CHAPTER 2
Countywide Bikeway Network Concept Plan

Background and Definitions

This plan focuses on identifying the "countywide bikeways network", which includes bikeways of countywide significance. Countywide bikeways are defined as:

1) Existing or proposed shared use paths (formerly called "Class I bikeways");

2) Existing or proposed bike lanes (Class II bikeways); and

3) Key signed shared roadways (Class III bikeways) 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.

Large 33" x 44" maps showing all countywide bikeways, including blow-ups of certain areas of county to show more detail accompany this plan.

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. 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 system is a tool that allows the county to focus and prioritize its implementation efforts and make efficient investments in improving bicycling conditions along the county's major county roads and state highways. While this plan recognizes and affirms all bikeways recommended in community and sector master plans as well as most of those called for in the 1978 MPB, countywide bikeways as identified in this plan should receive priority consideration for implementation.

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 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 and sectors 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, is described in Appendix C. Additional guidance to local planners is provided later in this chapter under "Bicycle Facility Selection Guidelines."

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 2-1), 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 Master Plan of Countywide Bikeways 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 Table 2-1, *Countywide Park Trails Plan recommendations and Countywide Bikeway Functional Master Plan responses*

Plan Scope

Montgomery County is 497 square miles in size and has approximately 3,261 miles of roads. It is beyond the scope of this plan to evaluate suitable bicycle conditions and make recommendations for every mile or segment of road or highway. It would not be efficient to attempt to provide bicycle connections for every neighborhood and subdivision. In theory, all roads (except freeways and highways with posted speeds above 50 mph) should be suitable for bicycling; current state and county policies require that all new roads and highways be designed to accommodate bicycles and that all road improvement projects to incorporate bicycle elements where feasible. This plan only identifies the countywide bikeway network.

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 2-1.
I-270 Corridor Bikeway Concept
(1998 Countywide Park Trails Plan)

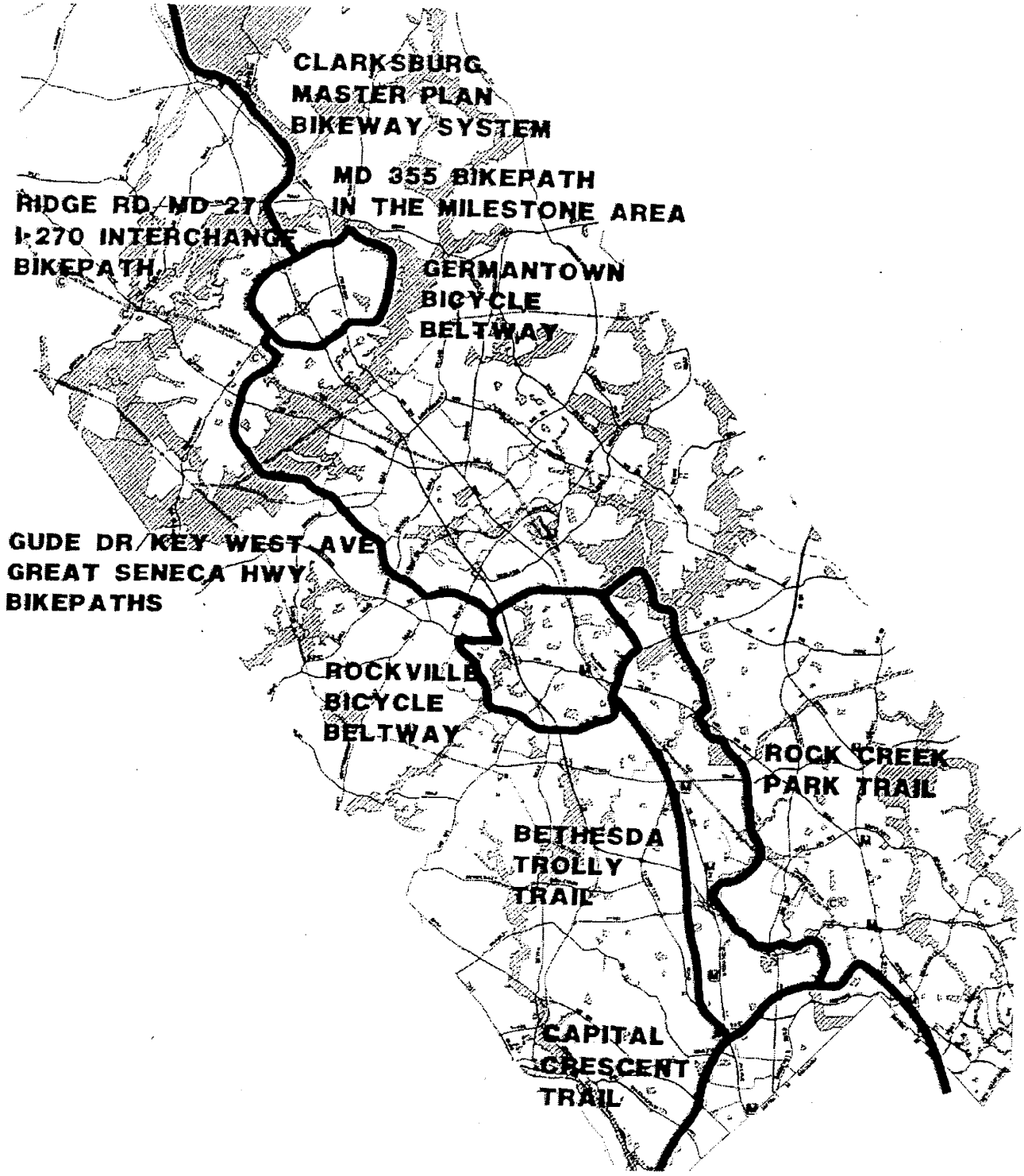

Table 2-1. 1998 Countywide Park Trails Plan bikeway-related recommendations and CBFMP responses

