

Community Meeting
7 December 2021



PROJECT UPDATE FENTON STREET CYCLETRACK & FENTON ST/MD 410 INTERSECTION



Matt Johnson, AICP



Welcome!

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Welcome to the virtual community meeting!

- Please note **this meeting is being recorded**.
- Everyone is on mute. You cannot unmute yourself. We can unmute you during the Q&A and comment period.
- 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.
- If you have a question during the presentation, send it via **chat**. Select **Angel Cheng** as the recipient.



Project webpage:
<https://tinyurl.com/FentonVillage>

Project Manager:

Matt Johnson, AICP

Capital Projects Manager

Division of Transportation Engineering

Montgomery County Department of Transportation

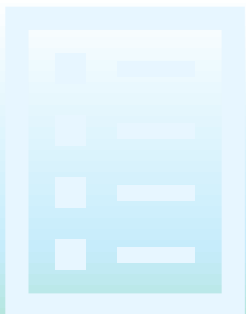
Matt.Johnson@MontgomeryCountyMD.gov



Agenda

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- Project Backgrounds
- Fenton Street / MD 410 Intersection update
- Fenton Street Cycletrack update
- Next Steps
- Questions/Discussion



Project webpage:
<https://tinyurl.com/FentonVillage>



Meeting Purpose & Goals

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- The purpose of this meeting is to update you on the status of **Fenton Street Cycletrack** project and the **Fenton Street / MD 410 Intersection** project.
- We want to get your feedback about the current designs for these projects so that we can incorporate changes as we continue through the design process.



Project webpage:
<https://tinyurl.com/FentonVillage>

Background



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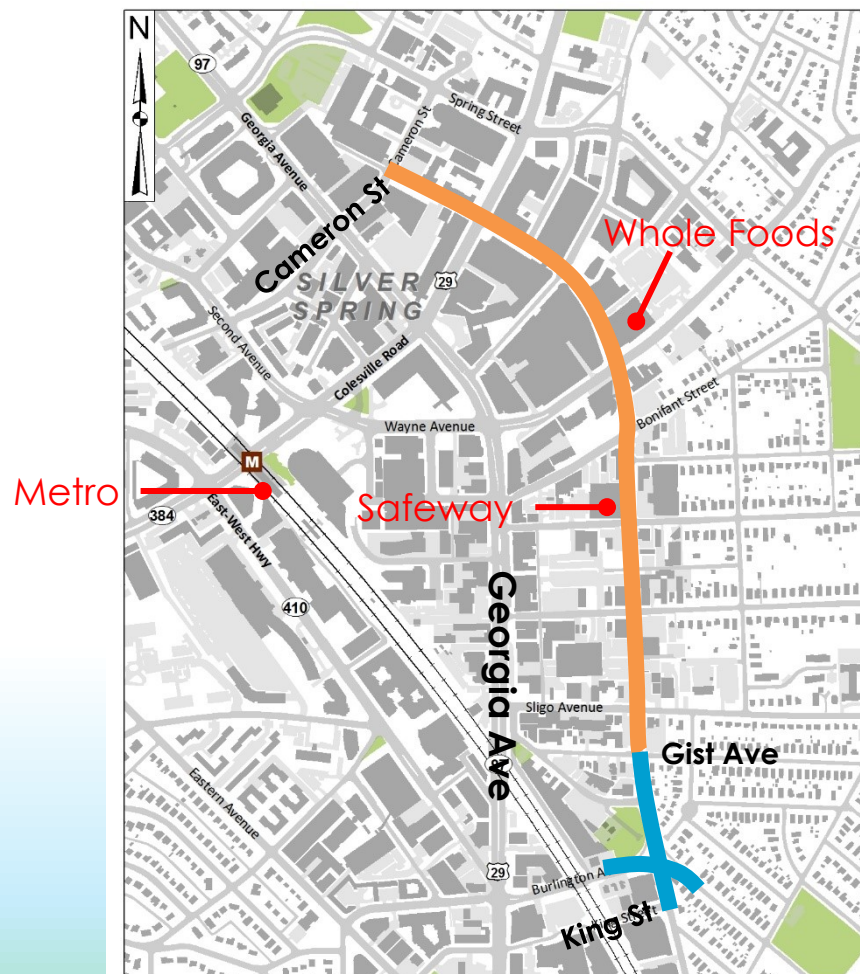


Project Area

7

**Fenton Street
Cycletrack**

**Fenton/410
Intersection**





Related Projects

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**8787
Connector**

**Cameron-Planning
Bikeway**

**Fenton Street
Cycletrack**

**Fenton/410
Intersection**

**Met Branch Trail
Cap Crescent Tr**

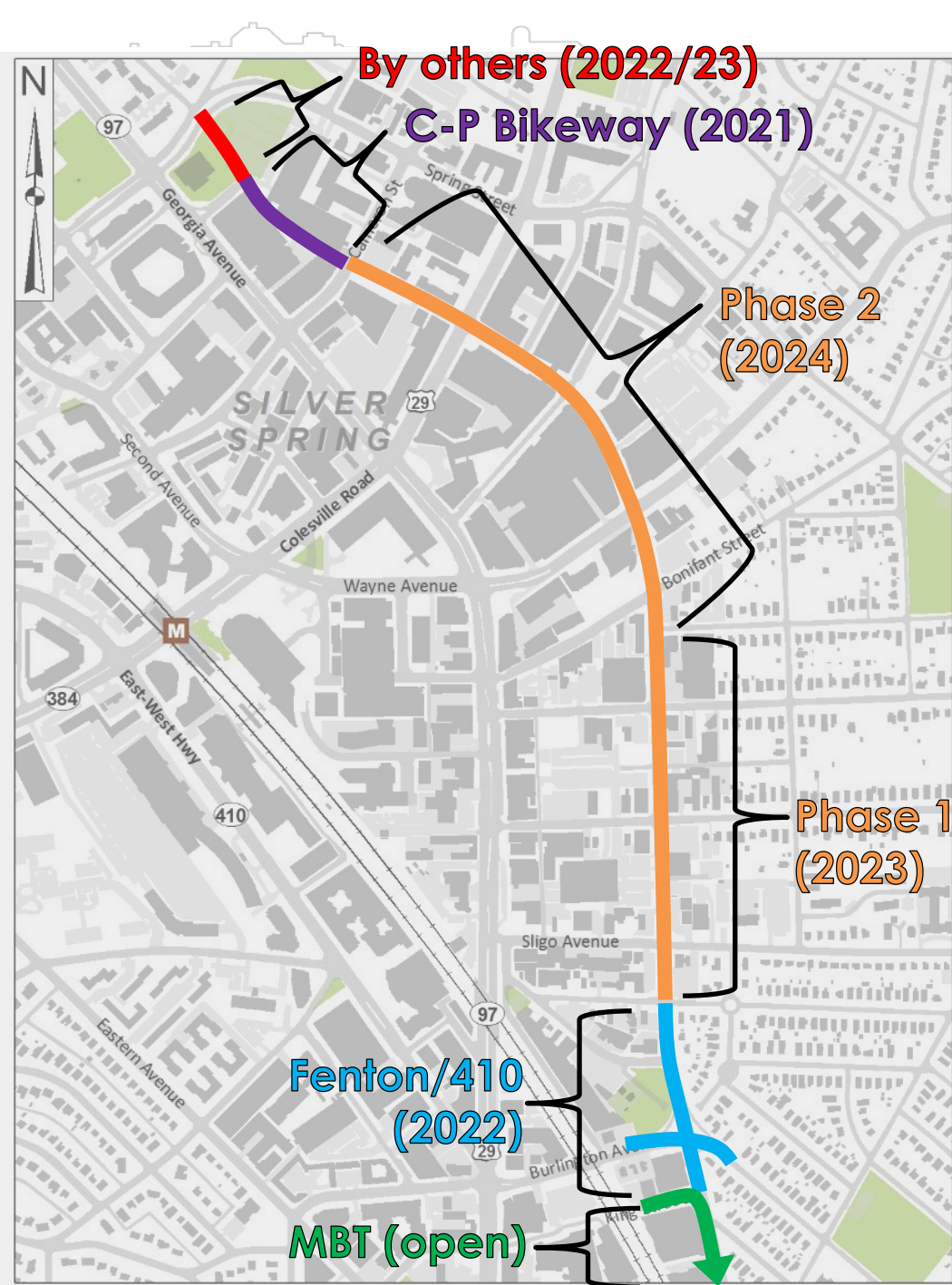




Phasing

9

- Conceptual project timeline.
- Fenton Cycletrack is likely to be built in 2 phases (split at Bonifant).
- Fenton/410 is anticipated to be constructed in the summer/fall of 2022.



Fenton St / MD 410 Intersection Project

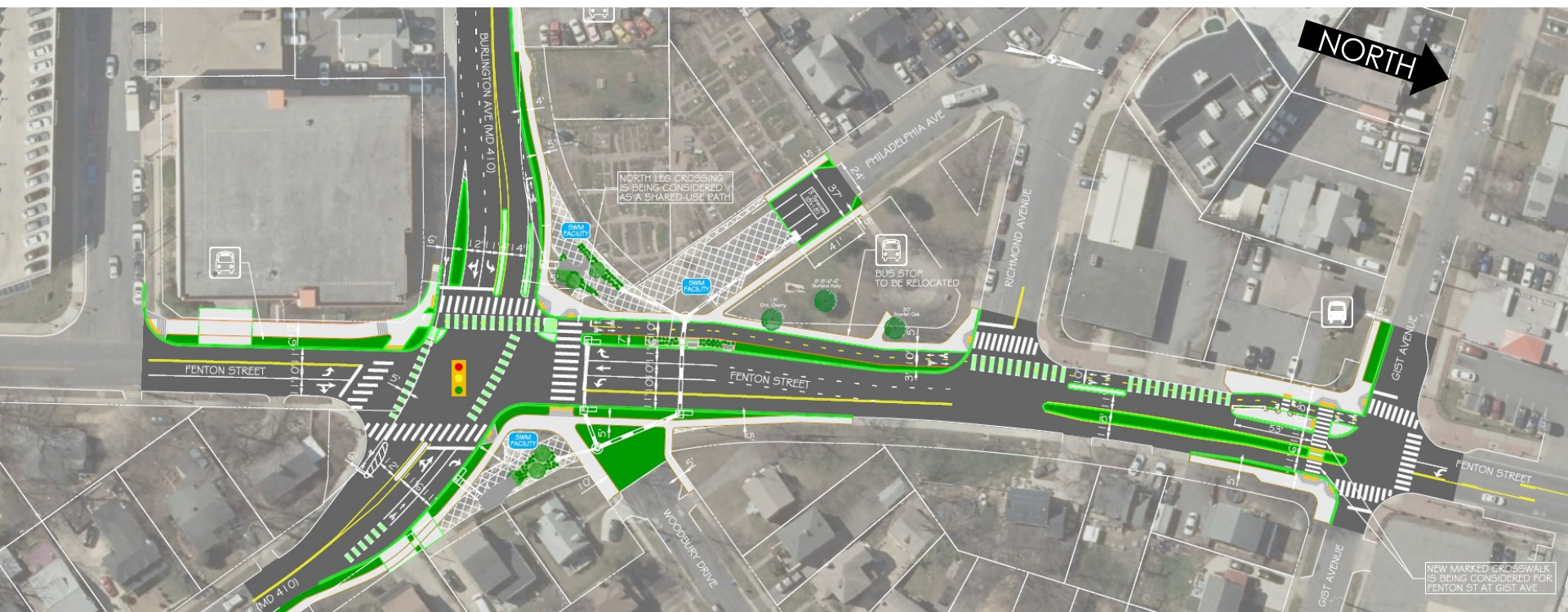
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Fenton / 410 Intersection

