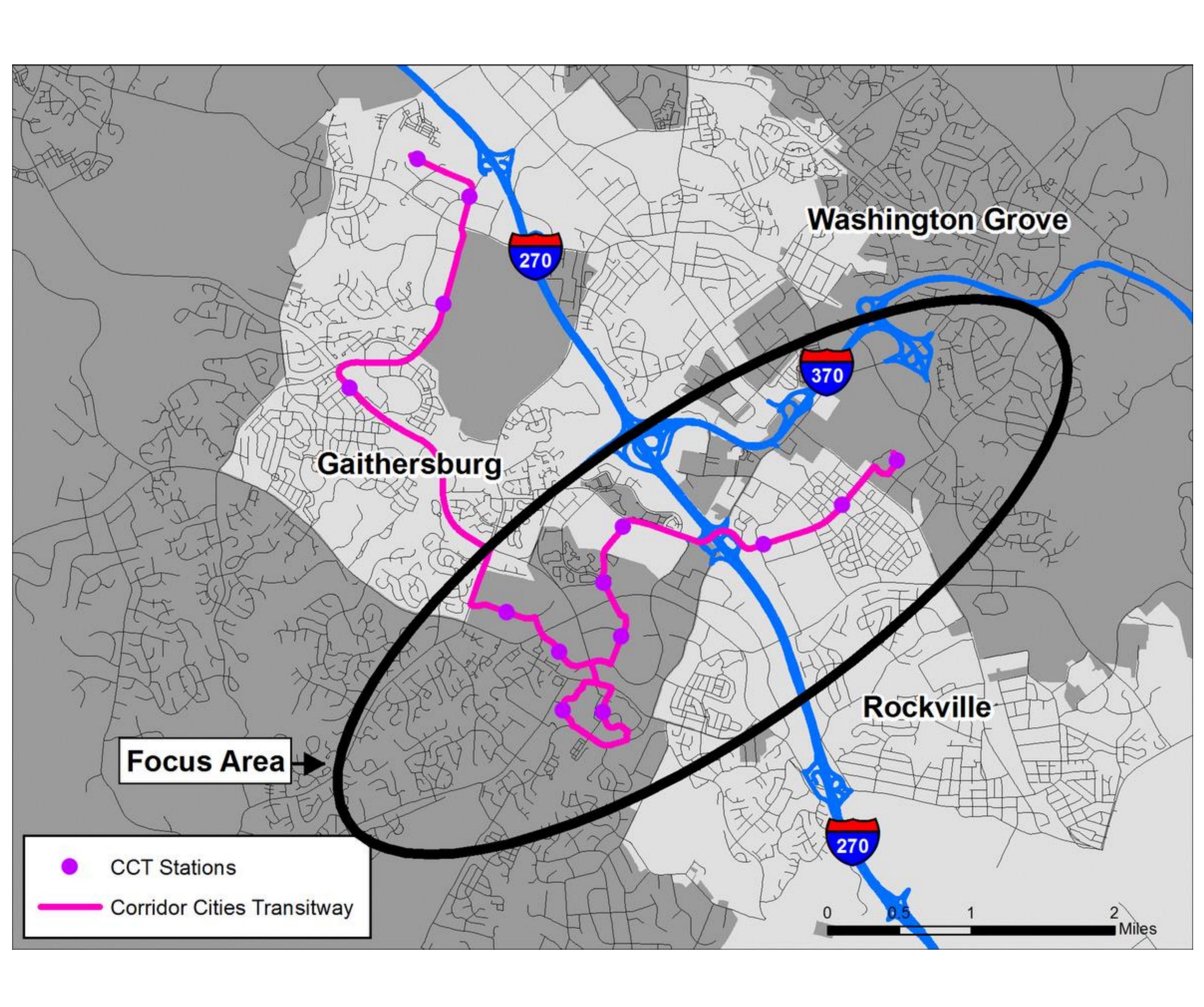
### WELCOME

### TONIGHT'S AGENDA:

1.SIGNIN 2.PRESENTATION 3.MEETAND GREET

montgomeryplanning.org/bikeplan

#### The Bicycle Master Plan: Focus on the **Corridor Cities Transitway Station Areas**



### Level of Traffic Stress Methodology

- Road Segments
  - Separate bicycle facilities (shared use paths, cycle tracks) are always lower stress.
  - Bike lane stress dependent on adjacent parking.
- Intersection Approaches
  - Based on presence and length of right turn lanes.
  - Depending on whether right turn lane is to right of bike lane.
  - Right turn lanes without bike lanes always create a higher stress location unless turn lane is short.
- Intersection Crossings
  - Signalized crossings are always lower stress.
  - Depends on presence of median refuge (6+ feet).
  - Crossing stress based on total number of lanes and speed limit.

