

Pedestrian Bicycle Traffic Safety Advisory Committee

June 2, 2016

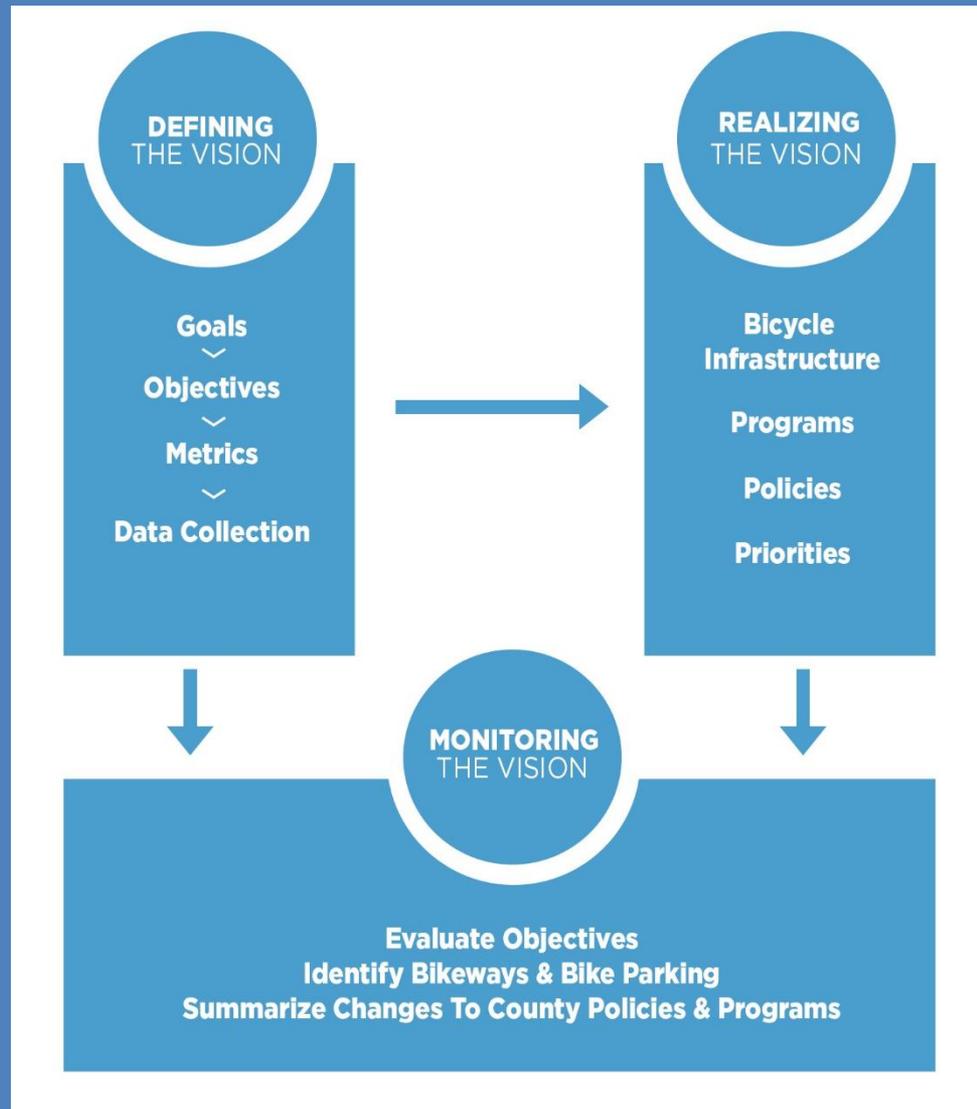
Montgomery County Planning Department
David Anspacher, Project Manager

What is a World-Class Bike Plan?

- [1] Holistic
- [2] Progressive
- [3] Data Driven
- [4] Opportunistic
- [5] Engaging

[1] Holistic

Plan Framework



Defining the Vision



Goal: Increase bicycling trips in Montgomery County

- Objective: Increase the percent of Montgomery County residents who commute by bicycling to #% by 20##.
 - Metric
 - Percent of residents who commute by bicycle.
 - Data Requirements
 - Method of transportation that people use for the longest distance segment of their trip to work. (American Community Survey)

Realizing the Vision

**REALIZING
THE VISION**

**Bicycle
Infrastructure**

Programs

Policies

Priorities



Calgary

Realizing the Vision

**REALIZING
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Austin, Texas

Realizing the Vision

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Silver Spring

Monitoring the Vision



Monitoring Report

Objective	Metric	Target		Actual	
		2022 (5-year target)	2027 (10-year target)	2017 (baseline)	2019
Goal 1: Increase bicycling trips in Montgomery County					
1.1	Percent of residents who commute by bicycle.				
1.2	Percent of commuters who bicycle as part of their commute to the Silver Spring TMD.				
	Percent of commuters who bicycle as part of their commute to the Bethesda TMD.				
	Percent of commuters who bicycle as part of their commute to the North Bethesda TMD.				
	Percent of commuters who bicycle as part of their commute to the Friendship Heights TMD.				
	Percent of commuters who bicycle as part of their commute to the Greater Shady Grove TMD.				
	Percent of commuters who bicycle as part of their commute to the White Oak TMD.				
1.3*	Percent of boardings at Red Line stations that access the station by bicycle.				
	Percent of boardings at MARC Brunswick Line stations that access the station by bicycle.				
	Percent of boardings at Purple Line stations that access the station by bicycle.				
1.4*	Percent of elementary school students who travel to school by bicycle.				
	Percent of middle school students who travel to school by bicycle.				
	Percent of high school students who travel to school by bicycle.				

