

WELCOME

Norfolk Avenue Shared Street Feasibility Study

Public Meeting

September 20, 2023



Source: Google

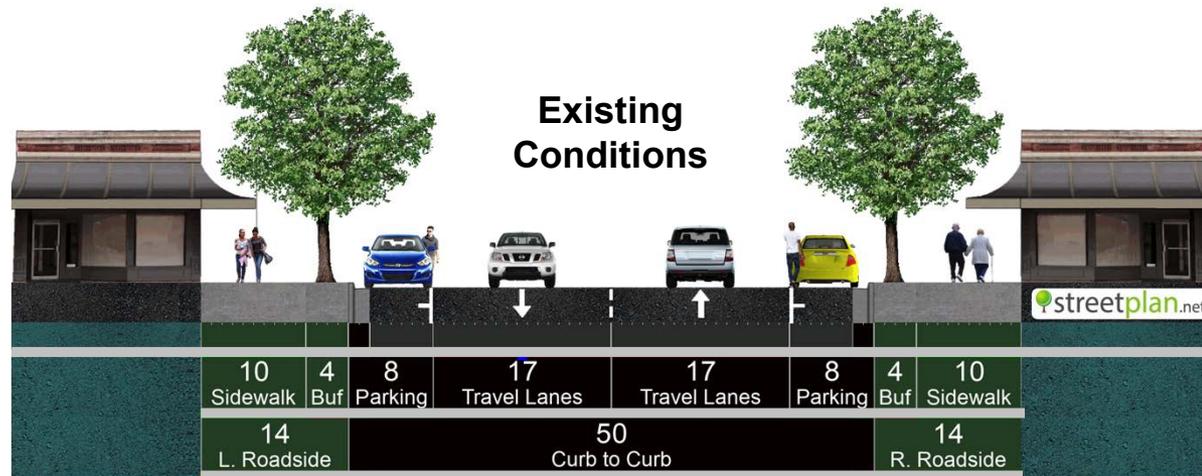


Public Meeting
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Existing Condition

Norfolk Avenue existing street

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



Illustrations represent a typical section facing west along Norfolk Avenue. Specific areas may vary. All dimensions are shown in feet.

