

# *Transportation*

The transportation system in the Forest Glen Sector Plan area must provide for safe and efficient movements by all modes of travel. At the same time, it is essential that the transportation network reflect the character of the community and support community identity. The recommendations in this section are intended to achieve the desired transportation objectives while also preserving Forest Glen as a stable, predominantly single-family residential community with some institutional uses.

Georgia Avenue was the focus of many questions in the Forest Glen Issues Report for two reasons. Obviously, Georgia Avenue presents numerous transportation issues. Every day, vehicles traveling on Georgia Avenue pose safety hazards to pedestrians, bicyclists, and vehicles from both the sector area and the larger region (i.e., through traffic). However, Georgia Avenue also has an impact on community identity. Georgia Avenue is difficult to cross by any means and separates the Forest Glen community into those living east and those living west of it. Forest Glen East and Forest Glen West are defined in the Land Use chapter.

A fundamental motivation of this Plan regarding Georgia Avenue is to move traffic more efficiently and safely while also preserving Forest Glen's neighborhoods. This Plan recognizes that transportation measures intended to improve Georgia Avenue may have significant impacts on the surrounding neighborhoods. These impacts may be positive or negative. For example, reducing the number of curb cuts (driveway entrances) on Georgia Avenue may add to traffic on side streets (i.e., from vehicles leaving the properties abutting Georgia Avenue). However, reducing the number of curb cuts would also improve safety and traffic flow on Georgia Avenue, thereby reducing the incentive for drivers to cut through the adjoining neighborhoods. The challenge of this Plan is to balance areawide safety and congestion concerns with local neighborhood protection.

Sidewalks and bikeways also play an important role in fostering a sense of community. They promote interaction among neighbors in addition to their transportation and environmental benefits. The Forest Glen Metrorail station enables pedestrians and bicyclists to have access to the entire region. It is imperative

that the links to the station be practical and safe to use; otherwise, the resource cannot fulfill its potential usefulness to the surrounding neighborhoods.

## A. Street and Highway Plan

The Forest Glen Sector Plan area is defined on the south by the Capital Beltway (I-495), an eight-lane freeway, and is bisected by Georgia Avenue, a six-lane major highway. The street and highway plan for the Forest Glen area must preserve the viability of Forest Glen neighborhoods while accommodating through traffic. As a result, it must find a balance among a number of issues. These issues include: safety, neighborhood access and circulation, through traffic, neighborhood cut-through traffic, and pedestrian and bicycle circulation.

The relationships between these issues are complex and often indirect. For instance, one method for improving vehicular safety on Georgia Avenue, eliminating left turns, can also reduce congestion since left turns can slow down traffic. In turn, reduced congestion on Georgia Avenue may lessen the degree to which vehicles cut through Forest Glen neighborhoods; the need for motorists to bypass congestion decreases as congestion decreases. Furthermore, more efficient vehicle movement can allow for a longer green signal for pedestrians and bicyclists to cross Georgia Avenue.

This Plan proposes a number of improvements that will benefit the Forest Glen neighborhoods on both sides of Georgia Avenue. Georgia Avenue is an important thoroughfare for commuters but it is equally important to strengthen the quality of community life for those who live along or near this road and must cross it frequently as pedestrians or motorists. The following recommendations are intended to preserve and strengthen community character and cohesiveness by improving safety and

access to and from the Forest Glen neighborhoods along Georgia Avenue.

The transportation recommendations which follow take into account the potential development within the Forest Glen Sector Plan area and the additional traffic from regional growth. Land use changes that are currently being contemplated immediately outside the Sector Plan area, particularly at the Walter Reed Medical Annex, were studied and found not to impact intersections within Forest Glen to a significant degree.

Table A and Figure 13 show the recommended classifications for the major Forest Glen Sector Plan roads. This Sector Plan reaffirms the *Kensington-Wheaton Master Plan* classifications with the right-of-way modifications shown in Figure 14 for Georgia Avenue and Forest Glen Road.

### OBJECTIVE A:

#### *Improve safety along Georgia Avenue*

- **Studying safety improvements on Georgia Avenue north of Forest Glen Road**

This short stretch of Georgia Avenue has had a history of numerous traffic accidents, with a majority occurring due to left-turn movements. The State Highway Administration and the Department of Public Works and Transportation should study alternative ways to address this safety problem, including: closing the medians at Tilton Drive/the entrance to Americana Finnmark, Hildarose Drive, and Dexter Avenue and installing a traffic signal at Belvedere Boulevard; closing the same medians but with no signal at Belvedere Boulevard; leaving the medians open with a signal at Belvedere Boulevard, and leaving the medians open with no signal but with turn bays leading up to each median break. Any recommended option must be reviewed and approved by the County Council before implementation.

