WHERE THE RUBBER MEETS THE ROAD

A Decision-Making Tool For Bicycle Planning in Montgomery County, Maryland
A DECISION-MAKING FRAMEWORK
The Bikeway ReactMap encouraged the public to comment on the Bicycle Master Plan’s preliminary bikeway recommendations. Users could view the map legend, review a brief description of bikeway facility types and add comments about the bikeway recommendations.

1,489 TOTAL COMMENTS

4,699 TOTAL PAGE VIEWS

» mcatlas.org/bikereact
Defining the Vision
Montgomery County will become a world-class bicycling community.
Defining the Vision: Goals

Goals are broad conditions that must be met to achieve the plan’s vision.

- General and brief.
- Can always be improved.
- Do not presume a solution.
- Articulate the conditions that might lead to a solution.
Defining the Vision: Goals

1. Increase **bicycling rates** in Montgomery County.
2. Create a highly-connected, convenient and **low-stress** bicycling network.
3. Provide **equal access** to low-stress bicycling for all members of the community.
4. Improve the **safety** of bicycling.
Defining the Vision: Objectives

Objectives are specific conditions that must be met to advance a goal.

- Achievable, measurable and time-specific.
- Show differentiation among scenarios.
- Carefully defined and avoid subjective interpretation.
- Do not require substantial new data collection.
Defining the Vision: Objectives

Objectives

By 2043, 8 percent of commuter trips by Montgomery County residents will be by bicycle, up from 0.6 percent in 2016.

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<thead>
<tr>
<th>Interim Targets</th>
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<tbody>
<tr>
<td>Existing</td>
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<td>0.6%</td>
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Objectives

By 2043, 55 percent of potential bicycle trips will be able to be made on a low-stress bicycling network.

Interim Targets

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Objectives

By 2043, the level of low-stress connectivity to each transit service will be 65 percent for Metrorail stations, up from 9 percent in 2018.

Interim Targets

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Objectives

By 2043, the percentage of bicycle trips that can be made on a low-stress bicycling network in low-income areas will be the same as or greater than the county overall.

Low Income = Census tracts where the median income is below 60 percent of the county average median income.
Achieving the Vision

- Defining the Vision
- Achieving the Vision
- Implementing the Vision
- Monitoring the Vision
Achiving the Vision: Bikeways

Two-Way Separated Bike Lanes
Achieving the Vision: Bicycle Parking

Bicycle Parking Station
Achieving the Vision: Bicycle-Supportive Programs

DC Public Schools Bike Curriculum
Lower speed limits on neighborhood greenways
Implementing the Vision

DEFINING THE VISION

ACHIEVING THE VISION

IMPLEMENTING THE VISION

MONITORING THE VISION
Implementing the Vision: Funding
Implementing the Vision: Design Standards
Implementing the Vision: Implementation

Construction of Spring Street Separated Bike Lanes
Implementing the Vision: Prioritization

- Existing Bikeways (261 Miles)
- Programmed Bikeways (23 Miles)
- Tier 1 Bikeways (55 Miles)
- Tier 2 Bikeways (59 Miles)
- Tier 3 Bikeways (135 Miles)
- Tier 4 Bikeways (83 Miles)
- Future Bikeways (488 Miles)

**Prioritization**

**Funding**

**Design Standards**

**Implementation**
Monitoring the Vision

DEFINING THE VISION

ACHIEVING THE VISION

IMPLEMENTING THE VISION

MONITORING THE VISION
# Monitoring the Vision

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<th>METRIC</th>
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MEASURING OUR VALUES
Bicycle Stress Map

[Image of the bicycle stress map from mcatlas.org/bikestress]
LTS and Changing Connectivity

Very High Level Of Traffic Stress Route
4.4 Miles

Level of Traffic Stress
- None
- Very Low
- Low
- Moderate Low
- Moderate High
- High
- Very High
LTS and Changing Connectivity

Regional OD Matrix
High Level of Traffic Stress Connectivity

- Origin Geography
- Destination Geography
- Connections
prioritization
1. Are in the top 25 percent of bikeways with the highest potential demand
2. Located in an area designated as a Bicycle Pedestrian Priority Area by the Montgomery County Council.
3. Fill in a gap within the existing bikeway network.
4. Are low in cost to construct, including most neighborhood greenways.
Prioritization – Highest Potential Demand
Prioritization – Highest Potential Demand
connectivity
countywide
Countywide Connectivity
Countywide Connectivity: Existing

Existing Bikeways (261 Miles)
Programmed Bikeways (23 Miles)
Tier 1 Bikeways (56 Miles)
Tier 2 Bikeways (59 Miles)
Tier 3 Bikeways (135 Miles)
Tier 4 Bikeways (83 Miles)
Future Bikeways (488 Miles)

Existing Connectivity

- 0% - 20%
- 21% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 100%

15%
Countywide Connectivity: High-Priority Projects

+33 miles

High Priority Projects Connectivity

0% - 20%  Independent Zoning Authority
21% - 40%
41% - 60%
61% - 80%
81% - 100%

Existing Bikeways (361 Miles)
Programmed Bikeways (23 Miles)
Tier 1 Bikeways (56 Miles)
Tier 2 Bikeways (59 Miles)
Tier 3 Bikeways (135 Miles)
Tier 4 Bikeways (83 Miles)
Future Bikeways (488 Miles)
Countywide Connectivity: Tier 1

+56 miles

Life Sciences Center

Tier One Connectivity:
- 0% - 20%
- 21% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 100%

Total Bikeways (1305 Miles):
- Existing Bikeways (361 Miles)
- Programmed Bikeways (23 Miles)
- Tier 1 Bikeways (56 Miles)
- Tier 2 Bikeways (59 Miles)
- Tier 3 Bikeways (135 Miles)
- Tier 4 Bikeways (83 Miles)
- Future Bikeways (488 Miles)
Countywide Connectivity: Tier 3

Total Bikeways (1,005 Miles):
- Existing Bikeways (361 Miles)
- Programmed Bikeways (23 Miles)
- Tier 1 Bikeways (56 Miles)
- Tier 2 Bikeways (59 Miles)
- Tier 3 Bikeways (135 Miles)
- Tier 4 Bikeways (83 Miles)
- Future Bikeways (488 Miles)

+135 miles

Tier Three Connectivity

- 0% - 20%
- 21% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 100%

Independent Zoning Authority
Countywide Connectivity: Tier 4

Tier Four Connectivity:
- 0% - 20%
- 21% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 100%

- Existing Bikeways (361 Miles)
- Programmed Bikeways (23 Miles)
- Tier 1 Bikeways (56 Miles)
- Tier 2 Bikeways (59 Miles)
- Tier 3 Bikeways (135 Miles)
- Tier 4 Bikeways (83 Miles)
- Future Bikeways (488 Miles)

+83 miles
55%
Countywide Connectivity: Full Build

+488 miles

85%

Build Out Connectivity

0% - 20%
21% - 40%
41% - 60%
61% - 80%
81% - 100%

Existing Bikeways (261 Miles)
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Future Bikeways (488 Miles)
connectivity
equity
Equity: Existing

Complete
Equity = 100%

Inequity = 0%

Existing Connectivity
- 0% - 20%
- 21% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 100%
- Low Income AND Low Connectivity
- Independent Zoning Authority
Equity: Tier 4

Complete Equity = 100%

81%
Equity: Full Build

Complete Equity = 100%

Inequity = 0%

88%

Full Build Connectivity

- 0% - 20%
- 21% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 100%

Low Income AND Low Connectivity

Independent Zoning Authority
connectivity
public facilities
Connectivity to Public Facilities: Glenmont Station

Existing

15% Low-Stress Connectivity

New Bikeways

Glenmont Station

Two-Mile Buffer
Connectivity to Public Facilities: Glenmont Station

Tier 1

15%
Connectivity to Public Facilities: Glenmont Station

Tier 2

21%

New Bikeways
Low-Stress Connectivity
Connectivity to Public Facilities: Glenmont Station

Tier 3

51%
Connectivity to Public Facilities: Glenmont Station

61%

Tier 4

New Bikeways
Low-Stress Connectivity
Connectivity to Public Facilities: Glenmont Station

Full Build

96%
lessons learned