

Norfolk Avenue Shared Street Feasibility Study

Public Workshop

March 16, 2023



Source: Google



Public Workshop
March 16, 2023

Tonight's Speakers

Matt Johnson, AICP
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Montgomery County

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Executive Director
Bethesda Urban
Partnership

Jennifer J. Ray, AICP
Project Manager
JMT



MC DOT

Public Workshop
March 16, 2023



Agenda

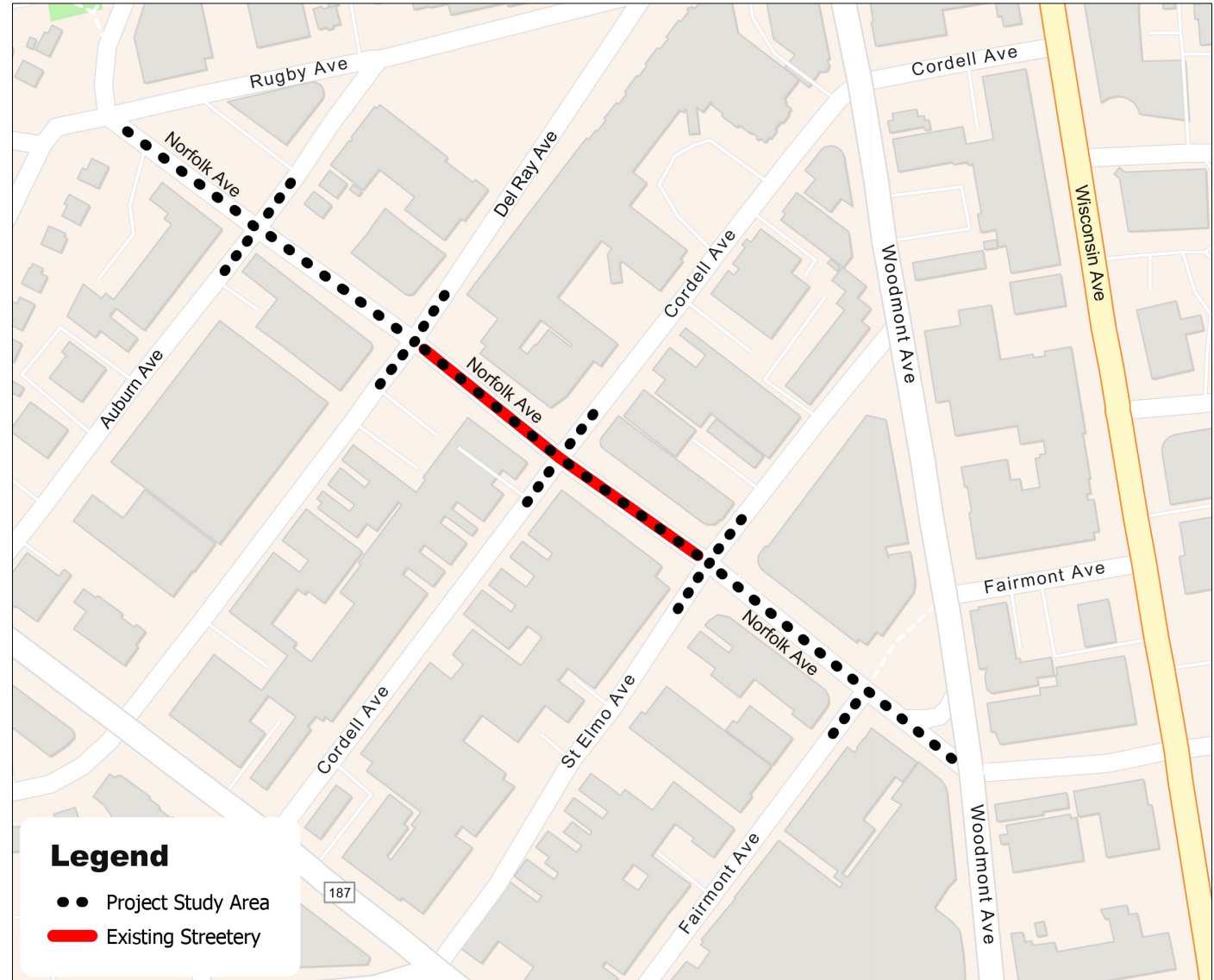
- Norfolk Avenue Shared Street Feasibility Study Overview
- Bethesda Urban Partnership Streetery Project Status
- Community Survey Summary
- Menu of Options
- Concept Development
- Tonight's Activities



Project Overview

Norfolk Avenue Shared Street Facility Planning Study

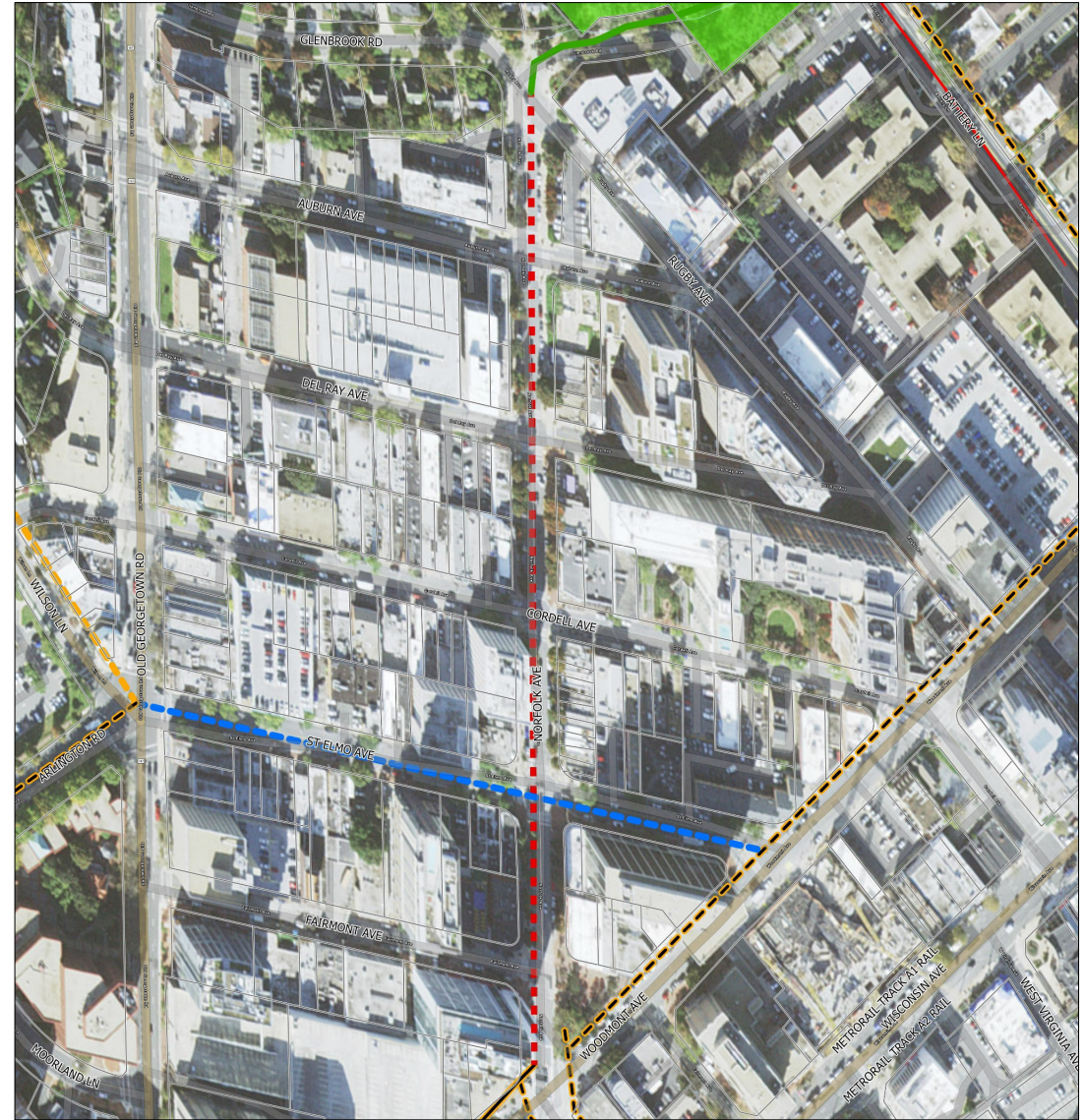
- A feasibility identifying shared street options along Norfolk Avenue from Rugby Avenue to Woodmont Avenue
 - Del Ray Avenue to St. Elmo Avenue: Existing Streetery
 - Includes additional 100' along intersecting streets



Project Overview

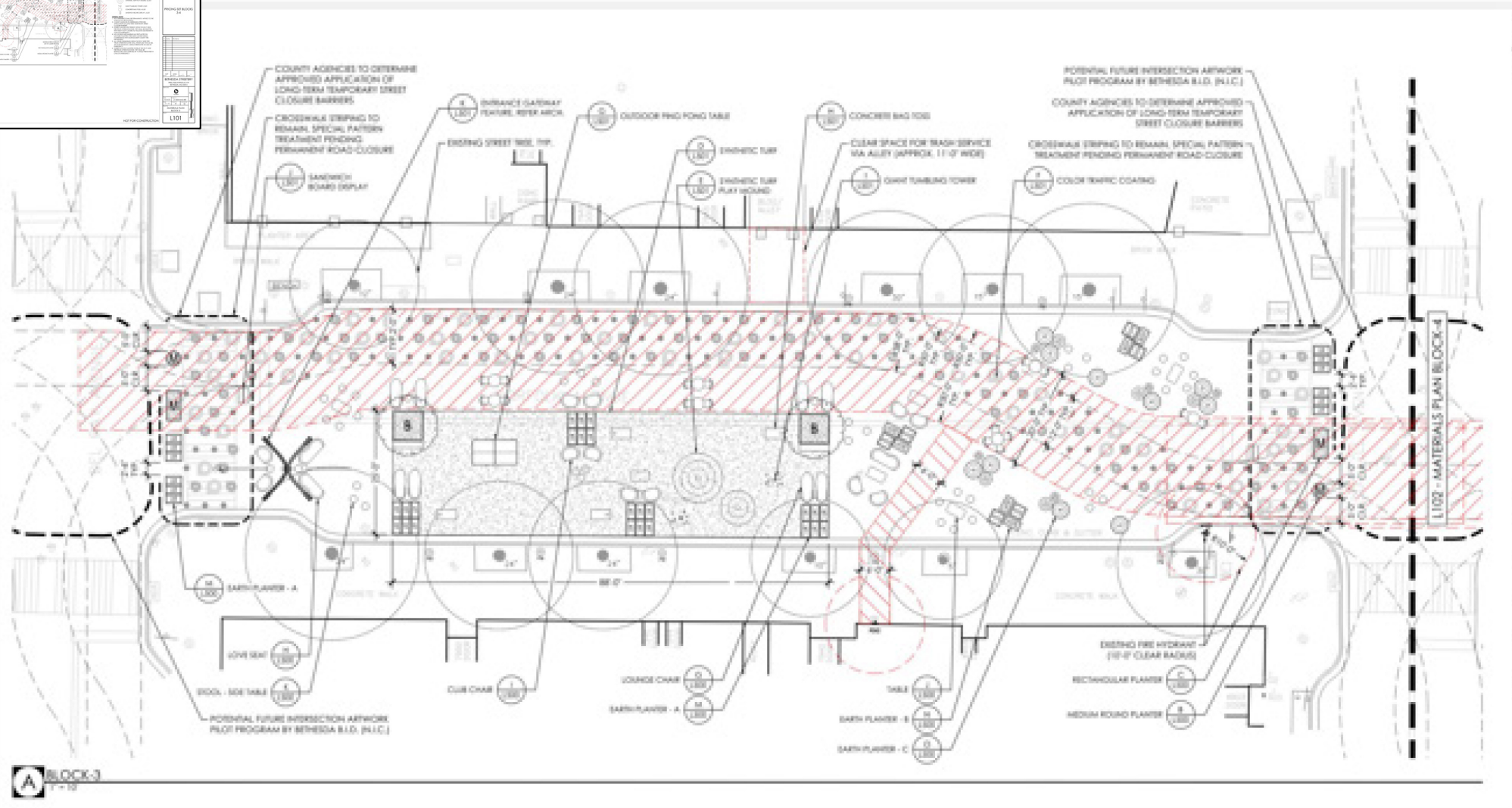
Norfolk Avenue Shared Street Facility Planning Study