#### 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.

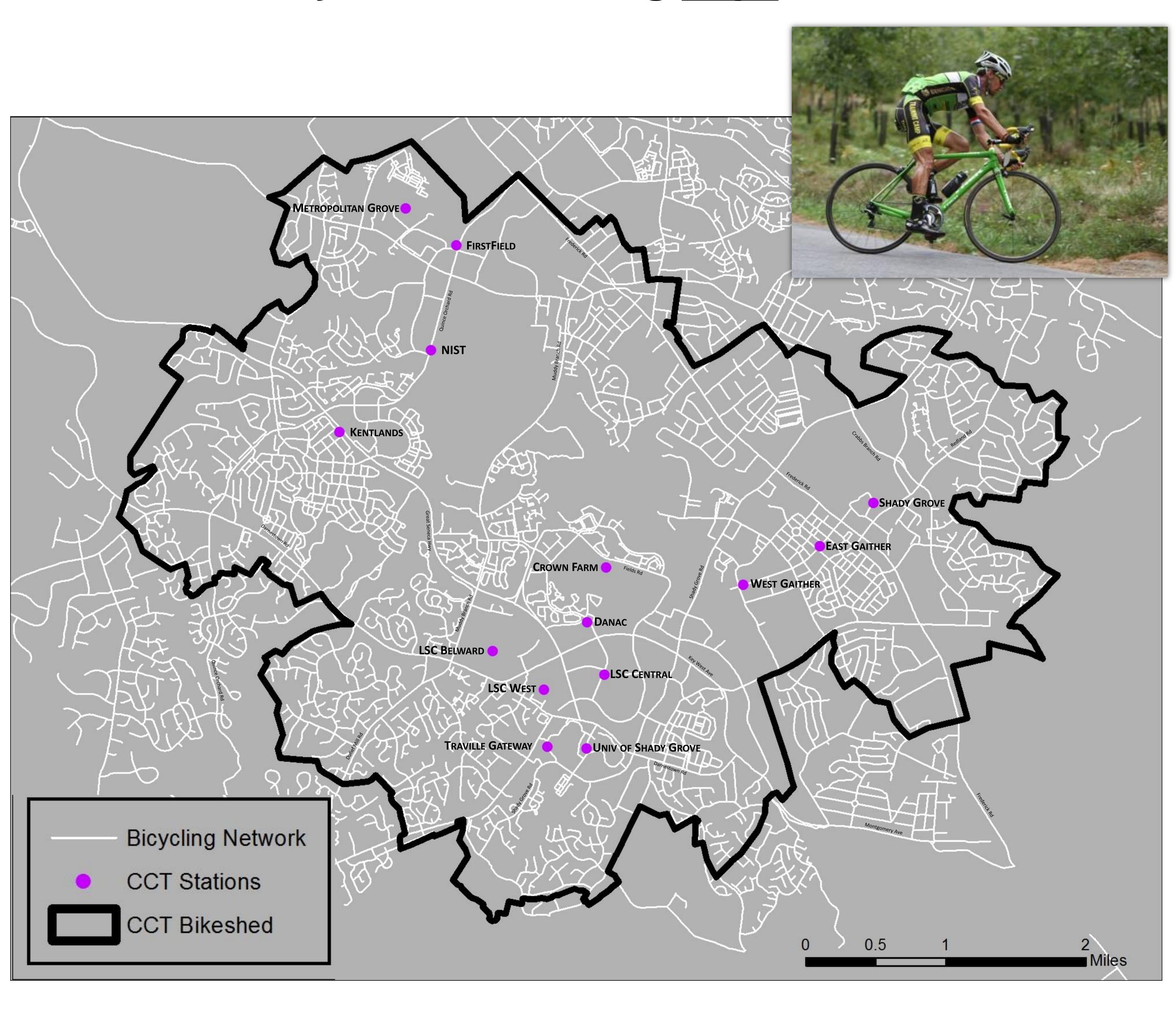


- •Low stress, suitable for 60% of the population.
