



A Smart Place to Live

Rhode Island Avenue Protected Bike Lanes 30% Design

May 9, 2018 Public Meeting #2

Welcome

Rhode Island Avenue Protected Bike Lanes Project

Preliminary Engineering (30% Design)

- City sponsored project
- Prince George's County Road

Grant for this phase of design provided by the Metropolitan Washington Council of Governments (MWCOCG)

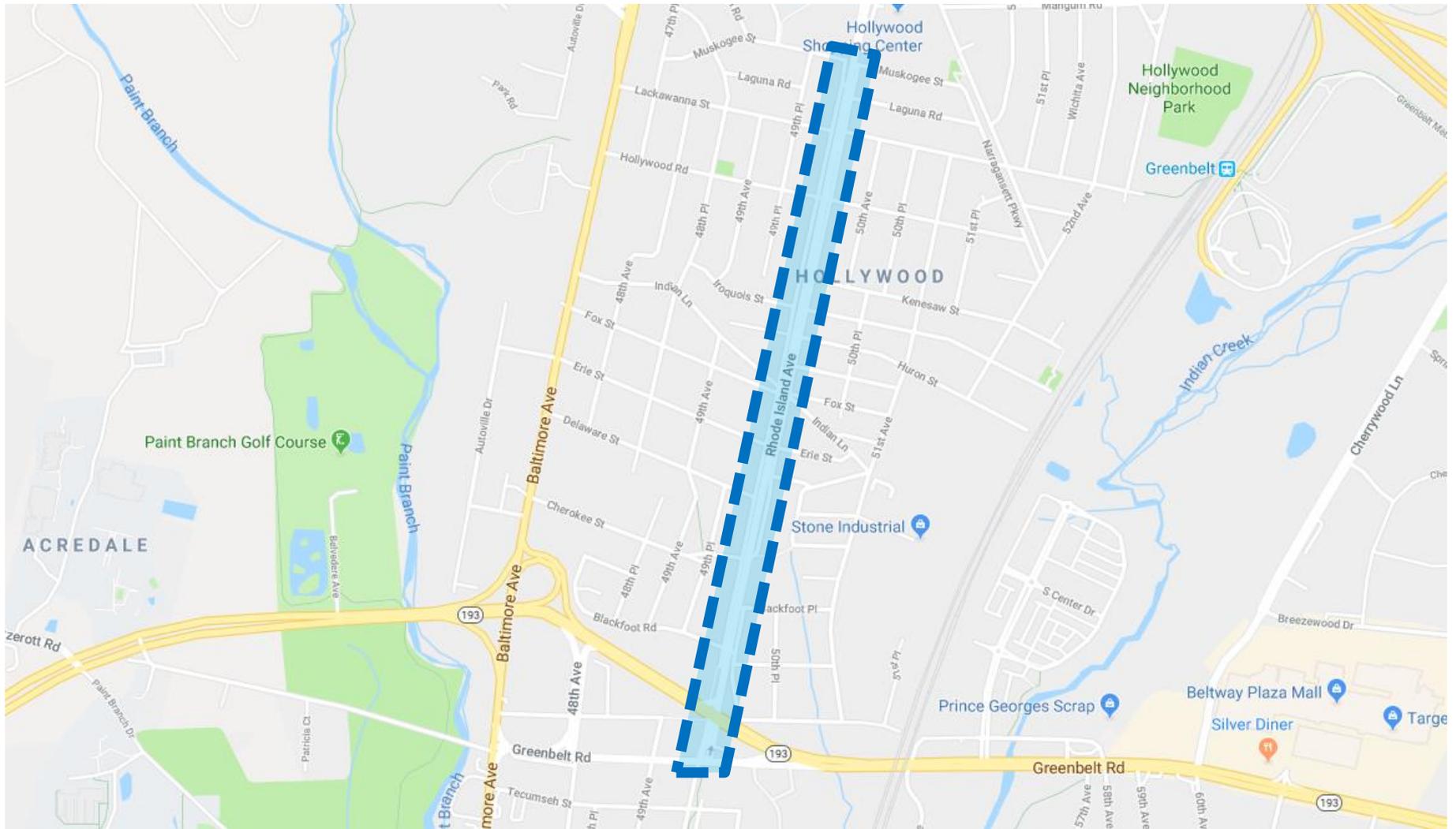


Project Schedule

Nearing completion of this 30% Design Phase

Schedule	Date
1. Kickoff Meeting	Nov
2. Perform Survey	Nov-Dec
3. Prepare Concepts	Jan
4. Community Meeting No. 1 – Concept Design	Feb
5. Select Preferred Option	Feb-Mar
6. Prepare 30% Design	Mar-Apr
7. Community Meeting No. 2 – 30% Design	May 9
8. City Council Presentation	May 15

