



New Ave Bikeway, Section A Semi-Final (60%) Design



**City Council Meeting
September 16, 2020**



Good Evening and Welcome

- New Ave Bikeway Section A
- Semi-Final Engineering (60% Design)
 - ❖ City sponsored project
- Funding for this design phase provided by:
 - ❖ Maryland Bikeways Program Grant
 - ❖ City of Takoma Park





Consultant Team

Presenters this Evening



Robert Gillespie, PE
Project Manager



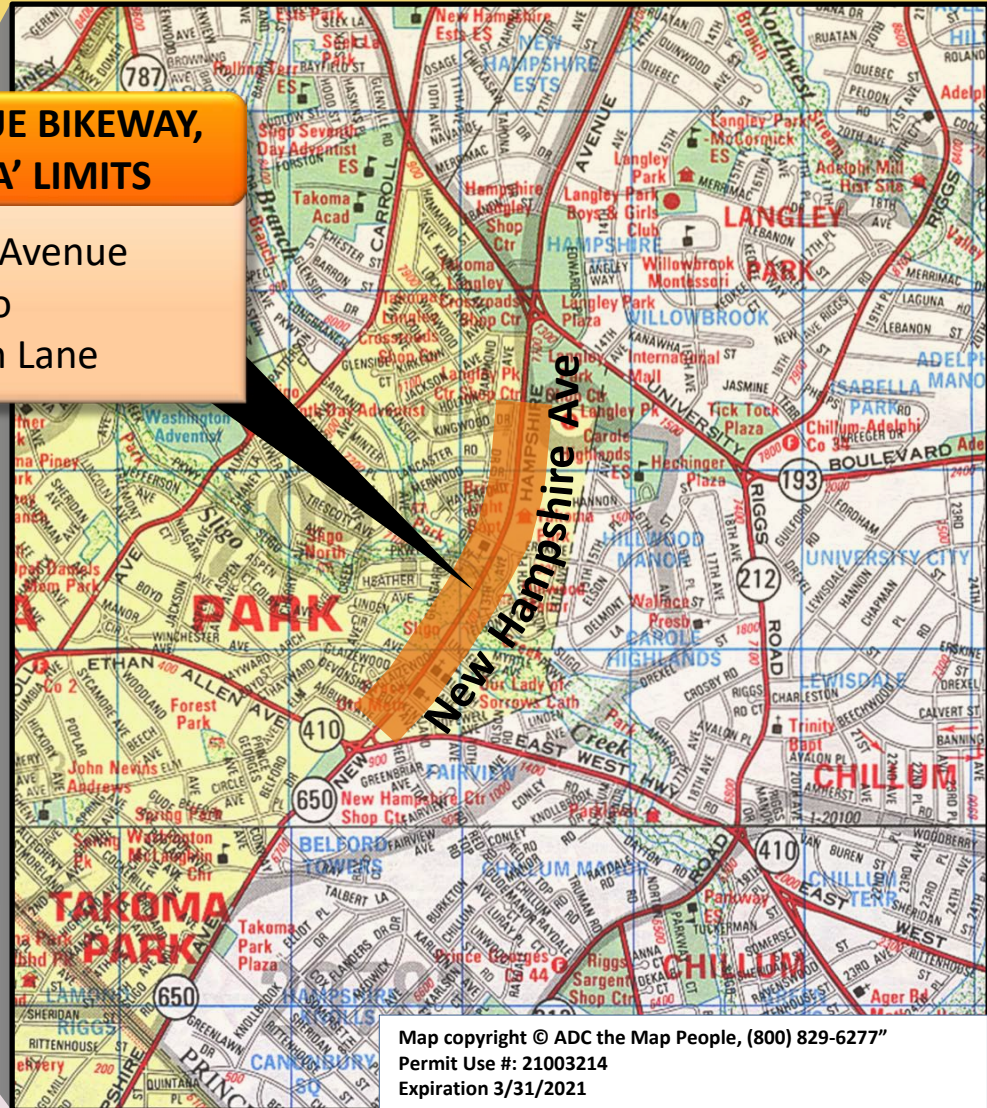
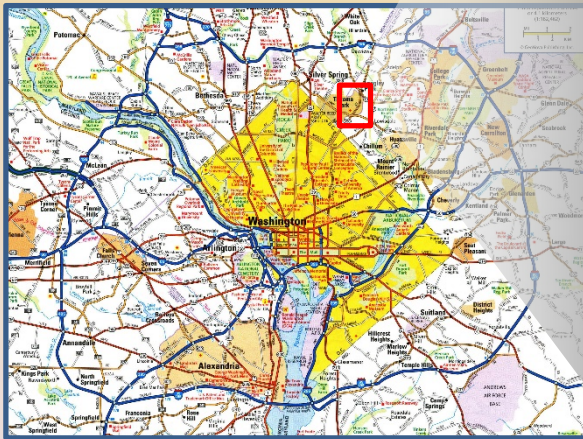
Nathan George, AICP
Bicycle & Pedestrian Practice Leader



