

North Glebe Road Bicycle Facilities Study

Executive Summary – April 20, 2017

BACKGROUND:

At its June 18, 2016 meeting, the Arlington County Board, in its review of a site plan project for 750 North Glebe Road, charged Arlington County DES staff with the following:

“Work with the Bicycle Advisory Committee to review bike facilities on Glebe Road from North Fairfax Drive to North Henderson Road and report within 12 months whether Glebe Road can be modified to safely accommodate bicycles and if so, what the design of a facility would be.”

ISSUE:

Should bicycle facilities be placed on North Glebe Road between Fairfax Drive and Henderson Road?

- Data collection: North Glebe Road is a high-volume arterial: it carries 29,000 vehicles per day. Typical driver speeds are above the posted 30 mph speed limit. There have been 27 incidents of vehicle crashes with pedestrians or bicyclists since 2010, of which one was fatal and four involved incapacitating injuries.
- Model Bicycle Facilities for North Glebe Road: DES staff modeled two types of bicycle facilities for North Glebe Road: one uses the curb lanes, and the other is a two-way pair of protected bike lanes.

FINDINGS:

- Conflicts and Dangerous Conditions for Cyclists: Bicycle traffic at the intersections would face conflicts and dangerous conditions. These intersection conflicts would require an additional bicycle signal phase.
- Loss of On-Street Parking/Loss of Peak Period Travel Lane: A bicycle facility would result in the loss of on-street parking on North Glebe Road (during the off-peak period). The loss of the off-peak parking lane also equals the loss of a peak-period travel lane.
- Longer Delays for Pedestrians: Signal timing changes to improve vehicular and bicycle movements through intersections would result in longer delays at cross streets, as well as longer delays for pedestrians wishing to cross North Glebe Road.
- Worsening of Traffic Conditions: Placement of bicycle facilities along North Glebe Road would result in a degradation of LOS at most of the intersections in the study area, with two intersections falling to LOS “F”.

RECOMMENDATION:

1. Staff does not recommend the placement of bicycle facilities along North Glebe Road.
2. Staff recommends creation of a neighborhood network of parallel bicycle routes that provide opportunities to cross North Glebe Road, connect to surrounding streets and the regional network, and are safe for all users.

NEXT STEPS:

- 5/1/2017 Bicycle Advisory Committee
- 5/4/2017 Transportation Commission
- 5/19/2017 Comments due from VDOT