THE BICYCLE MASTER PLAN

Bicycle Master Plan Public Meeting

June 22, 2017

Montgomery County Planning Department
David Anspacher, Project Manager

Agenda

[1] Purpose of Master Plan

[2] Timeline

[3] Plan Framework

[4] Bikeway Classification

[5] Bikeway Selection

[6] Bikeway Network

[7] Community Outreach

[8] Next Steps

[1] Purpose of Master Plan

User Groups

Commuting

Recreating

User Groups

- Commuting
- Running Errands
- Going to School
- Accessing Transit
- Entertainment
- Recreating

Understanding of Traffic Stress Tolerance

High Stress Tolerance (~1%)

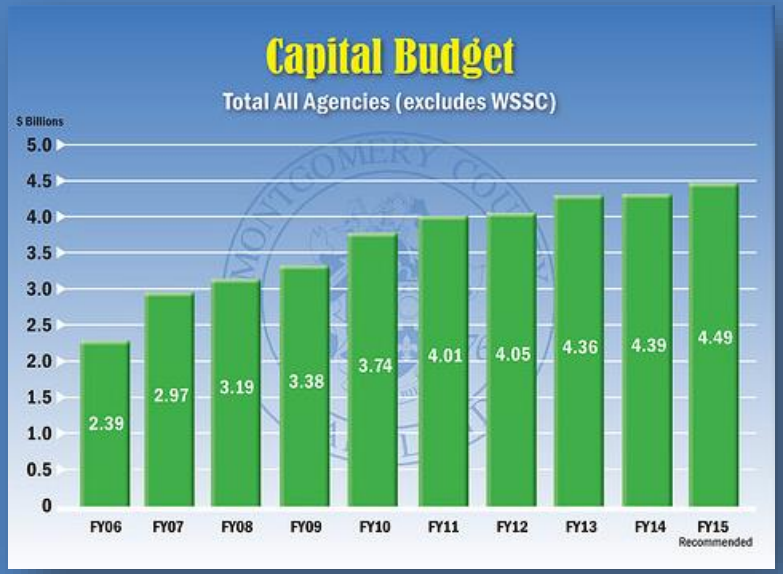
Moderate Stress Tolerance (~10%)

Low Stress Tolerance (~60%)

No Way, No How (~30%)

Implementation

Capital Budgeting



Development Approvals

[2] Timeline

Timeline

Where we've been…

September 2015:	Planning Board Approves Scope of Work
September 2015:	Cycling Concerns Map
September 2015:	Kickoff meetings
December 2015:	White Flint Separated Bike Lane Network
January 2016:	Life Sciences Center Separated Bike Lane Network
April 2016:	Bicycle Stress Map
October 2016:	Framework Report
October 2016:	Bicycle Parking Guidelines
June 2017:	Preliminary Bikeway Recommendations

Timeline

Where we are going…

Bicycle Facility Design Toolkit

Working Draft Plan

Planning Board Hearing

Planning Board Worksession

Planning Board Draft

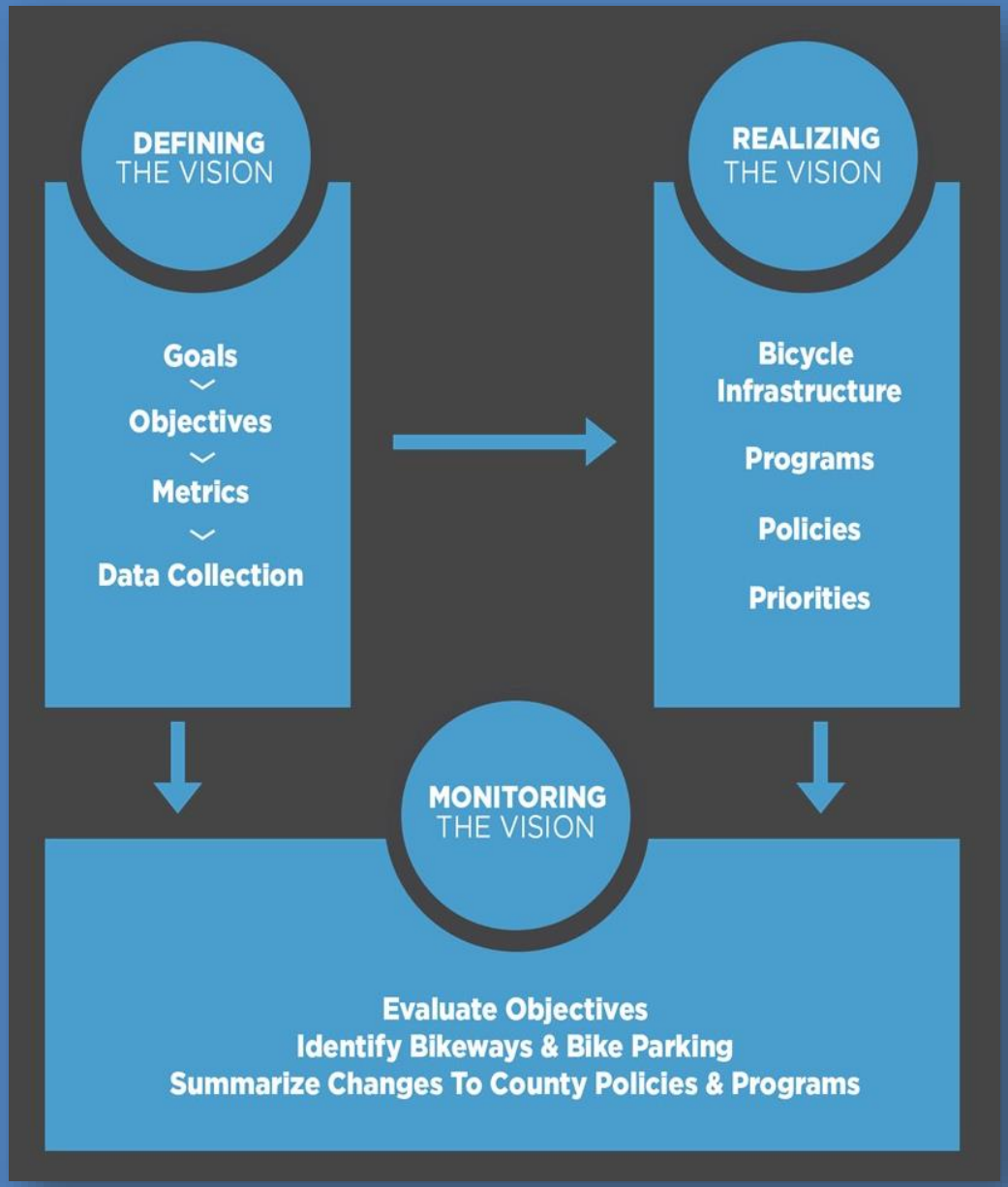
Council Hearing

Council Worksessions

Council Approval

[3] Plan Framework

Plan Framework



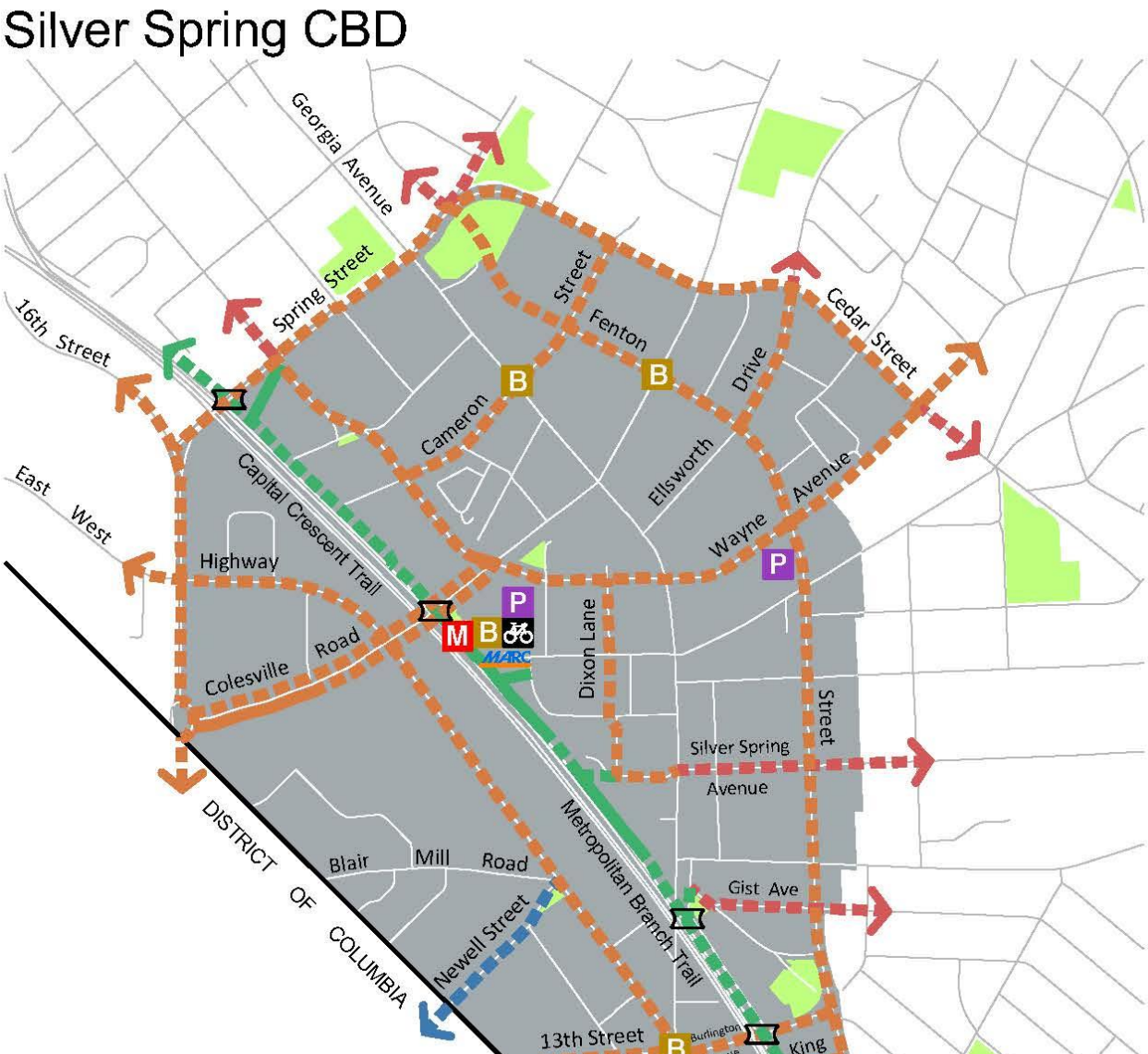
Vision Statement

Montgomery County will become a world-class bicycling community.

