

26 September 2024



FENTON VILLAGE BIKE / PED PROJECTS UPDATE



Matt Johnson, AICP



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Project Background








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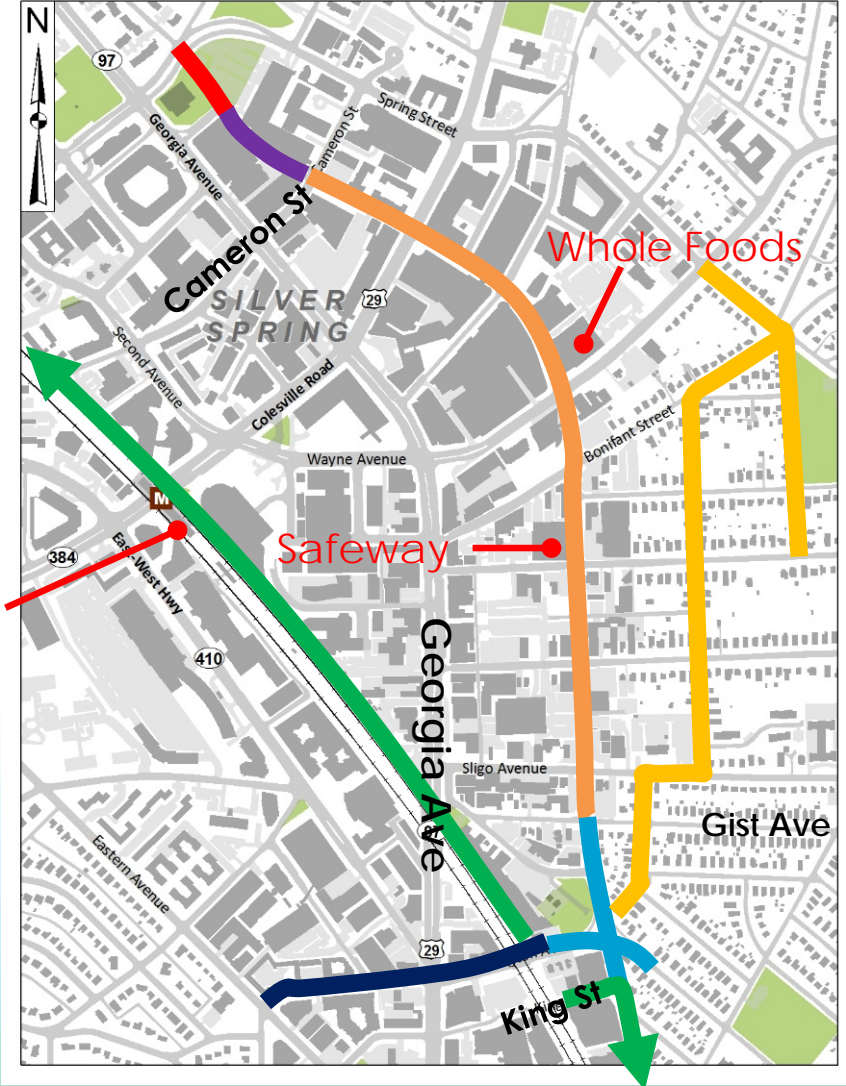


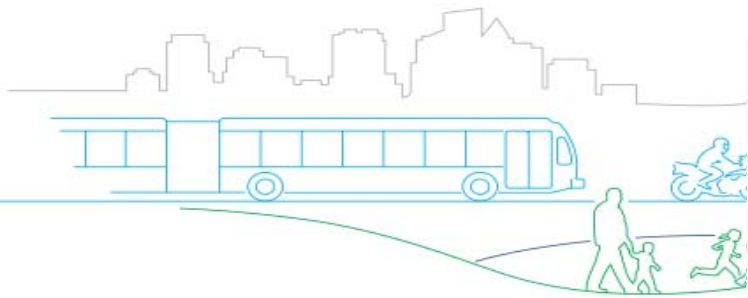


Related Projects

4

- 8787 Connector** 
- Cameron-Planning Bikeway** 
- Fenton Street Cycletrack**  100%
- Fenton/410 Intersection**  100%
- East Silver Spring N'hood Greenway**  35%
- 13th / Burlington Sep. Bike Lanes**  30%
- Met Branch Trail Cap Crescent Tr** 

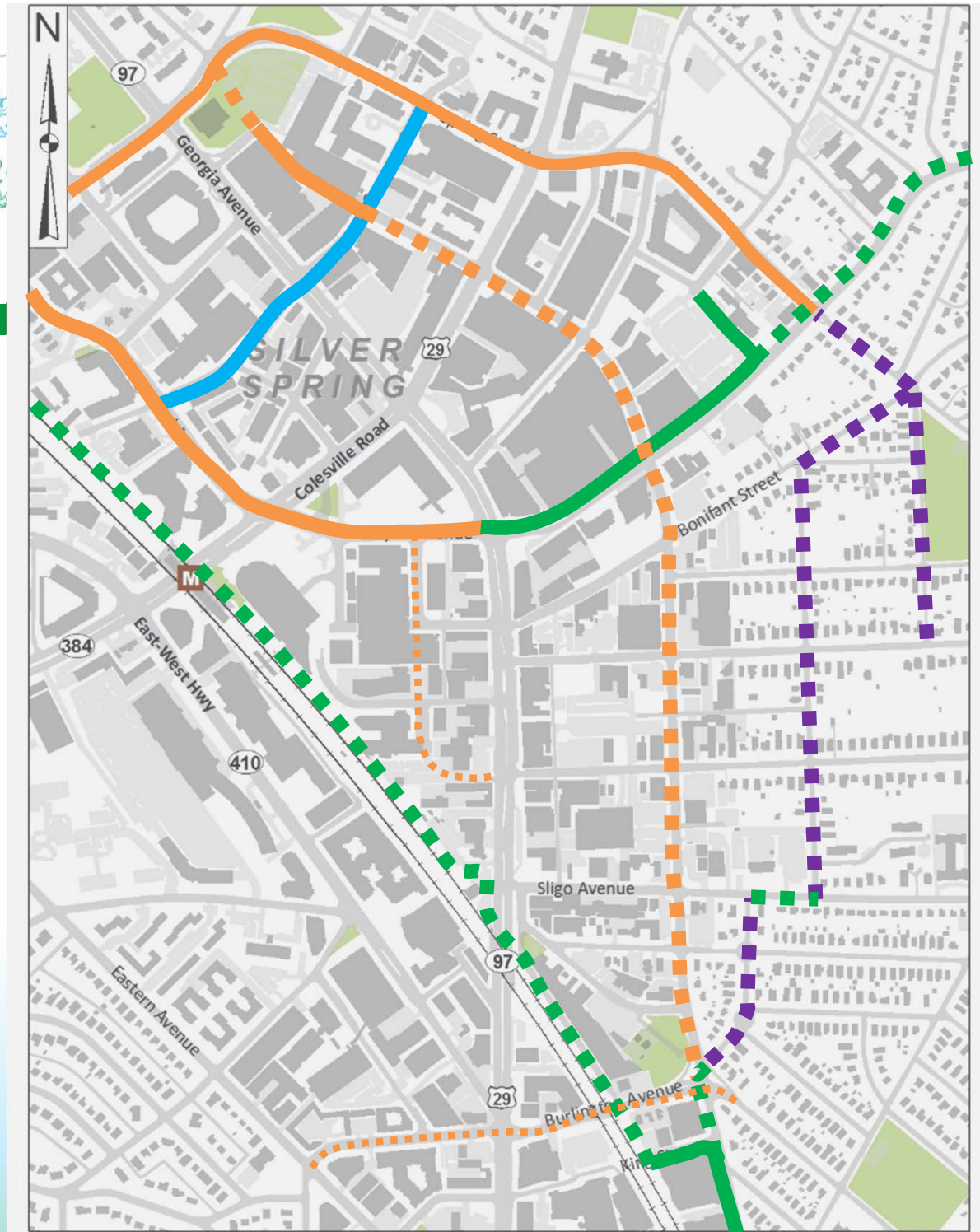




Growing Network

5

- Within Silver Spring, there is a growing network:
 - Completed facilities
 - Under construction
 - Construction soon
 - In design



