



THE PLAN AHEAD

Arthur Holmes, Jr., Director, Department of Transportation

**planning
design
construction**

OCTOBER 2008

Montgomery County
Department of Transportation
(MCDOT)



Division of Transportation
Engineering (DTE)

101 Monroe Street, 9th Floor
Rockville, MD 20850
Phone: 240-777-7223
Fax: 240-777-7277

Bruce E. Johnston, P.E.
Division Chief

Holger Serrano, P.E.
Deputy Chief

Sogand Seirafi, P.E.
Planning & Design Chief

Tom M. Reise
Property Acquisition Chief

Tim Cupples, P.E.
Construction Chief

For alternative formats of this newsletter, please contact the DTE at 240-777-7220 (Voice), TTY users call Maryland Relay.

The Plan Ahead is a project newsletter published by MCDOT to inform, engage and encourage community participation on active transportation projects.



Cedar Street Bike Lane Improvements

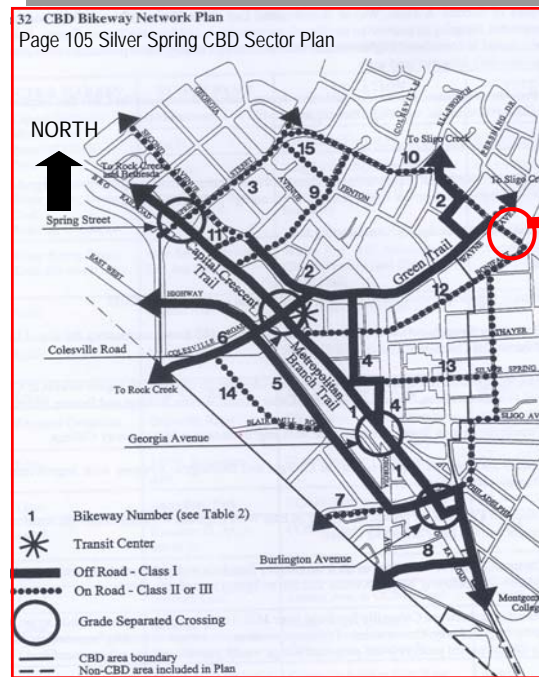
The safe and efficient accommodation of bicyclists and pedestrians along the traveled way is equally important as the provisions for vehicles. Montgomery County Department of Transportation (MCDOT) believes the bicycle is a significant mode of transportation. The number of people using bicycles for commuting and other travel purposes has been increasing since the early 1970s. Most recently with soaring gas prices, Montgomery County residents are recognizing the energy efficiency, cost effectiveness, health benefits and environmental advantages of bicycling and are eager for expanding access to this transportation alternative.

This newsletter is to inform your community of MCDOT's proposal to provide safe bicycle access along Cedar Street between Bonifant Street and Wayne Avenue.

BACKGROUND

In 2002, MCDOT implemented a contra-flow bicycle lane along the one-way northbound Cedar Street between Bonifant Street and Wayne Avenue. In our efforts to provide an area exclusively for bicycle travel, MCDOT installed temporary curb, a five foot wide bike lane separated from the travel portion of Cedar Street with wheel stops. After concerns were raised by the residents that the wheel stops presented a tripping hazard, interfered with snow removal and trapped debris and trash, MCDOT removed the wheel stops.

Since this time, it has been brought to our attention the need to provide safe two-way bicycle access along Cedar Street with upgraded bicycle signage as part of a comprehensive interconnected bicyclist network.



The Silver Spring CBD Sector Plan recommends bicycle routes to connect the Metropolitan Branch Trail to downtown Silver Spring with on-road bicycle facilities along Cedar Street between Bonifant Street and Wayne Avenue to the Sligo Creek Trail.

Contact the Project Manager, Ms. Patricia Shepherd at
Phone: 240-777-7231
E-mail: Patricia.Shepherd@montgomerycountymd.gov

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EXISTING CONDITIONS

Cedar Street between Bonifant Street and Wayne Avenue permits one-way northbound travel and allows on-street parallel parking along the west side. MCDOT is mindful that the residents along Cedar Street took great efforts to obtain two-thirds (2/3's) resident's approval for the existing parallel parking. Balancing MCDOT's transportation goal of providing safe two-way access for cyclists with the community's desire to minimize roadway modifications, two concept designs for safe southbound bicy-

