

TOOLE DESIGN

- Engineers
- Planners
- Landscape Architects





KEN RAY

PLA

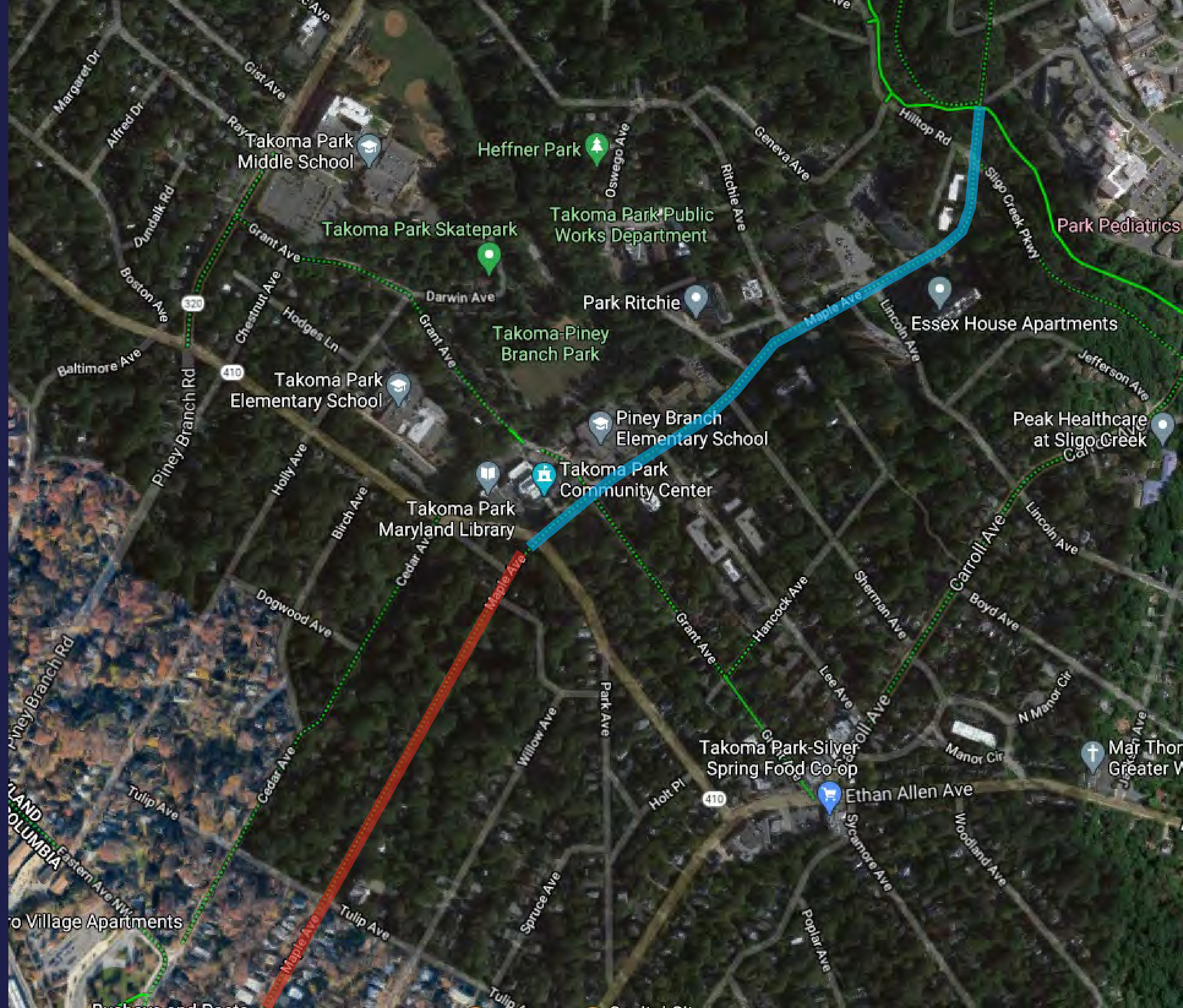
My professional path includes horticulture, landscape architecture and planning. My personal path adds cycling and a desire to make cycling comfortable for all users, and to design Great Streets.



Imagining what could be...

