

APPENDIX A

DETAILED MONITORING REPORT

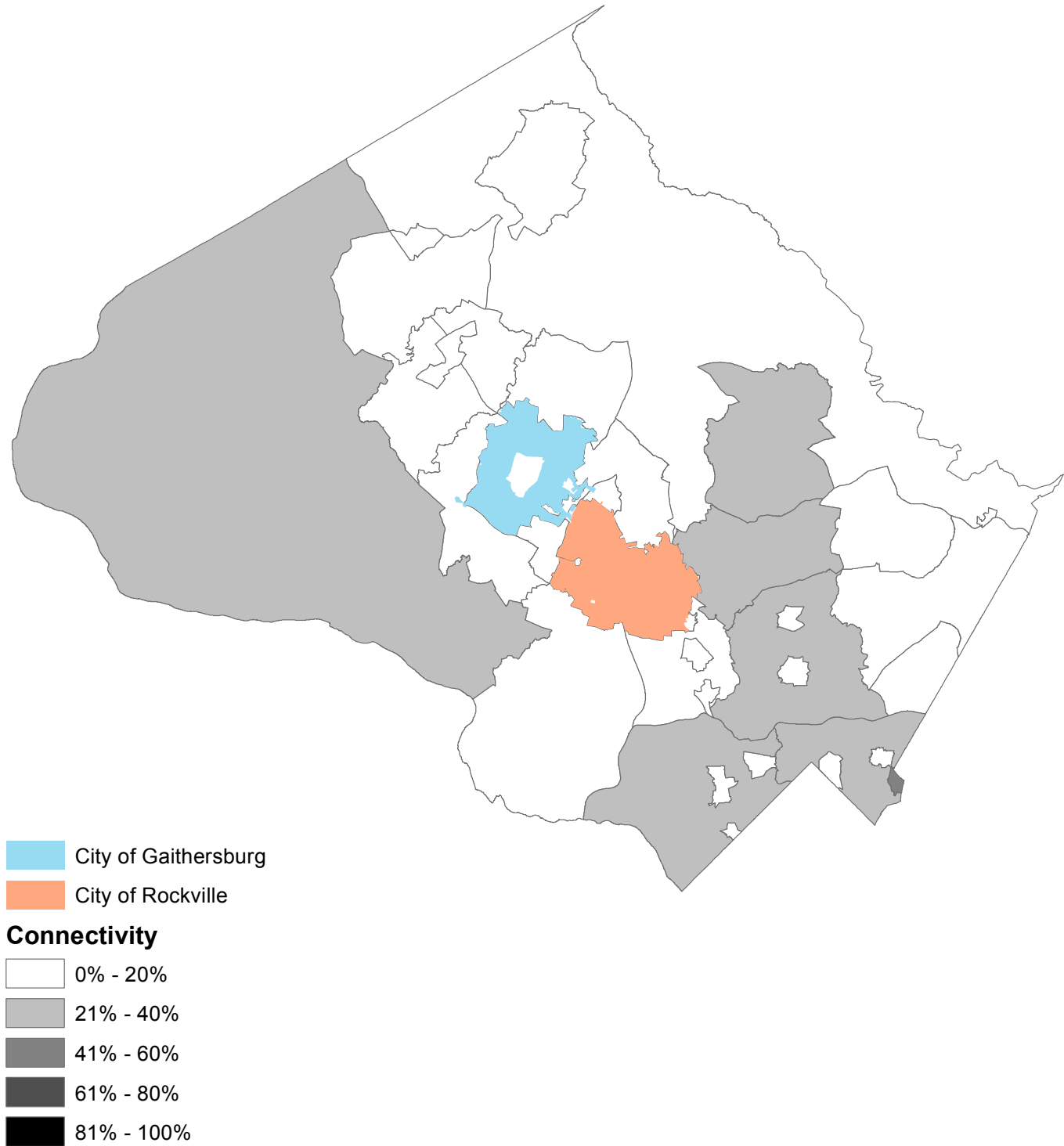
Objective 1.3: Percentage of transit boardings during the AM peak period where the transportation mode of access is bicycle for the Red Line, Brunswick Line, Purple Line and Corridor Cities Transitway.

Objective 2.1: Percentage of potential bicycle trips that will be able to be made on a low-stress bicycling network by policy area.

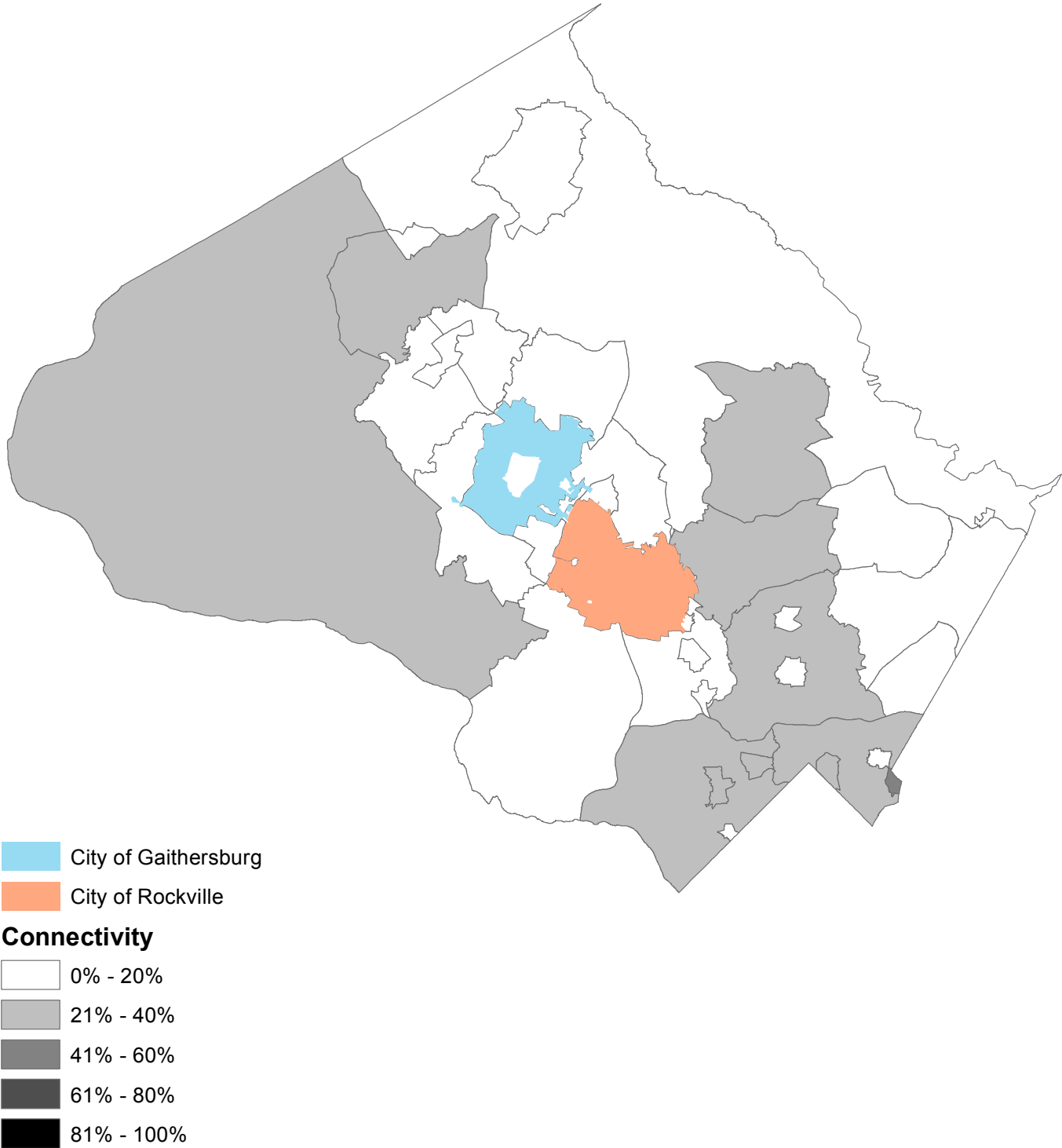
2 MONTGOMERY COUNTY BICYCLE MASTER PLAN | APPENDIX A

POLICY AREA	EXISTING (2018)	HIGH PRIORITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Glenmont	5%	6%	6%	21%	52%	67%	93%
Grosvenor	3%	3%	4%	40%	79%	80%	88%
Kensington/Wheaton	22%	26%	36%	48%	67%	75%	95%
Long Branch Sector Plan	15%	16%	18%	50%	72%	73%	79%
Montgomery Village/Airpark	5%	6%	6%	6%	9%	20%	76%
North Bethesda	5%	6%	12%	30%	58%	62%	83%
North Potomac	19%	19%	20%	25%	32%	33%	81%
Olney	26%	26%	27%	33%	38%	42%	90%
Potomac	14%	14%	15%	18%	49%	59%	89%
R&D Village	10%	12%	24%	29%	35%	35%	79%
Rural East	8%	8%	8%	8%	11%	16%	64%
Rural West	25%	25%	25%	26%	26%	27%	57%
Shady Grove Metro Station	0%	0%	0%	8%	9%	14%	82%
Silver Spring CBD	5%	33%	58%	64%	67%	68%	74%
Silver Spring/Takoma Park	28%	40%	48%	67%	75%	78%	90%
Takoma/Langley	48%	49%	50%	73%	75%	81%	93%
Twinbrook	1%	1%	1%	3%	4%	4%	36%
Wheaton CBD	11%	15%	61%	71%	82%	86%	95%
White Flint	2%	5%	37%	47%	67%	69%	88%
White Oak	5%	13%	17%	29%	53%	57%	90%
AVERAGE	14%	19%	26%	36%	49%	55%	85%

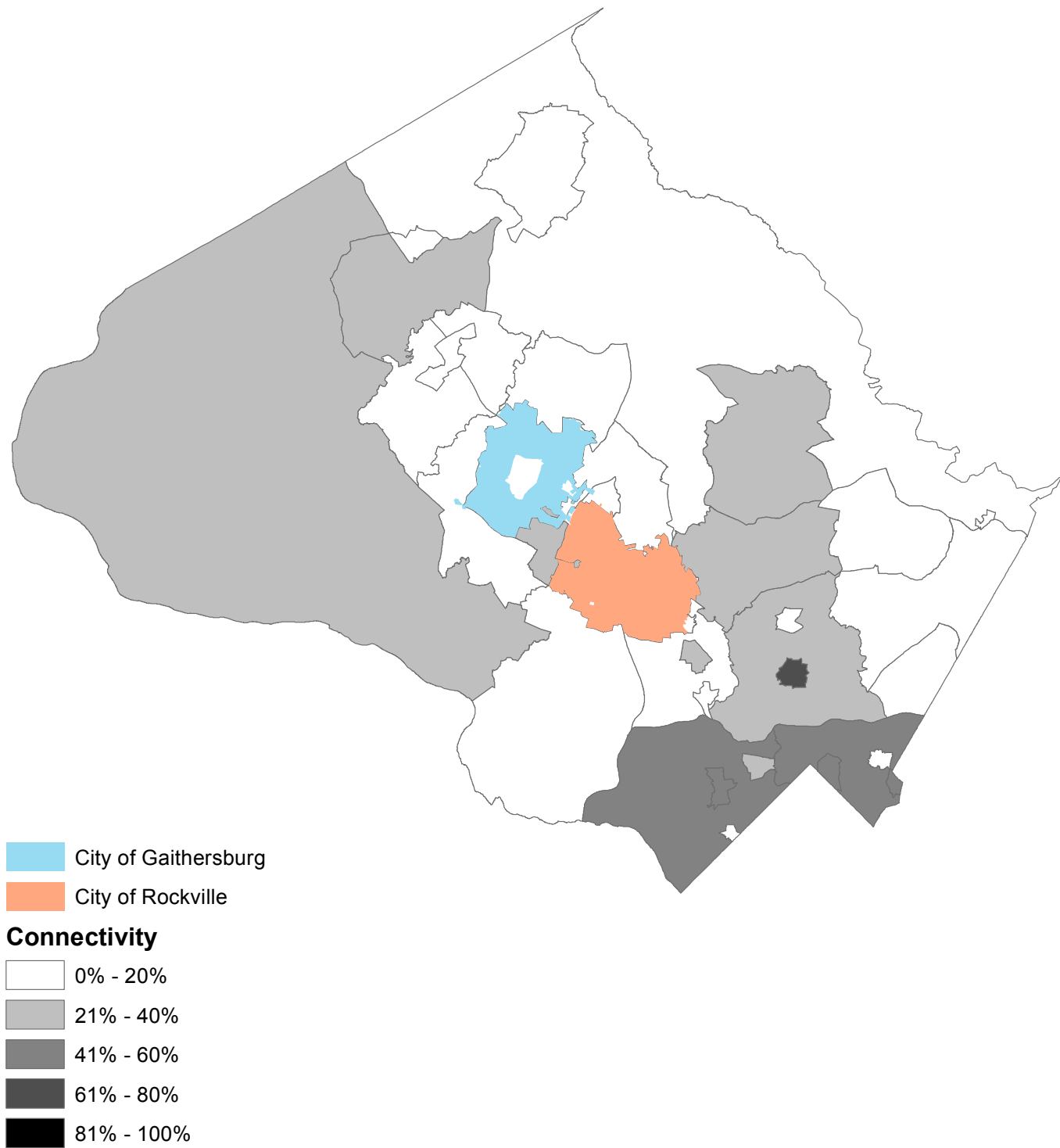
Objective 2.1: Policy area connectivity with the Existing bicycling network



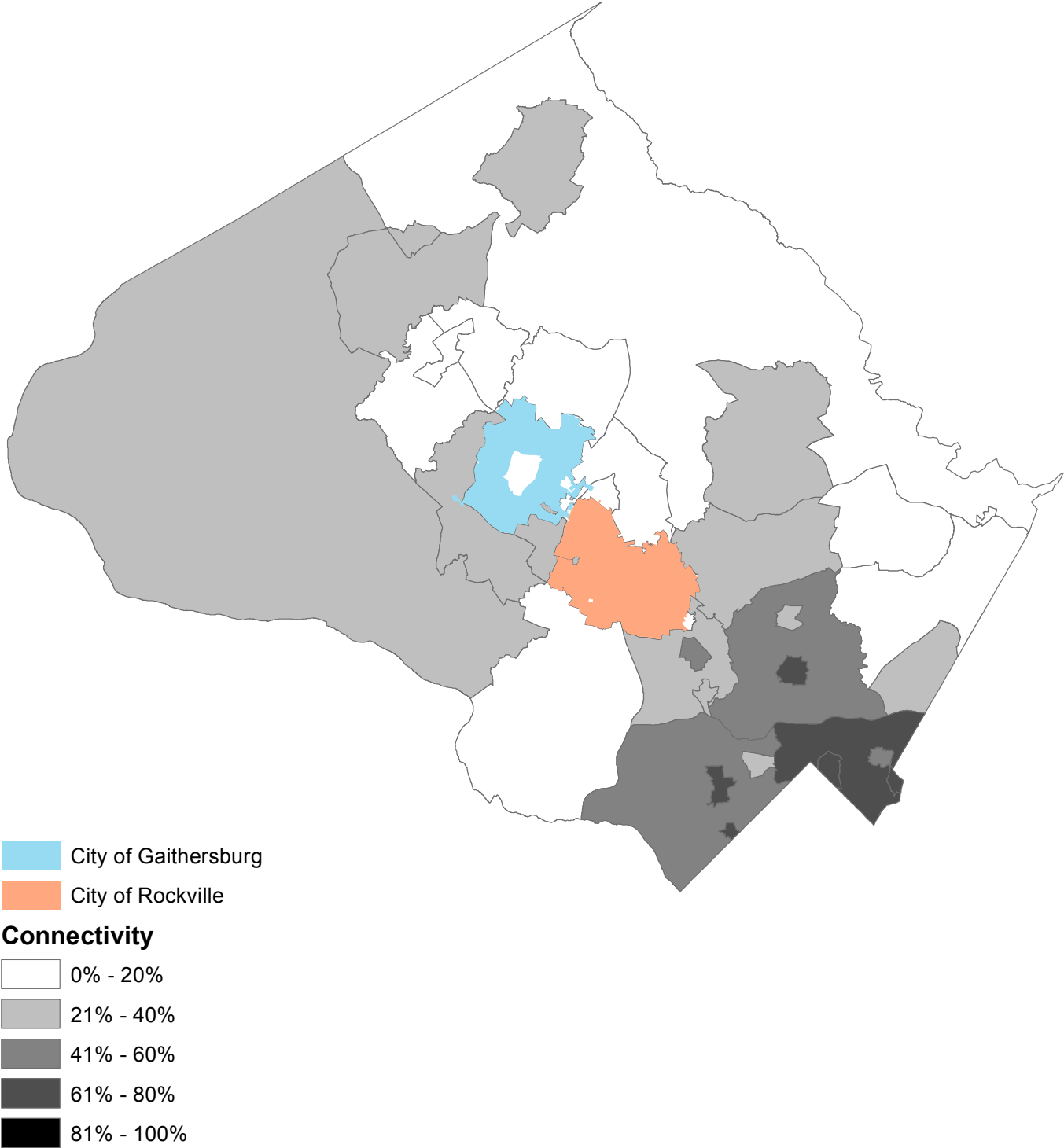
Objective 2.1: Policy area connectivity with the High Priority bicycling network