Everyone in Montgomery County will be able to travel by bicycle on a comfortable, safe and connected bicycle network. Bicycling will become a viable transportation option and elevate the quality of life in the County.

Plan Goals & Objectives

Bikeway Recommendations



Bike Parking Recommendations

Berkeley, California

Austin, Texas

Monitoring Report

OBJECTIVE	METRIC		ACTUAL		TARGET	
			2017 (BASELINE)	2019 (FUTURE YEAR)	2022 (5-YEAR TARGET)	2027 (10-YEAR TARGET)
GOAL 2: CREATE A HIGHLY-CONNECTED, CONVENIENT AND LOW-STRESS BICYCLING NETWORK						
2.1	Percentage of potential bicycle trips that can be made on a low-stress bicycle network.		TBD			
2.2	Percentage of dwelling units within 2.0 miles of Red Line, Brunswick Line, Purple Line, and Corridor Cities Transitway stations that can access the station on a low-stress bicycling network.	Red Line	18%			
		Brunswick Line	12%			
		Purple Line	15%			
		Corridor Cities Transitway	23%			
2.3	Percentage of dwelling units located within the attendance zone of elementary, middle and high schools that are connected to each school through a low-stress bicycle network.	Elementary Schools	20%			
		Middle Schools	10%			
		High Schools	5%			
2.4	Percentage of dwelling units within 2.0 miles of a public facility will be connected to that facility through a low-stress bicycling network.	Public Libraries	10%			
		Recreation Centers	22%			
		Recreational and Regional Parks	37%			

