



# AMHERST AVENUE BIKEWAY

from Windham Lane to Arcola Avenue

# Agenda

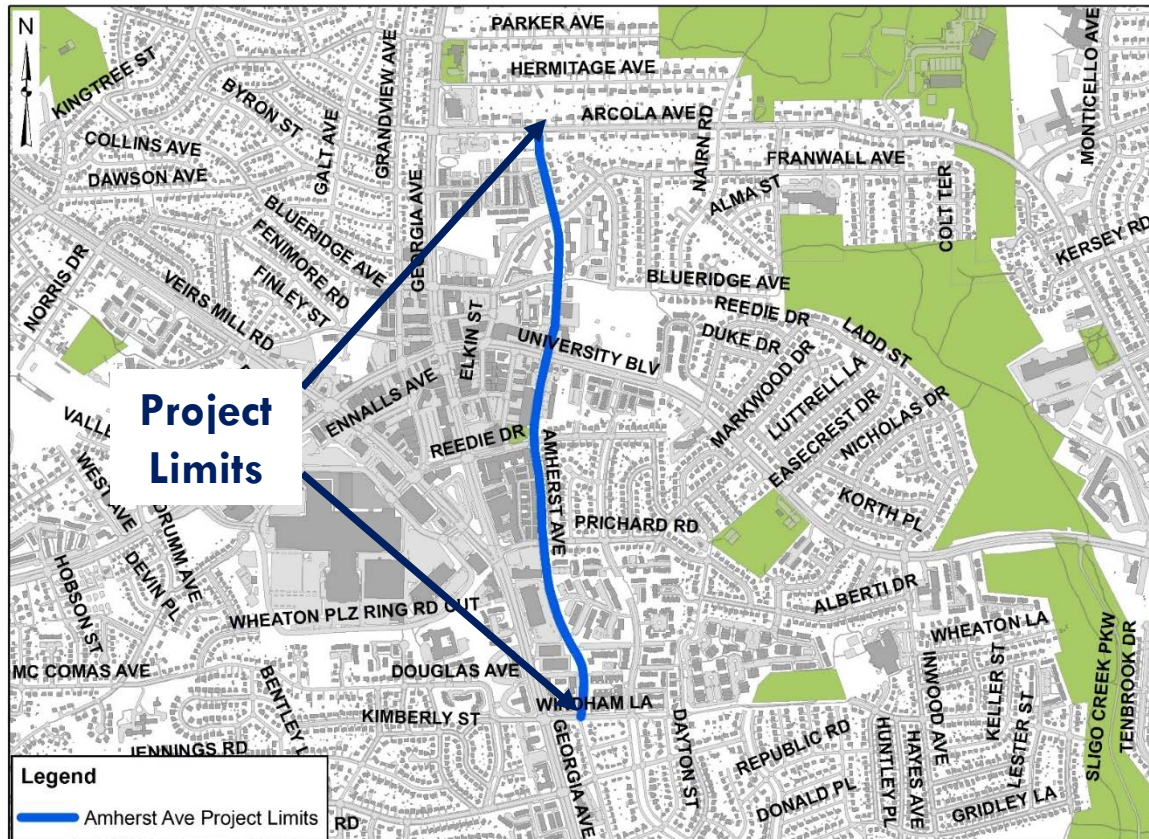


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- Project Background
- Existing Conditions
- Proposed Conditions
- Typical Sections
- Schedule
- Questions

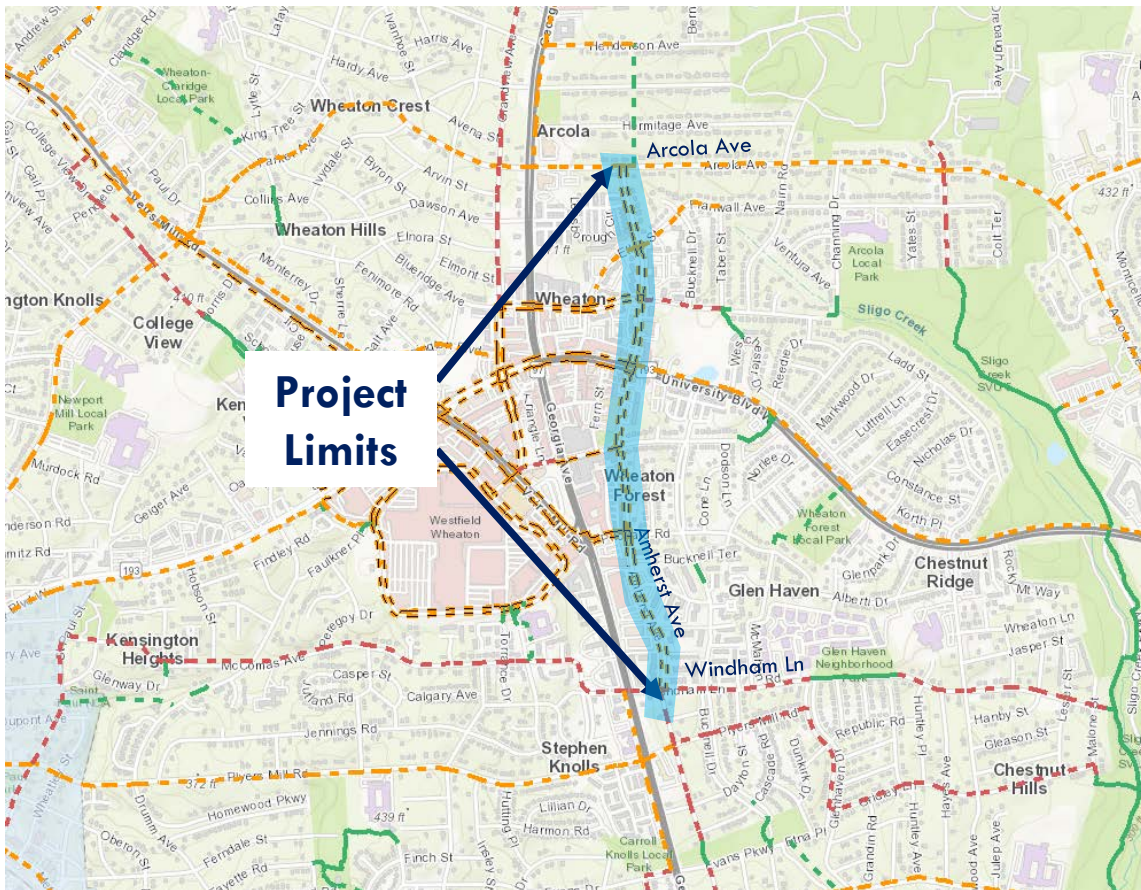
# Project Background




## □ Vicinity Map



# Project Background

## Montgomery County Bikeway Master Plan

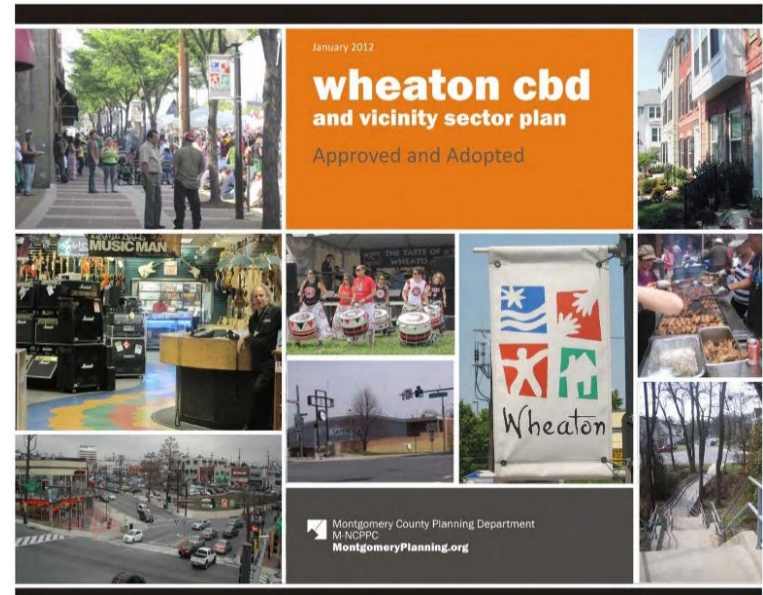


Existing	Proposed	
		Trails
		Sidepaths
		Separated Bike Lanes
		Striped Bikeways
		Bikeable Shoulders
		Shared Roads

# Project Background

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- Wheaton CBD and Vicinity Sector Plan
  - Improve bicyclist safety and connectivity
  - Include bicycle lanes along Amherst Avenue
  
- Amherst Avenue Bikeway
  - Will provide key connection to Sligo Creek Trail from the Wheaton CBD.
  - Will accommodate a long-distance bicycle connection from the southern and northern terminus of the Central Business District.



# Project Background

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- Project endorsed by Montgomery County Council Transportation & Environment Committee in 2021
- Progressing Alternative 3B (Two-way cycle track with widening)
- Evaluating several options on the block between Prichard Road and Reddie Drive



# Existing Conditions

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- Roadway width is 48'.
  - From Prichard Rd to Reddie Dr roadway width is 40'.
  - From Blueridge Ave to Arcola Ave roadway width is 36'.
- Public Right-of-Way is available beyond the existing sidewalk throughout the corridor.
- Ride-On bus routes operate on Amherst Ave from Reddie Dr to Arcola Ave.
- Overhead utilities along both sides of the roadway.



# Existing Conditions

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- Combination of metered and residential permit parking exists along the corridor.
- Sidewalk width is 4'.
  - From Prichard Rd to Reddie Dr on the west side, sidewalk width is 8'.
  - From Reddie Rd to Blueridge Ave on the west side, sidewalk width is 10'.
- Street lighting is provided by luminaries mounted on utility poles on both sides of the roadway.
- There are 2 signalized intersections and 5 non-signalized intersections with all-way stop signs.



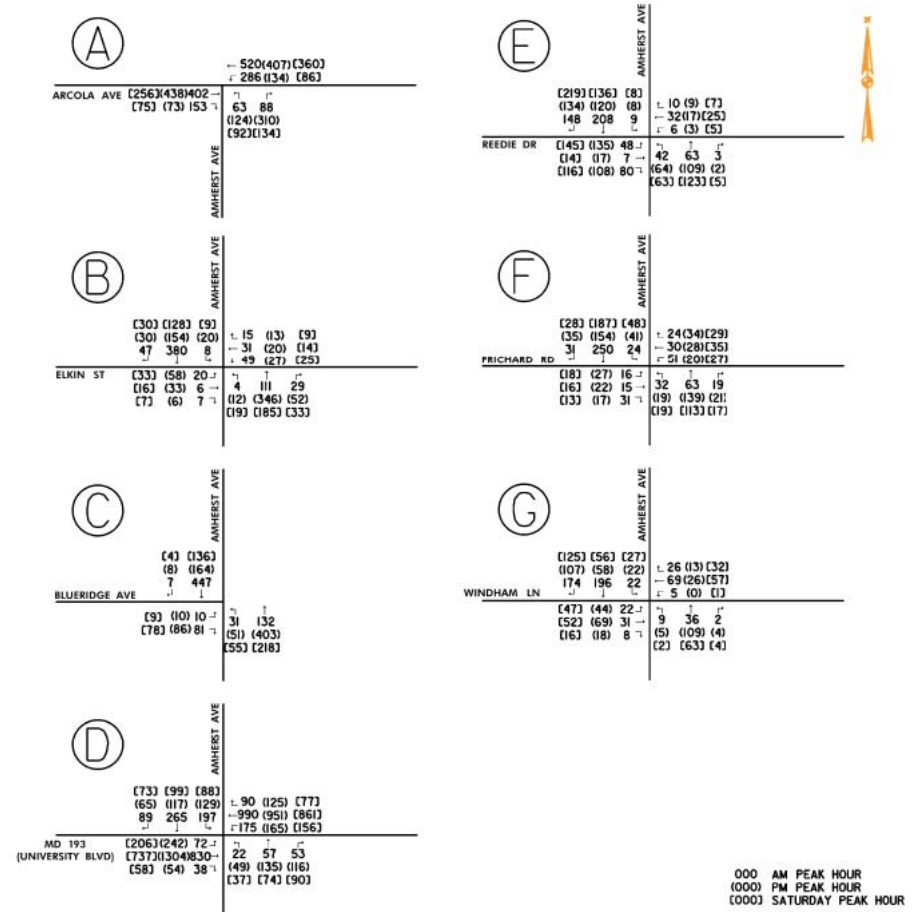


# Existing Conditions



## Traffic Volume

- Traffic volume data including pedestrians and bicyclists was collected in December 2018
- Average Daily Traffic from Windham Ln to University Blvd (MD 193) is 5,300
- Average Daily Traffic from University Blvd (MD 193) to Arcola Ave is 6,800
- Bicycle volume is 1-2 per hour



# Existing Conditions

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- University Boulevard (MD 193)
  - Amherst Ave is 48' wide at the intersection.
  - Public Right-of-Way ranges from 66' to 84'.
  - Signalized intersection.
  - Drainage structures at intersection.
  - Maintained by Maryland State Highway Administration.



