

Rollins Avenue Complete Street Study

Virtual Public Meeting
May 7, 2026



Metropolitan Washington
Council of Governments



Agenda

Project Background and Goals

Existing Conditions

Recommendations

Next Steps

Project Background and Goals

- Funded by Metropolitan Washington Council of Governments(MWCOG) Transportation Planning Board



Project Goals:

- Develop preliminary alternatives for redesigning Rollins Avenue
- Support multimodal transportation, including:
 - Bicycle facilities,
 - Pedestrian crossing improvements,
 - Traffic calming measures,
 - Bus stop enhancements
 - Wider sidewalks

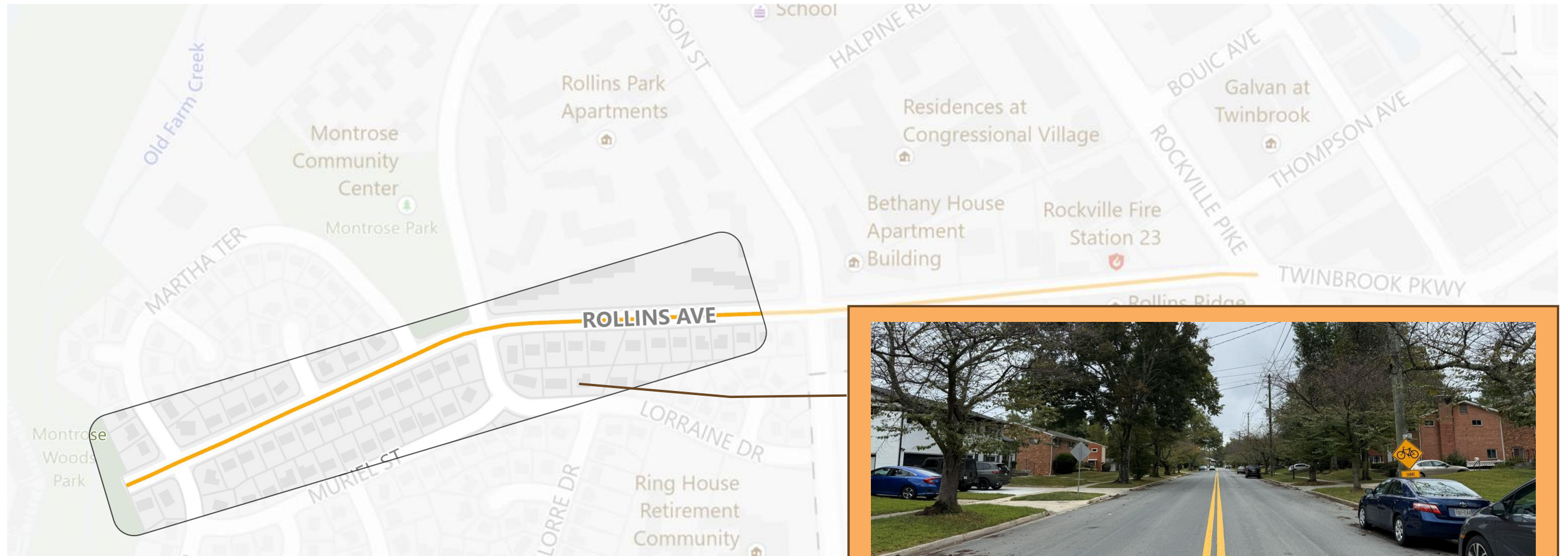
Project Schedule

	November 2025	December 2025	January 2026	February 2026	March 2026	April 2026	May 2026	June 2026	
Task 1: Project Kick-Off and Ongoing Management	Active							Active	Active
Task 2: Data Collection and Field Work	Active			Inactive				Inactive	Inactive
Task 3: Development of Conceptual Design and Community Engagement	Inactive				Active			Active	Inactive
Task 4: Final Report	Inactive							Active	Active