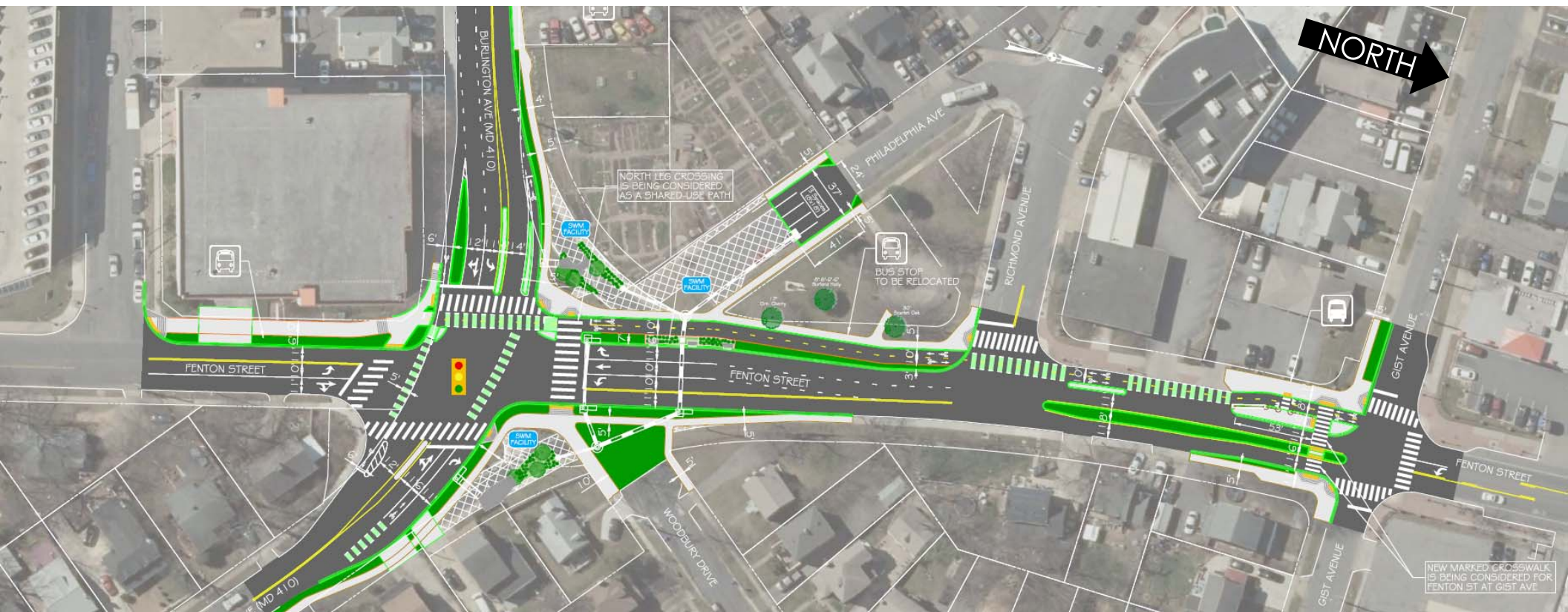
Fenton St / MD 410 Intersection Project





Fenton / 410 Intersection

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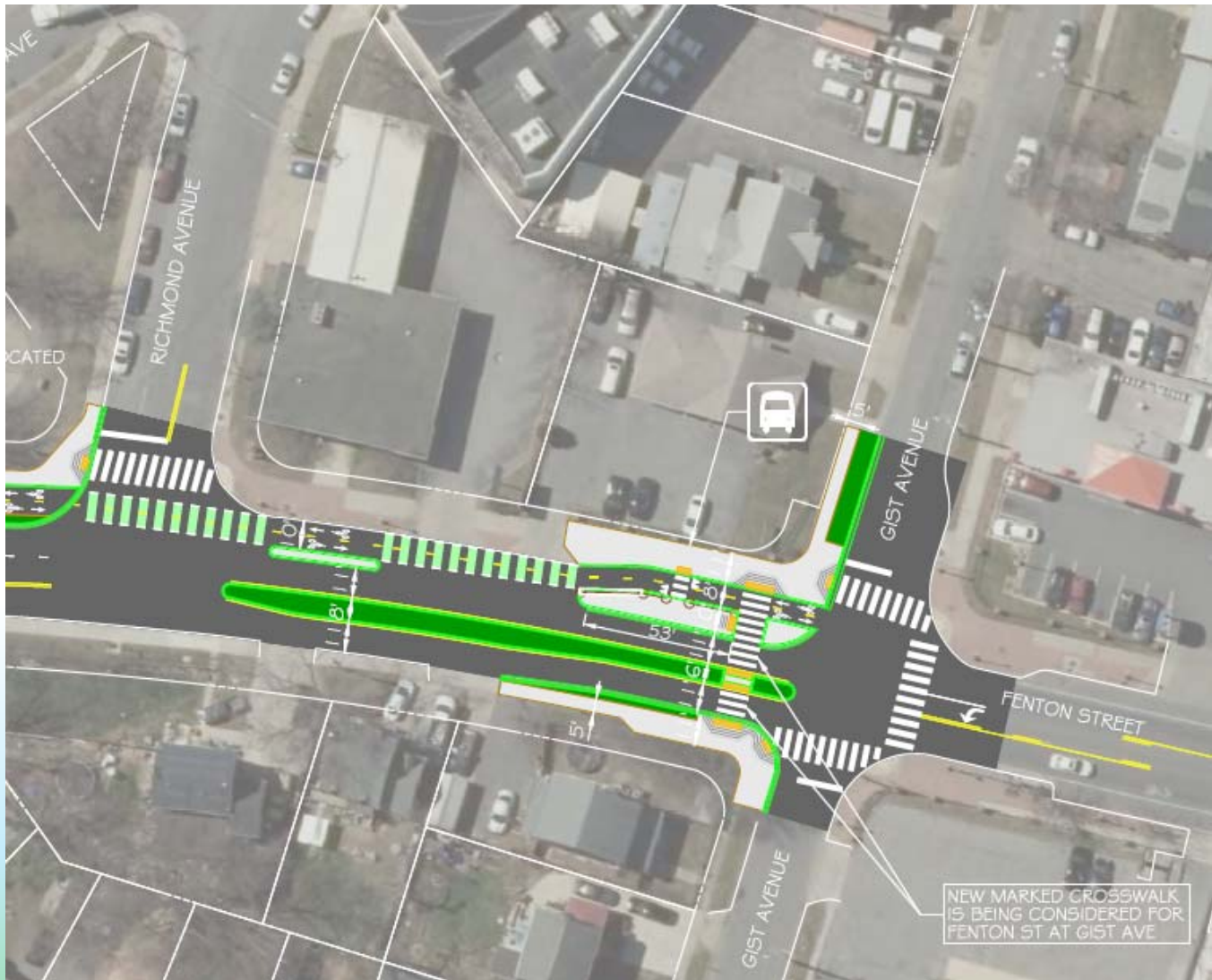


Fenton / 410 Intersection

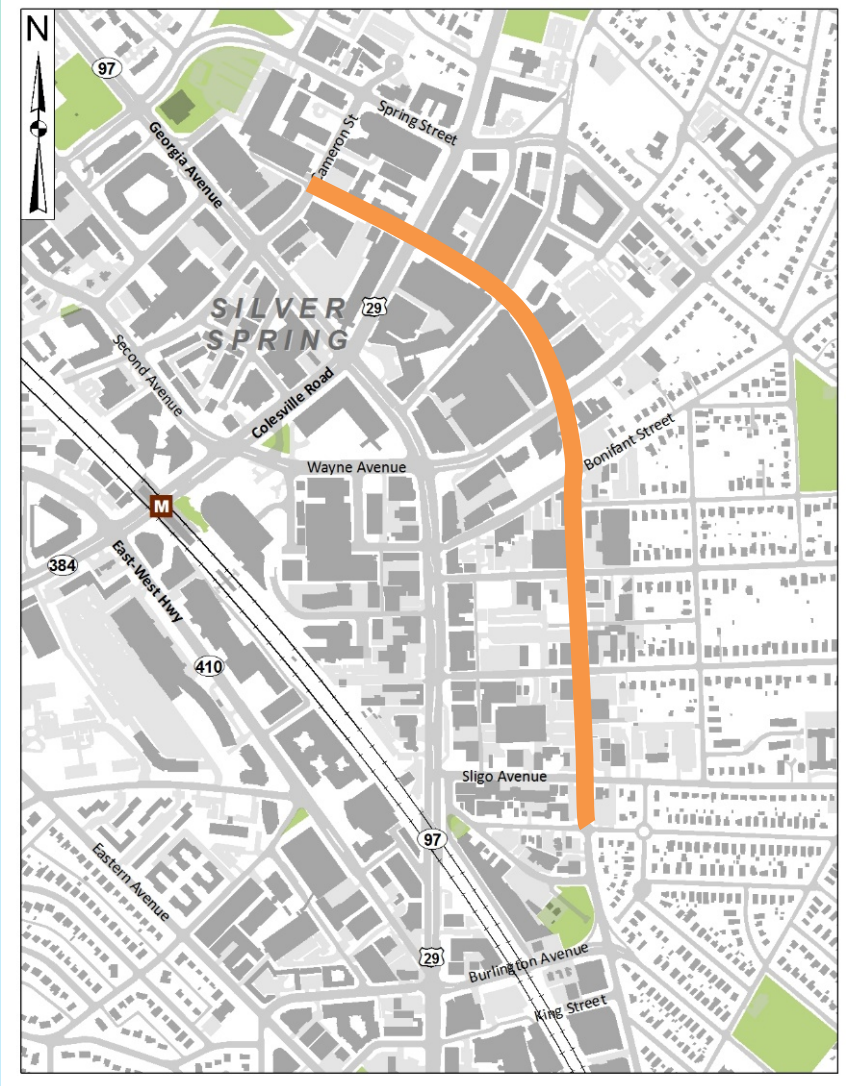




Fenton / 410 Intersection



Fenton Street Cycletrack

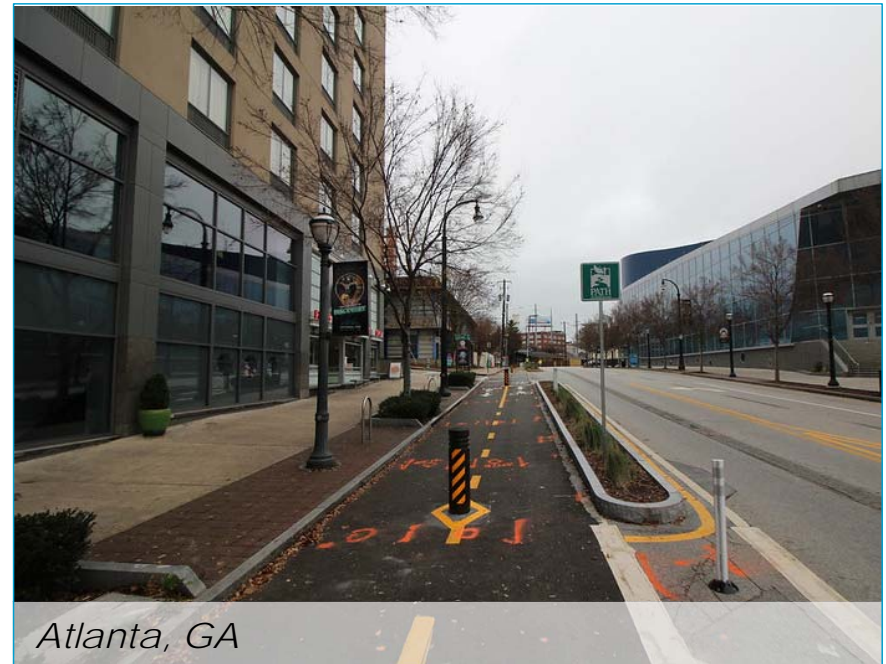




Bikeway Design

11

- The bikeway will be a two-way separated bike lane (cycletrack) on the west side of Fenton Street.
- It is being designed as an intermediate grade facility, 3" below the sidewalk and 3" above the roadway, with a raised median between it and cars.
- There is generally a planting zone between the bikeway and sidewalk.

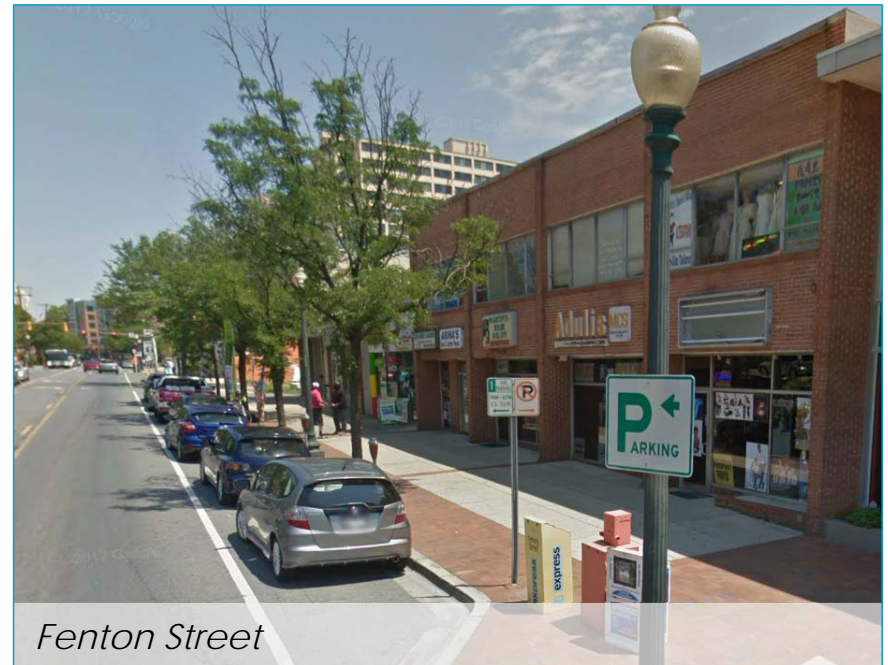




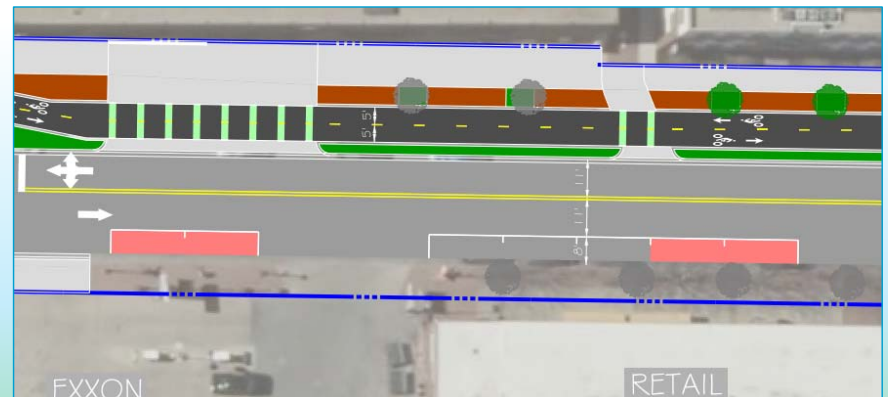
Parking

12

- Parking is generally provided on the east side of Fenton Street. In a few areas, on-street parking is available on the west side.



Fenton Street

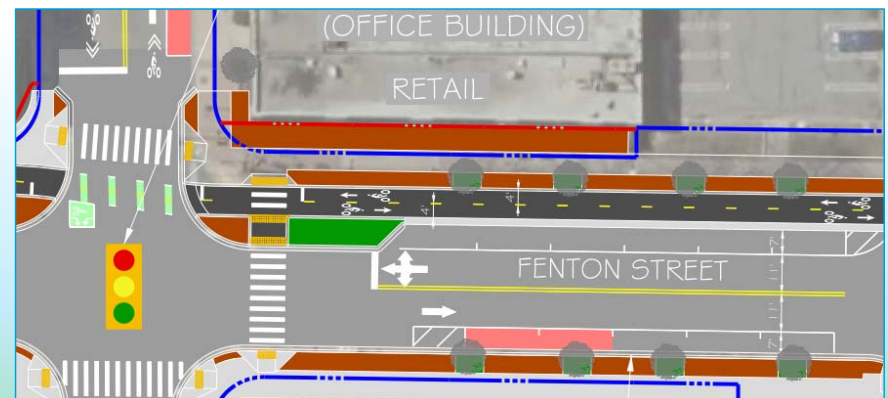




Loading

13

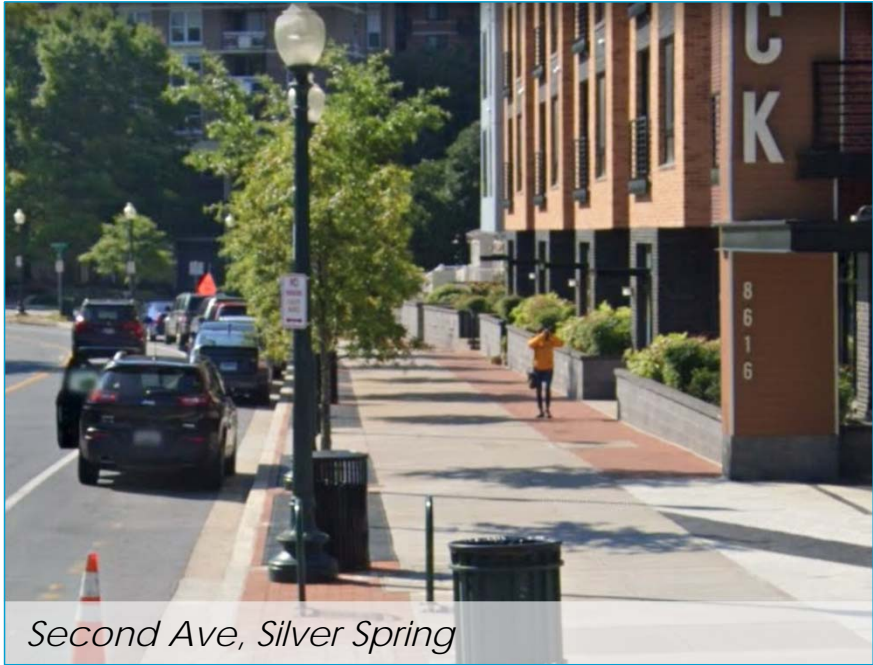
- Loading zones will be located on each block, generally on the east side of the street. Some side streets will also have loading zones west of Fenton.
- We are working with businesses to understand and accommodate specific needs.
- We've met with over 40 businesses to discuss loading.





