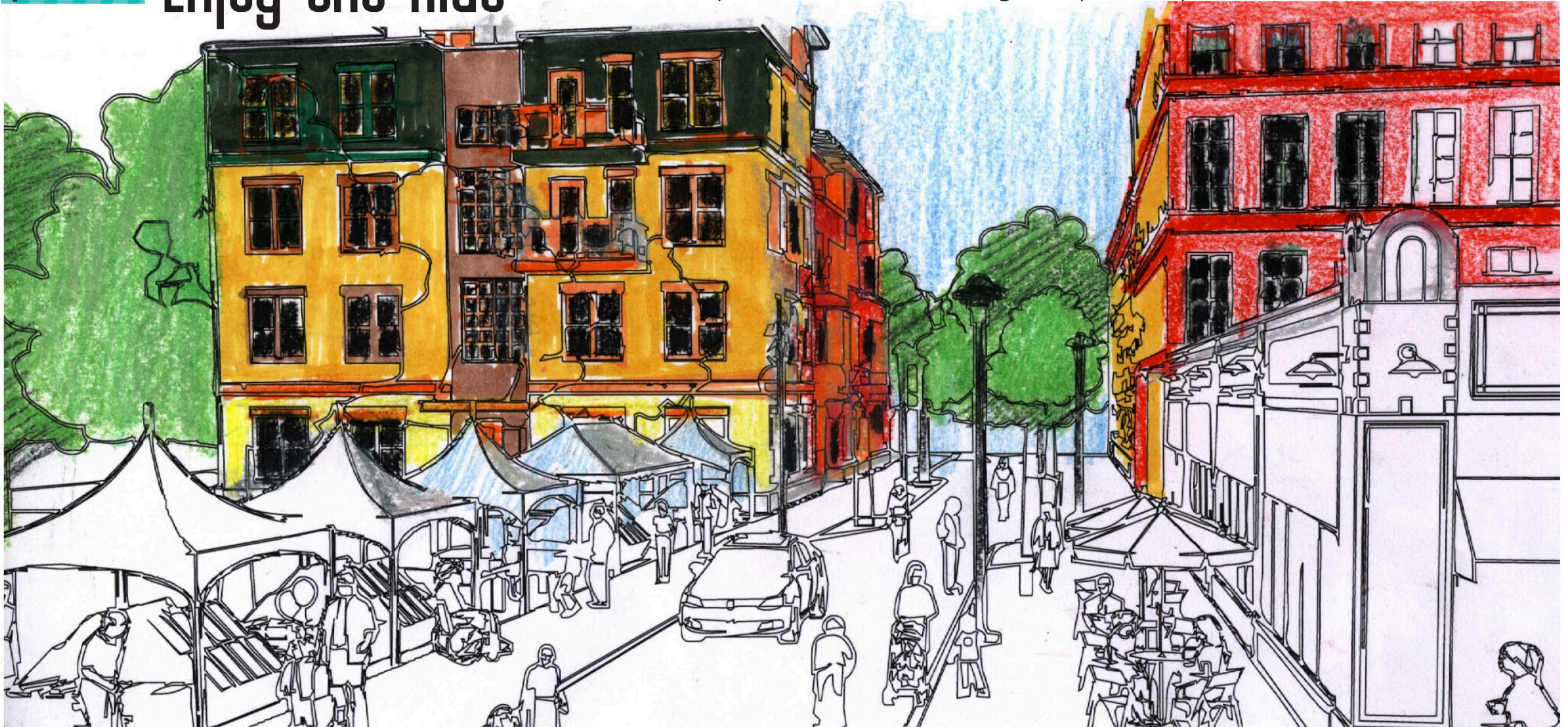




Enjoy the Ride

Coloring Book
A low-stress bicycle network for Montgomery County



Montgomery Planning's Bicycle Master Plan Low-Stress Coloring Book

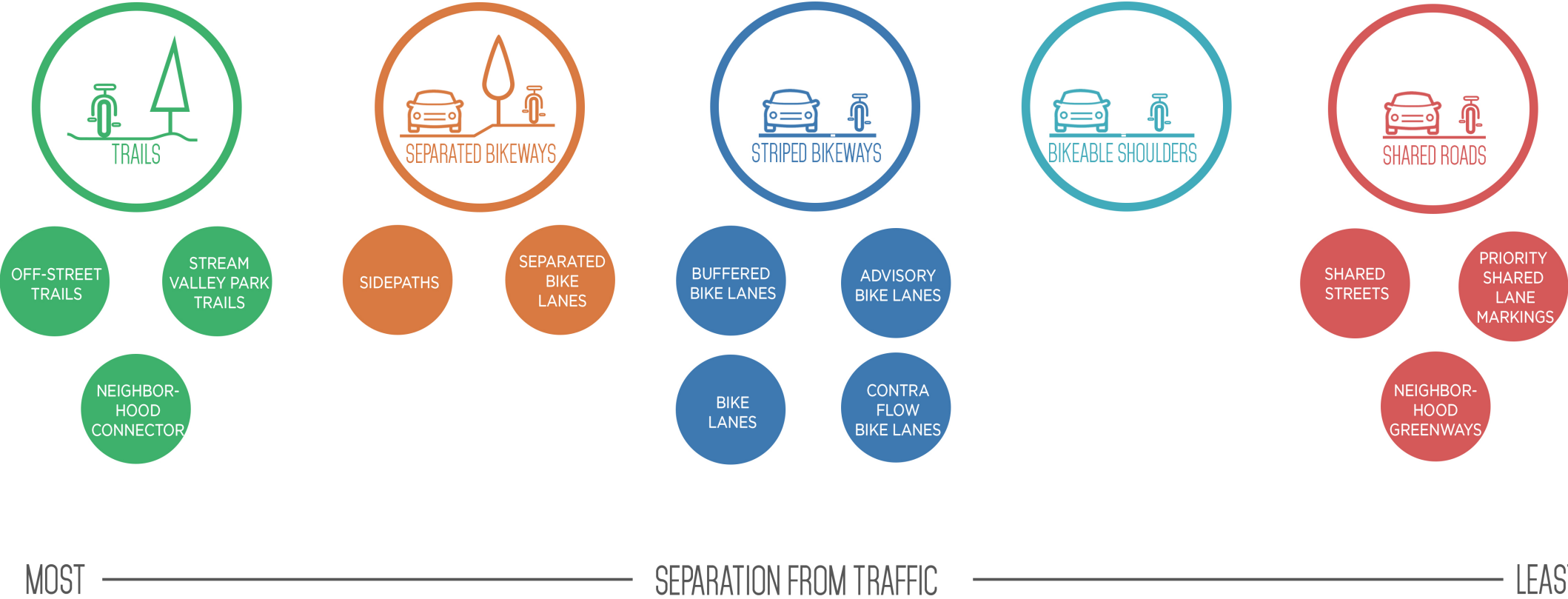
Color your stress away



- Learn about the Bicycle Master Plan's comfortable, low-stress bicycling network in Montgomery County.
- Unwind as you color the bicycling scenes.
- Check out montgomeryplanning.org/bikeplan for more information.
- Questions/Comments? Contact:
David.Anspacher@montgomeryplanning.org or tel. 301.495.2191.

Thank you to Toole Design Group for providing the images on the cover page, page 31 and page 35.

BICYCLE FACILITY CLASSIFICATION





Trails

off-street trails | stream valley park trails

Trails are paths that are located outside of the road right-of-way to provide two-way travel for walking, bicycling, jogging and skating. Trails include **off-street trails** and **stream valley park trails**. 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, trails can be widened to between 15 and 24 feet wide.