# Proposed Conditions

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- Progressing Alternative 3B (Two –way cycle track with widening)
- Windham Ln to Arcola Ave
  - ▣ Typical roadway width is 48’
    - From Prichard Rd to Reddie Dr – evaluating 4 options including widening from 40’ to 48’.
    - Blueridge Ave to Arcola Ave – widening the roadway from 36’ to 48’.
  - ▣ Two-way cycle track
    - 8’ wide separated bicycle facility on the southbound side of the roadway.
    - Separated from travel lanes by concrete buffer.



# Proposed Conditions

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- Floating Bus stops
  - Protects pedestrians from crossing bicycle facilities to board buses.
  - Avoids buses having to pull into the bike lane to discharge passengers.



# Proposed Conditions

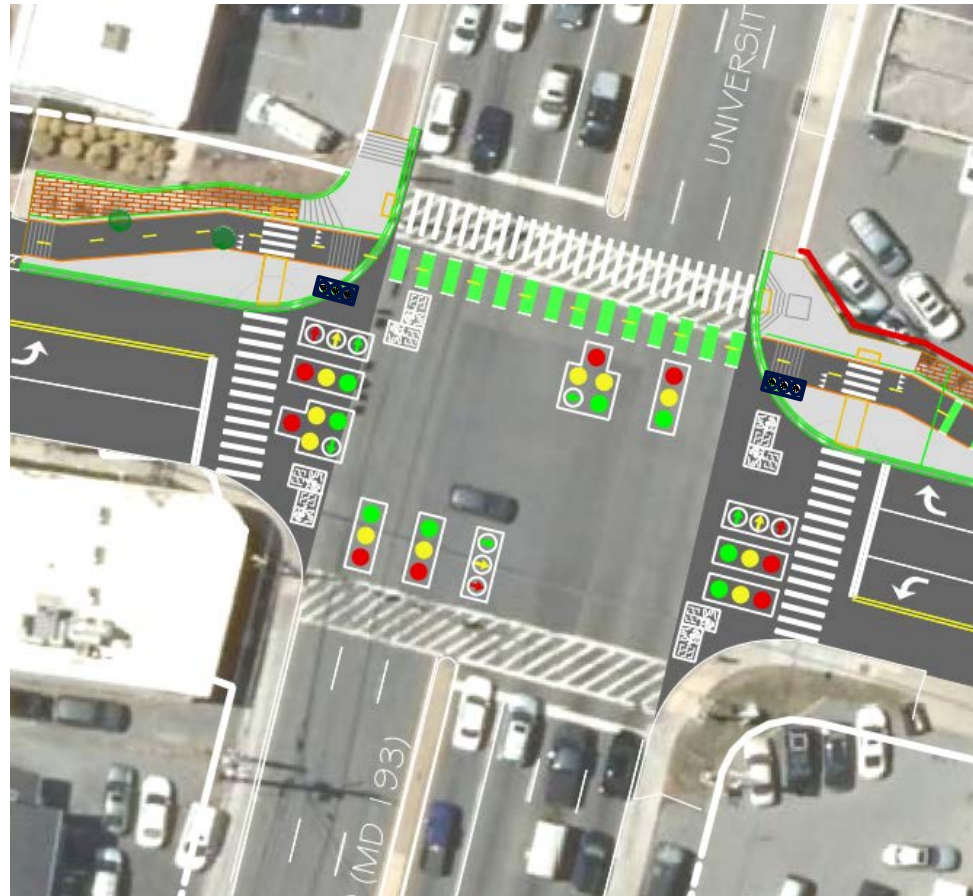
## □ Metered and Residential Permit Parking

AMHERST AVENUE BLOCK	EXISTING			PROPOSED		
	METERED PARKING	NO RESTRICTIONS	RESIDENTIAL PERMIT PARKING	METERED PARKING	NO RESTRICTIONS	RESIDENTIAL PERMIT PARKING
WINDHAM LN TO PRICHARD RD	0	12	60	0	12	60
PRICHARD RD TO REEDIE DR	32	0	25	Option 1: 0 (-32) Option 2: 32 Option 3: 32 Option 4: 32	Option 1: 0 Option 2: 0 Option 3: 0 Option 4: 0	Option 1: 25 Option 2: 0 (-25) Option 3: 25 Option 4: 25
REEDIE DR TO UNIVERSITY BLVD (MD 193)	26	0	0	20 (-6)	0	0
UNIVERSITY BLVD (MD 193) TO BLUERIDGE AVE	26	0	0	20 (-6)	0	0
BLUERIDGE AVE TO ELKIN ST	0	17	18	0	17	18
ELKIN ST TO ARCOLA AVE	0	15	16	0	15	16

# Proposed Conditions

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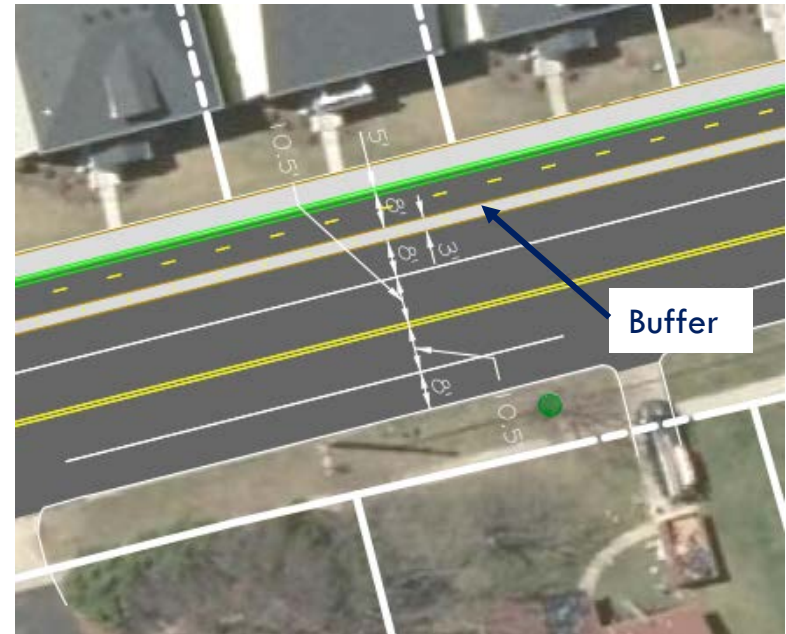
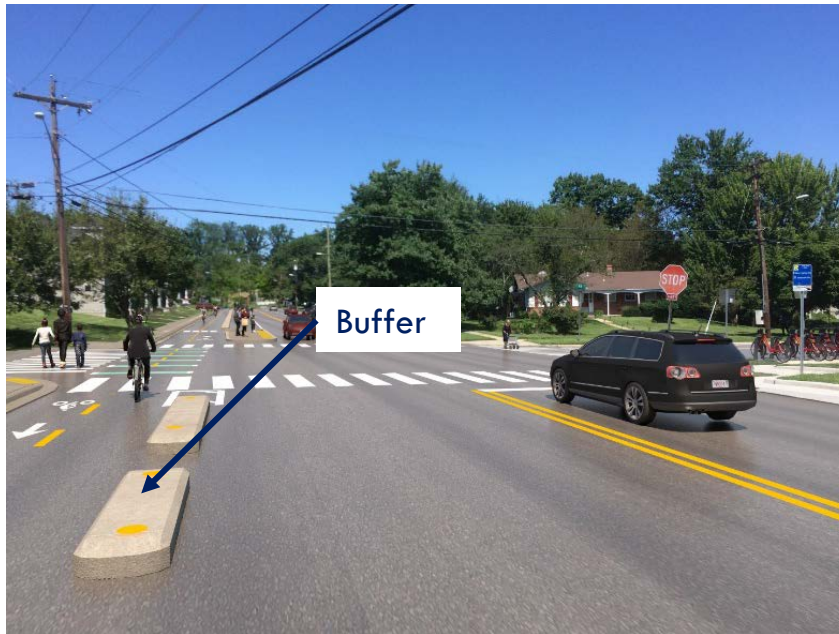
- Exclusive/Dedicated Turns across Cycle Track



# Proposed Conditions

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- Barrier/Buffer Separation
  - ▣ Concrete barrier and delineators will be used in the buffer space



# Proposed Conditions

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- Green Paint Conflict Zones

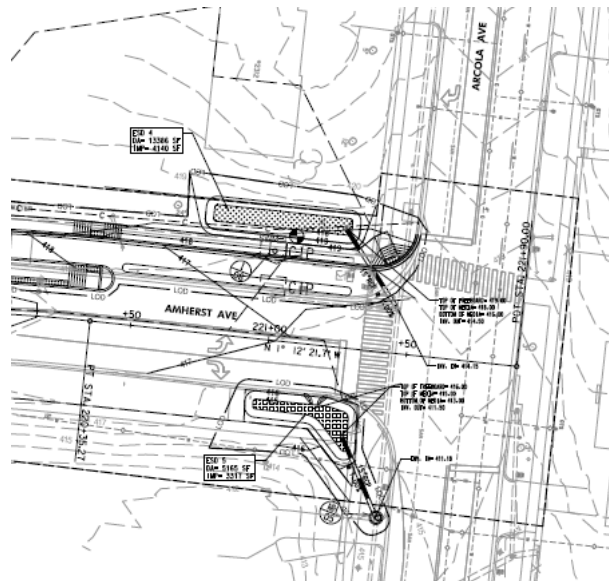




# Proposed Conditions

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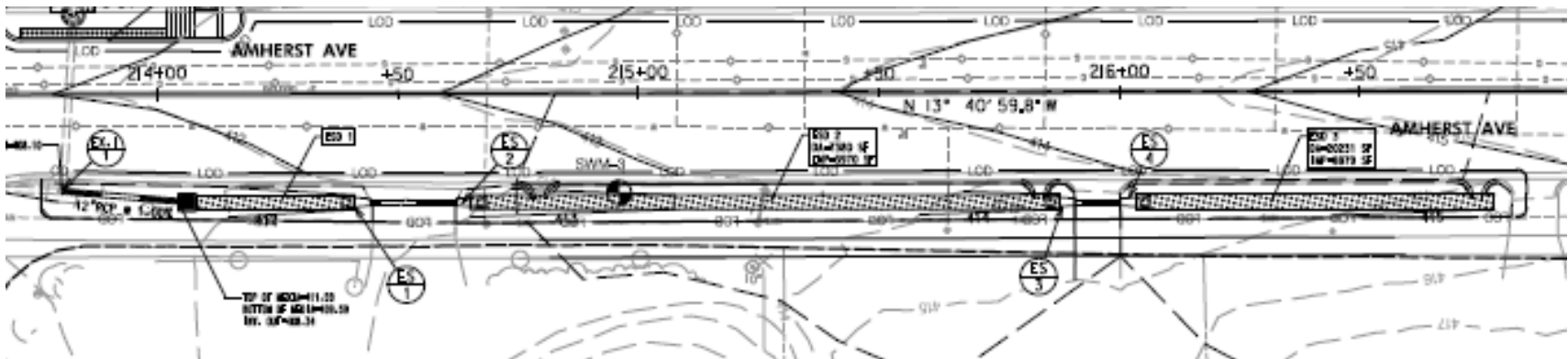
- Stormwater Management
  - ▣ SW and SE corners of Amherst Ave/Arcola Ave intersection
    - Micro Bioretention proposed which will receive surface runoff
    - Facilities will be lined and not allow infiltration
    - Runoff will be piped to the existing storm drain main in Arcola Ave



