



Montgomery Planning Area 1

12/04/2018

# Forest Glen/Montgomery Hills

Preliminary Recommendations

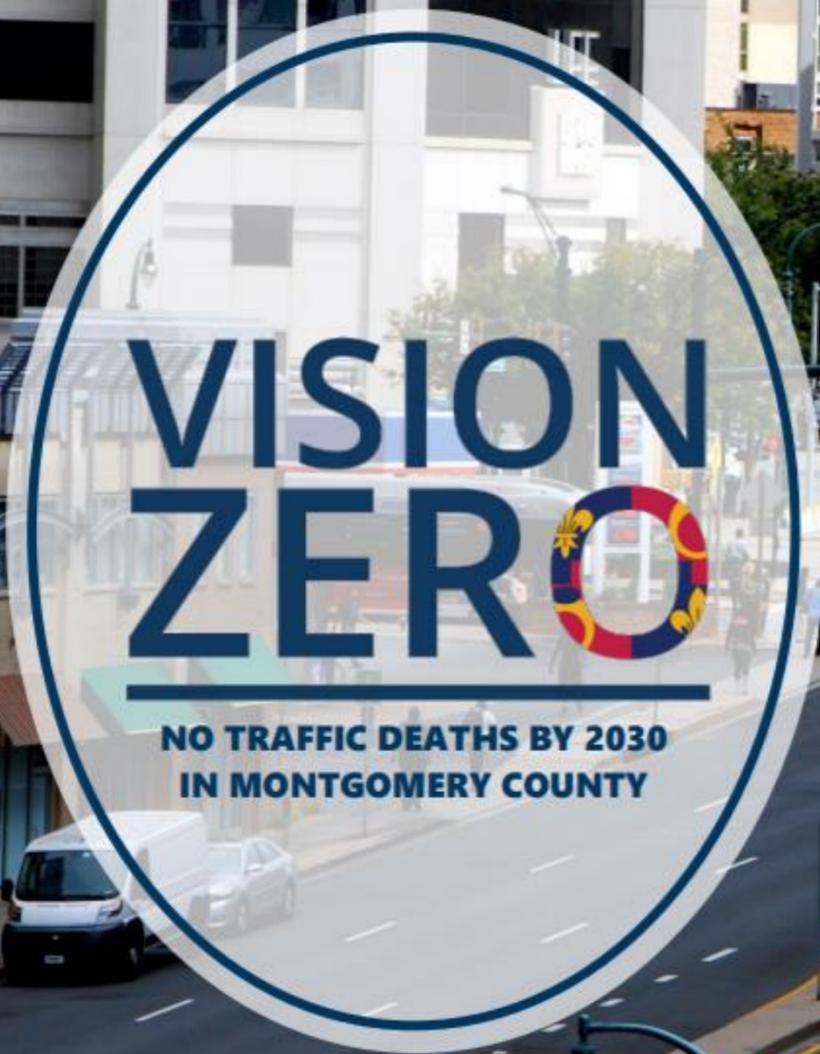


# Sector Plan Transportation Goals

1. Eliminate all traffic-related deaths and severe injuries (aligned with County Council Vision Zero Initiative)
2. Improve the comfort, safety and overall traveling experience for non-motorized transportation modes (walking, biking, transit)
3. Reduce single-occupancy car travel within and through the corridor
4. Improve the efficiency of travel for all modes

# Transportation Safety





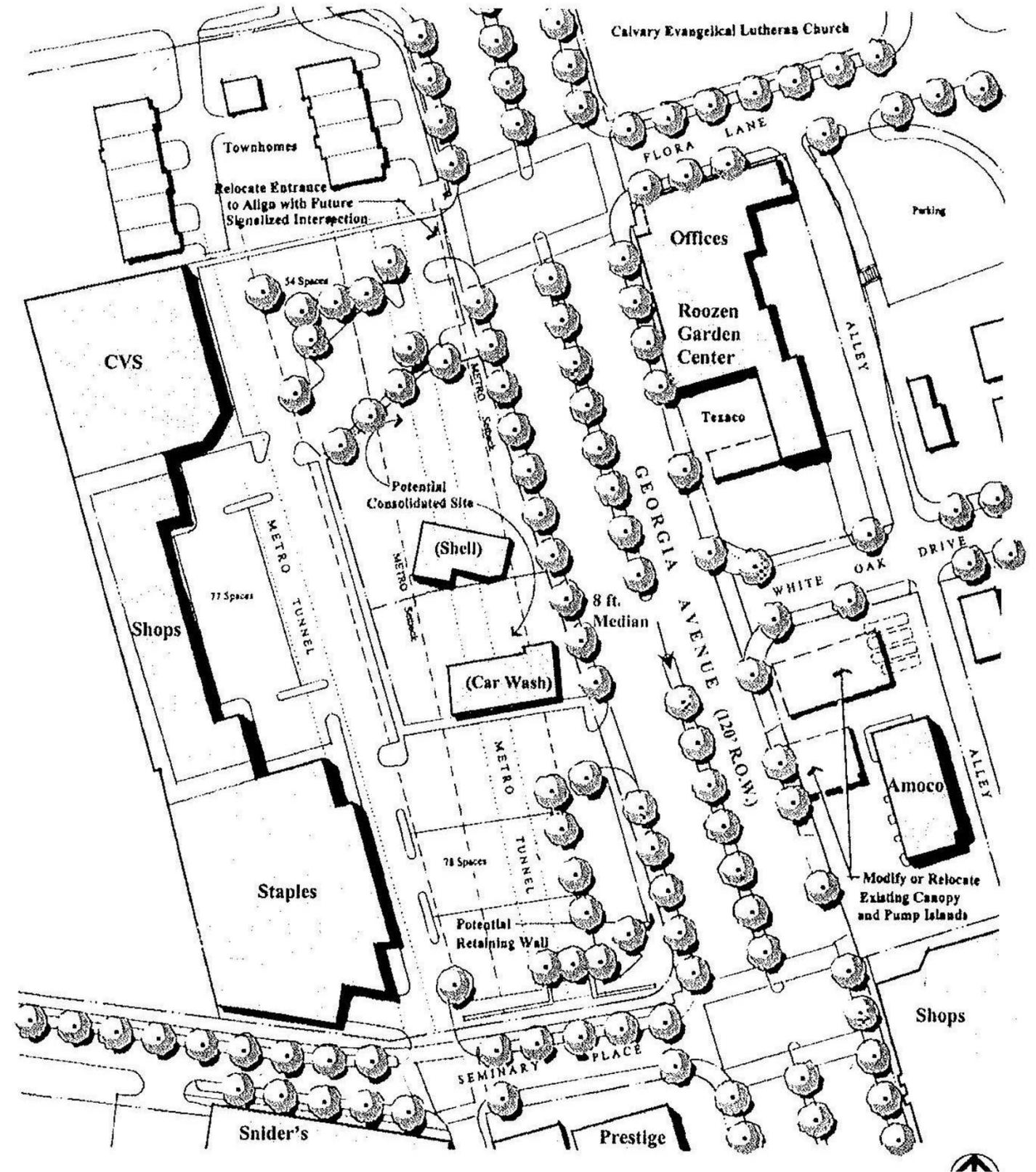
**OUR PLAN TO ELIMINATE FATALITIES AND SEVERE INJURIES ON OUR ROADS BY 2030**  
TWO-YEAR ACTION PLAN • NOV 2017

