

Community Update  
November 2022



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



Matt Johnson, AICP



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

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# Agenda

3

- Project Background
- Update – What has changed?
- Design Elements
- Plan Walkthrough
- Next Steps



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

# Background

4



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

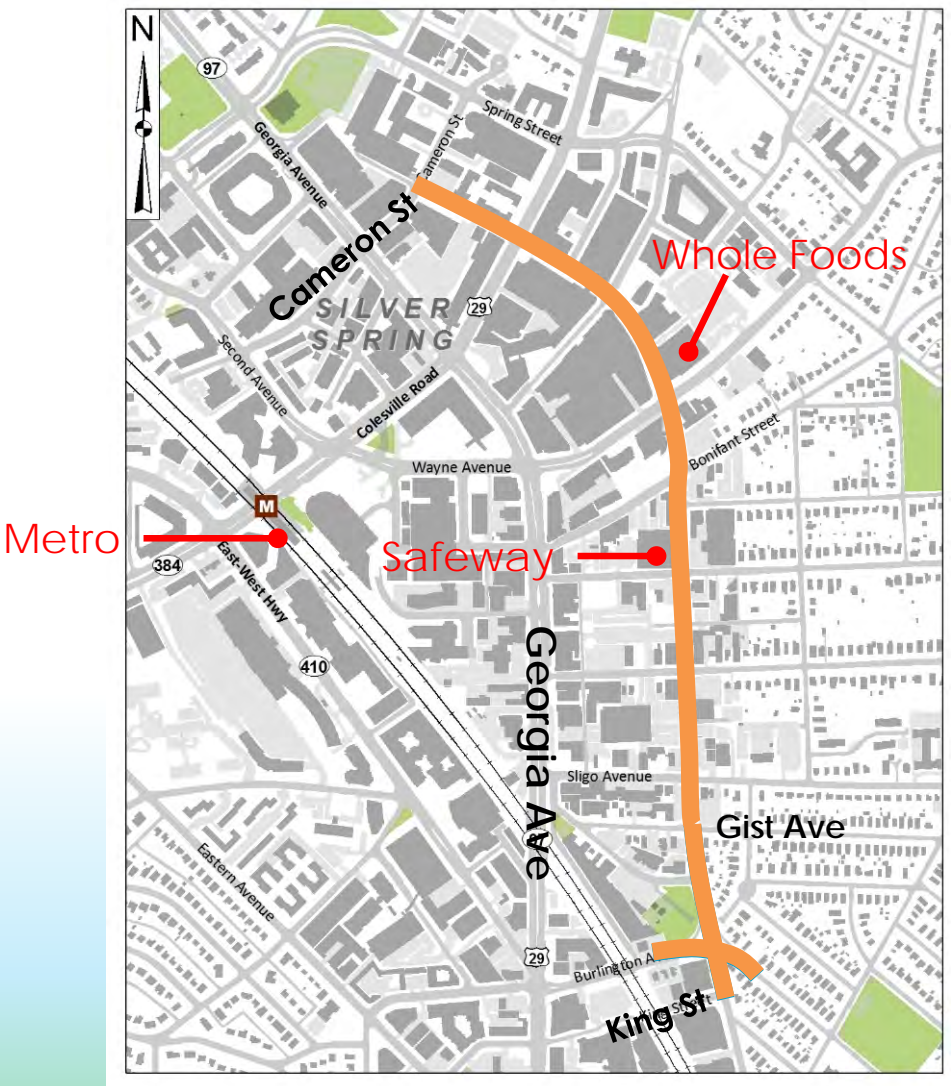


# Project Area

Projects will be built as one

Fenton Street  
Cycletrack

Fenton/410  
Intersection





# Related Projects

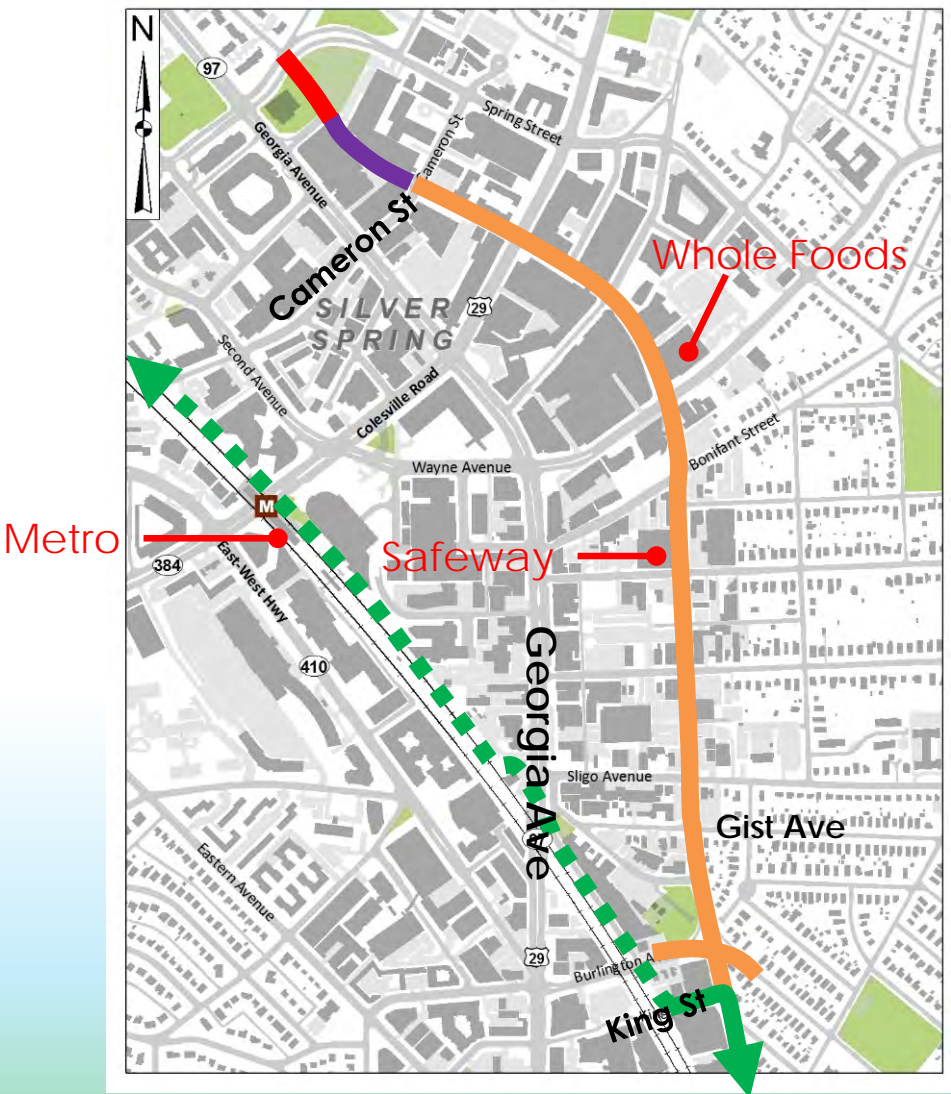


8787  
Connector

Cameron-Planning  
Bikeway

Fenton Street  
Cycletrack

Met Branch Trail  
Cap Crescent Tr





# Timeline

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- Previously, we expected this to be built in 3 segments.
- Due to permitting delays, we have determined it makes sense to build it as one project.
- Work is unlikely to start until Fall 2023.





# Purpose

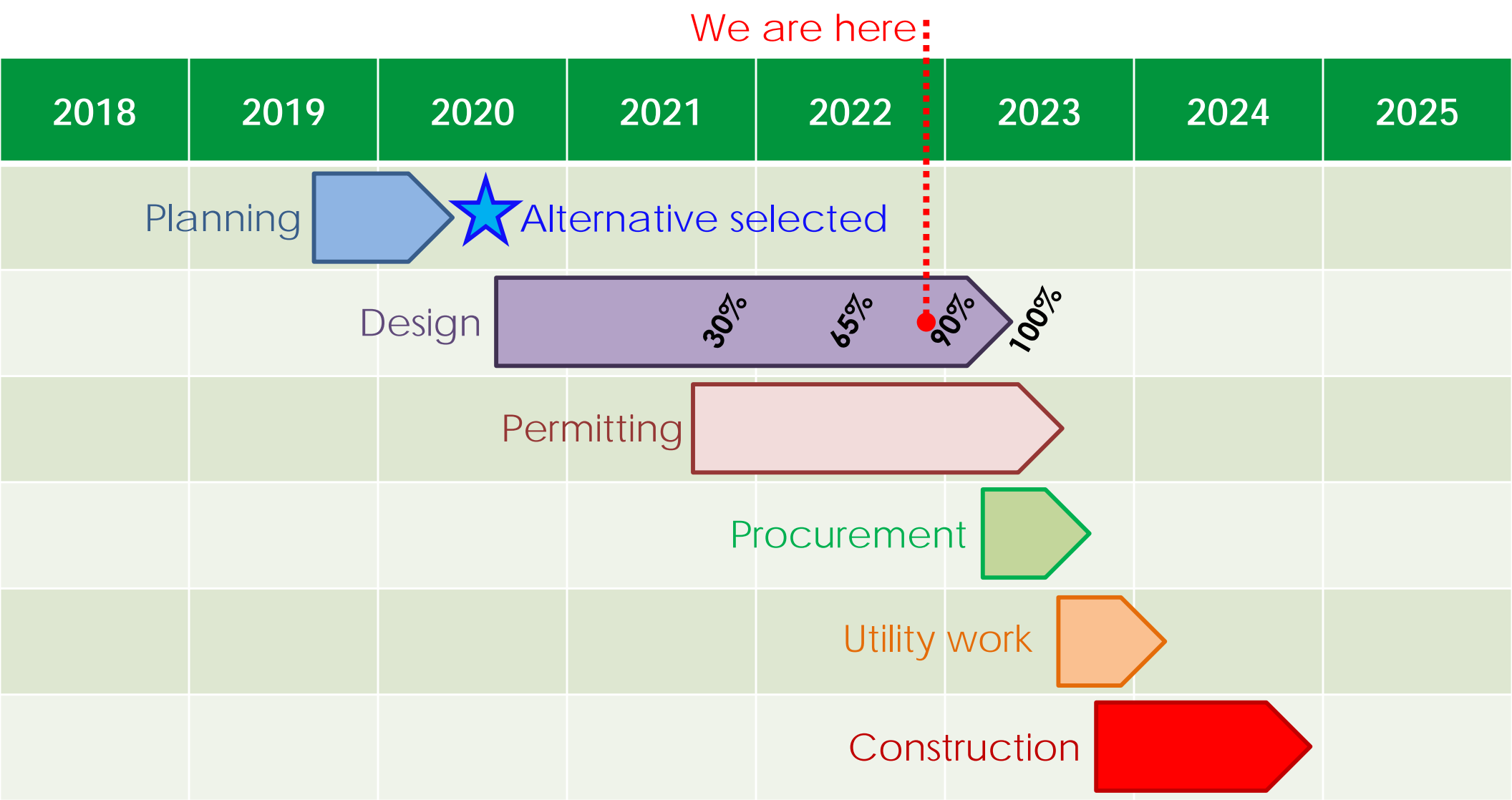
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1. Improve bicycle and pedestrian safety and comfort in the Fenton Street corridor
2. Improve bicycle connectivity within and beyond downtown Silver Spring
3. Provide balanced, multi-modal transportation options for all Fenton Street users.



