



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



# CONSTRUCTION NOTICE

## SECOND AVE / WAYNE AVE CYCLE TRACK From Spring Street to Georgia Avenue

## CAMERON STREET BIKE LANES Second Avenue to Georgia Avenue

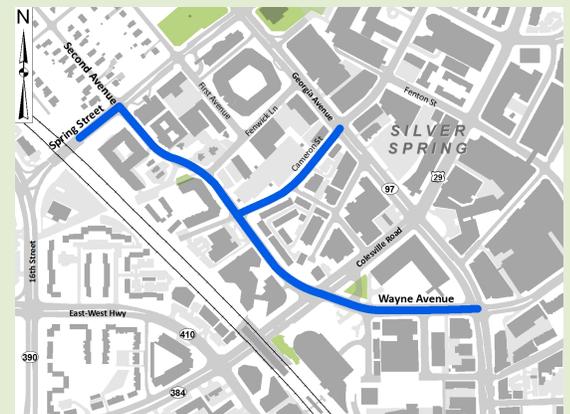
The Montgomery County Department of Transportation is scheduled to begin construction of the Second Avenue / Wayne Avenue Cycle Track project and installation of bike lanes on Cameron Street. These bike projects will construct approximately 0.5 miles of separated bike lanes along Second Avenue and Wayne Avenue between Spring Street and Georgia Avenue and two blocks of bike lanes along Cameron Street between Second Avenue and Georgia Avenue.

This newsletter contains information about the projects and about anticipated construction impacts in the area.

Work is anticipated to start in mid-May, weather permitting. Completion of the work is targeted for the summer of 2018.

Work will take place during the day and at night. Every effort will be made to minimize disruption to traffic, pedestrians, residents, and businesses.

We appreciate your patience.



Second Avenue/Wayne Avenue Cycle Track and Cameron Street Bike Lanes Project Limits

**On-site construction contact:**

<b>NIGHTTIME</b>		<b>DAYTIME</b>
Juan Berrios		Rick Holley
301-704-1453		240-777-7273



## DIVISION OF TRANSPORTATION ENGINEERING

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## SPECIAL POINTS OF INTEREST:

- **Construction Duration:**  
**3 months**
- **Construction Starts:**  
**May 2018**
- **Construction Ends:**  
**August 2018**



## Construction Ahead

**ISIAH LEGGETT**  
Montgomery County Executive

**AL R. ROSHDIEH** - Director  
Montgomery County Department of Transportation

## SECOND AVE / WAYNE AVE CYCLE TRACK From Spring Street to Georgia Avenue

### PROJECT SCOPE AND DESIGN

The Montgomery County Department of Transportation is scheduled to start construction of a two-way cycle track (also known as a separated bike lane) along Second Avenue and Wayne Avenue in downtown Silver Spring. This newsletter summarizes the project and the anticipated impacts.



*A two-way cycle track on Woodglan Dr in White Flint*

A cycle track is a two-way bikeway that is separated from traffic by a barrier that prevents encroachment into the bikeway by motor vehicles. This will be the second of its kind in the County along with one built on Woodglan Drive in White Flint. These facilities are designed to improve safety, reduce stress for cyclists, and to increase the number of people biking.

### PROJECT SUMMARY

The bikeway will start at Spring Street and will run along the east side of Second Avenue to Colesville Road. Beyond Colesville Road, the cycle track will continue along the north side of Wayne Avenue to Georgia Avenue. The project also includes an extension of the Spring Street separated bike lanes west to the Metro tracks.

The project is approximately 0.5 miles long. Work will include some repaving of the street, installation of concrete islands for traffic calming, relocation of storm drain inlets, and reconstruction of curb ramps.

In several locations, floating bus stops will be installed. These bus platforms are separated from the sidewalk by the bike lane. There is a crosswalk for bus riders to cross the bike lane when arriving at or leaving the platform area. Four similar stops were constructed along Spring Street and Cedar Street in 2017.

The intersection of Spring Street and Second Avenue will be reconstructed in a format known as a "protected intersection." This will improve safety for all users by slowing turning vehicles, slowing cyclists, and shortening the crossing distance for pedestrians. For more information on this concept, see the back page of this newsletter.

Building a cycle track in this corridor fulfills a Master Plan recommendation for a separated bikeway in the corridor and furthers the County's goal of zero deaths and serious injuries on our roads.

This bikeway is the second piece of a larger network of bike facilities being constructed in Silver Spring through the County's Bicycle and Pedestrian Priority Area Program (BiPPA).

# CAMERON STREET BIKE LANES

## PROJECT SUMMARY

The Cameron Street Bike Lanes project will install conventional striped bike lanes along Cameron Street from Georgia Avenue to Second Avenue.

