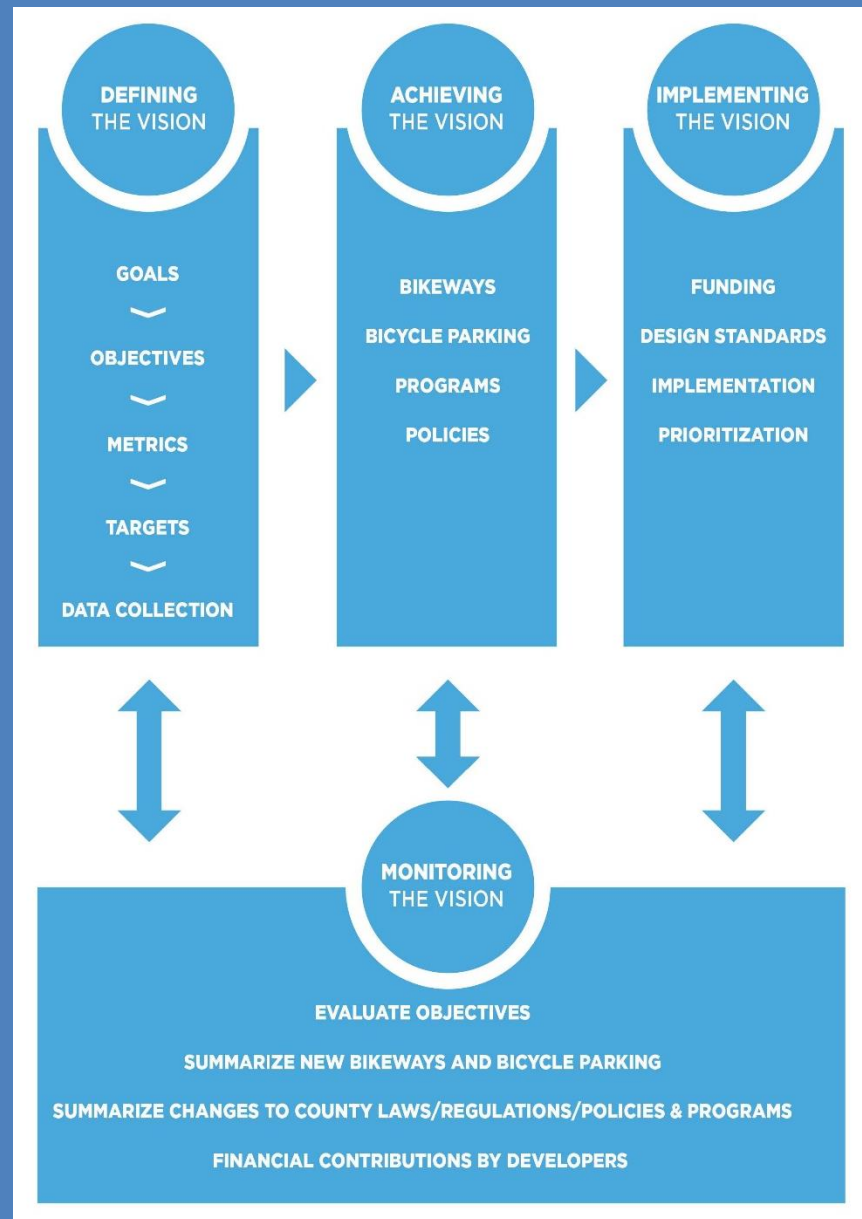


MONTGOMERY COUNTY BICYCLE MASTER PLAN



MASTER PLAN FRAMEWORK

Framework



DEFINING THE VISION

Vision Statement

DEFINING
THE VISION

GOALS



OBJECTIVES



METRICS



TARGETS



DATA COLLECTION

Montgomery County will become a
world-class bicycling community.



Goals



Four 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.

Objectives, Metrics, Targets and Data

DEFINING THE VISION

GOALS



OBJECTIVES



METRICS



TARGETS



DATA COLLECTION

2.1

OBJECTIVE

By 2043, 65 percent of potential bicycle trips will be able to be made on a low-stress bicycling network.

METRIC

Percentage of potential bicycle trips will be able to be made on a low-stress bicycling network.

DATA REQUIREMENT (SOURCE)

- Level of Traffic Stress Network (M-NCPPC).
- Regional Travel Demand Model Trip table (M-NCP-PC).
- Bicycle trip length decay function (MWCOG Household Travel Survey).
- Location of dwelling units (M-NCPPC).

Note: See Appendix D for a description of Level of Traffic Stress.

ACHIEVING THE VISION

Achieving the Vision

ACHIEVING
THE VISION

BIKEWAYS

BICYCLE PARKING

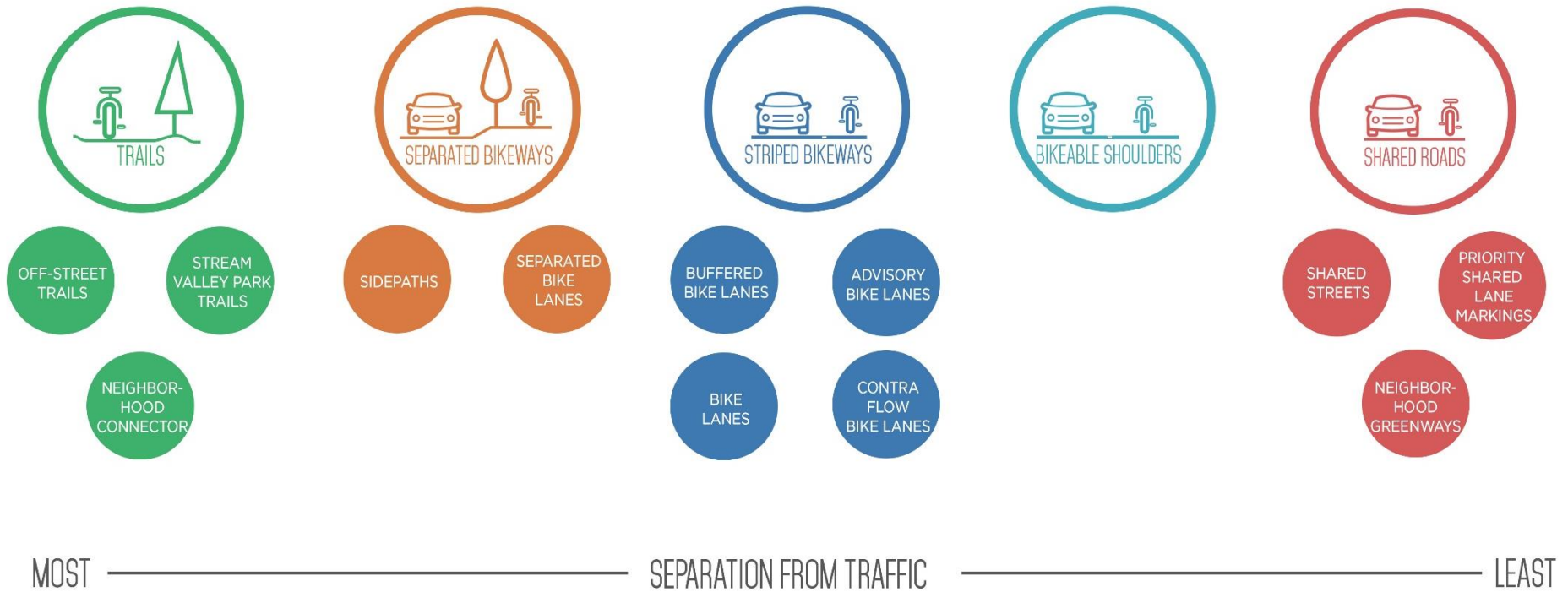
PROGRAMS

POLICIES



Proposed Bikeway Classification

BICYCLE FACILITY CLASSIFICATION





Trails

off-street trails | stream valley park trails



Bethesda Trolley Trail



MOST

SEPARATION FROM TRAFFIC

LEAST



Trails

off-street trails | stream valley park trails



Rock Creek Trail



MOST

SEPARATION FROM TRAFFIC

LEAST



Separated Bikeways

separated bike lanes | sidepaths



White Flint



MOST

SEPARATION FROM TRAFFIC

LEAST



Separated Bikeways

separated bike lanes | sidepaths



Life Sciences Center



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

buffered bike lanes | conventional bike lanes



Washington DC



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

buffered bike lanes | conventional bike lanes



Bethesda



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

advisory bike lanes | contra-flow bike lanes



Alexandria



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

advisory bike lanes | contra-flow bike lanes



Silver Spring



MOST

SEPARATION FROM TRAFFIC

LEAST



Bikeable Shoulders



Boyd's



MOST

SEPARATION FROM TRAFFIC

LEAST



Shared Roads

neighborhood greenways | shared streets



Portland, Oregon

MOST

SEPARATION FROM TRAFFIC

LEAST





Shared Roads

neighborhood greenways | shared streets



MOST

SEPARATION FROM TRAFFIC



LEAST



Shared Roads

priority shared lane markings



source: Toole Design Group

MOST

SEPARATION FROM TRAFFIC



LEAST

Bikeway Recommendations

CATEGORY	BIKEWAY TYPE	EXISTING	PROPOSED	TOTAL
Trails	Off-Street Trails	99	73	172
	Stream Valley Park Trails	28	0	28
	Neighborhood Connectors	11	3	14
Separated Bikeways	Shared Use Paths	117	456	573
	Separated Bike Lanes	2	97	99
Striped Bikeways	Buffered Bike Lanes	0	7	7
	Conventional Bike Lanes	10	15	25
	Advisory Bike Lanes	0	0	0
	Contra-Flow Bike Lanes	1	5	6
Bikeable Shoulders	Bikeable Shoulders	0	128	128
Shared Roads	Neighborhood Greenways	0	48	48
	Shared Streets	0	1	1
	Priority Shared Lane Markings	0	5	5
Total		266	839	1,105

