

18 November 2020

Presentation will
begin shortly



FENTON STREET BIKEWAY STUDY



Matt Johnson, AICP

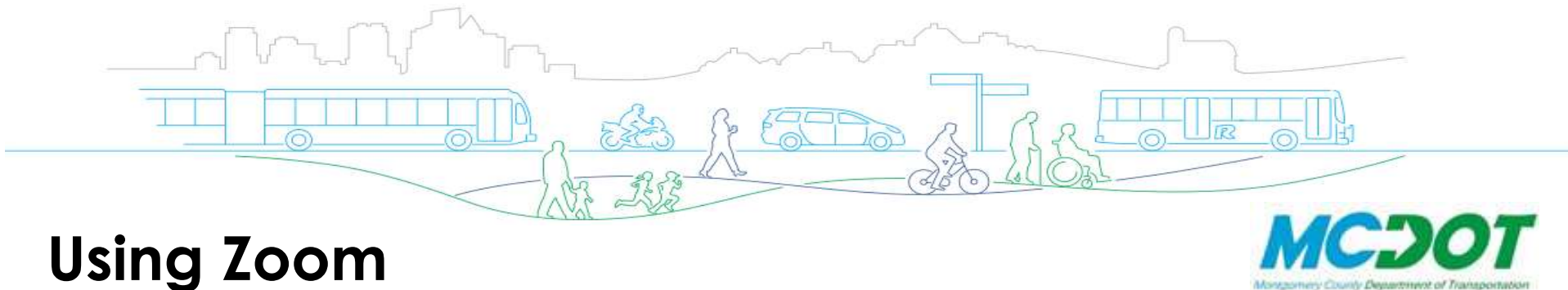


Welcome!

2

Welcome to the virtual community meeting!

- We're all learning how to conduct virtual community meetings, so please bear with us.
- We're going to go over some basic controls to help you use the Zoom meeting format before we start the presentation.
- Please note **this meeting is being recorded**.
 - It is being recorded on video and audio and will be posted on our website.
 - If you do not wish to have your voice or likeness recorded, please turn your video camera off, and refrain from asking questions using the audio option. Instead, you can send your questions via the chat.



Using Zoom

3

Welcome to the virtual community meeting!

Let's get you oriented to the Zoom meeting.

- Muting
 - Everyone is on mute. You cannot unmute yourself. We can unmute you during the Q&A and comment period.
 - To request to speak, you'll need to use the **raise hand** feature (instructions in just a minute). Once we unmute you, you may still need to click a pop up menu to unmute yourself.
 - If you have called in by telephone, you can unmute yourself by dialing *6 once we unmute you.



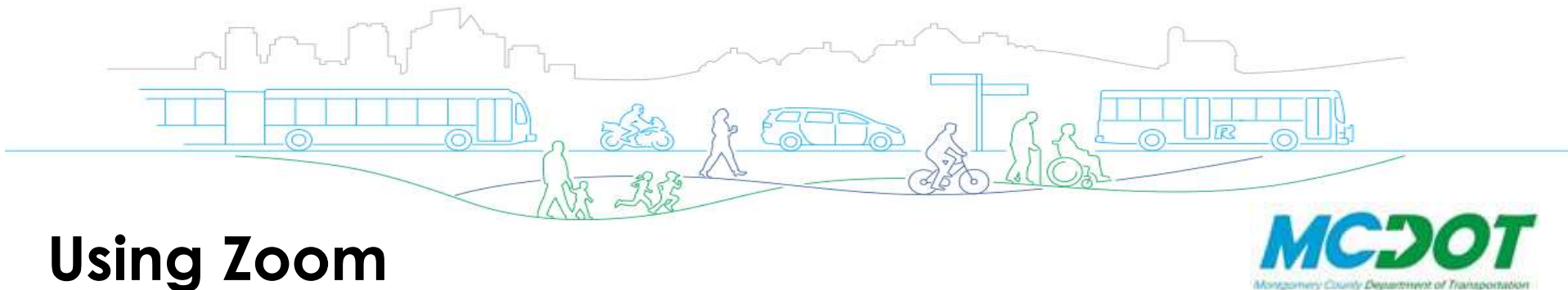
Using Zoom

4

Welcome to the virtual community meeting!

Let's get you oriented to the Zoom meeting.

- Video
 - Your video camera is off by default. To reduce the bandwidth of the meeting, we request that you please do not turn your camera on.



Using Zoom

5

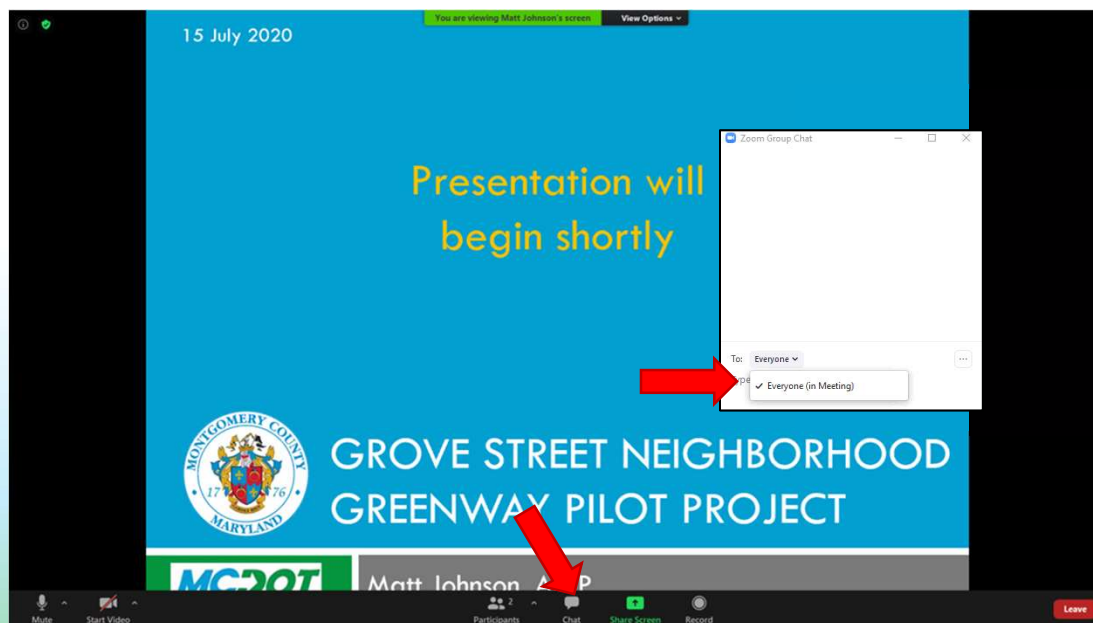
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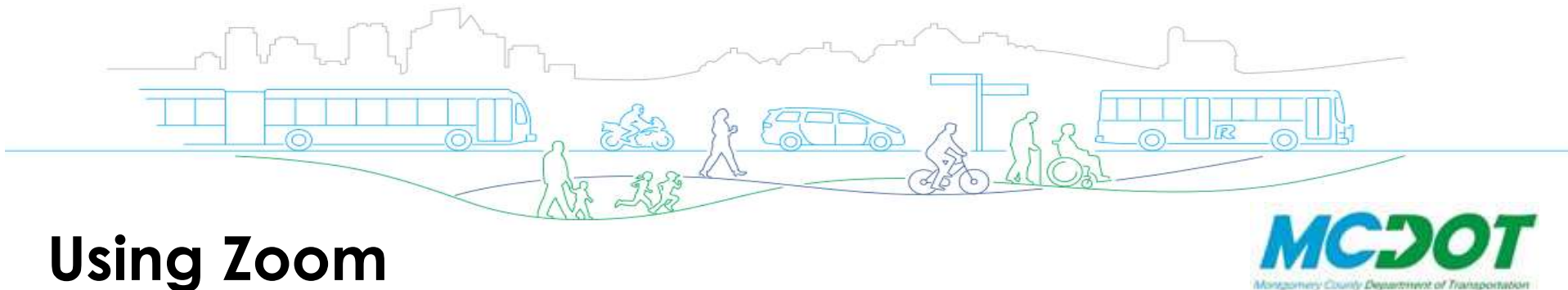
Let's get you oriented to the Zoom meeting.

- Ask a question (Text)
 - If you have a question during the presentation, send it via **chat**.

To send a chat:

- Click "chat" in the bottom menu
- A new window will appear. In the "to" field, change the drop down to "Corey Pitts"
- Type your question and send it.





Using Zoom

6

Welcome to the virtual community meeting!

Let's get you oriented to the Zoom meeting.

- Raise your hand
 - If you'd like to speak to ask a question or make a comment, please **raise your hand**

To raise your hand

- Click "participants" in the bottom menu
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Using Zoom

7

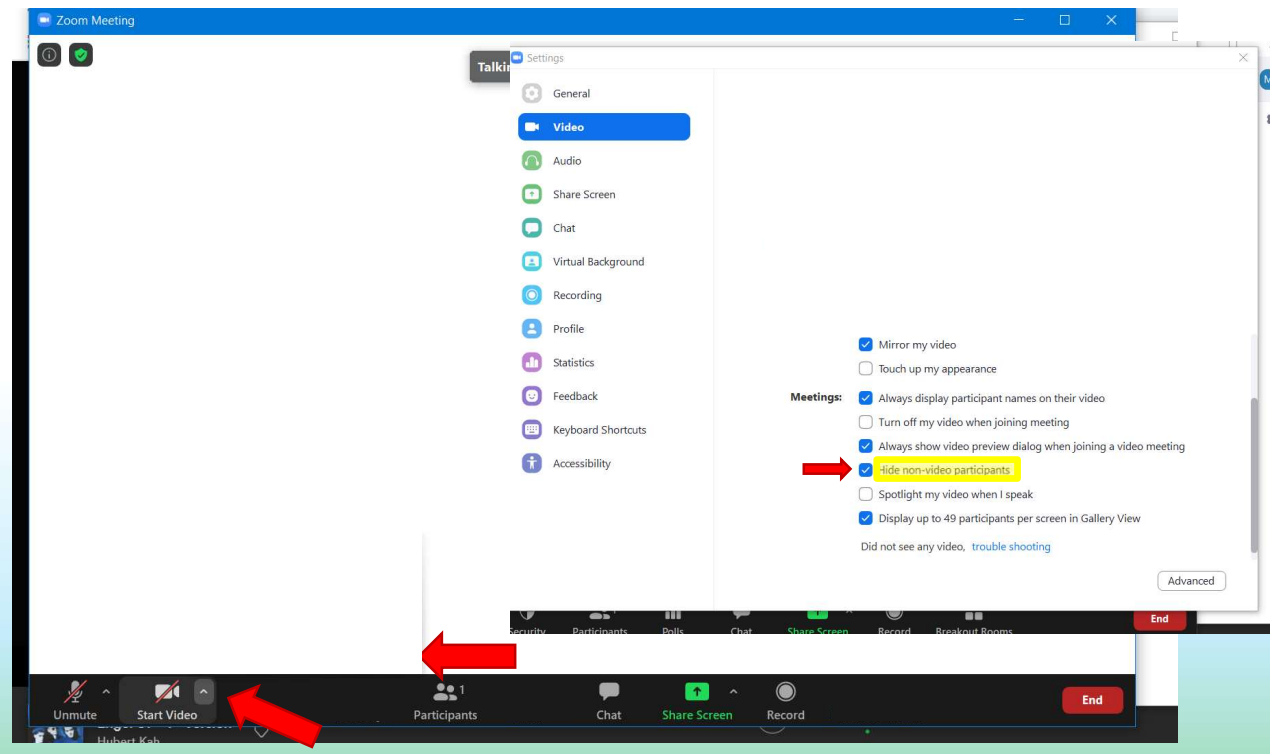
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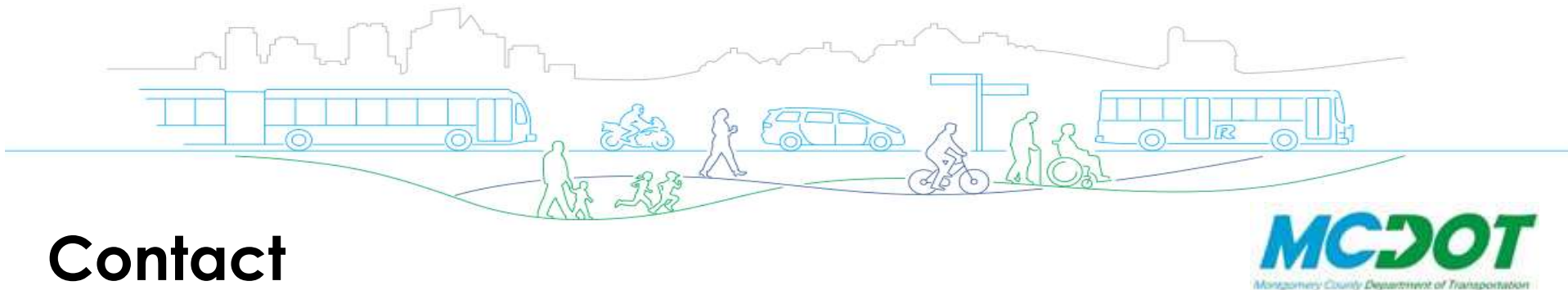
Let's get you oriented to the Zoom meeting.