Project Location

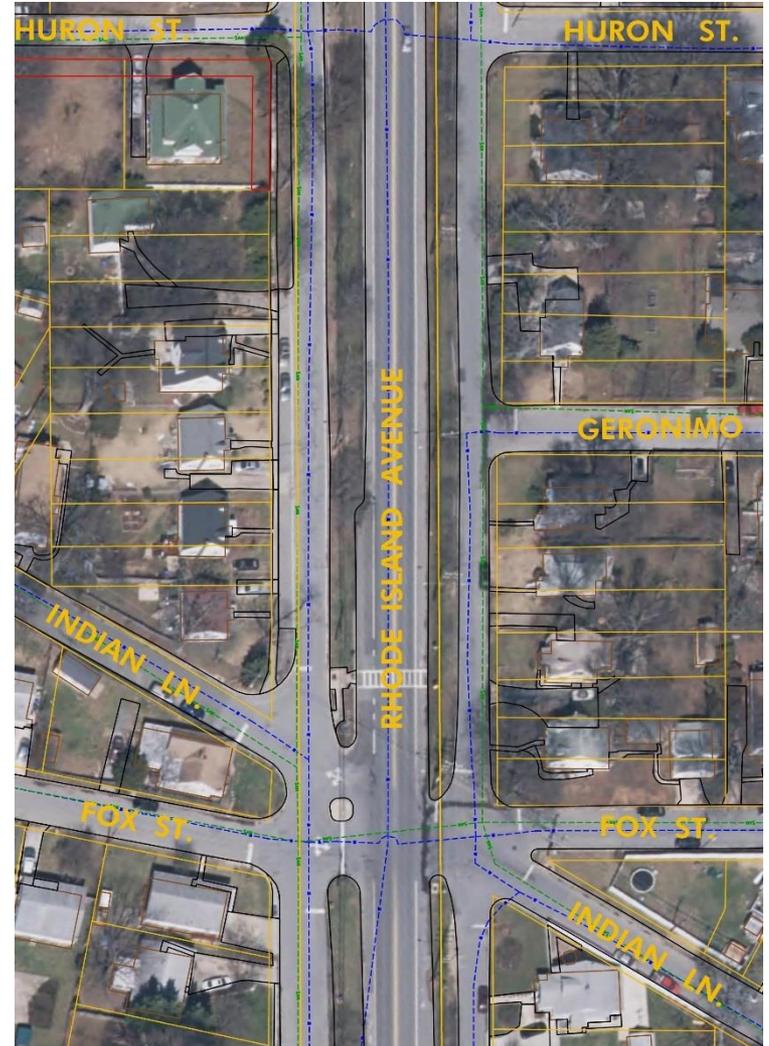


Project Goals

- Provide a continuous, safe and usable cycling route for all ages and abilities;
- Connect College Park North and the Hollywood Commercial District with:
 - Downtown College Park
 - Riverdale Park
 - Hyattsville
 - Metro/MARC;
- Emphasize Safety for all roadway users

