



# **NEBEL STREET SEPARATED BIKE LANES**

## ***PROJECT UPDATE***



# PROJECT BACKGROUND

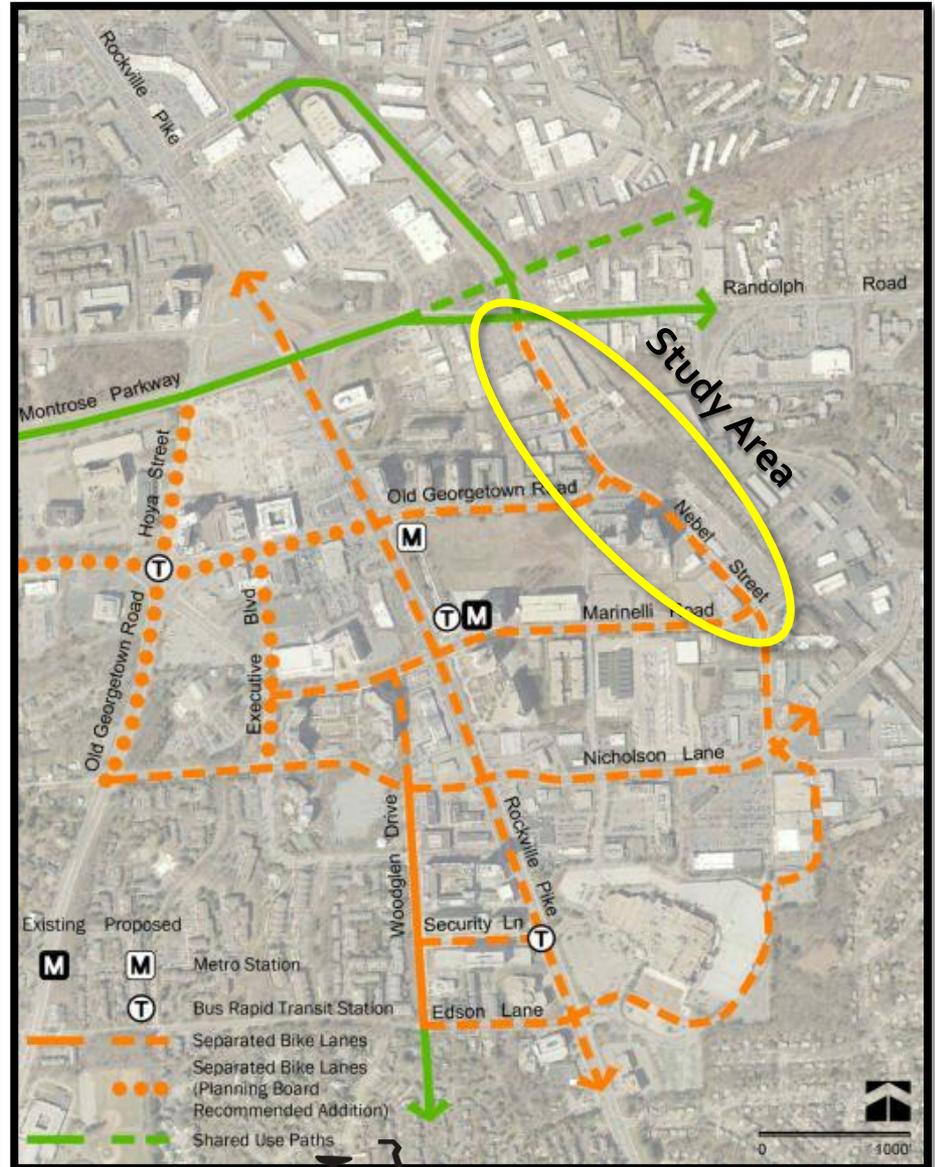


THE  
BICYCLE  
MASTER PLAN

## PROPOSED WHITE FLINT SEPARATED BIKE LANE NETWORK

SEPTEMBER 2015

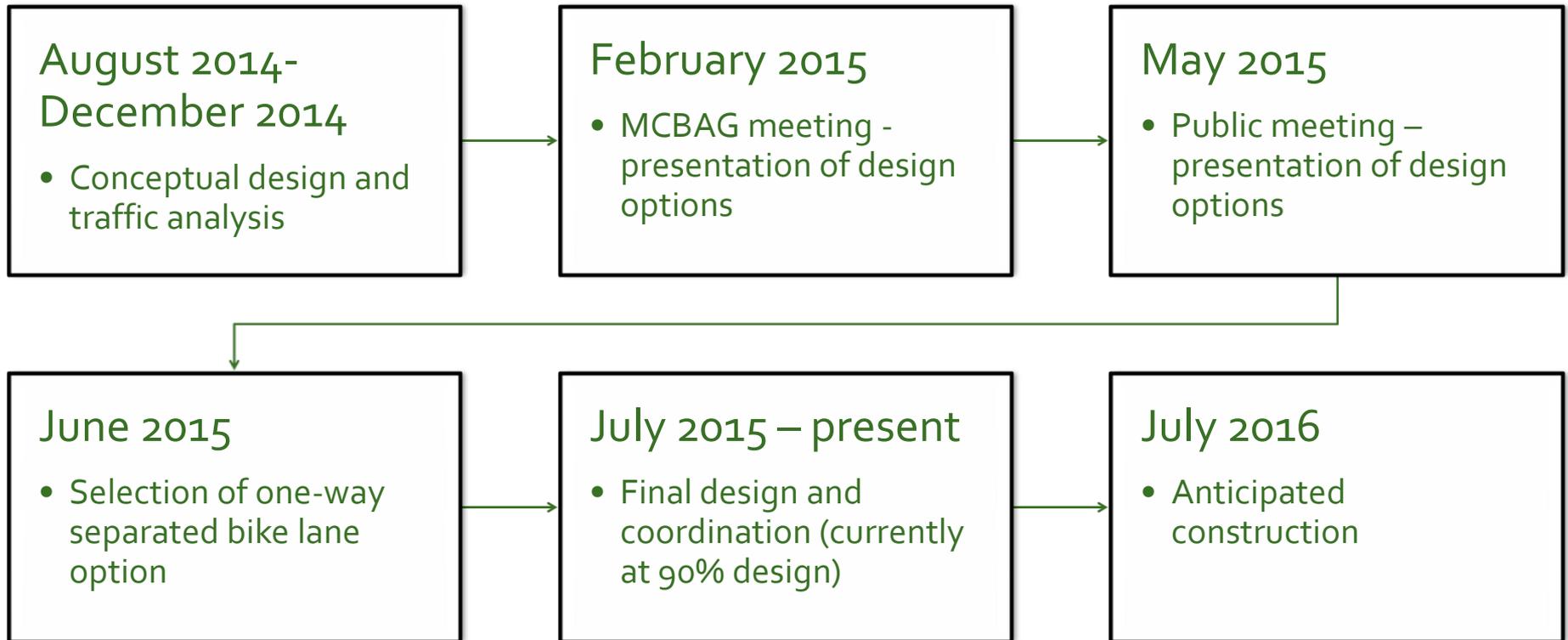
THE MONTGOMERY COUNTY PLANNING DEPARTMENT