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Fenton / 410 Intersection

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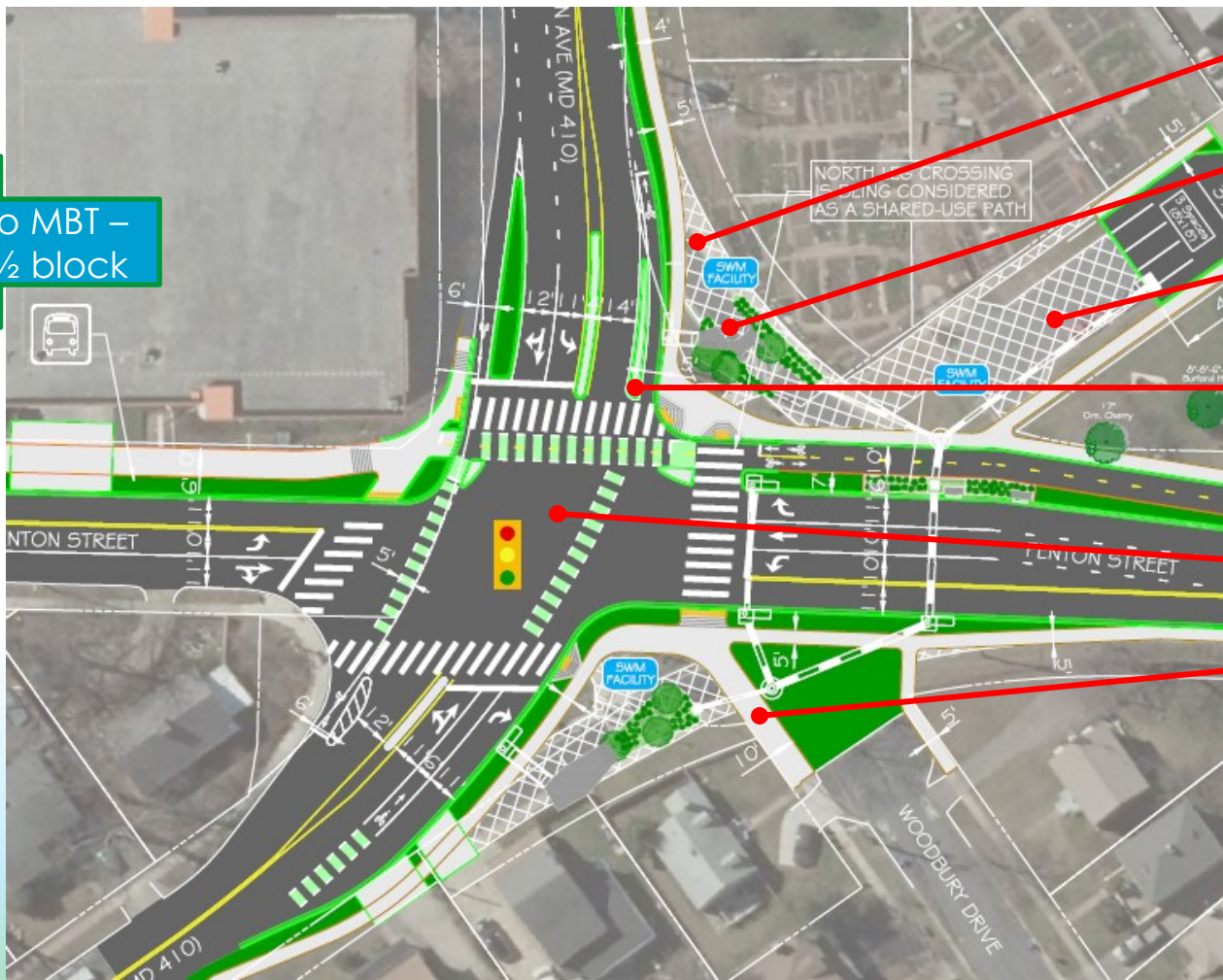




Fenton / 410 Intersection

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To MBT –
½ block

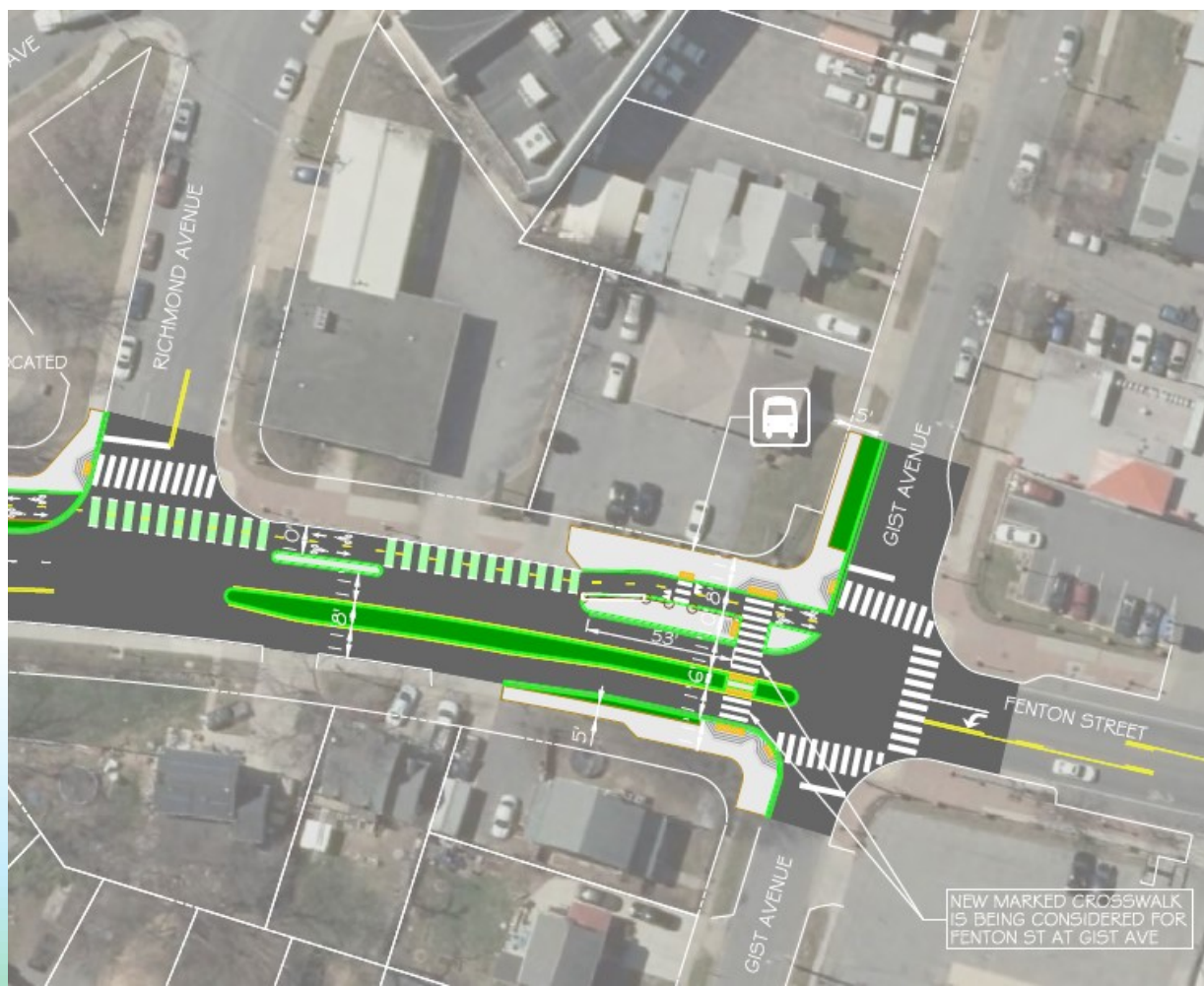


- Remove right turn ramps
- Add stormwater management
- Remove part of Philadelphia Ave
- Provision for future sep. bike lanes on Burlington Ave.
- More compact intersection
- Ped/bike connection to Woodbury Drive.



Fenton / 410 Intersection

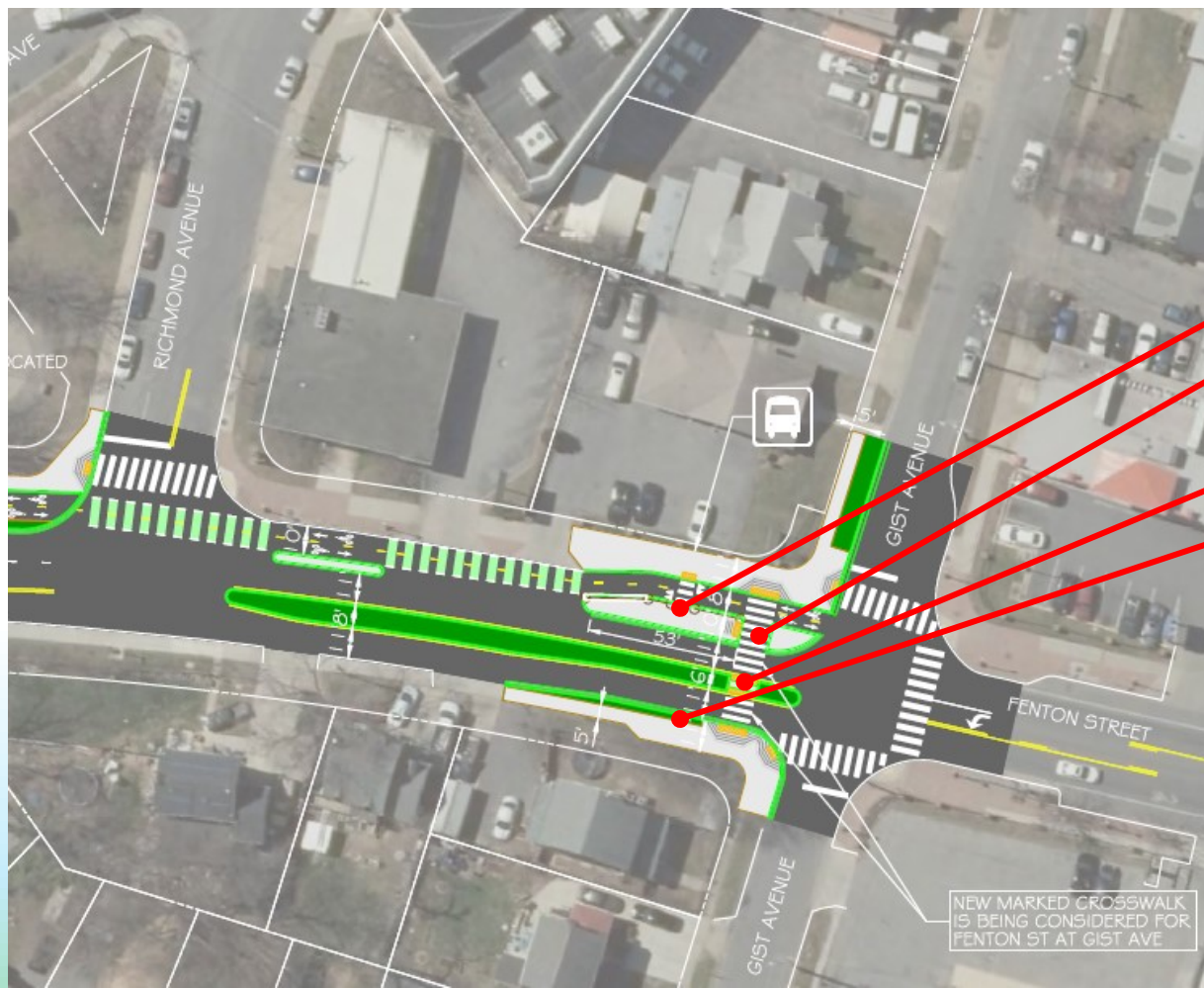
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Fenton / 410 Intersection