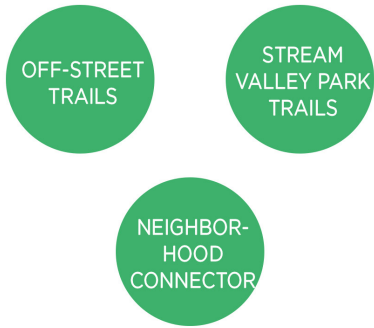
North Bethesda Trail, White Flint >



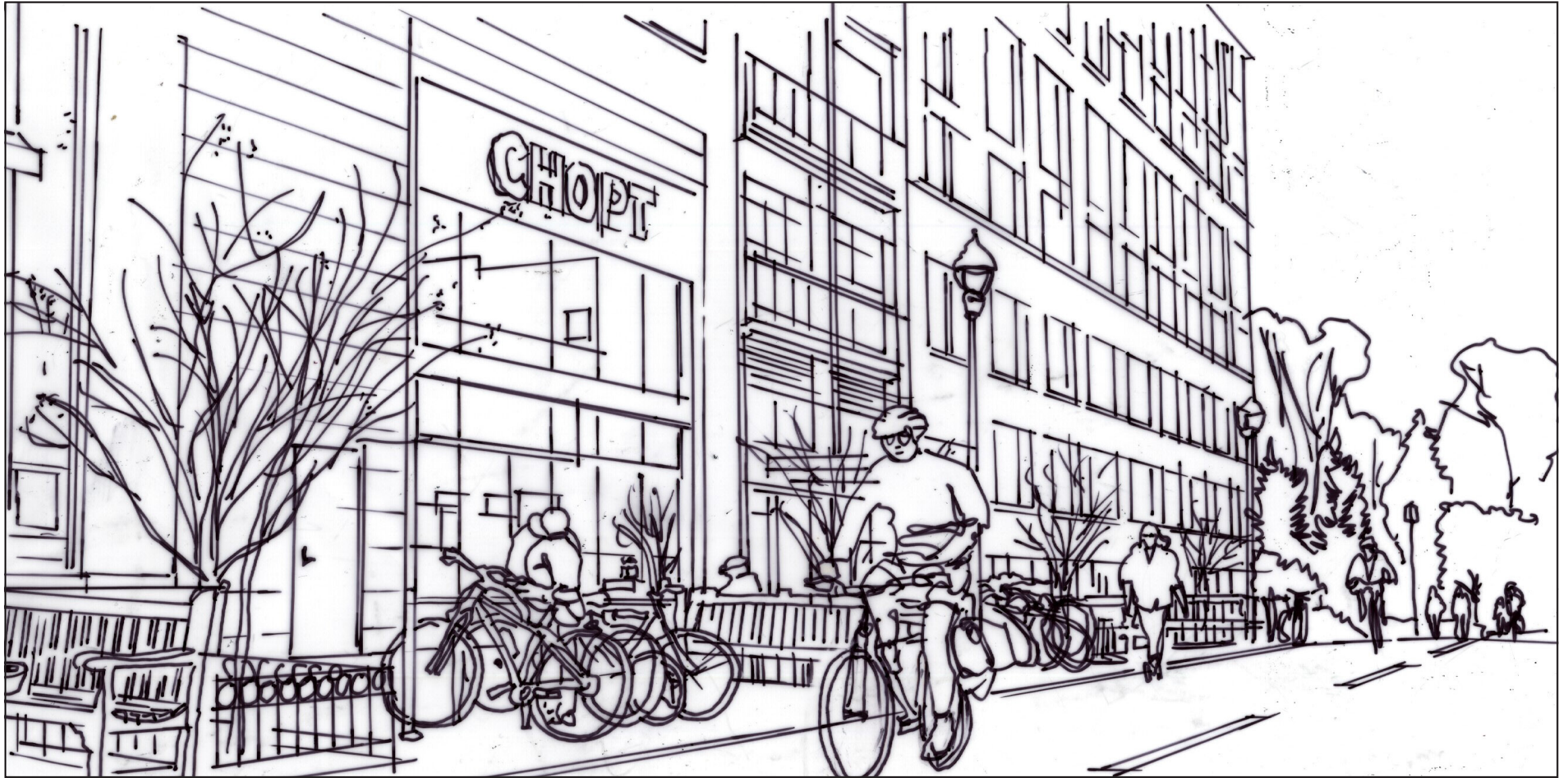


Off-Street Trails

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



Capital Crescent Trail, Bethesda 





Stream Valley Park Trails

These trails are shared use paths located within a county stream valley park that provide two-way routes for people walking and bicycling, and other users of non-motorized travel.