Existing Condition

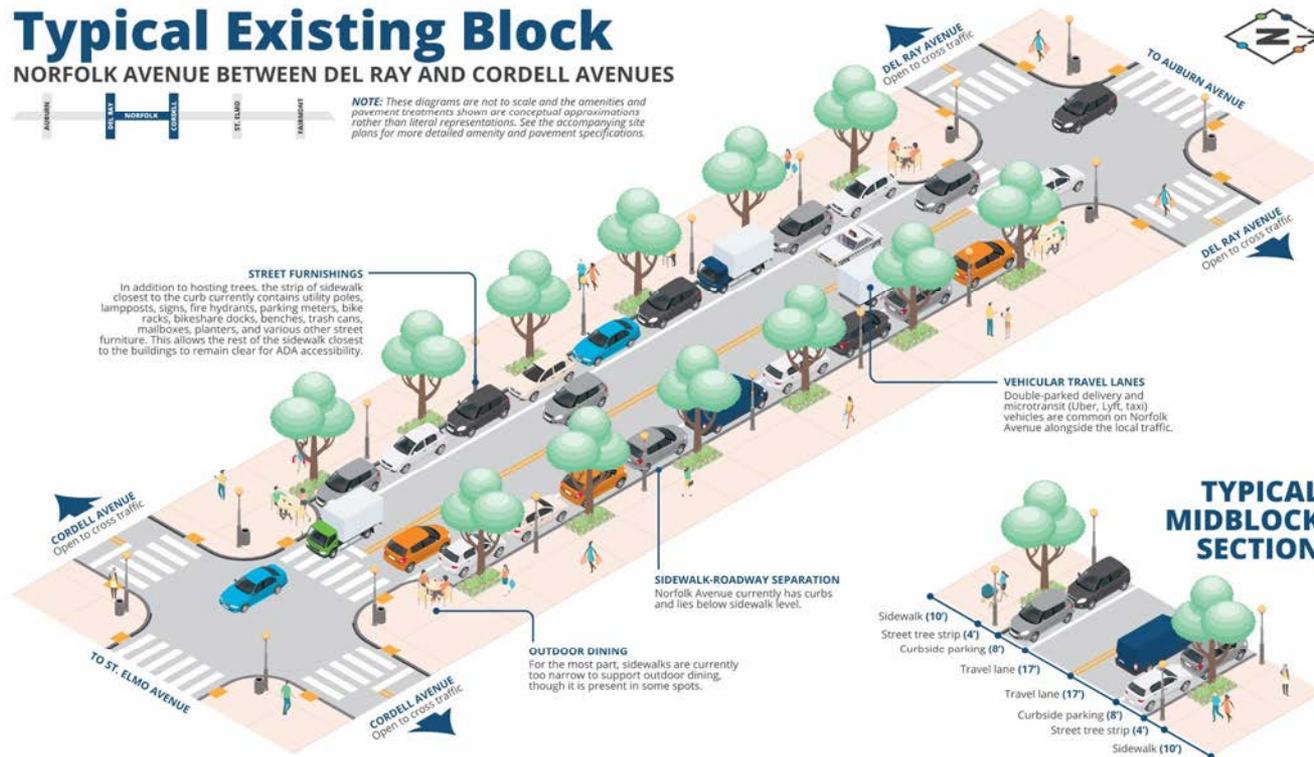
Norfolk Avenue, Existing Street

Typical Existing Block

NORFOLK AVENUE BETWEEN DEL RAY AND CORDELL AVENUES



NOTE: These diagrams are not to scale and the amenities and pavement treatments shown are conceptual approximations rather than literal representations. See the accompanying site plans for more detailed amenity and pavement specifications.



STREET FURNISHINGS
In addition to hosting 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.

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

SIDEWALK-ROADWAY SEPARATION
Norfolk Avenue currently has curbs and lies below sidewalk level.

VEHICULAR TRAVEL LANES
Double-parked delivery and microtransit (Uber, Lyft, taxi) vehicles are common on Norfolk Avenue alongside the local traffic.

