

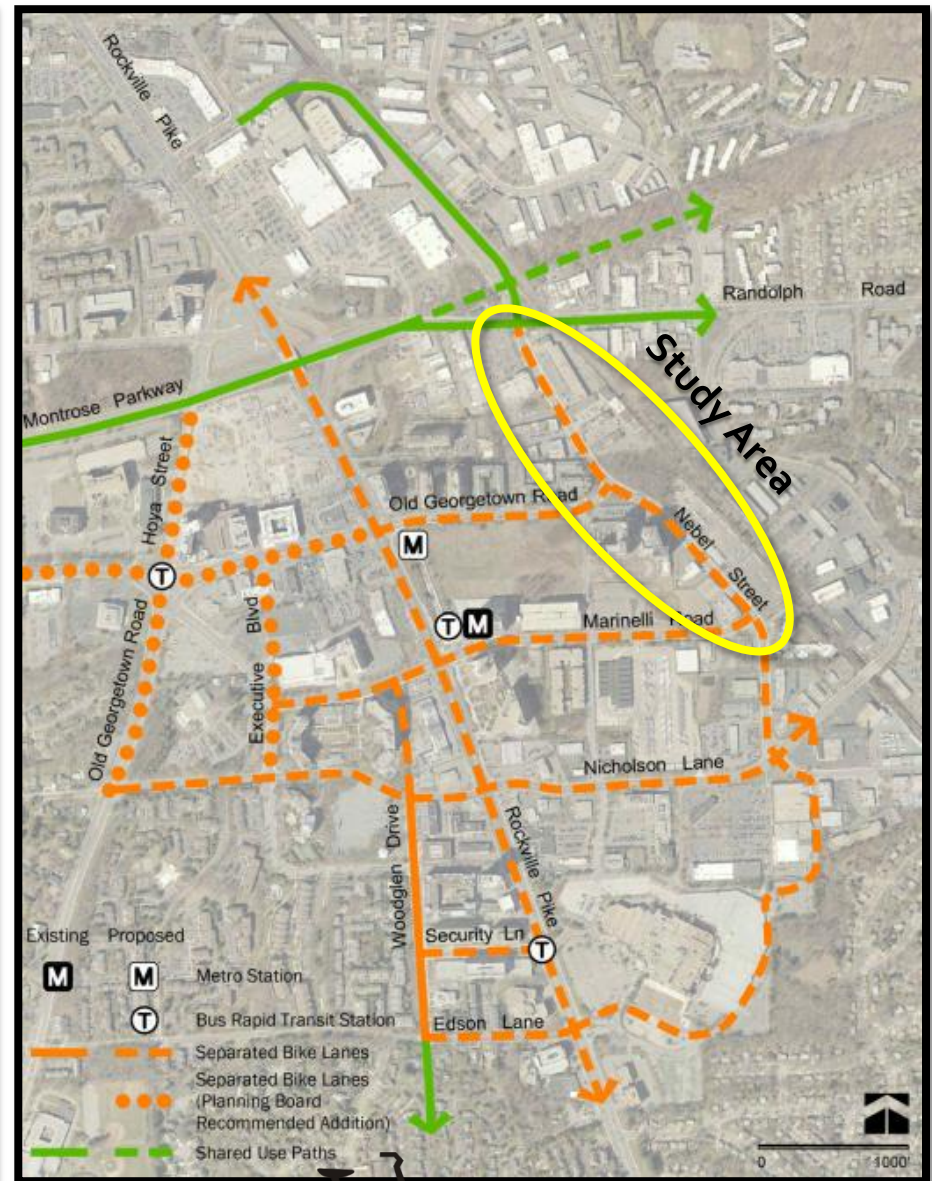
