

# WELCOME

## Norfolk Avenue Shared Street Feasibility Study

Public Workshop

March 16, 2023



Source: Google

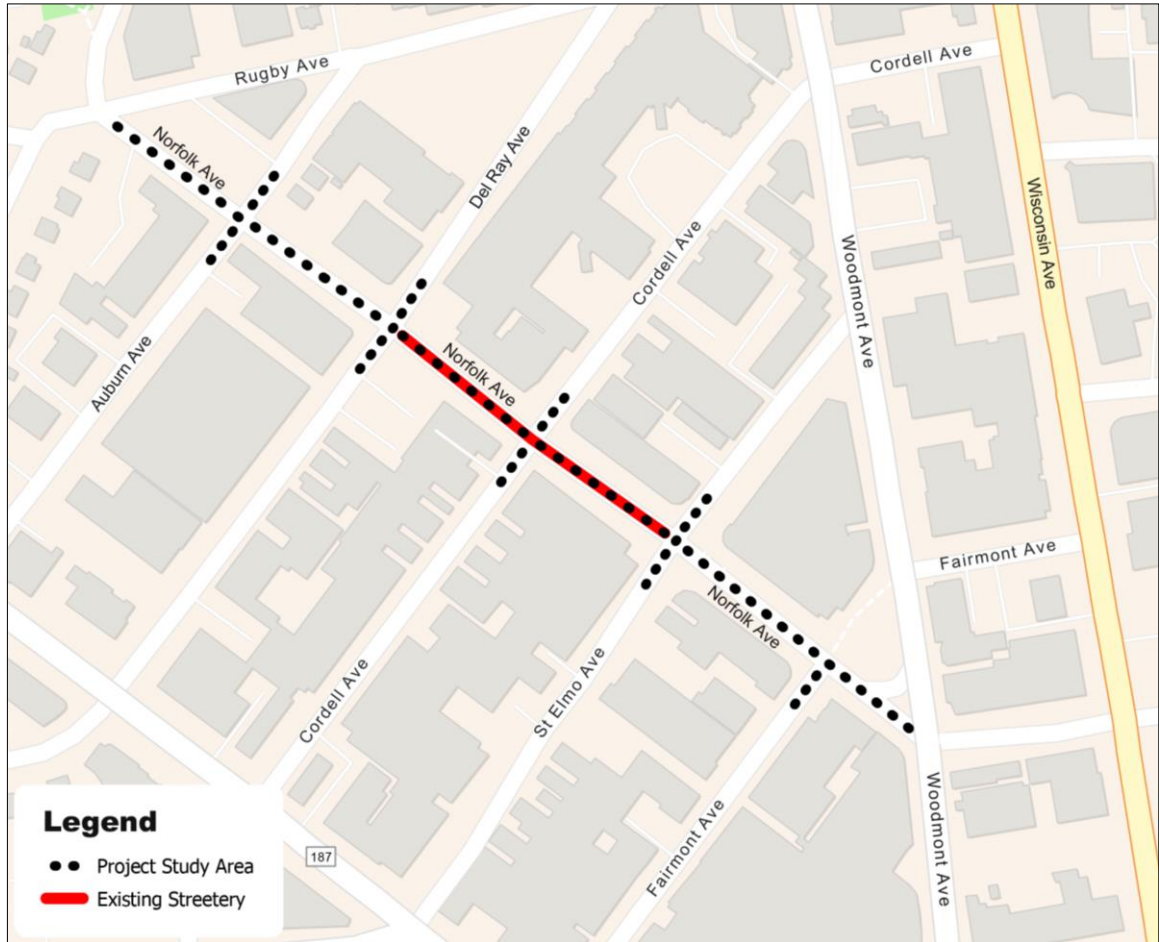


Public Workshop  
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# Project Overview

## Norfolk Avenue Shared Street Facility Planning Study

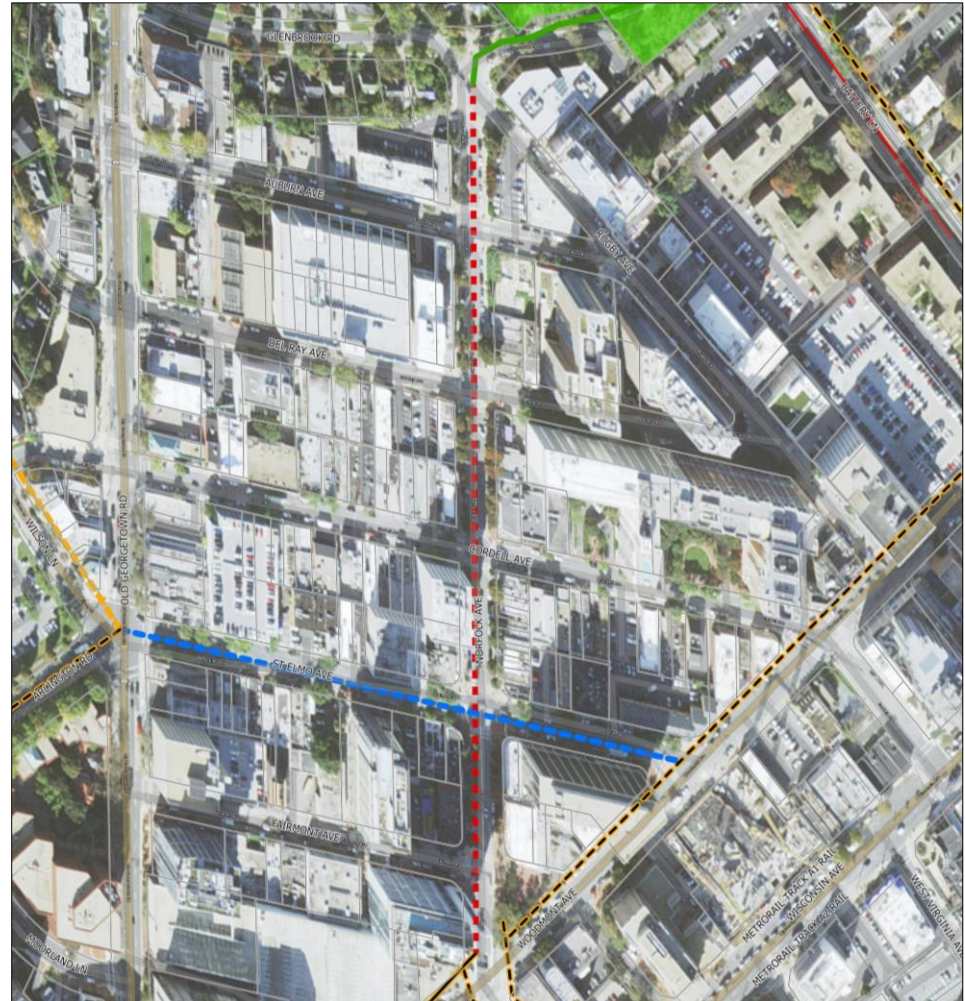
- A feasibility identifying shared street options along Norfolk Avenue from Rugby Avenue to Woodmont Avenue
  - Del Ray Avenue to St. Elmo Avenue: Existing Streetery
  - Includes additional 100' along intersecting streets



# Project Overview

## Norfolk Avenue Shared Street Facility Planning Study

- Options focus on identifying appropriate use of roadway to prioritize community space, pedestrian and bicycle activities, and include greenery and functional artwork.
- Activities complete to date include:
  - Community survey
  - Field visits
  - Developing a menu of options for component pieces
  - Developing “sample blocks” illustrating how components can piece together



# Community Survey Summary

## Norfolk Avenue Shared Street Facility Planning Study

- Survey open from November 2022 – February 2023
- Survey distribution:
  - Information sheets; English and Spanish
  - In-person collection at five pop-up events
  - Social media posts
  - Website
- Surveys Completed: 2,308

**MCDOT Norfolk Avenue Shared Street Facility Planning Study**

**PROJECT PURPOSE:**  
MCDOT is investigating the feasibility of implementing an expanded shared street facility on Norfolk Avenue in downtown Bethesda. This study will include the approximately 1,500 linear feet corridor of Norfolk Avenue between Rugby Avenue and Woodmont Avenue, and the cross streets for approximately 100 feet in both directions.

The purpose of this study is to evaluate long-term options for the length of Norfolk Avenue within the study area to create a shared street for users of all modes of transportation of all ages and abilities. This study will build upon the ongoing short-term improvements to the existing Streetery that are being made by Bethesda Urban Partnership, and will consider the potential for larger, more permanent improvements to the corridor. Specifically, the study will evaluate the feasibility of potentially expanding the Streetery, relocating curbs, and adding new placemaking features, while maintaining the safe movement of pedestrians and bicyclists through the space, and considering both vehicular traffic and loading and unloading needs for local businesses.

**MCDOT WANTS YOUR INPUT:**  
Input from residents and visitors of Bethesda, as well as the local business community and people with disabilities will be essential to developing a plan that will best serve everyone who lives, works, and visits in this area.

