

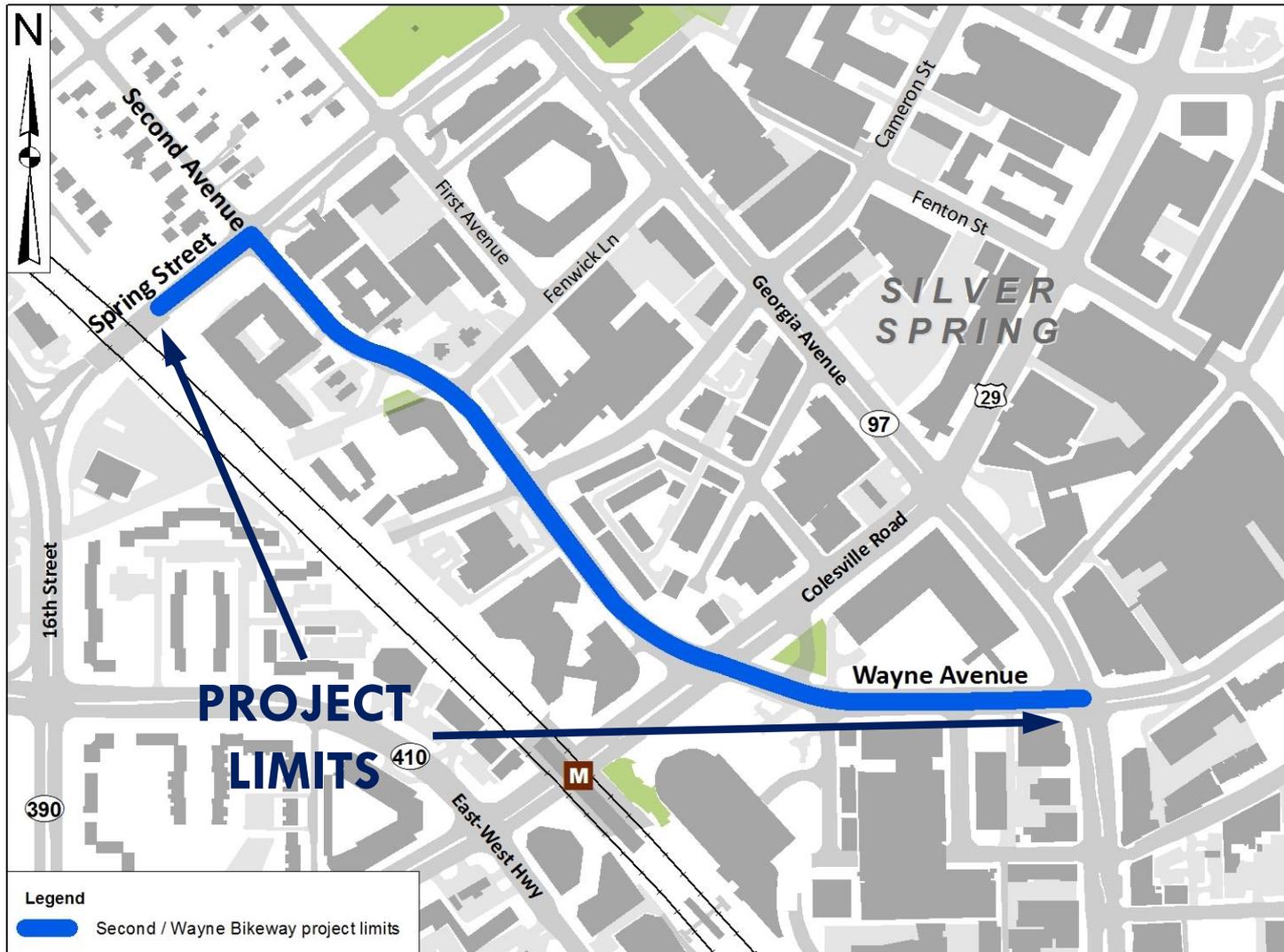
Public Meeting
December 6, 2016



PROPOSED SECOND AVE/WAYNE AVE SEPARATED BIKE LANES

Spring Street to Georgia Avenue

Vicinity Map



Project Background

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□ Scope

- Construct bike lanes in accordance with Silver Spring CBD (2000) Master Plan recommendations for a bikeway along Second and Wayne Avenues between Spring Street and Georgia Avenue.

□ Why now?

- This project is being advanced now to build a protected bikeway network in Silver Spring. It will follow the Spring Street/Cedar Street Separated Bike Lanes project, which is being constructed in Spring 2017.
- Second/Wayne is a good candidate for separated bike lanes because of excess lane capacity throughout the corridor.

Project Background

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- BiPPA Program
 - ▣ Bicycle and Pedestrian Priority Area Program.
 - ▣ This project is funded through this program, which targets bicycle and pedestrian improvements in certain urban areas which have been designated as BiPPAs.
 - ▣ 31 BiPPAs exist in Montgomery County.
 - Improvements are funded in Silver Spring and Grosvenor.
 - An additional 3 BiPPAs have been studied (Glenmont, Randolph/Veirs Mill, and Wheaton).
 - 3 new BiPPAs will be studied this year (Takoma-Langley, University/Piney Branch, & Flower/Piney Branch/Arliss).

Facility Type

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- Separated bike lane
 - ▣ A separated bike lane is a bike lane that includes a physical barrier between the bikeway and traffic. The barrier can be a curb, parked cars, flexposts, planters, or a similar object.
 - ▣ Separated bike lanes offer more protection and less stress for all types of cyclists than a traditional bike lane.



Facility Type

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- Montgomery County's fifth cycletrack
 - ▣ Woodglen Drive in White Flint was the first in 2014.
 - ▣ In 2016, Nebel Street and Glenbrook Road.
 - ▣ Spring Street construction upcoming.



Why Second & Wayne?

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- Bicycling is becoming more popular as a mode of transportation, and offers a sustainable way for people to get around the County.
- Silver Spring is growing more urban, and new cycling facilities are needed to help residents, workers, and shoppers get around safely.
- Second and Wayne Avenues connect other cycling facilities and will help cyclists connect to Metro and many nearby dwellings, jobs, and recreational and entertainment venues.

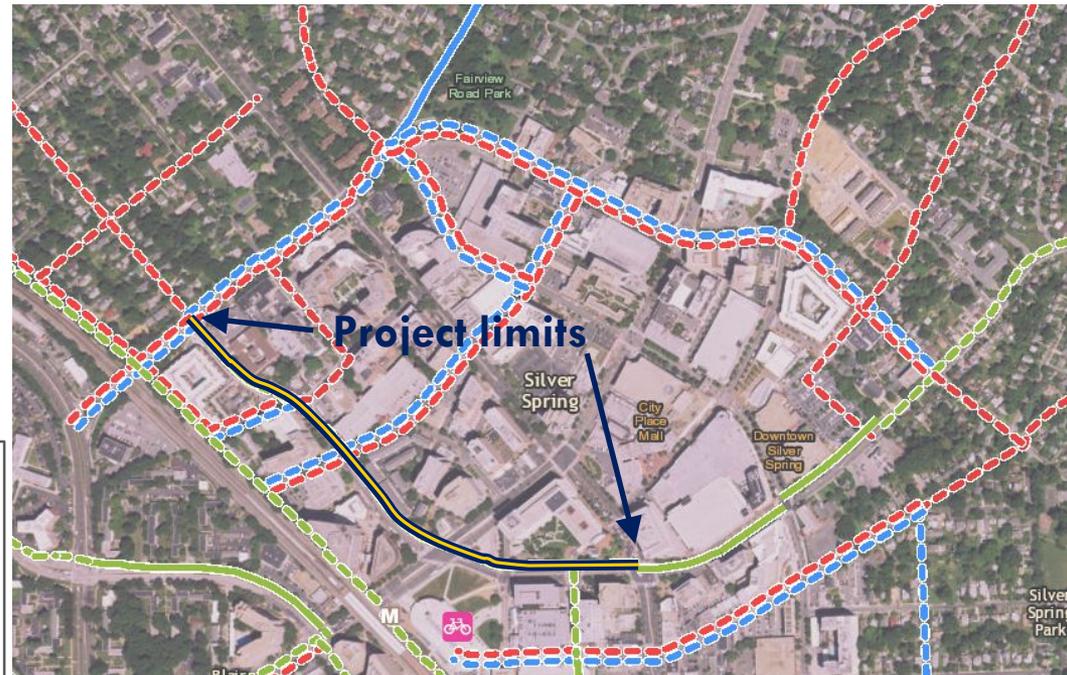
Connections

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□ Second and Wayne Avenue Bikeway connects several existing or proposed cycling facilities, including

- Spring/Cedar separated bike lanes
- Second Avenue bike route
- Cameron St bike lanes
- planned Dixon Ave bike lanes
- future Capital Crescent Trail
- future Metropolitan Branch Trail
- future Silver Spring Green Trail

Existing	Proposed
 Shared-use path	 Shared-use path
 Bike lane	 Bike lane
 Shared roadway	 Shared roadway



Existing and planned bikeways. Map from Montgomery County Planning Dept.

