



MONTGOMERY COUNTY DEPARTMENT OF PARKS
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB Item: TBD
June 13, 2024

May 2, 2024

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Miti Figueredo, Director of Parks *MF*
Darren Flusche, Acting Deputy Director, Administration *DF*
Andy Frank, P.E., Division Chief, Park Development Division (PDD) *AF*
Christie Ciabotti, Acting Division Chief, Park Planning and Stewardship (PPSD) *CC*

FROM: Joshua Arnett, P.E., Engineering Section Supervisor, PDD *JA*
Kyle Lukacs, AICP, Trails Planner, PPSD *KL*
Andrew Tsai, P.E., Engineer, PDD *AT*

SUBJECT: Recommendation for Permanent Operating Hours and Extents for Beach Drive Open Parkway

STAFF RECOMMENDATION: APPROVE the permanent operating hours and extents of the Beach Drive Open Parkway from Friday at 9:00 AM through Sunday at 4:00 PM Standard Time / 6:00 PM Daylight Savings Time from Knowles Avenue to Cedar Lane.

PROJECT DESCRIPTION AND TIMELINE

Beach Drive is a Maryland-National Capital Park and Planning Commission (Parks) owned roadway that runs through Rock Creek Park from the DC Border north to Garrett Park Road. Beach Drive provides access to several parks, playgrounds, roads, the Rock Creek Trail, and surrounding neighborhoods.

Open Parkways Program Background

In 2020, Montgomery Parks initiated the Open Parkways Program, which closed portions of Sligo Creek Parkway, Beach Drive, and Little Falls Parkway to motor vehicles during the weekends, to provide additional outdoor recreational space during the COVID-19 pandemic. This program proved very popular. When closed to motor vehicles, the parkways are a welcoming venue to walkers, joggers, cyclists, rollerbladers, and people safely participating in various other forms of recreation. The program averaged over 3,800 visits each weekend in 2020 and over 1,000,000 visits since the program's inception.

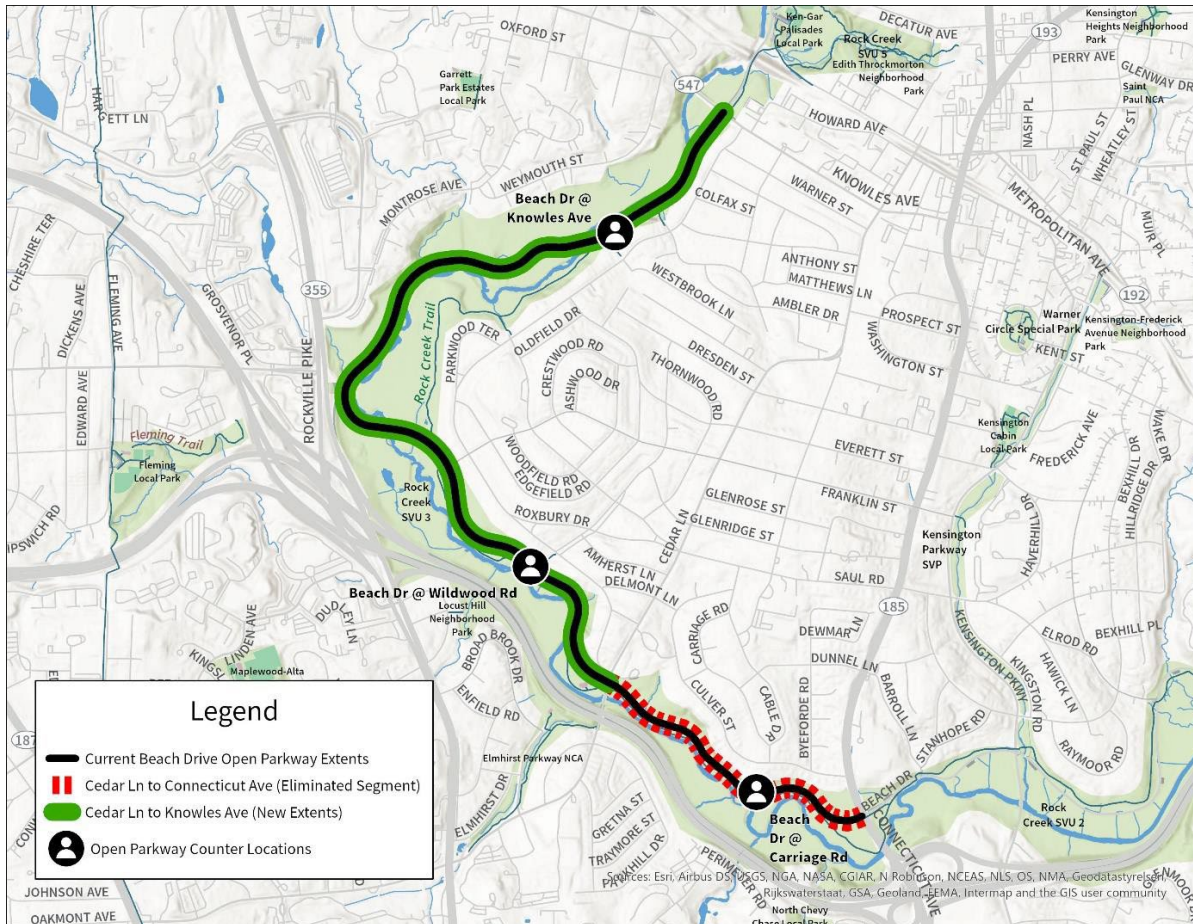


Figure 1: Beach Drive Open Parkway Extents

There has been strong support for the Beach Drive Open Parkway from the general public as well as the County Council. On June 15, 2021, the Montgomery County Council passed *Resolution 19-892: Support for Continuing Open Streets*, which stated that “[t]he Council supports the continuation of Open Streets – including but not limited to Open Parkways, Shared Streets, Streeteries, Temporary Neighborhood Greenways, and the Beach Drive closure in Washington, D.C. – and will support efforts by County and non-County agencies or organizations to enhance these programs as appropriate.”