Recommendation	Response
Amend the 1978 Master Plan of Bikeways. The update should include: ▪ A countywide map of bikeways that reflects approved and adopted community master plans ▪ Strategies to close gaps in bikeways that become evident during countywide bikeway mapping exercise ▪ Identification of problem areas where the Montgomery County bikeway design standards or the recommended design standard are not possible ▪ Integration of bikeway plans with other transportation facilities and recommendations for design features that enhance community character ▪ Where possible, incorporation of results from study conducted by Washington Area Bicyclists Association that identified imperfections in the current bikeway system.	▪ This plan includes both a map of Countywide bikeways as well as the overall bikeway network that includes local/neighborhood bikeways ▪ This plan ensures that all Countywide bikeways connect and form part of a network. There are no major gaps. ▪ Bikeway design is studied and evaluated during facility planning. This plan does not identify particularly problem areas, although difficult issues are discussed in the Countywide Bikeway Network table. ▪ This plan integrates bikeway recommendations as part of other transportation facilities including the Corridor Cities Transitway, the Georgia Avenue Busway and the Intercounty Connector. Bikeway designs are covered in chapter 3. These recommendations are intended to enhance roadway safety as well as community character. ▪ The WABA study, "Islands and Bridges: A New Approach to Suburban Bicycle Planning" attempted to identify bicycle safe neighborhoods or areas and the barriers that prevent cyclists from traveling from one to another. It focused only on a small area in north Bethesda, but was intended to apply elsewhere. Results from this study are not included in this plan because this plan focuses on bikeways of countywide significance and does not address local bikeways unless they make important connections to transit stations, CBDs, employment centers or municipalities. Therefore, most of the recommendations from that study are not relevant to this plan, however, many recommendations could be applicable to future local/neighborhood level bikeway planning efforts as part of community/sector plan updates. The study confesses that the approach needs further development before it can be applied countywide. It is unclear whether the planning approach recommended in this study has been refined.
Codify the Montgomery County bikeway design policies and signing standards into one document.	▪ The County Executive and County Council will likely update the Montgomery County Road Code in late 2003. MNCPPC transportation staff will be involved to ensure that AASHTO and MUTCD design standards for shared use paths (side paths), bike lanes, and signed shared

Codify the Montgomery County bikeway design policies and signing standards into one document.	▪ The County Executive and County Council will likely update the Montgomery County Road Code in late 2003. MNCPPC transportation staff will be involved to ensure that AASHTO and MUTCD design standards for shared use paths (side paths), bike lanes, and signed shared roadways (both are incorporated into one document
Establish policies for planning and implementing on-road bikeways. Establish a working group of representatives from State Highway Administration, Department of Public Works and Transportation and M-NCPPC .	▪ An informal technical advisory committee was developed as part of the plan update; the group included representatives from DPWT, DDOT, the cities of Rockville and Gaithersburg, local bicycle advocacy organizations and a representative from a nationally leading bike/pedestrian consulting firm. SHA has been kept apprised of the plan's progress and has been provided numerous opportunities to comment on sections of the plan.
Amend the submittal requirements for subdivision review to require bikeways be shown and included for mapping purposes (and develop a system for keeping track of dedicated bikeway facilities)	▪ As of January 1, 2003, all developers are required to submit a pedestrian impact statement as part of all subdivisions, special exceptions, zoning, and mandatory referral applications. Statements should address pedestrian and bicycle counts at intersections and identify any existing or proposed sidewalks or bikeways adjacent to the site. The Department has not yet developed a system to track dedicated bikeway facilities, but will do so by the end of 2003.

Activity Center Analysis

The plan identifies the following activity centers as major destinations and provides 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

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 Industrial 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.

Countywide Bikeways

This plan recommends three subcategories of countywide bikeways:

1) Shared use paths (formerly called "Class I bikeways")
2) Bike lanes ("Class II bikeways"); and
3) Signed shared roadways ("Class III bikeways"; frequently called bike routes)

Detailed descriptions of these bikeways can be found in Chapter 3, Bikeway Facility Design Standards. With the exception of signed shared roadways in the county's rural areas (aka scenic bikeways), this plan focuses primarily on bikeways located in, or connecting to, the county's designated growth area. The designated growth area as defined in this plan includes the Urban Ring, the I-270 Corridor, Suburban Communities and the Residential Wedge. (See Figure 1-1).