**PROJECT TIMELINE:**

Summer 2022	• Project Kickoff • Case Studies of Similar Facilities
Fall/Winter 2022	• Stakeholder Engagement
Spring 2023	
Summer 2023	
Fall 2023	

**MCDOT Estudio de Planificación de las Facilidades de las Calles Compartidas de Norfolk Avenue**

**PROPÓSITO DEL PROYECTO:**  
MCDOT está investigando la viabilidad de implementar una instalación de calle compartida ampliada en Norfolk Avenue, en el centro de Bethesda. Este estudio incluirá el corredor de aproximadamente 1,500 pies lineales de Norfolk Avenue entre Rugby Avenue y Woodmont Avenue, y el cruce de calles por aproximadamente 100 pies en ambas direcciones.

El propósito de este estudio es evaluar opciones a largo plazo para la longitud de Norfolk Avenue dentro del área de estudio para crear una calle compartida para usuarios de todos los modos de transporte de todas las edades y habilidades. Este estudio se basará en las mejoras continuas a corto plazo de los comedores existentes afuera en la calle, que está realizando Bethesda Urban Partnership, y considerará el potencial de mejoras más grandes y permanentes en el corredor. Específicamente, el estudio evaluará la factibilidad de expandir potencialmente los comedores existentes afuera en la calle, reubicar bordillos y agregar nuevas características de creación de espacios, mientras mantiene el movimiento seguro de peatones y ciclistas a través del espacio, y considera tanto el tráfico vehicular como las necesidades de carga y descarga para las empresas locales.

**CRONOGRAMA DEL PROYECTO:**

Verano 2022	• Comienzo del Proyecto • Estudios de Casos de Facilidades Similares
Ototoño/Invierno 2022	• Participación de los interesados • Desarrollo de conceptos
Primavera 2023	• Taller público • Alternativas preferidas
Verano 2023	• Diseño Preliminar
Invierno 2023	• Reunión Pública • Cierre del Proyecto

**MCDOT QUIERE SU OPINIÓN:**  
La opinión de los residentes y visitantes de Bethesda, así como la comunidad de negocios locales y de las personas con discapacidades, serán esenciales para desarrollar un plan que sirva mejor a todos los que viven, trabajan y visitan esta área.

Usted puede completar la encuesta del proyecto utilizando el enlace o el Código QR: <https://www.surveymonkey.com/r/XVWRJK2>  
Por favor responda antes del 3 de febrero de 2023.

Español

# Community Survey Results

## What is your relationship to Norfolk Avenue?

- Respondents could select more than one option
- Nearly all respondents interact with Norfolk Avenue in some capacity

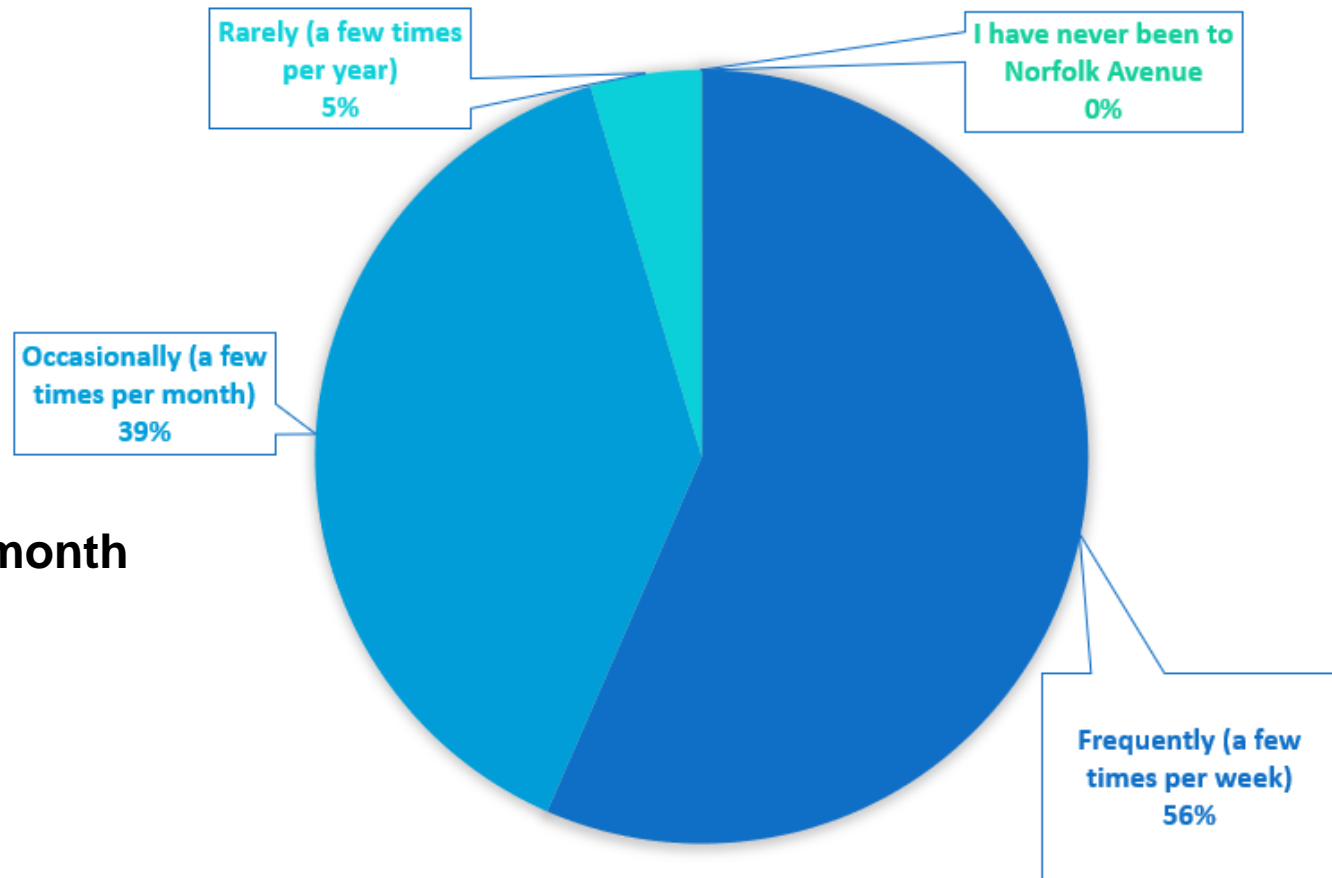


# Community Survey Results

## How often do you visit Norfolk Avenue?

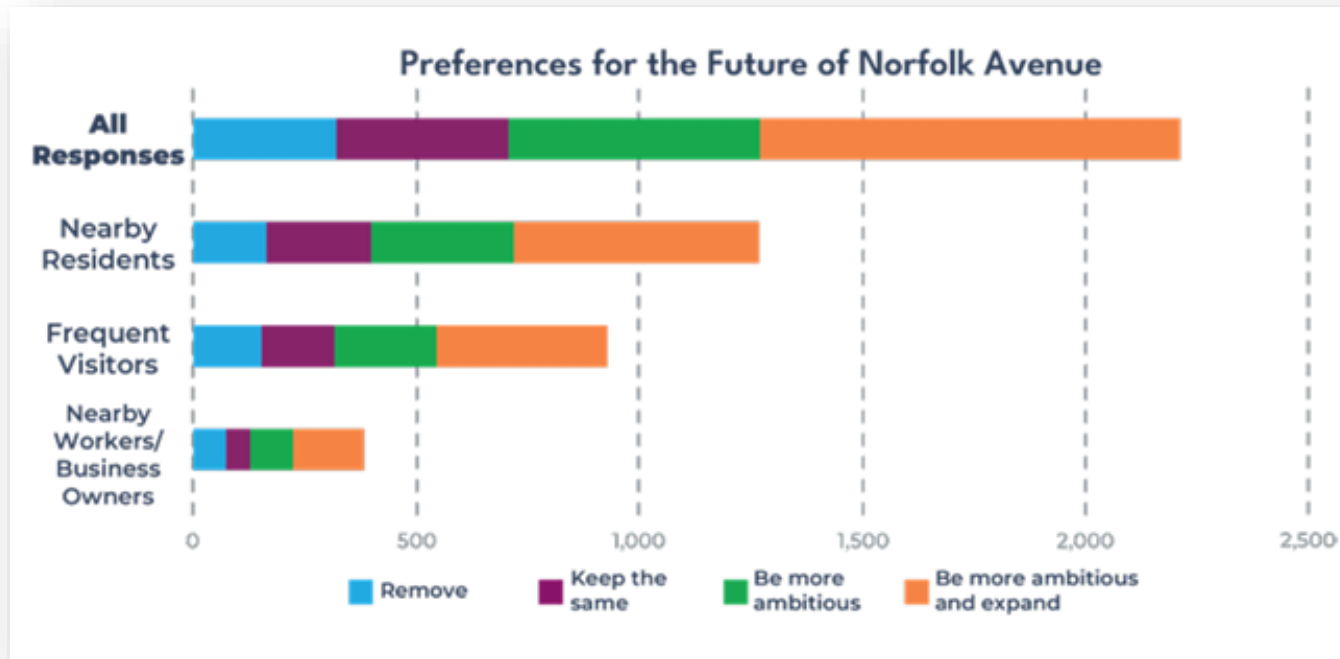
- Frequently: 56%
- Occasionally: 39%
- Rarely: 5%
- Never: 0.16%

**95% of survey respondents visit multiple times per month or more**



# Community Survey Results

What is your preference for the future of Norfolk Avenue?



