CHAPTER 2
Countywide Bikeway Network Concept Plan

Background

This plan focuses on identifying the "countywide bikeways network", which includes bikeways of countywide significance. **Countywide bikeways form the basic structure or framework of the County's bikeway network**. These bikeways are expected to carry a substantial share of long distance bicycle traffic in the county, for recreation and transportation, as well as most of the bicycle traffic to transit centers, activity centers, municipalities and central business districts.

This plan attempts to achieve a balance of on-road and off-road bicycling accommodations, providing bikeway facilities separated from motorized traffic (e.g., shared use paths and bike lanes) as well as shared use roadways (Class III bikeways) that often provide critical local connections or long distance recreational bicycling in the County's rural areas. Where both on-road and off-road accommodation may be desirable, the plan also recommends certain roadways for dual bikeways, which are road corridors with two types of bikeways, either shared use path and bike lanes, or shared use path and shared roadway.

The countywide bikeway network is largely composed of bikeways identified and approved in previous community master plans, sector plans, and functional plans such as the 1998 Countywide Park Trails Plan. Several new bikeways are proposed by this plan, mostly to fill in gaps and improve regional, countywide connectivity, as well as to enhance access to transit stations and community facilities. The plan occasionally makes a recommendation for a different type of bikeway for a particular segment of road than currently proposed in existing plans.

Table 2-2 at the end of this chapter describes all countywide bikeways in more detail. The recommended countywide bikeway network is depicted on the large map that accompanies this plan.

Bikeway Types and Desirable Applications

There are generally three types of bikeways recognized by this plan for including in the countywide bikeway network:

1) Existing or proposed shared use paths

2) Existing or proposed bike lanes; and

3) Key signed shared roadways that provide direct or indirect connections to transit centers, activity centers, employment centers and central business districts. Signed shared roadways are often simply called bike routes.

Certain types of bikeways are generally more appropriate for certain types of roads. Shared use paths are more appropriate where there are fewer driveways and intersecting roads. Bike lanes are more appropriate in more urban areas where a defined space for bicyclists is desired. Shared roadways are appropriate where motor vehicle speeds and volumes are lower, where inadequate right-of-way make bike lanes or a shared use path infeasible, or in more rural areas or areas where adequate right of way exists for bikeable shoulders. In many cases, more than one type of facility may be appropriate or desirable, what this plan calls "dual bikeways."

Table 2-1 on the following pages includes general characteristics, benefits, desirable applications and issues associated with the three main types of bikeways. The information about desirable applications is partly derived from research conducted by Michael King on bicycle facility selection guidelines. These guidelines are not intended to be unbreakable rules, but rather guiding principles that help determine which type(s) of bikeways are more appropriate for certain types of roads and traffic conditions.

Table 2-1
Types of Bikeways and Applications

Bikeway Type	General Characteristics	Benefits	Desirable Applications	Discussion
Shared Use Path (formerly called Class I Bikeway)	▪ Two-way bikeway located within right-of-way of a road or transitway ▪ Separated from travel lanes by a landscape panel ▪ If along road, located on one side of a road and intended for two-way bicycle travel ▪ 8-12 feet wide ▪ 8-10 feet vertical clearance ▪ Built to AASHTO standards ▪ Signs meet MUTCD guidelines ▪ Asphalt or Concrete ▪ Implemented by transportation agency, or under supervision of transportation agency ▪ Maintained by transportation agency ▪ Motor vehicles are prohibited ▪ May be part of a dual bikeway (road also is proposed for bike lanes or shared roadway) ▪ Signed as a bike route, unless part of a dual bikeway in which case the on-road bikeway is signed and marked as the official bike route	▪ Offers dedicated facility completely separate from motor vehicle traffic, fewer potential conflicts with motor vehicles ▪ Preferred type of facility for beginner or intermediate skill levels, especially child bicyclists ▪ Meets the needs of 90-95% of bicyclists ▪ Intended/designed for bicycle travel, but accommodates other users (pedestrians, joggers, roller-bladers)	▪ Along roads with high speeds (40 mph and higher) and high traffic volumes (15,000 ADT and higher) where complete separation from motor vehicle lanes is desired ▪ Along roads with few driveways and intersections, especially commercial driveways unless it connects to a local designation (retail center, school, library, community center, neighborhood park) ▪ Along roads that provide a connection to other shared use paths or to hard surface park trails ▪ In suburban or semi-rural crossroad communities (Olney, Potomac)	▪ Proper design (good signage and lighting) at intersections and driveway crossings is very important to minimize risk of conflict with motor vehicles ▪ Shared use paths should not be confused with sidewalks which are more narrow and are designed and intended for pedestrians. ▪ Shared use path must be maintained and cleared of debris and overhanging branches to effectively encourage people to use them ▪ For dual bikeways, the on-road bikeway should be recognized as the primary bicycle facility (e.g., signs and marking). The shared use path is considered supplementary.

Table 2-1
Types of Bikeways and Applications

Bikeway Type	General Characteristics	Benefits	Desirable Applications	Discussion
Bike Lanes (formerly called Class II bikeway)	▪ One-way facility in roadway, adjacent to motor vehicle travel lanes ▪ Bicyclists travel in same direction as motor vehicles ▪ Bike lane located on each side of the road (should not be located on just one side) ▪ 4-6 feet wide, delineated by striping and marking ▪ 4-feet minimum on open section roads, 5-feet minimum on closed section roads, 6-feet or greater may be desirable on high-speed roads (40 mph or higher) ▪ If on-street parking is permitted, bike lane is located between parking lane and outermost motor vehicle travel lane ▪ Identified by bike lane symbol and signage ▪ Designed and constructed to AASHTO and MUTCD standards ▪ Signed as a bike route	▪ Provides separated space for bicyclists in the roadway ▪ Designed and intended as a travel lane for bicycles only	▪ Urban streets where on-road bicycling is encouraged to minimize need for bicyclist to ride on sidewalks and separation from motor vehicles is desirable. Because urban streets often feature on-street parking, bike lanes are more desirable than shared travel lane; traffic volumes are high, but speeds are low ▪ On closed section highways, arterials and primaries with posted speeds under 40 mph; roads that feature wide outside lanes or extra pavement width that easily could be restriped to provide dedicated bike lanes ▪ Open section highways, arterials and primaries with posted speeds under 50 mph and that feature shoulders wider than 5 feet and upon which parking along the shoulder is not desired or legal.	▪ Two-way bike lanes on one-side of a road is not recommended by AASHTO and is illegal in Maryland; wrong-way riding is leading cause of bicycle accidents ▪ Bike lanes must be maintained as part of the roadway; should not collect debris, etc.

Table 2-1
Types of Bikeways and Applications

Bikeway Type	General Characteristics	Benefits	Desirable Applications	Discussion
Signed Shared Roadway (formerly called Class III bikeway)	Four categories			
1) Wide outside (curb) lane	▪ Along closed section roads, outermost travel lane is at least 14 feet wide, but less than 16 feet wide ▪ Unlike bike lanes or bikeable shoulders, does not feature dedicated, marked space for bicyclists ▪ Signed as a bike route	▪ Provides adequate space for bicycle travel in the roadway ▪ Allows bicyclist to share the travel lane with motor vehicles, but allows vehicles to pass without having to leave the travel lane or cross the centerline	▪ Along any closed section highway, arterial or primary that features adequate right of way and/or pavement width	▪ County policy requires bicycle accommodation for all new roads and as part of all roadway and intersection improvement projects. This is a minimum application that helps the County meet this policy ▪ Wide curb lanes wider than 16 feet encourage the undesirable operation of two motor vehicles in one lane ▪ Must be maintained properly to keep debris from accumulating along the curb
2) Bikeable shoulder on closed section road	▪ Along closed section road, the space (2-3 feet) between the outermost lane markings and the curb. ▪ Signed as a bike route, but does not feature any special pavement markings other than stripe between motor vehicle travel lane and curb	▪ If insufficient space exists for bike lanes, this extra space simply provides added level of comfort for bicyclist. ▪ Striping the outermost travel lane gives the appearance of narrower roadway and has a traffic calming effect.	▪ Along roads with wide outside lane 15 feet or less but for which designated space for bicyclists is desired and/or traffic calming is needed.	▪ Should not be signed or marked as a bike lane. Bike lanes must be at least five feet on closed section roads. ▪ Must be smooth pavement, free of obstructions, and maintained as part of the roadway to keep debris from accumulating along the curb.

Table 2-1
Types of Bikeways and Applications

Bikeway Type	General Characteristics	Benefits	Desirable Applications	Discussion
3) Bikeable shoulder on open section road	▪ 2-3 foot space between shoulder stripe and vegetation ▪ Smooth pavement (extension of road surface) and free of obstructions	▪ Allow bicyclists to travel along the road edge, which in turn allows motor vehicles to pass without having to cross the centerline.	▪ Along rural or semi-rural roads on which bicycling is popular or desired, but feature narrow travel lanes	▪ Not to be confused with standard 8 foot shoulders intended for motor vehicle emergency pullovers. ▪ Must be smooth pavement and maintained as part of the roadway.
4) Local or neighborhood street	▪ Bicyclists simply share the road as is; no special accommodations needed ▪ Signed as a bike route	▪ Encourages bicyclists to travel along low volume, low speed street to reach major destinations, even if road is only open to local traffic or is one-way permanently or only for part of the day	▪ Along neighborhood or local streets providing a direct connection to a countywide or local destination. ▪ Along road serving as part of an important route to a countywide destination. ▪ Along roads making a vital link between two major bikeway corridors	▪ Because routes along local streets tend to be complex and feature numerous turns, effective, well-designed and placed directional signage is paramount.

OTHER BIKEWAY-RELATED FACILITIES

Hiker-Biker Trails

Hiker-Biker trails are hard surface paths mainly located on parkland. These paths provide continuous, long distance bicycling opportunities separated from motorized traffic. Existing and proposed hard surface, hiker-biker trails are identified in the 1998 Countywide Park Trails Plan (see Figure 3-9).

Examples of hiker-biker trails include Rock Creek Trail, Sligo Creek Trail, Paint Branch Trail, Magruder Branch Trail, Matthew Henson Trail (proposed), the Capital Crescent Trail and C&O Canal Towpath.

These bikeways not only offer excellent recreational opportunities, but many also provide direct and convenient access to major local and regional destinations, activity centers and employment centers. A few even provide access to Metrorail and MARC stations. Most of the trails are located within or closely follow stream valleys.

Sidewalks

Sidewalks are often the only option for bicycling along certain roads, especially roads with very limited right of way or with high speeds or traffic volumes.

State law prohibits the use of sidewalks for bicycling except where allowed by local jurisdictions. However, Montgomery County permits bicycling on sidewalks. Some early bikeways used sidewalks as bike routes. While in rare instances this type of facility may be necessary (U.S. 29 crossing the Rachel Carson Greenway), or even desirable for use by small children (near schools, for example), in most cases it should be avoided. Bicyclists travel at a much higher speed than pedestrians, which often leads to conflicts.

Sidewalk bikeways differ from roadside shared use paths. Shared use paths are typically constructed using asphalt and are at least 8 feet wide. Sidewalks, on the other hand, are typically constructed using concrete, are often five feet wide (sometimes four feet) and may feature twists and turns causing poor sight distances. Sidewalks also may feature street furniture such as benches, bus shelters and trash receptacles, whereas these devices are typically not installed on shared use paths. Sidewalks are designed primarily for pedestrians, while shared use paths are designed primarily for bicycle travel, but can accommodate other users.

Cyclists are safer when they are allowed to function as vehicle operators, rather than as pedestrians. Where constraints do not allow full-width walkways and bikeways, solutions should be sought to accommodate both modes (e.g. narrowing travel lanes or reducing on-street parking). Except for short segments that connect two other bikeways, or segments that function as a designated bike route to a local or countywide destination, sidewalks should not be signed for bicycle use - the choice should be left to the user.

SHA "Bicycle Areas"

As of early 2004, SHA is implementing a new policy in which all reconstructed roads feature a wide (16') outside travel lane. On some roads, they are striping the road to create bike lanes if they are recommended in local plans like this one. But along the rest of the roads, they are creating "bicycling areas."

Bicycling areas can be defined as the space between the outermost lane marking and the curb and gutter pan. This space is often less than three feet wide and therefore does not qualify as a bike lane. (See Figures 2-1 and 2-2). It also is not signed as a bike route unless recommended by this or another master plan, therefore it is not technically a signed shared roadway either. See Chapter 3 for photographs of bike lanes and signed shared roadways.

This space does provide adequate bicycling space along closed section roads were space is constrained and traffic volumes and speeds are too high to officially designate the road as a bike route. (See Appendix E for more information on SHA policies).

Relationship Between Countywide and Local/Neighborhood Bikeways

While this plan focuses on countywide bikeways, it does not preclude the implementation of local/neighborhood bikeways identified in community master plans and sector plans (See Figure 2-7 for map showing local bikeways) or making improvements to existing roads to more safely accommodate on-road, shared roadway bicycling. However, the bikeways in this plan should receive priority consideration for inclusion in the County's Capital Improvements Program (CIP) and/or the state's Consolidated

Transportation Program (CTP) since they form the basis of the County's bikeway network. See chapter 4, Bikeway Implementation, for a detailed discussion of the CIP and CTP.

Unless it provides a vital connection to an employment center, activity center, central business district (CBD) or transit center, or makes a vital connection between two countywide bikeways, this plan does not prioritize and make recommendations for bikeways at the neighborhood level. Neighborhood bikeways are considered community facilities and are only identified, evaluated and designated in community master plans and sector plans. Since some community plans have more adequately addressed and identified local bikeways than others, this plan recommends a methodology for community planners to use during future community planning efforts to identify bikeways and potential bicycling suitability along neighborhood streets. The proposed methodology, intended to provide some consistency to future local bikeway planning efforts. Additional guidance to local planners is provided later in this chapter under "Bicycle Facility Selection Guidelines."

Figure 2-1. Bicycle Area along a road with curb and gutter (Source: www.pedbikeimages.org/ Dan Burden)

The intent of this plan is to implement countywide bikeways as a first priority over the next decade to ensure that at least the major roads and highways in the county can safely accommodate bicyclists, and that major bikeway connections are being provided. The role of community master plans and sector plans are to identify key neighborhood bikeways that connect to the countywide bikeway network and make connections to local destinations such as schools, libraries, community centers and neighborhood parks. Local bikeways will be implemented in a number of ways including by developers as part of subdivision approval.

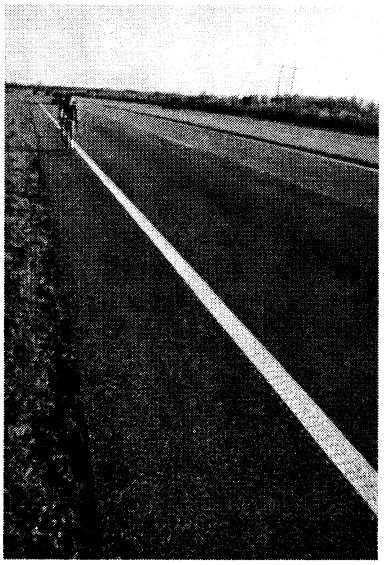


Figure 2-2. Bicycle Area along a road without curb and gutter

Transit Stations/Centers

All Metrorail and MARC stations also were identified as major destinations. Providing opportunities for multimodal transportation is a major goal of this plan. The County has 13 Metrorail stations and 11 MARC stations. These transit lines take residents to employments centers, CBDs and other destinations throughout the region.

Not everyone is willing or able to ride a bicycle to work. Often the distance to their jobs is a major barrier. However, since many people live within a few miles of transit

stations, riding a bicycle to transit is a realistic option. This plan makes recommendations for improving access to Metrorail and MARC stations and for ensuring these connections are safe and as convenient as possible.

Major Employment Areas/Office Parks

The plan also examined bikeway connectivity to employment areas and major office parks not located within a CBD or municipality. The Corridor Cities Transitway and adjacent shared use path will provide excellent connectivity for office and employment areas in the I-270 Corridor. Other employment areas of concern included:

- US29 Corridor/West Farm Technology Park/ Montgomery Industrial Park
- North Bethesda/White Flint
- Rock Spring Park
- Medical Center/NIH

A particularly interesting trend in the county involves people who travel to their jobs from Metrorail stations in reverse-commute style. WMATA bike locker rental records reveal that a substantial percentage of people who rent bike lockers at Metrorail stations in Montgomery County live in other jurisdictions. Transit planners speculate that some of these people commute by rail into the County then ride a bicycle from the transit station to their office.

Guidance to Local Plans

The updated Countywide Bikeways Functional Master Plan focuses on improvements to bikeways of countywide significance. Countywide bikeways are defined as existing or proposed shared use paths along roads (Class I bikeways, sometimes called "sidepaths"), bike lanes (Class II bikeways) and key signed shared roadways (Class III bikeways), that provide direct or indirect connections to municipalities, transit centers, activity centers, employment centers and central business districts. These bikeways also provide connections between major activity centers and regional recreational park destinations, and connect satellite communities like Damascus, Laytonsville and Poolesville to the countywide bikeway network.

Despite this focus on the countywide network, the plan recognizes that bicycling is inherently a local activity. Most bicycle trips are less than a few miles in length, and most trips begin and end in a residential area. Therefore, designating bikeways and making bicycle improvements at the neighborhood level are vital to the success of the county's bicycle transportation system.

Over the past 25 years, community master plans, sector plans and functional master plans have amended the 1978 Master Plan of Bikeways numerous times by designating local or neighborhood bikeways. Community plans assess local conditions in more detail. Furthermore, local bikeways are not only considered part of the local transportation system, they also are considered community facilities and amenities.

This plan recommends that community planners continue to develop local bikeway networks, with guidance from transportation planners. Local bikeway networks should not only connect to local destinations defined below, but also provide connections to the countywide bikeways. While circumstances and conditions will vary from one community to another, and from one planning area to another, the guidelines below will help community planners better understand the basic issues that should be addressed when designating local bikeways.