- Equivalent to low-volume / low-speed roads.



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

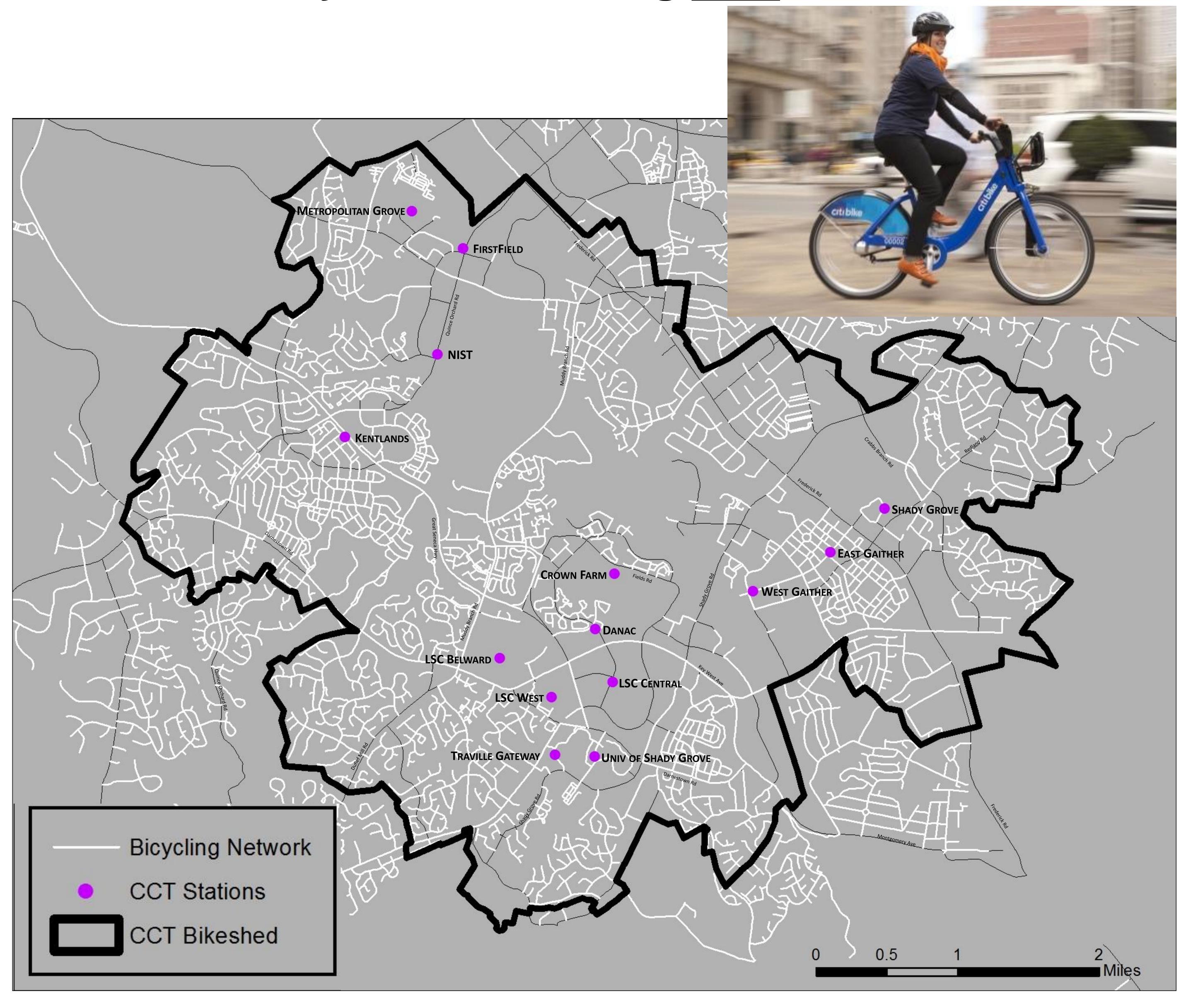
#### Network for Cyclists Tolerating High Stress



