



# Bicycle Master Plan Public Meeting

June 6, 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

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Commuting



Recreating

# User Groups

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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

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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

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Where we are going...

Bicycle Facility Design Toolkit

Working Draft Plan

Planning Board Hearing

Planning Board Worksession

Planning Board Draft

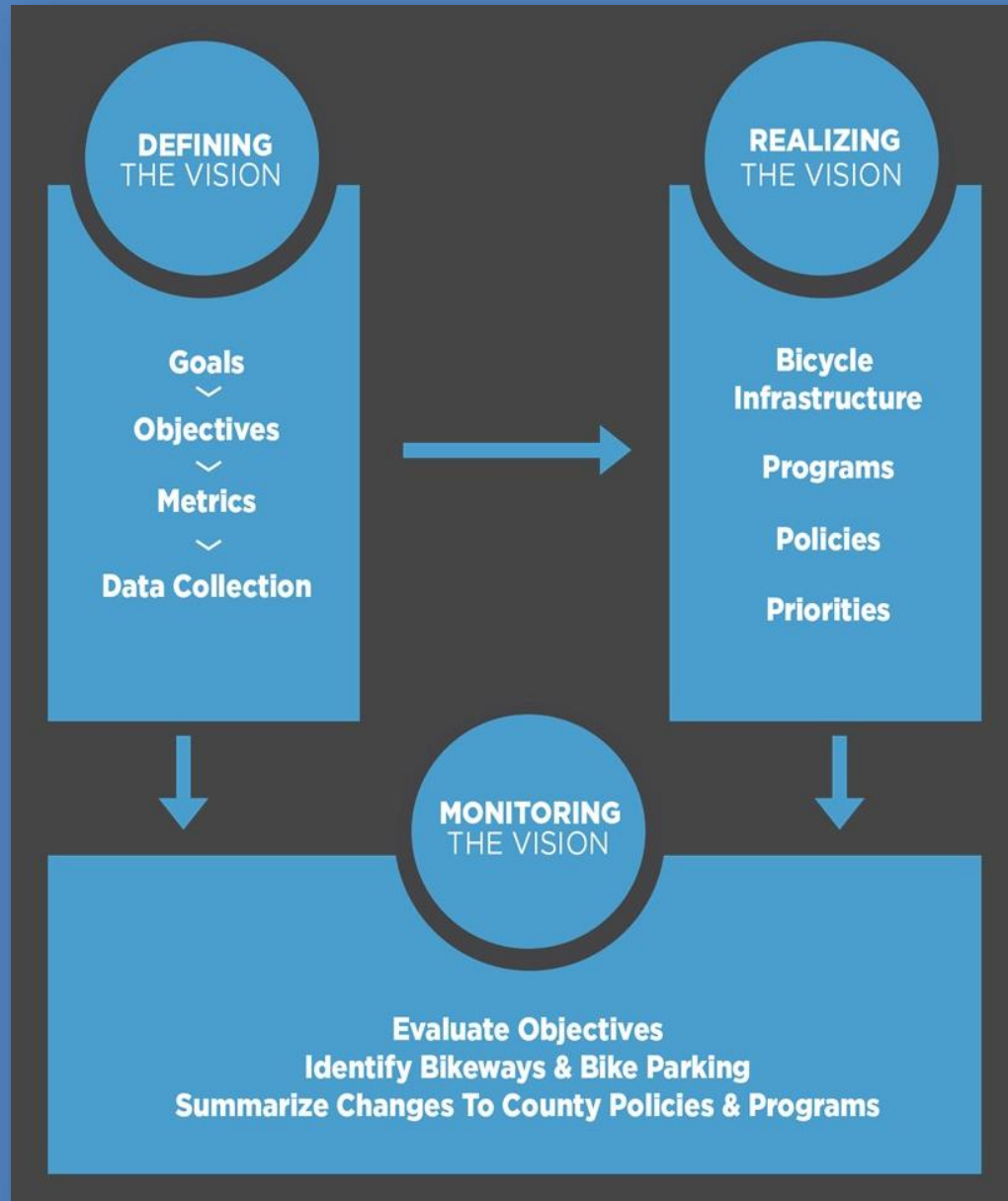
Council Hearing

Council Worksessions

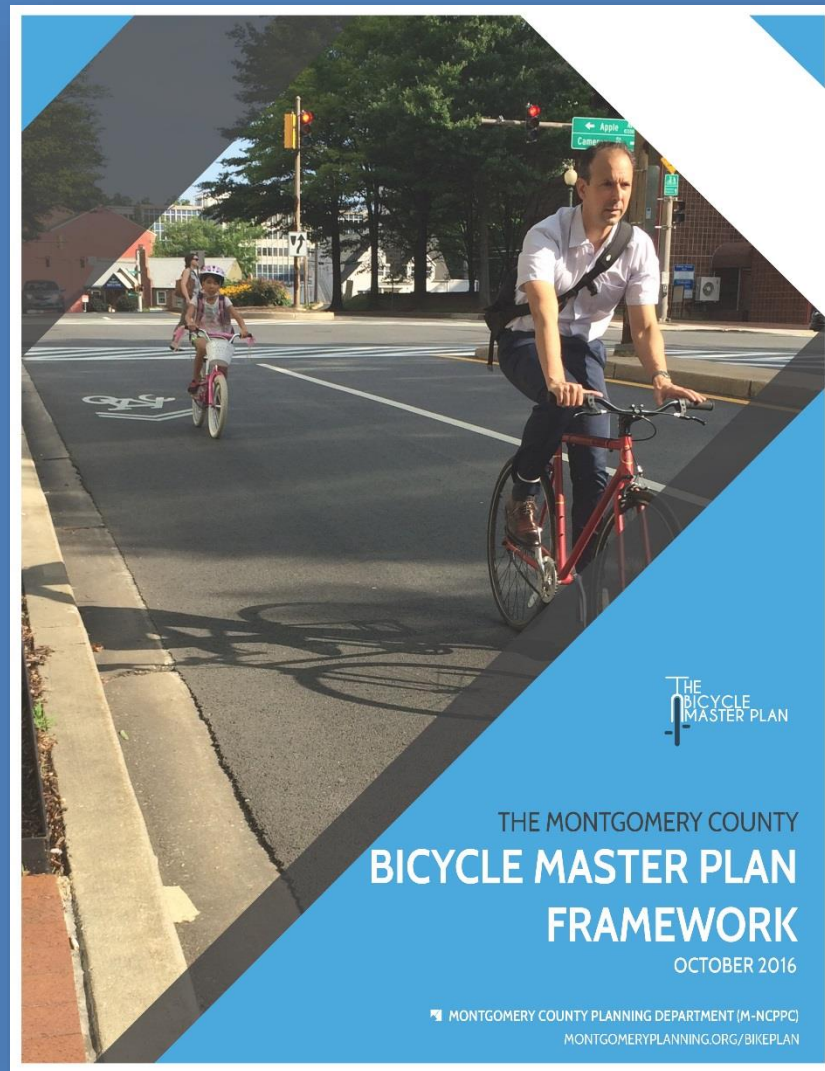
Council Approval

## [3] Plan Framework

# Plan Framework



# Plan Framework



[www.montgomeryplanning.org/bikeplan](http://www.montgomeryplanning.org/bikeplan)

# Vision Statement

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**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

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## 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

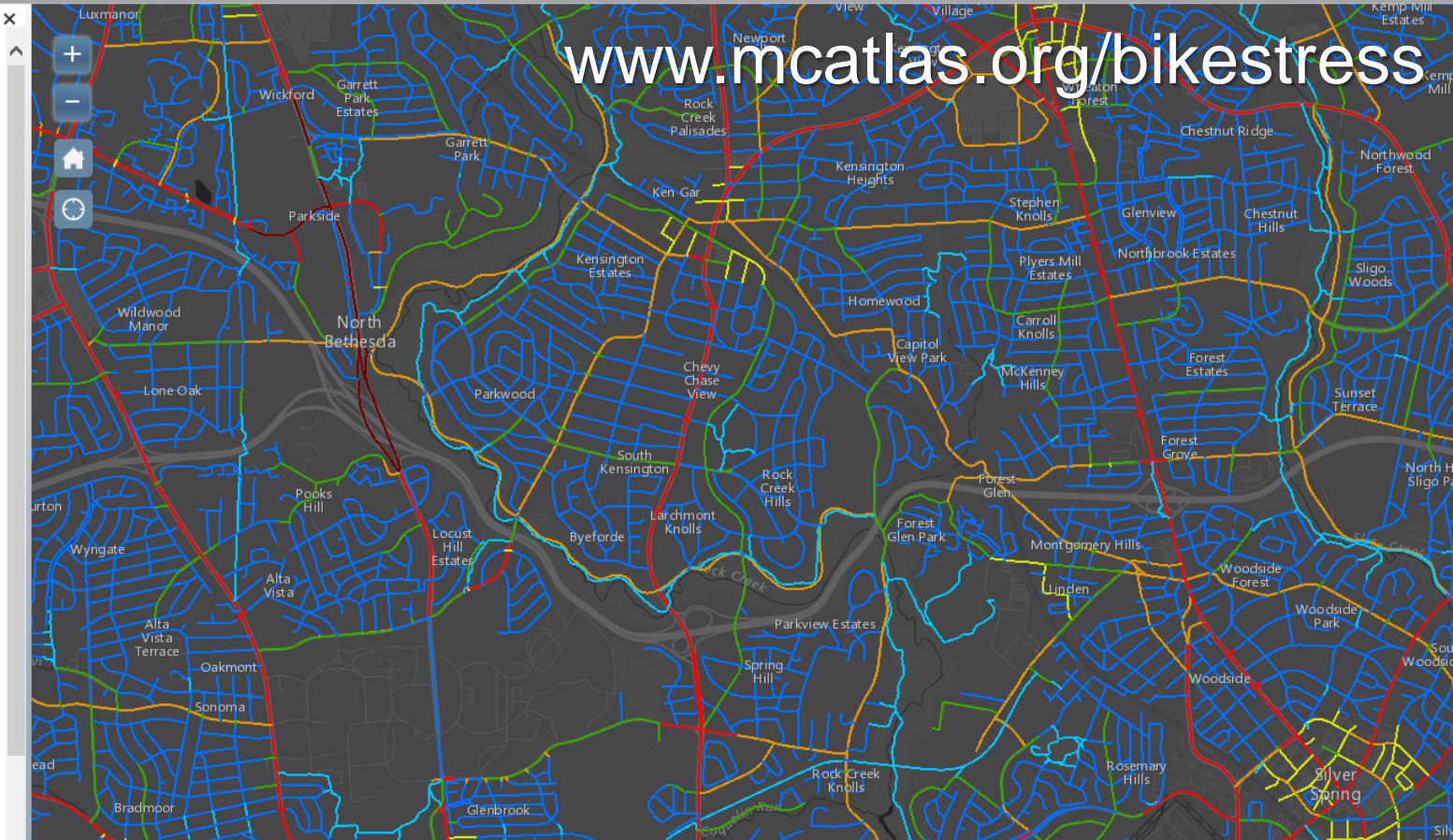
**CONNECTIVITY ANALYSIS**  
*Check Layer and click point for analysis*