# Recommended Street and Highway Classifications\*

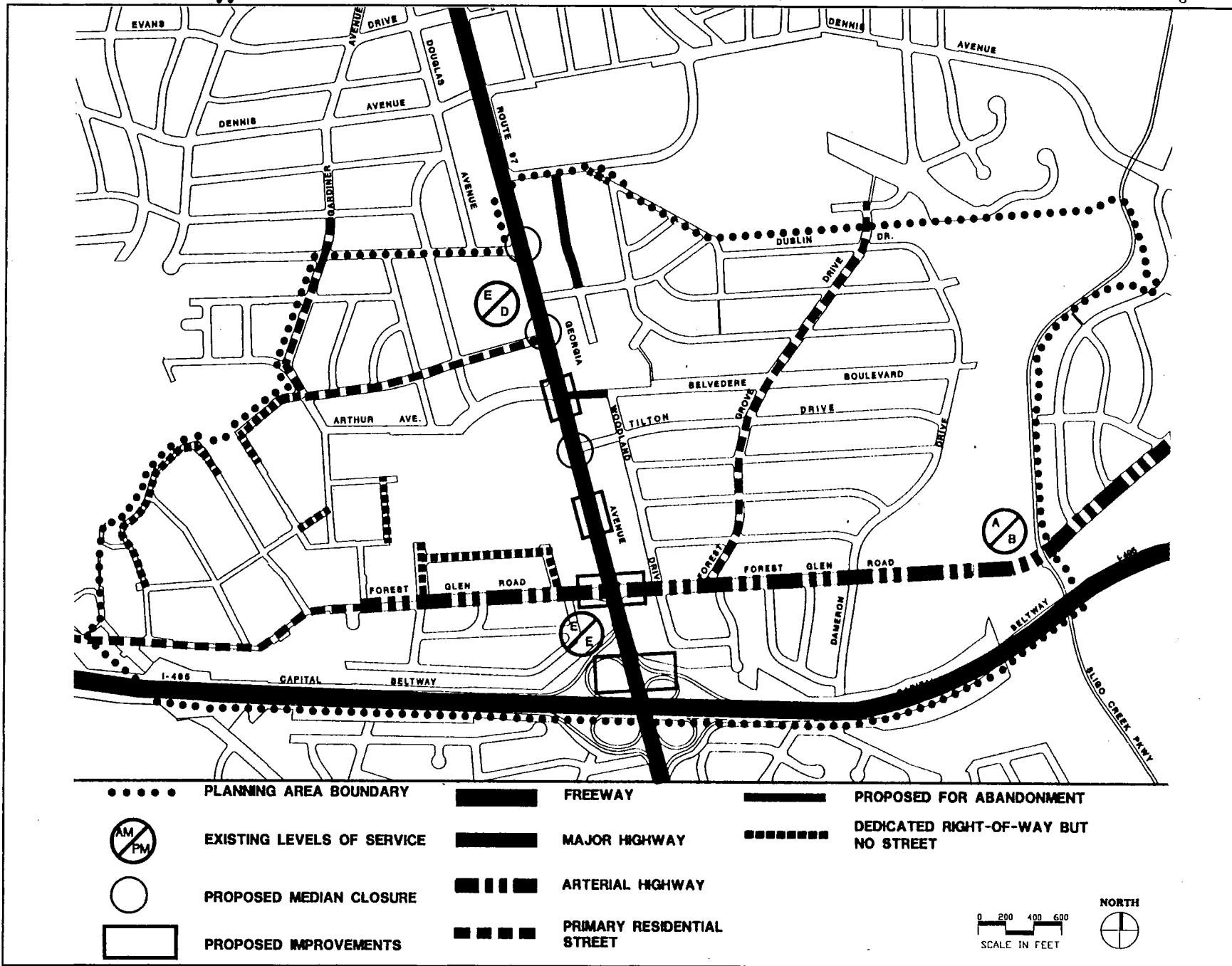
Table A

Master Plan Designation	Name	Limits	Minimum Right-of-Way Width	Proposed Pavement Width or Number of Lanes**
<b>Freeway</b>				
F-8	Capital Beltway (I-495)	Seminary Road to Sligo Creek Park	200'	8 lanes divided
<b>Major Highway</b>				
M-8	Georgia Avenue (MD 97)	Sector Plan Boundary Line to Capital Beltway	110'	6 lanes divided
<b>Arterial</b>				
A-57	Forest Glen Road (MD 192)	Seminary Road to Belvedere Place	80'	2 lanes
A-57	Forest Glen Road (MD 192)	Belvedere Place to Woodland Drive	80'	4 lanes
A-57	Forest Glen Road (MD 192)	Woodland Drive to Sligo Creek Pkwy.	80'	2 lanes
<b>Primary Residential Street</b>				
P-16	Forest Grove Drive	Sector Plan boundary line to Forest Glen Road	70'	36'
P-18	Gardiner Avenue	Hildarose Drive to Dexter Avenue	70'	36'
P-19	Hildarose Drive	Georgia Avenue to Gardiner Avenue	70'	36'
<p>* Secondary and tertiary residential streets are not designated on Master or Sector Plan.</p> <p>** The number of lanes are the planned through lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.</p>				

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# Vehicular Traffic Circulation

Figure 13



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The selected option must not generate significant additional traffic on secondary residential streets, and must include measures to protect such streets (particularly narrow streets such as Arthur Avenue) from commuter traffic.

- **Limit additional direct access to Georgia Avenue and eliminate existing curb cuts (driveway entrances) where feasible**

Another source of accidents along Georgia Avenue is the level of access to individual properties. The combination of inattentive drivers and vehicles making right turns into driveways often results in rear-end accidents. The conflict between vehicles turning right and those continuing on the road can be thought of as friction; it should be minimized as much as possible. This measure would also help ease congestion on Georgia Avenue since through movement in the right lane would face less friction. However, it may increase traffic on residential streets intersecting Georgia Avenue. Furthermore, drivers will have to travel farther to reach their destinations since they will not be able to access them directly from Georgia Avenue.

- **Extend merge lane on northbound Georgia Avenue beyond current transition**

A significant safety problem exists in the area on northbound Georgia Avenue from the Beltway interchange to the end of the merge lane just north of Forest Glen Road. Rear-end and side-swipe accidents occur as vehicles attempt to merge in the short distance between the Beltway off-ramp and Forest Glen Road. Exacerbating this problem is the perception that the lane into which the Beltway off-ramp empties continues north up Georgia Avenue. Drivers often do not realize until the very end of the merge lane that they must merge. The short distance between the end of the merge lane and the intersection with Forest Glen Road adds to the intersection's congestion.

Extending the merge lane to approximately 1,000 feet north of Forest Glen Road would give drivers a better chance to merge safely with through traffic on Georgia Avenue. However, higher speeds in the right lane could be difficult to reconcile with right turns into individual properties. As discussed above, multiple entry points onto Georgia Avenue create friction. Eliminating the points of friction would enhance the efficacy of this measure. This measure would require additional right-of-way on Georgia Avenue as shown in Figure 14, page 36.

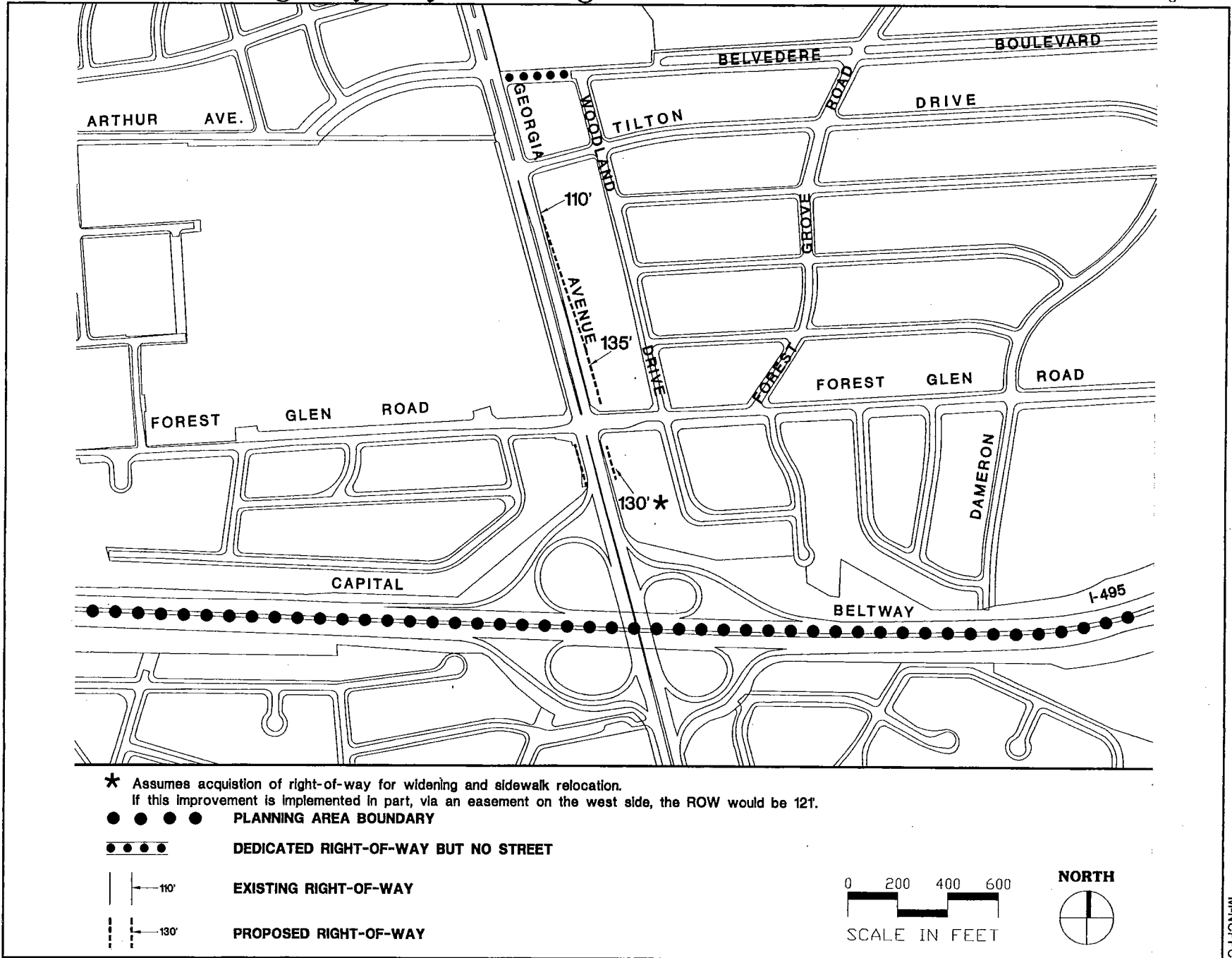
- **Study sign clarification and signal timing at Georgia Avenue and Forest Glen Road**

The State Highway Administration (SHA) should study the need for additional signs or clarifications to existing signs at the Georgia Avenue/Forest Glen Road intersection as part of the effort to make the intersection safer and more efficient. Unclear signs or signs that are posted too close to an intersection can cause drivers to realize too late that they are in the incorrect lane for the movement they wish to make. To correct themselves, they frequently either cut in line as traffic is moving or make an illegal movement, often resulting in side-swipe or rear-end accidents. Clear signing on Georgia Avenue and Forest Glen Road set farther away from the intersection may help alleviate this problem.