Pedestrian Access Route

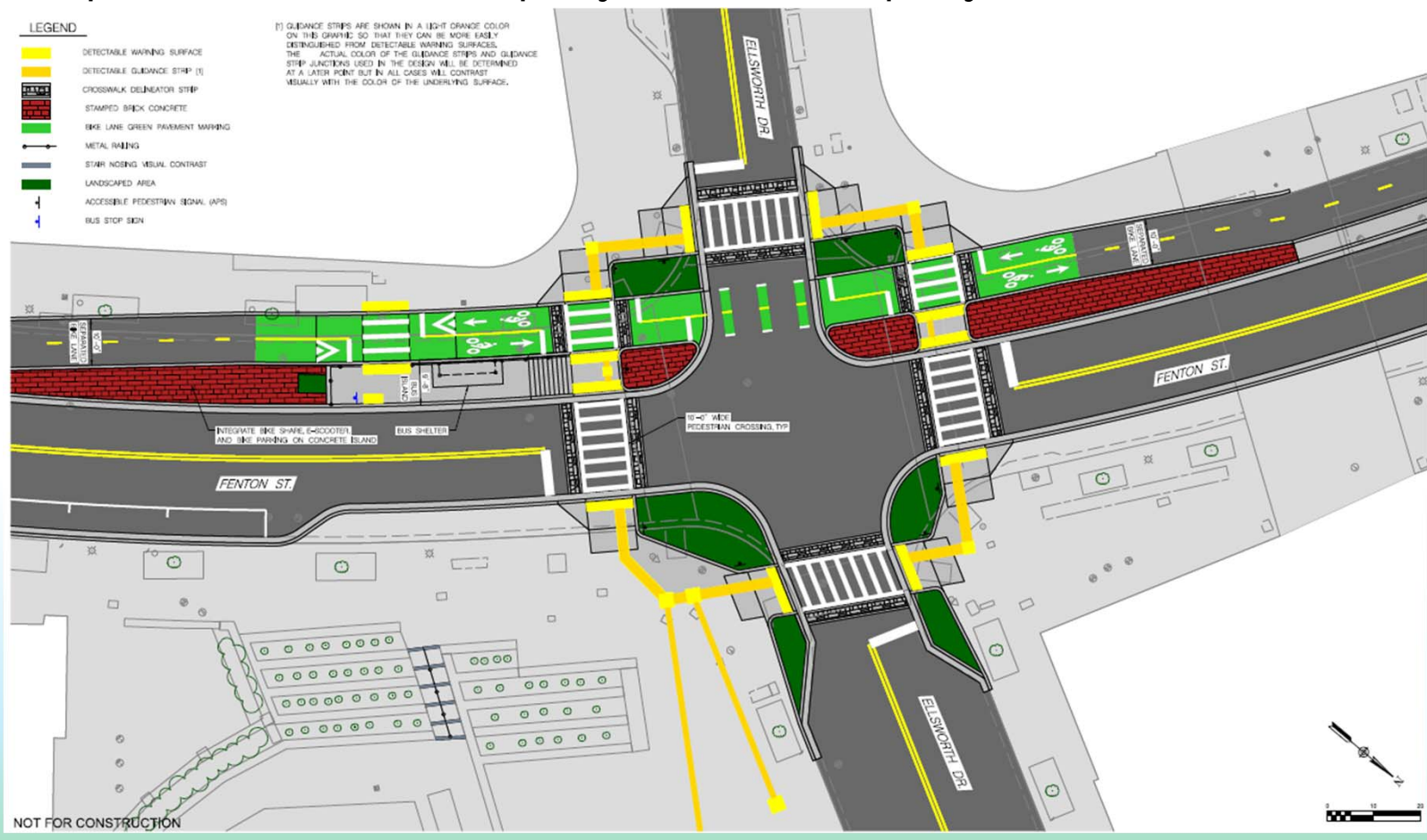
- As part of this project, MCDOT will improve sidewalk accessibility for people with disabilities by ensuring the pedestrian access route is well-defined, direct, and free of obstructions.
- The pedestrian access route is always at least 5' wide, and generally wider.





Low Vision Wayfinding Best Practices

- The pilot design developed as part of the Low Vision Design Guide will be incorporated into the project as the project moves through the design process.





Bikeway Barrier

16

- The bikeway will be raised 3" above the roadway grade, and will have a median separating it from the roadway.
- The median type will vary along the corridor, and will include the following types:
 - Concrete
 - Vegetated
 - Stormwater





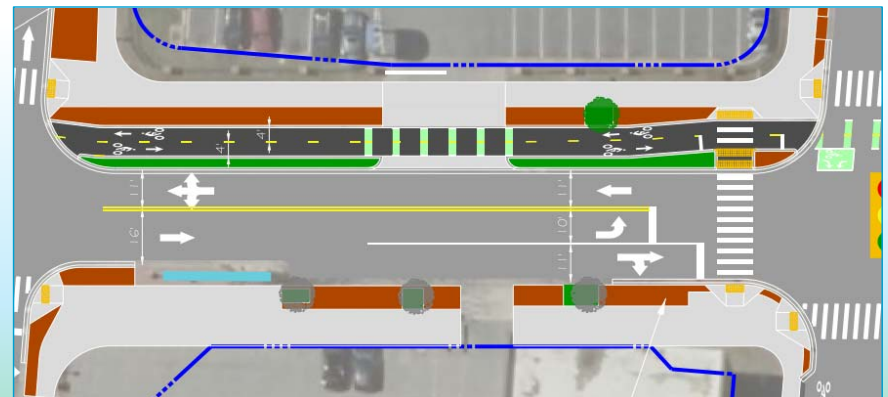
Stormwater Management

17

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



Oakland, CA





Corner Islands / Protected Intersections

18

- Corner island treatments will be installed at most intersections.
- These slow turning vehicles and improve sightlines for drivers, cyclists, and pedestrians.



Second & Spring, Silver Spring

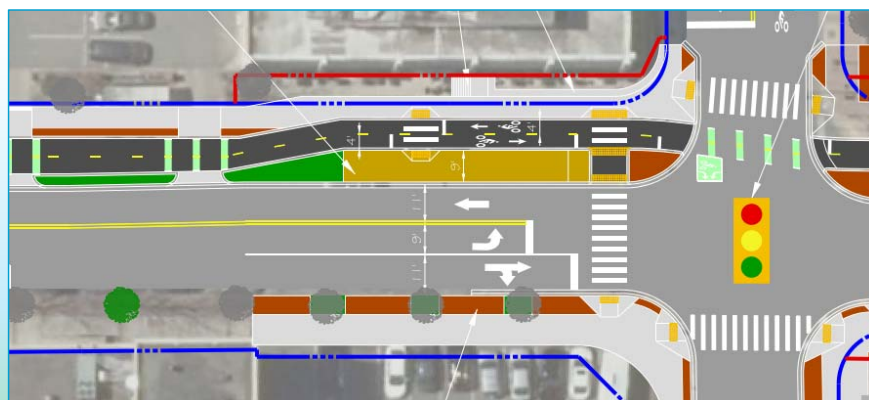


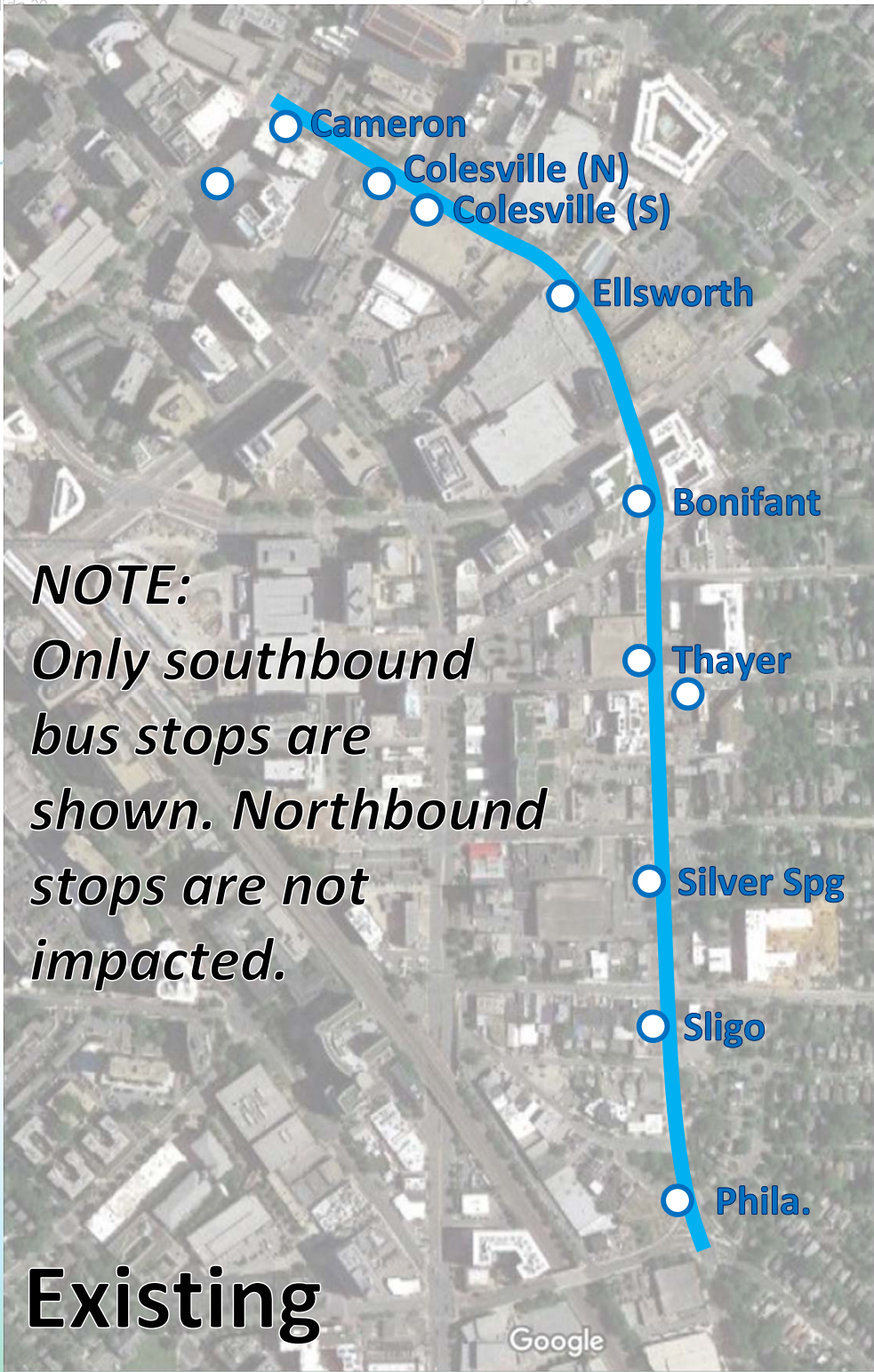


Floating Bus Stops

19

- We are proposing floating bus stops and shared-platform stops along Fenton Street.
- The bus platform is separated from the sidewalk by the bike lane.
- Countermeasures are included to slow cyclists and increase yielding behavior.
- One crosswalk at each stop will be signal controlled