Existing Conditions

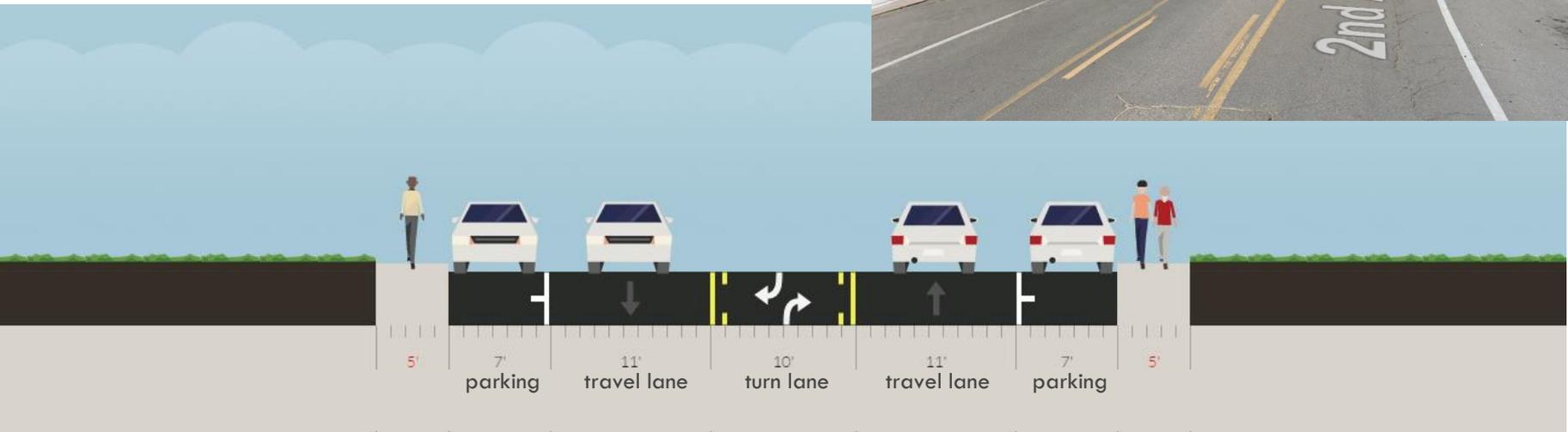
- Conditions along Second Avenue and Wayne Avenue vary greatly throughout the corridor
- Number of Lanes:
 - 2 from Spring St to Fenwick Ln with two-way left turn lane
 - 4 from Fenwick Ln to Colesville Rd (MD 384)
 - 6 from Colesville Rd to Ramsey Av
 - 4 (+2 former bus lanes) from Ramsey to Georgia Av
- Parking: Spring St to Fenwick Ln
- Median: Fenwick Ln to Colesville Rd and Ramsey Av to Georgia Av

Existing Typical Sections

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□ Second Av at Spring St

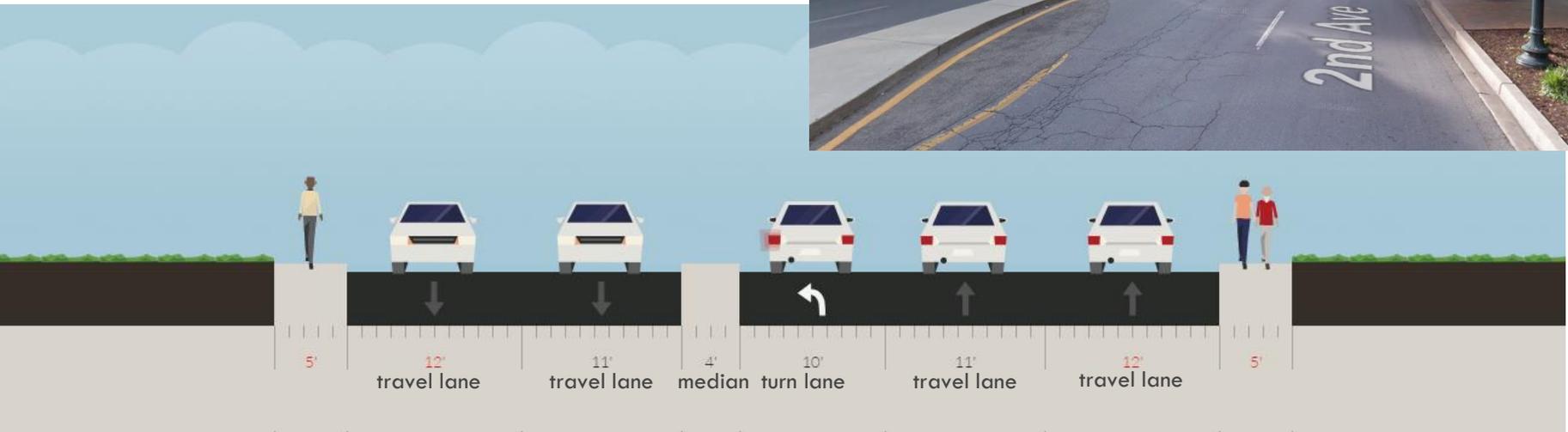
- Two-way left turn lane is not necessary for traffic flow.
- Driveways are low-volume, and some have been removed over time.



Example only. Conditions may vary.

Existing Typical Sections

- Second Av at Cameron St
 - ▣ Excess capacity.

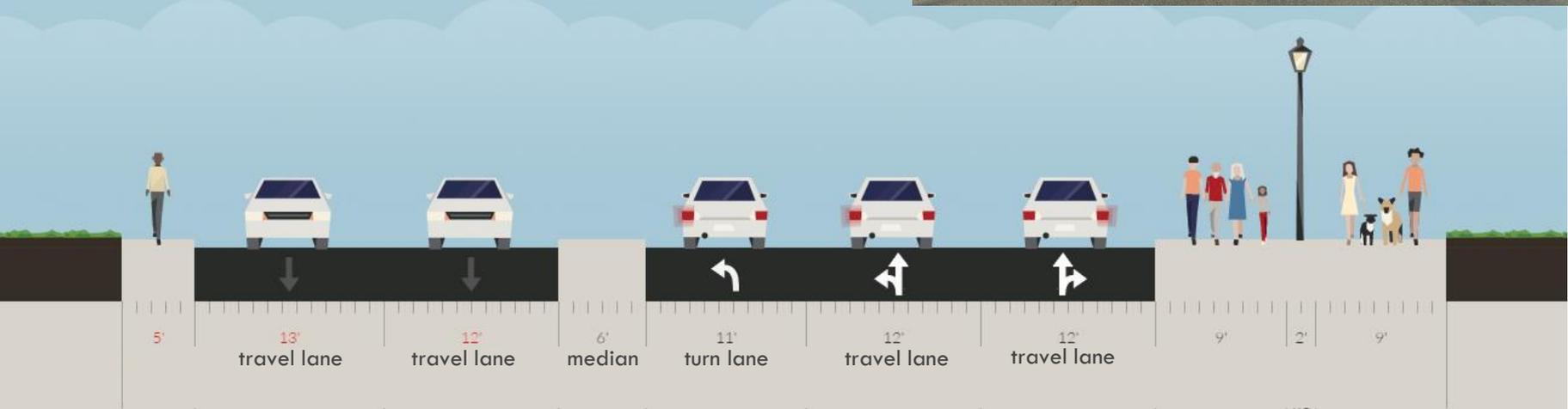


Example only. Conditions may vary.

Existing Typical Sections

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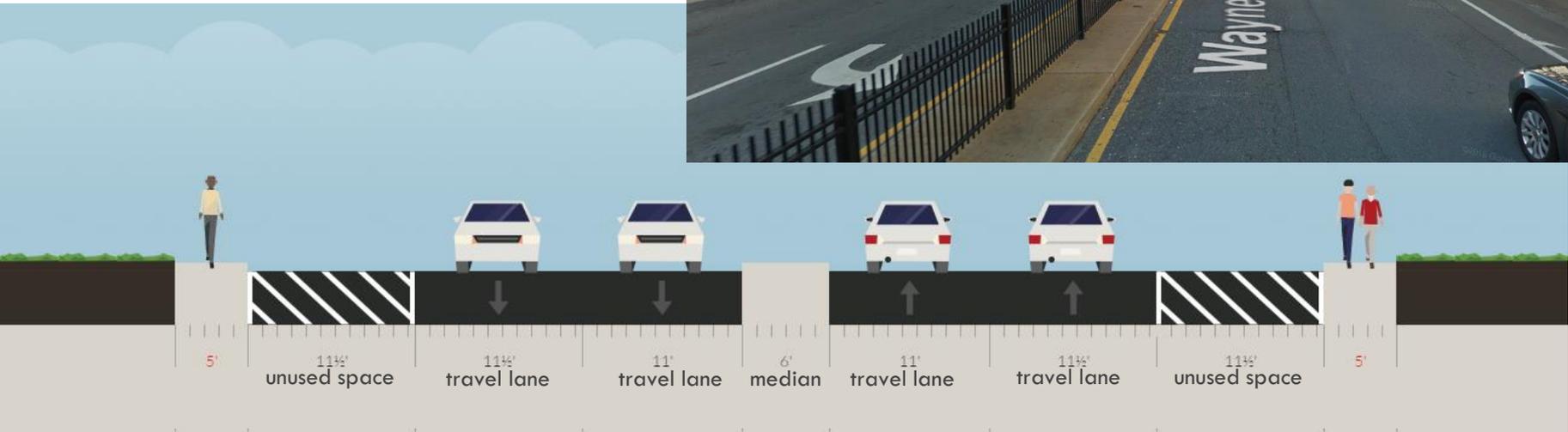
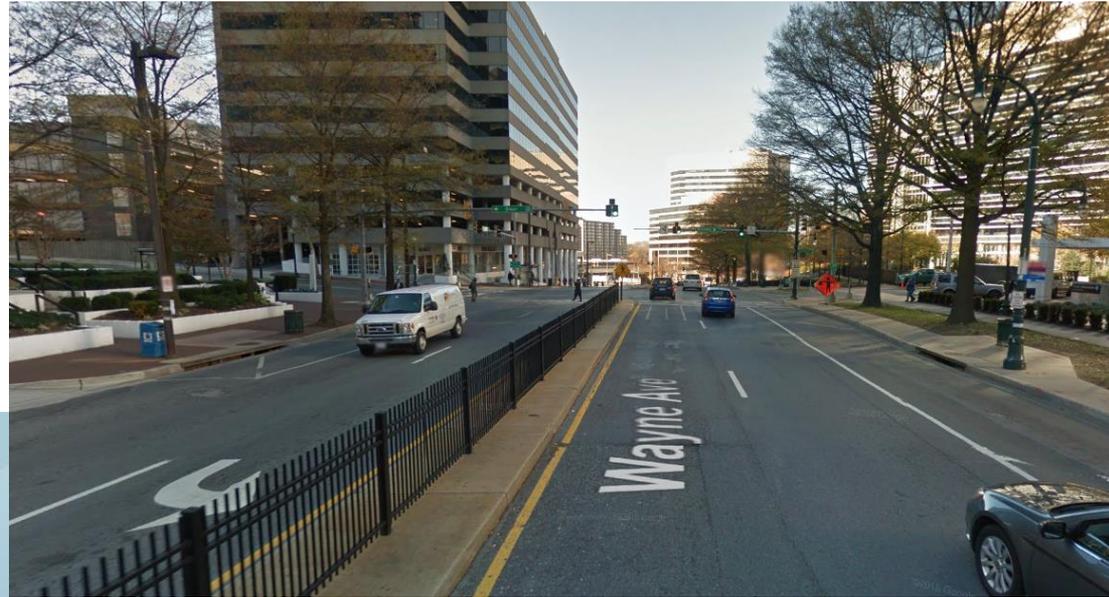
- Wayne Av at Colesville Rd
 - ▣ No excess space or capacity.
 - ▣ This is the most constrained part of the corridor.