**Rail Stations**

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

**Public Schools**

- ☐ Elementary
- ☐ Middle
- ☐ High

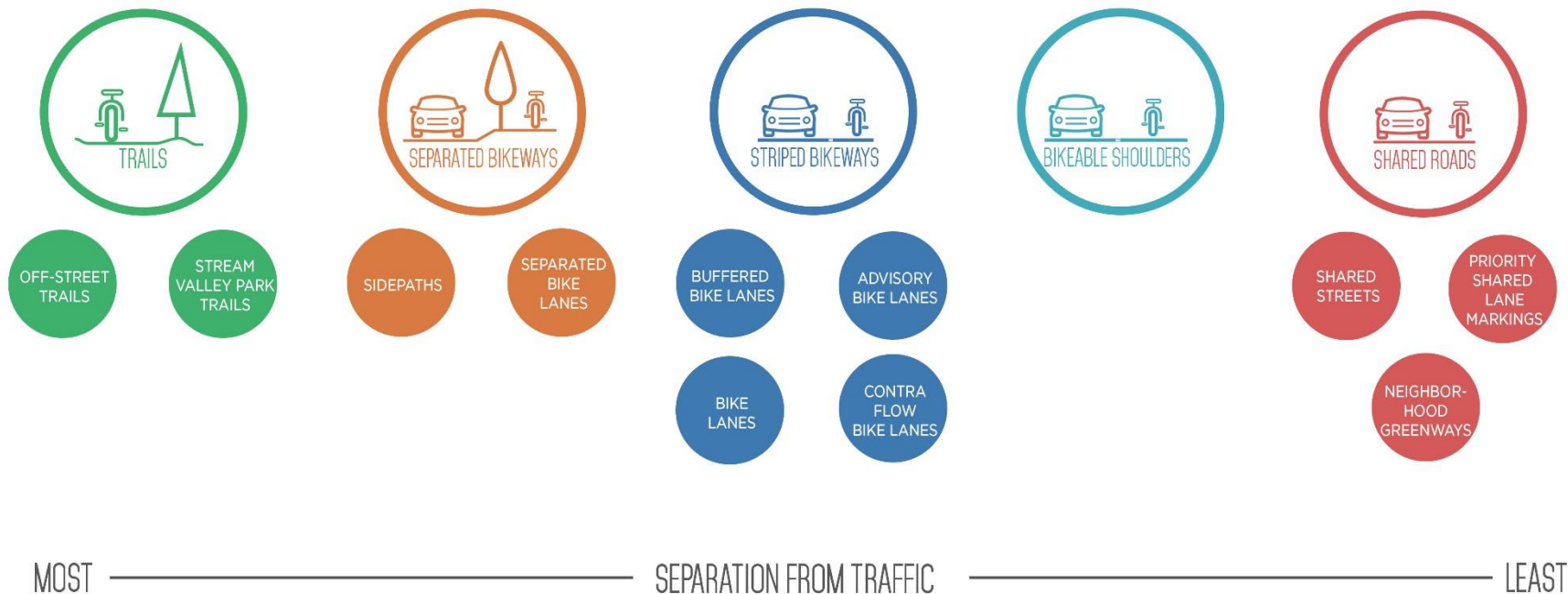


2017 NATIONAL PLANNING ACHIEVEMENT AWARD | GOLD  
TRANSPORTATION PLANNING

## [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



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

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# Separate From Pedestrians

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# Two-Way Bikeways on Both Sides of Road



# Bikeways on Primary Residential Streets

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# 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.

