SILVER SPRING

DOWNTOWN AND ADJACENT COMMUNITIES PLAN

WINTER
2022

Montgomery Planning
www.montgomeryplanning.org/silverspringdowntown

PLANNING BOARD DRAFT: STREET SECTIONS SUPPLEMENT

SILVER SPRING
DOWNTOWN AND ADJACENT COMMUNITIES PLAN

PLANNING BOARD DRAFT

M-NCPPC
Montgomery County Planning Department
2425 Reedie Drive
Wheaton. MD 20902

February 1, 2022

This supplement contains thirty-five (35) street cross sections developed for the Planning Board Draft of the Silver Spring Downtown and Adjacent Communities Plan. In future versions of the Plan this section will be Section 3.6.9 at the end of Section 3.6 Transportation. This supplement overrides the street cross sections included on pages 138-139 of the Planning Board Draft. The intent of providing these cross sections is to offer conceptual direction for future Capital Improvement Projects (CIP) and development regulatory review applications. The sections were developed in compliance with the Complete Streets Design Guide and in coordination with MCDOT staff.

Figures

3.6.9. Street Cross Sections

Cross sections were developed for street segments within the Sector Plan boundary that are recommended for dedicated transit lanes or designated bikeways that would necessitate road diets or other right-of-way reallocations. A single cross section typology was also developed for the new street segments recommended in the Sector Plan (B-31 and B-32).

These cross sections incorporate policy and design guidance from the Complete Streets Design Guide. Further study of traffic operations may be necessary, and therefore the ultimate cross section may differ from what is recommended in the Sector Plan. For example, dedicated Bus Rapid Transit (BRT) lanes are recommended on Colesville Road and Georgia Avenue. Two sets of cross sections for each corridor from north to south were developed that envision both curb running and median running alignments of the bus rapid transit lanes. Future studies of traffic operations will determine which alignment is preferred (or if a new hybrid would be more feasible) and will refine the geometric design of the right-of-way.

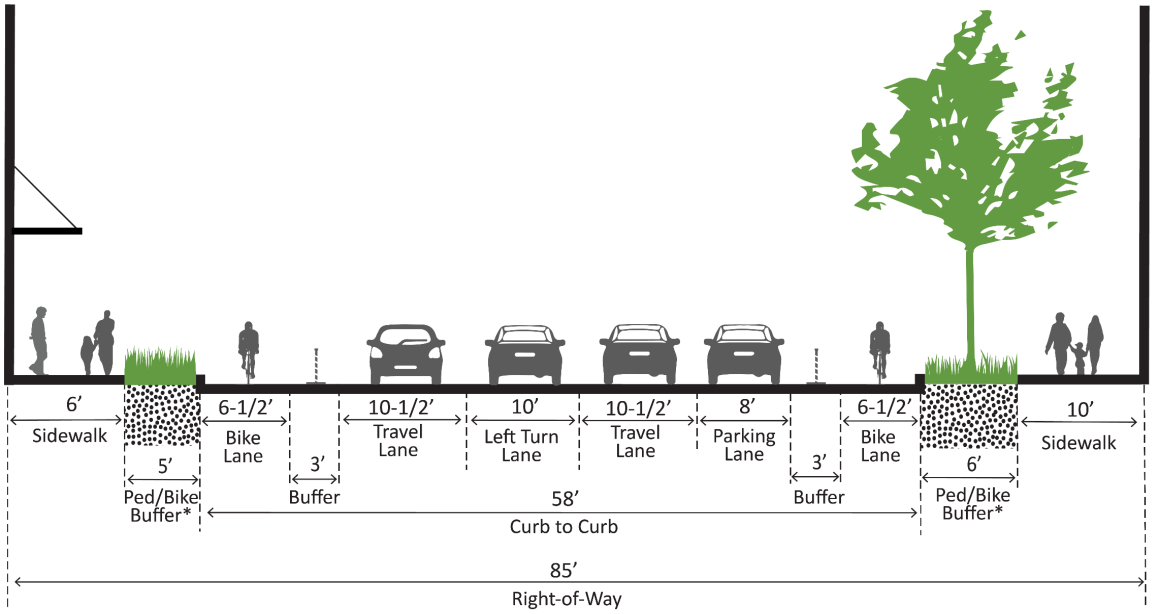
The street sections are organized in the following manner:

- East-West Highway sections
    - Interim Conditions
    - Ultimate Conditions
- Colesville Road Sections
    - Median-Running BRT
    - Curb-Running BRT
- Georgia Avenue Sections
    - Curb-Running BRT
    - Median-Running BRT
- Additional Street Sections

East-West Highway Sections

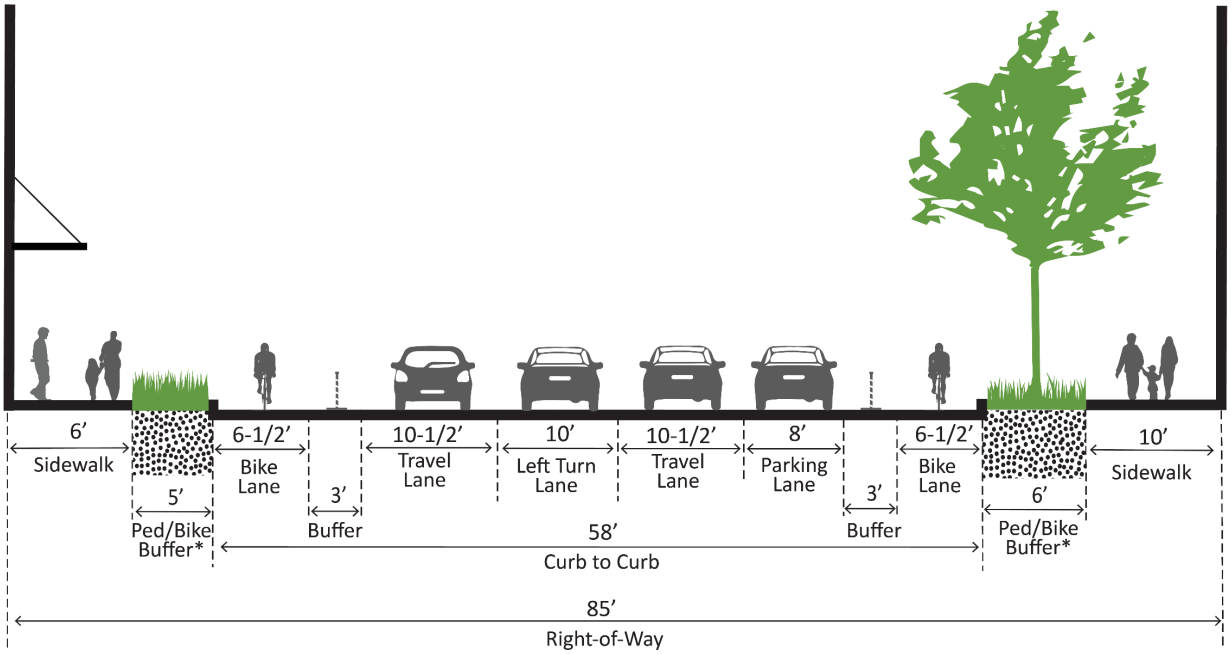
Designated bicycle lanes are recommended on East-West Highway. The Sector Plan recommends fitting the bicycle facilities into the right-of-way with a road diet, which reallocates a travel lane to the bikeway and street buffer. This road diet may be achieved with a CIP project or redevelopment. If the CIP project is implemented first, an interim condition is envisioned that fits the separated bikeway within the existing curb widths (Interim). As redevelopment occurs, the curbs can be relocated inward, and the bike lane can be relocated to the streetscape (Ultimate).

Interim Condition: Figures 1, 2, and 3.



* Buffers with SWM to employ Best Management Practices

Figure 1. East-West Highway (M-20): 16th Street to Blair Mill Way, Looking North



* Buffers with SWM to employ Best Management Practices

Figure 2. East-West Highway (M-20): Blair Mill Road to Blair Mill Way, Looking North

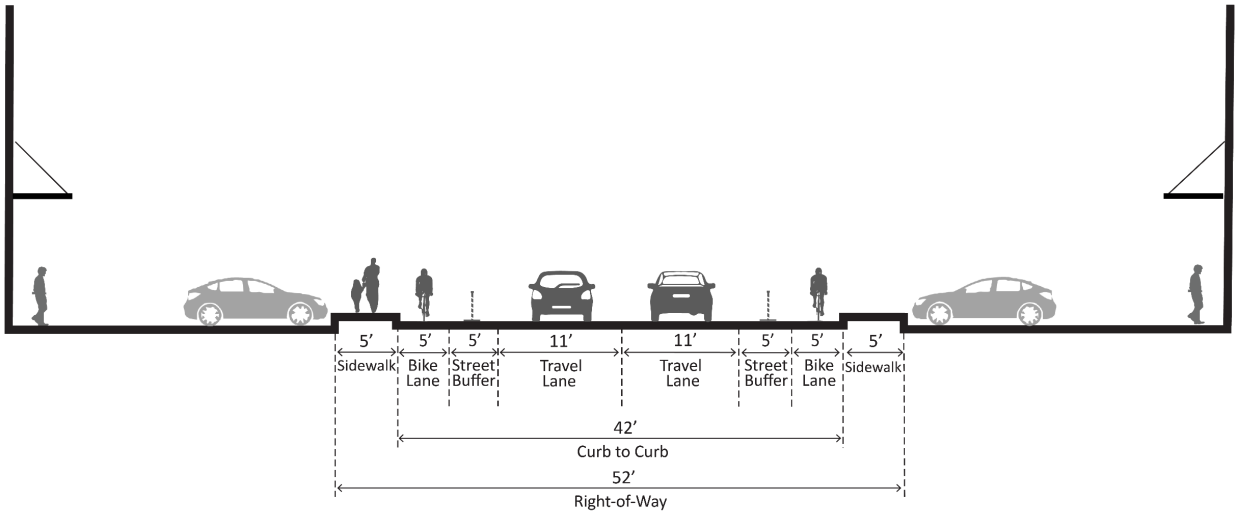
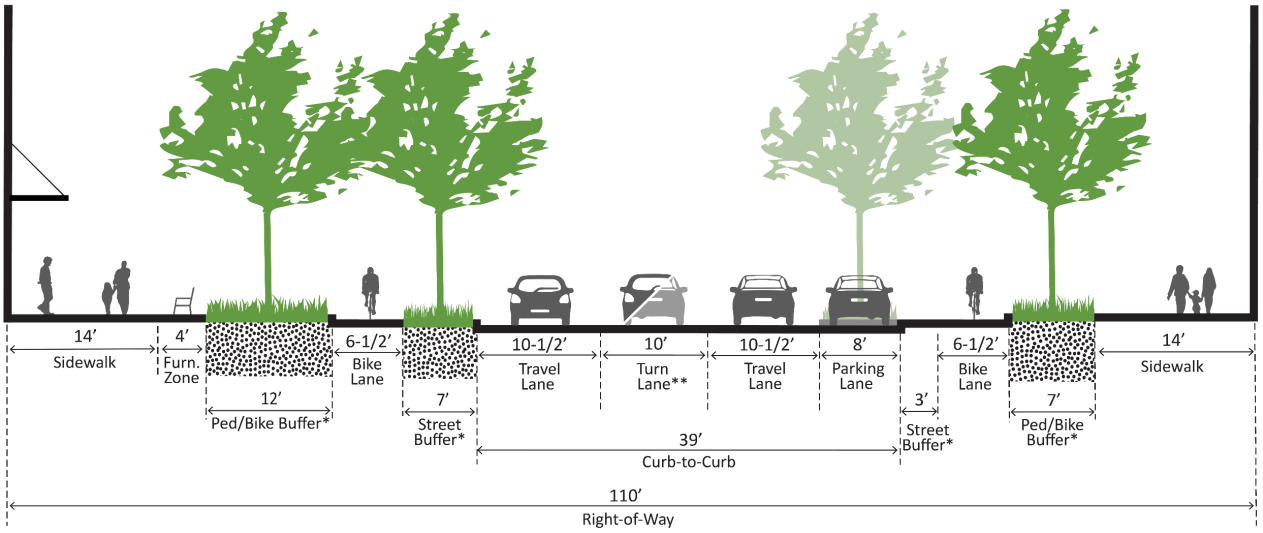