Example only. Conditions may vary.

Existing Typical Sections

- Wayne Av at Dixon Av
 - ▣ Bus layover areas are now unused



Example only. Conditions may vary.

Proposed Conditions

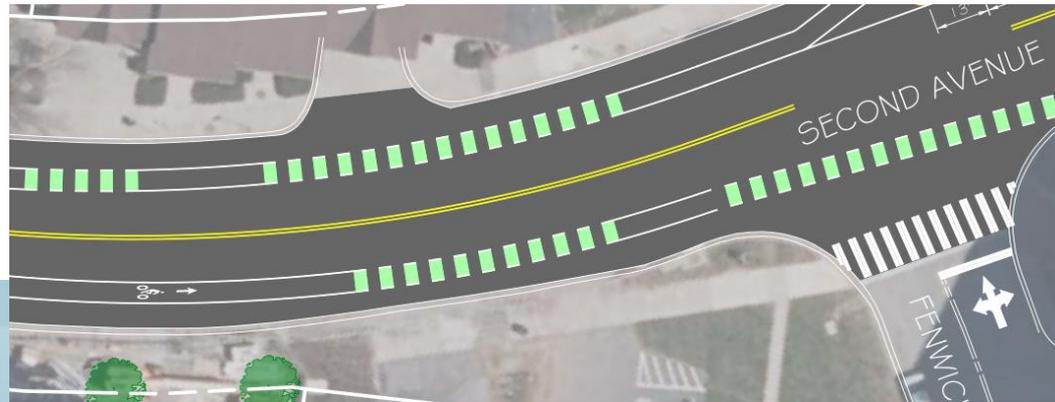
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- Spring St – Fenwick Ln:
 - ▣ Conventional bike lanes.
 - ▣ Bike lanes are 5' in width on either side.
- Fenwick Ln – Colesville Rd:
 - ▣ One-way separated bike lanes on each side of the street.
 - ▣ Each lane is 6' in width with a 6' buffer.
- Colesville Rd – Georgia Av:
 - ▣ Two-way separated bike lane (cycletrack) on the north (Discovery Channel) side of the street.
 - ▣ Cycletrack is 8' wide with a 2' to 3' buffer.

Proposed Typical Sections

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- Second Av at Fenwick Ln
 - ▣ Two-way left turn lane removed
 - ▣ Parking is retained

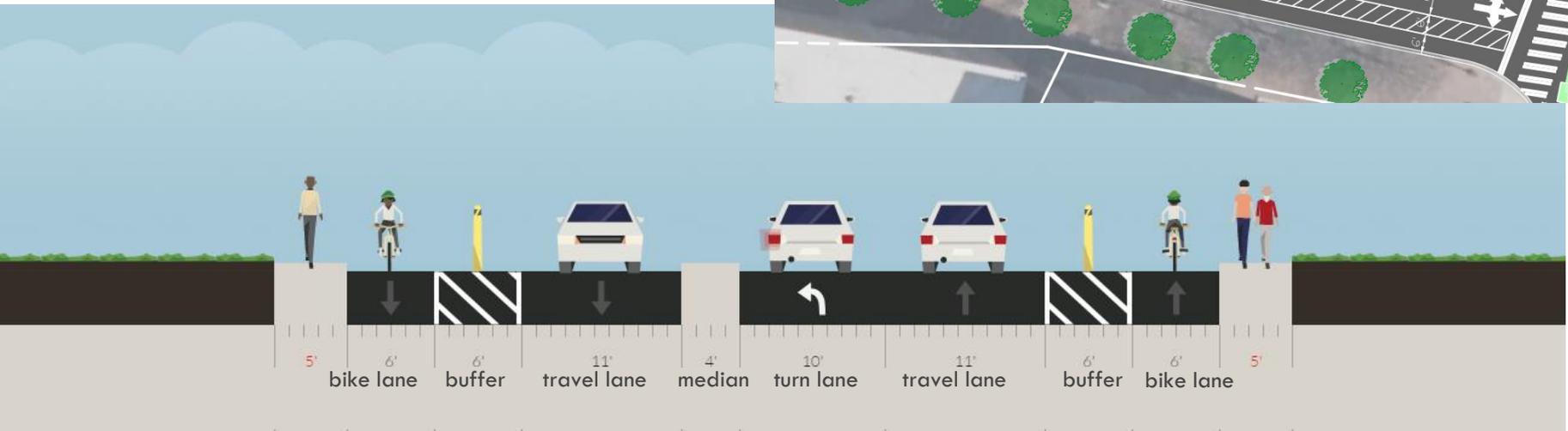


Example only. Conditions may vary.

Proposed Typical Sections

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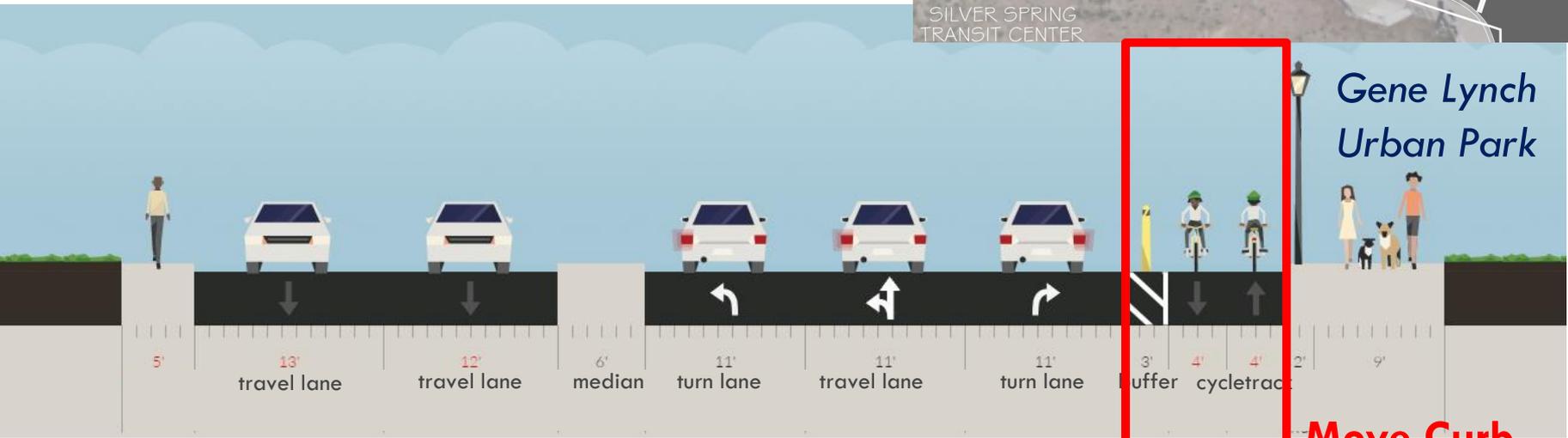
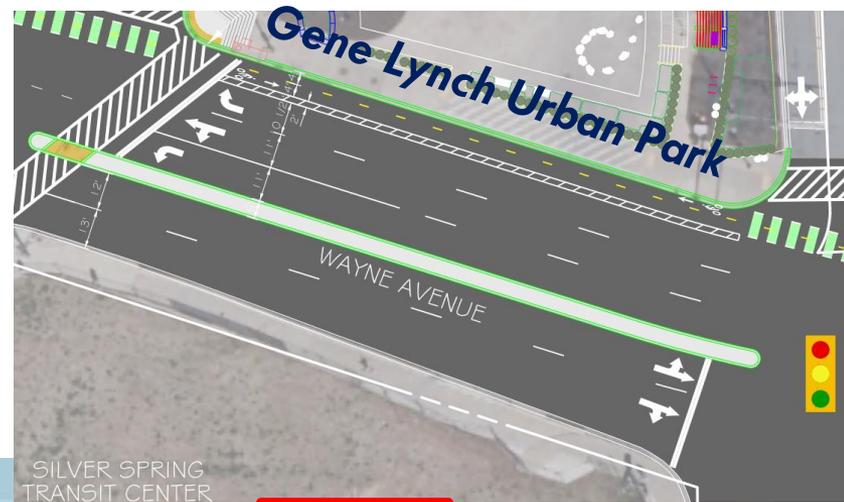
- Second Av at Cameron St
 - ▣ Right lane is removed and converted to bike lane + buffer



Example only. Conditions may vary.