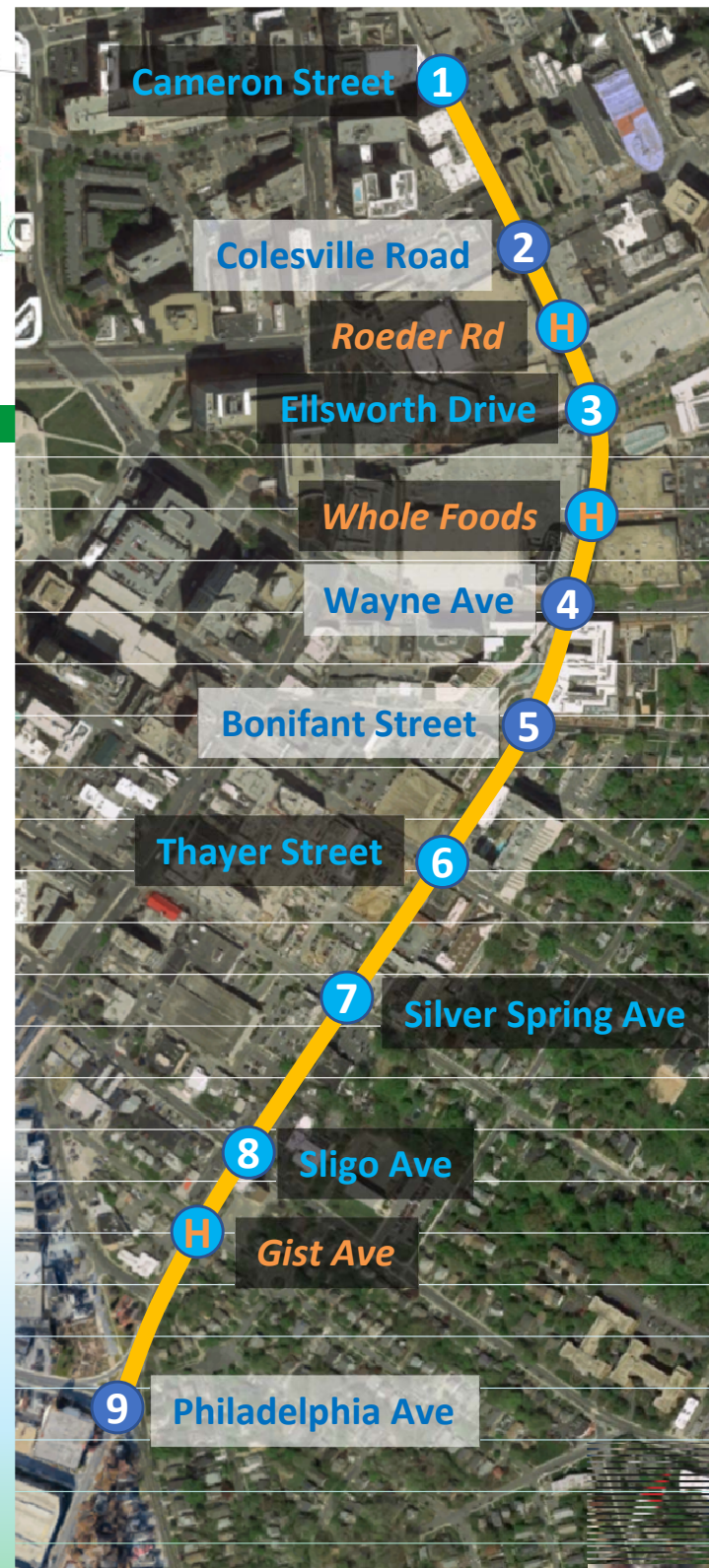




Intersections

21

- Of the 9 signalized intersections in the Fenton Cycletrack & Fenton/410 Projects, 4 are SHA and 5 are County signals.
- 2 HAWK signals are being installed as part of a separate MDOT project at Fenton/Roeder & Fenton/Whole Foods.
- A HAWK will be added at Fenton/Gist as part of the Fenton/410 project.





Bike Signals

22

- 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. We are pursuing a request to experiment with SHA and FHWA.
- Montgomery County has 7 intersections with bike signals in operation.





Left turn protection

23

- At locations where traffic turns left from Fenton Street across the cycletrack, left turns will be permitted on the green arrow only.
- This will help protect cyclists and pedestrians.



