



BICYCLE MASTER PLAN

# PRELIMINARY BIKEWAY RECOMMENDATIONS

MEETING PACKET | JUNE 14, 2017



ACCEPTING COMMENTS AT [MCATLAS.ORG/BIKEREACT](http://MCATLAS.ORG/BIKEREACT)  
THROUGH JULY 17, 2017.

# BICYCLE FACILITY CLASSIFICATION

MOST



SEPARATION  
FROM TRAFFIC

LEAST





*Capital Crescent Trail*

# TRAILS



Trails are paths that are located outside of the road right-of-way. They provide two-way travel designated for walking, bicycling, jogging and skating.

Trails are typically 10 feet wide, but can vary between 8 feet (in constrained locations) and 14 feet wide (where usage is likely to be higher). On trails with very high levels of walking and bicycling, spaces for pedestrians and bicyclists are often separated to reduce conflicts and improve comfort. In these situations, trail can be widened to between 15 and 24 feet wide.

Trails include **off-street trails** and **stream valley park trails**.





*Bethesda Trolley Trail*

# OFF-STREET TRAILS



**Off-street trails** are shared use paths located outside of the road right-of-way that provide two-way travel for people walking, bicycling, and other non-motorized users.

## Benefits

- Provide a bicycling environment suitable for all ages and abilities.
- Tend to have fewer at-grade crossings than other bikeways.

## Typical Application

- Often located within existing or unused railroad rights-of-way or utility rights-of-way, land dedicated for planned but unbuilt “paper” streets and through public land.

## Examples in Montgomery County

- Bethesda Trolley Trail
- Capital Crescent Trail





Rock Creek Trail

# STREAM VALLEY PARK TRAILS



**Stream valley park trails** are shared use paths located within a M-NCPPC stream valley park that provide two-way travel for people walking, bicycling, and other non-motorized users.

## Benefits

- Provide a bicycling environment suitable for all ages and abilities.
- Tend to have fewer at-grade crossings than other bikeways.

## Typical Application

- Located along stream valley parks.

## Examples in Montgomery County

- Rock Creek Trail
- Sligo Creek Trail
- Matthew Henson Trail





*Separated Bike Lanes on Woodglen Drive, North Bethesda*

# SEPARATED BIKEWAYS



Separated bikeways provide physical separation from traffic and include **sidepaths** and **separated bike lanes**.

Once the decision is made to provide a separated bikeway, planners must determine whether the bikeway should also be separated from pedestrians.

**Pedestrian demand will be the primary consideration for determining whether a separated bikeway should be implemented as a sidepath or a separated bike lane.**

All other things being equal, **sidepaths** will be recommended where observed or anticipated pedestrian demand is lower, since conflicts between people walking and bicycling will be infrequent.

**Separated bike lanes** will be recommended where pedestrian volumes are observed or anticipated to be higher.

**Another closely related factor is the land use type and density of the surrounding environment.** Sidepaths tend to be more appropriate in suburban areas where pedestrian travel is less and where pedestrian movements tend to be more predictable. In urban areas,



## TYPICAL APPLICATION



TRAFFIC LANES  
**3+ LANES**



POSTED SPEED  
LIMIT  
**30 MPH OR  
FASTER**



TRAFFIC  
**6,000+  
VEHICLES  
PER DAY**



ON-STREET  
PARKING  
TURNOVER  
**FREQUENT**



BIKE LANE  
OBSTRUCTION  
**LIKELY TO  
BE  
FREQUENT**



**DESIGNATED  
AS TRUCK  
OR BUS  
ROUTE**

pedestrian travel is characterized by meandering and stop-and-go movements as people socialize, enter and exit stores, dine outdoors, access transit or walk to and from on-street parking. Pedestrians movements are less predictable in urban locations, so providing **separated bike lanes** and sidewalks is recommended in the vicinity of commercial and higher-density mixed-use areas and major transit facilities.





*Sidepath on MacArthur Boulevard, Bethesda*

# SIDEPATHS



**Sidepaths** are shared use paths located parallel to and within the road right-of-way. They provide two-way travel designated for walking, bicycling, jogging and skating. Sidepaths are typically 10 feet wide, but can vary between 8 feet (in constrained locations) and 14 feet wide (where usage is likely to be higher). Sidepaths are separated from motorized traffic by a curb, barrier or landscaped panel.

## Benefits

- More attractive to a wider range of bicyclists than striped bikeways on higher volume and higher speed roads.

## Typical Application

- See section overview.
- Adjacent to the roadway.
- Recommended on higher volume and higher speed roads where pedestrian volumes are low, including suburban streets.

## Examples in Montgomery County

- MacArthur Boulevard
- Key West Avenue
- Olney-Laytonsville Road
- Briggs Chaney Road





*Separated Bike Lanes on Nebel Street, North Bethesda*

# SEPARATED BIKE LANES



**Separated bike lanes** are exclusive bikeways that combine the user experience of a sidepath with the on-street infrastructure of a conventional bike lane. They are physically separated from motor vehicle traffic and distinct from the sidewalk. They operate one-way or two-way.

Separated bike lanes can provide different levels of separation:

- Separated bike lanes with flexible delineator posts (“flex posts”) alone offer the least separation from traffic and are appropriate as an interim solution.
- Separated bike lanes that are raised with a wider buffer from traffic provide the greatest level of separation from traffic, but will often require road reconstruction.
- Separated bike lanes that are protected from traffic by a row of on-street parking, such as shown in the image of Woodglen Avenue, offer a high-degree of separation, but would benefit from additional design features.

## Benefits

- More attractive to a wider range of bicyclists than **striped bikeways** on higher volume and higher speed roads.
- Eliminate the risk of a bicyclist being hit by an opening car door.
- Prevent motor vehicles from driving, stopping or waiting in the bikeway.
- Provide greater comfort to pedestrians.

## Typical Application

- See section overview.
- Adjacent to the roadway.
- Recommended on higher volume and higher speed roads where pedestrian volumes are high, including higher density areas, commercial and mixed-use development, and near major transit stations.

## Examples in Montgomery County

- Woodglen Drive
- Nebel Street
- Spring Street (forthcoming)





*Bike Lanes on Battery Lane, Bethesda*

# STRIPED BIKEWAYS



**Striped bikeways** are designated spaces for bicycling that are distinguished from traffic lanes and shoulders by striping and pavement markings. Until a few years ago, **conventional bike lanes** were the gold standard of North American bicycle planning in urban areas. But over the past few years, a variety of new bike lane types have arisen, including **buffered bike lanes** and **advisory bike lanes**. Collectively, this reports refers to the variety of bike lanes as striped bikeways.

While striped bikeways remain a useful tool to reduce traffic stress, they are insufficient to attract “interested but concerned” bicyclists in many environments because they do not provide sufficient separation from traffic and are often obstructed by motorized vehicles.



## TYPICAL APPLICATION



TRAFFIC LANES  
**3 LANES  
OR FEWER**



POSTED SPEED  
LIMIT  
**30 MPH OR  
SLOWER**



TRAFFIC  
**9,000  
VEHICLES  
PER DAY  
OR FEWER**



ON-STREET  
PARKING  
TURNOVER  
**INFREQUENT**



BIKE LANE  
OBSTRUCTION  
**LIKELY TO BE  
INFREQUENT**

**WHERE A  
SEPARATED  
BIKEWAY IS  
INFEASIBLE OR  
NOT DESIRABLE**



*Buffered Bike Lanes on East Capitol Street SE, Washington, DC*

# BUFFERED BIKE LANES



**Buffered Bike Lanes** are conventional bike lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane to increase the comfort of bicyclists.

## Benefits

- Provides greater separation between motor vehicles and bicyclists.
- Provides space for one bicyclist to pass another without encroaching into the adjacent motor vehicle travel lane.
- Encourages bicyclists to ride outside of the door zone when the buffer is between parked cars and the bike lane.
- Provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane.
- Appeals to a wider cross-section of bicycle users.

## Typical Application

- See section overview.

## Examples in Montgomery County

- None





*Buffered Bike Lanes on East Capitol Street SE, Washington, DC*

# CONVENTIONAL BIKE LANES



BUFFERED  
BIKE LANES

BIKE  
LANES

ADVISORY  
BIKE LANES

CONTRA  
FLOW  
BIKE LANES

**Conventional bike lanes** (or simply bike lanes) are portions of the street that have been designated by striping, signage and pavement markings for the preferential or exclusive use of bicyclists. They are typically 5 to 6 feet wide in Montgomery County.

**Climbing lanes** include a conventional bike lane in the uphill direction and a shared lane in the downhill direction. These lanes are used to improve safety on hills where there is a higher speed differential between bicyclists and motor vehicles.

## Benefits

- Increases bicyclist comfort and confidence on busy streets.
- Creates separation between bicyclists and automobiles.
- Increases predictability of bicyclist and motorist positioning and interaction.
- Increases total capacities of streets carrying mixed bicycle and motor vehicle traffic.
- Visually reminds motorists of bicyclists' right to bicycle in the street.

## Typical Application

- See section overview.

## Examples in Montgomery County

- Dufief Mill Road
- Battery Lane
- Bonifant Road
- Fairland Road
- Marinelli Road



*Advisory Bike Lanes on Potomac Green Drive, Alexandria, Virginia*

# ADVISORY BIKE LANES



**Advisory Bike Lanes** are dashed bike lanes that allow motorists to temporarily enter the bike lane to provide oncoming traffic sufficient space to safely pass on narrow, unlaned roads in residential areas.

## Benefits

- Require less space to implement than conventional bike lanes.
- Encourage motorists to safely pass bicyclists.
- Visually reminds motorists of bicyclists' right of way in the street.
- Removing the center line reduces the speed of motor vehicles.
- Are likely to reduce traffic speeds.

## Typical Application

- Where there is insufficient space for conventional bike lanes and two lanes of traffic.
- Residential land uses.
- Number of travel lanes: un-laned, bi-directional streets.
- Street width: The un-laned two-way travel space should be 12 to 18 feet wide.
- Posted speed: 30 mph or less.
- Traffic: 2,000 to 4,000 vehicles per day.
- Parking: May be used on streets with or without on-street parking.

## Examples in Montgomery County

- None





*Contra-Flow Bike Lane on Cedar Avenue*

# CONTRA-FLOW BIKE LANES



BUFFERED  
BIKE LANES

BIKE  
LANES

ADVISORY  
BIKE LANES

CONTRA  
FLOW  
BIKE LANES

**Contra-Flow bike lanes** are bike lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only.

## Benefits

- Enable bicyclists to travel against traffic on one-way streets.

