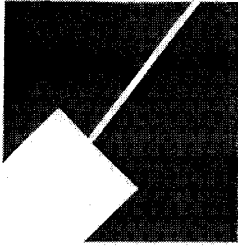


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MCPB
ITEM NO. 2
05/20/04

May 13, 2004

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeffrey Zyontz, Chief
County-wide Planning Division

FROM: Richard C. Hawthorne, 301-495-4537 for the Park and Planning Department

SUBJECT: Silver Spring Pedestrian Improvements – Informational Briefing by Department of Public Works and Transportation

A handwritten signature in black ink that reads "RCHawthorne".

COMMUNITY-BASED PLANNING TEAM AREA: Silver Spring-Takoma Park

Recommendation: Receive briefing from Department of Public Works and Transportation staff

As part of the Silver Spring Redevelopment Program, in late 2002 the Department of Public Works and Transportation (DPWT) studied alternatives to improve pedestrian safety and mobility within the Silver Spring Central Business District (CBD). DPWT staff presented their study status and preliminary findings to the Planning Board on February 13, 2003. After that briefing and other public meetings, a new approach to pedestrian safety and access in the downtown was developed and is being implemented. The current briefing is to present the revised approach and actions to the Board.

As a reminder, the previous studies build alternatives ranged from implementing pedestrian facility enhancements, such as countdown pedestrian signals and curb bumpouts, to establishing one-way traffic patterns on certain CBD streets. The alternatives that would have converted CBD streets to one-way operation have since been dropped. (The staff packet for the February 2003 presentation outlining the alternatives is on the Maryland-National Capital Park

and Planning Commission's website at http://www.mc-mncppc.org/board/meetings_archive/03_meeting_archive/agenda_021303/item1_021303.pdf.)

Subsequent to dropping the proposed changes in traffic circulation, DPWT has been implementing pedestrian improvements in the CBD, including countdown pedestrian signals, prohibiting right-turn-on-red at more intersections, and restriping many downtown crosswalks. Other changes are also planned.

This briefing is being provided to the Planning Board to give you a comprehensive look at the improvements that are being pursued by DPWT, and an opportunity to ask any questions you may have of the DPWT staff who will make the presentation.

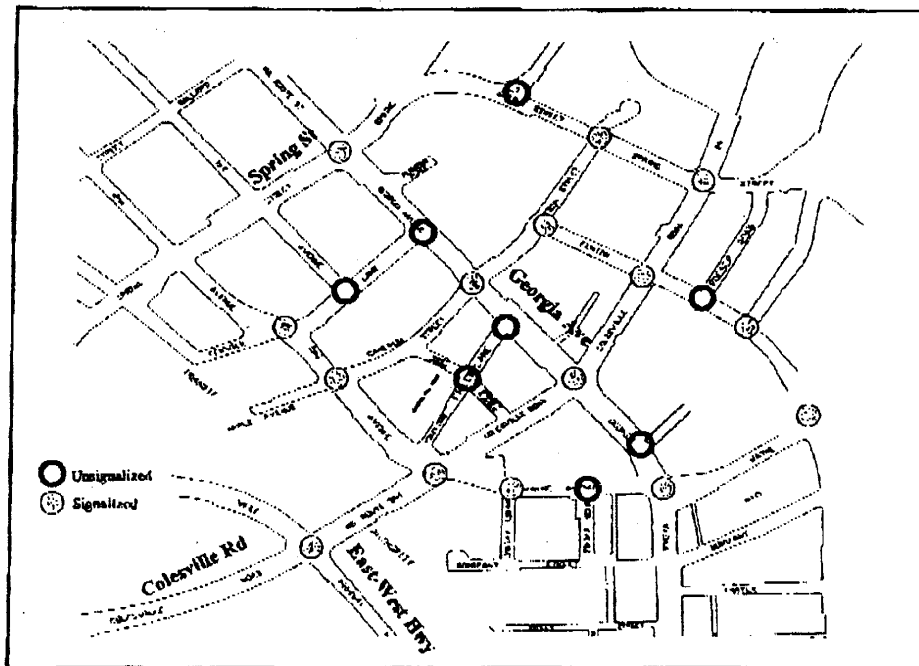
Fine-tuning the plan for improving pedestrian accommodation should be an on-going effort. The Board may want to urge DPWT to work closely with our staff in ensuring that the next round of improvements supports all of the goals of the Silver Spring Sector Plan. Examples where staff has concerns are:

