

MD 187 (OLD GEORGETOWN ROAD) CORRIDOR

BICYCLE AND PEDESTRIAN SAFETY ANALYSIS

Virtual Community Meeting
September 29, 2022
6:30 - 8 p.m.

PUBLIC ENGAGEMENT



MEETING AGENDA

- Meeting Overview (Joe Harrison)
- Opening Remarks & Introductions (Derek Gunn)
- Project Presentation (Joseph Moges)
- Title VI Requirements (Judith de Vastey)
- Housekeeping and Logistics (Terry Maxwell)
- Questions and Comments (MDOT SHA Team Members)

OPENING REMARKS & INTRODUCTIONS

➤ **Remarks and Introductions**

- Derek L. Gunn – Acting District Engineer, MDOT SHA District 3

➤ **MDOT SHA Team Members**

- Joseph Moges – Assistant District Engineer for Traffic
- Urooj Zafar – Chief, Engineering Systems Team
- Ronald Landrum – Engineering Systems Team
- Christopher Bishop – Community Relations Manager

MD 187 CORRIDOR PRESENTATION

- Project Background
- Corridor Needs Analysis
- Existing Bike Lane Performance
- Design
- Expanded Bike Lane Performance
- Corridor Improvements
- Summary

MD 187 CORRIDOR BACKGROUND AREA MAP

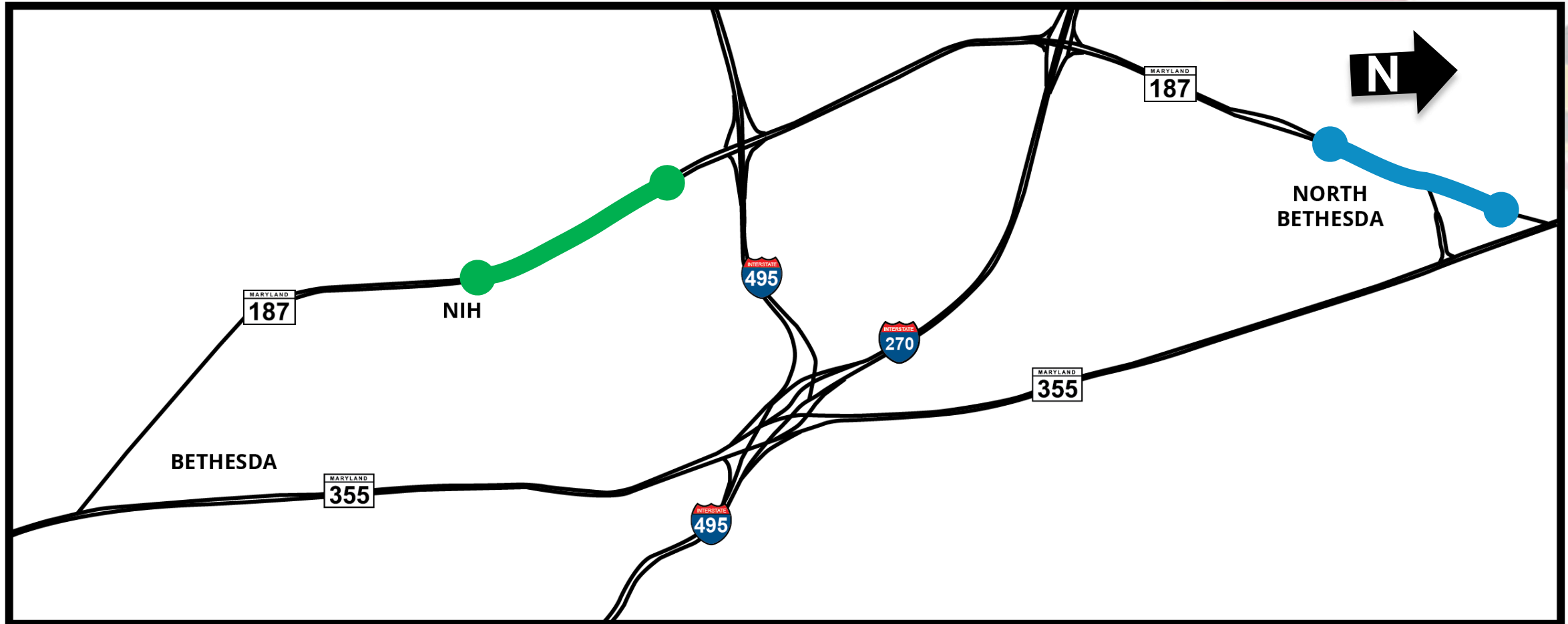


- 5.5 miles
- 4 to 6 travel lanes
- 30 signalized intersections

- 16 unsignalized intersections
- 40/35 mph posted speed limit
- ~40,000 vehicles daily

