

Purpose & Need

To identify improvement(s) on US 29 to compliment the investment in Bus Rapid Transit (BRT) and improve transit, carpool, or overall corridor travel time and reliability performance, as well as pedestrian and bicycle access from Tech Road to the Silver Spring Transit Center.

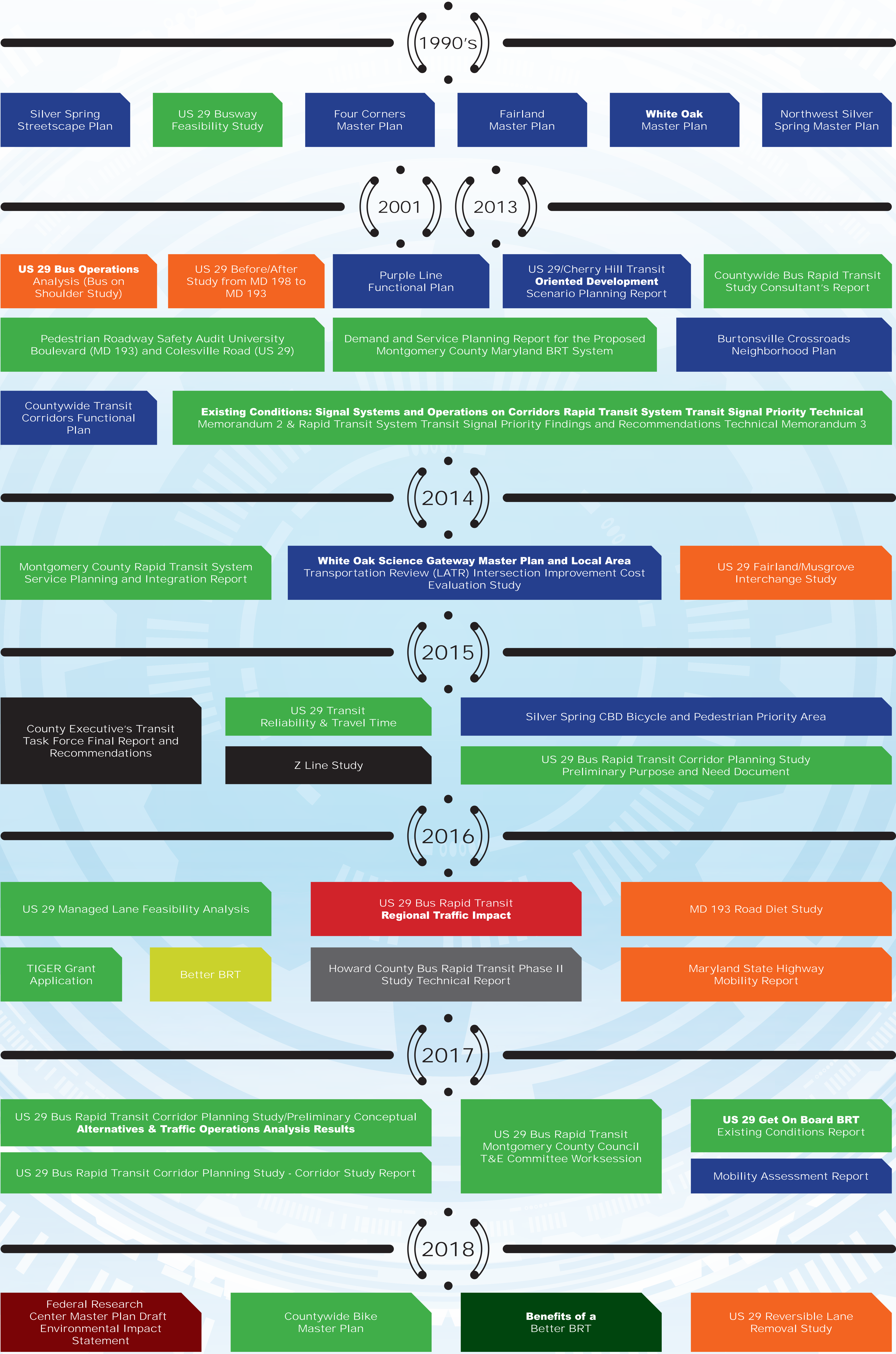
Approved modal and land use plans in the corridor recommend the implementation of new pedestrian and bicycle infrastructure and BRT. These elements will be included in the ultimate mobility recommendations developed for this study.



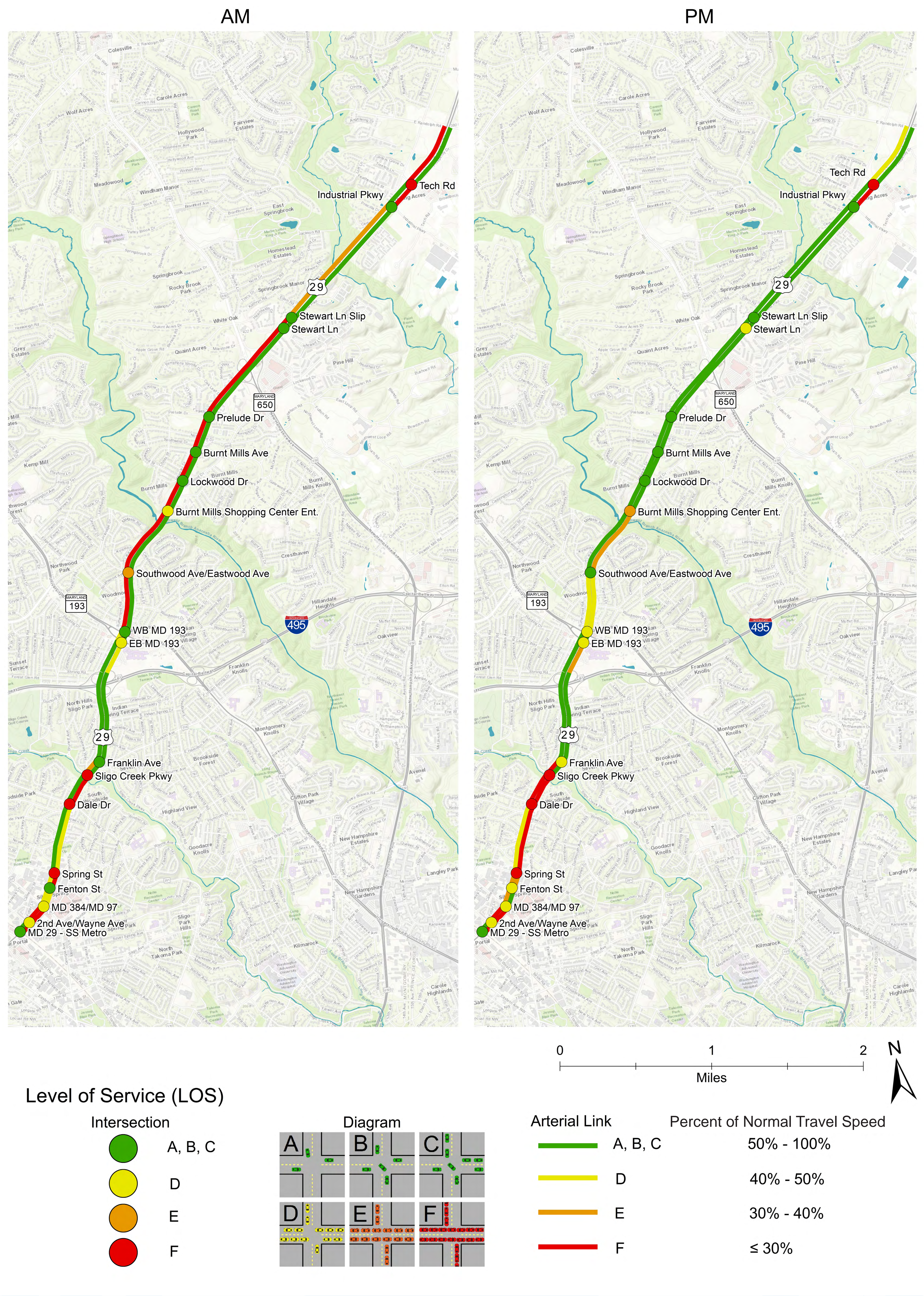
Master Plans & Previous Studies

Color Key

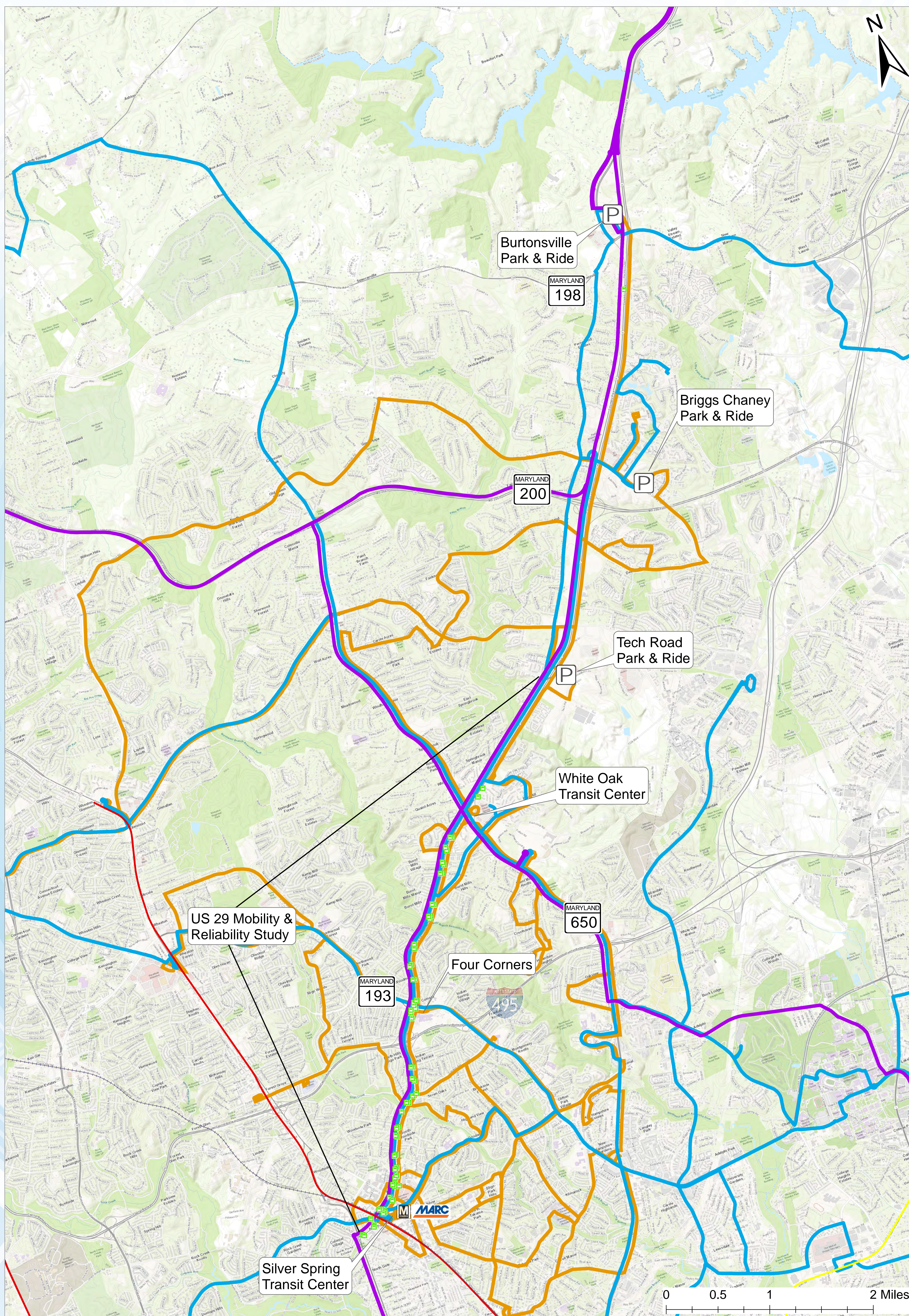
- M-NCPPC
- MCDOT
- UMD
- MDOT
- Howard County
- Federal
- Montgomery County
- Corridor Advisory Committee



