



MONTGOMERY COUNTY COUNCIL
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**DOT
DIRECTOR'S OFFICE**

MEMORANDUM

**RECEIVED
MONTGOMERY COUNTY/DOT**

November 6, 2012

NOV - 9 2012

15580

TO: Art Holmes, Director, Department of Transportation
FROM: Nancy Floreen, Councilmember
Valerie Ervin, Councilmember
SUBJECT: Bicycle Safety Improvements

DIVISION OF TRANSIT SERVICES

As the County moves forward with development of a downcounty bikeshare program and thereby encourages bicycling as a mode of transportation, we also must make sure we have sufficient infrastructure to provide a safe environment for bicyclists, particularly bikeshare users who mostly will be novice riders traveling at relatively low speeds.

We are absolutely committed to improving the biking environment, so we consulted with the Washington Area Bicyclist Association for their expert advice. Please take a look at the attached letter identifying projects the organization believes will best improve bicycle safety in Montgomery County.

We urge you to create a plan in cooperation with the Maryland Department of Transportation to implement these suggested improvements, and we look forward to hearing from you about the details of the plan.

We appreciate your attention to these proposals and thank you for your continued efforts to make bikeshare a success in Montgomery County.

Attachment

Cc: Councilmembers
Shane Farthing, Washington Area Bicyclist Association



WASHINGTON AREA BICYCLIST ASSOCIATION

2599 Ontario Rd. NW
Washington, DC 20009
P: 202.518.0524 F: 202.518.0936

WWW.WABA.ORG

DT: October 1, 2012
TO: Councilmember Nancy Floreen
FR: Shane Farthing, Executive Director
RE: DownCounty Bicycle Safety Improvements to Maximize Bikeshare Success & Safety

Per your request, WABA provides this list of priority projects that would provide safe, dedicated space for bicyclists in order to increase bicycle ridership and improve roadway safety.

Generally, we believe that the County Road Code's requirement to "maximize the choice, safety, convenience, and mobility of all users" including bicyclists must be applied and implemented more rigorously, with due consideration for bikeshare riders.

Bikesharing has the potential to significantly improve connectivity within Montgomery County and provide an entirely new transportation option for many. To encourage ridership, the County should invest in improvements designed to support all bicyclists, but specifically focused on the needs of novice riders capable of traveling at relatively low speeds (i.e. not mixing with traffic) on upright bicycles.

To meet the goals of the Road Code and maximize the potential of bikesharing in Montgomery County, the following facilities and markings should be considered and implemented wherever feasible in order to improve bicycle network connectivity and safety.

- Buffered bike lane. Where sufficient space exists to provide buffered space between the bicycle travel space and vehicular travel space (or the "door zone" of the vehicle) the County should seek to provide such buffer.
- Non-buffered bike lane. Where such space is unavailable WABA prefers the provision of a bike lane to the failure to provide dedicated space for bicyclists. The minimum width of such a lane should be five feet, in keeping with national engineering standards.
- Shared use markings ("sharrows"). Where spatial constraints make the provision of dedicated space for bicycling impossible, the use of sharrows is encouraged to indicate the likelihood of bicyclists present and to show safe riding location within the lane.
- Conflict zone markings. Where conflicts between modes are anticipated (i.e. where motor vehicles must turn across bike facilities) the county should consider the use of green lanes to bring greater attention to the likelihood of cyclists, the bike facility, and the potential for conflict.

Below is a list of projects that WABA believes meet these criteria. However, these should not be viewed as an alternative to a rigorous application of a Complete Streets approach to traffic management and design which accounts for the needs of all users in roadway design. It is vital to recognize that bikeshare users must be considered as stakeholders whose needs must be served in order for Montgomery County streets to be complete, and for bikeshare to meet its potential.

Countywide Priorities

- Build segments of the Metropolitan Branch Trail in Silver Spring
- Design and build gold-standard Capital Crescent Trail crossing of Wisconsin Avenue
- Upgrade the Trolley Trail so that it is setback several feet from Old Georgetown Road between Charles and Lincoln streets. Widen path as it borders NIH.
- Build Green Mile (Wisconsin Avenue Shared Path) between Friendship Heights and Bethesda - at least 8' wide
- Build Green Trail between Georgia Avenue and Sligo Creek Parkway in Silver Spring

Bethesda/Friendship Heights

- Make Woodmont a two way street between Hampden and Old Georgetown Road
- Put in bike lanes on Woodmont north of Old Georgetown Road to Battery Lane
- Make Little Falls Parkway and Glenbrook a two way street or place contraflow bike lane going north on that stretch
- Implement road diet treatment on Arlington Road, south of Old Georgetown Road, converting from four lanes to three, with a middle turn lane for cars and bike lanes on either side of the road overall, at least as far south as Bradley Boulevard
- Place bike lanes on Willard between Wisconsin Avenue and River Road
- Place bike lanes on Friendship Boulevard between North Park Avenue and Wisconsin Avenue
- Place bike lanes on Western Avenue between Wisconsin Avenue and River Road

Silver Spring/Takoma Park

- Place bike lanes on Fenton Avenue from Cameron to Takoma Avenue
- Place bike lanes on Takoma Avenue and Eastern Avenue from Fenton Avenue to Cedar Street
- Place bike lanes on Second Avenue from Seminary Road to Colesville Road
- Place bike lanes on Spring Street from 16th Street to Wayne Avenue
- Place bike lanes on Georgia Avenue from Spring Street to 13th Street
- Place bike lanes on the east side of Colesville Road from East-West Highway north to Georgia