- DPWT proposes to allow off-peak left turns from southbound Georgia Avenue (MD97) to northbound Colesville Road (US29). The extent of the physical changes needed have not yet been presented but staff believes the plans for this work should be submitted as a Mandatory Referral. One of the objectives at the start of the Silver Spring Pedestrian Study was to look at how to discourage through-traffic from going through the center of the CBD. The proposed change would introduce more traffic right at the number one intersection, albeit during off-peak periods. As more businesses open however, the number of pedestrians in the CBD during off-peak hours and the number of potential conflicts will also rise.
- The former study objective of discouraging through traffic from entering the center of the CBD does appear to be addressed by the proposed improvements, except by making travel through the CBD more time-consuming because of the increased number of intersections where right-turn-on-red is prohibited and implementing on-street parking on Georgia Avenue and Colesville Road. In our initial discussions with DPWT staff, the use of Sixteenth Street (MD390) as a bypass of the CBD was considered since there is excess traffic capacity on that street.
- In-pavement flashing crosswalk lights are proposed at three intersections. Staff is concerned that the pedestrian volumes at one of these intersections, Fenton Street and Roeder Road, may be too high for these lights to work properly since the lights will likely be flashing constantly during peak periods. Consideration should be given to delaying the implementation at this location until the parking garage is operational and the retail space on the ground floor of the garage is leased. The operation of the intersection could then be assessed to see whether the flashing crosswalk would work as planned or whether a full traffic signal would be warranted.

LC/gw
Attachment

SILVER SPRING PEDESTRIAN IMPROVEMENTS

2003/2004



Summary Recommendations Intersection Specific

- 4. Install Countdown Signals at 13 additional intersections in CBD core
 - Implement by May 2004
 - Cost = \$104,000; use FY03 & 04 Go Montgomery Ped Safety Funds
 - Assuring inclusion into MUTCD (Fall 2003)
 - Requires MSHA approval at 7 locations
- ✓ Institute No Right Turn On Red for CBD Core; New for 10 intersections
 - Implement by December 2003 at County locations
 - Cost = \$5,000; use FY04 DPWT General Fund
 - Requires MSHA approval at 2 locations
- Hatching/Widening Crosswalks on State Roads - 8 intersections
 - Ask MSHA to complete by May 2004 (weather dependant)
 - Cost = \$25,000; Request MSHA to do as maintenance item
 - Georgia Avenue (MD 97) - Spring Street to Wayne Avenue
 - Coleville Road (US 29/MD 384) - Spring Street to East West Highway
 - May require MSHA change of policy
- Unique/Wider Crosswalk Treatments on County Streets - 15-20 intersections
 - Implement in Summer 2004 (weather dependant)
 - Cost = \$160,000; use FY04 Go Montgomery Pedestrian Safety Funds
 - Need to establish new task order contract, select crosswalks, coordinate with MSHA

Summary Recommendations Intersection Specific

- In-pavement Crosswalk Lights at 3 candidate locations
 - Implement after May 2004
 - Cost = \$75,000; Funds not programmed
 - Final decisions pending outcome of pilot
- ✓ • Coleville Road & Georgia Avenue
 - Implement Signalized Left Turn Movement for southbound Georgia at Coleville in off peaks
 - Involves median modification to construct left turn bay and signal modification
 - Implement by May 2004
 - Cost = \$100,000; use Intersection Improvement & Traffic Signal CIP's
 - Concept approved by MSHA
 - Impacts
 - Reduces flexibility in signal cycle to add to pedestrian crossing times
 - Compromises capacity of intersection - no data to quantify effects at this time
- Georgia & Ellsworth (Discovery Mid-block Crossing)
 - Install Signal by May 2004
 - Cost = \$75,000
 - Concept approved by MSHA

Summary Recommendations Intersection Specific

- **Second Avenue & Fenwick Lane**
 - Install pedestrian signal indications on east leg by May 2004
 - Cost = \$5,000; Use Traffic Signal CIP
- **Other Treatments still under consideration – needs detailed analysis & testing**
 - Advance Walk Signal Treatments at locations with heavy right turn
 - Pedestrian Timing Increases – address after Countdowns are installed
 - Buffers