...and then building it

- Project extents from Sligo Creek to DC City Line
- Maple is due for resurfacing and this plan is to develop a concept to improve comfort for all users
- Two context areas –
Upper Maple from Philadelphia west/
Lower Maple from Philadelphia east



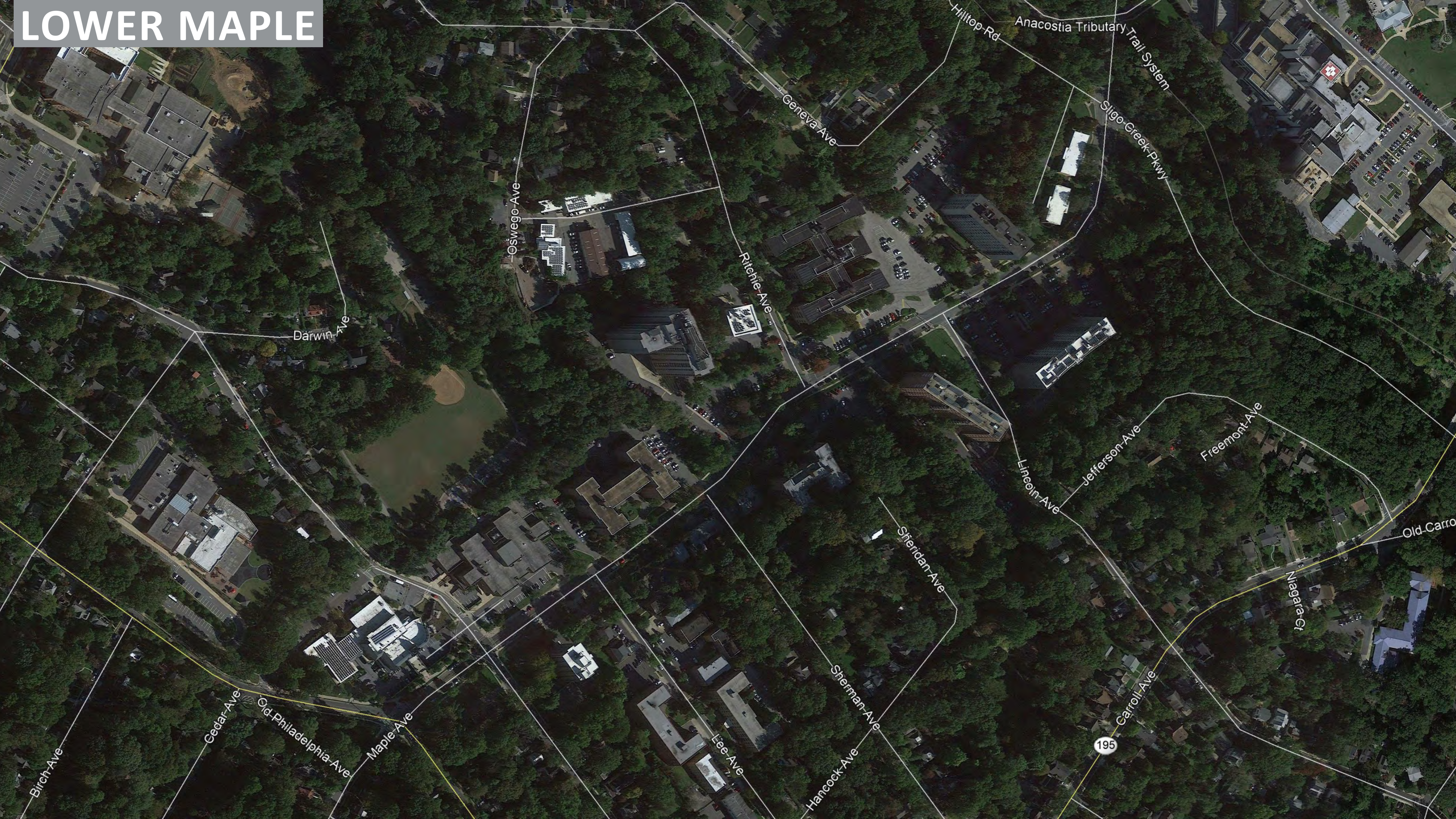
What we have heard so far for Lower Maple:

- Desire for Lower Maple to have more comfortable pedestrian walkways and crossings.
- Need for speed management on Lower Maple.
- Need for a bike and ped corridor along Maple to access the Sligo Creek Trail.
- Need to preserve as much on-street parking as possible for businesses and guest parking.

What we have heard so far for Upper Maple:

- Lack of desire for bicycle facilities to be added to Upper Maple.
- Need to preserve on-street parking for traffic calming purposes and guest parking.
- Need to preserve speed humps for speed management.
- Need for street trees.
- Limited options because of narrow curb to curb width.

