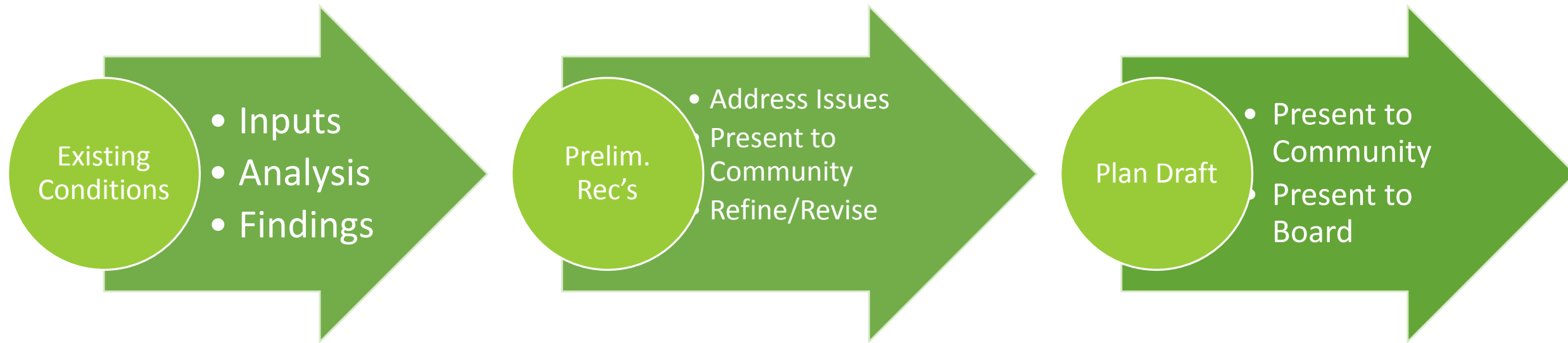


FEBRUARY 27, 2017~~8~~

Report on Active Transportation Findings



Master Plan Process



VISION ZERO



NO TRAFFIC DEATHS BY 2030

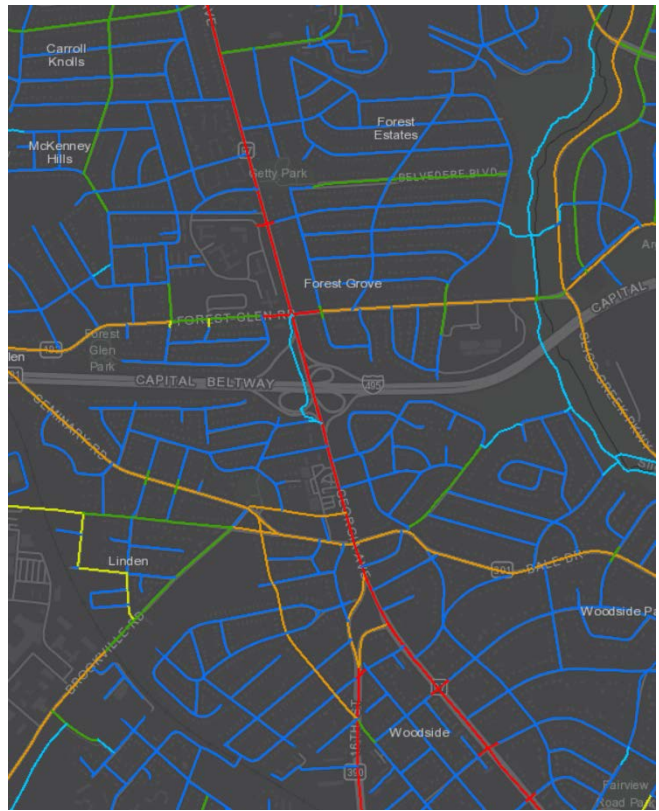


Active Transportation Modes

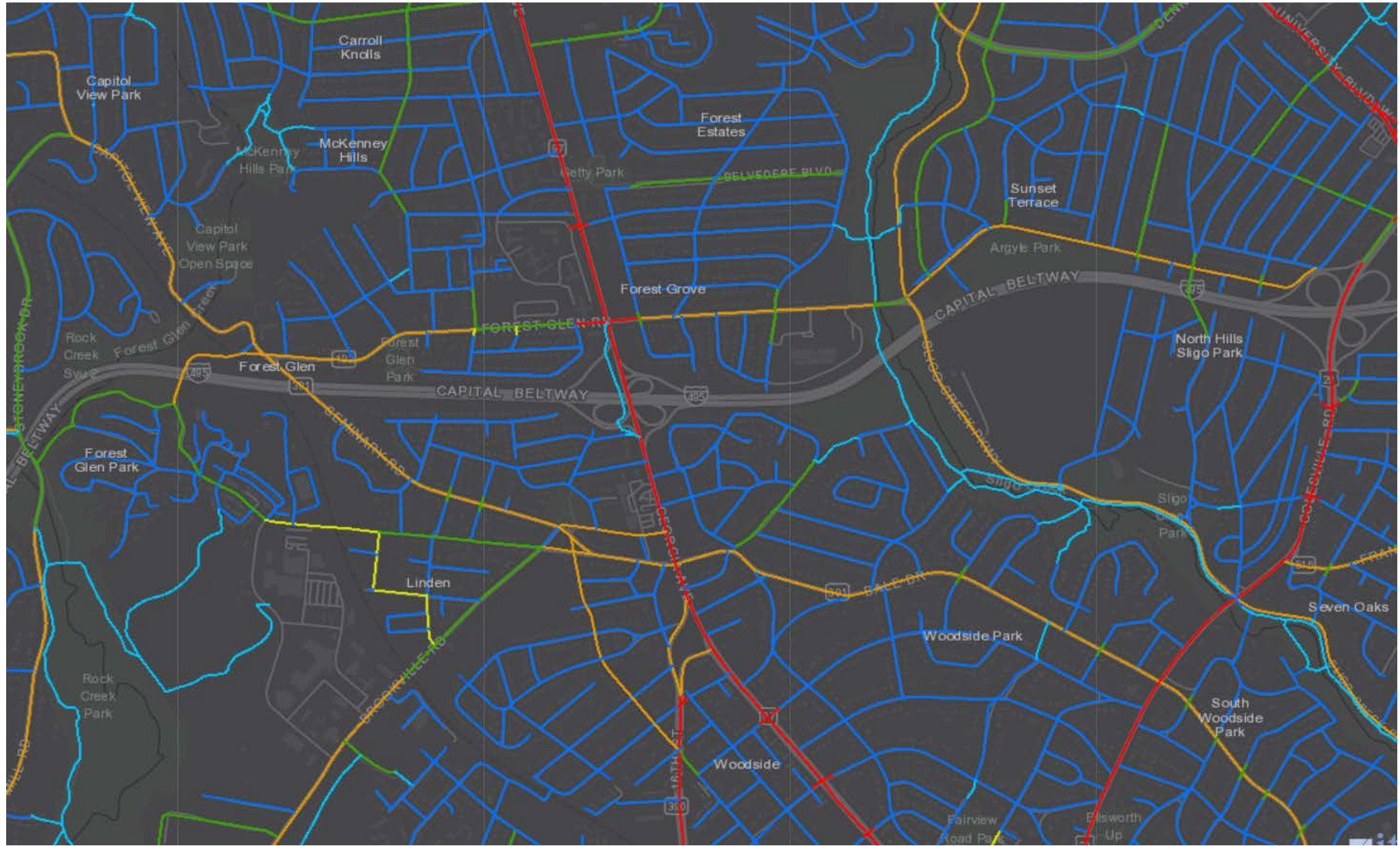
Biking Conditions



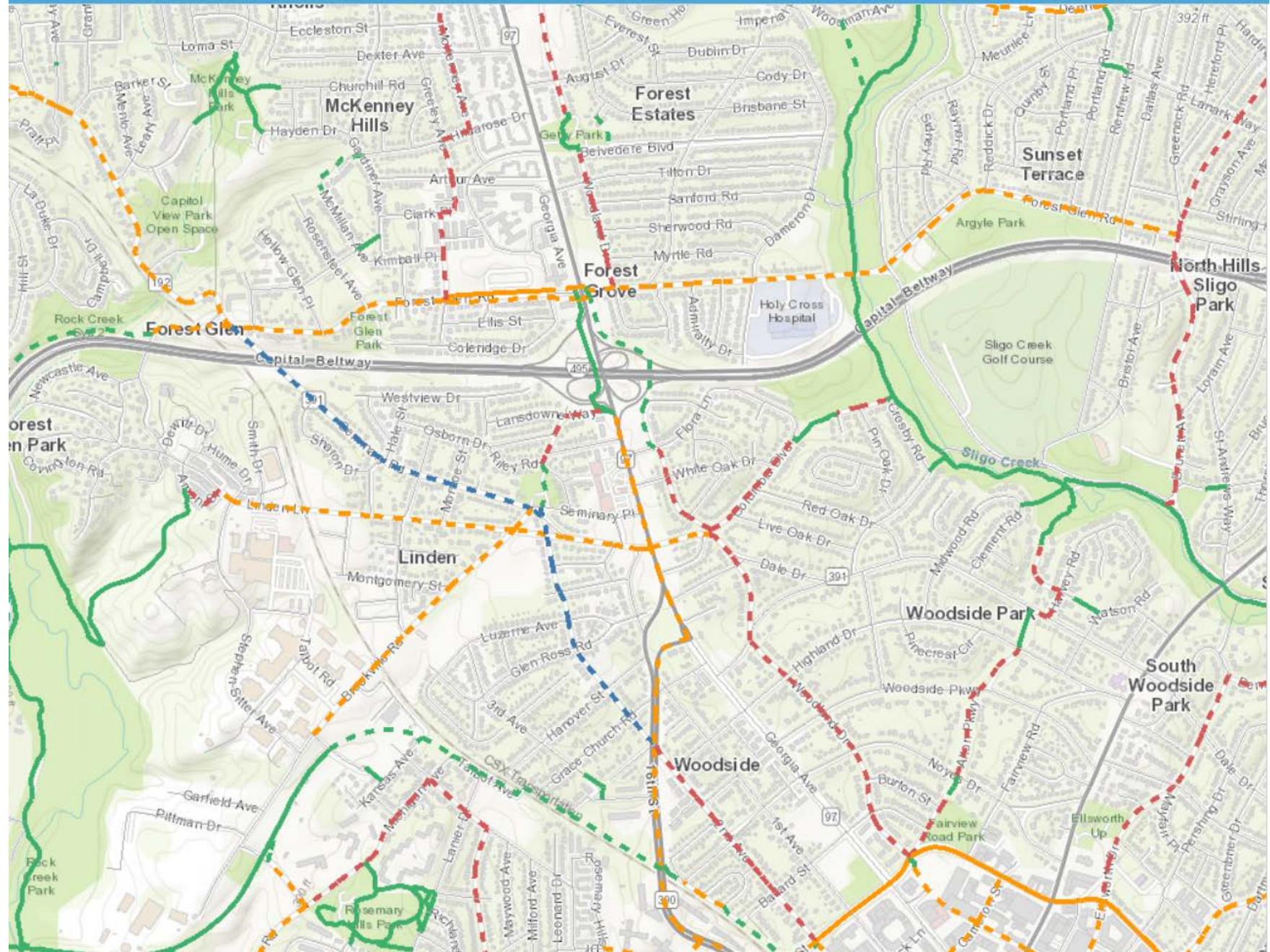

THE MONTGOMERY COUNTY
BICYCLE MASTER PLAN
PUBLIC HEARING DRAFT | DECEMBER 2017



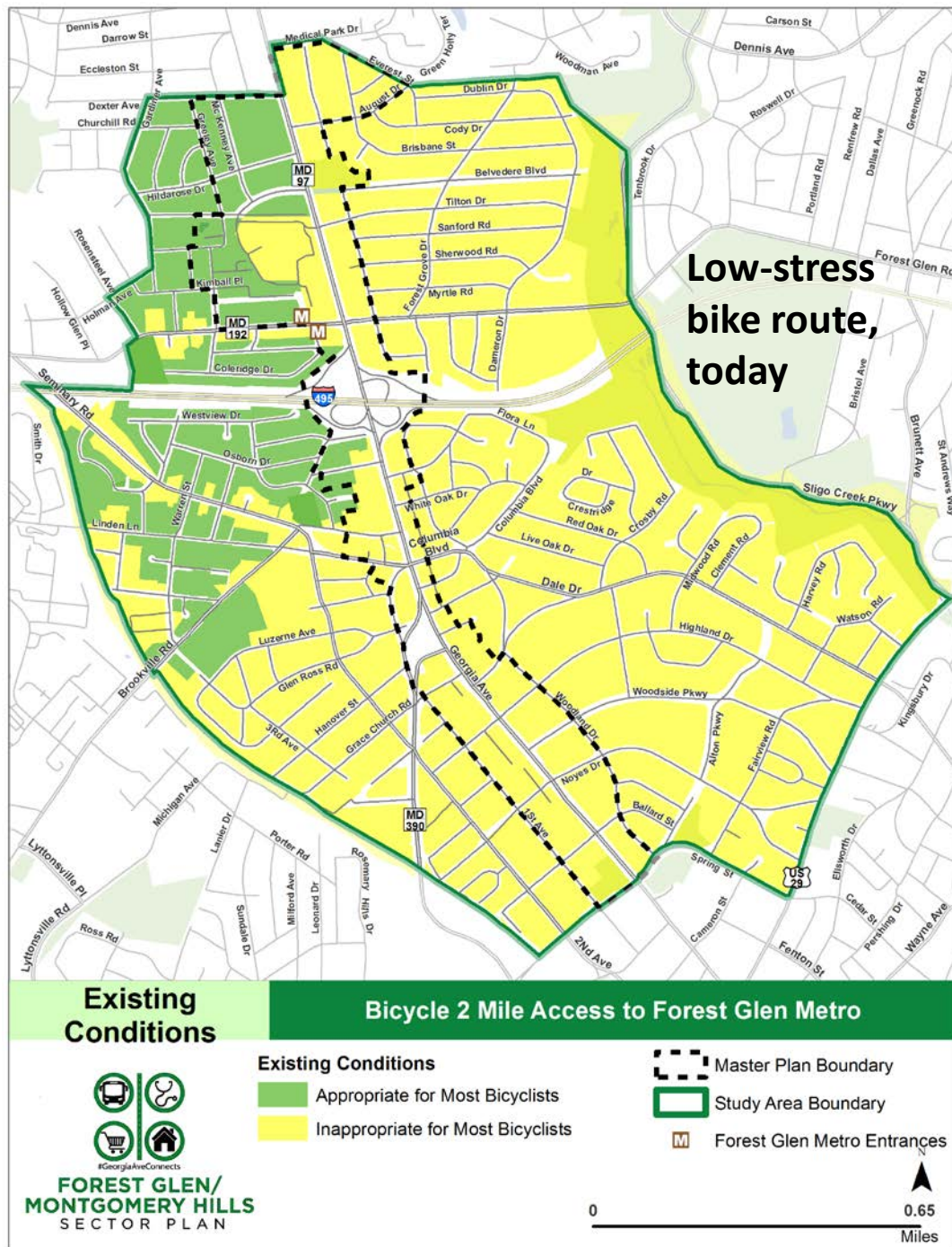
The Bicycle Master Plan: Existing Level of Traffic Stress