- View

To change your view so that you only see people with cameras on:

- Click the up arrow next to "start video".
- Select "Video settings".
- Make sure "Hide non-video participants" is checked.





Contact

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Matt Johnson
Project Manager

240.777.7237

Matt.Johnson@MontgomeryCountyMD.Gov

Note: Due to Covid-19, most of our staff is working from home. Email is much preferred for communication, rather than our desk phones.

Agenda

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- 7:00: Overview of Zoom features
- **7:10: Introductions**
- 7:15: Meeting presentation
- 7:45: Public comment
- 9:00: Adjourn





Introductions

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- We have staff here from MCDOT, our engineering consulting firm Stantec, and other agencies.

Agenda

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- 7:10: Introductions
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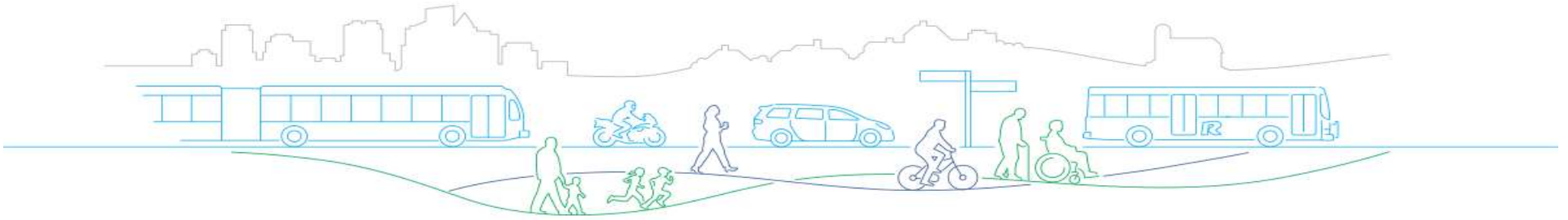




Meeting Goals

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- We will provide an update on the **Fenton/MD 410 Intersection Project**.
- We'll also present the results of the **Fenton Street Bikeway Study** and **introduce the alternatives**.
- We also want to get **your feedback** about the study and the alternatives.



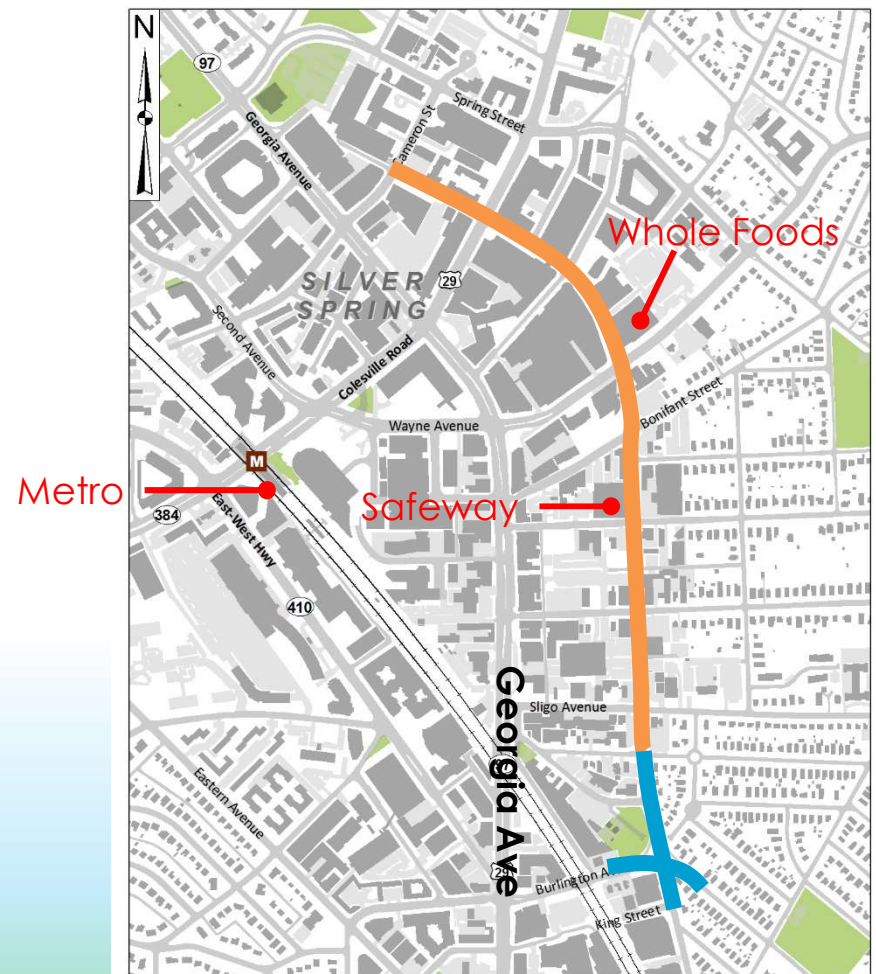
Project Area

13

- There are two related projects to discuss at tonight's meeting:

**Fenton Street
Bikeway Study**

**Fenton/410
Intersection**





Presentation Outline

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- Section 1: Fenton/MD 410 Intersection Update
- Section 2: Fenton Street Bikeway Study Background
- Section 3: Fenton Street Alternatives
- Section 4: Next Steps

Section 1: Fenton/MD 410 Intersection Update

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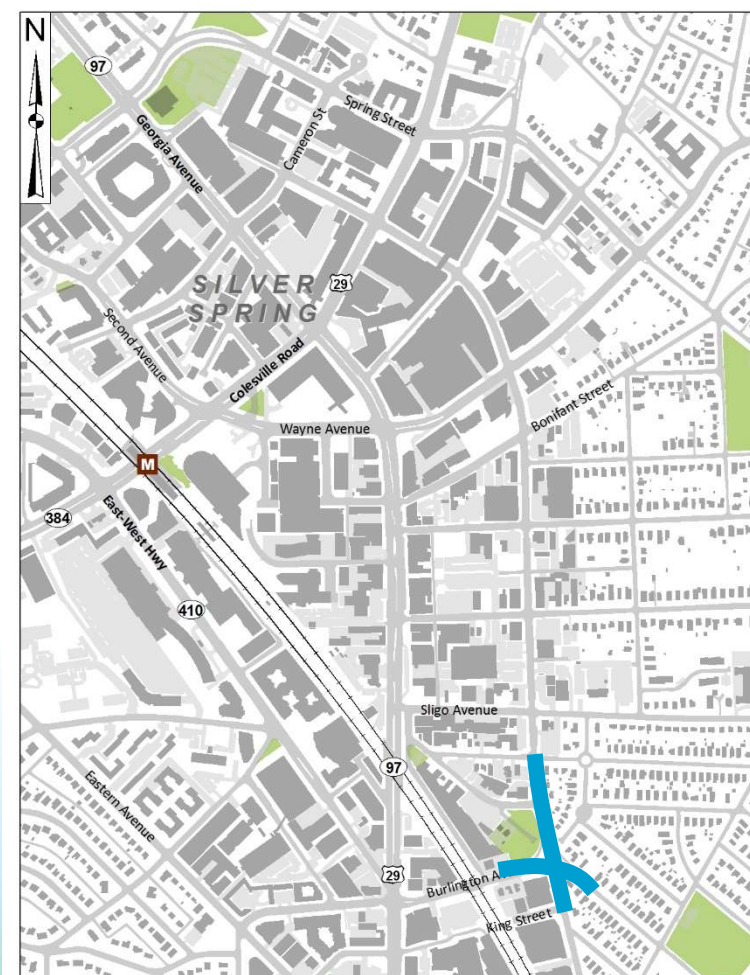


Fenton/410 Intersection

Scope

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- This project will redesign the intersection between Fenton Street and MD 410 (Burlington Ave & Philadelphia Ave).
- Pedestrian and bicyclist safety are the primary goals.
- A secondary goal is to reduce the amount of impervious surface at the intersection.



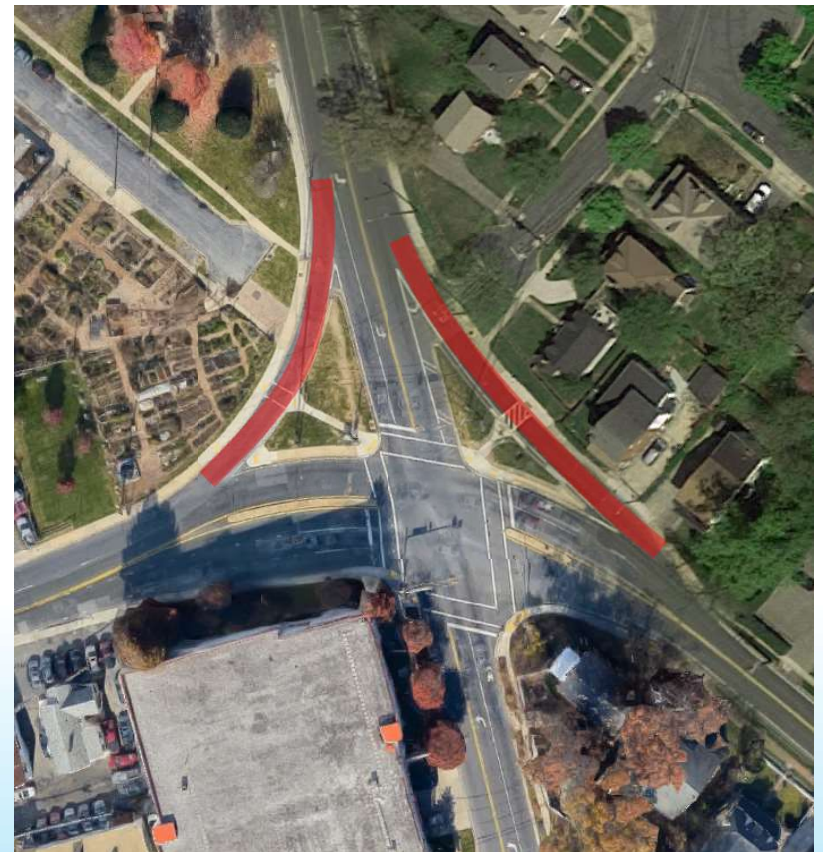


Fenton/410 Intersection

Why Redesign?