Project Location

**NEW AVENUE BIKEWAY,
'Section A' LIMITS**

Auburn Avenue
to
Holton Lane



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Expiration 3/31/2021



Project Goals

- Low-stress, safe, enjoyable bikeway
 - ❖ Southbound side of MD 650
 - ❖ Buffer separation
- ADA Compliance
 - ❖ Pedestrian/bicycle improvements
 - Enhanced intersection crossings
 - ❖ Bus Stop Improvements
- Improve connectivity to:
 - ❖ Takoma Langley Crossroads Transit Center
 - ❖ Bus Stops
 - ❖ Commercial / Residential
- Stormwater Management (SWM)
- Minimize impacts to property and utilities



60% Design Approach

- ADA-compliance upgrades at intersections & bus stops
- Utilize available frontage roads
 - ❖ Carefully reviewed each segment of corridor
 - ❖ Key Facility Types
 - Shared-use Path (SUP)
 - Trail through M-NCPPC Property
 - SB Shared Lane with Contra-flow Bike Lane in Frontage Roads to remain
 - Eliminate Frontage Road for dedicated 2-way Bike Lane
- M-NCPPC: Property (north of Larch Ave)
 - ❖ Design Collaboration with Montgomery Parks and Planning Staff (M-NCPPC)

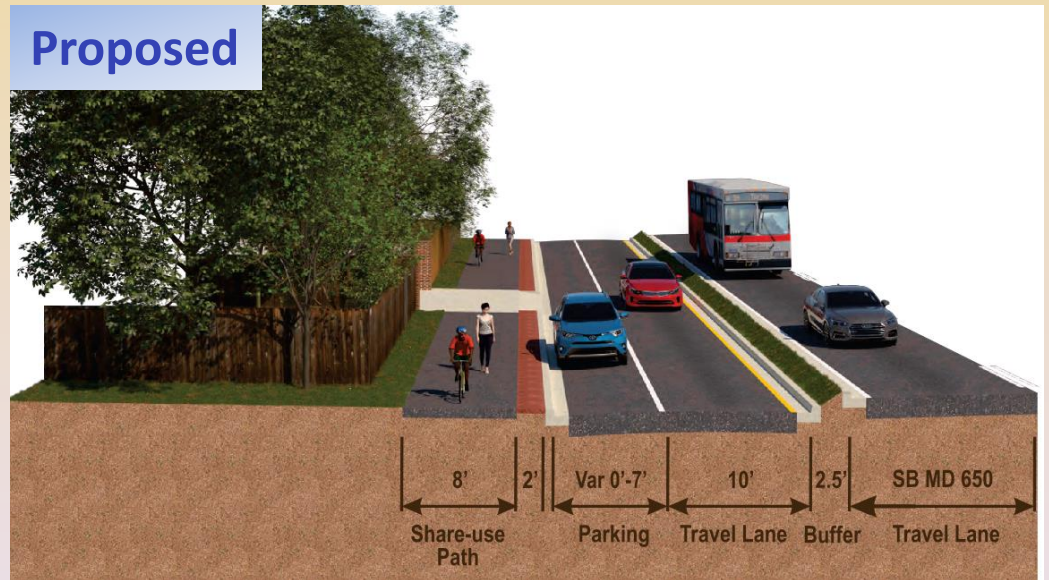


Typical Sections

Auburn Ave to Larch Ave



Looking S. at Devonshire





Typical Sections

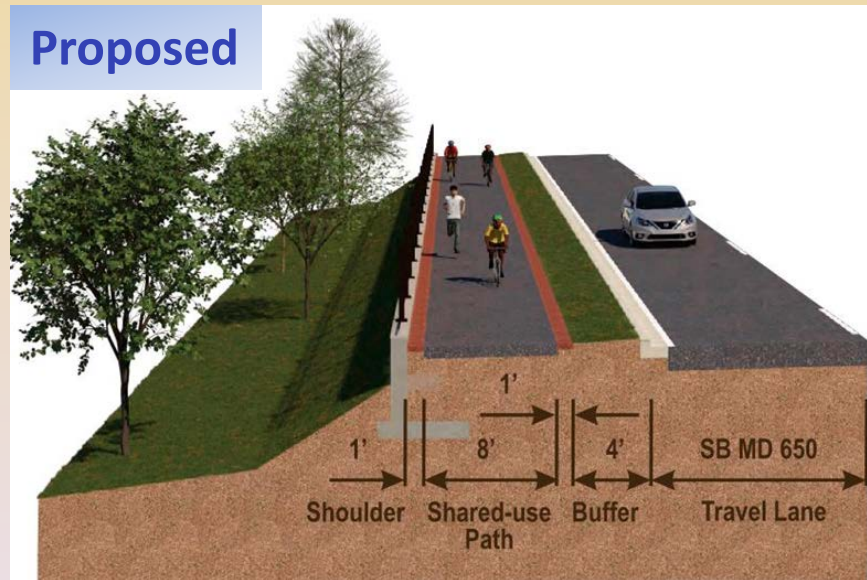
Larch Ave to 500' south of Sligo Creek Pkwy