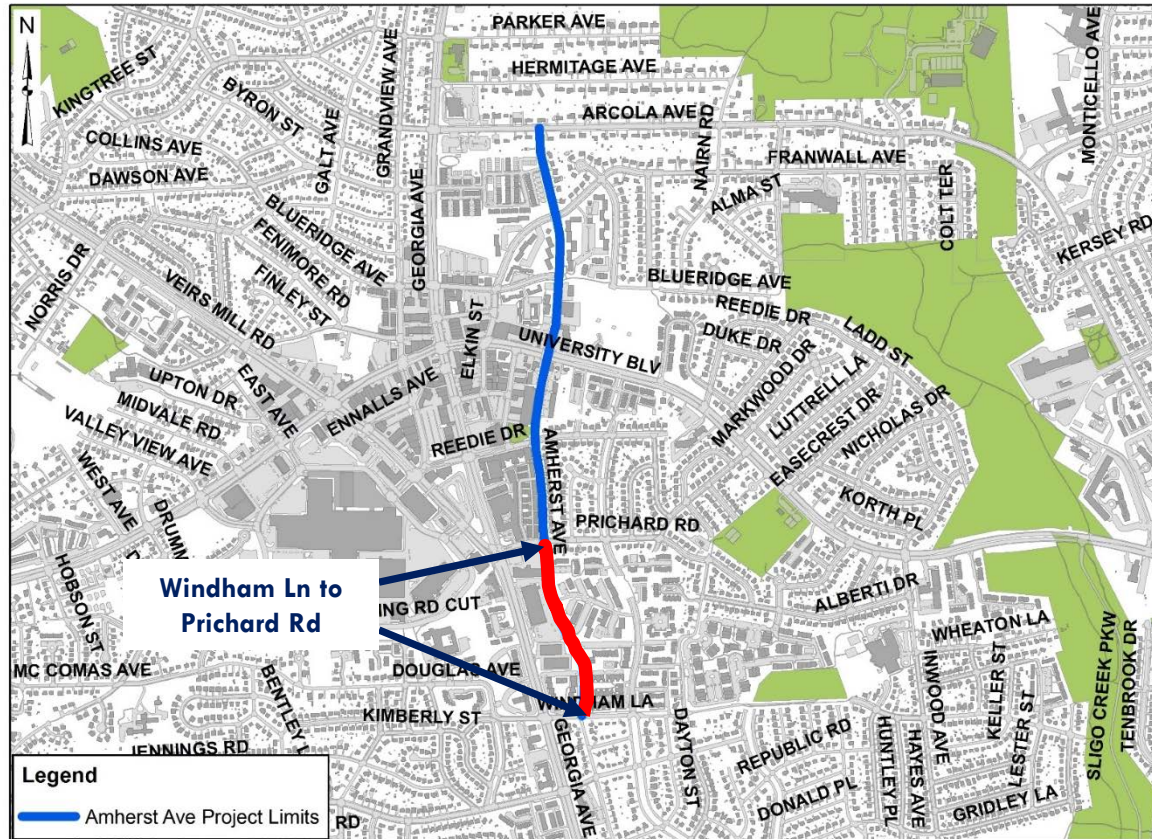
# Proposed Conditions

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- Stormwater Management
  - ▣ Greenspace NE of Amherst Ave/Elkin St intersection
    - Bioswale is proposed to collect and treat runoff
    - Crosses several driveways; swale will be interrupted with driveway culverts