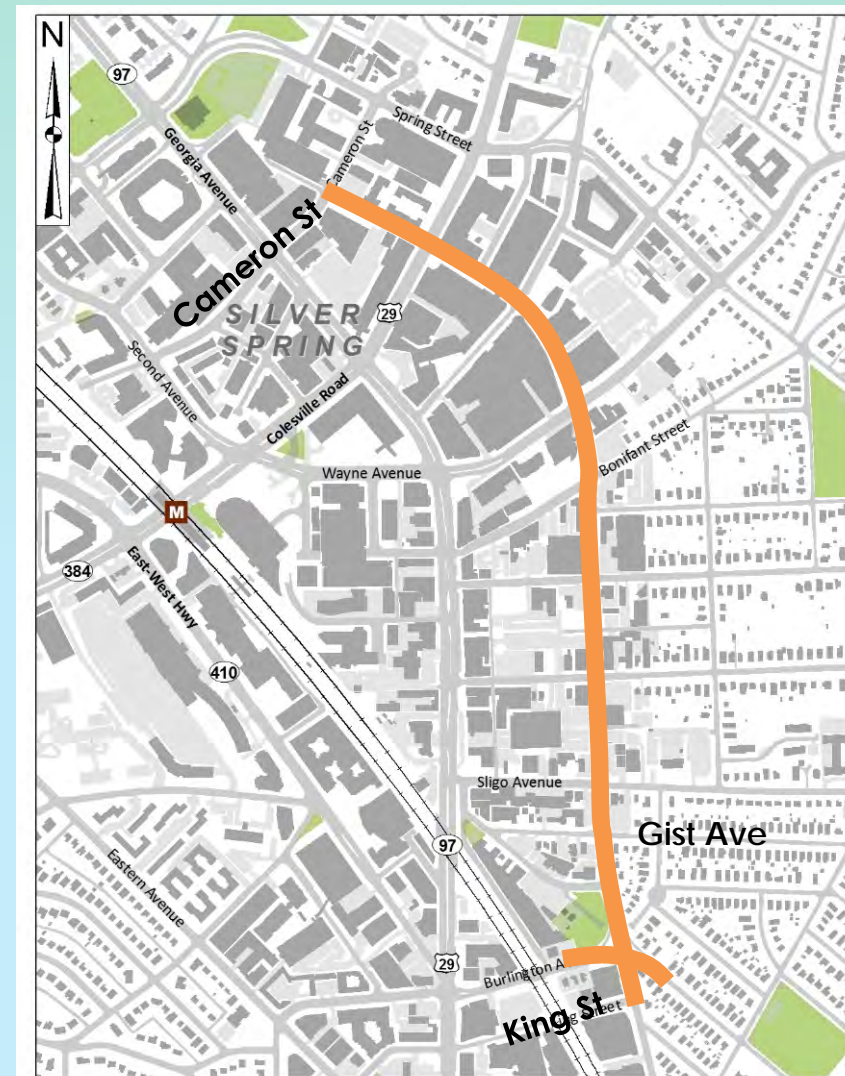


# Anticipated Schedule – Fenton Street Cycletrack



# Project Update – What has changed?

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# No major changes

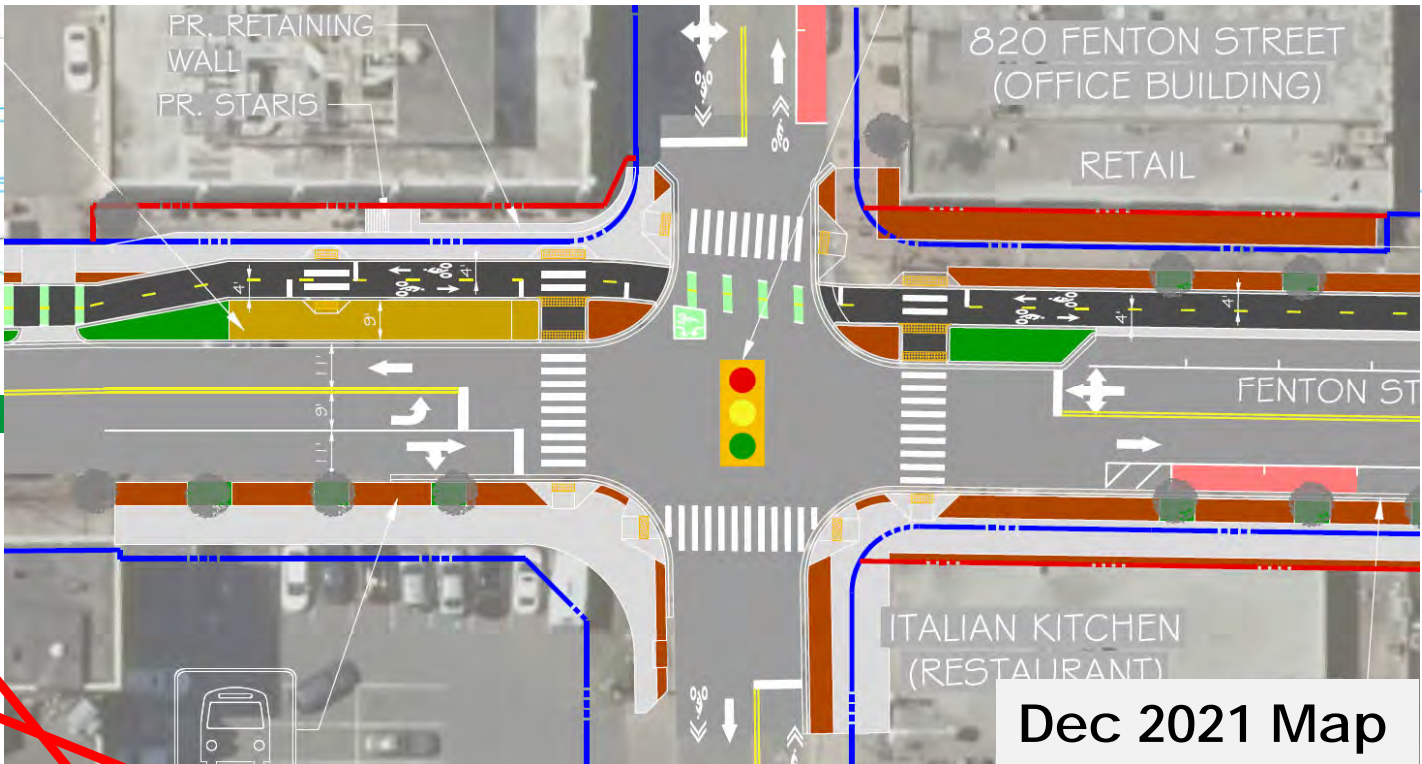
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- The last community update took place in late 2021. Since that time, we have not made any major changes to the project design elements or layout.
- Most changes are minor tweaks to avoid utilities or other small refinements.

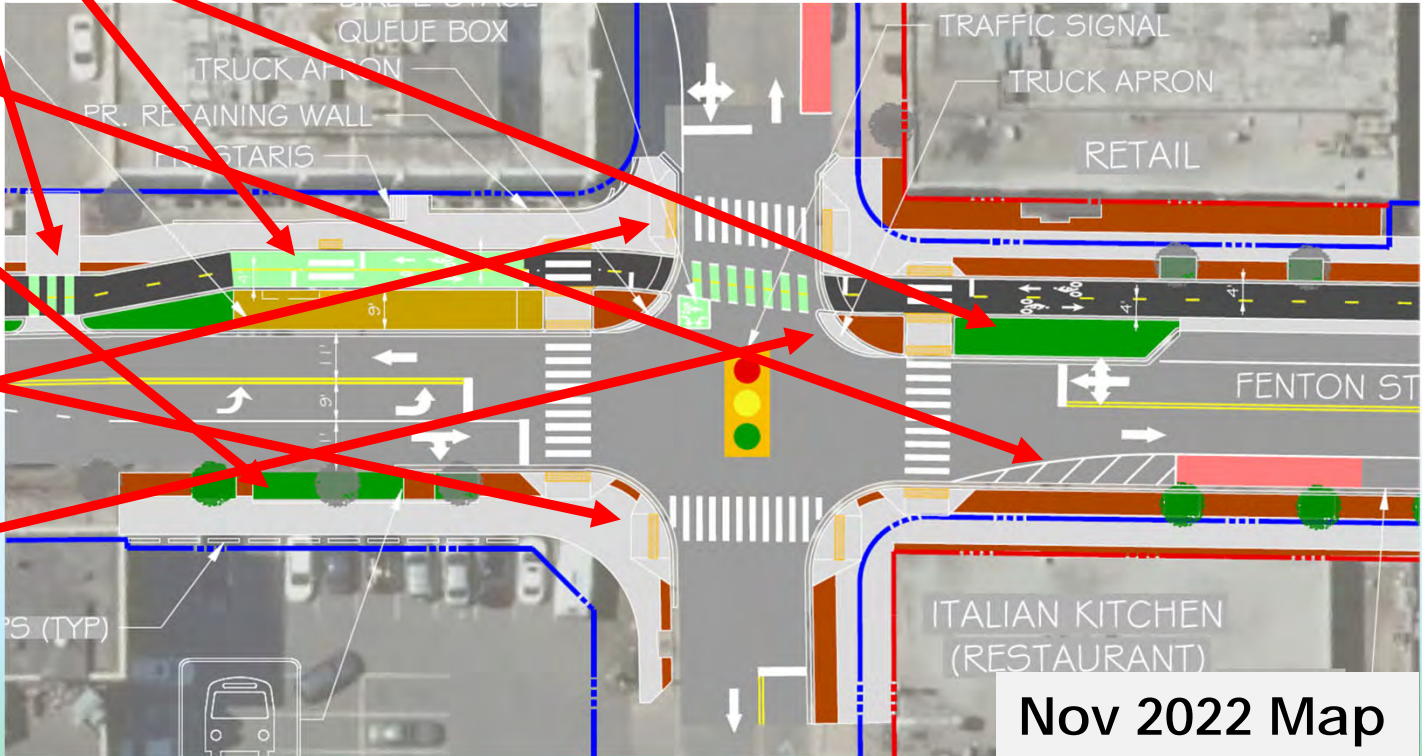
# Examples

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- Green markings revised
- Clear zone expanded for better visibility
- Striping revised
- Stormwater management area added
- Pedestrian ramps enlarged
- Aprons added to corner islands



