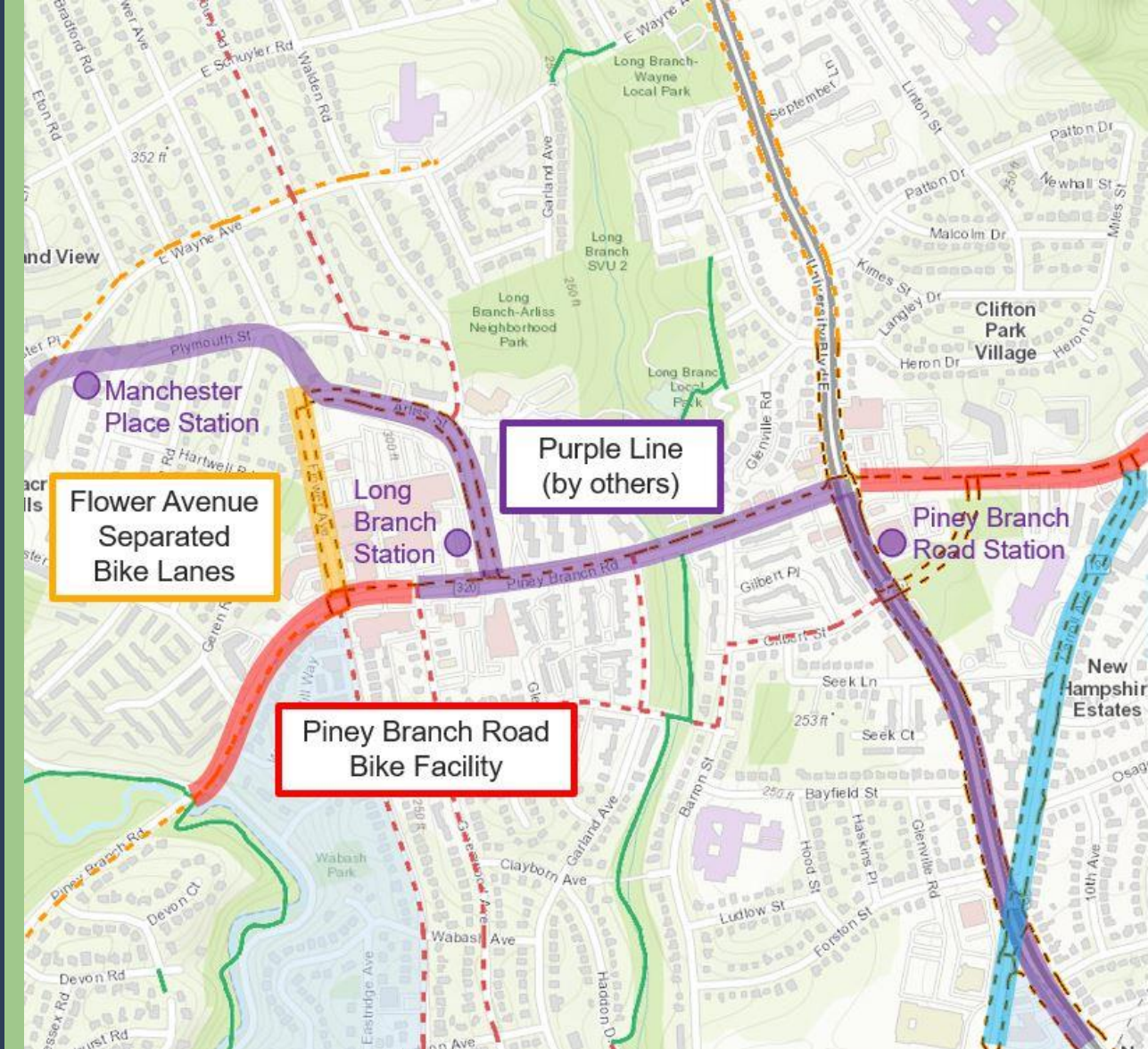


FLOWER AVENUE BIKE LANES AND PINEY BRANCH ROAD BICYCLE FACILITY

PUBLIC MEETING

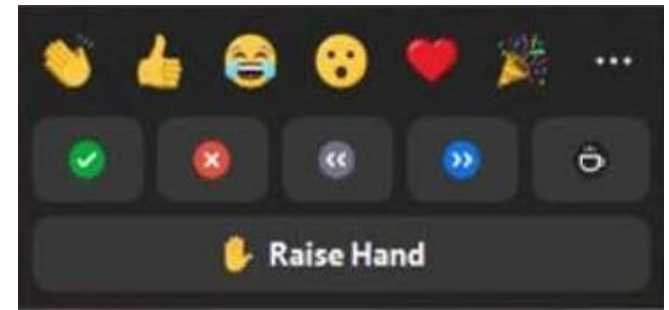
FEBRUARY 7, 2024



MCDOT

Zoom Meeting Controls

- All Microphones have been muted and cameras turned off. To reduce the bandwidth of tonight's meeting, please do not turn on your video camera.
- Following tonight's presentation, there will be a Question-and-Answer session if time allows. Please wait until the presentation ends to raise your hand to ask a question. Alternatively, you may type your question into the chat box at any time during the presentation. **Please send all chat messages to our Host this evening, Lori Main.**
- To raise your hand, please click on the "Reactions" icon at the bottom of your screen, and then click "Raise Hand."
- If you called into tonight's meeting via telephone, press ***9 to raise your hand** and ***6 to unmute yourself**.



FLOWER AVENUE BIKE LANES PROJECT

PUBLIC MEETING

FEBRUARY 7, 2024



February 2024
Public Meeting



MC DOT

Agenda

- Project Background
- Existing Conditions
- Alternatives Development
- Preferred Alternative
- Schedule
- Questions



Life of a Transportation Project

1 FACILITY PLANNING PHASE I

- Collect Data
- Obtain Public Input
- Develop Concept Plans
- Evaluate and Select Preferred Alignment / Typical Section

We Are Here

2 FACILITY PLANNING PHASE II

- Develop Preliminary Contract Documents (35% Level of Completion)
 - Design Plans
 - Cost Estimates
 - Project Schedule
- Submit to County Executive and County Council for:
 - Final Design Decisions
 - Construction Funding in Capital Improvement Program (CIP)