Another operational improvement that should be studied by SHA and the Montgomery County Department of Transportation (DOT) is the signal phasing at the Forest Glen Road/Georgia Avenue intersection. The timing could be modified to allow an all-red phase where all vehicles are stopped for three to five seconds. This can prevent accidents resulting from vehicles that run the red light. The short length of the phase should minimize any detrimental effect on traffic congestion it may have. This recommendation would not have an effect on pedestrian movement.

# Recommended Right-of-Way on Georgia Avenue at Forest Glen Road

Figure 14



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**OBJECTIVE B:**

*Provide continuity and better circulation within and between the neighborhoods east and west of Georgia Avenue while minimizing impact on the existing residential streets*

- **Study a three-way signalized intersection at Belvedere Boulevard and Georgia Avenue and abandon the Belvedere Boulevard right-of-way adjoining Getty Park**

This Plan recommends retaining the traffic signal at August Drive and studying a second signal at Belvedere Boulevard without completing Belvedere Boulevard on the east side of Georgia Avenue. This would result in two three-way intersections, one providing access to the east and the other providing access to the west. A traffic signal at Belvedere Boulevard could improve both safety and community cohesiveness by enhancing connections to the Forest Glen neighborhoods. It could improve safety by replacing the unsignalized median breaks along Georgia Avenue as the location for left turns, thus providing safer access to and from the neighborhood on the west side of Georgia Avenue. The signal could provide a protected left turn for a school bus route as well as individual motorists. This configuration may result in additional through traffic on some neighborhood streets. However, operational measures could be used to discourage through traffic (i.e., traffic not destined for the immediate neighborhoods) and protect the existing character of these streets.

Pedestrians and transit users may find a signalized Belvedere Boulevard to be a convenient location to cross Georgia Avenue. Currently, the existing traffic signals on Georgia Avenue at August Drive and at Forest Glen Road, which are over 2,000 feet apart, are the only places to cross Georgia Avenue with some degree of protection. A signal at Belvedere Boulevard could also make it safer and easier for residents on the west side of Georgia Avenue, where there is higher density housing, to

walk or bike to General Getty Neighborhood Park or Sligo Creek Park in Forest Glen East.

In the process of studying this problem, many different alternatives were considered. Two primary alternatives are worth mentioning. Both included implementing a four-way signalized intersection at Belvedere Boulevard, including the completion of Belvedere Boulevard along General Getty Park. The alternatives differed regarding the signal at August Drive: one included it, the other did not. Both alternatives were rejected due to the impact of extending Belvedere Boulevard on General Getty Park, the possible increase in neighborhood cut-through traffic, and problems with pedestrian circulation. This Plan recommends dedicating to General Getty Park the unbuilt portion of the Belvedere Boulevard right-of-way between Georgia Avenue and Woodland Drive. (See also Chapters Three and Five.) Any dedication must provide for the continuation of any public services currently existing in the right-of-way (utilities, etc.) and for continued public access by bicyclists, pedestrians, and persons with disabilities.

- **Build a connection through the Freeman Property in conjunction with development**

As discussed earlier in Chapter Three, one of the major undeveloped sites in the Sector Plan area is the Freeman Property. If the Freeman Property is developed, a north-south connection between Arthur Avenue and Belvedere Place should be built as a secondary residential street. The street should be designed as a "mixed street" incorporating such traffic calming measures as a narrow pavement width, on-street parking, and a non-linear route to discourage drivers who might be tempted to use it to bypass congestion on Georgia Avenue. The street could also provide an additional and more direct link for pedestrians and bicyclists to reach the Metrorail station that would also allow them to avoid Georgia Avenue.

- **Consider restricting traffic from Forest Glen Road to Rosensteel Avenue and to Hollow Glen Place**

DOT should evaluate the possibility of restricting both Rosensteel Avenue and Hollow Glen Place to one-way streets northbound in the block adjacent to Forest Glen Road. Both intersections have acute sight distance problems caused by a hill on the north side that obstructs the view of Forest Glen Road. While recent data reflect very few reported accidents at this location, the potential for accidents exists. The restriction would prohibit the difficult movement from either of these streets to Forest Glen Road and still preserve access, although somewhat circuitous, for the residents on those two streets. The measure also has the potential to reduce cut-through traffic. This traffic modification would not impact the adjacent Forest Glen Historic District. Prior to implementation, the possible impact of additional traffic on adjacent streets would be evaluated.

- **Abandon Woodland Drive north of August Drive**

Woodland Drive north of August Drive does not connect with any other road and is used exclusively for access to St. John's Church and school. Since the two homes on Woodland Drive north of August Drive both have driveways on August Drive, abandoning the road to St. John's Church does not eliminate access for any residents. Under this recommendation, St. John's Church would be required to maintain the road as a private street. Any abandonment must provide for the continuation of any public services currently existing in the right-of-way (utilities, etc.) and for continued public access by bicyclists, pedestrians, and persons with disabilities.

## **OBJECTIVE C:**

*Provide flexibility for the future by preserving "paper" streets*

- **Retain existing rights-of-way (streets not constructed) to allow for future flexibility in the provision of transportation and with respect to future development as detailed below:**
  - Retain the existing right-of-way and construct a pedestrian pathway between Medical Park Drive and the Everest Street/Brisbane Street intersection. This connection will facilitate pedestrian movement between the existing neighborhood in the northwest area of Forest Glen and the health facilities north of Medical Park Drive and the St. John's Church and School.
  - Retain the right-of-way at the termination of Hildarose Drive, west of Gardiner Avenue and south of the community swimming pool. This will provide future access to subdivided land in the area.
  - Retain the right-of-way extending north of McMillan Avenue. This right-of-way might be used as access for the existing (but not fully developed) subdivision along McMillan Avenue. A path has been created by pedestrians walking to the pool and shows heavy use. If a roadway is not constructed in this right-of-way, an asphalt sidewalk should be constructed. The slope varies from moderate to steep but is suitable for walking.
  - Retain the right-of-way between Gardiner and McMillan Avenues. The final use should be determined at time of adjacent future development.
  - Retain the right-of-way that extends north from Rosensteel Avenue. This area has a very steep slope;



however, a path has been created by pedestrians accessing the pool demonstrating the need to preserve the right-of-way.

- Retain the Hale Place right-of-way connecting several residential streets in the Forest Glen West area. This right-of-way provides access to existing lots in the area and should be retained for future flexibility in the development process.

## **OBJECTIVE D:**

*Provide local access to areas along Georgia Avenue while accommodating regional through traffic*

- **Modify intersection of Georgia Avenue and Forest Glen Road**

The intersection of Georgia Avenue and Forest Glen Road (see Figure 15) is currently operating at an undesirable level of service for an urbanized area during the evening peak period. The congestion standard for this intersection is that established in the most current Annual Growth Policy. Ingredients for future congestion include: growth in through traffic from development north and south of the area, development within the sector plan area, a short merge area with many conflicting movements from the westbound Beltway to northbound Georgia Avenue (addressed above), and the lack of an exclusive signal for left turns from Georgia Avenue to Forest Glen Road.

This Plan recommends the following in order to provide increased levels of access and safety:

1. One lane should be added on both northbound and southbound Georgia Avenue exclusively for left-turn movements at all times.
2. An additional left-turn lane on the eastbound and west-

bound approaches of Forest Glen Road to Georgia Avenue ultimately may be necessary, but they should be implemented only if warranted after the reconfiguration of the I-495/Georgia Avenue interchange is completed.

