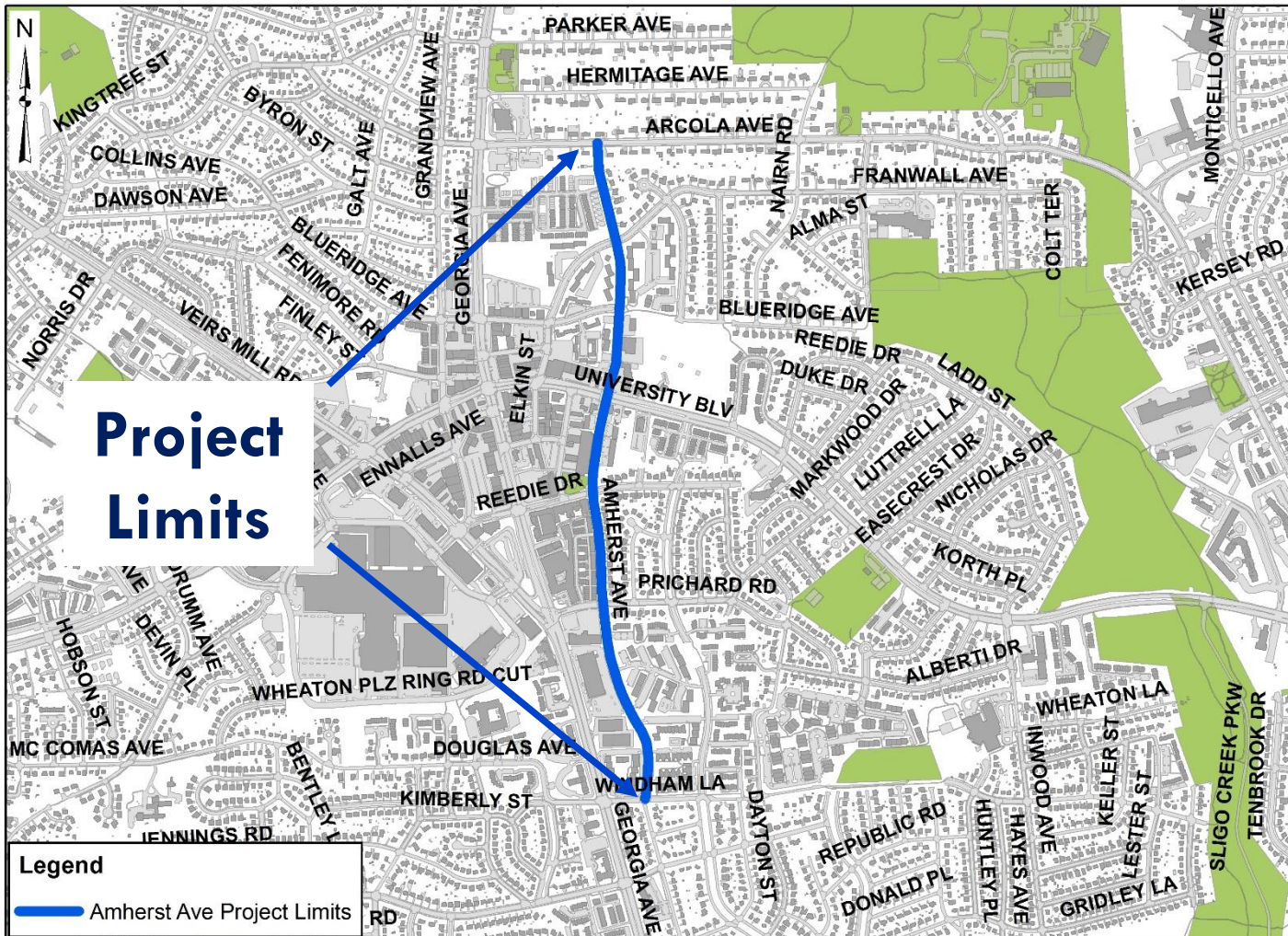




AMHERST AVENUE BIKEWAY

from Windham Lane to Arcola Avenue

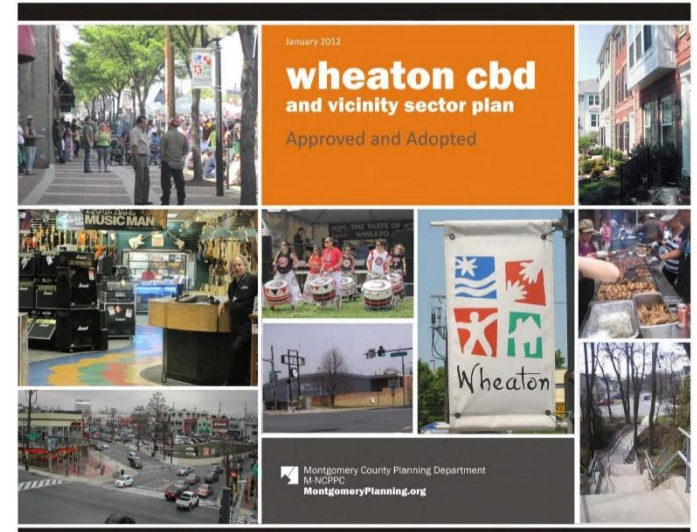
Vicinity Map



Project Background

3

- **Wheaton CBD and Vicinity Sector Plan**
 - Improve connectivity
 - Include bicycle lanes along Amherst Avenue
- **Amherst Avenue Bikeway – From Windham Ln to Arcola Ave**
 - Will provide key connection to Sligo Creek Trail from the Wheaton CBD.
 - Will accommodate a long-distance bicycle connection from the southern and northern terminus of the Central Business District.

