

18 May 2022

Presentation will
begin shortly



GROVE STREET NEIGHBORHOOD GREENWAY PILOT PROJECT



Matt Johnson, AICP



Contact

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Matt Johnson
Project Manager

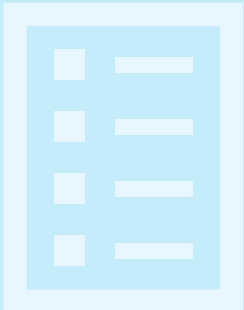
240.777.7237

Matt.Johnson@MontgomeryCountyMD.Gov

Agenda

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- 6:35: Housekeeping/Introduction
- 6:40: Meeting presentation
- 7:10: Public comment
- 8:30: Adjourn





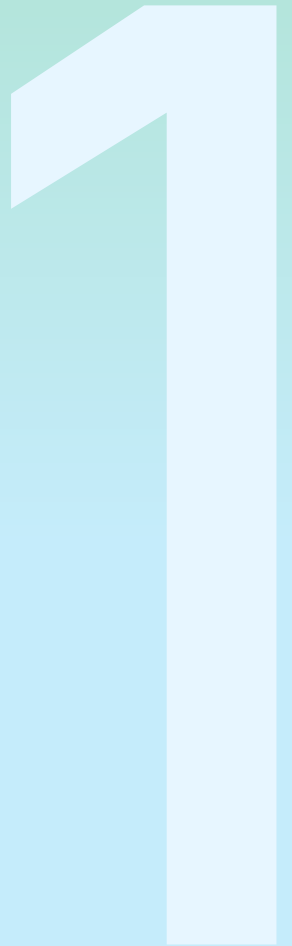
Meeting Goals

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- This meeting is intended to present the **results of the traffic analysis** of Stage 1 of the pilot.
- We also want to get **your feedback** about the potential options for Stage 2.

Section 1: Project Background

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Project Area

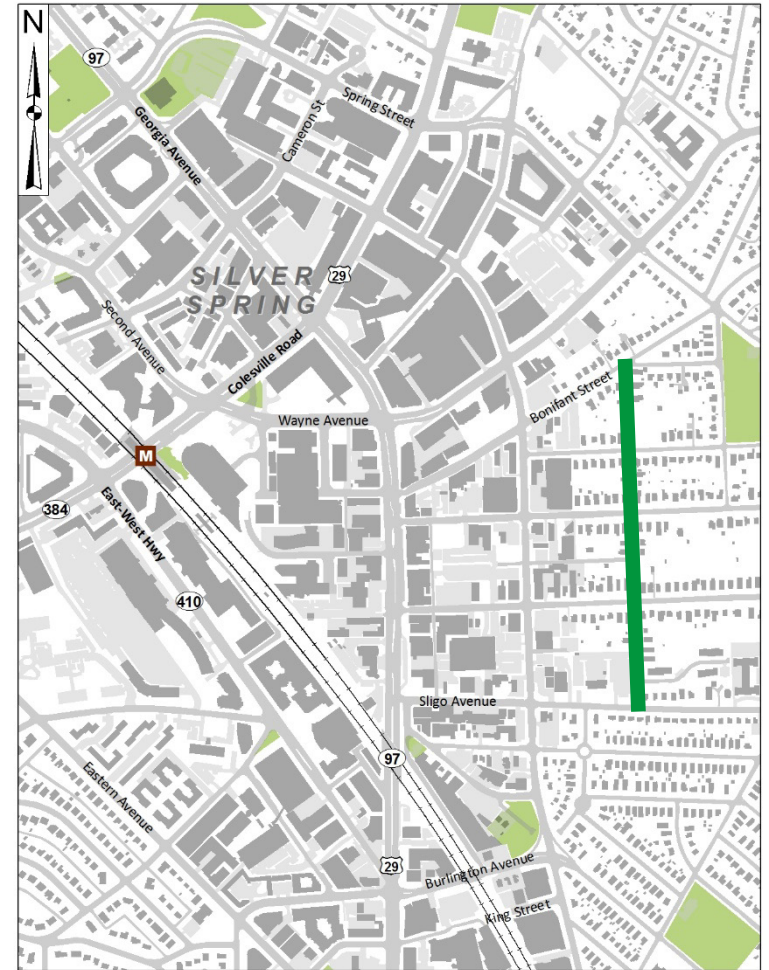
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Grove Street looking North at Thayer Avenue (May 2020)



Grove Street looking South at Easley Street (May 2020)

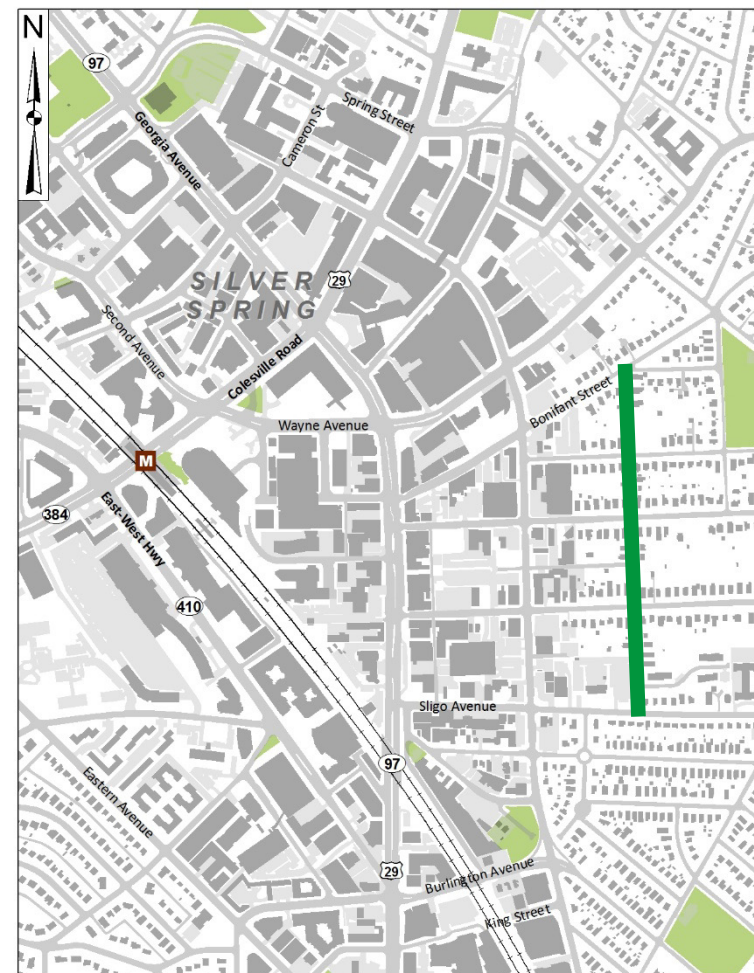




Scope

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- Grove Street is designated as a **neighborhood greenway**
- This project is a **pilot** to test out treatments in the corridor
- Stage 1 of the pilot was installed in summer 2021





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 **cut-through trips** by vehicles and to create safe, convenient crossings of arterial streets for bicyclists and pedestrians.





What is a Neighborhood Greenway?

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Speed treatments



Diversionary treatments





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 **semi-permanent** treatments that can be easily removed, modified, or relocated.
- 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.

