

21 January 2020

Presentation will
begin at 7:30PM



FENTON VILLAGE BICYCLIST & PEDESTRIAN PROJECTS



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Notice of Video/Audio Recording

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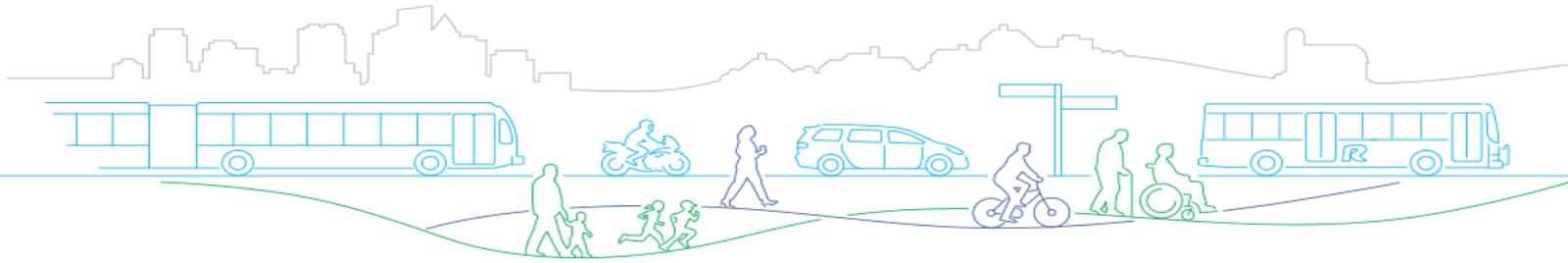
- Before we get started, please note that this meeting is being recorded on video and audio and will be posted on our website.
- If you do not wish to have your voice or likeness recorded, please do not ask any questions during the presentation. Staff will be happy to answer your questions one-on-one.



Welcome & Format

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- Staff is here to answer your questions
- Following the presentation, the meeting will follow an open house format.
 - The room is divided into different stations for each project.
 - Feel free to visit as many or as few as you like.
 - Staff at each station will answer any questions you have about each project.
- Please fill out a comment card with any comments you have and leave it in the box at the welcome table.



Fenton Street Bikeway Study





Fenton Street Bikeway Study

Scope

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- A study of the corridor to determine the feasibility of a bikeway, focusing on impacts to **traffic**, **parking**, and **cost**. Will also consider loading, streetscape, and transit
- Limits are **Cameron Street** in the north to **King Street** in the south.





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.
- The County budget includes a CIP fund for Fenton with money allocated for planning, design, and construction.



Project description

Fenton Street Bikeway Study

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- This is a **study** only.
- *Conceptual* designs will be developed for testing impacts, however project design is not included in the scope.
- The end result of this study will be a set of alternatives that will illustrate the trade-offs of particular choices with a recommendation of a **preferred alternative**.





Fenton Street Bikeway Study

Alternatives

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- The alternatives will be used to determine the direction of the project.
- It is unlikely that the project will look exactly like any of the alternatives.
- The alternatives will be presented to the community for feedback.





Alternatives

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- We don't have a design yet. We're not at that stage of the project. We have developed some alternatives to test how weighting different priorities affects things like **traffic**, **parking**, and **loading**.
- Different parameters that have gone into developing the alternatives include:
 - Retaining as much **parking** as possible.
 - Minimizing **congestion** by keeping turn lanes.
 - Providing a **wider bikeway**.
 - Using **signal phasing** to protect cyclists from turns.
- These alternatives aren't set in stone. Please offer your suggestions for how to improve them.



Fenton Street Bikeway Study

Alternatives

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- Alternatives are looking at the mid-block sections (the area between intersections) and intersections/intersection approaches.
- The preferred alternative may combine different mid-block sections on different blocks, based on the needs of that block.
- The intersection concepts could be applied only at certain intersections, to meet the unique needs of that intersection.

