

# Bicycle Master Plan Issue Papers

Community Advisory Group Meeting

April 6, 2016

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# Agenda

1. Bikeway classification
2. Shared use paths v. Separated bike lanes
3. Two-way facilities on both sides of the street



# BIKEWAY CLASSIFICATION



# Classification types

- Facility classification: groups bikeways by facility type
- Network classification: provides framework for understanding bikeway's function in the network



# Current Montgomery County classification

- Facility classes
  - Shared use path
  - Bike lane
  - Signed shared roadway
  - Dual bikeway
  - Cycle track
- Network classes
  - Countywide (2/3 mileage)
  - Local (1/3 mileage)



# Classification example: Arlington

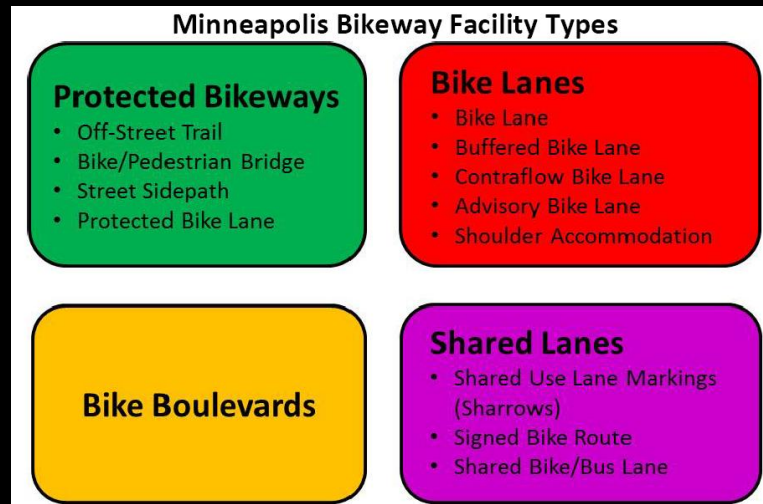
- No network classification
- Facility classification

	Off-street trails <i>(Shared-use paved trails)</i>
	Bike Lanes
	Shared Lane Markings <i>(Sharrows)</i>
	On-street routes <i>(Roads that have been determined to be bicycle friendly or provide important connections to the bicycle network)</i>



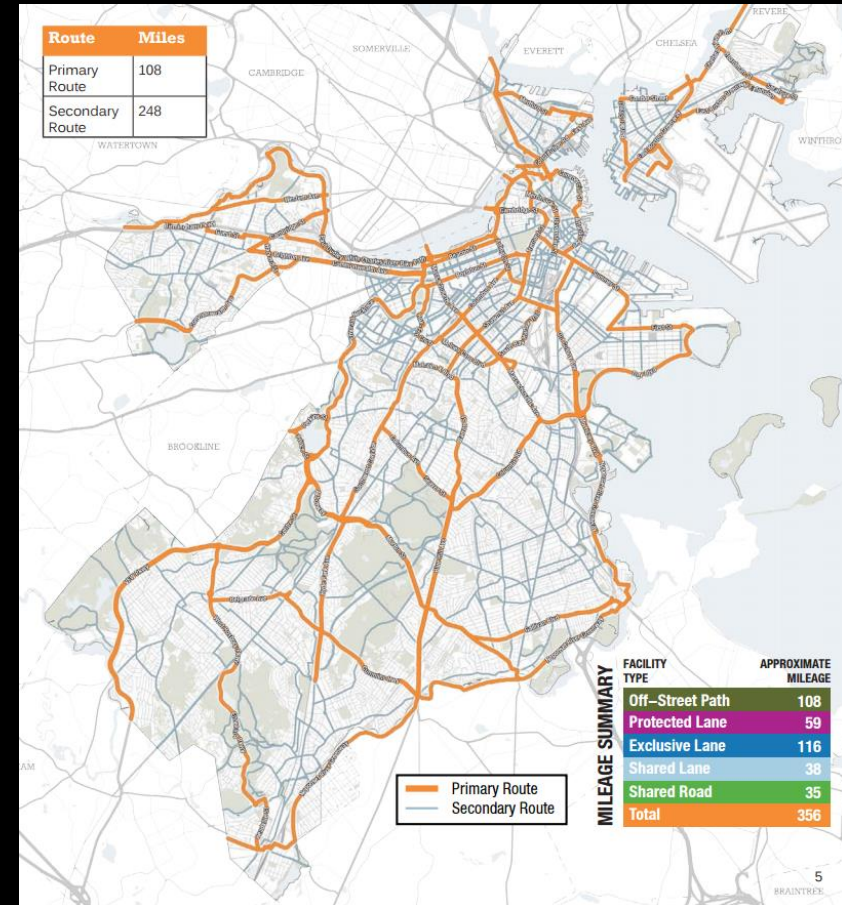
# Classification example: Minneapolis

- Auto-style network classification
  - Arterial: Principal and minor
  - Collector
  - Neighborhood
- Facility classification: bicyclist's experience