Proposed Typical Sections

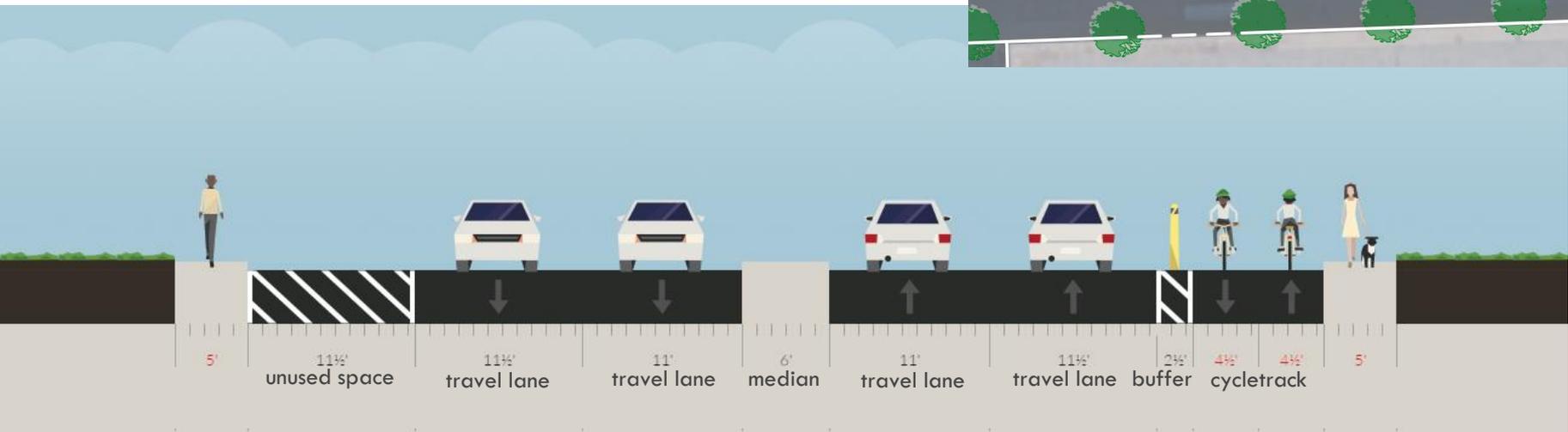
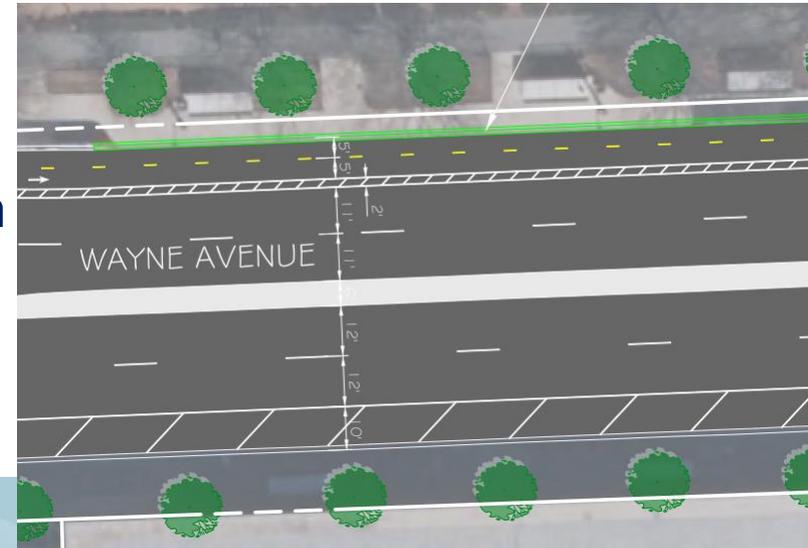
- Wayne Av at Colesville Rd
 - ▣ Roadway is constrained here.
 - ▣ Accommodate bike lanes by relocating curb.



Example only. Conditions may vary.

Proposed Typical Sections

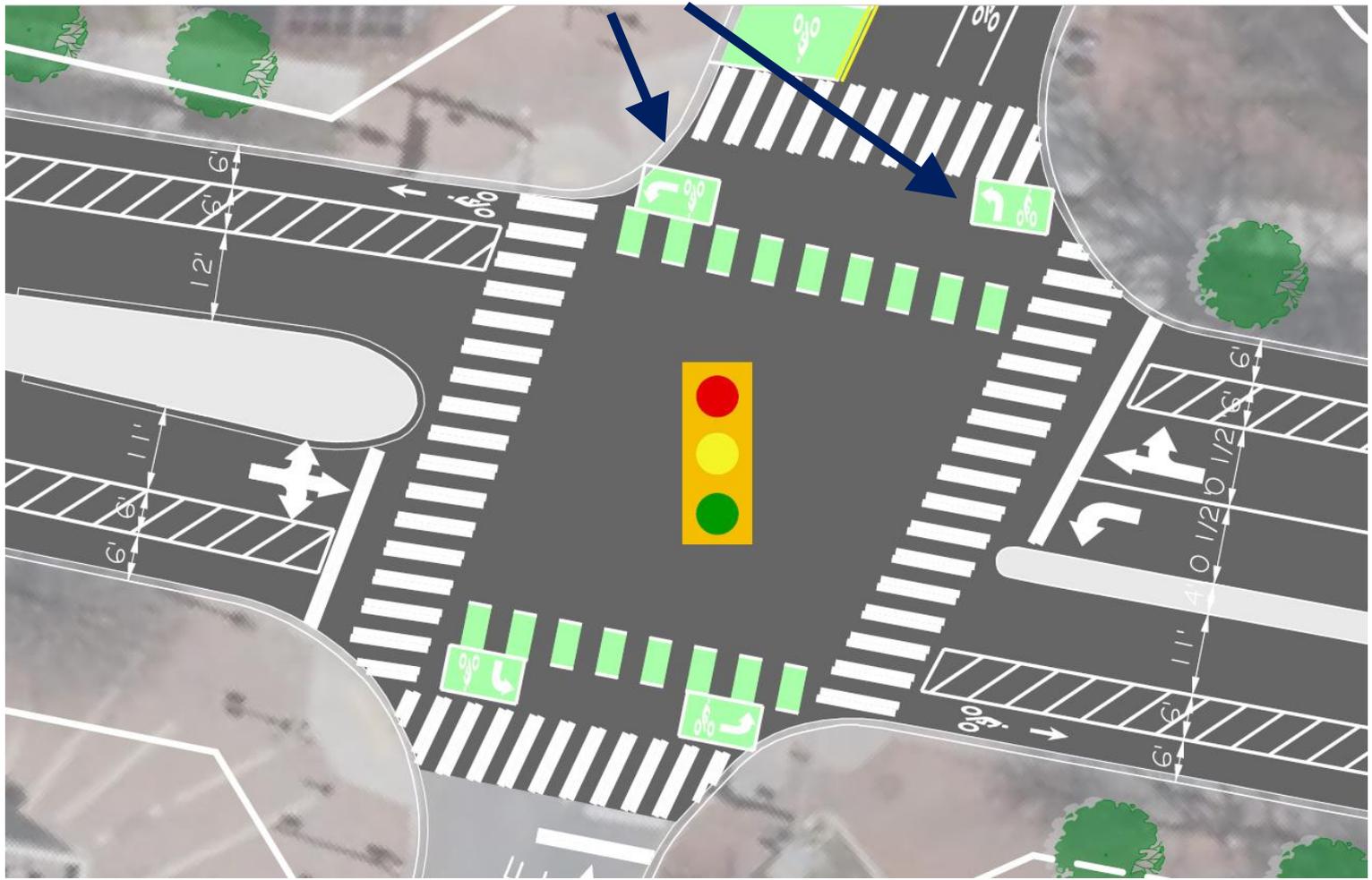
- Wayne Av at Dixon Av
 - ▣ Use former bus layover locations for bikeway on north (Discovery) side of Wayne.



Example only. Conditions may vary.