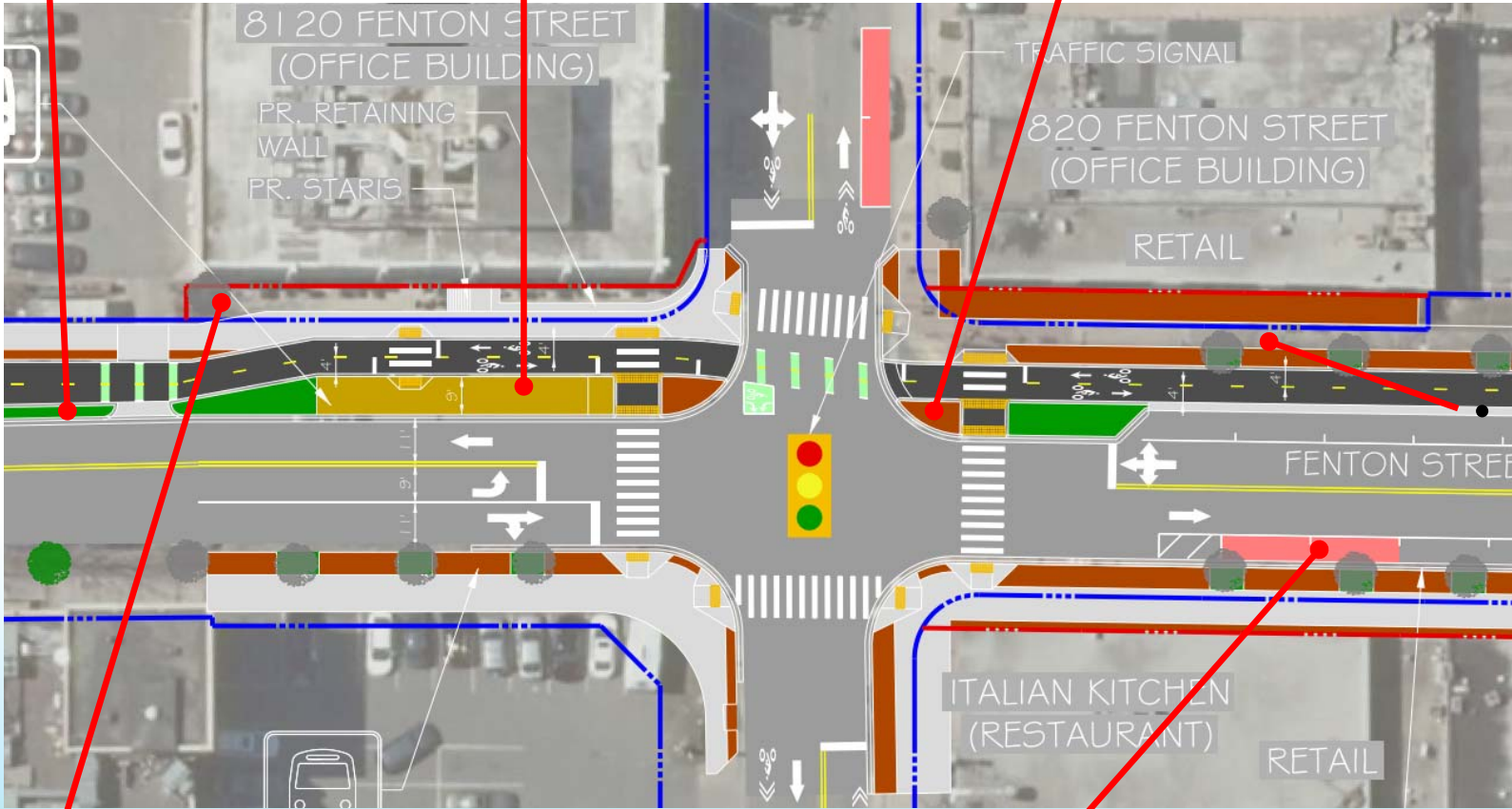
Seattle, WA





Features

- Stormwater treatment
- Floating bus stop
- Corner islands

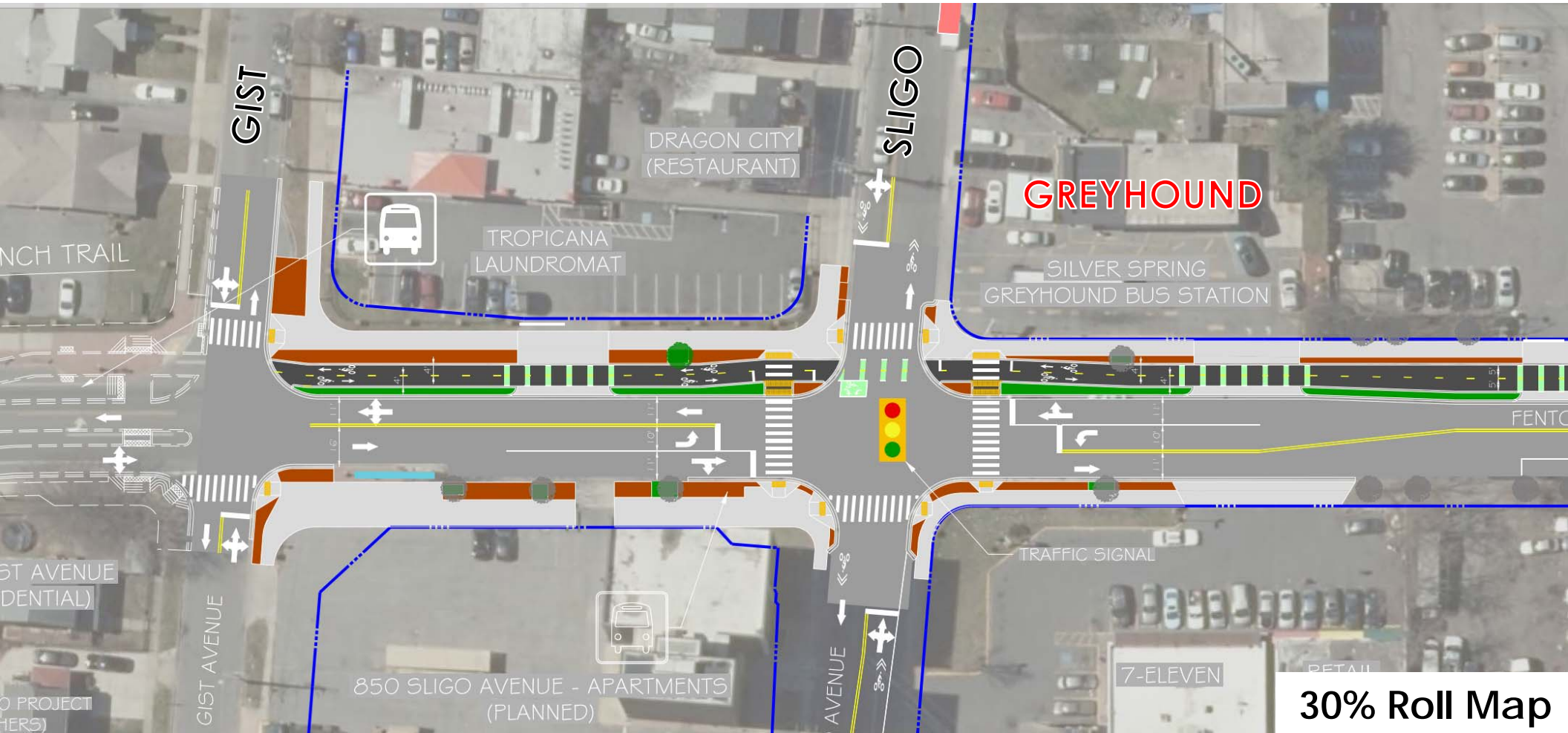


- ROW acquisition
- Loading zone

• Ped access route



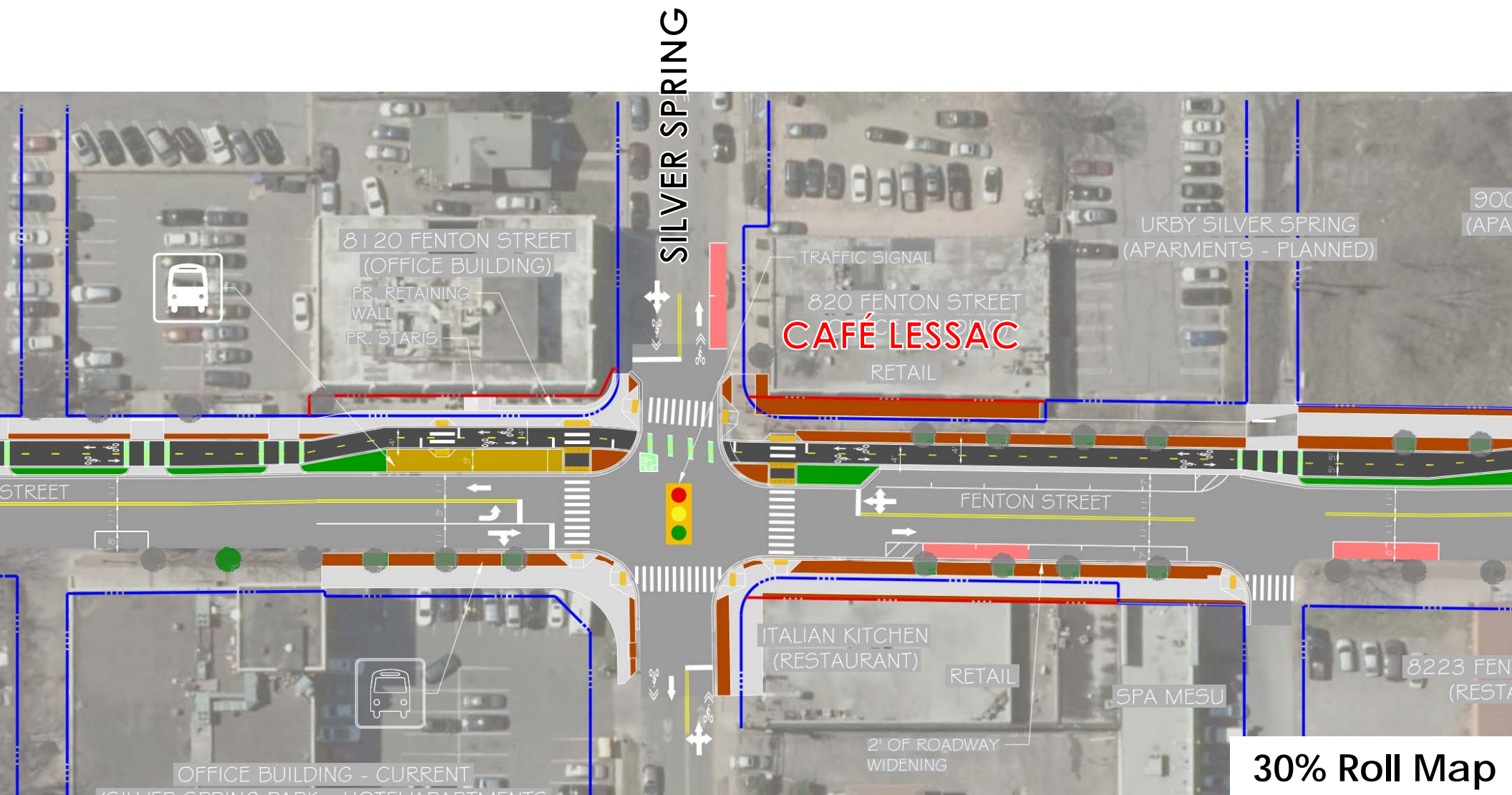
Fenton Street Cycletrack



30% Roll Map



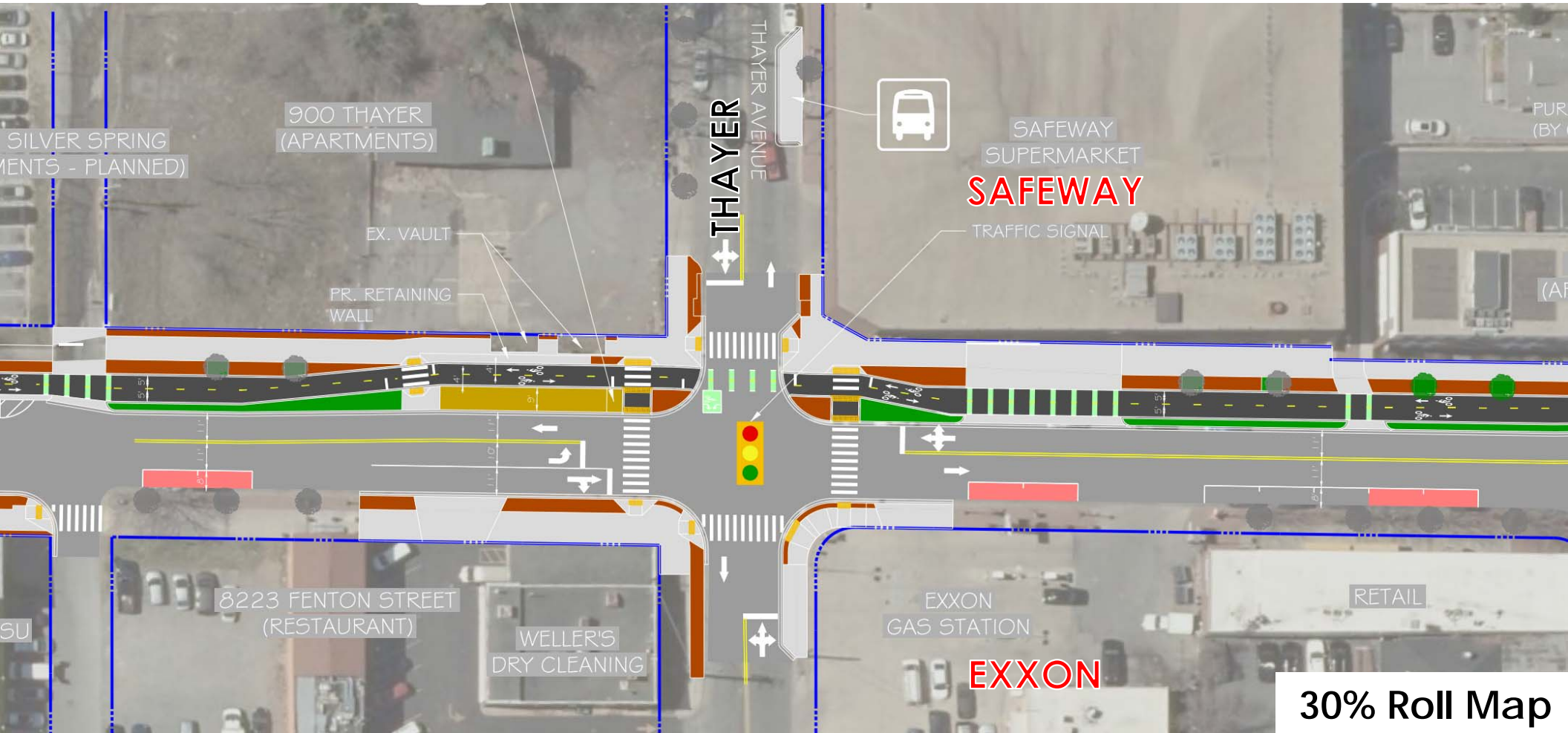
Fenton Street Cycletrack



30% Roll Map

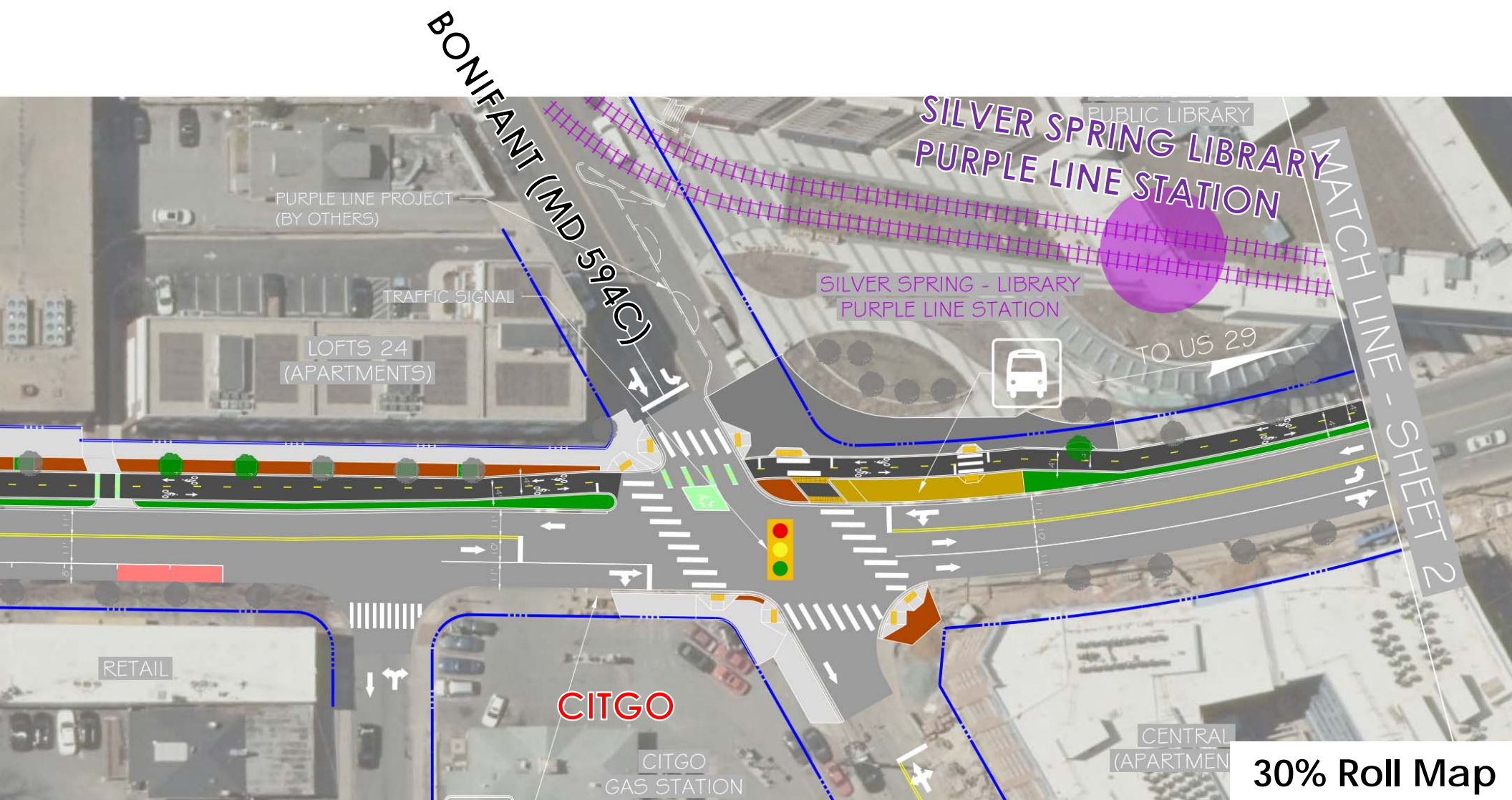


Fenton Street Cycletrack



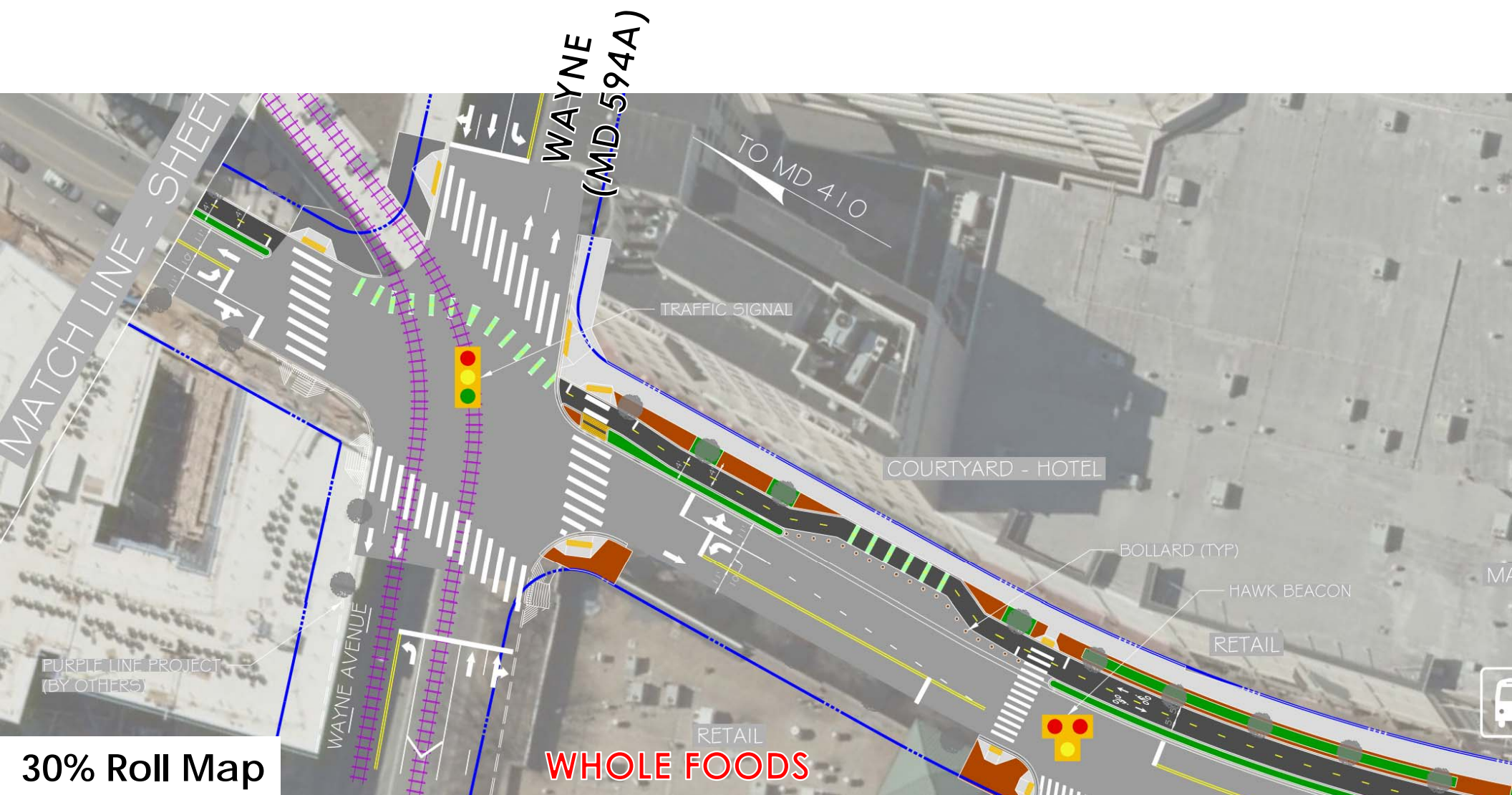


Fenton Street Cycletrack





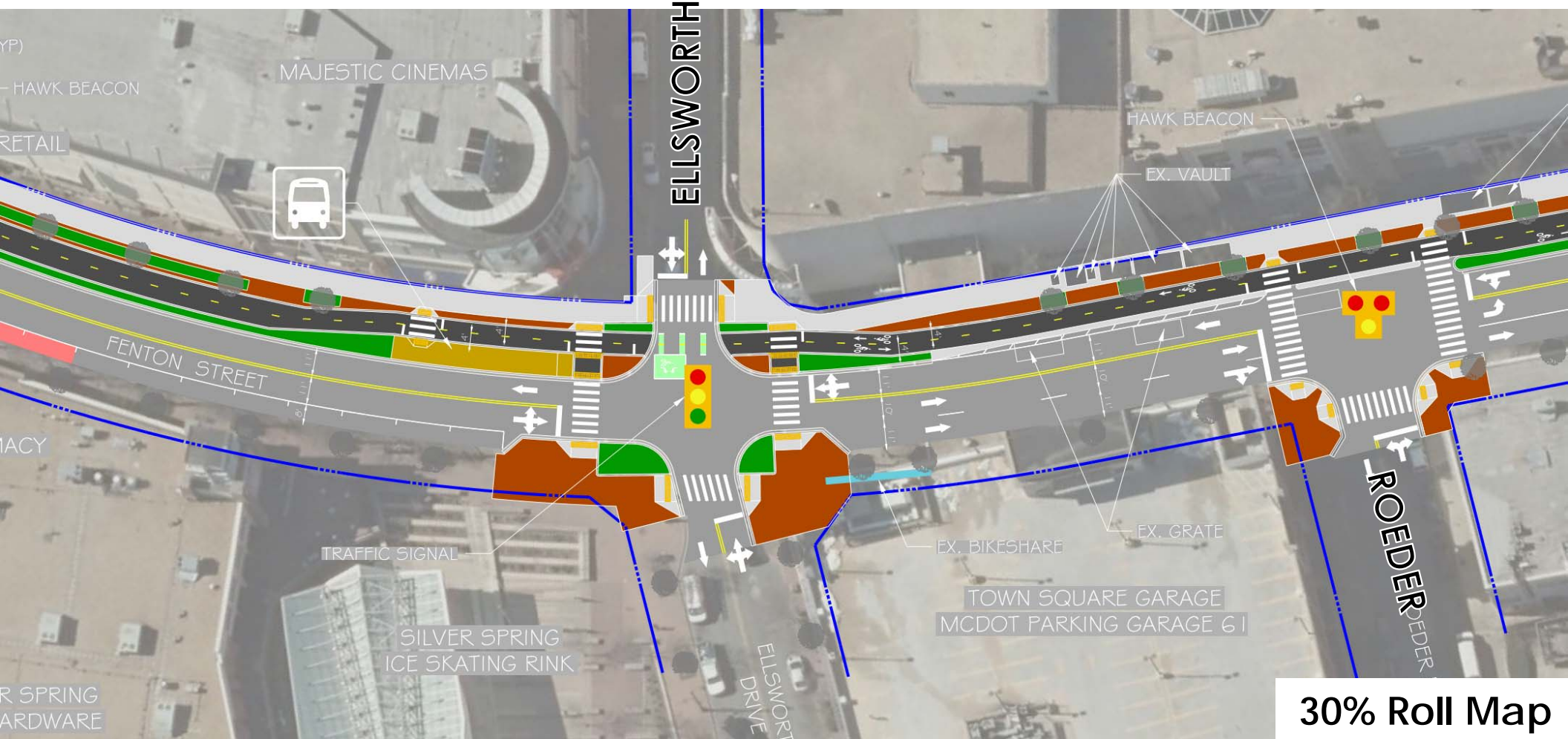
Fenton Street Cycletrack



30% Roll Map



Fenton Street Cycletrack

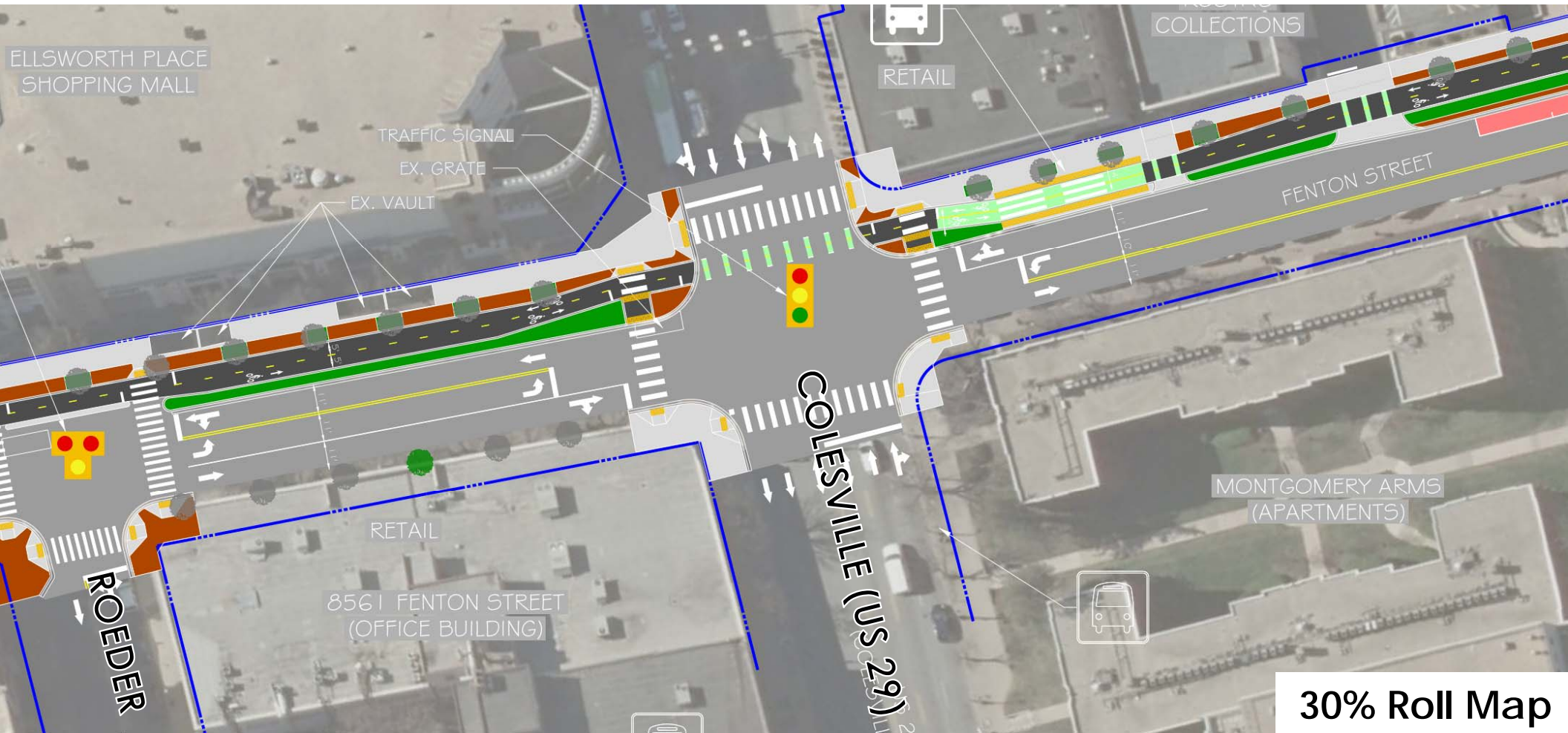


30% Roll Map



Fenton Street Cycletrack

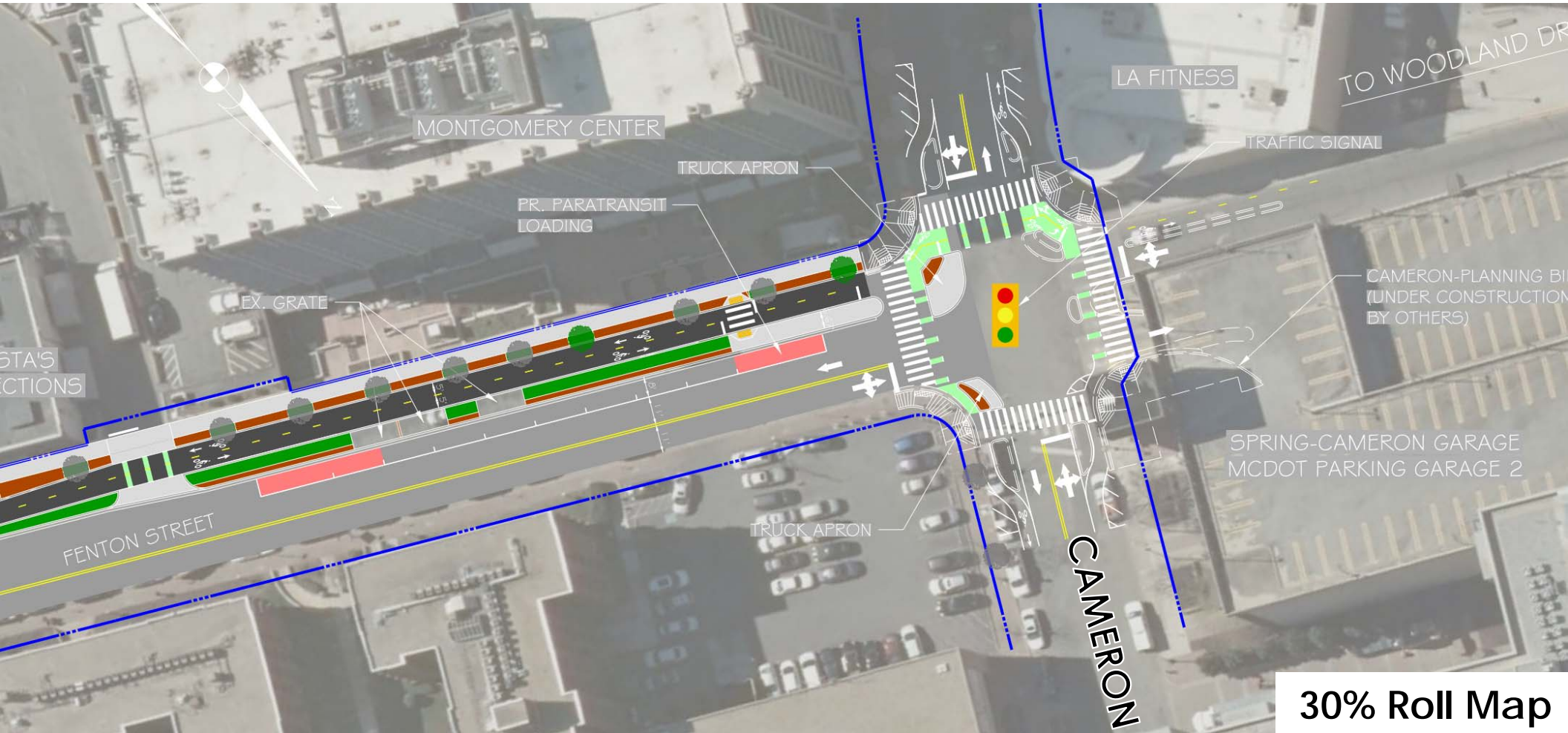
31



30% Roll Map

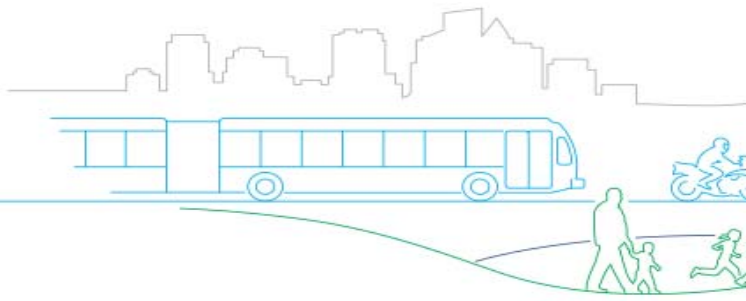


Fenton Street Cycletrack



East Silver Spring Neighborhood Greenway

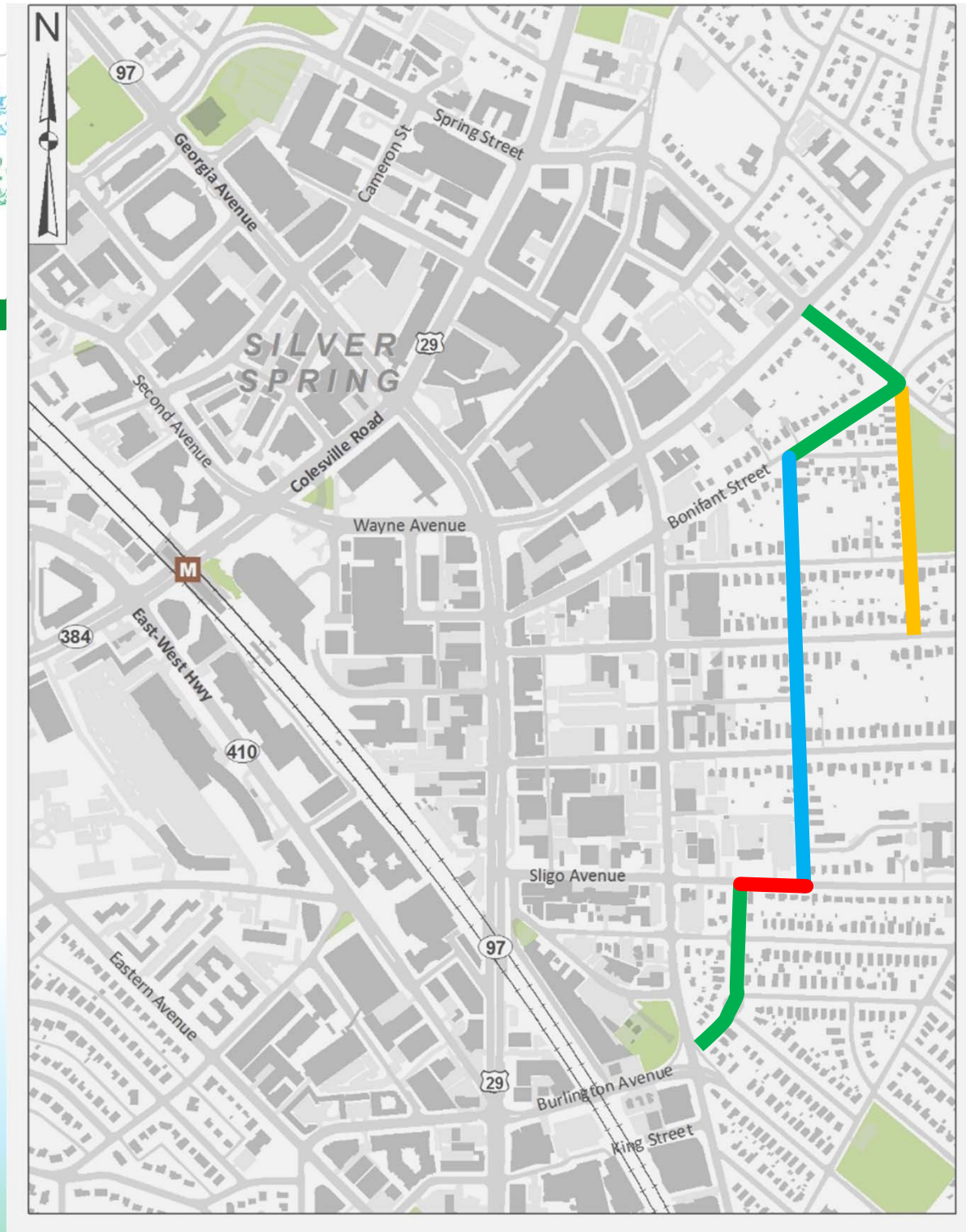