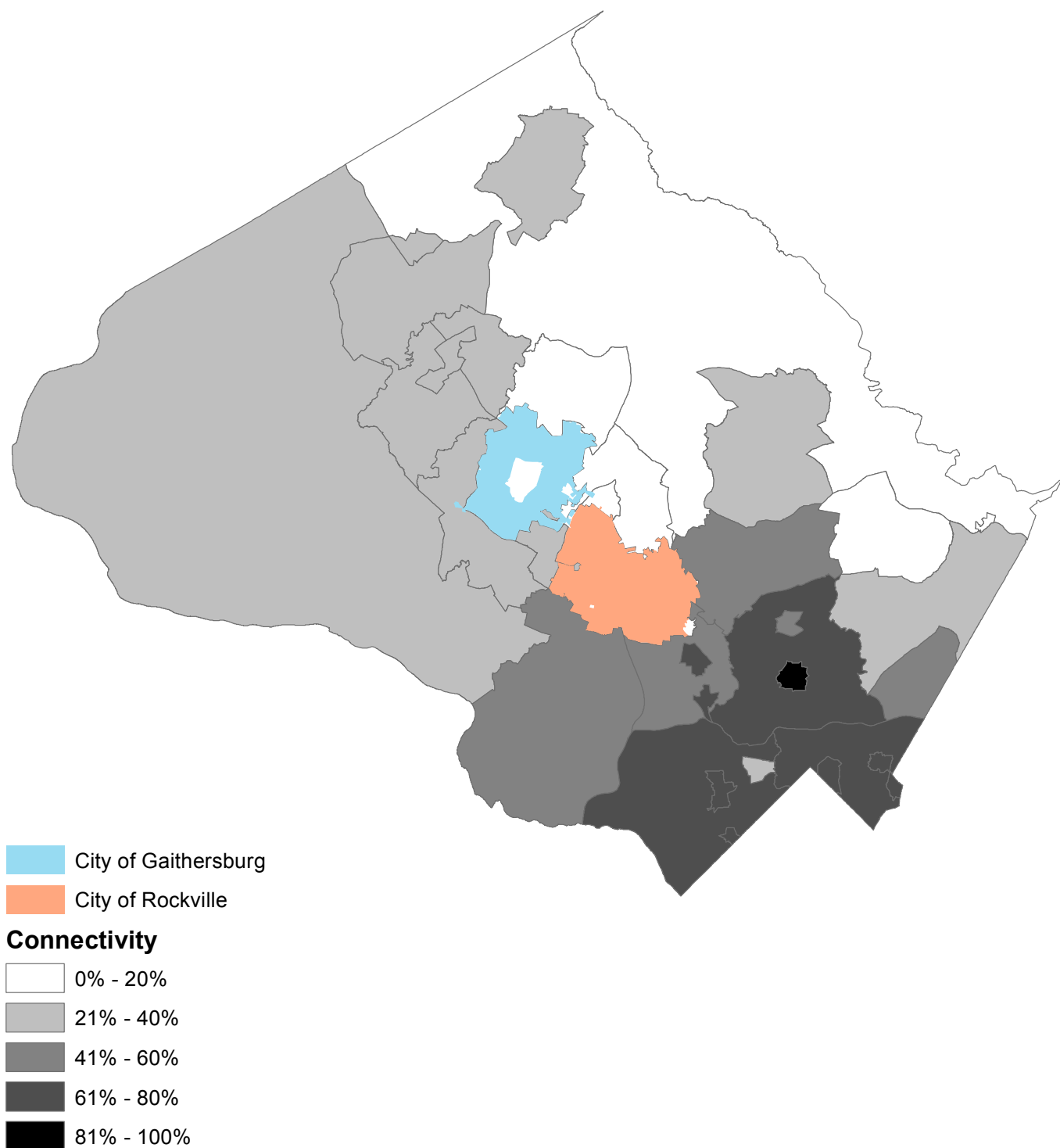
Objective 2.1: Policy area connectivity with the Tier 1 bicycling network



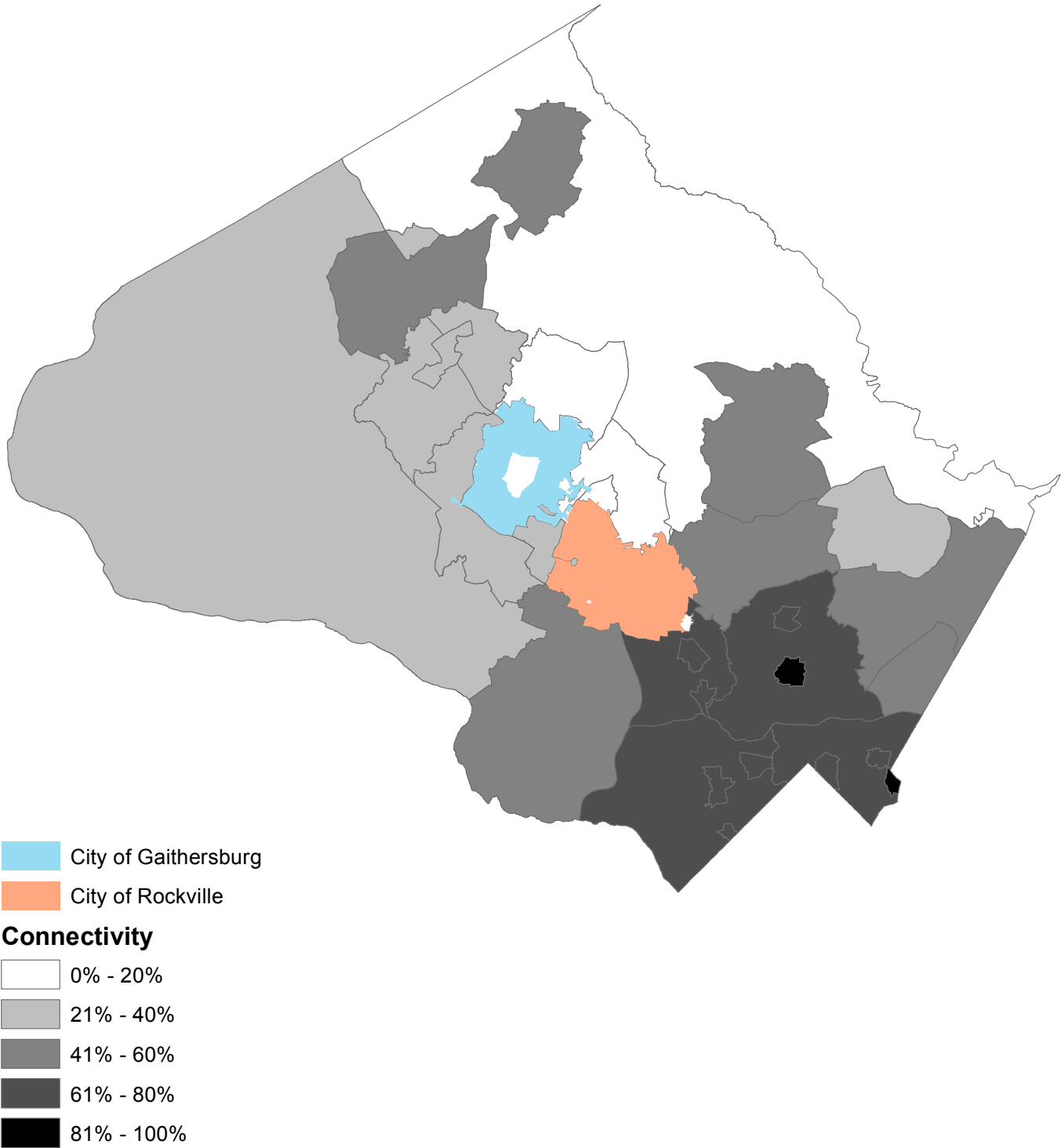
Objective 2.1: Policy area connectivity with the Tier 2 bicycling network



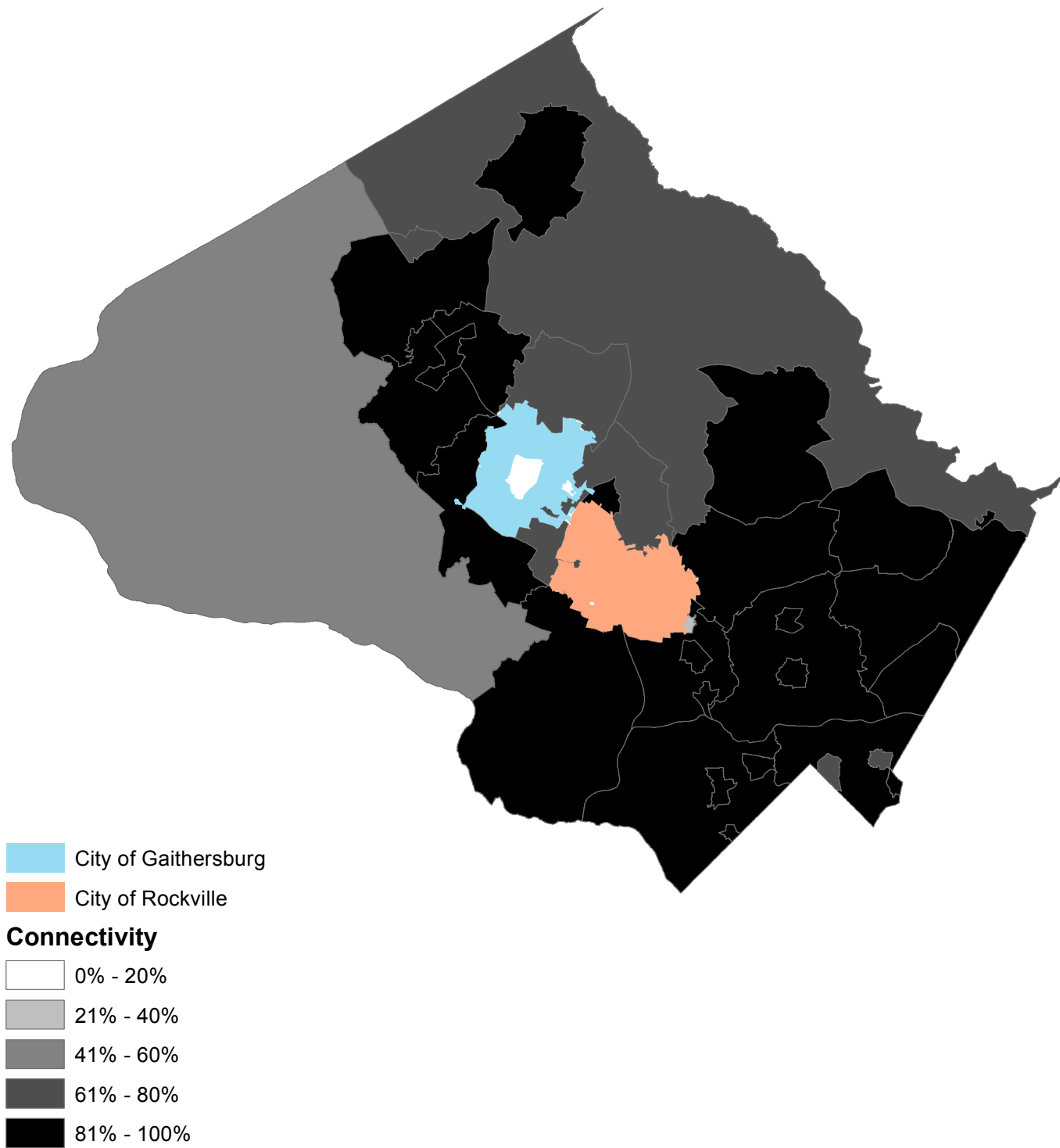
Objective 2.1: Policy area connectivity with the Tier 3 bicycling network



Objective 2.1: Policy area connectivity with the Tier 4 bicycling network



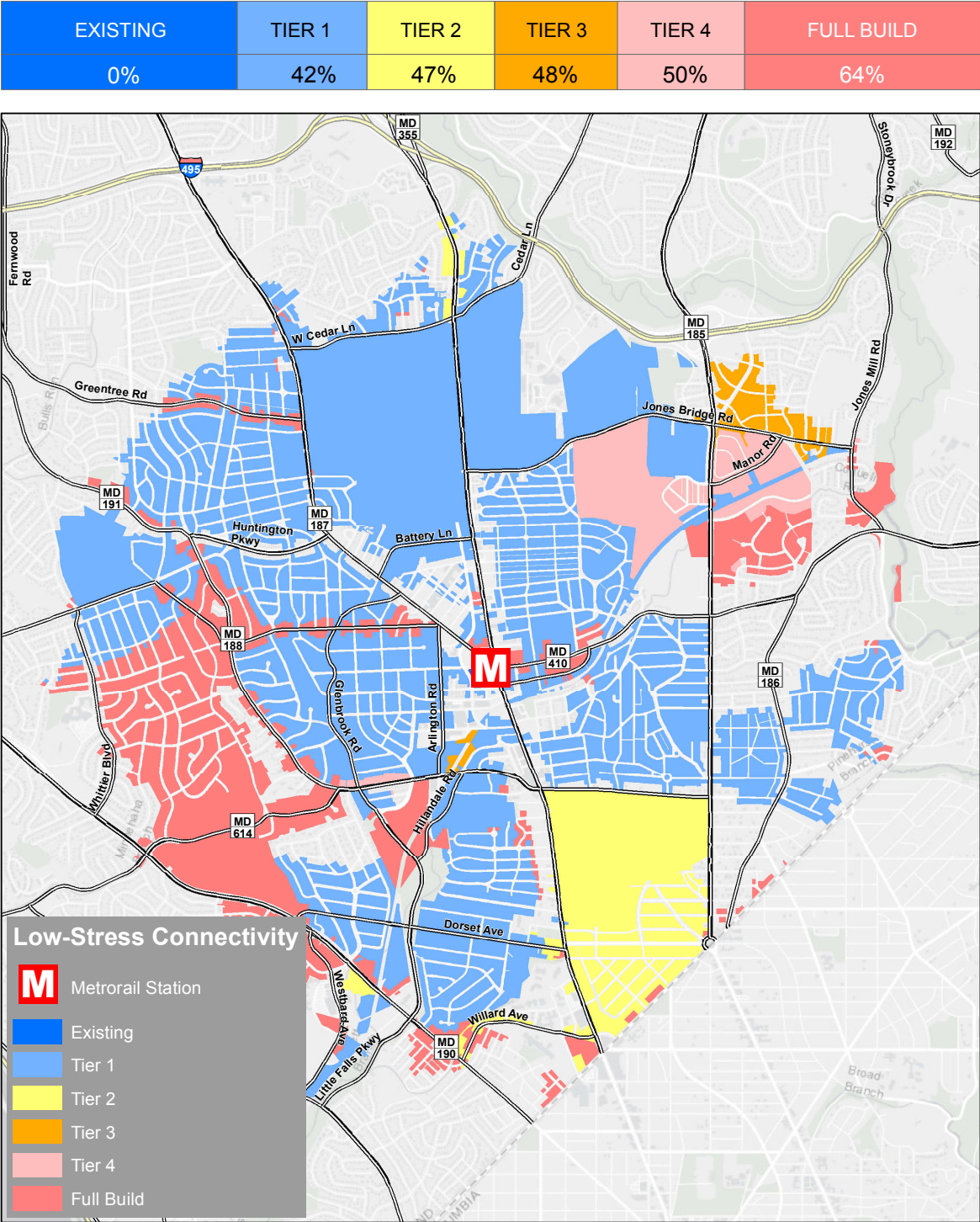
Objective 2.1: Policy area connectivity with the Build Out bicycling network



Objective 2.2: Percentage of dwelling units within 2 miles of each Red Line station that are connected to the transit station on a low-stress bicycling network.

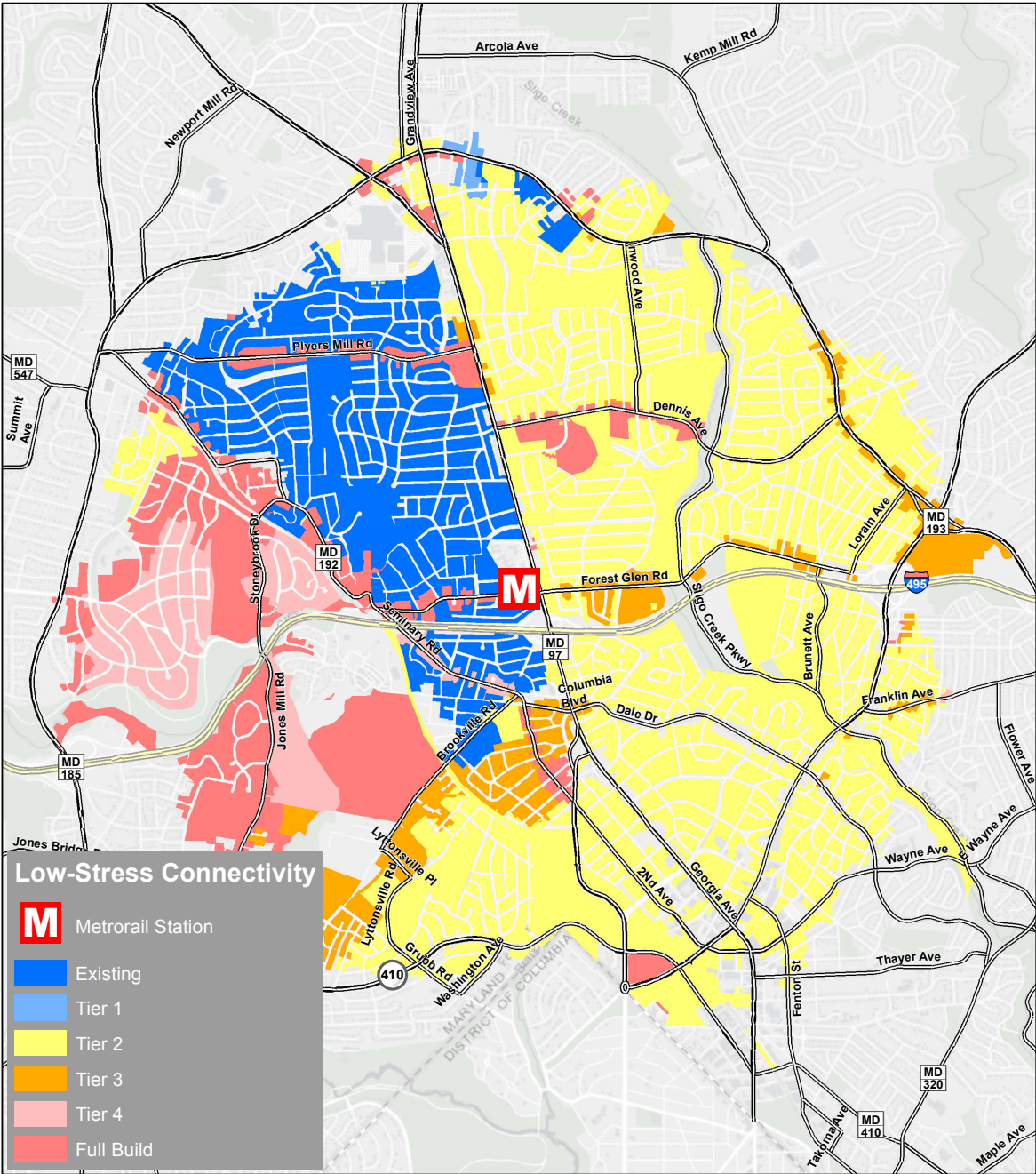
RED LINE STATION	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Bethesda	0%	0%	36%	42%	47%	48%	50%	64%
Forest Glen	14%	14%	14%	14%	69%	73%	75%	82%
Friendship Heights	0%	0%	0%	3%	43%	48%	48%	65%
Glenmont	17%	17%	17%	17%	21%	51%	66%	96%
Grosvenor	10%	10%	10%	11%	50%	58%	59%	80%
Medical Center	31%	31%	53%	64%	68%	72%	74%	82%
Shady Grove	9%	9%	9%	8%	15%	15%	19%	88%
Silver Spring	1%	22%	32%	59%	72%	73%	74%	77%
Takoma	27%	28%	39%	53%	56%	58%	60%	71%
Wheaton	0%	0%	0%	57%	71%	80%	83%	94%
White Flint	0%	0%	4%	36%	47%	54%	56%	74%
Weighted Average	9%	12%	21%	36%	55%	61%	63%	79%
Wheaton Regional Park	42%	42%	43%	50%	54%	74%	76%	91%
WEIGHTED AVERAGE	27%	27%	27%	29%	30%	44%	48%	77%

