



THE MONTGOMERY COUNTY BICYCLE MASTER PLAN

APPROVED AND ADOPTED | DECEMBER 2018

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Contact

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MontgomeryPlanning.Org/BikePlan

Cover Photos

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Abstract

The Bicycle Master Plan contains the text and supporting maps and tables for a comprehensive amendment to the 1978 Master Plan of Bikeways, 2005 Countywide Bikeways Functional Master Plan and all bikeway recommendations in past functional plans, area master plans and sector plans, bringing Montgomery County in line with leading practices in bicycle planning. The plan is a key element in Montgomery County's Vision Zero Two-Year Action Plan to eliminate traffic-related fatalities and serious injuries.

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.

A new classification system is proposed in the plan to evaluate cycling routes based on their level of separation from traffic. A new concept, the Breezeway Network, is recommended to create a high-capacity system of arterial bikeways between major activity centers. This network allows faster bicyclists to travel with less delay and is one in which all users – including slower moving bicyclists and pedestrians – can safely and comfortably coexist.

Long-term bicycle parking stations are recommended at all Metrorail Red Line and many MARC Brunswick Line, future Purple Line and Corridor Cities Transitway stations to encourage bicycling to transit.

In addition, this plan recommends capital, educational and outreach programs, and a legal and policy framework to encourage bicycling.

Source of copies

The Maryland-National Capital Park and Planning Commission 8787 Georgia Avenue Silver Spring, MD 20910

Online at montgomeryplanning.org/bikeplan

EXECUTIVE SUMMARY

- The Bicycle Master Plan is a **comprehensive overhaul** of the 1978 Master Plan of Bikeways, 2005 Countywide Bikeways Functional Master Plan and all bikeway recommendations in past functional plans, area master plans and sector plans, bringing Montgomery County in line with leading practices in bicycle planning.
- To create a world-class bicycling community, this plan focuses on **four key goals**: 1) increasing bicycling rates in Montgomery County, 2) creating a highly-connected, convenient and low-stress bicycling network, 3) providing equal access to low-stress bicycling for all members of the community, and 4) improving the safety of bicycling.
- This plan recommends a framework for establishing a **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.
- A new bikeway classification system is proposed to organize bikeways based on their level of separation from traffic. The system ranges from trails, which are fully separated from traffic, to shared roads, where it is appropriate for bicycles and automobiles to share the same space.
- 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 1,125-mile network of bikeways includes 585 miles of sidepaths, 174 miles of trails, 130 miles of bike-able shoulders, 95 miles of separated bike lanes and 49 miles of neighborhood greenways. More than one-quarter of this network currently exists.
- 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, 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 50 percent.
- A new concept, the **Breezeway Network**, is recommended as a high-capacity network of arterial bikeways between major activity centers, enabling bicyclists to travel with fewer delays, and where all users including slower moving bicyclists and pedestrians can safely and comfortably coexist.

EXECUTIVE SUMMARY

- To complement the low-stress bicycling network, the plan recommends abundant and secure bicycle parking. These facilities include bicycle parking stations at all Metrorail Red Line stations and at the higher demand MARC, future Purple Line and Corridor Cities Transitway (CCT) stations. The plan also includes guidelines for short-term and long-term bicycle parking at commercial and multi-family residential developments.
- The innovative **Bicycle Facility Design Toolkit** is included to guide planners and designers on building high-quality bikeways and intersections.
- A strategic, thoughtful and effective **outreach program** was executed for the plan with traditional and new ways to engage with the community. This outreach included a stress-reducing coloring book to educate the public about bicycle facility types, a bicycling photo contest to collect real-world examples of bicycling in Montgomery County and multiple online maps for crowdsourced feedback and documenting of bicycling conditions.
- To encourage bicycling, the plan recommends bicycle-supportive programs and a legal and policy framework.
- The plan creates a **two-step approach to implementing** networks of **separated bike lanes** in urban areas of the county. In the first step, the county constructs low-cost separated bike lanes through retrofits to existing roads. Over time, these bikeways are upgraded as part of development approvals and county facility planning studies. These permanent designs will incorporate more aesthetically pleasing treatments and stormwater management, and increase the capacity of the bikeways.
- The plan creates a new approach to understanding **potential bicycle demand** by converting the regional travel demand model to a potential demand model for bicycling. This analysis was a primary factor in prioritizing bikeway recommendations.
- A **biennial monitoring report** will track progress in implementing the Bicycle Master Plan's vision. The report sets goals, objectives, metrics and targets that enable transparency and accountability in plan implementation.
- The plan is a key element in Montgomery County's Vision Zero Action Plan to eliminate traffic-related fatalities and serious injuries by 2030.

CERTIFICATION OF APPROVAL AND ADOPTION

BICYCLE MASTER PLAN

This Comprehensive Amendment to the Approved and Adopted 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 has been approved by the Montgomery County Council, sitting as the District Council, by Resolution Number 18-1339 on November 27, 2018, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution Number 18-34 on December 19, 2018, after duly advertised public hearings pursuant to the Land Use Article -Division II, of the Annotated Code of Maryland.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION Casey Anderson Elizabeth M. Hewlett Vice Chair Chair

Joseph Zimmerman Secretary-Treasurer



MCPB NO. 18-114 M-NCPPC NO. 18-34

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Article of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on January 25, 2018 on the Public Hearing Draft Bicycle Master Plan, being also an amendment to 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 Within 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; and

APPROVED AS TO LEGAL SUFFICIENCY M-NCPPC LEGAL DEPARTMENT

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on May 3, 2018, approved the Planning Board Draft Bicycle Master Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on July 10, 2018, wherein testimony was received concerning the Planning Board Draft Bicycle Master Plan; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Bicycle Master Plan and forwarded those recommendations and an analysis to the District Council on September 12, 2018; and

WHEREAS, the District Council, on November 27, 2018 approved the Planning Board Draft Bicycle Master Plan subject to the modifications and revisions set forth in Resolution No. 18-1339; and

WHEREAS, the Montgomery County Planning Board, on December 6, 2018, recommended that The Maryland-National Capital Park and Planning Commission adopt the Bicycle Master Plan as approved by the District Council.

NOW, THEREFORE BE IT RESOLVED, that, in accordance with Section 21-103 of the Maryland Land Use Article, The Maryland-National Capital Park and Planning Commission does hereby adopt the said Bicycle Master Plan, together with the Master Plan of Highways and Transitways within Montgomery County, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within 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, as amended; the Aspen Hill Master Plan, as amended; the Bethesda Downtown Sector Plan, as amended; the Bethesda-Chevy Chase Master Plan, as amended; the Boyds Master Plan, as amended; the Burtonsville Commercial Crossroads Neighborhood Plan, as amended; the Capitol View and Vicinity Sector Plan, as amended; the Chevy Chase Lake Sector Plan, as amended; the Clarksburg Master Plan and Hyattstown Special Study Area, as amended; the Cloverly Master Plan, as amended; the Countywide Bikeways Functional Master Plan, as amended; the Countywide Transit Corridors Functional Master Plan, as amended; the Damascus Master Plan, as amended; the East Silver Spring Master Plan, as amended; the Fairland Master Plan, as amended; the Forest Glen Sector Plan, as amended; the Four Corners Master Plan, as amended; the Friendship Heights Sector Plan, as amended; the Gaithersburg and Vicinity Master Plan, as amended; the Germantown Employment Area Sector Plan, as amended; the Germantown Master Plan, as amended; the Glenmont Sector Plan, as amended; the Great Seneca Science Corridor Master Plan, as amended; the Greater Lyttonsville Sector Plan, as amended; the Grosvenor Sector Plan, as amended; the Grosvenor/Strathmore Metro Area Minor Master Plan, as amended; the Intercounty Connector Limited Functional Master Plan Amendment: Bikeways and Interchanges, as amended; the Kemp Mill Master Plan, as amended; the Kensington Sector Plan, as amended; the Town of Kensington and Vicinity Sector Plan, as amended; the Kensington/Wheaton Master Plan, as amended; the Long Branch Sector Plan, as amended; the Master Plan of Bikeways, as

amended; the Montgomery Village Master Plan, as amended; the North and West Silver Spring Master Plan, as amended; the North Bethesda/Garrett Park Master Plan, as amended; the Olney Master Plan, as amended; the Potomac Subregion Master Plan, as amended; the Rock Spring Master Plan, as amended; the Sandy Spring/Ashton Master Plan, as amended; the Sandy Spring Rural Village Plan, as amended; the Shady Grove Sector Plan, as amended; the Silver Spring CBD Sector Plan, as amended; the Takoma/Langley Crossroads Sector Plan, as amended; the Takoma Park Master Plan, as amended; the Twinbrook Sector Plan, as amended; the Upper Rock Creek Master Plan, as amended; the Westbard Sector Plan, as amended; the Wheaton CBD Sector Plan, as amended; the White Flint Sector Plan, as amended; the White Flint 2 Sector Plan, as amended; the White Oak Master Plan, as amended; and the White Oak Science Gateway Master Plan, as amended; and as approved by the District Council in the attached Resolution No.18-1339; and

BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of Resolution 18-114 adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Fani-González, seconded by Commissioner Cichy, with Chair Anderson and Commissioners Fani-González and Cichy voting in favor, and Vice Chair Dreyfuss and Commissioner Patterson absent at its regular meeting held on Thursday, December 6, 2018, in Silver Spring, Maryland.

Casey Anterson, Chair Montgomery County Planning Board

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of Resolution No. 18-34 adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Fani-Gonzalez, seconded by Commissioner Cichy, with Chair Anderson, Vice-Chair Hewlett, Commissioners Bailey, Cichy, Dreyfuss, Doerner, Fani-Gonzalez, Geraldo and Patterson voting in favor of the motion, with Commissioner Washington being absent, at the meeting held on Wednesday, December 19, 2018 at the Montgomery Regional Office Auditorium in Silver Spring, Maryland.

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Anju A. Bennett Acting Executive Director



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Photo: City of Calgary Bike Program

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INTRO

The Bicycle Master Plan sets the stage for a cultural shift, encouraging people of all ages and bicycling abilities to meet their daily needs by bicycle. Cycling to work, stores, schools and transit or going for a leisurely ride on the weekend will be so embedded in our way of life that bicycling will be considered a mainstream mode of transportation.

The Bicycle Master Plan paves the way for safe, comfortable and accessible bicycling throughout Montgomery County. Appropriate bikeways are recommended in response to the amount of stress that traffic creates on each road. On busy roads, bicyclists will have dedicated space separated from traffic. On residential streets, they will be able to comfortably share the road. Between activity centers, people will be able to travel comfortably and efficiently on a "breezeway network," where faster moving bicyclists are able to travel with fewer delays, and where all users – including slower moving bicyclists and pedestrians – can safely and comfortably coexist. In rural areas of the County, a network of bikeable shoulders is recommended for recreational bicyclists who prefer to ride on the road.

Investing in bicycling is highly desirable for Montgomery County as it is a healthful, environmentally-friendly and cost-effective mode of transportation that will help the county achieve its climate change goals, be an amenity for achieving a higher quality of life and a tool for economic development. With targeted investments, it is realistic to expect that much of the daily travel in Montgomery County can be made by bicycle, since half of all trips in the county are 3.5 miles or shorter, about a 20 to 25-minute bike ride for most people. Creating this world-class bicycling community requires a commitment on many levels. Leading bicycling communities have integrated bicycle planning and implementation into their decision-making processes, established innovative bicycle facility design guidelines and made steady investments in bicycling infrastructure, block by block and curb by curb, to build their networks. In some ways, many of these communities have integrated bicycling so deeply into their transportation planning processes that a separate bicycle master plan is superfluous.

But there are significant obstacles to overcome. Foremost is a culture that has prioritized automobile travel over walking and bicycling, and mobility over safety for much of the past 70 years. Montgomery County has a road network where about 75 percent of the street mileage is comfortable for most people to bicycle on. But these streets largely represent "islands of connectivity" that are separated by arterial roads and environmental features, such that only about 16 percent of potential bicycling trips can be made on a comfortable bicycling network today. An ideal plan vision reflects the unique priorities of its communities and sets goals that are served by clear and coherent strategies. The Bicycle Master Plan vision will be achieved through a robust network of low-stress bikeways and bicycle parking that prioritizes bicycling as a mode of travel for people of all ages and bicycling abilities. And it establishes policies and programs that integrate bicycling into decision-making at all levels.

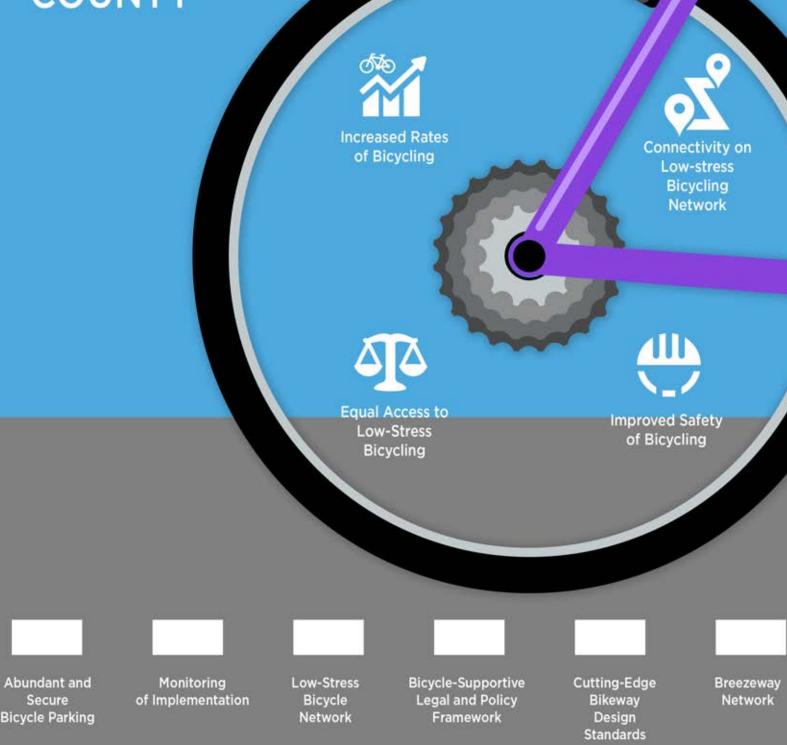
The ultimate impact of a well-made plan is dependent on the degree to which it is implemented. The Montgomery County Bicycle Master Plan is the starting point for achieving this vision. It is up to the elected officials, department heads, staff, advocacy groups and committed citizens to make this plan a reality.

It's time to connect neighborhoods, protect bike lanes and treat bicycling with the same thoughtfulness and skill applied to roads and intersections for motor vehicles. Everyone deserves the opportunity for safe, convenient and direct ways of traveling by bicycle. This master plan advances that vision by taking bicycle planning to the next level.

Not only is biking to work vastly healthier and cheaper than the alternative of cars or public transportation, but it also has far-reaching effects that extend past the individual level. People who cycle to work will relieve increasing healthcare costs. Less cars on the road means less traffic, less pollution and, most importantly, a more productive community for employers.

> JIM YOUNG, VICE PRESIDENT OF CORPORATE FACILITIES AND REAL ESTATE, MARRIOTT INTERNATIONAL

HOW TO BUILD A WORLD-CLASS BICYCLING COMMUNITY IN MONTGOMERY COUNTY





Community residents participate in a group bike ride. Photo: Lynn Ho.

INTRO



MASTER PLAN PURPOSE

The Bicycle Master Plan sets forth a vision for Montgomery County as a world-class bicycling community, where people in all areas of the county have access to a comfortable, safe and connected bicycle network, and where bicycling is a viable transportation option that improves the quality of life.

The plan focuses on increasing bicycling among what surveys consistently reveal as a majority of the public who would like to bicycle more but are concerned for their safety. These people are less tolerant of riding close to traffic and require physical separation from the road to be comfortable riding on wider and faster streets. They represent about 50 percent of the population and, therefore, present the greatest opportunity to increase bicycling in Montgomery County.

MASTER PLAN FRAMEWORK

The Bicycle Master Plan is organized into four sections. These sections are described below.

DEFINING THE VISION

Imagines a future that provides access to a comfortable, safe and connected bicycle network, and expresses that vision through the goals and objectives of the plan.

ACHIEVING THE VISION

Presents specific actions that the government, property owners, stakeholders and the public can take to fulfill the vision. These actions include establishing bicycling-supportive infrastructure, programs and policies needed to make the vision a reality.

IMPLEMENTING THE VISION

Explains how bicycling will be incorporated in all aspects of decision-making. Developing design standards to ensure high-quality bikeway design, leveraging public and private projects to incorporate the proposed bicycling network, and establishing funding mechanisms are some of the ways of implementing the recommendations in this plan.



Sets up an ongoing monitoring program to track how well the vision of the plan is fulfilled by regularly assessing progress in reaching the targets for each metric in the plan. This monitoring program supports the implementation of the plan by providing an ongoing assessment of how effective Montgomery County is in creating the bicycle environment envisioned in the plan.

BICYCLE PARKING OBJECTIVES PROGRAMS POLICIES METRICS

ACHIEVING THE VISION

ACHIEVING

THE VISION

BIKEWAYS

IMPLEMENTING THE VISION MONITORING THE VISION

BIKEWAYS

IMPLEMENTING

THE VISION

FUNDING

DESIGN STANDARDS

IMPLEMENTATION

PRIORITIZATION

DEFINING THE VISION

DEFINING

THE VISION

GOALS

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TARGETS \sim

> MONITORING THE VISION

> > **EVALUATE OBJECTIVES**

SUMMARIZE NEW BIKEWAYS AND BICYCLE PARKING

SUMMARIZE CHANGES TO COUNTY LAWS/REGULATIONS/POLICIES & PROGRAMS

FINANCIAL CONTRIBUTIONS BY DEVELOPERS

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DEFINING THE VISION

The Bicycle Master Plan begins by envisioning a future where all residents have access to a comfortable, safe and connected bicycle network, and expressing that vision through the goals and objectives of this plan.

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 components of the Bicycle Master Plan vision are clear and measurable.

BIKEWAYS



DATA COLLECTION The **vision statement** paints a clear picture of what the plan is intended to achieve. It is further explained through goals that identify the conditions needed to achieve the vision statement.

Goals are broad conditions that must be met to achieve the plan's vision. They are general and brief, and can always be improved. Goals do not prejudge a solution, but rather articulate the conditions that might lead to a particular solution. Each goal is described by one or more objectives that indicate the steps that need to be taken to advance that goal. Goals are only as effective as the objectives that shape them.

Objectives are specific conditions that must be met to advance a goal. They are achievable, measurable and time-specific. Objectives are effective when they show a meaningful change among different scenarios. They do not prejudge a solution, but rather articulate the conditions that might lead to a particular solution. Objectives are more likely to be assessed when they are carefully defined, avoid subjective interpretation and do not require substantial new data collection.

Metrics are the standards of measurement applied to objectives. They determine the data needed to assess how well the objectives are being met.

Targets are specific numbers in the objectives that are to be achieved.

Data Collection is the gathering of specific information required to assess each metric. It indicates the source of the data and whether the data is currently available, could be available with modifications to existing survey instruments or needs to be collected through a new survey.

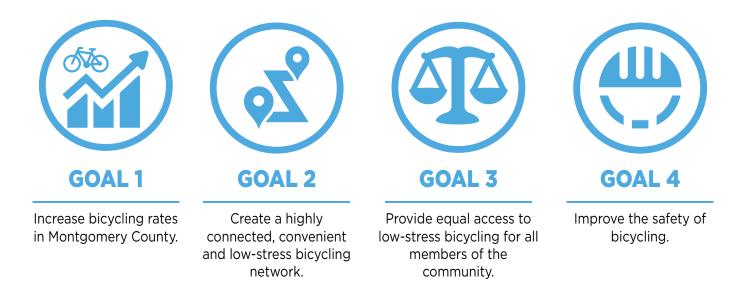
THE VISION

Montgomery County will become a world-class bicycling community. Everyone in Montgomery County will be able to travel by bicycle on a comfortable, safe and connected bicycle network. Bicycling will become a viable transportation option and will elevate the quality of life in the county.



GOALS, OBJECTIVES, METRICS AND TARGETS

The vision is defined by four goals.







GOAL 1 INCREASE BICYCLING RATES IN MONTGOMERY COUNTY

The most important measure of success for the Bicycle Master Plan is the extent to which the amount of bicycling increases in Montgomery County. Goal 1 evaluates how bicycling increases over time among different groups of people, destinations and trip types. Success in advancing this goal is largely driven by success in advancing the other three goals of the plan and, therefore, the recommendations for bikeways, bicycle parking, policies and programs.

OBJECTIVE

8 percent of commuter trips by Montgomery County residents will be by bicycle, up from 0.8 percent in 2017.

METRIC

Percentage of residents who commute by bicycle.

DATA REQUIREMENT (SOURCE)

• Method of transportation that people use for the longest distance segment of their trip to work (American Community Survey).

Note: A county-led data collection effort may be needed if the American Community Survey fails to meet the data needs of this objective.

1.2 OBJECTIVE

The percentage of people who commute by bicycle to a Montgomery County Transportation Management District (TMD) will be:

- TBD percent in the Silver Spring TMD.
- TBD percent in the Bethesda TMD.
- TBD percent in the Friendship Heights TMD.
- TBD percent in the North Bethesda TMD.
- TBD percent in the Greater Shady Grove TMD.
- TBD percent in the White Oak TMD.

METRIC

Percentage of commuters who bicycle to a Transportation Management District.

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.

OBJECTIVE

The percentage of people who access a transit station by bicycle during the AM peak period will be:

- 10 percent for Red Line stations, up from 1.5 percent in 2016.
- TBD percent for Brunswick Line stations, up from TBD percent in 2016.
- TBD percent for Purple Line stations.
- TBD percent for Corridor Cities Transitway stations.

METRIC

Percentage of transit boardings during the AM peak period where the transportation mode of access is bicycle for the Metro Red Line, MARC Brunswick Line, Purple Line and Corridor Cities Transitway.

DATA REQUIREMENT (SOURCE)

• Number of boardings at each Red Line, Brunswick Line, Purple Line and Corridor Cities Transitway station by mode of transportation.

OBJECTIVE

The percentage of public school students who bicycle to school will be:

- TBD percent for elementary schools.
- TBD percent for middle schools.
- TBD percent for high schools.

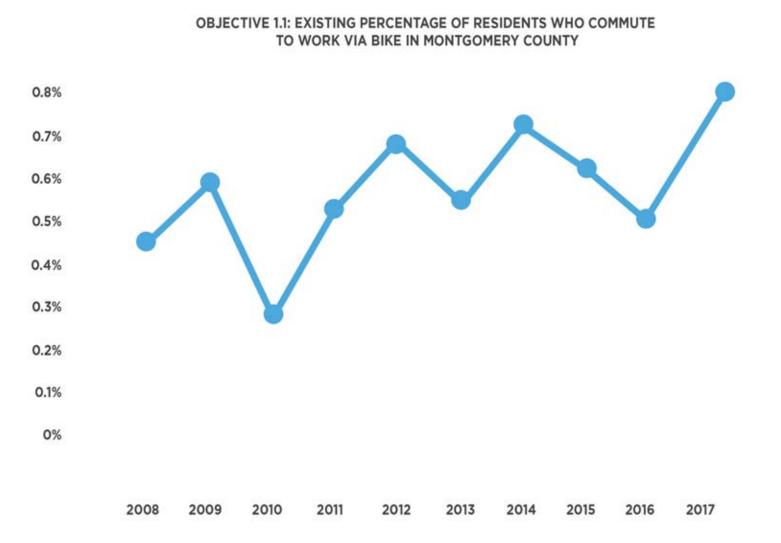
METRIC

Percentage of public school students who bicycle to elementary, middle and high schools.

DATA REQUIREMENT (SOURCE)

• The number of elementary, middle and high school students who bicycle to schools (requires new survey conducted by Montgomery County Public Schools).

Note: Montgomery County Public Schools does not yet collect data on bicycling to school. Targets for this objective can be established once the baseline data is available. DEFINING THE VISION



Source: American Community Survey, Means of Transportation to Work (1-Year Estimates)

While bicycling represents only a small share of the trips to work by Montgomery County residents, it is growing. With the emergence of a robust bicycling network connecting people to jobs and transit, this number will continue to increase.

Level of Traffic Stress in Downtown Silver Spring

Montgomery County Planning Department Bicycle Stress Map



Recs Co

GOAL 2 CREATE A HIGHLY CONNECTED, CONVENIENT AND LOW-STRESS BICYCLING NETWORK

Bicycling can become a mainstream mode of transportation in Montgomery County if a low-stress network is developed that enables people to travel by bicycle to the places they want to go. While about 75 percent¹ of the roads in the county are already low-stress, they are often surrounded by high speed and high volume roads or difficult intersections, effectively creating islands of connectivity. Where feasible, reductions in traffic lanes and speeds can link these islands; where infeasible, bicycle infrastructure, such as sidepaths, separated bike lanes and conventional bike lanes, are needed to connect the network.

Simply providing a comfortable bicycling network is insufficient if people do not have a secure place to leave their bicycles when they get to their destinations. This goal also considers bicycle parking at major destinations, such as transit stations, commercial areas and public facilities, including schools, libraries and recreation centers.

¹ Based on a Level of Traffic Stress evaluation of all roads where it is legal to bicycle in Montgomery County.

2.1 OBJECTIVE

50 percent of potential bicycle trips will be able to be made on a low-stress bicycling network.

METRIC

Percentage of potential bicycle trips able to be made on a low-stress bicycling network.

DATA REQUIREMENT (SOURCE)

- Level of Traffic Stress Network (M-NCPPC).
- Regional Travel Demand Model Trip table (M-NCP-PC).
- Bicycle trip length decay function (MWCOG Household Travel Survey).
- Location of dwelling units (M-NCPPC).

Note: See Appendix D for a description of Level of Traffic Stress.

2.2 OBJECTIVE

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 lowstress bicycling network, will be:

- 65 percent for Red Line stations, up from 10 percent in 2018.
- 65 percent for Brunswick Line stations, up from 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.

METRIC

Percentage of dwelling units within 2 miles of each Red Line, Brunswick Line, Purple Line and Corridor Cities Transitway station that are connected to the transit station on a low-stress bicycling network.

DATA REQUIREMENT (SOURCE)

- Level of Traffic Stress Network (M-NCPPC).
- Location of existing and planned Metrorail, MARC and Purple Line stations (M-NCPPC).
- Location of dwelling units (M-NCPPC).

Note: Analysis evaluates connectivity based on a "network" distance of two-miles from the transit station.

2.3

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:

OBJECTIVE

- 60 percent for elementary schools, up from 38 percent in 2018.
- 55 percent for middle schools, up from 25 percent in 2018.
- 35 percent for high schools, up from 12 percent in 2018.

METRIC

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 schools on a very low-stress bicycling network.

DATA REQUIREMENT (SOURCE)

- Level of Traffic Stress Network (M-NCPPC).
- Location of Montgomery County public schools (M-NCPPC).
- School service areas (M-NCPPC).
- Location of dwelling units (M-NCPPC).

Note: Analysis evaluates connectivity based on an "as the crow files" distance of from each school, as that is how Montgomery County Public Schools determines their busing zones.

2.4 OBJECTIVE

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:

- 55 percent for public libraries, up from 8 percent in 2018.
- 40 percent for recreation centers, up from 16 percent in 2018.
- 50 percent for regional / recreational parks, up from 28 percent in 2018.

METRIC

Percentage of dwelling units within 2 miles of public libraries, recreation centers and regional / recreational parks that are connected to the public facility on a low-stress bicycling network.

DATA REQUIREMENT (SOURCE)

- Level of Traffic Stress Network (M-NCPPC).
- Location of public libraries (M-NCPPC).
- Location of recreation centers (M-NCPPC).
- Location of regional and recreational parks (M-NCPPC).
- Location of dwelling units (M-NCPPC).

Note: Analysis evaluates connectivity based on a "network" distance of two-miles from the public facility.

OBJECTIVE

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.

METRIC

Number of rail stations in Montgomery County with a bicycle parking station.

DATA REQUIREMENT (SOURCE)

• Location of bicycling parking stations (M-NCPPC).



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.*

METRIC

Percentage of Montgomery County public schools that have at least one short-term bicycle parking space for every 20 students of planned capacity, with bicycle parking styles that are acceptable per established guidelines, such as the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines, 2nd Edition.*

DATA REQUIREMENT (SOURCE)

- Number of bike racks at each Montgomery County public school (RackSpotter, www.rackspotter.com).
- Planned capacity at each Montgomery County public school (MCPS).

2.7

OBJECTIVE

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.

METRIC

Percentage of blocks in 19 bicycle pedestrian priority areas that have the number of short-term bicycle parking spaces required by the current zoning code.

DATA REQUIREMENT (SOURCE)

- Number and locations of bike racks in Montgomery County (RackSpotter, www.rackspotter.com).
- Short-term bicycle parking requirements by zoning category (Montgomery County Planning Department).
- Existing land use in commercial areas (Montgomery County Planning Department).

2.8 OBJECTIVE

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.*

METRIC

Percentage of Montgomery County public libraries and recreation centers with at least one short-term bicycle parking space per 8,000 square feet of floor area, with bicycle parking styles that are acceptable per established guidelines, such as the Association of Pedestrian and Bicycle Professionals' *Bicycle Parking Guidelines, 2nd Edition*.

DATA REQUIREMENT (SOURCE)

- Number and locations of bike racks in Montgomery County (RackSpotter, www.rackspotter.com).
- Number and location of libraries and recreation centers (M-NCPPC).
- Square feet of floor area per library and recreation center (Montgomery County Department of General Services).







GOAL 3 PROVIDE EQUAL ACCESS TO LOW-STRESS BICYCLING FOR ALL MEMBERS OF THE COMMUNITY

Equal access to low-stress bicycling for all members of the community, including people with incomes below the average median income for Montgomery County, is a critical aspect of a world-class bicycling network. 3.1

OBJECTIVE

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.

METRIC

Ratio of potential 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 compared to the rest of the county.

DATA REQUIREMENT (SOURCE)

- Level of Traffic Stress Network (M-NCPPC).
- Regional Travel Demand Model Trip table (M-NCPPC).
- Bicycle trip length decay function (MWCOG Household Travel Survey).
- Location of dwelling units (M-NCPPC).
- Census tracts where the median income is below 60 percent of the county average median income (US Census).

CAUTION WATCH FOR BICYCLISTS



GOAL 4 IMPROVE THE SAFETY OF BICYCLING

The intent of this goal is to make bicycling safe by eliminating serious injuries and fatalities. While safety can be improved by taking active measures to reduce travel speeds and providing separation from traffic, this goal will be evaluated by reactive metrics based on crash reports.



By 2030, eliminate bicycling fatalities and serious injuries, per the Two-Year Vision Zero Action Plan.

METRIC

The number of bicycling fatalities and serious injuries per year.

DATA REQUIREMENT (SOURCE)

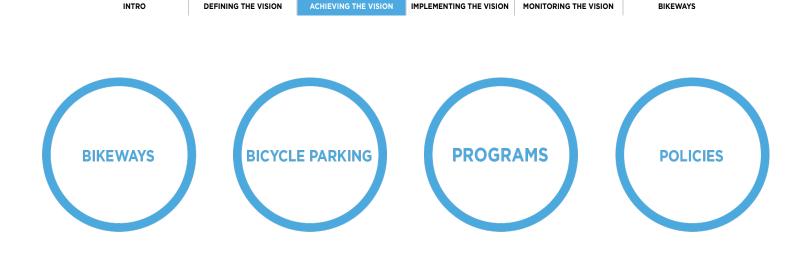
• Bicycle crash reports (Montgomery County CountyStat).

Photo: Toole Design Group

X SIM

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. Recommendations 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.

INTRO

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.

BIKEWAYS

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. GOTTLIEB. CHIEF OPERATING OFFICER. LERNER ENTERPRISES

BIKEWAYS

Although many trips are short enough to be made by bicycle, most are made by private motor vehicles². One barrier to bicycling is what is known as "traffic stress."³ 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 levels⁴. Those who tolerate a high level of traffic stress are comfortable bicycling on most streets, including major highways. These so-called "strong and fear-less" 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 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. About 37 percent of the population is not interested in bicycling for various reasons.

THE FOUR TYPES OF TRANSPORTATION CYCLISTS⁵



STRONG & FEARLESS

Very comfortable on non-residential streets without bike lanes.

5%

ENTHUSED & CONFIDENT

Very comfortable on non-residential streets with bike lanes.



INTERESTED BUT CONCERNED

Less than very comfortable on non-residential streets with or without bike lanes.



NO WAY, NO HOW

Everyone else.

 $\frac{2}{2}$ 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: Mineta 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.
- ⁴ Jennifer Dill and Nathan McNeil, "Revisiting the Four Types of Cyclists: Findings from a National Survey," Transportation Research Record: Journal of the Transportation Re-_ search Board, Volume 2587, 2017.
- 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.

A low-stress bicycling network will increase both perceived and actual safety. When a separated bike lane is constructed in an urban environment, most people will perceive that they are safer bicycling in the bike lane, because it is separated from traffic. Perceived safety increases actual safety when it attracts greater bicycling. Due to the "safety in greater numbers" effect, motorists become more vigilant as they become conditioned to look for 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.

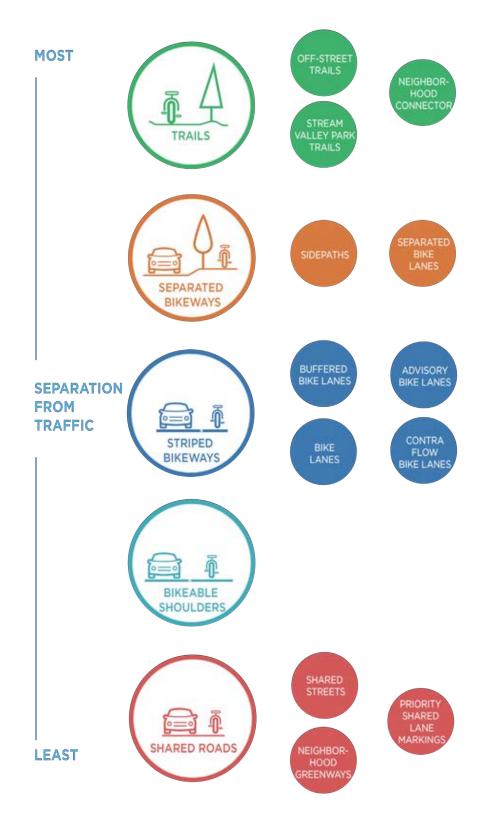
Moreover, before taking away existing shoulders or parking lanes, road designers and future planners should be cognizant that cyclists often ride in these spaces, even if they are not specifically identified as bikeways in this plan.

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.







OFF-STREET

TRAILS

Trails

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.

STREAM

VALLEY PARK

TRAILS

NEIGHBOR

HOOD

ONNECTO

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.

ONTGOMERY

COUNTY

MASTER PLAN | APPROVED AND ADOPTED | DECEMBER 2018

Photo: Capital Crescent Trail



Off-Street Trails



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

- 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.

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



Neighborhood Connectors



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

Photo: Kenneth Woodard Best Commuter Picture Bicycle Master Plan Photo Contest IMPLEMENTING THE VISION MONITORING THE VISIO

DEFINING THE VISION

INTRO



SIDEPATHS SEPARATED BIKE BIKE BIKE BIKE LANES

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.

TYPICAL APPLICATION TRAFFIC LANES POSTED SPEED 30 LIMIT **3+ LANES 30 MPH OR** FASTER TRAFFIC **ON-STREET** 6,000+ Ρ **VEHICLES** TURNOVER PER DAY FREQUENT **BIKE LANE** DESIGNATED AS TRUCK •=c LIKELY TO **OR BUS** BE ROUTE FREQUENT

1-

Separated bike lanes on Woodglen Drive, North Bethesda

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Sidepaths



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.

- 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 128 to 138.

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.

- 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



30

Ρ



WHERE A SEPARATED BIKEWAY IS INFEASIBLE OR UNDESIRABLE

Bike Lanes on Battery Lane, Bethesda

IN X-WALKS

SUSSEX_HOUSE

SNOW

10 10 1

S.



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

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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.

- 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.



Contra-Flow Bike Lanes



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

Benefits

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

Typical Application

- See 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

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Shared Roads

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



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.



Neighborhood Greenways



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.

- 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



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 lowstress bikeway.

Typical Application

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

Photo: Scott Wilets Best Recreation Picture Bicycle Master Plan Photo Contest ACHIEVING THE VISION

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-ofthe-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.



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

Ave

1

*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

BIKEWAYS



Visualization of cycle superhighway in London, England (London Cycling Design Standards, 2014)

Five Types of Breezeways:

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

Breezeway 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-byside 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.





Minneapolis' Midtown Greenway delineates separate spaces for bicyclists and pedestrians.

• 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.

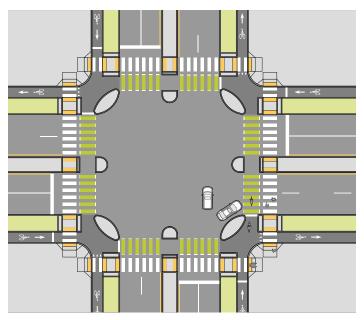
Treatments to facilitate these crossings may include:

- 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 Freeways: 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 freeways 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.



A protected intersection. Source: Toole Design Group



Rock Creek Trail Bridge over Veirs Mill Road near the City of Rockville

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.

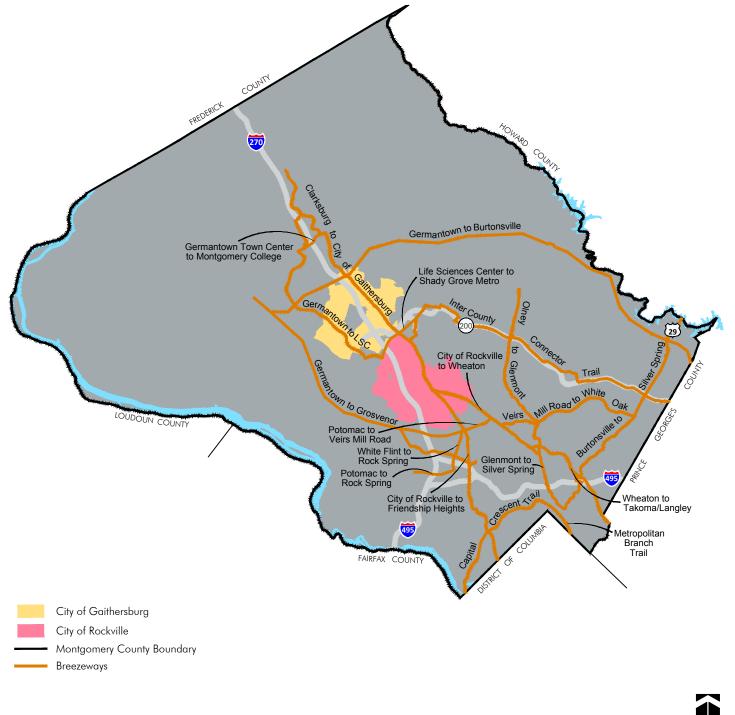
Policy Guidance

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 repaying 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

Nineteen 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.



25,000 ft

Breezeway Corridors

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

*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-ofway 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 the District of Columbia 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 Georgia Avenue on the south side of the Veirs Mill 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 Stringtown Road 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 Town Center to Montgomery College

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

Germantown to Burtonsville

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:

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 Middlebrook Road to the City of Rockville 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.

Intercounty Connector Trail

The Intercounty Connector Trail Breezeway connects Shady Grove to Prince George's County. It largely consists of a trail that parallels the Intercounty Connector, but includes sidepaths in locations where the trail diverts from the highway. Major infrastructure projects include:

- New crossing of MD 200.
- New bridge over Northwest Branch.
- New bridge over Paint Branch.
- New crossing of US 29.

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

Life Sciences Center to Shady Grove Metro

The Life Sciences Center to Shady Grove Breezeway connects Key West Avenue to the Shady Grove Access Road and consists of a sidepath.

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.

Olney to Glenmont

The Olney to Glenmont Breezeway runs along the state highway between Olney-Laytonsville Road in Olney and the Glenmont Metrorail Station. It consists of trails, twoway separated bike lanes, sidepaths and neighborhood greenways on the west side of Georgia Avenue, extending along parallel streets where the detour is minimal. Major infrastructure projects include:

- Crossing at the Georgia Avenue-Randolph Road interchange.
- Crossing at the planned Norbeck Road interchange.

Potomac to Rock Spring

The Potomac to Rock Spring Breezeway connects Seven Locks Road to Old Georgetown Road 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 Columbia Pike, 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 Veirs Mill Road to Prince George's County 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 Montrose Parkway to Democracy Blvd and consists of separated bike lanes and sidepaths.

Photo: Lynn Ho Best Family Picture Bicycle Master Plan Photo Contest

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 203. 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. While the full bikeway network is extensive and unlikely to be constructed within the life of this plan, such a large network is recommended so that opportunities to implement the bikeway recommendations are not lost when unforeseen circumstances arise. A prioritized list of bikeways is included in the prioritization section of this plan.

Overall, the Bicycle Master Plan recommends 1,125 miles of bikeways, of which slightly more than one-quarter currently exist. The largest category of bikeways comprises sidepaths (585 miles), followed by trails (174 miles), bikeable shoulders (130 miles), separated bike lanes (95 miles) and neighborhood greenways (49 miles). As previously discussed, the network in the plan lays out a set of options to achieve the goals of connectiving people and destinations by bicycle.

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 legal⁷ 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.

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)

FACILITY TYPE	BIKEWAY TYPE	EXISTING	PROPOSED	TOTAL
	Off-Street Trails	97	77	174
Trails	Stream Valley Park Trails	28	1	29
	Neighborhood Connectors	11	3	14
Concernant Dillourous	Sidepaths	122	463	585
Separated Bikeways	Separated Bike Lanes	3	93	95
	Buffered Bike Lanes	0	7	7
Chain of Dilucurus	Conventional Bike Lanes	10	21	31
Striped Bikeways	Advisory Bike Lanes	0	0	0
	Contra-Flow Bike Lanes	0	5	5
Bikeable Shoulders	Bikeable Shoulders	10	120	130
	Shared Streets	0	1	1
Shared Roads	Neighborhod Greenways	0	49	49
	Priority Shared Lane Markings	0	5	5
Total		281	844	1,125

See detailed bikeway recommendations on page 203 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.

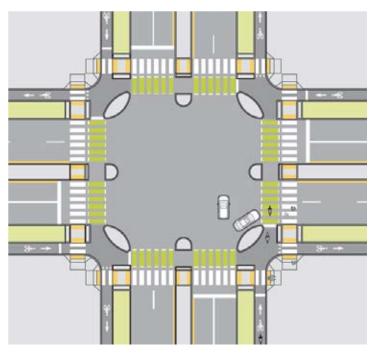
Floating Transit Island

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.



A protected intersection with one-way separated bike lanes.

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 midblock 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.

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.

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

STREET	FROM LOCATION	TO LOCATION	MINIMUM RIGHT-OF- WAY (FEET)	
Aspen Hill Rd	Georgia Ave	Connecticut Ave	90	
Blackwell Rd	Darnestown Rd	Great Seneca Hwy	80	
Century Blvd	Dorsey Mill Rd	Aircraft Dr	136	
Cherry Hill Rd	Columbia Pike (US 29) Prince George's County Line		90	
Connecticut Ave	Georgia Ave	Bel Pre Rd	90	
East Ave	Upton Dr University Blvd (MD 193)		60	
Leland St	Wisconsin Ave 46th St		70	
Summit Ave	Knowles Ave	Plyers Mill Rd	80	
Summit Ave Ext	Plyers Mill Rd	Farragut Ave	80	



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 longterm bicycle parking.

TYPE OF BIKE PARKING	TRIP PURPOSE	DESTINATION	PROVIDER	
		Office	Private/Government	
	Work	Retail	Private/Government	
		Transit	Government	
Long-Term	School	Public Schools	Government	
	School	Private Schools	Government	
	Home	Multi-Family	Private	
		Single-Family	Private (within dwelling units)	
	Shopping	Retail	Private/Government	
Short-Term		Libraries	Government	
	Entertainment	Recreation Centers	Government	
		Parks	Government	
		Commercial	Private/Government	

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.

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.

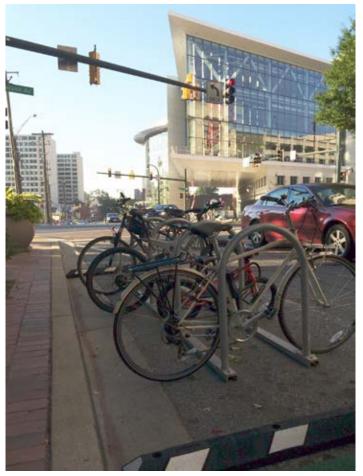
One of the many advantages of bicycle parking is that it takes less space than parking for cars. Up to 10 bicycles can fit securely in the same space that is needed to park one automobile.

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 106, 117 and 120.

> ROUGHLY 10 BICYCLE PARKING SPACES CAN OCCUPY THE SAME SPACE AS PARKING FOR ONE AUTOMOBILE

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Bike corrals can fit 10 bicycles in 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 room with stacked bike racks

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

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 longterm 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 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. Shortterm 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.

	LONG-TERM (MIN)		SHORT-TERM (MIN)			
STATION	# OF SPACES	SQUARE FEET	# OF SPACES	SQUARE FEET	RECOMMENDED LOCATION	
Barnesville	0	0	10	200	Station parking lot.	
Bethesda (North)	100	1,100	50	1,200	WMATA property at Wisconsin Ave level and at bus loop level.	
Bethesda (South)	330	3,600	130	3,100	Within the Apex Building site and adjacent to the Capital Crescent Trail.	
Boyds	20	200	10	200	Station parking lot.	
Connecticut Avenue	20	200	10	200	Gas station site on east side of Connecticut Ave adjacent to Purple Line station.	
Dale Drive	0	0	10	200	Adjacent to station.	
DANAC	0	0	20	500	Adjacent to station.	
Dickerson	0	0	10	200	Station parking lot.	
Forest Glen	300	3,200	100	2,400	Redevelopment of WMATA surface parking lot.	
Friendship Heights	200	2,200	50	1,200	Redevelopment of 2 Wisconsin Cir (ultimate); Wisconsin Cir retail (interim).	
Germantown (MARC)	30	300	10	200	Station parking lot.	
Glenmont	400	4,300	150	3,600	Both sides of the station on WMATA property.	
Grosvenor	350	3,800	100	2,400	Redevelopment of WMATA parking lot.	
Kensington	30	300	10	200	Station parking lot.	

	LONG-TERM		SHORT-TERM			
STATION	# OF SPACES	SQUARE FEET	# OF SPACES	SQUARE FEET	RECOMMENDED LOCATION	
Long Branch	30	300	10	200	Redevelopment of Giant Shopping Center site.	
LSC Belward	80	900	20	500	Belward Farm site.	
LSC Central	60	600	20	500	Hospital site.	
LSC West	90	1,000	10	200	PSTA redevelopment site.	
Lyttonsville	50	500	10	200	On MTA property along Brookeville Rd, adjacent to proposed pedestrian bridge.	
Manchester Place	0	0	10	200	Station parking lot.	
Medical Center	200	2,200	50	1,200	Station entrance.	
Piney Branch Road	10	100	10	200	Redevelopment of northeast corner of University Blvd and Piney Branch Rd.	
Shady Grove	330	3,600	110	2,600	Both sides of the station on WMATA property.	
Silver Spring	600	6,500	170	4,100	Beneath Purple Line tracks or station or within WMATA joint development site.	
Silver Spring Library	40	400	10	200	At the Silver Spring Library or Wayne Ave garage.	
Takoma / Langley	20	200	10	200	Redevelopment of shopping center on west side of University Blvd.	
Washington Grove	10	100	10	200	Station parking lot.	
Wheaton	400	4,300	100	2,400	Adjacent to the bus loop or as part of redevelopment of the bus loop site.	
White Flint (Metrorail)	250	2,700	50	1,200	WMATA property adjacent to existing or proposed station en- trance.	
White Flint (MARC)	20	200	10	200	Station entrance.	
Woodside	20	200	10	200	Redevelopment of shopping center site.	
TOTAL	3,990	43,000	1,290	30,300		

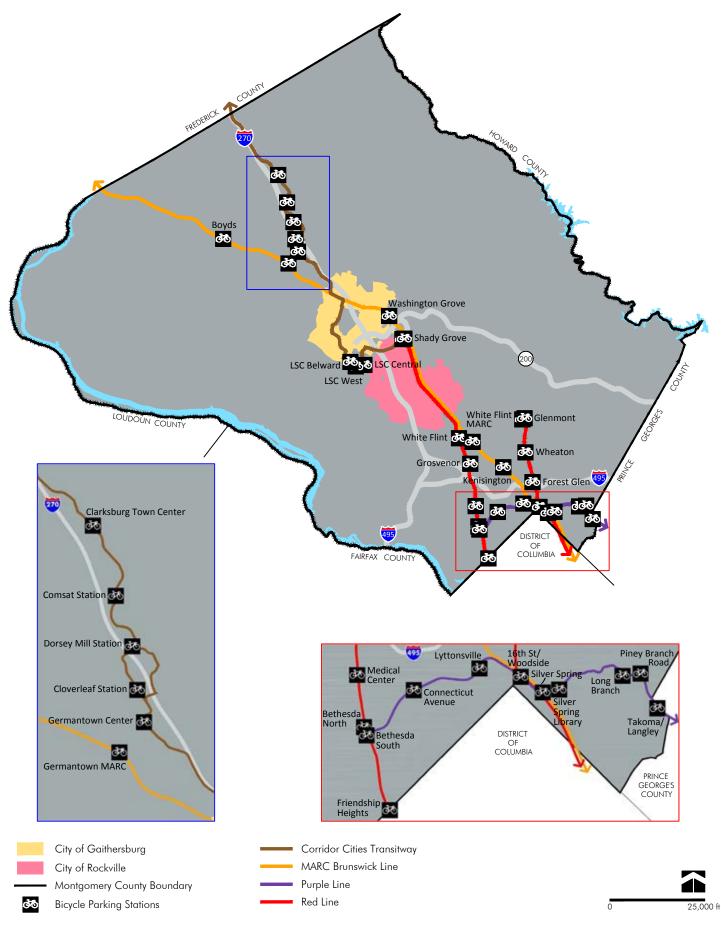
Notes:

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.

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.

Long-Term Bicycle Parking Stations







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:





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.

PROGRAMS	GOAL 1: INCREASE BICYCLING RATES	GOAL 2: LOW- STRESS CONNECTIVITY	GOAL 3: EQUITY	GOAL 4: SAFETY
EXISTING PROGRAMS				
1.1 Facility Planning - Transportation	x	x		х
1.2 Stand-Alone Capital Projects	x	x		х
1.3 Bikeshare	x		х	
1.4 Montgomery County Bicycle Action Group	x	x		х

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PROGRAMS	GOAL 1: INCREASE BICYCLING RATES	GOAL 2: LOW- STRESS CONNECTIVITY	GOAL 3: EQUITY	GOAL 4: SAFETY			
EXISTING PROGRAMS (CONTINUED)							
1.5 Safe Routes to School	х	х		x			
1.6 Transportation Improvements for Schools	х	х		x			
1.7 Neighborhood Traffic Calming Program	х	х		x			
1.8 Pedestrian Safety Program	х	х		x			
1.9 Bicycle and Pedestrian Priority Areas Program	х	х		x			
1.10 Additional MCDOT Programs	х	х		x			
1.11 Non-MCDOT Programs	х	х		x			
1.12 Pedestrian Bicycle Traffic Safety Advisory Committee	х	х	х	x			
RECOMMENDED EXPANDED PROGRAMS							
2.1 Bikeways Program - Minor Projects	х	х		x			
2.2 Roadway and Bikeway Related Maintenance	х			x			
2.3 Snow Removal / Wind / Rain Storms	х			x			
2.4 Resurfacing: Primary/Arterial AND Sidewalk & Curb Replacement	x	х		x			
RECOMMENDED NEW PROGRAMS							
3.1 BikeMontgomery Outreach Program	х		x				
3.2 Bicycle Master Plan Monitoring Report	x	х	x	x			
3.3 Neighborhood Greenway Program	х	х		x			
3.4 Bicycle Parking Program	х	х					
3.5 Public School Bicycle Education	Х			x			
3.6 Bicycle Facility Education	Х			x			
3.7 Bicycle Count Program	Х			x			
3.8 Countywide Wayfinding Plan	х	х					

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 and 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 and 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 to be substantially completed in the near term and are focused on substantially implementing networks of separated bike lanes in 11 of the county's Bicycle and 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). 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 46 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 bikeways. 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 repaying 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 11 Bicycle and 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. 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 substandard 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

BIKEWAYS



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 bikeways. Among other benefits, this program would create public service announcements, provide information and conduct onsite trainings so that all roadways 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



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 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.

PROGRAMS	GOAL 1: INCREASE BICYCLING RATES	GOAL 2: LOW- STRESS CONNECTIVITY	GOAL 3: EQUITY	GOAL 4: SAFETY		
EXISTING LEGAL AND POLICY FRAMEWORK						
1.1 Vision Zero				x		
1.2 Road Code Urban Areas	x	x		x		
1.3 Local Land Use Laws	x	x				
RECOMMENDED LAWS, REGULATIONS AND POLICIES						
Roadway Laws and Policies						
2.1 Authorize Lower Posted Speed Limits	x	x		x		
2.2 Repeal the Mandatory Use Law				x		
2.3 Conduct a "Rules of the Road" Assessment				x		
2.4 Replace the State's Marked Bike Lane Policy	x			x		
2.5 Develop a County Policy on E-Bikes	x			x		
2.6 Establish Level of Traffic Stress Targets	x			x		
2.7 Update Context Sensitive Road Design Stan- dards	x	x		x		
2.8 Compare all Designed Projects to Best Prac- tices	x	x		x		
2.9 Make Separated Bikeways the Preferred Bike- way Facility	X	x		x		
2.10 Extending Separated Bike Lanes Through Intersections	X	x		x		
2.11 Consolidate Driveways along Master-Planned Bikeways		х		x		

PROGRAMS	GOAL 1: INCREASE BICYCLING RATES	GOAL 2: LOW- STRESS CONNECTIVITY	GOAL 3: EQUITY	GOAL 4: SAFETY
2.12 Develop a Shared Lane Marking Policy	х			х
2.13 Develop Bicycle Parking Standards for County Facilities	Х	x		
2.14 Reassess Road Code Urban Area Boundaries	x			х
2.15 Develop Standards for Trail Crossings at Major Roads	х			х
Maintenance				
2.16 Develop Protocols for Bicycle Facility Clo- sures and Detours	х			х
Other				
2.17 School Site Selection	x	x		x
2.18 Enable Traffic Calming and Access Restrictions on Neighborhood Greenways	x	x		х
2.19 Update the Zoning Code		x		
2.20 Revise the Bicycle to School Policy	Х			х
2.21 Abandonments	Х	x		
2.22 Loading Zones	x	x		x

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

BIKEWAYS

1.2 Urban Road Code Areas S All

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 policy⁸ 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 bikeways 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

⁸ Bicycle Policy & Design Guidelines, Maryland State Highway Administration, January 2015.