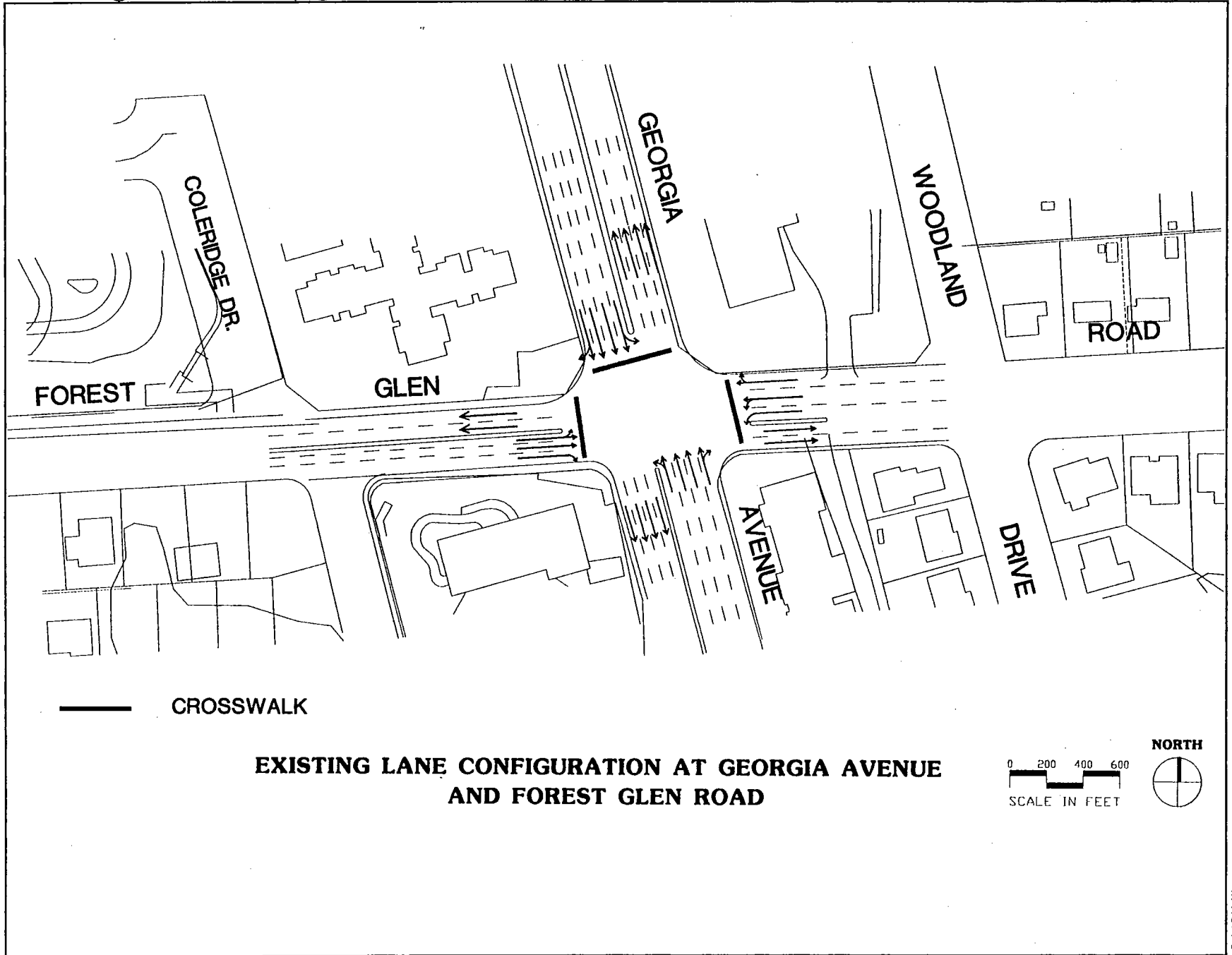
It should be recognized that the implementation of the above recommendations involves a policy decision that may increase congestion but would provide other benefits. Safety would be improved since the need for traffic to bypass vehicles waiting at the signal is significantly lessened; however, the provision of a 24-hour left-turn phase will decrease capacity for through traffic. The improvement is recommended because the advantages of better local access, lower volumes of cut-through traffic, and increased safety collectively outweigh the resulting increase in congestion at the intersection.

The package of improvements will improve traffic conditions at the intersection of Georgia Avenue and Forest Glen Road. It will also reduce neighborhood cut-through traffic since conditions will be improved on Georgia Avenue. The recommended improvements presume the level of additional development described in the Land Use chapter within the Forest Glen area. The sequence and level of the development will determine which improvements are done first and the interim configuration of each approach to the intersection.

The opportunity for safe pedestrian crossings at this intersection is vital for the residents and the institutions in Forest Glen. To provide for better pedestrian safety, this Plan recommends expansion of the median to 10 feet on the north side of the intersection. This would allow a safe refuge for pedestrians and bicyclists going to the Metro station or Sligo Creek Park. It is also consistent with the recommendation for a bike path crossing Georgia Avenue along the north side of Forest Glen Road. Expanding the median on the north side would also require expanding and/or shifting the median on the south side of the intersection to maintain lane continuity.

# Existing Lane Configuration at Georgia Avenue & Forest Glen Road

Figure 15



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The package of improvements will require additional right-of-way at the intersection, as seen in Figure 14. Although the pedestrians and bicyclists will be crossing a greater distance (approximately 20 feet), the green time allowed them will remain sufficient for them to cross.

### **OBJECTIVE E:**

#### ***Discourage the use of local roads for through traffic during peak hours of travel***

A number of recommendations presented above would influence cut-through traffic by relieving congestion at bottlenecks and providing more efficient movements to and from roadways designed to carry more traffic, particularly Georgia Avenue. It is also useful to identify roads that are often used as cut-through routes. DOT uses several different measures to reduce cut-through traffic. While this Plan identifies routes that have potential for these measures, the neighborhood must request a study by DOT to implement them.

Streets identified by Forest Glen citizens through the public planning process as cut-through routes include Forest Grove Road, August Drive/Brisbane Street/Dameron Drive and Gardiner Avenue between Dennis Avenue and Forest Glen Road.

### **OBJECTIVE F:**

#### ***Provide guidelines for the possible reconstruction of the interchange of Georgia Avenue and the Beltway (I-495)***

- The final design of the reconfigured interchange at Georgia Avenue and the Beltway must address the problems identified below before engineering and construction are authorized.

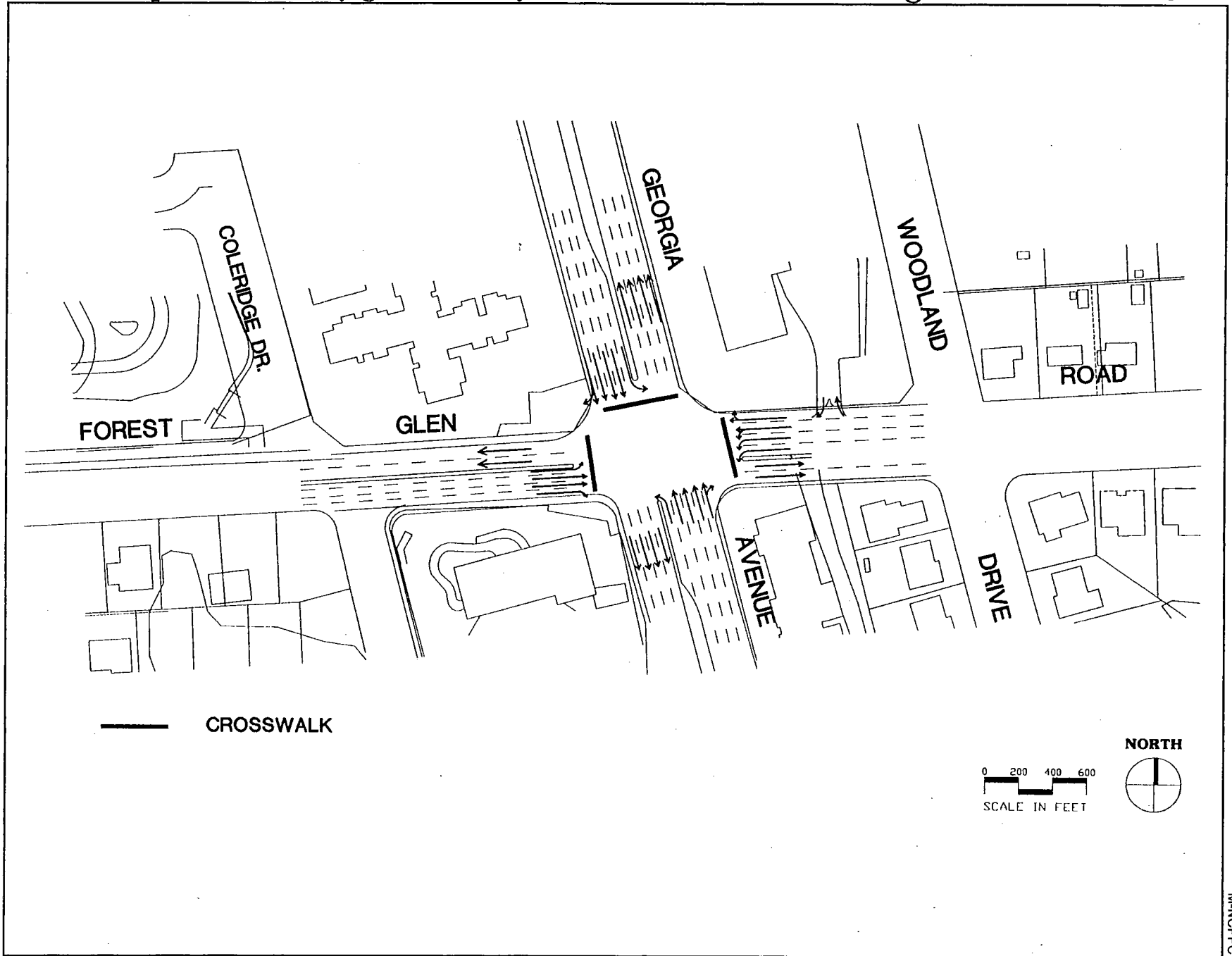
The SHA is considering a reconstruction of the interchange of Georgia Avenue and the Beltway. One option under consideration entails eliminating the loop from the westbound Beltway to southbound Georgia Avenue. This would be accompanied by installing a traffic signal to regulate traffic entering southbound Georgia Avenue from the westbound Beltway. Westbound Beltway traffic continuing to southbound Georgia Avenue would make a signalized left turn; traffic from the westbound Beltway to northbound Georgia Avenue could merge at any phase of the traffic signal, but the merge would be unencumbered when northbound Georgia Avenue traffic is stopped by a red signal at the Beltway off-ramp. (See Figure 18, page 48.)