# Community Survey Results

How important is it for Norfolk Avenue to provide space for:



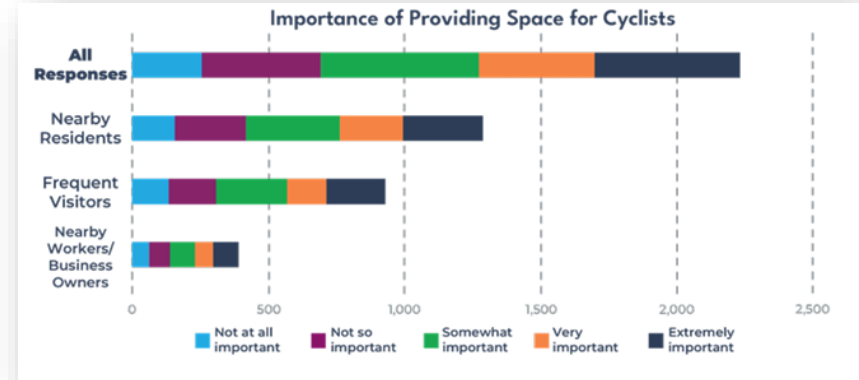
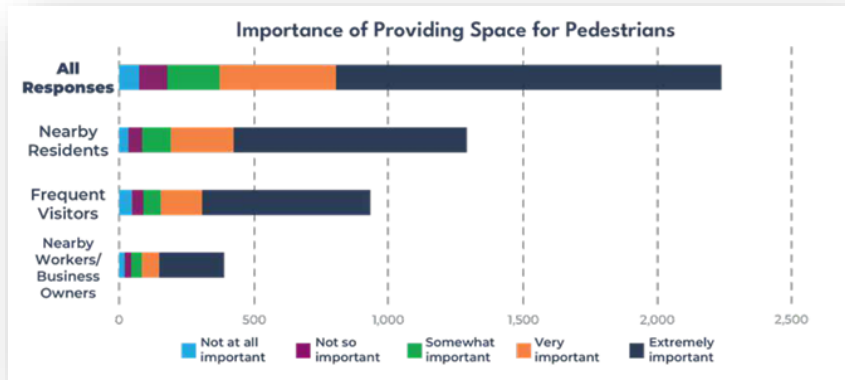
Pedestrians

It is **extremely important** to provide space for pedestrians



Bicycles

It is **somewhat important** to **extremely important** to provide space for bicycles





# Community Survey Results

How important is it for Norfolk Avenue to provide space for:



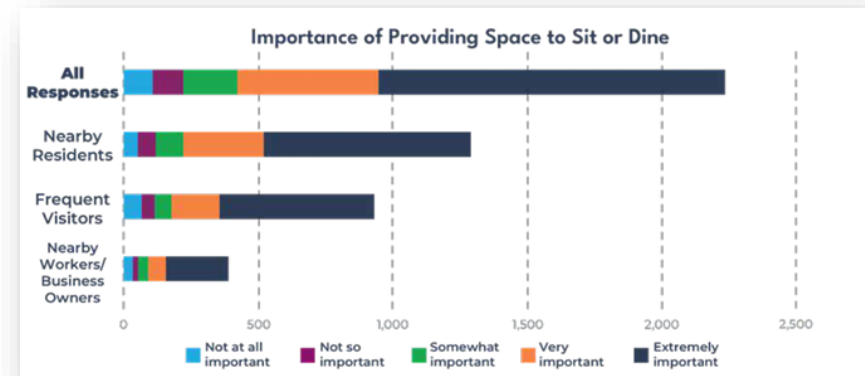
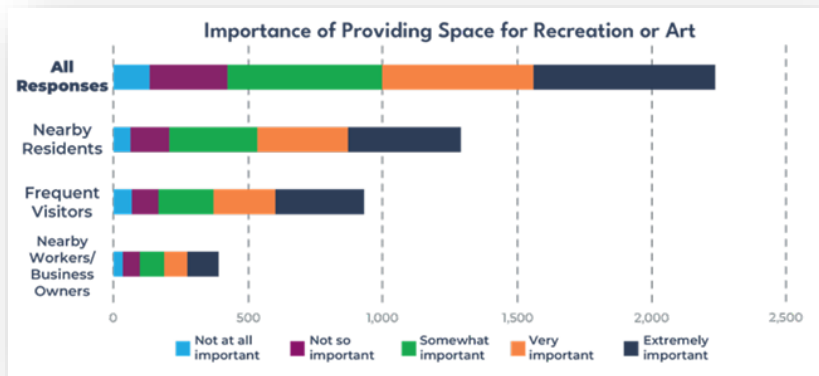
Art / Events

It is balanced between **somewhat**, **very**, and **extremely important** to provide space for arts and events



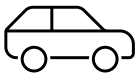
Outdoor Dining

It is **extremely important** to provide space for outdoor dining



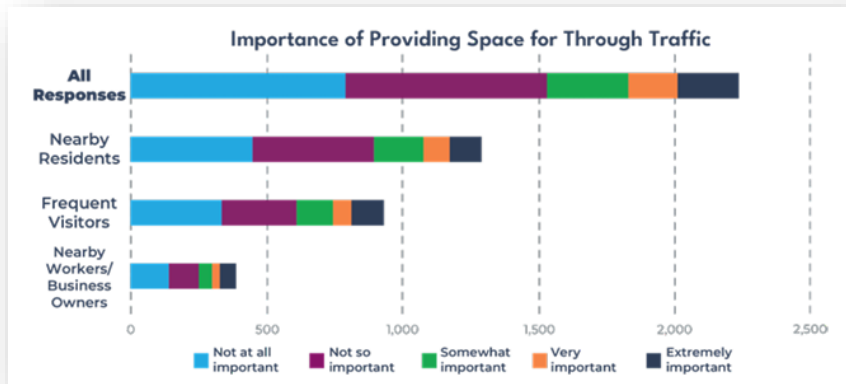
# Community Survey Results

## How important is it for Norfolk Avenue to provide space for:



Through Traffic

It is **not at all** to **not so important** to provide space for through traffic

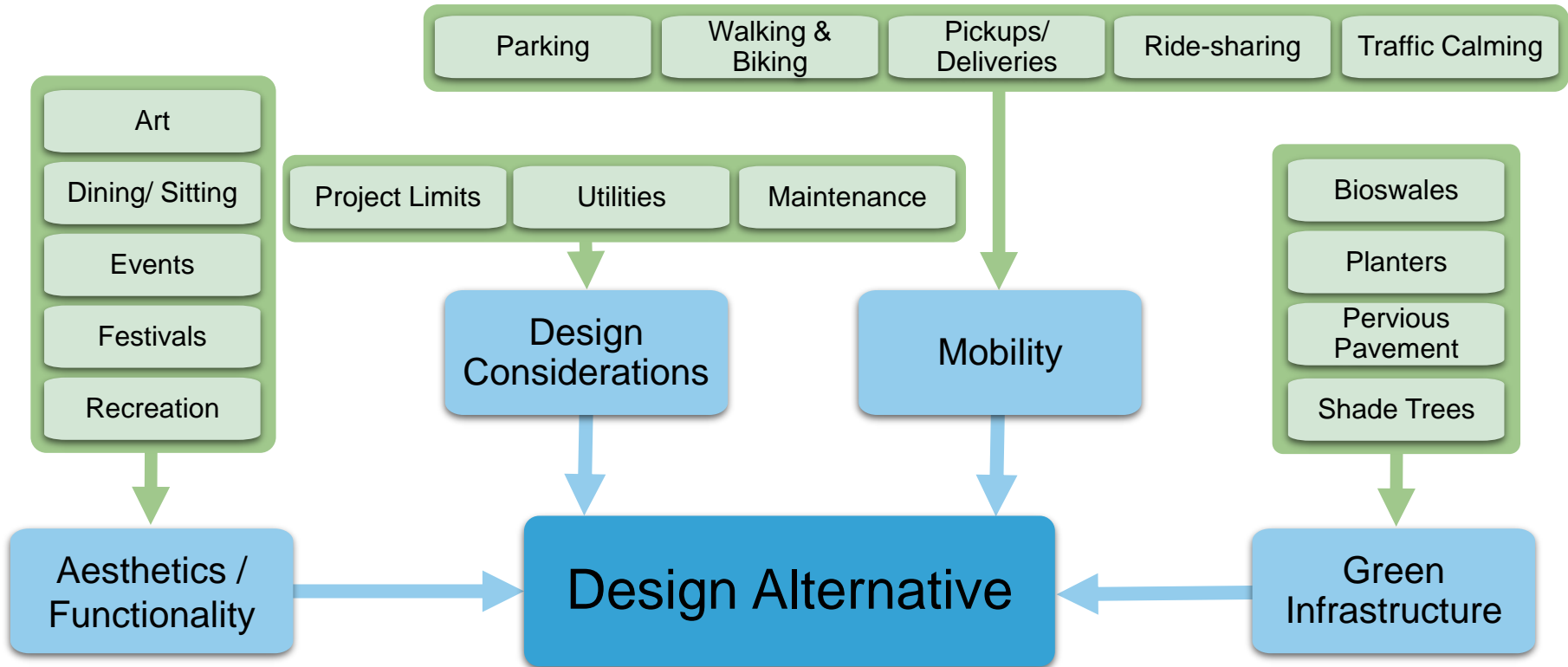


The long-term solution for Norfolk Avenue will require consideration and balance for all components