MD 187 CORRIDOR BACKGROUND

EXISTING AND FUTURE BICYCLE LANES

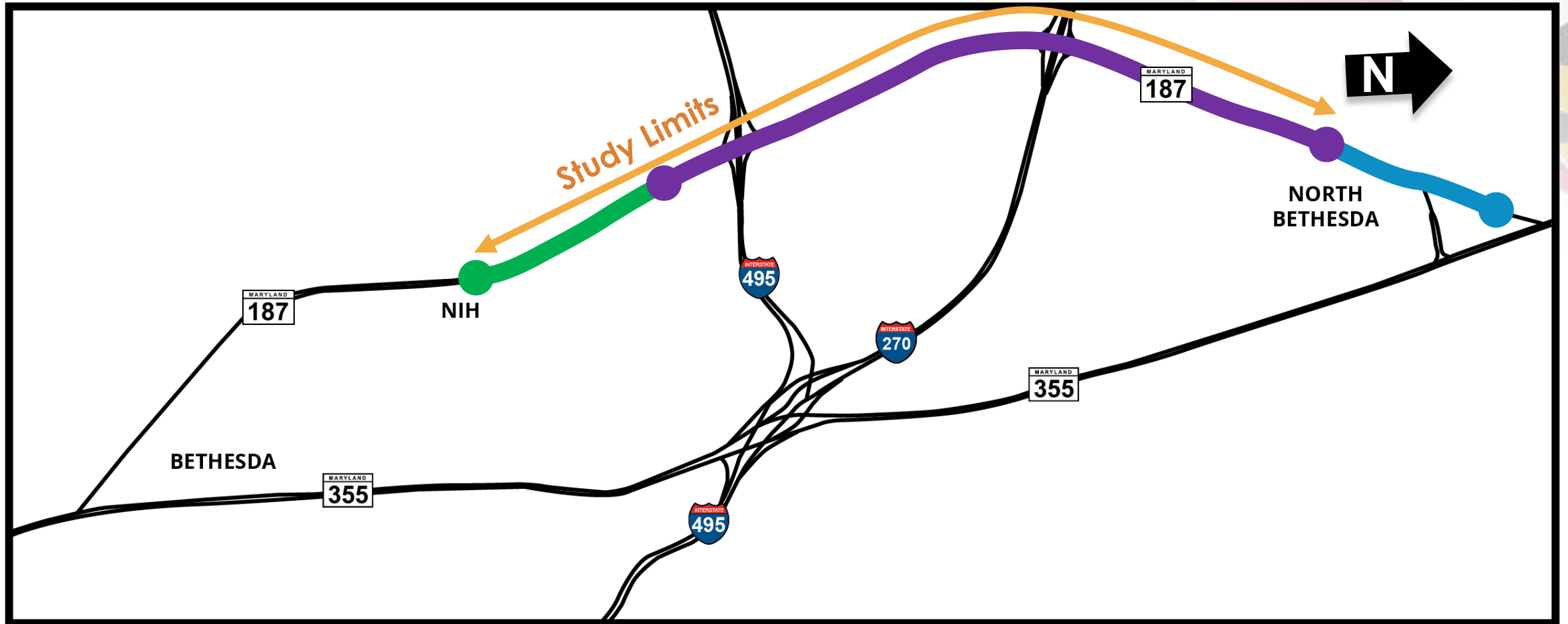


- Cedar Lane to Ryland Drive
- Tilden Lane to Josiah Henson Parkway

- Existing buffered bike lane (green)
- Future bike lane (blue)