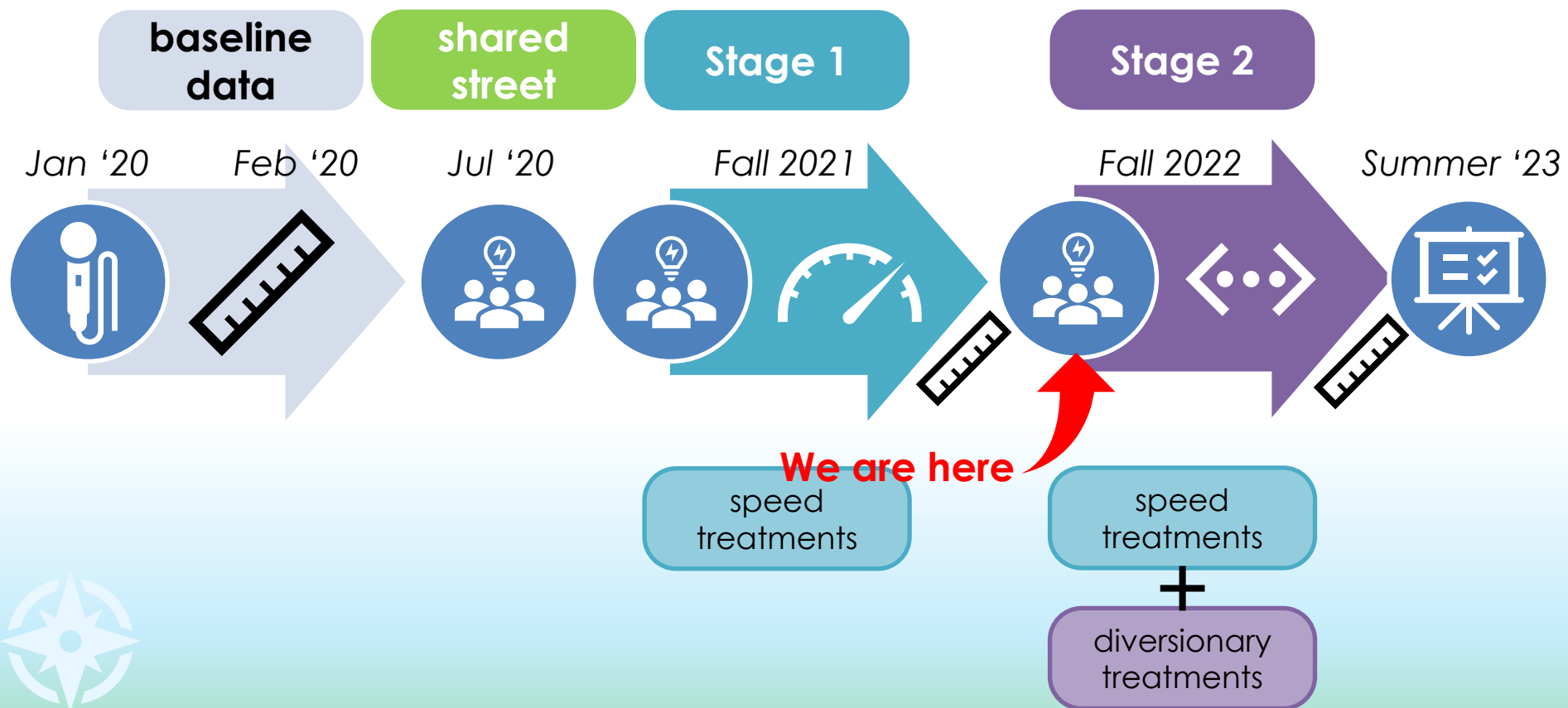




Schedule

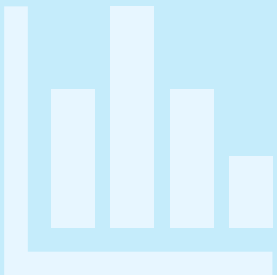
11

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



Section 2: Survey Results & Traffic Data

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What we heard from you

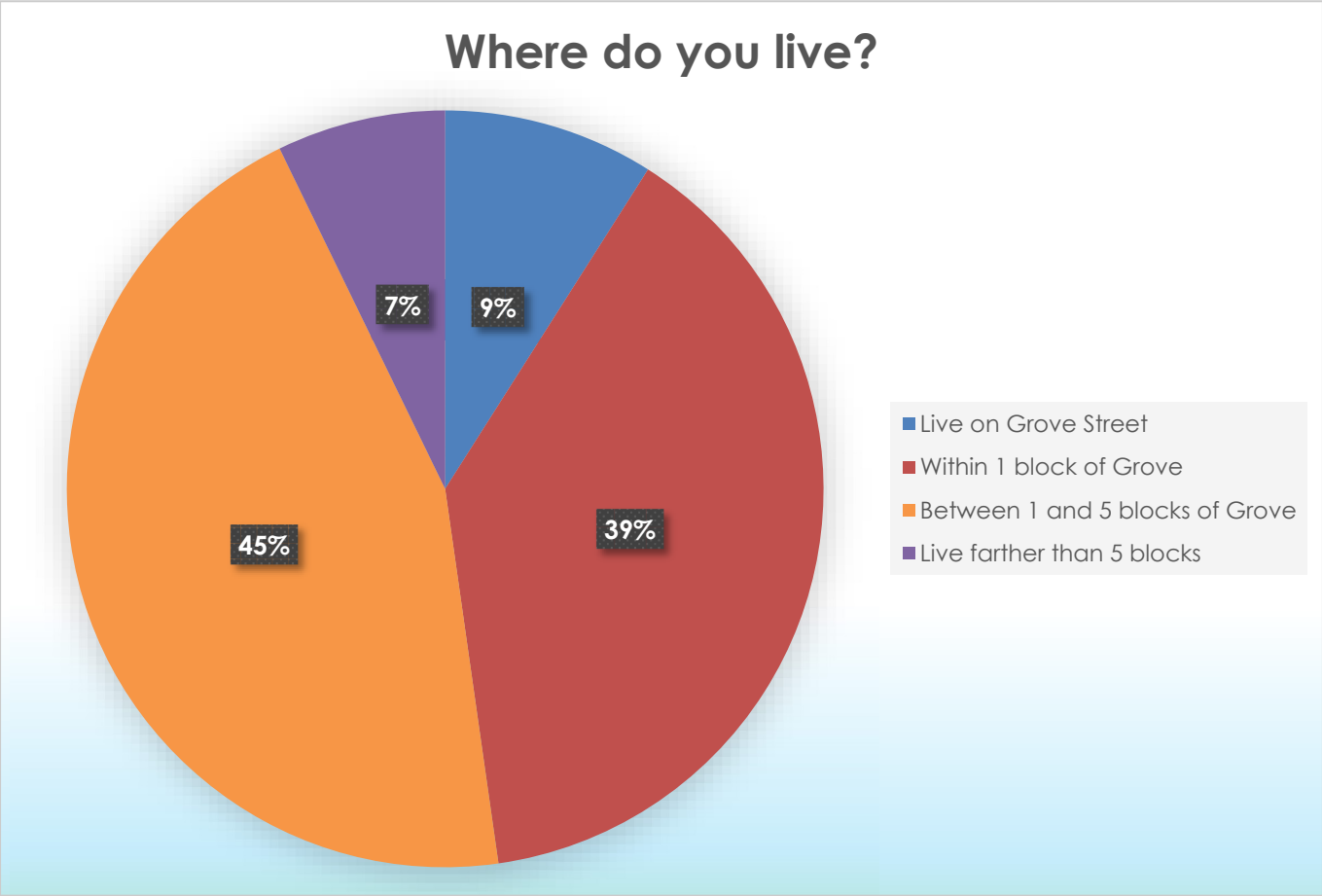
13

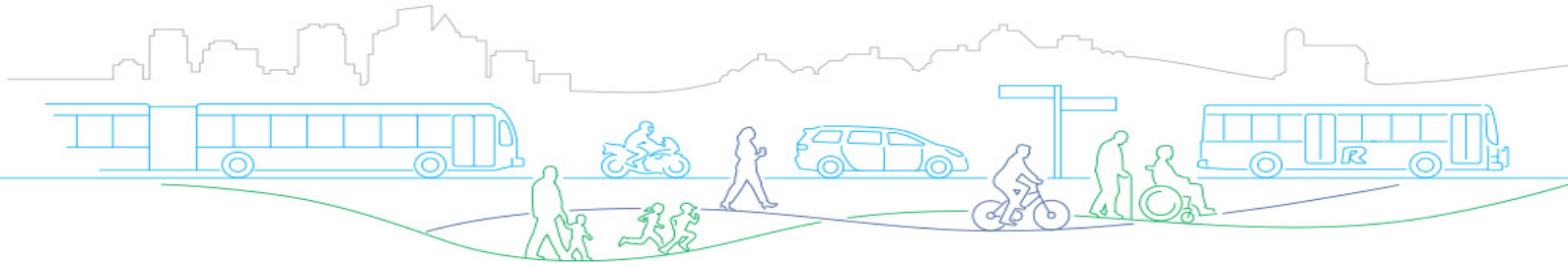
- In preparation for tonight's meeting, we conducted an online survey to gauge your preferences.
- Here's what we heard from you.
- We have received 110 responses to the survey so far (as of 3:00p on Monday 5/16).
- The survey will **remain open** through May 27.





Survey Results – Where do you live?

