

Bicycle Master Plan Issue Papers

Community Advisory Group Meeting

May 4, 2016

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Agenda

1. Signed shared roadways
2. Dual bikeways
3. Advisory bike lanes



SIGNED SHARED ROADWAYS



Current application in Montgomery County

- Over 400 miles designated
- Intended to serve connectivity function
- Don't consider intersections
- Used on:
 - Low volume, low speed streets
 - High volume, higher speed streets



Current implementation treatments

- Wayfinding
- Regulatory signage
- Sharrows
- Wide outside lanes
- Shoulders



Current implementation purposes

1. Provide wayfinding
2. Identify streets on a bike map
3. Supplemented with sharrows and/or regulatory signage



Wayfinding



Wide Outside Lanes



BMUFL + Sharrow on Low Volume, Low Speed Roads



Sharrow on High Volume, Fast Roads



Are signed shared
roadways an appropriate
facility type for a master
plan?



Target Audience?



Recommendations for Montgomery County

1. Discontinue use of signed shared roadway as a facility type
2. Recommend development of a comprehensive wayfinding plan



Recommendations for Montgomery County

3. Discontinue use of signed routes in master plan
4. Discontinue use of wide outside lanes as a facility type
5. Develop a sharrow use policy
 - Bicycle boulevards
 - Interim treatment



Recommendations for Montgomery County

6. Replace some signed shared roadways with bicycle boulevard facility type
7. Conduct separate mapping effort for recreational routes for experienced bicyclists



Bike Boulevard



Bike Boulevard



Bike Boulevard



DUAL BIKEWAYS



Dual bikeways purpose

- Developed in 2005 Plan to:
 - Provide separation on high-speed, high-volume streets, AND
 - Provide on-street facility in addition: bike lane where possible, signed route where not



Bicyclist types consideration

- Interested but Concerned bicyclists require separation
- Confident bicyclists can share roadway space
 - Higher speed commuter bicyclists
 - Recreational group rides



Recommendations for Montgomery County

1. Discontinue use of dual bikeway facility type
2. Select appropriate separated facility based on prior guidance
3. Consider BMUFL sign and/or sharrow markings for SUP locations at time of implementation
4. Consider BMUFL sign and/or sharrow markings on known recreational routes at time of implementation
5. Ensure high-quality design and construction



Example application: Darnestown Road



Separated Bike Lane on Arterials



ADVISORY BIKE LANES



What is it?

- 4'-6' bike lanes on street with:
 - low volumes (<6,000 ADT)
2 to 3,000 preferred
 - low speeds (\leq 30 mph)
15-20 mph preferred
 - narrow motorist travel lane (12' - 18') with no centerline and 2-way traffic

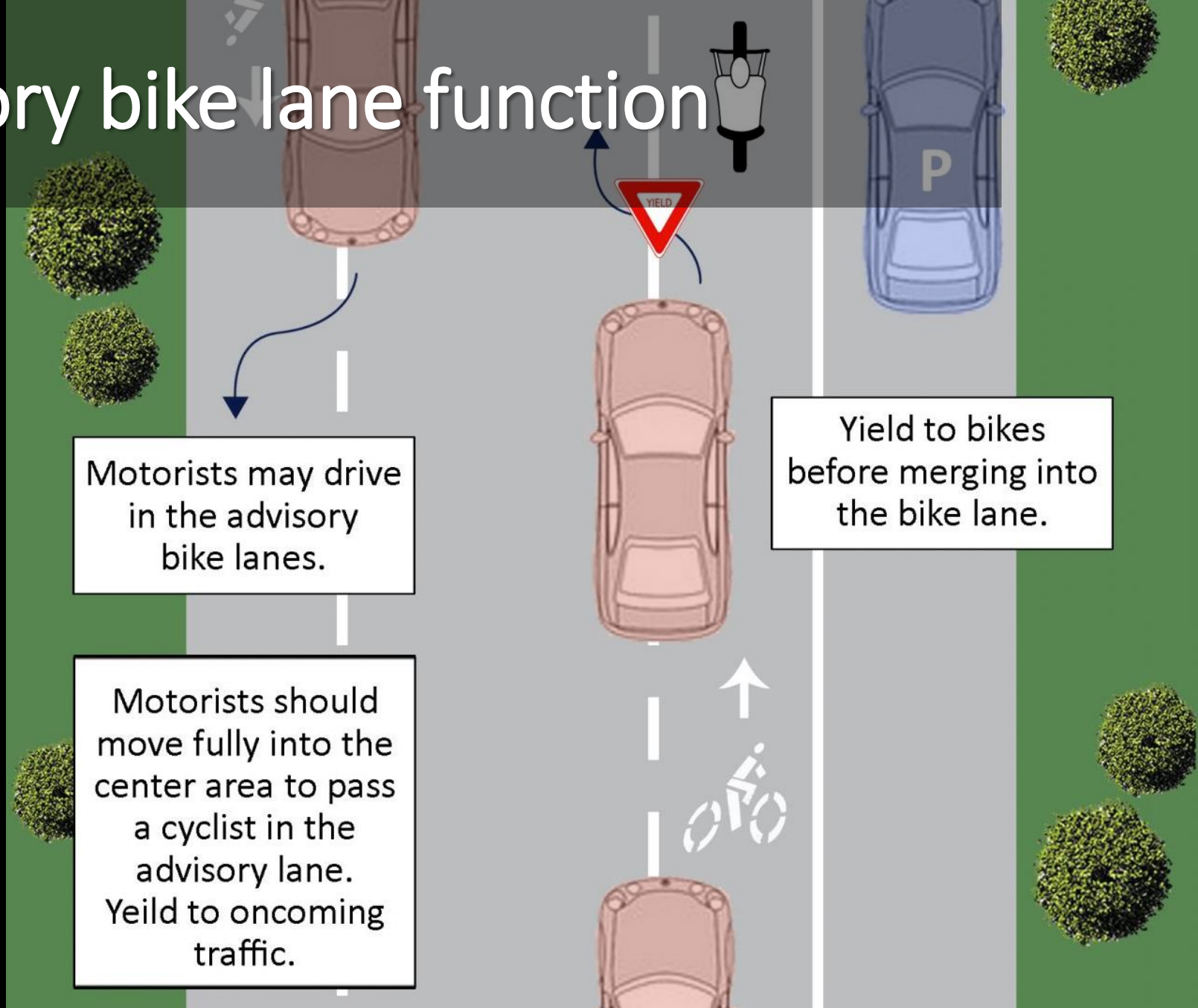


Why use advisory bike lanes?

- Lack of space on street for standard bike lane and two automobile travel lanes
- Higher speed and volume than comfortable for shared lane condition



Advisory bike lane function



International example: Amsterdam



Domestic example: Minneapolis



Domestic example: Alexandria



Other Considerations

- If parking present, should be **fully occupied** majority of the time
 - **may require parking consolidation**
- Primarily use on local residential streets



Example Application: Lamberton Drive



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