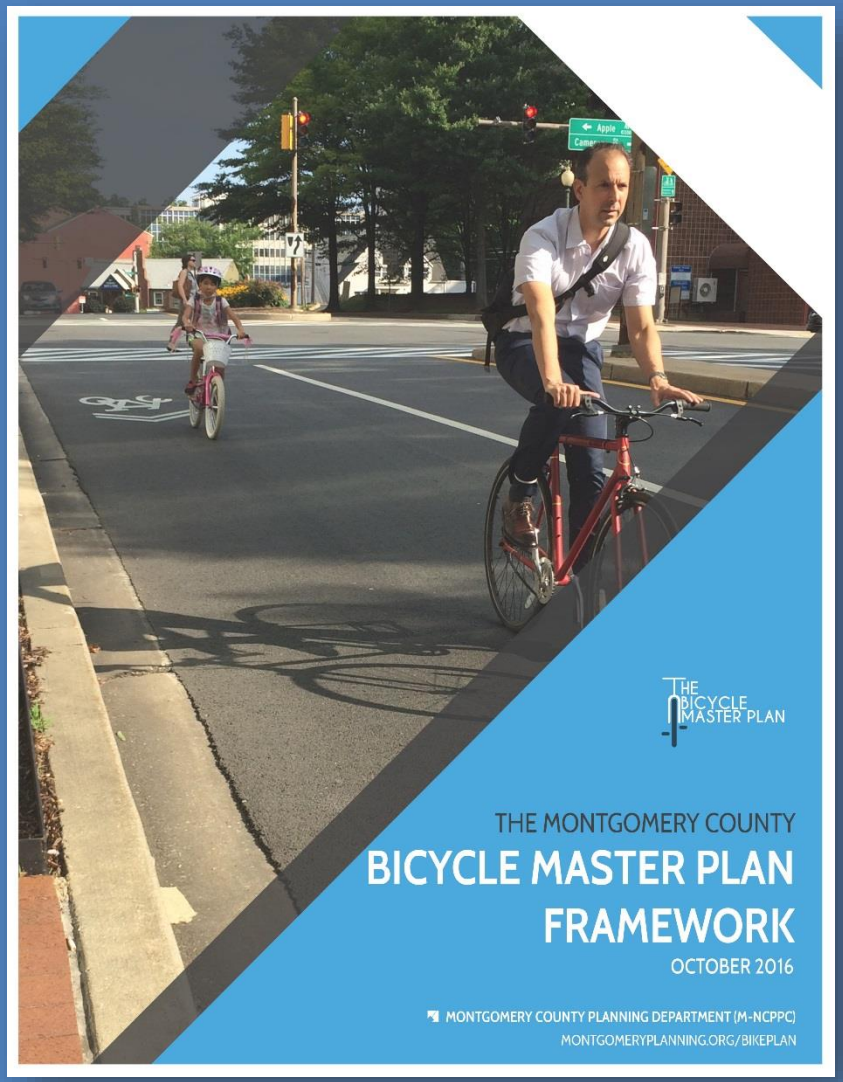
Bicycle Stress Map

APA

2017 NATIONAL PLANNING ACHIEVEMENT AWARD | GOLD

TRANSPORTATION PLANNING

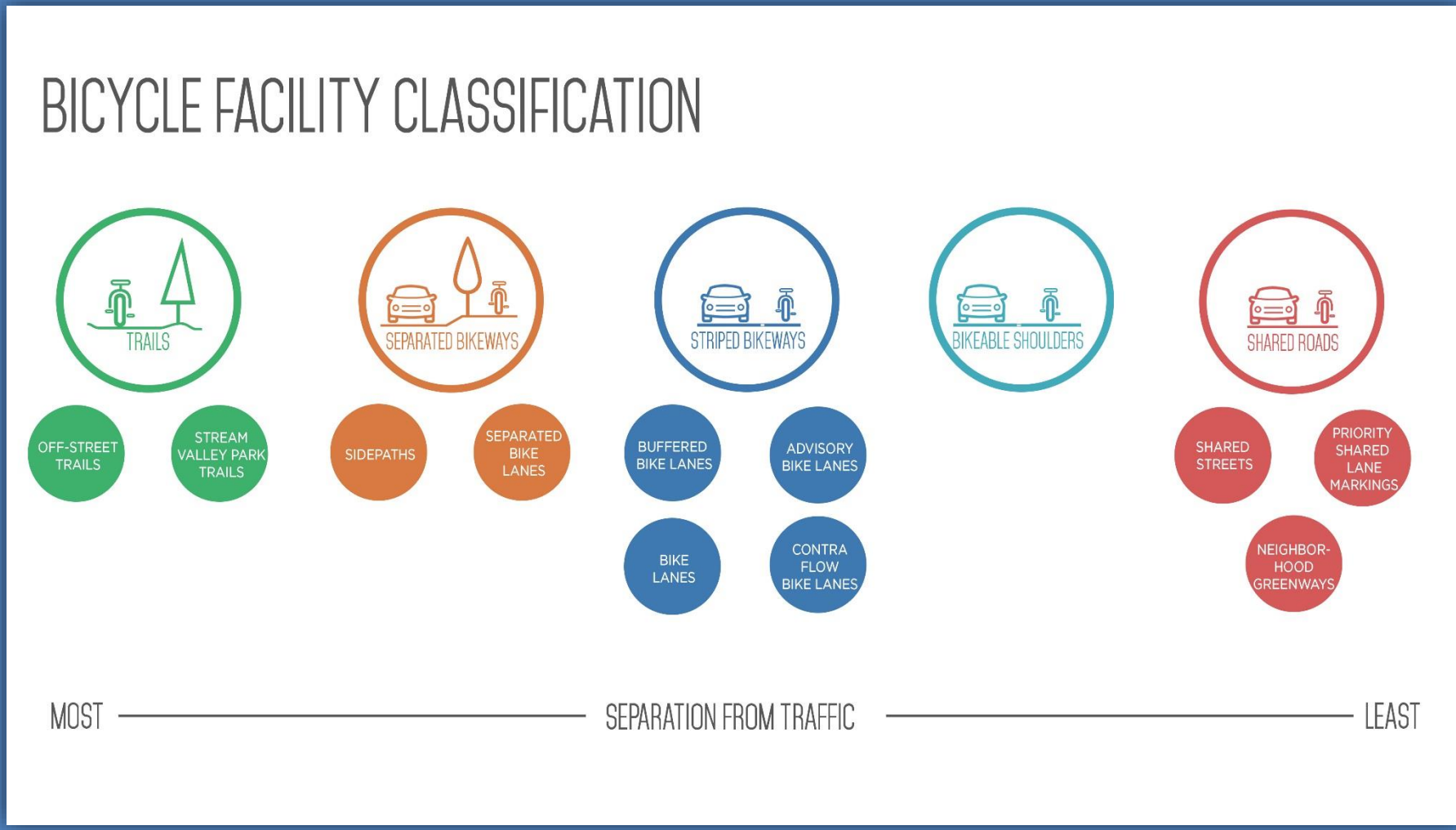
Plan Framework



www.montgomeryplanning.org/bikeplan

[4] Bikeway Classification

Bikeway Classification



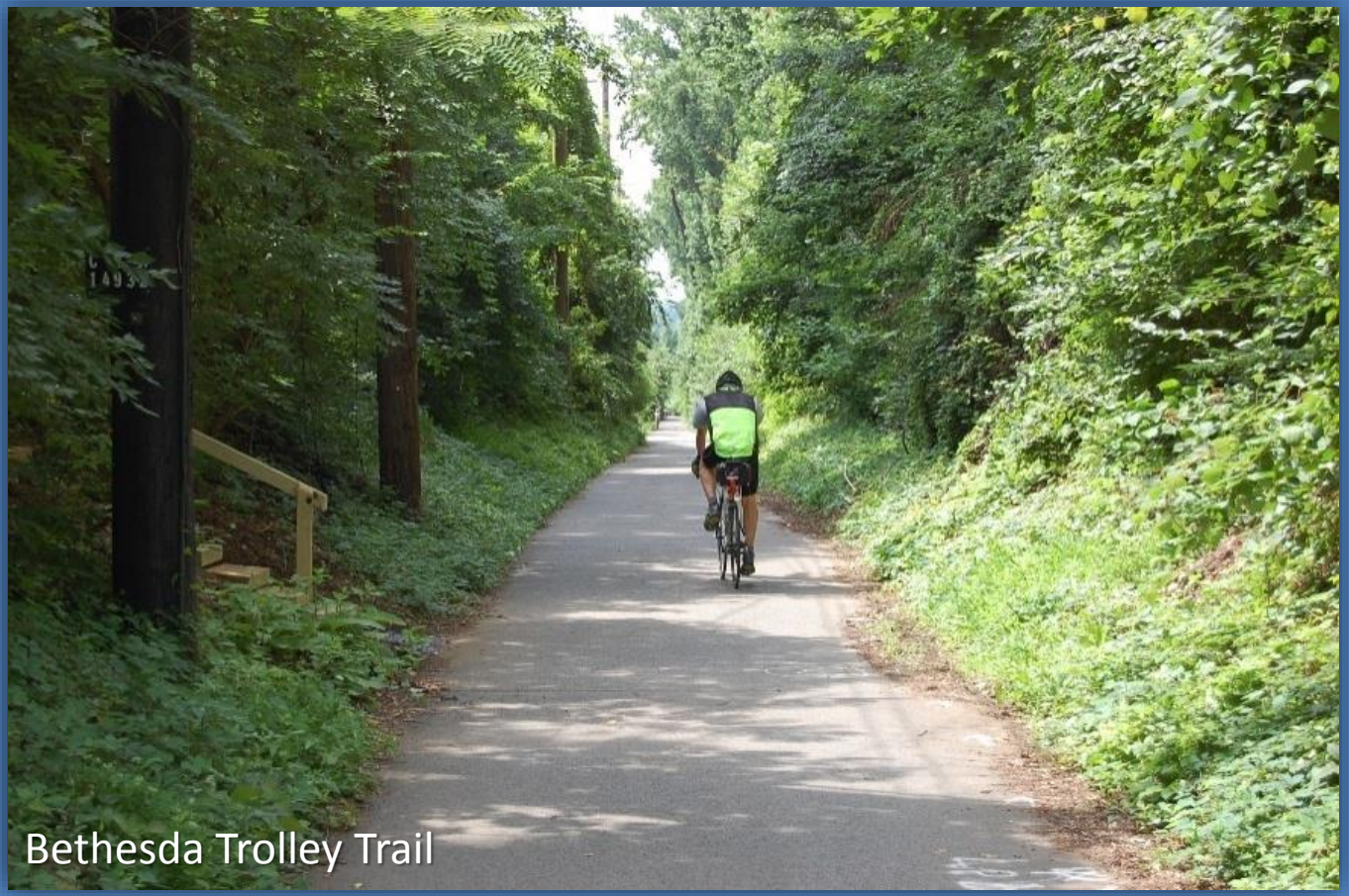
Trails

off-street trails | stream valley park trails

MOST — SEPARATION FROM TRAFFIC — LEAST

Trails

off-street trails | stream valley park trails

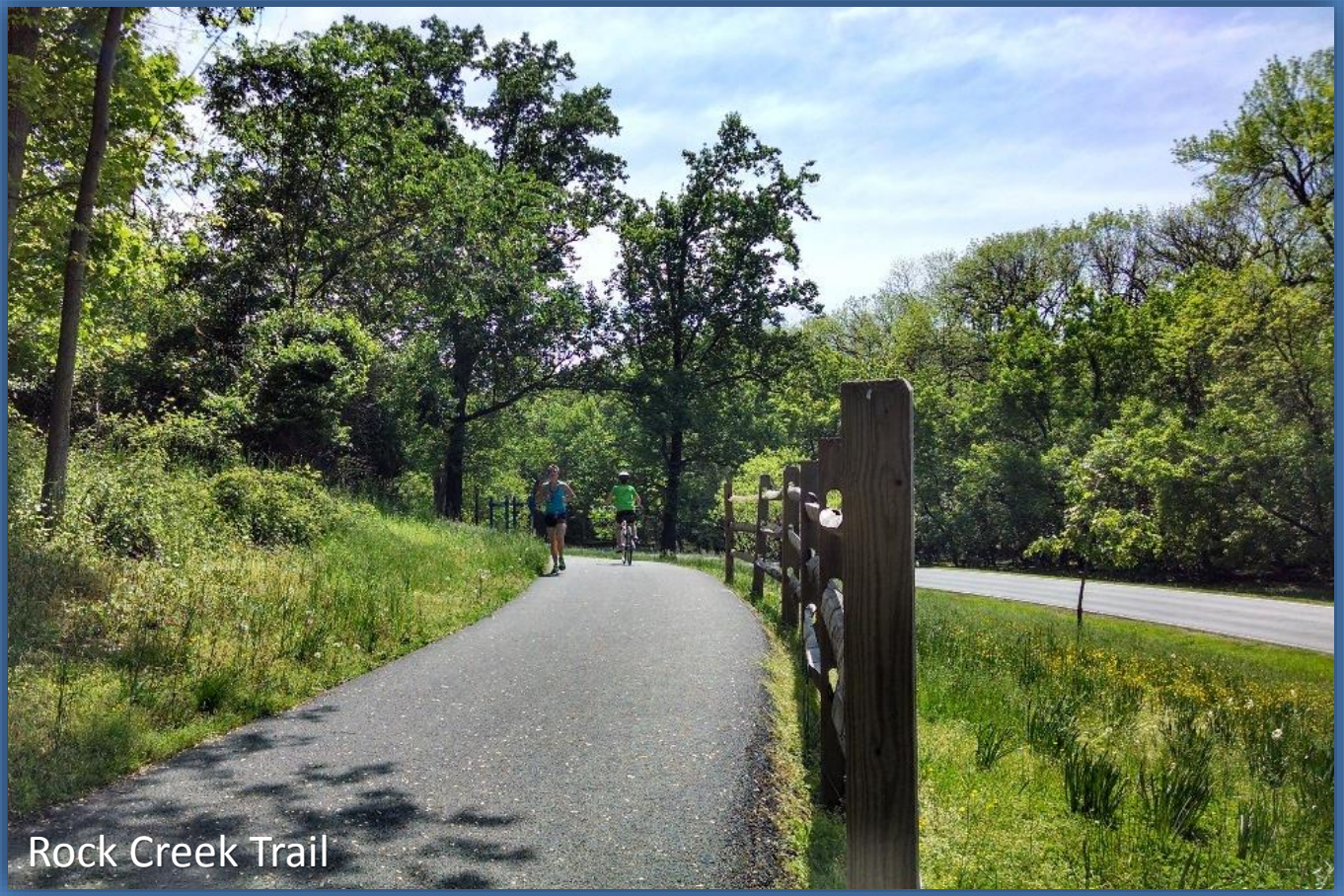


Bethesda Trolley Trail

MOST — SEPARATION FROM TRAFFIC — LEAST

Trails

off-street trails | stream valley park trails



MOST — SEPARATION FROM TRAFFIC — LEAST

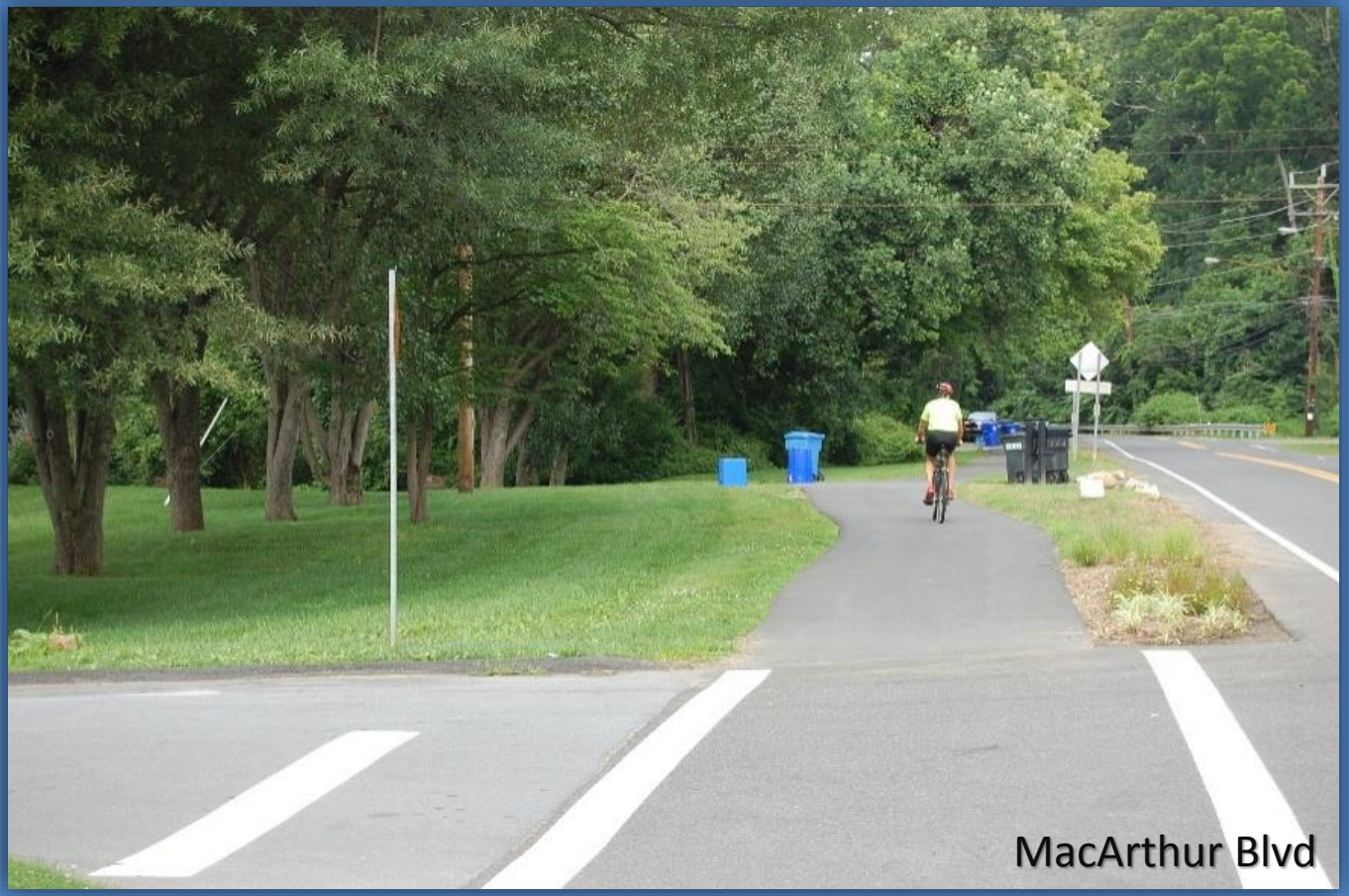
Separated Bikeways

separated bike lanes | sidepaths

MOST — SEPARATION FROM TRAFFIC — LEAST

Separated Bikeways

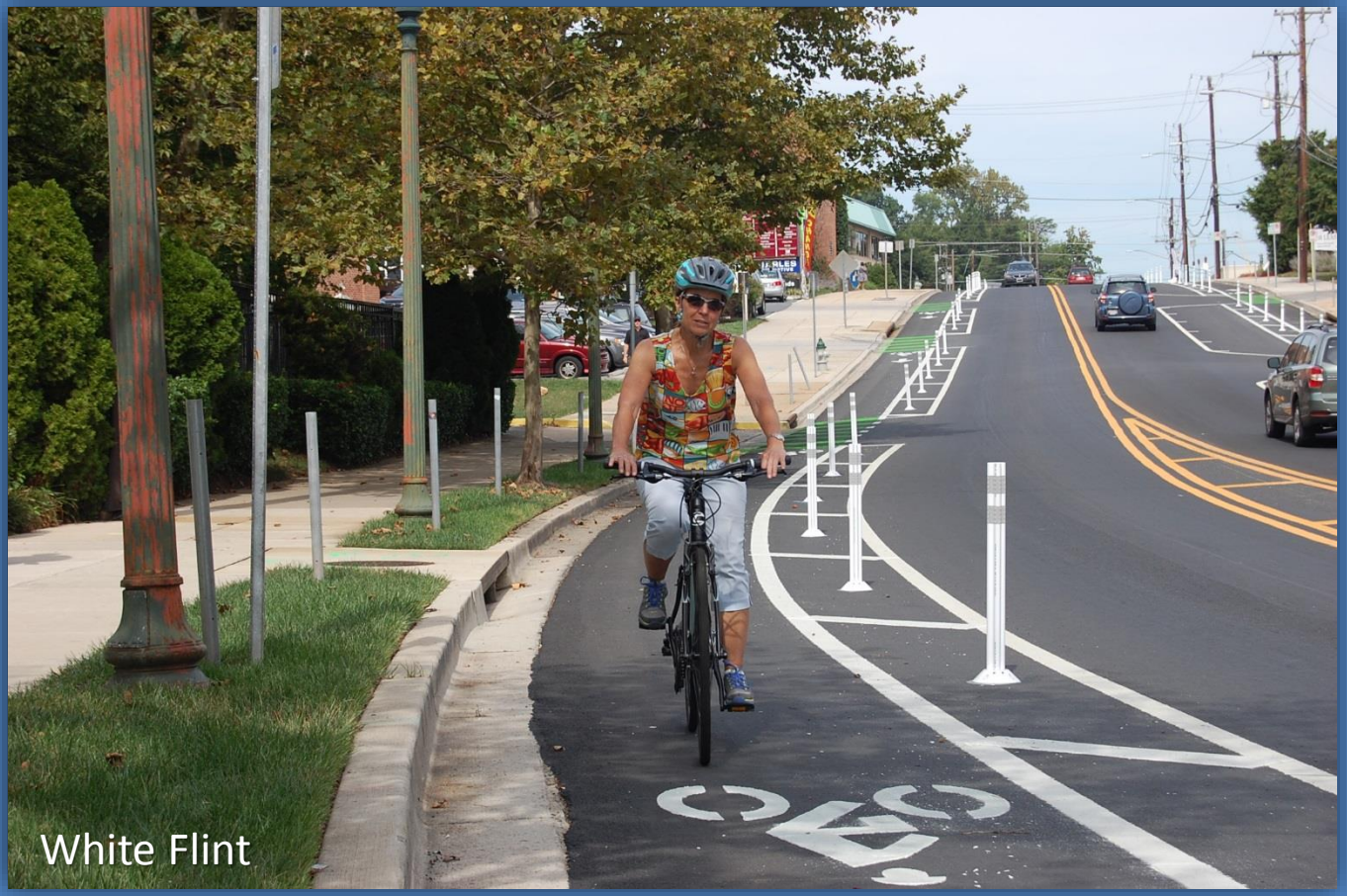
sidepaths | separated bike lanes



MOST — SEPARATION FROM TRAFFIC — LEAST

Separated Bikeways

sidepaths | separated bike lanes