Project Area

35

- **Grove Street** pilot (make permanent)
- Greenway extension on **Woodbury**, **Bonifant**, and **Cedar**
- Shared-use path on **Sligo**
- Greenway / pedestrian treatment on **Houston**





What is a Neighborhood Greenway?

36

- A **neighborhood greenway** is a street designed to give **walking** and **biking** *priority* and to reduce vehicle **speed** and **volume**.
- Tools to create a neighborhood greenway include signs, pavement markings, speed countermeasures, and volume management measures to discourage **cut-through trips** by vehicles and to create safe, convenient crossings of arterial streets for bicyclists and pedestrians.





What is a Neighborhood Greenway?

37

Speed treatments



Diversionsary treatments

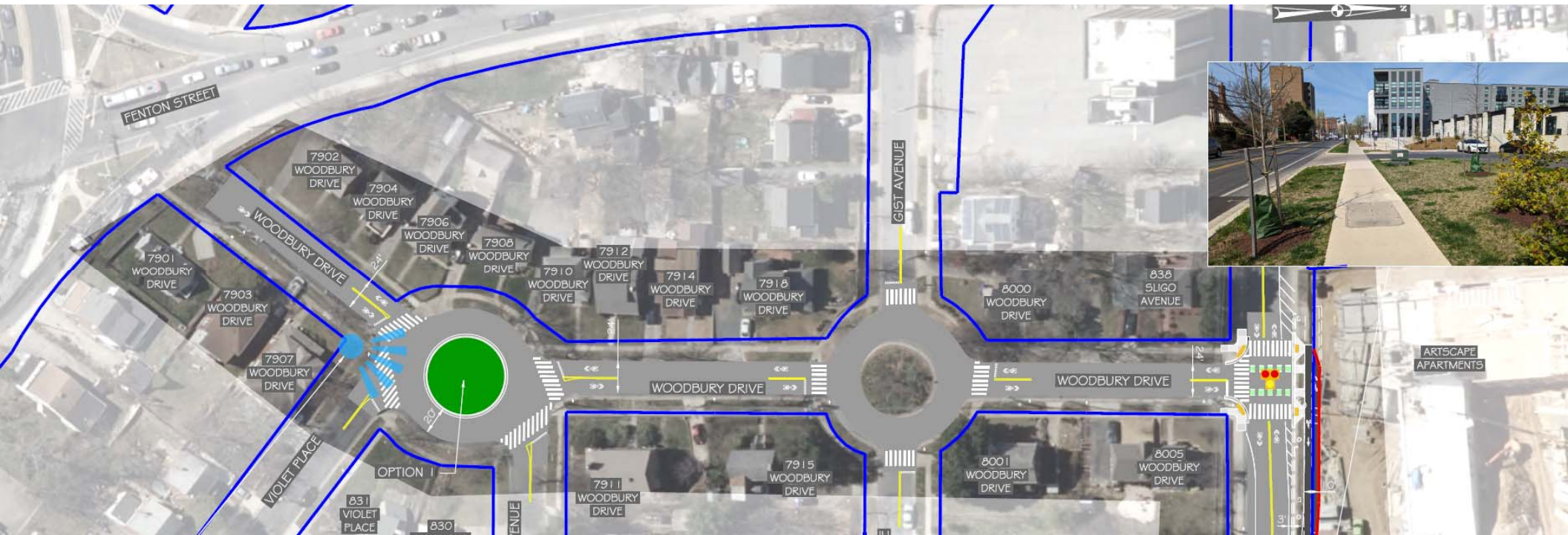




Woodbury Drive

38

- Connection to Metropolitan Branch Trail & 13th Street/Burlington Ave Bikeways at south end.
- Minimal treatments proposed – primarily wayfinding