Some roadways feature two types of bikeways. For example a road may have both a shared use path AND bike lanes or a shared use path AND shared travel lanes. These roads are identified as "DUAL BIKEWAYS".

The bikeway table on the following pages (Table 2-2) identifies and describes the bikeways that are included in the countywide bikeway network. The table also shows whether the bikeway is high or moderate priority. The table is intended to be evaluated and updated annually in conjunction with preparation of the County's Capital Improvements Program (CIP) or the state's Transportation Plan. 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 simply corresponds to 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.

Priority. Each bikeway is generally categorized as high or moderate priority. Detailed implementation prioritization or work program order are described later in the implementation chapter.

A high priority bikeway clearly meets the goals of the plan and can be implemented within 10 years. It also:

- Provides key connection to major employment, civic, activity or transit center.
- Connects with other bikeways along major arterials or primaries.
- May pass through densely populated areas.
- May alleviate conflicts between bicyclists and motor vehicles. Roadway features adequate existing right-of-way to accommodate bicycle improvements.

Moderate priority bikeways would help achieve the goals of the plan and implies that implementation may be more difficult and take more than 10 years. Issues may include not having adequate existing right-of-way. Otherwise, it generally has the same characteristics of the high category.

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.

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; and 3) Signed Shared Roadways. 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.

As such, each countywide bikeway has been given a unique identifier (e.g., SP-1, BL-1 or SR-1). Some roads are identified for dual bikeways; these roads will use a different letter-number combination (e.g., DB-1, DB-2, and so on). Numbering order is generally west to east, south to north. As such, SP-1 (Falls Road) is located in the southwest corner of the County, while SP-74 (Watkins Mill Road) is located in the northwest 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.

Bikeway Facility Selection Guidelines

It is widely recognized that certain types of bikeways are 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 roadway (shared travel lane) is appropriate where motor vehicle speeds are lower. Shared roadway (bikeable shoulder) is appropriate for open section roads (those without curbs) in more rural areas or areas where adequate right of way exists for shoulders. In many cases, more than one type of facility may be appropriate, what this plan calls "dual bikeways."

The following guidelines for each type of bikeway are not intended to be hard and fast rules, but rather guiding principles that help determine which type(s) of bikeways are more appropriate for certain types of roads and traffic condition.

Shared Use Paths

These are sometimes called "sidepaths" because they travel parallel to an adjacent roadway. Side paths are more appropriate along roads with the following conditions, although they are often built along roads with other conditions:

- **High speeds (40 mph or higher) and traffic volumes (15,000 ADT or higher).** Separation of basic cyclists and motor vehicles is desirable along closed-section highways and major arterials like Great Seneca Highway and MD355. This improves the safety of both bicyclists and motorists.

- **Limited number driveways and intersections.** Sidepaths, like sidewalks, must cross driveways and terminate at intersections. Each crossing is a potential conflict with a motor vehicle. Placing sidepaths on roads with many driveways (particularly commercial drivewways) and intersection is not desirable unless it connects local destinations or to other shared use paths. It may be acceptable in these circumstances provided it is designed and built with proper signage and traffic control devices.

- **Connections to other shared use paths or to hiker-biker trails.** Many basic cyclists prefer to ride off-road until they gain the experience to ride with traffic. Park trails provide wonderful off-road bicycling opportunities. It is often desirable to connect park trails with shared use paths along roads to provide continuity to the off-road bicycling network. The I-270 Corridor Bikeway is a prime example, connecting the up-county and down-county park trails systems.

- **Connections to local destinations**. Retail centers, community centers, recreation centers schools, libraries and neighborhood parks (those with playgrounds, basketball courts, ballfields) are frequent destinations for all bicyclists, but especially child bicyclists. Along major travel corridors and arterials that feature local destinations (MD355 in Rockville, MD118 in Germantown or MD108 in Olney, for example), it may be desirable to provide a shared use path to keep basic cyclists from having to ride on a narrow sidewalk and risk conflicts with pedestrians, or ride in a roadway that may be dangerous to average or novice cyclists due to high traffic volumes and speeds.

- **Communities built around suburban or semi-rural arterial or highway crossroads.** Communities with a high concentration of retail establishments at the intersection of major arterials and/or highways are appropriate for shared use paths, especially at high volume intersections. Examples include MD108 & MD97 in Olney, MD28 and MD124 in Gaithersburg, MD189 and MD190 in Potomac and MD121 and MD355 in Clarksburg.

Bike lanes

Bike lanes allow bicyclists to travel on-road, but in a separated space designated for bicycle travel. As a result, they provide predictable travel patterns for both motorists and bicyclists. Bike lanes are more appropriate along roads with the following conditions, although it should be noted that bike lanes are occasionally recommended along roads with other conditions.

- **Urban streets.** In more urban areas with roads that feature many curb cuts, driveways and intersections like Bethesda and Silver Spring, it may be desirable to encourage all bicyclists, even basic cyclists, to ride on-road. This also will minimize conflicts with pedestrians on sidewalks. Because many of these roads also feature on-street parking and the potential for conflicts higher, bike lanes are more desirable than shared travel lanes. Traffic volumes along these roads may be high, but speeds are typically lower (under 30 mph), affording a higher level of comfort even for basic cyclists. Where space does not exist for bike lanes, narrowing or eliminating on-street parking (or narrowing the inside lane) should be considered to make the outside travel lane wider. NOTE: As a last resort, a sidewalk could be widened to at least 12 feet to allow for an 8 foot shared use path and four foot sidewalk.