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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

BIKEWAYS

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

BIKEWAYS

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 such 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

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IMPLEMENTING THE VISION

Developing a plan for a world-class bicycling community is the starting point. Taking the vision of the Bicycle Master Plan to reality will require a transformation in how Montgomery County incorporates bicycling into all aspects of its decision-making. The five main components of the implementation strategy are to:

- 1. Encourage a strong bicycling community.
- 2. Establish a task force to oversee implementation of the Bicycle Master Plan.
- 3. Develop small area infrastructure plans that serve as a bridge between the master plan and its implementation in areas of the county with significant development potential.
- 4. Upgrade design standards to reflect best practices.
- 5. Update mechanisms for implementation, bringing together public and private entities to create a high-quality bicycling network.
- 6. Prioritize the recommendations of the Bicycle Master Plan.

ENCOURAGING A STRONG BICYCLING COMMUNITY

Creating a world-class bicycling community requires more than building a bicycling network. The network needs to be promoted and supported by a vibrant bicycling culture. A world-class bicycle plan reaches beyond infrastructure to address programmatic elements and foster a culture of bicycling.

Montgomery County can help by establishing a BikeMontgomery Outreach Program, described on page 105 of this plan. Indicators of a healthy bicycling culture can include high profile public events, popular and festive group rides, places with a reputation as a bicycling destinations or simply a common acceptance among most people that bicycling is a normal, practical and useful mode of transportation.







The Washington Area Bicyclist Association's Celebrate the Silver Spring Circle! in 2017 was supported in part by the Montgomery County Planning Department and Department of Transportation.

ESTABLISHING A BICYCLE MASTER PLAN IMPLEMENTATION TASK FORCE

Upon approval of the Bicycle Master Plan, the Planning Board will establish a Bicycle Master Plan Implementation Task Force to guide implementation of the recommendations in the plan. This staff-level task force will include representatives of the Montgomery County Department of Transportation (Director's Office, Traffic Engineering, Transportation Engineering), Maryland State Highway Administration, Planning Department (Development Review, Bicycle Planning), Department of Parks, Department of General Services, Department of Permitting Services, CountyStat, Maryland Transit Administration and Washington Metropolitan Area Transit Authority. This task force will meet regularly to discuss ways to encourage bicycling and facilitate implementation of the Bicycle Master Plan. It will be chaired by the Montgomery County Planning Department and will report annually to the Montgomery County Council about the progress of the plan.

SMALL AREA INFRASTRUCTURE PLANS

The Bicycle Master Plan offers a high-level vision for a network of low-stress bikeways and bicycle storage facilities that will make Montgomery County a premier location for bicycle-based transportation and recreation. Although this plan provides many recommendations intended to accomplish this vision, it recognizes that a countywide planning effort cannot anticipate the site-specific complexities associated with each recommendation, including potential impacts on private property, traffic flow and environmental resources.

To facilitate the implementation of this plan's recommendations, the Montgomery County Department of Transportation and Montgomery County Planning Department will collaborate to create a series of small area infrastructure plans for areas of the county with high development potential. These communities include, but are not limited to, downtown Bethesda, downtown Silver Spring, Germantown, the Life Sciences Center, Rock Spring, Twinbrook, Wheaton central business district, White Flint and White Flint 2. It is anticipated that the cost of these studies will be recouped through greater construction of the bikeway network by developers as the county is able to provide developers with greater direction in designing and building bikeways.

The small area infrastructure plans will consider previous planning efforts, including the Bicycle Pedestrian Priority Area studies completed by the Montgomery County Department of Transportation and may incorporate recommendations from those studies.

The Montgomery County Planning Board may approve additional locations as appropriate for the development of small area infrastructure plans. Such plans will provide interim designs, where appropriate, and permanent designs for the bicycle facilities recommended in the Bicycle Master Plan. An interim design option will include a bikeway network that is likely to be implemented through public or private efforts, within the next five years. The permanent design option will outline what is possible during a longer period, when facility planning projects are implemented and developments are constructed.

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In creating small area infrastructure plans for these areas, Montgomery County Department of Transportation and Planning Department staff will consider site-specific challenges associated with implementing the Bicycle Master Plan's recommendations and settle on preferred design options. This process will be particularly helpful in areas recommended for separated bike lanes, which can be designed in many different configurations. While a small area sketch plan is not intended to provide the only acceptable option for meeting the recommendations of the larger plan, it will offer both public and private developers a starting point for designing projects in conformance with those recommendations.

The Bicycle Master Plan envisions all small area infrastructure plans completed within three years of the plan's adoption by the Maryland-National Capital Park and Planning Commission. Each small area sketch plan must be approved by the Montgomery County Planning Board before it is considered complete.

BIKEWAY DESIGN STANDARDS

Bicycle facilities must be high-quality to attract bicyclists of all ages and bicycling abilities. For example, bike lanes designed without gutter seams, separated bikeways wide enough to accommodate expected bicycle volumes and off-street bikeways constructed with materials that will not degrade quickly as they age, are all critical to ensuring the development of a world-class bicycling network. To achieve the vision of the Bicycle Master Plan, Montgomery County will continue to update its Context-Sensitive Road Design Standards to ensure that it is delivering a high-quality product.

Trails and Sidepaths

Trails and sidepaths will continue to be the backbone of a low-stress bicycling network in most areas of Montgomery County, due to existing investments and compatibility with surrounding land uses. Unfortunately, there is a legacy of poor design of trails and sidepaths throughout the United States and these bikeways often do not create a high-quality bicycling environment. To improve the quality of new and existing trails and sidepaths, Montgomery County must revise its design standards to accommodate:

- **Design Speed:** Trails and sidepaths will be designed to enable a design speed of 12 mph in higher activity areas and 20 mph in lower areas (see page 66 for a description of these areas). Note that design speed is influenced by the pavement quality and bikeway curvature, among other conditions, and is not an endorsement of bicycling 20 mph in crowded locations.
- **Bikeway Width:** A bicycling network that allows people of all ages and bicycling abilities to use trails and sidepaths safely and conveniently requires constructing bikeways that are sufficiently wide to enable side-by-side bicycling and passing. Trails and sidepaths will be a minimum of 10 feet wide, although 8 feet is acceptable in areas with an environmental or historic constraint. A width of 11 feet enables two people to bicycle side-by-side while being passed by another bicyclist. A 14-foot-wide path is recommended on high volume trails and sidepaths. Trails of between 19 and 23 feet wide are recommended on the Breezeway Network and where a high level of existing or anticipated walking and bicycling makes it desirable to separate walking and bicycling. See Appendix B for additional design details.
- **Surface Quality:** Sidepaths in Montgomery County are plagued by degrading pavement, including pavement cracking and buckling due to the growth of tree roots. Sidepaths will be designed to withstand such root growth and vehicle loading since maintenance trucks will use them on occasion.

 Intersections: The design of sidepaths and trails will consider traffic control or grade separation at all mid-block crossings. Bicyclists (and pedestrians) should not be required to travel an unreasonable distance to get to a safe crossing location.

IMPLEMENTING THE VISION

MONITORING THE VISION

BIKEWAYS

ACHIEVING THE VISION

- Driveways: Driveways must be consolidated to the extent possible as part of development approvals and capital projects. On properties where driveways remain, property developers must improve sightlines for all users, reduce the speed of traffic and provide visual cues to motorists to look for pedestrians and bicyclists. Montgomery County will consider greater use of raised crossings along all minor street crossings and high-volume driveways.
- Pedestrian/Bicycle-Scale Lighting: Lighting is essential to provide safe and secure walking and bicycling facilities, and will help increase use of bikeways during the evening, especially during winter months when the sun sets earlier. While bicycle lights help with safety, they are insufficient to create a secure environment and are not typically used by pedestrians who will share these spaces.
- **Buffer from Traffic:** A minimum 5-foot-wide buffer is needed from vehicular traffic. Wider buffers are appropriate along roads with higher design speeds.
- Obstructions: Sidepaths must be direct and free from obstructions.

DEFINING THE VISION



Pavement cracking is common on sidepaths

INTRO

Separated Bike Lanes

Jurisdictions across the United States are using different approaches to implement separated bike lanes. Many are constructing these bikeways as interim / low-cost retrofits of existing rights-of-way using flexible delineator posts and paint, while others are constructing more permanent forms of separation, such as curb-separated bike lanes, that represent a permanent design standard. Although interim separation types can be easier to implement, agencies have raised concerns about their maintenance costs and aesthetics, noting that some of these separation types provide less protection from adjacent automobile traffic than more permanent solutions, which can be more aesthetically pleasing, although they often carry a higher cost.

Interim Separated Bike Lanes

As with many jurisdictions, Montgomery County is focusing its efforts at building a network of separated bike lanes as quickly as possible to provide responsiveness to public demands for improved bicycling and allow ongoing evaluation of new approaches to bikeways. Interim separated bike lanes address separation from traffic using flexible delineator posts, planters, parking stops, concrete barriers or rigid bollards, and are shown on the following pages. These projects substantially improve the comfort of bicycling by reducing traffic stress and make bicycling accessible to a greater segment of the population.

Responding to the strong desire to implement a network of bikeways as quickly as possible, these projects tend to employ interim designs that are low cost and may need to be upgraded over time to incorporate urban design and stormwater management opportunities and to achieve the lowest stress possible. Three features of interim separated bike lanes are discussed below.

Separated Bike Lane Widths

Interim separated bike lanes will have the following widths:

- One-way separated bike lanes: 5 feet at a minimum, exclusive of shy distances.
- Two-way separated bike lanes: 8 feet at a minimum, exclusive of shy distances.

Intersections

While the ultimate objective is to implement protected intersections as part of separated bike lane projects, this will not be feasible with all interim projects. Bike boxes and two-stage turn queue boxes are ways to improve intersections in the interim until full protected intersections can be implemented. Bike lane drops are inappropriate for interim separated bike lanes.

Separation from Traffic

Interim separated bike lanes address separation from traffic using flexible delineator posts, planters, parking stops, concrete barriers or rigid bollards, and are shown on the following pages. These forms of separation help to reduce the stress of bicycling, and can be improved over time as funding becomes available.



Interim separated bike lanes on Nebel Street in White Flint can be upgraded over time by new development or county projects MONTGOMERY COUNTY BICYCLE MASTER PLAN | APPROVED AND ADOPTED | DECEMBER 2018 129



Paint and flexible delineator posts provide separation from traffic for these bike lanes in Washington, DC. Photo: Toole Design Group

INTERIM SEPARATION TYPE Flexible Delineator Posts

LEVEL OF COMFORT/PROTECTION

- May not offer a high level of comfort to some riders due to lack of continuous separation.
- May be less suitable for young children due to the permeability of the separation.

AESTHETICS

• Less attractive than some other separation types. Multiple options for post types (color, shape, etc.).

CONSIDERATIONS

- Maintenance/ durability issues. May require closer spacing if parking encroachment is an issue.
- Easily accommodate emergency vehicle access.
- Fewest storm water/ drainage implications.

CAPITAL COSTS - Low, easy to install and remove

OPERATING COSTS - Low to medium (depending on frequency of damage).



Parking stops provide separation from traffic for these bike lanes in Washington, DC.

INTERIM SEPARATION TYPE Parking Stops/ Precast Concrete Surface-Mounted Medians

LEVEL OF COMFORT/PROTECTION

- May not offer a high level of comfort due to limited height.
- Low profile reduces risks of pedal strikes.

AESTHETICS

- Can be less attractive than some other separation types.
- Multiple options (color, pattern, etc.) for parking stop and precast concrete median types.

CONSIDERATIONS

- Require minimal buffer space. Highly durable.
- Can create tripping hazards and access issues when adjacent to on-street parking.
- May need additional vertical objects or on-street parking to increase comfort of bicyclists.
- Low impact on storm water drainage.

CAPITAL COST - Low to medium

OPERATING COST - Low





Parked cars provide separation from traffic for this bike lane in Silver Spring, MD.

INTERIM SEPARATION TYPE Parked Cars

LEVEL OF COMFORT/PROTECTION

• Moderate comfort due to potential for cars to be parked too close to the bikeway.

AESTHETICS

• Can be less attractive than some other separation types.

CONSIDERATIONS

• Separation from traffic should be at least 3 feet wide.

CAPITAL COST - Low to medium

OPERATING COST - Low



Planters provide separation from traffic for these separated bike lanes in Vancouver, British Columbia, Canada.

INTERIM SEPARATION TYPE Planter Boxes

LEVEL OF COMFORT/PROTECTION

• High comfort due to heft of planters and consistent wall of separation from traffic.

AESTHETICS

• Provides enhancement to streetscape with plantings. Multiple options for planter choice (size, color, shape, etc.).

CONSIDERATIONS

- Higher long-term maintenance costs (landscaping) than other types of separation.
- May not be appropriate for higher-speed roadways.
- Additional bike lane width required to provide offset from vertical obstruction.
- Lower impact on drainage if placed with spaces between planter boxes.

CAPITAL COST - Low to medium

OPERATING COST - Medium to high





Concrete barriers provide separation from traffic on this bike lane in Vancouver, British Columbia, Canada.

INTERIM SEPARATION TYPE Concrete Barriers

LEVEL OF COMFORT/PROTECTION

• High level of protection due to consistent wall and heft of separation.

AESTHETICS

- Lower aesthetic quality, though can be constructed with small planter area on top or decorative inset panels on sides.
- May require a crash cushion at ends.

CONSIDERATIONS

- Potential drainage and maintenance vehicle access issues.
- Incompatible with on-street parking.
- Additional bike lane width required to provide offset from vertical obstruction.
- Lower impact on drainage if placed with spaces between barriers.

CAPITAL COST - Medium

OPERATING COST - Low

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Permanent Separated Bike Lanes

Permanent separated bike lanes create bicycling environments that are appropriate for people of all ages and bicycling abilities. They expand the capacity of the bicycling network by implementing wide bike lanes that enable passing and incorporate more aesthetically pleasing treatments and stormwater management.

Separated Bike Lane Widths

Permanent separated bike lanes will have the following widths:

- One-way separated bike lanes: 6.5 feet at a minimum (8.0 ft preferred), exclusive of shy distances.
- Two-way separated bike lanes: 10 feet at a minimum (11 ft preferred), exclusive of shy distances.

Intersections

Permanent separated bike lanes will reduce conflicts at intersections with protected intersections and mitigate the remaining conflicts.

Separation from Traffic

Permanent separation provides a high level of protection and often has greater potential for placemaking, quality aesthetics and integration with stormwater management. Examples of permanent separation include raised medians and raised separated bike lanes at an intermediate level, and are shown on the following pages. Each of these separation types provides an increasingly higher level of comfort for bicycling, separation from traffic and opportunity for improved aesthetics within the streetscape. Permanent separation can reduce maintenance costs associated with temporary separation and improve durability and bicyclists' safety on higher volume roadways.





Raised medians provide separation from traffic for these bike lanes. Photo: Toole Design Group

PERMANENT SEPARATION TYPE Raised Medians

LEVEL OF COMFORT/PROTECTION

• High level of comfort due to durability of median, potentially enhanced with plantings that provide additional height and sense of separation.

AESTHETICS

- With plantings, can add to streetscape aesthetic.
- Plantings will require additional maintenance.

CONSIDERATIONS

- Passenger unloading and pedestrian pass-through areas needed to accommodate on-street parking.
- Opportunity to incorporate green storm water infrastructure.
- High impact on storm water drainage; must be considered in design.

CAPITAL COST - High

OPERATING COST - Low to high (depending on plantings).

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A landscaped buffer will provide separation from traffic on this separated bike lane at an intermediate level between the street and sidewalk in Vancouver, British Columbia, Canada.

PERMANENT SEPARATION TYPE

Raised Lane

LEVEL OF COMFORT/PROTECTION

- High level of comfort due to grade separation from automobiles.
- Adequate separation from pedestrians needed when at sidewalk level to ensure bicyclist and pedestrian comfort.

AESTHETICS

• Choice of pavement types for bike lane, buffers and sidewalk materials can enhance streetscape aesthetic.

CONSIDERATIONS

- Transitions at intersections, driveways and pedestrian crossings require additional consideration.
- Greater flexibility for curb reveal and drainage.
- May necessitate moving utility locations.

CAPITAL COST - High

OPERATING COST - Low

BIKEWAYS

Phasing Separated Bike Lane Implementation

While Montgomery County should strive to implement permanent separated bike lanes, there are many cases where this will not be feasible in the short-term. Interim separated bike lanes can offer substantial benefits over the status quo.

Interim separated bike lanes will be implemented when:

- Project constraints, such as available right-of-way or funding, do not allow implementation of a permanent design in the short term.
- Interim separation will be upgraded in the future by private development or large-scale capital projects.
- There is a need to test design effectiveness over the short term or to quickly respond to significantly increased bicycle ridership, public demand or other issues.

Permanent separated bike lanes will be implemented when:

- Private developers are required to implement frontage improvements or internal road as part of their projects.
- The bikeway will be along a new or reconstructed road that will be constructed by public agencies or private developers.
- The bikeway will be constructed as part of a larger capital road or bicycle project.

Striped Bikeways

The Montgomery County Department of Transportation and the Maryland State Highway Administration install striped bikeways on roads through repaving projects when a lane diet (narrowing lanes) or road diet (removing lanes) is feasible. The Bicycle Master Plan supports striped bikeways where they are recommended in the bikeways section of this plan and on primary residential streets or other non-commercial streets. Striped bikeways are also recommended where the posted speed limit does not exceed 30 mph, where there are no more than three lanes of traffic, where traffic volumes do not exceed 6,000 vehicles per day and in non-commercial areas.

This plan endorses installing temporary striped bikeways as part of street resurfacing projects, where the striped bikeway is extended to the intersection, because they can reduce traffic stress by narrowing the road and providing a designated space for bicycling. Where striped bikeways are temporarily installed, the space can later be repurposed to install a master-planned recommended bikeway or achieve another county purpose.

IMPLEMENTATION MECHANISM

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

Implementation Through Capital Improvements Program

One way that bicycle facilities are implemented in Montgomery County is through the capital improvements program. Montgomery County's capital budget provides the spending authority that county agencies need to implement projects. This six-year program for construction projects and improvements is comprehensively amended on even-numbered years and with less substantial adjustments during odd-numbered years.

The capital budget includes funding for several programs that improve bicycling, described in the programs section of this plan. Major funding programs include stand-alone projects, such as construction of new roads that include bikeways, stand-alone bikeway projects added to existing roads and facility planning projects that enable preliminary engineering of projects which include bikeways.

A typical planning process should include the components below. The first three components are included in most planning studies. This master plan recommends a new, fourth component:

- **1. Review of master plan recommendations:** The starting point for any planning study should be to implement the master plan-recommended bikeway along the study corridor.
- **2. Determine if space is sufficient to implement a master-planned bikeway:** One of the initial considerations facing designers is whether the master-planned bikeway fits within the existing right-of-way without excessive impacts to the surrounding community. If the master-planned bikeway fits, the project should begin with more detailed design following the master plan recommendation. If the master-planned bikeway does not fit, designers need to consider whether it is feasible to expand the existing right-of-way or repurpose space used within the existing right-of-way to accommodate the master-planned bikeway.
- **3. Expand or repurpose the right-of-way:** In determining whether existing space can be repurposed, designers should consider road diets, 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

BIKEWAYS

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.

4.Interim solutions for bikeways: Interim solutions should identify a moderate stress bikeway along the corridor and a low-stress bikeway on a parallel route where possible. Over the long-term, designers should revisit the corridor to determine whether it becomes feasible to implement a low-stress bikeway along the road because additional right-of-way is available, fewer lanes are needed or some other reason.

Extensive public outreach is needed during project implementation as well as early coordination with project stakeholders, such as the Maryland State Highway Administration and the Maryland-National Capital Park and Planning Commission.

Montgomery County Department of Transportation (MCDOT) Transportation Project Development Process

Facility planning for transportation projects, including bikeways, serves as the transition between the master plan and a stand-alone project within the county's Capital Improvements Program (CIP). As of 2018, the Montgomery County Department of Transportation's (MCDOT) Transportation Project Development Process includes several phases to evaluate and preliminarily design a proposed project, provide information for elected officials to determine if the project should be funded, and move forward to final design and construction. All phases include public involvement. These phases include:

- Capital Funding Process: Every year, MCDOT submits a capital budget request for the design and construction of current approved capital projects and new capital project expenses. After a project has successfully made it through the Transportation Facility Planning Process, it is ready to be submitted as a "stand alone" capital improvement project.
- Planning & Analysis (Facility Planning Phase I): This phase is a rigorous planning level investigation of the proposed improvements leading to a preferred alternative, concept development and a benefit / impacts assessment for the following critical elements: public participation, background data, purpose and need, travel demand forecasting, conceptual alignments and typical sections, preliminary impacts and a project summary report.
- Preliminary Design and Engineering (Facility Planning Phase II & Final Design): This phase begins the 35 percent preliminary engineering design work for the project while Final Design takes a project to full 100 percent design. Upon completion of 35 percent design and when the project is funded in the Capital Improvements Program (CIP), the Division of Transportation Engineering can proceed with final design of the project. The length of time necessary to perform design varies depending on the size and complexity of the project. Major tasks of Phase II include ongoing public participation, topographic survey, horizontal and vertical alignments, right-of-way / easements needed, environmental impacts, construction sequence and construction costs. At the completion of Phase II, the County Executive and County Council review the project to determine if the project merits consideration in the CIP as a funded stand-alone project.
- Right-of-Way, Utilities and Permitting: The County must apply for and obtain permits from several agencies before construction can begin. As the design work is completed and the alignments and profile of the project are finalized, all necessary right-of-way is acquired for the project.

 Procurement and Construction: When the plans and design for a project are completed, it is ready to be bid out for construction. During construction, the Transportation Construction Section supervises and inspects the Contractor's work to ensure the project is being constructed to Montgomery County's standards for design and quality, while minimizing the inconvenience to the public/community.

Implementation Through Development Approvals

Like many jurisdictions, Montgomery County supplements its capital projects by requiring the construction of bikeways through the development approval process. Developers are required to construct bicycle facilities within and along the frontage of their projects, as required by applicable master plans and local law. This private construction can result in substantial contributions to the bicycling network, such as long segments of on-road bikeways adjacent to larger-scale development projects. Other advantages to requiring developers to implement bicycle network improvements as part of their development projects include:

- 1. Reducing costs for Montgomery County by requiring construction by the private sector.
- Encouraging the construction of bicycle facilities when adjoining properties that have frontage along the same master-plan bikeway redevelop.
- 3. Reducing future impacts to the community resulting from separate construction projects.
- 4. Avoiding the difficulty of constructing a bikeway in the public right-of-way, where a property owner perceives the space to be privately owned.

For smaller development projects, constructing incremental bicycling improvements at the time of development is desirable as long as it does not result in unsafe conditions or severe environmental impacts. In cases where the Planning Department and MCDOT staff determine that the project is unsafe, the developer must pay a *pro rata* share of the proposed bikeway or protected intersections construction costs to an appropriate capital improvements project. To determine the amount of the contribution, the developer must prepare a concept plan (30 percent engineering design / horizontal alignment) for the proposed bikeway or protected intersection for approval by MCDOT on county roads and MDOT / SHA on state roads.⁹

In addition, where staff determines that construction of a bikeway or protected intersection at the time of development is not desirable, the developer must facilitate future implementation of the bikeway or protected intersection by dedicating land or establishing other necessary easements to accommodate the future bikeway or protected intersection and ensuring that utilities, stormwater management facilities, streetscape improvements, landscaping and other features do not conflict with the future implementation of the permanent bikeway. For on-road striped bikeways, the developer must also construct shoulders that will be delineated with pavement markings. If the minimum right-of-way recommended in a master plan is insufficient to accommodate the bicycle improvement, additional dedication or easements will be required to implement the bicycle improvement. The small area infrastructure plans, described above, will help facilitate this process and limit conflicts between proposed bicycle facilities and new development.

⁹ The Montgomery County Department of Transportation and the Maryland State Highway Administration make the final decision in the design and implementation of bikeways through the development review process and capital improvements program.

IMPLEMENTING THE VISION

BIKEWAYS

The Bicycle Master Plan recommends many types of bicycle facilities throughout Montgomery County (see Appendix B). Where the plan recommends the following bikeways within a proposed private development or along a development's frontage on a public-right-of-way, the development must conform to the following standards, as applicable.

Trails

- Construct all trails internal to the project.
- Construct all trails along the project's right-of-way frontage.

Separated Bikeways

- Construct all separated bikeways (separated bike lanes and sidepaths) internal to the project.
- Construct all sidepaths along the project's right-of-way frontage.
- Upgrade all existing, interim separated bike lanes to permanent separated bike lanes, as discussed in the Bikeways Design Standards section of this plan.
- Construct new permanent separated bike lanes along the project's right-of-way frontage where there are logical end points for the bikeway, such as intersections, intersecting bikeways, pedestrian connections or other locations to be determined by the Montgomery County Department of Transportation.
- Lay the groundwork for future implementation (see sidebar below) of separated bike lanes along the project's right-of-way frontage where there are not logical end points for the bikeway, as determined by the Montgomery County Planning Board. In this case, the developer must also contribute the difference in cost between laying the groundwork and full implementation of the bikeway to the Montgomery County Department of Transportation for improvements to the local bikeway network.

Striped Bikeways

- Construct all bikeways internal to the project.
- Widen pavement to provide space for striped bikeways.
- Construct new striped bikeways along the project's right-of-way frontage where there are logical termini for the bikeway, such as intersections, intersecting bikeways, pedestrian connections or other locations to be determined by the Montgomery County Department of Transportation.
- Lay the groundwork for future implementation (see sidebar below) of striped bikeways along the project's right-of-way frontage where there are not logical termini for the bikeway, as determined by the Montgomery County Department of Transportation.

Bikeable Shoulders

• Construct all bikeable shoulders along the project's right-of-way frontage.

Shared Roads

- Construct all bikeways internal to the project.
- Construct all bikeways along the project's right-of-way frontage in consultation with the Montgomery County Department of Transportation.

Protected Intersections

• Dedicate right-of-way and implement protected intersection improvements at all portions of the intersection on the project's right-of-way frontage where at least one street is recommended to have a sidepath, separated bike lane, buffered bike lane or conventional bike lane.

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Payments In Lieu of Constructing Bikeway Implementation

While the Bicycle Master Plan strongly recommends using the development approval approach discussed in the "Implementation through Development Approvals" section of the plan when determining what bikeways developers are required to construct as part of their projects, there will be instances, as described in the sidebar below, where the Planning Board determines that a development project, on a case-by-case basis, may not be required to follow this process. In those instances, the developer is required to make a financial contribution in lieu of constructing the sidewalk and / or bikeway to support the Planning Board's finding of safe, adequate and efficient site access and circulation.

Laying the Groundwork for Future Implementation of Bikeways

The Montgomery County Planning Department and Department of Transportation may determine that it is not desirable to require a developer to fully implement a master-planned bikeway or protected intersection on the property's right-of-way frontage because there are no logical end points to do so. In this case the developer will be required to enable the future implementation of the bikeway or protected intersection by dedicating land to the future bikeway or establishing easements where the future bikeway or protected intersection will go. In addition, the developer will ensure utilities, streetscape improvements and landscaping do not conflict with the future construction of the bikeway or protected intersection. Utilities and major streetscape elements, such as trees, will be located in such a way as to avoid the need for removal and reconstruction when the bicycle facility is implemented. For striped bikeways, this preparation includes paving shoulders that will be later marked with bike lanes. The prioritized small area infrastructure plans described above will help facilitate this process and limit conflicts between proposed bicycle facilities and new development.

Additional Requirements

A countywide plan such as the Bicycle Master Plan cannot anticipate all opportunities to implement bikeways that might arise. To ensure adequate bicycle facilities throughout the county, all developers must conform to the following standards:

- Developers with projects on non-master planned streets must implement the general bikeway application on page 66.
- When a development project has frontage on a street paralleling a major highway or arterial road and there is a gap in the street grid parallel to the major highway or arterial road, the developer must extend the street grid to the extent possible.
- Developers constructing dead-end streets must link these streets with trails to the extent possible.
- The sidepath and separated bike lane recommendations in this plan often recommend the side of the road where the bikeway is envisioned and whether separated bike lanes are envisioned to be one-way or two-way. For those bikeways that are listed as "Side TBD" in the bikeway table, the side of the road and the bikeway configuration will be determined by the Montgomery County Department of Transportation and Planning Department staff during a small area sketch plan study, a facility planning study or the development review process, whichever comes first.

Implementation Through Public Facility Projects

While the capital improvements program and the development approval process are the major mechanisms for implementing bikeways, other county projects offer the ability to realize these projects. Schools, libraries, recreation centers and other public facilities are important destinations that can benefit from and contribute to bicycling in Montgomery County. While it is preferable that master-planned bikeways are implemented as part of these county projects, at a minimum, the right-of-way for the bikeway must be provided to accommodate future improvements to infrastructure, streetscapes and bike facilities within the dedicated space.

All county public facility projects must ensure that utilities, streetscape improvements and landscaping do not conflict with the future implementation of the bikeway network. As with development approvals, utilities and major streetscape elements, such as trees, must be located in such a way as to avoid the need for removal and reconstruction when a bicycle facility is later implemented.

Public facility projects must also consider how people access and circulate on bicycles within the site. This accommodation not only includes the provision of very low stress bikeways that are appropriate for people of all ages and bicycling abilities, but also secure bicycle storage for people using the public facility.

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.

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IMPLEMENTING SEPARATED BIKE LANES IN CONSTRAINED CORRIDORS

In much of Montgomery County, street right-of-way is limited and there are often competing demands on using the available space. For this reason, building the county's planned network of separated bike lanes will require tough choices and trade-offs along the way. Guidance on designing separated bike lanes in constrained corridors is needed because in most cases, limited rights-of-way mean that installing a separated bike lane will require narrowing or reconfiguring an existing element of the streetscape, be it a travel lane, a street buffer or another element. While each element has unique considerations that inform its importance and design along a particular corridor, the interplay between streetscape elements can change the utility and effectiveness of the separated bike lane.

A context-sensitive evaluation of each location is required to determine the priority of streetscape elements without compromising any user's safety or inhibiting the street's function within the multimodal transportation network. Developing general guidance on priority streetscape elements based on the local context of the street under consideration will save county planners time in performing each individual context-sensitive evaluation and help ensure consistent application.

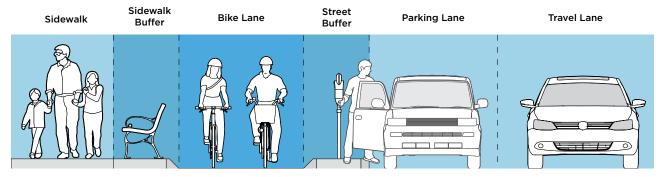
Above all, the following guidance is shaped by the central consideration that the installation of a separated bike lane should not detract from the safety and comfort of those walking. Fortunately, if designed appropriately, separated bike lanes can enhance the walking experience by providing greater separation between bicyclists and pedestrians, and pedestrians and motor vehicles, improving the aesthetic of the overall streetscape (if street trees and beautification are part of the design) and calming traffic (if lane narrowing or curb radii improvements are part of the design).

Designing Separated Bike Lanes In Constrained Corridors

Designing a separated bike lane in a constrained corridor involves reallocating space from one or more streetscape zones and installing a bicycle facility that is appropriate in type and width to the corridor. The following section discusses where the space can be reallocated to make room for the appropriate bicycle facility. This guidance is flexible, as specific roadway conditions may result in a reordering of these priorities.

Starting at the building faces and moving toward the street centerline, the zones are as described below.

- Sidewalk: The area designated for pedestrian travel.
- **Sidewalk Buffer:** The area located between the separated bike lane and the sidewalk. Its presence helps to discourage encroachment between bicyclists and pedestrians.
- Separated Bike Lane: The bicyclist operating space located between the street buffer and sidewalk buffer.
- **Street Buffer:** The area situated between the separated bike lane and motor vehicle traffic. In general, the faster the speed of traffic, the wider the street buffer needs to be in order to create a low-stress bicycling experience.
- Parking Lane: Paved areas adjacent to the street curb where motor vehicles can be stored when not in use.
- Travel Lane: Paved area of a street that carries automobile traffic through a corridor.



Zones of a separated bike lane street

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Narrowing Travel Lanes: When looking for space to install a separated bike lane, narrowing the vehicular travel lanes should be considered first, regardless of the corridor's context. Montgomery County Code specifies the maximum travel lane widths in urban areas and many streets have lanes that are wider than the standard minimum. Specifically, Section 49-32 of the Montgomery County Code sets the maximum lane width as 10 feet for travel lanes in urban areas, although the outside travel lane should be no wider than 11 feet, including the gutter pan or when adjacent to on-street parking. This legislation is supported by the American Association of State Highway and Transportation Officials (AASHTO) Green Book, which specifies 10-foot travel lanes on roadways with speed limits below 45 mph.

Research indicates that 10-11-foot travel lanes on urban and suburban arterials do not have a negative effect on safety or vehicular capacity.¹⁰ Narrowing roadways has a traffic calming effect that makes traffic conditions safer for all users, including drivers. The width available for a separated bike lane resulting from the lane diet depends on how wide and how many travel lanes currently exist. As an example, on a four-lane road with 12-foot-wide lanes, narrowing the lanes to 10- and 11-foot widths provides 6 feet that could be reallocated for a separated bike lane.

Eliminating On-Street Parking: 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.

Eliminating Travel Lanes: 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 when 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.

Narrowing or Eliminating the Sidewalk Buffer: The space separating the sidewalk from the separated bike lane, which may hold landscaping or street furniture, can be minimized or removed to provide space for the bicycle facility.

Narrowing the Street Buffer: In general, the recommended street buffer width is 6 feet. In constrained conditions, street buffers may be narrowed to 2 feet.

Narrowing Separated Bike Lanes to Minimum Widths: While the ideal width for separated bike lanes is a function of expected peak hour use, in constrained circumstances, there are minimum recommended widths. For one-way separated bike lanes adjacent to curbs, lanes should be at least 5 feet wide. A width of 4 feet is allowed for short sections if vertical separation, such as curbs or planters, is not directly adjacent to the bike lane.

For a two-way separated bike lane, a minimum width of 8 feet is recommended. On constrained corridors with steep grades, wider bike lanes may be provided in the uphill roadway direction to enable faster moving bicyclists to pass slower ones. See Appendix B for more information about separated bike lanes widths.

Narrowing the Sidewalk: If the sidewalk is wider than necessary to accommodate current and planned pedestrian demand, it can be narrowed to provide space for a separated bike lane. Minimum sidewalk width in an urban context is 5 feet. As described below, this minimum sidewalk width is almost always the last resort, as bicycle facilities should enhance and not compromise the quality of the pedestrian environment.

¹⁰ Potts, Ingird B., Douglas W. Harwood, and Karen R. Richard. "Relationship of Lane Width to Safety on Urban and Suburban Arterials." Transportation Research Record, Issues 2023 (2007): 63-82.

Defining Street Types

This section presents four different street types and recommends a hierarchy that can help planners consider where to repurpose space for separated bike lanes in a constrained urban environment. When identifying space for separated bike lanes on these corridors, planners should use the table below.

Traffic Priority: These streets carry significant traffic volumes and are major regional travel arteries. Roads that fall into this street type include Georgia Avenue and Colesville Road in Montgomery County.

Sidewalk Café Priority: These are streets with continuous ground-floor retail where outdoor seating and the pedestrian environment are particularly important. One example of this type of street is Woodmont Avenue between Elm Street and Bethesda Avenue in Montgomery County. On these streets, sidewalks and sidewalk buffers should not be narrowed. These streets require ample pedestrian space as an essential part of their public realm, facilitating commerce and social exchange.

On-Street Parking Priority: These streets have a high demand for on-street parking and limited or no off-street shortterm parking options located within one or two blocks. One example of this type of street is Cordell Avenue from Old Georgetown Road to Wisconsin Avenue in Montgomery County. On these streets, on-street parking should remain part of the street design. Land uses on these streets require on-street parking to be successful.

Bikeway Priority: These are streets identified as priorities in the Bicycle Master Plan. They connect major destinations where no low-stress bikeway alternatives currently exist within three blocks. An example street is Bradley Boulevard between Wisconsin Avenue and Glenbrook Road in Montgomery County.

	TRAFFIC PRIORITY	SIDEWALK CAFÉ PRIORITY	ON-STREET PARKING PRIORITY	BIKEWAY PRIORITY
Narrowing travel lanes to minimum widths	1	1	1	1
Eliminating on-street parking	2(b)	3(e)	N/A	2
Narrowing or eliminating the sidewalk buffer	3	N/A	3	4
Narrowing the street buffer	4(c)	4	4	5
Narrowing the separated bike lane	5	5	5	6
Narrowing the sidewalk (a)	6	N/A	6	7
Eliminating travel lanes	7(d)	2	2	3

Notes

(a) Narrowing the sidewalk is only appropriate in areas where current or projected pedestrian volumes are low.

(b) Vehicles searching for parking and entering or exiting parking spaces slow through traffic and create vehicular conflicts. The main function of these streets is not affected by parking removal.

(c) On traffic priority streets, higher traffic speeds and volumes make the street buffer very important for bicyclist comfort, especially if there is no on-street parking.

(d) This action may only be considered as a last resort because lane removal may create operational issues for the street.

(e) This action may have an adverse effect on retail businesses, but nearby off-street parking may be able to accommodate the short- and long-term parking need.

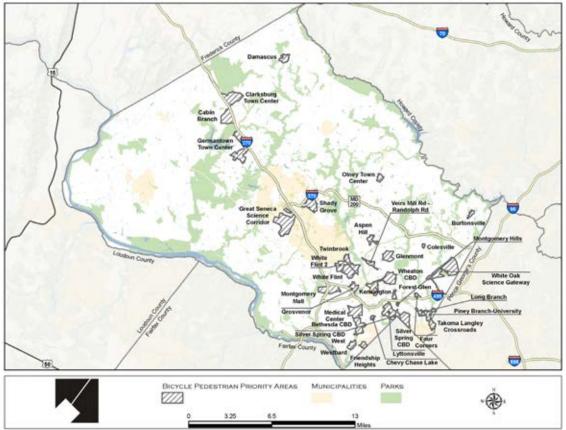
Vancouver, British Columbia

PRIORITIZATION

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. It is likely to be only partially completed during the 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.

The approach to prioritizing the bicycling network is based on reaching the targets established for each metric in the Goals, Objectives, Metrics and Targets section of this plan. The priorities focus on increasing bicycling in the county as quickly as possible, by focusing initial efforts on constructing networks of bikeways in places that the Montgomery County Council has designated as Bicycle and Pedestrian Priority Areas (BiPPA)¹¹ and completing connections between major activity centers. Also prioritized are missing gaps in the existing low-stress bicycling network and low-cost bikeways, such as neighborhood greenways, which will funnel bicyclists to the BiPPAs.

The bikeway and bicycle parking station prioritization in this plan are guidelines based on the best available information at the time the plan was approved by the Montgomery County Council. This prioritization should be reassessed every few years based on available resources, lessons learned and to ensure consistency with the goals of the plan and to ensure continuity of the bicycling network. In addition, the implementation of bikeways and bicycle parking stations that are identified as lower priorities in this plan should be accelerated as opportunities to implement them arise, such as redevelopment projects and state and local capital projects.



Bicycle and Pedestrian Priority Areas

¹¹Montgomery County has designated 34 areas as Bicycle and Pedestrian Priority Areas. These locations have higher existing or anticipated levels of walking and bicycling and are prioritized for improvements to walking and bicycling.

Prioritization of Bikeways

The figure below shows how the proposed bicycle network would be built out. Currently about 281 miles of the recommended bikeway network exists. An additional 377 miles are recommended as priorities for construction in one of four tiers. Approximately 42 percent of the recommended bikeway network 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.



Future Bikeways (467 Miles)

To support implementation of the Tier 1 bikeway projects, it is recommended that Montgomery County program additional funds for the Bicycle and Pedestrian Priority Areas program and create a new Neighborhood Greenway program. Even with additional funding, several Tier 1 projects, such as Rockville Pike in White Flint, will require substantial dedication from development approvals before they can be implemented.

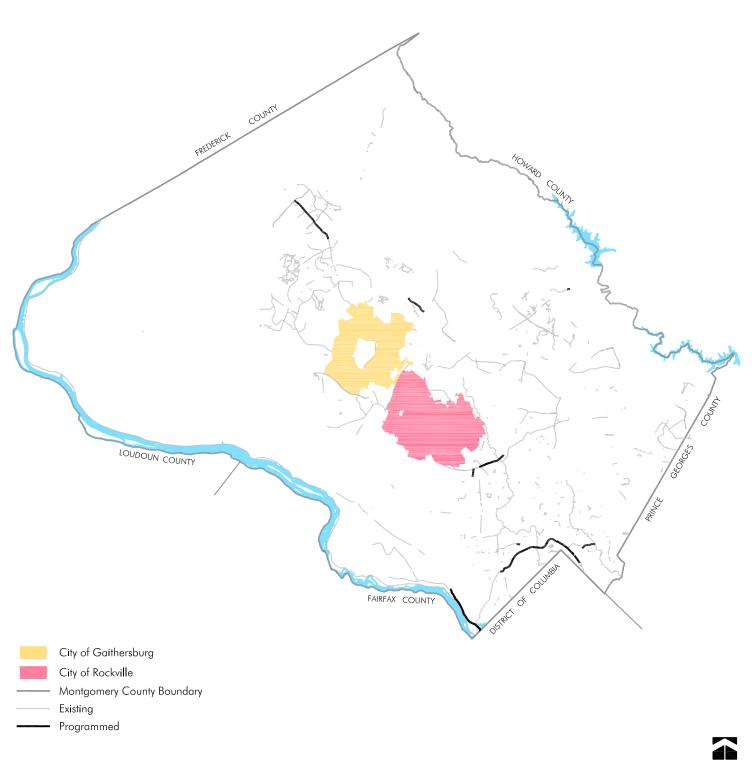
It is envisioned that most separated bike lane projects will be initially implemented with interim construction (see pages 129 to 134), supplemented (and/or upgraded) by permanent separated bike lane construction (pages 135 to 137) as part of stand-alone facility planning projects by the Montgomery County Department of Transportation and development approvals.

Programmed Bikeways

Programmed bikeways include those that are completely or partially funded for construction in the county's sixyear capital improvements budget and are components of the recommended low-stress bicycling network. The list of programmed bikeways shown below are recommended in existing master plans and are largely funded to be completed within 6 years. A full list of funded projects is available at montgomerycountymd.gov/OMB



STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Capital Crescent Trail (Surface Route)	Woodmont Ave	Elm Street Park	Separated Bike Lanes / Sidepath	Bethesda CBD	0.3
Capital Crescent Trail Breezeway	Elm St Park	Silver Spring Transit Center	Off-Street Trail	Multiple	4.7
Frederick Rd	Stringtown Rd	North Germantown Greenway Trail	Sidepath	Clarksburg	2.5
Gold Mine Rd	James Creek Ct	Chadlee Mill Rd	Sidepath	Olney	0.1
MacArthur Blvd	Goldsboro Rd	District of Columbia	Sidepath and Bikeable Shoulders	Bethesda/Chevy Chase (West)	5.1
Metropolitan Branch Trail Breezeway	Silver Spring Transit Center	King St	Off-Street Trail	Silver Spring CBD	0.5
Potomac to Veirs Mill Road Breezeway	Randolph Rd	Veirs Mill Rd	Sidepath	Multiple	1.4
Silver Spring Green Trail	Cedar St	Sligo Creek Pkwy	Sidepath	Silver Spring/Takoma Park (East)	0.7
Snouffer School Rd	Centerway Rd	Sweet Autumn Dr	Sidepath	Montgomery Village/ Airpark	1.0
White Flint to Rock Spring Breezeway	Montrose Pkwy	Old Georgetown Rd	Separated Bike Lanes	White Flint	0.1
White Flint to Rock Spring Breezeway	Towne Rd	Kennedy Shriver Aquatic Center Drwy	Sidepath	White Flint	0.1



25,000 ft

0

Tier 1 Bikeway Projects

Tier 1 projects are recommended to be substantially completed in the near term following approval of the Bicycle Master Plan. These projects include:

- Bikeways located in seven Bicycle and Pedestrian Priority Areas.
- Neighborhood greenways feeding into these BiPPA areas.
- Bikeways with high demand that are included in the capital improvements program.
- Other county priorities.

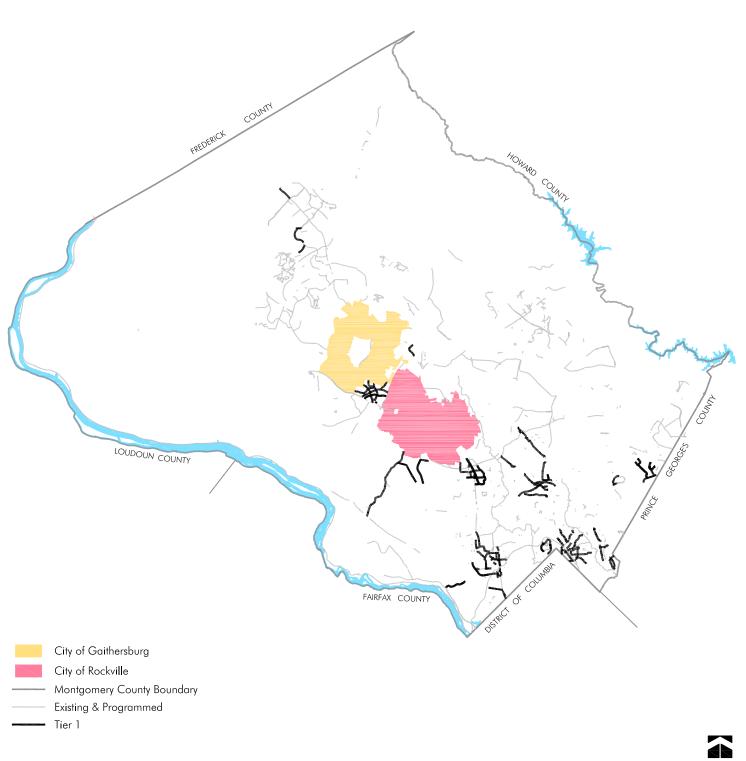
Projects that should be implemented immediately in Tier 1 are shown below and include those that are likely to have the highest demand due to their location around Metro stations and high-density areas. All other Tier 1 bikeways are shown on the following pages.

76 Miles

STREET	FROM	то	BIKEWAY	LENGTH (MI)
2nd Ave / Wayne Ave	Spring St	Georgia Ave	Separated Bike Lanes	0.5
Arlington Rd	Old Georgetown Rd	Bradley Blvd	Separated Bike Lanes	0.7
Bethesda Trolley Trail	Battery Ln	Rugby Ave	Off-Street Trail	0.1
Broadbirch Dr	Tech Rd	Cherry Hill Rd	Separated Bike Lanes	0.7
Capital Crescent Trail Breezeway	Woodmont Ave	Elm Street Park	Off-Street Trail	0.2
Cherry Hill Rd	Prosperity Dr	Prince George's County	Separated Bike Lanes	1.3
	Rockville Pike	Woodglen Dr	Separated Bike Lanes	0.1
City of Rockville to Friendship Heights	NIH Property Line	Battery Ln	Off-Street Trail	0.1
Breezeway	Battery Ln	Old Georgetown Rd	Separated Bike Lanes	0.5
	Old Georgetown Rd	Strathmore St	Separated Bike Lanes	0.5
Edgemoor Ln	Arlington Rd	Bethesda Metrorail Station	Separated Bike Lanes	0.2
Edgemoor Ln	Exeter Rd	Arlington Rd	Neighborhood Greenway	0.2
Fenton St	Ellsworth Dr	Wayne Ave	Separated Bike Lanes	0.1
Fenton St	Wayne Ave	King St	Separated Bike Lanes	0.6
Friendship Blvd	Willard Ave	District of Columbia	Separated Bike Lanes	0.2
	Blueridge Ave	University Blvd	Separated Bike Lanes	0.2
	Cameron St	Ellsworth Dr	Separated Bike Lanes	0.2
Glenmont to Silver Spring Breezeway	Planning Dept Parking Lot	Cameron St	Separated Bike Lanes	0.2
	University Blvd	Windham Ln	Separated Bike Lanes	0.7
Grandview Ave	Blueridge Ave	University Blvd	Separated Bike Lanes	0.1
Grandview Ave	University Blvd	Reedie Dr	Separated Bike Lanes	0.2
Life Sciences Center Loop	Key West Ave	Great Seneca Hwy	Separated Bike Lanes	1.1
Life Sciences Center Loop	Great Seneca Hwy	Great Seneca Hwy	Separated Bike Lanes	0.5
Marinelli Rd	Executive Blvd	Woodglen Dr	Separated Bike Lanes	0.2
Marinelli Rd	Rockville Pike	Nebel St	Separated Bike Lanes	0.4
Medical Center Dr Ext (Outer Side)	Great Seneca Hwy	Key West Ave	Separated Bike Lanes	0.5
Montgomery Ave	Wisconsin Ave	East West Hwy	Separated Bike Lanes	0.4
Montgomery Ln	Woodmont Ave	Wisconsin Ave	Separated Bike Lanes	0.1
Veirs Mill Road to White Oak Brzwy	Columbia Pike	Prosperity Dr	Separated Bike Lanes	0.1
Woodmont Ave	Strathmore St	Wisconsin Ave	Separated Bike Lanes	0.1

Total = 374 Miles

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0 25,000 ft

Tier 1 Bikeways

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
13th St / Burlington Ave	District of Columbia	Fenton St	Separated Bike Lanes	Silver Spring CBD	0.3
16th St	Spring St	District of Columbia	Separated Bike Lanes	Silver Spring CBD	0.3
2nd Ave / Wayne Ave	Spring St	Georgia Ave	Separated Bike Lanes	Silver Spring CBD	0.5
Anne St	University Blvd	Glenside Dr	Neighborhood Greenway	Takoma/Langley	0.3
Arlington Rd	Old Georgetown Rd	Bradley Blvd	Separated Bike Lanes	Bethesda CBD	0.7
Battery Ln / Exeter Rd	Old Georgetown Rd	Elm St	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.6
Battery Ln	Old Georgetown Rd	Wisconsin Ave	Separated Bike Lanes	Bethesda CBD	0.3
Belward Campus Dr (North Side)	Muddy Branch Rd	Great Seneca Hwy	Separated Bike Lanes	R&D Village	0.8
Bethesda - Somerset Neighborhood Greenway	Bradley Blvd	Norwood Rd	Off-Street Trail / Neighborhood Connector	Bethesda CBD, Bethesda / Chevy Chase (East)	0.2
Bethesda Trolley Trail	Battery Ln	Rugby Ave	Off-Street Trail	Bethesda CBD	0.1
Blackwell Rd	Darnestown Rd	Shady Grove Rd	Separated Bike Lanes	R&D Village	1.1
Blueridge Ave	Grandview Ave	Taber St	Separated Bike Lanes / Neighborhood Greenway	Wheaton CBD	0.5
Bradley Blvd	Wilson Ln	Fairfax Rd	Sidepath and Conven- tional Bike Lanes	Bethesda/Chevy Chase (East)	2.3
Bradley Blvd	Fairfax Rd	Strathmore St	Separated Bike Lanes	Bethesda CBD	0.5
Broadbirch Dr	Tech Rd	Cherry Hill Rd	Separated Bike Lanes	White Oak	0.7
Broschart Rd (East Side)	Key West Ave	Darnestown Rd	Separated Bike Lanes	R&D Village	0.5
Burtonsville to Silver Spring Breezeway	Stewart Ln	Lockwood Dr	Separated Bike Lanes / Sidepath	White Oak	0.5
Burtonsville to Silver Spring Breezeway	White Oak Shopping Center Drwy	New Hampshire Ave	Sidepath	White Oak	0.1
Burtonsville to Silver Spring Breezeway	Sligo Creek Trail	Spring St	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.7
Burtonsville to Silver Spring Breezeway	Spring St	Fenton St	Separated Bike Lanes	Silver Spring CBD	0.2
Cameron St	2nd Ave	Spring St	Separated Bike Lanes	Silver Spring CBD	0.3
Capital Crescent Trail Breezeway	Woodmont Ave	Elm Street Park	Off-Street Trail	Bethesda CBD	0.2

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Capital Crescent Trail Breezeway Lighting	Elm Street Park	Silver Spring Transit Center	Off-Street Trail	Bethesda CBD	N/A
Capital Crescent Trail to Bradley Blvd Neighborhood Greenway	Elm St	Bradley Ln	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.4
Cheltenham Dr	Wisconsin Ave	Tilbury St	Separated Bike Lanes	Bethesda CBD	0.1
Cherry Hill Rd	Prosperity Dr	Prince George's County	Separated Bike Lanes	White Oak	1.3
City of Rockville to Friendship Heights Breezeway	City of Rockville	Marinelli Rd	Separated Bike Lanes	North Bethesda / Twinbrook, White Flint	0.9
City of Rockville to Friendship Heights Breezeway	Rockville Pike	Woodglen Dr	Separated Bike Lanes	White Flint	0.1
City of Rockville to Friendship Heights Breezeway	Marinelli Rd	Edson Ln	Separated Bike Lanes	White Flint	0.2
City of Rockville to Friendship Heights Breezeway	Charles St	W Cedar Ln	Sidepath	Bethesda/Chevy Chase (East)	0.2
City of Rockville to Friendship Heights Breezeway	W Cedar Ln	South of Lincoln St	Sidepath	Bethesda/Chevy Chase (East)	0.5
City of Rockville to Friendship Heights Breezeway	Old Georgetown Rd	NIH Property Line	Off-Street Trail	Bethesda/Chevy Chase (East)	0.7
City of Rockville to Friendship Heights Breezeway	NIH Property Line	Battery Ln	Off-Street Trail	Bethesda CBD	0.1
City of Rockville to Friendship Heights Breezeway	Bethesda Trolley Trail	Woodmont Ave	Separated Bike Lanes	Bethesda CBD	0.2
City of Rockville to Friendship Heights Breezeway	Battery Ln	Old Georgetown Rd	Separated Bike Lanes	Bethesda CBD	0.5
City of Rockville to Friendship Heights Breezeway	Old Georgetown Rd	Strathmore St	Separated Bike Lanes	Bethesda CBD	0.5
City of Rockville to Friendship Heights Breezeway	Woodmont Ave	Bradley Blvd	Priority Shared Lane Markings	Bethesda CBD	0.1
City of Rockville to Friendship Heights Breezeway	Strathmore St	Wisconsin Ave	Separated Bike Lanes	Bethesda CBD	0.1
City of Rockville to Friendship Heights Breezeway	Bradley Blvd	Nottingham Dr	Sidepath	Bethesda/Chevy Chase (East)	0.1
City of Rockville to Friendship Heights Breezeway	Oliver St	District of Columbia	Separated Bike Lanes	Friendship Heights	0.4
City of Rockville to Wheaton Breezeway	College View Dr	Georgia Ave	Separated Bike Lanes	Wheaton CBD	0.6
Clarksburg to City of Gaithersburg Breezeway	Little Seneca Pkwy	Waters Discovery Ln	Sidepath	Clarksburg, Germantown East	1.0
Colesville Rd (North Side)	East West Hwy	Wayne Ave	Separated Bike Lanes	Silver Spring CBD	0.2
Colesville Rd (South Side)	16th St	Georgia Ave	Separated Bike Lanes / Sidepath	Silver Spring CBD	0.4
Colesville Rd (US 29) West Neighborhood Greenway	Woodland Dr	Sligo Creek Trail Connector	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.6
Cornish Rd / Elm St	Bradley Blvd	Arlington Rd	Neighborhood Gre- enway	Bethesda/Chevy Chase (East), Bethesda CBD	0.5