[2] Progressive

Realizing the Vision

BICYCLE FACILITY CLASSIFICATION



OFF-ROAD
TRAILS

STREAM
VALLEY
TRAILS



SIDEPATHS

SEPARATED
BIKE
LANES



BUFFERED
BIKE LANES

BIKE
LANES

ADVISORY
BIKE LANES

CLIMBING
LANES



BIKE
BOULEVARDS

SHARED
STREETS

MOST

SEPARATION FROM TRAFFIC

LEAST



Trails

off-road paths | stream valley trails



Bethesda Trolley Trail



Sligo Creek Trail



MOST

SEPARATION FROM TRAFFIC

LEAST

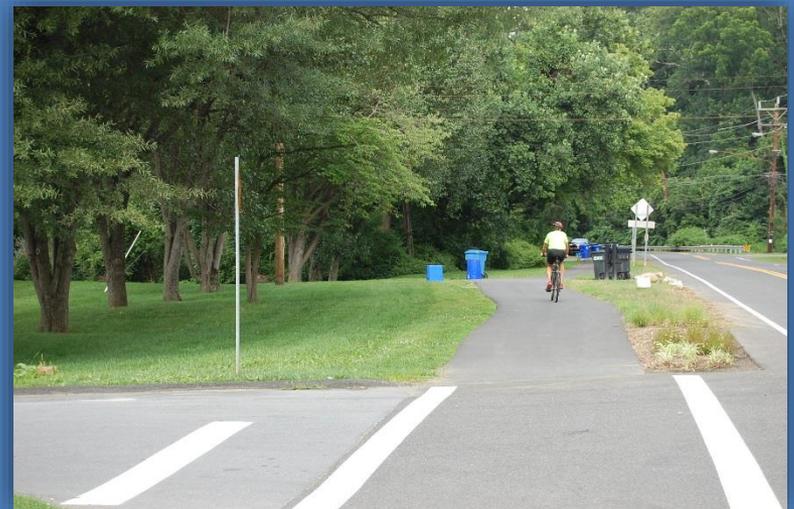


Separated Bikeways

sidepaths | separated bike lanes



Woodglen Drive



MacArthur Blvd



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

buffered bike lanes | bike lanes | advisory bike lanes | climbing lanes



Stewart Lane



Stewart Lane



MOST ————— SEPARATION FROM TRAFFIC ————— LEAST



Bikeable Shoulders



MOST

SEPARATION FROM TRAFFIC

LEAST



Shared Roads

bicycle boulevard | shared street



Cesar E Chavez Blvd, Portland
(source: Toole Design Group)



MOST

SEPARATION FROM TRAFFIC

LEAST



[3] Data Driven

if it isn't measured, it doesn't exist

Level of Traffic Stress



Tolerate High Stress (~7%)

Very comfortable on non-residential streets without bike lanes



Tolerate Moderate Stress (~5%)

Very comfortable on non-residential streets with bike lanes



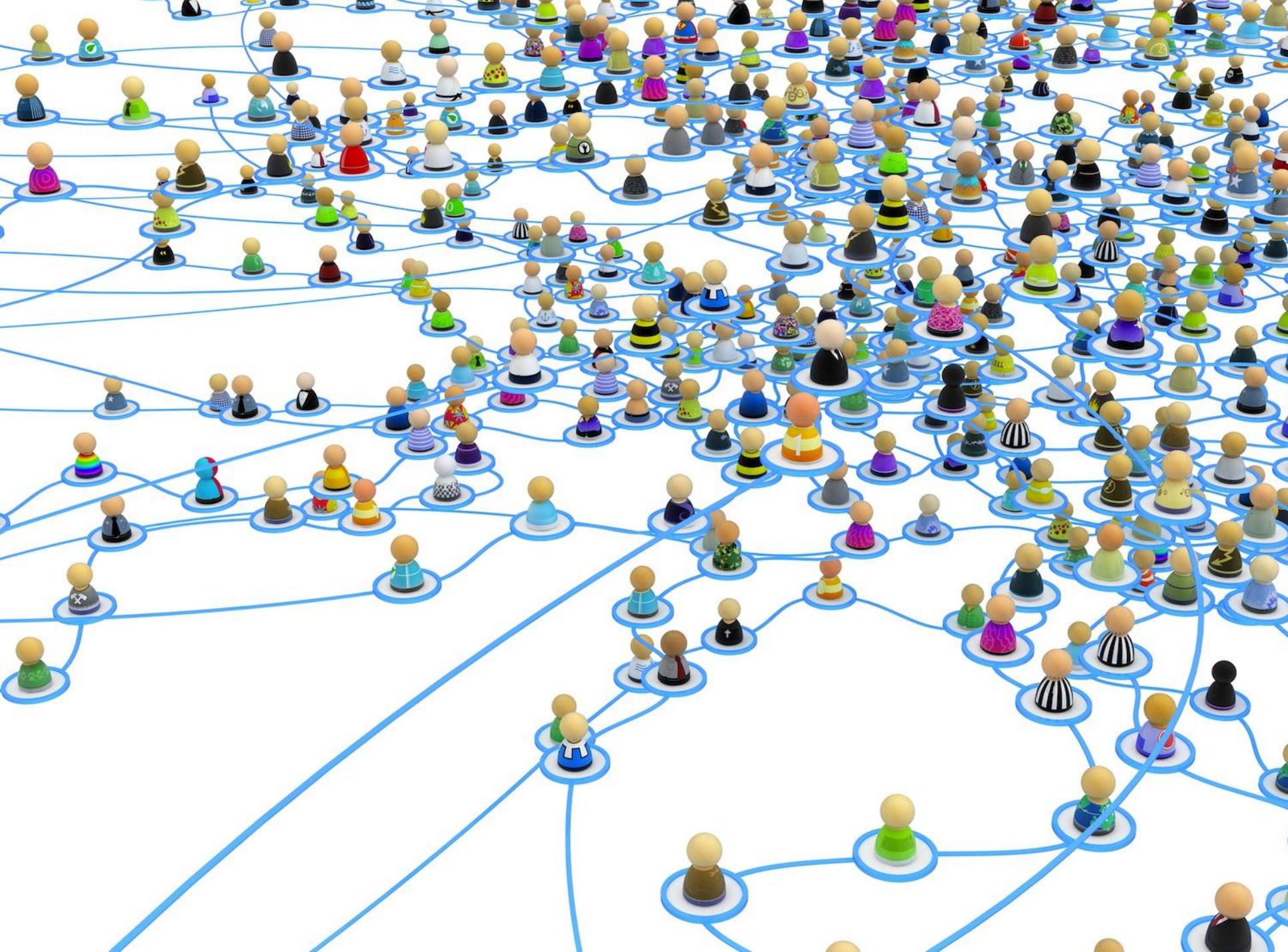
Tolerate Lower Stress (~51%)

