

Resolution No.: 18-1339
Introduced: November 27, 2018
Adopted: November 27, 2018

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: County Council

SUBJECT: Approval of Planning Board Draft Bicycle Master Plan

1. On May 7, 2018, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Bicycle Master Plan.
2. The Planning Board Draft Bicycle Master Plan amends the Master Plan of Highways and Transitways within Montgomery County; the General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Rustic Roads Functional Master Plan, as amended; the Preservation of Agricultural and Rural Open Space Functional Master Plan; the Aspen Hill Master Plan; the Bethesda Downtown Sector Plan; the Bethesda-Chevy Chase Master Plan; the Boyds Master Plan; the Burtonsville Commercial Crossroads Neighborhood Plan; the Capitol View and Vicinity Sector Plan; the Chevy Chase Lake Sector Plan; the Clarksburg Master Plan and Hyattstown Special Study Area, as amended; the Cloverly Master Plan; the Countywide Bikeways Functional Master Plan; the Countywide Transit Corridors Functional Master Plan; the Damascus Master Plan; the East Silver Spring Master Plan; the Fairland Master Plan; the Forest Glen Sector Plan; the Four Corners Master Plan; the Friendship Heights Sector Plan; the Gaithersburg and Vicinity Master Plan; the Germantown Employment Area Sector Plan; the Germantown Master Plan; the Glenmont Sector Plan; the Great Seneca Science Corridor Master Plan; the Greater Lyttonsville Sector Plan; the Grosvenor Sector Plan; the Grosvenor/Strathmore Metro Area Minor Master Plan; the Intercounty Connector Limited Functional Master Plan Amendment: Bikeways and Interchanges; the Kemp Mill Master Plan, the Kensington Sector Plan; the Town of Kensington and Vicinity Sector Plan; the Kensington/Wheaton Master Plan; the Long Branch Sector Plan; the Master Plan of Bikeways; the Montgomery Village Master Plan; the North and West Silver Spring Master Plan; the North Bethesda/Garrett Park Master Plan; the Olney Master Plan; the Potomac Subregion Master Plan; the Rock Spring Master Plan; the Sandy Spring/Ashton Master Plan; the Sandy Spring Rural Village Plan; the Shady Grove Sector Plan; the Silver Spring CBD Sector Plan; the Takoma/Langley Crossroads Sector Plan; the Takoma Park Master Plan; the Twinbrook Sector Plan; the Upper Rock Creek Master Plan; the Westbard Sector Plan; the

Wheaton CBD Sector Plan; the White Flint Sector Plan; the White Flint 2 Sector Plan; the White Oak Master Plan; and the White Oak Science Gateway Master Plan.

3. On September 12, 2018, the County Executive transmitted to the County Council his fiscal impact analysis for the Bicycle Master Plan.
4. On July 10, 2018, the County Council held a public hearing regarding the Planning Board Draft Bicycle Master Plan. The Plan was referred to the Transportation, Infrastructure, Energy and Environment Committee for review and recommendation.
5. On September 17, 2018 and October 1, 2018, the Transportation, Infrastructure, Energy and Environment Committee held worksessions to review the issues raised in connection with the Planning Board Draft Bicycle Master Plan.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Bicycle Master Plan, dated May 2018, is approved with revisions. County Council revisions to the Planning Board Draft Bicycle Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. Montgomery County Planning Department staff may make additional, non-substantive revisions to the Master Plan before its adoption by the Maryland-National Capital Park & Planning Commission.

Page 3: Revise the second paragraph as follows: “This plan makes recommendations for a low-stress network of bikeways throughout Montgomery County. These recommendations are intended to help identify opportunities that may arise in the future to install bikeways. The goal of this system is to ensure cyclists of all ages and abilities are comfortable and safe riding to transit stations, employment centers, shops, public facilities and other destinations in Montgomery County.”

Page 4: Revise the third bullet as follows: “This plan recommends a framework for establishing a[n extensive] network of low-stress bikeways in Montgomery County. This will create an environment where people of all ages and bicycling abilities feel comfortable and safe riding bicycles to work, shop, transit, public facilities and other destinations in the county. The purpose of proposing an extensive network of bikeways is to identify options for bikeways that should be constructed if possible, to achieve the goal of creating a network that connects people and destinations by bicycle. The Plan does not assume that every proposed bikeway in the master plan will be constructed.”

Page 4: Revise the fifth bullet as follows: “After applying the Level of Traffic Stress methodology to Montgomery County’s road network, appropriate bikeway recommendations were selected to create a low-stress bicycling network. The 1,100-mile network of bikeways includes ~~573~~580 miles of sidepaths, ~~172~~173 miles of trails, ~~128~~130 miles of bikeable shoulders, ~~99~~93 miles of separated bike lanes and ~~48~~49 miles of neighborhood greenways. More than one-quarter of this network currently exists.”

Page 4: Revise the sixth bullet as follows: “The plan uses a data-driven approach to assess the amount of discomfort that people feel when they bicycle close to traffic on roads in the county. Currently, ~~14~~16 percent of potential bicycling trips can be made on a low-stress bicycling network in Montgomery County. This plan aims to increase this measure of low-stress connectivity to ~~55~~50 percent[by 2043].”

Page 5: Revise the last bullet as follows: “The plan is a key element in Montgomery County’s Vision Zero Action Plan to eliminate traffic-related ~~facilities~~fatalities and serious injuries by 2030.”

Page 10: But these streets largely represent “islands of connectivity” that are separated by arterial roads and environmental features, such that only about ~~14~~16 percent of potential bicycling trips can be made on a comfortable bicycling network today.

Page 17: Revise the second paragraph as follows: “Defining a vision for the Bicycle Master Plan does not simply mean stating the goals on paper. It also lays the foundation for a comprehensive monitoring program, which supports the implementation of the plan by providing an ongoing assessment of how effective Montgomery County is in meeting the plan’s goals and objectives over time[the next 25 years]. The components of the Bicycle Master Plan vision are clear and measurable.”

Page 21: Revise Objective 1.1 as follows: “[By 2043,]8 percent of commuter trips by Montgomery County residents will be by bicycle, up from ~~0.6~~0.8 percent in ~~2016~~2017.”

Page 21: Revise Objective 1.2 as follows: “[By 2043, t]The percentage of people who commute by bicycle to a Montgomery County Transportation Management District (TMD) will be:”

Page 21: Revise Objective 1.2 as follows:

“DATA REQUIREMENT (SOURCE):

- Bicycle mode share during the 7:00 – 8:59 AM period from the commuter surveys conducted by the Montgomery County Department of Transportation Division of Commuter Services.[Number of respondents who bicycle to work by Transportation Management District (requires changes to the existing commuter survey).

- Number of respondents by Transportation Management District (commuter surveys).
Number of respondents who bicycle to work by Transportation Management District (requires changes to the existing commuter survey).

Note: Montgomery County Commuter Services will be modifying the annual commuter survey to capture this information. Targets for the objective can be established once the baseline data is available. Note: Montgomery County.]“

Page 22: Revise Objective 1.3 as follows: “[By 2043, t]The percentage of people who access a transit station by bicycle during the AM peak period will be:”

Page 22: Revise Objective 1.4 as follows: “[By 2043, t]The percentage of public school students who bicycle to school will be:”

Page 23: Update infographic to show a 0.8% bicycle mode share in 2017.

Page 25: Revise Objective 2.1 as follows: “[By 2043, 55]50 percent of potential bicycle trips will be able to be made on a low-stress bicycling network.”

Page 25: Revise Objective 2.2 as follows: “[By 2043, t]The level of low-stress connectivity to each transit service, defined as the percentage of dwelling units within two miles of each transit station that are connected to the transit station on a low-stress bicycling network, will be:

- 65 percent for Red Line stations, up from [9]10 percent in 2018.
- [55]65 percent for Brunswick Line stations, up from [12]14 percent in 2018.
- 70 percent for Purple Line stations, up from 4 percent in 2018.
- 40 percent for Corridor Cities Transitway stations, up from 0 percent in 2018.”

Page 26: Revise Objective 2.3 as follows: “[By 2043, t]The level of very low-stress connectivity to each public school, defined as the percentage of dwelling units within one mile of elementary schools, 1.5 miles of middle schools and 2 miles of high schools that are connected to the school on a very low-stress bicycling network, will be:

- [45]60 percent for elementary schools, up from [39]38 percent in 2018.
- [35]55 percent for middle schools, up from 25 percent in 2018.
- [25]35 percent for high schools, up from [13]12 percent in 2018.”

Page 26: Revise Objective 2.4 as follows: “By 2043, the level of low-stress connectivity to public libraries, recreation centers and regional / recreational parks, defined as the percentage of dwelling units within two miles of these public facilities that are connected to the public facility on a low-stress bicycling network, will be:

- [50]55 percent for public libraries, up from 8 percent in 2018.
- [35]40 percent for recreation centers, up from [13]16 percent in 2018.

- 50 percent for regional / recreational parks, up from [27]28 percent in 2018.”

Page 27: Revise Objective 2.5 as follows: “[By 2043,]11 Red Line stations, 5 Brunswick Line stations, 7 Purple Line stations and 3 Corridor Cities Transitway stations will have bicycle parking stations in Montgomery County.”

Page 27: Revise Objective 2.6 as follows: “[By 2043,]100 percent of Montgomery County public schools will have one short-term bicycle parking space for every 20 students of planned capacity, with bicycle parking styles that are acceptable per the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines, 2nd Edition.*”

Page 28: Revise Objective 2.7 as follows: “[By 2043,]40 percent of blocks in 19 Bicycle Pedestrian Priority Areas will have the number of short-term bicycle parking spaces required by the zoning code.”

Page 28: Revise Objective 2.8 as follows: “[By 2043,]100 percent of Montgomery County public libraries and recreation centers will have one short-term bicycle parking space per 8,000 square feet of floor area, with bicycle parking styles that are acceptable per the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines, 2nd Edition.*”

Page 31: Revise Objective 3.1 as follows: “[By 2043, t]The percentage of bicycle trips that can be made on a low-stress bicycling network in US census tracts where the median income is below 60 percent of the county average median income will be the same as or greater than the county overall.”

Page 33: Revise Objective 4.1 as follows: “By 2030, eliminate bicycling fatalities and serious injuries, per the Two-Year Vision Zero Action Plan.”

Page 37: Revise the first sentence as follows: “Although many trips are short enough to be made by bicycle, most are made by private motor vehicles².”

Page 37: Revise the third paragraph as follows: “Those who tolerate a low level of traffic stress are more 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].”

Page 67: Add a double asterisk to “Primary Residential”.

Page 71: Revise the title as follows: [Bikeway]Breezeway Network Characteristics.

Page 72: In the “Crossings of Interstates” section replace two instances of “Interstates” with “Freeways”.

Page 74: Revise the first paragraph as follows: “Nineteen[fourteen] corridors are proposed for the Breezeway Network, as shown in the map below.”