TYPICAL MIDBLOCK SECTION



Preferred Concept

Summary

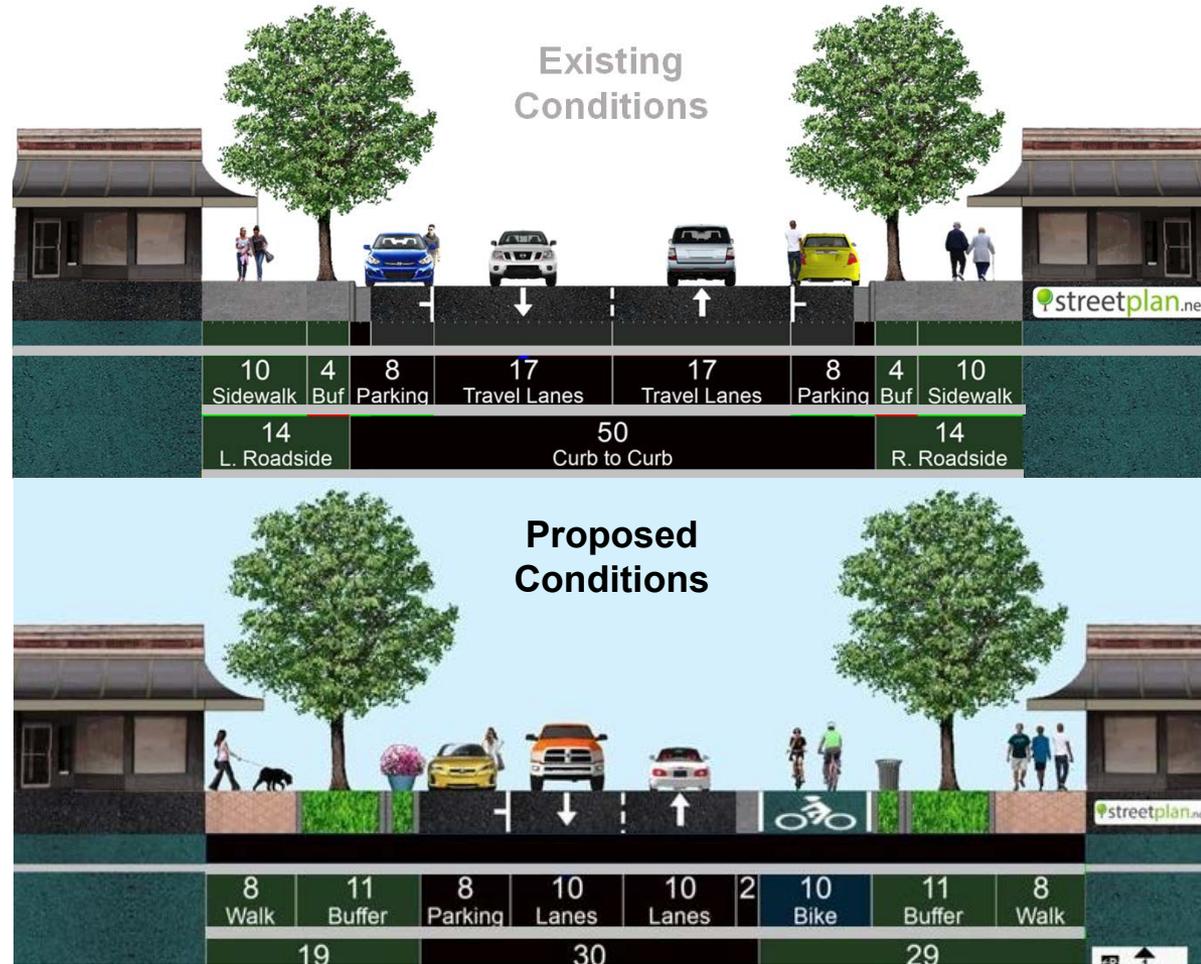
- Green Corridor Section
 - Rugby Avenue to Del Ray Avenue and Fairmont Avenue to Woodmont Avenue
 - 2-way cycle track
 - On-street parking southside of Norfolk Avenue
 - Reconfigured Rugby Avenue intersection
 - Raised crosswalk across Rugby Avenue
- Streetery, Curbless Section
 - Del Ray Avenue to Fairmont Avenue
 - Incorporated BUP streetery concept
 - Raised roadway provides consistent slope building face to building face
 - Enhanced pavement types, patterns, and colors
 - Raised intersections
 - Delivery areas at intersecting streets



Preferred Concept

Green Corridor

- Narrow lanes from Del Ray Avenue to Rugby Avenue to maximize pedestrian / green space and a separated cycle track.
 - Ten-foot travel lanes
 - Ten-foot separated cycle track
 - 11' buffer space to allow for street trees and green infrastructure, as practicable
 - 8' sidewalks
 - Parking provided on southside of Norfolk Avenue