- **Closed section highways, arterials and primaries with posted speeds under 40 mph.** Bike lanes are appropriate along major arterials and highways that are closed section (with curb and gutter) and have an outside lane of 15 feet (or wider) and/or feature ample pavement width in which a bike lane could be easily added when the road is repaved or re-striped. Bike lanes can also be added to many roads by simply reallocating pavement space to accommodate bike lanes in each direction. Bicycle planners often refer to

this as a "road diet". Tuckerman Lane between Old Georgetown Road and MD355 features an unnecessary continuous center turn lane and could be a candidate road for this type of application. But there are other ways to reallocate space other than center lanes.

- **Open section highways, arterials and primaries with posted speeds under 50 mph.** Bike lanes may be appropriate for major arterials and highways that are open section (no curb and gutter) and feature paved shoulders of at least 5 feet. Additional widths are desirable where substantial truck traffic is present or where posted speeds are at or above 50 mph. Open section roadways with bike lanes should prohibit on-street parking and have posted "No parking, bike lane" signs at regular intervals. However, most open section roads with adequate shoulders should simply be signed as a shared roadway; bike lanes may not be necessary, especially in the county's rural areas. Ridge Road (MD27) between Damascus and Germantown is a good example.

Signed Shared Roadways

Often called bike routes, signed shared roadways are any roads, or sections of roads, for which signs are posted to guide bicyclists and to warn motorists to expect to see and share the road with bicyclists. These roads do not have designated space for bicyclists or special markings like bike lanes. In urban areas, these routes often provide an important connection to a destination, and in rural areas form part of an important recreational bike-touring circuit.

- **Open section roads and highways.** Along open section roads, bicyclists typically ride along a shoulder (if one is provided), along an informal travel lane (area between curb and outermost fog line) or within the travel lane. In rural areas, a signed shared roadway can be designated along any rural road or highway--shoulder or not--with posted speeds 50 mph or lower. However, prudence is urged to sign only routes that provide important connections or experience a high level of bicycle use. Since many of the more desirable bicycle routes in the rural areas are along rustic roads, this plan does not prevent designation or signing of rustic roads as bicycle routes. However, the county and SHA should design and place signs so as not to conflict with the goals and intent of the Rustic Roads Program. In more urban areas, a signed shared roadway can be designated along any open section road for which at least a four-foot shoulder is present or planned OR along short stretches of road with no shoulder planned or present that provide important connections to countywide or local destinations as identified by this plan or community plans.

- **Closed section roads and highways.** Bicyclists ride with traffic in the outermost travel lanes or on informal shoulders on closed section roads identified as signed shared roadways. On arterials and primaries, this often means a wide outside travel lane of 14-16 feet. These bikeways are often confused with bike lanes. However, bike lanes are striped, marked and signed whereas a signed shared roadway is only signed. On neighborhood streets, it simply means sharing the road or bicycling on informal shoulders that also function as an unmarked parking lane.

SHA Bicycle Facility Guidelines

For state roads and highways, the State Highway Administration (SHA) is developing a new concept called "bicycling areas." Bicycling areas can be defined as the space between the outermost white fog line and the curb and gutter pan. This space is often less than three feet wide and therefore does not qualify as a bike lane. 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 D for more information on SHA policies).

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
Bethesda/Chevy Chase/Friendship Heights/Potomac										
DB-1	E-10	MacArthur Boulevard	DUAL BIKEWAY; shared use path and bike lanes	Seven Locks Road	Falls Road (MD189)	1978 MPB; Potomac Subregion	Existing 8-foot path on west side of road; some gaps		High for shared use path; moderate for bike lanes	Major connection to D.C. and Capital Crescent Trail; 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 new proposal
DB-2	P23-A, P23-B, E-5	River Road (MD190)	DUAL BIKEWAY; shared use path and signed shared roadway	DC line	Seneca Road (MD112)	1978 MPB; Potomac Subregion	Shared use path exists in segments, other segments proposed; shared use roadway is new proposal	F	High for signed shared roadway; moderate for shared use path	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
SP-1	E-26,S-40	Falls Road (MD189)	Shared use path	MacArthur Boulevard	Wootton Parkway	1978 MPB; Potomac Subregion	Existing 8' path alternates between north and south side of road, some gaps	E, F	High	Major connection between Rockville , Rockville Metro and MARC, and C&O Canal Towpath; facility planning initiated in 2002 to complete missing segment. Connects to Rockville's Millennium Trail
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		High for signed shared roadway and bike lanes; moderate for shared use path	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; bike lanes are new proposal
SP-2	P-58	Democracy Boulevard	Shared use path	Falls Road (MD189)	Old Georgetown Road	1978 MPB; Potomac Subregion	8' sidewalk exists in segments		High	Connects to Montgomery Mall and Rock Springs Office Park; also connects to Falls Road path and Seven Locks Road path