Design Approach

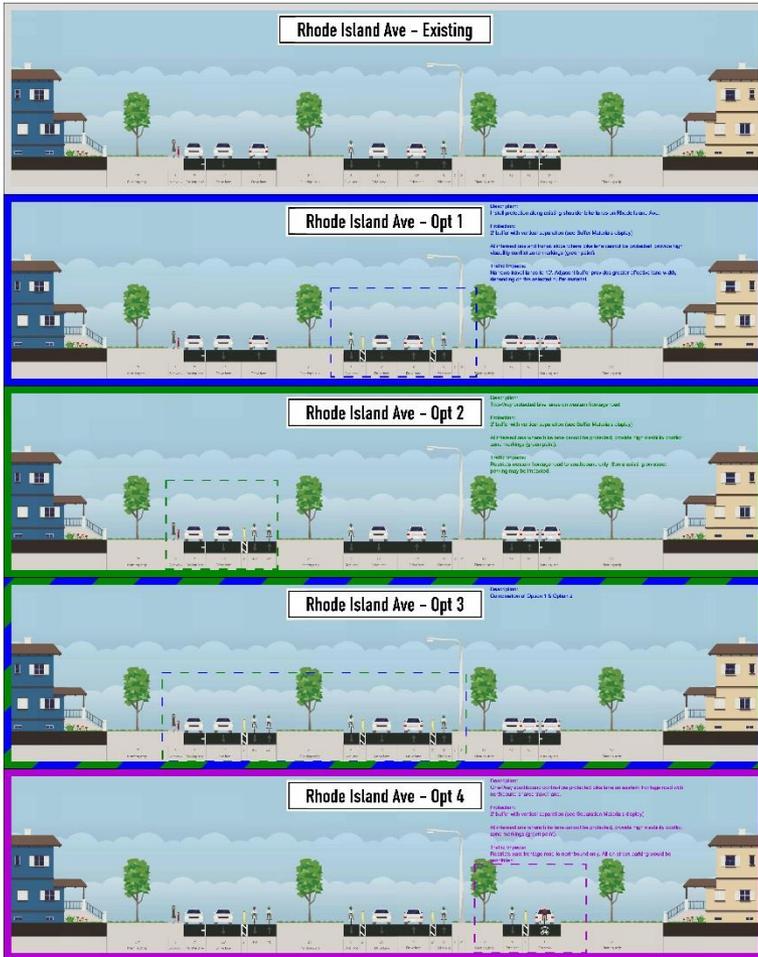
- I. Surveyed existing road surface
- II. Evaluated potential bike facility alternatives (Typical Sections)
- III. Identified the most effective alternatives
- IV. Developed concept designs



Four (4) Concept Options

Initial concepts evaluated included:

- 1) Mainline Only
- 2) West Service Road Only
- 3) Combined Options 1 & 2
- 4) East Service Road



Concept Options Typical Sections (Blackfoot Rd to Muskogee St)

Rhode Island Avenue
Protected Bike Lanes



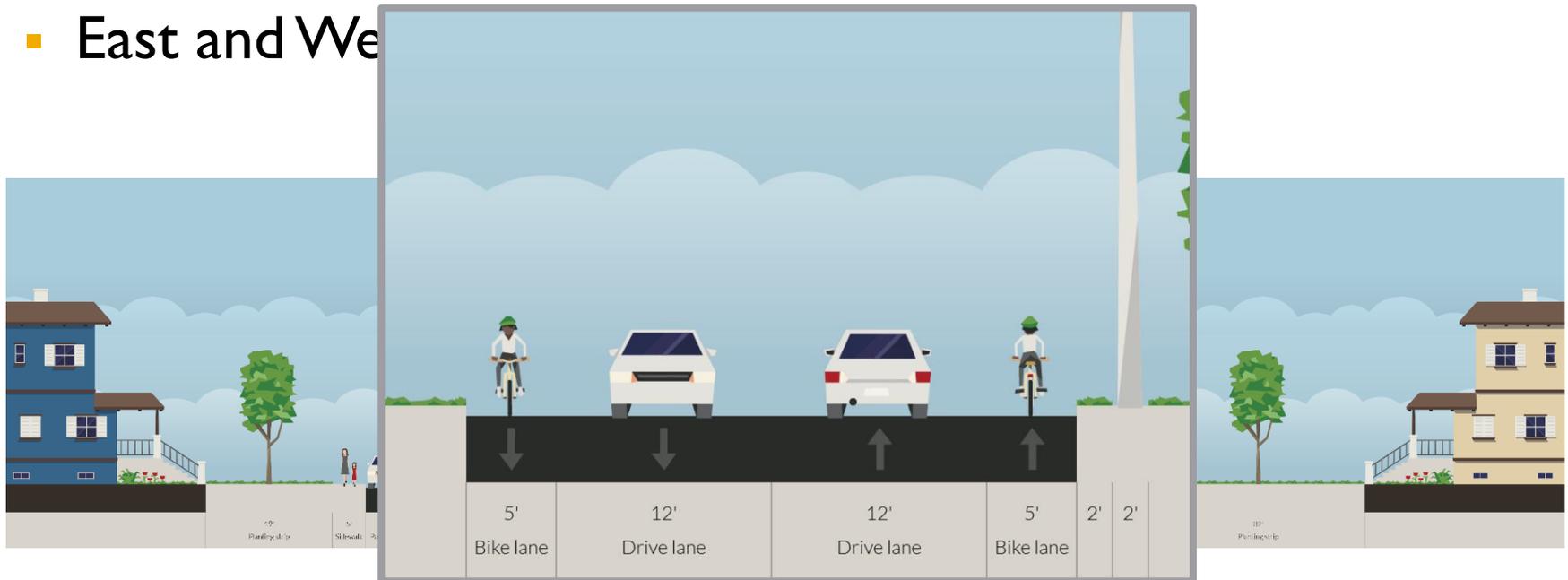
February
2018

Existing Conditions

140' Right of Way (+/-)

