



Bicycle Master Plan Public Meeting

June 8, 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%)



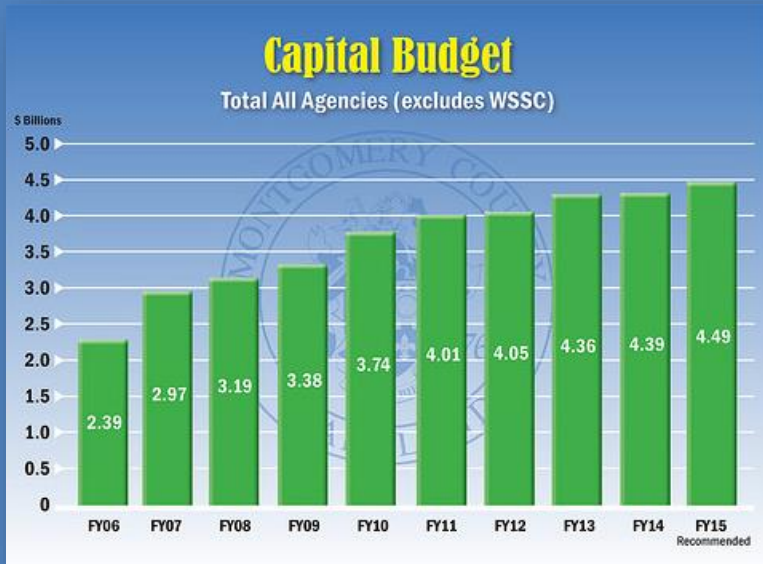
Low Stress Tolerance (~60%)