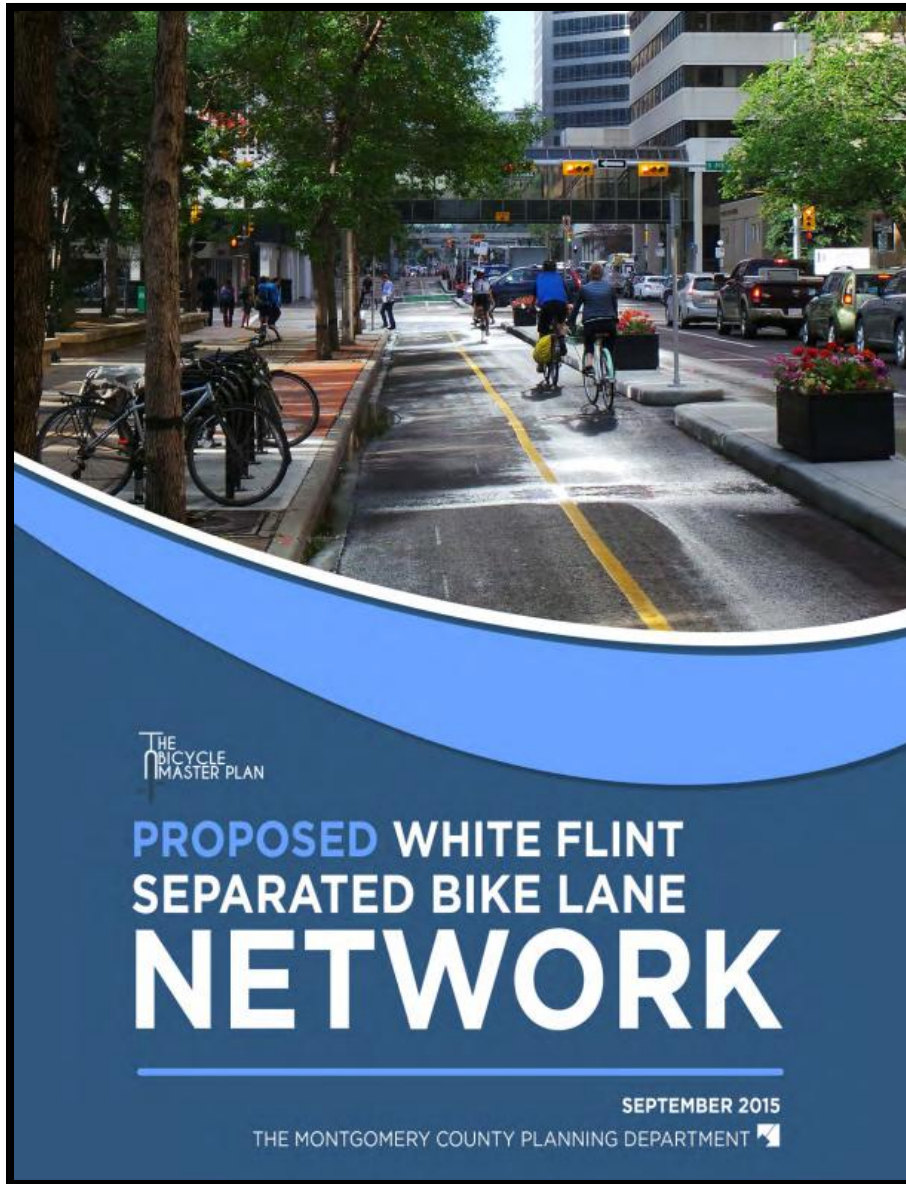


