



North Bethesda TMD

July 14, 2015

Agenda

- [1] Why update the Bicycle Master Plan
- [2] Bicycle Parking
- [3] The overall approach to the master plan

[1] Why Update the Bicycle Master Plan?

New Ways to Get Around



New Facilities – Buffered Bike Lanes



New Facilities – Bicycle Boulevards



New Facilities – Separated Bike Lanes

15th Street Cycle Track, DC



New Facilities – Separated Bike Lanes

1st Street Cycle Track, DC



New Facilities – Separated Bike Lanes

Two-Way Cycle Track, Calgary



New Bicycle Storage Facilities

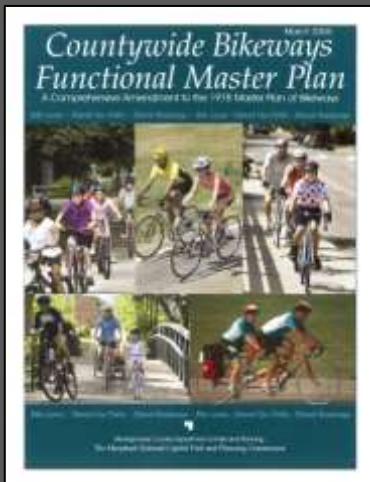


Consolidate Bike Recommendations

Functional Plans



1978 Master Plan of Bikeways



2005 Countywide Bikeways
Functional Master Plan

Area Master Plans



GSSC (2010)



Shady Grove (2006)



Wheaton CBD (2012)



White Flint (2010)



Long Branch (2013)

Traditional User Groups



Commuters



Recreation

New User Groups



Commuters
Running Errands
Going to School
Accessing Transit
Entertainment
Recreation



New Understanding of User Groups

Four Types of Transportation Cyclists



Strong and Fearless (~1%)



Enthusied and Confident (~10%)