Section Alternatives

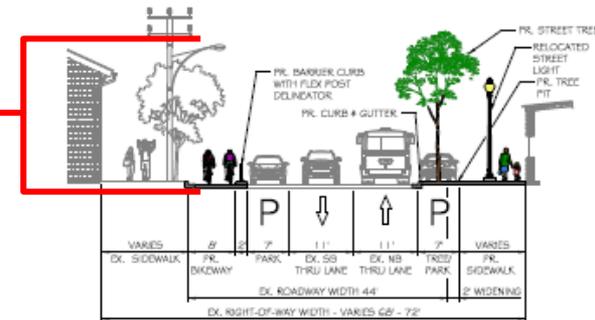
Fenton Street Bikeway Study

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- At right is an example of what the section alternatives look like on the boards in the back of the room.
- Note, these boards show the same intersection treatment. See the intersection concepts board for more info.

alternative name — **ALTERNATIVE B2**

mid-block section —

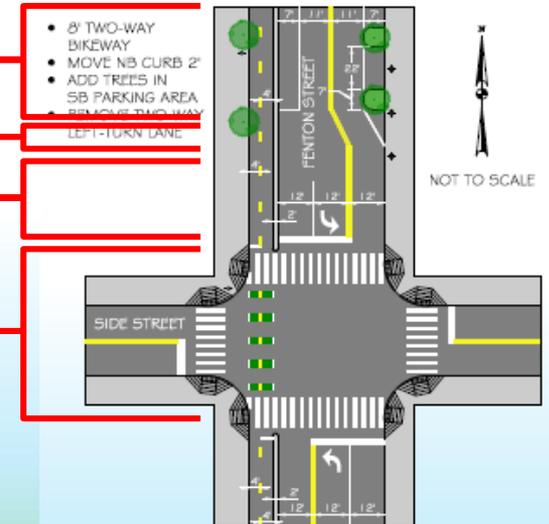


mid-block —

taper —

intersection approach —

Intersection* —



*Note: alternatives are still being developed

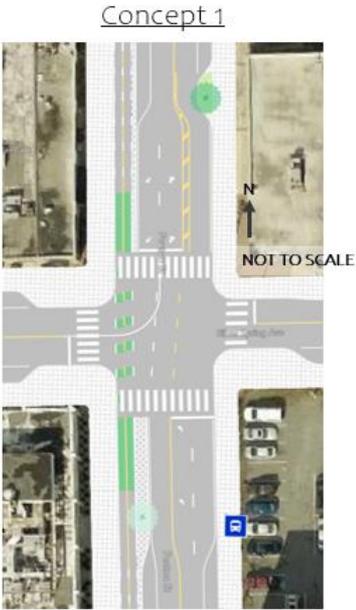


Fenton Street Bikeway Study

Intersection Concepts

At right is an example of what the intersection concepts look like on the boards in the back of the room.

concept name	_____
mid-block taper	_____
intersection approach	_____
Intersection*	_____
concept premise	_____
features/pros/cons	_____



- Concept Premise:**
Protect turns across bikeway
- Right and left turns across the bikeway are protected by arrow signals.
 - Southbound would have a shared thru/left (could be turn restricted during rush hour).
 - Northbound has a protected left and a shared thru/right.
 - Parking would need to stop farther away from the intersection.

*Note: intersection concepts are still being developed



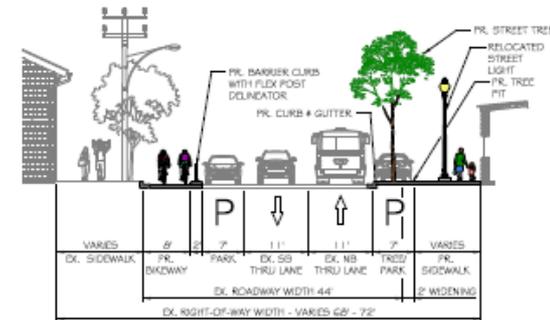
Fenton Street Bikeway Study

What we need from you

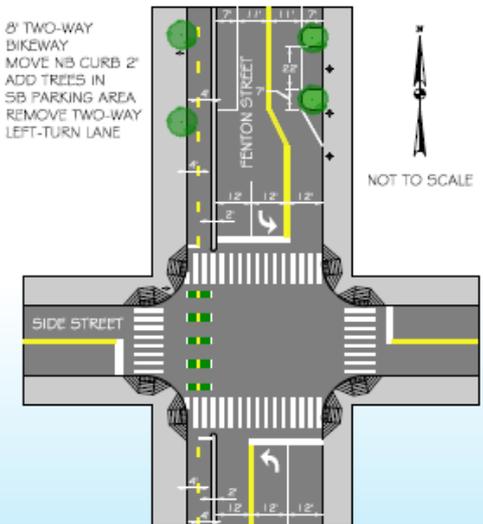
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- What would be very helpful for our design is for you to chat with Staff about the following issues:
 - Are there particular blocks where **parking** is more important?
 - Are there particular blocks where **loading** is an issue?
 - Are there particular blocks where **turning** or **signal timing** is an issue?
 - What issues do you think we **need to know** about?