# Menu of Options

## Overview



# Menu of Options

## Vehicular Access

### Parking

- On-Street Parking
- No Parking Zones
- Existing Parking Garages

### Walking & Biking

- Shared Lanes
- Separated Facilities
- On-Street Bike Lanes
- Wide Sidewalks

### Pickups / Deliveries

- Designated Delivery Times
- Delivery Zones
- Pickup Zones for Food Delivery

### Ridesharing

- Designated Rideshare Zones

### Traffic Calming

- Reduced Speed Limit
- Curb Extensions
- Raised Intersections
- One-Way Roads
- Chicanes
- Curbless Street



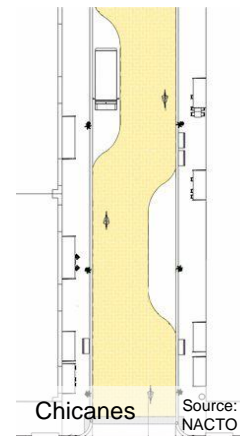
Commercial Shared Street

Source:  
NACTO



Separated Pedestrian Facility

Source:  
NACTO



Chicanes

Source:  
NACTO



Curbless Street

Source:  
NACTO



# Menu of Options

## Prohibit Vehicular Access

### Parking

- Parking on Side Streets
- Existing Parking Garages

### Walking & Biking

- Curbless Street
- Pedestrian Mall
- Separated Facilities
- Shared Facilities

### Pickups / Deliveries

- Access for Deliveries at Designated Times
- Delivery / Pickup Zones on Side Streets

### Ridesharing

- Designated Rideshare Zones on Side Streets

### Traffic Considerations

- Emergency Vehicle Access
- Intersections



Curbed Pedestrian Mall

Source: Jersey City, Thrillist.com



Separated Bicycle Facility

Source: NACTO



Curbless Pedestrian Mall

Source: Ithaca Commons, Sasaki.com



# Menu of Options

## Green Infrastructure

### Bioswales



### Planters



- Raised
- Built-In
- Moveable
- Integrated Seating
- Design Style



### Pervious Pavement

- Location
  - Sidewalks
  - Bikeway
  - Entire Roadway
  - Parking
- Materials
  - Concrete
  - Asphalt
  - Pavers



### Shade Trees



# Menu of Options

## Aesthetics / Functionality

### Art

- Functional Art
- Sculpture

### Dining / Sitting

- Outdoor Dining
- Relaxation
- Little Free Library

### Events

- Concerts
- Farmers Markets
- Fitness Classes
- Live Theater
- Outdoor Movies

### Festivals

- Fine Arts Festival
- Craft Fairs
- Film Festival
- Taste of Bethesda
- Winter Wonderland

### Recreation

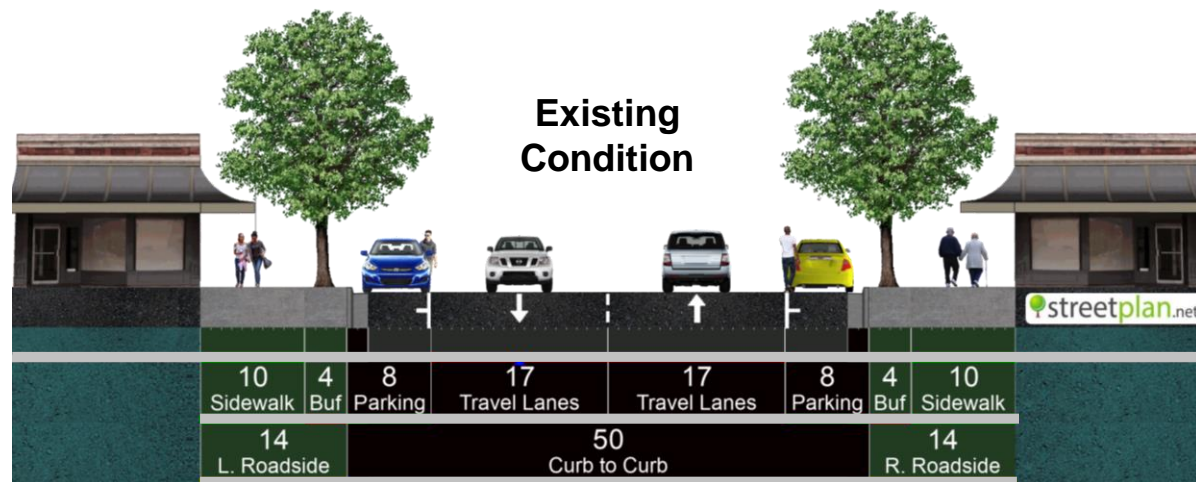
- Walking
- Playground
- Dog Park
- Fountains
- Biking



# Existing Condition

## Norfolk Avenue existing street

- No changes proposed for the roadway
  - Two 17' travel lanes
  - Two 8' parking lanes
  - Four-foot buffers
  - Ten-foot sidewalks



All dimensions are shown in feet.

Illustrations represent a typical section along Norfolk Avenue. Specific areas may vary.

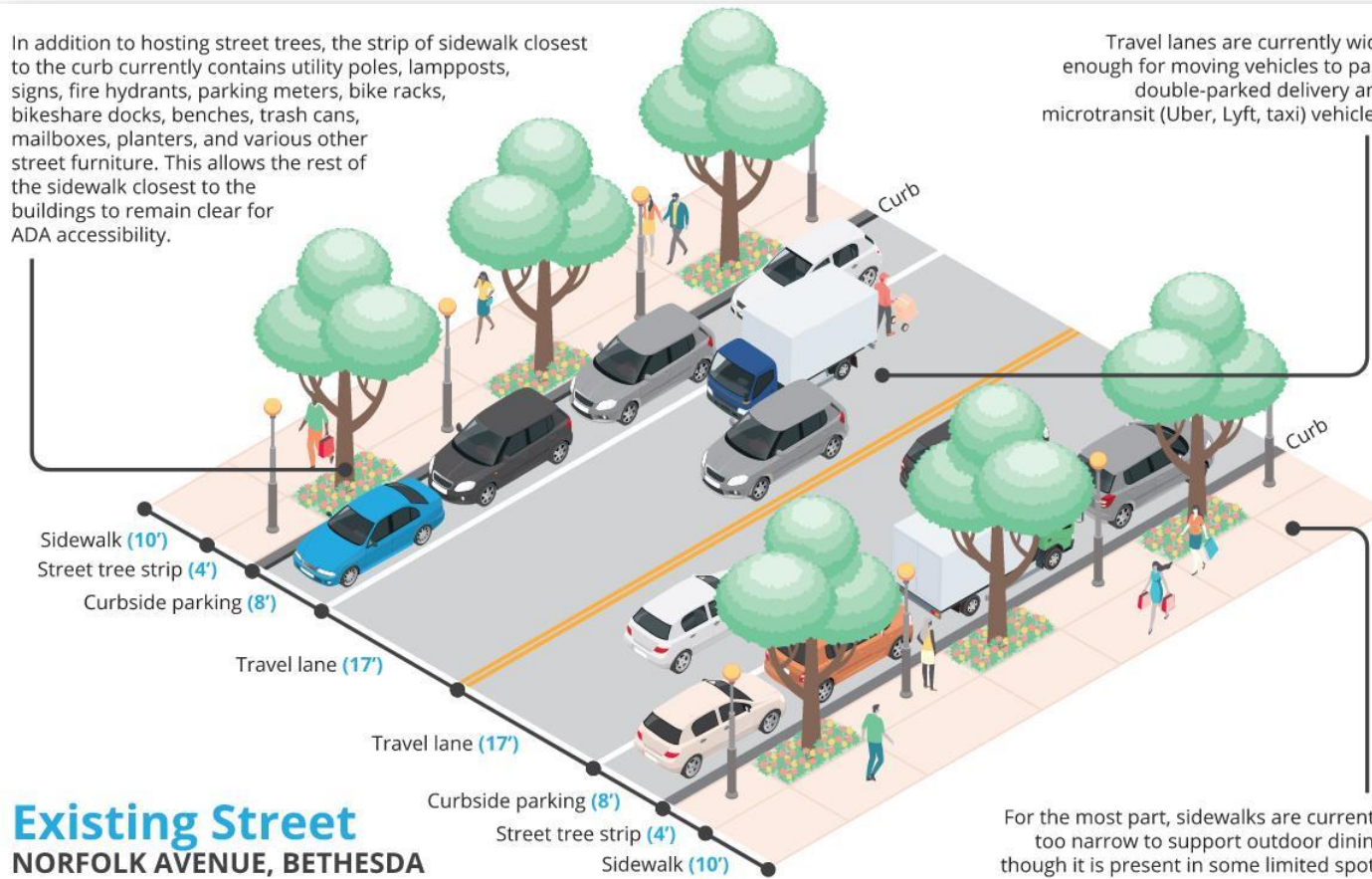


# Existing Condition

## Norfolk Avenue existing street

In addition to hosting street trees, the strip of sidewalk closest to the curb currently contains utility poles, lampposts, signs, fire hydrants, parking meters, bike racks, bikeshare docks, benches, trash cans, mailboxes, planters, and various other street furniture. This allows the rest of the sidewalk closest to the buildings to remain clear for ADA accessibility.