Breezeway Network



Breezeway Network

- Arterial for bikes
- Connects major activity centers
- High-capacity
- High-quality construction
- Safely accommodates multiple speeds
- Minimizes delay
- Prioritizes bicycling and walking through intersections

Breezeway Network

Design Speed

- Urban Areas: 12 mph
- Suburban Areas: 20 mph

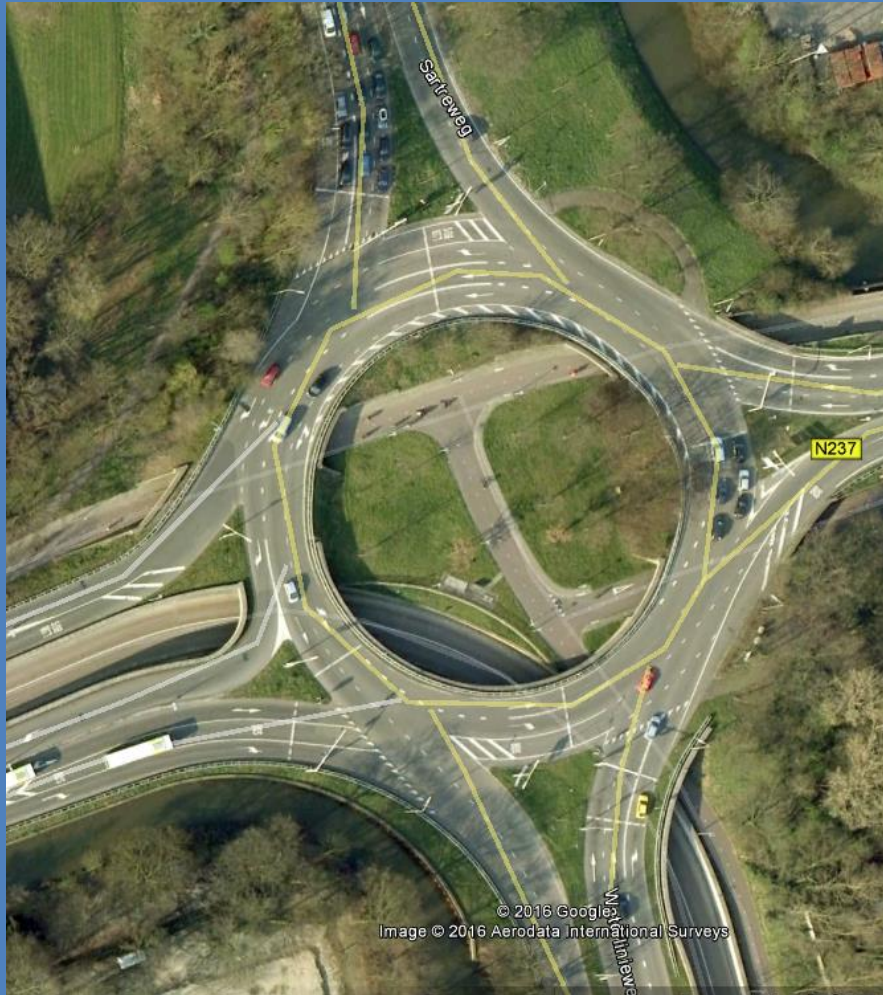
Breezeway Network



Breezeway Network



Breezeway Network



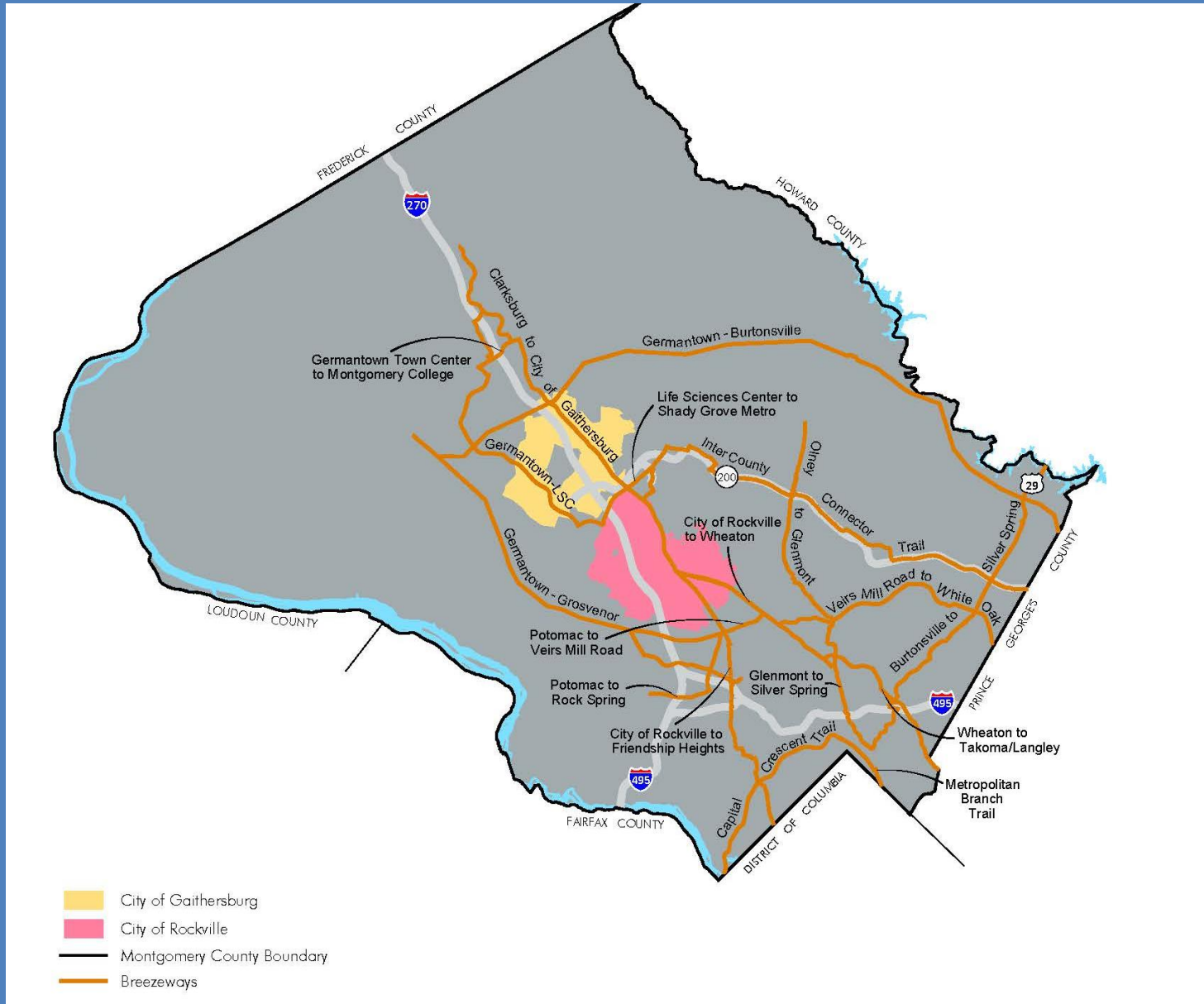
Breezeway Network



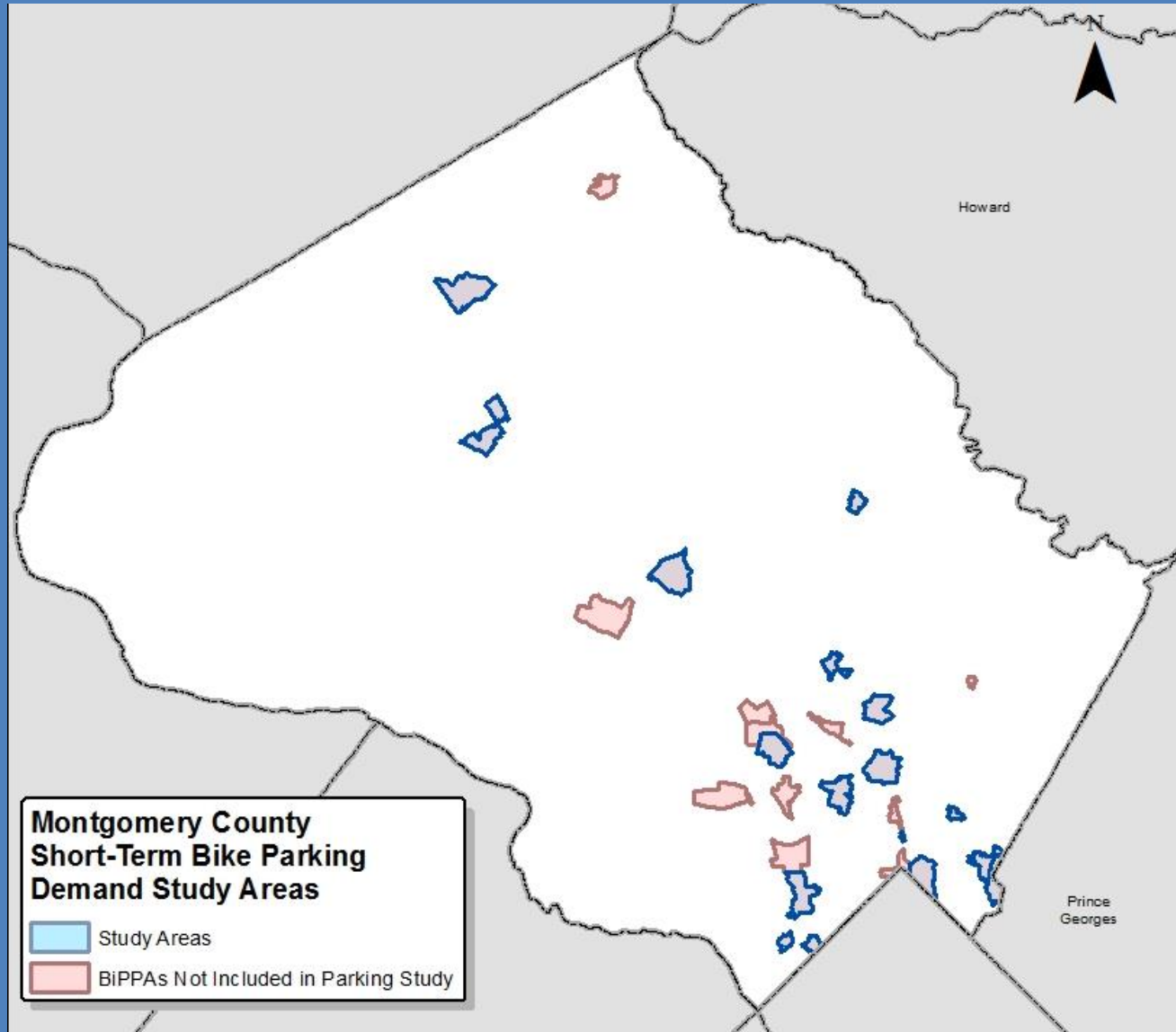
