

Montgomery County Bicycle Master Plan

Great Seneca Science Corridor
Implementation Advisory Committee
March 26, 2015



BICYCLE MASTER PLAN



Purpose

- Bring recommendations in line with current best practices
- Reflect existing and future bicycle travel patterns
- Consolidate bikeway recommendations



Bicycle Master Plan Schedule

Tentative Date	Item
March 31, 2015	Council Review of Work Program
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

Bicycle Master Plan

Early Focus on CCT Corridor

- GSSC IAC
 - “develop a regional bikeway network plan to maximize the coordination, connectivity, and effectiveness of the regional bikeway systems in providing access to Phase 1 of the CCT stations and the communities they serve.”



Why this Proposal Makes Sense

- Corridor Cities Transitway
- LSC Loop
- Transition from suburban to urban environment
- Coordination with Cities

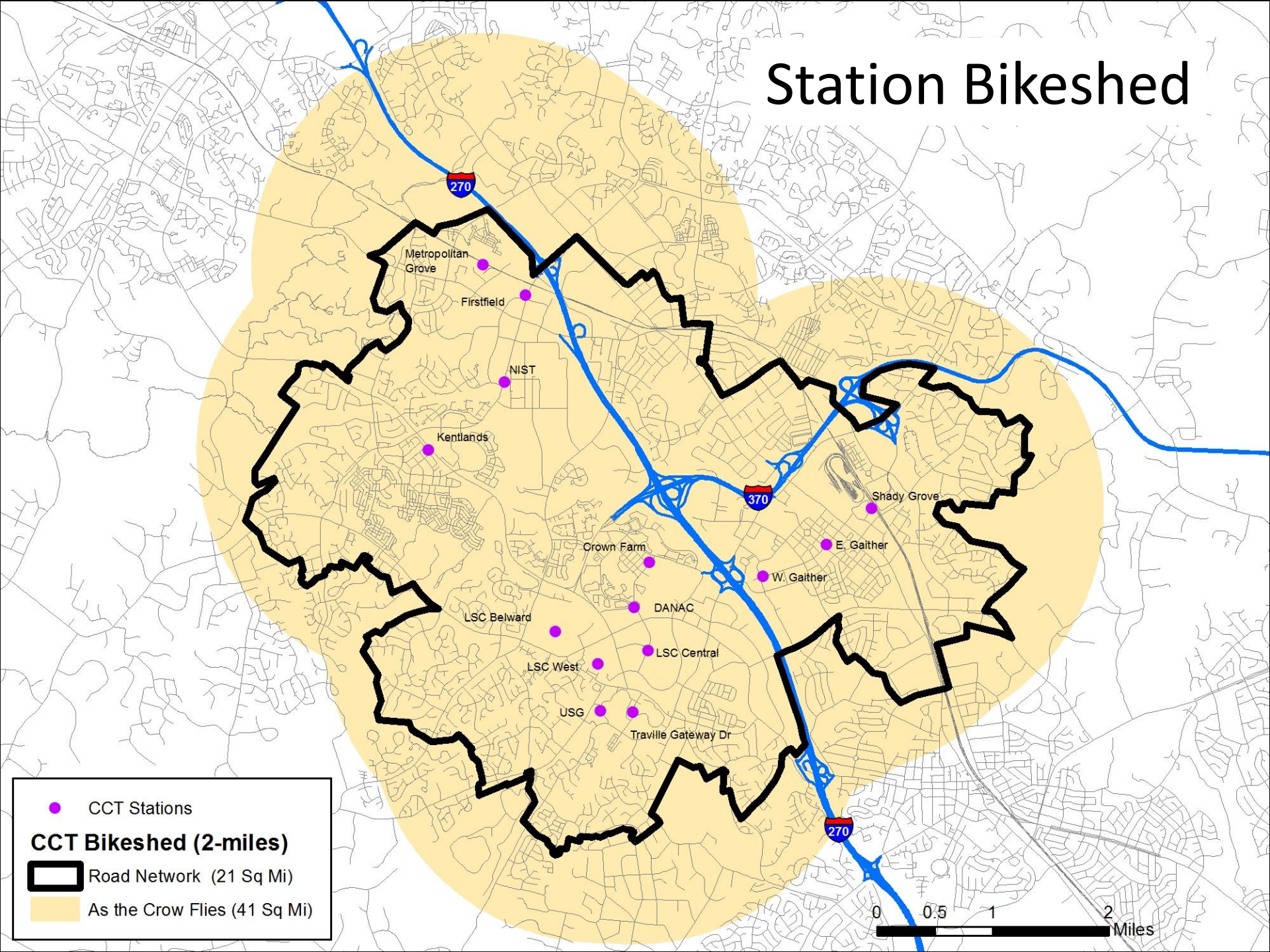


Scope

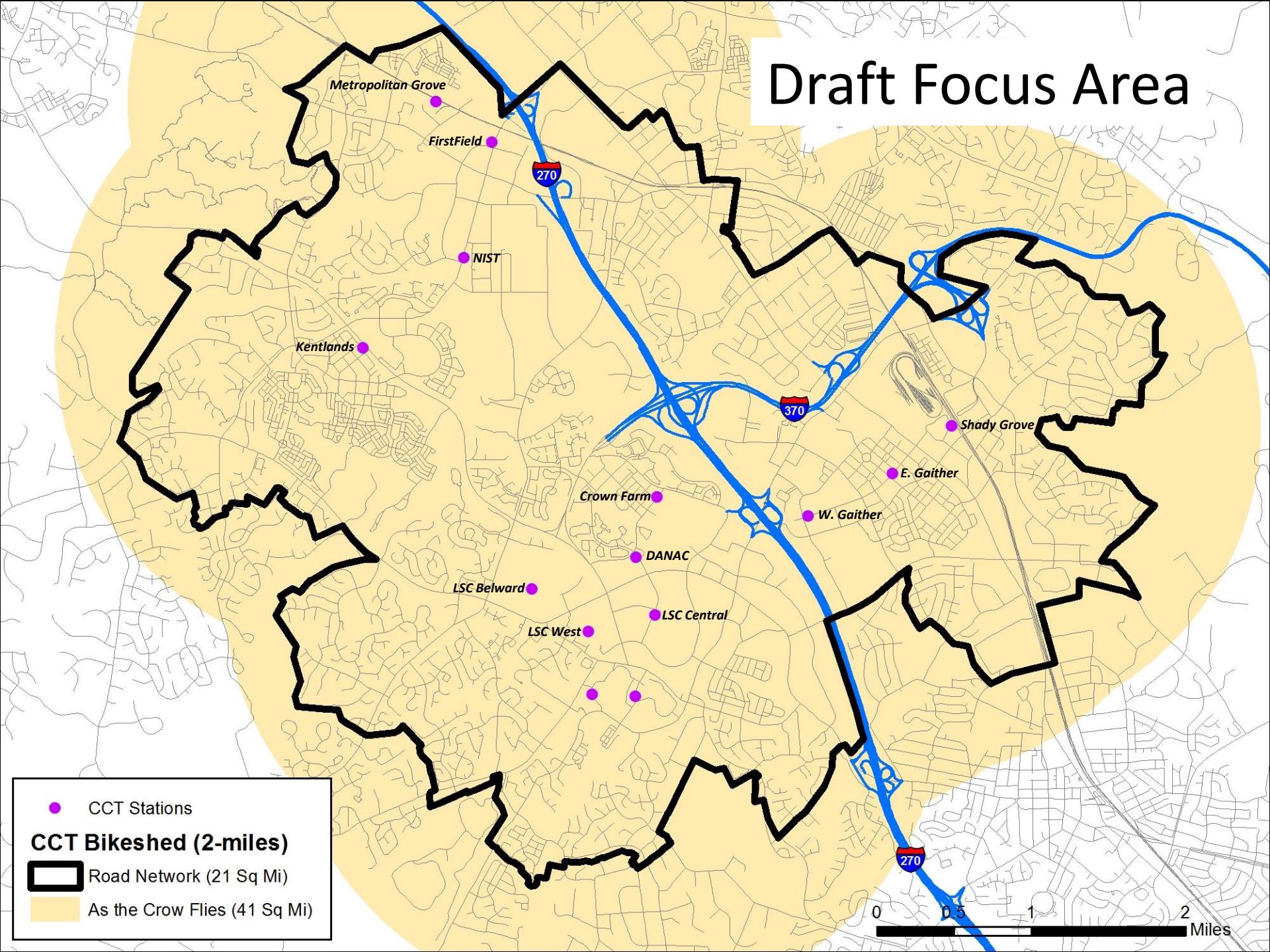
- What type of bikeway?
 - shared use paths, bike lanes, cycle tracks, etc
- What is the station parking demand?
- Refinements likely
 - methodology report (March 2016)
 - particularly outside station areas