Page 74: Revise the Proposed Breezeway Network map to: 1) Include a label for the “White Flint to Rock Spring” Breezeway, and 2) delete the portion of the Veirs Mill Road to White Oak Breezeway to the east of Columbia Pike.

Page 75: Revise the Breezeway Corridors table as follows:

<u>Germantown [Road]Town Center to Montgomery College</u>	<u>Aircraft Drive</u>	<u>Observation Drive</u>	<u>Modern Major Highway</u>
<u>Metropolitan Branch Trail</u>	<u>Silver Spring Transit Center</u>	<u>District of Columbia</u>	<u>Rail Corridor</u>

Page 76: Revise the City of Rockville to Friendship Heights Breezeway description as follows: “The City of Rockville to Friendship Heights Breezeway connects the City of Rockville to [Friendship Heights]the District of Columbia...”

Page 76: Revise the City of Rockville to Wheaton Breezeway description as follows: “The City of Rockville to Wheaton Breezeway connects the City of Rockville to [Wheaton]Georgia Ave on the south side of [the road]Veirs Mill Road.”

Page 76: Revise the Clarksburg to City of Gaithersburg Breezeway description as follows: “The Clarksburg to City of Gaithersburg Breezeway connects [Clarksburg]Stringtown Road to the City of Gaithersburg.”

Page 76: Revise the Germantown Road Breezeway description as follows:

“Germantown [Road]Town Center to Montgomery College

The Germantown [Road]Town Center to Montgomery College Breezeway connects [Germantown Town Center]Aircraft Drive to [Montgomery College]Observation Drive and consists of sidepaths.”

Page 76: Revise the Germantown to Burtonsville Breezeway description as follows: “The Germantown to Burtonsville Breezeway is a trail that extends along an electrical transmission corridor between a utility corridor in Germantown and Prince George’s County. Major infrastructure projects include new crossings of these major transportation facilities[roadways].”

Page 77: Revise the Germantown to Life Sciences Center Breezeway description as follows: “The Germantown to Life Sciences Center Breezeway connects Middlebrook Road[Germantown Town Center] to the City of Rockville[Life Sciences Center]...”

Page 77: Revise the Life Sciences Center to Shady Grove Breezeway Description as follows:

“Life Sciences Center to Shady Grove Metro

The Life Sciences Center to Shady Grove Breezeway connects Key West Avenue[the Life Sciences Center] to [the Shady Grove Metrorail station area]Shady Grove Access Road and consists of a sidepath.”

Page 77: Add the Metropolitan Branch Trail Breezeway:

“Metropolitan Branch Trail

The Metropolitan Branch Trail is an off-road shared-use path along a rail corridor that connects Silver Spring to Union Station in the District of Columbia. The trail exists in segments. In Montgomery County, it is programmed for completion as part of the six-year Capital Improvements Program. Major infrastructure projects include:

- A new bridge over Georgia Avenue.
- An underpass beneath Burlington Avenue.
- Pedestrian-scale lighting.”

Page 77: Revise the Potomac to Rock Spring Breezeway description as follows: “The Potomac to Rock Spring Breezeway connects Seven Locks Road[Rock Spring] to Old Georgetown Road[Potomac]...”

Page 78: Revise the Veirs Mill Road to White Oak Breezeway description as follows: “The Veirs Mill Road to White Oak Breezeway connects Veirs Mill Road and Columbia Pike[White Oak]...”

Page 78: Revise the Wheaton to Takoma/Langley Breezeway description as follows: “The Wheaton to Takoma/Langley Breezeway connects Veirs Mill Road[Wheaton] to Prince George’s County[Takoma/Langley and White Oak]...”

Page 78: Revise the White Flint to Rock Spring Breezeway description as follows: “The White Flint to Rock Spring Breezeway connects Montrose Parkway[White Flint] to Democracy Blvd[Rock Spring]...”

Page 80: Revise the third paragraph as follows: “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]580 miles), followed by trails ([172]173 miles), bikeable shoulders ([128]130 miles), separated bike lanes ([99]93 miles) and neighborhood greenways ([48]49 miles). As previously discussed, the network proposed in the plan lays out a set of options to achieve the goals of connecting people and destinations by bicycle.

Page 81: Replace the “Summary of Bikeway Recommendations” table with this table:

CATEGORY	BIKEWAY TYPES	EXISTING	PLANNED	TOTAL
Trails	Off-Street Trails	99	74	173
	Stream Valley Park Trails	28	0	28
	Neighborhood Connectors	11	3	14
Separated Bikeways	Shared Use Paths	121	459	580
	Separated Bike Lanes	2	91	93
Striped Bikeways	Buffered Bike Lanes		7	7
	Conventional Bike Lanes	13	19	32
	Advisory Bike Lanes			0
	Contra-Flow Bike Lanes	1	5	6
Bikeable Shoulders	Bikeable Shoulders		130	130
Shared Roads	Neighborhood Greenways		49	49
	Shared Streets		1	1
	Priority Shared Lane Markings		5	5
Total		274	843	1,117

Page 83: Replace the “Interstate Ramps” section with:

“Freeway Crossings: Freeway ramps present significant safety concerns for crossing pedestrians and bicyclists. Motorists tend to accelerate to freeway speeds on entrance ramps and are often more focused on finding a gap to merge into traffic at exit ramps and less aware of non-motorized users crossing the ramps. To eliminate these impediments and improve the safety of pedestrians and bicyclists, the following design standards and considerations for designing and constructing safe, comfortable, grade-separated crossings are recommended.

New freeways, freeways undergoing major change or stand-alone capital projects will include grade-separated crossings for bisecting road networks. Preferably, these grade-separated crossings will avoid crossing freeway ramps. Grade-separated crossings will:

- Be a minimum of 12 feet wide (2-foot-wide buffer, 8-foot-wide sidepath, 2-foot-wide buffer) between walls and railings where the connecting bikeway is a sidepath and a minimum of 17 feet wide (2-foot-wide buffer, 8-foot-wide striped two-way separated

bike lanes, 5-foot-wide sidewalk and 2-foot-wide buffer) where the connecting bikeway is separated bike lanes.

- Strive to make all locations on the crossing visible from both ends of the crossing.
- Avoid sharp-angled turns.
- Include pedestrian-scale lighting.
- Provide intuitive wayfinding.
- Incorporate welcoming public art and aesthetic features.

Freeways that are undergoing minor or no changes will preferably include traffic signalization to reduce conflicts between motorists and ramp crossers. The goal of signalizing freeway ramps is to minimize conflicts between motor vehicles, bicyclists and pedestrians while maximizing visibility between all modes in constrained right-of-way. Unsignalized treatments with geometric changes are not recommended and should only be considered when overpasses, underpasses and signalized ramps are not feasible.

Montgomery County’s Bicycle Facility Design Toolkit (Appendix B) provides additional details on freeway crossing treatments.”

Page 84: Add a new subsection within the “Bikeways” subsection of the plan:

“Expansion of Master-Planned Right-of-Way

Master-planned rights-of-way have been assessed to identify areas where additional right-of-way is needed to accommodate the bikeway recommendations in this plan. These locations are identified in the table below.

Master-Planned Right-of-Way

<u>Street</u>	<u>From Location</u>	<u>To Location</u>	<u>Minimum Right-of-Way (Feet)</u>
<u>Aspen Hill Rd</u>	<u>Georgia Ave</u>	<u>Connecticut Ave</u>	<u>90</u>
<u>Blackwell Rd</u>	<u>Darnestown Rd</u>	<u>Great Seneca Hwy</u>	<u>80</u>
<u>Century Blvd</u>	<u>Dorsey Mill Rd</u>	<u>Aircraft Dr</u>	<u>136</u>
<u>Cherry Hill Rd</u>	<u>Columbia Pike (US 29)</u>	<u>Prince George’s County Line</u>	<u>90</u>
<u>Connecticut Ave</u>	<u>Georgia Ave</u>	<u>Bel Pre Rd</u>	<u>90</u>
<u>East Ave</u>	<u>Upton Dr</u>	<u>University Blvd (MD 193)</u>	<u>60</u>
<u>Leland St</u>	<u>Wisconsin Ave</u>	<u>46th St</u>	<u>70</u>
<u>Summit Ave Ext</u>	<u>Plyers Mill Rd</u>	<u>Farragut Ave</u>	<u>80</u>
<u>Summit Ave</u>	<u>Knowles Ave</u>	<u>Plyers Mill Rd</u>	<u>80</u>

Page 87: In the caption delete the words: “the spaces of”

Page 93: Add the following as a fourth footnote: “4. The bicycle parking requirements for the following transit stations will be identified in the future: Clarksburg Town Center, Comsat Station, Dorsey Mill Station, Cloverleaf Station and Germantown Center.”

Page 100: Revise Existing Bicycle-Supportive Program 1.9 as follows: “Justification: The Tier 1 bikeways recommended in the prioritization section of this plan are to be substantially completed in the near term and are focused on substantially implementing networks of separated bike lanes in [seven]11 of the county’s Bicycle Pedestrian Priority Areas (Bethesda CBD, Friendship Heights CBD, Life Sciences Center, Long Branch, Lyttonsville, Piney Branch-University, Silver Spring CBD, Takoma / Langley Crossroads, 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.”

Page 104: Revise Recommended New Bicycle-Supportive Program 3.3 as follows: 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]11 Bicycle Pedestrian Priority Areas (Bethesda CBD, Friendship Heights CBD, Life Sciences Center, Long Branch, Lyttonsville, Piney Branch-University, Silver Spring CBD, Takoma / Langley Crossroads, Wheaton CBD, White Flint and White Oak) and are to be substantially completed in the near term[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.

Pages 108 – 109: Update the goals addressed by each program to be consistent with pages 109 to 119.

Page 137: Revise the “Implementation Mechanism” section as follows: “Like other master plans, the bicycling network proposed in the plan is not a capital improvement program. The plan does not require the County to construct all master-planned bikeways, but instead provides options for implementation and network redundancy, so bikeways can be installed as opportunities arise. Montgomery County’s bicycling network will be implemented through a number of mechanisms, including:

- Montgomery County Capital Improvements Program
- Montgomery County Planning Board’s approval of development
- Public facility projects undertaken by the Montgomery County Department of Transportation, Maryland State Highway Administration, federal government and other agencies”

Page 137: Revise the third bullet as follows: “In determining whether existing space can be repurposed, designers should consider road diets, [and] lane diets and removal of on-street parking. If sufficient space can be repurposed from existing elements in the roadway, the project should begin with more detailed design following the master plan recommendation. As with any transportation project, when removal of on-street parking is under consideration, analysis of the parking needs of local residents, businesses and institutions including an assessment of the adequacy of the remaining or alternative parking to meet these needs must be considered. If sufficient space within the existing right-of-way cannot be repurposed, additional right-of-way may need to be purchased. If neither option is desirable, designers need to consider alternative interim or permanent design solutions. The relevant Subdivision Staging Policy requirements in effect at the time of implementation must be satisfied with implementation of the master plan-recommended or alternative design solutions.”