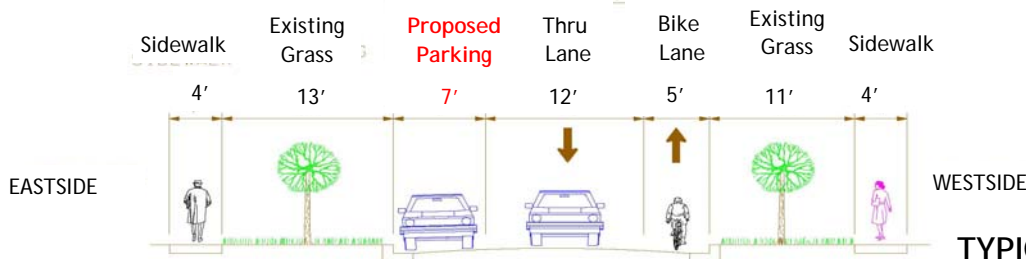
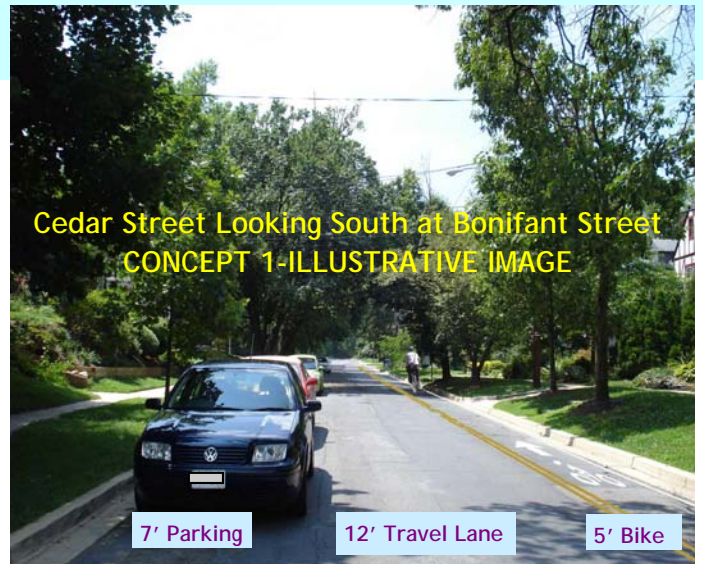
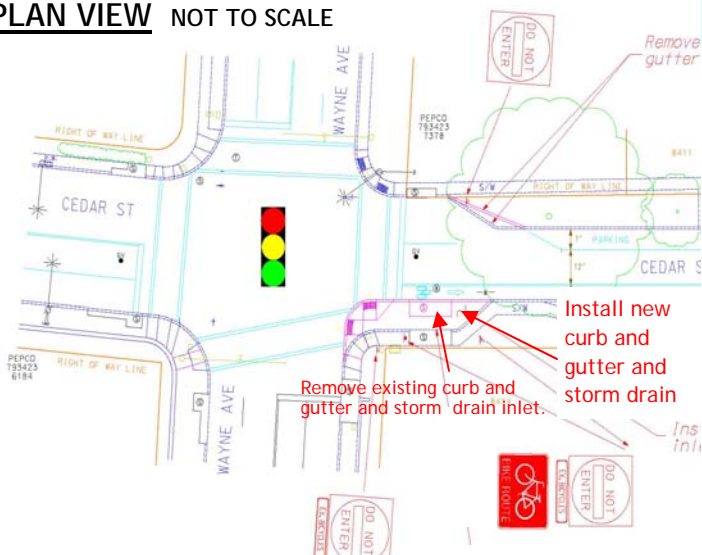
cle access along Cedar Street have been developed. National design standards recommend that on one-way streets contra-flow bike lanes be provided in special circumstances when there is sufficient street width, bicycle lanes are short and provide direct access to high-use destinations. For example, along Cedar Street it is recommended that the southbound bicycle lane be placed to the drivers' left side and be separated by a double yellow line. This provides added safety with a dedicated travel lane for cyclists.