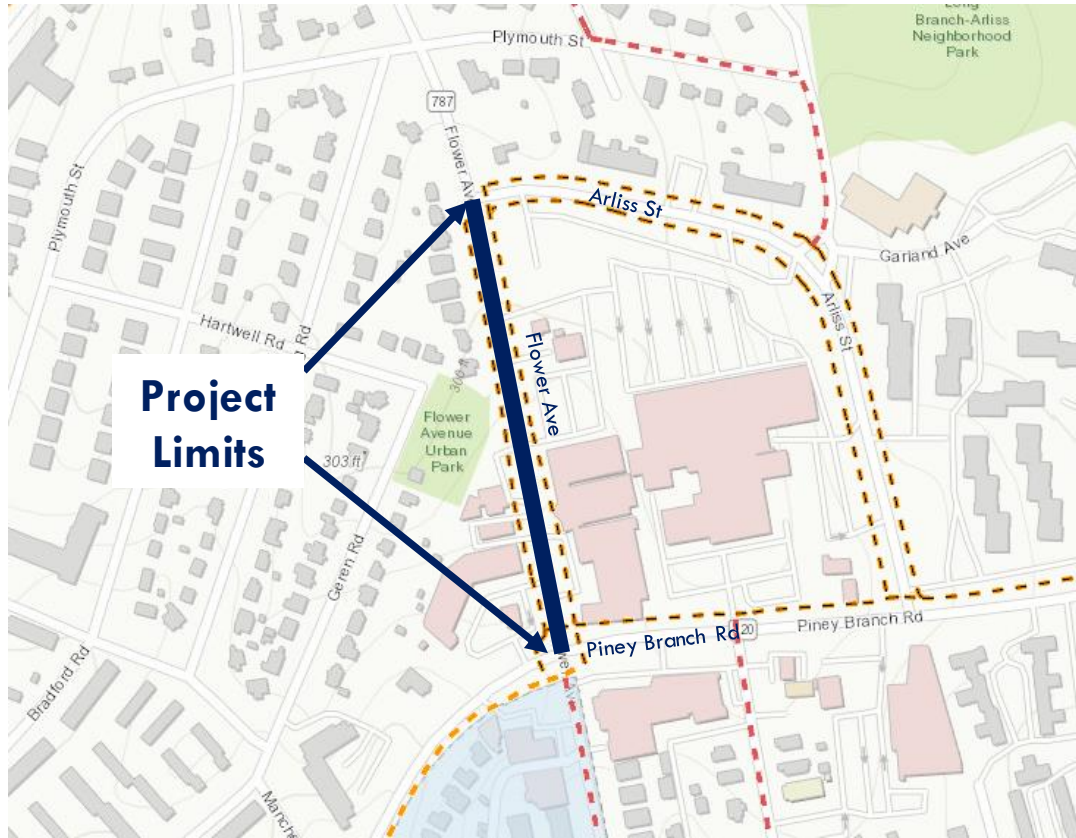
3 FINAL DESIGN & CONSTRUCTION

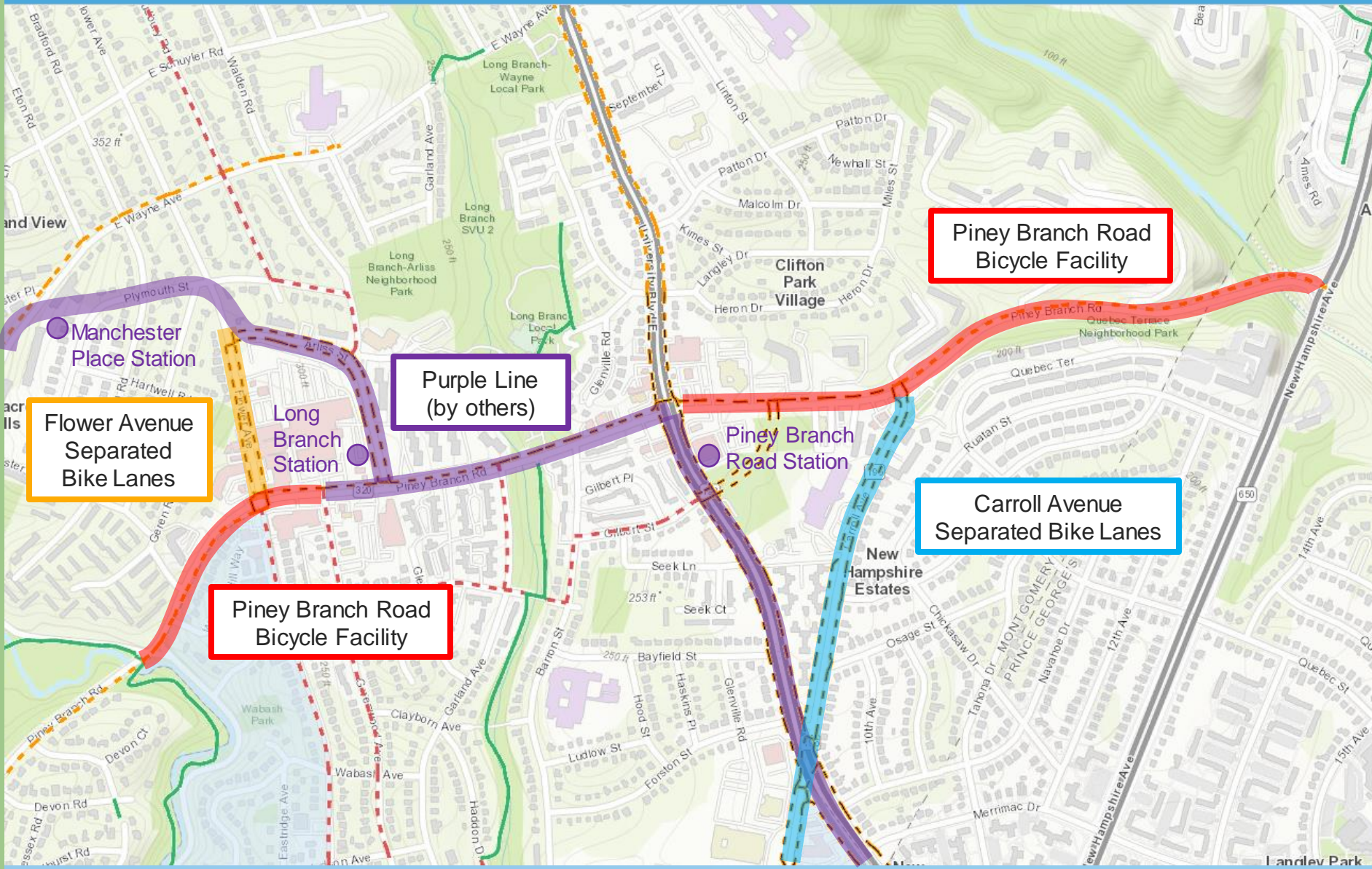
- If approved for full funding and included in CIP, final design will be completed and project will be constructed.



Project Background

Vicinity Map





Project Background

- East Silver Spring Master Plan and Long Branch Sector Plan
 - Improve bicyclist safety and connectivity
 - Include bicycle lanes along Flower Avenue
- Flower Avenue Bike Lane
 - 0.2 miles long
 - Additional improvements to pedestrian/ADA access, parking, transit access



Existing Conditions

- Roadway width
 - From Piney Branch Road to Flower Avenue Urban Park is 49'
 - From Flower Avenue Urban Park to Arliss Street is 40'
- Public Right-of-Way
 - From Piney Branch Road to Flower Avenue Urban Park is 50' (varies)
 - From Flower Avenue Urban Park to Arliss Street is 71'
- Ride-On bus routes operate on Flower Avenue from Piney Branch Road to Arliss Street.
- Overhead utilities along both sides of the roadway south of Arliss Street.



Existing Conditions

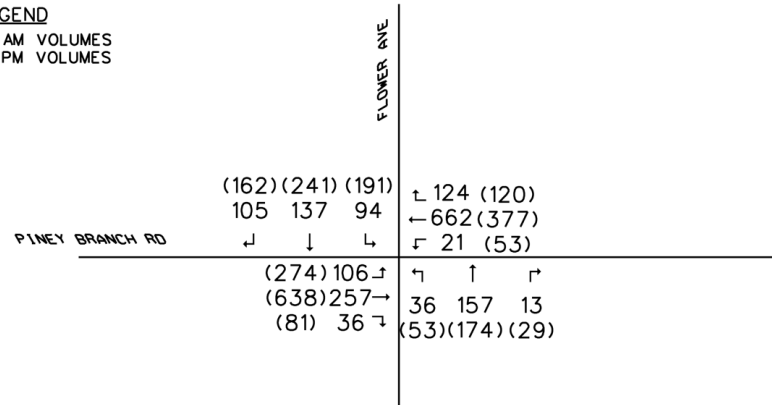
- On-street parking is available on both sides of the street from Piney Branch Road to Flower Avenue Urban Park.
- Sidewalk width
 - Varies from 10' to 16' on NB and SB sides from Piney Branch Road to Flower Avenue Urban Park.
 - From Flower Avenue Urban Park to Arliss Street, sidewalk width is 10' on the NB side and 4' on the west side.
- Street lighting is provided by luminaries mounted on utility poles on both sides of the roadway.
- There is 1 signalized intersection and 1 non-signalized intersection with one-way stop sign on Arliss Street.



Existing Conditions

- Traffic Volume
 - Traffic volume data including pedestrians and bicyclists was collected in September 2022
 - Average Daily Traffic from Piney Branch Road to Arliss Street is 11,850

LEGEND
 XX - AM VOLUMES
 (XX) - PM VOLUMES



Existing Conditions

- Piney Branch Road (MD 320)
 - Flower Avenue is 44' wide at the intersection.
 - Public Right-of-Way ranges from 60' to 90'.
 - Signalized intersection.
 - Drainage structures at intersection.
 - Maintained by Maryland State Highway Administration.



Alternatives Development

Considerations

- Comfort and safety for people on bicycles and pedestrians
- Preserve existing roadway configuration
- Vehicular traffic and driveways
- On-street parking
- Impacts to property, trees, and utilities
- Ride-On Operation
- Purple Line improvements
- Adjacent projects.



Alternatives Development

Facility Types Evaluated

- **Separated Bike Lanes**

Two concepts were developed. One concept included roadway widening to allow for parking on both sides of Flower Ave. The second concept included no roadway widening.

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

- **Two-Way Cycle Track**

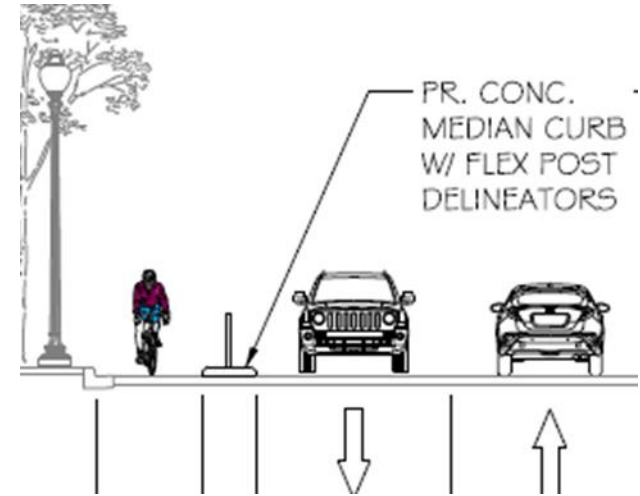
- A separated bicycle facility that operates on one side of the roadway.
- Reduces risk of 'dooring' compared to a bike lane.



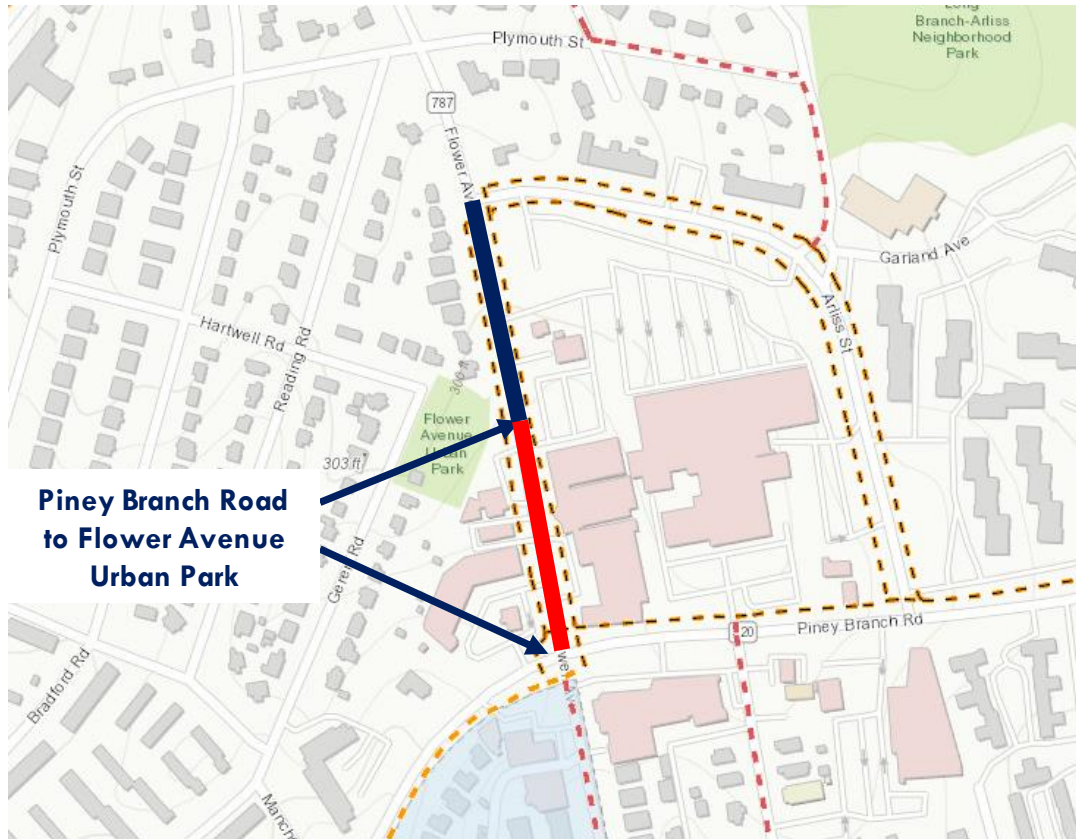
Preferred Alternative

Separated Bike Lanes with Roadway Widening

- Separated bike lanes on both sides of the roadway. Roadway widening with parking lanes on both sides of the roadway from Piney Branch Road to Flower Avenue Urban Park. Floating bus stops on both sides of the roadway at Flower Avenue Urban Park.
- 9 additional parking spaces from Piney Branch Road to Flower Avenue Urban Park
- Buffer Separation
 - Concrete median and flexible posts will be used in the buffer space
- Floating Bus Stops
 - Protects pedestrians from crossing bicycle facilities to board buses.
 - Avoids buses having to pull into the bike lane to discharge passengers.



