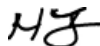





MCPB
Item No.
Date: 9/4/2014

Briefing: Woodglan Drive Cycle Track

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Completed: 8/25/2014

Description

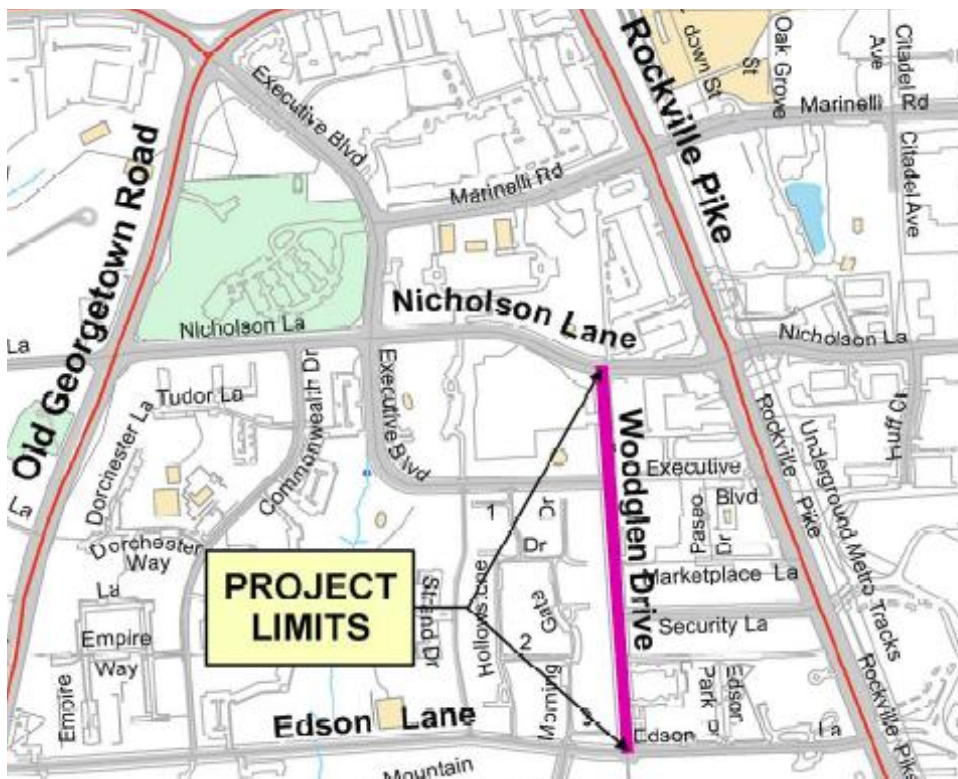
- The Montgomery County Department of Transportation (MCDOT) is installing a new cycle track along Woodglan Drive between Edson Lane and Nicholson Lane.

Recommendation

- Receive the MCDOT briefing and provide the following comment:
 - A. The buffer width between the cycle track and on-street parking should be three feet where feasible to minimize potential “dooring” of bicyclists.

