

Non-Motorized Access Needs Assessment

Long Branch and Piney Branch
Purple Line Stations



It's Going to
Happen!



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Getting There Has Been Slow & Painful



Things Are Going To Be Different

- A new modern transit mode that will connect you with more opportunities
- An upgraded, safer, more attractive walking and biking environment
- New services adding to existing opportunities in your community

PLCC Federal Transit Administration Grant

Our Job
is to:

- Help make sure the project goes in as intended
- That you can get there as easily and safely as possible
- That the community becomes a better and safer place to get around, and a better place to live, work and play



The Challenge

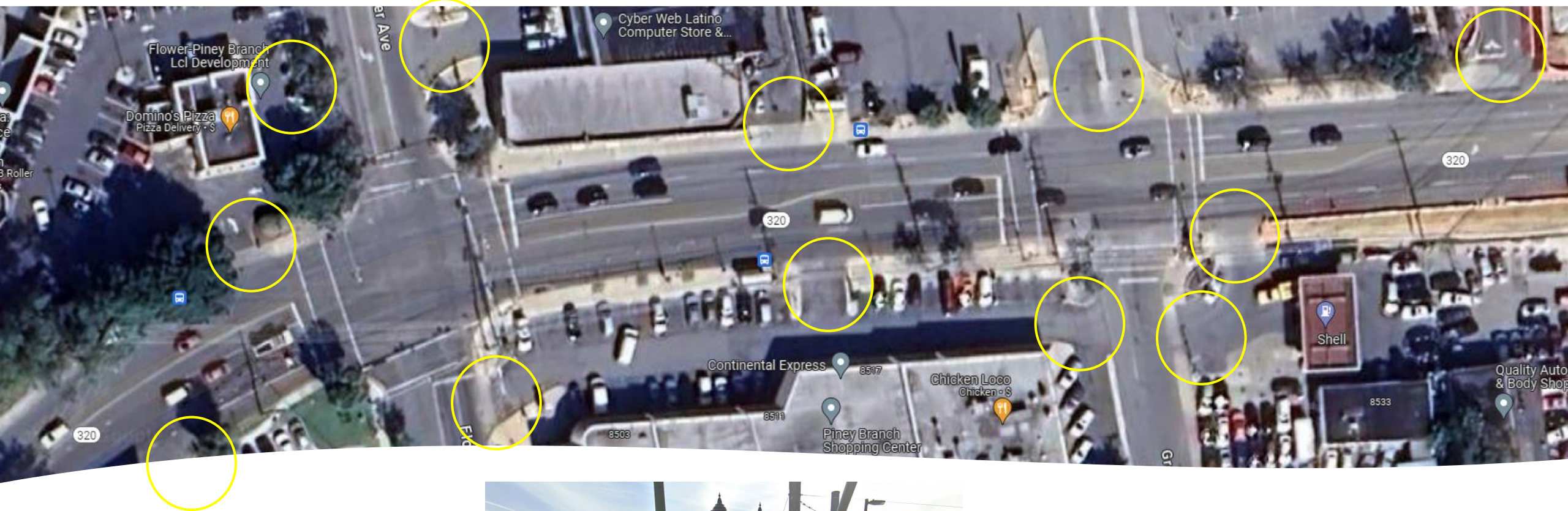
This is a world that was designed for vehicles, not people



