



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item No. 1
2-24-05

February 18, 2005

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeff Zyontz, Chief
Countywide Planning Division

Richard C. Hawthorne, Chief
Transportation Planning *RCH*

FROM: Charles S. Kines, Coordinator (495-2184)
Transportation Planning *CK*

SUBJECT: Countywide Bikeways Functional Master Plan

RECOMMENDATION: Approve Resolution of Adoption for Transmission to Full Commission

Attached for your review and approval is the Montgomery County Planning Board Resolution No. 05-03 to adopt the Countywide Bikeway Functional Master Plan. Also attached for your information is the Montgomery County Council Resolution dated February 1, 2005, approving the same.

CK:kcw
Attachments

mno to mcpb resolution to adopt CWB FMP.doc



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB 05-03

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered from time to time to make and adopt, amend, extend and add to the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*; and

WHEREAS, The Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on December 11, 2003, on a proposed amendment to the *Master Plan of Bikeways within Montgomery County*, as amended ("Amendment"), (which is also an amendment of the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended); and

WHEREAS, the Montgomery County Planning Board, after said public hearing and following due deliberation and consideration, on April 22, 2004, approved the Planning Board Draft of the Amendment ("Draft Amendment") and recommended that it be approved by the Montgomery County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County ("District Council") and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, on May 14, 2004, the Montgomery County Planning Board submitted the Draft Amendment to the District Council; and

WHEREAS, the Montgomery County Executive reviewed the Draft Amendment, completed a Fiscal Impact Analysis on July 15, 2004, and made recommendations to the Montgomery County Council on July 15, 2004; and

WHEREAS, the District Council held a public hearing on September 28, 2004, wherein testimony was received concerning the Draft Amendment; and

WHEREAS, the Montgomery County Council's Transportation and Environment Committee, at its worksession held on November 29, 2004, reviewed the Draft Amendment and the issues raised at the public hearing with the Montgomery County Planning Board, the Montgomery County Executive staff and interested parties; and

WHEREAS, on January 25, 2005, the District Council reviewed the Draft Amendment and, subsequently, on February 1, 2005, the District Council approved the Amendment, with certain revisions, as set forth in Council Resolution 15-880;

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Amendment to the Master Plan of Bikeways within Montgomery County, (which is also an amendment to the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended), as approved with revisions by the District Council in the attached Resolution 15-880; and

BE IT FURTHER RESOLVED, that as to Resolution 05-03, this adoption be effective February 24, 2005; and

BE IT FURTHER RESOLVED, that copies of said Amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's counties, as required by law.

APPROVED AS TO LEGAL SUFFICIENCY
TAB
M-NCPPC LEGAL DEPARTMENT
DATE 2/18/05

Resolution No.: 15-880
Introduced: February 1, 2005
Adopted: February 1, 2005

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By District Council

SUBJECT: Approval of Planning Board Draft for the Countywide Bikeways
Functional Master Plan

Background

On May 14, 2004 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft for the Countywide Bikeways Functional Master Plan, a comprehensive amendment to the 1978 Master Plan of Bikeways.

On July 15, 2004 the Executive transmitted to the Council comments concerning the Planning Board Draft with a fiscal analysis.

On September 28, 2004 the Council held a public hearing regarding the Planning Board Draft. It was referred to the Transportation and Environment Committee for review and recommendation.

On November 29, 2004 the Transportation and Environment Committee held a worksession to review the issues raised in connection with the Planning Board Draft. The Committee forwarded it to the Council with several revisions.

On December 7, 2004 the Council approved Resolution 15-833 to extend the deadline for action on the Draft Master Plan Amendment to March 14, 2005.

On January 25, 2005 the Council reviewed the Planning Board Draft and the recommendations of the Transportation and Environment Committee.