17

- Speed is one of the most critical factors in crash survivability.
- These high-speed right turn ramps are incompatible with an urban environment.

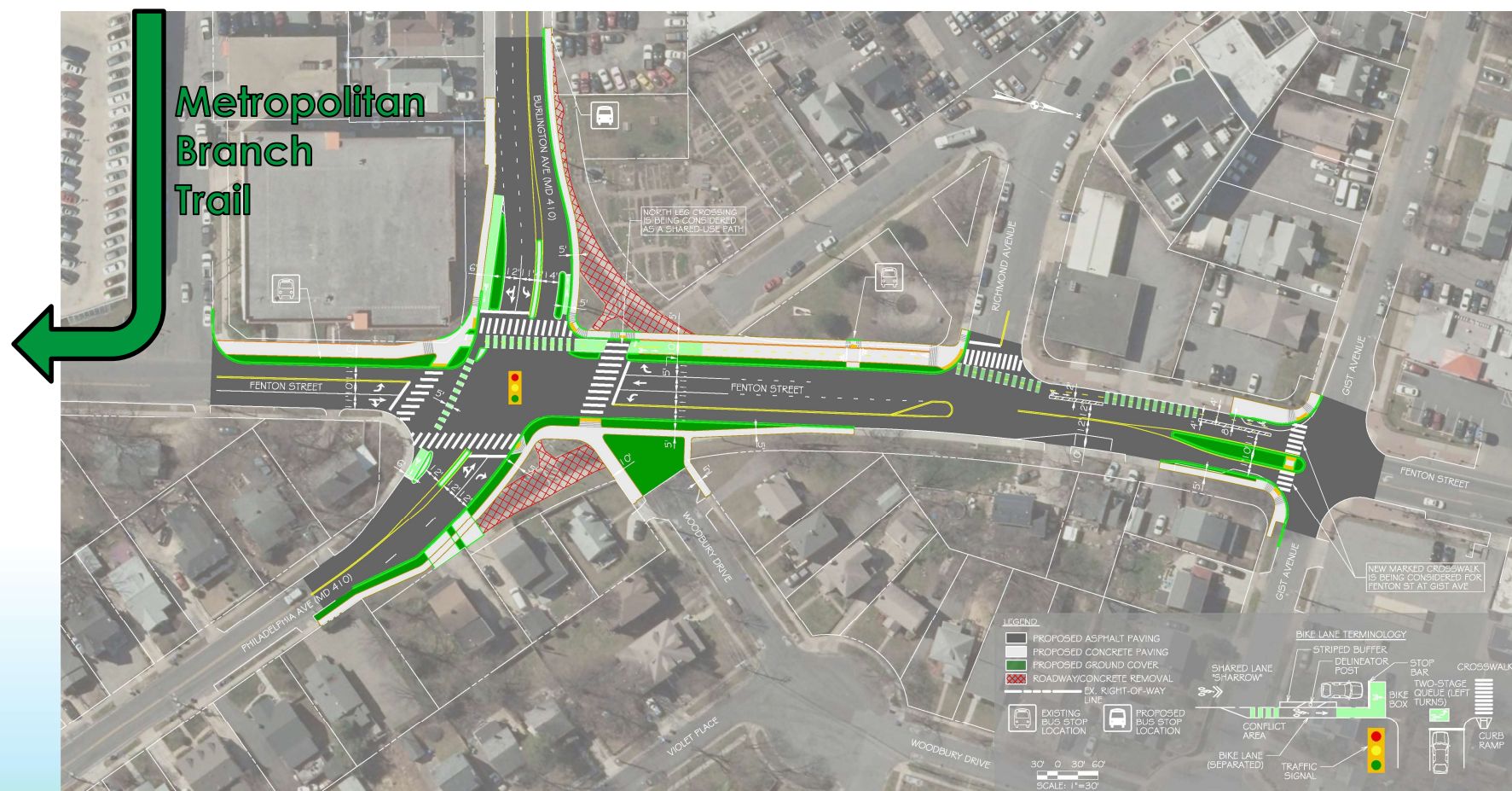




30% Concept

Fenton/410 Intersection

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MC DOT
Montgomery County Department of Transportation

FENTON STREET AT BURLINGTON AVENUE / PHILADELPHIA AVE (MD 410)
HYBRID OPTION | SILVER SPRING CBD

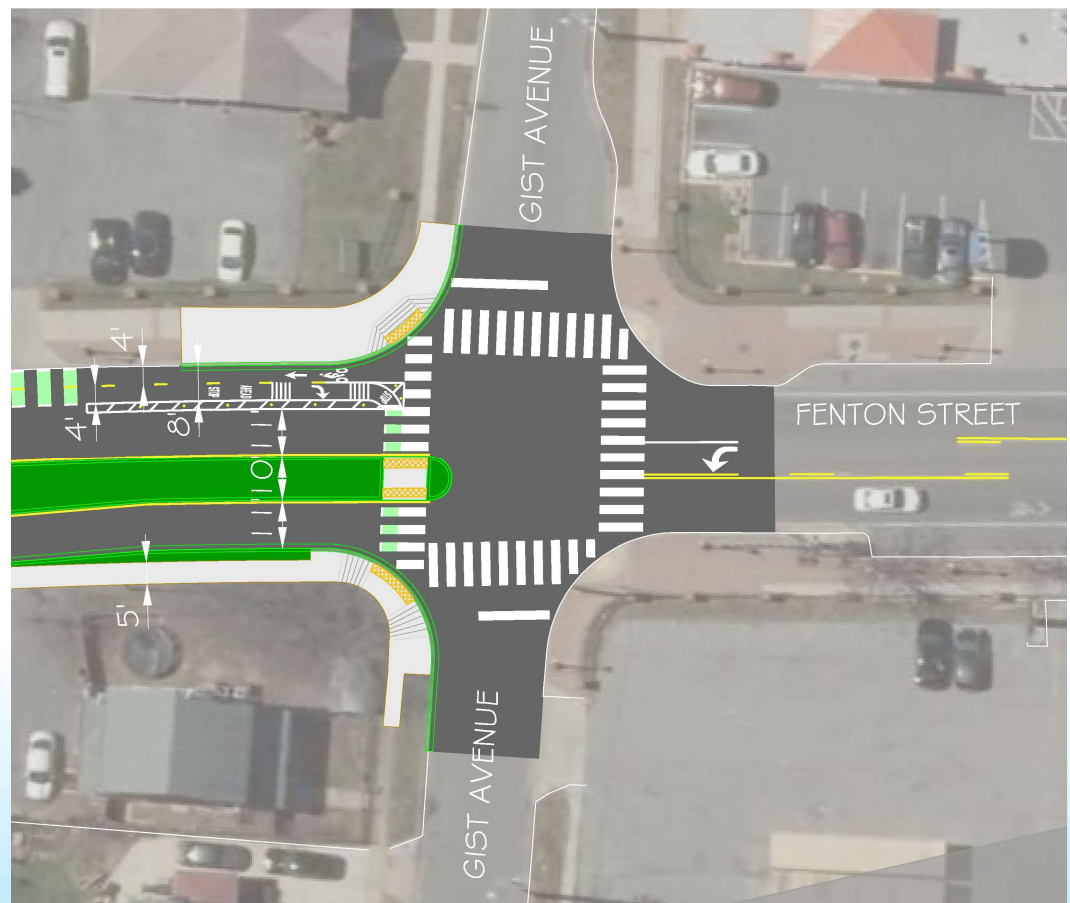


Fenton/410 Intersection

Interim transition at Gist

19

- Project intended to have independent utility.
- Interim crossover will allow this to act as an extension of the trail.
- Eventual incorporation into Fenton Cycletrack.





Fenton/410 Intersection

Schedule

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- Final design and permitting will occur in 2021.
- Construction could occur in 2022.



Section 2: Fenton Street Bikeway Study Background

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Fenton Street Bikeway Study

Scope

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- The Fenton Street Bikeway Study looks at issues impacting the Fenton Street corridor.
- It includes 7 alternatives for constructing a bikeway between Cameron Street and Gist Avenue.
- Each alternative is analyzed regarding its impacts to traffic, parking, loading, sidewalks, transit, and cost.



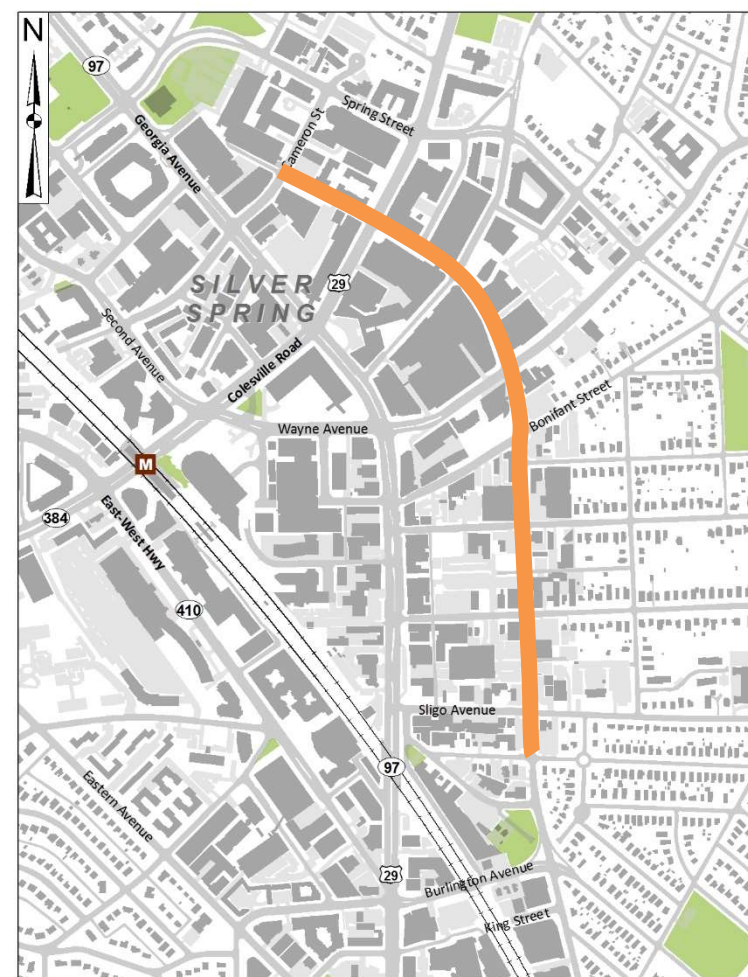


Fenton Street Bikeway Study

Background

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- The Bikeway Study was initially started in 2017 and was put on hold to allow for Garage 3 to open and to expand the range of alternatives.
- The study was restarted in 2019.