Existing Level of Service



Existing Transit Routes

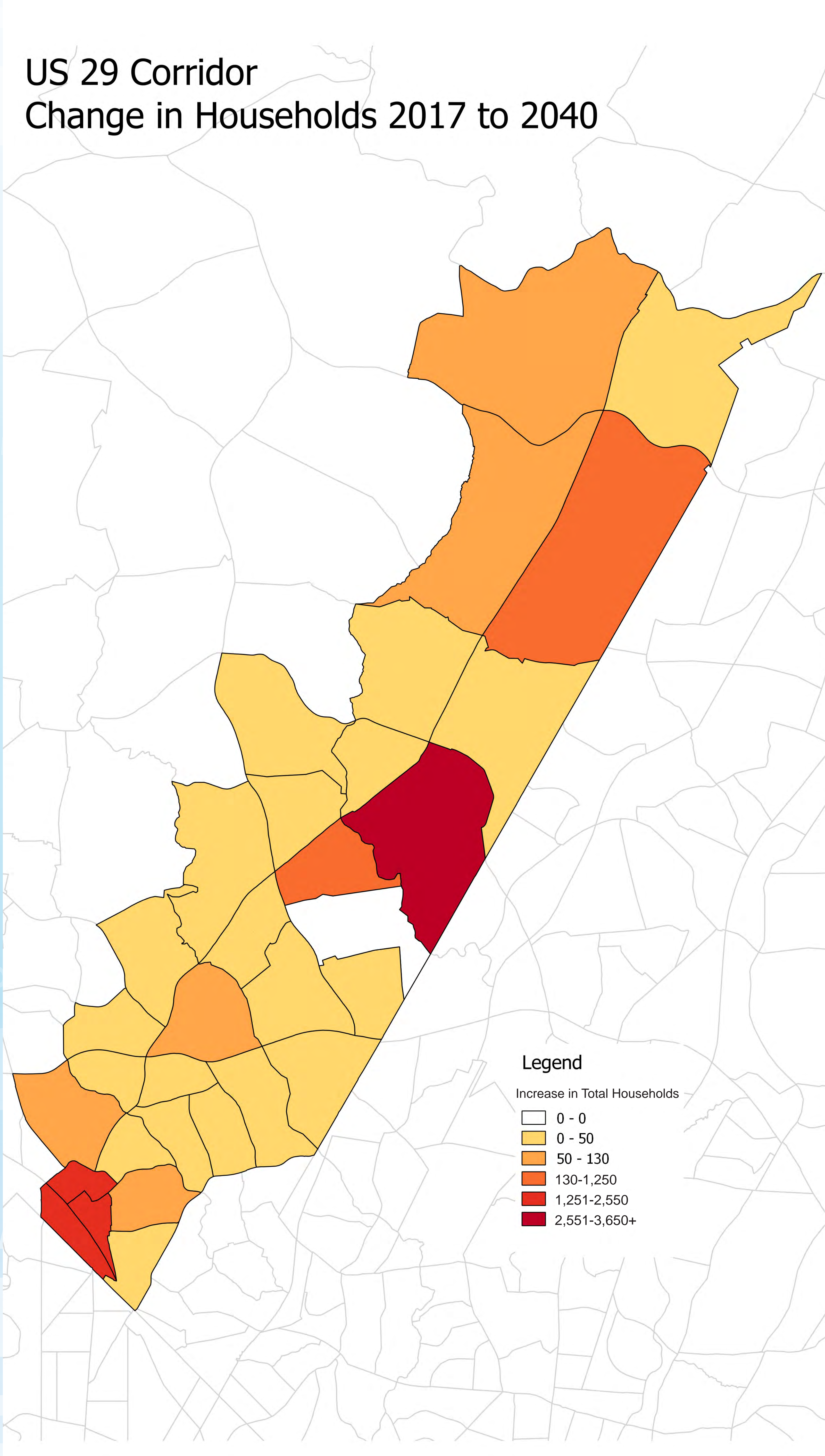
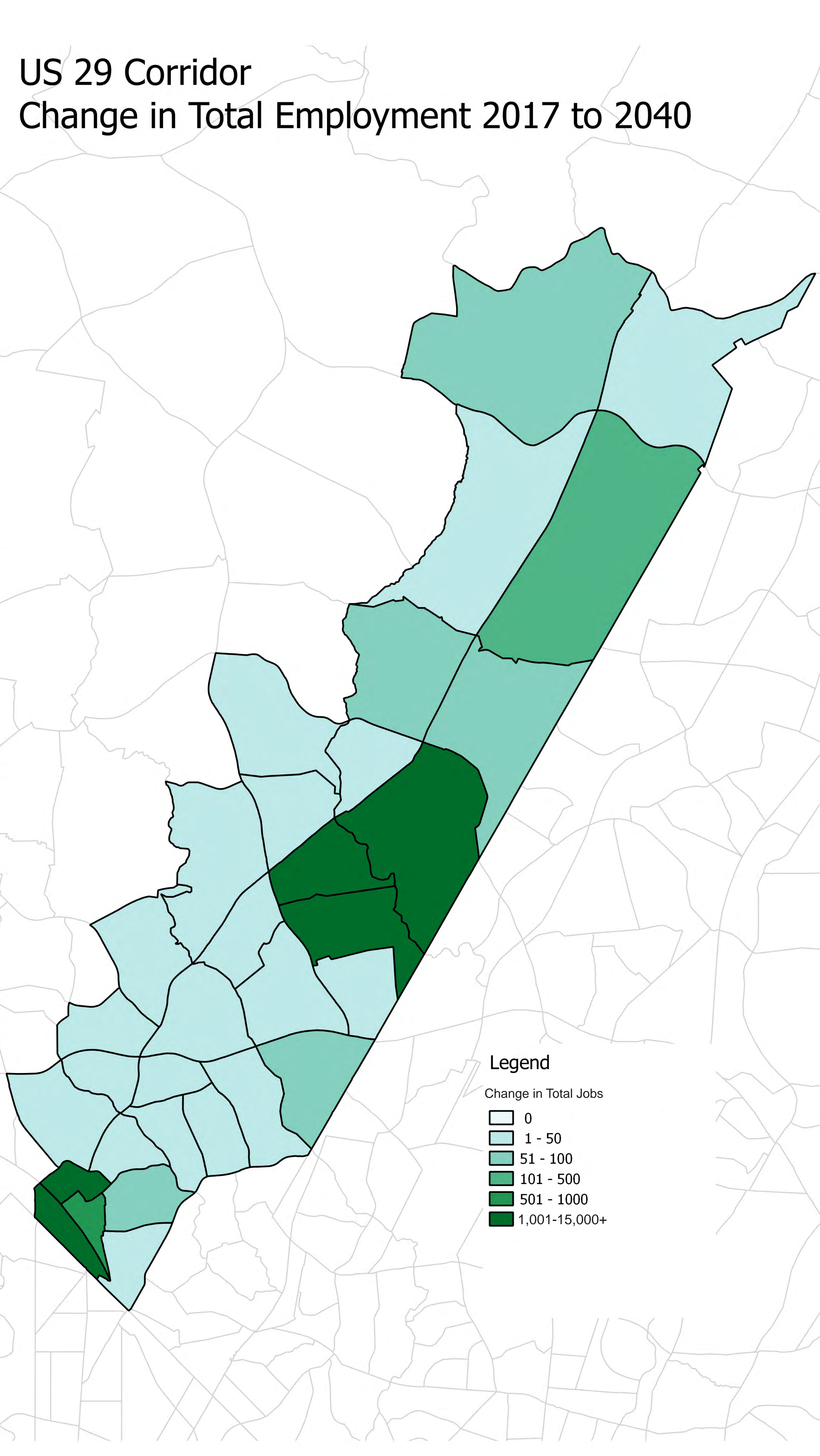


Legend

- MARC Train
- MTA Commuter Bus
- MCDOT Ride On (Rte 129)
- Bus Stops
- WMATA Metrobus
- Metro Line

US 29 Corridor
Existing Transit
Spring/Summer 2018

Population & Employment Growth



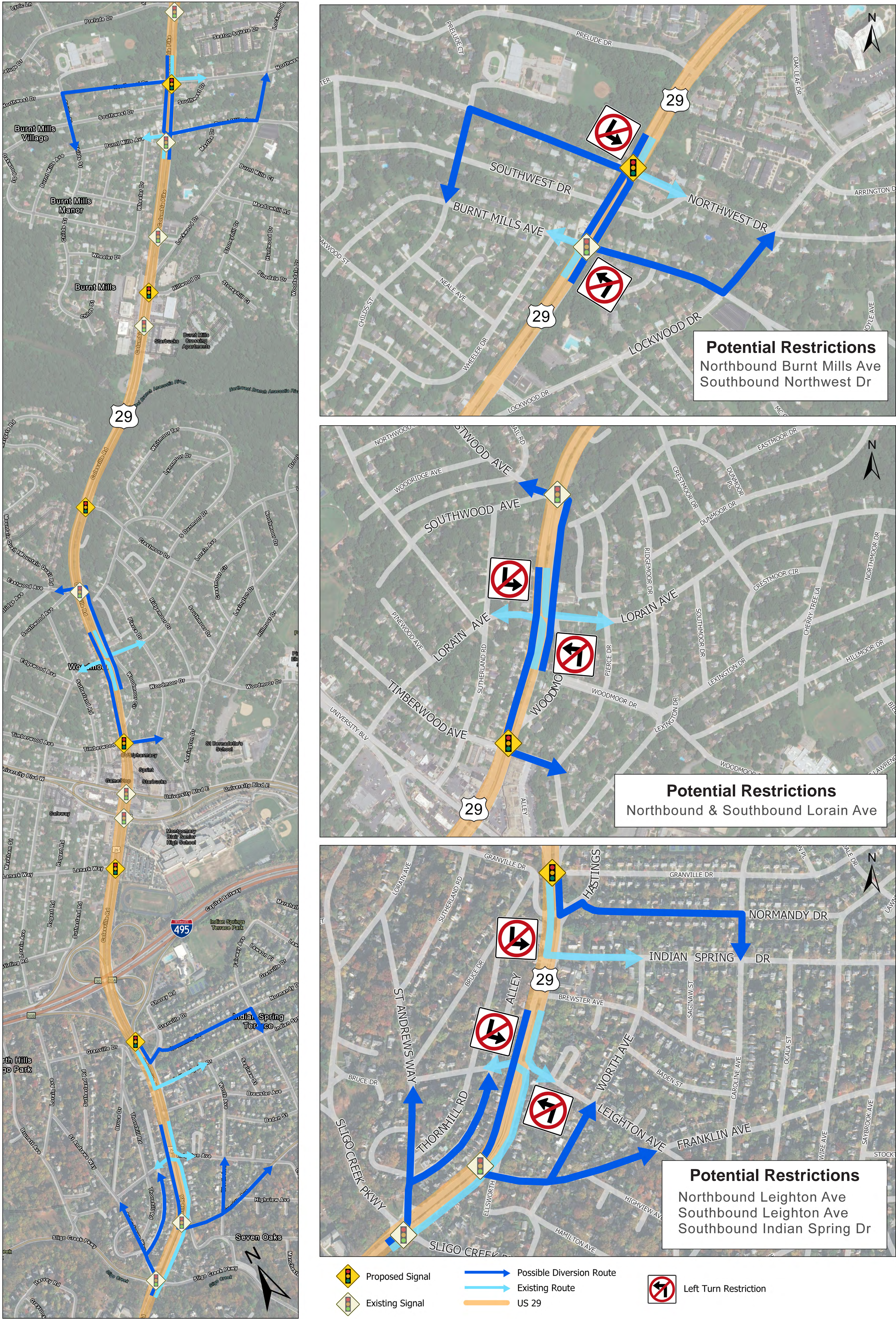
Source: M-NCPPC Montgomery County Submittal to MWCOG for Round 9.1 Cooperative Forecasts (January 2018)

Concept Ideas

Median Bus Rapid Transit

Draft for discussion purposes only

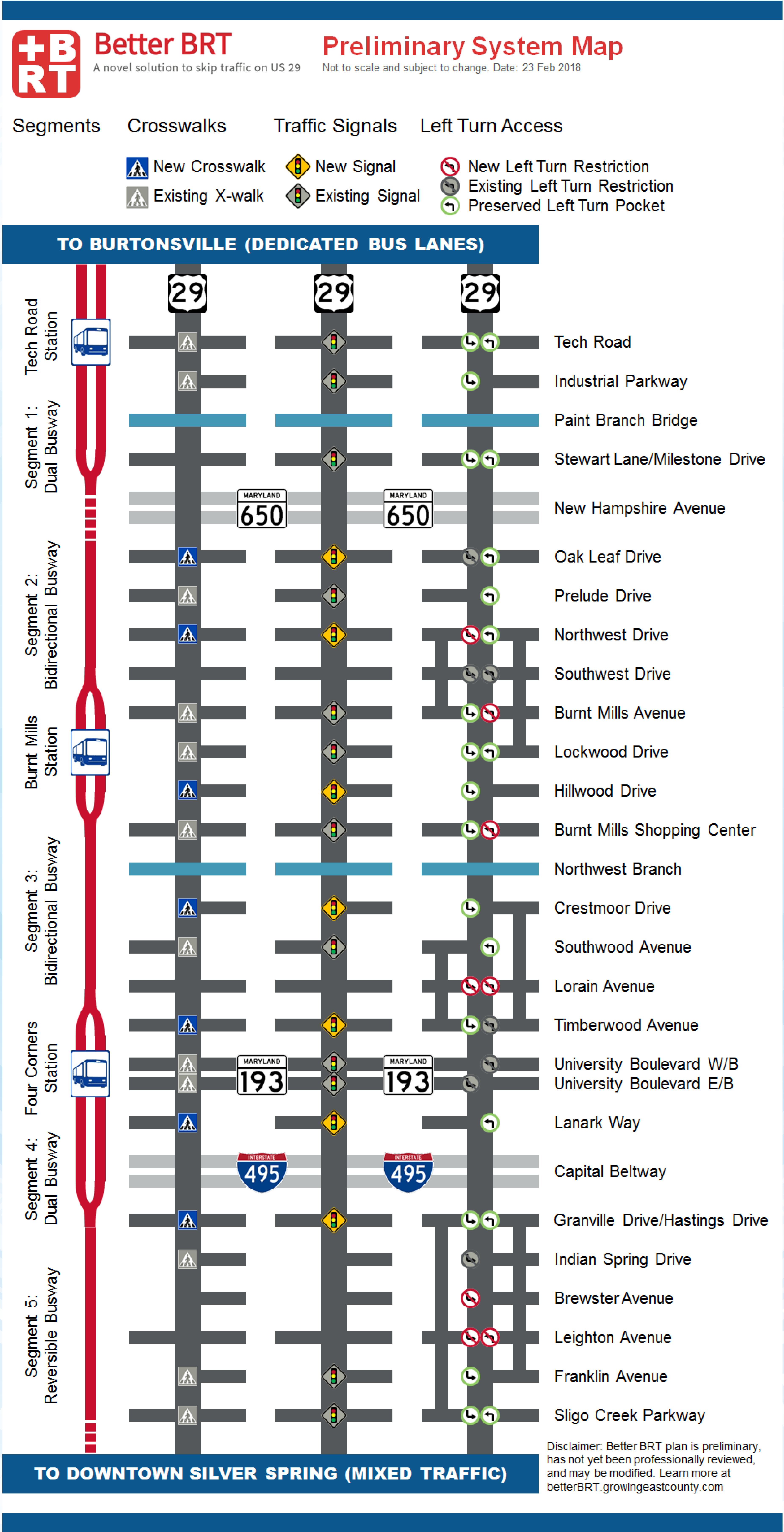
Possible Diversion Routes for Rerouted Left-Turn Movements