MD 187 CORRIDOR BACKGROUND

STUDY LIMITS



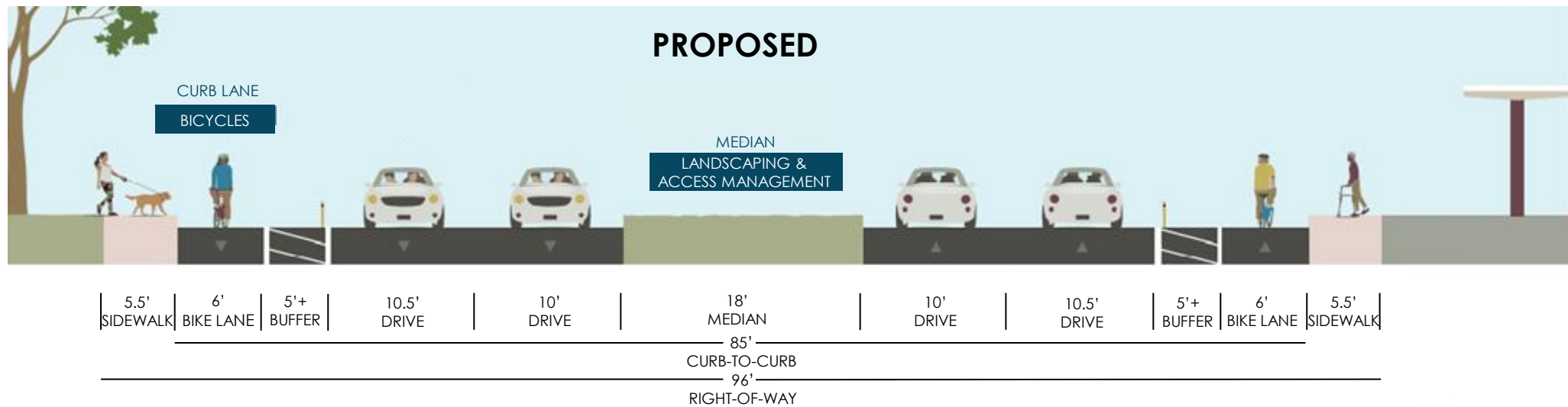
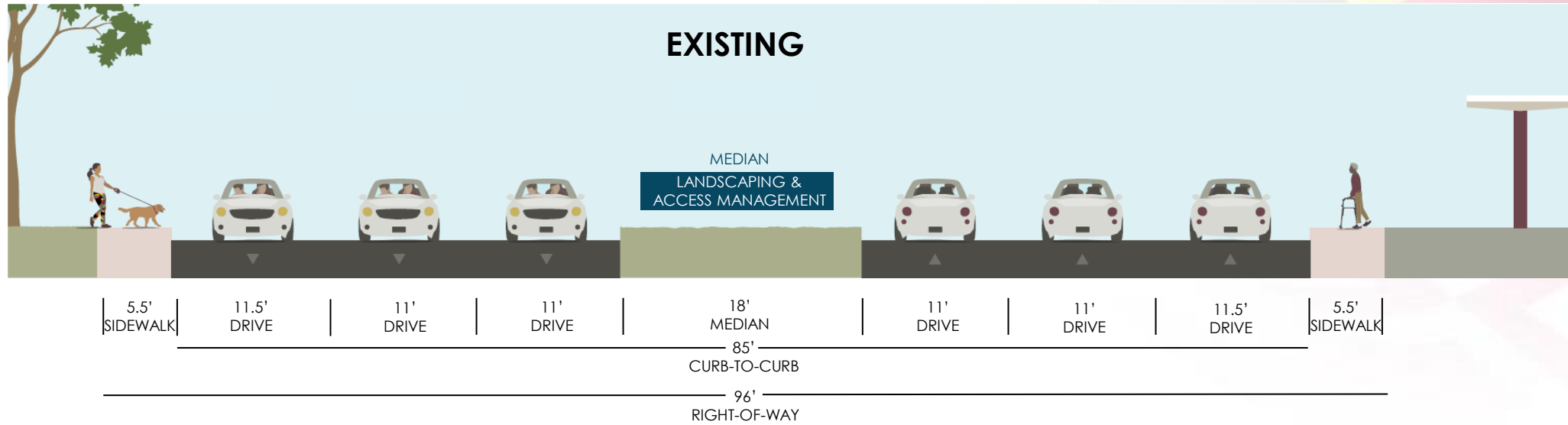
MD 187 CORRIDOR BACKGROUND CRASH HISTORY



*Crash data for a five-year period (2014 – 2018)

- In 2019:
 - A **severe** bicycle crash occurred at the I-495 interchange involving a teen riding their bicycle across the eastbound I-495 ramp.
 - A **fatal** bicycle crash occurred near the Beech Avenue intersection.
- In 2022:
 - A **fatal** bicycle crash occurred along northbound MD 187 near Cheshire Drive.