## Typical Application

- See section overview.
- One-way streets.

## Examples in Montgomery County

- Cedar Street



*Bikeable Shoulders On Clarksburg Road in Boyds.*

# BIKEABLE SHOULDERS



**Bikeable shoulders** are portions of the roadway that accommodate stopped or parked vehicles, emergency use, bicycles and motor scooters and pedestrians where sidewalks do not exist. Bikeable shoulders of at least four feet in width can improve comfort on some roadways for some bicyclists. They are most appropriate in rural locations in the county, often where posted speed limits are 40 mph and higher.

Bikeable shoulders do not create low-stress environment on roads where the posted speed limit exceeds 30 mph.

## Benefits

- Provide separation from traffic.
- Intended primarily for recreational bicyclists.

## Typical Application

- Primarily found in rural locations.
- Posted Speed Limit:  $\geq 40$  mph

## Examples in Montgomery County

- River Road
- New Hampshire Avenue from MD 198 to MD 108
- Norwood Road from MD 182 to MD 650





# SHARED ROADS



SHARED  
STREETS

NEIGHBOR-  
HOOD  
GREENWAYS

PRIORITY  
SHARED  
LANE  
MARKINGS

Shared Roads are bikeways that share space with automobiles. They include **neighborhood greenways** in suburban areas, **shared streets** in urban areas and **priority shared lane markings** where there is insufficient space for a dedicated bikeway. Of course, all streets where bicycles share space with automobiles are de facto shared roads, but only some are master-planned.





Bell Street, Seattle (Source: NACTO)

# SHARED STREETS



**Shared streets** constitute an urban design approach where pedestrians, bicycles and motor vehicles can comfortably coexist. They prioritize pedestrian and bicycle movement by slowing vehicular speeds and communicating clearly through design features that motorists must yield to all other users. Motorists are considered “guests” in this environment.

## Benefits

- Create conditions where pedestrians and bicyclists can walk or ride on the street and cross at any location, as opposed to at designated locations.

## Typical Application

- Low traffic volume, low traffic speed and high pedestrian volume streets.

## Examples in Montgomery County

- None.





A neighborhood greenway on SE Lincoln Street in Portland, Oregon. Source: Toole Design Group

# NEIGHBORHOOD GREENWAY



**Neighborhood greenways** (also called bicycle boulevards) are streets with low motorized traffic volumes and speeds, designed and designated to give walking and bicycling priority. They use signs, pavement markings and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient crossings of busy arterial streets.

Neighborhood greenways incorporate several design elements:

- Traffic diverters at key intersections to reduce through motor vehicle traffic while permitting passage for through bicyclists.
- At two-way, stop-controlled intersections, priority assignment that favors the neighborhood greenway, so bicyclists can ride with few interruptions.
- Neighborhood traffic circles and mini-roundabouts at minor intersections to slow traffic but allow bicyclists to maintain momentum.
- Traffic-calming to lower motor traffic speeds.

## Benefits

- Attractive to a wide range of bicyclists.
- Reduce the speed and volume of traffic.
- Prioritize walking and bicycling at minor street crossings.
- Improve safety and reduce delay for walking and bicycling at major street crossings.

## Typical Application

- Posted Speed Limit:  $\leq 25$  mph.
- Context: areas where through traffic can be diverted to parallel streets.
- Street pattern: where a continuous route for bicycling is possible.

## Examples in Montgomery County

- None.
- Wayfinding signs to guide bicyclists along the route and to key destinations.
- Shared-lane markings (sharrows) where appropriate to alert drivers to the path bicyclists need to take on a shared roadway.
- Crossing improvements where the boulevard crosses major streets (including traffic signals, median refuges and curb extensions).



Market Street, San Francisco (Source: Toole Design Group)

# PRIORITY SHARED LANE MARKINGS



**Priority shared lane** markings communicate bicyclist priority within a shared lane and guide bicyclists to ride outside of the door zone. Colored backing and more frequent spacing make priority shared lane markings more conspicuous than standard shared lane markings (also known as sharrows). This treatment does not improve most bicyclists' comfort in shared lanes with traffic.

They can be installed in limited instances on roadways where it is not feasible to install bicycle lanes, separated bike lanes, or shared use paths, but it is desirable to communicate bicyclists priority within a shared lane.

## Benefits

- Make bicyclists more conspicuous in locations where it is not possible to provide a low-stress bikeway.

## Typical Application

- Narrow streets with high on-street parking turnover, typically those with ground floor retail and dining or on low-speed, low-volume frontage roads.
- Separated bike lane mixing zones where a protected intersection is not provided.

## Examples in Montgomery County

- None.





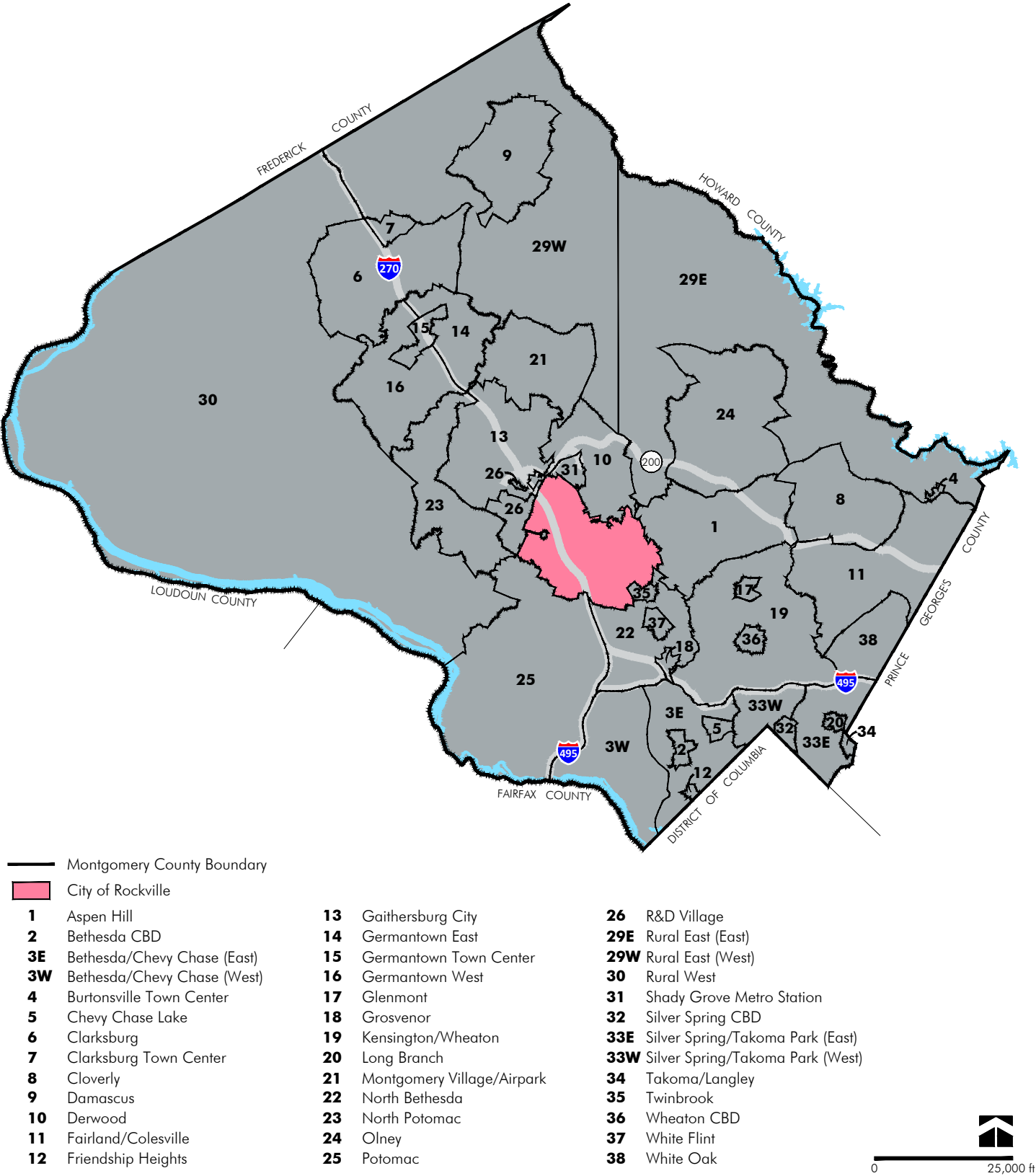
## GENERAL BIKEWAY APPLICATION

ROADWAY CLASSIFICATIONS	NUMBER OF LANES	HIGHER ACTIVITY AREAS	LOWER ACTIVITY AREAS
Controlled Major Highway	4+	Two-Way Separated Bike Lanes (Both Sides of Street)	Sidepath (Both Sides of Street)
		Great Seneca Hwy (South of Sam Eig Hwy)	Great Seneca Hwy (North of Longdraft Rd)
Major Highway*	4+	Two-Way Separated Bike Lanes (Both Sides of Street)	Separated Bikeway Sidepath (Both Sides of Street)
		Rockville Pike (White Flint)	Veirs Mill Rd (north of Wheaton CBD)
Arterial*	5	Two-Way Separated Bike Lanes (Both Sides of Street)	Sidepath (Both Sides of Street)
		Darnestown Rd (East of Shady Grove Rd)	Bel Pre Rd (East of Connecticut Ave)
	2-4	One-Way Separated Bike Lanes (Both Sides of Street)	Sidepath (One Side of Street)
		Spring St (Silver Spring)	Wilson Ln (Bethesda)
Minor Arterial*	2-3	One-Way Separated Bike Lanes (Both Sides of Street)	Sidepath (One Side of Street)
		Few examples at this time	Few examples at this time
Country Arterials	Any	N/A	Bikeable Shoulders
			Dickerson Rd
Business District Street	2-3	One-Way Separated Bike Lanes (Both Sides of Street)	One-Way Separated Bike Lanes (Both Sides of Street)
		Norfolk Ave (Bethesda)	Westbard Ave (Westbard)
Primary Residential	2	N/A	Sidepath, Conventional Bike Lanes, Advisory Bike Lanes
			Artic Ave
Secondary Residential	Un-Laned	N/A	On-Road Bikeway
			Gelding Ln (Olney)
Tertiary Residential	Un-Laned	N/A	On-Road Bikeway
			Gelding Ln (Olney)