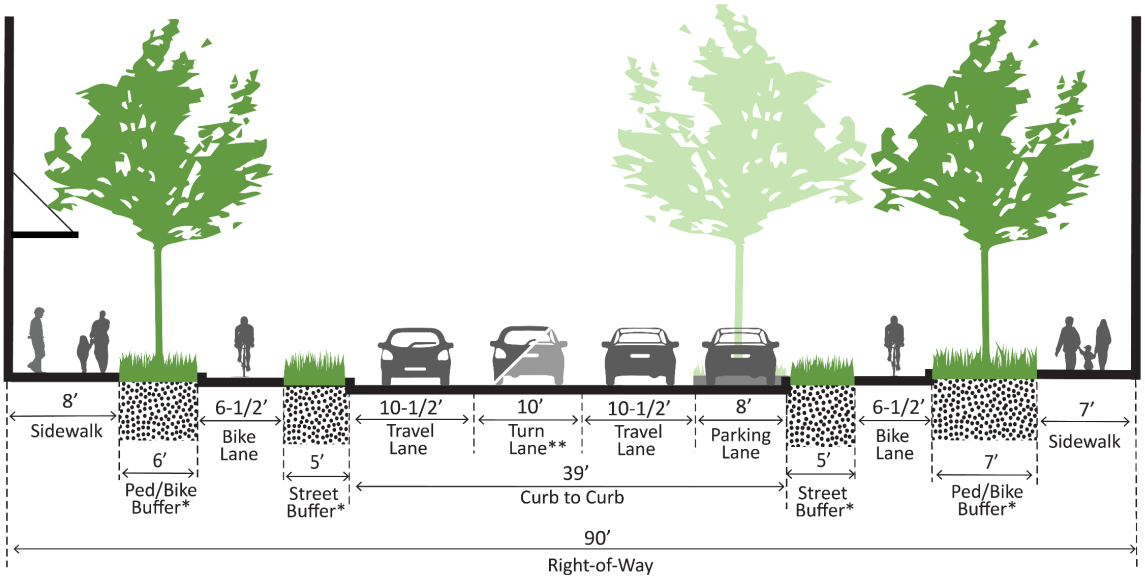
Figure 3. East-West Highway (M-20): Blair Mill Way to Georgia Avenue, Looking North

Ultimate Condition: Figures 4, 5, and 6



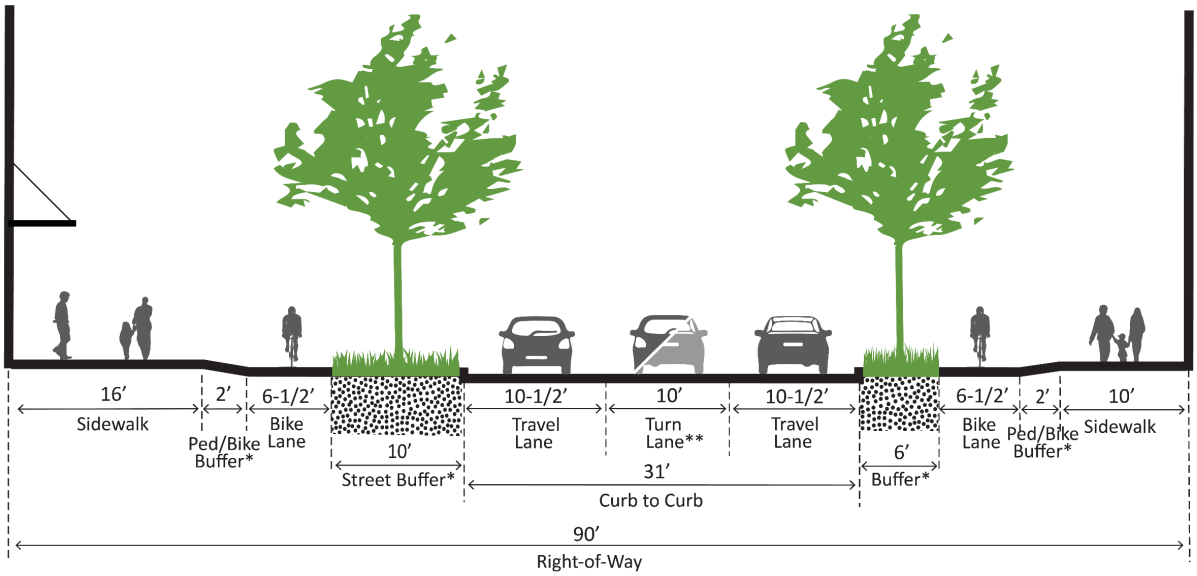
* Buffer with SWM to employ Best Management Practices
** Note: The center lane functions as a left turn lane at the intersection in the corresponding direction.
Note: This section holds the existing curb alignment on the side of East-West Highway adjacent to the Metrorail/CSX tracks.

Figure 4. East-West Highway (M-20): 16th Street to Blair Mill Road, Looking North



* Buffer with SWM to employ Best Management Practices
** Note: The center lane functions as a left turn lane at the intersection in the corresponding direction.
Note: This section holds the existing curb alignment on the side of East-West Highway adjacent to the Metrorail/CSX tracks.

Figure 5. East-West Highway (M-20): Blair Mill Road to Blair Mill Way, Looking North



* Buffer with SWM to employ Best Management Practices
** Note: The center lane functions as a left turn lane at the intersection in the corresponding direction.
Note: This section holds the existing curb alignment on the side of East-West Highway adjacent to the Metrorail/CSX tracks.

Figure 6. East-West Highway (M-20): Blair Mill Way to Georgia Avenue, Looking North

Colesville Road Sections

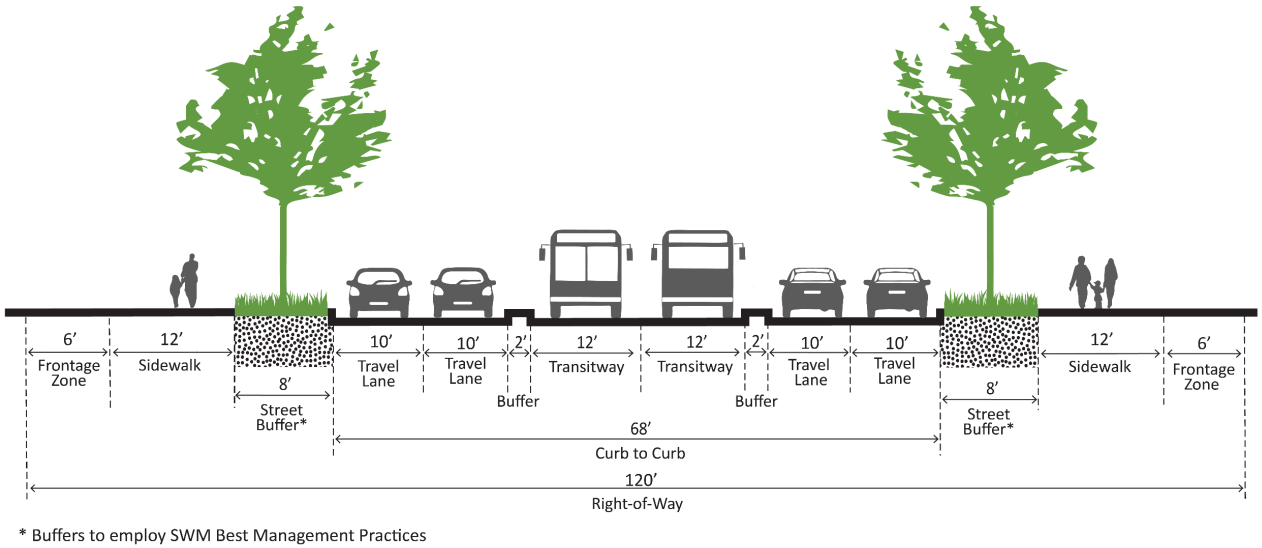
A median-running BRT alignment is not provided for the two southernmost segments of Colesville Road (Sarbanes Transit Center to East-West Highway and East-West Highway to 16th Street/Eastern Avenue). This is because the segment between the Sarbanes Transit Center and East-West Highway traverses under the CSX/WMATA.MARC elevated lanes. The "median" is therefore inflexible in placement and minimum width. It was decided that since such a relatively short segment remains further south when traveling towards the Sector Plan border with the District of Columbia, it didn't make sense to transition the buses back to median running, south of East-West Highway.

This is because the segment between the Sarbanes Transit Center and East-West Highway traverses under the CSX/WMATA/MARC elevated lanes. The median is therefore inflexible in placement and minimum width. It was decided that since it is a relatively short segment between the Transit Center and the Sector Plan border at the District of Columbia, it didn't make sense to transition the buses back to median running south of East-West Highway.

The BRT lanes are envisioned to tie-in with the District of Columbia's vision for dedicated BRT lanes on 16th Street, approaching Silver Spring.

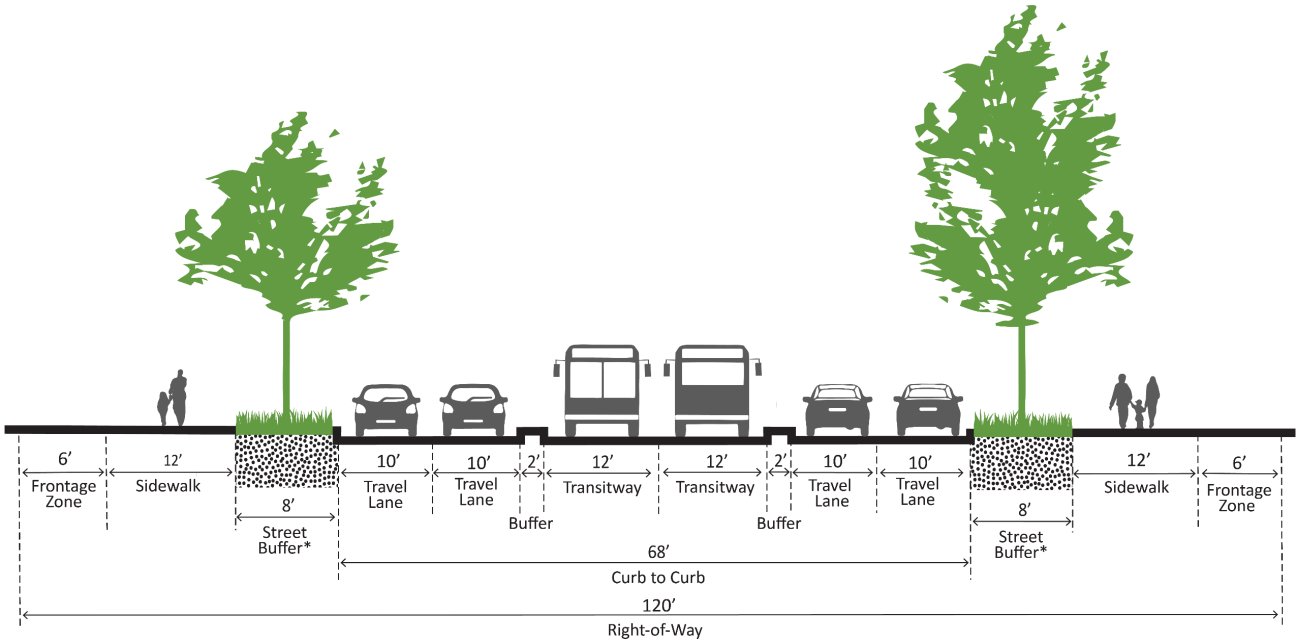
The travel lanes on Colesville Road are consistently 10-feet wide in the existing condition and for that reason, both alignments envision 10-foot travel lanes to minimize the curb-to-curb widths.