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
DB-4	P-18	Bradley Boulevard (MD191)	DUAL BIKEWAY; shared use path and bike lanes	Persimmon Tree Road	Wisconsin Avenue (MD355)	1978 MPB; Potomac Subregion; Bethesda-Chevy Chase	Proposed	E	High for bike lanes; moderate for shared use path	Major connection to Bethesda CBD, Bethesda Metrorail station, and Capital Crescent Trail; more than ample ROW exists; bikeable shoulders exist for most of road
SR-1		Bradley Lane	Signed shared roadway	Wisconsin Avenue (MD355)	Brookville Road (MD186)	Bethesda-Chevy Chase	Modified proposal		Moderate	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	Goldboro Road (MD614)	Bike lanes	MacArthur Boulevard	Bradley Boulevard (MD191)	Bethesda-Chevy Chase	Proposed; wide shoulder exists nearly entire length	No score	High	Significant connection to Bradley Boulevard, Bethesda CBD and Metrorail. Could be implemented when road is repaved and/or restriped; some gaps in shoulders
BL-2	P-44	Wilson Lane (MD188) - west	Bike lanes	MacArthur Boulevard	Elmore Lane	Bethesda-Chevy Chase	Proposed	E	High	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	High	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	High	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 Terrage/Fernwood Road/Green Tree Road	Bike lanes/signed shared roadway	Rockledge Drive	Old Georgetown Road	Bethesda-Chevy Chase; North Bethesda-Garrett Park	Modified proposal		High	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; on-street parking would need to be studied
BL-5		Westlake Drive	Bike lanes	Westlake Terrace	Tuckerman Lane		Existing			Provides connections to Rock Springs Office Park, Montgomery Mall, Cabin John Regional Park
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		High	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		West Cedar Lane	Shared use path	Old Georgetown Road	Beach Drive	Bethesda-Chevy Chase	Substandard path exists east of MD355; other segments proposed		High	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; NIH fence project leaving space for county to build the trail

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
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		Moderate	Likely will require additional ROW, tree removal
SR-3	E-21	Jones Bridge Road	Signed shared roadway	Wisconsin Avenue (MD355)	Jones Mill Road/Capital Crescent Trail		New proposal		Moderate	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	High	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 Trail	Shared use path	Bethesda CBD	Silver Spring Metrorail station	Bethesda-Chevy Chase; North and West Silver Spring	Existing, but surface is temporarily crushed stone		Moderate	Major connection between Bethesda and Silver Spring; to be implemented as part of Bi-County Transitway
SR-5		Woodbine Street	Signed shared roadway	Brookville Drive (MD186)	Beach Drive		New proposal		High	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		High	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		High	Part of important alternative connection from NIH campus and North Bethesda Trail to Capital Crescent Trail.
SR-7		Exeter Road	Signed shared roadway	Bethesda Avenue	Old Georgetown Road	Bethesda CBD	Proposed		High	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		High	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		High	Provides direct connection to Bethesda Metrorail station
SR-9		Bethesda Avenue	Signed shared roadway	Exeter Road	Woodmont Avenue	Bethesda CBD	Proposed		High	Important connection to Capital Crescent Trail and part of important connect to Bethesda Metrorail station; Requires only signage improvements

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
SR-10		NIH-CCT connector alternative	Signed shared roadway	Capital Crescent Trail	NIH Campus		new proposal		High	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 Glenmont Road 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		High	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-7		Western Avenue	Shared use path	River Road	Chevy Chase Circle	Friendship Heights CBD	Proposed		High	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		High	Provides near direct connection to Friendship Heights Metrorail station
SR-12		Willard Avenue- shared road	Signed shared roadway	River Road	Park Avenue		new proposal		High	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	High	Major connection between Bethesda and Friendship Heights CBDs.
SP-76		American Legion Bridge path	Shared use path	MacArthur Boulevard	Fairfax County line		new proposal		High	Provides rare connection across the Potomac River; to be provided by SHA if/when bridge gets a new deck; connection to Farifax 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	N/A	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		High	Serves as a significant connection to Sligo Creek Trail, MBT, Silver Spring CBD and Silver Spring Metrorail and MARC stations; capital proejct underway in 2003
SR-49	P-1	Piney Branch Road (MD320)	Signed shared roadway	D.C. line	New Hampshire Avenue (MD650)	Takoma Park	Modified proposal	F	High	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

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Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
BL-10	P-48	Carroll Avenue	Bike lanes	D.C. line	Piney Branch Road (MD320)	Takoma Park	Modified proposal		High	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
SP-11		New Hampshire Avenue (MD650) - Takoma	Shared use path	D.C. line	I-495	East Silver Spring	Proposed	F	Moderate	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-13	E-19, P-50	Franklin Avenue	Signed shared roadway	Sligo Creek Trail	Northwest Branch Park boundary	East Silver Spring	Proposed		High	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	Moderate for shared use path; high for shared roadway	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 Parkway	Signed shared roadway	New Hampshire Avenue (MD650)	University Boulevard (MD193)		Proposed		Moderate	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-15		Sligo Creek Trail-Silver Spring Metrorail connector	Signed shared roadway	Silver Spring Metrorail Station	Sligo Creek Trail	N/A	New proposal		High	Crosby Road to Dale Drive to Crosby Road to Woodside Parkway to Woodland Drive to Spring Street to 2nd Avenue to Metrorail Station; differs from proposed route recommeded in North and West Silver Spring MP to take advantage of existing neighborhood park trail connector
DB-6		MD384 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		High for both	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		High	Forms part of major connection between Silver Spring and Takoma Park and south into the District to Union Station.