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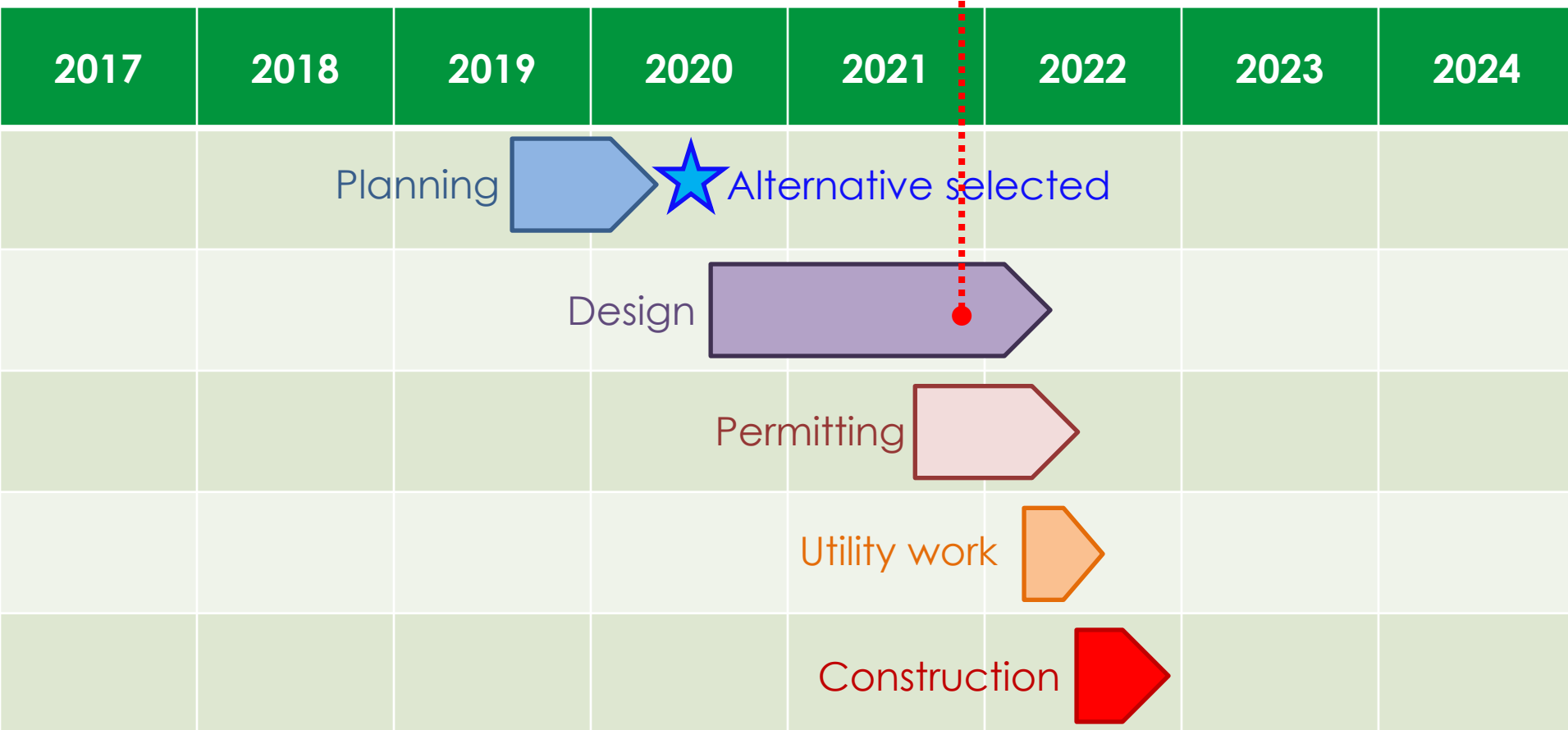
- Floating bus stop
- New marked crosswalk
- Median refuge
- Lane narrowing for a sidewalk buffer



Anticipated Schedule – Fenton / MD 410

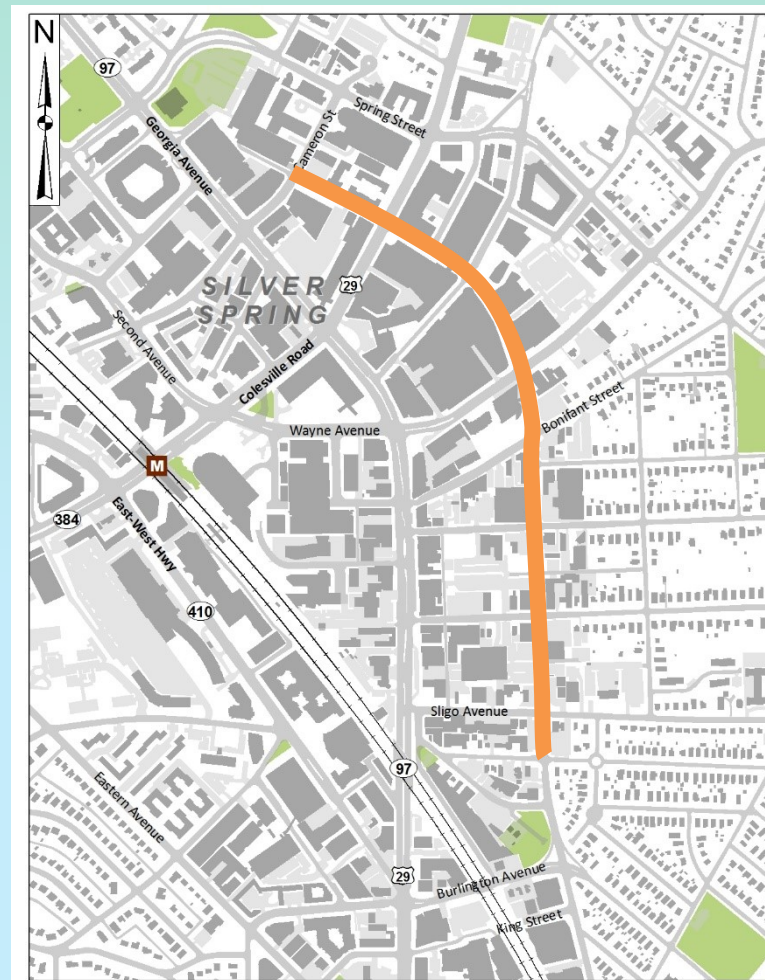
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We are here:



Fenton Street Cycletrack

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Bikeway Design

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- The bikeway will be a two-way separated bike lane (cycletrack) on the west side of Fenton Street.
- It is being designed as an intermediate grade facility, 3" below the sidewalk and 3" above the roadway, with a raised median between it and cars.
- There is generally a planting zone between the bikeway and sidewalk.



Atlanta, GA

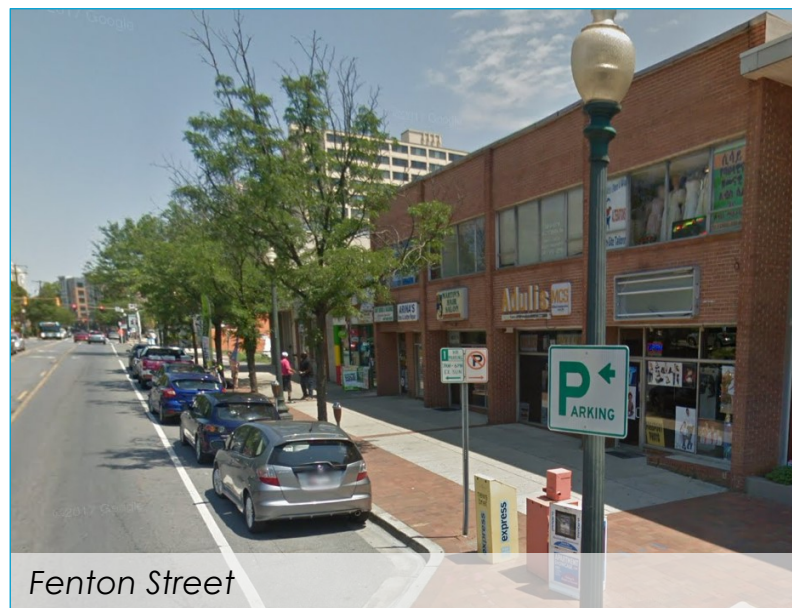




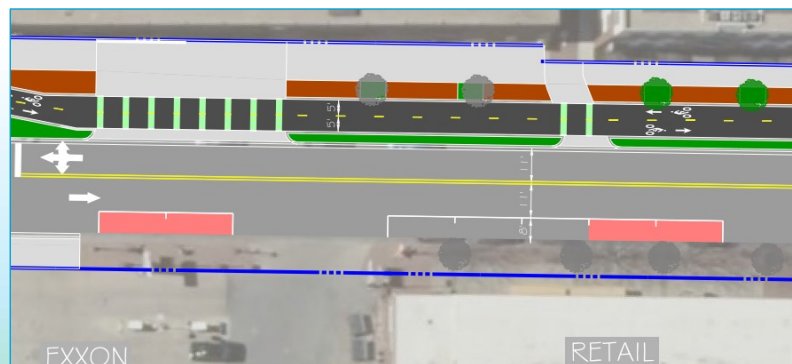
Parking

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- Parking is generally provided on the east side of Fenton Street. In a few areas, on-street parking is available on the west side.



Fenton Street





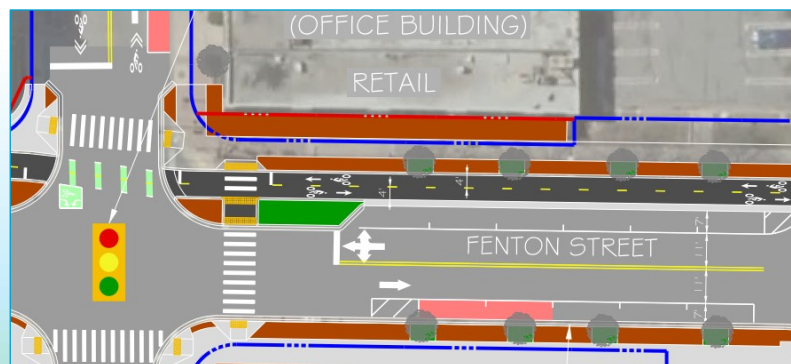
Loading

20

- Loading zones will be located on each block, generally on the east side of the street. Some side streets will also have loading zones west of Fenton.
- We are working with businesses to understand and accommodate specific needs.
- We've met with over 40 businesses to discuss loading.