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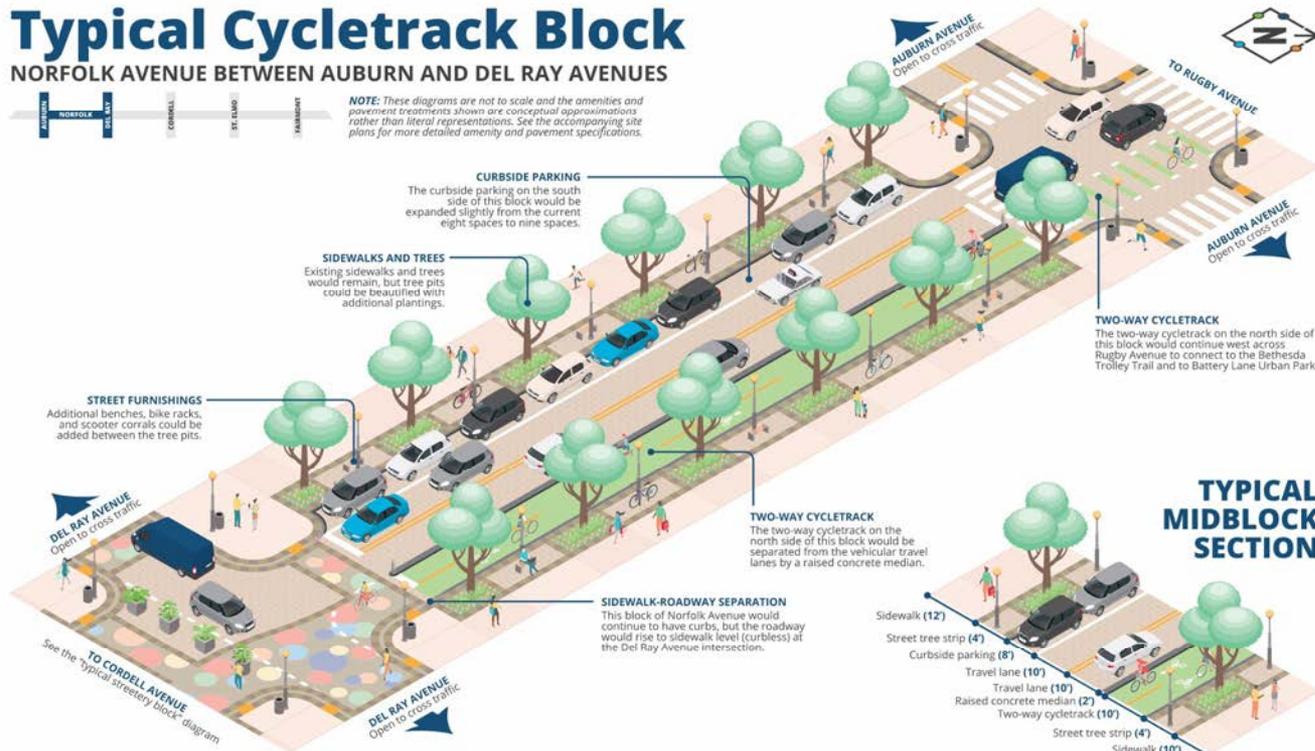
Preferred Concept

Green Corridor / Cycletrack

Typical Cycletrack Block NORFOLK AVENUE BETWEEN AUBURN AND DEL RAY AVENUES



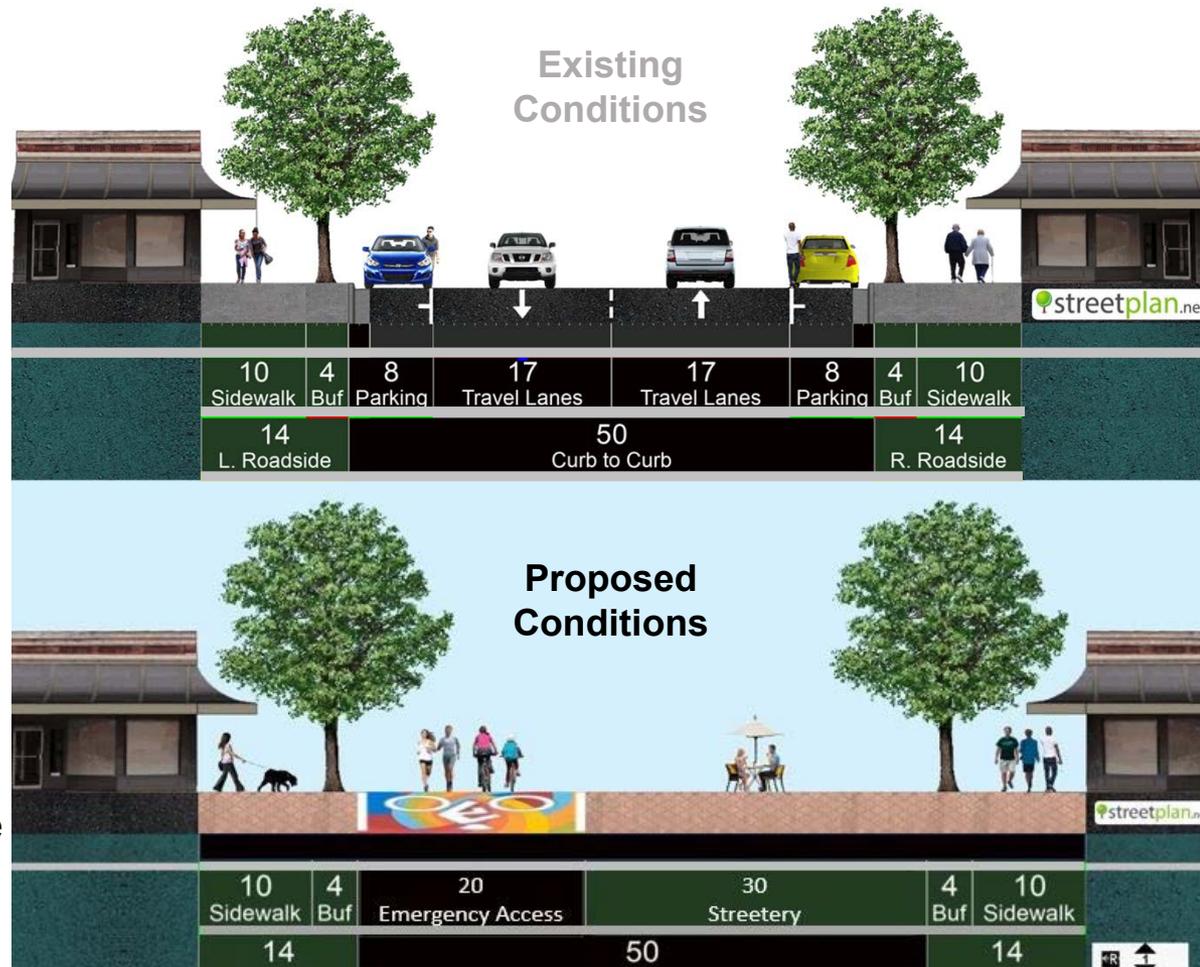
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Preferred Concept