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

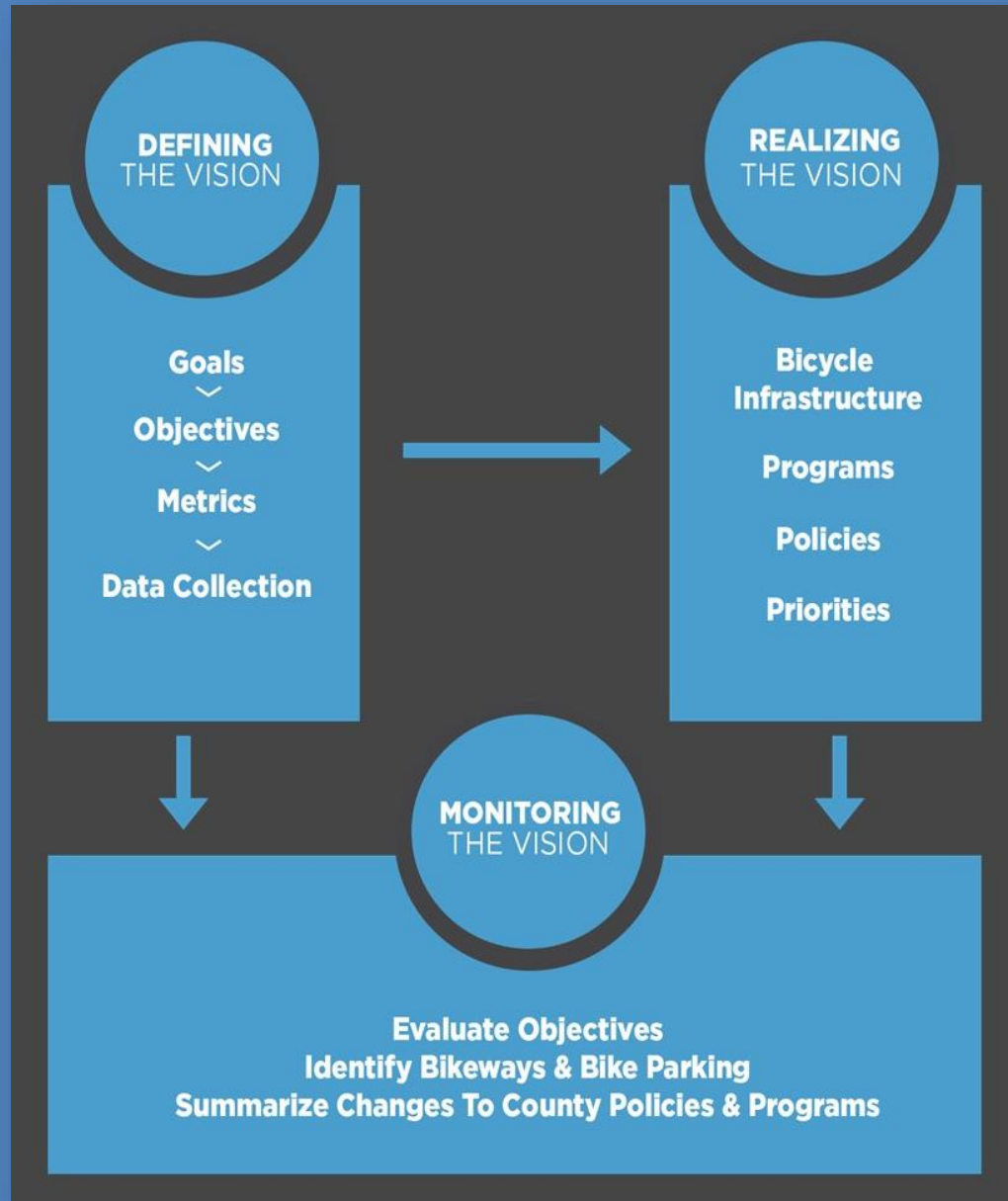
Council Hearing

Council Worksessions

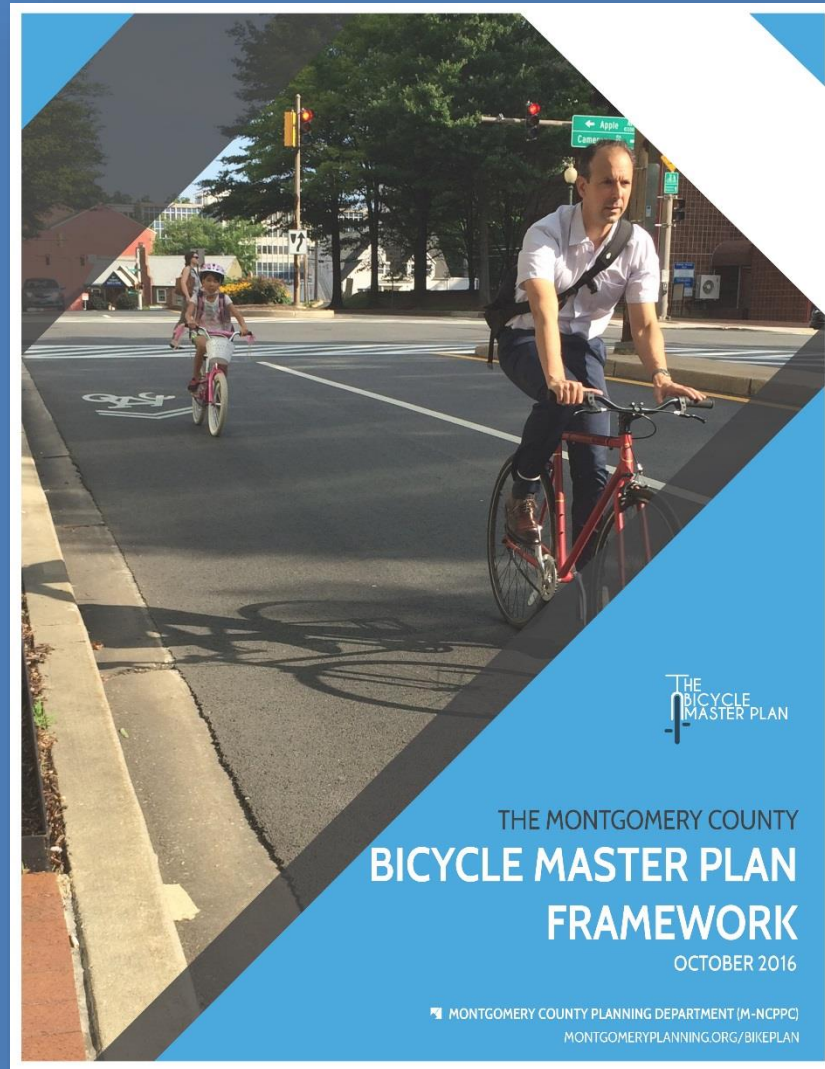
Council Approval

[3] Plan Framework

Plan Framework



Plan Framework



www.montgomeryplanning.org/bikeplan

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



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.

Bikeway Recommendations

Silver Spring CBD



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

THE
BICYCLE
MASTER PLAN

Bicycle Stress Map

What is Traffic Stress?

Stress Tolerance Levels

Switch Basemap

Stress Tolerance Levels

- Very High**
(very few adults will bicycle)
- High**
(few adults will bicycle)
- Moderate High**
(some adults will bicycle)
- Moderate Low**
(many adults will bicycle)
- Low**
(most adults will bicycle)
- Very Low**
(all adults & some children will bicycle)
- None**
(everyone will bicycle)

CREATE YOUR OWN ANALYSIS

- ☐ Map My Bikedshed
- ☐ Map My Route

CONNECTIVITY ANALYSIS

Check Layer and click point for analysis

Rail Stations

- ☐ Red Line
- ☐ MARC Brunswick Line
- ☐ Purple Line (planned)
- ☐ Corridor Cities Transitway (planned)