Access to Community Destinations

Neighborhood or local bikeways must provide an important connection to a local destination. Local bicycling destinations or local bicycle trip generators are defined as:

- Schools (public and private)
- Local parks and playgrounds
- Local or countywide hard surface trails
- Libraries
- Community centers
- Post offices
- Retail centers and strip malls
- Grocery and convenience stores
- Central business district or crossroads retail areas (e.g., MD 97 at MD 108 or MD 27 at MD 108)
- Transit station
- Business parks or employment areas

Other Issues to Consider

- Most neighborhood bikeways will be signed shared roadways along neighborhood streets.
- Community plans must include a program to implement and/or sign these bikeways.

- Community plans should identify countywide bikeways within the plan boundaries and determine whether these bikeways are existing or proposed at the time of plan adoption.

Relationship to Countywide Park Trails Plan

The Countywide Park Trails Plan (CPTP) discusses how bikeways can "enhance connectivity both between and within park trail corridors." The Plan states bikeways that have the following characteristics provide the most desirable type of bikeway connectors to parks:

- Safety
- Attractiveness
- High quality pavement surface
- Security
- Good maintenance
- Safe intersection crossings
- Clear, informative signs

The CPTP emphasizes the importance of the I-270 Corridor Bikeway (see Figure 2-3), because "bikeways here will connect the Upcounty and Downcounty hard surface park trail" systems.

Creating an Integrated Bikeway and Park Trail System

The primary focus of the CPTP is trails within the park system. The CPTP map also identifies existing and proposed bike paths that would enhance connectivity between park trails corridors.

Bikeways along roads can be important components of a trail network especially when they offer an opportunity to avoid sensitive environmental features in parks. In Clarksburg, shared use paths along future roadways will be part of the Clarksburg Greenway Trail system so that sensitive environmental features in certain stream valleys can be avoided. This same approach will be used in the Muddy Branch Stream Valley Corridor. Future trail users will leave the park in the lower portion of the stream valley and follow a proposed shared use path along Travilah Road in order to protect high quality forests and avoid steep slopes.

The Countywide Bikeways Functional Master Plan has been developed in accord with the goal of providing connectivity to major park destinations and the major park trail corridors.

Bikeway Planning Recommendations from Countywide Park Trails Plan

The Countywide Park Trails Plan included a number of recommendations to strengthen the bikeway planning process and to help assure that the bikeways provide good access to the Countywide Park Trails system. See Appendix B *Countywide Park Trails Plan recommendations and Countywide Bikeway Functional Master Plan responses*

Activity Center Analysis

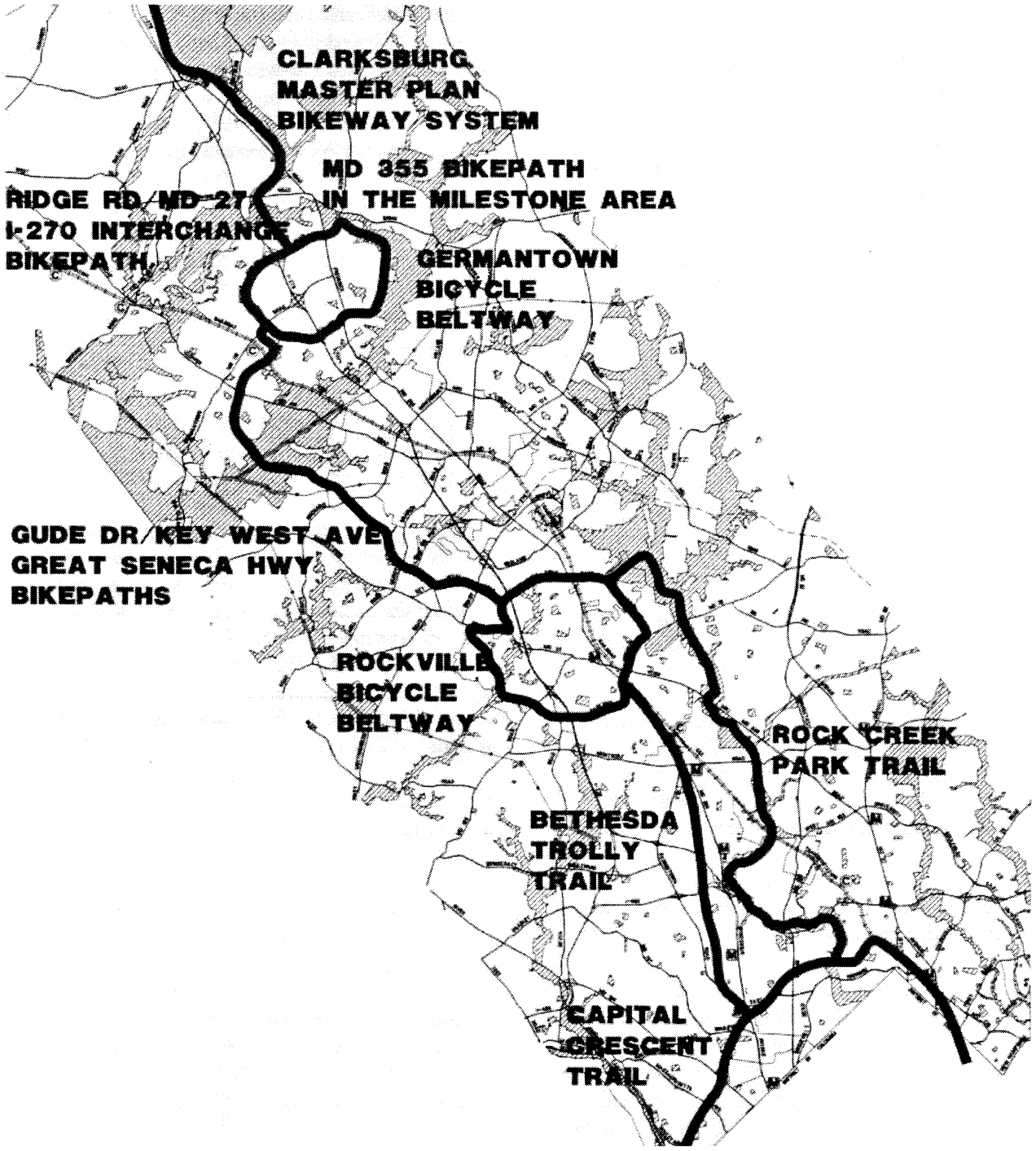
The plan identifies the following activity centers as major destinations and strives to provide adequate bicycle access to each.

Municipalities, Central Business Districts (CBDs) and Town Centers

These areas feature the majority of the county's employers, office and commercial space, retailers and services. Providing bicycle access to the following areas was of primary importance during the planning process:

- City of Rockville
- City of Gaithersburg
- City of Takoma Park
- Town of Laytonsville
- Town of Poolesville
- Town of Barnesville
- Town of Kensington
- Silver Spring CBD
- Bethesda CBD
- Wheaton CBD
- Germantown Center
- Clarksburg Town Center
- Olney Town Center
- Damascus Town Center

FIGURE 2-3.
I-270 Corridor Bikeway Concept
(1998 Countywide Park Trails Plan)



Countywide Bikeways

Table 2-2 identifies and describes the bikeways that are included in the countywide bikeway network. Each bikeway description contains the following information:

Route Number. A unique route number identifies each bikeway in the county, similar to the system developed for the 1978 plan and the system used for the Master Plan of Highways. Assigning a number allows for quick reference. "SP" indicates a shared use path, "BL" indicates bike lanes, "SR" indicates shared roadway, and "DB" indicates dual bikeway. The types of bikeways in a dual bikeway are listed under *Bikeway Type*. Bikeways are generally numbered west to east, south to north direction with only a few exceptions.

1978 Route Number. The column adjacent to the Route Number column identifies the corresponding number from the 1978 plan, if applicable.

Bikeway Name. Each bikeway is assigned a bikeway name, which usually corresponds to the name of the road on which it is located. Roads with multiple types of bikeways along their length are subdivided into segments corresponding to the stretch of road or transit for which each type applies.

Bikeway Type. This column highlights the type(s) of bikeway facility proposed or existing: shared use path, bike lanes, signed shared roadway or dual bikeway.

Limits. The starting point and ending point are identified, generally west to east, south to north.

Plan Reference. This column identifies in which master plan(s) the bikeway is already proposed or recommended, if applicable.

Status/Condition. The condition of each bikeway is briefly described, including pavement condition, safety issues/hazards and major gaps.

Maryland Department of Transportation BLOC score. Each state highway in the County received a Bicycle Level of Comfort (BLOC) score as part of the 2003 Maryland Bicycle and Pedestrian Master Plan. The score which ranges from A (excellent) to F (poor), reflects the level to which the roadway currently meets the needs of bicyclists. A poor BLOC score typically indicates a higher priority in this plan.

Discussion. This column includes a generalized discussion of implementation issues, including important connections and presence of existing segments that may already be implemented or built.

The specific routes and types in Table 2-2 are strongly preferred. However, if during the design of a bikeway the specific route or type is found to entail costs or impacts disproportionate to its benefits, then an alternative route or type that serves the same general purpose and need may be built and would be consistent with this plan. Furthermore, a bikeway segment not identified in Table 2-2 may be implemented if it offers significant benefit to the plan and its goals.

Countywide Bikeway Numbering System

Locating specific bikeways or segments of bikeways on a map can be difficult, especially when readers are not familiar with actual locations of roads. Most master plans include a table listing all existing and proposed bikeways that includes a unique identifier: a number or combination of letters and numbers. Page-size maps are often too small to include street names. M-NCPPC has traditionally developed numbering systems in order to make it easier for readers to more quickly and efficiently identify bikeways on a map and refer to an accompanying table to obtain important bikeway attribute information.

The 1978 system used a series of letters and numbers to help readers determine whether a bikeway was existing (E), scheduled/planned (S) or proposed (P). This system becomes outdated as facilities are built or implemented.

This plan takes a new approach that groups countywide bikeways into three general categories: 1) Shared Use Paths; 2) Bike Lanes; 3) Signed Shared Roadways; and 4) Dual Bikeway. Based on this approach, this plan recommends a new system of letters and numbers:

- "SP" for shared use path
- "BL" for bike lanes; and
- "SR" for signed shared roadway.
- "DB" for a dual bikeway

As such, each countywide bikeway has been given a unique identifier (e.g., SP-1, BL-1, SR-1, DB-1, etc.). Numbering order is generally west to east, south to north. As such, SR-1, Bradley Lane is located in the southwest corner of the County, while DB-30 (Woodfield Road - North) is located in the northeast corner.

This numbering order coincides with Table 2-2, which lists countywide bikeways in this general order as well. These numbers are for planning purposes only. DPWT will be responsible for developing a system for numbering bike routes for wayfinding purposes as part of its annual bikeways program.

Complex Routes

Several routes follow complex routes along local and neighborhood streets. The countywide map included in this plan cannot depict these detailed routes very well. Therefore, figures 2-4 through 2-6 are page size maps to help the reader better understand the precise routes these bikeways follow:

- SR-10, NIH-CCT Connector
- SR-11, NIH-Georgetown Branch Trail Connector
- SR-17, Connecticut Avenue (MD 185) Corridor
- SR-19 & SR-20, Georgia Avenue (MD 97) and Georgia Avenue Alternative
- SR-21, Veirs Mill Road (MD 586) Alternative

In addition, countywide bikeways tend to be concentrated in areas of the County in which street networks are dense. Again, the countywide map cannot accurately show the precise routes these bikeways follow. Therefore, figures 2-8 through 2-15 are detailed page-size maps of the following areas of the County:

- Bethesda/Friendship Heights
- Silver Spring/Takoma Park
- Wheaton/Aspen Hill
- North Bethesda/White Flint
- Rockville
- Gaithersburg
- Germantown/Clarksburg

(NOTE: The maps on the following pages show both existing and proposed countywide bikeways. The maps neither indicate County priorities nor represent current bicycling routes, and are intended for planning purposes only. Refer to Chapter 4 of this plan for bikeway priorities, and to the DPWT Bicycle Routes Map *for current bicycle routes)*

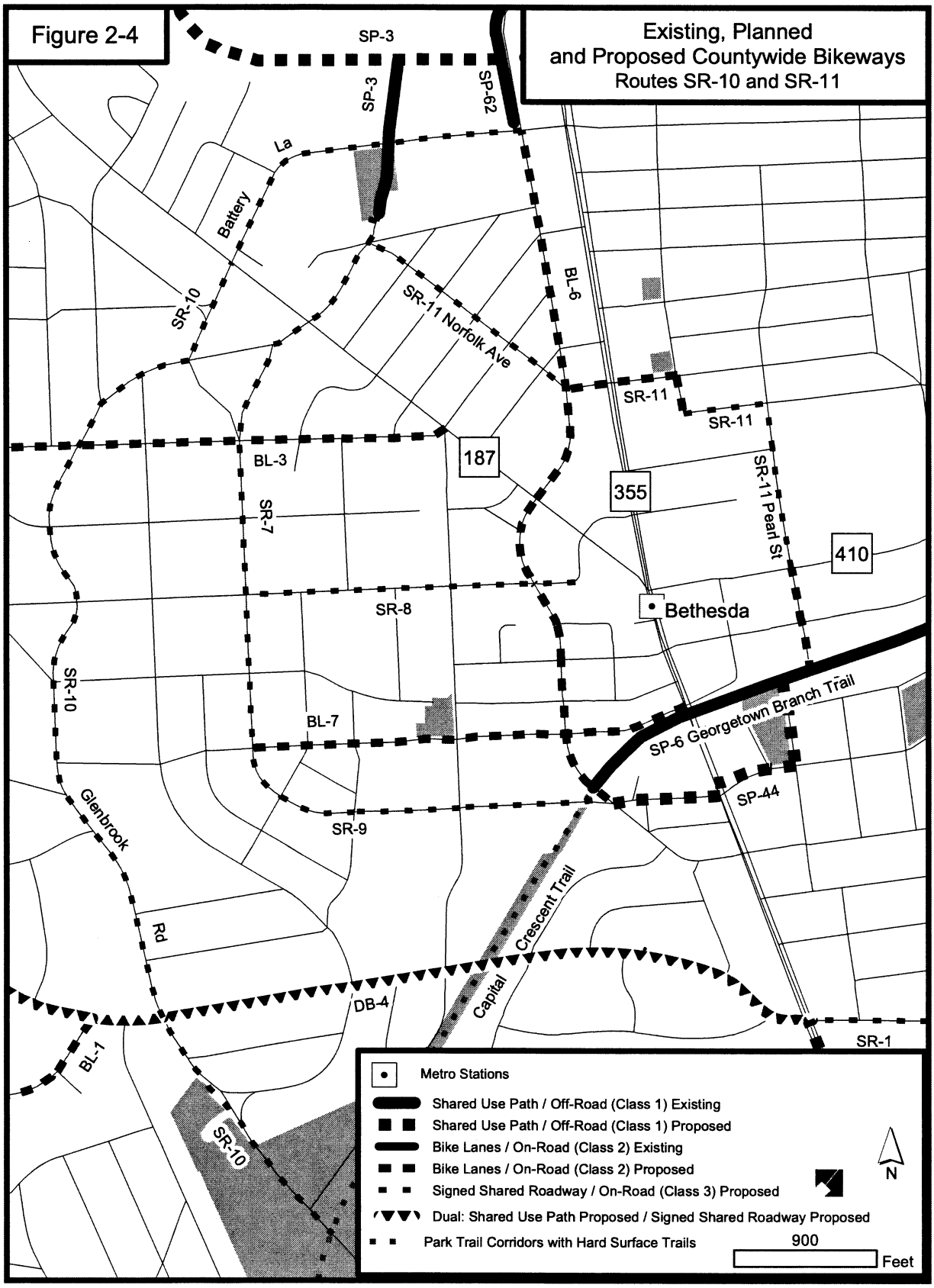


Figure 2-4
Existing, Planned
and Proposed Countywide Bikeways
Routes SR-10 and SR-11
SP-3
SP-3
SP-62
La
Battery
SR-10
SR-11 Norfolk Ave
BL-6
SR-11
SR-11
SR-11 Pearl St
187
355
410
BL-3
SR-7
SR-8
Bethesda
SR-10
BL-7
SP-6 Georgetown Branch Trail
SP-44
Glenbrook
SR-9
Rd
Capital Crescent Trail
DB-4
SR-1
BL-1
SR-10
Metro Stations
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
Park Trail Corridors with Hard Surface Trails
N
900
Feet