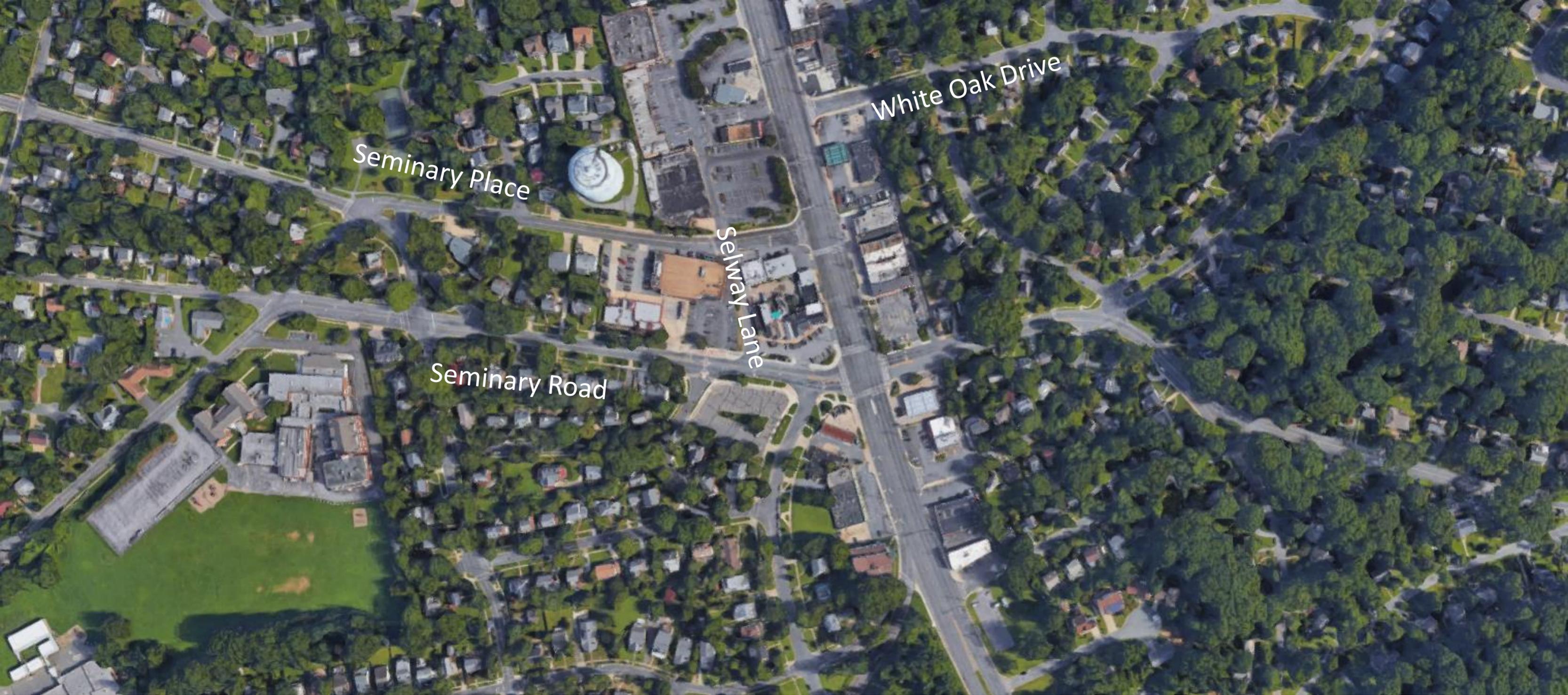
# What is Vision Zero?

- Response to the approximately **40,000 traffic fatalities annually** in the **United States**
- In **Montgomery County**, an **annual average of 30 fatalities** and 340 severe injuries **between 2012-2016**  
[www.montgomeryplanning.org/visionzero](http://www.montgomeryplanning.org/visionzero)
- In the Plan's study area, **14 fatal/severe injury crashes** were reported between 2012-2016. 10 were vehicle occupants and 4 were pedestrians.

# Montgomery Hills

Street Grid | Beltway Interchange





# Montgomery Hills: Main Street



Flora Lane

White Oak Drive

1,000+ ft (to next signal)