Existing Conditions

Rollins Avenue Complete Street Study

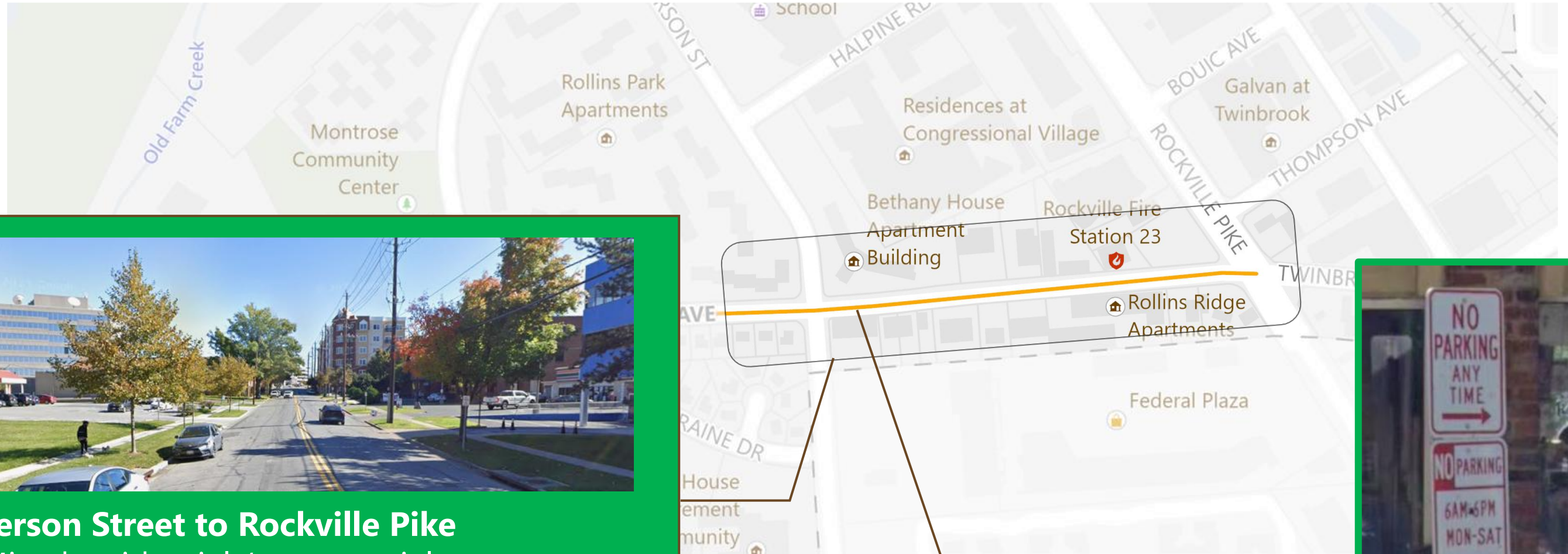
Rollins Avenue Segment Context



Western terminus to west leg of Jefferson Street

- Residential land uses
- On-street parking
- Lower volumes, lower speeds

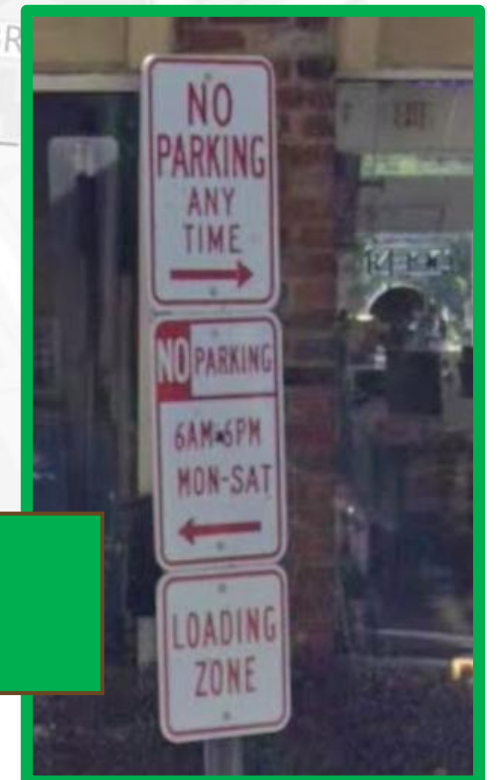
Rollins Avenue Segment Context



Jefferson Street to Rockville Pike

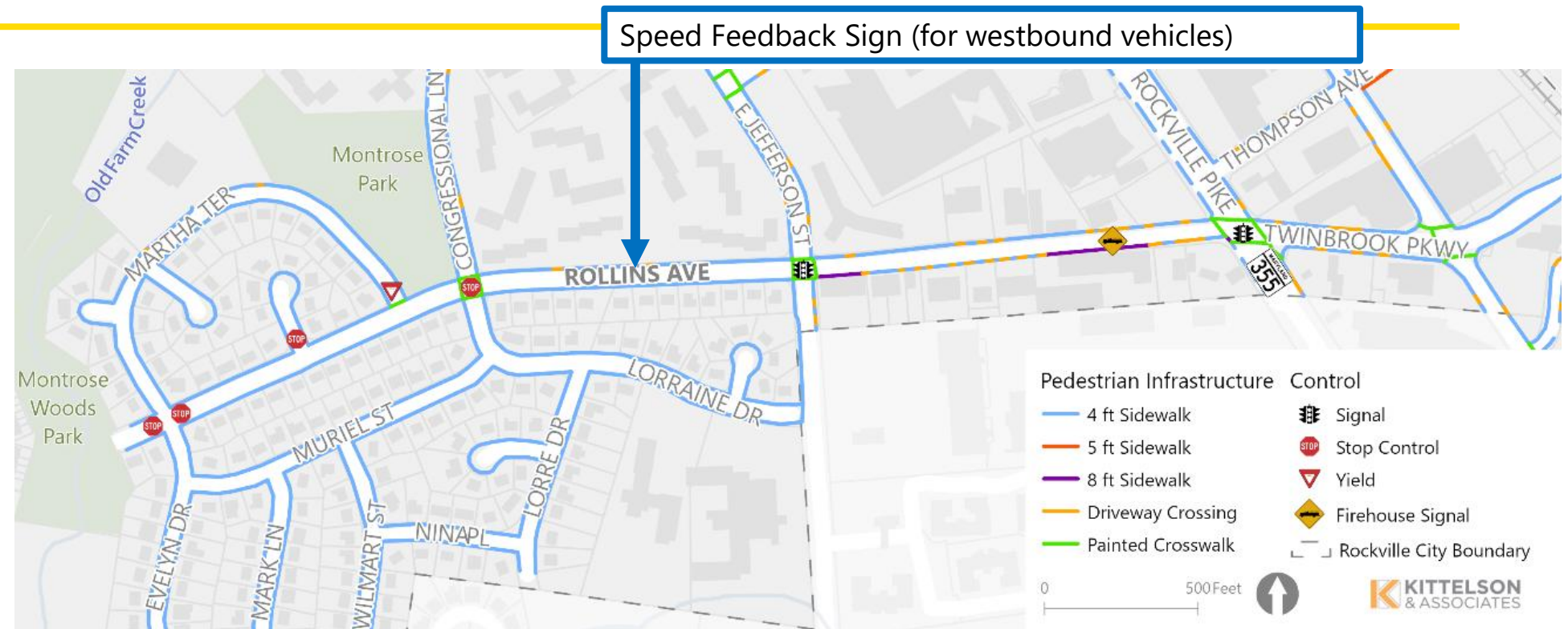
- Mixed residential / commercial uses
- Mix of on-street parking:
 - No parking on south side, loading zone
 - Some parking on north side

Approx 130' loading zone (south side)



Pedestrian Conditions

- Rollins Avenue has ~4-foot sidewalks (*below 5' minimum per Pedestrian Master Plan*) primarily west of E Jefferson Street
- There are 25 driveways and commercial entrances east of E Jefferson Street
- The highest pedestrian activity was observed at Rollins Avenue and Rockville Pike (MD 355)



West of E Jefferson Street



East of E Jefferson Street

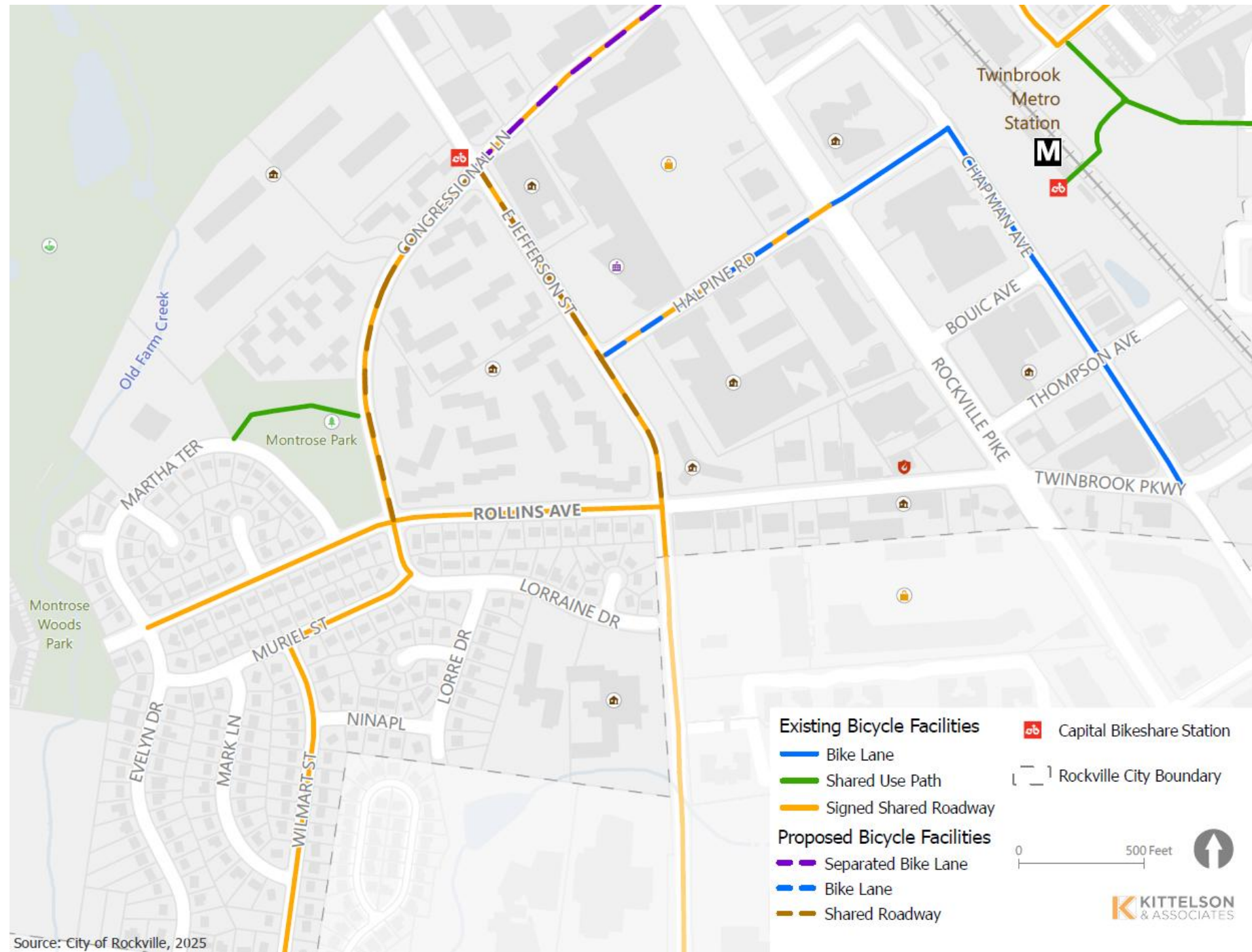
Summary of Pedestrian Activity – AM (PM) Peak Hour

