

24 May 2021  
Silver Spring CAB



# FENTON STREET CYCLETRACK



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## Learn More

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Project webpage:  
<https://tinyurl.com/FentonVillage>



# Agenda

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- Project Background
- Alternative E
- Traffic / Intersections
- Parking / Loading
- Transit
- Urban Environment / Low Vision Wayfinding
- Next Steps
- Questions/Discussion



# Background

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# Project Area

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**Cameron-Planning  
Bikeway**

**Fenton Street  
Bikeway Study**

**Fenton/410  
Intersection**





## Fenton Background

### Fenton Street Bikeway Study

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- The Bikeway Study was initially started in 2017 and was put on hold to allow for Garage 3 to open and to expand the range of alternatives.
- The study was restarted in 2019.
- In February 2021, the T&E Committee selected **Alternative E** as the preferred concept.







## Fenton Street Bikeway Study

# Purpose & Need

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1. Improve bicycle and pedestrian safety and comfort in the Fenton Street corridor
2. Improve bicycle connectivity within and beyond downtown Silver Spring
3. Provide balanced, multi-modal transportation options for all Fenton Street users.



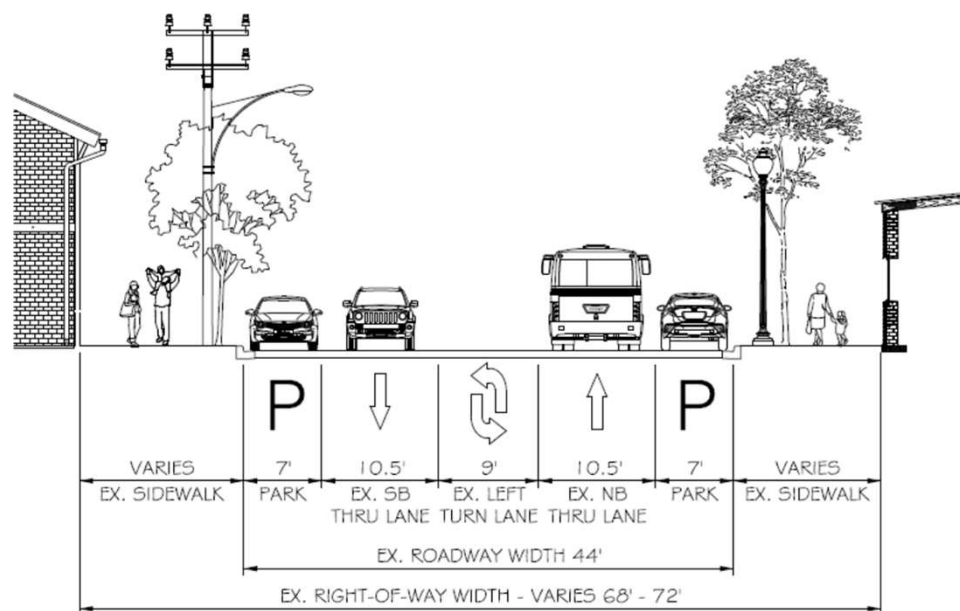


## Existing Conditions

### Fenton Street Bikeway Study

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- South of Roeder Road, Fenton Street is 44' wide curb-to-curb.
- North of Roeder, Fenton Street is 48' wide curb-to-curb.
- The Master Planned right-of-way is 80', but actual right-of-way varies from 64' to 80'.

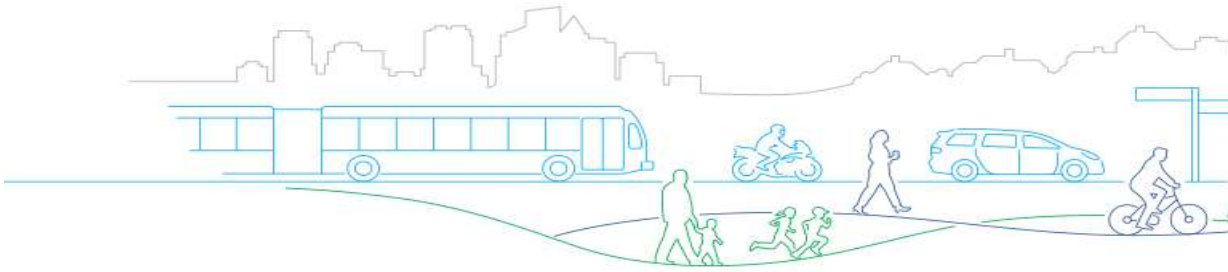




# Alternative E

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## Common Features

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- There are some common features that are present in each alternative:
  - At least one travel lane in each direction for vehicles
  - On-street parking
  - On-street loading areas
  - 5' or wider accessible sidewalks
  - Two-way west side bikeway
  - Raised bikeway barrier
  - Floating bus stops
  - Corner island treatments