Median-Running Bus Rapid Transit: Figures 7 - 11



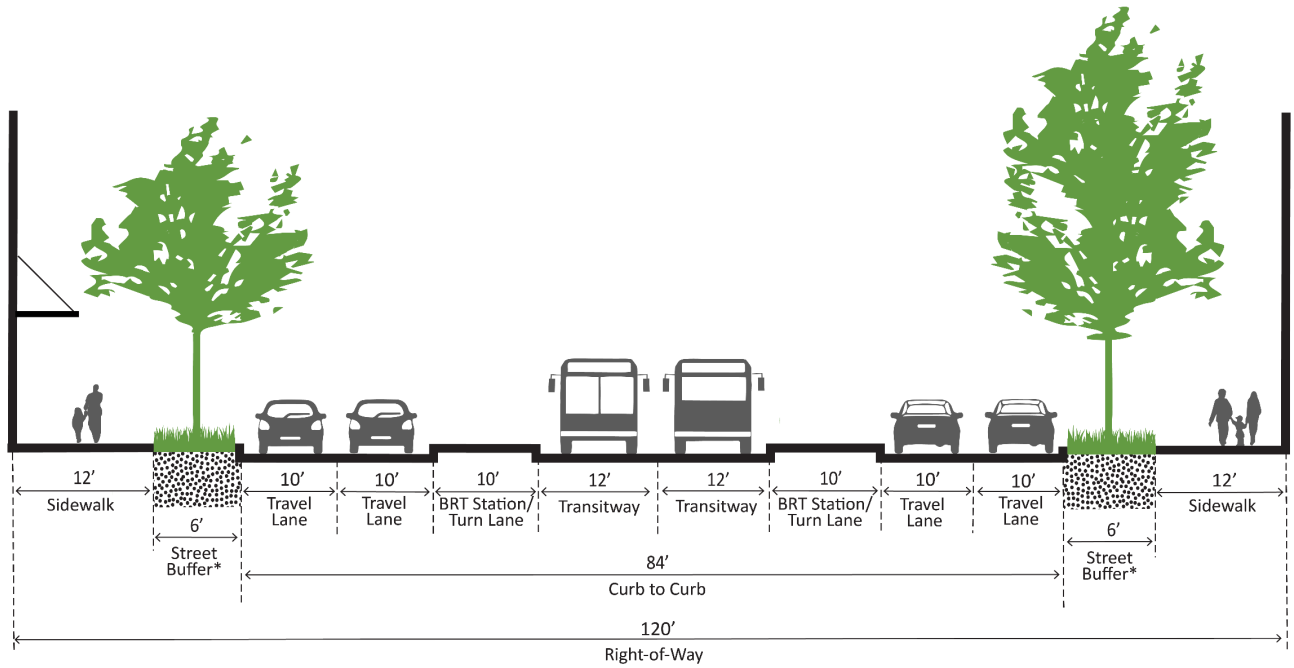
* Buffers to employ SWM Best Management Practices

Figure 7. Colesville Road (M-10): Sligo Creek Parkway to South Noyes Drive, Looking North



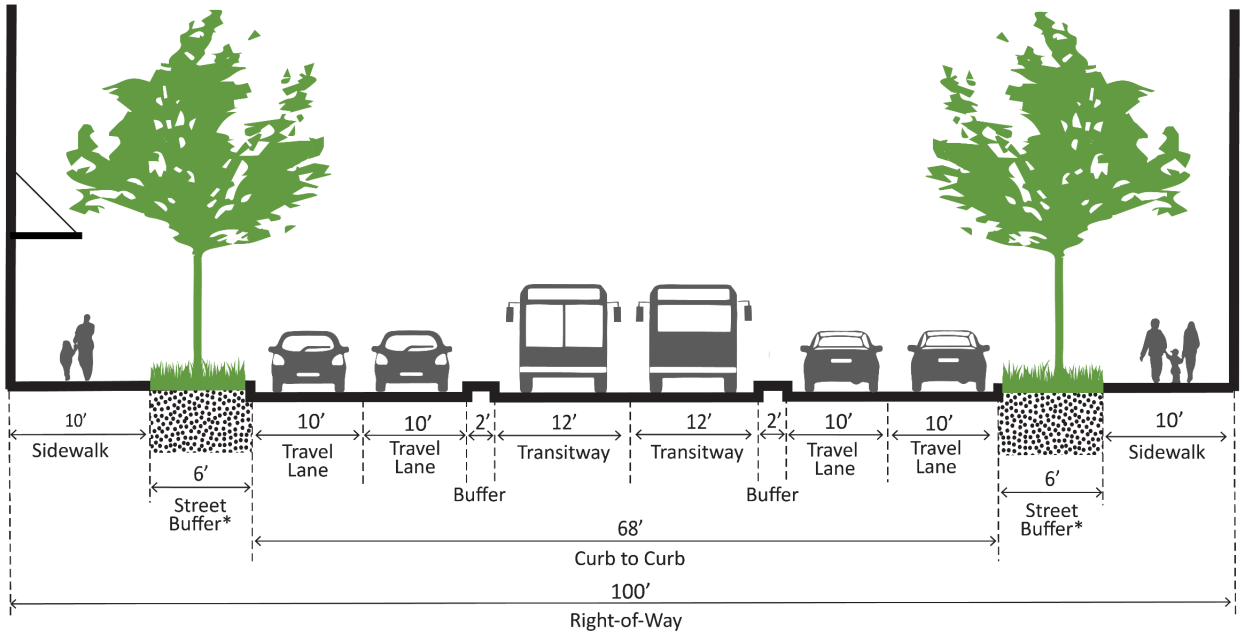
* Buffers with SWM to employ Best Management Practices

Figure 8. Colesville Road (M-10): South Noyes Drive to Spring Street, Looking North



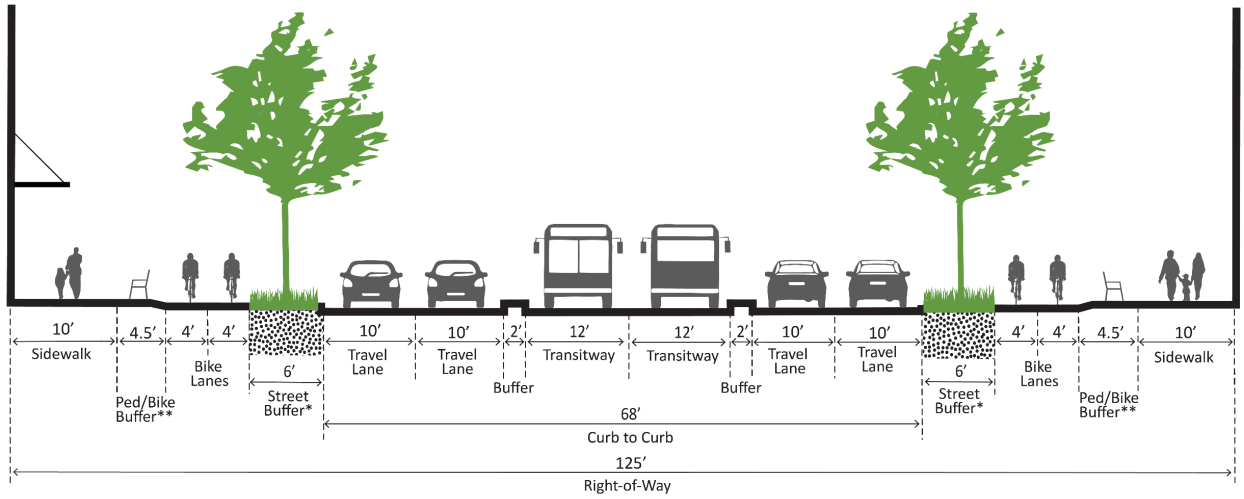
* Buffers to employ SWM Best Management Practices

Figure 9. Colesville Road (M-10): Spring Street to Fenton Street, Looking North



* Buffers to employ SWM Best Management Practices

Figure 10. Colesville Road (M-10): Fenton Street to Georgia Avenue, Looking North

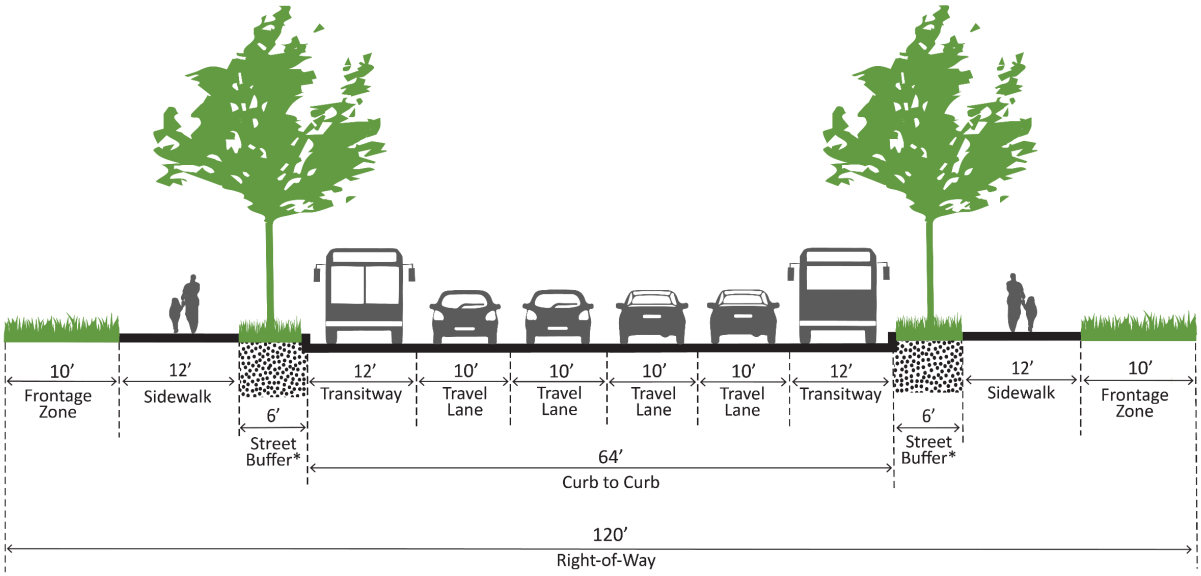


* Buffers with SWM to employ Best Management Practices

** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane. 4.5′ can also accommodate street furniture or similar.

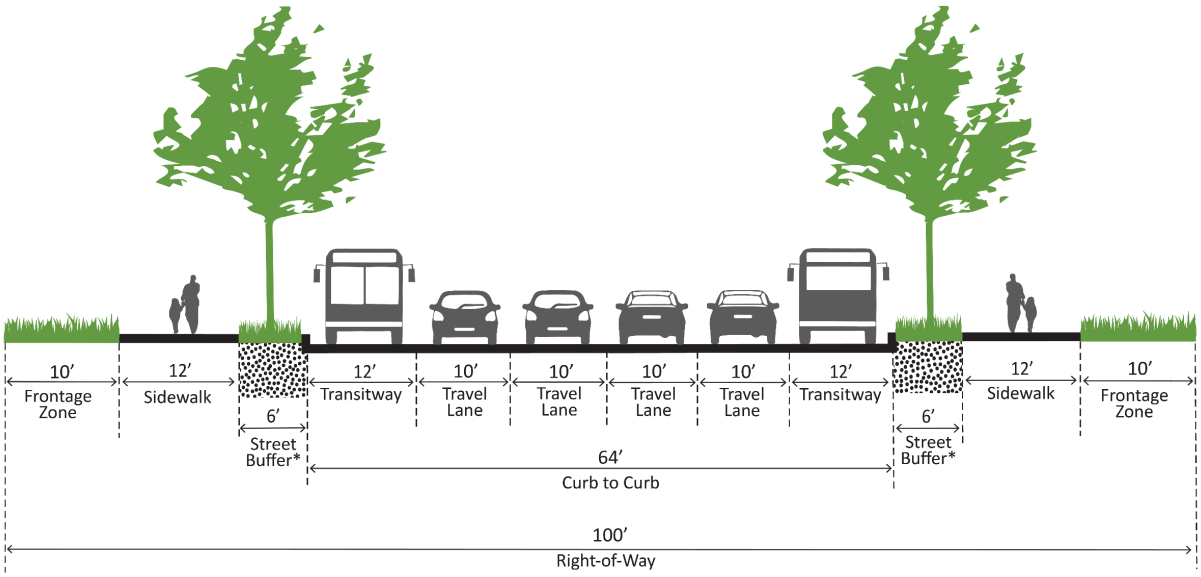
Figure 11. Colesville Road (M-10): Between Georgia Avenue and the Sarbanes Transit Center, Looking North