Page 141: In the first paragraph, replace “blue box” with “the sidebar”.

Page 142: Add the following paragraph to the end of the “Implementation Through Public Facility Projects” section: “Portions of master-planned Bus Rapid Transit (BRT) corridors are highly constrained, potentially limiting the ability to implement bikeways in the initial phase of construction. In these locations, the provision of appropriate transit and pedestrian infrastructure is the first priority. However, BRT is expected to promote redevelopment in its corridors and is a staging requirement for new development in master plan areas such as White Flint and the Great Seneca Science Corridor. Bikeways in these constrained portions not built initially to their master-planned dimensions would ultimately be built to these dimensions when redevelopment occurs through the development approval process described above or through separate, stand-alone capital projects.”

Page 145: Revise the “Eliminating On-Street Parking” bullet as follows: “Depending on parking lane width, removing one on-street parking lane can provide 7 or more feet for separated bike lanes. On-street parking should only be removed after analysis determines that local parking needs are adequately served by remaining or alternative parking.”

Page 145: Revise the “Eliminating Travel Lanes” bullet: “If a road has more travel lanes than necessary based on traffic volume, the lanes can be removed to provide space for separated bike lanes. There are other instances with travel lane removal should be considered due to the safety or operational benefits of fewer lanes. However, the relevant Subdivision Staging Policy requirements in effect at the time of implementation must be satisfied.”

Page 148: Revise the first paragraph as follows: “The network of bikeways and bicycle parking stations recommended in the Bicycle Master Plan is extensive but as previously discussed is not likely to be fully constructed, partly because of budget limitations and partly because the plan identifies redundant options to ensure that the goal of connectivity can be achieved.[and i] It is likely to be only partially completed during the [25-year]life of the plan through County capital projects, state highway projects and private development. Such a large network is proposed so that opportunities to implement the preferred bicycling network are not lost when unforeseen circumstances arise. However, it is important to identify bikeway network priorities because funding for implementation is limited.”

Page 148: In the third paragraph, replace the word “can” with “should”.

Page 148: Update the Bicycle and Pedestrian Priority Areas map based on current designations.

Page 148: Revise footnote 11 as follows: Montgomery County has designated [31]34 areas as...”

Page 149: Revise the first paragraph as follows: “The figure below shows how the proposed bicycle network would be built out. Currently about [261]266 miles of the recommended bikeway network exists. [Within the 25-year life of this plan, a]An additional [356]380 miles [would be constructed, including bikeways that are currently programmed in the county’s capital budget and projects prioritized]are recommended as priorities for construction in one of four tiers. Approximately [44]42 percent of the recommended bikeway network [would be constructed beyond the 25-year life of this plan]is recommended for implementation as opportunities arise rather than as a set of stand-alone projects. For example, these improvements can be incorporated in private development, and state and local road construction, or spot safety improvements where bikeways can be implemented as part of another project.”

Page 149: Revise the bikeway mileage as follows: Existing Bikeways: [261]266 miles, Programmed Bikeways: [23]17 miles, Tier 1 Bikeways: [56]91 miles, Tier 2 Bikeways: [59]85 miles, Tier 3 Bikeways: [135]118 miles, Tier 4 Bikeways: [83]69 miles, Future Bikeways: [488]471 miles and Total Bikeways: [1,105]1,117 miles.

Page 149: Revise the second paragraph as follows: “To support implementation of the [meet the aggressive timeframe for implementing]Tier 1 bikeway projects, it is recommended that Montgomery County [will need to]program additional funds for the Bicycle Pedestrian Priority Areas program and create a new Neighborhood Greenway program.”

Page 150: Revise the Programmed bikeway mileage from “23 Miles” to “17 Miles”.

Page 150: Revise the Programmed Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
<u>Gold Mine Rd</u>	<u>James Creek Ct</u>	<u>Chandlee Mill Rd</u>	<u>Sidepath</u>	<u>Olney</u>	<u>0.1</u>
[Goshen Rd]	[Warfield Rd]	[Girard St]	[Sidepath and Conventional Bike Lanes]	[Montgomery Village/Airpark]	[6.0]

Page 151: Revise the Programmed Bikeways map as follows: Update the map to reflect changes to the Programmed Bikeways table.

Page 152: Revise the first paragraph as follows: “Tier 1 projects are recommended to be substantially completed [within five years of] in the near term following approval of the Bicycle Master Plan. These projects include:”

Page 152: Revise the Tier 1 bikeway mileage from “56 Miles” to “91 Miles” and “340 Miles” to “374 Miles”.

Page 153: Revise the Tier 1 map as follows: Update the map to reflect changes to the Tier 1 Bikeways table.

Pages 154 – 160: Revise the Tier 1 Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
<u>Bradley Blvd</u>	<u>Wilson La</u>	<u>Fairfax Rd</u>	<u>Sidepath and Conventional Bike Lanes</u>	<u>Bethesda/Chevy Chase (East)</u>	<u>0.5</u>
City of Rockville to Friendship Heights Breezeway	Old Georgetown Rd	[Wisconsin Ave] <u>Strathmore Ave</u>	Separated Bike Lanes	Bethesda CBD	0.5
<u>Clarksburg to City of Gaithersburg Breezeway</u>	<u>Little Seneca Pkwy</u>	<u>Waters Discovery Ln</u>	<u>Sidepath</u>	<u>Clarksburg</u>	<u>0.7</u>
<u>Falls Rd</u>	<u>Dunster Rd</u>	<u>River Rd</u>	<u>Sidepath (East Side)</u>	<u>Potomac</u>	<u>3.6</u>
<u>Franklin Ave - Arliss St</u>	<u>Franklin Ave</u>	<u>Arliss St</u>	<u>Neighborhood Greenway</u>	<u>Long Branch Sector Plan, Silver Spring/Takoma Park (East)</u>	<u>0.8</u>

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
<u>Frederick Rd</u>	<u>Snowden Farm Pkwy</u>	<u>Stringtown Rd</u>	<u>Sidepath</u>	<u>Clarksburg Town Center</u>	<u>0.7</u>
<u>Germantown - Grosvenor Breezeway</u>	<u>Tuckerman La</u>	<u>Westlake Dr</u>	<u>Trail</u>	<u>Off-Street Trail</u>	<u>1.3</u>
<u>Germantown to Life Sciences Center Breezeway</u>	<u>Observation Dr</u>	<u>Century Blvd</u>	<u>Separated Bike Lanes</u>	<u>Germantown East, Germantown West</u>	<u>0.5</u>
<u>Goldsboro Rd</u>	<u>MacArthur Blvd</u>	<u>River Rd</u>	<u>Separated Bike Lanes</u>	<u>Potomac</u>	<u>1.0</u>
<u>Grubb Rd / Lyttonsville Rd</u>	<u>Brookville Rd</u>	<u>Lyttonsville Pl</u>	<u>Separated Bike Lanes</u>	<u>Silver Spring/Takoma Park (West)</u>	<u>0.1</u>
<u>Grubb Rd / Lyttonsville Rd</u>	<u>Lyttonsville Pl</u>	<u>East West Hwy</u>	<u>Separated Bike Lanes</u>	<u>Silver Spring/Takoma Park (West)</u>	<u>0.4</u>
<u>Little Seneca Pkwy (North Side)</u>	<u>Observation Dr Ext</u>	<u>Western Terminus</u>	<u>Sidepath</u>	<u>Clarksburg</u>	<u>0.3</u>
<u>Lyttonsville Rd / Michigan Ave</u>	<u>Pennsylvania Ave</u>	<u>Lyttonsville Pl</u>	<u>Neighborhood Greenway</u>	<u>Silver Spring/Takoma Park (West)</u>	<u>0.3</u>
<u>McKinley St</u>	<u>Grant St</u>	<u>Old Georgetown Rd (MD 187)</u>	<u>Neighborhood Greenway</u>	<u>Bethesda-Chevy Chase (East)</u>	<u>0.1</u>
<u>Montrose Rd</u>	<u>Seven Locks Rd</u>	<u>I-270</u>	<u>Sidepath</u>	<u>North Bethesda</u>	<u>0.2</u>
<u>Olney to Glenmont Breezeway</u>	<u>Wendy La</u>	<u>Matthew Henson Trail</u>	<u>Neighborhood Greenway</u>	<u>Aspen Hill</u>	<u>0.4</u>
<u>Olney to Glenmont Breezeway</u>	<u>Matthew Henson Trail</u>	<u>Georgia Ave</u>	<u>Neighborhood Greenway</u>	<u>Glenmont, Kensington/Wheaton</u>	<u>1.7</u>
<u>Piedmont Crossing LP Trail</u>	<u>Brown St</u>	<u>Crabbs Branch Way</u>	<u>Off-Street Trail</u>	<u>Derwood</u>	<u>0.1</u>
<u>Porter Rd / Sundale Dr /</u>	<u>Michigan Ave</u>	<u>Grubb Rd</u>	<u>Neighborhood Greenway</u>	<u>Silver Spring/Takoma Park (West)</u>	<u>0.8</u>

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
<u>Washington Ave</u>					
<u>Seven Locks Rd</u>	<u>Montrose Rd</u>	<u>Tuckerman La</u>	<u>Sidepath and Bikeable Shoulders</u>	<u>Potomac</u>	<u>2.4</u>
<u>University Blvd</u>	<u>Connecticut Ave</u>	<u>Decatur Ave</u>	<u>Separated Bike Lanes</u>	<u>Kensington/Wheaton</u>	<u>0.2</u>
<u>University Blvd</u>	<u>Decatur Ave</u>	<u>Valley View Ave</u>	<u>Sidepath</u>	<u>Kensington/Wheaton, Wheaton CBD</u>	<u>0.7</u>
<u>University Blvd</u>	<u>Valley View Ave</u>	<u>Veirs Mill Rd</u>	<u>Separated Bike Lanes (South Side)</u>	<u>Kensington/Wheaton, Wheaton CBD</u>	<u>0.3</u>
<u>Wisconsin Ave (MD 355)</u>	<u>Bradley Blvd (MD 191)</u>	<u>Nottingham St</u>	<u>Sidepath</u>	<u>Bethesda CBD</u>	<u>0.1</u>

Page 162: Revise the first paragraph as follows: “Tier 2 projects[are recommended to be substantially completed within 10 years of approval of the Bicycle Master Plan. These projects include:] include bikeways located in the remaining Bicycle Pedestrian Priority Areas.

[

- Bikeways located in the remaining Bicycle Pedestrian Priority Areas.]”

Page 162: Revise the Tier 2 bikeway mileage from “59 Miles” to “85 Miles” and “399 Miles” to “459 Miles”.

Page 163: Revise the Tier 2 map as follows: Update the map to reflect changes to the Tier 2 Bikeways table.