The benefits of this reconstruction exist on two levels. First, it would eliminate the weaving conflict on Georgia Avenue under the Beltway overpass between vehicles leaving southbound Georgia Avenue to enter the eastbound Beltway, and vehicles leaving the westbound Beltway to go south on Georgia Avenue. It would also remove the weaving problem on the Beltway between vehicles from northbound Georgia Avenue seeking to go west on the Beltway and those exiting the Beltway to go south on Georgia Avenue. Second, pedestrian safety would be enhanced on the west side of Georgia Avenue due to the elimination of the exit ramp from the westbound Beltway to southbound Georgia Avenue.

There are three problems with this concept. The first arises from the addition of a new traffic signal so near the existing signal at Georgia Avenue/Forest Glen Road. It would be difficult to move traffic efficiently on northbound Georgia Avenue with two traffic signals so closely spaced. In addition, the line formed behind the new signal may block the ramps from Georgia Avenue to the Beltway. The result may be additional congestion on Georgia Avenue. Furthermore, southbound Georgia Avenue traffic stopped at the signal could line up into the Forest Glen Road intersection, particularly in the morning peak period.

# SHA Proposed Reconfiguration of I-495/MD 97 Interchange

Figure 16



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Means to eliminate both possibilities should be built into the signal phasing.

The third problem may occur on the Beltway: if the signal is improperly timed and too many vehicles try to exit the Beltway at once, a line could form that extends onto the Beltway. Good signal timing, a design that accommodates an appropriate number of vehicles on the off-ramp, and an adequate storage lane on the Beltway would prevent this problem.

### **OBJECTIVE G:**

*Enhance the visual and pedestrian appeal of public rights-of-way whenever improvements are constructed.*

- All improvements should provide landscaping and appropriate sidewalk enhancements, as identified in the Land Use and Zoning and Design Guidelines chapters of this Plan.

## **B. Transit Plan**

Transit in Forest Glen has focused on the Metrorail station since the 1978 Sector Plan. The station was opened in September 1990. The main transit issue to be addressed by this Sector Plan is how Metrorail can be utilized more efficiently. Peak hour ridership data from 1993 indicate that the station is being used 25 percent less than projected. However, the parking lot is consistently filled on weekdays. The Forest Glen station was intended primarily for local residents: parking there is intentionally limited and traffic from the Beltway wishing to use Metrorail is directed south to Silver Spring. In addition, traffic, including that exiting from the Beltway, is prohibited during the peak periods from making a left turn from northbound Georgia Avenue to the Forest Glen Metrorail station. Therefore, the principal method to increase use of Metrorail is to improve

pedestrian and bicycle access to the station. Pedestrian and bicycle infrastructure improvements are discussed below. Trip mitigation measures can also encourage Forest Glen workers and residents to take advantage of the regional rail network and other public transportation opportunities.

### **OBJECTIVE A:**

*Require vigorous trip mitigation provisions for new and expanding developments that would support the use of Metrorail and other non-auto modes of transportation*

- Consider requiring future developments to participate in the existing traffic mitigation program at Holy Cross Hospital under common management

Trip mitigation is a process by which a developer removes or limits peak-hour trips placed on the roadway by the development. These trips may be removed by a variety of measures, including: a shuttle to the nearest bus stop or rail station, incentives for employees or residents to use public transportation, and incentives for employees or residents to carpool. Executed properly, trip mitigation can reduce traffic and increase ridership on public transportation.

Trip mitigation policies work best for developments larger than the Forest Glen area could support, and program administration can be difficult and costly. Currently, Holy Cross Hospital uses a number of measures to encourage its employees to use transit, including: subsidizing transit users, coordinating a ridesharing program, providing preferential parking for carpools, and providing a free shuttle for Metrorail users. Additional development, including the Walter Reed Medical Annex outside the sector plan area and possibly the Freeman Property, could most effectively and economically take advantage of the public transportation system by joining and sharing the costs with Holy

Cross Hospital in a commonly managed trip mitigation program with proportional funding.

## C. Bikeway and Sidewalk Plan

Sidewalks and bikeways are vital to the livability of a neighborhood. A crucial element of community identity is gained by providing the means for people to walk or bicycle to local destinations and to interact outside the impersonal environment created by automobiles. Pedestrian and bicycle paths should form a network that allows residents and workers direct and safe access to all local destinations, particularly shopping areas, local parks, major employers, and the Metrorail station.

New and expanding development projects in the area should construct appropriate sidewalk and bikeway facilities needed to complete the area network. Such additions to the Forest Glen area will enhance its viability as a community and prove a worthwhile investment for all concerned.

### OBJECTIVE A:

*Provide a bikeway network connecting Forest Glen neighborhoods with shopping areas, employment centers, recreational uses, the Metrorail station, and the regional bikeway system*

- Provide bikeways as shown on Figure 17 and Table B

The bikeway network in Forest Glen requires a number of connections. Three classifications of bikeways are commonly used in Montgomery County; they are illustrated in Figure 18. The recommendations listed in Table B and shown on Figure 17 form a local network that would allow bicyclists to reach major destinations in the area, including the regional bikeway network.

- **Implement a hiker-biker path connection to Montgomery Hills**

This Plan recommends providing a safe and exclusive hiker-biker path between the Forest Glen Metrorail station and the Montgomery Hills shopping area south of the Capital Beltway. This path would be along the west side of Georgia Avenue and would be elevated over the ramps between southbound Georgia Avenue and the Beltway. The hiker-biker path and bridges would allow Forest Glen residents easy pedestrian and bicycle access to retail. It would also enable the residents of Montgomery Hills to walk and bike to the Forest Glen Metrorail station. (See Figure 17, page 45.)