NEBEL STREET SEPARATED BIKE LANES

PROJECT UPDATE



PROJECT BACKGROUND



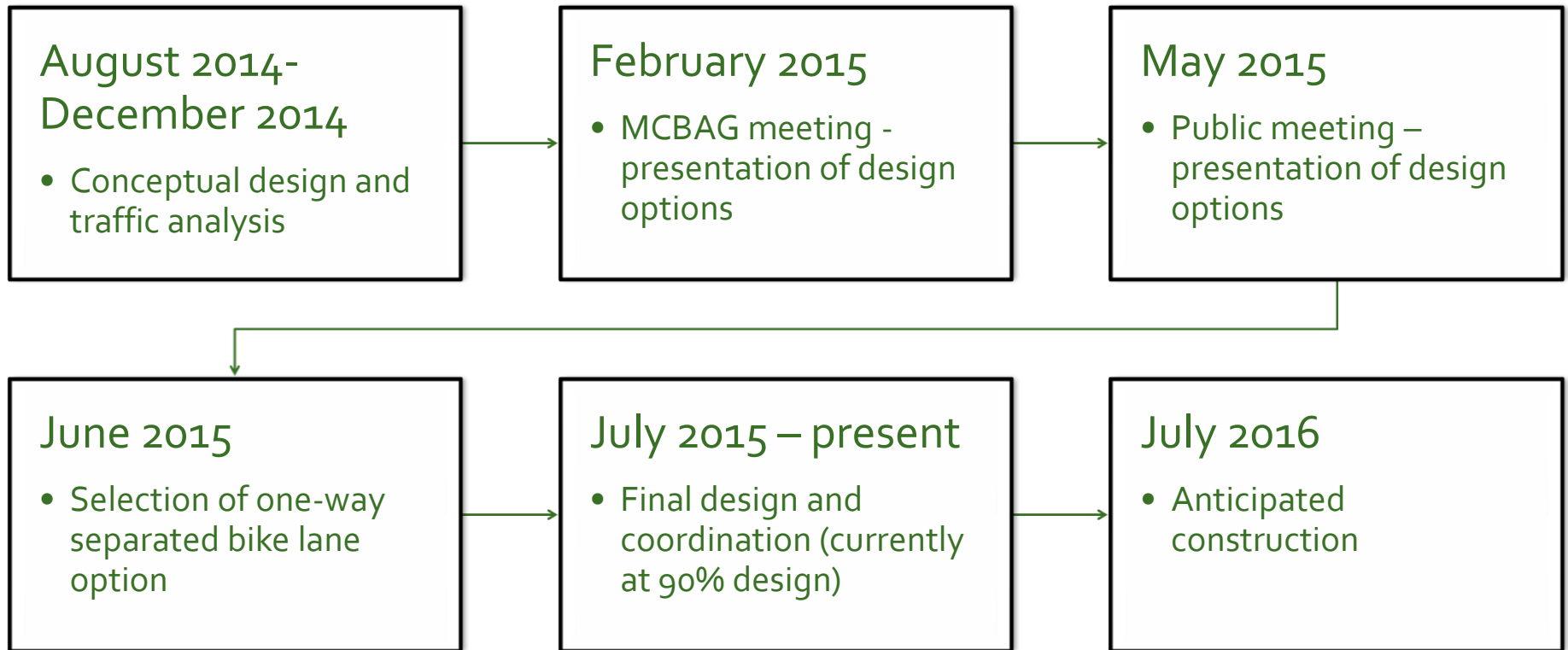
shifting gears  for a better ride ahead

STUDY AREA

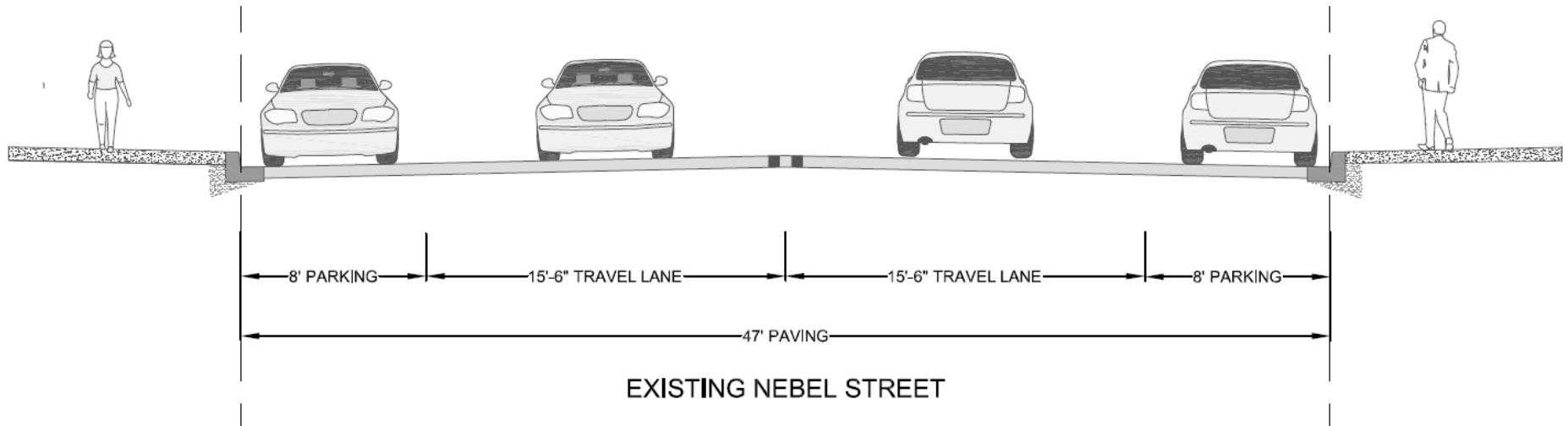
**** Map illustrates existing and near future bicycle facilities forming a continuous route through White Flint passing the White Flint Metro Station. Other existing and planned bicycle facilities in the surrounding area are not illustrated.**