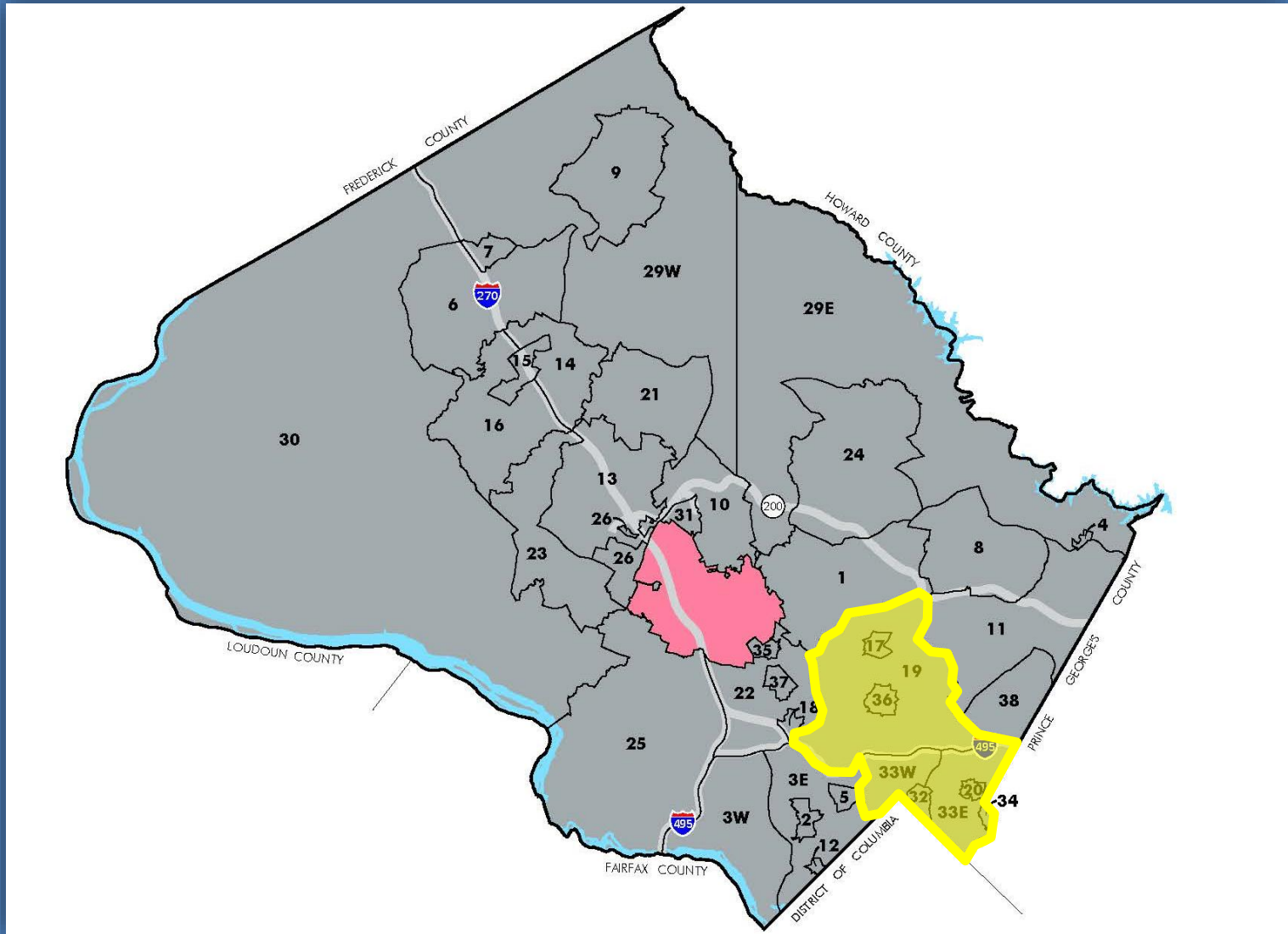
## [6] Bikeway Network

# Bikeway Network

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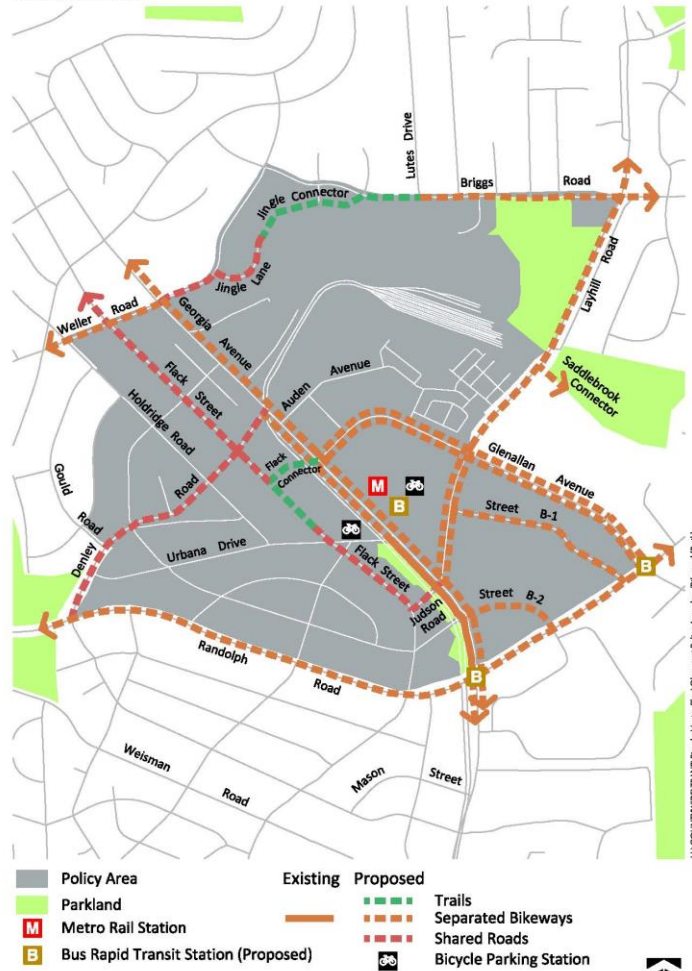
- Extensive network of bikeways
- Potential impacts  
(streetscape, temporary disruptions)
- Need to prioritize what gets built over next 20 years

# Policy Areas



# Glenmont

## Glenmont

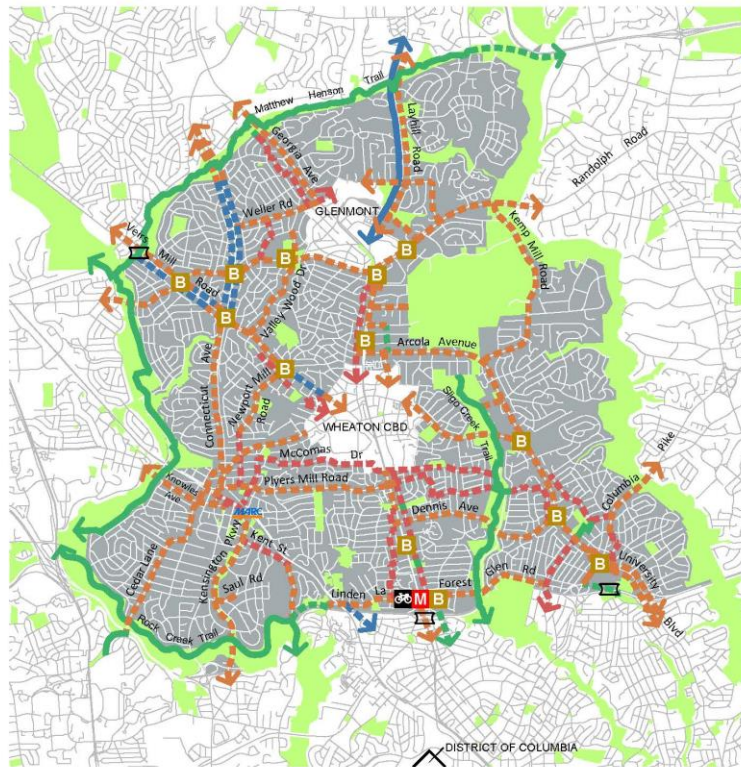


## Highlights

- Silver Spring to Glenmont Bikeway
- Bicycle parking stations

# Kensington / Wheaton

## Kensington/Wheaton



- Policy Area
- Parkland
- County Line
- M Metrorail Station
- MARC Station
- B Bus Rapid Transit Station (Proposed)