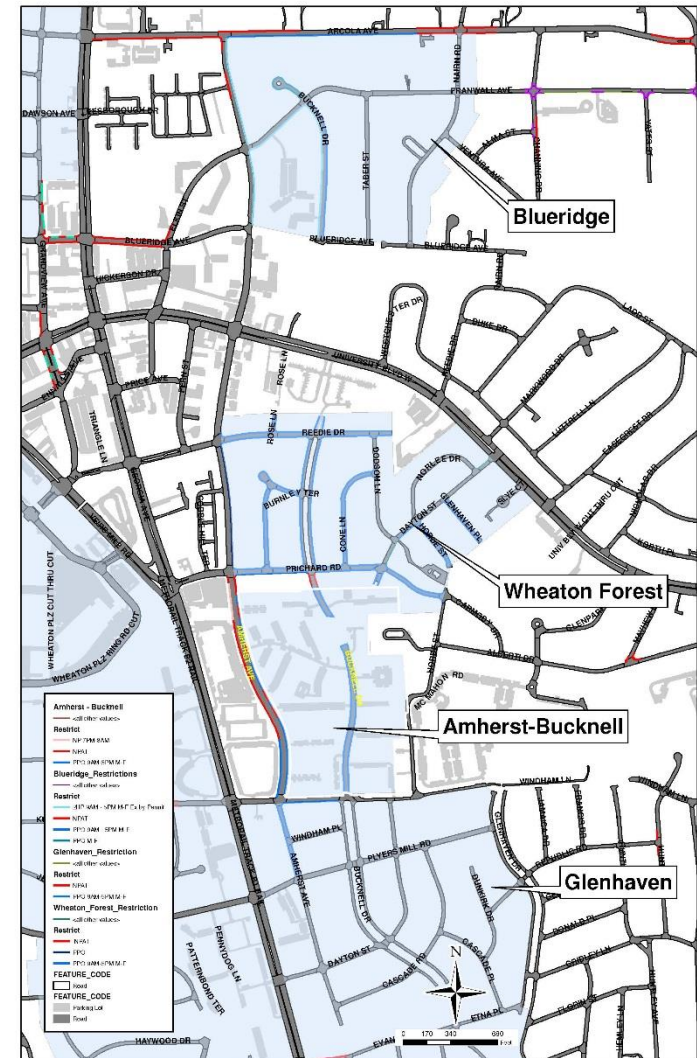


Project Background



Existing Conditions

- Typical roadway width is 48'.
 - From Prichard Rd to Reddie Dr roadway width is 40'.
 - From Blueridge Ave to Arcola Ave roadway width is 36'.
- Public Right-of-Way is available beyond the existing sidewalk throughout the corridor.
- Ride-On bus routes operate on Amherst Ave from Reddie Dr to Arcola Ave.
- A combination of metered and residential permit parking exists along the corridor.

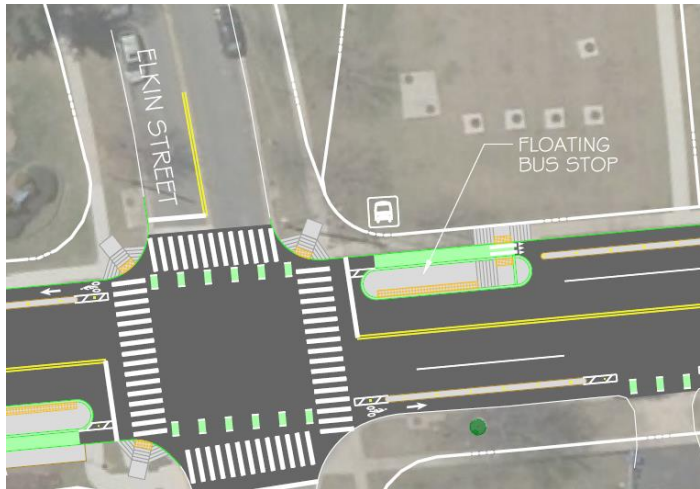


Proposed Treatments

5

▣ Floating Bus Stop

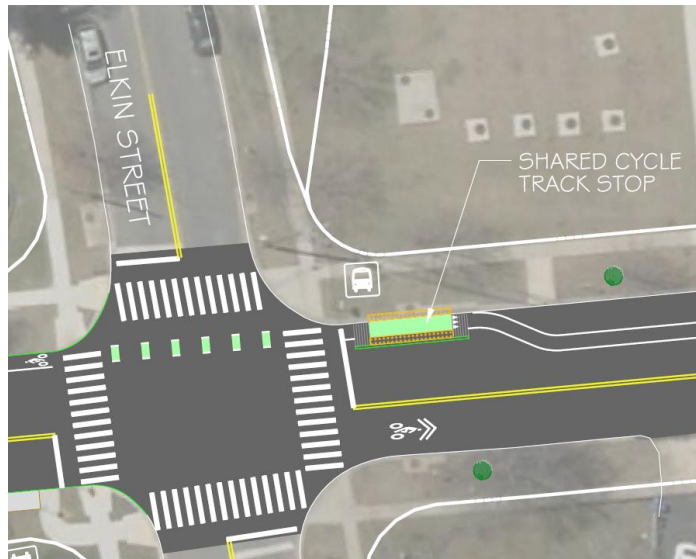
- Protects pedestrians from crossing bicycle facilities to board buses.
- Avoids buses having to pull into the bike lane to discharge passengers.



Proposed Treatments

6

- ▣ Shared Cycle Track Stop
 - Retrofit option for constrained streets.
 - Avoids buses having to pull into the bike lane to discharge passengers.
 - Space within a bike lane is utilized to satisfy accessible boarding zone requirements.

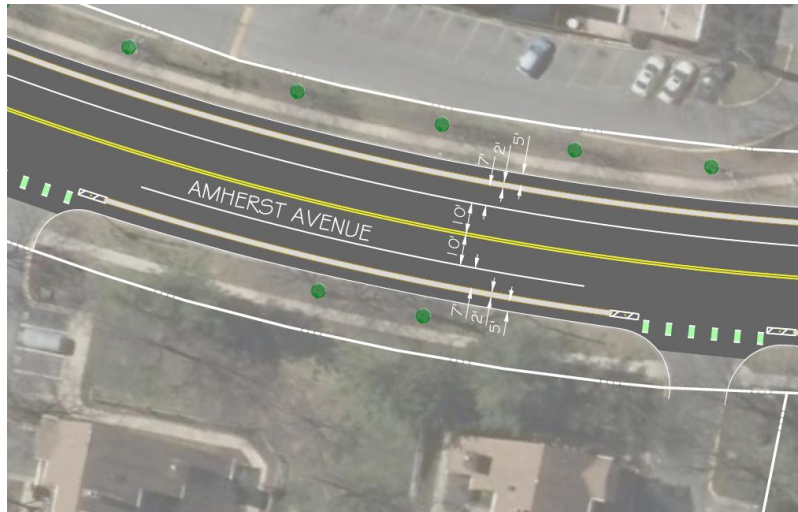


Proposed Treatments

7

▣ Separated Bike Lanes

- A buffered bike lane that operates in the same direction as traffic on both sides of the roadway.
- Protects bicyclist from vehicle traffic.
- Typically bollards, concrete formwork, or a combination of both are used in the buffer space.