SCHEDULE



EXISTING CONDITIONS

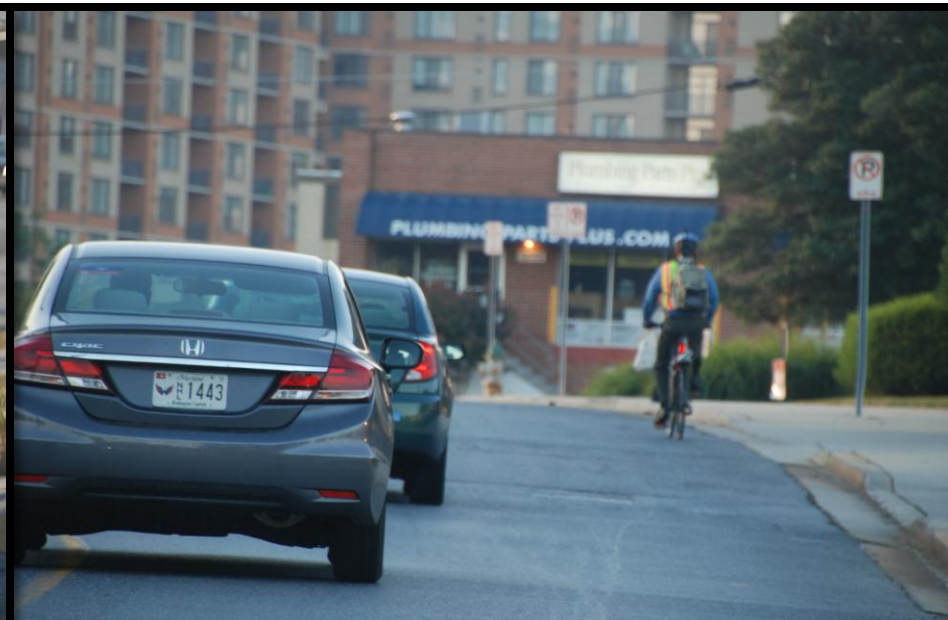


- No bicycle accommodation
- Wide travel lanes =
 - speeding
 - inconsistent behavior
- Parking allowed - limited demand
- Sidewalk width varies



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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