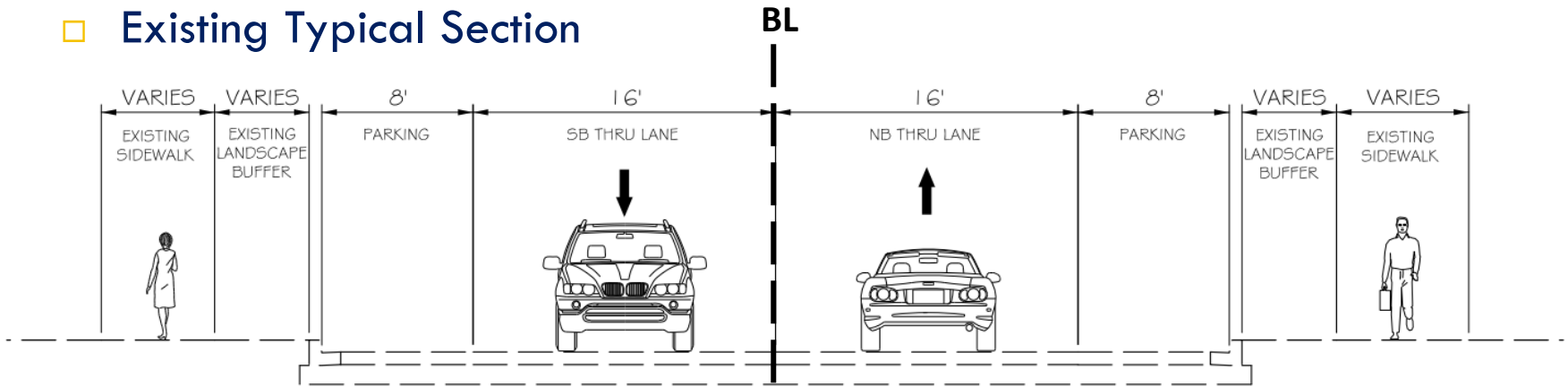


# Amherst Ave – Windham Ln to Prichard Rd

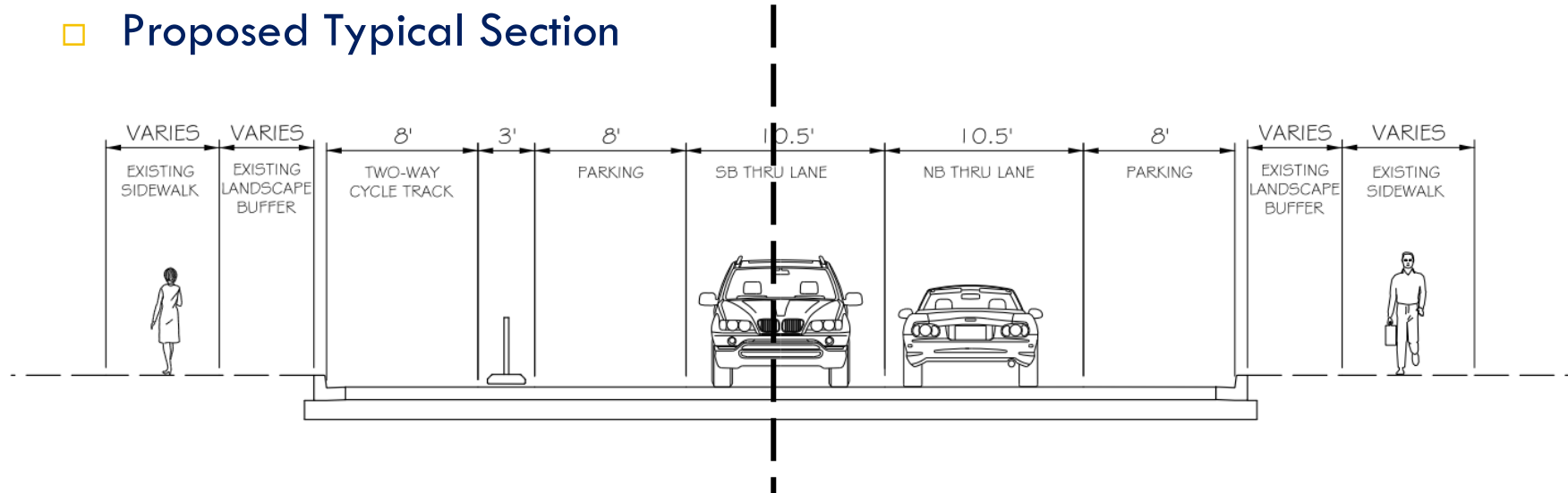


# Amherst Ave – Windham Ln to Prichard Rd

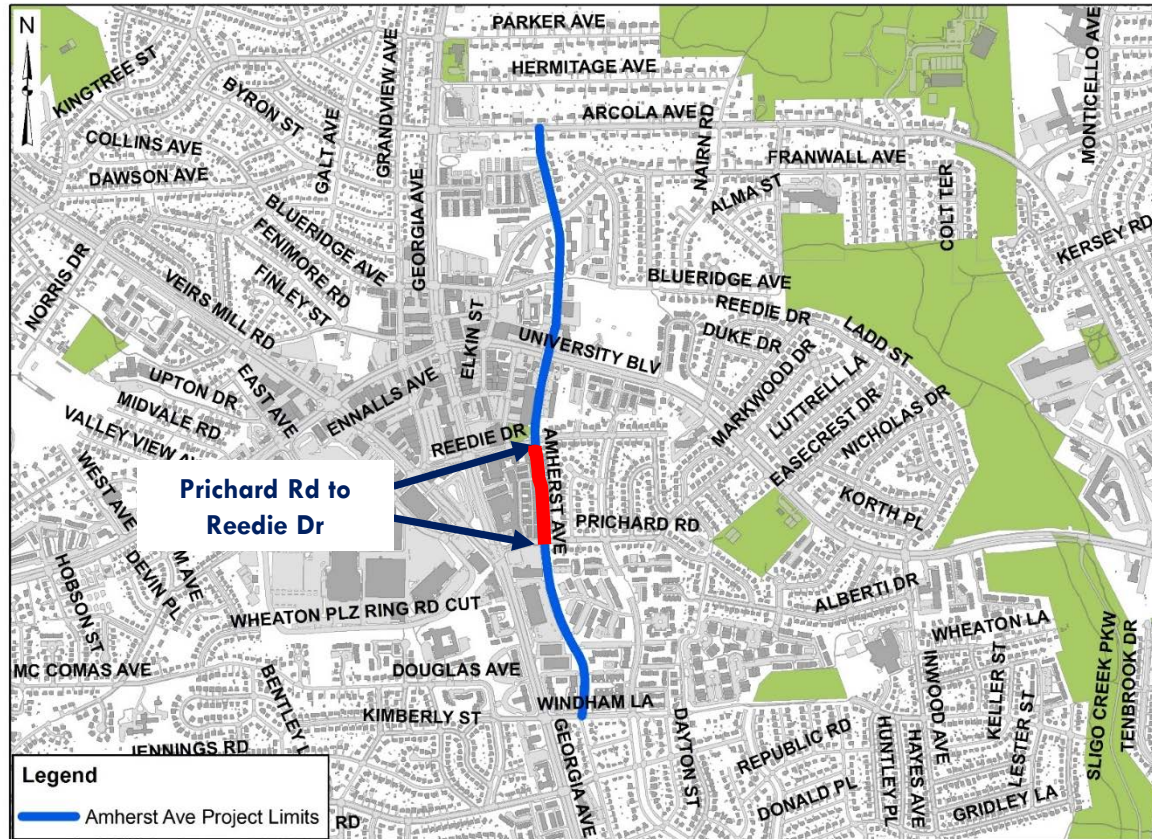
## Existing Typical Section



## Proposed Typical Section



# Amherst Ave – Prichard Rd to Reedie Dr



# Amherst Ave – Prichard Rd to Reedie Dr

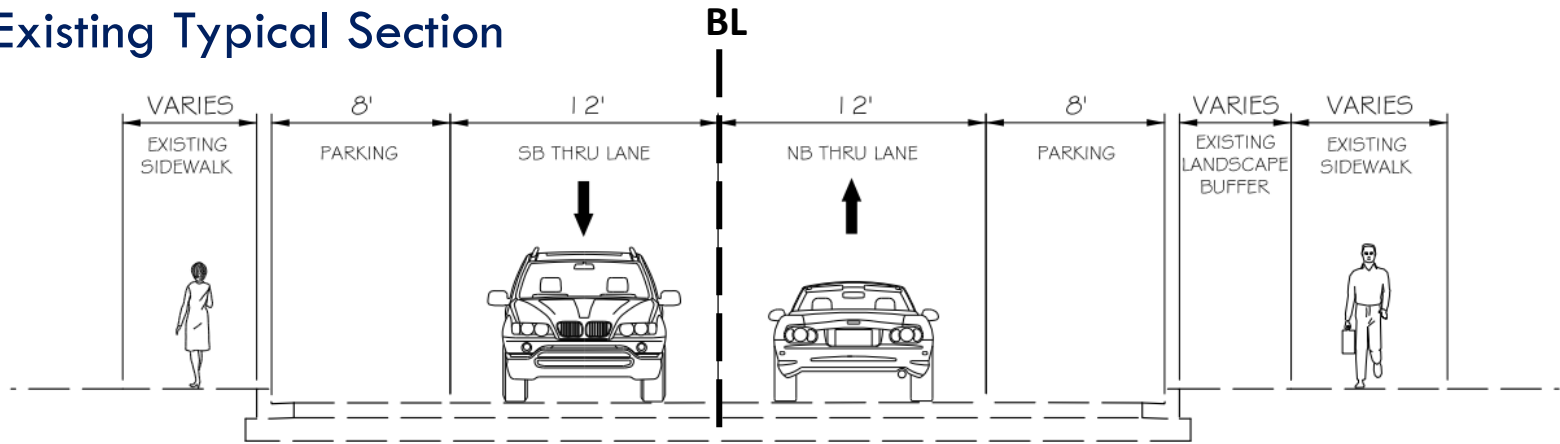


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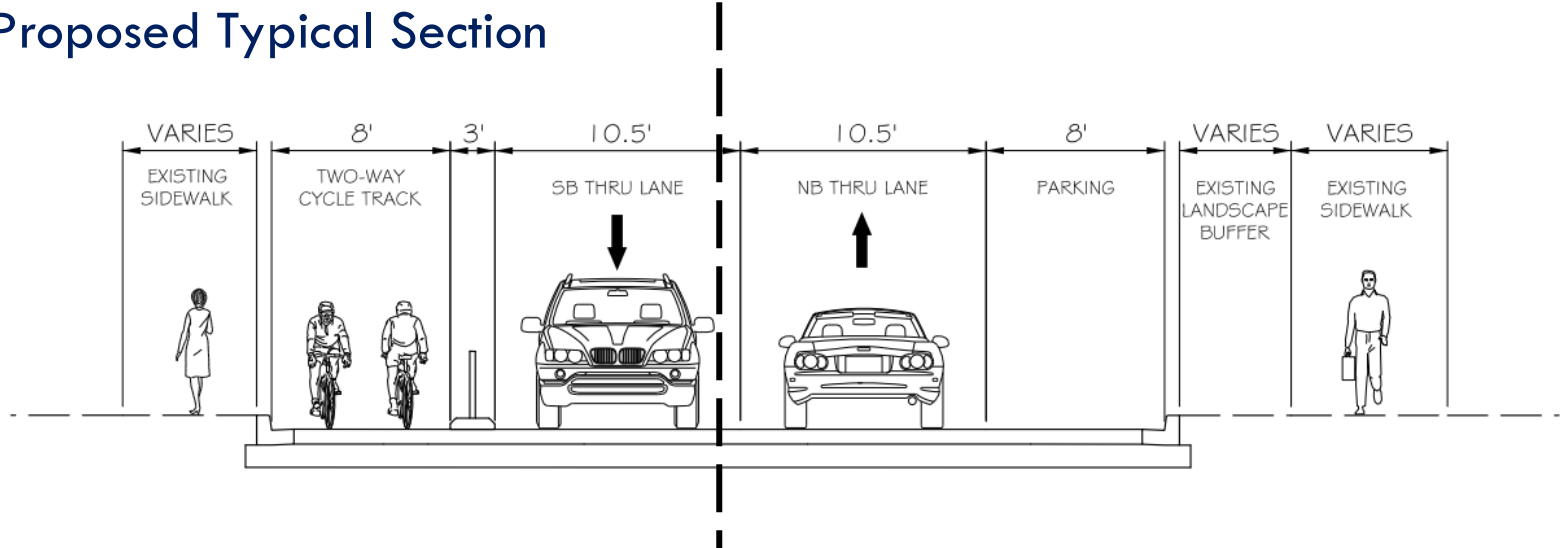
- Four options have been developed for the Amherst Avenue Bikeway Project from Prichard Rd to Reedie Dr.
  - Option 1
    - Two-way cycle track on SB side and parking lane on the NB side of the roadway
  - Option 2
    - Two-way cycle track on SB side and parking lane on the SB side of the roadway
  - Option 3
    - Two-Way cycle track on the SB side of the roadway. One way lane going SB with parking lanes on both sides
  - Option 4
    - Two-Way cycle track on the SB side with parking lanes on both sides of the roadway. Widening is proposed on the SB side of the roadway