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Crabbs Branch Way (East Side)	Northern Terminus	Shady Grove Rd	Sidepath	Derwood	0.4
Decoverly Dr (North / West)	Great Seneca Hwy	City of Gaithersburg	Separated Bike Lanes	R&D Village	0.5
Diamondback Dr (East Side)	City of Gaithersburg	Decoverly Dr	Sidepath	R&D Village	0.5
Diamondback Dr (East Side)	Decoverly Dr	Key West Ave	Separated Bike Lanes	R&D Village	0.2
Dixon Ave	Wayne Ave	Georgia Ave	Separated Bike Lanes	Silver Spring CBD	0.3
Dorset Ave	Little Falls Pkwy	Wisconsin Ave	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.7
Douglas Ave / McComas Ave / Windham Ln	St Paul St	Georgia Ave	Neighborhood Greenway	Kensington/Wheaton, Wheaton CBD	1.3
East Ave / Upton Dr	Upton Dr	University Blvd	Neighborhood Greenway	Wheaton CBD, Kensington / Wheaton	0.3
East West Hwy	16th St	Colesville Rd	Separated Bike Lanes	Silver Spring CBD	0.3
East West Hwy	Colesville Rd	Georgia Ave	Separated Bike Lanes	Silver Spring CBD	0.5
Edgemoor Ln	Exeter Rd	Arlington Rd	Neighborhood Greenway	Bethesda CBD, Bethesda/ Chevy Chase (East)	0.2
Edgemoor Ln	Arlington Rd	Bethesda Metrorail Station	Separated Bike Lanes	Bethesda CBD	0.2
Edson Ln	Woodglen Dr	Rockville Pike	Separated Bike Lanes	White Flint	0.2
Ellsworth Dr	Fenton St	Georgia Ave	Shared Street	Silver Spring CBD	0.2
Executive Blvd	Old Georgetown Rd	Nicholson Ln	Separated Bike Lanes	White Flint	0.3
Falls Rd	Dunster Rd	River Rd	Sidepath	Potomac	3.8
FDA Blvd (North Side)	Cherry Hill Rd	FDA Gate	Separated Bike Lanes	White Oak	0.8
Fenton St to Piney Branch Rd	Fenton St	Piney Branch Rd	Neighborhood Gre- enway	Silver Spring/Takoma Park (East)	0.6
Fenton St	Ellsworth Dr	Wayne Ave	Separated Bike Lanes	Silver Spring CBD	0.1
Fenton St	Wayne Ave	King St	Separated Bike Lanes	Silver Spring CBD	0.6
Fernwood Rd to Battery Ln Neighborhood Greenway	Sonoma Rd	Battery Ln	Neighborhood Greenway	Bethesda/Chevy Chase (East)	1.0
Flower Ave to University Blvd	Flower Ave	University Blvd	Neighborhood Greenway	Long Branch Sector Plan	0.5
Franklin Ave to Arliss St	E 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

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STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Friendship Blvd	Willard Ave	District of Columbia	Separated Bike Lanes	Friendship Heights	0.2
Germantown to Grosvenor Breezeway	Falls Rd	Tuckerman Ln	Off-Street Trail	Potomac	1.4
Germantown to Life Sciences Center Breezeway	Observation Dr	Century Blvd	Separated Bike Lanes	Germantown East, German- town West	0.5
Germantown to Life Sciences Center Breezeway	Great Seneca Hwy	City of Rockville	Separated Bike Lanes	R&D Village	0.9
Germantown to Life Sciences Center Breezeway	Sam Eig Hwy	Key West Ave	Sidepath	R&D Village	0.5
Glenmont to Silver Spring Breezeway	Georgia Ave	Arcola Ave	Neighborhood Gre- enway	Kensington/Wheaton	0.7
Glenmont to Silver Spring Breezeway	Arcola Ave	Blueridge Ave	Separated Bike Lanes	Kensington/Wheaton, Wheaton CBD	0.3
Glenmont to Silver Spring Breezeway	Blueridge Ave	University Blvd	Separated Bike Lanes	Wheaton CBD	0.2
Glenmont to Silver Spring Breezeway	University Blvd	Windham Ln	Separated Bike Lanes	Wheaton CBD	0.7
Glenmont to Silver Spring Breezeway	Columbia Blvd	Spring St	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.8
Glenmont to Silver Spring Breezeway	Planning Department Parking Lot	Cameron St	Separated Bike Lanes	Silver Spring CBD	0.2
Glenmont to Silver Spring Breezeway	Cameron St	Ellsworth Dr	Separated Bike Lanes	Silver Spring CBD	0.2
Glenside Dr / Erskine St	Carroll Ave	New Hampshire Ave	Neighborhood Greenway	Takoma/Langley	0.6
Goldsboro Rd	MacArthur Blvd	River Rd	Separated Bike Lanes	Bethesda / Chevy Chase (West)	1.1
Grandview Ave	Arcola Ave	Blueridge Ave	Neighborhood Greenway	Kensington/Wheaton, Wheaton CBD	0.3
Grandview Ave	Blueridge Ave	University Blvd	Separated Bike Lanes	Wheaton CBD	0.1
Grandview Ave	University Blvd	Reedie Dr	Separated Bike Lanes	Wheaton CBD	0.2
Great Seneca Hwy (West Side)	Key West Ave	Darnestown Rd	Sidepath	R&D Village	0.5
Greenwood Ave	Piney Branch Rd	Wabash Ave	Neighborhood Greenway	Long Branch Sector Plan	0.3
Greenwood Ave	Wabash Ave	Division St	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.5
Grubb Rd / Lyttonsville Rd	Brookville Rd	Lyttonsville Rd	Separated Bike Lanes	Silver Spring/Takoma Park (West)	0.2
Grubb Rd / Lyttonsville Rd	Lyttonsville Pl	East West Hwy	Separated Bike Lanes	Silver Spring/Takoma Park (West)	0.5
Industrial Pkwy (North Side)	Columbia Pike	FDA Blvd	Separated Bike Lanes	White Oak	1.1
Industrial Pkwy (South Side)	Columbia Pike	FDA Blvd	Separated Bike Lanes	White Oak	1.1

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Jefferson St / Executive Blvd	City of Rockville	Old Georgetown Rd	Separated Bike Lanes	North Bethesda / Twinbrook	0.8
Johns Hopkins Dr (West Side)	Belward Campus Dr	Key West Ave	Separated Bike Lanes	R&D Village	0.1
Jones Bridge Rd (South Side)	Glenbrook Pkwy	Maryland Ave	Sidepath	Bethesda/Chevy Chase (East)	0.1
Jones Bridge Rd to Capital Crescent Trail Bikeway	Jones Bridge Rd	Sleaford Rd	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.5
Jones Bridge Rd to Capital Crescent Trail Bikeway	Sleaford Rd	East West Hwy	Separated Bike Lanes / Neighborhood	Bethesda CBD	0.2
Jones Bridge Rd to Capital Crescent Trail Bikeway	East West Hwy	Montgomery Ave	Separated Bike Lanes	Bethesda CBD	0.1
Jones Bridge Rd to Capital Crescent Trail Bikeway	Montgomery Ave	Capital Crescent Trail	Shared Street	Bethesda CBD	0.1
Kensington Blvd / Galt Ave	Kensington Blvd	Upton Dr	Neighborhood Greenway	Wheaton CBD	0.1
Kensington Blvd	Galt Ave	Grandview Ave	Sidepath	Wheaton CBD	0.3
Leland St	Wisconsin Ave	46th St	Separated Bike Lanes	Bethesda CBD	0.1
Life Sciences Center Loop	Fields Rd	Key West Ave	Separated Bike Lanes	R&D Village	0.5
Little Seneca Pkwy (North Side)	Observation Dr Ext	Western Terminus	Sidepath	Clarksburg	0.3
Lockwood Dr / Stewart Ln	Old Columbia Pike	White Oak Park Apartments	Conventional Bike Lanes	White Oak	0.1
Lockwood Dr	White Oak Park Apartments	White Oak Shopping Center Drwy	Sidepath	White Oak	0.1
Lyttonsville Rd / Michigan Ave	Pennsylvania Ave	Lyttonsville Pl	Neighborhood Gre- enway	Silver Spring/Takoma Park (West)	0.3
Marinelli Rd	Executive Blvd	Woodglen Dr	Separated Bike Lanes	White Flint	0.2
Marinelli Rd	Rockville Pike	Nebel St	Separated Bike Lanes	White Flint	0.4
McKinley St	Grant St	Old Georgetown Rd	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.1
Life Sciences Center Loop	Key West Ave	Great Seneca Hwy	Separated Bike Lanes	R&D Village	1.1
Life Sciences Center Loop	Great Seneca Hwy	Great Seneca Hwy	Separated Bike Lanes	R&D Village	0.5
Medical Center Dr Ext (Outer Side)	Great Seneca Hwy	Key West Ave	Separated Bike Lanes	R&D Village	0.5
Medical Center Dr (Outer Side)	Great Seneca Hwy	Broschart Rd	Separated Bike Lanes	R&D Village	0.1
Montgomery Ave	Wisconsin Ave	East West Hwy	Separated Bike Lanes	Bethesda CBD	0.4

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Montgomery St	Wisconsin Ave	Belmont Ave Trail	Separated Bike Lanes	Friendship Heights	O.1
Montgomery Ln	Woodmont Ave	Wisconsin Ave	Separated Bike Lanes	Bethesda CBD	0.1
Nebel St Ext	Nicholson Ln	Rockville Pike	Separated Bike Lanes	White Flint	0.6
Nebel St	Randolph Rd	Nicholson Ln	Separated Bike Lanes	White Flint	0.2
Nicholson Ln	Old Georgetown Rd	Rockville Pike	Separated Bike Lanes	White Flint	0.5
Nicholson Ln	Rockville Pike	Nebel St	Separated Bike Lanes	White Flint	0.4
Norfolk Ave	Rugby Ave	Woodmont Ave	Shared Street	Bethesda CBD	0.3
Norfolk Ave	Woodmont Ave	Wisconsin Ave	Separated Bike Lanes	Bethesda CBD	0.1
Old Georgetown Rd	Rockville Pike	Nebel St	Separated Bike Lanes	White Flint	0.3
Old Georgetown Rd (South Side)	Rockville Pike	Towne Rd	Separated Bike Lanes	White Flint	0.3
Old Georgetown Rd	Woodmont Ave	Wisconsin Ave	Separated Bike Lanes	Bethesda CBD	0.2
Olney to Glenmont Breezeway	Wendy Ln	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
Piedmont Crossing Local Park Trail	Amity Dr	Crabbs Branch Way	Off-Street Trail	Derwood	0.3
Piedmont Crossing Local Park Trail	Brown St	Crabbs Branch Way	Off-Street Trail	Derwood	0.1
Plum Orchard Dr	Broadbirch Dr	Cherry Hill Rd	Separated Bike Lanes	White Oak	0.6
Porter Rd / Sundale Dr / Washington Ave	Michigan Ave	Grubb Rd	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.8
Potomac to Veirs Mill Road Breezeway	Seven Locks Rd	1-270	Sidepath	Potomac	0.4
Prichard Rd	Georgia Ave	Amherst Ave	Separated Bike Lanes	Wheaton CBD	0.1
Reedie Dr	Veirs Mill Rd	Georgia Ave	Shared Street	Wheaton CBD	0.1
Reedie Dr	Georgia Ave	Amherst Ave	Separated Bike Lanes	Wheaton CBD	0.1
Rockville Pike (East Side)	Bou Ave	Edson Ln	Separated Bike Lanes	North Bethesda / Twinbrook, White Flint	1.2
Rockville Pike (East Side)	City of Rockville	Bou Ave	Separated Bike Lanes	North Bethesda / Twinbrook	0.2
Rockville Pike (West Side)	Marinelli Rd	Edson Ln	Separated Bike Lanes	White Flint	0.5

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Rosedale Ave	Wisconsin Ave	Neighborhood Connector	Neighborhood Greenway	Bethesda CBD, Bethesda / Chevy Chase (East)	0.2
Seven Locks Rd	Montrose Rd	Tuckerman Ln	Sidepath and Bikeable Shoulders	Potomac	2.5
Silver Spring to Glenmont West Bikeway	16th St	Spring St	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.5
Silver Spring Ave	Georgia Ave	Grove St	Priority Shared Lane Markings	Silver Spring CBD	0.3
Silver Spring Ave	Grove St	Piney Branch Rd	Neighborhood Gre- enway	Silver Spring/Takoma Park (East)	0.7
Sleaford Rd	Tilbury St	Capital Crescent Trail	Neighborhood Gre- enway	Bethesda CBD, Bethesda/ Chevy Chase (East)	0.5
Spring St	16th St	2nd Ave	Separated Bike Lanes	Silver Spring CBD	0.1
St Elmo Ave	Woodmont Ave	Old Georgetown Rd	Conventional Bike Lanes	Bethesda CBD	0.2
Street B-5	Plum Orchard Dr	FDA Blvd	Separated Bike Lanes	White Oak	0.4
Tech Rd	Columbia Pike	Industrial Pkwy	Separated Bike Lanes	White Oak, Fairland / Colesville	0.4
Tilbury St	Rosedale Ave	Sleaford Rd	Neighborhood Greenway	Bethesda CBD	0.3
Towne Rd (West Side)	Rockville Pike	Montrose Pkwy	Separated Bike Lanes	North Bethesda / Twinbrook	0.2
Traville Gateway Dr Ext	Darnestown Rd	Medical Center Dr	Separated Bike Lanes	R&D Village	0.1
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	0.8
University Blvd	Valley View Ave	Veirs Mill Rd	Separated Bike Lanes	Wheaton CBD	0.3
Veirs Mill Road to White Oak Breezeway	Columbia Pike	Prosperity Dr	Separated Bike Lanes	White Oak	0.1
Wayne Ave to Fenton St Neighborhood Greenway	Wayne Ave	Fenton St	Neighborhood Gre- enway	Silver Spring/Takoma Park (East)	0.7
Wayne Ave	Georgia Ave	Cedar St	Separated Bike Lanes	Silver Spring CBD	0.3
Wheaton Plaza Entrance	University Blvd	Wheaton Plaza Ring Rd	Separated Bike Lanes	Wheaton CBD	0.1
Wheaton Plaza Entrance	Veirs Mill Rd	Wheaton Plaza Ring Rd	Separated Bike Lanes	Wheaton CBD	0.1
Wheaton to Takoma / Langley Breezeway	Veirs Mill Rd	Amherst Ave	Separated Bike Lanes	Wheaton CBD	0.4
Wheaton to Takoma / Langley Breezeway	Amherst Ave	Dayton St	Sidepath	Wheaton CBD, Kensington / Wheaton	0.4
Wildwood Dr	Carroll Ave	Glenside Dr	Neighborhood Greenway	Takoma/Langley	0.6

BIKEWAYS

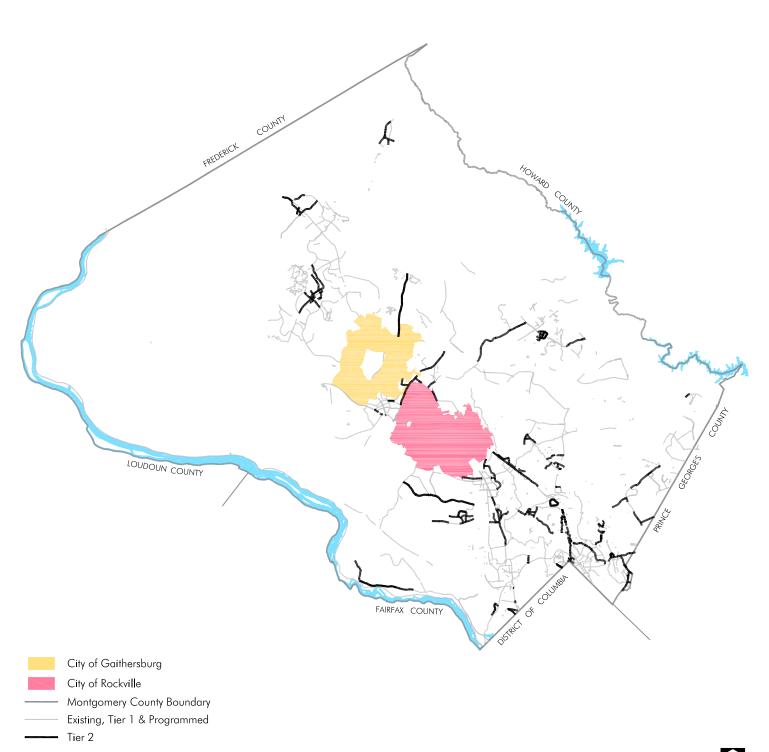
STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Wisconsin Ave	Bradley Blvd	Nottingham Dr	Sidepath	Bethesda CBD	0.1
Woodmont Ave	Strathmore St	Wisconsin Ave	Separated Bike Lanes	Bethesda CBD	0.1

BIKEWAYS

Tier 2 Bikeway Projects

Tier 2 projects include bikeways located in the remaining Bicycle and Pedestrian Priority Areas.







BIKEWAYS

Tier 2 Bikeways

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
16th St	Georgia Ave	Spring St	Separated Bike Lanes	Silver Spring/Takoma Park (West)	0.8
Arliss St	Flower Ave	Piney Branch Rd	Separated Bike Lanes	Long Branch Sector Plan	0.3
Aspen Hill Rd	Connecticut Ave	Georgia Ave	Separated Bike Lanes	Aspen Hill	0.3
Bowie Mill Rd	Muncaster Mill Rd	Olney-Laytonsville Rd	Sidepath	Olney, Rural East (East)	3.3
Bradley Ln	Wisconsin Ave	West Ave	Separated Bike Lanes	Bethesda CBD	0.1
Burtonsville Access Rd	School Access Rd	Old Columbia Pike	Sidepath	Burtonsville Town Center	0.3
Burtonsville to Silver Spring Breezeway	New Hampshire Ave	Columbia Pike	Sidepath	White Oak	0.8
Burtonsville to Silver Spring Breezeway	Cherry Hill Rd	Stewart Ln	Sidepath	White Oak	1.8
Burtonsville to Silver Spring Breezeway	Colesville Rd	University Blvd	Neighborhood Greenway / Sidepath	Kensington/Wheaton	0.4
Burtonsville to Silver Spring Breezeway	University Blvd	Franklin Ave	Neighborhood Green- way / Off-Street Trail	Silver Spring/Takoma Park (East). Kensington / Wheaton	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
Capital View Ave / Metropolitan Ave	Ferndale St	Forest Glen Rd	Sidepath	Kensington/Wheaton	1.2
Century Blvd	Aircraft Dr	Middlebrook Rd	Priority Shared Lane Markings	Germantown Town Center	0.5
Century Blvd	Middlebrook Rd	Wisteria Dr	Priority Shared Lane Markings	Germantown Town Center	0.2
City of Rockville to Friendship Heights Breezeway	Nottingham Dr	Oliver St	Sidepath	Bethesda/Chevy Chase (East)	0.1
City of Rockville to Wheaton Breezeway	Twinbrook Connector Trail	Glorus Pl	Separated Bike Lanes / Sidepath	North Bethesda/ Twinbrook, Aspen Hill, Kensington/Wheaton	2.8
Clarksburg Rd	Frederick Rd	Gateway Center Dr	Sidepath and Conven- tional Bike Lanes	Clarksburg Town Center	0.7
Clarksburg to City of Gaithersburg Breezeway	Shady Grove Rd	City of Rockville	Sidepath	Shady Grove Metro Station	0.3
Clarksburg to City of Gaithersburg Breezeway	Paramount Dr	E Gude Dr	Sidepath	Derwood	0.6
Colie Dr	Randolph Rd	Havard St	Sidepath	Kensington/Wheaton	0.4
Connecticut Ave (MD 185) East Bikeway	Georgia Ave	Independence St	Separated Bike Lanes	Aspen Hill	0.6

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Connecticut Ave (MD 185) West Bikeway	Farragut Ave	Knowles Ave	Separated Bike Lanes	Kensington/Wheaton	0.3
Connecticut Ave (West Side)	Laird Pl	Newdale Rd	Sidepath	Chevy Chase Lake Master Plan	0.1
Crystal Rock Dr (East Side)	Father Hurley Blvd	Cloverleaf Center Dr	Separated Bike Lanes	Germantown Town Center	0.3
Crystal Rock Dr (East Side)	Cloverleaf Center Dr	Aircraft Dr	Separated Bike Lanes	Germantown Town Center	0.3
Crystal Rock Dr (East Side)	Aircraft Dr	Germantown Rd	Separated Bike Lanes	Germantown Town Center	0.4
Crystal Rock Dr	Germantown Rd	Middlebrook Rd	Sidepath	Germantown West	0.4
Dale Dr	Woodland Dr	Piney Branch Rd	Sidepath	Silver Spring/Takoma Park (West), Silver Spring/ Takoma Park (East)	2.1
Darnestown Rd (North Side)	Key West Ave	City of Rockville	Sidepath	R&D Village	0.8
Denley Rd	Randolph Rd	Georgia Ave	Neighborhood Greenway	Glenmont, Kensington/ Wheaton	0.5
East West Hwy	Sundale Dr	16th St	Sidepath	Silver Spring/Takoma Park (West)	0.3
Flower Ave	Arliss St	Piney Branch Rd	Separated Bike Lanes	Long Branch Sector Plan	0.2
Frederick Rd	Comus Rd	Snowden Farm Pkwy	Sidepath and Bikeable Shoulders	Clarksburg Town Center	1.1
Georgia Ave (East Side)	Wendy Ln	Hewitt Ave	Sidepath	Aspen Hill	0.2
Georgia Ave (West Side)	Lansdowne Way	16th St	Separated Bike Lanes	Silver Spring/Takoma Park (West)	0.5
Germantown to Grosvenor Breezeway	Utility Corridor #1	Angus Pl	Sidepath and Conven- tional Bike Lanes	Potomac	0.4
Germantown to Grosvenor Breezeway	Angus Pl	Old Georgetown Rd	Sidepath and Conven- tional Bike Lanes	North Bethesda/Twinbrook, Potomac	1.9
Germantown to Life Sciences Center Breezeway	Century Blvd	Germantown Rd	Separated Bike Lanes	Germantown Town Center	0.2
Germantown to Life Sciences Center Breezeway	Dorsey Mill Rd	Aircraft Rd	Separated Bike Lanes	Germantown Town Center, Germantown West	1.4
Germantown Rd	Father Hurley Blvd	Middlebrook Rd	Sidepath	Germantown Town Center, Germantown West	1.1
Germantown Rd (South Side)	Crystal Rock Dr	Aircraft Dr	Sidepath	Germantown Town Center	0.1
Glenallan Ave (South Side)	Georgia Ave	Layhill Rd	Separated Bike Lanes	Glenmont	0.3
Glenallan Ave (South Side)	Layhill Rd	Randolph Rd	Separated Bike Lanes	Glenmont	0.3
Glenmont to Silver Spring Breezeway	Grandview Ave	Amherst Ave	Sidepath	Kensington/Wheaton	0.3
Glenmont to Silver Spring Breezeway	Windham Ln	Forest Glen Rd	Neighborhood Greenway	Kensington/Wheaton	1.1

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Glenmont to Silver Spring Breezeway	Woodland Dr	Georgia Ave	Sidepath	Kensington/Wheaton	0.1
Glenmont to Silver Spring Breezeway	Forest Glen Rd	Woodland Dr	Off-Street Trail	Kensington/Wheaton, Silver Spring/Takoma Park (West)	0.4
Glenmont to Silver Spring Breezeway	I-495 Bridge (East Side)	Columbia Blvd	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.2
Glenside Dr / Erskine St	New Hampshire Ave	Prince George's County	Neighborhood Greenway	Takoma/Langley	0.1
Goshen Rd	Warfield Rd	Girard St	Sidepath and Conven- tional Bike Lanes	Montgomery Village/ Airpark	6.2
Grosvenor Ln	Bethesda Trolley Trail	Rockville Pike	Sidepath	North Bethesda/ Twinbrook, Grosvenor	0.5
Grosvenor Pl	Tuckerman Ln	Grosvenor Ln	Sidepath	Grosvenor	0.5
Grubb Rd	East West Hwy	District of Columbia	Separated Bike Lanes	Silver Spring/Takoma Park (West)	0.3
High Corner St / Lewis Dr	Ridge Rd	Main St	Separated Bike Lanes	Damascus	0.2
Hillcrest Rd / Appomattox Ave	Georgia Ave	Spartan Rd	Separated Bike Lanes	Olney	0.4
Holton Ln	Wildwood Dr	New Hampshire Ave	Neighborhood Greenway	Takoma/Langley	0.1
Industrial Dr / Gaither Rd	City of Gaithersburg	Shady Grove Rd	Sidepath	Derwood	0.6
Intercounty Connector Trail Breezeway	MD 200 Ramp	Midcounty Hwy	Sidepath	Derwood	0.9
Intercounty Connector Trail Breezeway	Frederick Rd	Shady Grove Access Rd	Sidepath	Shady Grove Metro Station	0.5
Kensington to Chevy Chase Lake Bikeway	Connecticut Ave	Kensington Pkwy	Sidepath, Priority Shared Lane Markings	Kensington/Wheaton	0.3
Kensington to Chevy Chase Lake Bikeway	Jones Bridge Rd	Chevy Chase Lake Dr	Separated Bike Lanes / Sidepath	Chevy Chase Lake Master Plan	0.4
Kensington to Four Corners Neighborhood Greenway	Summit Ave	Lexington Ave Ext	Separated Bike Lanes	Kensington/Wheaton	0.3
Kensington to Four Corners Neighborhood Greenway	Lexington Ave Ext	St Paul St	Sidepath	Kensington/Wheaton	0.1
Knowles Ave	Rock Creek Trail	Summit Ave	Sidepath	Kensington/Wheaton	0.4
Layhill Rd (West Side)	Glenallan Ave	Georgia Ave	Separated Bike Lanes	Glenmont	0.2
Life Sciences Center to Shady Grove Metro Breezeway	Oakmont Ave	Crabbs Branch Way	Sidepath	Shady Grove Metro Station	0.3
Life Sciences Center to Shady Grove Metro Breezeway	Crabbs Branch Way	Shady Grove Access Rd	Sidepath	Shady Grove Metro Station	0.4
Life Sciences Center to Shady Grove Metro Breezeway	City of Gaithersburg	Frederick Rd	Sidepath	Shady Grove Metro Station	0.2

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Life Sciences Center to Shady Grove Metro Breezeway	Frederick Rd	Key West Ave	Sidepath	Shady Grove Metro Station, R&D Village	1.5
MacArthur Blvd	Falls Rd	Old Angler's Inn	Bikeable Shoulders	Potomac	1.1
MacArthur Blvd	Old Angler's Inn	1-495	Sidepath and Bikeable Shoulders	Potomac	3.6
Main St	Lewis Dr	Woodfield Rd	Separated Bike Lanes	Damascus	0.2
Main St	Woodfield Rd	Howard Chapel Dr	Sidepath	Damascus	0.3
Middlebrook Rd (West Side)	Locbury Dr	Century Blvd	Sidepath	Germantown Town Center	0.2
Middlebrook Rd (West Side)	Century Blvd	Germantown Rd	Sidepath	Germantown Town Center	0.1
Montrose Ave	Strathmore Hall St	Kenilworth Ave	Sidepath	North Bethesda/ Twinbrook, Grosvenor	0.5
Montrose Rd	Montrose Pkwy	Towne Rd	Sidepath	North Bethesda/Twinbrook	1.0
Morningwood Dr	Olney #1	Georgia Ave	Sidepath	Olney	0.2
New Hampshire Ave (East Side)	Lockwood Dr	Powder Mill Rd	Separated Bike Lanes / Sidepath	White Oak	0.9
New Hampshire Ave (East Side)	Powder Mill Rd	Elton Rd	Separated Bike Lanes	White Oak	0.2
New Hampshire Ave (East Side)	Sligo Creek Pkwy	Ethan Allen Ave	Sidepath	Silver Spring/Takoma Park (East)	0.5
New Hampshire Ave (West Side)	University Blvd	Glenside Dr	Separated Bike Lanes	Takoma/Langley	0.5
New Hampshire Ave (West Side)	Glenside Dr	Sligo Creek Pkwy	Sidepath	Takoma/Langley	0.1
Olney #2	Appomattox Ave	Spartan Rd	Separated Bike Lanes	Olney	0.4
Olney #6	Olney-Laytonsville Rd	Georgia Ave	Off-Street Trail	Olney	0.1
Olney to Glenmont Breezeway	Olney-Laytonsville Rd	Queen Mary Dr	Separated Bike Lanes	Olney	0.4
Olney to Glenmont Breezeway	Connecticut Ave	Wendy Ln	Sidepath	Aspen Hill	0.4
Olney-Laytonsville Rd / Olney-Sandy Spring Rd (MD 108) North Bikeway	Georgia Ave	Spartan Rd	Sidepath	Olney	0.2
Olney-Laytonsville Rd / Olney-Sandy Spring Rd (MD 108) North Bikeway	Dr. Bird Rd	Brooke Rd	Sidepath	Olney	1.0
Parklawn Dr / Nicholson Ln	Randolph Rd	Nebel St	Sidepath	North Bethesda/Twinbrook, White Flint	0.7
Parklawn Dr	Twinbrook Pkwy	Randolph Rd	Sidepath	North Bethesda/Twinbrook, Twinbrook	0.9

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Piney Branch Rd	Sligo Creek Pkwy	Flower Ave	Sidepath	Long Branch Sector Plan	0.2
Piney Branch Rd	Flower Ave	University Blvd	Separated Bike Lanes	Long Branch Sector Plan	0.5
Piney Branch Rd	University Blvd	Carroll Ave	Separated Bike Lanes	Long Branch Sector Plan	0.2
Piney Branch Rd	Carroll Ave	Prince George's County	Sidepath	Silver Spring/Takoma Park (East)	0.5
Potomac to Rock Spring Breezeway	Seven Locks Rd	Westlake Dr	Sidepath	Potomac	0.7
Potomac to Rock Spring Breezeway	Westlake Dr	Fernwood Rd	Sidepath	North Bethesda/ Twinbrook, Potomac	0.3
Potomac to Rock Spring Breezeway	Fernwood Rd	Old Georgetown Rd	Sidepath	North Bethesda/Twinbrook	0.6
Powder Mill Rd	New Hampshire Ave	Prince George's County	Sidepath	White Oak	0.7
Queen Mary Dr	Olney Elementary School	Georgia Ave	Sidepath	Olney	0.1
Randolph Rd	Nebel St	Parklawn Dr	Sidepath	North Bethesda/Twinbrook	0.2
Ridge Rd	Woodfield Rd	Beall Ave	Sidepath	Damascus	0.6
Ridge Rd	Beall Ave	Main St	Separated Bike Lanes	Damascus	0.3
Ridge Rd	Main St	Bethesda Church Rd	Separated Bike Lanes	Damascus	0.3
River Rd (West Side)	Westbard Ave Ext	Capital Crescent Trail	Sidepath	Bethesda/Chevy Chase (West)	0.2
Rock Spring Dr	Fernwood Rd	Old Georgetown Rd	Separated Bike Lanes	North Bethesda/Twinbrook	0.7
Rockledge Dr	Westlake Ter	Rockledge Blvd	Separated Bike Lanes	North Bethesda/Twinbrook	0.6
Rockledge Dr	Rock Forest Dr	Democracy Blvd	Separated Bike Lanes	North Bethesda/Twinbrook	0.5
Rockville Pike (East Side)	Edson Ln	Strathmore Ave	Sidepath / Separated Bike Lanes	North Bethesda/Twinbrook, White Flint	0.4
Rockville Pike	Strathmore Ave	Grosvenor Ln	Sidepath	North Bethesda/Twinbrook, Grosvenor	0.7
Rockville Pike	Grosvenor Ln	Cedar Ln	Sidepath	Bethesda/Chevy Chase (East), Grosvenor, Kensington/Wheaton	1.1
Silver Spring to Glenmont West Bikeway	Georgia Ave	Forest Glen Rd	Neighborhood Greenway	Kensington/Wheaton	0.9
Silver Spring to Glenmont West Bikeway	Darcy Forest Dr	Georgia Ave	Sidepath	Kensington/Wheaton	0.1
Snowden Farm Pkwy	Frederick Rd	Clarksburg Rd	Sidepath	Clarksburg Town Center	0.6
Spartan Rd	Georgia Ave	Olney-Sandy Spring Rd	Separated Bike Lanes	Olney	0.3

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Spartan Rd	Olney-Sandy Spring Rd	Appomattox Ave	Separated Bike Lanes	Olney	0.2
St Paul St	McComas Ave	Montgomery Ave	Priority Shared Lane Markings / Off-Street Trail	Kensington/Wheaton	0.5
Strathmore Hall St	Tuckerman Ln	Montrose Ave	Sidepath	Grosvenor	0.1
Strathmore Trail	Strathmore Ave	Tuckerman Ln	Off-Street Trail	Grosvenor	0.1
Street A-251	Frederick Rd	Stringtown Rd	Sidepath	Clarksburg Town Center	0.7
Street B-2	Diamondback Dr	Omega Dr	Separated Bike Lanes	R&D Village	0.3
Street B-2	Georgia Ave	Randolph Rd	Separated Bike Lanes	Glenmont	0.1
Stringtown Rd (East Side)	Snowden Farm Pkwy	Gateway Center Dr	Sidepath	Clarksburg Town Center	1.2
Summit Ave / Farragut Ave	Connecticut Ave	Plyers Mill Rd	Separated Bike Lanes	Kensington/Wheaton	0.3
Summit Ave / Farragut Ave	Plyers Mill Rd	Knowles Ave	Separated Bike Lanes	Kensington/Wheaton	0.2
Summit Hills Bikeway	Spencer Rd	16th St	Sidepath or Separated Bike Lanes	Silver Spring/Takoma Park (West)	0.2
Tuckerman Ln	Falls Rd	Utility Corridor #1	Sidepath and Conven- tional Bike Lanes	Potomac	1.5
Tuckerman Ln	Rockville Pike	Rockville Pike	Separated Bike Lanes	Grosvenor	0.7
Twinbrook Pkwy (East Side)	Halpine Rd	Parklawn Dr	Separated Bike Lanes	North Bethesda/Twinbrook	0.4
Twinbrook Pkwy (East Side)	Parklawn Dr	City of Rockville	Separated Bike Lanes	North Bethesda/Twinbrook	0.1
University Blvd (West Side)	Lorain Ave	Colesville Rd	Sidepath	Kensington/Wheaton	0.2
University Blvd (West Side)	Carroll Ave	Prince George's County	Separated Bike Lanes	Takoma/Langley	0.6
Veirs Mill Rd (MD 586) Neighborhood Greenway	Glorus Pl	Veirs Mill Rd	Neighborhood Greenway	Kensington/Wheaton	0.8
Walter Johnson Rd	Bowman Mill Dr	Middlebrook Rd	Sidepath / Off-Street Trail	Germantown Town Center	0.4
Weller Rd / Briggs Rd	Flack St	Layhill Rd	Neighborhood Greenway / Sidepath, Off-Street Trail	Glenmont	0.9
Westbard Ave	River Rd	Westbard Cir	Separated Bike Lanes	Bethesda/Chevy Chase (West)	0.4
Westbard Ave	Westbard Cir	Massachusetts Ave	Sidepath	Bethesda/Chevy Chase (West)	0.3
Westlake Ter / Fernwood Rd	Westlake Dr	Rockledge Dr	Separated Bike Lanes	North Bethesda/ Twinbrook, Potomac	0.8

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Westlake Ter / Fernwood Rd	Rockledge Dr	Democracy Blvd	Separated Bike Lanes	North Bethesda/Twinbrook	0.4
Wheaton Plaza Ring Road	Wheaton Plaza Ring Road	Wheaton Plaza Ring Road	Separated Bike Lanes	Wheaton CBD	1.1
Wheaton to Takoma / Langley Breezeway	Lorain St	Lexington Ave	Sidepath	Kensington/Wheaton	0.3
Wheaton to Takoma / Langley Breezeway	Piney Branch Rd	Carroll Ave	Separated Bike Lanes	Long Branch Sector Plan	0.4
Wheaton to Takoma / Langley Breezeway	Carroll Ave	Prince George's County	Separated Bike Lanes	Takoma/Langley	0.2
Willard Ave	Willard Ave Trail	Wisconsin Ave	Separated Bike Lanes	Friendship Heights	0.5
Willard Ave Trail	Willard Ave	Western Ave	Off-Street Trail	Friendship Heights	0.5
Wisteria Dr (East Side)	Father Hurley Blvd	Germantown Rd	Separated Bike Lanes	Germantown Town Center	0.5
Wisteria Dr (East Side)	Germantown Rd	Crystal Rock Dr	Separated Bike Lanes	Germantown Town Center	0.3
Wisteria Dr (East Side)	Crystal Rock Dr	Great Seneca Hwy	Separated Bike Lanes	Germantown West	0.3
Woodfield Rd	Main St	Bethesda Church Rd	Sidepath	Damascus	0.3

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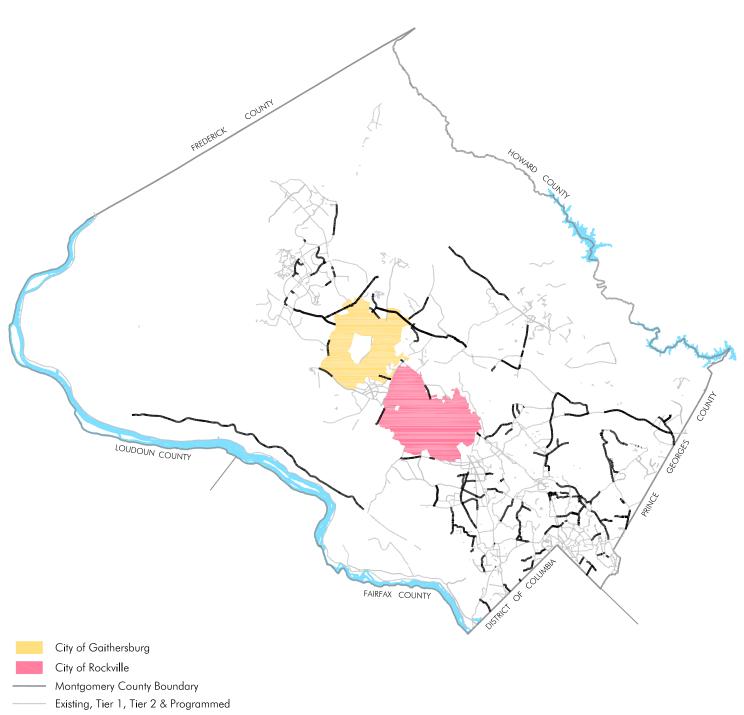


Tier 3 Bikeways

Tier 3 projects include:

- Remaining neighborhood greenways.
- Highest demand bikeways located outside of the Bicycle and Pedestrian Priority Areas.
- High demand recreational bicycling routes.





— Tier 3



Tier 3 Bikeways

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Amity Dr	Washington Grove Ln	Piedmont Crossing Local Park Trail	Sidepath	Derwood	1.0
Aspen Hill Rd	Veirs Mill Rd	Arctic Ave	Sidepath	Aspen Hill	0.4
Aspen Hill Rd	Arctic Ave	Parkland Dr	Sidepath	Aspen Hill	0.9
Aspen Hill Rd	Parkland Dr	Connecticut Ave	Sidepath	Aspen Hill	0.4
Briggs Chaney Rd (North Side)	Old Columbia Pike	ICC Trail	Sidepath	Fairland/Colesville	1.1
Briggs Chaney Rd (South Side)	Old Columbia Pike	Prince George's County	Sidepath	Fairland/Colesville	0.6
Brookville Rd / Rock Creek Trail (North)	Brookville Rd	Beach Dr	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.6
Brookville Rd to Beach Dr Neighborhood Greenway	Beach Dr	Brookville Rd	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.9
Brookville Rd	Stewart Ave	Seminary Rd	Sidepath	Silver Spring/Takoma Park (West)	0.6
Burtonsville to Silver Spring Breezeway	Lockwood Dr	Southwood Ave	Sidepath	Kensington/Wheaton, White Oak	0.7
Burtonsville to Silver Spring Breezeway	Southwood Ave	Lorain Ave	Sidepath	Kensington/Wheaton	0.1
Capital Crescent Trail Breezeway Lighting	River Rd	Woodmont Ave	Off-Street Trail	Bethesda CBD, Bethesda/ Chevy Chase (East)	N/A
Castle Blvd	Castle Ridge Cir	Briggs Chaney Rd	Separated Bike Lanes	Fairland/Colesville	0.5
Cedar Ln	Summit Ave	Rock Creek Trail	Separated Bike Lanes	Kensington/Wheaton	1.0
Christopher Ave	Montgomery Village Ave	City of Gaithersburg	Separated Bike Lanes	Montgomery Village/ Airpark	0.2
City of Rockville to Friendship Heights Breezeway	Rossmore Dr	Fleming Ave	Sidepath	North Bethesda/ Twinbrook	0.5
City of Rockville to Friendship Heights Breezeway	Tuckerman Ln	I-270 Spur	Priority Shared Lane Markings	North Bethesda/ Twinbrook	0.1
City of Rockville to Wheaton Breezeway	Twinbrook Pkwy	Twinbrook Connector Trail	Sidepath	North Bethesda/ Twinbrook	0.2
Clarksburg to City of Gaithersburg Breezeway	Observation Dr	Frederick Rd	Sidepath	Germantown East	0.1
Clarksburg to City of Gaithersburg Breezeway	Ridge Rd	Germantown Rd	Sidepath	Germantown East, Germantown Town Center	1.1
Clarksburg to City of Gaithersburg Breezeway	Germantown Rd	City of Gaithersburg	Sidepath	Germantown East	0.5
Clarksburg to City of Gaithersburg Breezeway	Waters Discovery Ln	Dorsey Mill Rd	Sidepath	Germantown East	0.1
Clarksburg to City of Gaithersburg Breezeway	W Gude Dr	Mannakee St	Separated Bike Lanes	Derwood	0.7

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Clopper Rd (West Side)	Germantown Rd	Great Seneca Hwy	Sidepath	Germantown West	0.2
Clopper Rd	Great Seneca Hwy	Mateny Rd	Sidepath and Bikeable Shoulders	Germantown West	1.0
Clopper Rd	Mateny Rd	City of Gaithersburg	Sidepath and Bikeable Shoulders	Germantown West, North Potomac	3.0
Colesville to White Oak Neighborhood Greenway	E Randolph Rd	New Hampshire Ave	Neighborhood Greenway	Fairland/Colesville	1.0
Colesville to White Oak Neighborhood Greenway	Eldrid Dr	Jackson Rd	Sidepath	Fairland/Colesville	0.8
Colesville Rd to White Oak Neighborhood Greenway	Jackson Rd	Old Columbia Pike	Neighborhood Greenway	Fairland/Colesville	1.0
Colesville Rd (US 29) West Neighborhood Greenway	Colesville Rd	North Four Corners Local Park	Neighborhood Greenway	Kensington/Wheaton	0.2
Colesville Rd (US 29) West Neighborhood Greenway	University Blvd	Sligo Creek Pkwy	Neighborhood Greenway	Kensington/Wheaton, Silver Spring/Takoma Park (West)	1.0
Connecticut Ave (MD 108) East Bikeway	Bel Pre Rd	Georgia Ave	Sidepath	Aspen Hill	0.2
Corridor Cities Transitway Trail	Omega Dr	King Farm Blvd	Off-Street Trail	Gaithersburg City	0.2
Darnestown Rd	Quince Orchard Rd	Tschiffely Square Rd	Separated Bike Lanes and Conventional Bike Lanes	North Potomac	0.4
Darnestown Rd	Tschiffely Square Rd	Main St	Sidepath and Conven- tional Bike Lanes	North Potomac	0.4
Dawson Farm Rd	Germantown Rd	Great Seneca Hwy	Sidepath	Germantown West	0.2
E Franklin Ave	University Blvd	End of E Franklin Ave	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.6
Edson Ln	Old Georgetown Rd	Woodglen Dr	Sidepath	North Bethesda/ Twinbrook	0.5
Emory Ln	Holly Ridge Rd	Muncaster Mill Rd	Sidepath	Olney	0.3
Father Hurley Blvd (West Side)	Wisteria Dr	Crystal Rock Dr	Sidepath	Germantown West, Germantown Town Center	1.0
Fernwood Rd to Battery Ln Neighborhood Greenway	Fernwood Rd	Grant St	Neighborhood Greenway	Bethesda/Chevy Chase (East), Bethesda/Chevy Chase (West)	1.6
Fernwood Rd	Democracy Blvd	Bradley Blvd	Sidepath	Bethesda/Chevy Chase (West), North Bethesda/ Twinbrook	1.3
Four Corners	University Blvd	Southwood Ave	Neighborhood Greenway	Kensington/Wheaton	0.6
Frederick Rd (East Side)	O'Neill Dr	Shady Grove Rd	Sidepath	Derwood	0.2
Garret Park Rd	Schuylkill Rd	Rock Creek Trail	Sidepath	Kensington/Wheaton, North Bethesda/ Twinbrook	0.2
Georgia Ave to Sligo Creek Trail	Georgia Ave	Sligo Creek Trail	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.4

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Georgia Ave (East Side)	Randolph Rd	Mason St	Sidepath	Kensington/Wheaton	0.2
Georgia Ave (East Side)	Mason St	Henderson Ave	Sidepath	Kensington/Wheaton	0.3
Germantown to Burtonsville Breezeway	Clopper Rd	N Frederick Ave	Off-Street Trail	North Potomac	1.5
Germantown to Burtonsville Breezeway	N Frederick Ave	Montgomery Village Ave	Off-Street Trail	Montgomery Village/ Airpark	1.9
Germantown to Grosvenor Breezeway	Old Georgetown Rd	Rockville Pike	Sidepath	Grosvenor, North Bethesda/Twinbrook	1.2
Germantown Rd (North Side)	Clopper Rd	Father Hurley Blvd	Sidepath	Germantown West	0.3
Germantown Town Center to Montgomery College Breezeway	Aircraft Dr	Observation Dr	Sidepath	Germantown East, Germantown Town Center, Germantown West	1.0
Glen Mill Rd	Darnestown Rd	Valley Dr	Sidepath	R&D Village	0.9
Glenbrook Rd	Battery Ln	Bradley Blvd	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.9
Glenmont to Silver Spring Breezeway	Randolph Rd	Mason St	Sidepath	Kensington/Wheaton	0.2
Grand Pre Rd	Bel Pre Rd	Connecticut Ave	Sidepath	Aspen Hill	0.5
Grant Ave	Piney Branch Rd	Ethan Allen Ave	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.7
Henderson Ave	Georgia Ave	Trail	Sidepath	Kensington/Wheaton	0.2
Hesketh St to Kirkside Dr	Wisconsin Ave	District of Columbia	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.5
Independence St	Parkland Dr	Connecticut Ave	Sidepath	Aspen Hill	0.4
Intercounty Connector Trail Breezeway	Shady Grove Rd	Muncaster Mill Rd	Sidepath	Derwood	0.9
Intercounty Connector Trail Breezeway	Applewood Ln	Needwood Rd	Sidepath and Bikeable Shoulders	Derwood, Rural East (East)	2.0
Intercounty Connector Trail Breezeway	Emory Ln	Georgia Ave	Off-Street Trail	Olney	1.2
Intercounty Connector Trail Breezeway	ICC Trail	Notley Rd	Sidepath	Cloverly	0.8
Intercounty Connector Trail Breezeway	Layhill Rd	Bonifant Rd	Off-Street Trail	Aspen Hill	0.8
Intercounty Connector Trail Breezeway	Bonifant Rd	Matthew Henson Trail Ext	Sidepath	Cloverly	0.4
Intercounty Connector Trail Breezeway	New Hampshire Ave	Briggs Chaney Rd	Off-Street Trail	Cloverly, Fairland/ Colesville	3.5
Jones Bridge Rd (North Side)	Wisconsin Ave	200' East of Wisconsin Ave	Sidepath	Bethesda/Chevy Chase (East)	0.1

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Jones Bridge Rd	Connecticut Ave	Jones Mill Rd	Sidepath	Chevy Chase Lake Master Plan	0.6
Kenilworth / Montgomery	Kensington Pkwy	Jones Bridge Rd	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.3
Kennebec Ave	Sligo Creek Trail	Long Branch Trail	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.4
Kensington to Chevy Chase Lake Bikeway	Montgomery Ave	Rock Creek Trail	Sidepath	Kensington/Wheaton	1.2
Kensington to Chevy Chase Lake Bikeway	Rock Creek Trail	Husted Drwy	Sidepath	Kensington/Wheaton, Bethesda/Chevy Chase (East)	0.4
Kensington to Chevy Chase Lake Bikeway	Husted Drwy	Connecticut Ave	Separated Bike Lanes	Bethesda/Chevy Chase (East)	0.4
Kensington to Four Corners Neighborhood Greenway	Georgia Ave	University Blvd	Neighborhood Greenway	Kensington/Wheaton	1.8
Kent St	Kensington Pkwy	Stonebrook Dr	Neighborhood Greenway	Kensington/Wheaton	0.5
Layhill Rd	Park Vista Dr	Matthew Henson Trail	Sidepath and Conven- tional Bike Lanes	Aspen Hill	1.5
Layhill Rd	Matthew Henson Trail	Briggs Rd	Sidepath and Conven- tional Bike Lanes	Kensington/Wheaton	0.8
Layhill Rd	Briggs Rd	Glenallan Ave	Sidepath and Conven- tional Bike Lanes	Glenmont	0.7
Life Sciences Center Loop	Decoverly Dr	City of Gaithersburg	Sidepath	R&D Village	0.4
Linden Ln / Seminary Rd	Brookville Rd	Georgia Ave	Separated Bike Lanes / Sidepath	Silver Spring/Takoma Park (West)	0.3
Long Branch Pkwy	Maplewood Ave	Carroll Ave	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.2
Longdraft Rd	Birdsong Ln	Quince Orchard Rd	Sidepath	North Potomac	0.8
Lost Knife Rd	Montgomery Village Ave	Odendhal Ave	Separated Bike Lanes	Montgomery Village/ Airpark	0.5
Luxmanor	Tilden Ln	Tuckerman Ln	Neighborhood Greenway	North Bethesda/ Twinbrook	0.7
Maple Ave	Grant Ave	District of Columbia	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.5
Massachusetts Ave (MD 396) Bikeway	Westbard Ave	District of Columbia	Neighborhood Greenway / Sidepath	Bethesda/Chevy Chase (East), Bethesda/Chevy Chase (West)	0.9
Matthew Henson Trail Ext	Alderton Rd	Notley Rd	Off-Street Trail	Fairland/Colesville	1.1
Melrose St / Nevada Ave	Brookville Rd	Western Ave	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.2
Midcounty Hwy	Montgomery Village Ave	Goshen Rd	Sidepath and Bikeable Shoulders	Montgomery Village/ Airpark	0.8

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Midcounty Hwy	Goshen Rd	Washington Grove Ln	Sidepath and Bikeable Shoulders	Montgomery Village/ Airpark	1.9
Midcounty Hwy	Washington Grove Ln	Shady Grove Rd	Sidepath and Bikeable Shoulders	Derwood	1.5
Middlebrook Rd	I-270	Observation Dr	Sidepath	Germantown East	0.3
Middlebrook Rd (West Side)	Father Hurley Blvd	Locbury Dr	Sidepath	Germantown Town Center	0.2
Middlevale Ln / Garden Gate Rd	Briggs Rd	Randolph Rd	Sidepath	Kensington/Wheaton	0.4
Montgomery Village Ave (East Side)	Stedwick Rd	Midcounty Hwy	Sidepath	Montgomery Village/ Airpark	0.7
Montgomery Village Ave (East Side)	Midcounty Hwy	City of Gaithersburg	Sidepath	Montgomery Village/ Airpark	0.3
Naglee Rd	Rodney Rd	New Hampshire Ave	Neighborhood Greenway	White Oak	0.3
New Hampshire Ave (West Side)	Jackson Rd	Columbia Pike	Sidepath	Fairland/Colesville	0.9
New Hampshire Ave (West Side)	Columbia Pike	Lockwood Dr	Sidepath	White Oak	0.3
New Hampshire Ave (East Side)	Elton Rd	Prince George's County	Sidepath	White Oak, Silver Spring/ Takoma Park (East)	1.0
Nicholson Ct / Wyaconda Rd	Nebel St Ext	Schuylkill Rd	Separated Bike Lanes / Off-Street Trail	North Bethesda/ Twinbrook, White Flint	0.4
Oakview Dr	Northwest Branch Trail	New Hampshire Ave	Neighborhood Gre- enway	Silver Spring/Takoma Park (East)	0.7
Observation Dr (West Side)	Shakespeare Blvd	Germantown Rd	Sidepath	Germantown East	0.1
Old Georgetown Rd (East Side)	Democracy Blvd	Cheshire Dr	Separated Bike Lanes	North Bethesda/ Twinbrook	0.2
Old Georgetown Rd	Cheshire Dr	Charles St	Sidepath	Bethesda/Chevy Chase (East), North Bethesda/ Twinbrook	1.2
Olney to Glenmont Breezeway	Bel Pre Rd	Connecticut Ave	Sidepath	Aspen Hill	0.7
Olney to Glenmont Breezeway	Queen Mary Dr	Emory Ln	Sidepath	Olney	1.4
Olney-Laytonsville Rd/ Olney-Sandy Spring Rd (MD 108) North Bikeway	Town of Laytonsville	Fieldcrest Rd	Bikeable Shoulders	Rural East (East)	1.3
Olney-Laytonsville Rd/ Olney-Sandy Spring Rd (MD 108) North Bikeway	Fieldcrest Rd	Wickham Rd	Bikeable Shoulders	Rural East (East), Olney	1.7
Olney-Laytonsville Rd/ Olney-Sandy Spring Rd (MD 108) North Bikeway	Wickham Rd	Olney Mill Rd	Bikeable Shoulders	Rural East (East), Olney	1.0
Potomac to Veirs Mill Rd Breezeway	Falls Rd	Seven Locks Rd	Sidepath	Potomac	1.0

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Potomac to Veirs Mill Road Breezeway	I-270	Rockville Pike	Sidepath / Off-Street Trail	North Bethesda/ Twinbrook	0.3
Ridge Rd	Little Seneca Pkwy	Snowden Farm Pkwy	Sidepath	Clarksburg	1.1
Ridge Rd	Snowden Farm Pkwy	Brink Rd	Sidepath	Clarksburg	0.4
River Rd	Willard Rd	Gary Rd	Bikeable Shoulders	Potomac, Rural West	12.6
Rock Creek - Grubb Rd	Rock Creek Trail	Grubb Rd	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.6
Rock Creek Trail to Sligo Creek Trail Bikeway	Woodland Dr	Brunett Ave	Sidepath	Kensington/Wheaton	1.1
Rodney Rd to Royal Rd Connector	Rodney Rd	Royal Rd	Off-Street Trail	White Oak	0.1
Rossmore Dr	Old Georgetown Rd	Bethesda Trolley Trail	Neighborhood Greenway	North Bethesda/ Twinbrook	0.8
Silver Spring to Glenmont West Bikeway	Windham Ln	Evans Dr	Sidepath	Kensington/Wheaton	0.4
Sonoma Rd to Bradley Blvd Neighborhood Greenway	Sonoma Rd	Bradley Blvd	Neighborhood Greenway	Bethesda/Chevy Chase (East)	0.7
Strathmore Ave to Kensington Bikeway	Strathmore Ave	Weymouth St	Neighborhood Greenway	North Bethesda/ Twinbrook	0.5
Strathmore Ave to Kensington Bikeway	Strathmore Trail	Kenilworth Ave	Sidepath	North Bethesda/ Twinbrook	0.4
Summit Ave	Knowles Ave	Cedar Ln	Sidepath	Kensington/Wheaton	0.3
Takoma Ave	Gist Ave	Metropolitan Branch Trail	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.4
Tilden Ln	Danville Dr	Old Georgetown Rd	Sidepath	North Bethesda/ Twinbrook	0.5
Trail	Henderson Ave	Arcola Ave	Off-Street Trail	Kensington/Wheaton	0.2
Veirs Mill Road to White Oak Breezeway	Denley Rd	Georgia Ave	Sidepath	Glenmont	0.7
Veirs Mill Road to White Oak Breezeway	Georgia Ave	Glenallan Ave	Sidepath	Glenmont	0.3
Veirs Mill Road to White Oak Breezeway	Glenallan Rd	Kemp Mill Rd	Sidepath	Kensington/Wheaton	0.9
Veirs Mill Road to White Oak Breezeway	Fairland Rd	Columbia Pike	Sidepath	Fairland/Colesville	1.3
Washington Grove Ln	Emory Grove Rd	Amity Dr	Sidepath	Montgomery Village/ Airpark	0.2
Waters Landing Dr	Father Hurley Blvd	Crystal Rock Dr	Sidepath	Germantown West	0.4
Wayne Ave	Sligo Creek Pkwy	Whitney St	Sidepath	Silver Spring/Takoma Park (East)	0.6

