Oakland Mills Road, Typical Road Cross-Sections
Existing & Proposed [2 OPTIONS]

OPTION 1: Traditional Curbside Bike Lanes, with a center lane for all left turns

OPTION 2: Two-way Bike Lanes on one side of Oakland Mills, with a center lane for all left turns

Buffer Shown as Concrete Curb for Rendering Purposes Only. Other Vertical Buffer Examples Include:
- Armadillos™
- Posts + Delineators
- Flexible Posts + Hatching
- Rubber Wheel Stops
Oakland Mills Road, How a Road Diet Looks at a Typical Signalized Intersection

**OPTION 1**
- Cyclists use WALK signal (same as pedestrians) to Cross Kilimanjaro Rd.
- Green Markings through Intersection
- Maintain Left and Right Turn Lanes on Oakland Mills Rd
- Motorists Yield to Cyclists prior to getting into Right Turn Lane
- Cyclists use same Green Light as Through-Vehicles

**OPTION 2**
- Cyclists use WALK signal (same as pedestrians) to Cross Kilimanjaro Rd.
- New Pedestrian WALK signal
- Right Turn Only Lane removed
- Buffer Striping requires slower turn and more opportunity for Driver and Cyclist to see each other at intersection

Intersection of Oakland Mills Rd at Kilimanjaro Rd, under OPTION 1 scenario.
Intersection of Oakland Mills Rd at Kilimanjaro Rd, under OPTION 2 scenario.
Oakland Mills Road, 4 New Pedestrian Crossings

New Crosswalk and Median Refuge. All Vehicles must Yield to Pedestrians

Cyclists Yield to Buses at Bus Stop

New Crosswalk and Median Refuge. All Vehicles must Yield to Pedestrians

Cyclists Yield to Buses at Bus Stop

New Sidewalk Between Malindy Cir and Loring Drive

Cyclists Yield to Buses at Bus Stop

New Crosswalk and Median Refuge. All Vehicles must Yield to Pedestrians

Cyclists Yield to Buses at Bus Stop

Cyclists in Both Directions Yield to Buses at Bus Stop

New Crosswalk and Median Refuge. All Vehicles must Yield to Pedestrians

New Sidewalk Between Malindy Cir and Loring Drive

Cyclists in Both Directions Yield to Buses at Bus Stop

OPTION 1

OPTION 2

DETAILS ON SEPARATE BOARD
Oakland Mills Road, from Dobbin Road to Oak Hall Lane

**OPTION 1**
- New Sidewalk along Dobbin
- New Crosswalk and Pedestrian Signal
- New Left turn Lane
- Widen Sidewalk from Intersection to Elkhorn Lake Trail
- Relocate Bus Stop 80 feet to the north
- New Crosswalk and Pedestrian Signal
- New Left turn Lane
- New Left turn Lane

**OPTION 2**
- New Crosswalk and Pedestrian Signal
- New Left turn Lane
- Widen Sidewalk from Intersection to Elkhorn Lake Trail
- Protected Staging area for Cyclists, Prior to Crossing
- New Crosswalk and Pedestrian Signal
- New Left turn Lane
- New Left turn Lane
Oakland Mills Road, Bike Lane Access to Elkhorn Branch Trail

OPTION 2

- New Crossing for Cyclists
- Add Wayfinding Signs
- Widen Sidewalk to 8 feet
- Add Wayfinding Signs
Oakland Mills Road, Bus Stop with Bike Lanes

Bus Frequency is about every 1 to 2 hours

Option 1

Stopped Bus will block Bike Lane and General Travel Lane

Option 2

Stopped Bus Blocks General Travel Lane but not the Bike Lanes

All RTA Buses are required to pull up to a curb to pick-up/drop-off passengers

Bike Lanes Ramp up Over Extended Bus Landing Area

Bus Stops can be shifted to avoid crosswalks