- | Existing                 | Proposed                 |  |
|--------------------------|--------------------------|--|
| Trails                   | Trails                   |  |
| Separated Bikeways       | Separated Bikeways       |  |
| Striped Bikeways         | Striped Bikeways         |  |
| Shared Roads             | Shared Roads             |  |
| Grade Separated Crossing | Grade Separated Crossing |  |
| Bicycle Parking Station  | Bicycle Parking Station  |  |

Note: White lines represent non-master planned bikeways

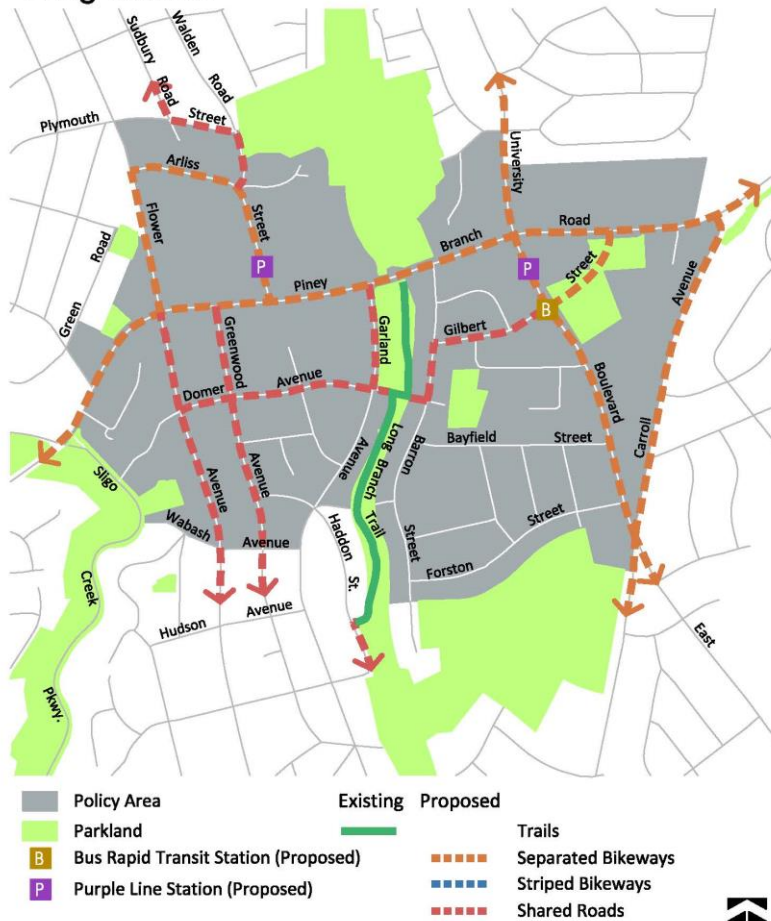
0 5000'

## Highlights

- Silver Spring to Glenmont Bikeway
- Wheaton to Rockville Bikeway
- Matthew Henson Trail underpass
- Bicycle parking station

# Long Branch

## Long Branch

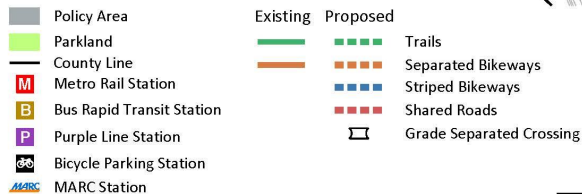


## Highlights

- Connections to Purple Line stations

# Silver Spring CBD

Silver Spring CBD



## Highlights

- Capital Crescent Trail
- Metropolitan Branch Trail
- Separated bike lanes network
- Bicycle parking stations

# Silver Spring / Takoma Park (East)

Silver Spring/Takoma Park (East Side)

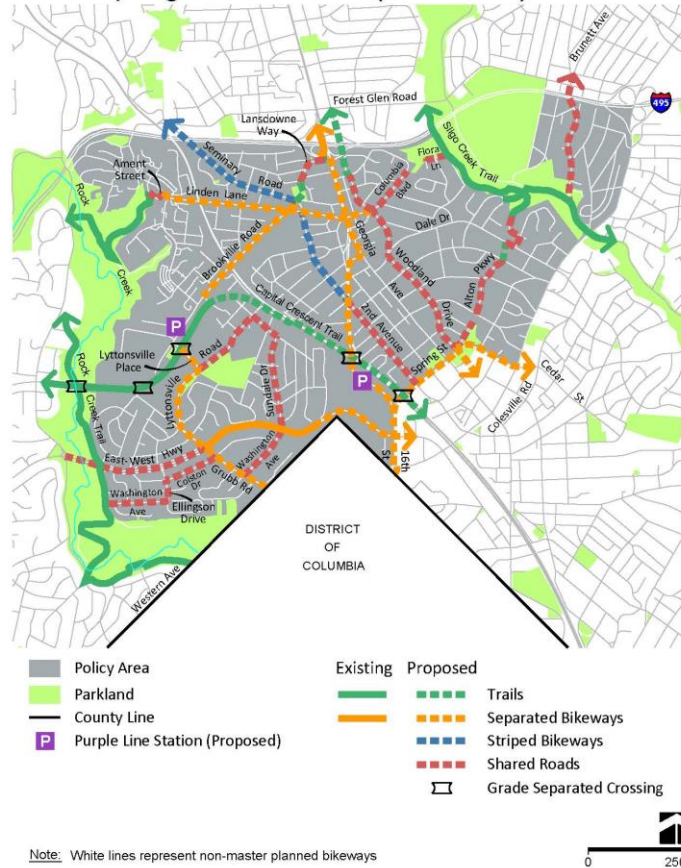


## Highlights

- Neighborhood Greenway Network
- Connections to Purple Line stations
- Bridge over I-495
- Bicycle parking stations

# Silver Spring / Takoma Park (West)

Silver Spring/Takoma Park (West Side)