Concept Ideas

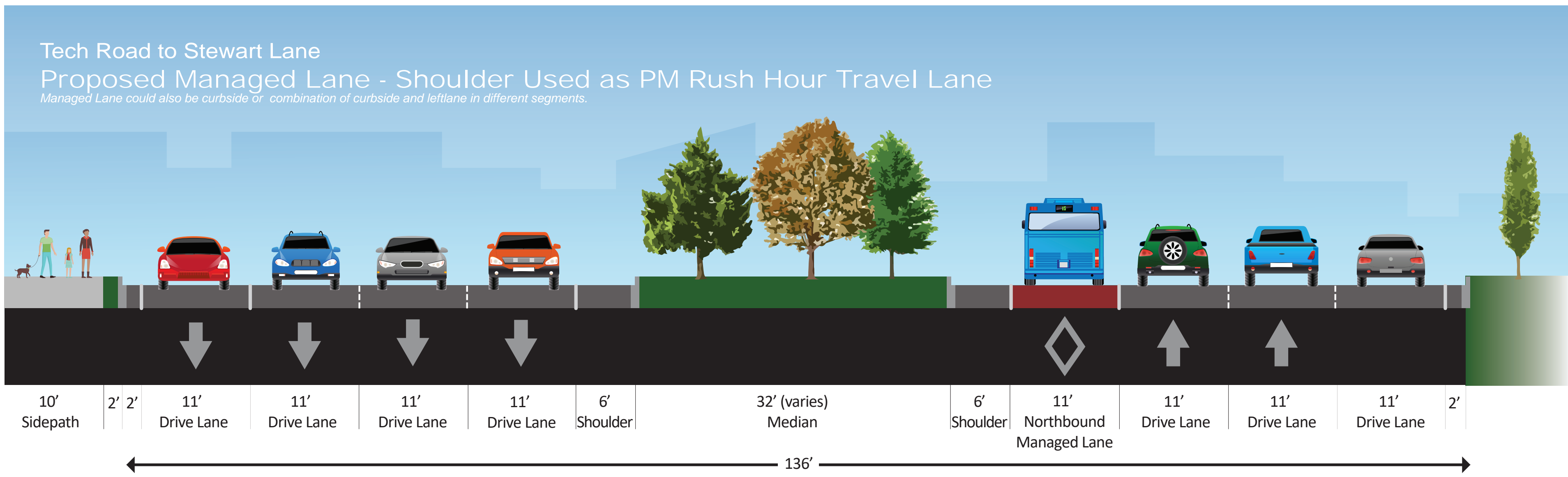
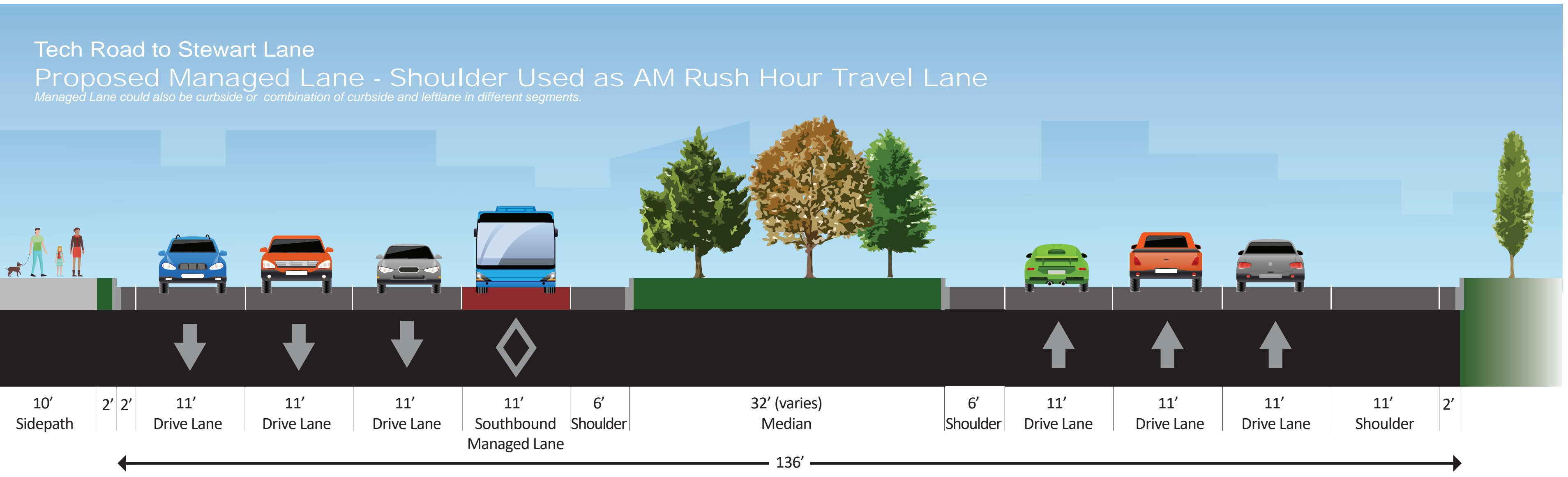
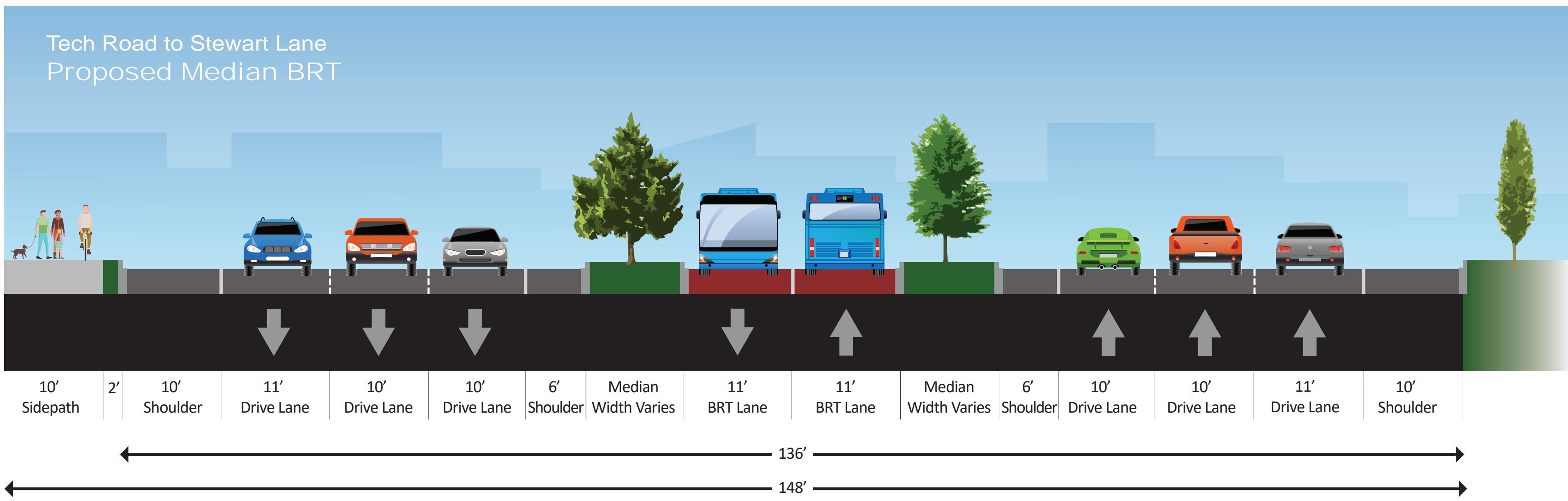
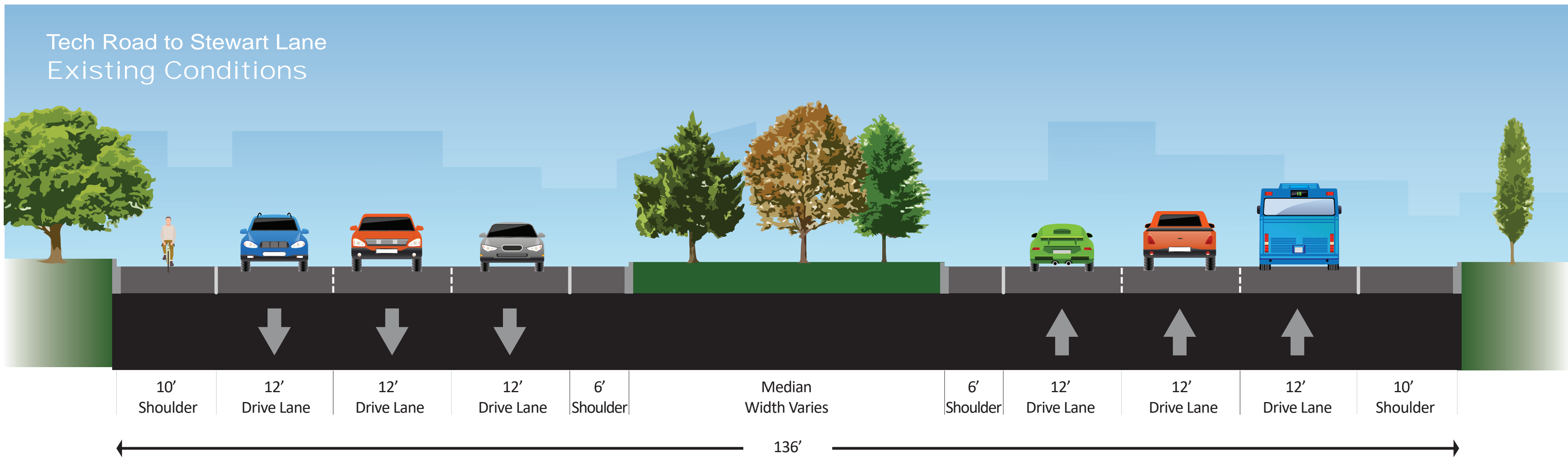
Median Bus Rapid Transit

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Concept Ideas Tech Road to Stewart Lane

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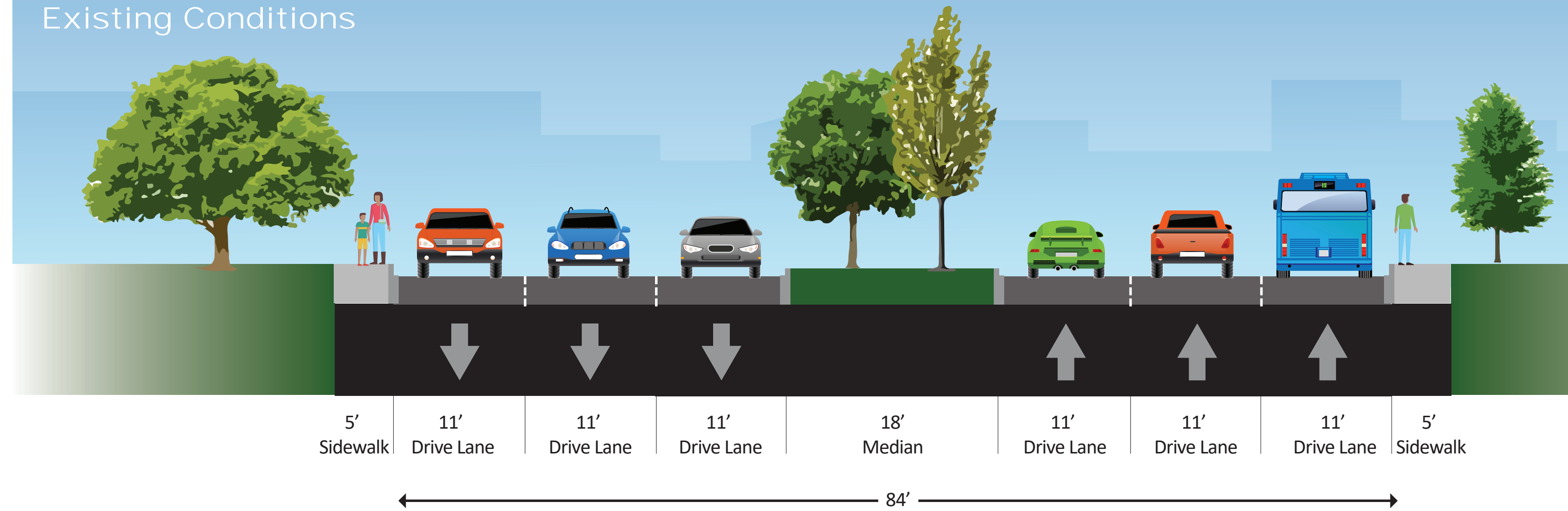