Public Schools

- ☐ Elementary
- ☐ Middle
- ☐ High

www.mcatlas.org/bikestress

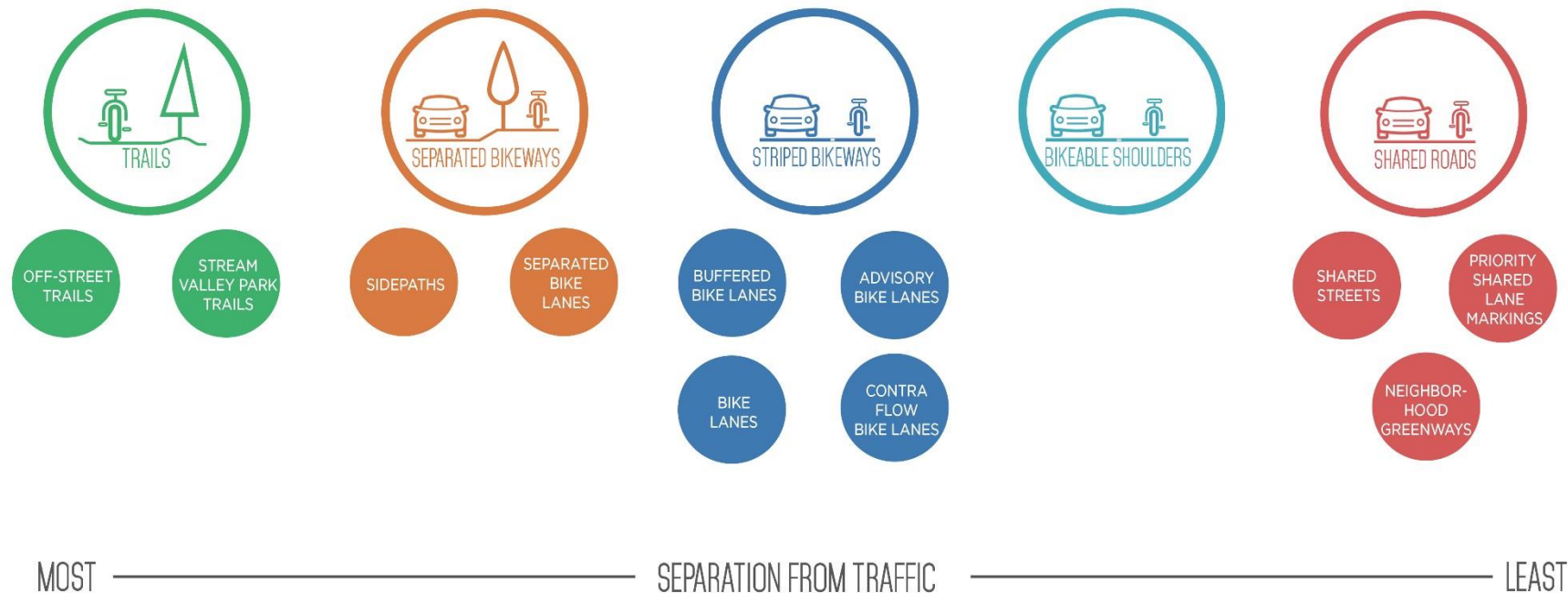


2017 NATIONAL PLANNING ACHIEVEMENT AWARD | GOLD
TRANSPORTATION PLANNING

[4] Bikeway Classification

Bikeway Classification

BICYCLE FACILITY 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



Rock Creek Trail



MOST ————— SEPARATION FROM TRAFFIC ————— LEAST



Separated Bikeways

separated bike lanes | sidepaths



MOST

SEPARATION FROM TRAFFIC

LEAST



Separated Bikeways

separated bike lanes | sidepaths



White Flint



MOST

SEPARATION FROM TRAFFIC

LEAST



Separated Bikeways

separated bike lanes | sidepaths



MacArthur Blvd



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

buffered bike lanes | conventional bike lanes



Washington DC



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

buffered bike lanes | conventional bike lanes



Bethesda



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

advisory bike lanes | contra-flow bike lanes



Alexandria



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

advisory bike lanes | contra-flow bike lanes



Silver Spring



MOST

SEPARATION FROM TRAFFIC

LEAST



Bikeable Shoulders



Boys



MOST

SEPARATION FROM TRAFFIC

LEAST



Shared Roads

neighborhood greenways | shared streets



MOST ————— SEPARATION FROM TRAFFIC ————— LEAST



Shared Roads

neighborhood greenways | shared streets



Portland, Oregon
(source: Toole Design Group)

MOST

SEPARATION FROM TRAFFIC



LEAST



Shared Roads

neighborhood greenways | shared streets



MOST

SEPARATION FROM TRAFFIC



LEAST



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		

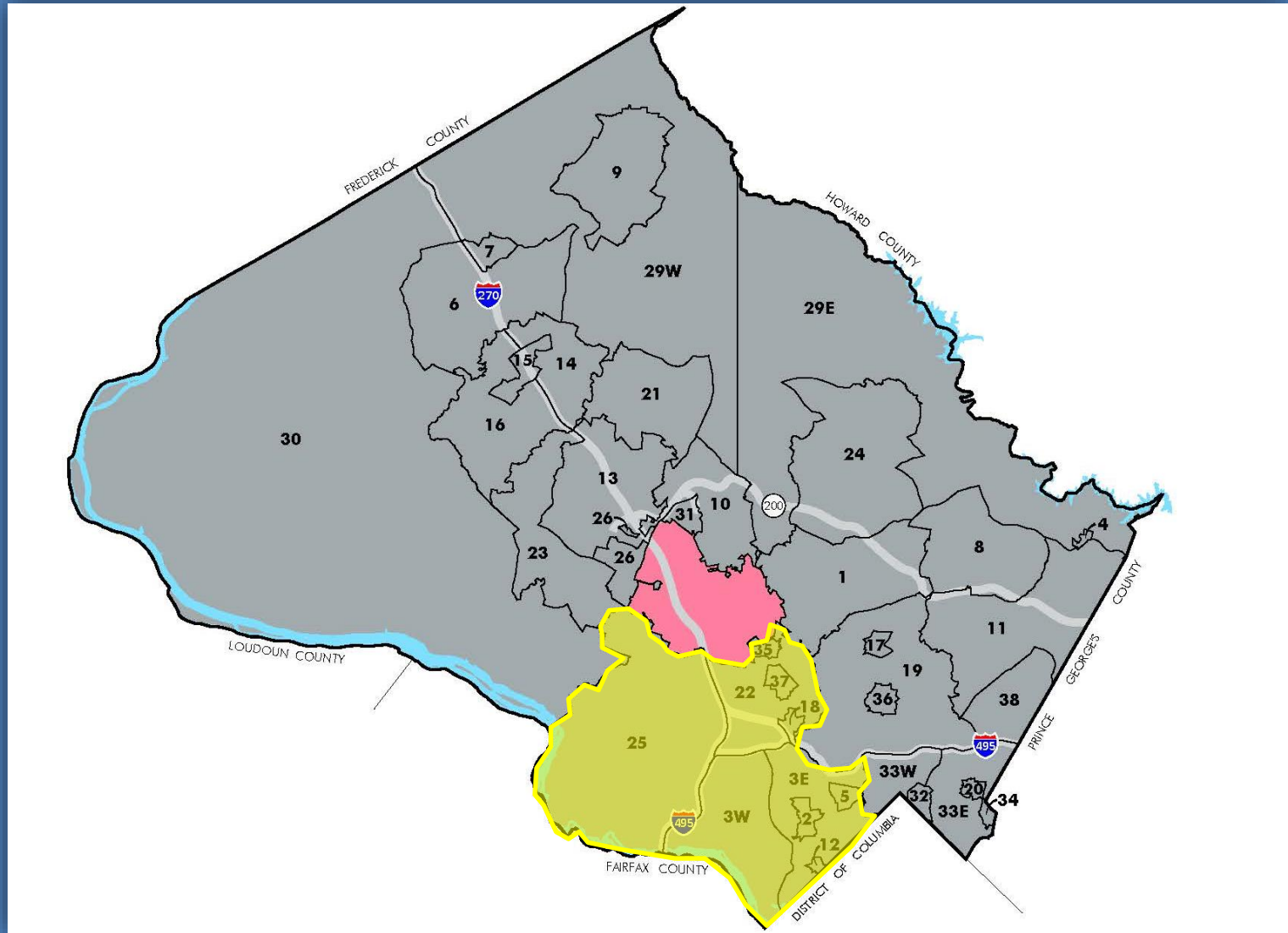
*Where space is available and does not substantially detract from the default bikeway, bike lanes or bikeable shoulders can be added.