ALTERNATIVE B2



- 8' TWO-WAY BIKEWAY
- MOVE NB CURB 2'
- ADD TREES IN SB PARKING AREA
- REMOVE TWO-WAY LEFT-TURN LANE





Fenton Street Bikeway Study

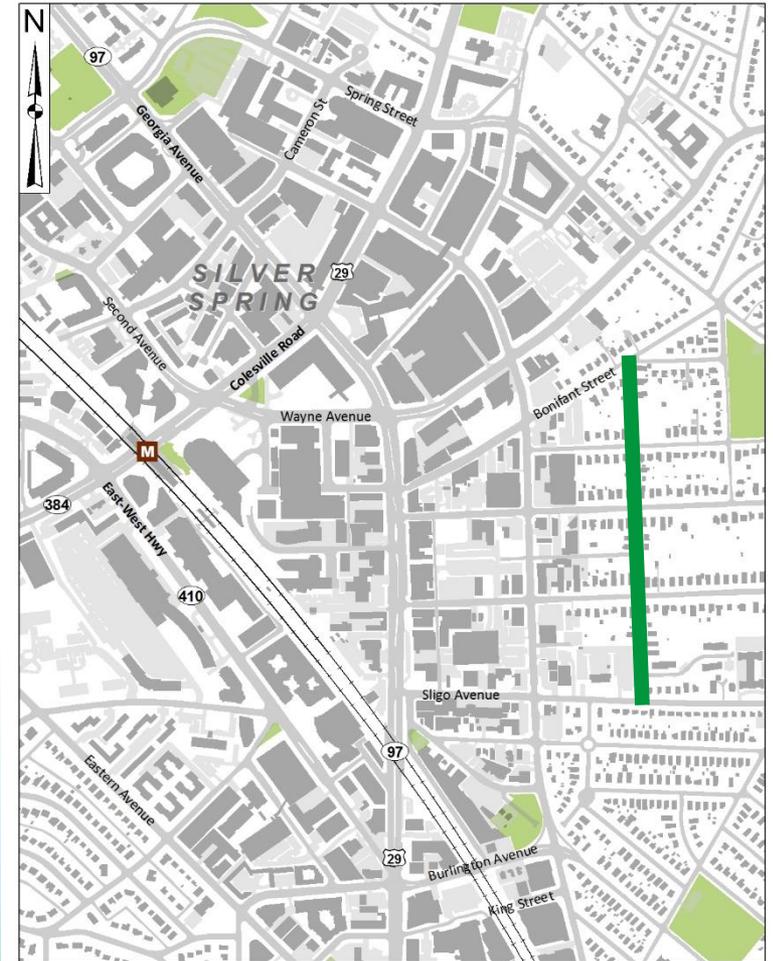
Schedule

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- We anticipate the study will take approximately 9-12 months to complete.
- This means that we could present a **preferred alternative** around this time next year (January 2021).
- Under that schedule, design could start in Spring 2021. Design is likely to take 18-24 months.
- Construction funding is programmed in the CIP