Breezeway Network



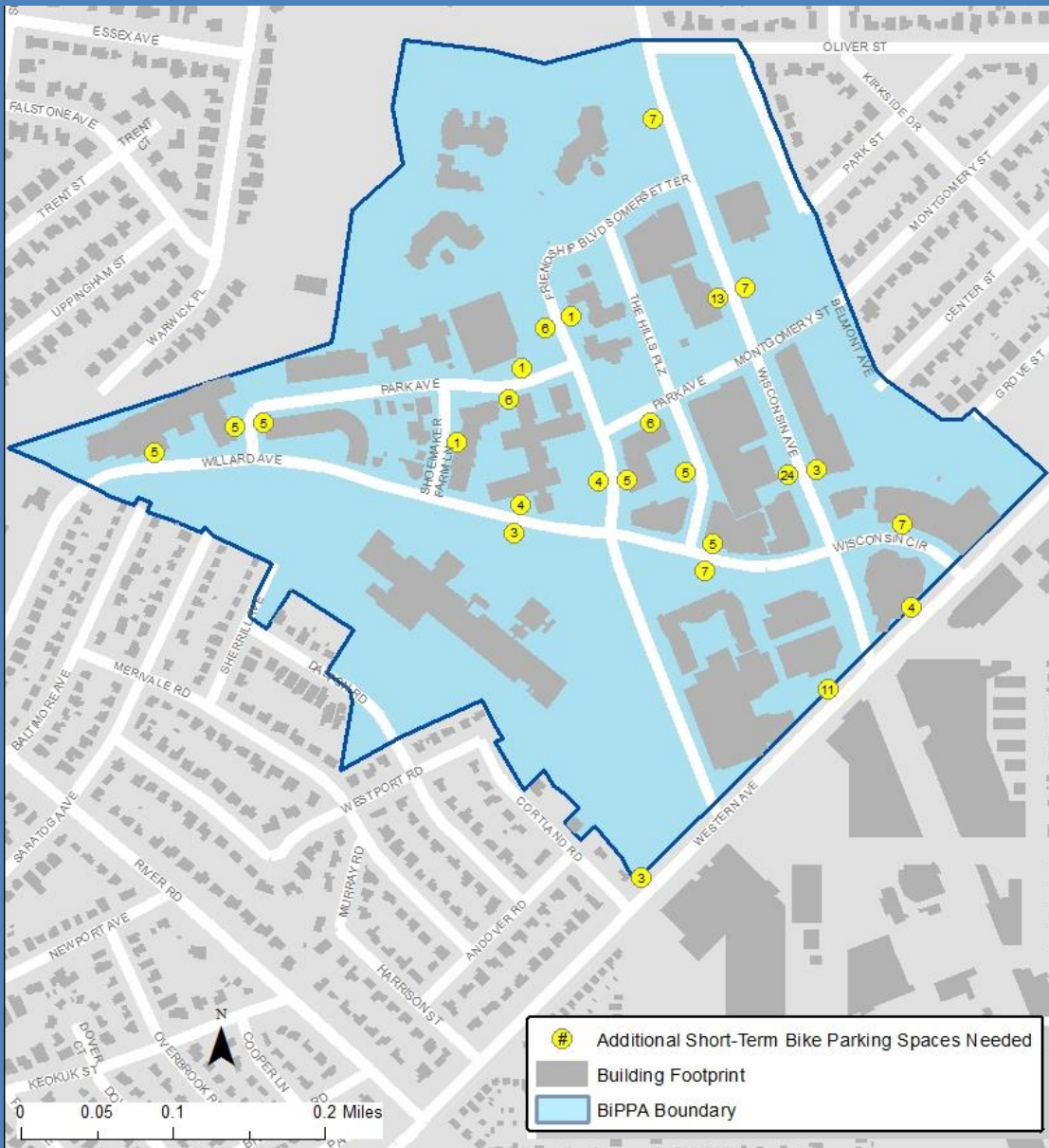
Breezeway Network



Bicycle Parking: Short Term



Bicycle Parking: Short Term



Friendship Heights

Blocks with unmet short-term bike parking supply: 27

- With at least one rack: 22%
- With no racks: 78%
- With insufficient racks: 96%

Total short-term bike spaces needed: 160

Bicycle Parking: Short Term

- # of Blocks Evaluated: 1,152
- Blocks with at least one bike rack: 22%
- Blocks with no bike racks: 78%
- Blocks with insufficient bike parking: 85%