Existing and Planned Connectivity within 2 miles of the Bethesda Metrorail Station

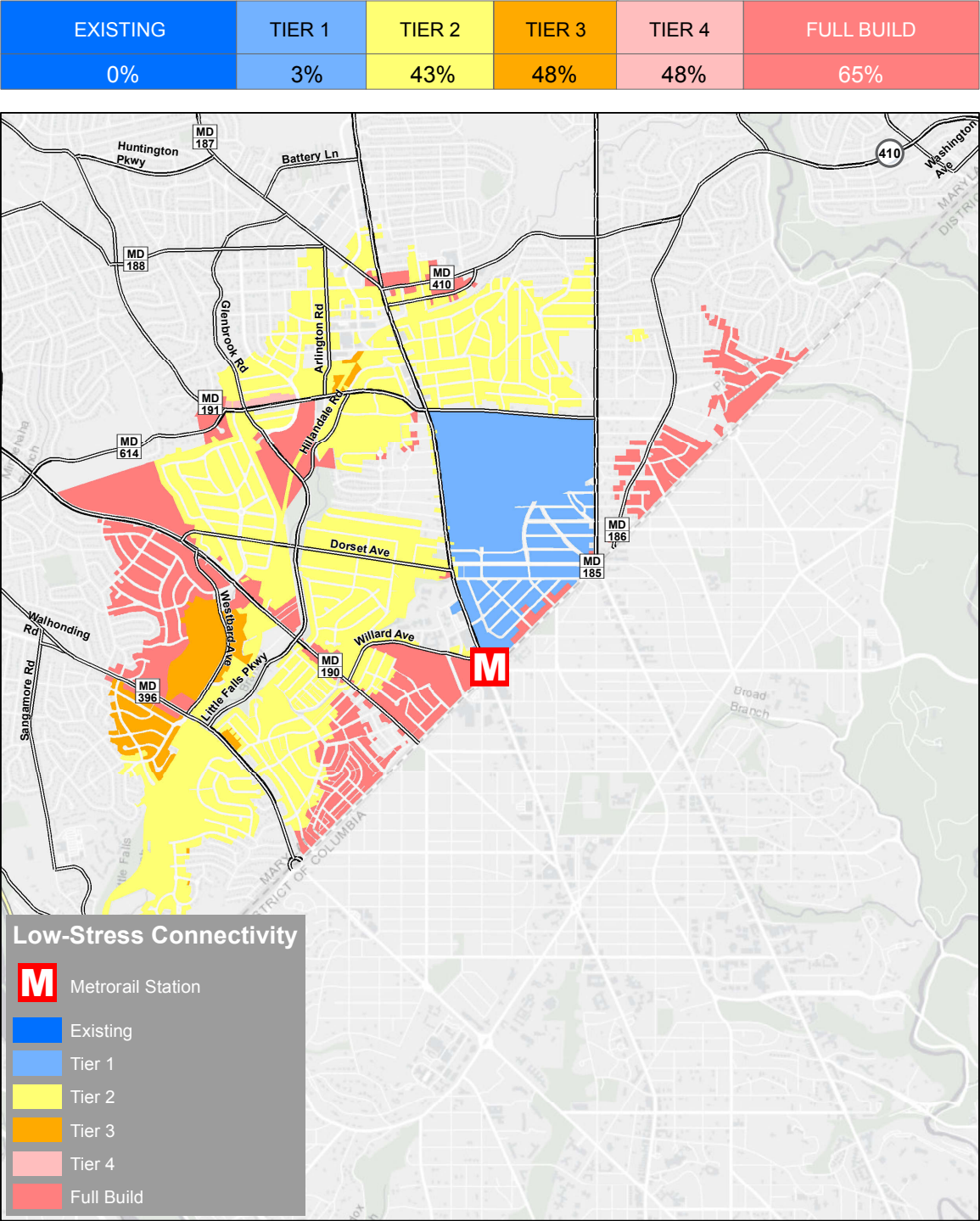


Existing and Planned Connectivity within 2 miles of the Forest Glen Metrorail Station

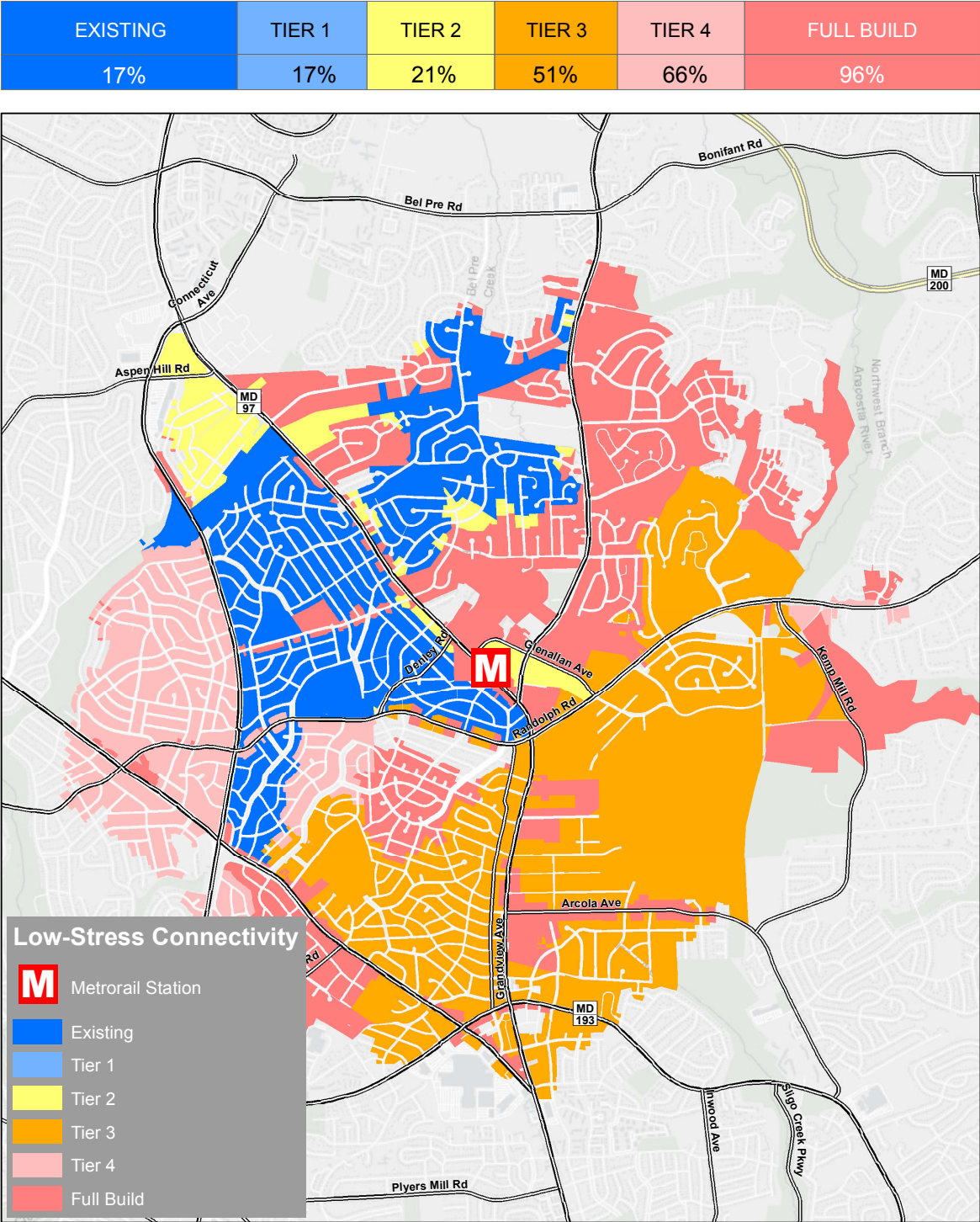
EXISTING	TIER 1	TIER 2	TIER 3	TIER 4	FULL BUILD
14%	14%	69%	73%	75%	82%



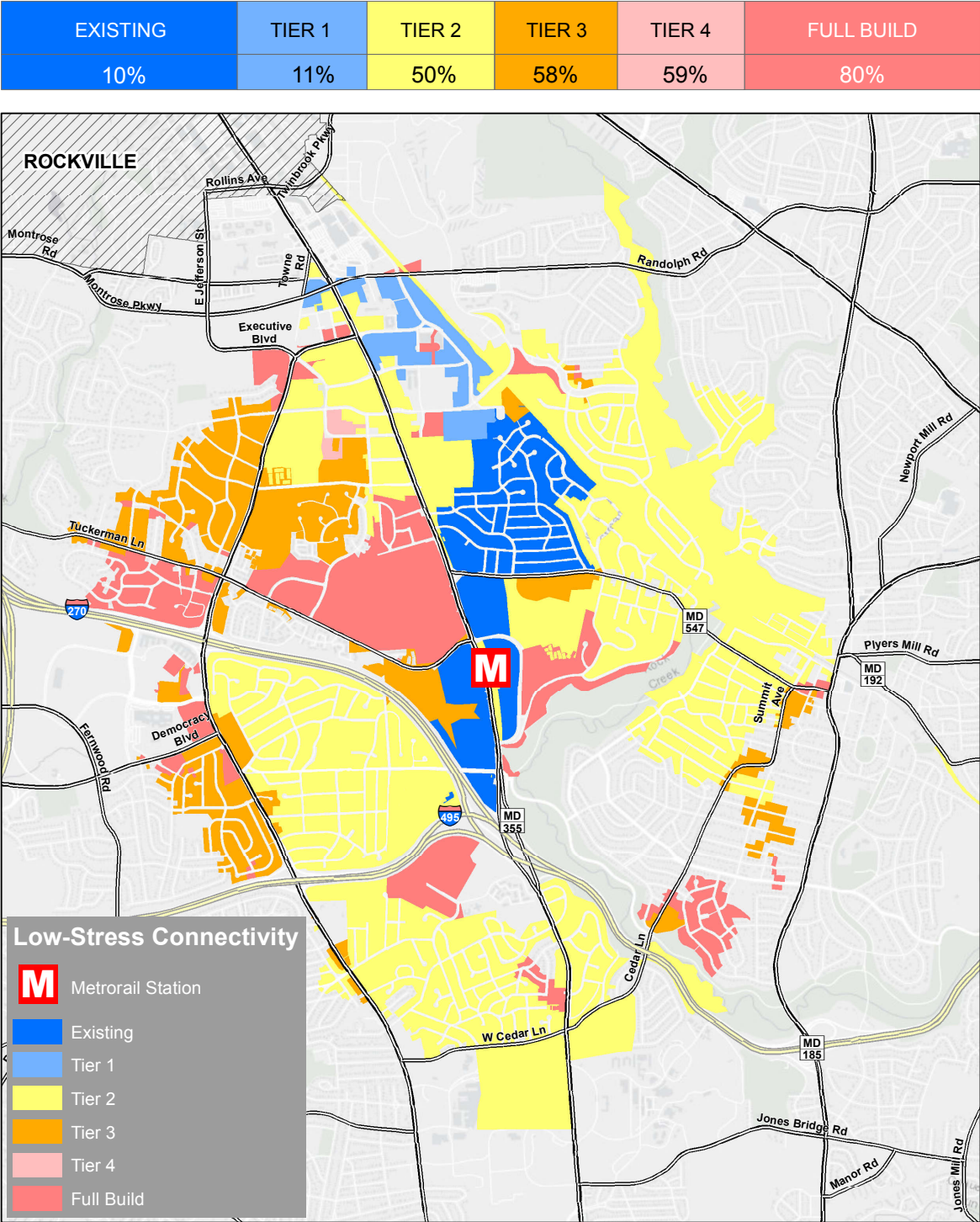
Existing and Planned Connectivity within 2 miles of the Friendship Heights Metrorail Station



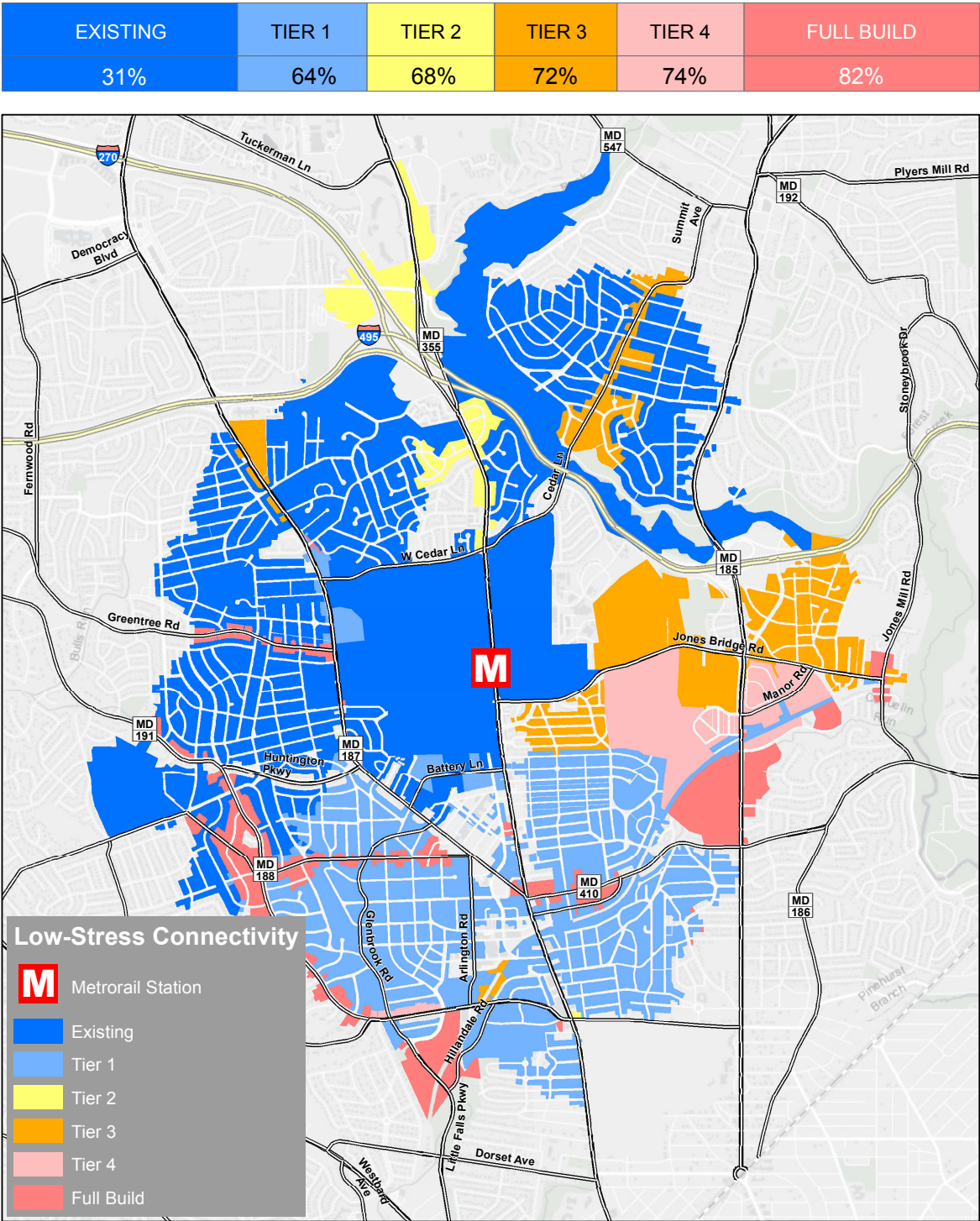
Existing and Planned Connectivity within 2 miles of the Glenmont Metrorail Station