*Raised barrier, Spring @ Colesville*



*Floating bus stop, 2nd @ Colesville*



*Corner island, 2<sup>nd</sup> & Spring*



# Alternative Orientation

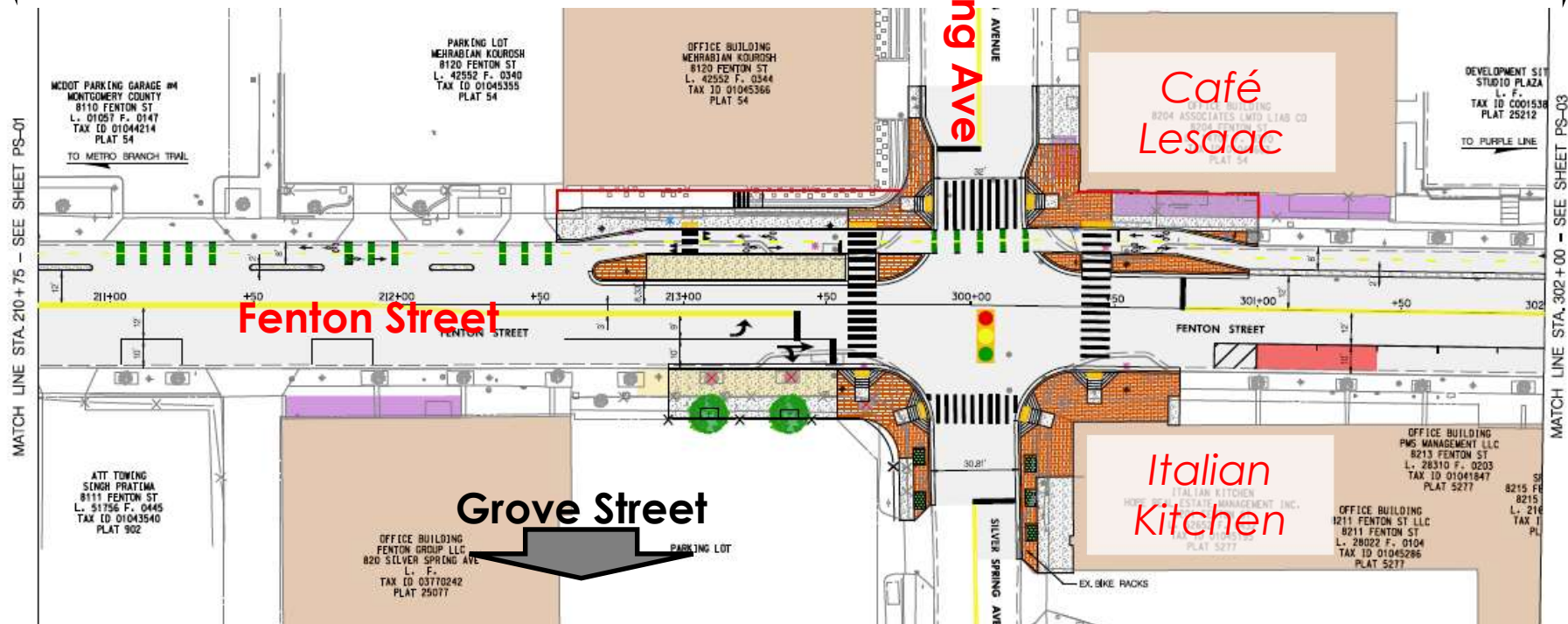
## Fenton Street Bikeway Study

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Georgia Avenue

Montgomery  
College

Downtown  
Silver Spring





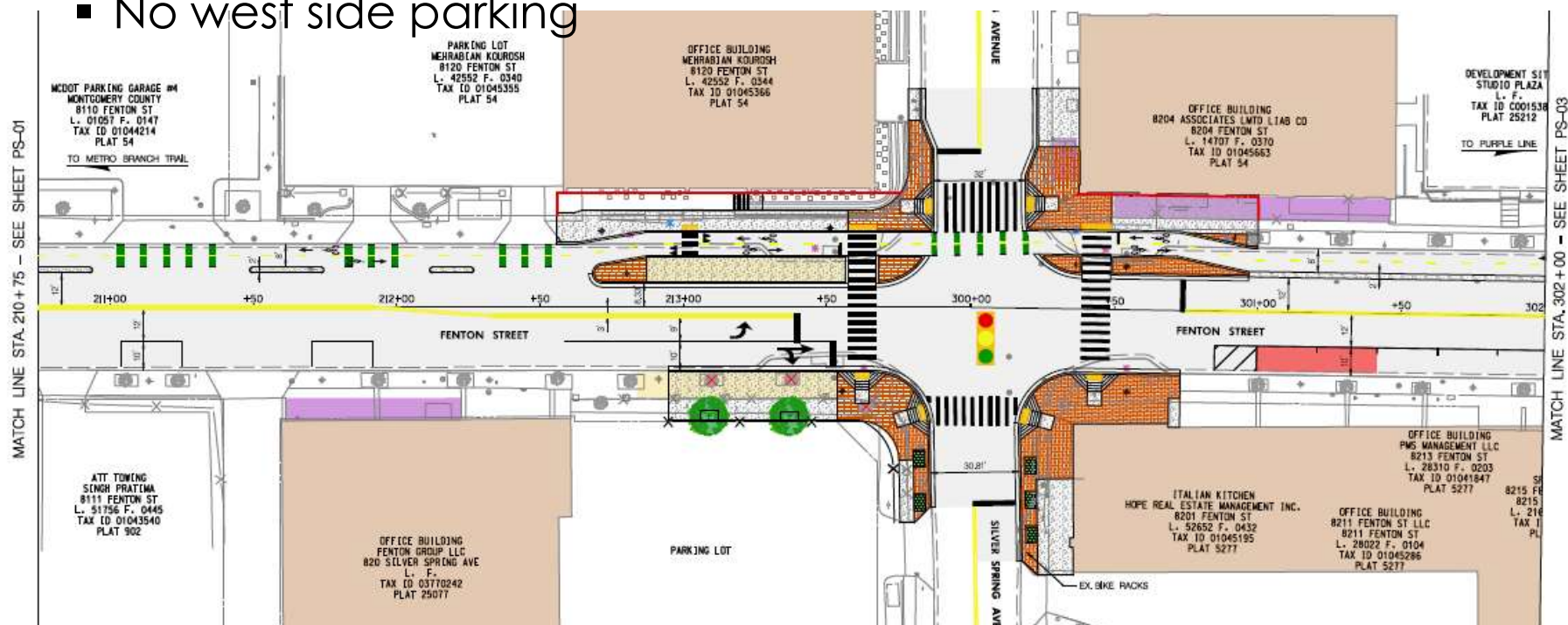


## Fenton Street Bikeway Study

# Alternative E – General Scope

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- **No** widening in Fenton Village
- Prioritizes NB **left-turn protection** and **motorist throughput**
- Left turn lanes for NB traffic
- Lack of SB left turn lane saves parking, but may cause delay
- No west side parking

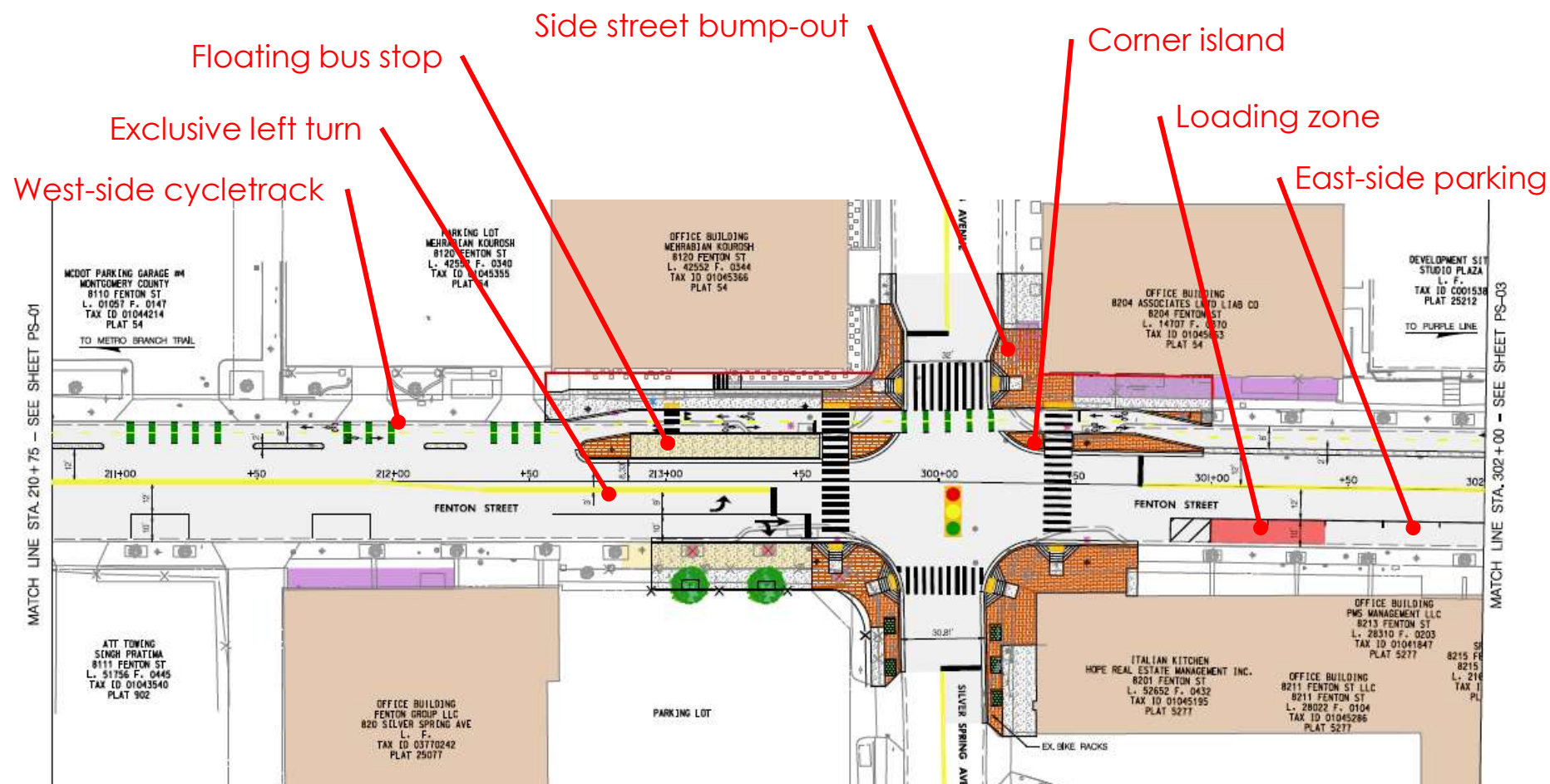




# Alternative E - Features

## Fenton Street Bikeway Study

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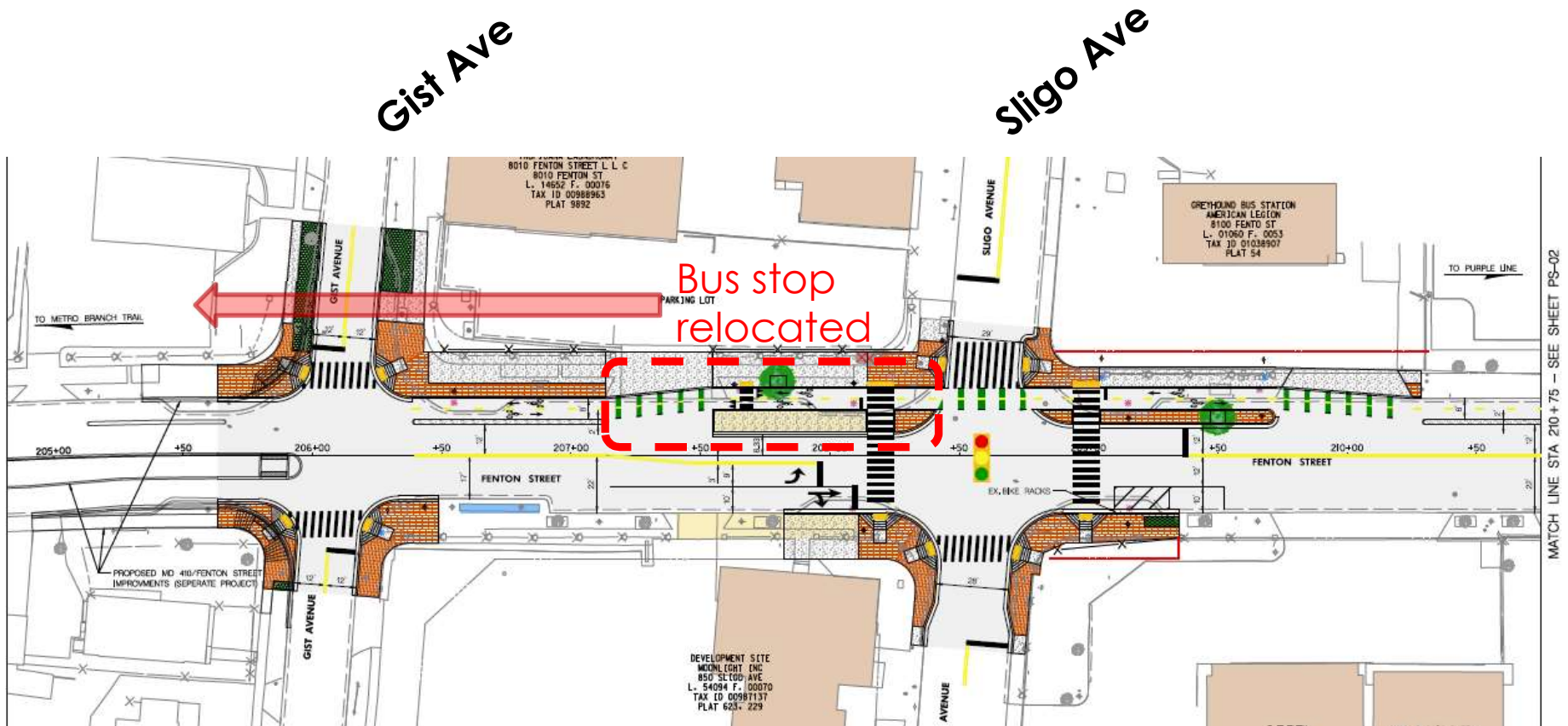