Proposed Treatments

Separated Bike Lanes

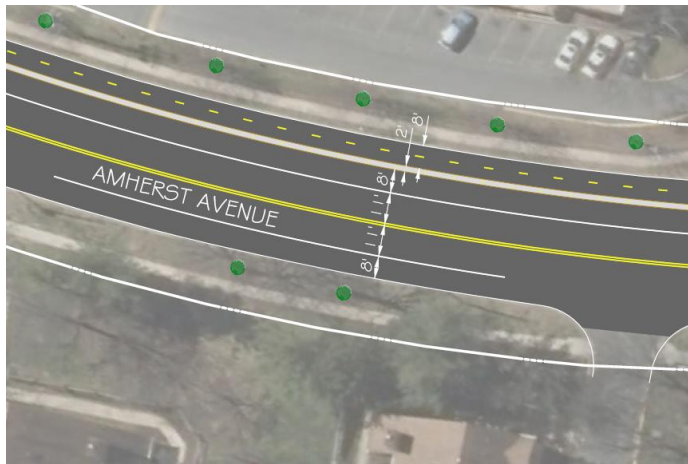


Proposed Treatments

9

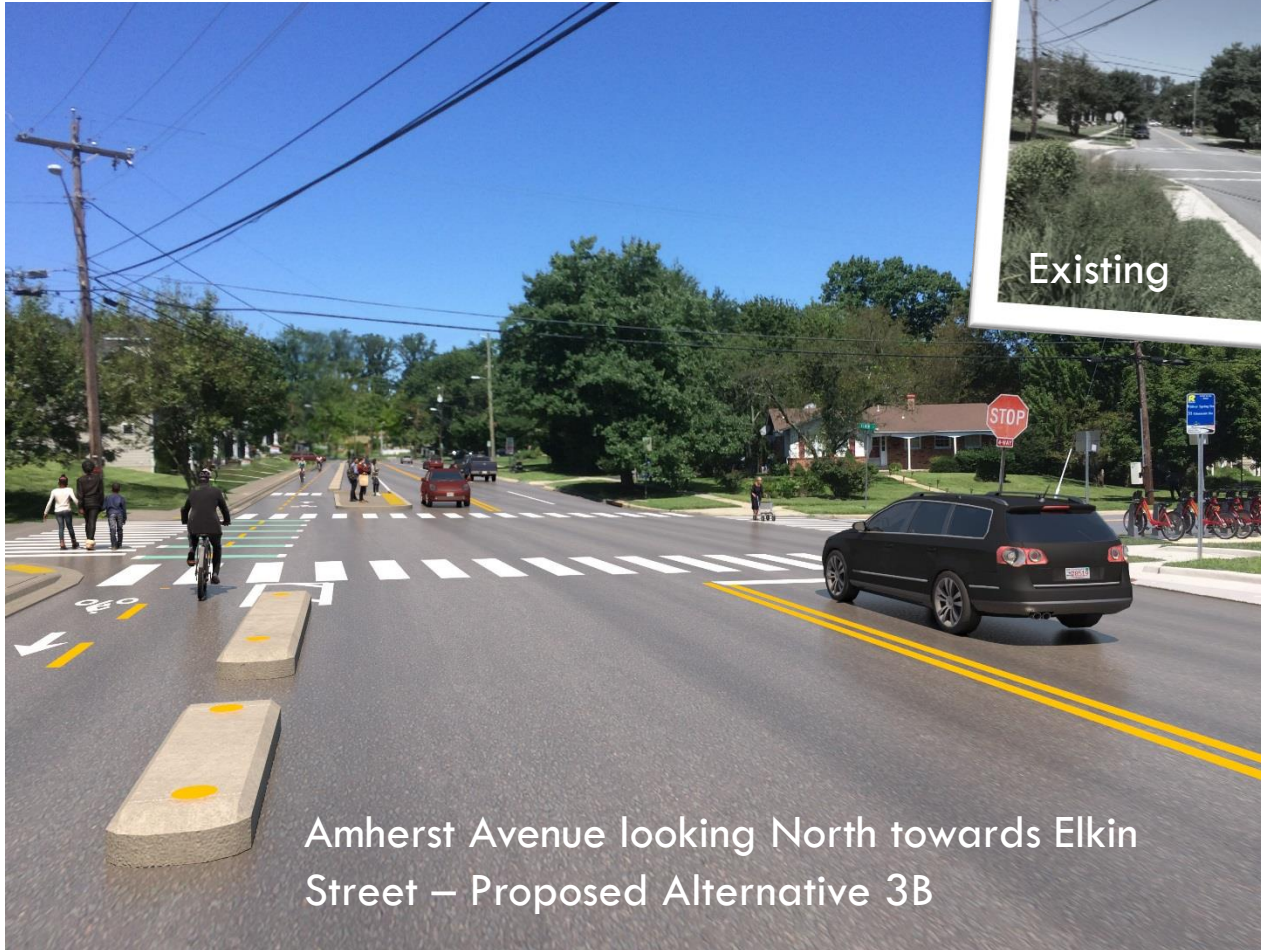
▣ Two-Way Cycle Track

- A separated bicycle facility that operates on one side of the roadway.
- Reduces risk of 'dooring' compared to a bike lane.
- Lower implementation cost than bike lane.



