

# **It Doesn't Have to Be Hard: Implementing County & Municipal Complete Streets Policies**

Let's build a complete street...

*Pattie E. B. Guttenplan, RLA, AICP  
Montgomery County Planning Commission*



## Buffered Bicycle Lanes

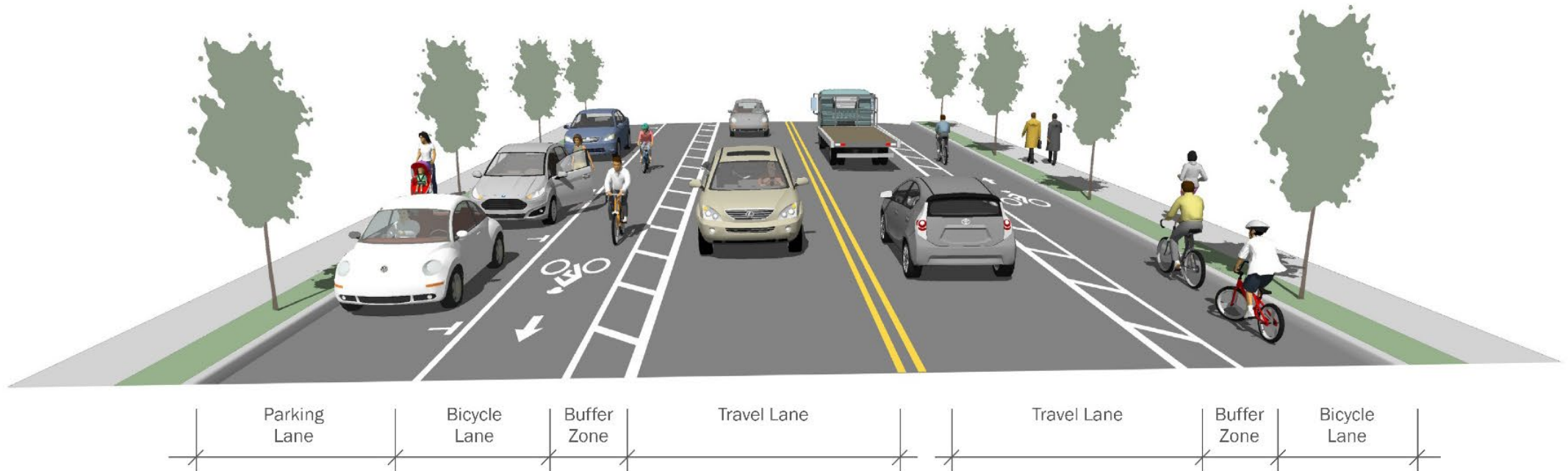
Buffered bicycle lanes use a painted buffer to increase separation between bicyclists and motor vehicles. Buffers can be installed on either side of the bike lane to separate it from the travel and parking areas. Crosshatching is often used to delineate the buffer area.

Buffered lanes provide enhanced protection compared to regular bicycle lanes. They provide

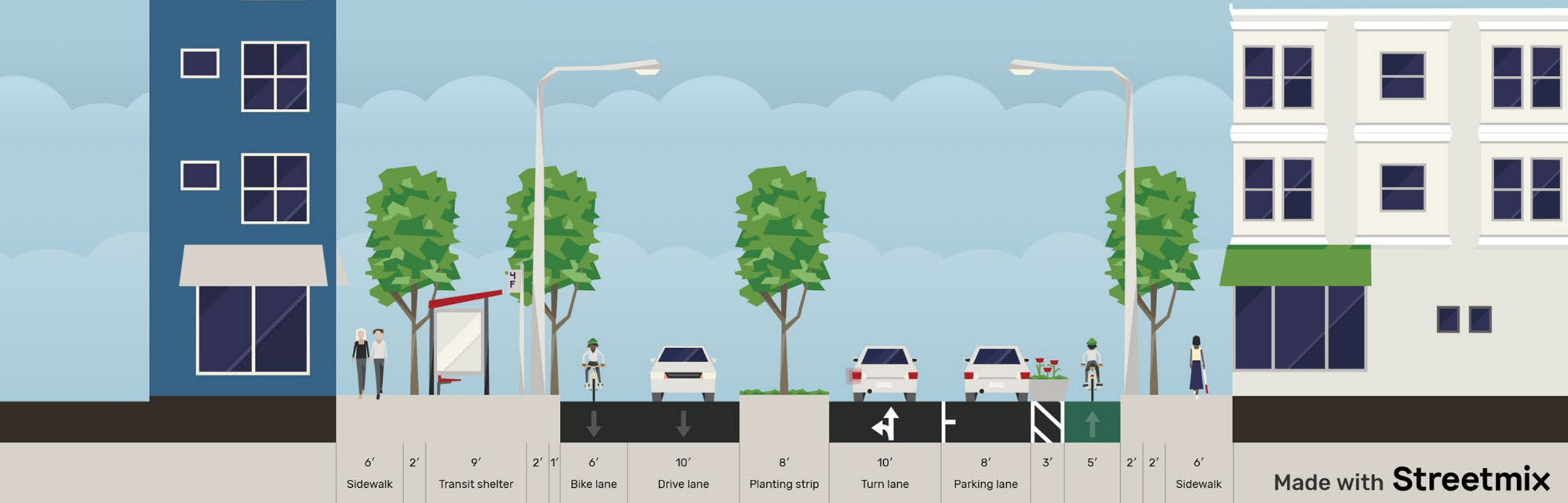
additional elbow room and allow for easier passing maneuvers. Buffers installed between the bicycle lane and parked cars can reduce conflicts between bicyclists and opening car doors. This is particularly important in areas with high on-street parking rates/parking turnover.