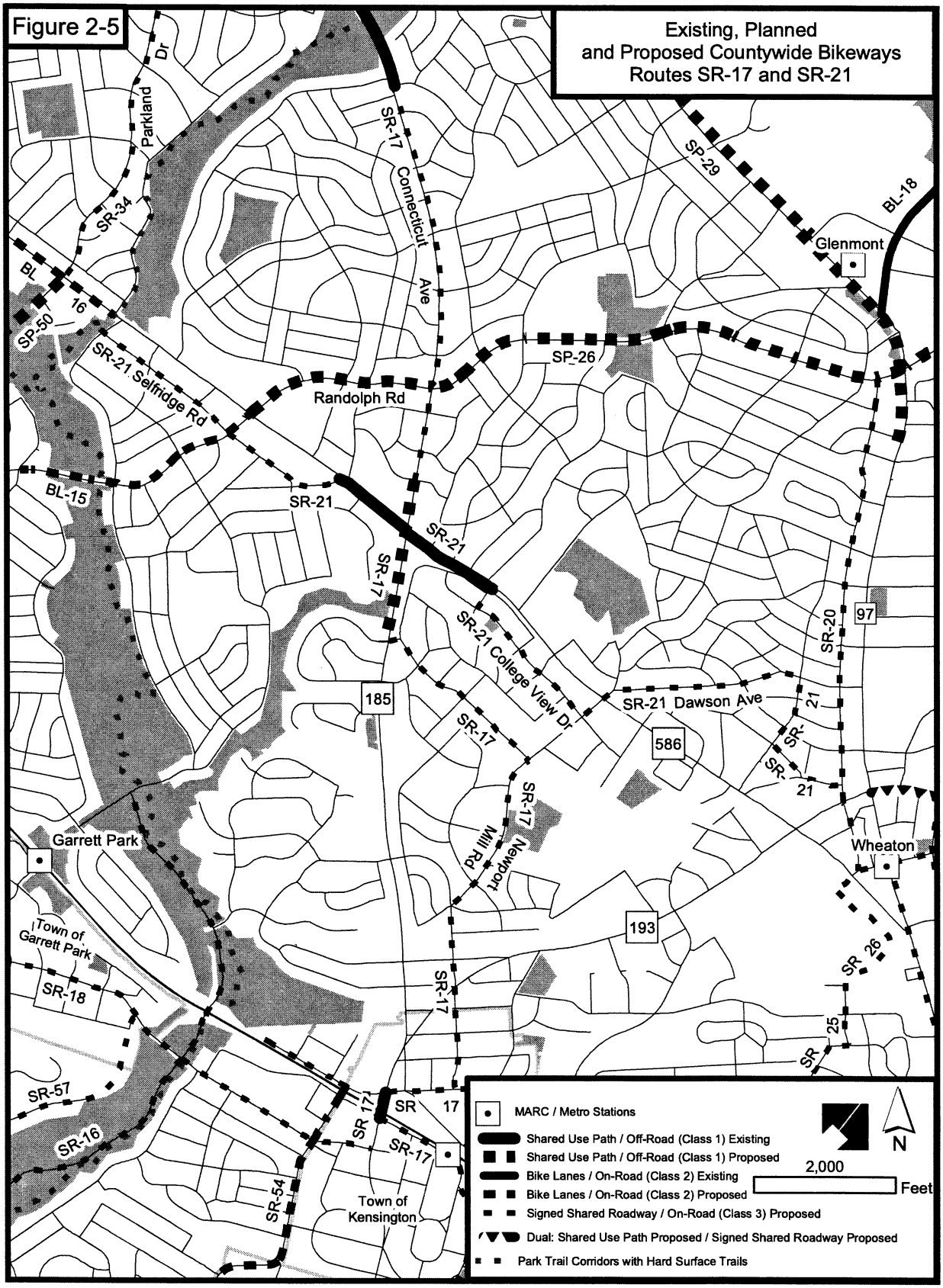


Figure 2-5
Existing, Planned
and Proposed Countywide Bikeways
Routes SR-17 and SR-21
Parkland Dr
SR-34
SR-17 Connecticut Ave
SP-29
BL-18
Glenmont
BL-16
SP-50
SR-21 Selfridge Rd
Randolph Rd
SP-26
BL-15
SR-21
SR-21
SR-17
SR-21 College View Dr
185
SR-17
SR-21 Dawson Ave
586
SR-20
97
SR-21
SR-21
SR-17
Newport Mill Rd
Garrett Park
Wheaton
Town of Garrett Park
SR-18
193
SR-26
SR-17
25
SR-57
SR-16
SR-17
SR-17
SR-54
Town of Kensington
MARC / Metro Stations
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
Park Trail Corridors with Hard Surface Trails
N
2,000
Feet

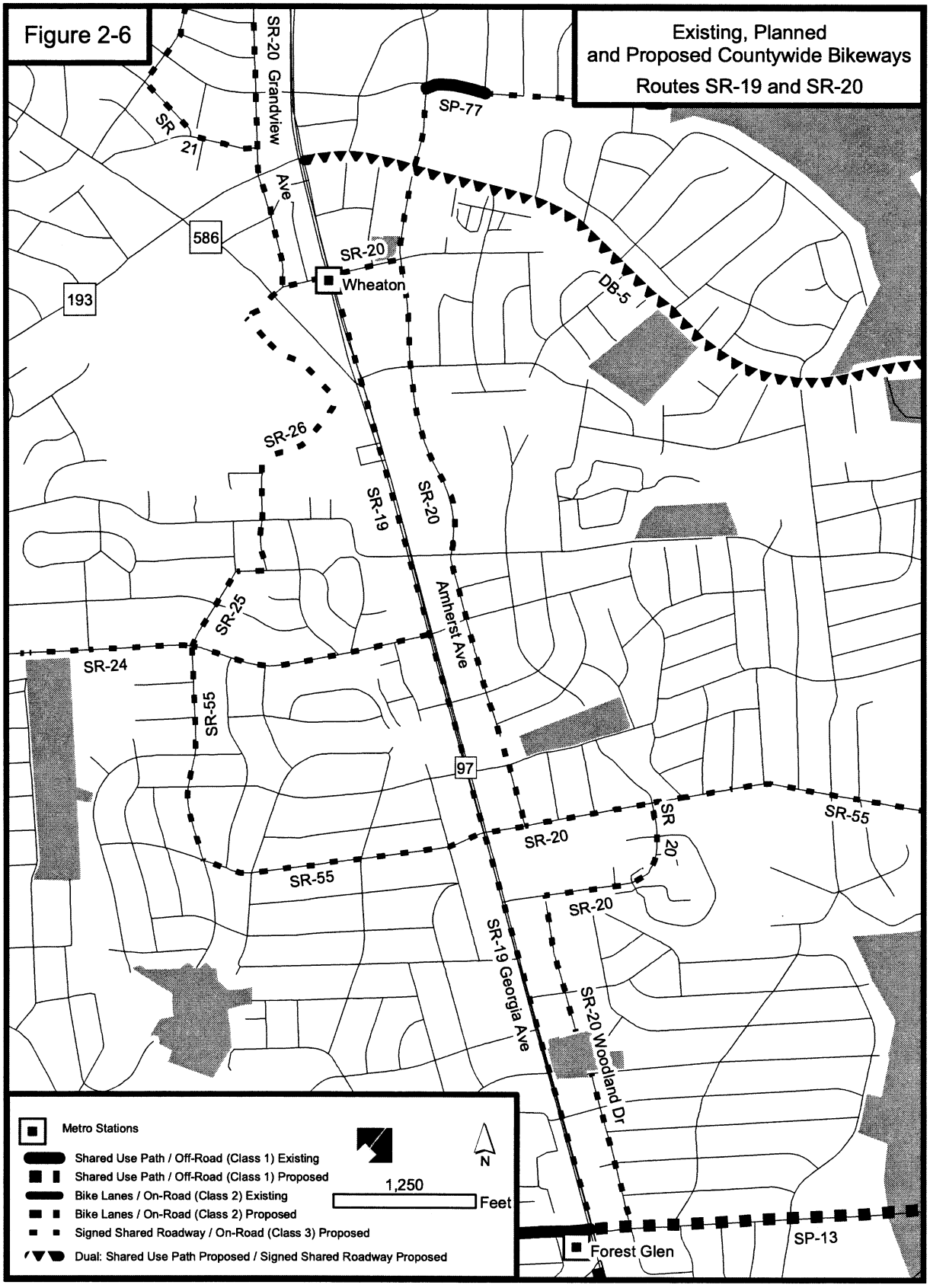


Figure 2-6
Existing, Planned
and Proposed Countywide Bikeways
Routes SR-19 and SR-20
SR-20 Grandview Ave
SR 21
SP-77
586
193
SR-20
Wheaton
DB-5
SR-26
SR-19
SR-20
Amherst Ave
SR-25
SR-24
SR-55
97
SR 20
SR-55
SR-20
SR-55
SR-20
SR-19 Georgia Ave
SR-20 Woodland Dr
Forest Glen
SP-13
Metro Stations
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
N
1,250
Feet

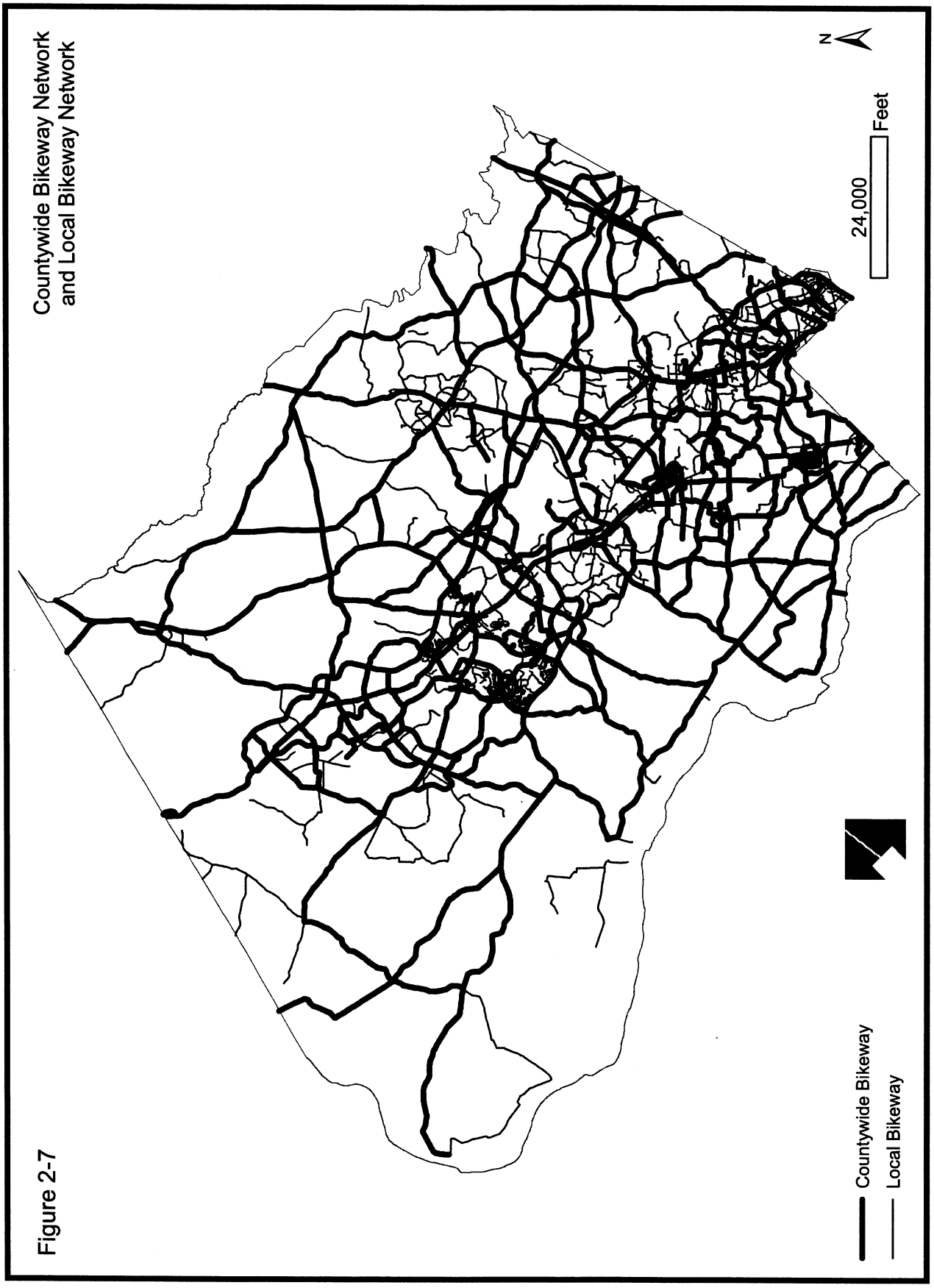

Countywide Bikeway Network
and Local Bikeway Network
N
24,000
Feet
Countywide Bikeway
Local Bikeway

Figure 2-7

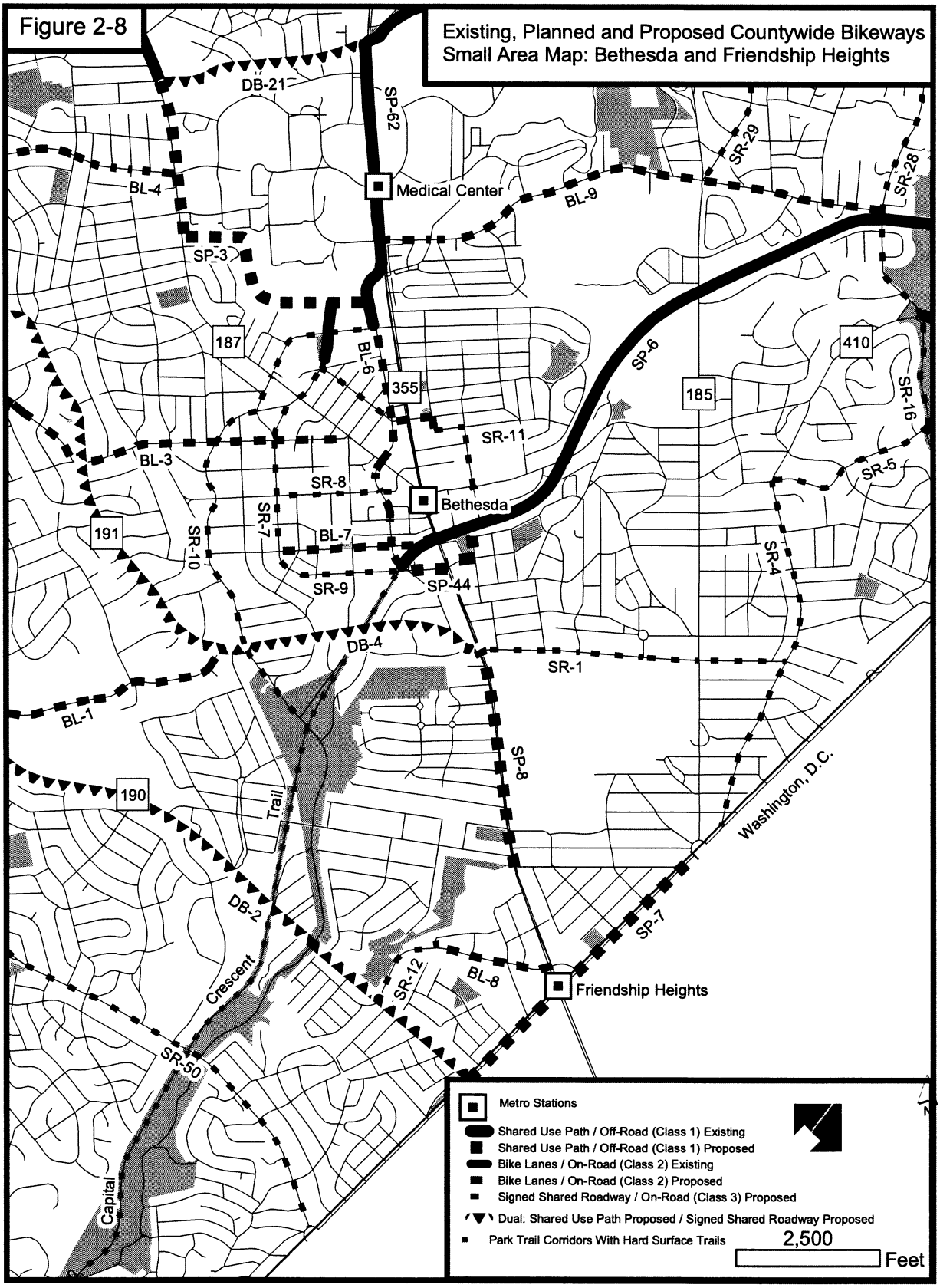


Figure 2-8
Existing, Planned and Proposed Countywide Bikeways
Small Area Map: Bethesda and Friendship Heights
DB-21
SP-62
Medical Center
BL-4
SP-3
BL-9
SR-29
SR-28
187
BL-6
355
SP-6
185
410
SR-16
SR-11
BL-3
SR-8
SR-5
Bethesda
SR-7
191
SR-10
BL-7
SR-4
SR-9
SP-44
DB-4
SR-1
BL-1
SP-8
190
Trail
Washington, D.C.
DB-2
SP-7
Crescent
SR-12
BL-8
Friendship Heights
SR-50
Capital
Metro Stations
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
Park Trail Corridors With Hard Surface Trails
2,500
Feet

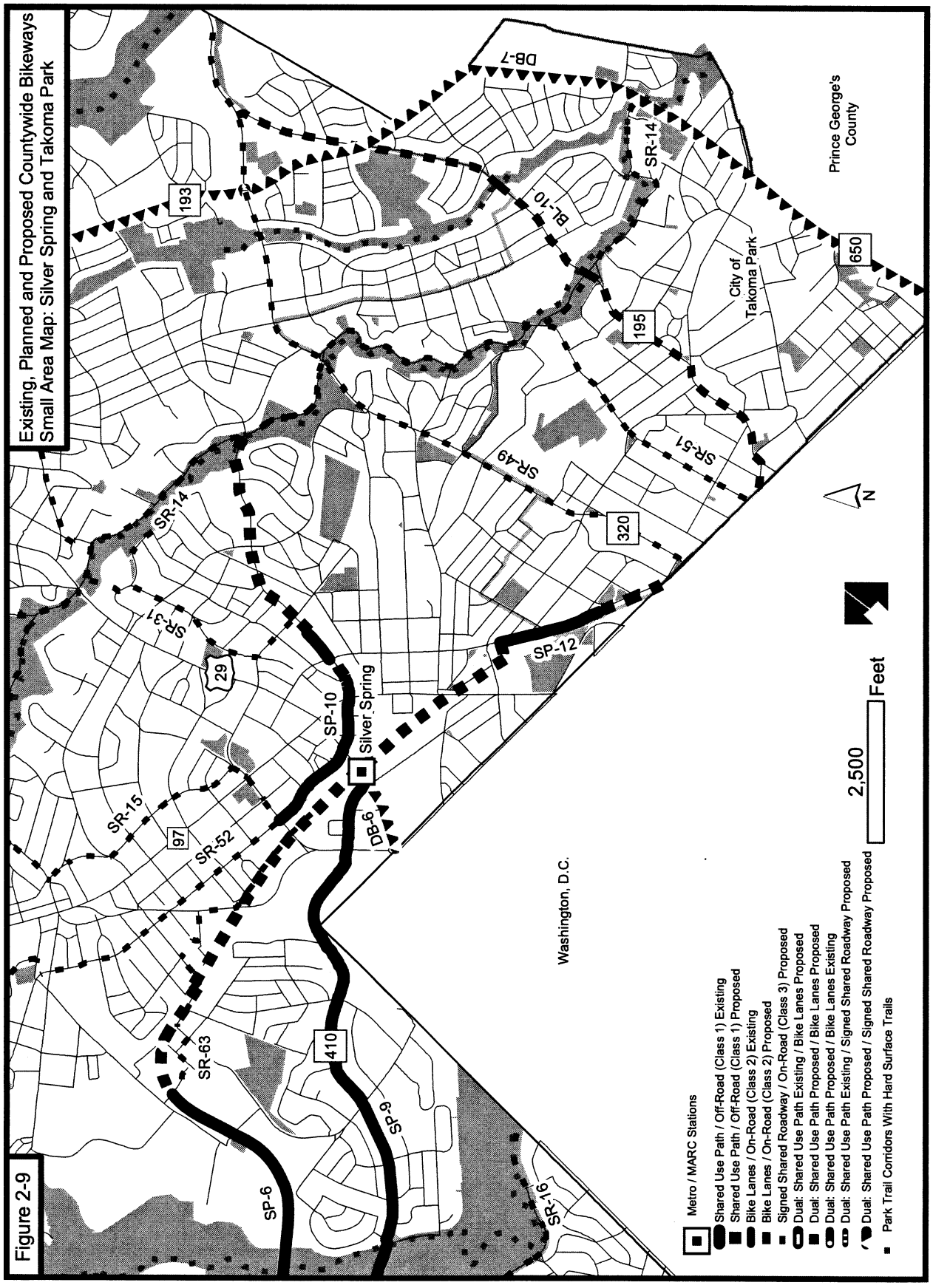


Figure 2-9
Existing, Planned and Proposed Countywide Bikeways
Small Area Map: Silver Spring and Takoma Park
Metro / MARC Stations
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Existing / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Existing
Dual: Shared Use Path Existing / Signed Shared Roadway Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
Park Trail Corridors With Hard Surface Trails
2,500
Feet
N
Silver Spring
Washington, D.C.
City of Takoma Park
Prince George's County
SR-14
SR-15
SR-31
SR-52
SR-63
SR-49
SR-51
SR-16
SP-6
SP-9
SP-10
SP-12
DB-6
DB-7
BL-10
193
97
29
410
320
195
650

