



# Bethesda Downtown Plan



- community identity
- equity
- habitat + health
- access + mobility
- water
- energy + materials



Bike -Ped Recommendations | January 11, 2017  
MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



# Bethesda Today





Pedestrian-oriented  
with good access to  
transit

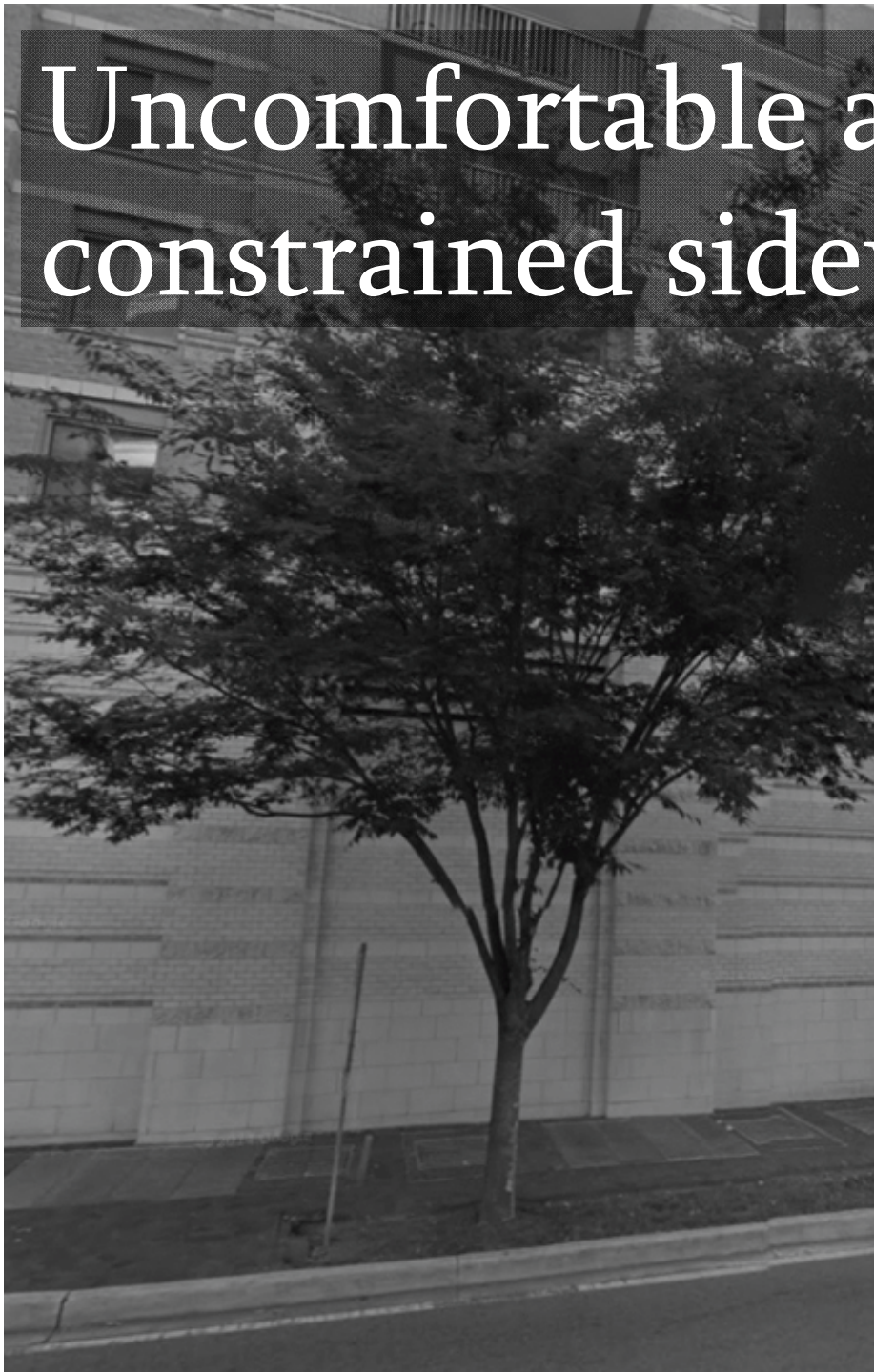


# Improved pedestrian connections





# Uncomfortable and constrained sidewalks





Existing bicycle lanes  
are limited and  
disconnected





# Bethesda Tomorrow



# A truly **sustainable** Downtown...

economic  
competitive  
+ innovative

social  
unique +  
affordable

environmental  
greener +  
connected





# A greener and more connected Downtown





# Pedestrian-friendly with activated streetscapes





Accessible to everyone