Narrow Sidewalks Next to Fast Moving Traffic



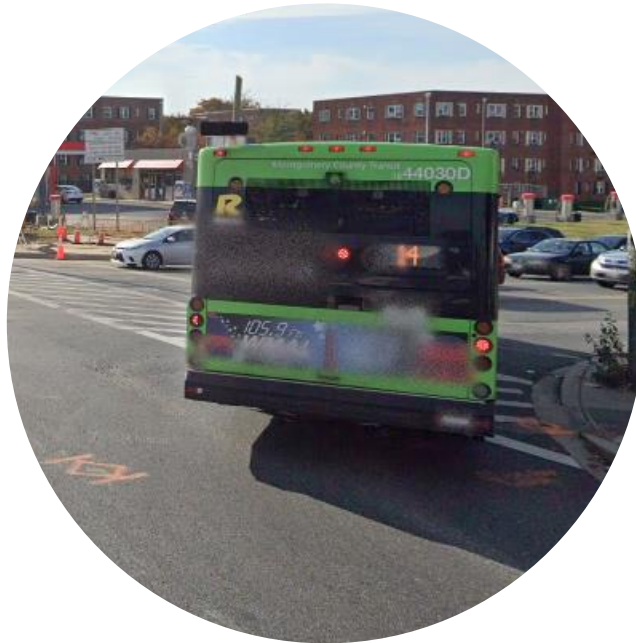
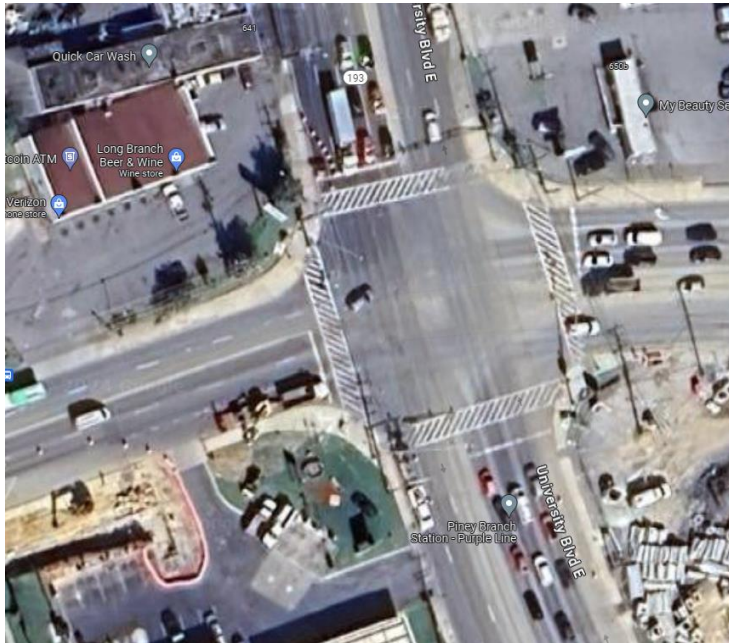
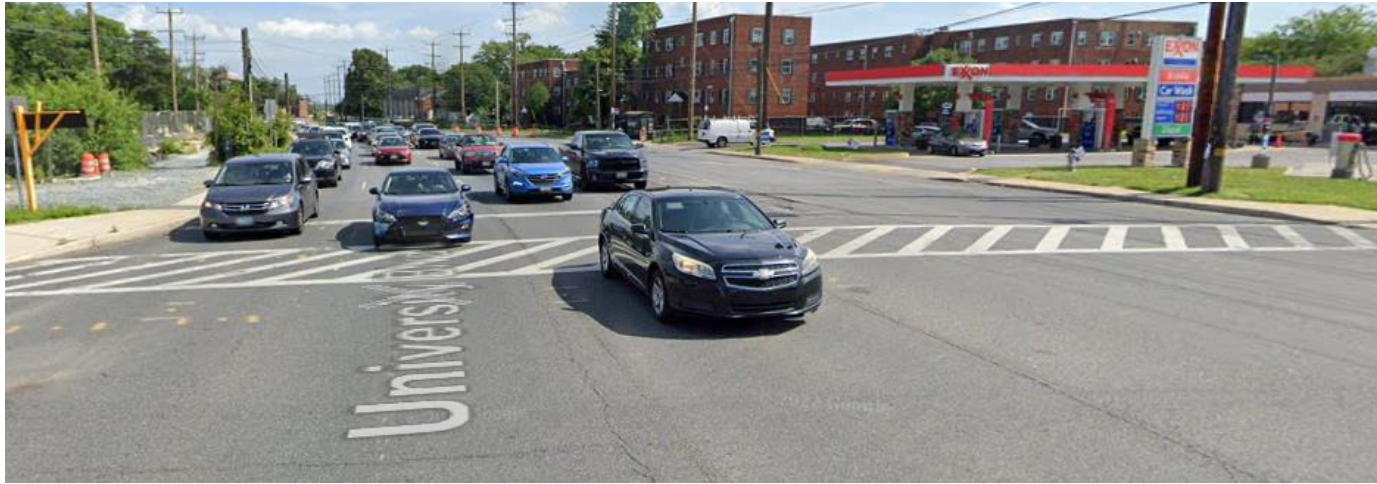
- High posted speeds,
- Infrequent signage
- Questionable enforcement



