

DRAFT Vision, Goals and Objectives

Bike Plans Evaluated

- Arlington, VA
- Boston, MA
- Cambridge, MA
- Davis, CA
- **Fort Collins, CO**
- Minneapolis, MN
- Portland, OR
- San Diego, CA
- Salt Lake City, UT
- Sacramento, CA
- Seattle, WA
- Washington, DC

Bike Plans Evaluated

	Goal	Objectives
Connectivity	Complete a connected network of low-stress bicycle facilities.	<ul style="list-style-type: none"> • Build and maintain bicycle facilities that form a continuous and dense low-stress bicycle network with seamless connections to public transit, bike share, schools, neighborhoods, community destinations, and the regional bicycle network. • Implement a cohesive wayfinding system directing people to and along the low-stress bicycle network, and to community destinations. • Provide high-quality bicycle parking at key destinations across the city.
Safety	Improve safety for all modes of transportation.	<ul style="list-style-type: none"> • Reduce the number and severity of bicycle crashes. • Eliminate bicycle-related fatalities. • Implement appropriate, well-designed bicycle facilities, education and enforcement programs.
Ridership	Increase the amount of bicycling for all trip purposes.	<ul style="list-style-type: none"> • Increase the percentage of trips taken by bicycle for commuting, recreation, and other purposes. • Increase ridership by creating a welcoming environment for people of all bicycling levels.
Community	Foster a strong bicycle community identity while advancing a culture of respect and responsibility for all transportation system users.	<ul style="list-style-type: none"> • Continue bicycle programming that showcases Fort Collins' local culture and encourages bicycling. • Implement programs and initiatives that promote understanding and empathy among transportation users, and educate all users about rules of the road. • Support community initiatives that help make bicycling a viable part of daily life.

Bike Plans Evaluated

	Goal	Objectives
Equity	Provide equal access to bicycling for all members of the community.	<ul style="list-style-type: none">• Build high-quality and leading-edge bicycle facilities in all parts of the city.• Implement inclusive bicycle-related programs and outreach.
Comfort	Increase the level of comfort experienced by people when bicycling.	<ul style="list-style-type: none">• Increase the amount of low-stress bicycle facilities in Fort Collins and focus bicycle-related programming on educating and encouraging riders in order to build confidence.
Health	Increase access to bicycling as essential to a physically active and environmentally healthy community.	<ul style="list-style-type: none">• Promote recreational and utilitarian bicycling as part of a connected active transportation system.• Connect bicycle facilities to parks, neighborhoods, schools, and other key points.• Incorporate climate adaptation strategies in bicycle infrastructure planning and design.• Configure land uses in a way that promotes bicycling.

Portland, Oregon

GOAL 6 TRANSPORTATION

Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.

6.3 Objective H

Increase bicycle safety education, enforcement and outreach to encourage safe travel behavior of all modes and to increase bicycling in Portland.

6.3 Objective I

Promote bicycling as safe and convenient transportation to and from school.

6.3 Objective J

Continue and expand encouragement programs that provide services and equipment, support behavior changes, raise awareness, and provide incentives that increase bicycling in Portland.

6.23 Objective B

Provide continuous bicycle facilities and eliminate gaps in the ~~bike lane system~~ bikeway network.

6.23 Objective C

Install bicycle signage along bikeways where needed to define the route and/or direct bicyclists to a destination or other bikeway.

Cambridge, Massachusetts

VISION

Bicycling is an important component of Cambridge's transportation system. Cantabrigians envision the day when they will be able to bicycle safely and comfortably to all destinations within the city. Streets and roads will be well designed to accommodate bicycling as a mode of transportation for people of all ages and abilities.

Cambridge, Massachusetts

GOALS

- ① **Make a significant shift towards bicycling as a sustainable transportation mode**
- ② **Create a transportation system that is safe for users of all ages and abilities**
- ③ **Innovate and be an early adopter of best practices in bicycle infrastructure**

TARGETS

- Ⓐ **By 2020, 10% of all trips in Cambridge will be made by bicycle**
- Ⓑ **By 2030, 20% of all trips in Cambridge will be made by bicycle**
- Ⓒ **By 2020, the percentage of children walking and bicycling to school will increase 20% over 2015 numbers**
- Ⓓ **Crash rates will continue to decrease with a goal of zero fatalities or serious injuries by 2020**
- Ⓔ **All streets will be bicycle friendly**
- Ⓕ **New facilities are prioritized based on the Bicycle Network Vision**

Davis, California

- Goals are the six E's:
 - Equity
 - Education
 - Encouragement
 - Engineering
 - Enforcement
 - Evaluation

Davis, California

- Goal: Education

Increase the safety and attractiveness of bicycling by providing educational programs, tools, and resources.