Proposed Treatments

Two-Way Cycle Track

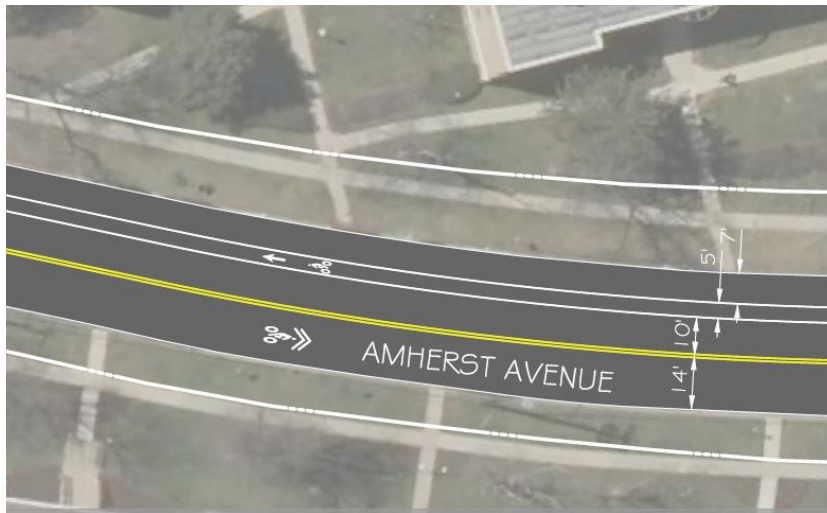


Proposed Treatments

11

▣ Shared Lane

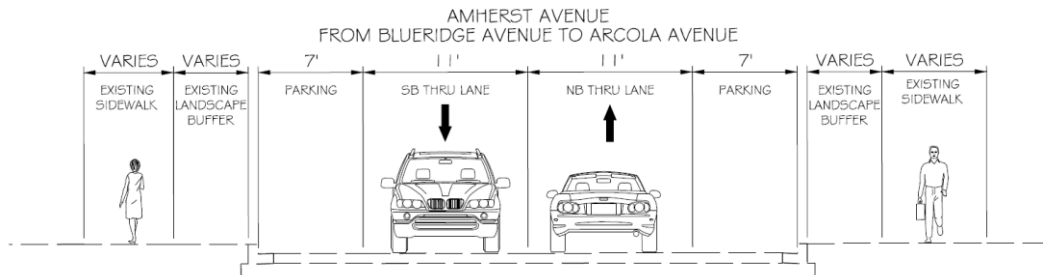
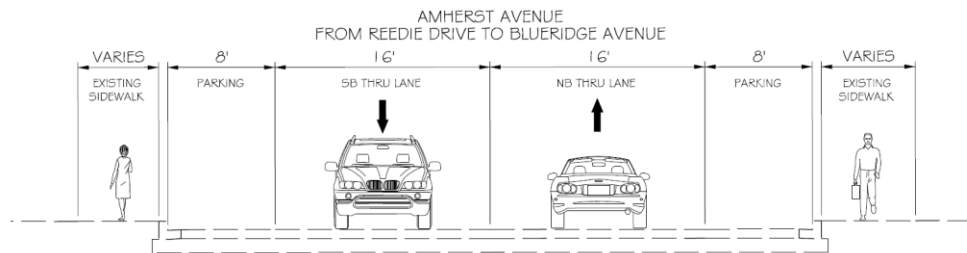
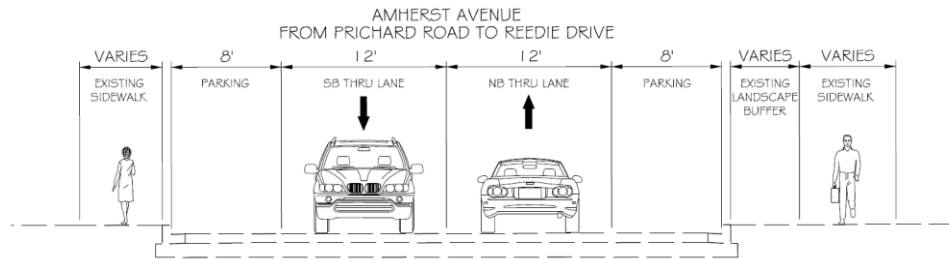
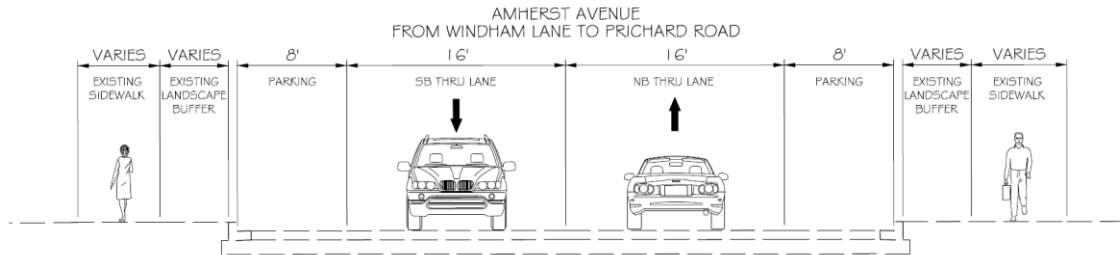
- On roadways with insufficient width to provide bike lanes but it is desirable to communicate bicyclist priority.
- No protection for bicyclists from vehicle traffic.
- Proposed on downhill section of Amherst Ave.