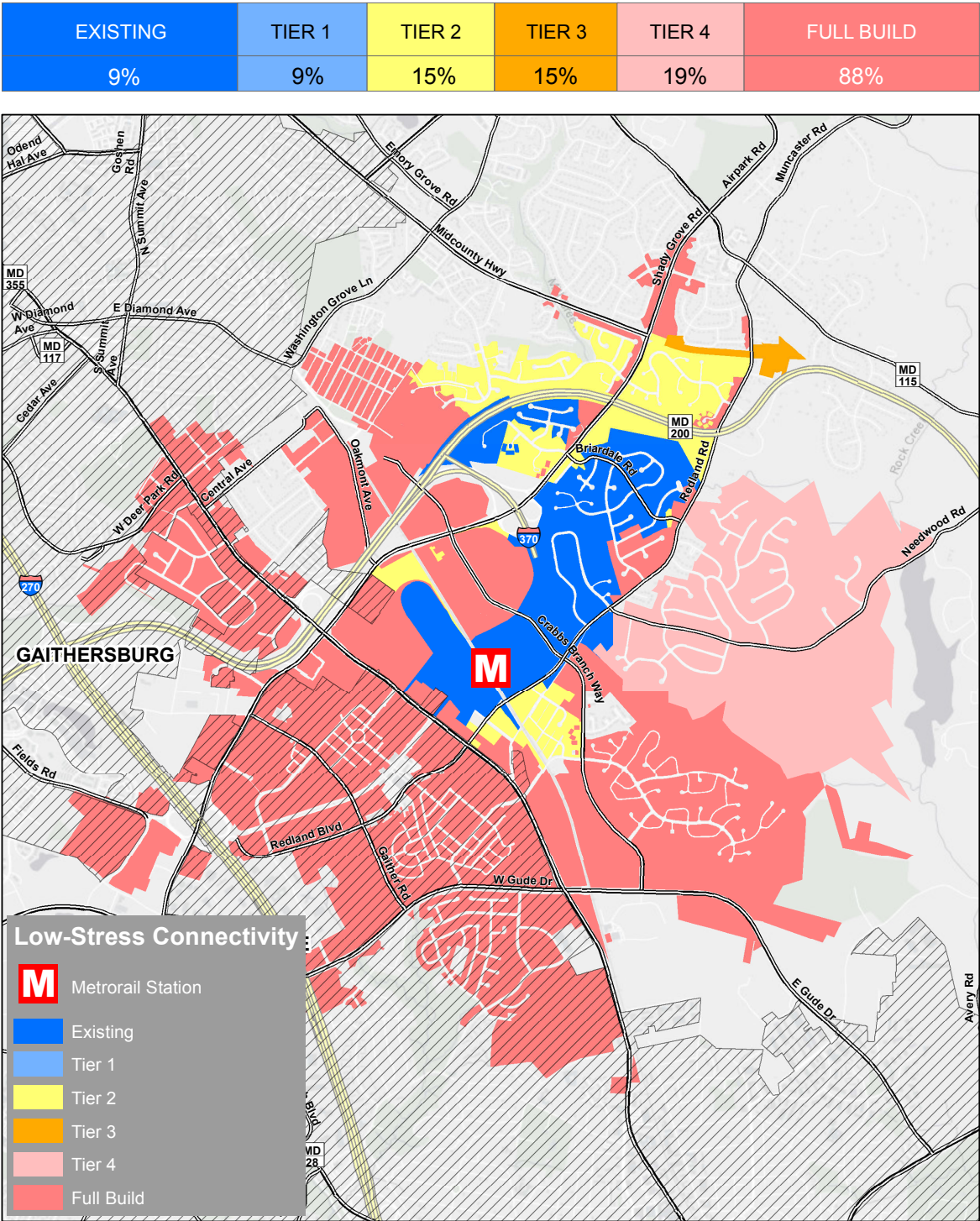
Existing and Planned Connectivity within 2 miles of the Grosvenor Metrorail Station



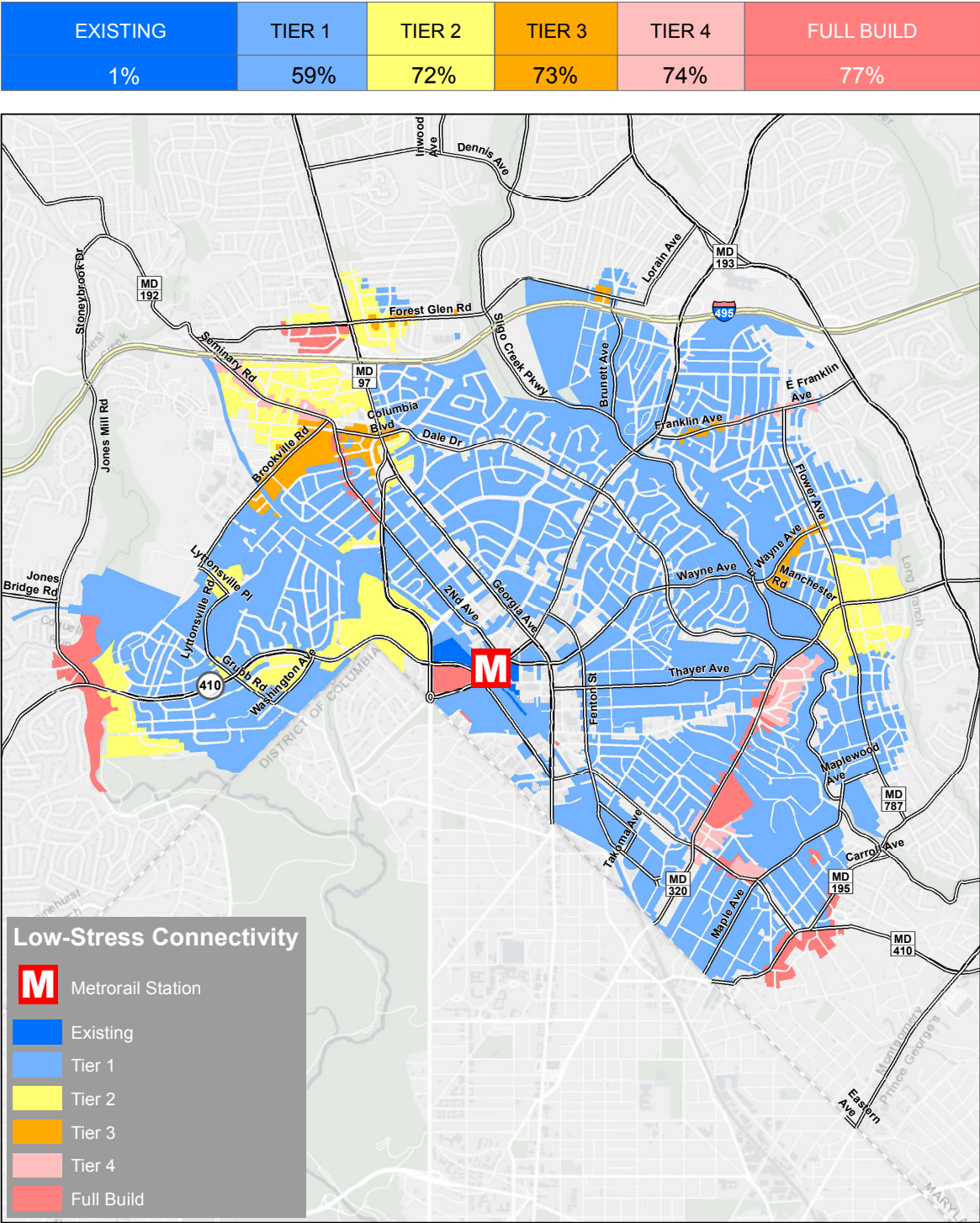
Existing and Planned Connectivity within 2 miles of the Medical Center Metrorail Station



Existing and Planned Connectivity within 2 miles of the Shady Grove Metrorail Station

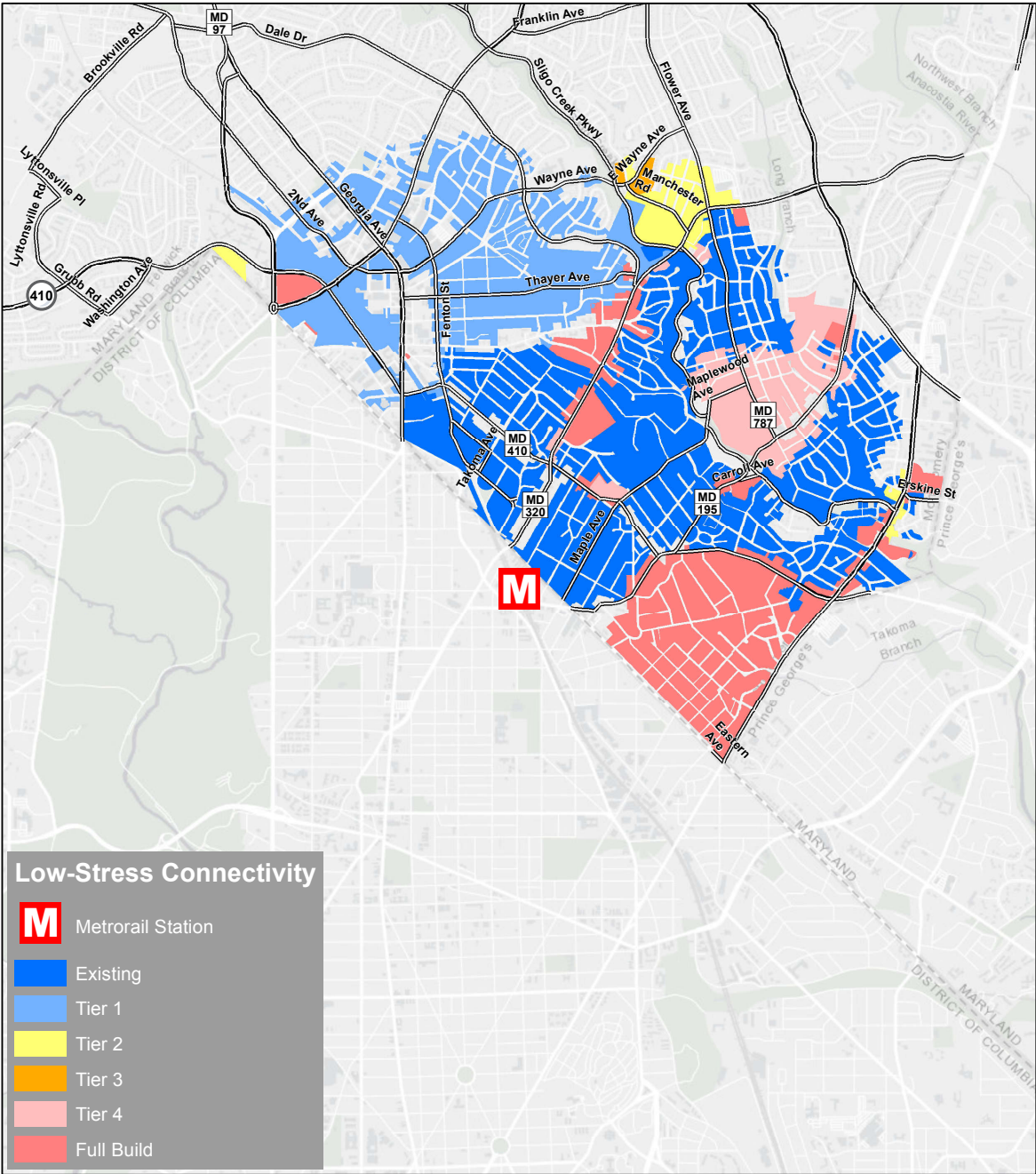


Existing and Planned Connectivity within 2 miles of the Silver Spring Metrorail Station



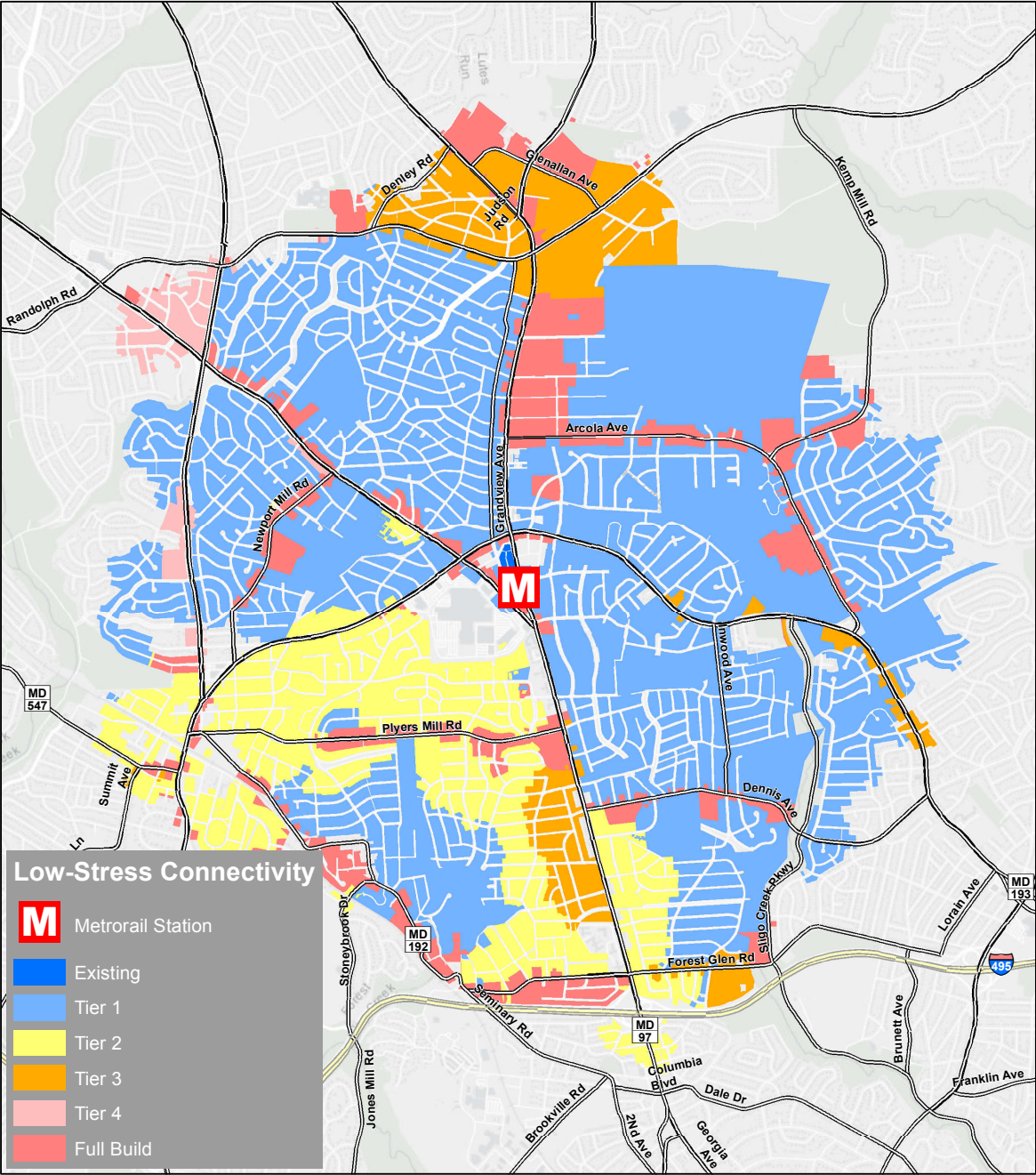
Existing and Planned Connectivity within 2 miles of the Takoma Metrorail Station

EXISTING	TIER 1	TIER 2	TIER 3	TIER 4	FULL BUILD
27%	53%	56%	58%	60%	71%

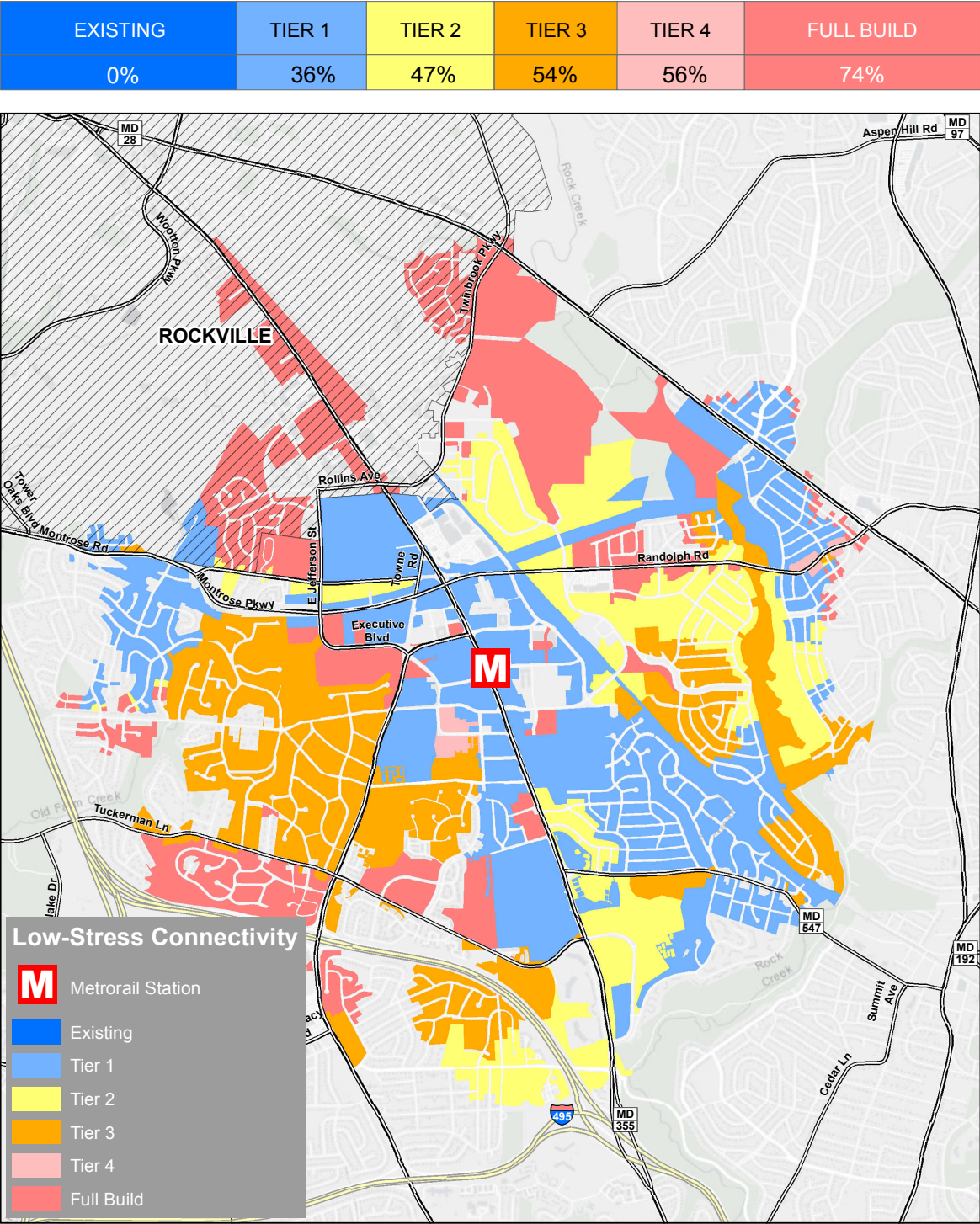


Existing and Planned Connectivity within 2 miles of the Wheaton Metrorail Station

EXISTING	TIER 1	TIER 2	TIER 3	TIER 4	FULL BUILD
0%	57%	71%	80%	83%	94%



Existing and Planned Connectivity within 2 miles of the White Flint Metrorail Station



Objective 2.2: Percentage of dwelling units within 2 miles of each Brunswick Line station that are connected to the transit station on a low-stress bicycling network.