PROPOSED BICYCLE NETWORK

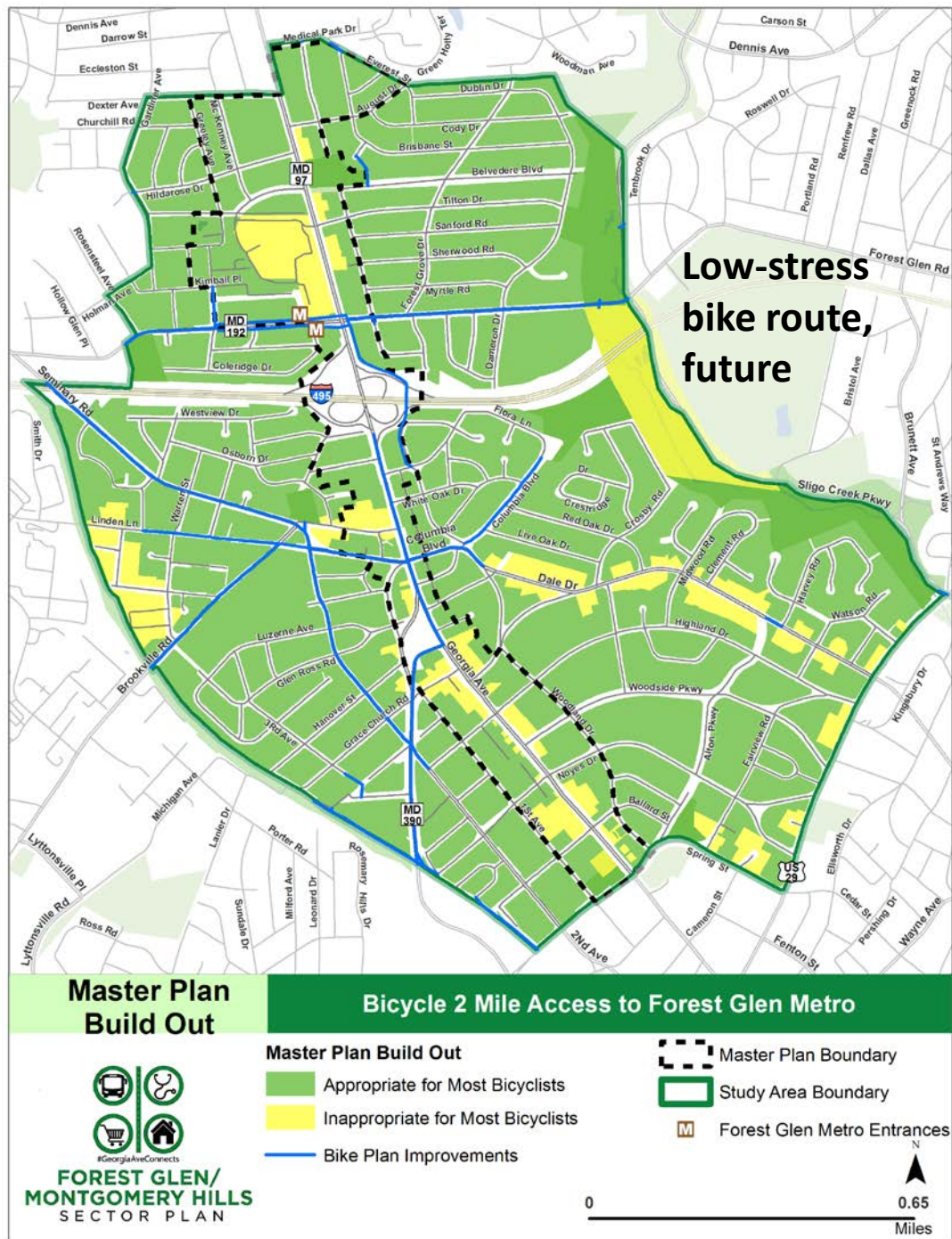


Existing Bikeshed to Forest Glen Metro Station

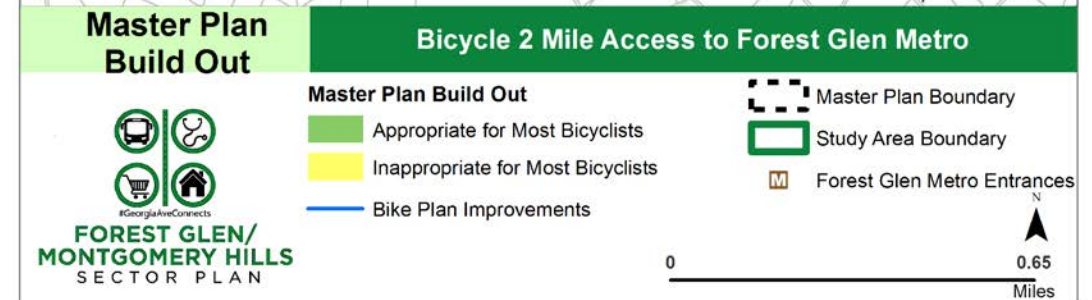
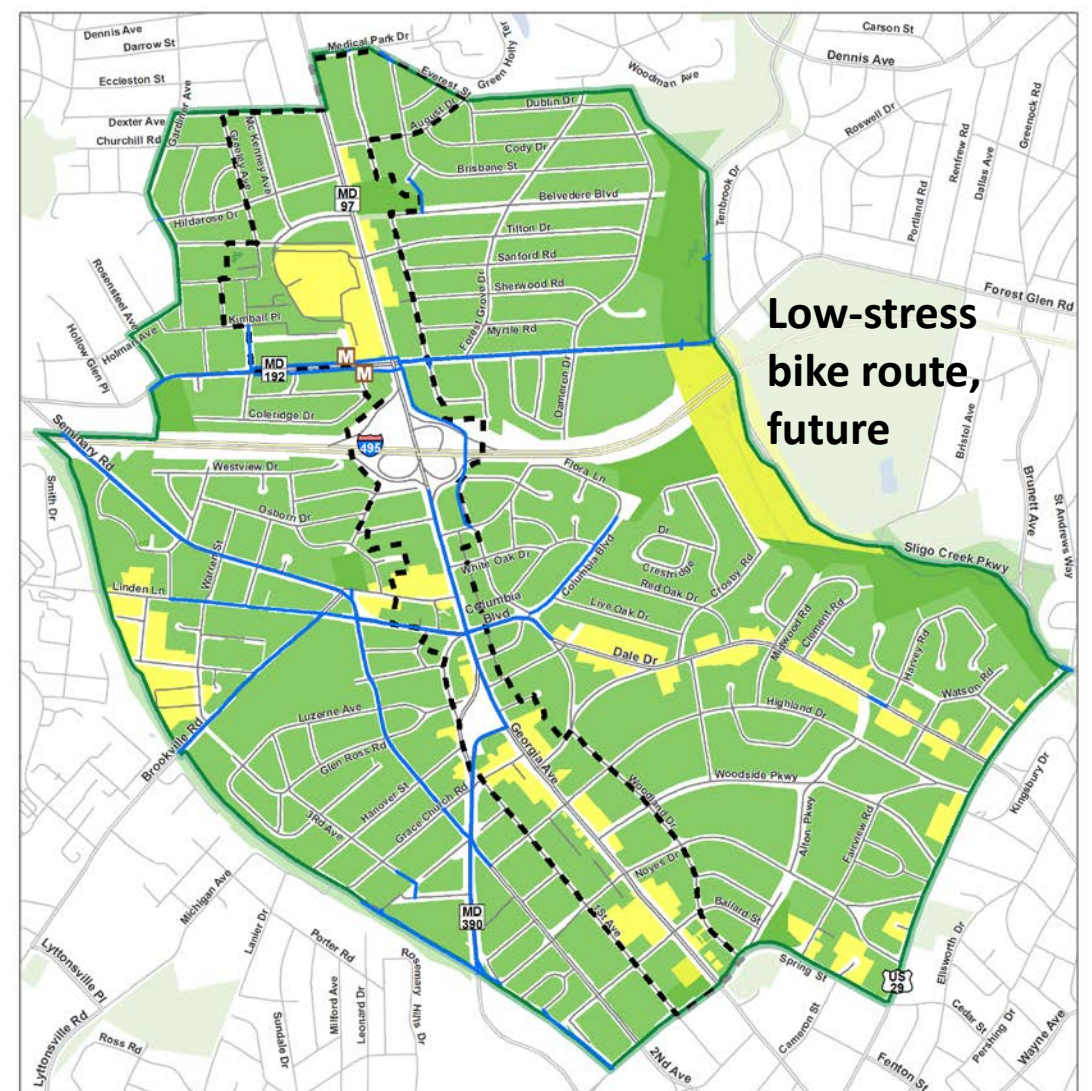
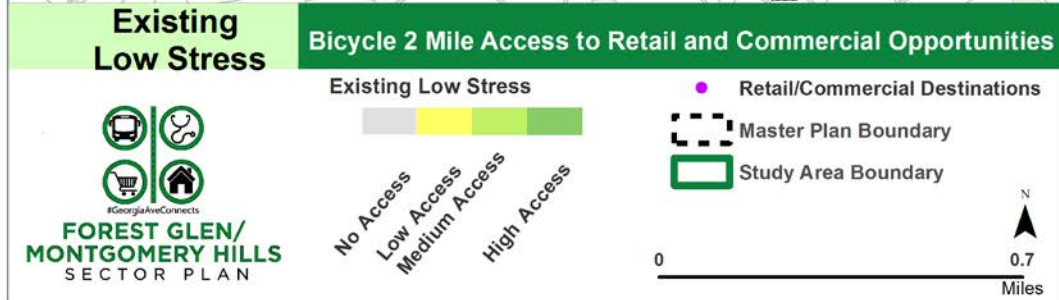
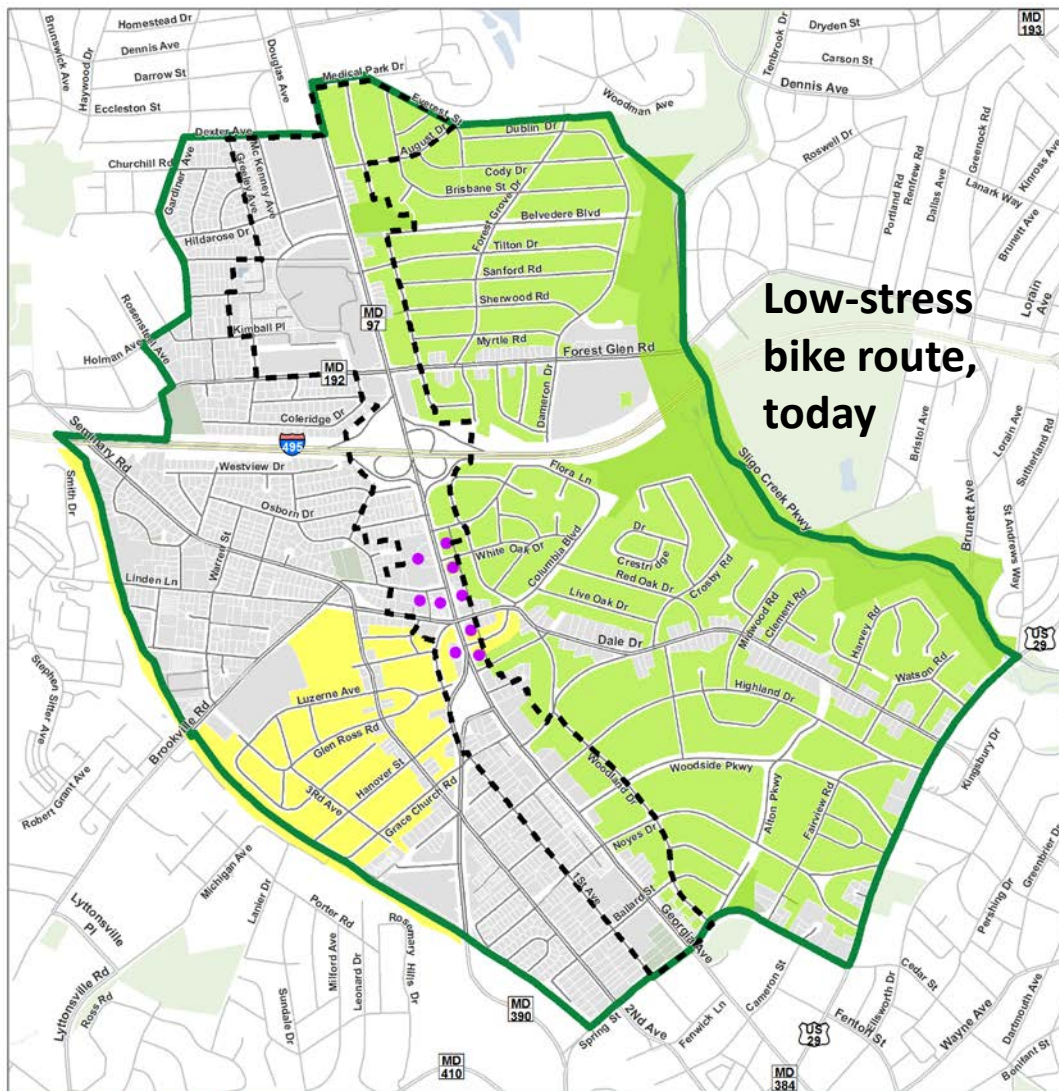


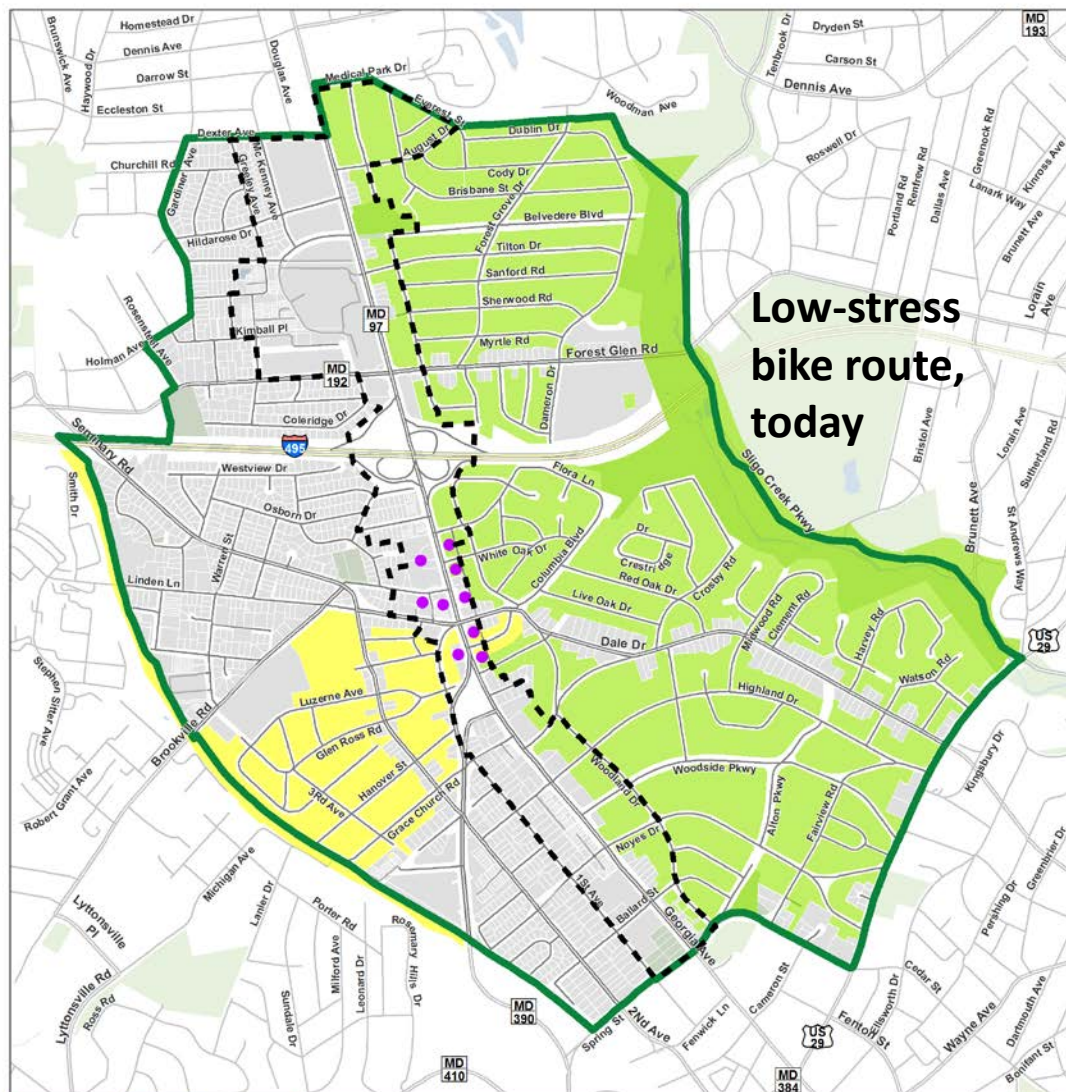
Access	Total Residential units	% of units
No	3493	76%
Yes	1,090	24%
Total	4,583	100%

Potential Future Bikeshed to Forest Glen Metro Station



Access	Total Residential units	% of units
No	477	10%
Yes	4,106	90%
Total	4,583	100%