Fenton Street

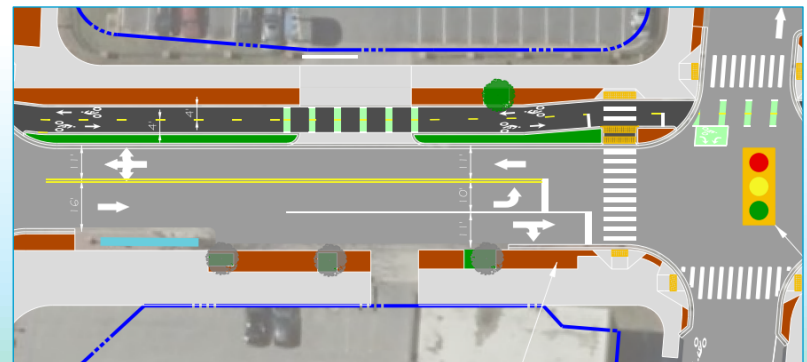
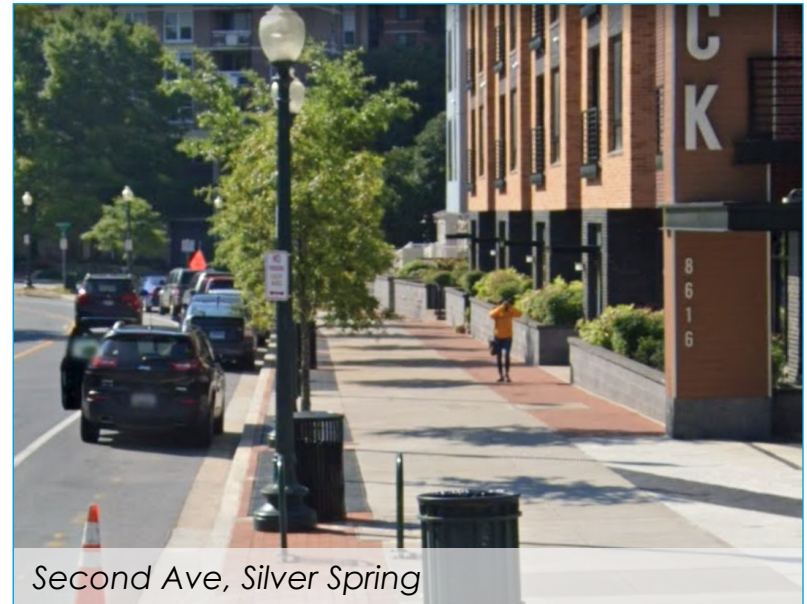




Pedestrian Access Route

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- As part of this project, MCDOT will improve sidewalk accessibility for people with disabilities by ensuring the pedestrian access route is well-defined, direct, and free of obstructions.
- The pedestrian access route is always at least 5' wide, and generally wider.

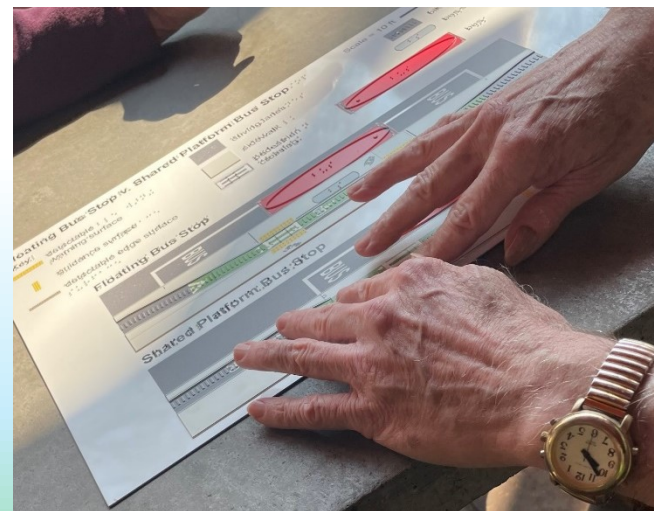




Tactile Graphics

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- We are piloting the use of tactile graphics as part of the Fenton project.
- If you would like to interact with the tactile graphics, please reach out and we can schedule a time.

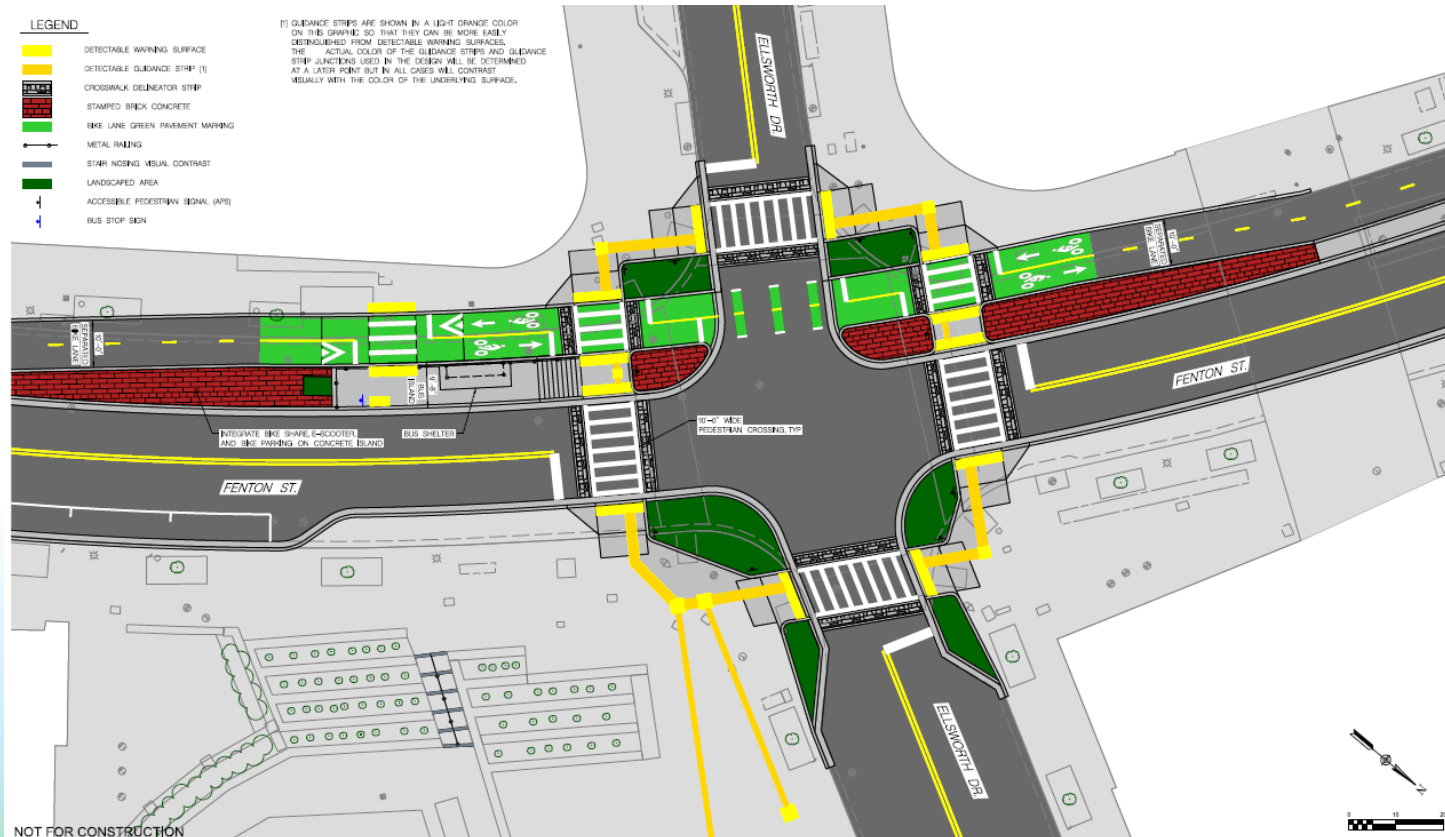




Low Vision Wayfinding Best Practices

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- The pilot design developed as part of the Low Vision Design Guide will be incorporated into the project as the project moves through the design process.





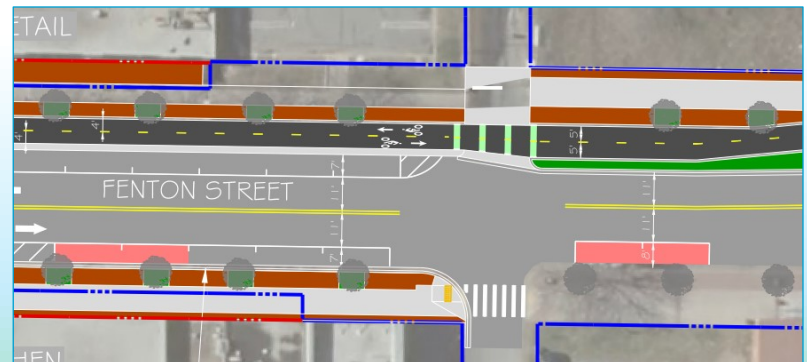
Bikeway Barrier

24

- The bikeway will be raised 3" above the roadway grade, and will have a median separating it from the roadway.
- The median type will vary along the corridor, and will include the following types:
 - Concrete
 - Vegetated
 - Stormwater



Spring & Colesville, Silver Spring





Stormwater Management

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- Our goal is to use stormwater management best practices to the maximum extent feasible.



Oakland, CA





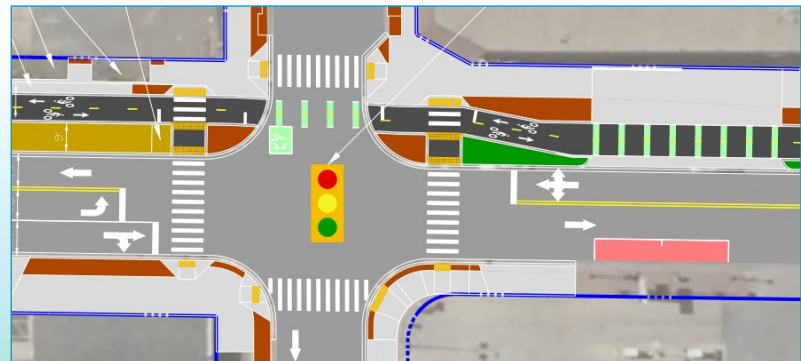
Corner Islands / Protected Intersections

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- Corner island treatments will be installed at most intersections.
- These slow turning vehicles and improve sightlines for drivers, cyclists, and pedestrians.