# Public Space and Placemaking

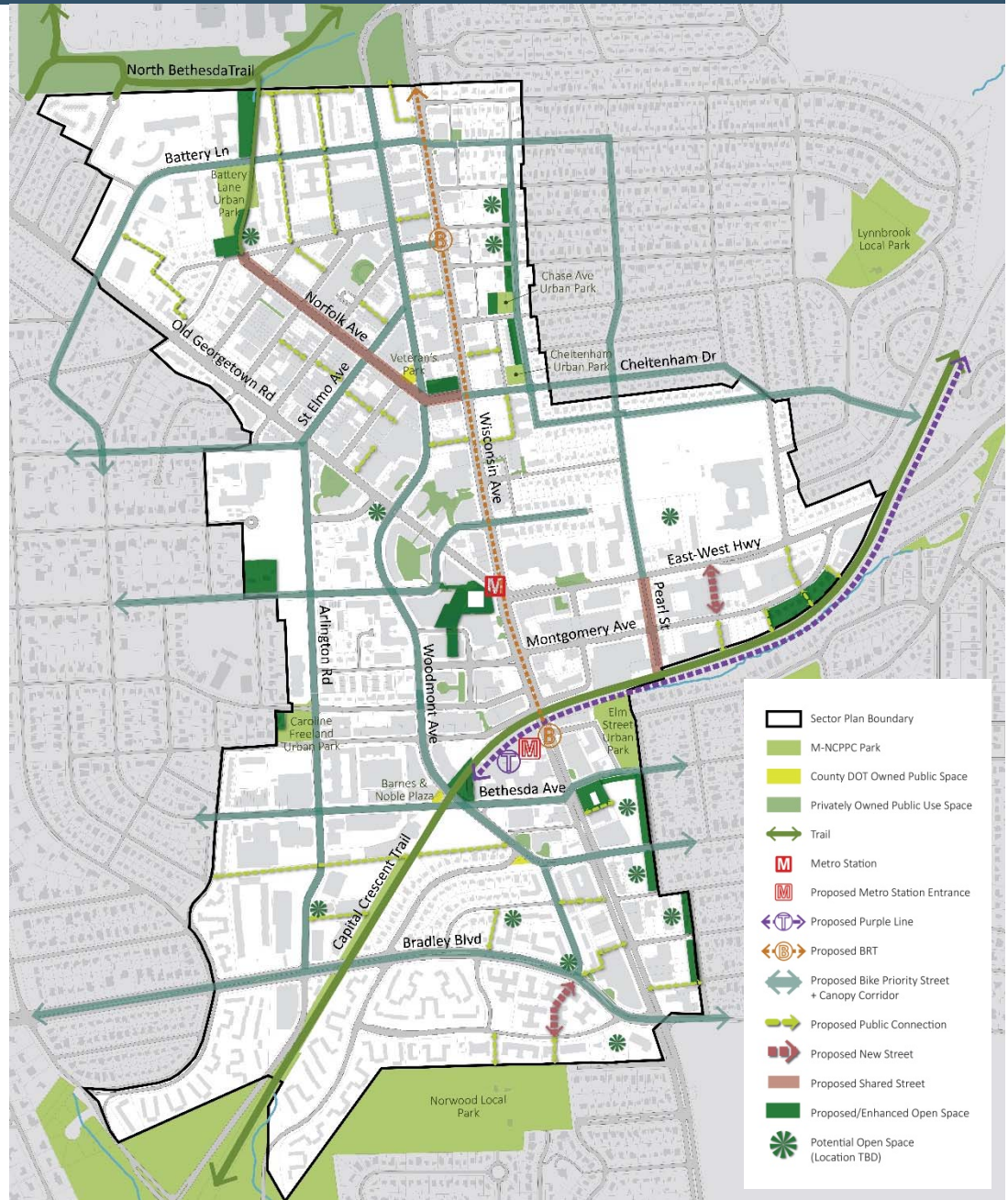


# Public Space Network

**Gathering Spaces:**  
Provide each center with a gathering space

**Connections:**  
Organize streets, midblock connections, greenways and trails

**Edges:**  
Transition to surrounding neighborhoods

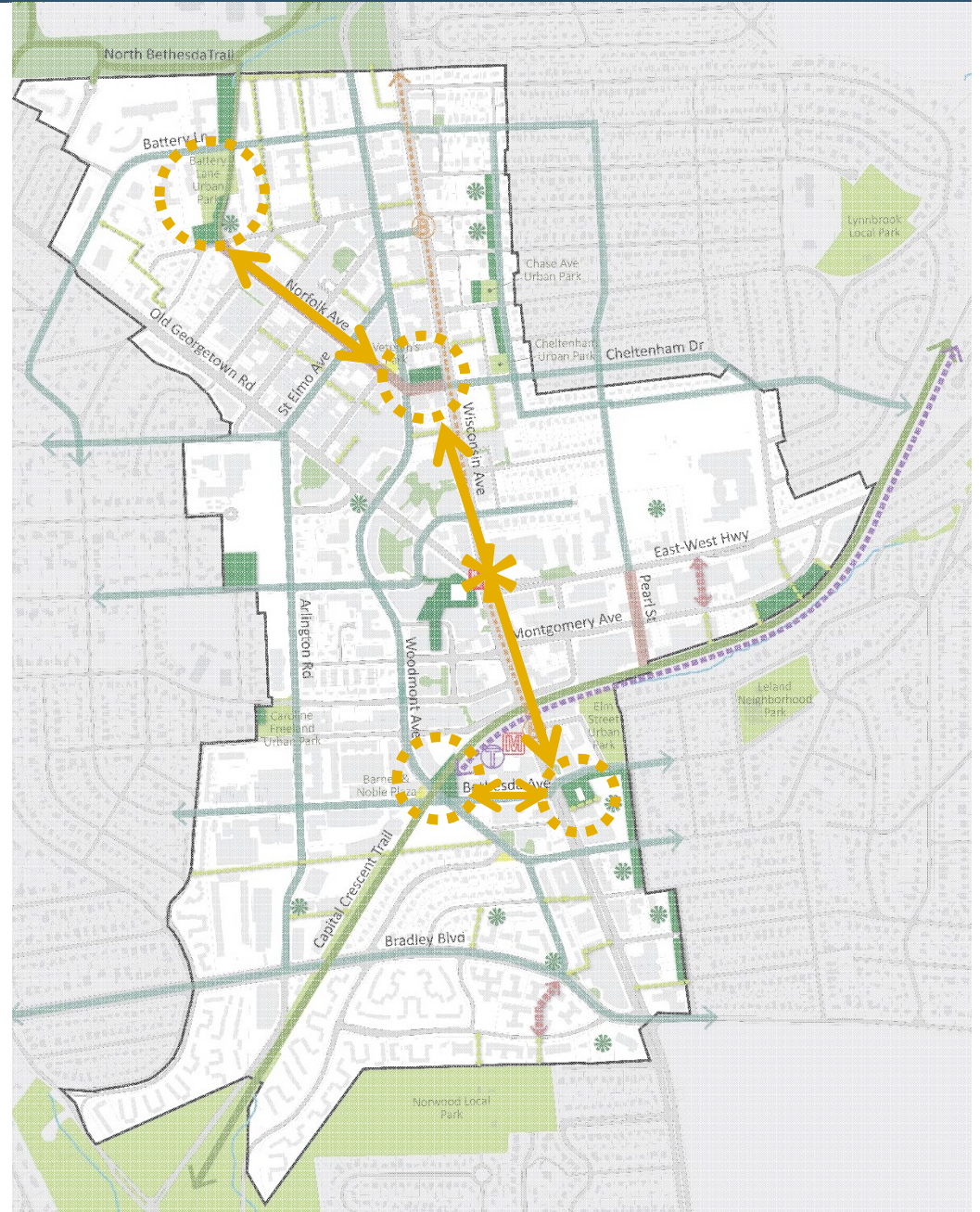




# Public Space Network

## Primary Links:

- Metro Center to Woodmont Triangle and Bethesda Row
- Norfolk Avenue linking Veteran's Park Civic Green through Battery Lane Park
- Capital Crescent Central Civic Green to the Farm Women's Cooperative Market





# Placemaking

Encourage creative placemaking to activate Bethesda's streets and open spaces!