This will be an extension of the bike lanes installed in late 2017 on Cameron Street between Spring Street and Georgia Avenue.

In addition to the striping of bike lanes, crews will install a bulb out on the north side of Cameron Street at Ramsey Avenue to make the crosswalk across Cameron Street shorter. This will improve safety for pedestrians crossing at this location.



*The Cameron Street bike lanes will have green markings at intersections like these on Cedar Street.*

## ADDITIONAL INFORMATION

For additional information about the project, visit our bikeways website, [www.bikemontgomery.com](http://www.bikemontgomery.com).

### For questions:

CONSTRUCTION SUPERVISOR  
**Rick Holley**

Phone: 240.777.7273  
Geary.Holley@MontgomeryCountyMD.gov

PROJECT MANAGER  
**Matt Johnson**

BiPPA Program Manager  
Phone: 240.777.7237  
Matt.Johnson@MontgomeryCountyMD.gov

To sign up for the project update mailing list, please send an email to [Matt.Johnson@MontgomeryCountyMD.gov](mailto:Matt.Johnson@MontgomeryCountyMD.gov) and indicate you're interested in the Second Ave/Wayne Ave project.

## TRAFFIC CHANGES

Following construction of the bikeway, right turns from westbound Wayne Avenue onto northbound Colesville Road will be banned at all times. Very few vehicles make this turn currently, and eliminating this turning movement will allow us to reconfigure the signal phasing to allow Colesville Road to get more green time. This is expected to reduce delay in the intersection.



*A bike signal will be installed at Wayne Avenue and Colesville Road.*

Left turns from Second Avenue onto Fenwick Lane and Cameron Street will be controlled by a left turn signal. Drivers will only be permitted to turn during the green arrow phase of the signal cycle.

Northbound Second Avenue will be reduced to a single lane from just north of Colesville Road to Fenwick Lane. Southbound Second Avenue will remain two lanes, however, at Fenwick Lane and Cameron Street, the left lane will become a left turn only lane.

Between Fenwick Lane and Spring Street, the two-way left turn lane will be removed. This is not anticipated to cause significant delay because left turns are infrequent in this area.

## PARKING IMPACTS

Parking impacts are very minor. One space will be removed on the east side of Second Avenue, just south of Spring Street. Along Spring Street west of Second, two spaces will be removed.

Along Cameron Street, four parking spaces will be removed just west of the intersection with Georgia Avenue. Parking is available in the adjacent County parking garage at Cameron Street and Ramsey Avenue.

## CONSTRUCTION ACTIVITIES

The majority of work along Second Avenue and Wayne Avenue will take place between the existing curbs and will include repaving of portions of the roadway. Some sidewalk work will also take place.



*A floating bus stop along Cedar Street. Similar stops will be installed on Second and Wayne Avenues.*

Activities will include work on traffic signals, curb ramp reconstruction, resurfacing, pavement markings, and installation of flexposts and signage.

The work may take place at night to avoid disruptions to traffic and parking. However, some work will take place during the day.

## CONSTRUCTION START

The project is anticipated to start in mid May 2018, weather permitting.

Construction is expected to last approximately 3 months. However, the duration is contingent on good weather and other factors.

MCDOT will publish a construction newsletter on our website every few weeks to provide the current status of the project and the future outlook. The newsletter will also be sent out through email for those signed up to receive updates.



Learn how to navigate these facilities:  
[www.montgomerycountymd.gov/lookout](http://www.montgomerycountymd.gov/lookout)

## IMPACTS TO COUNTY SERVICES

Montgomery County strives to minimize the impact construction will have on residents, businesses and motorists.

Staging areas will be established for the short-term storage of materials and equipment within the County right-of-way. Vehicles parked in the right-of-way will need to be moved during construction. Obey posted signs and do not park at bagged meters.

In order to minimize inconveniences to the public, lane closures will be kept to a minimum and allowed only from 9:00 a.m. to 3:30 p.m. and 7:00 p.m to 7:00 a.m. Driveways and entrances will remain accessible at all times during construction. Please use caution when traveling through the work zone.

Construction noise will include heavy machinery, engine sounds and backing vehicle warning devices. Every effort will be taken to minimize noise and disruption. We appreciate your patience.