**Low-stress
bike route,
today**

**Existing
Low Stress**

Bicycle 2 Mile Access to Retail and Commercial Opportunities

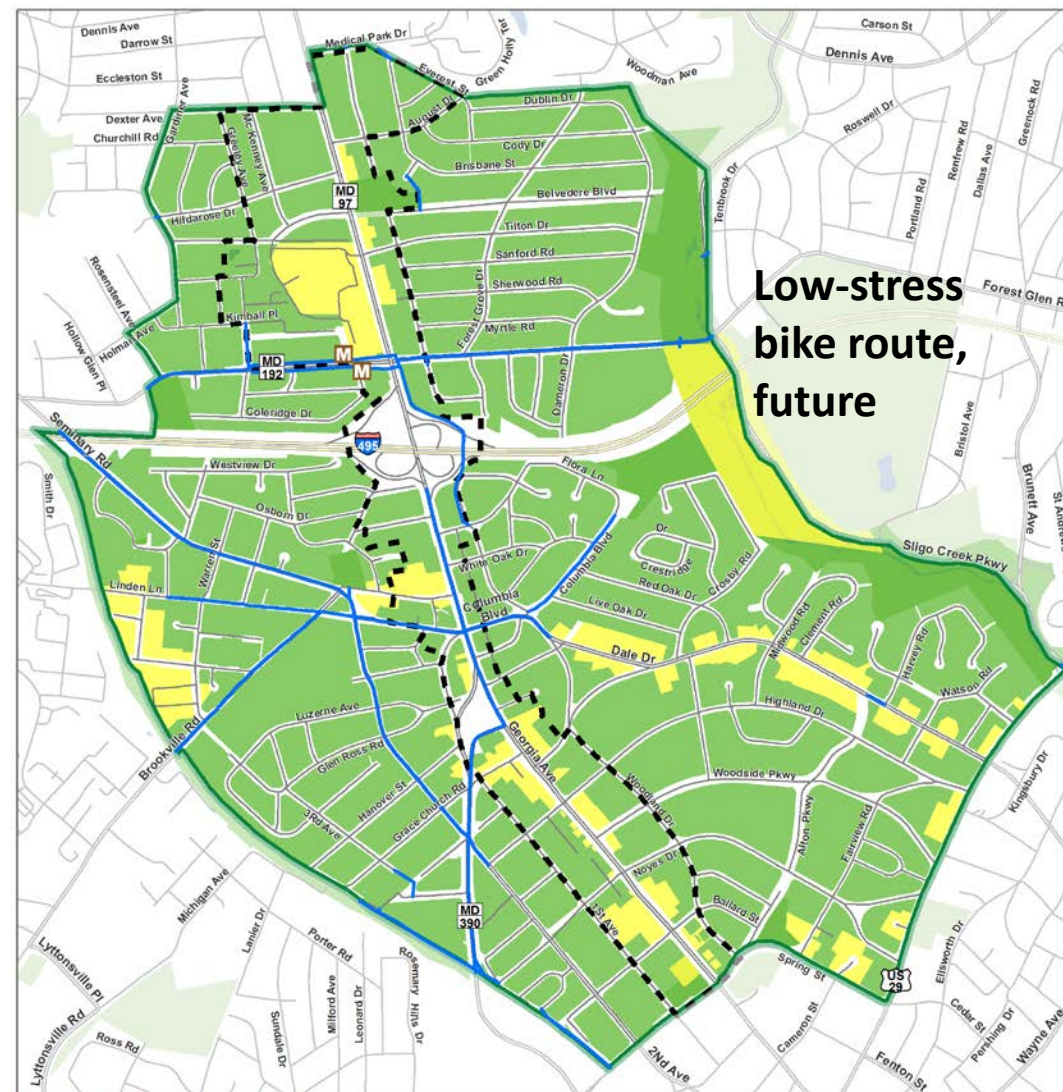


Existing Low Stress



No Access
Low Access
Medium Access
High Access

- Retail/Commercial Destinations
- Master Plan Boundary
- Study Area Boundary



**Low-stress
bike route,
future**

**Master Plan
Build Out**

Bicycle 2 Mile Access to Forest Glen Metro

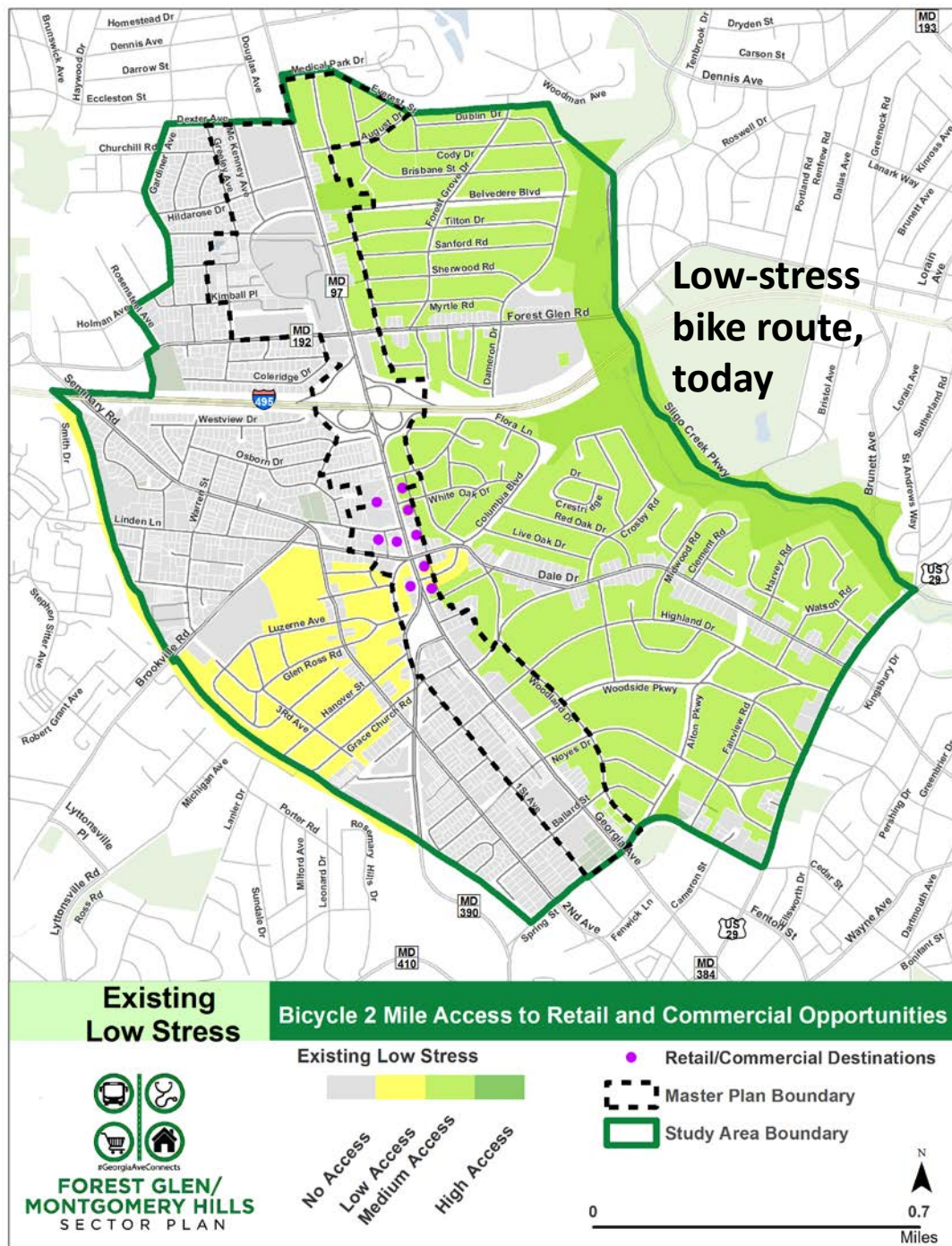


Master Plan Build Out

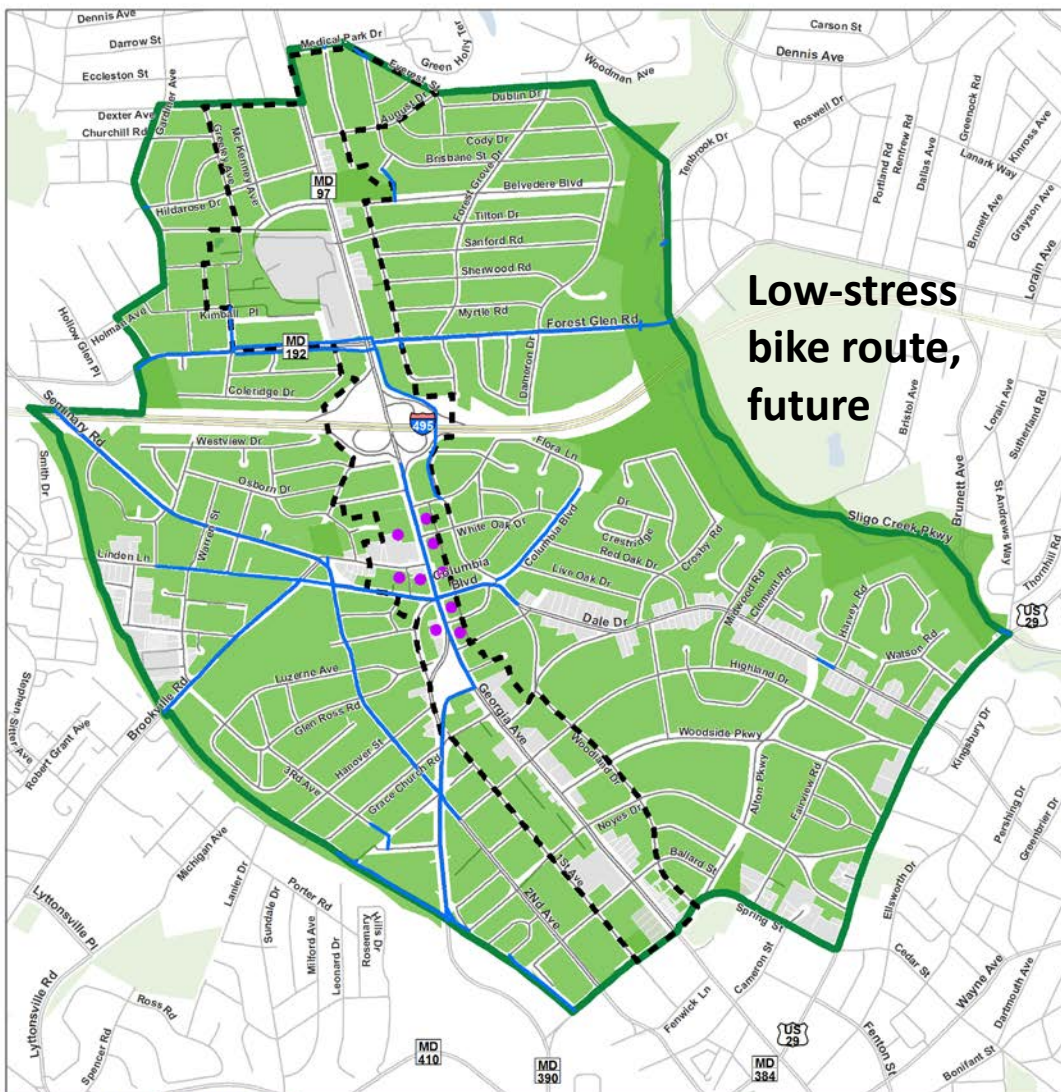
- Appropriate for Most Bicyclists
- Inappropriate for Most Bicyclists
- Bike Plan Improvements

- Master Plan Boundary
- Study Area Boundary
- M Forest Glen Metro Entrances



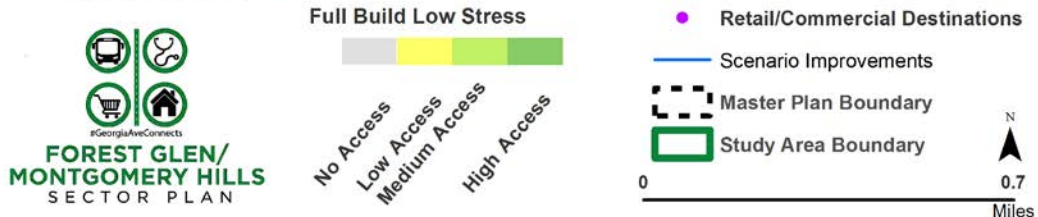


Access	Total Residential units	% of units
No access	2,607	57%
Low	308	7%
Medium	1671	36%
High	0	0%
Total	4,586	100%



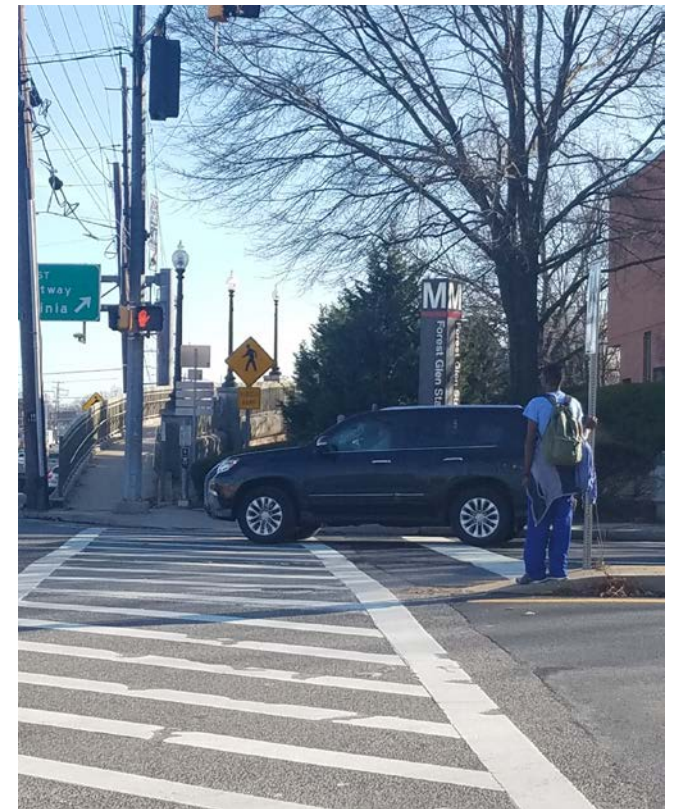
**Full Build
Low Stress**

Bicycle 2 Mile Access to Retail and Commercial Opportunities



Access	Total Residential units	% of units
No access	726	16%
Low	0	0%
Medium	0	0%
High	3,860	84%
Total	4,586	100%

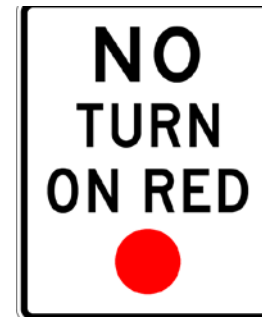
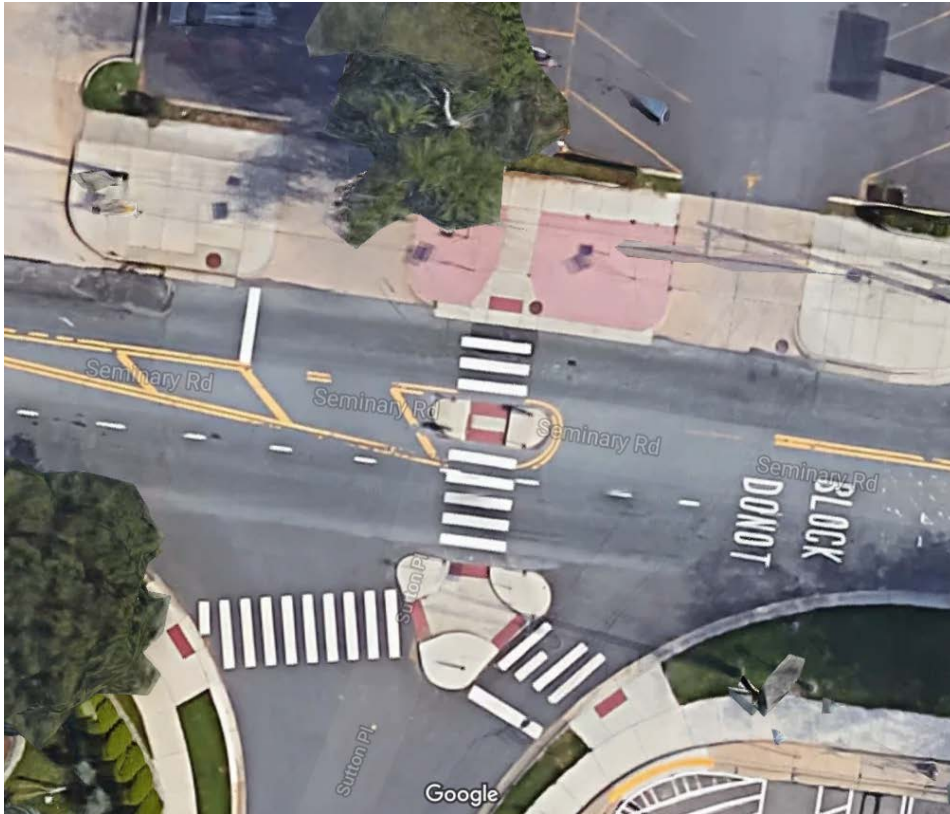
Walking Conditions

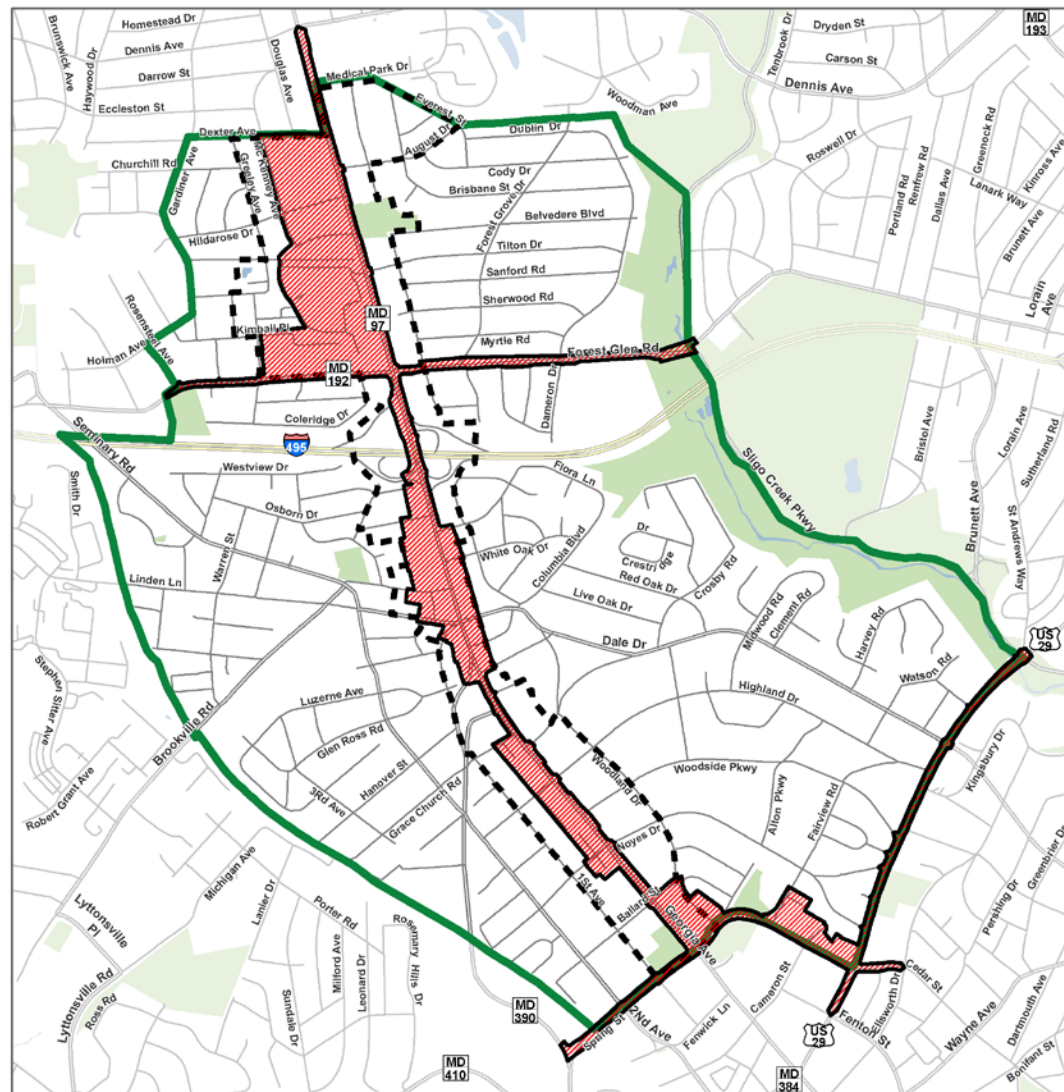




Inputs for Roadway Segments

Inputs for Road Crossings





Pedestrian High Activity Zones



#GeorgiaAveConnects

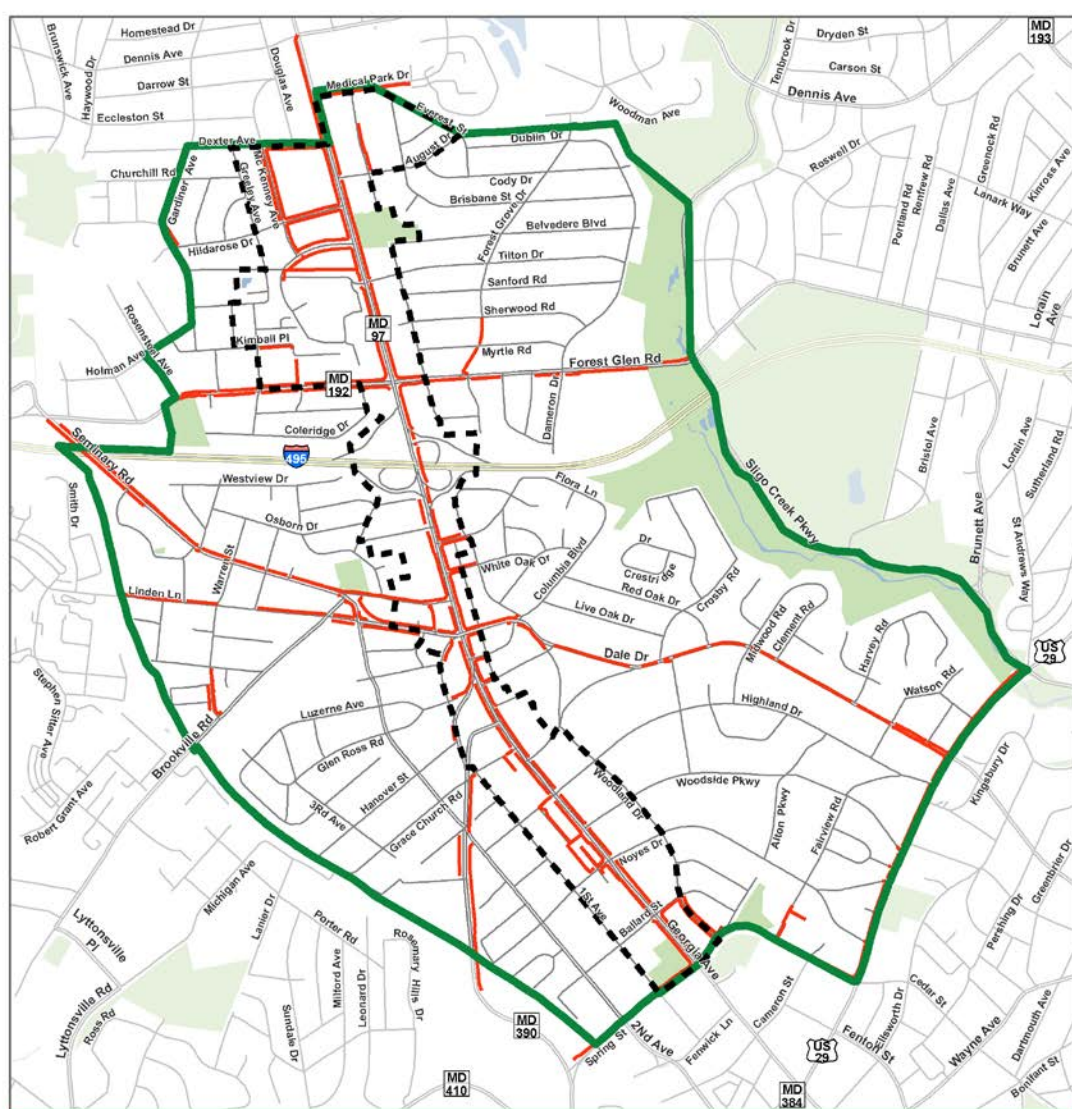
**FOREST GLEN/
MONTGOMERY HILLS**
SECTOR PLAN