MOST — SEPARATION FROM TRAFFIC — LEAST

Striped Bikeways

buffered bike lanes | conventional bike lanes
advisory bike lanes | contra-flow bike lanes

MOST — SEPARATION FROM TRAFFIC — LEAST

STRIPED BIKEWAYS

Striped Bikeways

buffered bike lanes |conventional bike lanes

Washington DC

MOST — SEPARATION FROM TRAFFIC — LEAST

STRIPED BIKEWAYS

Striped Bikeways

buffered bike lanes |conventional bike lanes

MOST — SEPARATION FROM TRAFFIC — LEAST

STRIPED BIKEWAYS

Striped Bikeways

advisory bike lanes | contra-flow bike lanes

MOST — SEPARATION FROM TRAFFIC — LEAST

STRIPED BIKEWAYS

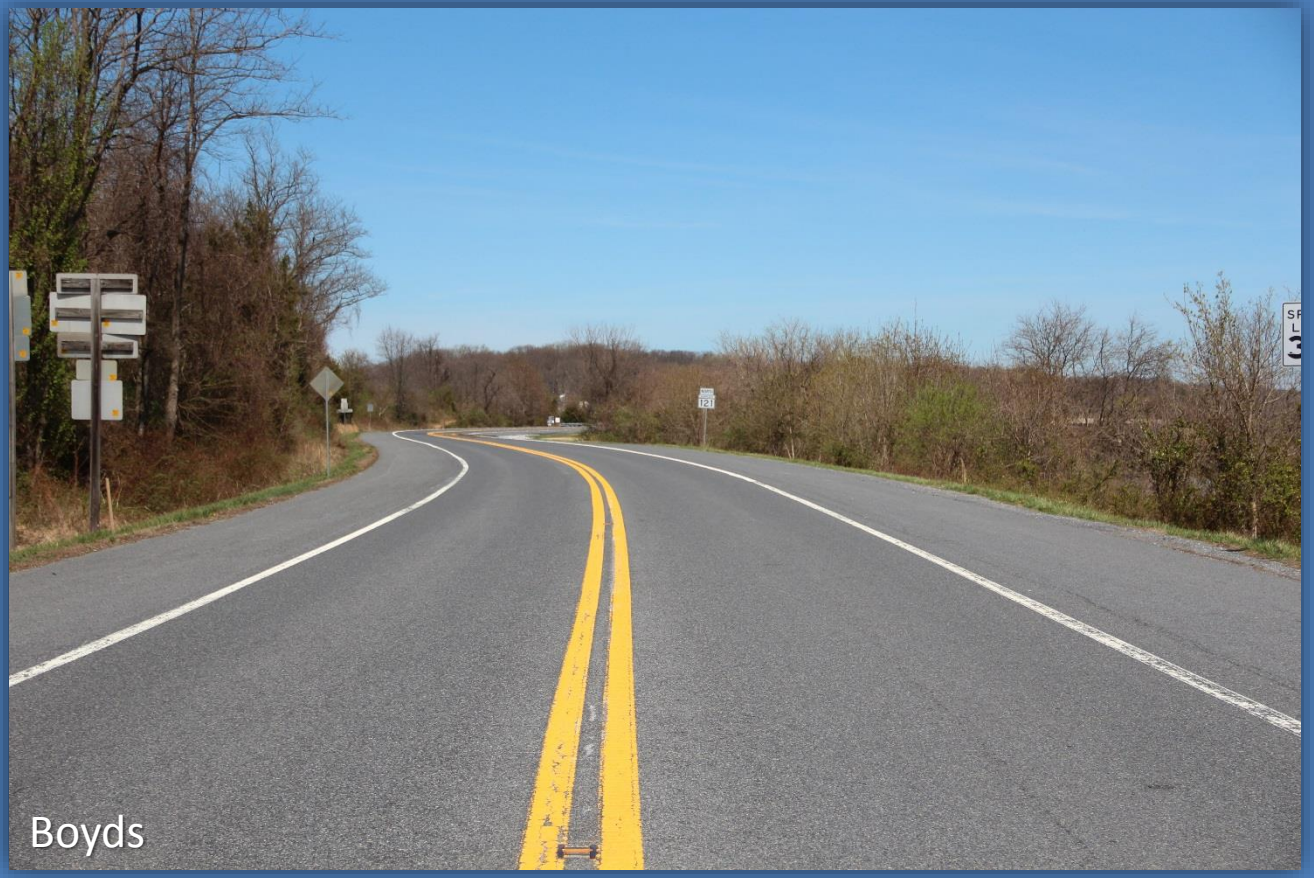
Striped Bikeways

advisory bike lanes | contra-flow bike lanes

MOST — SEPARATION FROM TRAFFIC — LEAST

SHOULDERS

Bikeable Shoulders



MOST — SEPARATION FROM TRAFFIC — LEAST

Shared Roads

neighborhood greenways| shared streets

MOST — SEPARATION FROM TRAFFIC — LEAST

SHARED ROADS

Shared Roads

neighborhood greenways| shared streets

Portland, Oregon
(source: Toole Design Group)

