

City of Gaithersburg Improving Access to Transit



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Who We Are



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Project Director



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Toole Design Group is a planning, landscape architecture, and engineering firm specializing in pedestrian and bicycle transportation

Hired through MWCOG Transportation-Land Use Connections Program

Agenda

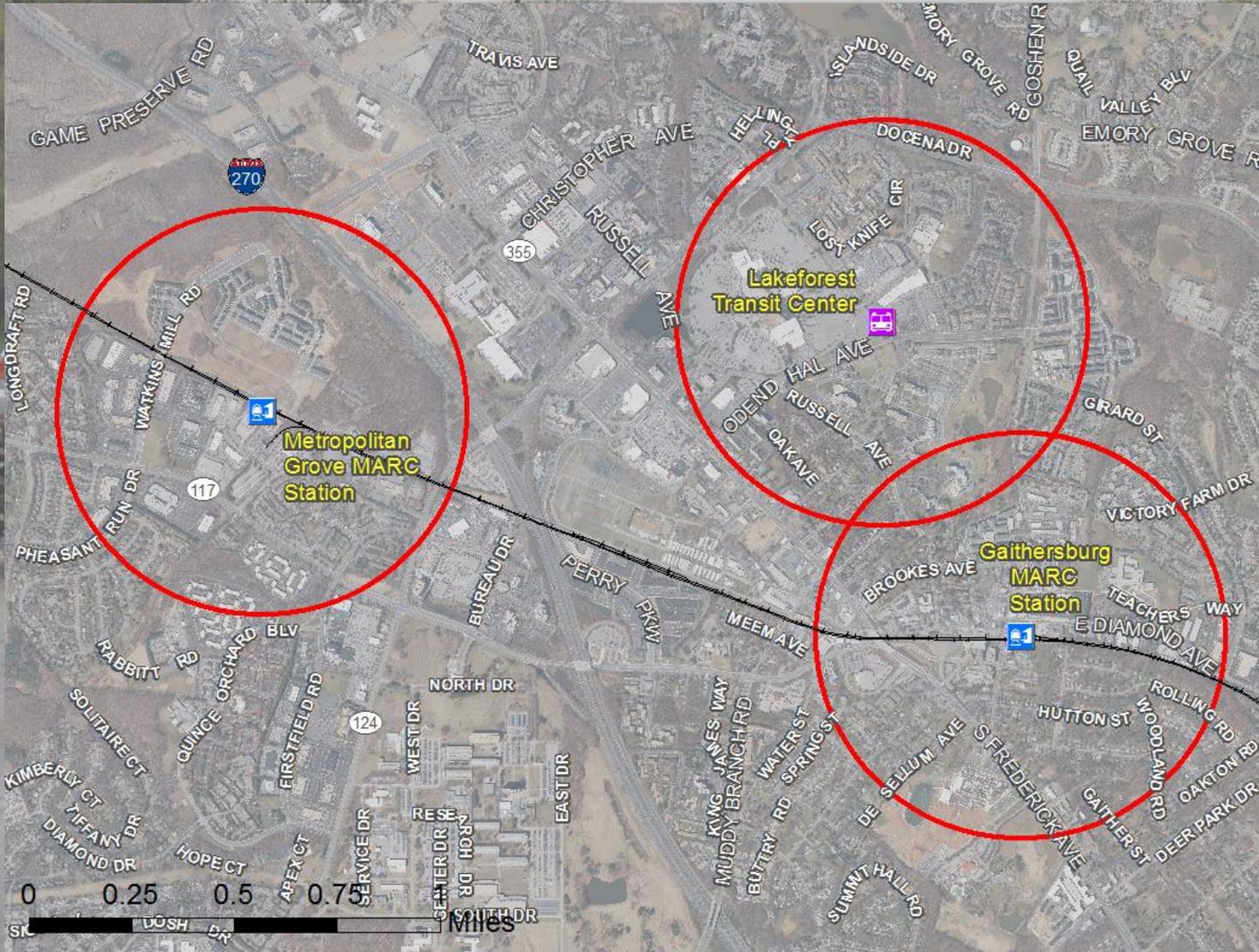
1. Project Goals/Scope of Work
2. Study Area Observations/Recommendations
3. Conclusion/Questions