- Pedestrian High Activity Zones
- Master Plan Boundary
- Study Area Boundary

0



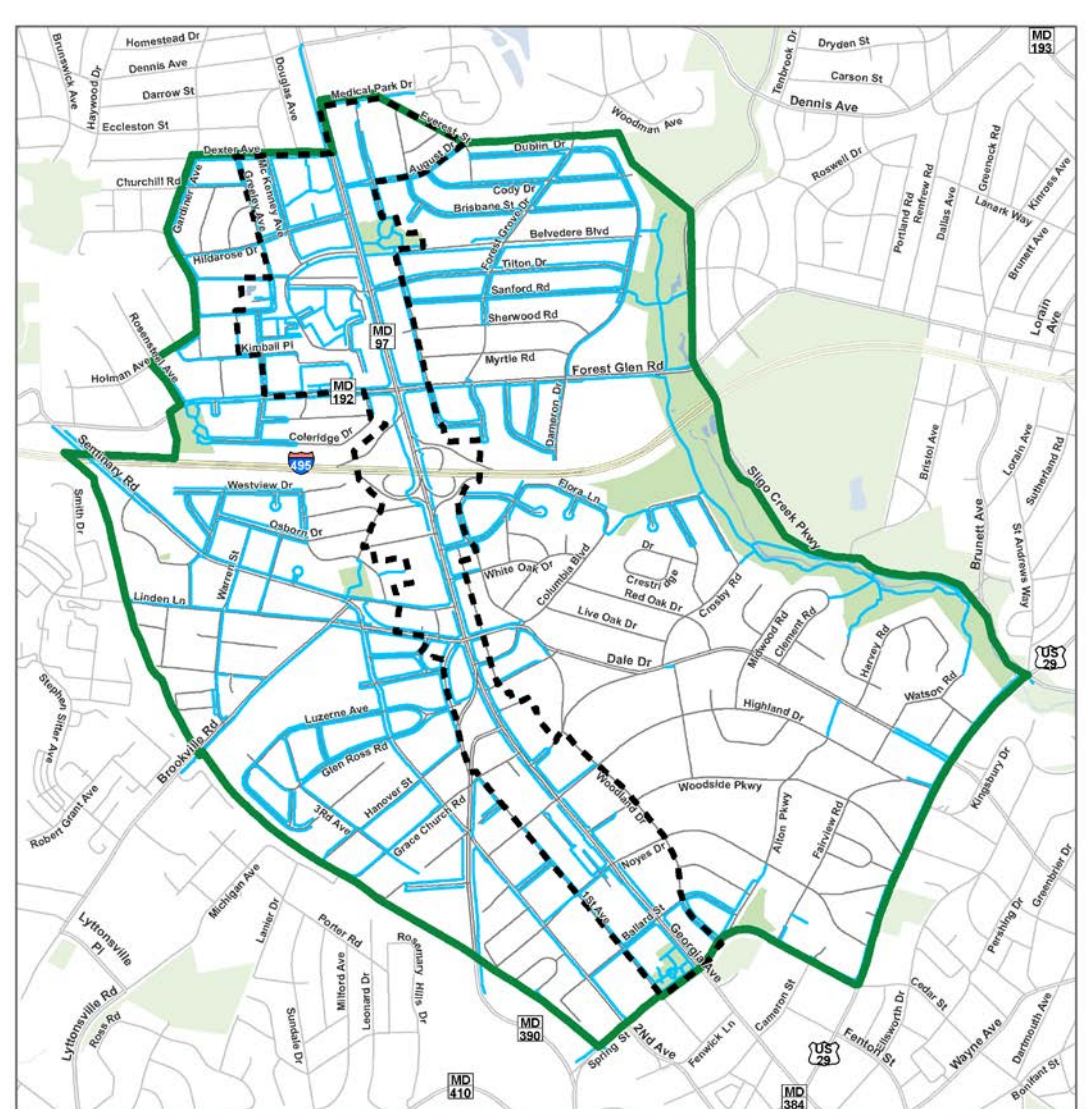
0.7
Miles



Unacceptable Pedestrian Links

- Unacceptable Pedestrian Link
- Master Plan Boundary
- Study Area Boundary

0 0.7 Miles



Existing Sidewalks

- Sidewalks
- Master Plan Boundary
- Study Area Boundary

0 0.7 Miles



Georgia Avenue

- High traffic volumes
- **Lack of buffer**
- Relatively high posted speed
- **Frequent obstructions (utility poles and driveways)**
- Narrow sidewalk
- No separate bicycle facility in a high-activity area



Forest Glen Road

- Posted Speed limit 30 mph
- **Lack of buffer**
- Sidewalk gap on north side



Columbia Boulevard/ Dale Drive

- **Posted speed limit of 30 mph**
- **Narrow sidewalk**
- **Multiple gaps in sidewalk**
- **Lack of buffer**
- **Frequent obstructions (driveways)**



Belvedere Boulevard



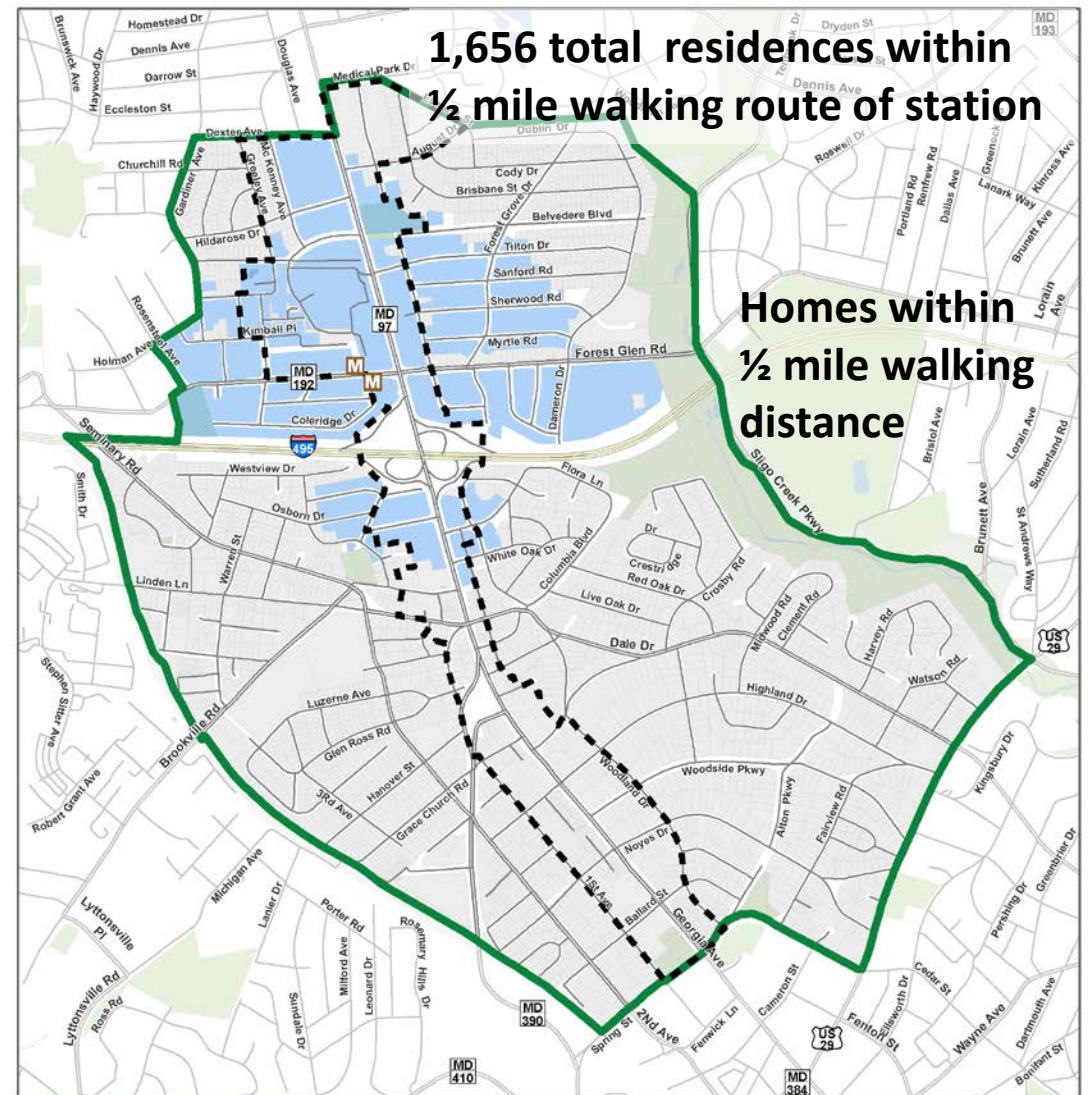
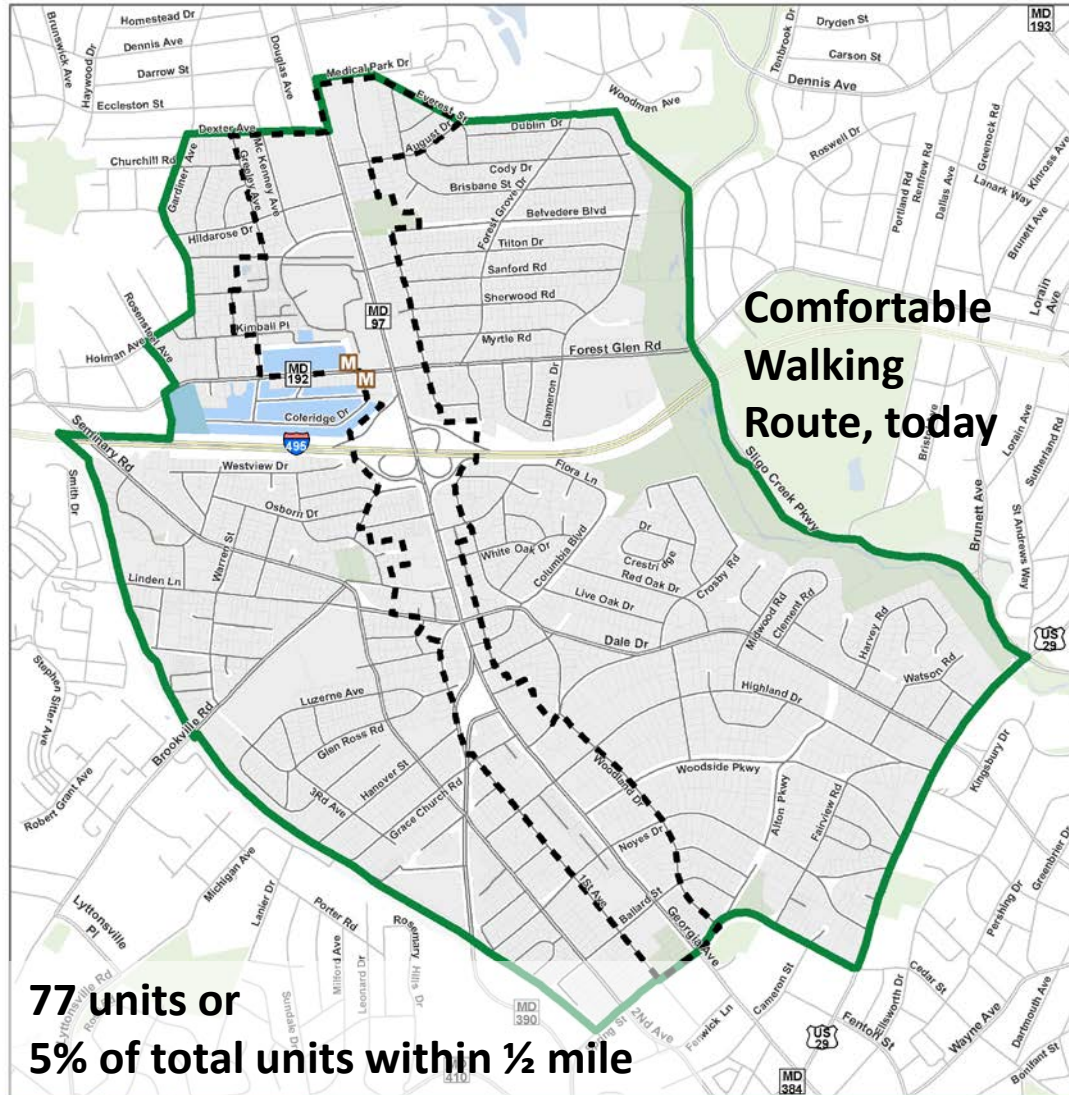
- Narrow sidewalk in high-activity area
- No separate bicycle facility in a high-activity area



Crossing Georgia Avenue at August Drive

- **Crossing 6 or more lanes without a refuge**
- **No marked crossing for southern leg**
- Right turns on red permitted in a high-activity area
- Crossing a high-speed road (35 mph)