BRUNSWICK LINE STATION	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Barnesville	0%	0%	0%	0%	0%	0%	0%	0%
Boyd's	2%	2%	2%	2%	2%	2%	2%	63%
Dickerson	5%	5%	5%	5%	5%	5%	5%	5%
Garrett Park	46%	46%	46%	56%	74%	79%	83%	91%
Germantown	17%	17%	17%	17%	28%	32%	40%	83%
Kensington	0%	0%	0%	0%	64%	71%	75%	87%
Silver Spring	0%	19%	21%	49%	67%	69%	70%	75%
Washington Grove	6%	6%	6%	7%	9%	9%	9%	29%
WEIGHTED AVERAGE	12%	17%	18%	28%	50%	54%	57%	74%

Objective 2.2: Percentage of dwelling units within 2 miles of each Purple Line station that are connected to the transit station on a low-stress bicycling network.

PURPLE LINE STATION	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Bethesda	5%	12%	33%	40%	46%	46%	48%	64%
Connecticut Avenue	6%	20%	38%	48%	51%	51%	59%	76%
Dale Drive	0%	28%	30%	43%	62%	72%	73%	76%
Long Branch	0%	0%	0%	0%	68%	72%	74%	80%
Lyttonsville	18%	22%	25%	35%	49%	62%	65%	77%
Manchester Place	15%	15%	15%	15%	50%	73%	74%	78%
Piney Branch Road	0%	0%	0%	0%	61%	70%	72%	80%
Silver Spring Library	0%	0%	31%	54%	72%	74%	75%	79%
Silver Spring Transit Center	1%	1%	31%	55%	72%	74%	74%	77%
Takoma / Langley	0%	0%	0%	0%	53%	55%	59%	84%
Woodside	0%	0%	0%	0%	67%	69%	69%	74%
WEIGHTED AVERAGE	4%	9%	19%	28%	60%	67%	69%	76%

Objective 2.2: Percentage of dwelling units within 2 miles of each Corridor Cities Transitway station that are connected to the transit station on a low-stress bicycling network.

Corridor Cities Transit-Way Station	Existing (2018)	Funded	High Priority	Tier 1	Tier 2	Tier 3	Tier 4	Build Out
DANAC	0%	0%	0%	38%	46%	50%	50%	80%
LSC Belward	0%	0%	0%	40%	41%	41%	41%	72%
LSC Central	0%	0%	0%	42%	52%	53%	53%	73%
LSC West	0%	0%	3%	39%	42%	42%	42%	73%
NIST	0%	0%	0%	0%	0%	0%	0%	74%
Weighted Average	0%	0%	1%	32%	37%	38%	38%	74%

Objective 2.3: Percentage of dwelling units within one mile of elementary schools that are connected to the schools on a very low-stress bicycling network.

ELEMENTARY SCHOOL	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Arcola	62%	62%	66%	75%	75%	75%	75%	89%
Ashburton	42%	42%	42%	42%	42%	42%	42%	42%
Bannockburn	42%	42%	42%	42%	42%	42%	42%	46%
Barnsley	81%	81%	81%	81%	81%	81%	81%	98%
Bel Pre	71%	71%	71%	71%	71%	71%	71%	76%
Bells Mill	66%	66%	66%	66%	66%	67%	69%	77%
Belmont	100%	100%	100%	100%	100%	100%	100%	100%
Bethesda	5%	5%	5%	6%	6%	6%	6%	6%
Beverly Farms	58%	58%	58%	58%	58%	61%	79%	91%
Bradley Hills	72%	72%	72%	73%	73%	73%	73%	79%
Brooke Grove	43%	43%	43%	43%	50%	50%	50%	73%
Brookhaven	0%	0%	0%	0%	0%	0%	0%	99%
Burning Tree	53%	53%	53%	53%	53%	53%	53%	55%
Burnt Mills	34%	34%	34%	34%	34%	34%	34%	34%
Burtonsville	0%	0%	0%	0%	0%	0%	0%	8%
Candlewood	17%	17%	17%	17%	17%	17%	17%	17%
Cannon Road	75%	75%	75%	75%	75%	75%	75%	75%
Carderock Springs	55%	55%	55%	55%	55%	55%	55%	78%
Cashell	27%	27%	27%	27%	27%	27%	27%	63%
Cedar Grove	0%	0%	0%	0%	0%	0%	0%	0%
Chevy Chase	74%	74%	74%	74%	74%	75%	75%	75%
Clarksburg	49%	49%	49%	49%	49%	49%	84%	84%
Clearspring	35%	35%	35%	35%	35%	35%	35%	35%
Clopper Mill	4%	4%	4%	4%	4%	4%	4%	41%
Cloverly	0%	0%	0%	0%	0%	0%	0%	69%
Cold Spring	86%	86%	86%	86%	86%	86%	89%	88%
Cresthaven	31%	31%	31%	31%	31%	31%	31%	44%
Daly	36%	36%	36%	36%	36%	36%	36%	39%
Damascus	0%	0%	0%	0%	0%	0%	0%	33%
Darnestown	0%	0%	0%	0%	0%	0%	0%	0%
Drew	78%	78%	78%	78%	78%	78%	78%	82%
Dufief	69%	69%	69%	69%	69%	69%	69%	69%
East Silver Spring	29%	29%	29%	31%	31%	31%	31%	31%

Elementary School	Exist- ing (2018)	Funded	High Prior- ity	Tier 1	Tier 2	Tier 3	Tier 4	Build Out
Fairland	18%	18%	18%	18%	18%	21%	21%	73%
Farmland	56%	56%	56%	56%	56%	56%	56%	56%
Fields Road	0%	0%	0%	0%	0%	0%	0%	0%
Flower Hill	9%	9%	9%	9%	9%	9%	9%	90%
Flower Valley	54%	54%	54%	54%	54%	54%	56%	56%
Forest Knolls	76%	76%	76%	76%	76%	91%	91%	91%
Fox Chapel	53%	53%	53%	53%	53%	53%	53%	53%
Galway	39%	41%	41%	41%	41%	42%	42%	44%
Garrett Park	14%	14%	14%	16%	34%	52%	52%	89%
Georgian Forest	77%	77%	77%	77%	77%	77%	77%	77%
Germantown	0%	0%	0%	0%	0%	0%	0%	71%
Glen Haven	93%	93%	93%	93%	93%	94%	94%	95%
Glenallan	23%	23%	23%	23%	23%	23%	23%	41%
Goshen	6%	6%	6%	6%	6%	6%	6%	6%
Great Seneca Creek	2%	2%	2%	2%	2%	2%	2%	35%
Greencastle	0%	0%	0%	0%	0%	0%	0%	56%
Greenwood	70%	70%	70%	70%	70%	70%	70%	74%
Harmony Hills	26%	26%	26%	26%	87%	87%	87%	87%
Highland	96%	96%	96%	96%	96%	96%	96%	97%
Highland View	90%	90%	90%	90%	90%	90%	90%	93%
Jackson Road	46%	47%	47%	47%	47%	47%	47%	63%
JoAnn Leleck	52%	52%	52%	52%	52%	52%	52%	52%
Jones Lane	28%	28%	28%	28%	28%	28%	28%	51%
Kemp Mill	87%	87%	87%	87%	87%	87%	87%	88%
Kensington-Parkwood	87%	87%	87%	87%	87%	88%	88%	93%
Lake Seneca	74%	74%	74%	74%	74%	74%	74%	97%
Laytonsville	0%	0%	0%	0%	0%	0%	0%	0%
Little Bennett	0%	0%	0%	0%	0%	0%	0%	60%
Luxmanor	15%	15%	15%	15%	15%	16%	16%	17%
Marshall	48%	48%	48%	48%	48%	48%	48%	76%
Matsunaga	11%	11%	11%	11%	11%	11%	11%	83%
McAuliffe	26%	26%	26%	26%	26%	26%	26%	26%
McNair	24%	24%	24%	24%	24%	24%	46%	53%
Mill Creek Towne	54%	61%	61%	61%	61%	61%	61%	64%
Monocacy	0%	0%	0%	0%	0%	0%	0%	0%

ELEMENTARY SCHOOL	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Montgomery Knolls	42%	42%	42%	42%	42%	53%	53%	65%
New Hampshire Estates	0%	0%	0%	0%	0%	0%	0%	34%
North Chevy Chase	8%	8%	8%	8%	8%	22%	22%	43%
Oak View	48%	48%	48%	48%	64%	64%	64%	65%
Oakland Terrace	73%	73%	73%	76%	77%	77%	77%	78%
Olney	63%	63%	63%	63%	67%	78%	78%	81%
Page	59%	59%	59%	59%	59%	59%	59%	71%
Pine Crest	67%	67%	67%	67%	67%	68%	68%	68%
Piney Branch	27%	27%	27%	27%	27%	27%	38%	62%
Poolesville	35%	35%	35%	35%	35%	35%	35%	35%
Potomac	9%	9%	9%	9%	9%	10%	10%	10%
Resnik	54%	54%	54%	54%	54%	54%	54%	54%
Ride	90%	90%	90%	90%	90%	90%	90%	91%
Rock Creek Forest	15%	15%	15%	15%	15%	15%	15%	16%
Rock Creek Valley	96%	96%	96%	96%	96%	96%	96%	97%
Rock View	74%	74%	74%	75%	75%	75%	75%	78%
Rockwell	62%	62%	62%	62%	62%	62%	62%	62%
Rolling Terrace	70%	70%	70%	80%	83%	83%	83%	83%
Roscoe Nix	4%	4%	4%	4%	4%	28%	28%	28%
Rosemary Hills	40%	41%	41%	41%	100%	100%	100%	100%
Sargent Shriver	55%	55%	55%	55%	55%	55%	79%	80%
Sequoyah	26%	26%	26%	26%	26%	26%	26%	26%
Seven Locks	5%	5%	5%	5%	5%	5%	5%	44%
Sherwood	0%	0%	0%	0%	0%	6%	14%	40%
Singer	47%	47%	47%	47%	53%	53%	53%	57%
Sligo Creek	21%	36%	37%	42%	42%	42%	42%	42%
Somerset	8%	8%	8%	18%	21%	21%	21%	22%
South Lake	7%	7%	7%	7%	7%	7%	7%	74%
Stedwick	28%	28%	28%	28%	28%	27%	27%	91%
Stone Mill	59%	66%	66%	66%	66%	66%	66%	68%
Stonegate	84%	84%	84%	84%	84%	84%	84%	84%
Strathmore	32%	55%	55%	55%	55%	55%	55%	58%
Strawberry Knoll	35%	35%	35%	35%	35%	35%	35%	72%
Takoma Park	20%	20%	20%	20%	20%	20%	30%	56%
Travilah	0%	12%	12%	12%	12%	12%	12%	57%

Elementary School	Exist- ing (2018)	Funded	High Prior- ity	Tier 1	Tier 2	Tier 3	Tier 4	Build Out
Viers Mill	96%	96%	96%	96%	96%	96%	97%	99%
Washington Grove	23%	23%	23%	23%	23%	23%	23%	61%
Waters Landing	37%	37%	37%	37%	48%	52%	52%	74%
Watkins Mill	28%	28%	28%	28%	28%	28%	35%	53%
Wayside	38%	38%	38%	38%	38%	38%	38%	39%
Weller Road	67%	67%	67%	67%	68%	70%	70%	71%
Westbrook	77%	77%	77%	77%	77%	78%	78%	93%
Westover	64%	64%	64%	64%	64%	64%	64%	64%
Wheaton Woods	94%	94%	94%	94%	94%	94%	94%	93%
Whetstone	10%	10%	10%	10%	10%	10%	21%	45%
William B. Gibbs Jr.	27%	27%	27%	27%	27%	37%	37%	91%
Wilson Wims	47%	47%	47%	47%	47%	47%	47%	47%
Wood Acres	30%	30%	30%	30%	30%	30%	30%	44%
Woodfield	59%	59%	59%	59%	59%	59%	59%	68%
Woodlin	7%	24%	27%	27%	34%	34%	34%	49%
Wyngate	96%	96%	96%	96%	96%	96%	96%	96%
Weighted Average	39%	40%	40%	40%	42%	44%	45%	58%

Objective 2.3: Percentage of dwelling units within 1.5 miles of middle schools that are connected to the schools on a very low-stress bicycling network.

MIDDLE SCHOOL	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
A. Mario Loiederman	51%	51%	51%	51%	51%	52%	61%	61%
Argyle	19%	50%	50%	50%	50%	50%	50%	67%
Benjamin Banneker	8%	8%	8%	8%	8%	23%	23%	65%
Briggs Chaney	74%	74%	74%	74%	74%	74%	74%	80%
Cabin John	51%	51%	51%	51%	51%	52%	54%	63%
Col. E. Brooke Lee	16%	16%	16%	16%	16%	25%	25%	64%
Dr. Martin Luther King, Jr	29%	29%	29%	29%	29%	45%	45%	82%
Earle B. Wood	78%	78%	78%	78%	78%	78%	78%	83%
Eastern	3%	3%	3%	3%	3%	44%	44%	48%
Francis Scott Key	12%	12%	12%	12%	12%	12%	12%	20%
Hallie Wells	42%	42%	42%	42%	42%	42%	53%	64%
Herbert Hoover	38%	38%	38%	38%	38%	41%	50%	69%
John Poole	57%	57%	57%	57%	57%	57%	57%	57%
John T. Baker	0%	0%	0%	0%	0%	0%	0%	0%
Kingsview	0%	0%	0%	0%	0%	0%	0%	23%
Montgomery Village	8%	8%	8%	8%	8%	8%	8%	47%
Neelsville	0%	0%	0%	0%	0%	0%	0%	0%
Newport Mill	46%	46%	47%	50%	65%	65%	65%	79%
North Bethesda	67%	68%	68%	68%	68%	69%	69%	86%
Parkland	51%	57%	57%	57%	61%	63%	63%	85%
Redland	0%	0%	0%	0%	0%	0%	0%	0%
Ridgeview	29%	29%	29%	29%	29%	29%	29%	52%
Roberto W. Clemente	6%	6%	6%	6%	6%	6%	6%	67%
Rocky Hill	8%	8%	8%	8%	8%	8%	23%	71%
Rosa M. Parks	84%	84%	84%	84%	84%	84%	84%	91%
Shady Grove	7%	7%	7%	7%	7%	17%	17%	47%
Silver Spring International	25%	29%	30%	34%	49%	55%	55%	60%
Sligo	74%	74%	74%	76%	82%	83%	83%	87%
Takoma Park	22%	22%	22%	28%	29%	30%	32%	55%
Thomas W. Pyle	14%	14%	14%	14%	14%	14%	14%	22%
Tilden	0%	0%	0%	0%	0%	0%	0%	0%
Westland	0%	0%	0%	0%	0%	23%	23%	35%
White Oak	28%	29%	29%	29%	29%	29%	29%	49%

MIDDLE SCHOOL	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
William H. Farquhar	6%	6%	6%	6%	6%	6%	11%	14%
WEIGHTED AVERAGE	25%	27%	27%	28%	29%	34%	35%	53%

Objective 2.3: Percentage of dwelling units within two miles of high schools that are connected to the schools on a very low-stress bicycling network.

HIGH SCHOOL	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Albert Einstein	34%	34%	34%	48%	59%	60%	60%	71%
Bethesda-Chevy Chase	5%	16%	16%	17%	20%	24%	24%	23%
Clarksburg	22%	22%	22%	22%	22%	22%	22%	51%
Col. Zadok Magruder	3%	3%	3%	3%	3%	3%	3%	3%
Damascus	5%	5%	5%	5%	5%	5%	5%	11%
James Hubert Blake	47%	47%	47%	47%	47%	47%	47%	47%
John F. Kennedy	39%	39%	39%	39%	41%	41%	41%	47%
Montgomery Blair	0%	0%	0%	0%	0%	36%	36%	42%
Northwest	15%	15%	15%	15%	15%	15%	15%	22%
Northwood	28%	28%	28%	32%	32%	44%	44%	51%
Paint Branch	0%	0%	0%	0%	0%	0%	0%	0%
Poolesville	52%	52%	52%	52%	52%	52%	52%	52%
Quince Orchard	0%	0%	0%	0%	0%	0%	6%	16%
Seneca Valley	0%	0%	0%	0%	0%	0%	43%	57%
Sherwood	9%	9%	9%	9%	9%	9%	9%	16%
Springbrook	3%	3%	3%	3%	3%	3%	3%	3%
Walt Whitman	10%	10%	10%	10%	10%	10%	10%	28%
Walter Johnson	0%	0%	0%	0%	10%	19%	19%	25%
Watkins Mill	1%	1%	1%	1%	1%	1%	1%	67%
Wheaton	32%	32%	32%	32%	34%	34%	44%	61%
Winston Churchill	40%	40%	40%	40%	40%	43%	52%	67%
WEIGHTED AVERAGE	13%	14%	14%	15%	18%	21%	25%	37%

Objective 2.4: Percentage of dwelling units within 2 miles of public libraries that are connected to the public library on a low-stress bicycling network.

Library	Exist- ing (2018)	Funded	High Prior- ity	Tier 1	Tier 2	Tier 3	Tier 4	Build Out
Aspen Hill	0%	0%	0%	0%	0%	53%	55%	95%
Bethesda	12%	12%	37%	48%	50%	50%	51%	67%
Chevy Chase	1%	1%	1%	1%	1%	1%	1%	69%
Damascus	1%	1%	1%	1%	6%	6%	9%	71%
Davis/Special Needs	11%	11%	11%	11%	24%	74%	76%	91%
Fairland	0%	0%	0%	0%	0%	0%	0%	77%
Gaithersburg	0%	0%	0%	0%	0%	7%	17%	74%
Germantown	0%	0%	0%	0%	30%	38%	49%	96%
Kensington Park	0%	0%	0%	0%	64%	78%	81%	89%
Little Falls	0%	0%	0%	0%	0%	0%	0%	73%
Long Branch	22%	22%	23%	27%	70%	76%	78%	83%
Noyes Childrens	20%	20%	20%	19%	65%	76%	80%	86%
Olney	43%	43%	43%	43%	64%	69%	69%	99%
Poolesville	11%	11%	11%	11%	11%	11%	11%	11%
Potomac	24%	24%	24%	24%	24%	34%	60%	75%
Quince Orchard	0%	0%	0%	0%	0%	0%	11%	90%
Silver Spring	0%	0%	30%	53%	71%	73%	75%	78%
Wheaton	18%	18%	18%	18%	18%	34%	34%	95%
White Oak	12%	12%	12%	12%	12%	48%	48%	97%
Weighted Average	8%	8%	14%	18%	34%	46%	49%	83%

Objective 2.4: Percentage of dwelling units within 2 miles of recreation centers that are connected to the recreation centers on a low-stress bicycling network.