Travel lanes are currently wide enough for moving vehicles to pass double-parked delivery and microtransit (Uber, Lyft, taxi) vehicles.



**Existing Street**  
NORFOLK AVENUE, BETHESDA

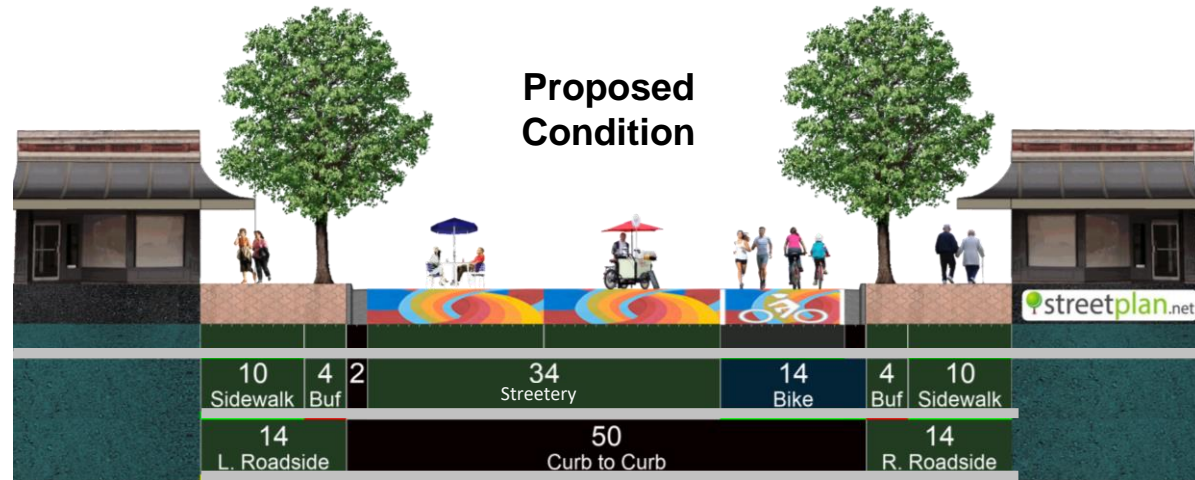
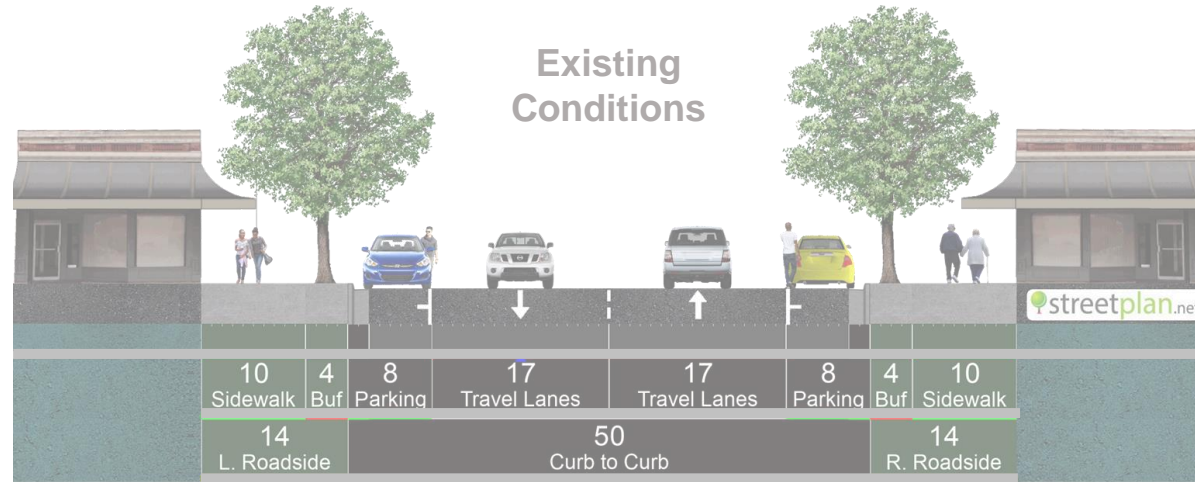
For the most part, sidewalks are currently too narrow to support outdoor dining, though it is present in some limited spots.



# Concept Development

## Streeterly, Curbed

- Roadway closure to allow maximum space for non-vehicular use. *Emergency access to be provided.*
  - 34' – 38' streeterly area
  - 12' – 14' emergency access / shared-use path
  - Four-foot buffers
  - Ten-foot sidewalks
  - Parking removed from Norfolk Avenue



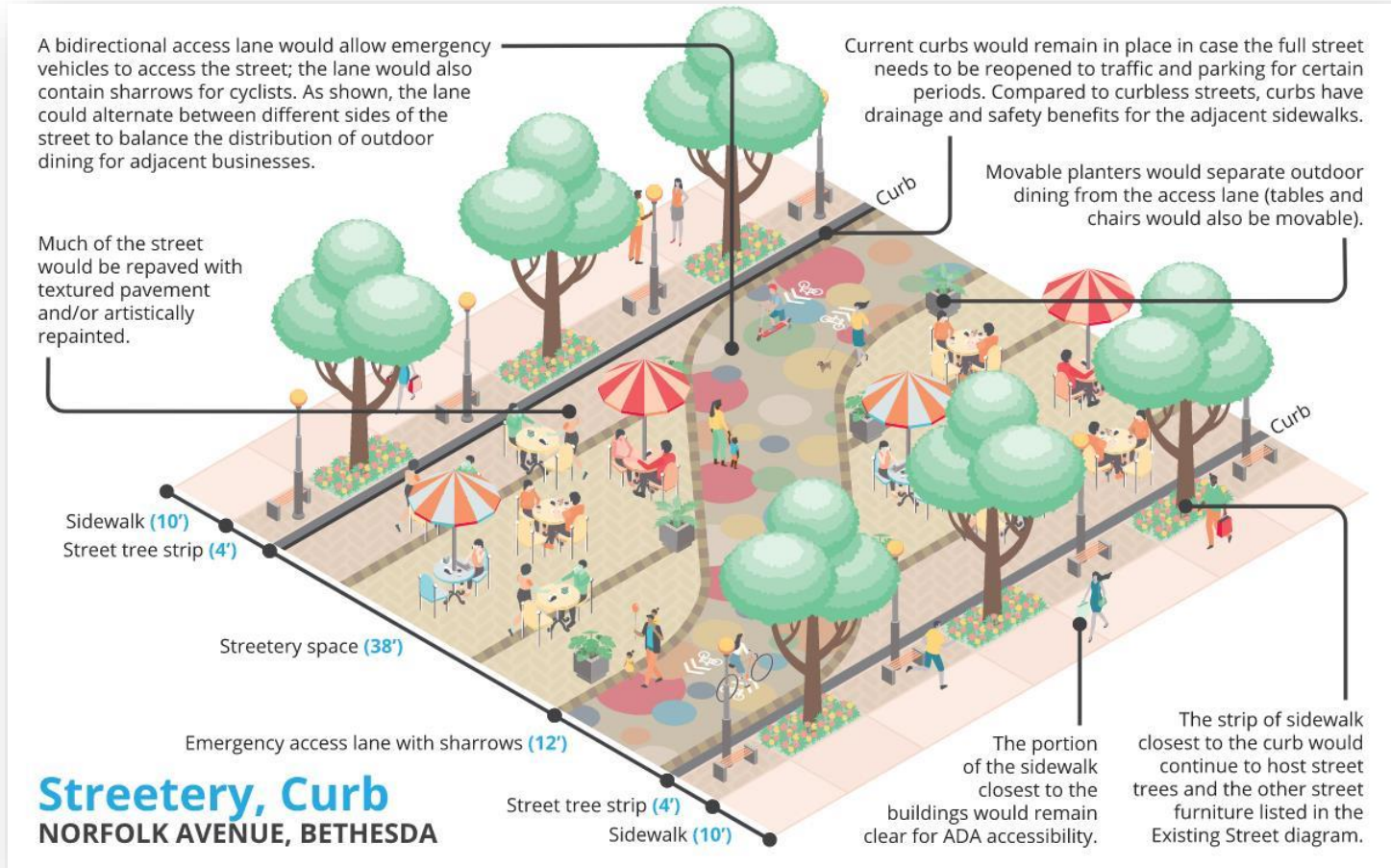
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# Concept Development