Streeterly, Curbless

- Roadway closure from Fairmount Avenue to Del Ray Avenue to allow maximum space for non-vehicular use.
- 20' wide emergency access / shared-use path (location varies)
- 30' streeterly areas on either side of roadway (location varies)
- 14' area for trees, sidewalk, etc.
- Parking removed this section of Norfolk Avenue
- Raised intersections at cross streets



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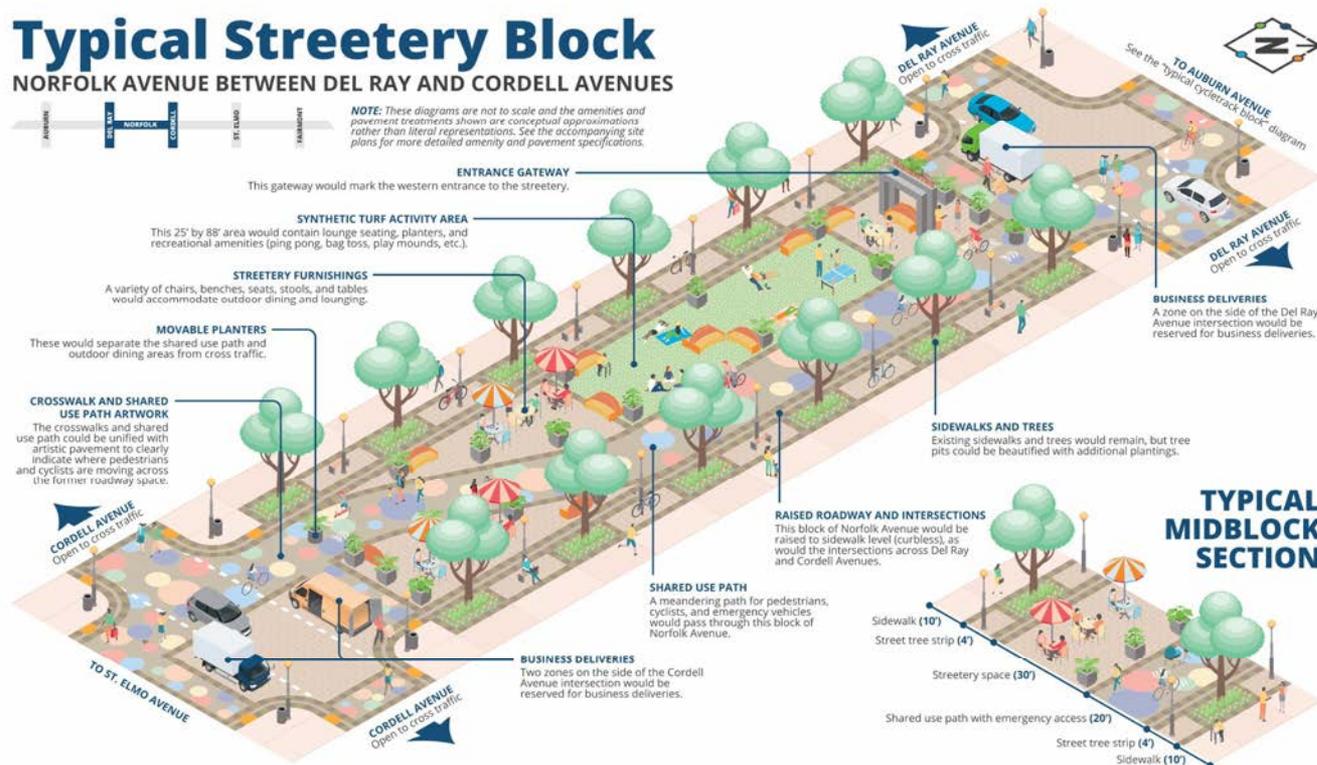
Preferred Concept