Less than very comfortable on non-residential street with or without bike lanes



Do Not Bicycle (~37%)

Everyone else

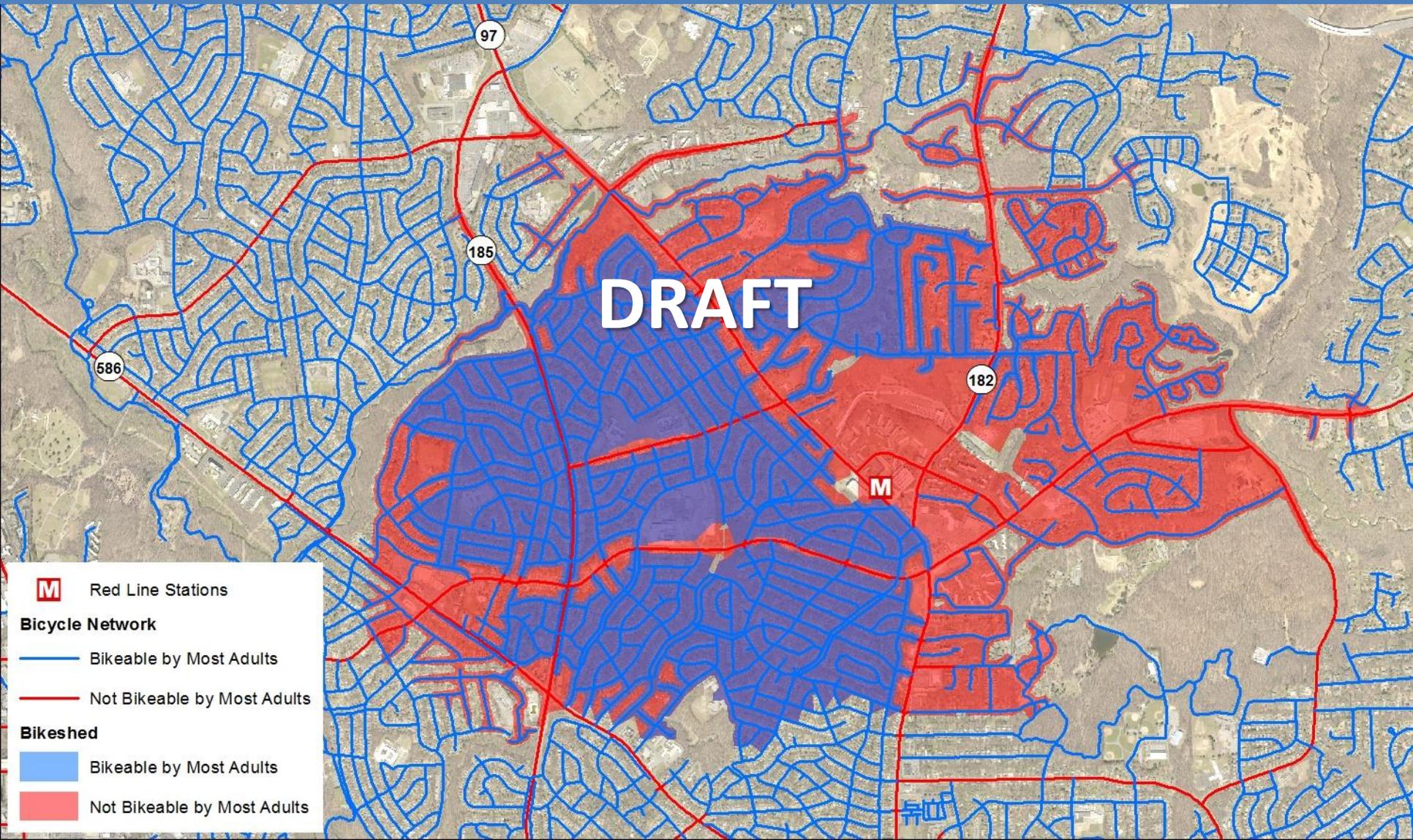


Bike Stress Map

The screenshot displays the 'Bicycle Stress Map' interface. At the top, the title 'Bicycle Stress Map' is shown next to 'THE BICYCLE MASTER PLAN' logo. Below the title, there are navigation controls including 'What is Traffic Stress?', 'Stress Tolerance Levels', 'Switch Basemap', 'Print', and a search bar 'Enter address or place'. The main map area shows a dense network of roads color-coded by stress level: red for 'Very High', orange for 'High', yellow for 'Moderate High', green for 'Moderate Low', blue for 'Low', and dark blue for 'None'. The map covers a large area of Washington, D.C., with various neighborhood names labeled. On the left side, there is a sidebar titled 'Stress Tolerance Levels' with a vertical slider and a legend. The legend includes: '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)', and 'None (everyone will bicycle)'. Below the legend is a 'Video Examples' section with three video thumbnails: 'SHADY GROVE ROAD' (High Stress), 'SECURITY LANE' (Moderate-Low Stress), and 'MUDDY BRANCH ROAD' (Low Stress). At the bottom right of the map, there is a small attribution: 'VITA, Esri, HERE, DeLorme, NGA, USGS | Esri, HERE'.

