ACHIEVING THE VISION

This section of the Bicycle Master Plan offers recommendations on how to achieve the plan’s vision. It includes concrete actions that government, property owners, stakeholders and the public can take to fulfill the vision. Recommendation for a network of bikeways and bicycle parking, and bicycling-supportive programs and policies are included in this section.
Bicycle-supportive infrastructure focuses on a highly-connected and low-stress **bikeway network**. This network includes physical improvements on higher stress roads so that the 75 percent of roads and trails in Montgomery County that are already appropriate for people of all ages and bicycling abilities can be connected.

Bicycle-supportive infrastructure also includes abundant and secure **bicycle parking**, since many people will not ride a bicycle if they are concerned that their parked bicycle will be damaged or stolen. This infrastructure includes privately maintained bicycle parking spaces at residential and commercial buildings, and publicly maintained parking spaces at activity centers, such as transit stations, employment centers and commercial areas.

**Bicycle programs** encourage bicycling by identifying bicycle-supportive events, services, opportunities and projects. They include bikeway funding programs, the county’s bikeshare program and a proposed BikeMontgomery outreach program.

**Bicycle policies** guide actions taken by the government that affect bicycling, including laws, policies, regulations, standards and guidelines. They include Montgomery County’s context-sensitive road design standards and local land use laws.

The more commuter options available in a development equates to a more attractive project for potential tenants and their employees. Bicycle facilities in a project provide a healthy, economic alternative to the single occupant vehicle.”

**ALAN H. GOTTLIB, CHIEF OPERATING OFFICER, LERNER ENTERPRISES**
BIKEWAYS

Although many trips are short enough to be made by bicycle, most are made by private vehicles. One barrier to bicycling is what is known as “traffic stress.” The concept of traffic stress is that people have a certain tolerance for bicycling near traffic, and if that tolerance is exceeded even for a short distance, they may be deterred from bicycling.

In order to attract the broadest segment of the population to bicycle, Montgomery County will need to create a bicycling network that does not exceed most people’s tolerance for traffic stress and does not require an excessive level of detour.

While currently about 75 percent of street mileage in Montgomery County is low-stress, these streets largely represent “islands of connectivity” that are separated by arterial roads and environmental features. The Bicycle Master Plan addresses Goal 2 and Goal 3 by recommending a network of low-stress bikeways to connect residential communities to the places that people want to go in Montgomery County, including transit stations, employment centers, stores, public facilities and other destinations.

Recent national surveys separate people into different traffic stress tolerance levels. Those who tolerate a high level of traffic stress are comfortable bicycling on most streets, including major highways. These so-called “strong and fearless” bicyclists account for about 7 percent of the population. Those who tolerate a moderate level of traffic stress are comfortable bicycling on major highways and arterial roads with bike lanes. These “enthused and confident” bicyclists account for about 5 percent of the population. Those who tolerate a low level of traffic stress are comfortable on residential streets, trails and major highways / arterial roads with bikeways that are separated from traffic. These “interested but concerned” bicyclists account for about 51 percent of the population and include children. About 37 percent of the population is not interested in bicycling for various reasons.

THE FOUR TYPES OF TRANSPORTATION CYCLISTS

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>7%</td>
<td>STRONG &amp; FEARLESS</td>
</tr>
<tr>
<td></td>
<td>Very comfortable on non-residential streets without bike lanes.</td>
</tr>
<tr>
<td>5%</td>
<td>ENTHUSED &amp; CONFIDENT</td>
</tr>
<tr>
<td></td>
<td>Very comfortable on non-residential streets with bike lanes.</td>
</tr>
<tr>
<td>51%</td>
<td>INTEREST BUT CONCERNED</td>
</tr>
<tr>
<td></td>
<td>Less than very comfortable on non-residential streets with or without bike lanes.</td>
</tr>
<tr>
<td>37%</td>
<td>NO WAY, NO HOW</td>
</tr>
<tr>
<td></td>
<td>Everyone else.</td>
</tr>
</tbody>
</table>

2 The median trip per the 2007 / 2008 regional household survey is 3.5 miles or less – about a 20 to 25-minute bike ride for most people.
3 The concept of traffic stress is described and quantified in Mekuria, Maaza, Peter G. Furth, and Hilary Nixon, Low-Stress Bicycling and Network Connectivity, San Jose, CA: Minate Transportation Institute, 2012. A modified version of the Level of Traffic Stress methodology used for the analysis in this master plan is available in Appendix D.
5 While these survey results represent the 50 largest metropolitan areas in the United States, they may not be representative of Montgomery County. However, multiple studies make clear that the “interested but concerned” group represents the largest group of bicyclists.
To execute a network of low-stress bikeways that is appropriate for the diverse communities in Montgomery County, the Bicycle Master Plan is organized around five main types of bicycling trips:

- **Trips between activity centers** tend to be longer distance and, in the plan, will be centered on the Breezeway Network. This high-capacity, multispeed network of arterial bikeways enables faster bicyclists to comfortably, conveniently and safely travel with slower bicyclists and pedestrians.

- **Trips to activity centers** from suburban areas will typically be less than 3 miles and will focus on getting people from residential areas to commercial centers and transit stations on a network largely consisting of neighborhood greenways and sidepaths. This network will be complemented by abundant and secure bicycle parking at transit stations and commercial locations.

- **Trips within urban areas** will typically be less than 1 mile and will include travel to work, shopping, entertainment and transfers to transit stations on a network of separated bike lanes and trails. These trips will include bicycle parking at transit stations and commercial locations as well as the county’s bikeshare program.

- **Trips to county facilities**, such as schools, libraries, recreation centers and parks, will focus on providing safe accommodation for children and, therefore, will require a very low level of traffic stress. These bikeways consist of a network of sidepaths, neighborhood greenways and trails in suburban areas, and separated bike lanes and trails in urban areas. These trips will include abundant and secure bicycle parking at all public facilities.

- **Recreational trips**, especially those in rural areas, will often include long-distance trips by individuals and groups where bikeable shoulders of consistent widths are particularly appealing.

Some confident cyclists prefer bike accommodations that support even faster, more efficient travel between destinations. They are willing to sacrifice some separation from traffic in order to maintain continuously higher speeds, avoid pedestrian conflicts, bypass obstacles, and maintain right-of-way at intersections. They may want to enter, exit, and re-enter the bikeway freely, and they can find separated bikeways cumbersome to navigate. Many separated bikeways may be inappropriate for the speeds they travel. Such riders often prefer accommodations that are moderate in stress but not high stress, including striped bike lanes, bikeable shoulders and non-residential shared roadways. In addition, many recreational riders prefer riding in such facilities, especially outside urban centers and in parks.
Therefore, this plan provides the following guidance: Where space is available and does not substantially detract from the default bikeway, conflict with another master plan recommendation or exceed the master plan right-of-way, bike lanes or bikeable shoulders can be added in addition to the default bikeway, in some cases overlapping with on-street parallel parking.

Moreover, before taking away existing shoulders or parking lanes, road designers and future planners should be cognizant that cyclists often ride in these spaces, even if they are not specifically identified as bikeways in this plan.

In addition, this plan specifically recommends several roads as having two bike facility types – both a separated bikeway (such as a sidepath) and unseparated bikeway (such as conventional bike lanes and bikeable shoulders). These are typically roads that have existing shoulders or bike lanes frequently used by cyclists.
BIKEWAY FACILITY CLASSIFICATIONS

A new bikeway facility classification system is proposed for Montgomery County as part of this plan. This system organizes bikeways into five facility classifications based on their level of separation from traffic. These five classifications are then subdivided into bikeway types and are explained on the following pages and in Appendix B.

**MOST**
- Off-Street Trails
- Stream Valley Park Trails
- Neighborhood Connector
- Separated Bike Lane
- Sidewalks

**SEPARATION FROM TRAFFIC**
- Striped Bikeways
- Buffered Bike Lanes
- Advisory Bike Lanes
- Bike Lanes
- Contra Flow Bike Lanes

**BIKEABLE SHOULDERS**
- Bikeable Shoulders

**LEAST**
- Shared Streets
- Priority Shared Lane Markings
- Neighborhood Greenways
- Shared Roads
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 very 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.

Trails include off-street trails, stream valley park trails and neighborhood connectors.
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 using other non-motorized modes.

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
Stream Valley Park Trails

Stream valley park trails are shared use paths located within a Maryland-National Capital Park and Planning Commission (M-NCPPC) stream valley park that provide two-way travel for people walking, bicycling and using other non-motorized modes of transportation.

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
Neighborhood connectors are short paths that provide critical connections in the residential walking and bicycling network. They create short-cuts and often bypass or minimize the amount of travel along higher-stress streets. In most instances, neighborhood connectors are owned by private entities, especially homeowner associations. About one-third of neighborhoods connectors are in the public right-of-way or owned by the Montgomery County Board of Education or the Maryland-National Capital Park and Planning Commission. Many neighborhood connectors need to be upgraded, by paving a dirt or a gravel surface, repaving a surface that has deteriorated over time or widening the pathway to meet the requirements of the Americans with Disabilities Act (ADA).

**Benefits**
- Provide a short path for walking and bicycling.

**Typical Application**
- Located within residential communities.

**Examples in Montgomery County**
- See Appendix J
Separated Bikeways

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

In general, separated bike lanes are recommended in higher activity areas. Sidepaths are recommended in lower activity areas. Higher activity areas include those parts of the county zoned Commercial-Residential (CR), Life Sciences Center (LSC) or their floating zone equivalents, or that are located within 0.5 miles of a rail station. Areas that are zoned R-10, R-20, R-30 (multifamily residential zones) and RT (townhouse zones) are considered higher activity areas if they are adjacent to properties that are zoned CR, LSC or floating zones, or located near rail stations. All other areas of the county are considered lower activity areas.
**Sidepaths** are shared use paths located parallel to and within the road right-of-way. They provide two-way travel routes designated for walking, bicycling, jogging and skating. Sidepaths are typically 10 feet wide, but can vary between 8 feet (in areas with environmental or historic constraints) and 14 feet wide (where usage is likely to be higher). Sidepaths are separated from motorized traffic by a curb, a barrier or a landscaped panel.

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

**Typical Application**
- See page 48.
- Adjacent to the roadway.
- Recommended in lower activity areas (see page 66), with higher traffic volumes and speeds.

**Examples in Montgomery County**
- MacArthur Boulevard
- Key West Avenue
- Olney-Laytonsville Road
- Briggs Chaney Road
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, as discussed on pages 126 to 135.

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 page 48.
- Adjacent to the roadway.
- Recommended in higher activity areas (see page 66) with higher traffic volumes and speeds.

Examples in Montgomery County
- Woodglen Drive
- Nebel Street
- Spring Street
- Glenbrook Road
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. Over the past few years, a variety of new bike lane types have arisen, including buffered bike lanes and advisory bike lanes. Collectively, this plan 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
- **TRAFFIC:** 9,000 VEHICLES PER DAY OR FEWER
- **BIKE LANE OBSTRUCTION:** LIKELY TO BE INFREQUENT
- **POSTED SPEED LIMIT:** 30 MPH OR SLOWER
- **ON-STREET PARKING TURNOVER:** INFREQUENT
- **WHERE A SEPARATED BIKEWAY IS INFEASIBLE OR UNDESIRABLE**
Buffered Bike Lanes

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

Benefits
- Provide greater separation between motor vehicles and bicyclists.
- Provide space for one bicyclist to pass another without encroaching into the adjacent vehicle travel lane.
- Encourage bicyclists to ride outside of the door zone when the buffer is between parked cars and the bike lane.
- Provide 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.
- Appeal to a wider cross-section of bicycle users.