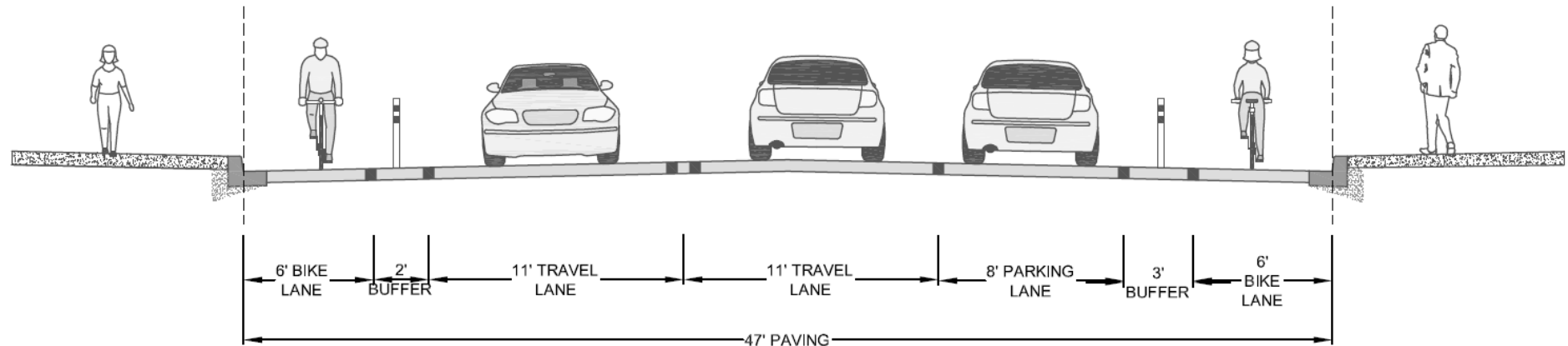


A2: Bike Lanes – Parking Both Sides



C1 & C2: Two-Way Separated Bike Lane, Parking East or West Side

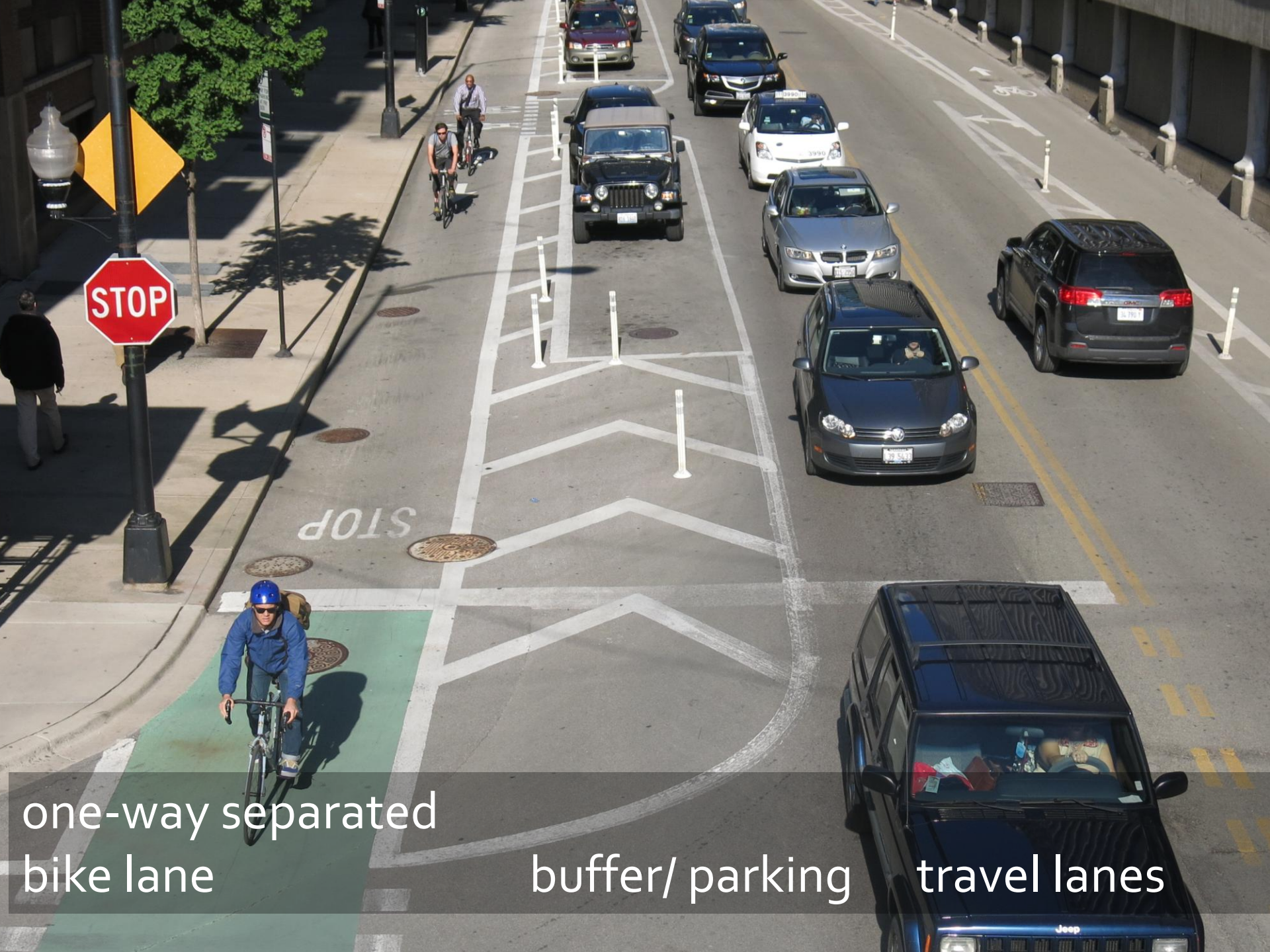
ONE-WAY SEPARATED BIKE LANES



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.