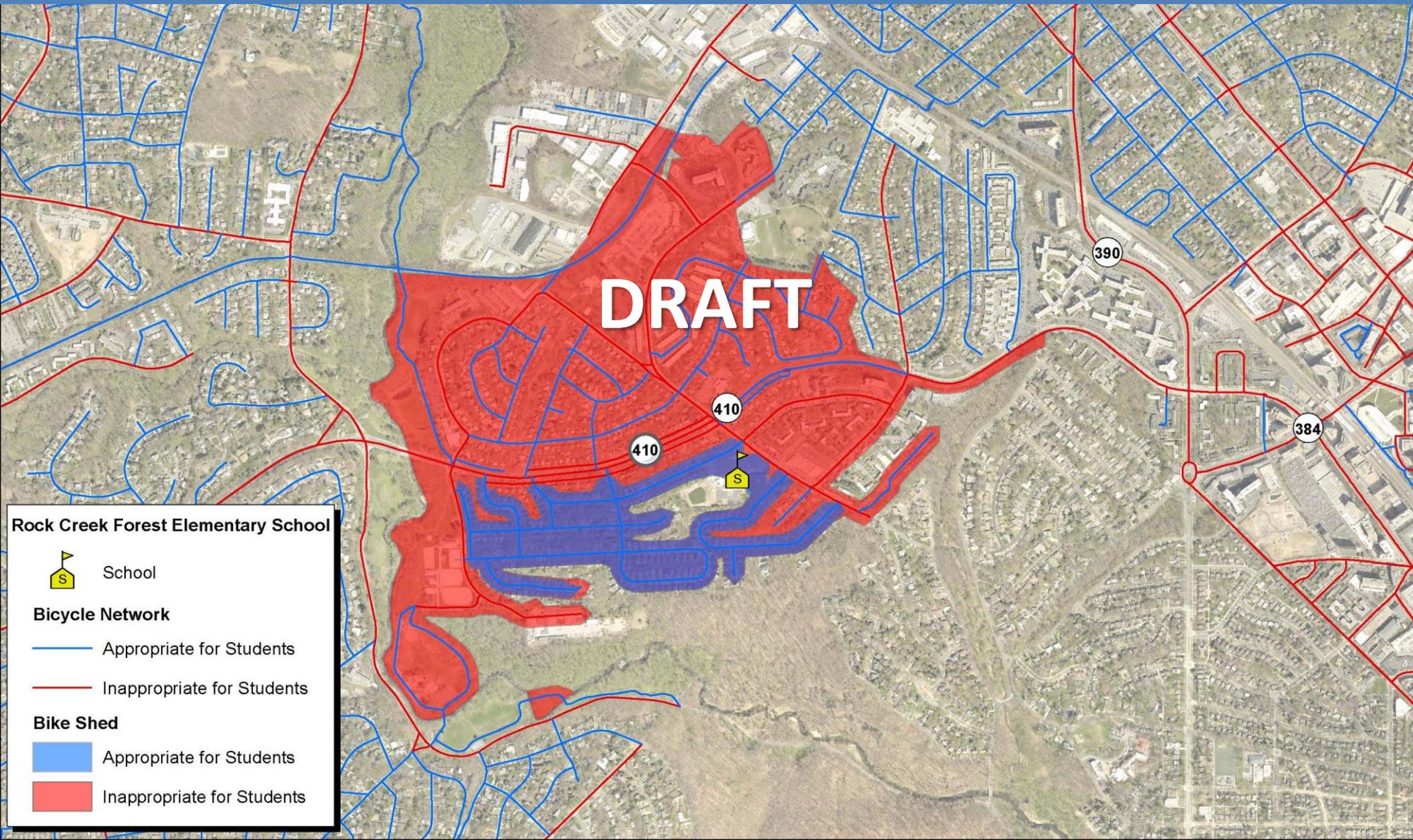
Example: Glenmont Metro Station

Dwelling units that can access the metro station on a low stress bicycling: 53%



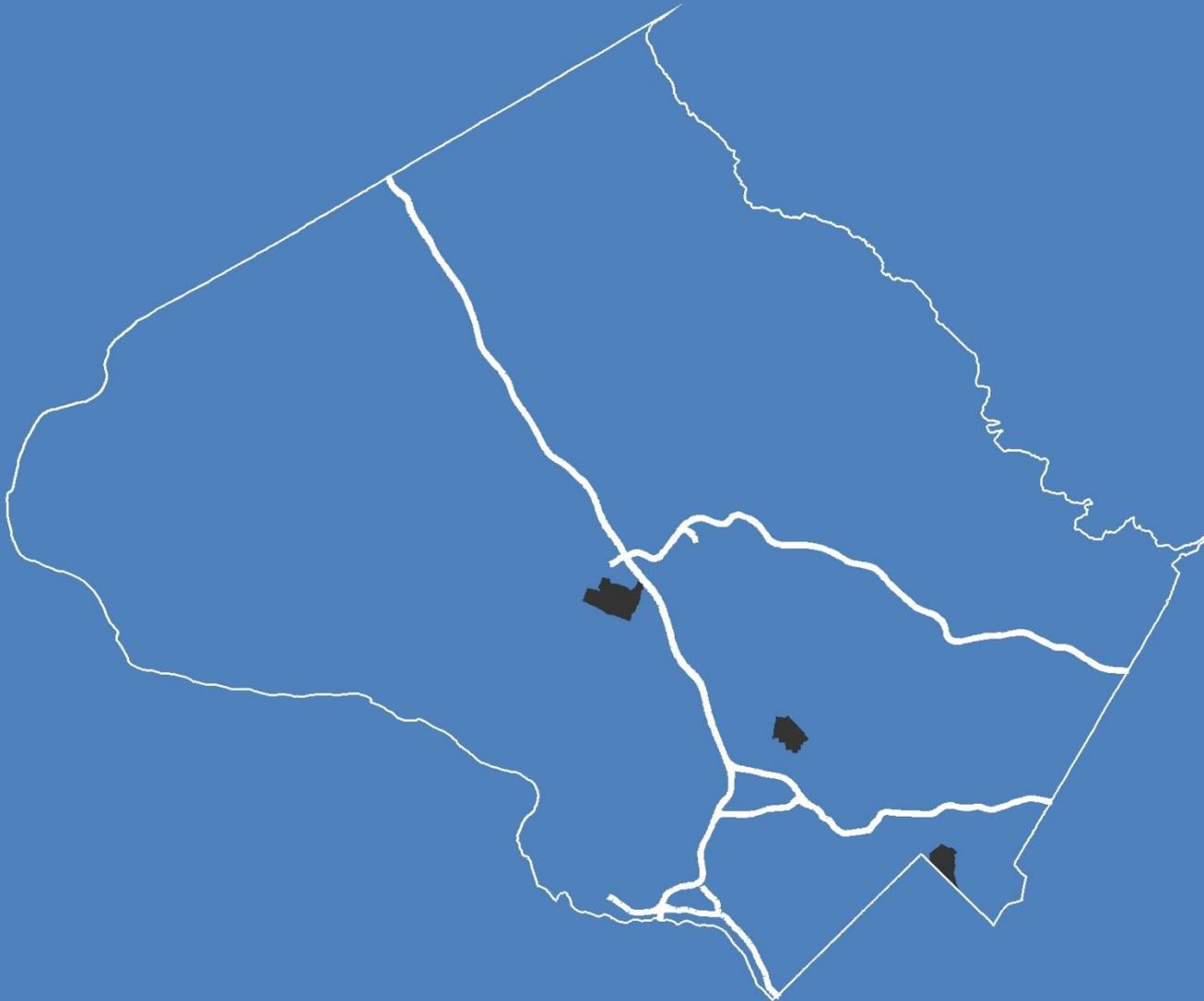
Example: Rock Creek Forest ES

Dwelling units that can access the elementary school on a low stress bicycling: 14%