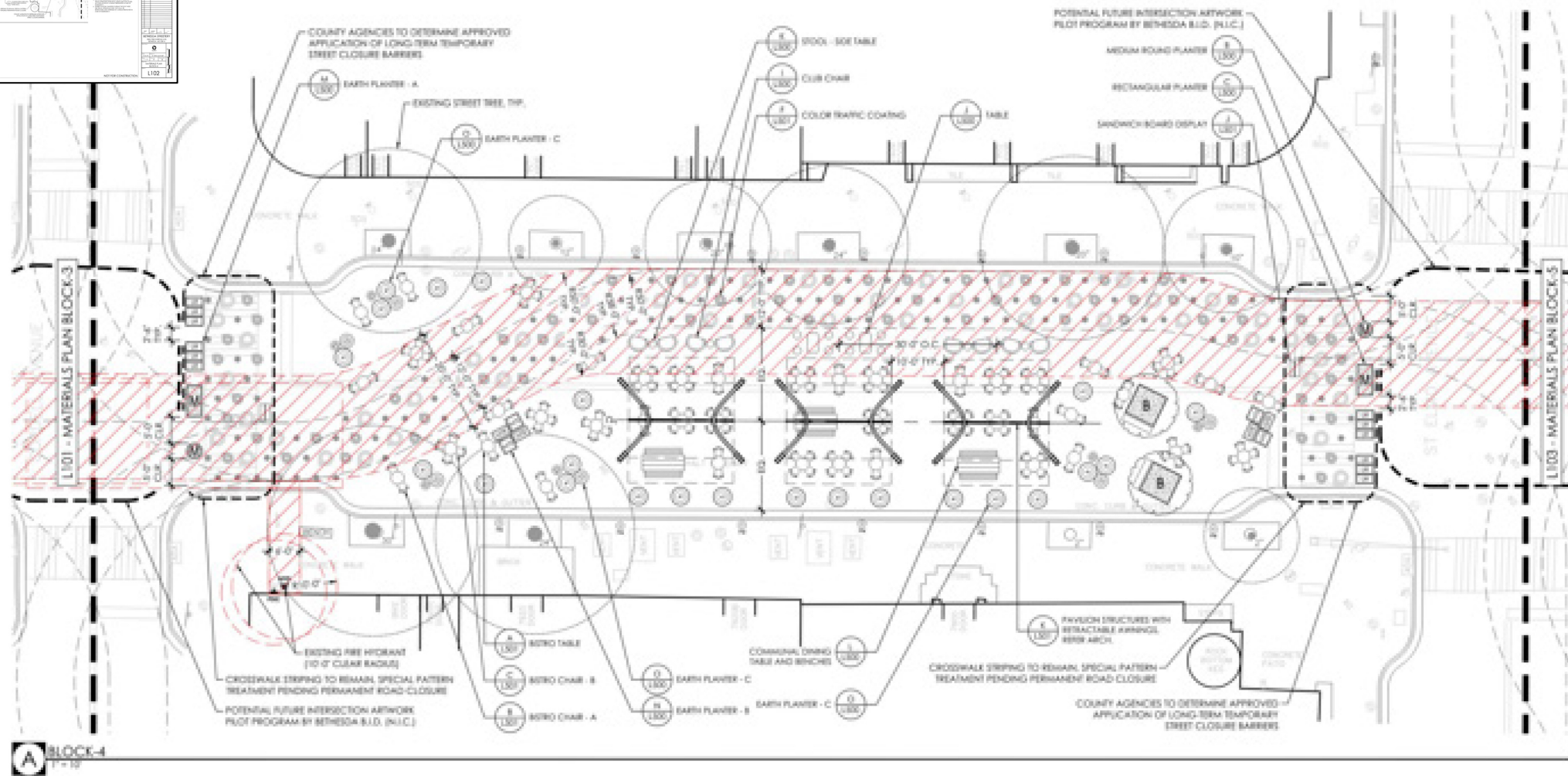
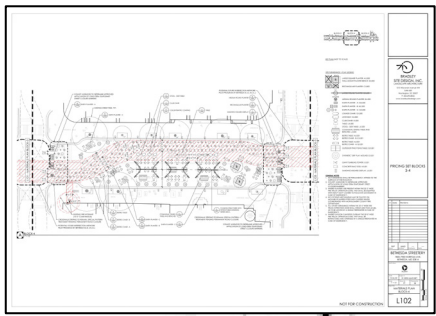
- Options focus on identifying appropriate use of roadway to prioritize community space, pedestrian and bicycle activities, and include greenery and functional artwork.
- Activities complete to date include:
 - Community survey
 - Field visits
 - Developing a menu of options for component pieces
 - Developing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



Bethesda Urban Partnership

Streeterly Project Update







Bethesda Streeter Project Update



Community Survey Summary

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 Submitted: 2,308

**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
- Fall/Winter 2022
- Spring 2023
- Summer 2023
- Fall 2023

You can complete the survey using the link or QR code: <https://www.surveymonkey.com/r/XLWD3MG>

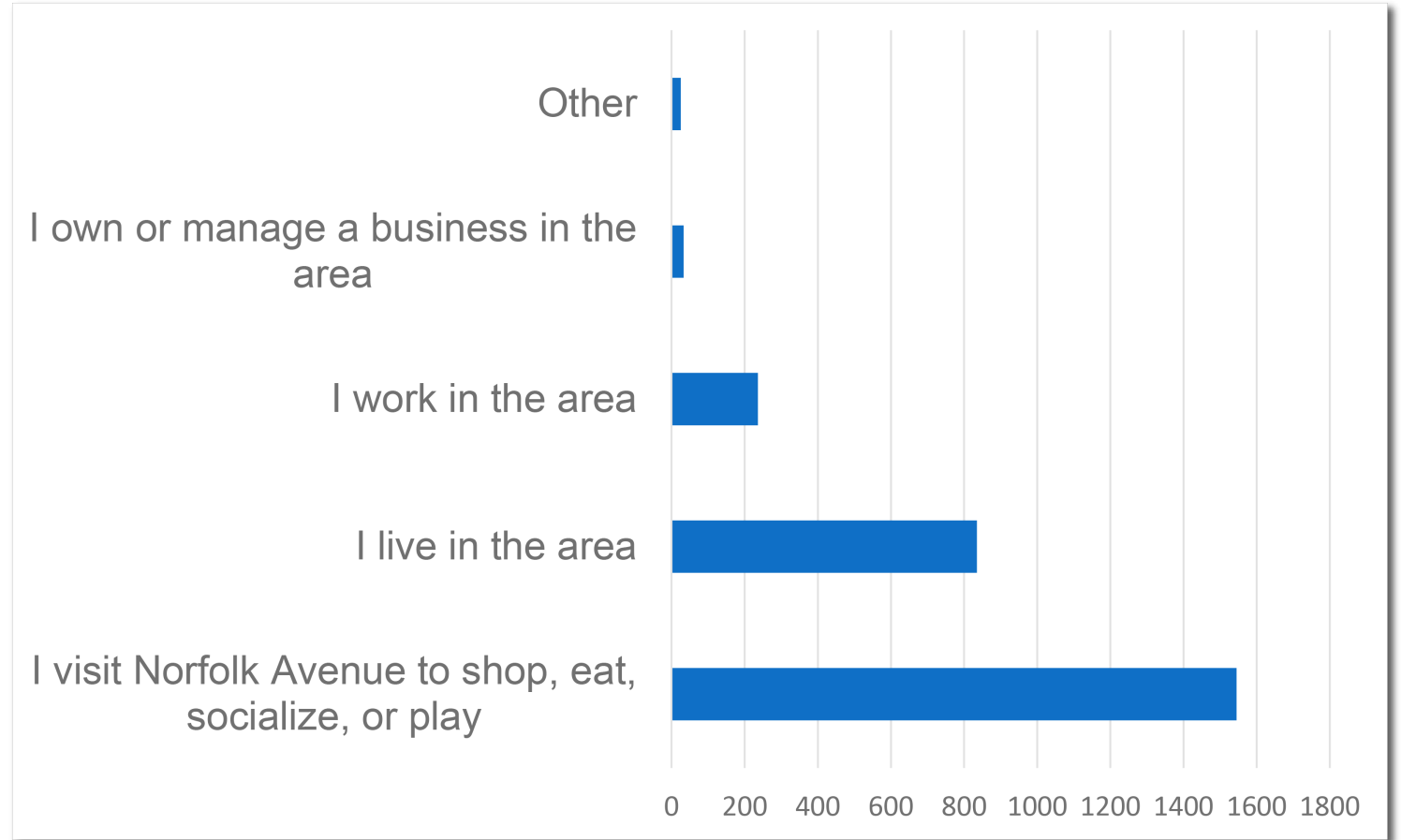
Please respond by February 28, 2023.

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

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

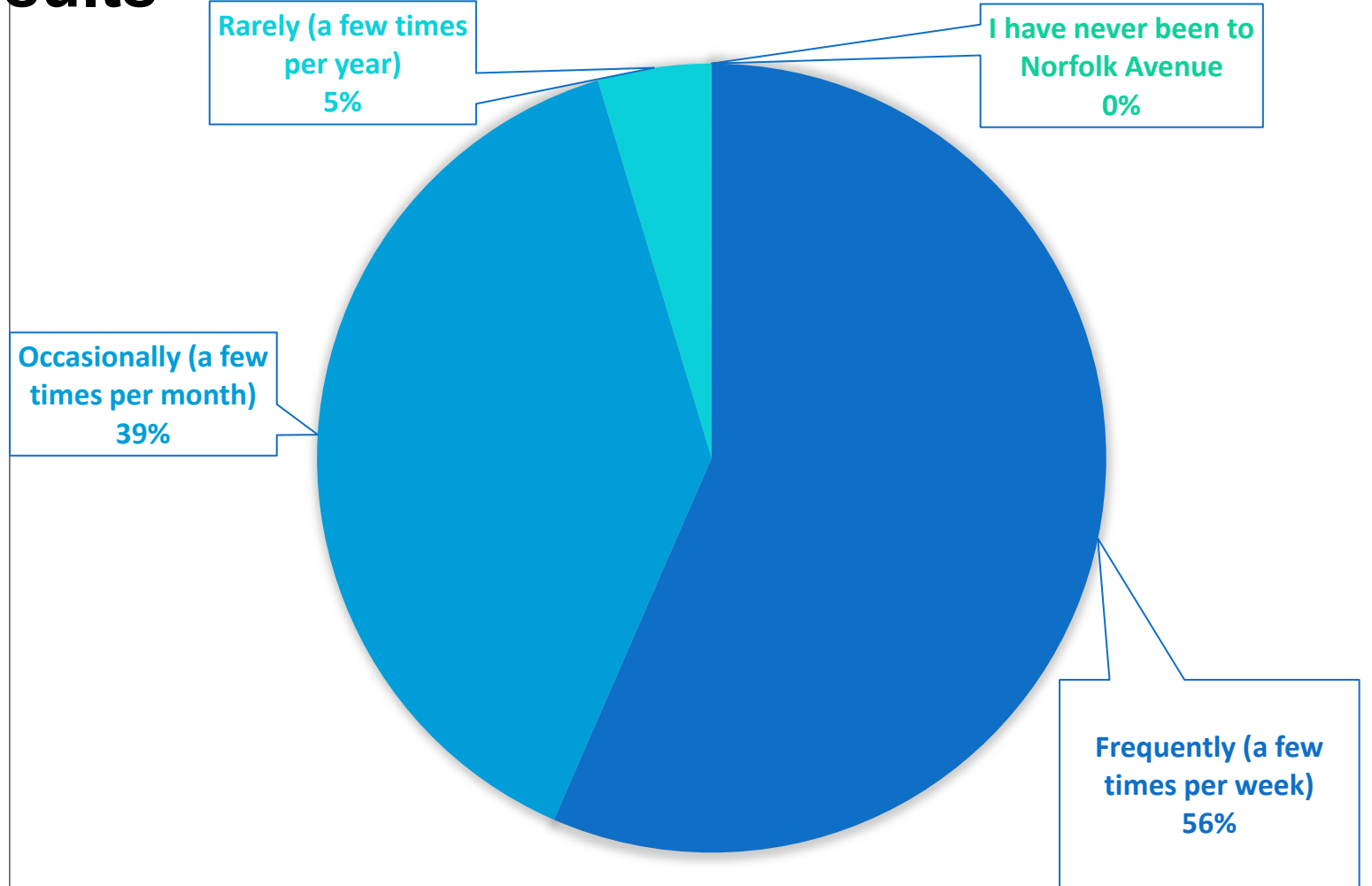


Community Survey Results

How often do you visit Norfolk Avenue?