# Alternative E – South to North

## Fenton Street Bikeway Study

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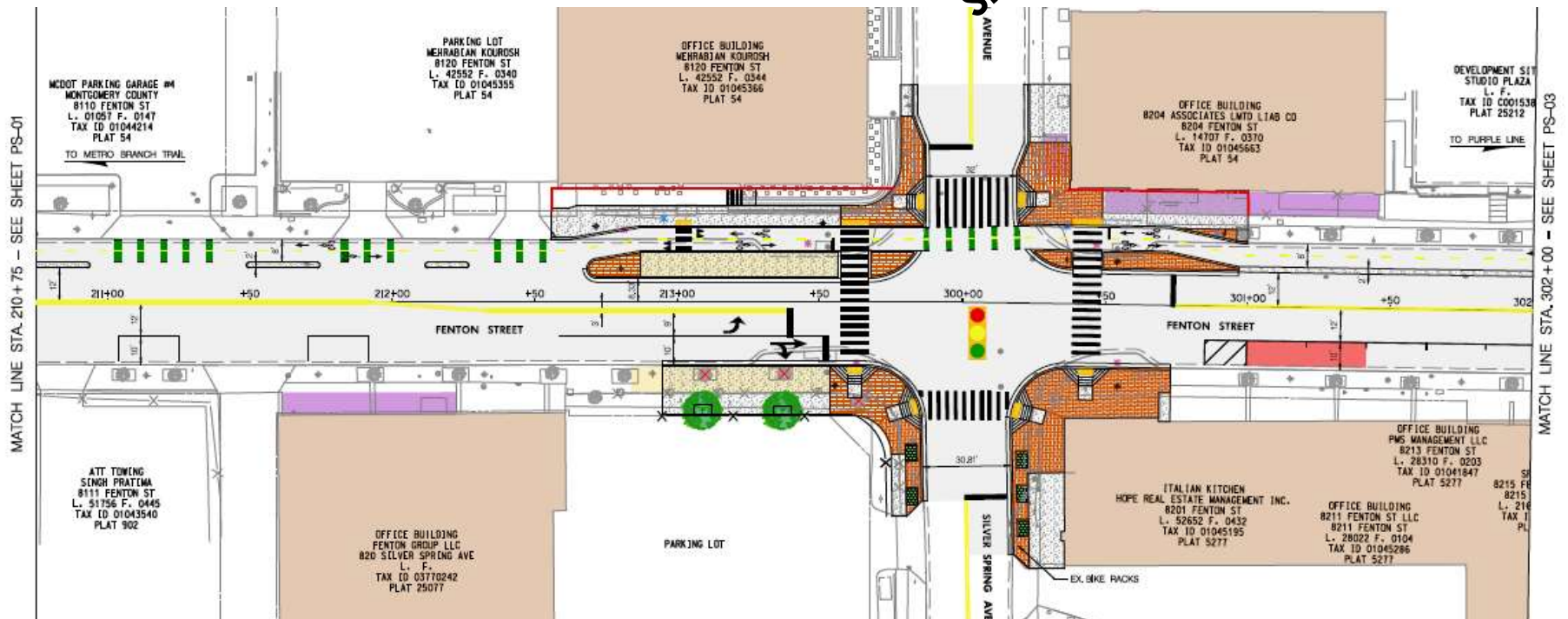