The Beach Drive Open Parkway was originally implemented from Knowles Avenue to Connecticut Avenue and operated from 9:00 AM Friday morning through Sunday evening at 4:00 PM Standard Time / 6:00 PM Daylight Savings Time each weekend. The Beach Drive Open Parkway operated under these parameters from 4/3/2020 until 12/16/2022 when the operating days and hours were reduced to start at 7:00 AM Saturday. This change was made in response to concerns about neighborhood cut-through traffic along Culver Street as traffic volumes began to increase post-pandemic with return-to-work efforts increasing.

Based on the past four years of observations and input on the Beach Drive Open Parkway Program, Montgomery Parks is recommending that slight modifications to the extents and operating hours should be finalized and made permanent.

OPEN PARKWAY USER COUNT SUMMARY

Since the program’s inception in April 2020, infrared trail counters were installed at Wildwood Road near the existing Rock Creek Trail counter and near Knowles Avenue by the Puller Playground to count the number of pedestrians, bicyclists, and others using the Beach Drive Open Parkway. In addition to these two permanent counters, an Eco-Counter Mobile Counter was installed between Cedar Lane and Connecticut Avenue in December 2023 to collect supplemental data.

The tables below show the average and total visits counted for each location. Figure 2 shows visits for Friday - Sunday from April 2020 until the operating days and hours were reduced in December 2022. Figure 3 shows visits for Saturday - Sunday from December 2022 until the data was most recently collected in February 2024. According to this data, the Wildwood Road location saw higher use than the Knowles location over the first two years of the program. The numbers of visits at both locations following the schedule change show continued usage of the Open Parkway.

	Friday		Saturday		Sunday	
	Average	Total	Average	Total	Average	Total
Knowles Avenue	784	92,524	1,578	209,807	1,475	174,044
Wildwood Road	1,025	55,338	2,115	145,953	2,059	111,158

Figure 2: Beach Drive Open Parkway Counts from April 2020 to December 2022

	Saturday		Sunday	
	Average	Total	Average	Total
Knowles Avenue	916	24,749	1,095	29,565
Wildwood Road	681	40,853	708	42,461

Figure 3: Beach Drive Open Parkway Counts from December 2022 to February 2024

A mobile eco-counter was installed between Cedar Lane and Connecticut Avenue near Carriage Road to count the number of users in this section. In comparing the counts from December 2023 through February 2024, we find that the visits counted near Carriage Road were only about 63% of the visits counted at the Wildwood location. One primary reason for this difference is likely the lack of direct neighborhood access between Cedar Lane and Connecticut Avenue. Any potential Open Parkway users would need to walk to Cedar Lane or Connecticut Avenue to access the Parkway. Conversely, the section between Cedar Lane and Knowles Avenue could be accessed from several points including Wildwood Road, Franklin Street, Saul Road, Clearbrook Lane, and Puller Drive. A chart below compares the counts from these locations.

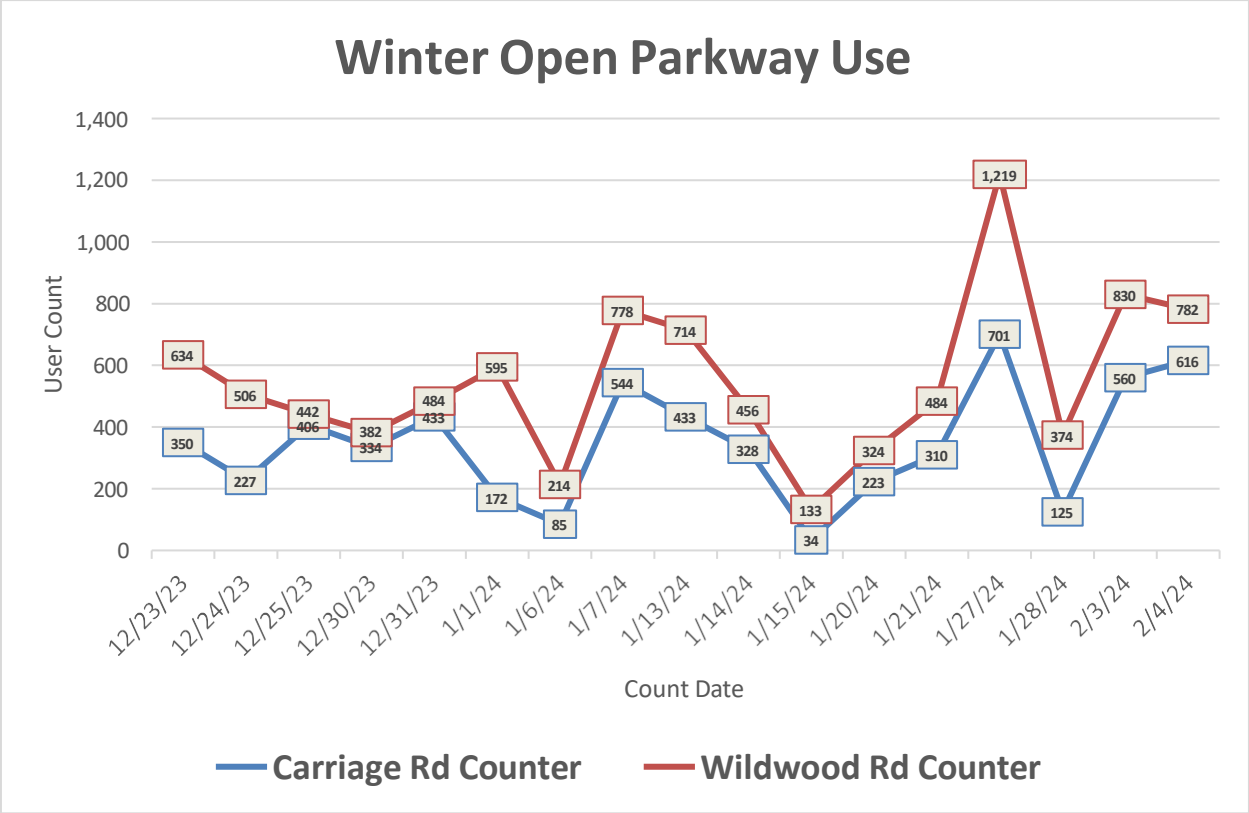


Figure 4: Beach Drive Open Parkway Visits from December 2022 to February 2024

Montgomery County Pedestrian Master Plan & Open Parkways

The Montgomery County Pedestrian Master Plan was approved by the County Council on October 10, 2023. The Planning Board Draft of the Pedestrian Master Plan included guidance on Open Parkways through recommendation B-4g, which stated “[m]ake the Open Parkways that are currently operating along Beach Drive and Sligo Creek Parkway permanent.” The recommendation also states that:

Montgomery County should build on the success of the Open Streets program by making weekend and holiday Open Parkway days and times (including Fridays along Sligo Creek Parkway) permanent. The Rock Creek and Sligo Creek Parkway trails are some of the most popular in the county. Opening Beach Drive and Sligo Creek Parkway to active transportation permanently will provide more safe, comfortable, and direct spaces for walking and bicycling. Spillover effects to adjacent neighborhood streets should be studied, and any negative effects should be mitigated.

During the discussion of the Pedestrian Master Plan at the Transportation & Environment Committee, questions about the need for Open Parkways recommendations to be codified in the Pedestrian Master Plan were raised. Ultimately, recommendation B-4g was not retained in the final approved Pedestrian Master Plan as it was determined that the Parks Department already has the authority to determine Open Parkway Program requirements, and this discretion should be maintained so that it does not limit future Parks directors from making changes to the program based on future changes or conditions.

Culver Street & Neighborhood Cut-Through Traffic

While the Beach Drive Open Parkway Program has proven to be popular, members of the Byeforde-Rock Creek Highlands Citizens Association and neighbors on Culver Street have raised concerns about the unintended traffic impacts from closing Beach Drive to vehicular traffic. With Culver Street being the first Street north of Beach Drive, many drivers including those who use GPS navigation systems will use Culver Street as a cut-through to Cedar Lane and other destinations. In addition to local traffic, many drivers experiencing delays along the I-495 Capital Beltway may be directed to Culver Street by GPS navigation systems.

In response to the complaints of neighborhood cut-through traffic, the Montgomery County Department of Transportation (MCDOT) collected traffic counts on Culver Street in March 2021 when the Open Parkway was active Friday – Sunday.

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
	3/13/21	3/14/21	3/15/21	3/16/21	3/17/21	3/18/21	3/19/21
Total Vehicles	687	459	274	294	269	258	952

The results of this traffic study showed an average total traffic volume of about 274 vehicles per weekday on Culver Street and about 700 vehicles per weekend on weekends. The busiest day on Culver Street was Friday with over triple the amount of weekday vehicular traffic. In response to this traffic, Montgomery Parks modified the Beach Drive Open Parkway schedule to no longer include Friday beginning on December 16, 2022.

In a December 7, 2022 Press Release, then-Parks Director Mike Riley explained that “[t]hroughout our Open Parkways Program, we have continued to measure usage data and traffic impacts and make adjustments to ensure the continued success of the program. In response to community feedback about an increase in neighborhood vehicle traffic, our engineers examined traffic data and concluded that reopening the parkway to vehicles on Fridays would alleviate traffic resulting from the closure and improve neighborhood safety.”

Following the 2022 change to the Beach Drive Open Parkway schedule, the Byeforde-Rock Creek Highlands Citizens Association and Culver Street Residents continued to oppose the extents of the weekend closure due to neighborhood traffic volumes. The tables below show the daily volume, peak hour volume, and 85th percentile speed for Fridays, Saturdays, and Sundays from March 2021 as well as supplemental counts from January 2023 and October 2023. Speed data was collected along with the traffic counts. While the traffic counts and collected speed study data show there were no speeding issues associated with the cut-through traffic, the weekend volumes along Culver Street continued to rise following the elimination of Friday from the Open Parkway Program.

Table 1: Northbound Culver Street Traffic Data

Data Collected	March 2021			January 2023			October 2023		
	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday
Total (Veh/Day)	368	351	253	190	401	263	185	538	351
AM Peak (Veh/Hr)	30	28	17	15	26	40	19	39	49
PM Peak (Veh/Hr)	34	35	35	20	33	28	22	104	34
85th % Speed (MPH)	26 MPH	28 MPH	28 MPH	25 MPH	26 MPH	26 MPH	26 MPH	24 MPH	26 MPH

Table 2: Southbound Culver Street Traffic Data

Data Collected	March 2021			January 2023			October 2023		
	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday
Total (Veh/Day)	584	336	206	247	365	232	199	425	358
AM Peak (Veh/Hr)	43	28	20	15	29	31	20	25	38
PM Peak (Veh/Hr)	91	33	31	28	39	22	23	50	53
85th % Speed (MPH)	28 MPH	28 MPH	28 MPH	27 MPH	28 MPH	28 MPH	24 MPH	25 MPH	25 MPH

Montgomery Parks has worked closely with MCDOT and the Maryland State Highway Administration to develop traffic mitigation plans that would help prevent the use of Culver Street for cut-through traffic. These plans would include piloting access restrictions at the entrance of Culver Street at Connecticut Avenue, access restrictions at the entrance of Delmont Lane at Cedar Lane, traffic calming, improved signage, and other changes to reduce the impact to Culver Street. While some of these changes like signage and traffic calming are relatively easy to implement, other aspects like access restrictions must go through the stringent requirements of Executive Regulation 17-94 (Through Traffic Volume Access Restrictions in Residential Areas).