Curb-Running Bus Rapid Transit: Figures 12 -17



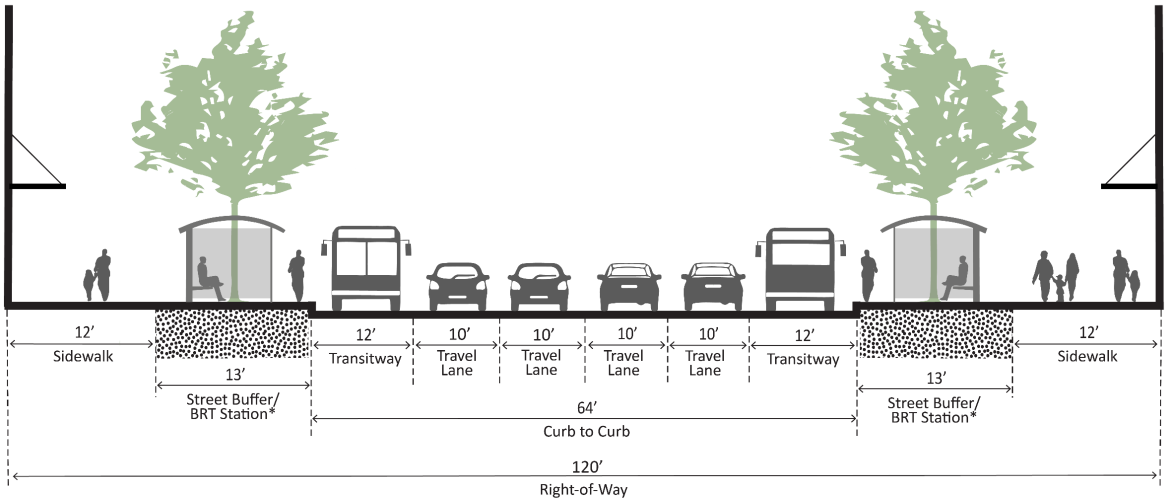
* Buffers with SWM to employ Best Management Practices

Figure 12. Colesville Road (M-20): Sligo Creek Parkway to Noyes Drive, Looking North



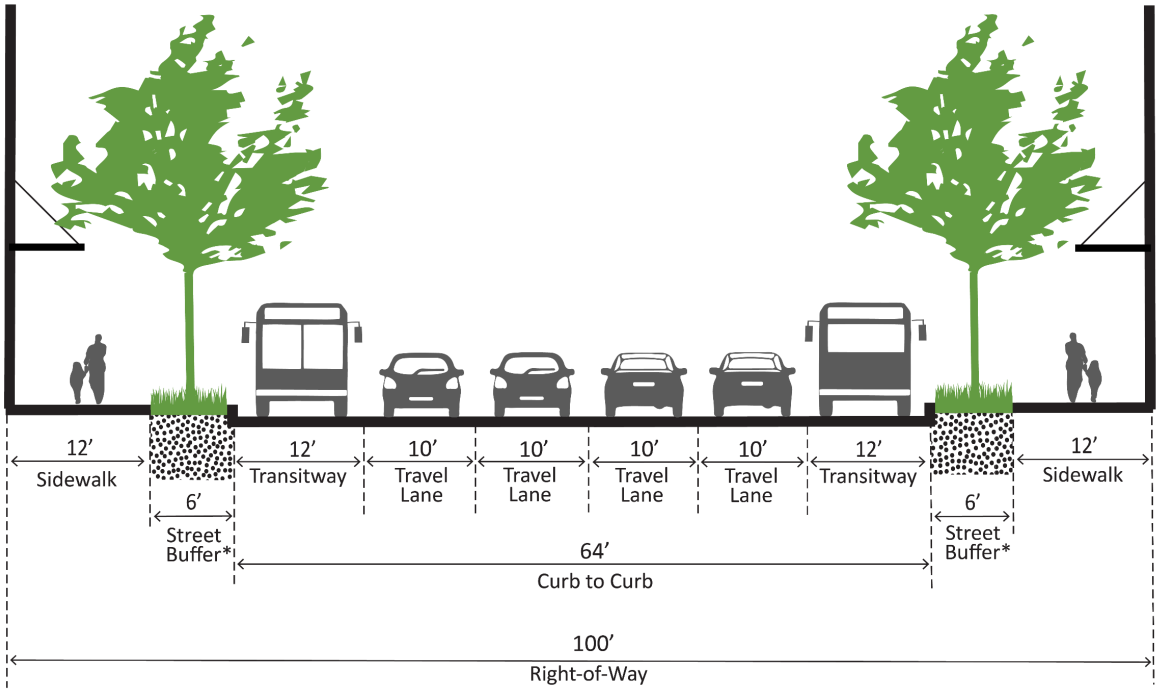
* Buffers with SWM to employ Best Management Practices

Figure 13. Colesville Road (M-20): Noyes Drive to Spring Street, Looking North



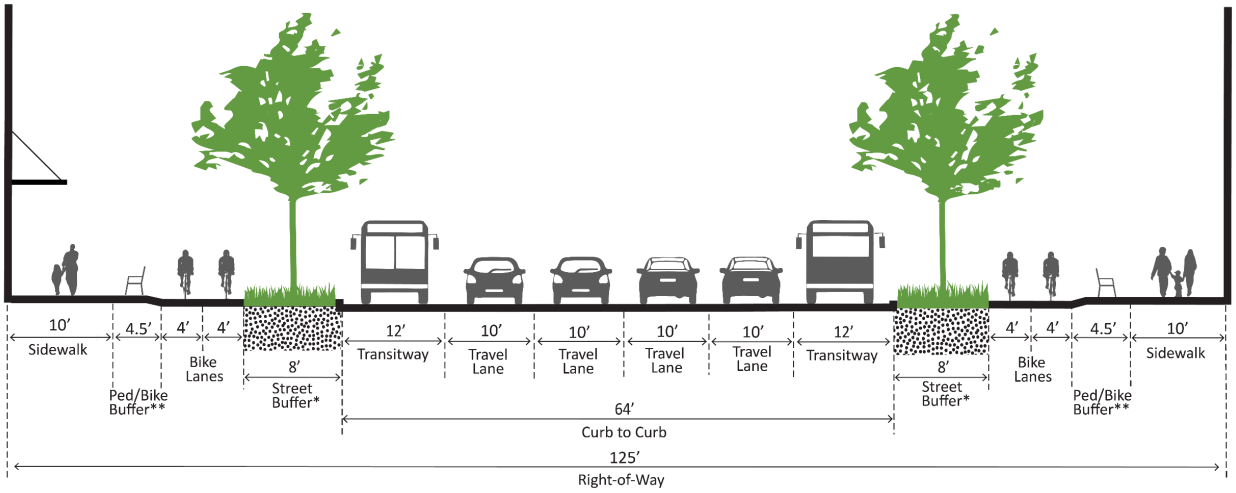
* Buffers with SWM to employ Best Management Practices

Figure 14: Colesville Road (M-10): Spring Street to Fenton Street, Looking North



* Buffers with SWM to employ Best Management Practices

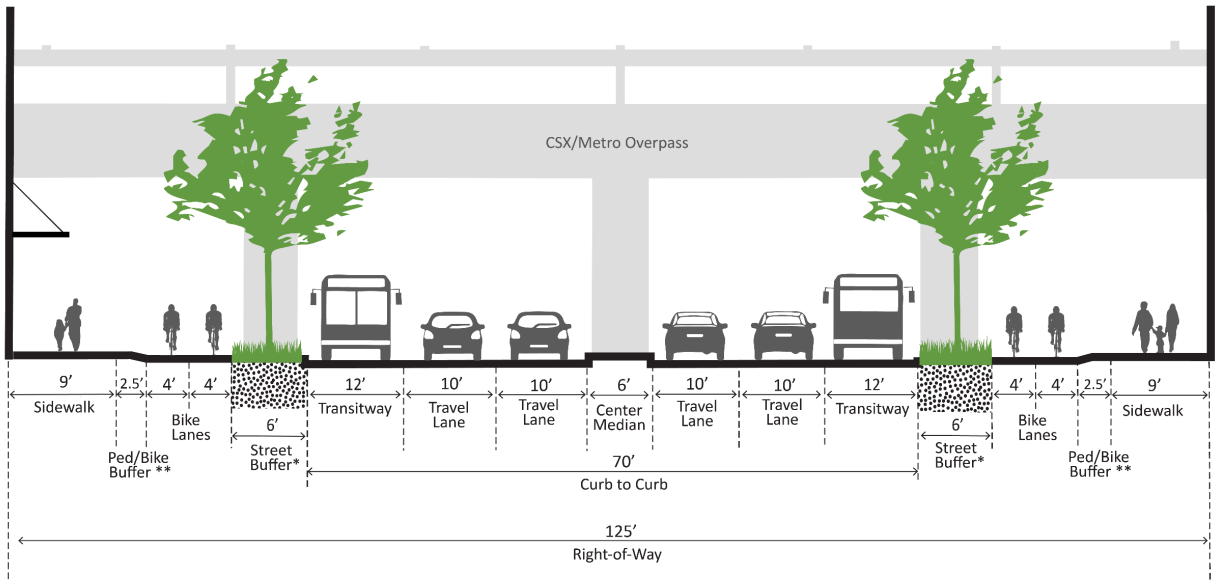
Figure 15: Colesville Road (M-20): Spring Street to Georgia Avenue, Looking North



* Street Buffer and SWM to employ Best Management Practices

** Note: Ped/bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane

Figure 16. Colesville Road (M-10): Georgia Avenue to the Sarbanes Transit Center, Looking North