Rock Creek Trail >





Separated Bikeways

sidepaths| separated bike lanes

Separated bikeways provide physical separation from traffic and include sidepaths and separated bike lanes. Generally, they will be considered on any road with one or more of the following characteristics:

- Traffic lanes: 3 lanes or more.
- Posted speed limit: 30 mph or faster.
- Traffic: 6,000 vehicles per day or more.
- On-street parking turnover: frequent.
- Bike lane obstruction: likely to be frequent.

City of Calgary, Alberta, Canada >





Sidepaths

These shared use paths are 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.

SIDEPATHS

SEPARATED
BIKE
LANES

Sligo Creek Trail, Wheaton >





Separated Bike Lanes

These exclusive bikeways 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.

SIDEPATHS

SEPARATED
BIKE
LANES

Nebel Street, White Flint 



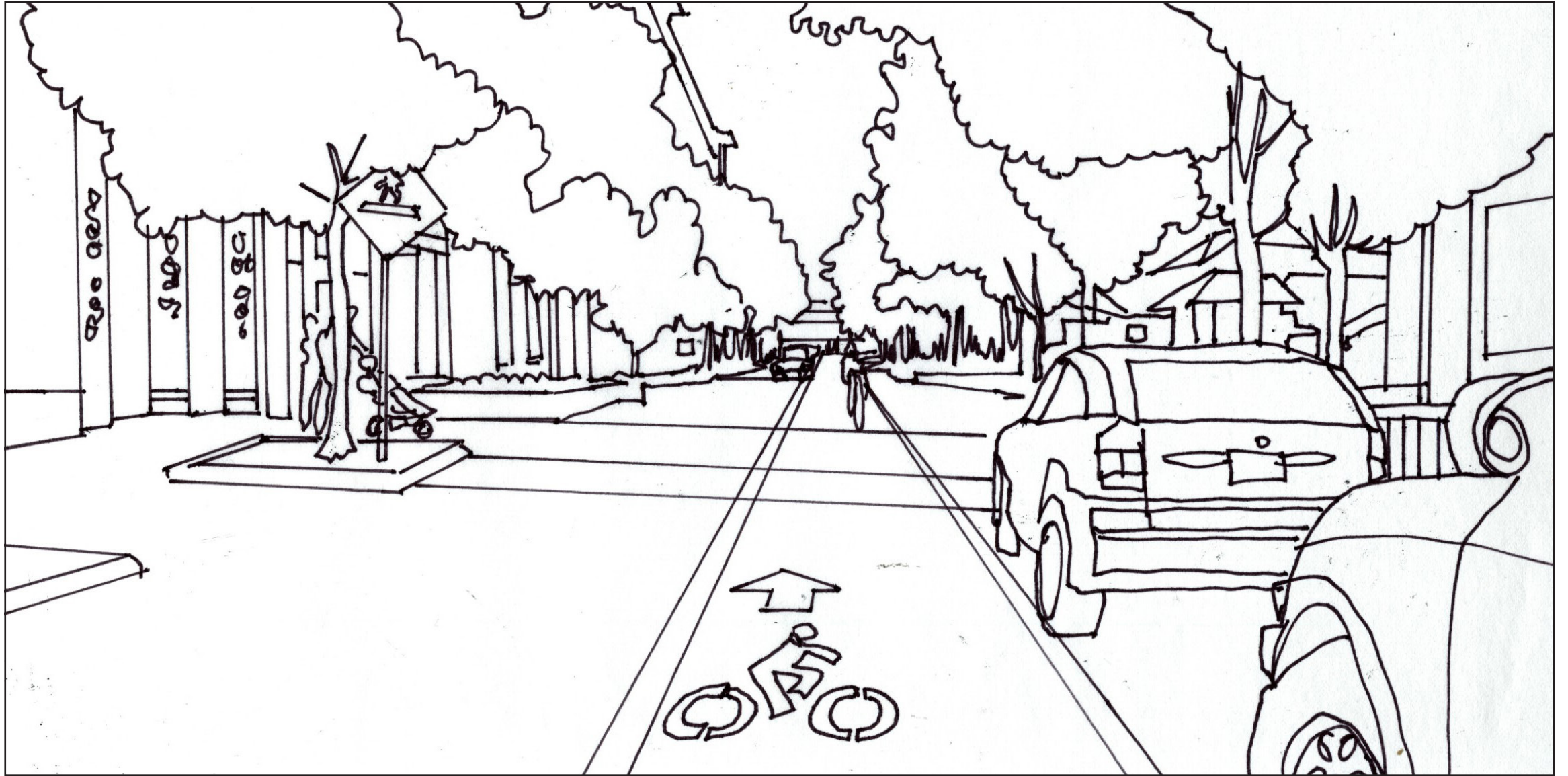


Striped Bikeways

buffered bike lanes | conventional bike lanes | advisory bike lanes | contra-flow bike lanes

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 has arisen, including **buffered bike lanes** and **advisory bike lanes**.

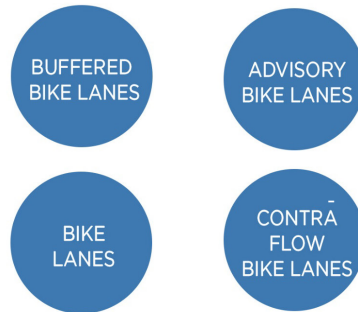
Gibbs Street, Rockville >





Buffered Bike Lanes

These conventional bike lanes are 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.