# Alternative E – South to North

## Fenton Street Bikeway Study

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Silver Spring Ave

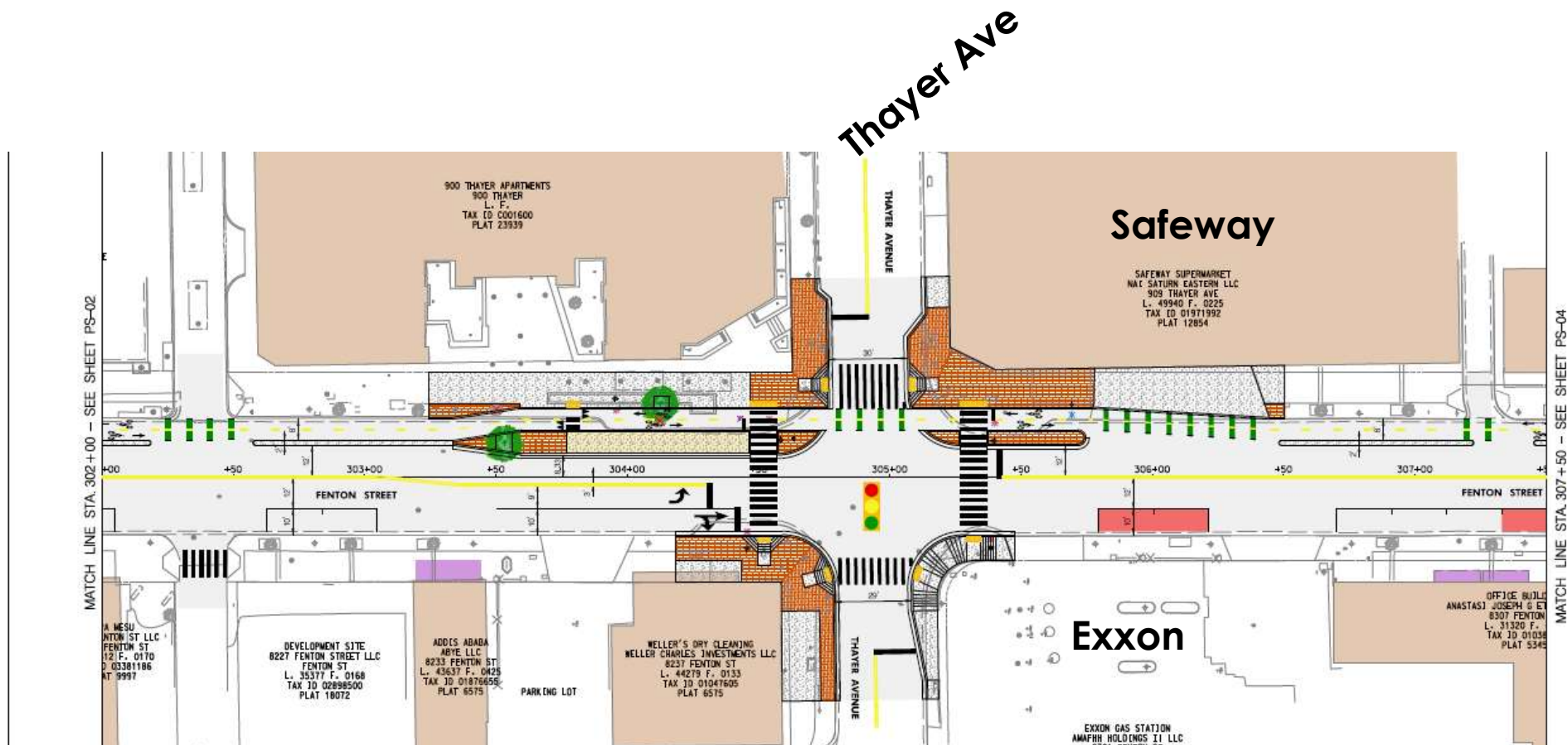




# Alternative E – South to North

## Fenton Street Bikeway Study

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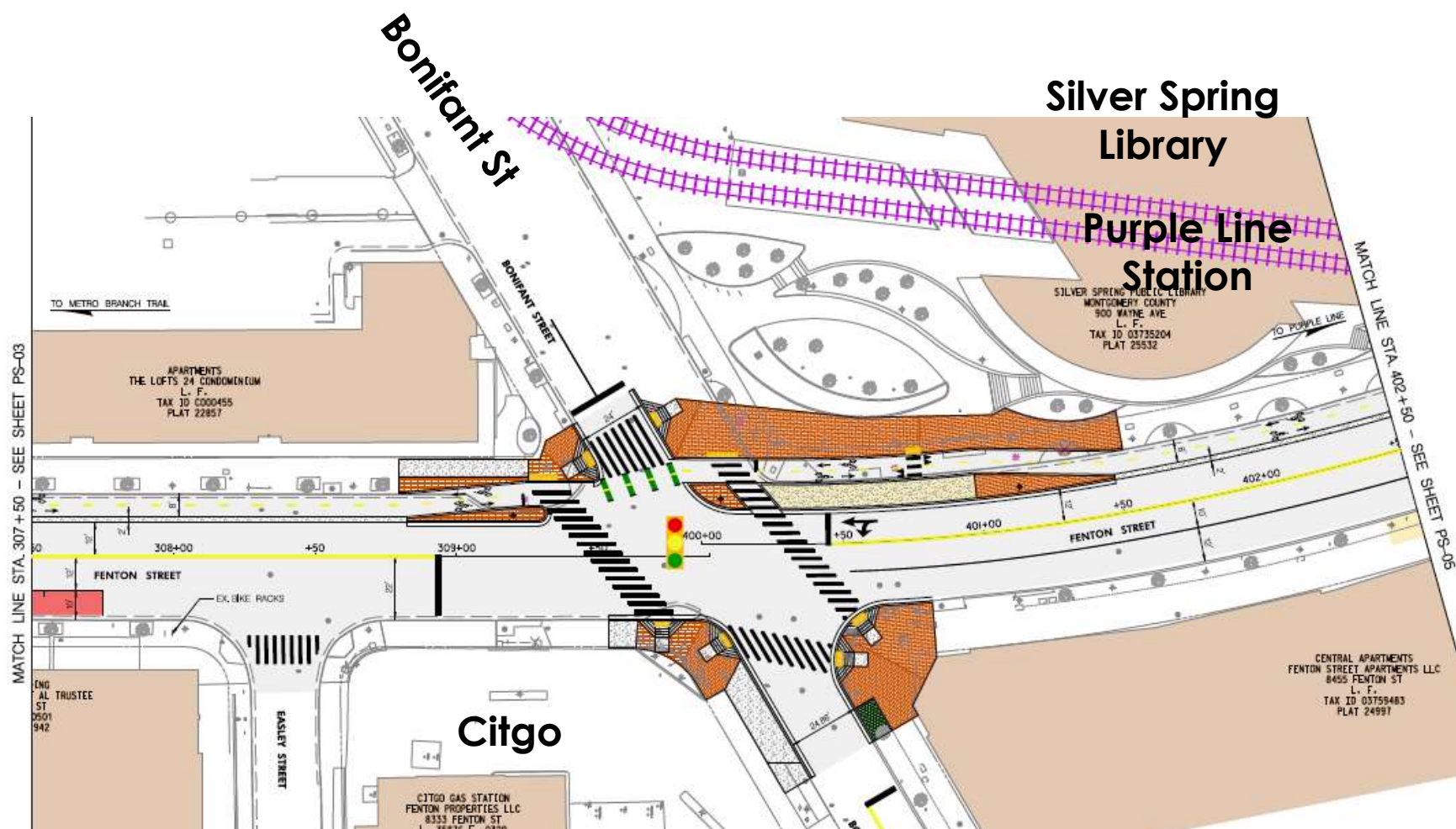




## Alternative E – South to North

### Fenton Street Bikeway Study

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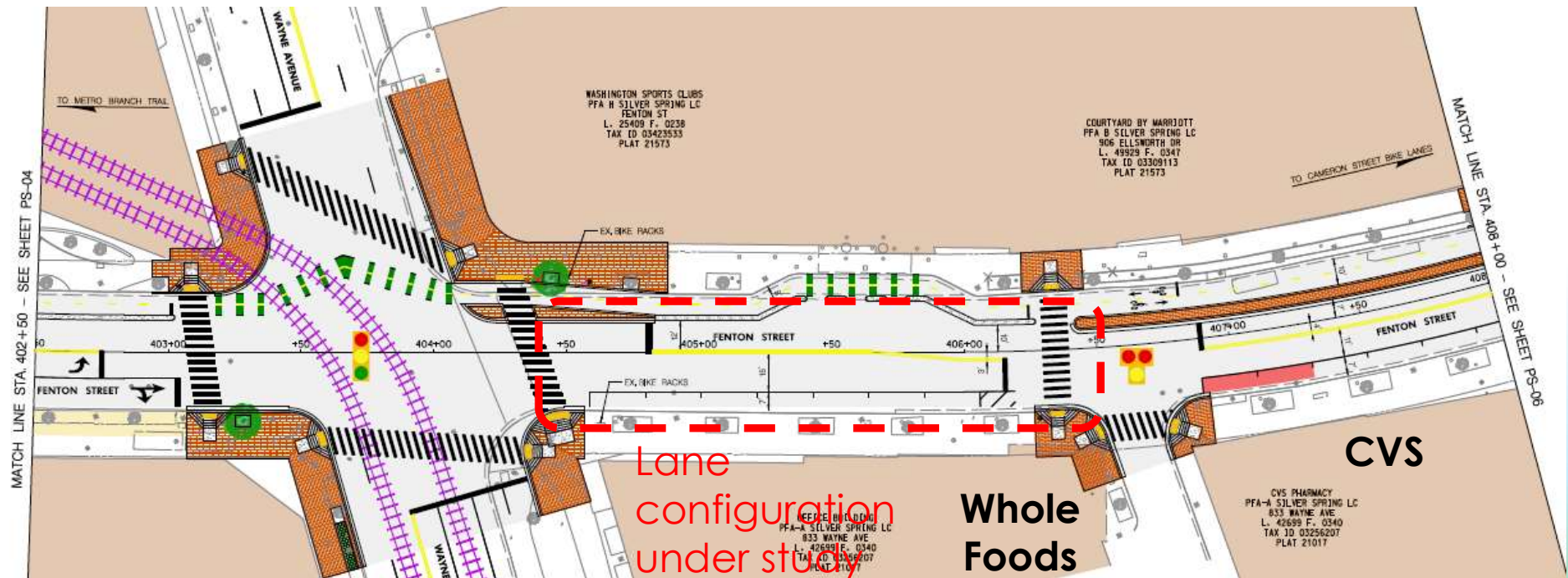