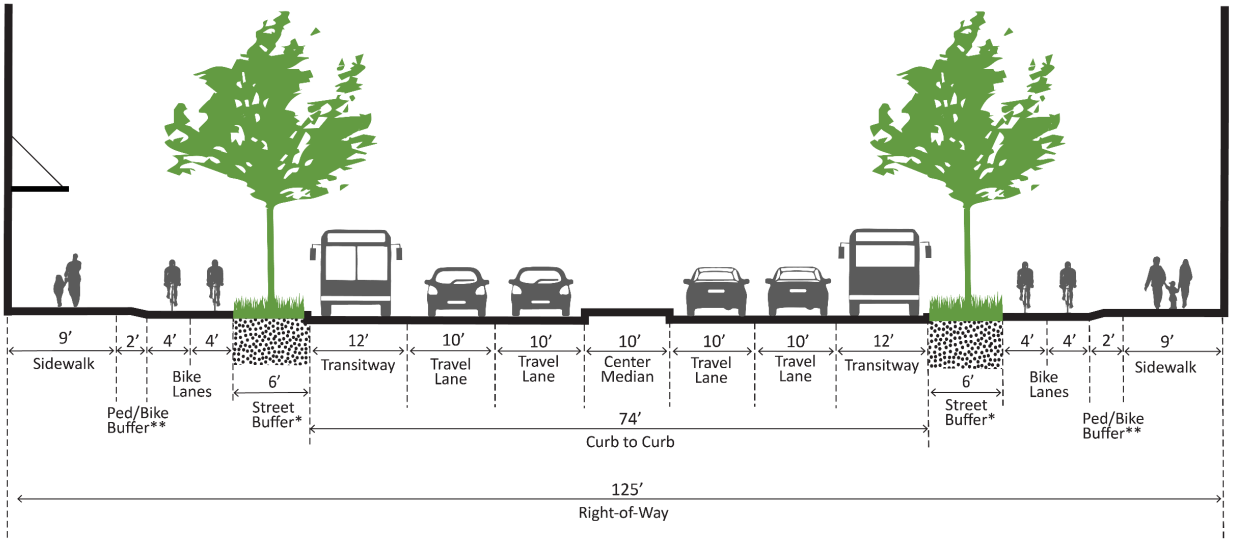


* Buffers to employ SWM Best Management Practices

** Note: Ped/bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane

Note: Public Improvement Easements can be used to further expand the active zone to achieve wider buffers between cyclists and pedestrians

Figure 17: Colesville Road (M-20), Sarbanes Transit Center to East-West Highway, Looking North



* Buffers with SWM to employ Best Management Practices

** Note: Ped/bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane

Figure 18. Colesville Road (M-20): East-West Highway to 16th Street, Looking North

Georgia Avenue Sections

As envisioned by the 2013 *Countywide Transit Corridor Functional Master Plan*, BRT traveling south on Georgia Avenue will enter the Sarbanes Transit Center in the Southbound direction by turning right onto Colesville Road. It will exit the Transit Center in the southbound direction by turning onto Wayne Avenue and back onto Georgia Avenue. The reverse will occur in the northbound direction. For that reason, the segment of Georgia Avenue between Colesville Road and Wayne does not include dedicated transit lanes. To ensure a safe and feasible transition, this segment was included with both options for cross sections along Georgia Avenue developed for the Sector Plan.

Curb-Running Bus Rapid Transit: Figures 19 - 22

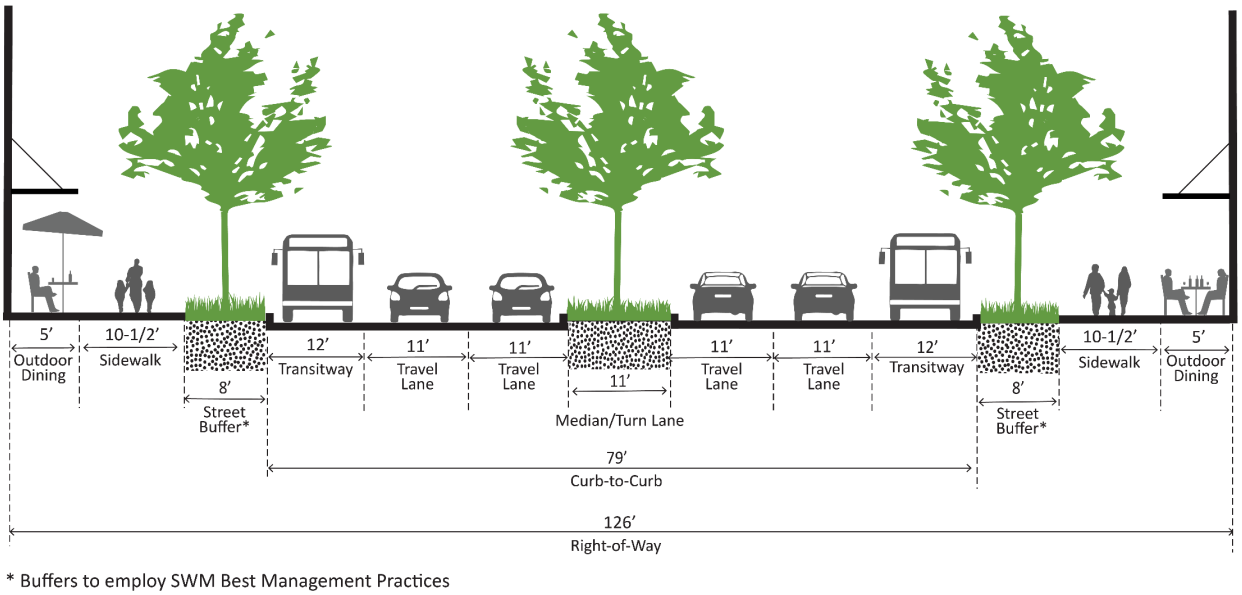
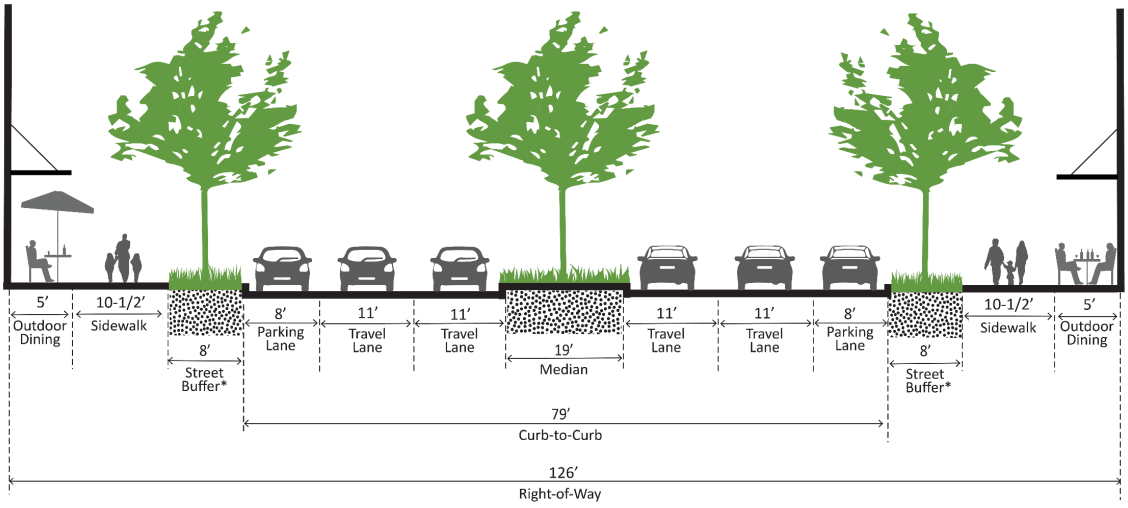
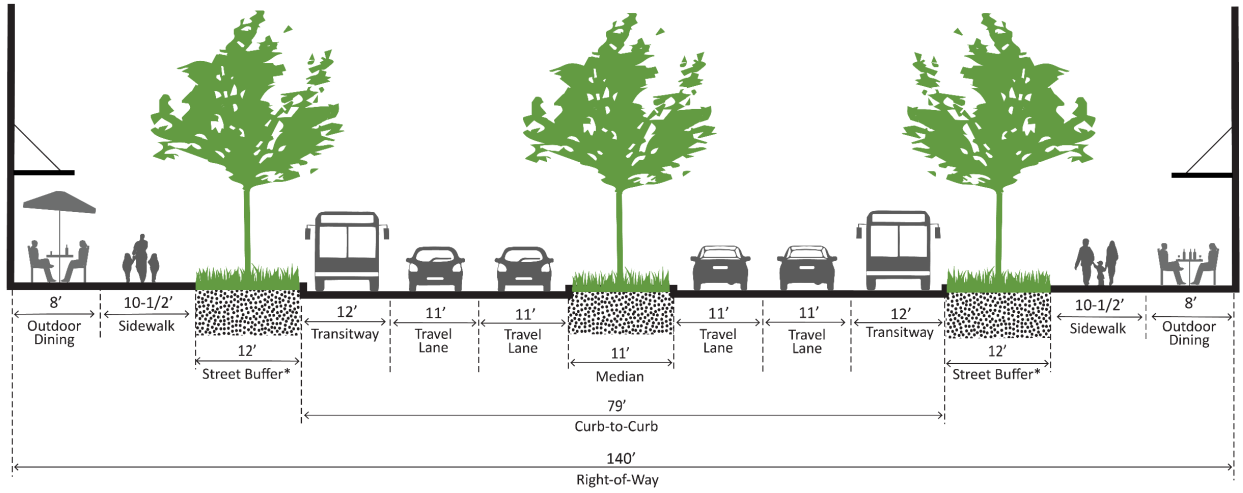


Figure 19. Georgia Avenue (M-8): Spring Street to Colesville Road, Looking North



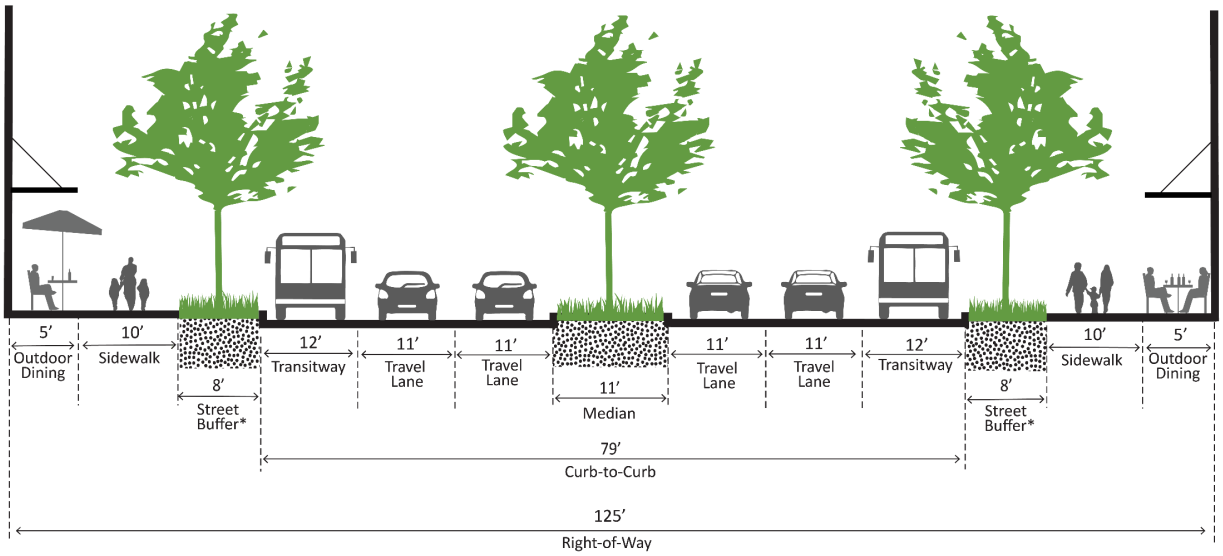
* Buffers to employ SWM Best Management Practices

