROUND

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PROPOSED WHITE FLINT SEPARATED BIKE LANE NETWORK

SEPTEMBER 2015
THE MONTGOMERY COUNTY PLANNING DEPARTMENT

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** Map illustrates existing and near future bicycle facilities forming a continuous route through White Flint passing the White Flint Metro Station. Other existing and planned bicycle facilities in the surrounding area are not illustrated.
August 2014-December 2014
• Conceptual design and traffic analysis

February 2015
• MCBAG meeting - presentation of design options

May 2015
• Public meeting – presentation of design options

June 2015
• Selection of one-way separated bike lane option

July 2015 – present
• Final design and coordination (currently at 90% design)

July 2016
• Anticipated construction

SCHEDULE

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EXISTING CONDITIONS

• No bicycle accommodation
• Wide travel lanes =
  – speeding
  – inconsistent behavior
• Parking allowed - limited demand
• Sidewalk width varies
EXISTING CONDITIONS

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PROJECT SCOPE

• Bikeway retrofit/interim design within existing 47-foot curb-to-curb pavement
• Pedestrian crossing and curb ramp improvements
OPTIONS CONSIDERED

A1: Buffered Bike Lanes – Parking East Side

B1: One-Way Separated Bike Lanes – Parking East Side

A2: Bike Lanes – Parking Both Sides

C1 & C2: Two-Way Separated Bike Lane, Parking East or West Side
ONE-WAY SEPARATED BIKE LANE

Typical Section Facing North

- Post-separated bike lane on west side
- Parking & post-separated bike lane on east side
one-way separated bike lane

buffer/ parking

travel lanes
**ONE-WAY SEPARATED BIKE LANE**

**BENEFITS**

*West side:* adds separated bicycle lane with vertical separation from moving vehicles

*East side:* adds separated bicycle lane with vertical separation from moving and parked vehicles, reducing likelihood of “dooring” and vehicles parking in bike lane

Possible to shorten pedestrian crossing distances of Nebel St.

**LIMITATIONS**

Parking limited to east side

Limits entry & exit from east-side bike lane to intersections and potential mid-block crossings

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**INTERSECTION DESIGN**

- Curb-separated bike lane on west side using half of existing 10’-wide sidewalk
- Post-separated bike lane on east side

Connection to existing path

Sidewalk space to be divided for use by bicycles & pedestrians

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COMMENTS/QUESTIONS?

Your input is important to us!

Bruce Johnston, Chief
Division of Transportation Engineering
240-777-7236
bruce.johnston@montgomerycountymd.gov

Patricia Shepherd, AICP, Bikeways Coordinator
Division of Transportation Engineering
240-777-7231
patricia.shepherd@montgomerycountymd.gov

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