Rollins Avenue Cross Street	North Leg	South Leg	Crossing Rollins Avenue	
			East Leg	West Leg
Martha Terrace (west) / Evelyn Drive	1 (1)	2 (1)	2 (7)	4 (6)
Congressional Lane	15 (7)	5 (10)	4 (4)	4 (3)
East Jefferson Street	8 (6)	5 (10)	10 (13)	7 (4)
Shopping Mall Entrance at 7-11	14 (11)	7 (18)	1 (0)	4 (4)
Rockville Pike (MD 355)	24 (30)	4 (23)	5 (27)	14 (6)

Bicycle Facilities

Rollins Avenue is part of a connected network of existing and proposed bicycle facilities:

- Signed shared roadway on Rollins East of Jefferson
- Proposed shared roadway on cross streets: Congressional and Jefferson (ongoing city study)

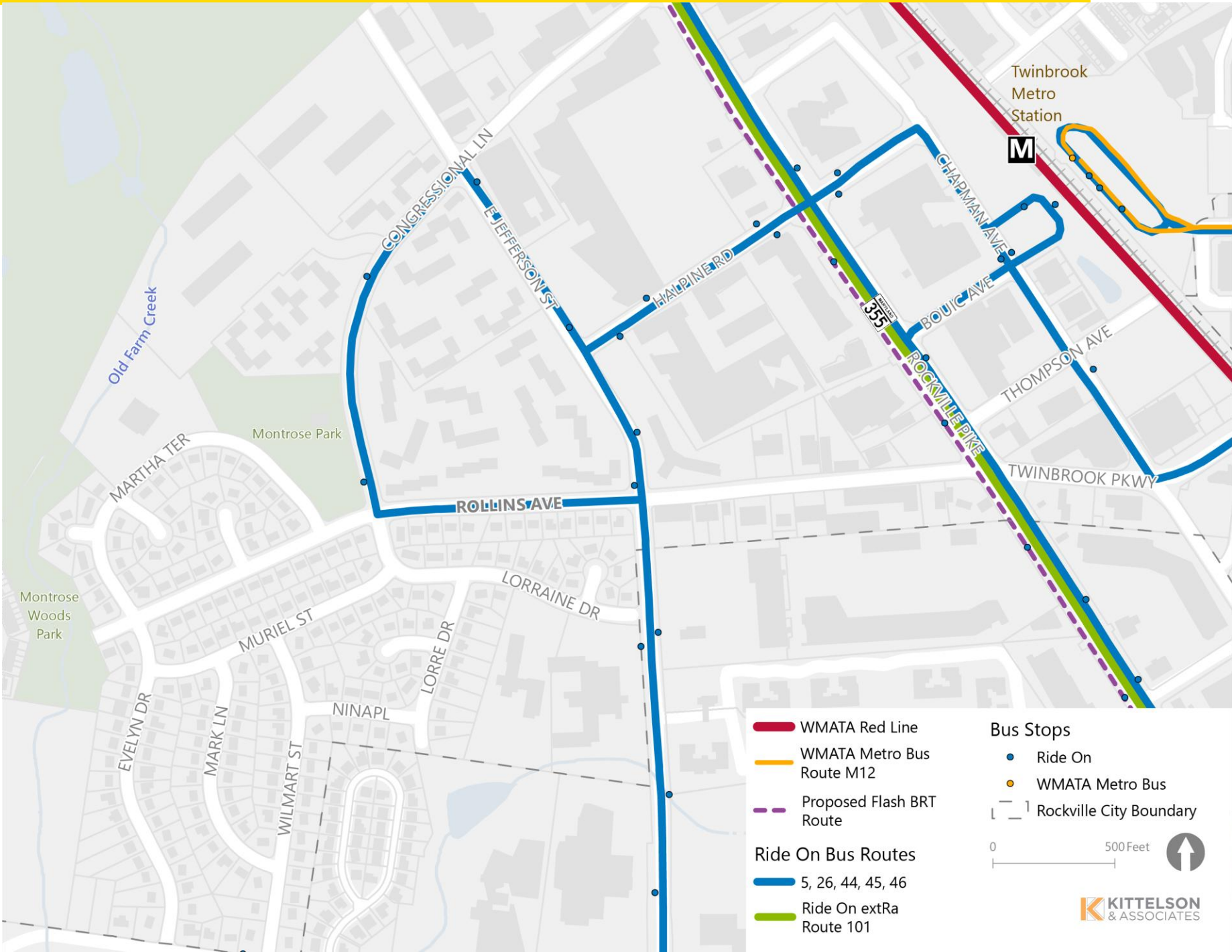


Transit

- MCDOT Ride On (only transit on Rollins Avenue)
- WMATA Metrobus and Metrorail Red Line
- MD 355 FLASH Bus Rapid Transit (BRT) is currently in design from Bethesda to Clarksburg
- There are no bus stops on Rollins Avenue
- Nearby bus stops are located at the intersections of Rollins Avenue and Congressional Lane and E Jefferson Street



Transit on E Jefferson Street



Crash History along Rollins Avenue

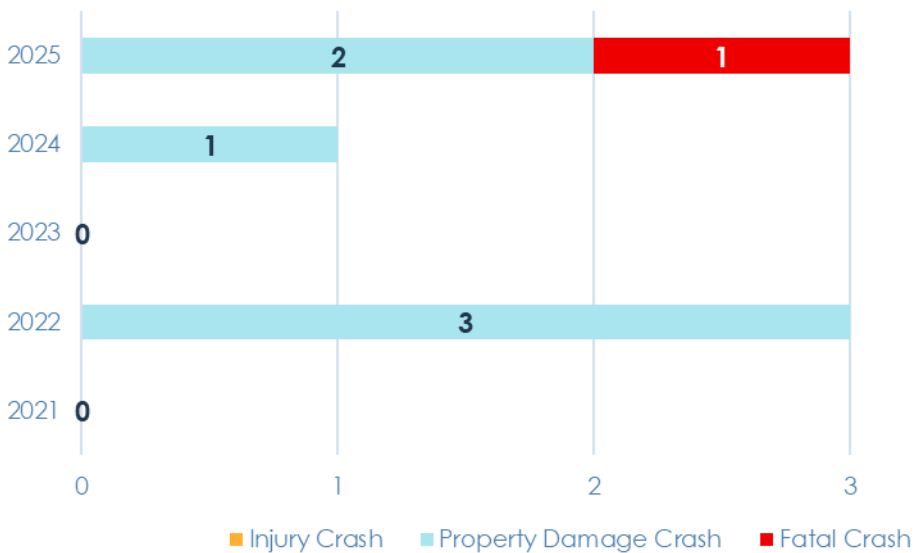
(2021-2025)

Injury crashes are clustered at the intersection of Rollins Avenue and Rockville Pike (MD 355)

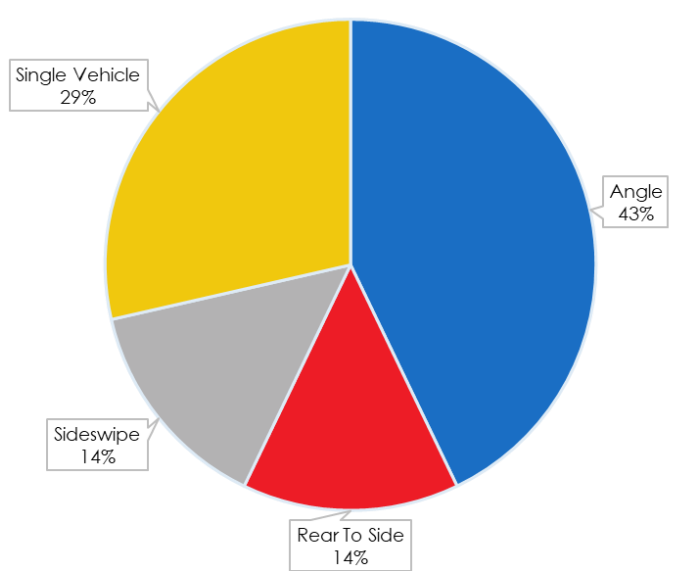
- 16 injury crashes
 - 1 involving a pedestrian
 - 1 involving a bicyclist