Piney Branch Road to Flower Avenue Urban Park

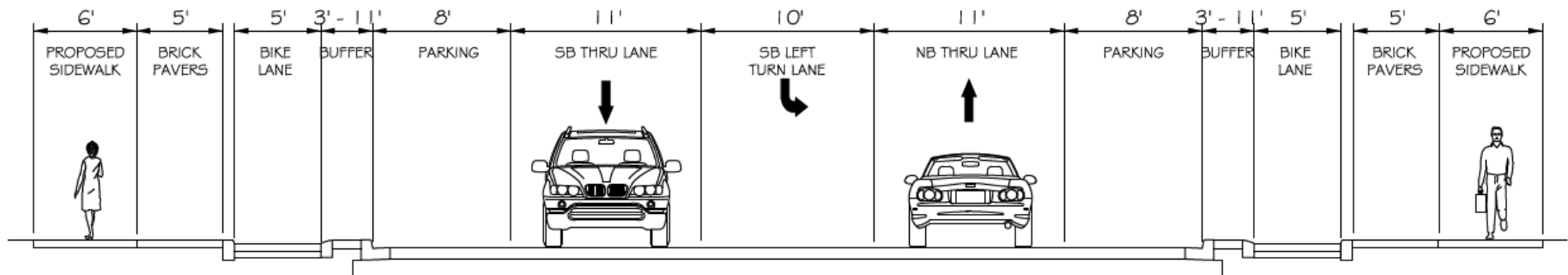
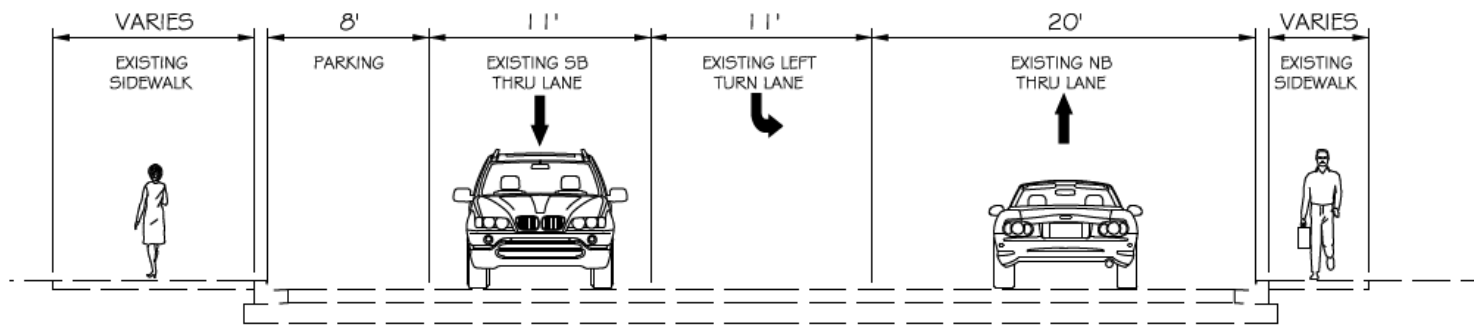


**Piney Branch Road
to Flower Avenue
Urban Park**

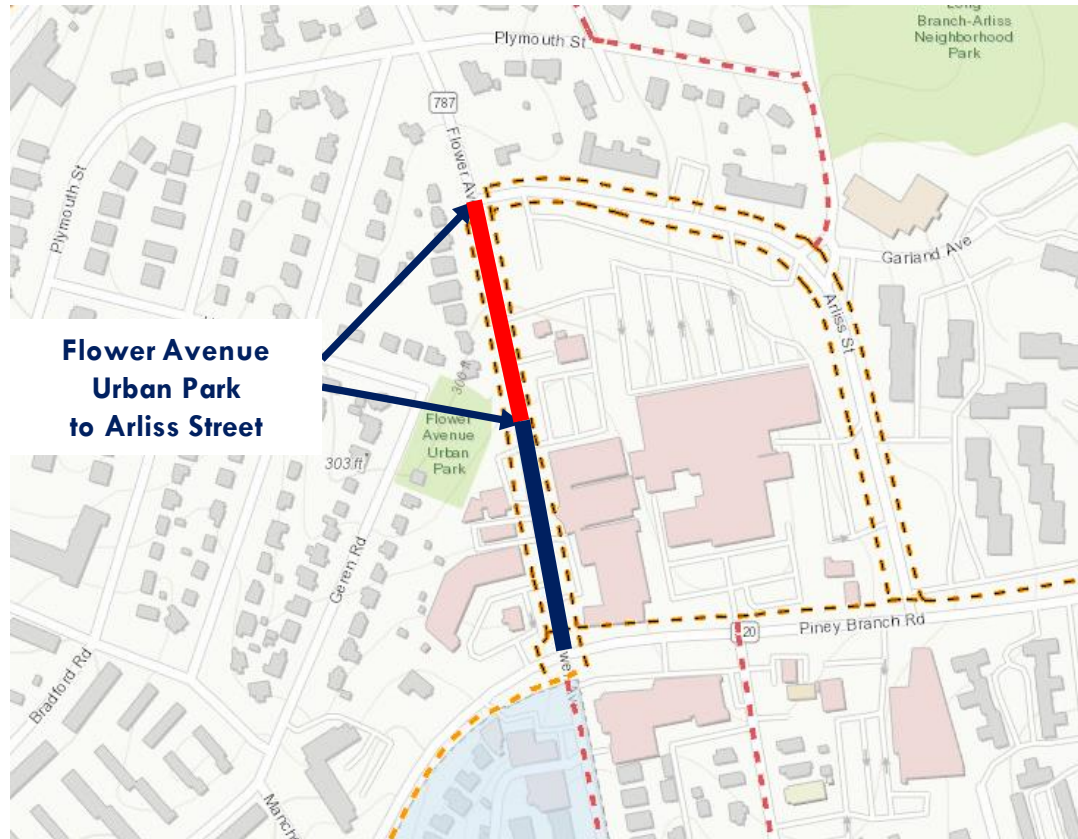


Piney Branch Road to Flower Avenue Urban Park

Preferred Alternative

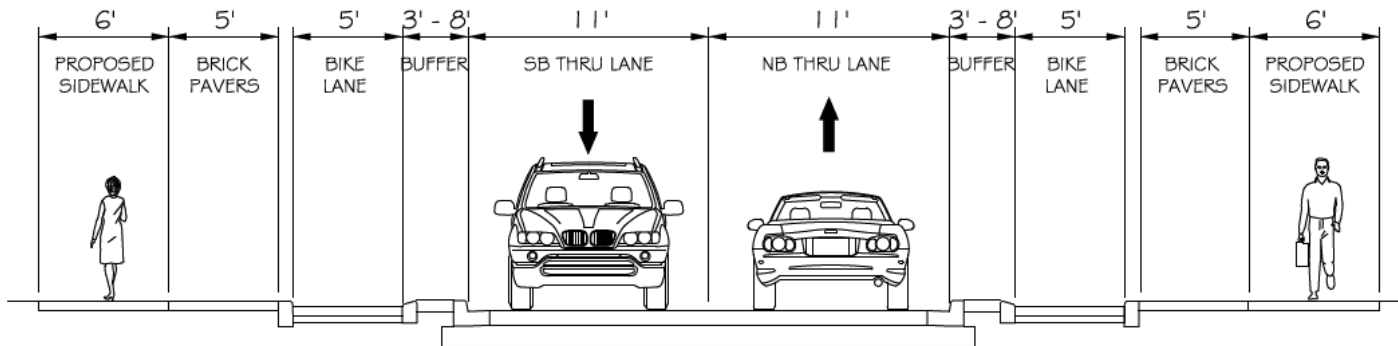
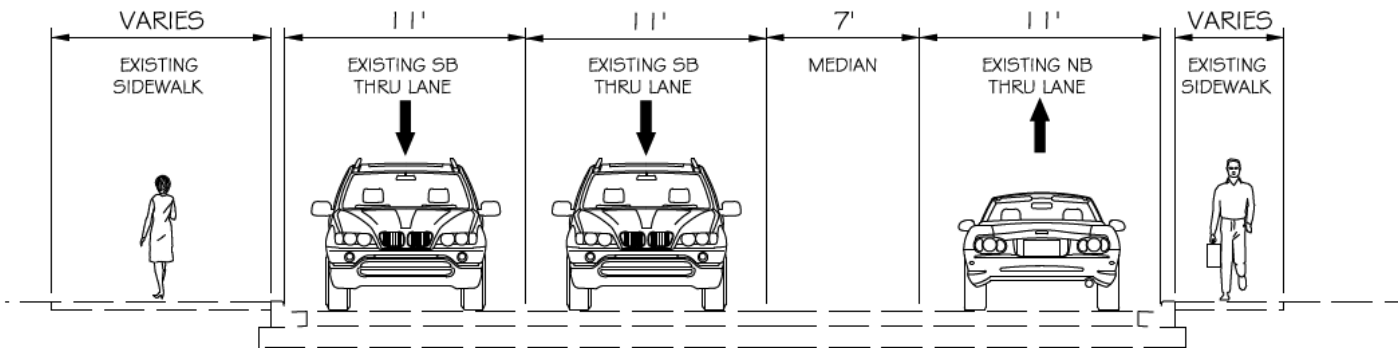


Flower Avenue Urban Park to Arliss Street



Flower Avenue Urban Park to Arliss Street

Preferred Alternative



Schedule

- 3 Preliminary Alternatives Developed – May 2023
 - 30% Design of Selected Alternative – November 2023
 - Public Meeting – February 2024
 - Final Design & Construction – TBD
- *Construction timing is contingent on funding in the Capital Budget





Questions?