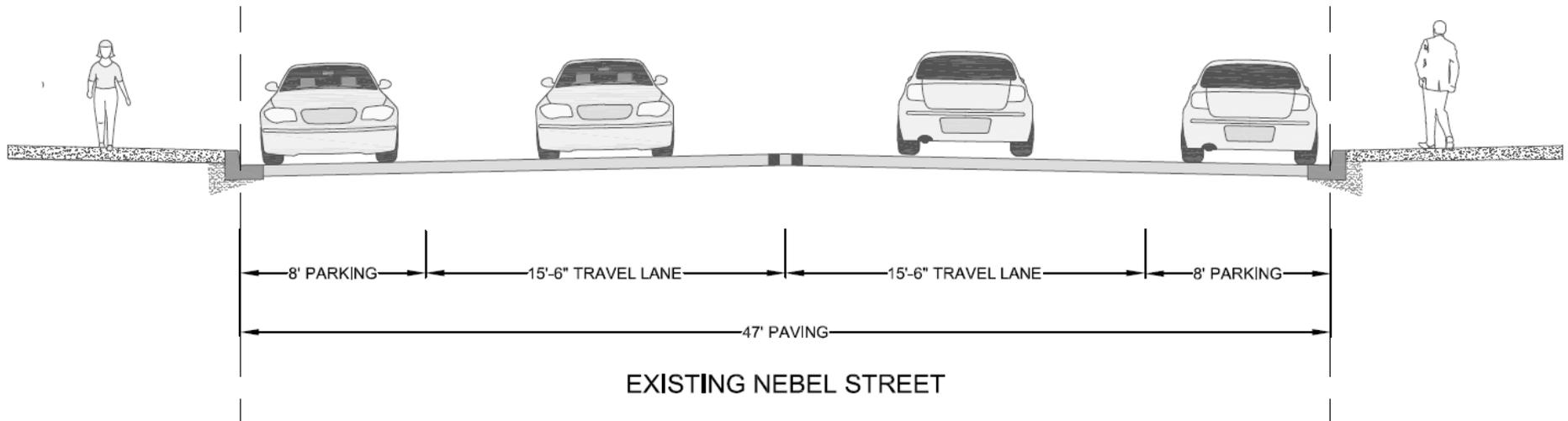
shifting gears  for a better ride ahead



# SCHEDULE



# EXISTING CONDITIONS

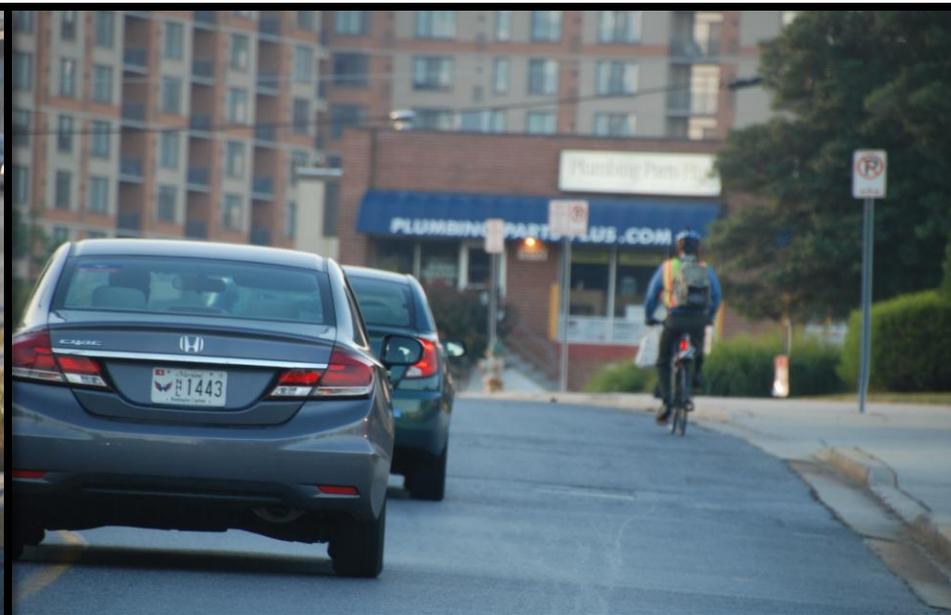


- No bicycle accommodation
- Wide travel lanes =
  - speeding
  - inconsistent behavior
- Parking allowed - limited demand