Seminary Place

Selway Lane

315 ft

Seminary Road

Lot 12

955 ft

Dale Drive



Flora Lane **290ft**

White Oak Drive **230ft**

**230ft**

**315 ft**

**530 ft**

**425 ft**

Seminary Place

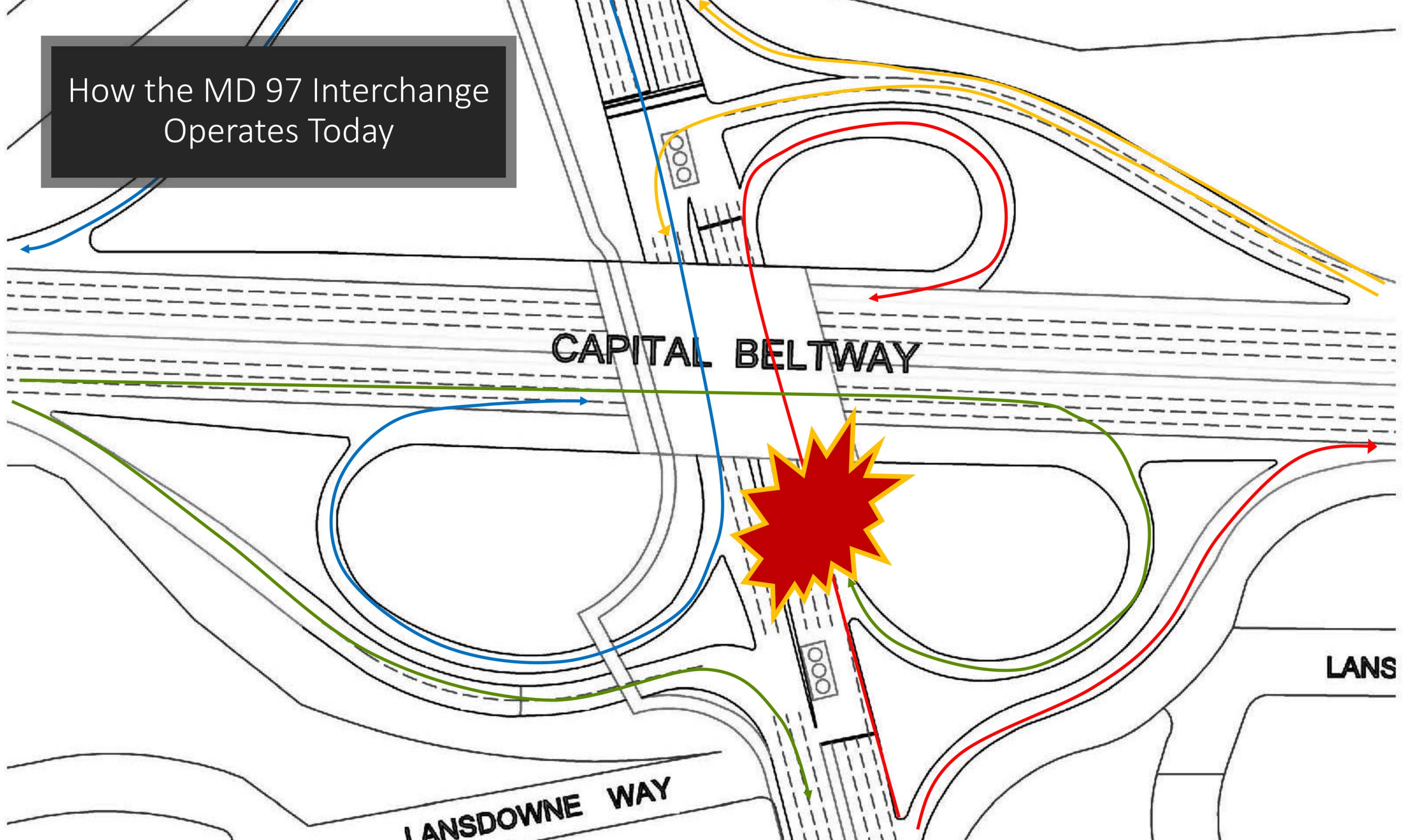
Seminary Road

Luzerne Avenue

Dale Drive



How the MD 97 Interchange  
Operates Today