Project Goals

1. Identify existing barriers to pedestrian and bicycle travel that may discourage potential transit riders
2. Improve convenient/safe public transit access for low-moderate income households
3. Reduce single-occupancy vehicle use
4. Increase transit mode share
5. Foster climate conducive to development and revitalization



Study Areas



Half-mile walkshed around each transit station

Scope of Work

1. Existing Plan Review
2. Station Area Fieldwork
3. Recommendation Identification
4. Cost Estimates
5. Report Production

General Recommendations

1. Bicycle Parking
2. Street Design
3. ADA Compliance



1

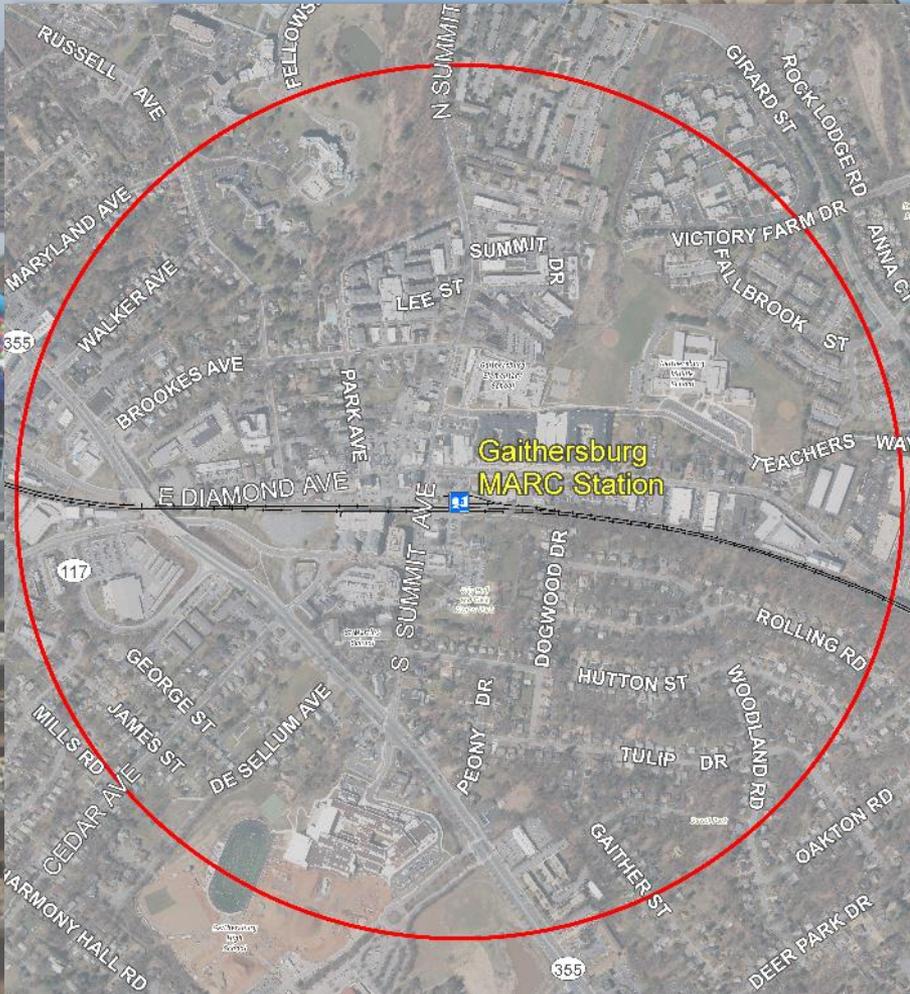


2



3

Gaithersburg MARC Station



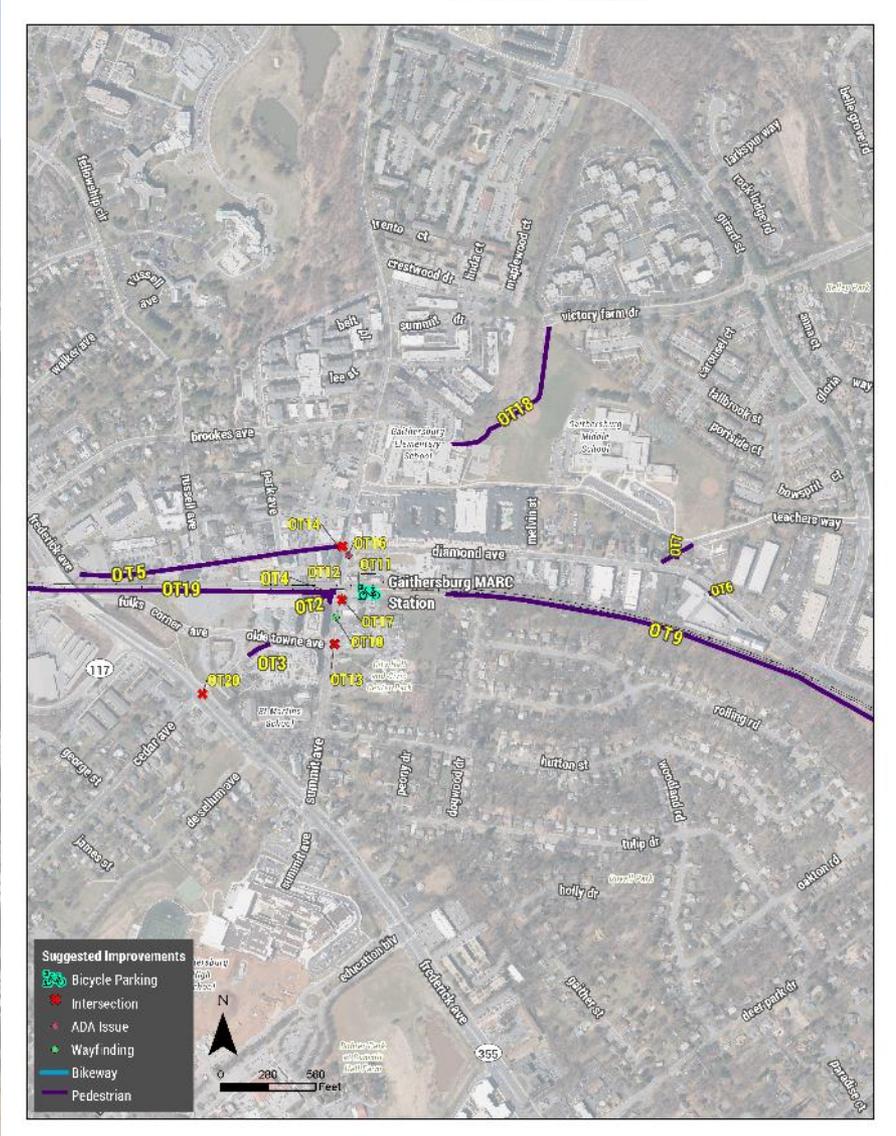
- City has significant control
- Can undertake many recommendations independently

Existing Conditions

1. Some gaps in quality sidewalk network
2. Potentially confusing Wells Ave. intersection
3. Increased pedestrian connectivity desired
4. Hidden bicycle parking