MOST — SEPARATION FROM TRAFFIC — LEAST

SHARED ROADS

Shared Roads

neighborhood greenways| shared streets

MOST — SEPARATION FROM TRAFFIC — LEAST

SHARED ROADS

Shared Roads

priority shared lane markings

source: Toole Design Group

MOST — SEPARATION FROM TRAFFIC — LEAST

[5] Bikeway Selection

Separate From Traffic

Separate From Pedestrians

Two-Way Bikeways on Both Sides of Road

Bikeways on Primary Residential Streets

General Bikeway Application

Functional Class	# Lanes	Higher Activity Area	Lower Activity Areas
Controlled Major	4+	Two-Way Separated Bike Lanes (Both Sides of Street)	Sidepath (Both Sides of Street)
Major Highway*	4+		
Arterial*	5		
Arterial*	2 – 4	One-Way Separated Bike Lanes (Both Sides of Street)	Sidepath (One Side of Street)
Minor Arterial*	2 – 3		
Country Arterials	Any	n/a	Bikeable Shoulders
Business District	2 – 3	One-Way Separated Bike Lanes (Both Sides of Street)	One-Way Separated Bike Lanes (Both Sides of Street)
Primary Residential	2	n/a	Sidepath, Conventional Bike Lanes, Advisory Bike Lanes
Secondary Residential	Un-laned	n/a	On-Road Bikeway
Tertiary Residential	Un-laned		

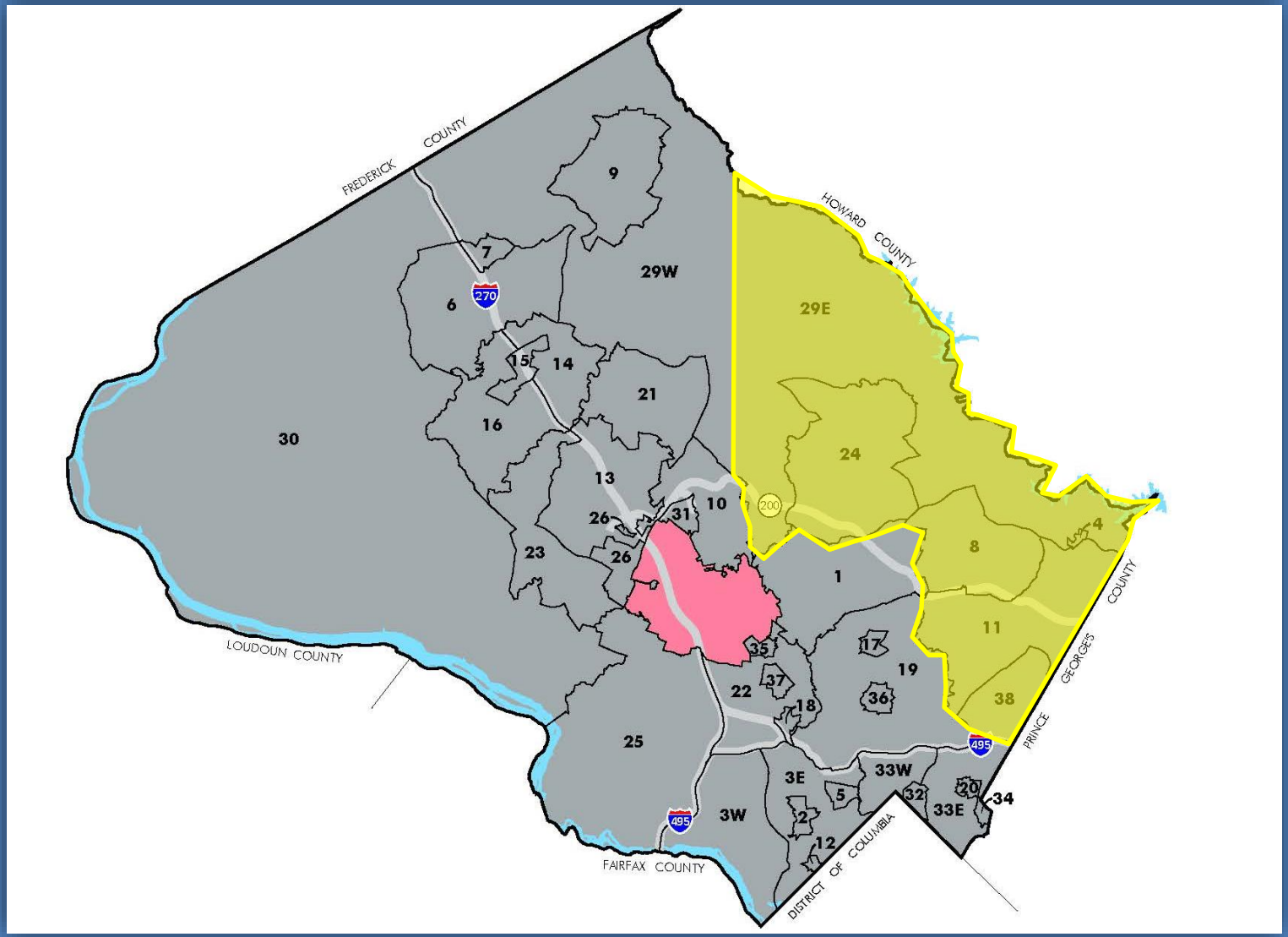
*Where space is available and does not substantially detract from the default bikeway, bike lanes or bikeable shoulders can be added.

[6] Bikeway Network

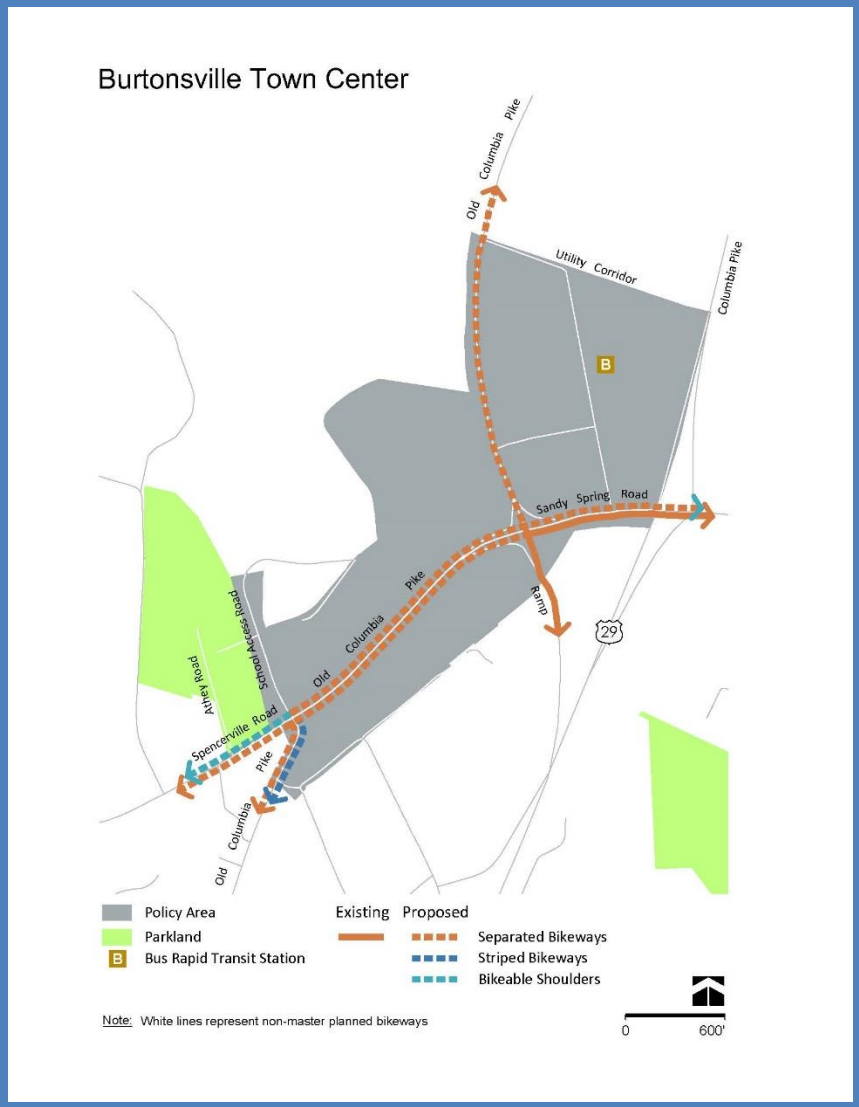
Bikeway Network

- Extensive network of bikeways
- Potential impacts
  (streetscape, temporary disruptions)
- Need to prioritize what gets built over next 20 years