- Events
- Play
- Public Art
- Temporary uses
- Gateways





# Walking and Biking



# Transportation Elements

- Roadways
- Transit
- Pedestrian and Bicycle
- Transportation Demand Management
- Parking





# Goals

- Enhance Connectivity
- Increase non-auto driver travel
- Implement transit alternatives
- Improve bicycle and pedestrian infrastructure
- Expand the constrained parking policy





# Pedestrian and Bicycle Recommendations

## Overall Network Map

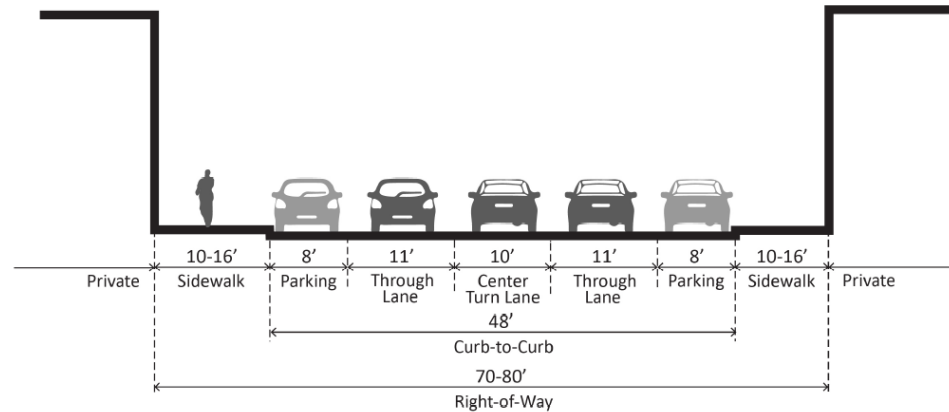
- Organize Bicycle Facilities around:
  - Capital Crescent Trail
  - Woodmont Avenue
  - Norfolk Avenue
  - Arlington Road
  - Transit
- Types of Bikeways
  - Shared Use Path
  - Cycle Track
  - Bike Lane
  - Shared Streets