## Alternative E – South to North

## Fenton Street Bikeway Study

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Wayne Ave





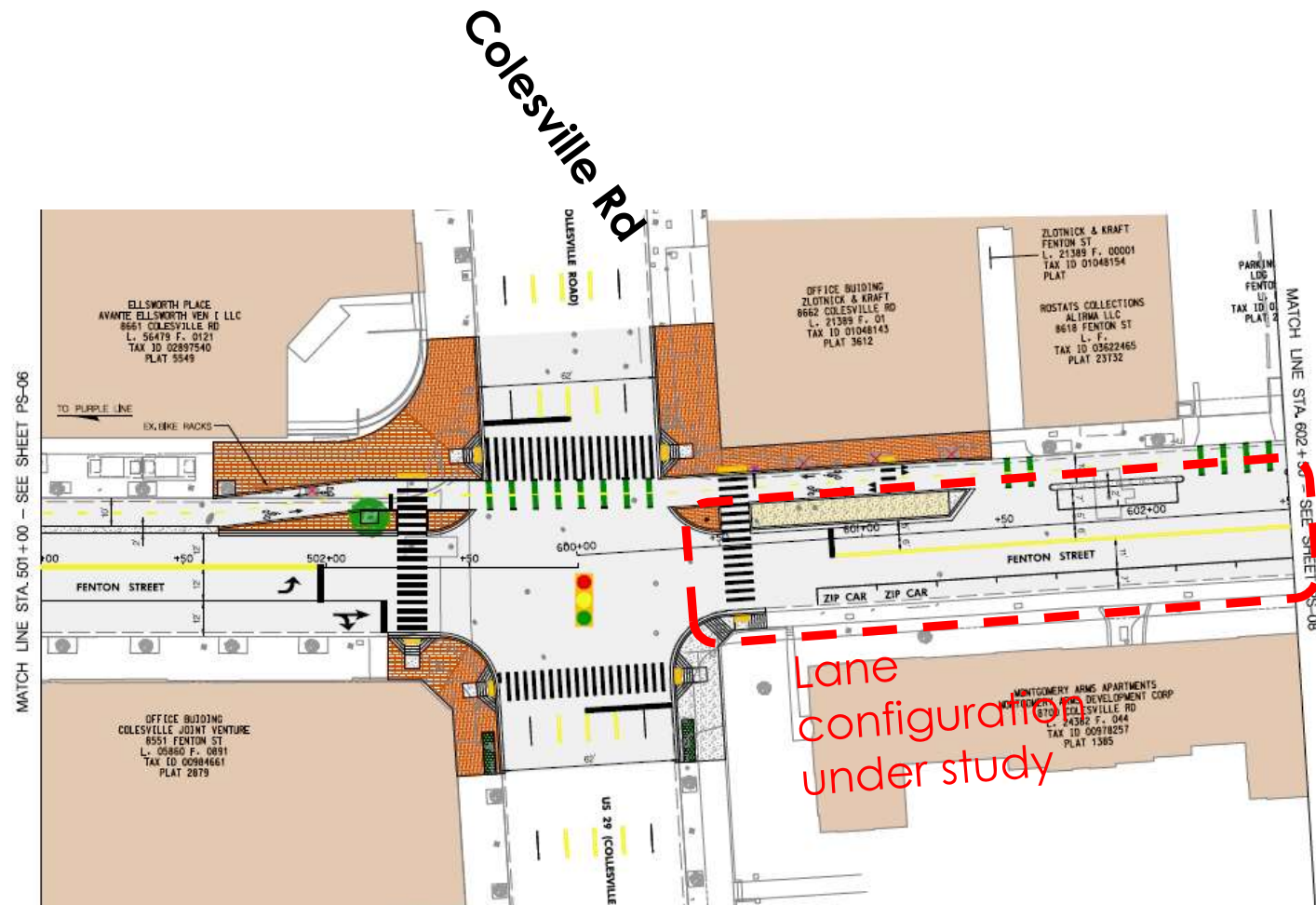




# Alternative E – South to North

## Fenton Street Bikeway Study

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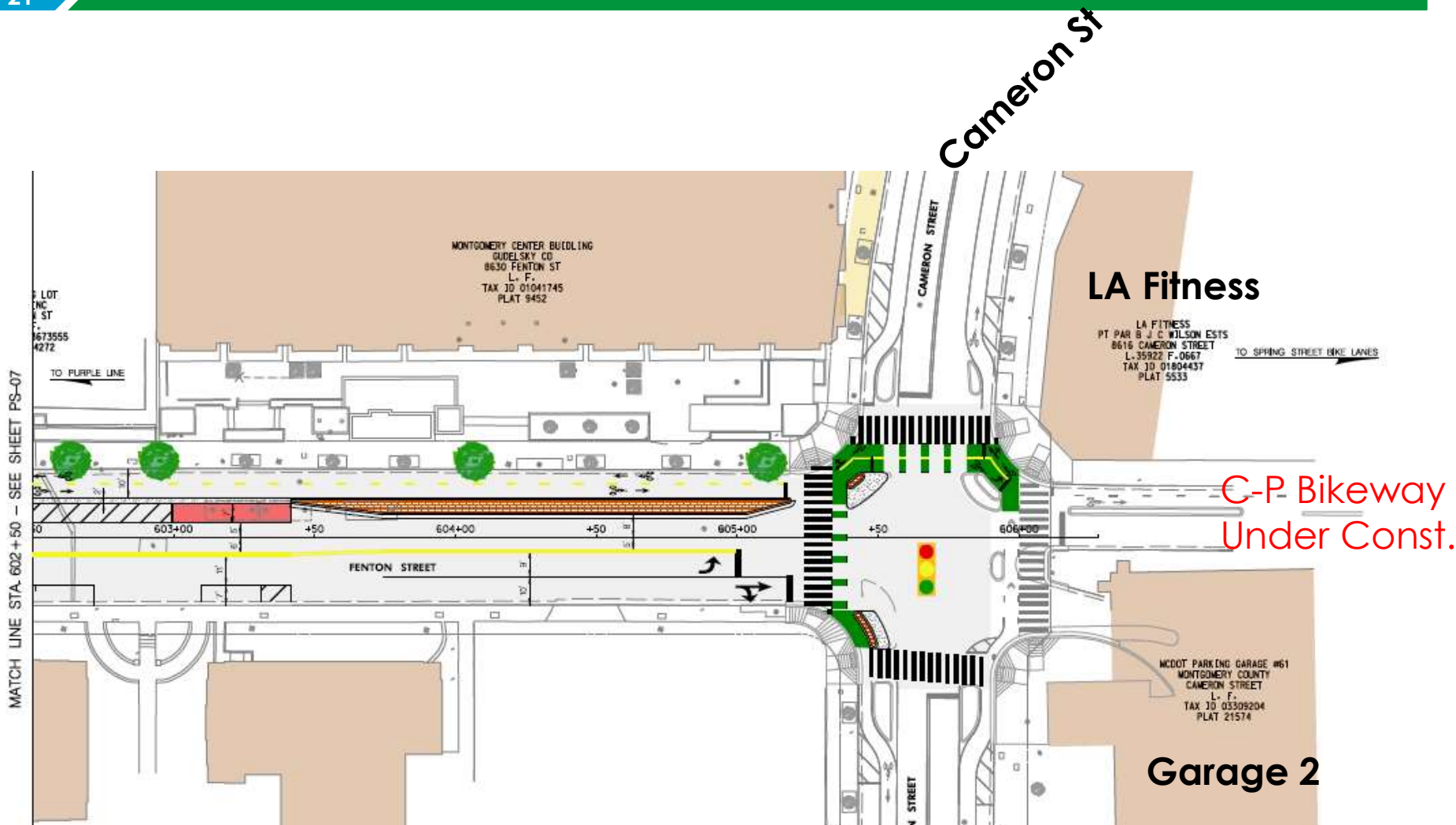




# Alternative E – South to North

## Fenton Street Bikeway Study

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## Fenton Street Bikeway Study

# Safety Impacts

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Alternative	Left Turn Protection?
<i>Existing</i>	<i>N/A</i>
Alt A	No
Alt B	Yes
Alt C	Yes
Alt D	No
Alt E	Yes
Alt F	Yes
Alt G	Yes

← Less safe for cyclists

← Safer for cyclists

← Safer for cyclists

← Less safe for cyclists

← **Safer for cyclists**

← Safer for cyclists

← Safer for cyclists



## Fenton Street Bikeway Study

# Traffic Impacts

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Alternative	Average End-to End Travel (min:sec)	Change (min:sec)
<i>Existing</i>	<i>4:06</i>	-
Alt A	7:30	+3:24
Alt B	5:00	+0:54
Alt C	4:48	+0:42
Alt D	7:30	+3:24
Alt E	4:48	+0:42
Alt F	4:48	+0:42
Alt G	4:42	+0:36

← Most impact to traffic congestion

← Most impact to traffic congestion

← Least impact to traffic congestion



## Fenton Street Bikeway Study

# Parking Impacts

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Alternative	Total On-Street Parking	Change
<i>Existing</i>	<i>91</i>	<i>-</i>
Alt A	94	+3
Alt B	43	-48
Alt C	65	-26
Alt D	61	-30
Alt E	43	-48
Alt F	54	-37
Alt G	56	-35

← Least impact to parking

← Most impact to parking

← Most impact to parking



## Fenton Street Bikeway Study

# Estimated costs

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Alternative	Cost Estimate
<i>Existing</i>	<i>N/A</i>
Alt A	\$10.3M - \$13.6M
Alt B	\$10.3M - \$13.7M
Alt C	\$10.3M - \$13.7M
Alt D	\$8.1M - \$10.9M
Alt E	\$8.1M - \$10.9M
Alt F	\$9.1M - \$12.2M
Alt G	\$9.1M - \$12.2M

← Most expensive

← Most expensive

← Cheapest

← **Cheapest**

\*At this stage of design, costs are very conceptual, and are conservative, meaning they assume the worst case scenario. At this stage of design, a 40% contingency is included in the estimate.



## Fenton Street Bikeway Study

# Table of Impacts

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Alternative	Safety	Traffic	Parking	Cost
<i>Existing</i>	-	-	-	-
Alt A	less	worst	best	\$\$\$
Alt B	more		worst	\$\$\$
Alt C	more			\$\$\$
Alt D	less	worst		\$
Alt E	more		worst	\$
Alt F	more			\$\$
Alt G	more	best		\$\$



# Traffic

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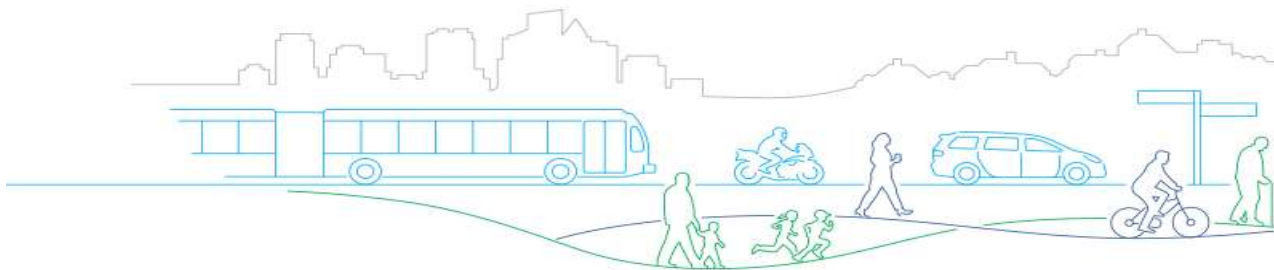
## Fenton Street Bikeway Study

# Intersections

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- Within the study area, there are 8 signalized intersections.
  - MD 410 is outside the study area and is not included in that count.
- Two HAWK signals are planned by MCDOT under a separate project.