Intersections

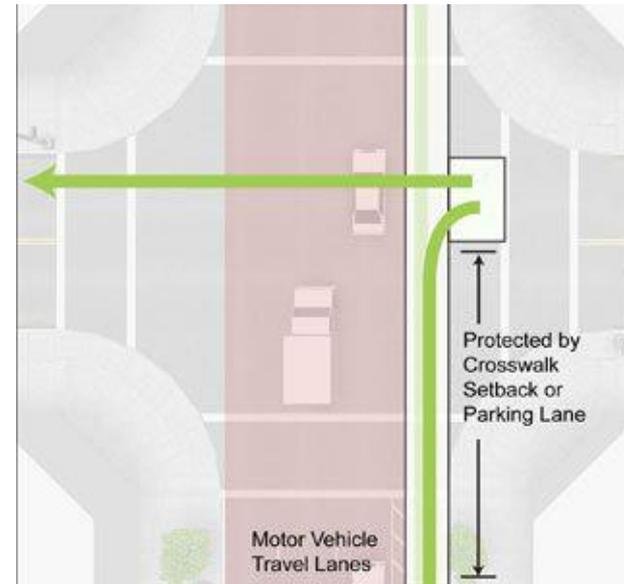
- Two-stage queue box pavement marking



Intersections

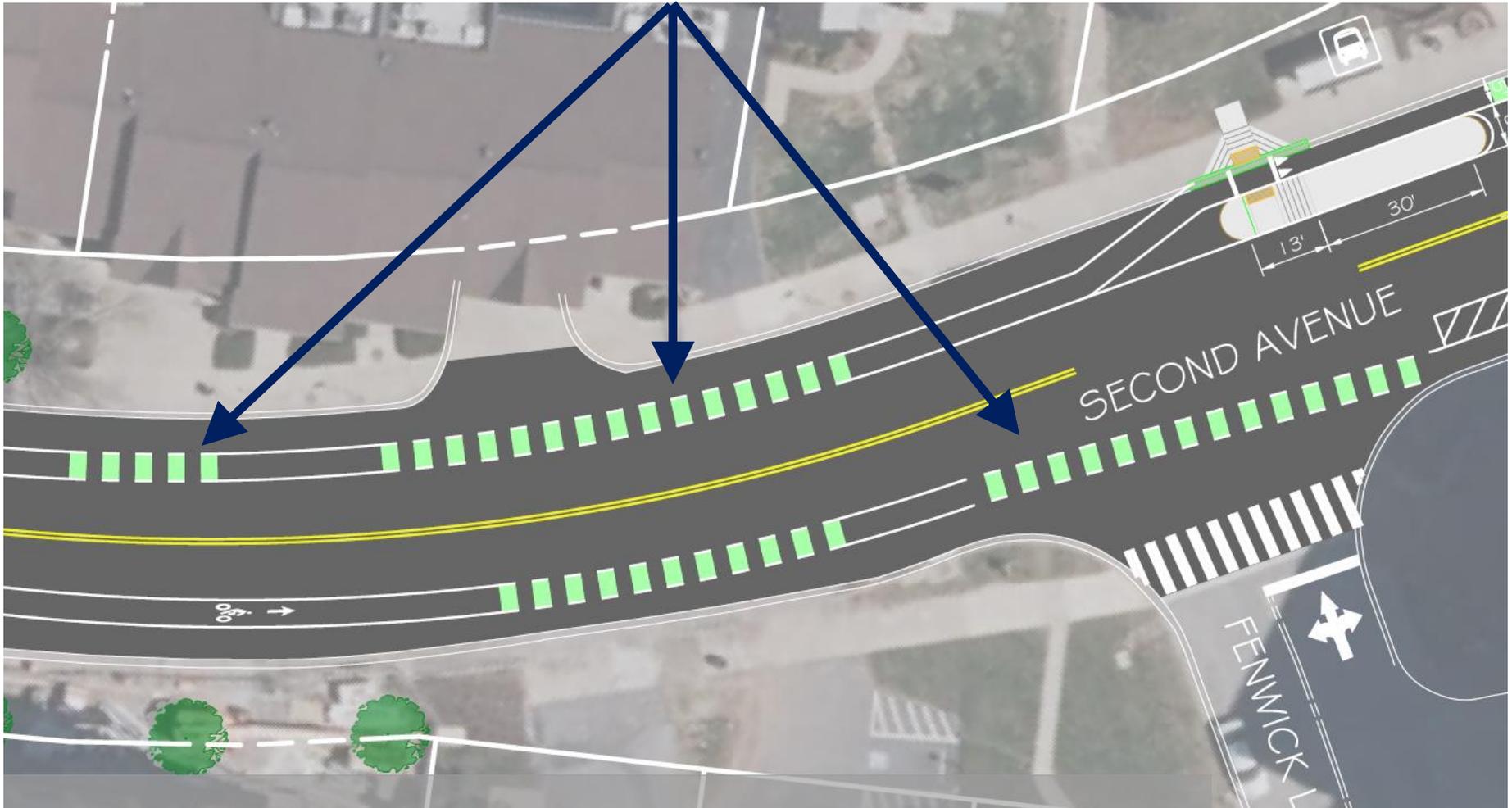
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- Two-stage queue boxes
 - ▣ Most signalized intersections will get two-stage queue boxes.
 - ▣ Benefits of two-stage queue boxes:
 - Allows safer/more comfortable left turns for cyclists off of the cycletrack.
 - Separates turning cyclists from through cyclists.
 - Reduces turning conflicts between cyclists and motorists.



Intersections

□ Colored conflict area



Intersections

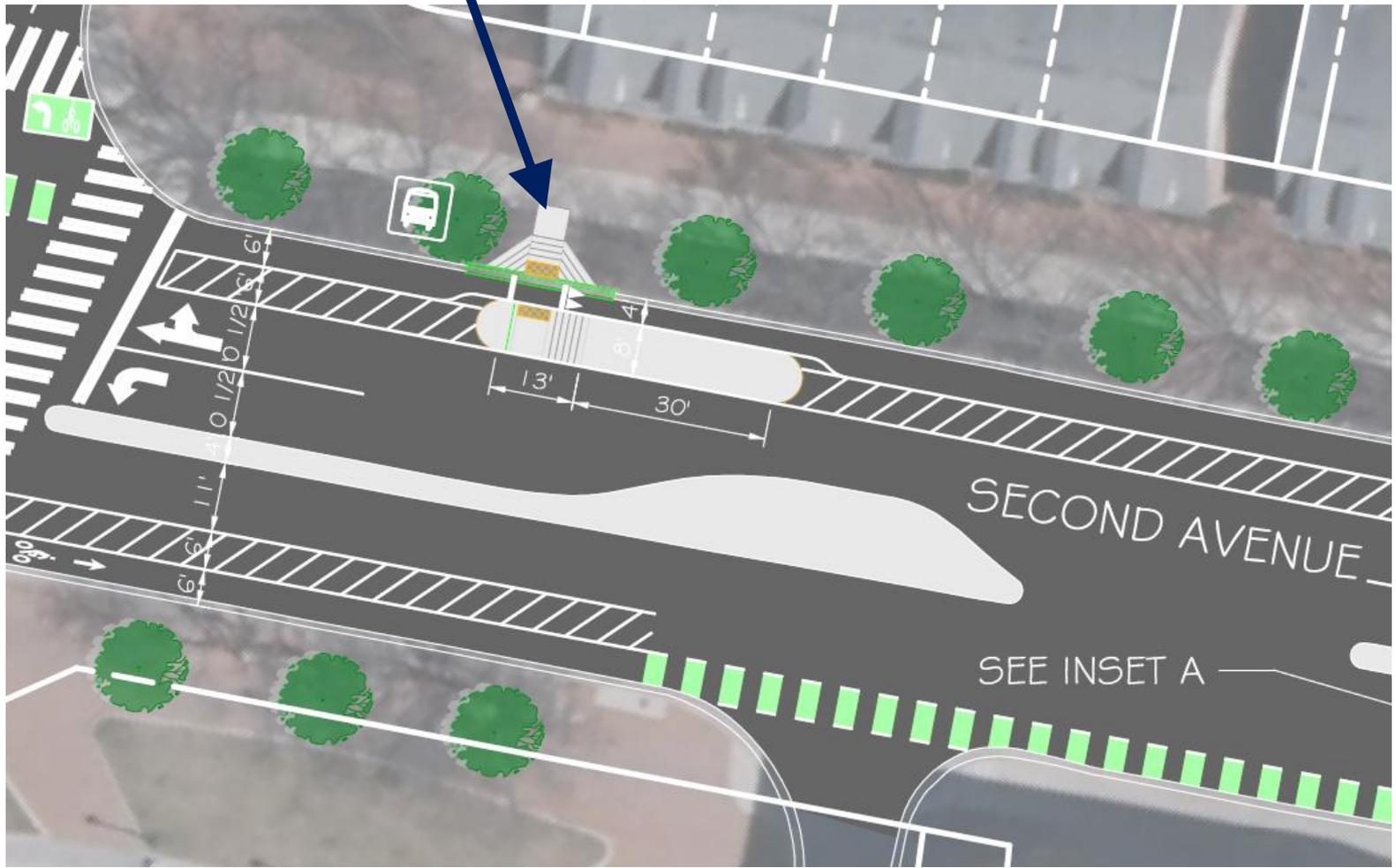
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- Colored conflict areas
 - ▣ Signalized and unsignalized crossings and driveways will be marked with colored pavement.
 - ▣ Benefits of colored conflict areas:
 - Increases the visibility of cyclists
 - Raises awareness of conflict areas to both cyclists and motorists.
 - Reinforces cyclist priority over turning vehicles.
 - Guides cyclists through the intersection.
 - Makes bicycle movements more predictable.