Concept Ideas Stewart Lane to Timberwood Avenue

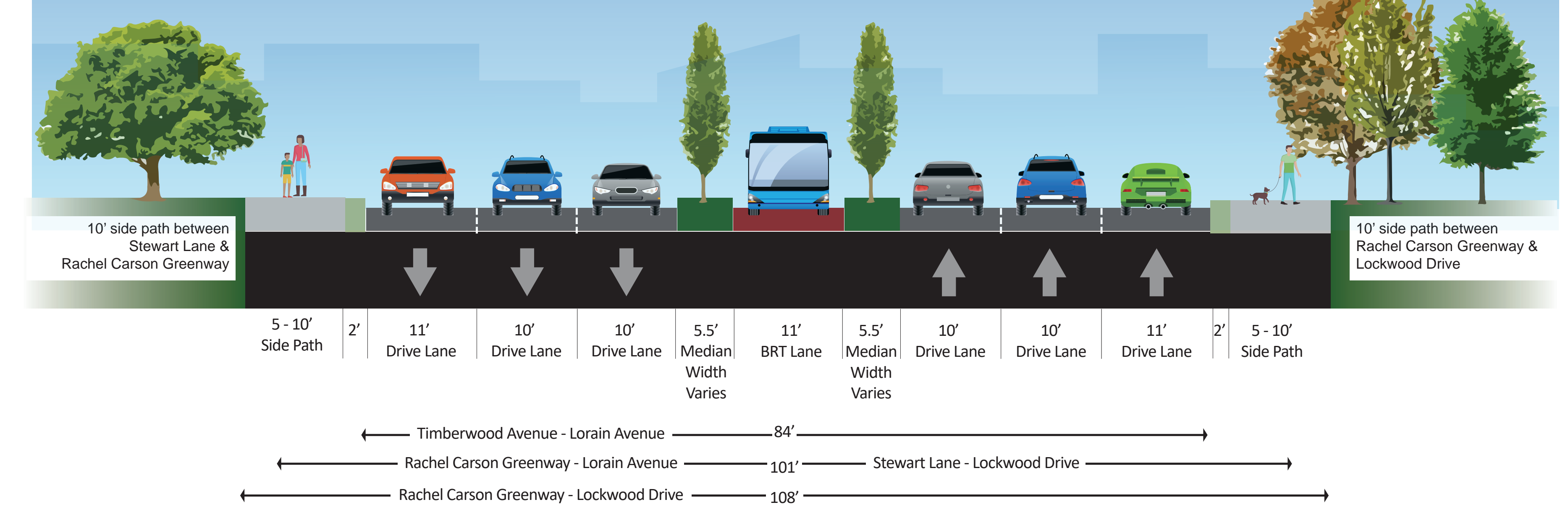
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Stewart Lane to Timberwood Avenue
Existing Conditions

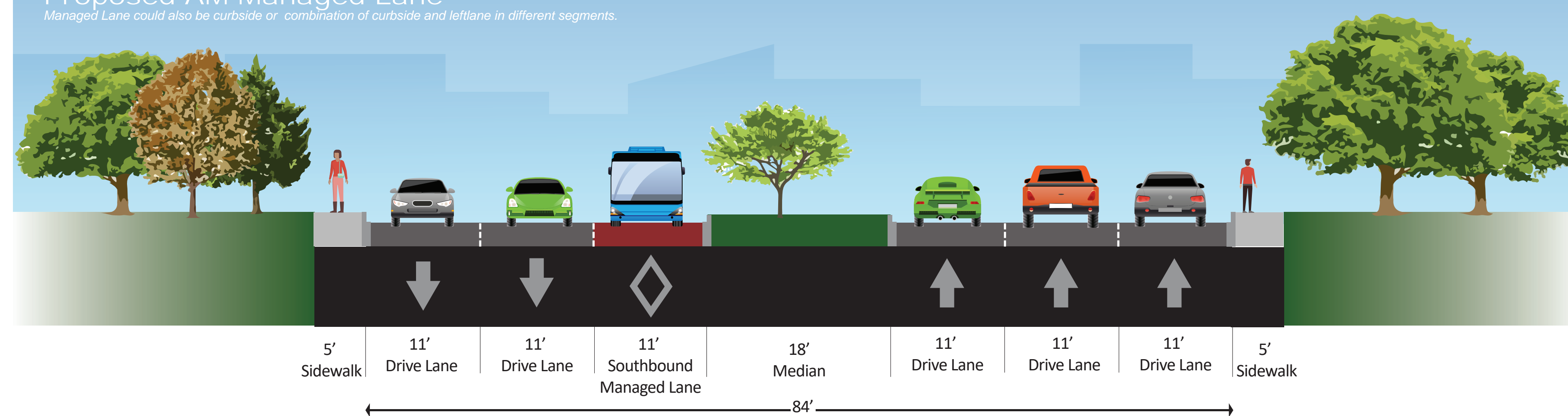


Stewart Lane to Timberwood Avenue
Proposed Median BRT between Intersections

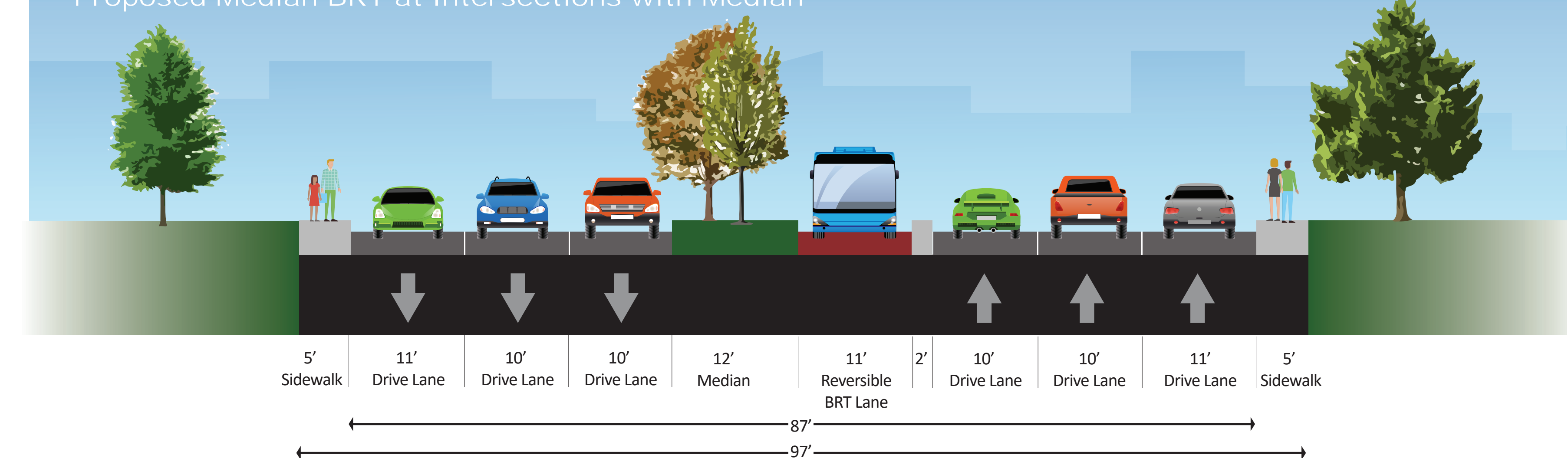


Stewart Lane to Timberwood Avenue
Proposed AM Managed Lane

Managed Lane could also be curbside or combination of curbside and leftlane in different segments.

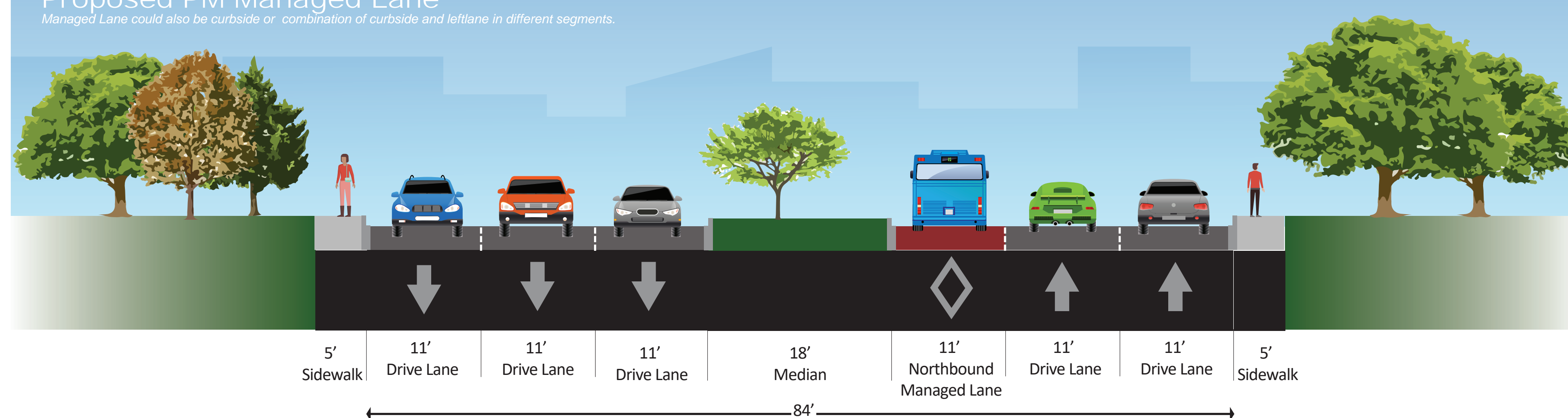


Stewart Lane to Timberwood Avenue
Proposed Median BRT at Intersections with Median

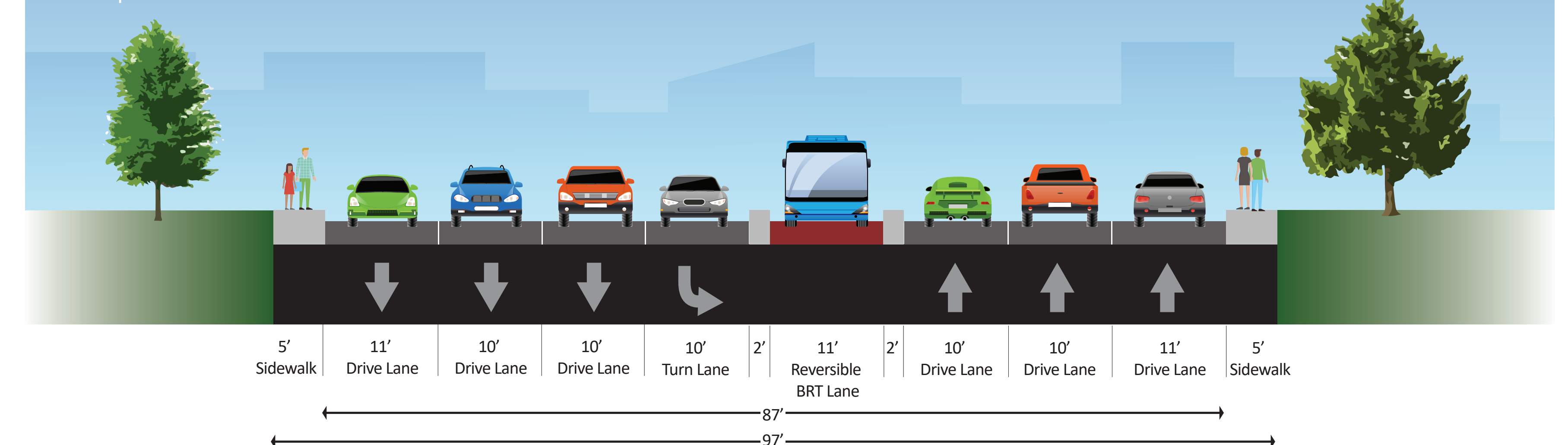


Stewart Lane to Timberwood Avenue
Proposed PM Managed Lane

Managed Lane could also be curbside or combination of curbside and leftlane in different segments.