# Intersections

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- Of the 9\* signalized intersections in the Fenton Cycletrack & Fenton/410 Projects, 4 are SHA and 5 are County signals.
- 2 HAWK signals are planned as part of a separate MDOT project at Fenton/Roeder & Fenton/Pershing.
- A HAWK is being considered at Fenton/Gist as part of the Fenton/410 project.

*\*Philadelphia Ave is part of the Fenton/410 Project and is shown for reference only.*







## Fenton Street Bikeway Study

# Bike Signals

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- We would like to include bike signals as part of this project.
- However, there are a few hurdles related to the strict rules FHWA has placed around the use of bike signals.
- Montgomery County has 1 intersection with bike signals in operation (2<sup>nd</sup>/Wayne & Colesville), installed in 2019.
- 4 additional intersections with bike signals will be activated this summer, with a 5<sup>th</sup> anticipated this fall.



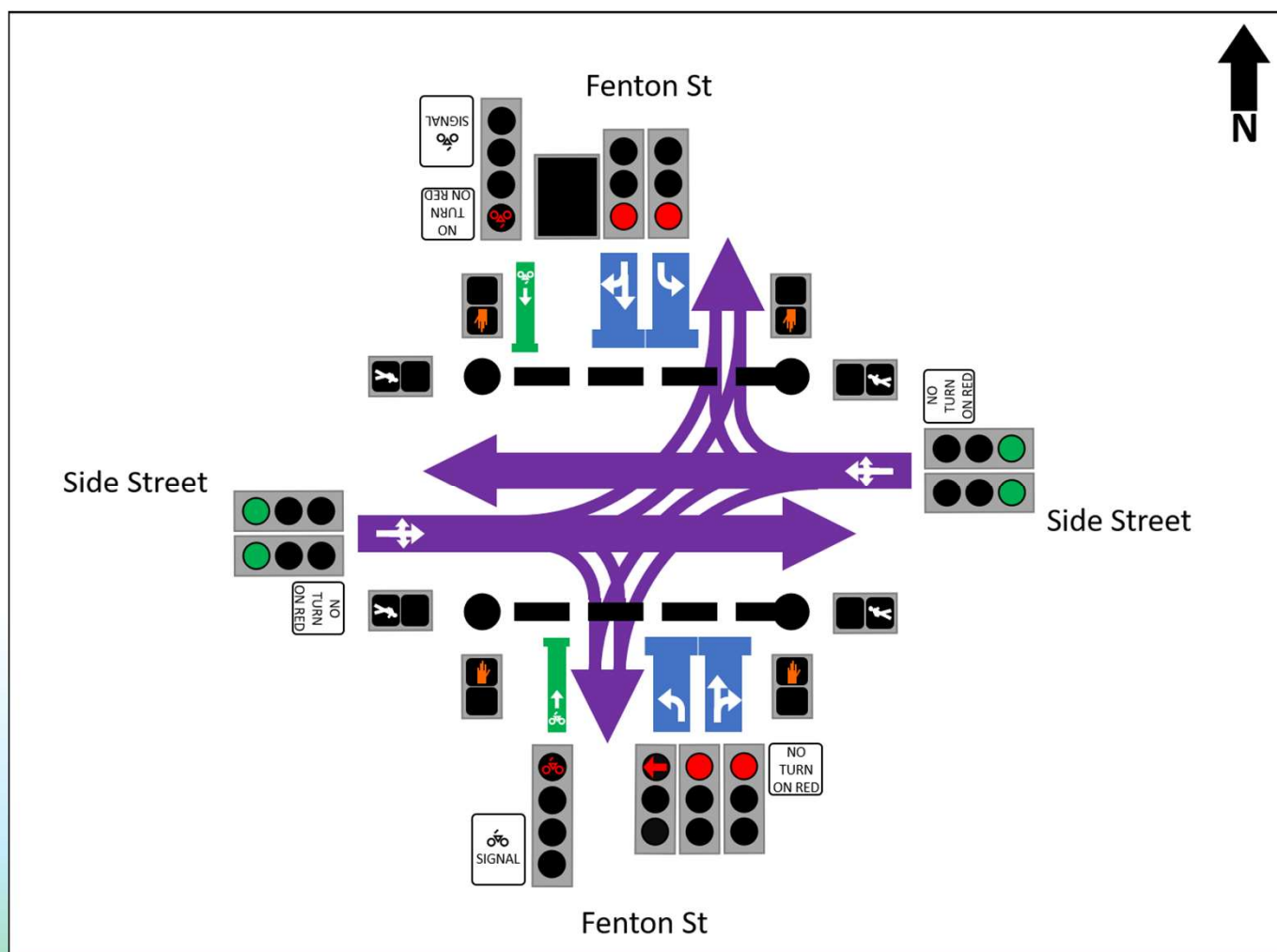


## Fenton Street Bikeway Study

# Bike Signals

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- MCDOT is planning to seek a Request to Experiment (RTE) from FHWA to allow for a permissive right turn conflict across the bikeway.



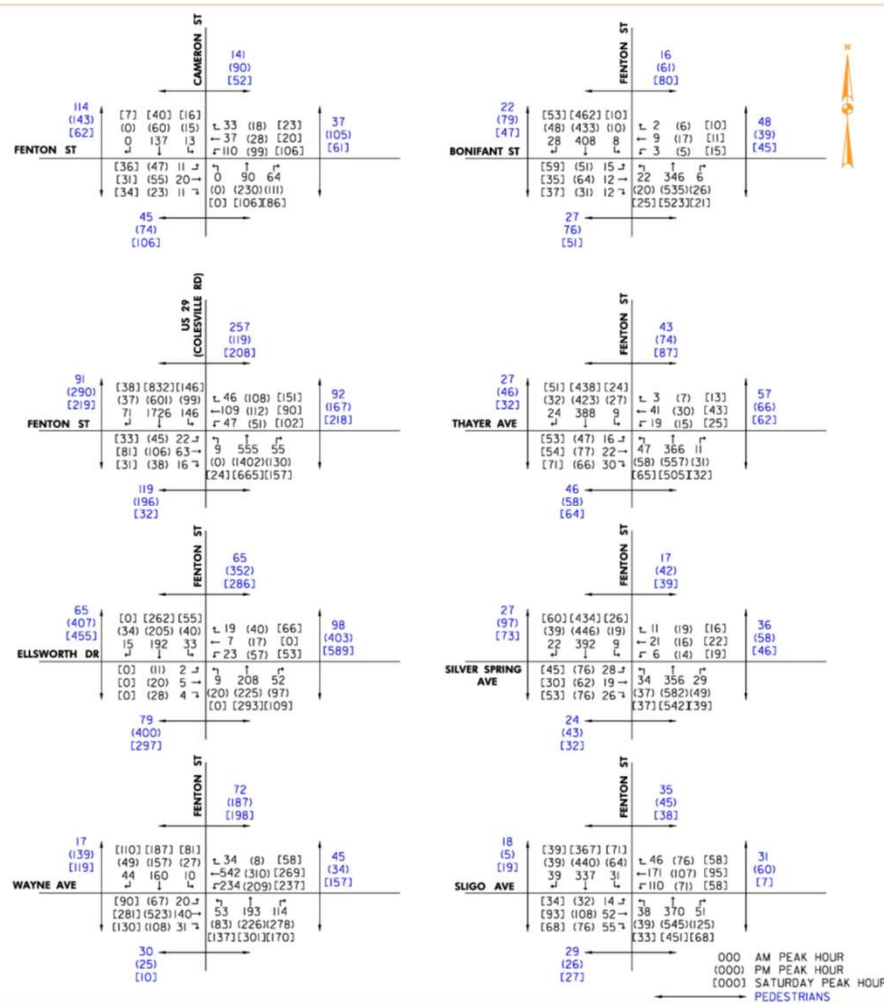


# Traffic Volume

## Fenton Street Bikeway Study

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- Traffic volume data, including bicyclists and pedestrians, was collected in 2017 and 2020.
- Average Daily Traffic on Fenton Street is around 10,500.
- Bicycle volumes on Fenton Street are currently around 4-5 per hour.







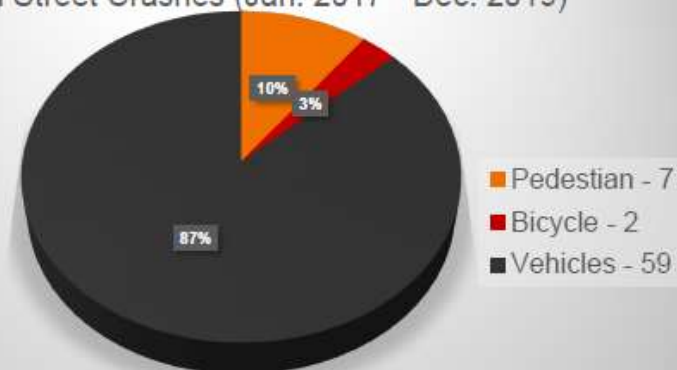
## Fenton Street Bikeway Study

# Crash Data

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- Most crashes involve vehicles, but 10% involve pedestrians, and 3% bicyclists.
- 75% of crashes in the corridor did not result in injury.
- There were no fatalities during the observed period.