### OBJECTIVE B:

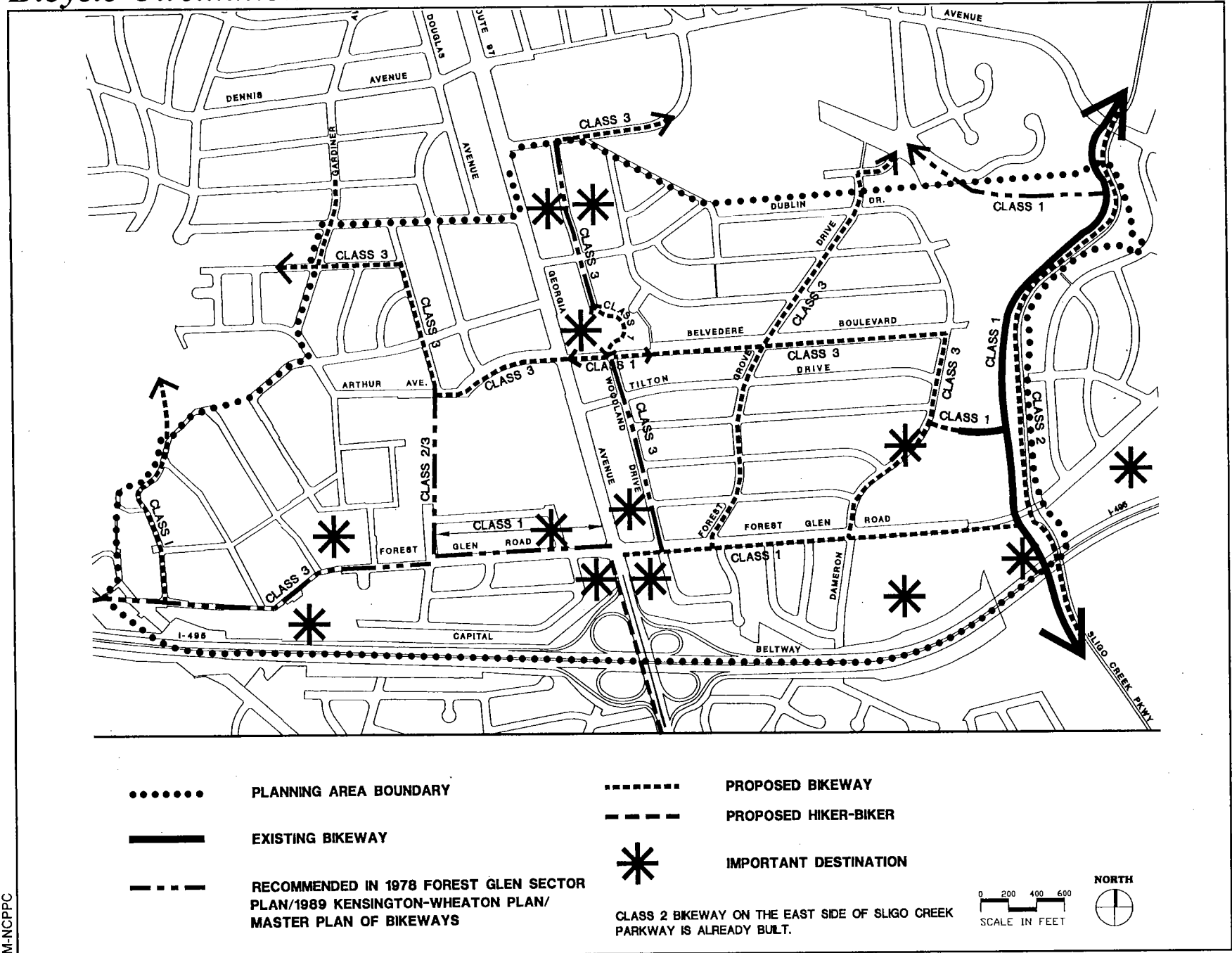
*Provide and complete pedestrian connections between Forest Glen neighborhoods and the Metrorail station, Holy Cross Hospital, and other neighborhood destinations and, where necessary, to ensure pedestrian safety*

- Provide sidewalks as shown on Figure 20 and Table C.

This Plan recommends a number of sidewalk connections to make Forest Glen a pleasantly walkable neighborhood. The recommended connections described in Table C and Figure 20 form a network that would enable Forest Glen residents to reach major destinations in the area quickly and safely. If sidewalks are constructed along residential streets, however, it is important that the existing character of the neighborhood be preserved. To minimize disturbance, DOT should consider alternatives to the standard concrete sidewalk which would lessen impacts on mature trees and front yards; such alternatives include the use of asphaltic sidewalks or trails, narrowing the standard width of the sidewalk, and, in some cases, narrowing the roadway width.

# Bicycle Circulation

Figure 17



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# Recommended Bikeway Improvements in Forest Glen Sector Plan Area

Table B

Bikeway Connection	Notes
<b>Class I Bikeways</b>	
Forest Glen Road between Sligo Creek Trail and Forest Glen Metrorail station	Access to Sligo Creek Trail, Metrorail, and Holy Cross Hospital
Segment A: South side of Forest Glen Road from Sligo Creek Trail to Georgia Avenue (minimum 8' wide to be shared with pedestrians)	A less preferred alternative to this segment would be to use local streets such as Sanford Road, east of Georgia Avenue. It is felt this alternative would be significantly less attractive to the bicyclist than the more direct route along the south side of Forest Glen Road due to the narrowness of the streets and the numerous street intersections to be crossed.
Segment B: North side of Forest Glen Road from Belvedere Place to Georgia Avenue (minimum 8' wide to be shared with pedestrians)	
Within General Getty Park connecting to Woodland Drive and Georgia Avenue; also connecting between the two existing sections of Woodland Drive	Access to and circulation within General Getty Park
Between Sligo Creek Park and Dameron Drive	Two-thirds of this trail is built* and the remaining connection would provide additional access between the Forest Glen East neighborhood and the Sligo Creek Trail
Glen Avenue between Forest Glen Road and Sector Plan boundary	Connection to proposed trail in Capitol View Sector Plan Area
Georgia Avenue between Forest Glen Road and Montgomery Hills	Access to Forest Glen Metrorail station from Montgomery Hills/North Woodside residential neighborhoods and to Montgomery Hills commercial area from Forest Glen
Between Sligo Creek Park and Sector Plan boundary (Dennis Stormwater Management Facility Trail)	Access to Sligo Creek Park
<b>Class II Bikeways</b>	
Sligo Creek Parkway between northern Sector Plan boundary and the Capital Beltway	Completion of project on park road
The connection between Forest Glen Road and Arthur Avenue if the Freeman Property is developed	The decision regarding its classification would depend on the configuration of the street and adjacent properties; may be considered for Class III

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# Recommended Bikeway Improvements in Forest Glen Sector Plan Area (cont.)