Scenario 1

Pedestrian 1/2 Mile Access to Forest Glen Metro Station



Scenario 1 Comfortable



Forest Glen Metro Entrances

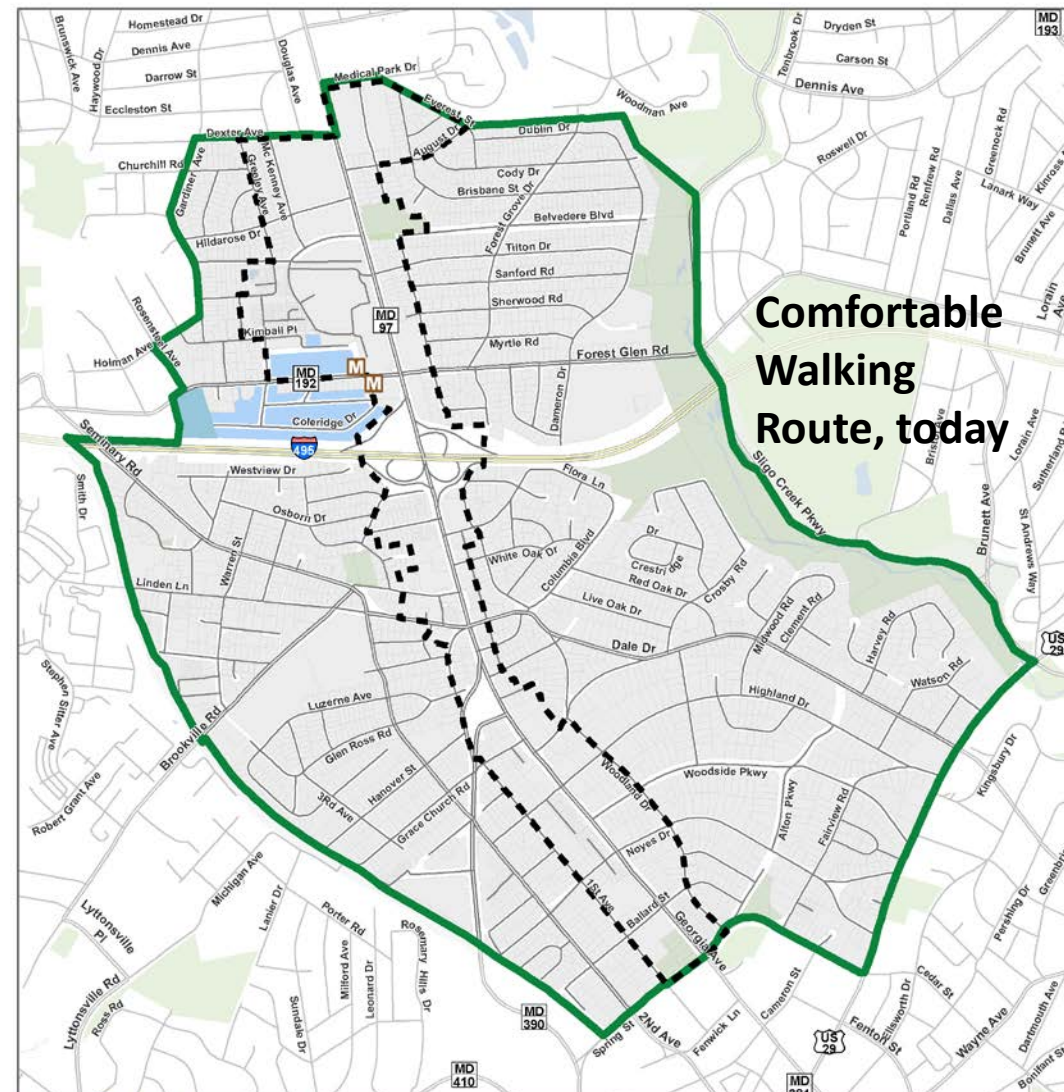
Scenario Improvements

Master Plan Boundary

Study Area Boundary



0 0.7
Miles



Existing Comfortable

Pedestrian 1/2 Mile Access to Forest Glen Metro Station



Existing Comfortable



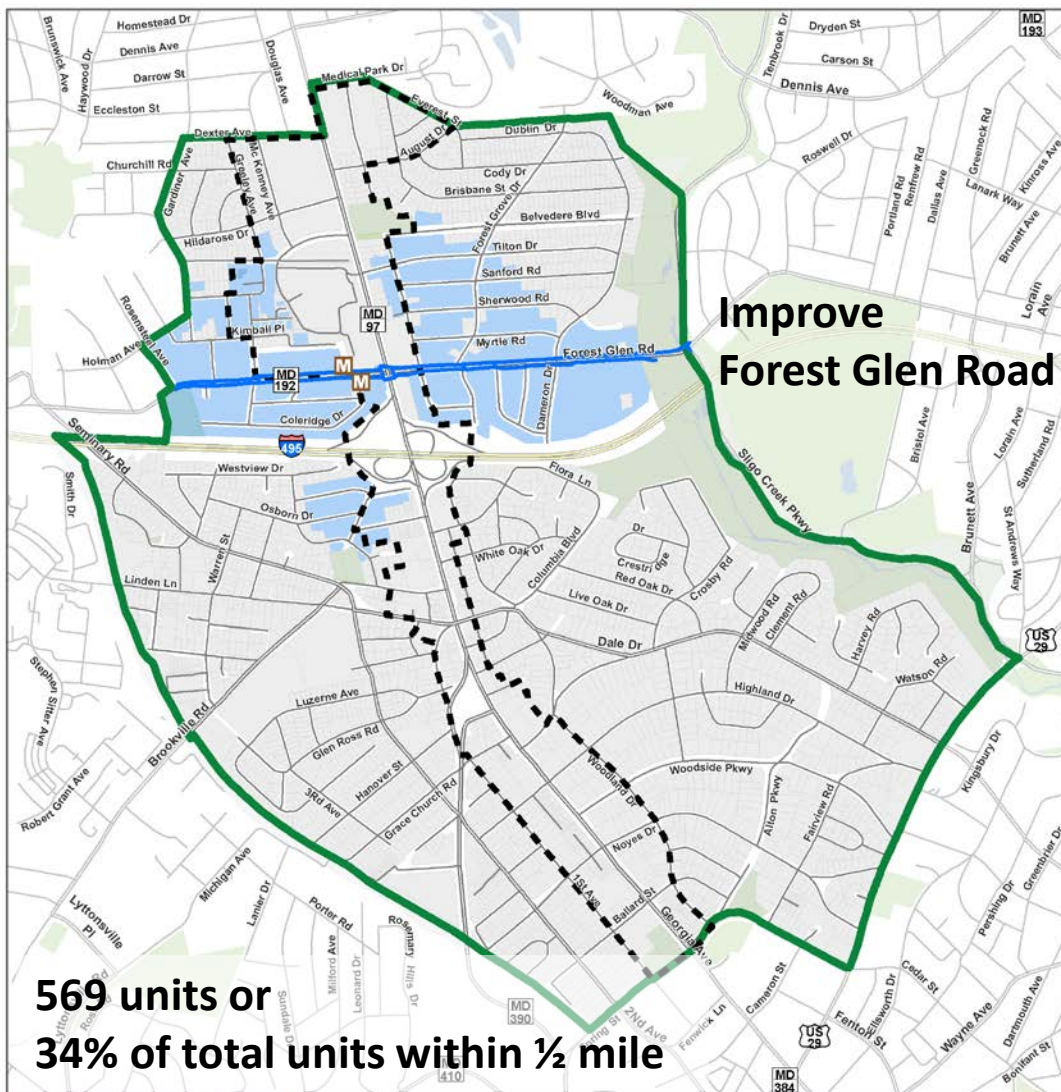
Forest Glen Metro Entrances

Master Plan Boundary

Study Area Boundary



0 0.7
Miles



Scenario 2

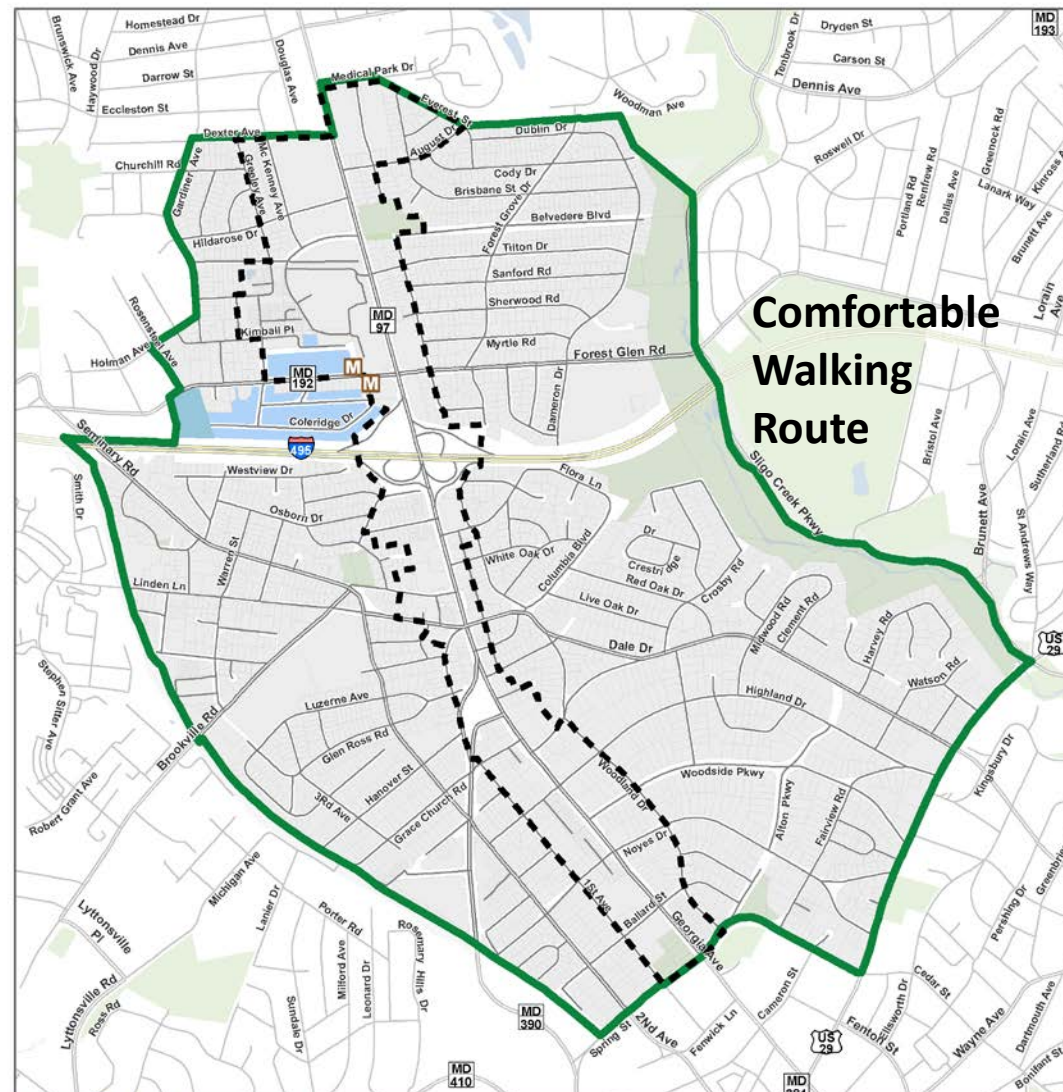
Pedestrian 1/2 Mile Access to Forest Glen Metro Station



Scenario 2 Comfortable



- Forest Glen Metro Entrances
- Scenario Improvements
- Master Plan Boundary
- Study Area Boundary



Existing Comfortable

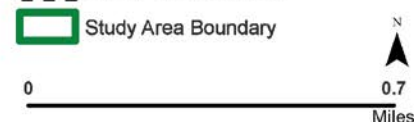
Pedestrian 1/2 Mile Access to Forest Glen Metro Station

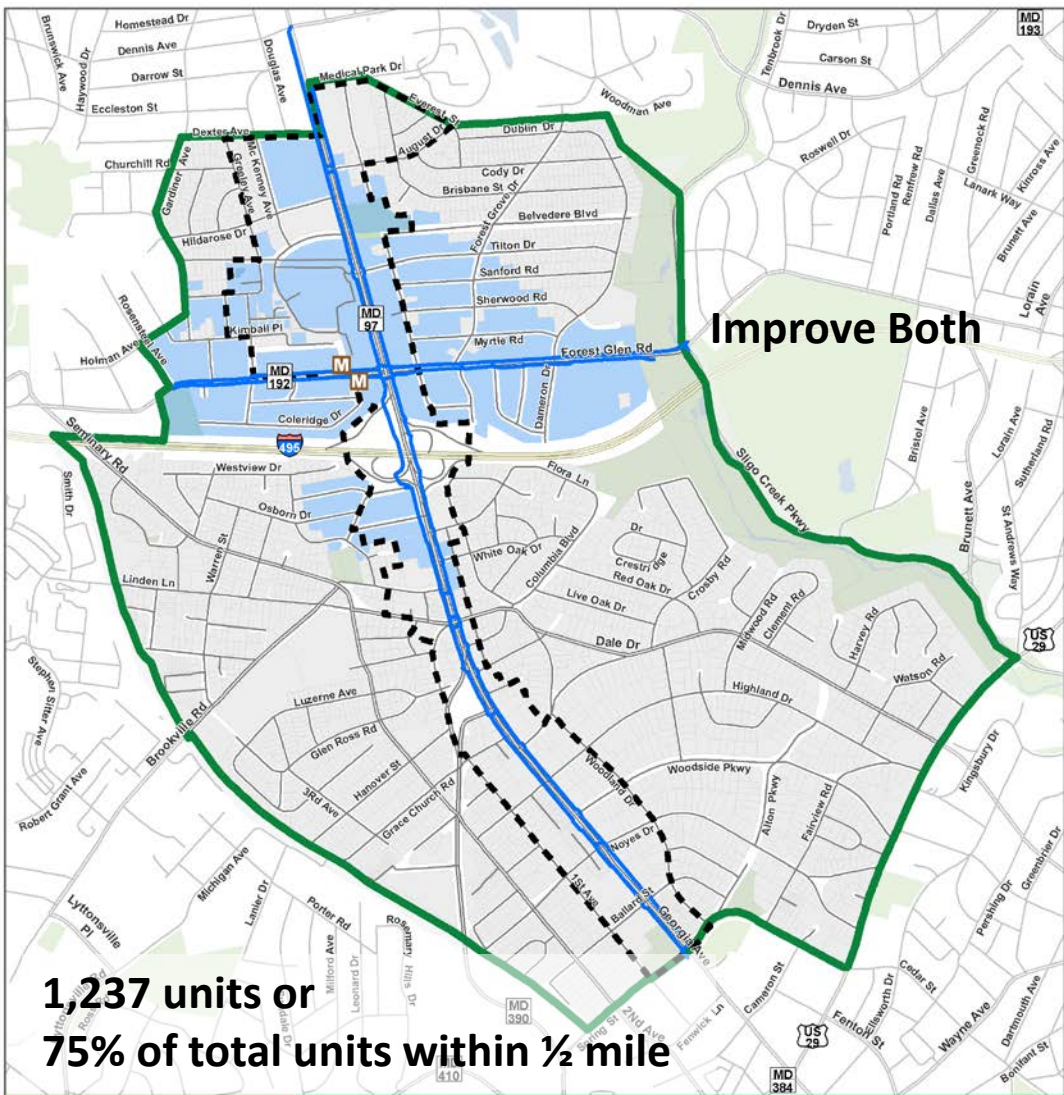


Existing Comfortable



- Forest Glen Metro Entrances
- Master Plan Boundary
- Study Area Boundary





Improve Both

1,237 units or
75% of total units within 1/2 mile

Scenario 3

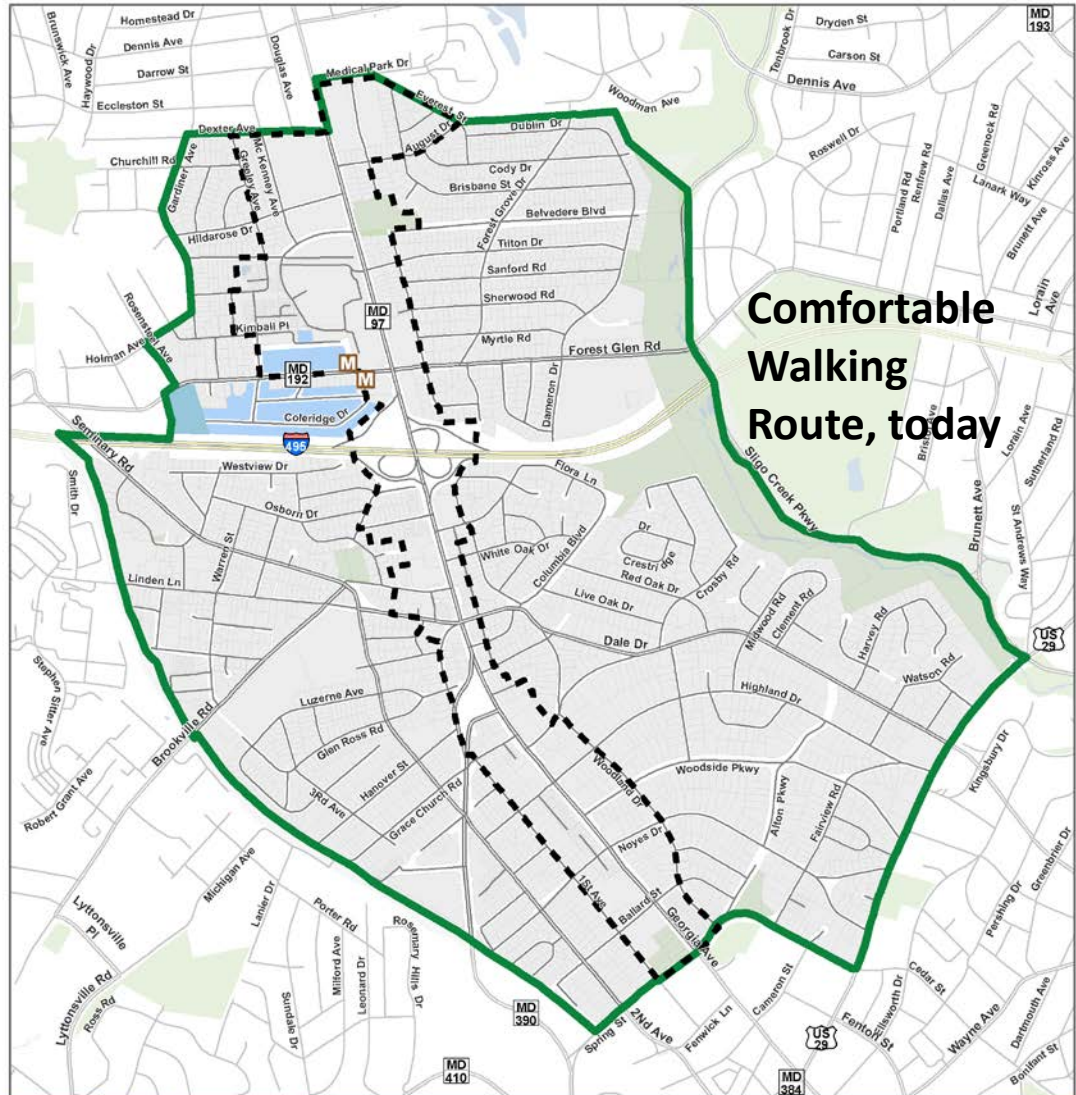
Pedestrian 1/2 Mile Access to Forest Glen Metro Station



Scenario 3 Comfortable



- Forest Glen Metro Entrances
- Scenario Improvements
- Master Plan Boundary
- Study Area Boundary



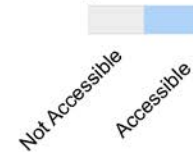
Comfortable
Walking
Route, today

Existing
Comfortable

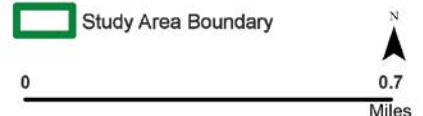
Pedestrian 1/2 Mile Access to Forest Glen Metro Station