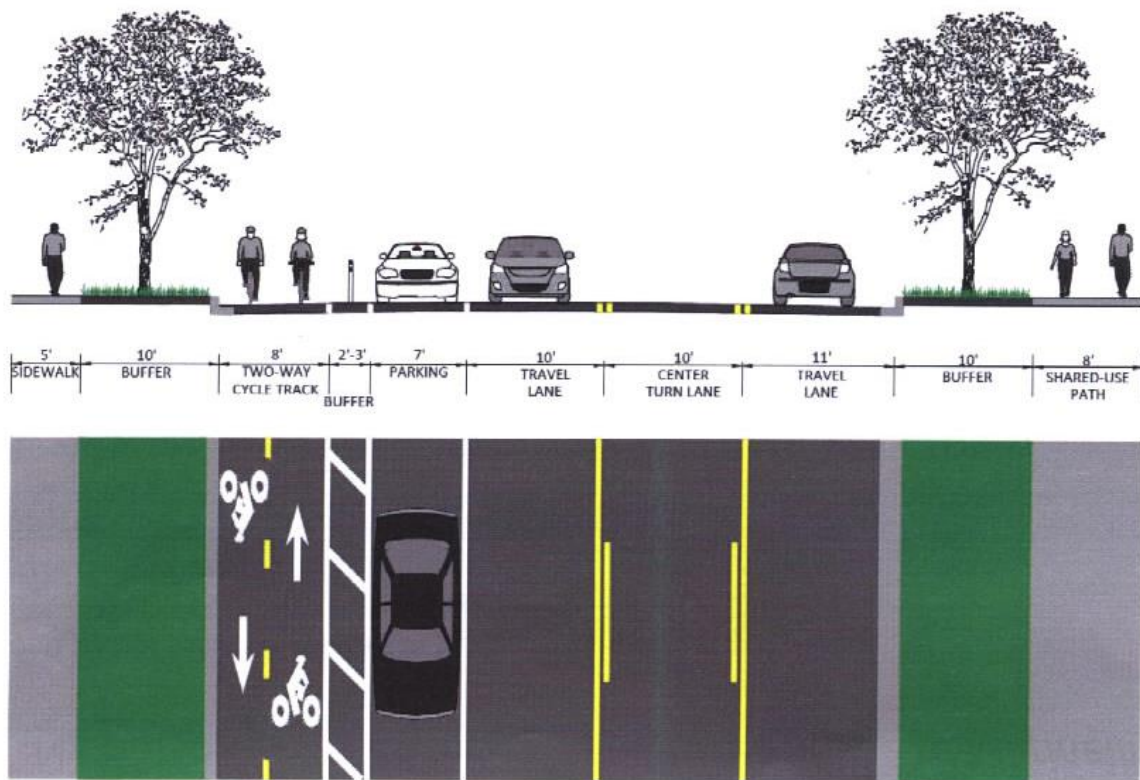
PROPOSAL

The Montgomery County Department of Transportation (MCDOT) is proposing to install the County's first cycle track along Woodglan Drive between Nicholson Lane and Edson Lane in the White Flint Sector Plan area. A cycle track, also called a protected bike lane, is an exclusive bike facility that provides bicyclists an area that is physically separated and distinct from a vehicular travel lane, parking, and a sidewalk. Cycle tracks have different forms, either two-way or one-way, but they all provide features that are primarily intended for bicyclists. In Washington, D.C., two-way cycle tracks have been installed along 15th Street N.W. between E Street/Pennsylvania Avenue N.W. to V Street N.W. and Pennsylvania Avenue between 3rd Street N.W. to 15th Street N.W.



Proposed Woodglan Drive Cycle Track Project Limits

The proposed cycle track will be implemented as a roadway resurfacing project between the existing curbs of Woodglan Drive. The 8-foot wide cycle track will be installed along the west side of Woodglan Drive adjacent to the existing curb. A two to three-foot area will separate the cycle track from on-street parking spaces. The cycle track is approximately .29 miles or 1,520 linear feet in length.



Proposed Woodglen Drive Cycle Track: Edson Lane to Nicholson Lane

BACKGROUND

In 2013, MCDOT proposed an on-road bike lane, sharrow (shared-lane marking), and a shared use path along Woodglen Drive. This proposal, especially the expansion of the existing sidewalk along the western side of Woodglen Drive into a shared use path, was rebuffed by members of the Fallstone residential townhouse community who were concerned that the shared use path would negatively impact existing street trees and utility poles. The Fallstone is located west of Woodglen Drive between Executive Boulevard and Edson Lane. Subsequently, MCDOT revised the proposal into the proposed cycle track. The proposed cycle track will not impact the existing streetscape.