MD 187 TYPICAL SECTION



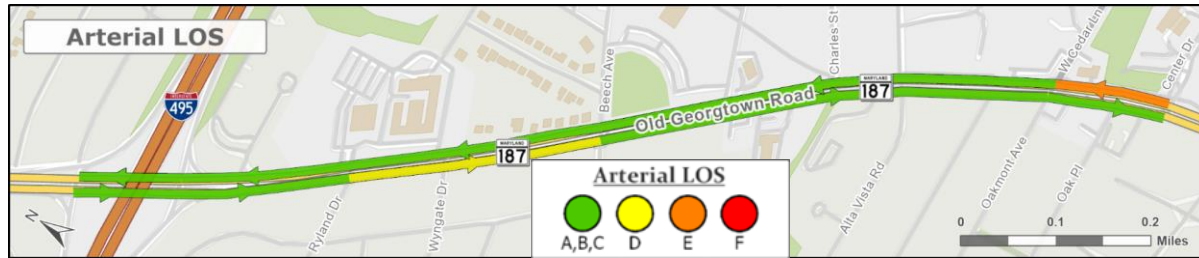
MD 187 EXISTING BIKE LANE PERFORMANCE

MD 187 from Cedar Lane to I-495 (AM Peak Hour)

Before Bike Lanes



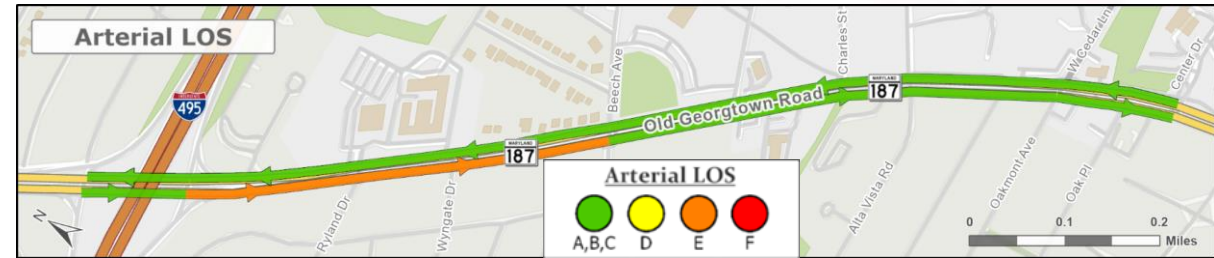
With Bike Lanes



- Arterial Level of Service (LOS) E experienced between Center Drive and Cedar Lane.
- All other segments along the corridor operated at an LOS D or better.

Travel Time

Direction	AM
Northbound	2.8 min
Southbound	2.9 min



- Northbound average travel times **decreased** by approximately 20 seconds (**11% reduction**). The travel time reduction is due to decreased vehicle volumes caused by the pandemic.
- Southbound average travel times **increased** by approximately 24 seconds (**14% increase**).

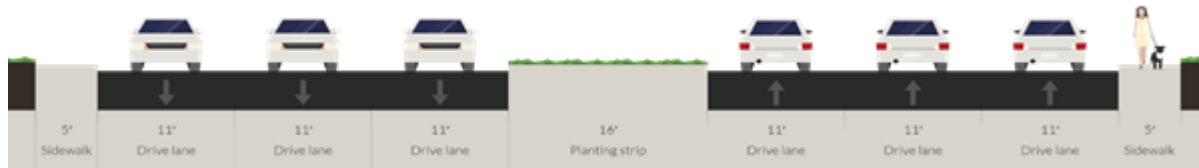
Travel Time

Direction	AM
Northbound	2.5 min (-11%)
Southbound	3.3 min (+14%)

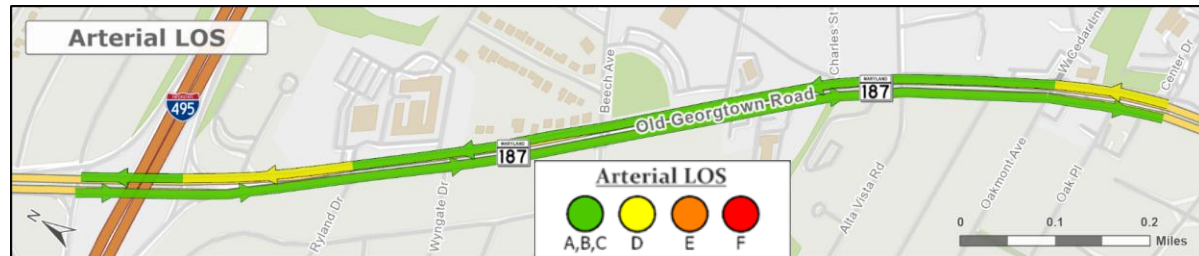
MD 187 EXISTING BIKE LANE PERFORMANCE

MD 187 from Cedar Lane to I-495 (PM Peak Hour)