Table B

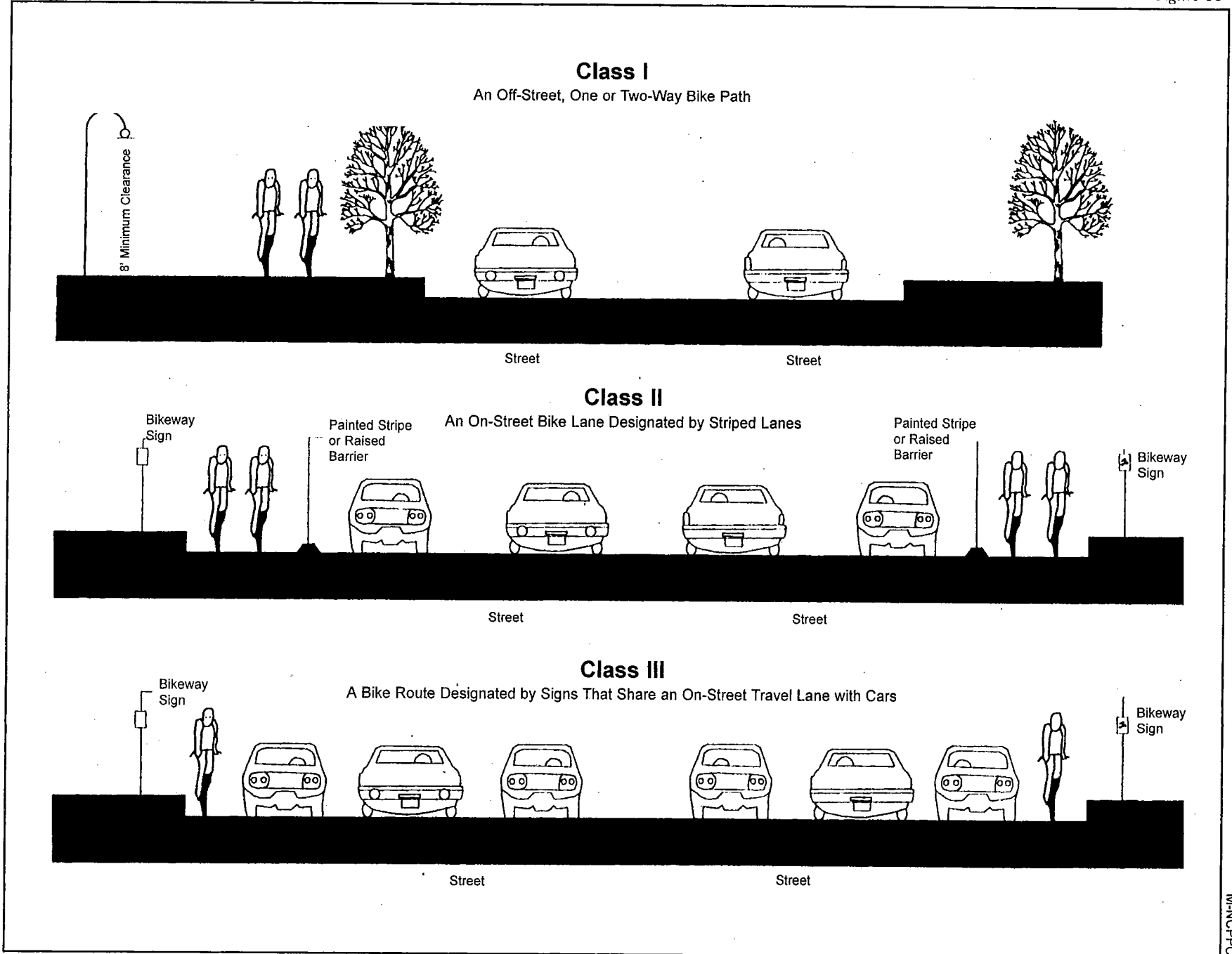
Bikeway Connection	Notes
<b>Class III Bikeways</b>	
Dameron Drive between Belvedere Boulevard and Forest Glen Road	Access to Holy Cross Hospital and Sligo Creek Trail
Forest Grove Drive between the northern Sector Plan boundary and Forest Glen Road	Access to Metrorail and Holy Cross Hospital
Woodland Drive between Medical Park Drive and Forest Glen Road	Access to Metrorail and Holy Cross Hospital; perpetual public access must be retained in the section of Woodland Drive proposed for abandonment. (See text.)
Belvedere Boulevard between Dameron Drive and Woodland Drive	Access to Sligo Creek Trail and General Getty Park
Belvedere Boulevard from Georgia Avenue to Greeley Avenue	Only at such time as the Georgia Avenue/Belvedere Boulevard intersection is signalized.
Forest Glen Road between Belvedere Place and Seminary Road/Capitol View Avenue	This segment provides access to Metrorail from the west. It is not practical to locate this route on the neighborhood streets north of Forest Glen Road due to terrain and the discontinuity of the street system. Although placing a Class III bikeway on Forest Glen Road west of Belvedere Place is not an optimal solution, it nevertheless provides signing along the roadway to remind motorists that they may encounter a bicyclist. The provision of a Class III designation provides a necessary link connecting regional bikeway routes.
Churchill Road between Greeley Avenue and the McKenney Hills Park; Greeley Avenue from Churchill Road	Will connect to the bike path proposed at this location in the Capitol View Sector Plan

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\* Repairs may be needed.

# Typical Bikeway Cross-Sections

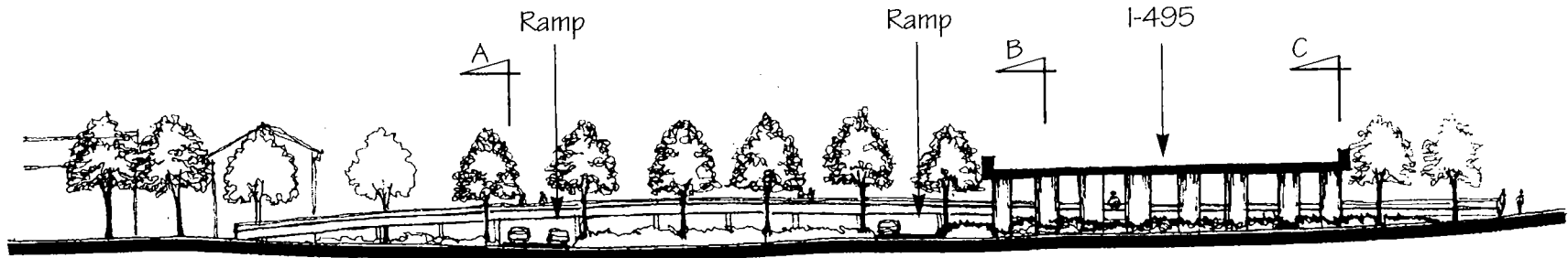
Figure 18



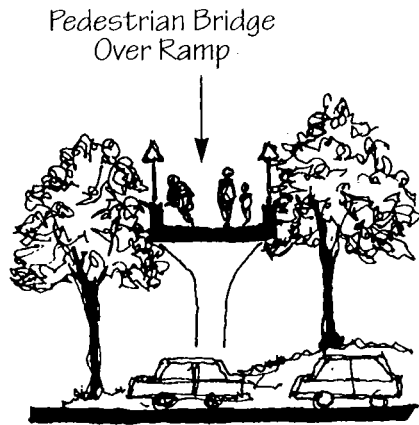
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# Recommended Pedestrian Bicycle Link – Illustrative Concept