Fenton Street Bikeway Study

Why Fenton Street

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- Fenton Street is designated in the Bike Master Plan (2018) as a separated bikeway.
- Will create a continuous trail corridor linking Fenton Village to Union Station.
- The County budget includes a CIP fund for the Fenton Street Bikeway.





The Bikeway Study

Fenton Street Bikeway Study

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- The bikeway study is available on the project webpage.
 - <https://www.montgomerycountymd.gov/dot-dte/projects/fentonvillage/index.html>
- This presentation will give a brief summary of some of the findings, but additional information is available in the report.





Fenton Street Bikeway Study

Purpose & Need

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1. Improve bicycle and pedestrian safety and comfort in the Fenton Street corridor
2. Improve bicycle connectivity within and beyond downtown Silver Spring
3. Provide balanced, multi-modal transportation options for all Fenton Street users.



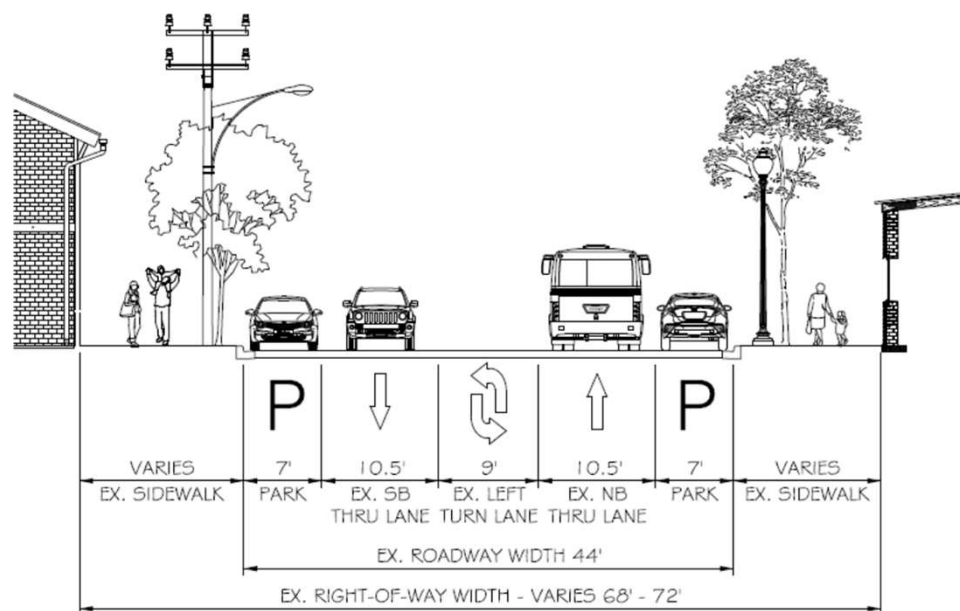


Fenton Street Bikeway Study

Existing Conditions

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- South of Roeder Road, Fenton Street is 44' wide curb-to-curb.
- North of Roeder, Fenton Street is 48' wide curb-to-curb.
- The Master Planned right-of-way is 80', but actual right-of-way varies from 64' to 80'.





Fenton Street Bikeway Study

Intersections

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- Within the study area, there are 8 signalized intersections.
 - MD 410 is outside the study area and is not included in that count.
- Two HAWK signals are planned by MCDOT under a separate project.



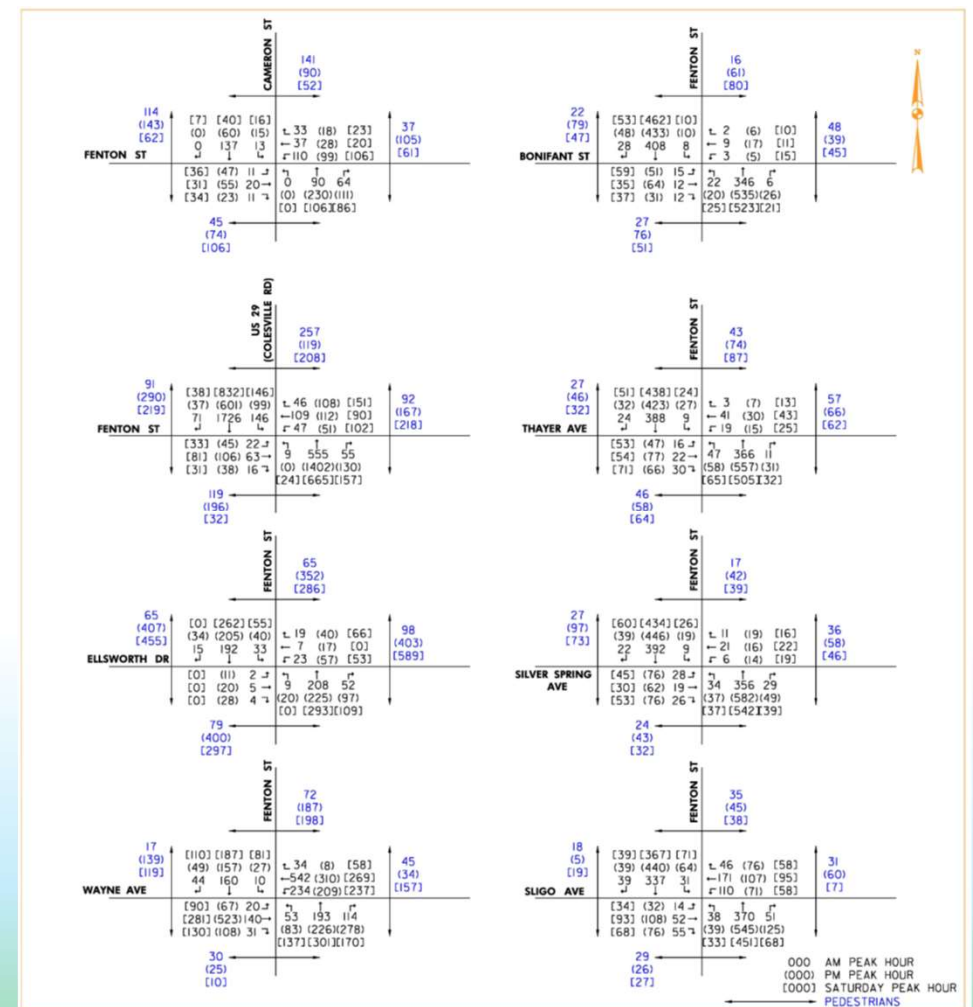


Traffic Volume

Fenton Street Bikeway Study

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- Traffic volume data, including bicyclists and pedestrians, was collected in 2017 and 2020.
- Average Daily Traffic on Fenton Street is around 10,500.
- Bicycle volumes on Fenton Street are currently around 4-5 per hour.





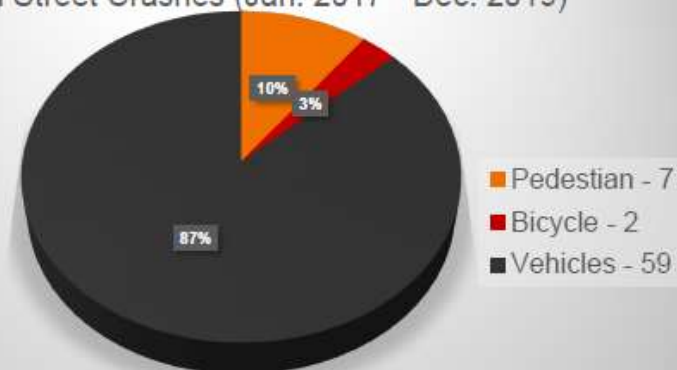
Fenton Street Bikeway Study

Crash Data

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- Most crashes involve vehicles, but 10% involve pedestrians, and 3% bicyclists.
- 75% of crashes in the corridor did not result in injury.
- There were no fatalities during the observed period.

Fenton Street Crashes (Jan. 2017 - Dec. 2019)



Fenton Street Crashes Severity (Jan. 2017 - Dec. 2019)



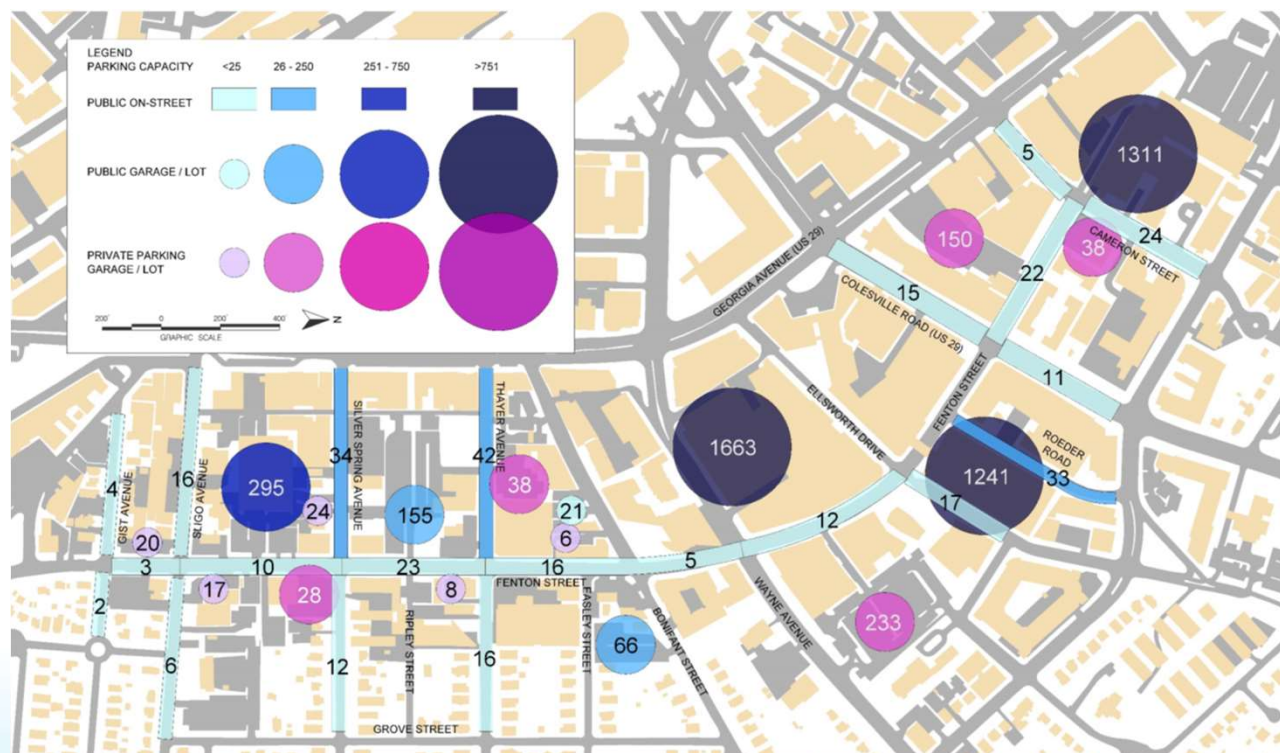


Fenton Street Bikeway Study

Parking

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- On-street parking utilization on Fenton Street ranges from 59% to 95%.
- Garage and lot parking utilization ranges from 33% (Garage 3) to 88% (Lot 2).