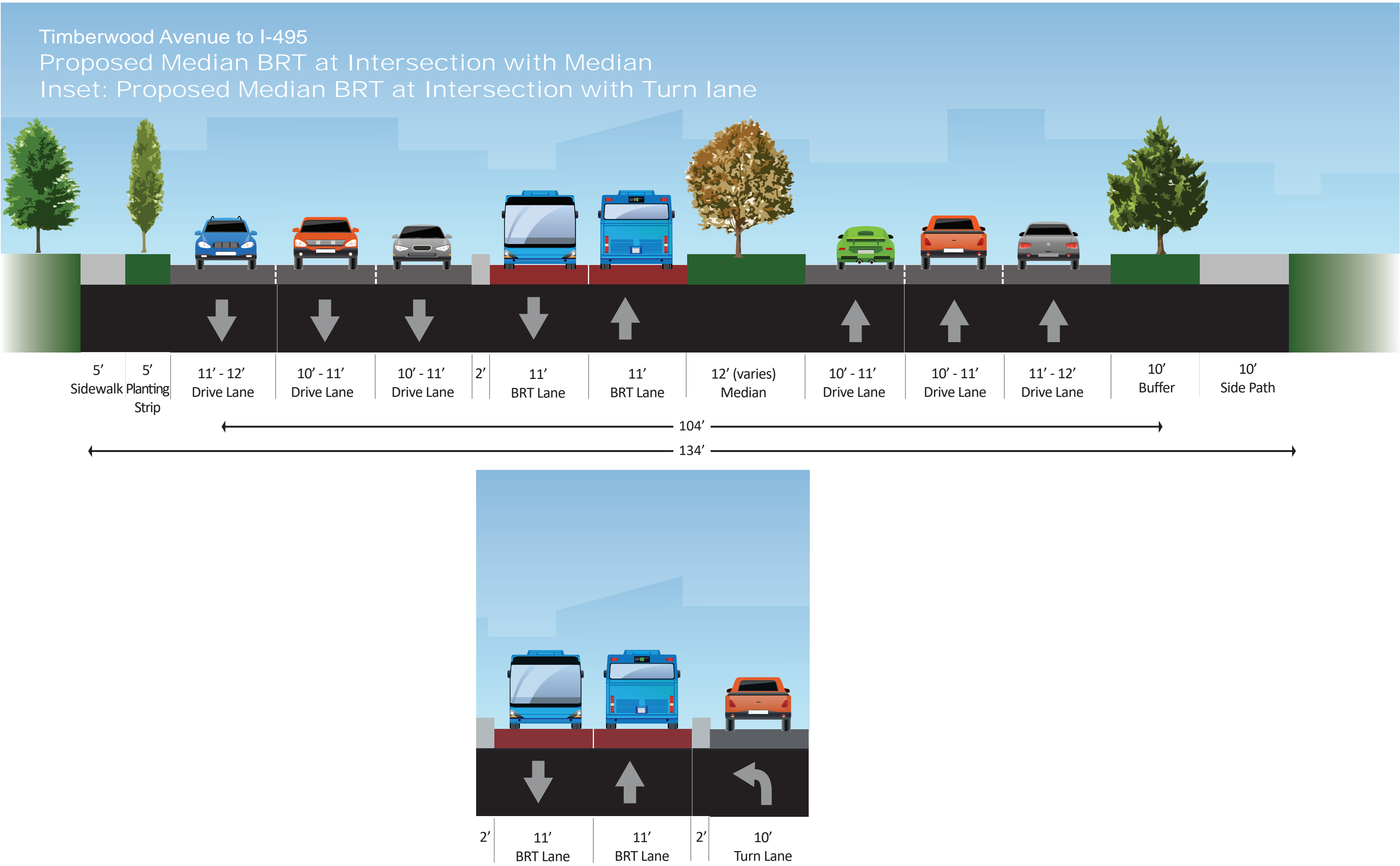
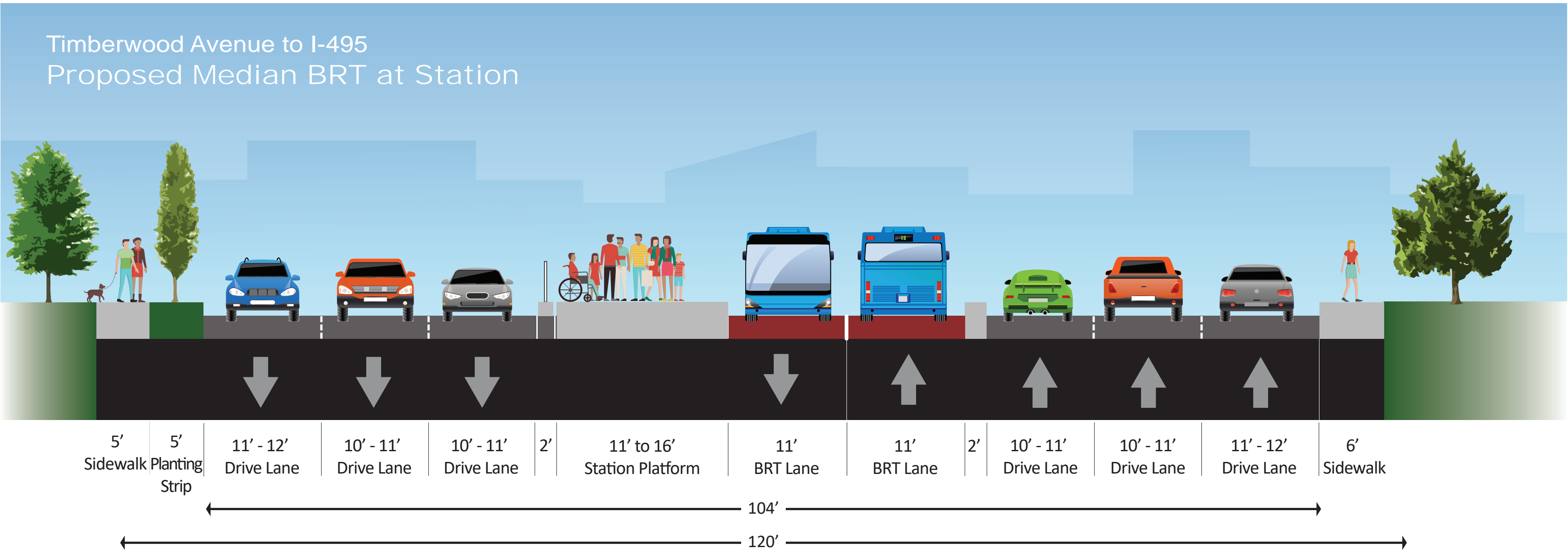
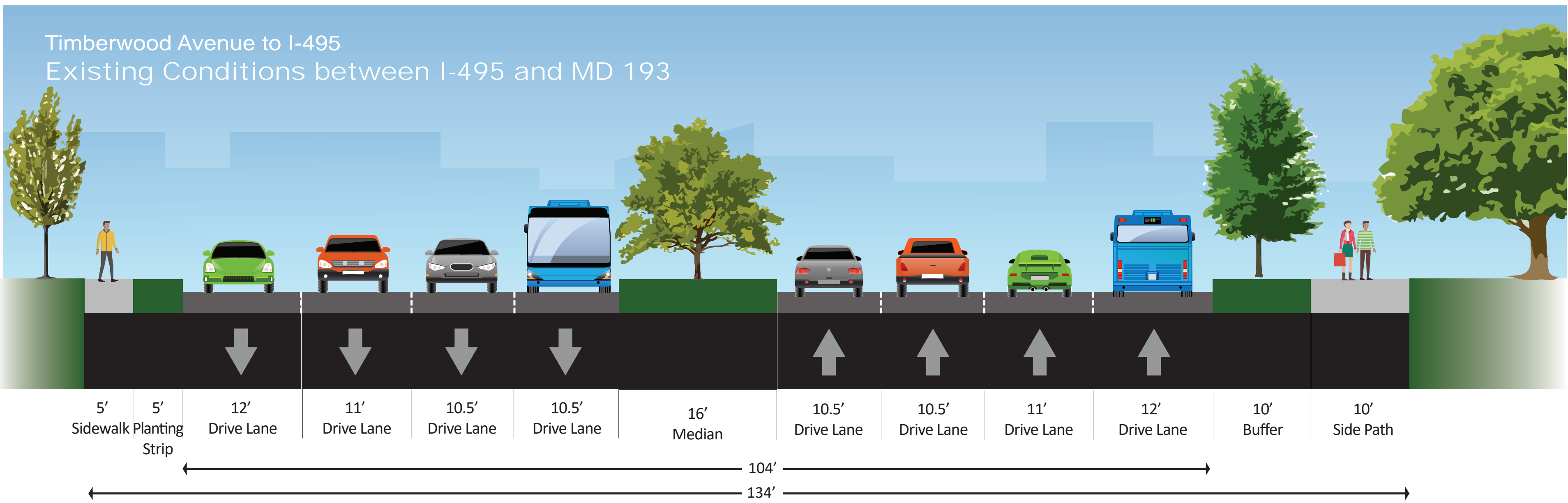
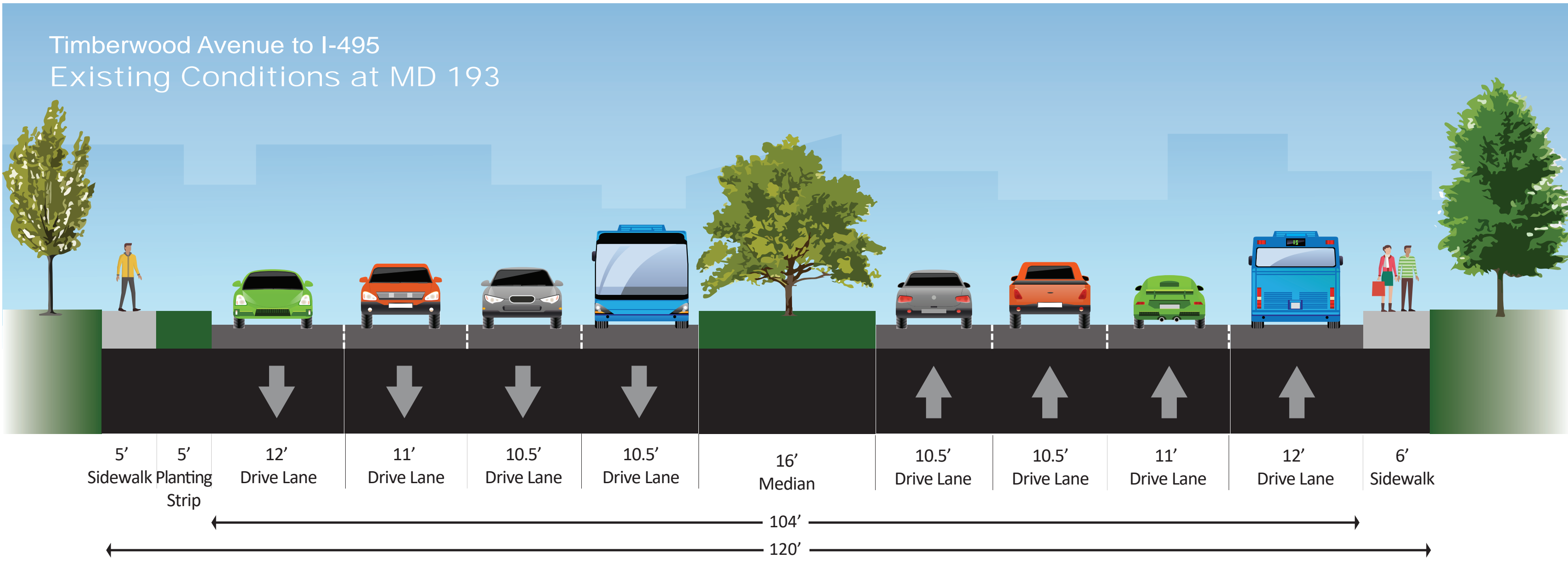


Stewart Lane to Timberwood Avenue
Proposed Median BRT at Intersections with Turn Lane



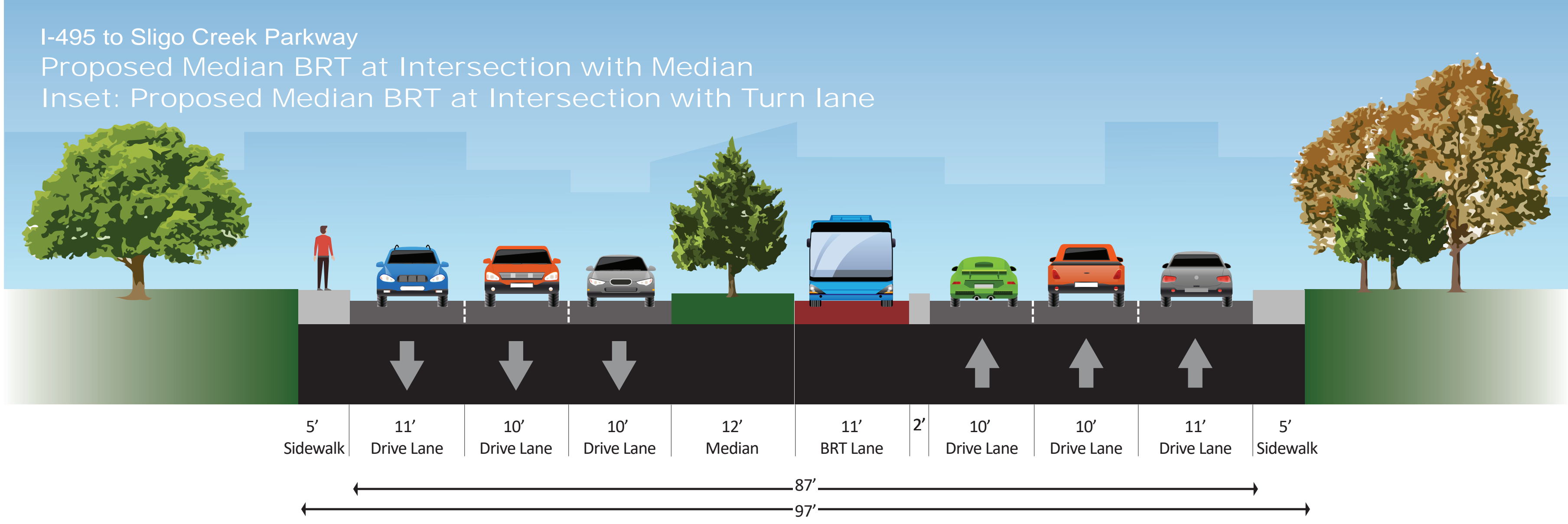
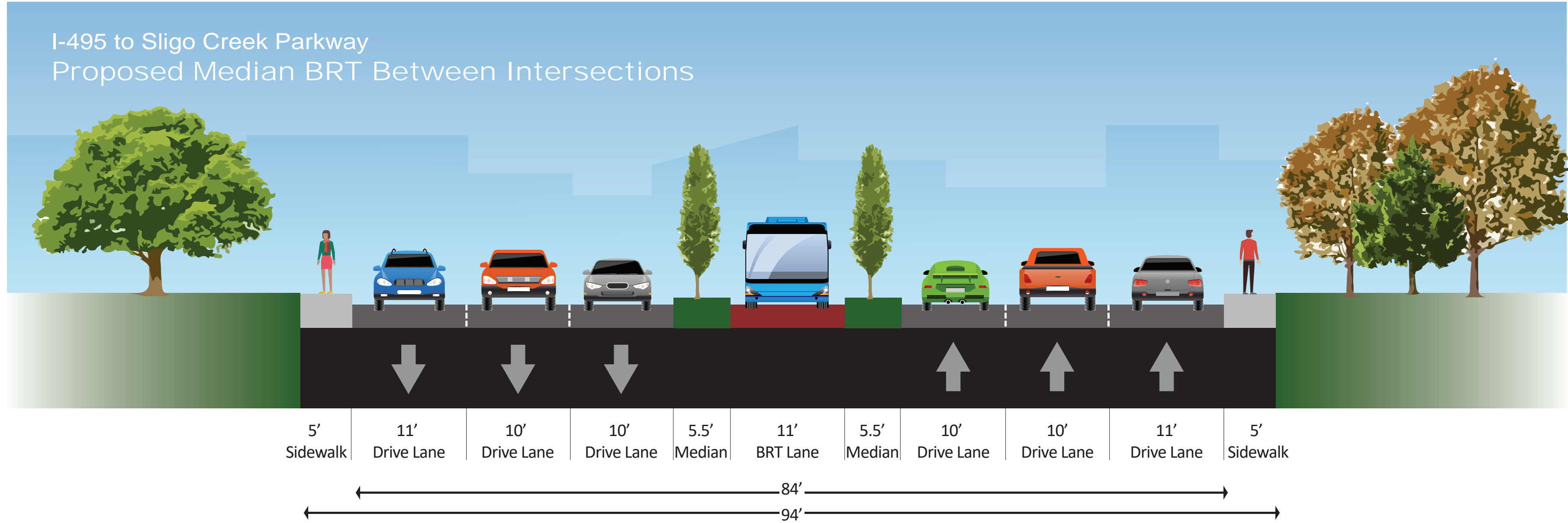
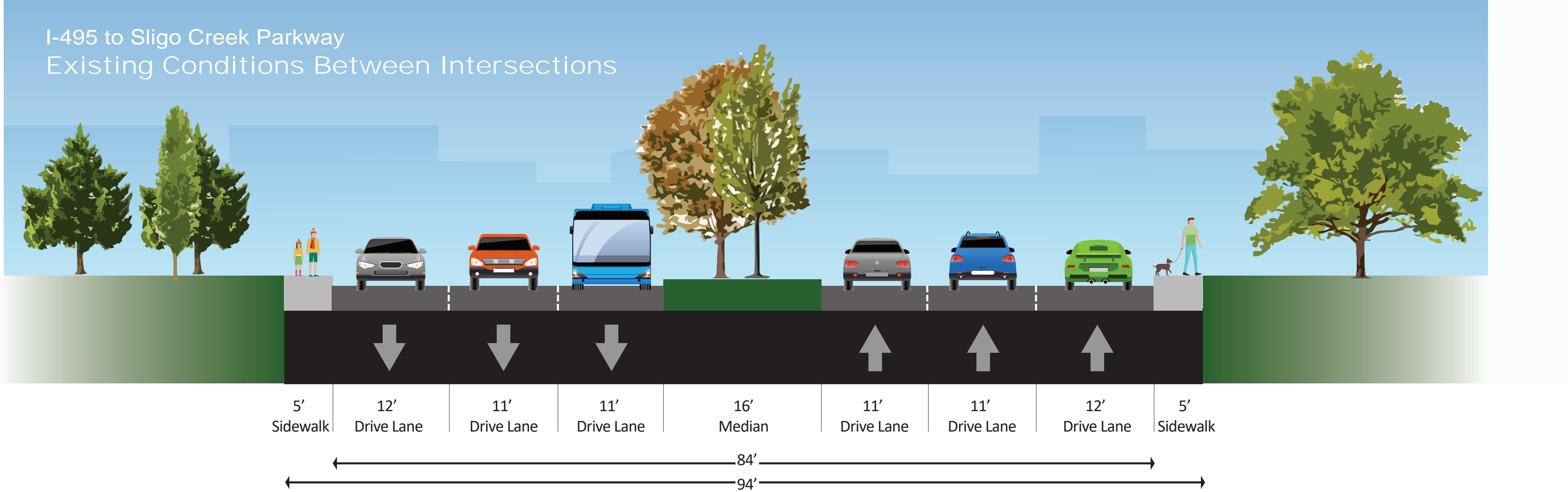
Concept Ideas Timberwood Avenue to I-495