# Amherst Ave – Prichard Rd to Reedie Dr Option 1

## Existing Typical Section

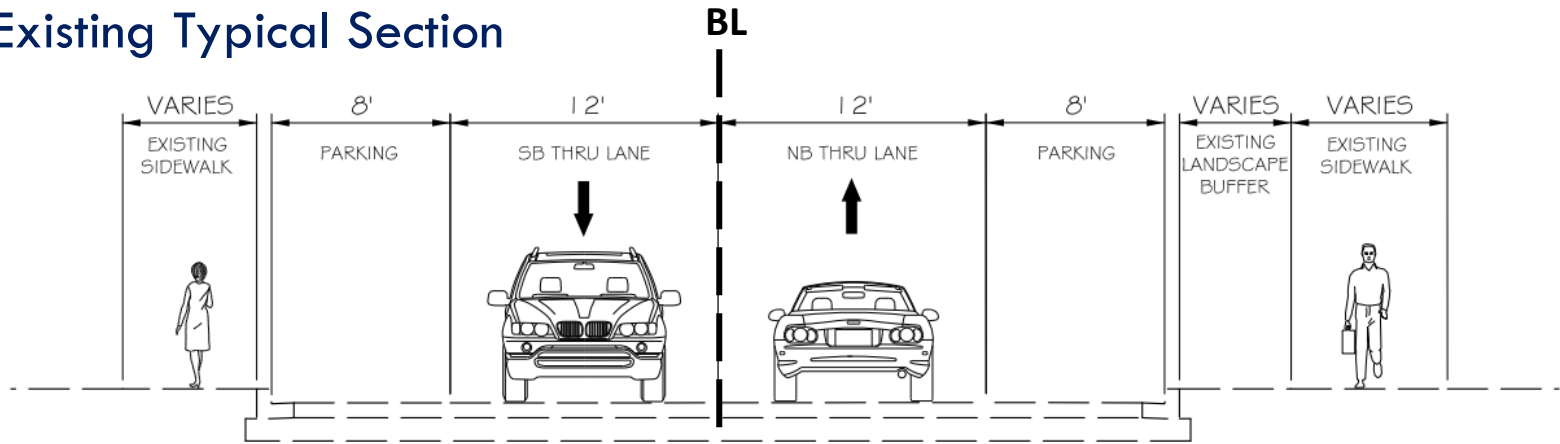


## Proposed Typical Section

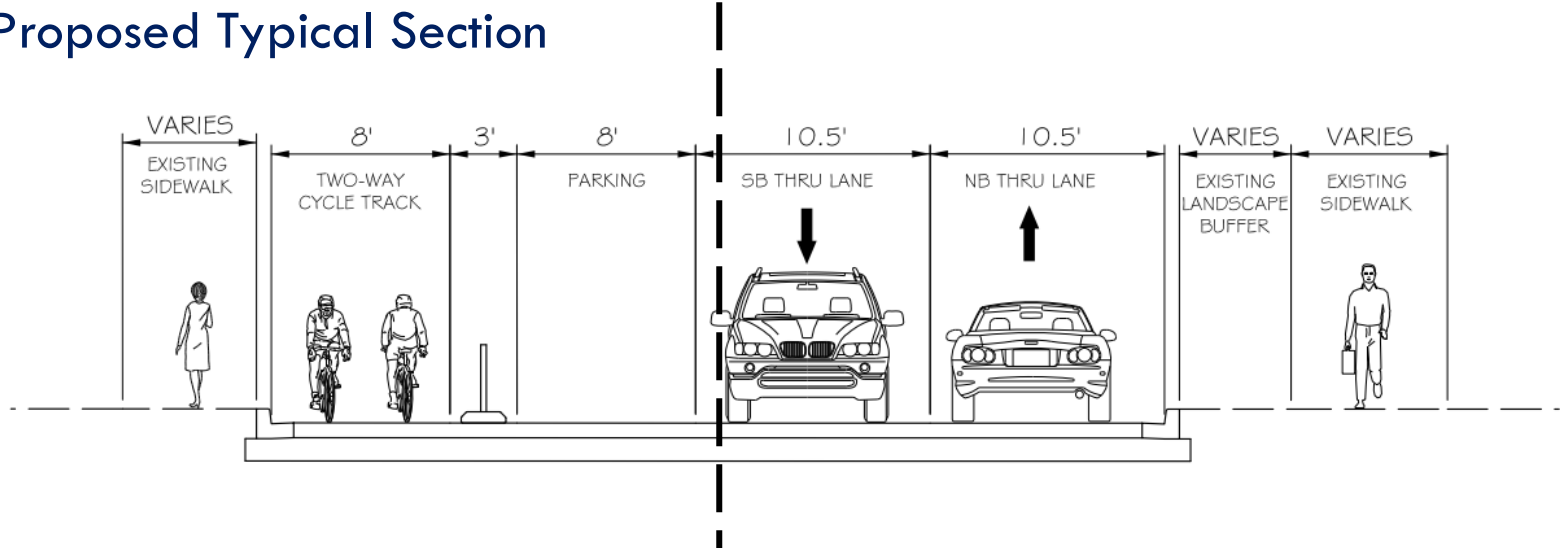


# Amherst Ave – Prichard Rd to Reedie Dr Option 2

## Existing Typical Section



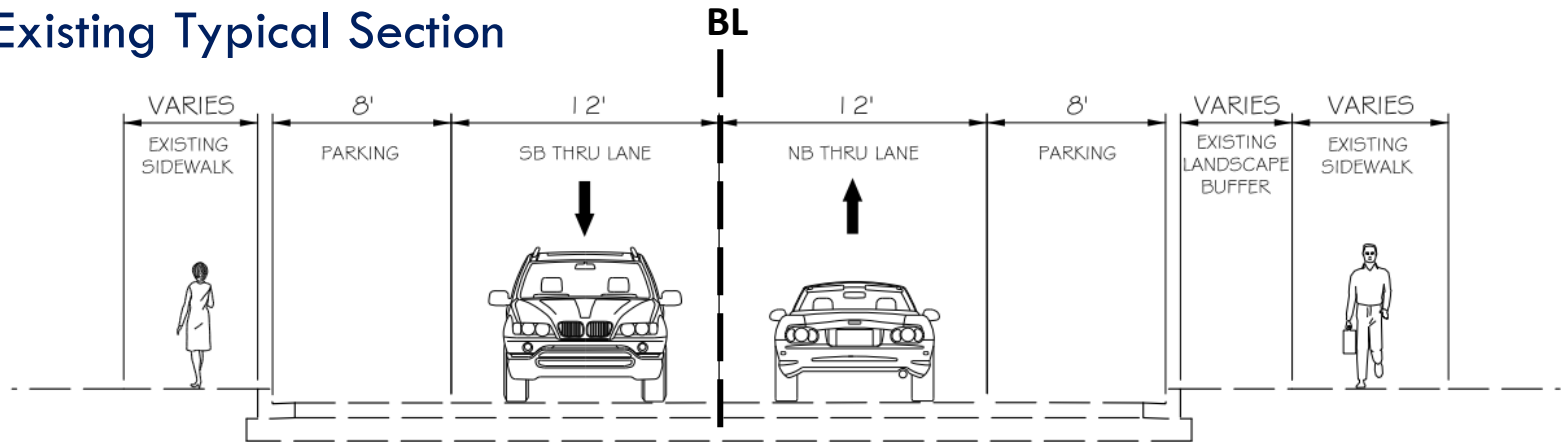
## Proposed Typical Section



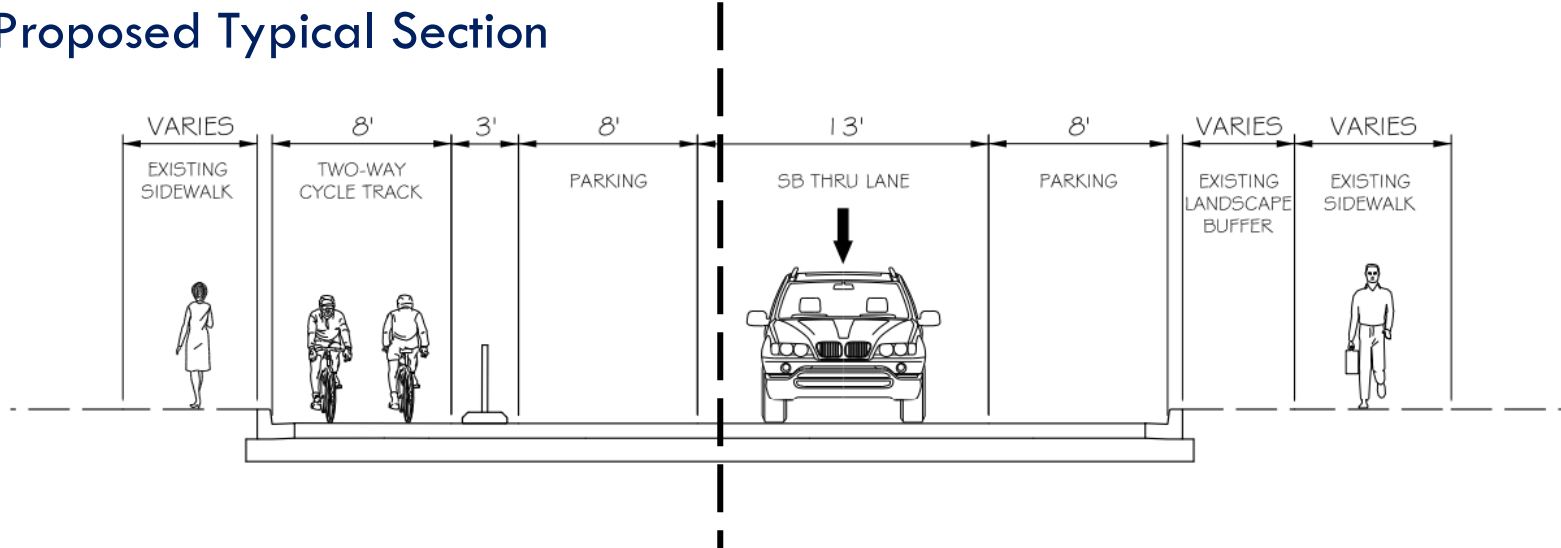


# Amherst Ave – Prichard Rd to Reedie Dr Option 3

## Existing Typical Section



## Proposed Typical Section



# Amherst Ave – Prichard Rd to Reedie Dr Option 3



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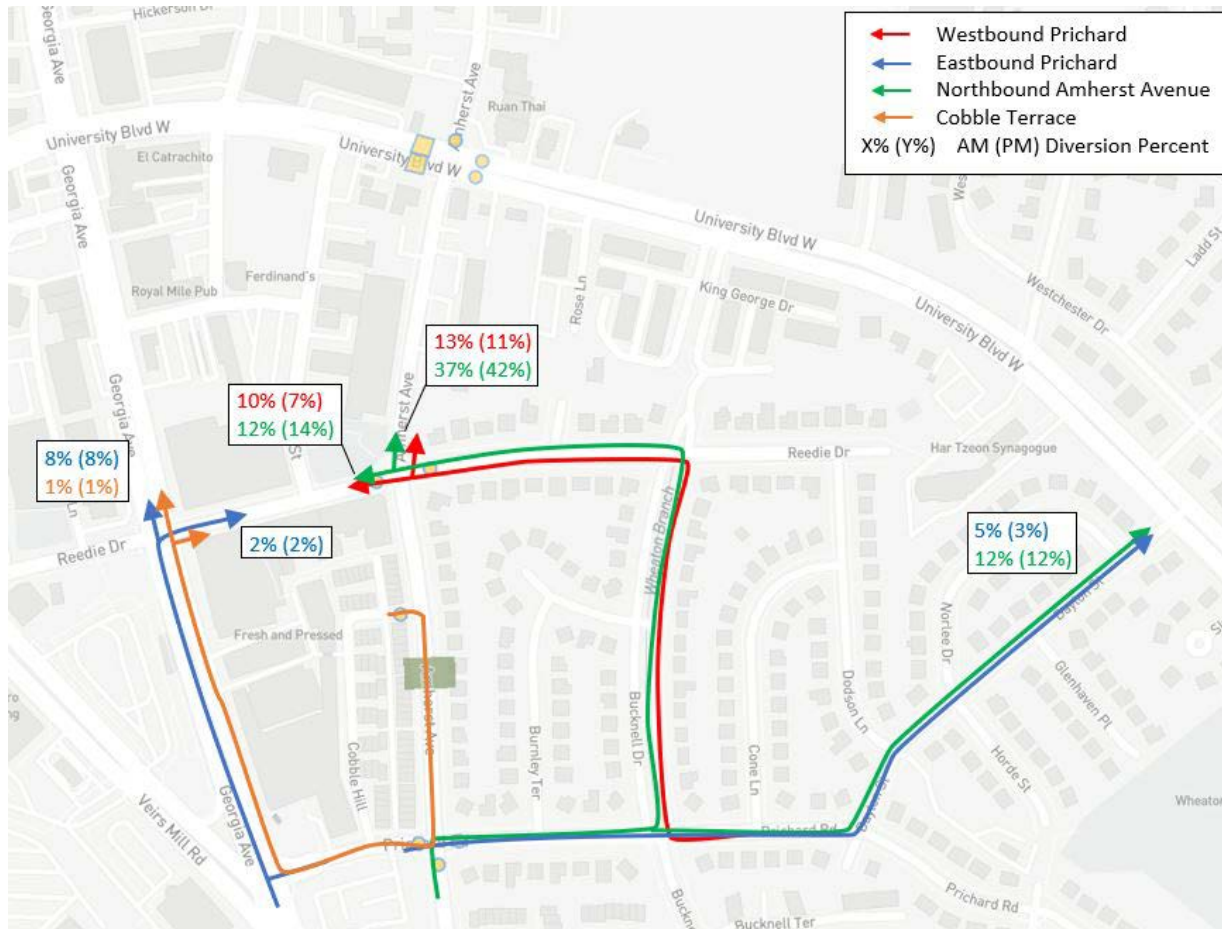
- NB traffic Diversion
  - Northbound volumes are lower than southbound volumes during both AM & PM peak hours
  - Therefore, recommended to convert Amherst Avenue one-way southbound
  - Minimal impacts expected to operational performance for Bucknell Drive

<b>Street</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
<b>Bucknell Dr</b>	93	168
<b>Prichard (East)</b>	21	33
<b>Prichard (West)</b>	1	2
<b>Georgia Ave</b>	13	24
<b>Total</b>	128	227