Pages 164 – 170: Revise the Tier 2 Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
<u>Arcola Ave</u>	<u>Grandview Ave</u>	<u>Amherst Ave</u>	<u>Sidepath</u>	<u>Kensington/Wheaton</u>	<u>0.3</u>
<u>Bowie Mill Rd</u>	<u>Muncaster Mill Rd</u>	<u>Olney-Laytonsville Rd (MD 108)</u>	<u>Sidepath</u>	<u>Olney, Rural East (East)</u>	<u>3.3</u>
<u>Burtonsville Access Rd</u>	<u>School Access Rd</u>	<u>Old Columbia Pike (MD 198)</u>	<u>Sidepath</u>	<u>Burtonsville Town Center</u>	<u>0.3</u>

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
Burtonsville to Silver Spring Breezeway	[Tech Rd] <u>Cherry Hill Rd</u>	Stewart La	Sidepath	Fairland/Colesville, White Oak	[1.3] <u>1.8</u>
<u>Burtonsville to Silver Spring Breezeway</u>	<u>Colesville Rd</u>	<u>University Blvd</u>	<u>Neighborhood Greenway</u>	<u>Kensington/Wheaton</u>	<u>0.4</u>
<u>Burtonsville to Silver Spring Breezeway</u>	<u>University Blvd</u>	<u>Franklin Ave</u>	<u>Neighborhood Greenway / Off-Street Trail</u>	<u>Silver Spring/Takoma Park (East)</u>	<u>0.9</u>
<u>Burtonsville to Silver Spring Breezeway</u>	<u>Franklin Ave</u>	<u>Sligo Creek Pkwy</u>	<u>Neighborhood Greenway</u>	<u>Silver Spring/Takoma Park (East)</u>	<u>0.1</u>
<u>Capital View Ave / Metropolitan Ave</u>	<u>Ferndale St</u>	<u>Forest Glen Rd</u>	<u>Sidepath</u>	<u>Kensington/Wheaton</u>	<u>2.6</u>
<u>City of Rockville to Wheaton Breezeway</u>	<u>Twinbrook Connector Trail</u>	<u>Glorus Pl</u>	<u>Separated Bike lanes / Sidepath</u>	<u>North Bethesda/Twinbrook, Aspen Hill, Kensington/Wheaton</u>	<u>2.8</u>
<u>College View Dr / Trail</u>	<u>Glorus Pl</u>	<u>Veirs Mill Rd</u>	<u>Neighborhood Greenway</u>	<u>Kensington/Wheaton</u>	<u>0.6</u>
<u>Connecticut Ave (West Side)</u>	<u>Laird Pl</u>	<u>Newdale Rd</u>	<u>Sidepath</u>	<u>Chevy Chase Lake Master Plan</u>	<u>0.1</u>
<u>Connecticut Ave</u>	<u>Jones Bridge Rd</u>	<u>Chevy Chase Lake Dr</u>	<u>Separated Bike Lanes</u>	<u>Chevy Chase Lake Master Plan</u>	<u>0.4</u>
<u>Dale Dr</u>	<u>Woodland Dr</u>	<u>Piney Branch Rd</u>	<u>Sidepath</u>	<u>Silver Spring/Takoma Park (West), Silver Spring/Takoma Park (East)</u>	<u>2.1</u>
[Franklin Ave - Arliss St]	[Franklin Ave]	[Arliss St]	[Neighborhood Greenway]	[Long Branch Sector Plan, Silver Spring/Takoma Park (East)]	[0.8]
[Frederick Rd]	[Snowden Farm Pkwy]	[Stringtown Rd]	[Sidepath]	[Clarksburg Town Center]	[0.7]

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
<u>Germantown to Grosvenor Breezeway</u>	<u>Utility Corridor #1</u>	<u>Angus Pl</u>	<u>Sidepath and Conventional Bike Lanes</u>	<u>Potomac</u>	<u>0.4</u>
<u>Germantown to Grosvenor Breezeway</u>	<u>Angus Pl</u>	<u>Old Georgetown Rd</u>	<u>Sidepath and Conventional Bike Lanes</u>	<u>North Bethesda, Potomac</u>	<u>1.9</u>
<u>Goshen Rd</u>	<u>Warfield Rd</u>	<u>Girard St</u>	<u>Sidepath and Conventional Bike Lanes</u>	<u>Montgomery Village/Airpark</u>	<u>6.0</u>
[Grubb Rd / Lyttonsville Rd]	[Brookville Rd]	[Lyttonsville Pl]	[Separated Bike Lanes]	[Silver Spring/Takoma Park (West)]	[0.1]
[Grubb Rd / Lyttonsville Rd]	[Lyttonsville Pl]	[East West Hwy]	[Separated Bike Lanes]	[Silver Spring/Takoma Park (West)]	[0.4]
[Lyttonsville Rd / Michigan Ave]	[Pennsylvania Ave]	[Lyttonsville Pl]	[Neighborhood Greenway]	[Silver Spring/Takoma Park (West)]	[0.3]
<u>MacArthur Blvd</u>	<u>Falls Rd</u>	<u>Old Angler's Inn</u>	<u>Bikeable Shoulders</u>	<u>Potomac</u>	<u>1.1</u>
<u>MacArthur Blvd</u>	<u>Old Angler's Inn</u>	<u>I-495</u>	<u>Sidepath and Bikeable Shoulders</u>	<u>Potomac</u>	<u>3.6</u>
[Olney to Glenmont Breezeway]	[Wendy La]	[Matthew Henson Trail]	[Neighborhood Greenway]	[Aspen Hill]	[0.4]
[Olney to Glenmont Breezeway]	[Matthew Henson Trail]	[Georgia Ave]	[Neighborhood Greenway]	[Glenmont, Kensington/Wheaton]	[1.7]
<u>Olney-Sandy Spring Rd</u>	<u>Dr. Bird Rd</u>	<u>Brooke Rd</u>	<u>Sidepath</u>	<u>Olney</u>	<u>1.0</u>
[Porter Rd / Sundale Dr / Washington Ave]	[Michigan Ave]	[Grubb Rd]	[Neighborhood Greenway]	[Silver Spring/Takoma Park (West)]	[0.8]
<u>Tuckerman La</u>	<u>Falls Rd</u>	<u>Utility Corridor #1</u>	<u>Sidepath and Conventional Bike Lanes</u>	<u>Potomac</u>	<u>1.5</u>
[University Blvd]	[Connecticut Ave]	[Decatur Ave]	[Separated Bike Lanes]	[Kensington/Wheaton]	[0.2]
[University Blvd]	[Decatur Ave]	[Valley View Ave]	[Sidepath]	[Kensington/Wheaton, Wheaton CBD]	[0.7]

Page 172: Revise the first paragraph as follows: “Tier 3 projects[are recommended to be substantially completed within 20 years of approval of the Bicycle Master Plan. These projects] include:”

Page 172: Revise the Tier 3 bikeway mileage from “135 Miles” to “118 Miles” and “534 Miles” to “577 Miles”.

Page 173: Revise the Tier 3 map as follows: Update the map to reflect changes to the Tier 3 Bikeways table.

Pages 174 – 180: Revise the Tier 3 Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
[Burtonsville to Silver Spring Breezeway]	[Cherry Hill Rd]	[Tech Rd]	[Sidepath]	[White Oak]	[0.5]
Burtonsville to Silver Spring Breezeway	Southwood Ave	[University Blvd] <u>Lorain Ave</u>	Sidepath[/ Neighborhood Greenway]	Kensington/Wheaton	[0.5] <u>0.1</u>
[Burtonsville to Silver Spring Breezeway]	[University Blvd]	[Franklin Ave]	[Neighborhood Greenway / Off-Street Trail]	[Silver Spring/Takoma Park (East)]	[0.9]
[Burtonsville to Silver Spring Breezeway]	[Caroline Ave]	[Worth Ave]	[Sidepath]	[Silver Spring/Takoma Park (East)]	[0.2]
[Burtonsville to Silver Spring Breezeway]	[Franklin Ave]	[Sligo Creek Pkwy]	[Neighborhood Greenway]	[Silver Spring/Takoma Park (East)]	[0.1]
City of Rockville to Wheaton Breezeway	Twinbrook Pkwy	[Aspen Hill Rd] <u>Twinbrook Connector Trail</u>	Sidepath	North Bethesda	[0.5] <u>0.2</u>
[City of Rockville to Wheaton Breezeway]	[Aspen Hill Rd]	[Montrose Pkwy]	[Sidepath]	[Aspen Hill]	[0.9]
[College View Dr / Trail]	[Glorus Pl]	[Veirs Mill Rd]	[Neighborhood Greenway]	[Kensington/Wheaton]	[0.6]

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
[Germantown to Grosvenor Breezeway]	[Utility Corridor #1]	[Angus Pl]	[Separated Bike Lanes]	[Potomac]	[0.4]
[Germantown to Grosvenor Breezeway]	[Angus Pl]	[Old Georgetown Rd]	[Separated Bike Lanes]	[North Bethesda, Potomac]	[1.9]
[Germantown to Life Sciences Center Breezeway]	[Observation Dr]	[Century Blvd]	[Separated Bike Lanes]	[Germantown East, Germantown West]	[0.5]
[MacArthur Blvd]	[Falls Rd]	[I-495]	[Sidepath and Bikeable Shoulders]	[Potomac]	[4.7]
Montrose Rd	Falls Rd	[Montrose Rd] <u>Seven Locks Rd</u>	Sidepath	North Bethesda	[0.5] <u>0.2</u>
<u>Montrose Rd</u>	<u>I-270</u>	<u>Montrose Rd</u>	<u>Sidepath</u>	<u>North Bethesda</u>	<u>0.1</u>
<u>Naglee Rd</u>	<u>Rodney Rd</u>	<u>New Hampshire Ave</u>	<u>Neighborhood Greenway</u>	<u>White Oak</u>	<u>0.3</u>
[Olney-Sandy Spring Rd]	[Dr. Bird Rd]	[Brooke Rd]	[Sidepath]	[Olney]	[1.0]
<u>Rodney Rd – Royal Rd</u>	<u>Rodney Rd</u>	<u>Royal Rd</u>	<u>Off-Street Trail</u>	<u>White Oak</u>	<u>0.1</u>
[Seven Locks Rd]	[Montrose Rd]	[Tuckerman La]	[Sidepath and Bikeable Shoulders]	[Potomac]	[2.4]
Summit Ave[/ Cedar La]	Knowles Ave	[Rock Creek Trail] <u>Cedar La</u>	Sidepath	Kensington/Wheaton	[1.3] <u>0.3</u>

Page 182: Revise the first paragraph as follows: “Tier 4 projects[are recommended to be substantially completed within 25 years of approval of the Bicycle Master Plan. These projects] include:

- All remaining bikeways that are recommended for completion within the [25-year]life of the plan.
- Several heavily-used recreational bicycling routes.”

Page 182: Revise the Tier 4 bikeway mileage from “83 Miles” to “69 Miles” and “617 Miles” to “646 Miles”.

Page 183: Revise the Tier 4 map as follows: Update the map to reflect changes to the Tier 4 Bikeways table.