In Fenton Village, average on-street utilization (Fenton & side streets) is between 73% and 79%.

In the Ellsworth District, average on-street utilization (Fenton & side streets) is between 66% and 83%.

In North Silver Spring, average on-street utilization (Fenton & side streets) is between 83% and 91%.



Fenton Street Bikeway Study

Loading

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- Loading is a critical need in the corridor, for business deliveries, parcel services, food pickup services, paratransit, and ride-hailing apps.
- We spoke to 37 businesses in the corridor to understand their needs.
- Delivery needs range from large truck+trailer combinations to box trucks and even vans and cars.
- Loading is more typical in the morning, but can happen any time.
- We will continue to work to accommodate specific loading needs during the design process.





Fenton Street Bikeway Study

Loading

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- Examples
 - Locksmith
 - Drycleaners
 - Fuel
 - Food
 - Doordash/Ubereats
- We know one-size-fits-all is not going to work here. We will need specific solutions for specific locations.





Fenton Street Bikeway Study

Transit

35

- Fenton Street carries 4 Ride On bus lines and one Metrobus line.
- Several other bus lines cross Fenton Street.
- The Purple Line is planned to open in 2023/2024.
- Accommodating bus stops will be a critical effort during design.
- At this time, no decisions have been made regarding stop consolidation, relocation or elimination.



Section 3: Fenton Street Bikeway Alternatives

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Fenton Street Bikeway Study

Alternative Development

37

- The alternatives were developed with the **project purpose** in mind:
 1. Improve bicyclist and pedestrian safety & comfort
 2. Improve bicycle connectivity
 3. Provide balanced, multi-modal transportation options



Fenton Street Bikeway Study

Alternative Development

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- The following **goals** and **considerations** contributed to balancing alternative development
 - Safe, continuous **bikeway**
 - Minimize impacts to **parking**
 - Minimize **economic impact** to businesses
 - Maximize **vehicular** & **pedestrian** movement
 - Improve **accessibility** to maximum practical extent
 - Minimize impacts to **street trees**
 - Accommodate **transit**, **loading**, and property **access**
 - Implement **stormwater management** where possible
 - Minimize **utility** impacts & **ROW acquisition**
 - Minimize **costs**

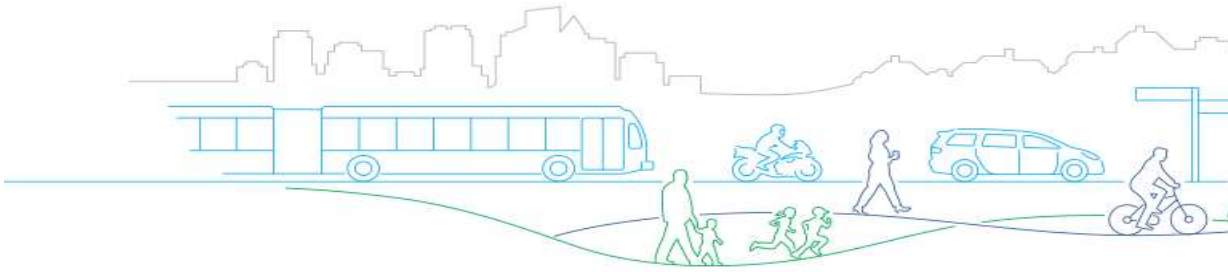


Fenton Street Bikeway Study

Alternative Development

39

- The report lays out 7 potential design alternatives named A through G.
- The alternatives were developed from a combination of **mid-block** sections and **intersection scenarios**.
- The mid-block sections determine impacts to parking and street trees.
- The intersection scenarios determine how signals will work, whether there are turn lanes, etc.
- Combining a specific set of mid-block treatments and intersection scenarios creates an alternative.



Common Features

40

- There are some common features that are present in each alternative:
 - At least one travel lane in each direction for vehicles
 - On-street parking
 - On-street loading areas
 - 5' or wider accessible sidewalks
 - Two-way west side bikeway
 - Raised bikeway barrier
 - Floating bus stops
 - Corner island treatments



Raised barrier, Spring @ Colesville



Floating bus stop, 2nd @ Colesville



Corner island, 2nd & Spring



Alternative Development

Fenton Street Bikeway Study

41

- One key difference between the alternatives is **widening**.
- Of the 7 alternatives, 2 presume that the curbs will stay where they are now, except for the removal of bump-outs at intersections and limited widening.
- 3 of the alternatives look at moving the east side curb 2' east to widen the street from 44' to 46'.
- 2 of the alternatives move the curb in some locations, but hold the existing curb in other areas.



Alternative Development

Fenton Street Bikeway Study

42

- Each alternative is based on certain priority for different roadway uses.
- For example,
 - Alternatives A & D prioritize saving parking at the expense of turn lanes.
 - Alternatives C & E prioritize turn lanes at the expense of parking.
 - The other alternatives have a mixture of impacts.



Alternatives Are Conceptual Only

Fenton Street Bikeway Study

43

- The alternatives presented in the report are very conceptual, and show a basic layout.
- Elements may change based on information learned during design (such as the location of utilities).
- There are still many things to work out during the design process
 - Location, duration, and dimensions of loading zones
 - Bus stop location & design
 - Incorporation of accessible parking
 - Stormwater management
 - Traffic signals & turn restrictions

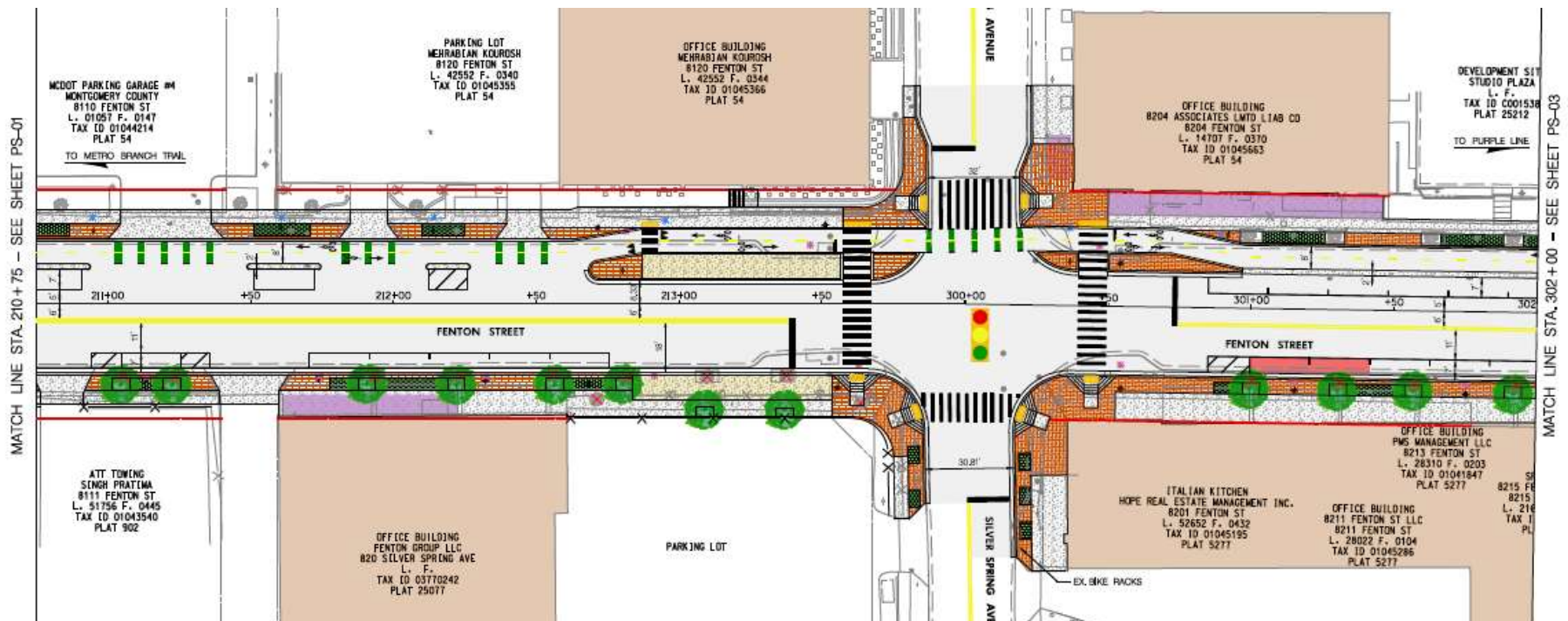


Alternative A

Fenton Street Bikeway Study

45

- Includes **widening** in Fenton Village
- Prioritizes **on-street parking**
- No left turn lanes, except NB at Colesville
- Left turns across the bikeway are not protected



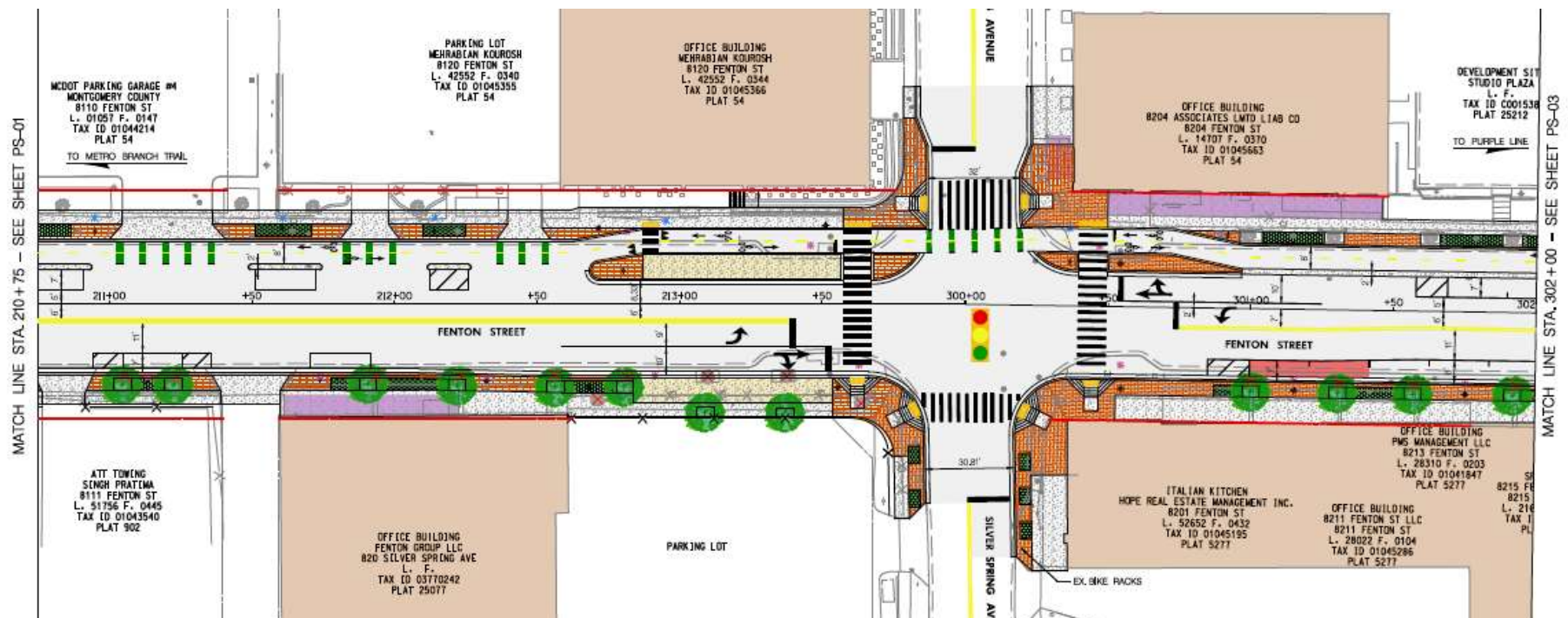


Alternative B

Fenton Street Bikeway Study

46

- Includes **widening** in Fenton Village
- Prioritizes NB **left-turn protection** and **motorist throughput**
- Left turn lanes for both NB and SB traffic