There have been midblock injury crashes involving non-motorists on Rollins Avenue between E Jefferson Street and Rockville Pike (MD 355)

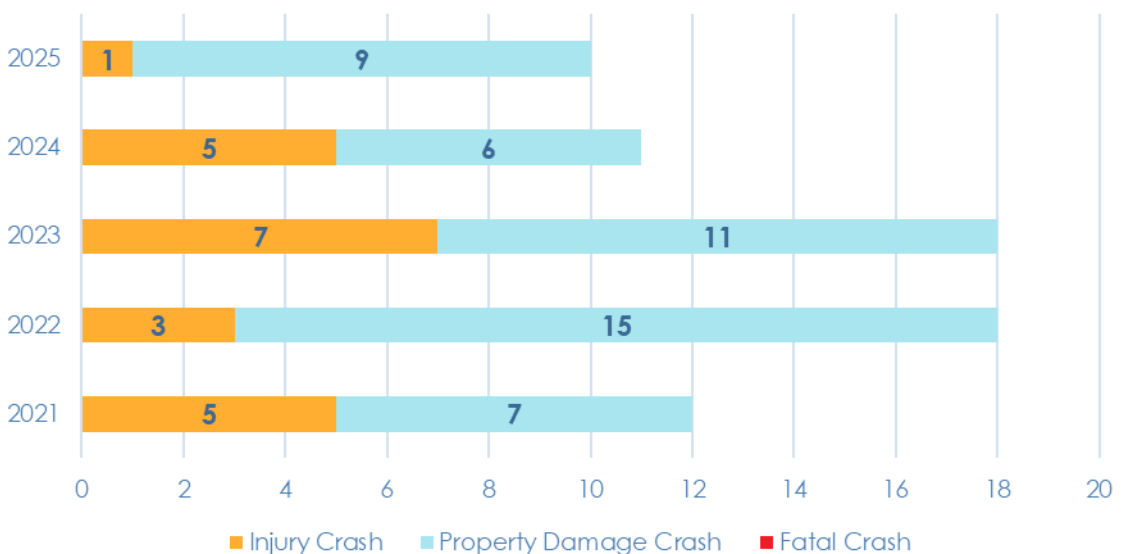
Crash Severity (West of East Jefferson St)



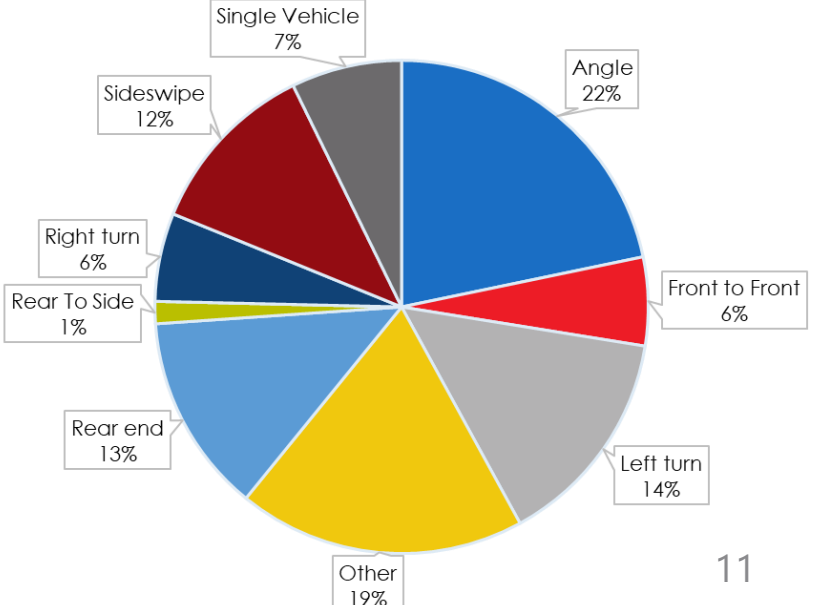
Crash Type (West of East Jefferson St)



Crash Severity (East of East Jefferson St)



Crash Type (East of East Jefferson St)



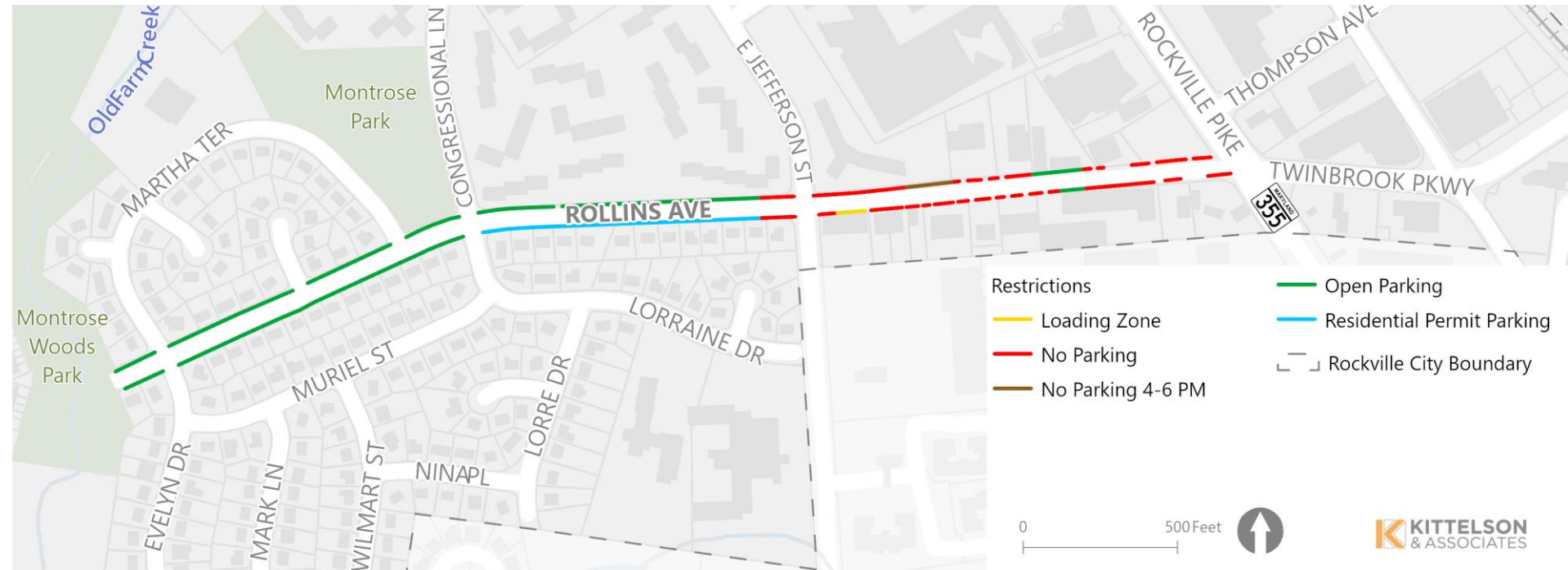
November 2025 Fatal Pedestrian Crash

In November 2025 around 2:30 pm, there was a person driving southbound on Jefferson Street that turned left onto eastbound Rollins Avenue and struck a pedestrian crossing within the crosswalk on the east leg, resulting in a fatality.