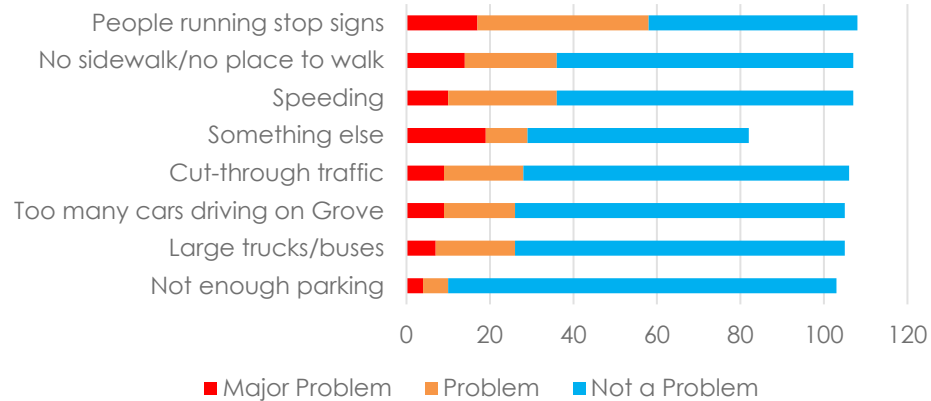




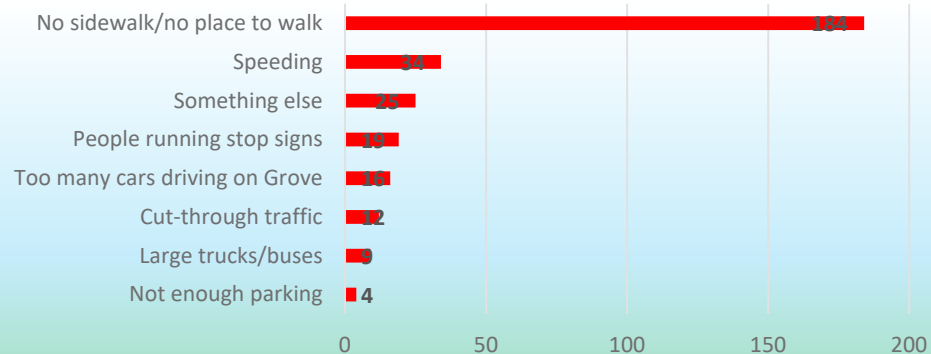
Survey Results – What concerns you?

15

Concerns about Grove Street - Stage 1



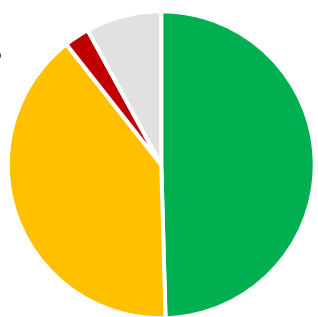
Top concern – Before Pilot





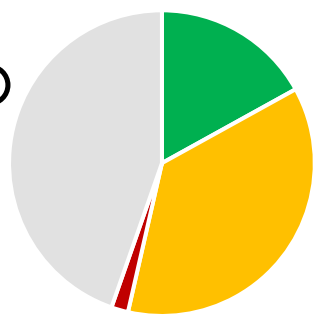
Survey Results – Changing use of Grove Street during Stage 1?

Walk on Grove



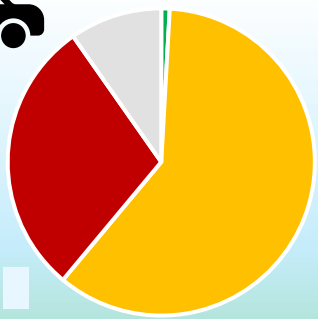
- More
- About the same
- Less than before
- N/A

Bike on Grove

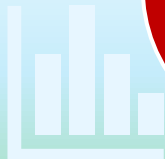


- More
- About the same
- Less than before
- N/A

Drive on Grove



- More
- About the same
- Less than before
- N/A

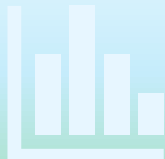
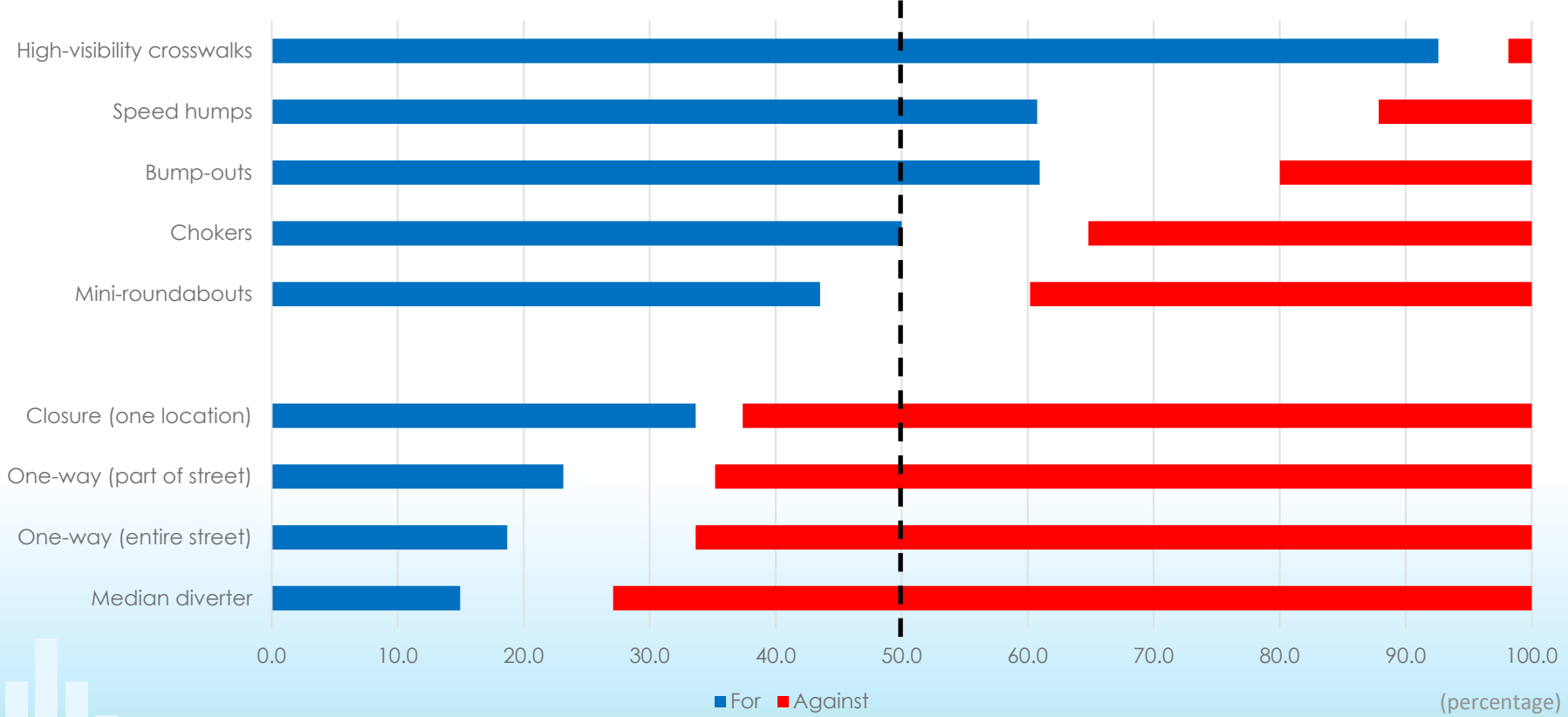




Survey Results – Traffic Calming Preferences

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Traffic Calming Treatment Preferences – During Stage 1





Stage 1

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- Stage 1 has been in place since late summer 2021, except for the speed humps, which were installed in fall 2021.