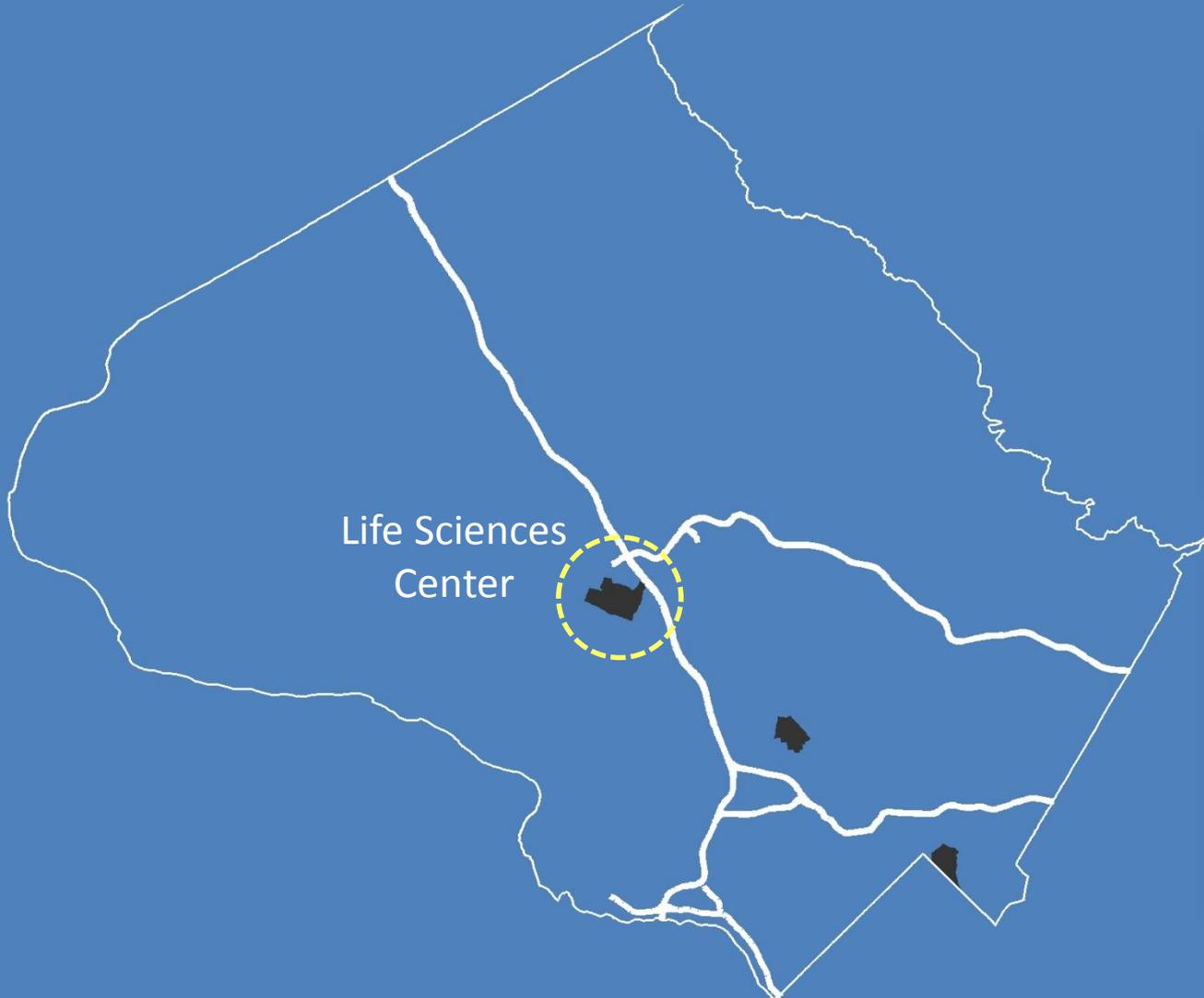


[4] Opportunistic

Redevelopment Opportunities



Life Sciences Center



Life Sciences Center

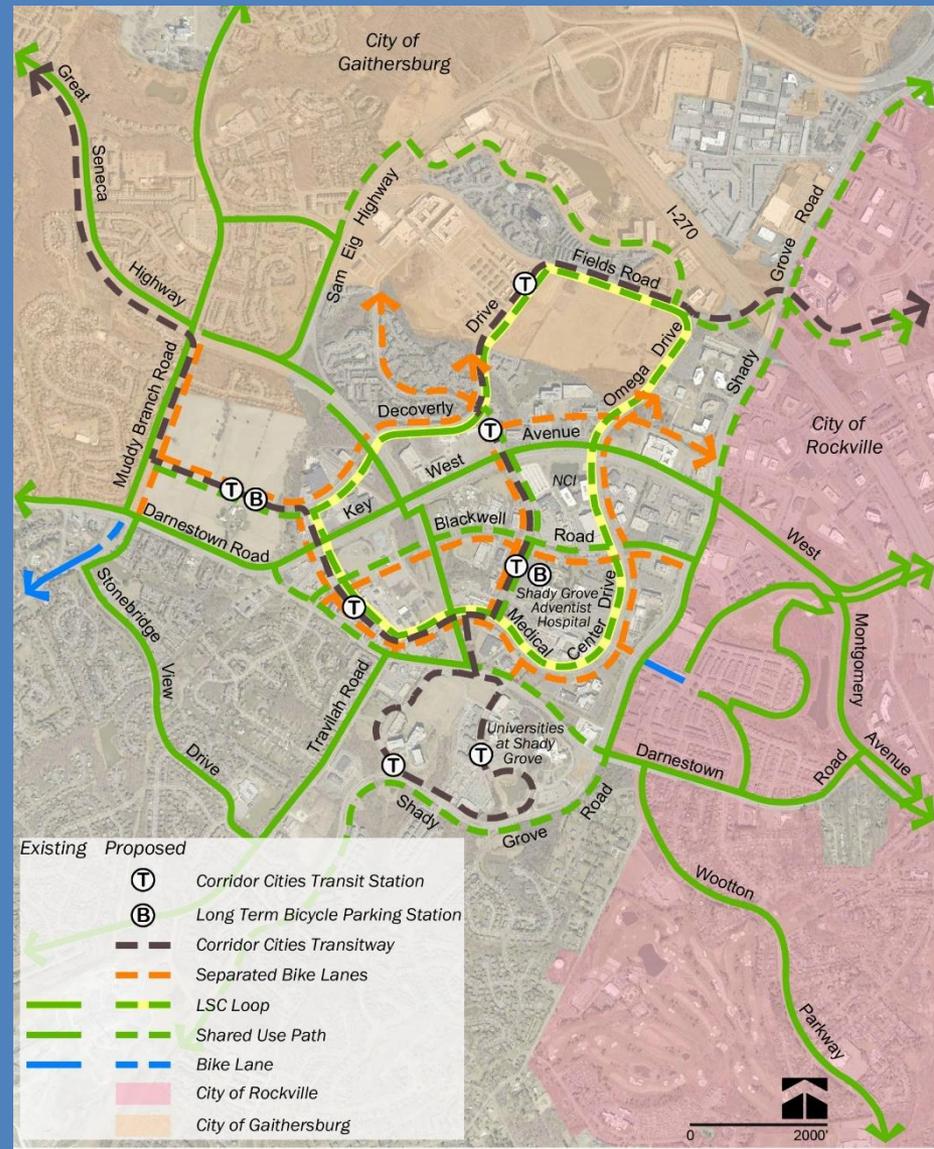


THE BICYCLE MASTER PLAN

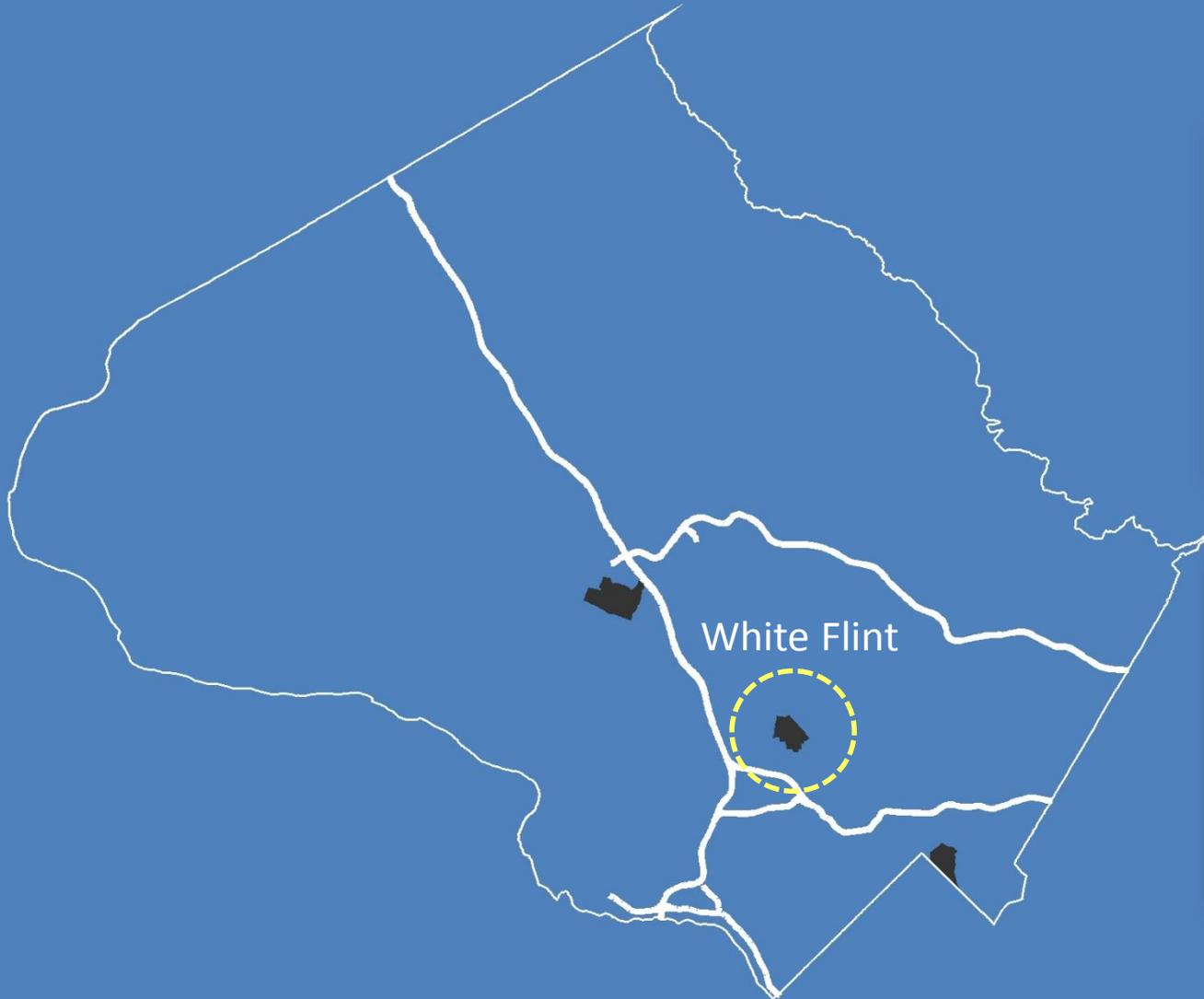
DRAFT LIFE SCIENCES CENTER BICYCLE NETWORK PROPOSAL

JANUARY 2016

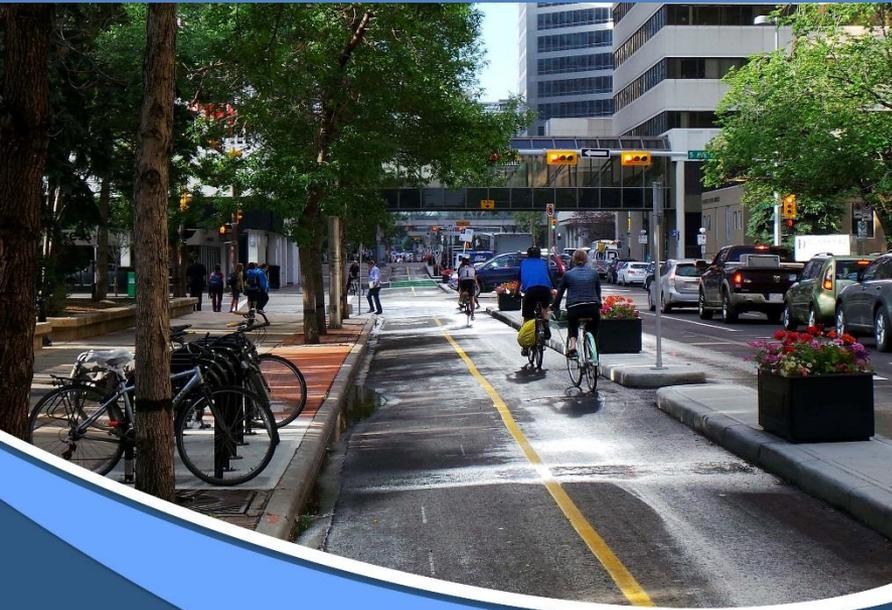
THE MONTGOMERY COUNTY PLANNING DEPARTMENT



White Flint



White Flint



THE
BICYCLE
MASTER PLAN

PROPOSED WHITE FLINT SEPARATED BIKE LANE NETWORK DRAFT

NOVEMBER 2015

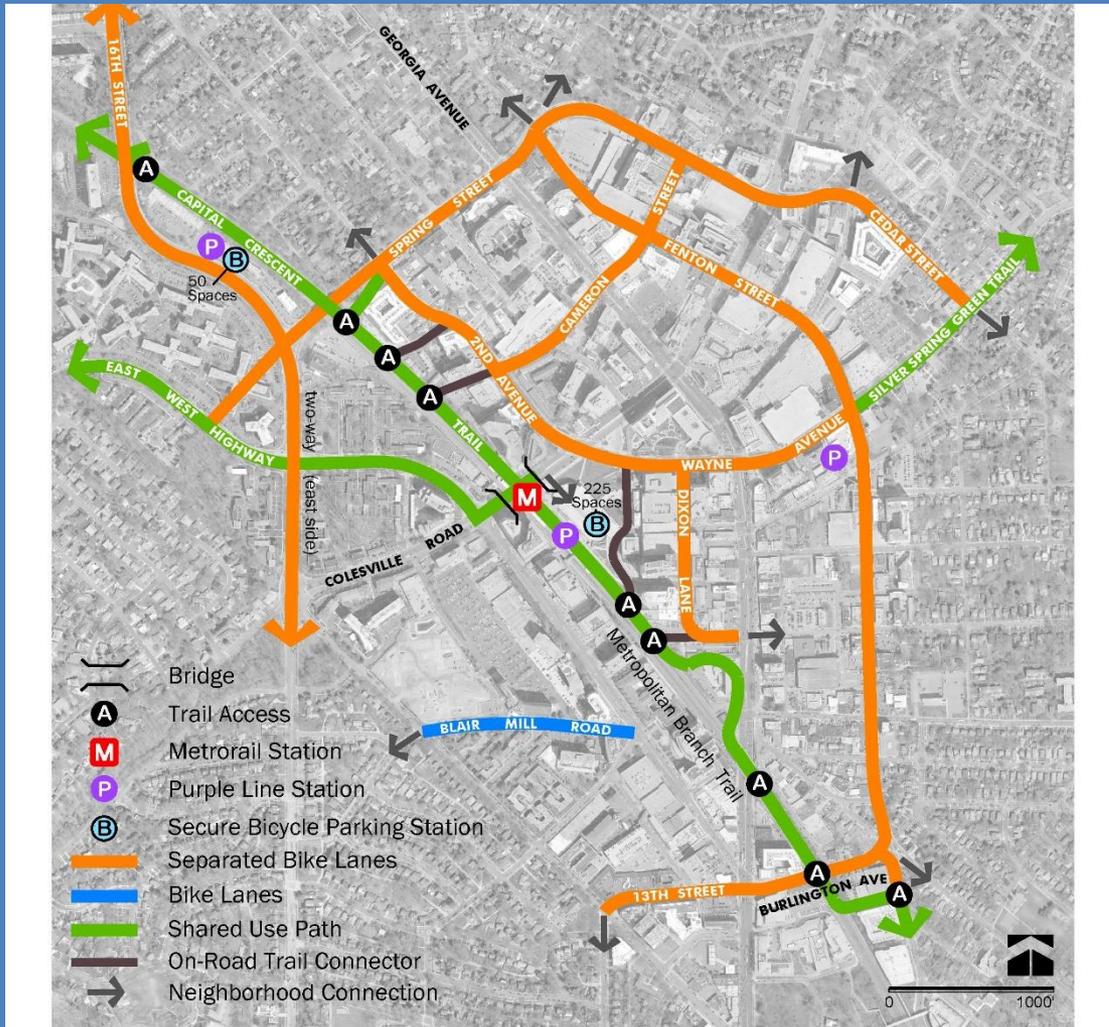