# Amherst Ave – Prichard Rd to Reedie Dr Option 3

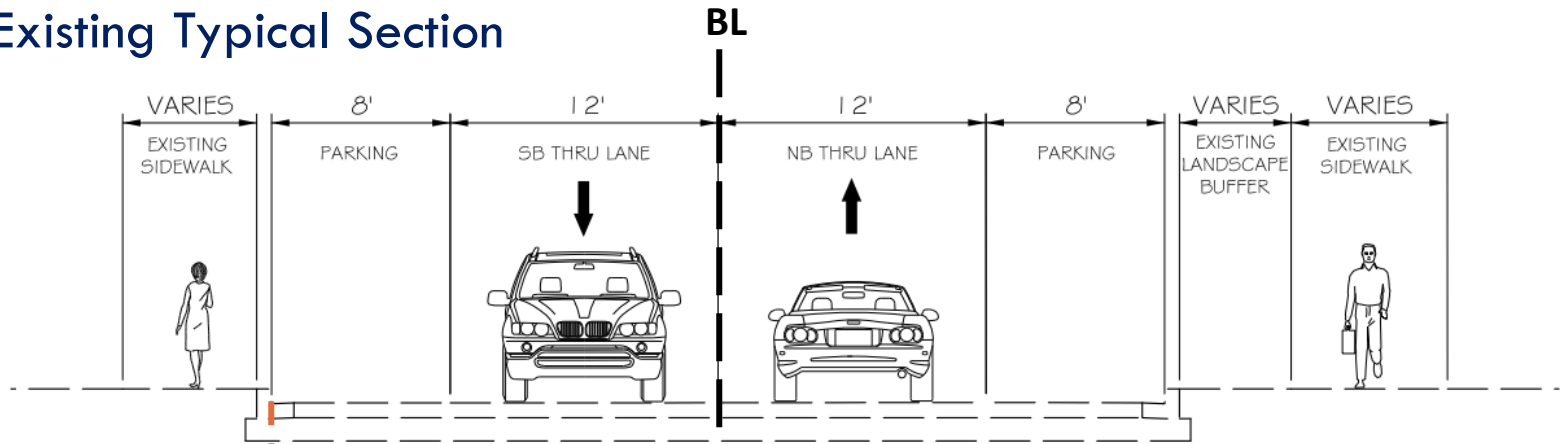


## Alternative Routes for NB Traffic

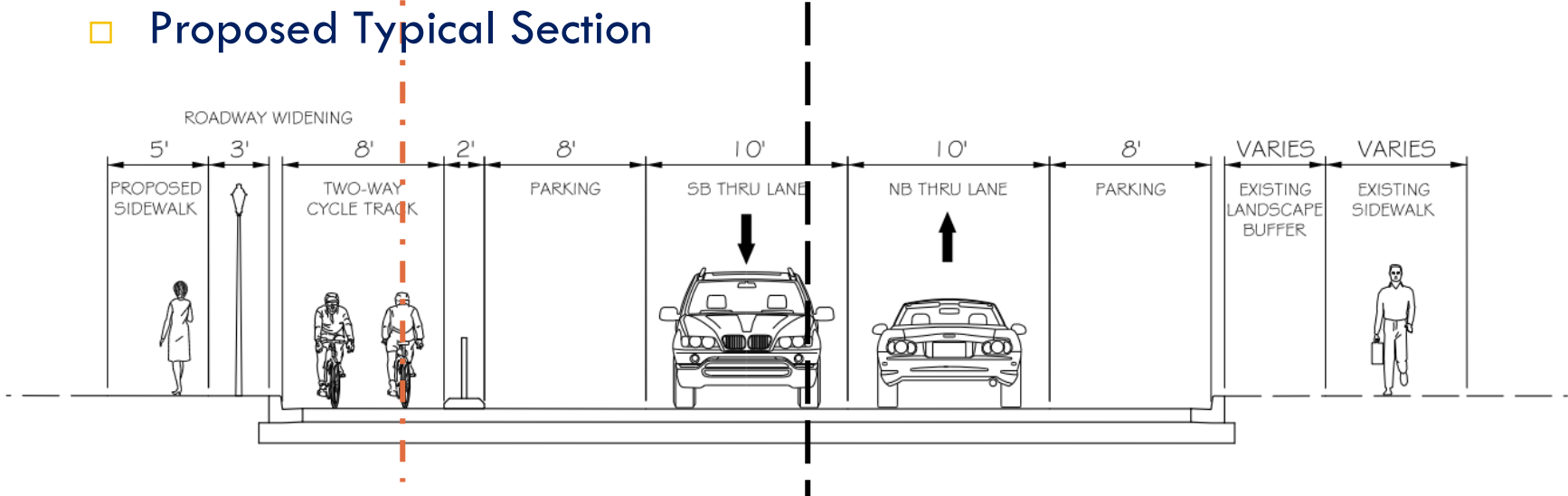


# Amherst Ave – Prichard Rd to Reedie Dr Option 4

## Existing Typical Section



## Proposed Typical Section



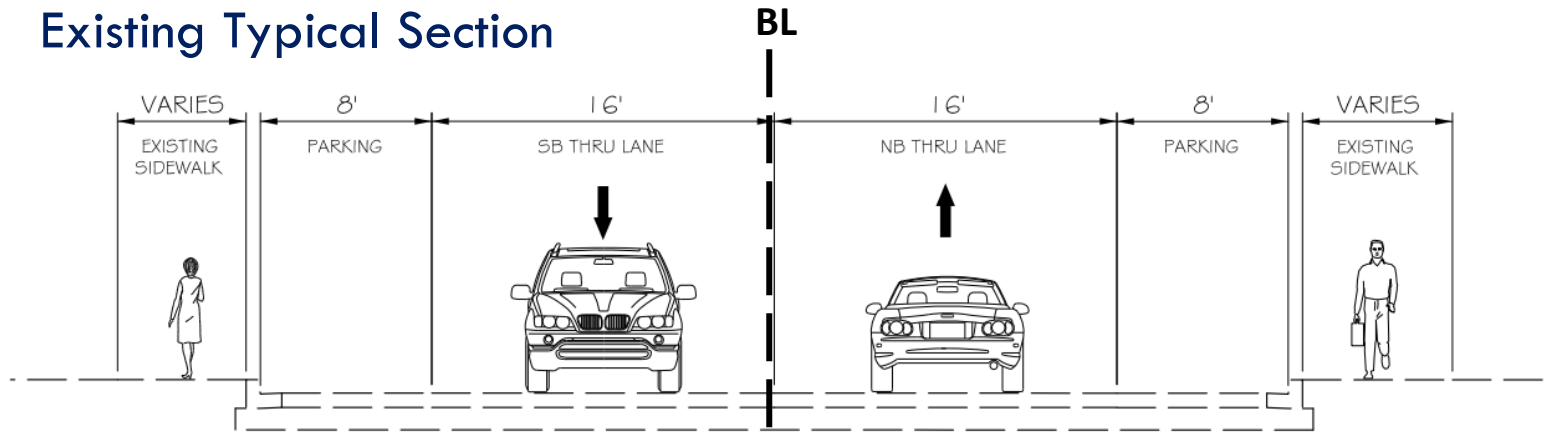
# Amherst Ave – Reedie Dr to South of University Blvd (MD 193)



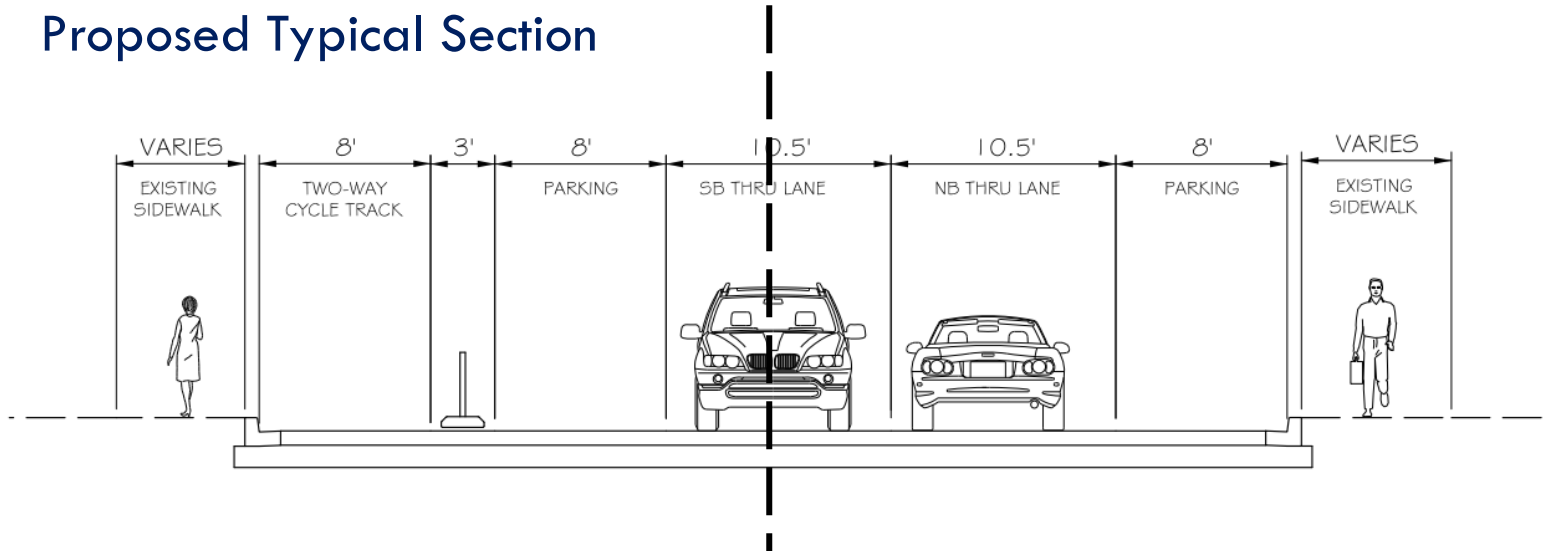
# Amherst Ave – Reedie Dr to South of University Blvd (MD 193)

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## Existing Typical Section



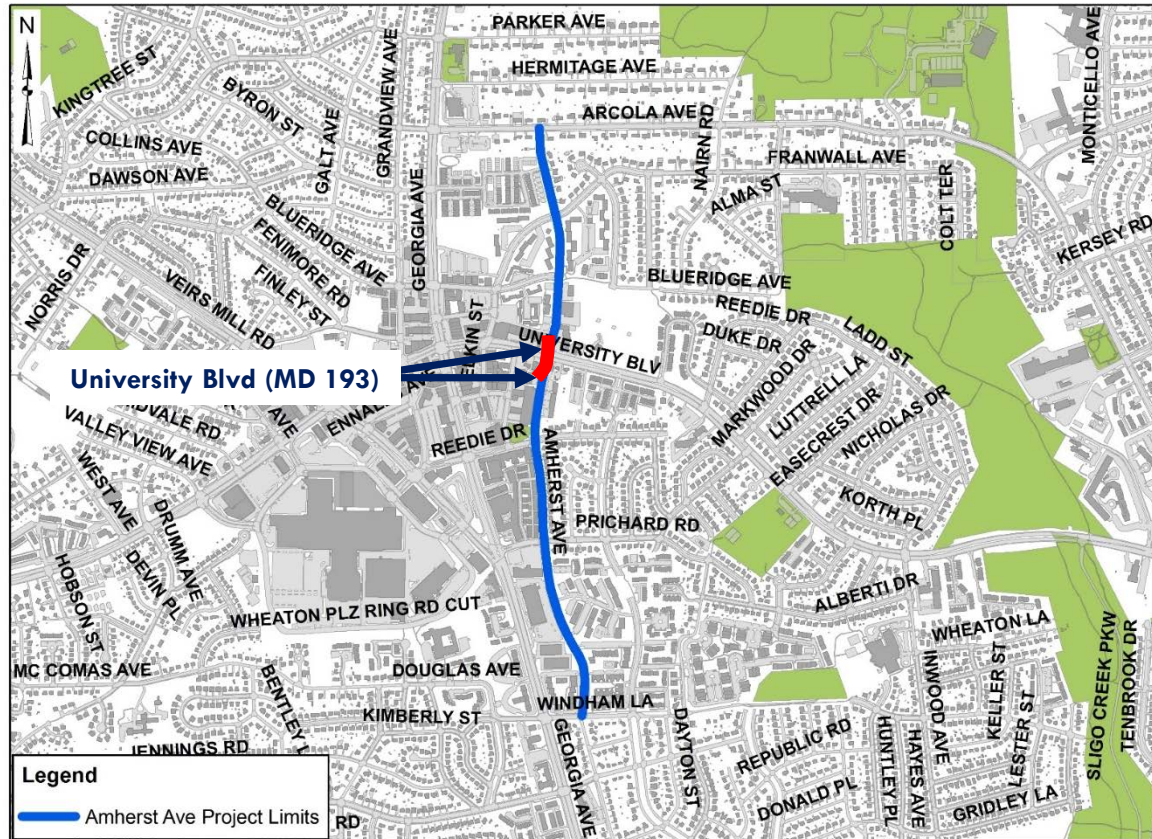
## Proposed Typical Section



# Amherst Ave – At University Blvd (MD 193)



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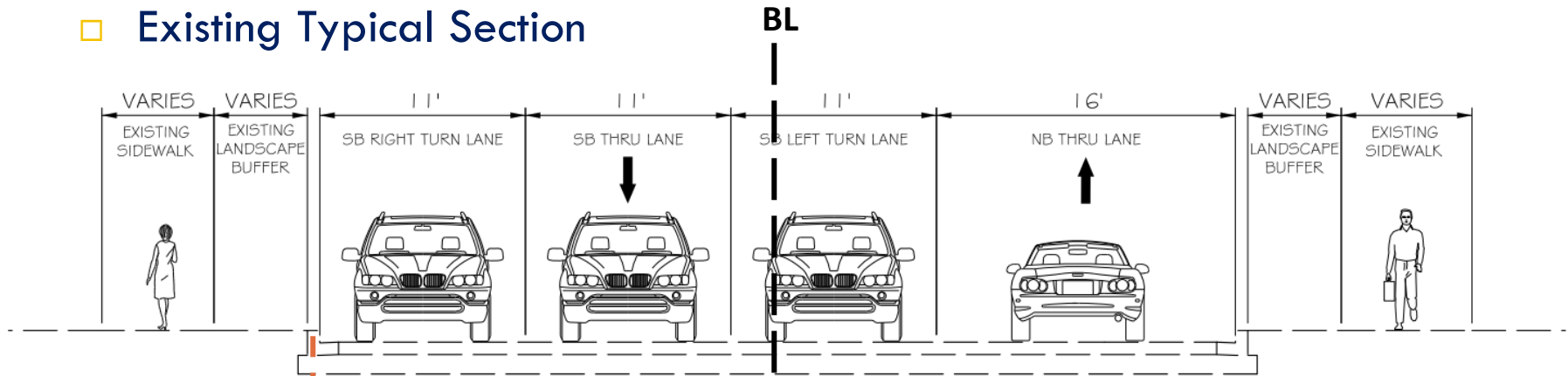
# Amherst Ave – At University Blvd (MD 193)