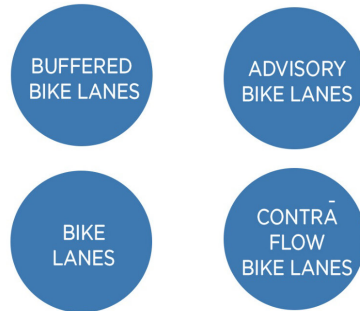
East Capitol Street, Washington, DC >



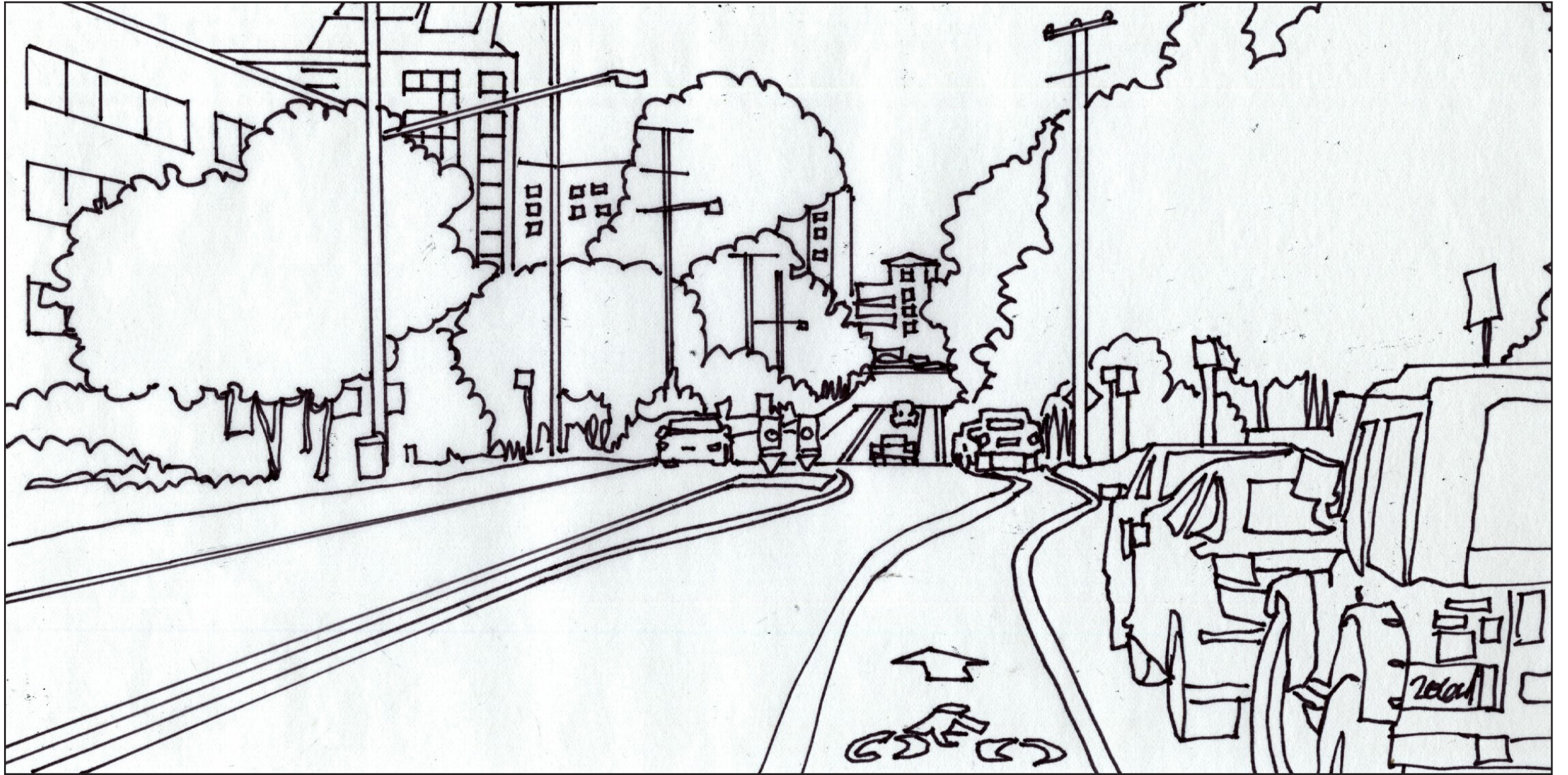


Conventional Bike Lanes

These bike lanes are located in portions of the street that have been designated by striping, signage and pavement markings for the preferential or exclusive use of bicyclists.



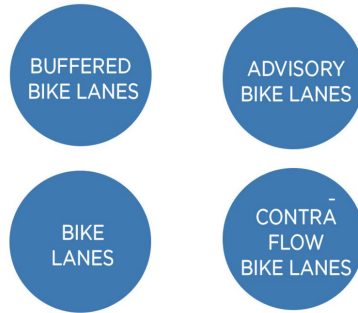
Battery Lane, Bethesda >





Advisory Bike Lanes

These dashed bike lanes allow motorists to temporarily enter the bike lane to provide oncoming traffic sufficient space to pass safely on narrow, unlaned roads in residential areas.



Potomac Green Drive, Alexandria, VA >





Contra-Flow Bike Lanes

These bike lanes are 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.