Policy Areas



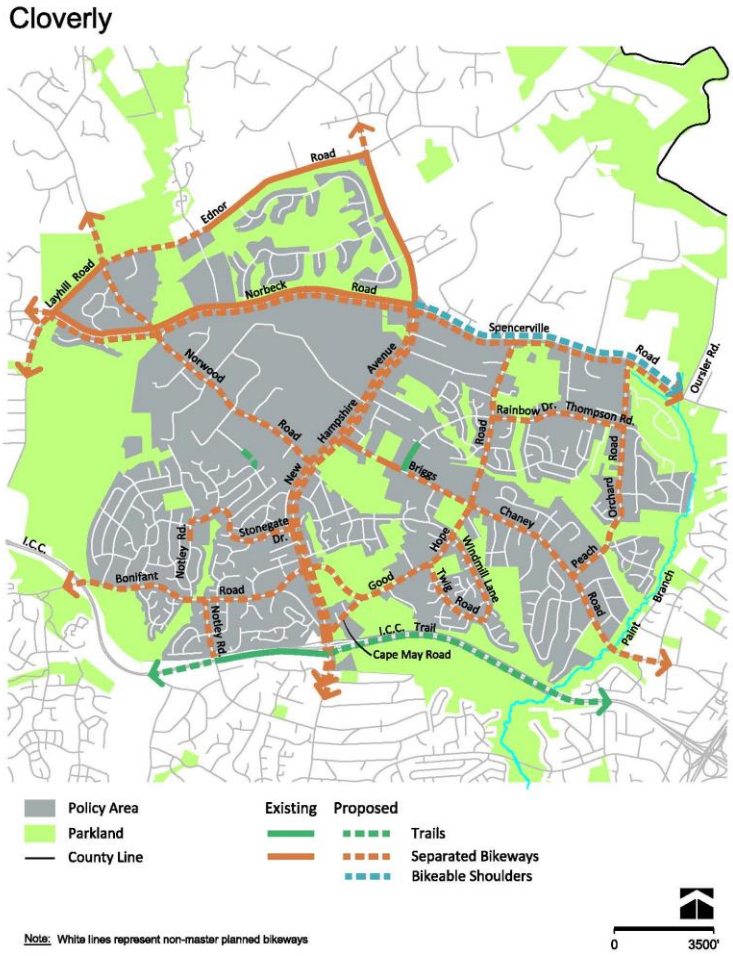
Burtonsville



Highlights

- MD 198 – bikeways on both sides of the street

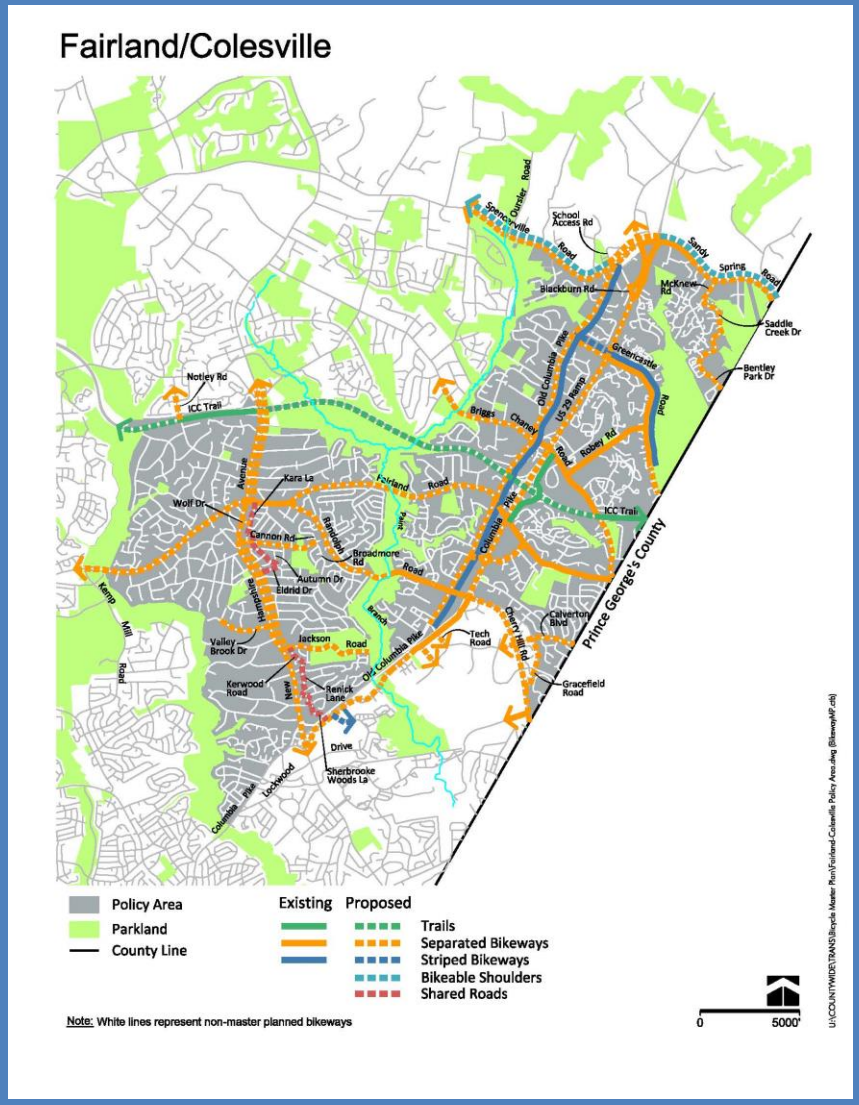
Cloverly



Highlights

- Network of sidepaths
- ICC Trail
- Bikeable shoulders

Fairland / Colesville



Highlights

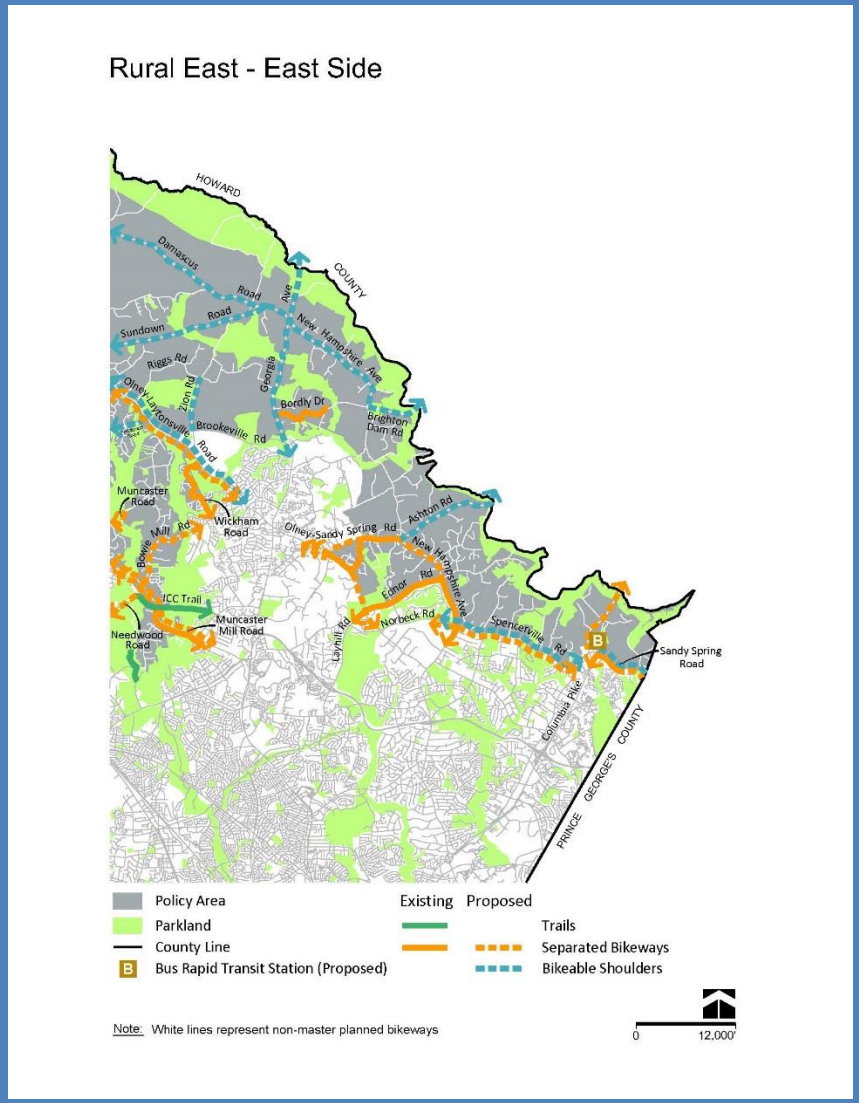
- Network of sidepaths
- ICC Trail

Olney

Highlights

- Network of sidepaths and separated bike lanes
- ICC Trail
- Bikeable shoulders

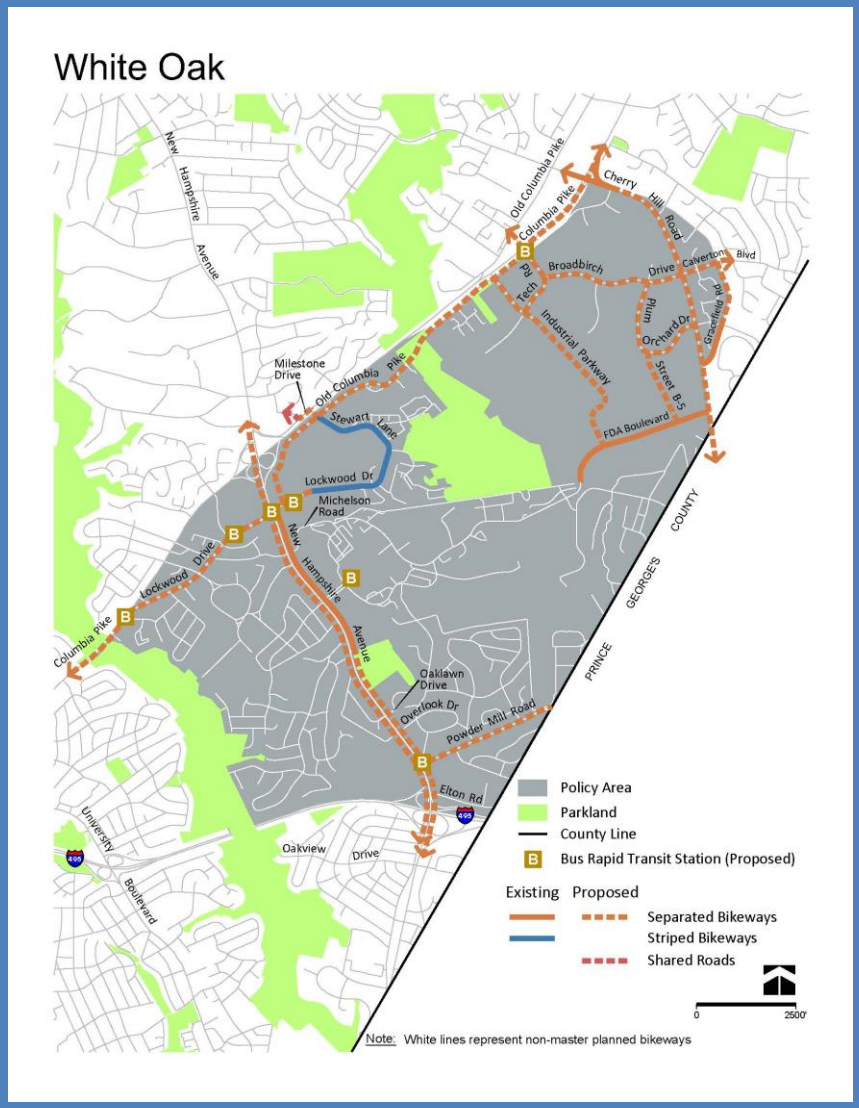
Rural East (east)