Action

The County Council of Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft for the Countywide Bikeways Functional Master Plan is approved with revisions. Council revisions to the Planning Board Draft are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 3, revise the first sentence under 'Plan Scope' as follows:

This plan focuses on bicycling for [transportation or] recreation and utilitarian purposes in transportation rights-of-way.

Page 4, add the following sentence to the last full paragraph:

However, local connectivity is critical to the viability of a bicycle route network. This plan strongly recommends that neighborhood connectivity be given high priority in the layout and approval of new subdivisions.

Replace pages 26-30 with pages 26-30 in Exhibit A, which will correct the order of these pages.

Page 29, at the end of the section entitled 'Countywide Bikeways,' add the following paragraph:

The specific routes and types in Table 2-2 are strongly preferred. However, if during the design of a bikeway the specific route or type is found to entail costs or impacts disproportionate to its benefits, then an alternative route or type that serves the same general purpose and need may be built and would be consistent with this plan. Furthermore, a bikeway segment not identified in Table 2-2 may be implemented if it offers significant benefit to the plan and its goals.

Page 43, Table 2-2, revise the Bikeway Type for DB-2 as follows:

DUAL BIKEWAY; shared use path and signed shared roadway or bike lanes as feasible.

Page 43, Table 2-2, revise as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	BLOC Score*	Discussion
DB-19	E-26, S-40	Falls Road (MD189)	DUAL BIKEWAY; shared use path and [signed shared roadway] <u>bike lanes</u>	MacArthur Boulevard	Wootton Parkway	1978 MPB; Potomac Subregion	Existing 8' path alternates between north and south side of road; some gaps		Major connection between Rockville, Rockville Metro and MARC, to C&O Canal Towpath; facility planning initiated in 2002 to complete missing segments of bike path. Connects to Rockville's Millennium Trail, popular on-road bicycling route

Page 45, Table 2-2, insert:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
SP-44		<u>Capital Crescent Trail</u> (surface route)	<u>Shared use path</u>	<u>Elm Street Park</u>	<u>Woodmont Avenue</u>	<u>Bethesda CBD</u>	<u>Proposed</u>	<u>Provides a street-level connection between Georgetown Branch Interim Trail and Capital Crescent Trail</u>

Page 47, Table 2-2, revise SR-28 as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
[SR-3] <u>BL-9</u>	E-21	Jones Bridge Road	[Signed shared roadway] <u>Bike lanes</u>	[Wisconsin Avenue] <u>Rockville Pike</u> (MD355)	Jones Mill Road/Capital Crescent Trail		New proposal	Major connection between Capital Crescent Trail/Rock Creek Trail and NIH/Medical Center Metro Station; currently signed as a bike route between MD355 and MD185; May be implemented as part of Jones Bridge Road busway (part of Bi-County Transitway)

Page 49, Table 2-2, revise last sentence in the 'Discussion' column for SR-49 as follows:

[City requests] This road should have SHA "bicycle areas" (see page 24 of plan) as long as they do not interfere with right-of-way that may be needed for the Purple Line.

Page 51, Table 2-2, revise DB-8 as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
DB-8		New Hampshire Avenue (MD650) - Ednor	DUAL BIKEWAY; shared use path and bike lanes	Spencerville Road (MD198)	Ednor Road	Cloverly	Shared use path is existing, bike lanes are proposed	Bike lanes [to] <u>could</u> be implemented with [future] <u>minor</u> road improvements

Page 52, Table 2-2, revise SP-15 as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
SP-15		New Hampshire Avenue (MD650) - Ashton	Shared use path	Ednor Road	Olney-Sandy Spring Road (MD108)	Sandy Spring/Ashton	Proposed	Shared use path [to] <u>could</u> be implemented with [future] <u>minor</u> road improvements

Page 52, Table 2-2, revise DB-9 as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
DB-9		Columbia Pike (US29) - North	DUAL BIKEWAY: shared use path and signed shared roadway	New Hampshire Avenue/ Lockwood Drive	Spencerville Road (MD198)	Fairland/ White Oak	Proposed	US29 Commuter Bikeway[,] <u>shared use path and signed shared roadway</u> [entire length on US29] (shoulder). [and] [s]Signed shared roadways along local streets and shared use paths as alternative connection[; signed shared roadway extends to Howard County line along shoulder of the new US29 alignment].