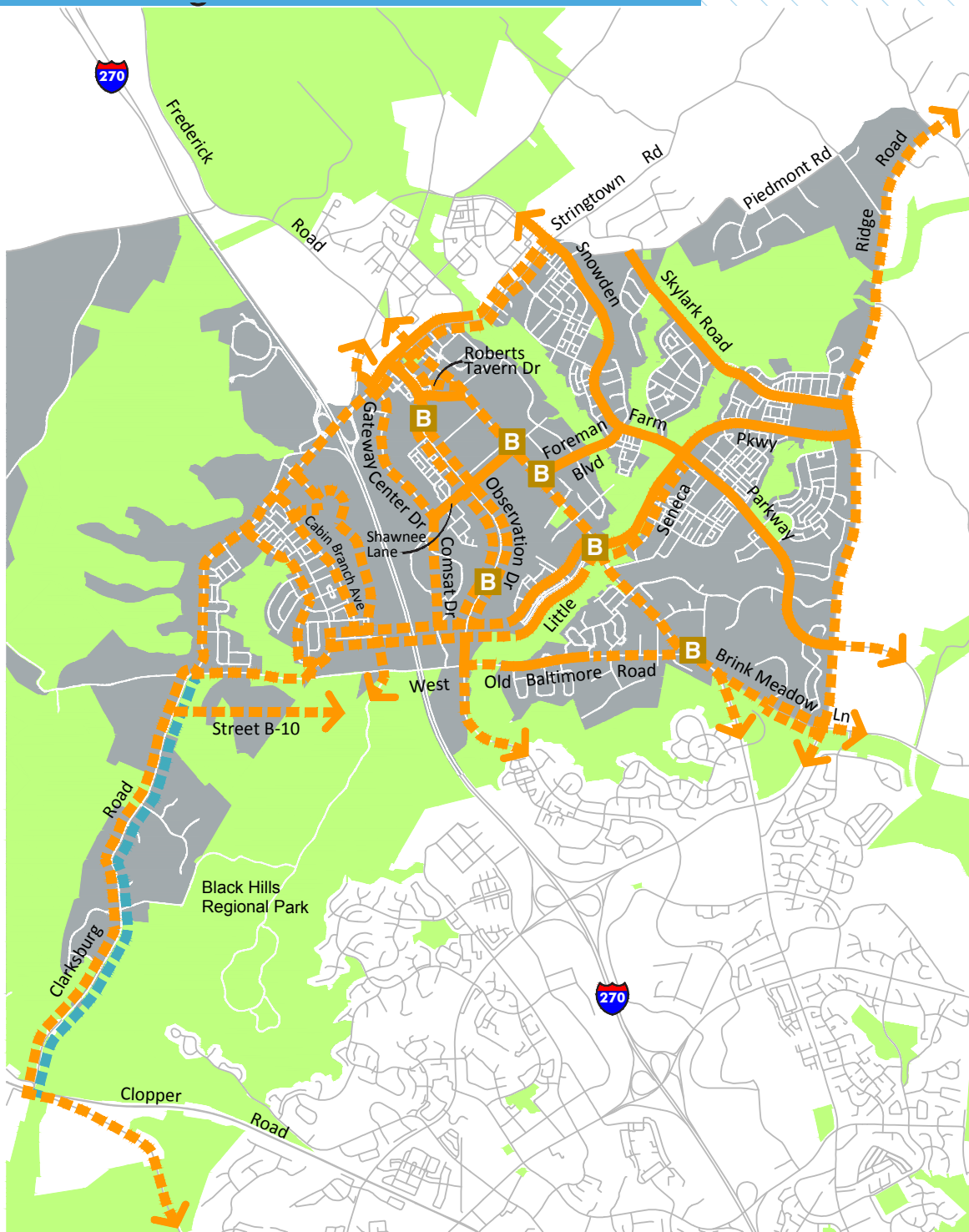
\*Where space is available and does not substantially detract from the default bikeway, bike lanes or bikeable shoulders can be added.



# Overall Policy Areas



# CLARKSBURG



Policy Area

Parkland

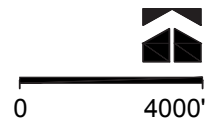
**B** Bus Rapid Transit Station (Proposed)

Existing Proposed

Separated Bikeways

Bikeable Shoulders

Note: White lines represent non-master planned bikeways





BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Brink Rd	Frederick Rd	Brink Meadow Ln	Separated Bikeway	Sidepath (South Side)
	Brink Meadow Ln	Ridge Rd	Separated Bikeway	Sidepath on Both Sides of Street
Broadway Ave	Little Seneca Pkwy	West Old Baltimore Rd	Separated Bikeway	Sidepath (West Side)
Byrne Park Dr	Clarksburg Rd	Fulmer Ave	Separated Bikeway	Sidepath (West Side)
Cabin Branch Ave	Clarksburg Rd	Tribute Pkwy	Separated Bikeway	Sidepath (East Side)
	Tribute Pkwy	Little Seneca Pkwy	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Clarksburg Outlet Entrance	Clarksburg Rd	Outlet Rd	Separated Bikeway	Separated Bike Lanes (Side TBD)
Clarksburg Rd	Gateway Center Dr	West Old Baltimore Rd	Separated Bikeway	Sidepath (East Side)
	West Old Baltimore Rd	Ten Mile Creek	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Comsat Dr	Shawnee Ln	Little Seneca Pkwy	Separated Bikeway	Separated Bike Lanes (Side TBD)
Foreman Blvd	Frederick Rd	Snowden Farm Pkwy	Separated Bikeway	Sidepath (South Side)
Frederick Rd	Stringtown Rd	Brink Rd	Separated Bikeway	Sidepath (West Side)
Fulmer Ave	Byrne Park Ave	Broadway Ave	Separated Bikeway	Sidepath (West Side)
Gateway Center Dr	Stringtown Rd	Shawnee Ln	Separated Bikeway	Sidepath (East Side)
Little Seneca Pkwy	Broadway Ave	Snowden Farm Pkwy	Separated Bikeway	Sidepath on Both Sides of Street
Little Seneca Pkwy	Snowden Farm Pkwy	Ridge Rd	Separated Bikeway	Sidepath (North Side)
Observation Dr	Stringtown Rd	Roberts Tavern Dr	Separated Bikeway	Sidepath on Both Sides of Street
Observation Dr Ext	Roberts Tavern Dr	Little Seneca Pkwy	Separated Bikeway	Sidepath on Both Sides of Street
	Little Seneca Pkwy	Little Seneca Creek	Separated Bikeway	Sidepath (side TBD)

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Outlet Rd	Cabin Branch Ave	Plover St	Separated Bikeway	Sidepath (South Side)
Plover St	Outlet Rd	Little Seneca Pkwy	Separated Bikeway	Separated Bike Lanes (One-Way on Both Sides of Street)
Ridge Rd	Kings Valley Rd	Brink Rd	Separated Bikeway	Sidepath (West Side)
Roberts Tavern Dr	Observation Dr	Frederick Rd	Separated Bikeway	Sidepath on Both Sides of Street
Shawnee La	Gateway Center Dr	Frederick Rd	Separated Bikeway	Sidepath (South Side)
Sidepath	Little Seneca Pkwy	Black Hills Regional park	Separated Bikeway	Sidepath (side TBD)
Skylark Rd	Piedmont Rd	Ridge Rd	Separated Bikeway	Sidepath (South Side)
Snowden Farm Pkwy	Stringtown Rd	Ridge Rd	Separated Bikeway	Sidepath (South Side)
Street B-10	Clarksburg Rd	Black Hills Regional Park	Separated Bikeway	Sidepath (side TBD)
Stringtown Rd	Snowden Farm Pkwy	Gateway Center Dr	Separated Bikeway	Sidepath on Both Sides of Street
West Old Baltimore Rd	Observation Dr	Frederick Rd	Separated Bikeway	Sidepath (South Side)
West Old Baltimore Rd	Clarksburg Rd	Broadway Ave	Separated Bikeway	Sidepath (side TBD)





# CLARKSBURG TOWN CENTER



- Policy Area
- Parkland
- Bus Rapid Transit Station
- Existing
- Proposed
- Separated Bikeways
- Striped Bikeways
- Bikeable Shoulders

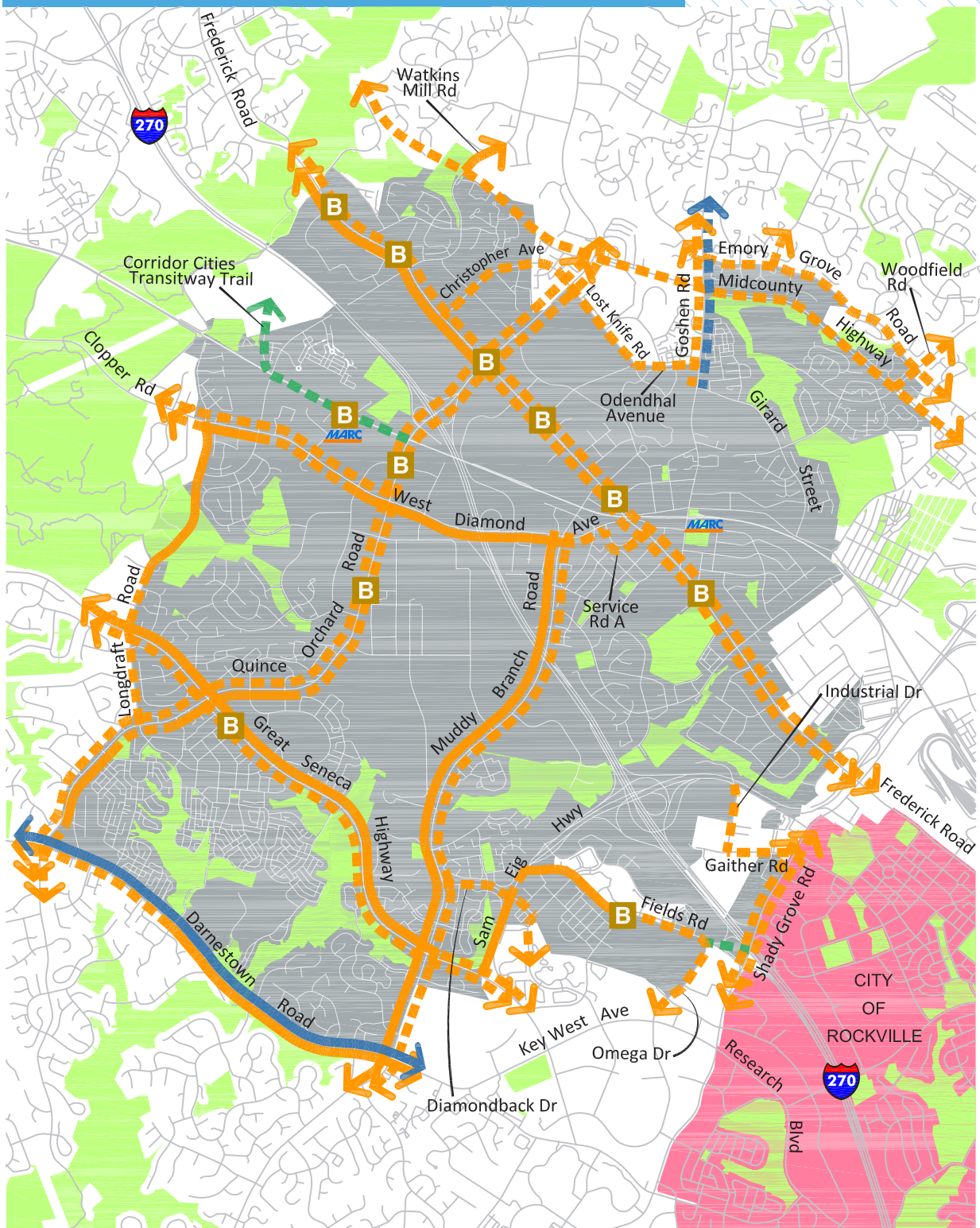
Note: White lines represent non-master planned bikeways





BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Street A-251	Frederick Rd	Stringtown Rd	Separated Bikeway	Sidepath (side TBD)
Clarksburg Rd	Snowden Farm Rd	Gateway Center Dr	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Frederick Rd	Comus Rd	Snowden Farm Pkwy	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
	Snowden Farm Pkwy	Stringtown Rd	Separated Bikeway	Sidepath (East Side)
Gateway Center Dr	Clarksburg Rd	Stringtown Rd	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Overlook Park Dr	Clarksburg Rd	Stringtown Rd	Separated Bikeway	Sidepath (East Side)
Snowden Farm Pkwy	Frederick Rd	Stringtown Rd	Separated Bikeway	Sidepath (South Side)
Snowden Farm Pkwy	Stringtown Rd	Ridge Rd	Separated Bikeway	Sidepath (South Side)
Stringtown Rd	Snowden Farm Pkwy	Gateway Center Dr	Separated Bikeway	Sidepath (Both Sides)

# GAITHERSBURG CITY



- |  |  |  |  |
|--|--|--|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ff69b4; border: 1px solid black;"></span> City of Rockville  | Existing   | Proposed   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black;"></span> Trails |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #a9a9a9; border: 1px solid black;"></span> Policy Area  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffa500; border: 1px solid black;"></span> Separated Bikeways | <span style="display: inline-block; width: 15px; height: 15px; background-color: #4682b4; border: 1px solid black;"></span> Striped Bikeways |  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black;"></span> Parkland   |  |  |  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d2b48c; border: 1px solid black; text-align: center; line-height: 15px;">B</span> Bus Rapid Transit Station (Proposed) |  |  |  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #4682b4; border: 1px solid black; text-align: center; line-height: 15px;">MARC</span> MARC Station                      |  |  |  |

Note: White lines represent non-master planned bikeways

Preliminary Bikeway Recommendations





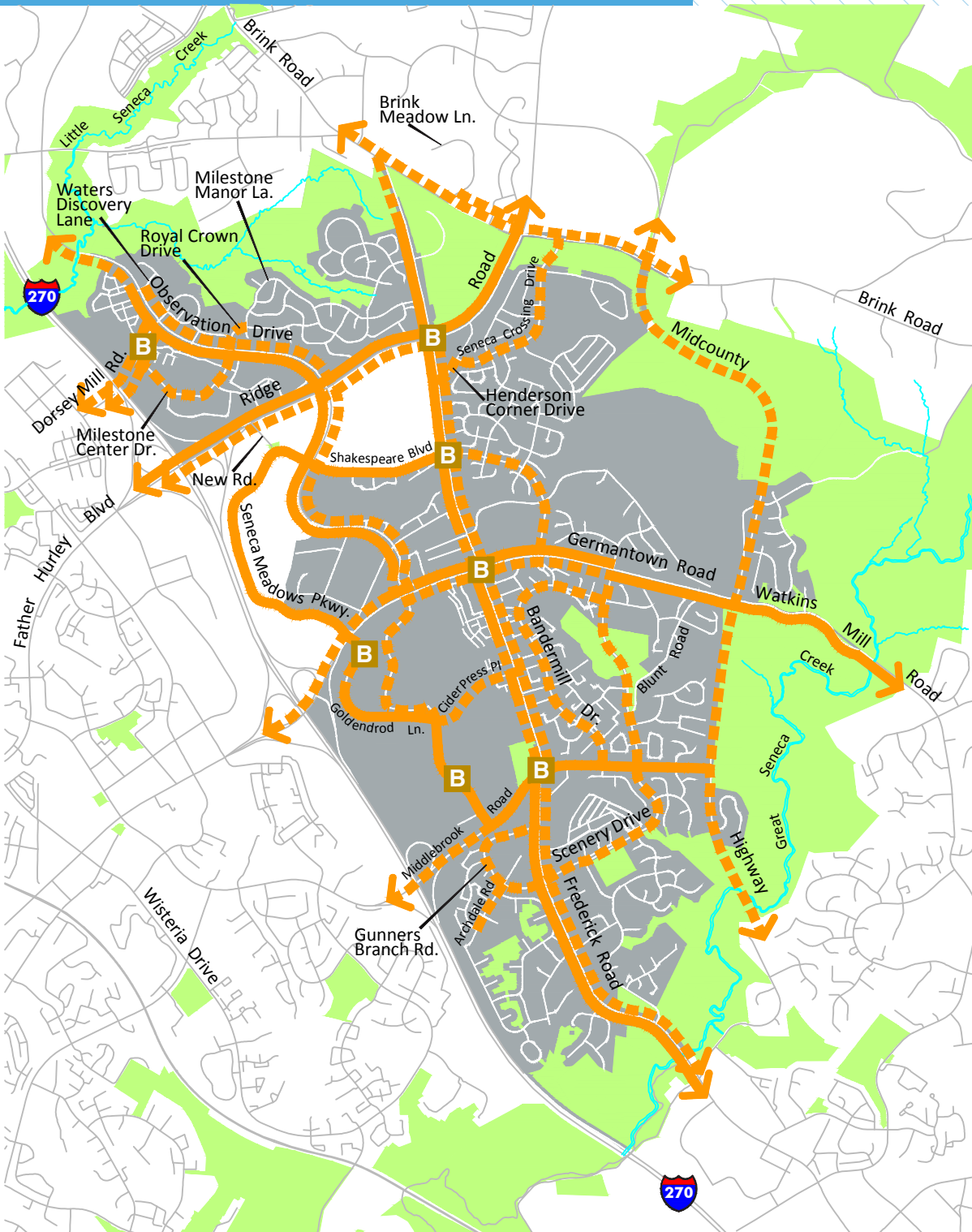
BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
CCT Trail	Omega Dr	King Farm Blvd	Trail	Off-Street Trail
Christopher Ave	Frederick Ave	City of Gaithersburg	Separated Bikeway	Sidepath (South Side)
	City of Gaithersburg	Montgomery Village Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Clopper Rd	Longdraft Rd	Quince Orchard Rd	Separated Bikeway	Sidepath on Both Sides of Street
Corridor Cities Transitway Trail	City of Gaithersburg	Quince Orchard Rd	Trail	Off-Street Trail
Darnestown Rd	Quince Orchard Rd	Tschiffely Square Rd	Separated Bikeway and Striped Bikeway	Separated Bike Lanes (Two-Way, North Side) and Conventional Bike Lanes
	Tschiffely Square Rd	Muddy Branch Rd	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes
Diamondback Dr	Muddy Branch Rd	Ellington Blvd	Separated Bikeway	Sidepath (South Side)
	Ellington Blvd	Reprise Dr	Separated Bikeway	Sidepath on Both Sides of Street
Emory Grove Rd	Goshen Rd	Washington Grove Ln	Separated Bikeway	Sidepath (North Side)
Fields Rd	Sam Eig Hwy	City of Gaithersburg	Separated Bikeway	Sidepath (South Side)
Frederick Ave	Game Preserve Rd	O'Neill Dr	Separated Bikeway	Sidepath on Both Sides of Street
Frederick Rd	O'Neill Dr	Shady Grove Rd	Separated Bikeway	Sidepath on Both Sides of Street
Gaither Rd	Industrial Dr	Shady Grove Rd	Separated Bikeway	Sidepath (side TBD)
Gatestone St	Main St	Lakelands Dr	Separated Bikeway	Sidepath (South Side)
Golden Ash Way	Hart Rd	Main St	Separated Bikeway	Sidepath (North Side)

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Goshen Rd	Emory Grove Rd	Odendhal Ave	Separated Bikeway and Striped Bikeway	Sidepath (West Side) and Conventional Bike Lanes
	Odendhal Ave	Girard St	Separated Bikeway and Striped Bikeway	Sidepath (West Side) and Conventional Bike Lanes
Great Seneca Hwy	Longdraft Rd	Sam Eig Hwy	Separated Bikeway	Sidepath on Both Sides of Street
	Sam Eig Hwy	Darnestown Rd	Separated Bikeway	Sidepath on Both Sides of Street
Great Seneca Hwy Ramp	Great Seneca Hwy	Sam Eig Hwy	Separated Bikeway	Sidepath (North Side)
Industrial Dr	City of Gaithersburg	Gaither Rd	Separated Bikeway	Sidepath (side TBD)
Longdraft Rd	Clopper Rd	Quince Orchard Rd	Separated Bikeway	Sidepath (West Side)
Lost Knife Rd	Montgomery Village Ave	Odendhal Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Main St	Gatestone St	Golden Ash Way	Separated Bikeway	Sidepath (West Side)
	Golden Ash Way	Neighborhood Connector	Separated Bikeway	Sidepath (East Side)
Midcounty Hwy	Great Seneca Creek	Montgomery Village Ave	Separated Bikeway	Sidepath (side TBD)
	Montgomery Village Ave	Washington Grove Ln	Separated Bikeway and Bikeable Shoulders	Sidepath (side TBD) and Bikeable Shoulders
Montgomery Village Ave	Lost Knife Rd	I-270	Separated Bikeway	Sidepath on Both Sides of Street
Muddy Branch Rd	W Diamond Ave	Great Seneca Hwy	Separated Bikeway	Sidepath on Both Sides of Street
	Great Seneca Hwy	City of Gaithersburg	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (East Side)
	City of Gaithersburg	Darnestown Rd	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (East Side)



BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Odendhal Ave	Lost Knife Rd	Goshen Rd	Separated Bikeway	Sidepath (North Side)
Omega Dr	Fields Rd	Key West Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Quince Orchard Rd	I-270	Longdraft Rd	Separated Bikeway	Sidepath on Both Sides of Street
	Longdraft Rd	Darnestown Rd	Separated Bikeway	Sidepath on Both Sides of Street
Sam Eig Hwy	Washingtonian Blvd Ramp	Fields Rd	Separated Bikeway	Sidepath (West Side)
	Fields Rd	Great Seneca Hwy	Separated Bikeway	Sidepath (West Side)
Sam Eig Hwy Ramp	City of Gaithersburg	Great Seneca Hwy	Separated Bikeway	Sidepath (East Side)
Service Road A	Frederick Ave	W Diamond Ave	Separated Bikeway	Sidepath (South Side)
Shady Grove Rd	City of Gaithersburg	City of Gaithersburg	Separated Bikeway	Sidepath on Both Sides of Street
W Diamond Ave	Quince Orchard Rd	Service Road A	Separated Bikeway	Sidepath (South Side)
Woodfield Rd	Emory Grove Rd	Midcounty Hwy	Separated Bikeway	Sidepath (West Side)

# GERMANTOWN EAST



Policy Area

Parkland

**B** Bus Rapid Transit Station (Proposed)

Existing Proposed

Separated Bikeways

Note: White lines represent non-master planned bikeways





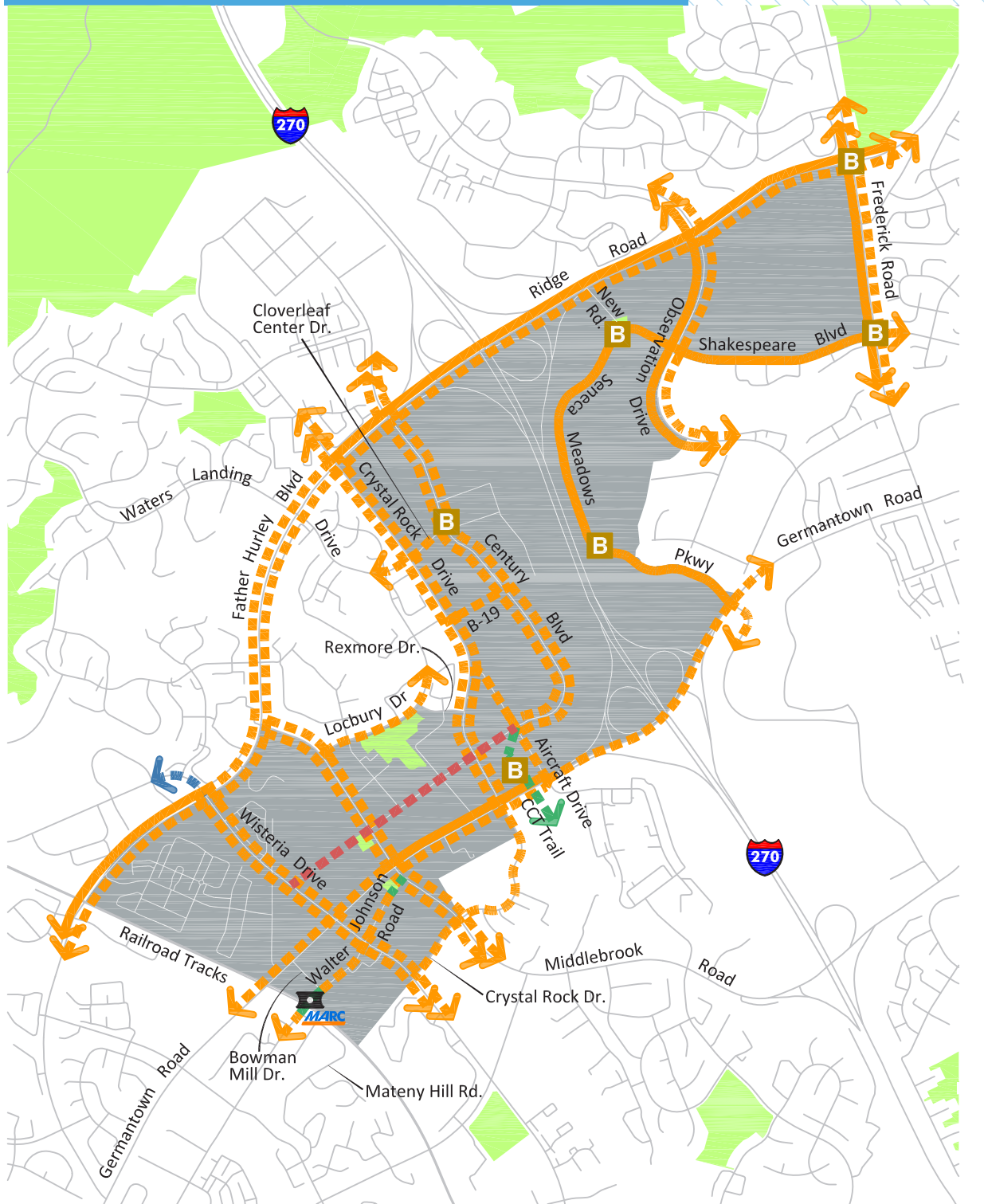
BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Archdale Rd	Gunners Branch Rd	Fox Chapel Elementary School	Separated Bikeway	Sidepath (East Side)
Brandermill Dr	Scenery Dr	Middlebrook Rd	Separated Bikeway	Sidepath (side TBD)
Brink Rd	Frederick Rd	Brink Meadow Ln	Separated Bikeway	Sidepath (South Side)
	Brink Meadow Ln	Ridge Rd	Separated Bikeway	Sidepath (Both Sides)
	Ridge Rd	MidCounty Hwy	Separated Bikeway	Sidepath (South Side)
Cider Press Pl	Observation Dr	Frederick Rd	Separated Bikeway	Sidepath (North Side)
Dorsey Mill Rd	I-270	Observation Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Frederick Rd	Brink Rd	Ridge Rd	Separated Bikeway	Sidepath (West Side)
	Ridge Rd	Great Seneca Creek	Separated Bikeway	Sidepath (Both Sides)
Germantown Rd	I-270	Observation Dr	Separated Bikeway	Sidepath (North Side)
	Observation Dr	Scenery Dr	Separated Bikeway	Sidepath (Both Sides)
	Scenery Dr	Blunt Rd	Separated Bikeway	Sidepath (South Side)
Goldenrod La	Germantown Rd	Observation Dr	Separated Bikeway	Sidepath (East Side)
Gunners Branch Rd	Frederick Rd	Frederick Rd	Separated Bikeway	Sidepath (West Side)
Henderson Corner Rd	Seneca Crossing Rd	Frederick Rd	Separated Bikeway	Sidepath (East Side)
MidCounty Hwy	Brink Rd	Great Seneca Creek	Separated Bikeway	Sidepath (side TBD)
Middlebrook Rd	I-270	Observation Dr	Separated Bikeway	Sidepath (South Side)
	Observation Dr	Midcounty Hwy	Separated Bikeway	Sidepath (South Side)

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Milestone Center Dr	Dorsey Mill Rd	Observation Dr	Separated Bikeway	Sidepath (North Side)
Observation Dr	Little Seneca Creek	Waters Discovery La	Separated Bikeway	Sidepath (side TBD)
	Waters Discovery La	Germantown Rd	Separated Bikeway	Sidepath (Both Sides)
	Germantown Rd	Middlebrook Rd	Separated Bikeway	Sidepath (East Side)
Ridge Rd	I-270	Frederick Rd	Separated Bikeway	Sidepath (Both Sides)
	Frederick Rd	Brink Rd	Separated Bikeway	Sidepath (West Side)
Royal Crown Dr	Observation Dr	Milestone Manor Ln	Separated Bikeway	Sidepath (North Side)
Scenery Dr	Germantown Rd	Frederick Rd	Separated Bikeway	Sidepath (East Side)
Seneca Crossing Dr	Brink Rd	Henderson Corner Rd	Separated Bikeway	Sidepath (East Side)
Seneca Meadows Pkwy	Germantown Rd	New Rd	Separated Bikeway	Sidepath (East Side)
Shakespeare Blvd	Observation Dr	Frederick Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
	Frederick Rd	Germantown Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Watkins Mill Rd	Blunt Rd	Great Seneca Creek	Separated Bikeway	Sidepath (South Side)





# GERMANTOWN TOWN CENTER



Policy Area

Parkland

B Bus Rapid Transit Station (Proposed)