Woodbury Drive

39

- Potential circle treatment at Woodbury & Violet & Richmond, similar to circle at Woodbury & Gist.

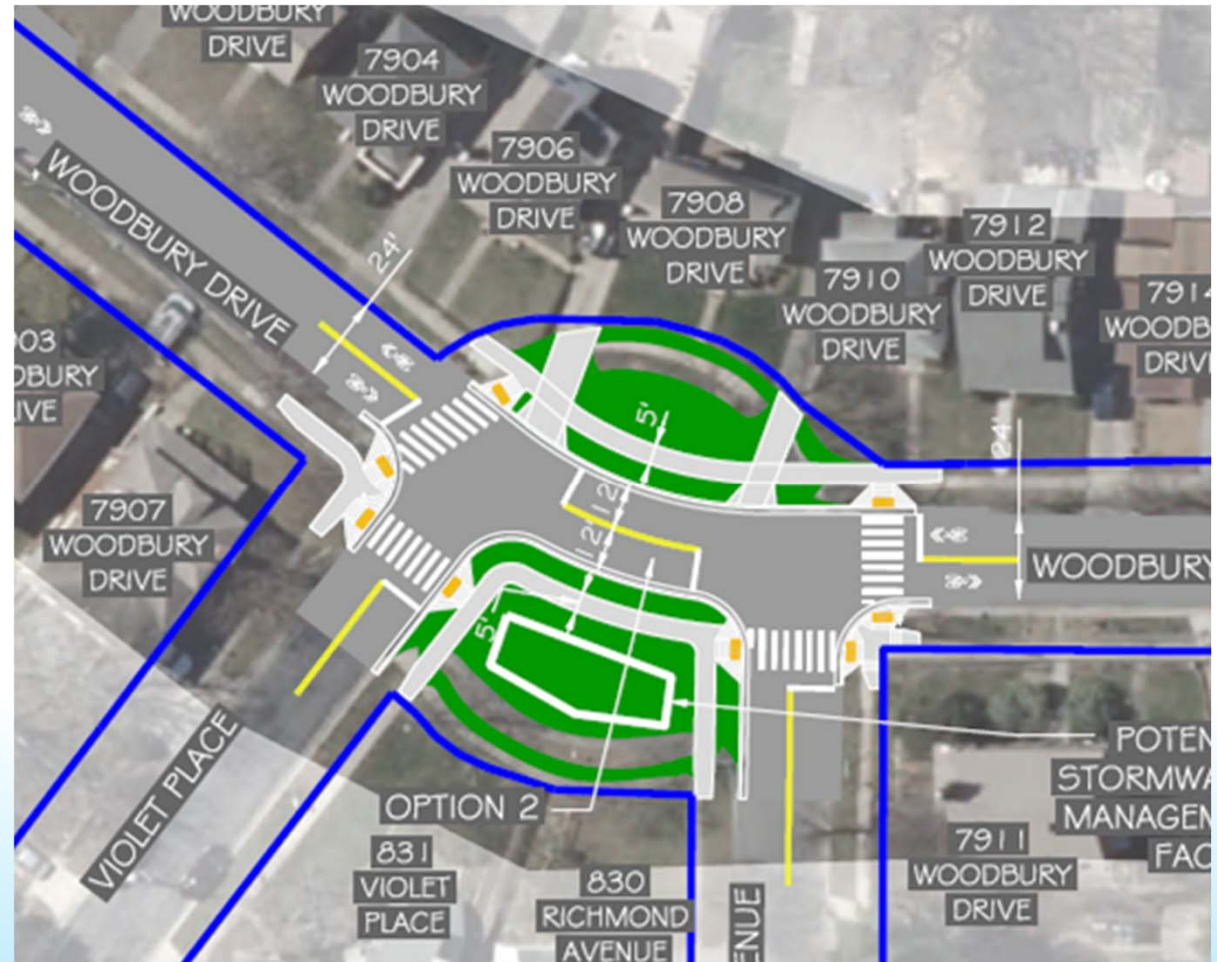




Woodbury Drive

40

- Alternate design removes excess pavement without circle.





Woodbury Drive

41

- Connection between Fenton/410 will be improved for bicyclists and pedestrians as part of separate project.
- Construction expected to start summer 2025.





Sligo Avenue

42

- Proposed path on the **North** side has pedestrian crossing signal at Woodbury





Sligo Avenue

43

- No marked crossing at Woodbury & Sligo today
- Stressful crossing, and Sligo would be stressful to ride





Sligo Avenue

44

- Proposed signalized (type TBD) at Woodbury
- Shared-use path along ArtSpace frontage
- Connects Woodbury to Grove





Grove Street

45

- Speed humps, the choker, and side street curb extensions will be replaced with permanent treatments.