Pages 184 – 188: Revise the Tier 4 Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
[Bowie Mill Rd]	[Muncaster Mill Rd]	[Cashell Rd]	[Sidepath]	[Olney, Rural East (East)]	[2.4]
Bradley Blvd	[Wilson La] <u>Glenbrook Rd</u>	Fairfax Rd	Sidepath and Conventional Bike Lanes	Bethesda/Chevy Chase (East)	[0.6] <u>0.1</u>
Burtonsville to Silver Spring Breezeway	Briggs Chaney Rd	[Tech Rd] <u>Cherry Hill Rd</u>	Sidepath	Fairland/Colesville	[1.7] <u>0.5</u>
City of Rockville to Wheaton Breezeway	[Montrose Pkwy] <u>Glorus Pl</u>	College View Dr	Separated Bike Lanes / Sidepath	Kensington/Wheaton	[2.3] <u>0.7</u>
[Clarksburg to City of Gaithersburg Breezeway]	[Little Seneca Pkwy]	[Dorsey Mill Rd]	[Sidepath]	[Clarksburg]	[0.9]
[Connecticut Ave (West Side)]	[Laird Pl]	[Newdale Rd]	[Sidepath]	[Chevy Chase Lake Master Plan]	[0.1]
[Connecticut Ave]	[Manor Rd]	[Chevy Chase Lake Dr]	[Separated Bike Lanes]	[Chevy Chase Lake Master Plan]	[0.2]
[Falls Rd]	[Dunster Rd]	[River Rd]	[Sidepath (East Side)]	[Potomac]	[3.6]
[Little Seneca Pkwy (North Side)]	[Observation Dr Ext]	[Frederick Rd]	[Sidepath]	[Clarksburg]	[0.3]

Page 190: Change the number of long-term bicycle parking spaces as the Silver Spring Library from “20” to “40”.

Page 192: Revise the “Prioritization of Bicycle-Supportive Programs” table as follows:

PROGRAM	[TARGET]<u>RECOMMENDED TIMEFRAME</u>
1.9 Bicycle Pedestrian Priority Areas	[Immediately] <u>Short Term</u>

2.1 Bikeways Program – Minor Projects	[Immediately] <u>Short Term</u>
2.2 Roadway and Bikeway Related Maintenance	[Three years after plan approval] <u>Medium Term</u>
2.3 Snow Removal / Wind / Rain Storms	[Three years after plan approval] <u>Medium Term</u>
2.4 Resurfacing: Primary/Arterial AND Sidewalk & Curb Replacement	[Three years after plan approval] <u>Medium Term</u>
3.1 BikeMontgomery Outreach Program	[Three years after plan approval] <u>Medium Term</u>
3.2 Bicycle Master Plan Monitoring Report	Ongoing
3.3 Neighborhood Greenway Program	[Immediately] <u>Short Term</u>
3.4 Bicycle Parking Program	[Two years after plan approval] <u>Short Term</u>
3.5 Public School Bicycle Education	[Three years after plan approval] <u>Medium Term</u>
3.6 Bicycle Facility Education	[Immediately] <u>Short Term</u>
3.7 Bicycle Count Program	[One year after plan approval] <u>Short Term</u>
3.8 Countywide Wayfinding Plan	[Three years after plan approval] <u>Medium Term</u>

Pages 193-194: Revise the “Prioritization of Bicycle-Supportive Laws, Regulations and Policies” table as follows:

LAW, REGULATION AND POLICY	[TARGET COMPLETION]<u>RECOMMENDED TIMEFRAME</u>
ROADWAY LAWS AND POLICIES	
2.1 Authorize Lower Posted Speed Limits	Ongoing
2.2 Repeal the Mandatory Use Law	Ongoing
2.3 Conduct a “Rules of the Road” Assessment	[Two years after plan approval] <u>Short Term</u>
2.4 Replace the State’s Marked Bike Lane Policy	Ongoing
2.5 Develop a County Policy on E-Bikes	[Two years after plan approval] <u>Short Term</u>
DESIGN STANDARDS AND PRACTICES	
2.6 Establish Level of Traffic Stress Targets	[One year after plan approval] <u>Short Term</u>
2.7 Update Context Sensitive Road Design Standards	11/1/2019 (Per Vision Zero Action Plan)

2.8 Review all Designed Projects Against Best Practices	[One year after plan approval] <u>Short Term</u>
2.9 Make Separated Bikeways the Preferred Bikeway Facility Type	[One year after plan approval] <u>Short Term</u>
2.10 Extending Separated Bike Lanes Through Intersections	[One year after plan approval] <u>Short Term</u>
2.11 Consolidate Driveways along Master-Planned Bikeways	[Two years after plan approval] <u>Short Term</u>
2.12 Develop a Shared Lane Marking Policy	[Two years after plan approval] <u>Short Term</u>
2.13 Develop Bicycle Parking Standards for County Facilities	[One year after plan approval] <u>Short Term</u>
2.14 Reassess Road Code Urban Area Boundaries	[One year after plan approval] <u>Short Term</u>
2.15 Establish Standards for Trail Crossings at Major Roads	[One year after plan approval] <u>Short Term</u>
MAINTENANCE	
2.16 Develop Protocols for Bicycle Facility Closures and Detours	[Two years after plan approval] <u>Short Term</u>
OTHER	
2.17 School Site Selection	[Two years after plan approval] <u>Short Term</u>
2.18 Enable Traffic Calming and Access Restrictions on Neighborhood Greenways	[Immediately] <u>Short Term</u>
2.19 Update the Zoning Code	[One year after plan approval] <u>Short Term</u>
2.20 Revise the Bicycle to School Policy	[Two years after plan approval] <u>Short Term</u>
2.21 Abandonments	[Two years after plan approval] <u>Short Term</u>
2.22 Loading Zones	[Two years after plan approval] <u>Short Term</u>

Pages 198 – 199: Update the table as follows:

1.1	Percentage of residents who commute by bicycle.	0.75% (2017)	0.75% (2017)	1%	3%	4%	6%	8%	12%
1.2	Bicycling Rates to Transportation Management Districts	Bethesda	0.7%	TBD	TBD	TBD	TBD	TBD	TBD
		Friendship Heights	1.4%	TBD	TBD	TBD	TBD	TBD	TBD
		North Bethesda	1.0%	TBD	TBD	TBD	TBD	TBD	TBD

		Shady Grove	1.5%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
		Silver Spring	1.4%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
		White Oak	N/A	TBD	TBD	TBD	TBD	TBD	TBD	TBD
2.1	Countywide Connectivity		16%	N/A	20%	30%	40%	50%	50%	80%
2.2	Connectivity to Transit Stations	Red Line	10%	15%	20%	35%	55%	60%	65%	80%
		Brunswick Line	14%	25%	30%	35%	60%	60%	65%	80%
		Purple Line	4%	10%	20%	30%	60%	70%	70%	75%
		Corridor Cities Transitway	0%	0%	0%	35%	40%	40%	40%	75%
2.3	Connectivity to Public Schools	Elementary Schools	38%	40%	40%	40%	45%	45%	45%	60%
		Middle Schools	25%	25%	25%	30%	30%	35%	35%	55%
		High Schools	12%	15%	15%	15%	20%	20%	25%	35%
2.4	Connectivity to Public Facilities	Public Libraries	8%	10%	15%	20%	40%	50%	55%	85%
		Recreation Centers	16%	15%	20%	25%	30%	35%	40%	70%
		Recreational and Regional Parks	28%	30%	30%	30%	35%	45%	50%	75%
3.1	Connectivity to Low Income Areas		57%	N/A	70%	80%	85%	85%	85%	85%
4.1	The number of bicycling fatalities and serious injuries per year.		12 (2017)	0 by 2030 (per Vision Zero Action Plan)						

Pages 201 – 228: Delete the section entitled “Outreach”.

Page 232: Revise the Aspen Hill map as follows: 1) Delete the dashed orange line on the west side of Connecticut Ave between Bel Pre Road and Grand Pre Road, and 2) Add the Potomac to Veirs Mill Road Breezeway designation on Montrose Parkway.

Pages 233 – 236: Modify the Aspen Hill table as follows:

NORBECK RD (MD 28) SOUTH BIKEWAY				
Norbeck Rd (MD 28)	Bauer Dr	[Norbeck Rd Access Road]400’ west of Nadine Dr	Separated Bikeway	Sidepath (South Side)
CONNECTICUT AVE (MD 185) WEST BIKEWAY				
Connecticut Ave[(MD 185)]	Grand Pre Rd	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
ADDITIONAL RECOMMENDATIONS				
Bonifant Rd	Layhill Rd (MD 182)	Intercounty Connector Trail	Separated Bikeway	Sidepath [(South Side)](Side TBD)
	[Intercounty Connector Trail]	[Pebblestone Dr]	[Separated Bikeway]	[Sidepath (South Side)]

Page 238: Revise the Bethesda CBD map as follows: 1) Add a dashed orange line on the east side of Wisconsin Ave from Bradley Blvd to Nottingham Dr, and 2) Change color of the Norfolk Avenue bikeway between Rugby Avenue and Woodmont Avenue to red.

Pages 239 – 240: Revise the Bethesda CBD table as follows:

CITY OF ROCKVILLE TO FRIENDSHIP HEIGHTS BREEZEWAY				
Battery La	Bethesda Trolley Trail	[Wisconsin Ave (MD 355)] <u>Woodmont Ave</u>	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Woodmont Ave	Battery La	[Wisconsin Ave (MD 355)] <u>Strathmore Ave</u>	Separated Bikeway	Separated Bike Lanes*
<u>Strathmore St</u>	<u>Woodmont Ave</u>	<u>Bradley Blvd (MD 191)</u>	<u>Shared Road</u>	<u>Priority Shared Lanes</u>
<u>Bradley Blvd</u>	<u>Strathmore St</u>	<u>Wisconsin Ave (MD 355)</u>	<u>Separated Bikeway</u>	<u>Separated Bike Lanes (Two-Way, East Side)</u>

<u>CAPITAL CRESCENT TRAIL TO BRADLEY LA NEIGHBORHOOD GREENWAY</u>				
<u>46th St</u>	<u>Elm St</u>	<u>Walsh St</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>
<u>Walsh St</u>	<u>46th St</u>	<u>West Ave</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>
<u>West Ave</u>	<u>Walsh St</u>	<u>Bradley La</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>
ADDITIONAL RECOMMENDATIONS				
[<u>46th St</u>]	[<u>Elm St</u>]	[<u>Walsh St</u>]	[<u>Shared Road</u>]	[<u>Neighborhood Greenway</u>]
Battery La	Old Georgetown Rd (MD 187)	[<u>Wisconsin Ave (MD 355)</u>] <u>Bethesda Trolley Trail</u>	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
<u>Battery La</u>	<u>Woodmont Ave</u>	<u>Wisconsin Ave (MD 355)</u>	<u>Separated Bikeway</u>	<u>Separated Bike Lanes (Two-Way, Side TBD)</u>
Bradley Blvd (MD 191)	Fairfax Rd	[<u>Wisconsin Ave (MD 355)</u>] <u>Strathmore St</u>	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
[<u>Strathmore St (MD 547)</u>]	[<u>Woodmont Ave</u>]	[<u>Bradley Blvd (MD 191)</u>]	[<u>Shared Road</u>]	[<u>Priority Shared Lanes</u>]
[<u>Walsh St</u>]	[<u>46th St</u>]	[<u>West Ave</u>]	[<u>Shared Road</u>]	[<u>Neighborhood Greenway</u>]
[<u>West Ave</u>]	[<u>Walsh St</u>]	[<u>Bradley La</u>]	[<u>Shared Road</u>]	[<u>Neighborhood Greenway</u>]
<u>Wisconsin Ave (MD 355)</u>	<u>Bradley Blvd (MD 191)</u>	<u>Nottingham Dr</u>	<u>Separated Bikeway</u>	<u>Sidepath (West Side)</u>
<u>Woodmont Ave</u>	<u>Strathmore St</u>	<u>Wisconsin Ave (MD 355)</u>	<u>Separated Bikeway</u>	<u>Separated Bike Lanes*</u>

Page 242: Revise the Bethesda – Chevy Chase (East) map as follows: 1) Add a dashed red line on McKinley St between Grant St and Old Georgetown Rd, 2) Add a dashed orange line on Old Georgetown Rd from Southwick St to McKinley St, 3) Change the color of the Kensington Pkwy bikeway to orange, and 4) Remove the neighborhood greenway between Connecticut Ave and Brookeville Road in Chevy Chase Section 5.