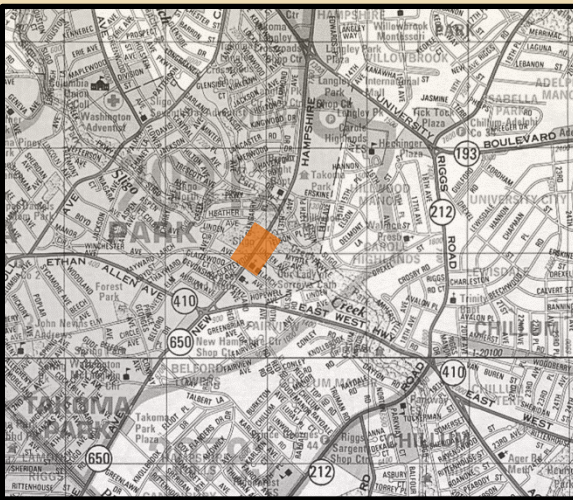
Looking N. toward Sligo Creek Pkwy



Existing



Proposed





Typical Sections

500' to 350' south of Sligo Creek Pkwy



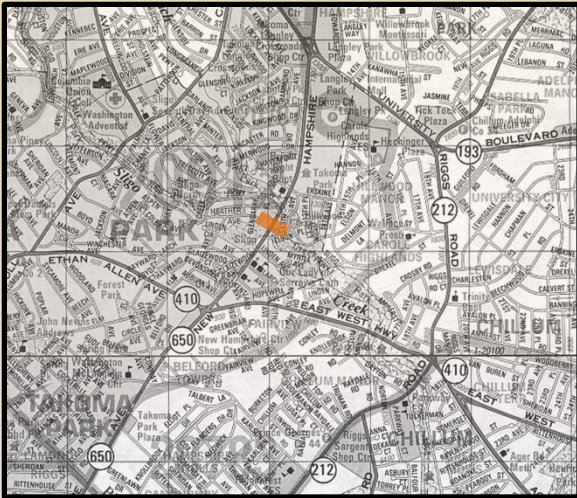
Looking N. toward Sligo Creek Pkwy



Existing



Proposed





Design Approach

Sligo Creek Parkway Geometric Shift