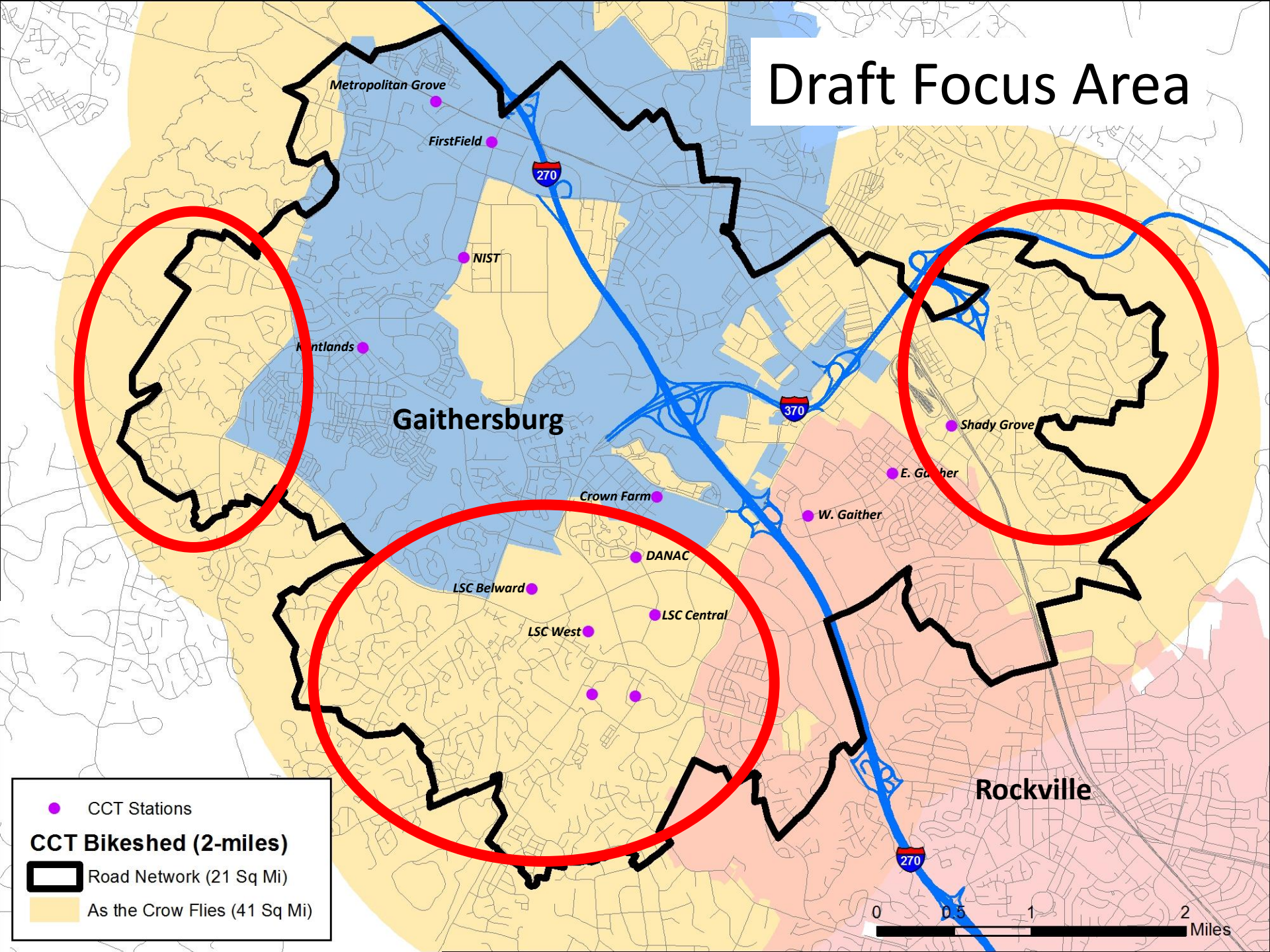
Station Bikeshed



Draft Focus Area



Draft Focus Area



Bicycle Planning for CCT Phase 1

Tentative Date	Item
March 30, 2015	Agency Kickoff Meeting
April 1, 2015	Start (official)
Late April 2015	Public Kickoff Meeting
Late May 2015	Public Meeting to Review Draft
Late June 2015	Draft to Planning Board
Late July 2015	Final to Planning Board
Sept 2017	Council Approval