[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



Bethesda-Chevy Chase (East)

The map displays the Bethesda-Chevy Chase (East) area, highlighting various transportation infrastructure. Key features include:

- Policy Area:** Shaded in light gray.
- Parkland:** Shaded in light green.
- County Line:** Indicated by a dashed line.
- Metro Station:** Marked with a red 'M' in a square.
- Bus Rapid Transit Station:** Marked with a yellow 'B' in a square.
- Existing:** Solid lines (orange for trails, blue for bikeways).
- Proposed:** Dashed lines (orange for trails, blue for bikeways).
- Trails:** Represented by orange lines.
- Separated Bikeways:** Represented by blue lines with white stripes.
- Striped Bikeways:** Represented by blue lines with white stripes.
- Bikeable Shoulders:** Represented by blue lines with white dots.
- Shared Roads:** Represented by red dashed lines.
- Grade Separated Crossing:** Represented by a black and white square symbol.
- Bicycle Parking Station:** Represented by a black and white circle symbol.

Geographical labels include: Bethesda Trolley Trail, Elmhurst Pkwy Trail, West Cedar Ln, Jones, Bridge Rd, Jones Mill Rd, Capital Crescent Trail, Woodbine St, Wisconsin Avenue, Prokell Rd, Columbia, District of, FRIENDSHIP HEIGHTS, Capital Crescent Blvd, Massachusetts, Goldsboro, River, Bradley, Wilson, Lane, Road, Road, Avenue, Capital, Bethesda, Georgetown Rd, Old, Virginia, and Chevy Chase Lake.

Scale: 0 to 4000 feet.

Source: U:\COUNTY\WIS\TRANS\Bicycle Master Plan\BCC-East PolicyArea.dwg

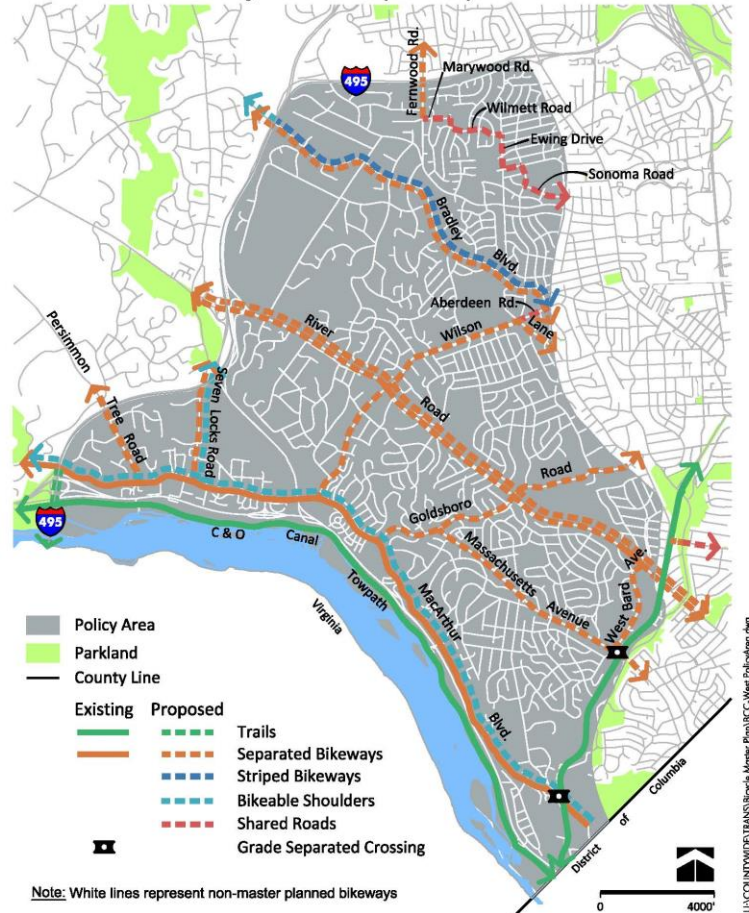
- MD 355 corridor
- Capital Crescent Trail
- Bethesda Trolley Trail
- Bicycle parking station

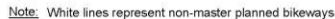
Bethesda Chevy Chase (West)

Highlights

- Bikeways on both sides of River Road

Bethesda-Chevy Chase (West)