RECREATION CENTER	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Bauer Drive Recreation Center	0%	0%	0%	0%	0%	0%	0%	84%
Charles W Gilchrist Center for Cultural Diversity	0%	0%	0%	0%	0%	0%	0%	0%
Clara Barton Recreation Center	37%	37%	37%	37%	37%	37%	42%	94%
Damascus Community Recreation Center	0%	0%	0%	0%	0%	0%	0%	72%
East County Community Recreation Center	55%	55%	55%	55%	55%	75%	84%	93%
Fairland Community Recreation Center	0%	0%	0%	0%	0%	0%	0%	87%
Friendship Heights Village Center	0%	0%	0%	0%	0%	0%	0%	0%

RECREATION CENTER	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Germantown Recreation Center	0%	0%	0%	0%	0%	19%	27%	93%
Good Hope Neighborhood Recreation Center	0%	0%	0%	0%	0%	0%	0%	92%
Gwendolyn E Coffield Recreation Center	18%	27%	31%	41%	55%	60%	62%	73%
Heffner Park Community Center	30%	32%	36%	48%	59%	60%	65%	75%
Kensington Community Center	14%	14%	14%	14%	44%	49%	49%	54%
Lake Marion Community Center	0%	0%	0%	0%	0%	0%	0%	75%
Leland Community Recreation Center	8%	14%	33%	44%	50%	50%	54%	66%
Long Branch Community Recreation Center	22%	22%	22%	26%	66%	73%	74%	85%
Longwood Community Recreation Center	0%	0%	0%	0%	0%	0%	0%	97%
Mid County Community Center (2008)	11%	11%	11%	11%	11%	48%	48%	84%
North Creek Community Center	14%	14%	14%	14%	14%	13%	11%	79%
North Potomac Recreation Center (2011)	27%	27%	27%	27%	28%	28%	28%	52%
Plum Gar Neighborhood Recreation Center	25%	25%	25%	25%	25%	32%	33%	91%
Potomac Community Recreation Center	6%	6%	6%	6%	6%	6%	46%	87%
Ross Boddy Recreation Center	0%	0%	0%	0%	0%	0%	0%	0%
Sam Abbott Citizens Center	36%	36%	38%	46%	57%	58%	70%	82%
Scotland Neighborhood Recreation Center	2%	2%	2%	2%	2%	2%	2%	88%
Stedwick Community Center	8%	8%	8%	8%	8%	8%	37%	79%
Takoma Park Recreation Center	0%	0%	0%	0%	0%	0%	0%	90%
Upper County Neighborhood Recreation Center	0%	0%	0%	0%	0%	0%	43%	63%
Wheaton Neighborhood Recreation Center	18%	18%	19%	19%	19%	31%	31%	92%
Whetstone Community Center	3%	3%	3%	3%	3%	3%	3%	65%
WEIGHTED AVERAGE	13%	14%	16%	19%	25%	30%	35%	70%

Objective 2.4: Percentage of dwelling units within 2 miles of regional / recreational parks that are connected to the parks on a low-stress bicycling network.

REGIONAL OR RECREATION PARK	EXIST- ING (2018)	FUNDED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
Black Hill Regional Park	31%	31%	31%	31%	31%	29%	34%	97%
Cabin John Regional Park	0%	0%	0%	0%	2%	42%	44%	63%
Damascus Recreational Park	65%	65%	65%	65%	65%	65%	70%	76%
Fairland Recreational Park	42%	42%	42%	42%	42%	84%	93%	95%
Laytonia Recreational Park	4%	4%	4%	4%	4%	4%	4%	92%
Little Bennett Regional Park	0%	0%	0%	0%	0%	0%	0%	3%
Martin Luther King Jr. Recreational Park	24%	24%	24%	24%	24%	53%	53%	96%
Northwest Branch Recreational Park	0%	0%	0%	0%	0%	8%	8%	28%
Olney Manor Recreational Park	22%	22%	22%	22%	22%	34%	33%	69%
Ovid Hazen Wells Recreational Park	47%	47%	47%	47%	47%	48%	58%	59%
Ridge Road Recreational Park	18%	26%	26%	26%	26%	32%	41%	79%
Rock Creek Regional Park	34%	34%	34%	34%	34%	34%	46%	56%
South Germantown Recreational Park	3%	3%	3%	3%	3%	3%	3%	87%
Wheaton Regional Park	42%	42%	43%	50%	54%	74%	76%	91%
WEIGHTED AVERAGE	27%	27%	27%	29%	30%	44%	48%	77%

Objective 2.6: Percentage of Montgomery County elementary schools that have one short-term bicycle parking space for every 20 students of planned capacity, with bicycle parking styles that are acceptable per the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines, 2nd Edition.

ELEMENTARY SCHOOL	EXISTING 2018	TIER 2	TIER 4	FULL BUILD
Arcola	No	Yes	Yes	Yes
Ashburton	No	Yes	Yes	Yes
Bannockburn	No	Yes	Yes	Yes
Barnsley	No	Yes	Yes	Yes
Bel Pre	No	Yes	Yes	Yes
Bells Mill	No	Yes	Yes	Yes
Belmont	No	Yes	Yes	Yes
Bethesda	No	Yes	Yes	Yes
Beverly Farms	No	Yes	Yes	Yes
Bradley Hills	No	Yes	Yes	Yes
Brooke Grove	No	Yes	Yes	Yes
Brookhaven	No	Yes	Yes	Yes
Burning Tree	No	Yes	Yes	Yes
Burnt Mills	No	Yes	Yes	Yes
Burtonsville	No	Yes	Yes	Yes
Candlewood	No	Yes	Yes	Yes
Cannon Road	No	Yes	Yes	Yes
Carderock Springs	No	Yes	Yes	Yes
Cashell	No	Yes	Yes	Yes
Cedar Grove	No	Yes	Yes	Yes
Chevy Chase	No	Yes	Yes	Yes
Clarksburg	No	Yes	Yes	Yes
Clearspring	No	Yes	Yes	Yes
Clopper Mill	No	Yes	Yes	Yes
Cloverly	No	Yes	Yes	Yes
Cold Spring	No	Yes	Yes	Yes
Cresthaven	No	Yes	Yes	Yes
Daly	No	Yes	Yes	Yes
Damascus	No	Yes	Yes	Yes
Darnestown	No	Yes	Yes	Yes
Charles R. Drew	No	Yes	Yes	Yes
DuFief	No	Yes	Yes	Yes

Elementary School	Existing 2018	Tier 2	Tier 4	Full Build
East Silver Spring	No	Yes	Yes	Yes
Fairland	No	Yes	Yes	Yes
Farmland	No	Yes	Yes	Yes
Fields Road	No	Yes	Yes	Yes
Flower Hill	No	Yes	Yes	Yes
Flower Valley	No	Yes	Yes	Yes
Forest Knolls	No	Yes	Yes	Yes
Fox Chapel	No	Yes	Yes	Yes
Galway	No	Yes	Yes	Yes
Garrett Park	No	Yes	Yes	Yes
Georgian Forest	No	Yes	Yes	Yes
Germantown	No	Yes	Yes	Yes
Glen Haven	No	Yes	Yes	Yes
Glenallan	No	Yes	Yes	Yes
Goshen	No	Yes	Yes	Yes
Great Seneca Creek	No	Yes	Yes	Yes
Greencastle	No	Yes	Yes	Yes
Greenwood	No	Yes	Yes	Yes
Harmony Hills	No	Yes	Yes	Yes
Highland	No	Yes	Yes	Yes
Highland View	No	Yes	Yes	Yes
Jackson Road	No	Yes	Yes	Yes
JoAnn Leleck	No	Yes	Yes	Yes
Jones Lane	No	Yes	Yes	Yes
Kemp Mill	No	Yes	Yes	Yes
Kensington Parkwood	No	Yes	Yes	Yes
Lake Seneca	No	Yes	Yes	Yes
Laytonsville	No	Yes	Yes	Yes
Little Bennett	No	Yes	Yes	Yes
Luxmanor	No	Yes	Yes	Yes
Marshall	No	Yes	Yes	Yes
Matsunaga	No	Yes	Yes	Yes
Christa McAuliffe	No	Yes	Yes	Yes
Ronald A. McNair	No	Yes	Yes	Yes
Mill Creek Towne	No	Yes	Yes	Yes
Monocacy	No	Yes	Yes	Yes

ELEMENTARY SCHOOL	EXISTING 2018	TIER 2	TIER 4	FULL BUILD
Montgomery Knolls	No	Yes	Yes	Yes
New Hampshire Estates	No	Yes	Yes	Yes
North Chevy Chase	No	Yes	Yes	Yes
Oak View	No	Yes	Yes	Yes
Oakland Terrace	No	Yes	Yes	Yes
Olney	No	Yes	Yes	Yes
Page	No	Yes	Yes	Yes
Pine Crest	No	Yes	Yes	Yes
Piney Branch	No	Yes	Yes	Yes
Poolesville	No	Yes	Yes	Yes
Potomac	No	Yes	Yes	Yes
Resnik	No	Yes	Yes	Yes
Dr. Sally K. Ride	No	Yes	Yes	Yes
Rock Creek Forest	No	Yes	Yes	Yes
Rock Creek Valley	No	Yes	Yes	Yes
Rock View	No	Yes	Yes	Yes
Lois P. Rockwell	No	Yes	Yes	Yes
Rolling Terrace	No	Yes	Yes	Yes
Roscoe Nix	No	Yes	Yes	Yes
Rosemary Hills	No	Yes	Yes	Yes
Sargent Shriver	No	Yes	Yes	Yes
Sequoyah	No	Yes	Yes	Yes
Seven Locks	No	Yes	Yes	Yes
Sherwood	No	Yes	Yes	Yes
Singer	No	Yes	Yes	Yes
Sligo Creek	No	Yes	Yes	Yes
Somerset	No	Yes	Yes	Yes
South Lake	No	Yes	Yes	Yes
Stedwick	No	Yes	Yes	Yes
Stone Mill	No	Yes	Yes	Yes
Stonegate	No	Yes	Yes	Yes
Strathmore	No	Yes	Yes	Yes
Strawberry Knoll	No	Yes	Yes	Yes
Takoma Park	No	Yes	Yes	Yes
Travilah	No	Yes	Yes	Yes
Viers Mill	No	Yes	Yes	Yes

Elementary School	Existing 2018	Tier 2	Tier 4	Full Build
Viers Mill	No	Yes	Yes	Yes
Washington Grove	No	Yes	Yes	Yes
Waters Landing	No	Yes	Yes	Yes
Watkins Mill	No	Yes	Yes	Yes
Wayside	TBD	Yes	Yes	Yes
Weller Road	No	Yes	Yes	Yes
Westbrook	No	Yes	Yes	Yes
Westover	No	Yes	Yes	Yes
Wheaton Woods	No	Yes	Yes	Yes
Whetstone	No	Yes	Yes	Yes
William B. Gibbs Jr.	No	Yes	Yes	Yes
Wilson Wims	No	Yes	Yes	Yes
Wood Acres	No	Yes	Yes	Yes
Woodfield	No	Yes	Yes	Yes
Woodlin	No	Yes	Yes	Yes
Wyngate	No	Yes	Yes	Yes
Average	0%	100%	100%	100%

Objective 2.6: Percentage of Montgomery County middle schools that have one short-term bicycle parking space for every 20 students of planned capacity, with bicycle parking styles that are acceptable per the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines, 2nd Edition*.

MIDDLE SCHOOL	EXISTING 2018	TIER 2	TIER 4	FULL BUILD
Argyle	No	Yes	Yes	Yes
John T. Baker	No	Yes	Yes	Yes
Benjamin Banneker	No	Yes	Yes	Yes
Cabin John	No	Yes	Yes	Yes
Briggs Chaney	No	Yes	Yes	Yes
Roberto W. Clemente	No	Yes	Yes	Yes
Eastern	No	Yes	Yes	Yes
William H. Farquhar	No	Yes	Yes	Yes
Herbert Hoover	No	Yes	Yes	Yes
Francis Scott Key	No	Yes	Yes	Yes
Dr. Martin Luther King, Jr	No	Yes	Yes	Yes
Kingsview	No	Yes	Yes	Yes
Col. E. Brooke Lee	No	Yes	Yes	Yes
A. Mario Loiederman	No	Yes	Yes	Yes
Montgomery Village	No	Yes	Yes	Yes
Neelsville	No	Yes	Yes	Yes
Newport Mill	No	Yes	Yes	Yes
North Bethesda	No	Yes	Yes	Yes
Parkland	No	Yes	Yes	Yes
Rosa M. Parks	No	Yes	Yes	Yes
John Poole	No	Yes	Yes	Yes
Thomas W. Pyle	No	Yes	Yes	Yes
Redland	No	Yes	Yes	Yes
Ridgeview	No	Yes	Yes	Yes
Rocky Hill	No	Yes	Yes	Yes
Shady Grove	No	Yes	Yes	Yes
Silver Spring International	No	Yes	Yes	Yes
Sligo	No	Yes	Yes	Yes
Takoma Park	No	Yes	Yes	Yes
Tilden	No	Yes	Yes	Yes
Hallie Wells	No	Yes	Yes	Yes
Westland	No	Yes	Yes	Yes
White Oak	No	Yes	Yes	Yes

Objective 2.6: Percentage of Montgomery County high schools that have one short-term bicycle parking space for every 20 students of planned capacity, with bicycle parking styles that are acceptable per the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines, 2nd Edition*.

HIGH SCHOOL	EXISTING 2018	TIER 2	TIER 4	FULL BUILD
Bethesda-Chevy Chase	No	Yes	Yes	Yes
Montgomery Blair	No	Yes	Yes	Yes
James Hubert Blake	No	Yes	Yes	Yes
Winston Churchill	No	Yes	Yes	Yes
Clarksburg	No	Yes	Yes	Yes
Damascus	No	Yes	Yes	Yes
Albert Einstein	No	Yes	Yes	Yes
Walter Johnson	No	Yes	Yes	Yes
John F. Kennedy	No	Yes	Yes	Yes
Col. Zadok Magruder	No	Yes	Yes	Yes
Northwest	No	Yes	Yes	Yes
Northwood	No	Yes	Yes	Yes
Paint Branch	No	Yes	Yes	Yes
Poolesville	No	Yes	Yes	Yes
Quince Orchard	No	Yes	Yes	Yes
Seneca Valley	No	Yes	Yes	Yes
Sherwood	No	Yes	Yes	Yes
Springbrook	No	Yes	Yes	Yes
Watkins Mill	No	Yes	Yes	Yes
Wheaton	No	Yes	Yes	Yes
Walt Whitman	No	Yes	Yes	Yes
AVERAGE	0%	100%	100%	100%

Objective 2.7: Percentage of blocks in commercial areas that have the number of short-term bicycle parking spaces required by the current zoning code.

BICYCLE PEDESTRIAN PRIORITY AREA	BLOCKS NEEDING BIKE PARKING	BLOCKS WITH SUFFICIENT SPACES		BLOCKS WITH EXISTING SPACES		DEFICIT OF PARKING SPACES
		NUM.	PERCENT	NUM.	PER- CENT	
Aspen Hill	11	2	18%	3	27%	53
Bethesda	179	32	18%	46	26%	475
Clarksburg Town Center	2	0	0%	0	0%	3
Cloverleaf	6	2	33%	3	50%	15
Flower - Piney Branch - Arliss	7	0	0%	0	0%	19
Four Corners	7	1	14%	1	14%	13
Friendship Heights	27	1	4%	6	22%	160
Germantown Town Center	34	9	26%	10	29%	62
Glenmont	11	0	0%	0	0%	28
Kensington	36	2	6%	3	8%	49
Montgomery Hills	4	0	0%	0	0%	8
Olney Town Center	19	3	16%	5	26%	33
Piney Branch - University	24	4	17%	4	17%	39
Shady Grove	22	1	5%	1	5%	35
Silver Spring CBD	127	34	27%	47	37%	381
Takoma / Langley Cross- roads	11	3	27%	3	27%	32
Westbard	13	0	0%	1	8%	40
Wheaton CBD	58	5	9%	7	12%	241
White Flint	69	3	4%	5	7%	279
TOTAL	667	102	15%	145	22%	1,965

Objective 2.8: Percentage of Montgomery County public libraries with one short-term bicycle parking space per 8,000 square feet of floor area, with bicycle parking styles that are acceptable per the standard in the Association of Pedestrian and Bicycle Professionals' *Bicycle Parking Guidelines, 2nd Edition*.

LIBRARY	EXISTING 2018	TIER 2	TIER 4	FULL BUILD
Aspen Hill	No	Yes	Yes	Yes
Bethesda	No	Yes	Yes	Yes
Chevy Chase	No	Yes	Yes	Yes
Damascus	No	Yes	Yes	Yes
Davis/Special Needs	No	Yes	Yes	Yes
Fairland (Praisner)	No	Yes	Yes	Yes
Gaithersburg	Yes	Yes	Yes	Yes
Germantown	No	Yes	Yes	Yes
Kensington Park	No	Yes	Yes	Yes
Little Falls	No	Yes	Yes	Yes
Long Branch	No	Yes	Yes	Yes
Noyes Childrens	No	Yes	Yes	Yes
Olney	No	Yes	Yes	Yes
Poolesville	No	Yes	Yes	Yes
Potomac	No	Yes	Yes	Yes
Quince Orchard	No	Yes	Yes	Yes
Silver Spring	Yes	Yes	Yes	Yes
White Oak	No	Yes	Yes	Yes
TOTAL	11%	100%	100%	100%

Objective 2.8: Percentage of Montgomery County recreation centers with one short-term bicycle parking space per 8,000 square feet of floor area, with bicycle parking styles that are acceptable per the standard in the Association of Pedestrian and Bicycle Professionals' *Bicycle Parking Guidelines, 2nd Edition*.