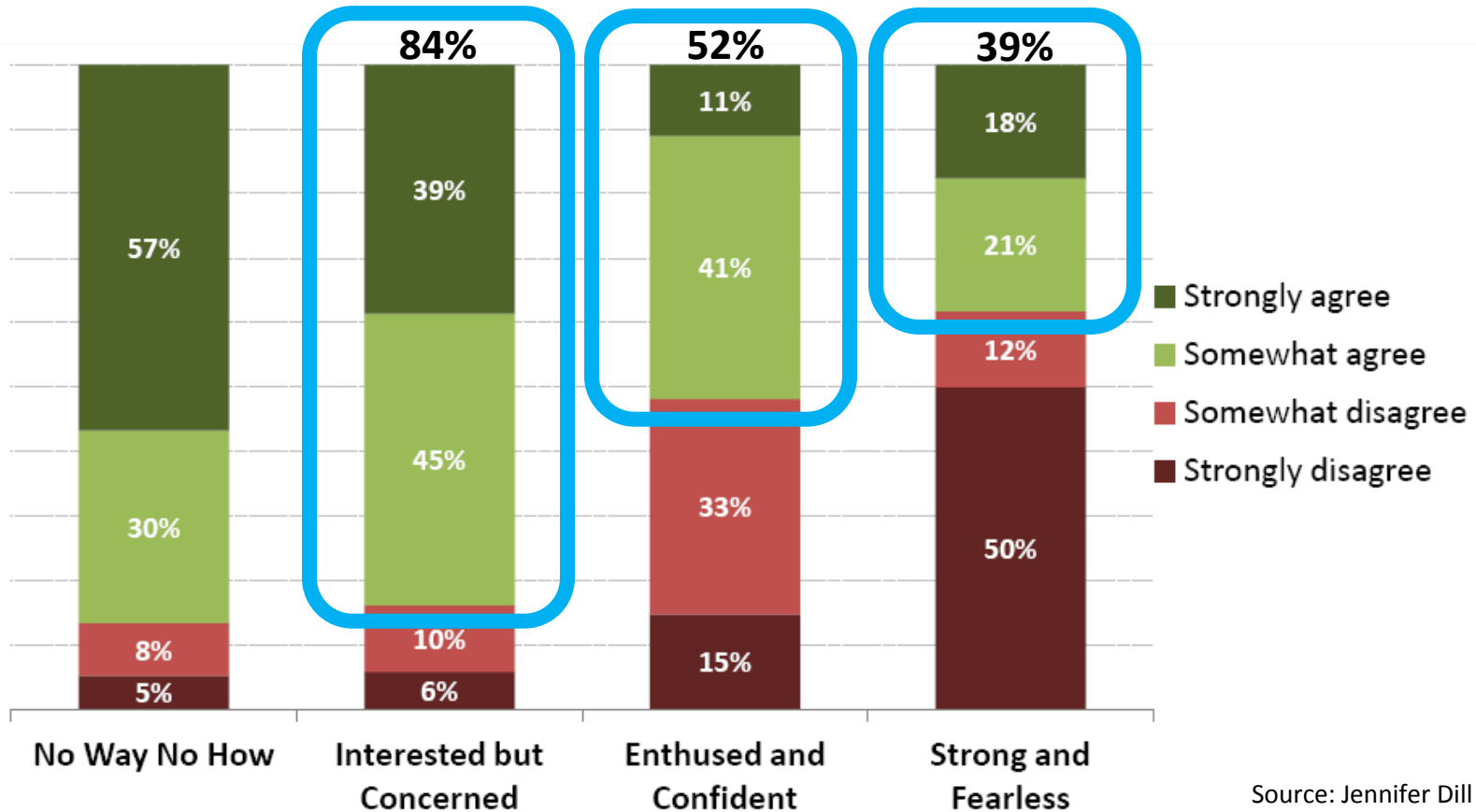


Interested but Concerned (~60%)



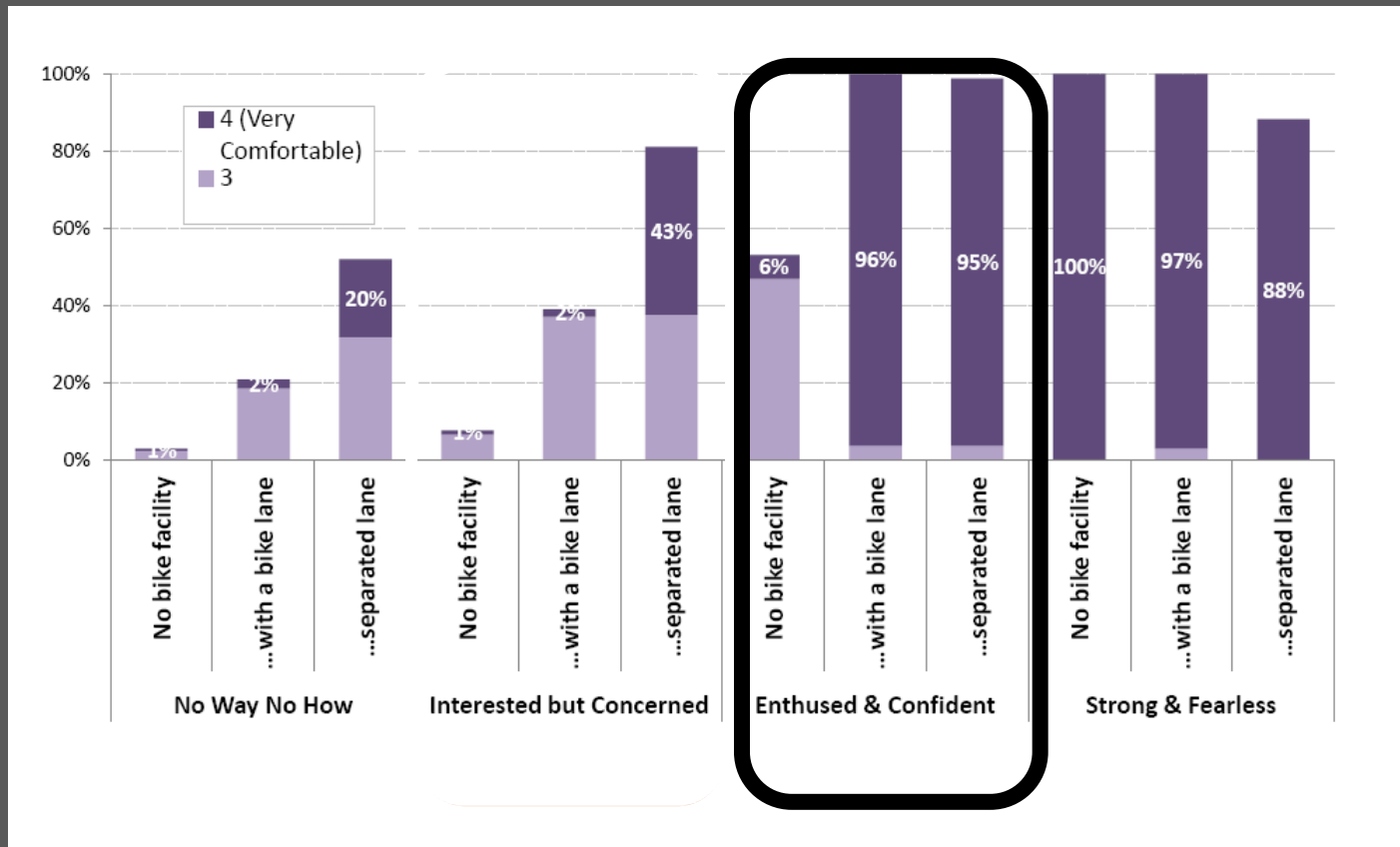
No Way, No How (~30%)

“...when I ride a bike, I’m concerned about being hit by a motor vehicle...”