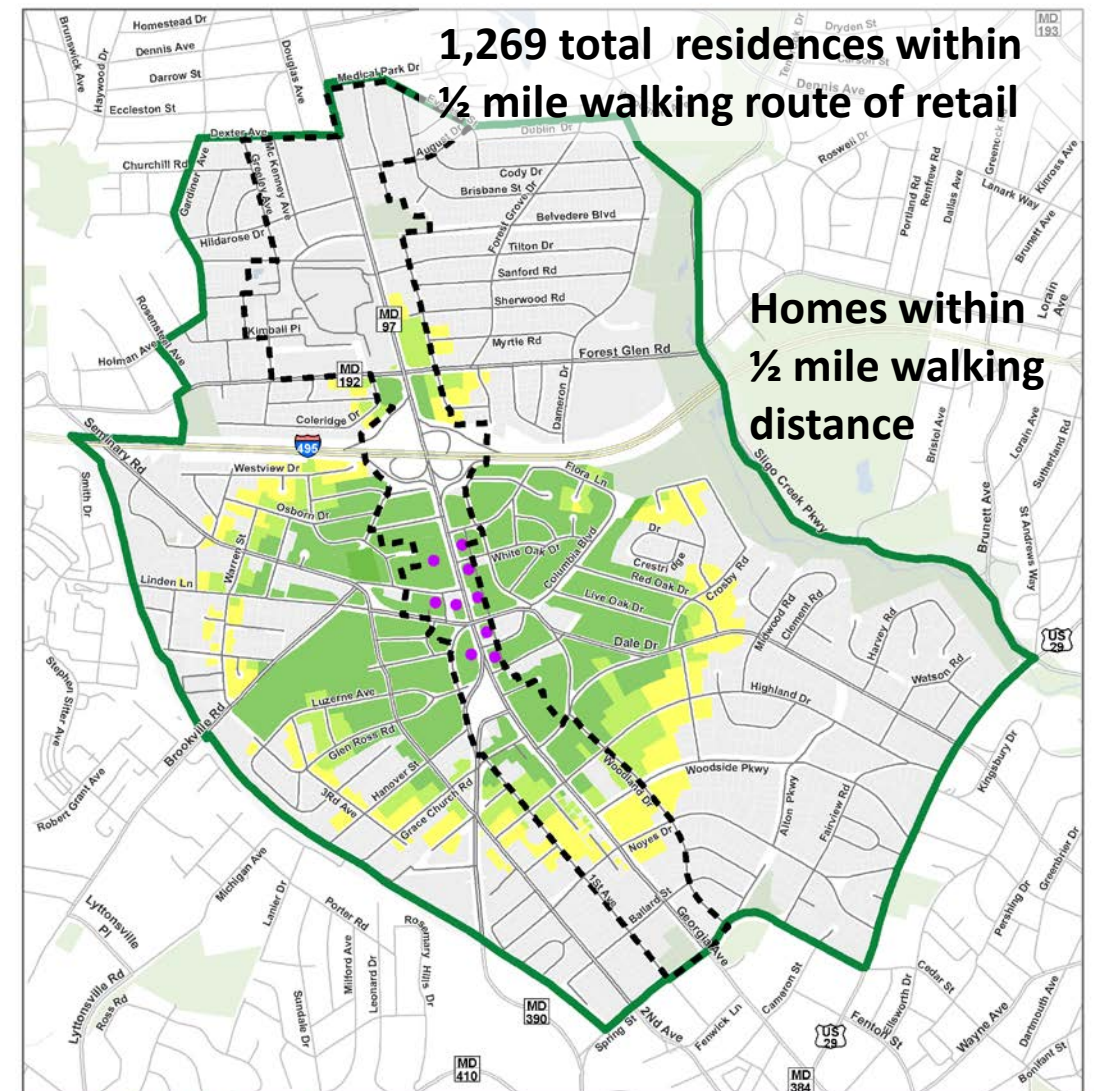
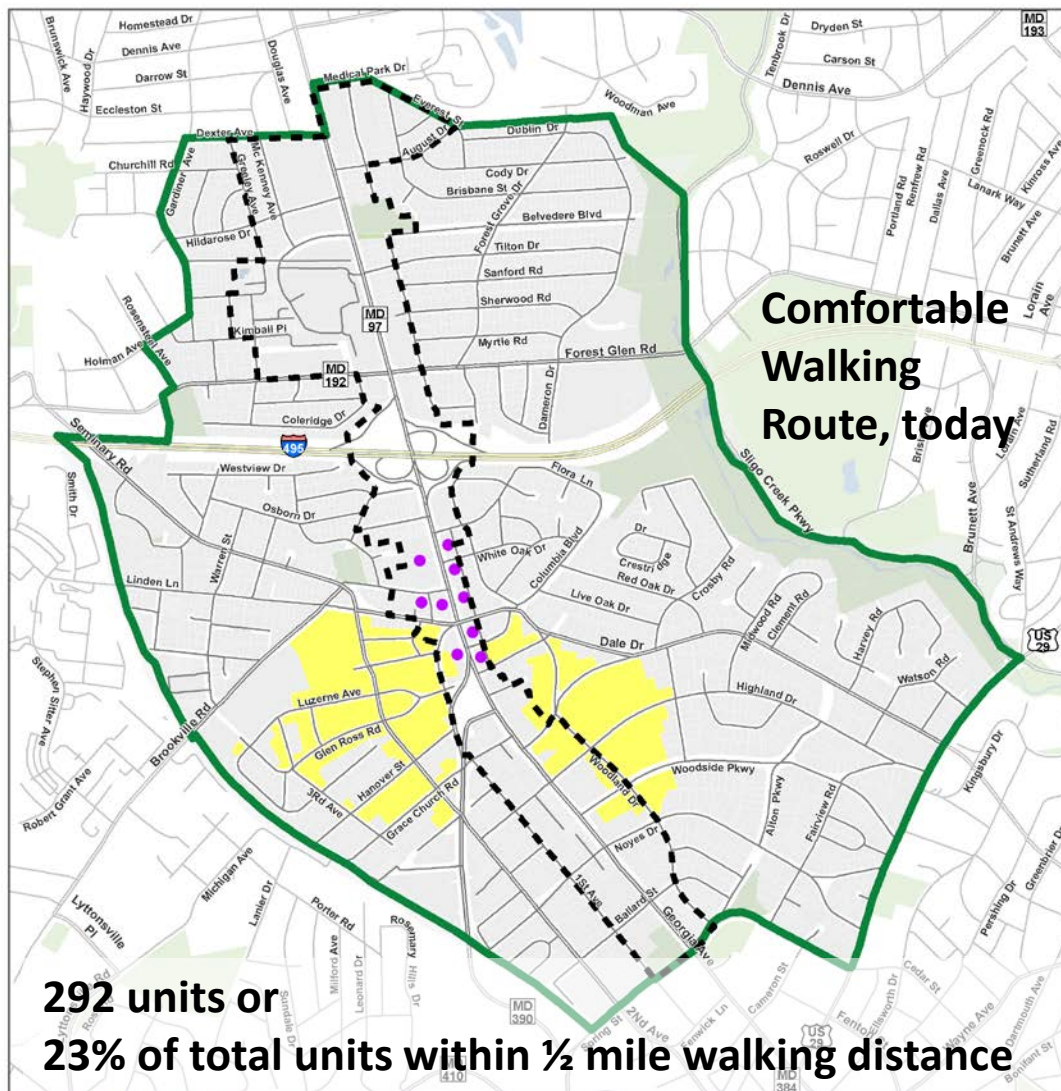


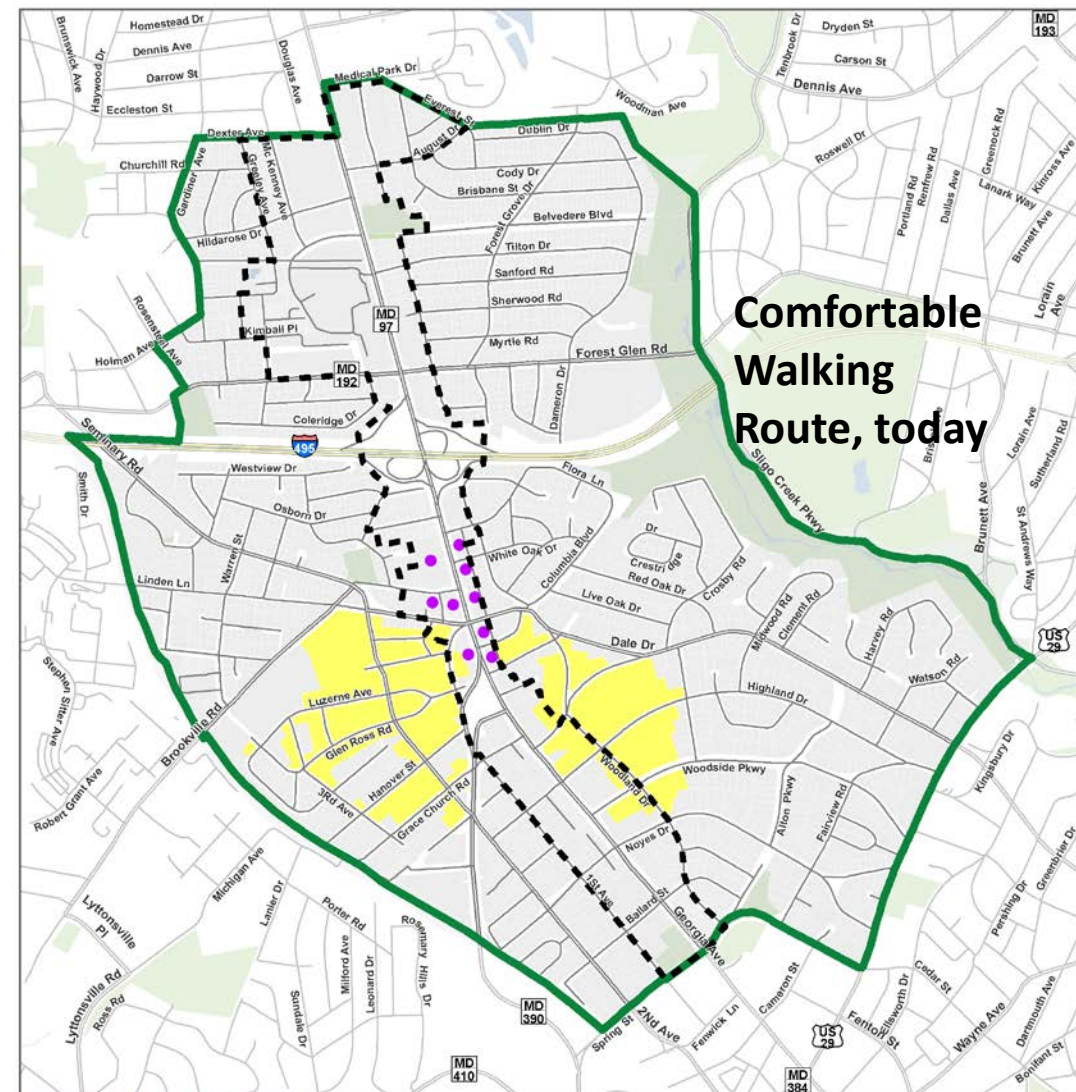
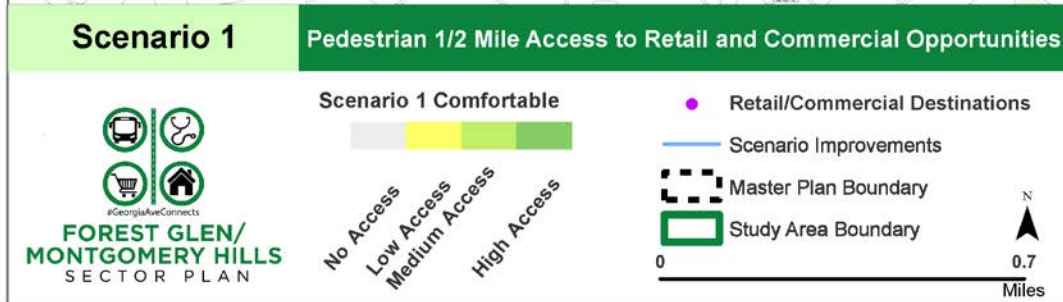
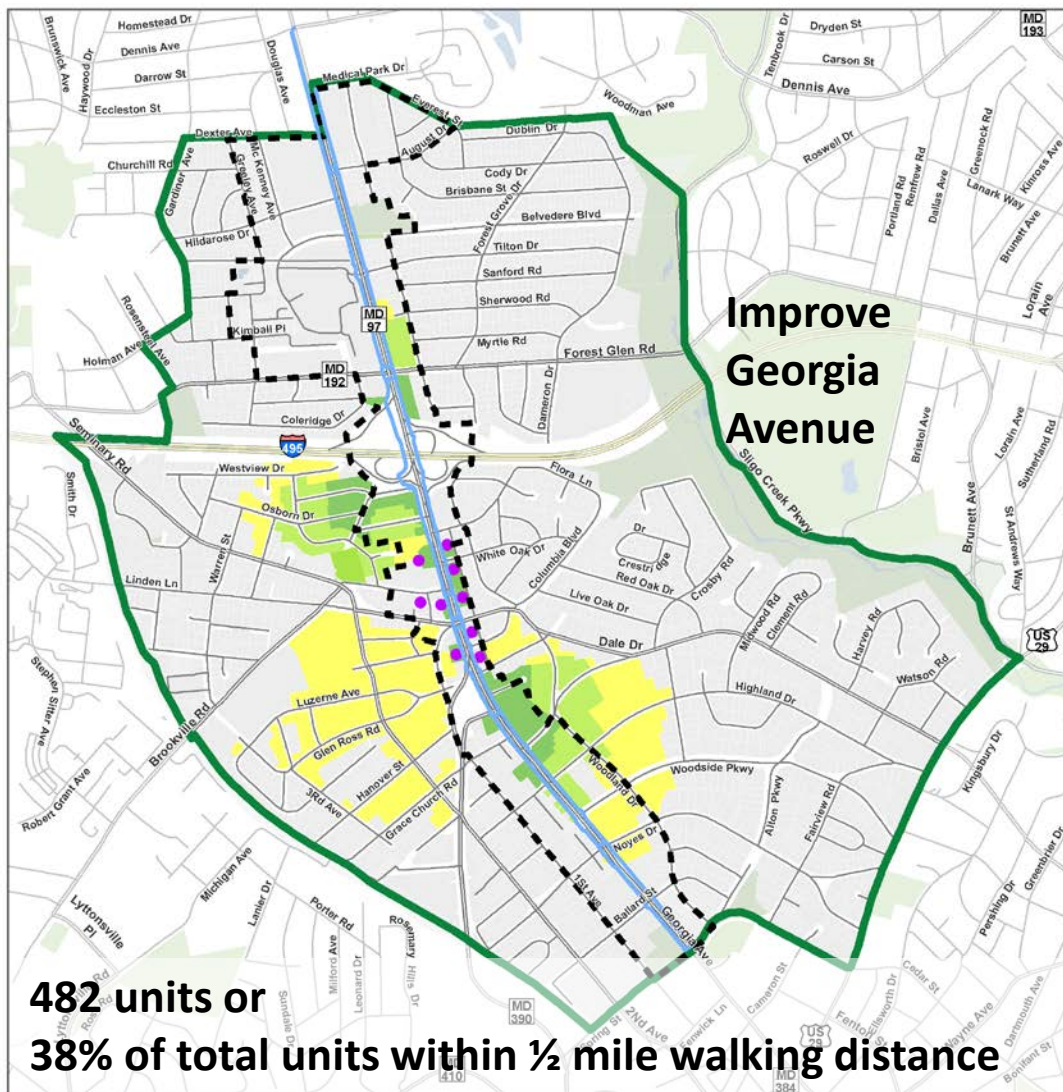
Existing Comfortable

