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

Capital Budget
Total All Agencies (excludes WSSC)

<table>
<thead>
<tr>
<th>FY09</th>
<th>FY07</th>
<th>FY08</th>
<th>FY09</th>
<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
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</thead>
<tbody>
<tr>
<td>2.39</td>
<td>2.97</td>
<td>3.19</td>
<td>3.38</td>
<td>3.74</td>
<td>4.01</td>
<td>4.05</td>
<td>4.36</td>
<td>4.39</td>
<td>4.46</td>
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</tbody>
</table>
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
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.
Bikeway Recommendations

Silver Spring CBD

[Map of Silver Spring CBD with bikeway recommendations marked on it]
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 (5-Year Target)</th>
<th>Target (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>
[4] Bikeway Classification
Bikeway Classification

BICYCLE FACILITY CLASSIFICATION

- OFF-STREET TRAILS
- STREAM VALLEY PARK TRAILS
- SIDEPATHS
- SEPARATED BIKE LANES
- SEPARATED BIKEWAYS
- STRIPED BIKEWAYS
- BIKEABLE SHOULDERS
- SHARED ROADS
- SHARED STREETS
- PRIORITY SHARED LANE MARKINGS
- NEIGHBORHOOD GREENWAYS

MOST ----------------------------- SEPARATION FROM TRAFFIC ----------------------------- LEAST
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

MOST

SEPARATION FROM TRAFFIC

LEAST
Separated Bikeways
sidepaths | separated bike lanes

MacArthur Blvd
Separated Bikeways

sidepaths | separated bike lanes

White Flint

MOST | SEPARATION FROM TRAFFIC | LEAST
Striped Bikeways

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

Most Separation from Traffic

Boyds
Shared Roads
neighborhood greenways | shared streets

MOST  SEPARATION FROM TRAFFIC  LEAST
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 (One Side of Street)</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>Bikeable Shoulders</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
Clarksburg

Highlights

• Network of separated bikeways.
• Connections to future BRT stations.
Clarksburg Town Center

**Highlights**

- Network of separated bikeways.
City of Gaithersburg

Highlights

- Network of separated bike lanes and sidepaths on state and county roads.
- Connections to MARC station and future BRT stations.
Germantown East

Highlights

- Network of separated bike lanes and sidepaths.
- Connections to future BRT stations.
Germantown Town Center

Highlights

• Network of separated bike lanes and sidepaths.
• Connections to future BRT stations.
• Bicycle parking station at MARC station.
Germantown West

Highlights

• Network of separated bike lanes and sidepaths.
Montgomery Village / Airpark

Highlights

• Network of separated bike lanes and sidepaths.
North Potomac

Highlights

- Network of sidepaths.
- Utility corridor trail.
R&D Village

**Highlights**

- Network of separated bike lanes.
- Connections to Corridor Cities Transitway stations.
- Bicycle parking stations.
Rural West

**Highlights**

- Bikeable shoulders.
### 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>Sidewalks</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>144</td>
<td>145</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>117</td>
<td>117</td>
</tr>
<tr>
<td>Neighborhood Greenways</td>
<td>51</td>
<td>51</td>
<td>51</td>
</tr>
<tr>
<td>Shared Streets</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Priority Shared Lanes</td>
<td>6</td>
<td>6</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
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
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

WINNER: BEST RECREATION
COMUS, MARYLAND | PHOTO BY SCOTT WILETS

WINNER: BEST FAMILY
BURTONSVILLE, MARYLAND | PHOTO BY LYNN HO

WINNER: BEST COMMUTER
BETHESDA, MARYLAND | PHOTO BY KENNETH WOODARD

WINNER: BEST KID PICTURE
BURTONSVILLE, MARYLAND | PHOTO BY LYNN HO
[8] Next Steps
Next Steps

• Revise Bikeway Network Based On Comments
• Develop and Evaluate Scenarios
• Prioritize Recommendations
• Prepare Working Draft Plan
The Bicycle Master Plan

Questions?

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

www.montgomeryplanning.org/bikeplan

#mcbikeplan

www.mcatlas.org/bikereact