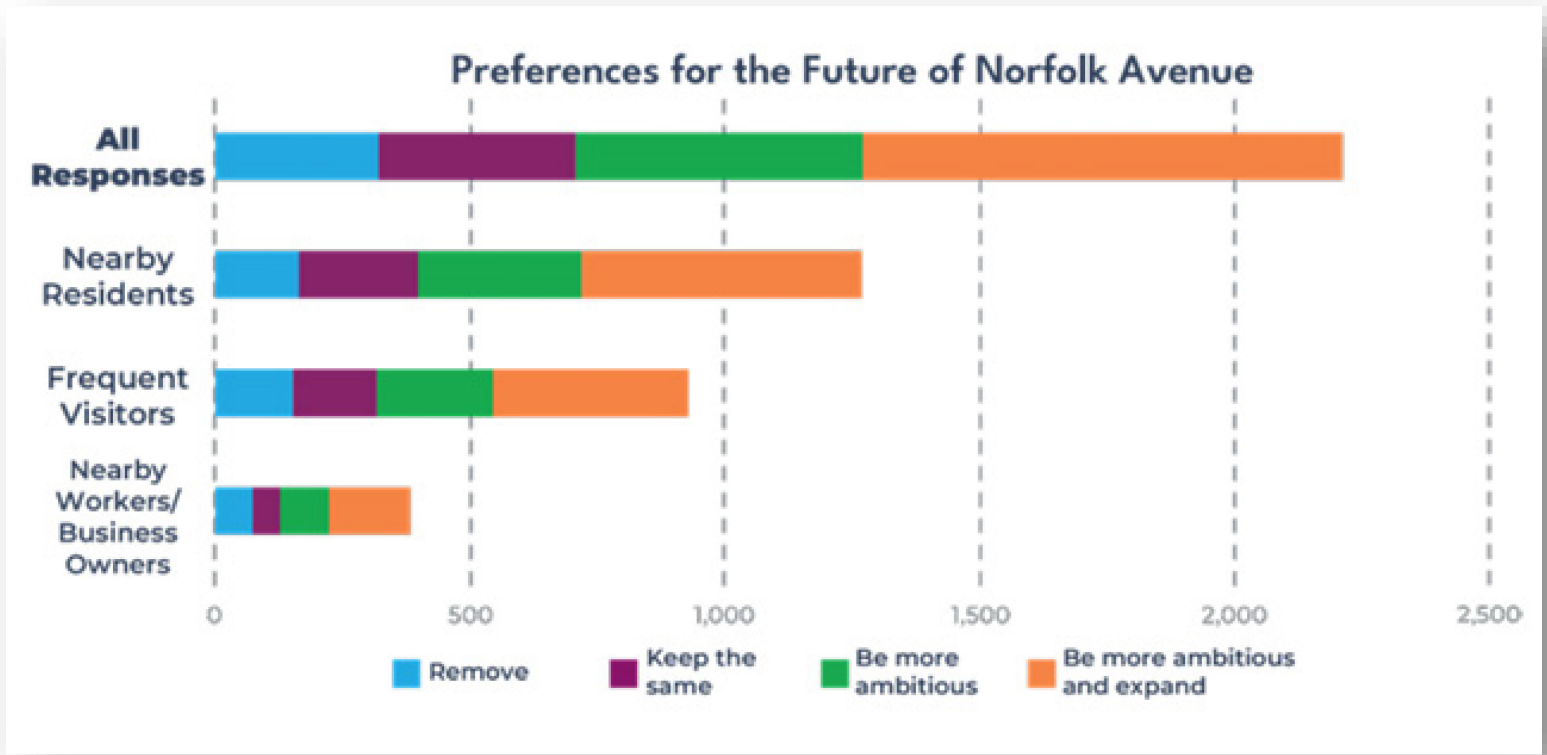
- Frequently: 56%
- Occasionally: 39%
- Rarely: 5%
- Never: 0.16%

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



Community Survey Results

What is your preference for the future of Norfolk Avenue?



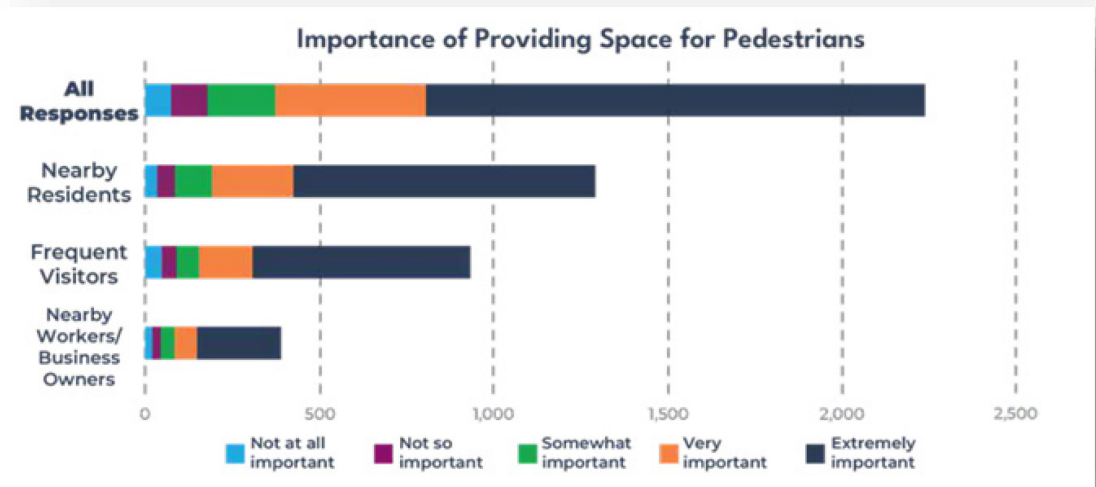
Community Survey Results

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



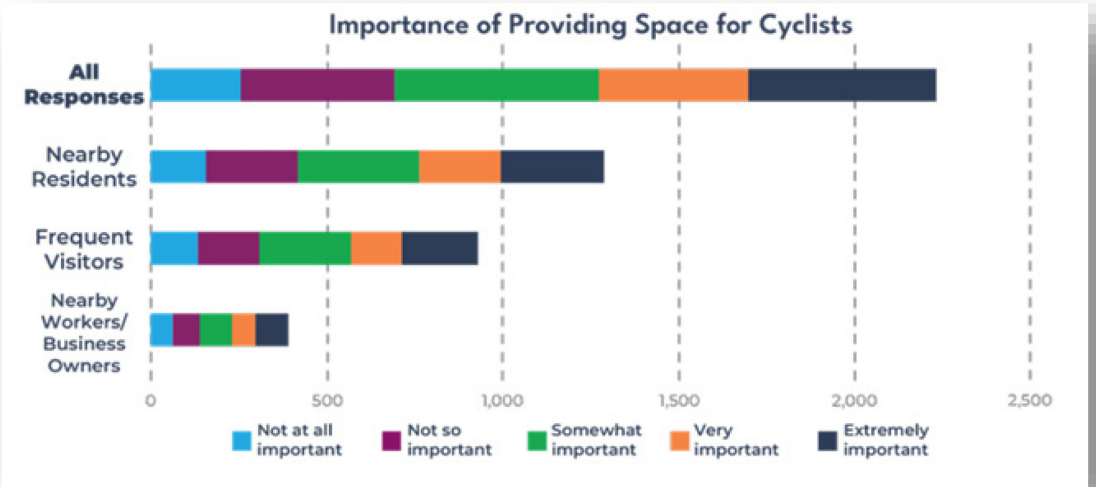
It is **extremely important** to provide space for pedestrians

Pedestrians



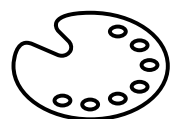
It is **somewhat important** to **extremely important** to provide space for bicycles

Bicycles



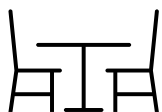
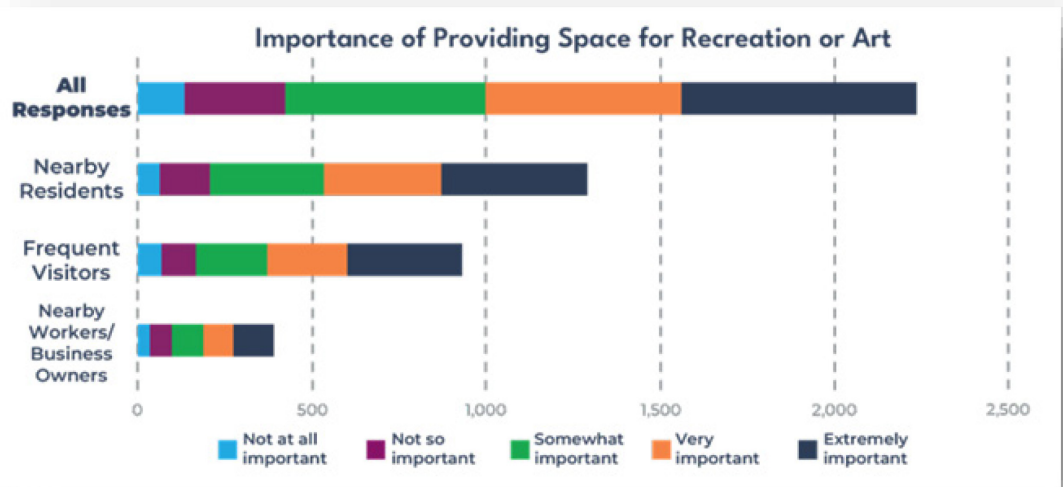
Community Survey Results