Typical Application
- See page 52.
- Buffered bike lanes are recommended instead of separated bike lanes where it is desirable to place the bike lane between a travel lane and on-street parking or where blockage by parked vehicles is unlikely to be a problem.

Examples in Montgomery County
- None
Conventional 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
- Increase bicyclist comfort and confidence on busy streets.
- Create separation between bicyclists and automobiles.
- Increase predictability of bicyclist and motorist positioning and interaction.
- Increase total capacities of streets carrying mixed bicycle and motor vehicle traffic.
- Visually remind motorists of bicyclists’ right to bicycle in the street.

Typical Application
- See page 52.

Examples in Montgomery County
- Battery Lane
- Bonifant Road
- Dufief Mill Road
- Fairland Road
- Marinelli Road
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 pass safely on narrow, unlaned roads in residential areas.

**Benefits**
- Require less space to implement than conventional bike lanes.
- Encourage motorists to safely pass bicyclists.
- Visually remind motorists of bicyclists’ right bicycle in the street.
- Removing the center line reduces the speed of motor vehicles.

**Typical Application**
- Where there is insufficient space for conventional bike lanes and two lanes of traffic.
- Surrounding 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 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 page 52.
- One-way streets.

**Examples in Montgomery County**
- Cedar Street
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 4 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 a low-stress environment on roads where the posted speed limit exceeds 30 mph.

Benefits
- Provide separation from traffic.
- Increase the comfort of recreational bicycling.

Typical Application
- Primarily found in rural locations.
- Posted speed limit: between 40 and 50 mph.

Examples in Montgomery County
- Clarksburg Road
- River Road
- New Hampshire Avenue from MD 198 to MD 108
- Norwood Road from MD 182 to MD 650
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.
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.

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

**Examples in Montgomery County**
- None
Neighborhood greenways 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 can 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.
- Wayfinding signs to guide bicyclists along the route and to key destinations.

**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 is 25 mph or slower.
- Context: areas where through traffic can be diverted to parallel streets.
- Street pattern where a continuous route for bicycling is possible.
- Traffic volumes should be less than 3,000 vehicles per day and preferably closer to 1,000 vehicles per day.

**Examples in Montgomery County**

- None

- Shared-lane markings (sharrows) where appropriate to alert drivers to the path bicyclists need to take on a shared roadway.
- Crossing improvements where the bikeway crosses major streets (including traffic signals, median refuges and curb extensions).
Priority shared lane markings communicate bicyclist priority within a shared lane and guide bicyclists to ride outside of the door zone. Colored backgrounds 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.

The lane markings can be installed in limited instances on roadways where it is infeasible to install bicycle lanes, separated bike lanes or shared use paths, but where it is desirable to communicate the priority of bicyclists within a shared lane. Priority shared lane markings are only to be used as a retrofit on existing streets where implementing the desired bikeway is infeasible. They are not to be used on new streets.

**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 APPLICATIONS

A countywide master plan cannot anticipate all opportunities to implement bikeways that might arise. A bikeway segment not identified in the plan may be implemented if it advances the goals of the plan. The following table provides default bikeway recommendations for streets where the Bicycle Master Plan does not recommend a bikeway. Additionally, while the bikeway recommendations in this plan reflect the state-of-the-practice, they can be upgraded as the state-of-the-practice changes.

These default bikeways will be incorporated into transportation studies conducted by the Montgomery County Department of Transportation (MCDOT), the Maryland State Highway Administration and other government agencies where a bikeway recommendation does not exist. They will also be incorporated into development applications that include non-master planned streets. See Appendix B for a description of each bikeway facility.

The table on the next page recommends a default bikeway type based on the roadway functional classification and whether the area is planned to support higher or lower activities. Higher activity areas include those parts of the county that are zoned Commercial-Residential (CR), Life Sciences Center (LSC) or their floating zone equivalents, or that are located within 0.5 miles of a rail station. Areas that are zoned R-10, R-20, R-30 (multifamily residential zones) and RT (townhouse zones) are considered higher activity areas if they are adjacent to properties that are zoned CR, LSC or floating zones, or near rail stations. All other areas of the county are considered lower activity areas.
<table>
<thead>
<tr>
<th>ROADWAY CLASSIFICATIONS</th>
<th>NUMBER OF LANES</th>
<th>HIGHER ACTIVITY AREAS</th>
<th>LOWER ACTIVITY AREAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Controlled Major Highway</td>
<td>4+</td>
<td>Two-Way Separated Bike Lanes (Both Sides of Street)</td>
<td>Sidepath (Both Sides of Street)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Great Seneca Hwy (South of Sam Eig Hwy)</td>
<td>Example: Great Seneca Hwy (North of Longdraft Rd)</td>
</tr>
<tr>
<td>Major Highway*</td>
<td>4+</td>
<td>Two-Way Separated Bike Lanes (Both Sides of Street)</td>
<td>Sidepath</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Rockville Pike (White Flint)</td>
<td>Example: Middlebrook Rd (South of Great Seneca Hwy)</td>
</tr>
<tr>
<td>Arterial*</td>
<td>5</td>
<td>Two-Way Separated Bike Lanes (Both Sides of Street)</td>
<td>Sidepath (Both Sides of Street)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Darnestown Rd (East of Shady Grove Rd)</td>
<td>Example: Bel Pre Rd (East of Connecticut Ave)</td>
</tr>
<tr>
<td></td>
<td>2-4</td>
<td>One-Way Separated Bike Lanes (Both Sides of Street)</td>
<td>Sidepath (One Side of Street)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Spring St (Silver Spring)</td>
<td>Example: Wilson Ln (Bethesda)</td>
</tr>
<tr>
<td>Minor Arterial*</td>
<td>2-3</td>
<td>One-Way Separated Bike Lanes (Both Sides of Street)</td>
<td>Sidepath (One Side of Street)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: few at this time</td>
<td>Example: few at this time</td>
</tr>
<tr>
<td>Country Arterials</td>
<td>Any</td>
<td>N/A</td>
<td>Bikeable Shoulders</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Dickerson Rd</td>
<td></td>
</tr>
<tr>
<td>Business District Street</td>
<td>2-3</td>
<td>One-Way Separated Bike Lanes (Both Sides of Street)</td>
<td>One-Way Separated Bike Lanes (Both Sides of Street)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Marinelli St (White Flint)</td>
<td>Example: Westbard Ave (Westbard)</td>
</tr>
<tr>
<td>Primary Residential</td>
<td>2</td>
<td>N/A</td>
<td>Sidepath, Bike Lanes (Buffered, Conventional, Advisory)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Arctic Ave</td>
<td></td>
</tr>
<tr>
<td>Secondary Residential</td>
<td>Un-Laned</td>
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<td>On-Road Bikeway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Gelding Ln (Olney)</td>
<td></td>
</tr>
<tr>
<td>Tertiary Residential</td>
<td>Un-Laned</td>
<td>N/A</td>
<td>On-Road Bikeway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Example: Gelding Ct (Olney)</td>
<td></td>
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<tr>
<td>Utility Corridors</td>
<td>N/A</td>
<td>Trail</td>
<td>Trail</td>
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</tbody>
</table>

*Where space is available and does not substantially detract from the default bikeway, bike lanes or bikeable shoulder can be added in addition to the default bikeway.

** Where it is impractical or infeasible to implement a master-planned bikeway on a primary residential street, traffic calming should be implemented to improve the comfort of both walking and bicycling in the street, including speed limit reductions, raise crosswalks, curb extensions, traffic diversions, etc, consistent with other county policies.
Breezeway Network

Imagine county residents walking and bicycling on safe routes removed from fast-moving cars, trucks and buses, where bicyclists experience less delay, but where all users – including slower moving bicyclists and pedestrians – can safely and comfortably coexist. These special bikeways, called “breezeways,” are an innovative concept for Montgomery County. Based on similar systems in London, Dubai and the Netherlands, the Breezeway Network takes the county to the next level in providing safe, separated routes for longer trips without having to worry about traffic or a bikeway too constricted for easy movement.

To accommodate the full range of cyclists, the Breezeway Network will not only provide a high level of comfort, but also a high level of convenience, safety and efficiency that is attractive and appropriate for bicyclists of all ages and abilities. It will prioritize higher speed bicycle travel between major activity centers, including central business districts, transit stations and job centers, since people are more likely to travel longer distances when the travel time for their trip is closer to that of traveling by automobile.

As a suburban jurisdiction with densifying but still widely spaced activity centers, Montgomery County is the perfect candidate for this network, which supports efficient travel over long distances. Much like motorists rely upon higher speed roadways to connect distant activity centers, the Breezeway Network will enable cyclists and pedestrians to “breeze” quickly or leisurely along a protected and separate environment from a roadway without comprising each other’s safety or efficiency. Once fully implemented, the Breezeway Network will make it feasible for cyclists and pedestrians to efficiently travel between activity centers.
The Breezeway Network corridors are the arterials of the bikeway network in that they are envisioned to carry a large number of bicyclists. While many trips on the Breezeway Network will be for longer, faster trips to central business districts (CBDs), transit stations, activity hubs and job centers, these corridors will also be used for shorter and slower trips. The Breezeway Network will comprise trails, sidepaths, separated bike lanes and neighborhood greenways. Local bikeways, including neighborhood greenways, sidepaths, bike lanes and low-volume / low-speed streets, will funnel bicycle traffic to the Breezeways.


Bikeway Types
Trails
Sidepaths
Separated Bike Lanes
Neighborhood Greenways

Five Types of Breezeways:

1. Rail and utility corridors, such as the Capital Crescent Trail, which include grade-separated crossings of major roads.

2. Freeway trails, such as the Intercounty Connector Trail.

3. Modern major highways, such as Great Seneca Highway, that are characterized by wider rights-of-way and greater spacing between intersections and driveways.

4. Older major highways, such as Veirs Mill Road and University Boulevard, which could become Breezeways over time with a gradual consolidation of driveways and intersections.

5. Neighborhood greenways paralleling older major highways, such as Woodland Drive and Amherst Avenue between Downtown Silver Spring and Wheaton, that provide direct access to destinations, minimize the number of turns and stops, and facilitate safe and direct crossings of major roadways.
Bikeway Network Characteristics

**Design Speed:** The Breezeway Network will have a design speed of 20 miles per hour in lower activity areas and 12 mph in higher activity areas. Design speed is influenced by the pavement quality and bikeway curvature, among other conditions, and is not an endorsement of bicycling at high speeds in crowded locations.

**Separation from Traffic:** Providing fixed, continuous separation from traffic, such as curbs or concrete barriers, will increase the comfort of bicycling on the Breezeway Network. Sidepaths or trails that run parallel to a roadway will be separated from the roadway by at least 5 feet. Along high-speed roadways with speed limits of 35 mph or greater, separation greater than 5 feet is desirable to reduce the stress from riding close to traffic.