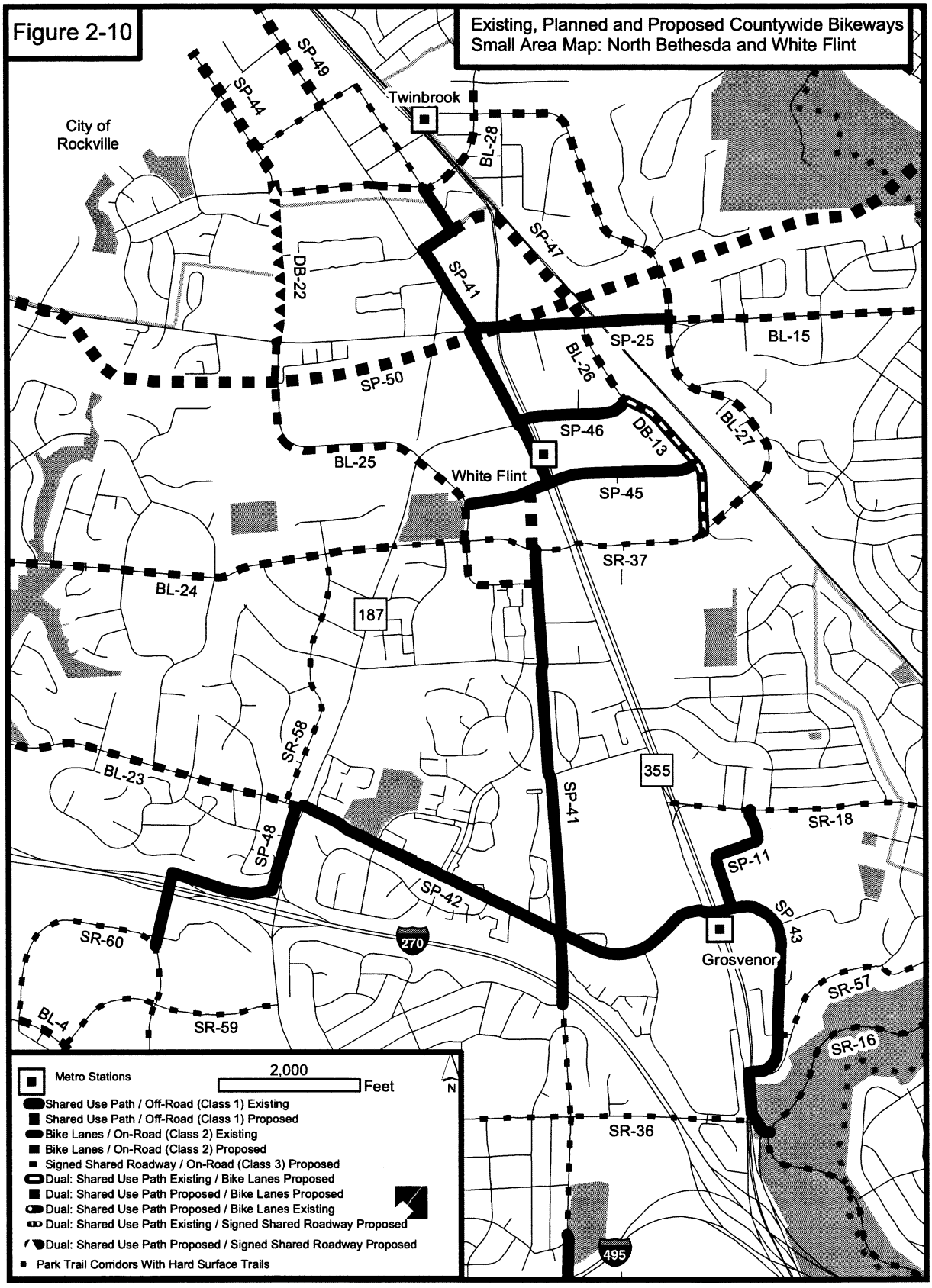
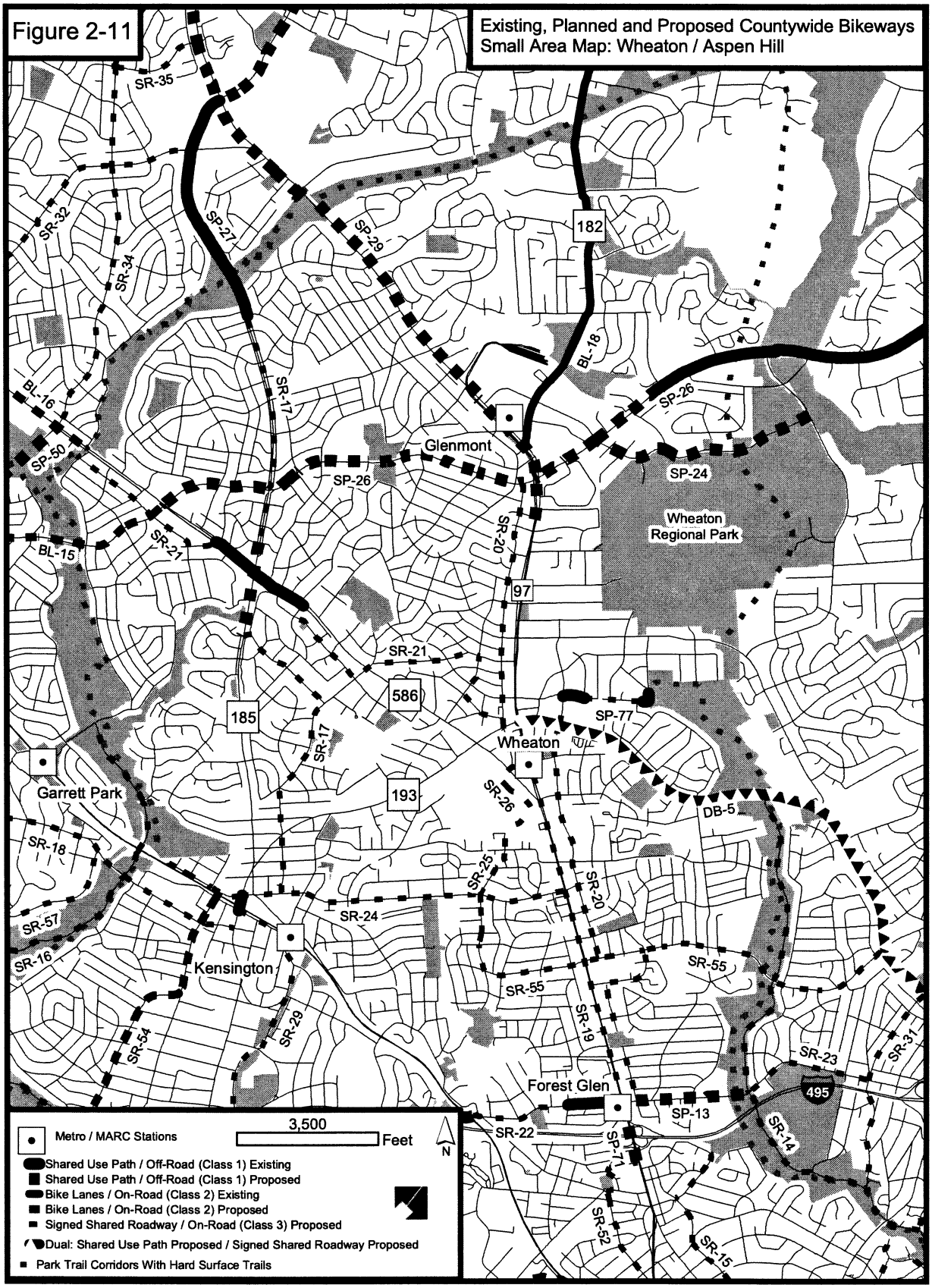


Figure 2-10
Existing, Planned and Proposed Countywide Bikeways
Small Area Map: North Bethesda and White Flint
City of Rockville
Twinbrook
White Flint
Grosvenor
SP-49
SP-44
BL-28
SP-47
SP-41
DB-22
SP-25
BL-15
BL-26
SP-50
SP-46
DB-13
BL-27
BL-25
SP-45
SR-37
BL-24
187
SR-58
BL-23
355
SP-41
SR-18
SP-48
SP-11
SP-42
SP-43
SR-60
270
SR-57
BL-4
SR-59
SR-16
SR-36
495
Metro Stations
2,000
Feet
N
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Existing / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Existing
Dual: Shared Use Path Existing / Signed Shared Roadway Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
Park Trail Corridors With Hard Surface Trails

Figure 2-11

Existing, Planned and Proposed Countywide Bikeways
Small Area Map: Wheaton / Aspen Hill



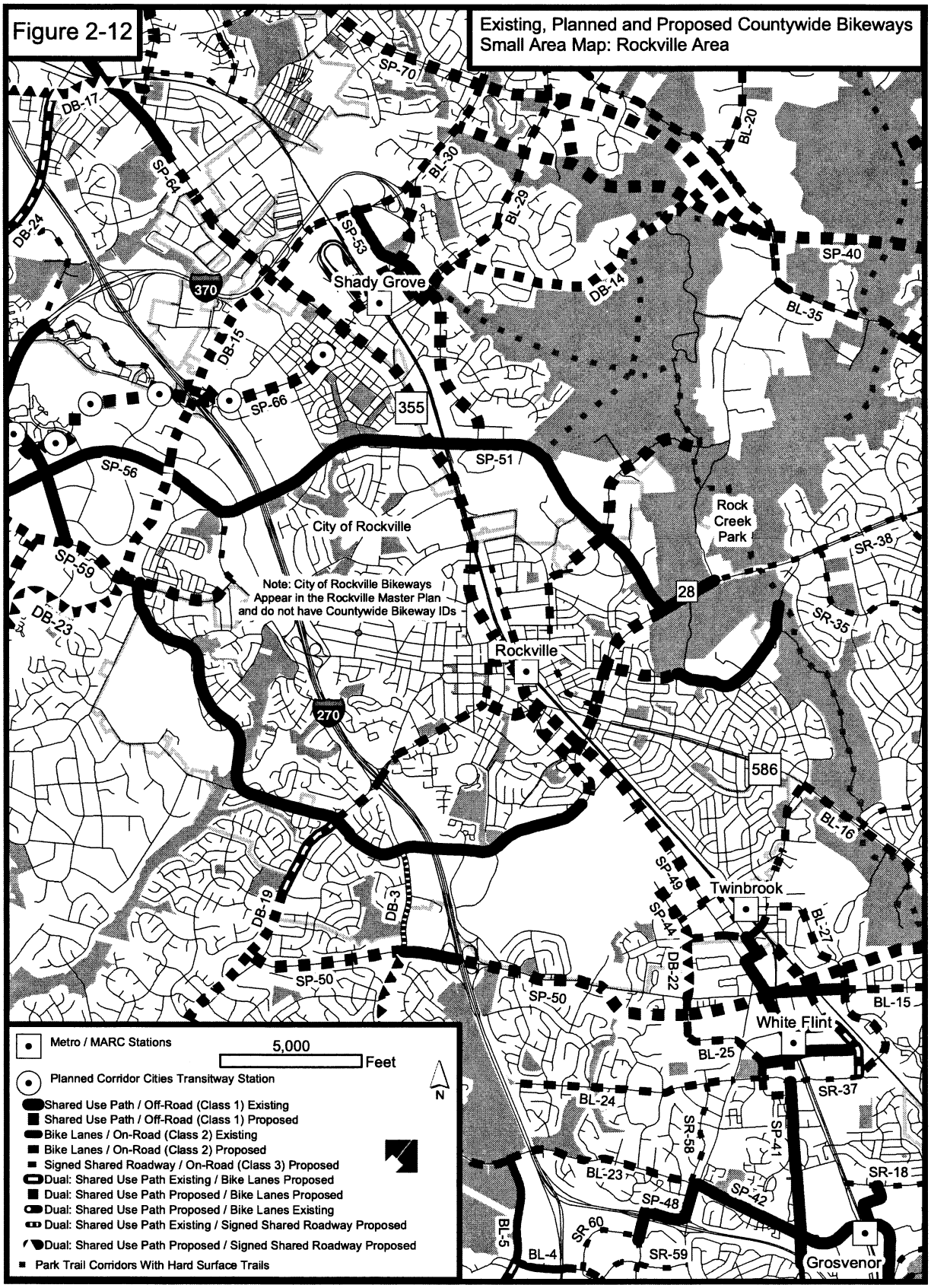


Figure 2-12
Existing, Planned and Proposed Countywide Bikeways
Small Area Map: Rockville Area
Shady Grove
City of Rockville
Rockville
Rock Creek Park
Twinbrook
White Flint
Grosvenor
Note: City of Rockville Bikeways Appear in the Rockville Master Plan and do not have Countywide Bikeway IDs
370
355
28
270
586
Metro / MARC Stations
Planned Corridor Cities Transitway Station
5,000
Feet
N
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Existing / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Existing
Dual: Shared Use Path Existing / Signed Shared Roadway Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
Park Trail Corridors With Hard Surface Trails

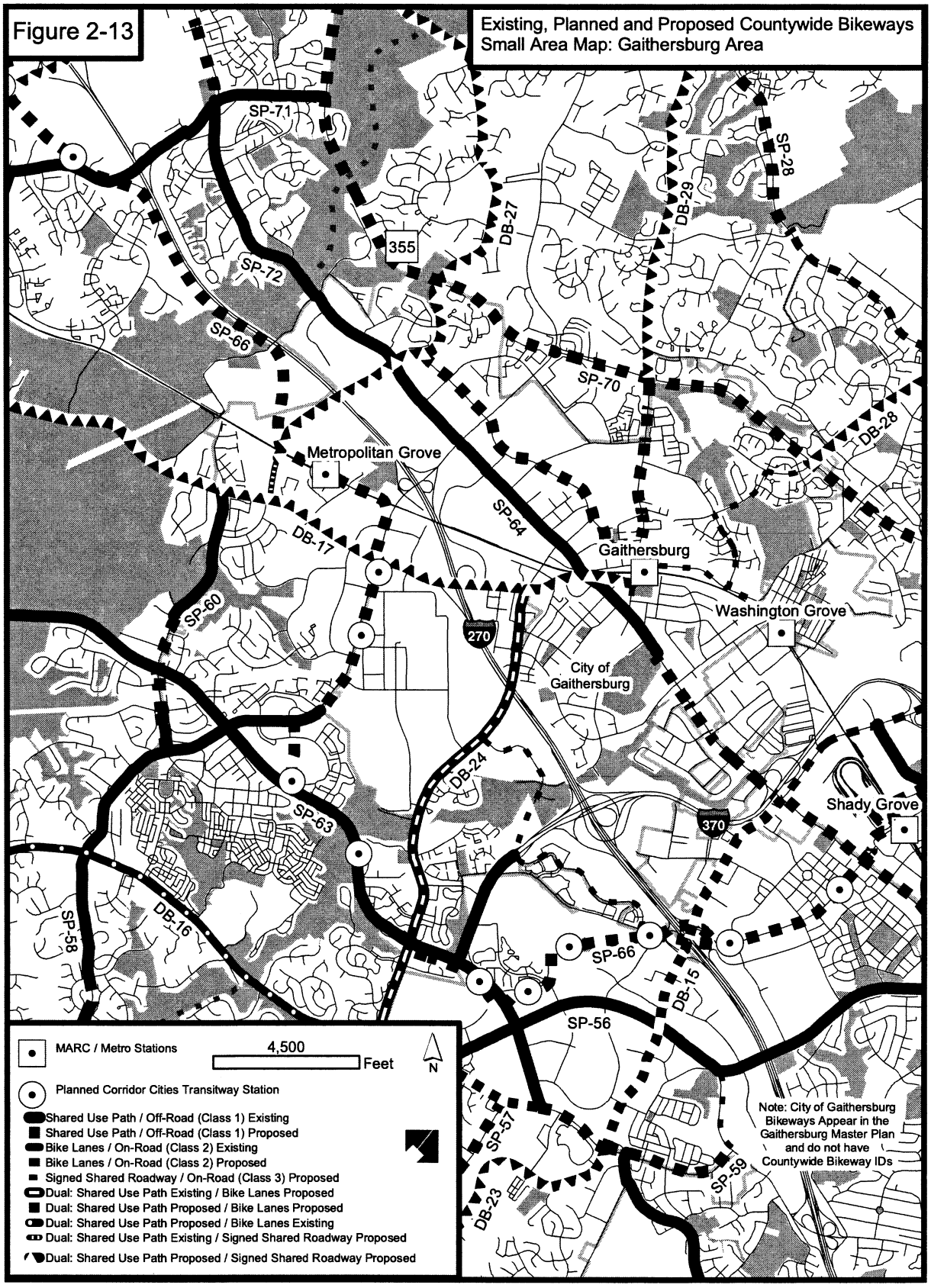


Figure 2-13
Existing, Planned and Proposed Countywide Bikeways
Small Area Map: Gaithersburg Area
SP-71
SP-72
SP-66
355
DB-27
DB-29
SP-28
SP-70
DB-28
Metropolitan Grove
SP-64
DB-17
Gaithersburg
SP-60
270
Washington Grove
City of Gaithersburg
DB-24
SP-63
Shady Grove
370
SP-58
DB-16
SP-66
DB-15
SP-56
SP-57
SP-59
DB-23
MARC / Metro Stations
4,500
Feet
N
Planned Corridor Cities Transitway Station
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Existing / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Existing
Dual: Shared Use Path Existing / Signed Shared Roadway Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
Note: City of Gaithersburg Bikeways Appear in the Gaithersburg Master Plan and do not have Countywide Bikeway IDs