Before Bike Lanes



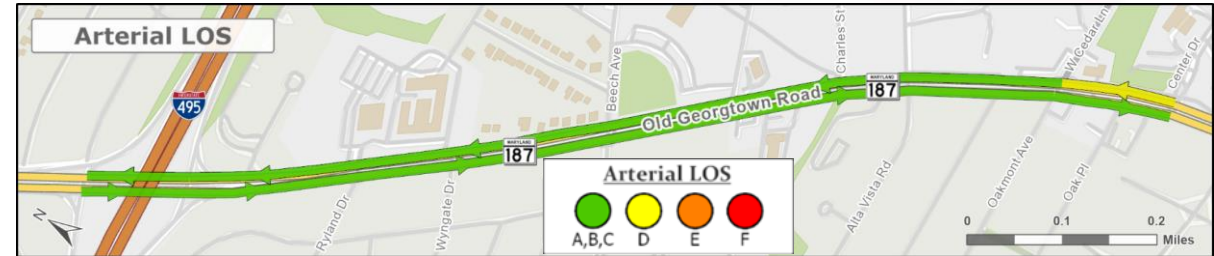
With Bike Lanes



- Corridor operated with an arterial LOS D or better.

Travel Time

Direction	AM
Northbound	3.2 min
Southbound	3.4 min



- Northbound average travel times **increased** by less than 5 seconds (**2% increase**).
- Southbound average travel times **decreased** by over a minute (**32% decrease**). The travel time reduction is due to decreased vehicle volumes caused by the pandemic.

Travel Time

Direction	AM
Northbound	3.3 min (+2%)
Southbound	2.3 min (-32%)

RENDERINGS OF EXPANDED BIKE LANES



Northbound MD 187 (just north of) Tuckerman Ln

RENDERINGS OF EXPANDED BIKE LANES

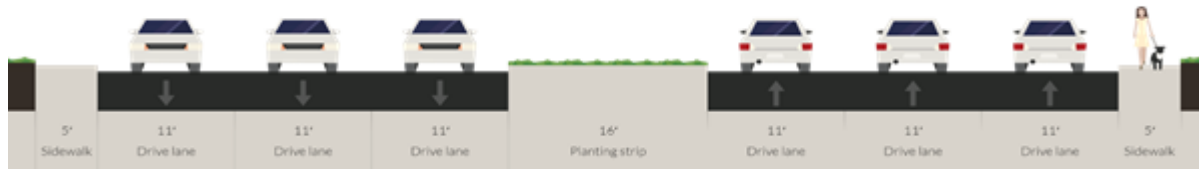


Northbound MD 187 (just south of) Kingswood Rd

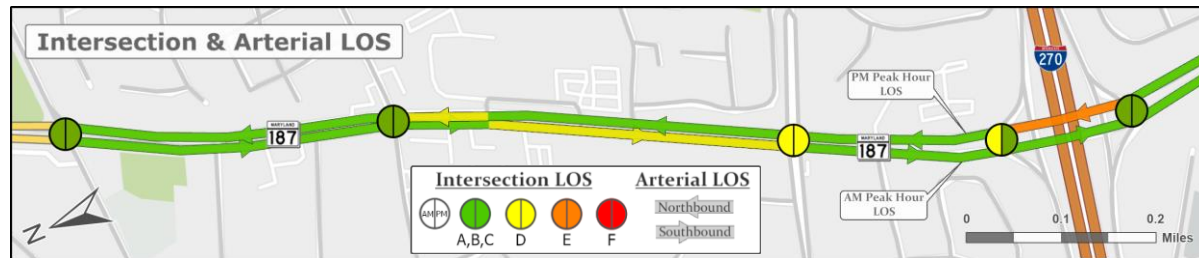
EXPANDED BIKE LANE PERFORMANCE

MD 187 from Tilden Lane to I-270 (AM/PM Peak Hour)

Before Bike Lanes



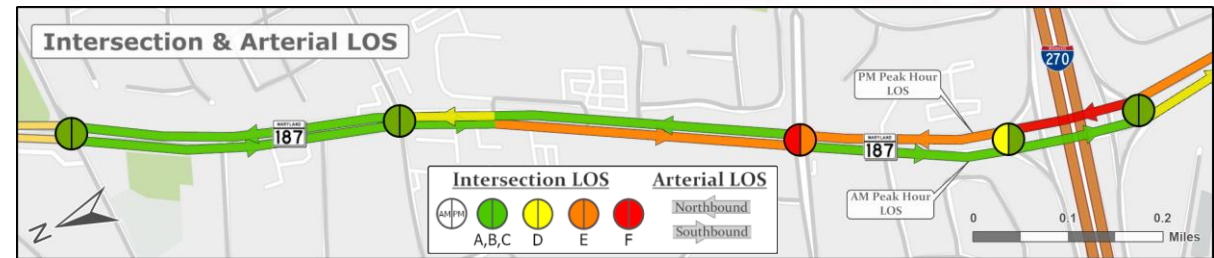
With Bike Lanes



- All intersections operate at acceptable LOS D or better.
- All segments operate at LOS D or better on both directions during the peak hours.