**Separation Between Bicycling and Walking/Faster and Slower Users:** Separation between pedestrians and bicyclists or between fast and slower users will increase comfort for users and allow faster users to travel with minimal delay, especially in areas with higher use. On trails and sidepaths in suburban areas, separate spaces for pedestrians and bicyclists can be adjacent to each other, although a buffer between them is preferred. In urban areas where separation is provided using sidewalks and separated bike lanes, busy areas will need to provide more pedestrian space with widened waiting areas and pedestrian refuge islands at intersections, wider sidewalks and dedicated space for those waiting at bus stops.

Breezeways will feature adequate widths for side-by-side bicycle travel and passing, as well as adequate buffers from motor vehicle traffic.

- Trails and Sidepaths: The minimum bikeway width is 11 feet and the minimum pedestrian width is 5 feet. In areas with high pedestrian demand, the pedestrian width is 8 feet or more.
- Two-Way Separated Bike Lanes: the minimum bikeway width is 11 feet, excluding the gutter pan.
- One-Way Separated Bike Lanes: the minimum bikeway width is 8 feet, excluding the gutter pan.

**Minimal Intersection Delay:** Breezeways feature intuitive and safe intersection and driveway crossings that minimize delay for pedestrians and bicyclists. The crossings are developed to prioritize non-motorized travel by making it easier and safer to travel through intersections. Breezeway crossings include elements that both separate bicycle movements from motor vehicles and make bicyclists and pedestrians more visible to other road users. Crossings will:

- Slow motor vehicle traffic.
- Improve bicyclist and pedestrian visibility.
- Reduce bicyclist and pedestrian exposure.
- Reduce or eliminate conflicts.
Treatments to facilitate these crossings may include:

- **Grade separation**, including underpasses and overpasses, eliminate potential conflicts with automobiles and minimize bicyclist delay by allowing bicyclists to cross over or under motor vehicle traffic without stopping.
- **Protected intersections** reduce the number of potential conflict points between bicyclists and motor vehicles, making these conflicts easier to mitigate.
- **Colored pavement** through intersections delineates bicyclist right-of-way and improves bicyclist visibility.
- **Bike signals** reduce conflicts by allowing bicycle and motor vehicle intersection movements to be separated. These signals have interim approval from the Federal Highway Administration (FHWA) and are in use in many jurisdictions around the country.
- **Leading pedestrian / bicycle intervals** at traffic signals reduce conflicts by allowing bicyclists to enter the intersection ahead of right-turning vehicles, establishing right-of-way and improving motor vehicle yielding.
- **Narrower curb** radii improve bicyclist visibility by requiring motorists to slow down while turning, widening their field of vision and making it more likely they will see bicyclists proceeding through the intersection.
- **Driveway consolidation** reduces conflicts between motor vehicles and bicyclists by limiting the number of conflict points a bicyclist must traverse.
- **Raised crosswalks** slow driver speeds when crossing the Breezeway from a side street. When motor vehicles travel slower, they have a wider field of vision and are more likely to see bicyclists.

**Crossings of Interstates**: Due to the high speed of traffic on most freeway on- and off-ramps, crossing freeway ramps is a major safety concern and impediment to both walking and bicycling. Potential approaches to improving crossings at interstates include:

- Traffic control at crossings, including signalized intersections.
- Grade-separated crossings.

**Pavement Surface**: Breezeways will be constructed to meet requirements of public road design. They will feature high-quality construction, surface materials and maintenance practices that maximize surface smoothness and pavement life, minimizing potential for pavement cracking and buckling.

Specific construction requirements should be adapted to each location in a manner appropriate to local conditions and anticipated wear-and-tear. If maintenance, service or emergency vehicles will need to access the Breezeway, construction methods and materials should take that into account.

Within the bikeway network, Breezeways are prioritized for maintenance in a manner similar to priority arterials within the roadway network. This priority applies to snow removal, resurfacing, sweeping and other general maintenance activities.
Street Infrastructure: In addition to separation from motor vehicle traffic, Breezeways will be free of obstructions, such as utility poles, trees or sign posts. Breezeways will also have corridor-long pedestrian-scale lighting. Lighting will provide continuous illumination along the travelway and immediate wayside areas. In residential areas or sensitive habitat areas, specialized lighting or screens may be required to avoid adverse impacts on the surroundings.

Branding and Wayfinding: Unique branding improves Breezeway Network legibility and helps the network express its own identity as a high-quality transportation option. There are many examples of how this branding might be handled, including using:

- Signage that distinguishes the Breezeway from the rest of the network.
- Pavement markings.
- Different colored surface treatments.

Transitions: Transitions between Breezeways and standard bicycle facilities will be direct, seamless and intuitive. See Appendix B for transitions between separated bike lanes and other bicycle facilities.

Neighborhood Greenways: For neighborhood greenways that are designated as part of the Breezeway Network, traffic volumes should be less than 2,000 vehicles per day. Where traffic volumes are around 3,000 vehicles per day, a designated bikeway may need to be implemented in lieu of a neighborhood greenway.

Policy Guidance
Implementing and maintaining the Breezeway Network may require adjusting several existing county and state policies and practices:

- Dedicated design guidelines should be adopted by MCDOT to codify minimum widths and other design standards. Newer intersection treatments may also need to be added to MCDOT’s design standards.
- Maintenance practices and policies will need to be revised. New equipment will be required for sweeping, snow removal and emergency response on the county’s separated bike lane network and growing trails network.
- A maintenance, snow removal and repaving schedule should be developed for Breezeways. This process may require revisions to the existing prioritization process for maintenance and snow removal. Snow removal laws may require careful attention to bikeways in residential areas where Breezeways run alongside the roadway, as these bikeways will need to be treated by Montgomery County or the State Highway Administration.
Proposed Breezeway Network

Fourteen corridors are proposed for the Breezeway Network, as shown in the map below. A description of each Breezeway and its major infrastructure recommendations is provided on the following pages. See Appendix I for a detailed description of the bikeway recommendations for each Breezeway corridor.
Breezeway Corridors

<table>
<thead>
<tr>
<th>CORRIDOR</th>
<th>FROM</th>
<th>TO</th>
<th>TYPOLOGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burtonsville to Silver Spring</td>
<td>Howard County</td>
<td>Fenton Street</td>
<td>Freeway</td>
</tr>
<tr>
<td>Capital Crescent Trail</td>
<td>District of Columbia</td>
<td>Silver Spring Transit Center</td>
<td>Rail Corridor</td>
</tr>
<tr>
<td>City of Rockville to Friendship Heights</td>
<td>City of Rockville</td>
<td>District of Columbia</td>
<td>Older Major Highway</td>
</tr>
<tr>
<td>City of Rockville to Wheaton</td>
<td>City of Rockville</td>
<td>Georgia Avenue</td>
<td>Older Major Highway</td>
</tr>
<tr>
<td>Clarksburg to City of Gaithersburg</td>
<td>Stringtown Road</td>
<td>City of Gaithersburg</td>
<td>Modern Major Highway</td>
</tr>
<tr>
<td>Germantown Road</td>
<td>Aircraft Drive</td>
<td>Observation Drive</td>
<td>Modern Major Highway</td>
</tr>
<tr>
<td>Germantown to Burtonsville</td>
<td>Utility Corridor</td>
<td>Prince George’s County</td>
<td>Utility Corridor</td>
</tr>
<tr>
<td>Germantown to Grosvenor</td>
<td>Schaeffer Road</td>
<td>MD 355</td>
<td>Utility Corridor</td>
</tr>
<tr>
<td>Germantown to Life Sciences Center</td>
<td>Middlebrook Road</td>
<td>City of Rockville</td>
<td>Modern Major Highway</td>
</tr>
<tr>
<td>Glenmont to Silver Spring</td>
<td>Glenmont Metrorail Station</td>
<td>Ellsworth Drive</td>
<td>Older Major Highway</td>
</tr>
<tr>
<td>Intercounty Connector Trail</td>
<td>MD 355</td>
<td>Prince George’s County</td>
<td>Freeway</td>
</tr>
<tr>
<td>Life Sciences Center to Shady Grove Metro</td>
<td>Key West Avenue</td>
<td>Shady Grove Access Road</td>
<td>Older Major Highway</td>
</tr>
<tr>
<td>Olney to Glenmont</td>
<td>Olney-Laytonsville Rd</td>
<td>Glenmont Metrorail Station</td>
<td>Older Major Highway</td>
</tr>
<tr>
<td>Potomac to Rock Spring</td>
<td>Seven Locks Rd</td>
<td>Old Georgetown Rd</td>
<td>Modern Major Highway</td>
</tr>
<tr>
<td>Potomac to Veirs Mill Road</td>
<td>Falls Road</td>
<td>Veirs Mill Road</td>
<td>Modern Major Highway</td>
</tr>
<tr>
<td>Veirs Mill Road to White Oak</td>
<td>Veirs Mill Road</td>
<td>Columbia Pike</td>
<td>Older Major Highway</td>
</tr>
<tr>
<td>Wheaton to Takoma / Langley</td>
<td>Veirs Mill Road</td>
<td>Prince George’s County</td>
<td>Older Major Highway</td>
</tr>
<tr>
<td>White Flint to Rock Spring</td>
<td>Montrose Parkway</td>
<td>Democracy Boulevard</td>
<td>Older Major Highway</td>
</tr>
</tbody>
</table>

*Upon approval of the master plan, the Montgomery County Department of Transportation and Planning Department will seek funding to confirm the locations of the Breezeway Network corridors.
Burtonsville to Silver Spring
The Burtonsville to Silver Spring Breezeway connects Howard County to Fenton Street and will be composed of separated bike lanes, sidepaths, neighborhood greenways and trails. Major infrastructure projects include:

- New bridge over Patuxent River.
- New bridge over Paint Branch.
- New bridge over Northwest Branch.\(^6\)
- New bridge over I-495.

Capital Crescent Trail
The Capital Crescent Trail is an off-road shared-use path along a rail corridor that forms a crescent between Georgetown and Silver Spring via Bethesda. Montgomery County purchased the Georgetown Branch right-of-way between the District of Columbia and the Metropolitan Branch just west of Silver Spring in 1988.

The Maryland-National Capital Park and Planning Commission (M-NCPPC) has jurisdiction over the portion between the District of Columbia and Woodmont Avenue in Bethesda, and the MCDOT has jurisdiction over the portion between Woodmont Avenue and Silver Spring. In 1990, the National Park Service acquired the part of Georgetown Branch reaching from Georgetown in the District of Columbia to Montgomery County.

The Capital Crescent Trail is currently paved with asphalt from Georgetown to Bethesda. It will be paved east of Bethesda and extended to the Silver Spring Transit Center as part of the Purple Line light rail project. Major infrastructure projects include:

- Widening the trail to 15 feet with 2-foot-wide shoulders between Massachusetts Avenue and Bethesda Avenue, with a 5-7-foot-wide walkway and an 8-10-foot-wide bikeway.
- Adding lighting along the trail between Bethesda Avenue and the Silver Spring Transit Center.
- Strongly considering trail lighting between River Road and Bethesda Avenue during the facility planning process.
- Studying an improved connection from the Capital Crescent Trail to MacArthur Boulevard.

City of Rockville to Friendship Heights
The City of Rockville to Friendship Heights Breezeway connects the City of Rockville to Friendship Heights and consists of separated bike lanes, sidepaths and trails. Major infrastructure projects include:

- Widening the entire Bethesda Trolley Trail to as much as 23 feet, providing separated space for walking (5 to 8 feet) and bicycling (8 to 11 feet) with shoulders (2 feet each).
- Reconstructing Rockville Pike between the City of Rockville and Marinelli Road with two-way separated bike lanes on the west side.

