

APPENDIX F: BIKEWAY PLAN - DETAILED RECOMMENDATIONS

BIKEWAY TERMS WITH GUIDELINES

County-wide Trails - Designated in the Countywide Park Trails Plan and part of the Bikeway System Framework in this plan. Focuses on the recreational bicycling and hiking trails in the County parks and the non-park trail connectors between them.

Bikeway System Framework - Designated in the master plan - includes County-wide trails as well as routes along major highways and connectors between them and important local destinations. These are highest priority routes that are expected to be the most popular.

Neighborhood Bikeways - Designated in a supplement to the master plan where the most desirable local route can be identified, evaluated, and recommended for improvements with the advice of each neighborhood. These are primarily on-road routes where decisions focus on route location, signage, and whether to stripe bike lanes.

On-Road Bikeways can be striped bike lanes or shared travel lanes used by both motor vehicles and bicycles. The latter are referred to as “bike compatible lanes.”

Off-Road Bikeways can be shared-use paths, separated paths or shared-use sidewalks.

In the case of determining which type of off-road bikeway to use, consideration should be given to:

- the likelihood of pedestrian-bicycle conflicts;
- impacts on established homes, yards, and trees due to space needs; and
- loss of space needed for bike compatible lanes on the road.

Shared-use paths(off-road bikeway) - These are typically 8-10 feet wide, two-way and used by both pedestrians and bicyclists. They can be 8 foot- to10-foot-wide sidewalks or asphalt paths. The stream valley park trails - which are designated as part of the County-wide trail system - are typically of this design. This term is defined in the 1999 American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Paired or separated paths (off-road bikeway)- These require more space but allow pedestrians and cyclists to be on separate paths. This configuration is desirable on high use routes such as the Metropolitan Branch Trail and the Silver Spring Green Trail. The recommended widths for such paths are generally 8-10 feet for bicyclists and a minimum of 5-6 feet for pedestrians.

Shared-use sidewalks (off-road bikeway) - These occur on both sides of a road in combination with a parallel on-road bikeway. Bicyclists have the option of using the on-road bikeway or of sharing the sidewalk with pedestrians. More experienced bicyclists are expected to choose the on-road bikeway. Less experienced bicyclists - including children - can enjoy the greater safety of the sidewalks. Shared use sidewalks in some cases might be wider than the minimum standard if space allows. They should include a buffer next to the curb wherever possible, if not a tree panel.