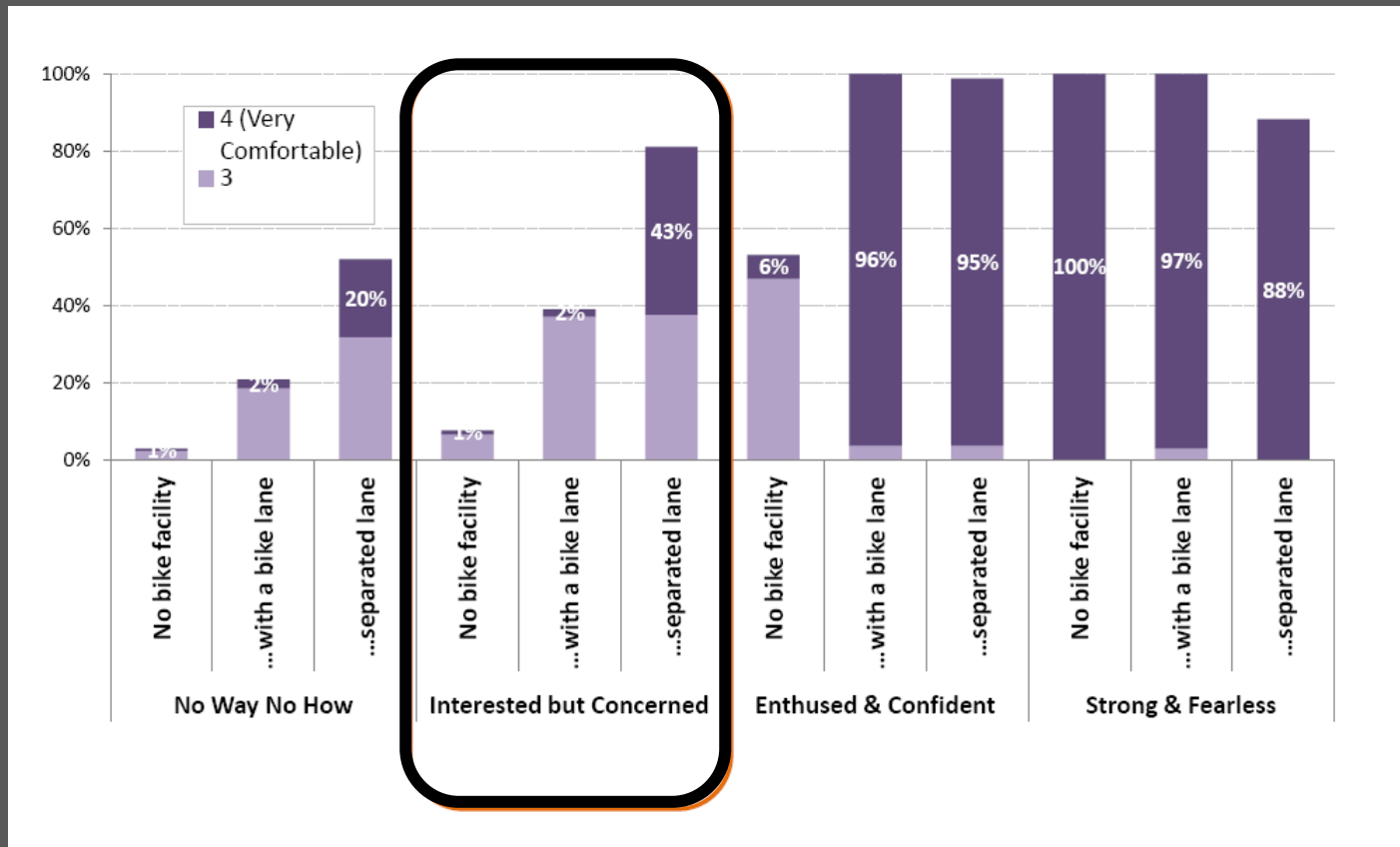
Source: Jennifer Dill

“I’m comfortable riding on a 4-lane Road with a 30 mph speed limit”



“Enthused and Confident” group is comfortable riding on arterial roads with bike lanes

“I’m comfortable riding on a 4-lane Road with a 30 mph speed limit”



“Interested by Concerned” group requires buffered bike lanes or cycle tracks on arterial roads

Approach

All roads are part of the bike network...