Fenton Street Crashes (Jan. 2017 - Dec. 2019)



Fenton Street Crashes Severity (Jan. 2017 - Dec. 2019)



# Parking & Loading

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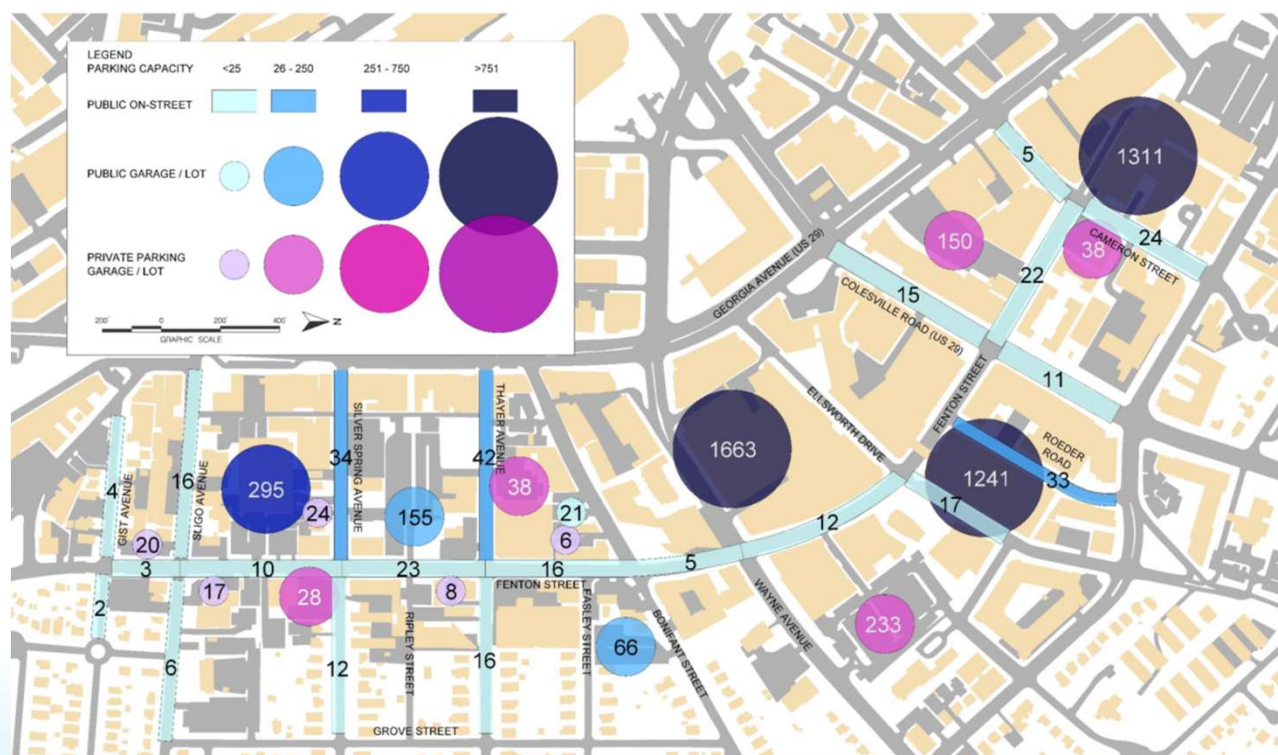


## Fenton Street Bikeway Study

# Parking

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- On-street parking utilization on Fenton Street ranges from 59% to 95%.
- Garage and lot parking utilization ranges from 33% (Garage 3) to 88% (Lot 2).



In Fenton Village, average on-street utilization (Fenton & side streets) is between 73% and 79%.

In the Ellsworth District, average on-street utilization (Fenton & side streets) is between 66% and 83%.

In North Silver Spring, average on-street utilization (Fenton & side streets) is between 83% and 91%.





## Fenton Street Bikeway Study

# Loading

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- Loading is a critical need in the corridor, for business deliveries, parcel services, food pickup services, paratransit, and ride-hailing apps.
- We spoke to 37 businesses in the corridor to understand their needs.
- Delivery needs range from large truck+trailer combinations to box trucks and even vans and cars.
- Loading is more typical in the morning, but can happen any time.
- We will continue to work to accommodate specific loading needs during the design process.







# Loading

## Fenton Street Bikeway Study

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- Examples
  - Locksmith
  - Drycleaners
  - Fuel
  - Food
  - Doordash/Ubereats
- We know one-size-fits-all is not going to work here. We will need specific solutions for specific locations.





## Fenton Street Bikeway Study

# Parking/Loading Impacts

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- Council instructed us to find ways to accommodate loading on \*both\* sides of Fenton Street.
- The base Alternative E design has parking and loading on the east side only, so it will need to be modified.
- Our goal is to minimize loss of parking where possible.
- We would like to explore the installation of ADA parking in the corridor.
- At the Montgomery Center, we are planning to install a paratransit loading zone on the west side of the street, just south of Cameron.

# Transit

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## Fenton Street Bikeway Study

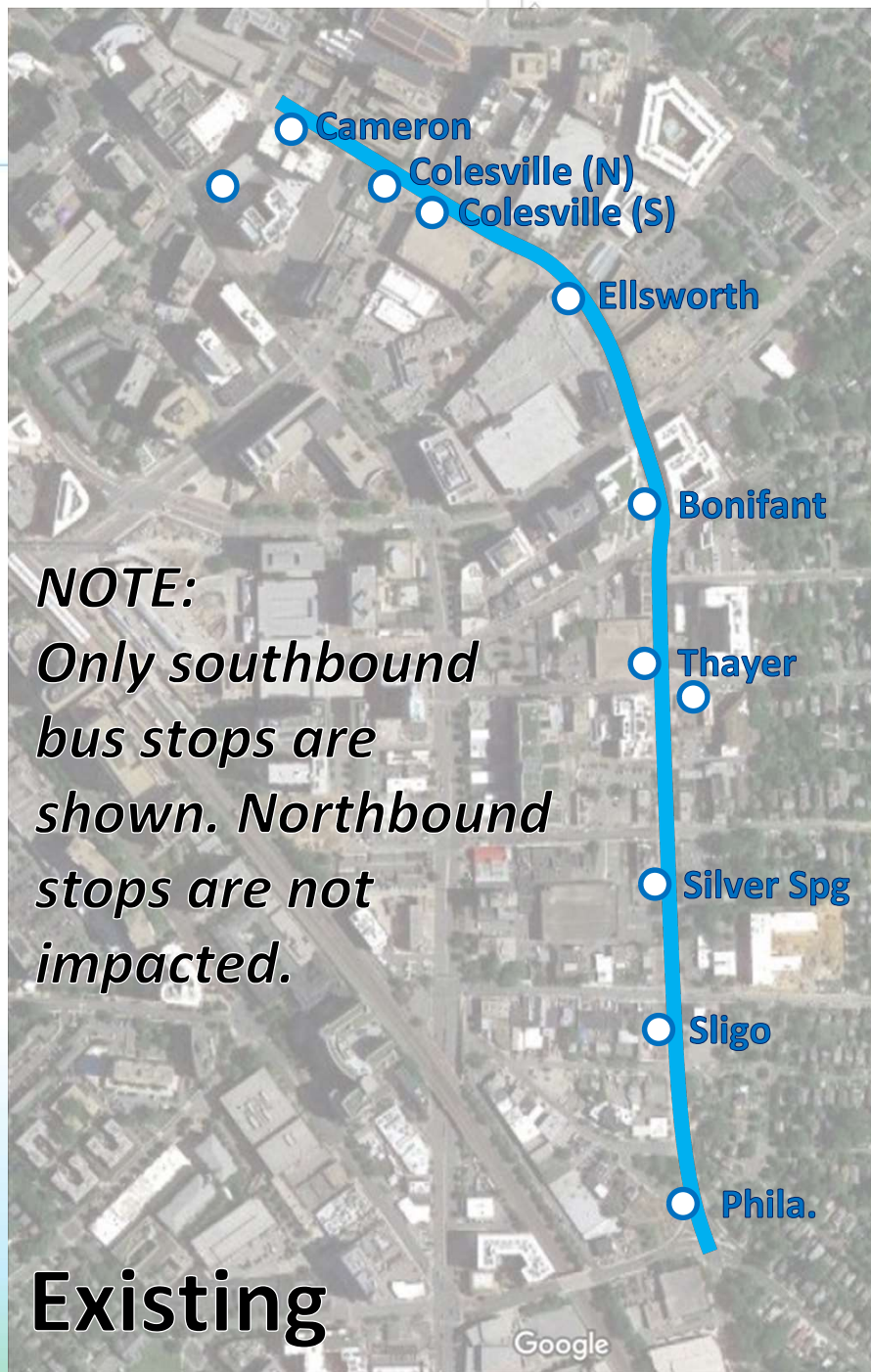
# Transit

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- Fenton Street carries 4 Ride On bus lines and one Metrobus line.
- Several other bus lines cross Fenton Street.
- The Purple Line is planned to open in 2023/2024.
- Accommodating bus stops will be a critical effort during design.