Bike Lanes on Rhode Island Ave mainline:

- 5' bike lanes with no protection
- 12' travel lanes
- East and West



Rhode Island Ave Protected Bike Lanes

Alternatives Evaluation

- Feedback on the Alternatives presented at February 21, 2018 public meeting:
 - Preference to avoid impacts on Service Roads
 - Strongest support for Options 1(a) or 1(b)

Comment Summary - Concept Design Options	
45 attendees	
19 Comments Received *	
2 Oppose Any Improvements	
6 Oppose Any Impacts to Service Roads	
3 Oppose Option 4	
9 Support Option 1(a)	<i>Continuous vertical barrier</i>
3 Support Option 1(b)	<i>Vertical barrier at intersections only; buffered bike</i>
2 Support Option 2	<i>Two way PBL on western service road</i>
0 Prefer Option 3	
0 Prefer Option 4	
1 Requested Placing Two-way PBLs on one side of RI Ave	
<i>* Several commenters supported/opposed multiple options</i>	

Alternatives Evaluation

- **Stakeholder Feedback**

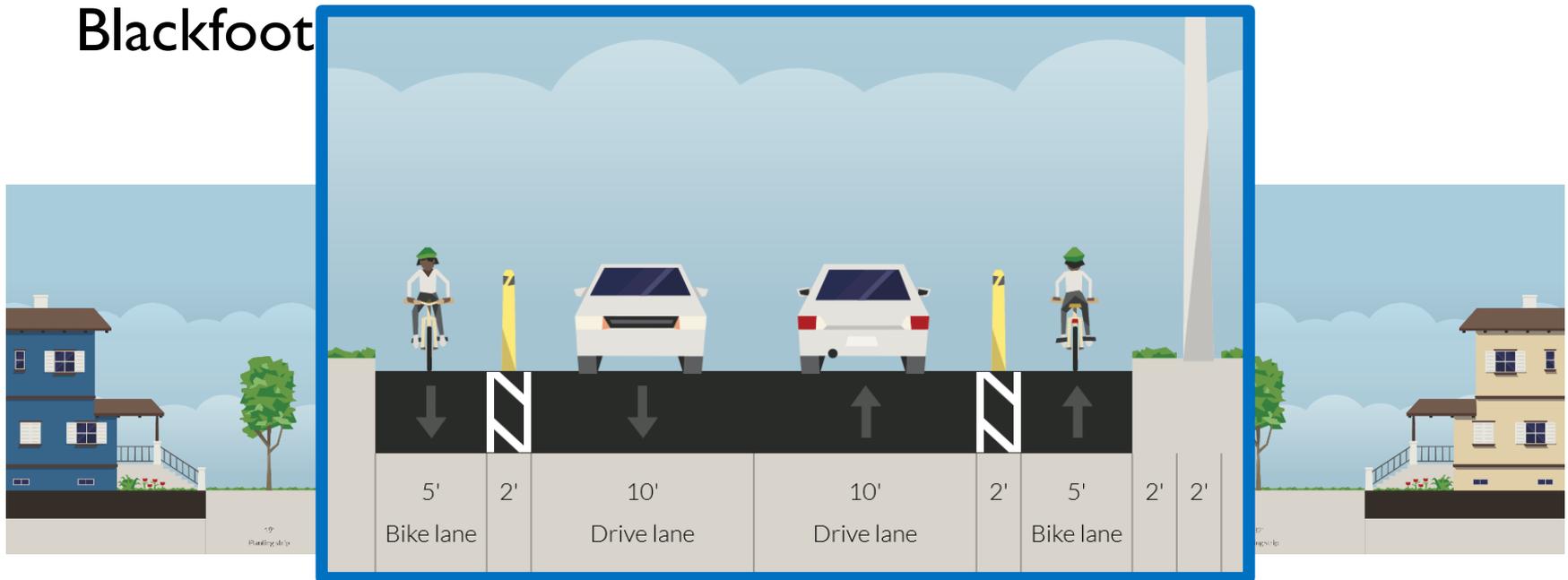
- Continuous vertical separation (ie. flex-posts) is not desired due to maintenance challenges
 - Snow Plowing
 - Street Sweeping
 - Buffer Material Maintenance and Replacement
- General preference to implement Option 1(b)
- WMATA requested a 100' gap in vertical separation at bus stops to maintain current operations.



