

Bikeways and Other Non-Park Trail Connectors

This Plan focuses on trails within parks. However, there are trail facilities outside parks which are critical to creating an integrated trail system. Bikeways built as part of roadway projects are a key example.

Others are public use easements, utility rights-of-way, and sidewalks. All these facilities can enhance connectivity both between and within the eight park trail corridors.

Bikeways

Bikeways that function as non-park trail connectors of Countywide Park Trails should have the following characteristics (based on criteria developed by the National Park Institute, Northwestern University, and the University of Wisconsin-Madison):

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

For the most part, bikeways separate from roadways will be the most desirable type of bikeway connector. However, as long as the above characteristics can be achieved, on-street connections would be suitable.

Bikeway connectors of Countywide Park Trails are identified on each of the eight park trail corridor maps.

I-270 Corridor Bikeway

Although the I-270 Corridor Bikeway is an essential part of the eight park trail corridors, the use of bikeways here will connect the Upcounty and Downcounty hard surface park

The opportunity exists in the I-270 Corridor to create a continuous bikepath, separate from major roads, the entire length of the corridor, from the Capital Crescent Trail to Clarksburg Town Center. This concept is shown in Figure 16. Community master plans for Gaithersburg, Rockville, Shady Grove, Germantown, and Clarksburg include segments of the bike path and the bike path already exists in many areas.

This bike path offers wonderful access to key elements of this Plan's proposed park trail system and connects the hard surface recreational trails proposed for Upcounty and DownCounty as shown in Figure 5.

Existing Conditions and Plans

The I-270 Corridor Bikeway includes the following existing or proposed bikeways:

Note: No changes are proposed in this chapter so it is not reprinted here.