# Urban Environment / Low Vision Wayfinding

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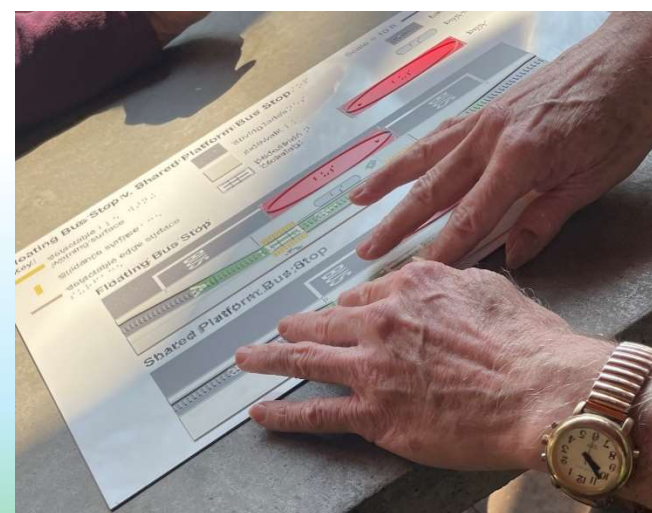


## Sidewalks / Low Vision Wayfinding

### Fenton Street Bikeway Study

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- MCDOT has a grant from MWCOG to develop a Toolkit and a Pilot Design for best practices navigation treatments for people with vision impairments.
- Fenton from Ellsworth to Thayer will be the location for the Pilot.



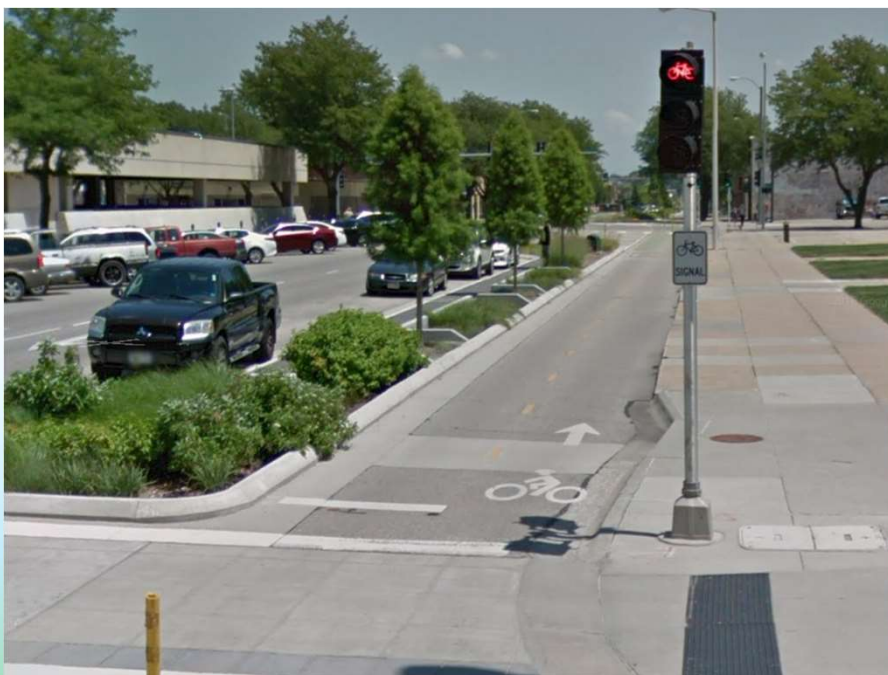


## Fenton Street Bikeway Study

# Stormwater Management

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- Our goal is to use stormwater management best practices to the maximum extent feasible.



Oakland, CA

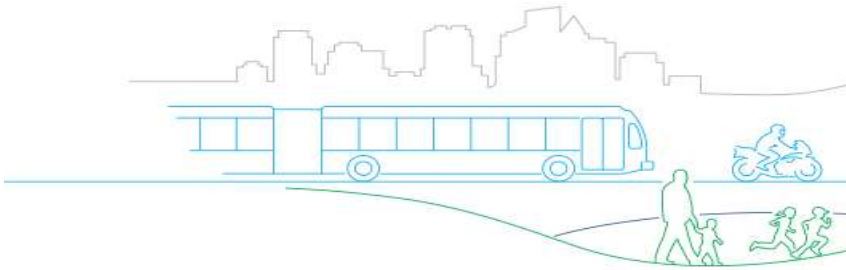
← Lincoln, NE



# Next Steps

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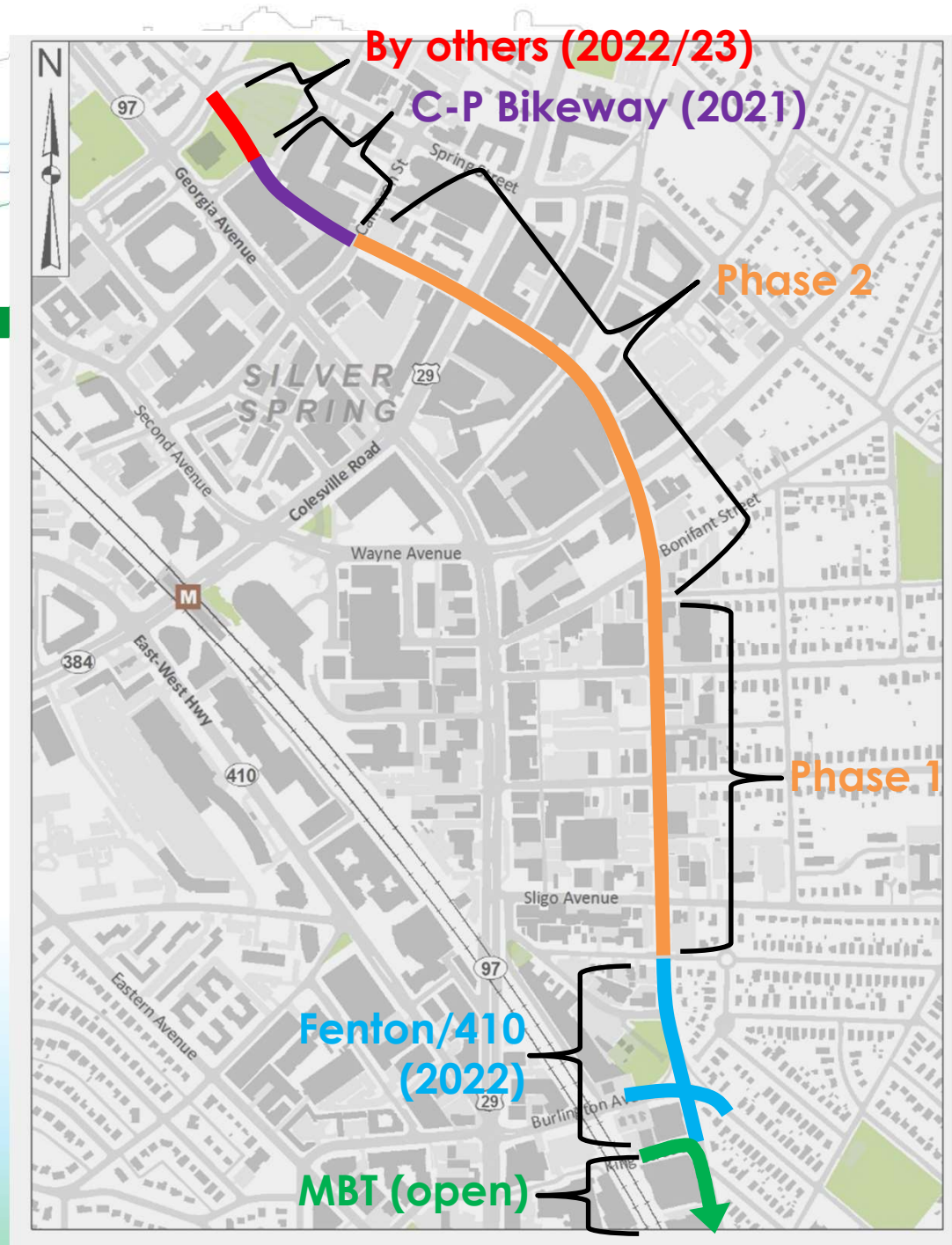




# Phasing

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- The corridor is long and complex.
- It is likely that the project will be constructed in phases.
- We don't know exactly where the phases will be split at this time.
- The graphic at right shows one concept.





## Fenton Street Bikeway Study

# Schedule

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- Design effort started this month (May 2021).
- Community meeting in June 2021 to collect additional feedback.
- At 30% design, a community meeting followed by Mandatory Referral. This is anticipated for Fall 2021.
- After 65% design, another community meeting.
- After 90% design, final community meeting.
- Shooting for construction in 2023 for the first phase.

# Questions

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Project webpage:  
**<https://tinyurl.com/FentonVillage>**

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