Grove Street Speeds

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- We collected speed and volume data in February 2020 to establish a baseline for traffic on Grove Street.
 - 85th percentile speed
 - Top speed
 - Average Annual Daily Traffic
- Additional speed and volume data is being collected at each step in the pilot process.
 - Feb 2020 (Baseline)
 - Sep 2020 (Shared Street)
 - Mar 2022 (Stage 1)





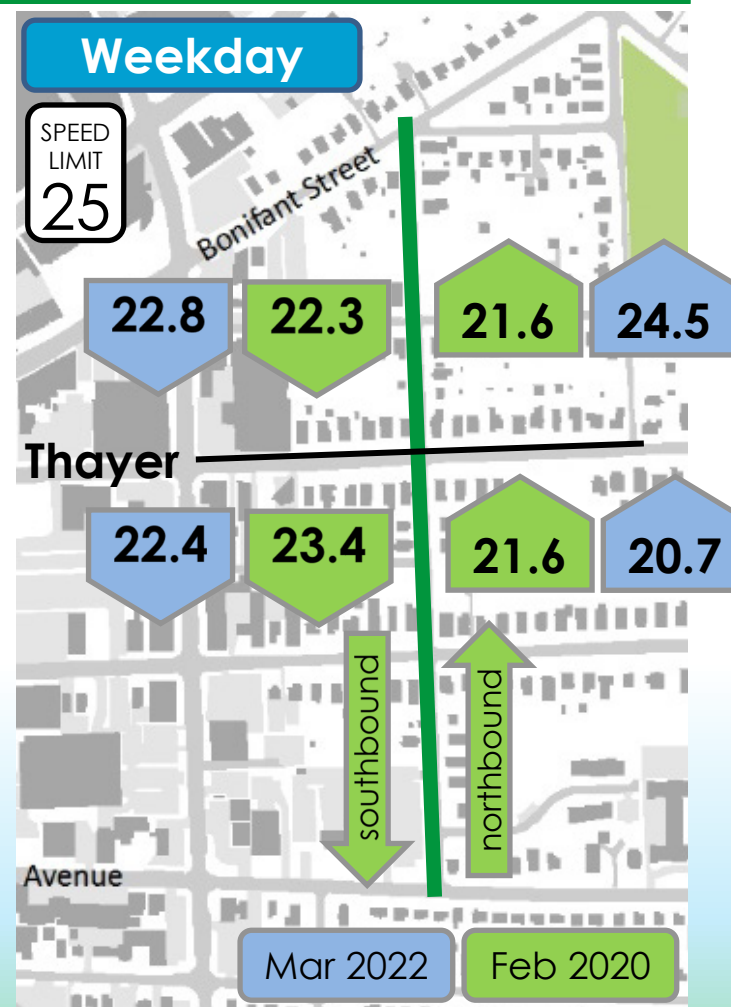
Grove Street 85th Percentile Speeds

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- **Baseline** data (Feb. 2020)
- **Stage 1** data (Mar 2022)
 - Weekdays, 85th percentile speeds **increased** by 1.7%
 - Comparatively, during the **shared street** period, speeds dropped by 19%.

Map shows 85th Percentile Speed

85th percentile speed is the speed at which 85% of cars are travelling at or below. 15% of cars are traveling faster than that speed.





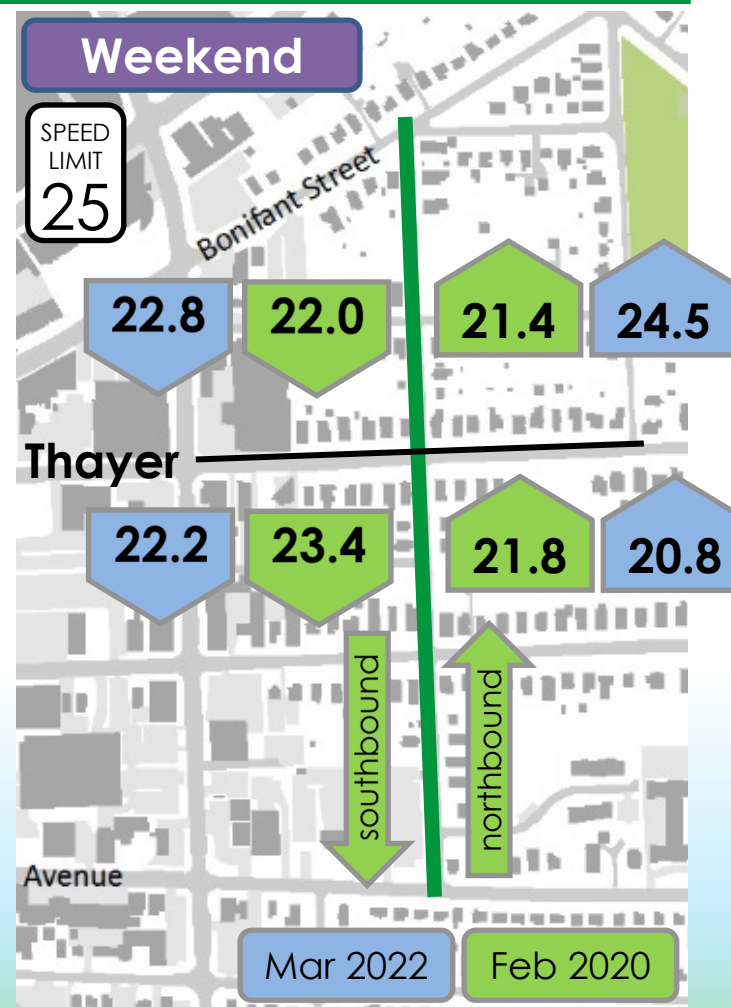
Grove Street 85th Percentile Speeds

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- **Baseline** data (Feb. 2020)
- **Stage 1** data (Mar 2022)
 - Weekends, 85th percentile speeds **increased** by 1.8%
 - Comparatively, during the **shared street** period, speeds dropped by 21%.

Map shows 85th Percentile Speed

85th percentile speed is the speed at which 85% of cars are travelling at or below. 15% of cars are traveling faster than that speed.

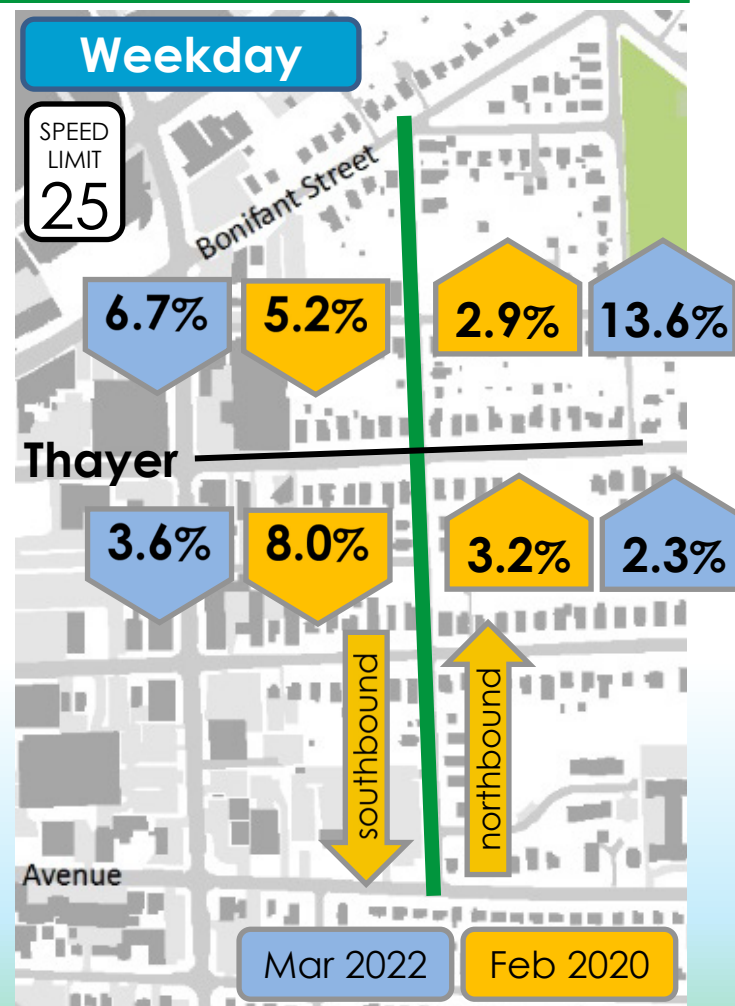




Grove Street Speeding

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- **Baseline** data (Feb. 2020)
- **Stage 1** data (Mar. 2022)