Second & Spring, Silver Spring





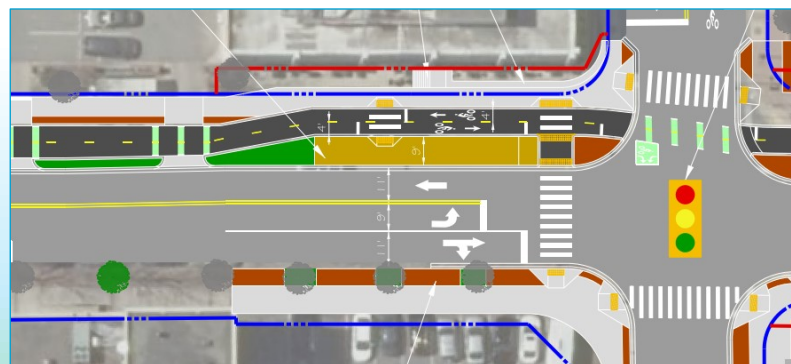
Floating Bus Stops

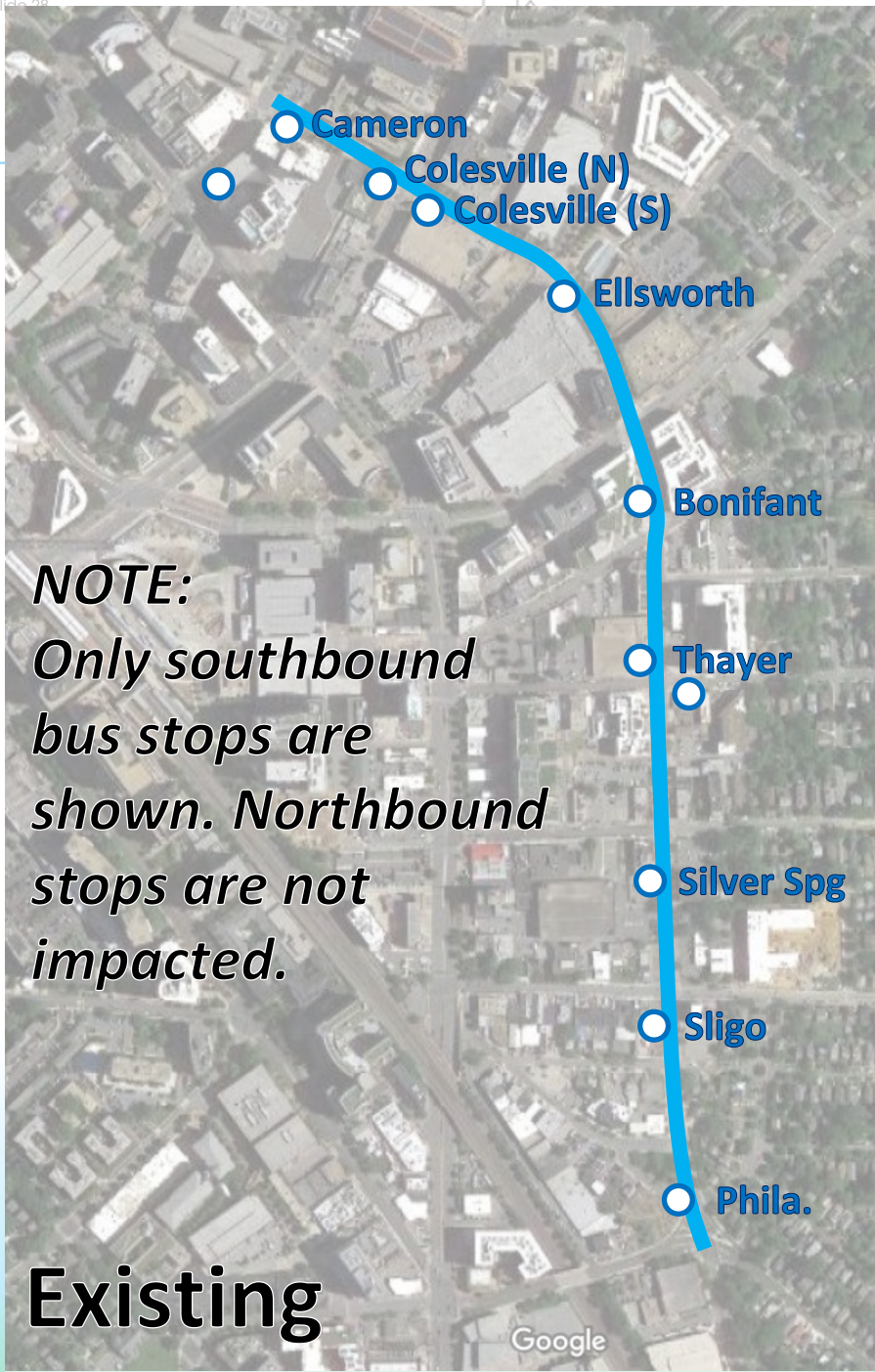
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- We are proposing floating bus stops and shared-platform stops along Fenton Street.
- The bus platform is separated from the sidewalk by the bike lane.
- Countermeasures are included to slow cyclists and increase yielding behavior.
- One crosswalk at each stop will be signal controlled



Second & Colesville, Silver Spring







Intersections

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- Of the 9* signalized intersections in the Fenton Cycletrack & Fenton/410 Projects, 4 are SHA and 5 are County signals.
- 2 HAWK signals are being installed as part of a separate MDOT project at Fenton/Roeder & Fenton/Whole Foods.
- A HAWK is being considered at Fenton/Gist as part of the Fenton/410 project.

**Philadelphia Ave is part of the Fenton/410 Project and is shown for reference only.*





Bike Signals

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- We would like to include bike signals as part of this project.
- However, there are a few hurdles related to the strict rules FHWA has placed around the use of bike signals. We are pursuing a request to experiment with SHA and FHWA.
- Montgomery County has 1 intersection with bike signals in operation (2nd/Wayne & Colesville), installed in 2019.
- 4 additional intersections with bike signals will be activated this year, with 2 more anticipated in 2022.





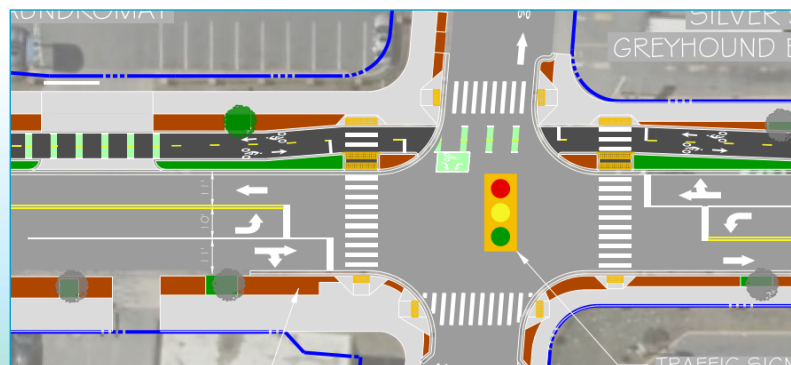
Left turn protection

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- At locations where traffic turns left from Fenton Street across the cycletrack, left turns will be permitted on the green arrow only.
- This will help protect cyclists and pedestrians.



Seattle, WA

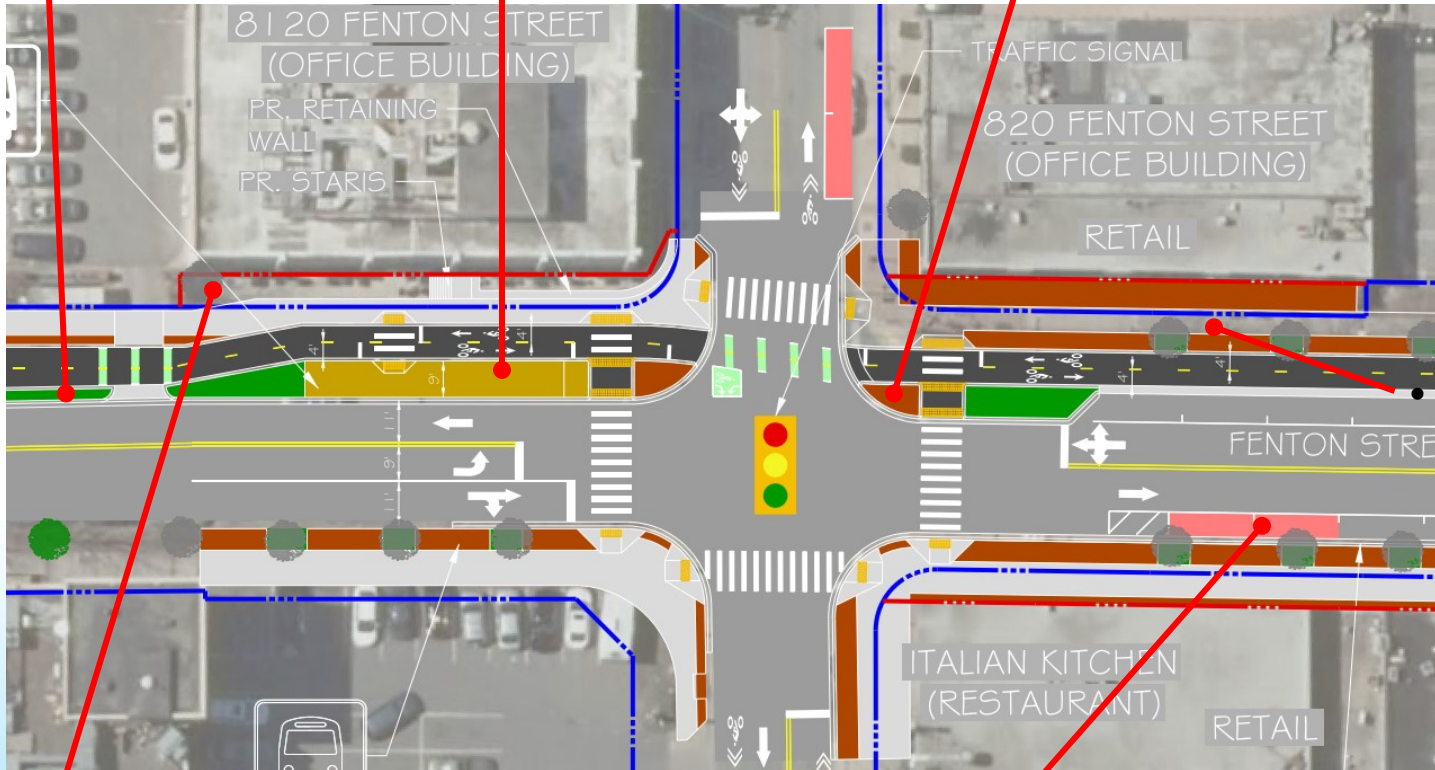




Features

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- Stormwater treatment
- Floating bus stop
- Corner islands