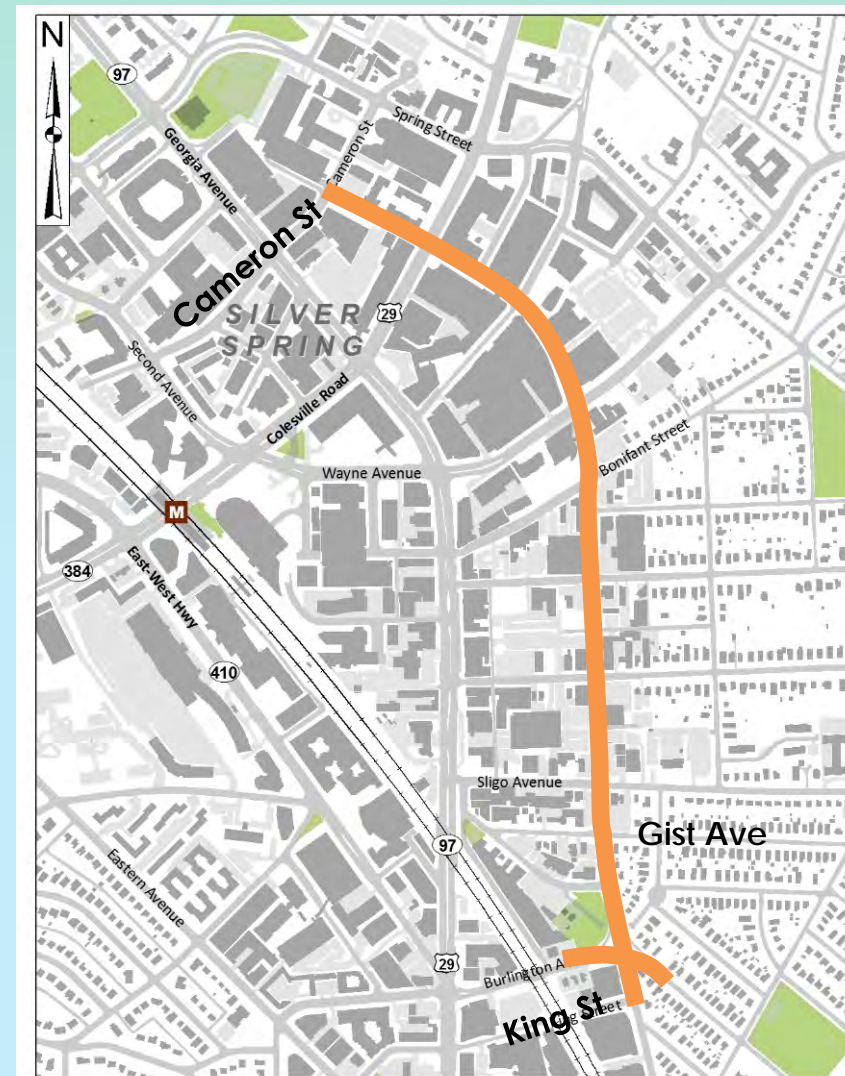
Dec 2021 Map



Nov 2022 Map

# Project Overview – Design Elements

13

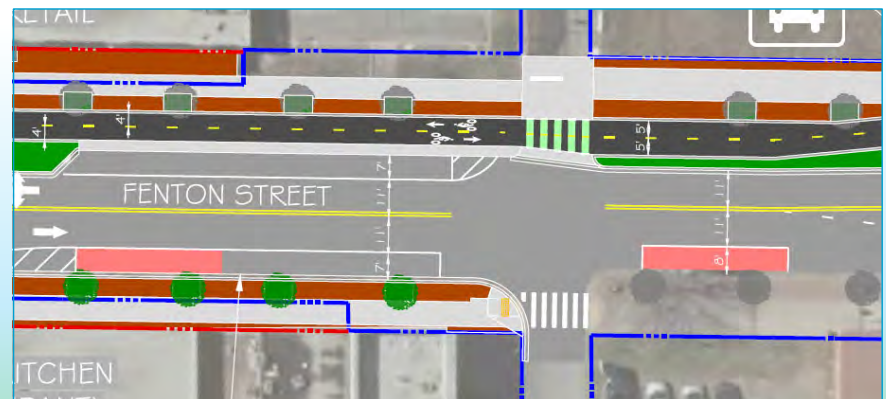
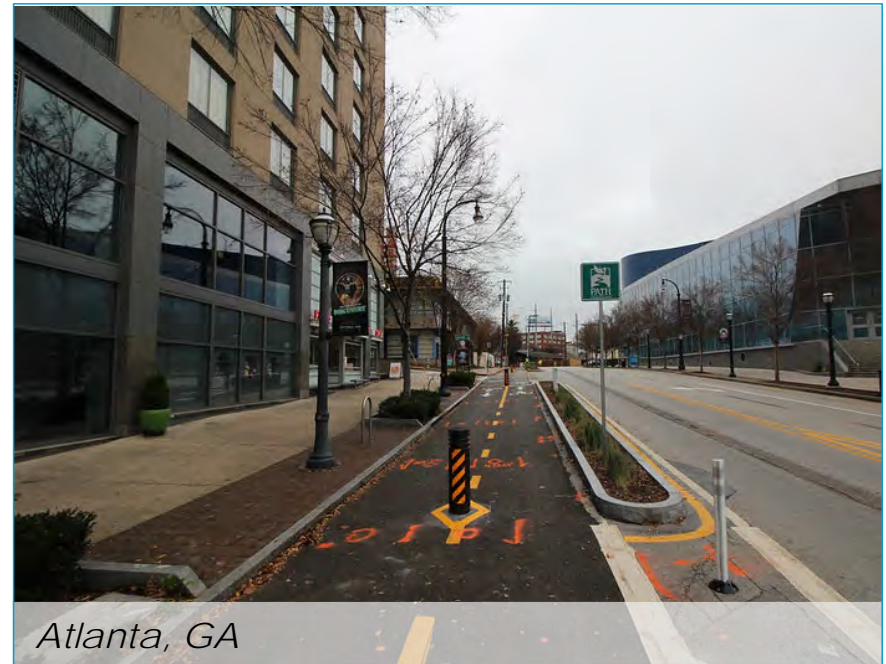




# Bikeway Design

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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.

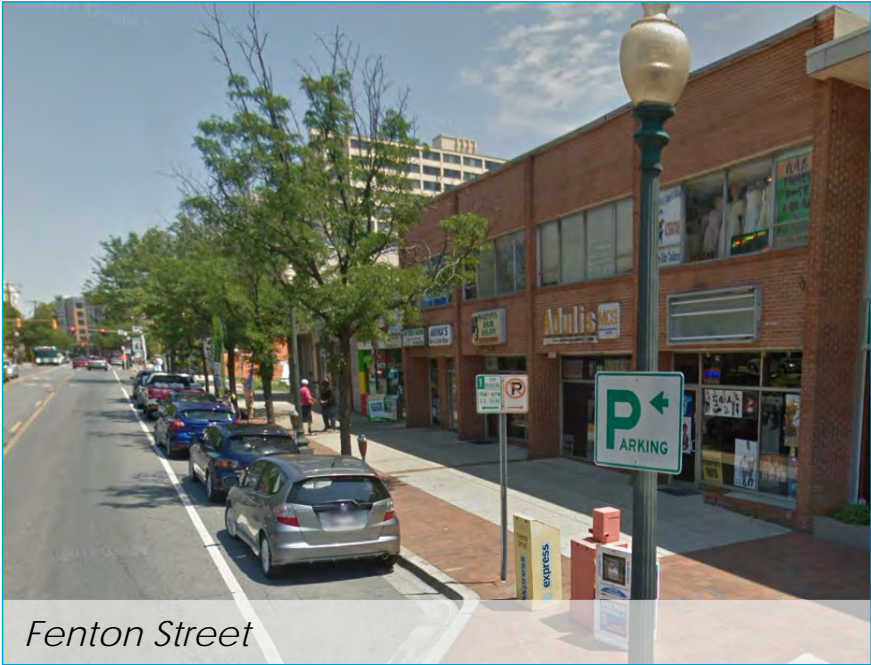




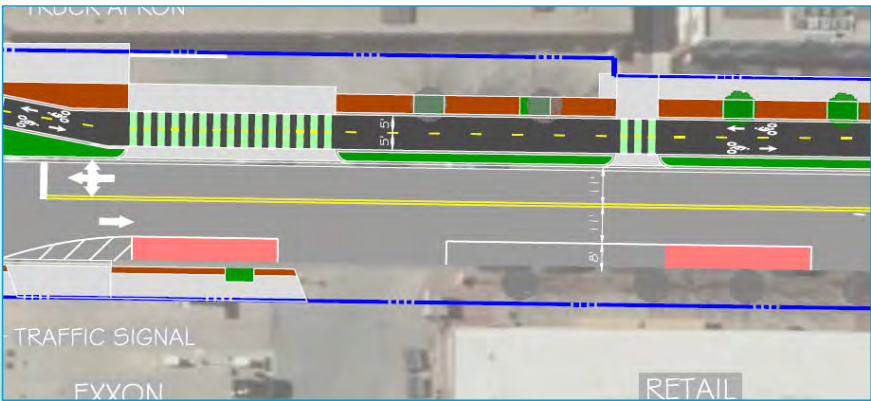
# Parking

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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

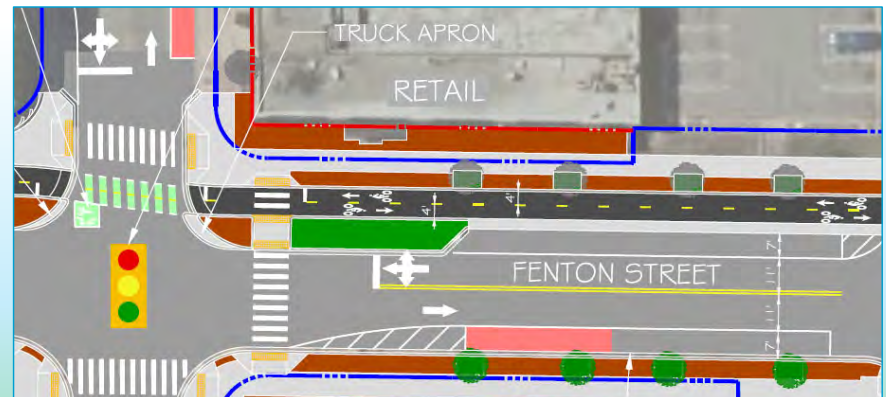




# Loading

16

- 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.

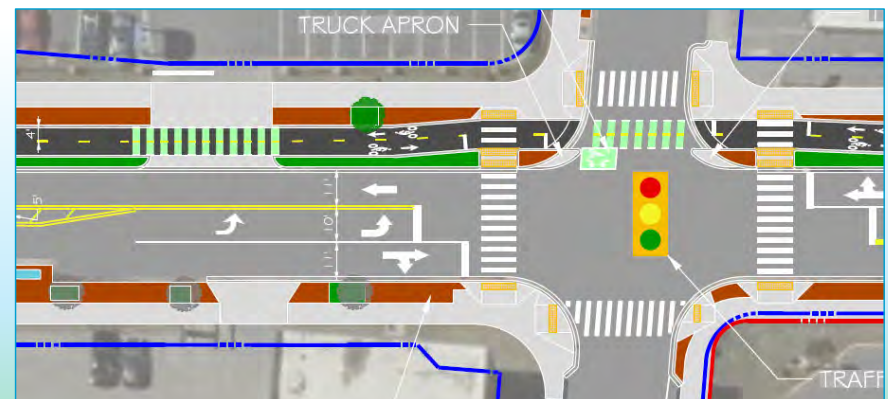
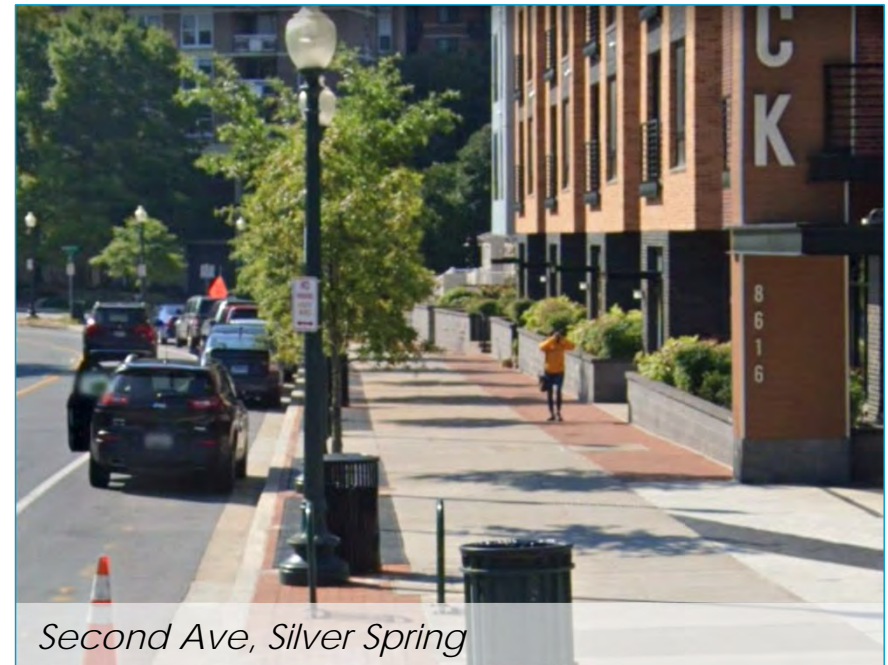




