Bicycle Master Plan Public Meeting

June 12, 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
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

Capital Budget
Total All Agencies (excludes WSSC)

FY09  FY07  FY06  FY05  FY04  FY03  FY02  FY01  FY00  FY99
2.39  2.97  3.19  3.38  3.74  4.01  4.05  4.36  4.39  4.46

Development Approvals

[Image 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
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
Plan Framework

www.montgomeryplanning.org/bikeplan
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

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

<table>
<thead>
<tr>
<th>Objective</th>
<th>Metric</th>
<th>2017 (Baseline)</th>
<th>2019 (Future Year)</th>
<th>2022 (5-Year Target)</th>
<th>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

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 Bikeshed
- Map My Route

CONNECTIVITY 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

www.mcatlas.org/bikestress
[4] Bikeway Classification
Bikeway Classification

BICYCLE FACILITY CLASSIFICATION

OFF-STREET TRAILS
STREAM VALLEY PARK TRAILS
SIDEPATHS
SEPARATED BIKE LANE
SEPARATED BIKEWAYS
BUFFERED BIKE LANE
ADVISORY BIKE LANE
BIKE LANE
CONTRA FLOW BIKE LANE
BIKEABLE SHOULDERS
SHARED STREETS
PRIORITIZE SHARED LANE MARKINGS
NEIGHBORHOOD GREENWAYS
SHARED ROADS

MOST SEPARATION FROM TRAFFIC LEAST
Trails
off-street trails | stream valley park trails

Bethesda Trolley Trail
Separated Bikeways
separated bike lanes | sidepaths

MOST

SEPARATION FROM TRAFFIC

LEAST
Separated Bikeways
separated bike lanes | sidepaths

White Flint
Separated Bikeways
separated bike lanes | sidepaths

MacArthur Blvd
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
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

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)
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>
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</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>One-Way Separated Bike Lanes (Both Sides 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>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
Aspen Hill

Highlights

• Georgia Ave Corridor
Damascus

**Highlights**

- Network of separated bikeways
Derwood

Highlights

• Shady Grove Rd sidepaths
Olney

**Highlights**

- Network of sidepaths and separated bike lanes
Rural East (west)

Highlights

• Bikeable shoulder
Rural East (east)

Highlights

- Bikeable shoulders
Shady Grove Metro Station

**Highlights**

- Connections to metrorail station
- Shady Grove Rd sidepaths
- Bicycle parking station
### 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><strong>252</strong></td>
<td><strong>780</strong></td>
<td><strong>1,032</strong></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
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.

Sign up at: montgomeryplanning.org/bikeplan
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

Pinned Tweet

MCBikePlan @MCBikePlan May 6

Attend one of our June public meetings. montgomeryplanning.org/community-invitations...

Media

16h

Where do we need better places to bike in MoCo? waba.org/blog/2017/06/where-do-we-need...

via @WABAOC

Your Tweet activity

Your Tweets earned 3,728 Impressions over the last week

View your top Tweets

Who to follow

Post Local @postlocal
Follow

TakomaLangley TrnCtr @TakomaLangley TrnCtr
Followed by Long Branch Sector and others

Follow

MCA @copenhagenize
Follow

Find friends

Trends

Change
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.
[8] Next Steps
Next Steps

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

Project Manager
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www.montgomeryplanning.org/bikeplan

www.mcatlas.org/bikereact