Recommendations



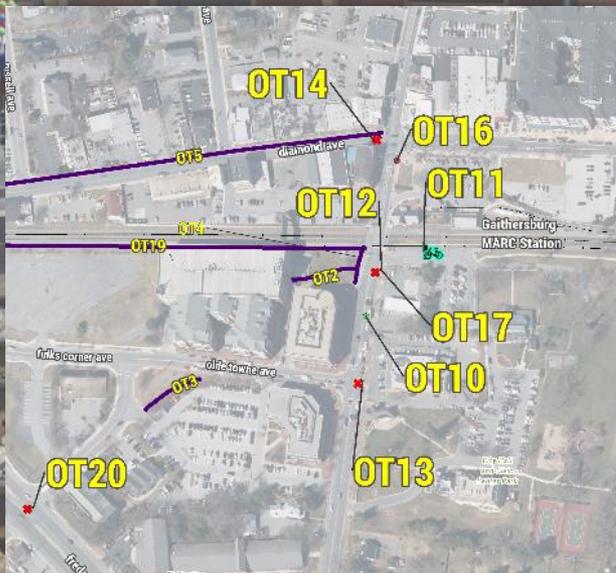
Consult Page 17
for full size map

Recommendations

Quick Implementation

OT11. Move existing bicycle parking to Wells Avenue. Install more bicycle parking

OT2. Pave desire line from parking garage to South Summit Avenue



OT11



OT2



Recommendations

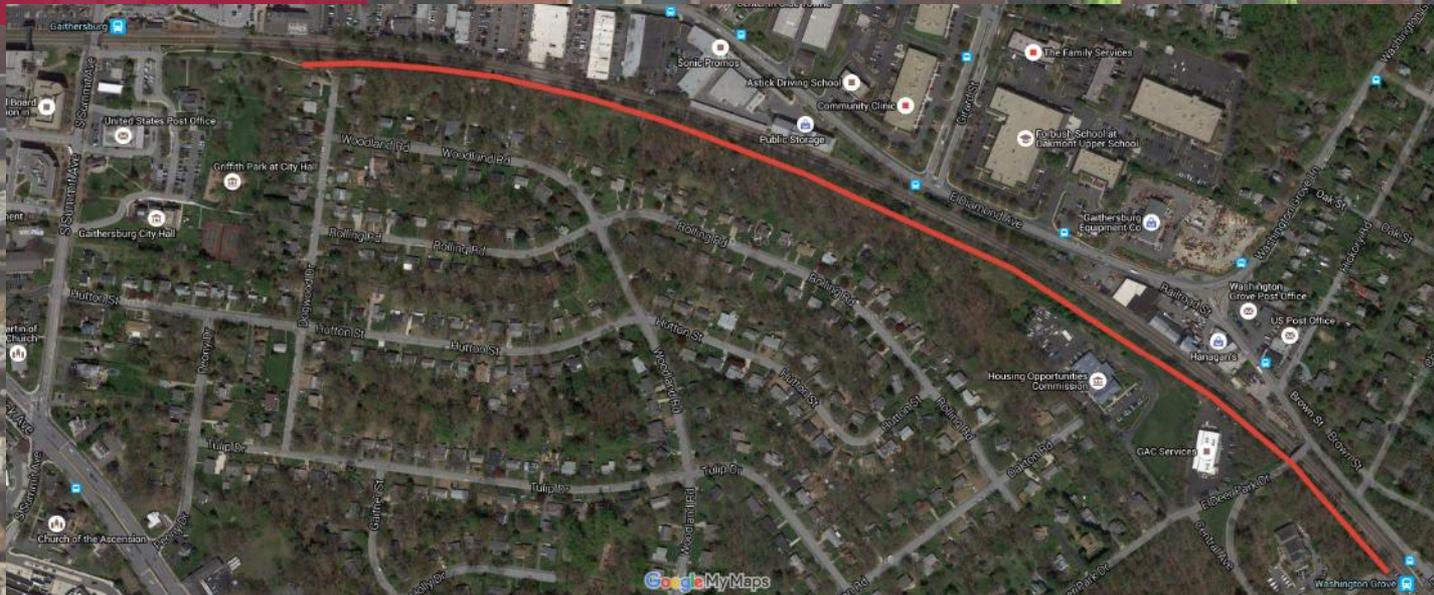
Big Picture

OT19. Construct shared-use path along south side of CSX tracks from Olde Towne to Washington Grove