Like conventional bicycle lanes, buffered lanes are suited for wider streets with higher traffic volumes, and both types should be considered

simultaneously. The additional buffered area is particularly helpful when truck volumes are high. They should not be installed in areas where a 5-foot conventional bicycle lane cannot be established.



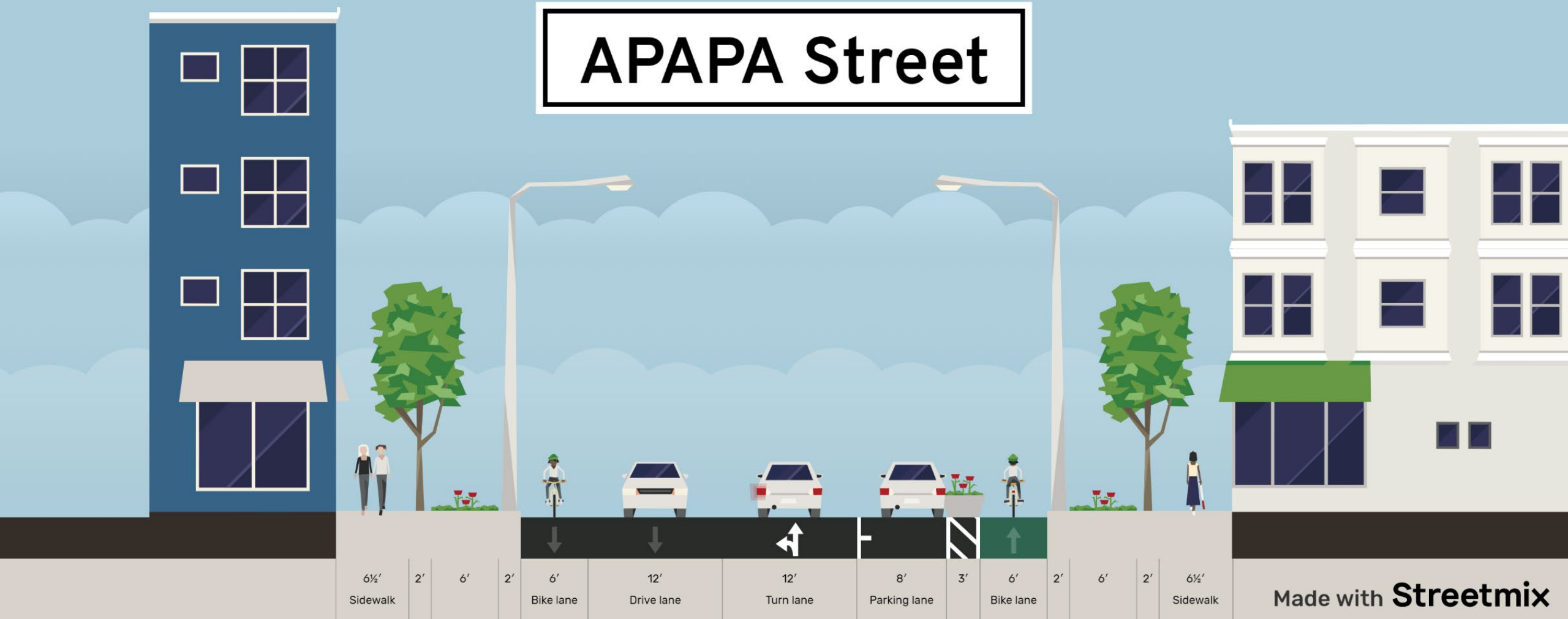
# APAPA Street



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# Complete Street Elements

Where the rubber hits the road...



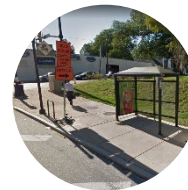
Roadways



Bicycle Lanes



Sidewalks



Transit



Green Infrastructure

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Matthew Edmond, AICP

Assistant Director of Transportation and Long-Range Planning - Montgomery County Planning Commission

[Medmond@montcopa.org](mailto:Medmond@montcopa.org)

Jeffrey R. Riegner, PE, AICP, PTOE

Chief Operating Officer - Rybinski Engineering

[J.Riegner@rybinski.com](mailto:J.Riegner@rybinski.com)

Geoffrey Grace, AICP

Principal - Grace Planning Associates

[Ggrace.aicp@gmail.com](mailto:Ggrace.aicp@gmail.com)

Pattie E. B. Guttenplan, RLA, AICP

Assistant Director of Design & Outreach - Montgomery County Planning Commission

[Pguttenplan@montcopa.org](mailto:Pguttenplan@montcopa.org)