Streeterly, Curbless

Typical Streeterly Block NORFOLK AVENUE BETWEEN DEL RAY AND CORDELL AVENUES



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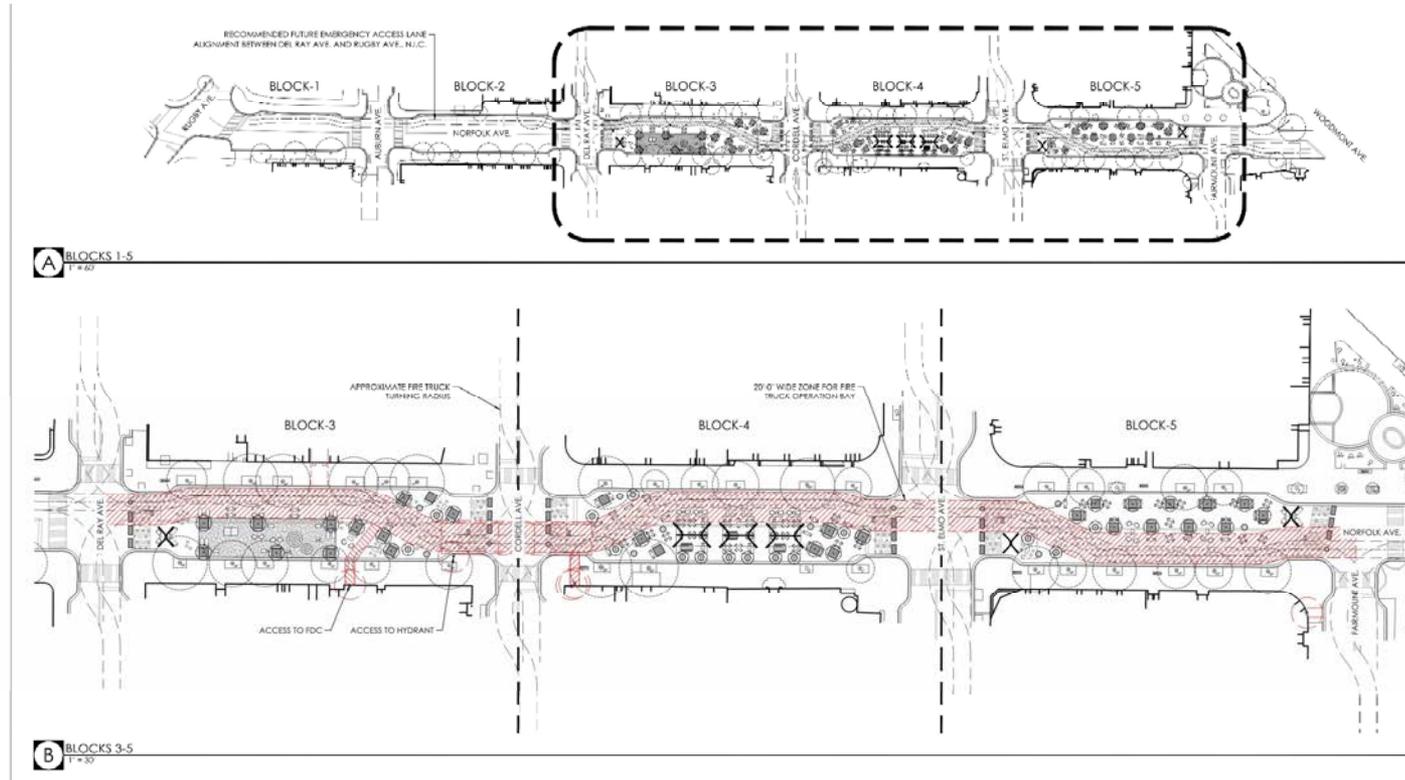