Figure 20. Georgia Avenue (M-8): Colesville Road to Wayne Avenue, Looking North



* Buffers with SWM to employ Best Management Practices

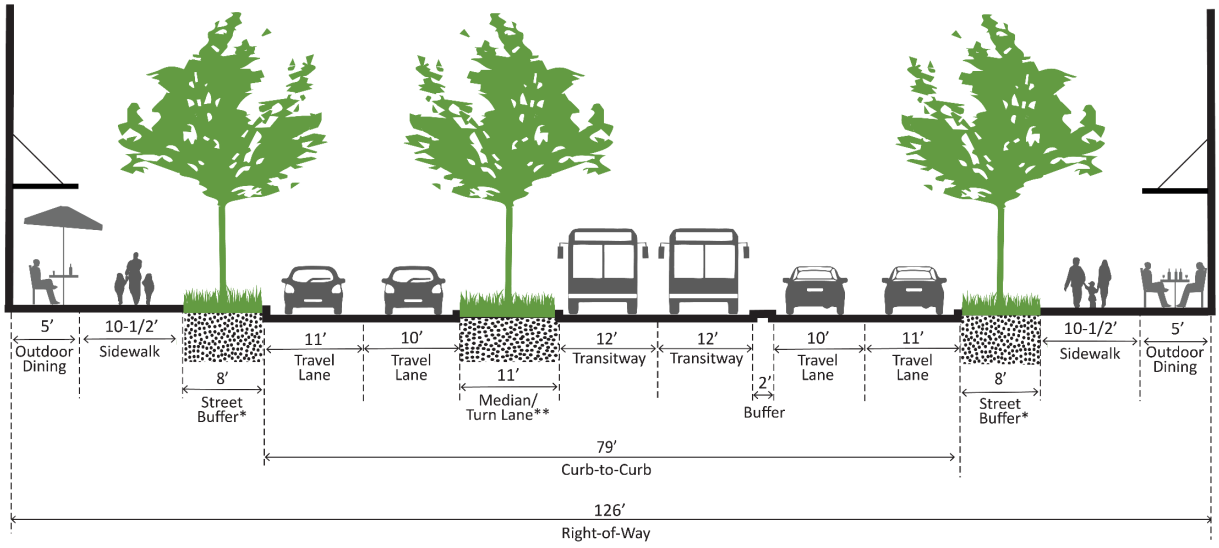
Figure 21. Georgia Avenue (M-8): Wayne Avenue to Blair Mill Road, Looking North



* Buffers with SWM to employ Best Management Practices

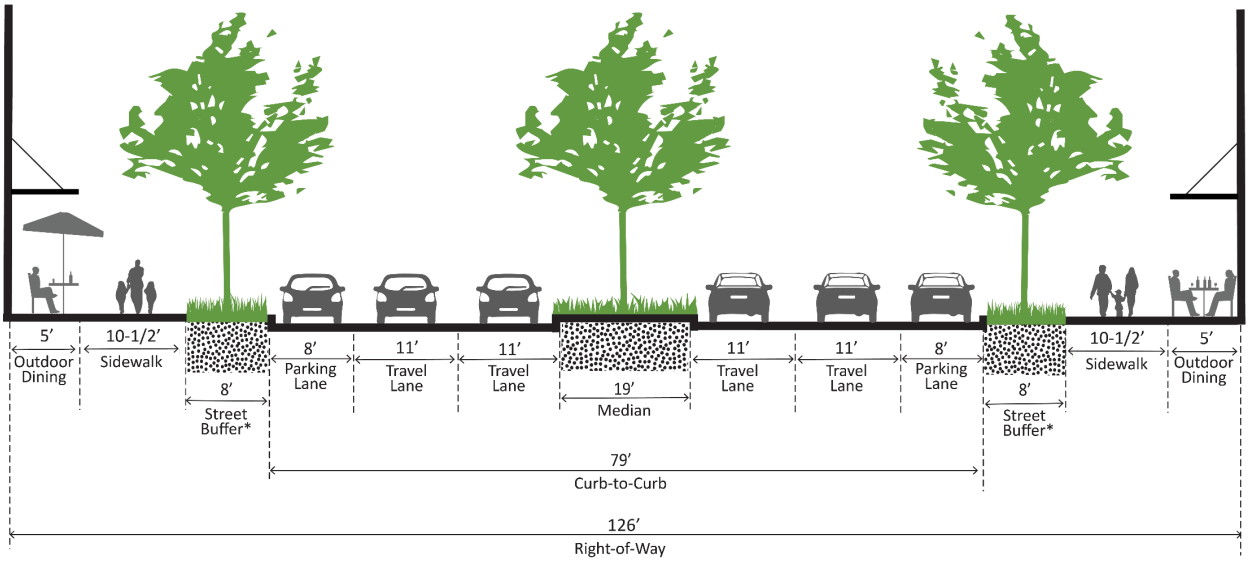
Figure 22. Georgia Avenue (M-8): Blair Mill Road to Eastern Avenue, Looking North

Median-Running Bus Rapid Transit: Figures 23 - 26



* Buffers to employ SWM Best Management Practices
** At turn lane condition, turn lane is 9′ and there is a 2′ buffer between the turn lane and the transitway.

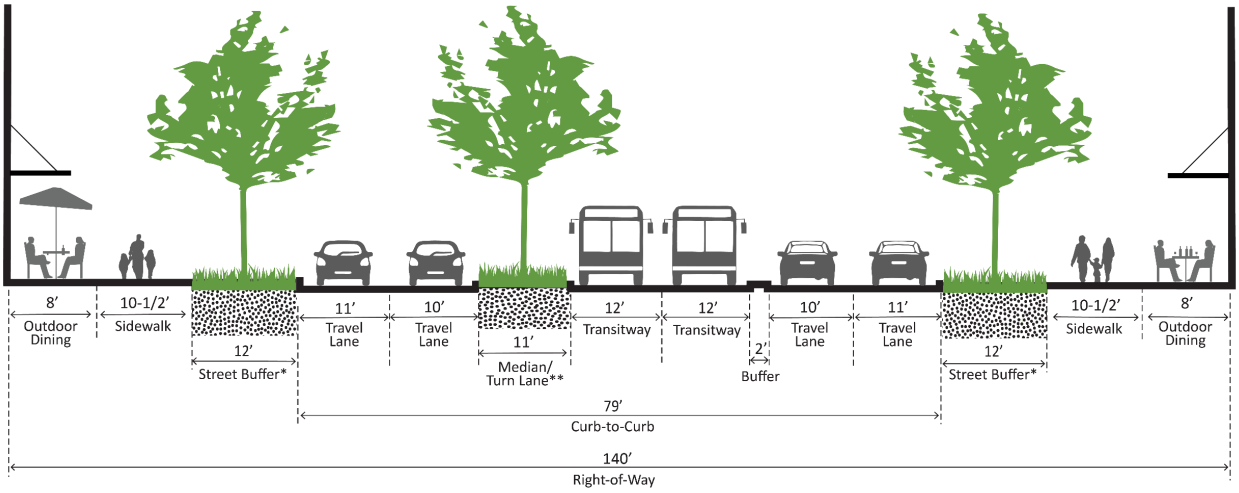
Figure 23. Georgia Avenue (M-8): Spring Street to Colesville Road, Looking North



* Buffers to employ SWM Best Management Practices

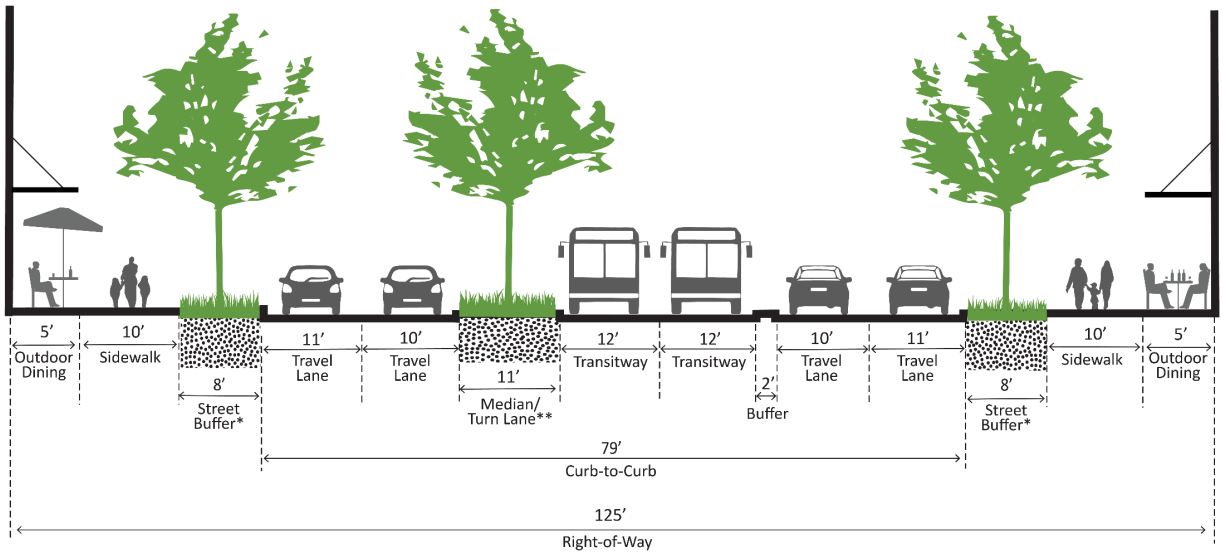
Figure 24. Georgia Avenue (M-8): Colesville Road to Wayne Avenue, Looking North

Note: The figure above is the same as Figure 20 in the curb-running BRT option for Georgia Avenue.



* Buffers to employ SWM Best Management Practices
** At turn lane condition, turn lane is 9′ and there is a 2′ buffer between the turn lane and the transitway.

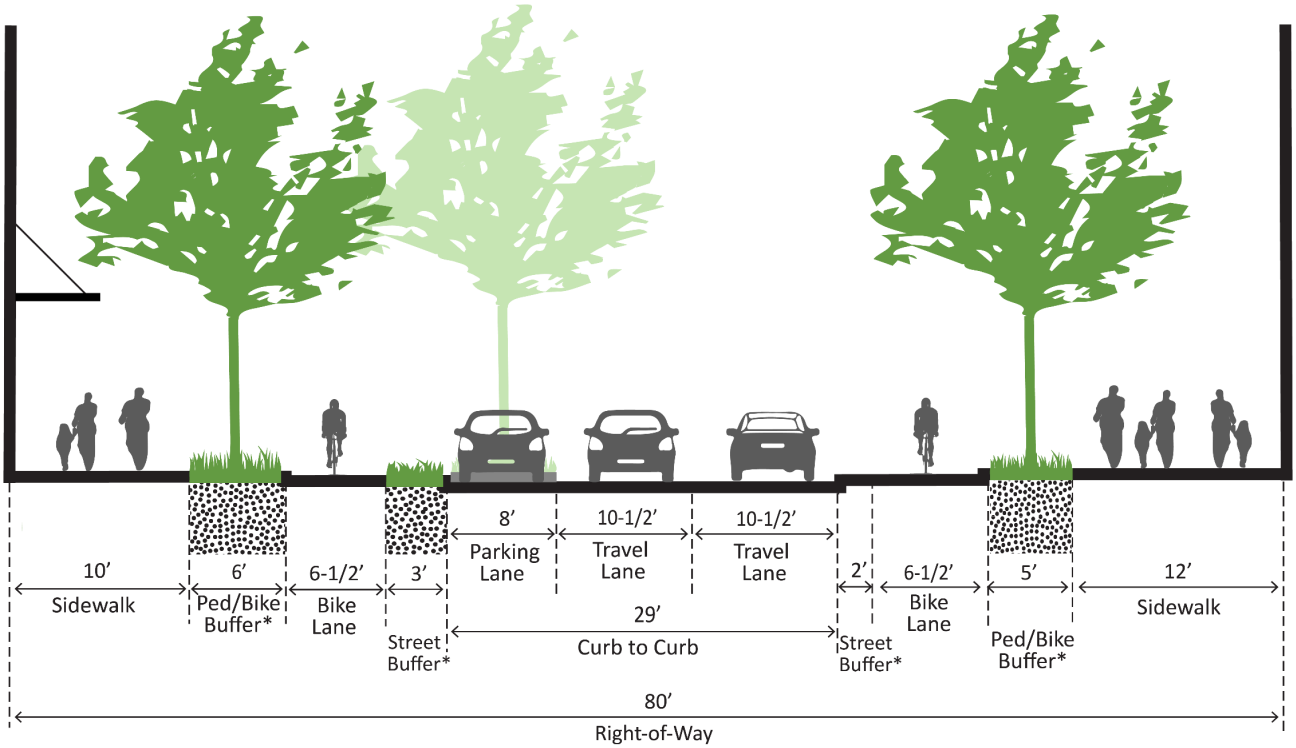
Figure 25. Georgia Avenue (M-8): Wayne Avenue to Blair Mill Road, Looking North



* Buffers to employ SWM Best Management Practices
** At turn lane condition, turn lane is 9′ and there is a 2′ buffer between the turn lane and the transitway.