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



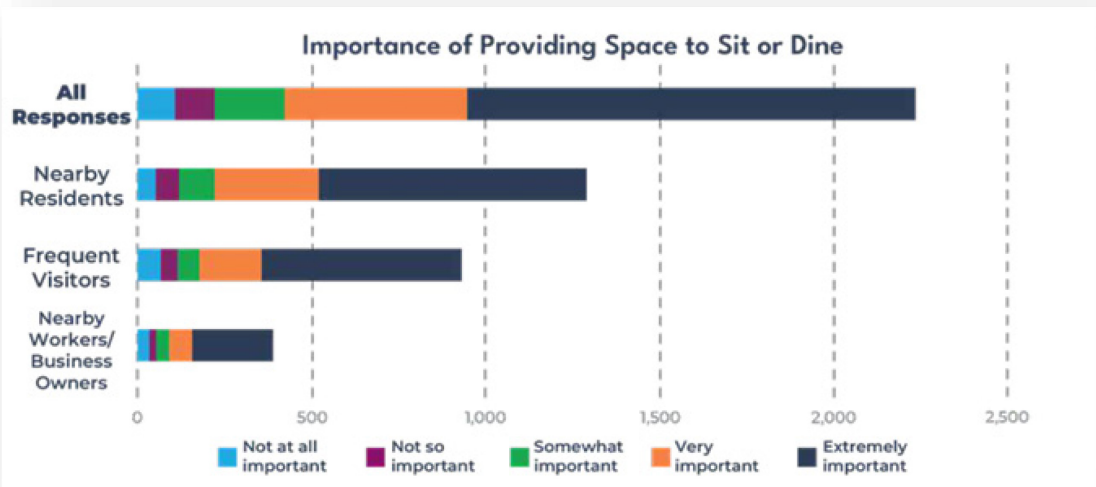
Art / Events

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



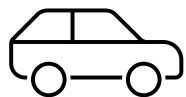
Outdoor Dining

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



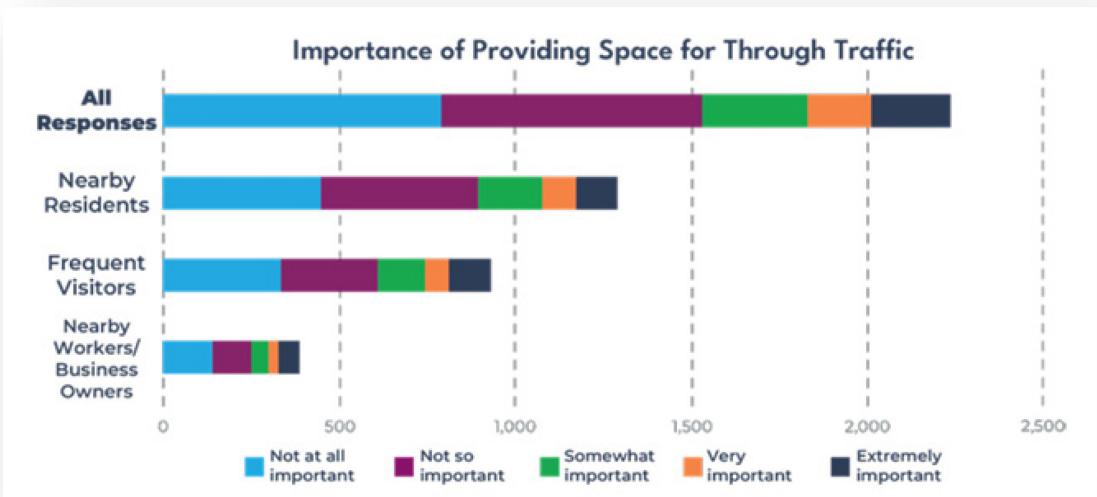
Community Survey Results

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



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

Through Traffic



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

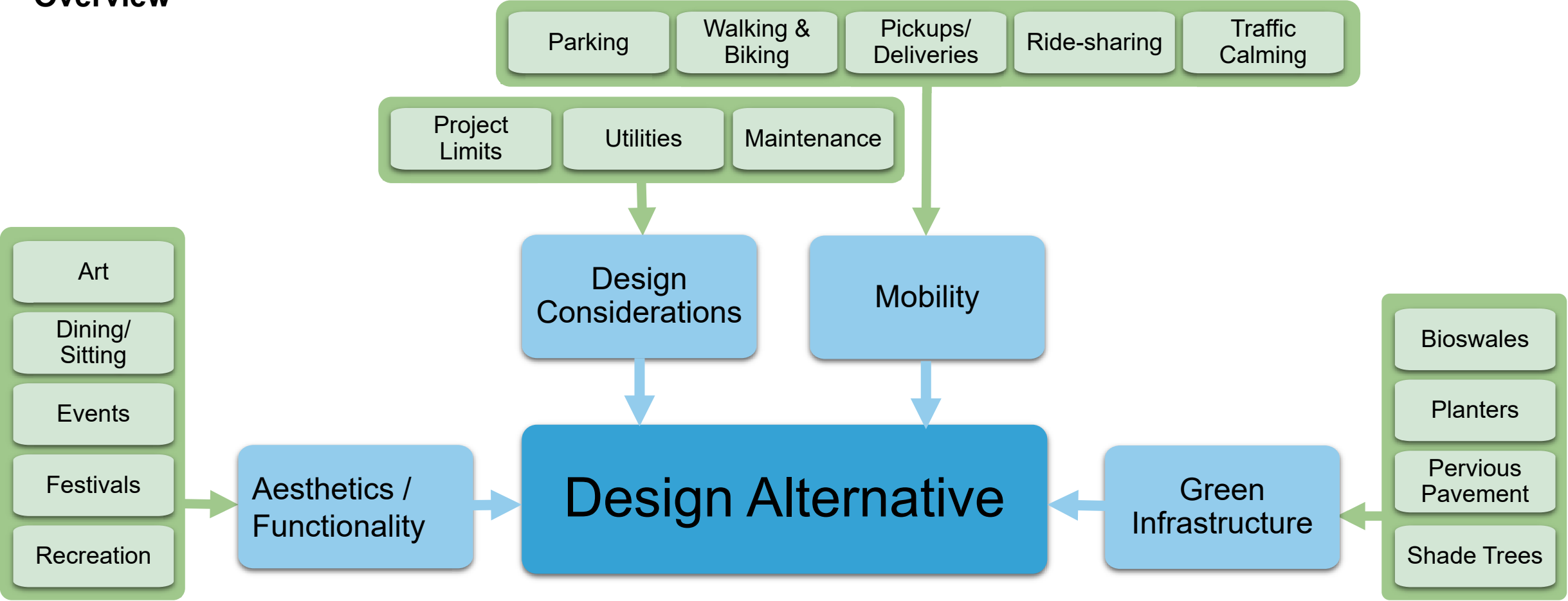


Menu of Options



Menu of Options

Overview



Menu of Options

Vehicular Access

Parking

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

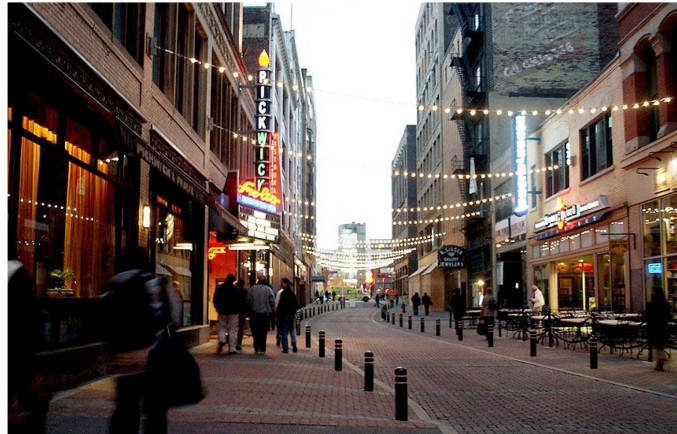


Commercial Shared Street

Source: NACTO

Walking & Biking

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



Separated Pedestrian Facility

Source: NACTO

Pickups / Deliveries

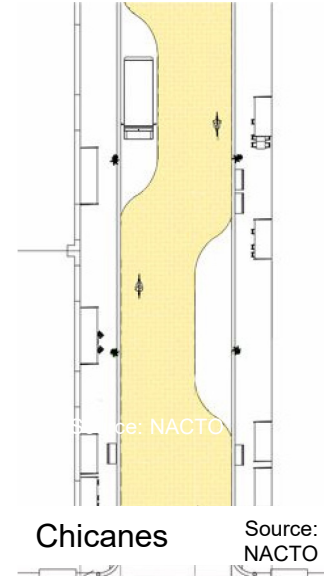
- Designated Delivery Times
- Delivery Zones
- Pickup Zones for Food Delivery

Ridesharing

- Designated Rideshare Zones

Traffic Calming

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



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

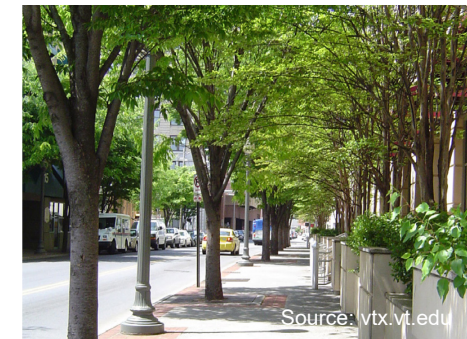
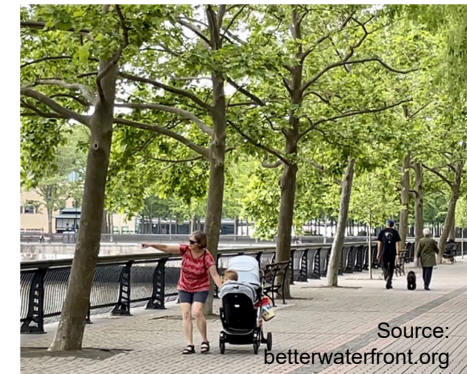


Pervious Pavement

- 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

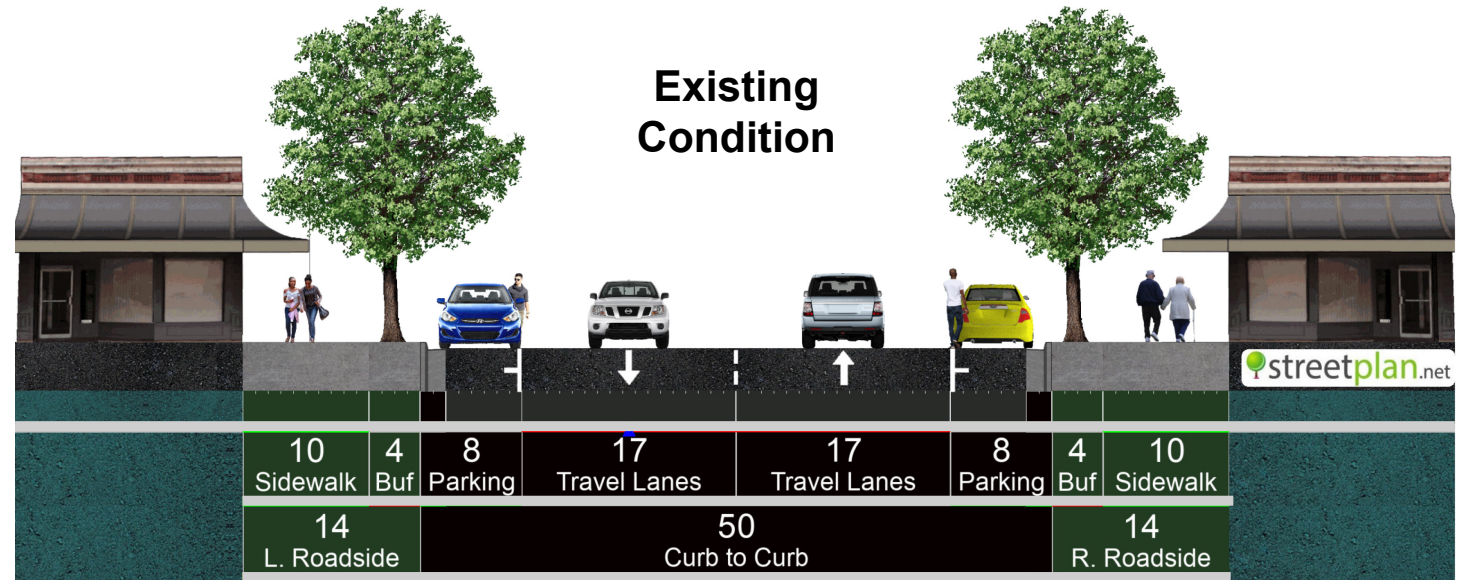


Concept Development

Existing Conditions

Norfolk Avenue existing street

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

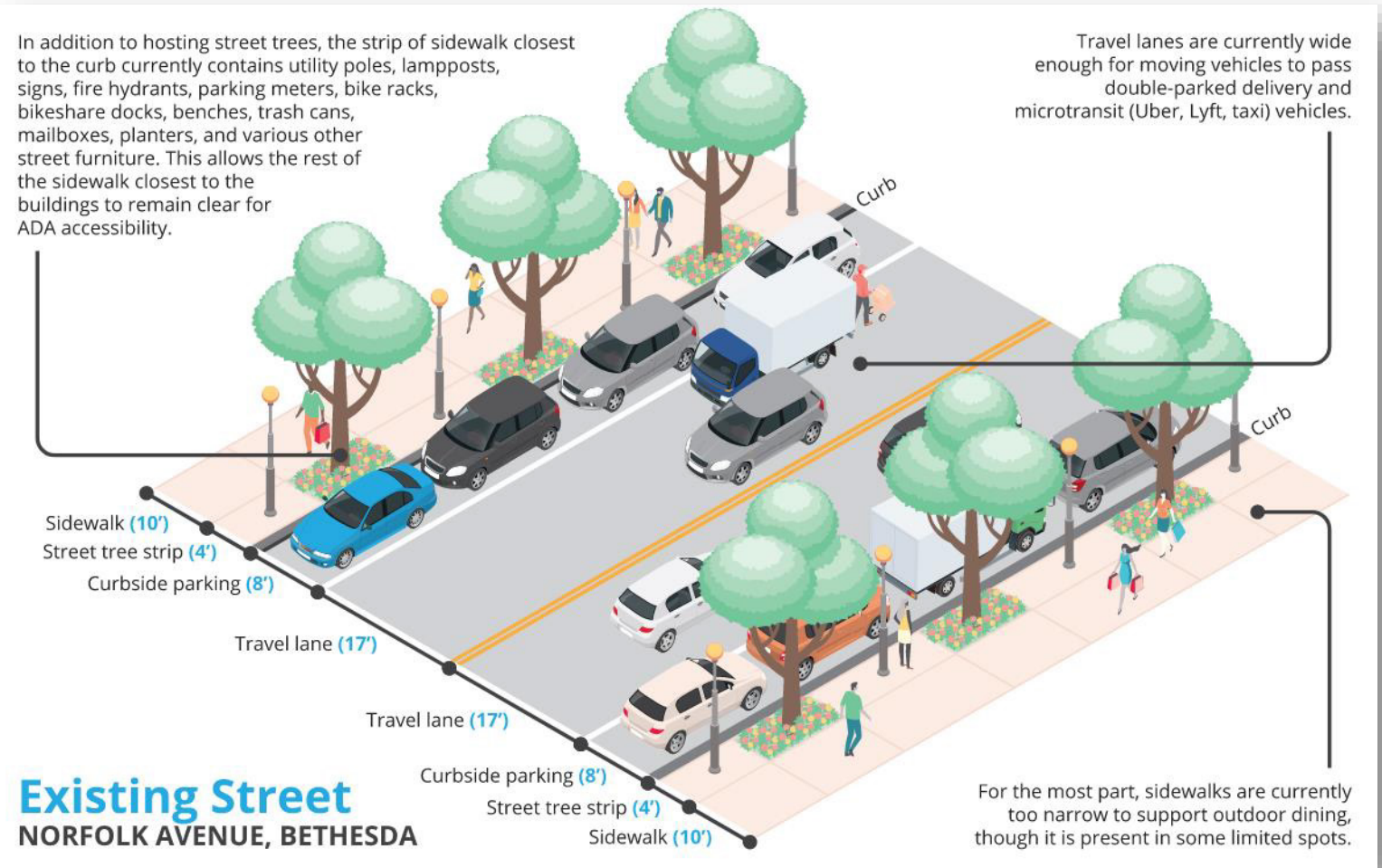


*All dimensions are shown in feet.
Illustrations represent a typical section along Norfolk Avenue.
Specific areas may vary.*