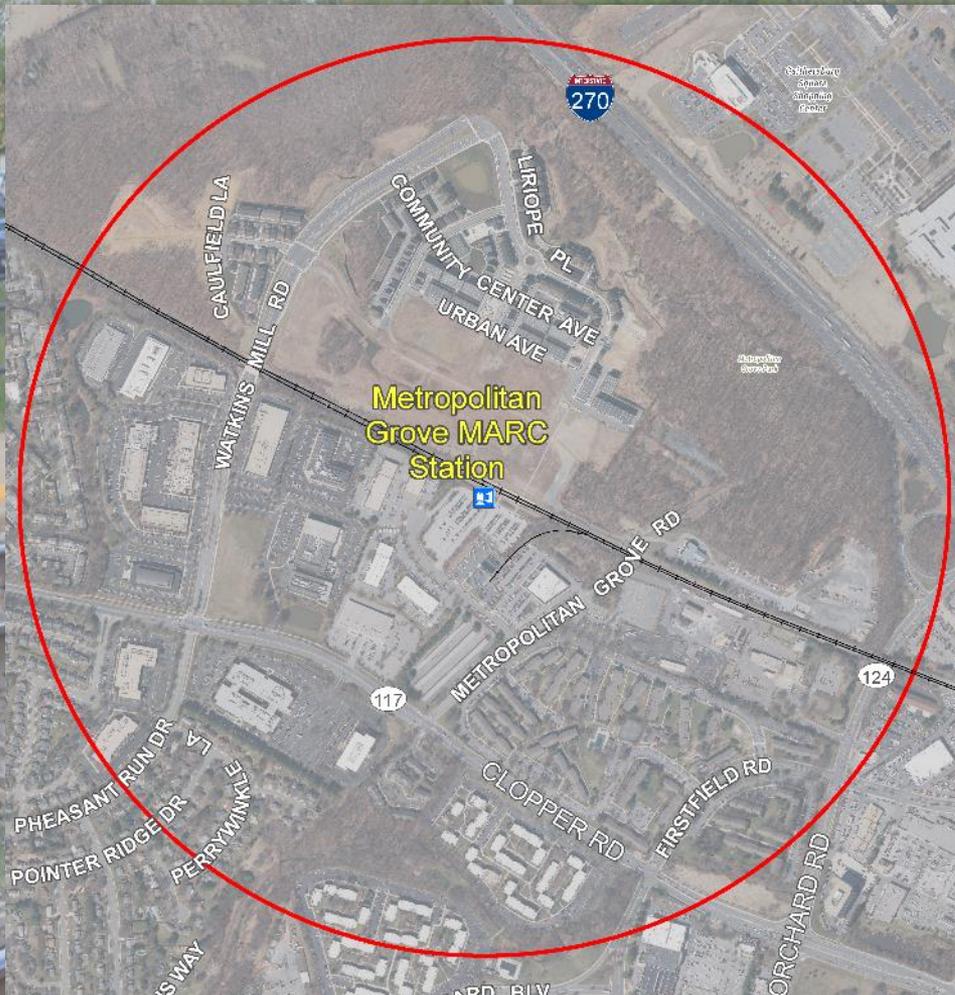


Path extent

OT19



Metropolitan Grove MARC Station



- Area is in the process of reimagining and redevelopment
- Success requires using the development process to implement pedestrian-friendly design
- Interim treatments will be beneficial in short-term

Existing Conditions

1. Station area land uses are disconnected/independent, making pedestrian access difficult
2. ADA issues affecting transit access
3. Unsecure and uncovered station bicycle parking