Parking

- On-street parking is permitted west of E Jefferson Street
- On-street parking is a mix of permitted and prohibited east of E Jefferson Street
- During field observations, parking utilization was observed to be higher in the commercial areas of Rollins Avenue than the residential



Existing Traffic Operations: Unsignalized Intersections

There are three unsignalized intersections along the corridor. They all:

- Operate smoothly (level of service A or B)
- Have no noticeable delays or vehicle queuing

Existing Synchro Analysis Results 2025						
Intersection/ Control Type	Approach	Movement	AM Peak		PM Peak	
			Delay (sec)	LOS	Delay (sec)	LOS
Rollins Ave & Martha Terrace/Evelyn Dr (Unsignalized)	Rollins Ave	EB Approach	0.0	A	8.3	A
	Rollins Ave	WB Approach	9.1	A	9.7	A
	Evelyn Dr	NB Approach	0.0	A	0.3	A
	Martha Terrace	SB Approach	2.1	A	0.0	A
Overall Intersection			6.7	A	8.2	A
Rollins Ave & Congressional Ln/Lorraine Dr (Unsignalized)	Rollins Ave	EB Approach	7.6	A	8.1	A
	Rollins Ave	WB Approach	7.4	A	8.3	A
	Lorraine Dr	NB Approach	7.1	A	7.5	A
	Congressional Ln	SB Approach	7.8	A	9.3	A
Overall Intersection			7.6	A	8.8	A
Rollins Ave & Road Runner Sports/Shopping Center (Unsignalized)	Rollins Ave	EB Approach	0.0	A	0.0	A
	Rollins Ave	WB Approach	3.0	A	2.2	A
	Shopping Center	NB Approach	0.0	A	0.0	A
	Road Runner Sports	SB Approach	9.3	A	13.6	B
Overall Intersection			1.8	A	1.3	A

Existing Traffic Operations: Signalized Intersections

There are two signalized intersections along the corridor:

Rollins Avenue & E Jefferson Street:

- Westbound and northbound approaches experience queues that extend over 375 feet (~19 vehicles)

Rollins Avenue & Rockville Pike (MD 355):

- Two movements operate at LOS E in both AM and PM
 - Eastbound right turn
 - Westbound through/right
- The northbound approach has a queue length of approximately 475 feet (~24 vehicles).

Existing Synchro Analysis Results 2025									
Intersection/ Control Type	Approach	Movement	AM Peak			PM Peak			Storage Lengths (ft)
			Delay (sec)	LOS	95th Percentile Queue length (ft)	Delay (sec)	LOS	95th Percentile Queue length (ft)	
Rollins Ave & East Jefferson St (Signalized)	Rollins Ave	EB Approach	37.2	D	-	41.0	D	-	-
	Rollins Ave	WBL	39.6	D	184	48.3	D	#374	275
		WBTR	26.3	C	35	24.8	C	72	-
		WB Approach	36.9	D	-	43.0	D	-	-
	East Jefferson St	NBLT	11.7	B	213	21.5	C	#372	-
		NBR	1.7	A	63	2.5	A	119	-
		NB Approach	7.1	A	-	12.5	B	-	-
	East Jefferson St	SBLT	9.1	A	63	16.5	B	150	-
		SBTR							125
		SB Approach	9.1	A	-	16.5	B	-	-
Overall Intersection			15.9	B	-	23.2	C	-	-
Rollins Ave/Twinbrook Pkwy & Rockville Pike (Signalized)	Rollins Ave	EBTR	59.0	E	200	61.2	E	349	-
		EB Approach	59.0	E	-	61.2	E	-	-
	Twinbrook Pkwy	WBT	60.2	E	204	57.1	E	314	-
		WBR	65.9	E	224	59.0	E	294	195
		WB Approach	62.1	E	-	57.7	E	-	-
	Rockville Pike	NBL	9.3	A	57	16.6	B	64	320
		NBT	13.8	B	257	26.9	C	473	-
		NBR	11.5	B	35	20.9	C	129	380
		NB Approach	13.1	B	-	25.5	C	-	-
	Rockville Pike	SBL	8.8	A	83	50.3	D	#307	465
SBTR		13.6	B	290	19.2	B	394	-	
SB Approach		13.0	B	-	24.1	C	-	-	
Overall Intersection			24.8	C	-	34.1	C	-	-

Note: # 95th percentile volume exceeds capacity, queue may be longer

Summary of Issues and Opportunities

- Issues

- Safety concern at Rollins Ave and E Jefferson St with recent fatal collision
- Narrow sidewalks (4-feet) along much of the corridor
- Existing yield control at Martha Terrace inconsistent with surrounding stop-control
- Demand for midblock crossings
- Existing driveways and utility poles limit locations for mid-block crossings
- Need for enhanced fire truck access

- Opportunities

- Multiple recreational and commercial destinations along the corridor
- Nearby transit connections: Ride On and Twinbrook Metrorail station
- Wide landscape buffer, mature trees, and low vehicle speeds and volumes create a low-stress environment for people walking and biking
- Recent restriping of existing crosswalks to high visibility
- Integration into planned bicycle network improvement in the area

Recommendations

Rollins Avenue Complete Street Study

Aligning Project Goals with Recommendations

Goal	Recommendation
Safer (lower) vehicle speeds	<ul style="list-style-type: none">• Traffic calming treatments• Speed enforcement• Street design
Improve access to key destinations	<ul style="list-style-type: none">• Provide safer crossing opportunities• Widen sidewalks
More comfortable conditions for people walking	<ul style="list-style-type: none">• Widen sidewalks
Reduce crashes	<ul style="list-style-type: none">• Lower vehicle speeds and volumes through traffic calming design• Safer crossings for people biking, walking, and rolling• Improved intersection and mid-block crossings
Maintain vehicle access and mitigate traffic and congestion	<ul style="list-style-type: none">• Optimize traffic signal operations• Balance multimodal transportation needs
Maintain parking	<ul style="list-style-type: none">• Balance improvements with parking and curbside needs

Toolkit of Safety Treatments



Shared Lane Markings



Permanent Pedestrian Refuge



Speed Humps



Concrete Curb Extensions



Painted Curb Extension and Flex Posts

Toolbox of Corridor Treatments

Treatment	Safety Benefit(s)	Tradeoff(s)	Timeline
Striped buffer between travel lane and parking	Lane narrowing and traffic calming; visually narrows travel lane	Narrowed right-of-way for bicyclists sharing the travel lane	Short-term
Speed humps	Traffic calming, deters 'cut-through' traffic, reinforces bicycle boulevard	Minor impact to fire trucks and transit vehicles	Short-term
Shared lane markings	Improved awareness of cyclists' presence; establishes bicycle boulevard	Offers limited protection for people biking	Short-term

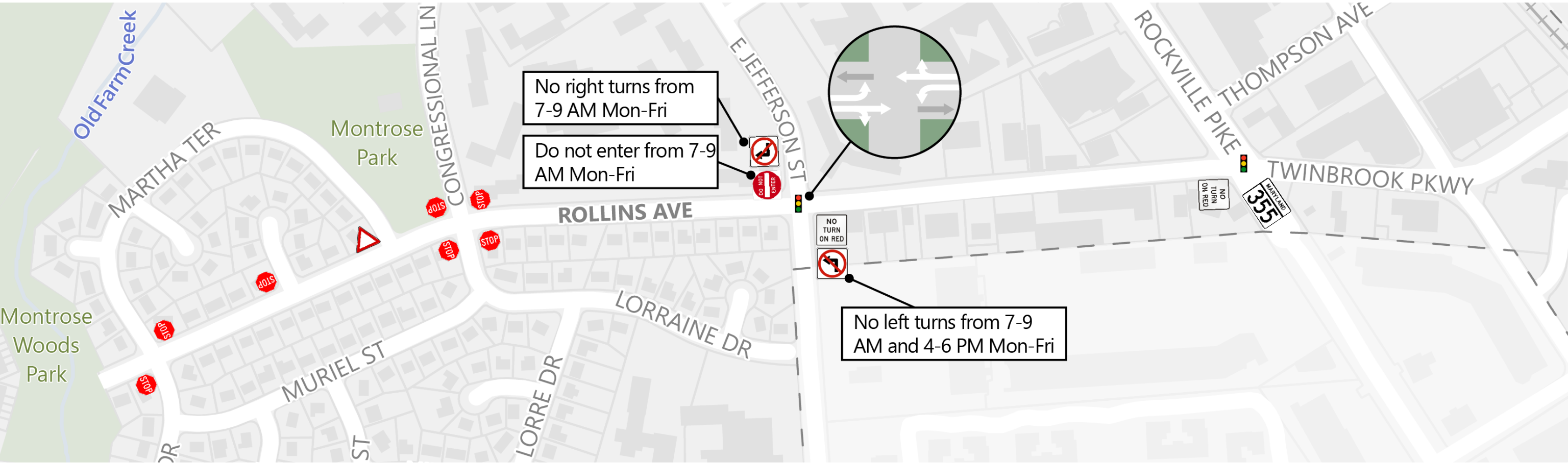
Toolbox of Intersection / Midblock Treatments