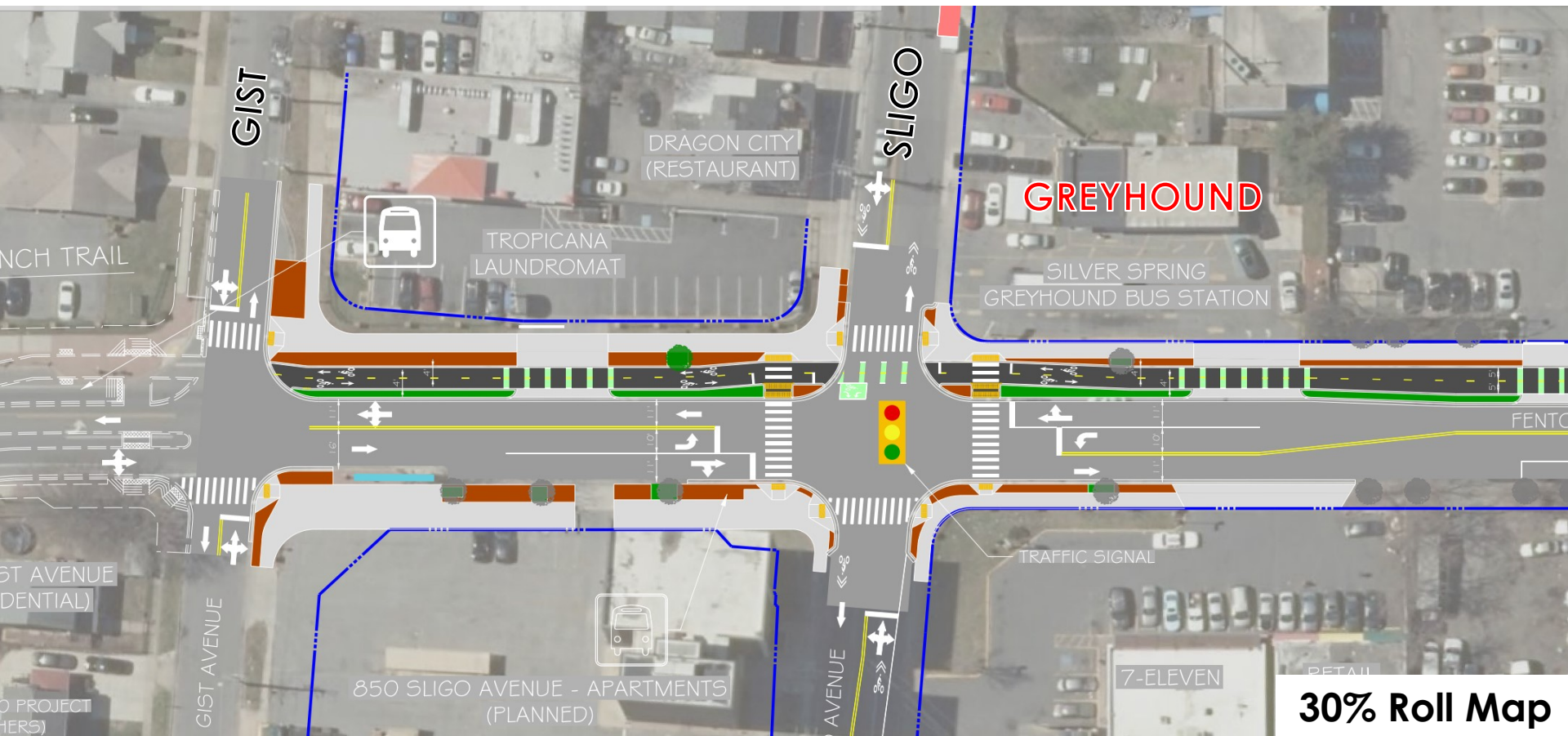
- ROW acquisition
- Loading zone

Ped access route



Fenton Street Cycletrack

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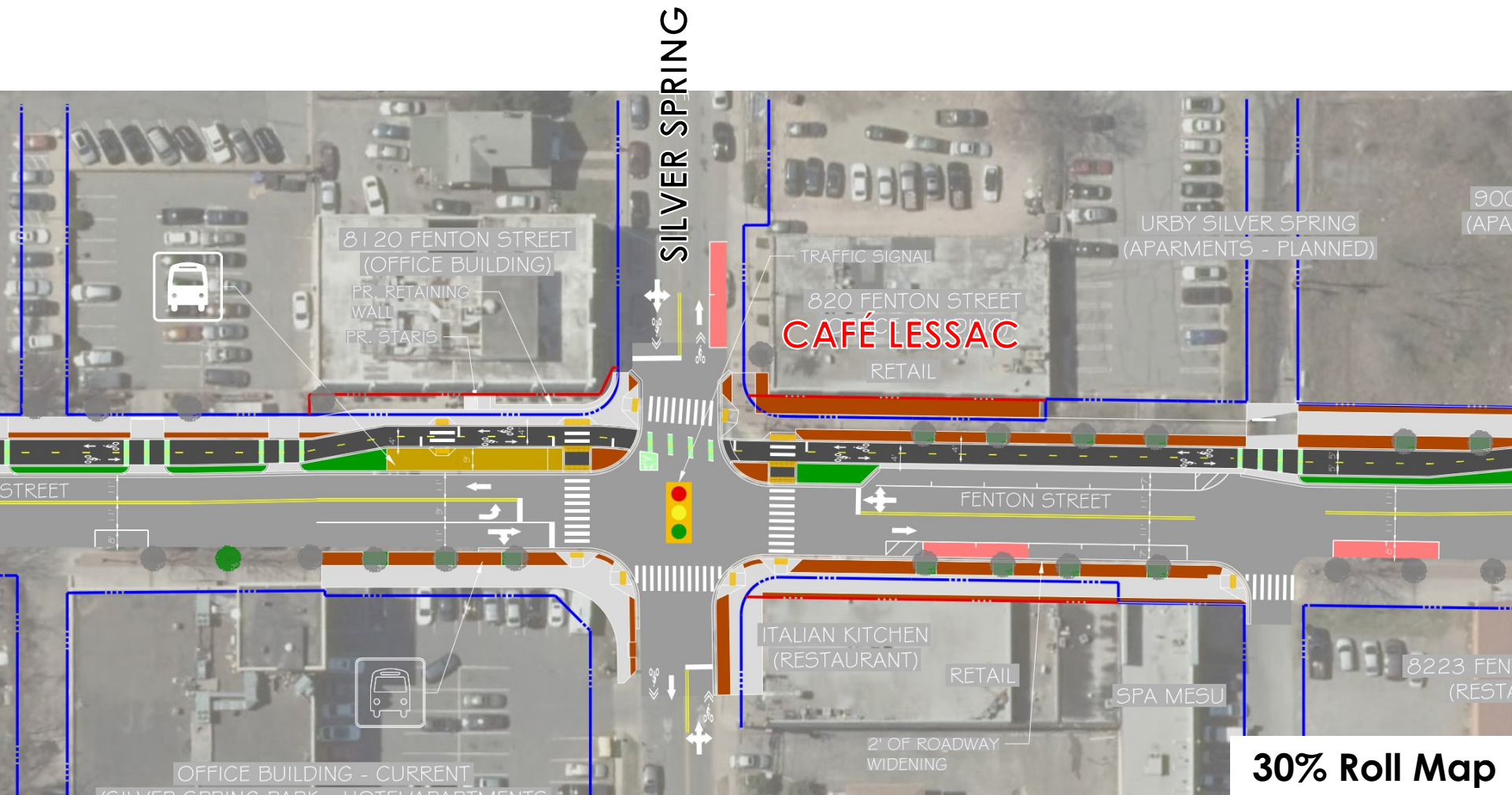


30% Roll Map



Fenton Street Cycletrack

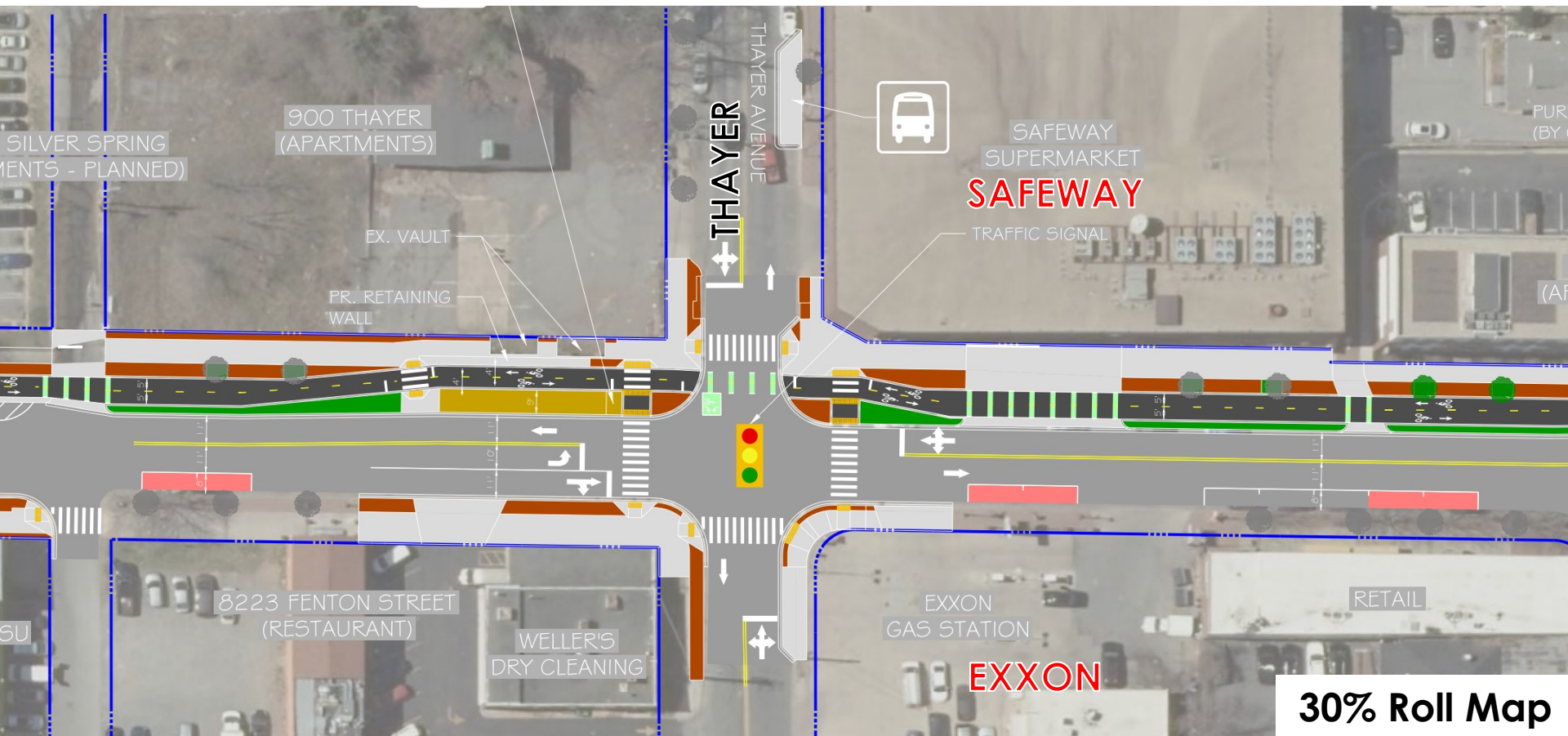
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Fenton Street Cycletrack