THE MONTGOMERY COUNTY PLANNING DEPARTMENT



Silver Spring



Silver Spring



Notes

1. Cameron Street to be constructed as a conventional bike lane in the short term.
2. Requires evaluation of impact to traffic and parking.



MNCPPC



MCDOT February 2016

Bus Rapid Transit



[5] Engaging

Engagement

505	e-letter distribution
321	twitter followers
23	community meetings
6	community advisory group meetings
4	planning board reviews
3	conferences
2	crowdsource maps
1	technical advisory group meeting
1	interactive maps
1	webpage

Crowdsource: Bicycle Connections Map

THE BICYCLE PLAN Bicycle Connections Crowdsourcing Map

Instruction
Report an Existing Off-Road Bicycle Connection Not Currently Shown in Map

1. Click on a location to report a new neighborhood connection
2. Select a "Surface Type" from the menu
3. Select a "Quality of Path" from the menu
4. Enter additional details in the comment box
5. Click "browse" to upload a photo of the neighborhood connection
6. Click "Submit"

Add a Comment

If the location has already been submitted, you can comment on the existing point:

1. Click on an existing point
2. Click on "Add Comment"
3. Select the number of stars based on how much you "like" the comment (1-lowest 5-highest)
4. Enter additional details in the "Comment" box
5. Click "Submit"

Legend

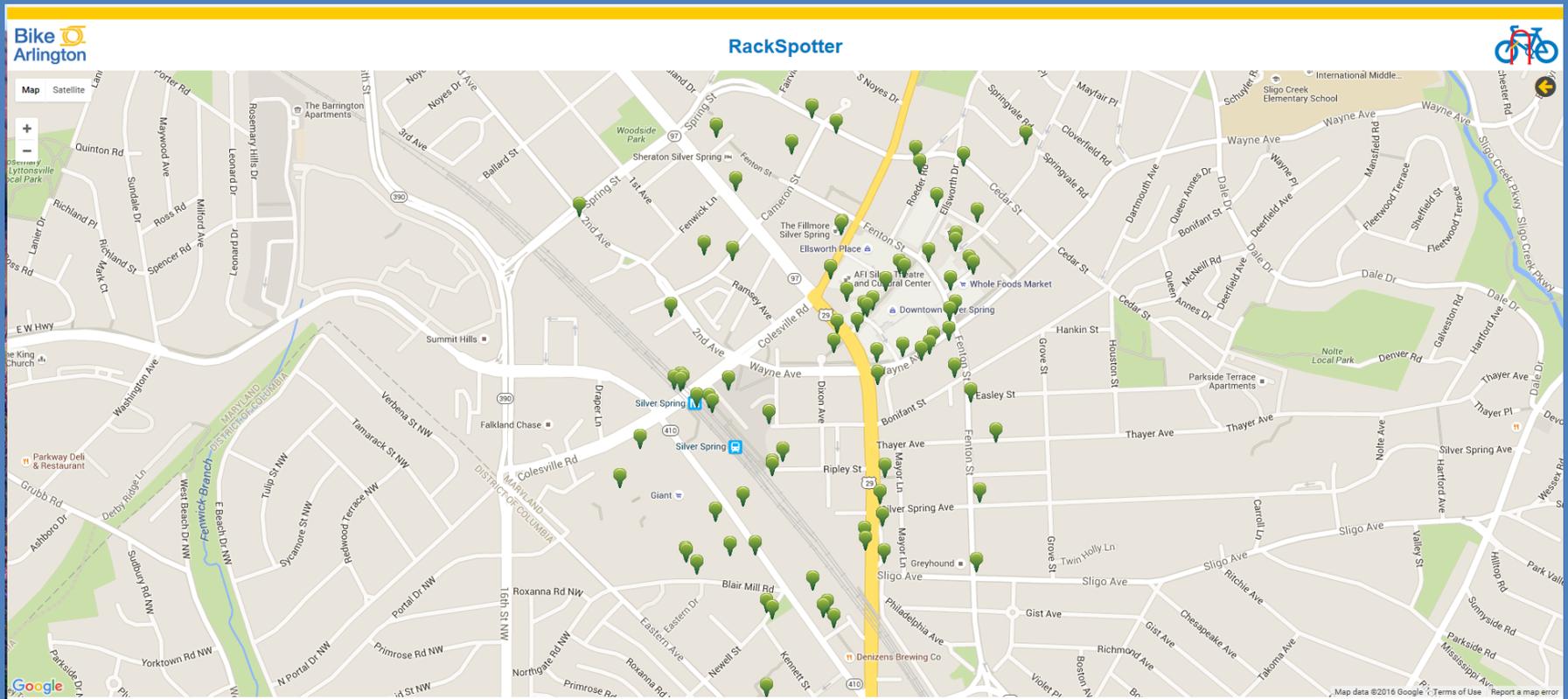
- Neighborhood Connections
- Parks Trails
- Trails

Surface Type

- Asphalt
- Concrete
- Dirt
- Other

www.mcatlas.org/bikeconnections

Crowdsource: Bike Racks



www.rackspotter.com



Questions?

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[@mcbikeplan](https://twitter.com/mcbikeplan)