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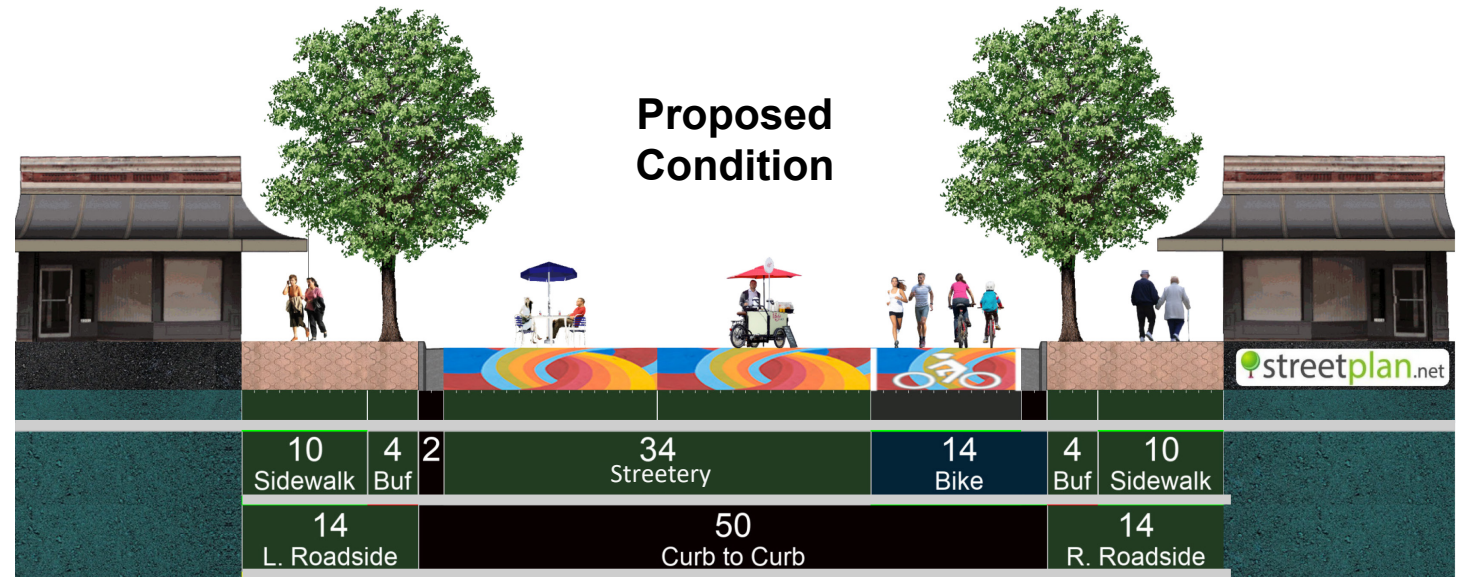
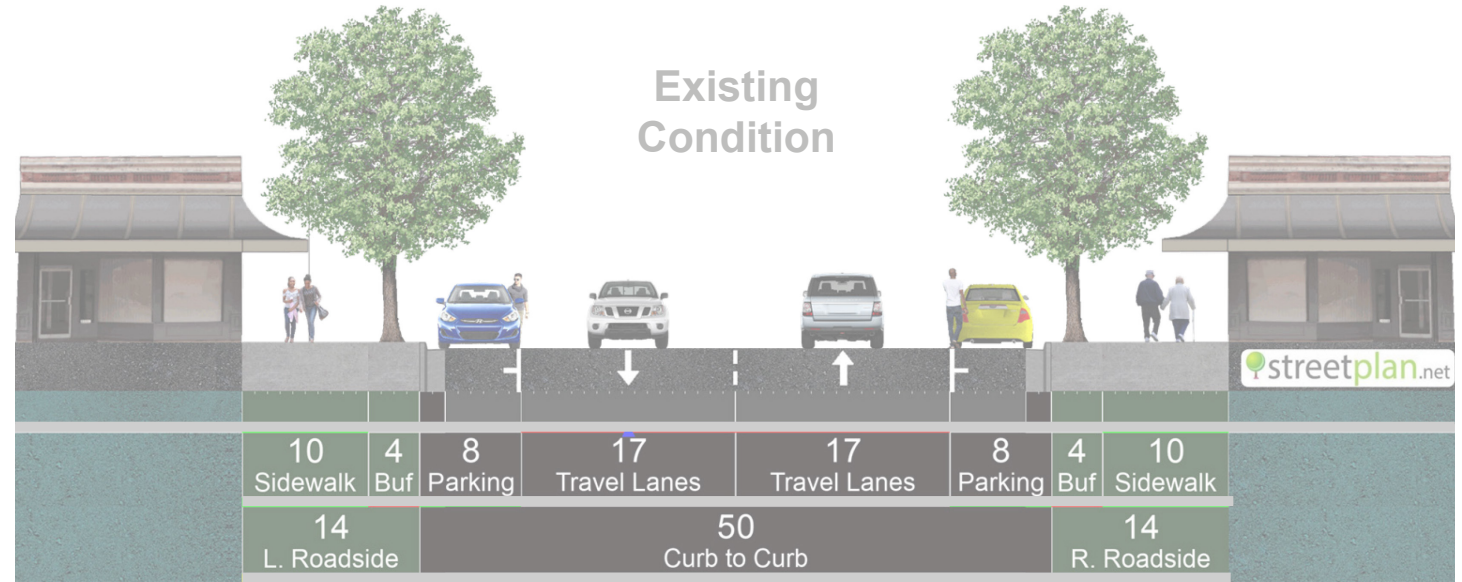
Streeter, Curbed

- Roadway closure to allow maximum space for non-vehicular use.

Emergency access to be provided.

- 34' – 38' streeter area
- 12' – 14' emergency access / shared-use path
- Four-foot buffers
- Ten-foot sidewalks
- Parking removed from Norfolk Avenue

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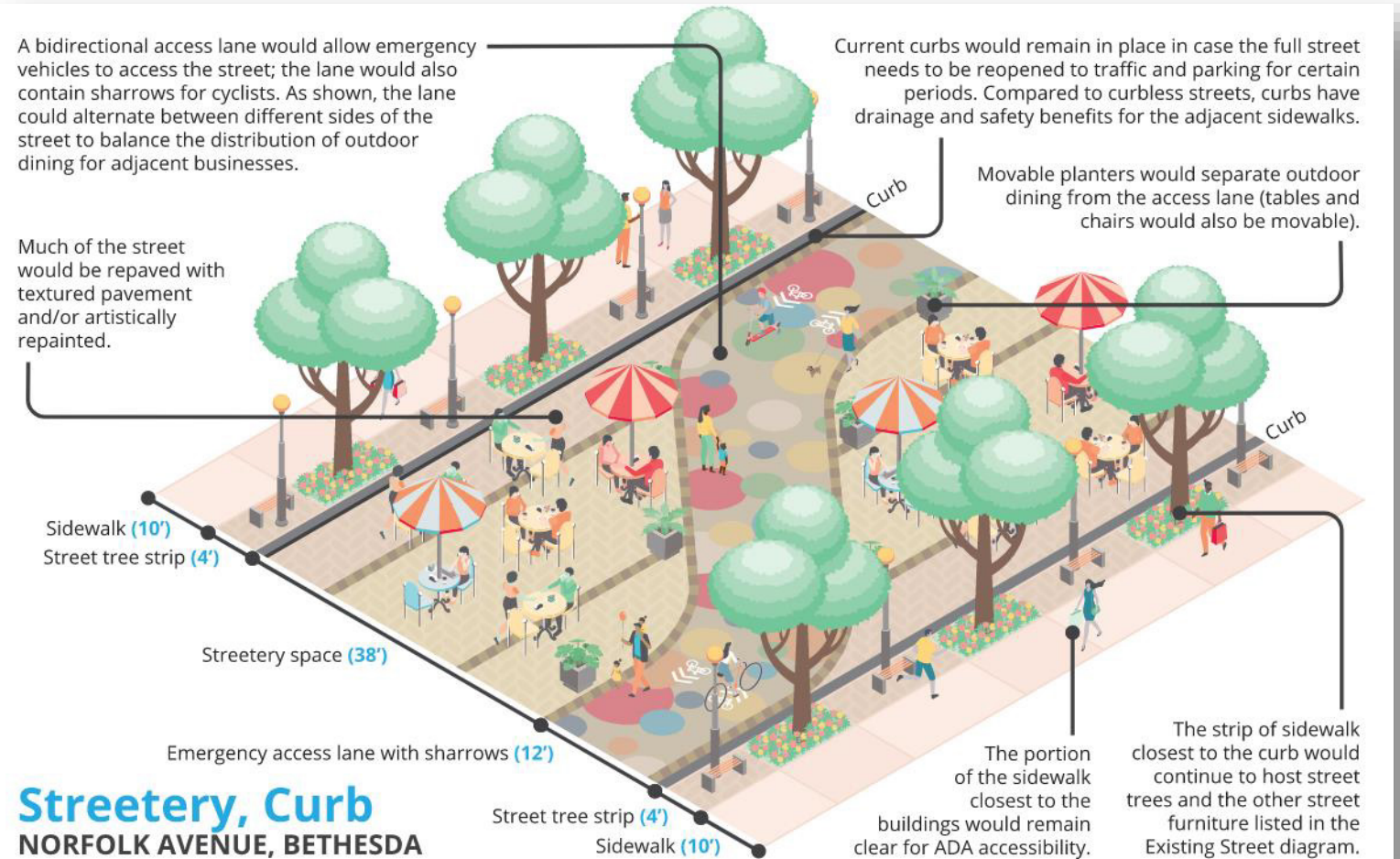
Concept Development

Streeterly, Curbed

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Concept Development

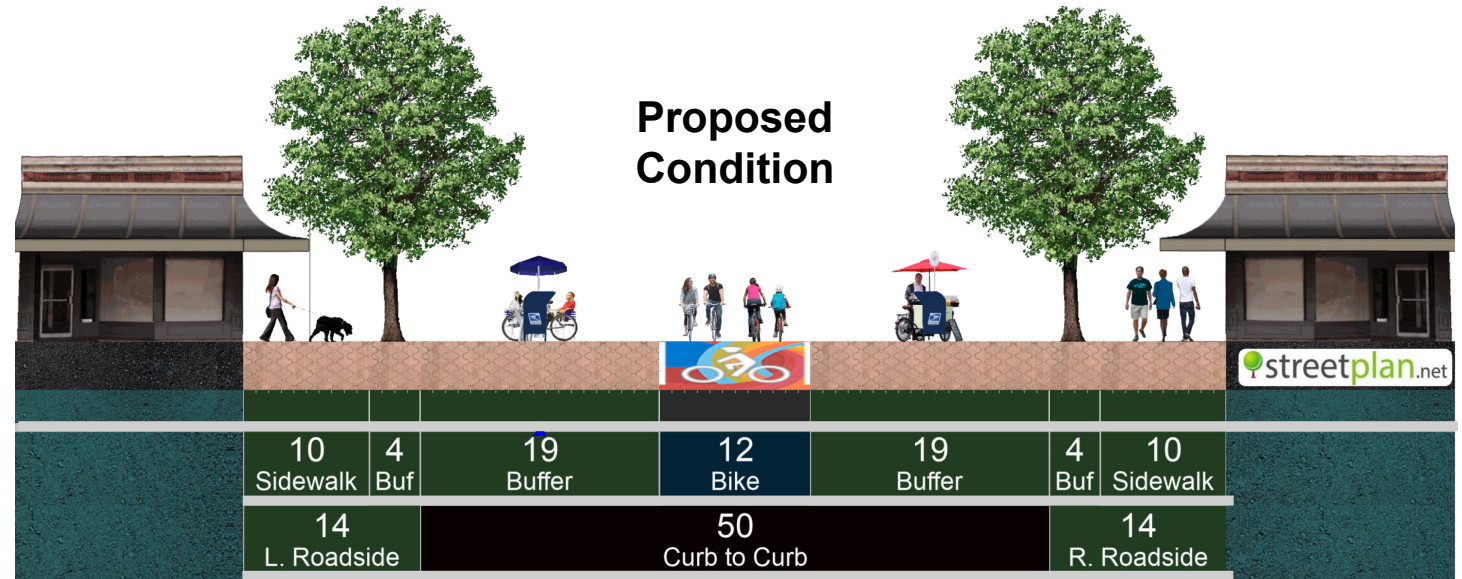
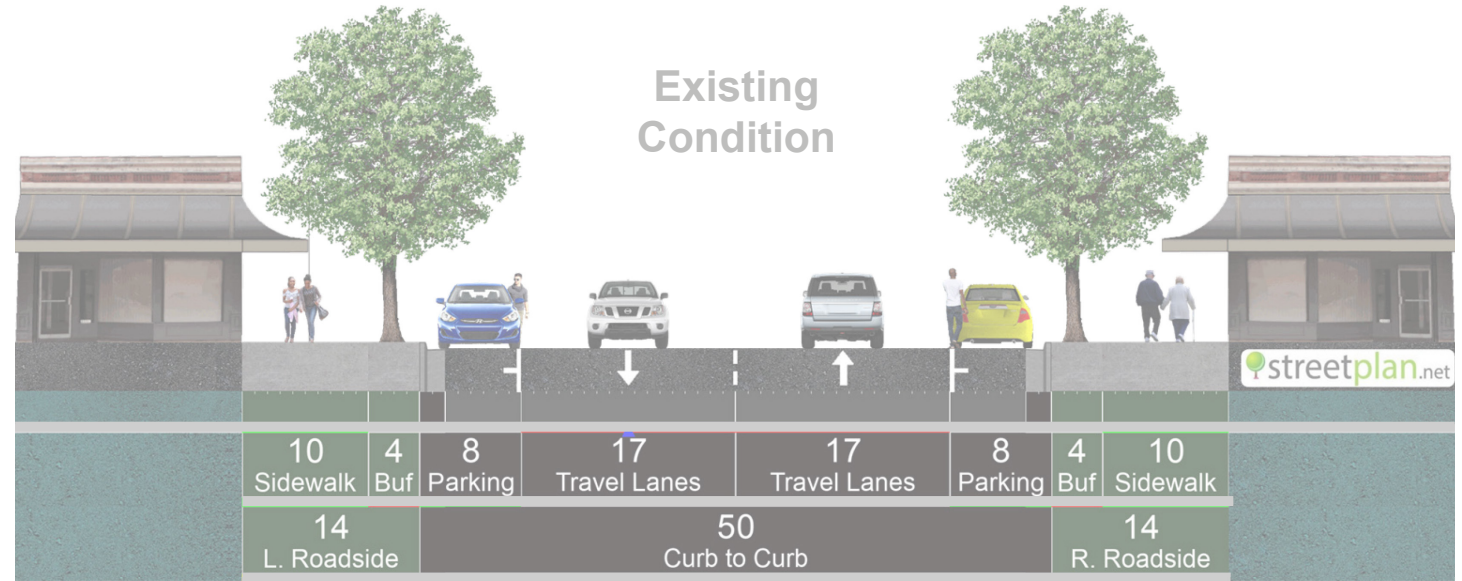
Streeter, Curbless

- Roadway closure to allow maximum space for non-vehicular use.