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CONCEPT 1-PROPOSED IMPROVEMENTS-MCDOT'S PREFERRED CONCEPT

1. Requires shifting on-street parking from the west side to the east side of Cedar Street and is contingent upon 2/3 Resident Concurrence and an official endorsement of the citizens association. No loss in parking spaces will result.
2. Proposes a southbound five foot wide (5') striped bike lane (pavement marking) adjacent to the west side curb. This concept eliminates the conflict confronted by a cyclist traveling southbound adjacent to existing parked vehicles from having doors opening into the bike lane, otherwise known as being "doored".
3. Proposes to bump out the existing curb at the southwest corner of Wayne Avenue/Cedar Street to match Cedar Street's existing curb along the block. This improvement minimizes pedestrian crossing distances and enhances the current alignment of the roadway. It will require an extension of the inlet pipe and the relocation of the storm drain.
4. Improves operations at Wayne Avenue/Cedar Street intersection with an upgrade in existing signing and installation of new handicap ramps that meet current ADA standards.

PLAN VIEW NOT TO SCALE



TYPICAL SECTION NOT TO SCALE

CONCEPTS UNDER STUDY

Included in this newsletter are two concepts which provide a designated area on Cedar Street, specifically for bicyclists traveling southbound (towards Bonifant Street) who must travel against the one-way northbound (towards Wayne Avenue) vehicular movement. Bicyclists traveling northbound will remain on road with the vehicular traffic flow. Both concepts provide exclusive southbound bicycle lanes, follow national design standards and propose all work to be done within existing public right of way. In addition, as part of an overall comprehensive effort to improve bicyclist safety and

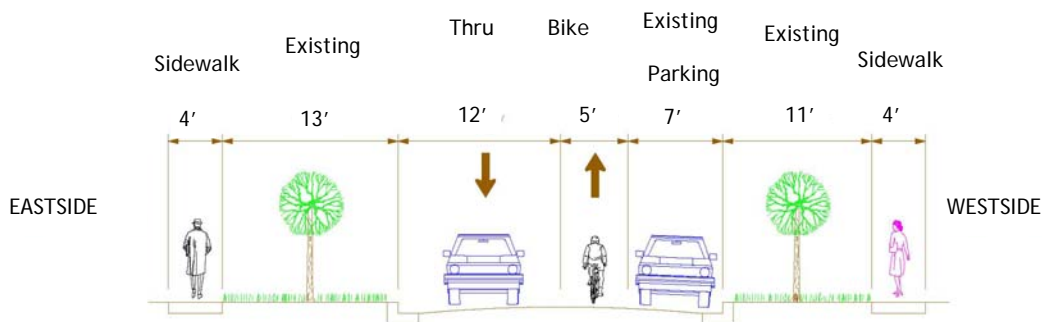
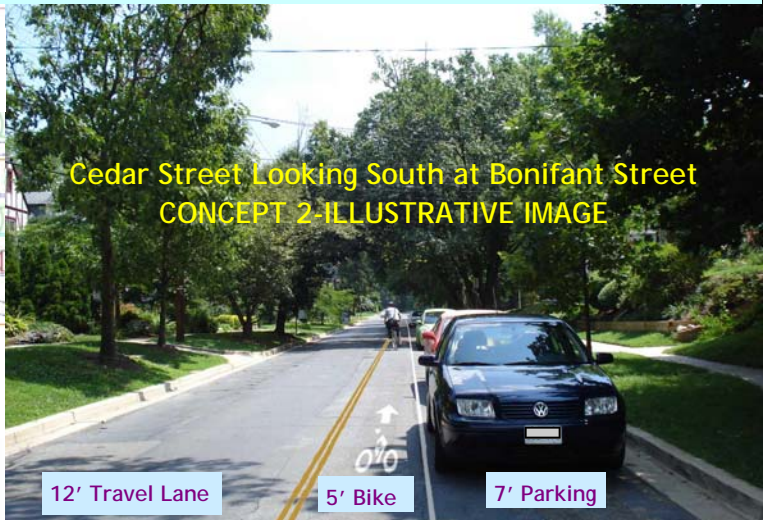
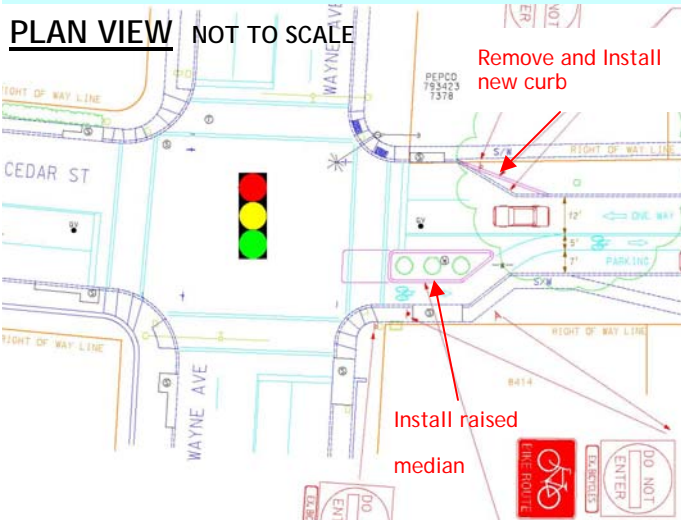
access, bicyclist signage will also be upgraded.