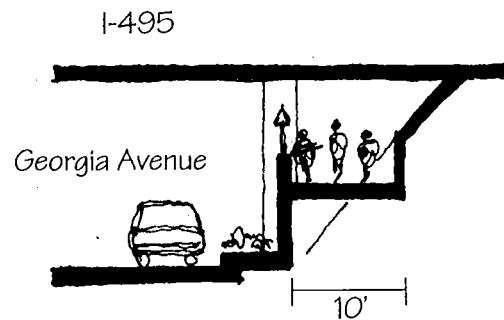
Figure 19



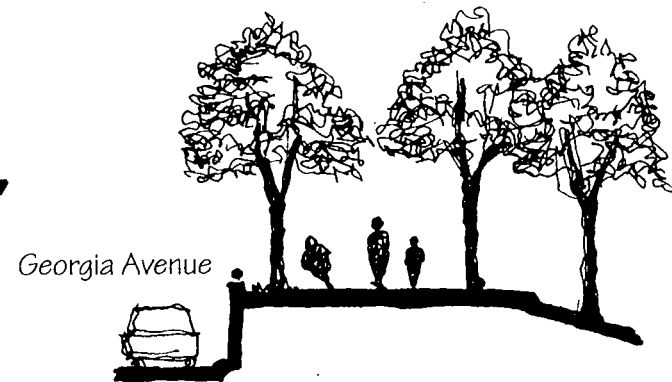
View from Georgia Avenue



Section A



Section B



Section C

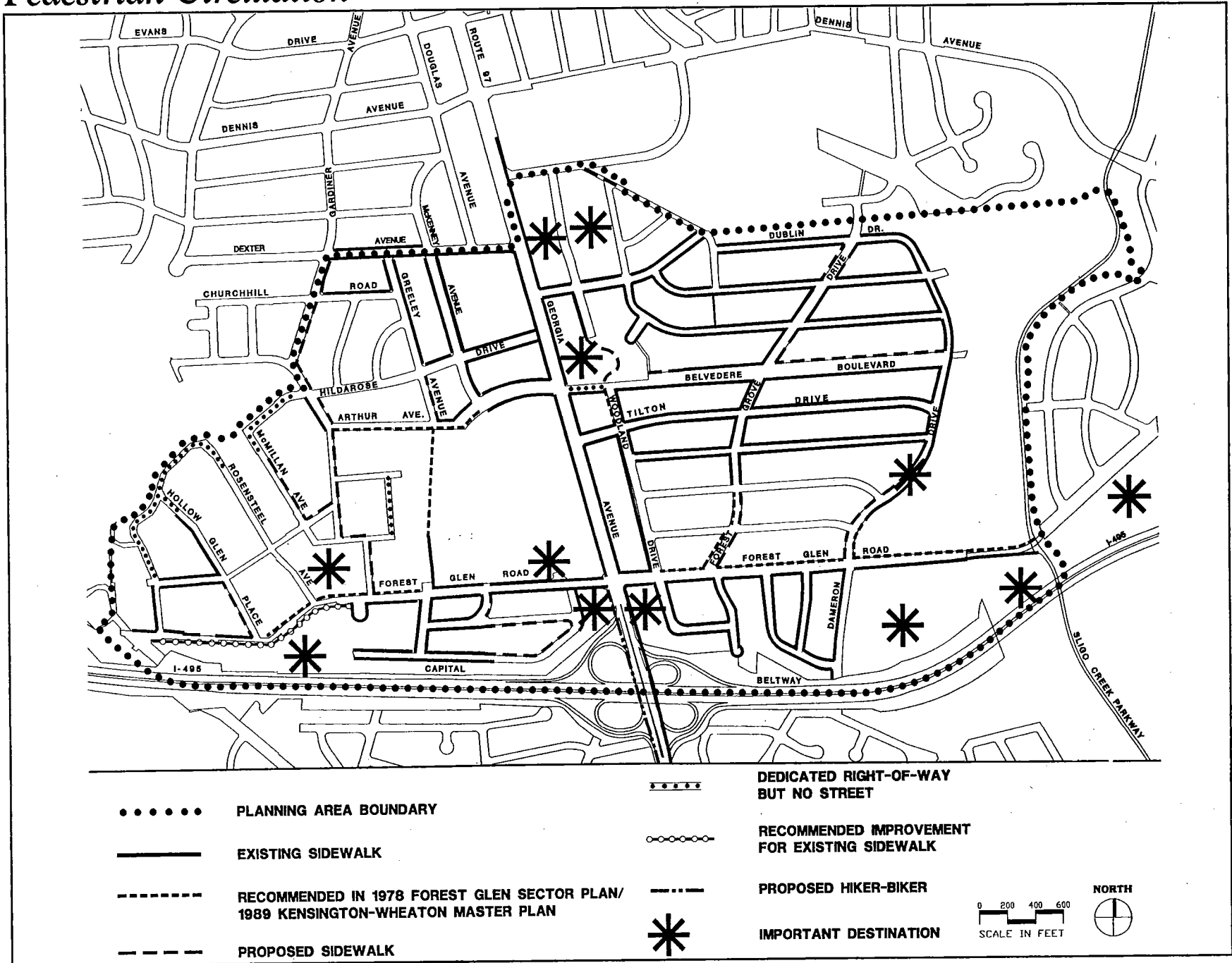
Not to Scale



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# Pedestrian Circulation

Figure 20



# Recommended Sidewalk Improvements in Forest Glen Sector Plan Area

Table C

Sidewalk Connection	Notes
<b>East of Georgia Avenue</b>	
North side of Forest Glen Road between Sligo Creek Park and Woodland Drive	Access to Metrorail, Holy Cross Hospital, and Sligo Creek Park
Both sides of Dameron Drive north of Forest Glen Road	Access to Holy Cross Hospital and Sligo Creek Park
Both sides of Forest Grove Drive north of Forest Glen Road	Access to Metrorail and Holy Cross Hospital
Both sides of Belvedere Boulevard between Dameron Drive and Woodland Drive*	Access between neighborhoods east and west of Georgia Avenue and General Getty Park
West side of Woodland Drive between Belvedere Boulevard and Tilton Drive	Access to General Getty Park and Metrorail
Pedestrian path between Medical Park Drive and the Everest Street/Brisbane Street intersection West of Georgia Avenue	Neighborhood access
<b>West of Georgia Avenue</b>	
Georgia Avenue between Forest Glen Road and Montgomery Hills	Access to Forest Glen Metrorail station from Montgomery Hills/North Woodside residential neighborhoods and to Montgomery Hills commercial area from Forest Glen
North side of Forest Glen Road between Belvedere Place and Hollow Glen Place; south side of Forest Glen Road from Forest Glen Court to Seminary Road (improvement to existing sidewalk)	Access to Metrorail and neighborhood park
Both sides of Belvedere Boulevard between McKenney Avenue and Greeley Avenue	Access to General Getty Park
North side of Hildarose Drive between Georgia Avenue and McKenney Avenue	Access between east and west of Georgia Avenue and parks
East side of Greeley Avenue between Hildarose Drive and Belvedere Boulevard	Access to Freeman Property and Metrorail
South side of Arthur Avenue between McKenney Avenue and Gardiner Avenue	Access to Freeman Property and Metrorail
East side of Gardiner Avenue between Churchill Road and Kimball Place	Access to Metrorail
North side of Kimball Place between Gardiner Avenue and Caney Place	Access to Metrorail

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# Recommended Sidewalk Improvements in Forest Glen Sector Plan Area (cont.)

Table C

Sidewalk Connection	Notes
<b>West of Georgia Avenue (cont.)</b>	
East side of Caney Place between Kimball Place and Forest Glen Road	Access to Metrorail
East side of McMillan Avenue between the terminus on the north and Holman Avenue; connect to right-of-way between Holman Avenue and Gardiner Avenue	Access to Metrorail
West side of Hollow Glen Place between Holman Avenue and Forest Glen Road	Access to Metrorail
Both sides of one block of Elkton Avenue just south of Forest Glen Road	Access to Metrorail
South side of Ellis Street between Elkton Avenue and Coleridge Drive	Access to Metrorail
North side of Coleridge Drive between Forest Glen Park and Ellis Street	Access to Metrorail
Asphalt sidewalk in street right-of-way north of McMillan Avenue	Neighborhood Access
Both sides of Greeley Avenue extended when the Freeman Property develops	Access to Metrorail

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\* Complete missing links between existing sidewalk segments

- Provide a wider median in Georgia Avenue at Forest Glen Road as a pedestrian refuge (see the Design Guidelines for additional information)

Consideration was given to the possibility of constructing a pedestrian bridge or tunnel crossing Georgia Avenue at Forest wider median on Georgia Avenue for the following reasons:

- The cost of constructing a tunnel or bridge at this location would be prohibitively high, especially when compared to the potential usage.
- A potential conflict with Metrorail underground construction would exist.
- The ramps for a pedestrian bridge would adversely affect the properties on the corners of the intersection.
- Experience indicates that these structures are not used by all pedestrians and, therefore, the need would remain for a signalized at-grade crossing.
- The need for a bicycle crossing is not adequately met by building a tunnel or a bridge.
- Perceived and real safety concerns with a tunnel require extensive lighting and other security measures
- The recommendation to provide at-grade pedestrian and bicycle access across Georgia Avenue on the north side of the intersection, and the construction of wider medians, provides the best, most usable and lowest cost alternative.

## D. Deletions from Previous Plans

The following items were recommended by previously approved plans but are not included in this Sector Plan:

### 1. 1978 Forest Glen Sector Plan

- (a) Construction of a left-turn storage lane on Georgia Avenue at Hildarose Drive to facilitate turning movements at this location.
- (b) Installation of overhead signalization on Georgia Avenue between Sixteenth Street and Tilton Drive to improve driver orientation and traffic operations through the reversible lane section.
- (c) Modification to the southbound peak period turning movements at Georgia Avenue and Tilton Drive.
- (d) Designation of Arthur Avenue between Gardiner Avenue and Greeley Avenue as a one-way street eastbound.
- (e) Closing off Woodland drive between Forest Glen Road and Myrtle Road or designation as a one-way street southbound.
- (f) Implementation of a neighborhood parking permit system, particularly in that area within 2,000 feet of the Metro Station.
- (g) Closure of the median break on Georgia Avenue at Belvedere Boulevard.

### 2. 1989 Kensington-Wheaton Master Plan

- (a) Construction of the following bike trails:
  - Class II bike trail on Forest Grove Drive within the Sector Plan boundary.
  - Class I bike trail on Woodland Drive within the Sector Plan boundary.
  - Class I bike trail on the north side of Forest Glen Road between Sligo Creek Parkway and Georgia Avenue.

- Part of Class I Forest Glen—Rock Creek Trail from Forest Glen Road to Seminary Road via Coleridge Drive, Forest Glen Neighborhood Park.
- (b) Construction of a 4,000-foot class I multi-use trail called McKenney Hills Trail from Forest Glen neighborhood park along Rosensteel Avenue to the Sector Plan boundary.