1



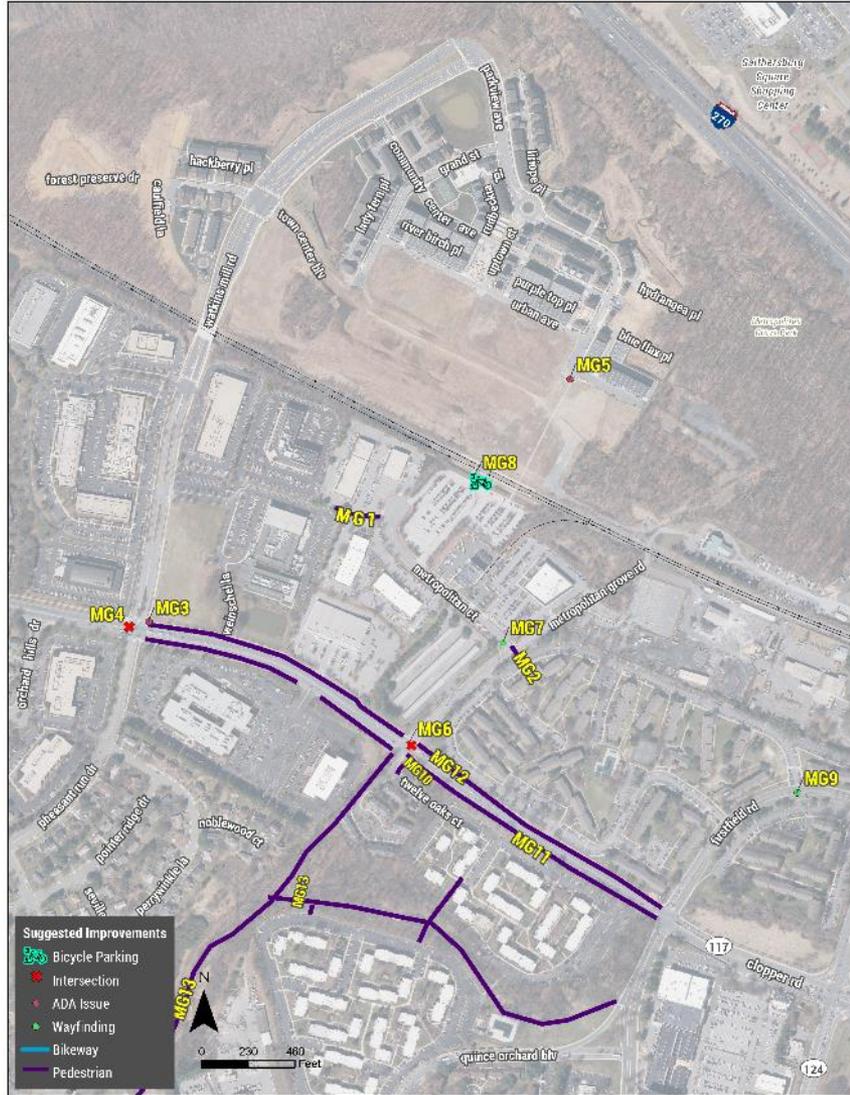
2



3



Recommendations



Consult Page 27
for full size map

Recommendations

Quick Implementation

MG5. Build curb ramp connecting Parklands to MARC path

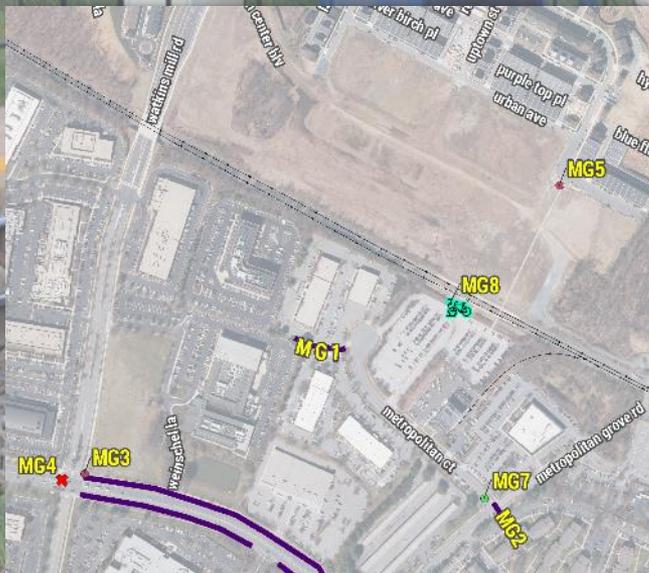
MG3. Reconstruct NE curb ramp at Watkins Mill and Clopper to be ADA-compliant