LOWER MAPLE



Hilltop Rd

Anacostia Tributary Trail System

Sligo Creek Pkwy

Geneva Ave

Oswego Ave

Richie Ave

Darwin Ave

Lincoln Ave

Jefferson Ave

Freemont Ave

Old Carro

Niagara Ct

Sheridan Ave

Sherman Ave

Hancock Ave

Eee Ave

Maple Ave

Old Philadelphia Ave

Cedar Ave

Birch Ave

195

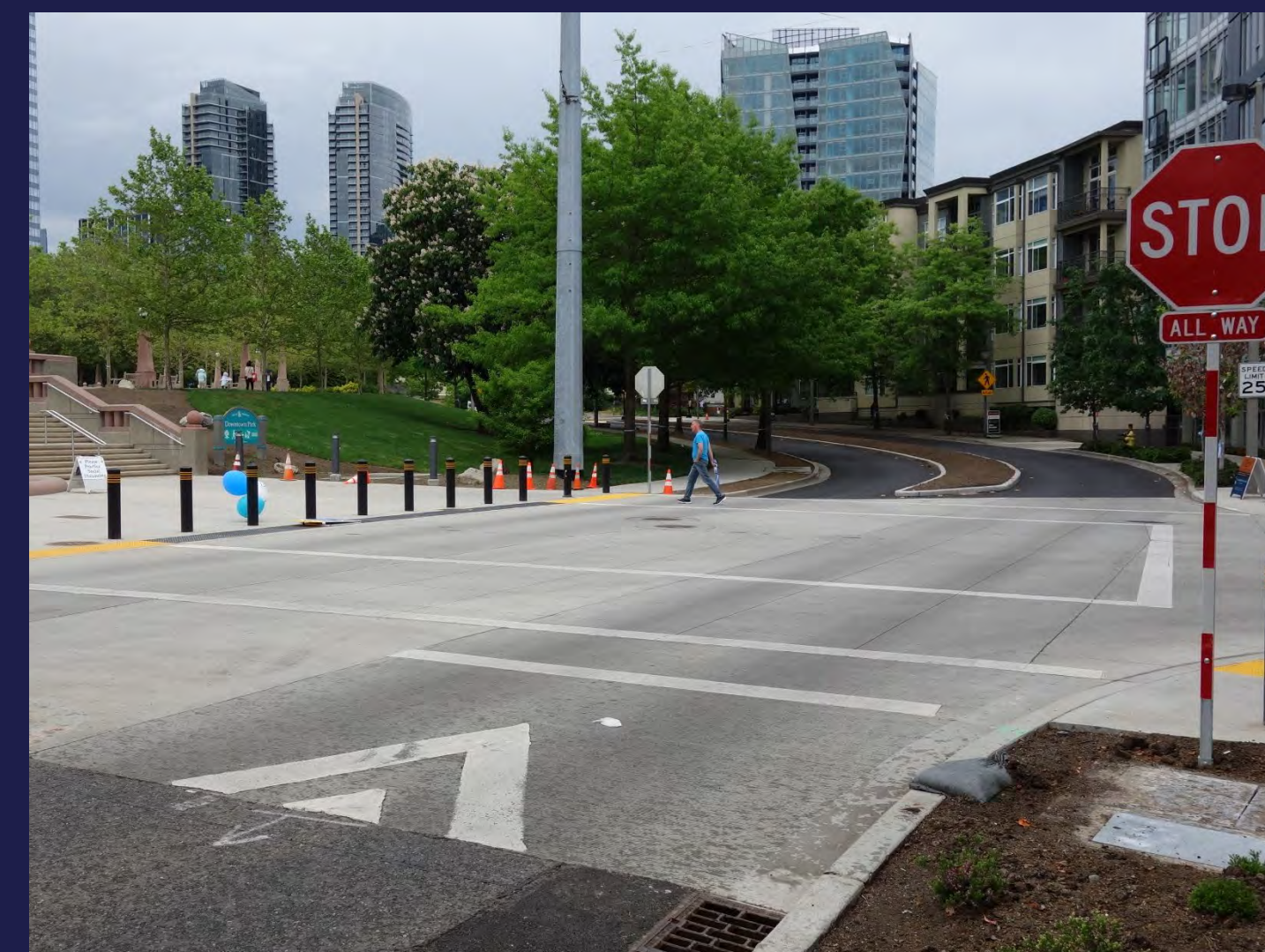
Carroll Ave

LOWER MAPLE-Crossing Improvements

RRFB



Raised Intersections



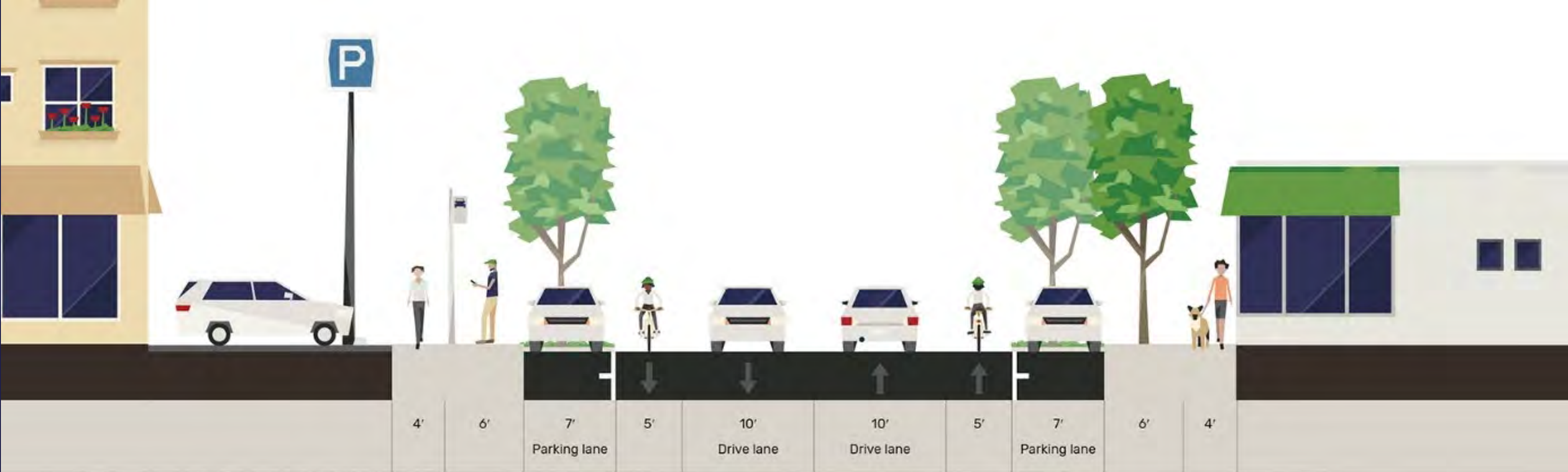
LOWER MAPLE

Existing



LOWER MAPLE

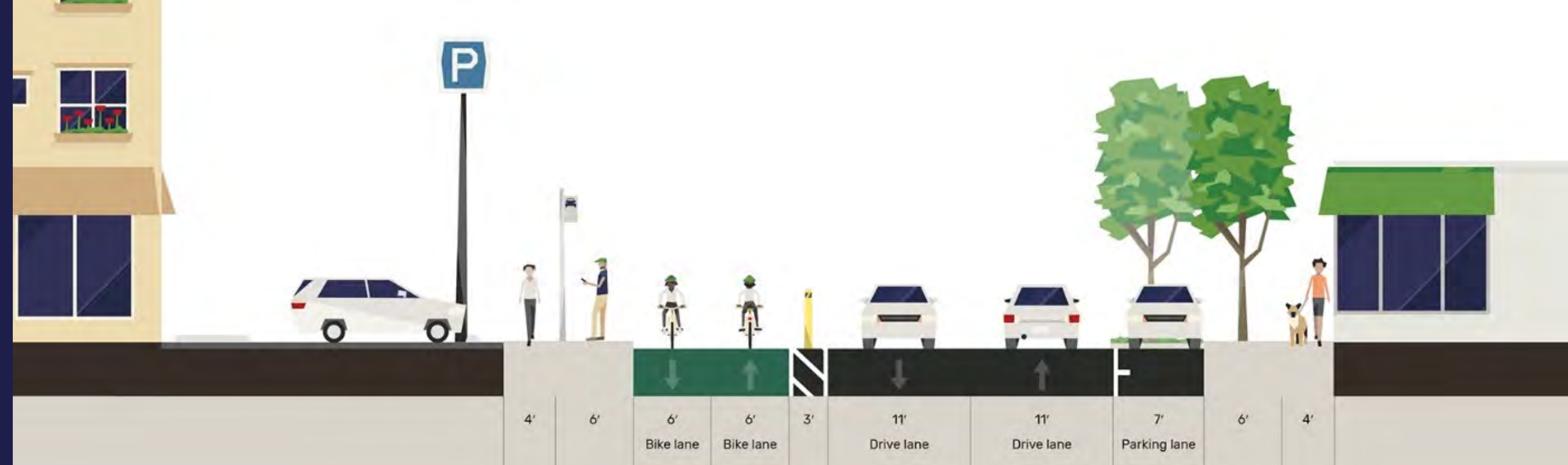
On-road Bike Lanes





LOWER MAPLE

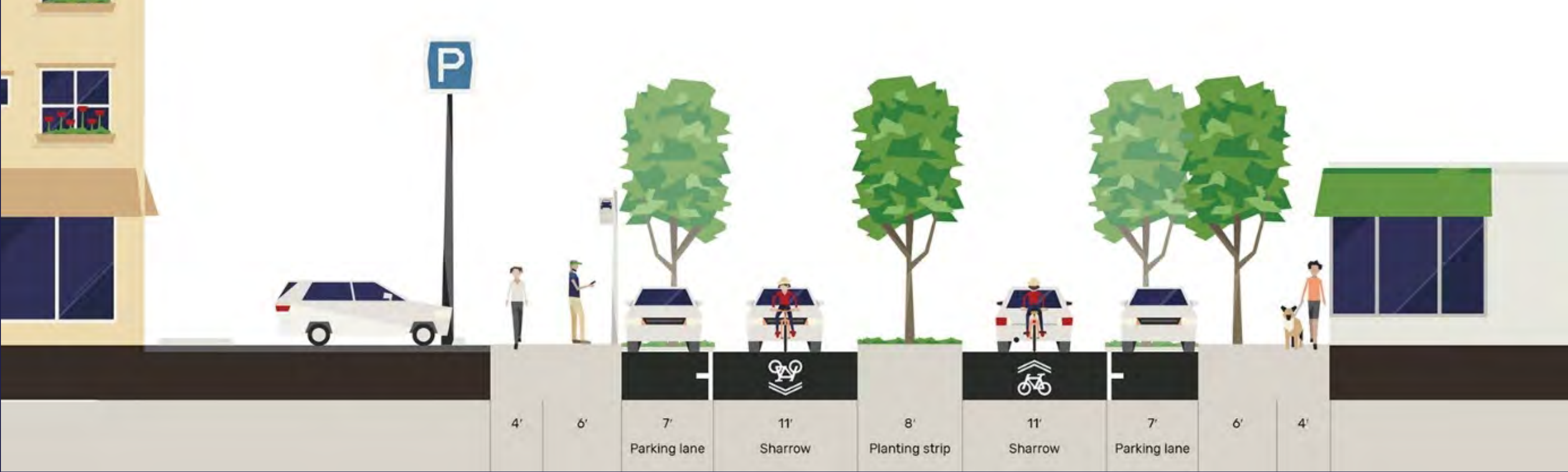