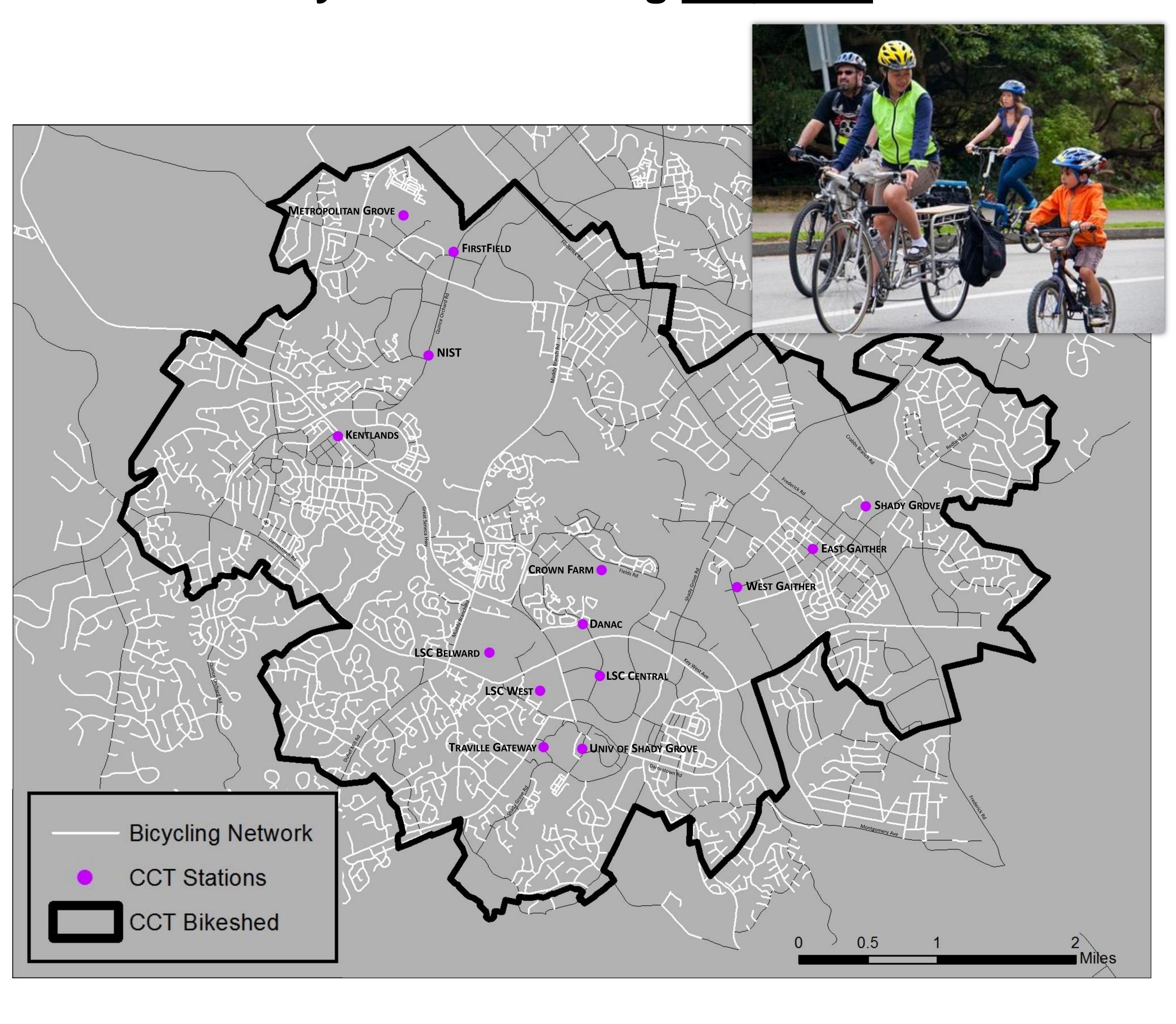
#### Network for Cyclists Tolerating Moderate Stress