Intersections

□ Floating bus stop



Intersections

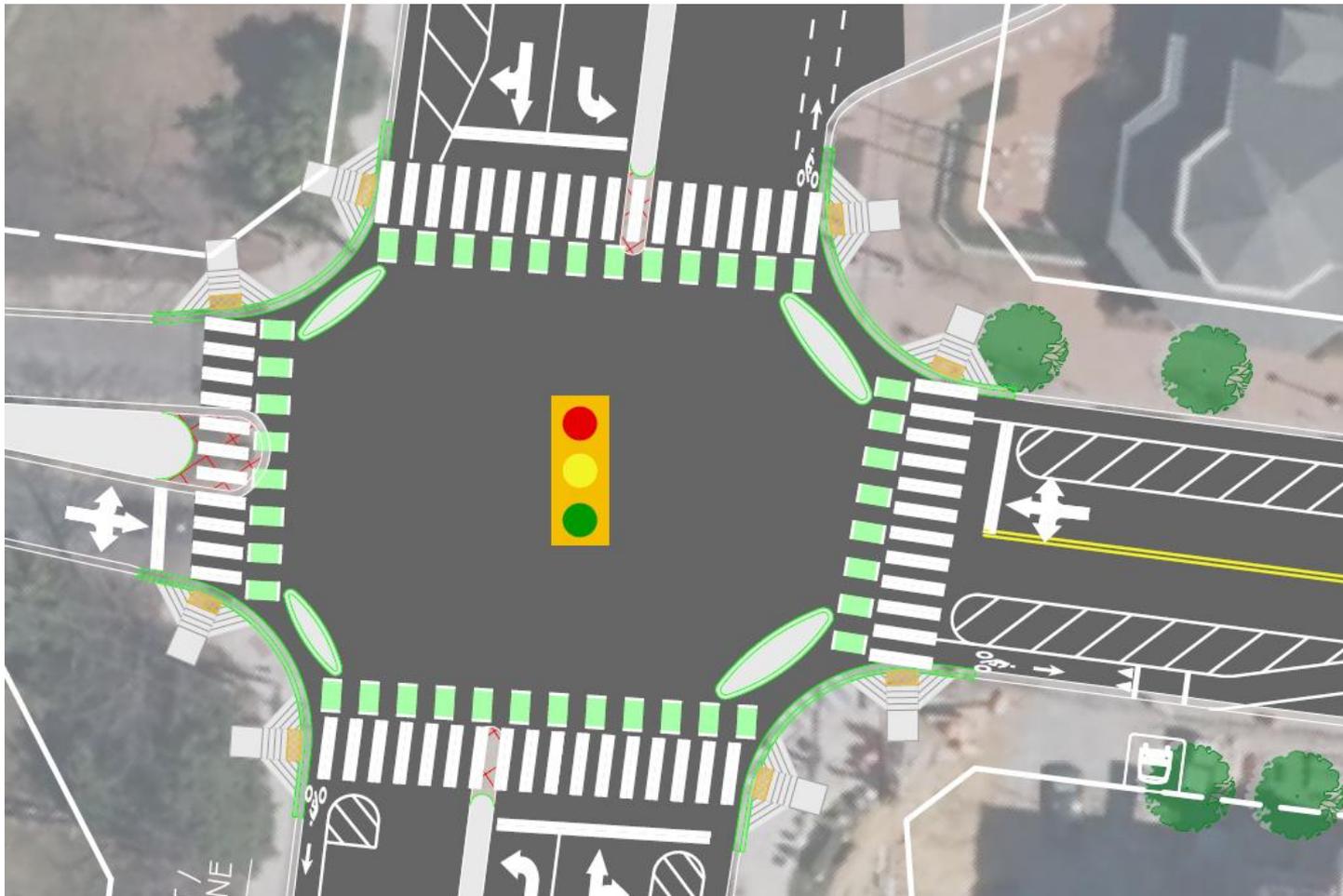
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- Floating bus stop
 - ▣ A floating transit stop avoids requiring buses to pull into the bike lane to discharge passengers.
 - ▣ Benefits:
 - Avoids buses pinching cyclists against curb.
 - Transit patrons have exclusive waiting area.



Intersections

□ Protected Intersection



Intersections

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- Protected Intersection
 - ▣ A protected intersection provides an additional level of safety for cyclists at intersections.
 - ▣ Benefits:
 - Slows cyclists
 - Slows turning vehicles
 - Improves driver view of cyclists
 - Provides better pedestrian visibility



Intersections

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- **Bike Signals**
 - ▣ Bike signals are signals that specifically govern the movement of cyclists in an intersection.
 - ▣ **Benefits**
 - May allow a protected movement for cyclists
 - May limit cyclist exposure to turning traffic
 - Can be better timed to suit cyclists than pedestrian and motorist signals



Intersections

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□ Colesville Transition

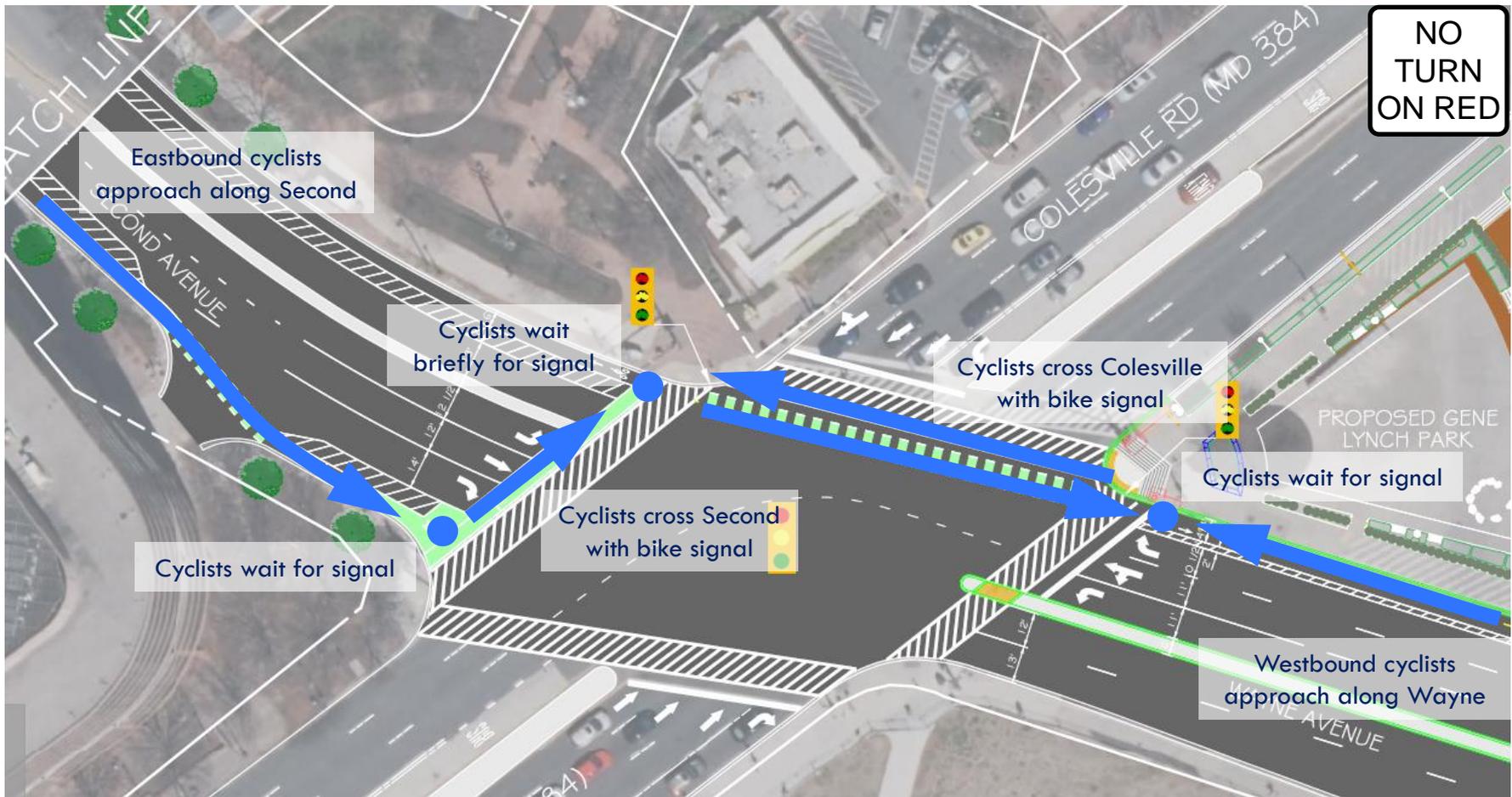
- Second Ave has a pair of one-way separated bike lanes.
- Wayne Ave has a two-way cycletrack on the north side.
- This will require a transition between the two types.

▣ Design treatment:

- Signal phase protection using bike signals.
- Eastbound cyclists first cross Second with bike signal, then immediately cross Colesville with bike signal.
- Cyclists bound for Metro can cross in southern crosswalk.