Separated Bike Lane





LOWER MAPLE

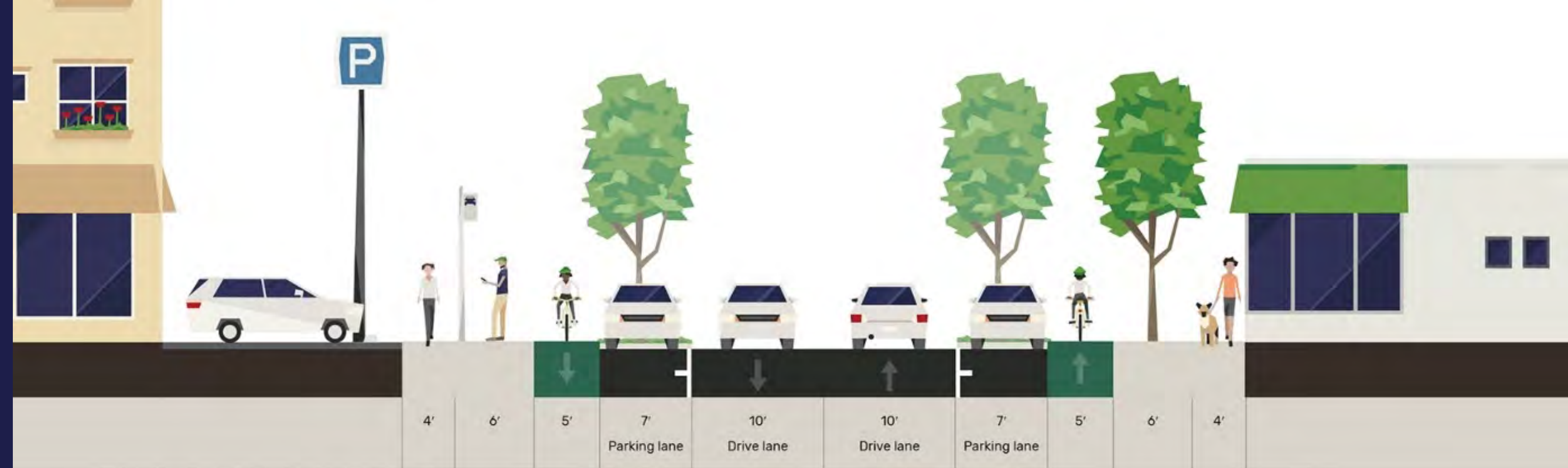
Speed Managed





LOWER MAPLE

Mobility Lane/ Promenade





LOWER MAPLE

On-road Bike Lanes

- Pros – Improved ped crossings, Preserve parking
- Cons – Door zone bike lane, minimums for street elements, pedestrian walkways unchanged