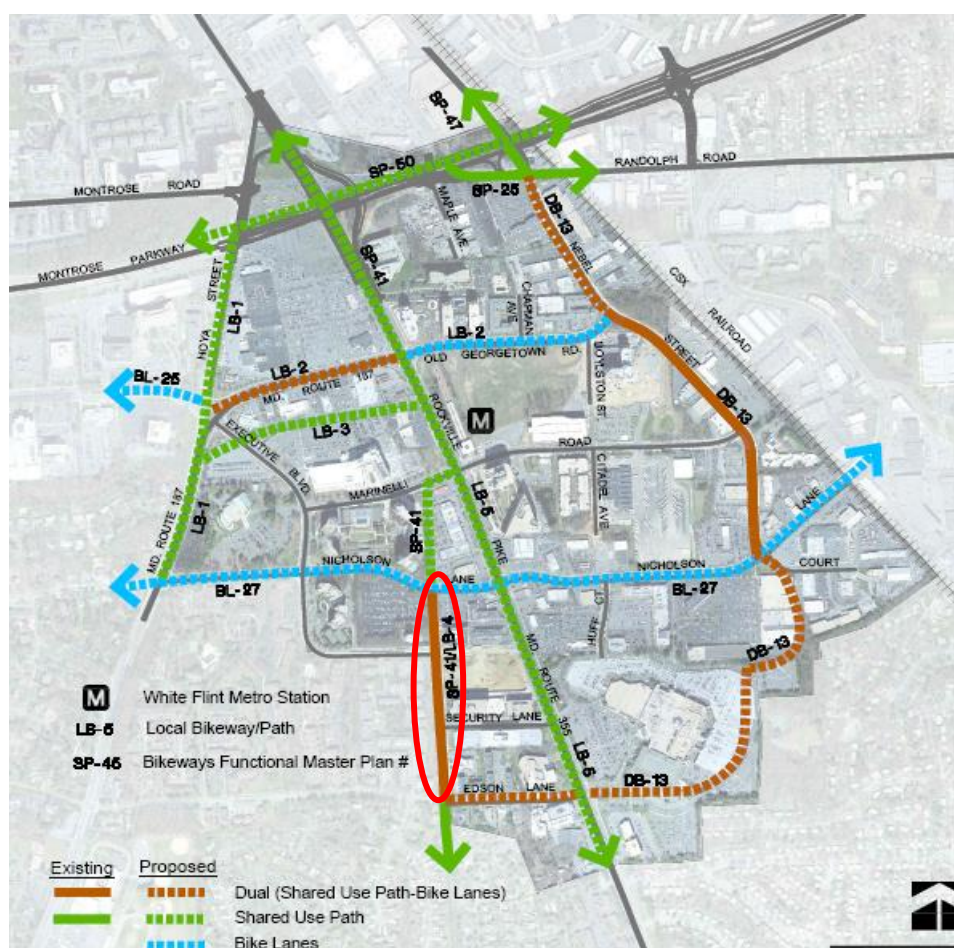
MASTER PLAN

A cycle track is not recommended in the Approved and Adopted (2010) White Flint Sector Plan, which recommends a Dual Bikeway: Shared Use Path and Bike Lanes (SP-41 and LB-4) along Woodglen Drive between Nicholson Lane and Edson Lane, and a Shared Use Path (SP-41) north of Nicholson Lane to Marinelli Road along Woodglen Drive Extended. Recently approved Sector Plans, including the Approved and Adopted Takoma/Langley Crossroads Sector Plan (2012) and Long Branch Sector Plan (2013) have recommended cycle tracks.

The Woodglen Drive cycle track will further the Sector Plan's bikeway recommendation by providing dedicated and protected space for bicyclists, instead of the recommended bike lane or sharrow; reduce potential for "dooring" from vehicles; and connect to the existing North Bethesda Trolley Trail

that is south of Edson Lane. MCDOT has received preliminary agreement from B.F. Saul, owners of the Metro Pike Shopping Center, to extend the cycle track from Nicholson Lane to Marinelli Road along Woodglen Drive Extended. This extension will link to a new bike lane along Marinelli Road that MCDOT implemented via another resurfacing project in 2013. Details of this extension to Marinelli Road will occur when the Preliminary Plan for Metro Pike is submitted. The B.F. Saul property received Sketch Plan approval on May 2, 2014.

Although a cycle track is not recommended in the White Flint Sector Plan, staff believes that the proposed cycle track meets the goal and intent of the Sector Plan for providing adequate and safe bicycle connections to increase connectivity and non-motorized mobility. The Planning profession thinking has evolved since the adoption of the White Flint Sector Plan regarding bicycle facilities and their role in an urban context. Cycle tracks are considered more suitable in certain urban environments. The proposed cycle track will keep the same alignment (Woodglen Drive) as recommended in the Sector Plan, but it will provide a better amenity in its physical form than the Sector Plan recommended dual bikeway: a bike lane and a shared use path. As proposed, the cycle track is an enhanced version of the same facility recommended in the Sector Plan; therefore, staff supports the proposed design.



White Flint Sector Plan Bikeway Network with the proposed Woodglen Drive Cycle Track highlighted in red

The Planning Department has prepared a new Bicycle Planning Guidance document that will assist in the update of the Countywide Bikeways Functional Master Plan (2005) as well as other bikeway initiatives. This document considers four different types of bicyclists: No Way No How; Interested but Concerned; Enthused and Confident; and Strong and Fearless. As proposed, the Woodglen Drive cycle track offers comfort and safety demanded by riders with lower tolerance for traffic without compromising the speed and convenience for riders with a greater tolerance for traffic.

OUTREACH

Since 2013, MCDOT has met with residential and commercial property owners along Woodglen Drive, including JBG Companies and the Fallstone residents to discuss bikeway improvements along the street. On August 11, 2014, MCDOT presented the cycle track proposal to the White Flint Sector Plan Implementation Advisory Committee and representatives from the Fallstone and Old Georgetown Village residential communities. The Committee and residents were supportive of the cycle track proposal.

RECOMMENDATION

Staff recommends that the Board support the Woodglen Drive cycle track, with a recommendation to increase the buffer between the cycle track and on-street parking spaces to minimize potential “dooring” of bicyclists.