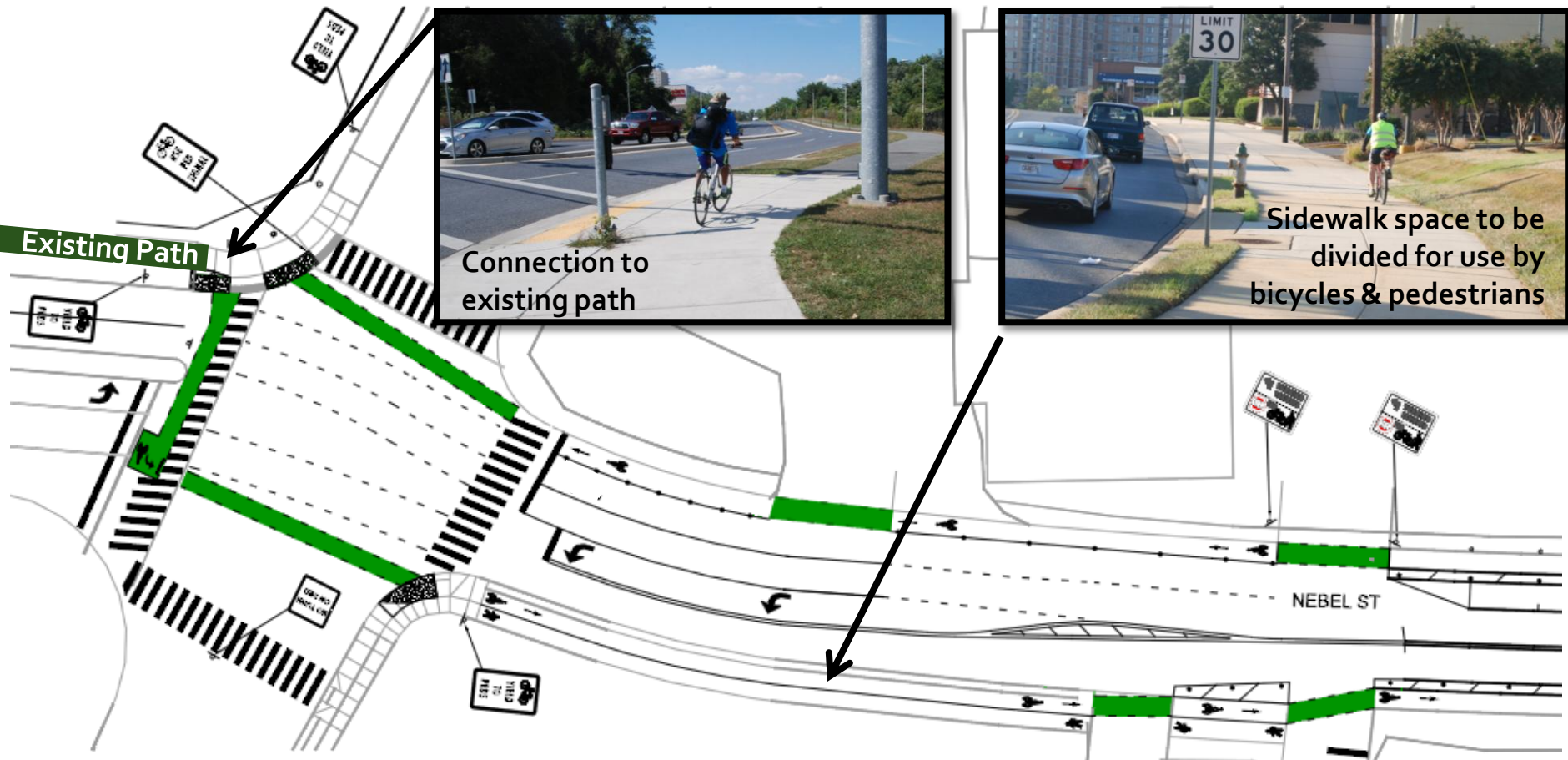
LIMITATIONS

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

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COMMENTS/QUESTIONS?

Your input is important to us!



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