Emergency access to be provided.

- 19' streetery areas on either side of roadway
- 12' – 14' emergency access / shared-use path
- Four-foot buffers
- Ten-foot sidewalks
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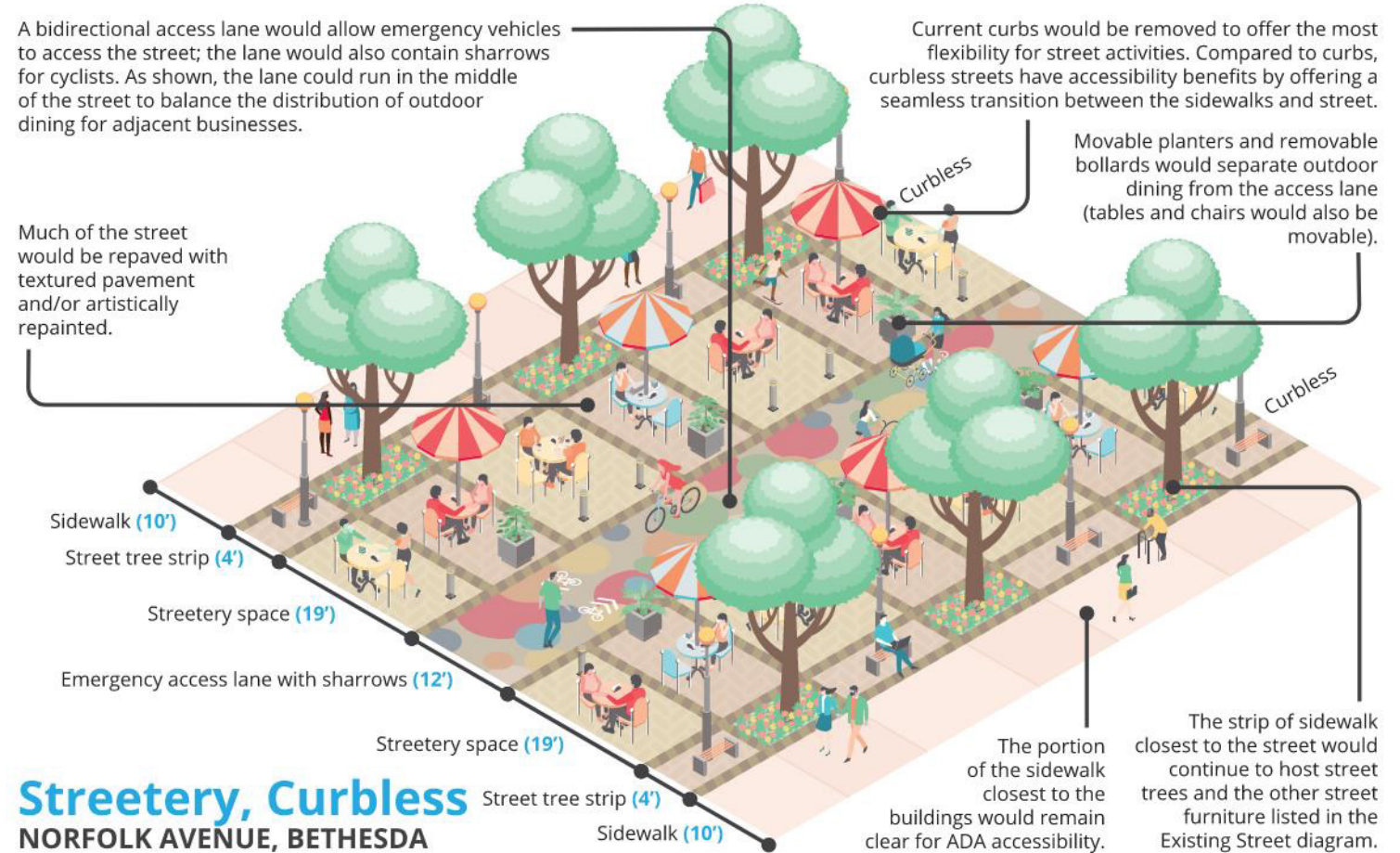
Concept Development

Streeterly, Curbless

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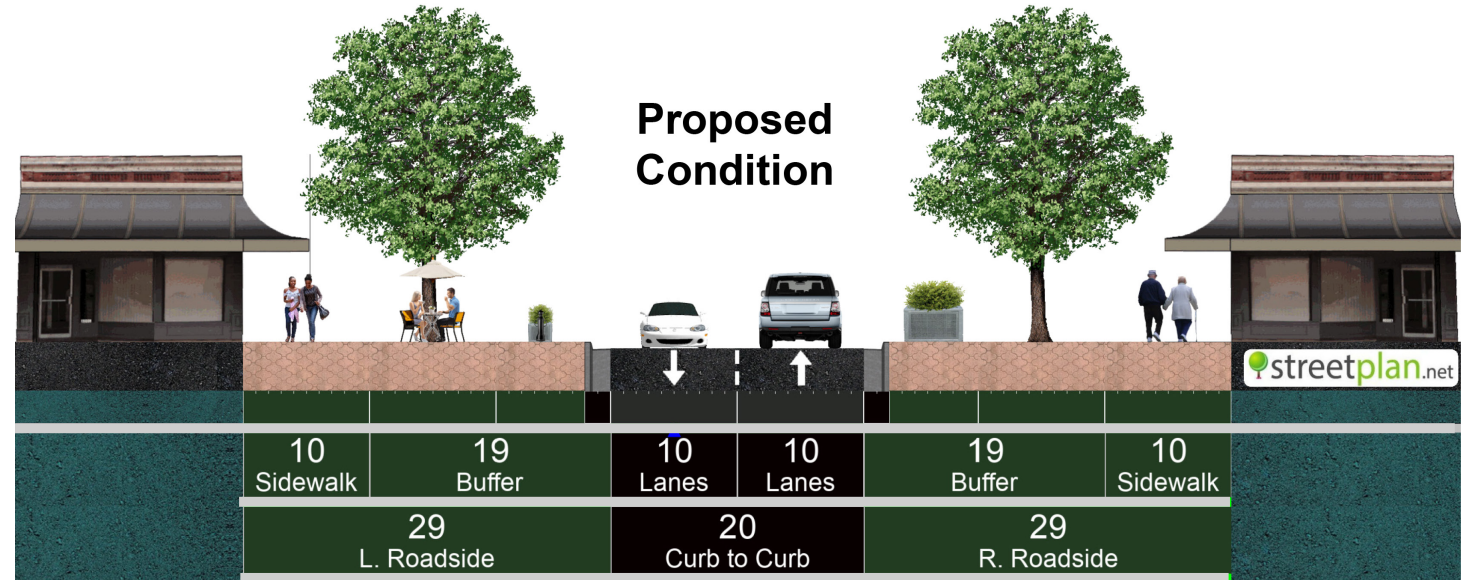
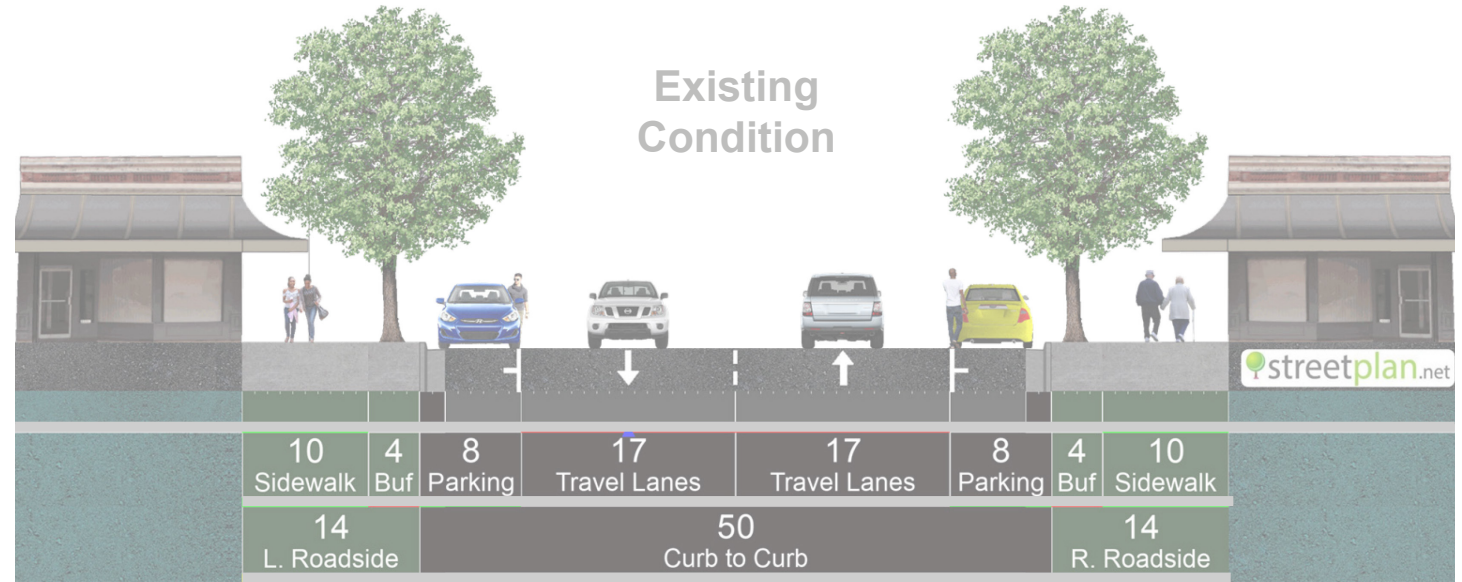
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Concept Development