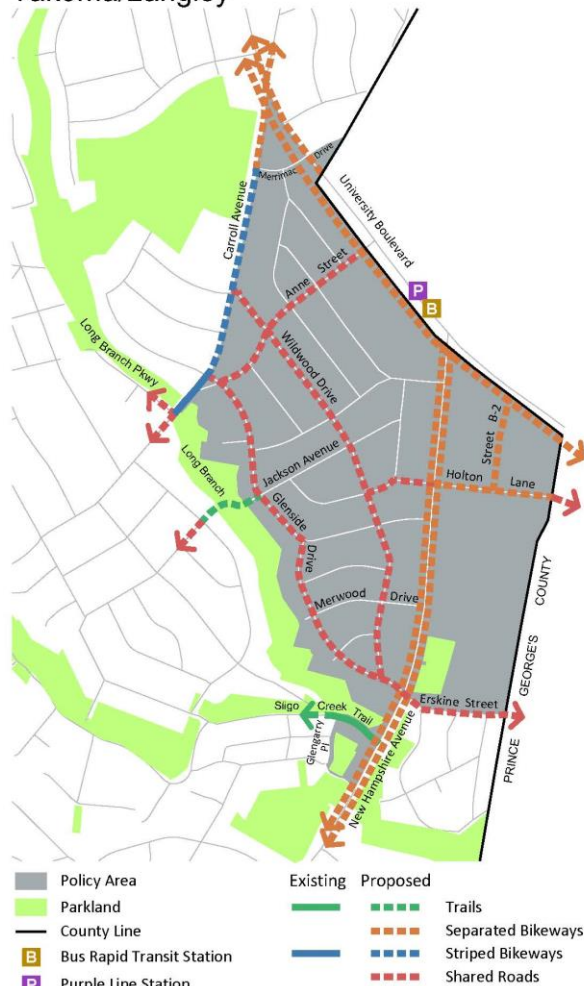


## Highlights

- Neighborhood Greenway Network
- Connections to Purple Line stations
- Capital Crescent Trail
- Silver Spring to Glenmont Bikeway
- Bridge over I-495
- Bicycle parking stations

# Takoma / Langley

Takoma/Langley



Note: White lines represent non-master planned bikeways

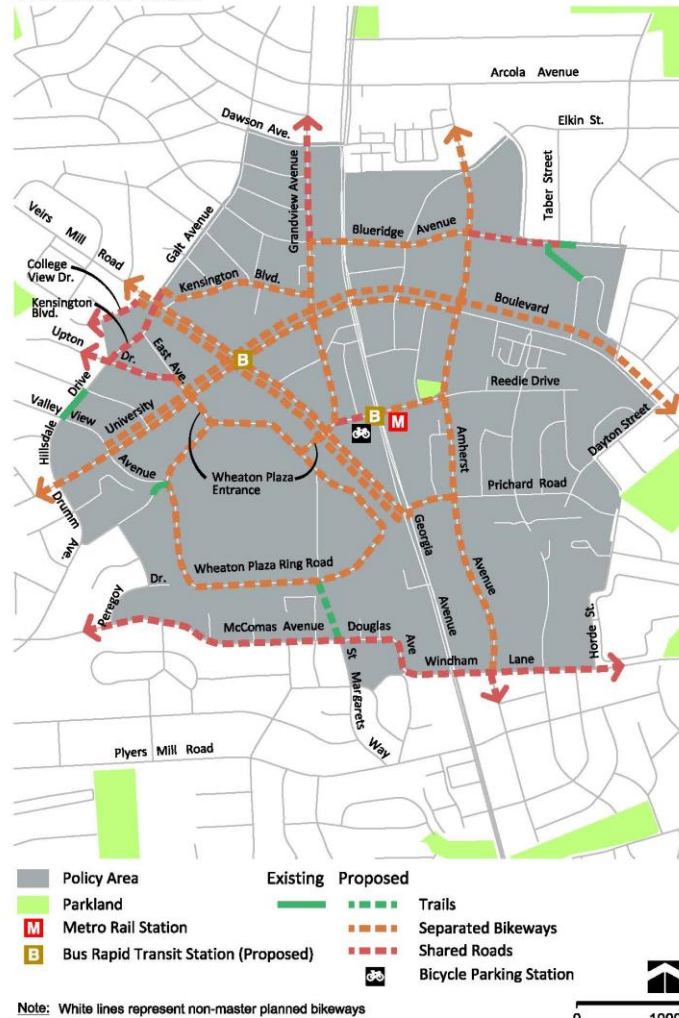


## Highlights

- Connections to Purple Line station
- Connections to commercial areas

# Wheaton CBD

Wheaton CBD



## Highlights


- Separated bike lanes network
- Silver Spring to Glenmont Bikeway
- Bicycle parking station