Network for Cyclists Tolerating Low Stress

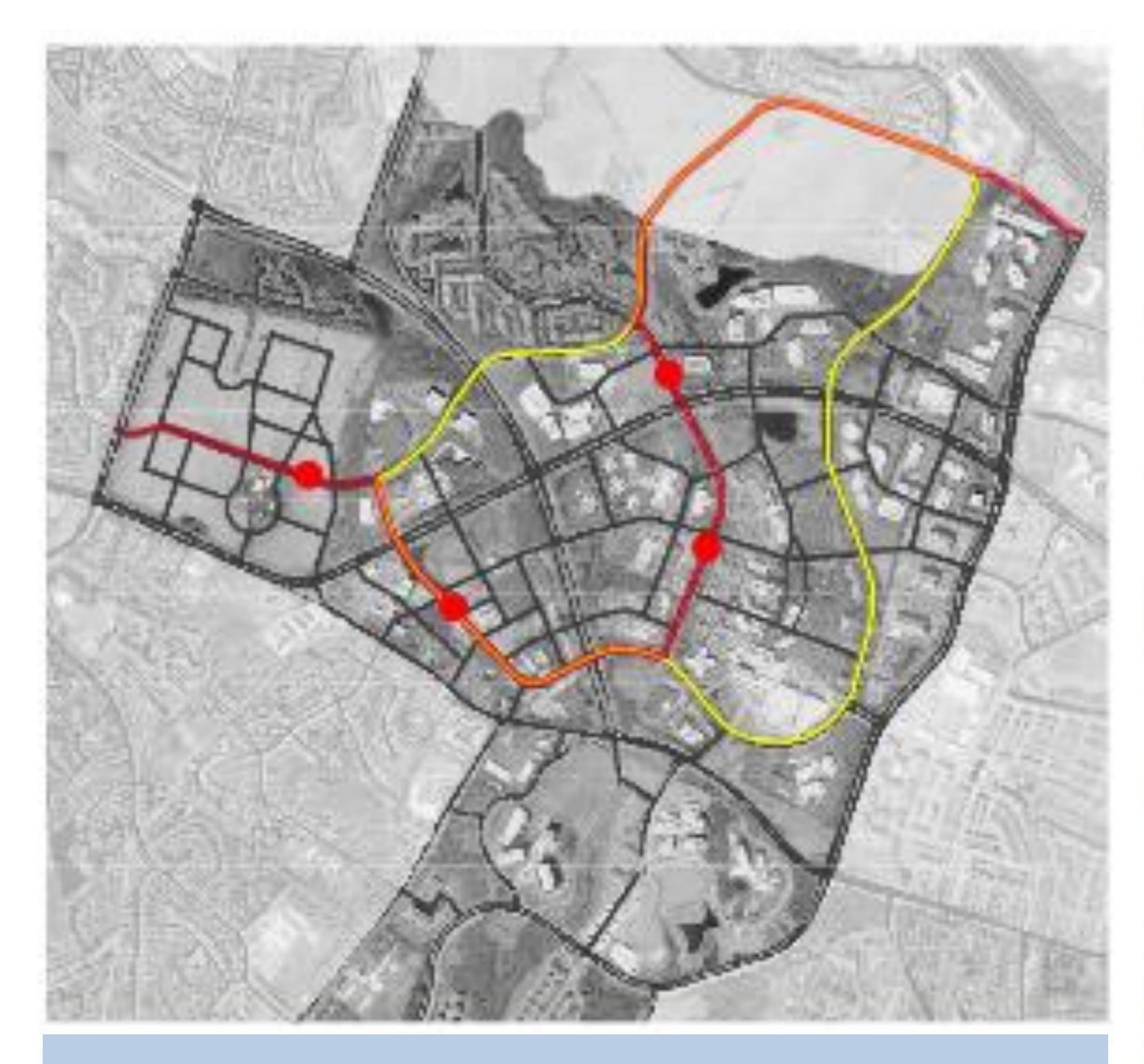