Bicycle Parking: Long Term



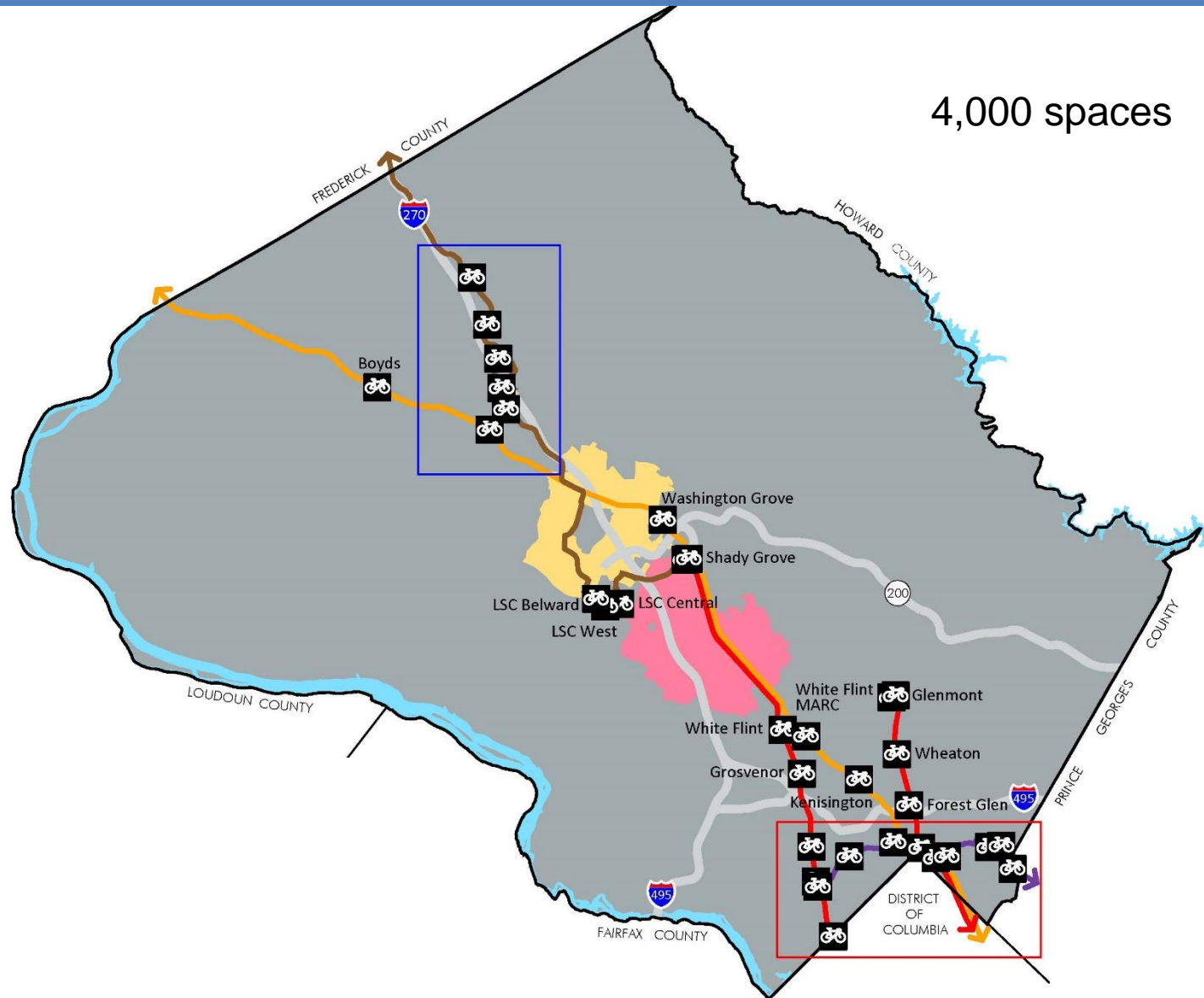
Suburban Location
Boulder, Colorado



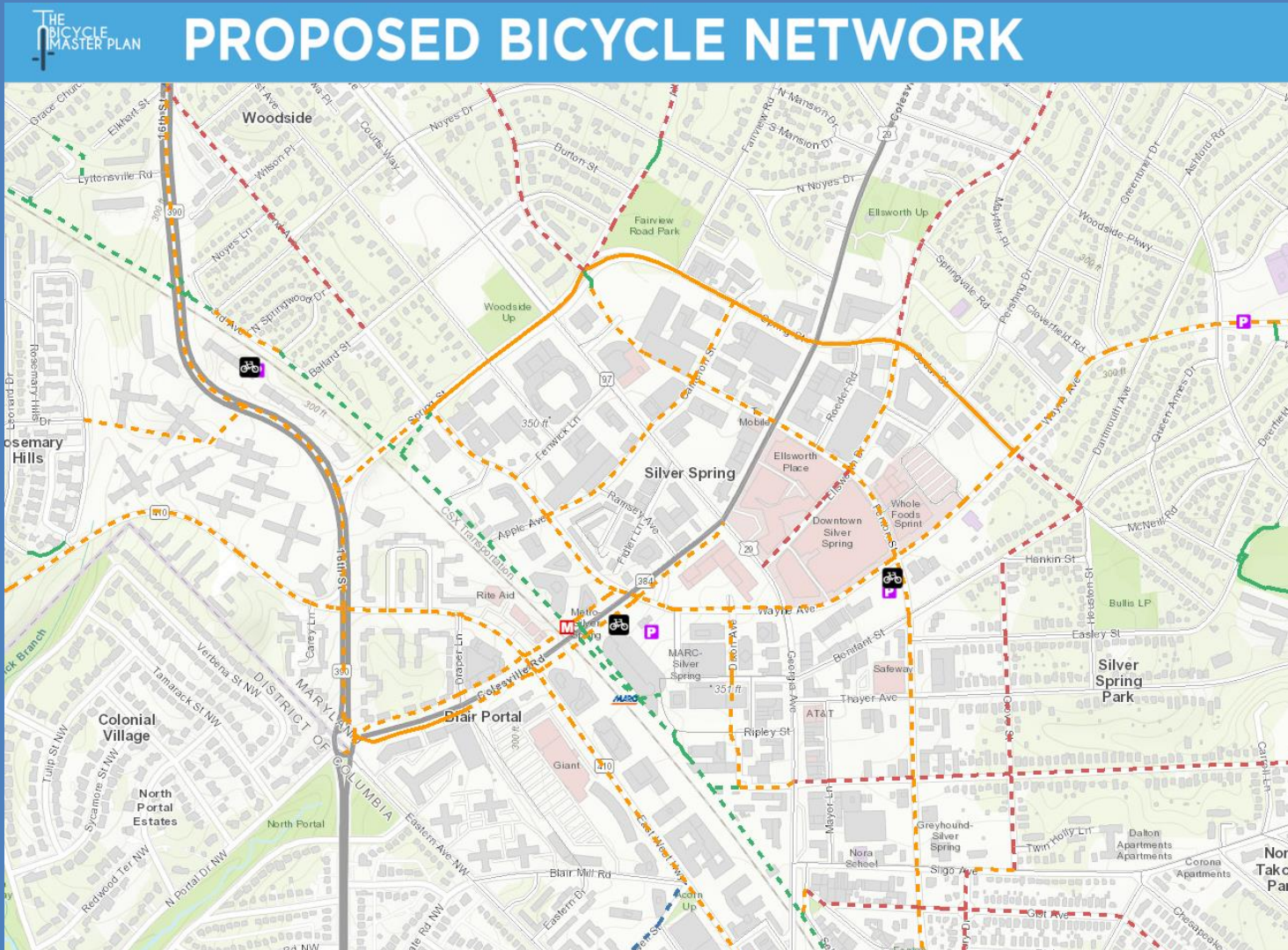
Urban Location
Berkeley, California

Bicycle Parking: Long Term

4,000 spaces



Recommendations



www.mcatlas.org/bikeplan

Bicycle-Supportive Programs

**ACHIEVING
THE VISION**

BIKEWAYS

BICYCLE PARKING

PROGRAMS

POLICIES



DC Public Schools Bike Curriculum

Bicycle-Supportive Policies

ACHIEVING
THE VISION

BIKEWAYS

BICYCLE PARKING

PROGRAMS

POLICIES



Lower speed limits on neighborhood greenways

IMPLEMENTING THE VISION

Funding



Design Standards

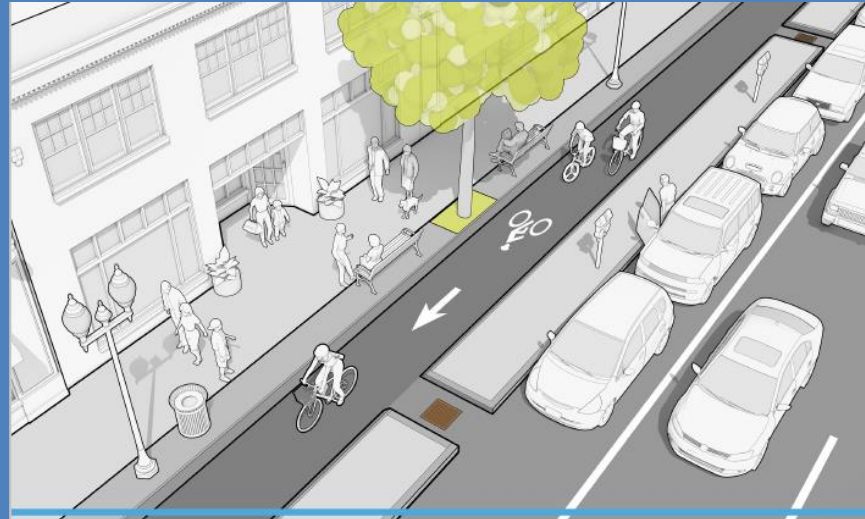
**IMPLEMENTING
THE VISION**

FUNDING

DESIGN STANDARDS

IMPLEMENTATION

PRIORITIZATION



MONTGOMERY COUNTY PLANNING DEPARTMENT

BICYCLE FACILITY DESIGN TOOLKIT

MAY 2018



MONTGOMERY COUNTY PLANNING DEPARTMENT

Implementation



- Higher quality shared use paths
- Interim vs permanent separated bike lanes
- Developer contributions

Prioritization

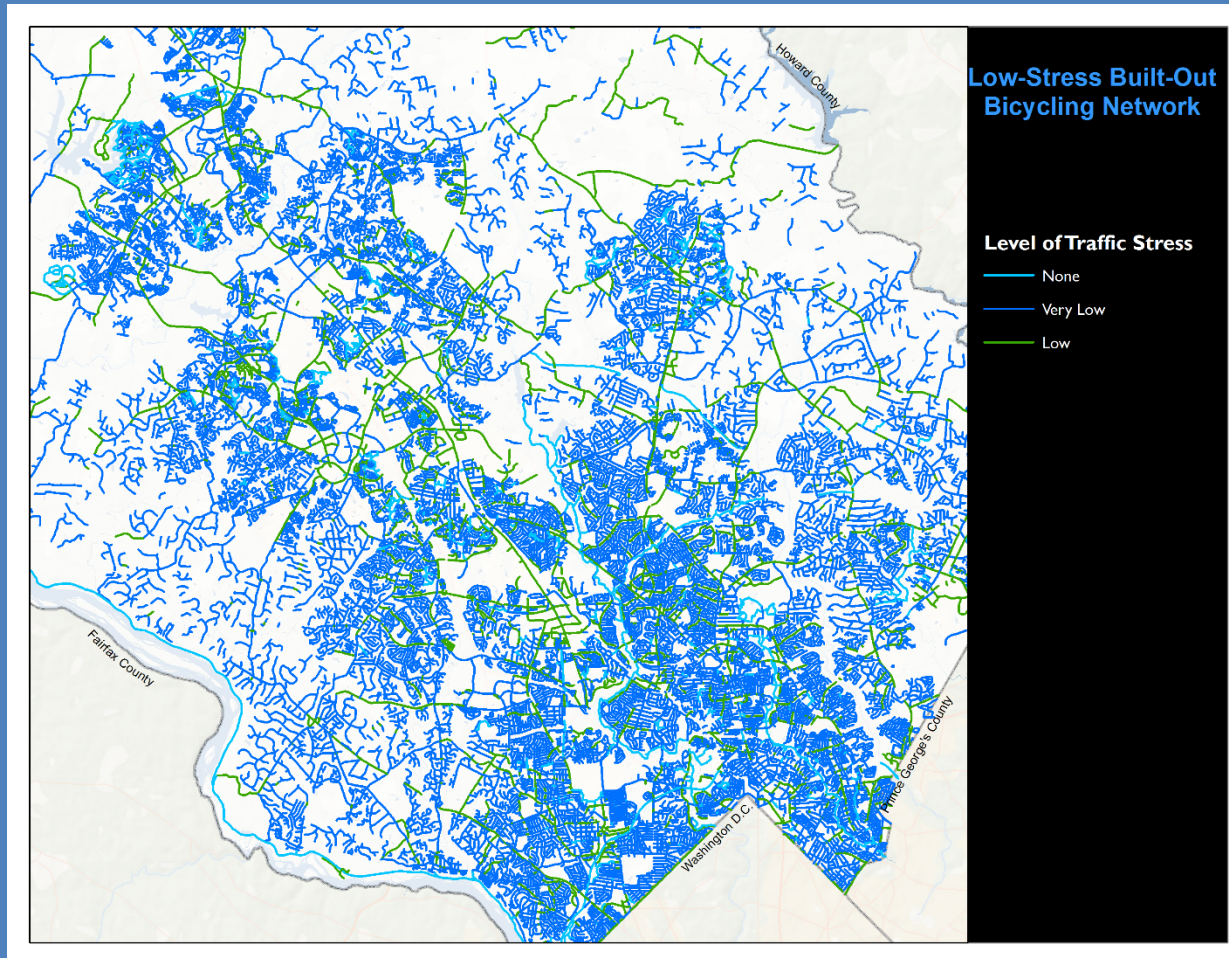


Prioritization

1. Bicycle Pedestrian Priority Areas.
2. Neighborhood greenways.
3. Potential bicycling demand.

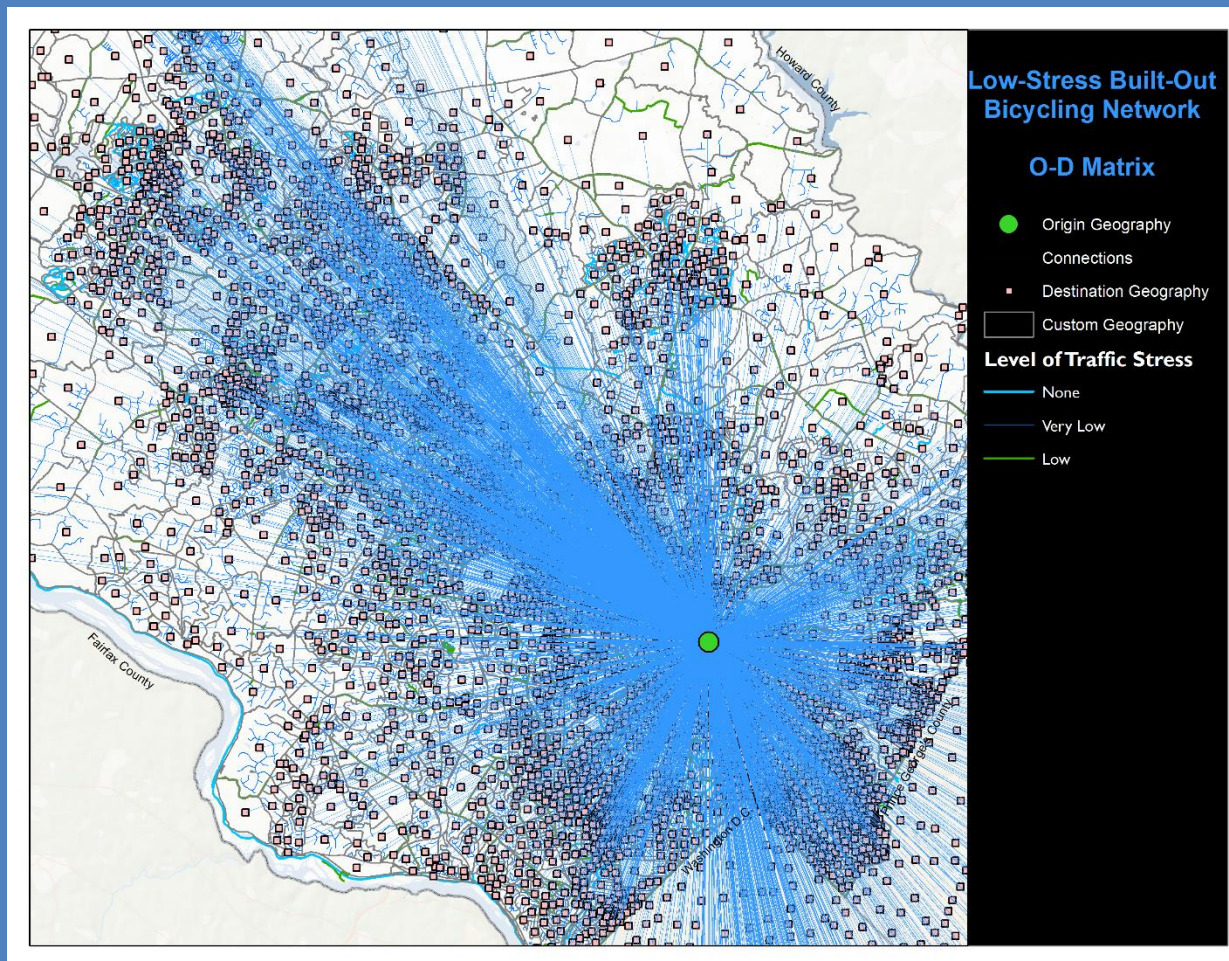
Potential Demand Analysis

Low-Stress Bicycling Network



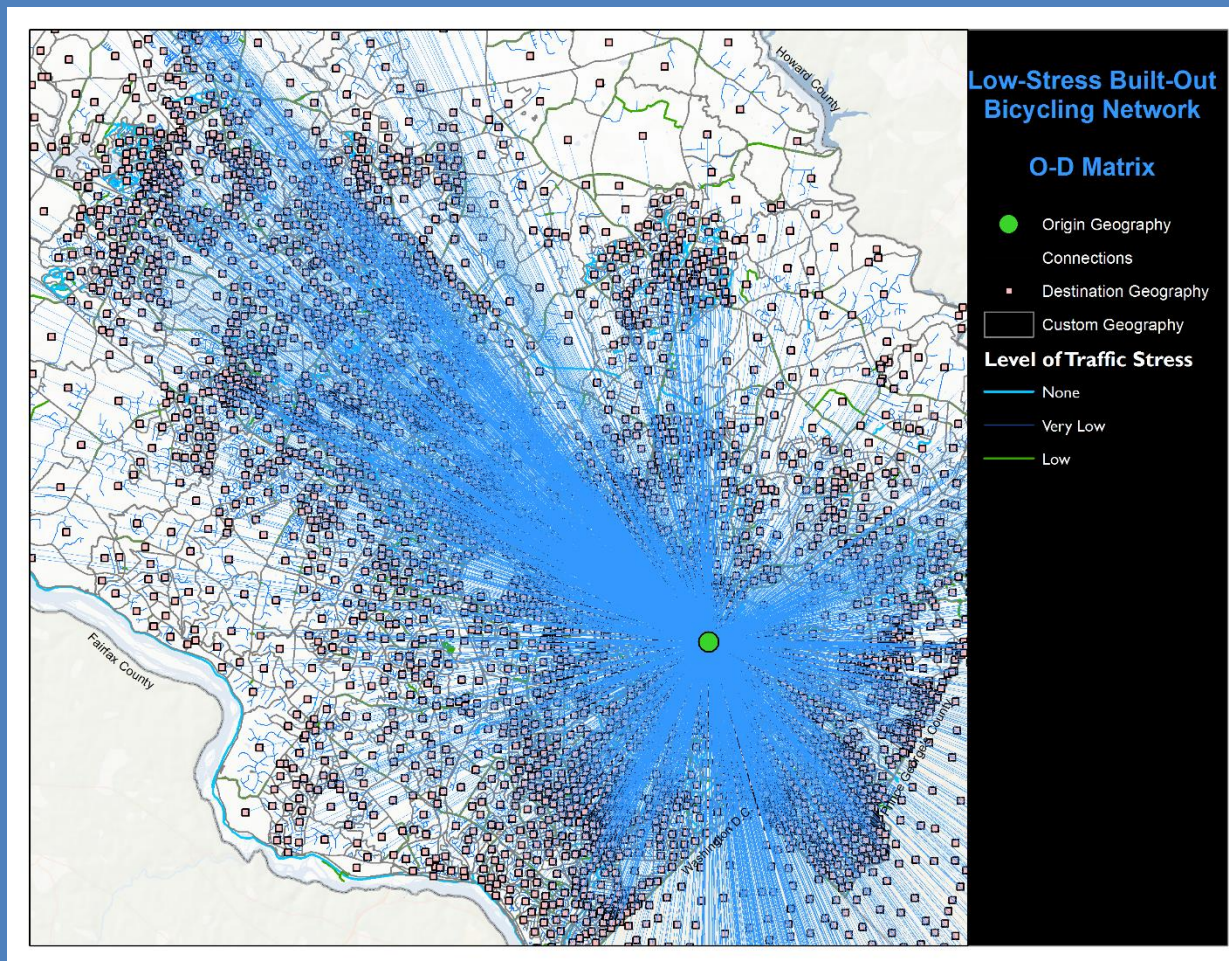
Potential Demand Analysis

Modified Travel Demand Model

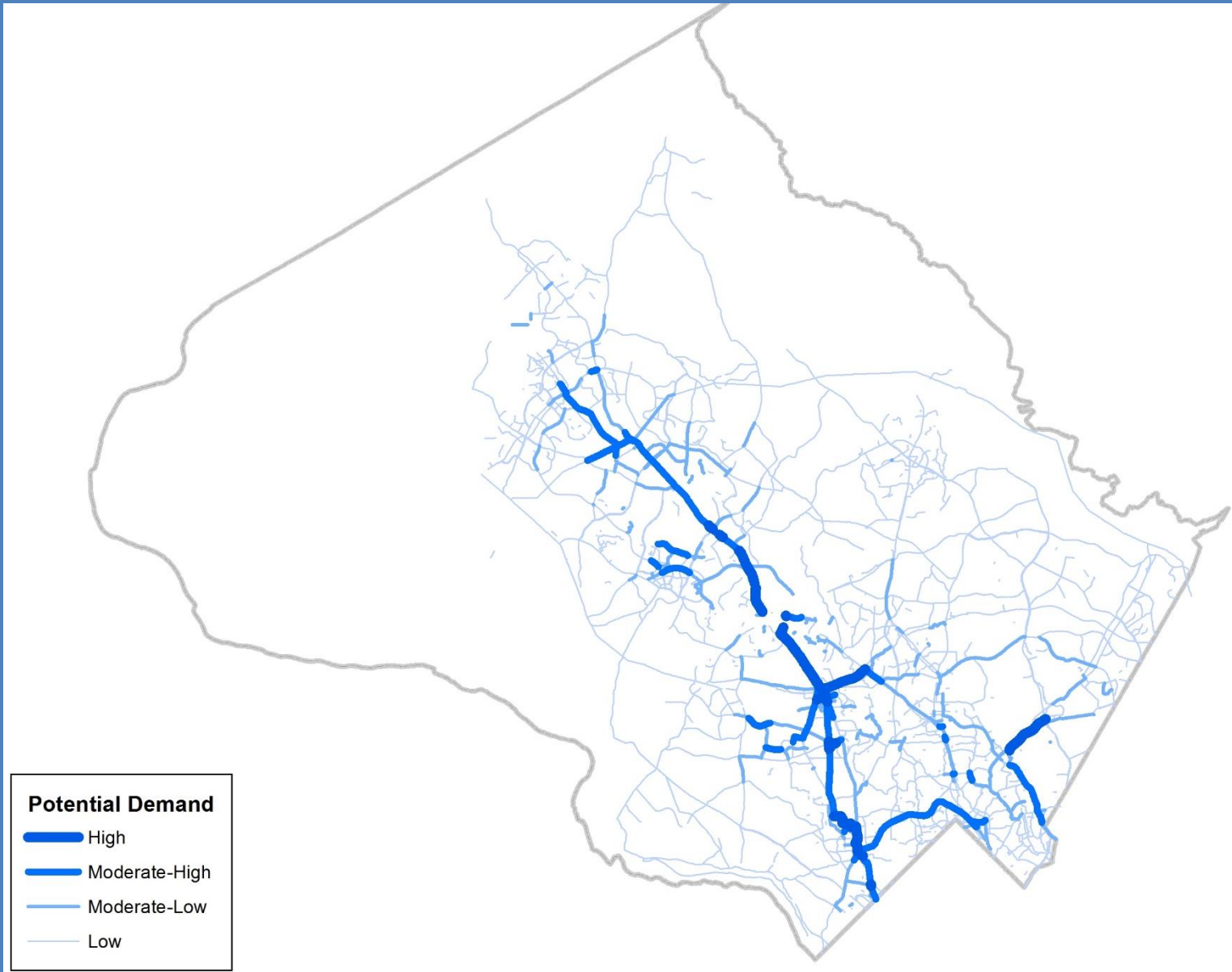


Potential Demand Analysis

Modified Travel Demand Model



Potential Demand Analysis



MONITORING THE VISION

Monitoring the Vision



Monitoring the Vision

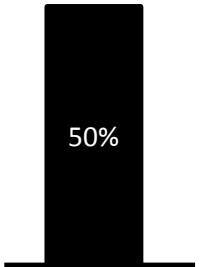
OBJECTIVE	METRIC	EXIST- ING (2018)	FUND- ED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT	
GOAL 2: CREATE A HIGHLY-CONNECTED, CONVENIENT AND LOW-STRESS BICYCLING NETWORK										
2.1	Countywide Connectivity	14%	N/A	20%	25%	35%	50%	55%	85%	
2.2	Connectivity to Transit Stations	Red Line	10%	10%	20%	35%	55%	60%	65%	80%
		Brunswick Line	10%	15%	20%	30%	50%	55%	55%	75%
		Purple Line	5%	10%	20%	30%	60%	65%	70%	75%
		Corridor Cities Transitway	0%	0%	0%	30%	35%	40%	40%	75%
2.3	Connectivity to Public Schools	Elementary Schools	40%	40%	40%	40%	40%	45%	45%	60%
		Middle Schools	25%	25%	25%	30%	30%	35%	35%	55%
		High Schools	15%	15%	15%	15%	20%	20%	25%	35%
GOAL 3: PROVIDE EQUAL ACCESS TO LOW-STRESS BICYCLING FOR ALL MEMBERS OF THE COMMUNITY										
3.1	Connectivity to Low Income Areas	50%	N/A	65%	65%	75%	80%	80%	90%	

Equity Analysis: Existing Conditions

Complete
Equity = 100%

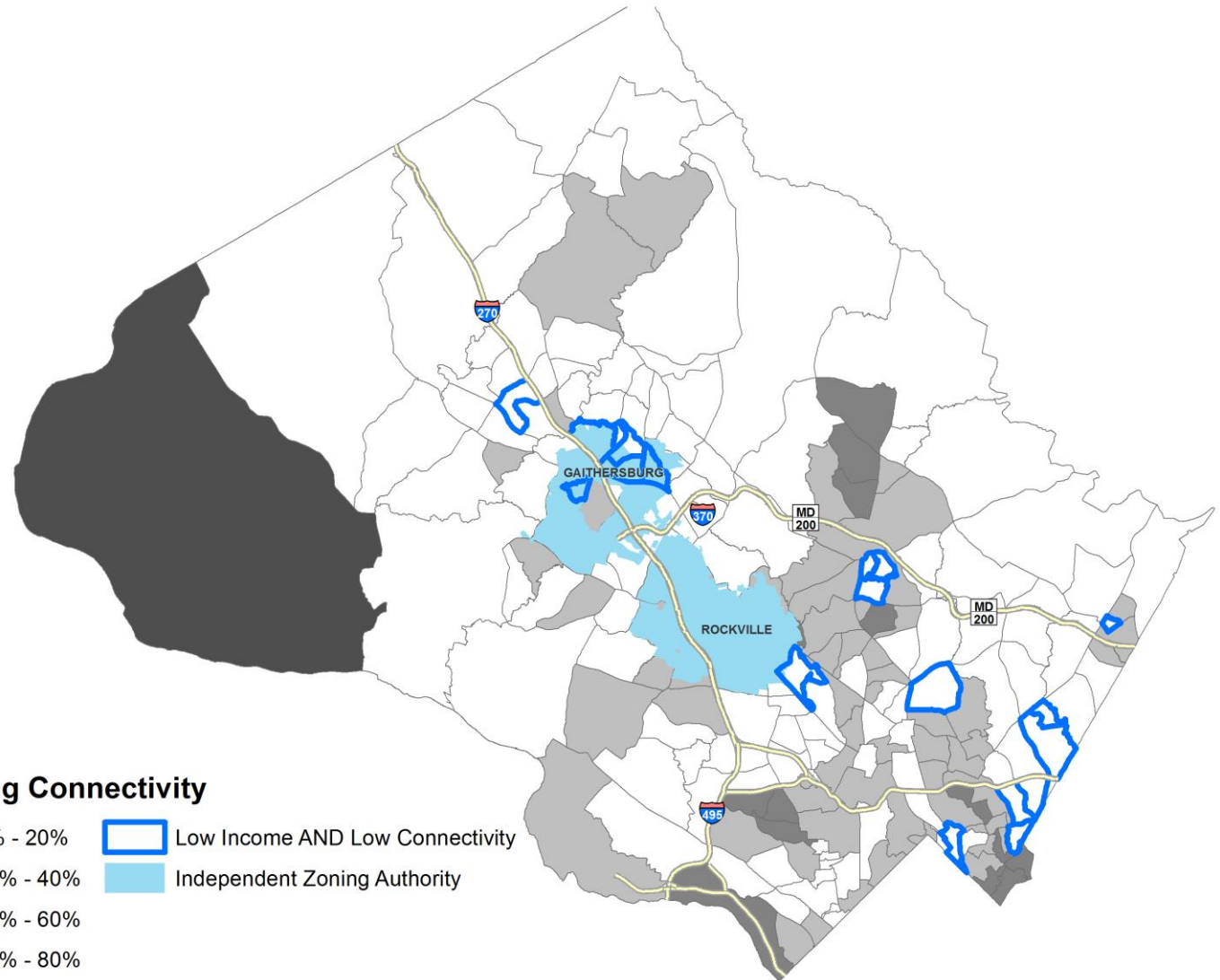
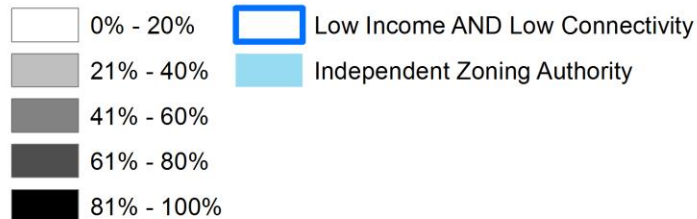