City of Rockville to Wheaton
The City of Rockville to Wheaton Breezeway connects the City of Rockville to Wheaton on the south side of the road. Major infrastructure projects include:

- New crossing of Rock Creek and Turkey Branch.

Clarksburg to City of Gaithersburg
The Clarksburg to City of Gaithersburg Breezeway connects Clarksburg to the City of Gaithersburg. It consists of sidepaths along MD 355 and Observation Drive. Major infrastructure projects include:

- Extension of Observation Drive between Clarksburg and Germantown.

Additionally, pedestrian-scale lighting is recommended on trail portions of this corridor.

Germantown Road
The Germantown Road Breezeway connects Germantown Town Center to Montgomery College and consists of sidepaths.

Germantown to Burtonsville
The Germantown to Burtonsville Breezeway is a trail that extends along an electrical transmission corridor between Germantown and Prince George's County. Major infrastructure projects include new crossings of these major roadways:

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\(^6\) Appropriate measures must be taken to minimize impacts to the former WSSC buildings. Any changes to the road cross section may require elevating the roadway out of the floodplain and reconstructing the stream channel upstream and downstream.
Great Seneca Highway
CSX railroad tracks
Interstate-270
Frederick Road
Woodfield Road
US 29

Additionally, pedestrian-scale lighting is recommended on trail portions of this corridor.

Germantown to Grosvenor
The Germantown to Grosvenor Breezeway is a trail as it extends along an electrical transmission corridor between Schaeffer Road and Tuckerman Lane, and separated bike lanes along Tuckerman Lane to Rockville Pike. Major infrastructure along the power lines is to be determined by a PEPCO-Exelon facility planning study.

Germantown to Life Sciences Center
The Germantown to Life Sciences Center Breezeway connects Germantown Town Center to the Life Sciences Center and consists of separated bike lanes in Germantown and sidepaths along Great Seneca Highway and Key West Avenue. Major infrastructure projects include:

- New bridge on Dorsey Mill Road.

Additionally, pedestrian-scale lighting is recommended on trail portions of this corridor.

Glenmont to Silver Spring
The Glenmont to Silver Spring Breezeway runs along the state highway between the Glenmont Metrorail Station and Ellsworth Drive in Silver Spring. It consists of trails, two-way separated bike lanes, sidepaths and neighborhood greenways on the west side of Georgia Avenue, north of Arcola Avenue and on the east side of Georgia Avenue, south of Arcola Avenue. Major infrastructure projects include:

- Grade separated crossing of I-495 and I-495 ramps on the east side of Georgia Avenue.

Potomac to Rock Spring
The Potomac to Rock Spring Breezeway connects Rock Spring to Potomac and consist of sidepaths.

Potomac to Veirs Mill Road
The Potomac to Veirs Mill Road Breezeway is a trail that will connect Falls Road to Veirs Mill Road. Major infrastructure projects include:

- East of White Flint, Montrose Parkway is an unbuilt highway. While current plans include a 10-foot-wide shared use path, this dimension should be increased to reflect the importance of this bikeway within the proposed Breezeway network.

Additionally, pedestrian-scale lighting is recommended on trail portions of this corridor.
Veirs Mill Road to White Oak
The Veirs Mill Road to White Oak Breezeway connects Veirs Mill Road and White Oak, and will be composed exclusively of sidepaths. Major infrastructure projects include:

- New bridge over Northwest Branch.
- New bridge over Paint Branch.

Wheaton to Takoma/Langley
The Wheaton to Takoma/Langley Breezeway connects Wheaton to Takoma/Langley and White Oak and will be composed of separated bike lanes in urban and urbanizing areas, and sidepaths. Major infrastructure projects include:

- New bridge over Interstate-495.

White Flint to Rock Spring
The White Flint to Rock Spring Breezeway connects White Flint to Rock Spring and consists of separated bike lanes and sidepaths.
BIKEWAY RECOMMENDATIONS

The recommended bicycling network is organized based on geographic areas known as “policy areas,” created as part of the county’s subdivision staging policy. This is the standard categorization of geographic areas for transportation in Montgomery County.

Each policy area is accompanied by a map of recommended bikeways and a detailed table describing the bikeways starting on page 229. The policy area maps display the bicycle facility classification and whether the bikeway is existing or proposed. They also indicate where a bicycle parking station is proposed and whether grade separation between the bikeway and the intersecting street exists or is proposed. The policy area tables indicate the name of the road, where the road segment starts and ends, the bikeway facility classification and the bikeway type for that segment.

Overall, the Bicycle Master Plan recommends about 1,100 miles of bikeways, of which slightly more than one-quarter currently exist. The largest category of bikeways comprises sidepaths (573 miles), followed by trails (172 miles), bikeable shoulders (128 miles), separated bike lanes (99 miles) and neighborhood greenways (48 miles).

A summary of the bikeway recommendations is shown in table on the next page.

Non-Master Planned Roads

Just like motorists and pedestrians, bicyclists travel on all roads where it is legal to ride a bicycle to access their homes, jobs, shopping and other local destinations. While only a portion of roads in Montgomery County will be master-planned bikeways, all non-master-planned roads where it is legal to bicycle, will be designed with the understanding that people of all ages and bicycling abilities will bicycle on them.

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7 In Maryland, bicycles are permitted on all roadways except on expressways, unless on adjacent bicycle paths or ways approved by the MDOT / State Highway Administration, or on any other controlled access highway specifically prohibited with signs. However, on roads where the posted speed limit is more than 50 mph, bicycles may use the shoulder adjacent to a roadway and enter the roadway only if making or attempting to make a left turn; crossing through an intersection; or the shoulder is overlaid with a right turn lane, a merge lane, a bypass lane, or any other marking that breaks the continuity of the shoulder.
## Summary of Bikeway Recommendations (Miles)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>BIKEWAY TYPE</th>
<th>EXISTING</th>
<th>PROPOSED</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trails</td>
<td>Off-Street Trails</td>
<td>99</td>
<td>73</td>
<td>172</td>
</tr>
<tr>
<td></td>
<td>Stream Valley Park Trails</td>
<td>28</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>Neighborhood Connectors</td>
<td>11</td>
<td>3</td>
<td>14</td>
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<td>Separated Bikeways</td>
<td>Shared Use Paths</td>
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<td>456</td>
<td>573</td>
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<td></td>
<td>Separated Bike Lanes</td>
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<td>Striped Bikeways</td>
<td>Buffered Bike Lanes</td>
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<td>7</td>
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<td></td>
<td>Conventional Bike Lanes</td>
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<td>15</td>
<td>25</td>
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<td></td>
<td>Advisory Bike Lanes</td>
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<td>0</td>
<td>0</td>
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<td></td>
<td>Contra-Flow Bike Lanes</td>
<td>1</td>
<td>5</td>
<td>6</td>
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<tr>
<td>Bikeable Shoulders</td>
<td>Bikeable Shoulders</td>
<td>0</td>
<td>128</td>
<td>128</td>
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<td>Shared Roads</td>
<td>Neighborhood Greenways</td>
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<td>48</td>
<td>48</td>
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<tr>
<td></td>
<td>Shared Streets</td>
<td>0</td>
<td>1</td>
<td>1</td>
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<tr>
<td></td>
<td>Priority Shared Lane Markings</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>266</td>
<td>839</td>
<td>1,105</td>
</tr>
</tbody>
</table>

See detailed bikeway recommendations on page 229 or at mcatlas.org/bikeplan
Park Trails

Park trails are the backbone of the existing bicycling network in many areas of Montgomery County. While trails such as the Matthew Henson Trail and Capital Crescent Trail are built to modern standards, older trails such as the Rock Creek Trail and the Sligo Creek Trail are substandard in design in some locations. It is challenging if not impossible to upgrade these trails in many locations due to steep slopes, proximity to streams and other environmental constraints. Four park trails are identified in this plan due to their high level of transportation use: Rock Creek Trail, Sligo Creek Trail, Capital Crescent Trail and Matthew Henson Trail. Other hard surface park trails, while not identified in this plan, also provide transportation utility. Where possible, the Montgomery County Department of Parks should upgrade park trails over time to standards set by the American Association of State Highway and Transportation Officials (AASHTO) and American with Disabilities Act (ADA) standards.

Utility Corridors

A condition of the PEPCO-Exelon merger was that the utility company would pilot the use of utility right-of-way for trails between the Germantown Soccerplex and Westlake Drive. Construction of a natural surface trail is underway in the Germantown area and a hard surface trail is under design for the entire length of the corridor. The Bicycle Master Plan explicitly recommends trails on four utility corridors, including:

- Utility Corridor #1: Dickerson Road to Tuckerman Lane
- Utility Corridor #2: Germantown to Burtonsville
- Utility Corridor #3: Bowie Mill Road to Cherry Valley Drive
- Utility Corridor #4: Muncaster Mill Road to Morningwood Drive

There are many other utility corridors in Montgomery County that might be appropriate for trails and this plan does not exclude them from future consideration.
Floating Transit Island

In this design, the transit-vehicle stops at a raised concrete island, while the bike lane travels behind the island. This configuration allows transit vehicles to stay in their own lane without jumping in front of cyclists, and gives cyclists added protection from vehicular traffic at the transit stop. Appendix B has an example of a floating transit island.

Crossings

There is increased potential for crashes between bicyclists and motorists at locations where bikeways cross intersections and driveways. However, since the operation of intersections, including traffic control and the provision of turn lanes, is considered outside of the scope of a master plan, only limited guidance on intersections is included in this plan.

**Protected Intersections:** Montgomery County should make protected intersections the preferred treatment at all intersections where at least one street is recommended to have a sidepath, separated bike lane, buffered bike lane or conventional bike lane. Protected intersections increase safety by reducing the speed of turning traffic, improving sightlines and designating space for all road users. They reduce conflict points between motor vehicles, pedestrians and bicyclists and can eliminate the remaining conflicts with signalization. There are several different configurations of protected intersections, many of which are illustrated in Appendix B.

**Trail Crossings:** Montgomery County should upgrade all mid-block trail crossings where the roadway is three lanes or wider without a median or where the posted speed limit is 30 mph or faster. Potential approaches to improving mid-block crossings include:

- Traffic calming that removes traffic lanes and/or reduces the design speed of the road.
- Reducing conflicts by realigning the trail to an existing signalized intersection where the detour is minimal and convenient for bicyclists, providing a grade separated crossing, or adding new traffic signalization.
- Other improvements that improve the safety and comfort of the crossing.

M-NCPPC will develop a prioritized list of park trail crossings to improve as part of an ongoing study. MCDOT should consider developing a similar list for other trail crossings in the county.

**Interstate Ramps:** Due to the high speed of traffic on most freeway on- and off-ramps, crossing freeway ramps is a major safety concern and impediment to both walking and bicycling. Potential approaches to improving crossings at interstates include:

- Traffic control at the crossing, including full signalized intersections.
- Grade-separated crossings.
- Geometric changes.
BICYCLE PARKING

The availability of secure and convenient bicycle parking is an important factor when considering making a trip by bicycle. No matter how well connected the bikeway network, many people will forgo bicycling if their destinations lack safe places to secure their bicycles. An adequate supply of bicycle parking encourages bicycling while reducing theft and improper use of trees and street furniture for bicycle parking.