MG1. Complete parking lot path to Metropolitan Court

MG8. Install MARC station bicycle parking



MG1



MG3

Recommendations

Big Picture

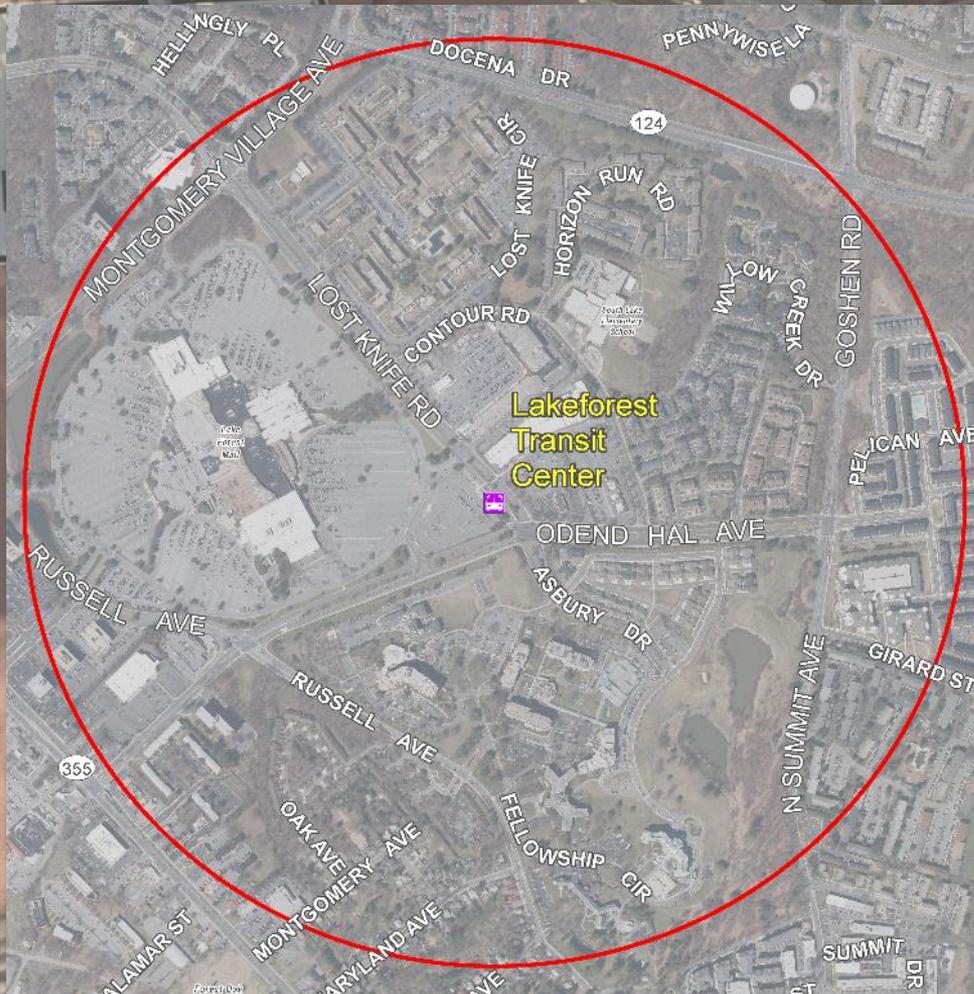
- New Street Grid through redevelopment
- Trails along Long Draught Branch