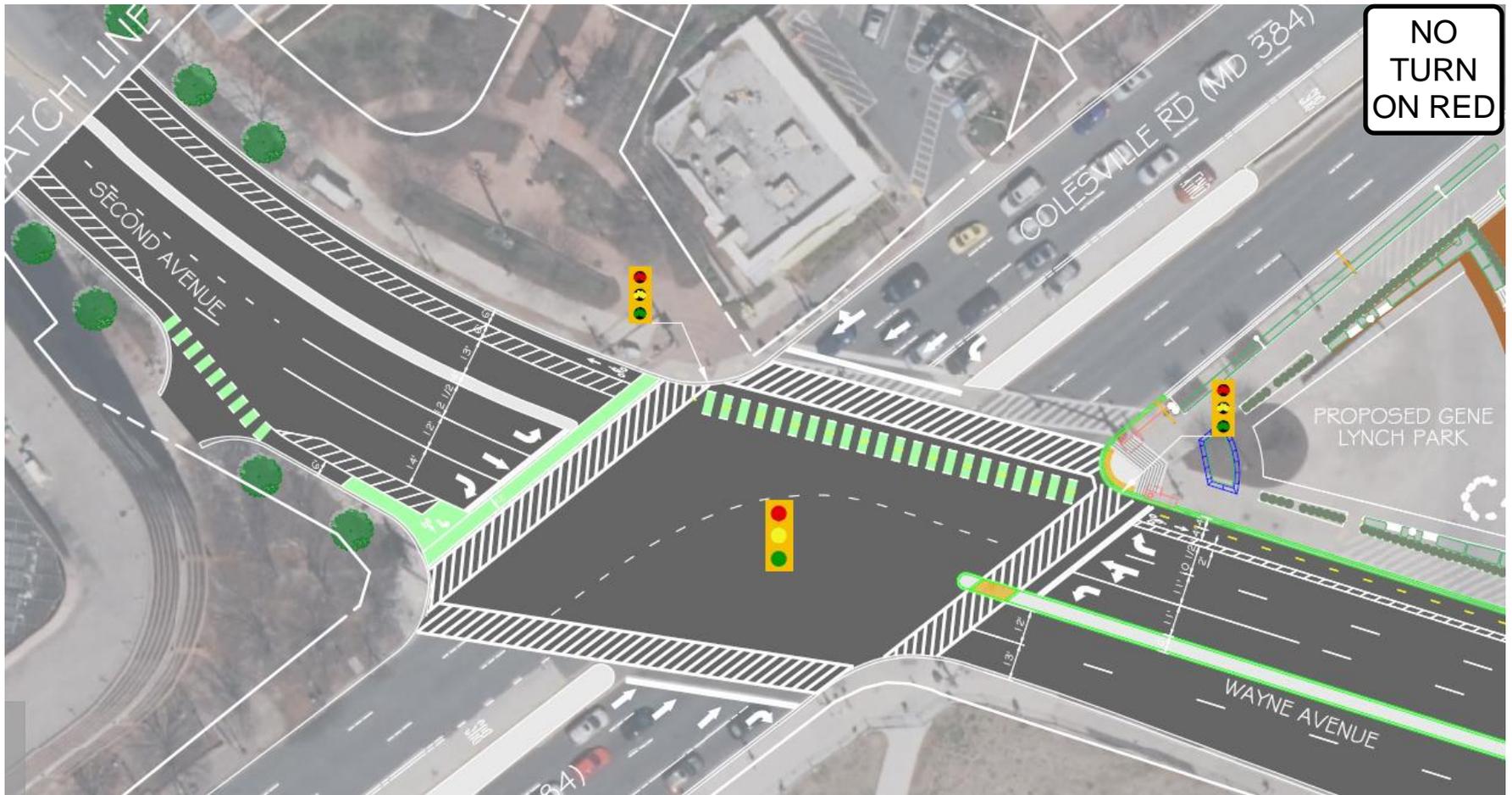
Intersections

□ Colesville Transition



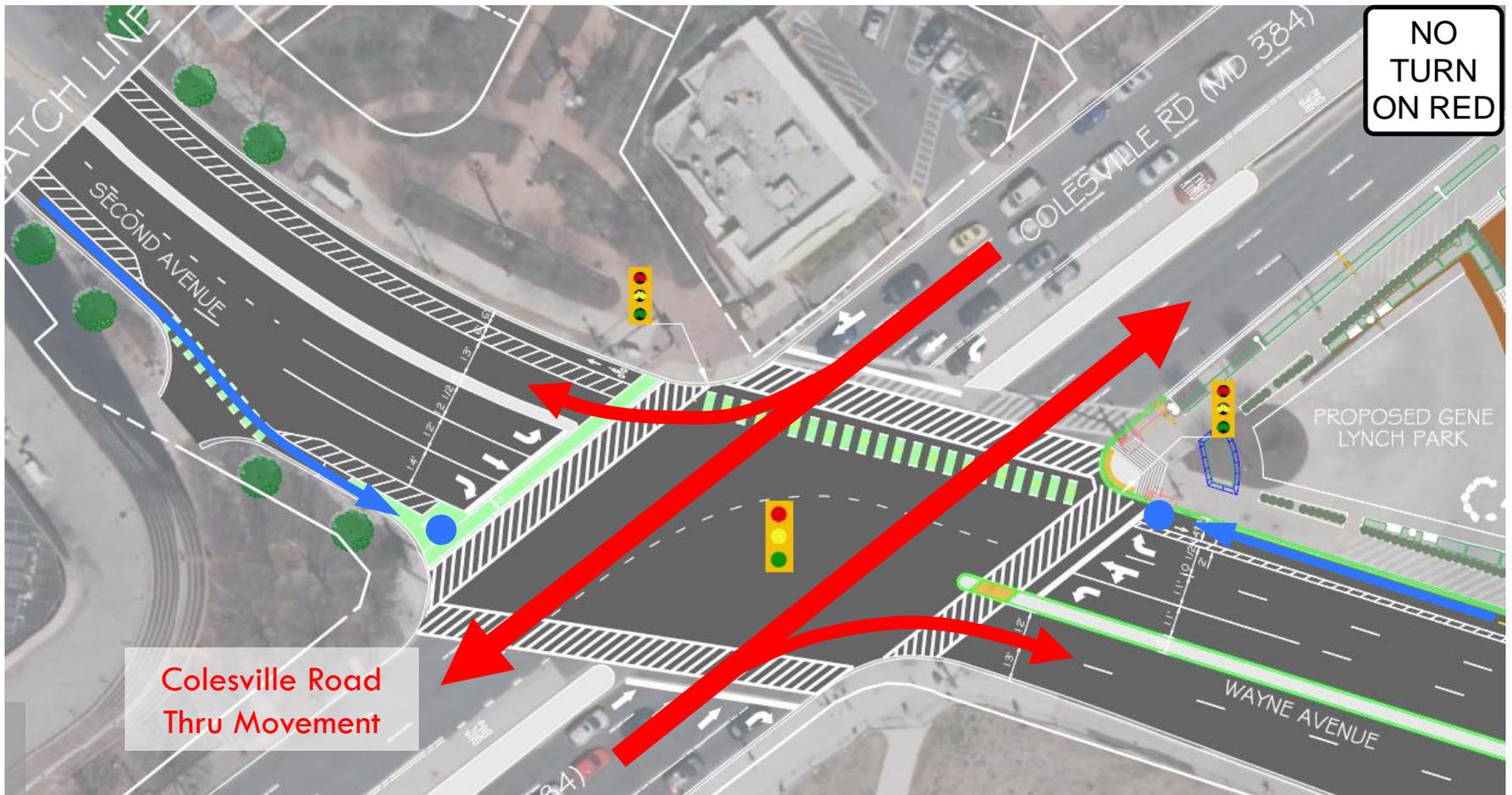
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□ Colesville Transition