TYPICAL MIDBLOCK SECTION



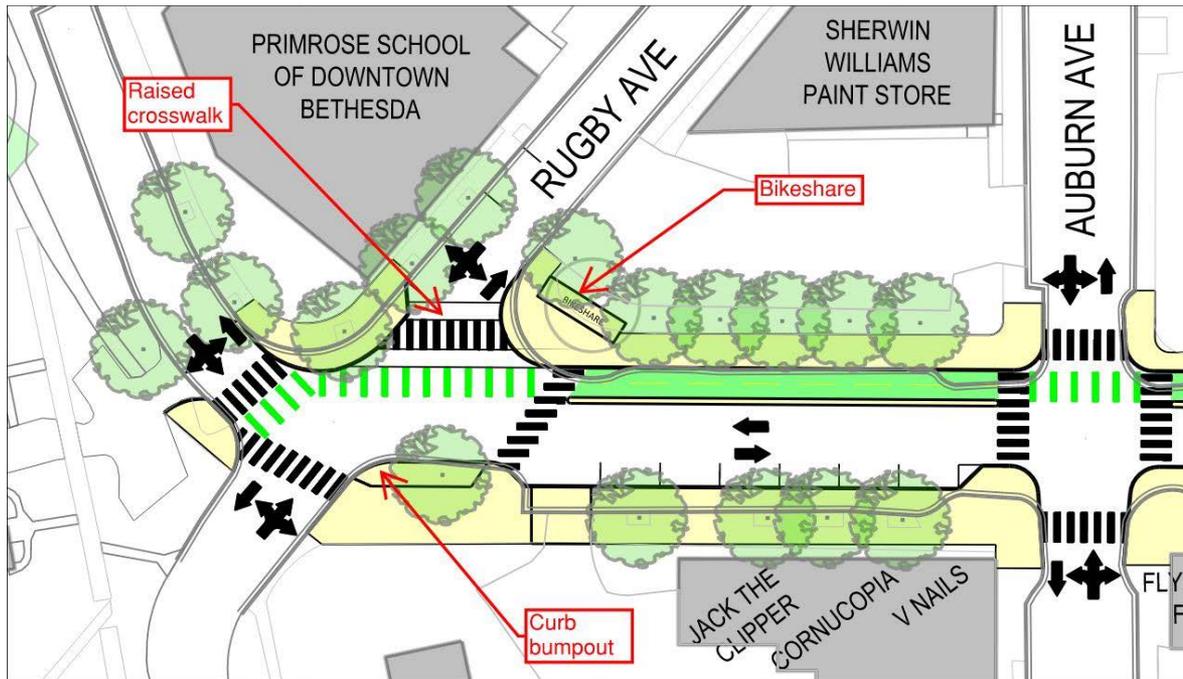
Preferred Concept

Bethesda Urban Partnership (BUP) Streetery Concept



Preferred Concept

Detailed View of Cycle Track



- 10' wide 2-way cycle track
- Relocated bikeshare
- Raised crosswalk
- Added curb bumpouts