# Classification example: Boston

- Facility classification: bicyclist's experience
  - Off-street path
  - Protected lane
  - Exclusive lane
  - Shared lane
  - Shared road
- Network classification
  - Primary
  - Secondary





# Classification example: Portland

- Facility classification: level of separation
  - Trails
  - Separated in-roadway
  - Shared roadway
- Network classification: policy-level system
  - Major City Bikeway
  - City Bikeway

## MILES by classification type:

Facility type	Total plan miles	Percent
<b>Major City Bikeways</b>	<b>205</b>	<b>21%</b>
Trails	54	5.5%
Separated in-roadways	96	10%
Bicycle boulevards	49	5%
Advisory bike lanes	5	0.5%
Enhanced shared roadways	1	0%
<b>City Bikeways</b>	<b>757</b>	<b>79%</b>
Trails	85	9%
Separated in-roadways	394	41%
Bicycle boulevards	199	21%
Advisory bike lanes	33	3%
Enhanced shared roadways	46	5%
<b>TOTAL</b>	<b>962</b>	<b>100%</b>
	<b>miles</b>	

FIGURE 3-4: Total plan miles by classification type



# Recommendation: Facility classification

- Shared use paths
  - Trail
  - Sidepath
- Separated bike lanes
- Bike lanes
  - Buffered bike lanes
  - Bike lanes
  - Climbing lanes
  - Contraflow lanes
  - Advisory bike lanes
  - Shoulder accommodation
- Bicycle boulevards
- Shared roadways
  - Priority shared lane markings
  - Shared lane markings



# Recommendation: Network classification

- Policy-level designation of:
  - Major County Bikeway (MCB)
  - County Bikeway (CB)
- Designation does not dictate facility type
- Lower proportion of MCB than in 2005 Plan scheme



# **SEPARATED BIKE LANES V. SHARED USE PATHS**



# Differentiating between facilities

- Separated bike lanes: *exclusive* space for bicyclists
  - Can be in-street, in-between grades or at sidewalk level
- Shared use paths: *shared* space for all non-motorized users
  - At sidewalk level
  - Paper only addresses paths in the right-of-way