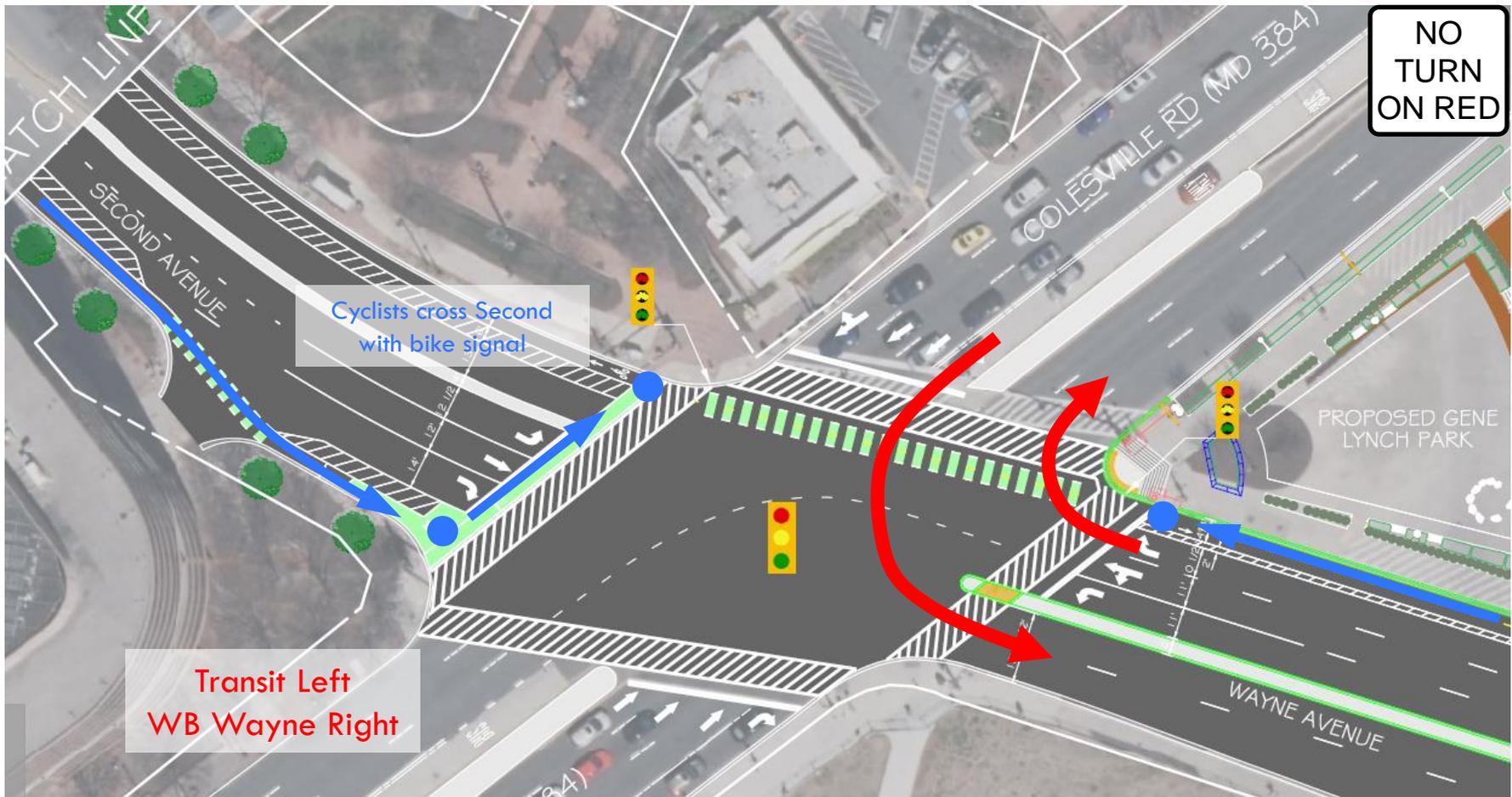
Intersections

□ Colesville Transition



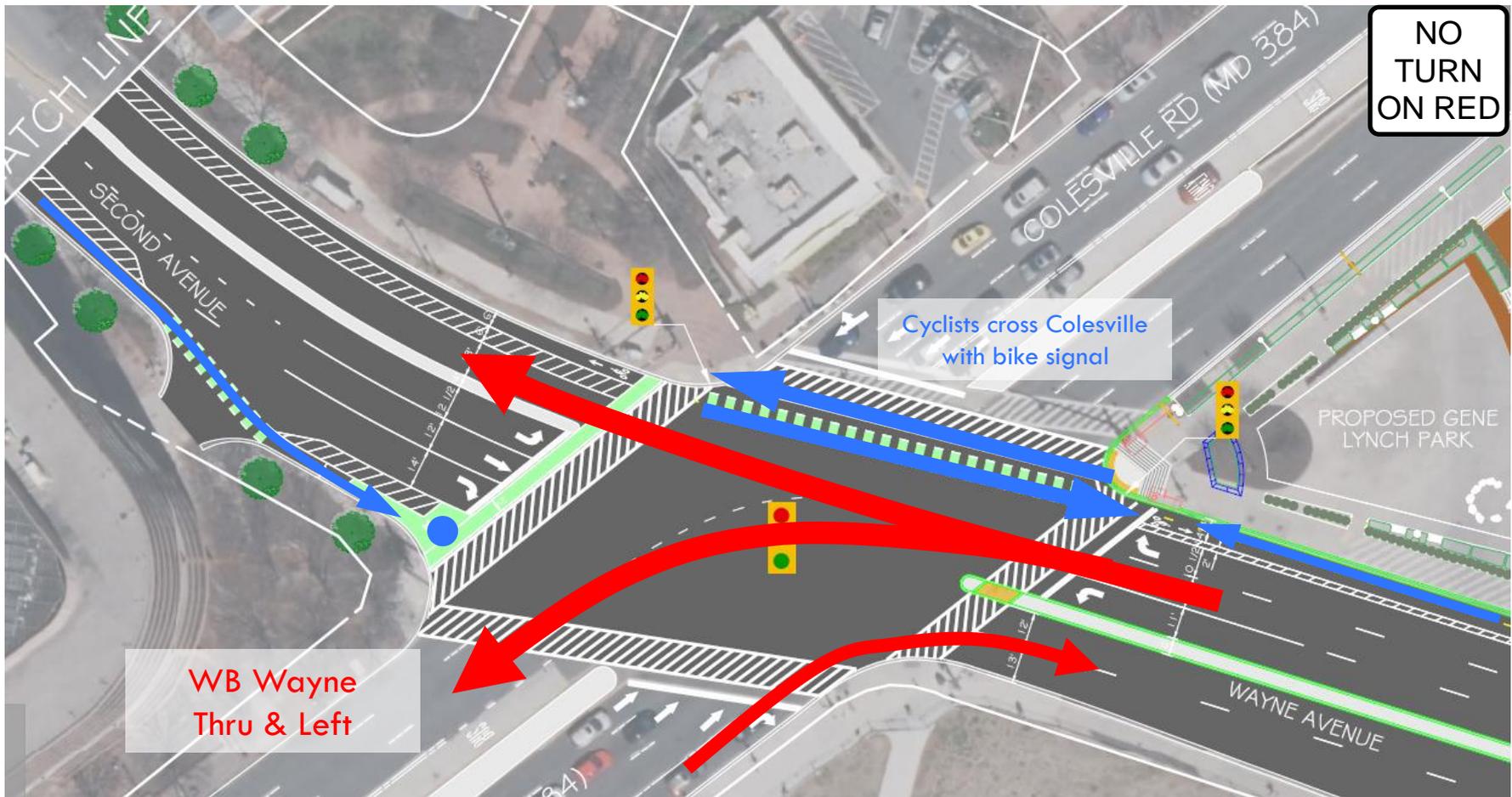
Intersections

□ Colesville Transition



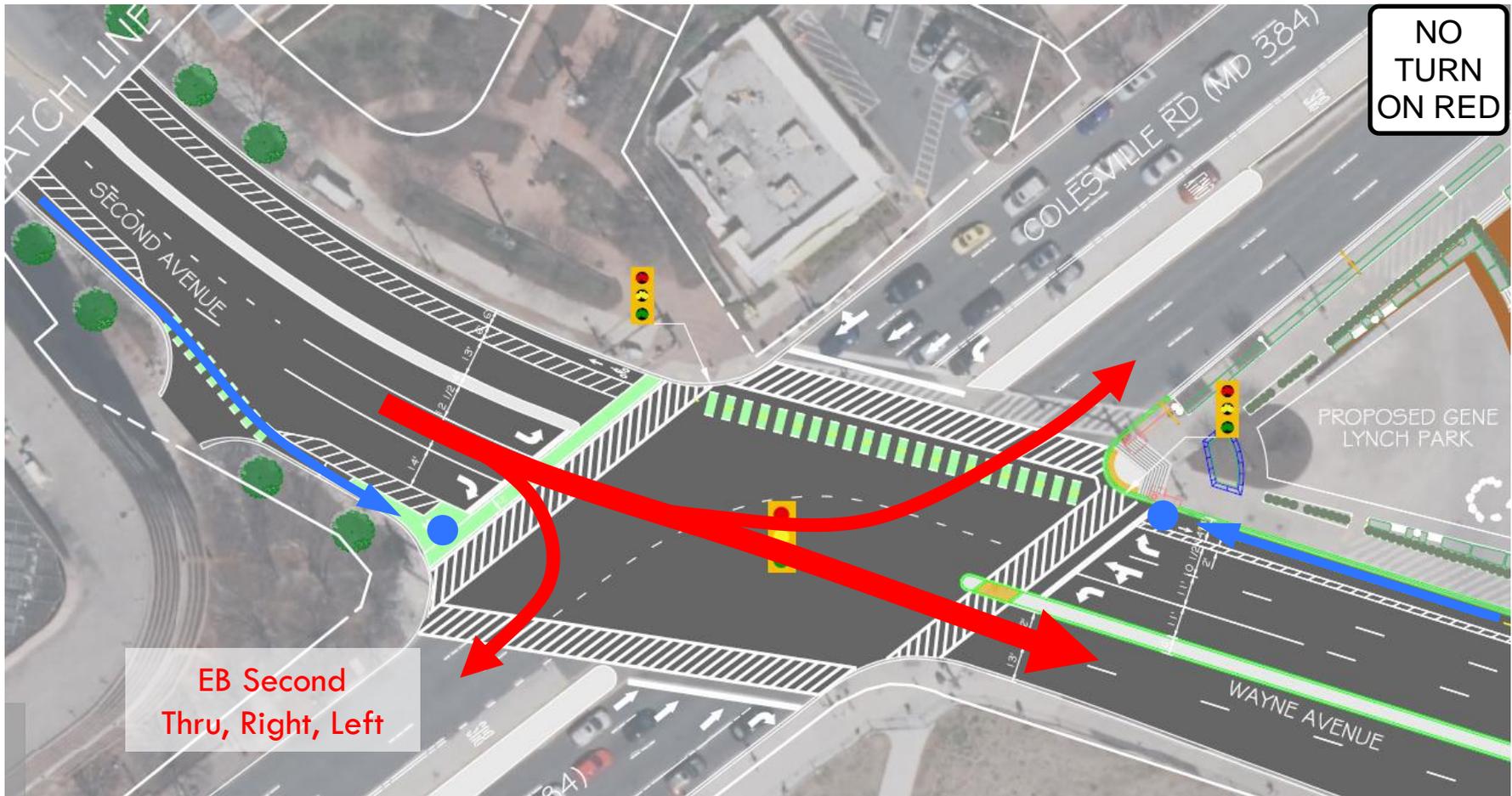
Intersections

□ Colesville Transition



Intersections

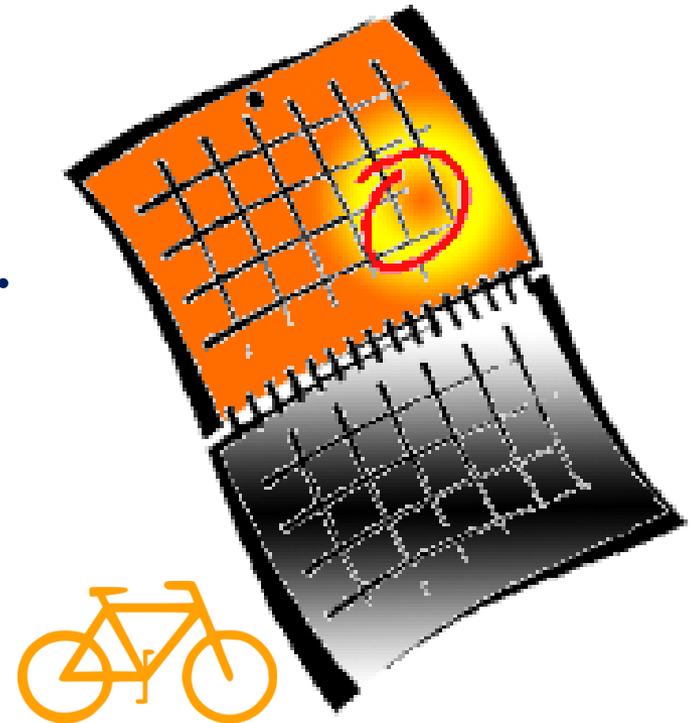
□ Colesville Transition



Schedule

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- Final design complete Summer 2017.
- MCDOT hopes to construct the Second/Wanye Avenue separated bike lanes in Fall 2017 or Spring 2018.
- Schedule dependent on permitting and other approvals.
- Construction duration approximately 3-4 months.



Comment Period



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**Public comment period closes
Wednesday, December 21**

Send comments to
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