# Pedestrian Access Route

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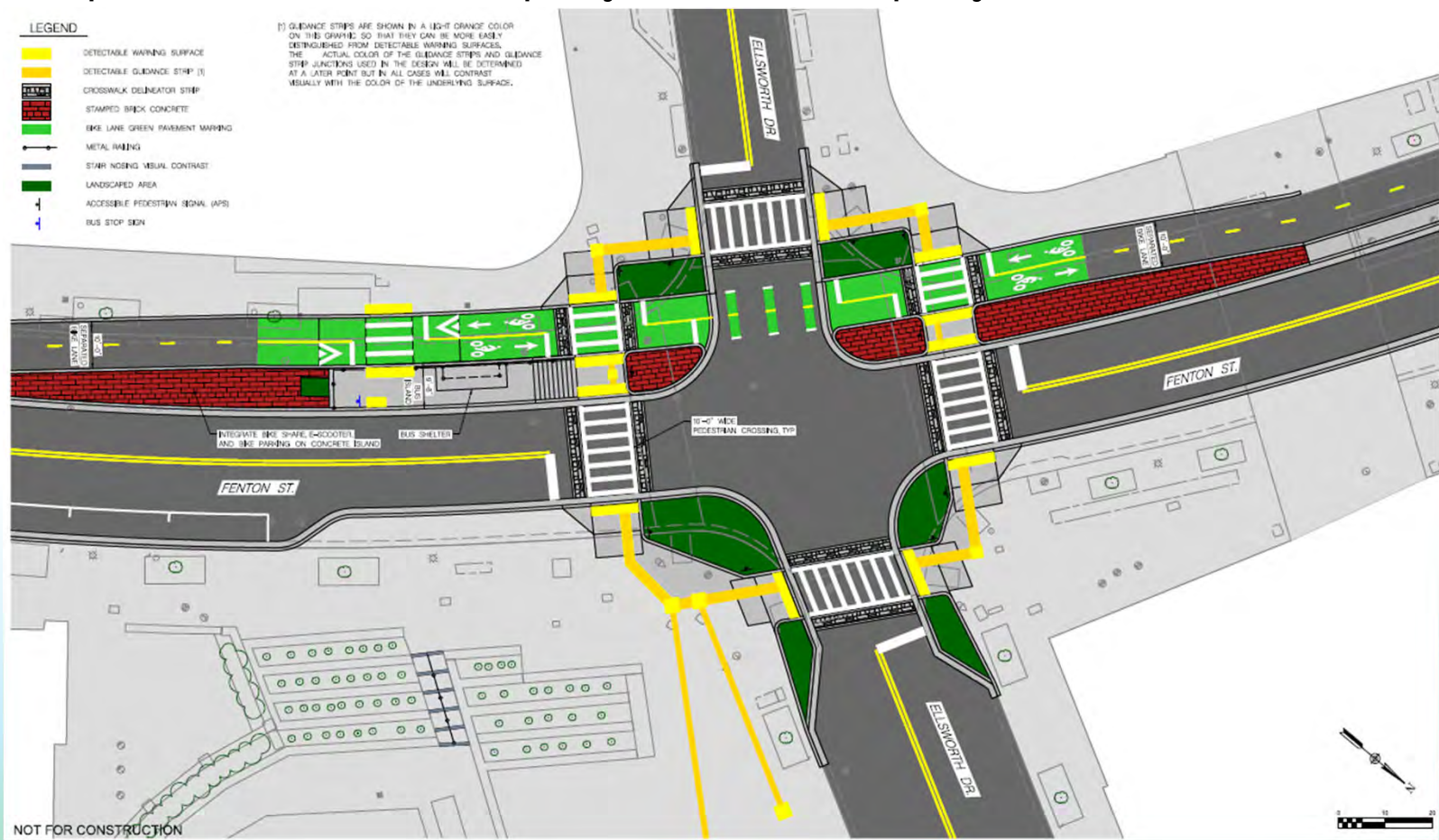
- As part of this project, MCDOT will improve sidewalk accessibility for people with disabilities by ensuring the pedestrian access route is well-defined, direct, and free of obstructions.
- The pedestrian access route is always at least 5' wide, and generally wider.





# Low Vision Wayfinding Best Practices

- 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.





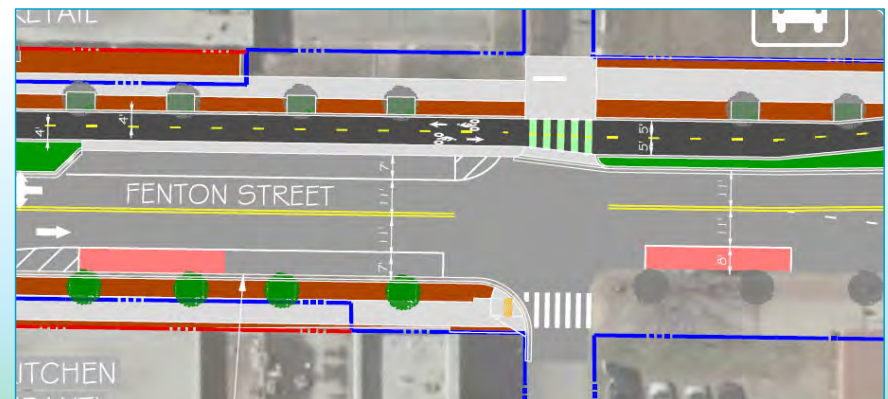
# Bikeway Barrier

19

- 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



*Bethesda Avenue, Bethesda*





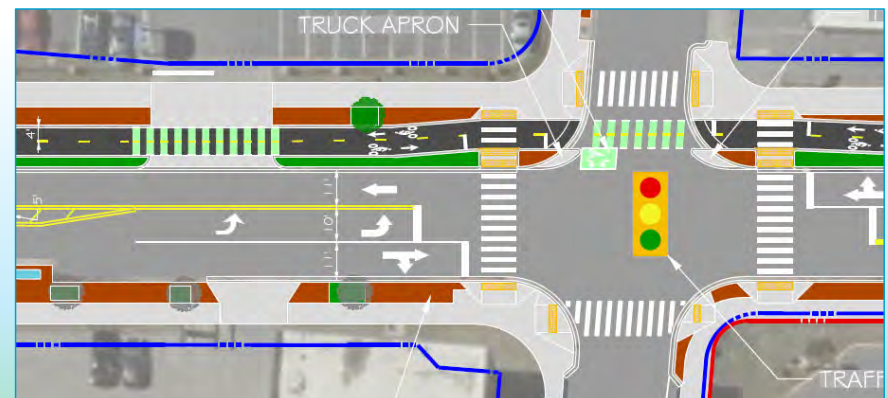
# Stormwater Management

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



*Oakland, CA*





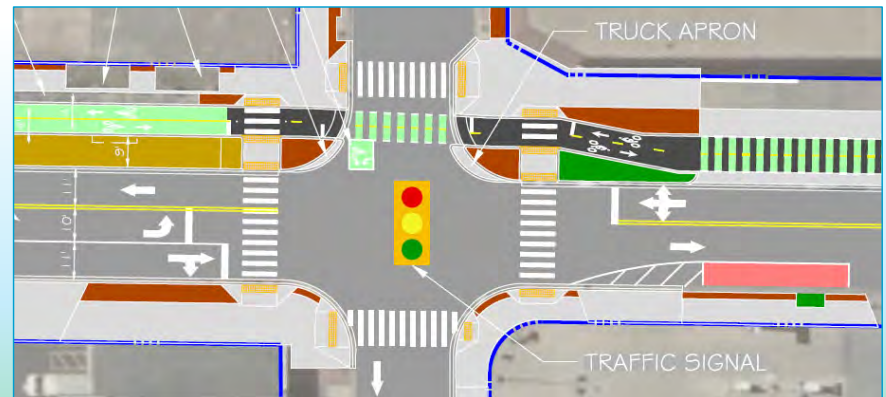
# Corner Islands / Protected Intersections