Preferred Alternative (Option 1a)

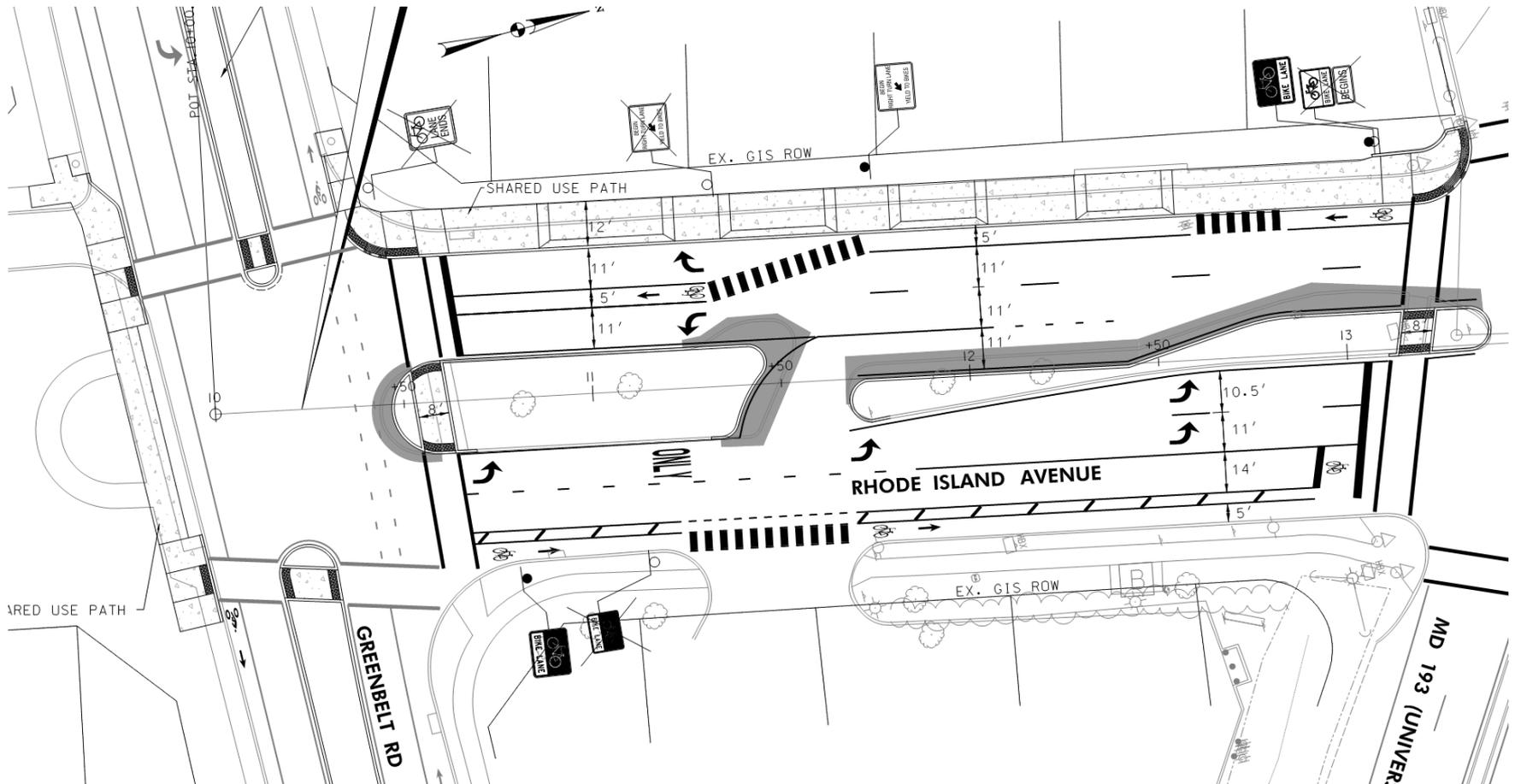
Protected Bike Lanes on Rhode Island Ave mainline:

- 5' bike lane with 2' buffers, continuous vertical separation
- 10' travel lanes
- Conventional bike lanes with shared use path south of Blackfoot