# Pedestrian and Bicycle Recommendations

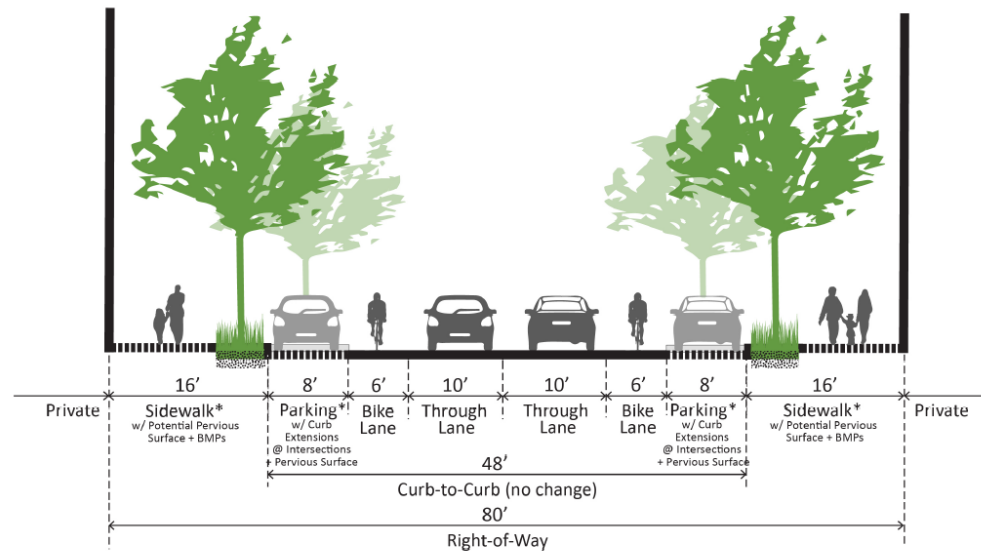
## Woodmont Avenue - Bike Lanes

**Woodmont Ave** (Battery Ln to Old Georgetown Rd, Looking North)  
Existing Section



**Woodmont Ave** (Battery Ln to Old Georgetown Rd, Looking North)  
Proposed Section Opt. 1: Bike Lanes

\* To be Further Studied: Potential BMPs in Curb Extensions and Sidewalks as well as Pervious Surface on Sidewalks and Parking Lanes