21

- 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*

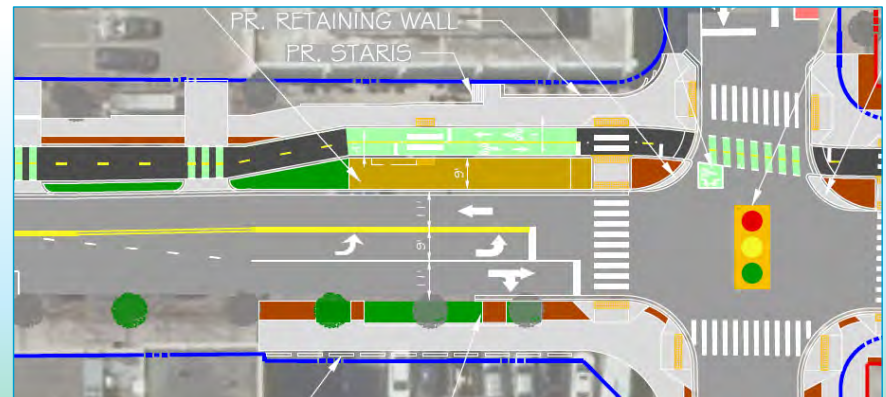


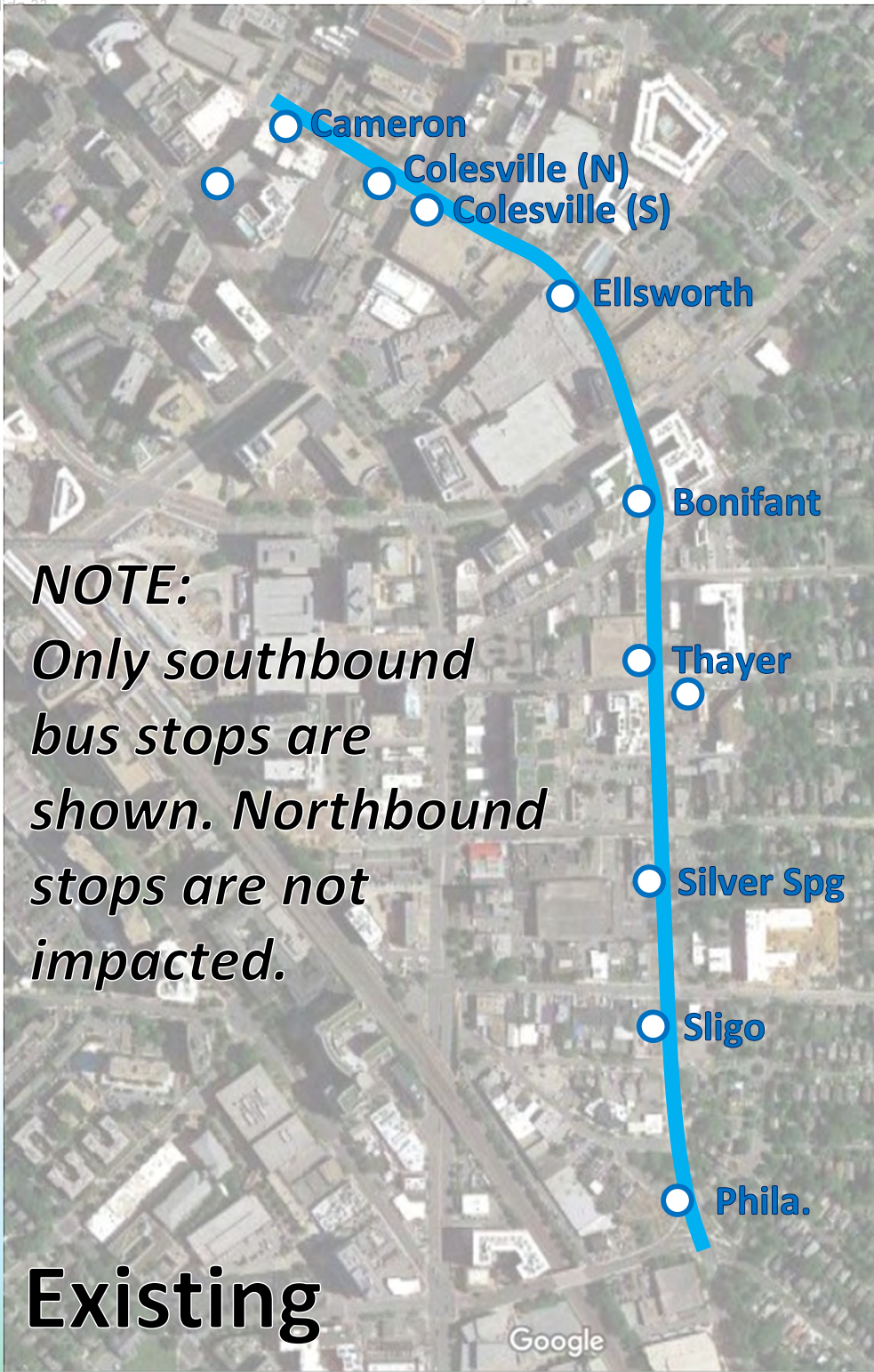


# Floating Bus Stops

22

- 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



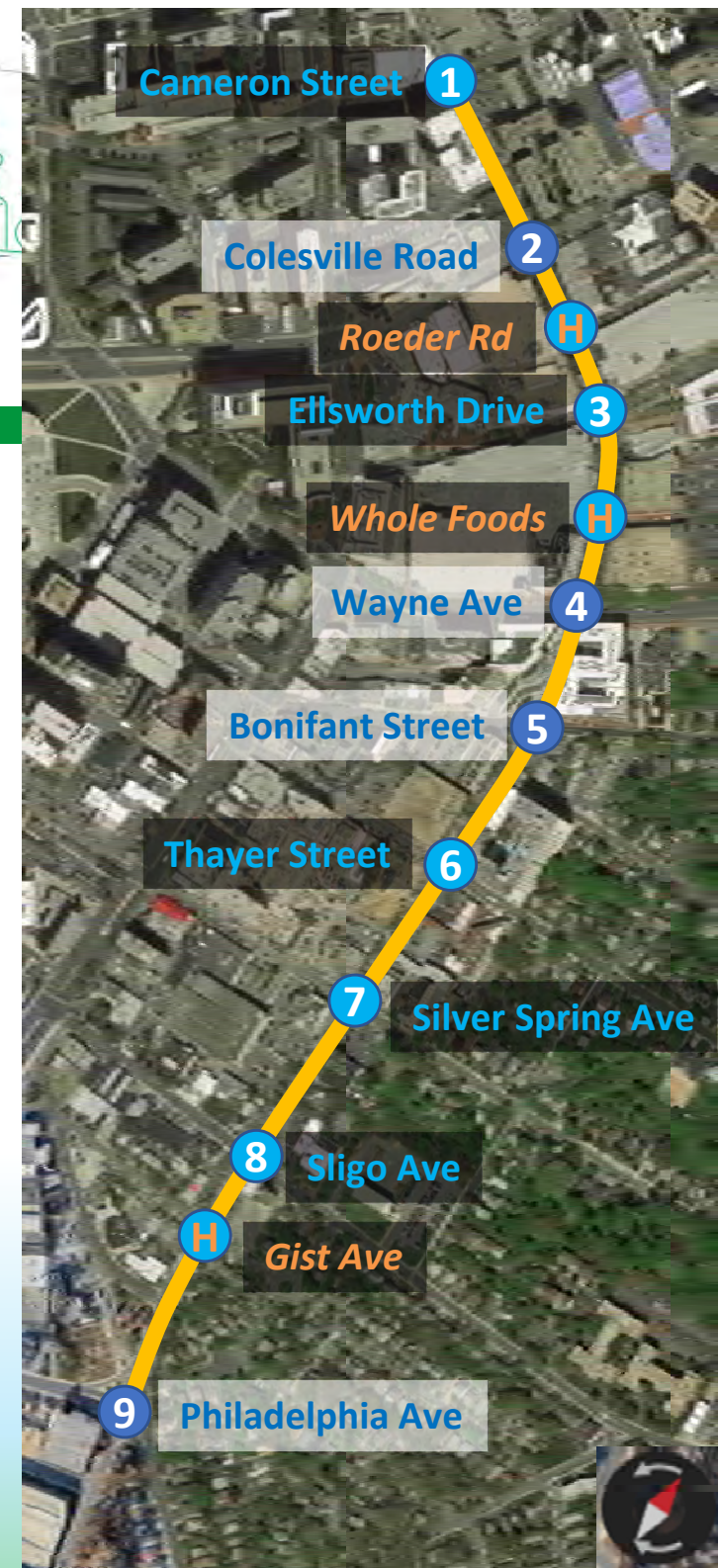




# Intersections

24

- Of the 9 signalized intersections along the project area, 4 are SHA and 5 are County signals.
- 2 HAWK signals were recently installed as part of a separate MCDOT project at Fenton/Roeder & Fenton/Whole Foods.
- A HAWK will be added at Fenton/Gist as part of the project.





# 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.

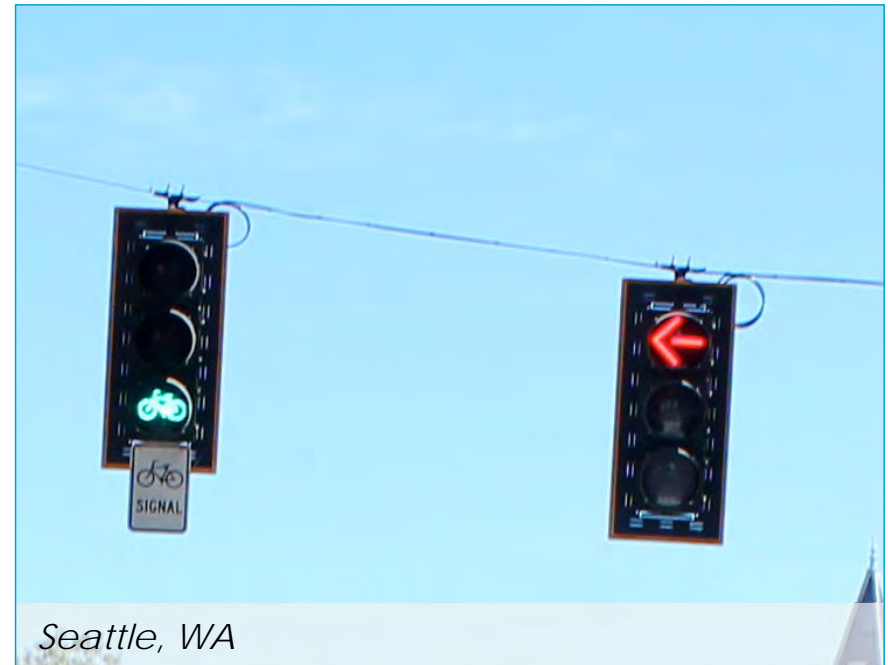




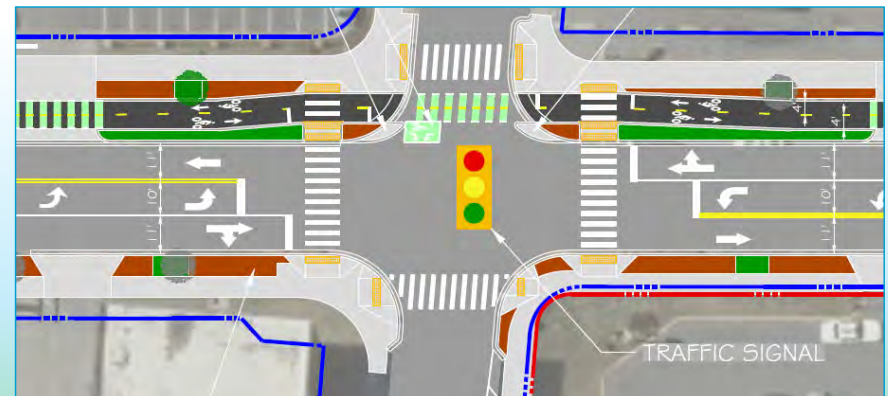
# Left turn protection

26

- 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



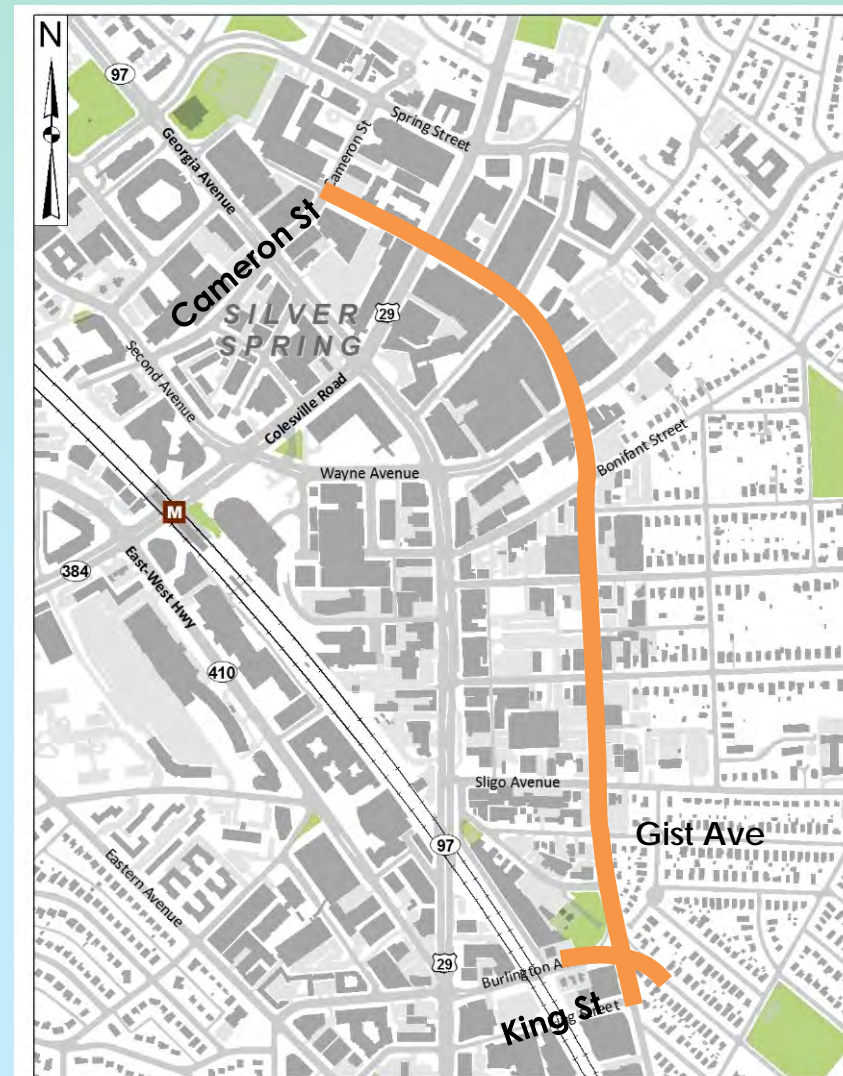
# Project Overview – Plan Walkthrough

27

Plans are available on the project webpage under Project Documents



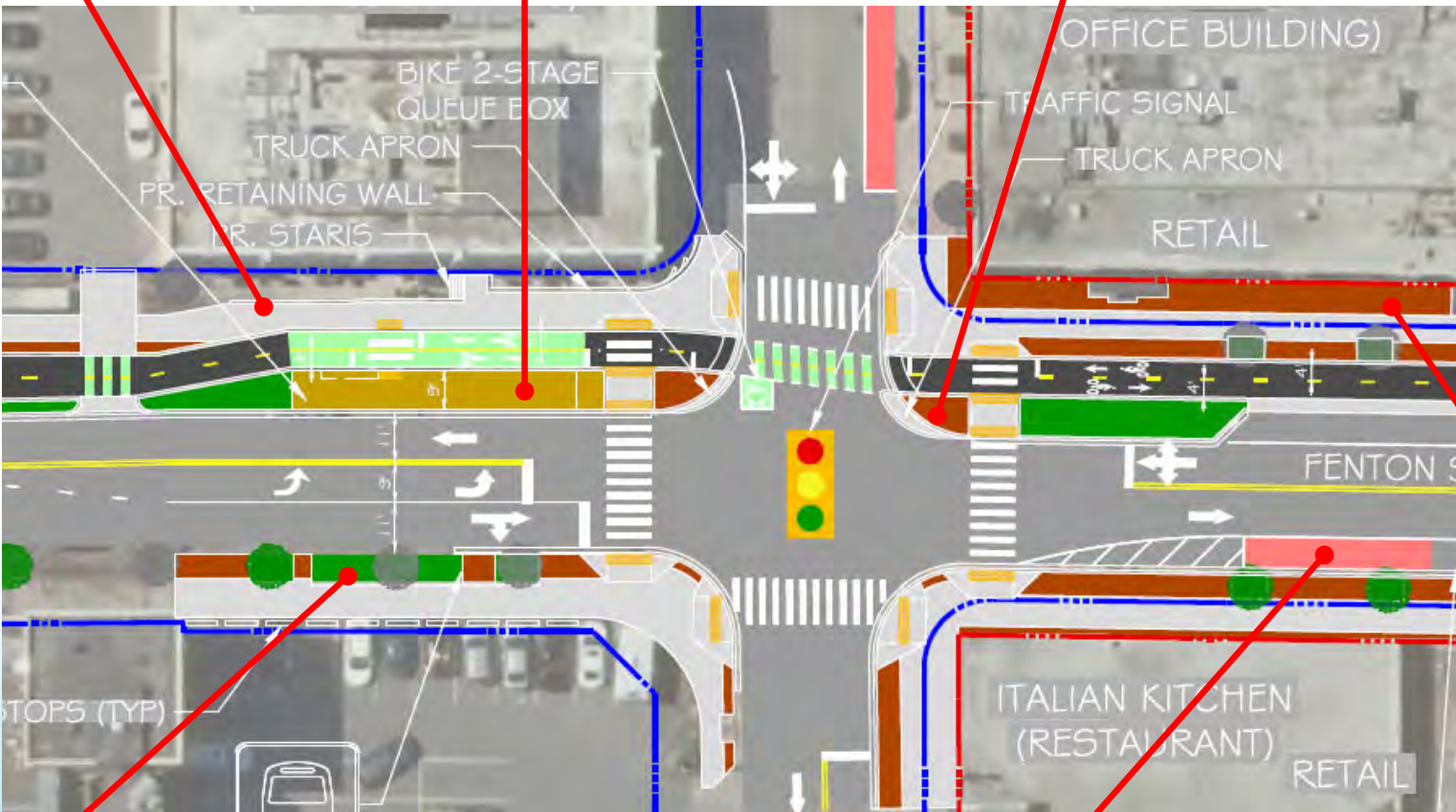
Project webpage:  
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# Features