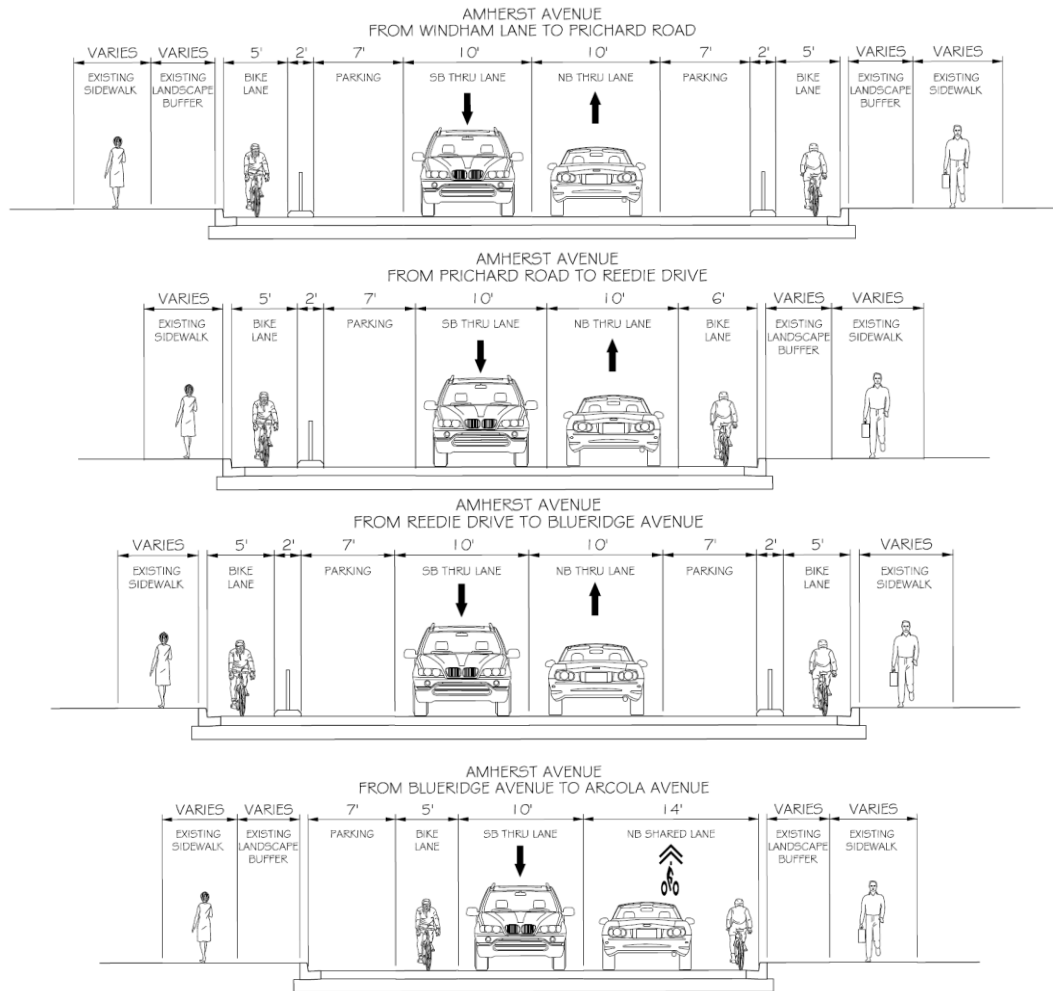
Proposed Conditions

- Four alternatives have been developed for the Amherst Avenue Bikeway Project.
 - Alternative 1
 - Separated bike lanes on both sides of the roadway. From Blueridge Ave to Arcola Ave the NB direction is a shared lane.
 - Alternative 2
 - Separated bike lanes on both sides of the roadway along the entire corridor. Roadway widening is proposed from Blueridge Ave to Arcola Ave.
 - Alternative 3A
 - Two-Way Cycle Track on the SB side of the roadway along the entire corridor.
 - Alternative 3B
 - Two-Way Cycle Track on the SB side of the roadway along the entire corridor. Roadway widening is proposed from Prichard Rd to Reddie Dr and from Blueridge Ave to Arcola Ave.