Map shows percent exceeding speed limit

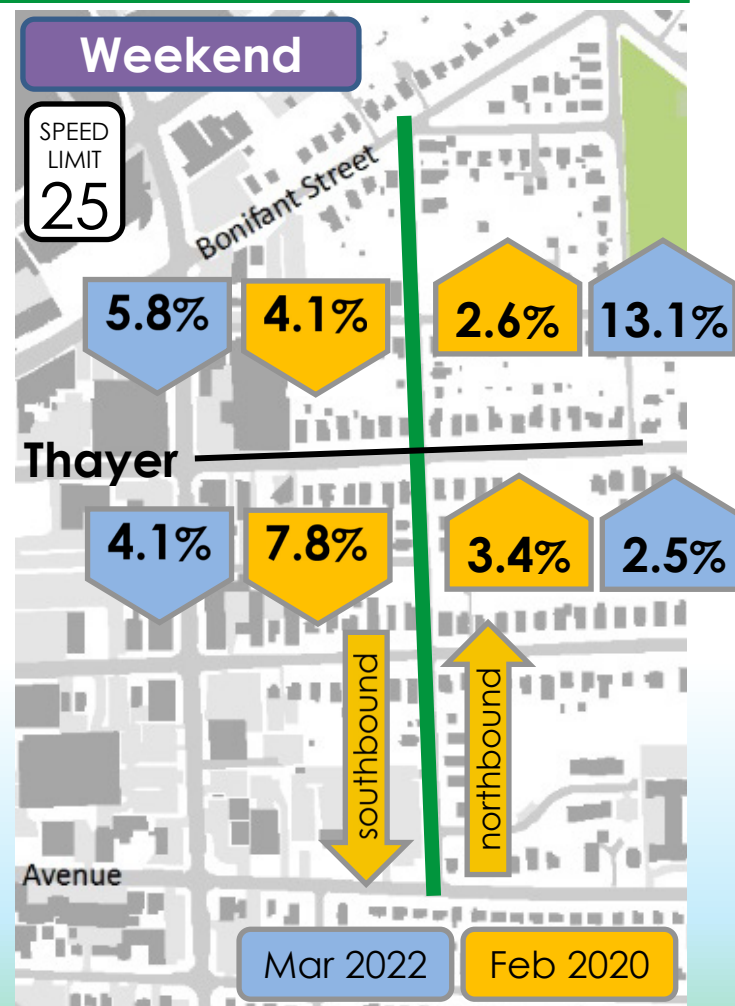




Grove Street Top Speeding

23

- **Baseline** data (Feb. 2020)
- **Stage 1** data (Mar. 2022)



Map shows percent exceeding speed limit





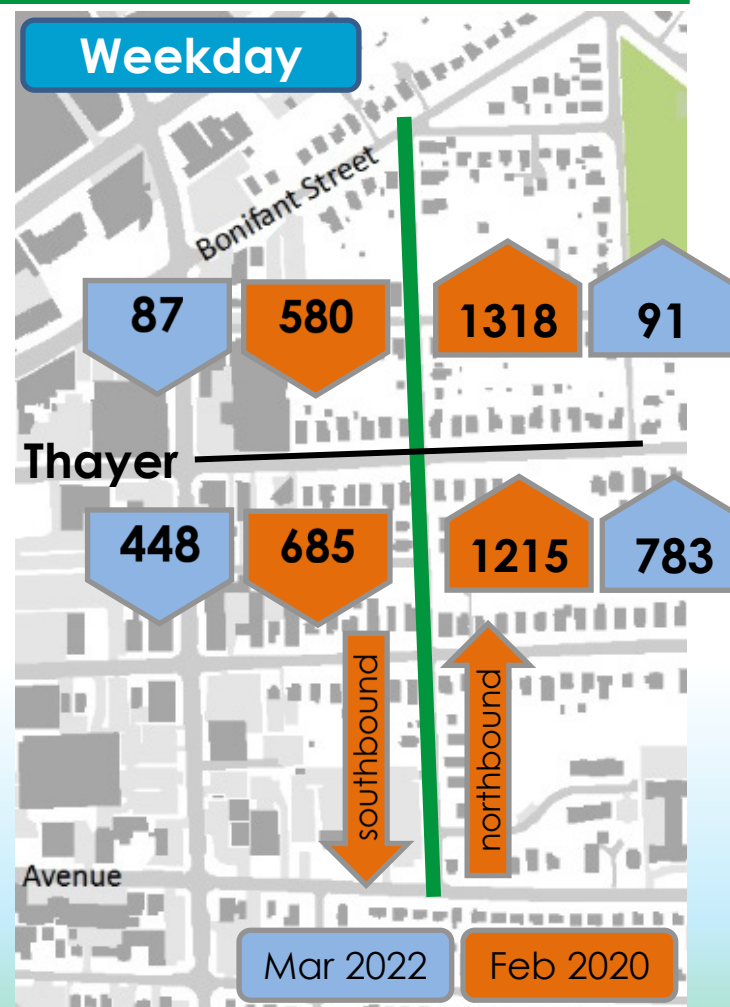
Grove Street Volumes

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- What did **baseline** traffic volumes look like on Grove?
- With the **Stage 1 treatments**, volumes decreased:
 - Weekdays, down by 39%
- To compare, during the shared street, volumes decreased:
 - Weekdays, down by 86%
- Control Location: Sligo Ave
 - During Stage 1: -8%
 - During Shared Street: -23%

Map shows Average Daily Traffic (ADT)

This is the average count of traffic on each segment over a 24-hour period.





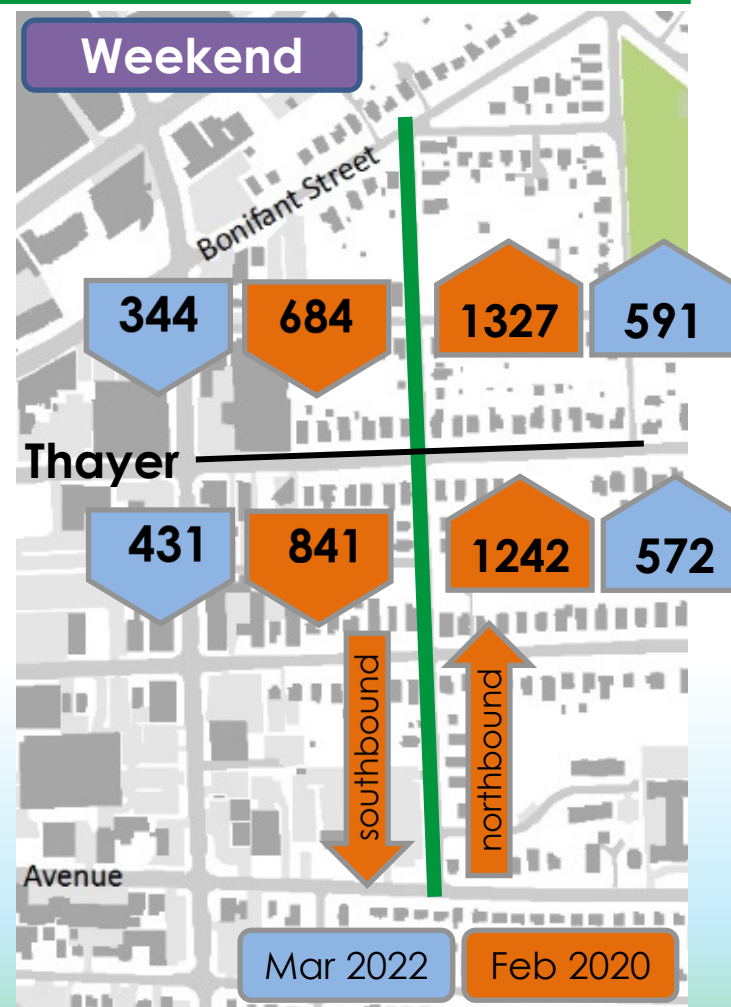
Grove Street Volumes

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- What did **baseline** traffic volumes look like on Grove?
- With the **Stage 1 treatments**, volumes decreased:
 - Weekends, down by 52%
- With the **shared street**, volumes decreased:
 - Weekends, down by 87%
- Control Location: Sligo Ave
 - During Stage 1: -26%
 - During Shared Street: -15%

Map shows Average Daily Traffic (ADT)

This is the average count of traffic on each segment over a 24-hour period.

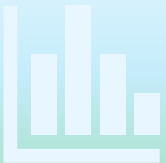




What about other streets?

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- So, we've seen how Stage 1 has impacted Grove Street. How has it impacted other streets in the neighborhood?





Changes on other streets

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- How did volumes change on Grove & adjacent streets?
- How to read this map:
 - Arrow points in direction of traffic
 - + and red background indicate an increase in traffic
 - and green background indicate a decrease in traffic
 - The percentage is the difference between February 2020 and March 2022

Example 1:

Northbound count location, with a 95% decrease in traffic volume.