...but some need bicycle facilities to make them bikeable by the general population

Higher Stress



Lower Stress

How Do We Know Our Plans Need to Change?

Old Georgetown Road south of Democracy Blvd

Speed: 40 mph Volume: 47,000



Rock Spring Drive (at Walter Johnson High School)

Speed: 30 mph Volume: 12,800



Fernwood Road (at Marriott)
Speed: 30 mph Volume: 5,000???



What are Causes of Stress When Riding a Bike?

- High traffic volumes
- High traffic speeds
- Frequent parking turnover
- Crossing major roads without a signal
- Bike lane ends

Level of Traffic Stress



- High stress, suitable for 1% of the population
- Equivalent to bicycling in traffic on 40+ mph roads



- Moderate stress, suitable for 10% of the population
- Equivalent to bicycling on 4-lane roads w/ bike lanes

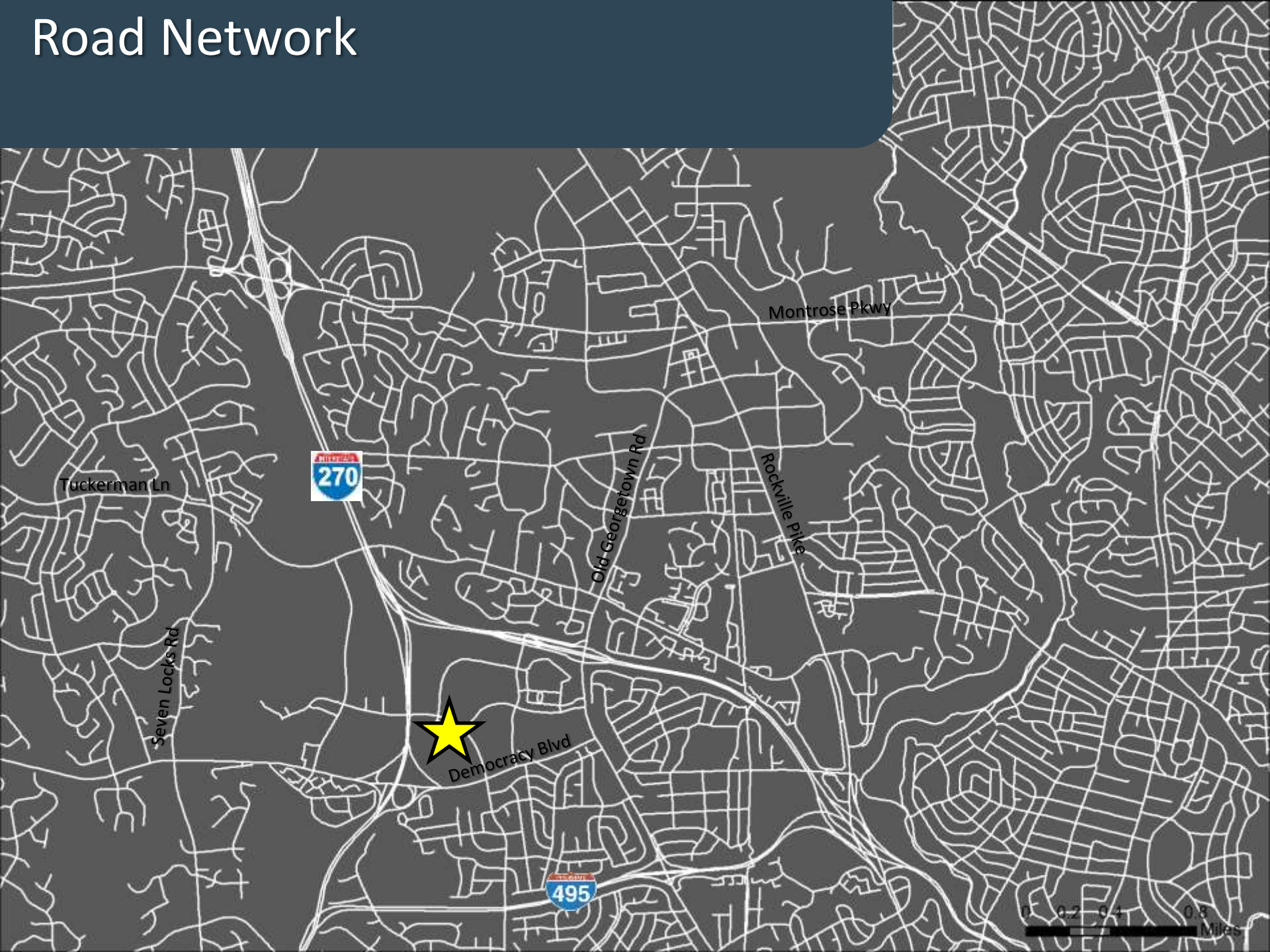


- Low stress, suitable for 60% of the population
- Equivalent to low-volume / low-speed roads