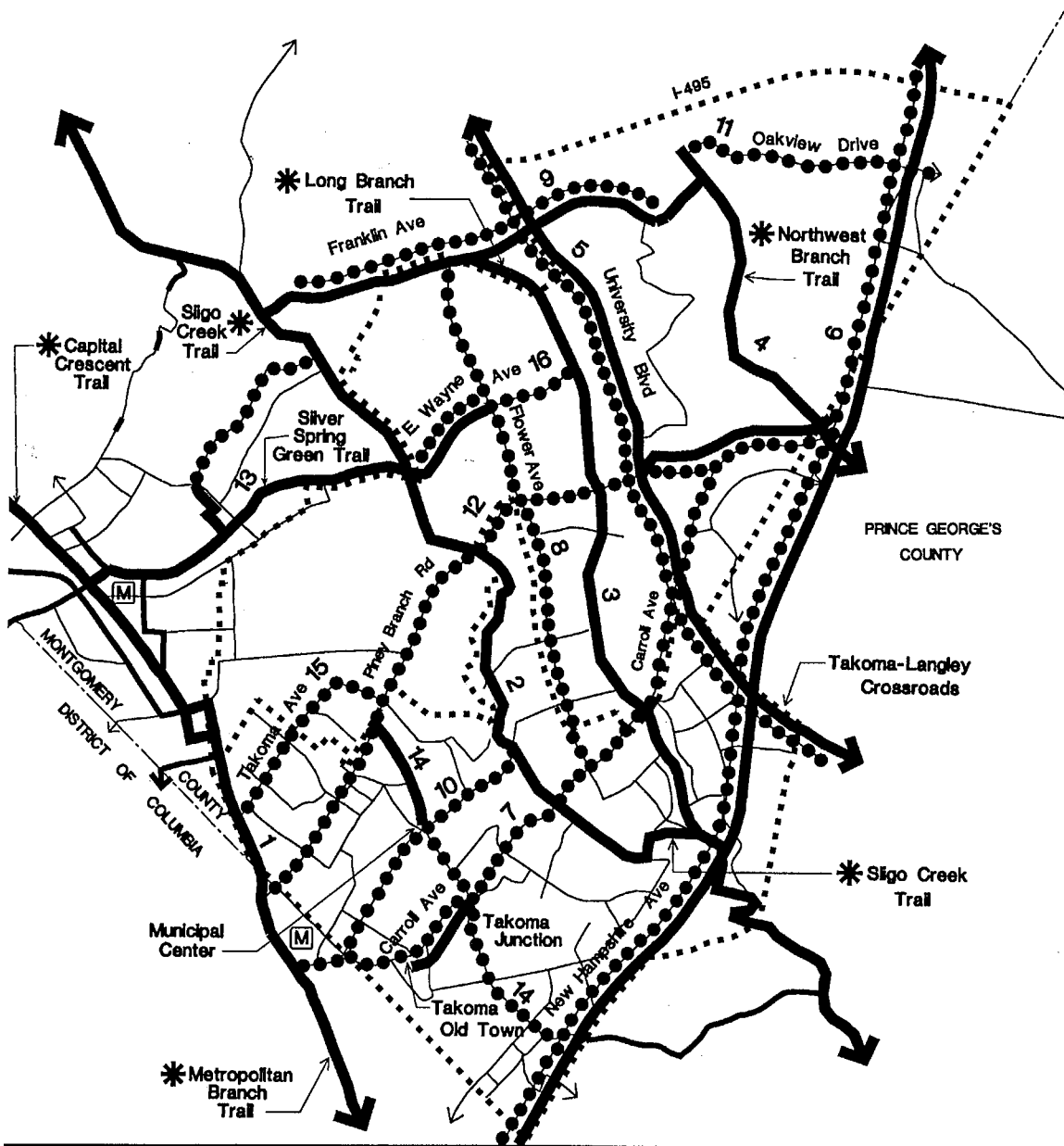
1999 Countywide Parks Trails Plan - Focuses on recreational trail system for bicyclists and hikers. Updates the recreation portion of the 1978 Master Plan of Bikeways.

1978 Master Plan of Bikeways - Identifies a County-wide network of bikeways for both recreation and transportation cycling. Undergoing an update in 2000. Bikeway recommendations in individual master plans amend this Plan. Countywide Parks Trails Plan updated the recreation component of this Plan.

1999 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. Referred to as “AASHTO guidelines”. National guide which will be evaluated and appropriate recommendations incorporated into the update of the *1978 Master Plan of Bikeways*.

Supplement - This refers to a supplement to the Master Plan called which addresses pedestrian routes and bikeways. In addition to pedestrian routes, it addresses local, neighborhood bike routes within neighborhoods that are not part of the larger Bikeway System Framework established in the Master Plan. It is a planning document that is recommended for completion as part of implementation of this Plan. It is to guide future improvements in the neighborhood bikeway system. These neighborhood routes are primarily on-road and decisions focus on whether or not to stripe bike lanes or provide bikeway signs. These routes are to be determined with the advice of the residents of the neighborhoods. This document is available and titled “*Pedestrian Routes and Bikeways Supplement to East Silver Spring and Takoma Park Master Plans, Preliminary Study, 2001.*”