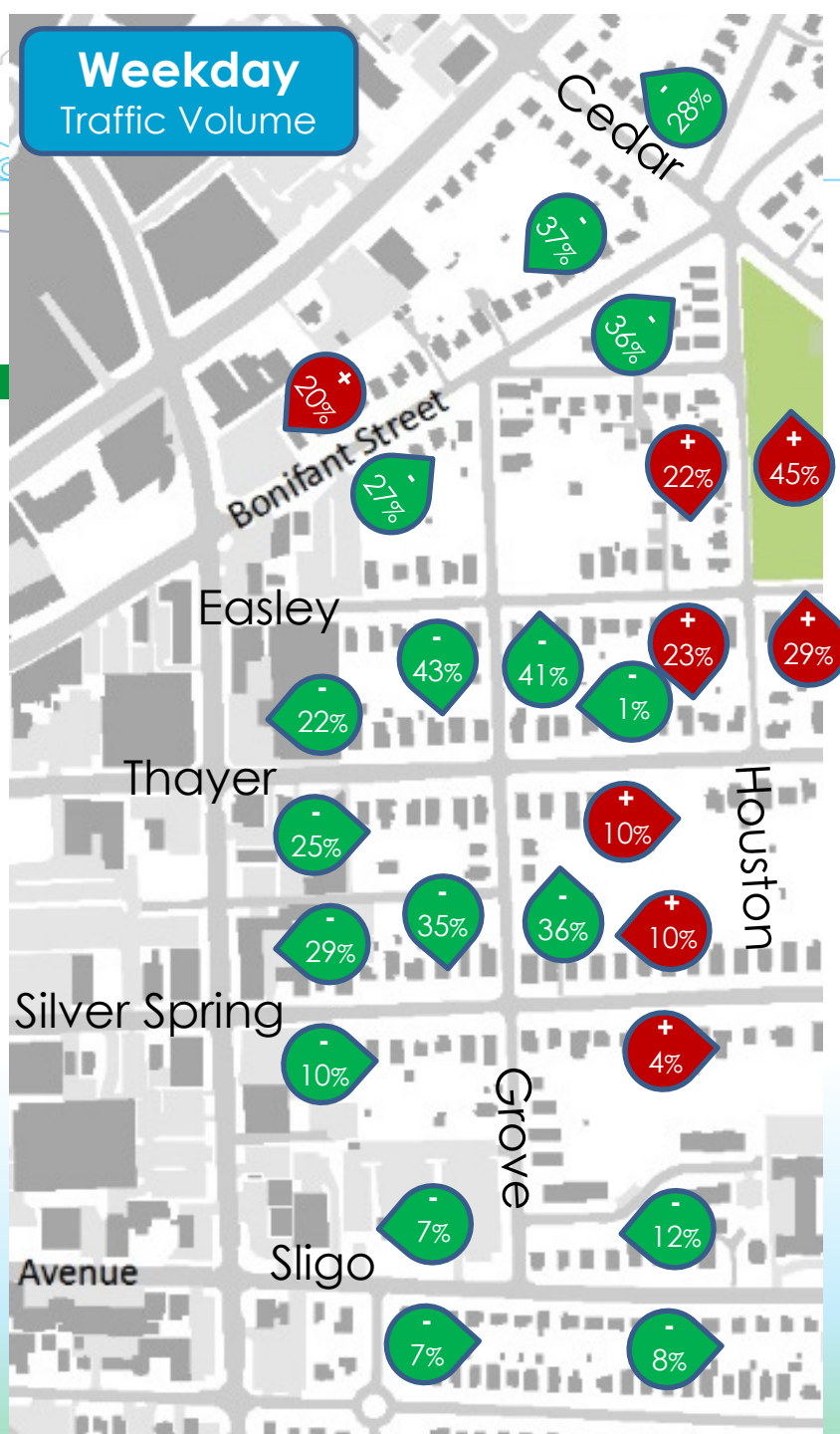
Example 2:

Southbound count location, with a 42% increase in traffic volume.



Map shows change in Average Daily Traffic (ADT)

This shows the percentage change in traffic volume from February 2020 to September 2020

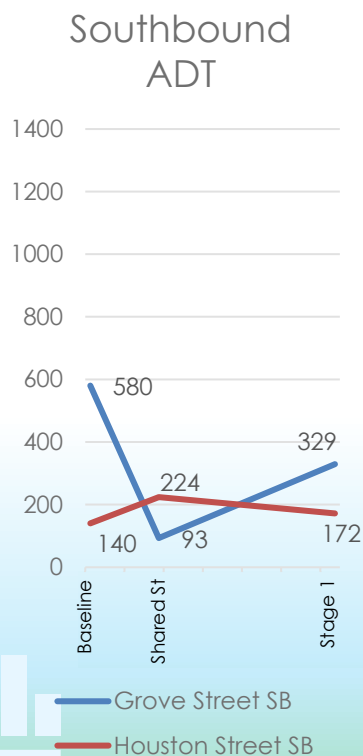




Grove & Houston Counts

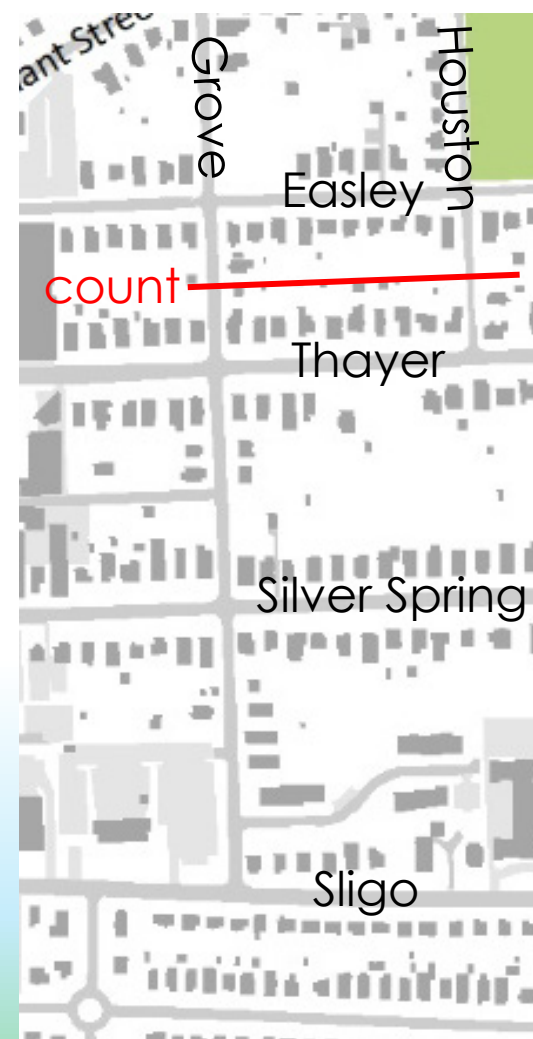
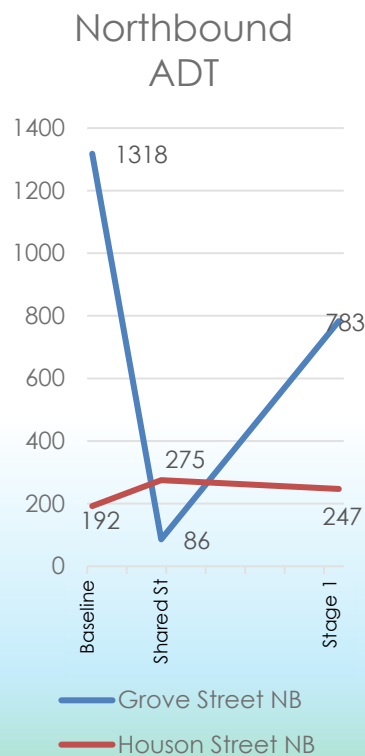
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- A closer look at volumes on Grove & Houston
 - While traffic volumes dropped on Grove and increased on Houston, it wasn't even.



During the **shared street** period, Grove Street traffic volume dropped significantly. Houston Street traffic increased, but not by as much as the Grove drop.

During **Stage 1**, Grove traffic is still lower than the baseline. Houston Street traffic is slightly higher.



Section 3: Next Steps

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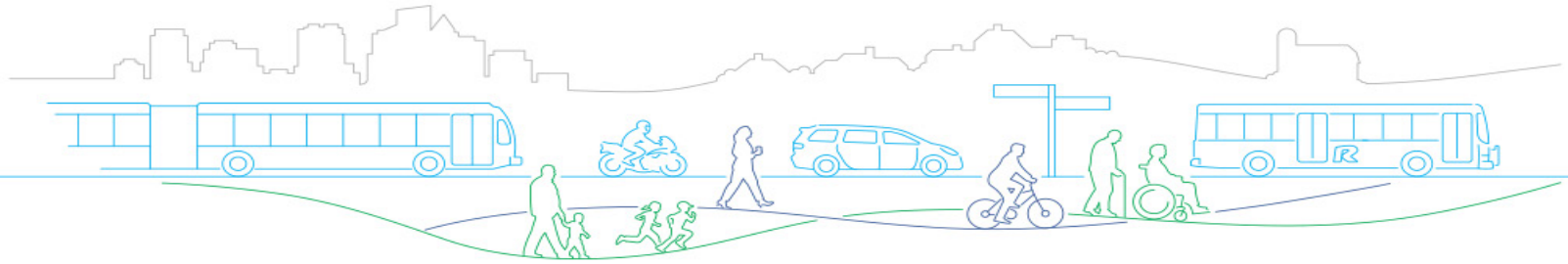


Volume Management Treatments

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- As originally conceived, the Pilot was to be broken into two stages:
 - Stage 1 – Speed management treatments and a walking lane.
 - Stage 2 – Volume management treatments added to the Stage 1 treatments.