After examining relevant traffic data and potential mitigation strategies, Montgomery Parks staff determined that the best solution to reducing or eliminating Culver Street cut-through traffic and making the operating hours permanent would be to reduce the extents of the Beach Drive Open Parkway by 0.7 miles so that it terminates at Cedar Lane instead of Connecticut Avenue and eliminates the cut-through issue along Culver Street. The new extents from Knowles Avenue to Cedar Lane would be 2.2 miles which would represent a 25% reduction in the Open Parkway length. Since the original operating days and hours were reduced in response to concerns about Culver Street cut-through traffic on Friday which will now not be an issue, the original hours starting at 9:00 AM on Friday should be restored to offset the reduction in length and to make the Open Parkway times along Beach Drive and Sligo Creek Parkway uniform.

TRAFFIC STUDY

The COVID-19 pandemic has altered traffic patterns, in part due to increased work from home or remote work capabilities. General observations on most roads in Montgomery County show Fridays having the lowest traffic volumes of the work week. To assess potential impacts of a closure of Beach Drive from Knowles Avenue to Cedar Lane on Fridays, Parks commissioned civil engineering consulting firm STV, Inc. to perform a traffic study. Study methodology and results are summarized below. **The full traffic study and supporting data is included in the Appendix.**

Traffic Data Collection

Traffic data was collected on Friday, March 22, 2024 while schools were in session via 13-hour turning movement counts at twelve intersections in the overall study area:

1. Beach Dr at Wexford Dr
2. Strathmore Ave at MD 355 (Rockville Pike)
3. Beach Dr at MD 547 (Knowles Ave)
4. Parkwood at MD 547 (Knowles Ave)
5. MD 547 (Knowles Ave) at Summit Ave
6. MD 185 (Connecticut Ave) at MD 547 (Knowles Ave)
7. Grosvenor Ln at Beach Dr
8. MD 355 (Rockville Pike) at Grosvenor Ln
9. Saul Rd at Cedar Ln
10. Saul Rd at MD 185 (Connecticut Ave)
11. Beach Dr at Cedar Ln
12. Beach Dr at MD 185 (Connecticut Ave)

The intersection locations are also shown in the figure below:

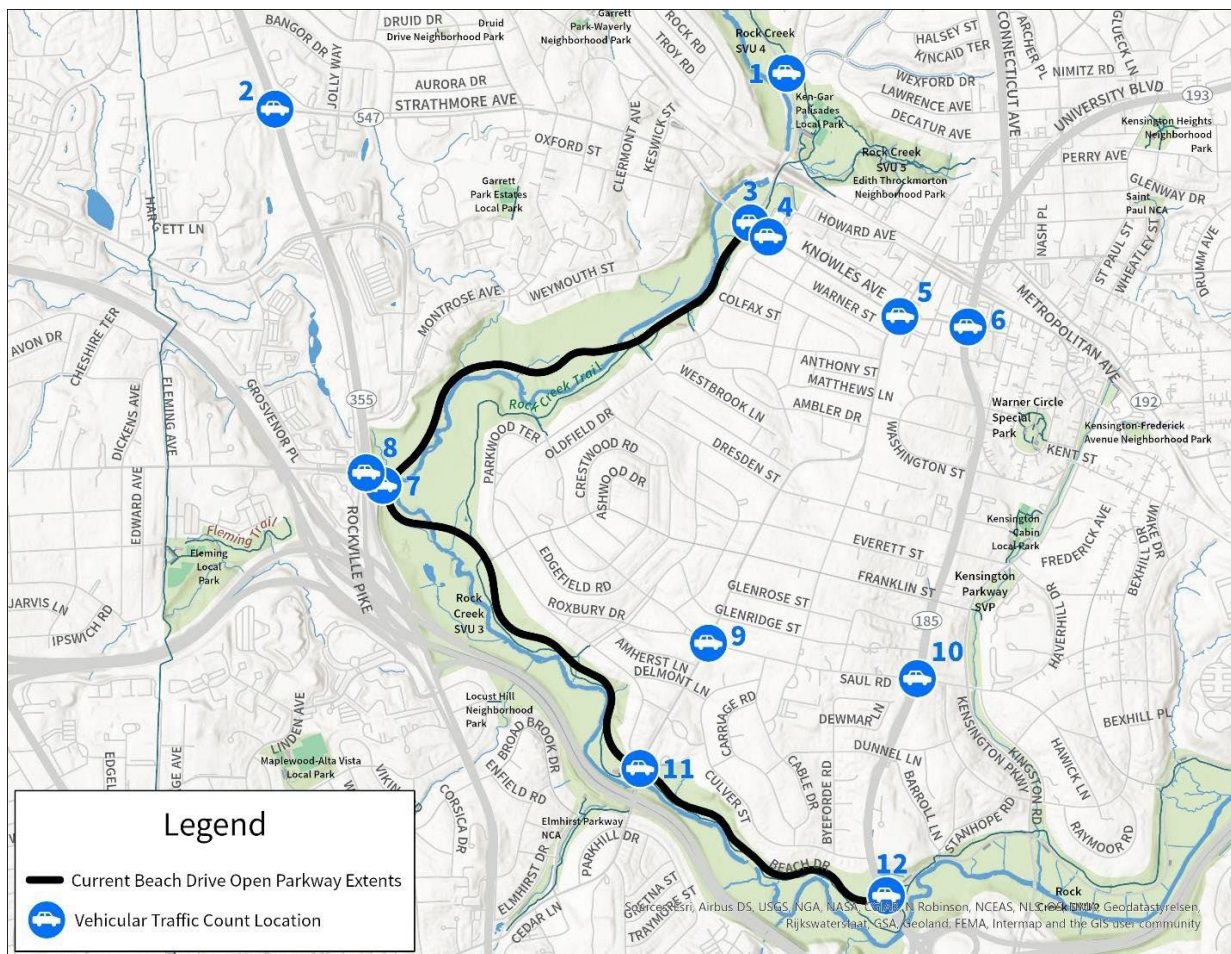


Figure 5: Traffic Count Locations

The traffic count locations were chosen to assess potential cut-through traffic along residential roads near Beach Drive, such as Parkwood Drive and Wexford Drive, as well as assess the operation of major intersections in the study area.