EARLY ANALYSIS: HOW CONNECTED IS THE NETWORK?



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



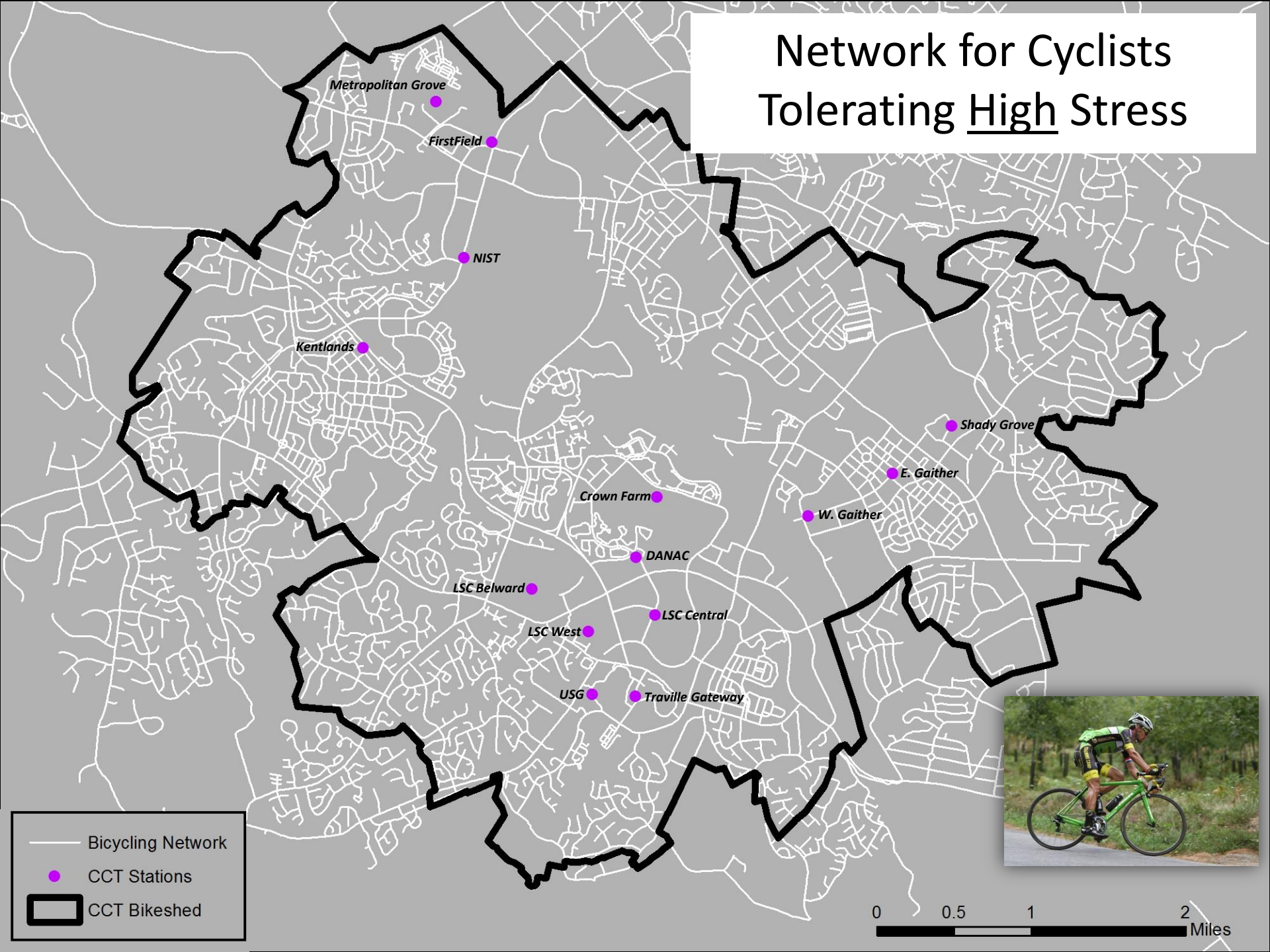
- Low stress, suitable for 60% of the population
- Equivalent to low-volume / low-speed roads