Treatment	Safe Benefit(s)	Tradeoff(s)	Timeline
Painted curb extensions and posts	Pedestrian visibility; reinforces parking restrictions	May require maintenance for flexible delineators and other physical installations	Short-term
Concrete curb extensions	Pedestrian visibility; parking compliance; improved pedestrian safety and comfort	Requires full curb reconstruction; may require utility coordination	Long-term
Pedestrian refuge	Improved pedestrian safety and comfort; reduces pedestrian exposure to vehicles	Requires some parking removal	Long-term
Leading pedestrian interval (signal)	Improves pedestrian safety and comfort at intersections; reduces conflicts between vehicles and turning vehicles	May impact signal operations	Short-term
No turn on red (signal)	Reduces conflict between turning vehicles and people biking or walking	May impact signal operations; requires signage; may require education and/or enforcement	Short-term
Midblock crosswalk	Addresses pedestrian crossing demand	May require additional safety measures: raised crossing, curb extensions	Short-term

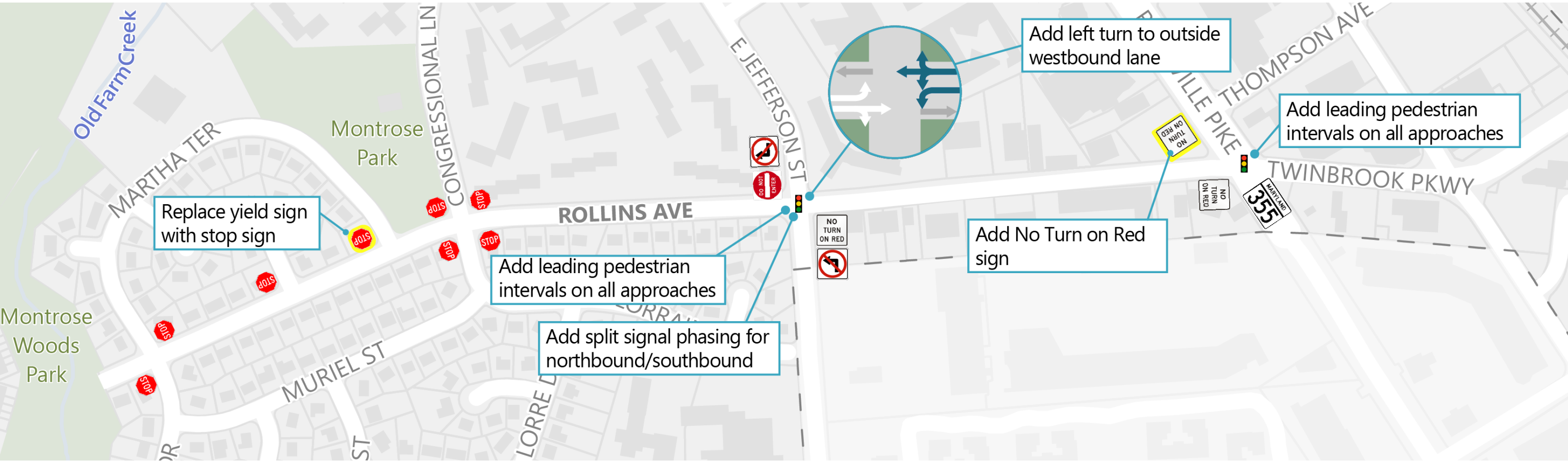
Recommendations

	Signal Modifications	Sidewalk Improvements	Crosswalk Improvements	Bicycle Facilities	Cost
1. Quick Build Near Term	✓	✗	✓	✓	Low
2. Long Term Improvements	✓	✓	✓	✗	Medium

Existing Signal and Signage



Proposed Signal and Signage



Summary of Proposed Signal and Signage Improvements

At Rollins Ave & Martha Terrace near Montrose Park:

Recommendation	Safety Benefit(s)	Tradeoff(s)
Replace the existing yield sign with a stop sign and add a stop bar	Requires vehicles to stop at crosswalk; enhances pedestrian and bicycle safety near Montrose Park; creates consistent signage throughout the neighborhood	Minor cost

At Rollins Ave & E. Jefferson St:

Recommendation	Benefit(s)	Tradeoff(s)
Add left turn to the outside westbound lane (WBTR to WBLTR)	Increase left turn capacity; operates under existing split phasing; allows for a shorter left turn storage; reduced WB queue lengths and delay	Requires maintaining dual lanes on Rollins Avenue and on E Jefferson Street, maintaining long crossings for people biking and walking
Convert NB/SB from concurrent permissive to split phasing	Reduces conflicts between left-turning and through vehicles; improves pedestrian and bicyclist safety by removing the need to rush against opposing traffic; improves visibility of crossing pedestrians; Proven reduction in left-turn crashes by about 36% (CMF \approx 0.64), along the NB/SB approaches (FHWA)	May increase cycle length

Option 1: Quick-build Near Term

Corridor Treatments:

- Shared lane markings
- Lane narrowing and two-foot buffer between travel lane and parking lane
- *Optional addition: Speed humps (Option 1B) west of E Jefferson Street*

Signal and signage improvements:

- Rockville Pike (MD 355)
- E Jefferson Street

Intersection Treatments:

- Painted curb extensions with flex posts at intersections

Additional Crosswalks

- Crosswalk across Avenue near Martha Terrace
- Crosswalk across Rollins Avenue near 7-11 with pedestrian refuge island