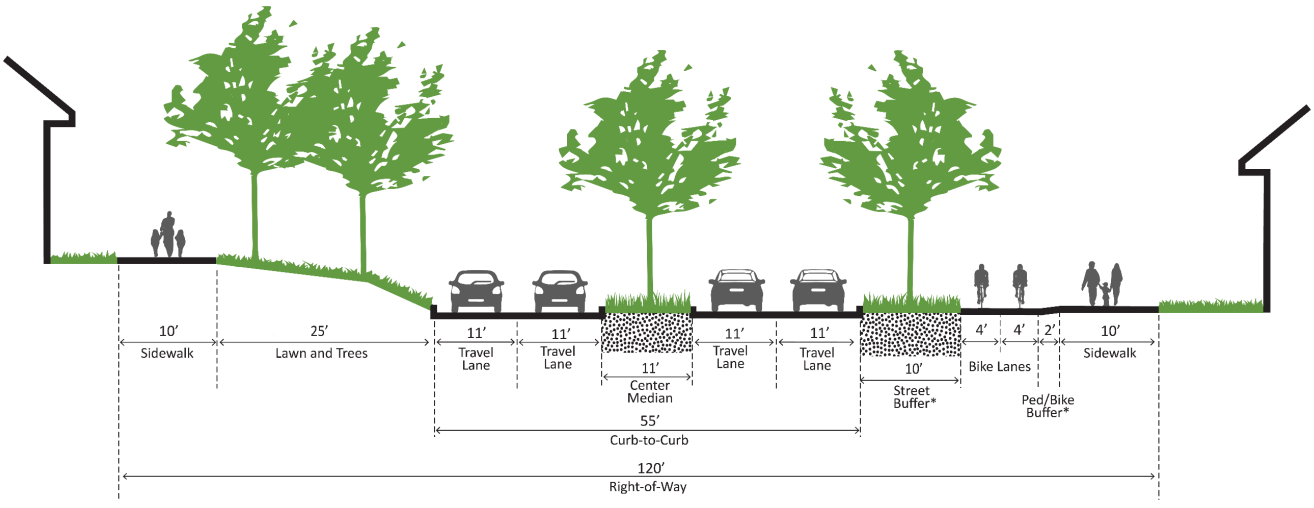
Figure 26. Georgia Avenue (M-8): Blair Mill Road to Eastern Avenue, Looking North

Additional Street Sections



* Buffers with SWM to employ Best Management Practices

Figure 27. 13th Street (B-3): Georgia Avenue to Eastern Avenue, Looking East



* Buffers with SWM to employ Best Management Practices

Figure 28. 16th Street (M-9): Colesville Road to East-West Highway, Looking North

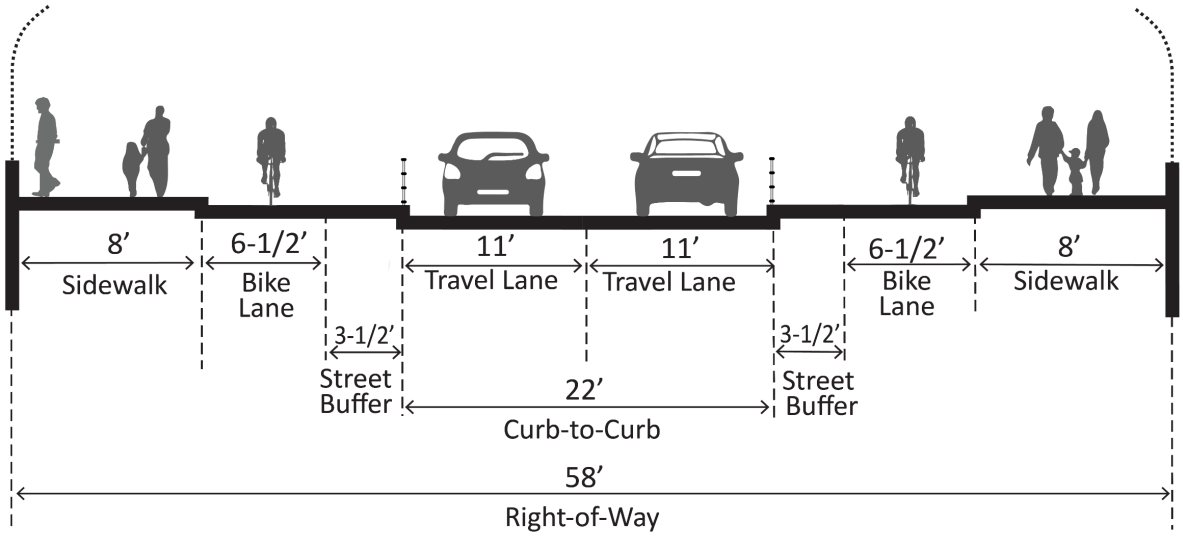
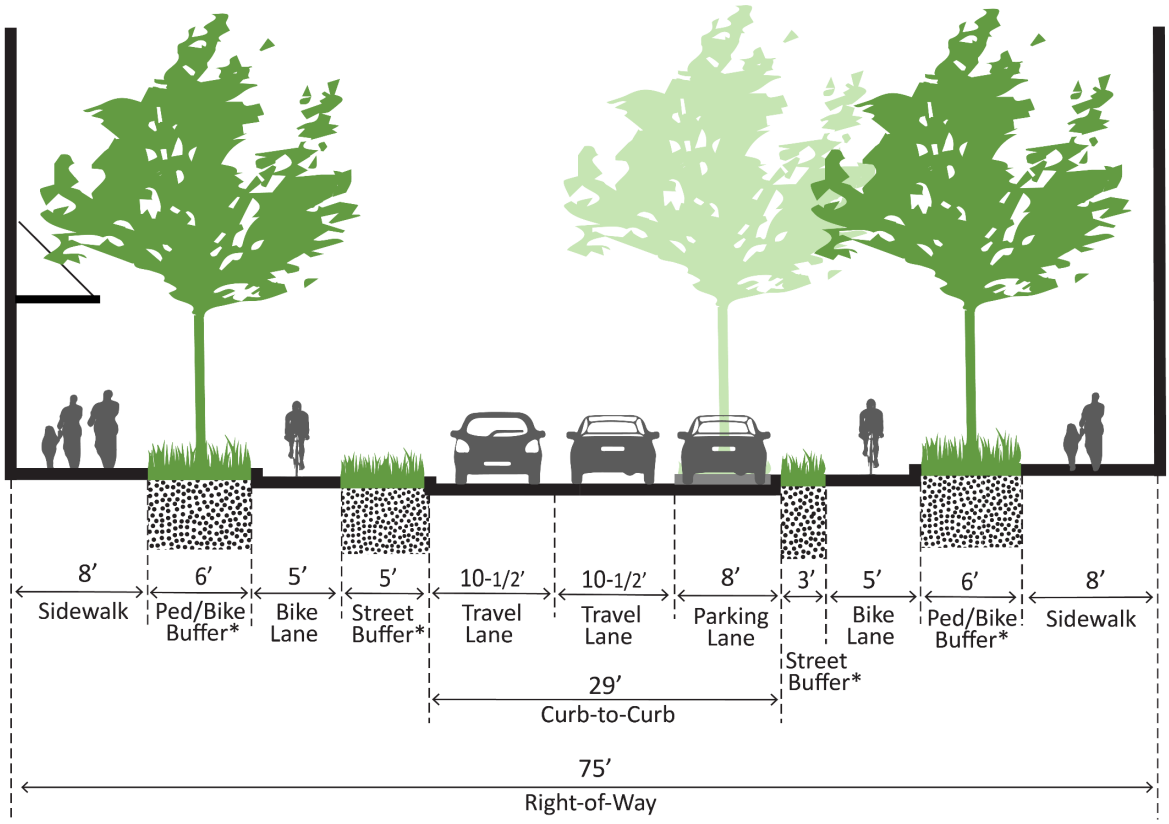
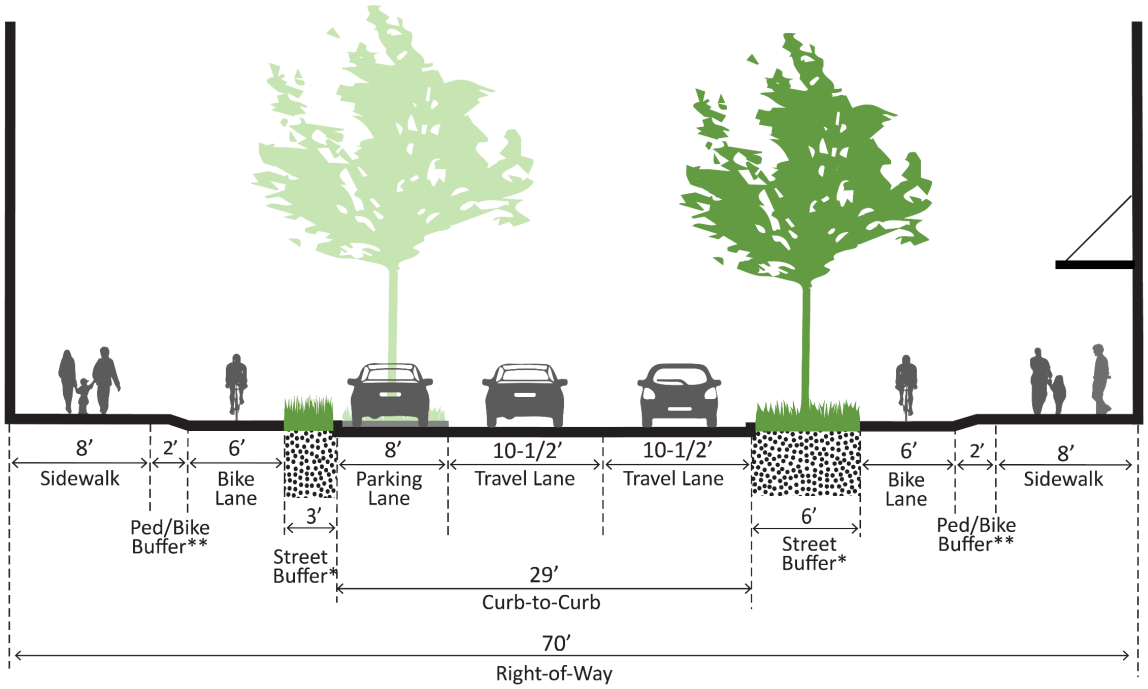