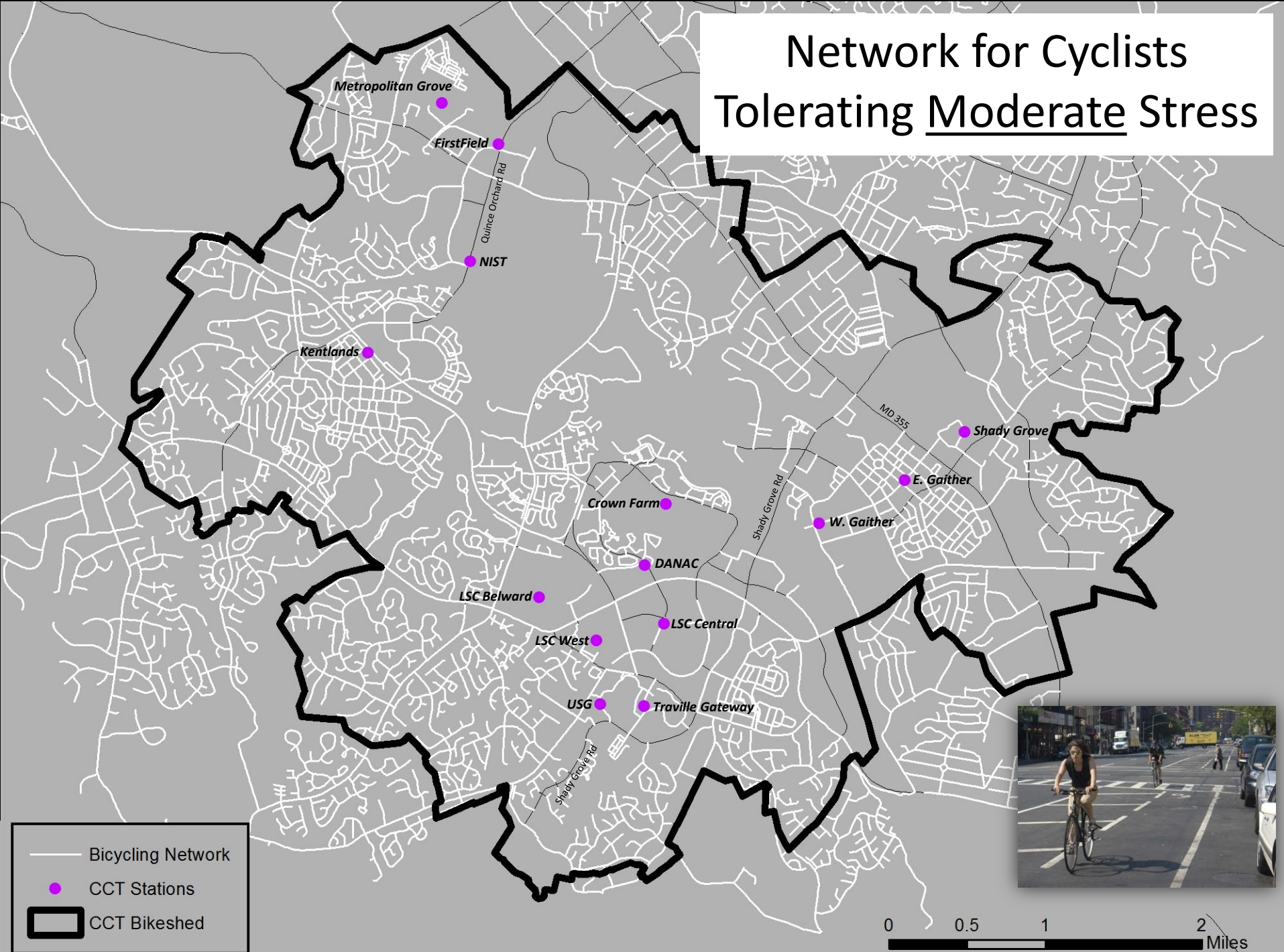
- Very low stress, requires little attention
- Equivalent to neighborhood roads, cycle tracks, trails