Draft for discussion purposes only



Concept Ideas I-495 to Sligo Creek Pkwy.

Draft for discussion purposes only



Concept Ideas

Spot Improvement Location Concepts

Draft for discussion purposes only



Concept Ideas

Pedestrian & Bicycle Access Improvements

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US 29 - Station 1 Silver Spring Transit Center

BARRIERS TO PEDESTRIAN/ BICYCLE CONNECTIVITY
Columbia Pike NB and SB Lanes between 2nd Avenue and East West Highway
Metrorail/MARC tracks

KEY RECOMMENDATION
A Pedestrian bridge connecting Silver Spring Transit Center, MARC Station and Metrorail station (per Purple Line Functional Plan).
B Address sidewalk on northwest side of US 29 between 2nd Avenue and Metrorail tracks, which are not compliant due to obstructions such as lampposts, and the stairs at the underpass.
C Sharrow markings, "Bicycle May Use Full Lane" signage, and "Bicycle Route" signage on 2nd Avenue between Fenwick Lane and US 29 (per Bicycle and Pedestrian Priority Area Silver Spring CBD).
D Add crosswalk and pedestrian signal at US 29 and North Noyes Drive.
E Add crosswalk and pedestrian signal on north side of US 29 and Spring Street intersection.
F Add pedestrian refuge medians on southwest and northwest legs of US 29 and Georgia Avenue intersection.
G Add crosswalk to northeast leg of US 29 and Silver Spring Transit Center Entrance.
H Continue bi-directional bike lane to Grubb Road.
I Add 5 ft minimum sidewalks to Fairview Road between Spring Street and Noyes Drive.
J Add 5 ft minimum sidewalks to Alton Parkway between Noyes Drive and Spring Woodland Drive.
K Add 5 ft minimum sidewalks on Noyes Drive between Alton Parkway and US 29.
Below recommendations are from the Montgomery County Bicycle Master Plan:
L Separated bike lanes (both sides) on US 29 from 16th St to Wayne Ave
M Separated Bike Lanes (Two-Way, East Side) on US 29 from Wayne Ave to Georgia Avenue
N Separated Bike Lanes (Two-Way, North Side) on East West Highway from 16th St to Georgia Ave
O Separated Bike Lanes (Two-Way, East Side) on 16th Street from DC to Georgia Avenue
P Off-Street Trail (Metropolitan Branch Trail) on elevated structure from Fenton Street to S Springwood Drive
Q Neighborhood Greenway / Shared Roadway on 2nd Ave from Spring St to 16th Street
R Separated Bike Lanes (Side TBD) on 2nd Ave/ Wayne from Cedar Street to Spring Street
S Neighborhood Greenway / Shared Roadway on Woodland Drive from Spring Street to Columbia Boulevard and Alton Parkway from Spring Street to Highland Drive
T Separated Bike Lanes (Two-Way, West Side) on Fenton Street from King Street to Spring Street
U Separated Bike Lanes (Side TBD) on Cameron Street from Spring Street to 2nd Avenue
V Shared Street on Ellsworth Dr from Fenton Street to Georgia Avenue
W Separated bike lanes (two-way, east side) on Ellsworth Drive from Spring Street to Fenton Drive
X Neighborhood Greenway / Shared Roadway on Ellsworth Drive from Spring Street to Bennington Road
Y Neighborhood Greenway / Shared Roadway on Cedar Street from Wayne Street to Bonifant Street
Z Neighborhood Greenway / Shared Roadway on Bonifant Street from Cedar Street to Grove Street
AA Neighborhood Greenway / Shared Roadway on Grove Street from Bonifant Street to Sligo Avenue
AB Enclosed Bicycle Parking Station at Silver Spring Transit Center
AC Separated Bike Lanes (Side TBD) on 13th Ave/ Burlington Avenue from DC to Fenton Street
AD Priority Shared Lane Markings / Shared Roadway on Philadelphia Ave / Gist Ave from Selim Road to Takoma Ave
AE Neighborhood Greenway / Shared Roadway on Woodbury Drive (Dead end south of Sligo Ave) to Sligo Avenue
AF Separated bike lanes (both sides) on Dixon Avenue from Wayne Avenue to Georgia Avenue
AG Priority Shared Lane Markings/ Shared Roadway on Silver Spring Avenue from Georgia Avenue to Fenton Street

Legend
■ Half Mile Station Buffer
■ Half Mile Walkshed
■ Proposed BRT Platform
■ Proposed Improvements from the Montgomery County Bicycle Master Plan
■ Recommended Pedestrian/Linear Improvements
■ Recommended Area Improvements
■ Barriers to Bicycle and Pedestrian Connectivity
■ Existing Sidewalk



US 29 - Station 2 Fenton Street

BARRIERS TO PEDESTRIAN/ BICYCLE CONNECTIVITY
Columbia Pike NB and SB Lanes north of Dale Drive and between 2nd Avenue and East West Highway
Metrorail/MARC tracks

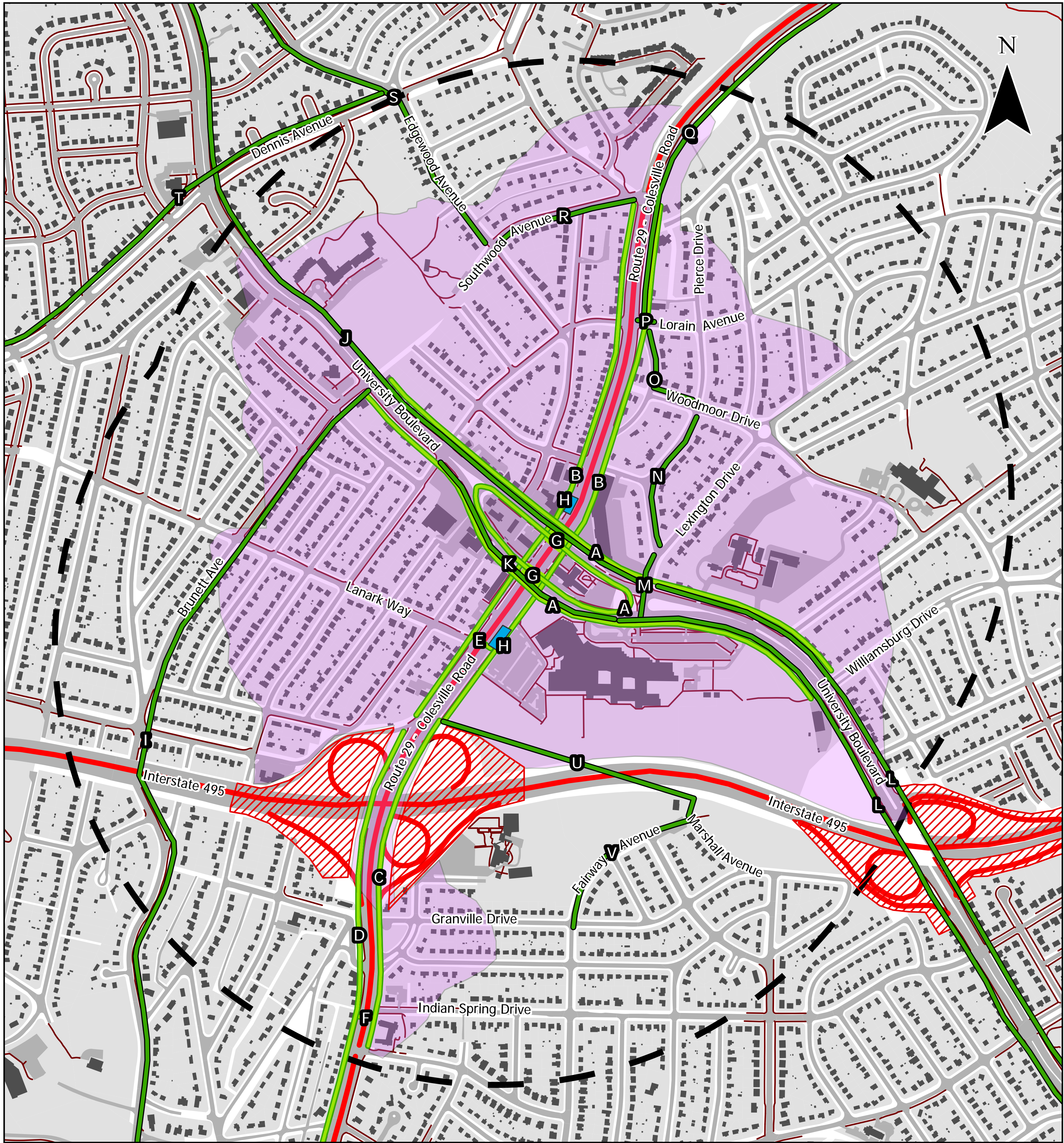
KEY RECOMMENDATION
A 10 ft wide pedestrian bridge connecting Silver Spring Transit Center, MARC Station and Metrorail station (per Purple Line Functional Plan).
B Address sidewalk on northwest side of US 29 between 2nd Avenue and Metrorail tracks, which are not compliant due to obstructions such as lampposts, and the stairs at the underpass.
C Sharrow markings, "Bicycle May Use Full Lane" signage, and "Bicycle Route" signage on 2nd Avenue between Fenwick Lane and US 29 (per Bicycle and Pedestrian Priority Area Silver Spring CBD).
D Improve pedestrian space and adding bus stop amenities such as shelter and bus arrival information (NB already has shelter at location).
E Remove parking in order to accommodate BRT Platform.
F Include bike racks at BRT Station.
G Add pedestrian refuge medians on southwest and northwest legs of US 29 and Georgia Avenue intersection.
H Add crosswalk and pedestrian signal on north side of US 29 and Spring Street intersection.
I Add crosswalk and pedestrian signal at US 29 and North Noyes Drive.
J Extend sidewalks on Dale Drive further to the West to connect to Georgia Avenue.
K Widen sidewalks on both sides of US 29 for a minimum of 6 ft between Spring Street and Dale Drive. Add ADA compliant crossings of side streets.
L Add 5 ft minimum sidewalks on Noyes Drive between Alton Parkway and US 29.
M Add 5 ft minimum sidewalks to Fairview Road between Spring Street and Noyes Drive.
N Add 5 ft minimum sidewalks to sections of Alton Parkway that are open to traffic. Widen shared-use path sections (south of Noyes Drive, north of Highland Drive) to 10 ft.
Below recommendations are from the Montgomery County Bicycle Master Plan:
O Separated bike lanes (both sides) on US 29 from 16th St to Wayne Ave
P Separated Bike Lanes (Two-Way, East Side) on US 29 from Wayne Ave to Georgia Avenue
Q Separated Bike Lanes (Two-Way, North Side) on East West Highway from 16th St to Georgia Ave
R Separated Bike Lanes (Two-Way, East Side) on 16th Street from DC to Georgia Avenue
S Off-Street Trail (Metropolitan Branch Trail) on elevated structure from Fenton Street to S Springwood Drive
T Neighborhood Greenway / Shared Roadway on 2nd Ave from Spring St to 16th St
U Separated Bike Lanes (Side TBD) on 2nd Ave/ Wayne from Cedar Street to Spring Street
V Neighborhood Greenway / Shared Roadway on Woodland Drive from Spring Street to Columbia Boulevard and Alton Parkway from Spring Street to Highland Drive
W Separated Bike Lanes (Two-Way, West Side) on Fenton Street from King Street to Spring Street
X Separated Bike Lanes (Side TBD) on Cameron Street from Spring Street to 2nd Avenue
Y Shared Street on Ellsworth Dr from Fenton Street to Georgia Avenue
Z Separated bike lanes (two-way, east side) on Ellsworth Drive from Spring Street to Fenton Drive
AA Neighborhood Greenway / Shared Roadway on Ellsworth Drive from Spring Street to Bennington Road
AB Neighborhood Greenway / Shared Roadway on Cedar Street from Wayne Street to Bonifant Street
AC Neighborhood Greenway / Shared Roadway on Bonifant Street from Cedar Street to Grove Street
AD Neighborhood Greenway / Shared Roadway on Grove Street from Bonifant Street to Sligo Avenue
AE Separated bike lanes (both sides) on Dixon Avenue from Wayne Avenue to Georgia Avenue
AF Priority Shared Lane Markings/ Shared Roadway on Silver Spring Avenue from Georgia Avenue to Fenton Street