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Westlake Dr	Tuckerman Ln	Democracy Blvd	Sidepath and Bikeable Shoulders	Potomac	2.0
Wheaton to Takoma / Langley Breezeway	Dayton St	Arcola Ave	Sidepath	Kensington/Wheaton	0.9
Wheaton to Takoma / Langley Breezeway	Arcola Ave	Lorain St	Sidepath	Kensington/Wheaton	1.2
Wheaton to Takoma / Langley Breezeway	Lexington Dr	E Franklin Ave	Sidepath	Kensington/Wheaton, Silver Spring/Takoma Park (East)	0.7
Wheaton to Takoma / Langley Breezeway	E Franklin Ave	Piney Branch Rd	Sidepath / Separated Bike Lanes	Long Branch Sector Plan, Silver Spring/Takoma Park (East)	1.0
White Flint to Rock Spring Breezeway	Kennedy Shriver Aquatic Center Drwy	Democracy Blvd	Separated Bike Lanes / Sidepath	North Bethesda/ Twinbrook, White Flint	1.6
Windham Ln	Georgia Ave	Sligo Creek Trail	Neighborhood Greenway	Kensington/Wheaton, Wheaton CBD	0.8
Wolf Dr	New Hampshire Ave	Kara Ln	Sidepath	Fairland/Colesville	0.1
Woodfield Rd	Airpark Rd	Muncaster Mill Rd	Sidepath	Montgomery Village/ Airpark	0.6
Woodfield Rd	Muncaster Mill Rd	Emory Grove Rd	Sidepath	Montgomery Village/ Airpark	0.8

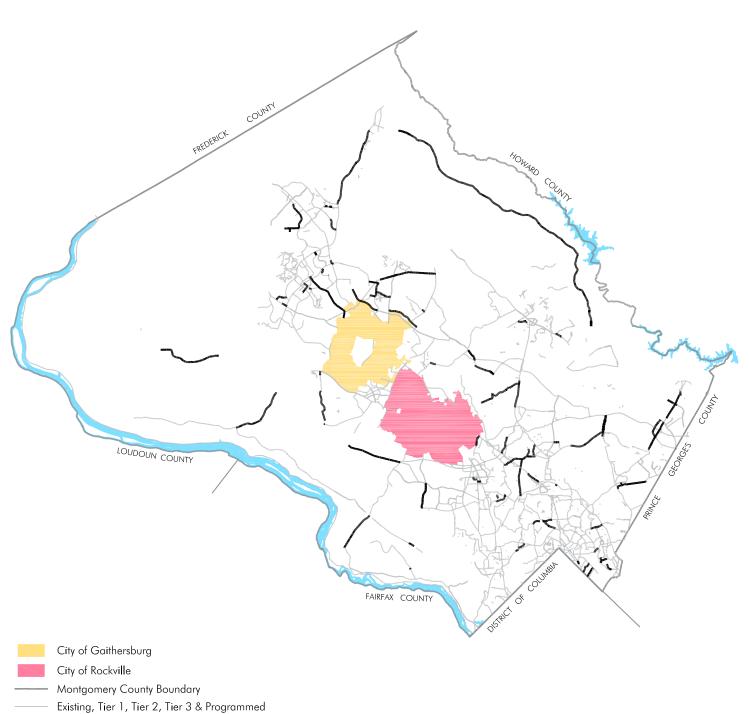




Tier 4 Bikeway Projects

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





— Tier 4

25,000 ft

0

Tier 4 Bikeways

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Baltimore Ave	Philadelphia Ave	District of Columbia	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.4
Briggs Rd	Layhill Rd	Middlevale Ln	Sidepath	Kensington/Wheaton	0.2
Burtonsville to Silver Spring Breezeway	Blackburn Rd	Briggs Chaney Rd	Sidepath	Fairland/Colesville	1.5
Burtonsville to Silver Spring Breezeway	Briggs Chaney Rd	Cherry Hill Rd	Sidepath	Fairland/Colesville	1.5
Cedar Ave	District of Columbia	Philadelphia Ave	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.4
Centerway Rd	Montgomery Village Ave	Goshen Rd	Sidepath	Montgomery Village/ Airpark	0.8
City Hall Parking Lot	Philadelphia Ave	Grant Ave	Off-Street Trail	Silver Spring/Takoma Park (East)	0.1
City of Rockville to Wheaton Breezeway	Glorus Pl	College View Dr	Separated Bike Lanes / Sidepath	Kensington/Wheaton	0.7
Clopper Rd (East Side)	Kingsview Rd	Germantown Rd	Sidepath	Germantown West	0.3
Connecticut Ave (MD 185) West Bikeway	Randolph Rd	Veirs Mill Rd	Sidepath / Contra-Flow Bike Lane	Kensington/Wheaton	0.4
Connecticut Ave (MD 185) West Bikeway	Veirs Mill Rd	Denfeld Ave	Sidepath	Kensington/Wheaton	0.9
Connecticut Ave (MD 185) West Bikeway	Denfeld Ave	Farragut Ave	Sidepath	Kensington/Wheaton	0.5
Corridor Cities Transitway Trail	Century Blvd	City of Gaithersburg	Off-Street Trail	Germantown Town Center, Germantown West, North Potomac	2.8
Crystal Rock Dr	Middlebrook Rd	Bowman Mill Dr Ext	Sidepath	Germantown West	0.4
Dalewood Dr / Dean Rd	Weller Rd	Randolph Rd	Neighborhood Greenway	Kensington/Wheaton	0.4
Damascus Rd	Stanley Hills Way	Georgia Ave	Bikeable Shoulders	Damascus, Rural East (East), Rural East (West)	9.0
Dr. Bird Rd	Olney-Sandy Spring Rd	Norwood Rd	Sidepath	Rural East (East)	0.3
Emory Grove Rd	Goshen Rd	Strawberry Knoll Rd	Sidepath	Montgomery Village/ Airpark	0.4
Emory Grove Rd	Strawberry Knoll Rd	Woodfield Rd	Sidepath	Montgomery Village/ Airpark	0.9
Emory Grove Rd	Woodfield Rd	Washington Grove Ln	Sidepath	Montgomery Village/ Airpark	0.4
Executive Blvd	Nicholson Ln	Woodglen Dr	Separated Bike Lanes	White Flint	0.3
Fairland Rd	Old Columbia Pike	Briggs Chaney Rd	Sidepath	Fairland/Colesville	0.3

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Falls Rd	River Rd	MacArthur Blvd	Sidepath	Potomac	1.2
Flower Ave	Carroll Ave	Sligo Creek Trail	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.4
Franklin Ave	Caroline Ave	University Blvd	Sidepath	Silver Spring/Takoma Park (East)	0.6
Frederick Rd (West Side)	Shakespeare Blvd	Germantown Rd	Sidepath	Germantown East	0.2
Germantown to Burtonsville Breezeway	Montgomery Village Ave	Woodfield Rd	Off-Street Trail	Montgomery Village/ Airpark	2.7
Germantown to Grosvenor Breezeway	Piney Meetinghouse Rd	Falls Rd	Off-Street Trail	Potomac, Rural West	2.6
Germantown to Life Sciences Center Breezeway	Germantown Rd	Crystal Rock Dr	Separated Bike Lanes	Germantown Town Center	0.2
Germantown to Life Sciences Center Breezeway	Crystal Rock Dr	Great Seneca Hwy	Sidepath	Germantown West	0.1
Germantown Rd (North Side)	Frederick Rd	Scenery Dr	Sidepath	Germantown East	0.1
Goldenrod Ln	Germantown Rd	Observation Dr	Sidepath	Germantown East	0.2
Greencastle Rd	Old Columbia Pike	Greencastle Ridge Ter	Sidepath and Conven- tional Bike Lanes	Fairland/Colesville	0.8
Hathaway Dr / Valleywood Dr	Flack St	Randolph Rd	Sidepath / Off-Street Trail	Kensington/Wheaton	0.5
Hopkins Rd	Clopper Rd	Father Hurley Blvd	Sidepath	Germantown West	0.6
Kenilworth Ave	Montrose Ave	Oxford St	Sidepath	North Bethesda/ Twinbrook	0.2
Little Seneca Pkwy (North Side)	Broadway Ave	Observation Dr Ext	Sidepath	Clarksburg	0.7
Little Seneca Pkwy	Snowden Farm Pkwy	Ridge Rd	Sidepath	Clarksburg	0.3
Manor Rd	Connecticut Ave	Jones Bridge Rd	Sidepath	Chevy Chase Lake Master Plan	0.4
Maple Ave	Kennebec Ave	Hilltop Rd	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.3
Maplewood Ave	Maple Ave	Long Branch Pkwy	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.3
Metropolitan Branch Trail Breezeway (Ultimate)	King St	Fenton St	Off-Street Trail	Silver Spring CBD	0.2
Midcounty Hwy	Great Seneca Creek	Montgomery Village Ave	Sidepath	Montgomery Village/ Airpark	1.7
Montgomery Village Ave (East Side)	Stewartown Rd	Stedwick Rd	Sidepath	Montgomery Village/ Airpark	0.7
Morningwood Dr	Headwaters Dr	Olney #1	Sidepath	Olney	0.5

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Muncaster Mill Rd	Needwood Rd	ICC Trail	Sidepath and Bikeable Shoulders	Rural East (East)	1.0
Muncaster Mill Rd	Avery Rd	Emory Ln	Sidepath and Bikeable Shoulders	Olney, Rural East (East), Aspen Hill	1.2
Needwood Rd	Redland Rd	ICC Trail	Sidepath	Derwood	0.3
Neighborhood Connector	Reedie Dr	University Blvd	Neighborhood Connector	Wheaton CBD	0.1
New Hampshire Ave to FDA Blvd Connector	New Hampshire Ave	FDA Blvd	Off-Street Trail	White Oak	1.5
New Hampshire Ave (East Side)	ICC Trail	Wolf Dr	Sidepath	Fairland/Colesville	1.0
New Hampshire Ave (West Side)	ICC Trail	Randolph Rd	Sidepath	Fairland/Colesville	0.9
New Hampshire Ave	Georgia Ave	Olney-Sandy Spring Rd	Bikeable Shoulders	Rural East (East)	6.3
Newdale Rd	Terminus	Connecticut Ave	Sidepath	Chevy Chase Lake Master Plan	0.1
Norbeck Rd (North Side)	Muncaster Mill Rd	Georgia Ave	Sidepath	Olney	0.3
Norbeck Rd (MD 28) North Bikeway	Bauer Dr	Muncaster Mill Rd	Neighborhood Gre- enway	Aspen Hill	2.2
Observation Dr Ext (West Side)	Roberts Tavern Dr	Little Seneca Pkwy	Sidepath	Clarksburg	1.3
Old Columbia Pike	Briggs Chaney Rd	Fairland Rd	Sidepath and Conven- tional Bike Lanes	Fairland/Colesville	0.8
Olney to Glenmont Breezeway	Emory Ln	Norbeck Rd	Sidepath	Olney	0.1
Olney to Glenmont Breezeway	Norbeck Rd	Connecticut Ave	Sidepath	Aspen Hill	1.2
Parkland Dr	Independence St	Veirs Mill Rd	Sidepath	Aspen Hill	0.8
Persimmon Tree Rd	Eggert Rd	MacArthur Blvd	Sidepath	Potomac, Bethesda/Chevy Chase (West)	0.1
Piney Branch Rd	Philadelphia Ave	Ray Dr	Sidepath	Silver Spring/Takoma Park (East)	0.2
Piney Branch Rd	Silver Spring Ave	Sligo Creek Pkwy	Sidepath	Silver Spring/Takoma Park (East)	0.3
Quince Orchard Rd	Darnestown Rd	Dufief Mill Rd	Sidepath	North Potomac	1.1
Randolph Rd	Rock Creek Trail	Veirs Mill Rd	Sidepath	Kensington/Wheaton	0.4
Ridge Rd	Bethesda Church Rd	Valley Park Dr	Sidepath	Damascus	0.8
Ridge Rd	Valley Park Dr	Sweepstakes Rd	Sidepath	Damascus	0.9

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Ridge Rd	Sweepstakes Rd	Skylark Rd	Sidepath	Clarksburg, Damascus, Rural East (West)	2.2
River Rd	Bradley Blvd	Seven Locks Rd	Sidepath	Potomac	0.3
Rock Creek Trail to Sligo Creek Trail Bikeway	Stoneybrook Dr	Linden Ln	Off-Street Trail	Kensington/Wheaton	0.4
Rock Creek Trail to Sligo Creek Trail Bikeway	Seminary Rd	Darcy Forest Dr	Sidepath	Kensington/Wheaton	0.4
Security Ln	Rockville Pike	Woodglen Dr	Separated Bike Lanes	White Flint	0.2
Seminary Rd	Forest Glen Rd	2nd Ave	Conventional Bike Lanes	Kensington/Wheaton, Silver Spring/Takoma Park (West)	0.7
Seneca Rd	Darnestown Rd	River Rd	Bikeable Shoulders	Rural West	2.8
Seven Locks Rd	Tuckerman Ln	Democracy Blvd	Sidepath and Bikeable Shoulders	Potomac	1.6
Sidepath	Little Seneca Pkwy	Black Hills Regional Park	Sidepath	Clarksburg	0.2
Snouffer School Rd	Sweet Autumn Dr	Woodfield Rd	Sidepath	Montgomery Village/ Airpark	0.2
Stedwick Rd	Watkins Mill Rd	Montgomery Village Ave	Sidepath	Montgomery Village/ Airpark	0.3
Stewartown Rd Ext	Watkins Mill Rd	Montgomery Village Ave	Sidepath	Montgomery Village/ Airpark	0.5
Strathmore to Kensington Bikeway	Oxford St	Knowles Ave	Sidepath	North Bethesda/ Twinbrook	0.1
Street B-25	Ridge Rd	Seneca Meadows Pkwy	Separated Bike Lanes	Germantown Town Center	0.2
Travilah Rd	Darnestown Rd	Dufief Mill Rd	Sidepath	North Potomac	0.1
Twinbrook Pkwy (East Side)	Veirs Mill Rd	Halpine Rd	Sidepath	North Bethesda/ Twinbrook	0.5
Veirs Mill Road to White Oak Breezeway	Veirs Mill Rd	Connecticut Ave	Sidepath	Kensington/Wheaton	0.5
Veirs Mill Road to White Oak Breezeway	Connecticut Ave	Denley Rd	Sidepath	Kensington/Wheaton	0.7
Veirs Mill Road to White Oak Breezeway	Kemp Mill Rd	New Hampshire Ave	Sidepath	Fairland/Colesville	1.8
Weymouth St	Montrose Ave	Oxford St	Sidepath	North Bethesda / Twinbrook	0.5
White Oak - FDA Connector	Lockwood Dr	FDA	Off-Street Trail	White Oak	0.1
Whites Ferry Rd	Town of Poolesville	Darnestown Rd	Bikeable Shoulders	Rural West	3.1

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BIKEWAYS

Prioritization of Bicycle Parking Stations

The table below prioritizes implementation of the bicycle parking stations into four tiers (Tier 1, Tier 2, Tier 3 and Tier 4) based on anticipated demand (see Appendix G for a description of how demand was assessed). All bicycle parking stations are recommended to be completed during the life of this plan, although some are contingent upon development approvals, which may occur beyond the life of this master plan. Construction of bicycle parking stations will be a cooperative effort between Montgomery County, transit agencies and private development, depending on a number of factors, including development opportunities, funding sources and property ownership. **Operation of the Bethesda South and Silver Spring bicycling stations are recommended to coincide with operation of the Purple Line.**

Prioritization of Bicycle Parking Stations

STATION	TRANSIT CORRIDOR	MINIMUM NUMBER OF SPACES		
STATION	TRANSIT CORRIDOR	LONG-TERM	SHORT-TERM	
TIER 1				
Bethesda South	Red Line, Purple Line	330	130	
Forest Glen	Red Line	300	100	
Glenmont	Red Line	400	150	
Shady Grove	Red Line, CCT	330	110	
Silver Spring	Red Line, Purple Line	600	170	
Wheaton	Red Line	400	100	
White Flint (Metrorail)	Red Line	250	50	
TIER 2				
Bethesda North	Red Line	100	50	
Friendship Heights	Red Line	200	50	
Germantown (MARC)	MARC	30	10	
Grosvenor	Red Line	350	100	
Medical Center	Red Line	200	50	
Silver Spring Library	Purple Line	40	10	
TIER 3				
Connecticut Avenue	Purple Line	20	10	
Kensington	MARC	30	10	

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BIKEWAYS

STATION	TRANSIT CORRIDOR	MINIMUM NUMBER OF SPACES		
STATION		LONG-TERM	SHORT-TERM	
LSC Belward	ССТ	80	20	
LSC Central	ССТ	60	20	
LSC West	ССТ	90	10	
Takoma / Langley	Purple Line	20	10	
White Flint (MARC)	MARC	20	10	
TIER 4				
Boyds	MARC	20	10	
Long Branch	Purple Line	30	10	
Lyttonsville	Purple Line	50	10	
Piney Branch Road	Purple Line	10	10	
Washington Grove	MARC	10	10	
Woodside	Purple Line	20	10	



Caption: A bicycle parking station in Boulder, Colorado. Photo: Matt Johnson

Prioritization of Bicycle-Supportive Programs

The table below identifies target dates for initiating bicycle-supportive programs.

Prioritization of Bicycle-Supportive Programs

PROGRAM	RECOMMENDED TIMEFRAME
1.9 Bicycle Pedestrian Priority Areas	Short Term
2.1 Bikeways Program - Minor Projects	Short Term
2.2 Roadway and Bikeway Related Maintenance	Medium Term
2.3 Snow Removal / Wind / Rain Storms	Medium Term
2.4 Resurfacing: Primary/Arterial AND Sidewalk & Curb Replacement	Medium Term
3.1 BikeMontgomery Outreach Program	Medium Term
3.2 Bicycle Master Plan Monitoring Report	Ongoing
3.3 Neighborhood Greenway Program	Short Term
3.4 Bicycle Parking Program	Short Term
3.5 Public School Bicycle Education	Medium Term
3.6 Bicycle Facility Education	Short Term
3.7 Bicycle Count Program	Short Term
3.8 Countywide Wayfinding Plan	Medium Term

Prioritization of Bicycle-Supportive Laws, Regulations and Policies

The table below identifies target dates for changes to bicycle-supportive laws, regulations and policies.

Prioritization of Bicycle-Supportive Laws, Regulations and Policies

LAW, REGULATION AND POLICY	RECOMMENDED TIMEFRAME						
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	Short Term						
2.4 Replace the State's Marked Bike Lane Policy	Ongoing						
2.5 Develop a County Policy on E-Bikes	Short Term						
DESIGN STANDARDS AND PRACTICES							
2.6 Establish Level of Traffic Stress Targets	Short Term						
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	Short Term						
2.9 Make Separated Bikeways the Preferred Bikeway Facility Type	Short Term						
2.10 Extending Separated Bike Lanes Through Intersections	Short Term						
2.11 Consolidate Driveways along Master-Planned Bikeways	Short Term						
2.12 Develop a Shared Lane Marking Policy	Short Term						
2.13 Develop Bicycle Parking Standards for County Facilities	Short Term						
2.14 Reassess Road Code Urban Area Boundaries	Short Term						
2.15 Establish Standards for Trail Crossings at Major Roads	Short Term						

ACHIEVING THE VISION

IMPLEMENTING THE VISION MONITORING THE VISION

BIKEWAYS

LAW, REGULATION AND POLICY	RECOMMENDED TIMEFRAME						
MAINTENANCE							
2.16 Develop Protocols for Bicycle Facility Closures and Detours	Short Term						
OTHER							
2.17 School Site Selection	Short Term						
2.18 Enable Traffic Calming and Access Restrictions on Neighborhood Greenways	Short Term						
2.19 Update the Zoning Code	Short Term						
2.20 Revise the Bicycle to School Policy	Short Term						
2.21 Abandonments	Short Term						
2.22 Loading Zones	Short Term						

Photo: Scott Wilets Best Other Category Bicycle Master Plan Photo Contest SION

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ONITORING THE VISION





418-41

Bike Trips on both East and West Sides of the Burrard Bridge





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MONITORING THE VISION

A biennial monitoring program led by the Montgomery County Planning Department will track how well the vision of the plan is being fulfilled through the goals and objectives, and enable transparency and accountability in plan implementation. The monitoring template in this section reflects each of the plan's objectives and includes target values for the plan to achieve at several points over the life of the plan. The report will be reviewed by the Planning Board and approved by the County Council.

A template for a detailed biennial monitoring report is provided in Appendix A.

OBJECTIVE	METRIC		EXIST- ING (2018)	FUND- ED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
GOAL 1: INCRE	ASE BICYCLING R	ATES IN MONTGOME	RY COUNT	Υ						
1.1	Percentage of reside bicycle.	ents who commute by	0.75% (2017)	0.75% (2017)	1%	3%	4%	6%	8%	12%
		Bethesda	0.7%							
10		Friendship Heights	1.4%	- Data Not Yet Surveyed						
	Bicycling Rates to Transportation	North Bethesda	1.0%							
1.2	Management Districts	Shady Grove	1.5%							
		Silver Spring	1.4%							
		White Oak	N/A							
		Red Line	1.6% (2016)	1.6% (2016)	2%	4%	6%	8%	10%	15%
		Brunswick Line	TBD							
1.3	Bicycling Rates to Transit	Purple Line (planned)		TBD						
		Corridor Cities Transitway (planned)		TBD						
		Elementary Schools								
1.4	Bicycling Rates at Public Schools	Middle Schools				Data Not Y	et Surveyed			
		High Schools								
GOAL 2: CREA	TE A HIGHLY-CON	NECTED, CONVENIER	IT AND LO	W-STRESS	BICYCLIN	G NETWO	RK			
2.1	Countywide Connec	tivity	16%	N/A	20%	30%	40%	50%	50%	80%
		Red Line	10%	15%	20%	35%	55%	60%	65%	80%
	Connectivity to	Brunswick Line	14%	25%	30%	35%	60%	60%	65%	80%
2.2	Transit Stations	Purple Line	4%	10%	20%	30%	60%	70%	70%	75%
		Corridor Cities Transitway	0%	0%	0%	35%	40%	40%	40%	75%

DBJECTIVE	METRIC		EXIST- ING (2018)	FUND- ED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
		Elementary Schools	38%	40%	40%	40%	45%	45%	45%	60%
2.3	Connectivity to Public Schools	Middle Schools	25%	25%	25%	30%	30%	35%	35%	55%
		High Schools	12%	15%	15%	15%	20%	20%	25%	35%
		Public Libraries	8%	10%	15%	20%	40%	50%	55%	85%
2.4	Connectivity to Public Facilities	Recreation Centers	15%	15%	20%	25%	30%	35%	40%	70%
		Recreational and Regional Parks	28%	30%	30%	30%	35%	45%	50%	75%
		Red Line	0	0	0	4	8	11	11	11
0.5	Rail Stations with Bicycle Parking Stations	MARC Brunswick Line	0	0	0	2	4	5	5	5
2.5		Purple Line	0	0	0	2	5	7	7	7
		Corridor Cities Transitway	0	0	0	0	3	3	3	3
	Sufficient Bicycle Parking at Public Schools	Elementary Schools	0%	N/A	N/A	N/A	100%	100%	100%	100%
2.6		Middle Schools	0%	N/A	N/A	N/A	100%	100%	100%	100%
		High Schools	0%	N/A	N/A	N/A	100%	100%	100%	100%
2.7	Sufficient Bicycle Pa Pedestrian Priority A		15%	15%	20%	30%	40%	50%	60%	80%
	Sufficient Bicycle	Public Libraries	11%	11%	50%	100%	100%	100%	100%	100%
2.8	Parking at Public Facilities Recreation Centers	Recreation Centers	15%	15%	50%	100%	100%	100%	100%	100%
GOAL 3: PROV	IDE EQUAL ACCES	S TO LOW-STRESS B		FOR ALL N	IEMBERS (OF THE CO	MMUNITY			
3.1	Connectivity to Low	Income Areas	57%	N/A	70%	80%	85%	85%	85%	85%
OAL 4: IMPR	OVE THE SAFETY C	OF BICYCLING								
4.1	The number of bicycling fatalities and serious injuries per year.				0	by 2030 (pe	er Vision Zer	o Action Pla	n)	



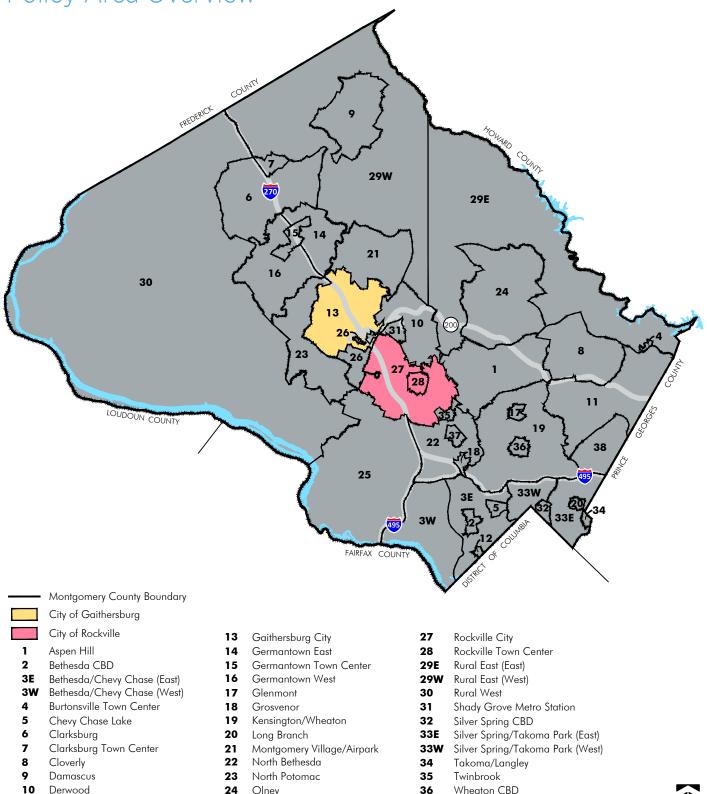
BIKEWAY RECOMMEN-DATIONS

The following section provides a detailed look at bikeway recommendations for each of the county's policy areas.

MONTGOMERY COUNTY BICYCLE MASTER PLAN | APPROVED AND ADOPTED | DECEMBER 2018 203



Policy Area Overview



- 11
- Fairland/Colesville
- 12 Friendship Heights
- Olney 24
- 25 Potomac
- 26 R&D Village

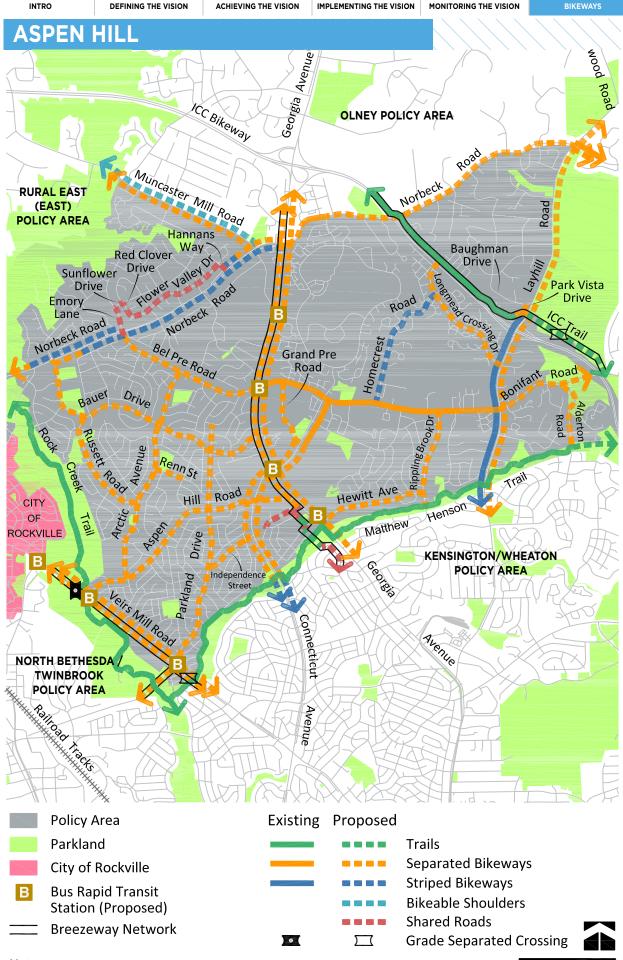
- 36 Wheaton CBD
- 37 White Flint

0

25,000 ft

38 White Oak

Recommendations can be viewed at MCAtlas.org/bikeplan \mathcal{O}



Note: White lines represent non-master planned bikeways

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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CITY OF ROCKVILLE TO V	VHEATON BREEZEWAY			
Veirs Mill Rd (MD 586)	Rock Creek Trail	Parkland Dr	Separated Bikeway	Sidepath (South Side)
Veirs Mill Rd (MD 586)	Parkland Dr	Matthew Henson Trail	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
OLNEY TO GLENMONT BE	REEZEWAY		•	
Georgia Ave Access Road	Norbeck Rd (MD 28)	Bel Pre Rd	Separated Bikeway	Sidepath (West Side)
Georgia Ave (MD 97)	Bel Pre Rd	Wendy Ln	Separated Bikeway	Sidepath (West Side)
Wendy Ln	Georgia Ave (MD 97)	Loyola St	Shared Road	Neighborhood Greenway
Loyola St	Wendy Ln	Harmony Hills Neighborhood Park	Shared Road	Neighborhood Greenway
Harmony Hills NP Trail	Loyola St	Loyola St	Trail	Off-Street Trail
Loyola St	Harmony Hills Neighborhood Park	Ralph Rd	Shared Road	Neighborhood Greenway
Ralph Rd	Loyola St	Kilburn Ln	Shared Road	Neighborhood Greenway
Trail	Kilburn Ln	Matthew Henson Trail	Trail	Off-Street Trail
INTERCOUNTY CONNECT	OR (MD 200) TRAIL BREEZE	EWAY		
Intercounty Connector Trail	Norbeck Rd (MD 28)	Park Vista Ct	Trail	Off-Street Trail
Park Vista Dr	Intercounty Connector Trail	Layhill Rd (MD 182)	Separated Bikeway	Sidepath (South Side)
Intercounty Connector Trail	Layhill Rd (MD 182)	Bonifant Rd	Trail	Off-Street Trail
POTOMAC TO VEIRS MILL	ROAD BREEZEWAY			
Montrose Pkwy	Rock Creek	Veirs Mill Rd (MD 586)	Separated Bikeway	Sidepath (North Side)
CONNECTICUT AVE (MD 1	85) WEST BIKEWAY			
Connecticut Ave	Grand Pre Rd	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Connecticut Ave (MD 185)	Georgia Ave (MD 97)	Aspen Hill Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Connecticut Ave (MD 185)	Aspen Hill Rd	Independence St	Separated Bikeway	Sidepath (West Side)
Connecticut Ave (MD 185)	Independence St	Matthew Henson Trail	Separated Bikeway	Sidepath (West Side)
CONNECTICUT AVE (MD 1	85) EAST BIKEWAY			1
Connecticut Ave	Bel Pre Rd	Grand Pre Rd	Separated Bikeway	Sidepath (East Side)

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Connecticut Ave	Grand Pre Rd	Georgia Ave (MD 97)	a Ave (MD 97) Separated Bikeway	
Connecticut Ave (MD 185)	Georgia Ave (MD 97)	Aspen Hill Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Connecticut Ave (MD 185)	Aspen Hill Rd	Independence St	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Connecticut Ave (MD 185)	Independence St	Matthew Henson Trail	Separated Bikeway	Sidepath (East Side)
NORBECK RD (MD 28) NO	RTH BIKEWAY			·
Norbeck Rd (MD 28)	City of Rockville	End of Access Rd	Separated Bikeway	Sidepath (North Side)
Norbeck Rd Access Road	End of Access Rd	Emory Ln	Striped Bikeway	Contra-Flow Bike Lane
Emory Ln	Norbeck Rd (MD 28)	Sunflower Dr	Shared Road	Neighborhood Greenway
Sunflower Dr	Emory Ln	Red Clover Dr	Shared Road	Neighborhood Greenway
Red Clover Dr	Sunflower Dr	Flower Valley Dr	Shared Road	Neighborhood Greenway
Flower Valley Dr	Red Clover Dr	Hannans Way	Shared Road	Neighborhood Greenway
Hannans Way	Flower Valley Dr	Norbeck Rd Access Road	Shared Road	Neighborhood Greenway
Norbeck Rd Access Road	Hannans Way	End of Access Road	Shared Road	Contra-Flow Bike Lane
Norbeck Rd (MD 28)	Norbeck Rd Access Road	Layhill Rd (MD 182)	Separated Bikeway	Sidepath (North Side)
NORBECK RD (MD 28) SO	UTH BIKEWAY			·
Norbeck Rd (MD 28)	Bauer Dr	400 feet West of Nadine Dr	Separated Bikeway	Sidepath (South Side)
Norbeck Rd Access Road	400 feet West of Nadine Dr	Georgia Ave (MD 97)	Shared Road	Contra-Flow Bike Lane
ADDITIONAL RECOMMEN	DATIONS			·
Alderton Rd	Bonifant Rd	Matthew Henson Trail	Separated Bikeway	Sidepath (East Side)
Arctic Ave	Bel Pre Rd	Aspen Hill Rd	Separated Bikeway	Sidepath (Side TBD)
	Veirs Mill Rd (MD 586)	Connecticut Ave (MD 185)	Separated Bikeway	Sidepath (North Side)
Aspen Hill Rd	Connecticut Ave (MD 185)	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Bauer Dr	Norbeck Rd (MD 28)	Marianna Dr	Separated Bikeway	Sidepath (Side TBD)
Bel Pre Rd	Norbeck Rd (MD 28)	Layhill Rd (MD 182)	Separated Bikeway	Sidepath (South Side)

BIKEWAY

Bonifant Rd

Grand Pre Rd

Georgia Ave (MD 97)

FROM

Bel Pre Rd

Layhill Rd (MD 182)

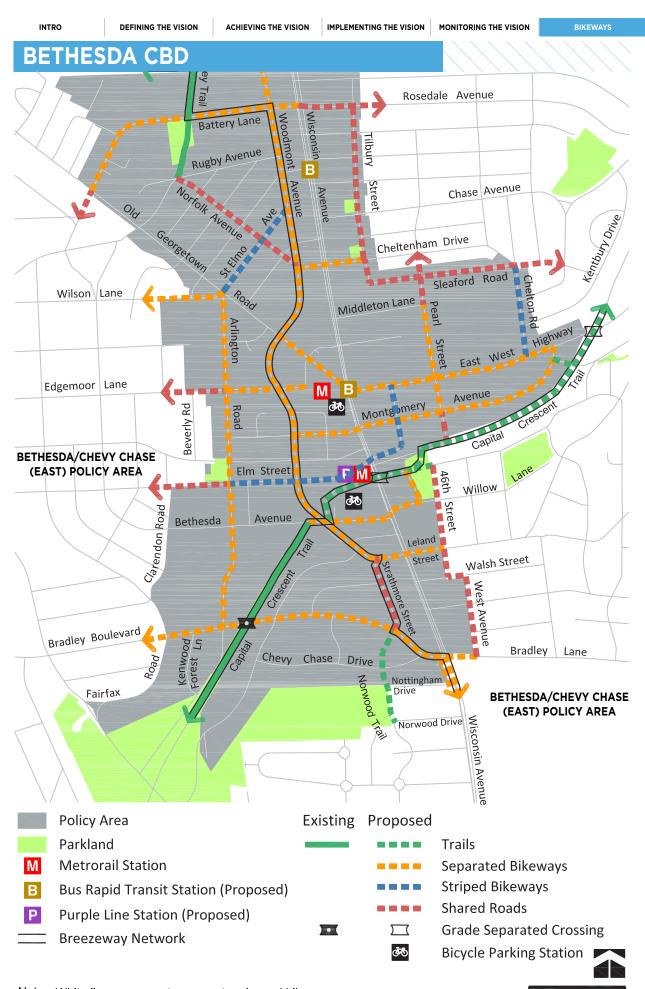
Norbeck Rd (MD 28)

	то	FACILITY TYPE	BIKEWAY TYPE				
	Intercounty Connector Trail	Separated Bikeway	Sidepath (Side TBD)				
	Matthew Henson Trail	Separated Bikeway	Sidepath (East Side)				
	Connecticut Ave	Separated Bikeway	Sidepath (Side TBD)				
	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (Side TBD)				
	Rippling Brook Dr	Separated Bikeway	Sidepath (Side TBD)				
	Bel Pre Rd	Striped Bikeway	Conventional Bike Lanes				
	Connecticut Ave (MD 185)	Separated Bikeway	Sidepath (Side TBD)				
	Baughman Dr	Separated Bikeway	Sidepath (East Side)				
	Park Vista Dr	Separated Bikeway	Sidepath (Both Sides)				
	Matthew Henson Trail	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes				
il	Layhill Rd (MD 182)	Separated Bikeway	Sidepath (North Side)				

Heathfield Rd	Parkland Dr	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (Side TBD)
Hewitt Ave	Georgia Ave (MD 97)	Rippling Brook Dr	Separated Bikeway	Sidepath (Side TBD)
Homecrest Rd	Longmead Crossing Dr	Bel Pre Rd	Striped Bikeway	Conventional Bike Lanes
Independence St	Parkland Dr	Connecticut Ave (MD 185)	Separated Bikeway	Sidepath (Side TBD)
	Norbeck Rd (MD 28)	Baughman Dr	Separated Bikeway	Sidepath (East Side)
Layhill Rd (MD 182)	Baughman Dr	Park Vista Dr	Separated Bikeway	Sidepath (Both Sides)
	Park Vista Dr	Matthew Henson Trail	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Longmead Crossing Dr	Intercounty Connector Trail	Layhill Rd (MD 182)	Separated Bikeway	Sidepath (North Side)
Marianna Dr	Bauer Dr	Parkland Dr	Separated Bikeway	Sidepath (Side TBD)
	Rock Creek Trail	Alderton Rd	Trail	Stream Valley Park Trail
Matthew Henson Trail	Alderton Rd	Fairland / Colesville Policy Area	Trail	Stream Valley Park Trail
Matthew Henson Trail Connector	Rippling Brook Dr	Matthew Henson Trail	Trail	Off-Street Trail
Muncaster Mill Rd (MD 115)	North Branch Rock Creek	Norbeck Rd (MD 28)	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Palmira Ln	Aspen Hill Shopping Center	Wendy Ln	Shared Road	Neighborhood Greenway
Parkland Dr	Chesterfield Rd	Marianna Dr	Separated Bikeway	Sidepath (Side TBD)
	Marianna Dr	Veirs Mill Rd (MD 586)	Separated Bikeway	Sidepath (Side TBD)
Renn St	Arctic Ave	Marianna Dr	Separated Bikeway	Sidepath (Side TBD)
Rippling Brook Dr	Bel Pre Rd	Matthew Henson Trail	Separated Bikeway	Sidepath (East Side)
Rock Creek Trail	Avery Rd	Veirs Mill Rd Trail Connector	Trail	Stream Valley Park Trail
Russett Rd	Bauer Dr	Arctic Ave	Separated Bikeway	Sidepath (East Side)

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Veirs Mill Rd (MD 586)	City of Rockville	Matthew Henson Trail	Separated Bikeway	Sidepath (North Side)
Wendy Ln	Palmira Ln	Loyola St	Shared Road	Neighborhood Greenway

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Note: White lines represent non-master planned bikeways

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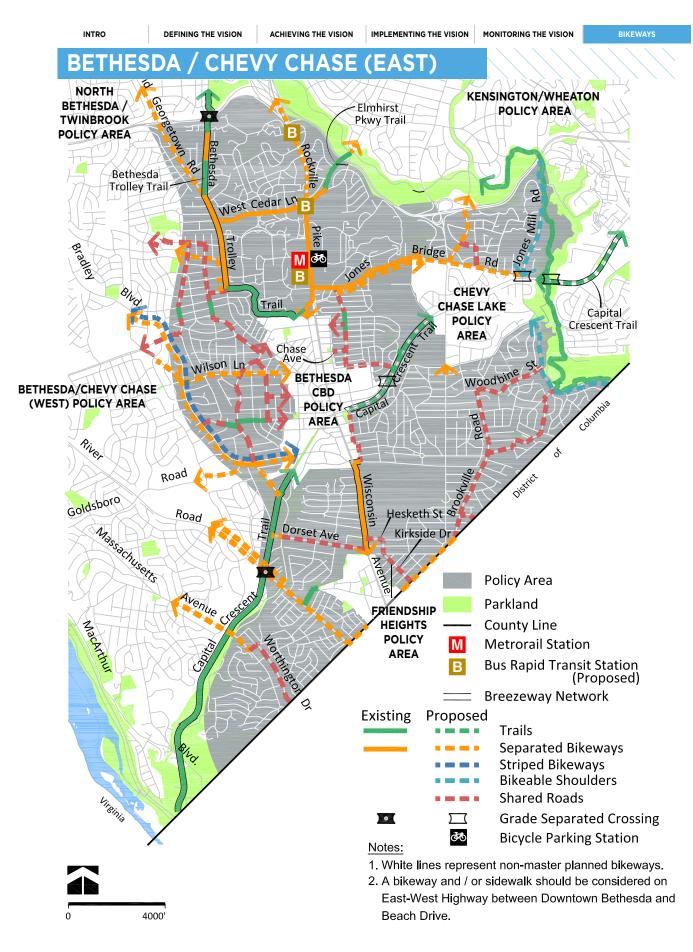
STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CAPITAL CRESCENT TR	AIL BREEZEWAY	•	•	·
Capital Crescent Trail	Kenwood Forest Ln	Woodmont Ave	Trail	Off-Street Trail
Capital Crescent Trail (Tunnel Route)	Woodmont Ave	47th St	Trail	Off-Street Trail
Capital Crescent Trail	47th St	Pearl St	Trail	Off-Street Trail
CITY OF ROCKVILLE TO	D FRIENDSHIP HEIGHTS BREEZ	ZEWAY	·	·
Bethesda Trolley Trail	NIH Property Line	Battery Ln	Trail	Off-Street Trail
Battery Ln	Bethesda Trolley Trail	Woodmont Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Woodmont Ave	Battery Ln	Strathmore St	Separated Bikeway	Separated Bike Lanes*
Strathmore St	Woodmont Ave	Bradley Blvd (MD 191)	Shared Road	Priority Shared Lane Markings
Bradley Blvd (MD 191)	Strathmore St	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
CAPITAL CRESCENT TR	AIL TO BRADLEY LN NEIGHB	ORHOOD GREENWAY		
46th St	Elm St	Walsh St	Shared Road	Neighborhood Greenway
Walsh St	46th St	West Ave	Shared Road	Neighborhood Greenway
West Ave	Walsh St	Bradley Ln	Shared Road	Neighborhood Greenway
JONES BRIDGE RD TO	CAPITAL CRESCENT TRAIL BI	(EWAY	·	·
	Sleaford Rd	Middleton Ln	Shared Road	Neighborhood Greenway
Pearl St	Middleton Ln	Montgomery Ave (MD 410)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
	Montgomery Ave (MD 410)	Capital Crescent Trail	Shared Road	Shared Street
Capital Crescent Trail Connector	Pearl St	Capital Crescent Trail	Trail	Off-Street Trail
ADDITIONAL RECOMM	ENDATIONS	·		·
Arlington Rd	Old Georgetown Rd (MD 187)	Bradley Blvd (MD 191)	Separated Bikeway	Separated Bike Lanes*
Battery Ln	Old Georgetown Rd (MD 187)	Bethesda Trolley Trail	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Battery Ln	Woodmont Ave	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Bethesda Trolley Trail	Battery Ln	Rugby Ave	Trail	Off-Street Trail

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Bradley Blvd (MD 191)	Fairfax Rd	Strathmore St	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Bradley Ln (MD 191)	Wisconsin Ave (MD 355)	West Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
	Woodmont Ave	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Capital Crescent Trail (Surface Route)	Wisconsin Ave (MD 355)	47th St	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
	Willow Ln	Elm St	Separated Bikeway	Sidepath (East Side)
Cheltenham Dr	Wisconsin Ave (MD 355)	Tilbury St	Separated Bikeway	Separated Bike Lanes (Side TBD)
Chelton Rd	Sleaford Rd	East-West Hwy (MD 410)	Striped Bikeway	Conventional Bike Lanes
East-West Hwy (MD 410)	Wisconsin Ave (MD 355)	Montgomery Ave (MD 410)	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Education 1 a	Beverly Rd	Arlington Rd	Shared Road	Neighborhood Greenway
Edgemoor Ln	Arlington Rd	Bethesda Metrorail Station	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
	Clarendon Rd	Arlington Rd	Shared Road	Neighborhood Greenway
Elm St	Arlington Rd	Wisconsin Ave (MD 355)	Striped Bikeway	Conventional Bike Lanes
Leland St**	Wisconsin Ave (MD 355)	46th St	Separated Bikeway	Separated Bike Lanes (Side TBD)
Montgomery Ave (MD 410)	Wisconsin Ave (MD 355)	East-West Hwy (MD 410)	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Montgomery Ln	Woodmont Ave	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Neighborhood Connector	Chevy Chase Dr	Bethesda/Chevy Chase (East) Policy Area	Trail	Neighborhood Connector
	Rugby Ave	Woodmont Ave	Shared Road	Shared Street*
Norfolk Ave	Woodmont Ave	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Old Georgetown Rd (MD 187)	Woodmont Ave	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Rosedale Ave	Wisconsin Ave (MD 355)	Tilbury St	Shared Road	Neighborhood Greenway
Sleaford Rd	Tilbury St	Chelton Rd	Shared Road	Neighborhood Greenway
St Elmo Ave	Woodmont Ave	Old Georgetown Rd (MD 187)	Striped Bikeway	Conventional Bike Lanes or Separated Bike Lanes
Norwood Trail	Bradley Blvd (MD 191)	Norwood Dr	Trail	Neighborhood Connector
Tilbury St	Rosedale Ave	Sleaford Rd	Shared Road	Neighborhood Greenway

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STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Waverly St	Wisconsin Ave (MD 355)	East-West Hwy (MD 410)	Striped Bikeway	Conventional Bike Lanes
Wilson Ln (MD 188)	Cordell Ave	Old Georgetown Rd (MD 187)	Separated Bikeway	Sidepath (North Side)
Wisconsin Ave (MD 355)	Bradley Blvd (MD 191)	Nottingham Dr	Separated Bikeway	Sidepath (West Side)
Woodmont Ave	Bethesda/Chevy Chase (East) Policy Area	Battery Ln	Separated Bikeway	Sidepath (West Side)
Woodmont Ave	Strathmore St	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes*

* See the Bethesda Downtown Plan

** This bikeway should be on the same side of the road as the Woodmont Avenue bikeway between Bethesda Ave and Wisconsin Avenue.



STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE		
CAPITAL CRESCENT TRAIL BREEZEWAY						
Capital Crescent Trail	River Rd (MD 190)	Kenwood Forest Ln	Trail	Off-Street Trail		
	SEI	E BETHESDA CBD POLICY A	REA	•		
Capital Crescent Trail	Pearl St	End of Newdale Rd	Trail	Off-Street Trail		
CITY OF ROCKVILLE TO F	RIENDSHIP HEIGHTS BREEZ	ZEWAY		•		
	I-495	Charles St	Trail	Off-Street Trail		
Bethesda Trolley Trail	Charles St	South of Lincoln Dr	Separated Bikeway	Sidepath (East Side)		
	Old Georgetown Rd (MD 187)	NIH Property Line	Trail	Off-Street Trail		
	SEI	E BETHESDA CBD POLICY A	REA	·		
	Bradley Blvd (MD 191)	Dorset Ave	Separated Bikeway	Sidepath (East Side)		
Wisconsin Ave (MD 355)	Dorset Ave	Oliver St	Separated Bikeway	Sidepath (East Side)		
BROOKVILLE RD TO BEA	CH DR NEIGHBORHOOD GR	EENWAY		•		
Cummings Ln	Brookville Rd (MD 186)	Brennon Ln	Shared Road	Neighborhood Greenway		
Brennon Ln	Cummings Ln	Shepherd St	Shared Road	Neighborhood Greenway		
Shepherd St	Brennon Ln	Turner Ln	Shared Road	Neighborhood Greenway		
Pomander Ln	Turner Ln	Leland St	Shared Road	Neighborhood Greenway		
Leland St	Pomander Ln	Beach Dr	Shared Road	Neighborhood Greenway		
CAPITAL CRESCENT TRA	IL TO BRADLEY LN NEIGHB	ORHOOD GREENWAY				
46th St	Elm St	Walsh St	Shared Road	Neighborhood Greenway		
Walsh St	46th St	West Ave	Shared Road	Neighborhood Greenway		
West Ave	Walsh St	Bradley Ln	Shared Road	Neighborhood Greenway		

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
FERNWOOD RD TO BATTE	RY LN NEIGHBORHOOD GF	REENWAY		
Sonoma Rd	Hempstead Ave	Grant St	Shared Road	Neighborhood Greenway
Grant St	Sonoma Rd	Roosevelt St	Shared Road	Neighborhood Greenway
Neighborhood Connector	Roosevelt St	Northfield Rd	Trail	Neighborhood Connector
Moorland Ln	Northfield Rd	Custer Rd	Shared Road	Neighborhood Greenway
Custer Rd	Moorland Ln	Lambeth Rd	Shared Road	Neighborhood Greenway
Park Ln	Lambeth Rd	Battery Ln	Shared Road	Neighborhood Greenway
KENSINGTON TO CHEVY O	CHASE LAKE BIKEWAY			
	I-495	Husted Drwy	Separated Bikeway	Sidepath (East Side)
Kensington Pkwy	Husted Drwy	Connecticut Ave (MD 185)	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
JONES BRIDGE ROAD TO	CAPITAL CRESCENT TRAIL	BIKEWAY		•
Maryland Ave	Jones Bridge Rd	S Chelsea Ln	Shared Road	Neighborhood Greenway
Neighborhood Connector	S Chelsea Ln	Maple Ave	Trail	Neighborhood Connector
Maryland Ave	Maple Ave	Chase Ave	Shared Road	Neighborhood Greenway
Pearl St	Chase Ave	Sleaford Rd	Shared Road	Neighborhood Greenway
MASSACHUSETTS AVE BIN	EWAY			-
Massachusetts Ave (MD 396)	Capital Crescent Trail	Baltimore Ave	Separated Bikeway	Sidepath (North Side)
Baltimore Ave	Massachusetts Ave (MD 396)	Worthington Dr	Shared Road	Neighborhood Greenway
Worthington Dr	Baltimore Ave	District of Columbia	Shared Road	Neighborhood Greenway
SONOMA RD TO BRADLEY	/ BLVD NEIGHBORHOOD GR	REENWAY	1	
Oneida Ln	Sonoma Rd	Greentree Rd	Shared Road	Neighborhood Greenway
Garfield St	Greentree Rd	Roosevelt St	Shared Road	Neighborhood Greenway
Neighborhood Connector	Roosevelt St	Northfield Rd	Trail	Neighborhood Connector
Garfield St	Northfield Rd	Huntington Pkwy	Shared Road	Neighborhood Greenway
Aberdeen Pl	Huntington Pkwy	Aberdeen Rd	Shared Road	Neighborhood Greenway

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
	NDATIONS			·
Battery Ln	Wilson Ln (MD 188)	Old Georgetown Rd (MD 187)	Shared Road	Neighborhood Greenway
Beach Dr	East-West Hwy (MD 410)	District of Columbia	Bikeable Shoulders	Bikeable Shoulders
Bradley Blvd (MD 191)	Aberdeen Rd	Fairfax Rd	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes
Brookville Rd (MD 186)	Woodbine St	District of Columbia	Shared Road	Priority Shared Lane Markings
Cedar Ln	Rockville Pike (MD 355)	Elmhirst Pkwy Trail	Separated Bikeway	Sidepath (North Side)
Chase Ave	Tilbury St	Pearl St	Shared Road	Neighborhood Greenway
Connecticut Ave (MD 185)	East-West Hwy (MD 410)	Blackthorn St	Separated Bikeway	Sidepath (East Side)
Cornish Rd	Bradley Blvd (MD 191)	Burling Rd	Shared Road	Neighborhood Greenway
Develop	Capital Crescent Trail	Little Falls Pkwy	Separated Bikeway	Sidepath (South Side)
Dorset Ave	Little Falls Pkwy	Wisconsin Ave (MD 355)	Shared Road	Neighborhood Greenway
East Melrose St	Brookville Rd (MD 186)	Nevada Ave	Shared Road	Neighborhood Greenway
Edgemoor Ln	Exeter Rd	Beverly Rd	Shared Road	Neighborhood Greenway
Elm St	Exfair Rd	Clarendon Rd	Shared Road	Neighborhood Greenway
Elmhirst Pkwy Trail	Cedar Ln	Cedar Ln	Trail	Off-Street Trail
Exeter Rd	Wilson Ln (MD 188)	Elm St	Shared Road	Neighborhood Greenway
Glenbrook Rd	Battery Ln	Bradley Blvd (MD 191)	Shared Road	Neighborhood Greenway
Glenbrook Rd	Bradley Blvd (MD 191)	Little Falls Pkwy	Separated Bikeway	Sidepath (West Side) and Separated Bike Lane (One-way, Northbound)
Greentree Rd	Bethesda/Chevy Chase (West) Policy Area	Old Georgetown Rd (MD 187)	Separated Bikeway	Sidepath (South Side)
Hesketh St	Wisconsin Ave (MD 355)	Kirkside Dr	Shared Road	Neighborhood Greenway
	Wisconsin Ave (MD 355)	Glenbrook Pkwy	Separated Bikeway	Sidepath (North Side)
Jones Bridge Rd	Glenbrook Pkwy	Maryland Ave	Separated Bikeway	Sidepath (Both Sides)
	Maryland Ave	Chevy Chase Lake Master Plan Policy Area	Separated Bikeway	Sidepath (South Side)
Jones Mill Rd	Beach Dr	Jones Bridge Rd	Bikeable Shoulders	Bikeable Shoulders

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Kenilworth Drwy	Kensington Pkwy	Montgomery Ave (MD 28)	Shared Road	Neighborhood Greenway
Kirkside Dr	Hesketh St	District of Columbia	Shared Road	Neighborhood Greenway
Little Falls Pkwy	Glenbrook Rd	Capital Crescent Trail	Separated Bikeway	Sidepath (West Side)
McKinley St	Grant St	Old Georgetown Rd (MD 187)	Shared Road	Neighborhood Greenway
Montgomery Ave (MD 28)	Kenilworth Drwy	Jones Bridge Rd	Shared Road	Neighborhood Greenway
Neighborhood Connector	Bethesda CBD Policy Area	Norwood Dr	Trail	Neighborhood Connector
Nevada Ave	East Melrose St	District of Columbia	Shared Road	Neighborhood Greenway
Old Georgetown Rd (MD 187)	Greentree Rd	McKinley St	Separated Bikeway	Sidepath (West Side)
Old Georgetown Rd (MD 187)	I-495	Charles St	Separated Bikeway	Sidepath (East Side)
River Rd (MD 190)	Capital Crescent Trail	Little Falls Pkwy	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (Two-Way, East Side)
	Little Falls Pkwy	District of Columbia	Separated Bikeway	Sidepath (East Side)
Rock Creek Trail	Stoneybrook Dr	Rock Creek	Trail	Stream Valley Park Trail
	1-495	Cedar Ln	Separated Bikeway	Sidepath (East Side)
Rockville Pike (MD 355)	Cedar Ln	Woodmont Ave	Separated Bikeway	Sidepath (West Side)
Rosedale Ave	Tilbury St	Neighborhood Connector	Shared Road	Neighborhood Greenway
Sleaford Rd	Chelton Rd	Kentbury Dr	Shared Road	Neighborhood Greenway
W Cedar Ln	Bethesda Trolley Trail	Rockville Pike (MD 355)	Separated Bikeway	Sidepath (South Side)
Western Ave	River Rd (MD 190)	Cortland Rd	Separated Bikeway	Sidepath (North Side)
	Western Grove Urban Park	Kirkside Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Western Ave	Kirkside Dr	Connecticut Ave (MD 185)	Separated Bikeway	Sidepath (North Side)
	Connecticut Ave (MD 185)	Brookville Rd	Separated Bikeway	Sidepath (North Side)
Willard Ave Trail	River Rd (MD 190)	Willard Ave	Trail	Off-Street Trail
Wilson Ln (MD 188)	Bradley Blvd (MD 191)	Cordell Ave	Separated Bikeway	Sidepath (North Side)
Wisconsin Ave (MD 355)	Dorset Ave	Oliver St	Separated Bikeway	Sidepath (West Side)

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Woodbine St	Brookeville Rd (MD 586)	Beach Dr	Shared Road	Neighborhood Greenway
Woodmont Ave	Rockville Pike (MD 355)	Bethesda CBD Policy Area	Separated Bikeway	Sidepath (West Side)



Note: White lines represent non-master planned bikeways

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BIKEWAYS

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE		
CAPITAL CRESCENT TRAI	CAPITAL CRESCENT TRAIL BREEZEWAY					
Capital Crescent Trail	District of Columbia	River Rd (MD 190)	Trail	Off-Street Trail		
FERNWOOD RD TO BATTERY LN NEIGHBORHOOD GREENWAY						
Marywood Rd	Fernwood Rd	Kirkdale Rd	Shared Road	Neighborhood Greenway		
Kirkdale Rd	Marywood Rd	Wilmett Rd	Shared Road	Neighborhood Greenway		
Wilmett Rd	Kirkdale Rd	Ewing Dr	Shared Road	Neighborhood Greenway		
Ewing Dr	Wilmett Rd	Johnson Ave	Shared Road	Neighborhood Greenway		
Johnson Ave	Ewing Dr	Lindale Dr	Shared Road	Neighborhood Greenway		
Lindale Dr	Johnson Ave	Sonoma Rd	Shared Road	Neighborhood Greenway		
Sonoma Rd	Lindale Dr	Hempstead Ave	Shared Road	Neighborhood Greenway		
MASSACHUSETTS AVE (M	D 396) BIKEWAY	·	-			
Massachusetts Ave (MD 396)	Goldsboro Rd (MD 614)	Westbard Ave	Separated Bikeway	Sidepath (North Side)		
Massachusetts Ave (MD 396)	Westbard Ave	Capital Crescent Trail	Separated Bikeway	Sidepath (North Side)		
ADDITIONAL RECOMMEN	DATIONS		·			
Aberdeen Rd	Wilson Ln (MD 188)	Bradley Blvd (MD 191)	Shared Road	Neighborhood Greenway		
Bradley Blvd (MD 191)	I-495	Aberdeen Rd	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes		
C&O Canal Towpath	I-495	District of Columbia	Trail	Off-Street Trail		
Capital Crescent Trail Connector*	Broad St	Capital Crescent Trail	Trail	Off-Street Trail		
Fernwood Rd	I-495	Bradley Blvd (MD 191)	Separated Bikeway	Sidepath (Side TBD)		
Goldsboro Rd (MD 614)	MacArthur Blvd	Bradley Blvd (MD 191)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)		
Greentree Rd	Fernwood Rd	Bethesda/Chevy Chase (East) Policy Area	Separated Bikeway	Sidepath (South Side)		
I-495	Virginia	MacArthur Blvd	Trail	Off-Street Trail		
MacArthur Blvd	I-495	District of Columbia	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders		
Persimmon Tree Rd	I-495	MacArthur Blvd	Separated Bikeway	Sidepath (West Side)		

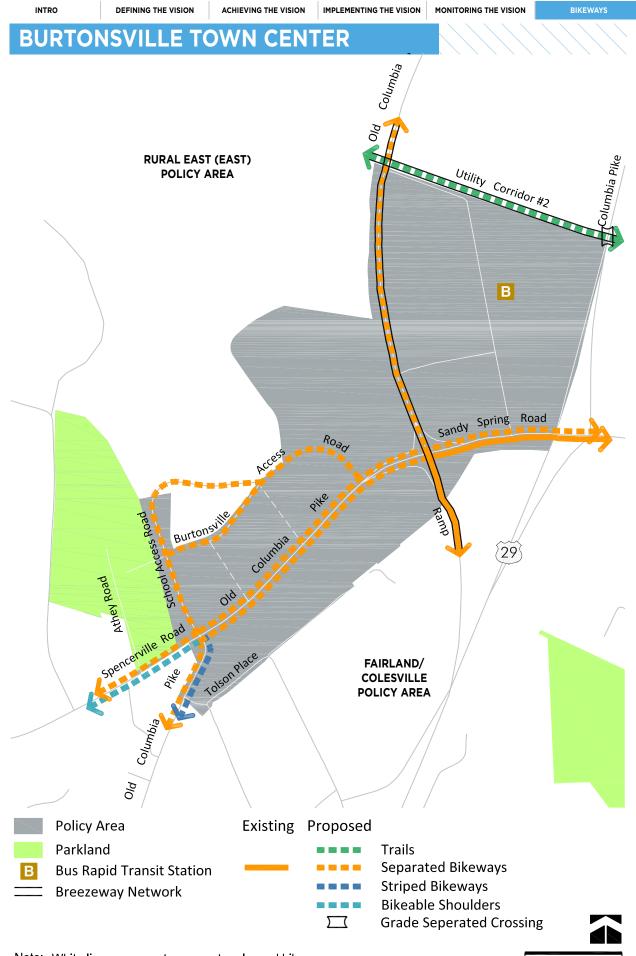
* The implementation of this trail is contingent upon an evaluation of potential impacts to park land.