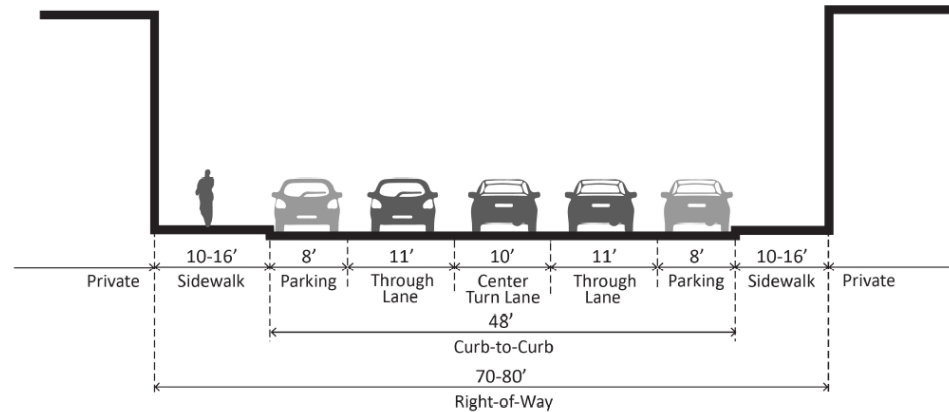




# Pedestrian and Bicycle Recommendations

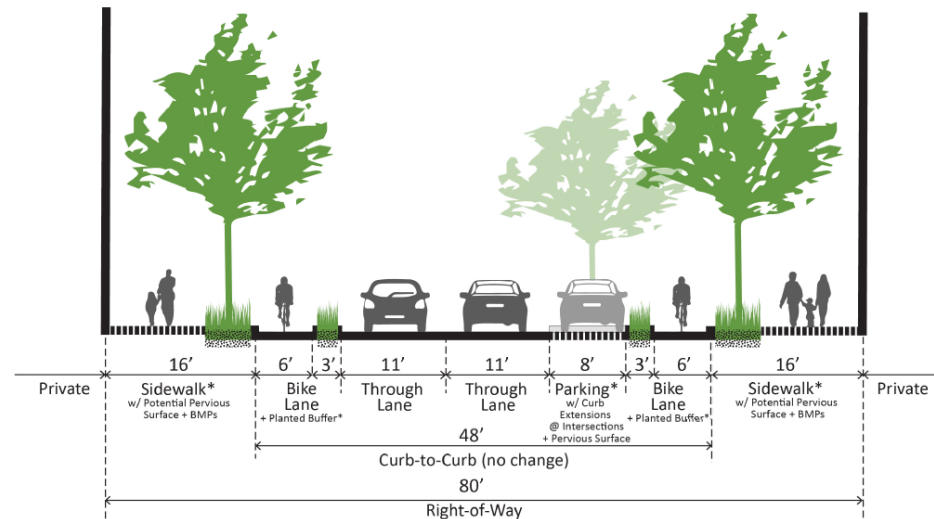
## Woodmont Avenue – Separated Bike Lanes

**Woodmont Ave** (Battery Ln to Old Georgetown Rd, Looking North)  
Existing Section



**Woodmont Ave** (Battery Ln to Old Georgetown Rd, Looking North)  
Proposed Section Opt. 3: Separated Bike Lanes (one-way)

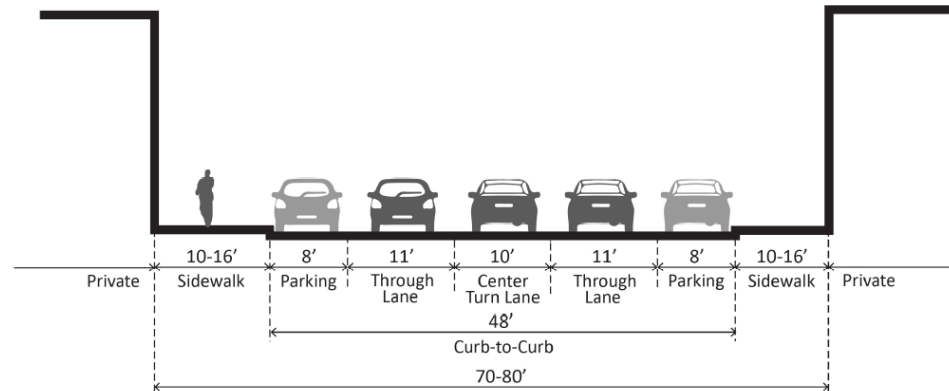
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# Pedestrian and Bicycle Recommendations

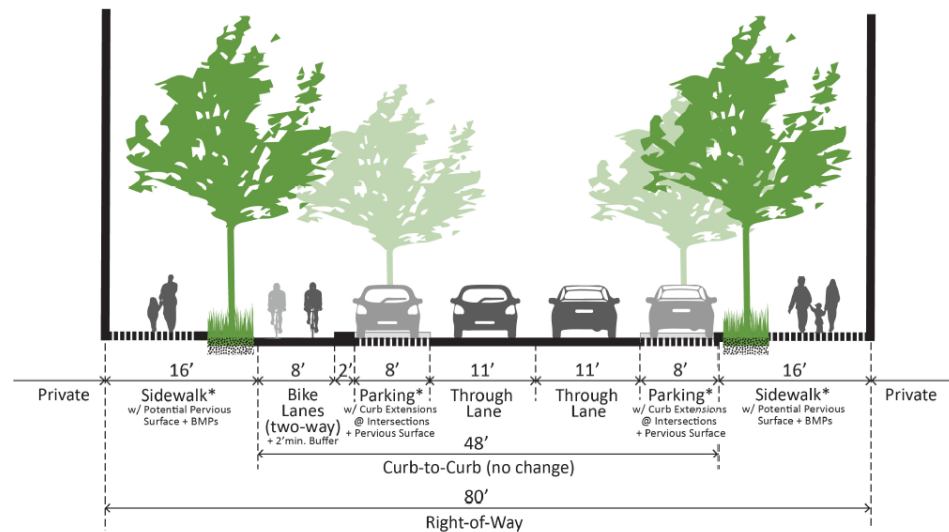
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Existing Section



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Proposed Section Opt. 2: Separated Bike Lanes (two-way)