Grove Street Greenway



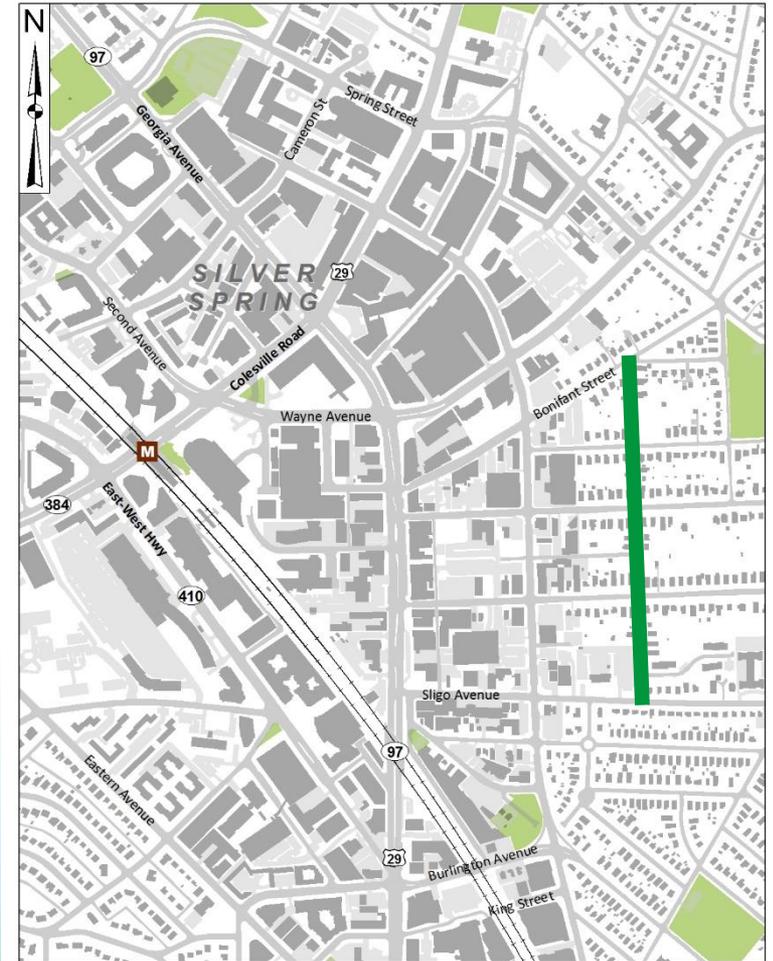


Grove Street Greenway

Scope

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- Grove Street is designated as a **neighborhood greenway**
- This project will be a **pilot** to test out treatments in the corridor





Grove Street Greenway

What is a Neighborhood Greenway?

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- A **neighborhood greenway** is a street designed to give **walking** and **biking** *priority* and to reduce vehicle **speed** and **volume**.
- Tools to create a neighborhood greenway include signs, pavement markings, speed countermeasures, and volume management measures to discourage **through trips** by vehicles and to create safe, convenient crossings of arterial streets.



What is a Neighborhood Greenway?

Grove Street
Greenway

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Speed treatments



Diversionsary treatments





Grove Street Greenway

What is a Pilot Project?

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- MCDOT is **not** proposing to make permanent changes to Grove Street. Instead, a **pilot project** will allow MCDOT to try different treatments in consultation with the community, observe the results, and make changes to improve the effectiveness of the greenway.
- We will propose **temporary** treatments that can be easily removed, modified, or relocated as needed.
- During the pilot, we will collect **speed** and **volume** data to see how effective the treatments are.
- We will look at data from Grove and adjacent streets.

