Expanding The Bethesda Trolley Trail
Woodglen Dr & Nicholson Ln to Twinbrook Feasibility Study

White Flint-North Bethesda
Implementation Advisory Committee
May 9, 2022
Presentation Outline

• Project Goals
• Study Area
• Project Background
• Scope & Schedule Overview
• Next Steps
• Questions/Discussion
Project Goals

• Explore alignment alternatives to expand the Bethesda Trolley Trail (BTT) and develop a wayfinding plan to connect to regional trails and neighborhoods.

• Evaluate existing and proposed off-road and on-road bicycle facilities between Edson Ln and Woodglen Dr to Twinbrook Metro station.

• Identify gaps in the overall bicycle network in North Bethesda.

• Engage major stakeholders and community members to gather feedback.
Key Link in the Trail Network
Project Background
Trolley To Trails

--- Timeline of the Trolley ---

**1890**
- The Georgetown and Tenallytown Railway Company operated trolleys along Wisconsin Avenue in Georgetown to the DC boundary.
- The Tenallytown and Rockville Railroad operated trolleys in Bethesda.

**1897-1900**
- The two railroads merged and completed an extension to the county seat of Rockville.
- Trolleys ran from Georgetown to Rockville.

**1902**
- The Washington Railway and Electric Company acquired the merged railroads in 1902, and later became part of Capital Transit.

**1935**
- In 1935, the Rockville trolley line ceased operation.

Source: MCDOT

Source: peerlessrockville.org
Trolley To Trails

---Timeline of the Trail---

1978
• Countywide Bikeways Master Plan recommended to design a trail along rail ROW.

Early 2000s
• Construction of The Bethesda Trolley Trail begins

2005
• Trail construction from Cedar Ln intersection to the intersection of Randolph Road begins.

2008
• Southern edge of the trail is built connecting Battery Lane Urban Park and Rugby Ave.

2009
• Shared use path along Rockville Pike is constructed.

Source: MCDOT
Trolley To Trails

Trolley Rail ROW intersecting Rockville Pike in North Bethesda. (Early 1900s)


Bethesda Trolley Trail and Woodglen Dr intersecting Rockville Pike in North Bethesda. (2022)

Source: Google Earth
Bike Network in North Bethesda

Existing Bicycle Facilities

- Trail/Shared Use Path
- Separated Bike Lanes
- Bike Lane
- City of Rockville

Existing Bicycle Facilities in North Bethesda

County-wide Bicycle Master Plan Recommendations
Recently Implemented Bikeways in North Bethesda

Marinelli Road Bike Lanes (2013-2014)  (Source: MCDOT)

Woodglen Drive Two-Way Separated Bike Lanes (2014)  (Source: MCDOT)

Nebel Street One-Way Separated Bike Lanes (2016)  (Source: MCDOT)

Executive Boulevard One-Way Separated Bike Lanes (2019)  (Source: MCDOT)
M-NCPFC partnered with the MCDOT and the Better Block Foundation to temporarily connect the Bethesda Trolley Trail to the Montrose Parkway Trail and activate hubs at key intersections along the way.
Rockville Pike (MD 355) BRT Project

MD 355 BRT STUDY
- Alignment for Alternatives A, B, and C from Middlebrook Road to Bethesda Metrorail Station
  - Metrorail Red Line
  - Purple Line

Source: MCDOT
Rockville Pike (MD 355) BRT Project

- 2 median running BRT Lanes
- 10’ wide shared use path on the east side
- 6’ wide sidewalk on the west side
- No on-street bicycle facility

Source: MCDOT
Expanding The Bethesda Trolley Trail

Central Route
(Rockville Pike)

Eastern Route
(Chapman Ave + Bou Ave + Nebel St + Nicholson Ln)

East-West Connections
(Josiah Henson Pkwy, Old Georgetown Rd, Marinelli Rd)

Western Route
(Executive Blvd + Grand Park Ave + Towne Rd)

Alignments
Developing a Wayfinding Plan for The Bethesda Trolley Trail

Bethesda Trolley Trail - Wayfinding Sign (Source: MCDOT)

Frome Street Bikeway; Adelaide, Australia - Wayfinding Sign (Source: urbanandpublic.com)

Razorback Greenway, Fayetteville, AK - Wayfinding Sign (Source: www.bikenwa.org)

Big Dry Creek Trail; Westminster, CO - Wayfinding Sign (Source: e3signs.com)

Bethesda Trolley Trail Waysides and Kiosk Sign (Source: MCDOT)

Wayfinding Guidance from NACTO (Source: nacto.org)
Scope & Schedule Overview
## Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mar</td>
<td>Apr</td>
</tr>
<tr>
<td>Task 1</td>
<td>Project Kick-Off Meeting &amp; Project Initiation</td>
<td>#1</td>
</tr>
<tr>
<td>Task 2</td>
<td>Existing Conditions Analysis</td>
<td>*</td>
</tr>
<tr>
<td>Task 3</td>
<td>Public Outreach and Stakeholder Engagement</td>
<td></td>
</tr>
<tr>
<td>Task 4</td>
<td>Alternatives Development</td>
<td></td>
</tr>
<tr>
<td>Task 5</td>
<td>Final Report and Concept-Level Design Plans</td>
<td></td>
</tr>
<tr>
<td>Submit the Draft Final Report to MDOT for Review</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review and Submit the MDOT Final Report and Grant Close-out Materials</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Walking tour – April 29, 2022

---

We are here
Walking Tour

Observed recently completed and on-going projects in the area.

Discussed issues and opportunities for future improvements.
Next Steps

• Review Relevant Previous Plan & Studies (May 2022)
• Existing Conditions Analysis (May 2022)
• Stakeholder Engagement
• 1st Public Meeting (July 2022)
Thank You!

Questions & Discussion

Patricia D. Shepherd, AICP

Capital Projects Manager/Bikeways Coordinator

Montgomery County Department of Transportation (MCDOT)

100 Edison Park Drive, 4th Floor, Gaithersburg, Maryland 20878

E-Mail: patricia.shepherd@montgomerycountymd.gov