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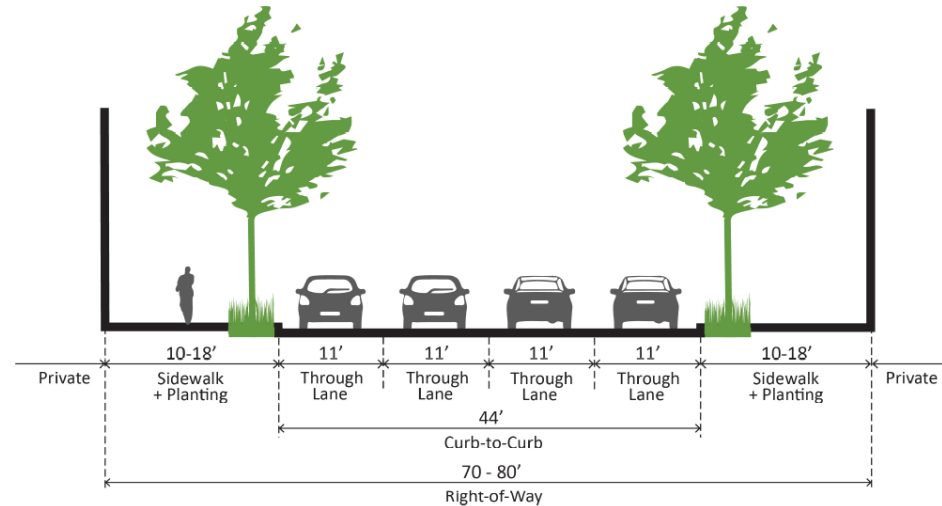




# Pedestrian and Bicycle Recommendations

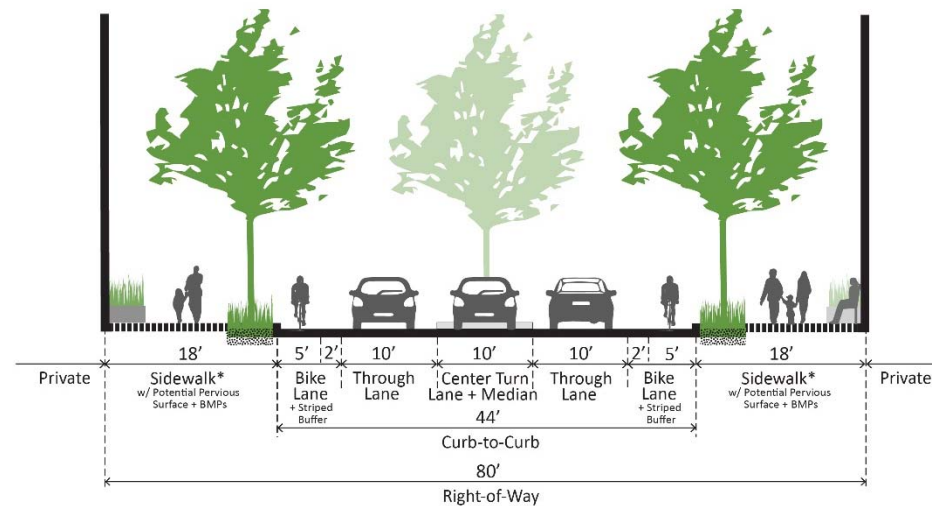
## Arlington Road – Buffered Bike Lanes

**Arlington Rd** (Old Georgetown Road to Bradley Boulevard, Looking North)  
Existing Section



**Arlington Rd** (Old Georgetown Road to Bradley Boulevard, Looking North)  
Proposed Section Opt. 1: Buffered Bike Lanes

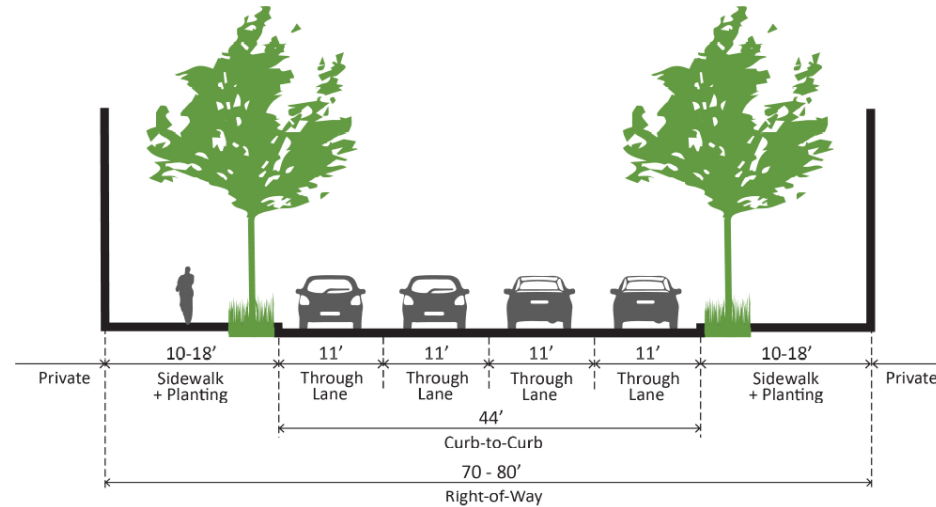
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# Pedestrian and Bicycle Recommendations