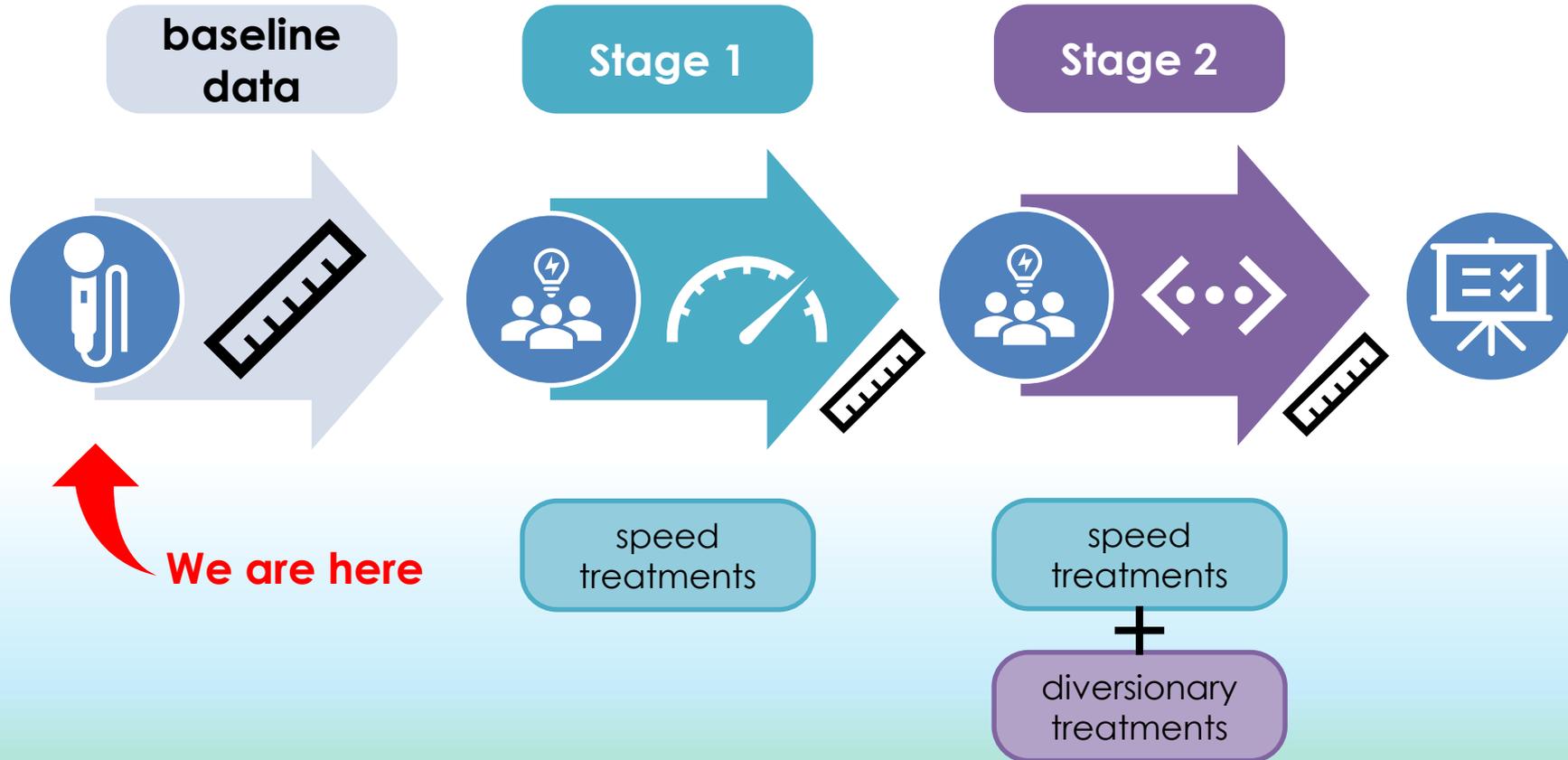


Grove Street Greenway

Schedule

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- The pilot is anticipated to take a two-stage format.





Grove Street Greenway

Next steps

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- The pilot project will use temporary treatments
- We have not determined what treatments or where to locate them yet
- We will have another community meeting to discuss specific treatment proposals for Stage 1



Grove Street Greenway

What we need from you

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- Please help us make these designs better by giving us specific feedback on these items:
 - Are there particular **intersections** that have problems?
 - Do you see **speeding** on any one block in particular?
 - Where do you have trouble **walking, biking, or crossing the street**?
 - What routes do you **usually travel**?
 - What kinds of **treatments** would you like to see?
 - What else do you think we **need to know**?

Fenton vs. Grove

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- Fenton Street and Grove Street are both master-planned for bikeways.
- They compliment each other, rather than acting as substitutes.
- Between 2 and 3 times as many cyclists ride on Fenton as Grove (2017 numbers), even though Grove is a signed route and Fenton is a higher-stress route for cyclists.
- Improvements to Grove will help pedestrians as well as cyclists.
- Fenton changes will also benefit pedestrians in the corridor.



Fenton/410 Intersection



Scope

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Fenton/410 Intersection

- 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.