Travel Time

Direction	AM	PM
Northbound	2.5 min	2.4 min
Southbound	2.7 min	2.7 min



- The intersection of MD 187 at Tuckerman Lane **degrades** to LOS F and E during the AM and PM peak hours, respectively.
- Arterial LOS degrades to LOS E and F in the peak directions with travel times **increasing** by approximately **35%-45%**.

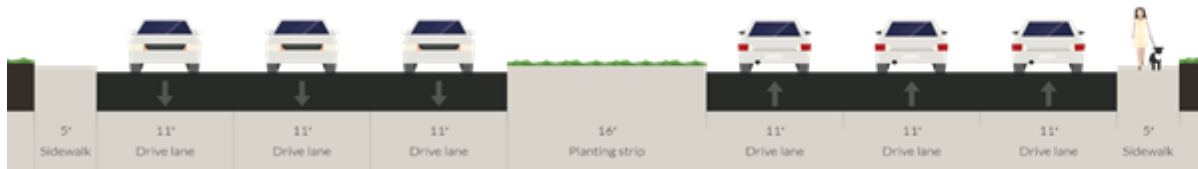
Travel Time

Direction	AM	PM
Northbound	2.8 min (+10%)	3.5 min (+44%)
Southbound	3.7 min (+36%)	2.9 min (+9%)

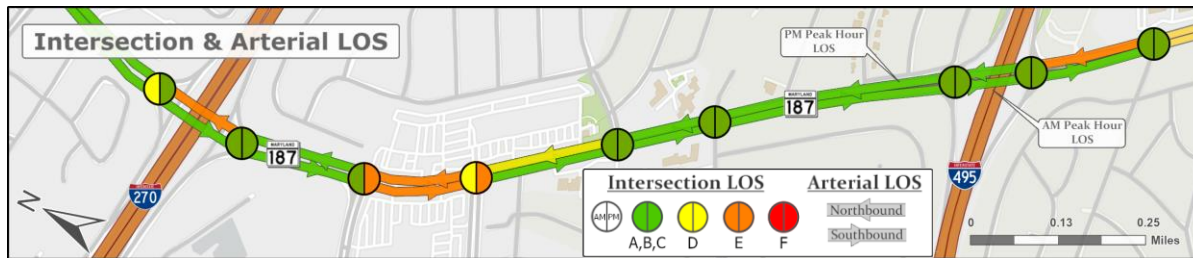
EXPANDED BIKE LANE PERFORMANCE

MD 187 from I-270 to Ryland Drive (AM/PM Peak Hour)

Before Bike Lanes



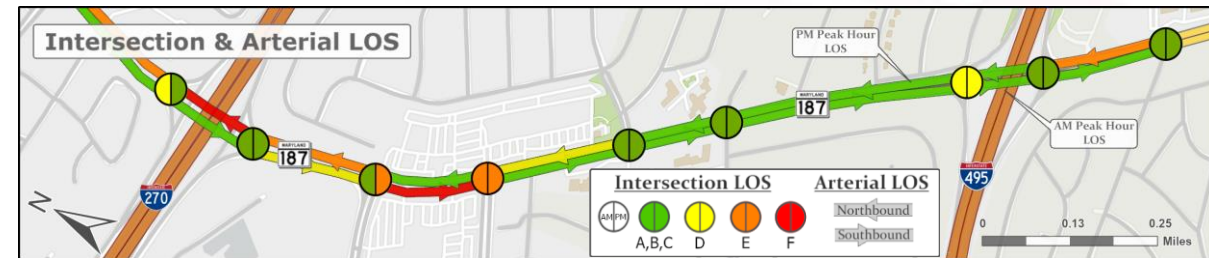
With Bike Lanes



- All intersections operate at LOS E or better.
- Arterial LOS E experienced at several segments along the peak directions.