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STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
River Rd (MD 190)	I-495	Westbard Ave Ext	Separated Bikeway	Sidepath (Both Sides)
	Westbard Ave Ext	Capital Crescent Trail	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (Two-Way, East Side)
Seven Locks Rd	I-495	MacArthur Blvd	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Westbard Ave	River Rd (MD 190)	Westbard Cir	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
westbard Ave	Westbard Cir	Massachusetts Ave (MD 396)	Separated Bikeway	Sidepath (West Side)
Wilson Ln (MD 188)	MacArthur Blvd	Bradley Blvd (MD 191)	Separated Bikeway	Sidepath (North Side)

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Note: White lines represent non-master planned bikeways

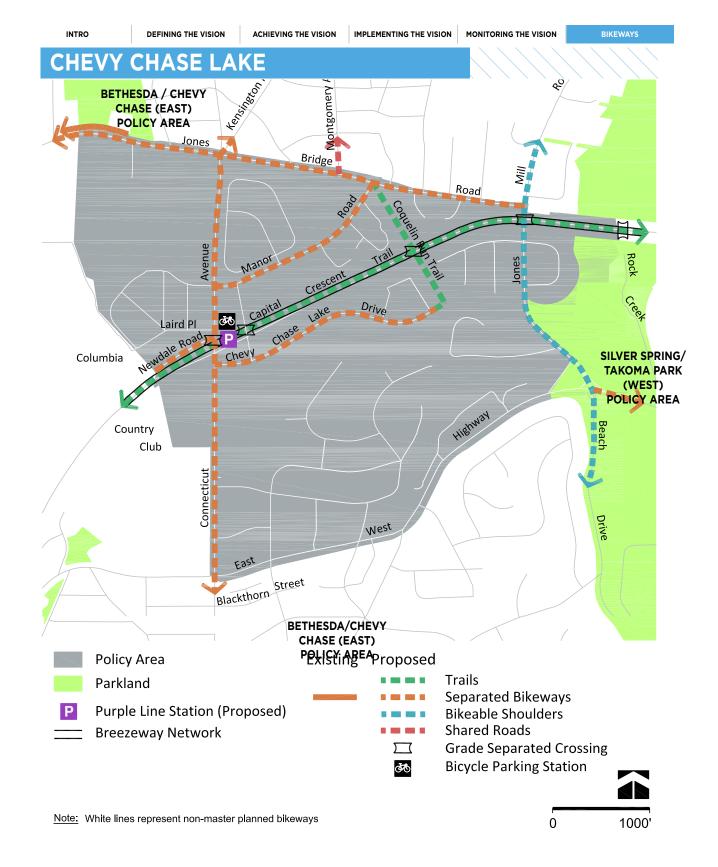
226 MONTGOMERY COUNTY BICYCLE MASTER PLAN | APPROVED AND ADOPTED | DECEMBER 2018

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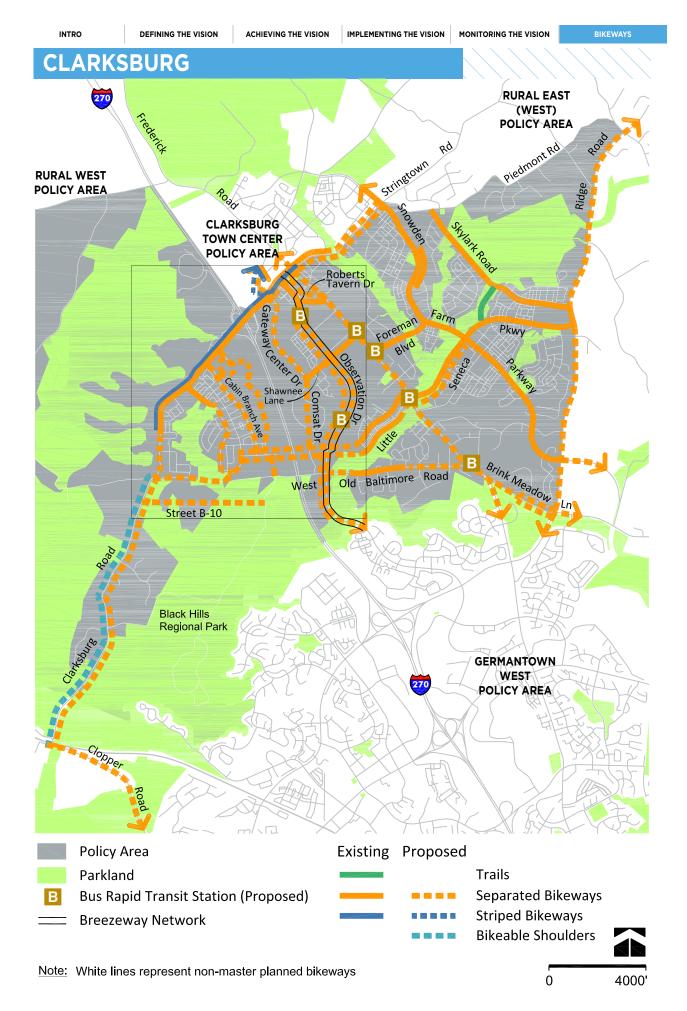
ACHIEVING THE VISION IMPLEMENTING THE VISION MONITORING THE VISION

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE	
BURTONSVILLE TO SILVE	R SPRING BREEZEWAY	1			
Old Columbia Pike	Utility Corridor #2	Sandy Spring Rd (MD 198)	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)	
Columbia Pike Ramp	Sandy Spring Rd (MD 198)	Fairland/Colesville Policy Area	Separated Bikeway	Sidepath (West Side)	
ADDITIONAL RECOMMEN	DATIONS				
Burtonsville Access Road	School Access Road	Old Columbia Pike (MD 198)	Separated Bikeway	Sidepath (Side TBD)	
Old Columbia Pike (MD 198)	Sandy Spring Rd (MD 198)	School Access Road	Separated Bikeway	Sidepath (South Side) and Separated Bike Lanes (Two-Way, North Side)	
Old Columbia Pike	Spencerville Rd (MD 198)	Tolson Pl	Separated Bikeway and Striped Bikeway	Sidepath (West Side) and Conventional Bike Lanes	
Sandy Spring Rd (MD 198)	Old Columbia Pike	Columbia Pike (US 29)	Separated Bikeway	Sidepath (South Side) and Separated Bike Lanes (Two-Way, North Side)	
School Access Road	Burtonsville ES	Old Columbia Pike	Separated Bikeway	Sidepath (West Side)	

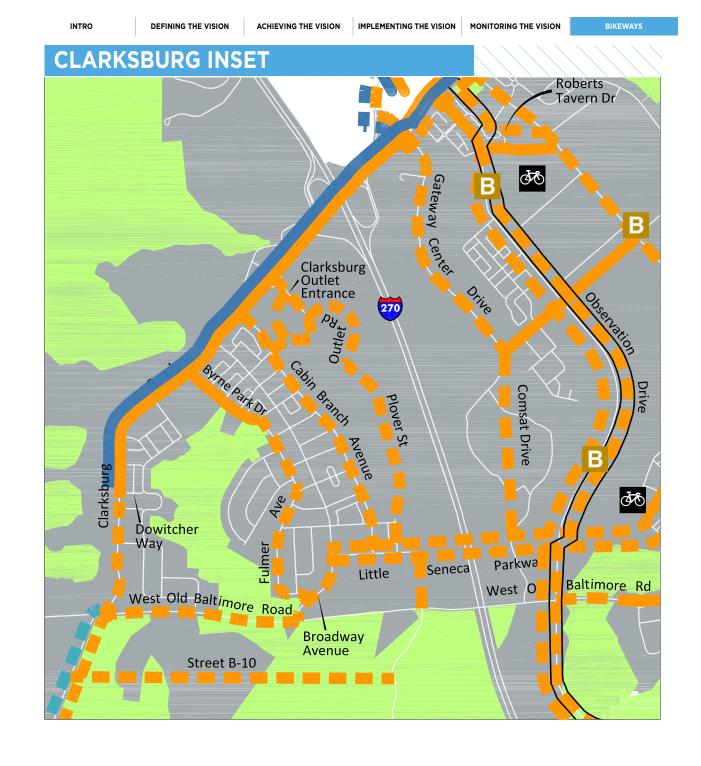


BIKEWAYS

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE		
CAPITAL CRESCENT TRAIL BREEZEWAY						
Capital Crescent Trail	End of Newdale Rd	Rock Creek	Trail	Off-Street Trail		
KENSINGTON TO CHEVY	CHASE LAKE BIKEWAY					
	Jones Bridge Rd	Manor Rd	Separated Bikeway	Sidepath (East Side)		
Connections Ave (MD 105)	Manor Rd	Laird Pl	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)		
Connecticut Ave (MD 185)	Laird Pl	Newdale Rd	Separated Bikeway	Separated Bike Lanes (Two-Way,East Side),		
	Newdale Rd	Chevy Chase Lake Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)		
ADDITIONAL RECOMMEN	DATIONS					
Chevy Chase Lake Dr	Connecticut Ave (MD 185)	Coquelin Run Trail	Separated Bikeway	Sidepath (North Side)		
Connecticut Ave (MD 185)	Chevy Chase Lake Dr	East-West Hwy (MD 410)	Separated Bikeway	Sidepath (East Side)		
Coquelin Run Trail	Jones Bridge Rd	Chevy Chase Lake Dr	Trail	Off-Street Trail		
East West Hwy (MD 410)	Beach Dr	Rock Creek	Separated Bikeway	Sidepath (North Side)		
Jones Bridge Rd	Bethesda / Chevy Chase (East) Policy Area	Jones Mill Rd	Separated Bikeway	Sidepath (South Side)		
Jones Mill Rd	Jones Bridge Rd	East-West Hwy (MD 410)	Bikeable Shoulders	Bikeable Shoulders		
Manor Rd	Connecticut Ave (MD 185)	Jones Bridge Rd	Separated Bikeway	Sidepath (South Side)		
Newdale Rd	Terminus	Connecticut Ave (MD 185)	Separated Bikeway	Sidepath (South Side)		



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BIKEWAYS

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CLARKSBURG TO CITY OF	GAITHERSBURG BREEZE	WAY		
Observation Dr Ext	Stringtown Rd	Little Seneca Creek	Separated Bikeway	Sidepath (Side TBD)
ADDITIONAL RECOMMEN	DATIONS	·	·	·
Barnesville Rd (MD 117)	Boyds MARC Station	Clopper Rd (MD 117)	Separated Bikeway	Sidepath (South Side)
	Frederick Rd (MD 355)	Brink Meadow Ln	Separated Bikeway	Sidepath (South Side)
Brink Rd	Brink Meadow Ln	Ridge Rd (MD 27)	Separated Bikeway	Sidepath (Both Sides)
Broadway Ave	Little Seneca Pkwy	W Old Baltimore Rd	Separated Bikeway	Sidepath (West Side)
Byrne Park Dr	Clarksburg Rd (MD 121)	Fulmer Ave	Separated Bikeway	Sidepath (West Side)
	Clarksburg Rd (MD 121)	Tribute Pkwy	Separated Bikeway	Sidepath (East Side)
Cabin Branch Ave	Tribute Pkwy	Little Seneca Pkwy	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Clarksburg Outlet Entrance	Clarksburg Rd (MD 121)	Outlet Rd	Separated Bikeway	Separated Bike Lanes (Side TBD)
	Gateway Center Dr	Dowitcher Way	Separated Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Clarksburg Rd (MD 121)	Dowitcher Way	W Old Baltimore Rd	Separated Bikeway	Sidepath (East Side)
	W Old Baltimore Rd	Ten Mile Creek	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Clopper Rd (MD 117)	Clarksburg Rd (MD 121)	Little Seneca Creek	Separated Bikeway	Sidepath (East Side)
Comsat Dr	Shawnee Ln	Little Seneca Pkwy	Separated Bikeway	Separated Bike Lanes (Side TBD)
Foreman Blvd	Frederick Rd (MD 355)	Snowden Farm Pkwy	Separated Bikeway	Sidepath (South Side)
Frederick Rd (MD 355)	Stringtown Rd	Brink Rd	Separated Bikeway	Sidepath (West Side)
Fulmer Ave	Bryne Park Ave	Broadway Ave	Separated Bikeway	Sidepath (West Side)
Gateway Center Dr	Stringtown Rd	Shawnee Ln	Separated Bikeway	Sidepath (East Side)
Little Seneca Pkwy	Broadway Ave	Snowden Farm Pkwy	Separated Bikeway	Sidepath (Both Sides)
Little Seneca Pkwy	Snowden Farm Pkwy	Ridge Rd (MD 27)	Separated Bikeway	Sidepath (North Side)
Observation Dr	Stringtown Rd	Little Seneca Creek	Separated Bikeway	Sidepath (Opposite Side from Breezeway)
Outlet Rd	Cabin Branch Ave	Plover St	Separated Bikeway	Sidepath (South Side)

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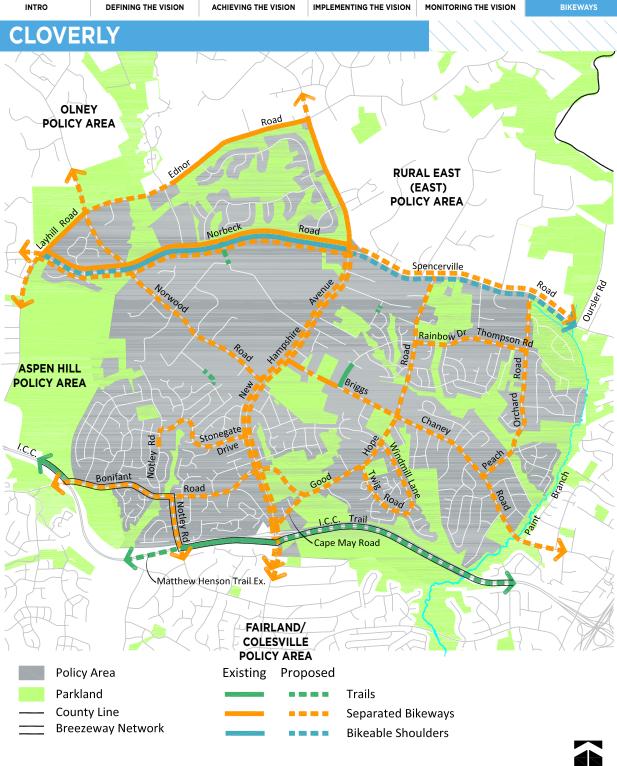
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE	
Plover St	Outlet Rd	Little Seneca Pkwy	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)	
Ridge Rd (MD 27)	Kings Valley Rd	Brink Rd	Separated Bikeway	Sidepath (West Side)	
Roberts Tavern Dr	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (Both Sides)	
Shawnee Ln	Gateway Center Dr	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (South Side)	
Sidepath	Little Seneca Pkwy	Black Hills Regional Park	Separated Bikeway	Sidepath (Side TBD)	
Skylark Rd	Piedmont Rd	Ridge Rd (MD 27)	Separated Bikeway	Sidepath (South Side)	
Snowden Farm Pkwy	Stringtown Rd	Ridge Rd (MD 27)	Separated Bikeway	Sidepath (South Side)	
Street B-10	Clarksburg Rd (MD 121)	Black Hills Regional Park	Separated Bikeway	Sidepath (Side TBD)	
Stringtown Dd	Snowden Farm Pkwy	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (Both Sides)	
Stringtown Rd	Frederick Rd (MD 355)	Gateway Center Dr	Separated Bikeway and Striped Bikeway	Sidepath (Both Sides) and Conventional Bike Lanes	
W Old Baltimore Rd	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (South Side)	
W Old Baltimore Rd	Clarksburg Rd (MD 121)	Broadway Ave	Separated Bikeway	Sidepath (North Side)	

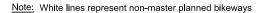


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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Burdette Forest Rd	Snowden Farm Pkwy	Clarksburg Square Rd	Separated Bikeway	Sidepath (West Side)
Clarksburg Rd	Snowden Farm Pkwy	Frederick Rd (MD 355)	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Clarksburg Rd (MD 121)	Frederick Rd (MD 355)	Gateway Center Dr	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Frederick Rd (MD 355)	Comus Rd	Snowden Farm Pkwy	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
	Snowden Farm Pkwy	Stringtown Rd	Separated Bikeway	Sidepath (East Side)
Gateway Center Dr	Clarksburg Rd (MD 121)	Stringtown Rd	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Overlook Park Dr	Clarksburg Rd	Stringtown Rd	Separated Bikeway	Sidepath (East Side)
Snowden Farm Pkwy	Frederick Rd (MD 355)	Stringtown Rd	Separated Bikeway	Sidepath (South Side)
Street A-251	Frederick Rd (MD 355)	Stringtown Rd	Separated Bikeway	Sidepath (Side TBD)
Stringtown Rd	Snowden Farm Pkwy	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (Both Sides)
	Frederick Rd (MD 355)	Gateway Center Dr	Separated Bikeway and Striped Bikeway	Sidepath (Both Sides) and Conventional Bike Lanes

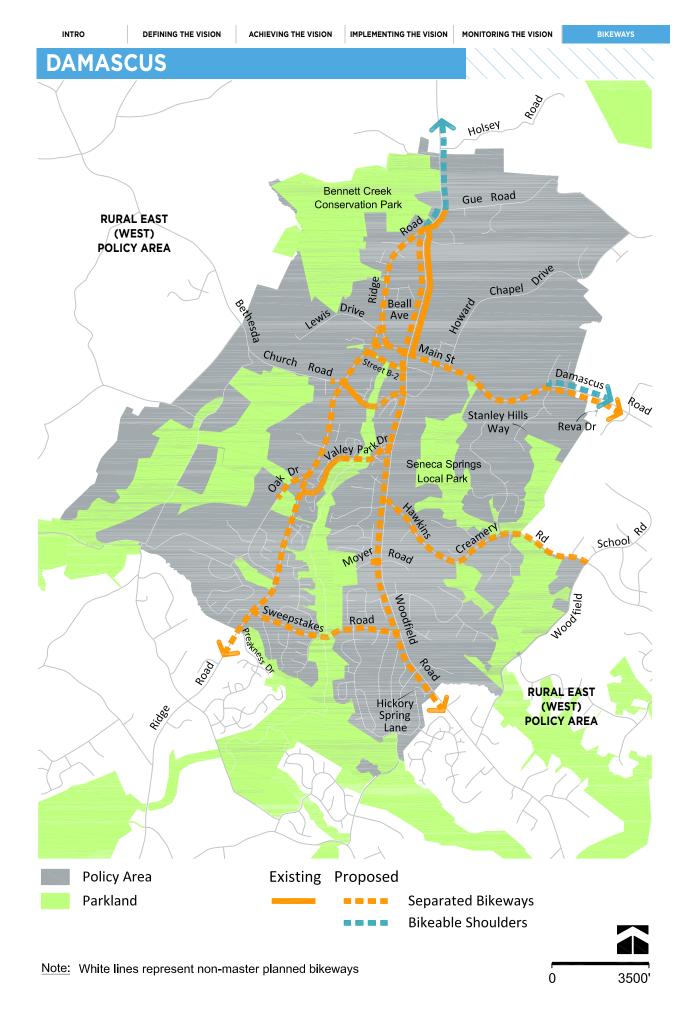




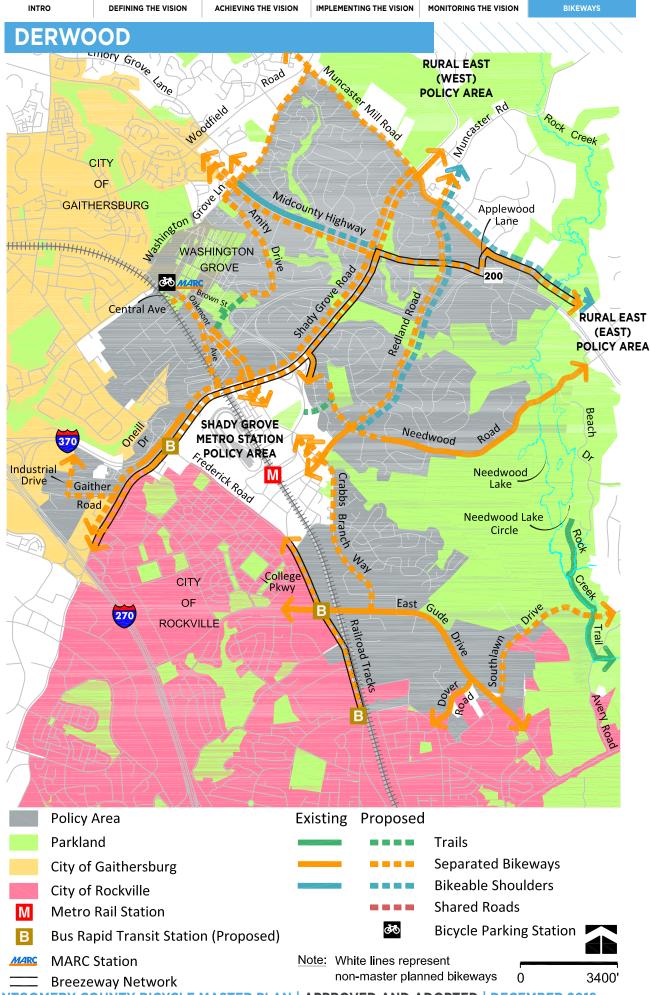


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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
INTERCOUNTY CONNECT	OR TRAIL BREEZEWAY	•		•
Bonifant Rd	Intercounty Connector Trail	Notley Rd	Separated Bikeway	Sidepath (South Side)
Notley Rd	Bonifant Rd	Intercounty Connector (MD 200)	Separated Bikeway	Sidepath (East Side)
	SEE FA	IRLAND-COLESVILLE POLI	ICY AREA	·
Intercounty Connector Trail	New Hampshire Ave (MD 650)	Fairland/Colesville Policy Area	Trail	Off-Street Trail
ADDITIONAL RECOMMEN	DATIONS	•	•	-
Bonifant Rd	Notley Rd	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (Side TBD)
Briggs Chaney Rd	New Hampshire Ave (MD 650)	Paint Branch	Separated Bikeway	Sidepath (North Side)
Cape May Rd	Good Hope Rd	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (South Side)
Ednor Rd	New Hampshire Ave (MD 650)	Norwood Rd	Separated Bikeway	Sidepath (East Side)
Good Hope Rd	New Hampshire Ave (MD 650)	Spencerville Rd (MD 198)	Separated Bikeway	Sidepath (East Side)
Layhill Rd (MD 182)	Norwood Rd	Norbeck Rd (MD 28)	Separated Bikeway	Sidepath (East Side)
New Hampshire Ave	Ednor Rd	Norbeck Rd	Separated Bikeway	Sidepath (West Side)
(MD 650)	Norbeck Rd	Intercounty Connector Trail	Separated Bikeway	Sidepath (Both Sides)
Norbeck Rd	Layhill Rd (MD 182)	New Hampshire Ave (MD 650)	Separated Bikeway and Bikeable Shoulders	Sidepath (Both Sides) and Bikeable Shoulders
Norwood Rd	Layhill Rd (MD 182)	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (East Side)
Notley Rd	Stonegate Dr	Stonegate Elementary School	Separated Bikeway	Sidepath (East Side)
Peach Orchard Rd	Spencerville Rd (MD 198)	Briggs Chaney Rd	Separated Bikeway	Sidepath (Side TBD)
Rainbow Dr	Good Hope Rd	Thompson Rd	Separated Bikeway	Sidepath (South Side)
Spencerville Rd (MD 198)	New Hampshire Ave (MD 650)	Oursler Rd	Separated Bikeway and Bikeable Shoulder	Sidepath (North Side) and Bikeable Shoulder
Stonegate Dr	Notley Rd	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (Side TBD)
Thompson Rd	Rainbow Dr	Peach Orchard Rd	Separated Bikeway	Sidepath (South Side)
Twig Rd	Good Hope Rd	Windmill Ln	Separated Bikeway	Sidepath (Side TBD)
Windmill Ln	Good Hope Rd	Twig Rd	Separated Bikeway	Sidepath (Side TBD)



BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Bethesda Church Rd	Damascus Elementary School	Ridge Rd (MD 27)	Separated Bikeway	Sidepath (North Side)
	Ridge Rd (MD 27)	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath (South Side)
	Howard Chapel Dr	Stanley Hills Way	Separated Bikeway	Sidepath (South Side)
Damascus Rd (MD 108)	Stanley Hills Way	Reva Dr	Separated Bikeway and Bikeable Shoulders	Sidepath (South Side) and Bikeable Shoulders
Hawkins Creamery Rd	Woodfield Rd (MD 124)	Woodfield School Rd	Separated Bikeway	Sidepath (Side TBD)
High Corner St	Ridge Rd (MD 27)	Lewis Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Lewis Dr	High Corner St	Main St (MD 108)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
	Lewis Dr	Woodfield Rd (MD 124)	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Main St (MD 108)	Woodfield Rd (MD 124)	Howard Chapel Dr	Separated Bikeway	Sidepath (South Side)
Moyer Rd	Clearspring Elementary School	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath or Separated Bike Lanes (South Side)
Oak Dr	Ridge Rd (MD 27)	John T Baker Middle School	Separated Bikeway	Sidepath (West Side)
	Rural East (West) Policy Area	Gue Rd	Bikeable Shoulders	Bikeable Shoulders
	Gue Rd	Woodfield Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Ridge Rd (MD 27)	Woodfield Rd	Beall Ave	Separated Bikeway	Sidepath (East Side)
	Beall Ave	Main St (MD 108)	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
	Main St (MD 108)	Bethesda Church Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Ridge Rd (MD 27)	Bethesda Church Rd	Oak Dr (North)	Separated Bikeway	Sidepath (East Side)
	Oak Dr (North)	Preakness Dr	Separated Bikeway	Sidepath (West Side)
Street B-2	Ridge Rd (MD 27)	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath (South Side)
Sweepstakes Rd	Ridge Rd (MD 27)	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath (South Side)
Valley Park Dr	Ridge Rd (MD 27)	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath (North Side)
	Ridge Rd (MD 27)	Beall Ave	Separated Bikeway	Sidepath (Both Sides)
Woodfield Rd (MD 124)	Beall Ave	Main St (MD 108)	Separated Bikeway	Sidepath (East Side) and Separated Bike Lanes (Two-Way, West Side)
	Main St (MD 108)	Hickory Spring Ln	Separated Bikeway	Sidepath (West Side)



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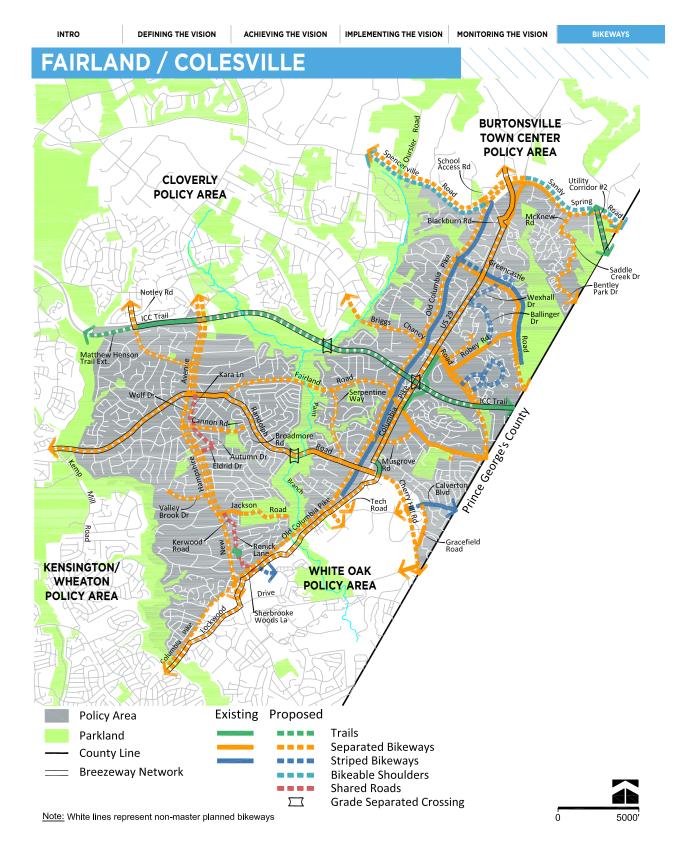
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CLARKSBURG TO CITY O	F GAITHERSBURG BREEZEV	VAY		·
Frederick Rd (MD 355)	Paramount Dr	College Pkwy	Separated Bikeway	Sidepath (East Side)
	TOR TRAIL BREEZEWAY	·	·	•
Shady Grove Rd	Shady Grove Metro Station Policy Area	Midcounty Hwy	Separated Bikeway	Sidepath (South Side)
Midcounty Hwy	Shady Grove Rd	Applewood Ln	Separated Bikeway	Sidepath (Side TBD)
Applewood Ln	Midcounty Hwy	Muncaster Mill Rd (MD 115)	Separated Bikeway	Sidepath (East Side)
Muncaster Mill Rd (MD 115)	Applewood Ln	Rock Creek	Separated Bikeway	Sidepath (West Side)
ADDITIONAL RECOMMEN	NDATIONS	·	·	·
Amity Dr	Washington Grove Ln	Piedmont Crossing Local Park Trail	Separated Bikeway	Sidepath (North Side)
Crabbs Branch Way	Redland Rd	E Gude Dr	Separated Bikeway	Sidepath (West Side)
Crabbs Branch Way	Northern Terminus	Shady Grove Rd	Separated Bikeway	Sidepath (Both Sides)
E Gude Dr	Frederick Rd (MD 355)	Southlawn Ln	Separated Bikeway	Sidepath (West Side)
Frederick Rd (MD 355)	O'Neill Dr	Shady Grove Rd	Separated Bikeway	Sidepath (Both Sides)
Gaither Rd	Industrial Dr	Shady Grove Rd	Separated Bikeway	Sidepath (Side TBD)
Industrial Dr	City of Gaithersburg	Gaither Rd	Separated Bikeway	Sidepath (Side TBD)
Midcounty Hwy	Washington Grove Ln	Shady Grove Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (Side TBD) and Bikeable Shoulders
Muncaster Mill Rd (MD 115)	Woodfield Rd (MD 124)	Muncaster Rd	Separated Bikeway	Sidepath (West Side)
Muncaster Mill Rd (MD 115)	Muncaster Rd	Rock Creek	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Nandous ed Dil	Keyport Ter	Redland Rd	Separated Bikeway	Sidepath (East Side)
Needwood Rd	Redland Rd	Beach Dr	Separated Bikeway	Sidepath (South Side)
Oakmont Ave	Central Ave	Shady Grove Rd	Separated Bikeway	Sidepath (East Side)
Piedmont Crossing Local Park Trail	Amity Dr	Crabbs Branch Way	Trail	Off-Street Trail
Piedmont Crossing Local Park Trail	Brown St	Crabbs Branch Way	Trail	Off-Street Trail

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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Redland Rd	Muncaster Mill Rd (MD 115)	Needwood Rd (North)	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
	Needwood Rd (North)	Needwood Rd (South)	Separated Bikeway	Sidepath (North Side)
Rock Creek Trail	Needwood Lake Cir	Avery Rd	Trail	Stream Valley Park Trail
Shady Grove Rd	City of Rockville	Muncaster Mill Rd (MD 115)	Separated Bikeway	Sidepath (North Side)
Shady Grove Rd	Midcounty Hwy	Muncaster Mill Rd (MD 115)	Separated Bikeway	Sidepath (South Side)
Southlawn Ln	Rock Creek Trail	E Gude Dr	Separated Bikeway	Sidepath (Side TBD)
Washington Grove Ln	Muncaster Mill Rd (MD 115)	Emory Grove Rd	Separated Bikeway	Sidepath (West Side)

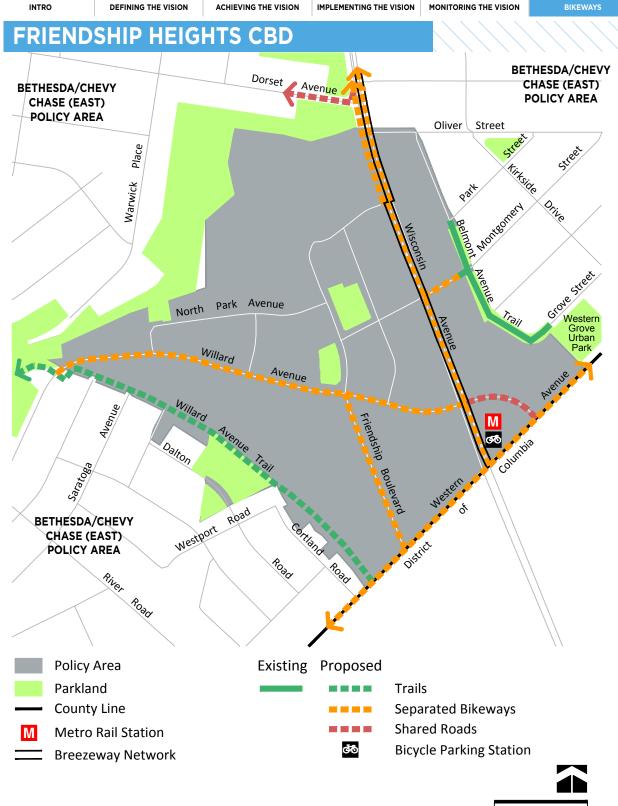
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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
BURTONSVILLE TO SILVE	R SPRING BREEZEWAY		-	
Columbia Pike (US 29)	Burtonsville Town Center Policy Area	Blackburn Rd	Separated Bikeway	Sidepath (West Side)
Blackburn Rd	Columbia Pike SB Ramp	Columbia Pike (US 29)	Separated Bikeway	Sidepath (North Side)
Columbia Pike (US 29)	Blackburn Rd	Cherry Hill Rd	Separated Bikeway	Sidepath (East Side)
Prosperity Dr	Cherry Hill Rd	Tech Rd	Separated Bikeway	Sidepath (East Side)
GERMANTOWN TO BURT	ONSVILLE BREEZEWAY			-
Utility Corridor #2	Sandy Spring Rd (MD 198)	Prince George's County	Trail	Off-Street Trail
INTERCOUNTY CONNECT	OR TRAIL BREEZEWAY	•		
Intercounty Connector Trail	Notley Rd	New Hampshire Ave (MD 650)	Trail	Off-Street Trail
		SEE CLOVERLY POLICY AF	REA	
Intercounty Connector Trail	Cloverly Policy Area	Prince George's County	Trail	Off-Street Trail
VEIRS MILL ROAD TO WH	IITE OAK BREEZEWAY			
Randolph Rd	Kemp Mill Rd	Fairland Rd	Separated Bikeway	Sidepath (North Side)
Randolph Rd	Fairland Rd	Columbia Pike (US 29)	Separated Bikeway	Sidepath (South Side)
COLESVILLE TO WHITE C	AK NEIGHBORHOOD GREE	NWAY		·
Kara Ln	E Randolph Rd	Autumn Dr	Shared Road	Neighborhood Greenway
Autumn Dr	Kara Ln	Eldrid Dr	Shared Road	Neighborhood Greenway
Eldrid Dr	Autumn Dr Trail	New Hampshire Ave (MD 650)	Shared Road	Neighborhood Greenway
New Hampshire Ave (MD 650)	Eldrid Dr	Jackson Rd	Separated Bikeway	Sidepath (East Side)
Jackson Rd	New Hampshire Ave (MD 650)	Kerwood Rd	Separated Bikeway	Sidepath (North Side)
Kerwood Rd	Jackson Rd	Renick Ln	Shared Road	Neighborhood Greenway
Renick Ln	Kerwood Rd	Tracy Dr	Shared Road	Neighborhood Greenway
Tracy Dr	Renick Ln	Kathryn Rd	Shared Road	Neighborhood Greenway
Kathryn Rd	Tracy Dr	Neighborhood Connector	Shared Road	Neighborhood Greenway

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Neighborhood Connector	Kathryn Rd	Heartfields Dr	Trail	Neighborhood Connector
Heartfields Dr	Neighborhood Connector	Sherbrooke Woods Ln	Shared Road	Neighborhood Greenway
Sherbrooke Woods Ln	Heartfields Dr	Milestone Dr	Shared Road	Neighborhood Greenway
Milestone Dr	Sherbrooke Woods Ln	Stewart Ln	Separated Bikeway	Sidepath (West Side)
Stewart Ln	Milestone Dr	Columbia Pike (US 29)	Separated Bikeway	Sidepath (Side TBD)
ADDITIONAL RECOMMEN	IDATIONS			
Aston Manor Dr	Briggs Chaney Rd	Sheffield Manor Dr	Striped Bikeway	Buffered Bike Lanes
Ballinger Dr	Wexhall Dr	Robey Rd	Striped Bikeway	Buffered Bike Lanes
Bentley Park Dr	Saddle Creek Dr	Prince George's County	Separated Bikeway	Sidepath (East Side)
	Paint Branch	Old Columbia Pike	Separated Bikeway	Sidepath (North Side)
Briggs Chaney Rd	Old Columbia Pike	Intercounty Connector Trail	Separated Bikeway	Sidepath (Both Sides)
	Intercounty Connector Trail	Prince George's County	Separated Bikeway	Sidepath (South Side)
Calverton Blvd	Gracefield Rd	Prince George's County	Striped Bikeway	Conventional Bike Lanes
Cannon Rd	New Hampshire Ave (MD 650)	Broadmore Rd	Separated Bikeway	Sidepath (South Side)
Castle Blvd	Castle Ridge Cir	Briggs Chaney Rd	Separated Bikeway	Separated Bike Lanes (Side TBD)
Columbia Pike (US 29)	Sandy Spring Rd (MD 198)	Blackburn Rd	Separated Bikeway	Sidepath (East Side)
Columbia Pike (US 29)	Tech Rd	Rachel Carson Greenway	Separated Bikeway	Sidepath (West Side)
Fairland Rd	E Randolph Rd	Briggs Chaney Rd	Separated Bikeway	Sidepath (South Side)
Galway Dr	Fairland Rd	Kilkenny St	Separated Bikeway	Sidepath (West Side)
Gateshead Manor Way	Briggs Chaney Rd	Aston Manor Dr	Striped Bikeway	Buffered Bike Lanes
	Old Columbia Pike	Greencastle Ridge Ter	Separated Bikeway and Striped Bikeway	Sidepath (West Side) and Conventional Bike Lanes
Greencastle Rd	Greencastle Ridge Ter	Prince George's County	Separated Bikeway	Sidepath (West Side)
Jackson Rd	Kerwood Rd	Paint Branch Trail	Separated Bikeway	Sidepath (North Side)
Matthew Henson Trail	Aspen Hill Policy Area	Notley Rd	Trail	Off-Street Trail

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
McKnew Rd	Sandy Spring Rd (MD 198)	Saddle Creek Dr	Separated Bikeway	Sidepath (East Side)
Musgrove Rd	Old Columbia Pike	Fairland Rd	Separated Bikeway	Sidepath (South Side)
New Hampshire Ave (MD 650)	Intercounty Connector Trail	Wolf Dr	Separated Bikeway	Sidepath (Both Sides)
New Hampshire Ave (MD 650)	Wolf Dr	Columbia Pike (US 29)	Separated Bikeway	Sidepath (West Side)
Notley Rd	Intercounty Connector Trail	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (East Side)
Old Columbia Pike	Tolson Pl	Tech Rd	Separated Bikeway and Striped Bikeway	Sidepath (West Side) and Conventional Bike Lanes
Robey Rd	Greencastle Rd	Briggs Chaney Rd	Separated Bikeway	Sidepath (West Side)
Saddle Creek Dr	McKnew Rd	Bentley Park Dr	Separated Bikeway	Sidepath (East Side)
Sandy Spring Rd (MD 198)	Old Columbia Pike	Columbia Pike Ramp	Separated Bikeway	Sidepath (South Side) and Separated Bike Lanes (Two-Way, North Side)
	Columbia Pike Ramp	Prince George's County	Separated Bikeway and Bikeable Shoulders	Sidepath (South Side) and Bikeable Shoulder
Serpentine Way	Fairland Rd	E Randolph Rd	Separated Bikeway	Sidepath (West Side)
Sheffield Manor Dr	Aston Manor Dr	Shady Knoll Dr	Striped Bikeway	Buffered Bike Lanes
Spencerville Rd (MD 198)	Oursler Rd	School Access Road	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
Tech Rd	Old Columbia Pike	Columbia Pike (US 29)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Valley Brook Dr	Springbrook High School	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (South Side)
Wexhall Dr	Greencastle Rd	Ballinger Dr	Striped Bikeway	Buffered Bike Lanes
Wolf Dr	New Hampshire Ave (MD 650)	Kara Ln	Separated Bikeway	Sidepath (North Side)

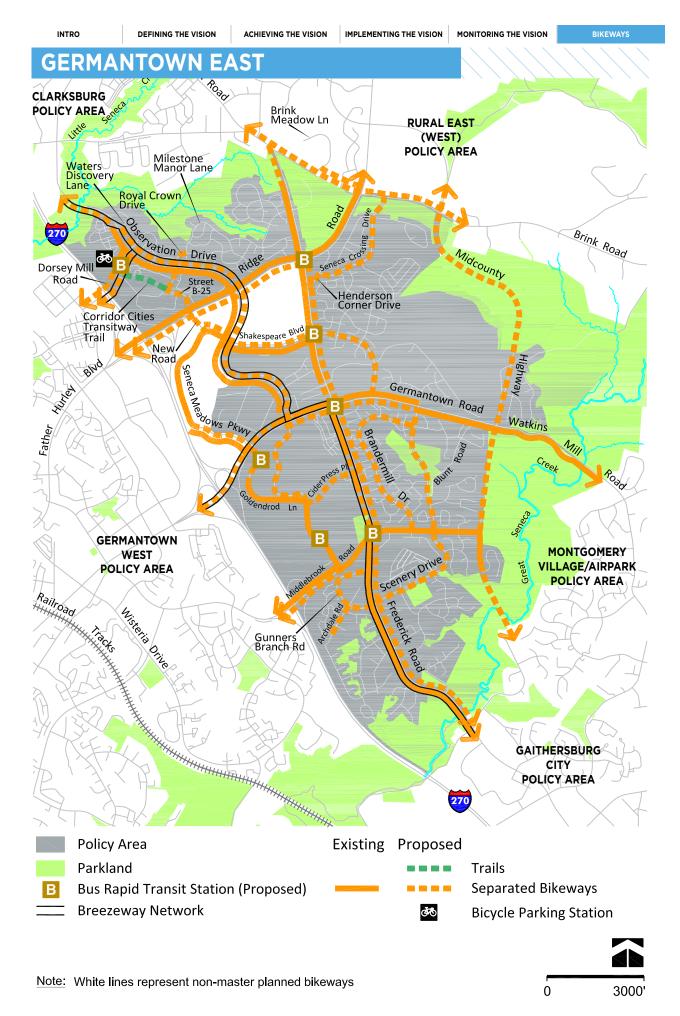


Note: White lines represent non-master planned bikeways

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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CITY OF ROCKVILLE TO	FRIENDSHIP HEIGHTS BREE	ZEWAY		
Wisconsin Ave (MD 355)	Oliver St	District of Columbia	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
ADDITIONAL RECOMME	NDATIONS	·	·	·
Belmont Ave Trail	Park St	Grove St	Trail	Off-Street Trail
Friendship Blvd	Willard Ave	District of Columbia	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Montgomery St Trail	Montgomery St	Belmont Ave Trail	Trail	Off-Street Trail
Montgomery St	Wisconsin Ave (MD 355)	Montgomery St Trail	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Western Ave	Cortland Rd	Western Grove Urban Park	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Willard Ave	Willard Ave Trail	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Willard Ave Trail	Willard Ave	District of Columbia	Trail	Off-Street Trail
Wisconsin Ave (MD 355)	Oliver St	Somerset Ter	Separated Bikeway	Sidepath (West Side)
Wisconsin Cir	Wisconsin Ave (MD 355)	District of Columbia	Shared Road	Priority Shared Lane Markings

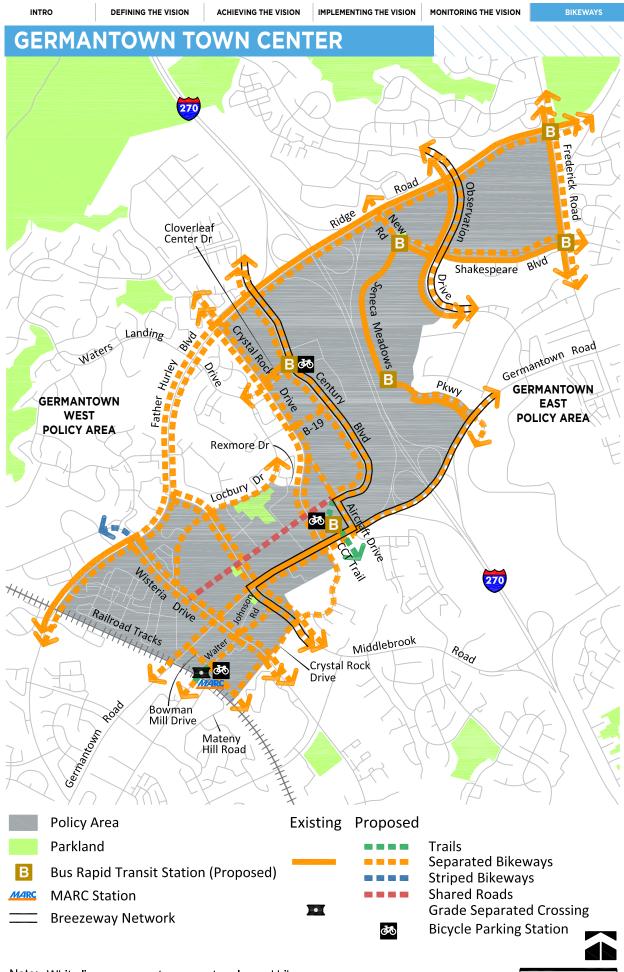


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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CLARKSBURG TO CITY O	F GAITHERSBURG BREEZEV	/AY	·	·
Observation Dr	Little Seneca Creek	Ridge Rd	Separated Bikeway	Sidepath (East Side)
Observation Dr	Shakespeare Blvd	Germantown Rd (MD 118)	Separated Bikeway	Sidepath (East Side)
Germantown Rd (MD 118)	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (North Side)
Frederick Rd (MD 355)	Germantown Rd (MD 118)	Great Seneca Creek	Separated Bikeway	Sidepath (West Side)
GERMANTOWN TOWN C	ENTER TO MONTGOMERY CO	DLLEGE BREEZEWAY		•
Germantown Rd (MD 118)	Seneca Meadows Pkwy	Observation Dr	Separated Bikeway	Sidepath (North Side)
GERMANTOWN TO LIFE	SCIENCES CENTER BREEZEV	VAY	•	•
Dorsey Mill Rd	1-270	Observation Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
ADDITIONAL RECOMMEN	NDATIONS	·	•	•
Archdale Rd	Gunners Branch Rd	Fox Chapel Elementary School	Separated Bikeway	Sidepath (East Side)
Brandermill Dr	Scenery Dr	Middlebrook Rd	Separated Bikeway	Sidepath (Side TBD)
	Brink Meadow Ln	Ridge Rd (MD 27)	Separated Bikeway	Sidepath (Both Sides)
Brink Rd	Ridge Rd (MD 27)	Midcounty Hwy	Separated Bikeway	Sidepath (South Side)
Cider Press Pl	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (North Side)
Corridor Cities Transitway Trail	Dorsey Mill Rd	Milestone Center Dr	Trail	Off-Street Trail
Dorsey Mill Rd	1-270	Observation Dr	Separated Bikeway	Sidepath (North Side)
	Brink Rd	Ridge Rd (MD 27)	Separated Bikeway	Sidepath (West Side)
Frederick Rd (MD 355)	Ridge Rd (MD 27)	Germantown Rd (MD 118)	Separated Bikeway	Sidepath (Both Sides)
Frederick Rd (MD 355)	Germantown Rd (MD 118)	Great Seneca Creek	Separated Bikeway	Sidepath (East Side)
	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (South Side)
Germantown Rd (MD 118)	Frederick Rd (MD 355)	Scenery Dr	Separated Bikeway	Sidepath (Both Sides)
	Scenery Dr	Blunt Rd	Separated Bikeway	Sidepath (South Side)
Goldenrod Ln	Germantown Rd (MD 118)	Observation Dr	Separated Bikeway	Sidepath (East Side)