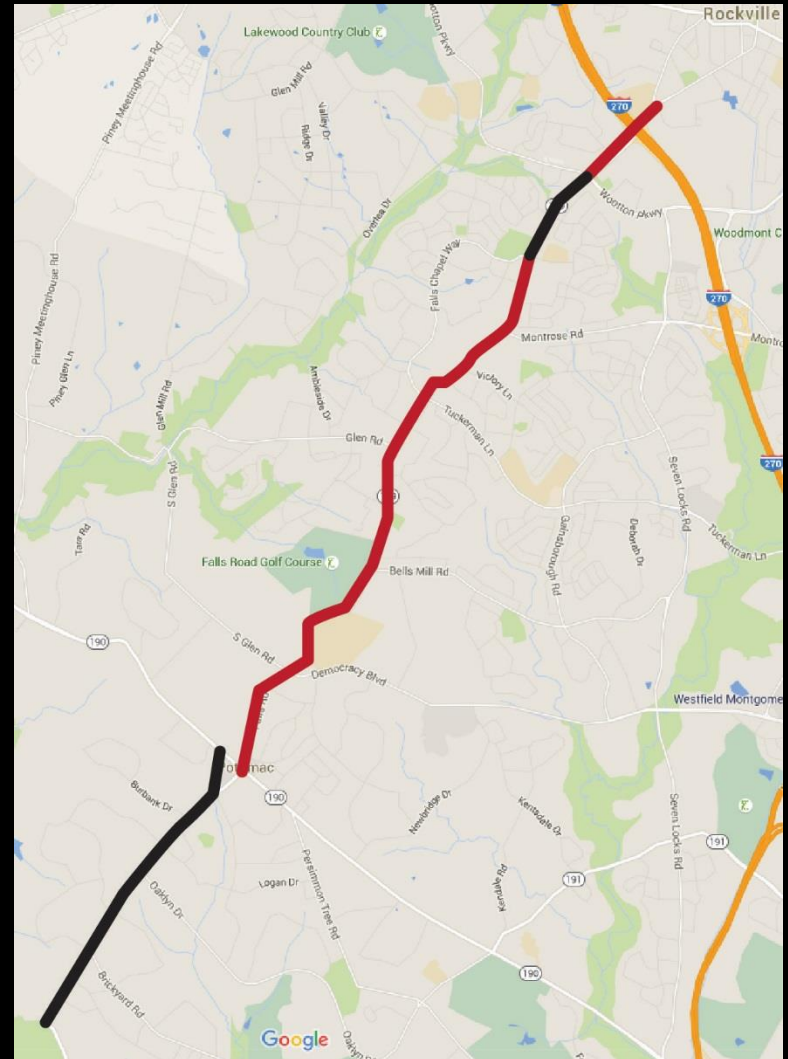
# Criteria for application

Characteristic	Shared Use Path (SUP)	Separated Bike Lane (SBL)
<b>Estimated or Anticipated Pedestrian Volumes</b>	Lower pedestrian volumes	Higher pedestrian volumes
<b>Character</b>	Less dense development, especially suited in rural areas or bounding undeveloped land	More dense development, especially commercial and mixed-use



# Example application: Falls Road

- Two-lane arterial
- Varying shoulder width
- Existing sidepath in some sections
- Majority is less dense development



# **TWO-WAY FACILITIES ON BOTH SIDES OF THE STREET**





# Issues addressed

- One-way facilities on both sides
  - May necessitate crossing roadway twice
  - May lead to wrong-way riding in bike facility
- Two-way facility on one side
  - May necessitate crossing roadway twice
  - May lead to sidewalk riding on other side of street



# Domestic examples

- Few exist!
  - Casey Arborway
  - Hiawatha Trail



# Dutch examples

- Often applied with center-running transit, but not always
- Applied in wide cross sections
- Applied with destinations on both sides of street







# Criteria for application

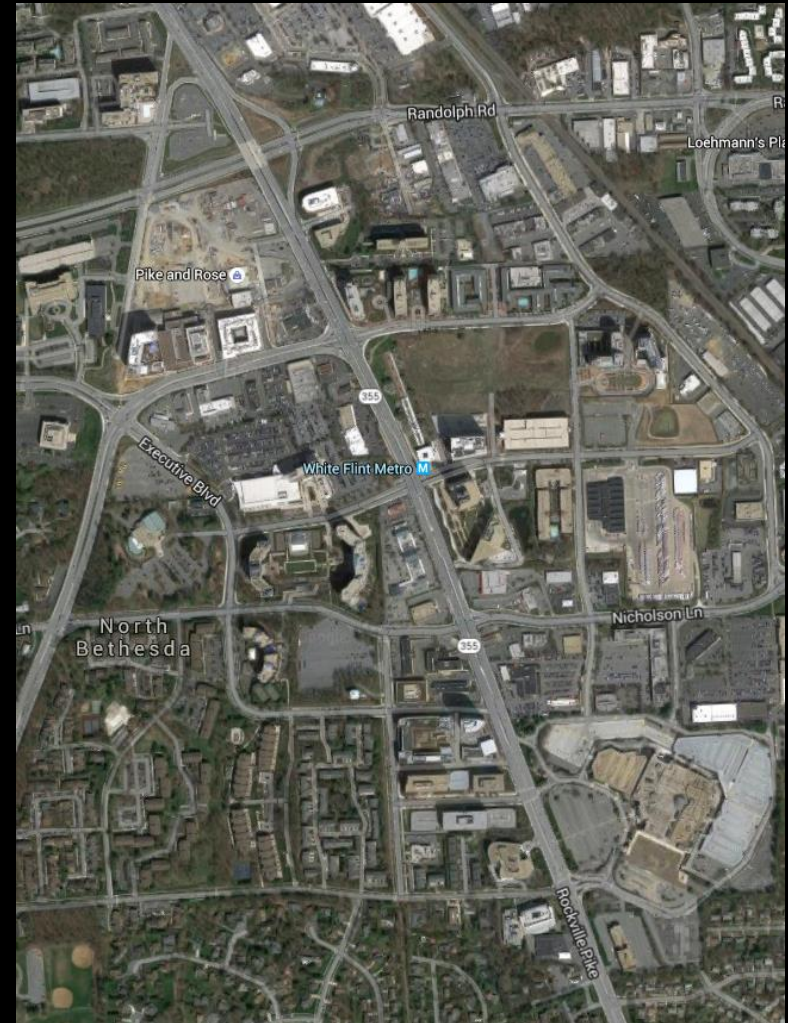
- Long distances between safe, comfortable crossings (typically 800 to 1000 feet)
- Wide cross section (four or more lanes), and
- Presence of destinations on both sides of the street





# Example application: Rockville Pike

- Major destination and network link
- Wide cross section (six lanes)
- Long distance between crossings (average 850 feet)
- Destinations on both sides of street (will increase with redevelopment)



# Example application: Old Georgetown Road

- Short connector in commercial area
- Wide cross section (eight lanes)
- Long distance between crossings
- Destinations on both sides