Scan for Flower Avenue Bike Lanes
Online Comment Form



Contact



Khursheed Bilgrami
Project Manager



240-777-7266



Khursheed.Bilgrami@
montgomerycountymd.gov



Montgomery County Department of Transportation
Division of Transportation Engineering
100 Edison Park Drive, 4th Floor
Gaithersburg, MD 20878



<https://montgomerycountymd.gov/dot-dte/projects/FlowerAvenueBikeLanes/index.html>



Scan for Flower Avenue Bike Lanes
Online Comment Form



PINEY BRANCH ROAD BICYCLE FACILITY PROJECT

PUBLIC MEETING

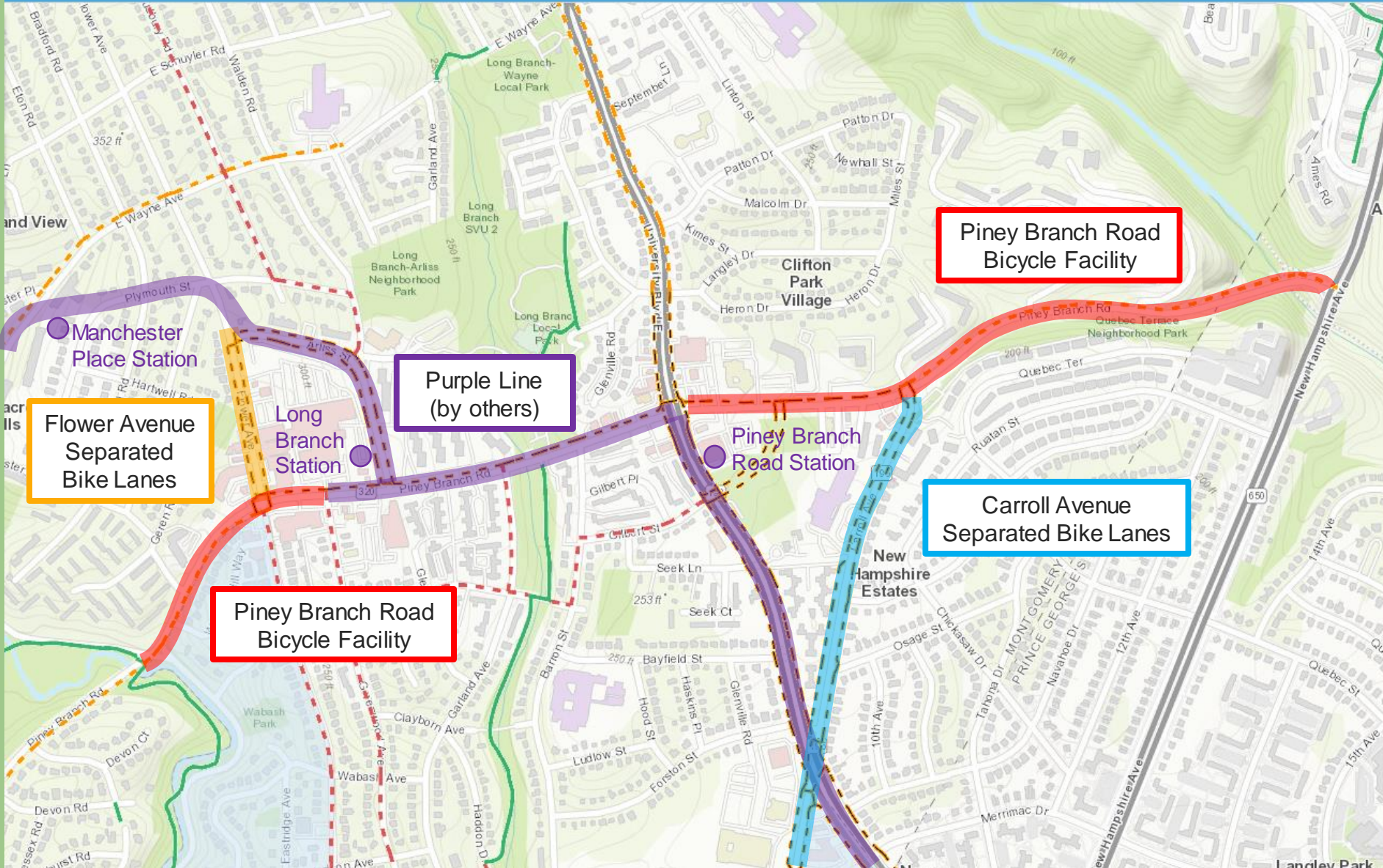
FEBRUARY 7, 2024



February 2024
Public Meeting



MC DOT



Project Team



Dan Sheridan, P.E.
MCDOT-DTE Section Chief
Daniel.Sheridan@montgomerycountymd.com

Yasamin Esmaili
MCDOT-DTE Project Manager
Yasamin.Esmaili@montgomerycountymd.com



Jennifer Ray, AICP
JMT Project Manager
JRay@jmt.com

Amanda Havener, P.E.
JMT Project Engineer
AHavener@jmt.com





Outline

- Project Overview
- Project Schedule
- Design Considerations
- Alternative Concepts
- Q&A





Meeting Outcomes

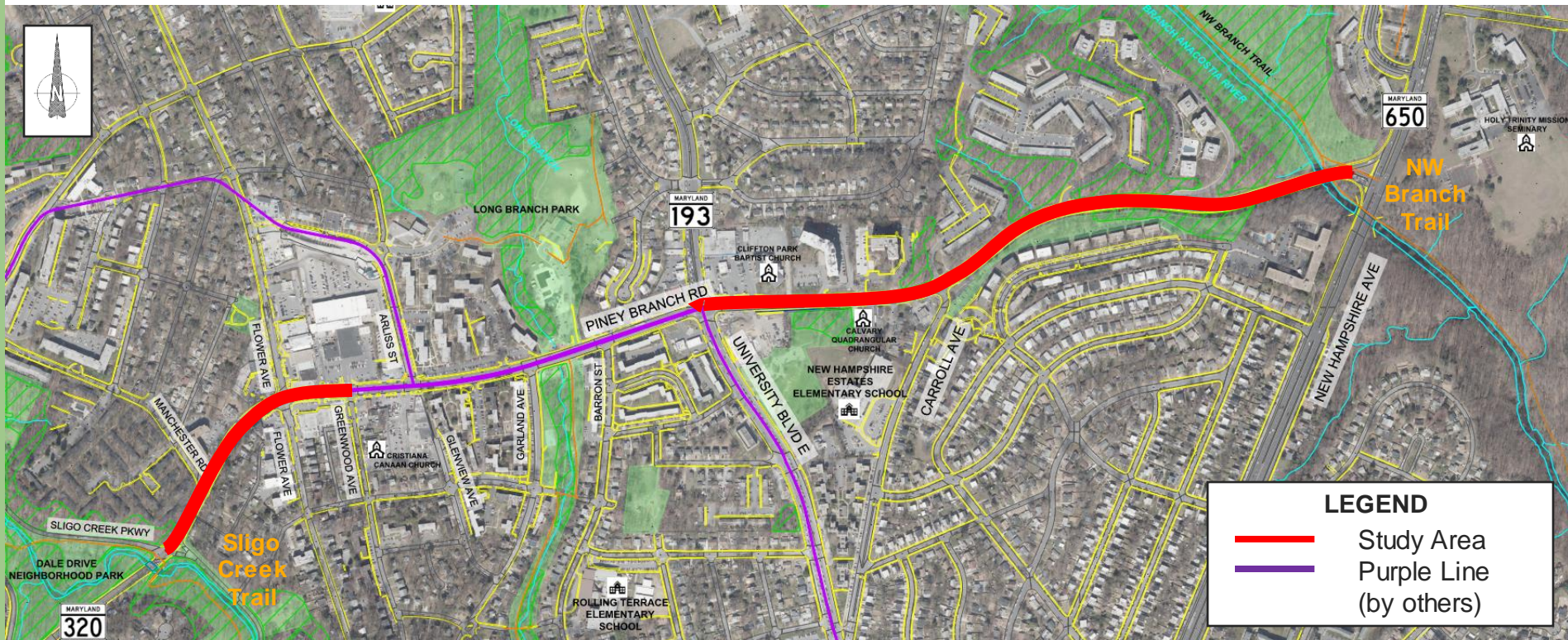
- Share alternative concepts with the community
- Receive comments for a preferred facility concept to move into 35% design
- Answer questions from the community



Project Overview

Bicycle Facility on Piney Branch Road

Sligo Creek Parkway to New Hampshire Avenue (beyond limits of Purple Line project)





Project Overview

- Improved connectivity within Purple Line Station Bicycle Pedestrian Priority Areas (within ½ mile radius of Purple Line Stations)
 - Manchester Place Station
 - Long Branch Station
 - Piney Branch Road Station
- Connectivity to existing trail network
 - Sligo Creek Trail
 - NW Branch Trail
- Included in County Bicycle Master Plan
- Coordination with MDOT SHA

29



Life of a Transportation Project

We Are Here

1 FACILITY PLANNING PHASE I

- Collect Data
- Obtain Public Input
- Develop Concept Plans
- Evaluate and Select Preferred Alignment / Typical Section

2 FACILITY PLANNING PHASE II

- Develop Preliminary Contract Documents (35% Level of Completion)
 - Design Plans
 - Cost Estimates
 - Project Schedule
- Submit to County Executive and County Council for:
 - Final Design Decisions
 - Construction Funding in Capital Improvement Program (CIP)