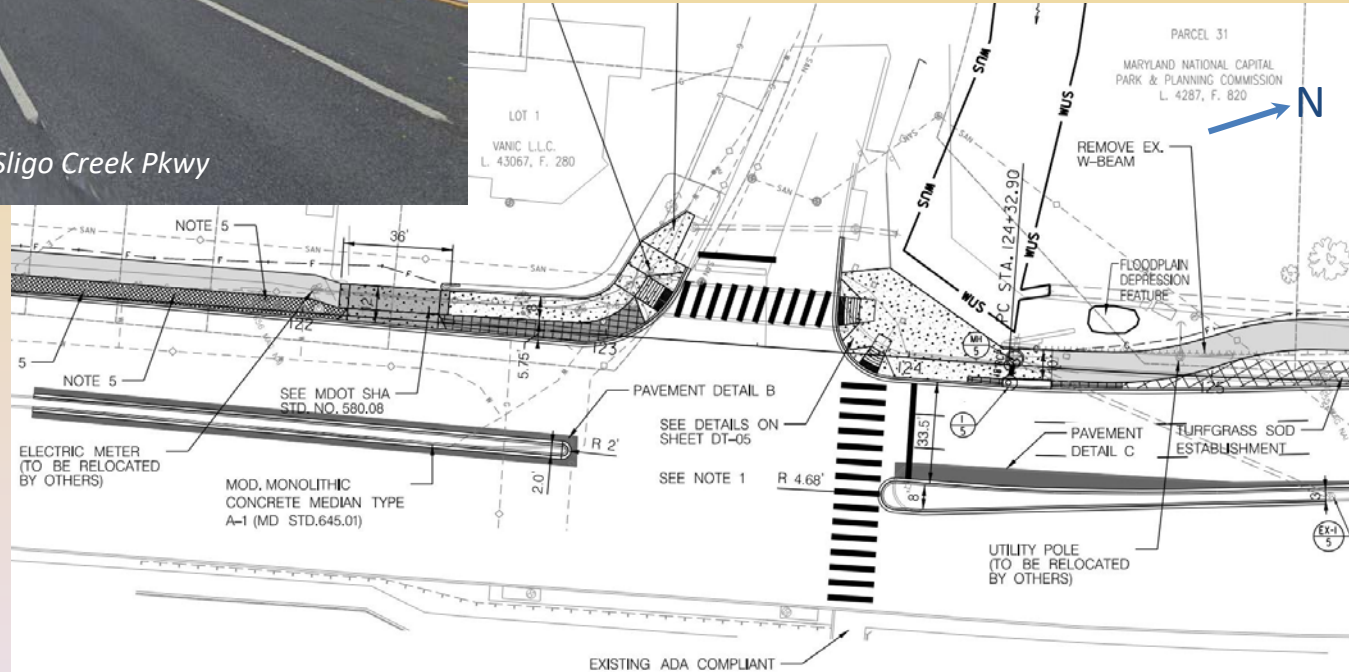


Existing

Looking N. at Sligo Creek Pkwy

MD 650 at Sligo Creek Pkwy Bridge

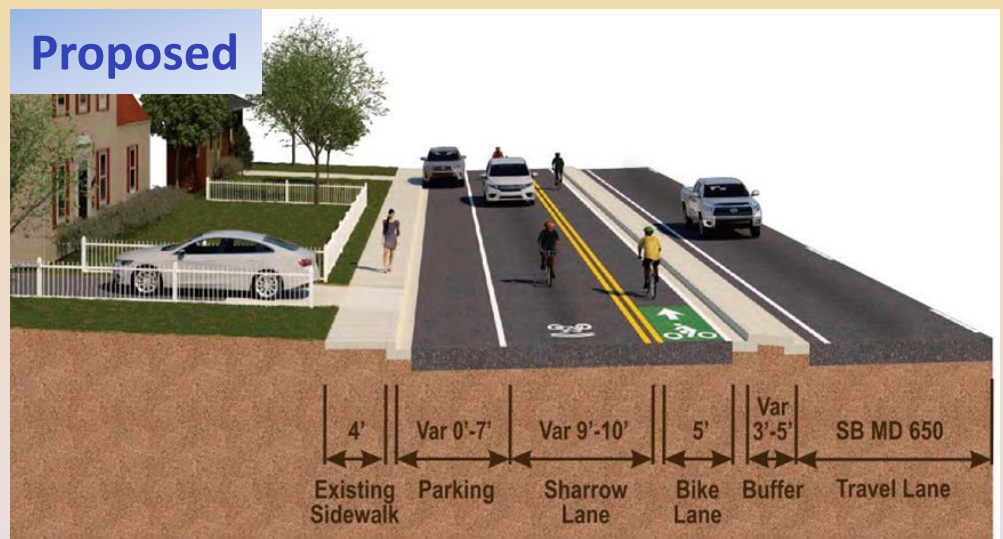
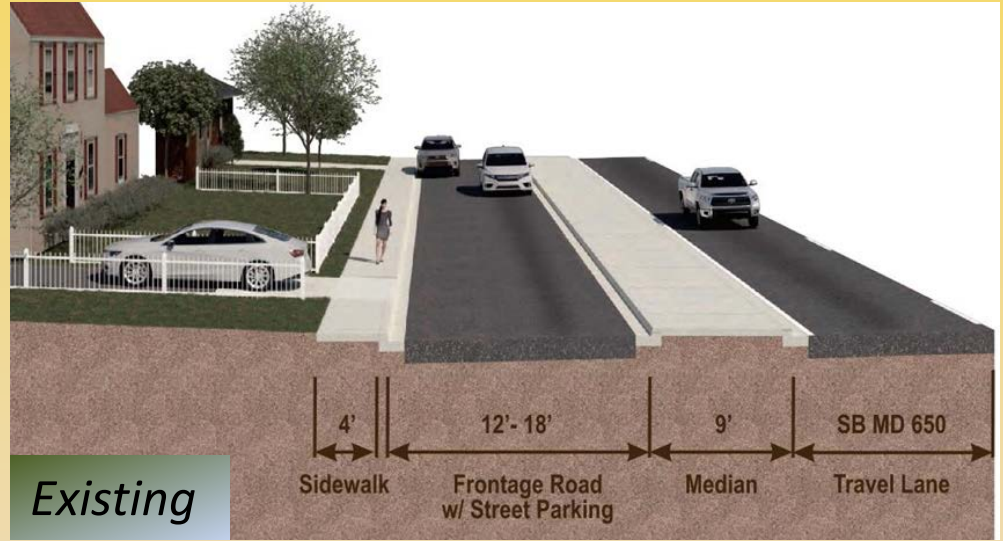
- ❖ Shift southbound MD 650 travel lanes east
- ❖ Provide 10' wide SUP with 2' buffer at bridge pinch point