Lots of Parking
Lot and Business
Entrances



Sidewalk
Obstructions



Wide Streets

Big
Intersections

Long
Crosswalks

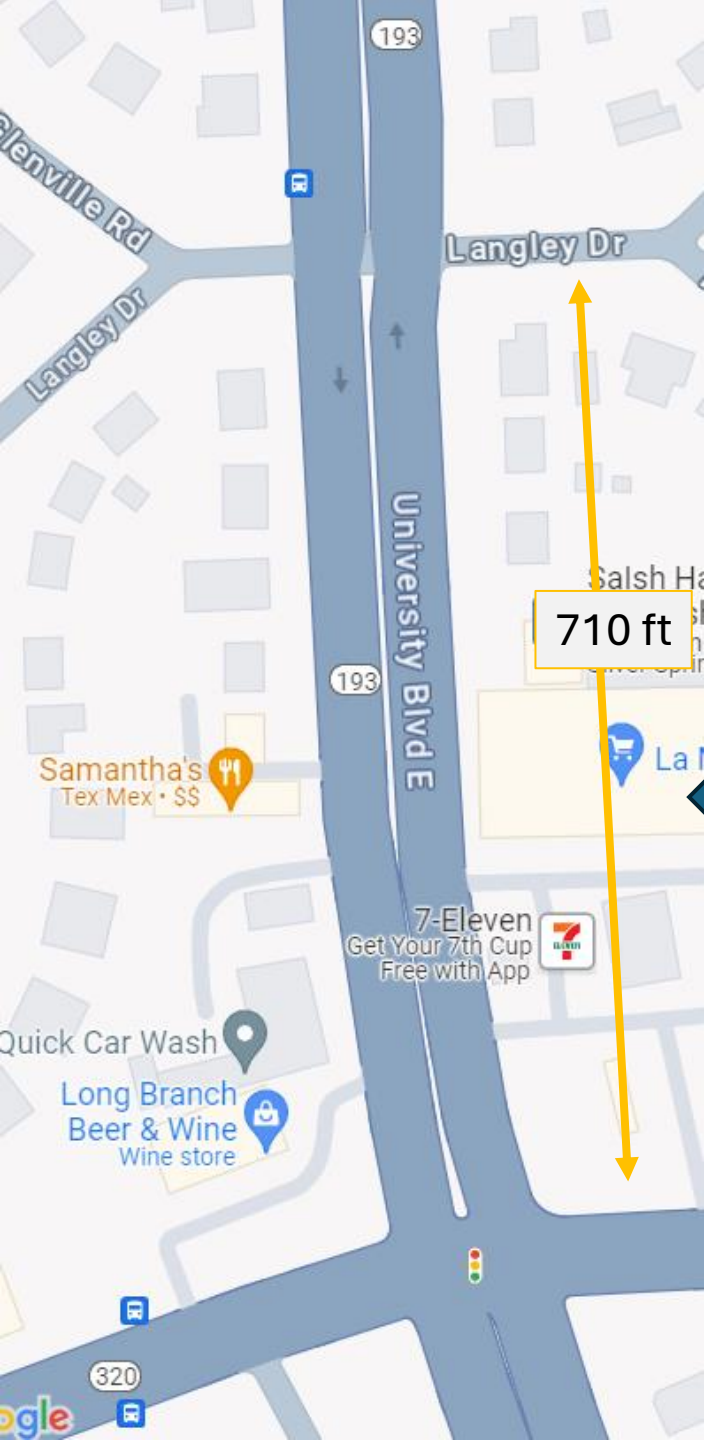
Turning
Vehicles



Signal Timing that Favors Vehicles over Pedestrians

Pedestrian Crossing Buttons that Don't Help Much

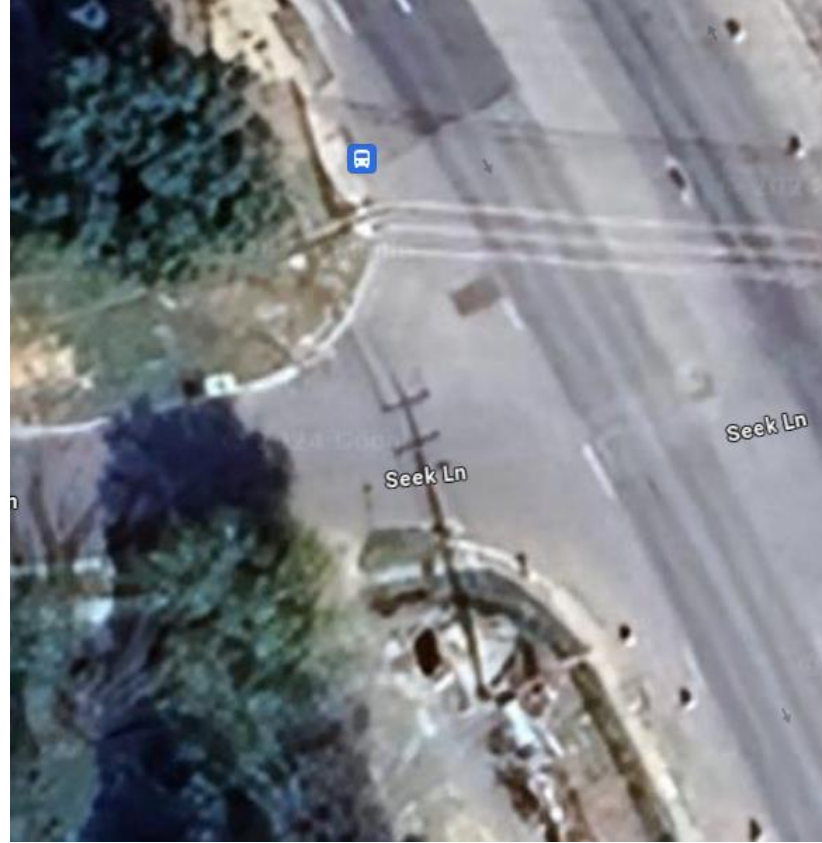