Davis, California

- Goal: Encouragement
Increase and enhance activities to encourage bicycling as a viable mode for all forms of local travel and to help reach goal of 25% bicycle share for all trips.

Davis, California

- Goal: Enforcement
Increase and enhance the safety of bicycles, pedestrians, automobile drivers, and all other modes with enforcement that emphasizes education and compliance.

Davis, California

- Goal: Engineering
Provide complete, safe, and attractive accessibility for bicyclists using sound engineering and planning, interagency coordination, and public involvement.

Davis, California

- Goal: Equity
Ensure the viability of bicycles as a transportation mode with equal treatment.

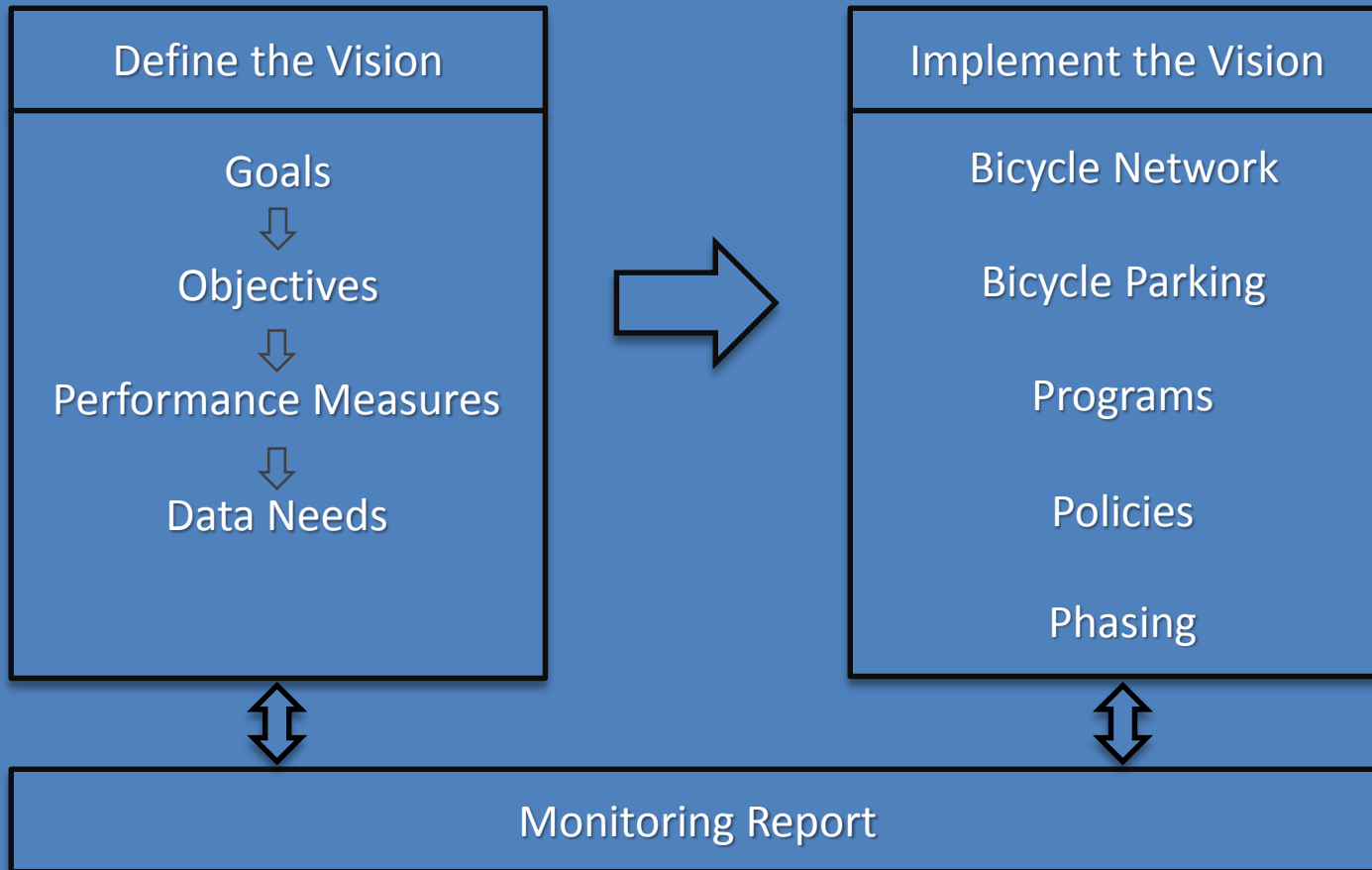
Davis, California

- Goal: Evaluation
Continuously improve the bicycle program through monitoring and evaluation of programs, projects, and procedures.

Davis, California

- Identified goals:
 - Equity
 - Education
 - Encouragement
 - Engineering
 - Enforcement
 - Evaluation
- Actual goals:
 - Equity
 - Encouragement
 - Evaluation
 - Attractiveness of system
 - Safety

Framework



Discussion Principles

Principles

- Goals and objectives are not the same thing
- Objectives are tied to goals
- Objectives are measurable (but comes later)
- Objectives show a meaningful change
- Limit new data collection

What do we want CAG to do:

- Feedback on goals and objectives
- Focus on content

Vision Statement

Montgomery County will become a world-class bicycling community.

Everyone in Montgomery County will be able to get to the places they want to go on a comfortable, safe, and connected bicycle network. Bicycling will become a viable transportation option and elevate the quality of life.

Goals

Broad statements of a desired state. They are general and brief and can always be improved.

- Goal 1: Create a highly-connected and low-stress bicycling network
- Goal 2: Provide equal access to low-stress bicycling for all members of the community
- Goal 3: Improve the safety of the bicycling environment
- Goal 4: Increase bicycling trips in Montgomery County
- Goal 5: Increase physical activity through bicycling

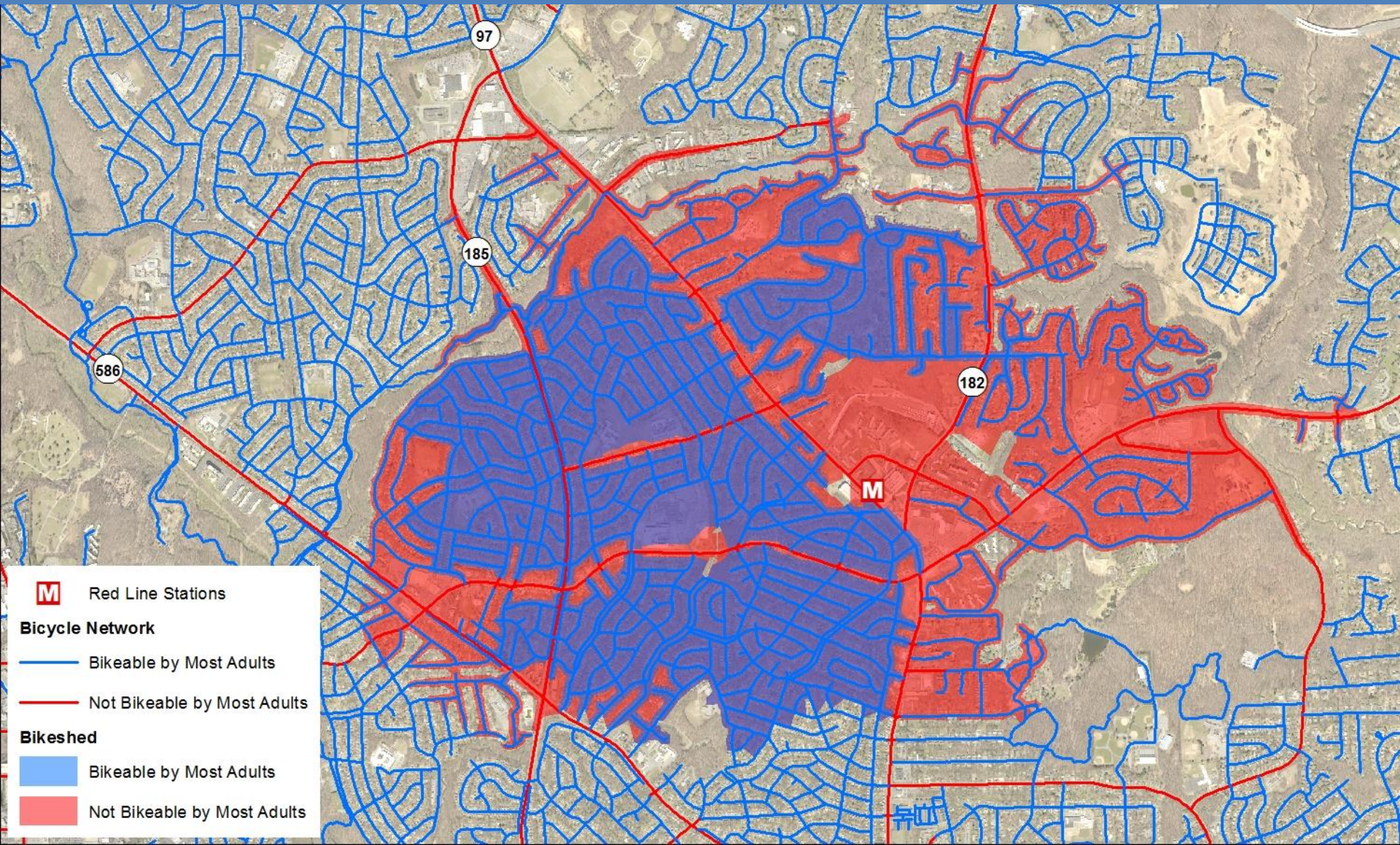
Goal 1

Create a highly-connected and low-stress bicycling network

- Objective 1.1: ##% of potential bicycle trips can be made on a low-stress bicycle network by 20##.
- Objective 1.2: Within 2.0 miles of each Metrorail station, MARC station, and Purple Line Station, #% of dwelling units will be able to access the station on a low stress bicycling network by 20##.

Example: Glenmont Metro Station

Dwelling units that can access the metro station on a low stress bicycling: 53%



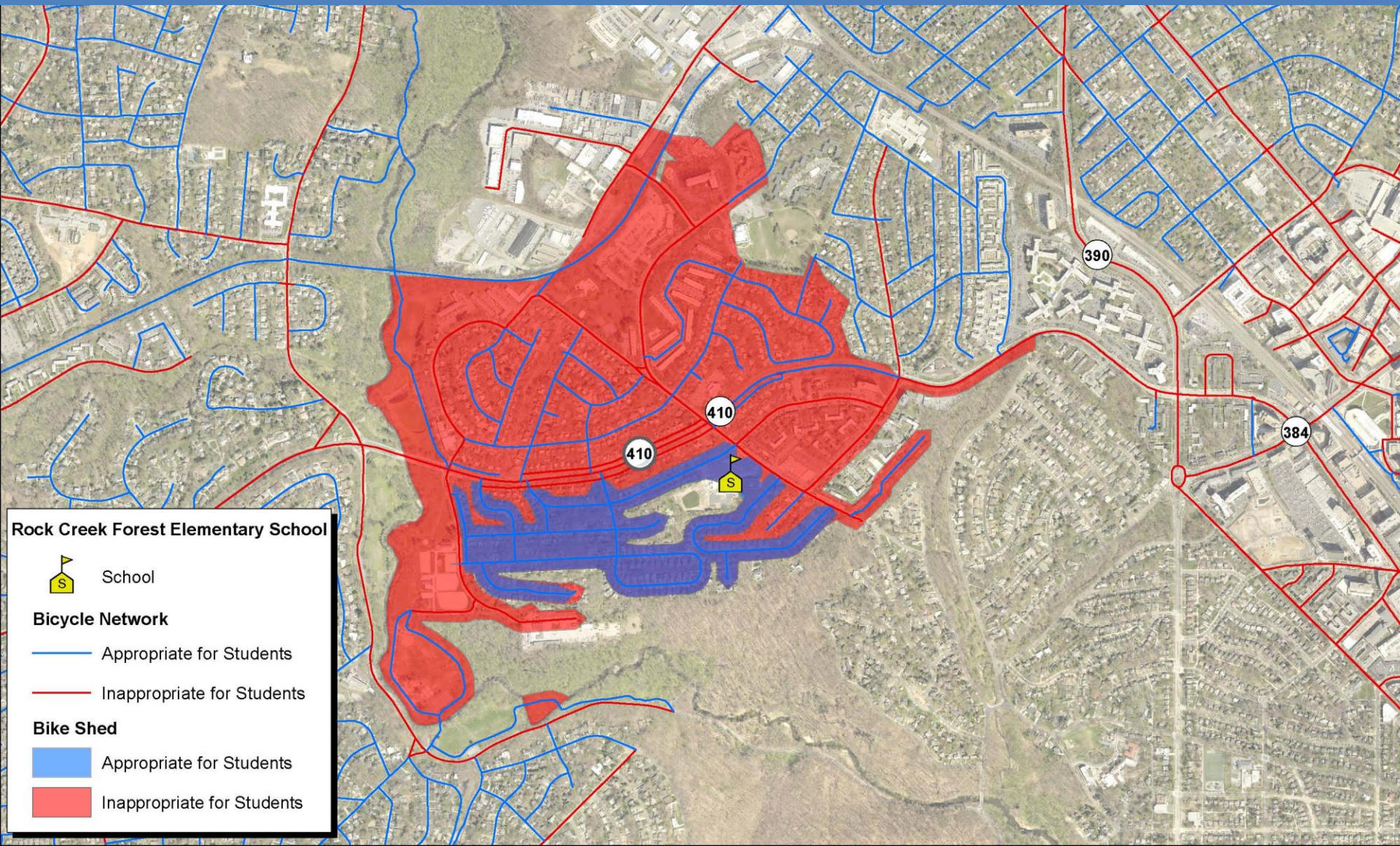
Goal 1

Create a highly-connected and low-stress bicycling network

- Objective 1.3: Within a 1.0-mile radius of each elementary school, #% of dwelling units will be able to access the school on a very-low stress bicycling network by 20##.
- Objective 1.4: Within a 1.5-mile radius of each middle school, #% of dwelling units will be able to access the school on a very-low stress bicycling network by 20##.
- Objective 1.5: Within a 2.0-mile radius of each high school, #% of dwelling units will be able to access the school on a very-low stress bicycling network by 20##.

Example: Rock Creek Forest ES

Dwelling units that can access the elementary school on a low stress bicycling: 86%



Goal 1

Create a highly-connected and low-stress bicycling network

- Objective 1.7: By 20##, ##% of blocks in commercial areas will have either a bike rack or a bike corral.
- Objective 1.8: By 20##, ## of 12 Metrorail stations in Montgomery Co will have secure, enclosed bicycle parking.
- Objective 1.9: By 20##, ## of 11 Purple Line stations in Montgomery Co will have secure, enclosed bicycle parking.
- Objective 1.10: By 20##, ##% of Montgomery County public schools will have bicycle parking.
- Objective 1.11: By 20##, ##% of Montgomery County libraries will have bicycle parking.

Goal 1

Create a highly-connected and low-stress bicycling network

- Objective 1.12: By 20##, ##% of Montgomery County recreation centers will have bicycle parking.
- Objective 1.13: By 20XX, ##% of apartment and condo buildings will have secure, enclosed bicycle parking.

Goal 2

Provide equal access to low-stress bicycling for all members of the community

- Objective 2.1: A similar amount of potential bicycle trips will be able to be made on a low-stress bicycle network in low-income and majority-minority areas compared to the County overall.

Goal 3

Improve the safety of the bicycling environment

- Objective 3.1: Reduce the number of bicycle crashes per bike trips by:
 - #% in Bethesda CBD by 20##
 - #% in Friendship Heights CBD by 20##
 - #% in Silver Spring CBD by 20##
 - #% in City of Takoma Park by 20##
 - #% in Wheaton CBD by 20##
 - #% in White Flint by 20##
- Objective 3.2: Eliminate bicycle deaths by 20##
(based on adoption of Vision Zero by October 2016)

Goal 4

Increase bicycling trips in Montgomery County

- Objective 4.1: Increase the amount of bicycling in and out of:
 - Bethesda CBD by #% by 20##
 - Friendship Heights CBD #% by 20##
 - Silver Spring CBD by #% by 20##
 - City of Takoma Park #% by 20##
 - Wheaton CBD #% by 20##
 - White Flint by #% by 20##
- Objective 4.2: Increase the percent of students who bicycle to school by #% by 20XX.
- Objective 4.3: Increase the percent of Montgomery County residents who commute by bicycling to #% by 20##.

Goal 4

Increase bicycling trips in Montgomery County

- Objective 4.4: Increase the percent of commuters who bicycle as part of their commute in Montgomery County's Transportation Management Districts (TMD) by:
 - #% in Downtown Silver Spring by 20##
 - #% in Downtown Bethesda by 20##
 - #% in North Bethesda by 20##
 - #% in Friendship Heights by 20##
 - #% in Greater Shady Grove by 20##
 - #% in White Oak Science Gateway by 20## (when funded)

Goal 4

Increase bicycling trips in Montgomery County

- Objective 4.5: Increase the percent of people who access a Montgomery County Red Line station by bicycle to #% by 20##.
- Objective 4.6: Increase the percent of people who access a Montgomery County MARC station by bicycle to #% by 20XX.

Goal 5

Increase physical activity through bicycling

- Objective 5.1: Increase the percent of transportation and recreational trips in Montgomery County by bicycle by #% by 20##.
- Objective 5.2: Increase average minutes of physical activity attributable to bicycling per day per capita by #% by 20##.
- Objective 5.3: Increase the number of bicycling trips in Montgomery County by #% by 20##.