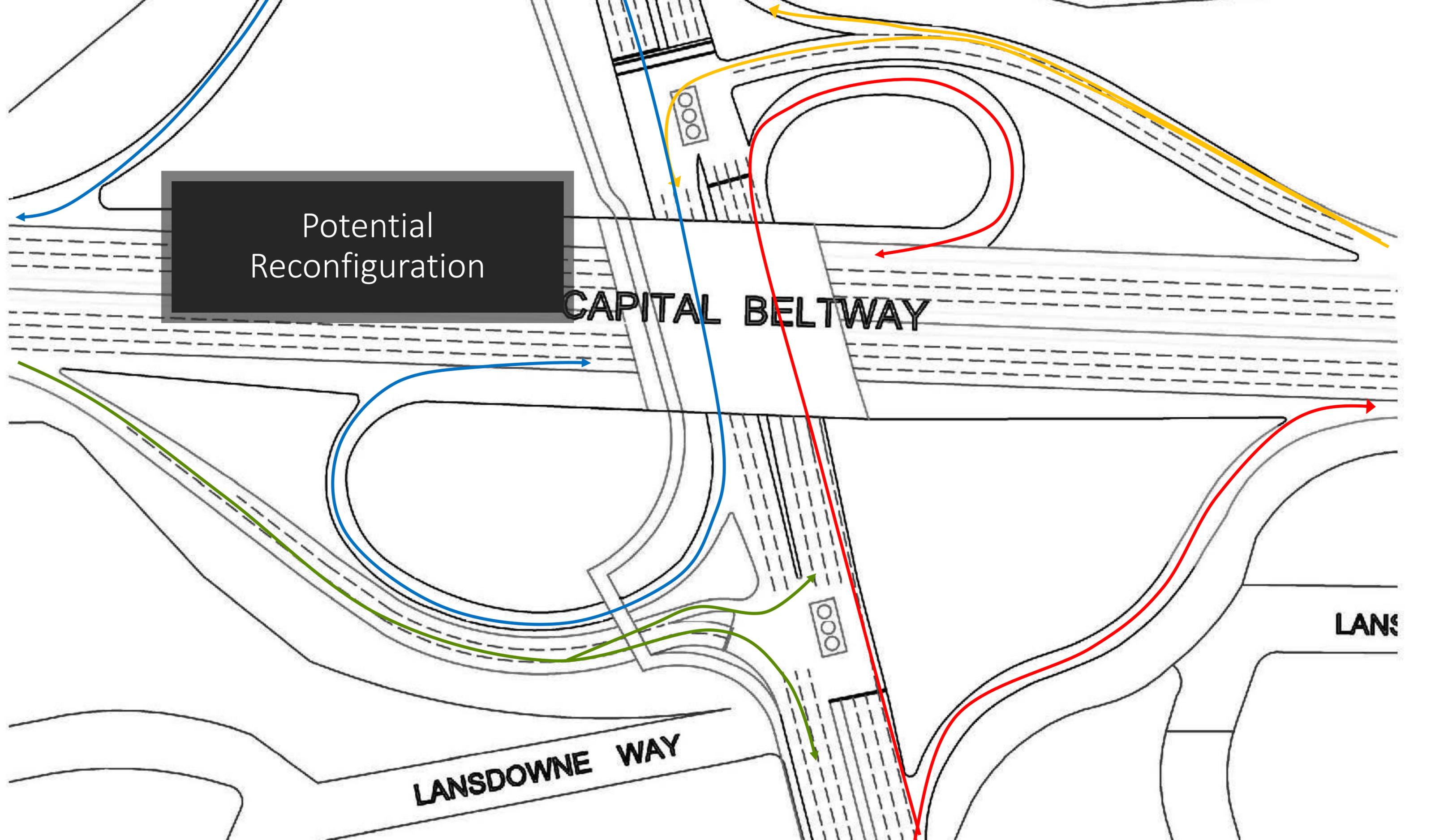


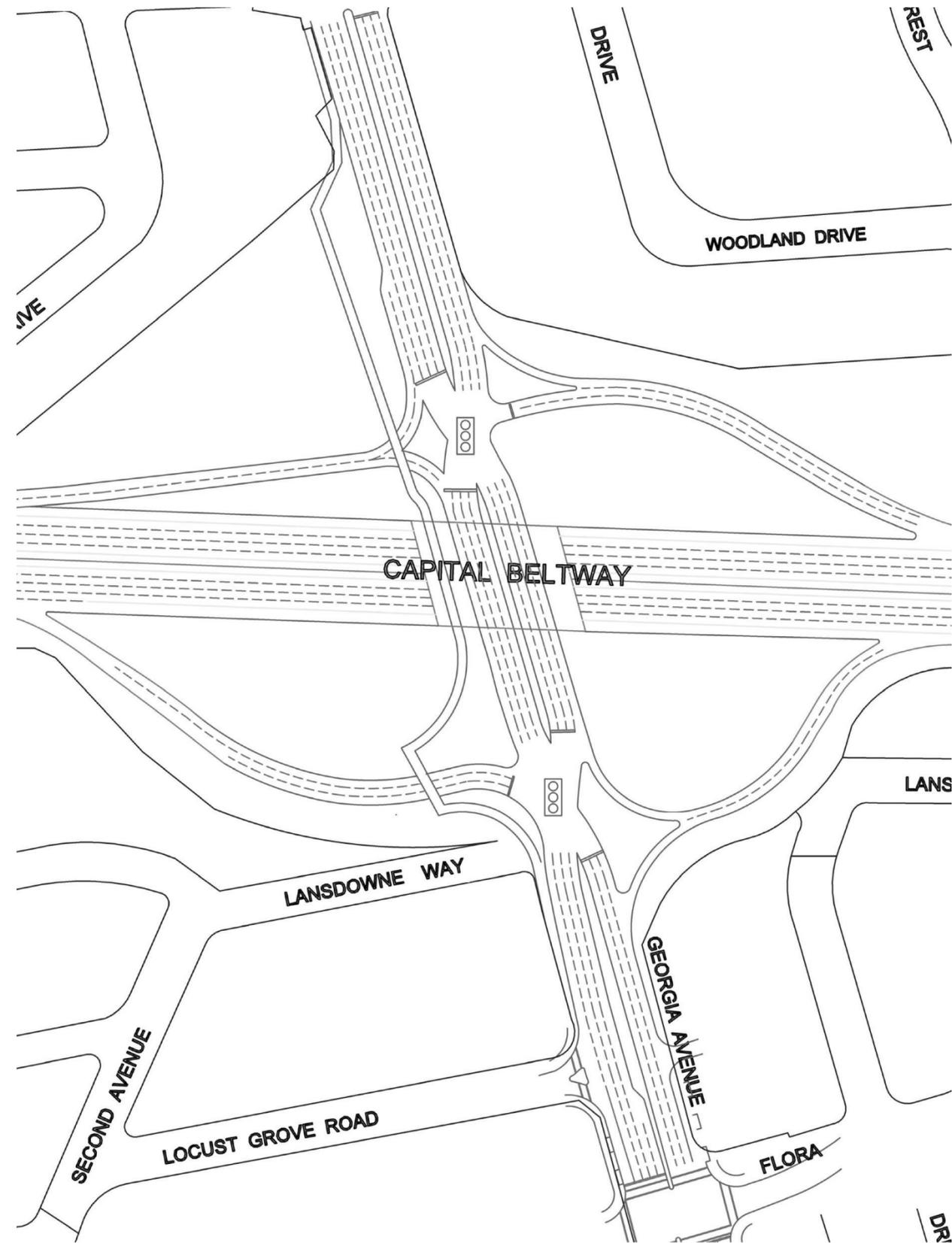
Potential  
Reconfiguration

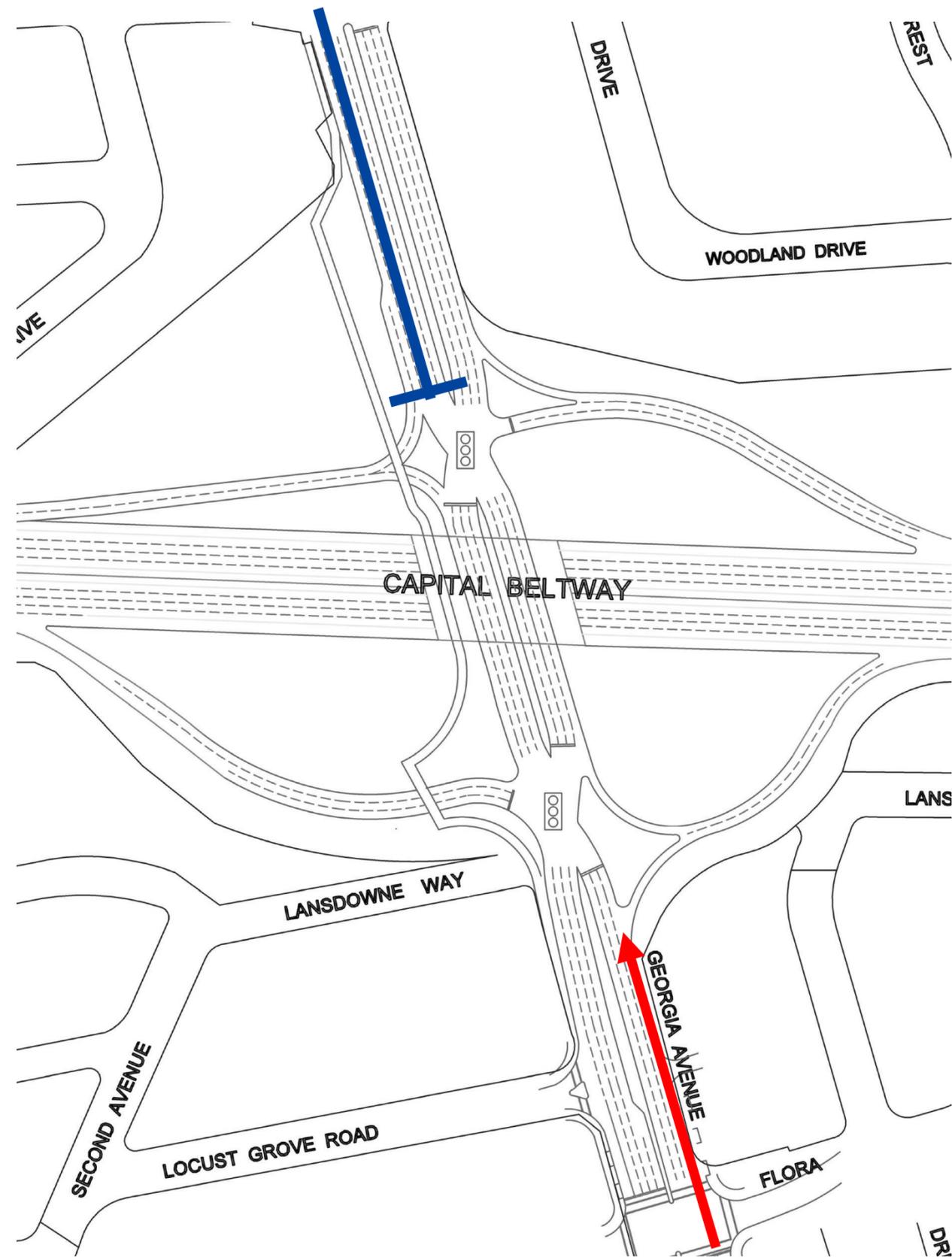
CAPITAL BELTWAY

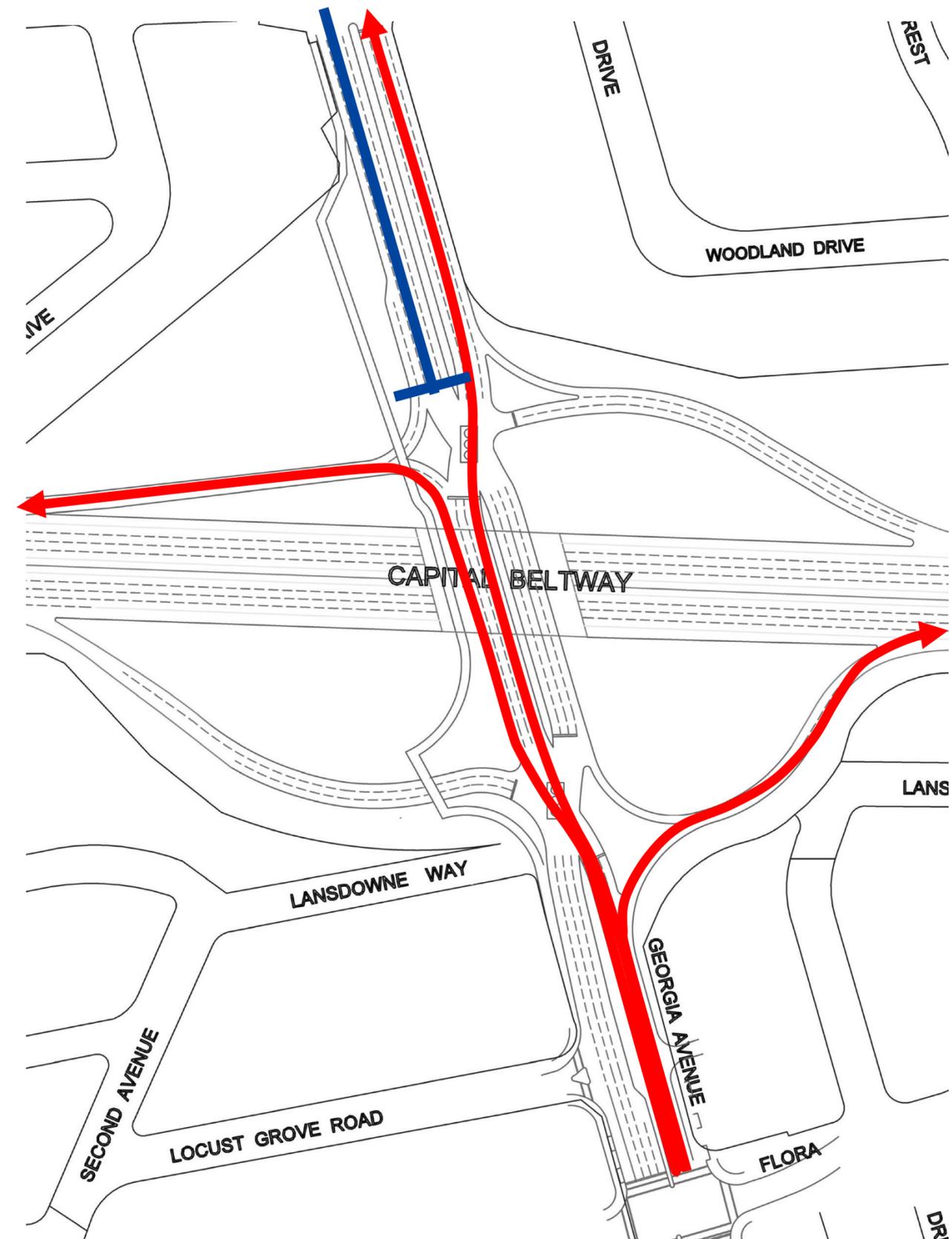
LANSLOWNE WAY

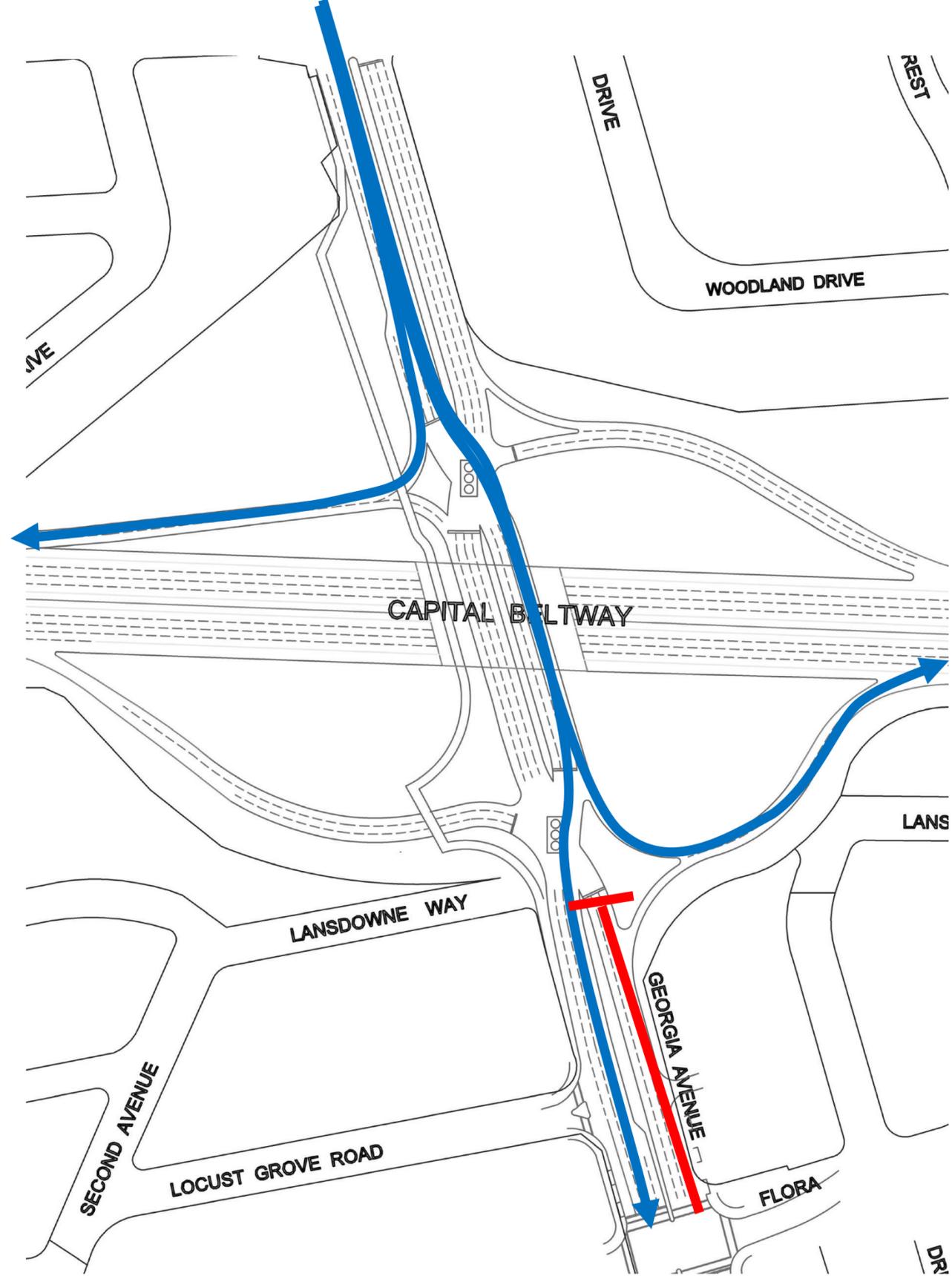
LANS

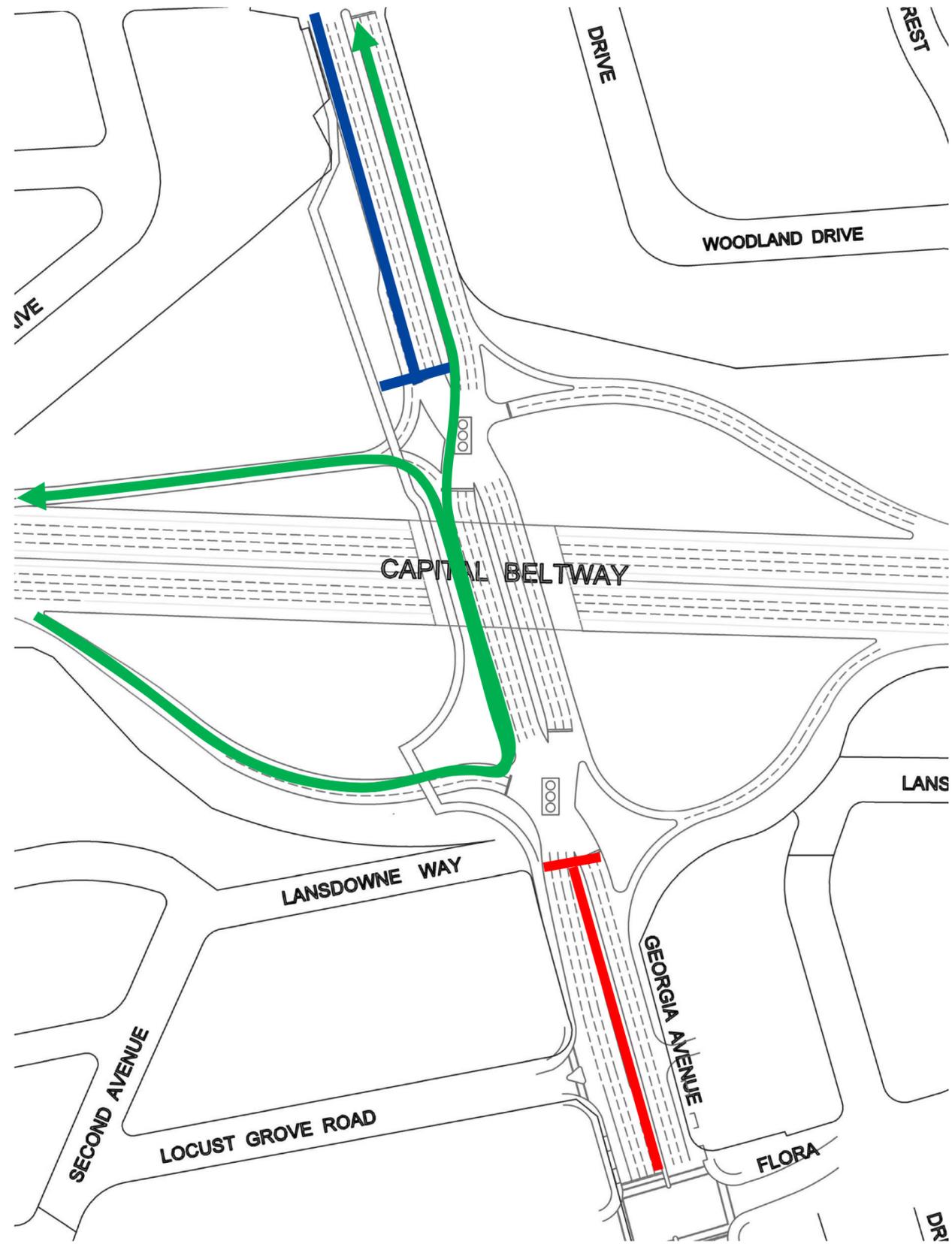




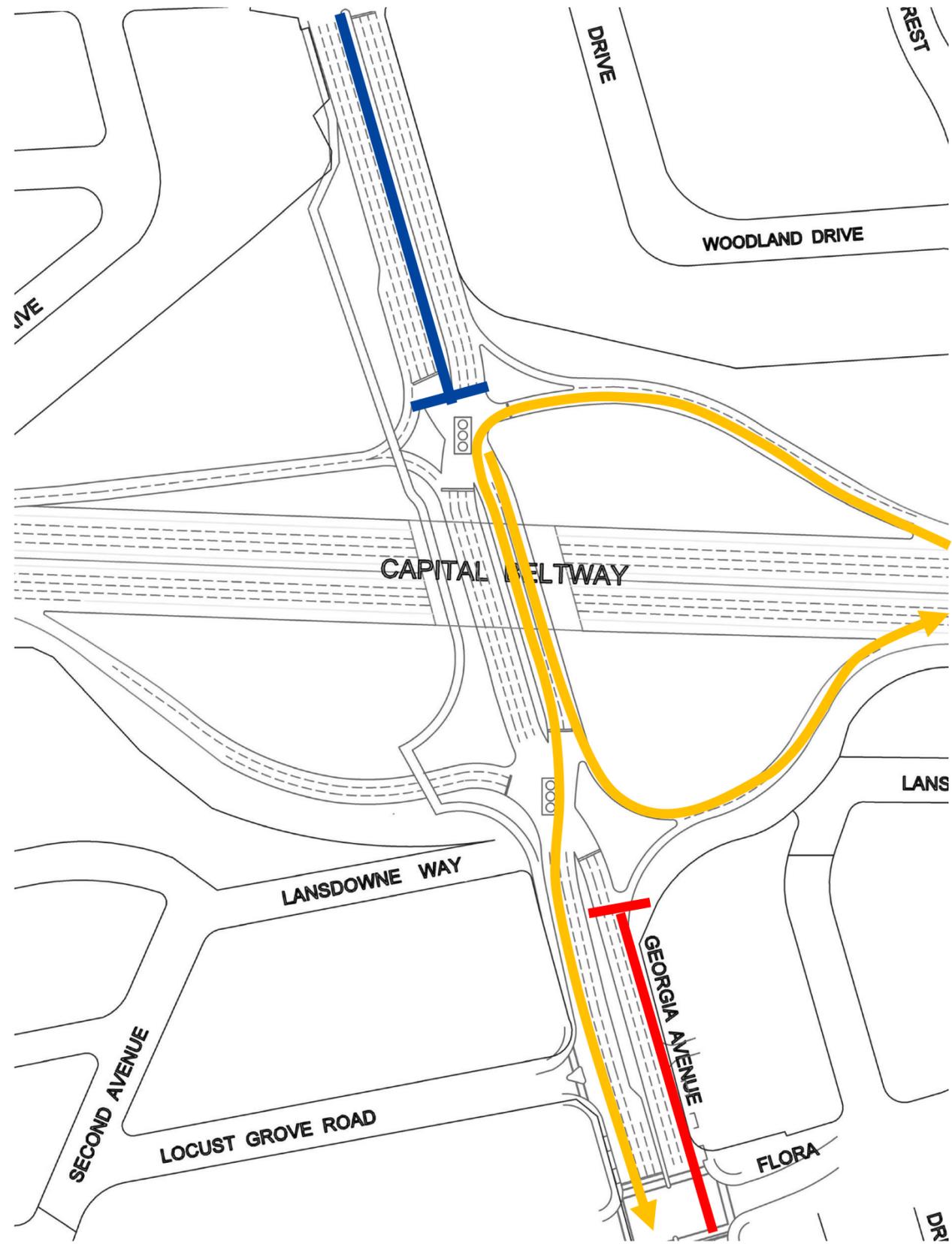