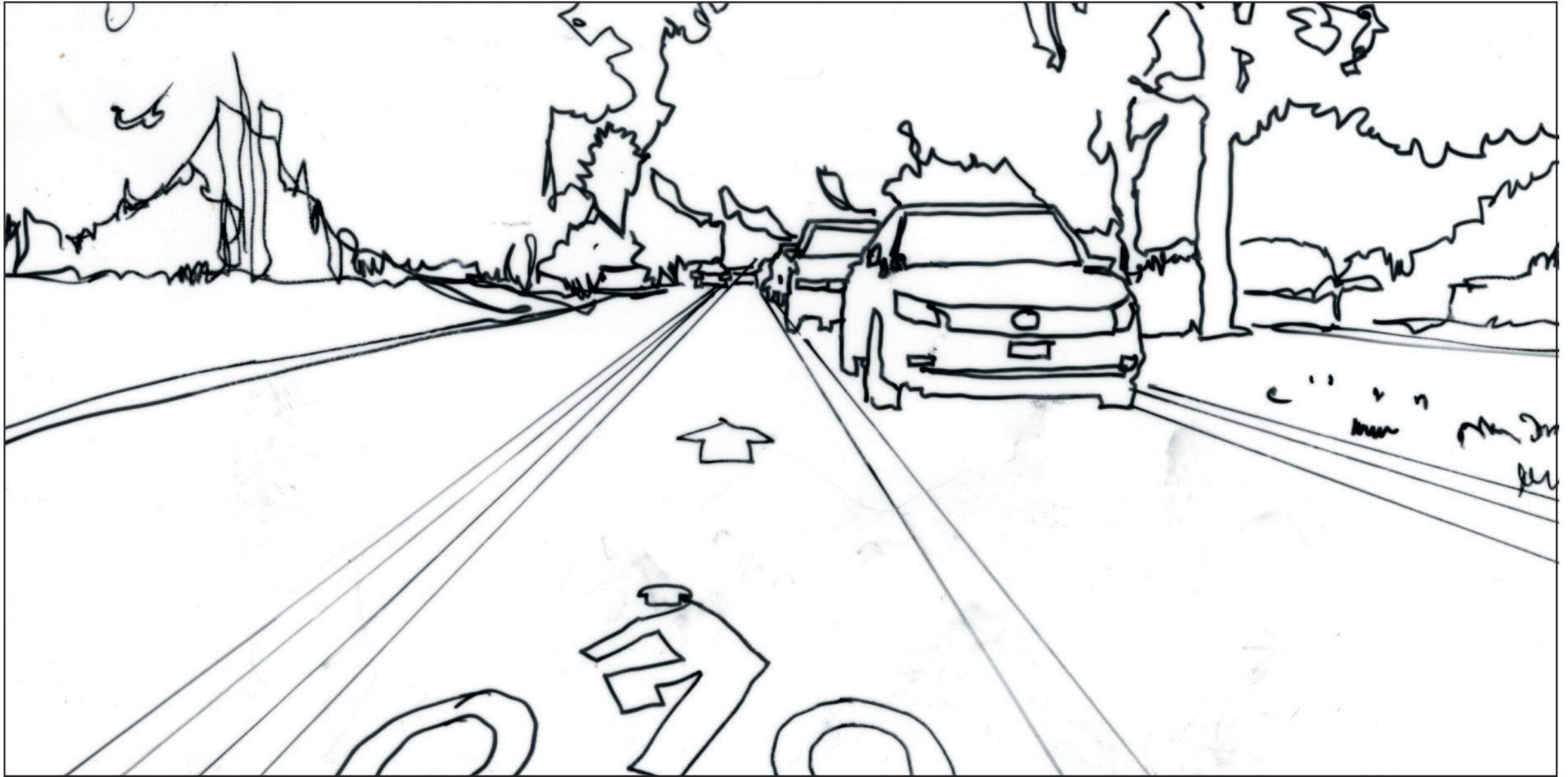
BUFFERED
BIKE LANES

ADVISORY
BIKE LANES

BIKE
LANES

CONTRA
FLOW
BIKE LANES

Cedar Street, Silver Spring >





Bikeable Shoulders

Bikeable Shoulders

These portions of the roadway 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.