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
Kensington/Wheaton										
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		High	Beach Drive is 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-17	E-17, P-64	Connecticut Avenue (MD185) corridor	Signed shared roadway and wide sidewalks	Kensington Parkway	Matthew Henson Trail		New proposal		High	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	High	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-19		Georgia Avenue (MD97)	Signed shared roadway	Forest Glen Road	Wheaton Metro station		New proposal	F	High	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		High	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		High	Provides important connection between Sligo Creek Trail and downtown Wheaton; route uses part of Blueridge Avenue

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Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
SR-21		Veirs Mill Road (MD586) alternative	Signed shared roadway	Matthew Henson Trail	Georgia Avenue (MD97)		New proposal	E,F	High	Need to provide continous 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
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		High	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	High	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	N/A	New proposal		High	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		Moderate	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	Connecticut Avenue (MD185)	Georgia Avenue (MD97)		New proposal		High	Part of connection from Kensington to Wheaton CBD and Metrorail; Requires only signage improvements
SR-25	P-5	Westfield Shopping Town connector	Signed shared roadway	Plyers Mill Road	Mall Ring Road	Wheaton CBD	Proposed		High	Plyers Mill Road to Bunswick 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		High	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		High	Part of connection from Kensington to Wheaton CBD and Metrorail; Requires only signage improvements

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
SR-28		Jones Mill Road	Signed shared roadway	East-West Highway (MD410)	Beach Drive	Bethesda-Chevy Chase	Proposed		High	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; Requires only signage improvements
SR-29	P-13	Kensington Parkway	Signed shared roadway	Jones Bridge Road	Howard Avenue		New proposal		High	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	DUAL BIKEWAY; shared use path and shared roadway	I-495	Lockwood Drive	White Oak	Modified proposal	F	High for shared roadway; Moderate for shared use path	Implementation will require land acquisition or easments 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
SR-30		New Hampshire Avenue (MD650)- White Oak	Signed shared roadway	Lockwood Drive	Randolph Road	White Oak	Proposed	F	Moderate	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	Moderate	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 exisitng, bike lanes are proposed	E	Moderate for bike lanes	Bike lanes to be implemented with future road improvements
SP-15		New Hampshire Avenue (MD650) - Ashton	Shared use path	Ednor Road	Olney-Sandy Spring Road (MD108)	Sandy Spring/Ashton	Proposed	E	Moderate	Shared use path to be implemented with future 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	High for shared roadway; Moderate for shared use path	US29 Commuter Bikeway, signed shared roadway entire length on US29 (Shoulder) and signed shared roadways along local streets and shared use paths as alternative connection
DB-10		Lockwood Drive	DUAL BIKEWAY; shared use path and signed shared roadway	Columbia Pike (US29)	New Hampshire Avenue (MD650)	White Oak	Proposed		High for shared roadway; Moderate for shared use path	Forms part of the US29 Commuter Bikeway, connection to Silver Spring; White Oak Master Plan recommends either a shared use path or bike lanes

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
SR-31	P-6	Columbia Pike (US29) - South	Signed shared roadway	Lockwood Drive	Wayne Avenue	N/A	New proposal		High	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 improvements		High	Connects to major employment area; facility planning underway in 2003 to improve bike lanes
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		Moderate	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		Moderate	Provides connection to Paint Branch Trail
BL-13		Fairland Road - west	Bike lanes	Randolph Road	Columbia Pike (US29)	Fairland/White Oak	Existing wide shoulders, not marked or signed		Moderate	Good connections to other bikeways, but not to transit or activity centers
SP-18		Fairland Road - east	Shared use path	Columbia Pike (US29)	Prince George's County line	Fairland/White Oak	Proposed		Moderate	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		Moderate	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		Moderate	Connects Prince George's County bikeway network with Montgomery County's
SP-20		Spencerville Road (MD198) - Fairland	Shared use path	Old Columbia Pike	Prince George's County line	Fairland	Proposed	No score	Moderate	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	Moderate	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		N/A	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		Moderate	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