RECREATION CENTER	EXISTING 2018	TIER 2	TIER 4	FULL BUILD
Bauer Drive Recreation Center	Yes	Yes	Yes	Yes
Clara Barton Recreation Center	No	Yes	Yes	Yes
Damascus Community Recreation Center	No	Yes	Yes	Yes
East County Community Recreation Center	No	Yes	Yes	Yes
Fairland Community Recreation Center	No	Yes	Yes	Yes
Germantown Recreation Center	Yes	Yes	Yes	Yes
Gwendolyn E Coffield Recreation Center	No	Yes	Yes	Yes
Kensington Community Center	No	Yes	Yes	Yes
Leland Community Recreation Center	No	Yes	Yes	Yes
Long Branch Community Recreation Center	No	Yes	Yes	Yes
Longwood Community Recreation Center	No	Yes	Yes	Yes
Mid County Community Center	No	Yes	Yes	Yes
North Potomac Recreation Center	No	Yes	Yes	Yes
Plum Gar Neighborhood Recreation Center	No	Yes	Yes	Yes
Potomac Community Recreation Center	No	Yes	Yes	Yes
Scotland Neighborhood Recreation Center	No	Yes	Yes	Yes
Upper County Neighborhood Recreation Center	No	Yes	Yes	Yes
Wheaton Neighborhood Recreation Center	No	Yes	Yes	Yes
White Oak Community Recreation Center	No	Yes	Yes	Yes
Wisconsin Place Recreation Center	Yes	Yes	Yes	Yes
TOTAL	15%	100%	100%	100%

Objective 3.1: Percentage of potential bicycle trips that can be made on a low-stress bicycling network in US census tracts where the median income is below 60 percent of the county average median income, compared to other areas in the County.

CENSUS TRACT	LOW INCOME	EXIST-ING (2018)	HIGH PRIOR-ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
24031700101		2%	2%	2%	2%	2%	2%	43%
24031700103		6%	6%	6%	6%	12%	14%	53%
24031700104		3%	4%	4%	4%	4%	12%	82%
24031700105		6%	6%	6%	6%	7%	10%	48%
24031700204		7%	7%	7%	7%	7%	7%	8%
24031700205		32%	39%	39%	40%	49%	64%	84%
24031700206		22%	22%	22%	22%	21%	29%	83%
24031700207		20%	20%	20%	28%	28%	54%	87%
24031700208		2%	2%	2%	18%	18%	46%	85%
24031700304		4%	10%	10%	11%	34%	37%	96%
24031700306		2%	2%	2%	8%	14%	31%	88%
24031700308		9%	10%	10%	19%	35%	42%	96%
24031700309		1%	1%	1%	9%	15%	32%	96%
24031700310		12%	12%	12%	17%	27%	33%	97%
24031700311		20%	28%	28%	35%	43%	49%	80%
24031700312		6%	6%	6%	11%	14%	16%	72%
24031700400		2%	2%	2%	2%	2%	2%	15%
24031700500		68%	68%	68%	68%	68%	68%	66%
24031700604		16%	16%	17%	17%	21%	21%	67%
24031700606		4%	4%	4%	4%	4%	4%	60%
24031700607		25%	25%	28%	40%	42%	42%	81%
24031700608		11%	11%	13%	21%	22%	22%	62%
24031700610		19%	20%	20%	22%	41%	42%	86%
24031700611		16%	16%	16%	16%	16%	19%	93%
24031700613		12%	14%	14%	15%	20%	24%	93%
24031700614		30%	32%	33%	36%	54%	59%	96%
24031700615		13%	13%	13%	13%	13%	12%	93%
24031700616		23%	23%	25%	26%	30%	30%	88%
24031700704		4%	4%	4%	5%	5%	5%	58%
24031700706		7%	7%	7%	7%	15%	16%	90%
24031700710		5%	5%	5%	7%	15%	21%	75%
24031700711		6%	6%	7%	14%	18%	26%	82%

46 MONTGOMERY COUNTY BICYCLE MASTER PLAN | APPENDIX A

CENSUS TRACT	LOW INCOME	EXIST-ING (2018)	HIGH PRIOR-ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
24031700904		1%	1%	1%	1%	2%	2%	34%
24031700905		2%	2%	2%	6%	9%	9%	37%
24031701001		24%	24%	26%	27%	36%	38%	63%
24031701002		25%	24%	25%	25%	62%	67%	86%
24031701004		25%	26%	28%	29%	37%	37%	83%
24031701005		16%	16%	17%	18%	22%	23%	52%
24031701006		30%	30%	35%	37%	46%	47%	82%
24031701007		21%	22%	32%	42%	48%	49%	85%
24031701101		48%	48%	48%	49%	54%	57%	86%
24031701102		19%	19%	19%	20%	26%	30%	52%
24031701201		19%	22%	27%	56%	69%	74%	94%
24031701202		16%	18%	33%	50%	71%	72%	86%
24031701205		2%	2%	6%	17%	68%	70%	87%
24031701206		21%	21%	21%	21%	67%	74%	91%
24031701210		30%	30%	30%	31%	45%	54%	80%
24031701211		13%	13%	14%	16%	19%	21%	77%
24031701212		4%	4%	4%	4%	8%	25%	82%
24031701213		0%	0%	41%	48%	73%	76%	88%
24031701214		5%	6%	8%	42%	81%	82%	89%
24031701215		4%	4%	4%	31%	73%	74%	84%
24031701216		1%	5%	40%	48%	67%	69%	89%
24031701218		1%	2%	21%	47%	55%	57%	77%
24031701219	Yes	1%	1%	1%	24%	26%	34%	59%
24031701220		12%	12%	12%	13%	21%	25%	68%
24031701221		7%	7%	7%	13%	24%	25%	67%
24031701303		31%	32%	34%	35%	40%	45%	72%
24031701304		49%	49%	49%	60%	64%	67%	92%
24031701306		26%	26%	26%	28%	33%	41%	84%
24031701307		8%	8%	8%	8%	14%	32%	75%
24031701308		22%	22%	22%	25%	30%	44%	88%
24031701312		47%	48%	48%	56%	60%	63%	91%
24031701313		45%	45%	45%	50%	54%	55%	89%
24031701314		24%	24%	24%	37%	50%	51%	94%
24031701315		5%	5%	5%	16%	19%	20%	95%
24031701316		14%	14%	14%	19%	22%	23%	89%

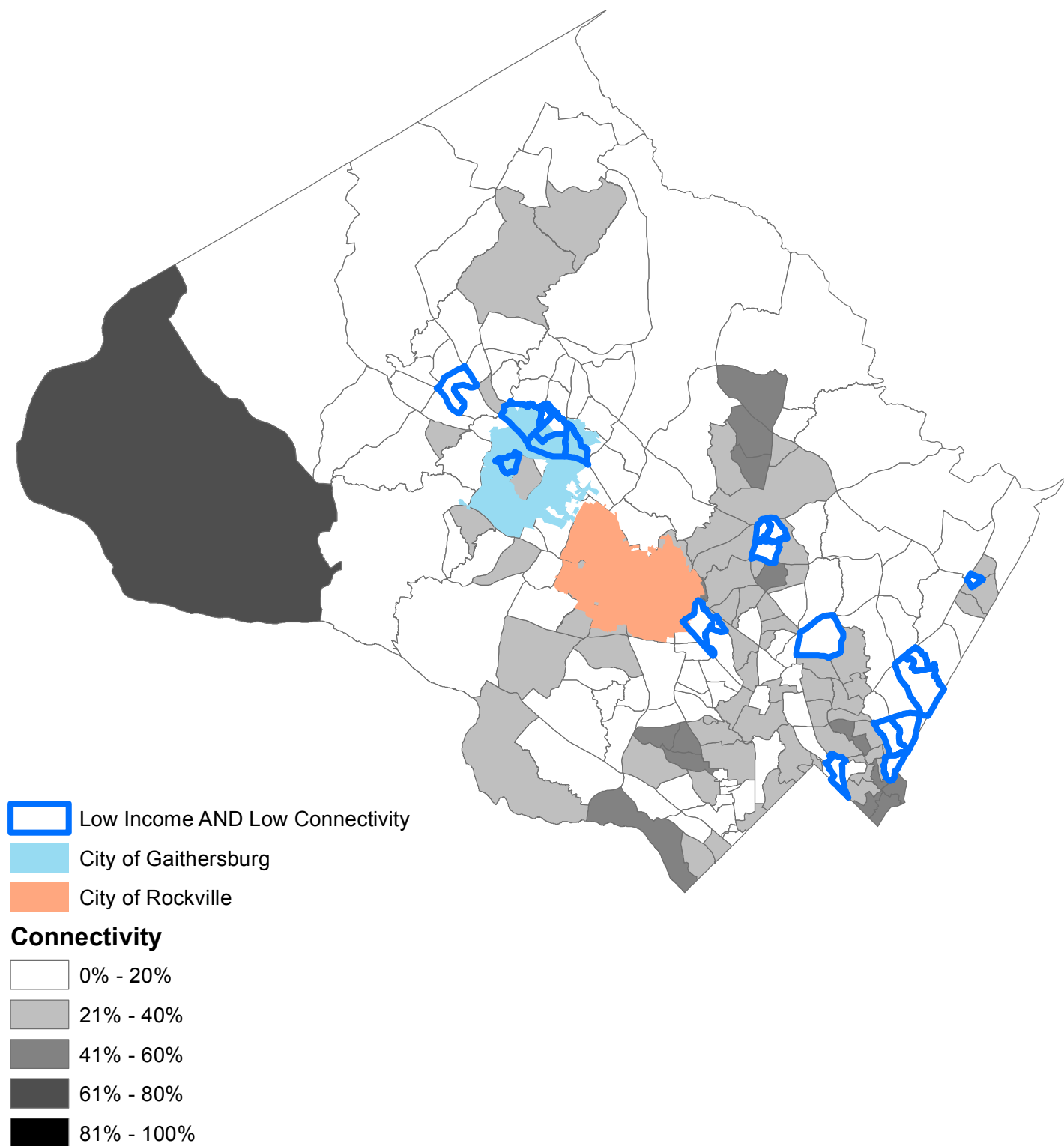
Census Tract	Low Income	Exist- ing (2018)	High Prior- ity	Tier 1	Tier 2	Tier 3	Tier 4	Build Out
24031701317		10%	10%	10%	10%	12%	12%	75%
24031701407		12%	11%	11%	11%	15%	17%	73%
24031701408		14%	14%	14%	14%	14%	14%	94%
24031701409		11%	11%	11%	11%	11%	27%	97%
24031701410		16%	16%	16%	16%	18%	35%	94%
24031701414		3%	5%	4%	4%	20%	31%	93%
24031701415		8%	8%	8%	8%	28%	45%	95%
24031701417		32%	32%	32%	32%	53%	62%	90%
24031701418		22%	22%	22%	21%	34%	46%	92%
24031701420		10%	22%	27%	31%	42%	50%	96%
24031701421		0%	17%	24%	34%	52%	57%	94%
24031701422	Yes	15%	15%	15%	15%	69%	75%	93%
24031701423		34%	34%	34%	34%	73%	80%	97%
24031701503		16%	16%	16%	16%	54%	71%	93%
24031701505		3%	3%	3%	32%	70%	73%	94%
24031701506		4%	4%	4%	11%	39%	49%	89%
24031701507		6%	6%	6%	6%	18%	64%	91%
24031701508	Yes	8%	14%	25%	56%	80%	82%	96%
24031701509	Yes	5%	8%	14%	30%	48%	50%	83%
24031701601	Yes	18%	18%	18%	18%	22%	22%	53%
24031701602	Yes	15%	15%	15%	15%	16%	16%	45%
24031701701		41%	49%	51%	58%	60%	65%	91%
24031701702		41%	44%	46%	78%	81%	86%	92%
24031701703		48%	50%	51%	73%	75%	81%	93%
24031701704		47%	50%	52%	62%	64%	64%	94%
24031701800		31%	47%	51%	70%	72%	83%	94%
24031701900		32%	35%	37%	82%	86%	90%	94%
24031702000	Yes	9%	10%	10%	25%	58%	60%	68%
24031702101	Yes	10%	11%	14%	40%	82%	86%	91%
24031702102		8%	8%	8%	8%	82%	87%	95%
24031702200		38%	43%	50%	67%	79%	84%	93%
24031702301	Yes	26%	29%	33%	81%	90%	91%	95%
24031702302		49%	56%	66%	77%	87%	89%	93%
24031702401		28%	56%	60%	76%	80%	86%	93%
24031702402		19%	62%	70%	81%	85%	86%	91%

CENSUS TRACT	LOW INCOME	EXIST-ING (2018)	HIGH PRIOR-ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
24031702500	Yes	4%	36%	59%	64%	67%	68%	73%
24031702601		0%	0%	50%	66%	67%	68%	76%
24031702602		25%	34%	46%	88%	92%	92%	96%
24031702700		28%	45%	57%	76%	81%	82%	89%
24031702800		9%	29%	36%	55%	65%	68%	80%
24031702900		22%	36%	63%	74%	80%	82%	92%
24031703000		36%	40%	46%	52%	74%	76%	96%
24031703100		37%	41%	48%	53%	73%	75%	98%
24031703201		35%	37%	40%	47%	61%	66%	87%
24031703202		27%	28%	30%	32%	38%	44%	77%
24031703206		8%	9%	10%	25%	52%	65%	93%
24031703207	Yes	15%	17%	21%	23%	69%	77%	97%
24031703208		31%	34%	50%	53%	63%	64%	97%
24031703209		28%	32%	66%	71%	85%	88%	98%
24031703210		31%	34%	40%	44%	75%	76%	98%
24031703212		12%	12%	13%	22%	63%	74%	96%
24031703213	Yes	38%	38%	38%	38%	42%	43%	92%
24031703214		42%	43%	44%	49%	54%	56%	94%
24031703215		40%	41%	44%	54%	62%	64%	95%
24031703216	Yes	12%	12%	13%	13%	15%	15%	40%
24031703218	Yes	3%	3%	3%	3%	3%	3%	56%
24031703219	Yes	6%	6%	6%	6%	6%	6%	34%
24031703220		27%	28%	29%	35%	41%	43%	81%
24031703221		20%	20%	21%	24%	35%	38%	88%
24031703301		40%	43%	47%	57%	70%	76%	95%
24031703302		32%	34%	39%	61%	69%	75%	95%
24031703401		19%	21%	25%	29%	34%	72%	95%
24031703402		32%	34%	42%	57%	67%	74%	95%
24031703403		22%	23%	28%	40%	57%	71%	96%
24031703404	Yes	24%	25%	33%	40%	54%	84%	97%
24031703501		34%	37%	44%	58%	68%	85%	97%
24031703502		30%	34%	48%	61%	70%	82%	92%
24031703601		16%	18%	49%	62%	69%	81%	94%
24031703602		26%	28%	30%	71%	81%	83%	95%
24031703701		20%	20%	32%	37%	66%	76%	94%

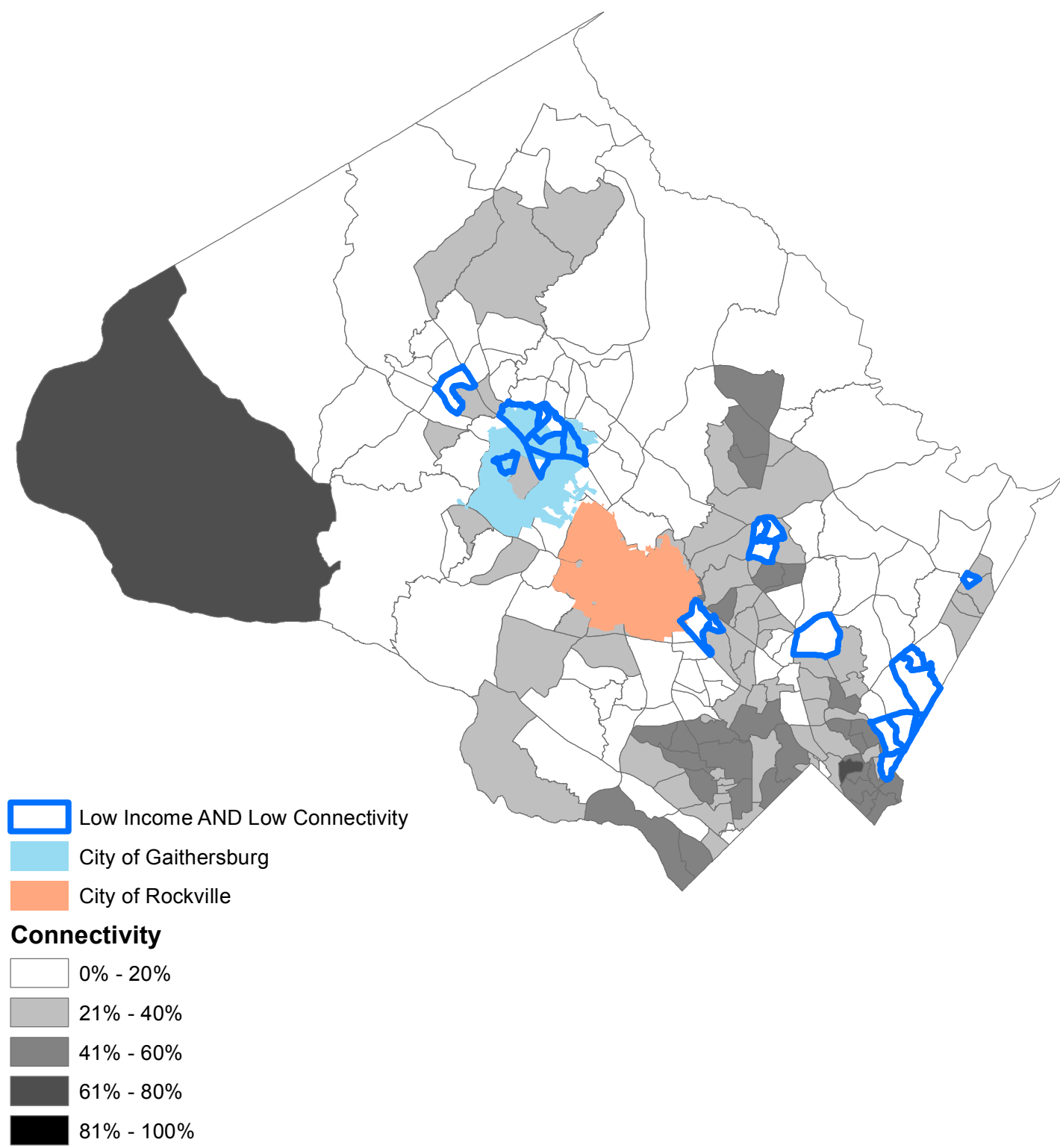
Census Tract	Low Income	Exist-ing (2018)	High Prior-ity	Tier 1	Tier 2	Tier 3	Tier 4	Build Out
24031703702		15%	15%	49%	58%	80%	86%	97%
24031703800		7%	12%	63%	73%	83%	85%	95%
24031703901		24%	27%	34%	48%	59%	61%	96%
24031703902		26%	30%	68%	76%	88%	90%	98%
24031704000		8%	9%	9%	27%	35%	36%	97%
24031704100		32%	41%	43%	61%	73%	79%	91%
24031704200		17%	22%	23%	58%	78%	82%	91%
24031704300		31%	36%	42%	60%	75%	76%	81%
24031704401		14%	17%	20%	53%	79%	80%	91%
24031704403		23%	28%	32%	38%	52%	53%	64%
24031704404		40%	45%	50%	69%	80%	81%	86%
24031704501		5%	5%	5%	6%	80%	81%	96%
24031704502		45%	50%	52%	57%	83%	84%	96%
24031704503		53%	59%	64%	71%	87%	88%	96%
24031704600		51%	57%	75%	81%	87%	87%	95%
24031704700		21%	44%	60%	68%	73%	76%	89%
24031704803		4%	29%	49%	62%	68%	69%	78%
24031704804		1%	40%	64%	69%	72%	73%	83%
24031704805		4%	35%	53%	64%	70%	71%	81%
24031704806		4%	36%	73%	80%	85%	86%	93%
24031705000		39%	51%	58%	65%	84%	85%	92%
24031705100		11%	32%	34%	38%	47%	64%	89%
24031705200		37%	56%	61%	66%	69%	69%	86%
24031705300		29%	32%	49%	69%	70%	71%	85%
24031705400		11%	56%	63%	77%	80%	81%	86%
24031705501		4%	4%	21%	68%	70%	70%	76%
24031705502		15%	26%	31%	52%	56%	57%	74%
24031705601		31%	32%	32%	49%	61%	61%	88%
24031705602		2%	4%	16%	68%	73%	74%	89%
24031705701		11%	13%	13%	22%	29%	29%	73%
24031705702		37%	47%	49%	64%	76%	76%	86%
24031705800		41%	47%	48%	57%	66%	69%	94%
24031705901		28%	32%	34%	37%	52%	52%	90%
24031705902		15%	17%	17%	18%	24%	25%	89%
24031705903		19%	22%	24%	29%	32%	32%	88%