INTRO

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Gunners Branch Rd	Frederick Rd (MD 355)	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (West Side)
Henderson Corner Rd	Seneca Crossing Rd	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (East Side)
Midcounty Hwy	Brink Rd	Great Seneca Creek	Separated Bikeway	Sidepath (Side TBD)
Middlehus els Del	1-270	Observation Dr	Separated Bikeway	Sidepath (South Side)
Middlebrook Rd	Observation Dr	Midcounty Hwy	Separated Bikeway	Sidepath (South Side)
Milestone Center Dr	Street B-5	Observation Dr	Separated Bikeway	Sidepath (North Side)
Observation Dr	Waters Discovery Ln	Ridge Rd	Separated Bikeway	Sidepath (West Side)
Observation Dr	Shakespeare Blvd	Germantown Rd (MD 118)	Separated Bikeway	Sidepath (West Side)
Observation Dr	Germantown Rd (MD 118)	Middlebrook Rd	Separated Bikeway	Sidepath (East Side)
	1-270	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (Both Sides)
Ridge Rd (MD 27)	Frederick Rd (MD 355)	Brink Rd	Separated Bikeway	Sidepath (West Side)
Royal Crown Dr	Observation Dr	Milestone Manor Ln	Separated Bikeway	Sidepath (North Side)
Scenery Dr	Germantown Rd	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (East Side)
Seneca Crossing Dr	Brink Rd	Henderson Corner Rd	Separated Bikeway	Sidepath (East Side)
Shakespeare Blvd	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side) and Sidepath (South Side)
	Frederick Rd (MD 355)	Germantown Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Street B-25 / Milestone Center Ct	Milestone Center Dr	Seneca Meadows Pkwy	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Watkins Mill Rd	Blunt Rd	Great Seneca Creek	Separated Bikeway	Sidepath (South Side)



Note: White lines represent non-master planned bikeways

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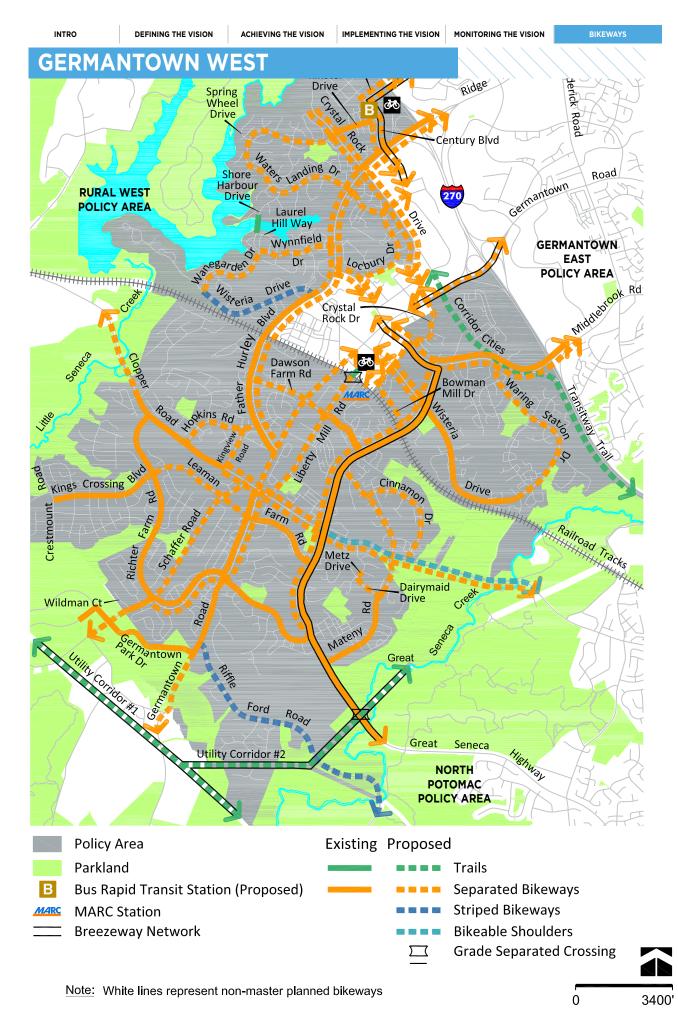
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CLARKSBURG TO CITY O	F GAITHERSBURG BREEZE	WAY		
Observation Dr	Ridge Rd (MD 27)	Shakespeare Blvd	Separated Bikeway	Sidepath (East Side)
GERMANTOWN TOWN CI	ENTER TO MONTGOMERY C	OLLEGE BREEZEWAY		L
Germantown Rd (MD 118)	Aircraft Dr	Seneca Meadows Pkwy	Separated Bikeway	Sidepath (North Side)
GERMANTOWN TO LIFE S	SCIENCES CENTER BREEZE	WAY		
Century Blvd	Father Hurley Blvd	Aircraft Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Aircraft Dr	Century Blvd	Germantown Rd (MD 118)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Germantown Rd (MD 118)	Aircraft Rd	Middlebrook Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Middlebrook Rd	Germantown Rd (MD 118)	Crystal Rock Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
ADDITIONAL RECOMMEN	IDATIONS			
Aircraft Dr	Crystal Rock Dr	Century Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Bowman Mill Dr	Germantown Rd (MD 118)	Crystal Rock Dr	Separated Bikeway	Sidepath (West Side)
	Father Hurley Blvd	Aircraft Dr	Separated Bikeway	Sidepath (West Side)
Century Blvd	Aircraft Dr	Wisteria Dr	Shared Road	Priority Shared Lane Markings
Cloverleaf Center Dr	Crystal Rock Dr	Century Blvd	Separated Bikeway	Sidepath (South Side)
Corridor Cities Transitway Trail	Century Blvd	Germantown Rd (MD 118)	Trail	Off-Street Trail
Crystal Rock Dr	Father Hurley Blvd	Rexmore Dr	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (Two-Way, East Side)
	Rexmore Dr	Germantown Rd (MD 118)	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Father Hurley Blvd	Railroad Tracks	1-270	Separated Bikeway	Sidepath (Both Sides)
Frederick Rd (MD 355)	Ridge Rd (MD 27)	Shakespeare Blvd	Separated Bikeway	Sidepath (Both Sides)
	Railroad Tracks	Middlebrook Rd	Separated Bikeway	Sidepath (North Side)
Germantown Rd (MD 118)	Middlebrook Rd	Aircraft Dr	Separated Bikeway	Sidepath (South Side)
_ocbury Dr	Rexmore Dr	Middlebrook Rd	Separated Bikeway	Sidepath (Side TBD)
Locbury Dr	Middlebrook Rd	Wisteria Dr	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)

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ACHIEVING THE VISION

IMPLEMENTING THE VISION MONITORING THE VISION

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
MARC Station Bridge	Railroad Tracks	Walter Johnson Rd	Trail	Off-Street Trail
	Father Hurley Blvd	Locbury Dr	Separated Bikeway	Sidepath (Both Sides)
Middlebrook Rd	Locbury Dr	Crystal Rock Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
New Road	Ridge Rd	Seneca Meadows Pkwy	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Observation Dr	Ridge Rd	Shakespeare Blvd	Separated Bikeway	Sidepath (West Side)
Ridge Rd (MD 27)	I-270	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (Both Sides)
Seneca Meadows Pkwy	Germantown Rd (MD 118)	Observation Dr	Separated Bikeway	Sidepath (Both Sides)
Shakespeare Blvd	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side) and Sidepath (South Side)
Street B-19	Crystal Rock Dr	Century Blvd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Walter Johnson Rd	Bowman Mill Dr	Middlebrook Rd	Separated Bikeway	Sidepath (North Side)
Wisteria Dr	Father Hurley Blvd	Crystal Rock Dr	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (Two-Way, East Side)



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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
GERMANTOWN TO BURT	ONSVILLE BREEZEWAY	•		
Utility Corridor #2	Rural West Policy Area	Great Seneca Creek	Trail	Off-Street Trail
GERMANTOWN TO GROS	VENOR BREEZEWAY			
Utility Corridor #1	Schaeffer Rd	Great Seneca Creek	Trail	Off-Street Trail
GERMANTOWN TO LIFE S	CIENCES CENTER BREEZE	WAY		·
Dorsey Mill Rd	I-270	Century Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
	SEE GERM	ANTOWN TOWN CENTER P	OLICY AREA	
Middlebrook Rd	Crystal Rock Dr	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (South Side)
Great Seneca Hwy (MD 119)	Middlebrook Rd	Great Seneca Creek	Separated Bikeway	Sidepath (East Side)
ADDITIONAL RECOMMEN	DATIONS			
Bowman Mill Dr Ext	Crystal Rock Dr Ext	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (West Side)
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	Sidepath (West Side)
Cinnamon Dr	Mateny Rd	Clopper Rd (MD 117)	Separated Bikeway	Sidepath (East Side)
	Little Seneca Creek	Kingsview Rd	Separated Bikeway	Sidepath (East Side)
Clopper Rd (MD 117)	Kingsview Rd	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (Both Sides)
	Great Seneca Hwy (MD 119)	Great Seneca Creek	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Corridor Cities Transitway Trail	Germantown Rd (MD 118)	Great Seneca Creek	Trail	Off-Street Trail
	Crystal Rock Trail	Father Hurley Blvd	Separated Bikeway	Sidepath (Both Sides)
Crystal Rock Dr	Father Hurley Blvd	Rexmore Dr	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (Two-Way, East Side)
Crystal Rock Dr	Germantown Rd (MD 118)	Bowman Mill Dr Ext	Separated Bikeway	Sidepath (South Side)
Dairymaid Dr	Mateny Rd	Metz Dr	Separated Bikeway	Sidepath (West Side)
Dawson Farm Rd	Father Hurley Blvd	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (South Side)
Dorsey Mill Rd	I-270	Century Blvd	Separated Bikeway	Sidepath (North Side)

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Father Hurley Blvd	Germantown Rd (MD 118)	I-270	Separated Bikeway	Sidepath (Both Sides)
Germantown Park Dr	Schaeffer Rd	Germantown Rd (MD 118)	Separated Bikeway	Sidepath (West Side)
	Rural West Policy Area	Richter Farm Rd	Separated Bikeway	Sidepath (North Side)
Germantown Rd (MD 118)	Richter Farm Rd	Clopper Rd (MD 117)	Separated Bikeway	Sidepath (Both Sides)
	Clopper Rd (MD 117)	Railroad Tracks	Separated Bikeway	Sidepath (North Side)
Great Seneca Hwy (MD 119)	Middlebrook Rd	Richter Farm Rd	Separated Bikeway	Sidepath (West Side)
Hopkins Rd	Clopper Rd (MD 117)	Father Hurley Blvd	Separated Bikeway	Sidepath (North Side)
Kings Crossing Blvd	Crestmount Rd	Richter Farm Rd	Separated Bikeway	Sidepath (North Side)
Kingsview Rd	Hopkins Rd	Clopper Rd (MD 117)	Separated Bikeway	Sidepath (East Side)
Kinster Dr	Crystal Rock Dr	Century Blvd	Separated Bikeway	Sidepath (North Side)
Leaman Farm Rd	Richter Farm Rd	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (North Side)
	Clopper Rd (MD 117)	Dawson Farm Rd	Separated Bikeway	Sidepath (Side TBD)
Liberty Mill Rd	Dawson Farm Rd	Railroad Tracks	Separated Bikeway	Sidepath (North Side)
Locbury Dr	Waters Landing Dr	Middlebrook Rd	Separated Bikeway	Sidepath (Side TBD)
MARC Station Bridge	Mateny Hill Rd	Railroad Tracks	Trail	Off-Street Trail
Mateny Rd	Great Seneca Hwy (MD 119)	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (West Side)
Metz Dr	Open Hearth Way	Dairymaid Dr	Separated Bikeway	Sidepath (Side TBD)
Middlebrook Rd	Father Hurley Blvd	Locbury Dr	Separated Bikeway	Sidepath (Both Sides)
Middlebrook Rd	Crystal Rock Dr	Corridor Cities Transitway Trail	Separated Bikeway	Sidepath (North Side)
	Great Seneca Hwy (MD 119)	Corridor Cities Transitway Trail	Separated Bikeway	Sidepath (South Side)
Middlebrook Rd	Corridor Cities Transitway Trail	I-270	Separated Bikeway	Sidepath (South Side)
	Clopper Rd (MD 117)	Schaeffer Rd	Separated Bikeway	Sidepath (East Side)
Richter Farm Rd	Schaeffer Rd	Germantown Rd (MD 118)	Separated Bikeway	Sidepath (Both Sides)
	Germantown Rd (MD 118)	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (North Side)

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Riffle Ford Rd	Germantown Rd (MD 118)	Great Seneca Creek	Striped Bikeway	Buffered Bike Lanes
Schaeffer Rd	Burdette Ln	Clopper Rd (MD 117)	Separated Bikeway	Sidepath (North Side)
Wanegarden Dr	Wisteria Dr	Wynnfield Dr	Separated Bikeway	Sidepath (Side TBD)
Waring Station Rd	Wisteria Dr	Middlebrook Rd	Separated Bikeway	Sidepath (West Side)
Waters Landing Dr	Crystal Rock Dr	Crystal Rock Dr	Separated Bikeway	Sidepath (Inner Side)
Wisteria Dr	Wanegarden Dr	Father Hurley Blvd	Striped Bikeway	Buffered Bike Lanes
Wisteria Dr	Crystal Rock Dr	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (West Side), Separated Bike Lanes (Two-Way, East Side)
	Great Seneca Hwy (MD 119)	Waring Station Rd	Separated Bikeway	Sidepath (East Side)
Wynnfield Dr	Shore Harbour Dr	Laurel Hill Way	Trail	Off-Street Trail
Wynnfield Dr	Wanegarden Dr	Father Hurley Blvd	Separated Bikeway	Sidepath (Side TBD)

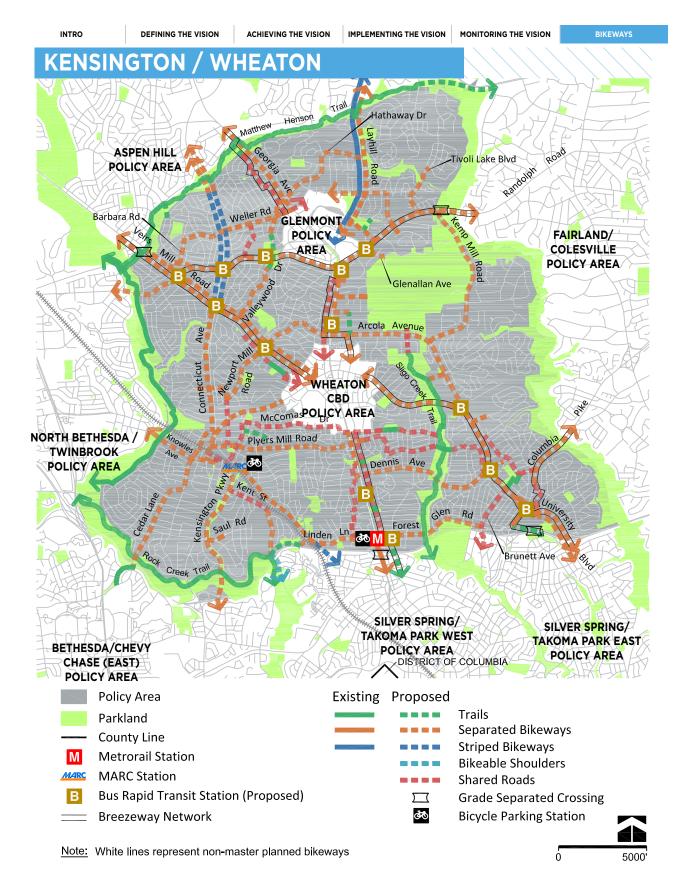


BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
GLENMONT TO SILVER S	SPRING BREEZEWAY			•
Georgia Ave (MD 97)	Judson Rd	Randolph Rd	Separated Bikeway	Sidepath (West Side)
OLNEY TO GLENMONT	BREEZEWAY			
Flack St	Weller Rd	Flack St Trail	Shared Road	Neighborhood Greenway
Flack St Trail	Flack St	Flack St	Trail	Off-Street Trail
Flack St	Flack St Trail	Judson Rd	Shared Road	Neighborhood Greenway
Judson Rd	Flack St	Georgia Ave (MD 97)	Shared Road	Neighborhood Greenway
VEIRS MILL RD TO WHIT	E OAK BREEZEWAY			
Randolph Rd	Denley Rd	Glenallan Ave	Separated Bikeway	Sidepath (North Side)
ADDITIONAL RECOMME	NDATIONS			
Briggs Rd	Lutes Dr	Layhill Rd (MD 182)	Separated Bikeway	Sidepath (South Side)
Denley Rd	Randolph Rd	Gould Rd	Shared Road	Neighborhood Greenway
Gould Rd	Denley Rd	Denley Rd	Shared Road	Neighborhood Greenway
Denley Rd	Gould Rd	Georgia Ave (MD 97)	Shared Road	Neighborhood Greenway
Flack Connector	Flack St	Georgia Ave (MD 97)	Trail	Off-Street Trail
	Weller Rd	Denley Rd	Separated Bikeway	Sidepath (East Side)
Georgia Ave (MD 97)	Denley Rd	Judson Rd	Separated Bikeway	Sidepath (Both Sides)
	Judson Rd	Randolph Rd	Separated Bikeway	Sidepath (East Side)
Glenallan Ave	Georgia Ave (MD 97)	Randolph Rd	Separated Bikeway	Sidepath (North Side) and Separated Bike Lanes (Two-Way, South Side)
Jingle Connector	Jingle Ln	Briggs Ct	Trail	Off-Street Trail
Jingle Ln	Weller Rd	Jingle Connector	Shared Road	Neighborhood Greenway
	Briggs Rd	Glenallan Ave	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Layhill Rd (MD 182)	Glenallan Ave	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Neighborhood Connector	Briggs Ct	Lutes Dr	Trail	Neighborhood Connector

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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Street B-1	Layhill Rd (MD 182)	Randolph Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Street B-2	Georgia Ave (MD 97)	Randolph Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Weller Rd	Holdridge Rd	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (North Side)
Weller Ru	Georgia Ave (MD 97)	Jingle Ln	Shared Road	Neighborhood Greenway



BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CITY OF ROCKVILLE TO F	RIENDSHIP HEIGHTS BREEZ	ZEWAY	I	1
Dath and a Tayllow Tayl	Tuckerman Ln	Tuckerman Access Ln	Shared Road	Priority Shared Lane Markings
Bethesda Trolley Trail	Tuckerman Access Ln	Rossmore Dr	Trail	Off-Street Trail
GERMANTOWN TO GROS	VENOR BREEZEWAY	·	·	
Tuckerman Ln	Bethesda Trolley Trail	Rockville Pike (MD 355)	Separated Bikeway	Sidepath (Side TBD)
ADDITIONAL RECOMMEN	IDATIONS	·		·
Grosvenor Ln	I-270	Beach Dr	Separated Bikeway	Sidepath (Side TBD)
Grosvenor Pl	Tuckerman Ln	Grosvenor Ln	Separated Bikeway	Sidepath (West Side)
Montrose Ave	Strathmore Hall St	North Bethesda Policy Area	Separated Bikeway	Sidepath (North Side)
Proposed Shared Street	Tuckerman Ln	Strathmore Park Ct	Shared Road	Shared Street
Rockville Pike (MD 355)	North Bethesda Policy Area	1-495	Separated Bikeway	Sidepath (East Side)
Strathmore Ave (MD 547)	Rockville Pike (MD 355)	Strathmore Trail	Separated Bikeway	Sidepath (South Side)
Strathmore Hall St	Tuckerman Ln	Montrose Ave	Separated Bikeway	Sidepath (North Side)
Strathmore Trail	Strathmore Ave (MD 547)	Tuckerman Ln	Trail	Off-Street Trail
Tuckerman Ln	Rockville Pike (MD 355)	Rockville Pike (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)







BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
BURTONSVILLE TO SILVE	ER SPRING BREEZEWAY			
Colesville Rd (US 29)	Northwest Branch	Lorain Ave	Separated Bikeway	Sidepath (East Side)
Lorain Ave	Colesville Rd (US 29)	Woodmoor Cir	Shared Road	Neighborhood Greenway
Woodmoor Cir	Lorain Ave	Woodmoor Dr	Shared Road	Neighborhood Greenway
Woodmoor Dr	Woodmoor Cir	Pierce Dr	Shared Road	Neighborhood Greenway
Pierce Dr	Woodmoor Dr	Lexington Dr	Shared Road	Neighborhood Greenway
Lexington Dr	Pierce Dr	University Blvd (MD 193)	Separated Bikeway	Sidepath (West Side)
University Blvd (MD 193)	Lexington Dr	Colesville Rd (US 29)	Separated Bikeway	Sidepath (West Side)
Colesville Rd (US 29)	University Blvd (MD 193)	I-495 Bridge	Separated Bikeway	Sidepath (East Side)
I-495 Bridge	Colesville Rd (US 29)	1-495	Trail	Off-Street Trail
CITY OF ROCKVILLE TO	WHEATON BREEZEWAY	·		
Veirs Mill Rd (MD 586)	Matthew Henson Trail	Pendleton Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Veirs Mill Rd (MD 586)	Pendleton Dr	Newport Mill Rd	Separated Bikeway	Sidepath (South Side)
Veirs Mill Rd (MD 586)	Newport Mill Rd	College View Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
GLENMONT TO SILVER S	PRING BREEZEWAY			
Georgia Ave (MD 97)	Randolph Rd	Mason St	Separated Bikeway	Sidepath (West Side)
Mason St	Georgia Ave (MD 97)	Grandview Ave	Shared Road	Neighborhood Greenway
Grandview Ave	Mason St	Arcola Ave	Shared Road	Neighborhood Greenway
Arcola Ave	Grandview Ave	Amherst Ave	Separated Bikeway	Sidepath (Side TBD)
Amherst Ave	Arcola Ave	Elkin St	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
	SE	E WHEATON CBD POLICY	AREA	
Amherst Ave	Windham Ln	Dennis Dr	Shared Road	Neighborhood Greenway
Woodland Dr Ext	Dennis Dr	Medical Park Dr	Shared Road	Neighborhood Greenway
Woodland Dr	Medical Park Dr	Forest Glen Rd	Shared Road	Neighborhood Greenway
Forest Glen Rd	Woodland Dr	I-495 Bridge (East Side)	Separated Bikeway	Sidepath (South Side)

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE		
I-495 Bridge (East Side)	Forest Glen Rd	1-495	Trail	Off-Street Trail		
OLNEY TO GLENMONT BREEZEWAY						
Trail	Matthew Henson Trail	Holdridge Rd	Trail	Off-Street Trail		
Holdridge Rd	Olympic St	May St	Shared Road	Neighborhood Greenway		
May St	Holdridge Rd	Estelle Rd	Shared Road	Neighborhood Greenway		
Estelle Rd	May St	Kayson St	Shared Road	Neighborhood Greenway		
Kayson St	Estelle Rd	Flack St	Shared Road	Neighborhood Greenway		
Flack St	Kayson St	Weller Rd	Shared Road	Neighborhood Greenway		
VEIRS MILL ROAD TO WH	ITE OAK BREEZEWAY					
Randolph Rd	Veirs Mill Rd (MD 586)	Denley Rd	Separated Bikeway	Sidepath (North Side)		
	S	EE GLENMONT POLICY ARE	Ā			
Randolph Rd	Glenallan Ave	Kemp Mill Rd	Separated Bikeway	Sidepath (North Side)		
WHEATON TO TAKOMA/L	ANGLEY BREEZEWAY					
University Blvd (MD 193)	Reedie Dr	I-495	Separated Bikeway	Sidepath (East Side)		
SILVER SPRING TO GLENI	MONT BIKEWAY	·	·	·		
Georgia Ave (MD 97)	Windham Ln	Evans Dr	Separated Bikeway	Sidepath (West Side)		
Evans Dr	Georgia Ave (MD 97)	Douglas Ave	Shared Road	Neighborhood Greenway		
Douglas Ave	Evans Dr	Darrow St	Shared Road	Neighborhood Greenway		
McKenney Ave	Darrow St	Hildarose Dr	Shared Road	Neighborhood Greenway		
Hildarose Dr	McKenney Ave	Greeley Ave	Shared Road	Neighborhood Greenway		
Greeley Ave	Hildarose Dr	Arthur Ave	Shared Road	Neighborhood Greenway		
Clark Pl	Arthur Ave	Darcy Forest Dr	Shared Road	Neighborhood Greenway		
Darcy Forest Dr	Clark Pl	Forest Glen Rd (MD 192)	Shared Road	Neighborhood Greenway		
Forest Glen Rd (MD 192)	Darcy Forest Dr	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (North Side)		
I-495 Bridge (West Side)	Forest Glen Rd (MD 192)	I-495	Separated Bikeway	Sidepath (West Side)		

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
VEIRS MILL RD (MD 586)	NORTH BIKEWAY			·
Veirs Mill Rd (MD 586)	Matthew Henson Trail	Havard St	Separated Bikeway	Sidepath (North Side)
Veirs Mill Rd (MD 586)	Havard St	Bushey Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Veirs Mill Rd (MD 586)	Bushey Dr	Galt Ave	Separated Bikeway	Sidepath (North Side)
VEIRS MILL RD (MD 586)	NEIGHBORHOOD GREENW	ΆΥ	·	·
Glorus Pl	Huggins Dr	College View Dr	Shared Road	Neighborhood Greenway
College View Dr	Glorus Pl	Norris Dr	Shared Road	Neighborhood Greenway
Trail	Norris Dr	Pleasant View Local Park Trail	Trail	Neighborhood Connector
College View Dr	Pleasant View Local Park Trail	Veirs Mill Rd (MD 586)	Shared Road	Neighborhood Greenway
Veirs Mill Rd (MD 586)	College View Dr	Galt Ave	Separated Bikeway	Sidepath (North Side)
COLESVILLE RD (US 29)	WEST NEIGHBORHOOD GR	EENWAY	·	·
Southwood Ave	Colesville Rd (US 29)	North Four Corners Local Park	Shared Road	Neighborhood Greenway
Park Trail	Southwood Ave	University Blvd (MD 193)	Trail	Off-Street Trail
Brunett Ave	University Blvd (MD 193)	1-495	Shared Road	Neighborhood Greenway
CONNECTICUT AVE (MD	185) EAST BIKEWAY		·	
Connecticut Ave (MD 185)	Matthew Henson Trail	Munsey St	Separated Bikeway	Sidepath (East Side)
Connecticut Ave Access Road	Munsey St	400 feet North of Veirs Mill Rd (MD 586)	Striped Bikeway	Contra-Flow Bike Lane
Connecticut Ave (MD 185)	400 feet North of Veirs Mill Rd (MD 586)	Veirs Mill Rd (MD 586)	Separated Bikeway	Sidepath (East Side)
CONNECTICUT AVE (MD	185) WEST BIKEWAY		·	·
Connecticut Ave (MD 185)	Matthew Henson Trail	Littleton St	Separated Bikeway	Sidepath (West Side)
Connecticut Ave Access Road	Littleton St	Brightview St	Striped Bikeway	Contra-Flow Bike Lane
Connecticut Ave (MD 185)	Brightview St	Farragut Ave	Separated Bikeway	Sidepath (West Side)
Connecticut Ave (MD 185)	Farragut Ave	Knowles Ave (MD 547)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)

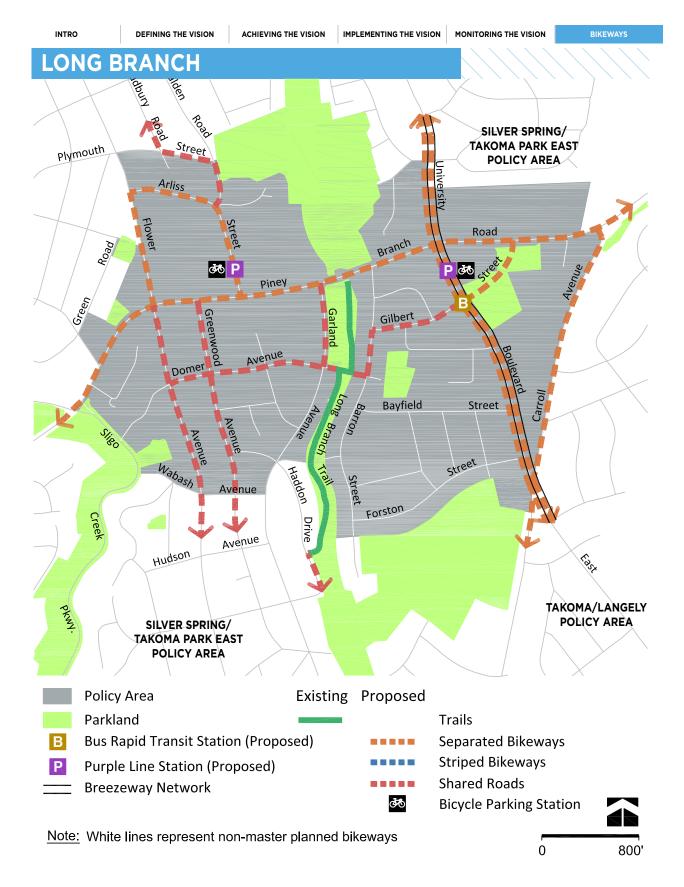
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
KENSINGTON TO FOUR C	CORNERS NEIGHBORHOOD G	REENWAY	1	1
Plyers Mill Rd (MD 192)	Summit Ave	Lexington St Ext	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Plyers Mill Rd	Lexington St Ext	Amherst Ave	Separated Bikeway	Sidepath (South Side)
Plyers Mill Rd	Amherst Ave	Glenhaven Dr	Shared Road	Neighborhood Greenway
Glenhaven Dr	Plyers Mill Rd	Gridley Ln	Shared Road	Neighborhood Greenway
Gridley Ln	Glenhaven Dr	Malone St	Shared Road	Neighborhood Greenway
Malone St	Gridley Ln	Sligo Creek Trail Access	Shared Road	Neighborhood Greenway
Sligo Creek Trail Access	Malone St	Tenbrook Dr	Trail	Stream Valley Park Trail
Whitehall St	Tenbrook Dr	Orange Dr	Shared Road	Neighborhood Greenway
Orange Dr	Whitehall St	Gilmoure Dr	Shared Road	Neighborhood Greenway
Gilmoure Dr	Orange Dr	Dennis Ave	Shared Road	Neighborhood Greenway
KENSINGTON TO CHEVY	CHASE LAKE BIKEWAY			
Howard Ave	Summit Ave	Connecticut Ave (MD 185)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Howard Ave	Connecticut Ave (MD 185)	Proposed Railroad Crossing	Shared Road	Priority Shared Lane Markings
Howard Ave	Proposed Railroad Crossing	Montgomery Ave	Separated Bikeway	Sidepath (North Side)
Montgomery Ave	Howard Ave	Kensington Pkwy	Separated Bikeway	Sidepath (East Side)
Kensington Pkwy	Montgomery Ave	1-495	Separated Bikeway	Sidepath (East Side)
ROCK CREEK TRAIL TO S	SLIGO CREEK TRAIL BIKEWA	Y		
Trail	Stoneybrook Dr	Linden Ln	Trail	Off-Street Trail
Linden Ln	Trail	Forest Glen Rd	Separated Bikeway	Sidepath (North Side)
Forest Glen Rd	Linden Ln	Seminary Rd	Separated Bikeway	Sidepath (North Side)
Forest Glen Rd (MD 192)	Seminary Rd	Darcy Forest Dr	Separated Bikeway	Sidepath (North Side)
Forest Glen Rd (MD 192)	Darcy Forest Dr	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (South Side)
Forest Glen Rd	Georgia Ave (MD 97)	Brunett Ave	Separated Bikeway	Sidepath (South Side)

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE		
ADDITIONAL RECOMMENDATIONS						
Arcola Ave	Parker Ave	Grandview Ave	Separated Bikeway	Sidepath (Side TBD)		
Arcola Ave	Amherst Ave	University Blvd (MD 193)	Separated Bikeway	Sidepath (Side TBD)		
Armory Ave	Howard Ave	Knowles Ave	Shared Road	Priority Shared Lane Markings		
Barbara Rd	Havard St	Colie Dr	Separated Bikeway	Sidepath (Side TBD)		
Briggs Rd	Layhill Rd (MD 182)	Middlevale Ln	Separated Bikeway	Sidepath (South Side)		
Caddington Ave	University Blvd (MD 193)	Forest Knolls ES	Separated Bikeway	Sidepath (South Side)		
Capitol View Ave (MD 192)*	Metropolitan Ave (MD 192)	Forest Glen Rd (MD 192)	Separated Bikeway	Sidepath (West Side)		
Cedar Ln	Summit Ave	Rock Creek Trail	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)		
Cedar Ln	Rock Creek Trail	Elmhirst Pkwy Trail	Separated Bikeway	Sidepath (North Side)		
Colie Dr	Havard St	Randolph Rd	Separated Bikeway	Sidepath (South Side)		
Connecticut Ave (MD 185)	Farragut Ave	Knowles Ave (MD 547)	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)		
Dalewood Dr	Dean Rd	Randolph Rd	Shared Road	Neighborhood Greenway		
Dean Rd	Weller Rd	Dalewood Dr	Shared Road	Neighborhood Greenway		
Denfeld Ave	Dewey Rd	Newport Mill Rd	Separated Bikeway	Sidepath (North Side)		
Dennis Ave	Douglas Ave	Edgewood Ave	Separated Bikeway	Sidepath (North Side)		
Edgewood Ave	Eisner St	Southwood Ave	Shared Road	Neighborhood Greenway		
Eisner St	University Blvd (MD 193)	Edgewood Ave	Shared Road	Neighborhood Greenway		
Evans Parkway Neighborhood Park Trail	Amherst Ave	Evans Dr	Trail	Off-Street Trail		
Farragut Ave	Connecticut Ave (MD 185)	Summit Ave Ext	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)		
Franwell Ave	Taber St	Bucknell Dr	Separated Bikeway	Sidepath (Side TBD)		
Garden Gate Rd	Randolph Rd	Billman Ln	Separated Bikeway	Sidepath (East Side)		
Georgia Ave (MD 97)	Matthew Henson Trail	Weller Rd	Separated Bikeway	Sidepath (East Side)		
Georgia Ave (MD 97)	Randolph Rd	Arcola Ave	Separated Bikeway	Sidepath (East Side)		
Glenallan Ave	Randolph Rd	Wallace Ave	Separated Bikeway	Sidepath (North Side)		

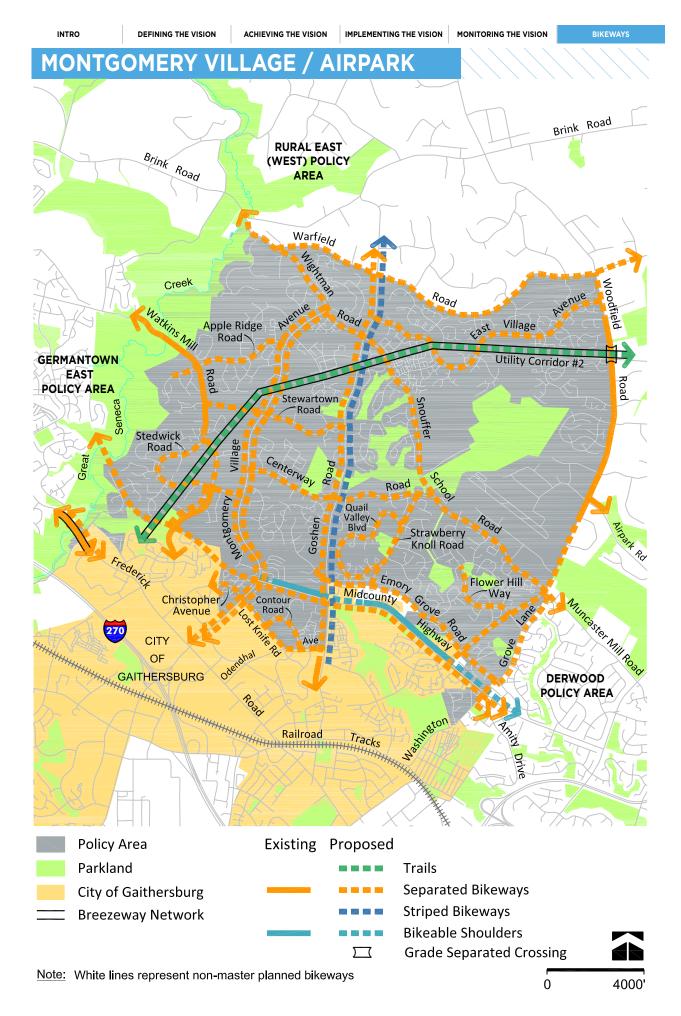
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Grandview Ave	Arcola Ave	Dawson Ave	Shared Road	Neighborhood Greenway
Hathaway Dr	Layhill Rd (MD 182)	Valleywood Dr	Separated Bi keway	Sidepath (Side TBD)
Havard St	Colie Dr	Veirs Mill Rd (MD 586)	Separated Bikeway	Sidepath (East Side)
Henderson Ave	Georgia Ave (MD 97)	Trail	Separated Bikeway	Sidepath (Side TBD)
Kemp Mill Rd	Randolph Rd	Arcola Ave	Separated Bikeway	Sidepath (West Side)
Kent St	Kensington Pkwy	Stoneybrook Dr	Shared Road	Neighborhood Greenway
	Rock Creek Trail	Summit Ave	Separated Bikeway	Sidepath (West Side)
Knowles Ave (MD 547)	Summit Ave	Connecticut Ave (MD 185)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Knowles Ave	Connecticut Ave (MD 185)	Armory Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Lamberton Dr	Sligo Creek Trail Access	Arcola Ave	Separated Bikeway	Sidepath (Side TBD)
Layhill Rd (MD 182)	Matthew Henson Trail	Briggs Rd	Separated Bikeway and Striped Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Lexington St	University Blvd (MD 193)	Plyers Mill Rd	Shared Road	Priority Shared Lane Markings
	Rock Creek Trail	Alderton Rd	Trail	Stream Valley Park Trail
Matthew Henson Trail	Alderton Rd	Fairland/Colesville Policy Area	Trail	Stream Valley Park Trail
Matthew Henson Trail Connector	Matthew Henson Trail	Littleton St	Trail	Stream Valley Park Trail
McComas Ave	St Paul St	St Margarets Way	Shared Road	Neighborhood Greenway
Metropolitan Ave (MD 192)	St Paul St	Capitol View Ave (MD 192)	Separated Bikeway	Sidepath (West Side)
Middlevale Ln	Briggs Rd	Randolph Rd	Separated Bikeway	Sidepath (East Side)
	Parker Ave	Denfeld Ave	Separated Bikeway	Sidepath (East Side)
Newport Mill Rd	Denfeld Ave	University Blvd (MD 193)	Shared Road	Priority Shared Lane Markings
Orebaugh Ave	Wheaton Regional Park	Sligo Creek Trail	Shared Road	Neighborhood Greenway
Parker Ave	Newport Mill Rd	Arcola Ave	Separated Bikeway	Sidepath (Side TBD)
Railroad Crossing	Metropolitan Ave (MD 192)	Howard Ave	Trail	Off-Street Trail
Randolph Rd	Rock Creek	Veirs Mill Rd (MD 586)	Separated Bikeway	Sidepath (North Side)
Rock Creek Trail	Matthew Henson Trail	Stoneybrook Dr	Trail	Stream Valley Park Trail

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Saddlebrook Connector (Street P-27)	Layhill Rd (MD 182)	Randolph Rd	Separated Bikeway	Sidepath (TBD)
Saddlebrook Dr Ext	Saddlebrook Dr	Saddlebrook Connector (Street P-27)	Trail	Off-Street Trail
Saul Rd	Kensington Pkwy	B-CC Middle School #2	Separated Bikeway	Sidepath (North Side)
Seminary Rd	Forest Glen Rd (MD 192)	1-495	Striped Bikeway	Conventional Bike Lanes
Shorefield Rd	Georgia Ave (MD 97)	Wheaton Regional Park	Separated Bikeway	Sidepath (Side TBD)
Sligo Creek Trail	Orebaugh Ave	I-495	Trail	Stream Valley Park Trail
St Paul St	Metropolitan Ave (MD 192)	McComas Ave	Shared Road	Priority Shared Lane Markings
Stoneybrook Dr	Capitol View Ave (MD 192)	Beach Dr	Separated Bikeway	Sidepath (West Side)
Summit Ave Ext	Farragut Ave	Plyers Mill Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Summit Ave	Plyers Mill Rd	Knowles Ave (MD 547)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Summit Ave	Knowles Ave (MD 547)	Cedar Ln	Separated Bikeway	Sidepath (West Side)
Tivoli Lake Blvd	Redspire Rd	Randolph Rd	Separated Bikeway	Sidepath (East Side)
	Connecticut Ave (MD 185)	Decatur Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
University Blvd (MD 193)	Decatur Ave	Drumm Ave	Separated Bikeway	Sidepath (South Side)
University Blvd (MD 193)	Lorain Ave	I-495	Separated Bikeway	Sidepath (West Side)
Upton Dr	Neighborhood Connector	Kensington Blvd	Shared Road	Neighborhood Greenway
	Dalewood Dr	Weisman Rd	Trail	Off-Street Trail
Valleywood Dr	Weisman Rd	Veirs Mill Rd (MD 586)	Separated Bikeway	Sidepath (Side TBD)
Weller Dd	Barbara Rd	Connecticut Ave (MD 185)	Separated Bikeway	Sidepath (Side TBD)
Weller Rd	Connecticut Ave (MD 185)	Holdridge Rd	Separated Bikeway	Sidepath (North Side)
Windham Ln	Douglas Ave	Sligo Creek Trail	Shared Road	Neighborhood Greenway

* This bikeway can be constructed on either the existing or master-planned alignments of Capitol View Avenue



BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
WHEATON TO TAKOMA/	LANGLEY BREEZEWAY	•		•
University Blvd (MD 193)	Langley Dr	Carroll Ave (MD 195)	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
ADDITIONAL RECOMME	NDATIONS	-	·	
Arliss St (MD 594-D)	Flower Ave (MD 787)	Piney Branch Rd (MD 320)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Barron St	Domer Ave	Gilbert St	Shared Road	Neighborhood Greenway
Carroll Ave	Piney Branch Rd (MD 320)	University Blvd (MD 193)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Domer Ave	Flower Ave (MD 787)	Barron St	Shared Road	Neighborhood Greenway
Flower Ave (MD 787)	Arliss St (MD 594-D)	Piney Branch Rd (MD 320)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
	Piney Branch Rd (MD 320)	Wabash Ave	Shared Road	Priority Shared Lane Markings
Garland Ave	Piney Branch Rd (MD 320)	Domer Ave	Shared Road	Neighborhood Greenway
	Barron St	University Blvd (MD 193)	Shared Road	Neighborhood Greenway
Gilbert St	University Blvd (MD 193)	Piney Branch Rd (MD 320)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Greenwood Ave	Piney Branch Rd (MD 320)	Wabash Ave	Shared Road	Neighborhood Greenway
Long Branch Trail	Piney Branch Rd (MD 320)	Haddon Dr	Trail	Stream Valley Park Trails
	Sligo Creek Pkwy	Flower Ave (MD 787)	Separated Bikeway	Sidepath (South Side)
Piney Branch Rd (MD 320)	Flower Ave (MD 787)	Carroll Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Plymouth St	Sudbury Rd	Walden St	Shared Road	Neighborhood Greenway
University Blvd (MD 193)	Langley Dr	Carroll Ave (MD 195)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Walden Rd	Plymouth St	Arliss St (MD 594-D)	Shared Road	Neighborhood Greenway

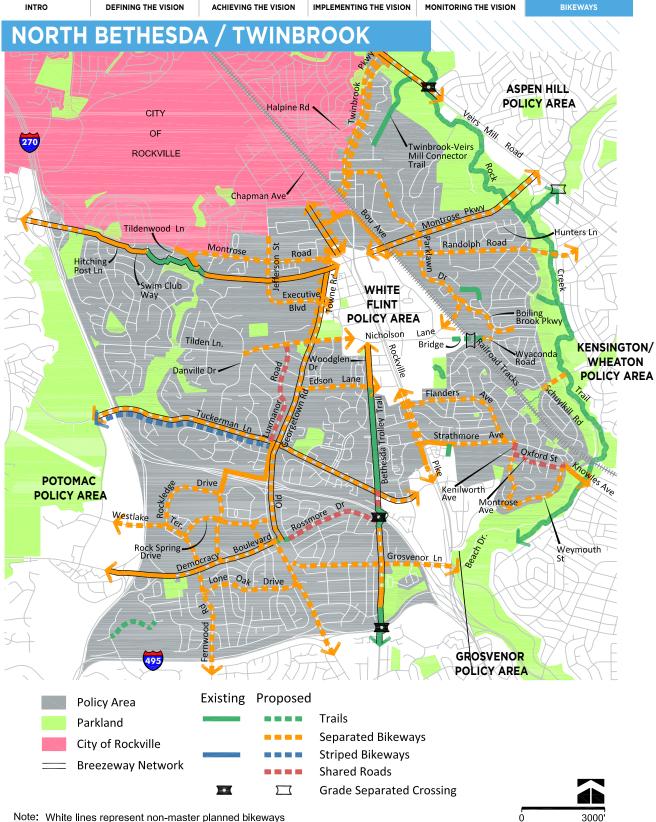


280 MONTGOMERY COUNTY BICYCLE MASTER PLAN | APPROVED AND ADOPTED | DECEMBER 2018

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE		
CLARKSBURG TO CITY OF GAITHERSBURG BREEZEWAY						
Frederick Rd (MD 355)	Great Seneca Creek	Game Preserve Rd	Separated Bikeway	Sidepath (East Side)		
GERMANTOWN TO BURT	ONSVILLE BREEZEWAY			·		
Utility Corridor #2	Midcounty Hwy	Woodfield Rd (MD 124)	Trail	Off-Street Trail		
ADDITIONAL RECOMMEN	NDATIONS			·		
Apple Ridge Rd	Watkins Mill High School	Montgomery Village Ave	Separated Bikeway	Sidepath (North Side)		
Centerway Rd	Montgomery Village Ave	Snouffer School Rd	Separated Bikeway	Sidepath (North Side)		
Christopher Ave	City of Gaithersburg	Montgomery Village Ave (MD 124)	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)		
Contour Rd	Lost Knife Rd	Odendhal Ave	Separated Bikeway	Sidepath (North Side)		
E Village Ave	Goshen Rd	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath (North Side)		
Emory Grove Rd	Walkers Mill Rd	Washington Grove Ln	Separated Bikeway	Sidepath (North Side)		
Flower Hill Way	Mountain Laurel Ln	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath (East Side)		
Frederick Rd (MD 355)	Great Seneca Creek	Game Preserve Rd	Separated Bikeway	Sidepath (West Side)		
Goshen Rd	Warfield Rd	Odendhal Ave	Separated Bikeway and Striped Bikeway	Sidepath (West Side) and Conventional Bike Lanes		
Lost Knife Rd	Montgomery Village Ave (MD 124)	Odendhal Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)		
Midcounty Hwy	Great Seneca Creek	Montgomery Village Ave (MD 124)	Separated Bikeway	Sidepath (Side TBD)		
Midcounty Hwy (MD 124)	Montgomery Village Ave (MD 124)	Washington Grove Ln	Separated Bikeway and Bikeable Shoulders	Sidepath (Side TBD) and Bikeable Shoulders		
Montgomery Village Ave	Wightman Rd	Midcounty Hwy (MD 124)	Separated Bikeway	Sidepath (Both Sides)		
Montgomery Village Ave (MD 124)	Midcounty Hwy (MD 124)	Lost Knife Rd	Separated Bikeway	Sidepath (Both Sides)		
Odendhal Ave	City of Gaithersburg	Goshen Rd	Separated Bikeway	Sidepath (North Side)		
Quail Valley Blvd	Strawberry Knoll Rd	Strawberry Knoll Rd	Separated Bikeway	Sidepath (East Side)		
Snouffer School Rd	Goshen Rd	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath (North Side)		
Stedwick Rd	Watkins Mill Rd	Seneca Ridge Rd	Separated Bikeway	Sidepath (South Side)		
Stedwick Rd	Seneca Ridge Rd	Montgomery Village Ave	Separated Bikeway	Sidepath (North Side)		

ACHIEVING THE VISION

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Stewartown Rd Ext	Watkins Mill Rd	Montgomery Village Ave	Separated Bikeway	Sidepath (South Side)
Stewartown Rd	Montgomery Village Ave	Goshen Rd	Separated Bikeway	Sidepath (South Side)
Strawberry Knoll Rd	Centerway Rd	Emory Grove Rd	Separated Bikeway	Sidepath (West Side)
Warfield Rd	Wightman Rd	Woodfield Rd (MD 124)	Separated Bikeway	Sidepath (South Side)
Washington Grove Ln	Emory Grove Rd	Amity Dr	Separated Bikeway	Sidepath (West Side)
Watkins Mill Rd	Great Seneca Creek	Midcounty Hwy	Separated Bikeway	Sidepath (West Side)
Wightman Rd	Brink Rd	Goshen Rd	Separated Bikeway	Sidepath (North Side)
Woodfield Rd (MD 124)	Warfield Rd	Emory Grove Rd	Separated Bikeway	Sidepath (West Side)



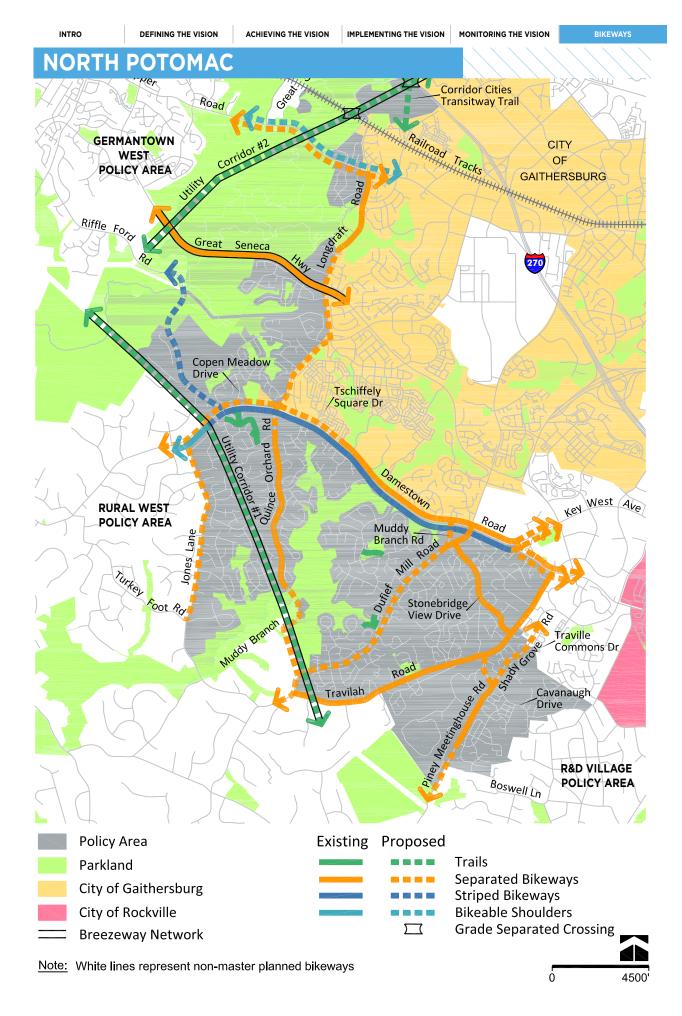
Note: White lines represent non-master planned bikeways

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CITY OF ROCKVILLE TO	FRIENDSHIP HEIGHTS BR	EEZEWAY		·
Rockville Pike (MD 355)	City of Rockville	Towne Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
		SEE WHITE FLINT POLICY	AREA	
	Edson Ln	Tuckerman Ln	Trail	Off-Street Trail
	Tuckerman Ln	Tuckerman Access Ln	Shared Road	Priority Shared Lane Markings
Bethesda Trolley Trail	Tuckerman Access Ln	Rossmore Dr	Trail	Off-Street Trail
	Rossmore Dr	1-495	Separated Bikeway	Sidepath (East Side)
CITY OF ROCKVILLE TO	WHEATON BREEZEWAY			
Veirs Mill Rd (MD 586)	City of Rockville	Rock Creek Trail	Separated Bikeway	Sidepath (South Side)
GERMANTOWN TO GRO	SVENOR BREEZEWAY	•		
Tuckerman Ln	I-270	Old Georgetown Rd (MD 187)	Separated Bikeway and Striped Bikeway	Sidepath (Side TBD) and Conventional Bike Lanes
	Old Georgetown Rd (MD 187)	Grosvenor Pl	Separated Bikeway	Sidepath (Side TBD)
POTOMAC TO ROCK SP	RING BREEZEWAY			
Democracy Blvd	I-270	Old Georgetown Rd (MD 187)	Separated Bikeway	Sidepath (North Side)
POTOMAC TO VEIRS MI	LL ROAD BREEZEWAY			
Montrose Rd	I-270	Hitching Post Ln	Separated Bikeway	Sidepath (South Side)
Hitching Post Ln	Montrose Rd	Swim Club Way	Separated Bikeway	Sidepath (South Side)
Swim Club Way	Hitching Post Ln	Trail	Separated Bikeway	Sidepath (South Side)
Trail	Swim Club Way	Montrose Pkwy	Trail	Off-Street Trail
Montrose Pkwy	Trail	Towne Rd	Separated Bikeway	Sidepath (North Side)
Montrose Pkwy	Railroad Tracks	Rock Creek	Separated Bikeway	Sidepath (North Side)
WHITE FLINT TO ROCK	SPRING BREEZEWAY	1	1	
Old Georgetown Rd (MD 187)	Towne Rd	1-270	Separated Bikeway	Sidepath (East Side)
Old Georgetown Rd (MD 187)	I-270	Democracy Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)