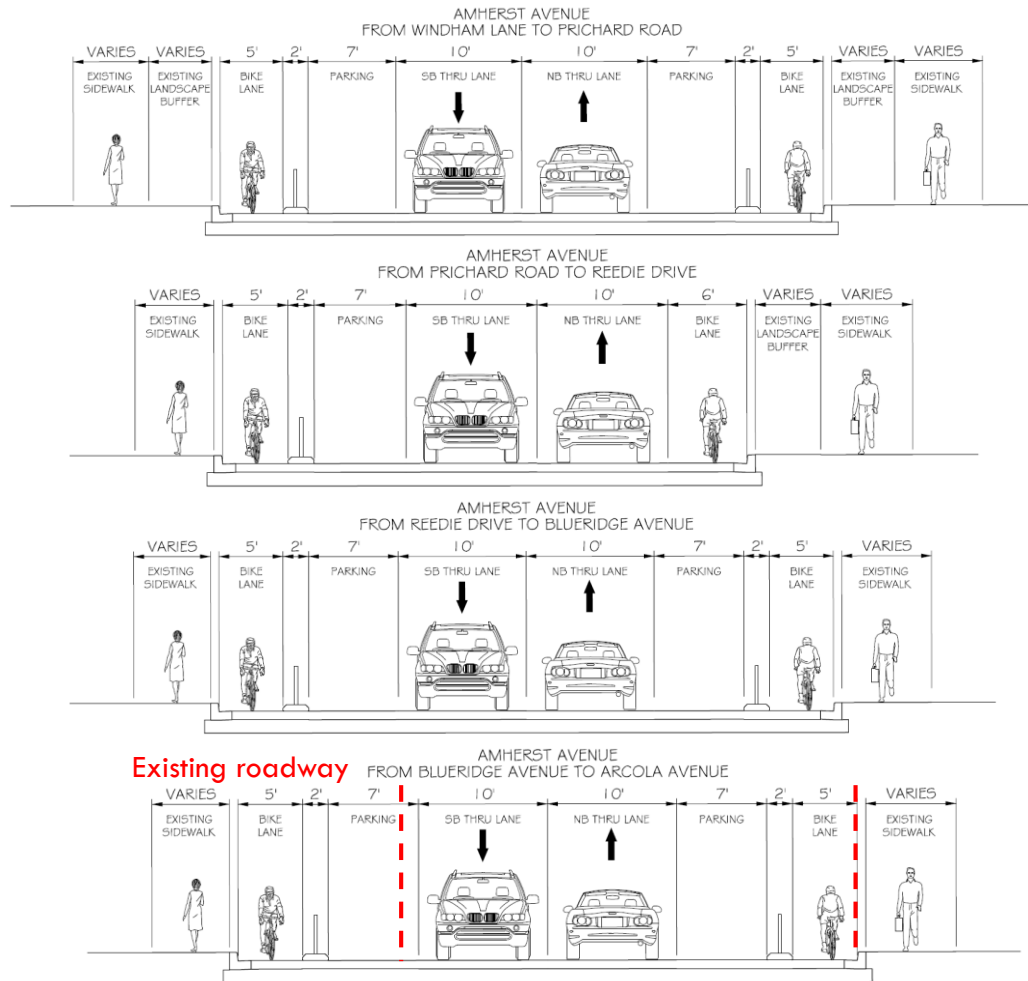
Typical Sections – Existing



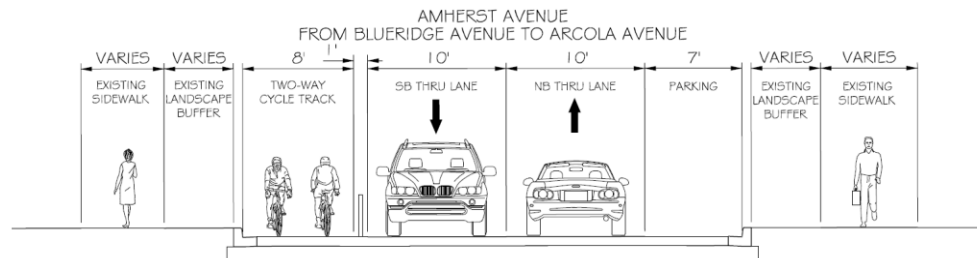
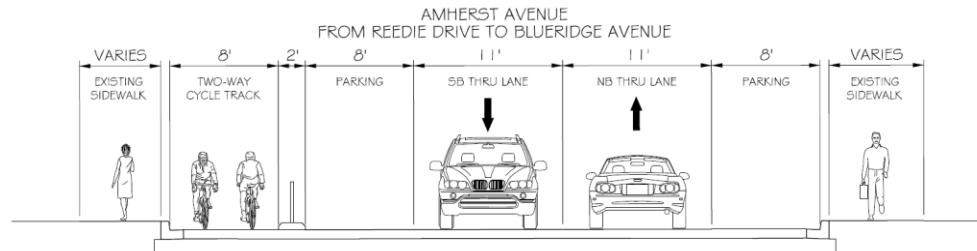
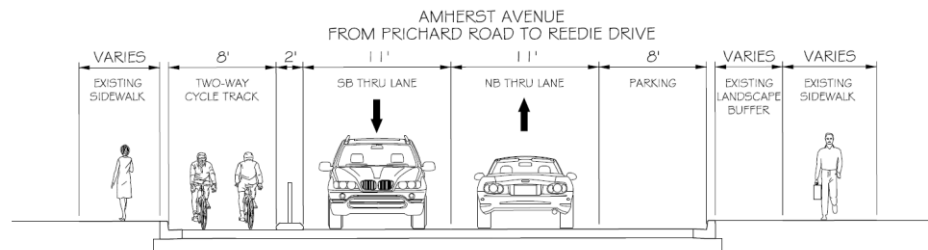
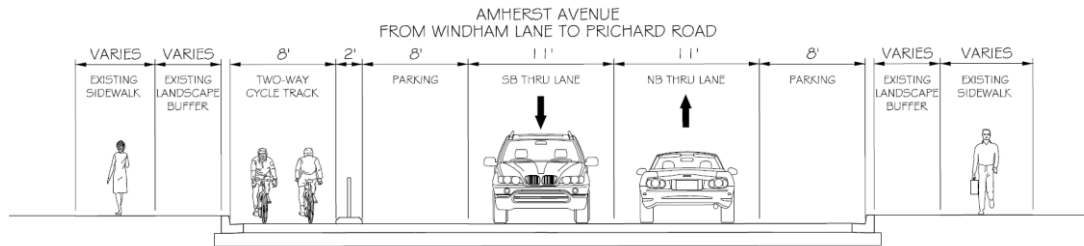
Typical Sections – Alt 1



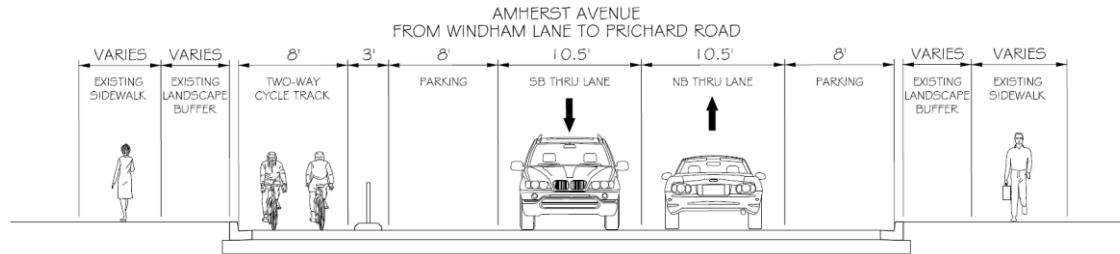
Typical Sections – Alt 2



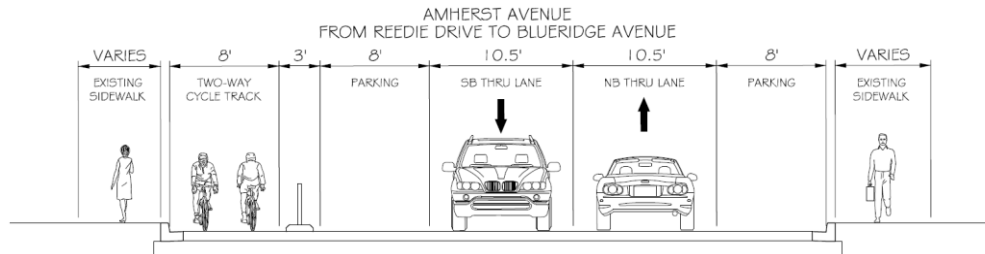
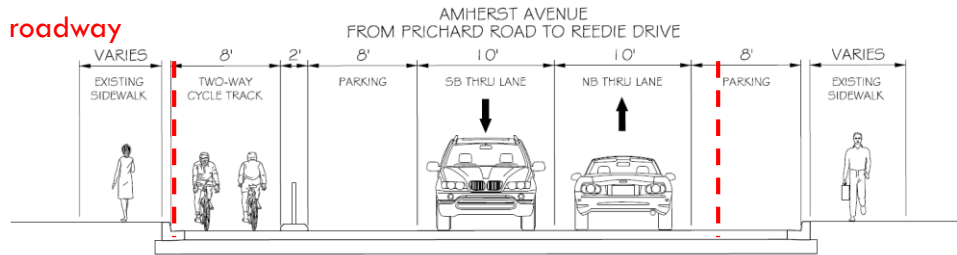
Typical Sections – Alt 3a