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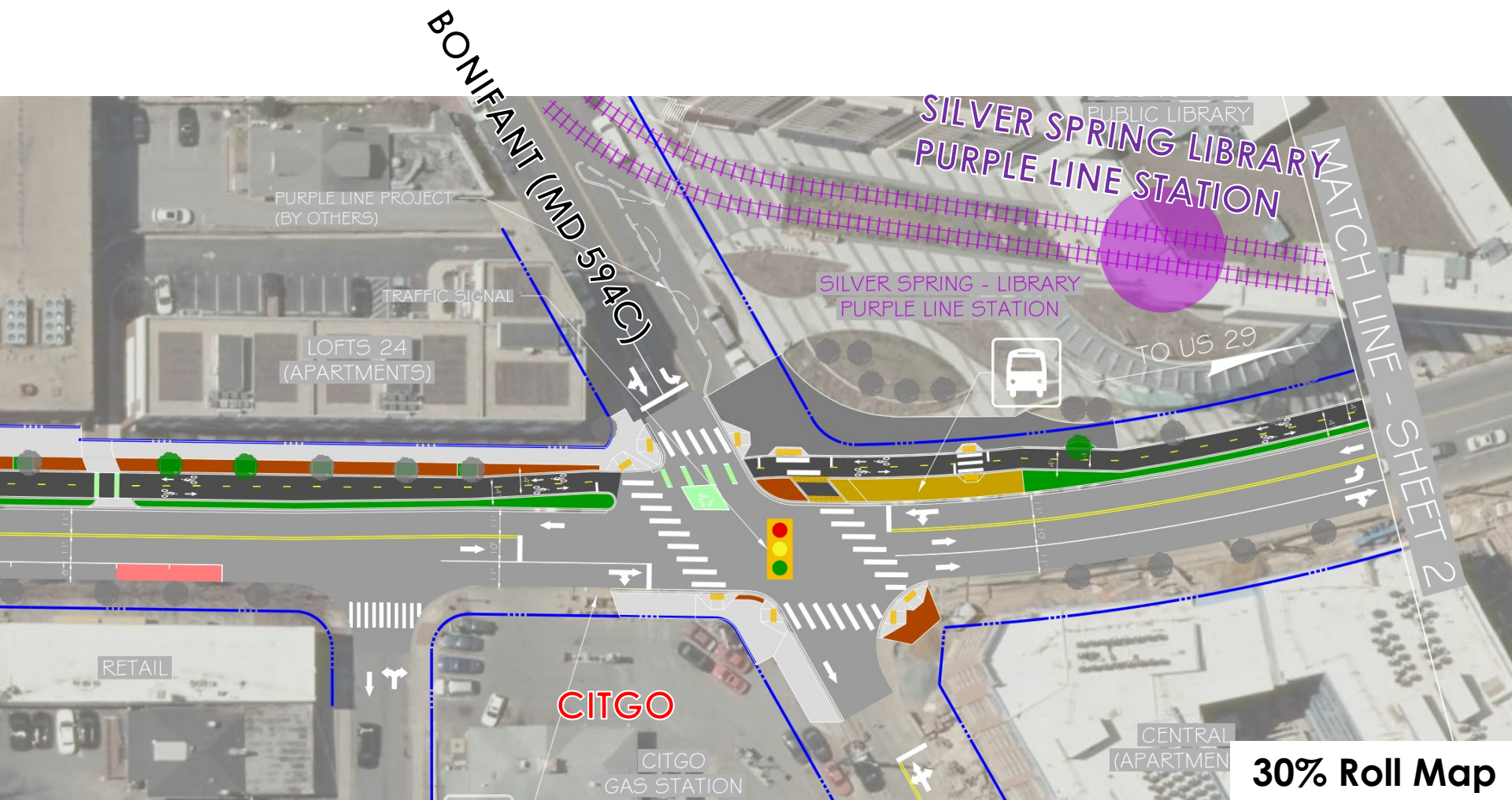


30% Roll Map



Fenton Street Cycletrack

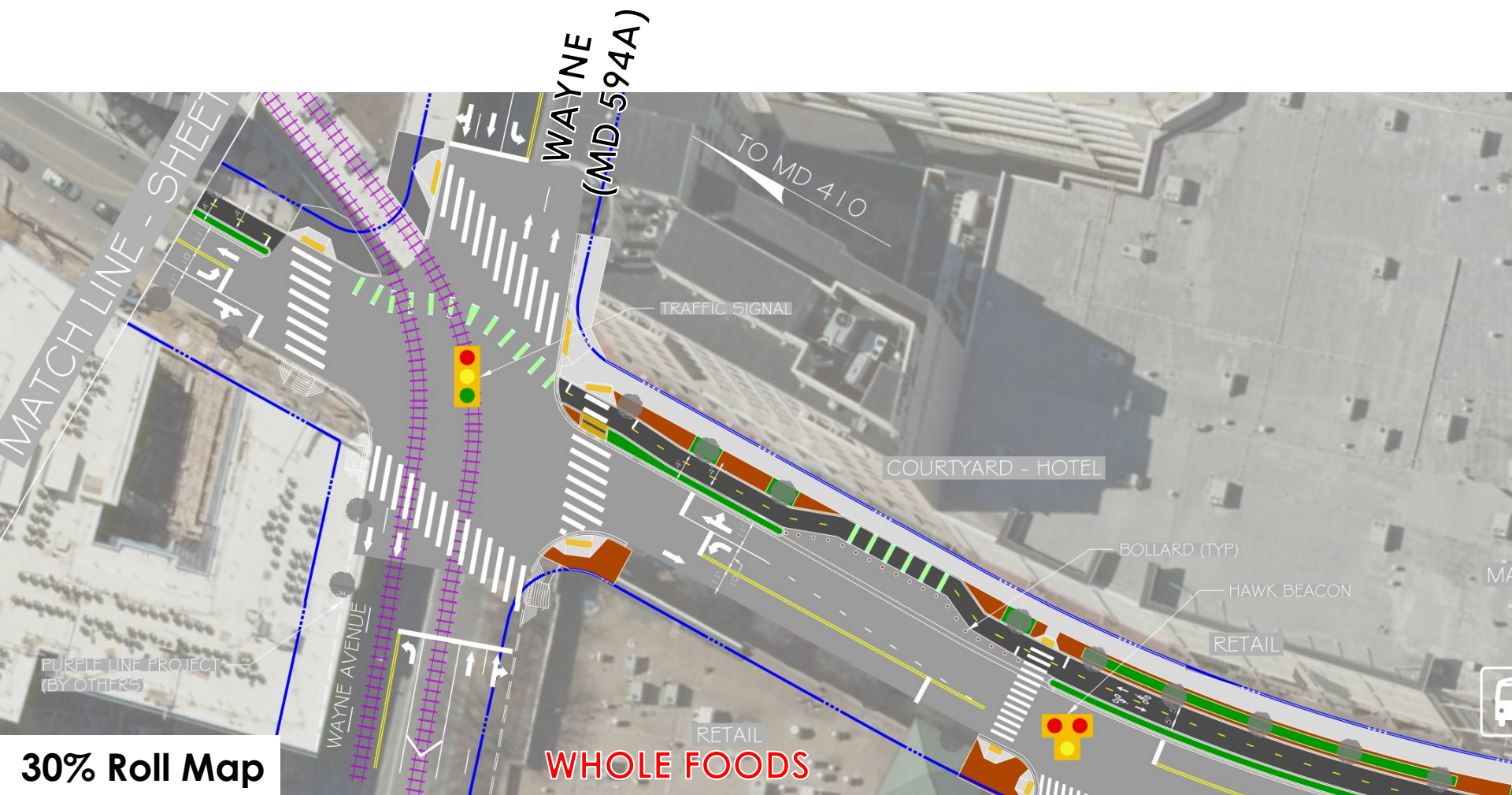
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Fenton Street Cycletrack

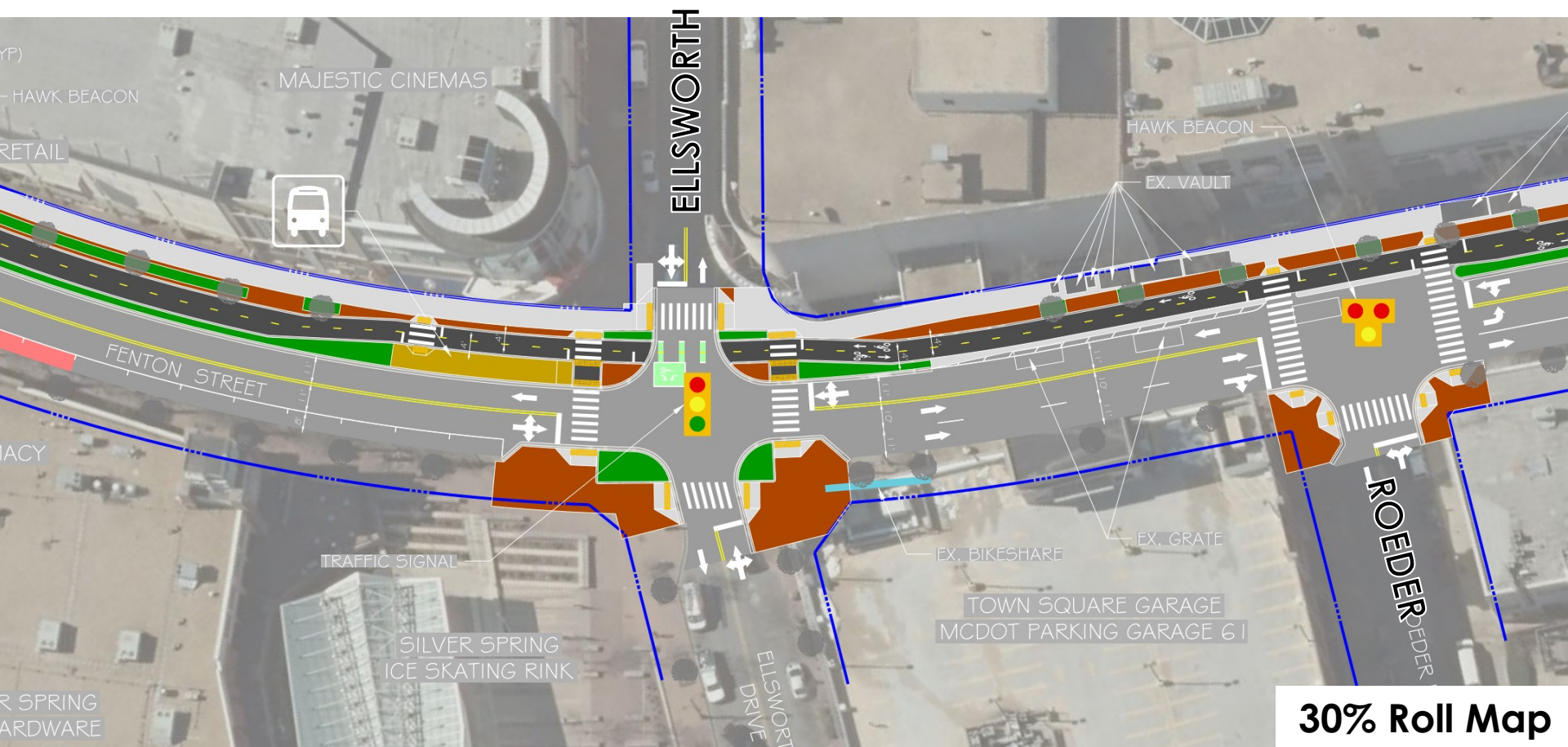
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Fenton Street Cycletrack