Page 52, Table 2-2, add SR-53 as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
<u>SR-53</u>		<u>Columbia Pike (US29) - North</u>	<u>Signed shared roadway</u>	<u>Spencerville Road (MD198)</u>	<u>Howard County</u>	<u>New</u>	<u>Proposed</u>	<u>Signed shared roadway along shoulder of new US29 alignment to connect to bikeway in Howard County</u>

Page 52, Table 2-2, revise BL-12 as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
BL-12	E-6	Old Columbia Pike	Bike lanes	Tech Road	Spencerville Road (MD198)	Fairland	Existing, but needs [improvements] <u>improved signing and marking</u>	Connects to major employment area[; facility planning underway in 2003 to improve bike lanes]

Page 52, Table 2-2, revise BL-12 as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
BL-13		Fairland Road - west	Bike lanes	<u>East Randolph Road</u>	Columbia Pike (US29)	Fairland/ White Oak	Existing wide shoulders, not marked or signed	Good connections to other bikeways, but not to transit or activity centers]

Page 57, Table 2-2, revise as follows:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/Condition	Discussion
[SP-44] <u>DB-31</u>	E-21	Westlake Drive - South	[Shared use path] <u>DUAL BIKEWAY; shared use path and bike lanes</u>	Democracy Boulevard	Westlake Terrace		New proposal; <u>8'</u> [eight-foot] sidewalks/concrete paths exist on both sides	Vital link connecting Democracy Boulevard with Rock Spring Industrial Park and Cabin John Regional Park. <u>Westlake Drive should be widened on the west side to provide space for the bike lanes.</u>

Page 59, Table 2-2, revise the Bikeway Type for DB-17 as follows:

DUAL BIKEWAY; shared use path and signed shared roadway or bike lanes as feasible.

Page 59, Table 2-2, revise the Bikeway Type for DB-29 as follows:

DUAL BIKEWAY; shared use path and signed shared roadway or bike lanes as feasible.

Page 60, Table 2-2, insert at end of 'Rockville and Gaithersburg Vicinity' section:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/ Condition	Discussion
<u>BL-36</u>		<u>Snouffer School Road</u>	<u>Bike lanes</u>	<u>Woodfield Road (MD124)</u>	<u>Centerway Road</u>		<u>New proposal</u>	<u>Provides continuation of planned bike lanes on Muncaster Mill Road north to the Centerway Road</u>
<u>SP 28</u>		<u>Snouffer School Road</u>	<u>Shared use path</u>	<u>Centerway Road</u>	<u>Goshen Road</u>		<u>New proposal</u>	<u>Provides continuation of the BL-36 bikeway north to the East Village of Montgomery Village</u>

Page 61, Table 2-2, revise the Bikeway Type for DB-27 as follows:

DUAL BIKEWAY; shared use path and signed shared roadway or bike lanes as feasible.

Page 62, Table 2-2, insert:

Route #	1978 Route # Reference	Bikeway Name	Bikeway Type	Limits (From)	Limits (To)	Plan Reference	Status/ Condition	Discussion
<u>SR-48</u>		<u>Kempton Road</u>	<u>Signed shared roadway</u>	<u>MD 27</u>	<u>Frederick County</u>	<u>N/A</u>	<u>New proposal</u>	<u>Provides connection between Damascus and Frederick County bikeway network</u>

General

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board Draft for the Countywide Bikeways Functional Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board Draft for the Countywide Bikeways Functional Master Plan, dated May 2004.

This is a correct copy of Council action.



Elda M. Dodson, CMC
Acting Clerk of the Council