Legend
■ Half Mile Station Buffer
■ Half Mile Walkshed
■ Proposed BRT Platform
■ Proposed Improvements from the Montgomery County Bicycle Master Plan
■ Recommended Pedestrian/Linear Improvements
■ Recommended Area Improvements
■ Barriers to Bicycle and Pedestrian Connectivity
■ Existing Sidewalk

Concept Ideas

Pedestrian & Bicycle Access Improvements

Draft for discussion purposes only



US 29 - Station 3 University Boulevard

BARRIERS TO PEDESTRIAN/BICYCLE CONNECTIVITY	
Columbia Pike NB and SB Lanes	
All I-495 Ramps	
I-495 EB and WB Lanes	
KEY RECOMMENDATION	
A	Widen sidewalks on University Boulevard to a minimum of 6 ft from Brunett Avenue to Williamsburg Drive.
B	Widen sidewalks on US 29 to a minimum of 6 ft from I-495 ramps to Southwood Avenue (per Four Corners Master Plan and Countywide Transit Corridors Functional Master Plan).
C	Install new bike bridge over I-495 on US 29.
D	Widen sidewalks on west side of US 29 to a minimum of 5 ft from I-495 to Sligo Creek Parkway (per Four Corners Master Plan).
E	Accommodate a pedestrian refuge median for safe road crossing at BRT Station (US 29 and Lanark Way) and add pedestrian-activated signal (HAWK or RRFB).
F	Add pedestrian-activated signal (HAWK or RRFB) at existing crosswalk at US 29 and Indian Spring Drive. Consider deployment of Capital Bikeshare in Four Corners and White Oak, due to proximity to existing stations in Silver Spring and Wheaton.
H	Include bike racks at BRT station platforms.
Below recommendations are from the Montgomery County Bicycle Master Plan:	
I	Neighborhood Greenway / Shared Roadway on Brunett Avenue from University Boulevard to Sligo Creek Parkway
J	Separated Bikeways (Sidepath, East Side) on University Boulevard from Lexington Drive to Reedy Drive
K	Separated Bikeways (Sidepath, West Side) on University Boulevard from Lexington Drive to Lorain Avenue
L	Separated bike lanes (both sides) on University Boulevard from Lexington Drive to Langley Drive
M	Separated Bikeways (Sidepath, West Side) on Lexington Drive from Pierce Drive to University Boulevard
N	Neighborhood Greenway / Shared Roadway on Pierce Drive from Lexington Drive to Woodmoor Drive
O	Neighborhood Greenway / Shared Roadway on Woodmoor Drive and Woodmoor Circle from Pierce Drive to Lorain Avenue
P	Neighborhood Greenway / Shared Roadway on Lorain Avenue from Woodmoor Circle to US 29
Q	Separated Bikeways (Sidepath, East Side) on US 29 from Lorain Avenue to Rachel Carson Greenway
R	Neighborhood Greenway / Shared Roadway on Southwood Avenue from US 29 to Edgewood Avenue
S	Neighborhood Greenway / Shared Roadway on Edgewood Avenue from Southwood Avenue to Eisner Street
T	Separated Bikeways (Sidepath, North Side) on Dennis Avenue from Edgewood Avenue to Douglas Avenue
U	Pedestrian / Bike bridge over I-495 from US 29 to Indian Spring Terrace Park
V	Neighborhood Greenway / Shared Roadway on Fairway Avenue from Marshall Avenue to Granville Drive

- Legend
- Half Mile Station Buffer
 - Half Mile Walkshed
 - Proposed BRT Platform
 - Proposed Improvements from the Montgomery County Bicycle Master Plan
 - Recommended Pedestrian/Linear Improvements
 - Recommended Area Improvements
 - Barriers to Bicycle and Pedestrian Connectivity
 - Existing Sidewalk



US 29 - Station 4 Burnt Mills

BARRIERS TO PEDESTRIAN/BICYCLE CONNECTIVITY	
Columbia Pike NB and SB Lanes	
Northwest Branch	
KEY RECOMMENDATION	
A	Add 6 ft wide minimum sidewalks on both sides of US 29 from Crestmoor Drive to Burnt Mills Avenue (per Four Corners Master Plan and Countywide Transit Corridors Functional Master Plan).
B	Add pedestrian bridge over Northwest branch connecting Burnt Mills West Special Park to Northwest Branch Trail.
C	Widen median to accommodate pedestrian refuge for safe road crossing on north leg of US 29 and Holy Cross Health Entrance (per Countywide Bike Master Plan).
D	Add minimum 6 ft sidewalks to west side of northbound Lockwood Drive.
E	Add crosswalk and pedestrian signal to south leg of US 29 and southbound Lockwood Drive intersection.
F	Add ADA compliant crosswalks to all four legs of US 29 and Burnt Mills Avenue intersection. Add refuge medians to north and south legs. Add pedestrian signal to south leg.
G	Improve pedestrian path between Wheeler Drive and US 29 to make it ADA compliant.
H	Include bike racks at BRT station platforms.
Below recommendations are from the Montgomery County Bicycle Master Plan:	
I	Separated Bikeways (Sidepath, East Side) on US 29 from Lorain Avenue to Rachel Carson Greenway including new bike bridge over Northwest Branch.
J	Separated Bikeways (Sidepath, both sides of Road) on US 29 from Rachel Carson Greenway to Lockwood Drive
K	Separated Bikeway (Sidepath, east side) on Lockwood Drive from New Hampshire Avenue to Columbia Pike
L	Separated Bikeway (Sidepath, west side) on US 29 from Lockwood Drive to Tech Road

- Legend
- Half Mile Station Buffer
 - Half Mile Walkshed
 - Proposed BRT Platform
 - Proposed Improvements from the Montgomery County Bicycle Master Plan
 - Recommended Pedestrian/Linear Improvements
 - Recommended Area Improvements
 - Barriers to Bicycle and Pedestrian Connectivity
 - Existing Sidewalk

Concept Ideas

Pedestrian & Bicycle Access Improvements

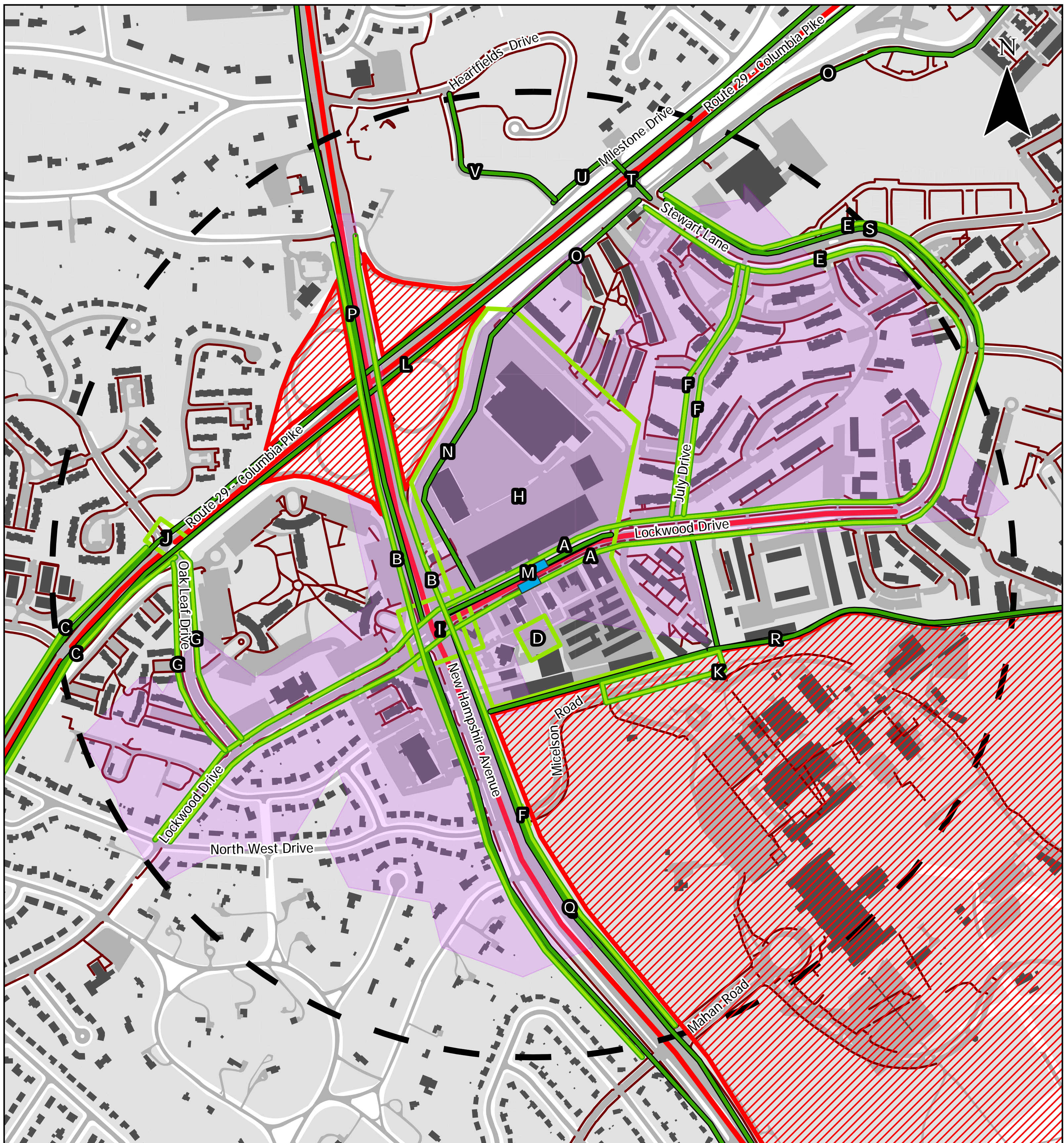
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US 29 - Station 5 Oak Leaf Drive

BARRIERS TO PEDESTRIAN/ BICYCLE CONNECTIVITY	
Columbia Pike NB and SB Lanes	
All four ramps between Columbia Pike and New Hampshire Avenue	
Perimeter of White Oak Federal Research Facility (Accessible only for authorized persons)	
KEY RECOMMENDATION	
A	Add 6 ft wide minimum sidewalks on both sides of US 29 from Crestmoor Drive to Burnt Mills Avenue (per Four Corners Master Plan and Countywide Transit Corridors Functional Master Plan).
B	Add 6 ft wide minimum sidewalks on both sides of Lockwood Drive from US 29 to New Hampshire Avenue (per Countywide Transit Corridors Functional Master Plan).
C	Add 5 ft wide minimum sidewalks on both sides of North West Drive from Childs Street to New Hampshire Avenue.
D	Add ADA compliant crosswalks to all four legs of Lockwood Drive and North West Drive intersection. Reduce corner curb radii to slow turning vehicles and shorten crossing distances.
E	Improve pedestrian crossing of New Hampshire Avenue and Lockwood Drive, with a focus on reducing curb radii to slow turning traffic and increasing size of pedestrian refuge medians.
F	Enable pedestrian crossing at Oak Leaf Drive and US 29 through a redesign of the intersection.
G	Improve pedestrian crossings at US 29 and Burnt Mills Drive. Add pedestrian signal to southern leg of intersection and add pedestrian refuge island to north and south legs of intersection. Add crosswalks to east and west legs.
H	Add 5 ft wide minimum sidewalks on both sides of Burnt Mills Drive between US 29 and Lockwood Drive.
I	Add bike storage at BRT station location.
J	Add 5 ft wide minimum sidewalks on both sides of Oak Leaf Drive from US 29 to Lockwood Drive.
Below recommendations are from the Montgomery County Bicycle Master Plan:	
K	Separated bikeways (Sidepath, both sides) on US 29 from Rachel Carson Greenway to Lockwood Drive
L	Separated Bikeway (Sidepath, west side) on US 29 from Lockwood Drive to Tech Road which would require new bridge over New Hampshire Avenue.
M	Separated Bike Lanes (Two-Way, East Side) on Old Columbia Pike through White Oak Shopping Center
N	Separated bikeway (Sidepath, west side) on New Hampshire Avenue from Lockwood Drive to Jackson Road
O	Separated bikeway (Sidepath, both sides) on New Hampshire Avenue from Lockwood Drive to Oaklawn Drive
P	Off-street Trail connecting Lockwood Drive and New Hampshire Avenue.
Q	Separated Bikeway (Sidepath, east side) on Old Columbia Pike from White Oak Shopping Center to Stewart Lane
R	Separated Bikeway (sidepath, east side) on Lockwood Drive from White Oak Park Drwy to New Hampshire Avenue

- Legend
- Half Mile Station Buffer
 - Half Mile Walkshed
 - Proposed BRT Platform
 - Proposed Improvements from the Montgomery County Bicycle Master Plan
 - Recommended Pedestrian/Linear Improvements
 - Recommended Area Improvements
 - Barriers to Bicycle and Pedestrian Connectivity
 - Existing Sidewalk