- Sidewalk width varies



shifting gears  for a better ride ahead

# EXISTING CONDITIONS



shifting gears  for a better ride ahead

# PROJECT SCOPE

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



# OPTIONS CONSIDERED



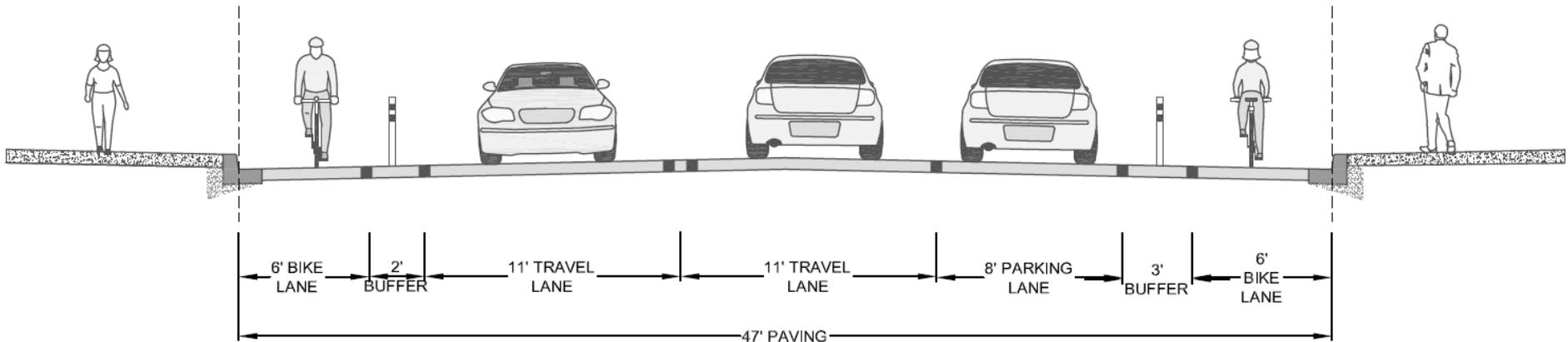
A1: Buffered Bike Lanes – Parking East Side