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
Midcounty										
SP-24		Glenallen Avenue	Shared use path	Randolph Road	Kemp Mill Road		New proposal		Moderate	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.; MNCPPC 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		Moderate	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		Moderate	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		Moderate	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		High	Provides good connection to Rock Creek Trail; Requires only signage improvements
BL-16		Viers Mill Road (MD586) - west	Bike lanes	Twinbrook Parkway	Matthew Henson Trail	Aspen Hill	Proposed; extra wide shoulder currently exists		Moderate	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	Moderate	Provides connection to Matthew Henson Trail
DB-12	S-46	Norbeck Road (MD28)	DUAL BIKEWAY; shared use path and signed shared roadway (wide curb lanes)	Georgia Avenue (MD97)	Layhill Road	Olney; Cloverly	Proposed	No score	High for shared roadway, Moderate for shared use path	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-28		Muncaster Mill Road (MD115)/ Norbeck Road (MD28)	Shared use path	Woodfield Road	Georgia Avenue (MD97)	Upper Rock Creek/Olney	Proposed, exists only in short segments	E	Moderate	Important cross-county connection; To be implemented as part of future roadway improvements by SHA. 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	Moderate	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		High	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		Moderate	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		High	Connects MD650 bike lanes with Bel Pre shared use path and Layhill Road bike lanes; requires only signage improvements

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
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	High	Major connection to Glenmont Metrorail station; connections to several Countywide Bikeways
SP-31		Ednor Road/Layhill Road	Shared use path	Norbeck Road (MD28)	New Hampshire Avenue (MD650)	Aspen Hill; Olney, Cloverly	Exists along Hampshire Greens property only	E	Moderate	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	Viers Mill Road (MD586)	Bel Pre Road	Aspen Hill	Proposed		High	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		High	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		Moderate	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		Moderate	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		High	Part of important connection from Olney to Shady Grove Metro Station (via Needwoood 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
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	Moderate	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	Moderate	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

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
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	Moderate	Connects Olney communities with communiies 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		Moderate	Connects Olney communities with communiies 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	Moderate	Provides good connection from Brookville to Olney
BL-22		Georgia Avenue (MD97) - Upcounty	Bike lanes	Brookeville Bypass	Howard County line	Olney	New proposal	E	Moderate	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		Moderate	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		High	Major connection between Rockville and Bethesda; capital project underway in 2003 to complete most segements, but some gaps will still remain, trail continues north via Woodglen Avenue shared roadway, Marinelli Road shared uwe 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
SR-36		Grosvenor Lane	Signed shared roadway	Old Georgetown Road	Rockville Pike (MD355)	North Bethesda/Garrett Park	Proposed		High	Provides important connection to both the North Bethesda Trail and Grosvenor Metrorail station; could be implemented quickly by simply installing signs
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		High	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		High	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)

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
SP-43	P-14	Grosvenor Connector	Shared use path	Beach Drive	Metro station	North Bethesda-Garrett Park	Proposed		High	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
BL-24		Tilden Lane	Bike lanes	Hounds Way	Nicholson Lane	North Bethesda-Garrett Park	Proposed		Moderate	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		Moderate	Provides important connection to both the North Bethesda Trail and White Flint Metrorail station; can be implemented when road is repaved and/or restriped
SP-44		East Jefferson Street	Shared use path	Montrose Road	Rollins Avenue	North Bethesda-Garrett Park	Proposed		Moderate	Provides important connection to both the North Bethesda Trail and White Flint Metrorail station; also provides connection to Rockville bikeway system
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			
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		High for both	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		High	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		High	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		Moderate	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		Moderate	Provides part of connections to both White Flint and Twinbrook Metrorail stations. Requires reduced lane widths or wider road to accommodate the bike lanes.
SP-48		Rock Springs Connector	Shared use path	Democracy Boulevard	Tuckerman Lane		New proposal; exists in segments		Moderate	Important off-road connection to Rock Springs Industrial Park. Sidepath along Old Georgetown Road, I-270, Rockledge Drive
SP-49		Rockville Pike (MD355) - north	Shared use path	Halpine Road	Veirs Mill Road (MD586)/ Norbeck Road (MD28)	City of Rockville				Provides important connection to destinations along Rockville Pike, including Twinbrook and Rockville Metrorail stations
BL-28		Twinbrook Parkway	Bike lanes	Frederick Road (MD355)	Veirs Mill Road (MD586)	North Bethesda-Garrett Park	Proposed		Moderate	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

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
SP-50	P-12	Montrose Road/Parkway	Shared use path	Falls Road	Veirs Mill Road (MD586)	North Bethesda-Garrett Park; Potomac Subregion	Proposed		Moderate	Major connection to North Bethesda, relalt 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		High	Part of Millenium 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	High	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		High	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		High for both	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	Proposed		High	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	Proposed		High	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		High	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		High for both	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		Moderate	An important link between two countywide bikeways. Few alternatives exists in this area.
SP-56		Piney Meetinghouse Road/Shady Grove Road extended	Shared use path	River Road (MD190)	Darnestown Road	Potomac	Proposed		Moderate	Requires additional ROW; may be better suited for bikeable shoulders; includes Shady Grove Road extended
SP-57		Travilah Road	Shared use path	River Road (MD190)	Darnestown Road (MD28)	Gaithersburg and Vicinity; Potomac Subregion	Proposed, but exists in segments on north side		High	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