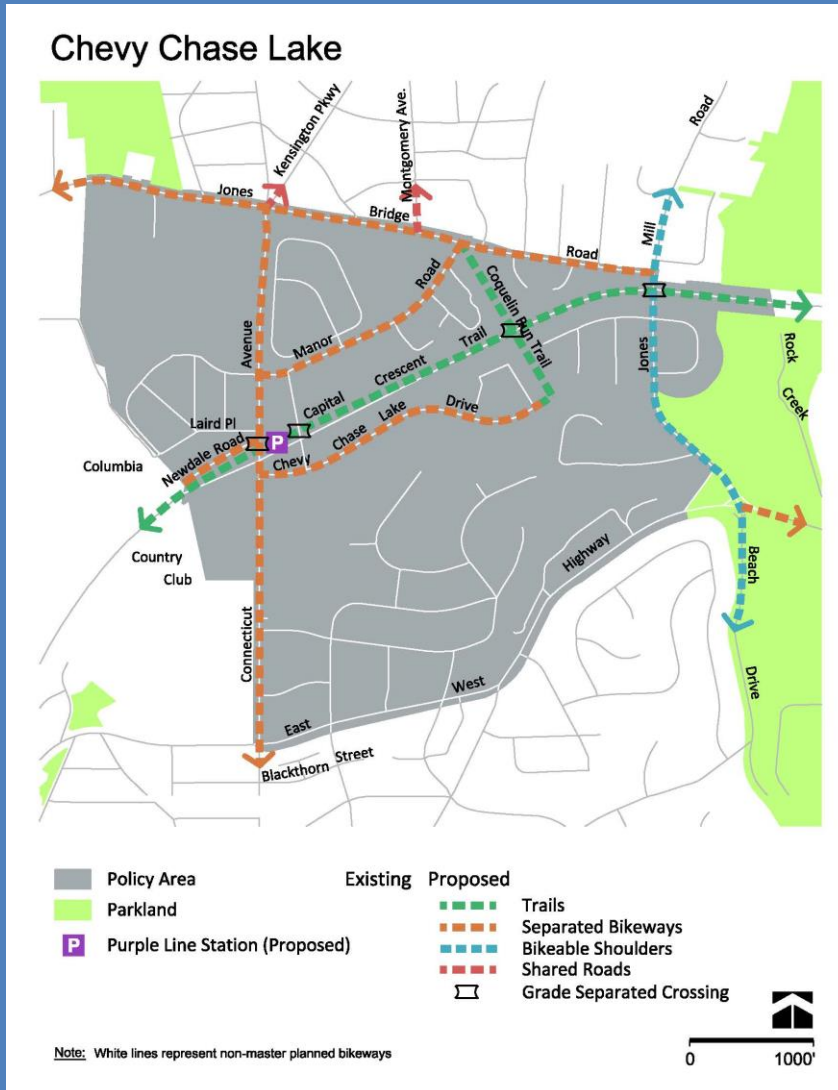


- Bicycle parking stations

Chevy Chase Lake

Highlights

- Capital Crescent Trail



Friendship Heights

Highlights

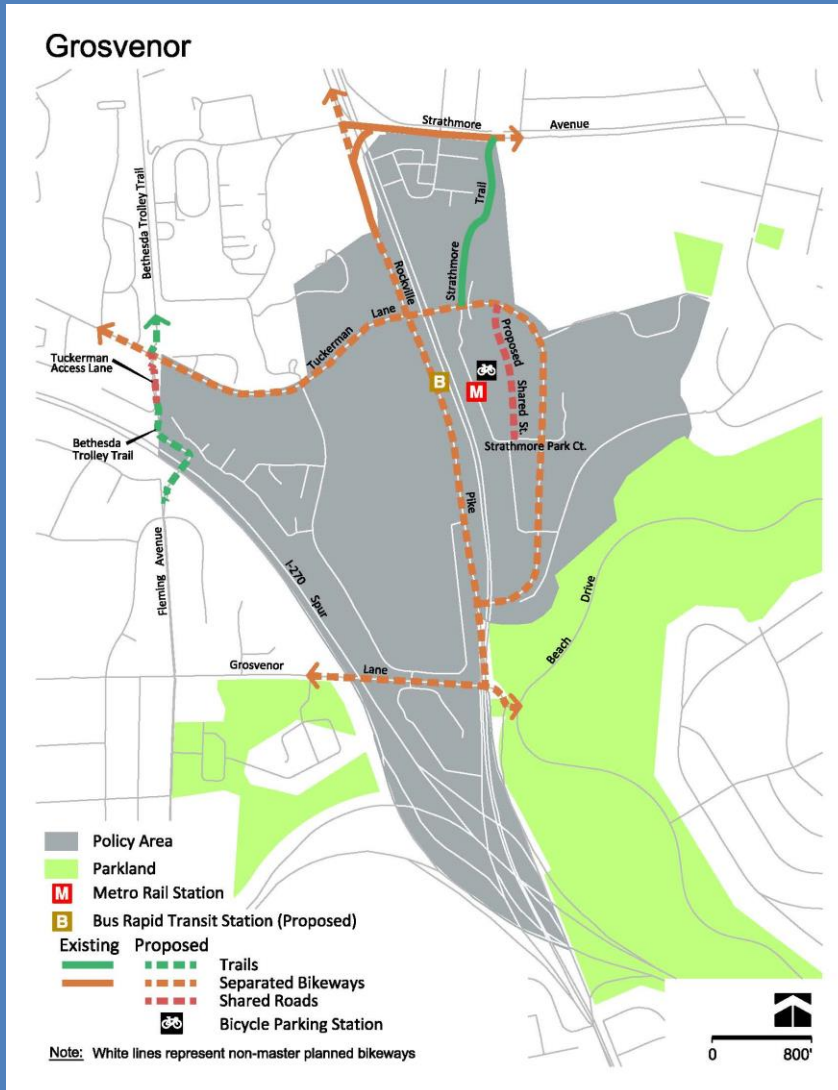
- Separated bike lane network
- Bicycle parking stations