US 29 - Station 6 White Oak Transit Center

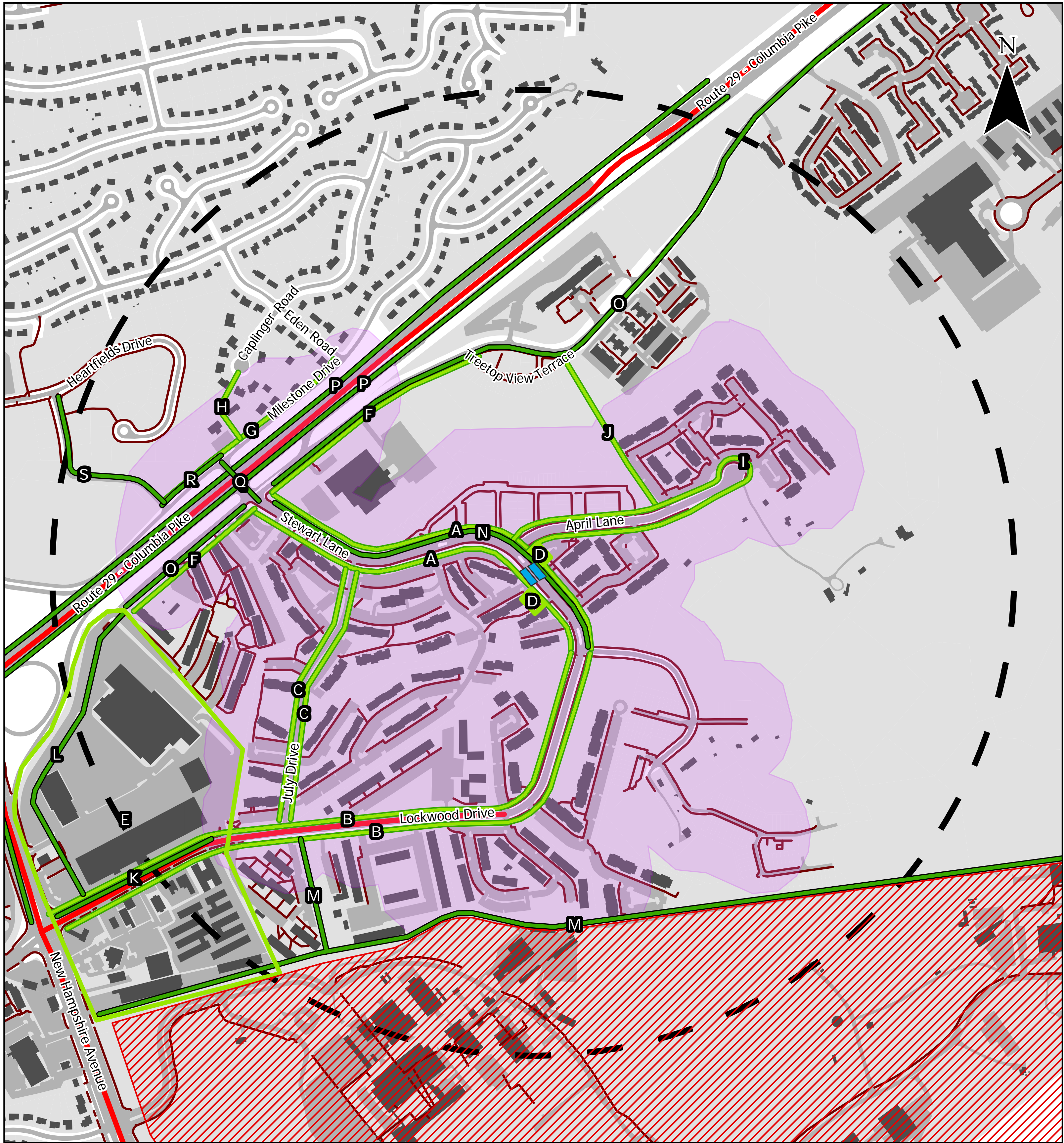
BARRIERS TO PEDESTRIAN/ BICYCLE CONNECTIVITY	
Columbia Pike NB and SB Lanes	
All four ramps between Columbia Pike and New Hampshire Avenue	
Perimeter of White Oak Federal Research Facility (Accessible only for authorized persons)	
KEY RECOMMENDATION	
A	Add 6 ft wide minimum sidewalk on both sides of Lockwood Drive from North West Drive to Stewart Lane (per Countywide Transit Corridors Functional Master Plan).
B	Add 6 ft minimum sidewalks on both sides of New Hampshire Avenue from Milestone Drive to Mahan Drive.
C	Add 6 ft minimum sidewalks on both sides of US 29 from North West Drive to Oak Leaf Drive.
D	Accommodate bike storage by providing bike corrals at nearby parking lots.
E	Add 6 ft minimum sidewalk on both sides of Stewart Lane from US 29 to Lockwood Drive.
F	Add 5 ft minimum sidewalks on both sides of July Drive.
G	Add 5 ft minimum sidewalks on both sides of Oak Leaf Drive from US 29 to Lockwood Drive.
H	Implement redevelopment of shopping centers north and south of Lockwood Drive as envisioned in the White Oak Science Gateway Master Plan, featuring mixed-use development with street grid pattern.
I	Improve pedestrian crossing of New Hampshire Avenue and Lockwood Drive, with a focus on reducing curb radii to slow turning traffic and increasing size of pedestrian refuge medians.
J	Enable pedestrian crossing of US 29 at Oak Leaf Drive through redesign of the intersection.
K	Pedestrian/ bike access gate for White Oak Research Facility employees along fence line between Lockwood Drive and New Hampshire Avenue. Move to appropriate location once area between Lockwood Drive, New Hampshire Avenue and Michelson Road is redeveloped.
Below recommendations are from the Montgomery County Bicycle Master Plan:	
L	Separated Bikeway (sidepath, west side) on US 29 from Lockwood Drive to Tech Road
M	Separated Bikeway (sidepath, east side) on Lockwood Drive from White Oak Park Drwy to New Hampshire Avenue
N	Separated Bike Lanes (Two-Way, East Side) on Old Columbia Pike through White Oak Shopping Center
O	Separated Bikeway (sidepath, east side) on Old Columbia Pike from White Oak Shopping Center to Tech Road
P	Separated bikeway (sidepath on west side) on New Hampshire Avenue from Lockwood Drive to Jackson Road
Q	Separated bikeway (sidepath on both sides of street) on New Hampshire Avenue from Lockwood Drive to Oaklawn Drive
R	Off-street Trail from New Hampshire Avenue to FDA Boulevard, with spur connecting to Lockwood Drive
S	Extend bike lanes on Stewart Lane to Old Columbia Pike
T	Create pedestrian/ bike crossing of US 29 on Stewart Lane in the form of a sidepath from Old Columbia Pike to Milestone Drive
U	Separated Bikeway (sidepath, west side) on Milestone Drive from Sherbrooke Woods Lane to Stewart Lane
V	Neighborhood Greenway / Shared Roadway on Sherbrooke Woods Lane from Milestone Drive to Heartfields Drive

- Legend
- Half Mile Station Buffer
 - Half Mile Walkshed
 - Proposed BRT Platform
 - Proposed Improvements from the Montgomery County Bicycle Master Plan
 - Recommended Pedestrian/Linear Improvements
 - Recommended Area Improvements
 - Barriers to Bicycle and Pedestrian Connectivity
 - Existing Sidewalk

Concept Ideas

Pedestrian & Bicycle Access Improvements

Draft for discussion purposes only



US 29 - Station 7 Stewart Lane

BARRIERS TO PEDESTRIAN/BICYCLE CONNECTIVITY	
Columbia Pike NB and SB Lanes Perimeter of White Oak Federal Research Facility (Accessible only for authorized persons)	
KEY	RECOMMENDATION
A	Add 6 ft minimum sidewalk on both sides of Stewart Lane from US 29 to Lockwood Drive (per the Countywide Transit Corridors Functional Master Plan).
B	Add 6 ft wide minimum sidewalk on both sides of Lockwood Drive from New Hampshire Avenue to Stewart Lane.
C	Add 5 ft minimum sidewalks on both sides of July Drive.
D	Include bike racks at BRT Station.
E	Implement redevelopment of shopping centers north and south of Lockwood Drive as envisioned in the White Oak Science Gateway Master Plan, featuring mixed-use development with street grid pattern.
F	Add 5 ft minimum sidewalk on east side of Old Columbia Pike from White Oak Shopping Center to Tree Top View Terrace.
G	Improve sidewalk on west side of Milestone Drive from Eden Road to Sherbrooke Woods Lane.
H	Create pedestrian path from Milestone Drive to Caplinger Road.
I	Add 5 ft minimum sidewalk on April Lane.
J	Create pedestrian path from Old Columbia Pike to April Lane.

Below recommendations are from the Montgomery County Bicycle Master Plan:

K	Separated Bikeway (sidepath, east side) on Lockwood Drive from White Oak Park Drwy to New Hampshire Avenue
L	Separated Bike Lanes (Two-Way, East Side) on Old Columbia Pike through White Oak Shopping Center
M	Off-street Trail from New Hampshire Avenue to FDA Boulevard, with spur connecting to Lockwood Drive
N	Extend bike lanes on Stewart Lane to Old Columbia Pike
O	Separated Bikeway (sidepath, east side) on Old Columbia Pike from White Oak Shopping Center to Tech Road
P	Separated Bikeway (sidepath, west side) on US 29 from Lockwood Drive to Tech Road
Q	Create pedestrian/bike crossing of US 29 on Stewart Lane in the form of a sidepath from Old Columbia Pike to Milestone Drive
R	Separated Bikeway (sidepath, west side) on Milestone Drive from Sherbrooke Woods Lane to Stewart Lane
S	Neighborhood Greenway / Shared Roadway on Sherbrooke Woods Lane from Milestone Drive to Heartfields Drive

- Legend
- Half Mile Station Buffer
 - Half Mile Walkshed
 - Proposed BRT Platform
 - Proposed Improvements from the Montgomery County Bicycle Master Plan
 - Recommended Pedestrian/Linear Improvements
 - Recommended Area Improvements
 - Barriers to Bicycle and Pedestrian Connectivity
 - Existing Sidewalk



US 29 - Station 8 Tech Road

BARRIERS TO PEDESTRIAN/BICYCLE CONNECTIVITY	
Columbia Pike NB and SB Lanes Tech Road westbound approach and Columbia Pike Intersection Industrial Parkway westbound approach and Columbia Pike Intersection	
KEY	RECOMMENDATION
A	Improve pedestrian space by widening sidewalk and adding bus stop amenities such as shelter and bus arrival information (per the Countywide Transit Corridors Functional Master Plan).
B	Improved pedestrian and bicycle accommodations on Columbia Pike crossing at Tech Road (pedestrian signals, crosswalks and raised refuge medians) (per the Countywide Transit Corridors Functional Master Plan).
C	Improve pedestrian crossing of Prosperity Drive, potentially combined with narrowing down Prosperity Drive.
D	Improve pedestrian crossing of Tech Road by adding a Pedestrian Signal.
E	Improve pedestrian space by widening sidewalk and adding bus stop amenities such as shelter and bus arrival information (potentially combining both stops).
F	Create safe pedestrian crossing on Prosperity Drive and Industrial Parkway (pedestrian signal, refuge median and improved crosswalks).
G	Expand Park and Ride, bringing the parking closer to BRT station by having a direct pedestrian connection to platform.
H	Narrow Prosperity Drive/ Old Columbia Pike between Industrial Parkway and Public Storage by converting SB lanes to pedestrian space and converting NB lanes to two 10' lanes (Would not be implemented with Recommendation J) (per the White Oak Science Gateway Master Plan).
I	Improved pedestrian and bicycle accommodations on Columbia Pike and Old Columbia Road crossing at Industrial Parkway (pedestrian signals, crosswalks and raised refuge medians) (per the Countywide Bike Master Plan).
J	Close Prosperity Drive north of Tech Road for 225' to create a large transit plaza between the NB platform to the shopping center (Would not be implemented with Recommendation H).
K	Implement street grid in White Oak Town Center plan with mixed use development (as shown in KLN Development Plan).
L	Designate a portion of retail parking for transit users during weekday commute times.
M	Coordinate with KLN to install bike corral with repair services amenities in planned fitness area.
N	Add bicycle storage at Park and Ride.
O	Add trail connection between Cedar Hill Drive and Paint Branch Road.
P	Add sidewalk to Old Columbia Pike between Industrial Parkway and Stonehedge Park.

Below recommendations are from the Montgomery County Bicycle Master Plan:

Q	Construct separated bikeway from Randolph Road on Old Columbia Pike (sidepath on west side) and Tech Road (one-way on both sides of street) to Columbia Pike.
R	Construct separated bikeway (one-way on both sides of street) on Tech Road from Columbia Pike to Industrial Parkway (per the Montgomery County Bicycle Master Plan and the White Oak Science Gateway Master Plan).
S	Construct separated bikeway (two-way on both sides of street) on Industrial Parkway from Columbia Pike to FDA Boulevard.
T	Construct separated bikeway (two-way, south side) on Broadburch Drive from Tech Road to Cherry Hill (per the Montgomery County Bicycle Master Plan) OR add shared use path and signed shared roadway (per the White Oak Science Gateway Master Plan).
U	Construct separated bikeway on Old Columbia Pike/ Prosperity Drive (sidepath) from Randolph Road to Stewart Lane.
V	Construct separated bikeway (sidepath, west side) on Columbia Pike from Tech Road to Lockwood Drive.
W	Construct separated bikeway (two-way, south side) on Cherry Hill Road from Columbia Pike to Gracefield Road.
X	Construct separated bikeway (sidepath, west side) on Serpentine Way from Randolph Road to Fairland Road.

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Schedule & Next Steps