The traffic counts indicate:

- Traffic volumes on Beach Drive are significantly higher on the northern section between Knowles Avenue and Grosvenor Lane (approximate peak hour volume of 410 AM and 576 PM vehicles) than on the southern section between Grosvenor Lane and Cedar Lane (approximate peak hour volume of 196 AM and 248 PM vehicles)
- Both northbound and southbound Beach Drive between Knowles Avenue and Cedar Lane is primarily being used to access MD 355 via Grosvenor Lane. Additionally, traffic accessing Beach Drive from Grosvenor Lane is primarily heading northbound towards Knowles Avenue

Existing Conditions Assessment

A Synchro network traffic model was created based on existing lane configurations, turn lane lengths, Friday peak hour volumes, and traffic signal timings. Synchro is used to model and evaluate traffic conditions based on the methodology from the *Highway Capacity Manual* (HCM). The selected measures of effectiveness (MOEs) considered include level of service (LOS) and seconds of delay. The results of the traffic model can help identify intersections and turning movements that experience degradation from proposed conditions, as well as assess what alternate routes vehicles may utilize when Beach Drive is closed. The table below summarizes the LOS and seconds of delay for the overall study intersection as well as individual intersection approaches. **Under existing conditions, all signalized intersections operate at overall LOS D or better.** The *Highway Capacity Manual* defines a LOS D at a signalized intersection as having average control delay of 35 to 55 seconds. Practically, a LOS D corresponds with less than free flow conditions at an intersection, with some queuing and delay.

Table 3 Existing Conditions Summary

Intersection	Control	Approach	Existing			
			AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
Beach Dr at Wexford Dr	Stop-Controlled	WB	63.8	F	108.3	F
Beach Dr at Knowles Ave	Signalized	Overall	30.9	C	32	C
		EB	16.6	B	25.9	C
		WB	19.2	B	26.7	C
		NB	45.9	D	49.9	D
		SB	47.5	D	30.8	C
Beach Dr at Grosvenor Ln	Stop-Controlled	Overall	9.1	A	13.5	B
		EB	9.2	A	16.0	C
		NB	8.9	A	10.4	B
		SB	9.1	A	9.4	A
		Overall	11.2	B	8.6	A
Cedar Ln at Beach Dr	Signalized	EB	29.2	C	31.8	C
		WB	32.3	C	34	C
		NB	4.2	A	6.1	A
		SB	6.8	A	3.6	A
		Overall	7.2	A	17.7	B
MD 185 at Beach Dr	Signalized	EB	76.6	E	69.5	E
		WB	82.4	F	49.8	D
		NB	3.3	A	12.1	B
		SB	0.7	A	0.6	A
		Overall	18.2	B	17	B
MD 185 at Saul Rd*	Signalized	EB	86.8	F	68.2	E
		WB	88.1	F	72.2	E
		NB	11.1	B	12.4	B
		SB	14.4	B	12.6	B
		Overall	11.9	B	12.4	B
Cedar Ln at Saul Rd	Signalized	EB	21.7	C	21.5	C
		WB	22.9	C	21.3	C
		NB	7.4	A	12.7	B
		SB	10.4	B	7.9	A
		Overall	25.1	C	41.5	D
MD 185 at Knowles Ave*	Signalized	EB	83.9	F	83.4	F
		WB	86.1	F	86.6	F
		NB	13.6	B	21	C
		SB	15.5	B	30.2	C
		Overall	35.5	D	29.1	C
Summit Ave at Knowles Ave	Signalized	EB	47	D	48.4	D
		WB	39.4	D	27.8	C
		NB	14.6	B	17.6	B
		SB	22.2	C	18.9	B
		Overall	19.2	B	28.8	C
Parkwood Dr at Knowles Ave	Stop-Controlled	NB	20.7	C	29.3	D
MD 355 at Strathmore Ave*	Signalized	EB	71.7	E	71.5	E
		WB	37.5	D	37.4	D
		NB	18.8	B	29.8	C
		SB	13.3	B	23.3	C
		Overall	18.4	B	16.8	B
MD 355 at Grosvenor Ln	Signalized	EB	76.1	E	74.9	E
		WB	61.5	E	62.5	E
		NB	7.3	A	9.2	A
		SB	8.2	A	8.6	A
		Overall	19.2	B	28.8	C

*HCM 2000 used due to limitations of HCM 7th Ed.

**Delay for stop controlled intersections only reported for stop-controlled approach

Potential Detour Routes

The traffic counts indicate that most Friday Beach Drive traffic is primarily trying to access MD 355 via Grosvenor Lane. To assess the impact of the proposed Friday closure on existing intersections, the most likely detour routes were identified:

Northbound Beach Drive

Most of the northbound Beach Drive traffic is destined to or originating from the MD 355 corridor. The anticipated detour route is thus MD 355 to Strathmore and Knowles Ave, as shown below:

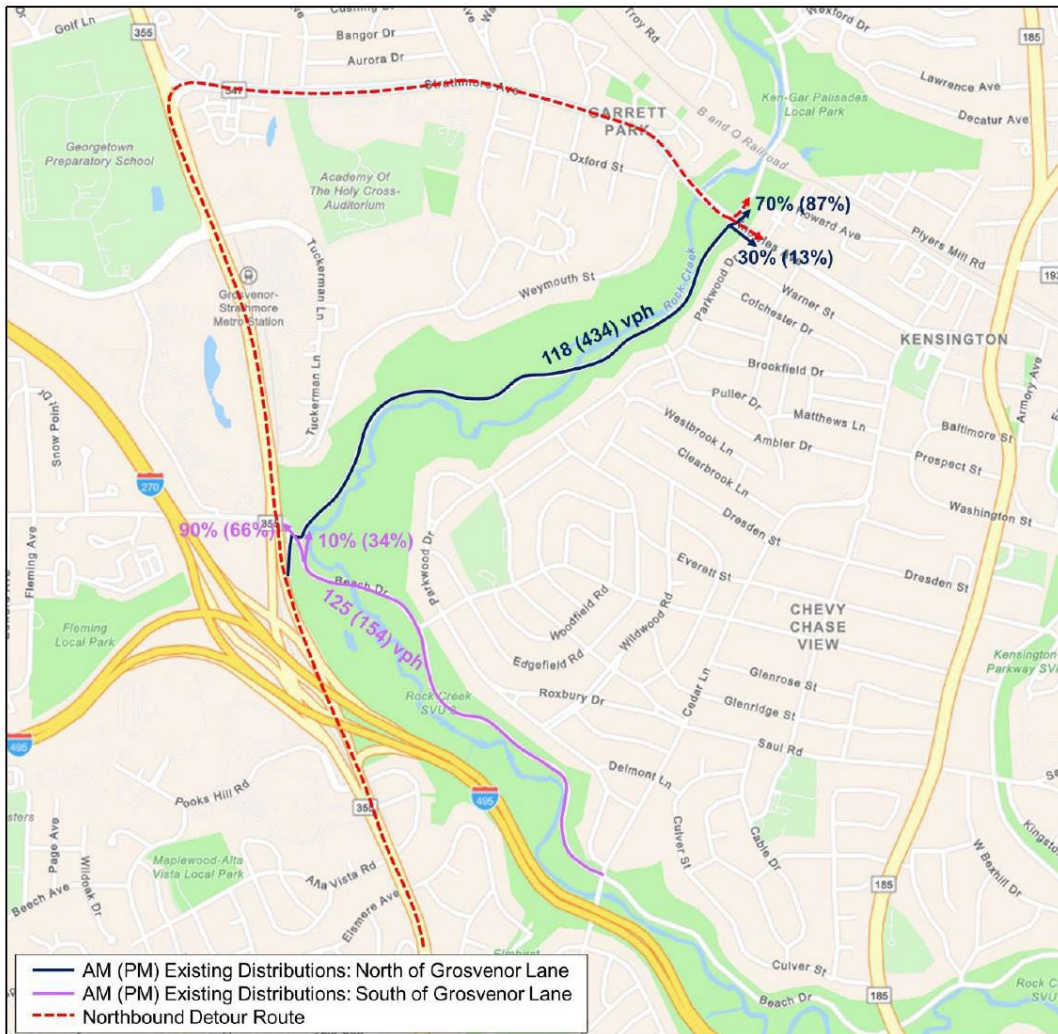


Figure 6: N/B Beach Dr Detour Route

Southbound Beach Drive

Most of the southbound Beach Drive traffic is destined to or originating from the MD 355 corridor. The anticipated detour route is thus MD 355, accessed via Knowles and Strathmore Avenue, as shown below:

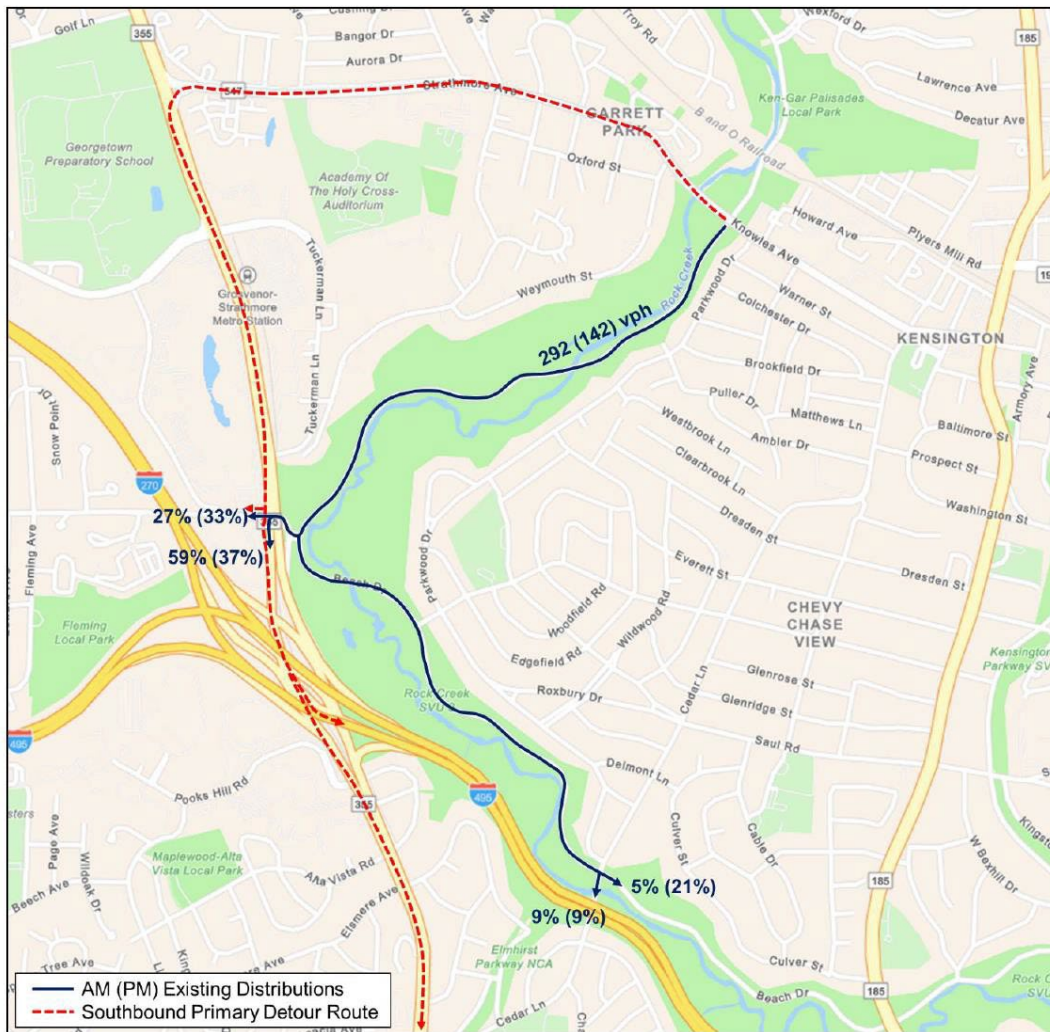


Figure 7: S/B Beach Dr Detour Route

Residential Cut-Through Assessment

Parkwood Drive

Parkwood Drive is a residential road that runs almost parallel to the proposed closed segment of Beach Drive from Knowles Avenue to Cedar Lane. Existing conditions turning movement counts indicate a Friday morning peak hour of 156 v/hr and afternoon peak hour of 171 v/hr. The Friday morning peak hour volumes occur from 8 AM to 9 AM, outside of the proposed 9 AM Beach Drive closure start time. It is possible that GPS mapping applications may identify Parkwood Drive as an alternative to Beach Drive during the proposed closure, particularly for drivers headed 5% south. This could result in minimal cut-through traffic utilizing Parkwood Drive rather than using Summit Ave/Cedar Lane or MD 185. Existing detour signage is in place directing drivers to utilize Summit Avenue as an alternate route to Cedar Lane, and there are existing traffic calming measures along the northern segment of Parkwood Drive. Parks will coordinate with MCDOT and MDOT MSHA to assess and install revised detour signage and other measures to mitigate potential cut-through impacts.

Wexford Drive

Wexford Drive is a residential road intersecting Beach Drive approximately 0.4 miles north of the Open Parkway terminus at Beach Drive and Knowles Avenue. Wexford Dr is an east/west road that allows an eventual connection to MD 185. While a known cut-through route between Beach Drive and MD 185, Wexford is unlikely to be affected by the proposed closure as most traffic is destined for MD 355.

Proposed Conditions Assessment

In conjunction with the anticipated detour routes, traffic volumes were re-assigned in the Synchro model at the study intersections below to reflect the proposed Friday Beach Drive closure. The proposed conditions at the studied intersections are summarized below:

Table 4 Proposed Conditions Summary

Intersection	Control	Approach	Friday Closure			
			AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
Beach Dr at Knowles Ave	Signalized	Overall	29.5	C	32.5	C
		EB	15.8	B	39.5	D
		WB	22.5	C	10.2	B
		NB	0	A	0	A
		SB	47.6	D	56.2	E
Cedar Ln at Beach Dr	Signalized	Overall	10.5	B	8.9	A
		EB	0	A	0	A
		WB	32.4	C	33.3	C
		NB	4.4	A	7.2	A
		SB	8.2	A	4.6	A
MD 185 at Beach Dr	Signalized	Overall	7.4	A	17.6	B
		EB	77.1	E	69.5	E
		WB	82.4	F	49.8	D
		NB	3.3	A	12.0	B
		SB	0.7	A	0.6	A
Cedar Ln at Saul Rd	Signalized	Overall	12.6	B	12.9	B
		EB	21.7	C	21.5	C
		WB	22.9	C	21.3	C
		NB	7.4	A	13.7	B
		SB	11.8	B	8.3	A
MD 355 at Strathmore Ave*	Signalized	Overall	30.0	C	37.1	D
		EB	71.7	E	71.5	E
		WB	45.9	D	43.4	D
		NB	28.7	C	40.9	D
		SB	23.0	C	28.0	C
MD 355 at Grosvenor Ln	Signalized	Overall	11.1	B	13.9	B
		EB	76.1	E	74.9	E
		WB	66.3	E	64.5	E
		NB	5.1	A	8.9	A
		SB	6.0	A	7.2	A

* HCM 2000 used due to limitations of HCM 7th ed.

Under proposed closure conditions, all studied intersections continue to operate at an overall LOS D or better during peak hours. The intersection of Beach Drive at Knowles Ave experiences degradation in the southbound approach during the PM peak hour, which can be mitigated with optimized signal splits (traffic signal timing adjustments).

Table 5 Beach Dr at Knowles With Traffic Signal Optimization

Intersection	Control	Approach	Existing Conditions – PM Peak Hour		Friday Closure – PM Peak Hour			
					Existing Timings		Optimized Splits	
			Delay	LOS	Delay	LOS	Delay	LOS
Beach Dr at Knowles Ave	Signalized	Overall	32.0	C	32.5	C	32.7	C
		EB	25.9	C	39.5	D	30.2	C
		WB	26.7	C	10.2	B	32.0	C
		NB	49.9	D	-	-	-	-
		SB	30.8	C	56.2	E	42.3	D

With the signal adjustments, the southbound LOS improves from E to D, and the overall LOS for the intersection remains C.

Traffic Study Conclusions

- The proposed Beach Drive closure from Cedar Lane to Knowles Avenue on Fridays, Saturdays, and Sundays was evaluated for potential traffic impacts to adjacent roadways and intersections. The studied segment of Beach Drive has been closed on Saturdays and Sundays since the beginning of the Open Parkways program in 2020. Traffic conditions on Saturday and Sunday are anticipated to operate better than or comparable to existing conditions, and thus analysis for these days is not included in the study.
- All twelve (12) studied intersections around the closed segment of Beach Drive will have the same overall level of service under proposed closure conditions as existing conditions.
- Minor degradation in individual turning movements at the intersection of Beach Drive and Knowles Avenue can be mitigated via signal timing improvements. Parks will coordinate with MCDOT and MDOT SHA to implement signal timing improvements.
- The proposed closure is not anticipated to adversely affect Wexford Drive with additional cut-through traffic.
- The proposed closure may result in minimal increased traffic (cut-through) along Parkwood Drive. Parks will coordinate with MCDOT and MDOT SHA to implement improved detour signage and other mitigation measures.