Shared Lane Markings



Painted Curb Extension and Flex Posts

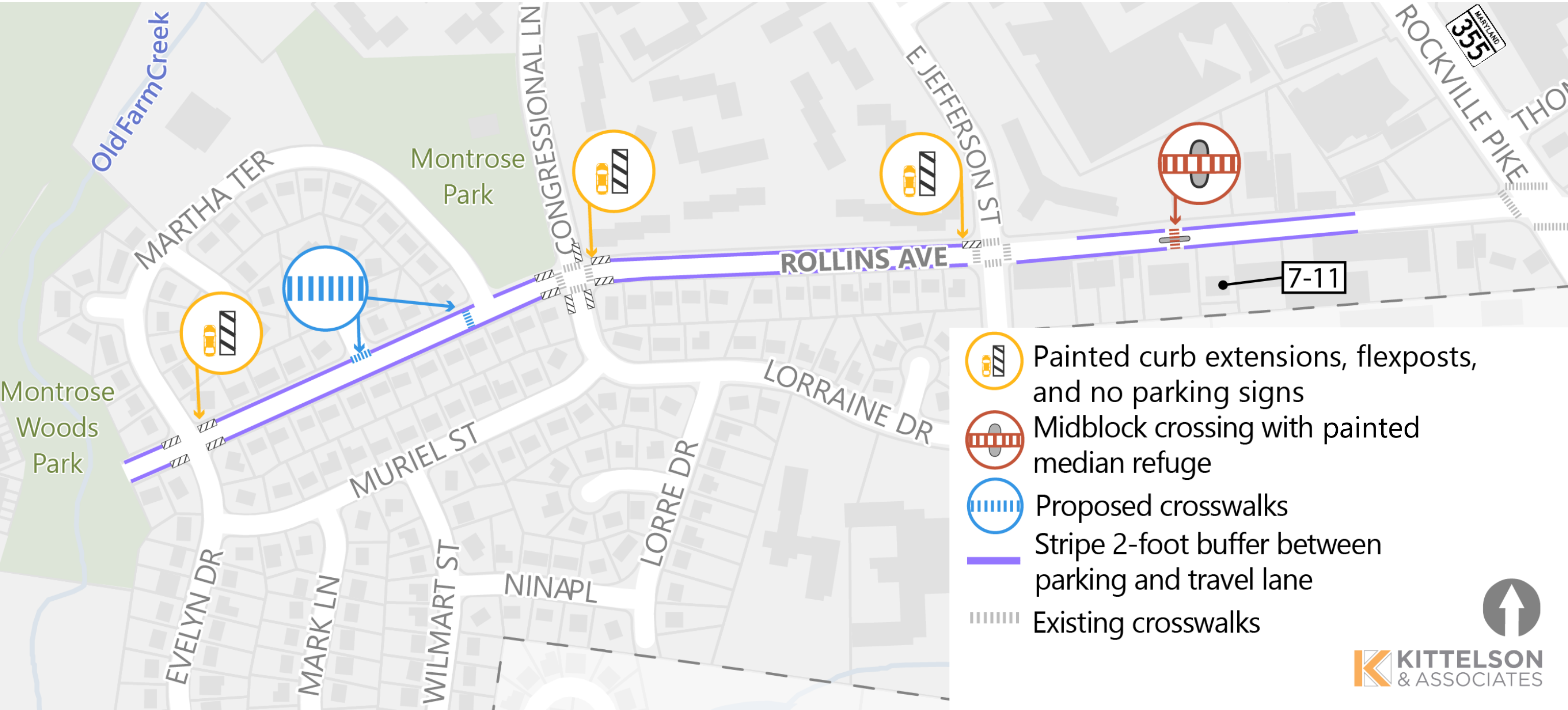







Concrete Pedestrian Refuge



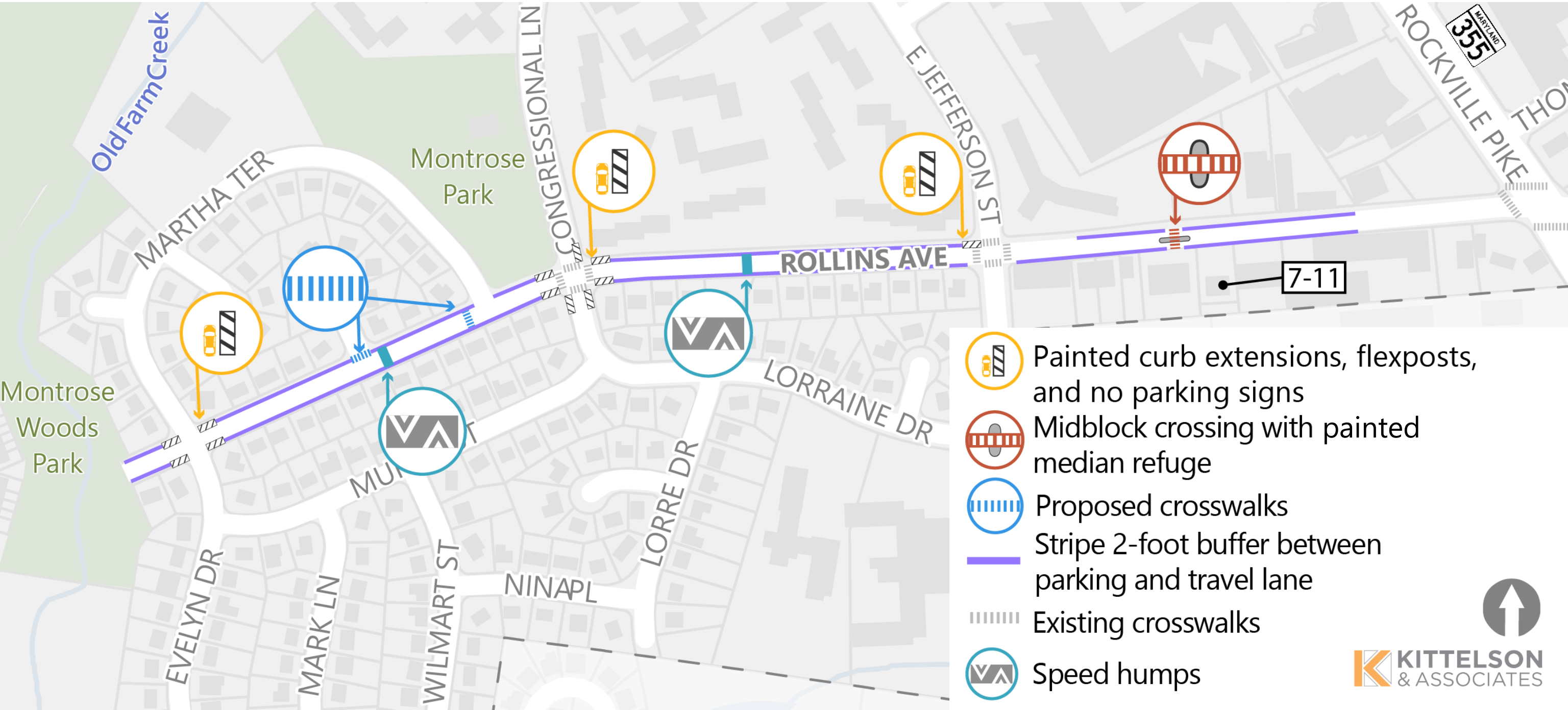
Optional Speed Humps

Option 1A: Quick-build Near Term



-  Painted curb extensions, flexposts, and no parking signs
-  Midblock crossing with painted median refuge
-  Proposed crosswalks
-  Stripe 2-foot buffer between parking and travel lane
-  Existing crosswalks

Option 1B: Quick-build Near Term + Speed Humps



Option 2: Long Term Improvements

Corridor Treatments:

- Shared lane markings
- Lane narrowing and two-foot buffer between travel lane and parking lane
- Widen sidewalks to 5-feet
- *Optional addition: Speed humps (Option 2B) west of E Jefferson Street*

Signal and signage improvements:

- Rockville Pike (MD 355)

- E Jefferson Street

Intersection Treatments:

- Concrete curb extensions

Additional Crosswalks

- Crosswalk across Martha Terrace
- Crosswalk across Rollins Avenue near 7-11 with pedestrian refuge island