50%



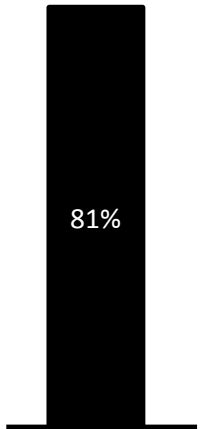
Complete
Inequity = 0%

Existing Connectivity



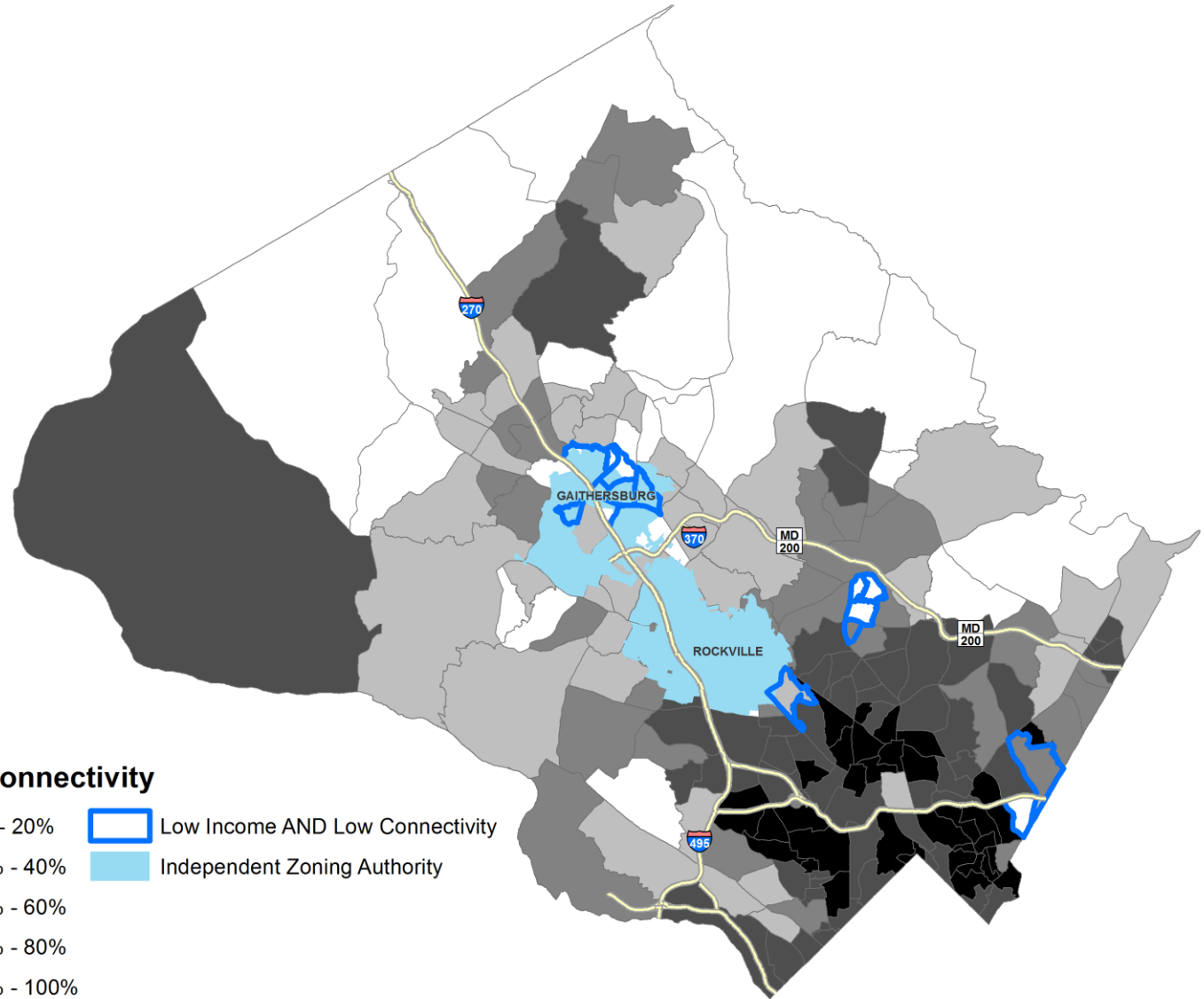
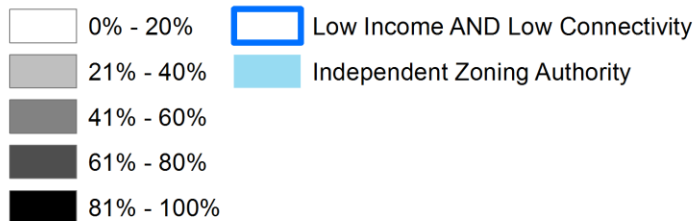
Equity Analysis: Tier 4

Complete
Equity = 100%



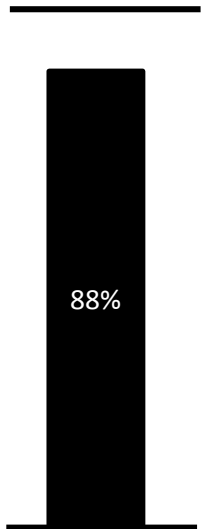
Complete
Inequity = 0%

Tier 4 Connectivity



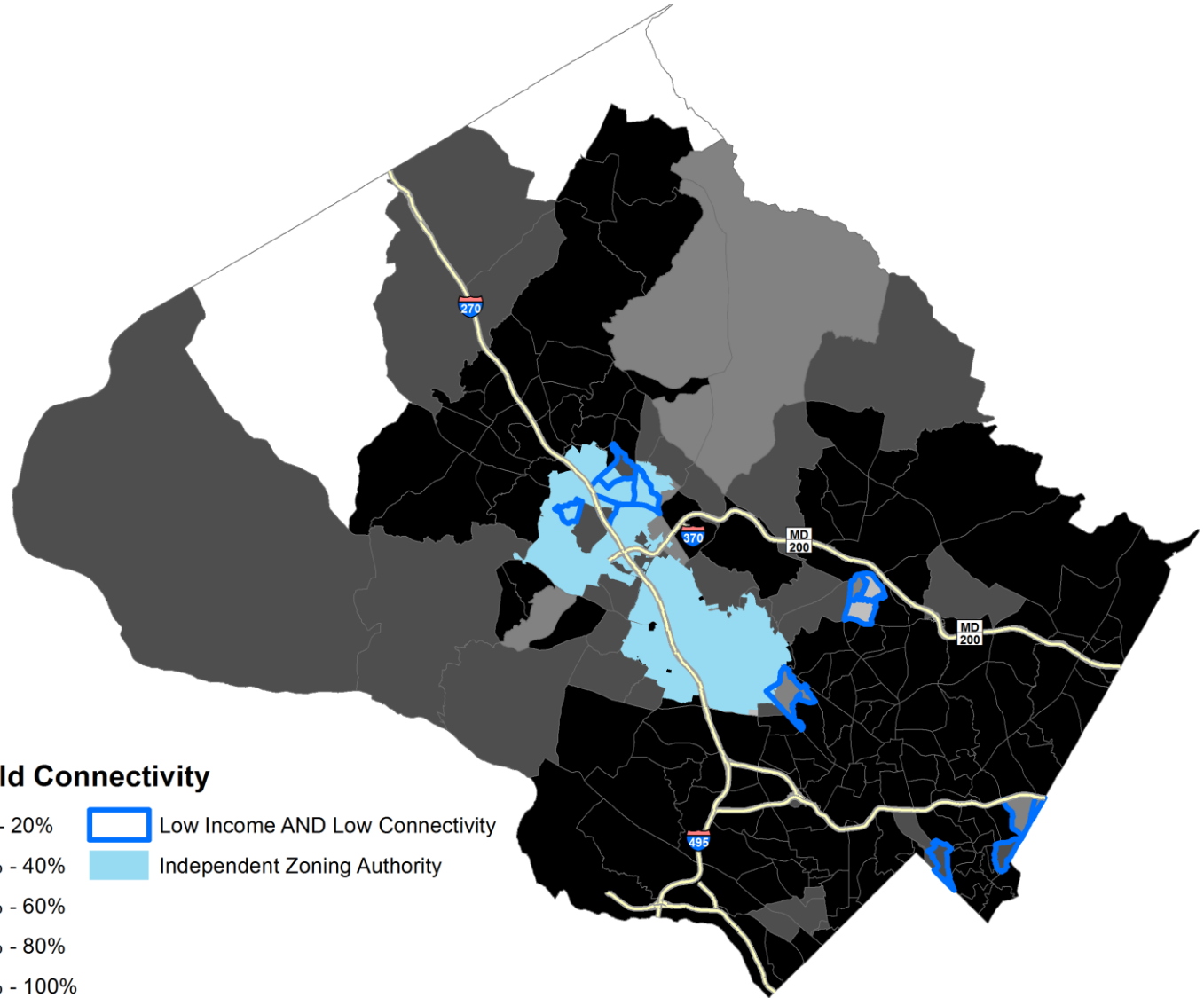
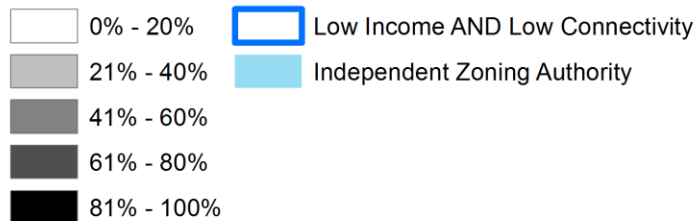
Equity Analysis: Full Build