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

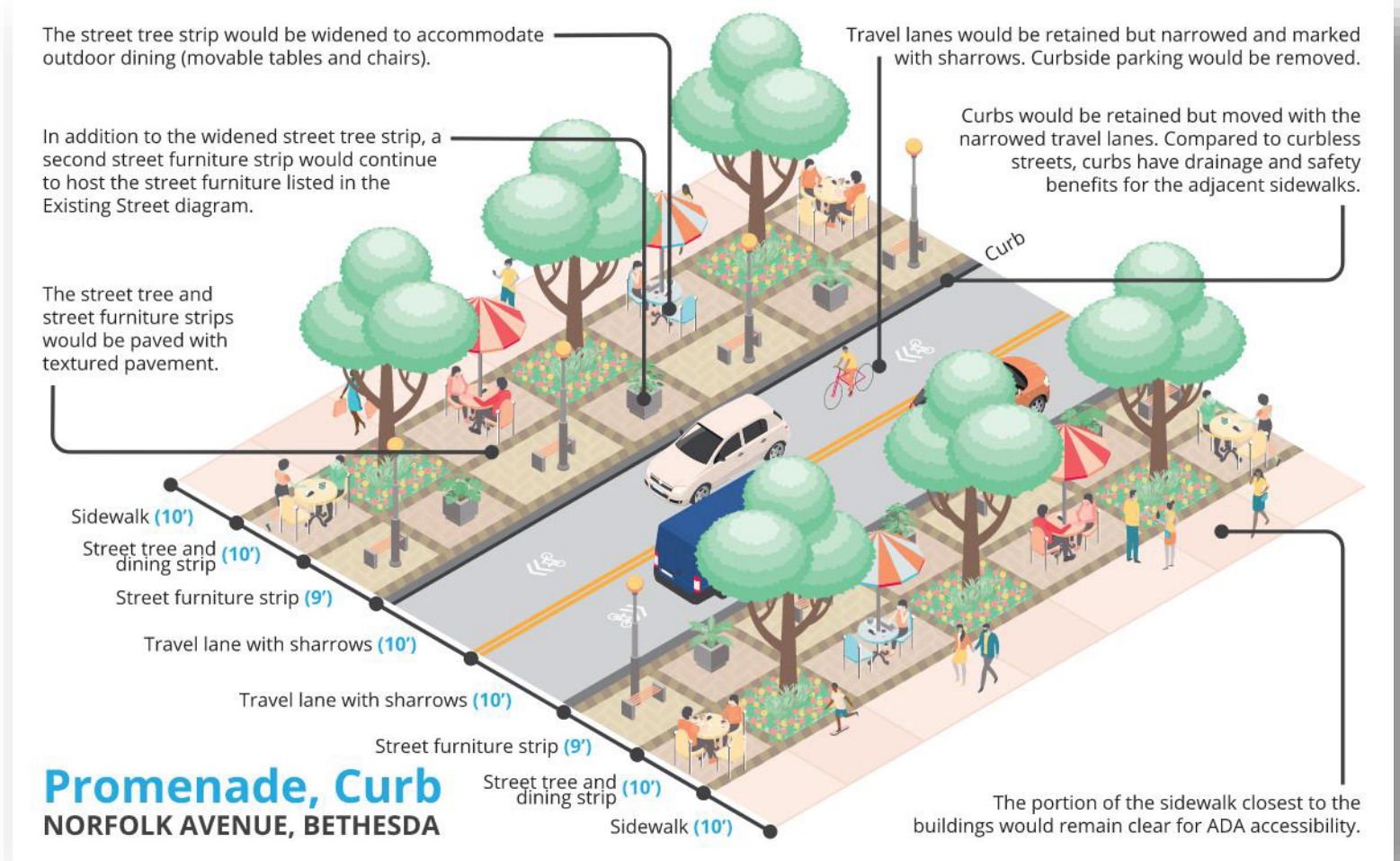


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Concept Development

Promenade, Curbed

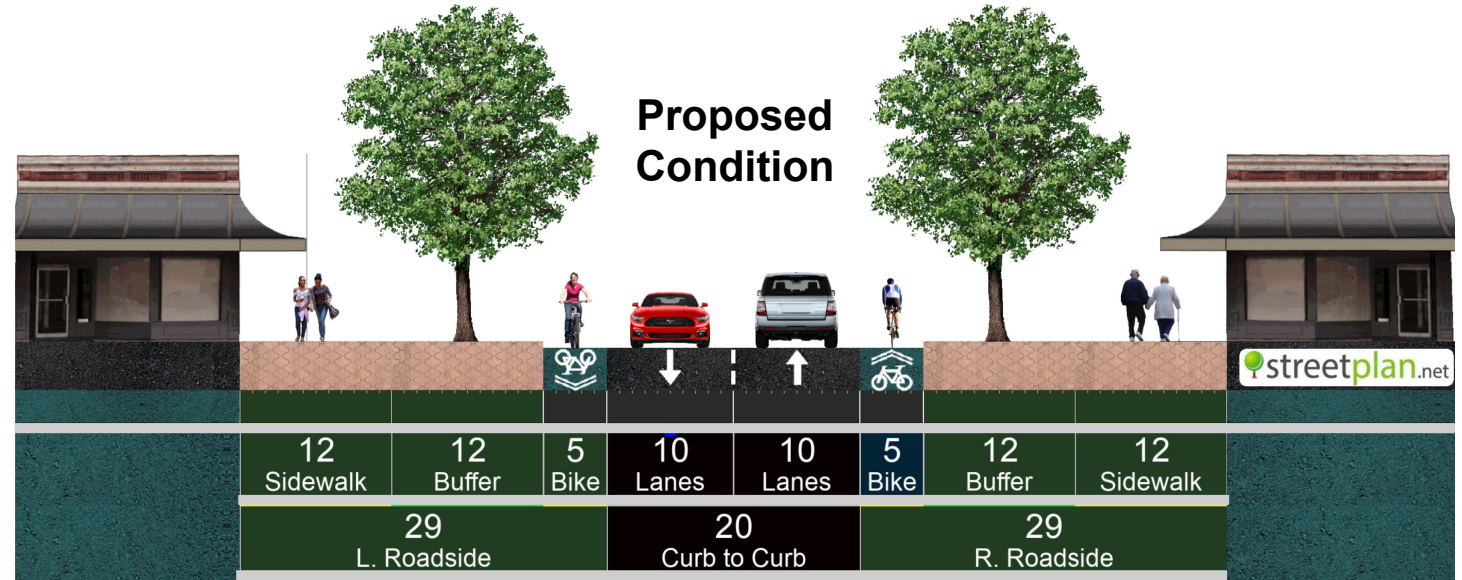
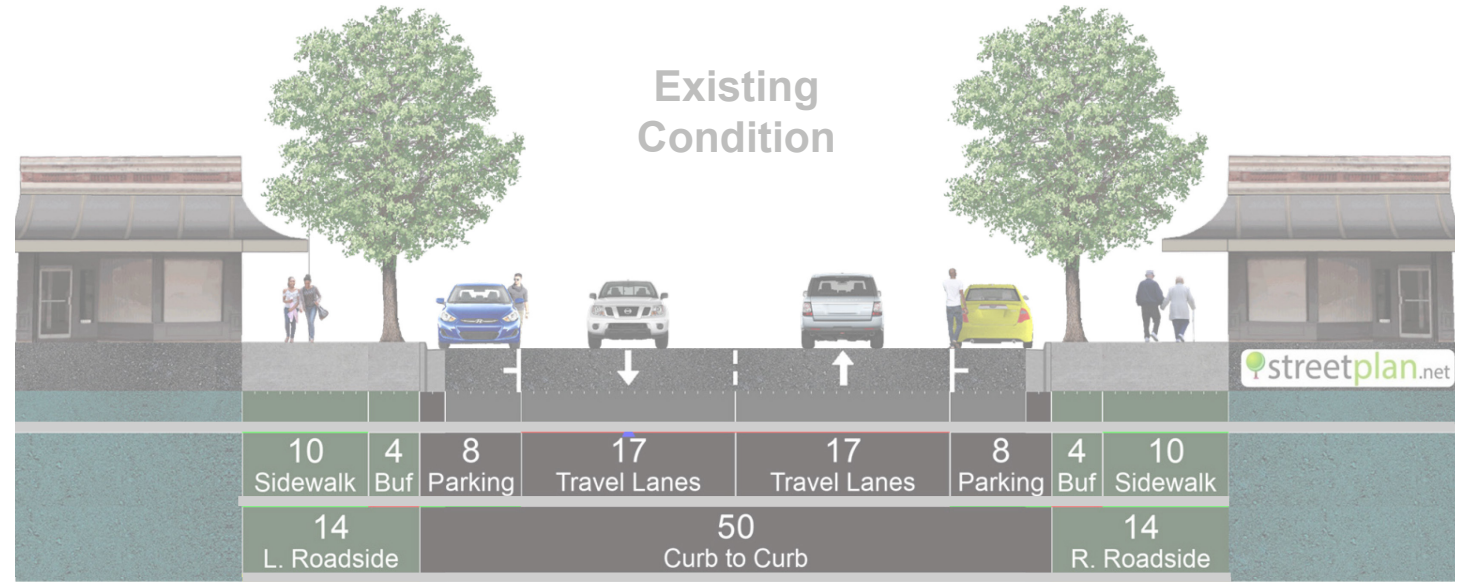
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Concept Development

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

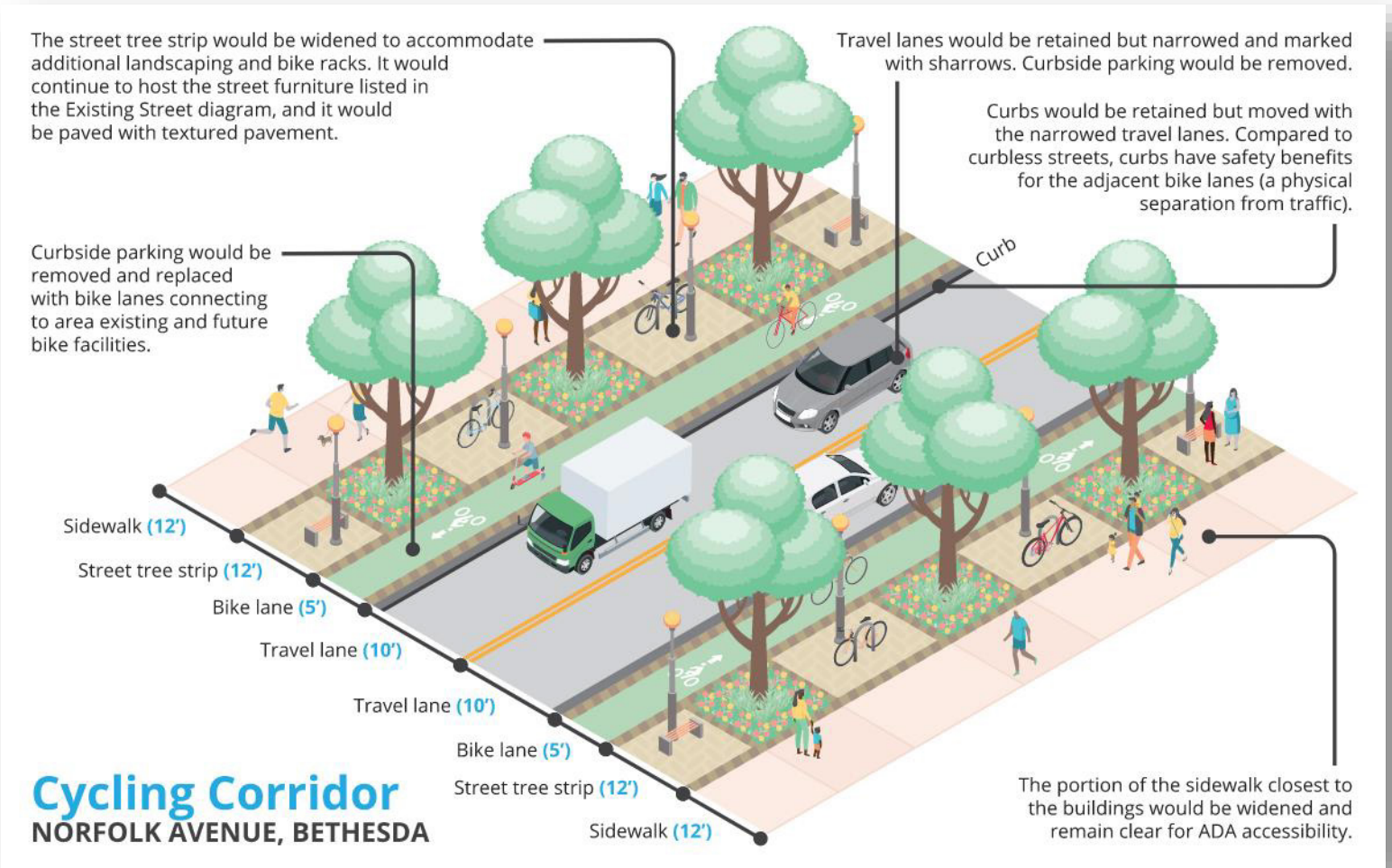


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Concept Development

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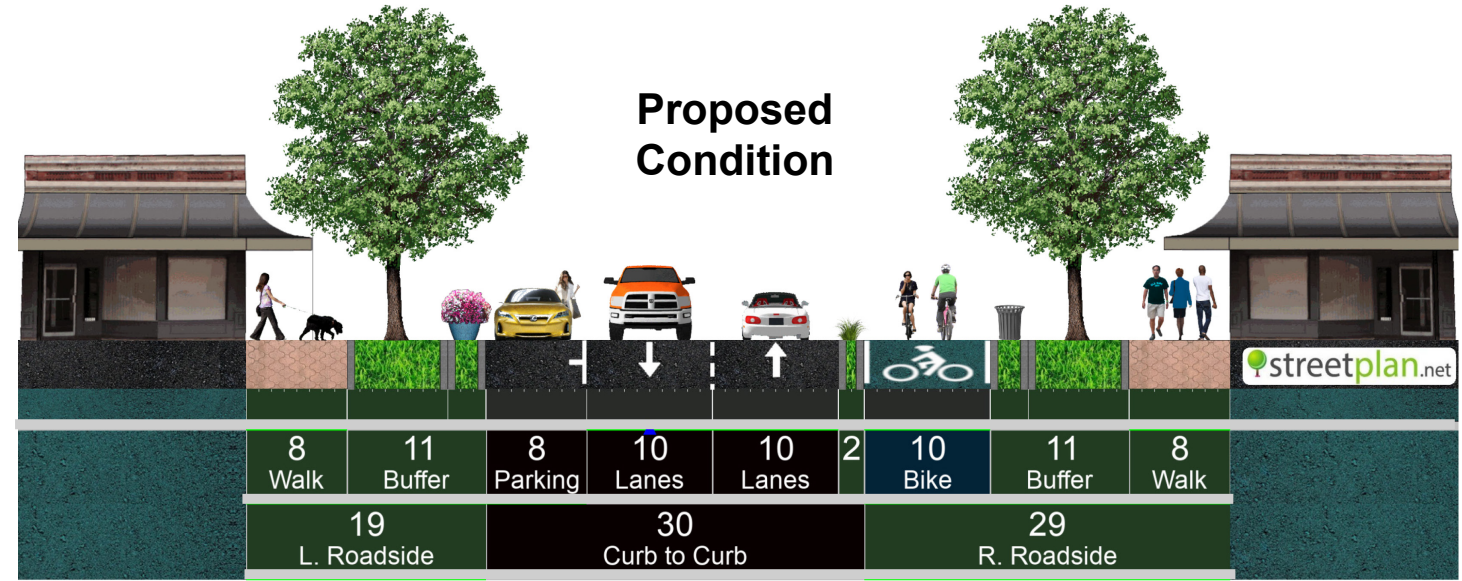
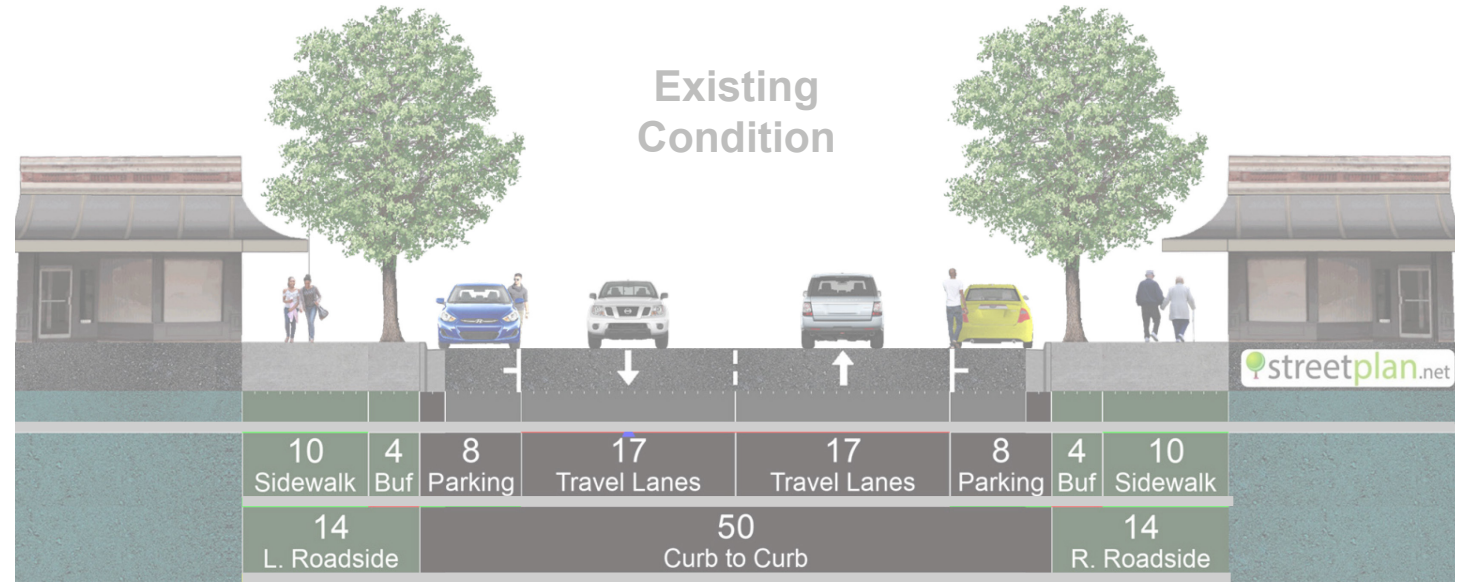