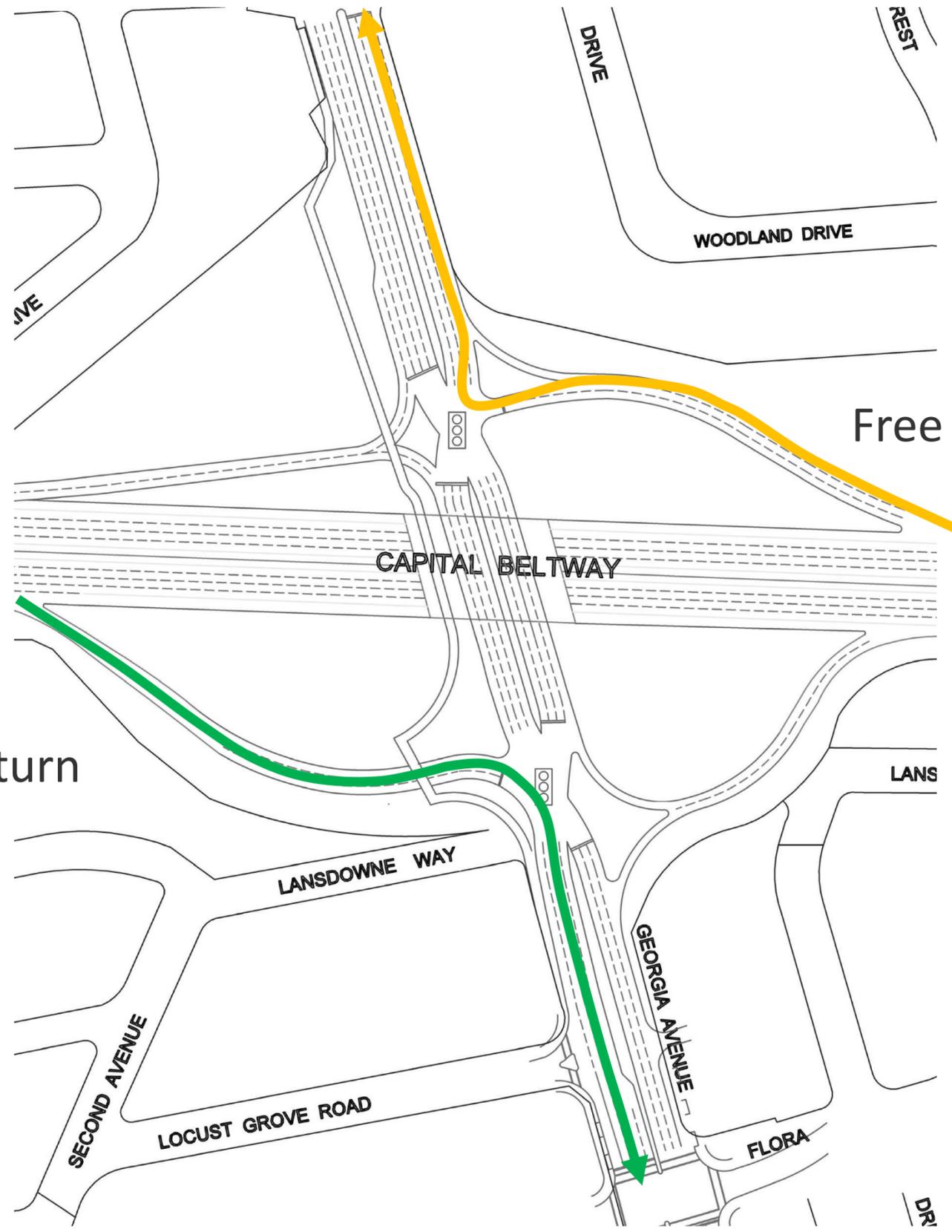


I 495 East (Inner Loop) to MD 97  
North Bound and I 495 West  
(Outer Loop)



I 495 West (Outer Loop) to MD 97 South Bound and I 495 East (Inner Loop)

I 495 East to North and South  
MD 97



Free right turn

Free right turn

CAPITAL BELTWAY

WOODLAND DRIVE

LANSDOWNE WAY