MCDOT prefers Concept 1 as it provides added safety for cyclists by eliminating parked vehicles opening doors into the bike lane. However, Concept 1 can only be implemented if 2/3's of the residents along Cedar Street between Wayne Avenue and Bonifant Street concur with changing the existing west side on-street parking to the east side of the street. Concept 2, provides for the contra-flow bicycle lane, retains parking as it currently exists and does not require concurrence from the residents. It does, however, have the disadvantage of "dooring" bicyclists since parking is adjacent to the bike lane.

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CONCEPT 2-PROPOSED IMPROVEMENTS

1. Retains on-street parking along the west side of Cedar Street.
2. Proposes a five foot wide (5') striped bike lane (pavement marking) between the existing parallel parking area along the west side of Cedar Street and the vehicular travel lane. This proposal will not eliminate the conflict confronted by cyclists traveling southbound having doors opening into the bike lane from a parallel parked vehicle.
3. Proposes a landscaped raised island at the southwest corner of Wayne Avenue/Cedar Street to channel and direct cyclist traveling southbound to the designated bike lane.
4. Discourages southbound vehicular turning movements on Cedar Street from Wayne Avenue.



TYPICAL SECTION NOT TO SCALE



Cedar Street Bike Lane Improvements

(Continued from page 3)

COMMUNITY FEEDBACK IS IMPORTANT

We hope that you take the time to carefully review the concepts provided in this newsletter. Should you have questions please feel free to contact the project manager, Ms. Patricia Shepherd, at 240-777-7231 or by e-mail at:

patricia.shepherd@montgomerycountymd.gov.

Your feedback is important to us in implementing the best alternative that meets the multimodal needs of this downtown Silver Spring community. Your input allows us to seek creative transportation solutions that serve the community - including cyclists, pedestrians, and residents.

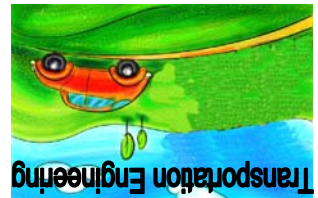
RESIDENTS CONCURRENCE SURVEY

Residents whose home fronts Cedar Street between Wayne Avenue and Bonifant Street will be supplied with a "Resident's Concurrence Survey". This postage paid voting survey specifically requests these residents to vote and select a preferred concept. Please return completed survey by November 14, 2008.

PUBLIC COMMENTS FORM

For the general public to provide comments or concerns,

Montgomery County
Department of Transportation (MCDOT)
Division of Transportation Engineering
Planning & Design Section
101 Monroe Street, 9th Floor
Rockville, Maryland 20850-2540
www.montgomerycountymd.gov/capitalprojects
Phone: 240-777-7223 Fax: 240-777-7277



a postage-paid "Public Comments Form" is provided with this newsletter. Please return completed form by November 14, 2008.

NEXT STEPS

Upon receiving the *Resident's Concurrence Survey* and the *Public Comments Form*, MCDOT will review and assess the comments. If the results of the survey meets the 2/3's resident's concurrence for Concept 1, then MCDOT will follow up with formal procedures with the East Silver Spring Civic Association (requires ESSCA's formal endorsement) prior to the installation of Concept 1. If, however, the results of the survey do not meet the 2/3's resident's concurrence, then MCDOT will proceed with the installation of Concept 2. In either case, MCDOT will communicate, via newsletter, the results of the survey, the selected concept, any modifications to this concept resulting from public input and the proposed schedule to install the contra-flow bike lane along Cedar Street between Wayne Avenue and Bonifant Street.

To access this newsletter and other documents related to the Cedar Street Bike Lane Improvements, log onto:

1. <http://www.montgomerycountymd.gov/capitalprojects>
2. Select "PROJECTS" in the upper left corner, Select "PEDESTRIAN FACILITIES", scroll down to "Other Information" column. View or download the documents listed.