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

<table>
<thead>
<tr>
<th>Tentative Date</th>
<th>Item</th>
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<tbody>
<tr>
<td>March 31, 2015</td>
<td>Council Review of Work Program</td>
</tr>
<tr>
<td>July 1, 2015</td>
<td>Start Work</td>
</tr>
<tr>
<td>Sept 2015</td>
<td>Planning Board Approves Scope of Work</td>
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<tr>
<td>March 2016</td>
<td>Methodology Report to Planning Board</td>
</tr>
<tr>
<td>Nov 2016</td>
<td>Staff Draft</td>
</tr>
<tr>
<td>February 2017</td>
<td>Planning Board Worksessions</td>
</tr>
<tr>
<td>April 2017</td>
<td>Planning Board Draft</td>
</tr>
<tr>
<td>Sept 2017</td>
<td>Council Approval</td>
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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
Draft Focus Area

- Metropolitan Grove
- FirstField
- NIST
- Kentlands
- Crown Farm
- DANAC
- LSC Central
- LSC West
- LSC Belward
- Shady Grove
- E. Gaither
- W. Gaither
- E. Gaither
- W. Gaither

CCT Stations

CCT Bikeshed (2-miles)
- Road Network (21 Sq Mi)
- As the Crow Flies (41 Sq Mi)
# Bicycle Planning for CCT Phase 1

<table>
<thead>
<tr>
<th>Tentative Date</th>
<th>Item</th>
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<tbody>
<tr>
<td>March 30, 2015</td>
<td>Agency Kickoff Meeting</td>
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<tr>
<td>April 1, 2015</td>
<td>Start (official)</td>
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<tr>
<td>Late April 2015</td>
<td>Public Kickoff Meeting</td>
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<tr>
<td>Late May 2015</td>
<td>Public Meeting to Review Draft</td>
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<tr>
<td>Late June 2015</td>
<td>Draft to Planning Board</td>
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<tr>
<td>Late July 2015</td>
<td>Final to Planning Board</td>
</tr>
<tr>
<td>Sept 2017</td>
<td>Council Approval</td>
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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
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Check out our bicycling webpage at:  
www.montgomeryplanning.org/transportation/bikeways/