Separated Bike Lane

- Pros – Comfortable bike lanes, improved ped crossings
- Cons – Loss of parking, pedestrian walkways unchanged

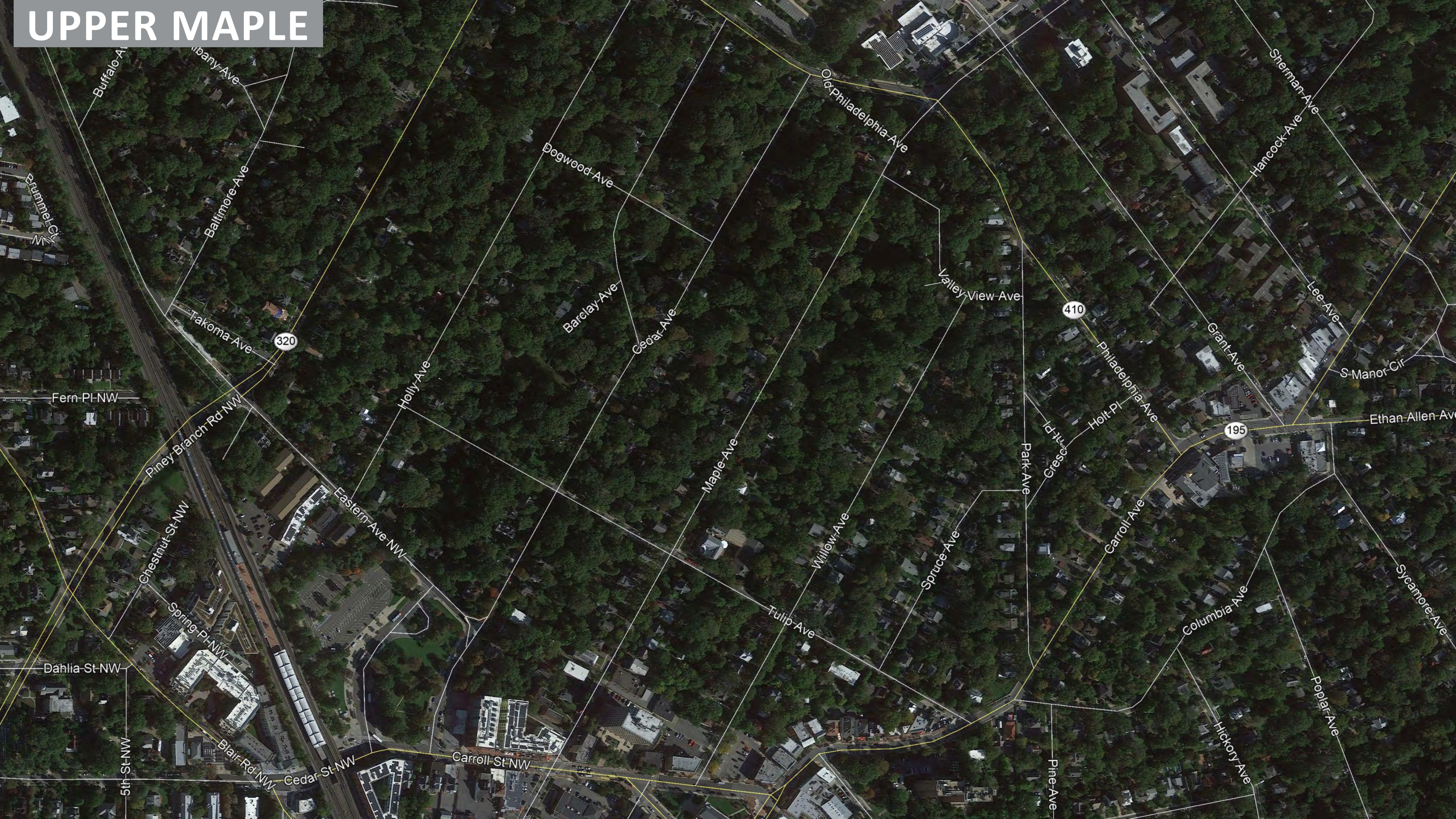
Speed Management

- Pros – More trees and landscape, Improved ped crossings, Preserve parking
- Cons – Sharrow lane markings, pedestrian walkways unchanged

Mobility Lane/Promenade

- Pros – Improved ped crossings, Preserve parking, Widened walkway and shared use bike facility
- Cons – Expense of moving the curbs