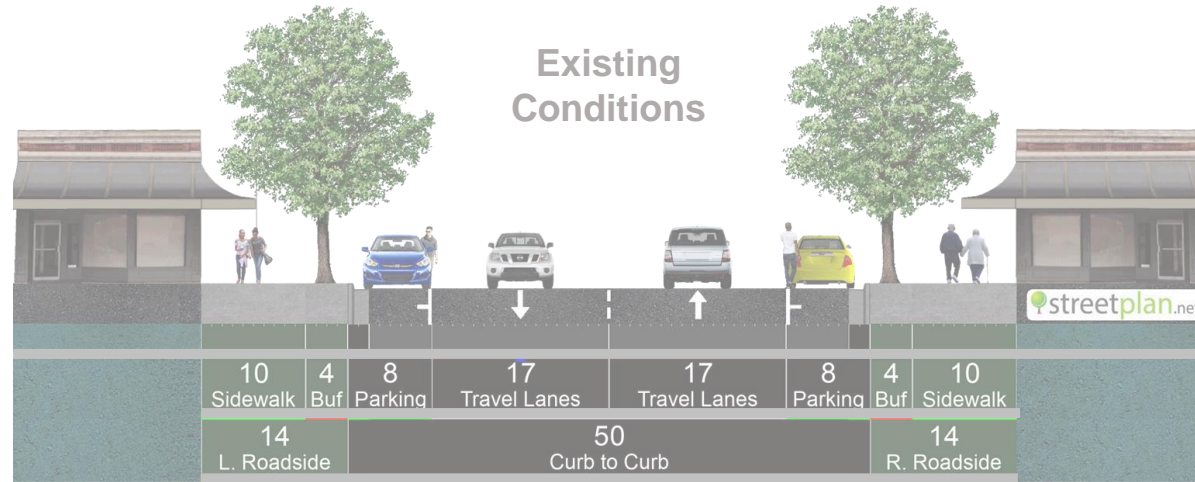
## Streeterly, Curbed



# Concept Development

## Streeterly, Curbless

- Roadway closure to allow maximum space for non-vehicular use. *Emergency access to be provided.*
  - 19' streeterly areas on either side of roadway
  - 12' – 14' emergency access / shared-use path
  - Four-foot buffers
  - Ten-foot sidewalks
  - Parking removed from Norfolk Avenue



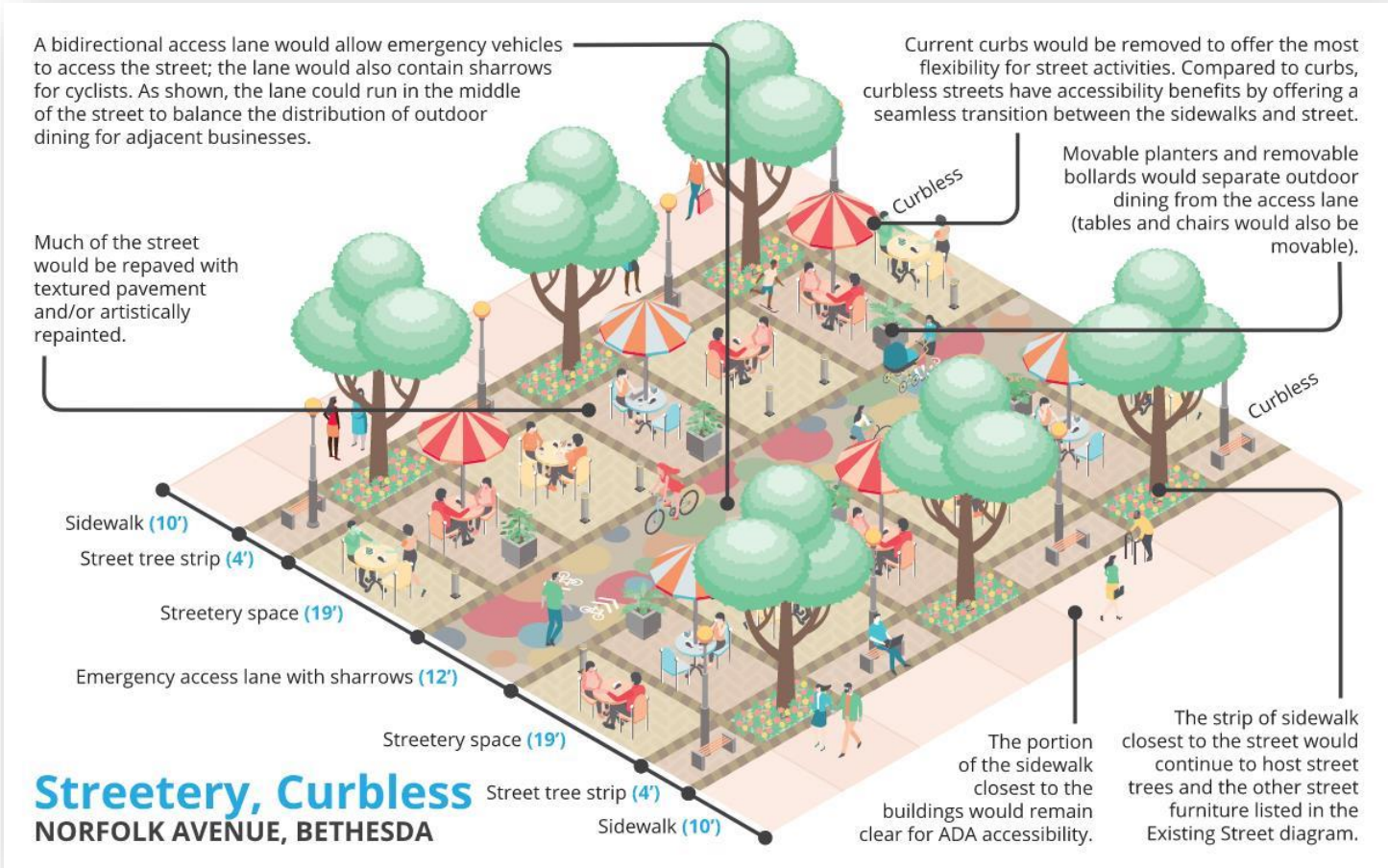
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# Concept Development

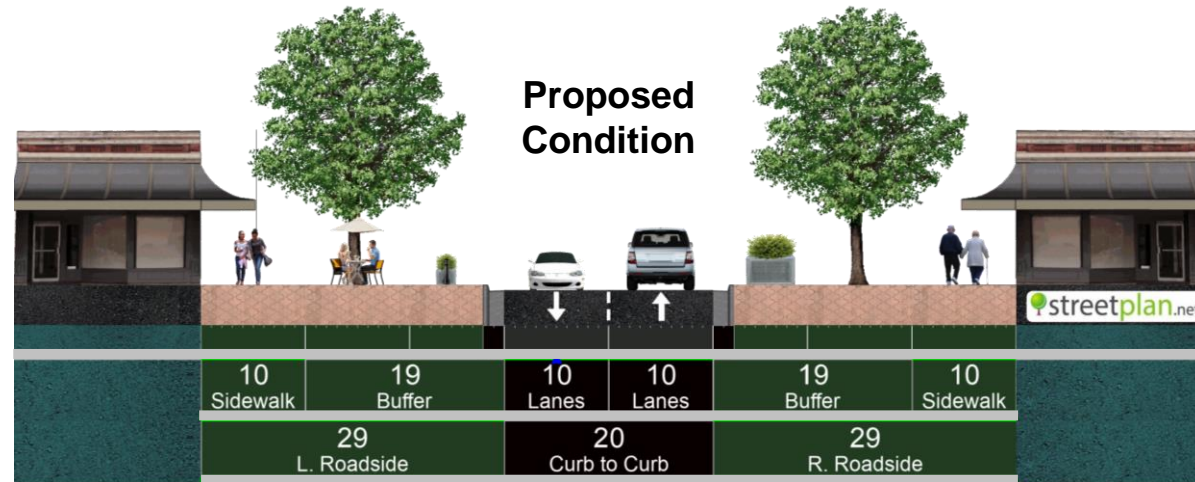
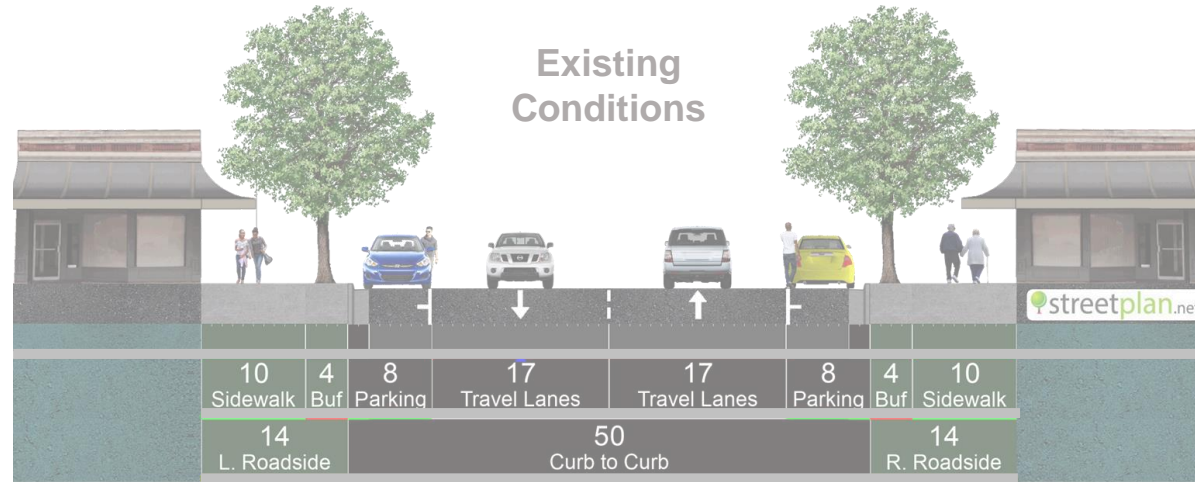
## Streeterly, Curbless