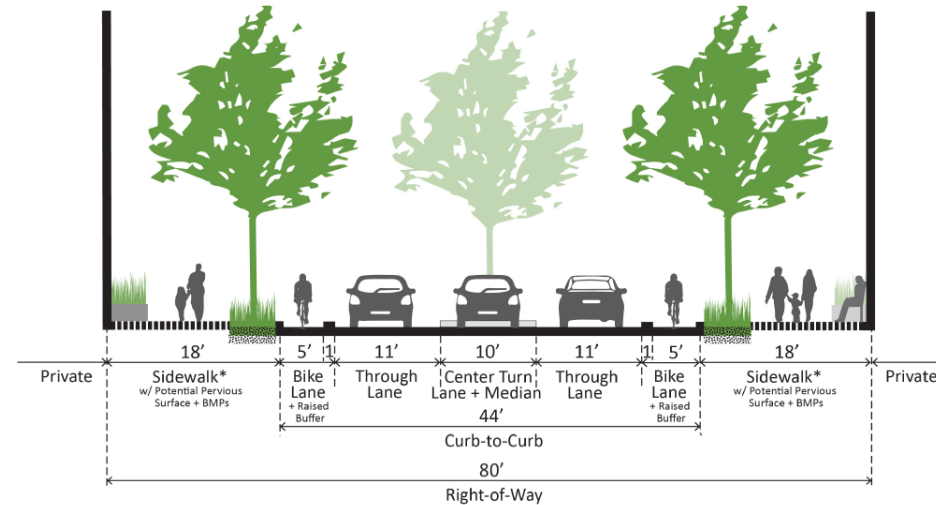
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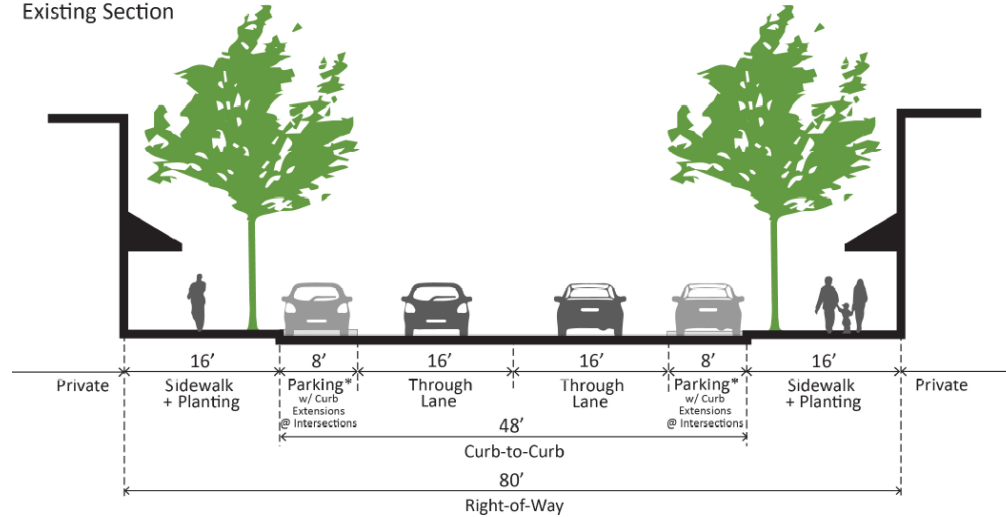




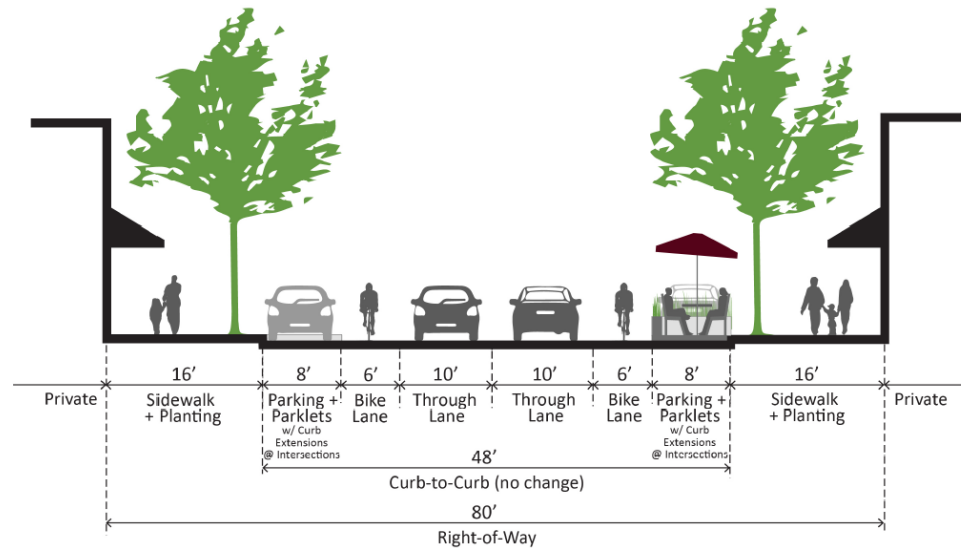
# Pedestrian and Bicycle Recommendations