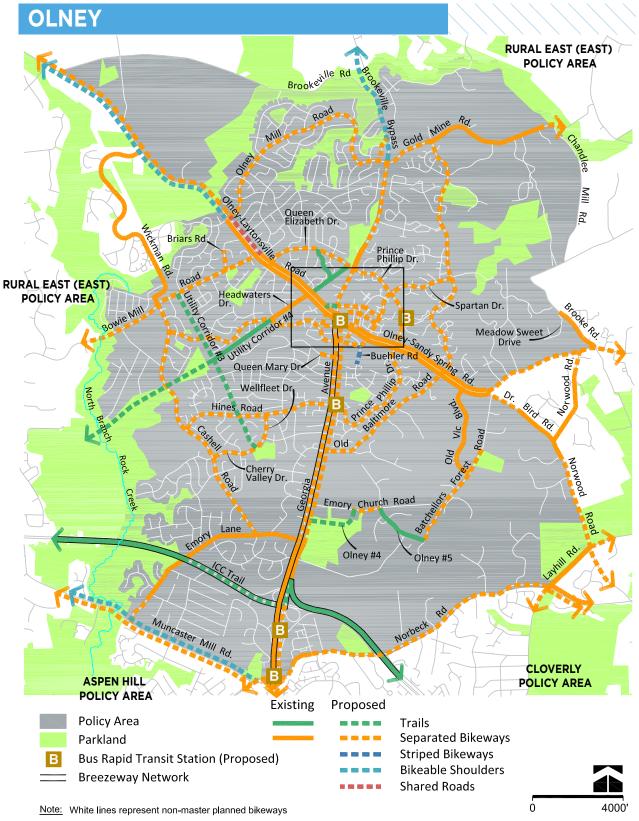
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
STRATHMORE TO KENSI	NGTON BIKEWAY			
Strathmore Ave (MD 547)	Rockville Pike (MD 355)	Kenilworth Ave	Separated Bikeway	Sidepath (South Side)
Kenilworth Ave	Strathmore Ave (MD 547)	Oxford St	Shared Road	Neighborhood Greenway
Oxford St	Kenilworth Ave	Montrose Ave	Shared Road	Neighborhood Greenway
Montrose Ave	Oxford St	Oxford St	Shared Road	Neighborhood Greenway
Oxford St	Montrose Ave	Weymouth St	Shared Road	Neighborhood Greenway
Weymouth St	Oxford St	Knowles Ave (MD 547)	Separated Bikeway	Sidepath (Side TBD)
Knowles Ave (MD 547)	Weymouth St	Rock Creek Trail	Separated Bikeway	Sidepath (West Side)
ADDITIONAL RECOMME	NDATIONS			
Boiling Brook Pkwy	Parklawn Dr	Schuylkill Rd	Separated Bikeway	Separated Bike Lanes (Side TBD)
Bou Ave	Rockville Pike (MD 355)	Montrose Pkwy	Separated Bikeway	Sidepath (East Side)
Chapman Ave	City of Rockville	Bou Ave	Separated Bikeway	Sidepath (West Side)
Cheshire Dr	Old Georgetown Rd (MD 187)	Grosvenor Ln	Separated Bikeway	Sidepath (Side TBD)
Edson Ln	Old Georgetown Rd (MD 187)	Woodglen Dr	Separated Bikeway	Sidepath (Side TBD)
Executive Blvd	E Jefferson St	Old Georgetown Rd (MD 187)	Separated Bikeway	Separated Bike Lanes (Side TBD)
	Rockledge Dr	Democracy Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Fernwood Rd	Democracy Blvd	I-495	Separated Bikeway	Sidepath (Side TBD)
Flanders Ave	Rockville Pike (MD 355)	Strathmore Ave (MD 547)	Separated Bikeway	Sidepath (Side TBD)
Fleming Ave	Rossmore Dr	Bethesda Trolley Trail	Shared Road	Neighborhood Greenway
Garrett Park Rd	Schuylkill Rd	Rock Creek Trail	Separated Bikeway	Sidepath (North Side)
Grosvenor Ln	Cheshire Dr	I-270	Separated Bikeway	Sidepath (Side TBD)
Grosvenor Ln	Rockville Pike (MD 355)	Beach Dr	Separated Bikeway	Sidepath (North Side)
I-270 Northbound Ramp	Old Georgetown Rd (MD 187)	Rockledge Blvd	Separated Bikeway	Sidepath (North Side)
E Jefferson St	City of Rockville	Executive Blvd	Separated Bikeway	Separated Bike Lanes (Side TBD)
Kenilworth Ave	Montrose Ave	Neighborhood Connector	Separated Bikeway	Sidepath (West Side)

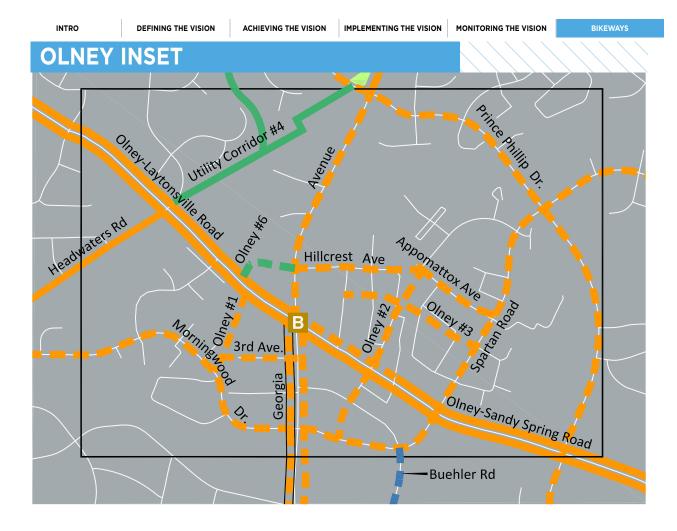
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Lone Oak Dr	Fernwood Rd	Old Georgetown Rd (MD 187)	Separated Bikeway	Sidepath (South Side)
Luxmanor Rd	Tilden Ln	Tuckerman Ln	Shared Road	Neighborhood Greenway
Montrose Ave	Grosvenor Policy Area	Kenilworth Ave	Separated Bikeway	Sidepath (North Side)
Montrose Pkwy	Montrose Rd	Trail	Separated Bikeway	Sidepath (North Side)
Montrose Rd	Tildenwood Ln	Towne Rd	Separated Bikeway	Sidepath (North Side)
Montrose Rd	Tildenwood Dr	Montrose Pkwy	Separated Bikeway	Sidepath (South Side)
Nicholson Ln	Old Georgetown Rd (MD 187)	Executive Blvd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
North-South Connector	Rock Spring Dr	Democracy Blvd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Old Georgetown Rd	Towne Rd	Nicholson Ln	Separated Bikeway	Sidepath (West Side)
(MD 187)	Tuckerman Ln	1-270	Separated Bikeway	Sidepath (West Side)
Old Georgetown Rd (MD 187)	Democracy Blvd	Cheshire Dr	Separated Bikeway	Separate Bike Lanes (Two-Way, East Side)
	Cheshire Dr	1-495	Separated Bikeway	Sidepath (East Side)
Parklawn Dr	Twinbrook Pkwy	Railroad Tracks	Separated Bikeway	Sidepath (Side TBD)
	Railroad Tracks	Parklawn Dr	Separated Bikeway	Sidepath (South Side)
Randolph Rd	Parklawn Dr	Hunters Ln	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
	Hunters Ln	Rock Creek	Separated Bikeway	Sidepath (South Side)
Rock Creek Trail	Veirs Mill Rd Trail Connector	Matthew Henson Trail	Trail	Stream Valley Park Trail
Rock Spring Dr	Fernwood Rd	Old Georgetown Rd (MD 187)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Dealiladas DL d	I-270 Northbound Ramp	I-270 Southbound Ramp	Separated Bikeway	Sidepath (East Side)
Rockledge Blvd	I-270 Southbound Ramp	Rockledge Dr	Separated Bikeway	Sidepath (East Side)
	Westlake Ter	Rockledge Blvd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Rockledge Dr	Rockledge Blvd	Democracy Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Rockville Pike (MD 355)	City of Rockville	Towne Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
	White Flint Policy Area	Strathmore Ave (MD 547)	Separated Bikeway	Sidepath (Both Sides)
Rockville Pike (MD 355)	Strathmore Ave (MD 547)	Grosvenor Policy Area	Separated Bikeway	Sidepath (East Side)
Rossmore Dr	Berkshire Dr	Fleming Ave	Shared Road	Neighborhood Greenway
Tilden Ln	Danville Dr	Old Georgetown Rd (MD 187)	Separated Bikeway	Sidepath (North Side)
Towne Rd	Rockville Pike (MD 355)	Old Georgetown Rd (MD 187)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Twinbrook Dlaus	Veirs Mill Rd (MD 586)	Halpine Rd	Separated Bikeway	Sidepath (Both Sides)
Twinbrook Pkwy	Halpine Rd	City of Rockville	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Twinbrook - Veirs Mill Rd Connector	Veirs Mill Rd (MD 586)	Rock Creek Mill Rd	Trail	Off-Street Trail
Westlake Ter	I-270 Spur	Rockledge Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Weymouth St	Montrose Ave	Knowles Ave (MD 547)	Separated Bikeway	Sidepath (Side TBD)
Wyaconda Rd	Bicycle / Pedestrian Bridge	Schuylkill Rd	Separated Bikeway	Separated Bike Lanes (Side TBD)
Weymouth St	Montrose Ave	Oxford St	Separated Bikeway	Sidepath (Side TBD)



BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
GERMANTOWN TO BURTO	DNSVILLE BREEZEWAY		•	
Utility Corridor #2	Great Seneca Creek	I-270	Trail	Off-Street Trail
GERMANTOWN TO GROS	/ENOR BREEZEWAY			•
Utility Corridor #1	Great Seneca Creek	Travilah Rd	Trail	Off-Street Trail
GERMANTOWN TO LIFE S	CIENCES CENTER BREEZEV	VAY		•
Great Seneca Hwy (MD 119)	Great Seneca Creek	Longdraft Rd	Separated Bikeway	Sidepath (East Side)
ADDITIONAL RECOMMEN	DATIONS		I	1
Clopper Rd (MD 117)	Great Seneca Creek	Longdraft Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Corridor Cities Transitway Trail	Great Seneca Creek	City of Gaithersburg	Trail	Off-Street Trail
	Utility Corridor #1	Copen Meadow Dr	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes
Darnestown Rd (MD 28)	Copen Meadow Dr	Tschiffely Square Rd	Separated Bikeway and Striped Bikeway	Separated Bike Lanes (Two-Way, North Side) and Conventional Bike Lanes
	Tschiffely Square Rd	Muddy Branch Rd	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes
	Muddy Branch Rd	Key West Ave (MD 28)	Separated Bikeway and Striped Bikeway	Separated Bike Lanes (Two-Way, North Side) and Conventional Bike Lanes
Darnestown Rd	Key West Ave (MD 28)	Travilah Rd	Separated Bikeway	Sidepath (Both Sides)
Dufief Mill Rd	Darnestown Rd (MD 28)	Travilah Rd	Separated Bikeway	Sidepath (East Side)
Longdraft Rd	Clopper Rd (MD 117)	Quince Orchard Rd (MD 124)	Separated Bikeway	Sidepath (West Side)
Muddy Branch Rd	Darnestown Rd (MD 28)	Dufief Mill Rd	Separated Bikeway	Sidepath (East Side)
Piney Meetinghouse Rd	Travilah Rd	Boswell Ln	Separated Bikeway	Sidepath (East Side)
Quince Orchard Rd (MD 124)	Hillstone Rd	Darnestown Rd (MD 28)	Separated Bikeway	Sidepath (Both Sides)
Quince Orchard Rd	Darnestown Rd (MD 28)	Dufief Mill Rd	Separated Bikeway	Sidepath (West Side)
Riffle Ford Rd	Great Seneca Creek	Darnestown Rd (MD 28)	Striped Bikeway	Buffered Bike Lanes
Shady Grove Rd	R&D Village Policy Area	Cavanaugh Dr	Separated Bikeway	Sidepath (West Side)
Stonebridge View Dr	Muddy Branch Rd	Travilah Rd	Separated Bikeway	Sidepath (East Side)
Travilah Rd	Darnestown Rd	Dufief Mill Rd	Separated Bikeway	Sidepath (West Side)





BIKEWAYS

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
INTERCOUNTY CONNECT	OR TRAIL BREEZEWAY	•		·
Intercounty Connector Trail	North Branch Rock Creek	Norbeck Rd (MD 28)	Trail	Off-Street Trail
OLNEY TO GLENMONT B	REEZEWAY			·
Georgia Ave (MD 97)	Olney-Laytonsville Rd (MD 108)	Queen Mary Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Georgia Ave (MD 97)	Queen Mary Dr	Norbeck Rd (MD 28)	Separated Bikeway	Sidepath (West Side)
OLNEY - LAYTONSVILLE	RD / OLNEY - SANDY SPRIN	IG RD (MD 108) NORTH BIK	EWAY	
Olney-Laytonsville Rd (MD 108)	Brookeville Rd	Olney Mill Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
Olney-Laytonsville Service Rd	Olney Mill Rd	Brooke Meadow Ln	Shared Road	Neighborhood Greenway
Olney-Laytonsville Rd (MD 108)	Brooke Meadow Ln	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (North Side)
Olney-Sandy Spring Rd (MD 108)	Georgia Ave (MD 97)	Brooke Rd	Separated Bikeway	Sidepath (North Side)
OLNEY - LAYTONSVILLE	RD / OLNEY - SANDY SPRIN	IG RD (MD 108) SOUTH BIK	EWAY	
Olney-Laytonsville Rd (MD 108)	Olney Mill Rd	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (South Side)
Olney-Sandy Spring Rd (MD 108)	Georgia Ave (MD 97)	Dr. Bird Rd (MD 182)	Separated Bikeway	Sidepath (South Side)
ADDITIONAL RECOMMEN	IDATIONS			
3rd Ave	Olney #1	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Appomattox Ave	Hillcrest Ave	Spartan Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Batchellors Forest Rd*	Olney #5	Farquhar Middle School	Separated Bikeway	Sidepath (Side TBD)
Bowie Mill Rd	North Branch Rock Creek	Olney-Laytonsville Rd (MD 108)	Separated Bikeway	Sidepath (South Side)
Brooke Rd	Meadowsweet Dr	Olney-Sandy Spring Rd (MD 108)	Separated Bikeway	Sidepath (East Side)
Briars Rd	Thornhurst Dr	Bowie Mill Rd	Separated Bikeway	Sidepath (West Side)
Brookeville Bypass	Brookeville Rd	Gold Mine Rd	Bikeable Shoulders	Bikeable Shoulders
Buehler Rd	Spartan Rd	Lochness Cir	Striped Bikeway	Conventional Bike Lanes
Cashell Rd	Bowie Mill Rd	Emory Ln	Separated Bikeway	Sidepath (East Side)
Cherry Valley Dr	Wellfleet Dr	Cashell Rd	Separated Bikeway	Sidepath (North Side)

WAYS

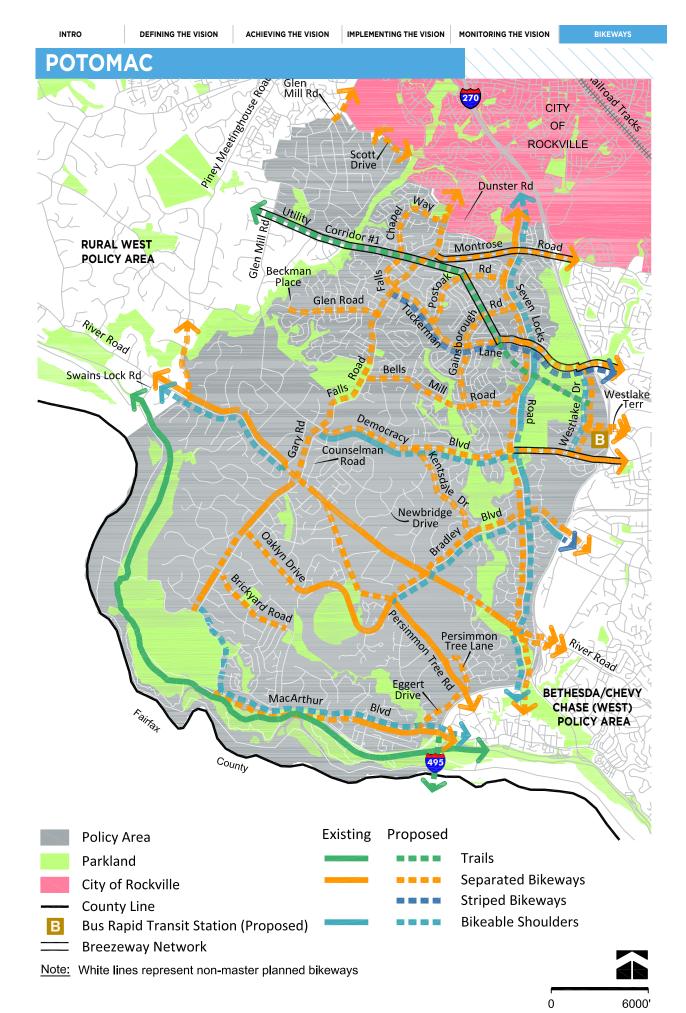
STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Emory Church Rd	Olney #4	Olney #5	Separated Bikeway	Sidepath (South Side)
Emory Ln	Georgia Ave (MD 97)	Muncaster Mill Rd (MD 115)	Separated Bikeway	Sidepath (East Side)
Georgia Ave (MD 97)	Gold Mine Rd	Norbeck Rd (MD 28)	Separated Bikeway	Sidepath (East Side)
Georgia Ave (MD 97)	Longwood Recreation Center	Gold Mine Rd	Separated Bikeway	Sidepath (West Side)
Gold Mine Rd	Olney Mill Rd	Rural East (East) Policy Area	Separated Bikeway	Sidepath (South Side)
Headwaters Dr	Olney-Laytonsville Rd (MD 108)	Morningwood Dr	Separated Bikeway	Sidepath (South Side)
Hillcrest Ave	Georgia Ave (MD 97)	Appomattox Ave	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Hines Rd	Cashell Rd	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Side TBD)
Morningwood Dr	Cashell Rd	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (Side TBD)
Muncaster Mill Rd (MD 115)	North Branch Rock Creek	Norbeck Rd (MD 28)	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Norbeck Rd (MD 28)	Muncaster Mill Rd (MD 115)	Layhill Rd (MD 182)	Separated Bikeway	Sidepath (North Side)
Old Baltimore Rd	Gold Mine Rd	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (West Side)
Old Vic Blvd	Olney-Sandy Spring Rd (MD 108)	Batchellors Forest Rd	Separated Bikeway	Sidepath (West Side)
Olney #1	Olney-Laytonsville Rd (MD 108)	Morningwood Dr	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Olney #2	Appomattox Ave	Spartan Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Olney #3	Hillcrest Ave	Spartan Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Olney #4	Georgia Ave (MD 97)	Emory Church Rd	Trail	Off-Street Trail
Olney #5	Emory Church Rd	Batchellors Forest Rd	Trail	Off-Street Trail
Olney #6	Olney-Laytonsville Rd (MD 108)	Georgia Ave (MD 97)	Trail	Off-Street Trail
Olney Mill Rd	Olney-Laytonsville Rd (MD 108)	Gold Mine Rd	Separated Bikeway	Sidepath (West Side)
	Georgia Ave (MD 97)	Olney-Sandy Spring Rd (MD 108)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Prince Phillip Dr	Olney-Sandy Spring Rd (MD 108)	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (East Side)
Queen Elizabeth Dr	Olney-Laytonsville Rd (MD 108)	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (North Side)
Queen Mary Dr	Olney Elementary School	Georgia Ave (MD 97)	Separated Bikeway	Sidepath (North Side)

ACHIEVING THE VISION

IMPLEMENTING THE VISION MONITORING THE VISION

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Spartan Rd	Georgia Ave (MD 97)	Appomattox Ave	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Spartali Ru	Appomattox Ave	Old Baltimore Rd	Separated Bikeway	Sidepath (East Side)
Utility Corridor #3	Bowie Mill Rd	Cherry Valley Dr	Trail	Off-Street Trail
Utility Corridor #4	North Branch Rock Creek	Morningwood Dr	Trail	Off-Street Trail
Utility Corridor #4	Olney-Laytonsville Rd (MD 108)	Queen Elizabeth Dr	Trail	Off-Street Trail
Wellfleet Dr	Hines Rd	Cherry Valley Dr	Separated Bikeway	Sidepath (West Side)
Wickham Rd	Rural East (East) Policy Area	Bowie Mill Rd	Separated Bikeway	Sidepath (West Side)

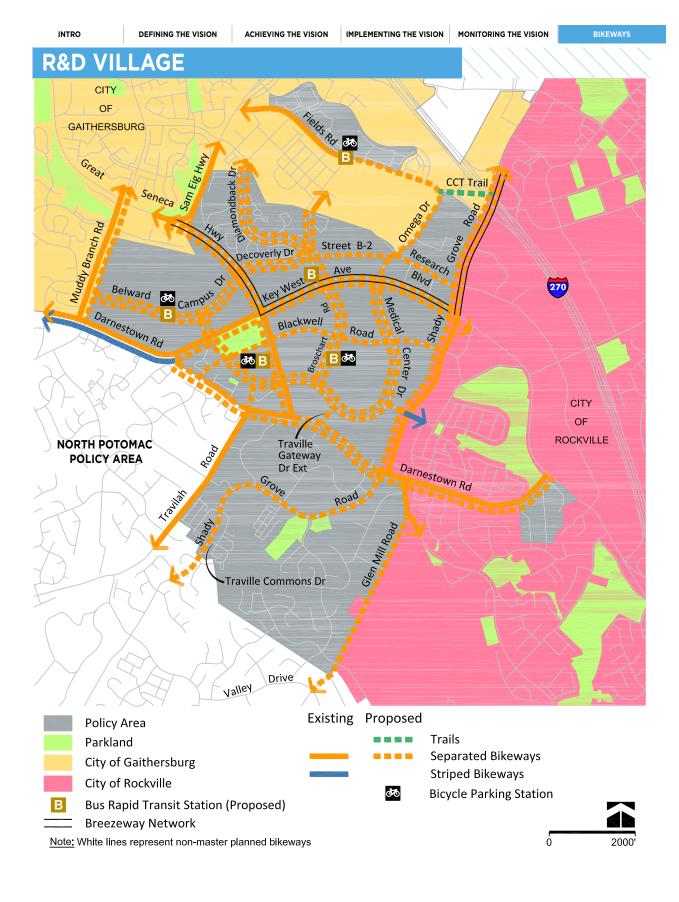
* This bikeway is advisory only until the Rustic Road designation is removed or the Rustic Roads policy changes.



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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
GERMANTOWN TO GRO	SVENOR BREEZEWAY			
Utility Corridor #1	Glen Mill Rd	Tuckerman Ln	Trail	Off-Street Trail
Tuckerman Ln	Utility Corridor #1	I-270	Separated Bikeway and Striped Bikeway	Sidepath (Side TBD) and Conventional Bike Lanes
POTOMAC TO ROCK SPI	NING BREEZEWAY	•	·	·
Democracy Blvd	Seven Locks Rd	I-270 Spur	Separated Bikeway	Sidepath (North Side)
POTOMAC TO VEIRS MIL	L ROAD BREEZEWAY			•
Montrose Rd	Falls Rd (MD 189)	I-270	Separated Bikeway	Sidepath (South Side)
ADDITIONAL RECOMME	NDATIONS		·	•
American Legion Bridge (I-495)	Virginia	MacArthur Blvd	Trail	Off-Street Trail
Bells Mill Rd	Falls Rd (MD 189)	Seven Locks Rd	Separated Bikeway	Sidepath (North Side)
Bradley Blvd	Persimmon Tree Rd	River Rd (MD 190)	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
Bradley Blvd (MD 191)	River Rd (MD 190)	I-495	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
Brickyard Rd	Falls Rd	Horseshoe Ln	Separated Bikeway	Sidepath (North Side)
C&O Canal Towpath	Rural West Policy Area	I-495	Trail	Off-Street Trail
Democracy Blvd	Falls Rd (MD 189)	Seven Locks Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
Eggert Dr	MacArthur Blvd	Persimmon Tree Rd	Separated Bikeway	Sidepath (North Side)
Falls Chapel Way	Falls Rd (MD 189)	Falls Rd (MD 189)	Separated Bikeway	Sidepath (West Side)
Falls Rd (MD 189)	Dunster Rd	River Rd (MD 190)	Separated Bikeway	Sidepath (East Side)
Falls Rd	River Rd (MD 190)	MacArthur Blvd	Separated Bikeway	Sidepath (West Side)
Gainsborough Rd	Seven Locks Rd	Bells Mill Rd	Separated Bikeway	Sidepath (East Side)
Glen Mill Rd	Veirs Dr	Valley Dr	Separated Bikeway	Sidepath (East Side)
Glen Rd	Beckman Pl	Falls Rd (MD 189)	Separated Bikeway	Sidepath (North Side)
Kentsdale Dr	Newbridge Dr	Bradley Blvd (MD 191)	Separated Bikeway	Sidepath (Side TBD)
MacArthur Blvd	Falls Rd	Old Angler's Inn	Bikeable Shoulders	Bikeable Shoulders

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
MacArthur Blvd	Old Angler's Inn	1-495	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Newbridge Dr	Democracy Blvd	Kentsdale Dr	Separated Bikeway	Sidepath (West Side)
Oaklyn Dr	Falls Rd	Persimmon Tree Rd	Separated Bikeway	Sidepath (North Side)
Persimmon Tree Ln	Persimmon Tree Rd	Persimmon Tree Rd	Separated Bikeway	Sidepath (Side TBD)
Persimmon Tree Rd	River Rd (MD 190)	I-495	Separated Bikeway	Sidepath (West Side)
Piney Meetinghouse Rd	Rural West Policy Area	River Rd (MD 190)	Separated Bikeway	Sidepath (East Side)
Postoak Rd	Seven Locks Rd	Tuckerman Ln	Separated Bikeway	Sidepath (West Side)
River Rd (MD 190)	Piney Meetinghouse Rd	Gary Rd	Separated Bikeway and Bike- able Shoulders	Sidepath (East Side) and Bikeable Shoulders
	Gary Rd	Counselman Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
	Counselman Rd	Seven Locks Rd	Separated Bikeway	Sidepath (East Side)
	Seven Locks Rd	I-495	Separated Bikeway	Sidepath (Both Sides)
Scott Dr	City of Rockville	City of Rockville	Separated Bikeway	Sidepath (North Side)
	City of Rockville	River Rd (MD 190)	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Seven Locks Rd	River Rd (MD 190)	I-495	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Tuckerman Ln	Falls Rd (MD 189)	Utility Corridor #1	Separated Bikeway and Striped Bikeway	Sidepath (North Side) and Conventional Bike Lanes
Utility Corridor #1	Tuckerman Ln	Westlake Dr	Trail	Off-Street Trail
Westlake Dr	Tuckerman Ln	Democracy Blvd	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Westlake Ter	Westlake Dr	I-270 Spur	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)

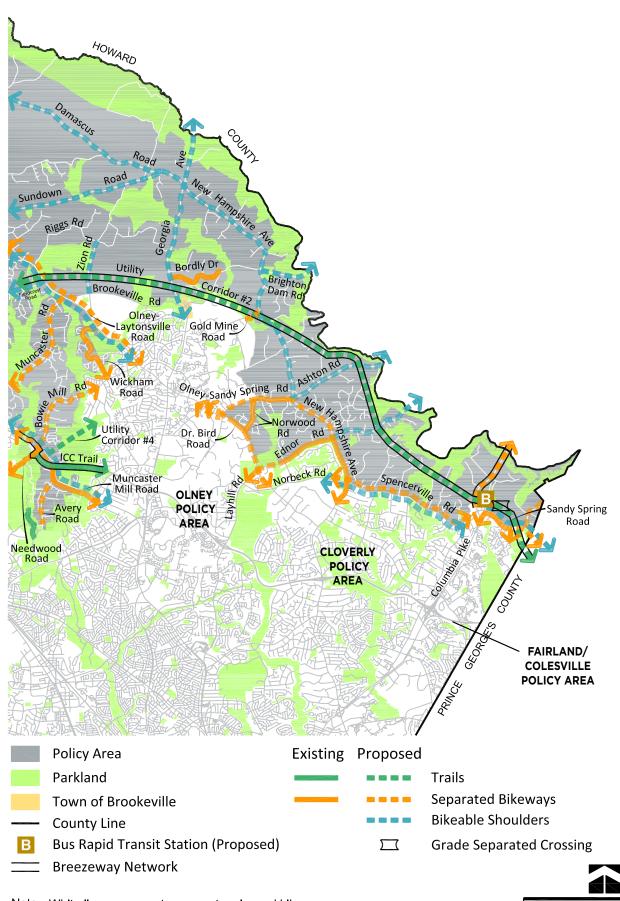


BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
GERMANTOWN TO LIFE S	CIENCES CENTER BREEZEV	VAY	•	·
Great Seneca Hwy (MD 119)	Sam Eig Hwy	Key West Ave (MD 28)	Separated Bikeway	Sidepath (East Side)
Key West Ave (MD 28)	Great Seneca Hwy (MD 119)	City of Rockville	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
LIFE SCIENCES CENTER T	O SHADY GROVE METRO BR	REEZEWAY		·
Shady Grove Rd	City of Gaithersburg	Key West Ave (MD 28)	Separated Bikeway	Sidepath (East Side)
LIFE SCIENCES CENTER L	ООР	•		
Belward Campus Dr	Johns Hopkins Dr	Great Seneca Hwy (MD 119)	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Decoverly Dr	Great Seneca Hwy (MD 119)	City of Gaithersburg	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Fields Rd	Decoverly Dr	City of Gaithersburg	Separated Bikeway	Sidepath (South Side)
Omega Dr	City of Gaithersburg	Key West Ave (MD 28)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Medical Center Dr	Key West Ave (MD 28)	Great Seneca Hwy	Separated Bikeway	Separated Bike Lanes (Two-Way, Inner Side)
Medical Center Dr Ext	Great Seneca Hwy	Key West Ave (MD 28)	Separated Bikeway	Separated Bike Lanes (Two-Way, Inner Side)
Johns Hopkins Dr	Key West Ave (MD 28)	Belward Campus Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
ADDITIONAL RECOMMEN	DATIONS	•		·
Belward Campus Dr	Muddy Branch Rd	Johns Hopkins Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Belward Campus Dr	Johns Hopkins Dr	Great Seneca Hwy (MD 119)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Blackwell Rd	Darnestown Rd	Shady Grove Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Broschart Rd	Key West Ave (MD 28)	Medical Center Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Darnestown Rd (MD 28)	Muddy Branch Rd	Key West Ave (MD 28)	Separated Bikeway and Striped Bikeway	Separated Bike Lanes (Two-Way, North Side) and Conventional Bike Lanes
Darnestown Rd	Key West Ave (MD 28)	Montgomery Ave (MD 28)	Separated Bikeway	Sidepath (Both Sides)
Decoverly Dr	Great Seneca Hwy (MD 119)	City of Gaithersburg	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
	City of Gaithersburg	Decoverly Dr	Separated Bikeway	Sidepath (Both Sides)
Diamondback Dr	Decoverly Dr	Key West Ave (MD 28)	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Fields Rd	Sam Eig Hwy	Decoverly Dr	Separated Bikeway	Sidepath (South Side)

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Glen Mill Rd	Darnestown Rd	Valley Dr	Separated Bikeway	Sidepath (East Side)
Great Seneca Hwy (MD 119)	Sam Eig Hwy	Key West Ave (MD 28)	Separated Bikeway	Sidepath (West Side)
Great Seneca Hwy	Key West Ave (MD 28)	Darnestown Rd	Separated Bikeway	Sidepath (Both Sides)
Great Seneca Hwy Ramp	Sam Eig Hwy	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (West Side)
Johns Hopkins Dr	Belward Campus Dr	Key West Ave (MD 28)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Key West Ave (MD 28)	Darnestown Rd (MD 28)	Great Seneca Hwy (MD 119)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Key West Ave (MD 28)	Darnestown Rd (MD 28)	City of Rockville	Separated Bikeway	Sidepath (South Side)
Medical Center Dr	Key West Ave (MD 28)	Great Seneca Hwy	Separated Bikeway	Separated Bike Lanes (Two-Way, Outer Side)
Medical Center Dr Ext	Great Seneca Hwy	Key West Ave (MD 28)	Separated Bikeway	Separated Bike Lanes (Two-Way, Outer Side)
Medical Center Way	Medical Center Dr	Shady Grove Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Muddy Branch Rd	City of Gaithersburg	Darnestown Rd (MD 28)	Separated Bikeway	Sidepath (West Side) and Separated Bike Lanes (Two-Way, East Side)
Research Blvd	Omega Dr	Shady Grove Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Sam Eig Hwy	City of Gaithersburg	Great Seneca Hwy (MD 119)	Separated Bikeway	Sidepath (West Side)
	City of Gaithersburg	Key West Ave (MD 28)	Separated Bikeway	Sidepath (West Side)
Shady Grove Rd	Key West Ave (MD 28)	Darnestown Rd	Separated Bikeway	Sidepath (Both Sides)
	Darnestown Rd	North Potomac Policy Area	Separated Bikeway	Sidepath (West Side)
Street B-2	Diamondback Dr	Omega Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Travilah Rd Ext	Medical Center Dr Ext	Darnestown Rd	Separated Bikeway	Sidepath (West Side)
Traville Gateway Dr Ext	Darnestown Rd	Medical Center Dr	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)

12.000

RURAL EAST (EAST)



Note: White lines represent non-master planned bikeways

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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
BURTONSVILLE TO SILVE	R SPRING BREEZEWAY	•	•	
Columbia Pike (US 29)	Howard County	Old Columbia Pike	Separated Bikeway	Sidepath (West Side)
Old Columbia Pike	Columbia Pike (US 29)	Utility Corridor #2	Separated Bikeway	Sidepath (West Side)
GERMANTOWN TO BURT	ONSVILLE BREEZEWAY			
Utility Corridor #2	Rural East (West) Policy Area	Sandy Spring Rd (MD 198)	Trail	Off-Street Trail
INTERCOUNTY CONNECT	OR TRAIL BREEZEWAY	•	•	-
Muncaster Mill Rd (MD 115)	Rock Creek	Needwood Rd	Separated Bikeway	Sidepath (West Side)
Needwood Rd	Muncaster Mill Rd (MD 115)	Intercounty Connector Trail	Separated Bikeway	Sidepath (South Side)
Intercounty Connector (MD 200)	Needwood Rd	North Branch Rock Creek	Trail	Off-Street Trail
OLNEY - LAYTONSVILLE	RD / OLNEY - SANDY SPRIN	IG RD (MD 108) NORTH BIKE	EWAY	
Olney-Laytonsville Rd (MD 108)	Town of Laytonsville	Brookeville Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
ADDITIONAL RECOMMEN	IDATIONS		·	
Ashton Rd (MD 108)	New Hampshire Ave (MD 650)	Howard County	Bikeable Shoulders	Bikeable Shoulders
Avery Rd	Muncaster Mill Rd (MD 115)	Southlawn Dr	Separated Bikeway	Sidepath (West Side)
Bordly Dr	Georgia Ave (MD 97)	Brighton Dam Rd	Separated Bikeway	Sidepath (South Side)
Bowie Mill Rd	Muncaster Mill Rd (MD 115)	North Branch Rock Creek	Separated Bikeway	Sidepath (South Side)
Brighton Dam Rd	New Hampshire Ave (MD 650)	Howard County	Bikeable Shoulders	Bikeable Shoulders
Brookeville Bypass	Georgia Ave (MD 97)	Brookeville Rd	Bikeable Shoulders	Bikeable Shoulders
Damascus Rd (MD 650)	Laytonsville Rd (MD 108)	Georgia Ave (MD 97)	Bikeable Shoulders	Bikeable Shoulders
Dr. Bird Rd (MD 182)	Olney-Sandy Spring Rd (MD 198)	Norwood Rd	Separated Bikeway	Sidepath (East Side)
Ednor Rd	Howard County	New Hampshire Ave (MD 650)	Bikeable Shoulders	Bikeable Shoulders
Fieldcrest Rd	Rural East (West) Policy Area	Olney-Laytonsville Rd (MD 108)	Bikeable Shoulders	Bikeable Shoulders
Georgia Ave (MD 97)	Howard County	Brookeville Bypass	Bikeable Shoulders	Bikeable Shoulders
Gold Mine Rd	Olney Policy Area	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (South Side)

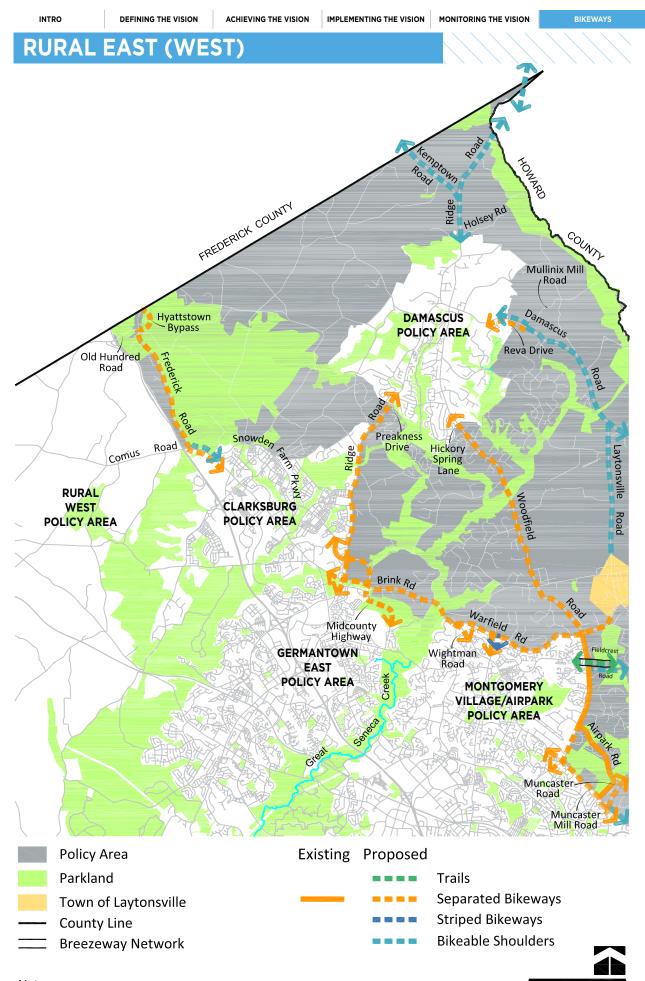
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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Muncaster Rd	Olney-Laytonsville Rd (MD 108)	Rural East (West) Policy Area	Separated Bikeway	Sidepath (North Side)
Needwood Rd	Beach Dr	Intercounty Connector Trail	Separated Bikeway	Sidepath (South Side)
New Hampshire Ave	Georgia Ave (MD 97)	Olney-Sandy Spring Rd (MD 108)	Bikeable Shoulders	Bikeable Shoulders
(MD 650)	Olney-Sandy Spring Rd (MD 108)	Ednor Rd	Separated Bikeway	Sidepath (West Side)
Norwood Rd*	Olney-Sandy Spring Rd (MD 108)	Dr. Bird Rd (MD 182)	Separated Bikeway	Sidepath (West Side)
Nordwood Rd (MD 182)*	Dr. Bird Rd (MD 182)	Ednor Rd	Separated Bikeway	Sidepath (East Side)
Olney-Sandy Spring Rd (MD 108)	Dr. Bird Rd (MD 182)	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (North Side)
Riding Stable Rd	Prince George's County	Sandy Spring Rd (MD 198)	Separated Bikeway	Sidepath (Side TBD)
Sandy Spring Rd (MD 198)	Columbia Pike Ramp	Prince George's County	Separated Bikeway and Bikeable Shoulders	Sidepath (South Side) and Bikeable Shoulders
Southlawn Dr	Avery Rd	Rock Creek Trail	Separated Bikeway	Sidepath (Side TBD)
Spencerville Rd (MD 198)	New Hampshire Ave (MD 650)	School Access Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders
Sundown Rd	Town of Laytonsville	Damascus Rd (MD 650)	Bikeable Shoulders	Bikeable Shoulders
Utility Corridor #4	Muncaster Mill Rd (MD 115)	North Branch Rock Creek	Trail	Off-Street Trail
Wickham Rd	Olney-Laytonsville Rd (MD 108)	Olney Policy Area	Separated Bikeway	Sidepath (West Side)
Zion Rd	Riggs Rd	Brookeville Rd	Bikeable Shoulders	Bikeable Shoulders

* Appropriate measures must be taken to minimize impacts to Woodlawn Manor Special Park and Red Door Store Special Park.



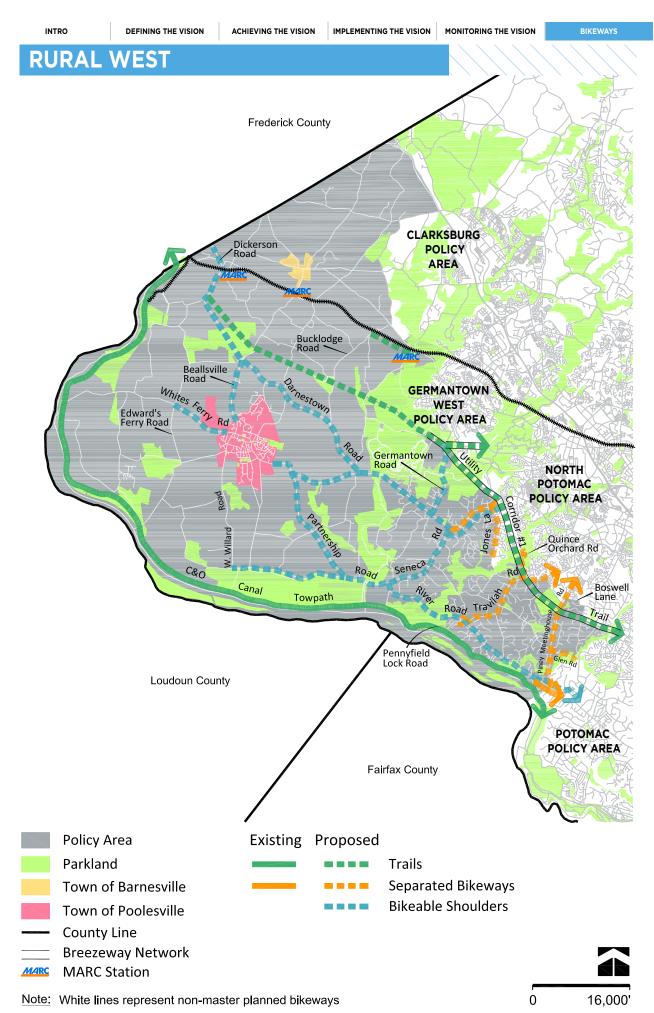
Note: White lines represent non-master planned bikeways

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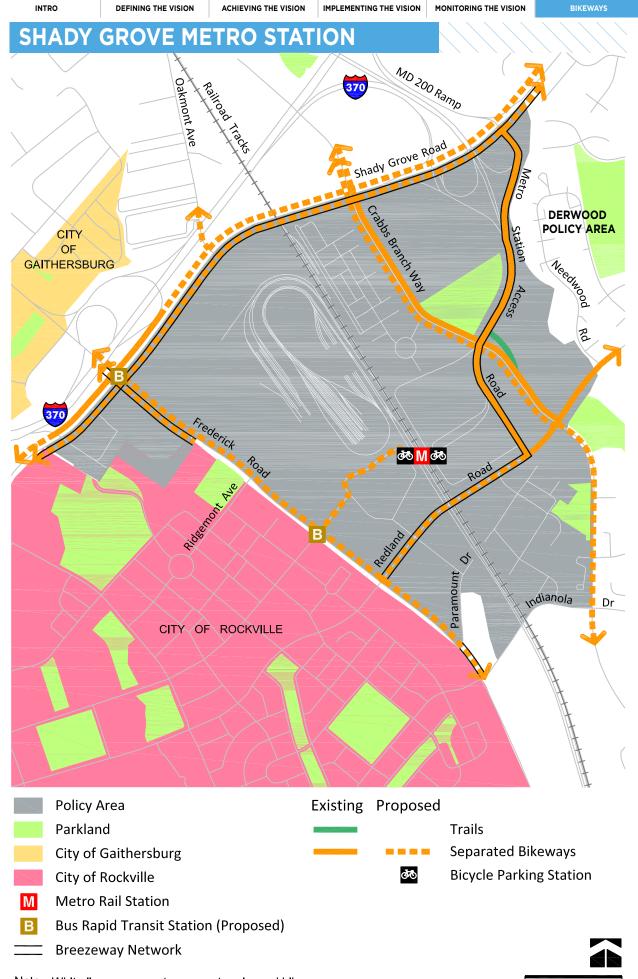
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
GERMANTOWN TO BUR	ONSVILLE BREEZEWAY		l	1
Utility Corridor #2	Woodfield Rd (MD 124)	Rural East (East) Policy Area	Trail	Off-Street Trail
ADDITIONAL RECOMME	NDATIONS			
Airpark Rd	Woodfield Rd (MD 124)	Muncaster Mill Rd (MD 115)	Separated Bikeway	Sidepath (East Side)
Brink Rd	Ridge Rd (MD 27)	Wightman Rd	Separated Bikeway	Sidepath (South Side)
D	Reva Dr	Mullinix Mill Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (South Side) and Bikeable Shoulders
Damascus Rd (MD 108)	Mullinix Mill Rd	Laytonsville Rd (MD 108)	Bikeable Shoulders	Bikeable Shoulders
Fieldcrest Rd	Woodfield Rd (MD 124)	Rural East (East) Policy Area	Bikeable Shoulders	Bikeable Shoulders
Frederick Rd (MD 355)	Frederick County	Hyattstown Bypass	Separated Bikeway	Sidepath (Side TBD)
	Old Hundred Rd (MD 109)	Comus Rd	Separated Bikeway	Sidepath (West Side)
Frederick Rd (MD 355)	Comus Rd	Snowden Farm Pkwy	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
Goshen Rd	Lochaven Dr	Warfield Rd	Separated Bikeway and Striped Bikeway	Sidepath (West Side) and Conventional Bike Lanes
Hyattstown Bypass	Frederick Rd (MD 355)	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (Side TBD)
Kemptown Rd (MD 80)	Frederick County	Ridge Rd (MD 27)	Bikeable Shoulders	Bikeable Shoulders
Laytonsville Rd (MD 108)	Damascus Rd (MD 650)	Town of Laytonsville	Bikeable Shoulders	Bikeable Shoulders
Midaaruntu II	Ridge Rd (MD 27)	Brink Rd	Separated Bikeway	Sidepath (South Side)
Midcounty Hwy	Brink Rd	Great Seneca Creek	Separated Bikeway	Sidepath (side TBD)
Muncaster Rd	Rural East (East) Policy Area	Muncaster Mill Rd (MD 115)	Separated Bikeway	Sidepath (North Side)
Ridge Rd (MD 27)	Frederick County	Howard County	Bikeable Shoulders	Bikeable Shoulders
Ridge Rd (MD 27)	Howard County	Damascus Policy Area	Bikeable Shoulders	Bikeable Shoulders
Ridge Rd (MD 27)	Preakness Dr	Kings Valley Rd	Separated Bikeway	Sidepath (West Side)
Warfield Rd	Woodfield Rd (MD 124)	Town of Laytonsville	Separated Bikeway	Sidepath (North Side)
Woodfield Rd (MD 124)	Hickory Spring Ln	Warfield Rd	Separated Bikeway	Sidepath (West Side)



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BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
GERMANTOWN TO BURT	ONSVILLE BREEZEWAY	•		•
Utility Corridor #2	Utility Corridor #1	Germantown West Policy Area	Trail	Off-Street Trail
GERMANTOWN TO GROS	SVENOR BREEZEWAY			
Utility Corridor #1	Schaeffer Rd	Great Seneca Creek	Trail	Off-Street Trail
	SEE	NORTH POTOMAC POLICY	AREA	
Utility Corridor #1	Travilah Rd	Glen Mill Rd	Trail	Off-Street Trail
ADDITIONAL RECOMMEN	NDATIONS			•
Beallsville Rd (MD 109)	Darnestown Rd (MD 28)	Town of Poolesville	Bikeable Shoulders	Bikeable Shoulders
Bucklodge - White Ground Connector	Bucklodge Rd (MD 117)	White Ground Rd	Trail	Off-Street Trail
C&O Canal Towpath	Frederick County	Potomac Policy Area	Trail	Off-Street Trail
Central Park Cir	Burdette Ln	Germantown Park Dr	Separated Bikeway	Sidepath (North Side)
Clarksburg Rd (MD 121)	Ten Mile Creek	Clopper Rd (MD 117)	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Clopper Rd (MD 117)	Clarksburg Rd (MD 121)	Little Seneca Creek	Separated Bikeway	Sidepath (East Side)
	Dickerson Rd (MD 28)	Seneca Rd (MD 112)	Bikeable Shoulders	Bikeable Shoulders
Darnestown Rd (MD 28)	Seneca Rd (MD 112)	Utility Corridor #1	Separated Bikeway and Bikeable Shoulder	Sidepath (North Side) and Bikeable Shoulders
Dickerson Rd (MD 28)	Frederick County	Darnestown Rd (MD 28)	Bikeable Shoulders	Bikeable Shoulders
Germantown Rd (MD 118)	Germantown West Policy Area	Utility Corridor #1	Separated Bikeway	Sidepath (North Side)
Germantown Rd (MD 118)	Utility Corridor #1	Darnestown Rd (MD 28)	Bikeable Shoulders	Bikeable Shoulders
Glen Rd	Piney Meetinghouse Rd	Watts Branch	Separated Bikeway	Sidepath (North Side)
Jones Ln	Darnestown Rd (MD 28)	Turkey Foot Rd	Separated Bikeway	Sidepath (West Side)
Partnership Rd	Whites Ferry Rd (MD 107)	River Rd	Bikeable Shoulders	Bikeable Shoulders
Piney Meetinghouse Rd	Boswell Ln	Potomac Policy Area	Separated Bikeway	Sidepath (East Side)
River Rd	W. Willard Rd	Seneca Rd (MD 112)	Bikeable Shoulders	Bikeable Shoulders
River Rd (MD 190)	Seneca Rd (MD 112)	Swains Lock Rd	Bikeable Shoulders	Bikeable Shoulders

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
River Rd (MD 190)	Pennyfield Lock Rd	Travilah Rd	Separated Bikeway	Sidepath (Side TBD)
River Rd (MD 190)	Swains Lock Rd	Piney Meetinghouse Rd	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Seneca Rd (MD 112)	Darnestown Rd (MD 28)	River Rd (MD 190)	Bikeable Shoulders	Bikeable Shoulders
Travilah Rd	Dufief Mill Rd	River Rd (MD 190)	Separated Bikeway	Sidepath (West Side)
Utility Corridor #1	Dickerson Rd (MD 28)	Schaeffer Rd	Trail	Off-Street Trail
Whites Ferry Rd	Edwards Ferry Rd	City of Poolesville	Bikeable Shoulders	Bikeable Shoulders
Whites Ferry Rd (MD 107)	Town of Poolesville	Darnestown Rd (MD 28)	Bikeable Shoulders	Bikeable Shoulders



Note: White lines represent non-master planned bikeways 316 MONTGOMERY COUNTY BICYCLE MASTER PLAN | APPROVED AND ADOPTED | DECEMBER 2018

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CLARKSBURG TO CITY O	F GAITHERSBURG BREEZEV	/AY		·
Frederick Rd (MD 355)	Shady Grove Rd	City of Rockville	Separated Bikeway	Sidepath (West Side)
	OR TRAIL BREEZEWAY			
Redland Rd	Frederick Rd (MD 355)	Shady Grove Access Road	Separated Bikeway	Sidepath (North Side)
Shady Grove Access Road	Redland Rd	Shady Grove Rd	Separated Bikeway	Sidepath (East Side)
Shady Grove Rd	Shady Grove Access Road	Derwood Policy Area	Separated Bikeway	Sidepath (South Side)
LIFE SCIENCES CENTER	TO SHADY GROVE METRO B	REEZEWAY		·
Shady Grove Rd	City of Rockville	Shady Grove Access Road	Separated Bikeway	Sidepath (South Side)
	NDATIONS			
	Shady Grove Rd	Redland Rd	Separated Bikeway	Sidepath (Both Sides)
Crabbs Branch Way	Redland Rd	Indianola Dr	Separated Bikeway	Sidepath (West Side)
	Shady Grove Rd	Ridgemont Ave	Separated Bikeway	Sidepath (Both Sides)
Frederick Rd (MD 355)	Ridgemont Ave	Paramount Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Redland Rd	Needwood Rd (South)	Shady Grove Access Road	Separated Bikeway	Sidepath (North Side)
Shady Grove Metro Parking Lot	Shady Grove Metro Station	Frederick Rd (MD 355)	Separated Bikeway	Separated Bike Lanes (Side TBD)
Shady Grove Rd	City of Rockville	MD 200 Ramp	Separated Bikeway	Sidepath (North Side)





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STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
BURTONSVILLE TO SILVE	R SPRING BREEZEWAY	•	•	
Ellsworth Dr	Cedar St	Fenton St	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
CAPITAL CRESCENT TRAI	L BREEZEWAY		•	
Capital Crescent Trail	Spring St	Silver Spring Transit Center	Trail	Off-Street Trail
GLENMONT TO SILVER SP	RING BREEZEWAY	•		·
Fenton St Extended	Spring St	Cameron St	Separated Bikeway	Separated Bike Lanes (Side TBD)
Fenton St	Cameron St	Ellsworth Dr	Separated Bikeway	Separated Bike Lanes (Side TBD)
METROPOLITAN BRANCH	TRAIL BREEZEWAY	•	•	
Metropolitan Branch Trail	Silver Spring Transit Center	Silver Spring/Takoma Park (East) Policy Area	Trail	Off-Street Trail
ADDITIONAL RECOMMEN	DATIONS	•	•	
13th St	District of Columbia	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Side TBD)
16th St (MD 390)	Spring St	District of Columbia	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
	Spring St	Colesville Rd (MD 384)	Separated Bikeway	Separated Bike Lanes (Side TBD)
2nd Ave / Wayne Ave	Colesville Rd (MD 384)	Cedar St	Separated Bikeway	Separated Bike Lanes (Side TBD)
Burlington Ave (MD 410)	Georgia Ave (MD 97)	Fenton St	Separated Bikeway	Separated Bike Lanes (Side TBD)
Cameron St	Spring St	2nd Ave	Separated Bikeway	Separated Bike Lanes (Side TBD)
Colesville Rd (MD 384)	16th St (MD 390)	East West Hwy (MD 410)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side) and Sidepath (South Side)
Colesville Rd (MD 384)	East West Hwy (MD 410)	Wayne Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Colesville Rd (MD 384)	Wayne Ave	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-way, South Side)
Dixon Ave	Wayne Ave	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Side TBD)
	16th St (MD 390)	Colesville Rd (MD 384)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
East-West Hwy (MD 410)	Colesville Rd (MD 384)	Georgia Ave (US 29)	Separated Bikeway	Separated Bike Lanes (Side TBD)
Ellsworth Dr	Fenton St	Georgia Ave (US 29)	Shared Road	Shared Street
Fenton St	Ellsworth Dr	King St	Separated Bikeway	Separated Bike Lanes (Side TBD)

ACHIEVING THE VISION

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Metropolitan Branch Trail / King St (Interim)	Railroad Tracks	Fenton St	Separated Bikeway	Sidepath (South Side)
Metropolitan Branch Trail / Fenton St (Interim)	King St	New York Ave	Separated Bikeway	Sidepath (West Side)
Newell St	District of Columbia	East West Hwy (MD 410)	Striped Bikeway	Conventional Bike Lanes
Philadelphia Ave / Gist Ave	Selim Rd	Silver Spring/Takoma Park (East) Policy Area	Shared Road	Priority Shared Lane Markings
Selim Rd	Philadelphia Ave	Metropolitan Branch Trail	Separated Bikeway	Sidepath (West Side)
Silver Spring Ave	Georgia Ave (MD 97)	Silver Spring/Takoma Park (East) Policy Area	Shared Road	Priority Shared Lane Markings
Spring St / Cedar St	16th St (MD 390)	Wayne Ave (MD 594-A)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)