CENSUS TRACT	LOW INCOME	EXIST-ING (2018)	HIGH PRIOR-ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
24031706005		7%	7%	7%	6%	8%	19%	81%
24031706007		22%	21%	22%	22%	29%	52%	81%
24031706008		33%	34%	35%	35%	39%	57%	89%
24031706009		17%	18%	18%	18%	20%	36%	87%
24031706010		10%	10%	10%	10%	32%	62%	95%
24031706011		10%	10%	10%	10%	34%	50%	91%
24031706012		0%	0%	0%	12%	70%	75%	92%
24031706013		2%	2%	2%	8%	21%	24%	95%
TOTAL		15%	20%	26%	34%	45%	50%	82%

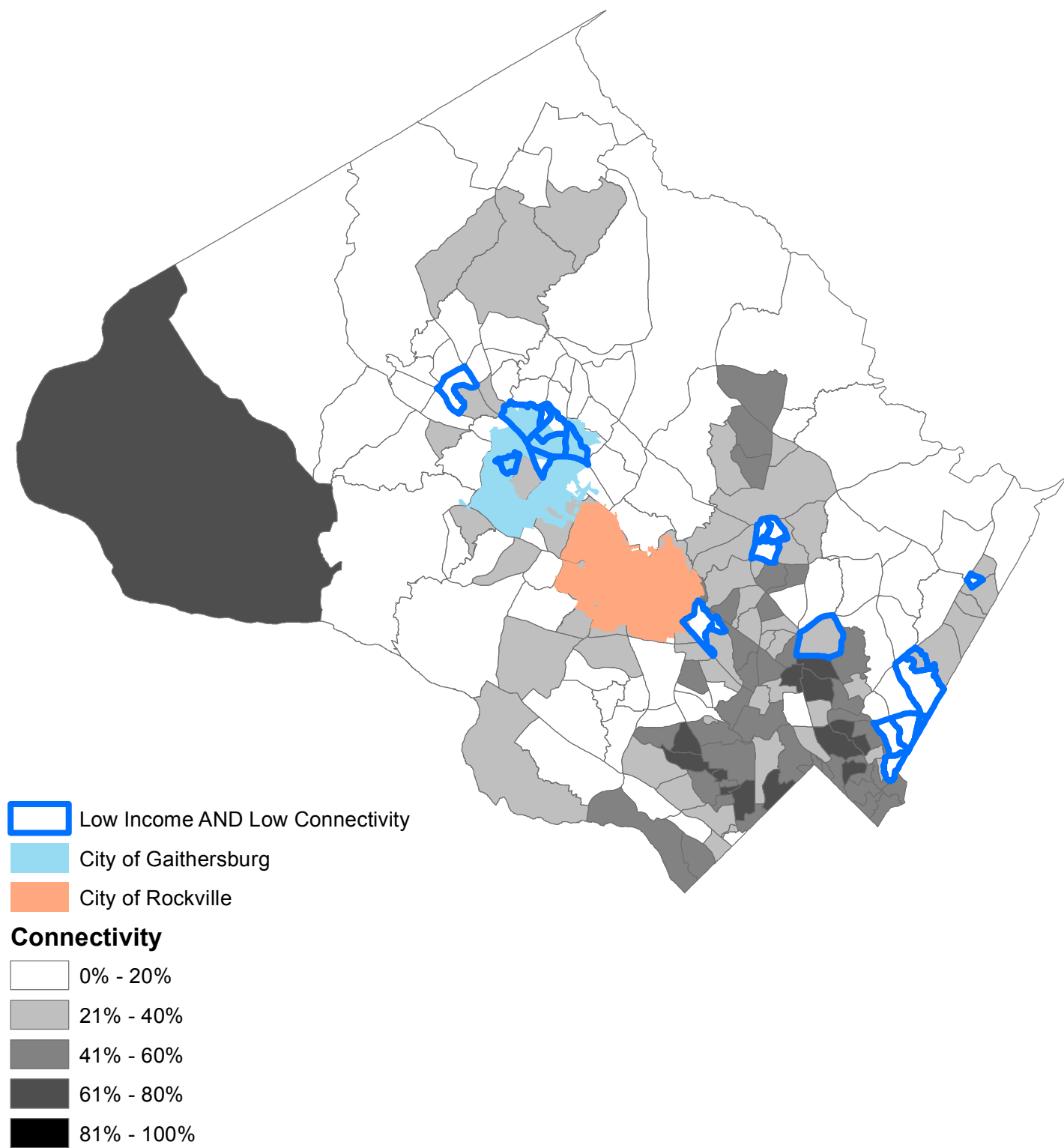
Objective 3.1: Census tracts with both low income and low bicycle connectivity with the Existing bicycling network



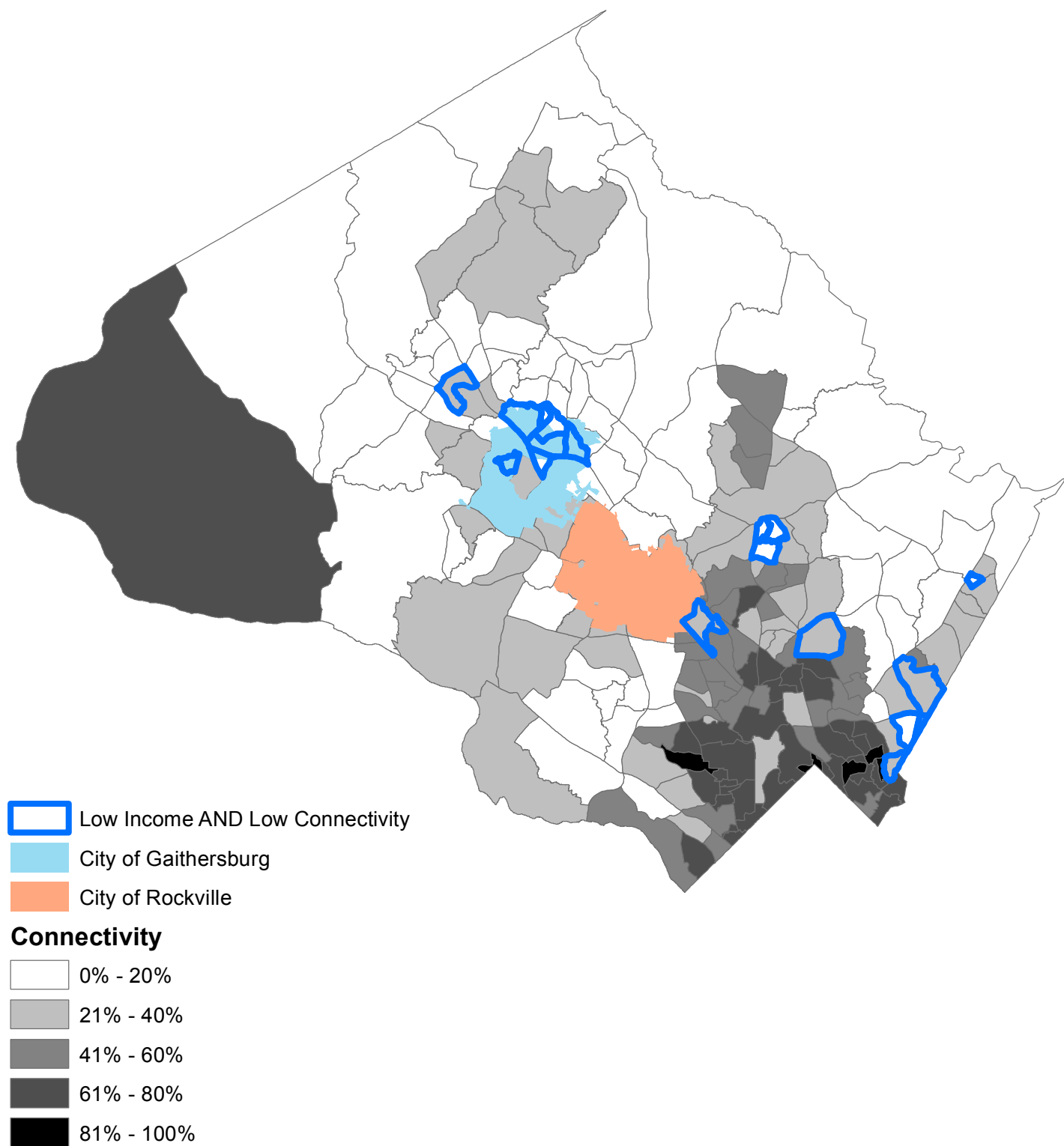
Objective 3.1: Census tracts with both low income and low bicycle connectivity with the High Priority bicycling network



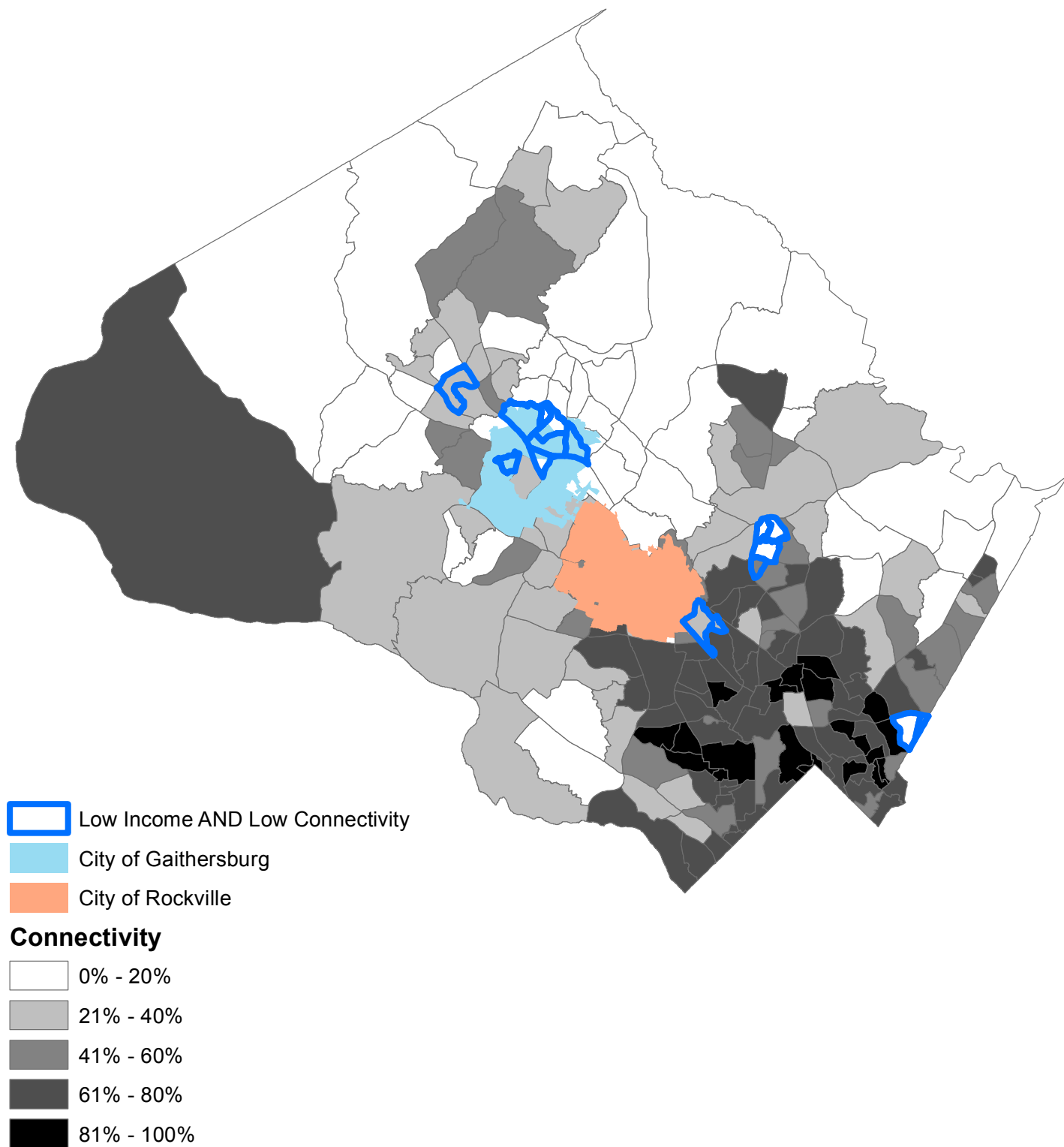
Objective 3.1: Census tracts with both low income and low bicycle connectivity with the Tier 1 bicycling network



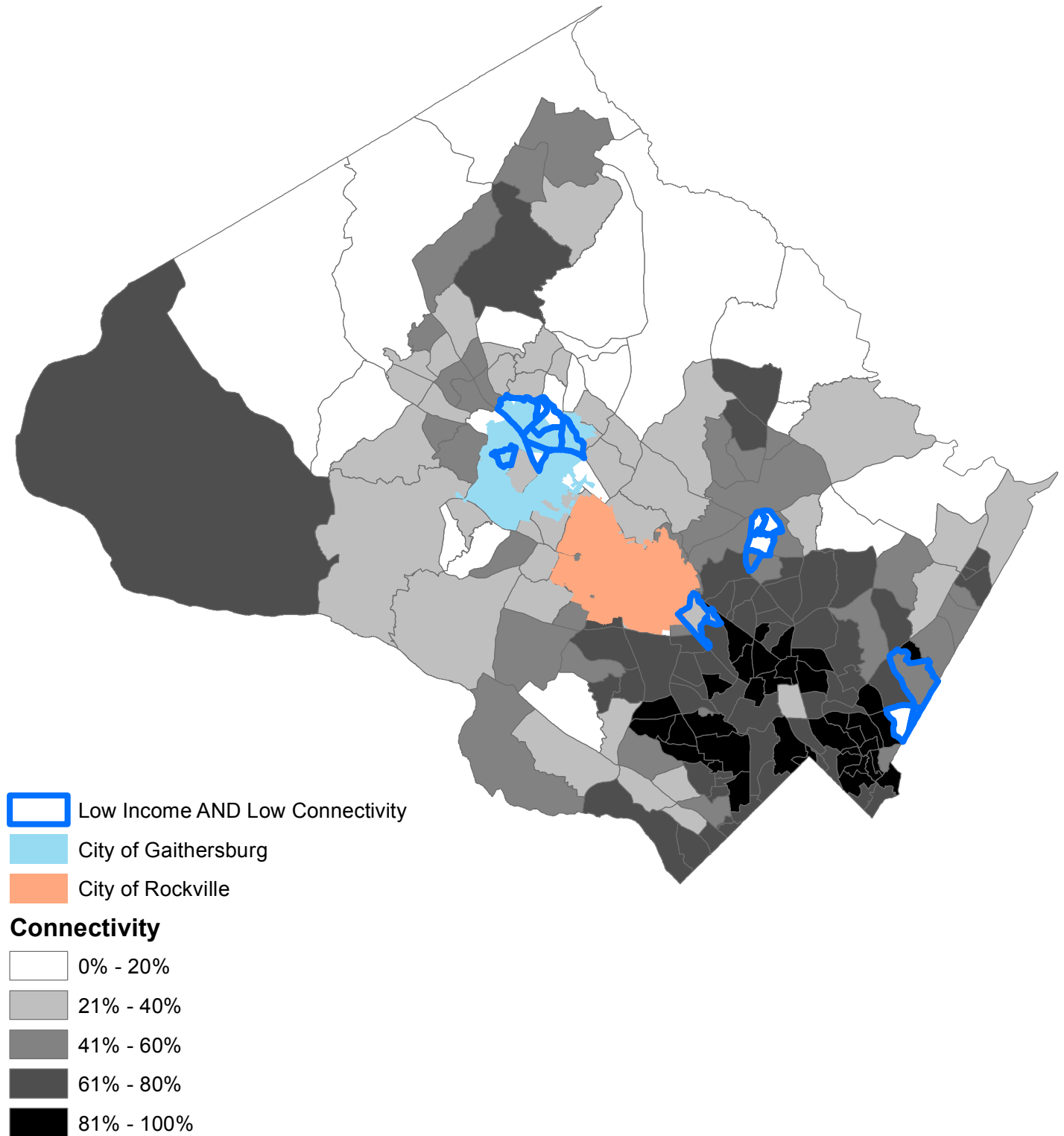
Objective 3.1: Census tracts with both low income and low bicycle connectivity with the Tier 2 bicycling network



Objective 3.1: Census tracts with both low income and low bicycle connectivity with the Tier 3 bicycling network



Objective 3.1: Census tracts with both low income and low bicycle connectivity with the Tier 4 bicycling network



Objective 3.1: Census tracts with both low income and low bicycle connectivity with the Build Out bicycling network