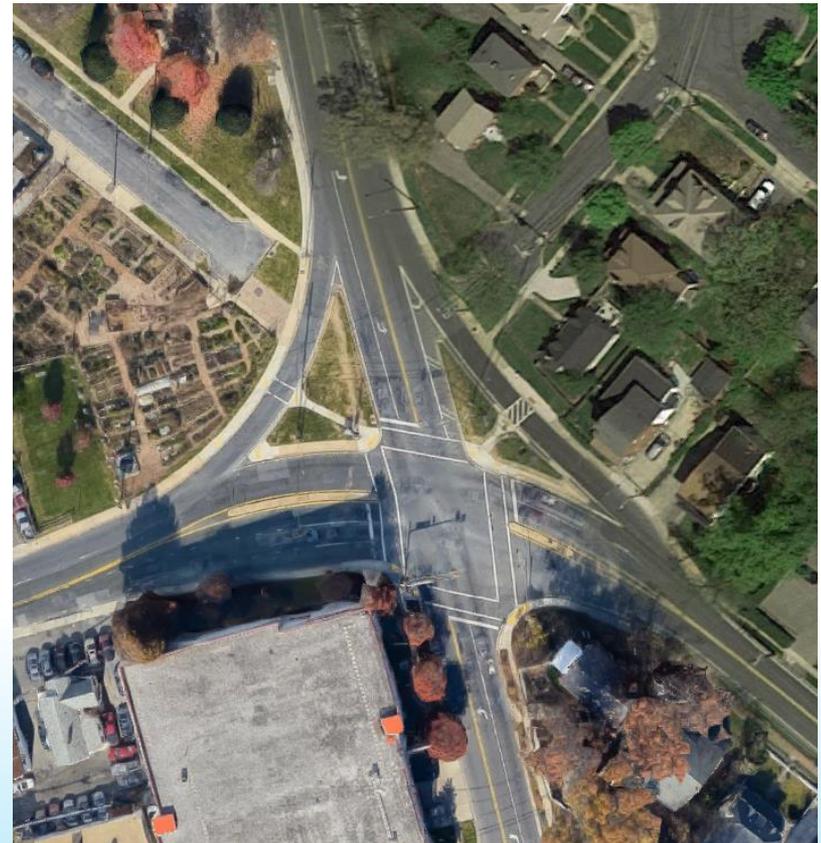


Fenton/410 Intersection

Why?

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



Design Options

Fenton/410 Intersection

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- There are two main options shown at tonight's meeting.
- We're also looking at a hybrid option with a cycletrack across the west leg and a shared-use path on the north leg.



Cycletrack Option



Shared-Use Path Option

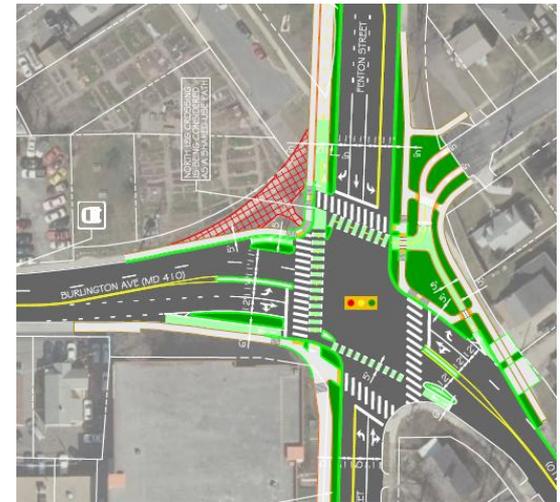


Fenton/410 Intersection

What we need from you

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- When you're talking to staff, please be sure to give us feedback on these issues:
 - Which version do you **prefer**?
 - What do you think about the **hybrid option**?
 - What else do you think we **need to know**?





Fenton/410 Intersection

Schedule

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- The current scope covers final design.
- We expect to complete 30% design in Summer 2020
- Final design and permitting is anticipated to be completed by Winter/Spring 2021.
- Construction could start as early as Summer 2021, but is contingent on approval from the Maryland State Highway Administration and may be dependent on utility relocation.



Other project updates

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- **Cameron to Planning Place Bikeway**
 - Will connect north end of Fenton Street with Planning Place.
 - We are working on revising the 30% design based on comments from Park & Planning staff.
 - Project design expected to be completed Summer 2020.
 - Construction could take place in Fall 2020.
- **Dixon Avenue Separated Bike Lanes**
 - From Wayne Ave to Ripley St.
 - Design is at approximately 30%.
 - On hold pending coordination with Purple Line construction.
- **Silver Spring Secure Bike Parking Facility**
 - Corner of Bonifant & Dixon, under parking garage.
 - At 30% design.
 - Design completion expected Summer 2020.
 - Construction anticipated in Fall 2020 or Spring 2021.



Questions?



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please wait for the microphone

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