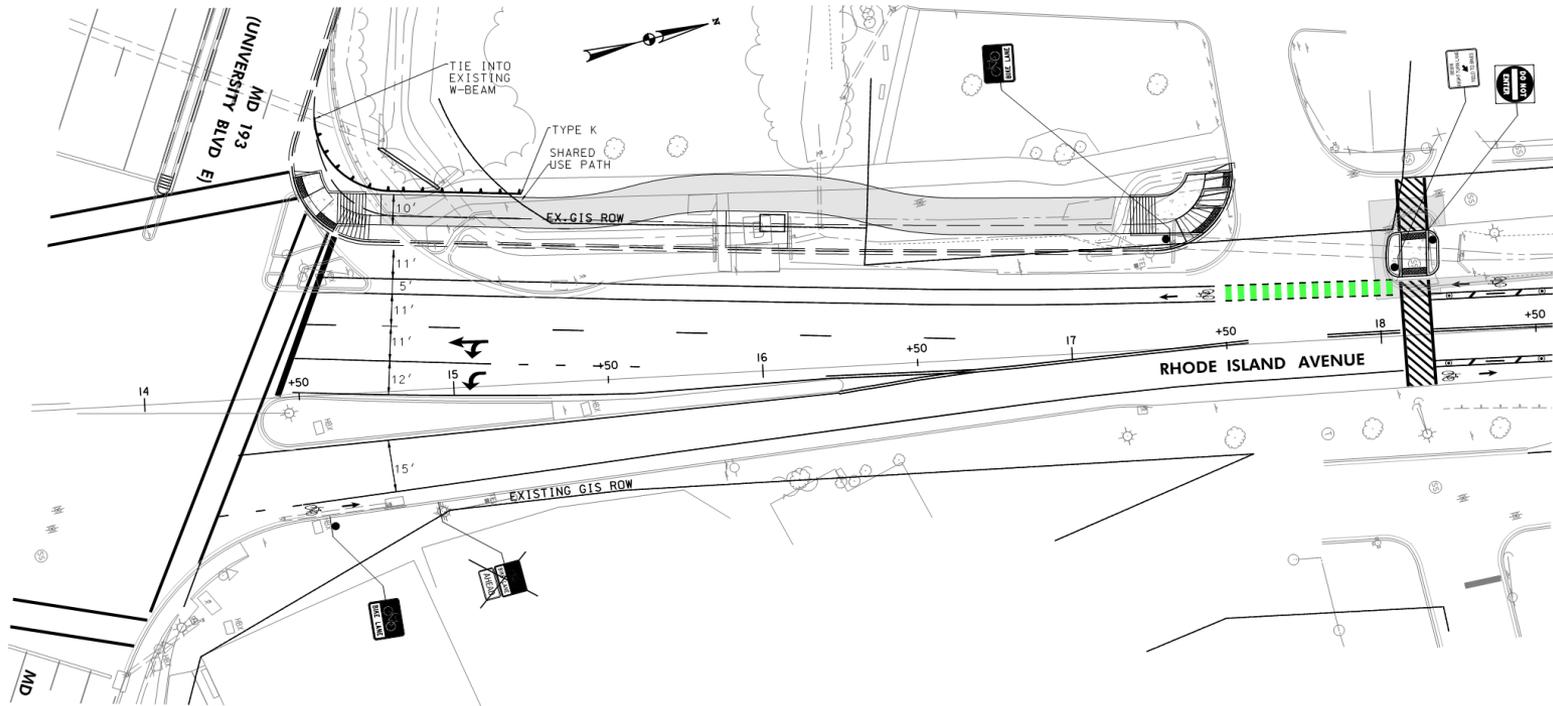
Shared Use Path Improvements

Limits: Greenbelt Road to University Boulevard



Shared Use Path Improvements