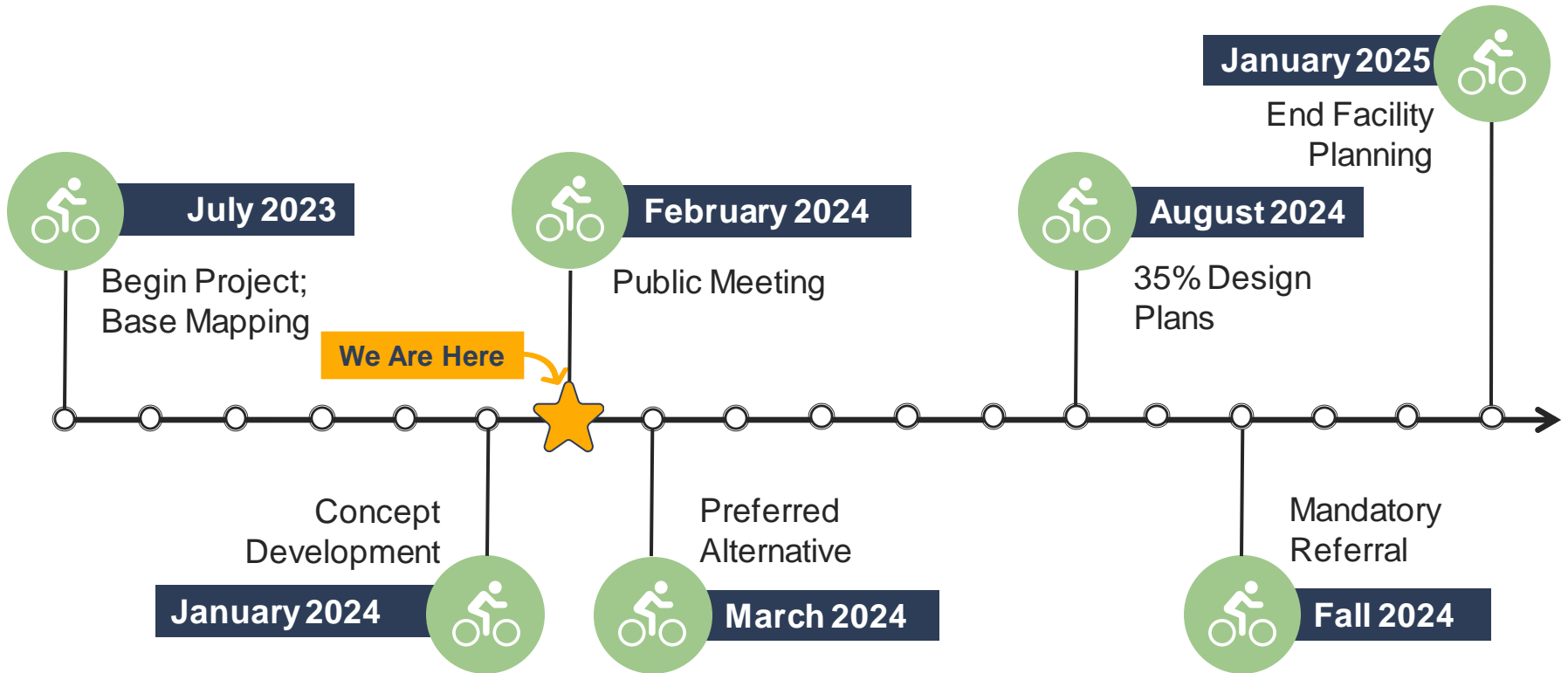
3 FINAL DESIGN & CONSTRUCTION

- If approved for full funding and included in CIP, final design will be completed and project will be constructed.



Project Schedule

Current Project Milestone Schedule





Design Considerations

- Provide a safe bicycle facility
- Connectivity to existing trails and sidewalks
- Connect to Purple Line improvements
- Continuity of facility type along the corridor
- Minimize impacts
 - Commercial frontage
 - Environmental resources
 - Utilities
- Coordination with MDOT SHA for approval
- Provide proper drainage and stormwater management
- Incorporate existing bus stop locations