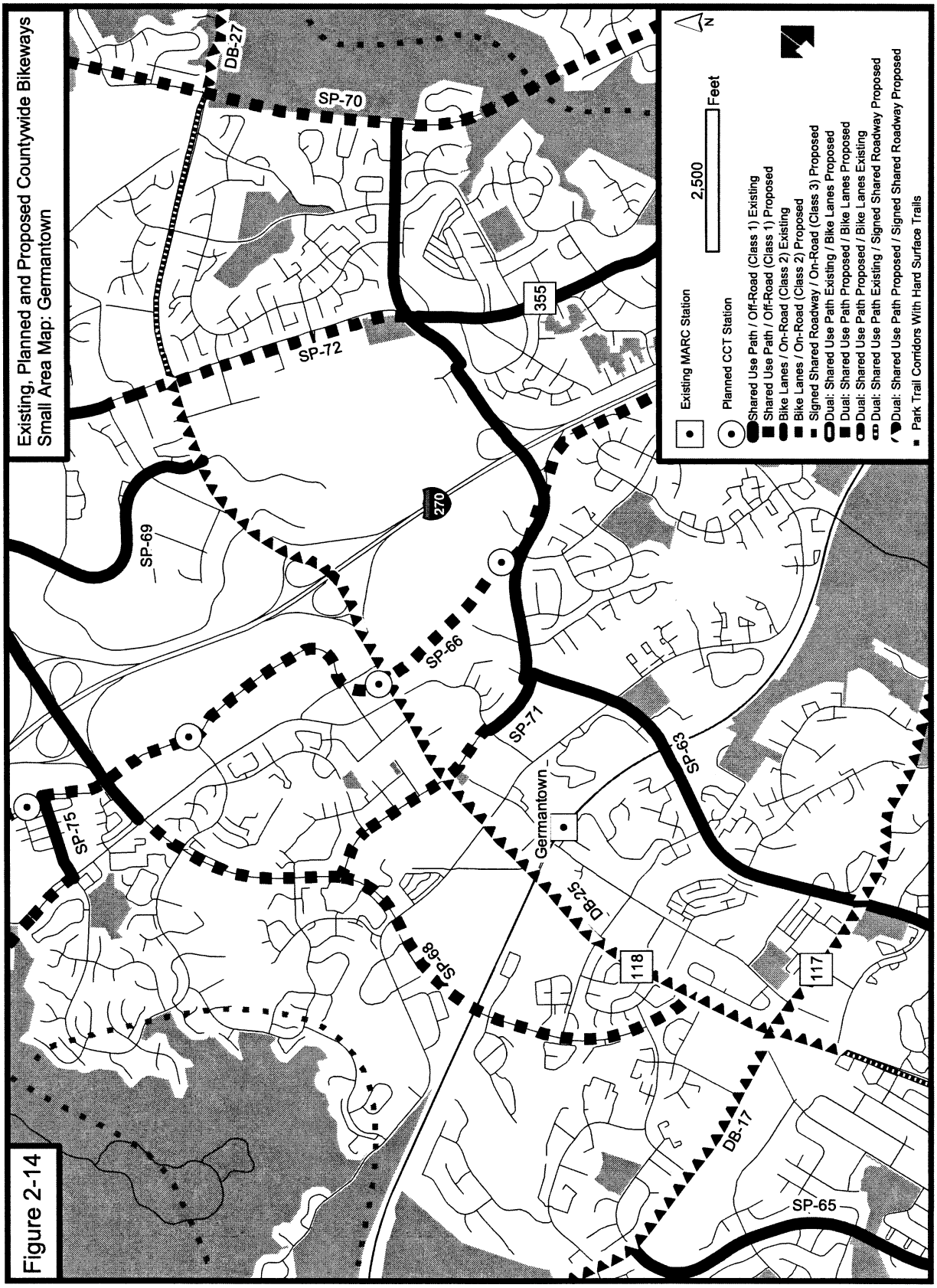

Existing, Planned and Proposed Countywide Bikeways
Small Area Map: Germantown
Figure 2-14
N
2,500
Feet
Existing MARC Station
Planned CCT Station
Shared Use Path / Off-Road (Class 1) Existing
Shared Use Path / Off-Road (Class 1) Proposed
Bike Lanes / On-Road (Class 2) Existing
Bike Lanes / On-Road (Class 2) Proposed
Signed Shared Roadway / On-Road (Class 3) Proposed
Dual: Shared Use Path Existing / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Proposed
Dual: Shared Use Path Proposed / Bike Lanes Existing
Dual: Shared Use Path Existing / Signed Shared Roadway Proposed
Dual: Shared Use Path Proposed / Signed Shared Roadway Proposed
Park Trail Corridors With Hard Surface Trails
DB-27
SP-70
SP-72
355
270
SP-69
SP-66
SP-71
SP-63
SP-15
Germantown
DB-25
SP-68
118
117
DB-17
SP-65

Figure 2-15

Existing, Planned and Proposed Countywide Bikeways
Small Area Map: Clarksburg

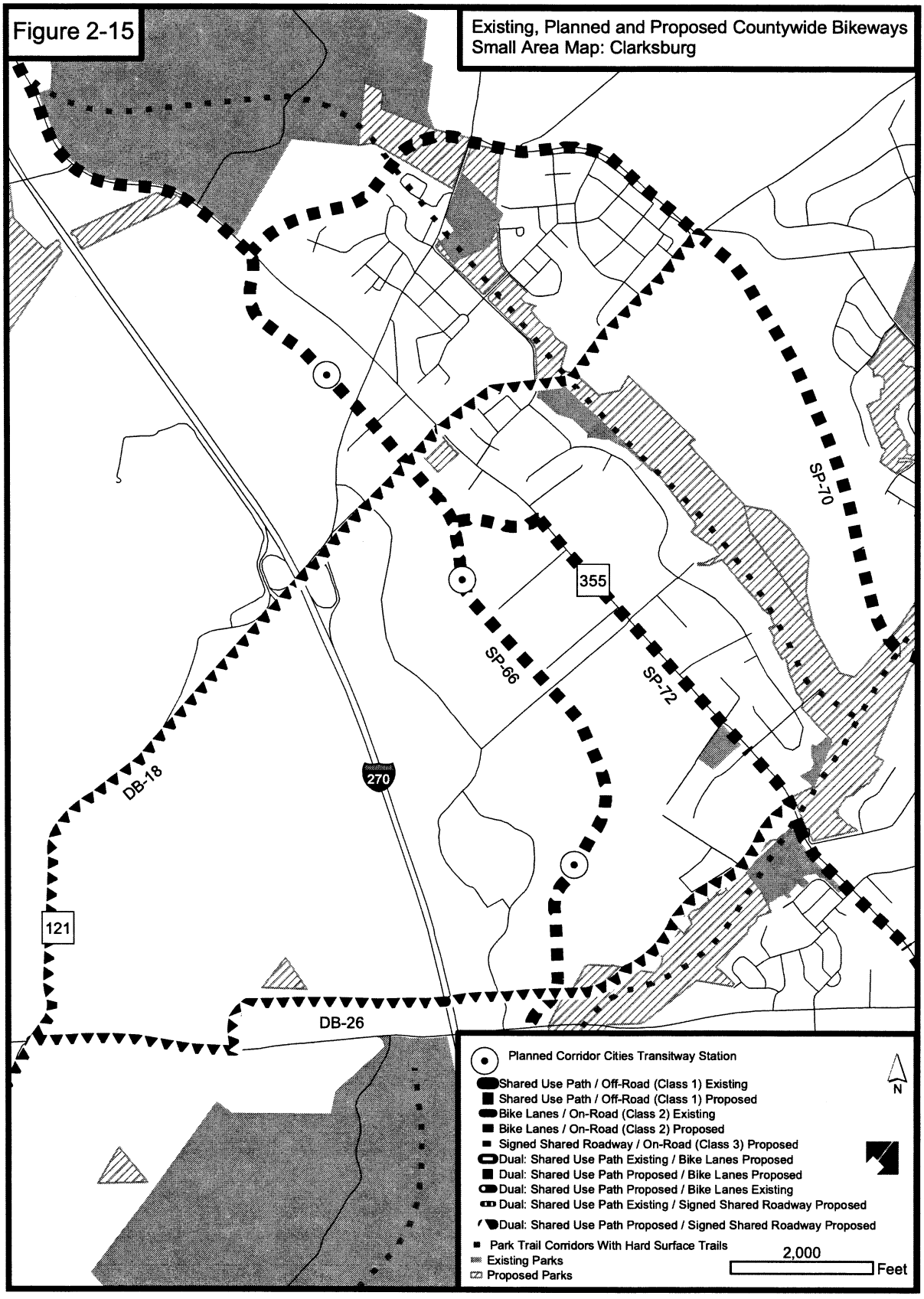


Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
Bethesda/Chevy Chase/Friendship Heights/Potomac									
DB-1	E-10	MacArthur Boulevard	DUAL BIKEWAY; shared use path and bike lanes	D.C. line	Falls Road (MD189)	1978 MPB; Potomac Subregion	Substandard existing 8-foot path on west side of road; some gaps		Major connection to D.C. and Capital Crescent Trail (CCT); facility planning initiated in 2002 to study bikeway needs. Need to identify local connector to CCT; Potomac Subregion Master Plan recommends only a shared use path; bike lanes are a new proposal
DB-2	P23-A, P23-B, E-5	River Road (MD190)	DUAL BIKEWAY; shared use path and signed shared roadway	D.C. line	Seneca Road (MD112)	1978 MPB; Potomac Subregion	Shared use path exists in segments, other segments proposed; shared roadway is a new proposal	F	Major route currently used by bicycle commuters and recreational cyclists; provides major connection to D.C. from Potomac, North Potomac, Travilah and Darnestown; adequate shoulder space exists for signed shared roadway along majority of road. Short segments of shared use path have been constructed by developers on north side, west of I-495; Potomac Subregion Master Plan recommended a shared use path between I-495 and Seneca Road. New proposals include shared use path between DC line and I-495, and signed shared roadway from DC line to Seneca Road
DB-19	E-26,S-40	Falls Road (MD189)	DUAL BIKEWAY; shared use path and bike lanes	MacArthur Boulevard	Wootton Parkway	1978 MPB; Potomac Subregion	Existing 8' path alternates between north and south side of road, some gaps	E, F	Major connection between Rockville, Rockville Metro and MARC, and C&O Canal Towpath; facility planning studies initiated in 2002 to complete missing segments of bike path. Connects to Rockville's Millennium Trail and is a popular on-road bicycling route
DB-3	S18-A, S-18-B, P-54	Seven Locks Road	DUAL BIKEWAY; shared use path and signed shared roadway or bike lanes	Wootton Parkway	MacArthur Boulevard	1978 MPB; Potomac Subregion	Existing 5' path on west side south of Bradley Lane; existing 8' sidewalk on west side between Wootton Parkway and Montrose Road ; existing wide shoulder between Montrose Road and Bradley Lane, some gaps; wide outside lane between Wootton Parkway and Montrose Road; other segments proposed		Major connection from Rockville, Rockville Metro and MARC, to C&O Canal Towpath; segments of path along west side need to be upgraded to 8'; ample shoulder space for signed shared roadway or bike lanes between Wootton Parkway and Bradley Lane; Potomac Subregion Master Plan recommends only a shared use path; on-road bikeway is new proposal; actual bikeway type to be determined during facility planning
SP-2	P-58	Democracy Boulevard - East	Shared use path	Gainsborough Road	Old Georgetown Road	1978 MPB; Potomac Subregion	Proposed, 8' sidewalk exists in segments		Connects to Montgomery Mall and Rock Springs Office Park; also connects to Falls Road path and Seven Locks Road path

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
DB-20	P-58	Democracy Boulevard - West	DUAL BIKEWAY; shared use path and signed shared roadway	Falls Road (MD189)	Gainsborough Road	1978 MPB; Potomac Subregion	Proposed, wide shoulder exists on both sides,		Connects to Montgomery Mall and Rock Springs Office Park; also connects to Falls Road path and Seven Locks Road path , sufficient right of way exists for dual bikeway along this road segment
DB-4	P-18	Bradley Boulevard (MD191)	DUAL BIKEWAY; shared use path and signed shared roadway	Persimmon Tree Road	Wisconsin Avenue (MD355)	1978 MPB; Potomac Subregion; Bethesda-Chevy Chase	Proposed	E	Major connection to Bethesda CBD, Bethesda Metrorail station, and Capital Crescent Trail; more than ample ROW exists; bikeable shoulders exist for most of road between Persimmon Tree Road and Goldsboro Road; Wide outside lanes proposed between Goldboro Road and Wisconsin Avenue
SR-1		Bradley Lane	Signed shared roadway	Wisconsin Avenue (MD355)	Brookville Road (MD186)	Bethesda-Chevy Chase	Modified proposal		Part of important on-road connection from Rock Creek Trail/Beach Drive and downtown Bethesda; previous plans recommended bike lanes which are unlikely due to inadequate pavement width and ROW; road should be widened slightly to allow for wider travel lanes (preferably 14')
BL-1	P-16	Goldsboro Road (MD614)	Bike lanes	MacArthur Boulevard	Bradley Boulevard (MD191)	Bethesda-Chevy Chase	Proposed; wide shoulder exists nearly entire length	No score	Significant connection to Bradley Boulevard, Bethesda CBD and Metrorail. Could be implemented when road is repaved and/or restriped; some gaps in shoulders
SR-50		Massachusetts Avenue (MD 396)	Signed shared roadway	Goldsboro Road	District of Columbia		New proposal	No score	Important connection to District of Columbia and to the Capital Crescent Trail. The road is currently suitable for on-road bicycling; bike lanes are preferable if and when road is widened or rebuilt
BL-2	P-44	Wilson Lane (MD188) - west	Bike lanes	MacArthur Boulevard	Elmore Lane	Bethesda-Chevy Chase	Proposed	E	Part of important connection to downtown Bethesda and to the C&O Canal. Could be implemented when road is repaved and/or restriped
SR-2	P-44, E-23	Wilson Lane (MD188) - central	Signed shared roadway	Elmore Lane	Aberdeen Road	Bethesda-Chevy Chase	Proposed	E	Part of important connection to downtown Bethesda and to the C&O Canal. Requires only signage
BL-3	P-44, E-23	Wilson Lane (MD188) - east	Bike lanes	Aberdeen Road	Old Georgetown Road	Bethesda-Chevy Chase	Proposed	E	Part of important connection to downtown Bethesda and to the C&O Canal. Could be implemented when road is repaved and/or restriped
BL-4	S-59	Westlake Terrace/Fernwood Road/Green Tree Road	Bike lanes/signed shared roadway	Westlake Drive	Old Georgetown Road	Bethesda-Chevy Chase; North Bethesda-Garrett Park	Modified proposal		Provides important connection between NIH/Medical Center Metro station and Rock Spring Industrial Park. Also part of connection to Montgomery Mall; adequate shoulder space exists for most of road to accommodate anon-road bikeway, actual type to be determined during facility planning; on-street parking would need to be studied

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SP-3		North Bethesda Trail-NIH connector	Shared use path	Battery Lane	Cedar Lane	Bethesda CBD	Substandard path exists near Battery Lane; other segments proposed		Provides part of critical link between North Bethesda Trail and the Capital Crescent Trail; NIH fence project leaving space for county to build the trail; path should avoid rare forest fragment on NIH property
SP-4		Cedar Lane	Shared use path	Wisconsin Avenue (MD355)	Beach Drive	Bethesda-Chevy Chase	Substandard path exists east of MD355; path through parkland exists, segment under I-495 proposed		Provides part of critical link from Rock Creek Trail and Beach Drive to NIH/Medical Center Metrorail station as well as to North Bethesda Trail via West Cedar Lane.
DB-21		West Cedar Lane	DUAL BIKEWAY - shared use path and signed shared roadway	Old Georgetown Road	Wisconsin Avenue (MD355)	Bethesda-Chevy Chase	Proposed		Forms part of connection between North Bethesda Trail and rock Creek Trail, as well as between North Bethesda Trail and NIH/Medical Center Metrorail station; NIH fence project leaving space for county to build
SP-62		Wisconsin Avenue (MD355)/Woodmont Avenue	Shared use path	Battery Lane	Cedar Lane	Bethesda-Chevy Chase	Existing	No score	Forms part of connection to the NIH/Medical Center campuses ad Metrorail station as well as to downtown Bethesda
SP-5		Oaklyn Drive/Persimmon Tree Road	Shared use path	MacArthur Boulevard	Falls Road (MD189)	Potomac Subregion	Oaklyn Drive is existing, Persimmon Tree Road is proposed		Likely will require additional ROW, tree removal
BL-9	E-21	Jones Bridge Road	Bike lanes	Rockville Pike (MD355)	Jones Mill Road/Capital Crescent Trail		New proposal		Major connection between Capital Crescent Trail/Rock Creek Trail and NIH/Medical Center Metro Station; currently signed as a bike route between MD355 and MD185; may be implemented as part of Jones Bridge Road busway (part of Bi-County Transitway)
SR-4		Brookville Road (MD186)	Signed shared roadway	DC line	Woodbine Street		New proposal	No score	Part of important on-road connection to Rock Creek Trail from Villages of Chevy Chase and Friendship Heights; will connect to proposed bikeway along Western Avenue in D.C.; Requires only signage improvements
SP-6		Georgetown Branch Interim Trail (Future Capital Crescent Trail)	Shared use path	Bethesda CBD	Silver Spring Metrorail station	Bethesda-Chevy Chase; North and West Silver Spring	Existing between Woodmont Avenue and Stewart Avenue, but surface is temporary crushed stone		Major connection between Bethesda and Silver Spring; to be implemented as part of Bi-County Transitway
SP-44		Capital Crescent Trail (surface route)	Shared use path	Elm Street Park	Woodmont Avenue	Bethesda CBD	Proposed		Provides a street-level connection between Georgetown Branch Interim Trail and the Capital Crescent Trail