# Total Mileage – Full Build Out

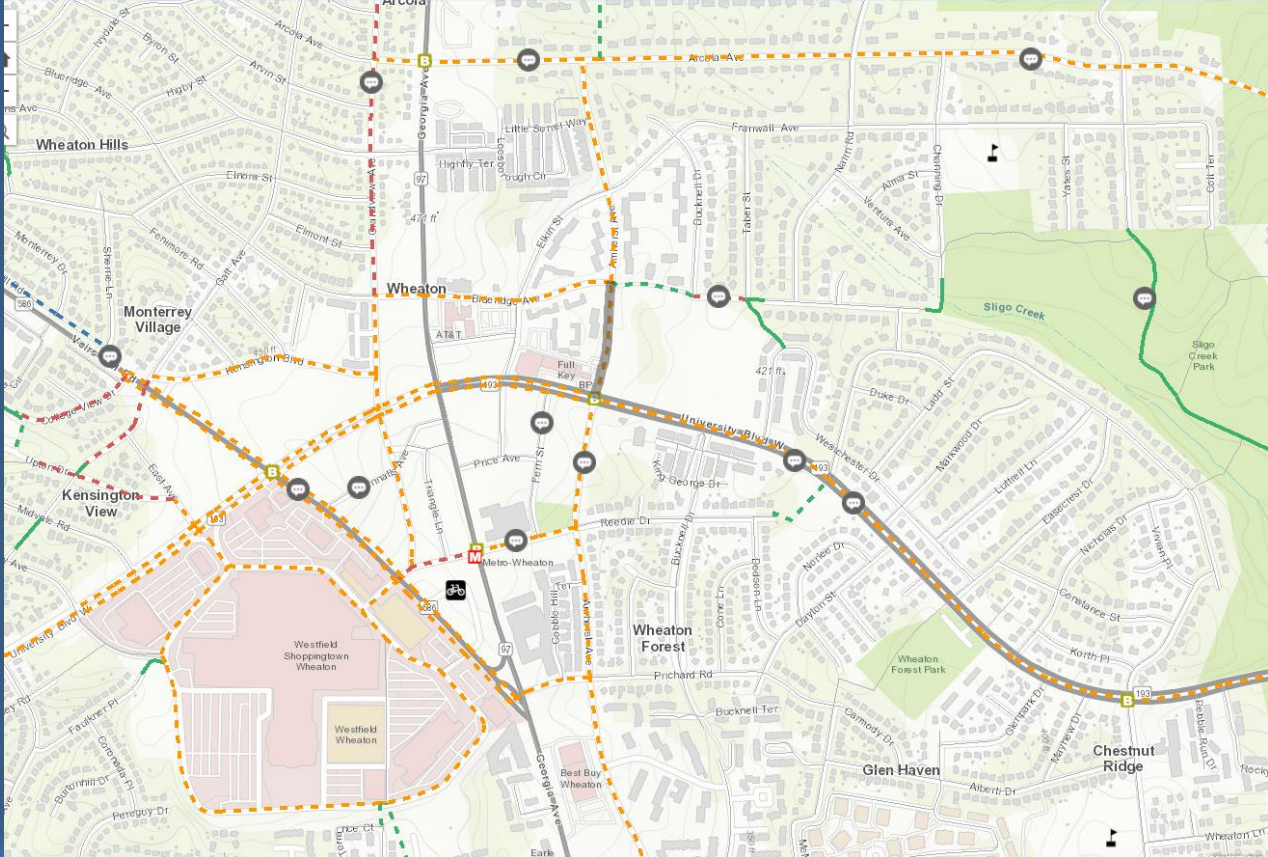
Bikeway Type	Existing	Proposed	Total
Off-Street Trails	79	30	110
Stream Valley Park Trails	28	0	28
Neighborhood Connectors	9	3	12
Sidepaths	122	401	523
Separated Bike Lanes	2	144	145
Buffered Bike Lanes		5	5
Conventional Bike Lanes	12	16	27
Contra-Flow Bike Lanes		6	6
Bikeable Shoulders		117	117
Neighborhood 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](http://www.mcatlas.org/bikereact)