Unprotected Crossings

Long Distances Between Signalized Crossings





Auto-Friendly Curbs

- Encourages fast in or out turns for vehicles
- Increases exposure risk for pedestrians

Neighborhood Sidewalks: Narrow, One Side





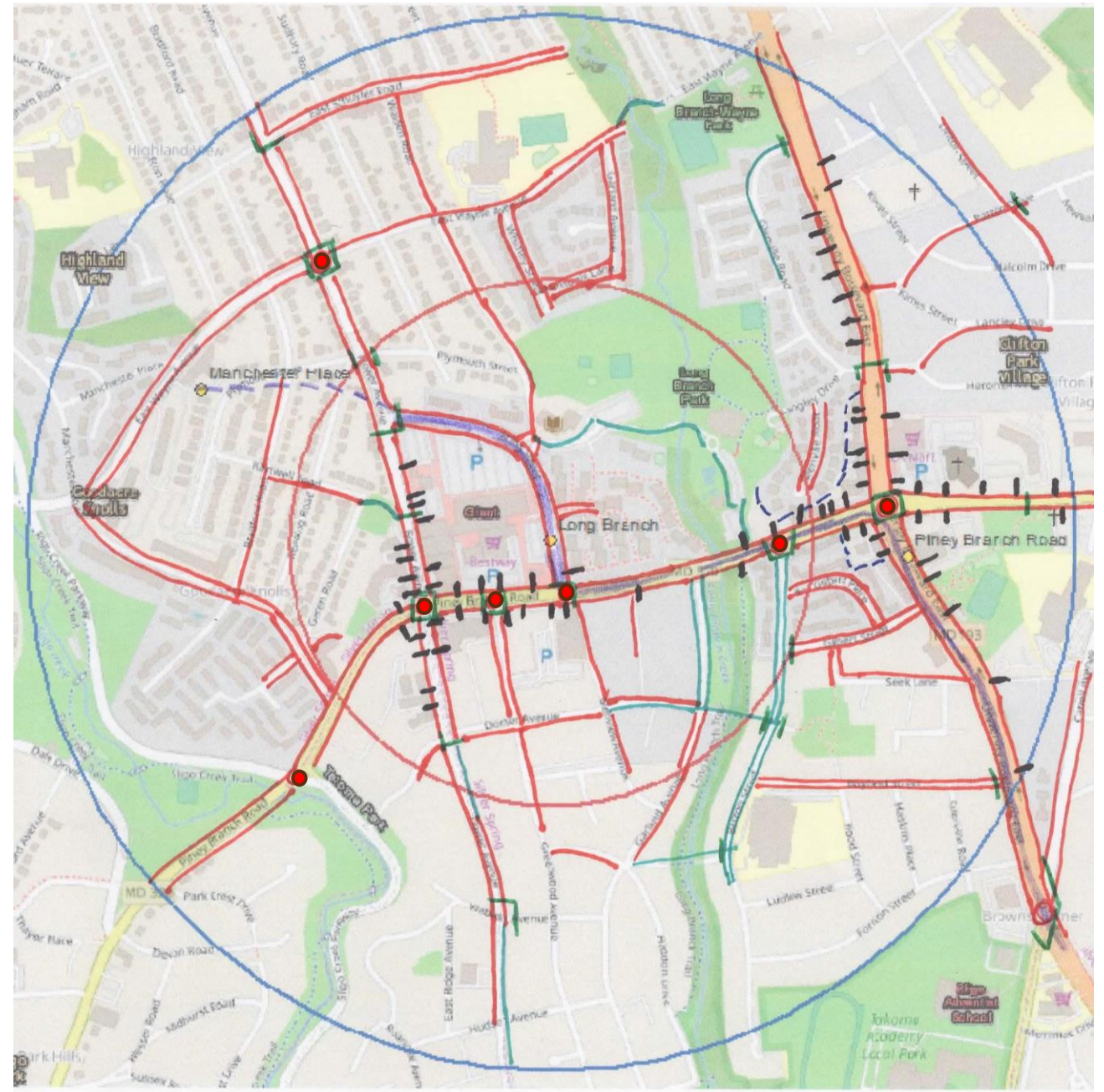
Neighborhoods With Narrow Streets, No Sidewalks, Car
Parking