# Concept Development

## Promenade, Curbed

- Narrow lanes to maximize space for non-vehicular activities.
  - Ten-foot travel lanes
  - 19' buffer space to allow for dining activities, street trees, and/or artwork to be placed
  - Ten-foot sidewalks
  - Parking removed from Norfolk Avenue



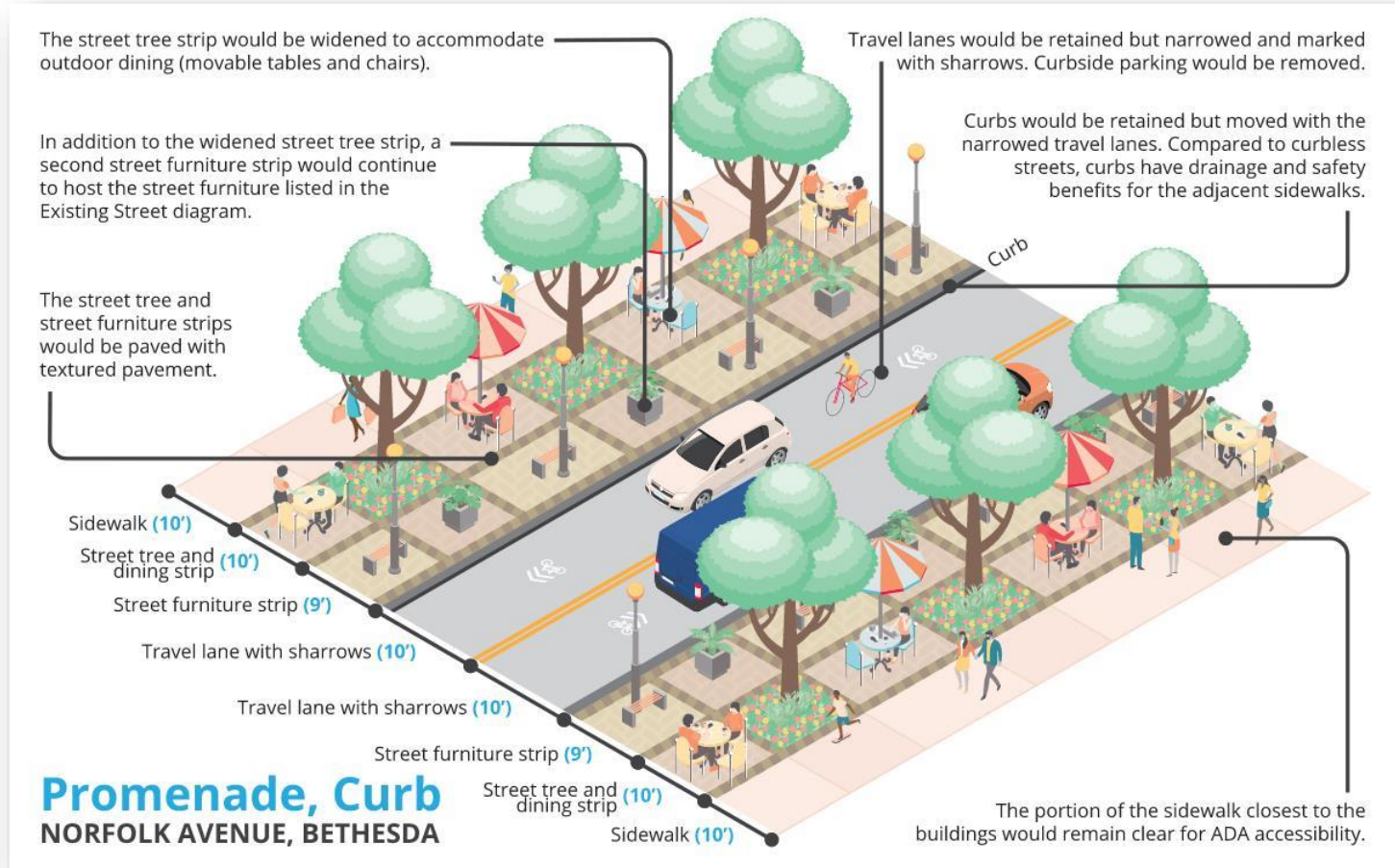
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# Concept Development

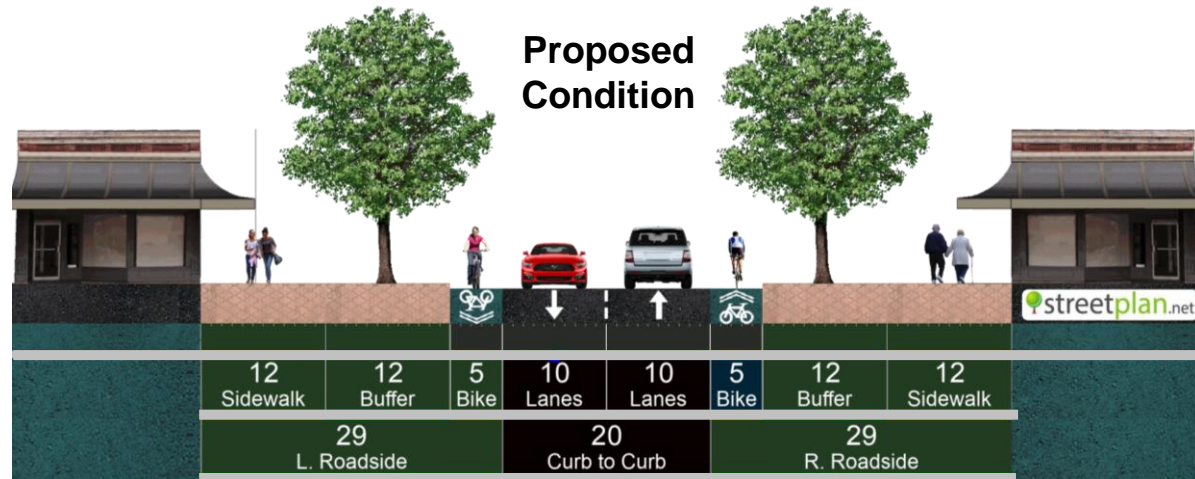
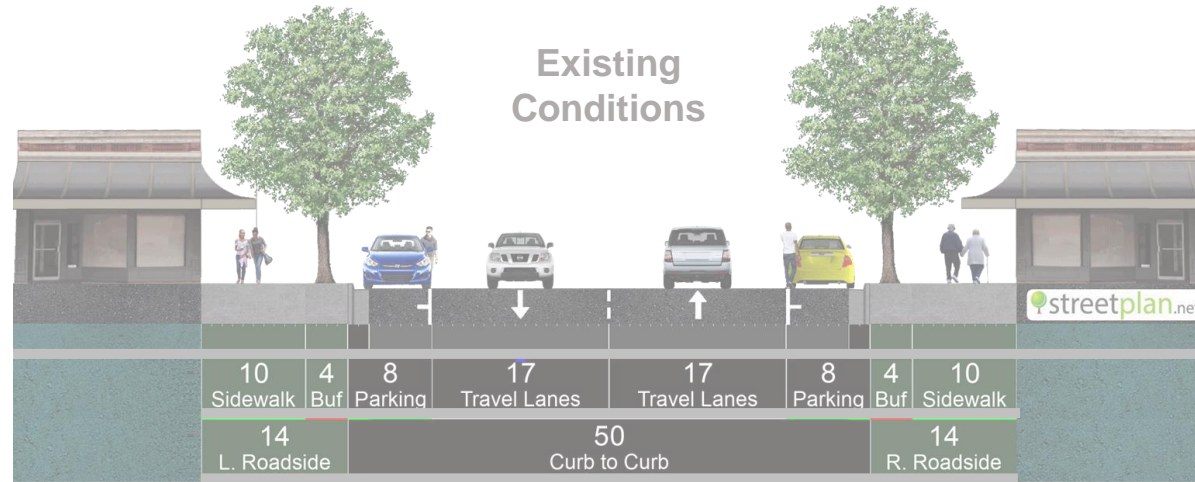
## Promenade, Curbed



# Concept Development

## Cycling Corridor

- Narrow lanes to maximize space for non-vehicular activities including separated bike lanes.
- Ten-foot travel lanes
- Five-foot separated bike lanes
- 10' – 12' buffer space to allow for street trees to be placed
- 12' sidewalks
- Parking removed from Norfolk Avenue



All dimensions are shown in feet.