## [7] Community Outreach

# Community Advisory Group

Provides feedback on the Bicycle Master Plan methodology and recommendations

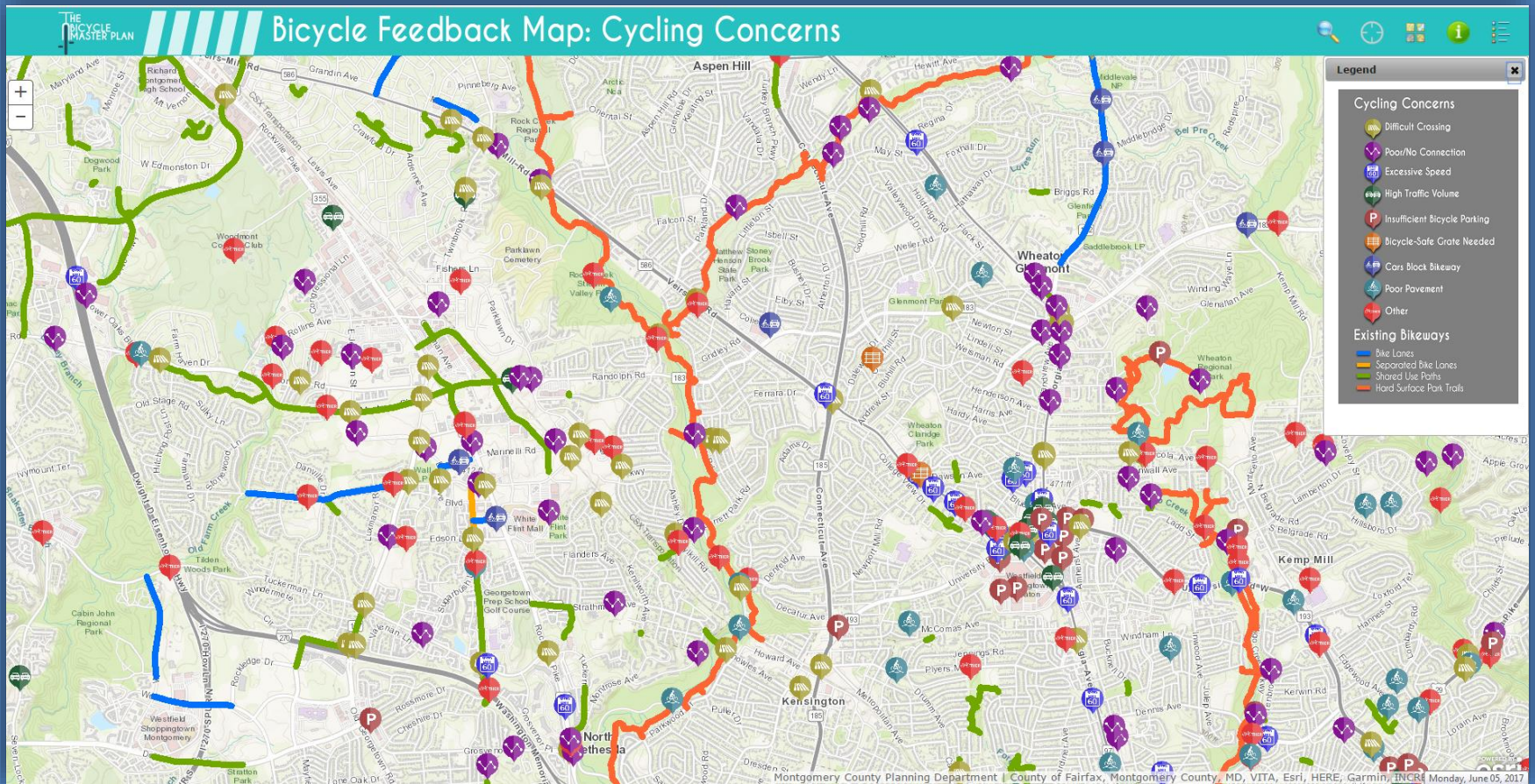
20 member group

- 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](http://montgomeryplanning.org/bikeplan)

# Twitter @MCBikePlan

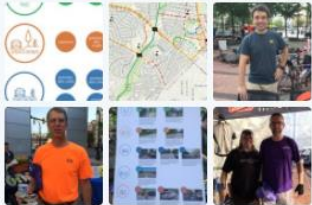


**MCBikePlan**  
@MCBikePlan

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](http://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...](http://montgomeryplanning.org/community-invi...)

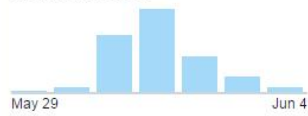
**MCBikePlan** @MCBikePlan · 15h  
Where do we need better places to bike in MoCo? [waba.org/blog/2017/06/w...](http://waba.org/blog/2017/06/w...) via @WABADC



**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](http://waba.org)

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**TakomaLangley TmCtr** @...  
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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).

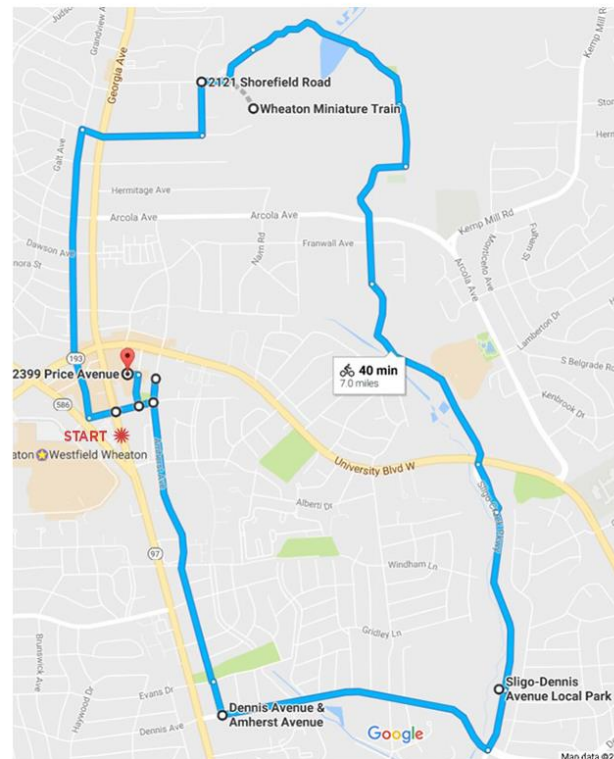
**ROUTE:** SEE RIGHT

### **DISCUSSION:**

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

**WHERE:** THE LIMERICK PUB (11301 ELKIN ST)

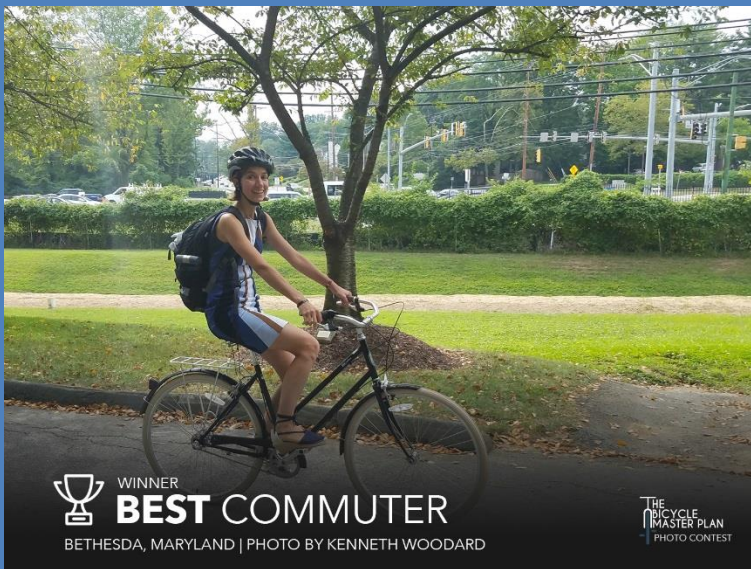
**RSVP:** DAVID ANSPACHER,  
DAVID.ANSPACHER@MONTGOMERYPLANNING.ORG



### **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](http://mcatlas.org/bikestress). Bicycle helmets are encouraged.

# Photo Contest



## [8] Next Steps

# Next Steps

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- Revise Bikeway Network Based On Comments
- Develop and Evaluate Scenarios
- Prioritize Recommendations
- Prepare Working Draft Plan



#mcbikeplan

Questions?

Project Manager

David Anspacher

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david.anspacher@montgomeryplanning.org

[www.montgomeryplanning.org/bikeplan](http://www.montgomeryplanning.org/bikeplan)

[www.mcatlas.org/bikereact](http://www.mcatlas.org/bikereact)