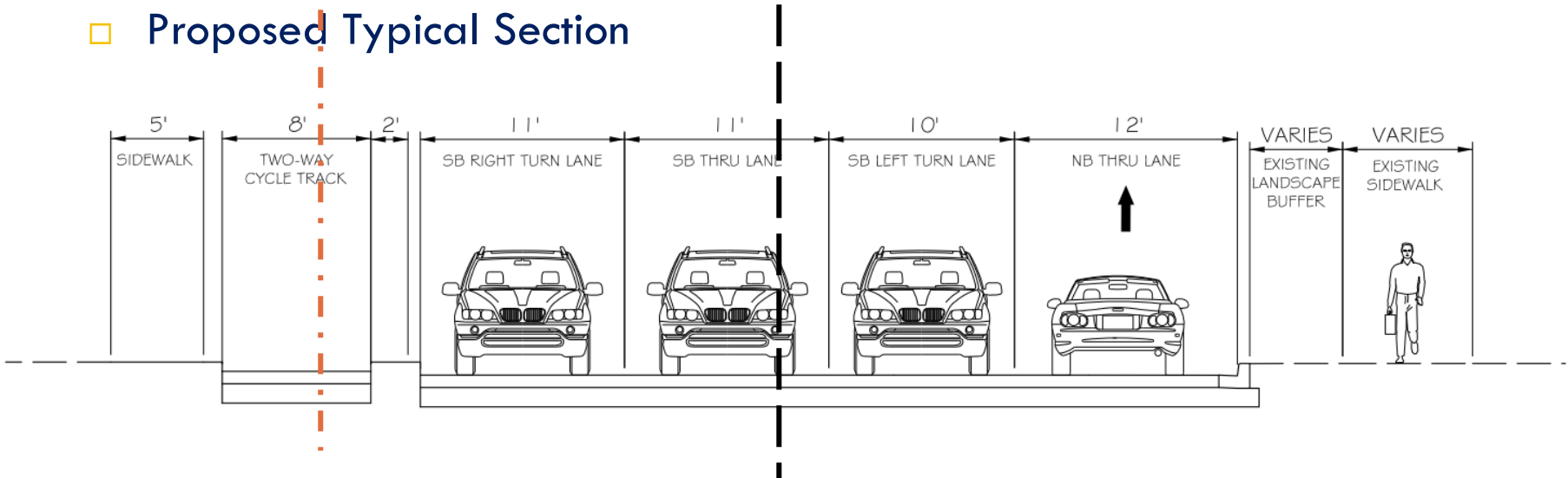


# Amherst Ave – At University Blvd (MD 193)

## Existing Typical Section

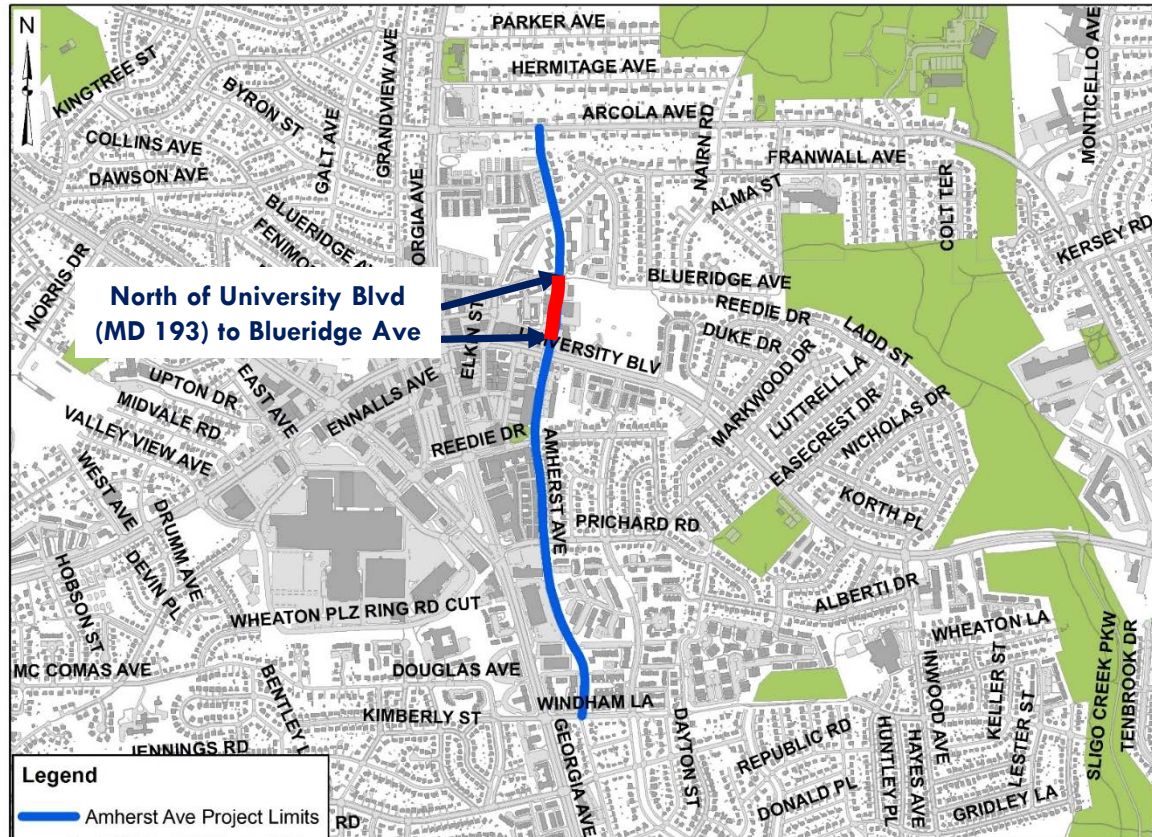


## Proposed Typical Section



# Amherst Ave – North of University Blvd (MD 193) to Blueridge Ave

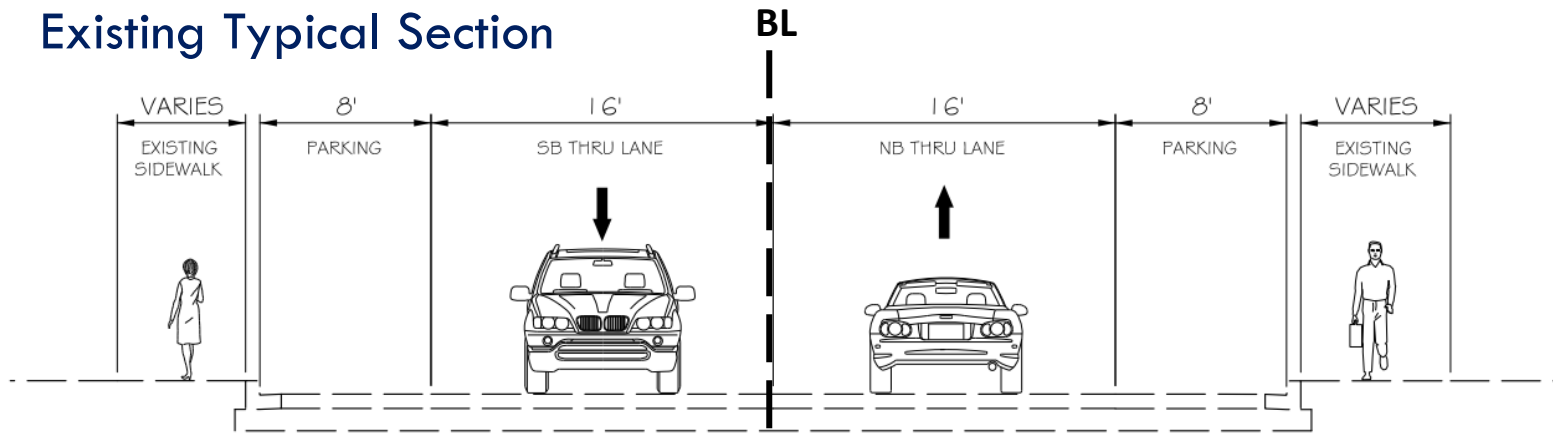
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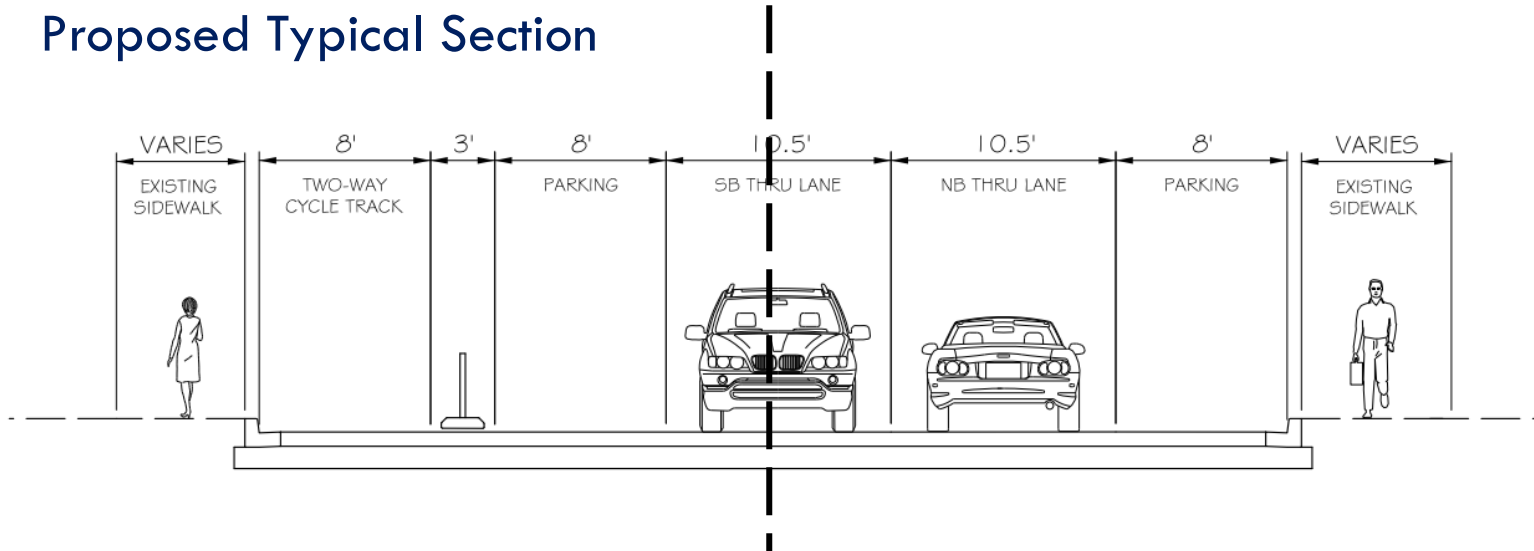
# Amherst Ave – North of University Blvd (MD 193) to Blueridge Ave

