



WASHINGTON AREA BICYCLIST ASSOCIATION

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Haithum A Hijazi, Director
Department of Public Works and Transportation
Inglewood Center III, Suite 300
9400 Peppercorn Place
Landover, MD 20785

Dear Haithum:

Two years ago Jim Titus and I met with you and your staff concerning bicycle accommodations along county roads. One of the outcomes of that meeting was that you agreed to post the R4-11 "Bicycles May Use Full Lane" signs on county roads lacking a shoulder with at least two lanes in a given direction. At the time, the State Highway Administration (SHA) had not yet adopted the signs into the Maryland Manual on Uniform Traffic Control Devices. But since then, SHA has adopted the signs and placed them on ten highways in the county.

I am writing to request that DPT&W start placing the R4-11 signs on county roads. I understand that the Bicycle Trail and Advisory Group (BTAG) approved a list of roads at its last meeting, but has not yet formally transmitted the letter. Nevertheless, we think that you could reasonably get started on this project now, based on previous input from BTAG, rather than continuing to wait for the letter from BTAG. In particular, we recommend that signs be posted on the following five roads:

1. Paint Branch Parkway from US-1 to MD-201
2. Good Luck Road from Trexler Road to MD-201 (westbound) or Silk Tree Drive to Lamont (eastbound), and from 100th Ave to MD-193 (both directions)
3. Sheriff Road from MD-704 to the DC Line
4. Adelphi Road: MD-410 to Riggs Rd.
5. National Harbor Boulevard from Wilson Bridge Trail spur to Waterfront Street.

The first four of these roads were listed in a letter that BTAG sent during October 2011, in response to a request from you that BTAG specify the highest priority for county roads (that letter also listed Temple Hill, Brinkley, and Auth Roads, which are 2-lane roads).

We also think that the need for bicycle signs on National Harbor Boulevard is even more urgent. Drivers might reasonably assume that they are still on an exit ramp from I-95 at the very point where the highly-used Wilson Bridge Trail places cyclists who must merge onto this road *from the left lane*. Unlike the US-50 ramp transition into Garden City Drive in New Carrollton, there is neither a shoulder nor traffic calming at the point where the highway ramp becomes a county road. Thus the hazard for cyclists is significant and signage is needed. (The alternative of taking the gravel trail along the river to National Harbor is also hazardous given the nature of the surface and the risk of riding into the river.)

We look forward to continuing to work with you and the county to grow and improve bicycling as a safe, affordable, sustainable means of transportation, and we believe that that prompt placement of these R4-11 signs will be both a practical and symbolic step forward in the accommodation of bicyclists on county roads.

Sincerely,

Shane Farthing
Executive Director