CONCLUSIONS & RECOMMENDATION

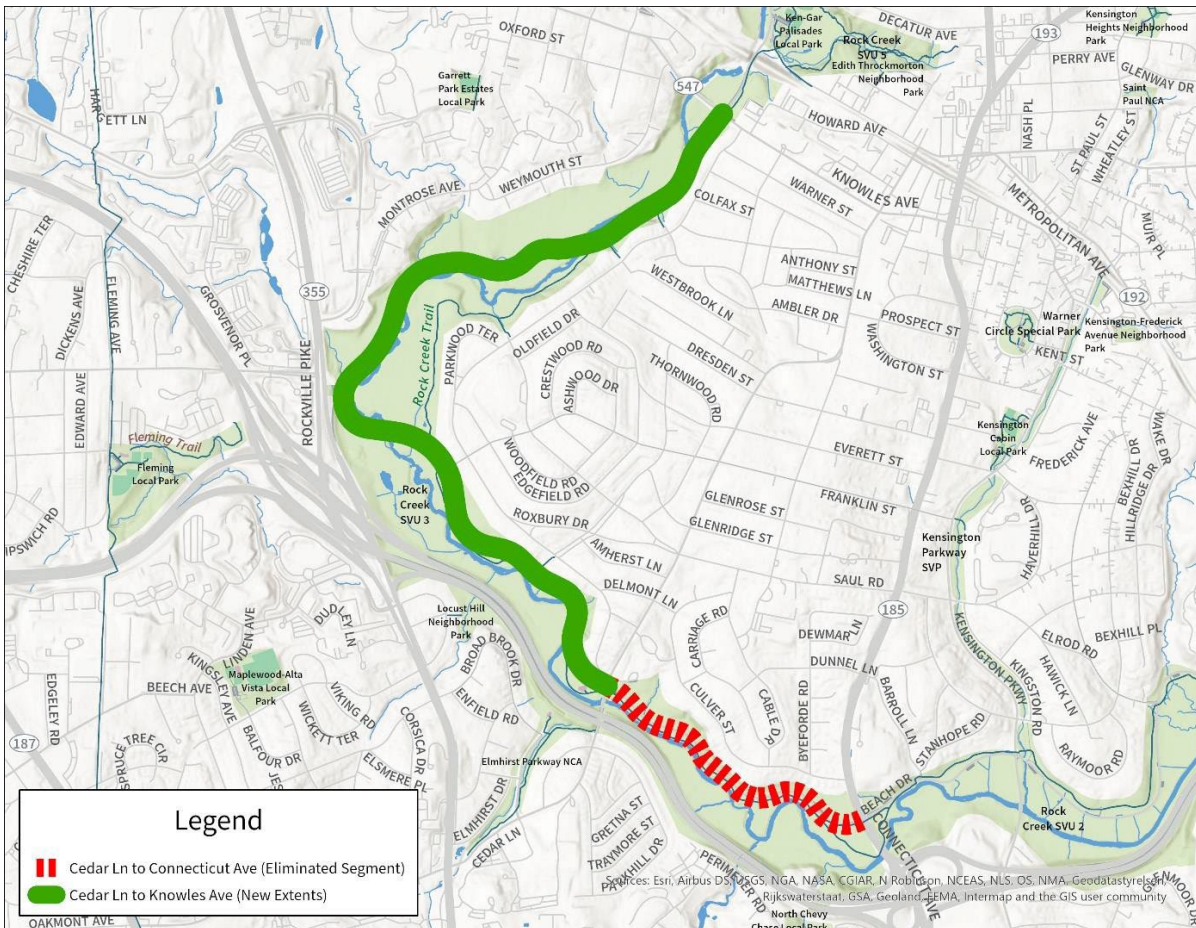


Figure 8: Beach Dr Open Parkway Cedar Ln to Knowles Ave

After reviewing the Beach Drive Open Parkway usage patterns and vehicular traffic patterns associated with the parkway closures, Montgomery Parks determined that there was substantial cut-through traffic on Culvert Street resulting from the program and that use of the Open Parkway was lowest between Connecticut Avenue and Cedar Lane.

Currently, the Beach Drive Open Parkway runs 2.9 miles from Knowles Avenue to Connecticut Avenue and operates from Saturday at 7:00 AM until Sunday at 4:00 PM Standard Time / 6:00 PM Daylight Savings Time. To eliminate the cut-through traffic and preserve the section of Open Parkway with the highest use, Montgomery Parks recommends reducing the overall extents to run **2.2 miles from Knowles Avenue to Cedar Lane** and restoring the original operating hours from **Friday at 9:00 AM until Sunday at 4:00 PM Standard Time / 6:00 PM Daylight Savings Time**.

Traffic studies show minimal impact to nearby intersections and streets from the restoration of a Friday closure of Beach Drive. All intersections in the study area maintain the same overall level of service, and degradation in individual turning movements at the Beach Drive and Knowles Avenue intersection can be mitigated with traffic signal timing adjustments. There is potential for minimal cut-through traffic on Parkwood Drive, which parallels the closed segment of Beach Drive. Parks will coordinate with MC DOT and MDOT SHA to implement improved detour signage and traffic signal timing adjustments.

Project Timeline

Public Comment Period

The posting of this Planning Board memorandum begins a public comment period that will end on **May 30, 2024**. Comments can be submitted at this [link](#).

Following closure of the public comment period, Park staff will compile a report summarizing comments received for submittal to the Planning Board.

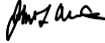
Planning Board Presentation and Action


Park staff will present the *Recommendation for Permanent Operating Hours and Extents for Beach Drive Open Parkway* to the Montgomery County Planning Board on **June 13, 2024**, for formal Planning Board review and vote.

Implementation


With Planning Board approval, Parks will implement the recommended operational changes to Beach Drive Open Parkway beginning **June 21, 2024**. Parks will continue to coordinate with MCDOT and MDOT SHA on detour sign revisions and signal timing adjustments. We expect that any signal timing adjustments could be implemented within 4-6 weeks of Planning Board approval. Detour signage revisions require a comprehensive review and permit process with MCDOT and MDOT SHA and may take 3-6 months after Planning Board approval.

Signature: 
Email: andrew.tsai@montgomeryparks.org

Signature: 
Email: joshua.arnett@montgomeryparks.org

Signature: 
Email: andrew.frank@montgomeryparks.org

Signature: 
Email: kyle.lukacs@montgomeryparks.org

Signature: 
Email: christie.ciabotti@montgomeryparks.org

Signature: 
Email: darren.flusche@montgomeryparks.org

Signature: 
Email: miti.figueredo@montgomeryparks.org