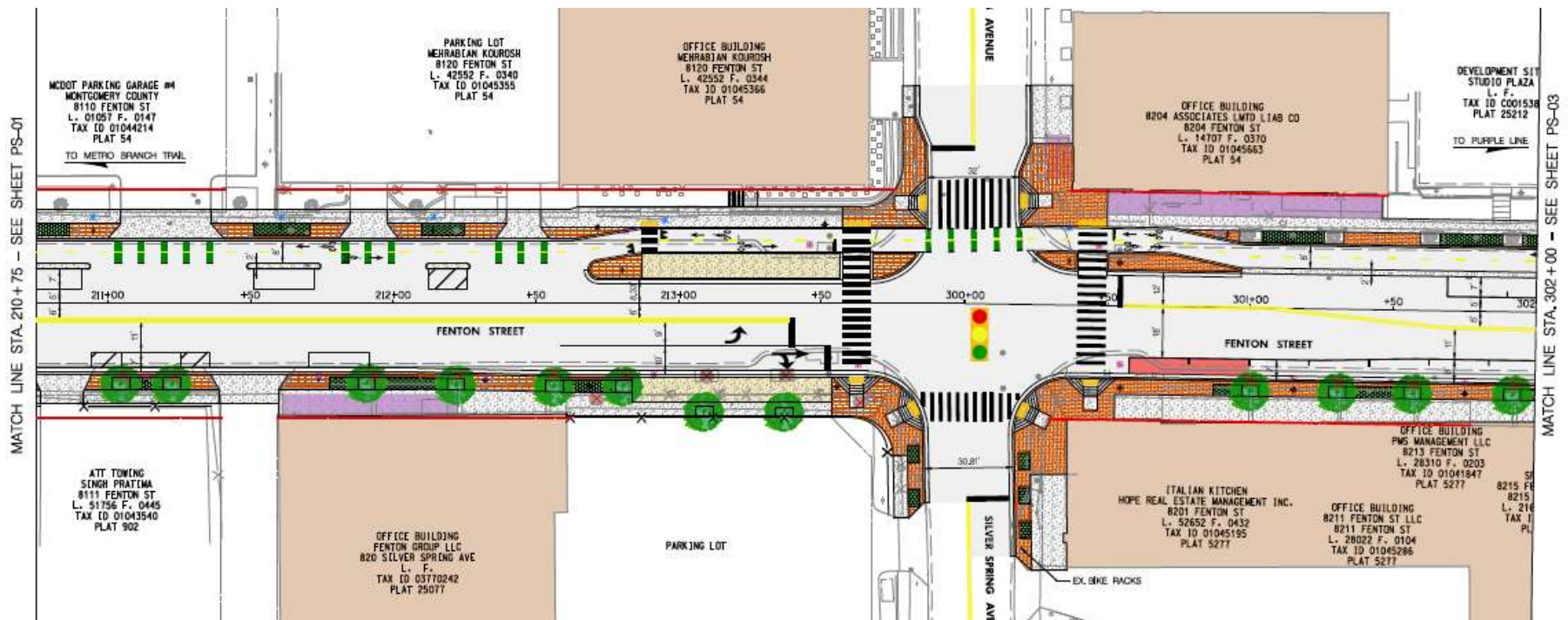


Alternative C

Fenton Street Bikeway Study

47

- Includes **widening** in Fenton Village
- Prioritizes NB **left-turn protection** and **motorist throughput**
- Left turn lanes for NB traffic
- Lack of SB left turn lane saves parking, but may cause delay



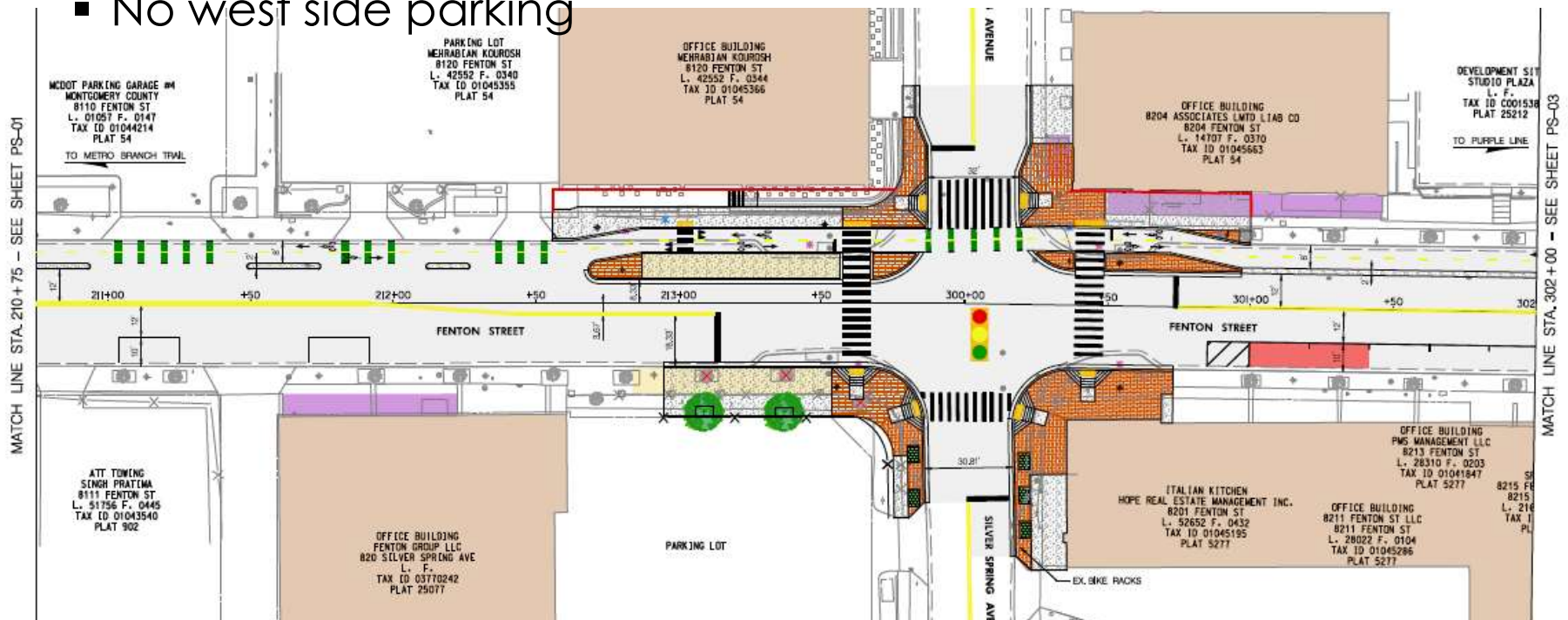


Alternative D

Fenton Street Bikeway Study

48

- **No** widening in Fenton Village
- Prioritizes **on-street parking**, but less than Alt A, without widening
- No left turn lanes, except NB at Colesville
- Left turns across the bikeway are not protected
- No west side parking



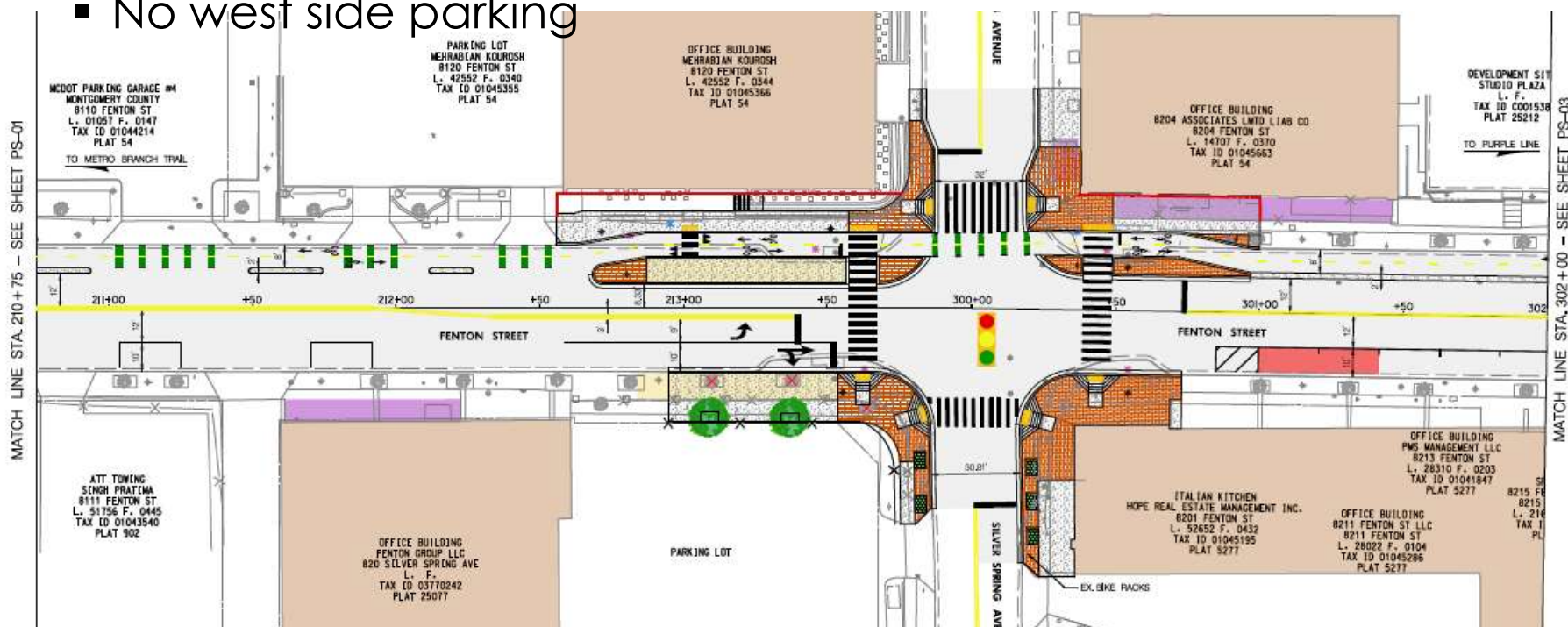


Fenton Street Bikeway Study

Alternative E

49

- **No** widening in Fenton Village
- Prioritizes NB **left-turn protection** and **motorist throughput**
- Left turn lanes for NB traffic
- Lack of SB left turn lane saves parking, but may cause delay
- No west side parking