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Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
BL-32		Dufief Mill Road	Bike lanes	Travilah Road	Darnestown Road (MD28)	Gaithersburg and 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 and Vicinity; Potomac Subregion	Exists in segments, mostly proposed		High	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 and 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	High for both	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 and Vicinity	Proposed		Moderate	Forms part of important connection to City of Rockville and Rockville Metrorail station
SP-60		Long Draft Road	Shared use path	Quince Orchard Road	Clopper Road (MD117)	Gaithersburg and Vicinity	Proposed		Moderate	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	Summit Avenue	Clarksburg Road (MD121)	Gaithersburg and Vicinity; City of Gaithersburg	Proposed	E	High for both	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
SP-61		Goshen Road/Brink Road	Shared use path	MidCounty Highway	(Woodfield Road (MD124)	N/A	New proposal		High	Currently in facility planning (2003)
SP-62		Muddy Branch Road	Shared use path	Darnestown Road (MD28)	Clopper Road (MD117)	Gaithersburg and Vicinity; City of Gaithersburg	Eexisting 8' concrete sidewalk in segments, path narrows in places		High	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
SP-63	S-85	Great Seneca Highway (MD119)	Shared use path	Darnestown Road (MD28)	Middlebrook Road	Gaithersburg and Vicinity; City of Gaithersburg	Existing	No score	N/A	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	High	Provides excellent connections to downtown Rockville and Gaithersburg; Will be implemented incrementally as part of future roadway improvements and by developers
SP-65		Richter Farm Road	Shared use path	Great Seneca Highway (MD119)	Clopper Road (MD117)	N/A	New proposal		Moderate	To be built incrementally by developers mostly
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		Moderate	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 and Vicinity	Proposed, although portion exists at intersection f Seneca and MD28		Moderate	Connects River Road dual bikeway with upcounty bikeway system

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
Germantown & Clarksburg										
SP-67		Germantown Road (MD118)	Shared use path	Darnestown Road (MD28)	Frederick Road (MD355)	Germantown	Modified proposal; segment between Clopper Road (MD117) and Germantown Park Road is existing; other segments proposed or exist only in short segments	E,F	High	Major connection to and through Germantown Center
SP-68		Father Hurley Boulevard/Ridge Road	Shared use path	Germantown Road (MD118)	Brink Road	Germantown	Proposed		High	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		High	Provides direct connection through Clarksburg
SP-70		MidCounty Highway	Shared use path	ICC	Frederick Road (MD355)	Clarksburg, Germantown, Gaithersburg and Vicinity	Proposed		Moderate	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 sements, otherwise proposed		Moderate	Good connection to Germantown Center
SP-72		Frederick Road (MD355)-Upcounty	Shared use path	Watkins Mill Road	Frederick County line	Germantown	Exists in sements, otherwise proposed	B	High	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	Moderate for shared use path, high for signed shared roadway	Provides good connections to Clarksburg Town Center, Black Hill Regional Park; path to be built mostly by developers; shared roadway requires only signage improvements
SP-73		Old Baltimore Road/New Cut Road	Shared use path	Clarksburg Road (MD121)	Frederick Road (MD355)	Clarksburg	Proposed		Moderate	Minor connection to Clarksburg; part of important connection to Black Hill Regional Park
SP-74		Watkins Mill Road	Shared use path	Frederick Road (MD355)	MidCounty Highway	Germantown	Proposed; section between Seneca Creek and MidCounty Highway is a new proposal		Moderate	Forms part of connection to City of Gaithersburg
BL-34		Riffleford Road	Bike lanes	Darnestown Road (MD28)	Germantown Road (MD118)		New proposal		Moderate	Important connection to South Germantown Park

(*BLOC = bicycle level of comfort score for state highways, see p. 26)

Table 2-2 *Countywide Bikeways*

Route #	1978 Route # reference	Bikeway Name	Bikeway Type	Limits		Plan Reference	Status/ Condition	BLOC Score*	Priority	Discussion
				From	To					
SP-75		CCT-Black Hill connector	Shared use path	Crystal Rock Drive	Black Hill Regional Park		New proposal		Moderate	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	N/A	New proposal	No score	High	Provides connection between Damascus and Germantown
DB-19		Woodfield Road (MD124) Damascus	DUAL BIKEWAY; Signed shared roadway and shared use path	Ridge Road (MD27)	Midcounty Highway	N/A	New proposal	Mostly F, A, B	High for shared roadway; moderate for shared use path	Provides connection between Damascus and Gaithersburg; Damascus Master Plan update currently underway may only recommend signed shared roadway due to insufficient ROW
SR-40		Barnesville Road (MD117)/Barnesville Road	Signed shared roadway	Clarksburg Road (MD121)	Beallsville Road (MD109)	N/A	New proposal	E,F	High	Provides connection between Barnesville and Germantown; needs shoulder improvements
SR-41		Darnestown Road (MD28) Poolesville	Signed shared roadway	Seneca Road	Beallsville Road (MD109)	N/A	New proposal	F	High	Provides connection between Poolesville and Countywide Bikeway Network; needs shoulder improvements
SR-42		Darnestown Road (MD28) Dickerson	Signed shared roadway	Barnesville Road	Frederick County line	N/A	New proposal	E	High	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	N/A	New proposal	E	High	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	High	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)	N/A	New proposal	E	High	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	N/A	New proposal		High	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)	N/A	New proposal	No score	High	Provides connectivity between Pooleville and Barnesville. Also provides important connection to Barnesville MARC station; needs shoulder improvements

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