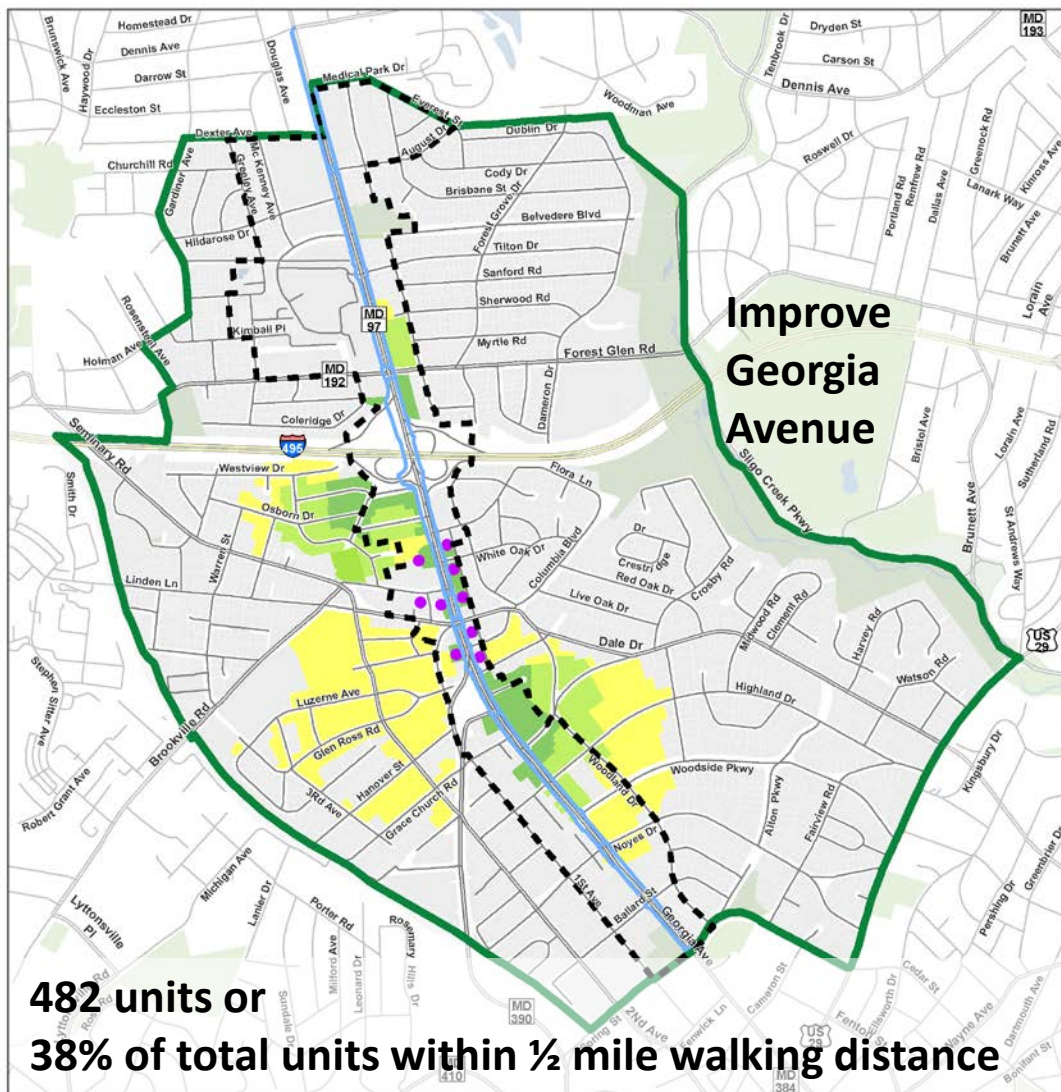


- Forest Glen Metro Entrances
- Master Plan Boundary
- Study Area Boundary









Scenario 1

Pedestrian 1/2 Mile Access to Retail and Commercial Opportunities



Scenario 1 Comfortable



No Access
Low Access
Medium Access
High Access

● Retail/Commercial Destinations

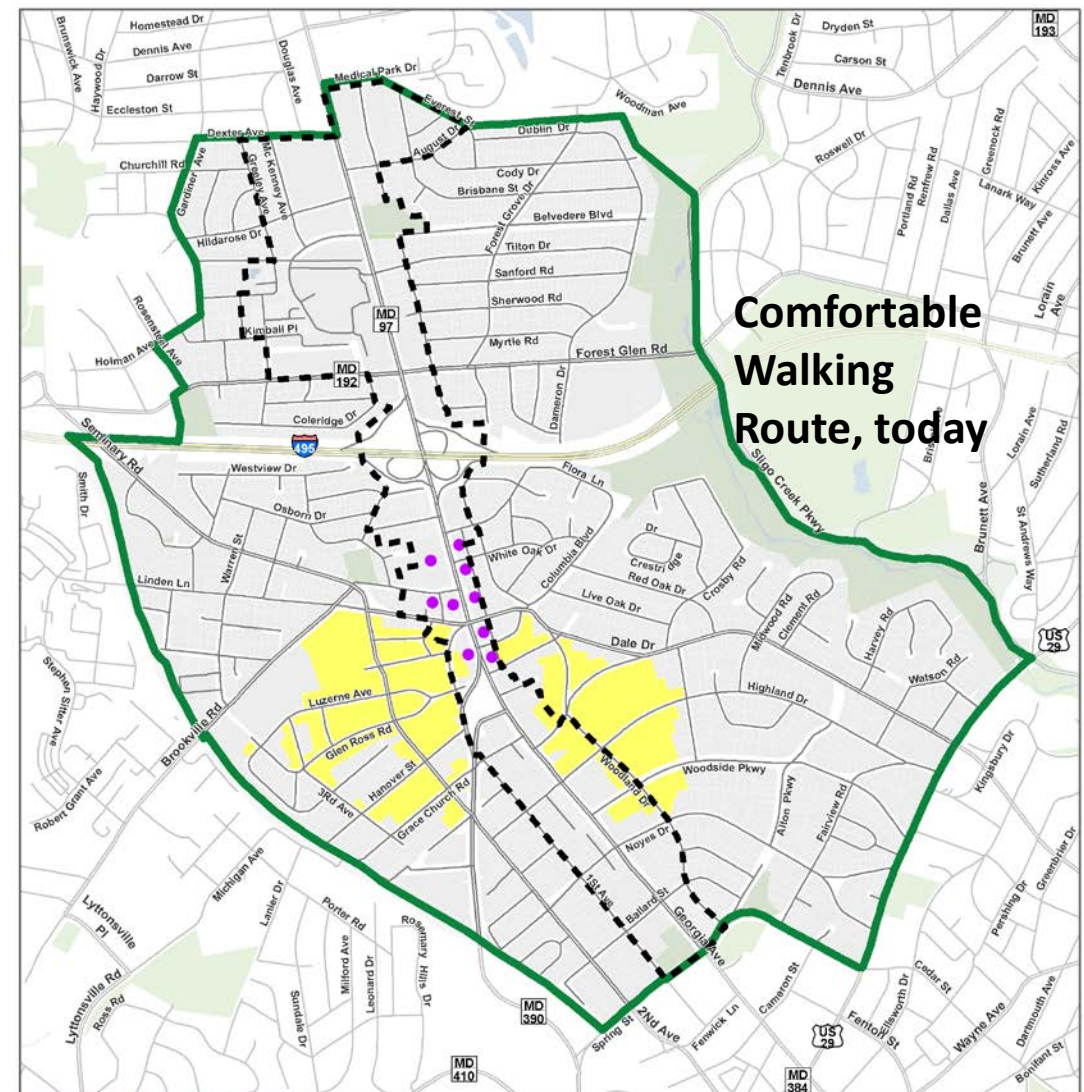
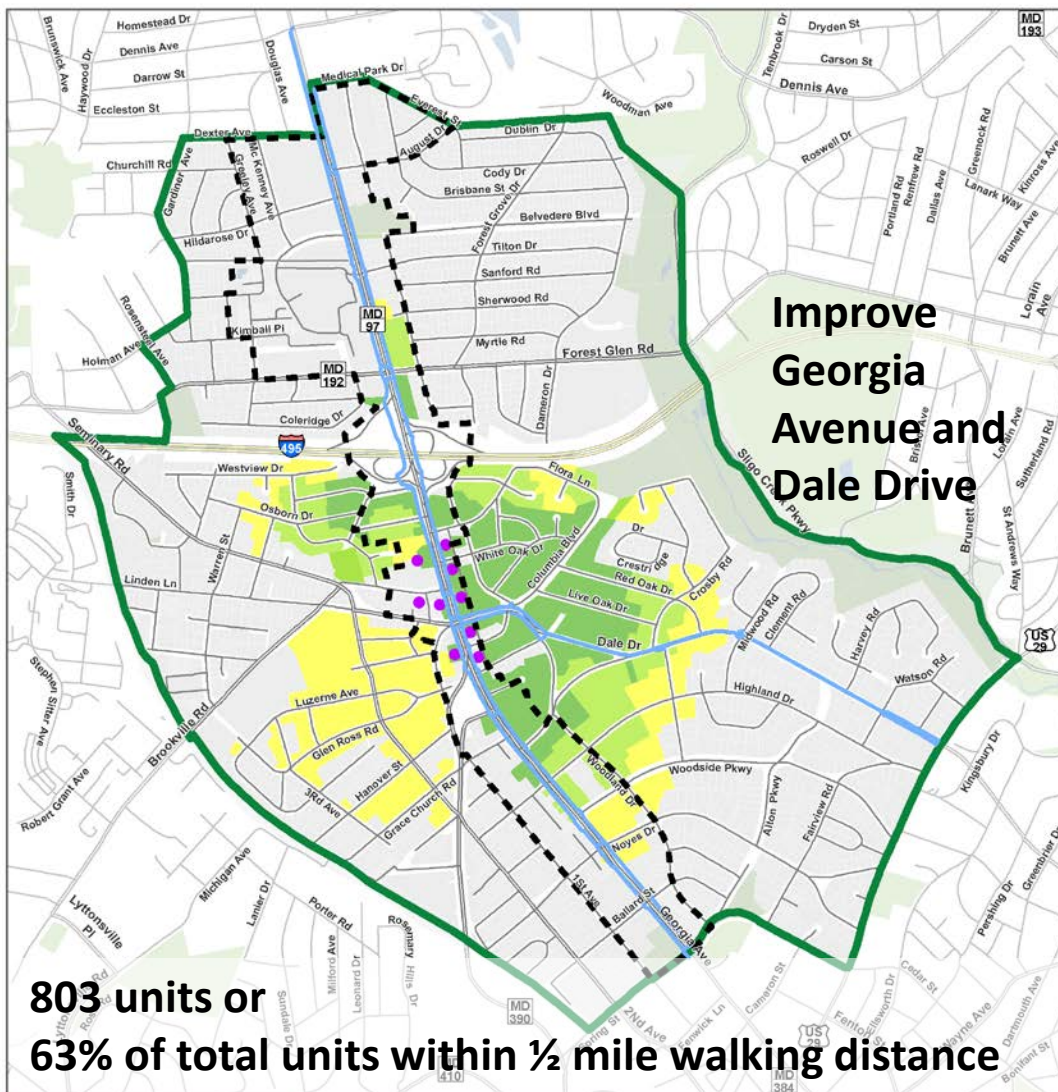
— Scenario Improvements

--- Master Plan Boundary

— Study Area Boundary

0 0.7 Miles

Access	Total Residential units	% of units
No access	787	62%
Low	303	24%
Medium	122	10%
High	57	4%
Total	1,269	100%



Scenario 4 Pedestrian 1/2 Mile Access to Retail and Commercial Opportunities

Scenario 4 Comfortable

Forest Glen/MONTGOMERY HILLS SECTOR PLAN

Legend:

- Retail/Commercial Destinations
- Scenario Improvements
- Master Plan Boundary
- Study Area Boundary

Access Levels:

- No Access
- Low Access
- Medium Access
- High Access

Scale: 0 to 0.7 Miles

Existing Comfortable Pedestrian 1/2 Mile Access to Retail and Commercial Opportunities

Existing Comfortable

Forest Glen/MONTGOMERY HILLS SECTOR PLAN

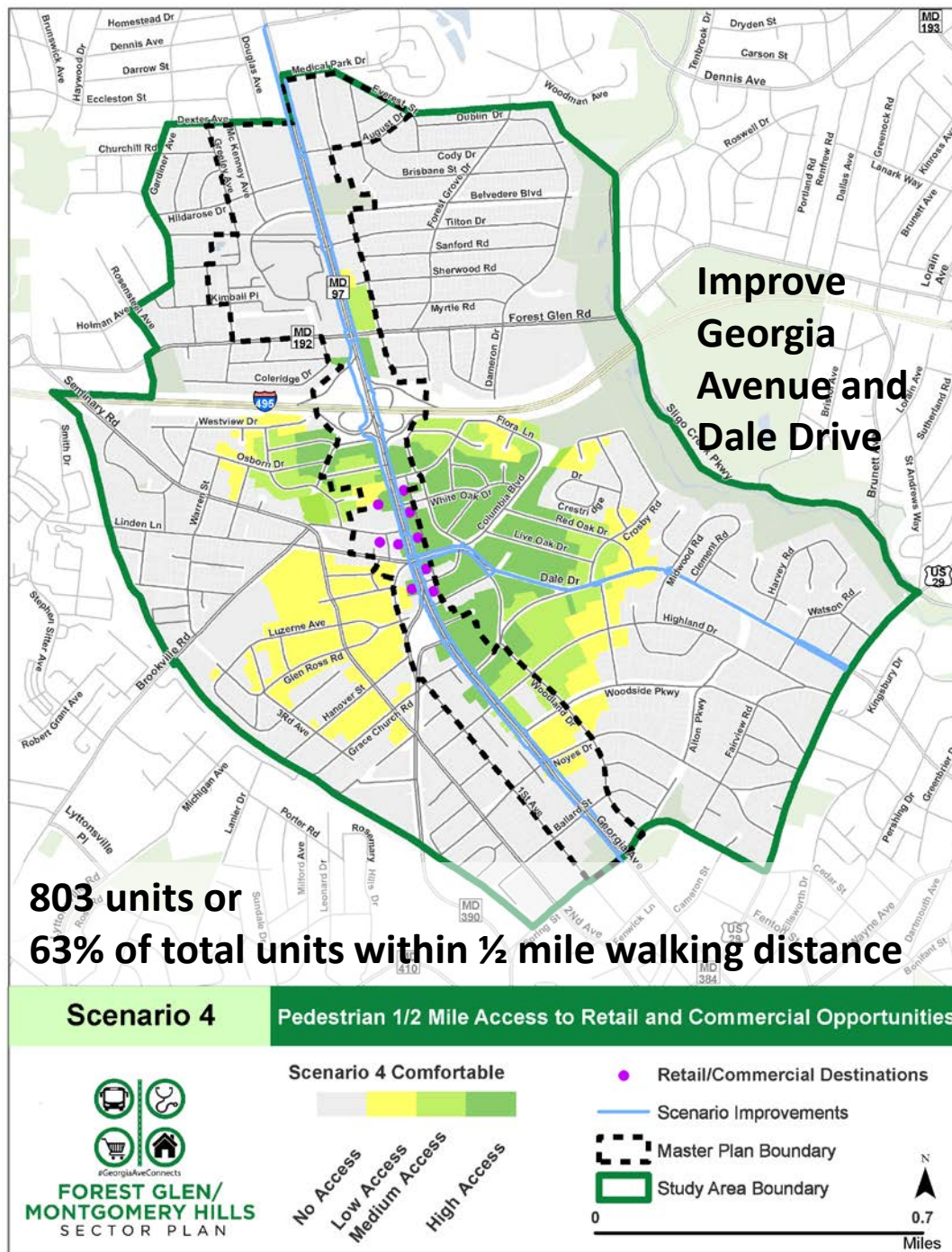
Legend:

- Retail/Commercial Destinations
- Master Plan Boundary
- Study Area Boundary

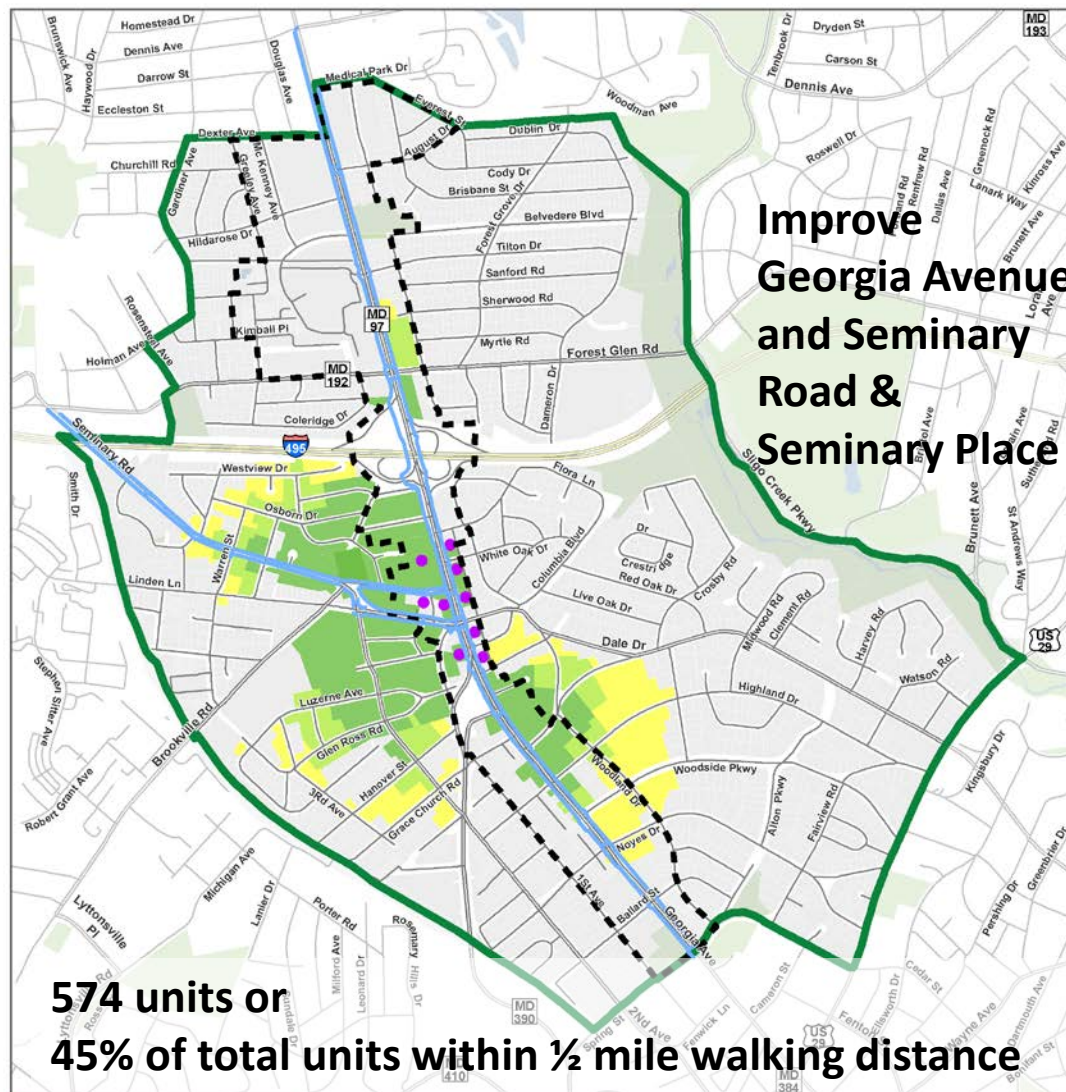
Access Levels:

- No Access
- Low Access
- Medium Access
- High Access

Scale: 0 to 0.7 Miles



Access	Total Residential units	% of units
No access	466	37%
Low	329	26%
Medium	196	15%
High	278	22%
Total	1,269	100%