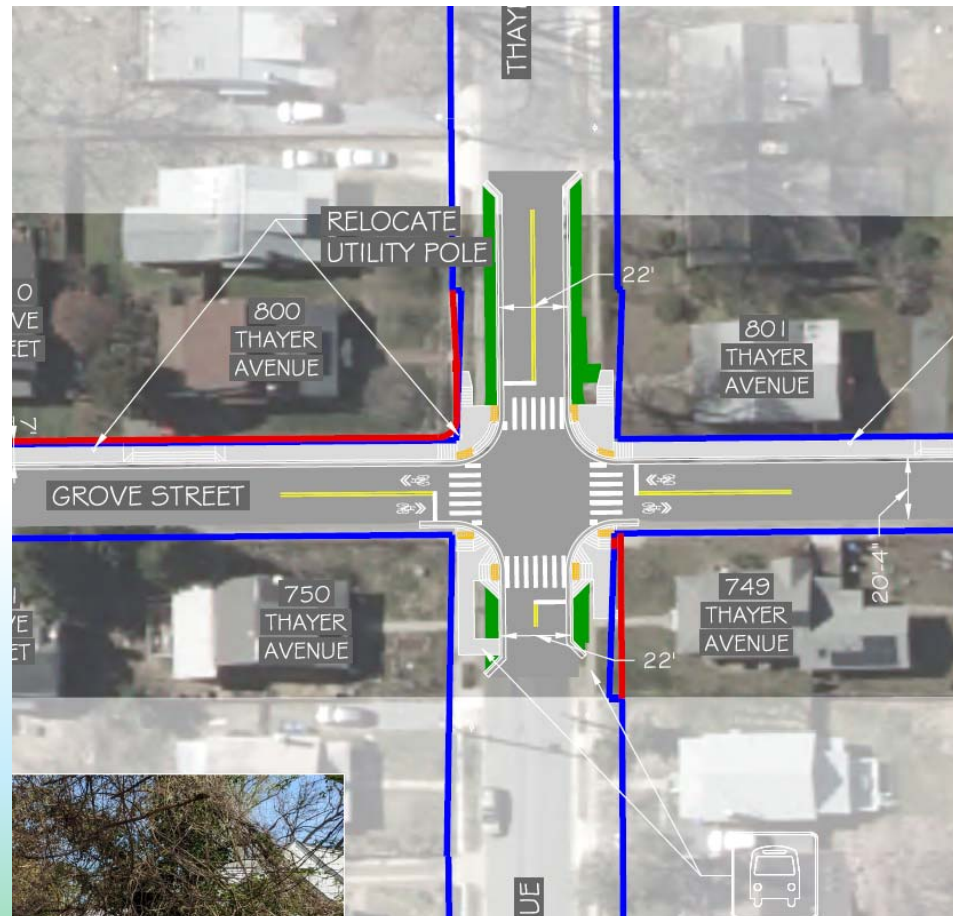




Grove Street

46

- Speed humps, the choker, and side street curb extensions will be replaced with permanent treatments.





Grove Street

47

- The mini-roundabout will be removed





Grove Street

48

- The walking lane will be converted to a sidewalk
- To create additional space for fire dept. access, the proposal will raise the walking lane, but shift it back by expanding it 1.5' to 2' behind the current curb





Grove Street

49

- Grove Street today





Grove Street

50

- Grove Street rendering with sidewalk





Bonifant Street

51

- Treatments include a permanent curb extension at Grove, sharrows, signage, and an extended sidewalk on the north side.





Bonifant Street

52

- This corner will be revised to include a permanent curb extension to protect pedestrians and slow turns.





Bonifant / Cedar Intersection

53

- Proposed traffic circle to reduce crash risk at the intersection. Due to geometry, the circle will be mountable.





Cedar Street

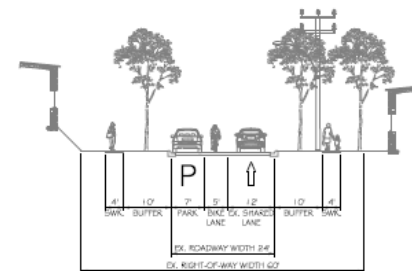
54

- MCDOT is proposing flipping parking so that the bike lane is not between opposite direction traffic and parking.

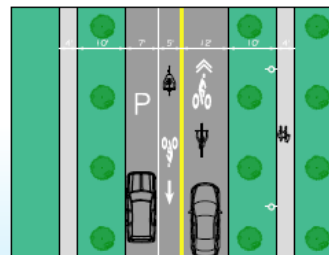
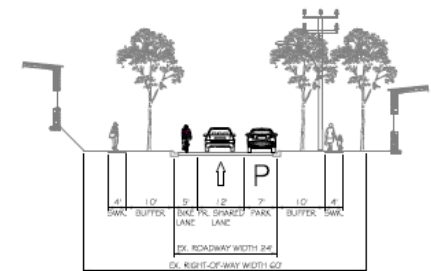


Above: existing condition on Cedar St

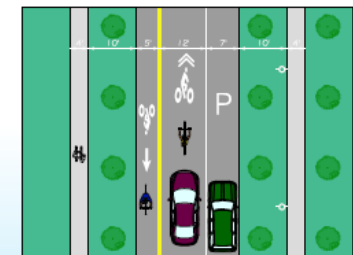
EXISTING
CEDAR STREET
MID-BLOCK



POTENTIAL
CEDAR STREET
MID-BLOCK



NOT TO SCALE



NOT TO SCALE



Cedar Street

55

- MCDOT is proposing flipping parking so that the bike lane is not between opposite direction traffic and parking.





Cedar Street

56

- MCDOT is proposing flipping parking so that the bike lane is not between opposite direction traffic and parking.





Cedar Street

57

- This very conceptual drawing illustrates a potential





Cedar Street

58

- With the flipped bike lane and parking, the centerline will be much less centered, and the road will appear less like a two-way street.

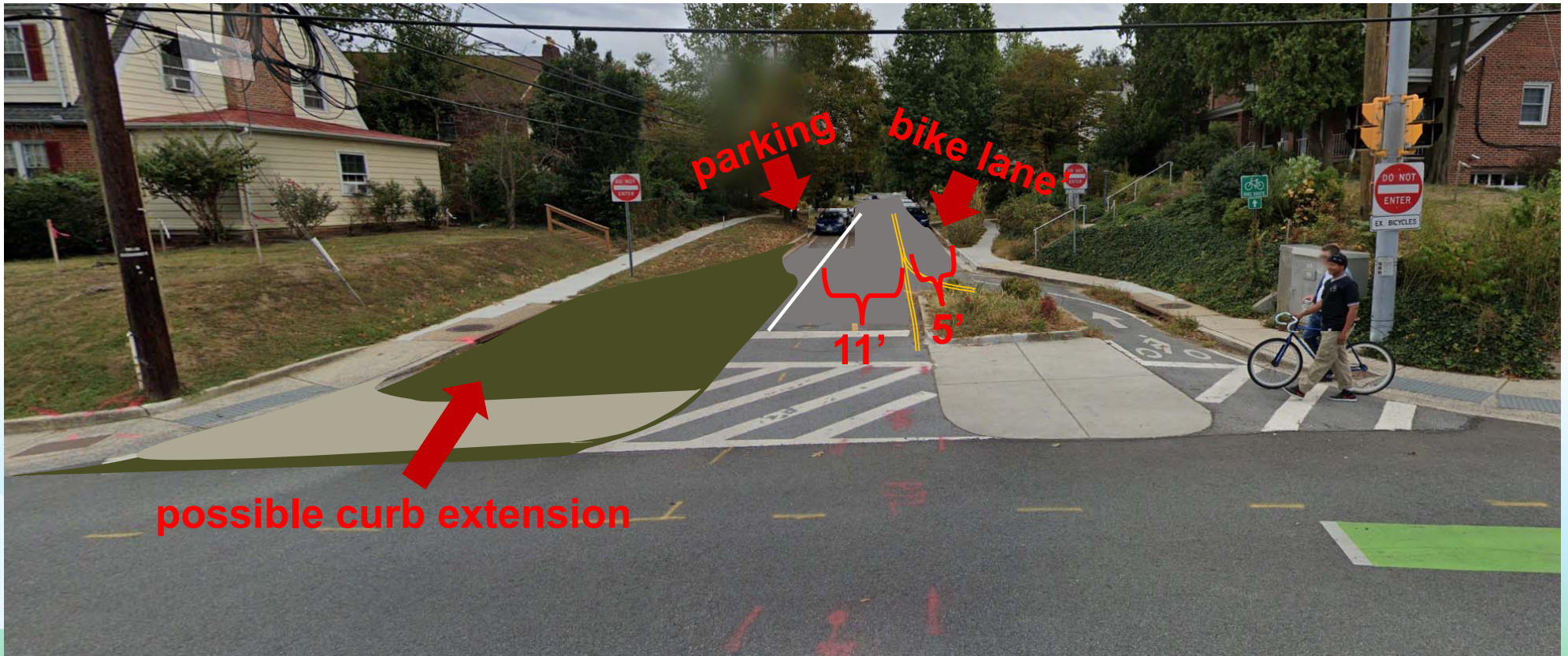




Cedar Street

59

- This very conceptual sketch shows how the intersection might look if the right turn space is replaced by a curb extension.





Houston Street

60

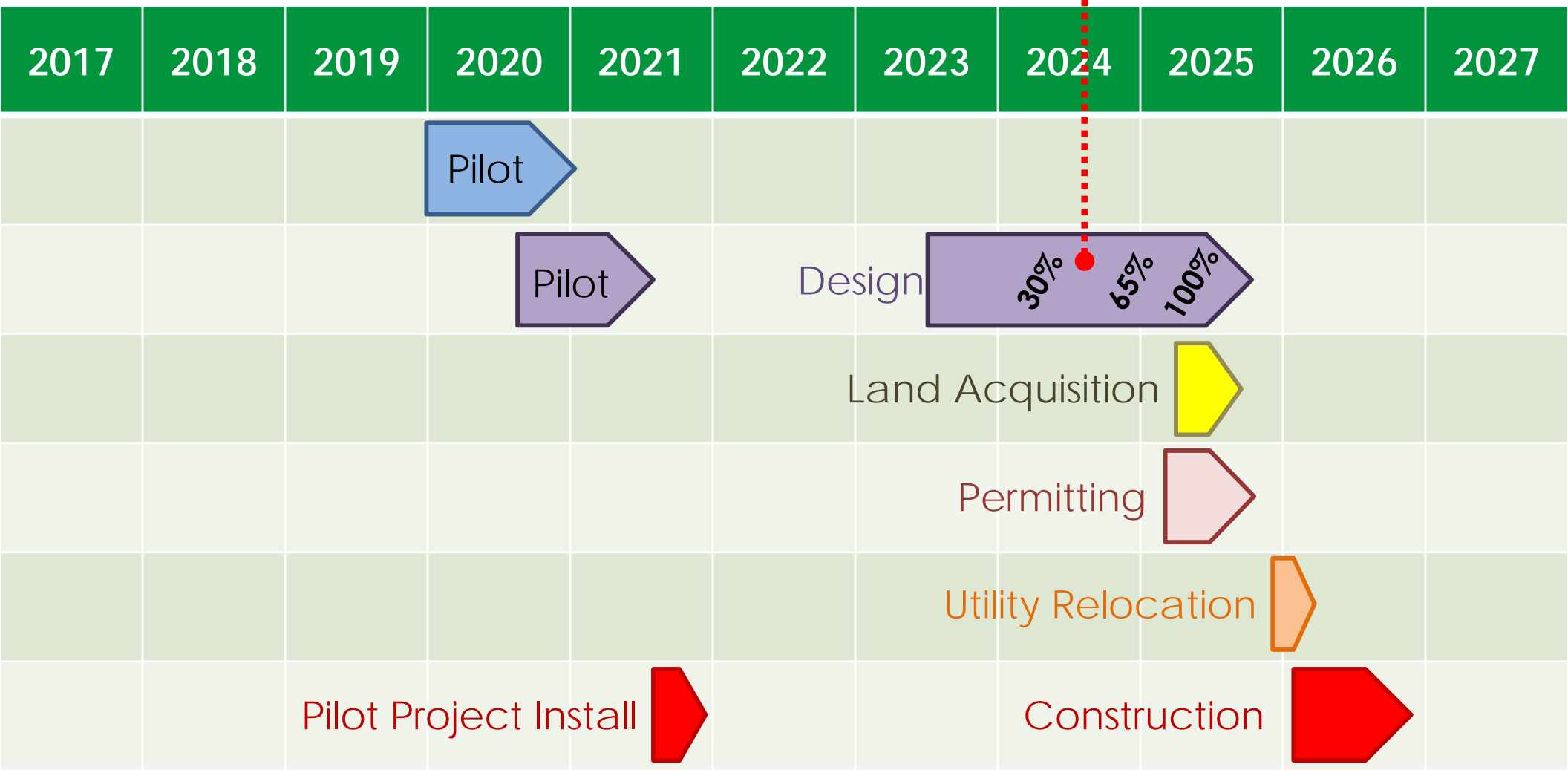
- Based on traffic observations during the Grove Street Pilot, traffic did increase on Houston Street
- A sidewalk is proposed to mitigate the impacts of greater traffic





Anticipated Schedule – East Silver Spring Greenway

We are here:





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