Shared Lane Markings



Concrete Curb Extensions



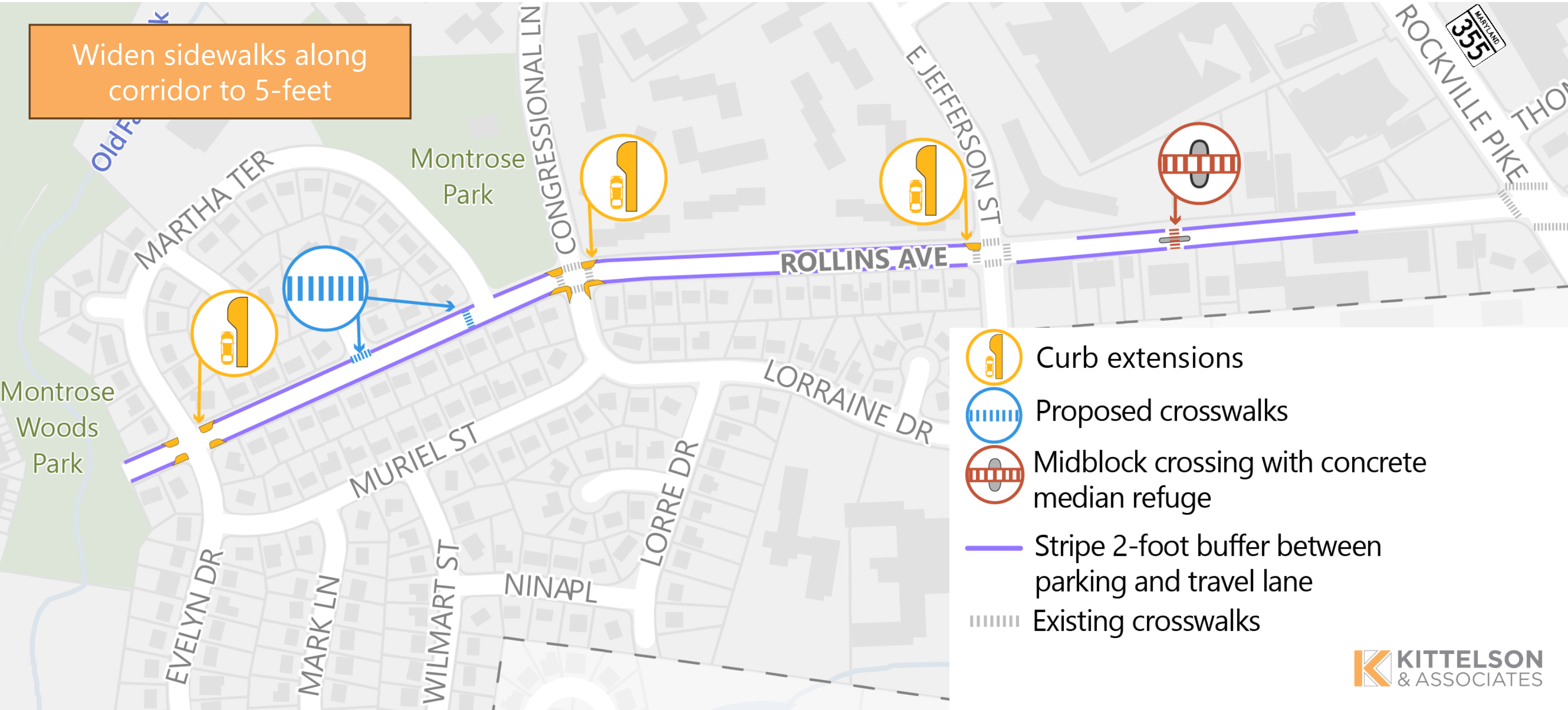
Concrete Pedestrian Refuge








Optional Speed Humps

Option 2A: Long Term Improvements

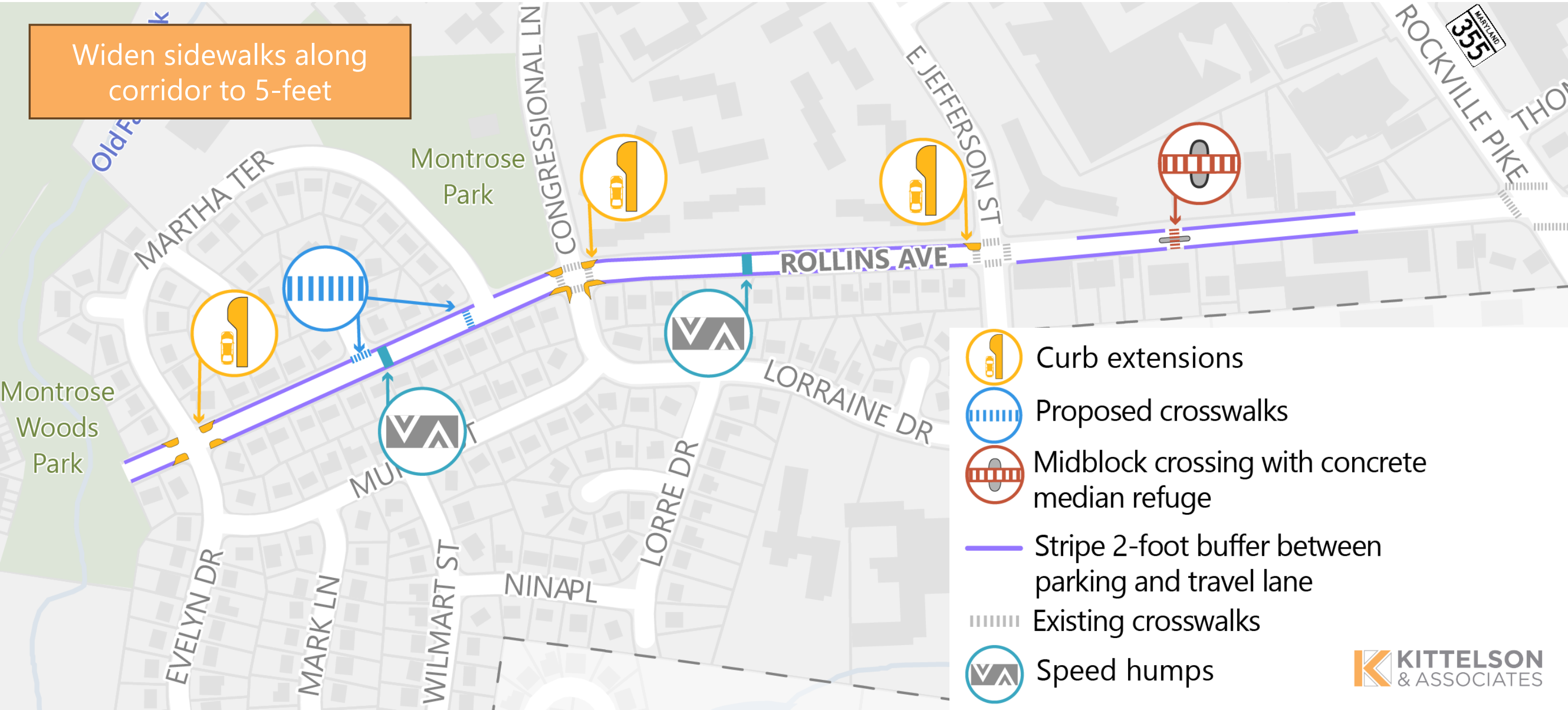
Widen sidewalks along corridor to 5-feet



-  Curb extensions
-  Proposed crosswalks
-  Midblock crossing with concrete median refuge
-  Stripe 2-foot buffer between parking and travel lane
-  Existing crosswalks

Option 2B: Long Term Improvements + Speed Humps

Widen sidewalks along corridor to 5-feet



Alternatives Evaluation

Rollins Avenue Complete Street Study

Evaluation Measures

- Pedestrian Stress and Comfort
 - Level of comfort and perceived safety experienced by pedestrians while traveling
- Bicycle Stress and Comfort
 - Level of comfort and perceived safety experienced by bicyclists while traveling
- Parking Impacts
 - Estimated effects of each alternative on parking supply, access, and operations
- Drainage & Utility
 - The extent to which a recommended strategy affects existing curbs, stormwater infrastructure, and underground or overhead utilities.
- Cost
 - A high-level estimate of the required fees associated with implementing or constructing each of the strategies

Alternatives Assessment Summary

Evaluation Measure	Option 1: Quick-build Near Term		Option 2: Long Term Improvements	
	Option 1A (No Speed Humps)	Option 1B (Speed Humps)	Option 2A (No Speed Humps)	Option 2B (Speed Humps)
Pedestrian Stress & Comfort	Minor Improvement	Moderate Improvement	Moderate Improvement	Moderate Improvement
Bicycle Stress & Comfort	Minor Improvement	Moderate Improvement	Minor Improvement	Moderate Improvement
Parking Impacts	Low Impact	Low Impact	Low Impact	Low Impact
Drainage & Utility	Low Impact	Low Impact	Moderate Impact	Moderate Impact
Cost	Low Cost	Low Cost	Medium Cost	Medium Cost

Next Steps

Next Steps

- Team to refine recommendations based on community feedback
- Team to develop design plans
- Team to wrap up project and produce Final Report by June 30, 2026



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Next Steps

- Please submit comments via email
 - bbwoods@rockvillemd.gov
 - Transportationinquiry@rockvillemd.gov
- Comment period open until May 22