Pages 243 – 247: Revise the Bethesda-Chevy Chase (East) table as follows:

<u>CAPITAL CRESCENT TRAIL TO BRADLEY LA NEIGHBORHOOD GREENWAY</u>

[Woodbine St]	[Brookeville Rd]	[Beach Dr]	[Shared Road]	[Neighborhood Greenway]
[Woodbine St]	[Glendale Rd]	[Beach Dr]	[Shared Road]	[Neighborhood Greenway]
FERNWOOD – BATTERY LA NEIGHBORHOOD GREENWAY				
<u>Sonoma Rd</u>	<u>Hempstead Ave</u>	<u>Grant St</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>
ADDITIONAL RECOMMENDATIONS				
Brookeville Rd (MD 186)	Woodbine St	[Western Ave] <u>District of Columbia</u>	Shared Road	Priority Shared Lane Markings
<u>Glenbrook Rd</u>	<u>Bradley Blvd (MD 191)</u>	<u>Little Falls Pkwy</u>	<u>Separated Bikeway</u>	<u>Separated Bike Lane (One-Way, Northbound)</u>
<u>McKinley St</u>	<u>Grant St</u>	<u>Old Georgetown Rd (MD 187)</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>
Nevada Ave	East Melrose St	[Western Ave] <u>District of Columbia</u>	Shared Road	Neighborhood Greenway
Old Georgetown Rd (MD 187)	Greentree Rd	[Southwick] <u>McKinley St</u>	Separated Bikeway	Sidepath (West Side)
[Old Georgetown Rd (MD 187)]	[Lincoln St]	[McKinley St]	[Separated Bikeway]	[Sidepath (West Side)]
[Sonoma Rd]	[Hempstead Ave]	[Grant St]	[Shared Road]	[Neighborhood Greenway]
<u>Woodbine St</u>	<u>Brookeville Rd (MD 586)</u>	<u>Beach Dr</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>

Pages 249 – 250: Revise the Bethesda-Chevy Chase (West) table as follows:

ADDITIONAL RECOMMENDATIONS				
Fernwood Rd	I-495	Bradley Blvd (MD 191)	Separated Bikeway	Sidepath [(East Side)](Side TBD)

Page 256: Revise the Clarksburg map as follows: 1) Add a solid blue line on Clarksburg Rd between Gateway Center Dr and Dowitcher Way, and 2) Add a solid blue line on Clarksburg Rd between Gateway Center Dr and Dowitcher Way.

Page 257: Revise the Clarksburg Insert map as follows: 1) Add a solid blue line on Clarksburg Rd between Gateway Center Dr and Dowitcher Way, 2) Add a solid blue line on Clarksburg Rd between Gateway Center Dr and Dowitcher Way, and 3) Modify the bikeways in Black Hills Regional Park to match those in the Clarksburg map.

Pages 258 – 259: Revise the Clarksburg table as follows:

ADDITIONAL RECOMMENDATIONS				
<u>Clarksburg Rd</u>	<u>Gateway Center Dr</u>	<u>Dowitcher Way</u>	<u>Separated Bikeway</u>	<u>Sidepath (East Side) and Conventional Bike Lanes</u>
Clarksburg Rd	[Gateway Center Dr] <u>Dowitcher Way</u>	West Old Baltimore Rd	Separated Bikeway	Sidepath (East Side)
Observation Dr	Stringtown Rd	[Roberts Tavern Dr] <u>Little Seneca Creek</u>	Separated Bikeway	Sidepath [(Both Sides)] <u>Opposite Side from Breezeway</u>

Page 260: Revise the Clarksburg Town Center map as follows: Add existing striped bikeway on Stringtown Rd between Snowden Farm Pkwy and Gateway Center Dr.

Page 261: Revise the Clarksburg Town Center table as follows:

<u>Stringtown Rd</u>	<u>Snowden Farm Pkwy</u>	<u>Frederick Rd (MD 355)</u>	<u>Separated Bikeway</u>	<u>Sidepath (Both Sides)</u>
Stringtown Rd	[Snowden Farm Pkwy] <u>Frederick Rd (MD 355)</u>	Gateway Center Dr	Separated Bikeway <u>and Striped Bikeway</u>	Sidepath (Both Sides) <u>and Conventional Bike Lanes</u>

Page 262: Revise the Cloverly map as follows: 1) Label the Matthew Henson Trail Extension west of Notley Rd, 2) Remove the Breezeway designation from the Matthew Henson Trail Extension, and 3) Add the Breezeway designation to Bonifant Rd and Notley Rd between the Aspen Hill Policy Area boundary and the ICC Trail.

Page 263: Revise the Cloverly table as follows:

ADDITIONAL RECOMMENDATIONS				
Bonifant Rd	[Intercounty Connector	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath ([South Side])(Side TBD)

	(MD 200 Trail] <u>Notley Rd</u>			
Thompson Rd	Rainbow Dr	[Peachtree Rd] <u>Peach Orchard Rd</u>	Separated Bikeway	Sidepath (Side TBD)

Page 265: Revise the Damascus table as follows:

Ridge Rd (MD 27)	Bethesda Church Rd	Oak Dr <u>(North)</u>	Separated Bikeway	Sidepath (East Side)
	Oak Dr <u>(North)</u>	Preakness Dr	Separated Bikeway	Sidepath (East Side)

Pages 267 – 268: Revise the Derwood table as follows:

ADDITIONAL RECOMMENDATIONS				
Redland Rd	Needwood Rd (South)	Needwood Rd (North)	Separated Bikeway[and Bikeable Shoulders]	Sidepath (North Side)
Shady Grove Rd	City of Rockville	Muncaster Mill Rd (MD 115)	Separated Bikeway	Sidepath [(Both Sides)] <u>(North Side)</u>

Page 270: Revise the Fairland-Colesville map as follows: 1) Label the Matthew Henson Trail Extension west of Notley Rd, 2) Remove the Breezeway designation from the Matthew Henson Trail Extension, and 3) Add the Breezeway designation to Notley Rd north of the Intercounty Connector.

Pages 271 – 273: Revise the Fairland-Colesville table as follows:

BURTONSVILLE TO SILVER SPRING BREEZEWAY				
[Tech Rd]	[Columbia Pike (US 29)]	[Old Columbia Pike]	[Separated Bikeway]	[Separated Bike Lanes (One-Way, Both Sides)]
COLESVILLE TO WHITE OAK NEIGHBORHOOD GREENWAY				
<u>Jackson Rd</u>	<u>New Hampshire Ave (MD 650)</u>	<u>Kerwood Rd</u>	<u>Separated Bikeway</u>	<u>Sidepath (North Side)</u>
ADDITIONAL RECOMMENDATIONS				

Jackson Rd	[New Hampshire Ave (MD 650)] <u>Kerwood Rd</u>	Paint Branch Trail	Separated Bikeway	Sidepath (North Side)
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Page 275: Revise the Friendship Heights CBD table as follows:

ADDITIONAL RECOMMENDATIONS				
[Neighborhood Connector]	[Montgomery St]	[Center St]	[Trail]	[Neighborhood Connector]

Page 276: Delete the Gaithersburg City map as the City has its own bicycle master plan.

Pages 277 – 278: Delete the Gaithersburg City table as the City has its own bicycle master plan.

Pages 281 – 282: Revise the Germantown East table as follows:

CLARKSBURG TO CITY OF GAITHERSBURG BREEZEWAY				
<u>Observation Dr</u>	<u>Shakespeare Blvd</u>	<u>Germantown Rd (MD 118)</u>	<u>Separated Bikeway</u>	<u>Sidepath (East Side)</u>
Frederick Rd (MD 355)	Germantown Rd (MD 118)	Great Seneca Creek	Separated Bikeway	Sidepath [(East Side)](<u>West Side</u>)
ADDITIONAL RECOMMENDATIONS				
Frederick Rd (MD 355)	Germantown Rd (MD 118)	Great Seneca Creek	Separated Bikeway	Sidepath [(West Side)](<u>East Side</u>)
<u>Germantown Rd (MD 118)</u>	<u>Observation Dr</u>	<u>Frederick Rd (MD 355)</u>	<u>Separated Bikeway</u>	<u>Sidepath (South Side)</u>
Germantown Rd (MD 118)	[<u>Observation Dr</u>] <u>Frederick Rd (MD 355)</u>	Scenery Dr	Separated Bikeway	Sidepath (Both Sides)
Observation Dr	Shakespeare Blvd	Germantown Rd (MD 118)	Separated Bikeway	Sidepath [(Both Sides)](<u>West Side</u>)
Shakespeare Blvd	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	[<u>Separated Bike Lanes (Two-Way, South Side)</u>] <u>Separated Bike Lanes (Two-Way, North Side)</u> and

				<u>Sidepath (South Side)</u>
	Frederick Rd (MD 355)	Germantown Rd[(MD 118)]	Separated Bikeway	[Separated Bike Lanes (Two-Way, North Side) and Sidepath (South Side)] <u>Separated Bike Lanes (Two-Way, South Side)</u>

Page 284: Revise the Germantown Town Center map as follows: 1) Remove the Breezeway designation from Germantown Rd and Wisteria Dr between Middlebrook Rd and the Germantown West Policy Area, and 2) Add the Breezeway designation to the west side of Middlebrook Rd between Germantown Rd and the Germantown West Policy Area.