Concept Development

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

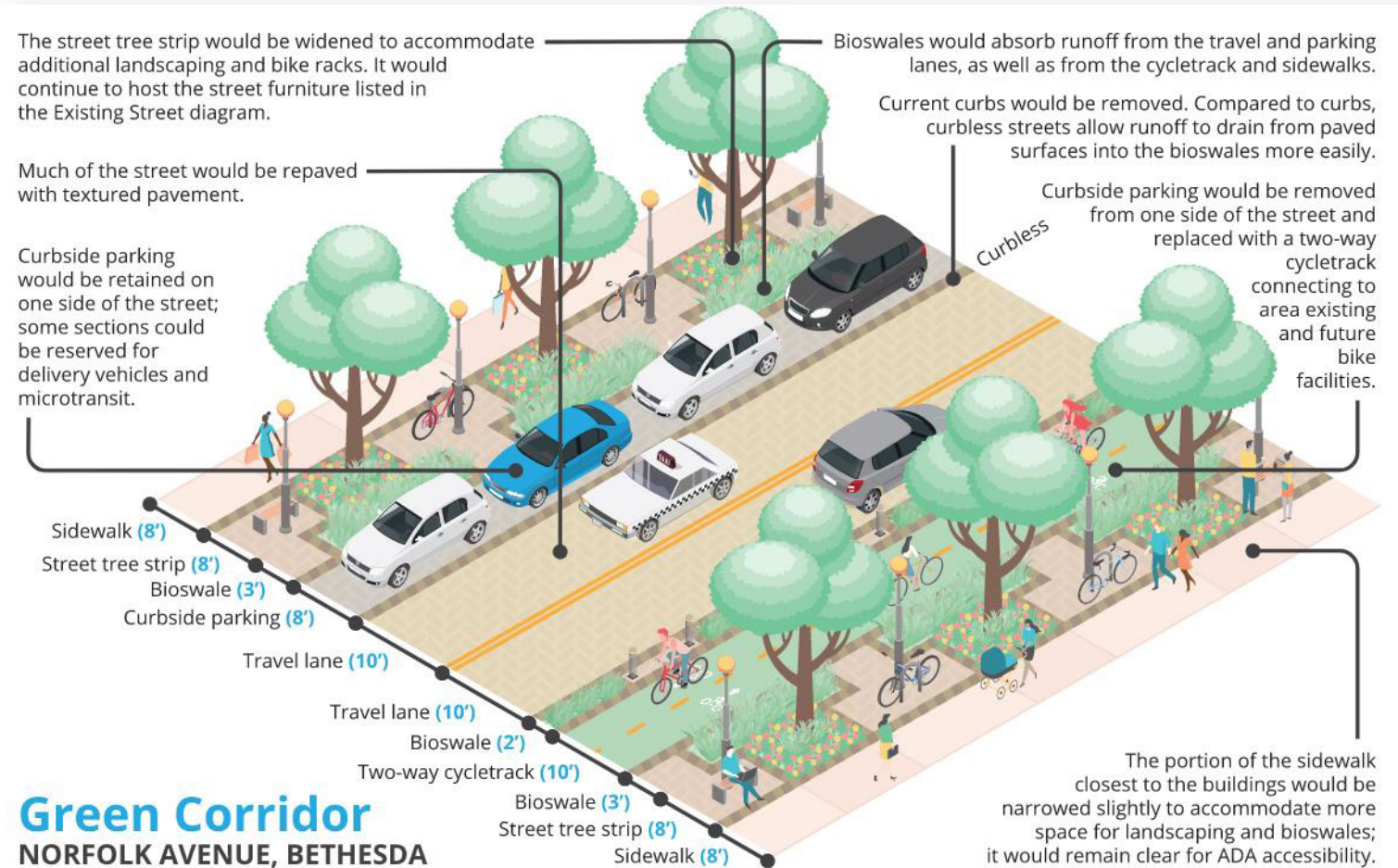
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Concept Development

Green Corridor

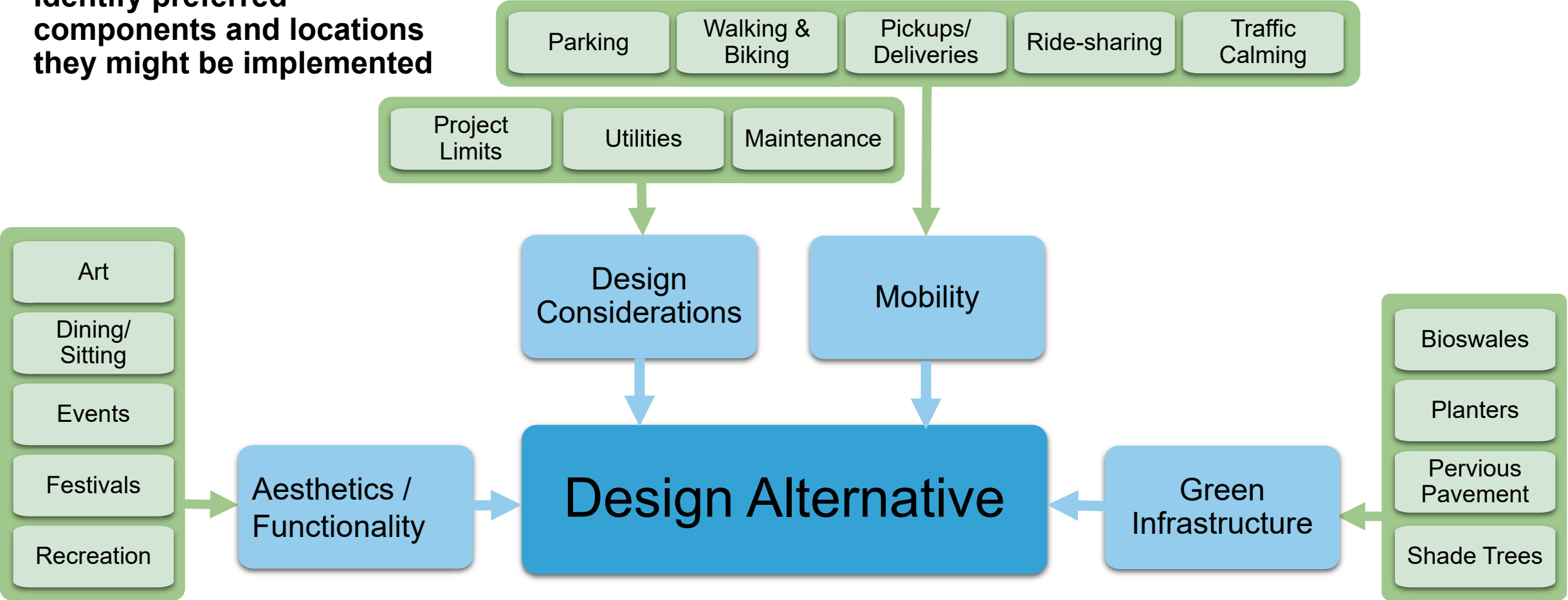
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Tonight's Activities

Menu of Options

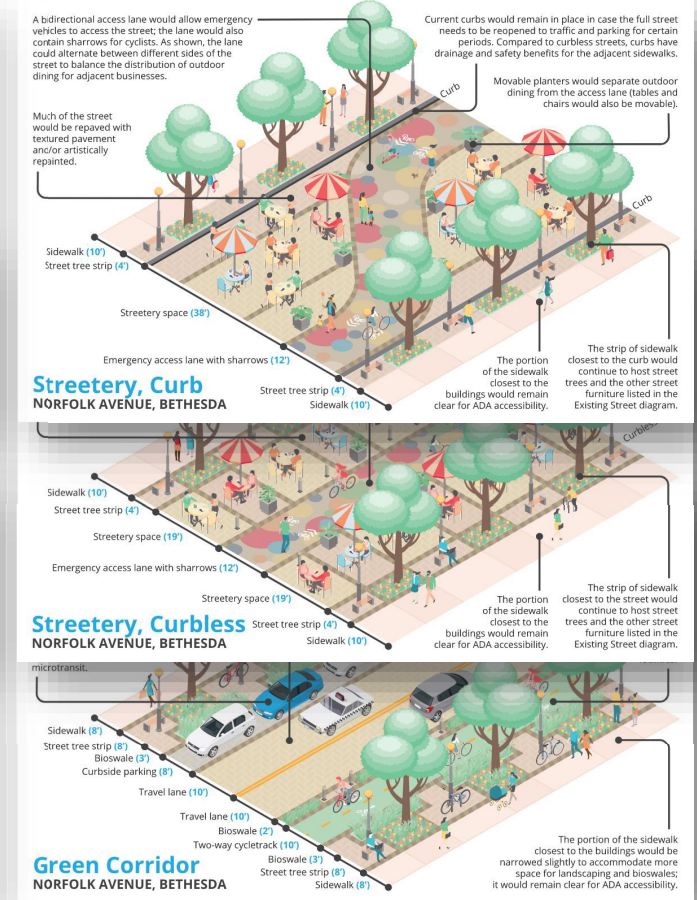
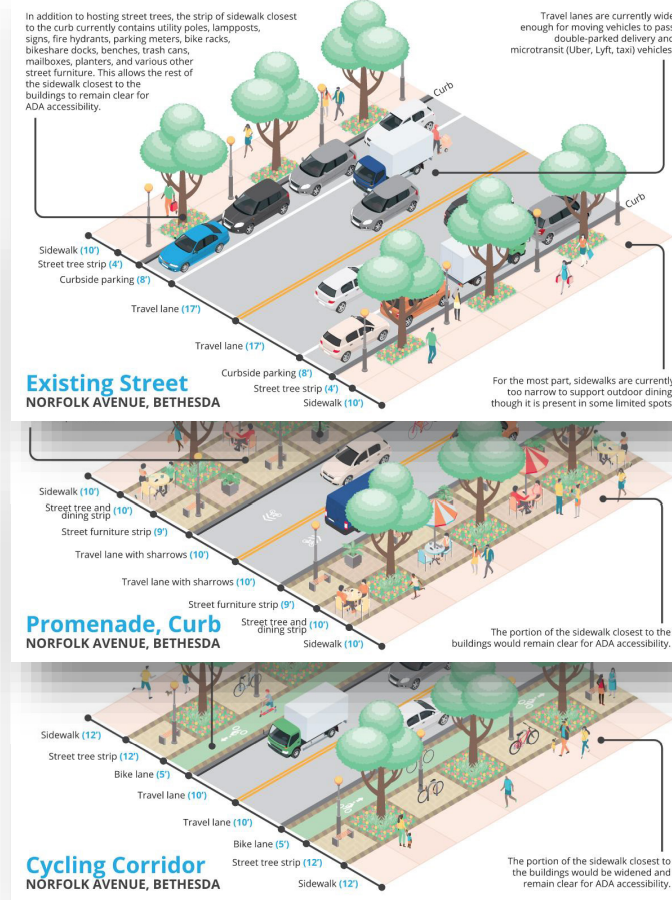
Identify preferred components and locations they might be implemented



Concept Development

Identify preferred sample blocks and locations they might be implemented

- Existing Street
- Streetery, Curbed
- Streetery, Curbless
- Promenade, Curbed
- Cycling Corridor
- Green Corridor





Contact

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<https://www.montgomerycountymd.gov/dot-dte/projects/norfolkave/index.html>



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Questions?