River Road, Potomac >



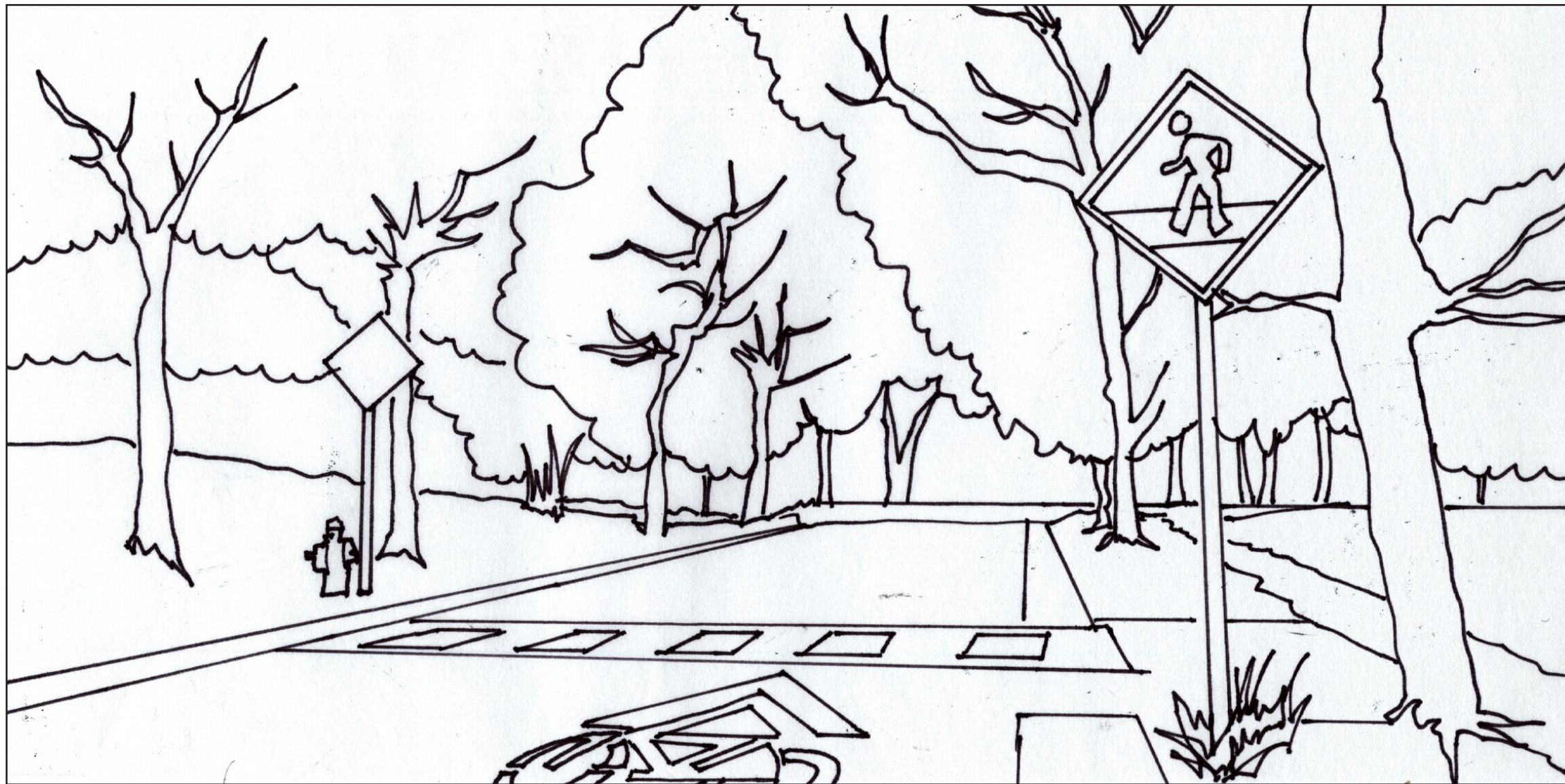


Shared Roads

neighborhood greenways | shared streets | priority shared lane markings

These bikeways 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.

Example of a shared road >





Shared Streets

An urban design approach where pedestrians, bicycles and motor vehicles can comfortably coexist. Shared streets 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.

SHARED
STREETS

PRIORITY
SHARED
LANE
MARKINGS

NEIGHBOR-
HOOD
GREENWAYS

Example of a shared street >





Neighborhood Greenways

Streets with low motorized traffic volumes and speeds, designed and designated to give walking and bicycling priority. Neighborhood greenways 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.



Comox-Helmcken Greenway in Vancouver, British Columbia, Canada >





Priority Shared Lane Markings

These markings communicate bicyclist priority within a shared lane and guide bicyclists to ride outside of the vehicle door zone. Colored backing and more frequent spacing make priority shared lane markings more conspicuous than standard shared lane markings (also known as sharrows).

Priority shared lane marking, San Francisco, California >



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