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SR-63		Interim Capital Crescent Trail	Signed shared roadway	Stewart Avenue	Second Avenue	Facility Plan for the Capital Crescent Trail (2001)			Interim on-road route to get trail users to/from downtown Silver Spring until such time the permanent trail is built as part of the Bi-County Transitway. Interim on-road road is as follows: Stewart Avenue to Michigan Avenue to Talbot Avenue to Grace Church Road to Lytonsville Road to 16th Street to Bridge Street (3rd Avenue) to Fenwick Lane.
SR-5		Woodbine Street	Signed shared roadway	Brookville Drive (MD186)	Beach Drive		New proposal		Part of important on-road connection to Rock Creek Trail from Villages of Chevy Chase and Friendship Heights; Requires only signage improvements
BL-6	S-50, S-55	Woodmont Avenue	Bike lanes	Bethesda Avenue	Battery Lane		New proposal		Provides important connections to Bethesda CBD and Metrorail, NIH, Medical Center Metrorail, and Capital Crescent Trail; also forms part of important connection between North Bethesda Trail and Capital Crescent Trail; improvements may prove difficult due to traffic issues
SR-6		Battery Lane	Signed shared roadway	Old Georgetown Road	Battery Lane Urban Park		New proposal		Part of important alternative connection from NIH campus and North Bethesda Trail to Capital Crescent Trail.
SR-7		Exeter Road/Glenbrook Road	Signed shared roadway	Bethesda Avenue	Norfolk Avenue	Bethesda CBD	Proposed		Part of important alternative connection from NIH campus and North Bethesda Trail to Capital Crescent Trail; Requires only signage improvements
SR-8		Edgemoor Lane	signed shared roadway/bike lanes	Exeter Road	Metro station	Bethesda CBD	Proposed		Provides direct connection to Bethesda Metrorail station; bike lanes from Arlington Road to Metrorail station, shared roadway between Arlington Road and Exeter Road
BL-7		Elm Street	Bike lanes	Exeter Road	Wisconsin Avenue (MD355)	Bethesda CBD	Proposed		Provides direct connection to Bethesda Metrorail station
SR-9		Bethesda Avenue	Signed shared roadway	Exeter Road	Woodmont Avenue	Bethesda CBD	Proposed		Important connection to Capital Crescent Trail and part of important connect to Bethesda Metrorail station; Requires only signage improvements
SR-10		NIH-CCT connector alternative	Signed shared roadway	Capital Crescent Trail	NIH Campus		new proposal		Part of alternative connection from NIH and North Bethesda Trail to Capital Crescent Trail to bypass Bethesda CBD; Battery Lane Urban Park to Battery Lane to Glenbrook Road to Little Falls Parkway
SR-11		NIH-Georgetown Branch Trail connector	Signed shared roadway/bike lanes	Georgetown Branch Trail	Battery Lane Urban Park	Bethesda CBD	Proposed		Part of connection between NIH campus and Georgetown Branch Trail, as well as to B-CC High School; Battery Lane Urban Park to Norfolk Avenue to Cheltenham Drive to Tilbury Street to Sleaford Road to Pearl Street; mostly signed shared roadway, but portions of route may be bike lanes per Bethesda CBD sector plan

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SP-7		Western Avenue	Shared use path	River Road	Chevy Chase Circle	Friendship Heights CBD	Proposed		Provides direct connection to Friendship Heights Metrorail station; may be widened sidewalk
BL-8		Willard Avenue - bike lanes	Bike lanes	Willard Avenue Park	Wisconsin Avenue (MD355)	Friendship Heights CBD	Proposed		Provides near direct connection to Friendship Heights Metrorail station
SR-12		Willard Avenue/Saratoga Avenue	Signed shared roadway	River Road	Park Avenue		New proposal		Provides on-road connection between River Road bikeway and Willard Avenue bike lanes; Requires only signage improvements
SP-8		Wisconsin Avenue (MD355)	Shared use path	Bradley Lane	Oliver Lane	Friendship Heights CBD	Proposed	F	Major connection between Bethesda and Friendship Heights CBDs.
SR-16		Beach Drive	Signed shared roadway	D.C. line	Garrett Park Road	1993 Parks, Recreation and Open Space (PROS) plan, CIP project 968741	Proposed		Beach Drive consists of two segments: 1) D.C. line to East-West Highway; and 2) Stoneybrook Drive to Garrett Park Road. The road is owned and maintained by M-NCPPC. It serves as both an important commuter route on weekdays as well as recreational route on weekends. It is among the most popular bicycling routes in the county. Provides good connection to Grosvenor Metrorail station as well as Medical Center Metrorail station and Bethesda CBD (via Cedar Lane); at least 4' shoulders should be provided along entire length of road to improve safety of both cyclists and motorists; Implementation by M-NCPPC
SR-28		Jones Mill Road	Signed shared roadway	East-West Highway (MD410)	Stoneybrook Drive	Bethesda-Chevy Chase	Proposed		Important connection between two segments of Beach Drive; provides connection to Capital Crescent Trail, Rock Creek Trail and to bikeway along Jones Bridge Road; a popular route for bicyclists. Adequate right of way exists for bikeable shoulders when road is widened or reconstructed.
SP-76		American Legion Bridge path	Shared use path	MacArthur Boulevard	Fairfax County line		New proposal		Provides rare connection across the Potomac River; to be provided by SHA if/when bridge gets a new deck; connection to Fairfax County bikeway system requires further study
Silver Spring/Takoma Park									
SP-9	P-15	East West Highway (MD410)	Shared use path	Rock Creek	Colesville Road (MD384)	North and West Silver Spring	Existing	F	Provides important connection to downtown Silver Spring and to the Silver Spring Metro and MARC stations
SP-10		Wayne Avenue Green Trail/2nd Avenue	Shared use path	Spring Street	Sligo Creek Trail	East Silver Spring; Silver Spring CBD	Proposed 8' path with adjoining 5' sidewalk		Serves as a significant connection to Sligo Creek Trail, MBT, Silver Spring CBD and Silver Spring Metrorail and MARC stations; capital project underway in 2003

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SR-49	P-1	Piney Branch Road (MD320)	Signed shared roadway	D.C. line	New Hampshire Avenue (MD650)	Takoma Park	Modified proposal	F	Significant connections to Sligo Creek Trail, Metropolitan Branch Trail and Takoma Metrorail station; Takoma Park plan recommended shared use path which is unlikely due to space constraints. Adequate pavement width exists for shared roadway only for most of road; City requests SHA "bicycle areas" (see page 24 of plan)
BL-10	P-48	Carroll Avenue (MD195)	Bike lanes	D.C. line	Piney Branch Road (MD320)	Takoma Park	Modified proposal	No Score	Major connections to downtown Takoma Park, Metropolitan Branch Trail and Sligo Creek Trail; Takoma Park Master Plan recommends a shared use path, which is unlikely due to space constraints. Also connects to proposed bike lanes in District
SR-51		Sligo Creek-Takoma Metrorail Connector	Signed shared roadway	Sligo Creek Trail	Takoma Metrorail Station/D.C. line	Takoma Park	Proposed		Framework route in Takoma Park Master Plan. Provides important connection between a regional trail and the Metrorail system. Also connects the Sligo Creek Trail with the Metropolitan Branch Trail. Route travels along Maple Avenue and Cedar Avenue
SR-13	E-19, P-50	Franklin Avenue	Signed shared roadway	Sligo Creek Trail	Northwest Branch Park boundary	East Silver Spring	Proposed		Provides connection between two Countywide Park trails; Requires only signage improvements
DB-5		University Boulevard (MD193)	DUAL BIKEWAY; shared use path and signed shared roadway	Georgia Avenue (MD97)	P.G. County line	East Silver Spring	Proposed	E	Shared use path both sides from P.G. line to I-495, shared use path west side I-495 to MD97, shared roadway entire length; shared use path to be implemented as part of streetscape improvements; SHA will re-stripe the road to provide informal "bicycle areas" on both sides
SR-14		Sligo Creek Parkway	Signed shared roadway	New Hampshire Avenue (MD650)	University Boulevard (MD193)		Proposed		Portions of Sligo Parkway already features a shoulder on one side. At least 4' shoulders should be provided on both sides of entire length of road to improve safety of both cyclists and motorist. Implementation by M-NCPPC
SR-52		Forest Glen-Silver Spring CBD connector	Signed shared roadway	Forest Glen Road	Spring Street	North and West Silver Spring	Proposed		Same as Bike route 12 in North and West Silver spring Master Plan. Provides important connection to/from Forest Glen Metrorail Station from south of I-495. Also provides a connection between Forest Glen Metrorail Station and downtown Silver Spring. Connection relies on completion of Forest Glen Pedestrian Bridge project
SR-15		Sligo Creek Trail-Silver Spring Metrorail connector	Signed shared roadway	Silver Spring Metrorail Station	Sligo Creek Trail		New proposal		Same as Bikes routes 11 and 14 in North and West Silver Spring Master Plan. Route travels along Columbia Boulevard and Woodland Drive

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
DB-6		MD384/Colesville Road connector to Silver Spring Metro Station	DUAL BIKEWAY: signed shared roadway and shared use path	16th Street	East-West Highway (MD410)	Silver Spring CBD	Shared Use Path proposed in Silver Spring CBD plan; signed shared roadway is new proposal	No Score	Provides important connection to Silver Spring Metro Station from Rock Creek Park via proposed signed shared roadway along North Portal Drive in D.C.; signed shared roadway could be implemented by simply installing signs
SP-12		Metropolitan Branch Trail	Shared use path	D.C. line	Silver Spring metrorail station	Silver Spring CBD; North and West Silver Spring; East Silver Spring; Takoma Park	Proposed; portions in City of Takoma Park and Montgomery College campus are complete		Forms part of major connection between Silver Spring and Takoma Park and south into the District to Union Station.
Kensington/Wheaton									
SR-17	E-17, P-64	Connecticut Avenue (MD185) corridor	Signed shared roadway and wide sidewalks	Kensington Parkway	Matthew Henson Trail		New proposal	F	Matthew Henson Trail to Brightview Street along MD185 service roads; provide wide sidewalk along north side of MD185 to Adams; cross MD185 to Mapleview Drive to Newport Mill Road to Lexington to Dupont to Nash to Plyers Mill Road to wide sidewalk along east side of MD185 over CSX to Howard Avenue to Kensington Parkway
SR-18	P-46	Knowles/ Strathmore Avenue (MD547)	Signed shared roadway	Wisconsin Avenue (MD355)	Connecticut Avenue (MD185)	North Bethesda-Garrett Park	Proposed	E	Provides important connection to Grosvenor Metrorail station and Beach Drive/Rock Creek Trail; part of route may be along neighborhood streets in Town of Garrett Park; Requires only signage improvements
SR-54		Cedar Lane/Summit Avenue	Signed shared roadway	Beach Drive	Plyers Mill Road	Kensington-Wheaton	Proposed		Serves as an important on-road connection from Town of Kensington to NIH and Bethesda.
SR-19		Georgia Avenue (MD97)	Signed shared roadway	Forest Glen Road	Wheaton Metro station		New proposal	F	This segment is a major missing gap in the countywide bikeway network. may be candidate for "bicycle areas". a new SHA policy (see Appendix D), 1978 MPB recommended route along neighborhood streets via Amherst Avenue (SR-20 in this plan)
SR-20	P-61	Georgia Avenue alternate	Signed shared roadway	Randolph Road	Forest Glen Road	Forest Glen Sector Plan; Kensington/Wheaton	Proposed		Connects three metrorail stations and the Wheaton CBD. Randolph to Reedie Drive via Grandview Avenue; cross MD97 via Reedie Drive; Reedie Drive to Forest Glen Road via Amherst Avenue to Dennis Avenue to Medical Park Drive to Woodland Drive (through Getty Park) to Forest Glen; Mostly just requires some signage improvements
SP-77		Amherst Avenue/Sligo Creek Trail connector	Shared use path/signed shared roadway	Amherst Avenue	Sligo Creek Trail		Shared use path is existing; signed shared roadway is proposed		Provides important connection between Sligo Creek Trail and downtown Wheaton; route uses part of Blueridge Avenue

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

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Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SR-21		Veirs Mill Road (MD586) alternative	Signed shared roadway	Matthew Henson Trail	Georgia Avenue (MD97)		New proposal	E,F	Need to provide continuous connection from Rockville to Wheaton CBD; Twinbrook Parkway to MHT on shoulder or bike lanes; MHT to Sampson Road via Selfridge Road; Sampson Road to Newport Mill Road via existing sidewalk along MD586 to Gail Street to College View Drive. Cross MD586 at Newport Mill Road. Newport to Grandview Avenue via Dawson Avenue to Galt Avenue to Fenimore Road to Kensington Boulevard; requires coordination with Bus Rapid Transit proposal for MD 586.
SP-13	P-6	Forest Glen Road - central	Shared use path	Belvedere Place	Sligo Creek Trail	Forest Glen Sector Plan	Proposed for shared use path along south side between Sligo Creek Trail and MD97; and on north side from MD97 to Belvedere Place		Important connection to Forest Glen Metrorail station; will require removal of on-street parking on south side
SR-22	P-6	Forest Glen Road (MD192) - west	Signed shared roadway	Seminary Road	Belvedere Place	Forest Glen Sector Plan	Proposed	D	Forms part of important connection from Rock Creek Trail to Forest Glen Metrorail station; Requires only signage improvements
SR-23	P-6	Forest Glen Road - east	Signed shared roadway	Sligo Parkway	Brunett Avenue		New proposal		Part of important connection to Forest Glen Metrorail station from the US 29 corridor; Requires only signage improvements
SP-14		Rock Creek Trail-Forest Glen Metro connector	Shared use path	Stoneybrook Road	Seminary Road	Forest Glen Sector Plan	Proposed		Forms part of important connection from Rock Creek Trail to Forest Glen Metrorail station; Path may prove difficult to implement due to steep slopes and possible forest impacts, needs further study
SR-24		Plyers Mill Road	Signed shared roadway	Rock Creek Park/Trail	Georgia Avenue (MD97)		New proposal		Part of connection from Kensington to Wheaton CBD and Metrorail as well as between Rock Creek Park/Trail and Kensington MARC. Requires bicycle and pedestrian safety improvements at Connecticut Avenue. A connection to Kensington MARC would be provided via Saint Paul Street and the redevelopment of the cement plant property along Metropolitan Avenue
SR-55		Plyers Mill Road - Sligo Creek connector	Signed shared roadway	Plyers Mill Road	University Boulevard	Kensington-Wheaton	New proposal		Identifies Brunswick Avenue and Dennis Avenue as signed shared roadways. Serves as important connection between Sligo Creek Trail and the Town of Kensington and points west.