Travel Time

Direction	AM	PM
Northbound	3.3 min	3.4 min
Southbound	2.9 min	3.4 min



- The intersection of MD 187 at Democracy Boulevard **degrades** to LOS E during the AM peak hour.
- One segment **degrades** to LOS F in both the peak AM and peak PM directions.

Travel Time

Direction	AM	PM
Northbound	3.5 min (+7%)	4.2 min (+24%)
Southbound	3.8 min (+30%)	3.8 min (+10%)

EXPANDED BIKE LANE PERFORMANCE

Safety and Mobility – Overview



Existing Pedestrian and Bicycle Safety Concerns

- High-stress environment (BLTS 4)* for cyclists
- Moderate/Low Pedestrian Level of Comfort (PLOC).

Proposed Benefits

- Significant safety benefits for motorists
- Improved PLOC and BLTS
- Reduced average speeds along corridor

*MDOT Bicycle Level of Traffic Stress Analysis

MD 187 CORRIDOR IMPROVEMENTS

- **Speed Limit Reduction
(south of Ryland Drive)** → **June 2019**
- **Buffered Bicycle Lanes
(south of Ryland Drive)** → **April 2020**
- **Flex Posts Installed** → **July 2022**
- **MD 187 Resurfacing
(begins)** → **Oct 2022**

SUMMARY

- Existing MD 187 bike lanes installed in 2020 have performed well.
- Forthcoming White Flint West MD 187 bike lanes will improve multimodal mobility.
- MDOT SHA's analysis of the proposed bike lanes shows that the study area will perform at acceptable levels of service.
- MDOT SHA proposes to install bike lanes to link these two improvements and provide multimodal connectivity from Bethesda to North Bethesda (White Flint).
- MDOT SHA's proposed bike lanes will increase safety for all users.

TITLE VI REQUIREMENTS

- Title VI of the Civil Rights Act of 1964 ensures that people regardless of the race, color, or national origin receive:
 - equal treatment,
 - equal access and
 - equal rights.
- This means that everyone must receive:
 - equal opportunities without regard to their race, color, national origin specifically to MDOT SHA programs and activities.

Judith de Vastey
TITLE VI Manager for MDOT SHA

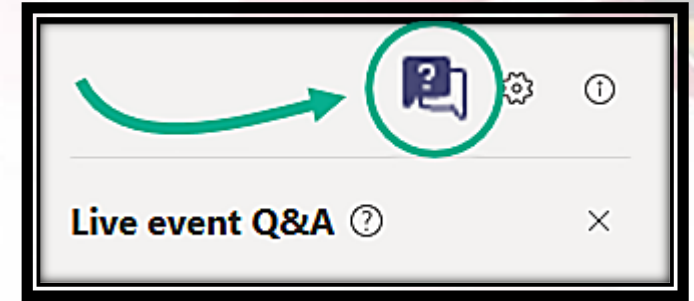
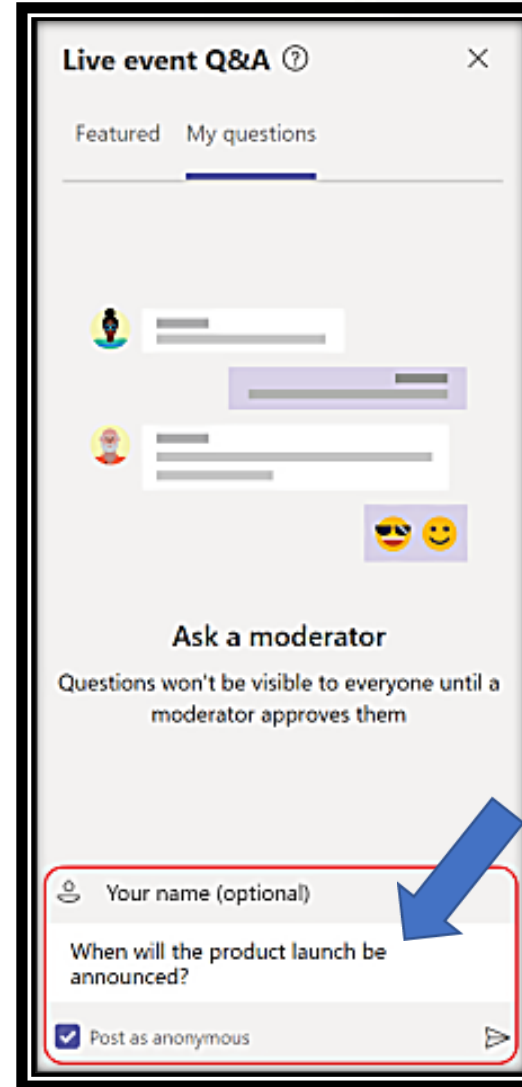
Email: shatitleVI@mdot.maryland.gov

Phone: 410-545-0404

HOW TO SUBMIT QUESTIONS

➤ Online Users

- Use the Q&A box to type in your question or comment.
- If you're an attendee and want to ask a question, just:
 1. select **Q&A** on the right side of the screen and
 2. type your question in the compose box, and then select **Send**.
- If you want to ask your question anonymously, select **Ask anonymously**.