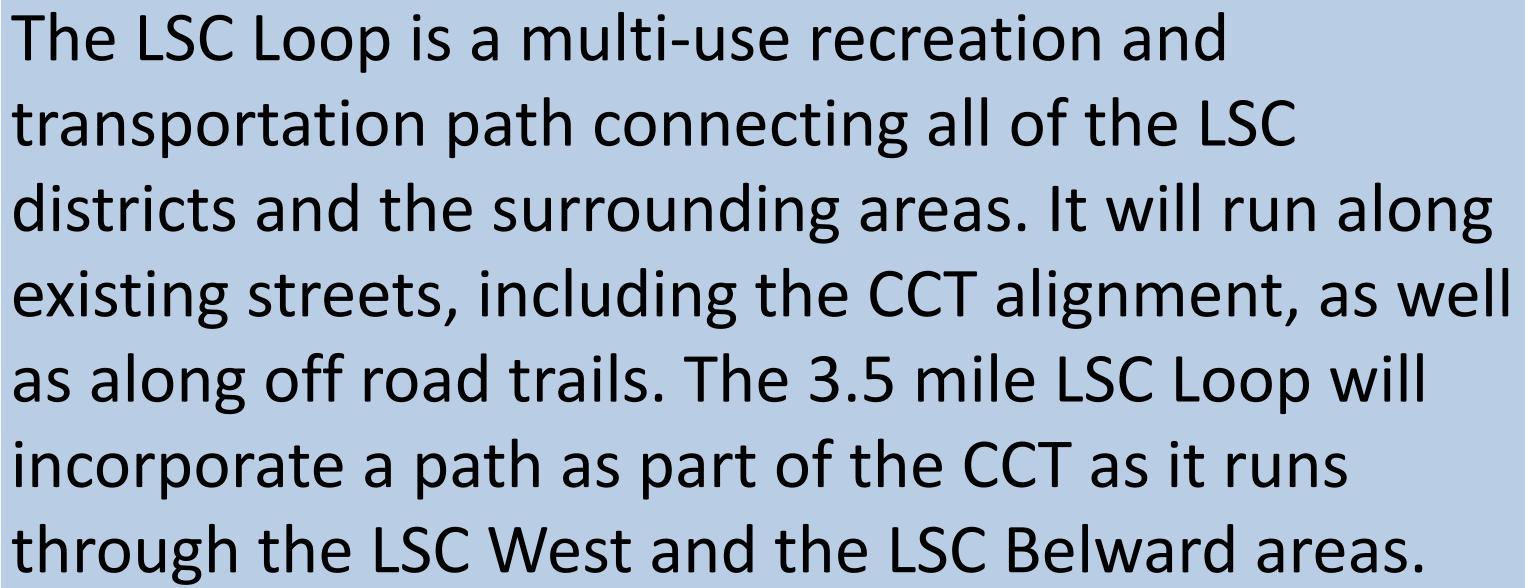
#### Network for Cyclists Tolerating Very Low Stress