“Soft” Diversionary Treatments

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- The shared street that was on Grove Street is a great example of a “soft” treatment. Signs indicate that the road is for local traffic only, but drivers can pass the barricades.
- Another example could be a time-based entry restriction.



“soft” entry restriction



temp. shared street – “soft” diversionary treatments

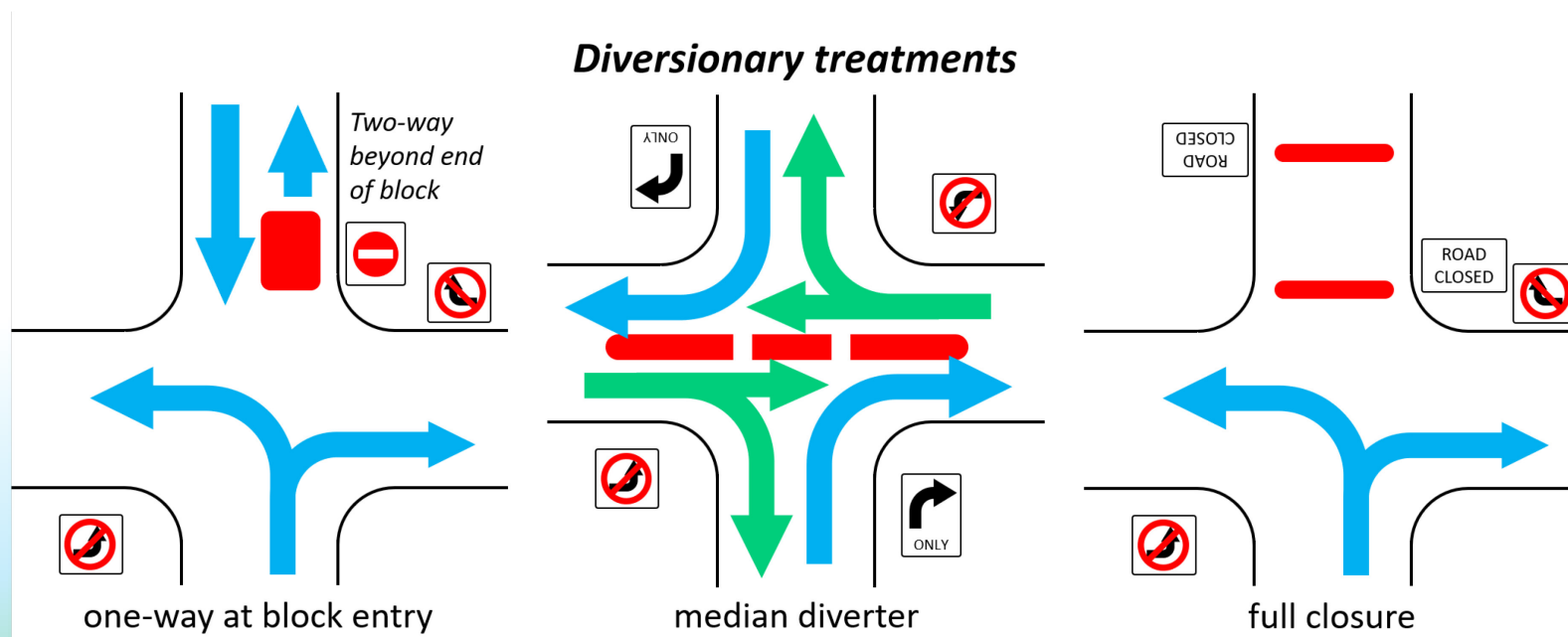


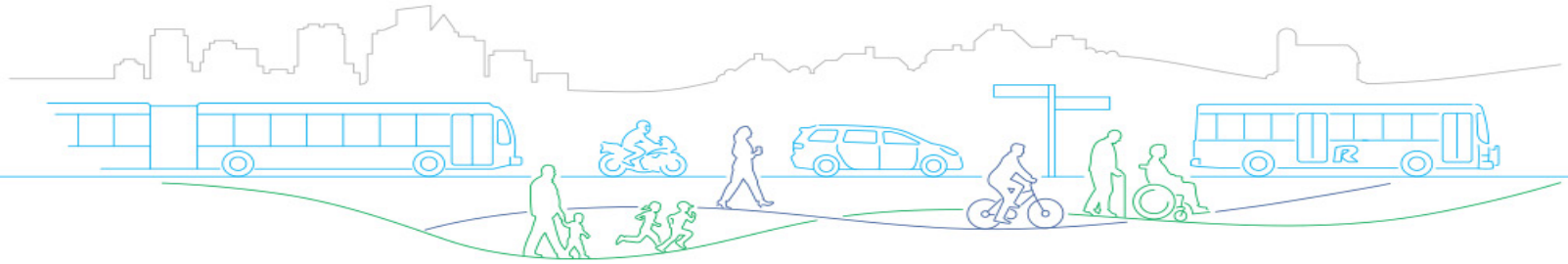


“Hard” Diversionary Treatments

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- Physical barriers prevent through movement or bar entry, and can therefore be more effective at reducing cut through traffic.





“Hard” Diversionary Treatments

33

- Physical barriers prevent through movement or bar entry, and can therefore be more effective at reducing cut through traffic.



one-way at block entry



flexpost median



closure at end of 1 block



Other Diversionary Treatments

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- Making an entire block or several blocks one-way at all times is a regulatory treatment, but it's not as soft as the “soft” treatments.
- Traffic volumes on Grove Street are very unbalanced, so one-way treatments could be very effective at reducing cut-through traffic.
- The downside is that local residents would also be forced to find alternate routes.

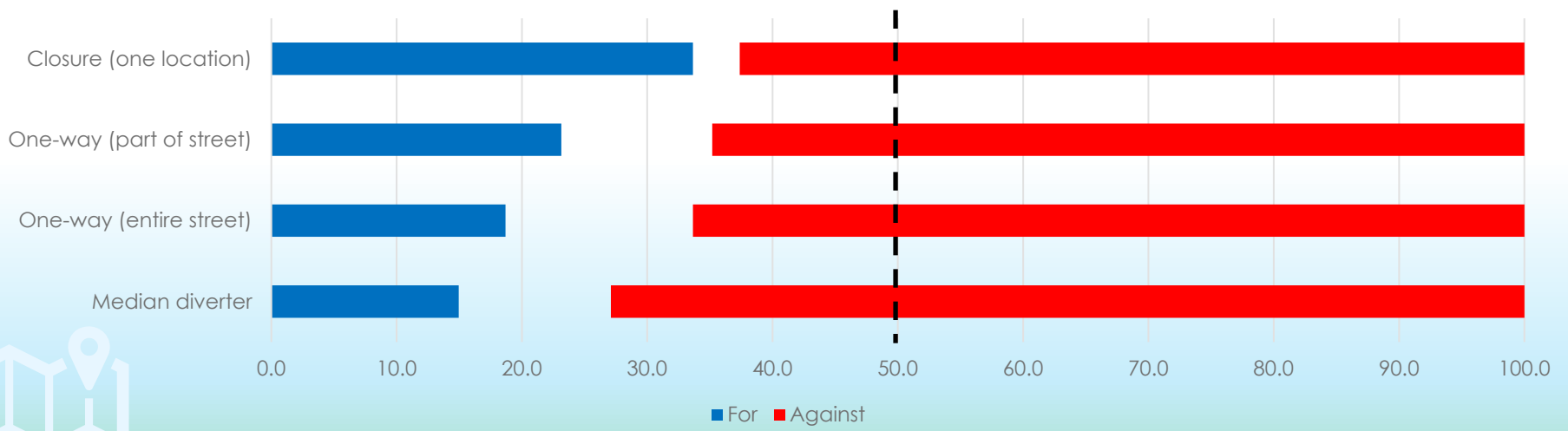




Volume Management Treatments

- The survey indicates that support for volume management treatments is generally less than 25%.
- Volume and speed have dropped as a result of the Stage 1 treatments.