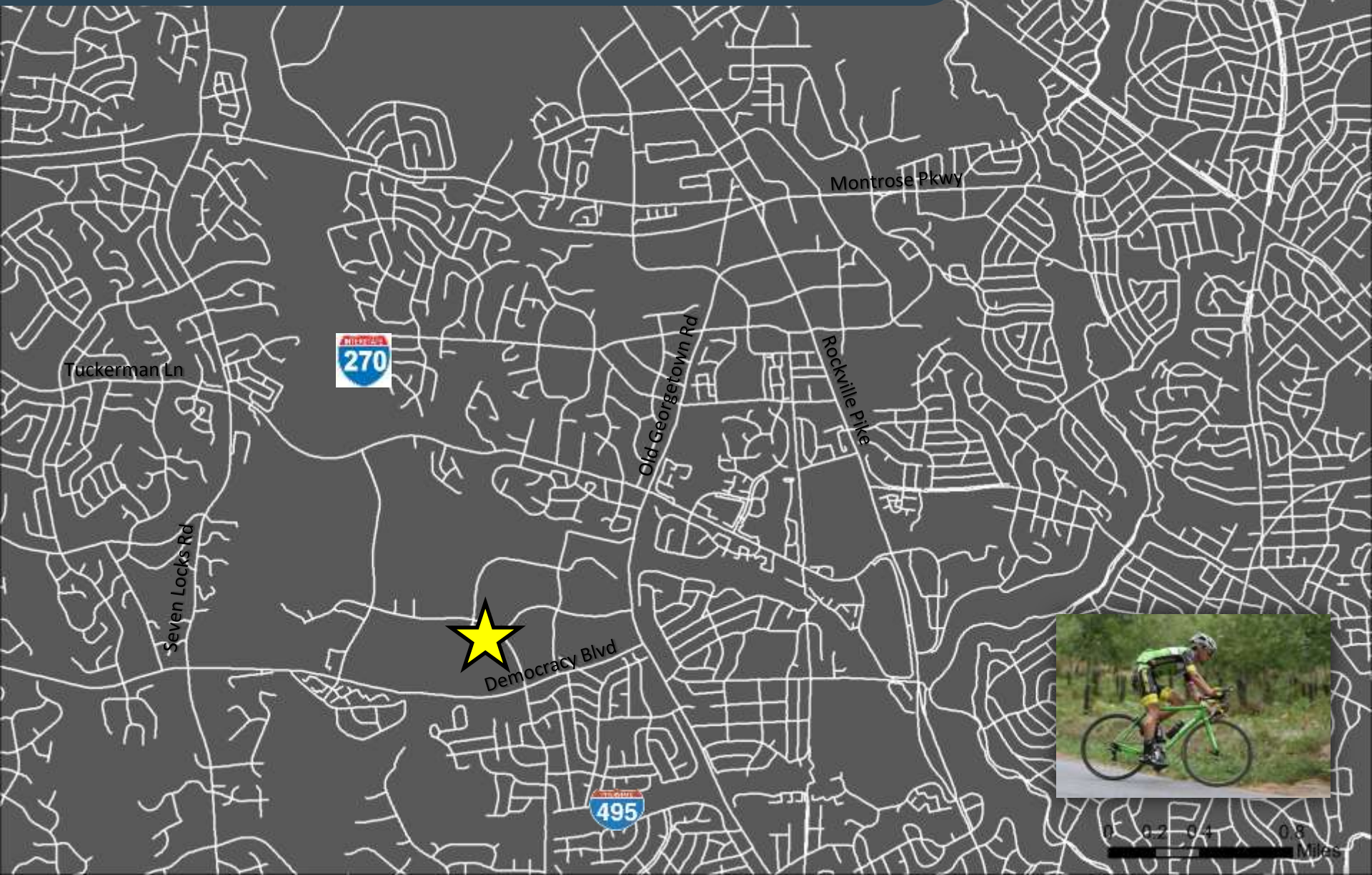


- Very low stress, requires little attention
- Equivalent to neighborhood roads, cycle tracks, trails

Road Network



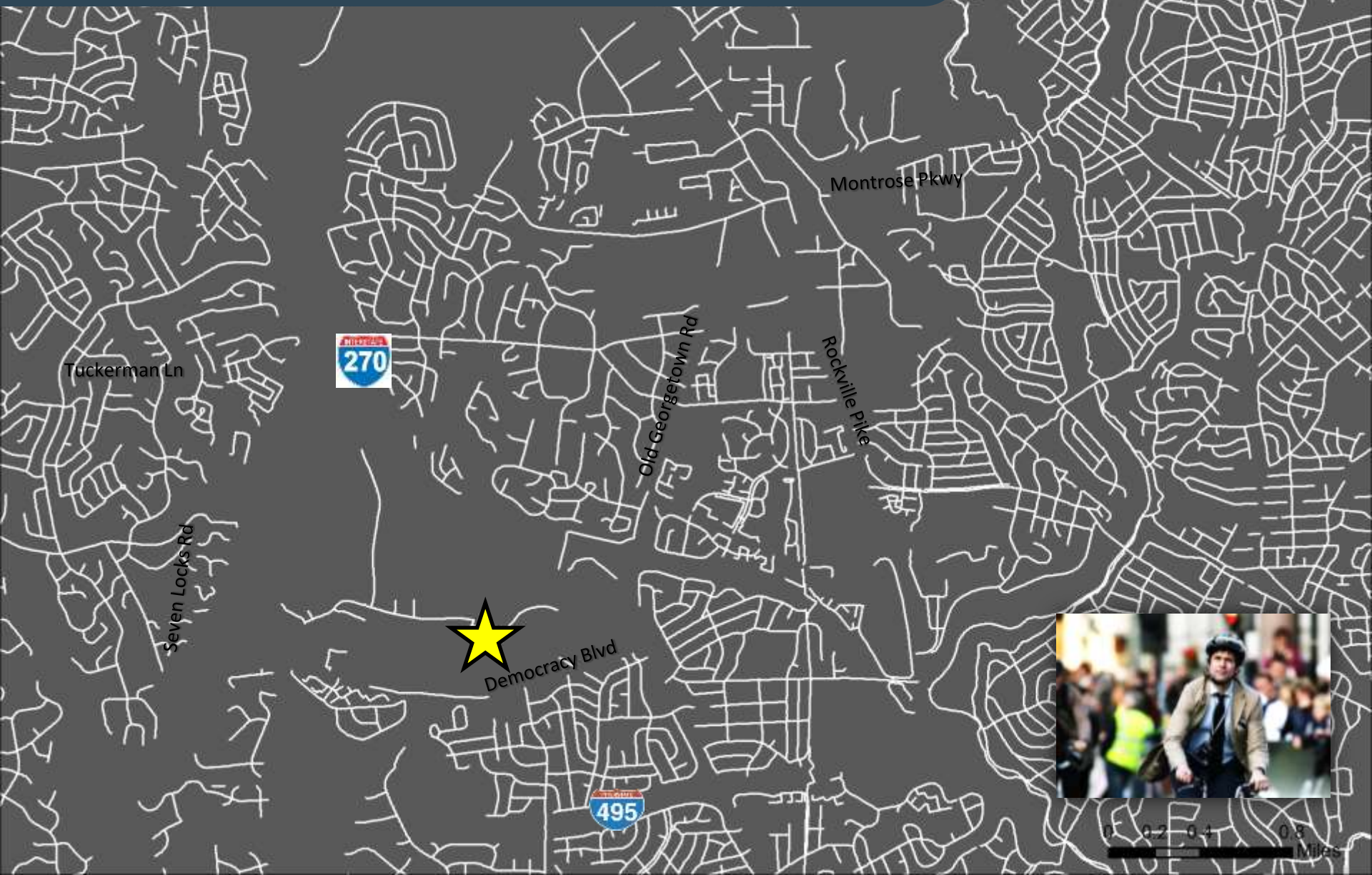
Network for Cyclists Tolerating High Stress



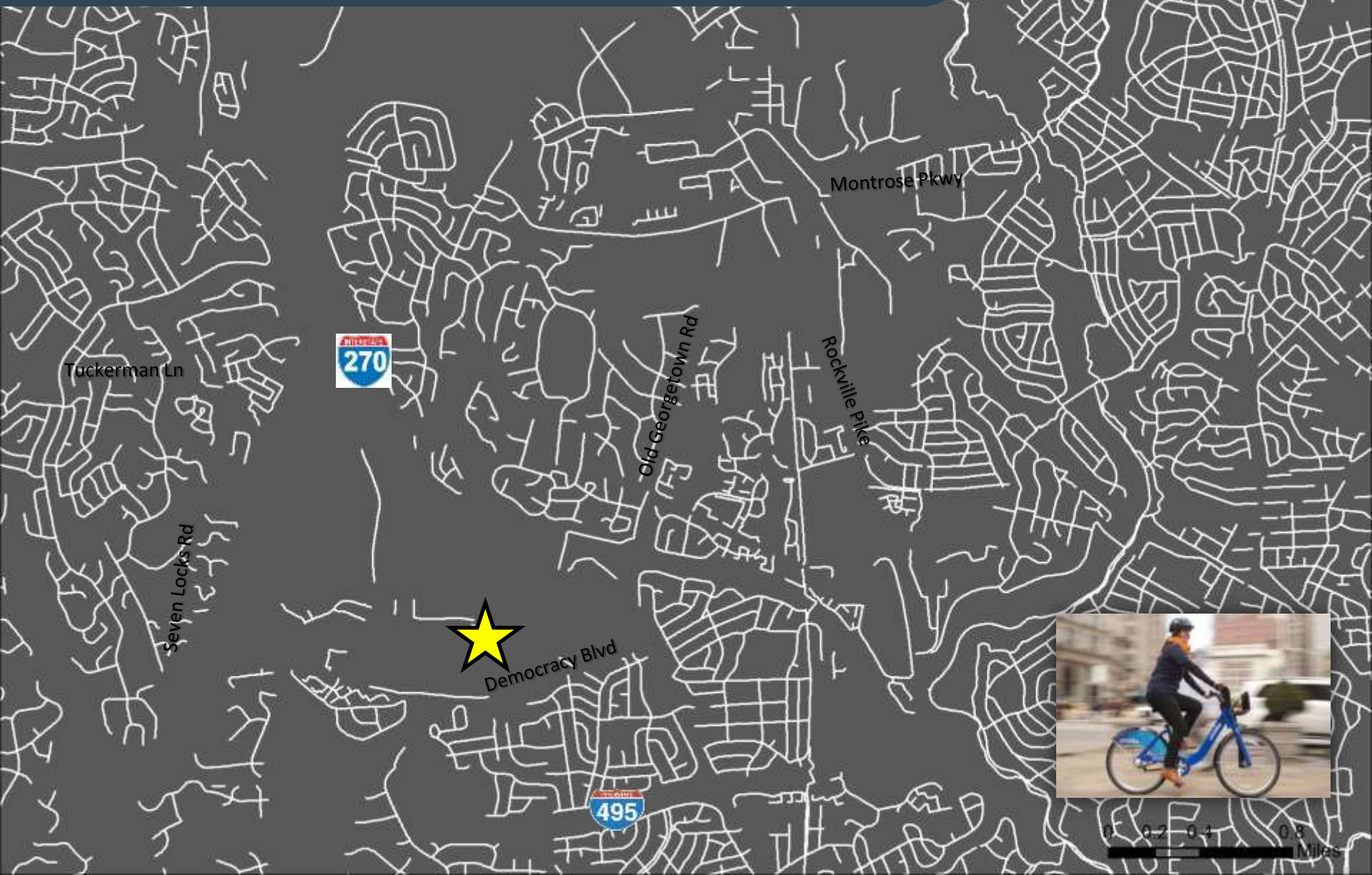
0 0.2 0.4 0.8 Miles

Network for Cyclists

Tolerating Moderate Stress

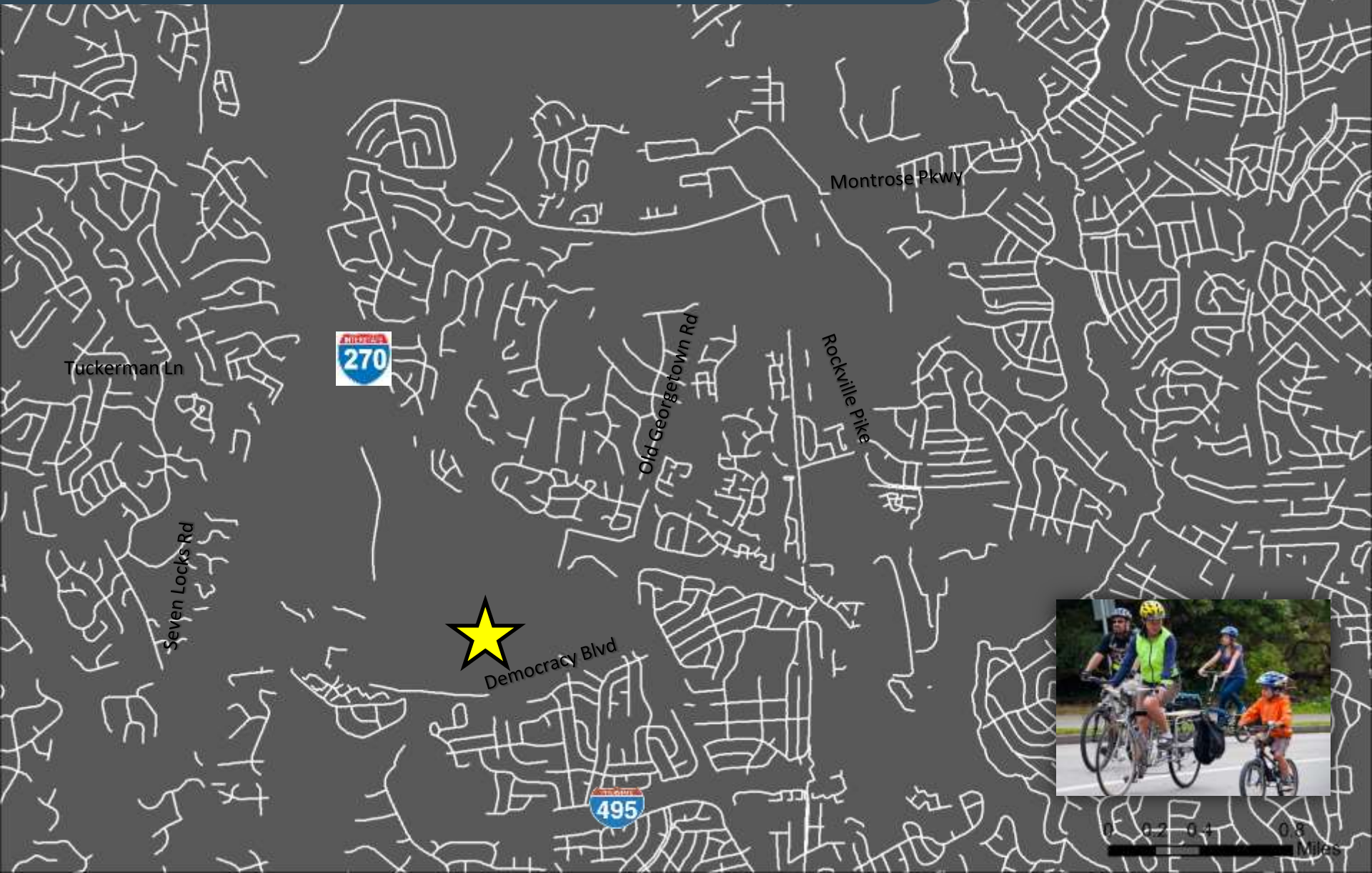


Network for Cyclists Tolerating Low Stress



Network for Cyclists

Tolerating Very Low Stress



[2] Bicycle Parking

Traditional Bicycle Storage



Traditional Bicycle Storage



I'M A BIKE LOCKER

Rent Me!

- 1 Email bikelocker@wmata.com or call 202.962.1112
- 2 We contact you regarding availability and yearly rental fee.
- 3 You're all set!

wmata.com/bike



Union Station Metro Station District of Columbia



Holds 100+ bicycles. Full nearly every day.

Wiehle Reston East Metro Station Fairfax County, Virginia



Holds 200+ bicycles

College Park Metro Station Prince George's County, Maryland



Holds 150+ bicycles. Use is growing.

Berkeley BART Station Berkeley, California



Holds 268 bicycles. Full nearly every day.

Bicycle Storage Recommendations

- Develop goal-based demand estimates for:
 - Red Line Stations (ex 3.5% of AM boardings by 2030)
 - Future Corridor Cities Transitway Stations
 - Future Purple Line Stations
- Recommendations
 - Bicycle storage facility location
 - Bicycle storage facility size (sq ft)

[3] Overall Update to the Bicycle Master Plan

A World-Class Bike Plan

- Progressive
- Data Drive
- Holistic
- Opportunistic
- Engaging

Schedule

Overall Update	
July 1, 2015	Start Work
Sept 2015	Planning Board Approves Scope of Work
March 2016	Methodology Report to Planning Board
Nov 2016	Staff Draft
February 2017	Planning Board Worksessions
April 2017	Planning Board Draft
Sept 2017	Council Approval of Overall Update



#mcbikeplan

Questions?

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www.montgomeryplanning.org/bikeplan