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SR-25	P-5	Westfield Shopping Town connector	Signed shared roadway	Plyers Mill Road	Mall Ring Road	Wheaton CBD	Proposed		Plyers Mill Road to Brunswick Avenue to Kimberly Street to Torrance Street to Mall Ring Road; part of connection from Kensington to Wheaton CBD and Metrorail; Requires only signage improvements
SR-26		Westfield Shopping Town Mall Ring Road	Signed shared roadway	Torrance Street	Reedie Drive	Wheaton CBD	Proposed		Part of connection from Kensington to Wheaton CBD and Metrorail; will require agreement with Westfield Corporation; may ultimately become a shared use path/wide sidewalk as part of mall redevelopment
SR-27		Reedie Drive	Signed shared roadway	Mall Ring Road	MD97	Wheaton CBD	Proposed		Part of connection from Kensington to Wheaton CBD and Metrorail; Requires only signage improvements
SR-29	P-13	Kensington Parkway	Signed shared roadway	Jones Bridge Road	Howard Avenue		New proposal		Important connection to Rock Creek Trail and Beach Drive from Town of Kensington; provides a good alternative route to Connecticut Avenue; connects to bikeway on Jones Bridge Road; Requires only signage improvements; connection to Georgetown Branch Trail via Jones Bridge Road
Eastern County									
DB-7	P-7	New Hampshire Avenue (MD650) - Hillendale/Takoma Park	DUAL BIKEWAY; shared use path and shared roadway	D.C. line	Lockwood Drive	East Silver Spring, White Oak	Modified proposal	F	Implementation north of I-495 will require land acquisition or easements for shared use path and redesign of roadway (restriping to make outer lane wider) to accommodate shared roadway; White Oak Master Plan recommends path or shared roadway, this plan recommends both; portion south of I-495 provides access to mostly local destinations, but connects to Sligo Creek Trail, to bikeway along Piney Branch Road and to a proposed shared use path in the District of Columbia; to be implemented as part of streetscape improvements by developers; gaps to be completed by county; SHA also should consider re-striping the road to provide informal "bicycle areas" on both sides (See Appendix D)
SR-30		New Hampshire Avenue (MD650)- White Oak	Signed shared roadway	Lockwood Drive	Randolph Road	White Oak	Proposed	F	Candidate road for SHA "bicycle areas" (see appendix D); to be implemented when road is restriped or repaved
BL-11		New Hampshire Avenue (MD650) - Colesville	Bike lanes	Randolph Road	Spencerville Road (MD198)	White Oak/Cloverly	Existing from Randolph Road to Cape May Road; otherwise proposed	E	Connects numerous countywide bikeways, forms part of link along length of MD650
DB-8		New Hampshire Avenue (MD650) - Ednor	DUAL BIKEWAY; shared use path and bike lanes	Spencerville Road (MD198)	Ednor Road	Cloverly	Shared use path is existing, bike lanes are proposed	E	Bike lanes could be implemented with minor road improvements

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SP-15		New Hampshire Avenue (MD650) - Ashton	Shared use path	Ednor Road	Olney-Sandy Spring Road (MD108)	Sandy Spring/Ashton	Proposed	E	Shared use path could be implemented with future minor road improvements
DB-9		Columbia Pike (US29) - North	DUAL BIKEWAY; shared use path and shared roadway	New Hampshire Avenue/ Lockwood Drive	Spencerville Road (MD198)	Fairland/White Oak	Proposed	No score	US29 Commuter Bikeway shared use path and signed shared roadway (shoulder). Signed shared roadways along local streets and shared use paths as alternative connection.
SR-53		Columbia Pike (US29) - North	Signed shared roadway	Spencerville Road (MD198)	Howard County line	New	Proposed		Signed shared roadway along the shoulders of new US29 alignment to connect to bikeway in Howard County
DB-10		Lockwood Drive	DUAL BIKEWAY; shared use path and signed shared roadway	Columbia Pike (US29)	New Hampshire Avenue (MD650)	White Oak	Proposed		Forms part of the US29 Commuter Bikeway, connection to Silver Spring; White Oak Master Plan recommends either a shared use path or bike lanes
SR-31	P-6	Columbia Pike (US29) - South	Signed shared roadway	Lockwood Drive	Wayne Avenue		New proposal		Critical connection for eastern part of county, one of few crossings of Northwest Branch. Route is US29 to Eastwood Avenue along 6-8' sidewalk on west side to be provided with US29 improvements. Eastwood Drive shared roadway to Southwood Avenue shared roadway. Through North Four Corners Park along shared path. Cross University Boulevard to Brunett Avenue shared roadway. Brunett Avenue shared roadway to Sligo Creek Trail. Sligo Creek Trail to Wayne Avenue Green Trail via Ellsworth Drive and Cedar Street. Mostly just requires signage improvements; Segment in North Four Corners Park should remain on the upstream side of the existing road/driveway
BL-12	E-6	Old Columbia Pike	Bike lanes	Tech Road	Spencerville Road (MD198)	Fairland	Existing, but needs improved signing and marking		Connects to major employment area
SP-16	E-8	East Randolph Road - Cherry Hill Road	Shared use path	Paint Branch Trail	Prince George's County line	Fairland	Existing path or wide sidewalk, may be some gaps		Connects Prince George's County bikeway network with Montgomery County's
SP-17	E-8	Randolph Road - Colesville	Shared use path	Kemp Mill Road	Fairland Road	White Oak	Existing In segments, mostly wide sidewalks		Provides connection to Paint Branch Trail
BL-13		Fairland Road - west	Bike lanes	East Randolph Road	Columbia Pike (US29)	Fairland/White Oak	Existing wide shoulders, not marked or signed		Good connections to many countywide bikeways and trails
SP-18		Fairland Road - east	Shared use path	Columbia Pike (US29)	Prince George's County line	Fairland/White Oak	Proposed		Good connections to other bikeways, but not to transit or activity centers; Connects Prince George's County bikeway network with Montgomery County's
BL-14	E-11	Briggs Chaney Road - west	Bike lanes	New Hampshire Avenue	Old Columbia Pike	Fairland/Cloverly	Existing wide shoulder, not marked or signed		Segments of shared use paths near MD650 and Old Columbia Pike as well
SP-19		Briggs Chaney Road - east	Shared use path	Old Columbia Pike	Prince George's County line	Fairland/Cloverly	Proposed		Connects Prince George's County bikeway network with Montgomery County's

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SR-56		Good Hope Road	Signed shared roadway	New Hampshire Avenue (MD 650)	Briggs Chaney Road	Cloverly	Proposed		Provides an important link between two major countywide bikeways
SP-20		Spencerville Road (MD198) - Fairland	Shared use path	Old Columbia Pike	Prince George's County line	Fairland	Proposed	No score	Part of major east-west connection, but does not directly connect to any major destination
SP-21	P-39	MD198/MD28 shared use path	Shared use path	Layhill Road	Old Columbia Pike	Cloverly/Fairland	Existing from Layhill Road to New Hampshire Avenue; otherwise proposed	E	Major east-west connection in northeast part of county, but does not directly connect to any major destination
SP-22		Robey Road	Shared use path	Briggs Chaney Road	Greencastle Road	Fairland	Existing		Forms part of important connection to Fairland Regional Park
SP-23		Greencastle Road - east	Shared use path	Robey Road	Prince George's County line	Fairland	Proposed		Connects to proposed shared use path along Prince George's County portion of the road
DB-11		Greencastle Road - west	DUAL BIKEWAY; shared use path and bike lanes	Columbia Pike (US29)	Robey Road	Fairland	Existing		Provides connection from US29 Commuter Bikeway to Fairland Regional Park
Midcounty									
SP-24		Glenallan Avenue	Shared use path	Randolph Road	Kemp Mill Road		New proposal		Provides important connection from Northwest Branch and Wheaton Regional Park to Glenmont Metrorail station; will be difficult to implement due to steep terrain and drainage issues.; M-NCPPC owns most of the land required for the path.
SP-25	E-8	Randolph Road - west	Shared use path	Rockville Pike (MD355)	Parklawn Drive	Kensington-Wheaton; North Bethesda-Garrett Park	Existing, but in poor condition		Part of one of only a few east-west cross-county connectors
BL-15	P-55	Randolph Road - central	Bike lanes	Parklawn Drive	Veirs Mill Road (MD586)	Kensington-Wheaton; North Bethesda-Garrett Park	Proposed		Part of one of only a few east-west cross-county connectors; to be implemented as part of future roadway or streetscape improvements
SP-26	P-55	Randolph Road - east	Shared use path	Veirs Mill Road (MD586)	Kemp Mill Road/ Northwest Branch Trail	Kensington-Wheaton	Modified proposal		Part of one of only a few east-west cross-county connectors
SR-32		Aspen Hill Road	Signed shared roadway	Veirs Mill Road (MD586)	Connecticut Avenue (MD185)		New proposal		Provides good connection to Rock Creek Trail; Requires only signage improvements
BL-16		Veirs Mill Road (MD586) - west	Bike lanes	Twinbrook Parkway	Matthew Henson Trail	Aspen Hill	Proposed; extra wide shoulder currently exists	No score	Provides good connection to Rock Creek Trail and Matthew Henson Trail
SP-27	E-17	Connecticut Avenue (MD185) - Aspen Hill	Shared use path	Bel Pre Road	Matthew Henson Trail	Aspen Hill	Partly existing, mostly proposed	F	Provides connection to Matthew Henson Trail
DB-12	S-46	Norbeck Road (MD28)	DUAL BIKEWAY; shared use path and signed shared roadway	Georgia Avenue (MD97)	Layhill Road	Olney; Cloverly	Proposed	No score	Part of important cross-county connection between Rockville and Burtonsville; intersects with numerous countywide bikeways and local bikeways; will be provided as part of planned roadway improvements

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

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Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
BL-35		Muncaster Mill Road (MD115)/ Norbeck Road (MD28)	Bike lanes	Woodfield Road	Georgia Avenue (MD97)	Upper Rock Creek/Olney	Proposed	E	Important cross-county connection; To be implemented as part of future roadway improvements by SHA. Route includes short segment of MD28 near MD97.
SP-29		Georgia Avenue (MD97) - North	Shared use path	Olney-Laytonsville Road (MD108)	Glenmont Metrorail station	Aspen Hill	New proposal, part of Georgia Avenue Busway Study	F	Will be constructed as part of Georgia Avenue Busway
SR-33	S-11	Bel Pre Road - west	Signed shared roadway	Norbeck Road (MD28)	Georgia Avenue (MD97)	Aspen Hill	Proposed		Provides good access to midcounty from east county, including connections to numerous Countywide Bikeways; requires only signage improvements
SP-30	S-11	Bel Pre Road - east	Shared use path	Georgia Avenue (MD97)	Layhill Road (MD182)	Aspen Hill	Existing, but in poor condition in places		Provides good access to midcounty from east county, including connections to numerous Countywide Bikeways.
BL-17	S-12	Bonifant Road	Bike lanes	Layhill Road (MD182)	Good Hope Road	Aspen Hill; Cloverly	Existing, but needs signs		Connects MD650 bike lanes with Bel Pre shared use path and Layhill Road bike lanes; requires only signage improvements
BL-18	S-38	Layhill Road (MD182)	Bike lanes	Georgia Avenue (MD97)	Norbeck Road (MD28)	Aspen Hill	Existing between Wintergate Drive and MD97; proposed between MD28 and Wintergate Drive	E,F	Major connection to Glenmont Metrorail station; connections to several Countywide Bikeways
SP-31		Ednor Road/Layhill Road (MD 182)	Shared use path	Norbeck Road (MD28)	New Hampshire Avenue (MD650)	Aspen Hill; Olney, Cloverly	Exists along Hampshire Greens property only	E	Provides connection to several Countywide Bikeways; will be implemented as part of future roadway improvements, by developers and/or as independent CIP project
SR-34		Parkland Drive/ Chesterfield Road	Signed shared roadway	Veirs Mill Road (MD586)	Bel Pre Road	Aspen Hill	Proposed		Part of alternative route along Connecticut Avenue; provides connection to Rock Creek Trail; Requires only signage improvements
SR-35		Bauer Drive/ Heathfield Road	Signed shared roadway	Norbeck Road (MD28)	Georgia Avenue (MD97)	Aspen Hill	Proposed		Important connection between MD28 and MD97; Requires only signage improvements
SP-32		Emory Lane	Shared use path	Muncaster Mill Road (MD115)	Georgia Avenue (MD97)	Olney	Existing, except for missing 800' gap connecting to MD115		Gap to be completed when Emory Road is realigned; forms part of alternative park trail route to avoid sensitive environmental resources in the Rock Creek North Branch
BL-19		Hines Road	Bike lanes	Cashell Road	Georgia Avenue (MD97)	Olney	Existing		Provides neighborhood connection to MD97
SP-33		Hines Road-North Branch connector	Shared use path	Rock Creek's North Branch Trail	Cashell Road	Olney	Proposed		Important park trail connector; will be required if/when Norbeck Country Club is redeveloped
BL-20		Bowie Mill Road	Bike lanes	Muncaster Mill Road (MD115)	Olney-Laytonsville Road (MD108)	Upper Rock Creek/Olney	Proposed		Part of important connection from Olney to Shady Grove Metro Station (via Needwood Road); shoulders already exist in segments
SP-34	S-68	Olney-Laytonsville Road (MD108) - Olney West	Shared use path	Olney Mill Road	Georgia Avenue (MD97)	Olney	Existing, both sides	F	Important local connector to Olney Town Center

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Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SP-35		Olney-Sandy Spring Road (MD108) - Olney East	Shared use path	Georgia Avenue (MD97)	Doctor Bird Road	Olney	Existing, both sides	F	Important local connector to Olney Town Center
SP-36		Olney-Laytonsville Road (MD108) - Laytonsville	Shared use path	Laytonsville Town boundary	Olney Mill Road	Olney	Proposed	F	Provides connection to Rock Creek Trail system as well as to Olney town center via existing shared use path; Will be implemented incrementally as part of future roadway improvements, by developers and/or as independent CIP project
SP-37		Olney-Sandy Spring Road (MD108) - Ashton	Shared use path	Layhill Road (MD182)	Howard County line	Sandy Spring/Ashton	Shared use path exists in segments, mostly proposed	F	Part of connection to Olney and Ashton town centers; Will be implemented incrementally as part of future roadway improvements, by developers and/or as independent CIP project
SP-38		Doctor Bird Road/Norwood Road (MD182)	Shared use path	Layhill Road (MD182)	Olney-Sandy Spring Road (MD108)	Olney	Existing path between MD108 and Norwood Road, other segments proposed	No score	Connects Olney communities with communities in eastern county; will be implemented incrementally as part of future roadway improvements, by developers and/or as independent CIP project
BL-21		Norwood Road	Bike lanes	Layhill Road (MD182)	New Hampshire Avenue (MD650)	Cloverly	Existing path between MD108 and Norwood Road; proposed path from Norwood Road to MD182; proposed bike lanes from MD182 to MD650		Connects Olney communities with communities in eastern county; will be implemented as part of future roadway improvements
SP-39		Georgia Avenue (MD97)-Brookeville	Shared use path	Olney-Sandy Spring Road (MD108)	Brookeville Road	Olney	Proposed, existing in short segments	No score	Provides good connection from Brookville to Olney
BL-22		Georgia Avenue (MD97) - Upcounty	Bike lanes	Brookeville Bypass	Howard County line	Olney	New proposal	E	Will be implemented as part of any future roadway improvements
SP-40		ICC bike path	Shared use path	I-370 terminus	Prince George's County line	1998 Countywide Park Trails Plan	Proposed		Will be built if/when ICC is built
Rockville and Gaithersburg Vicinity									
SP-41	P-20	North Bethesda Trail	shared use path; signed shared roadway/bike lanes	Cedar Lane	Twinbrook Metrorail station	North Bethesda-Garrett Park; Bethesda-Chevy Chase	10' path exists between Marinelli Road and Grosvenor Lane, bridges over I-495 and I-270 complete; other segments also exist		Major connection between Rockville and Bethesda; capital project underway in 2003 to complete most segments, but some gaps will still remain, trail continues north via Woodglen Avenue shared roadway, Marinelli Road shared use path, MD355 shared use path, Bou Avenue shared use path and Chapman Avenue bike lanes to Twinbrook Metrorail; NBT also includes Fleming Avenue signed shared roadway and segments of shared use path along Beech Avenue, Old Georgetown Road

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Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SR-36		Grosvenor Lane/Cheshire Lane	Signed shared roadway	Old Georgetown Road	Rockville Pike (MD355)	North Bethesda/Garrett Park	Proposed		Provides important connection to both the North Bethesda Trail and Grosvenor Metrorail station; could be implemented quickly by simply installing signs
SP-1		Old Georgetown Road-Wildwood Shopping Center Path	Shared use path	Cheshire Lane	Democracy Boulevard		New proposal		Fills in a significant gap in countywide bikeway network. Path to be provided when shopping center is redeveloped.
BL-23	S72-A, S-72-B	Tuckerman Lane	Bike lanes or shared roadway	Falls Road	Old Georgetown Road	Potomac Subregion; North Bethesda-Chevy Chase	Good shoulder exists for most of road		Part of major connection to Grosvenor Metrorail station; connects to many other countywide bikeways, including Fernwood and Seven Locks; signed shared roadway could be implemented quickly with only signage
SP-42	S72-A, S-72-B	Tuckerman Lane	Shared use path	Old Georgetown Road	Rockville Pike (MD355)	North Bethesda-Chevy Chase	8' sidewalk on north side mostly complete, some gaps		Major connection to Grosvenor Metrorail station; connects to North Bethesda Trail; candidate road for "road diet" to accommodate bike lanes or wide outside lane (see page 28 for explanation)
SP-43	P-14	Grosvenor Connector	Shared use path	Beach Drive	Metro station	North Bethesda-Garrett Park	Proposed		Shared use path or wide sidewalk from Beach Drive to Grosvenor Metro station via MD355 jughandle at Grosvenor Lane and east side of MD355 up to Tuckerman Lane
SP-11		Strathmore-Grosvenor Metrorail Station connector path	Shared use path	Strathmore Avenue	Tuckerman Lane	North Bethesda-Garrett Park	Existing		Provides only connection to the Metrorail Station from the north
SR-57		Beach Drive-Grosvenor Metrorail connector	Signed shared roadway	Beach Drive	Tuckerman Lane		New proposal		Connection to Grosvenor Metrorail Station from Kensington via Parkside community. Weymouth Street to Montrose Avenue to Tuckerman Lane. Utilizes pedestrian connection between Town of Garrett Park and Parkside community.
BL-24		Tilden Lane	Bike lanes	Hounds Way	Nicholson Lane	North Bethesda-Garrett Park	Proposed		Provides connection to White Flint Metrorail Station and North Bethesda Trail; adequate road space exists for both bike lanes and on-street parking
BL-25		Executive Boulevard	Bike lanes	Woodglen Road/North Bethesda Trail	Montrose Road	North Bethesda-Garrett Park	Proposed		Provides important connection to both the North Bethesda Trail and White Flint Metrorail station; can be implemented when road is repaved and/or restriped
DB-22		East Jefferson Street	DUAL BIKEWAY - shared use path and signed shared roadway	Montrose Road	Rollins Avenue	North Bethesda-Garrett Park	Proposed		Provides important connection to both the North Bethesda Trail and White Flint Metrorail station; also provides connection to Rockville bikeway system from the south
SP-45		Marinelli Road	Shared use path	Executive Boulevard	Nebel Street	North Bethesda-Garrett Park	Existing		Important connection to White Flint Metrorail station and the future "North Bethesda Town Center"
SP-46		Old Georgetown Road	Shared use path	Rockville Pike (MD355)	Nebel Street	North Bethesda-Garrett Park	Existing		