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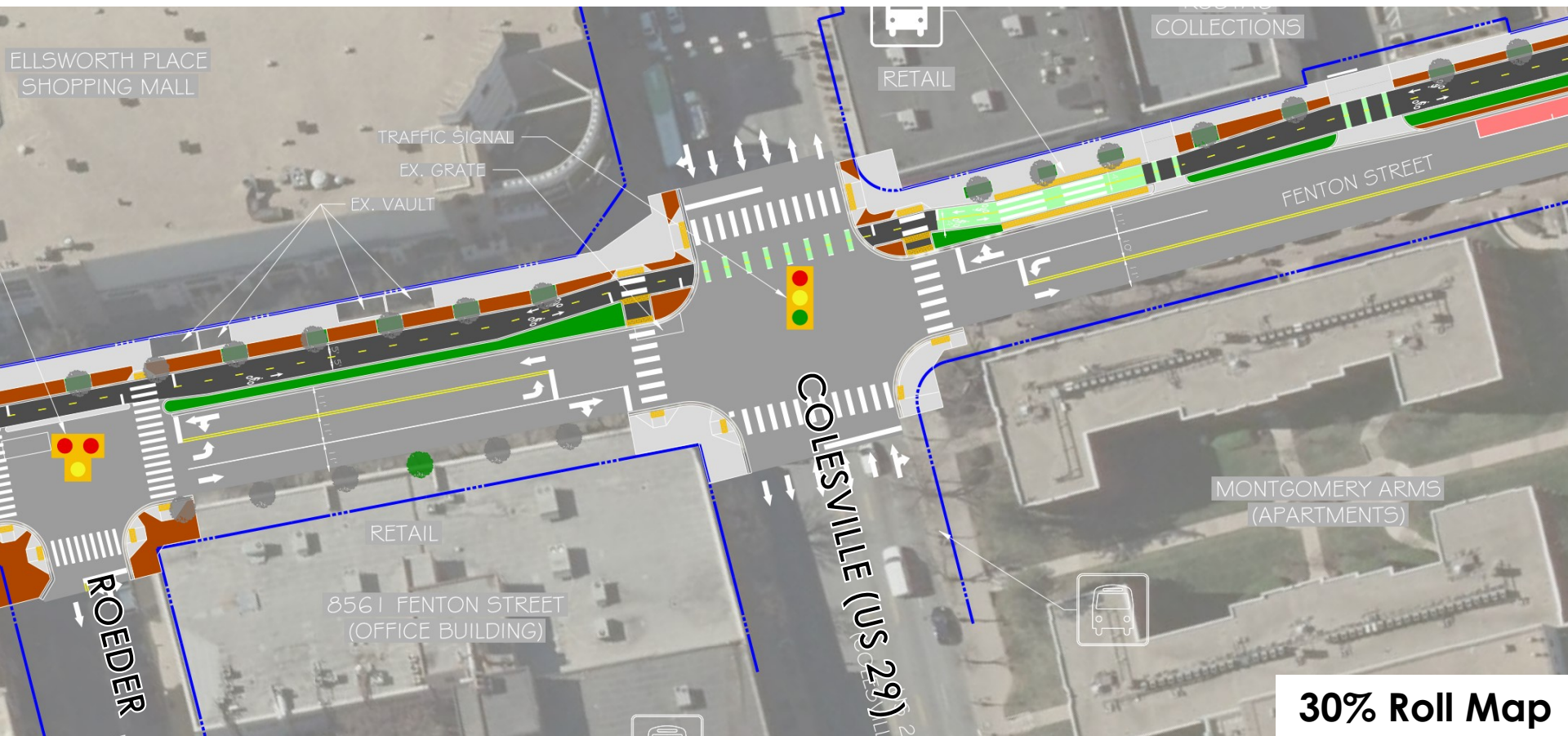


30% Roll Map



Fenton Street Cycletrack

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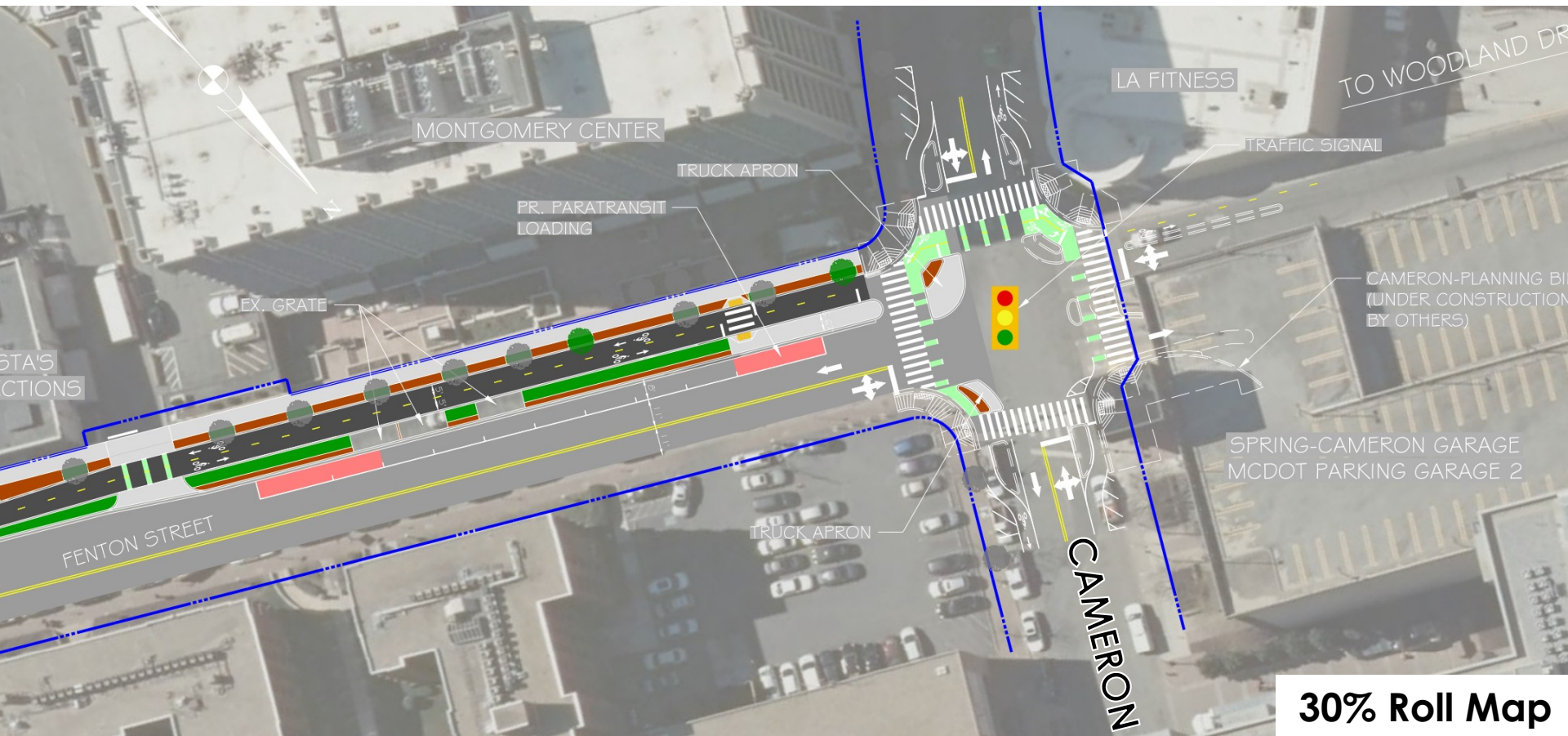


30% Roll Map



Fenton Street Cycletrack

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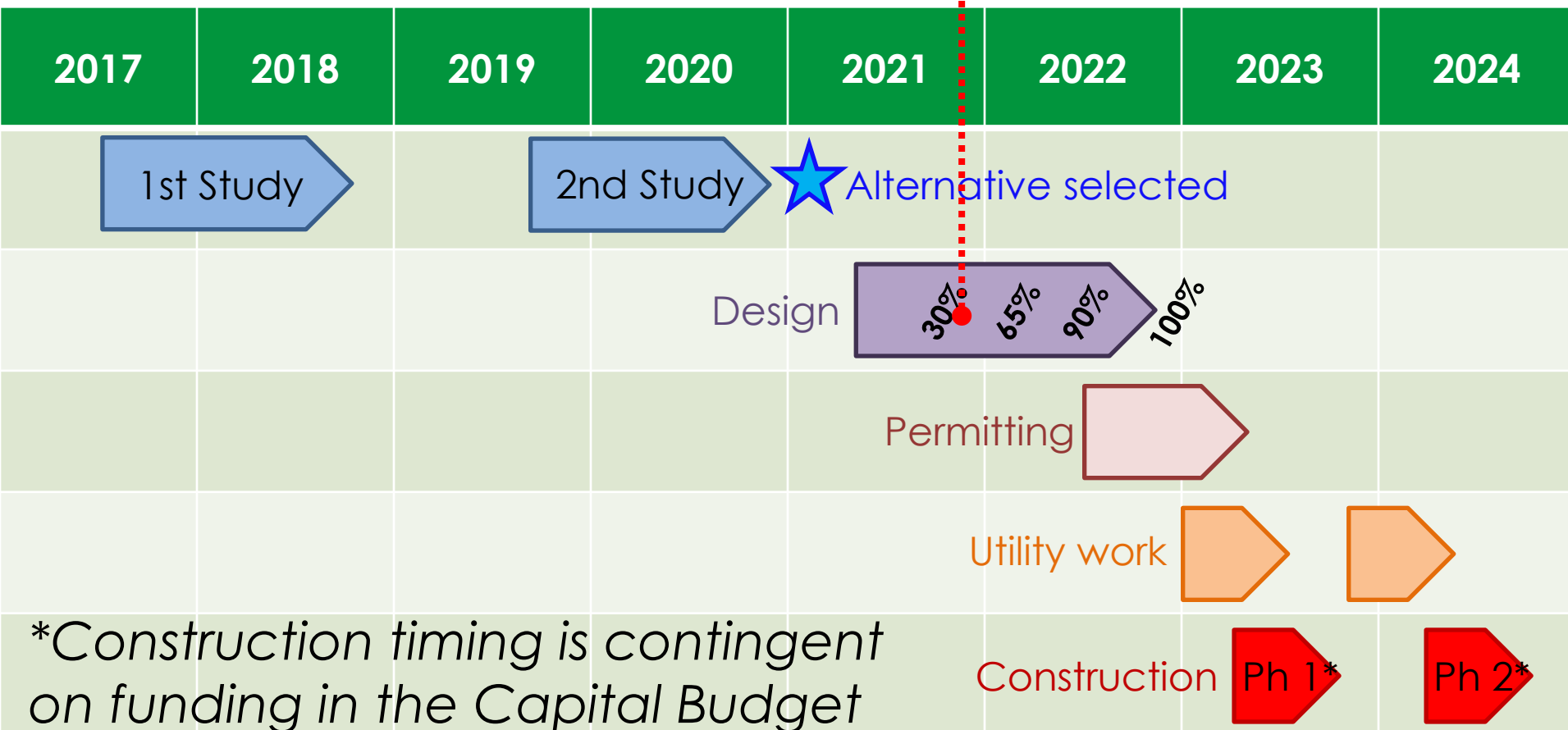
30% Roll Map



Anticipated Schedule – Fenton Cycletrack

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We are here:↓





Construction Impacts

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- Construction will take roughly 3-4 months, however work will not be stationary in front of any given location for long durations.
- A County inspector will be on-site during construction activities.
- We will work closely with businesses to coordinate any work that would impact access.





Next Steps

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- Design effort started (May 2021).
- Community meeting on design process (June 2021).
- ➡ ■ **Community meeting in December 2021 to collect feedback on 30% design.**
- Mandatory Referral hearing before the Planning Board (tentative date is January 27, 2022).
- After 65% design, another community meeting.
- After 90% design, final community meeting.
- Shooting for construction in 2023 for the first phase, with construction on the second phase in 2024.

Questions & Discussion

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Project webpage:
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Comment record will be open through January 14, 2022.

Project Manager

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