Whether traveling to work, school, shopping or home, people must feel confident that their bicycles will not be stolen or vandalized when stored. The length of time that a bicycle will be parked determines to a large extent the level of security that is needed. The longer the time period, the more secure the bicycle parking needs to be. Bicycle parking is a key component of the Bicycle Master Plan, as incorporated in several objectives of Goal 2.

In 2016, the Montgomery County Police Department’s Second District reported 187 thefts of bicycles in Bethesda.

Bicycle parking can be implemented with a combination of public and private investments. The parking table on the next page identifies whether the private sector or government is the likely provider of bicycle parking, based on whether the parking is long-term or short-term, the trip purpose and the destination type. Trip purpose can influence the length of time that is needed and, therefore, the level of security. Destination type influences whether the private sector or government is the primary provider of the bicycle parking.

Appendix K provides bicycle parking guidelines for short-term and long-term bicycle parking.
<table>
<thead>
<tr>
<th>TYPE OF BIKE PARKING</th>
<th>TRIP PURPOSE</th>
<th>DESTINATION</th>
<th>PROVIDER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Long-Term</strong></td>
<td>Work</td>
<td>Office</td>
<td>Private/Government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Retail</td>
<td>Private/Government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Transit</td>
<td>Government</td>
</tr>
<tr>
<td></td>
<td>School</td>
<td>Public Schools</td>
<td>Government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Private Schools</td>
<td>Government</td>
</tr>
<tr>
<td></td>
<td>Home</td>
<td>Multi-Family</td>
<td>Private</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Single-Family</td>
<td>Private (within dwelling units)</td>
</tr>
<tr>
<td><strong>Short-Term</strong></td>
<td>Shopping</td>
<td>Retail</td>
<td>Private/Government</td>
</tr>
<tr>
<td></td>
<td>Entertainment</td>
<td>Libraries</td>
<td>Government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Recreation Centers</td>
<td>Government</td>
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<td></td>
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<td>Parks</td>
<td>Government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commercial</td>
<td>Private/Government</td>
</tr>
</tbody>
</table>
Short-Term Bicycle Parking

Short-term bicycle parking is intended to provide quick access to briefly visited destinations, such as retail locations and civic facilities, and should be convenient and easy to use. It is typically located in highly visible locations, in front of building entrances and along streets and bikeways, and is available for public use. A common type of secure, short-term bicycle parking is an inverted-u rack.

![Short-term bicycle parking in downtown Silver Spring. The inverted U-rack shown here is the preferred short-term parking facility because it provides two points of contact for securing a bicycle: on the frame and on the wheel.](image)

In Montgomery County, short-term bicycle parking is provided by the county government at public facilities, such as parks, libraries, recreational centers and other government services, and sometimes in front of commercial buildings where there is a bicycle parking shortage. As new buildings are constructed by the private sector, owners of these properties are required to install short-term bicycle parking to meet the requirements of the zoning code.

The current standards in the Montgomery County zoning code require short-term bike parking at a prescribed rate per unit (such as square feet) of development, but such requirements have not always been in place. As a result, there is a deficit of short-term bicycle parking in most areas of Montgomery County. New developments must conform to the 2014 changes to the zoning code, which requires more short-term bicycle parking.
One of the many advantages of bicycle parking is that it takes less space than parking for cars. Up to 10 bicycles can fit securely in the same space that is needed to park one automobile.

An evaluation of short-term bicycle parking can be found in the Monitoring the Vision section of this plan, as well as Appendix F. Programs and policies to increase the number and quality of bike parking can be found on pages 104, 115 and 118.

Bike corrals can fit 10 bicycles in the spaces of one automobile parking space, as shown in this temporary installation in downtown Silver Spring.
Long-Term Bicycle Parking

Long-term bicycle parking is intended to provide sheltered and secure bicycle storage for residents, students, employees and long-term visitors who are leaving their bicycles for several hours or longer. It is typically provided in a fixed, safe and weather-protected setting, including bike stations, bike rooms or cages inside buildings and stand-alone bike lockers.

In Montgomery County, long-term bicycle parking is provided by the public sector at schools and transit stations. The private sector is responsible for providing long-term bicycle parking in retail settings, office buildings and multi-family housing per the requirements in the zoning code.

There are five types of bicycle parking in residential and commercial buildings:

A bicycle room located on the ground floor of a commercial or residential building is the preferred form of long-term bicycle parking because it provides:

- Highly secure bicycle storage in an enclosed facility.
- Direct access to the street or sidewalk.
- Little or no conflict with automobiles.

A bicycle room located in the parking garage of a commercial or residential building is the second-best form of long-term bicycle parking because it provides:

- Highly secure bicycle storage within an enclosed facility.
- Indirect access to the street or sidewalk through a parking garage.
- Reduced conflict with automobiles as cyclists navigate through the parking garage.
A **bicycle cage** located in the parking garage of a commercial or residential building is the third best form of long-term bicycle parking because it provides:

- Secure bicycle storage in a facility typically constructed of chain-link fencing, which can be cut and leaves bicycles vulnerable to vandalism and theft.
- Indirect access to the street or sidewalk through a parking garage.
- Some conflict with automobiles as cyclists navigate through the parking garage.

![A bike cage in downtown Silver Spring](image)

A secure, locked **bicycle locker** is the fourth best form of long-term bicycle parking because it provides:

- Highly secure bicycle storage in an enclosed box.
- Direct or indirect access to the street or sidewalk depending on whether it is located in a parking garage or at street level.
- Varying amount of conflict with automobiles, depending on whether the locker is located in a parking garage or at street level.
- An inefficient use of space.

**Bicycle racks** located in a parking garage of a commercial or a residential building are the least preferred form of long-term bicycle parking because they provide:

- Less secure bicycle storage because bicycles are vulnerable to vandalism and theft.
- Indirect access to the street or sidewalk through a parking garage.
- Some conflict with automobiles as cyclists navigate through the parking garage.

As with short-term bicycle parking, there is also a deficit of long-term bicycle parking. While new developments must conform to the 2014 changes to the zoning code, requiring more long-term bicycle parking, many older commercial and multi-family residential buildings offer little or no secure bike parking. While no data exists on long-term bicycle parking at commercial and residential buildings, the Washington Metropolitan Area Transit Authority (WMATA) provides some long-term bicycle parking at Metrorail stations in the form of bike lockers.
Bicycle Parking Stations

Progressive transit agencies and local governments across the country are investing in long-term bicycle parking stations within or directly adjacent to transit stations to increase transit ridership at a fraction of the cost of operating local bus service or constructing and operating parking garages. Secure bicycle parking stations can expand the use of bicycling to transit by attracting people who:

- Live beyond a 10-minute walk of the transit station and outside of the bikeshare service area.
- Are uncomfortable locking their bicycles to a standard inverted u-rack for an extended periods.

Bicyclists in Montgomery County currently have a few options when they arrive at a transit station. They can leave their bicycles at existing bike lockers and bike racks, or bring their bicycles onto Metrorail cars outside of peak periods.

Secure bicycle parking stations could offer transit riders another means to store their bicycles. These enclosed and covered facilities offer high-volume and high-security bicycle parking. Additionally, many bicycle parking stations offer services such as bicycle repair, bicycle rental, bicycle retail, food service, showers and changing rooms, lockers for personal belongings and bicycling information.

Due to capacity issues, most transit operators place limits on bringing bicycles onto buses and rail cars. For example, only folding bikes are allowed on the trains of the MARC Brunswick Line, a commuter service that operates during peak periods only, though MARC is now including bike-only cars on some trips. WMATA permits up to two bicycles per car on Metrorail during weekends and weekdays, except between rush hours of 7 and 10 a.m. and 4 and 7 p.m. All Metrobus and Ride On buses can accommodate bicycles on the front of the vehicles.

Bicycle parking stations can be located in a variety of environments, including dense urban environments, such as the Union Station Metrorail Station in Washington, DC and in suburban areas, such as the Kramer Station in Austin, Texas.

Good locations for bicycle parking are directly adjacent to and visible from station entrances and can be easily monitored by station managers or cameras. These locations are advantageous because they are easy for bicyclists to find and generally more secure than spaces that are tucked away from view. Bicycle parking facilities provided on the paid side of fare gates may be an effective means to deter theft.
An urban bicycle parking station directly adjacent to the Union Station Metrorail Station in Washington, DC

A suburban bicycle parking station at Kramer Station in Austin, Texas
Bicycle Parking Recommendations At Transit Stations

Long-term bicycle parking is recommended at all WMATA Metrorail Red Line stations and at the higher demand MARC, future Purple Line and Corridor Cities Transitway (CCT) stations to increase the numbers of bicyclists traveling to these transit hubs. The following table summarizes the recommended amount of bicycle parking spaces to be provided directly adjacent to each transit station.

Long-term bicycle parking is recommended to be provided in bicycle parking stations. Short-term bicycle parking is recommended to be provided by inverted “U” racks in a covered location. The methodology used to calculate bicycle parking is based on setting a goal for bicycle access and is described in Appendix G. Actual demand may be higher or lower based on factors such as the build-out of the bicycling network and whether bicyclists park their bicycles at transit stations for reasons other than transit access.

Planned stations where detailed engineering has not yet begun, including the proposed White Flint MARC station and the Corridor Cities Transitway Phase 2 stations, are recommended to have a minimum of 20 long-term spaces and 6 short-term spaces. As ridership estimates become available, these recommendations will be updated.

<table>
<thead>
<tr>
<th>STATION</th>
<th>LONG-TERM (MIN)</th>
<th>SHORT-TERM (MIN)</th>
<th>RECOMMENDED LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td># OF SPACES</td>
<td>SQUARE FEET</td>
<td># OF SPACES</td>
</tr>
<tr>
<td>Barnesville</td>
<td>0</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Bethesda (North)</td>
<td>100</td>
<td>1,100</td>
<td>50</td>
</tr>
<tr>
<td>Bethesda (South)</td>
<td>330</td>
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<tr>
<td>Boyds</td>
<td>20</td>
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<td>10</td>
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<td>Connecticut Avenue</td>
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<td>10</td>
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</tr>
<tr>
<td>DANAC</td>
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</tr>
<tr>
<td>Dickerson</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td>Forest Glen</td>
<td>300</td>
<td>3,200</td>
<td>100</td>
</tr>
<tr>
<td>Friendship Heights</td>
<td>200</td>
<td>2,200</td>
<td>50</td>
</tr>
<tr>
<td>Germantown</td>
<td>30</td>
<td>300</td>
<td>10</td>
</tr>
<tr>
<td>Glenmont</td>
<td>400</td>
<td>4,300</td>
<td>150</td>
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<td>Grosvenor</td>
<td>350</td>
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<td>100</td>
</tr>
<tr>
<td>Kensington</td>
<td>30</td>
<td>300</td>
<td>10</td>
</tr>
<tr>
<td>STATION</td>
<td># OF SPACES</td>
<td>SQUARE FEET</td>
<td># OF SPACES</td>
</tr>
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<td>-------------</td>
</tr>
<tr>
<td>Long Branch</td>
<td>30</td>
<td>300</td>
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<tr>
<td>LSC Belward</td>
<td>80</td>
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<td>LSC Central</td>
<td>60</td>
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<tr>
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<td>Manchester Place</td>
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<tr>
<td>Medical Center</td>
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<tr>
<td>Piney Branch Road</td>
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</tr>
<tr>
<td>Shady Grove</td>
<td>330</td>
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<td>Silver Spring</td>
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</tr>
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<td>Silver Spring Library</td>
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<td>10</td>
</tr>
<tr>
<td>Takoma / Langley</td>
<td>20</td>
<td>200</td>
<td>10</td>
</tr>
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<td>Washington Grove</td>
<td>10</td>
<td>100</td>
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</tr>
<tr>
<td>Wheaton</td>
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<td>100</td>
</tr>
<tr>
<td>White Flint (Metrorail)</td>
<td>250</td>
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<tr>
<td>White Flint (MARC)</td>
<td>20</td>
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</tr>
<tr>
<td>Woodside</td>
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<td>200</td>
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</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,990</strong></td>
<td><strong>43,000</strong></td>
<td><strong>1,290</strong></td>
</tr>
</tbody>
</table>

Notes:

1. Long-term bicycle parking stations will be located directly adjacent to transit station.

2. Friendship Heights recommendations only include Montgomery County demand and should be adjusted if DC demand is to be considered.