* Based on Low-Stress Bicycling and Connectivity Report, Mineta Transportation Institute, 2012

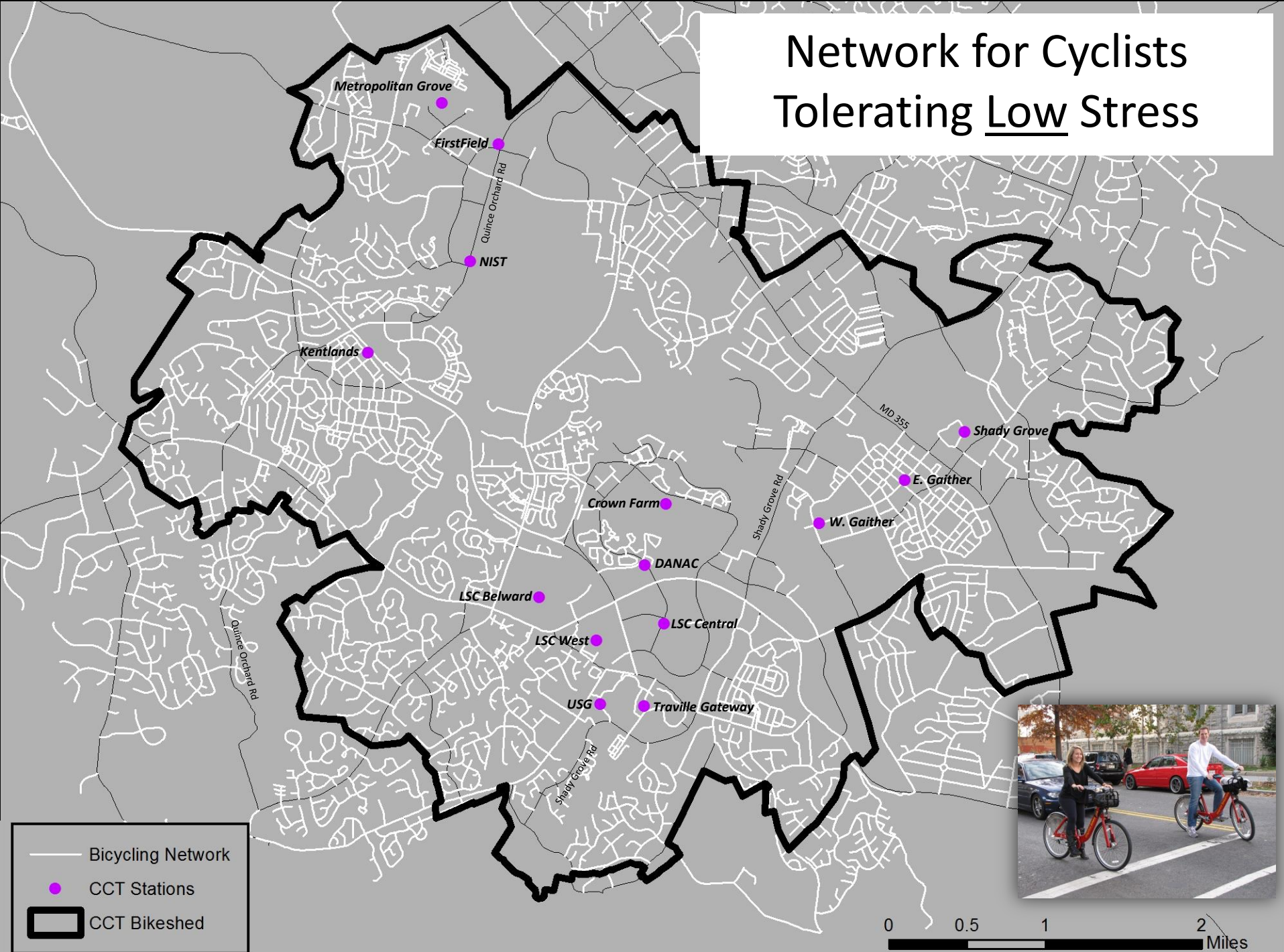
Network for Cyclists Tolerating High Stress