Typical Sections

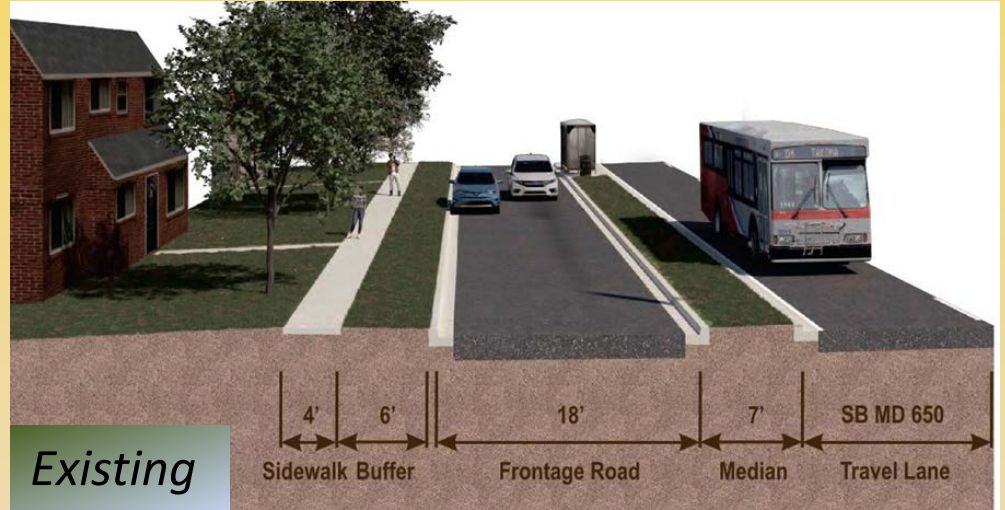
Glenside Drive to Kingwood Drive





Typical Sections

Kingwood Drive to Holton Lane





Requirements to Implement

- Traffic Signal Modifications
 - ❖ APS/CPS upgrades
- Signalized Intersections (5)
 - ❖ Larch Ave
 - ❖ Sligo Creek Pkwy (partial reconstruct)
 - ❖ Glenside/Erskine St
 - ❖ Merwood Dr
 - ❖ Holton Ln





Requirements to Implement

- Stormwater Management (SWM)

- ❖ Micro-bioretenention (3)

- North of Larch (repurpose frontage road)
- South of Glenside (behind curb)
- North of Merwood (median)