UPPER MAPLE



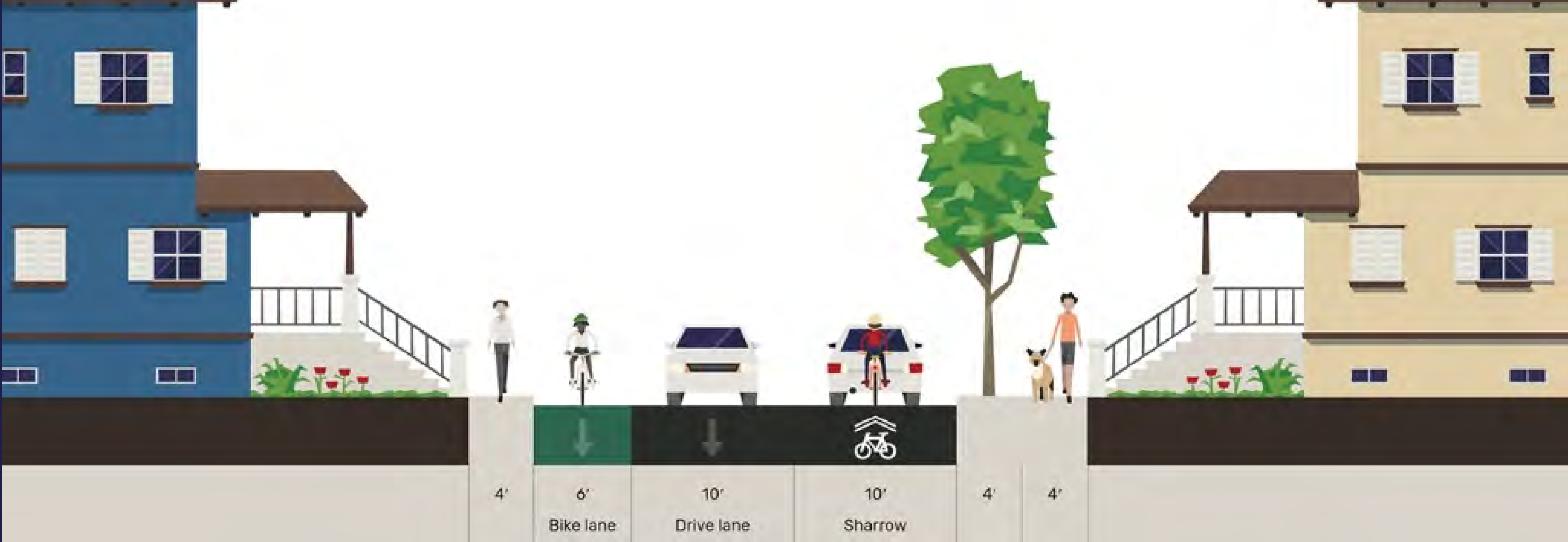
Upper MAPLE

Existing



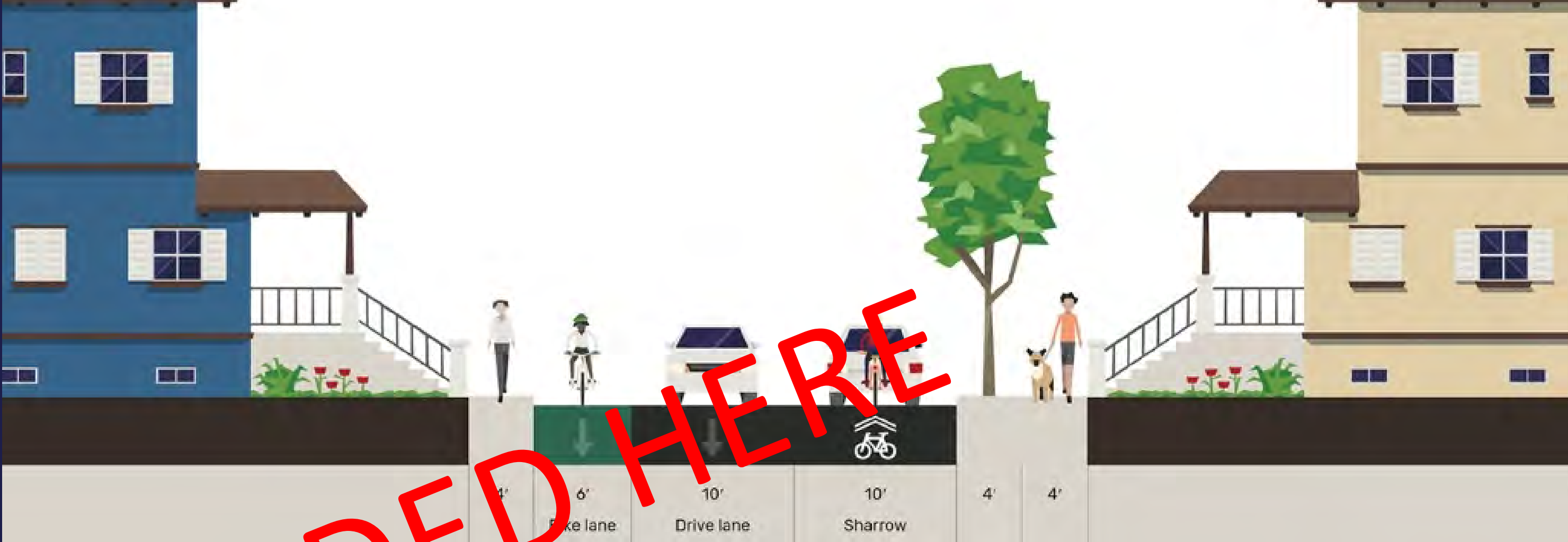
UPPER MAPLE

Climbing Bike Lane



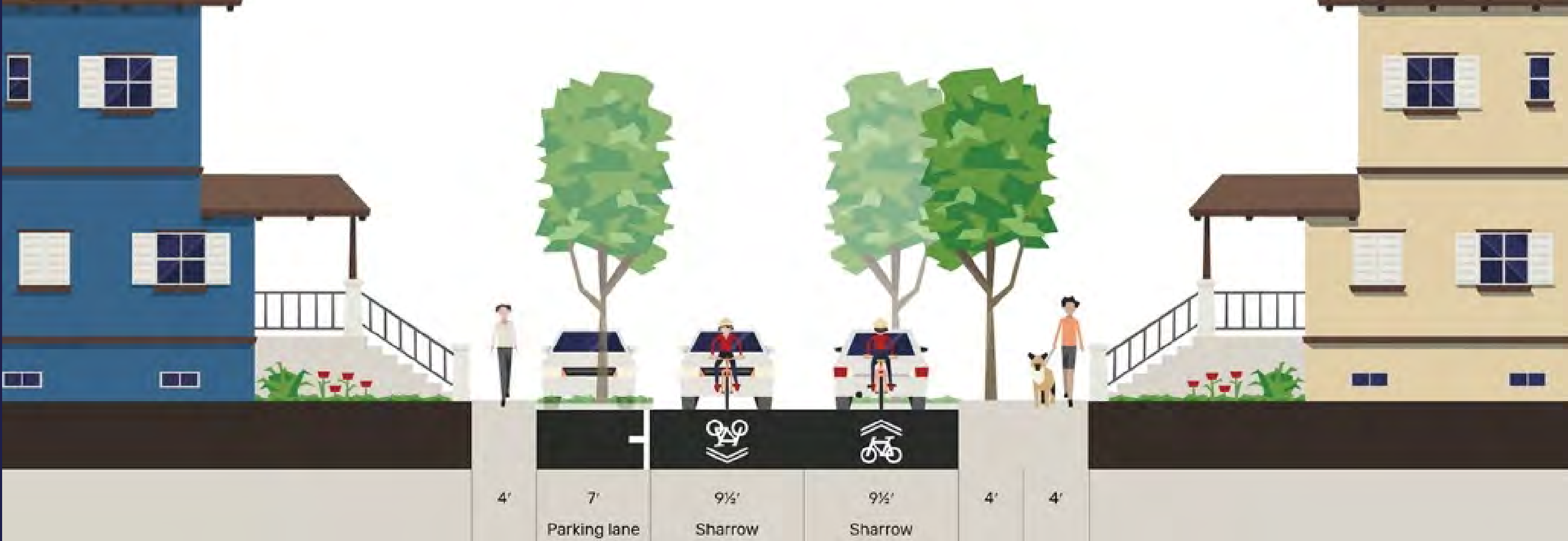
UPPER MAPLE

Climbing Bike Lane



UPPER MAPLE

Bulbout Planters and Sharrows Lane Markings





UPPER MAPLE

Climbing Bike Lane

- Pros – Bike lane on uphill portion, Cons – Loss of parking, no additional street trees, removal of traffic calming effect from parked vehicles

Bulbout Planters and Sharrows

- Pros – Speed management is improved, planters for additional street trees, LID planter options
- Cons – Sharrows for bikes

What we need from you:

- Which concepts are non-starters?
- Which concepts have merit, but you want more info?
- What are we missing?

THANK YOU

[HTTPS://TAKOMAPARKMD.GOV/GOVERNMENT/HOUSING-AND-COMMUNITY-
DEVELOPMENT/PLANNING-AND-COMMUNITY-DEVELOPMENT/MAPLE-AVENUE-
COMPLETE-STREETS-REDESIGN/](https://takomaparkmd.gov/government/housing-and-community-development/planning-and-community-development/maple-avenue-complete-streets-redesign/)

KEN RAY

KRAY@TOOLEDESIGN.COM

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@TOOLEDESIGN