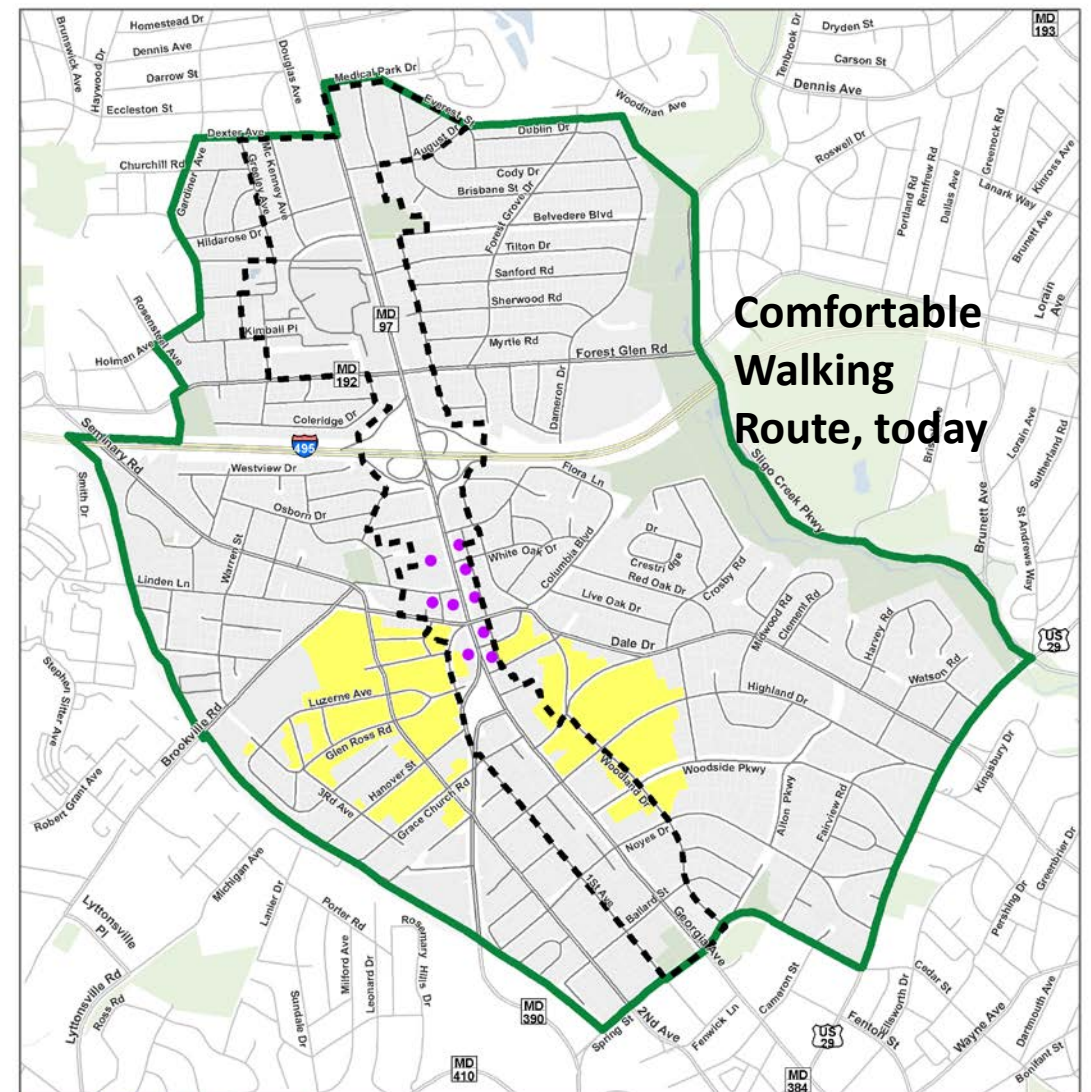


Scenario 5

Pedestrian 1/2 Mile Access to Retail and Commercial Opportunities



Scenario 5 Comfortable

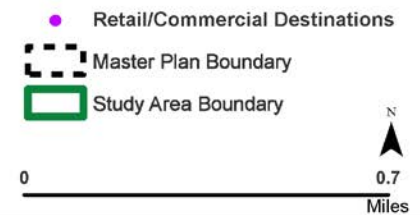


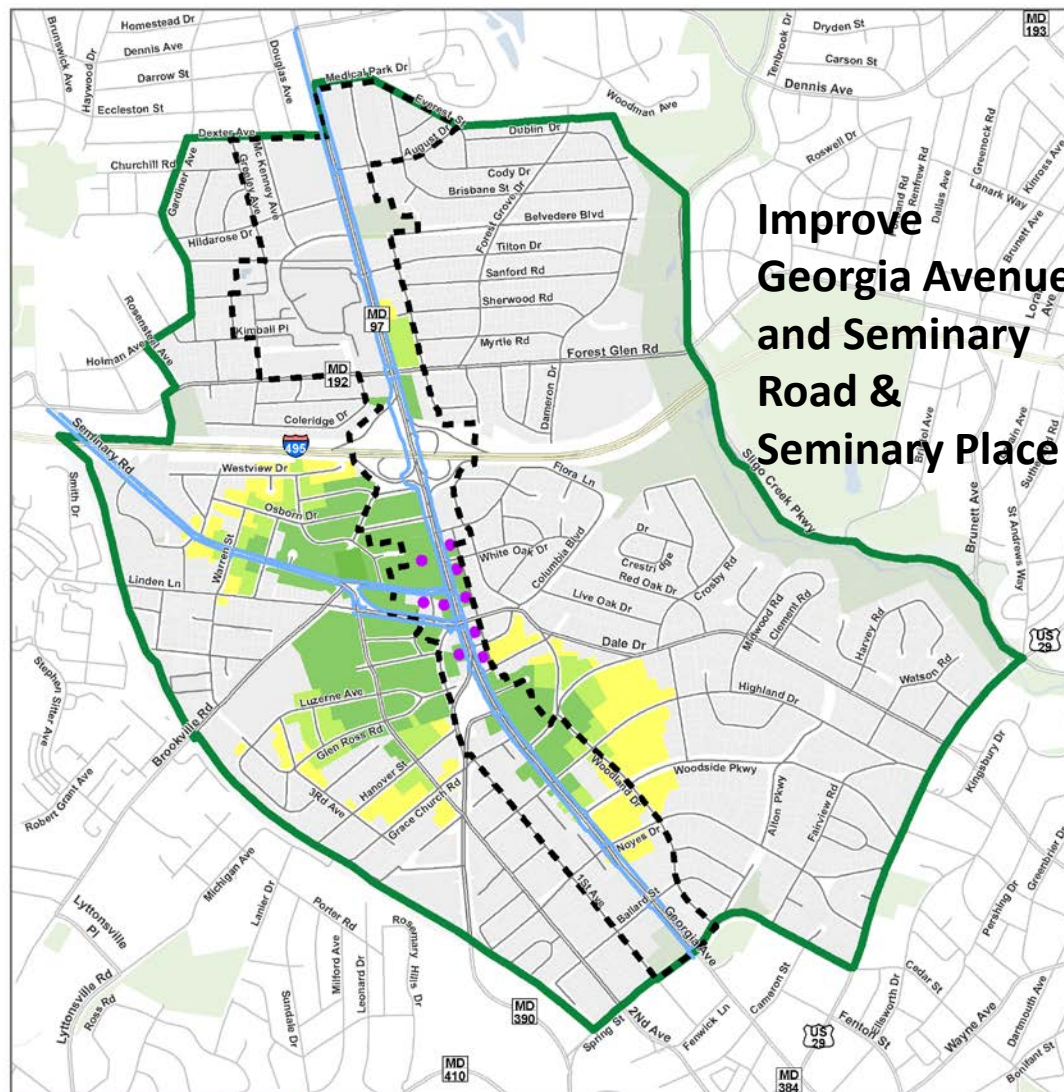
Existing Comfortable

Pedestrian 1/2 Mile Access to Retail and Commercial Opportunities



Existing Comfortable





Improve Georgia Avenue and Seminary Road & Seminary Place

Access	Total Residential units	% of units
No access	695	55%
Low	168	13%
Medium	106	8%
High	300	24%
Total	1,269	100%

Scenario 5

Pedestrian 1/2 Mile Access to Retail and Commercial Opportunities

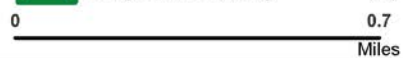


Scenario 5 Comfortable

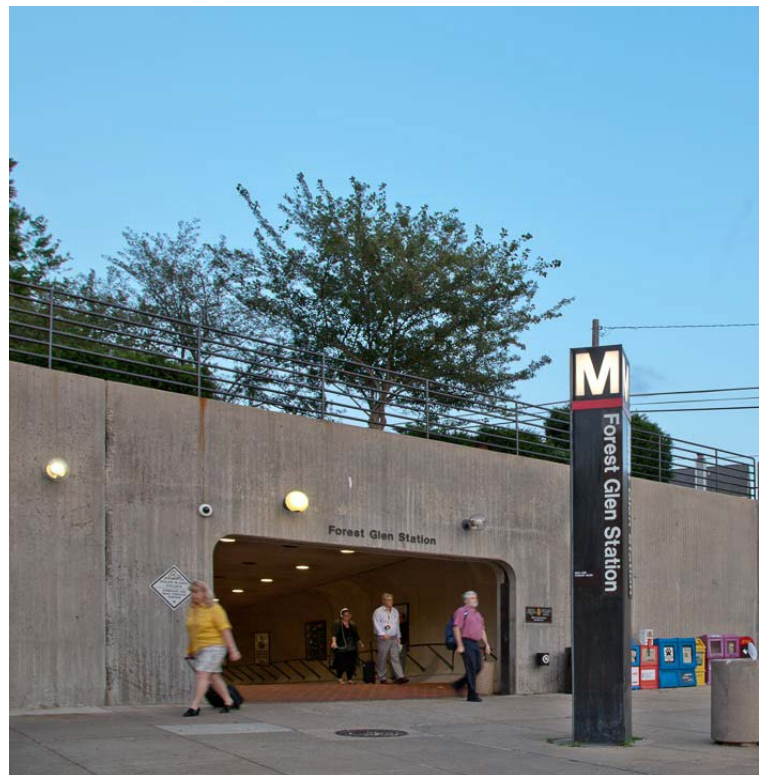


No Access
Low Access
Medium Access
High Access

- Retail/Commercial Destinations
- Scenario Improvements
- - - Master Plan Boundary
- ▭ Study Area Boundary



Transit Conditions



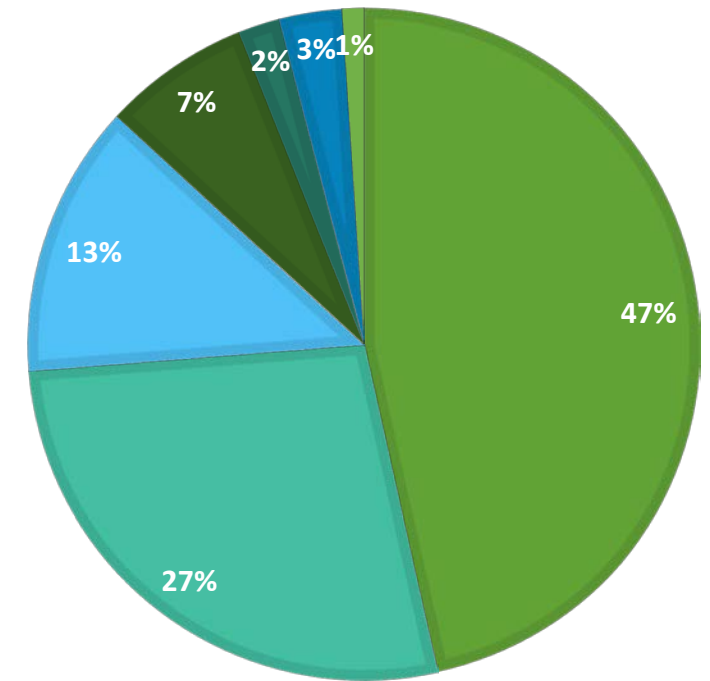
Forest Glen Metro Station



- **2,181** Daily Ridership
- 8 acre site
- 596 parking spaces
(80% avg. utilization)

HOW PEOPLE TRAVEL TO THE STATION

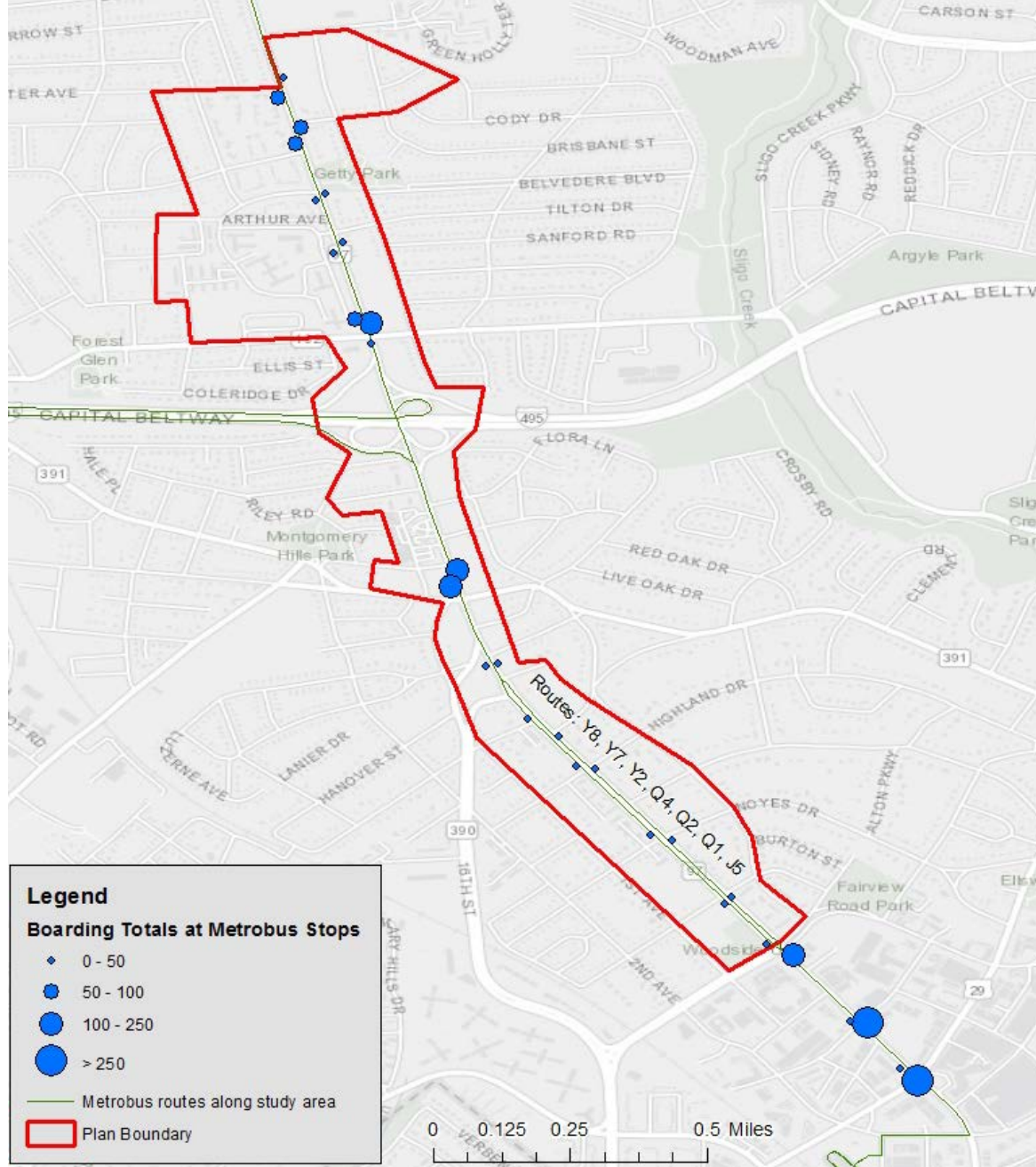
■ Walked ■ Drove Alone ■ Dropped off ■ Carpool
■ Metrobus ■ Other bus ■ Bike



WMATA Bus Routes and Stops



- Q1, Q2, Q4 (Rockville to Silver Spring Transit Center)
- Y2, Y7, Y8 (Olney to Silver Spring Transit Center)
- Headways avg. 15-20 min (schedule)
- 15 total stops in Plan Area



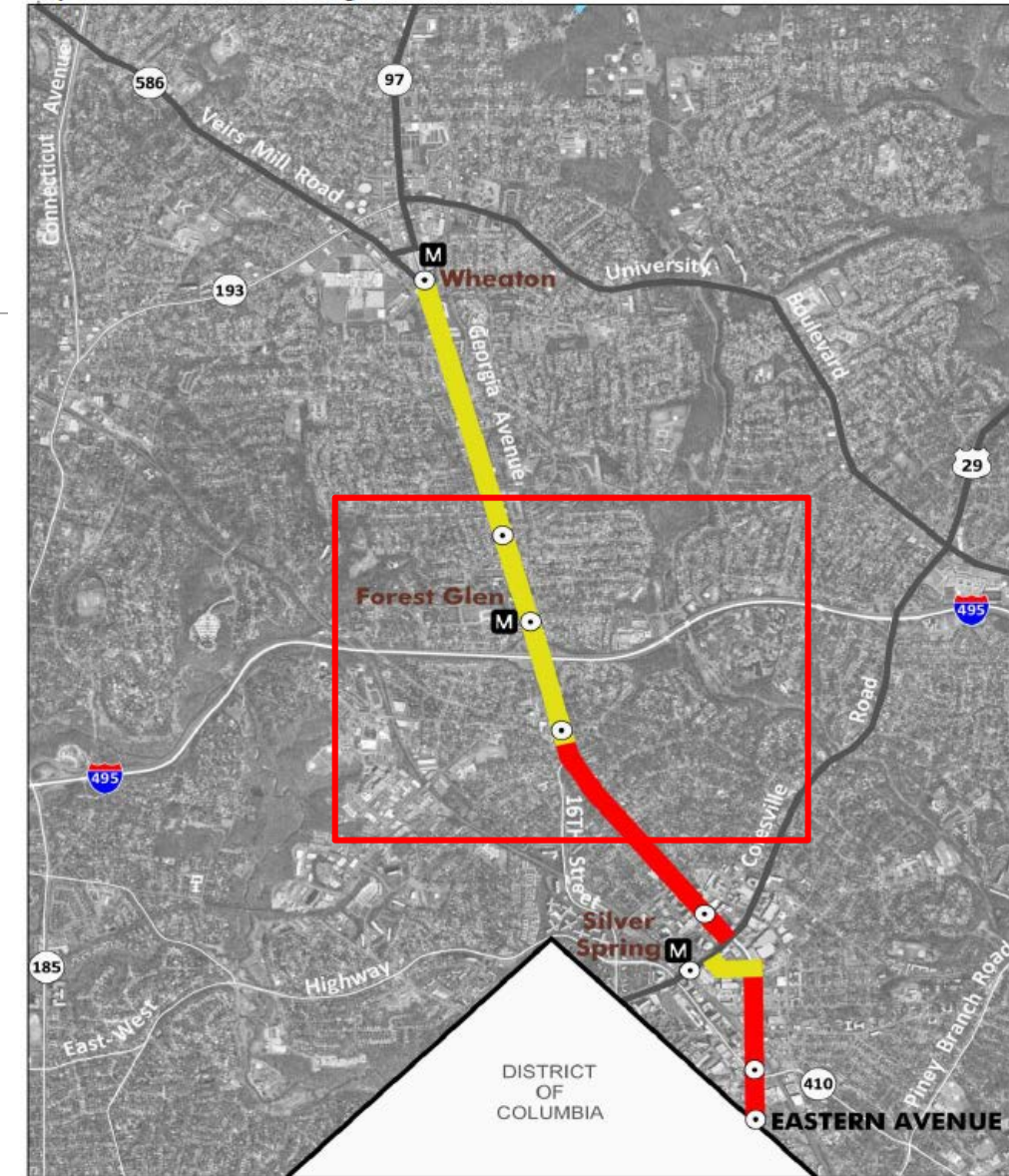
WMATA Bus Ridership

Future Bus Rapid Transit



Map 4

Corridor 2: Georgia Avenue South



Next Steps

Action	March 2018	April 2018	May 2018	June 2018
Further refine the analysis				
Develop draft recommendations				
Present draft recommendations to the community				
Incorporate feedback from community				
Present revised recommendations to community and Planning Board				