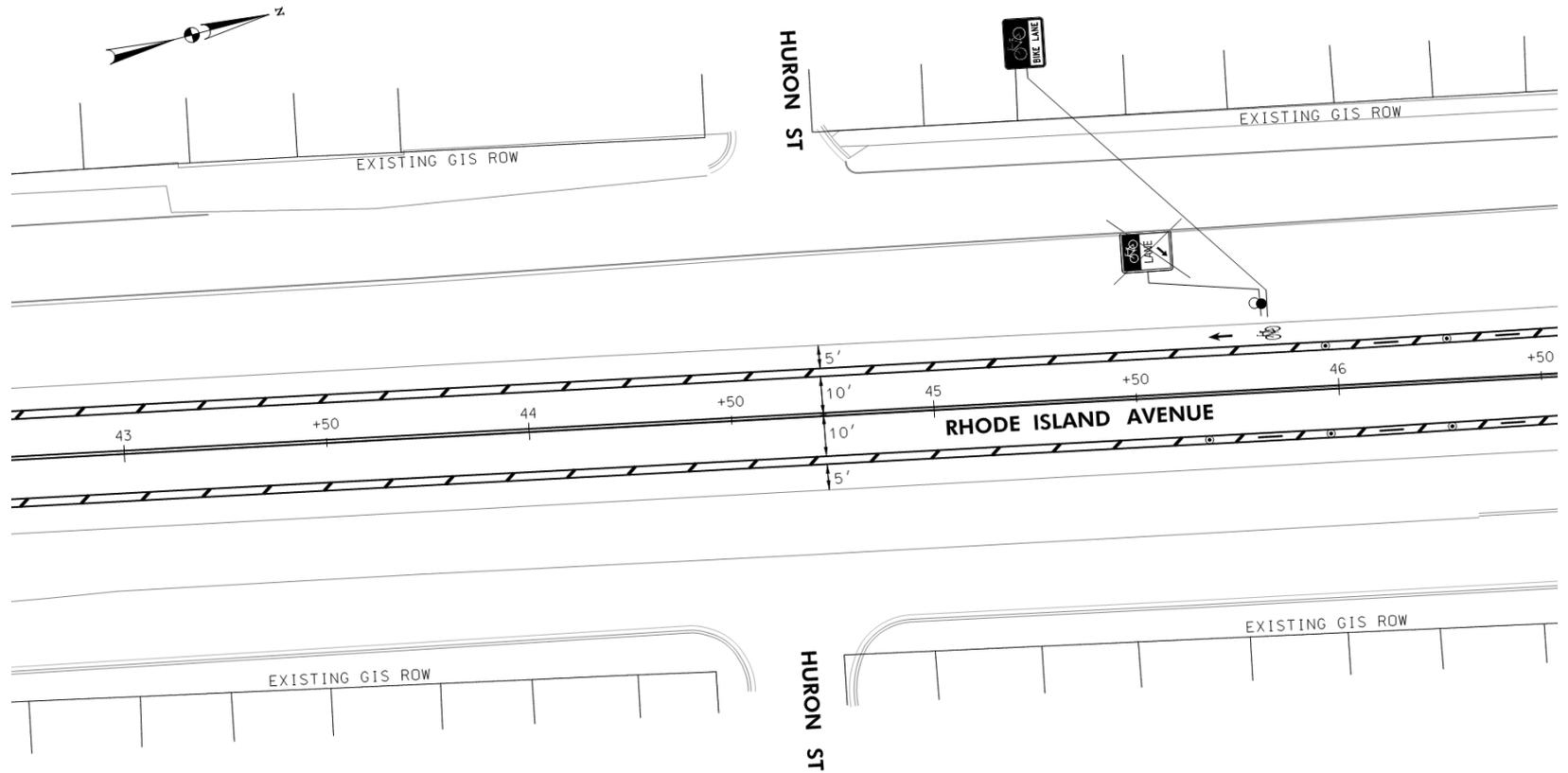
Limits: University Blvd. to Blackfoot Road/Attic Towers



30% Design – Option 1(b)