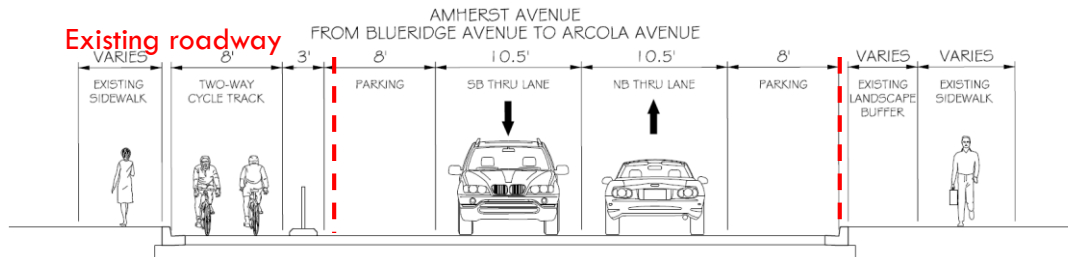
Typical Sections – Alt 3b



Existing roadway

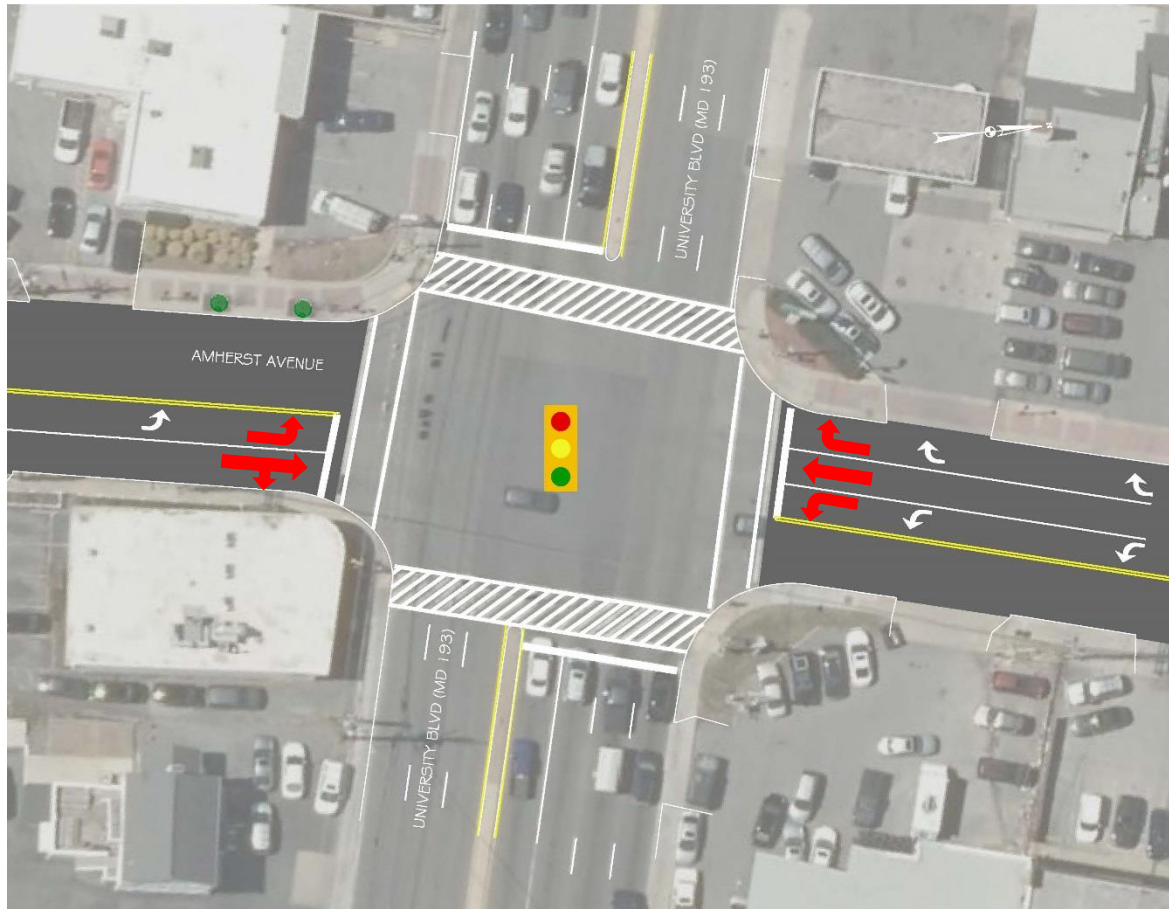


Existing roadway



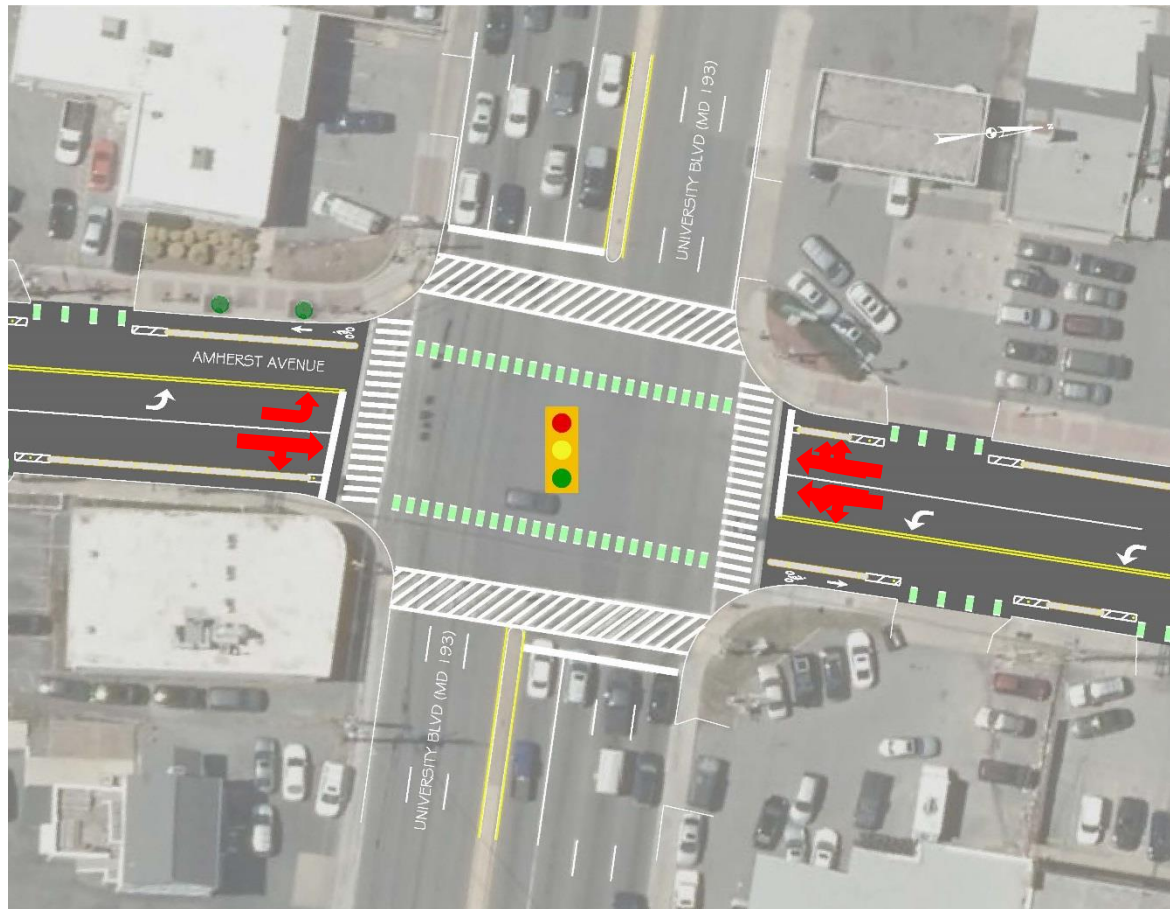
University Boulevard

Existing Configuration



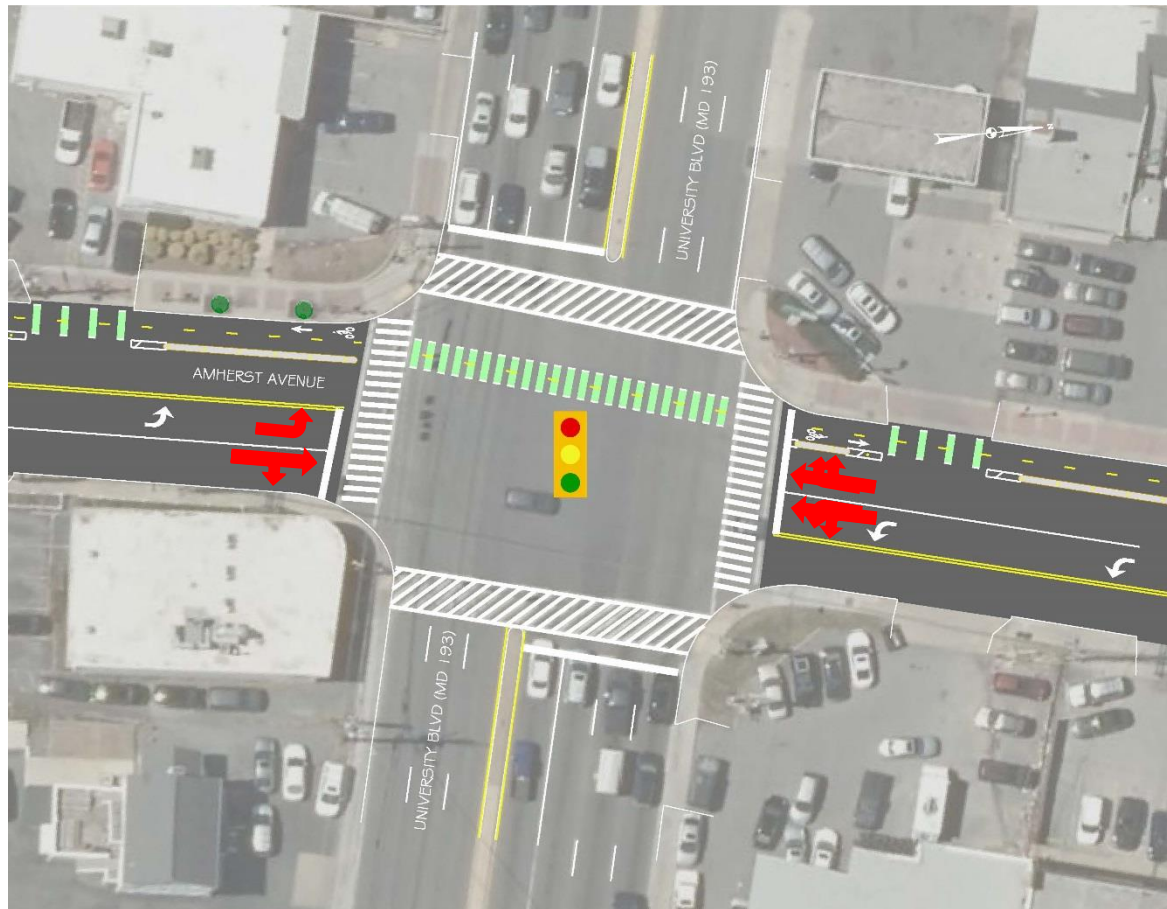
University Boulevard

▣ Proposed Configuration: Alt 1 & 2



University Boulevard

- ▣ Proposed Configuration: Alt 3a & 3b



Impact Summary Matrix

ALTERNATIVE	ALT 1	ALT 2	ALT 3A	ALT 3B
DESCRIPTION	SEPARATED BIKE LANES WITH SHARED LANE. Separated bike lanes on both sides of the roadway. From Blueridge Ave to Arcola Ave the NB direction is a shared lane.	SEPARATED BIKE LANES WITH ROADWAY WIDENING. Separated bike lanes on both sides of the roadway along the entire corridor. Roadway widening from Blueridge Ave to Arcola Ave.	TWO-WAY CYCLE TRACK WITHIN EXISTING ROADWAY. Two-way cycle track on the SB side of the roadway along the entire corridor.	TWO-WAY CYCLE TRACK WITH ROADWAY WIDENING. Two-way cycle track on the SB side of the roadway along the entire corridor. Roadway widening from Prichard Rd to Reddie Dr and Blueridge Ave to Arcola Ave.
UTILITIES	No Impact	One Utility Pole will need to be relocated.	No Impact	14 Utility Poles will need to be relocated.
PARKING	<ul style="list-style-type: none"> • 71 Spaces lost • 59 Permit Spaces • 12 Metered/ No Restrictions 	<ul style="list-style-type: none"> • 39 Spaces Lost • 27 Permit Spaces • 12 Metered/ No Restrictions 	<ul style="list-style-type: none"> • 76 Spaces Lost • 0 Permit Spaces • 76 Metered/ No Restrictions 	<ul style="list-style-type: none"> • 12 Spaces Lost • 0 Permit Spaces • 12 Metered/ No Restrictions