MARC Station

Existing Proposed

Trails

Separated Bikeways

Striped Bikeways

Shared Roads

Grade Separated Crossing

Note: White lines represent non-master planned bikeways

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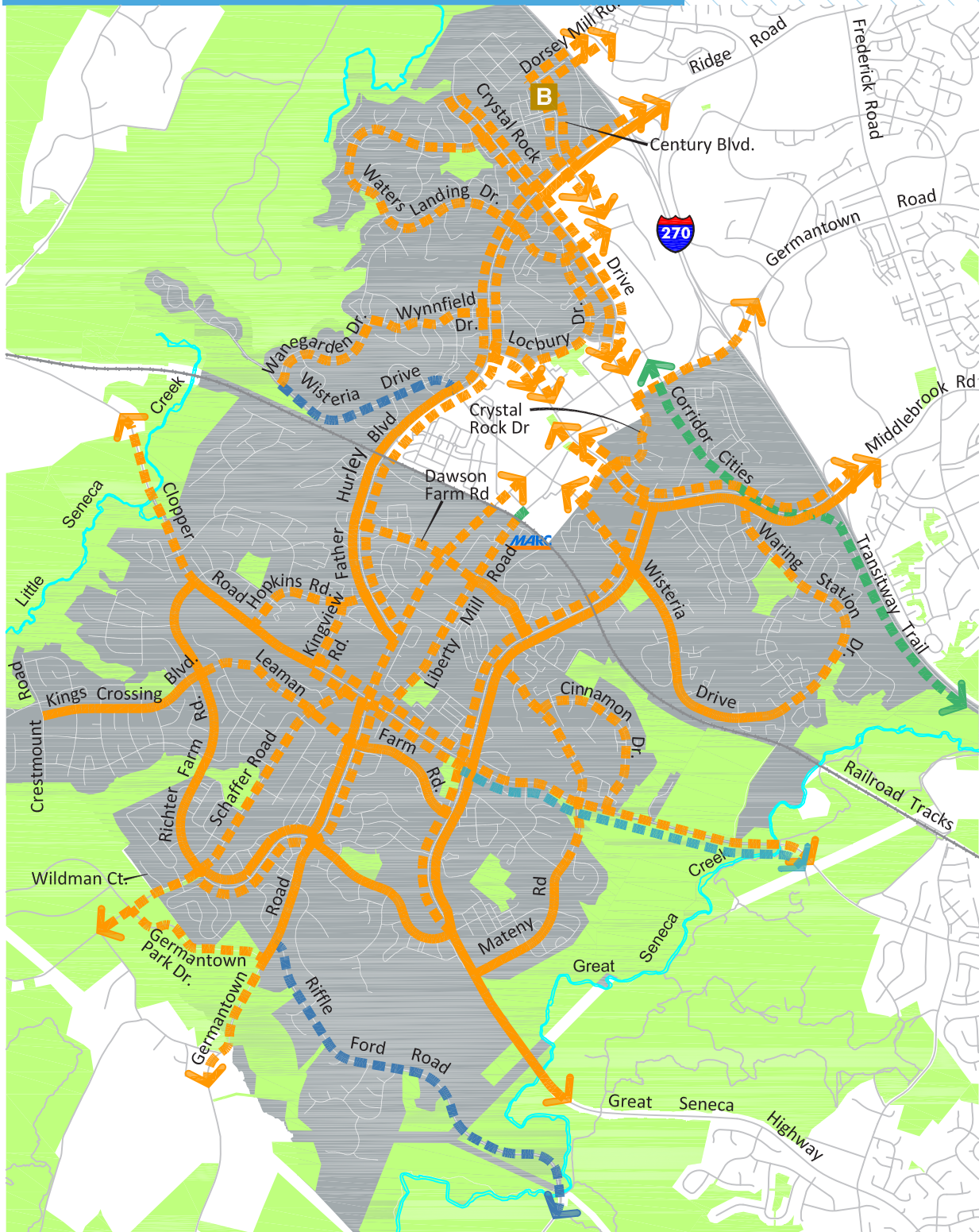
BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Aircraft Dr	Crystal Rock Dr	Germantown Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Century Blvd	Father Hurley Blvd	Aircraft Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
	Aircraft Dr	Wisteria Dr	Shared Road	Priority Shared Lane Markings
Cloverleaf Center Dr	Crystal Rock Dr	Century Blvd	Separated Bikeway	Sidepath (South Side)
Corridor Cities Transitway Trail	Century Blvd	Germantown Rd	Trail	Off-Street Trail
Crystal Rock Dr	Father Hurley Blvd	Rexmore Dr	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (East Side)
	Rexmore Dr	Germantown Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
	Germantown Rd	Wisteria Dr	Separated Bikeway	Sidepath (South Side)
Father Hurley Blvd	Railroad Tracks	I-270	Separated Bikeway	Sidepath (Both Sides)
Frederick Rd	Ridge Rd	Shakespeare Blvd	Separated Bikeway	Sidepath (Both Sides)
Germantown Rd	Railroad Tracks	Middlebrook Rd	Separated Bikeway	Sidepath (North Side)
	Middlebrook Rd	Aircraft Dr	Separated Bikeway	Sidepath (Both Sides)
	Aircraft Dr	Observation Dr	Separated Bikeway	Sidepath (North Side)
Locbury Dr	Rexmore Dr	Middlebrook Rd	Separated Bikeway	Sidepath (side TBD)
MARC Station Bridge	Mateny Hill Rd	Walter Johnson Rd	Trail	Off-Street Trail
Middlebrook Rd	Father Hurley Blvd	Locbury Dr	Separated Bikeway	Sidepath (Both Sides)
	Locbury Dr	Crystal Rock Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)














BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Observation Dr	Ridge Rd	Unnamed Stream	Separated Bikeway	Sidepath (Both Sides)
Ridge Rd	I-270	Frederick Rd	Separated Bikeway	Sidepath (Both Sides)
Seneca Meadows Pkwy	Observation Dr	New Rd	Separated Bikeway	Sidepath (North Side)
	New Rd	Germantown Rd	Separated Bikeway	Sidepath (East Side)
Shakespeare Blvd	Observation Dr	Frederick Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Street B-19	Crystal Rock Dr	Century Blvd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Walter Johnson Rd	Bowman Mill Dr	Middlebrook Rd	Separated Bikeway	Sidepath (North Side)
Wisteria Dr	Father Hurley Blvd	Crystal Rock Dr	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (East Side)





# GERMANTOWN WEST



- |   |                           |   |          |   |          |
|---|---------------------------|---|----------|---|----------|
|  | Policy Area               |  | Existing |  | Proposed |
|  | Parkland                  |  |          |  |          |
|  | Bus Rapid Transit Station |  |          |  |          |
|  | MARC Station              |  |          |  |          |
|   |                           |  |          |  |          |
|   |                           |   |          |  |          |

Note: White lines represent non-master planned bikeways

0 3400'

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way Bikeways on Both Sides of Street)
Cinnamon Dr	Mateny Rd	Clopper Rd	Separated Bikeway	Sidepath (East Side)
Clopper Rd	Little Seneca Creek	Kingsview Rd	Separated Bikeway	Sidepath (East Side)
	Kingsview Rd	Great Seneca Hwy	Separated Bikeway	Sidepath on Both Sides of Street
	Great Seneca Hwy	Great Seneca Creek	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Corridor Cities Transitway Trail	Germantown Rd	Great Seneca Creek	Trail	Off-Street Trail
Crystal Rock Dr	TBD	Father Hurley Blvd	Separated Bikeway	Sidepath on Both Sides of Street
	Father Hurley Blvd	Rexmore Dr	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (East Side)
Crystal Rock Dr	Germantown Rd	Wisteria Dr	Separated Bikeway	Sidepath (South Side)
Dawson Farm Rd	Father Hurley Blvd	Great Seneca Hwy	Separated Bikeway	Sidepath (South Side)
Dorsey Mill Rd	Century Blvd	I-270	Separated Bikeway	Separated Bike Lanes (Two-Way Bikeways on Both Sides of Street)
Father Hurley Blvd	Germantown Rd	Railroad Tracks	Separated Bikeway	Sidepath on Both Sides of Street
	Railroad Tracks	Middlebrook Rd	Separated Bikeway	Sidepath on Both Sides of Street
	Middlebrook Rd	Crystal Rock Dr	Separated Bikeway	Sidepath on Both Sides of Street
	Crystal Rock Dr	I-270	Separated Bikeway	Sidepath on Both Sides of Street
Germantown Park Dr	Schaeffer Rd	Germantown Rd	Separated Bikeway	Sidepath (West Side)



BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Germantown Rd	Utility Corridor	Richter Farm Rd	Separated Bikeway	Sidepath (North Side)
	Richter Farm Rd	Clopper Rd	Separated Bikeway	Sidepath on Both Sides of Street
	Clopper Rd	Railroad Tracks	Separated Bikeway	Sidepath (North Side)
Germantown Rd	Crystal Rock Rd	Aircraft Dr	Separated Bikeway	Sidepath on Both Sides of Street
	Aircraft Dr	I-270	Separated Bikeway	Sidepath (North Side)
Great Seneca Hwy	Middlebrook Rd	Richter Farm Rd	Separated Bikeway	Sidepath on Both Sides of Street
	Richter Farm Rd	Great Seneca Creek	Separated Bikeway	Sidepath (East Side)
Hopkins Rd	Clopper Rd	Father Hurley Blvd	Separated Bikeway	Sidepath (North Side)
Kings Crossing Blvd	Crestmount Rd	Richter Farm Rd	Separated Bikeway	Sidepath (North Side)
Kingsview Rd	Hopkins Rd	Clopper Rd	Separated Bikeway	Sidepath (East Side)
Kinster Dr	Crystal Rock Dr	Century Blvd	Separated Bikeway	Sidepath (North Side)
Leaman Farm Rd	Richter Farm Rd	Great Seneca Hwy	Separated Bikeway	Sidepath (North Side)
Liberty Mill Rd	Clopper Rd	Dawson Farm Rd	Separated Bikeway	Sidepath (side TBD)
	Dawson Farm Rd	Railroad Tracks	Separated Bikeway	Sidepath (North Side)
Locbury Dr	Waters Landing Dr	Rexmore Dr	Separated Bikeway	Sidepath (side TBD)
	Rexmore Dr	Middlebrook Rd	Separated Bikeway	Sidepath (side TBD)
MARC Station Bridge	Mateny Hill Rd	Walter Johnson Rd	Trail	Off-Street Trail
Mateny Rd	Great Seneca Hwy	Great Seneca Hwy	Separated Bikeway	Sidepath (West Side)

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Middlebrook Rd	Father Hurley Blvd	Locbury Dr	Separated Bikeway	Sidepath on Both Sides of Street
Middlebrook Rd	Crystal Rock Dr	Corridor Cities Transitway Trail	Separated Bikeway	Sidepath on Both Sides of Street
	Corridor Cities Transitway Trail	I-270	Separated Bikeway	Sidepath (South Side)
Richter Farm Rd	Clopper Rd	Schaeffer Rd	Separated Bikeway	Sidepath (East Side)
	Schaeffer Rd	Germantown Rd	Separated Bikeway	Sidepath on Both Sides of Street
	Germantown Rd	Great Seneca Hwy	Separated Bikeway	Sidepath (East Side)
Riffle Ford Rd	Germantown Rd	Great Seneca Creek	Striped Bikeway	Buffered Bike Lanes
Schaeffer Rd	Burdette Ln	Clopper Rd	Separated Bikeway	Sidepath (North Side)
Utility Corridor	Schaeffer Rd	Great Seneca Creek	Trail	Off-Street Trail
Wanegarden Dr	Wisteria Dr	Wynnfield Dr	Separated Bikeway	Sidepath (side TBD)
Waring Station Rd	Wisteria Dr	Middlebrook Rd	Separated Bikeway	Sidepath (West Side)
Waters Landing Dr	Crystal Rock Dr	Crystal Rock Dr	Separated Bikeway	Sidepath (South Side)
Wisteria Dr	Wanegarden Dr	Father Hurley Blvd	Striped Bikeway	Buffered Bike Lanes
Wisteria Dr	Crystal Rock Dr	Great Seneca Hwy	Separated Bikeway	Sidepath on Both Sides of Street
	Great Seneca Hwy	Waring Station Rd	Separated Bikeway	Sidepath (East Side)
Wynnfield Dr	Wanegarden Dr	Father Hurley Blvd	Separated Bikeway	Sidepath (side TBD)