Bikeway System - Framework - Types of Bikeways



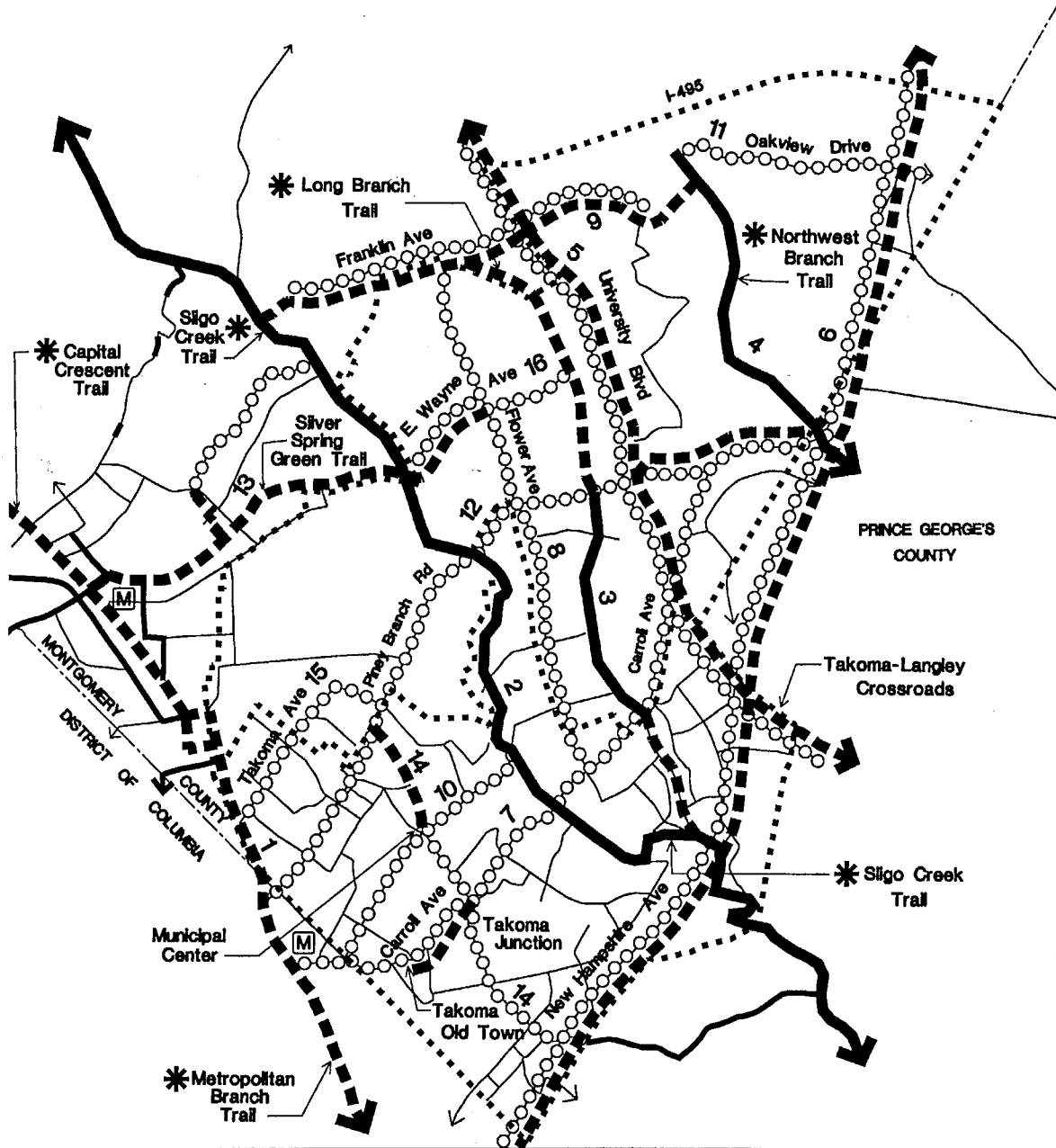
LEGEND

- | | | | |
|-------|--|---|---------------------------|
| ----- | County Line | 1 | Route Numbers (See Table) |
| | Master Plan Boundary | * | Countywide Trails |
| ———— | Off-Road Bikeways | M | Metro Station |
| ●●●●● | On-Road Bikeways | | |
| ——— | Neighborhood Bikeways -
(See Supplement; Primarily On-Road) | | |



Bikeway System - Framework - Existing & Proposed

Map 52



LEGEND

Existing	Proposed		
		Off-Road Bikeways	1 Route Numbers (See Table)
		On-Road Bikeways	Metro Station
		County Line	Countywide Trails
		Master Plan Boundary	
		Neighborhood Bikeways - (See Supplement; Primarily On-Road)	

