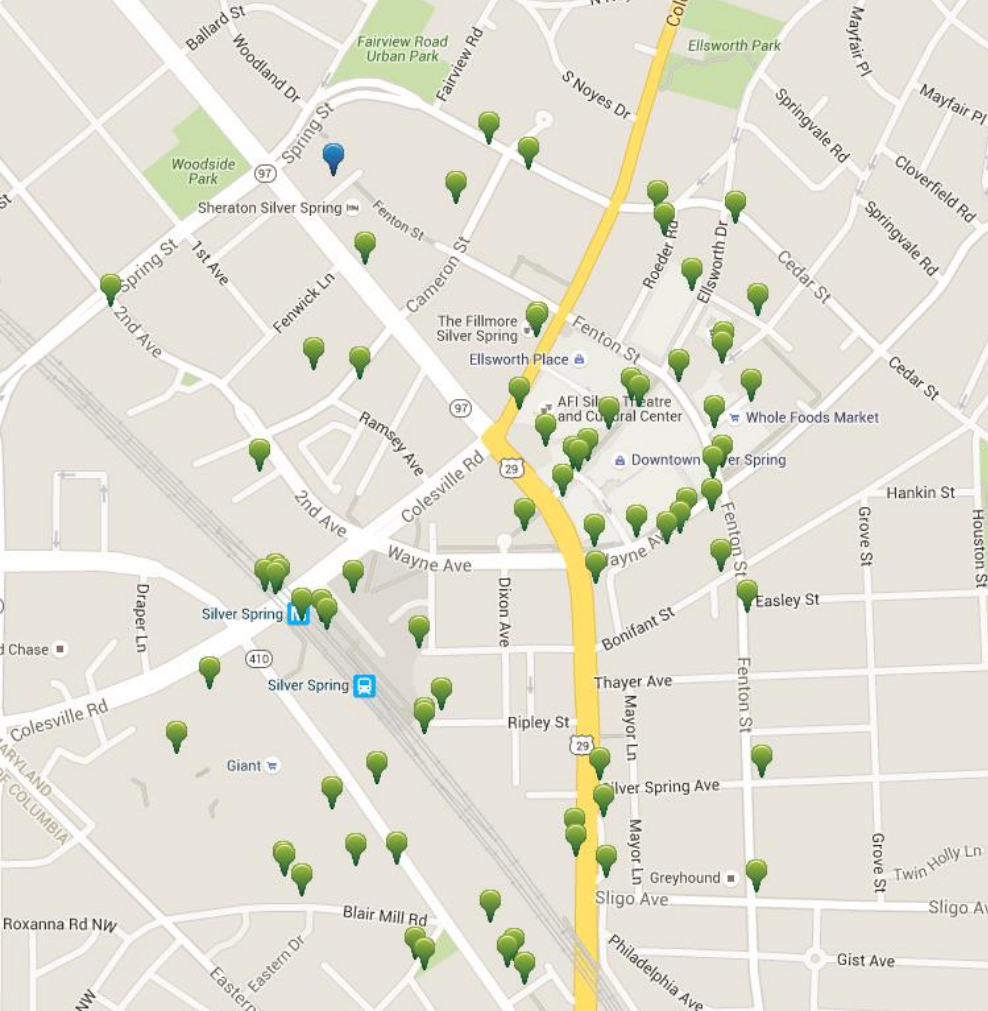




Community Advisory Group  
Meeting #6  
June 1, 2016


# Crowdsource Maps

# RackSpotter.com

**RackSpotter**



**Location**



**Planning PI, Silver Spring, MD 20910, USA**

Type: U Rack  
Spaces: 4

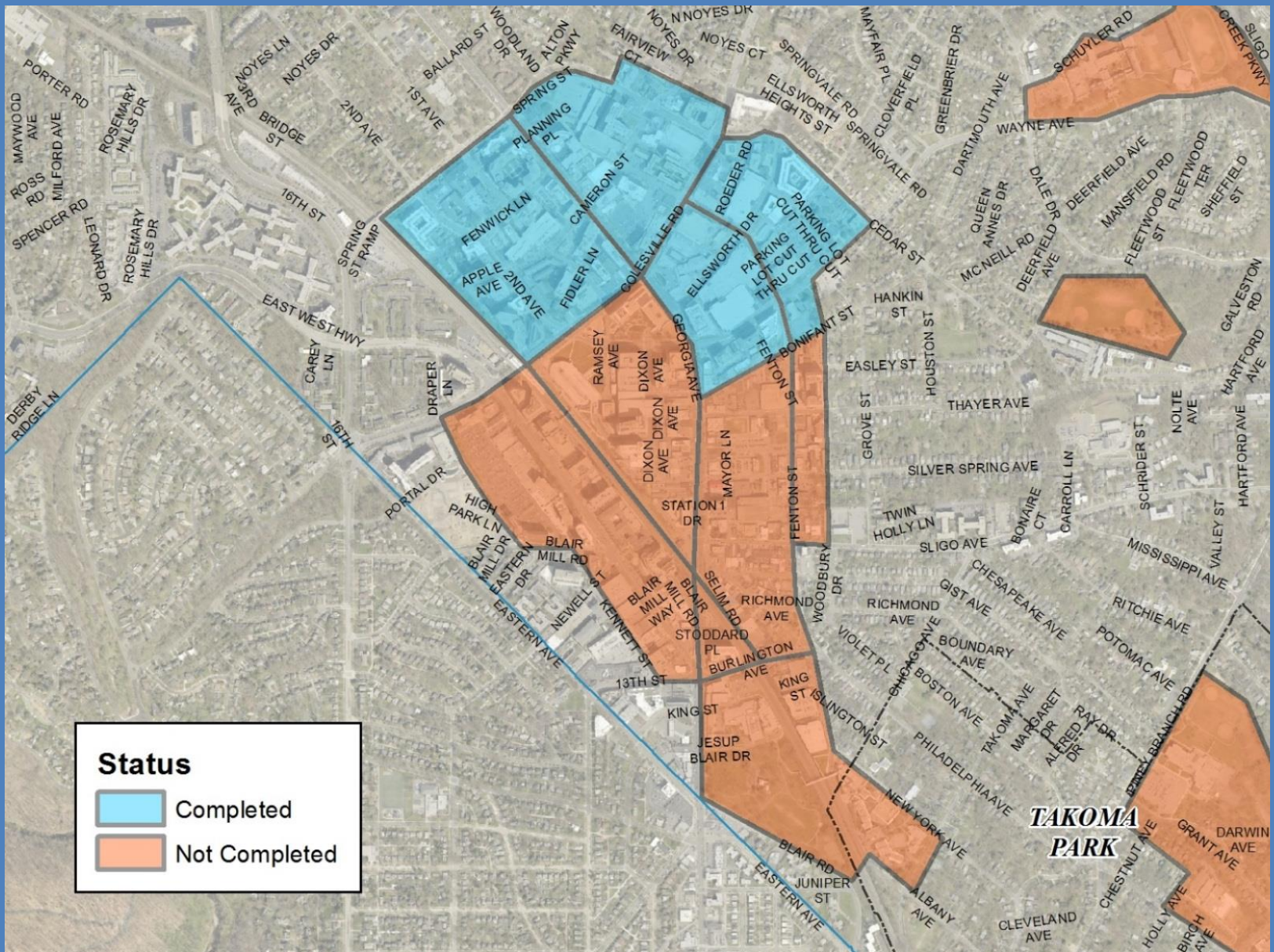
**Comments**

**MCPlanner**  
Montgomery County Planning Department

05/11/2016 6:51

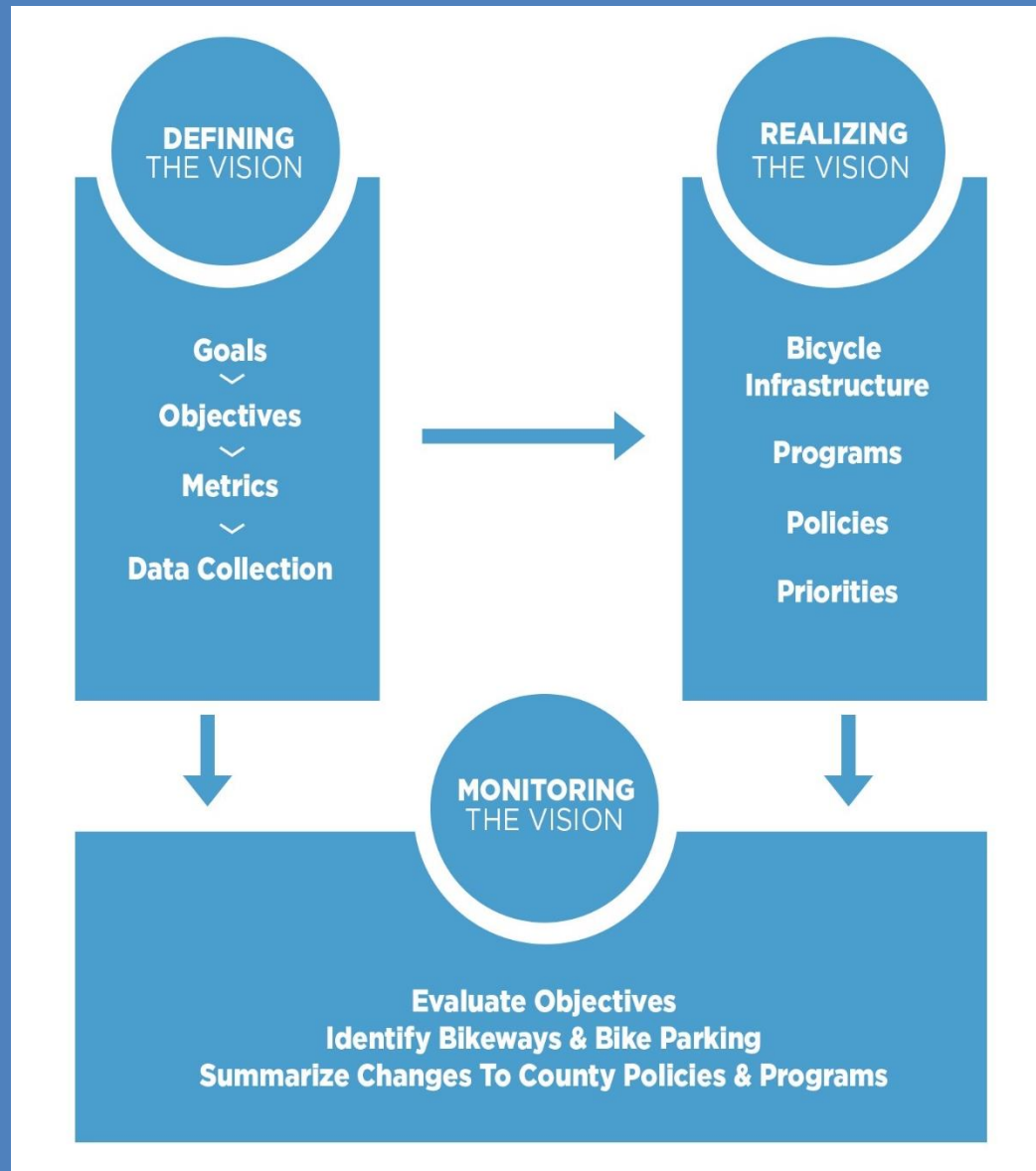


# Sign Up to Catalogue Bike Racks



# Draft Methodology Report

# Framework



# Defining the Vision



# Target User Group

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## Strong and Fearless (~7%)

Very comfortable on non-residential streets without bike lanes



## Enthusied and Confident (~5%)

Very comfortable on non-residential streets with bike lanes



## Interested but Concerned (~51%)

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



## No Way, No How (~37%)

Everyone else



# Realize the Vision – Bicycle Infrastructure

# Bikeway Network Classification

## Existing Approach

- Countywide Bikeways
- Local Bikeways

## Proposed Approach

- High Priority Bikeways
- Priority Bikeways
- Bikeways

# Bikeway Network Classification

## Existing Approach

- Shared use paths
- Separated bike lanes
- Bike lanes
- Signed shared roadways
- Dual bikeways

# Bikeway Network Classification

## Proposed Approach

- Trails
- Separated bikeways
- Striped bikeways
- Shoulders
- Shared roads

# 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

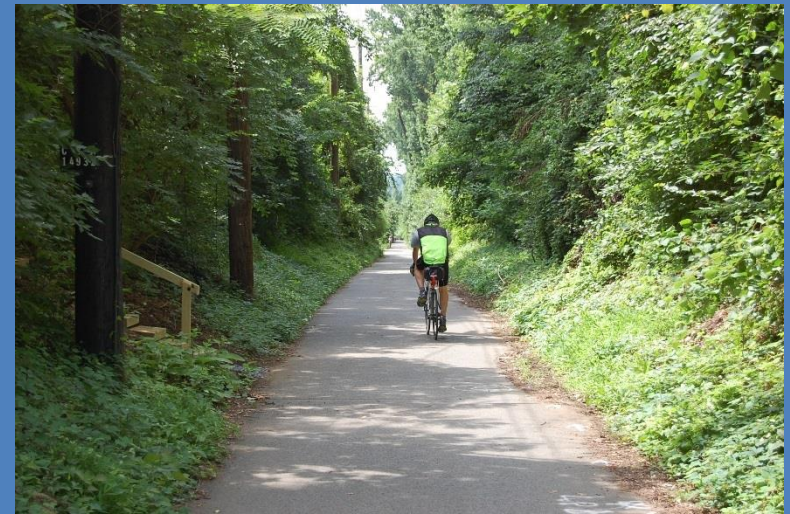
off-road paths | stream valley trails

## Off Road Paths

- Capital Crescent Trail
- Silver Spring Green Trail
- North Bethesda Trail
- Metropolitan Branch Trail

## Stream Valley Trails

- Rock Creek Trail
- Sligo Creek Trail
- Matthew Henson Trail



North Bethesda Trail



# Separated Bikeways

sidepaths | separated bike lanes

## Road Characteristics

- Traffic Lanes:  $\geq 4$  lanes
- Posted speed limit:  $\geq 35$  mph
- Daily traffic volume:  $\geq 6,000$
- On-Street Parking Turnover: frequent
- Bike Lane Obstruction: likely to be frequent



Woodglen Drive Cycle Track



# Striped Bikeways

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

## Road Characteristics

- Traffic Lanes:  $\leq 3$  lanes
- Posted speed limit:  $\leq 30$  mph
- Daily traffic volume:  $\leq 9,000$
- On-Street Parking Turnover: infrequent
- Bike Lane Obstruction: likely to be infrequent
- Where a separated bikeway is not feasible or desirable



Stewart Lane



# Bikeable Shoulders

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## Road Characteristics

- Land use: suburban or rural
- Posted speed limit:  $\geq 40$  mph
- Existing locations



# Shared Roads

bicycle boulevard | shared street

## Bicycle boulevards

- Posted Speed Limit:  $\leq 25$  mph.
- Context: where through traffic can be diverted to parallel streets.
- Street pattern: where a continuous route for bicycling is possible.

## Shared Streets

- Norfolk Street
- To be recommended in land use plans



# Separated Bikeways

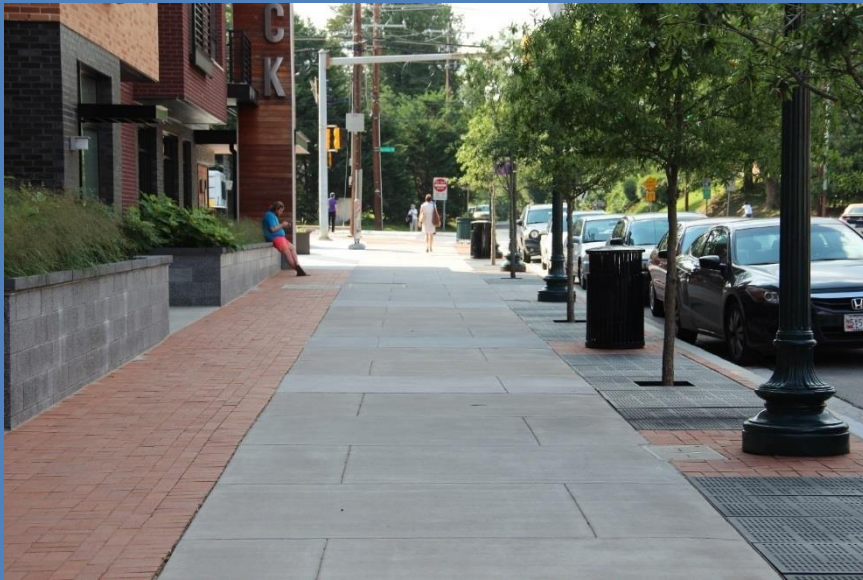
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- When to implement a separated bikeway as sidepath or separated bike lanes
  - Primary Consideration: Pedestrian demand
  - Additional Consideration: land use type and density

# Separated Bikeways

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- Existing and master-planned sidepaths
  - Reclassify as wide sidewalks in areas with high pedestrian volumes and with higher density land use
  - will not carry them forward as bikeways



Silver Spring Green Trail

# Two-Way Separated Bike Lanes

On Both Sides of the Street

## Conditions

- Long distances between safe, comfortable crossings (typically 800 to 1,000 feet)
- Wide automobile travel way (four or more lanes)
- Presence of destinations on both sides of the street

## Other Considerations

- Adding or improve crossings to be safe / comfortable
- Reducing the width of the road (lane diet / road diet)
- Changing posted speed



# Two-Way Separated Bike Lanes

On Both Sides of the Street



Rockville Pike

# Signed Shared Roadways

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- Eliminate
  - Signed shared roadways facility classification
  - Wide outside lanes facility type
- New facility types
  - Bikeable shoulders
  - Bicycle boulevards
  - Shared streets



# Signed Shared Roadways

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- MCDOT / SHA tools
  - Wayfinding signs
  - Regulatory signs
  - Pavement markings
- Encourage MCDOT to develop
  - Comprehensive wayfinding plan
  - Sharrow policy

# Dual Bikeways

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- Discontinue use of dual bikeways as a facility classification.
- Recommend higher design standards for sidepaths.

# Dual Bikeways

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- In suburban locations, bike lanes remain interim treatment on higher volume / speed roads where:
  - a sidepath is recommended but not existing, OR
  - the existing sidepath is substandard, AND
  - where there is sufficient space in the existing roadway to quickly and cheaply install bike lanes through restriping.

# Dual Bikeways

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- Eliminate bike lanes over time in favor of separated bikeways with wide separation from the road.



Darnestown Road

# Bicycle Parking at Major Transit Stations



Kramer Station in Austin, Texas



# Bicycle Parking at Major Transit Stations



Berkeley BART Station

# Public Bicycle Parking

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red line | brunswick line | purple line | CCT

- Identify bike station locations
- Sizing based on access goals

# Private Bicycle Parking

residential | commercial | office

- Quantity – addressed by 2014 Zoning Code update
- Quality – still needs to be improved



# Realize the Vision – Programs & Policies

# Bicycle Parking at Major Transit Stations

- To be fleshed out in coming months
- Potential discussion topic at July meeting

# Monitoring the Vision



# Bicycle Parking at Major Transit Stations

Objective	Metric	Target		Actual	
		2022 (5-year target)	2027 (10-year target)	2017 (baseline)	2019
Goal 1: Increase bicycling trips in Montgomery County					
<b>1.1</b>	Percent of residents who commute by bicycle.				
<b>1.2</b>	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.				
<b>1.3*</b>	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.				
<b>1.4*</b>	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.				



# Implementation

# Implementation Placeholders

- Approach to phasing separated bike lane implementation
- Approach to implementing on-road bicycle facilities incrementally
- Higher quality sidepaths
- Typical sections for new bikeway facility types
- Intersection templates