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## Existing Typical Section



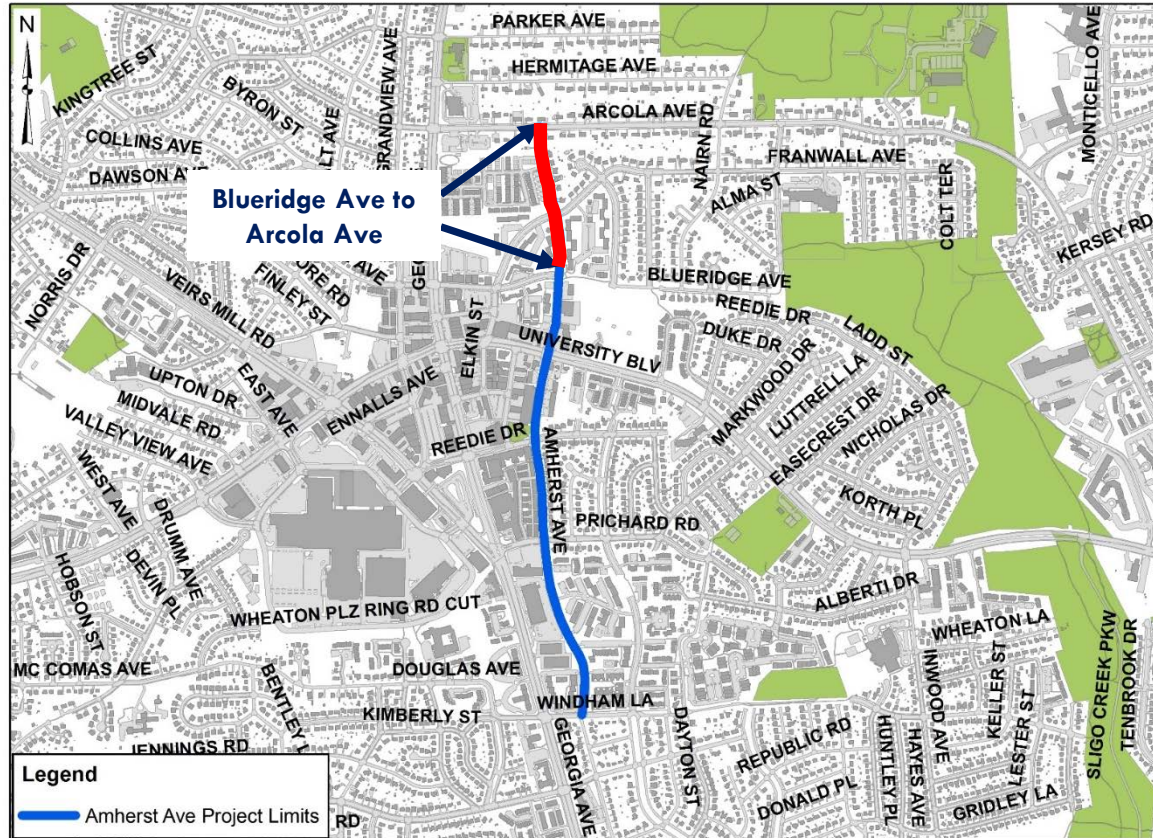
## Proposed Typical Section



# Amherst Ave – Blueridge Ave to Arcola Ave



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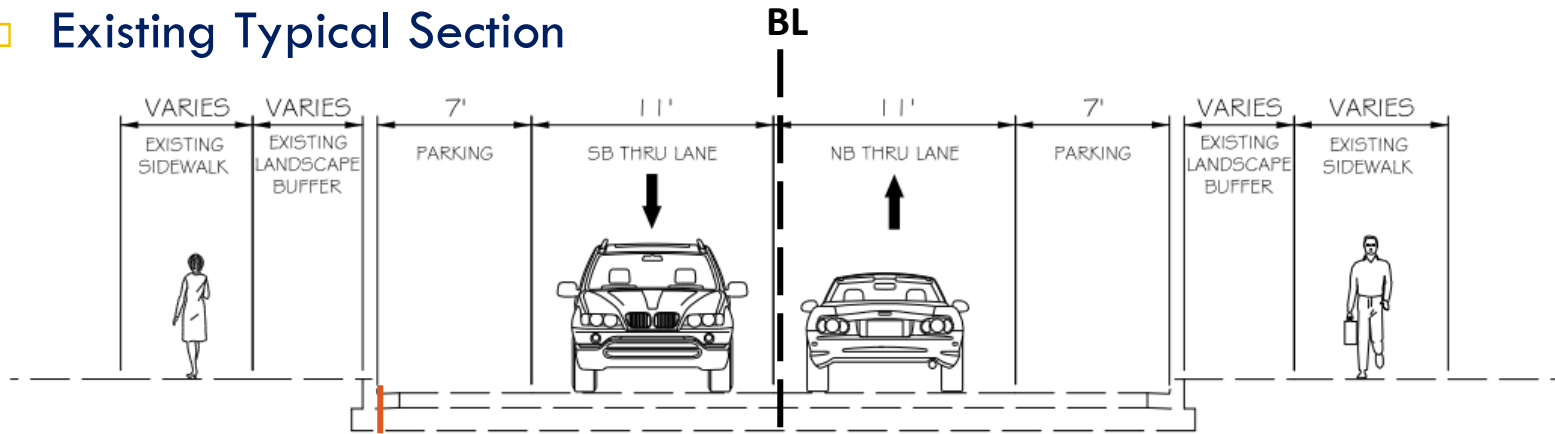


# Amherst Ave – Blueridge Ave to Arcola Ave

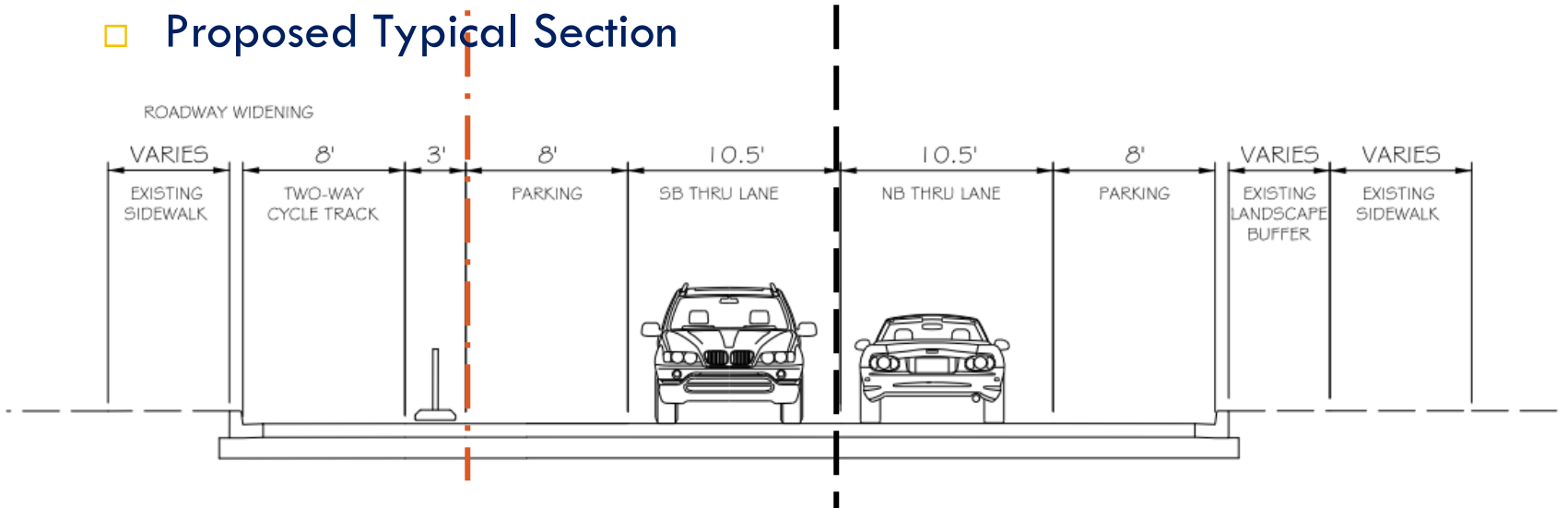


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## Existing Typical Section



## Proposed Typical Section



# Impact Summary Matrix



	WINDHAM LN TO PRICHARD RD	PRICHARD RD TO REEDIE DR	REEDIE DR TO UNIVERSITY BLVD (MD 193)
UTILITIES	No Impact	Option 1: No Impact Option 2: No Impact Option 3: No Impact Option 4: <b>6 Utility Poles</b> will need to be relocated	<b>2 Utility Poles</b> will need to be relocated <b>1 Fire hydrant</b> will need to be relocated
PARKING	No Impact	Option 1: <b>32 parking spaces</b> relocated Option 2: <b>25 parking spaces</b> relocated Option 3: No impact Option 4: No Impact	<b>6 parking spaces</b> relocated
STREET TREES	No Impact	Option 1: No Impact Option 2: No Impact Option 3: No Impact Option 4: <b>32 trees</b> will need to be removed	<b>2 trees</b> will need to be removed
INFRASTRUCTURE	No Impact	Option 1: No Impact Option 2: No Impact Option 3: No Impact Option 4: Roadway widening	Roadway widening at University Blvd (MD 193)
RIGHT OF WAY	No Impact	Option 1: No Impact Option 2: No Impact Option 3: No Impact Option 4: Partial property impact at SW corner of Amherst and Reedie	No Impact

# Impact Summary Matrix

	UNIVERSITY BLVD (MD 193) TO BLUERIDGE AVE	BLUERIDGE AVE TO ELKIN ST	ELKIN ST TO ARCOLA AVE
UTILITIES	3 Utility Poles will need to be relocated	1 Utility Pole will need to be relocated	3 Utility Poles will need to be relocated
PARKING	6 parking spaces relocated	No Impact	No Impact
STREET TREES	1 tree will need to be removed	3 trees will need to be removed	14 trees will need to be removed
INFRASTRUCTURE	Roadway widening at University Blvd (MD 193)	Roadway widening on west side from Blueridge Ave to Elkin St	Roadway widening on west side from Elkin St to Arcola Ave
RIGHT OF WAY	Partial property impact at NW corner of Amherst Ave / University Blvd	No Impact	No Impact

- Estimated Cost - \$2.1 – \$2.5 million (dependent on Concept Option chosen for Prichard Rd to Reedie Dr)

# Schedule

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- 65% design – End of summer (based on community feedback)
- Mandatory Referral – Fall 2022
- 90% design – Winter 2023
- Anticipated start of construction – Fall 2023





# Questions?



# Contact Us

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- Project Website
  - <https://montgomerycountymd.gov/dot-dte/projects/amherstave/index.html>
- Public Comments Form
  - [www.tinyurl.com/Amherst-Avenue](http://www.tinyurl.com/Amherst-Avenue)