Grosvenor

Highlights

- Connection to White Flint
- Connection to Bethesda Trolley Trail
- Bicycle parking station



North Bethesda/Twinbrook

Legend:

- Policy Area:**
 - City of Rockville (Pink)
 - Parkland (Light Green)
- Existing:**
 - Trails (Solid Green Line)
- Proposed:**
 - Trails (Dashed Green Line)
 - Separated Bikeways (Dashed Orange Line)
 - Striped Bikeways (Dashed Blue Line)
 - Shared Roads (Dashed Red Line)
 - Grade Separated Crossing (Black and White Box)

Note: White lines represent non-master planned bikeways

- Connections to White Flint from residential neighborhoods

Potomac

Highlights

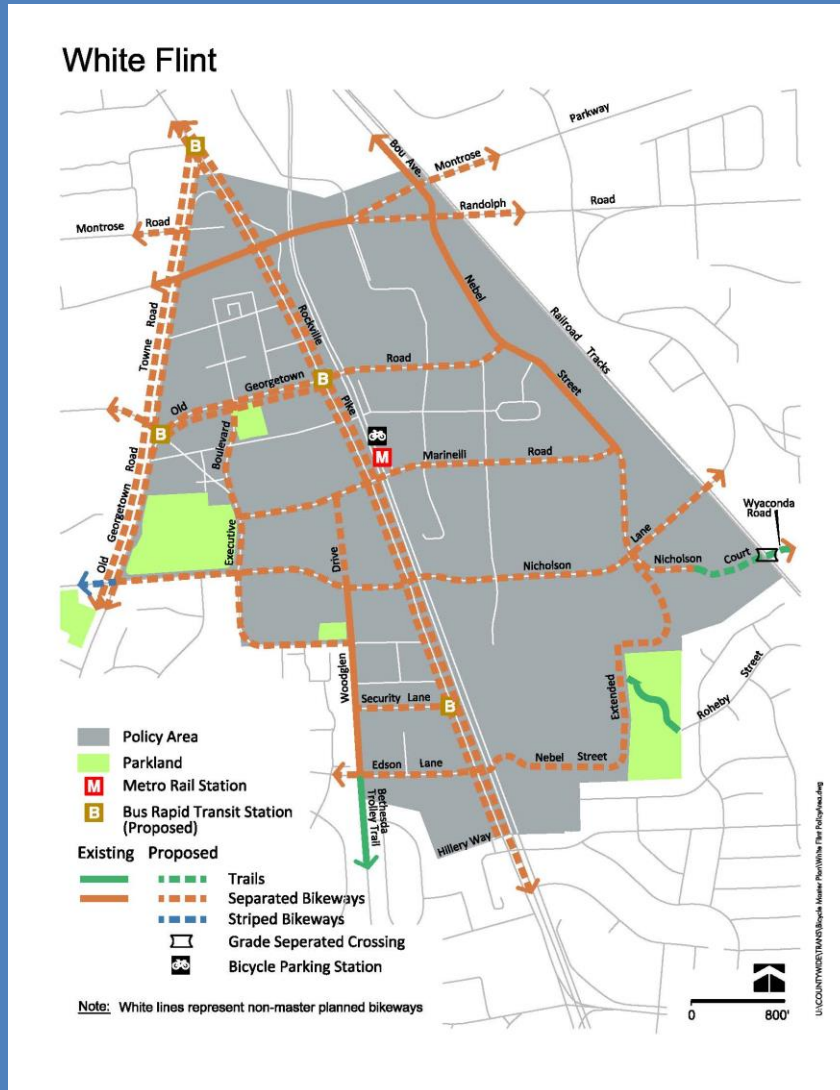
- Sidepaths on most major roads



White Flint

Highlights

- Separated bike lane network
- New crossing of railroad tracks
- Bicycle parking stations