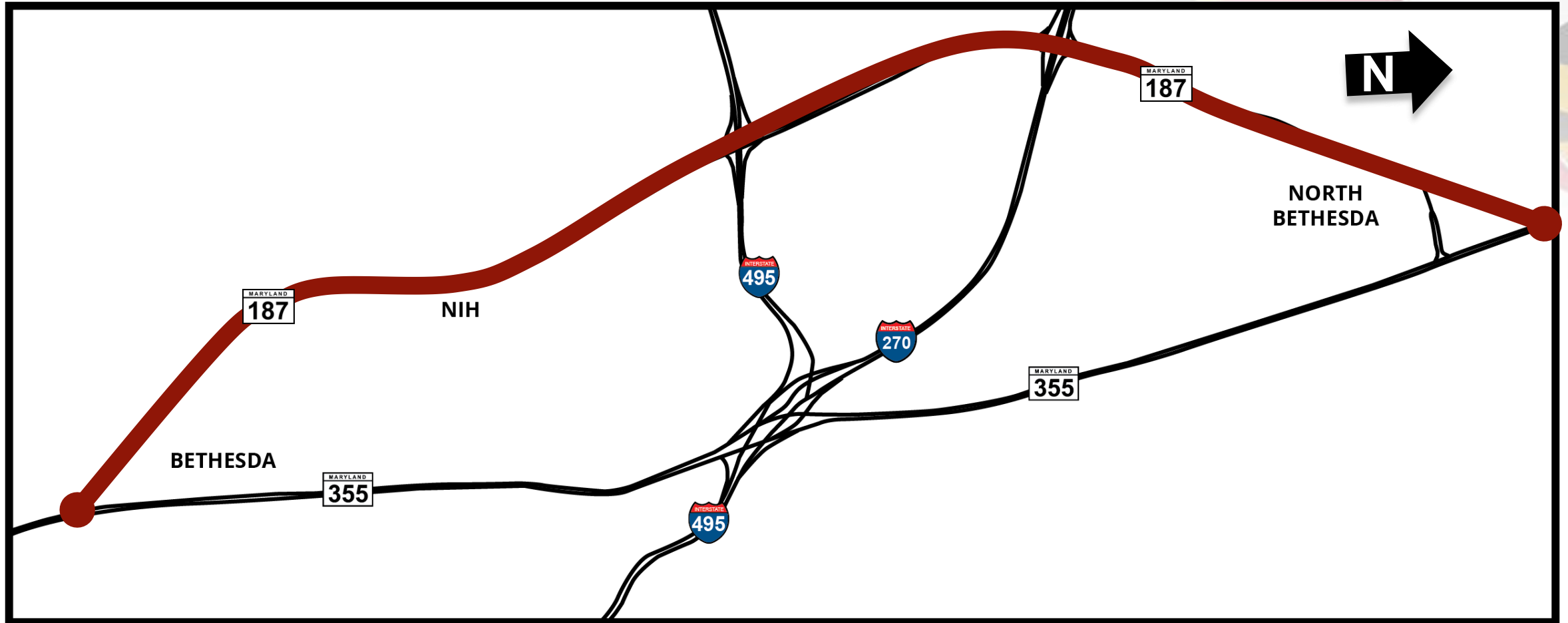


HOW TO SUBMIT QUESTIONS

➤ Telephone Users

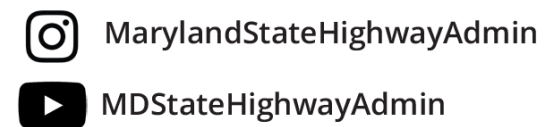
- All participants will remain on mute throughout the meeting.
- Please send us your comments and questions using the following email address md187corridor@mdot.maryland.gov with the subject line **“MD 187 Feedback”** to share your feedback.

QUESTIONS AND COMMENTS



Find us on the web:

md187corridor@mdot.maryland.gov



THANK YOU

For more information,
feel free to contact
MDOT SHA District 3 at the email address below:

md187corridor@mdot.maryland.gov