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(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
DB-13		Nebel Street - south	DUAL BIKEWAY; bike lanes and shared use path	Nicholson Lane	Old Georgetown Road	North Bethesda-Garrett Park	Existing shared use path bike lanes are proposed		Part of important connection to White Flint Metrorail Station and the future "North Bethesda Town Center"
BL-26		Nebel Street - north	Bike lanes	Old Georgetown Road	Randolph Road	North Bethesda-Garrett Park	Proposed		Part of important connection to White Flint Metrorail Station and the future "North Bethesda Town Center"
SP-47		Nebel Street extended	Shared use path	Randolph Road	Chapman Avenue	N/A	Proposed		To be built as part of CIP project # 500005
SR-37		Nicholson Lane	Signed shared roadway	Old Georgetown Road	Nebel Street	North Bethesda-Garrett Park	Proposed		Requires wider outside travel lane that will be provided when road is widened
BL-27		Nicholson Lane/Parklawn Drive	Bike lanes	Nebel Street	Twinbrook Parkway	North Bethesda-Garrett Park	Proposed		Provides part of connections to both White Flint and Twinbrook Metrorail stations. Requires reduced lane widths or wider road to accommodate the bike lanes.
SR-58		Luxmanor Lane/Road	Signed shared roadway	Democracy Boulevard	Tilden Lane	North Bethesda-Garrett Park	Proposed		Forms part of a connection between North Bethesda and Rock Spring Office Park
SP-48		Rock Spring Connector	Shared use path	Rock Spring Drive	Tuckerman Lane		New proposal; exists in segments		Important off-road connection to Rock Spring Office Park. Sidepath along Old Georgetown Road, I-270, Rockledge Drive
SR-59		Rock Spring Drive	Signed shared roadway	Fernwood Road	Old Georgetown Road		New proposal		Provides on-road connectivity to major employers in Rock Spring Office Park, Outside Lanes should be widened. On-street parking should continue to be discouraged.
SR-60		Rockledge Drive	Signed shared roadway	Fernwood Road	Democracy Boulevard		New proposal		Provides on-road connectivity to major employers in Rock Spring Office Park, Outside lanes should be widened. On-street parking should continue to be discouraged. Rockledge also includes a portion of the Rock Spring connector (SP-48)
BL-5		Westlake Drive-north	Bike lanes	Westlake Terrace	Tuckerman Lane		Existing		Provides connections to Rock Spring Office Park, Montgomery Mall, Cabin John Regional Park
DB-31		Westlake Drive-south	DUAL BIKEWAY; shared use path and bike lanes	Democracy Boulevard	Westlake Terrace		New proposal; sidewalks/concrete paths exist on both sides		Vital link connecting Democracy Boulevard with Rock Spring Office Park and Cabin John Regional Park. Path to be provided on east side of road as part of mall redevelopment. Westlake Drive should be widened on the west side to provide space for the bike lanes
SP-49		Rockville Pike (MD355) - north	Shared use path	Halpine Road	Veirs Mill Road (MD586)/ Norbeck Road (MD28)	City of Rockville		No score	Provides important connection to destinations along Rockville Pike, including Twinbrook and Rockville Metrorail stations

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

(*BLOC = bicycle level of comfort score for state highways, see p. 29)

Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
BL-28		Twinbrook Parkway	Bike lanes	Frederick Road (MD355)	Veirs Mill Road (MD586)	North Bethesda-Garrett Park	Proposed		Important connection to Twinbrook Metrorail station. Road is very narrow, adequate ROW may not exist; signed shared roadway (wide outside lane) should be provided at a minimum
SP-50	P-12	Montrose Road/Parkway	Shared use path	Falls Road	Veirs Mill Road (MD586)	North Bethesda-Garrett Park; Potomac Subregion	Proposed		Major connection to North Bethesda, retail along MD355 and Rock Creek Trail; to be built as part of Montrose Parkway project
SP-51		Gude Drive - east	Shared use path	Frederick Road (MD355)	Norbeck Road (MD28)	City of Rockville, Upper Rock Creek	Existing		Part of Millennium Trail; segment between MD355 and Southlawn should be re-built by City in 2003
SP-52	S-46	Norbeck Road (MD28) - west	Shared use path	Gude Drive	Avery Road	Upper Rock Creek	Existing	F	Provides good connection to Rockville's Millennium Trail
SR-38	S-46	Norbeck Road (MD28) - east	Signed shared roadway	Avery Road	Georgia Avenue (MD97)	Aspen Hill	Existing service road on north side from Bauer Drive to Nadine Drive, and south side from Nadine Drive to Georgia Avenue	F	Provides good connection to Rock Creek Trail and Rockville's Millennium Trail. Major gap between Nadine Drive and Avery Road
SP-53		Crabbs Branch Way	Shared use path	Gude Drive	Shady Grove Road	Shady Grove Sector Plan (currently underway)	New proposal		Widen west side sidewalk to 8'. Forms part of direct connection to Shady Grove Metro Station from Gude Drive shared use path
DB-14	P-27	Needwood Road	DUAL BIKEWAY; shared use path and bike lanes	Redland Road	Muncaster Mill Road (MD115)	Upper Rock Creek, Shady Grove Sector (currently underway)	Proposed		Forms part of important connection to Shady Grove Metrorail station
BL-29	P-27	Redland Road - east	Bike lanes	Needwood Road	Muncaster Mill Road (MD115)		New Proposal		Provides direct connection to Shady Grove metrorail station
SP-54	P-27	Redland Road - west	Shared use path	Shady Grove Metrorail station	Needwood Road		New Proposal		Provides direct connection to Shady Grove metrorail station (proposed signed shared roadway from Metrorail station to MD355 as part of future redevelopment)
BL-30		Shady Grove Road - east	Bike lanes	Frederick Road (MD355)	Muncaster Mill Road (MD115)	Shady Grove Sector Plan	Proposed		Part of a direct route to Shady Grove Metrorail station; segment between MD115 and Crabbs Branch Way under construction in spring 2003
DB-15		Shady Grove Road - west	DUAL BIKEWAY; shared use path and bike lanes	Darnestown Road	Frederick Road (MD355)	Gaithersburg and Vicinity; City of Rockville	Proposed		Forms part of important connection to Shady Grove Metrorail station; shared use path to be implemented by Rockville, bike lanes to be implemented by the county
SP-55		Airpark Road	Shared use path	Muncaster Mill Road (MD115)	Woodfield Road (MD124)	Gaithersburg and Vicinity	Existing		Forms part of important connection to Shady Grove Metrorail station
BL-31		Fieldcrest Road	Bike lanes	Woodfield Road (MD124)	Olney-Laytonsville Road (MD108)	Upper Rock Creek	Proposed		An important link between two countywide bikeways. Few alternatives exists in this area.
DB-23		Piney Meetinghouse Road/Shady Grove Road extended	DUAL BIKEWAY - shared use path and signed shared roadway	River Road (MD190)	Darnestown Road	Potomac	Modified proposal		Suitable for both on-road and off-road facilities; includes Shady Grove Road extended

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

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Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SP-56		Key West Avenue (MD 28)	Shared use path	Darnestown Road	Gude Drive	Gaithersburg Vicinity	Existing	F	Important connection between countywide bikeway network and City of Rockville bikeway system.
SP-57		Travilah Road	Shared use path	River Road (MD190)	Darnestown Road (MD28)	Gaithersburg Vicinity; Potomac Subregion	Proposed, but exists in segments on north side		Connects to two major bikeways and to several local destinations; forms part of alternative route to C&O Canal (replaced the Muddy Branch Trail recommended in 1998 CPTP); project underway in 2003
BL-32		Dufief Mill Road	Bike lanes	Travilah Road	Darnestown Road (MD28)	Gaithersburg Vicinity; Potomac Subregion	Existing		Extra-wide bike lanes, may need to be redesigned
SP-58		Quince Orchard Road	Shared use path	Dufief Mill Road	Darnestown Road (MD28)	Gaithersburg Vicinity; Potomac Subregion	Exists in segments, mostly proposed		Provides direct connection to Gaithersburg
DB-16		Darnestown Road (MD28) North	DUAL BIKEWAY; shared use path and bike lanes	Seneca Road	Great Seneca Highway (MD119)	Gaithersburg Vicinity	Shared use path is planned and exists in segments, remainder in facility planning in 2003; bike lanes are being implemented as part of SHA improvements	E	Provides direct connection to Rockville and forms part of connection to Gaithersburg from Poolesville; SHA-provided 16' wide curb lanes should be striped as bike lanes
SP-59		Darnestown Road - south	Shared use path	Key West Avenue (MD28)	Wootton Parkway	Gaithersburg Vicinity	Proposed		Forms part of important connection to City of Rockville and Rockville Metrorail station
SP-60		Longdraft Road	Shared use path	Quince Orchard Road	Clopper Road (MD117)	Gaithersburg Vicinity	Proposed		Connects to 2 major bikeways and to City of Gaithersburg
DB-17		Clopper Road/Diamond Avenue (MD117)	DUAL BIKEWAY; shared use path and signed shared roadway or bike lanes as feasible	Summit Avenue	Clarksburg Road (MD121)	Gaithersburg Vicinity; City of Gaithersburg	Proposed	E	Provides direct connection to City of Gaithersburg as well as to several MARC stations; Improvements by SHA underway in 2003 for improvements within Gaithersburg city limits
DB-29		Goshen Road	DUAL BIKEWAY; shared use path and signed shared roadway or bike lanes as feasible	Odendhal Avenue	Warfield Road		New proposal		Currently in facility planning (2003/04), project includes both a shared use path and wide outside travel lanes to accommodate signed shared roadway
DB-24		Muddy Branch Road	DUAL BIKEWAY - shared use path and bike lanes	Darnestown Road (MD28)	Clopper Road (MD117)	Gaithersburg Vicinity; City of Gaithersburg	Existing 8' concrete sidewalk in segments, path narrows in places		Provides direct connection to City of Gaithersburg as well as an indirect connection to Gaithersburg MARC station; need to provide consistent-width path for entire roadway; adequate ROW exists for bike lanes when road is widened or reconstructed in the future
SP-63	S-85	Great Seneca Highway (MD119)	Shared use path	Darnestown Road (MD28)	Middlebrook Road	Gaithersburg Vicinity; City of Gaithersburg	Existing	No score	Provides excellent off-road connection between Germantown and Gaithersburg
SP-64		Frederick Road (MD355)	Shared use path	Gude Drive	Watkins Mill Road	City of Rockville, City of Gaithersburg; Shady Grove Sector	Exists in segments, mostly proposed	F	Provides excellent connections to downtown Rockville and Gaithersburg; Will be implemented incrementally as part of future roadway improvements and by developers

SP = Shared Use Path (Class I); BL= Bike Lanes (Class II); SR = Signed Shared Roadway (Class III); DB = Dual Bikeway

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Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SP-65		Richter Farm Road	Shared use path	Great Seneca Highway (MD119)	Clopper Road (MD117)		New proposal		To be built incrementally by developers
SP-66		Corridor Cities Transitway bike path	Shared use path	Shady Grove Metrorail Station	Frederick Road (MD355)	I-270/US15 Corridor Study	Proposed, although already exists in segments as part of other bikeways		Connects most of the major employment centers in the I-270 Corridor north of Rockville; to be implemented fully as part of CCT project
BL-33		Seneca Road	Bike lanes	River Road (MD190)	Darnestown Road (MD28)	Gaithersburg Vicinity	Proposed, although portion exists at intersection f Seneca and MD28		Connects River Road dual bikeway with upcounty bikeway system
BL-36		Snouffer School Road	Bike lanes	Woodfield Road (MD124)	Centerway Road		New proposal		Provides continuation of bike lanes on Muncaster Mill Road north to Centerway Road
SP-28		Snouffer School Road	Shared use path	Centerway Road	Goshen Road		New proposal		Provides continuation of the BL-36 bikeway north to the East Village of Montgomery Village
Germantown & Clarksburg									
DB-25		Germantown Road (MD118)	DUAL BIKEWAY; shared use path and signed shared roadway	Darnestown Road (MD28)	Frederick Road (MD355)	Germantown	Modified proposal; segment of path between Clopper Road (MD117) and Germantown Park Road is existing; other path segments proposed or exist only in short segments; wide outside travel lanes to be provided when road is widened or reconstructed	E,F	Major connection to and through Germantown Center
SP-68		Father Hurley Boulevard/Ridge Road (MD 27)	Shared use path	Germantown Road (MD118)	Brink Road	Germantown	Proposed	No score	Provides connection to Germantown Center; segment of path will be built as part of Father Hurley Boulevard extension (project underway in 2003)
SP-69		Observation Drive	Shared use path	Germantown Road (MD118)	Frederick Road (MD355)	Germantown	Segment between MD118 and Little Seneca Creek is existing; segment between Little Seneca Creek and MD355 is proposed		Provides direct connection through Clarksburg
SP-70		MidCounty Highway	Shared use path	ICC	Frederick Road (MD355)	Clarksburg, Germantown, Gaithersburg and Vicinity	Proposed		Major north-side off-road connection; may extend to ICC; Will be built as part of future roadway construction and/or improvements
SP-71		Middlebrook Road	Shared use path	Father Hurley Boulevard	Midcounty Highway	Germantown	Exists in segments, otherwise proposed		Good connection to Germantown Center

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Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SP-72		Frederick Road (MD355)-Upcounty	Shared use path	Watkins Mill Road	Frederick County line	Germantown	Exists in segments, otherwise proposed	B	Provides excellent connections to downtown Gaithersburg and Clarksburg Town Center; Will be built incrementally as part of future SHA projects as well as by developers
DB-18		Clarksburg Road (MD121)/ Stringtown Road	DUAL BIKEWAY; shared use path and shared roadway	Clopper Road (MD117)	Midcounty Highway	Germantown	Proposed	No score	Provides good connections to Clarksburg Town Center, Black Hill Regional Park; path to be built mostly by developers; shared roadway requires only signage improvements
DB-26		Old Baltimore Road/New Cut Road	DUAL BIKEWAY; shared use path and signed shared roadway	Clarksburg Road (MD121)	Frederick Road (MD355)	Clarksburg	Proposed		Minor connection to Clarksburg; part of important connection to Black Hill Regional Park
DB-27		Watkins Mill Road	DUAL BIKEWAY; shared use path and signed shared roadway	Frederick Road (MD355)	Midcounty Highway	Germantown	Proposed; section between Seneca Creek and Midcounty Highway is a new proposal		Forms part of connection to City of Gaithersburg
BL-34		Riffle Ford Road	Bike lanes	Darnestown Road (MD28)	Germantown Road (MD118)		New proposal		Important connection to South Germantown Park
SP-75		CCT-Black Hill connector	Shared use path	Crystal Rock Drive	Black Hill Regional Park		New proposal		Connects the Corridor Cities Transitway and Germantown to Black Hill Regional Park
Agricultural Crescent									
SR-39		Ridge Road (MD27)	Signed shared roadway	Brink Road	Howard County line		New proposal	No score	Provides connection between Damascus and Germantown
DB-30		Woodfield Road (MD124) - North	DUAL BIKEWAY; Signed shared roadway and shared use path	Woodfield Elementary School	Ridge Road (MD27)	Damascus	New proposal	Mostly F, A, B	Forms part of a connection between Damascus and Gaithersburg; consistent with Damascus Master Plan update currently underway
SR-61		Woodfield Road (MD124) - Central	Signed shared roadway	Warfield Road	Woodfield Elementary School	Damascus		F	Forms part of a connection between Damascus and Gaithersburg; primarily passes through farmland, for which on-road accommodation is highly desirable, but a shared use path is less desirable
DB-28		Woodfield Road (MD 124) - South	DUAL BIKEWAY; Signed shared roadway and shared use path	Midcounty Highway	Warfield Road	1978 MPB; Gaithersburg Vicinity	New proposal	F	Provides important connection to Gaithersburg from the northeast
SR-62		Sundown Road/Brink Road	Signed shared roadway	Frederick Road (MD 355)	Damascus Road (MD 650)	Olney	Modified proposal		Provides rare east-west route in this part of the county, connecting Town of Laytonsville with I-270 corridor and the countywide bikeway network
SR-40		Barnesville Road (MD117)/Barnesville Road	Signed shared roadway	Clarksburg Road (MD121)	Beallsville Road (MD109)		New proposal	E,F	Provides connection between Barnesville and Germantown; needs shoulder improvements
SR-41		Darnestown Road (MD28) Poolesville	Signed shared roadway	Seneca Road	Beallsville Road (MD109)		New proposal	F	Provides connection between Poolesville and Countywide Bikeway Network; needs shoulder improvements

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Table 2-2 Countywide Bikeways

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Discussion
				From	To				
SR-42		Darnestown Road (MD28) Dickerson	Signed shared roadway	Barnesville Road	Frederick County line		New proposal	E	Connects proposed bikeway along MD28 in Frederick County with Countywide Bikeway Network; needs shoulder improvements
SR-43		Laytonsville Road (MD108)	Signed shared roadway	New Hampshire Avenue (MD650)	Town of Laytonsville		New proposal	E	Provides part of connection between Damascus and Olney/Laytonsville; needs shoulder improvements
SR-44	P-39, S-79	Damascus Road (MD108)/New Hampshire Avenue (MD650)	Signed shared roadway	Ridge Road (MD27)	Sandy Spring-Ashton Road (MD108)	1978 MPB	Proposed	E	Provides one of only a few east-west connections in upper part of the county; needs shoulder improvements
SR-45		Whites Ferry Road (MD107)	Signed shared roadway	Darnestown Road (MD28)	Beallsville Road (MD109)		New proposal	E	Provides part of connection between Poolesville and the Gaithersburg and Germantown area; needs shoulder improvements
SR-46		Whites Ferry Road - Poolesville connector	Signed shared roadway	Beallsville Road (MD109)	Whites Ferry/Potomac River		New proposal		Provides part of connection between Poolesville and the Gaithersburg and Germantown area; needs shoulder improvements
SR-47		Beallsville Road (MD109)	Signed shared roadway	Whites Ferry Road (MD107)	Barnesville Road (MD117)		New proposal	No score	Provides connectivity between Pooleville and Barnesville. Also provides important connection to Barnesville MARC station; needs shoulder improvements
SR-48		Kemptown Road	Signed shared roadway	Ridge Road (MD27)	Frederick County		New proposal		Provides a connection between Damascus and the Frederick County bikeway network

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