Total Mileage – Full Build Out

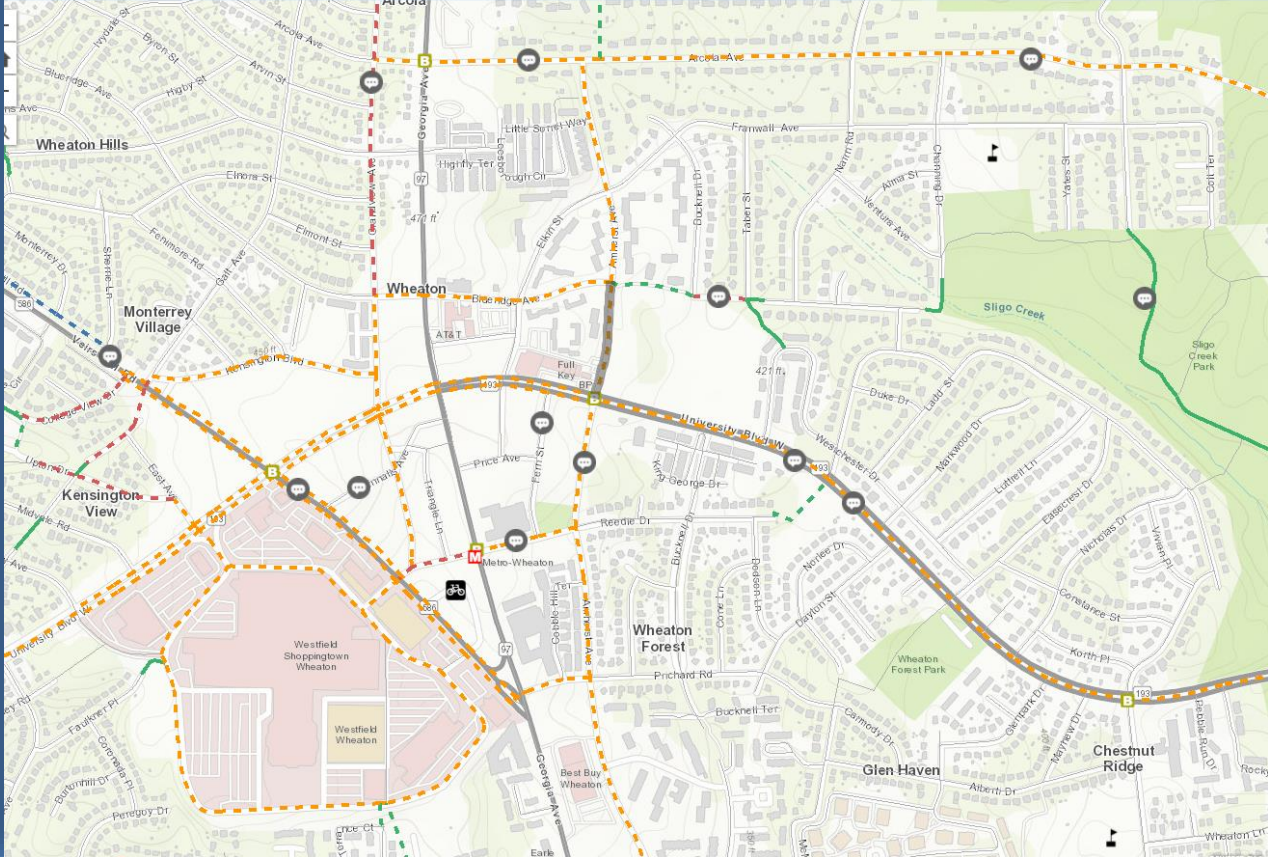
Bikeway Type	Existing	Proposed	Total
Off-Street Trails	79	30	110
Stream Valley Park Trails	28	0	28
Neighborhood Connectors	9	3	12
Sidepaths	122	401	523
Separated Bike Lanes	2	144	145
Buffered Bike Lanes		5	5
Conventional Bike Lanes	12	16	27
Contra-Flow Bike Lanes		6	6
Bikeable Shoulders		117	117
Neighborhood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



BIKEWAY REACTMAP




[WELCOME](#) [COMMENT](#) [BIKEWAYS](#) [HELP](#)

Amherst Ave

Facility Type: Separated Bikeway
Bikeway Type: Separated Bike Lanes (One-Way on Both Sides of Street)
From: Blueridge Ave
To: University Blvd

Traffic Stress ([click to learn more](#))
Existing: Moderate-Low
Planned: Low

Example of Separated Bike Lanes



[Add Comment](#)

Comment

Comment: (required)

Name: (optional)

Email: (optional-will not be displayed)