LOCUST GROVE ROAD

GEORGIA AVENUE

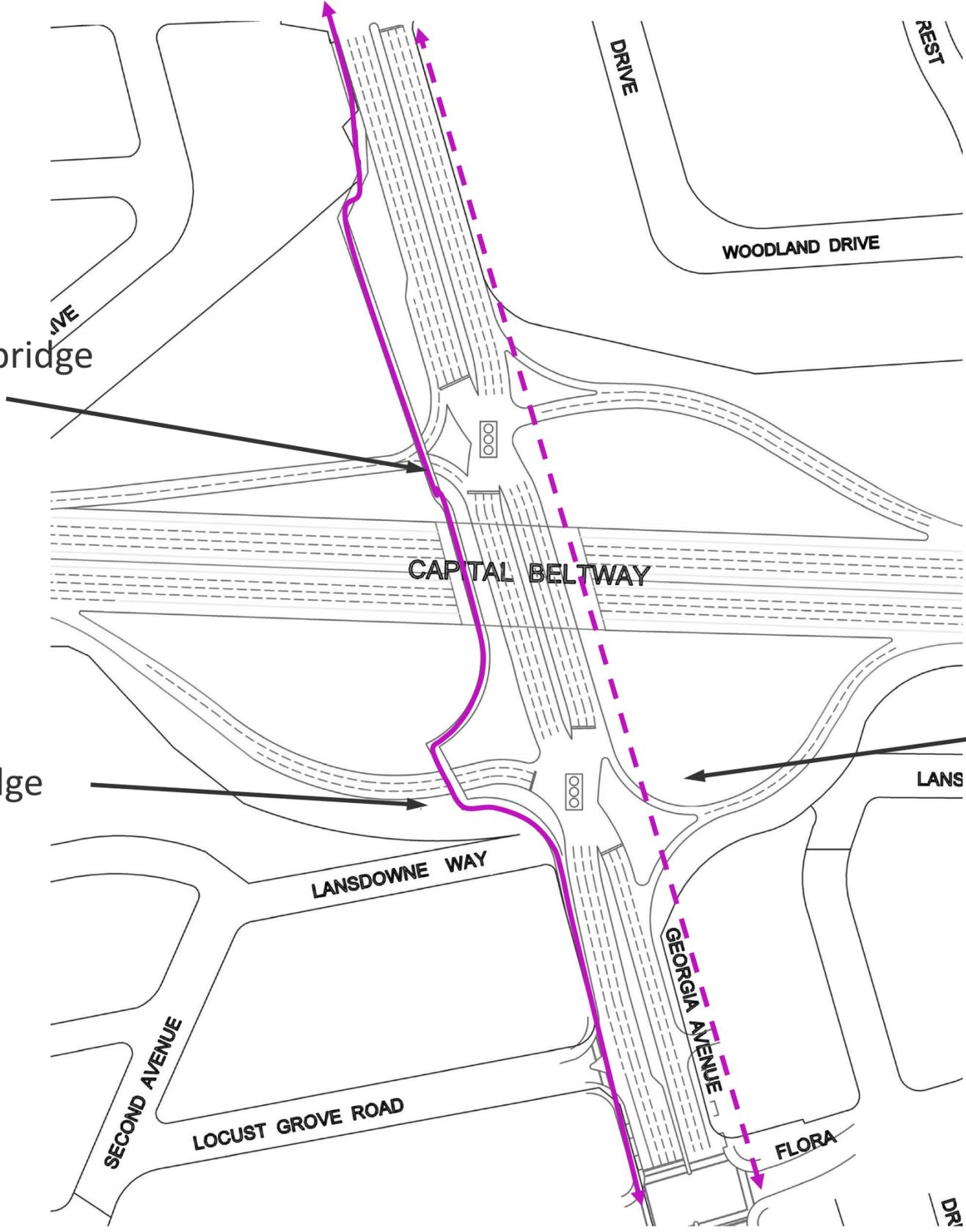
FLORA

# Bicycle and Pedestrian Beltway Crossing

Potential replacement bridge segment

Existing Pedestrian Bridge

Potential new pedestrian/bicycle crossing



# Option 1 vs. Option 2

## Option 1: Ramp Reconfiguration MDOT SHA

- Improves Safety
- Eliminates weaving
- Could fit within existing MDSHA ROW
- **May reduce northbound backups**
- Relatively **inexpensive**
- Comparatively **easier** to implement
- Right turn on Inner Loop Off Ramp will be free flow
- **Pedestrian bridge unaffected**
- **Short-term**

## Option 2: DDI (Long-term)

- Improves Safety
- Eliminates weaving
- **Could make travel times more predictable/consistent**
- **Pedestrian bridge remains with modifications**
- **Could reduce congestion**
- **Major** design change and **very expensive**
- **Induced travel demand** may undermine potential congestion reduction
- **Long-term** (Managed Lanes project?)

# Sector Plan Project Timeline