Existing Street Grid

Potential Street Grid

Lakeforest Transit Center



- Interjurisdictional cooperation essential to improving bike/pedestrian mobility
- Tremendous potential to “retrofit” traditional automotive suburbia into a walkable place in short/medium-term
- 3,500 total daily estimated boardings is significantly higher than either MARC station studied

Existing Conditions

1. Long distance between marked crosswalks
2. Landscaped medians and curbside buffers
3. Unsecure and uncovered station bicycle parking



1



3



2

Recommendations

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for full size map



Recommendations

Quick Implementation

LF2. Construct pedestrian median refuge at Odendhal Ave and Lost Knife Rd

LF21. Install station bicycle parking

LF21



LF2

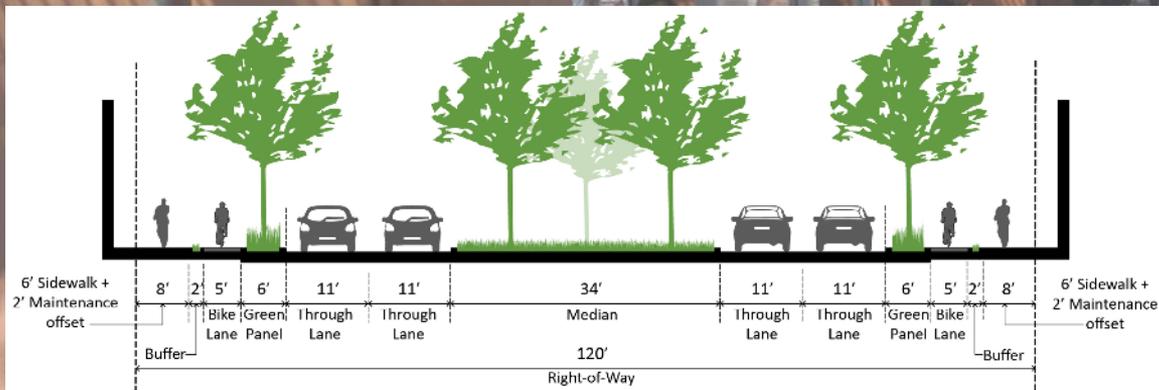
Recommendations

Big Picture

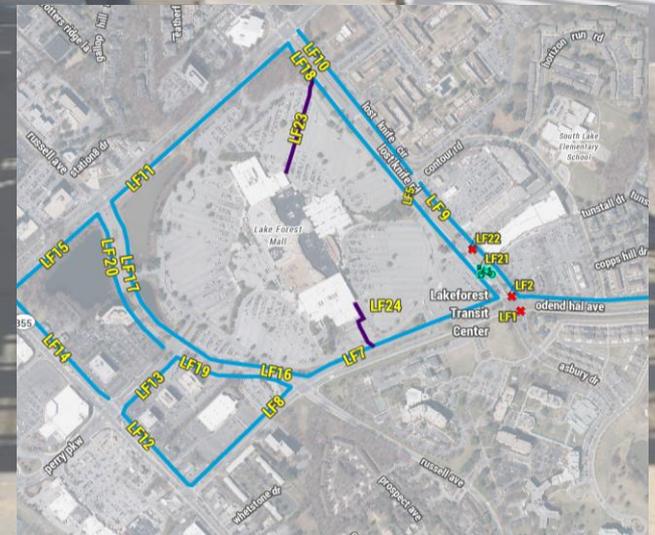
- Separated Bike Lane network on City and County roadways



Separated Bike Lane



Separated Bike Lane Cross Section



Lakeforest Separated Bike Lane Network

Cost Estimates

- Planning-level cost estimates developed for all specific recommendations
- Many recommendations, especially in Olde Towne, are:
 - Entirely on City ROW
 - Estimated to cost less than \$30,000



Questions?



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