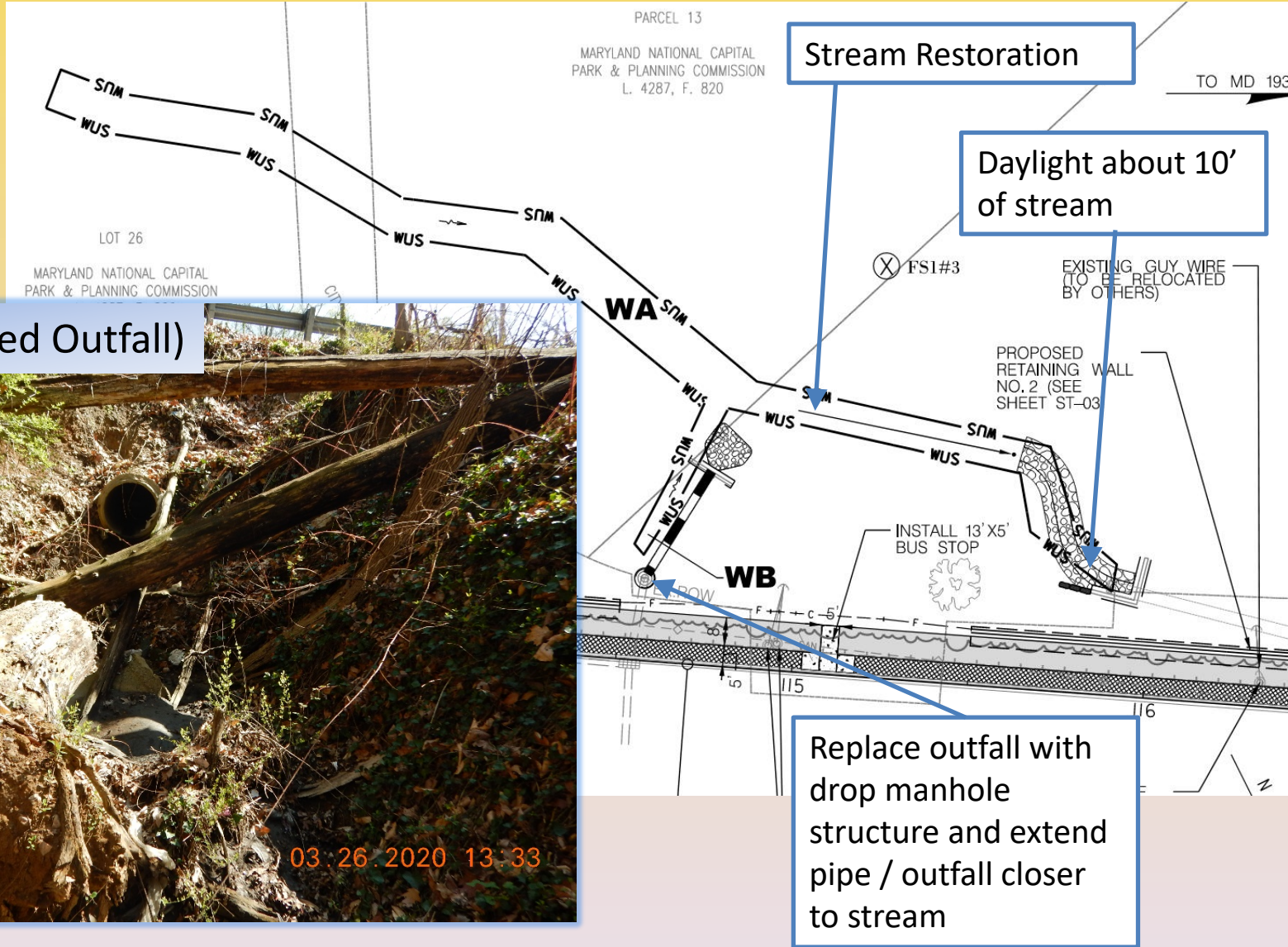


- ❖ Stream Restoration & Outfall Stabilization (2)

- M-NCPPC property
- Quality Treatment requirements met



Requirements to Implement Stormwater Management, cont'd.





Requirements to Implement

- Utility Impacts
 - ❖ Pole relocations (16)
- Right of Way Impacts
 - ❖ Property Acquisitions:
 - M-NCPPC
 - WSSC
 - Bright Light Baptist Church (7300 New Hampshire Ave)
 - Continental Tropical Foods LLC (7216 New Hampshire Ave)





Requirements to Implement

- Parking Impacts, on-street (frontage roads)
 - ❖ 48-50 existing spaces
 - ❖ Removal of 22-24 spaces
 - Devonshire-Larch: 5
 - portion of frontage road needed to fit SUP, while avoiding private property
 - Glenside-Merwood: 12 (on-street parking removed)
 - frontage road width needed for bikeway (shared lane + contra-flow)
 - Kingwood-Holton: 6
 - closed frontage road to traffic



Additional Considerations