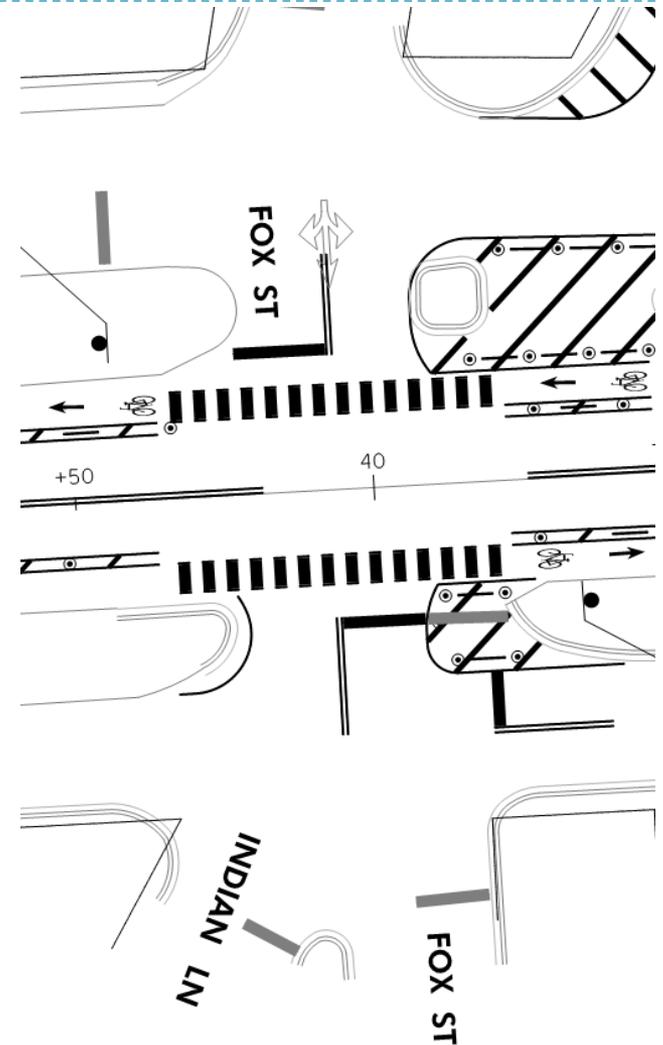
Buffer Separated Bike Lanes, Vertical Barrier at Intersections

Limits: Attic Towers to Muskogee Street



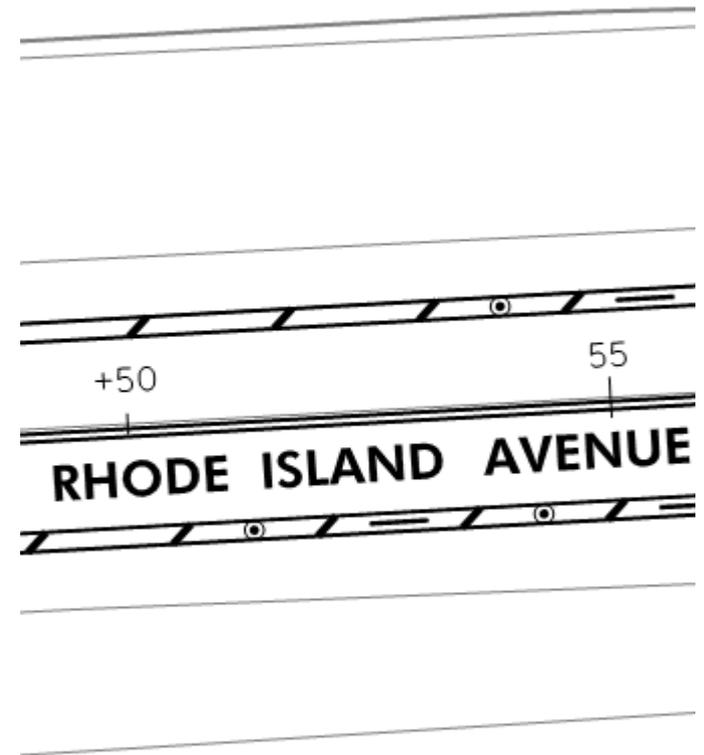
Intersections

- Reduce street width at intersections with painted buffers and vertical elements
 - Discourages high-speed turning movements
 - Reduces cyclist exposure
- Highlight conflict zones with green pavement markings
 - Emphasize locations where drivers should watch for cyclists



Buffers

- 2 foot wide painted buffer
 - 2 – 4” edge lines
 - Diagonal hatching spaced at 15’
 - Bike lane markings
- Vertical separation introduced at intersections:
 - Discourage drivers from entering the bike lane (ie. pass turning car)
 - Alerts drivers in advance of the intersection



Vertical Separation

- Provided at Intersections
 - 90' approaching intersections
 - 30' beyond intersections
 - 15' between devices (Flex-post & 6' Wheel Stops)
 - Example below from 4th St NE, Washington DC
 - Separation discontinued 100' at bus stops



Illustrative Rhode Island Ave Option 1(b)



Project Cost

Major Cost Items:

Road resurfacing:	\$360,000
Shared Use Paths	\$70,000
Traffic Controls, PM	\$205,000

20% Contingency \$ 175,000

Estimated Construction Cost: \$ 1,054,000

Our goals this evening

Discuss the 30% Design

Answer your questions

Receive feedback on the 30% design

Comment Forms



Contact

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