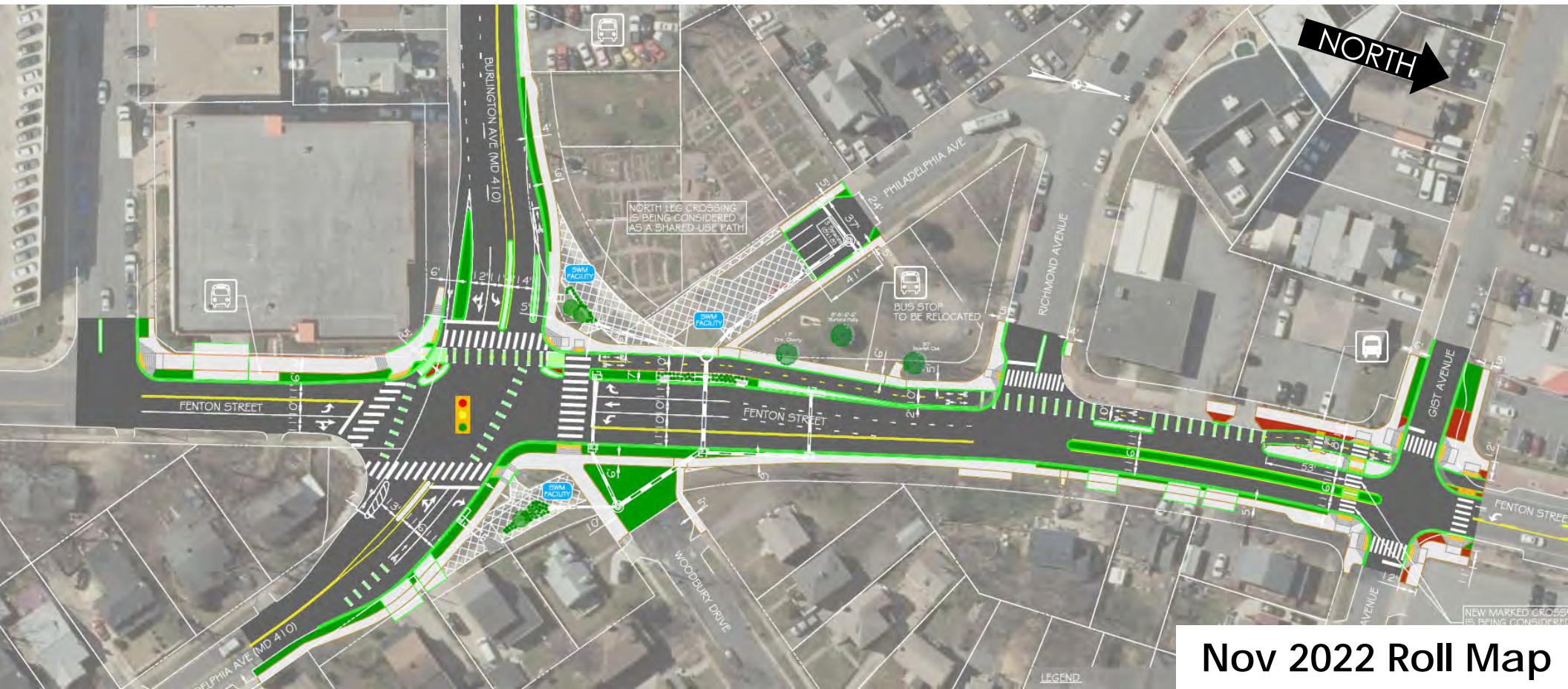
- Ped access route
- Floating bus stop
- Corner islands



- Potential ROW acquisition
- Stormwater management
- Loading zone



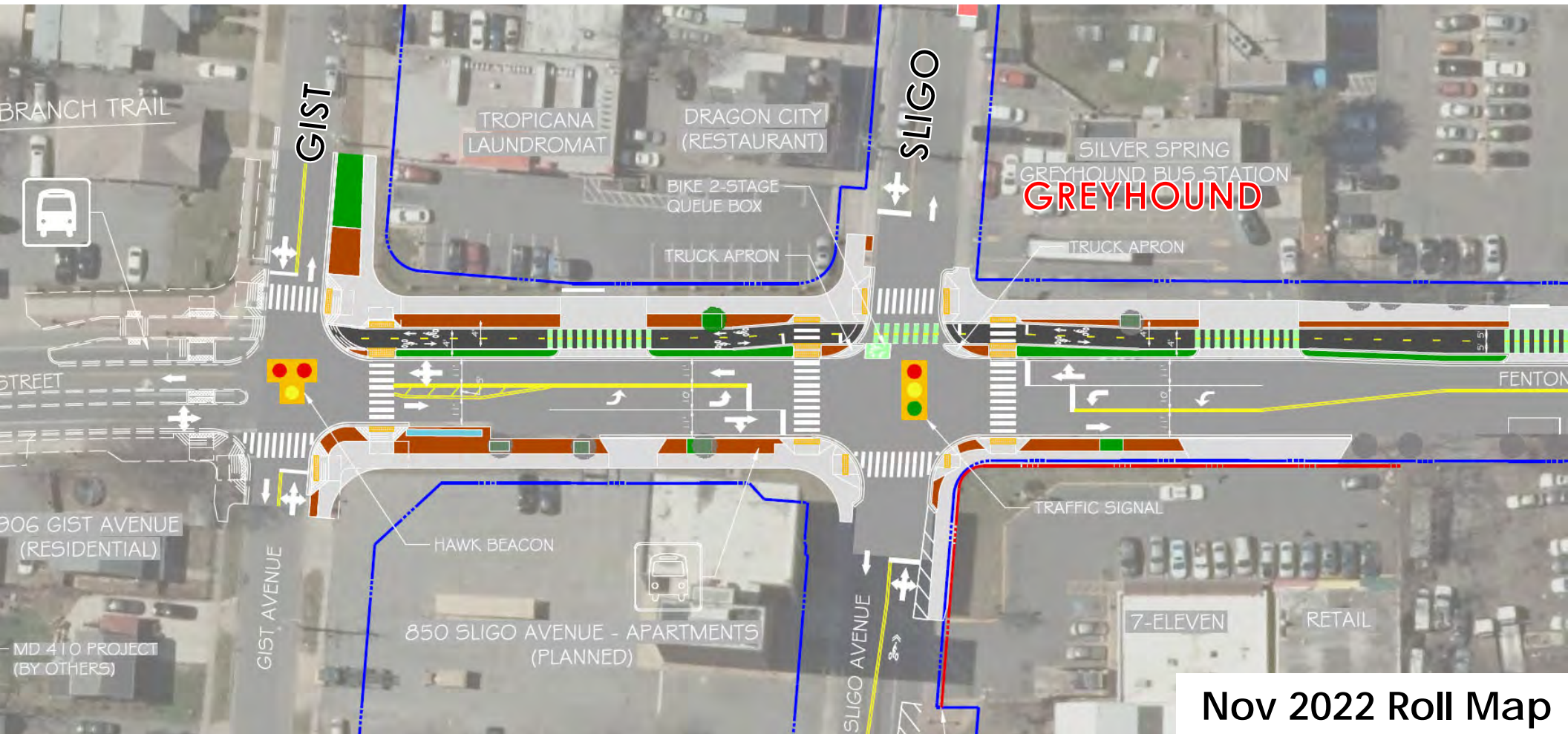
# Fenton Street Cycletrack – King Street to Gist Ave