- Lighting

- ❖ Evaluate intersection and pedestrian level lighting

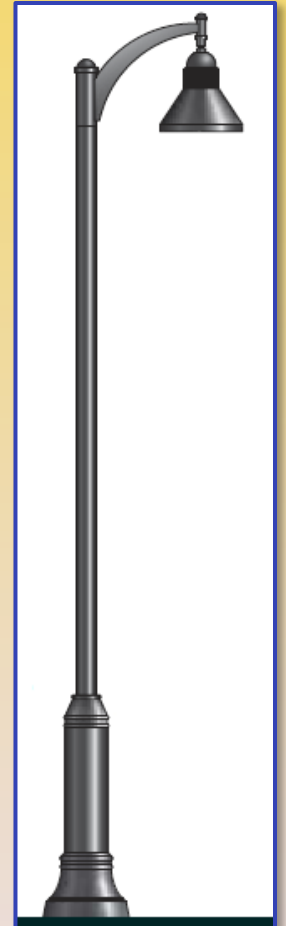
- Supplemental LED leased lights on utility poles

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- Supplemental LED lighting

- » Munich style LED

- New Ave Streetscape Standards
- Ethan Allen Gateway
- Flower Avenue Green Street



Munich style



Project Cost

New Ave Bikeway, Section A

Semi-Final Design
Estimated Construction Cost:
\$3.4 million



Next Steps

- 60% Design Complete
 - ❖ July, 2020
- Mandatory Referral Approval (M-NCPPC)
 - ❖ October, 2020
- Continued Coordination with Project Stakeholders
 - ❖ City, MDOT SHA, M-NCPPC
 - ❖ WMATA, Montgomery Ride-On
 - ❖ Utility Owners
 - ❖ Property Owners
- Secure Additional Funding for Final (100%) Design
 - ❖ Maryland Bikeways Program Grant



Questions

City of Takoma Park



New Ave Bikeway, Section A, 60% Design