## Norfolk Avenue – Bike Lanes (Interim)

Norfolk Ave (Rugby Ave to Wisconsin Ave, Looking Northwest)  
Existing Section



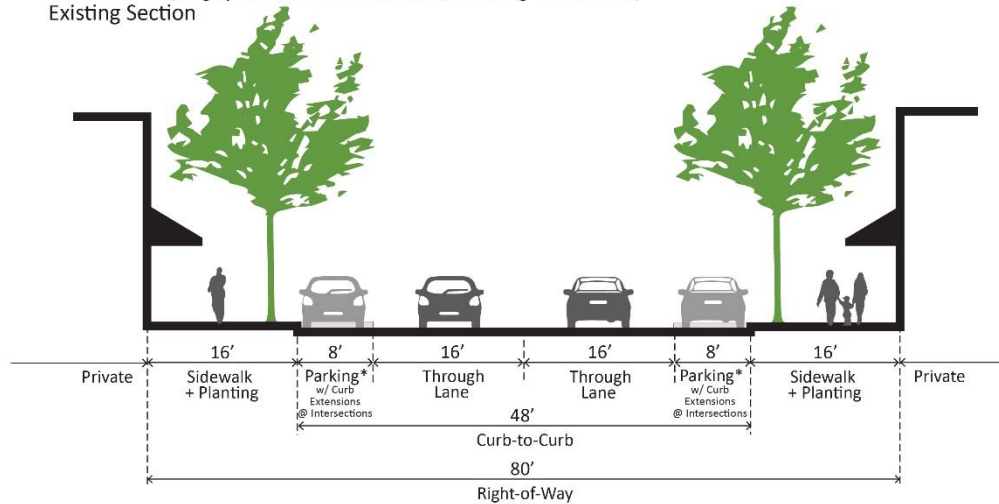
Norfolk Ave (Rugby Ave to Wisconsin Ave, Looking Northwest)  
Proposed Section Short Term: Bike Lanes and Parklets



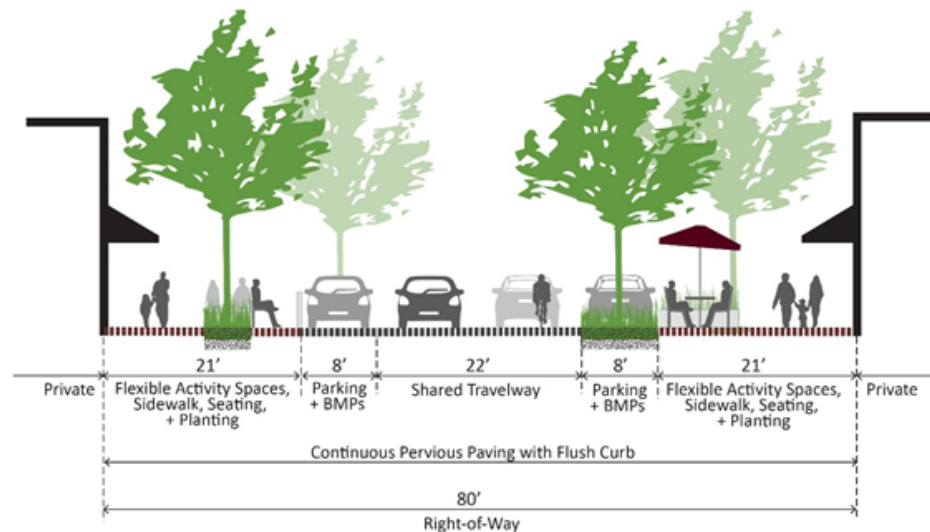
# Pedestrian and Bicycle Recommendations

## Norfolk Avenue – Shared Street (Long-Term)

Norfolk Ave (Rugby Ave to Wisconsin Ave, Looking Northwest)  
Existing Section



Norfolk Ave (Rugby Ave to Wisconsin Ave, Looking Northwest)  
Proposed Section Long Term: Shared Street with Stormwater Best Management Practices (BMPs)





# Woodmont Triangle District

## Public Realm

-  Proposed Bike Priority Street + Canopy Corridor
-  Proposed Public Connection
-  Proposed New Street
-  Proposed Shared Street
-  Enhanced Intersection
-  Proposed Gateway and Enhanced Intersection
-  Proposed/Enhanced Open Space
-  Potential Open Space (Location TBD)
-  Illustrative Potential Development





# Woodmont Triangle District





A stylized graphic of a bicycle frame, showing the top tube, down tube, seat tube, and front fork, rendered in white and dark blue. The graphic is positioned to the left of the main title text.

# THE BICYCLE MASTER PLAN

[www.montgomeryplanning.org/bikeplan](http://www.montgomeryplanning.org/bikeplan)

Twitter: @MCBikePlan

# Pedestrian and Bicycle Recommendations



For video see <http://montgomeryplanning.org/planning/communities/area-1/bethesda-downtown-plan/>





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