### BICYCLE MASTER PLAN

#### The LSC Loop





#### The loop should include:

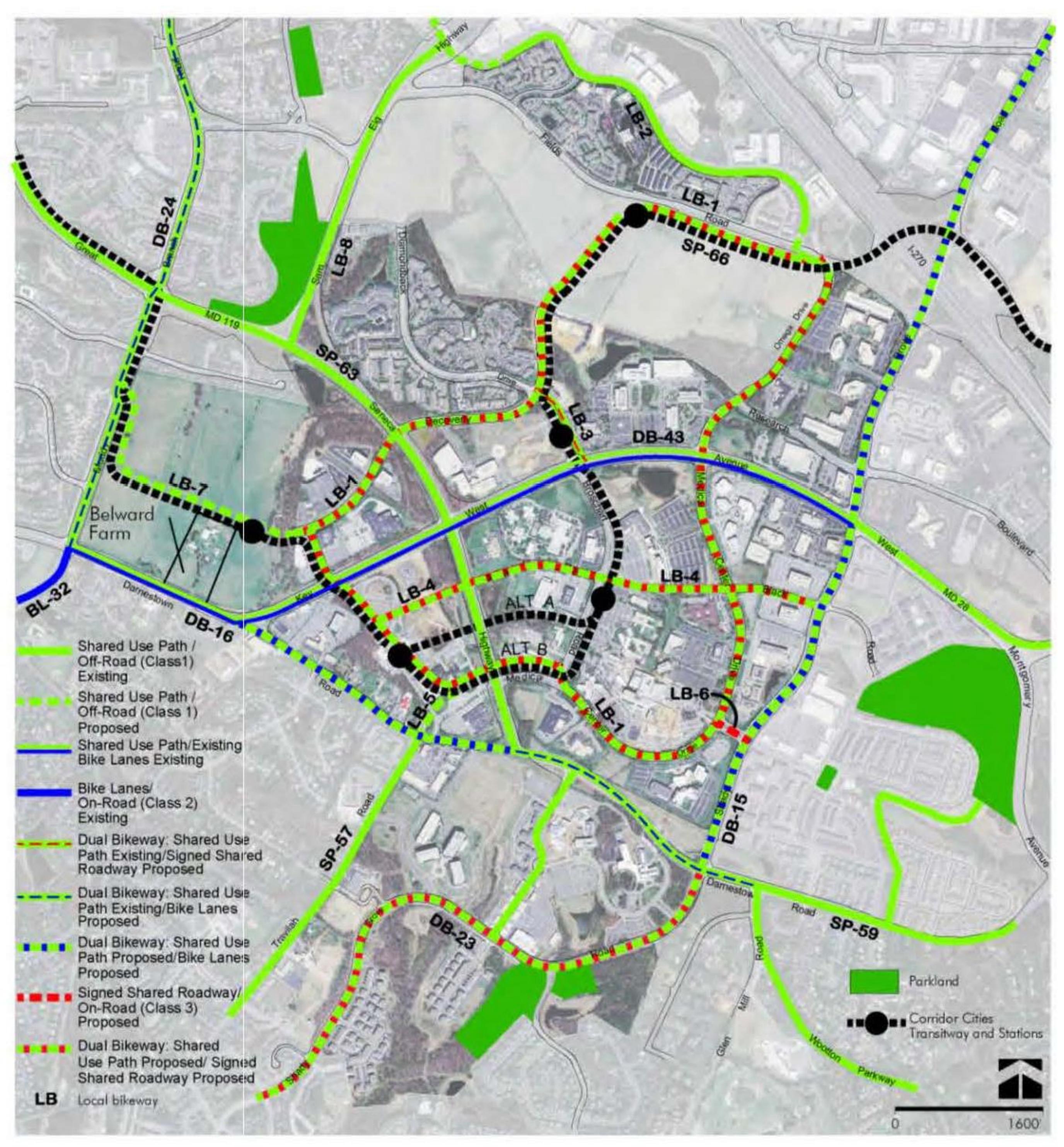
- recreational features that connects the districts and destinations throughout the area.
- connections from the Loop to area amenities, including the natural path system, the historic Belward Farm, and the civic spaces in each district.







#### Existing Bicycle Master Plan Recommendations



#### Schedule

Focus on Corridor Cities Transitway	
April 1, 2015	Start Work
April 20, 2015	Public Kickoff Meeting
June 2015	Public Meeting to Review Draft
July 2015	Draft to Planning Board

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