Pages 285 – 286: Revise the Germantown Town Center table as follows:

GERMANTOWN TOWN CENTER TO MONTGOMERY COLLEGE BREEZEWAY				
Germantown Rd (MD 118)	[Seneca Meadows Pkwy] <u>Aircraft Dr</u>	[Observation Dr] <u>Seneca Meadows Pkwy</u>	Separated Bikeway	Sidepath (North Side)
GERMANTOWN TO LIFE SCIENCES CENTER BREEZEWAY				
Aircraft Dr	[Crystal Rock Dr] <u>Century Blvd</u>	Germantown Rd (MD 118)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
ADDITIONAL RECOMMENDATIONS				
<u>Aircraft Dr</u>	<u>Crystal Rock Dr</u>	<u>Century Blvd</u>	<u>Separated Bikeway</u>	<u>Separated Bike Lanes (Two-Way, West Side)</u>
Century Blvd	Father Hurley Blvd	Aircraft Dr	Separated Bikeway	[Separated Bike Lanes (Two-Way, West Side)] <u>Sidepath (West Side)</u>
Germantown Rd (MD 118)	Middlebrook Rd	Aircraft Dr	Separated Bikeway	Sidepath [(Both Sides)](<u>South Side</u>)

[Street B-25] <u>New Road</u>	Ridge Rd (MD 27)	Seneca Meadows Pkwy	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
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Page 288: Revise the Germantown West map as follows: add Little Seneca Lake and Lake Churchill.

Pages 289 – 291: Revise the Germantown West table as follows:

[GERMANTOWN TOWN CENTER TO MONTGOMERY COLLEGE BREEZEWAY]				
[Germantown Rd (MD 118)]	[Seneca Meadows Pkwy]	[Observation Dr]	[Separated Bikeway]	[Sidepath (North Side)]
GERMANTOWN TO LIFE SCIENCES CENTER BREEZEWAY				
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	Separated Bike Lanes (<u>Two-Way</u> , East Side)
ADDITIONAL RECOMMENDATIONS				
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	[Separated Bike Lanes (Two-Way, Both Sides)] <u>Sidepath (West Side)</u>
[Germantown (MD 118)]	[Crystal Rock Dr]	[Aircraft Dr]	[Separated Bikeway]	[Sidepath (Both Sides)]
Middlebrook Rd	Crystal Rock Dr	Corridor Cities Transitway	Separated Bikeway	Sidepath [(Both Sides)](<u>West Side</u>)
<u>Middlebrook Rd</u>	<u>Great Seneca Hwy (MD 119)</u>	<u>Corridor Cities Transitway</u>	<u>Separated Bikeway</u>	<u>Sidepath (East Side)</u>

Pages 293 – 294: Revise the Glenmont table as follows:

OLNEY TO GLENMONT BREEZEWAY				
Flack <u>St</u> Trail[Connector]	Flack <u>Connector</u> [St]	[Glenallan Ave]Flack <u>St</u>	Trail	Off-Street Trail
Flack <u>St</u>	[Trail]Flack <u>St</u>	Judson Rd	Shared Road	Neighborhood Greenway
ADDITIONAL RECOMMENDATIONS				

[Trail] <u>Flack Connector</u>	Flack <u>St</u> [Connector]	[Flack St] <u>Georgia Ave (MD 97)</u>	Trail	Off-Street Trail
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Page 297: Revise the Grosvenor table as follows:

GERMANTOWN TO GROSVENOR BREEZEWAY				
Tuckerman La	[Grosvenor Pl] <u>Bethesda Trolley Trail</u>	Rockville Pike (MD 355)	Separated Bikeway	Sidepath (Side TBD)
ADDITIONAL RECOMMENDATIONS				
Grosvenor La	I-270	[Rockville Pike (MD 355)] <u>Beach Dr</u>	Separated Bikeway	Sidepath (Side TBD)
[Tuckerman La]	[Bethesda Trolley Trail]	[Rockville Pike (MD 355)]	[Separated Bikeway]	[Sidepath (Side TBD)]
Tuckerman La	Rockville Pike (MD 355)	Rockville Pike (MD 355)	Separated Bikeway	Separated Bike Lanes [(One-Way, Both Sides)] <u>(Two-Way, West Side)</u>

Page 298: Revise the Kensington-Wheaton map as follows: 1) Remove the Breezeway designation from Randolph Rd west of Veirs Mill Rd, 2) Add a dashed green line showing the Saddlebrook Dr Ext Trail, 3) Add a dashed orange line on Caddington Ave between University Blvd and Forest Knolls Elementary School, and 4) Show the correct designation for the Burtonsville to Silver Spring Breezeway between Columbia Pike and I-495 on the west side of US 29.

Page 299: Revise the Kensington-Wheaton Insert map as follows: Add a dashed orange line on Plyers Mill Road between Summit Ave and Connecticut Ave.

Pages 300 – 306: Revise the Kensington-Wheaton table as follows:

<u>OLNEY TO GLENMONT [TO SILVER SPRING]BREEZEWAY</u>				
<u>GLENMONT TO SILVER SPRING BREEZEWAY[SEE GLENMONT POLICY AREA]</u>				
<u>BURTONSVILLE TO SILVER SPRING BREEZEWAY</u>				
<u>University Blvd (MD 193)</u>	<u>Lexington Dr</u>	<u>Colesville Rd (US 29)</u>	<u>Separated Bikeway</u>	<u>Sidepath (West Side)</u>
<u>VEIRS MILL ROAD TO WHITE OAK BREEZEWAY</u>				

<u>Randolph Rd</u>	<u>Veirs Mill Rd</u>	<u>Denley Rd</u>	<u>Separated Bikeway</u>	<u>Sidepath (North Side)</u>
<u>SEE GLENMONT POLICY AREA</u>				
<u>ADDITIONAL RECOMMENDATIONS</u>				
<u>Arcola Ave</u>	<u>Parker Ave</u>	<u>Grandview Ave</u>	<u>Separated Bikeway</u>	<u>Sidepath (Side TBD)</u>
Arcola Ave	[Parker Ave] <u>Amherst Ave</u>	University Blvd (MD 193)	Separated Bikeway	Sidepath (Side TBD)
Barbara Rd	Havard St	[Randolph Rd] <u>Colie Dr</u>	Separated Bikeway	Sidepath (Side TBD)
Cedar La	Summit Ave	[Elmhirst Pkwy Trail] <u>Rock Creek Trail</u>	Separated Bikeway	[Sidepath (North Side)] <u>Separated Bike Lanes (Two-Way, North Side)</u>
<u>Cedar La</u>	<u>Rock Creek Trail</u>	<u>Elmhirst Pkwy Trail</u>	<u>Separated Bikeway</u>	<u>Sidepath (North Side)</u>
Knowles Ave (MD 547)	Rock Creek Trail	[Connecticut Ave] <u>Summit Ave</u>	Separated Bikeway	Sidepath (West Side)
	[Connecticut Ave] <u>Summit Ave</u>	Armory Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Randolph Rd	Rock Creek	[Denley Rd] <u>Veirs Mill Rd (MD 586)</u>	Separated Bikeway	Sidepath (North Side)
[Rippling Brook Dr]	[Bel Pre Rd]	[Matthew Henson Trail]	[Trail]	[Off-Street Trail]

Page 314: Revise the North Bethesda-Twinbrook map as follows: Add a dashed blue line on Tuckerman La between I-270 and Old Georgetown Rd.

Pages 315 – 318: Revise the North Bethesda-Twinbrook table as follows:

<u>GERMANTOWN TO GROSVENOR BREEZEWAY</u>				
Tuckerman La	I-270	Old Georgetown Rd (MD 187)	<u>Separated Bikeway and Striped Bikeway</u>	[Separated Bike Lanes (One-Way, Both Sides)] <u>Sidepath (Side TBD) and Conventional Bike Lanes</u>

POTOMAC TO VEIRS MILL ROAD BREEZEWAY				
<u>Montrose Pkwy</u>	<u>Railroad Tracks</u>	<u>Rock Creek</u>	<u>Separated Bikeway</u>	<u>Sidepath (North Side)</u>
CITY OF ROCKVILLE TO WHEATON BREEZEWAY				
Veirs Mill Rd (MD 586)	[Twinbrook Pkwy] <u>City of Rockville</u>	Rock Creek Trail	Separated Bikeway	Sidepath [(Both Sides)] (<u>South Side</u>)
ADDITIONAL RECOMMENDATIONS				
Fernwood Rd	Democracy Blvd	I-495	Separated Bikeway	Sidepath [(East Side)](<u>Side TBD</u>)
[Strathmore Trail]	[Strathmore Ave (MD 547)]	[Tuckerman La]	[Trail]	[Off-Street Trail]
[Woodglen Dr]	[Marinelli Rd]	[Edson La]	[Separated Bikeway]	[Separated Bike Lanes (Two-Way, West Side)]

Pages 324 – 326: Revise the Olney table as follows:

ADDITIONAL RECOMMENDATIONS				
Georgia Ave (MD 97)	[Brookeville Rd (MD 186)] <u>Gold Mine Rd</u>	Norbeck Rd (MD 28)	Separated Bikeway	Sidepath (East Side)

Page 328: Revise the Potomac map as follows: 1) Add a dashed aqua line on MacArthur Blvd between Old Angler’s Inn and I-495, 2) Add a dashed green line on the utility corridor from Tuckerman La to Westlake Dr, 3) Add a dashed blue line on Tuckerman La between Falls Rd and I-270, and 4) Add a dashed orange line on Glen Mill Road between Veirs Dr and Valley Dr.

Pages 329 – 330: Revise the Potomac table as follows:

GERMANTOWN TO GROSVENOR BREEZEWAY				
Tuckerman La	Utility Corridor #1	I-270	Separated Bikeway <u>and Striped Bikeway</u>	[Separated Bike Lanes (One-Way, Both Sides)] <u>Sidepath (Side TBD) and</u>

				<u>Conventional Bike Lanes</u>
POTOMAC TO ROCK SPRING BREEZEWAY				
<u>Democracy Blvd</u>	<u>Seven Locks Rd</u>	<u>I-270 Spur</u>	<u>Separated Bikeway</u>	<u>Sidepath (North Side)</u>
ADDITIONAL RECOMMENDATIONS				
[Democracy Blvd]	[Seven Locks Rd]	[I-270 Spur]	[Separated Bikeway]	[Sidepath (North Side)]
Seven Locks Rd	City of Rockville	[Bradley Blvd (MD 191)] <u>River Rd (MD 190)</u>	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
	[Bradley Blvd (MD 191)] <u>River Rd (MD 190)</u>	I-495	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Tuckerman La	Falls Rd	Utility Corridor #1	Separated Bikeway <u>and Striped Bikeway</u>	[Separated Bike Lanes (One-Way, Both Sides)] <u>Sidepath (Side TBD) and Conventional Bike Lanes</u>
<u>Utility Corridor #1</u>	<u>Tuckerman La</u>	<u>Westlake Dr</u>	<u>Trail</u>	<u>Off-Street Trail</u>

Pages 333 – 334: Revise the R&D Village table as follows:

GERMANTOWN TO LIFE SCIENCES CENTER BREEZEWAY				
Key West Ave (MD 28)	Great Seneca Hwy (MD 119)	City of Rockville	Separated Bikeway	Separated Bike Lanes (<u>Two-way, North Side</u>)
LIFE SCIENCES CENTER LOOP				
Omega Dr	[Research Blvd] <u>City of Gaithersburg</u>	Key West Ave (MD 28)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
ADDITIONAL RECOMMENDATIONS				
Broschart Rd	Key West Ave (MD 28)	[Darnestown Rd]	Separated Bikeway	Separated Bike Lanes (Two-

		<u>Medical Center Dr</u>		Way, Both Sides)
Decovely Dr	Great Seneca Hwy (MD 119)	City of Gaithersburg	Separated Bikeway	Separated Bike Lanes [(Two-Way, Both Sides)](<u>Two-Way, North Side</u>)
Great Seneca Hwy (MD 119)	Sam Eig Hwy	[Darnestown Rd (MD 28)] <u>Key West Ave (MD 28)</u>	Separated Bikeway	Sidepath [(Both Sides)](<u>West Side</u>)
<u>Great Seneca Hwy</u>	<u>Key West Ave (MD 28)</u>	<u>Darnestown Rd</u>	<u>Separated Bikeway</u>	<u>Sidepath (Both Sides)</u>

Page 336: Revise the Rural East (East) map as follows: Add the Breezeway designation to Muncaster Mill Rd and Needwood Rd between Rock Creek and the Intercounty Connector Trail.