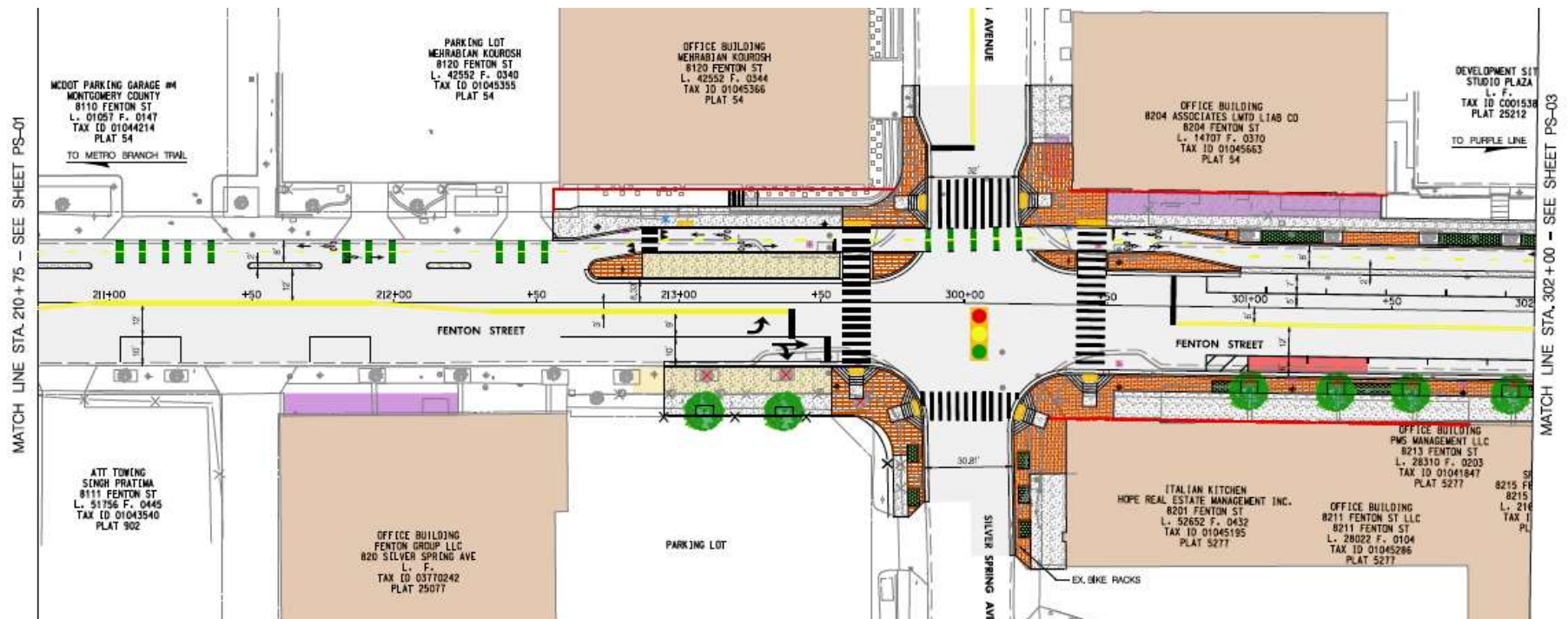


Alternative F

Fenton Street Bikeway Study

50

- **Some** widening in Fenton Village
- Prioritizes NB **left-turn protection** and **motorist throughput**
- Left turn lanes for NB traffic, **except ban at Thayer** to save parking
- Lack of SB left turn lane saves parking, but may cause delay



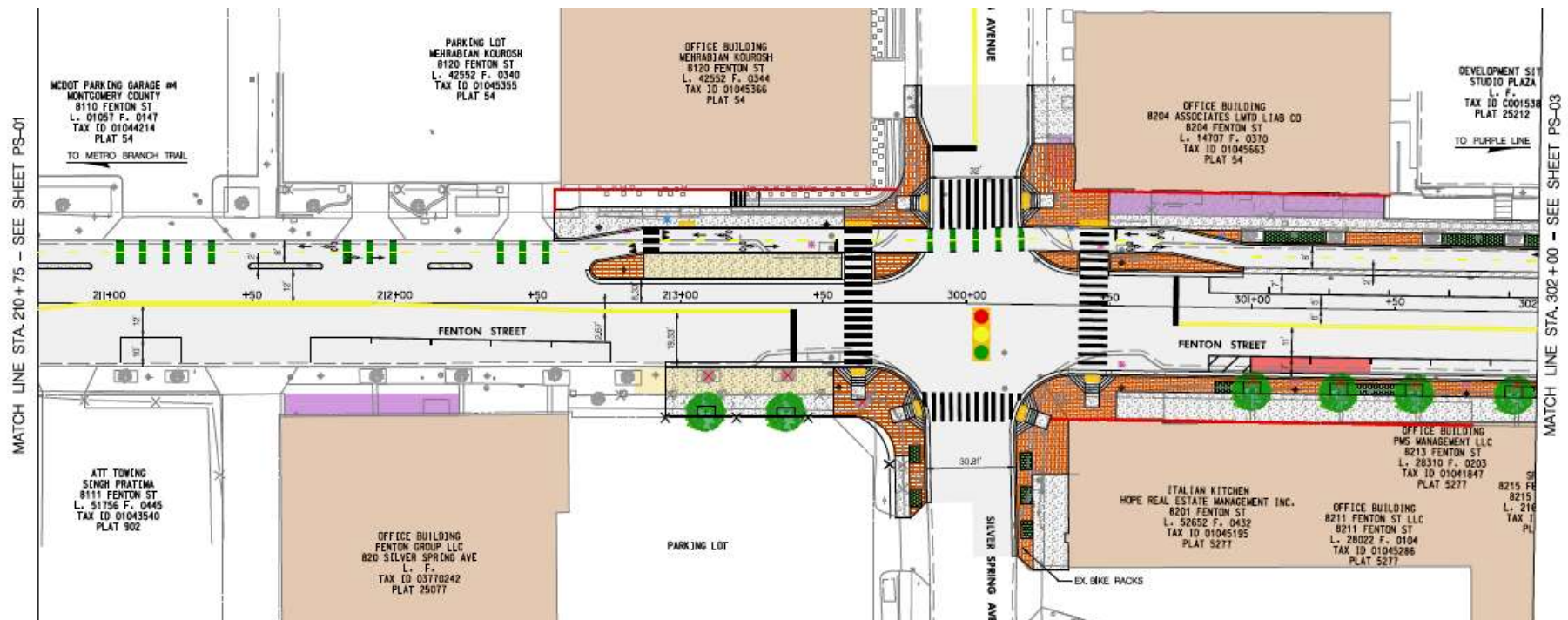


Alternative G

Fenton Street Bikeway Study

51

- **Some** widening in Fenton Village
- Prioritizes NB **left-turn protection** and **motorist throughput**
- Left turn lanes for NB traffic, **except ban at Silver Sp** to save parking
- Lack of SB left turn lane saves parking, but may cause delay





Fenton Street Bikeway Study

Safety Impacts

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Alternative	Left Turn Protection?
<i>Existing</i>	<i>N/A</i>
Alt A	No
Alt B	Yes
Alt C	Yes
Alt D	No
Alt E	Yes
Alt F	Yes
Alt G	Yes

← Less safe for cyclists

← Safer for cyclists

← Safer for cyclists

← Less safe for cyclists

← Safer for cyclists

← Safer for cyclists

← Safer for cyclists



Fenton Street Bikeway Study

Traffic Impacts

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Alternative	Average End-to End Travel (min:sec)	Change (min:sec)
<i>Existing</i>	<i>4:06</i>	-
Alt A	7:30	+3:24
Alt B	5:00	+0:54
Alt C	4:48	+0:42
Alt D	7:30	+3:24
Alt E	4:48	+0:42
Alt F	4:48	+0:42
Alt G	4:42	+0:36

← Most impact to traffic congestion

← Most impact to traffic congestion

← Least impact to traffic congestion



Fenton Street Bikeway Study

Parking Impacts

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Alternative	Total On-Street Parking	Change
<i>Existing</i>	<i>91</i>	-
Alt A	94	+3
Alt B	43	-48
Alt C	65	-26
Alt D	61	-30
Alt E	43	-48
Alt F	54	-37
Alt G	56	-35

← Least impact to parking

← Most impact to parking

← Most impact to parking



Fenton Street Bikeway Study

Estimated costs

55

Alternative	Cost Estimate
<i>Existing</i>	<i>N/A</i>
Alt A	\$10.3M - \$13.6M
Alt B	\$10.3M - \$13.7M
Alt C	\$10.3M - \$13.7M
Alt D	\$8.1M - \$10.9M
Alt E	\$8.1M - \$10.9M
Alt F	\$9.1M - \$12.2M
Alt G	\$9.1M - \$12.2M

← Most expensive

← Most expensive

← Cheapest

← Cheapest

*At this stage of design, costs are very conceptual, and are conservative, meaning they assume the worst case scenario. At this stage of design, a 40% contingency is included in the estimate.



Fenton Street Bikeway Study

Table of Impacts

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Alternative	Safety	Traffic	Parking	Cost
<i>Existing</i>	-	-	-	-
Alt A	less	worst	best	\$\$\$
Alt B	more		worst	\$\$\$
Alt C	more			\$\$\$
Alt D	less	worst		\$
Alt E	more		worst	\$
Alt F	more			\$\$
Alt G	more	best		\$\$



Fenton Street Bikeway Study

Consultant-Recommended Alt.

57

- **Alternative G** scores best when balancing the impacts and advantages.
 - Alt G is the least impactful for traffic congestion
 - Alt G is middle of the pack on saving parking
 - Alt G maximizes safety for cyclists and pedestrians
 - Alt G is middle of the pack on cost
 - Alt G is middle of the pack in street tree impacts
- The consultants have recommended the above alternative. However, the MCDOT recommendation will be based on the feedback we receive from this meeting, the public comment period, and feedback from the Planning Board & Council's T&E Committee.