# MONTGOMERY VILLAGE/AIRPARK



Note: White lines represent non-master planned bikeways





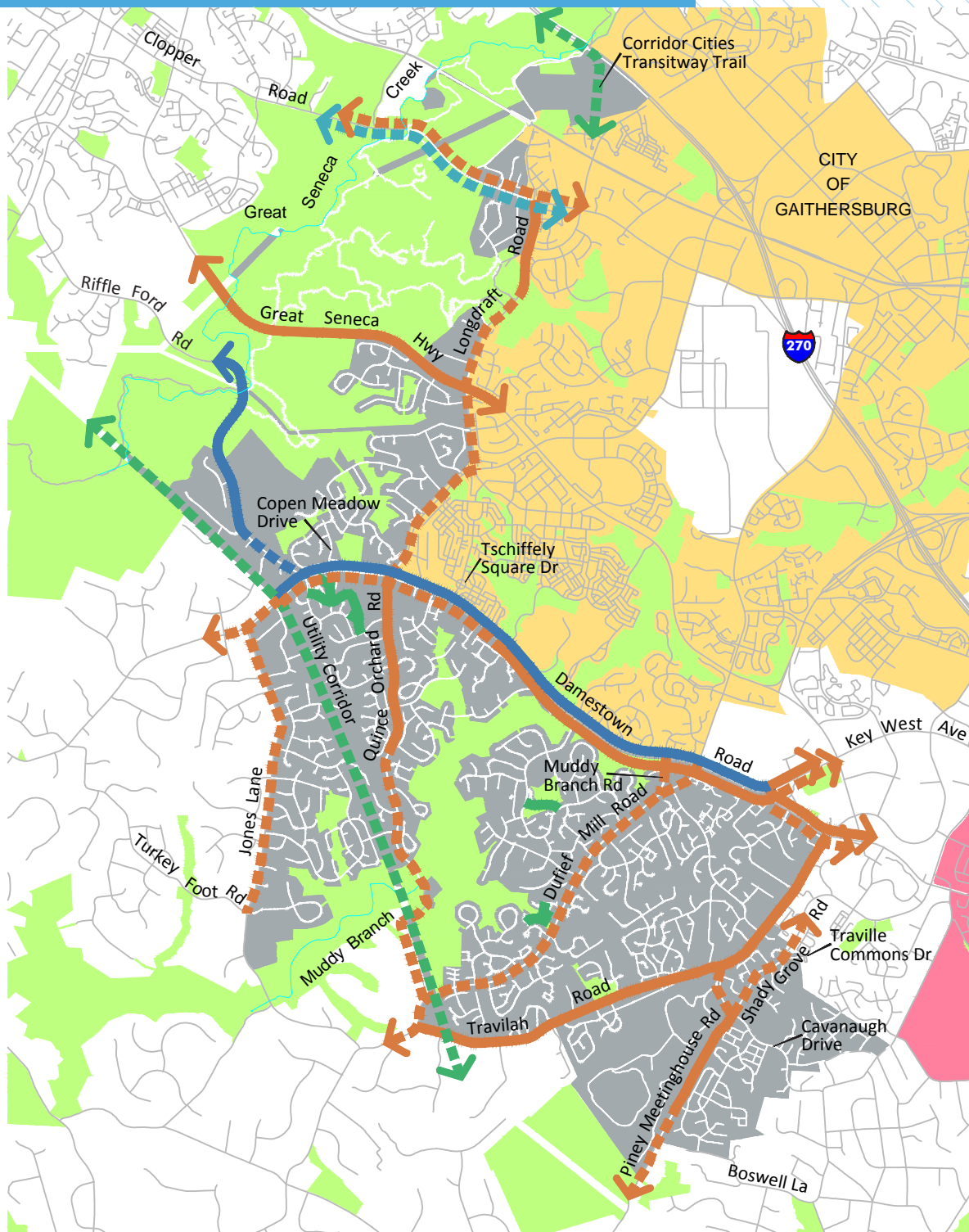
BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Apple Ridge Rd	Watkins Mill High School	Montgomery Village Ave	Separated Bikeway	Sidepath (North Side)
Centerway Rd	Montgomery Village Ave	Snouffer School Rd	Separated Bikeway	Sidepath (North Side)
Christopher Ave	Montgomery Village Ave	City of Gaithersburg	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
East Village Ave	Goshen Rd	Woodfield Rd	Separated Bikeway	Sidepath (North Side)
Emory Grove Rd	Goshen Rd	Washington Grove Ln	Separated Bikeway	Sidepath (North Side)
Frederick Rd	Great Seneca Creek	Game Preserve Rd	Separated Bikeway	Sidepath (Both Sides)
Goshen Rd	Warfield Rd	Odendhal Ave	Separated Bikeway and Striped Bikeway	Sidepath (West Side) and Conventional Bike Lanes
Lost Knife Rd	Montgomery Village Ave	Odendhal Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Midcounty Hwy	Great Seneca Creek	Montgomery Village Ave	Separated Bikeway	Sidepath (side TBD)
	Montgomery Village Ave	Washington Grove Ln	Separated Bikeway and Bikeable Shoulders	Sidepath (side TBD) and Bikeable Shoulders
Montgomery Village Ave	Wightman Rd	Lost Knife Rd	Separated Bikeway	Sidepath (Both Sides)
Odendhal Ave	City of Gaithersburg	Goshen Rd	Separated Bikeway	Sidepath (North Side)
Snouffer School Rd	Goshen Rd	Woodfield Rd	Separated Bikeway	Sidepath (North Side)
Stewartown Rd Ext	Watkins Mill Rd	Montgomery Village Ave	Separated Bikeway	Sidepath (South Side)
Stewartown Rd	Montgomery Village Ave	Goshen Rd	Separated Bikeway	Sidepath (South Side)
Strawberry Knoll Rd	Centerway Rd	Emory Grove Rd	Separated Bikeway	Sidepath (West Side)
Warfield Rd	Wightman Rd	Woodfield Rd	Separated Bikeway	Sidepath (South Side)

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Washington Grove La	Emory Grove Rd	Amity Dr	Separated Bikeway	Sidepath (West Side)
Watkins Mill Rd	Great Seneca Creek	Midcounty Hwy	Separated Bikeway	Sidepath (West Side)
Wightman Rd	Brink Rd	Goshen Rd	Separated Bikeway	Sidepath (North Side)
Woodfield Rd	Warfield Rd	MidCounty Hwy	Separated Bikeway	Sidepath (West Side)





# NORTH POTOMAC



Policy Area

Parkland

City of Gaithersburg

City of Rockville

Existing

Proposed



Trails



Separated Bikeways



Striped Bikeways



Bikeable Shoulders

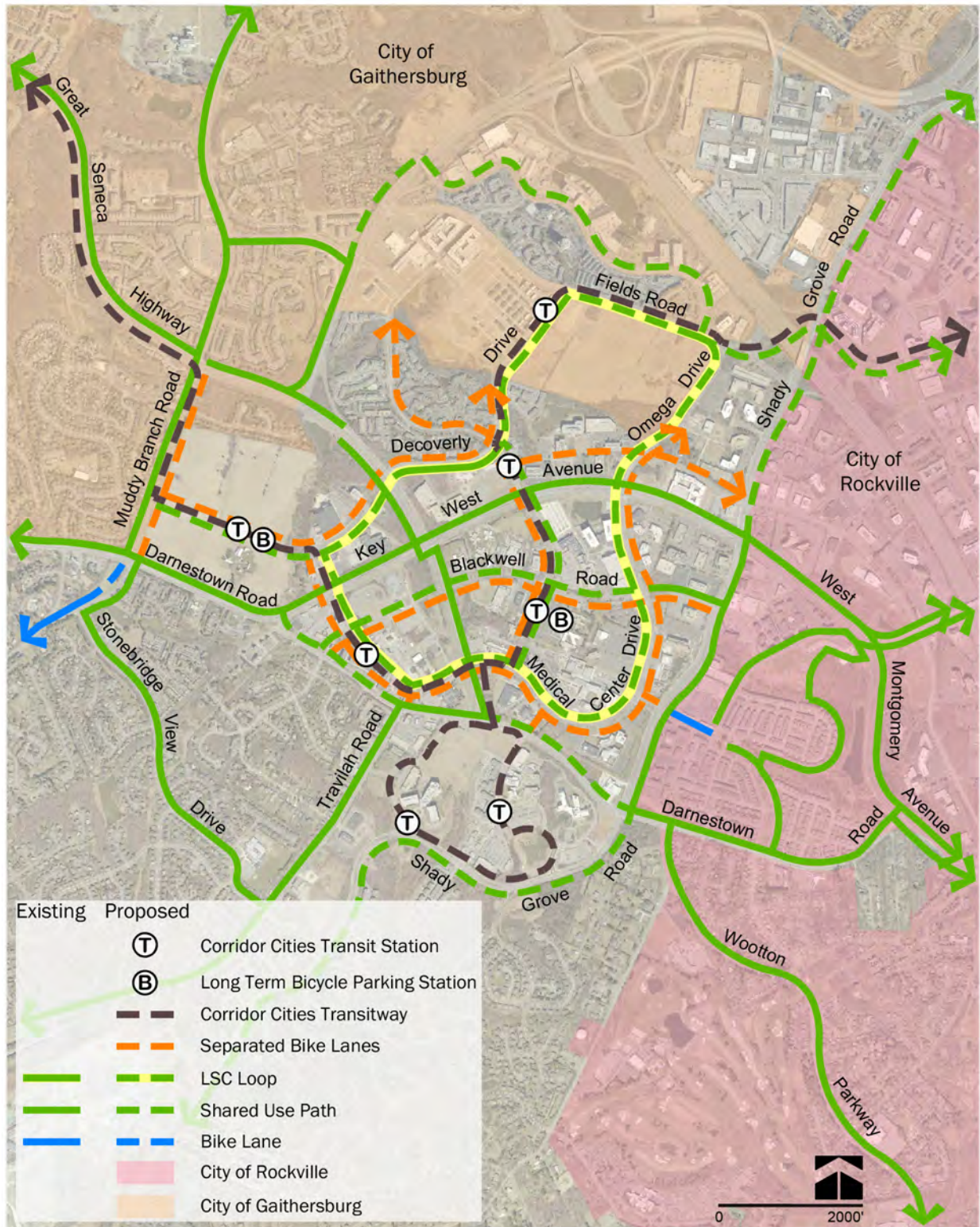
Note: White lines represent non-master planned bikeways



BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Clopper Rd	Great Seneca Creek	Longdraft Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Corridor Cities Transitway Trail	Great Seneca Creek	City of Gaithersburg	Trail	Off-Street Trail
Darnestown Rd	Utility Corridor Trail	Copen Meadow Dr	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes
	Copen Meadow Dr	Tschiffely Square Rd	Separated Bikeway and Striped Bikeway	Separated Bike Lanes (Two-Way, North Side) and Conventional Bike Lanes
	Tschiffely Square Rd	Key West Ave	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes
	Key West Ave	Travilah Rd	Separated Bikeway	Sidepath (Both Sides)
Dufief Mill Rd	Darnestown Rd	Travilah Rd	Separated Bikeway	Sidepath (East Side)
Great Seneca Hwy	Great Seneca Creek	Longdraft Rd	Separated Bikeway	Sidepath (East Side)
Jones La	Darnestown Rd	Turkey Foot Rd	Separated Bikeway	Sidepath (West Side)
Longdraft Rd	Clopper Rd	Quince Orchard Rd	Separated Bikeway	Sidepath (West Side)
Muddy Branch Rd	Darnestown Rd	Dufief Mill Rd	Separated Bikeway	Sidepath (East Side)
Piney Meetinghouse Rd	Travilah Rd	Boswell La	Separated Bikeway	Sidepath (East Side)
Quince Orchard Rd	Longdraft Rd	Darnestown Rd	Separated Bikeway	Sidepath (Both Sides)
	Darnestown Rd	Dufief Mill Rd	Separated Bikeway	Sidepath (West Side)
Riffle Ford Rd	Great Seneca Creek	Darnestown Rd	Striped Bikeway	Buffered Bike Lanes
Shady Grove Rd	Traville Commons Dr	Cavanaugh Dr	Separated Bikeway	Sidepath (West Side)
Travilah Rd	Darnestown Rd	Dufief Mill Rd	Separated Bikeway	Sidepath (West Side)
Utility Corridor	Great Seneca Creek	Travilah Rd	Trail	Off-Street Trail



# R&D VILLAGE





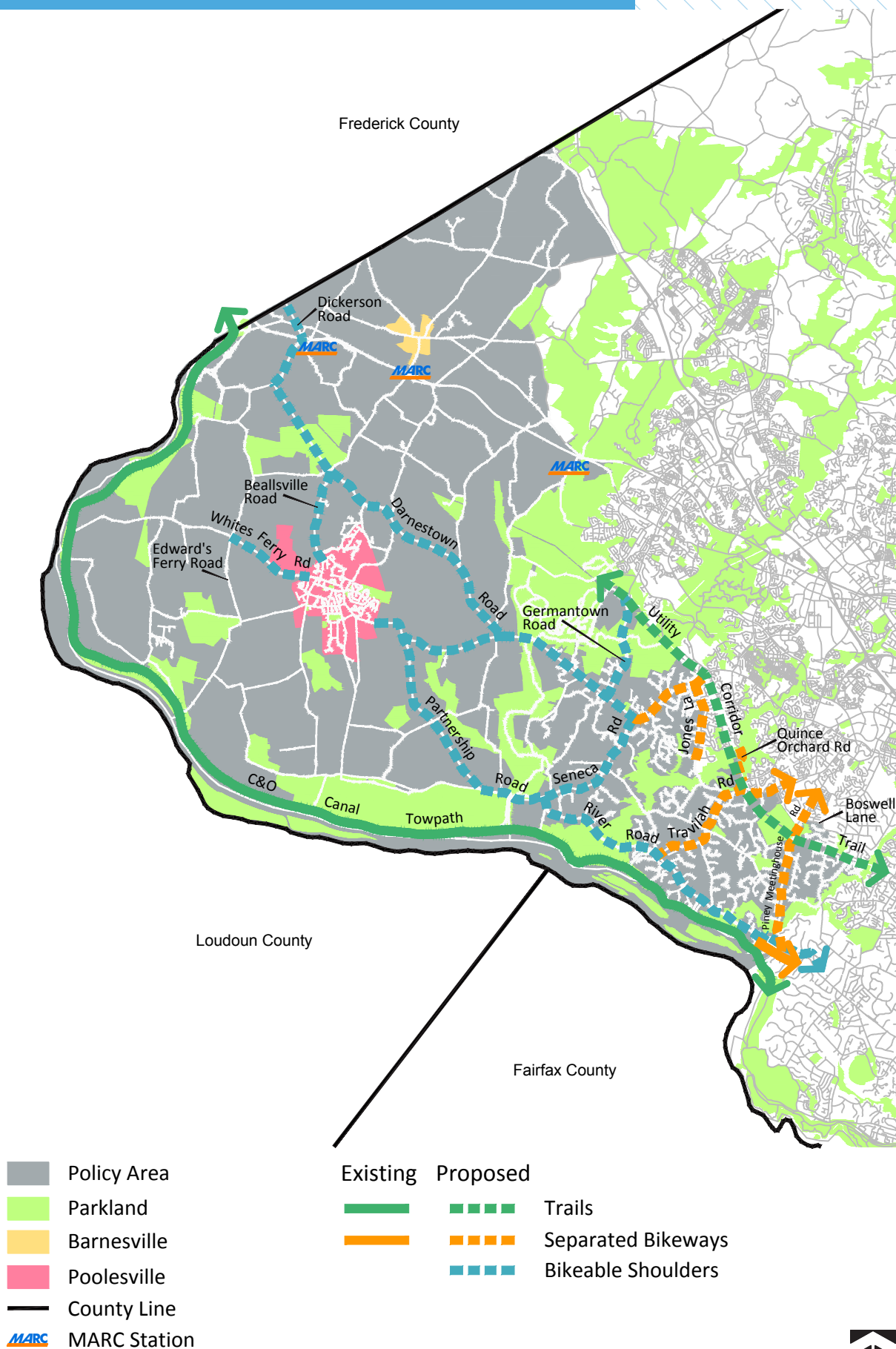
BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Belward Campus Dr	Muddy Branch Rd	Great Seneca Hwy	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Blackwell Rd	Darnestown Rd	Shady Grove Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Broschart Rd	Key West Ave	Darnestown Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Darnestown Rd	Muddy Branch Rd	Key West Ave	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes
	Key West Ave	Travilah Rd	Separated Bikeway	Sidepath (Both Sides)
Decoverly Dr	Great Seneca Hwy	City of Gaithersburg	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Diamondback Dr	City of Gaithersburg	Decoverly Dr	Separated Bikeway	Sidepath (Both Sides)
	Decoverly Dr	Key West Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Fields Rd	Sam Eig Hwy	City of Gaithersburg	Separated Bikeway	Sidepath (South Side)
Glen Mill Rd	Darnestown Rd	Valley Dr	Separated Bikeway	Sidepath (East Side)
Great Seneca Hwy	Sam Eig Hwy	Darnestown Rd	Separated Bikeway	Sidepath (Both Sides)
Johns Hopkins Dr	Key West Ave	Belward Campus Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Key West Ave	Darnestown Rd	City of Rockville	Separated Bikeway	Sidepath (Both Sides)
Medical Center Dr	Key West Ave	Great Seneca Hwy	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Medical Center Dr Ext	Great Seneca Hwy	Key West Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Medical Center Way	Medical Center Dr	Shady Grove Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Muddy Branch Rd	City of Gaithersburg	Darnestown Rd	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (East Side)
Omega Dr	City of Gaithersburg	Key West Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Research Blvd	Omega Dr	Shady Grove Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Sam Eig Hwy	City of Gaithersburg	Great Seneca Hwy	Separated Bikeway	Sidepath (East Side)
Sam Eig Hwy	Fields Rd	Great Seneca Hwy	Separated Bikeway	Sidepath (West Side)
Shady Grove Rd Shady Grove Rd	City of Gaithersburg	Darnestown Rd	Separated Bikeway	Sidepath (Both Sides)
	Darnestown Rd	Cavanaugh Dr	Separated Bikeway	Sidepath (West Side)
Street B-2	Diamondback Dr	Omega Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Travilah Rd	Darnestown Rd	Dufief Mill Rd	Separated Bikeway	Sidepath (West Side)
Travilah Rd Ext	Medical Center Dr Ext	Darnestown Rd	Separated Bikeway	Sidepath (West Side)
Traville Gateway Dr Ext	Darnestown Rd	Medical Center Dr	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)





## RURAL WEST



Note: White lines represent non-master planned bikeways

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Beallsville Rd	Darnestown Rd	Poolesville	Bikeable Shoulders	Bikeable Shoulders
C&O Canal Towpath	Frederick Co	Swains Lock Rd	Trail	Off-Street Trail
	Swains Lock Rd	I-495	Trail	Off-Street Trail
Clarksburg Rd	Ten Mile Creek	Clopper Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Clopper Rd	Clarksburg Rd	Little Seneca Creek	Separated Bikeway	Sidepath (East Side)
Darnestown Rd	Dickerson Rd	Seneca Rd	Bikeable Shoulders	Bikeable Shoulders
	Seneca Rd	Utility Corridor	Separated Bikeway	Sidepath (North Side)
Dickerson Rd	Frederick Co	Darnestown Rd	Bikeable Shoulders	Bikeable Shoulders
Germantown Rd	Utility Corridor	Darnestown Rd	Bikeable Shoulders	Bikeable Shoulders
Jones La	Darnestown Rd	Turkey Foot Rd	Separated Bikeway	Sidepath (West Side)
Partnership Rd	Whites Ferry Rd	River Rd	Bikeable Shoulders	Bikeable Shoulders
Piney Meetinghouse Rd	Boswell La	River Rd	Separated Bikeway	Sidepath (East Side)
River Rd	Partnership Rd	Swains Lock Rd	Bikeable Shoulders	Bikeable Shoulders
Seneca Rd	Darnestown Rd	River Rd	Bikeable Shoulders	Bikeable Shoulders
Travilah Rd	Dufief Mill Rd	River Rd	Separated Bikeway	Sidepath (West Side)
Utility Corridor	Great Seneca Creek	Travilah Rd	Trail	Off-Street Trail
Whites Ferry Rd	Edwards Ferry Rd	Poolesville	Bikeable Shoulders	Bikeable Shoulders
Whites Ferry Rd	Poolesville	Darnestown Rd	Bikeable Shoulders	Bikeable Shoulders



BICYCLE MASTER PLAN

## **PRELIMINARY BIKEWAY RECOMMENDATIONS**

**[MONTGOMERYPLANNING.ORG/BIKEPLAN](http://MONTGOMERYPLANNING.ORG/BIKEPLAN) | [@MCBIKEPLAN](https://twitter.com/MCBIKEPLAN)**

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FOR QUESTIONS/COMMENTS**