3. Short-term bicycle parking should be covered.
BICYCLE-SUPPORTIVE PROGRAMS

This section describes the existing and recommended bicycle-supportive programs that have the greatest potential for advancing the goals of the Bicycle Master Plan. Each program description is aligned with a goal of the Bicycle Master Plan using the following symbols:

**GOALS**

- Increase bicycling rates in Montgomery County.
- Create a highly connected, convenient and low-stress bicycling network.
- Provide equal access to low-stress bicycling for all members of the community.
- Improve the safety of bicycling.

Summary of Bicycle-Supportive Programs

The table on the next page summarizes the existing, expanded and new bicycle-supportive programs recommended in this plan and identifies the Bicycle Master Plan goals supported by each program.
<table>
<thead>
<tr>
<th>PROGRAMS</th>
<th>GOAL 1: INCREASE BICYCLING RATES</th>
<th>GOAL 2: LOW-STRESS CONNECTIVITY</th>
<th>GOAL 3: EQUITY</th>
<th>GOAL 4: SAFETY</th>
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<tr>
<td><strong>EXISTING PROGRAMS (CONTINUED)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.5 Safe Routes to School</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>1.6 Transportation Improvements for Schools</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.7 Neighborhood Traffic Calming Program</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.8 Pedestrian Safety Program</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.9 Bicycle Pedestrian Priority Areas Program</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>1.10 Additional MCDOT Programs</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.11 Non-MCDOT Programs</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.12 Pedestrian Bicycle Traffic Safety Advisory Committee</td>
<td>X</td>
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<td>X</td>
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<td><strong>RECOMMENDED EXPANDED PROGRAMS</strong></td>
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<td></td>
<td></td>
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<td>2.1 Bikeways Program – Minor Projects</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2.2 Roadway and Bikeway Related Maintenance</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.3 Snow Removal / Wind / Rain Storms</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.4 Resurfacing: Primary/Arterial AND Sidewalk &amp; Curb Replacement</td>
<td>X</td>
<td>X</td>
<td></td>
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<td><strong>RECOMMENDED NEW PROGRAMS</strong></td>
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<td></td>
</tr>
<tr>
<td>3.1 BikeMontgomery Outreach Program</td>
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<td></td>
</tr>
<tr>
<td>3.2 Bicycle Master Plan Monitoring Report</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>3.3 Neighborhood Greenway Program</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.4 Bicycle Parking Program</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.5 Public School Bicycle Education</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.6 Bicycle Facility Education</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.7 Bicycle Count Program</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.8 Countywide Wayfinding Plan</td>
<td>X</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
Existing Bicycle-Supportive Programs

The following existing bicycle-supportive programs have the greatest potential for advancing the goals of the Bicycle Master Plan.

1.1 Facility Planning – Transportation

Facility planning studies are conducted prior to the establishment of stand-alone transportation projects in Montgomery County’s Capital Improvements Program. Phase I facility planning studies determine the purpose and need of the project; identify community, economic, social, environmental and historic impacts; and provide a recommended concept design.

At the completion of Phase I, the Transportation, Infrastructure, Energy and Environment (T&E) Committee of the County Council determines if the project advances to a more detailed facility planning study. Phase II studies provide preliminary engineering designs to show more detailed features of the project and refine the impact analysis and cost estimates. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings to determine if the proposal merits consideration in the Capital Improvements Program as a funded stand-alone project.

Lead Agency: Montgomery County Department of Transportation

1.2 Stand-Alone Capital Projects

If upon completion of a Phase II facility planning or other concept study the County Council decides to fund a bicycle project, it becomes a stand-alone project in the Capital Improvement Program. Existing bicycle projects include the Capital Crescent Trail east of Bethesda, Falls Road East Side Hiker/Biker Path, Frederick Road Bike Path and Metropolitan Branch Trail.

Lead Agency: Montgomery County Department of Transportation

1.3 Bikeshare

This program administers and operates bikeshare in Montgomery County. More than 70 bikeshare docks are currently provided by Capital Bikeshare within Bethesda, Chevy Chase Lake, Friendship Heights, Life Sciences Center, Rockville, Shady Grove, Silver Spring, Takoma Park and Wheaton. Free memberships are available for those who meet income eligibility requirements under a program called MCLiberty. Montgomery County is also piloting a dockless bikeshare program. The program employs a Bikeshare Program Manager.

Lead Agency: Montgomery County Department of Transportation
1.4 Montgomery County Bicycle Action Group

The Montgomery County Bicycle Action Group (MCBAG) was created in 1996 to engage citizens interested in bicycling issues. The group meets monthly and advises the Montgomery County Department of Transportation on current issues, programs and projects relating to bicycling in the county.

Lead Agency: Montgomery County Department of Transportation

1.5 Safe Routes to School Program

The Safe Routes to School program aims to increase walking and bicycling to school through engineering, education, enforcement and encouragement. The program employs a Safe Routes to School coordinator.

Lead Agency: Montgomery County Department of Transportation

1.6 Transportation Improvements for Schools Program

This program provides transportation improvements, such as intersection modifications, sidewalks, traffic signals and streetlights, necessary for safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program.

Lead Agency: Montgomery County Department of Transportation

1.7 Neighborhood Traffic Calming Program

This program provides for the planning, design and construction of physical traffic control features in residential neighborhoods. Traffic calming features, such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes. Traffic calming is an integral part of the neighborhood greenways proposed in the Bicycle Master Plan.

Lead Agency: Montgomery County Department of Transportation
1.8 Pedestrian Safety Program

Improving safety for pedestrians and bicycles is the goal of this program. Methods include constructing and installing new crosswalks, pedestrian refuge islands, sidewalks, bus pull-off areas, fencing to channel pedestrians to safer crossing locations, bicycle signs and markings, relocating, adding or eliminating bus stops, accessible pedestrian signals or warning beacons, and improving signage. The program supports the construction of street improvements around schools identified in the Safe Routes to School program. It audits pedestrian safety in high incidence areas and implements identified physical improvements, as well as oversees educational and outreach programs.

Lead Agency: Montgomery County Department of Transportation

1.9 Bicycle Pedestrian Priority Areas Program

This program is dedicated to the design and construction of bicycle and pedestrian capital improvements in the county’s 31 Bicycle-Pedestrian Priority Areas (BiPPAs) identified in master plans and by Council resolution. Implementation of projects in the Silver Spring Central Business District BiPPA began in fiscal year 2016. Implementation of projects in the Grosvenor, Glenmont, Wheaton CBD, Veirs Mill Road/Randolph Road, Flower Avenue/Piney Branch Road, Piney Branch Road/University Boulevard and Takoma-Langley Crossroads BiPPAs began in fiscal year 2017.

Justification: The Tier 1 bikeways recommended in the prioritization section of this plan are focused on substantially implementing networks of separated bike lanes in seven of the county’s Bicycle Pedestrian Priority Areas (Bethesda CBD, Friendship Heights CBD, Life Sciences Center, Silver Spring CBD, Wheaton CBD, White Flint and White Oak) within five years of approval of this plan. The Montgomery County Department of Transportation will need additional funding to hire staff and construct these bikeways within this timeframe.

Lead Agency: Montgomery County Department of Transportation

1.10 Additional MCDOT Programs

The Montgomery County Department of Transportation has a number of programs in the capital budget that include bicycle-supportive elements, including road, traffic improvement, bridge and mass transit projects.

1.11 Non-MCDOT Programs

There are a number of non-Montgomery County Department of Transportation programs that include bicycle-supportive elements, including Maryland Department of Transportation projects, National Park Service projects and Maryland-National Capital Park and Planning Commission projects.
1.12 Pedestrian Bicycle Traffic Safety Advisory Committee

The Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC) is a group of citizens, elected officials, and government representatives focused on pedestrian and bicycle safety issues in Montgomery County.

Lead Agency: Montgomery County Department of Transportation

Recommended Expanded Bicycle-Supportive Programs

Existing bicycle-supportive programs recommended for expansion are discussed in this section. Recommended actions to expand existing programs are listed below along with a justification statement for each recommendation.

2.1 Bikeways Program – Minor Projects

Under the annual bikeways program, bikeways, trails and wayfinding signs that cost less than $1 million are planned, designed and constructed. The program’s current implementation schedule includes construction of shared use paths, on-street bikeways, wayfinding and bicycle parking on Rockville Pike at Strathmore, Marinelli Road, Washington Grove Connector and Emory Lane/Muncaster Mill Road (MD115). The program employs a bikeways coordinator.

The program should be expanded to fund new neighborhood connectors and upgrade and maintain existing neighborhood connectors. These efforts should be included in the project description form (PDF) for the program. See page 44 and Appendix J for more information on neighborhood connectors.

Justification: Neighborhood connectors provide direct connections to residential streets, but are often poorly maintained. They provide much needed linkages between low-stress traffic streets, thereby allowing bicyclists to avoid higher stress streets.

Lead Agency: Montgomery County Department of Transportation

2.2 Roadway and Bikeway Related Maintenance

The roadway and related maintenance program provides mowing, roadside vegetation clearing, street cleaning and other maintenance activities. It should be expanded to include debris removal and trimming or removing overgrown vegetation from bikeways. Priorities may include bikeways in commercial areas, surrounding transit stations and major connections between activity centers. While bikeway debris clearance should primarily be a government function, use of volunteers as part of an “Adopt a Bikeway” program could be part of this effort.

Justification: Ensuring clear and navigable bikeways improves safety and accessibility.

Lead Agency: Montgomery County Department of Transportation
2.3 Snow Removal / Wind / Rain Storms

The snow removal / wind / rain storms program includes the removal of storm debris within rights-of-way and snow from county roadways. This program includes plowing and applying salt and sand, equipment preparation and cleanup from snow storms, and wind and rain storm cleanup. It should be expanded to include snow removal from bike lanes. Priorities may include bikeways in commercial areas, surrounding transit stations and major connections between activity centers. The program should authorize the purchase of specialized equipment to plow separated bike lanes, which in some cases are too narrow for conventional plowing vehicles.

Justification: Snow is an impediment to safe bicycling. Furthermore, during snow storms, people are sometimes more willing to walk or bike than they are willing to drive. Ensuring clear and navigable bikeways improves accessibility and safety.