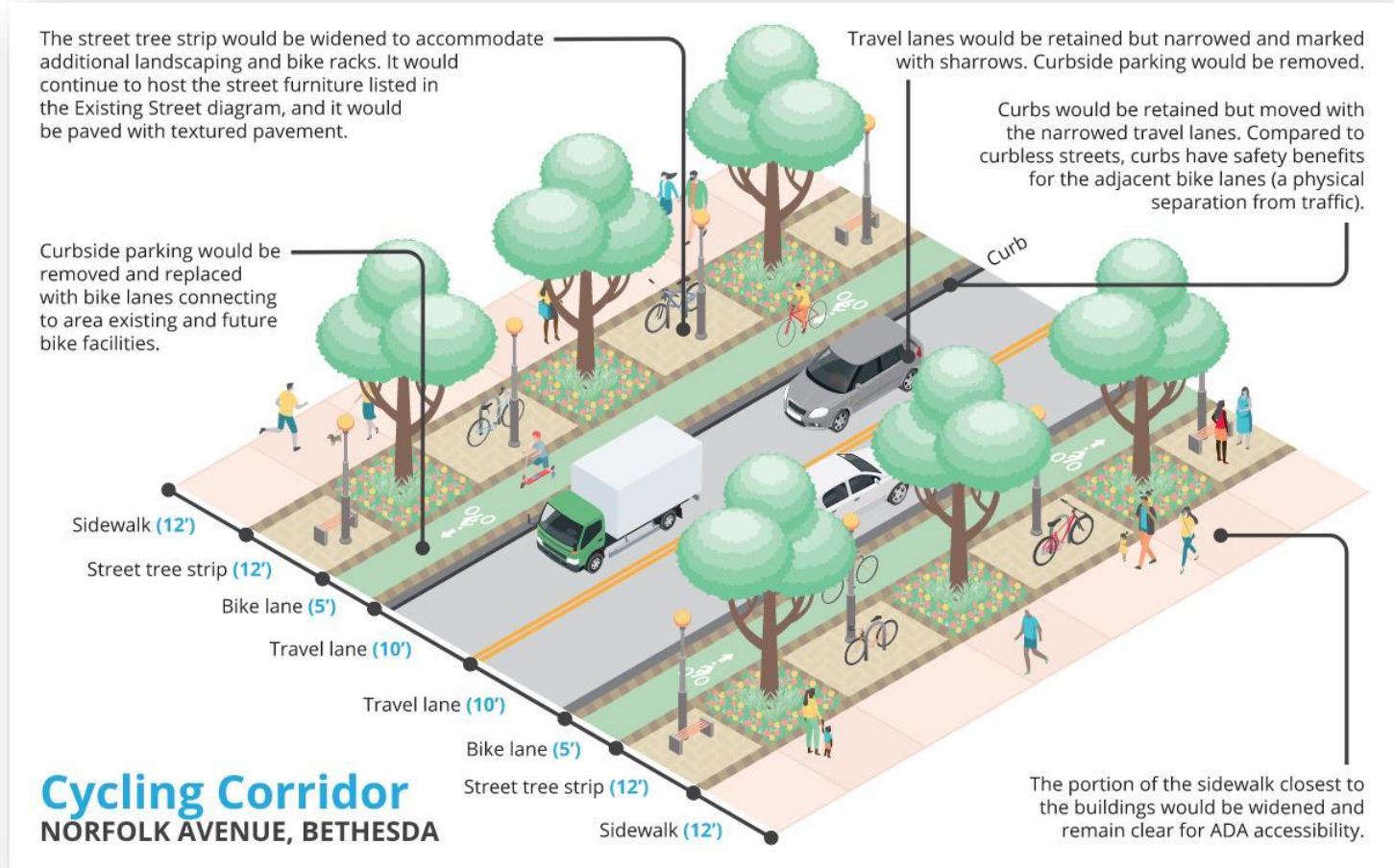
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# Concept Development

## Cycling Corridor

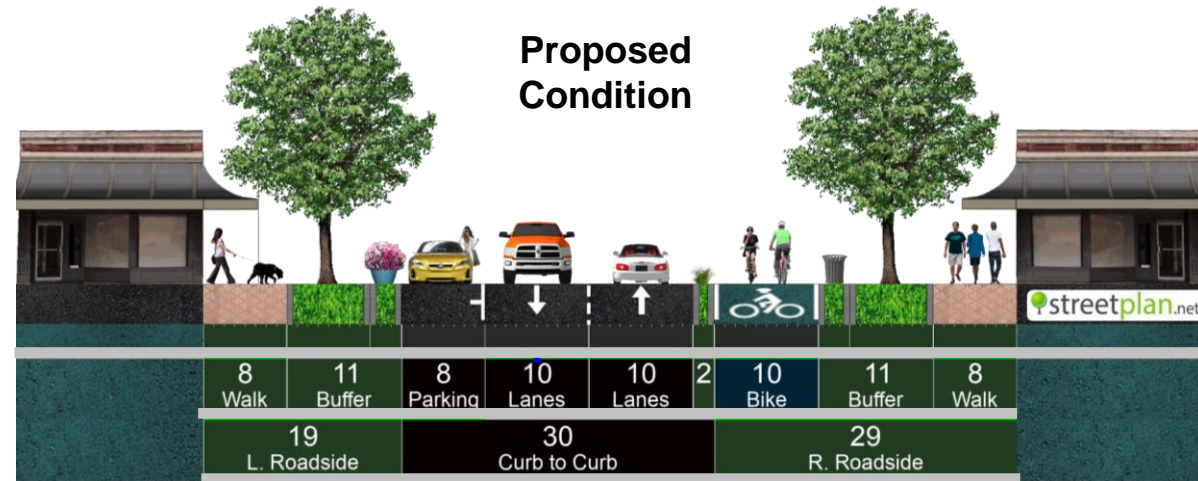
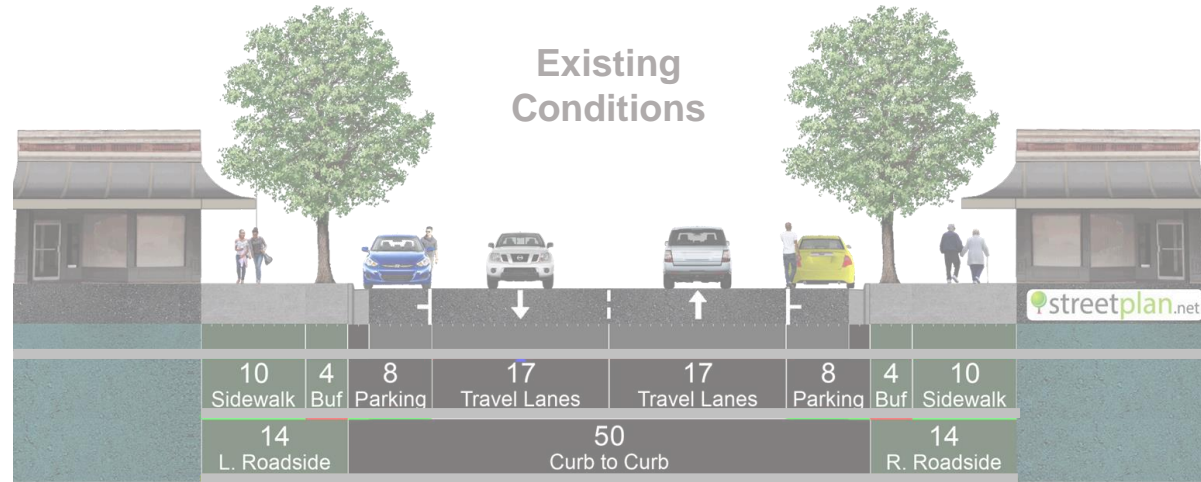


# Concept Development

## Green Corridor

- Narrow lanes to maximize space for green space including as well as a separated bikeway.

- Ten-foot travel lanes
- Ten-foot separated bikeway
- 11' buffer space to allow for street trees and bioswales
- 8' sidewalks
- Parking provided on one side of Norfolk Avenue



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# Concept Development

## Green Corridor