Summary Recommendations General Items

- **Parking on Georgia Ave & Colesville Road – 116 total spaces maximum**
 - Near-term Cost = \$5,000; absorbed in DPWT's FY04 GF budget
 - Long-term Cost = \$50,000 capital outlay for meters, \$75,000 annual operating for enforcement; PLD funded
 - Requires MSHA approval; PLD fund issues
- **Bus Stop Relocations on Colesville Road**
 - Goal: Complete relocations by May 2004
 - Cost: TBD (Need from Transit Services); assume absorb in FY04 budget
- **Improved Speed Limit Signs on Georgia Avenue**
 - Enhance by May 2004; supplement recent MSHA improvements
 - Cost = \$2,000; absorb in FY04 budget
 - Coordinate w/ MSHA
- **Enforcement Campaign**
 - Specifics TBD (Police, DPWT, MSHA, SSRSC, CE's Office)
 - Parking, Vehicle and Pedestrian Laws

Countdown Pedestrian Signals

<u>Proposed Locations - 13</u>	<u>MSHA Approval Req'd</u>
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- | | |
|---|---|
| • Colesville Road (US 29) & Spring St | X |
| • Colesville Road (US 29) & Fenton St | X |
| • Colesville Road (US 29) & Second Ave/Wayne Ave | X |
| • Colesville Road (MD 384) & East West Highway (MD 410) | X |
| • Georgia Ave (MD 97) & Spring St | X |
| • Georgia Ave (MD 97) & Cameron St | X |
| • Georgia Ave (MD 97) & Wayne Ave | X |
| • Cameron St & Spring Street | X |
| • Cameron St & Fenton St | X |
| • Cameron St & Second Ave | X |
| • Fenwick Lane & Second Ave | X |
| • Ramsey Ave & Wayne Ave | X |
| • Fenton St & Ellsworth Ave | X |

<u>Existing Locations - 2</u>	<u>MSHA Approval Req'd</u>
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- | | |
|---|---|
| • Colesville Road (US 29) & Georgia Ave (MD 97) | X |
| • Fenton St & Wayne Ave | X |

No Turn On Red Signing

<u>New Restrictions</u>	<u>MSHA Approval Req'd</u>
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- | | |
|--|---|
| • Colesville Road (US 29) & Spring St - NB, EB, WB | X |
| • Georgia Ave (MD 97) & Wayne Ave - NB, SB, WB | X |
| • Cameron St & Spring Street - NB, SB, EB, WB | X |
| • Cameron St & Second Ave - WB | X |
| • Second Ave & Spring St - NB, SB, WB | X |
| • Cedar St & Pershing Dr - NB, SB, EB, WB | X |
| • Cedar St & Wayne Ave - NB, SB, EB, WB | X |
| • Fenton St & Bonifant Ave - NB, SB, EB, WB | X |
| • Fenton St & Thayer Ave - NB, SB, EB, WB | X |
| • Fenton St & Silver Spring Ave - NB, SB, EB, WB | X |

In-Pavement Crosswalk Lights

Candidate Locations

- Fenton Street, at Roeder Road
- Cameron Street, at Ramsey Avenue
- Spring Street, at Fairview Road

Add Pedestrian Signal Indications

Locations

- Fenwick Lane & Second Avenue - east leg

PARKING

- Implement non-peak street parking as a trial to determine impact to traffic flow
- Allow short-term parking at all times except 6-10 AM for southbound and 3-7 PM northbound (times subject to change for consistency with adjacent streets) - 116 Total Spaces Maximum
- Georgia Ave
 - NB: Colesville Road to Spring Street - 19 spaces
 - SB: Spring to Bonifant St - 30 spaces
- Colesville Road
 - NB: Spring St to Second Ave/Wayne Ave - 30 spaces
 - SB: Spring St to Second Ave/Wayne Ave - 37 spaces
- Maintain corner clearances, driveway clearances, bus stop and fire hydrant zones
- Adjust No Parking Zones to control double parking associated w/ CBD loading activities
- COSTS: Less than \$5,000 for trial; absorbed in DPWT's FY04 budget (excluding enforcement)
- Before & After evaluation will be conducted (delays, parking utilization, etc.)
- Issues:
 - Georgia Ave traffic volume data shows need for 3 lanes
 - Request MSHA approval for 90 day trial basis
 - Annual Enforcement and towing will need to be conducted (Funding & health of PLD?)
 - Capital cost for meter installation if made permanent
 - Coordination w/ recently established fire lanes