Complete
Equity = 100%

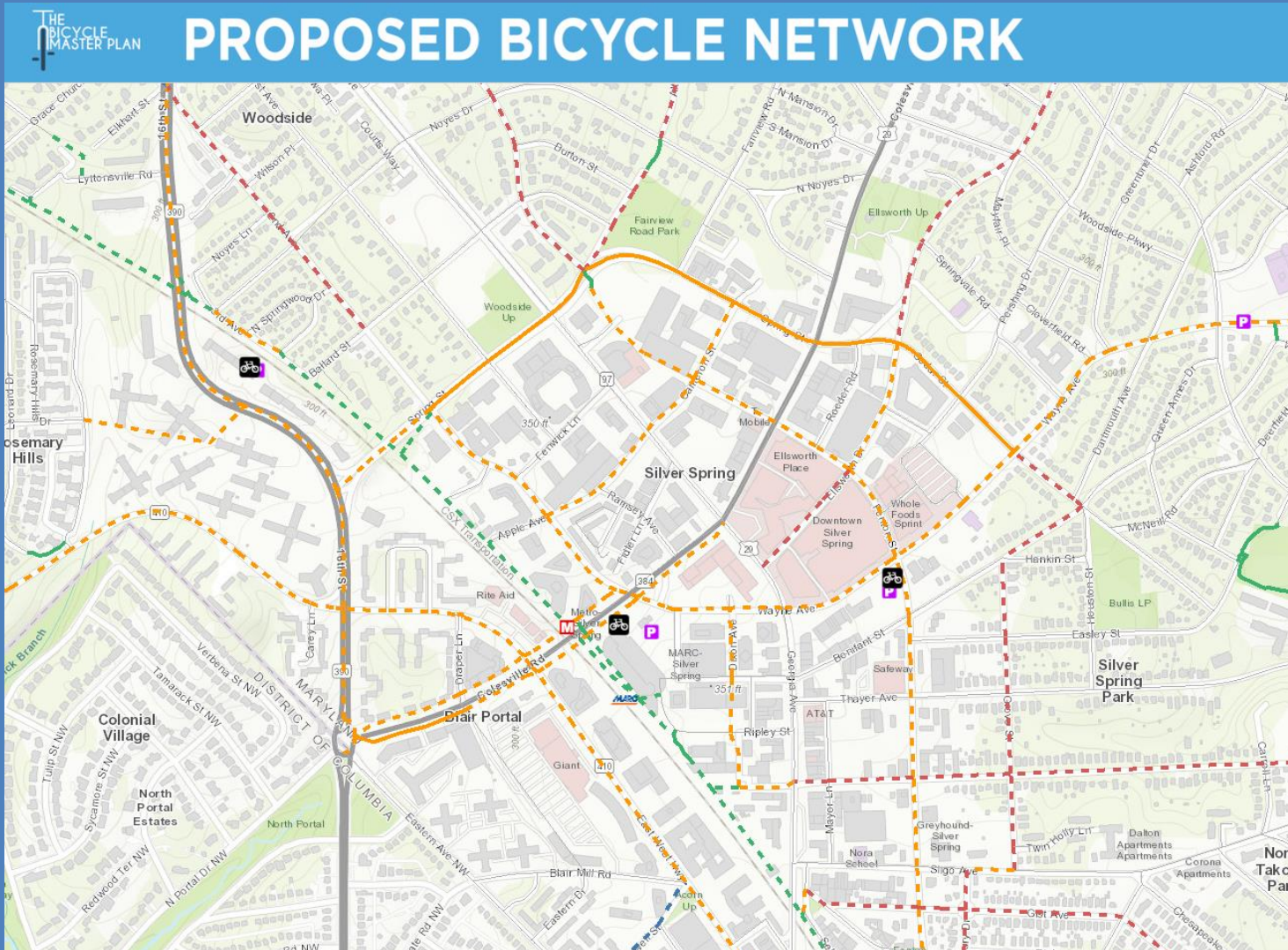


Complete
Inequity = 0%

Full Build Connectivity

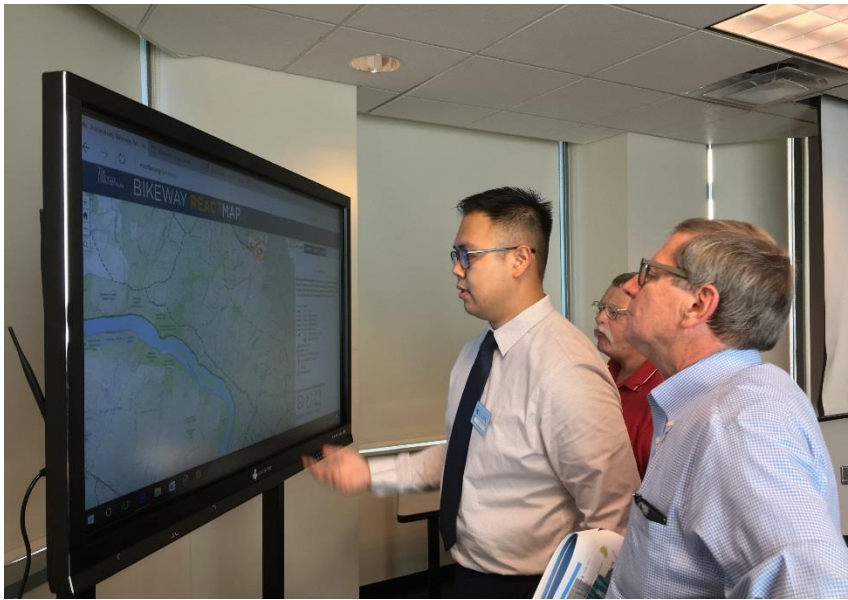


Monitoring the Vision



www.mcatlas.org/bikeplan

OUTREACH

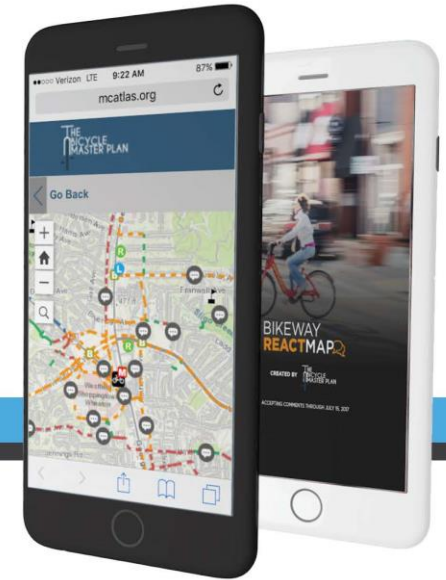


The **Bikeway ReactMap** encouraged the public to comment on the Bicycle Master Plan's preliminary bikeway recommendations. Users could view the map legend, review a brief description of bikeway facility types and add comments about the bikeway recommendations.

 **1,489 TOTAL COMMENTS**

 **4,699 TOTAL PAGE VIEWS**

» MCATLAS.ORG/BIKEREACT



VENGA CON NOSOTROS AL PASEO EN BICICLETA



Obtenga más información sobre el Plan Maestro de Bicicletas de Montgomery Planning.

MONTGOMERYPLANNING.ORG/BIKEPLAN

NEXT STEPS

Next Steps

- Tonight: County Council Public Hearing
- September / October: Council Worksessions
- Fall 2018: Council Approval



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www.montgomeryplanning.org/bikeplan