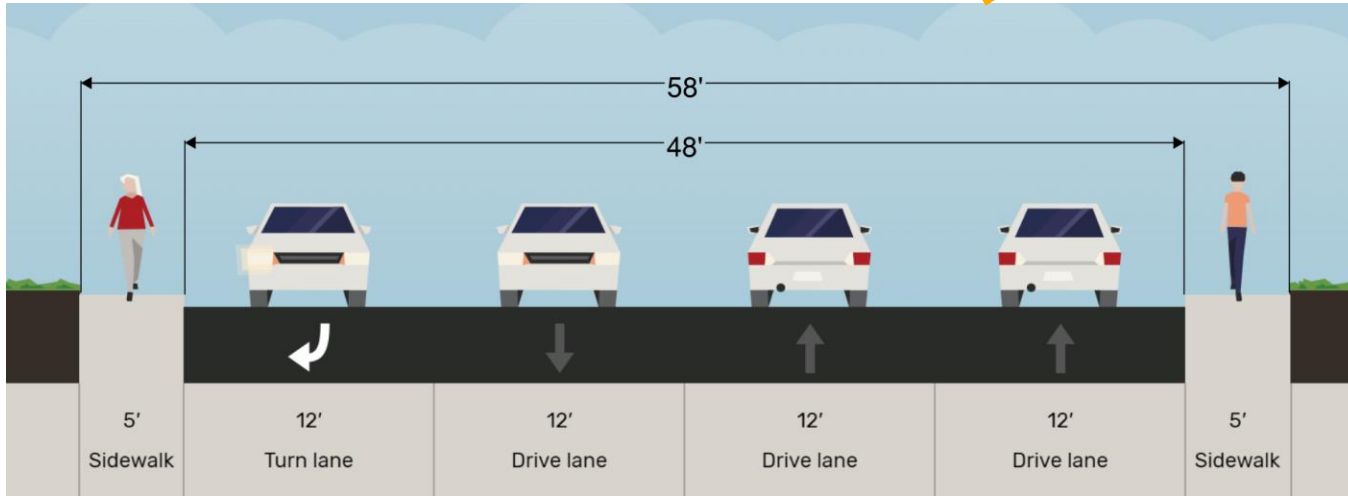


Alternative Typical Sections

(A) Sligo Creek Parkway to Flower Avenue

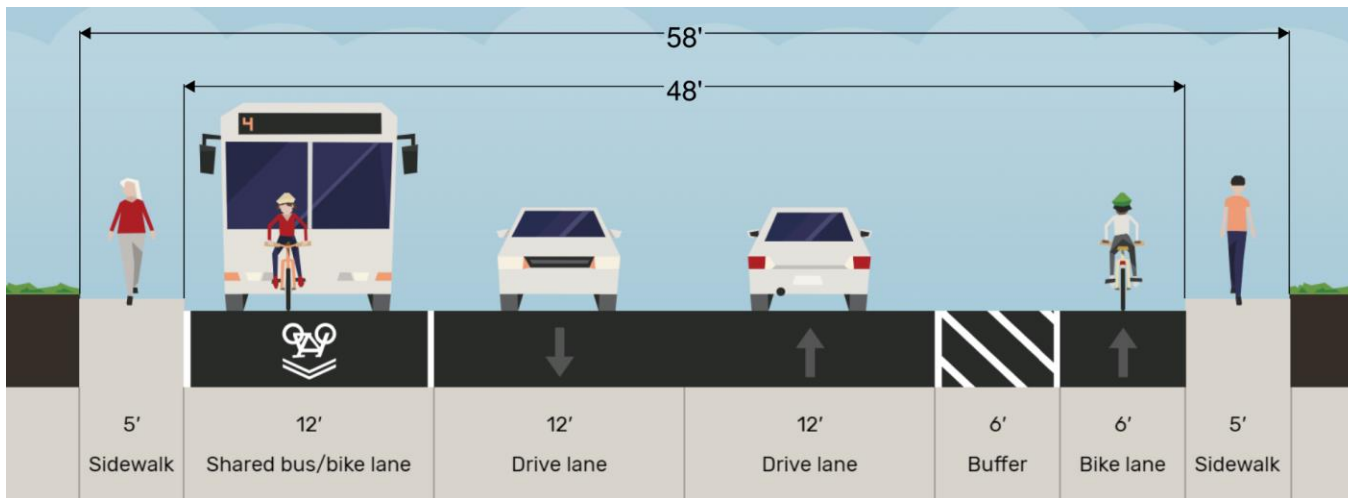


Existing Conditions



Concept 1

Westbound
Shared Bus / Bike Lane

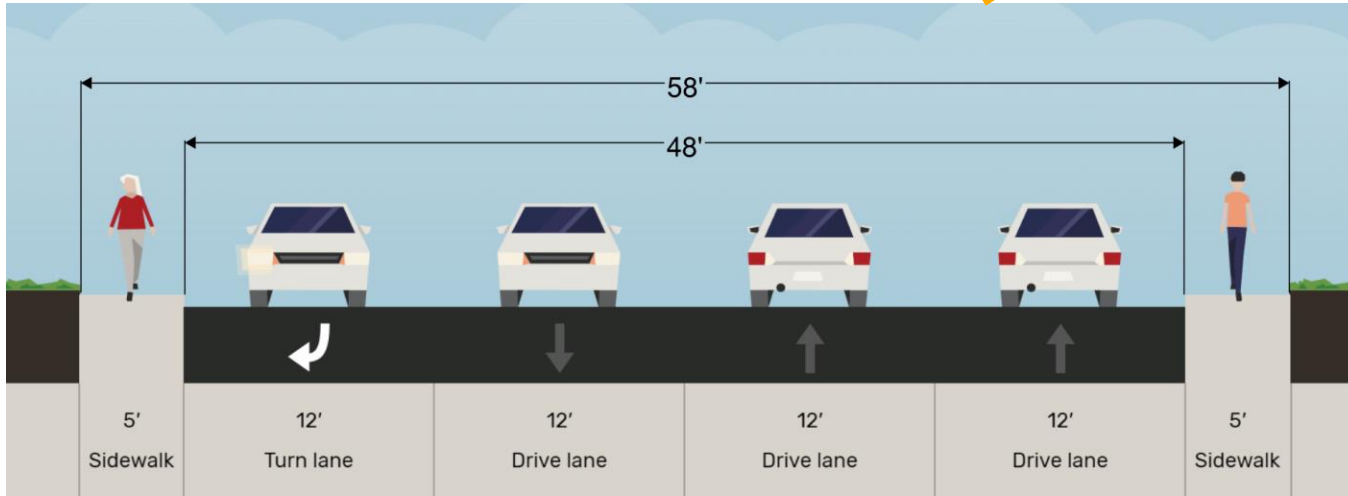


Alternative Typical Sections

(A) Sligo Creek Parkway to Flower Avenue

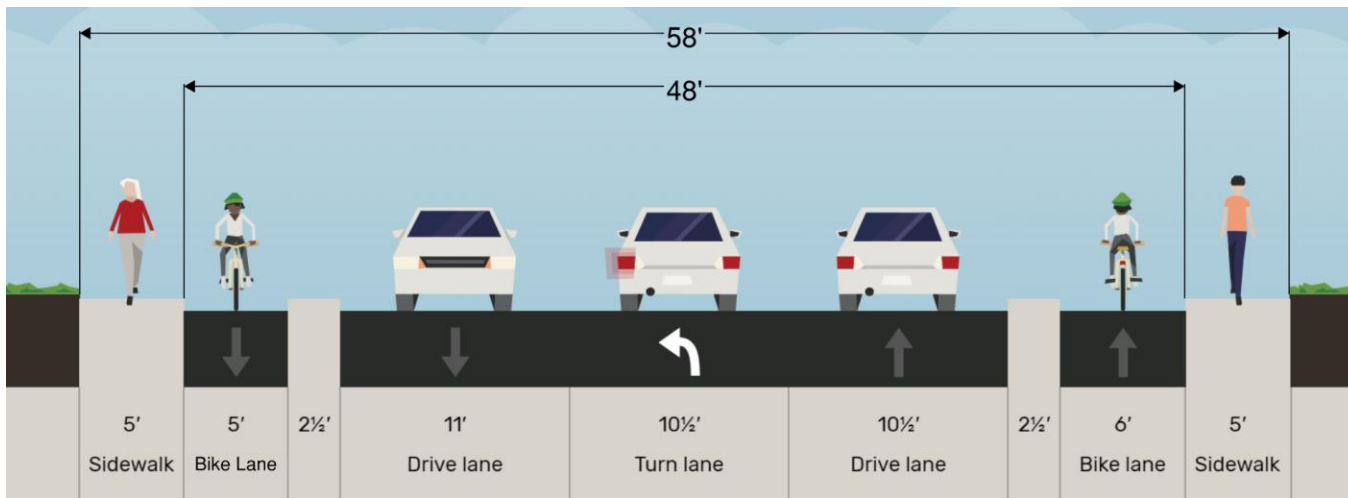


Existing Conditions



Concept 2

Separated Bike Lanes

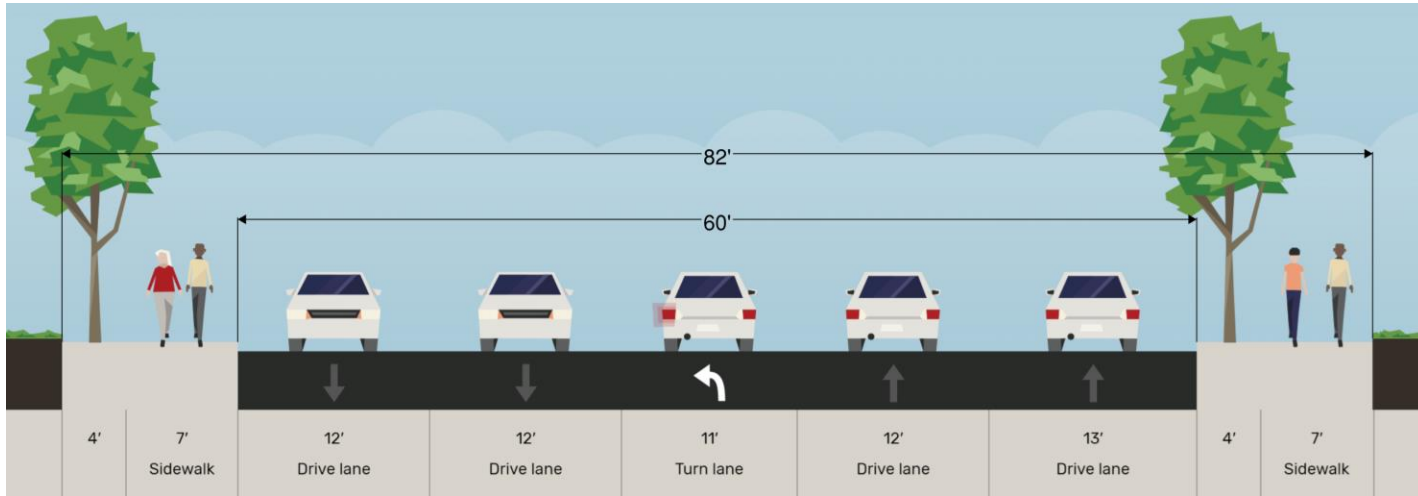


Alternative Typical Sections

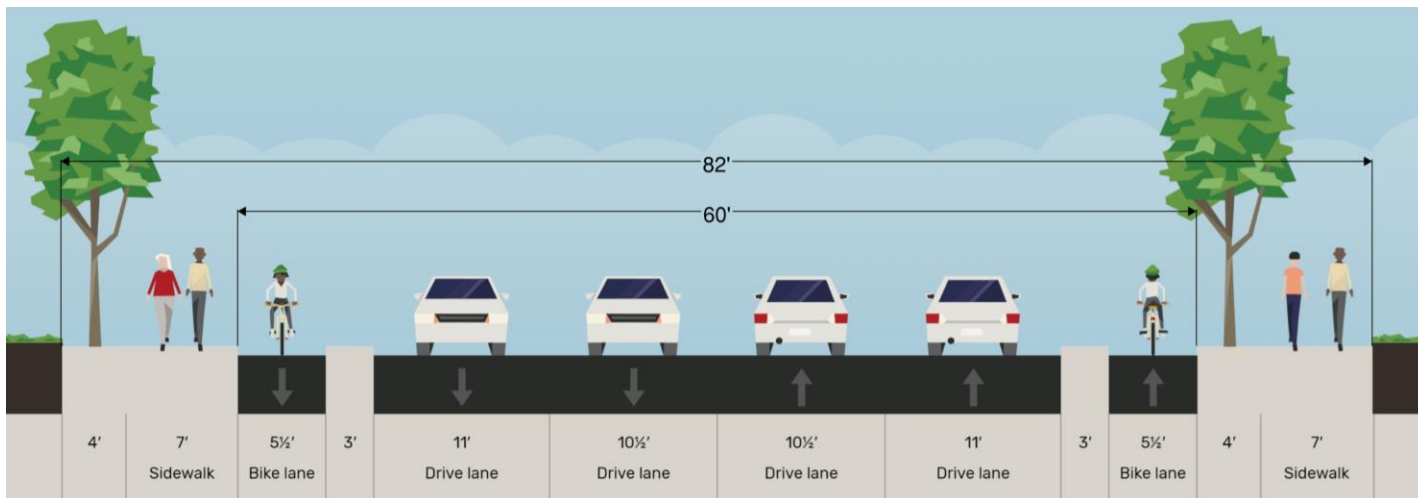
(B) Flower Avenue to Greenwood Avenue



Existing Conditions



Proposed Concept
Separated Bike Lanes

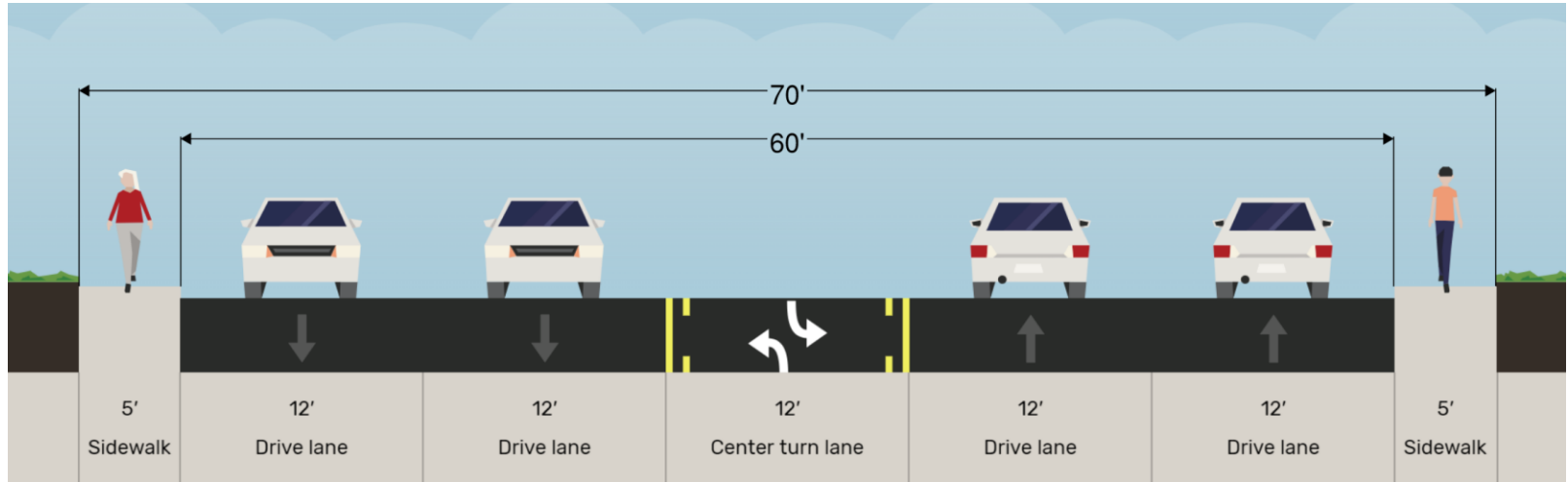


Alternative Typical Sections

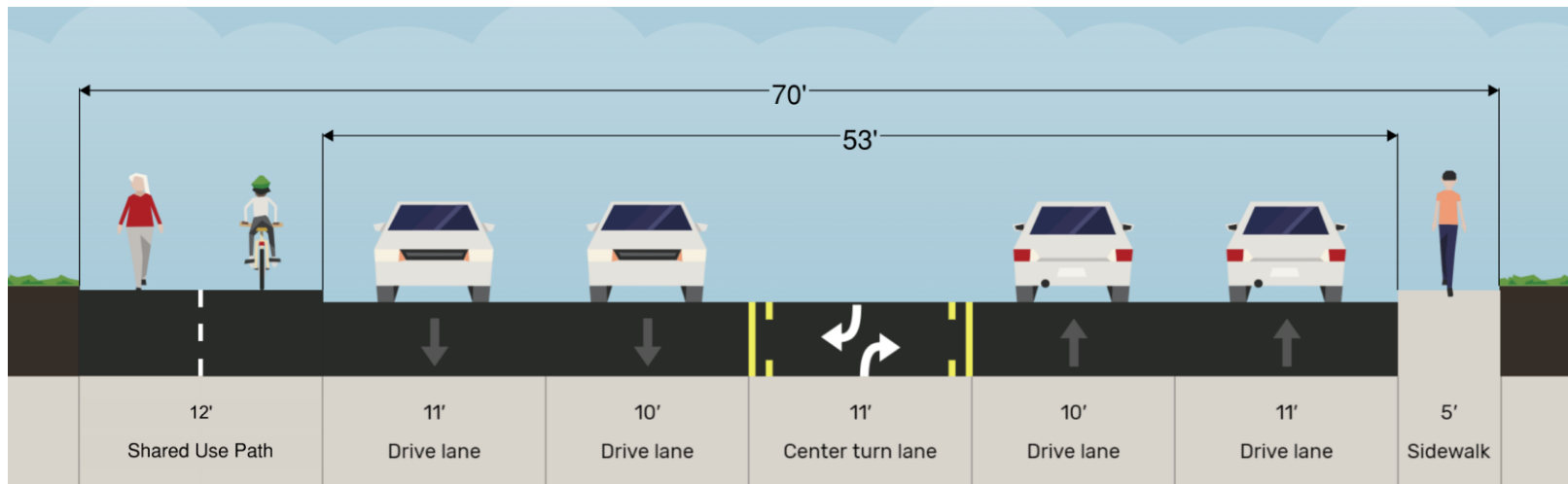
© University Boulevard to Carroll Avenue



Existing Conditions



Concept 1
Shared Use Path
North Side

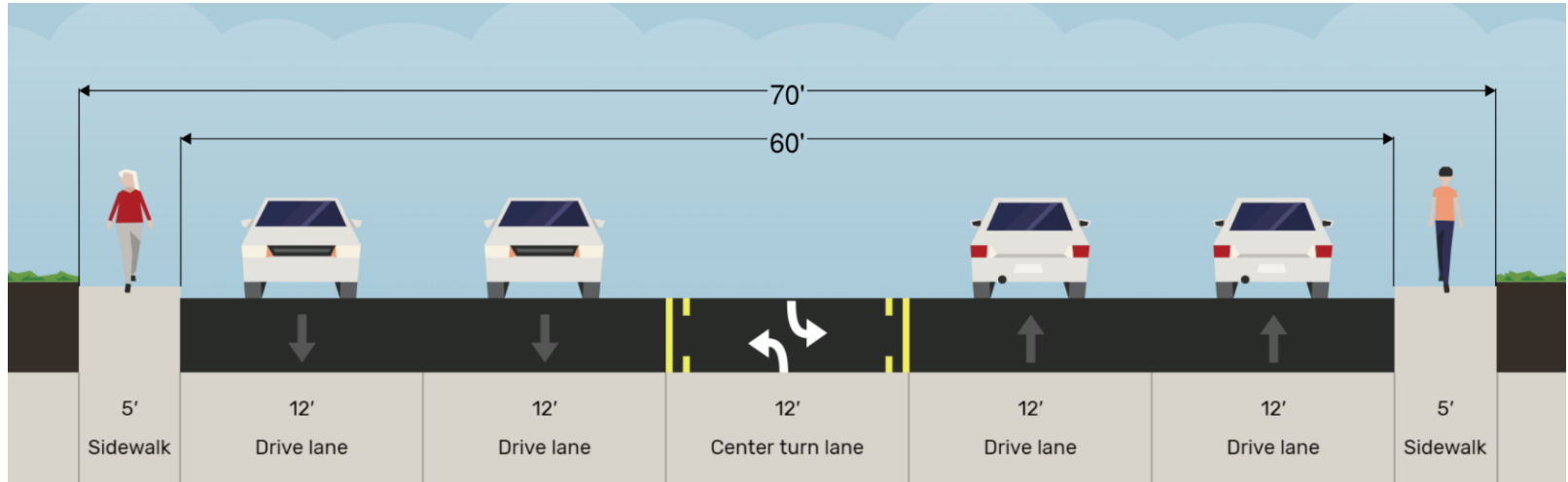


Alternative Typical Sections

© University Boulevard to Carroll Avenue

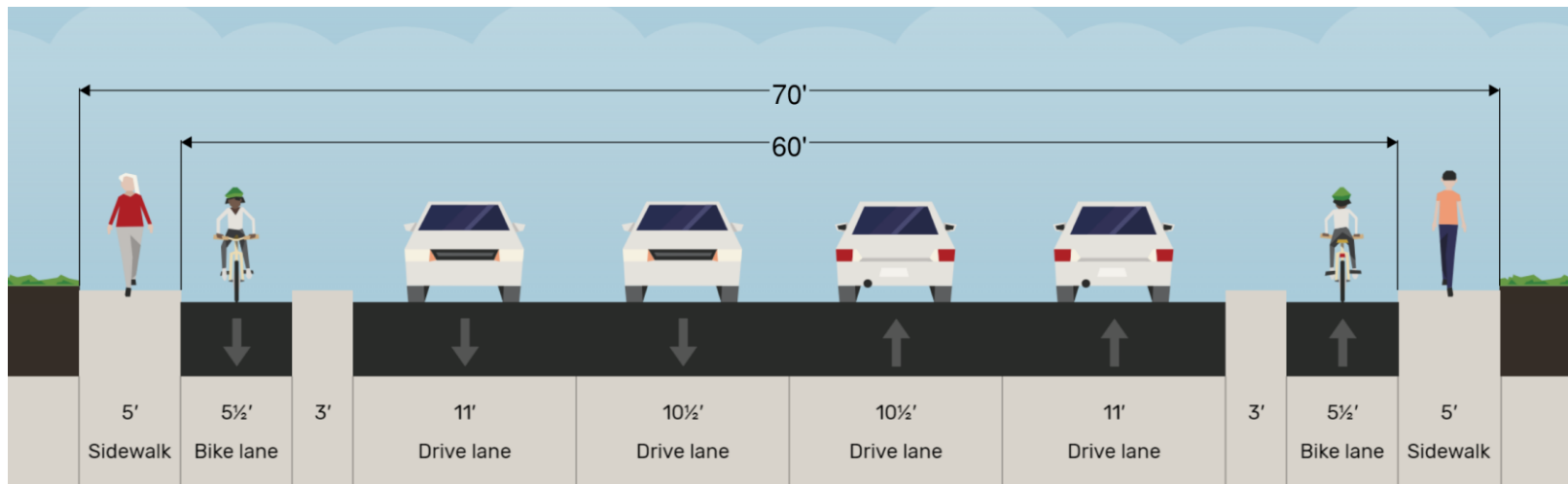


Existing Conditions



Concept 2

Separated Bike Lanes

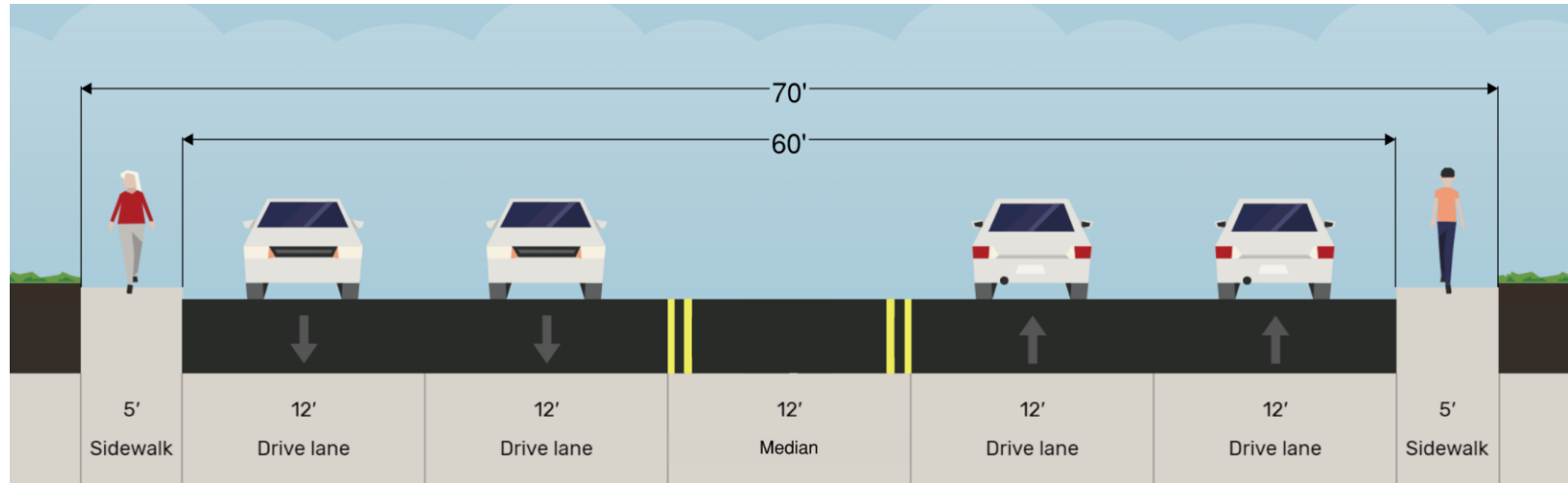


Alternative Typical Sections

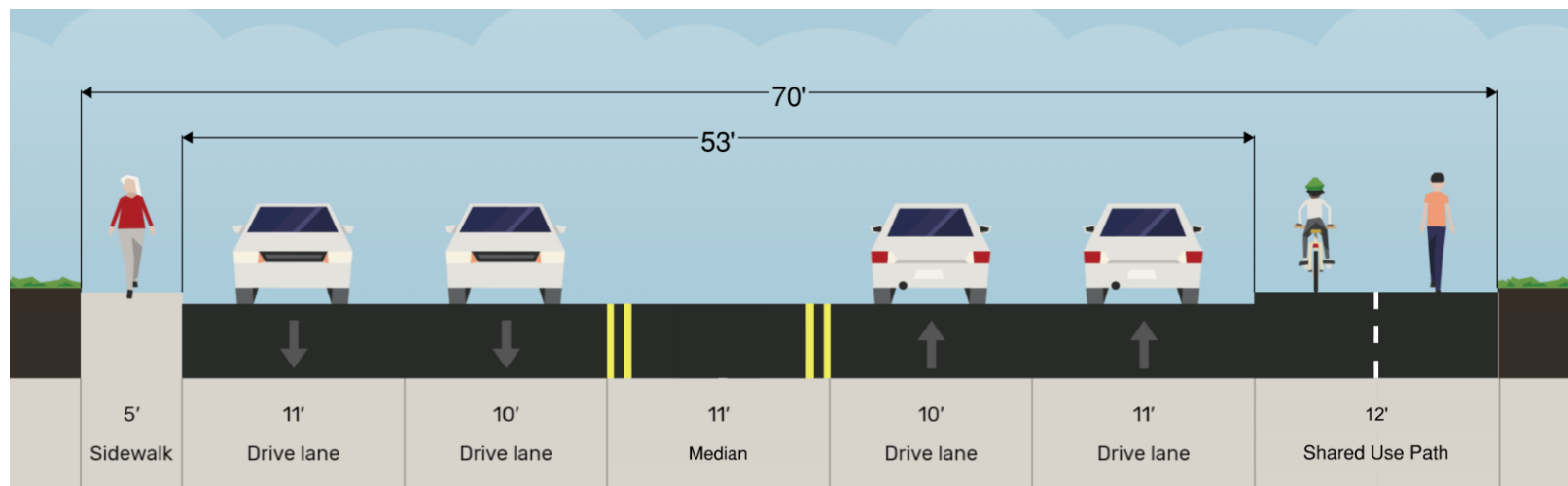
④ Carroll Avenue to New Hampshire Avenue



Existing Conditions



Concept 1
Shared Use Path
South Side

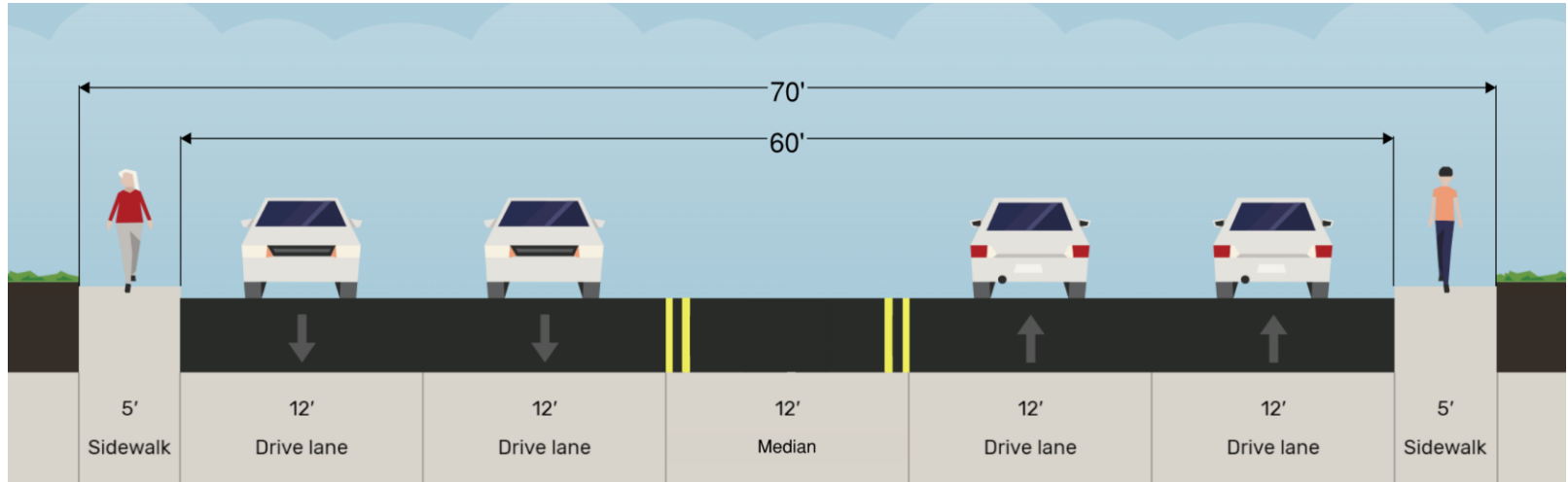


Alternative Typical Sections

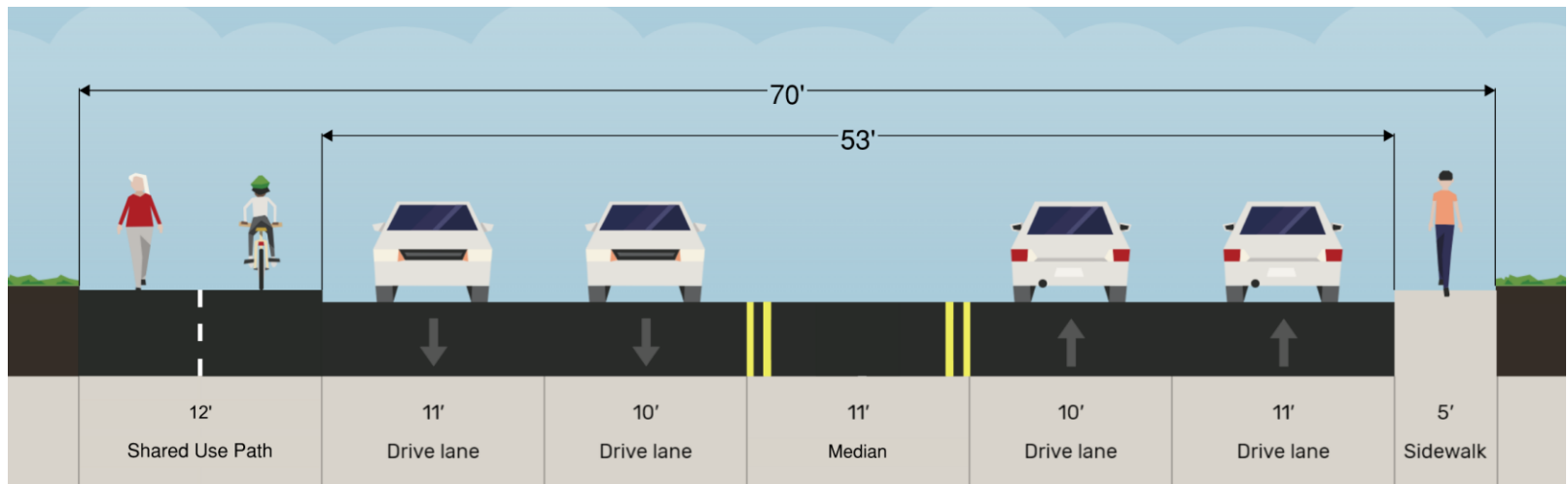
Ⓓ Carroll Avenue to New Hampshire Avenue



Existing Conditions



Concept 2
Shared Use Path
North Side

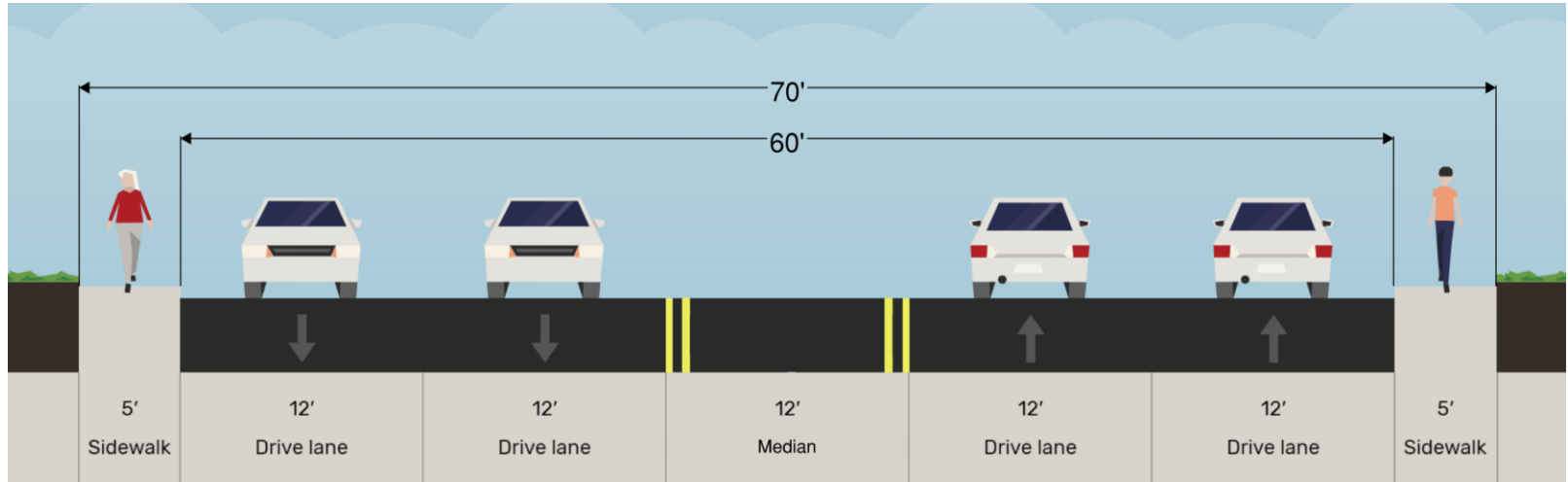


Alternative Typical Sections

(D) Carroll Avenue to New Hampshire Avenue

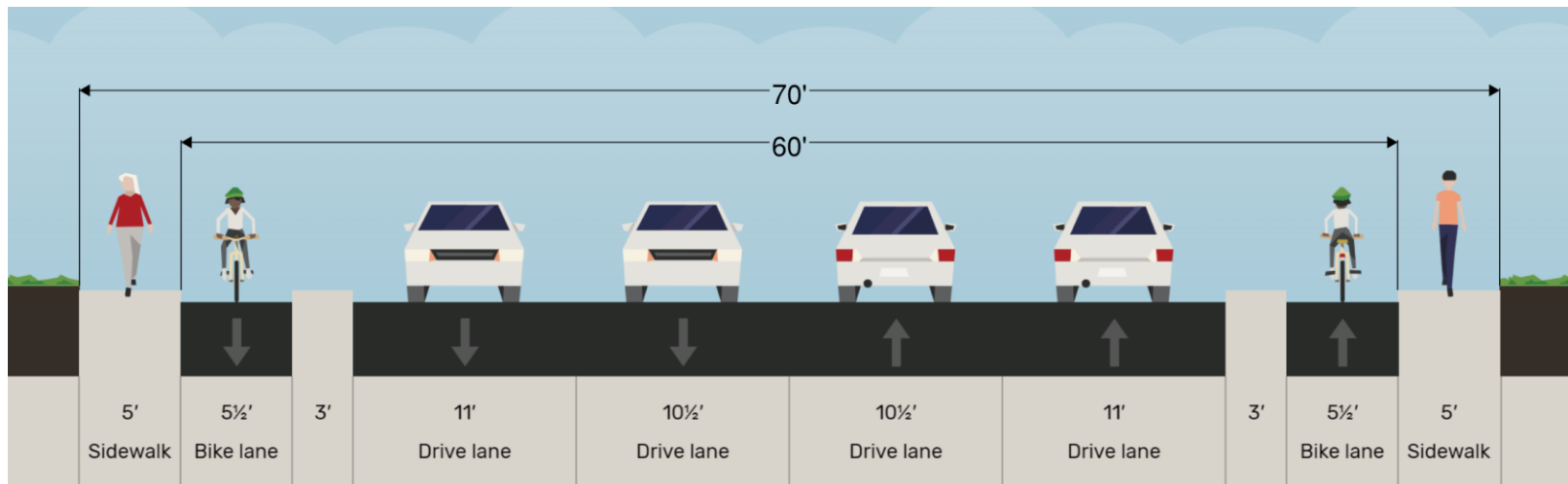


Existing Conditions



Concept 3

Separated Bike Lanes





Next Steps

- Collect additional comments from the community
- Identify a Preferred Alternative
- Develop 35% Preliminary Design Plans
- Mandatory Referral Review with M-NCPPC
- Pending funding availability for construction





Contact



Yasamin Esmaili
Project Manager



240-777-7226



yasamin.esmaili@
montgomerycountymd.gov



<https://montgomerycountymd.gov/dot-dte/projects/PineyBranchRd/index.html>



Scan for Piney Branch Road
Online Comment Form





Questions?



Scan for Piney Branch Road Bicycle Facility
Online Comment Form