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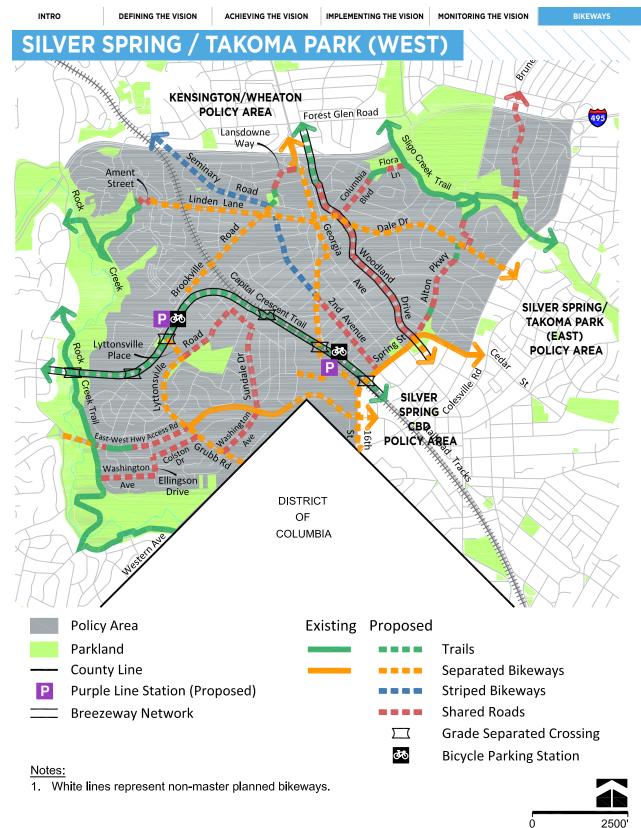
BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
BURTONSVILLE TO SILVE	R SPRING BREEZEWAY		·	•
I-495 Bridge	1-495	Fairway Ave	Trail	Off-Street Trail
Fairway Ave	Marshall Ave	Granville Dr	Shared Road	Neighborhood Greenway
Caroline Ave	Granville Dr	Franklin Ave	Shared Road	Neighborhood Greenway
Franklin Ave	Caroline Ave	Worth Ave	Separated Bikeway	Sidepath (South Side)
Worth Ave	Franklin Ave	Hamilton Ave	Shared Road	Neighborhood Greenway
Hamilton Ave	Worth Ave	Worth Ave	Shared Road	Neighborhood Greenway
Worth Ave	Hamilton Ave	Sligo Creek Pkwy	Shared Road	Neighborhood Greenway
Sligo Creek Trail	Worth Ave	Bennington Ln	Trail	Stream Valley Park Trail
Bennington Ln	Bennington Dr	Off-Street Trail	Shared Road	Neighborhood Greenway
Bennington Dr	Ellsworth Dr	Bennington Ln	Shared Road	Neighborhood Greenway
Ellsworth Dr	Bennington Dr	Cedar St	Shared Road	Neighborhood Greenway
METROPOLITAN BRANCH	I TRAIL BREEZEWAY		•	·
Takoma Ave	Silver Spring CBD Policy Area	District of Columbia	Trail	Off-Street Trail
WHEATON TO TAKOMA/I	ANGLEY BREEZEWAY		•	·
University Blvd (MD 193)	1-495	Langley Dr	Separated Bikeway	Sidepath (East Side)
WAYNE AVE TO FENTON	ST NEIGHBORHOOD GREEN	WAY		
Cedar St	Wayne Ave (MD 594-A)	Bonifant St	Shared Road	Neighborhood Greenway
Bonifant St	Cedar St	Grove St	Shared Road	Neighborhood Greenway
Grove St	Bonifant St	Sligo Ave	Shared Road	Neighborhood Greenway
Sligo Ave	Grove St	Woodbury St	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Woodbury Dr	Sligo Ave	Neighborhood Connector	Shared Road	Neighborhood Greenway
Neighborhood Connector	Woodbury Dr	Fenton St	Trail	Neighborhood Connector

BIKEWAYS

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
ADDITIONAL RECOMMEN	IDATIONS		•	·
Baltimore Ave	District of Columbia	Philadelphia Ave (MD 410)	Shared Road	Neighborhood Greenway
Carroll Ave	Piney Branch Rd (MD 320)	University Blvd (MD 193)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
	University Blvd (MD 193)	Merrimac Dr	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
	Merrimac Dr	Long Branch Pkwy	Striped Bikeway	Conventional Bike Lanes
	Long Branch Pkwy	Flower Ave (MD 787)	Shared Road	Priority Shared Lane Markings
Carroll Ave (MD 195)	Flower Ave (MD 787)	Lee Ave	Striped Bikeway	Conventional Bike Lanes
	Lee Ave	Ethan Allen Ave (MD 410)	Shared Road	Priority Shared Lane Markings
	Ethan Allen Ave (MD 410)	Tulip Ave	Striped Bikeway	Conventional Bike Lanes
	Tulip Ave	District of Columbia	Shared Road	Priority Shared Lane Markings
Cedar Ave	District of Columbia	Philadelphia Ave (MD 410)	Shared Road	Neighborhood Greenway
City Hall Parking Lot	Philadelphia Ave (MD 410)	Grant Ave	Trail	Off-Street Trail
Dale Dr	Colesville Rd (US 29)	Piney Branch Rd (MD 320)	Separated Bikeway	Sidepath (Side TBD)
Division St	Greenwood Ave	Flower Ave (MD 787)	Shared Road	Neighborhood Greenway
Erskine St	New Hampshire Ave (MD 650)	Prince George's County	Shared Road	Neighborhood Greenway
Ethan Allen Ave (MD 410)	Carroll Ave (MD 195)	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath (North Side)
	Wabash Ave	Carroll Ave (MD 195)	Shared Road	Priority Shared Lane Markings
Flower Ave (MD 787)	Carroll Ave (MD 195)	Sligo Creek Pkwy	Shared Road	Neighborhood Greenway
Franklin Aug	Caroline Ave	University Blvd (MD 193)	Separated Bikeway	Sidepath (South Side)
Franklin Ave	University Blvd (MD 193)	End of Franklin Ave	Shared Road	Neighborhood Greenway
Gist Ave	Silver Spring CBD Policy Area	Ray Dr	Shared Road	Neighborhood Greenway
Grant Ave	Piney Branch Rd (MD 320)	Carroll Ave (MD 195)	Shared Road	Neighborhood Greenway
Croopwood Ave	Wabash Ave	Kennebec Ave	Shared Road	Neighborhood Greenway
Greenwood Ave	Kennebec Ave	Division St	Shared Road	Neighborhood Greenway

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Haddon Dr	Long Branch Trail	Houston Ave	Shared Road	Neighborhood Greenway
Indian Spring Dr	Caroline Ave	University Blvd (MD 193)	Shared Road	Neighborhood Greenway
Kennebec Ave	Sligo Creek Pkwy	Long Branch Trail	Shared Road	Neighborhood Greenway
Long Branch Pkwy	Maplewood Ave	Carroll Ave (MD 195)	Shared Road	Neighborhood Greenway
Long Branch Trail	Houston Ave	Long Branch Pkwy	Trail	Stream Valley Park Trail
	Kennebec Ave	Hilltop Rd	Shared Road	Neighborhood Greenway
Maple Ave	Hilltop Rd	Philadelphia Ave (MD 410)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
	Philadelphia Ave (MD 410)	District of Columbia	Shared Road	Neighborhood Greenway
	Maple Ave	Flower Ave (MD 787)	Shared Road	Neighborhood Greenway
Maplewood Ave / Trail	Flower Ave (MD 787)	Greenwood Ave	Trail	Off-Street Trail
	Greenwood Ave	Garland Ave	Shared Road	Neighborhood Greenway
New Hampshire Ave (MD 650)	1-495	Prince George's County	Separated Bikeway	Sidepath (Both Sides)
New Hampshire Ave	Sligo Creek Pkwy	Ethan Allen Ave (MD 410)	Separated Bikeway	Sidepath (Both Sides)
(MD 650)	Ethan Allen Ave (MD 410)	District of Columbia	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Oakview Dr	Northwest Branch Trail	New Hampshire Ave (MD 650)	Shared Road	Neighborhood Greenway
Philadelphia Ave (MD 410)	Baltimore Ave	Piney Branch Rd (MD 320)	Separated Bikeway	Sidepath (South Side)
Philadelphia Ave (MD 410)	Holly Ave	Maple Ave	Separated Bikeway	Sidepath (North Side)
Philadelphia Ave	Cedar Ave	Maple Ave	Shared Road	Neighborhood Greenway
Piney Branch Rd (MD 320)	Philadelphia Ave (MD 410)	Sligo Creek Pkwy	Separated Bikeway	Sidepath (South Side)
Piney Branch Rd (MD 320)	Carroll Ave	Prince George's County	Separated Bikeway	Sidepath (North Side)
Plymouth St	Sudbury Rd	Walden St	Shared Road	Neighborhood Greenway
Ray Dr	Gist Ave	Piney Branch Rd (MD 320)	Shared Road	Neighborhood Greenway
	Silver Spring CBD Policy Area	Grove St	Shared Road	Priority Shared Lane Markings
Silver Spring Ave	Grove St	Piney Branch Rd (MD 320)	Shared Road	Neighborhood Greenway

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Sligo Creek Trail	Colesville Rd (US 29)	Prince George's County	Trail	Stream Valley Park Trail
Sudbury Rd	E Franklin Ave	Plymouth St	Shared Road	Neighborhood Greenway
Takoma Ave	Gist Ave	Albany Ave	Shared Road	Neighborhood Greenway
University Blvd (MD 193)	I-495	Langley Dr	Separated Bikeway	Sidepath (West Side)
Wayne Ave (MD 594-A)	Cedar St	Whitney St	Separated Bikeway	Sidepath (North Side)



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STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CAPITAL CRESCENT TRAI	L BREEZEWAY		·	
Capital Crescent Trail	Rock Creek Trail	Spring St	Trail	Off-Street Trail
COLESVILLE RD (US 29) W	VEST NEIGHBORHOOD GRE	ENWAY		
Brunett Ave	I-495	Sligo Creek Pkwy	Shared Road	Neighborhood Greenway
Edgevale Rd	Sligo Creek Trail Connector	Harvey Rd	Shared Road	Neighborhood Greenway
Harvey Rd	Edgevale Rd	Dale Dr	Shared Road	Neighborhood Greenway
Dale Dr	Harvey Rd	Alton Pkwy	Separated Bikeway	Sidepath (Side TBD)
Alton Pkwy	Dale Dr	Woodland Dr	Shared Road	Neighborhood Greenway
GLENMONT TO SILVER SP	RING BREEZEWAY			
I-495 Bridge (East Side)	I-495	Woodland Dr	Trail	Off-Street Trail
Woodland Dr	I-495 Bridge (East Side)	Spring St	Shared Road	Neighborhood Greenway
SILVER SPRING TO GLENM	IONT WEST BIKEWAY			·
I-495 Bridge (West Side)	I-495	Lansdowne Way	Separated Bikeway	Sidepath (West Side)
Lansdowne Way	Georgia Ave (MD 97)	2nd Ave	Shared Road	Neighborhood Greenway
	Lansdowne Way	Riley Pl	Shared Road	Neighborhood Greenway
	Riley Rd	Seminary Rd	Trail	Off-Street Trail
2nd Ave	Seminary Rd	16th St (MD 390)	Striped Bikeway	Conventional Bike Lanes
	16th St (MD 390)	Spring St	Shared Road	Neighborhood Greenway
ADDITIONAL RECOMMENI	DATIONS			
16th St (MD 390)	Georgia Ave (MD 97)	Spring St	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Ament St	Trail	Linden Ln	Shared Road	Neighborhood Greenway
Brookville Rd	Stewart Ave	Seminary Rd	Separated Bikeway	Sidepath (South Side)
Colston Dr	Ellingson Dr	Grubb Rd	Shared Road	Neighborhood Greenway
Columbia Blvd	Seminary Rd	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Columbia Blvd	Woodland Dr	Flora Ln	Shared Road	Neighborhood Greenway
Columbia Blvd	Georgia Ave (MD 97)	Woodland Dr	Separated Bikeway	Separated Bike Lanes (Side TBD)
Dale Dr	Woodland Dr	Colesville Rd	Separated Bikeway	Sidepath (Side TBD)
East West Hwy (MD 410)	Rock Creek	Meadowbrook Ln	Separated Bikeway	Sidepath (North Side)
East West Hwy Access Road	Meadowbrook Ln	Grubb Rd	Striped Bikeway	Contra-Flow Bike Lane
East West Hwy (MD 410)	Grubb Rd	16th St (MD 390)	Separated Bikeway	Sidepath (North Side)
Ellingson Dr	Washington Ave	Colston Dr	Shared Road	Neighborhood Greenway
Flora Ln	Flora Ter	Sligo Creek Trail Connector	Shared Road	Neighborhood Greenway
Georgia Ave (MD 97)	Lansdowne Way	16th St (MD 390)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Grubb Rd	Lyttonsville Rd	District of Columbia	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Linden Ln	Ament St	2nd Ave	Separated Bikeway	Sidepath (South Side)
Lyttonsville Pl	Brookville Rd	Lyttonsville Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Lyttonsville Rd	Lyttonsville Pl	Grubb Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Lyttonsville Rd	Lyttonsville Pl	Michigan Ave	Shared Road	Neighborhood Greenway
Michigan Ave	Lyttonsville Rd	Pennsylvania Ave	Shared Road	Neighborhood Greenway
Pennsylvania Ave	Michigan Ave	Lanier Dr	Shared Road	Neighborhood Greenway
Porter Dr	Lanier Dr	Sundale Dr	Shared Road	Neighborhood Greenway
Rock Creek Trail	Rock Creek	District of Columbia	Trail	Stream Valley Park Trail
	I-495	Brookville Rd	Striped Bikeway	Conventional Bike Lanes
Seminary Rd	Seminary Pl	Linden Ln	Striped Bikeway	Conventional Bike Lanes
	2nd Ave	Columbia Blvd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Sligo Creek Trail	1-495	Colesville Rd (US 29)	Trail	Stream Valley Park Trail
Spring St	16th St (MD 390)	Colesville Rd (US 29)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Summit Hills Bikeway	Spencer Rd	16th St (MD 390)	Separated Bikeway	Sidepath or Separated Bike Lanes

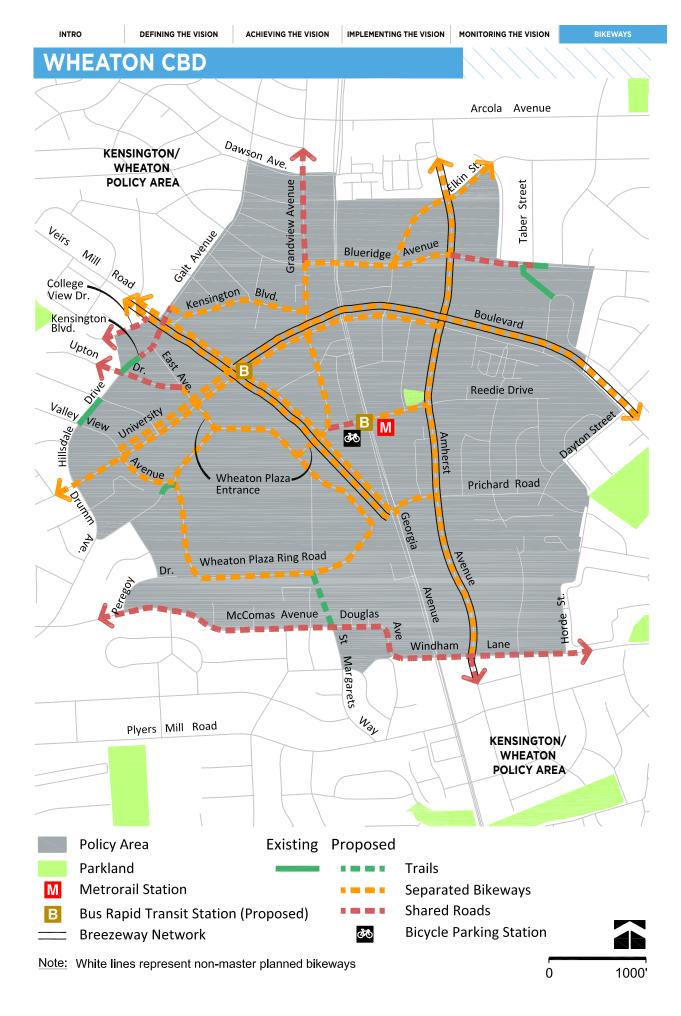
ACHIEVING THE VISION

STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Sundale Rd	Porter Dr	East West Hwy (MD 410)	Shared Road	Neighborhood Greenway
Trail	Rock Creek Trail	Ament St	Trail	Stream Valley Park Trail
Washington Ave	Meadowbrook Ln	Ellingson Dr	Shared Road	Neighborhood Greenway
Washington Ave	East West Hwy (MD 410)	Grubb Rd	Shared Road	Neighborhood Greenway



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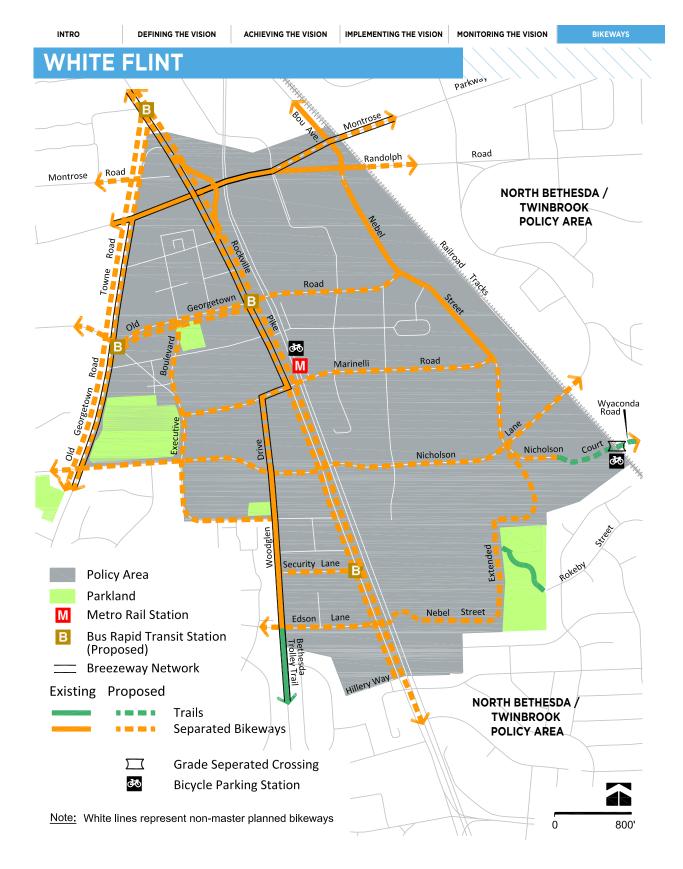
STREET	FROM	то	FACILITY TYPE	BIKEWAY TYPE		
WHEATON TO TAKOMA/LANGLEY BREEZEWAY						
University Blvd (MD 193)	Carroll Ave (MD 195)	Prince George's County	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)		
ADDITIONAL RECOMMEN	NDATIONS					
Anne St	University Blvd (MD 193)	Glenside Dr	Shared Road	Neighborhood Greenway		
	University Blvd (MD 193)	Merrimac Dr	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)		
Carroll Ave (MD 195)	Merrimac Dr	Long Branch Pkwy	Striped Bikeway	Conventional Bike Lanes		
Erskine St	New Hampshire Ave (MD 650)	Prince George's County	Shared Road	Neighborhood Greenway		
Glenside Dr	Carroll Ave (MD 195)	New Hampshire Ave (MD 650)	Shared Road	Neighborhood Greenway		
	Wildwood Dr	New Hampshire Ave (MD 650)	Shared Road	Neighborhood Greenway		
Holton Ln	New Hampshire Ave (MD 650)	Prince George's County	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)		
New Hampshire Ave	University Blvd (MD 193)	Erskine St	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)		
(MD 650)	Erskine St	Sligo Creek Pkwy	Separated Bikeway	Sidepath (Both Sides)		
Sligo Creek Trail	Glengarry Pl	New Hampshire Ave (MD 650)	Trail	Stream Valley Park Trail		
Street B-2	University Blvd (MD 193)	Holton Ln	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)		
University Blvd (MD 193)	Carroll Ave (MD 195)	Prince George's County	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)		
Wildwood Dr	Carroll Ave (MD 195)	Glenside Dr	Shared Road	Neighborhood Greenway		



BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CITY OF ROCKVILLE TO	WHEATON BREEZEWAY			
Veirs Mill Rd (MD 586)	College View Dr	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
GLENMONT TO SILVER S	PRING BREEZEWAY	·	•	•
Amherst Ave	Elkin St	Windham Ln	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
VEIRS MILL RD (MD 586)	NORTH BIKEWAY	·		
Veirs Mill Rd (MD 586)	Galt Ave	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
WHEATON TO TAKOMA/	LANGLEY BREEZEWAY	·	•	•
University Blvd (MD 193)	Veirs Mill Rd (MD 586)	Amherst Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
University Blvd (MD 193)	Amherst Ave	Reedie Dr	Separated Bikeway	Sidepath (East Side)
ADDITIONAL RECOMMEN	NDATIONS			
Blueridge Ave	Grandview Ave	Amherst Ave	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Blueridge Ave Ext	Amherst Ave	Taber St	Shared Road	Neighborhood Greenway
Douglas Ave	St Margarets Way	Windham Ln	Shared Road	Neighborhood Greenway
East Ave	Upton Dr	University Blvd (MD 193)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Elkin St	Bucknell Dr	Blueridge Ave	Separated Bikeway	Sidepath (South Side)
Galt Ave	East Ave	Kensington Blvd	Shared Road	Neighborhood Greenway
Creative Aug	Dawson Ave	Blueridge Ave	Shared Road	Neighborhood Greenway
Grandview Ave	Blueridge Ave	Reedie Dr	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Kensington Blvd	Galt Ave	Grandview Ave	Separated Bikeway	Sidepath (South Side)
Kensington Blvd	Upton Dr	East Ave	Shared Road	Neighborhood Greenway
McComas Ave	Peregoy Dr	St Margarets Way	Shared Road	Neighborhood Greenway
Neighborhood Connector	Blueridge Ave	Taber St	Trail	Neighborhood Connector
Neighborhood Connector	Blueridge Ave	Westchester Dr	Trail	Neighborhood Connector
Neighborhood Connector	Faulkner Pl	Wheaton Plaza Ring Road	Trail	Neighborhood Connector

INTRO

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Neighborhood Connector	Hillsdale Dr	Midvale Rd	Trail	Neighborhood Connector
Neighborhood Connector	Upton Dr	Kensington Blvd	Trail	Neighborhood Connector
Neighborhood Connector	Wheaton Plaza Ring Road	Douglas Ave	Trail	Neighborhood Connector
Prichard Rd	Georgia Ave (MD 97)	Amherst Ave	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
	Veirs Mill Rd (MD 586)	Georgia Ave (MD 97)	Shared Road	Shared Street
Reedie Dr	Georgia Ave (MD 97)	Amherst Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
	Drumm Ave	Valley View Ave	Separated Bikeway	Sidepath (South Side)
University Blvd (MD 193)	Valley View Ave	Amherst Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
University Blvd (MD 193)	Valley View Ave	Veirs Mill Rd (MD 586)	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Upton Dr	Kensington/Wheaton Policy Area	East Ave	Shared Road	Neighborhood Greenway
Valley View Ave	University Blvd (MD 193)	Wheaton Plaza Ring Rd	Separated Bikeway	Sidepath (South Side)
Wheaton Plaza Entrance	University Blvd (MD 193)	Wheaton Plaza Ring Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Wheaton Plaza Entrance	Veirs Mill Rd (MD 586)	Wheaton Plaza Ring Rd	Separated Bikeway	Separated Bike Lanes (Side TBD)
Wheaton Plaza Ring Road	Wheaton Plaza Ring Road	Wheaton Plaza Ring Road	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Windham Ln	Douglas Ave	Horde St	Shared Road	Neighborhood Greenway

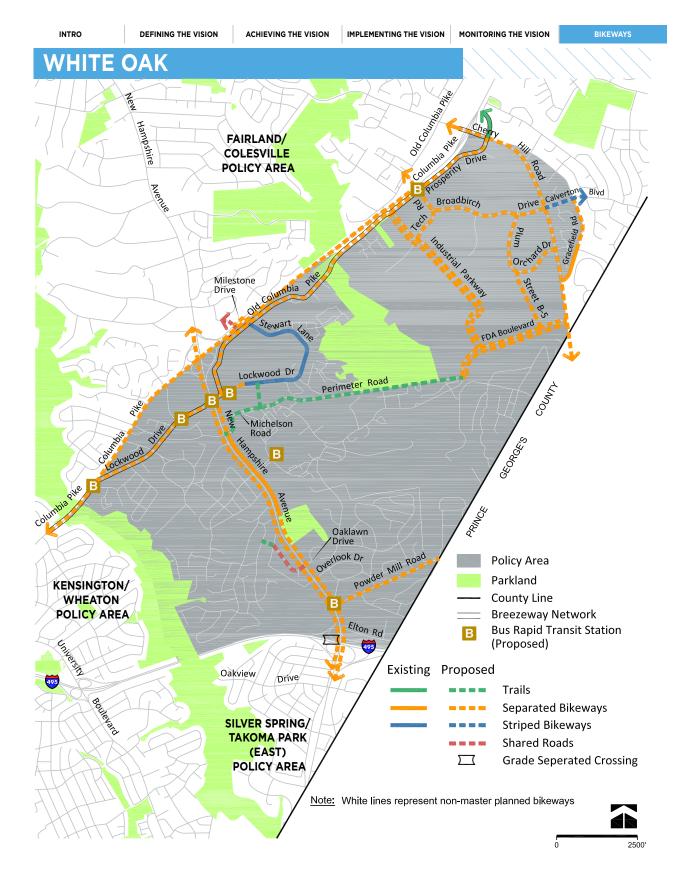


BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
CITY OF ROCKVILLE TO	FRIENDSHIP HEIGHTS BRE	EZEWAY		
Rockville Pike (MD 355)	Towne Rd	Marinelli Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Marinelli Rd	Rockville Pike (MD 355)	Woodglen Dr	Separated Bikeway	Separated Bike Lanes (Side TBD)
Woodglen Dr	Marinelli Rd	Edson Ln	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
POTOMAC TO VEIRS MIL	L ROAD BREEZEWAY			
Montrose Pkwy	Towne Rd	Railroad Tracks	Separated Bikeway	Sidepath (North Side)
WHITE FLINT TO ROCK	SPRING BREEZEWAY	-		
Towne Rd	Montrose Pkwy	Old Georgetown Rd (MD 187)	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Old Georgetown Rd (MD 187)	Towne Rd	Nicholson Ln	Separated Bikeway	Sidepath (East Side)
ADDITIONAL RECOMME	NDATIONS			
Bike / Ped Bridge	Nicholson Ct	Wyaconda Rd	Trail	Off-Street Trail
Bou Ave	Montrose Pkwy	Randolph Rd	Separated Bikeway	Sidepath (East Side)
Edson Ln	Woodglen Dr	Rockville Pike (MD 355)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Executive Blvd	Old Georgetown Rd (MD 187)	Woodglen Dr	Separated Bikeway	Separated Bike Lanes (Side TBD)
Marinelli Rd	Executive Blvd	Nebel St	Separated Bikeway	Separated Bike Lanes (Side TBD)
Nebel St	Randolph Rd	Nicholson Ln	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Nebel St Ext	Nicholson Ln	Rockville Pike (MD 355)	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Neighborhood Connector	Rokeby Ave	White Flint Mall	Trail	Neighborhood Connector
Nicholson Ct	Nebel St Ext	Bicycle / Pedestrian Bridge	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Nicholoon	Old Georgetown Rd (MD 187)	Nebel St	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Nicholson Ln	Nebel St	Railroad Tracks	Separated Bikeway	Sidepath (Side TBD)
Old Georgetown Rd	Nebel St	Rockville Pike (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Old Georgetown Rd	Rockville Pike (MD 355)	Towne Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
(MD 187)	Towne Rd	Nicholson Ln	Separated Bikeway	Sidepath (East Side)

ACHIEVING THE VISION

IMPLEMENTING THE VISION MONITORING THE VISION

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
Old Georgetown Rd	Rockville Pike (MD 355)	Towne Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
(MD 187)	Towne Rd	Nicholson Ln	Separated Bikeway	Sidepath (North Side)
Randolph Rd	Montrose Pkwy	Railroad Tracks	Separated Bikeway	Sidepath (South Side)
Rockville Pike (MD 355)	Towne Rd	Marinelli Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
	Marinelli Rd	North Bethesda Policy Area	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Security Ln	Rockville Pike (MD 355)	Woodglen Dr	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Towne Rd	Rockville Pike (MD 355)	Montrose Pkwy	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)



BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE
BURTONSVILLE TO SILV	ER SPRING BREEZEWAY	1	•	
Prosperity Dr	Cherry Hill Rd	Tech Rd Separated Bikeway Sid		Sidepath (East Side)
Old Columbia Pike	Tech Rd	White Oak Shopping Center	Separated Bikeway	Sidepath (East Side)
Old Columbia Pike	White Oak Shopping Center	Lockwood Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
Lockwood Dr	Old Columbia Pike	Columbia Pike (US 29)	Separated Bikeway	Sidepath (East Side)
Columbia Pike (US 29)*	Lockwood Dr	Northwest Branch	Separated Bikeway	Sidepath (East Side)
COLESVILLE TO WHITE	OAK NEIGHBORHOOD GREEI	NWAY		·
Stewart Ln	Columbia Pike (US 29)	Old Columbia Pike	Separated Bikeway	Sidepath (Side TBD)
VEIRS MILL ROAD TO W	HITE OAK BREEZEWAY	·		·
Cherry Hill Rd	Columbia Pike (US 29)	Prosperity Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
ADDITIONAL RECOMME	INDATIONS	·		·
Broadbirch Dr	Tech Rd	Cherry Hill Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Calverton Blvd	Cherry Hill Rd	Gracefield Rd	Striped Bikeway	Conventional Bike Lane
Cherry Hill Rd	Prosperity Dr	Prince George's County	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
Columbia Pike (US 29)	Tech Rd	Rachel Carson Greenway	Separated Bikeway	Sidepath (West Side)
FDA Blvd	Cherry Hill Rd	FDA Gate	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Gracefield Rd	Calverton Blvd	Cherry Hill Rd	Separated Bikeway	Sidepath (West Side)
Industrial Pkwy	Columbia Pike (US 29)	FDA Blvd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)
Lockwood Dr	Stewart Ln	White Oak Park Drwy	Striped Bikeway	Conventional Bike Lanes
	White Oak Park Drwy	Old Columbia Pike	Separated Bikeway	Sidepath (East Side)
Michelson Rd	New Hampshire Ave (MD 650)	Perimeter Rd	Trail	Off-Street Trail
Naglee Rd	Rodney Rd	New Hampshire Ave (MD 650)	Shared Road	Neighborhood Greenway

BIKEWAY	FROM	то	FACILITY TYPE	BIKEWAY TYPE	
	Columbia Pike (US 29)	Lockwood Dr	Separated Bikeway	Sidepath (West Side)	
	Lockwood Dr	Michelson Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)	
	Michelson Rd	Oaklawn Dr	Separated Bikeway	Sidepath (Both Sides)	
New Hampshire Ave (MD 650)	Oaklawn Dr	Overlook Dr	Separated Bikeway	Sidepath (Both Sides)	
	Overlook Dr	Powder Mill Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)	
	Powder Mill Rd	Elton Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)	
	Elton Rd	1-495	Separated Bikeway	Sidepath (Both Sides)	
Perimeter Rd**	Michelson Rd	FDA Blvd	Trail	Off-Street Trail	
Plum Orchard Dr	Broadbirch Dr	Cherry Hill Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)	
Powder Mill Rd	New Hampshire Ave (MD 650)	Prince George's County	Separated Bikeway	Sidepath (North Side)	
Rodney to Royal Rd Connector	Rodney Rd	Royal Rd	Trail	Off-Street Trail	
Stewart Ln	Old Columbia Pike	Lockwood Dr	Striped Bikeway	Conventional Bike Lanes	
Street B-5	Plum Orchard Dr	FDA Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)	
Tech Rd	Columbia Pike (US 29)	Industrial Pkwy	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)	
White Oak - FDA Connector**	Lockwood Dr	FDA	Trail	Off-Street Trail	

* 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 down-stream.

** Bikeway to be implemented along Perimeter Rd if approved by the federal government and / or through redevelopment of the adjacent multifamily dwelling units, whichever comes first.

18-1339	
November 27, 2018	
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.

<u>Action</u>

The 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 <u>underscoring</u>. 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 lowstress network of bikeways throughout Montgomery County. <u>These recommendations are intended</u> 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 <u>a framework for establishing</u> 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. <u>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."</u>

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]<u>16</u> 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]<u>50</u> 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]<u>fatalities</u> 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]<u>16</u> 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 <u>time[the next 25 years]</u>. 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]<u>0.8</u> percent in [2016]<u>2017</u>."

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]<u>The percentage of people who access a</u> transit station by bicycle during the AM peak period will be:"

Page 22: Revise Objective 1.4 as follows: "[By 2043, t]<u>T</u>he 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]<u>T</u>he 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]<u>T</u>he 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]<u>60</u> percent for elementary schools, up from [39]<u>38</u> 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]<u>T</u>he 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 <u>motor</u> vehicles².

Page 37: Revise the third paragraph as follows: "Those who tolerate a low level of traffic stress are <u>more</u> 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: "<u>Nineteen[fourteen]</u> 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.

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

Page 75: Revise the Breezeway Corridors table as follows:

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]<u>Stringtown Road</u> 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]<u>Town Center to Montgomery College</u> Breezeway connects [Germantown Town Center]<u>Aircraft Drive</u> to [Montgomery College]<u>Observation Drive</u> 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 <u>utility corridor in Germantown and Prince George's County</u>. Major infrastructure projects include new crossings of these major <u>transportation facilities</u>[roadways]:"

Page 77: Revise the Germantown to Life Sciences Center Breezeway description as follows: "The Germantown to Life Sciences Center Breezeway connects <u>Middlebrook Road</u>[Germantown Town Center] to the <u>City of Rockville</u>[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 <u>Key West Avenue[the Life</u> Sciences Center] to [the Shady Grove Metrorail station area]<u>Shady Grove Access Road</u> 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:

- <u>A new bridge over Georgia Avenue.</u>
- <u>An underpass beneath Burlington Avenue.</u>
- <u>Pedestrian-scale lighting.</u>"

Page 77: Revise the Potomac to Rock Spring Breezeway description as follows: "The Potomac to Rock Spring Breezeway connects <u>Seven Locks Road[Rock Spring]</u> to <u>Old Georgetown</u> <u>Road[Potomac]..."</u>

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 <u>Columbia Pike</u>[White Oak]..."

Page 78: Revise the Wheaton to Takoma/Langley Breezeway description as follows: "The Wheaton to Takoma/Langley Breezeway connects <u>Veirs Mill Road</u>[Wheaton] to <u>Prince George's</u> <u>County</u>[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 <u>Montrose Parkway</u>[White Flint] to <u>Democracy</u> <u>Blvd</u>[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.

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

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

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 nor 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

Street	From Location	To Location	Minimum Right- of-Way (Feet)	
Aspen Hill Rd	Georgia Ave	Connecticut Ave	<u>90</u>	
Blackwell Rd	Darnestown Rd	Great Seneca Hwy	<u>80</u>	
Century Blvd	Dorsey Mill Rd	Aircraft Dr	<u>136</u>	
Cherry Hill Rd	Columbia Pike (US	Prince George's County	00	
<u>Cheffy Hill Ku</u>	<u>29)</u>	Line	<u>90</u>	
Connecticut Ave	Georgia Ave	Bel Pre Rd	<u>90</u>	
East Ave	Upton Dr	University Blvd (MD 193)	<u>60</u>	
Leland St	Wisconsin Ave	46^{th}St	<u>70</u>	
Summit Ave Ext	Plyers Mill Rd	Farragut Ave	<u>80</u>	
Summit Ave	Knowles Ave	Plyers Mill Rd	<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: "<u>Like other master plans</u>, 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 Count[r]y 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. <u>On-street parking should only be removed after analysis determines that local parking needs are adequately served by remaining or alternative parking.</u>"

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. <u>However, the relevant Subdivision Staging Policy</u> 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 <u>but as previously discussed is not</u> <u>likely to be fully constructed, partly because of budget limitations and partly because the plan</u> <u>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 <u>through County capital</u> <u>projects, state highway projects and private development</u>. 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."</u>

Page 148: In the third paragraph, teplace 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]<u>266</u> miles, Programmed Bikeways: [23]<u>17</u> miles, Tier 1 Bikeways: [56]<u>91</u> miles, Tier 2 Bikeways: [59]<u>85</u> miles, Tier 3 Bikeways: [135]<u>118</u> miles, Tier 4 Bikeways: [83]<u>69</u> miles, Future Bikeways: [488]<u>471</u> miles and Total Bikeways: [1,105]<u>1,117</u> miles.

Page 149: Revise the second paragraph as follows: "To <u>support implementation of the [meet the</u> aggressive timeframe for implementing]Tier 1 bikeway projects, <u>it is recommended that</u> 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".

STREET	FROM	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Gold Mine Rd	James Creek Ct	Chandlee Mill Rd	<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 150: Revise the Programmed Bikeways table as follows:

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.

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

Pages 154 – 160: Revise the Tier 1 Bikeways table as follows:	Pages 154 -	160: Revis	e the Tier 1	Bikeways	table as follows:
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STREET	FROM	ТО	BIKEWAY	POLICY AREA	LENGTH (MI)
Frederick Rd	<u>Snowden</u> Farm Pkwy	<u>Stringtown</u> <u>Rd</u>	<u>Sidepath</u>	<u>Clarksburg Town</u> <u>Center</u>	<u>0.7</u>
<u>Germantown</u> <u>- Grosvenor</u> <u>Breezeway</u>	<u>Tuckerman</u> <u>La</u>	Westlake Dr	<u>Trail</u>	Off-Street Trail	<u>1.3</u>
<u>Germantown</u> <u>to Life</u> <u>Sciences</u> <u>Center</u> <u>Breezeway</u>	Observation Dr	<u>Century</u> <u>Blvd</u>	<u>Separated Bike</u> <u>Lanes</u>	<u>Germantown East,</u> <u>Germantown West</u>	<u>0.5</u>
<u>Goldsboro</u> <u>Rd</u>	<u>MacArthur</u> <u>Blvd</u>	<u>River Rd</u>	Separated Bike Lanes	Potomac	<u>1.0</u>
<u>Grubb Rd /</u> Lyttonsville <u>Rd</u>	<u>Brookville</u> <u>Rd</u>	<u>Lyttonsville</u> <u>Pl</u>	Separated Bike Lanes	Silver Spring/Takoma Park (West)	<u>0.1</u>
Grubb Rd / Lyttonsville Rd	<u>Lyttonsville</u> <u>Pl</u>	<u>East West</u> <u>Hwy</u>	Separated Bike Lanes	<u>Silver</u> Spring/Takoma Park (West)	<u>0.4</u>
Little Seneca Pkwy (North Side)	Observation Dr Ext	<u>Western</u> <u>Terminus</u>	<u>Sidepath</u>	<u>Clarksburg</u>	<u>0.3</u>
Lyttonsville Rd / Michigan Ave	<u>Pennsylvania</u> <u>Ave</u>	<u>Lyttonsville</u> <u>Pl</u>	<u>Neighborhood</u> <u>Greenway</u>	<u>Silver</u> Spring/Takoma Park (West)	<u>0.3</u>
McKinley St	<u>Grant St</u>	Old Georgetown Rd (MD 187)	<u>Neighborhood</u> <u>Greenway</u>	Bethesda-Chevy Chase (East)	<u>0.1</u>
Montrose Rd	<u>Seven Locks</u> <u>Rd</u>	<u>I-270</u>	Sidepath	North Bethesda	<u>0.2</u>
<u>Olney to</u> <u>Glenmont</u> <u>Breezeway</u>	Wendy La	<u>Matthew</u> <u>Henson</u> <u>Trail</u>	<u>Neighborhood</u> <u>Greenway</u>	Aspen Hill	<u>0.4</u>
<u>Olney to</u> <u>Glenmont</u> <u>Breezeway</u>	<u>Matthew</u> <u>Henson Trail</u>	<u>Georgia</u> <u>Ave</u>	<u>Neighborhood</u> <u>Greenway</u>	<u>Glenmont,</u> <u>Kensington/Wheaton</u>	<u>1.7</u>
Piedmont Crossing LP Trail	Brown St	<u>Crabbs</u> <u>Branch Way</u>	<u>Off-Street</u> <u>Trail</u>	Derwood	<u>0.1</u>
<u>Porter Rd /</u> Sundale Dr /	<u>Michigan</u> <u>Ave</u>	Grubb Rd	<u>Neighborhood</u> <u>Greenway</u>	<u>Silver</u> <u>Spring/Takoma Park</u> (West)	<u>0.8</u>

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

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

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

STREET	FROM	ТО	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>
Burtonsville to Silver Spring Breezeway	Colesville Rd	<u>University</u> <u>Blvd</u>	<u>Neighborhood</u> <u>Greenway</u>	Kensington/Wheaton	<u>0.4</u>
Burtonsville to Silver Spring Breezeway	University Blvd	<u>Franklin Ave</u>	<u>Neighborhood</u> <u>Greenway /</u> <u>Off-Street</u> <u>Trail</u>	Silver Spring/Takoma Park (East)	<u>0.9</u>
Burtonsville to Silver Spring Breezeway	<u>Franklin Ave</u>	<u>Sligo Creek</u> <u>Pkwy</u>	<u>Neighborhood</u> <u>Greenway</u>	<u>Silver Spring/Takoma</u> <u>Park (East)</u>	<u>0.1</u>
<u>Capital View</u> <u>Ave /</u> <u>Metropolitan</u> <u>Ave</u>	Ferndale St	<u>Forest Glen</u> <u>Rd</u>	<u>Sidepath</u>	Kensington/Wheaton	<u>2.6</u>
<u>City of</u> <u>Rockville to</u> <u>Wheaton</u> <u>Breezeway</u>	<u>Twinbrook</u> <u>Connector</u> <u>Trail</u>	<u>Glorus Pl</u>	<u>Separated Bike</u> <u>lanes /</u> <u>Sidepath</u>	<u>North</u> <u>Bethesda/Twinbrook,</u> <u>Aspen Hill,</u> <u>Kensington/Wheaton</u>	<u>2.8</u>
College View Dr / Trail	<u>Glorus Pl</u>	<u>Veirs Mill</u> <u>Rd</u>	<u>Neighborhood</u> <u>Greenway</u>	Kensington/Wheaton	<u>0.6</u>
Connecticut Ave (West Side)	Laird Pl	Newdale Rd	Sidepath	<u>Chevy Chase Lake</u> <u>Master Plan</u>	<u>0.1</u>
Connecticut Ave	<u>Jones Bridge</u> <u>Rd</u>	<u>Chevy Chase</u> <u>Lake Dr</u>	Separated Bike Lanes	<u>Chevy Chase Lake</u> <u>Master Plan</u>	<u>0.4</u>
Dale Dr	Woodland Dr	<u>Piney Branch</u> <u>Rd</u>	<u>Sidepath</u>	Silver Spring/Takoma Park (West), Silver Spring/Takoma Park (East)	<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	то	BIKEWAY	POLICY AREA	LENGTH (MI)
Germantown to Grosvenor Breezeway	<u>Utility</u> <u>Corridor #1</u>	Angus Pl	Sidepath and Conventional Bike Lanes	Potomac	<u>0.4</u>
Germantown to Grosvenor Breezeway	Angus Pl	Old Georgetown Rd	Sidepath and Conventional Bike Lanes	<u>North Bethesda,</u> <u>Potomac</u>	<u>1.9</u>
<u>Goshen Rd</u>	Warfield Rd	<u>Girard St</u>	Sidepath and Conventional Bike Lanes	<u>Montgomery</u> <u>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]
MacArthur Blvd	<u>Falls Rd</u>	Old Angler's Inn	Bikeable Shoulders	Potomac	<u>1.1</u>
<u>MacArthur</u> <u>Blvd</u>	Old Angler's Inn	<u>I-495</u>	Sidepath and Bikeable Shoulders	Potomac	<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]
Olney-Sandy Spring Rd	Dr. Bird Rd	Brooke Rd	<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</u> La	Falls Rd	Utility Corridor #1	Sidepath and Conventional Bike Lanes	Potomac	<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.

STREET	FROM	то	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] Lorain Ave	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</u> <u>Connector</u> <u>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]

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

STREET	FROM	то	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] Seven Locks <u>Rd</u>	Sidepath	North Bethesda	[0.5] <u>0.2</u>
Montrose Rd	<u>I-270</u>	Montrose Rd	Sidepath	North Bethesda	<u>0.1</u>
Naglee Rd	Rodney Rd	<u>New</u> <u>Hampshire</u> <u>Ave</u>	<u>Neighborhood</u> <u>Greenway</u>	White Oak	<u>0.3</u>
[Olney-Sandy Spring Rd]	[Dr. Bird Rd]	[Brooke Rd]	[Sidepath]	[Olney]	[1.0]
<u>Rodney Rd –</u> <u>Royal Rd</u>	Rodney Rd	Royal Rd	Off-Street Trail	White Oak	<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.

STREET	FROM	то	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</u> <u>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]

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

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

2.1 Bikeways Program – Minor Projects	[Immediately]Short Term
2.2 Roadway and Bikeway Related Maintenance	[Three years after plan approval] <u>Medium</u> <u>Term</u>
2.3 Snow Removal / Wind / Rain Storms	[Three years after plan approval] <u>Medium</u> <u>Term</u>
2.4 Resurfacing: Primary/Arterial AND Sidewalk & Curb Replacement	[Three years after plan approval] <u>Medium</u> <u>Term</u>
3.1 BikeMontgomery Outreach Program	[Three years after plan approval] <u>Medium</u> <u>Term</u>
3.2 Bicycle Master Plan Monitoring Report	Ongoing
3.3 Neighborhood Greenway Program	[Immediately]Short Term
3.4 Bicycle Parking Program	[Two years after plan approval]Short Term
3.5 Public School Bicycle Education	[Three years after plan approval] <u>Medium</u> <u>Term</u>
3.6 Bicycle Facility Education	[Immediately]Short Term
3.7 Bicycle Count Program	[One year after plan approval]Short Term
3.8 Countywide Wayfinding Plan	[Three years after plan approval] <u>Medium</u> <u>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</u> <u>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</u> <u>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</u> <u>Term</u>				
DESIGN STANDARDS AND PRACTICES					
2.6 Establish Level of Traffic Stress Targets	[One year after plan approval] <u>Short</u> <u>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	[One year after plan approval]Short
Practices	Term
2.9 Make Separated Bikeways the Preferred	One year after plan approval <u>]Short</u>
Bikeway Facility Type	Term
2.10 Extending Separated Bike Lanes Through	[One year after plan approval]Short
Intersections	Term
2.11 Consolidate Driveways along Master-	[Two years after plan approval]Short
Planned Bikeways	Term
2.12 Develop a Shared Lane Marking Policy	[Two years after plan approval]Short
	Term
2.13 Develop Bicycle Parking Standards for	[One year after plan approval]Short
County Facilities	Term
2.14 Reassess Road Code Urban Area Boundaries	[One year after plan approval]Short
	Term
2.15 Establish Standards for Trail Crossings at	[One year after plan approval]Short
Major Roads	Term
MAINTENANCE	
2.16 Develop Protocols for Bicycle Facility	[Two years after plan approval]Short
Closures and Detours	Term
OTHER	
	[Two years after plan approval]Short
2.17 School Site Selection	Term
2.18 Enable Traffic Calming and Access	[Lunna distals] Shart Tanna
Restrictions on Neighborhood Greenways	[Immediately]Short Term
2.19 Update the Zoning Code	[One year after plan approval]Short
	Term
2.20 Revise the Bicycle to School Policy	[Two years after plan approval]Short
	Term
2.21 Abandonments	[Two years after plan approval]Short
	Term
2.22 Loading Zones	[Two years after plan approval]Short
2.22 Louding 20105	Term

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%
	Bicycling Rates	Bethesda	0.7%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
1.2	to 1.2 Transportation Management Districts	Friendship Heights	1.4%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
		North Bethesda	1.0%	TBD	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 Con	nectivity	16%	N/A	20%	30%	40%	50%	50%	80%
		Red Line	10%	15%	20%	35%	55%	60%	65%	80%
	Connectivity to	Brunswick Line	14%	25%	30%	35%	60%	60%	65%	80%
2.2	Transit Stations	Purple Line	4%	10%	20%	30%	60%	70%	70%	75%
		Corridor Cities Transitway	0%	0%	0%	35%	40%	40%	40%	75%
		Elementary Schools	38%	40%	40%	40%	45%	45%	45%	60%
2.3	Connectivity to Public Schools	Middle Schools	25%	25%	25%	30%	30%	35%	35%	55%
		High Schools	12%	15%	15%	15%	20%	20%	25%	35%
		Public Libraries	8%	10%	15%	20%	40%	50%	55%	85%
2.4	Connectivity to Public Facilities	Recreation Centers	16%	15%	20%	25%	30%	35%	40%	70%
	Public Facilities	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 bi and serious injuri		12 (2017)	0 t	by 2030	(per Vi	ision Ze	ero Acti	on Plar	n)

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] <u>400' west</u> 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 (<u>Two-</u> <u>Way,</u> West Side)	
ADDITIONA	L RECOMMEN	DATIONS			
Donifont D.d.	Layhill Rd (MD 182)	Intercounty Connector Trail	Separated Bikeway	Sidepath [(South Side)](Side TBD)	
Bonifant Rd	[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 RO	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)] Strathmore Ave	Separated Bikeway	Separated Bike Lanes*		
Strathmore	Woodmont	Bradley Blvd	Shared	Priority Shared		
<u>St</u>	Ave	<u>(MD 191)</u>	Road	Lanes		
Bradley Blvd	Strathmore St	<u>Wisconsin Ave</u> (MD 355)	<u>Separated</u> <u>Bikeway</u>	<u>Separated Bike</u> <u>Lanes (Two-</u> <u>Way, East Side)</u>		

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

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:

CAPITAL CRESCENT TRAIL TO BRADLEY LA NEIGHBORHOOD GREENWAY

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

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.

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

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

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

	(MD 200) Trail] Notley Rd			
Thompson Rd	Rainbow Dr	[Peachtree Rd] <u>Peach Orchard</u> <u>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 (North)	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)]	
COLESVILL	E TO WHITE O	AK NEIGHBORH	OOD GREENV	WAY	
Jackson Rd	NewHampshireAve (MD)650)	Kerwood Rd	<u>Separated</u> <u>Bikeway</u>	<u>Sidepath (North</u> <u>Side)</u>	
ADDITIONAL RECOMMENDATIONS					

Jackson Rd	[New Hampshire Ave (MD 650)] Kerwood Rd	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:

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

			Sidepath (South Side)
Frederick Rd (MD 355)	Germantown Rd[(MD 118)]	Separated Bikeway	[Separated Bike Lanes (Two- Way, North Side) and Sidepath (South Side)] <u>Separated Bike</u> <u>Lanes (Two- Way, South</u> <u>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</u> <u>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					
Aircraft Dr	<u>Crystal Rock</u> <u>Dr</u>	Century Blvd	<u>Separated</u> <u>Bikeway</u>	Separated Bike Lanes (Two- Way, West Side)	
Century Blvd	Father Hurley Blvd	Aircraft Dr	Separated Bikeway	[Separated Bike Lanes (Two- Way, West Side)] <u>Sidepath (West</u> <u>Side)</u>	
Germantown Rd (MD 118)	Middlebrook Rd	Aircraft Dr	Separated Bikeway	Sidepath [(Both Sides)](South Side)	

[Street B- 25] <u>New</u> <u>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)]	
GERMANTO	WN TO LIFE SO	CIENCES CENTER	R BREEZEWA	Y	
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	Separated Bike Lanes (<u>Two-</u> <u>Way, East Side</u>)	
ADDITIONAL	ADDITIONAL RECOMMENDATIONS				
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	[Separated Bike Lanes (Two- Way, Both Sides)] <u>Sidepath (West</u> Side)	
[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)](West Side)	
<u>Middlebrook</u> <u>Rd</u>	<u>Great Seneca</u> <u>Hwy (MD</u> <u>119)</u>	<u>Corridor Cities</u> <u>Transitway</u>	<u>Separated</u> <u>Bikeway</u>	<u>Sidepath (East</u> <u>Side)</u>	

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

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

[Trail] <u>Flack</u> <u>Connector</u> Flack <u>St</u> [Connector]	[Flack St] <u>Georgia</u> Ave (MD 97)	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</u> <u>Trolley Trail</u>	Rockville Pike (MD 355)	Separated Bikeway	Sidepath (Side TBD)
ADDITIONAL RECOMMENDATIONS				
Grosvenor La	I-270	[Rockville Pike (MD 355)] Beach Dr	Separated Bikeway	Sidepath (Side TBD)
[Tuckerman	[Bethesda	[Rockville Pike	[Separated	[Sidepath (Side
La]	Trolley Trail]	(MD 355)]	Bikeway]	TBD)]
Tuckerman La	Rockville Pike (MD 355)	Rockville Pike (MD 355)	Separated Bikeway	Separated Bike Lanes [(One- Way, Both Sides] <u>(Two-Way,</u> <u>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:

OLNEY TO GLENMONT [TO SILVER SPRING]BREEZEWAY				
GLENMONT TO SILVER SPRING BREEZEWAY[SEE GLENMONT POLICY AREA]				
BURTONSV	ILLE TO SILVE	R SPRING BREEZ	ZEWAY	
University Blvd (MD 193)Lexington DrColesville Rd (US 29)Separated 				
VEIRS MILL ROAD TO WHITE OAK BREEZEWAY				

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

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

POTOMAC TO VEIRS MILL ROAD BREEZEWAY					
<u>Montrose</u> <u>Pkwy</u>	Railroad Tracks	Rock Creek	<u>Separated</u> <u>Bikeway</u>	Sidepath (North Side)	
CITY OF ROCKVILLE TO WHEATON BREEZEWAY					
Veirs Mill Rd (MD 586)	[Twinbrook Pkwy] <u>City of</u> <u>Rockville</u>	Rock Creek Trail	Separated Bikeway	Sidepath [(Both Sides)] (South Side)	
ADDITIONA	ADDITIONAL RECOMMENDATIONS				
Fernwood Rd	Democracy Blvd	I-495	Separated Bikeway	Sidepath [(East Side)](Side TBD)	
[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</u> <u>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</u> <u>Bikeway</u>	[Separated Bike Lanes (One- Way, Both Sides)] <u>Sidepath (Side</u> <u>TBD) and</u>

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

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-</u> <u>way,</u> North Side)
LIFE SCIENCES CENTER LOOP				
Omega Dr	[Research Blvd] <u>City of</u> <u>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-

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

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</u> <u>Connector Trail</u>	Separated Bikeway	Sidepath (South Side)
[Old Columbia	[Columbia Pike (US 29)]	[Dustin Rd]	[Separated Bikeway]	[Sidepath (West Side)]
Columbia Pike]	[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</u> County	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 <u>#1</u>	Separated Bikeway <u>and</u> <u>Bikeable</u> <u>Shoulders</u>	Sidepath (North Side <u>) and</u> <u>Bikeable</u> <u>Shoulders</u>
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Page 347: Revise the Shady Grove Metro Station table as follows:

[City of Rockville] <u>Shady</u> <u>Grove Rd</u>	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.

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

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

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

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

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

ADDITIONAL RECOMMENDATIONS				
Sligo Creel Trail	Glengarry Pl	[Prince George's County] <u>New Hampshire</u> <u>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	[Amherst Ave] <u>Veirs Mill Rd</u> (MD 586)	Separated Bikeway	Separated Bike Lanes (Two- Way, Both Sides)
	<u>Veirs Mill Rd</u> (MD 586)	Amherst Ave	<u>Separated</u> <u>Bikeway</u>	Separated Bike Lanes (Two- Way, South Side)
	[Amherst Ave]	[Dayton St]	[Separated Bikeway]	[Sidepath (East Side)]

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

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

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 [(West Side)](East Side)
Lockwood Dr	[New Hampshire Ave (MD 650)]	Columbia Pike (US 29)	Separated Bikeway	Sidepath (East Side)

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

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

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Volunteers

Jon Morrison

Special thanks to the Montgomery County Department of Transportation, Maryland State Highway Administration, City of Gaithersburg, City of Rockville and City of Takoma Park for their collaboration in developing this plan.

Separated bike lanes on Maine Ave in Washington, DC

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35-984

THE MONTGOMERY COUNTY BICYCLE MASTER PLAN APPROVED AND ADOPTED | DECEMBER 2018

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION