



Bicycle Master Plan Update

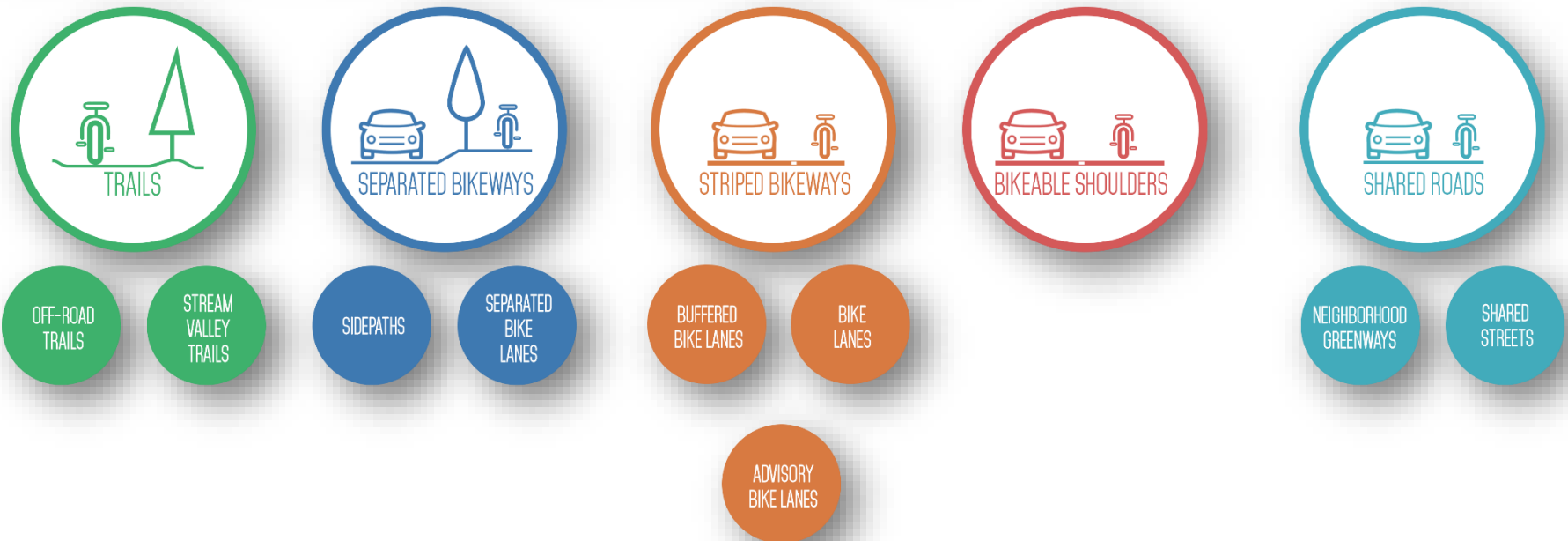
July 19, 2017

Montgomery County Planning Department

[1] Bikeway Classification

Bikeway Classification

BICYCLE FACILITY CLASSIFICATION



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



Trails

off-street trails | stream valley park trails



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



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



MOST

SEPARATION FROM TRAFFIC

LEAST



Separated Bikeways

separated bike lanes | sidepaths



MOST

SEPARATION FROM TRAFFIC

LEAST



Separated Bikeways

separated bike lanes | sidepaths



MacArthur Blvd



MOST

SEPARATION FROM TRAFFIC

LEAST



Striped Bikeways

buffered bike lanes | conventional bike lanes
advisory bike lanes | contra-flow bike lanes



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



MOST

SEPARATION FROM TRAFFIC

LEAST



Shared Roads

neighborhood greenways | shared streets



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



Shared Roads

neighborhood greenways | shared streets



Portland, Oregon
(source: Toole Design Group)

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

Total Mileage – Full Build Out

Bikeway Type	Existing	Proposed	Total
Off-Street Trails	79	30	110
Stream Valley Park Trails	28	0	28
Neighborhood Connectors	9	3	12
Sidepaths	122	401	523
Separated Bike Lanes	2	144	145
Buffered Bike Lanes		5	5
Conventional Bike Lanes	12	16	27
Contra-Flow Bike Lanes		6	6
Bikeable Shoulders		117	117
Neighborhood Greenways		51	51
Shared Streets		1	1
Priority Shared Lanes		6	6
Total	252	780	1,032

Some portion of overall network to be prioritized for implementation within next 20 years.

North Bethesda/Twinbrook

Legend:

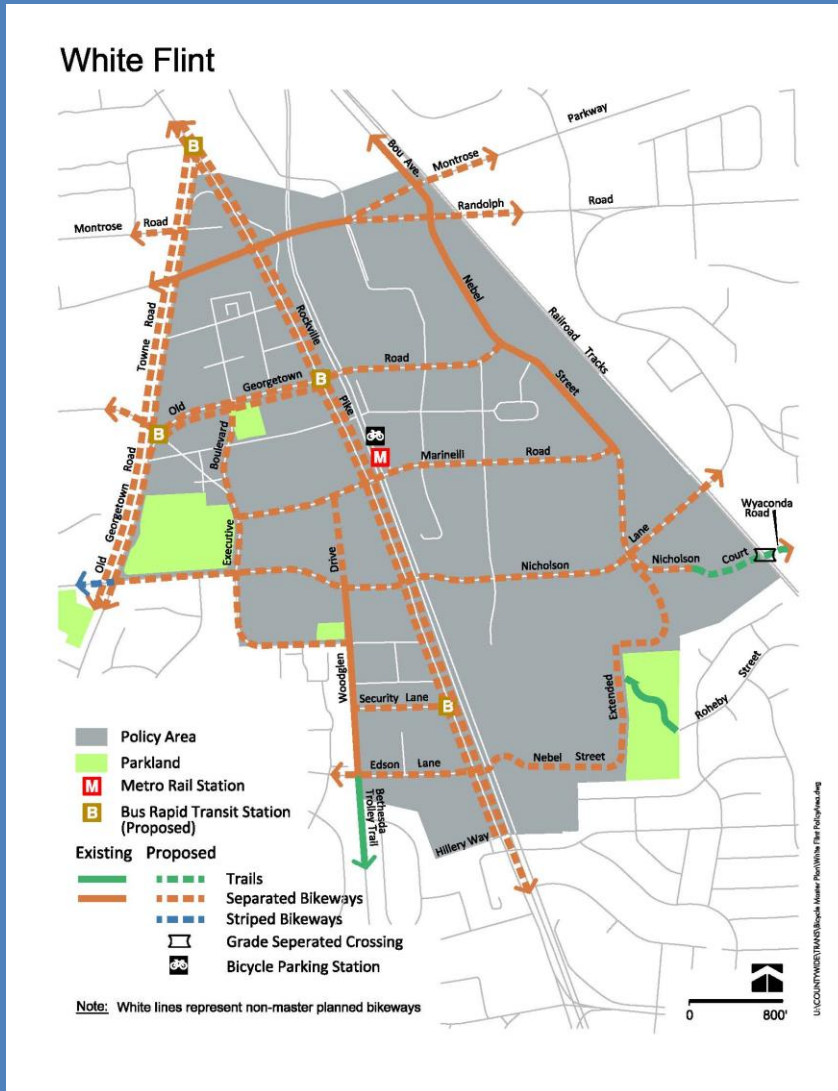
- Policy Area (Grey)
- Parkland (Green)
- City of Rockville (Pink)
- Existing Trails (Solid Green Line)
- Proposed Trails (Dashed Green Line)
- Separated Bikeways (Dashed Orange Line)
- Striped Bikeways (Dashed Blue Line)
- Shared Roads (Dashed Red Line)
- Grade Separated Crossing (Black and White Symbols)

Note: White lines represent non-master planned bikeways

- Rock Springs Sector Plan
- Connections to White Flint from residential neighborhoods

- Rock Springs Sector Plan
- Connections to White Flint from residential neighborhoods

White Flint



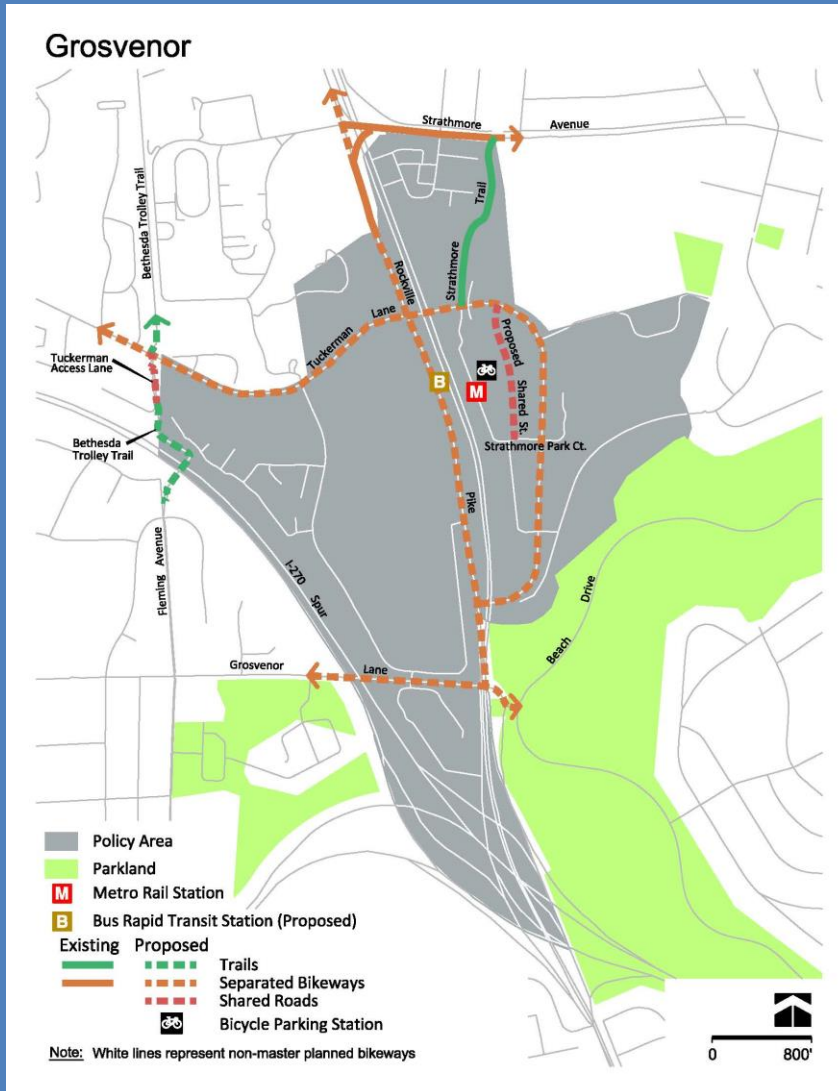
Highlights

- White Flint 2 Sector Plan
- Separated bike lane network
- New crossing of railroad tracks
- Bicycle parking stations

Grosvenor

Highlights

- Grosvenor Sector Plan
- Connection to White Flint
- Connection to Bethesda Trolley Trail
- Bicycle parking station



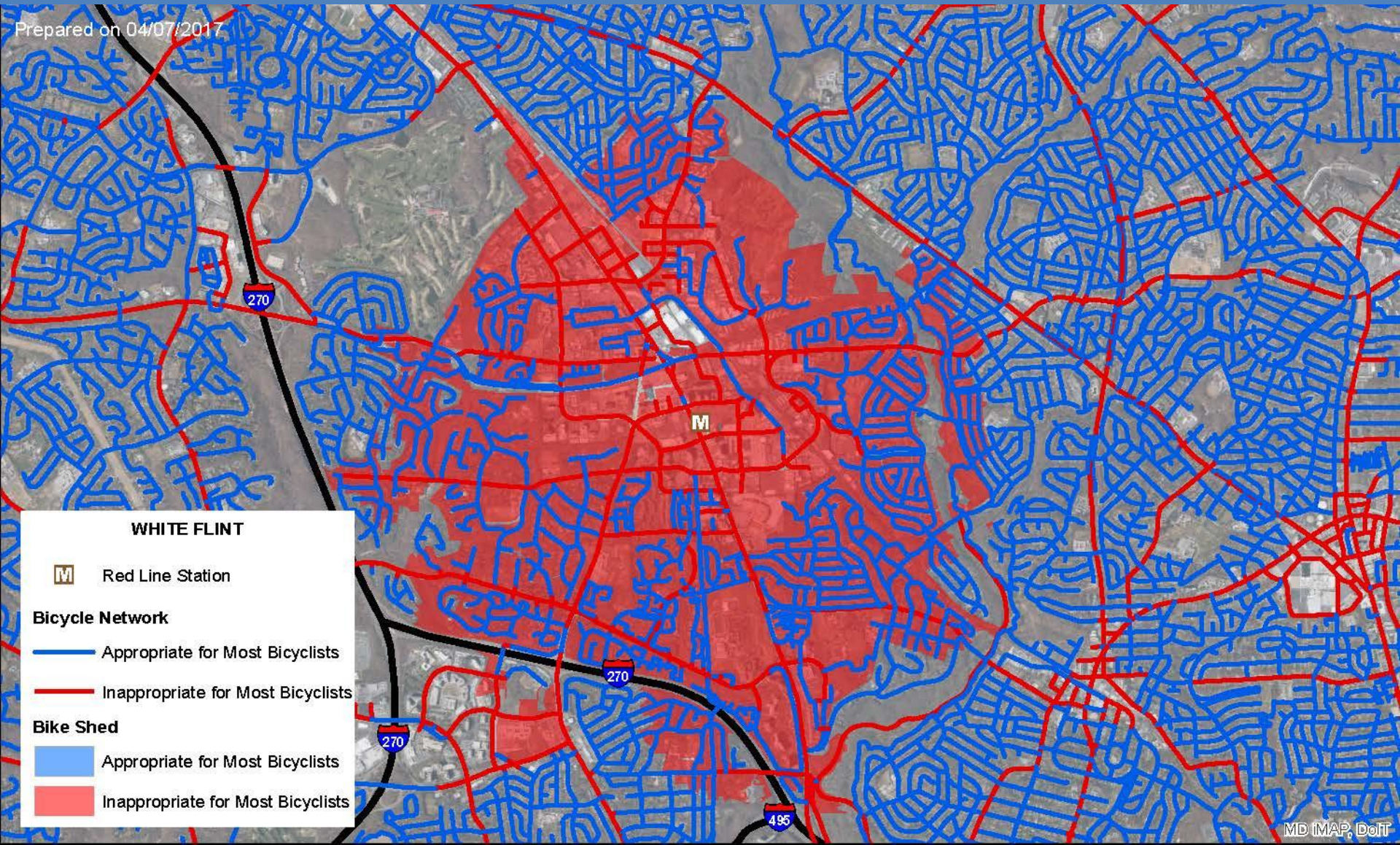
[2] Data Analysis

Monitoring Report

OBJECTIVE	METRIC		ACTUAL		TARGET	
			2017 (BASELINE)	2019 (FUTURE YEAR)	2022 (5-YEAR TARGET)	2027 (10-YEAR TARGET)
GOAL 2: CREATE A HIGHLY-CONNECTED, CONVENIENT AND LOW-STRESS BICYCLING NETWORK						
2.1	Percentage of potential bicycle trips that can be made on a low-stress bicycle network.		TBD			
2.2	Percentage of dwelling units within 2.0 miles of Red Line, Brunswick Line, Purple Line, and Corridor Cities Transitway stations that can access the station on a low-stress bicycling network.	Red Line	18%			
		Brunswick Line	12%			
		Purple Line	15%			
		Corridor Cities Transitway	23%			
2.3	Percentage of dwelling units located within the attendance zone of elementary, middle and high schools that are connected to each school through a low-stress bicycle network.	Elementary Schools	20%			
		Middle Schools	10%			
		High Schools	5%			
2.4	Percentage of dwelling units within 2.0 miles of a public facility will be connected to that facility through a low-stress bicycling network.	Public Libraries	10%			
		Recreation Centers	22%			
		Recreational and Regional Parks	37%			

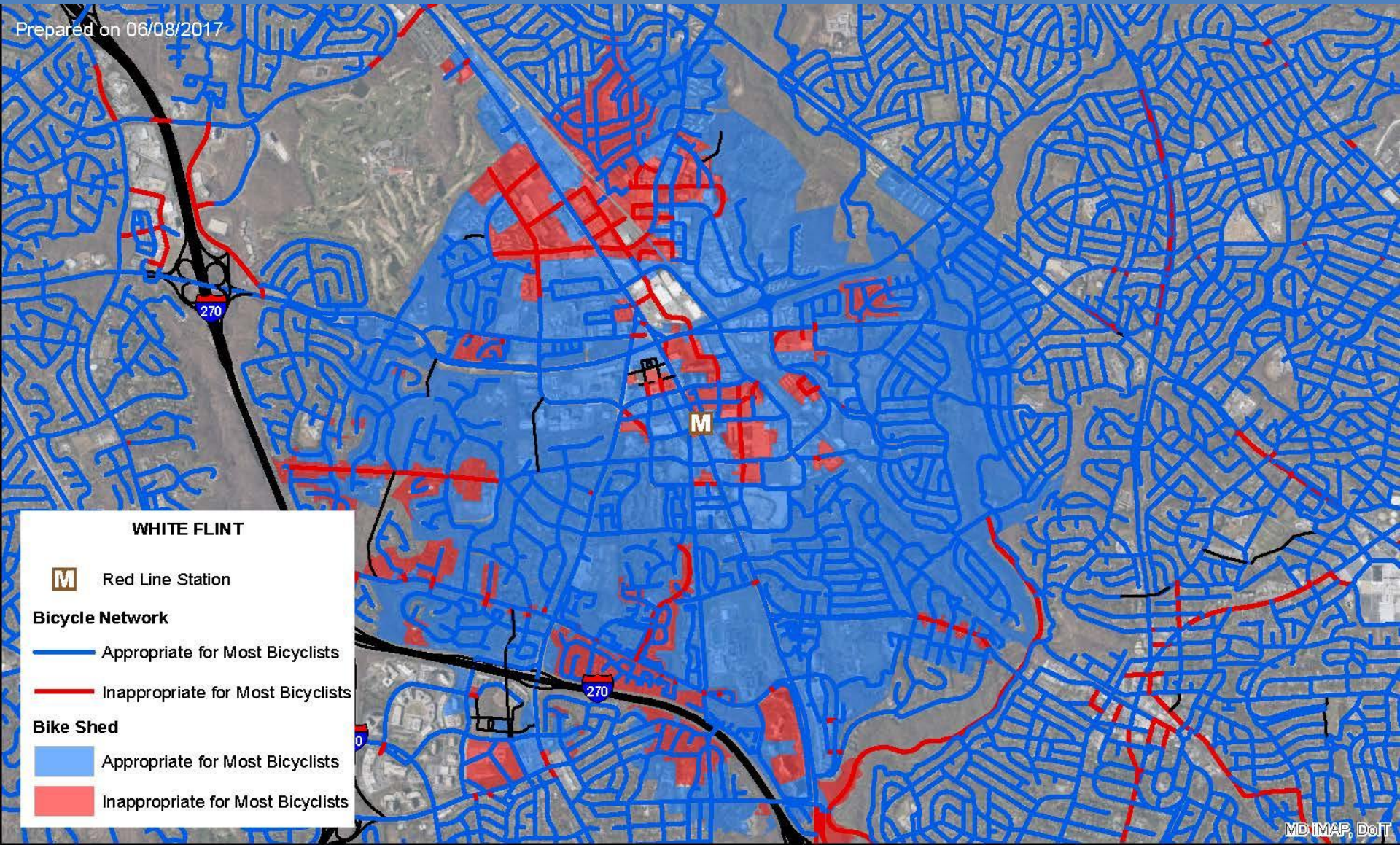
White Flint Metro: Existing Conditions

Connectivity: 0%



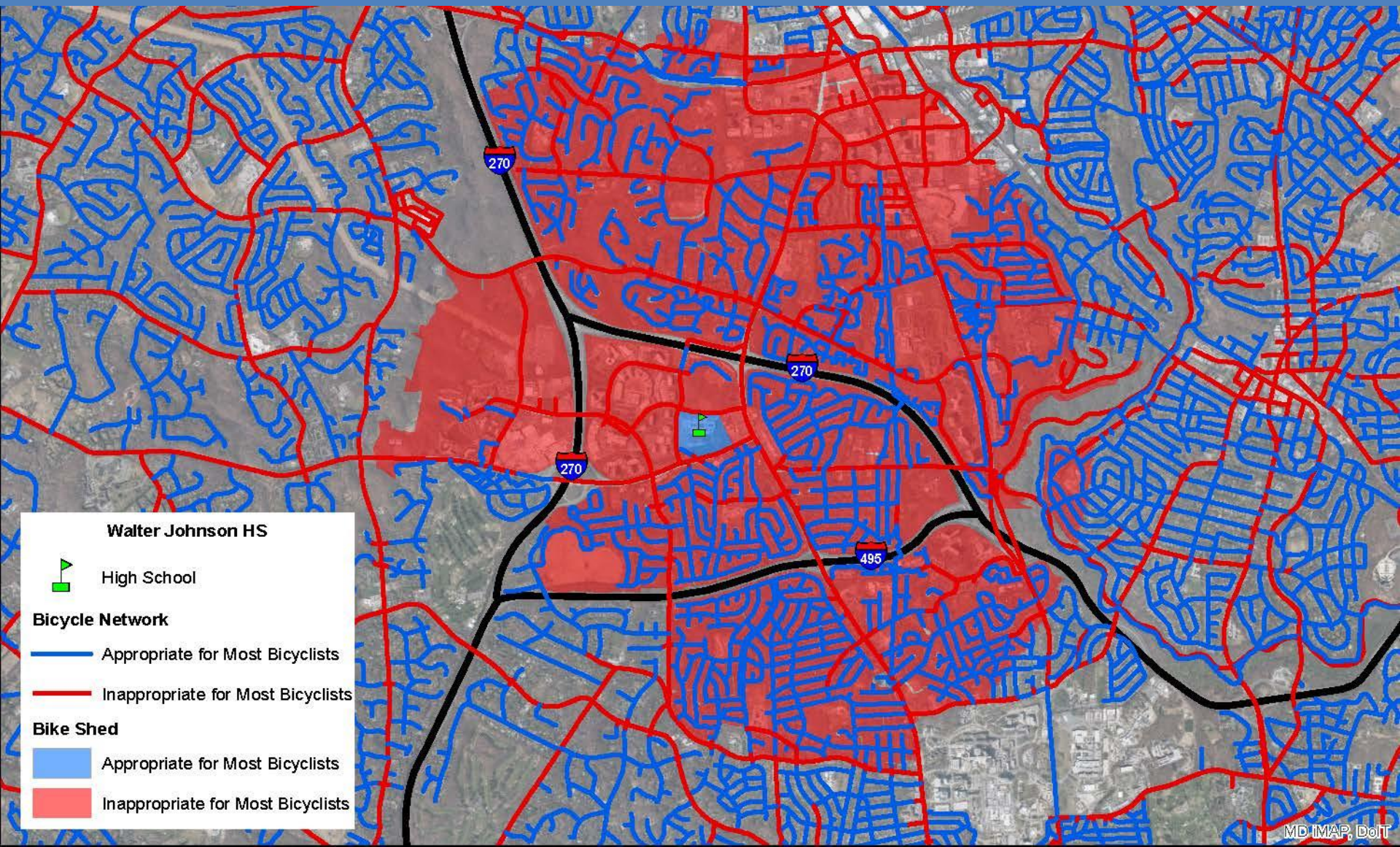
White Flint Metro: Full Build-Out

Connectivity: 73%



Walter Johnson HS: Existing Conditions

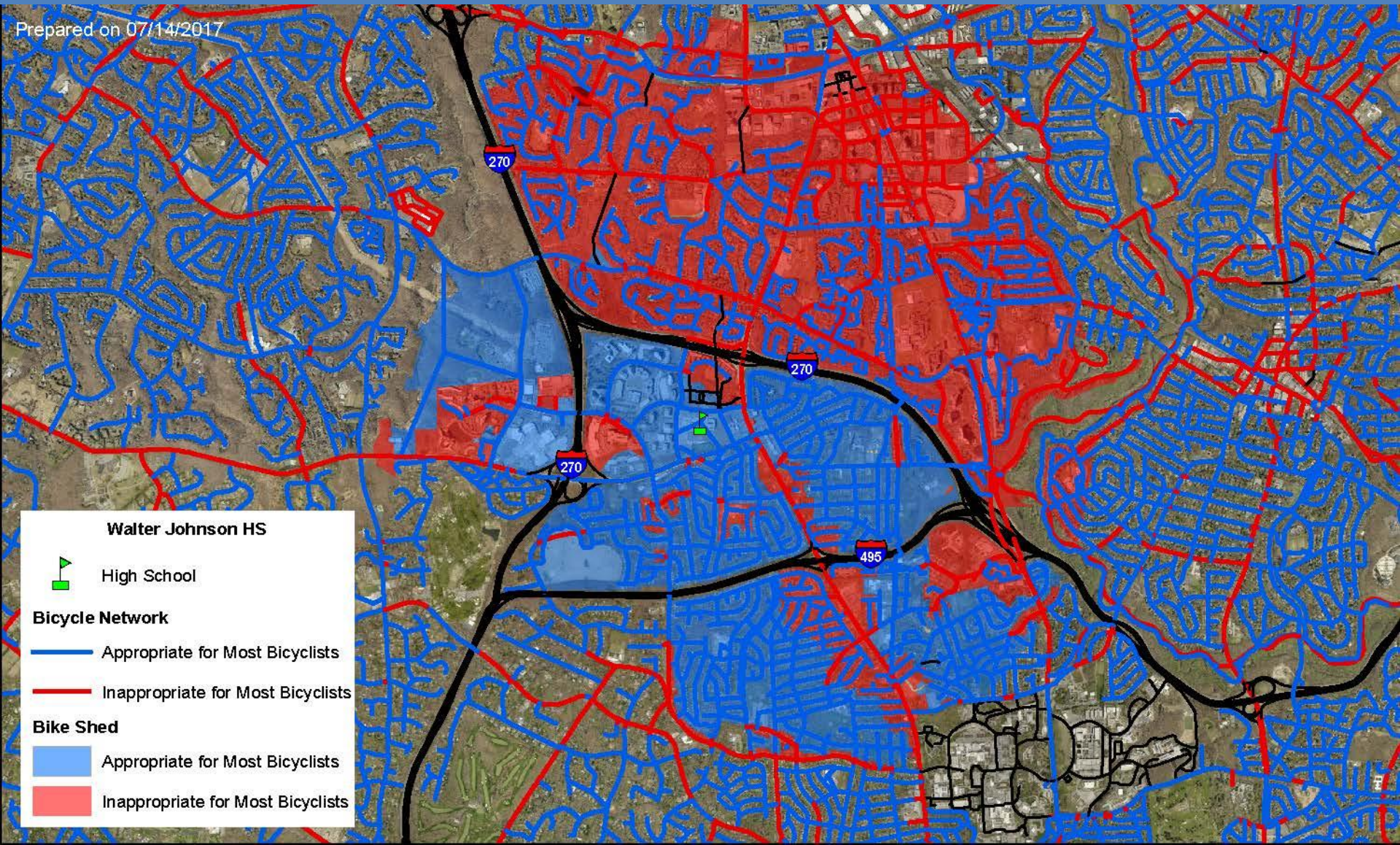
Connectivity: 0%



Walter Johnson HS: Full Build-Out

Connectivity: 23%

Prepared on 07/14/2017



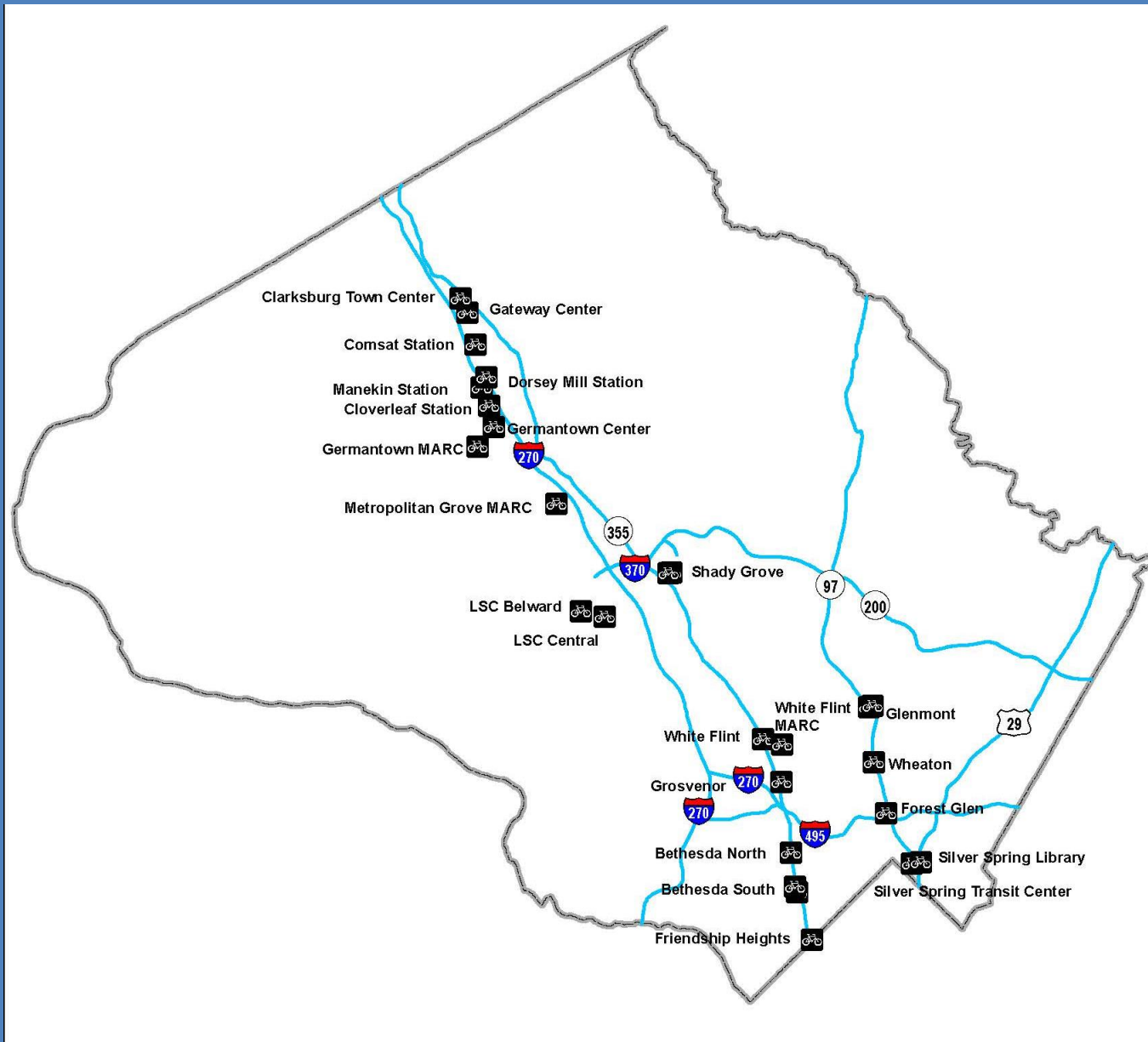
[3] Long-Term Bike Storage

Long-Term Bicycle Storage



Secure Bike Parking at the Berkeley BART Station

Long-Term Bicycle Storage

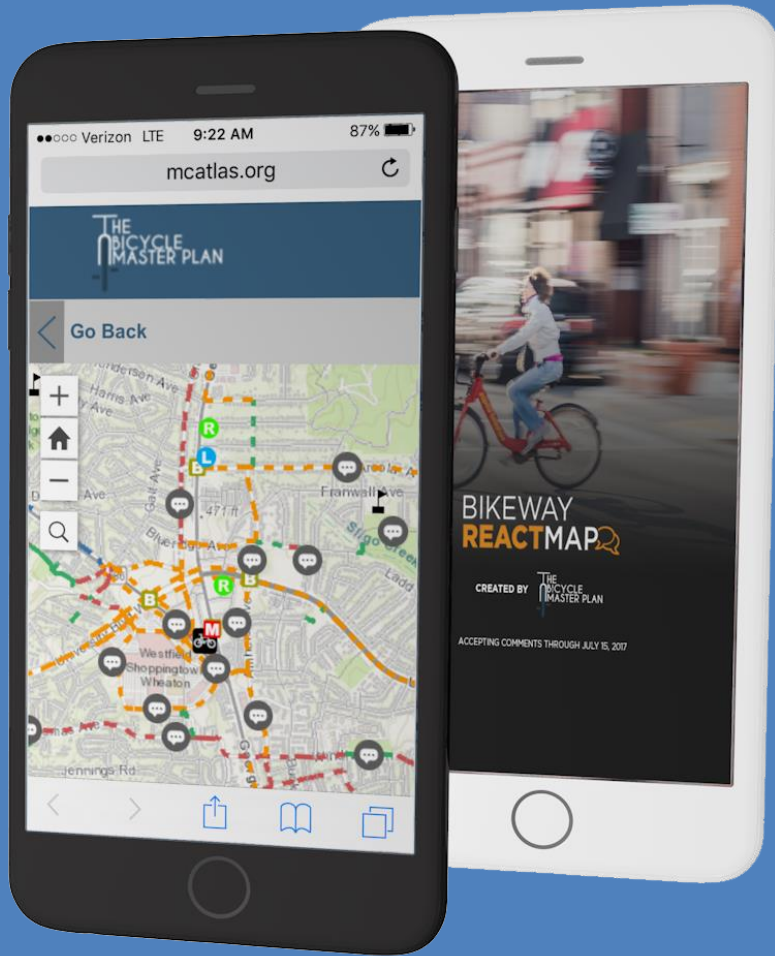


[4] Outreach

Public Meetings



Bike ReactMap




- Open from June 1 – July 17
- 1,500 comments

www.mcatlas.org/bikereact

E-Letter

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



BICYCLE MASTER PLAN

The public is invited to five meetings across the County during September and October 2015 to learn about the details of the Bicycle Master Plan and provide feedback


The [Montgomery County Planning Department](#), part of The [Maryland-National Capital Park and Planning Commission](#), is inviting the community to participate in kick-off meetings during September and October 2015 to learn about the [Bicycle Master Plan](#) and how to get involved in planning a bicycle network for Montgomery County. The meetings will be held in five locations so that County residents can pick the one that is most convenient for them to attend.

The [Bicycle Master Plan](#) will consider the newest types of bikeways, such as separated and buffered bike lanes and bicycle boulevards, as well as secure bicycle storage facilities at transit stations. The network will be developed using an evaluation of the varying levels of stress imposed by traffic on cyclists along each roadway in the County.

The first public meeting will be held from 7 to 9 p.m. on September 8 at Paint Branch High School (14121 Old Columbia Pike, Burtonsville, MD). The second meeting will be held from 7 to 9 p.m. at the Germantown Regional Services Center (Room A, 12900 Middlebrook Road, Germantown, MD).


Three subsequent meetings will take place during September and October in Silver Spring, Wheaton and Bethesda. The different locations allow County residents to pick the one that is most convenient for them so they can more easily participate in the planning process

Each event will consist of a short presentation by County planner and project



Sign up at: montgomeryplanning.org/bikeplan

Twitter @MCBikePlan

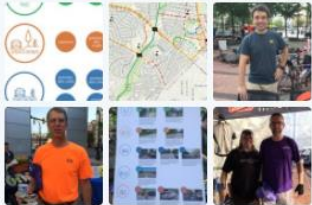


MCBikePlan
@MCBikePlan

The official Twitter account of the Montgomery County Planning Department's Bicycle Master Plan. Working to write a comprehensive bicycle plan for the county.

Silver Spring, MD
montgomeryplanning.org/bikeplan
Joined April 2015

302 Photos and videos



TWEETS 753 FOLLOWING 181 FOLLOWERS 455 LIKES 55 MOMENTS 0


Edit profile

Tweets Tweets & replies Media

Pinned Tweet

MCBikePlan @MCBikePlan · May 6
Attend one of our June public meetings. montgomeryplanning.org/community-invi...

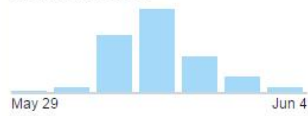
MCBikePlan @MCBikePlan · 15h
Where do we need better places to bike in MoCo? waba.org/blog/2017/06/w... via @WABADC



Where do we need better places to bike in MoCo?
In June, the Montgomery Planning Department is hosting meetings to get your feedback on the draft network maps for the updated Bicycle Master...
waba.org

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[5] Next Steps

Next Steps

- Planning Board Briefing on 7/20
- Revise Bikeway Network Based On Comments
- Develop and Evaluate Scenarios
- Prioritize Recommendations
- Prepare Working Draft Plan



THE BICYCLE MASTER PLAN