Sidewalks Not Continuous – Winding Through Apartment Complex



Long Branch/Piney Branch: Existing Conditions

- Signalized intersections ●
- Crosswalks L
 - Incomplete (not 4 way)
 - Missing or poor condition on many minor street intersections
 - Crossing lengthened by large radius corners
 - No accompanying traffic control on major street
- Curb Cuts ==
 - Busy vehicle traffic
 - Driveway slopes
- Blocked Access - - -
- Sidewalks: (subjective)
 - Acceptable —
 - Possibly deficient —
 - Narrow, poor condition
 - No buffer
 - Driveways, obstructions



What's It Going to Look Like?



Long Branch along Arliss

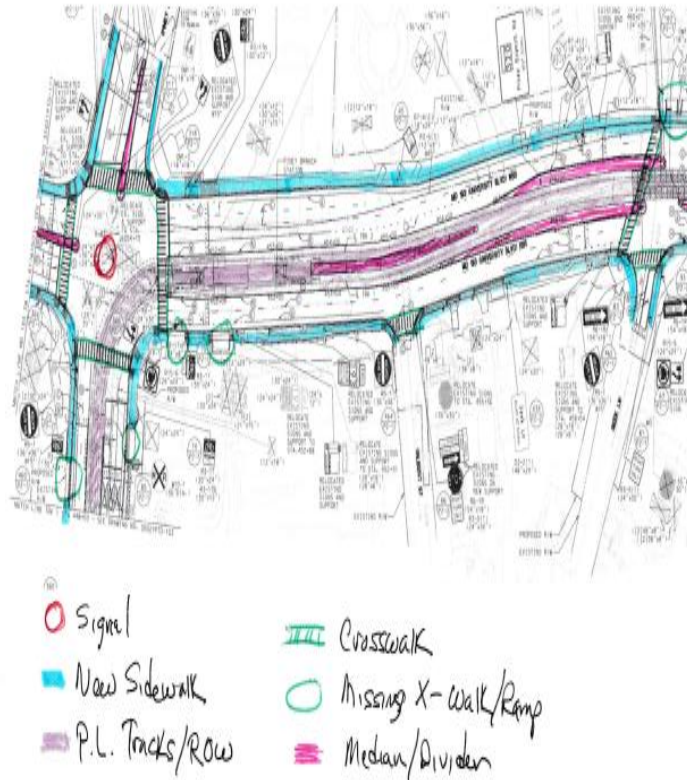
Piney Branch along University



What We Can Tell From the Engineering Drawings

What I am hoping to do on this one (or 2) slide is highlight what the State is planning: (1) where the PL tracks will run, (2) the sidewalk plan with only the adjacent highway affected, (3) remaining curb cuts, (4) median barriers, (5) new or missing crosswalks.

This depends on what I get from MC Planning



Long Branch/Piney Branch: Proposed Improvements

State (MDOT/SHA/PLTP):

- New sidewalks along Flower (east side, Arliss to Plymouth), Arliss (both sides), Piney Branch from Flower to Carroll (both sides), University from Piney Branch south (both sides) ———

Montgomery County DOT (BiPPA)

- New signals at Seek Ln & University, Garland & Piney Branch (+ consolidation with Flower Branch apartments); potential HAWK signal at Flower & Plymouth ○
- Sidewalk “projects” ———
- Shared Use paths on Piney Branch and East Wayne - - - -
- Separated bike lane on Flower from Piney Branch to Arliss - - - -
- New crosswalks at University and Seek Ln, across Gilbert St



Outstanding Questions and Concerns



More clarity on what the main intersection and shopping center will look like; will current auto orientation be retained; also massive intersection at Piney Branch and University



Status of driveways and curb cuts on Flower, Piney Branch and University



SHA sidewalk buffering (lack of) vs posted speeds and enforcement on 320 and 193



Sidewalk needs on Piney Branch west of Flower and University north of Piney Branch



No signalized crossings on either Flower or University north of Piney Branch between Piney Branch and East Wayne



Crosswalk coverage in many locations plus large radius corners around Piney Branch station



Continuity of bike lanes on Flower Ave and shared use paths on E. Wayne



Broad question of sidewalk adequacy in residential neighborhoods