Lead Agency: Montgomery County Department of Transportation

2.4 Resurfacing: Primary/Arterial AND Sidewalk & Curb Replacement

While Montgomery County has programs to resurface roads and sidewalks, there is no current program focused on repaving bikeways. Both the resurfacing: primary / arterial and the sidewalk and curb replacement programs should be expanded to include bikeways. Resurfacing: primary / arterial would repave bikeways within the road (striped bikeways, separated bikeways, bikeable shoulders, shared roads). The sidewalk & curb replacement program would repave bikeways outside of the road (trails, separated bikeways).

Justification: The quality of the bikeway surface degrades over time and needs to be resurfaced on occasion.

Lead Agency: Montgomery County Department of Transportation
Recommended New Bicycle-Supportive Programs

New bicycle-supportive programs are recommended in this section along with a justification statement for each recommendation.

3.1 BikeMontgomery Outreach Program

The BikeMontgomery Outreach Program encourages more people to bicycle in Montgomery County through community engagement and community building. Its efforts include organizing a Bicycle Ambassador program, maintaining an online bicycling forum, holding bicycling events, such as bike rodeos and thematic bike rides, organizing bicycle camps using the park trails network and conducting tours of new bicycle infrastructure.

Justification: Similar programs, such as the DC Bike Ambassador program and BikeArlington, have helped to expand bicycling in their respective jurisdictions by encouraging communities that strongly support bicycling.

Lead Agency: Montgomery County Department of Transportation

3.2 Bicycle Master Plan Monitoring Report

The Bicycle Master Plan Monitoring Report is a biennial evaluation presented to the County Council. This future document would track the progress of advancing the Bicycle Master Plan’s goals and objectives, and summarize new bicycle infrastructure and changes to county bicycling programs and policies. This report would also document available bicycle count data.

Justification: Provides transparent and accountable implementation of the Bicycle Master Plan. Similar monitoring reports are used to evaluate the implementation of plan recommendations for White Flint, the Great Seneca Science Corridor and Shady Grove.

Lead Agency: Montgomery County Planning Department

Supporting Agencies: Montgomery County Department of Transportation, Public Schools, Police Department
3.3 Neighborhood Greenway Program

The program implements the neighborhood greenways recommended in the Bicycle Master Plan. This effort includes marketing the community-wide benefits of neighborhood greenways and developing a toolkit of treatments. Barriers to implementing successful neighborhood greenways are assessed and remedied through legislative and regulatory means. The program oversees construction of the network, including wayfinding and integration into local maps.

Justification: Neighborhood greenways are a cost-effective way to providing low-stress bicycle networks through residential communities. The Tier 1 bikeways recommended in the prioritization section of this plan include neighborhood greenways that feed into seven Bicycle Pedestrian Priority Areas (Bethesda CBD, Friendship Heights CBD, Life Sciences Center, Silver Spring CBD, Wheaton CBD, White Flint and White Oak) and are recommended to be completed within five years of approval of this plan. The Montgomery County Department of Transportation will need additional funding to hire staff and construct these bikeways.

Lead Agency: Montgomery County Department of Transportation

Supporting Agency: Montgomery County Planning Department

3.4 Bicycle Parking Program

The Bicycle Parking Program increases the supply of short-term and long-term bicycle parking, and replaces sub-standard bike racks with those that conform to industry standards. It will include a bicycle parking implementation plan focused on commercial areas, transit stations, schools, recreation centers, libraries, other public facilities and multi-family dwelling units. The program will maintain a geospatial inventory of public and private short-term and long-term bicycle parking, and a continuous assessment of bicycle parking shortages based on the analysis in Appendix F. Requests for bike racks in certain locations will be tracked through a website. County inspectors will be trained to ensure bicycle parking is installed correctly and coordinate bicycle valet parking for special events in the county. The program will be led by a bicycle parking coordinator.

Justification: Montgomery County has a shortage of bicycle parking, as shown in Appendix F. When people cannot park their bicycles, they are discouraged from bicycling for non-recreational trips. Providing additional bike parking will increase bicycling and will reduce theft and improper use of trees and other street infrastructure for bicycle parking.

Lead Agency: Montgomery County Department of Transportation

Supporting Agencies: Montgomery County Department of General Services, Department of Parks and Department of Permitting Services
3.5 Public School Bicycle Education

The Public School Bicycle Education program incorporates bicycle training and safety curricula into the Montgomery County public school system, including elementary, middle and high schools, similar to the program that the District of Columbia has implemented for second graders.

Justification: Many adults are deterred from bicycling because they did not learn how to ride a bicycle as a child or have not been educated in bicycle safety. Additionally, children are great advocates for supporting bicycling. Learning the rules of the road as children better prepares students to be safer drivers in the future.

Lead Agency: Montgomery County Public Schools
Supportive Agency: Montgomery County Department of Transportation, Police Department

3.6 Bicycle Facility Education

The Bicycle Facility Education program educates motorists, pedestrians and bicyclists on the safe use of new bike-ways. Among other benefits, this program would create public service announcements, provide information and conduct onsite trainings so that all roadway users know how to safely navigate new bicycle infrastructure.

Justification: Public outreach is needed to educate members of the public on the appropriate use of new forms of bicycle infrastructure. It will also educate pedestrians and motorists on how to interact with these new bikeways.

Lead Agency: Montgomery County Department of Transportation
Supporting Agency: Montgomery County Police Department

3.7 Bicycle Count Program

The Bicycle Count Program conducts pre- and post-implementation studies of new bicycle infrastructure projects to track the frequency at which they are being used. Under this program, permanent bicycle counters are installed at key locations to track the growth of bicycling over time. Annual counts of bicyclists are collected at multiple locations and counts at locations of high crash rates are monitored. Data collected from this initiative will be posted online.

Justification: Enables a data-driven process that tracks bicycling trends in Montgomery County and provides a measure of exposure to support the county’s Vision Zero program.

Lead Agency: Montgomery County Department of Transportation
Supporting Agency: Montgomery County Department of Parks, Planning Department
3.8 Countywide Wayfinding Plan

The Countywide Wayfinding Plan directs bicyclists to major destinations, including commercial areas, transit stations and major public facilities, through signage and visual markers. This plan would identify key destinations, low-stress routes and a consistent, legible and branded protocol for communicating those elements to bicyclists. The plan will be updated every few years.

Justification: With an emerging bicycling network that is not fully connected, wayfinding is needed to direct bicyclists to low-stress bikeways.

Lead Agency: Montgomery County Department of Transportation
BICYCLE-SUPPORTIVE LEGAL AND POLICY FRAMEWORK

This section describes the existing and recommended bicycle-supportive laws, regulations and policies that have the greatest potential for advancing the goals of the Bicycle Master Plan. Each element in this framework is aligned with one or more goals of the Bicycle Master Plan, signified in the list below by the following symbols:

**GOALS**

- ![Bicycle](https://via.placeholder.com/10) Increase bicycling rates in Montgomery County.
- ![Map](https://via.placeholder.com/10) Create a highly connected, convenient and low-stress bicycling network.
- ![Equal Access](https://via.placeholder.com/10) Provide equal access to low-stress bicycling for all members of the community.
- ![Safety](https://via.placeholder.com/10) Improve the safety of bicycling.
Summary of Bicycle-Supportive Legal and Policy Framework

This table summarizes the existing and recommended bicycle-supportive laws, regulations and policies recommended in this plan and identifies the Bicycle Master Plan goals supported by them.

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</table>
### Existing Legal and Policy Framework

The following existing laws, regulations and policies have the greatest potential for advancing the goals of the Bicycle Master Plan.

#### 1.1 Vision Zero

Montgomery County has adopted a policy of zero transportation-related fatalities and serious injuries by 2030. To move toward that vision, the county has released a two-year Vision Zero action plan that includes a set of activities to be undertaken. A 10-year action plan is expected to be released in late 2019. Specific Vision Zero items related to this master plan include evaluating trail crossings and intersections, expanding the low-stress bicycling network and updating county road design standards, among others.

Lead Agency: Montgomery County CountyStat
1.2 Urban Road Code Areas

The Montgomery County Code specifies maximum standards for lane widths (10 to 11 feet) and curb radii (15 feet) on urban roads, as well as speed limits when they are not already predetermined in a specific master plan. Narrower streets and curb radii improve bicycling by slowing the speed of traffic and by providing space for bikeways. Lower speed limits create a lower-stress environment for bicyclists and pedestrians.

Lead Agency: Montgomery County Department of Transportation

1.3 Local Land Use Laws

The Maryland-National Capital Park and Planning Commission (M-NCPPC) reviews all development proposals and site plans for consistency with master plans and zoning code requirements. Property owners may be required to dedicate land for transportation facilities, construct bikeways on the site and along the frontage of the property, and/or provide bicycle parking, showers and changing facilities.

Lead Agency: Montgomery County Planning Department
Recommended Laws, Regulations and Policies

The following new bicycle-supportive laws, regulations and policies are likely to have the greatest effect on advancing the goals of the Bicycle Master Plan.

2.1 Authorize Lower Posted Speed Limits

Petition the Maryland General Assembly to lower the default speed limit to 25 mph on all highways in a business district and undivided highways in a residential district in Montgomery County. Reduce the lowest possible speed limit to 10 mph on shared streets and 20 mph on neighborhood greenways in Montgomery County.

Justification: Lower automobile speeds reduce both the number of crashes by increasing the likelihood that motorists will successfully yield at conflict points and lessen the severity of crashes.

Lead Agencies: Montgomery County Government

2.2 Repeal the Mandatory Use Law

Advocate for the repeal of Section 21-1205.1(b)(2) of the Maryland Code’s Transportation Article, which requires bicyclists to ride in marked bicycle lanes.

Justification: Bicycle facilities may not be considered adequate/safe to all users, and bicyclists should have the right to decide where it is safe to bicycle.

Lead Agencies: Montgomery County Government

2.3 Conduct a “Rules of the Road” Assessment

Conduct an analysis of state and county laws, policies and regulations to identify gaps and inconsistencies in the legal framework supporting bicycling. Address those gaps and inconsistencies through changes to legislation, policies and regulations.

Justification: State and county laws, policies and regulations are unclear and often inconsistent.

Lead Agencies: Montgomery County Department of Transportation, Planning Department and Police Department, and Maryland State Highway Administration
2.4 Replace the State’s Marked Bike Lane Policy

Work with the Maryland State Highway Administration to update their policies to achieve a low-stress bicycling environment instead of prescribing that conventional bike lanes are to be installed when road projects involve widening or new construction.

Justification: The state’s marked bike lane policy requires that all road projects involving widening or new construction include the installation of conventional bike lanes. In addition, the policy considers installing conventional bike lanes as part of all activities that disturb the paved roadway area, disturb the adjacent curb or adjust lane striping. While conventional bike lanes are appropriate in some locations, they are a poor use of the public right-of-way when implemented on roads with four or more lanes of traffic, a 30 mph or faster posted speed limit, or a road that is traveled by more than 6,000 vehicles per day, because few people will be comfortable using them. In many instances, a sidepath or separated bike lane would be the more appropriate, less stressful facility. Additional flexibility in design is needed with the marked bike lane policy.

Lead Agencies: Montgomery County Government

2.5 Develop a County Policy on E-Bikes

Electric bicycles (e-bikes) are the fastest growing market for bicycles in the United States and a consistent policy regarding this type of transportation is needed in Montgomery County.