Volume Management Treatment Preferences



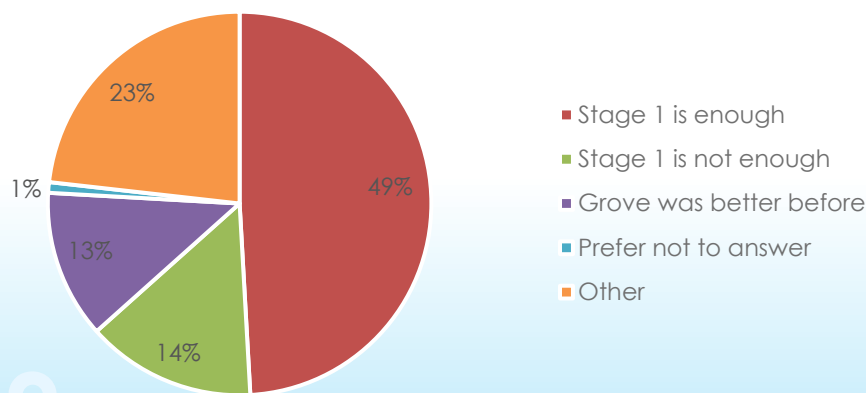


Need for Stage 2?

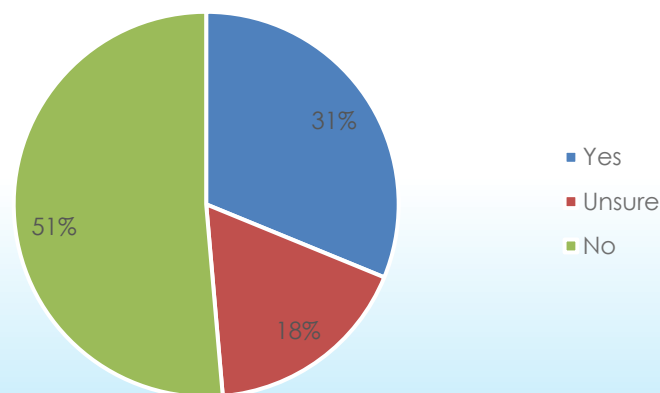
36

- Survey responses indicate slightly less than half think Stage 1 is enough.
- Slightly more than half oppose adding volume management as part of Stage 2.

Feelings about Grove Street Stage 1



Favor adding Volume Management





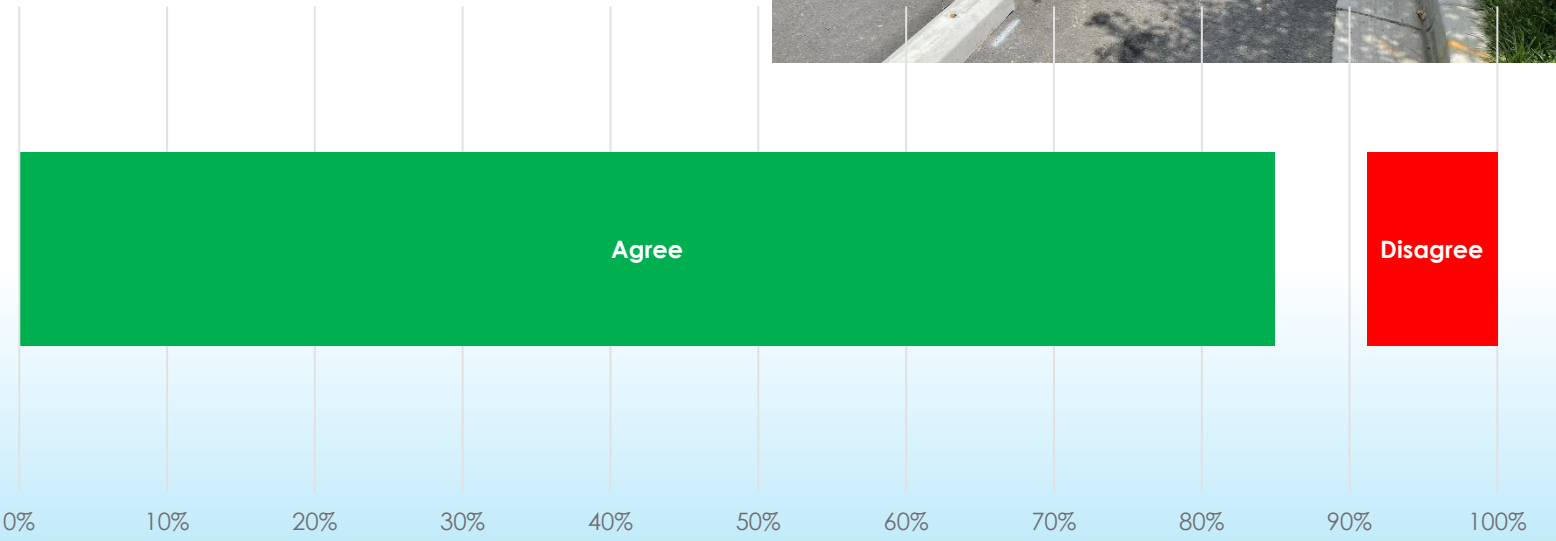
Walking Space

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- The walking lane is very popular.



I like the walking lane





Walking Space

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- The interim treatments for the walking lane cannot be a permanent treatment due to maintenance challenges.
- Permanent options for the walking lane:
 - Remove it and return Grove Street to its “before” condition.
 - Keep a walking lane, but use permanent materials (like concrete).
 - Narrow Grove Street and build a sidewalk where the walking lane is today.
 - Build a sidewalk behind the existing curb.

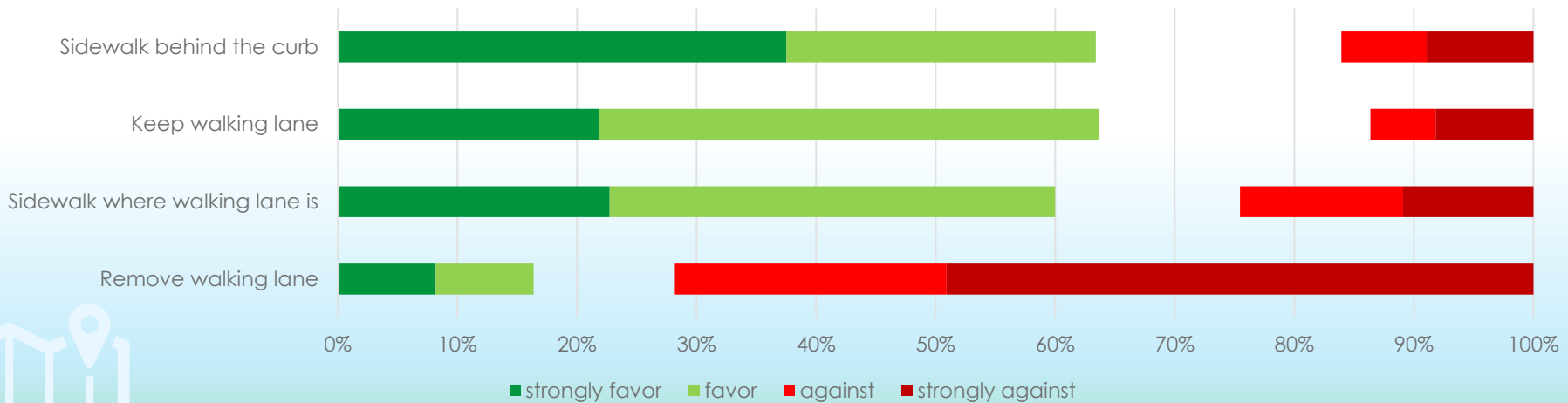




Walking Space

- Popularity of the walking lane options:
 - All the options that keep a walking space are popular at similar rates.
 - Removing the walking space is very unpopular.

Permanent Walking Space Preferences





Next steps

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- Based on comments received at this meeting and via the survey, MCDOT will determine a course of action for Stage 2 of the pilot and a preferred permanent walking lane.
- MCDOT will consult the community before implementing any Stage 2 treatments.
- Determine need to modify any Stage 1 treatments as well.
- If you haven't taken the survey yet, please do so! It will remain open until May 27.



Section 4: Public Comment

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Public Comment

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- 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 **Dave Marihugh**.





Public Comment

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- Any comments or questions you have regarding the Grove Street project are welcomed.
- It would be helpful for us to hear your concerns or thoughts on **specific elements** of the pilot.
 - How do you feel about how the **stage 1** treatments are working?
 - Do you think we need to add **volume management** treatments?
 - What are your preferences for a **permanent walking space**?
 - What else do you think we **need to know**?



Public Comment

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Thank you for providing your input.

Please submit comments in writing
by **Friday, May 27, 2022.**

Email is preferred:

Matt.Johnson@MontgomeryCountyMD.gov

By mail:

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