Figure 29. Burlington Avenue Bridge (M-20): Looking East



* Buffers with SWM to employ Best Management Practices

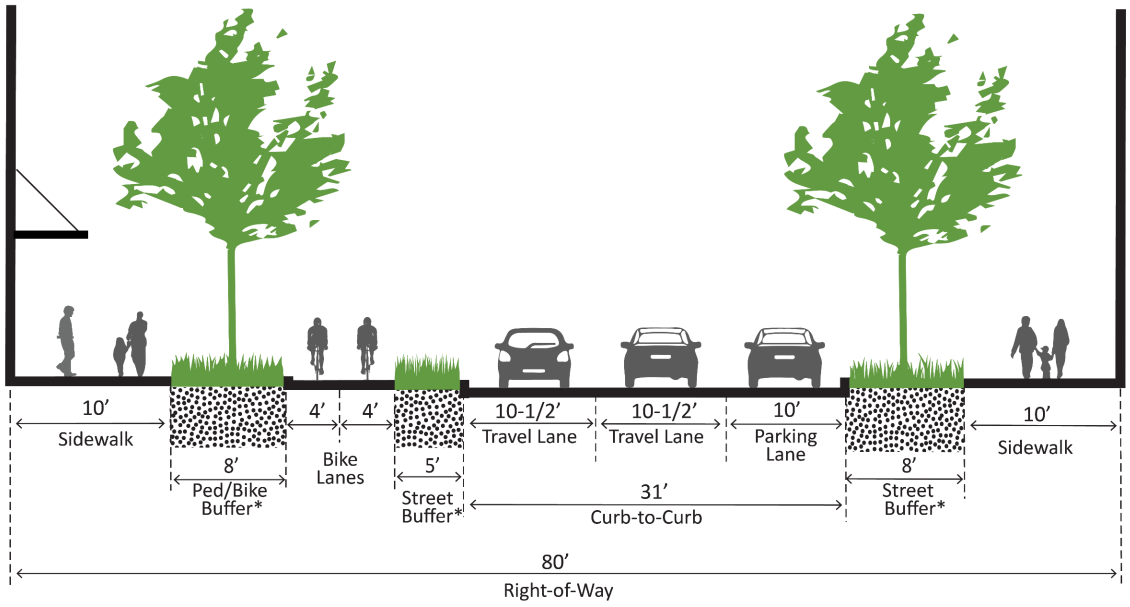
Figure 30. Cameron Street (B-28): 2nd Avenue to Georgia Avenue, Looking East



* Buffers with SWM to employ Best Management Practices

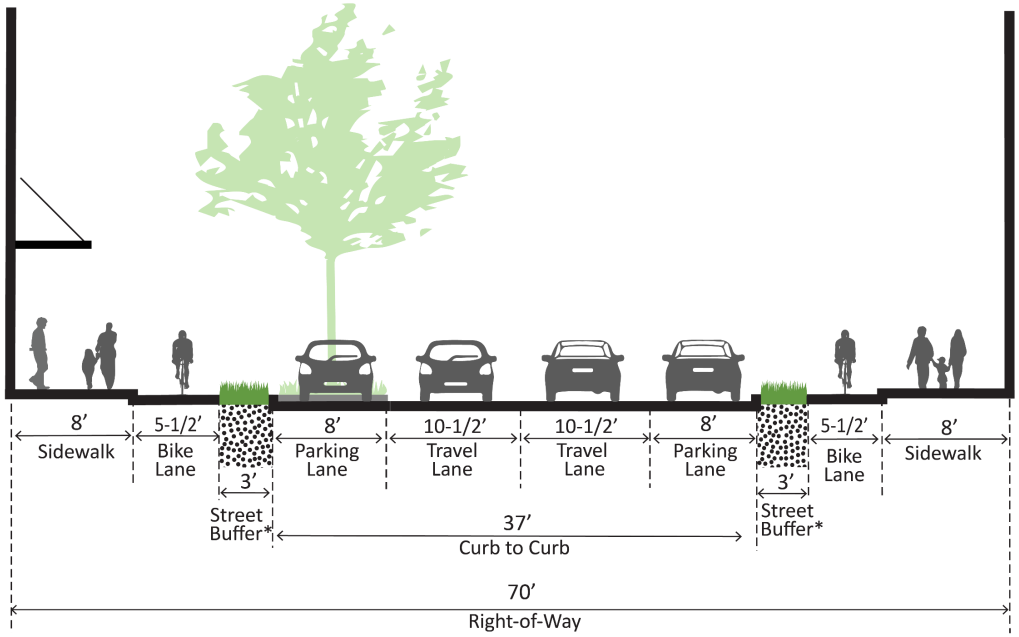
** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane.

Figure 31. Silver Spring Avenue (B-25): Fenton Street to Georgia Avenue, Looking East



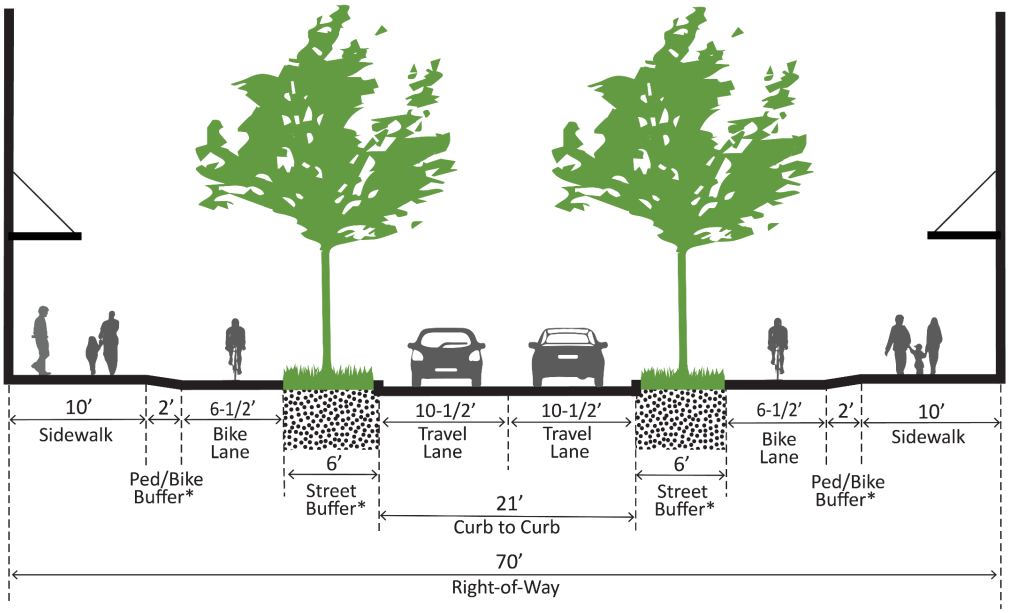
* Buffers with SWM to employ Best Management Practices

Figure 32. Fenton Street (A-264): Philadelphia Avenue to Wayne Avenue, Looking North



* Buffers with SWM to employ Best Management Practices.

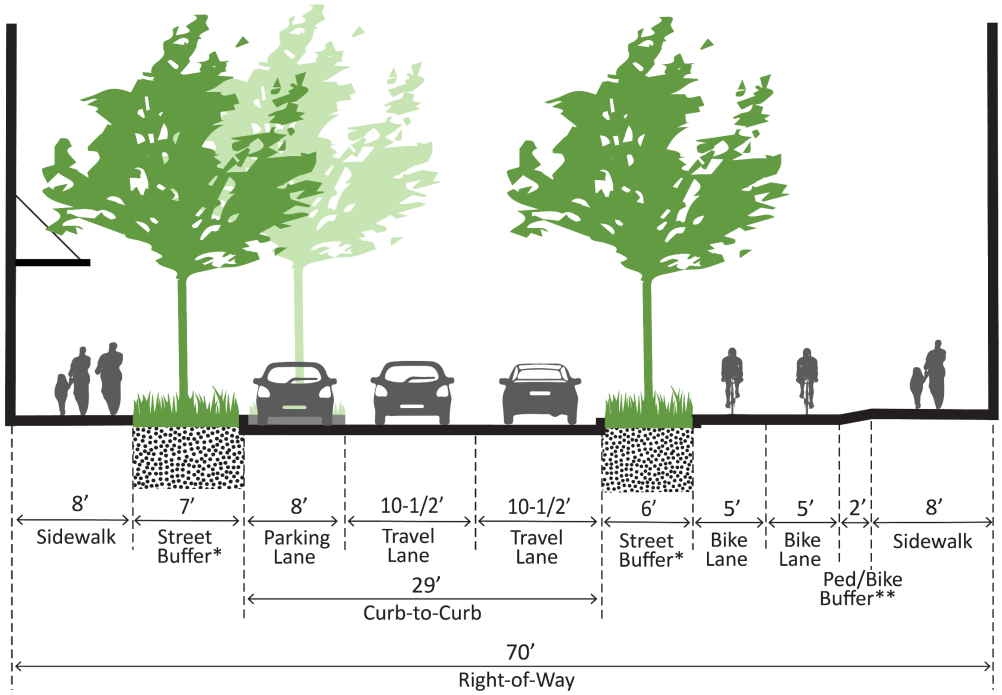
Figure 33. 1st Street (B-1): Spring Street to Fenwick Lane, Looking North



* Buffers with SWM to employ Best Management Practices

** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane

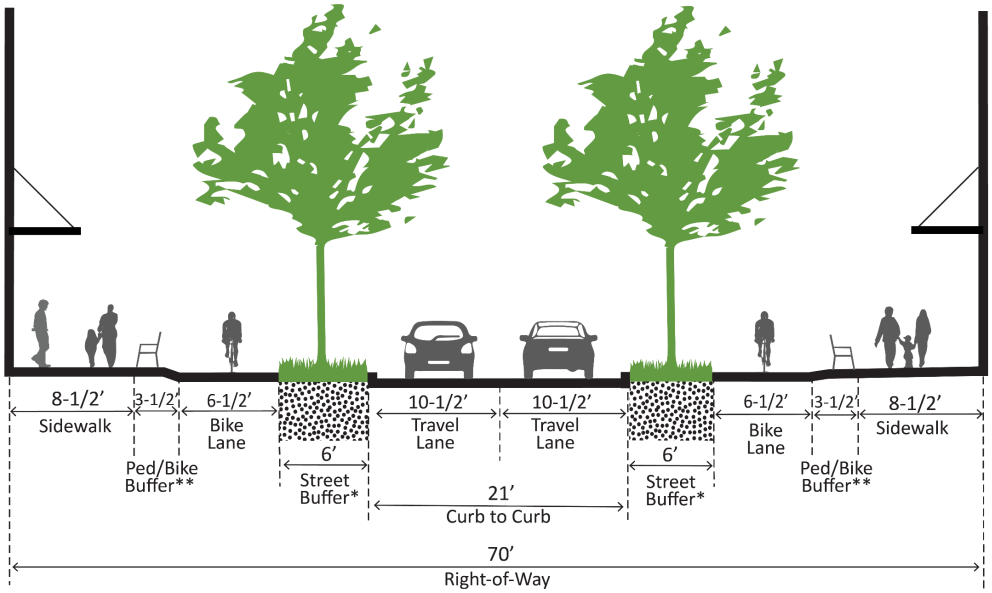
Figure 34. 1st Street (B-30) Extended, Fenwick Lane to Cameron Street, Looking North



* Buffers with SWM to employ Best Management Practices

** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane

Figure 35. Blair Mill Road (B-25): Eastern Avenue to East-West Highway, Looking East



* Buffers with SWM to employ Best Management Practices

** Note: Ped/Bike Buffer: to differentiate the bikeway and the sidewalk, this space includes a mountable curb (1V:4H maximum) and 1 foot paver band. The sidewalk is 3 inches above the bike lane. 3.5’ can also accommodate street furniture or similar.

Figure 36. New Streets (B-31 and B-32), Looking North