Sunday, June 04, 20

www.mcatlas.org/bikereact

[7] Community Outreach

Community Advisory Group

Provides feedback on the Bicycle Master Plan methodology and recommendations

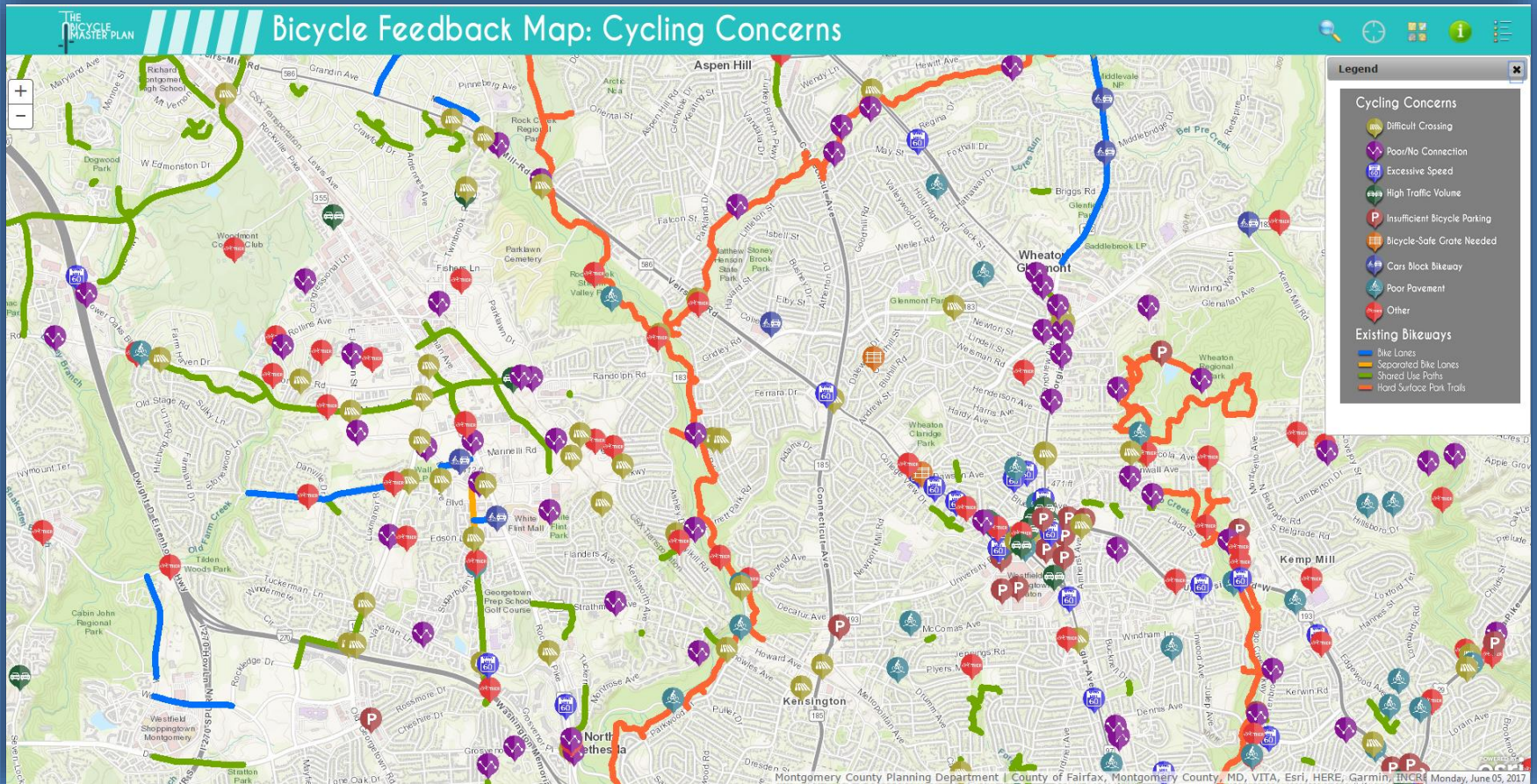
20 member group

- 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).


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

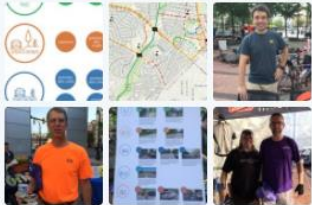


MCBikePlan
@MCBikePlan

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

Silver Spring, MD
montgomeryplanning.org/bikeplan
Joined April 2015

302 Photos and videos



TWEETS 753 FOLLOWING 181 FOLLOWERS 455 LIKES 55 MOMENTS 0


Edit profile

Tweets Tweets & replies Media

Pinned Tweet

MCBikePlan @MCBikePlan · May 6
Attend one of our June public meetings. montgomeryplanning.org/community-invi...

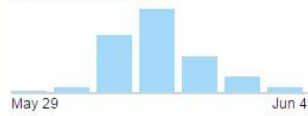
MCBikePlan @MCBikePlan · 15h
Where do we need better places to bike in MoCo? waba.org/blog/2017/06/w... via @WABADC



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...
waba.org

Your Tweet activity

Your Tweets earned **3,728 impressions** over the last week



May 29 Jun 4

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TakomaLangley TmCtr @...
Followed by Long Branch Sector and others
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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).

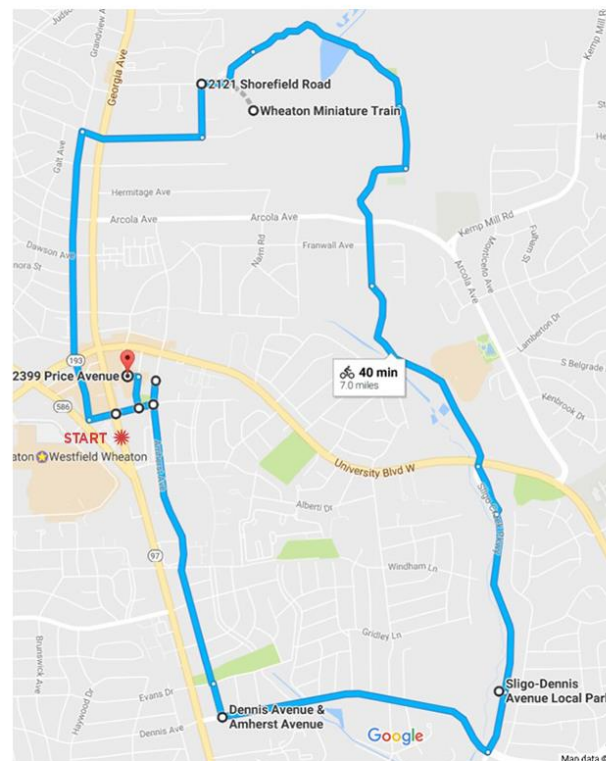
ROUTE: SEE RIGHT

DISCUSSION:

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

WHERE: THE LIMERICK PUB (11301 ELKIN ST)

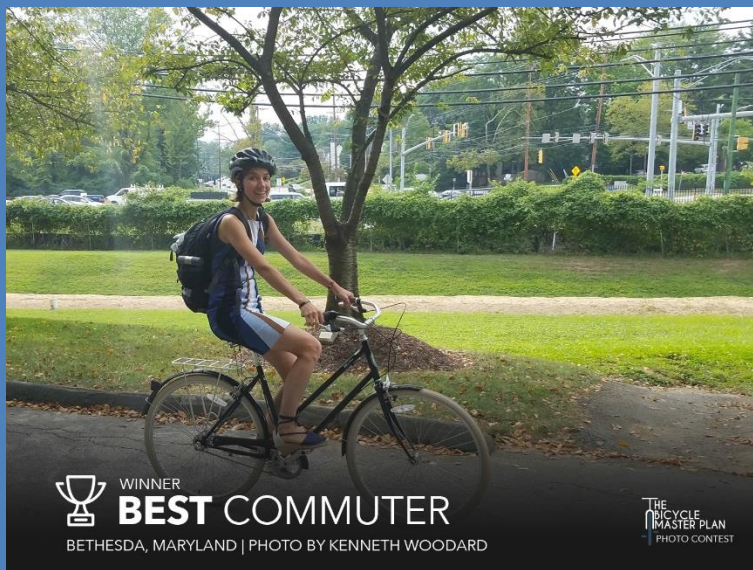
RSVP: DAVID ANSPACHER,
DAVID.ANSPACHER@MONTGOMERYPLANNING.ORG



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
- Develop and Evaluate Scenarios
- Prioritize Recommendations
- Prepare Working Draft Plan



#mcbikeplan

Questions?

Project Manager

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www.montgomeryplanning.org/bikeplan

www.mcatlas.org/bikereact