Page 337 – 338: Revise the Rural East (East) table as follows:

INTERCOUNTY CONNECTOR TRAIL BREEZEWAY				
Intercounty Connector (MD 200)	Needwood Rd	North Branch Rock Creek	[Separated Bikeway] <u>Trail</u>	[Sidepath (South Side)] <u>Off-Street Trail</u>
ADDITIONAL RECOMMENDATIONS				
Needwood Rd	Beach Dr	[Muncaster Mill Rd (MD 115)] <u>Intercounty Connector Trail</u>	Separated Bikeway	Sidepath (South Side)
[Old Columbia Pike]	[Columbia Pike (US 29)]	[Dustin Rd]	[Separated Bikeway]	[Sidepath (West Side)]
	[Dustin Rd]	[Utility Corridor #2]	[Separated Bikeway]	[Sidepath (East Side)]

Page 341: Revise the Rural East (West) table as follows:

Ridge Rd (MD 27)	[Howard] <u>Frederick County</u>	Howard County	Bikeable Shoulders	Bikeable Shoulders
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Page 342: Revise the Rural West map as follows: 1) Add a dashed aqua line on Darnestown Rd between Seneca Rd and Utility Corridor #1, 2) Show the Germantown to Burtonsville Breezeway between Utility Corridor #1 and the Germantown West Policy Area, and 3) add a dashed orange line on Glen Rd between Piney Meetinghouse Rd and Watts Branch.

Pages 343 – 344: Revise the Rural West table as follows:

Darnestown Rd (MD 28)	Seneca Rd	Utility Corridor #1	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
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Page 347: Revise the Shady Grove Metro Station table as follows:

[City of Rockville] Shady Grove Rd	City of Rockville	[MD 200 Ramp] Shady Grove Access Rd	Separated Bikeway	Sidepath (South Side)
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Pages 349 – 350: Revise the Silver Spring CBD table as follows:

METROPOLITAN BRANCH TRAIL BREEZEWAY				
Metropolitan Branch Trail	Silver Spring Transit Center	Silver Spring – Takoma Park (East) Policy Area	Trail	Off-Street Trail
GLENMONT TO SILVER SPRING BREEZEWAY				
Fenton St	Cameron St	[Wayne Ave (MD 594-A)] Ellsworth Dr	Separated Bikeway	Separated Bike Lanes
ADDITIONAL RECOMMENDATIONS				
Fenton St	[Wayne Ave (MD 594-A)] Ellsworth Dr	King St	Separated Bikeway	Separated Bike Lanes

Page 352: Revise the Silver Spring-Takoma Park (East) map as follows: 1) Remove note #2 and replace “Aveune” with “Avenue”, 2) Add a dashed orange line on Dale Drive between Colesville Road and Piney Branch Road, 3) Show the City Hall Parking Lot Trail as a dashed green line, 4) Remove the priority shared lane markings from Tulip Ave, 5) Extend the Carroll Ave priority shared lane markings to the District of Columbia, 6) Change the Carroll Ave bikeway from dashed red to dashed blue between Ethan Allen Ave and Tulip Ave, and 7) Change the Grant Ave bikeway from dashed blue to dashed red between Hancock Ave and Carroll Ave.

Pages 353 – 356: Revise the Silver Spring-Takoma Park (East) table as follows:

BURTONSVILLE TO SILVER SPRING BREEZEWAY				
<u>I-495 Bridge</u>	<u>I-495</u>	<u>Fairway Ave</u>	<u>Trail</u>	<u>Off-Street Trail</u>
<u>Worth Ave</u>	<u>Franklin Ave</u>	<u>Sligo Creek Trail</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>
<u>Hamilton Ave</u>	<u>Sligo Creek Pkwy</u>	<u>Franklin Ave</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>
ADDITIONAL RECOMMENDATIONS				
[<u>I-495 Bridge</u>]	[<u>I-495</u>]	[<u>Fairway Ave</u>]	[<u>Trail</u>]	[<u>Off-Street Trail</u>]
Carroll Ave (MD 195)	[<u>University Blvd (MD 193)</u> <u>Merrimac Dr</u>]	Long Branch Pkwy	Striped Bikeway	Conventional Bike Lanes
[<u>Cedar St</u>]	[<u>Ellsworth Dr</u>]	[<u>Wayne Ave (MD 594-A)</u>]	[<u>Separated Bikeway</u>]	[<u>Separated Bike Lanes (One-Way, Both Sides)</u>]
<u>Dale Dr</u>	<u>Colesville Rd</u>	<u>Piney Branch Rd</u>	<u>Separated Bikeway</u>	<u>Sidepath (Side TBD)</u>
Franklin Ave	[<u>Worth Ave</u>] <u>Caroline Ave</u>	University Blvd (MD 193)	Separated Bikeway	Sidepath (South Side)
[<u>Hamilton Ave</u>]	[<u>Sligo Creek Pkwy</u>]	[<u>Franklin Ave</u>]	[<u>Shared Road</u>]	[<u>Neighborhood Greenway</u>]
[<u>Spring St</u>]	[<u>Colesville Rd (US 29)</u>]	[<u>Ellsworth Dr</u>]	[<u>Separated Bikeway</u>]	[<u>Separated Bike Lanes (One-Way, Both Sides)</u>]
[<u>Worth Ave</u>]	[<u>Franklin Ave</u>]	[<u>Sligo Creek Trail</u>]	[<u>Shared Road</u>]	[<u>Neighborhood Greenway</u>]

Page 358: Revise the Silver Spring-Takoma Park (West) map as follows: 1) Remove note #2, and 2) Add dashed orange line on Dale Drive between Woodland Drive and Colesville Road.

Pages 359 – 361: Revise the Silver Spring-Takoma Park (West) table as follows:

ADDITIONAL RECOMMENDATIONS				
[<u>Dale Dr</u>] <u>Columbia Blvd</u>	Georgia Ave (MD 97)	Woodland Dr	Separated Bikeway	Separated Bike Lanes [(One-Way, Both Sides)] (Side TBD)

<u>Dale Dr</u>	<u>Woodland Dr</u>	<u>Colesville Rd</u>	<u>Separated Bikeway</u>	<u>Sidepath (Side TBD)</u>
Rock Creek Trail	Rock Creek	[<u>Western Ave</u>] <u>District of Columbia</u>	Trail	Stream Valley Park Trail

Page 363: Revise the Takoma-Langley table as follows:

ADDITIONAL RECOMMENDATIONS				
Sligo Creek Trail	Glengarry Pl	[<u>Prince George's County</u>] <u>New Hampshire Ave (MD 650)</u>	Trail	Stream Valley Park Trail[s]

Page 364: Revise the Wheaton CBD map as follows: Change the color of the trail connecting Upton Dr to Kensington Blvd from red to green.

Pages 365 – 366: Revise the Wheaton CBD table as follows:

University Blvd (MD 193)	Valley View Ave	[<u>Amherst Ave</u>] <u>Veirs Mill Rd (MD 586)</u>	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
	<u>Veirs Mill Rd (MD 586)</u>	<u>Amherst Ave</u>	<u>Separated Bikeway</u>	<u>Separated Bike Lanes (Two-Way, South Side)</u>
	[<u>Amherst Ave</u>]	[<u>Dayton St</u>]	[<u>Separated Bikeway</u>]	[<u>Sidepath (East Side)</u>]

Pages 369 – 370: Revise the White Flint table as follows:

[VEIRS MILL ROAD TO WHITE OAK BREEZEWAY]				
[<u>Randolph Rd</u>]	[<u>Montrose Pkwy</u>]	[<u>Railroad Tracks</u>]	[<u>Separated Bikeway</u>]	[<u>Sidepath (South Side)</u>]

Page 373 – 374: Revise the White Oak table as follows:

BURTONSVILLE TO SILVER SPRING BREEZEWAY				
Prosperity Dr	Cherry Hill Rd	Tech Rd	Separated Bikeway	Sidepath [(<u>West Side</u>)](<u>East Side</u>)
Lockwood Dr	[<u>New Hampshire Ave (MD 650)</u>]	Columbia Pike (US 29)	Separated Bikeway	Sidepath (East Side)

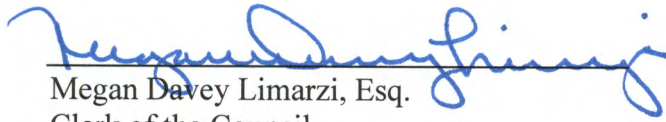
	<u>Old Columbia Pike</u>			
ADDITIONAL RECOMMENDATIONS				
Lockwood Dr	White Oak Park Drwy	[New Hampshire Ave (MD 650)] <u>Old Columbia Pike</u>	Separated Bikeway	Sidepath (East Side)
Michelson Rd	New Hampshire Ave (MD 650)	Perimeter Rd	[Separated Bikeway] <u>Trail</u>	[Sidepath (Side TBD)] <u>Off-Street Trail</u>
<u>Naglee Rd</u>	<u>Rodney Rd</u>	<u>New Hampshire Ave</u>	<u>Shared Road</u>	<u>Neighborhood Greenway</u>
<u>Rodney – Royal Rd Connector</u>	<u>Rodney Rd</u>	<u>Royal Rd</u>	<u>Trail</u>	<u>Off-Street Trail</u>

Page 376: Add a section entitled “Volunteers” and include “Jon Morrison” as a volunteer.

General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft. The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft. Throughout the Plan, change “Planning Board Draft” to “Approved and Adopted” and update the date of the plan to reflect the date of adoption by the Maryland National Capital Park and Planning Commission.

This is a correct copy of Council action.


Megan Davey Limarzi, Esq.
Clerk of the Council