Justification: E-bikes make bicycling a viable transportation option for more people, reduce barriers for people who travel longer distances, carry heavy loads or passengers, or face other challenges that might preclude using a traditional bicycle to make a trip. At the same time, e-bikes also raise fears among some people that trails and other bike-ways will become speedways. Currently, e-bikes are not permitted on county park trails, but are permitted on National Park Service trails and other shared use paths. The updated policy should establish context-sensitive regulations that are intuitive and consistent.

Lead Agencies: Montgomery County Government

2.6 Establish Level of Traffic Stress Targets

Establish Level of Traffic Stress targets, including a “low” level of traffic stress countywide and a “very low” level of traffic stress within the vicinity of schools, including one mile of elementary schools, 1.5 miles of middle schools and 2 miles of high schools.

Justification: A “low” level of traffic stress is appropriate for most adults and a “very low” level of traffic stress is appropriate for most children.

Lead Agencies: Montgomery County Planning Department, Montgomery County Department of Transportation

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8 Bicycle Policy & Design Guidelines, Maryland State Highway Administration, January 2015.
2.7 Update Context-Sensitive Road Design Standards

Montgomery County’s context-sensitive road design standards need to be updated to include all bicycle facility types outlined in the Bicycle Facility Toolkit in Appendix B. These types include separated bike lanes, buffered bike lanes, advisory bike lanes, neighborhood greenways, shared streets and protected intersections. Obsolete bikeways, such as wide outside lanes, should be removed from the standards. Out-of-date bikeway applications, including conventional bike lanes on major highways, arterials and minor arterials, should likewise be removed from the standards. However, conventional bike lanes can be considered an interim bicycle facility or as a supplement to recommended facilities, particularly in locations where provision of conventional bike lanes does not increase the road cross section. They are not a substitute for low-stress facilities, particularly on higher volume / higher speed roads.

Justification: Montgomery County road design standards are inconsistent with the recommendations in this plan.

Lead Agency: Montgomery County Department of Transportation

Supporting Agency: Montgomery County Planning Department

2.8 Compare all Designed Projects to Best Practices

Several capital projects that include bicycle and pedestrian elements were designed years ago and do not reflect best practices. These efforts include the Falls Road and Seven Locks Road Hiker / Biker projects. The Montgomery County Department of Transportation should review and upgrade the design for bikeway projects that have been designed, but have not yet been implemented. The agency should compare current designs to best practices for bikeways.

Justification: Many capital projects with bicycle elements have completed designs that no longer reflect best practices. Montgomery County should revisit these designs rather than proceed with projects that will need to be upgraded later at a higher cost.

Lead Agency: Montgomery County Department of Transportation

Supporting Agency: Montgomery County Planning Department
2.9 Make Separated Bikeways the Preferred Bikeway Facility

Establish separated bikeways (separated bike lanes and sidepaths) as the preferred bicycle facility classification in Montgomery County’s context-sensitive road design standards. This classification applies to roads with four or more lanes of traffic, traffic speeds of 30 mph or faster, with traffic volumes anticipated to exceed 6,000 vehicles per day and on commercial streets with on-street parking.

Justification: Separated bikeways, including separated bike lanes and sidepaths, encourage bicycling on roads with high traffic volumes, high speeds and in commercial areas.

Lead Agency: Montgomery County Department of Transportation

Supporting Agency: Montgomery County Planning Department

2.10 Extending Separated Bike Lanes Through Intersections

Where motorists cross paths with bicyclists, intersection designs should be chosen for their ability to minimize the following at the point of conflict:

- Bicyclist and pedestrian exposure to the conflict
- Speed differential between bicyclists, pedestrians, and motorists
- Bicyclist and pedestrian crossing distances and associated traffic signal timing requirements

At the time of adoption of this plan, protected intersections are the state of the practice for extending separated bike lanes through the intersection and should be implemented where separated bike lanes cross major highways, arterial roads, business district streets or other high-volume streets. Should best-practices change, the most recent guidance for these designs should be applied.

Justification: Protected intersections improve safety for all modes of transportation by slowing traffic and consolidating conflicts to a single point so that remaining minimal conflicts can be mitigated.

Lead Agency: Montgomery County Department of Transportation
2.11 Consolidate Driveways along Master-Planned Bikeways

Develop policies to encourage greater consolidation of driveways as part of facility planning and development approvals along master-planned bikeways.

Justification: Driveways create a conflict area between bicyclists and motorists, and stronger policies are needed to require greater driveway consolidation.

Lead Agency: Montgomery County Government

2.12 Develop a Shared Lane Marking Policy

Develop a policy for the use of shared lane markings, also known as sharrows, that indicates when these pavement markings are appropriate. This policy could include low-volume and low-speed streets, such as neighborhood greenways, where sharrows reinforce bicyclists’ right to bicycle in the center of the lane and can serve a wayfinding function.

Additionally, the sharrow policy could also be used on an interim basis on streets that are master-planned for other bicycle facilities and serve a critical network function in connecting major destinations, but where implementation of the master-planned bicycle facility may take several years to be completed.

Justification: Montgomery County does not have a policy that specifies when it is appropriate to use shared lane markings. The current implementation of sharrows is confusing to both motorists and bicyclists, as it is not uniformly applied throughout the county.

Lead Agency: Montgomery County Department of Transportation, Maryland State Highway Administration

2.13 Develop Bicycle Parking Standards for County Facilities

Establish short-term bicycle rack standards for use at county facilities based on those outlined in established guidelines, such as Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines, 2nd Edition.

Justification: Public buildings should model best practices in the use of bicycling parking. However, Montgomery County continues to install substandard short-term bicycle parking racks at county facilities.

Lead Agency: Montgomery County Department of General Services
2.14 Reassess Road Code Urban Area Boundaries

The road code urban area designation, identified through master plans and County Council resolution, reduces the design speed of roads by narrowing traffic lanes and reducing turning radii and speed limits. Assess the existing road code urban area boundaries to determine if additional areas should be classified as urban based on existing zoning and proximity to major existing and planned transit stations.

Justification: There are several areas in Montgomery County that are not currently designated as urban, even though they are governed by mixed-use or high density residential zoning that will likely generate high levels of walking and bicycling. Over time, designating additional areas as urban will help to encourage more walking and bicycling, as narrower traffic lanes and slower speeds create a safer and more comfortable walking and bicycling environment. Narrowing traffic lanes can also provide additional space for bicycle and pedestrian infrastructure.

Lead Agency: Montgomery County Planning Department

2.15 Develop Standards for Trail Crossings at Major Roads

Establish a policy of improving trail crossings of roads with three or more lanes of traffic or a posted speed limit of 30 mph or greater. Improvements to trail crossings could be made in a variety of ways, including:

- Traffic calming that removes traffic lanes and / or reduces the design speed of the road,
- Reducing conflicts by realigning the trail to an existing signalized intersection, providing a grade separated crossing, or adding new traffic signalization, and / or
- Other improvements that increase the safety and comfort of the crossing.

Justification: The low-stress bicycling experience that trails provide is interrupted where trails cross high speed or multilane roads.

Lead Agencies: Montgomery County Department of Transportation, Department of Parks, Maryland State Highway Administration

Supporting Agency: Montgomery County Planning Department
2.16 Develop Protocols for Bicycle Facility Closures and Detours

Develop a protocol for bikeway closures and detours to ensure that comparable bikeways are provided to the extent possible, adequate signing is supplied to communicate the detour to bicyclists and the public is given adequate notice of the detour. When a public right-of-way occupancy permit authorizes blockage of a sidewalk or bikeway, the holder of the permit should be required to provide safe accommodation for pedestrians and bicyclists using the same traffic control practices that would be applied when a motor vehicle lane is closed.

Justification: Adequate bicycle and pedestrian facilities should be maintained when bikeway and pedestrian closures and detours are needed.

Lead Agency: Montgomery County Department of Transportation

2.17 School Site Selection

When Montgomery County Public Schools (MCPS) selects a new school site, their criteria should strongly consider the appropriateness of existing walking and bicycling infrastructure for children. Where safe and comfortable walking and bicycling infrastructure does not already exist, MCPS should work with MCDOT to construct child-appropriate walking and bicycling infrastructure in the immediate vicinity of the school.

Justification: Providing a safe and comfortable walking environment to public schools is a core objective for Montgomery County.

Lead Agency: Montgomery County Public Schools

Supporting Agency: Montgomery County Department of Transportation, Planning Department
2.18 Enable Traffic Calming and Access Restrictions on Neighborhood Greenways

To fully and effectively implement neighborhood greenways on residential streets, MCDOT should consider changes to the executive regulations to allow traffic calming features and access restrictions along neighborhood greenways that may not meet the criteria for similar treatments under Executive Regulations governing Speed Humps (ER 32-08), Access Restrictions (ER 17-94), and any other regulations or policies that limit implementation of traffic calming and access restrictions.

Justification: Executive regulations specify when traffic calming and traffic access restrictions may be used. While neighborhood greenway treatments may result in features and treatments typical of traffic calming and access restrictions, the goal of neighborhood greenways is to provide low-stress bicycling corridors, and implementation of corridor-wide improvements may warrant these treatments in areas that might not otherwise meet the requirements set forth in the executive regulations governing access management or traffic calming. Limiting the applicability of this policy to areas designated by the Bicycle Master Plan as a neighborhood greenway should prevent overuse of these treatments in areas where they are unwarranted and will not circumvent existing executive regulations relating to these treatments.

Lead Agency: Montgomery County Department of Transportation

2.19 Update the Zoning Code

Amend the Montgomery County Zoning Ordinance to improve the bicycle parking and end-of-trip bicycle facility requirements.

Justification: While the zoning code revisions in 2014 introduced major improvements for the provision of bicycle parking, showers and changing rooms, additional updates are needed to clarify existing requirements and to meet industry best practices, including requirements to:

- Incentivize bicycle rooms as the preferred form of long-term bicycle parking in residential and commercial buildings.
- Disallow bicycle lockers and bicycle racks as long-term bicycle parking in residential and commercial buildings.
- Identify performance standards for stacked bike racks.
- Provide repair station requirements in the long-term bicycle parking section of the code.
- Provide a portion of long-term bicycle parking to accommodate larger bicycles, including tandems, bicycles with trailers and cargo bikes.

Justification: Higher-quality bicycle parking encourages more bicycling.

Lead Agency: Montgomery County Planning Department
2.20 Revise the Bicycle to School Policy

Description: Develop a countywide policy that permits children to bicycle to school.

Justification: School principals retain the authority to determine when students can bicycle to school and many prohibit bicycling due to safety concerns.

Lead Agency: Montgomery County Public Schools

2.21 Abandonments

Recommendations included in the Bicycle Master Plan should be considered as part of any right-of-way abandonment petition.

Lead Agency: Montgomery County Department of Transportation

2.22 Loading Zones

Develop a policy on loading zones that encourages loadings zones to be located on-site and that consolidates loading zones and driveways immediately adjacent to one another.

Justification: Loading zones present potential conflicts between motorists and non-motorists. On-site loading zones are desirable especially in urban areas, because they provide a designated space for trucks outside the bikeway and sidewalk. Consolidating loading zones and driveways for the same building limits exposure for pedestrians and bicyclists along a roadway.

Lead Agency: Montgomery County Planning Department