Nov 2022 Roll Map

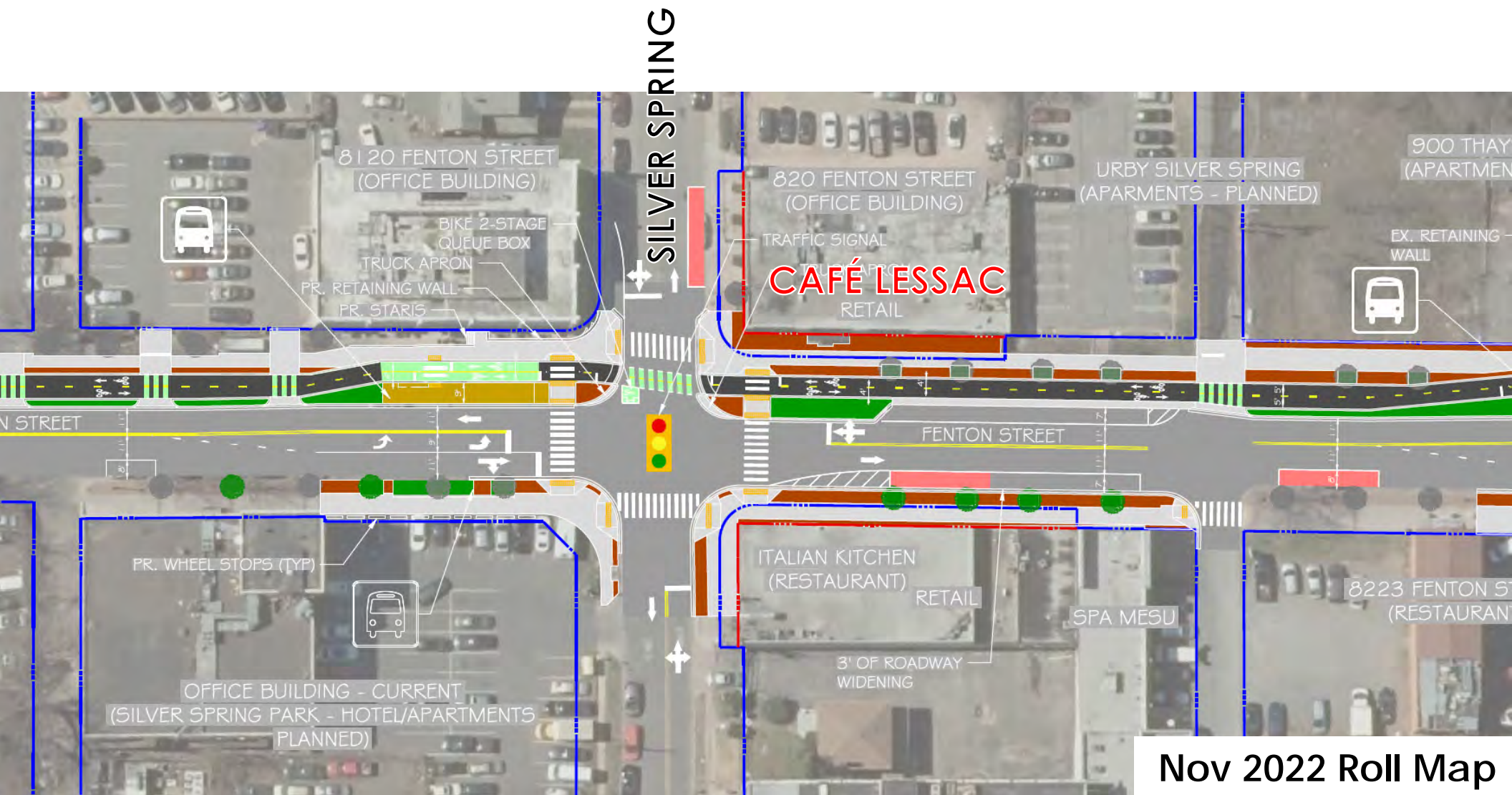


# Fenton Street Cycletrack – Gist to Sligo



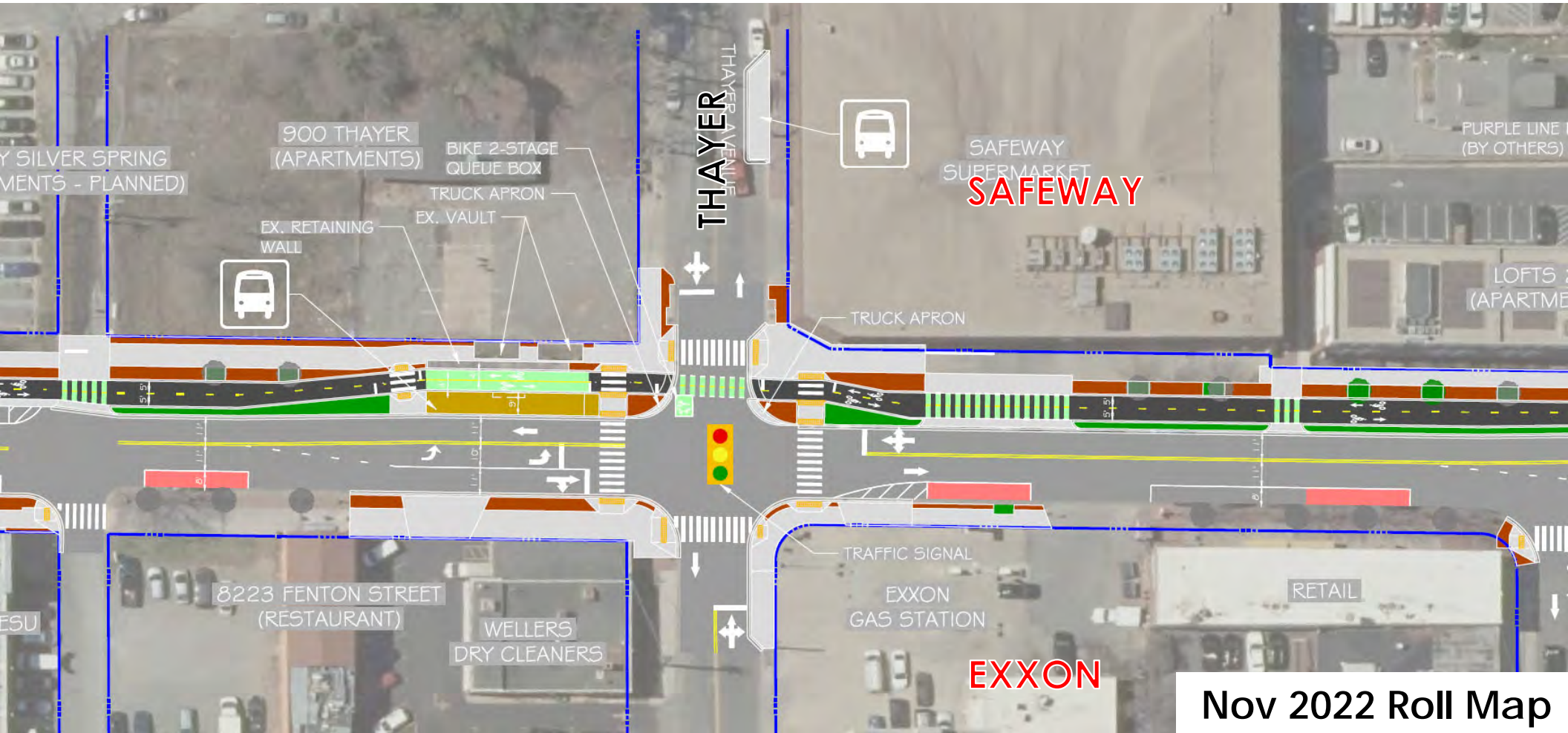


# Fenton Street Cycletrack – Silver Spring Ave



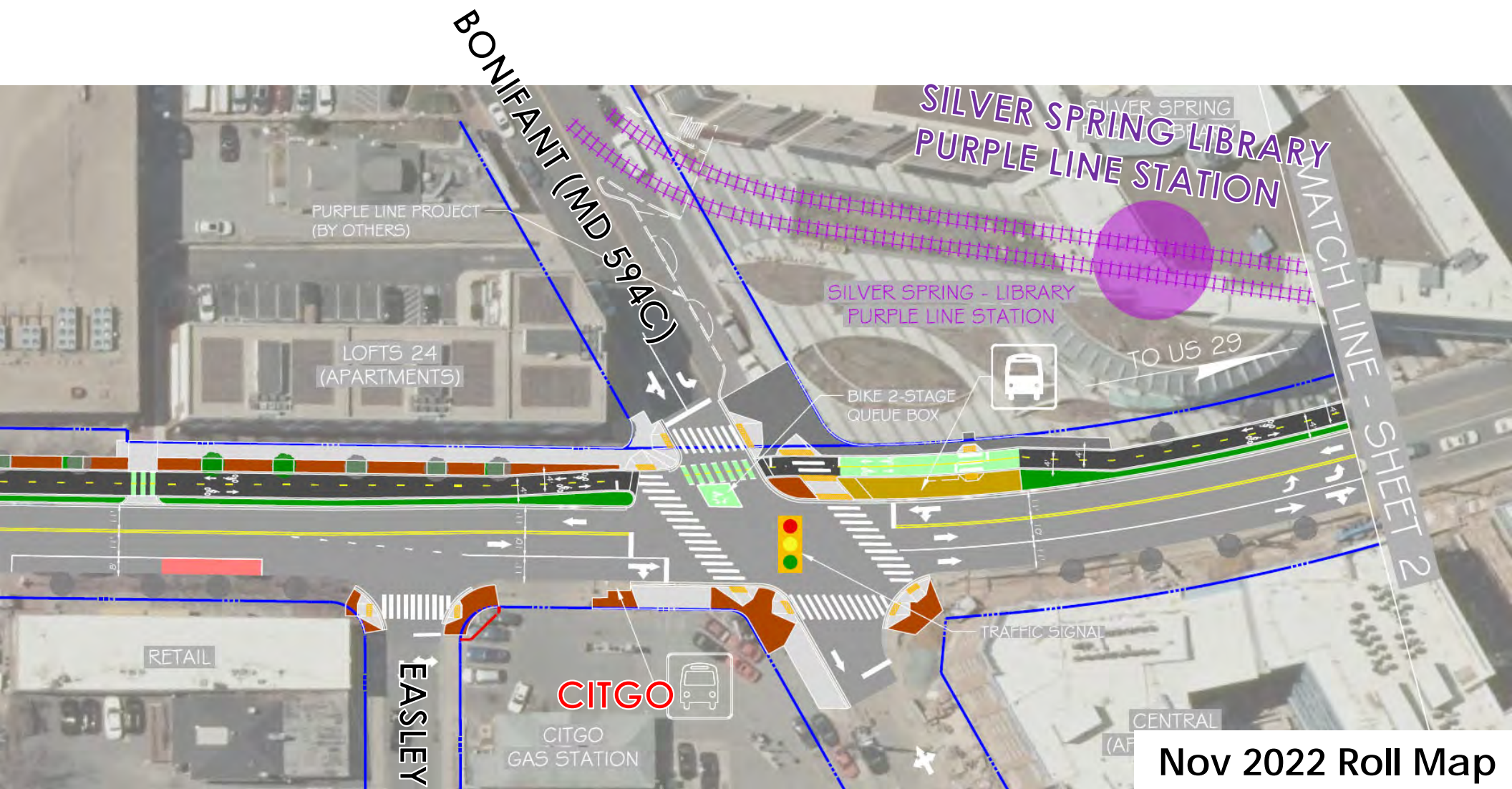


# Fenton Street Cycletrack – Thayer Ave



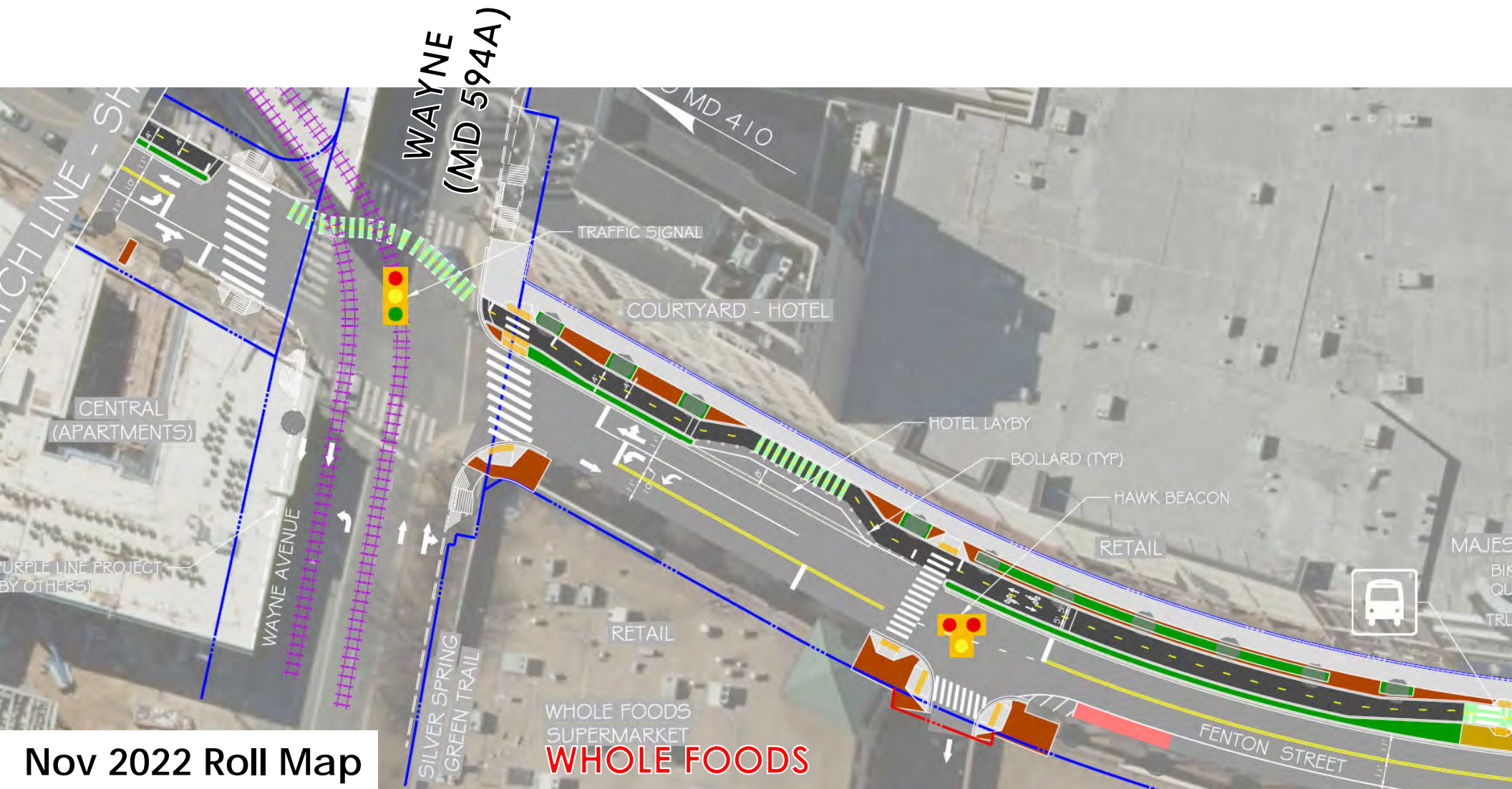


# Fenton Street Cycletrack – Easley to Wayne





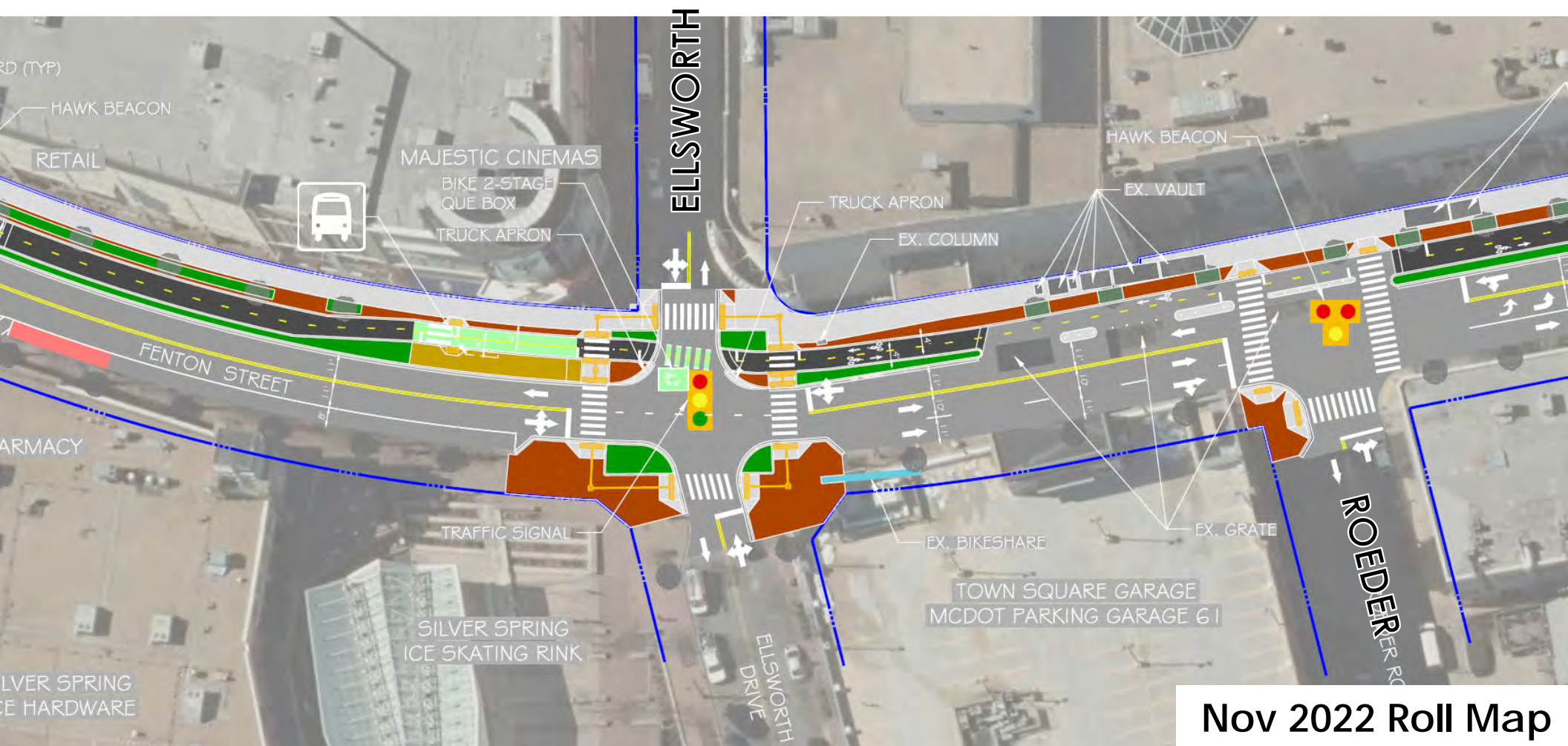
# Fenton Street Cycletrack – Wayne Ave



Nov 2022 Roll Map

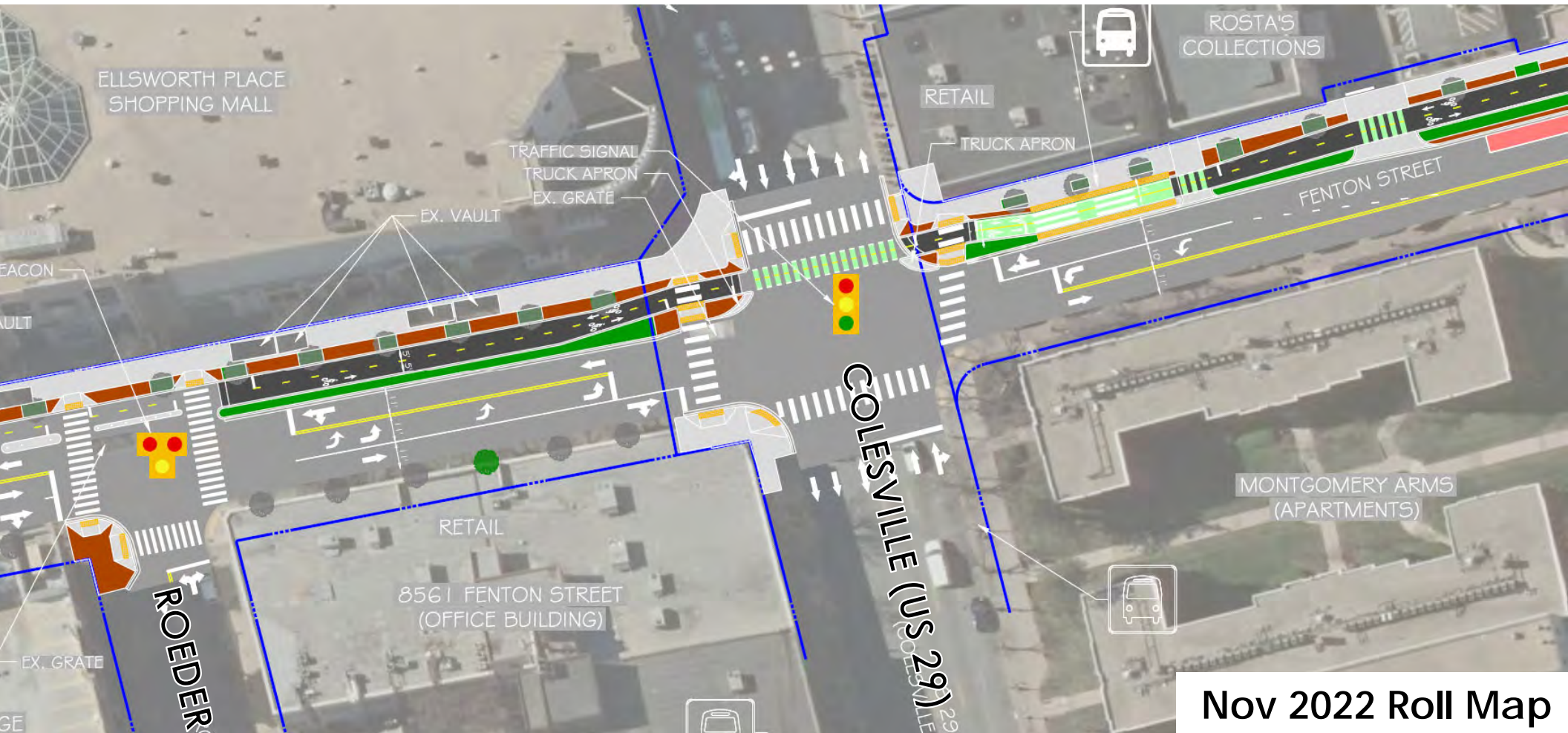


# Fenton Street Cycletrack – Ellsworth to Roeder



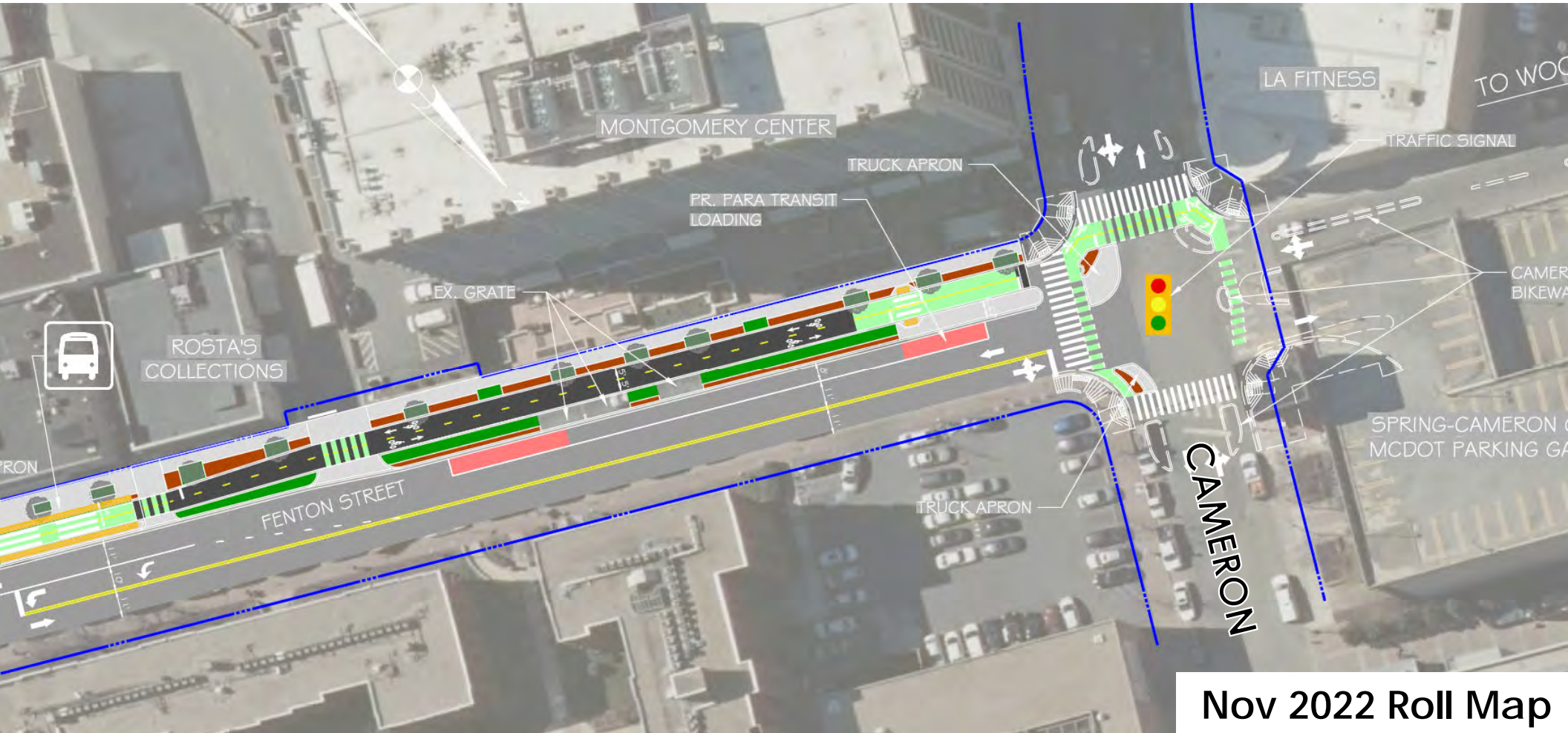


# Fenton Street Cycletrack – Roeder to Colesville





# Fenton Street Cycletrack





# Construction Impacts

38

- Construction will take roughly 4-6 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

39

- 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 (January 27, 2022).
- ➡ ■ **After 65% design, community update.**
- After 90% design, final design community meeting.
- Shooting for construction start in Fall 2023 with construction continuing into 2024.

# Thank you!

40



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