Section 4: Next Steps

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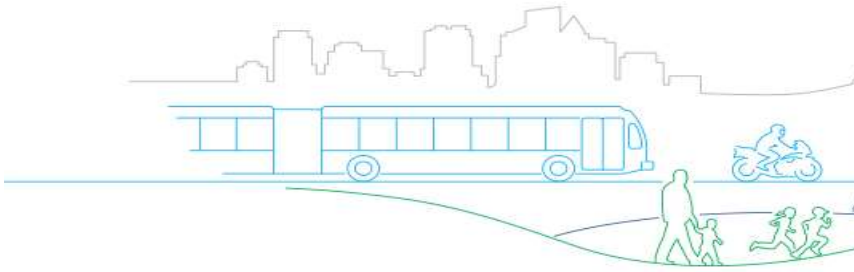


Fenton Street Bikeway Study

Next Steps

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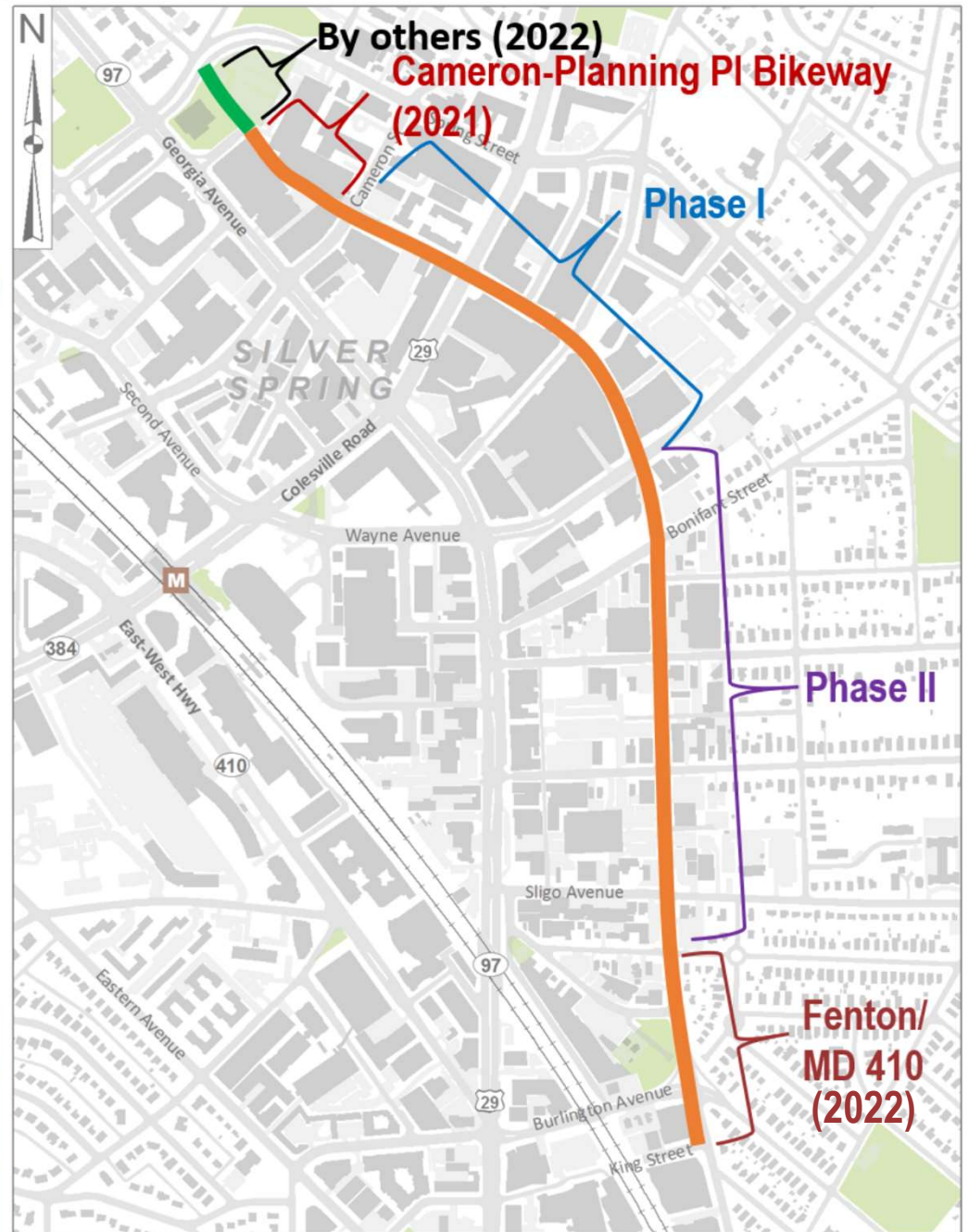
- Based on feedback received at/after this meeting and in consultation with the Planning Board, T&E Committee, MCDOT will recommend a preferred alternative to advance into design.
- Design is expected to start in late winter 2021 and will likely take 18-24 months, including permitting.
- MCDOT will hold additional community meetings during the design process, including at 30% and 65% design.



Phasing

60

- The corridor is long and complex.
- It is likely that the project will be constructed in phases.
- We don't know exactly where the phases will be split at this time.
- The graphic at right shows one concept.



Agenda

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- 7:00: Overview of Zoom features
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- 9:00: Adjourn





Public Comment

62

- Please be respectful of the other attendees and give others a chance to speak by keeping your comments concise.
- You will need to request to unmute yourself by raising your hand.
- Remember, if you're dialing in by phone, you can raise your hand by dialing *9 and can unmute yourself by dialing *6 once we allow you to unmute.
- If you don't feel comfortable asking a question or making a comment out loud, please use the chat feature to chat to **Corey Pitts**.



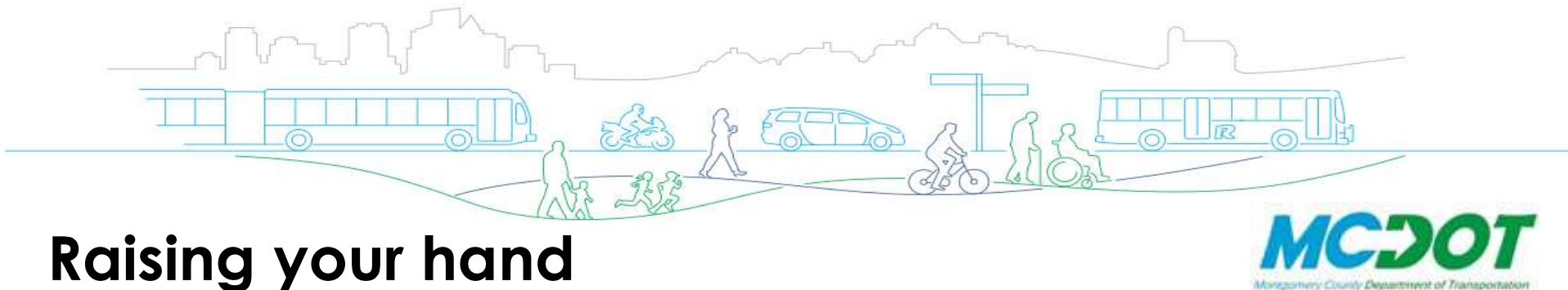


Public Comment

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- Any comments/questions you have regarding the Fenton Bikeway or MD 410 Intersections projects are welcome.
- It would be helpful for us to hear your concerns or thoughts on **specific elements** of the alternatives.
 - Are there particular **blocks** or **intersections** where you have concerns?
 - Are there **alternatives** you do or don't like?
 - Do you have any **other concerns** about the project?
 - What else do you think we **need to know**?





Raising your hand

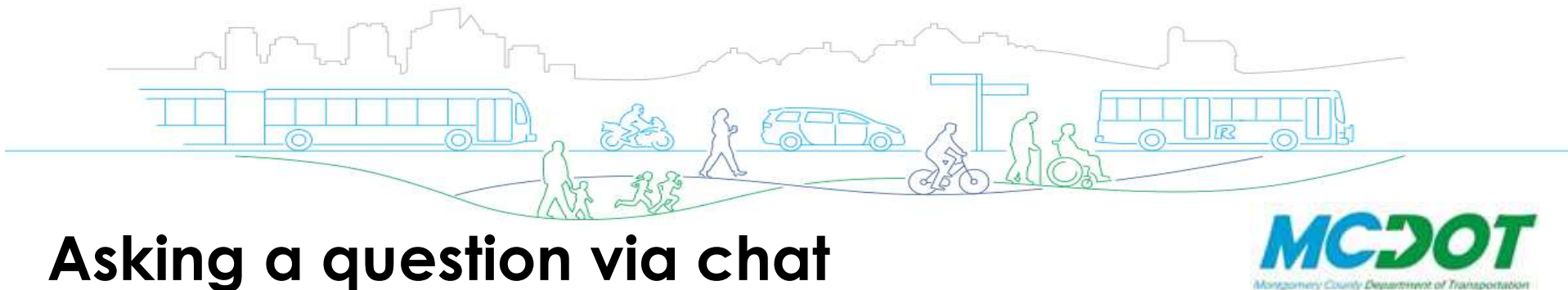
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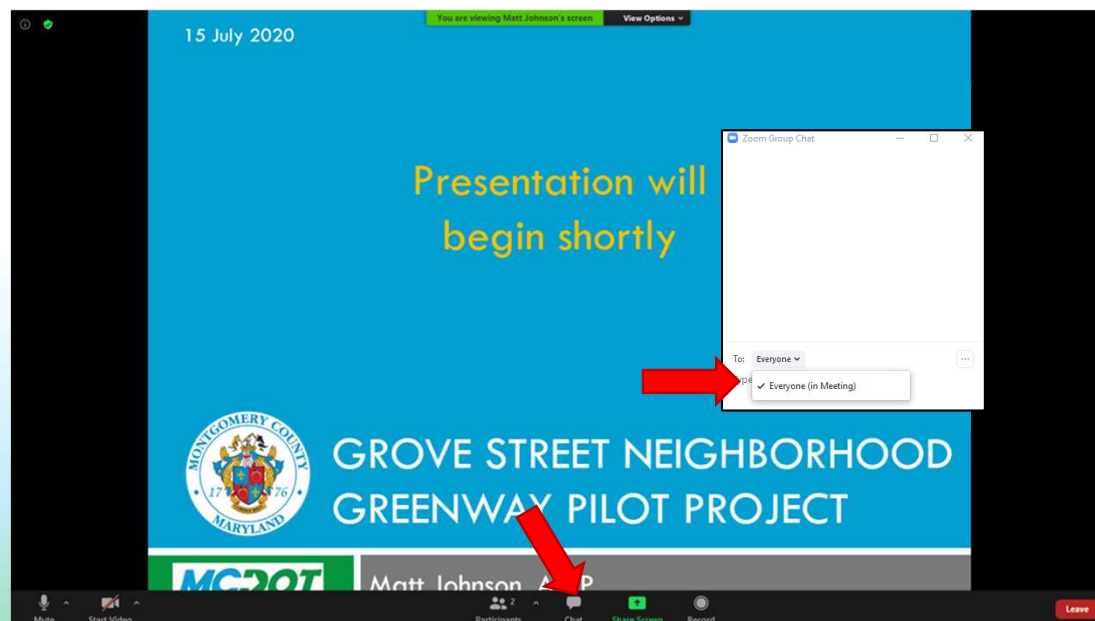
Asking a question via chat

65

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<https://www.montgomerycountymd.gov/dot-dte/projects/fentonvillage/index.html>

Public Comment

66

Thank you for providing your input.

Please submit comments in writing
by **Friday, December 4, 2020.**

Email is preferred:

Matt.Johnson@MontgomeryCountyMD.gov

By mail:

MCDOT Transportation Engineering
100 Edison park Drive
4th Floor SE
Gaithersburg, MD 20878