STREET TREES	No Impact	12 Street Trees will need to be removed.	No Impact	19 Street Trees will need to be removed.
TRANSIT	Shared Cycle Track Stops and Bus Stops without Bicycle Protection	Shared Cycle Track Stops and Floating Bus Stops	Shared Cycle Track Stops and Floating Bus Stops	Floating Bus Stops
INFRASTRUCTURE	Curb reconstruction at Blueridge Ave. Existing bioretention facilities will be removed at Elkins St.	Curb reconstruction at Blueridge Ave. Existing bioretention facilities will be removed at Elkins St. Roadway widening from Blueridge Ave to Arcola Ave.	Curb reconstruction at Blueridge Ave. One of two bioretention facilities will be removed at Elkins St.	Curb reconstruction at Blueridge Ave. One of two bioretention facilities will be removed at Elkins St. Roadway widening from Prichard Rd to Reddie Dr and Blueridge Ave to Arcola Ave.
ESTIMATED COST	\$2.1 million	\$3 million	\$1.9 million	\$3.3 million
ADVANTAGES	Lower cost and Limit of Disturbance.	Less parking will need to be removed to accommodate bicycle facility.	Lowest cost amongst alternatives.	The least amount of parking will need to be removed with this alternative.
DISADVANTAGES	Significant parking will need to be removed to accommodate bicycle facility.	Larger limit of disturbance and higher cost from roadway widening.	Two-Way Cycle track intersection crossings may be more dangerous in comparison to separated bike lanes. The most parking is lost with this alternative.	Largest Limit of Disturbance and impact to utilities and trees.

Schedule

22

- ❑ October 3, 2019 Public Meeting
- ❑ Fall 2019 Select Preferred Alternative
- ❑ Fall 2020 Final Design
- ❑ Summer 2021 Construction