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

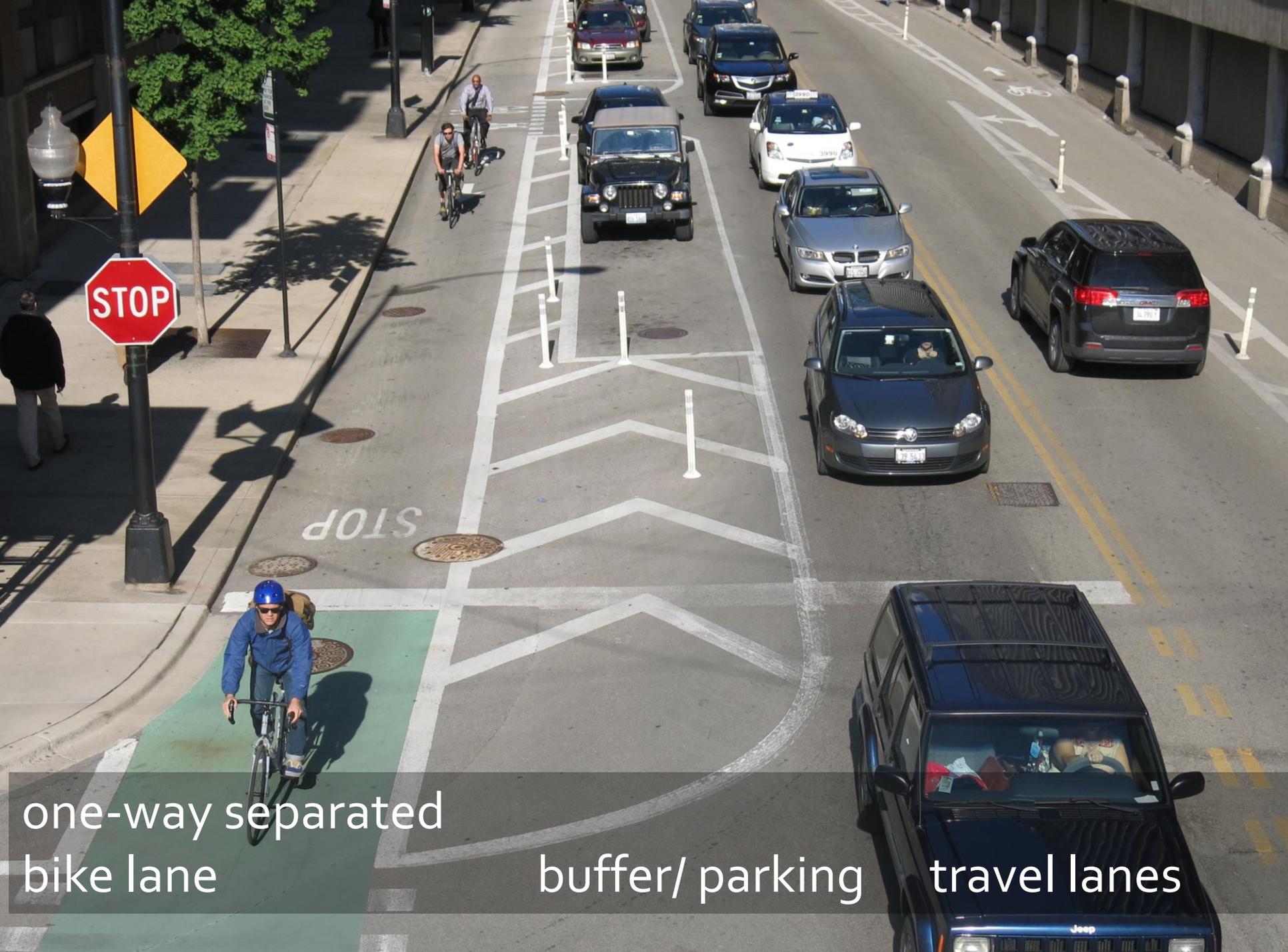
# ONE-WAY SEPARATED BIKE LANES



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 LANES

## 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.

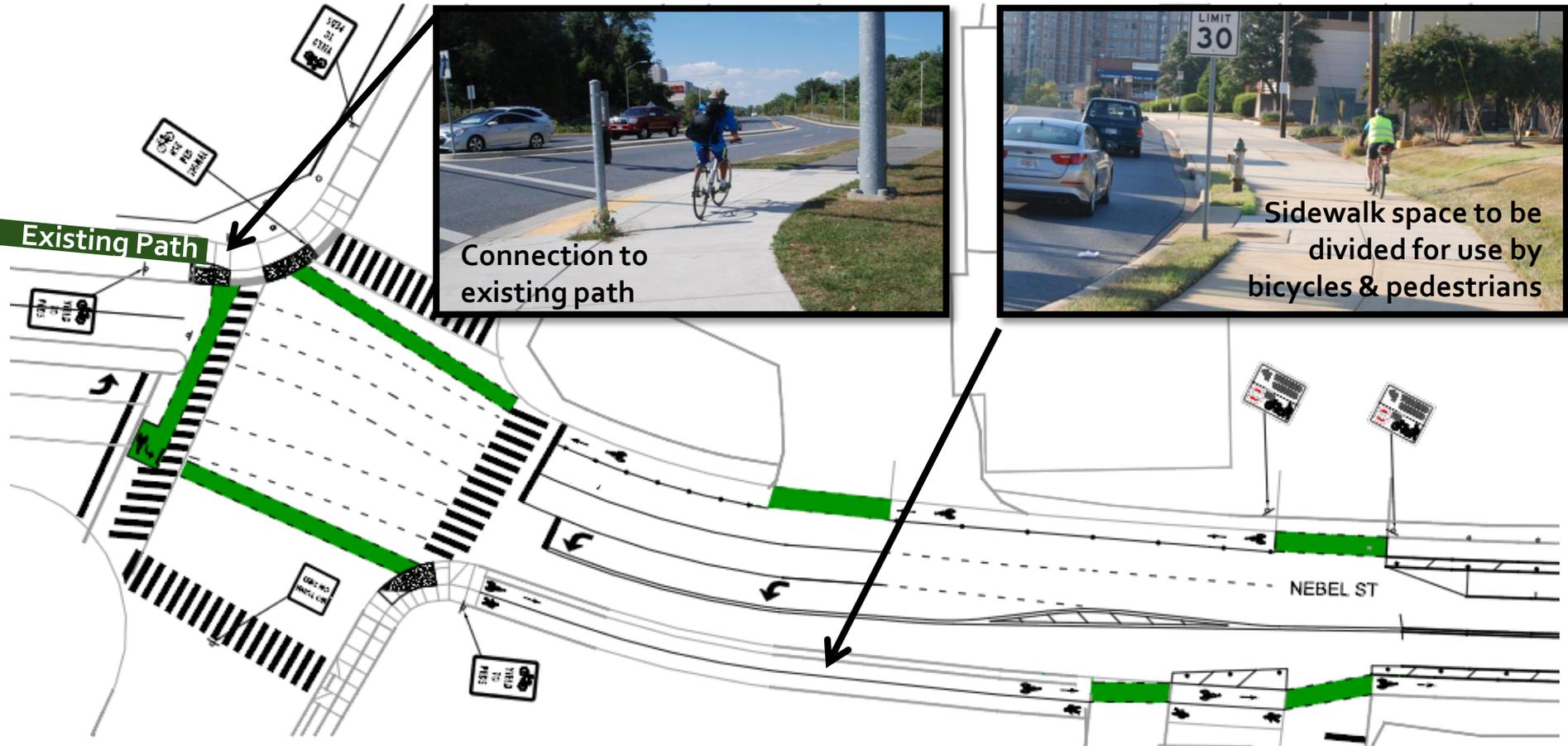
## LIMITATIONS

Parking limited to east side

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



# INTERSECTION DESIGN



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

# COMMENTS/QUESTIONS?

Your input is important to us!



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shifting gears



for a better ride ahead