Bicycle Master Plan Public Meeting

June 8, 2017

Montgomery County Planning Department
David Anspacher, Project Manager
Agenda

[1] Purpose of Master Plan
[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

[Bar chart for Capital Budget showing amounts from FY09 to FY15 recommended]

[Images of construction site]
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 Worksessions
- Planning Board Draft
- Council Hearing
- Council Worksessions
- Council Approval
3 Plan Framework
Plan Framework

DEFINING THE VISION

- Goals
- Objectives
- Metrics
- Data Collection

REALIZING THE VISION

- Bicycle Infrastructure
- Programs
- Policies
- Priorities

MONITORING THE VISION

- Evaluate Objectives
- Identify Bikeways & Bike Parking
- Summarize Changes To County Policies & Programs
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

**GOAL 1**
Increase bicycling trips in Montgomery County.

**GOAL 2**
Create a highly-connected, convenient and low-stress bicycling network.

**GOAL 3**
Provide equal access to low-stress bicycling for all members of the community.

**GOAL 4**
Improve the safety of bicycling.
Bike Parking Recommendations

Berkeley, California

Austin, Texas
## Monitoring Report

### Goal 2: Create a Highly-Connected, Convenient and Low-Stress Bicycling Network

<table>
<thead>
<tr>
<th>Objective</th>
<th>Metric</th>
<th>Actual 2017 (Baseline)</th>
<th>Actual 2019 (Future Year)</th>
<th>Target 2022 (5-Year Target)</th>
<th>Target 2027 (10-Year Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Percentage of potential bicycle trips that can be made on a low-stress bicycle network.</td>
<td>TBD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.2</td>
<td>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.</td>
<td>Red Line 18%</td>
<td>Brunswick Line 12%</td>
<td>Purple Line 15%</td>
<td>Corridor Cities Transitway 23%</td>
</tr>
<tr>
<td>2.3</td>
<td>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.</td>
<td>Elementary Schools 20%</td>
<td>Middle Schools 10%</td>
<td>High Schools 5%</td>
<td></td>
</tr>
<tr>
<td>2.4</td>
<td>Percentage of dwelling units within 2.0 miles of a public facility will be connected to that facility through a low-stress bicycling network.</td>
<td>Public Libraries 10%</td>
<td>Recreation Centers 22%</td>
<td>Recreational and Regional Parks 37%</td>
<td></td>
</tr>
</tbody>
</table>
Bicycle Stress Map

www.mcatlas.org/bikestress

2017 NATIONAL PLANNING ACHIEVEMENT AWARD | GOLD TRANSPORTATION PLANNING
[4] 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
Trails
off-street trails | stream valley park trails

Rock Creek Trail
Separated Bikeways
separated bike lanes | sidepaths
Separated Bikeways
separated bike lanes | sidepaths

White Flint

Most separation from traffic: SEPARATION FROM TRAFFIC
Separated Bikeways
separated bike lanes | sidepaths

MacArthur Blvd
Striped Bikeways

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

Washington DC
Striped Bikeways
buffered bike lanes | conventional bike lanes

Bethesda
Striped Bikeways
advisory bike lanes | contra-flow bike lanes

Alexandria
Striped Bikeways
advisory bike lanes | contra-flow bike lanes

Silver Spring
Bikeable Shoulders

**Boyds**
Shared Roads
neighborhood greenways | shared streets
Shared Roads
neighborhood greenways | shared streets

Portland, Oregon
(source: Toole Design Group)
Shared Roads
neighborhood greenways | shared streets
Shared Roads

priority shared lane markings

source: Toole Design Group
[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

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

*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
Bethesda Chevy Chase (East)

Highlights

- MD 355 corridor
- Capital Crescent Trail
- Bethesda Trolley Trail
- Bicycle parking station
Bethesda Chevy Chase (West)

Highlights

- Bikeways on both sides of River Road
Bethesda CBD

Highlights

• Network of separated bike lanes
• New tunnel for Capital Crescent Trail
• Bicycle parking stations
Chevy Chase Lake

**Highlights**

- Capital Crescent Trail
Friendship Heights

Highlights

- Separated bike lane network
- Bicycle parking stations
Grosvenor

Highlights

- Connection to White Flint
- Connection to Bethesda Trolley Trail
- Bicycle parking station
North Bethesda / Twinbrook

Highlights

• Connections to White Flint from residential neighborhoods
Potomac

Highlights

- Sidepaths on most major roads
White Flint

Highlights

• Separated bike lane network
• New crossing of railroad tracks
• Bicycle parking stations
## Total Mileage – Full Build Out

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

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

Bicycle Feedback Map: Cycling Concerns

Legend

Cycling Concerns
- Difficult Crossing
- Barn/No Connection
- Excessive Speed
- High Traffic Volume
- Inadequate Bicycle Parking
- Bicycle-Safe Grade Needed
- Cars Block Reception
- Poor Pavement
- Other

Existing Bikeways
- Bike Lanes
- Separated Bike Lanes
- Shared Use Paths
- Hosted Bike Path

Map courtesy of Montgomery County Planning Department, County of Fairfax, Montgomery County, MO, VTA, Eedi, HERE, Garmin. Updated: Monday, June 05, 2017.
E-Letter

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).

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.
MCBikePlan

The official Twitter account of the Montgomery County Planning Department’s Bicycle Master Plan. Working to write a comprehensive bicycle plan for the county.

@MCBikePlan

Where do we need better places to bike in MoCo?

In June, the Montgomery Planning Department is hosting meetings to get your feedback on the draft network maps for the updated Bicycle Master Plan.

waba.org
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
- Develop and Evaluate Scenarios
- Prioritize Recommendations
- Prepare Working Draft Plan
Questions?

Project Manager
David Anspacher
301.495.2191
david.anspacher@montgomeryplanning.org

www.montgomeryplanning.org/bikeplan

www.mcatlas.org/bikereact