Not To Scale

Bikeway System Framework Routes, East Silver Spring and Takoma Park

Route	Name	Location	Type	Plan Area	Comments	Status
Regional Bikeways and Bikeways along Major Highways						
1	Metropolitan Branch Trail	Throughout Planning Area	off-road	ESS, TP	Separated path preferred for portions adjacent to rail. The trail in Takoma Park is along Fenton Street and Takoma Avenue.	P
2	Sligo Creek Trail	Throughout Planning Area	off-road	ESS, TP		E
3	Long Branch Trail	Franklin Avenue to Sligo Creek Trail	off-road	ESS, TP	Existing Piney Branch Road to Carroll Avenue - remainder proposed	E+P
4	Northwest Branch Trail	New Hampshire Avenue to Oakview Drive	off-road	ESS, TP		
5	University Boulevard	Prince George's County line to Capital Beltway	off-road	ESS, TP	Shared use path both sides with on-road bikeways	P
6	New Hampshire Avenue	District of Columbia line to Capital Beltway	off-road	ESS, TP	Shared use path both sides with on-road bikeways	P
Bikeways connecting to regional Bikeways and important local destinations						P
7	Carroll Avenue	District of Columbia line to Piney Branch Road	on-road*	ESS, TP	Consider 8' shared-use path between Takoma Junction and Takoma Old Town. Elsewhere provide shared use sidewalk on both sides.	P
8	Flower Avenue	Franklin Avenue to Carroll Avenue	on-road*	ESS, TP	Shared use sidewalk on both sides	P
9	Franklin Avenue	Sligo Creek Trail to Northwest Branch Trail	off-road	ESS	Shared use path on south side with on-road bikeways. If not feasible then shared use sidewalk on both sides. Shared use path within park.	P
10	Maple Avenue	District of Columbia line to Sligo Creek Trail	on-road*	TP	shared use sidewalk on both sides	P

Bikeway System Framework Routes, East Silver Spring and Takoma Park

Route	Name	Location	Type	Plan Area	Comments	Status
11	Oakview Drive	Northwest Branch Trail to Prince George's County Line	on-road*	ESS	Shared use sidewalk on both sides Shared use path within park	P
12	Piney Branch Road	District of Columbia line to University Boulevard. University Boulevard to Northwest Branch Trail	on-road off-road	ESS, TP	Shared use sidewalk on both sides Shared use path north side to connect to park entrance with shared use sidewalk on south side and on-road bikeways	P
13	Silver Spring Green Trail	Silver Spring CBD to Sligo Creek Trail	off-road	ESS	Separated path preferred on north side with on-road bikeways	P
14	Trail	Piney Branch Road to Maple Avenue'	off-road	TP	Shared use path	P
	Grant Avenue	Maple Avenue to Carroll Avenue	on-road		Shared use sidewalk on both sides	
	Poplar Avenue	Carroll Avenue to Ray Road Bikeway @ New Hampshire Avenue	on-road		Shared use sidewalk on both sides	
15	Takoma/Ritchie Avenue	Metropolitan Branch Trail to Piney Branch Road	on-road	ESS, TP	Shared use sidewalk on both sides	P
16	Wayne Avenue	Sligo Creek Trail to Flower Avenue Flower Avenue to Long Branch Trail	off-road on-road	ESS	Shared use path on north side with shared use sidewalk on south side on-road bikeways. Shared use sidewalk on both sides with on-road bikeways.	P

Status

E = Existing
P = Proposed

Other Notes

Countywide route numbering system under review for update to Master Plan of Bikeways
Route numbering system shows location of trail in Figure xx.
For descriptive purposes, "Location" may include portions outside relevant Plan Area
Recommendations only apply within relevant Plan Area

Plan Areas

ESS = East Silver Spring Planning Area
TP = Takoma Park Planning Area

*Due to constraints created by existing features, it may not be possible to meet AASHTO's bikeway guidelines along all bikeways.
Consider striped bike lanes for on-road bikeways