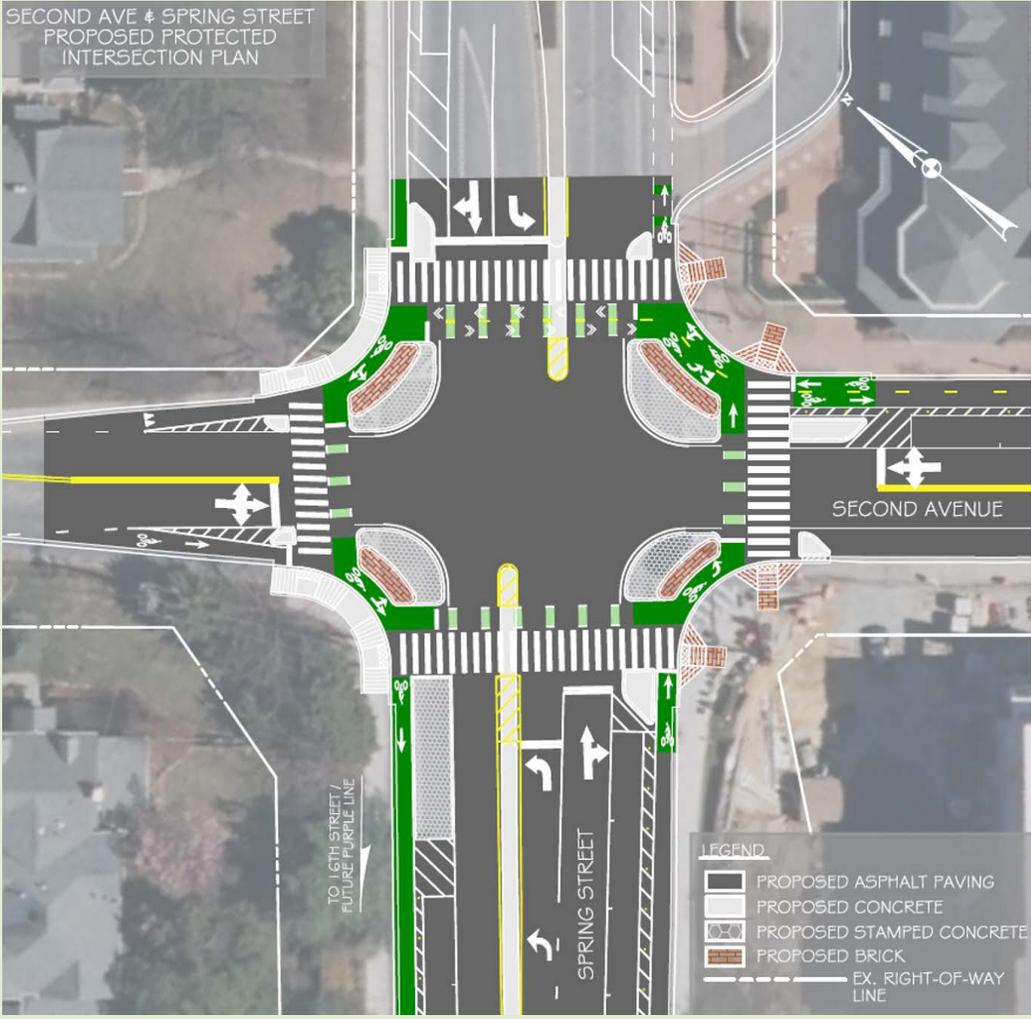


Portions of Second Avenue and Wayne Avenue will be resurfaced, which will impact traffic and parking.

## KEEPING INFORMED

This newsletter is sent to residents who are on the project mailing list and to the owners of businesses in the vicinity. Please share this information with your neighbors. If you have questions or concerns, please reach out to the County staff listed in this newsletter.

Signs and message boards posted near the project site will keep you informed of changes to the traffic patterns and guide you safely through the work zone.



The "protected intersection" at Spring Street and Second Avenue will be the first of its kind in the region.

## SPOTLIGHT: PROTECTED INTERSECTION

The above graphic shows the proposed "protected intersection" at Spring Street and Second Avenue. This will be the first of its kind on the East Coast, but several of these have been constructed around the country, including in Chicago, San Francisco, and Salt Lake City.

The goal of a protected intersection is to improve safety for all users. The intersection does this by slowing down turning vehicles and cyclists. By shifting the bike lane away from the travel lanes, it also provides better driver visibility of approaching cyclists.

Slowing down the interaction between turning vehicles and cyclists reduces

the chance of collision and in the case that a crash does occur, it reduces the severity.

Turning speeds are reduced by the use of the corner islands, which tighten the corner radius. Low truck aprons on the inboard parts of the islands (shown in gray) allow trucks and buses to navigate the turns slowly with a more generous turning radius without encouraging passenger cars to turn quickly as in standard intersections.

The advanced stop line for cyclists also allows them to be more visible to right turning drivers at the start of the green signal and to get a head start.

Phone: 240-777-7270    
Twitter: @MoCo\_DTE #2ndAveCycletrack  
Web: [www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)  
For alternative formats of this newsletter, please contact us at 240-777-7623 (Voice). TTY users call Maryland Relay.