Highlights

- Bikeable shoulders

White Oak



Highlights

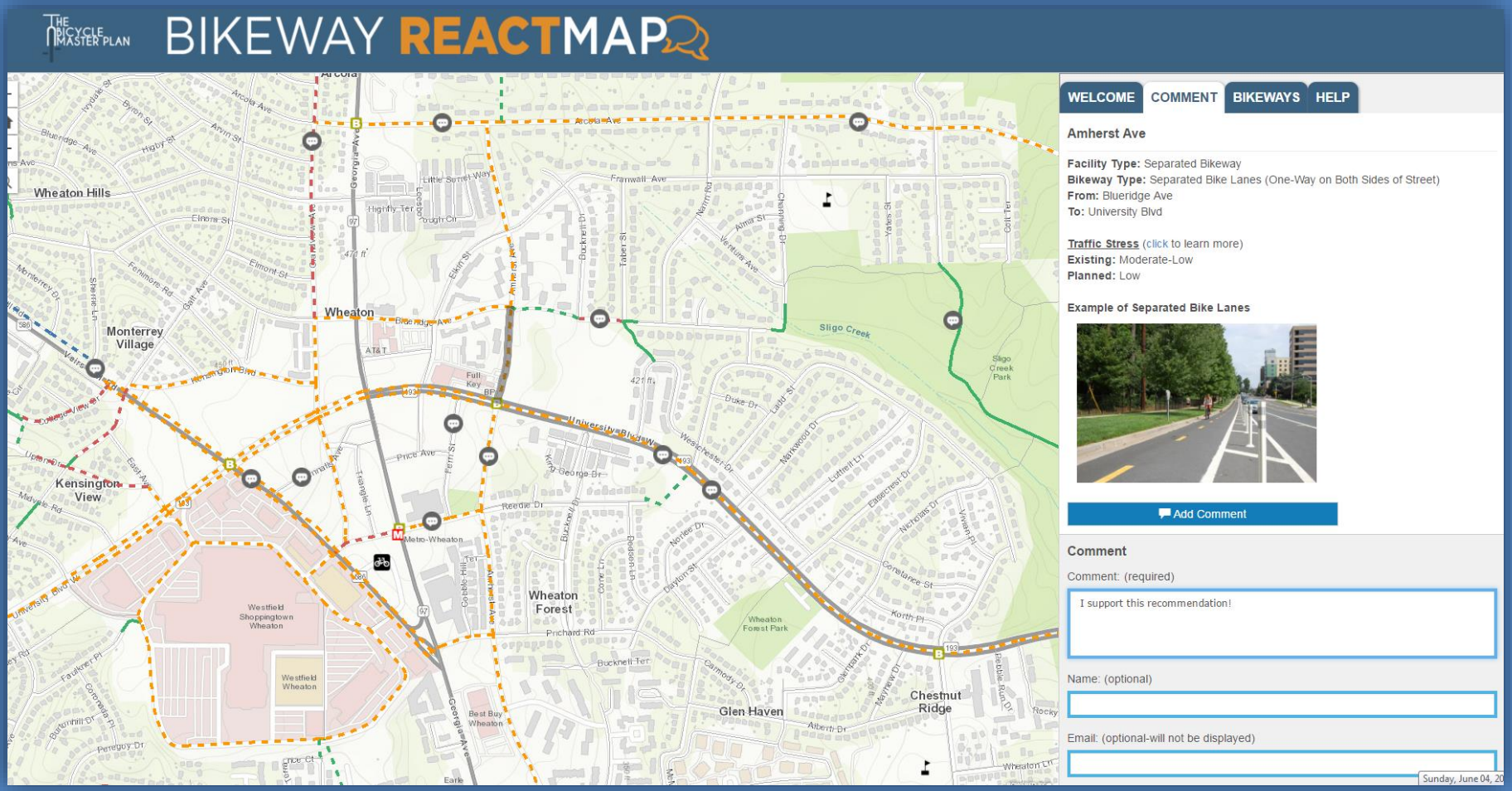
- Network of sidepaths and separated bike lanes

Total Mileage – Full Build Out

Bikeway Type	Existing	Proposed	Total
Off-Street Trails	79	30	110
Stream Valley Park Trails	28	0	28
Neighborhood Connectors	9	3	12
Sidepaths	122	401	523
Separated Bike Lanes	2	144	145
Buffered Bike Lanes		5	5
Conventional Bike Lanes	12	16	27
Contra-Flow Bike Lanes		6	6
Bikeable Shoulders		117	117
Neighborhood Greenways		51	51
Shared Streets		1	1
Priority Shared Lanes		6	6
Total	252	780	1,032

Some portion of overall network to be prioritized for implementation within next 20 years.

Bike ReactMap – Thru July 15th



www.mcatlas.org/bikereact

[7] Community Outreach

Community Advisory Group

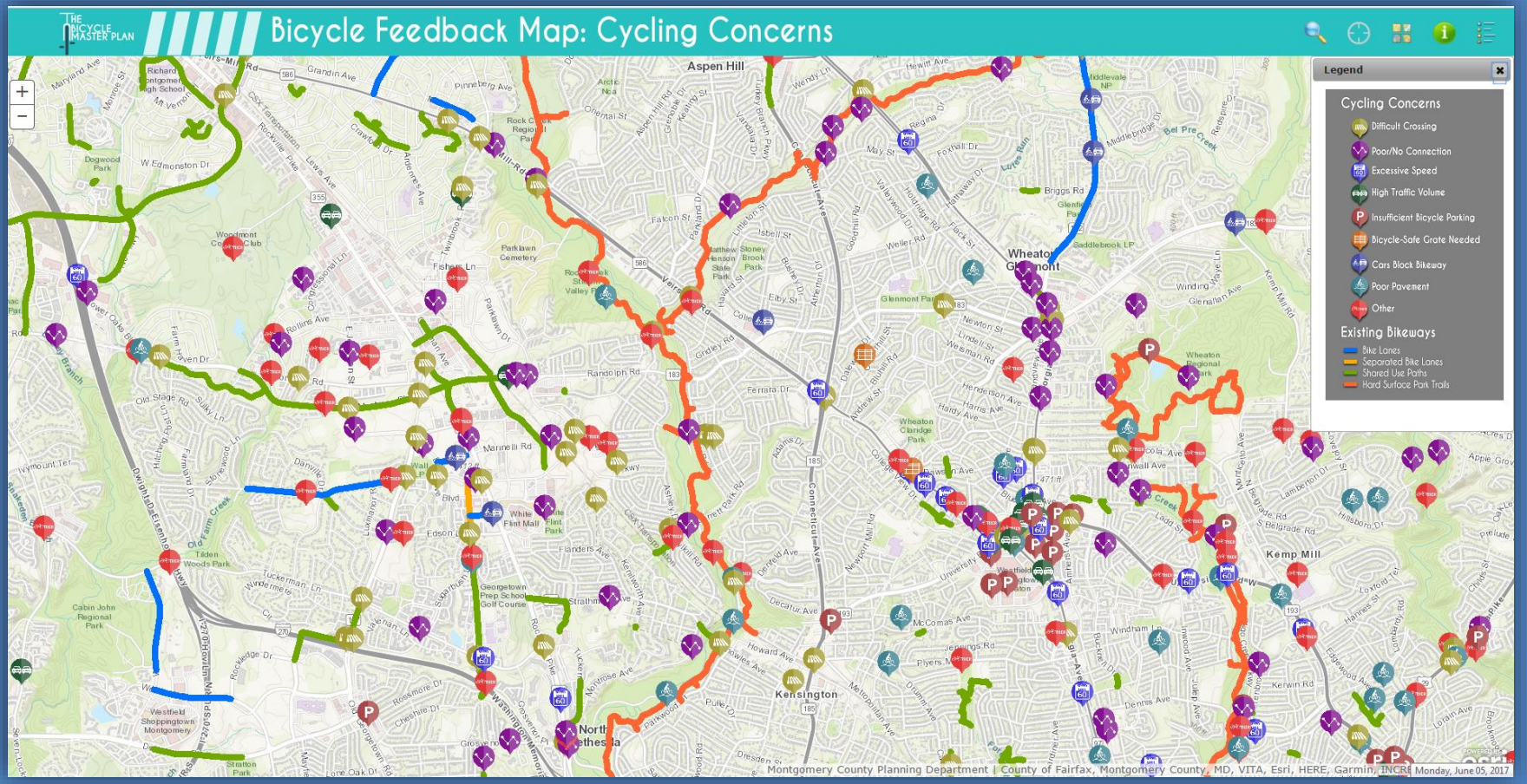
Provides feedback on the Bicycle Master Plan methodology and recommendations