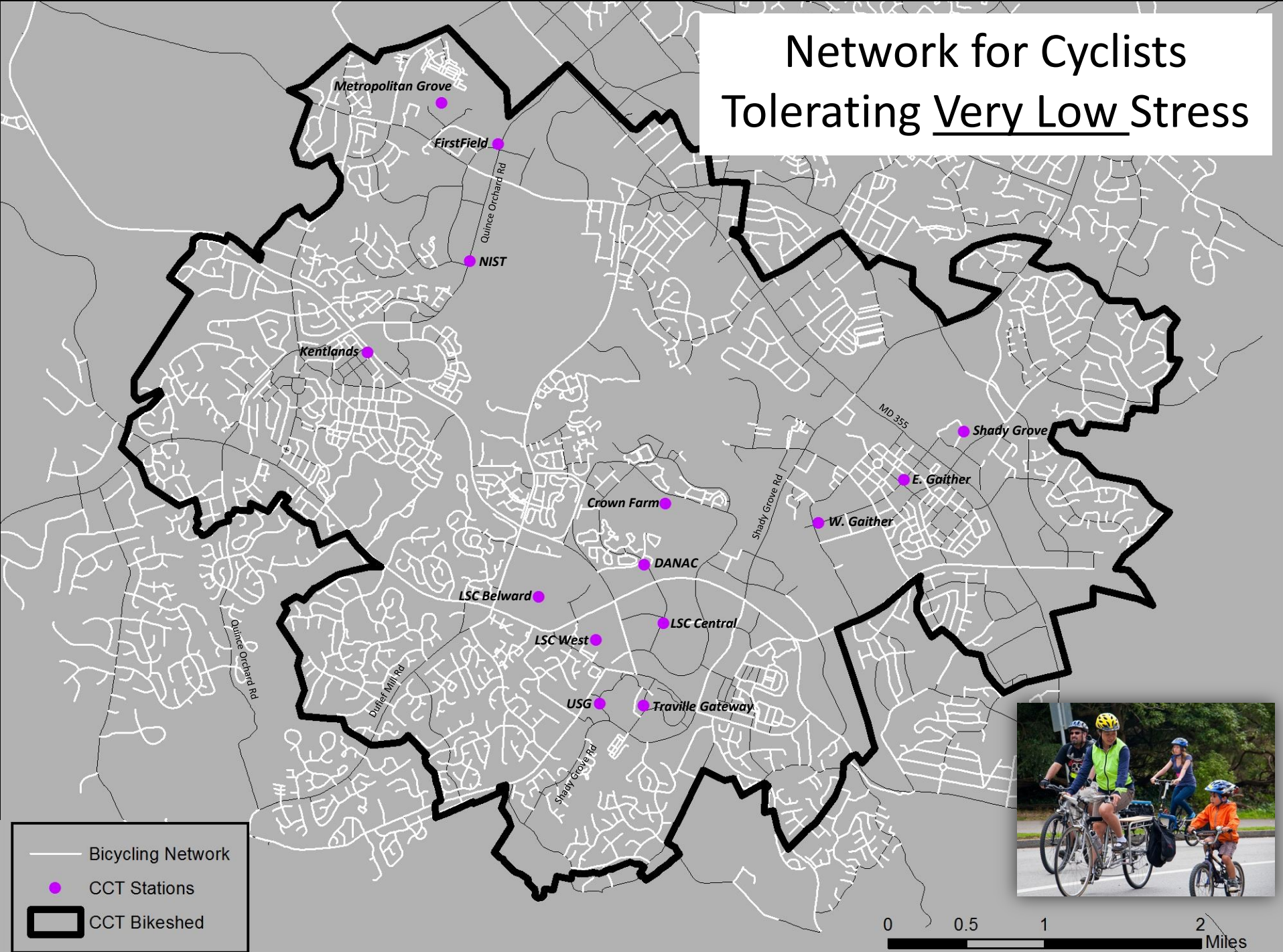
Network for Cyclists Tolerating Moderate Stress



Network for Cyclists Tolerating Low Stress



Network for Cyclists Tolerating Very Low Stress



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Check out our bicycling webpage at:

www.montgomeryplanning.org/transportation/bikeways/