20 member group

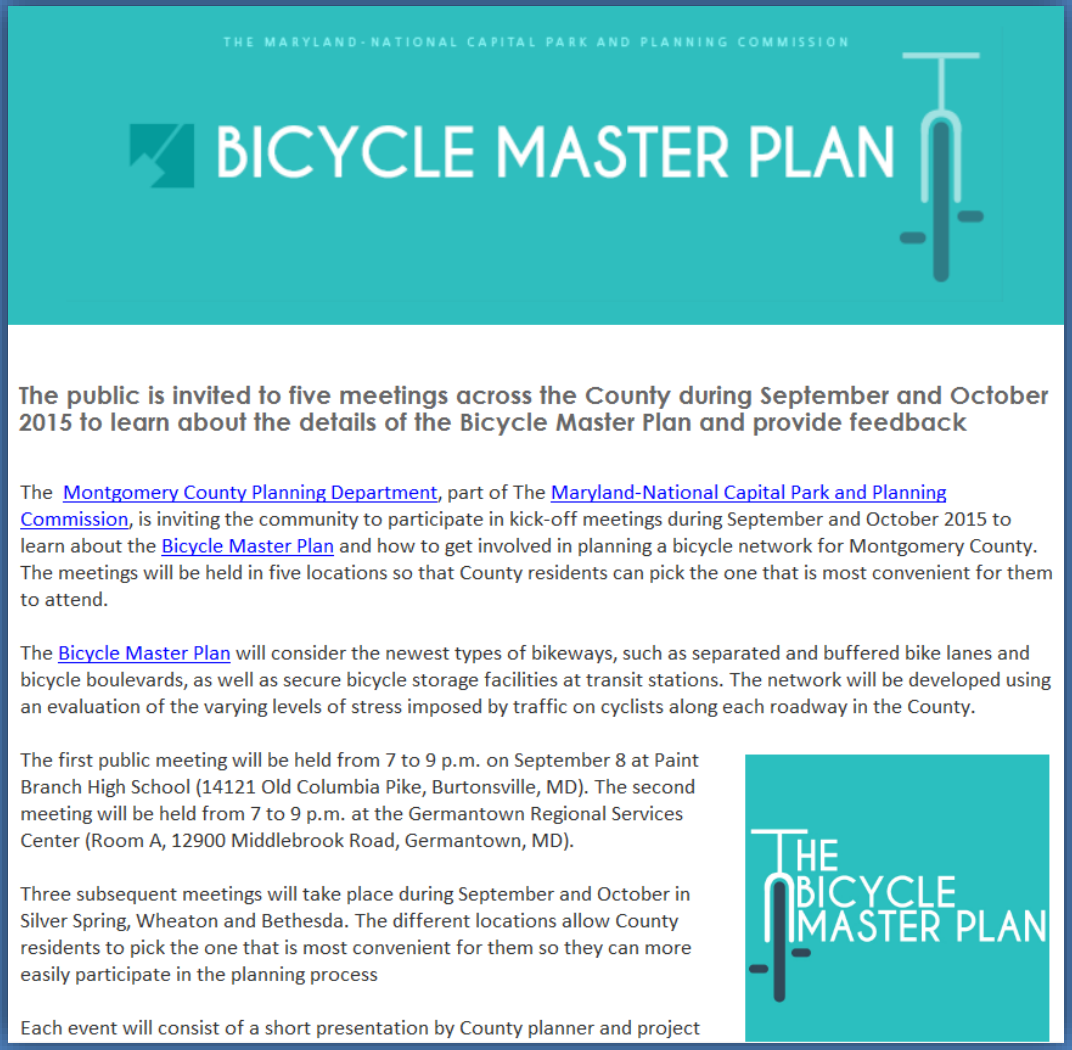
- Geographic
- Stakeholder Groups

14 meetings so far…

Digital Feedback Maps



E-Letter



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

BICYCLE MASTER PLAN

The public is invited to five meetings across the County during September and October 2015 to learn about the details of the Bicycle Master Plan and provide feedback

The Montgomery County Planning Department, part of The Maryland-National Capital Park and Planning Commission, is inviting the community to participate in kick-off meetings during September and October 2015 to learn about the Bicycle Master Plan and how to get involved in planning a bicycle network for Montgomery County. The meetings will be held in five locations so that County residents can pick the one that is most convenient for them to attend.

The Bicycle Master Plan will consider the newest types of bikeways, such as separated and buffered bike lanes and bicycle boulevards, as well as secure bicycle storage facilities at transit stations. The network will be developed using an evaluation of the varying levels of stress imposed by traffic on cyclists along each roadway in the County.

The first public meeting will be held from 7 to 9 p.m. on September 8 at Paint Branch High School (14121 Old Columbia Pike, Burtonsville, MD). The second meeting will be held from 7 to 9 p.m. at the Germantown Regional Services Center (Room A, 12900 Middlebrook Road, Germantown, MD).

THE BICYCLE MASTER PLAN

Three subsequent meetings will take place during September and October in Silver Spring, Wheaton and Bethesda. The different locations allow County residents to pick the one that is most convenient for them so they can more easily participate in the planning process

Each event will consist of a short presentation by County planner and project

Sign up at: montgomeryplanning.org/bikeplan

Twitter @MCBikePlan

Community Bike Rides

WHEATON COMMUNITY BIKE RIDE

PLANNING BOARD CHAIR CASEY ANDERSON (CONFIRMED)

Please join us for a ride around the Wheaton area. Local Residents Peter Gray & Paul Daisey will lead the ride to highlight bicycling conditions along the route. The ride will be at a comfortable pace with several stops along the way. A discussion about the Bicycle Master Plan will follow immediately afterward.

BIKE RIDE:

WHEN: SATURDAY, JUNE 17, 2017
ARRIVE: 9:45 A.M.
DEPART: 10:00 A.M.
RETURN: 11:15 A.M.

WHERE: CAPITAL BIKESHARE STATION ON WEST SIDE OF GEORGIA AVENUE, BETWEEN REEDIE DRIVE AND VEIRS MILL ROAD (PARK AT AMHERST GARAGE, 11304 AMHERST AVENUE).

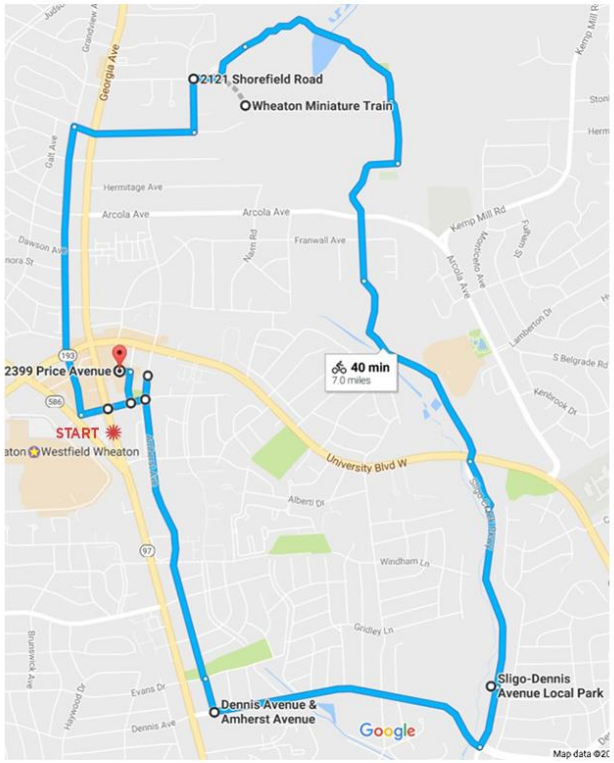
ROUTE: SEE RIGHT

DISCUSSION:

WHEN: 11:30 A.M. - 12:30 P.M.

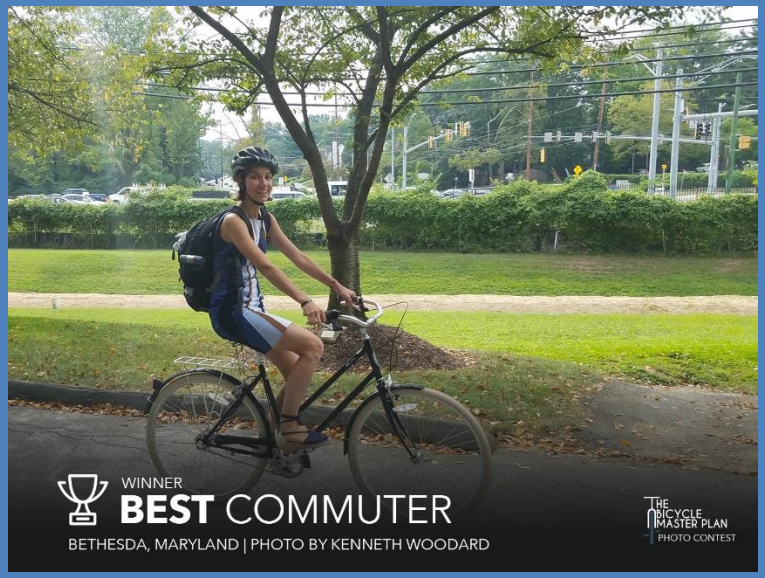
WHERE: THE LIMERICK PUB (11301 ELKIN ST)

RSVP: DAVID ANSPACHER,
DAVID.ANSPACHER@MONTGOMERYPLANNING.ORG



NOTE:
While this bicycle ride is open to everyone, be advised that some road segments may be uncomfortable and inappropriate for some people. Please consult the Montgomery County Bicycle Stress Map at **mcatlas.org/bikestress.** Bicycle helmets are encouraged.

Photo Contest



[8] Next Steps

Next Steps

- Revise Bikeway Network Based On Comments
- Prioritize Recommendations
- Prepare Working Draft Plan

THE BICYCLE MASTER PLAN

#mcbikeplan

Questions?

Project Manager

David Anspacher

301.495.2191

david.anspacher@montgomeryplanning.org

www.montgomeryplanning.org/bikeplan

www.mcatlas.org/bikereact