



THE BICYCLE MASTER PLAN

Silver Spring TMD

April 14, 2016

The Montgomery County Planning Department

David Anspacher, Project Manager

Agenda

- [1] Why Update the Bicycle Master Plan?
- [2] Master Plan Boundaries
- [3] Small Area Plans
- [4] Level of Traffic Stress
- [5] Community Outreach
- [6] Schedule

[1] Why Update the Bicycle Master Plan?

New Ways to Get Around



New Bikeways – Buffered Bike Lanes



New Bikeways – Bicycle Boulevards



New Bikeways – Separated Bike Lanes

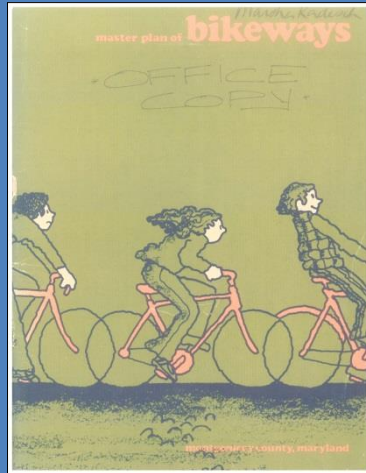


New Bicycle Storage Facilities

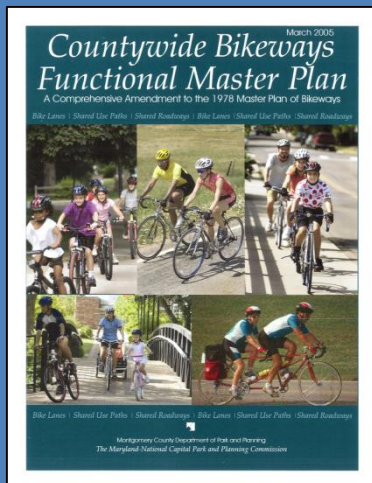


Consolidate Bike Recommendations

Functional Plans



1978 Master Plan of Bikeways

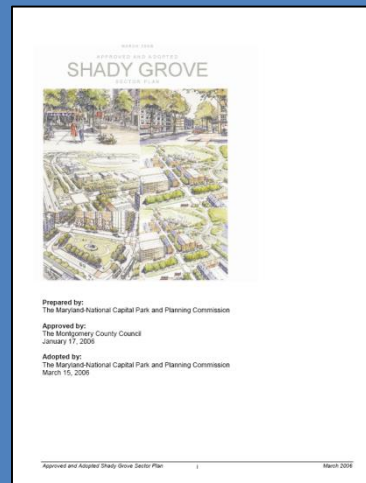


2005 Countywide Bikeways
Functional Master Plan

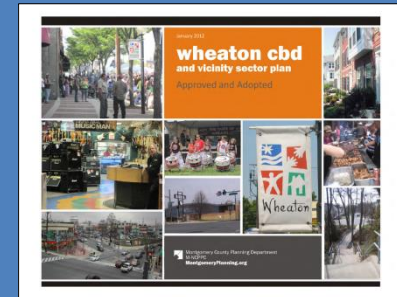
Area Master Plans



GSSC (2010)



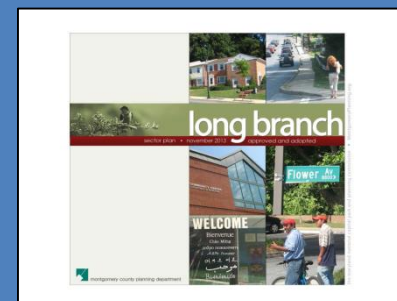
Shady Grove (2006)



Wheaton CBD (2012)



White Flint (2010)



Long Branch (2013)

Traditional User Groups



Commuting



Recreating

New User Groups



Commuting

Running Errands

Going to School

Accessing Transit

Entertainment

Recreating



Four Types of Transportation Cyclists



Strong and Fearless (~7%)



Enthusied and Confident (~5%)



Interested but Concerned (~51%)



No Way, No How (~37%)

Summary

- Develop a low-stress bicycling network
- Evaluate new facility types
- Consolidate existing recommendations

What This Plan Will Do

- Recommend bikeways
- Identify long-term bicycle parking locations
- Convert on-street parking and traffic lanes to bikeways
- Recommend policy changes
- Recommend phasing approach
- Include programmatic recommendations

What This Plan Will Not Do

- Design bikeways
- Change speed limits
- Enforce roadway laws

[2] Master Plan Boundaries

Master Plan Boundaries



[3] Small Area Plans

Small Area Plans

Preserve ability to create high-quality bicycle network while the Bicycle Master Plan is under development.



THE
BICYCLE
MASTER PLAN

PROPOSED WHITE FLINT
SEPARATED BIKE LANE
NETWORK
DRAFT

NOVEMBER 2015

THE MONTGOMERY COUNTY PLANNING DEPARTMENT



THE
BICYCLE
MASTER PLAN

DRAFT LIFE SCIENCES CENTER
BICYCLE NETWORK
PROPOSAL

DECEMBER 2015

THE MONTGOMERY COUNTY PLANNING DEPARTMENT

DRAFT Silver Spring CBD



Figure 6: Silver Spring BiPPA projects: Full network

[4] What is Level of Traffic Stress?

Level of Traffic Stress

- Initially developed by Peter Furth
- Characteristics
 - Uses attributes of road/path to determine amount of traffic stress bicyclists experience
 - Streets are ranked from LTS 1 (very low stress) to LTS 4 (high stress)
 - Treats links differently from crossings

Uses of Level of Traffic Stress

- Enables connectivity analysis of the network at different stress levels.
- It will also allow us to target investment so that they'll have the biggest impact on the network.

Four Types of Transportation Cyclists



Strong and Fearless (~7%)



Enthusied and Confident (~5%)



Interested but Concerned (~51%)



No Way, No How (~37%)

Shows Networks Available

- LTS assumes that each cyclist will tolerate a certain amount of stress. If a street is above that threshold, they won't use it.
- Parts of the network are unavailable to cyclists in the lower stress tolerant levels.

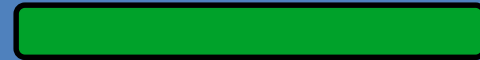
Level of Traffic Stress

- Furth LTS:

- LTS 1: Very Low Stress



- LTS 2: Low Stress



- LTS 3: Moderate Stress



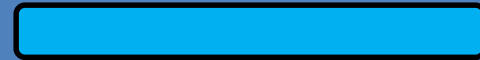
- LTS 4: High Stress



Level of Traffic Stress

- Revised LTS:

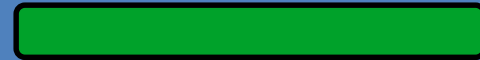
- LTS 0: No Traffic Stress



- LTS 1: Very Low Stress



- LTS 2: Low Stress



- LTS 2.5: Moderate Stress



- LTS 3: Moderate Stress



- LTS 4: High Stress



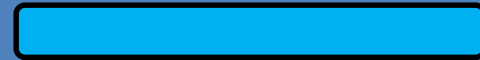
- LTS 5: Very High Stress



Level of Traffic Stress

- Revised LTS:

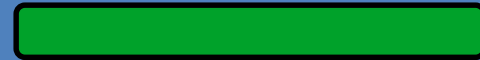
- LTS 0: No Traffic Stress



- LTS 1: Very Low Stress



- LTS 2: Low Stress



- LTS 2.5: Moderate Stress



- LTS 3: Moderate Stress



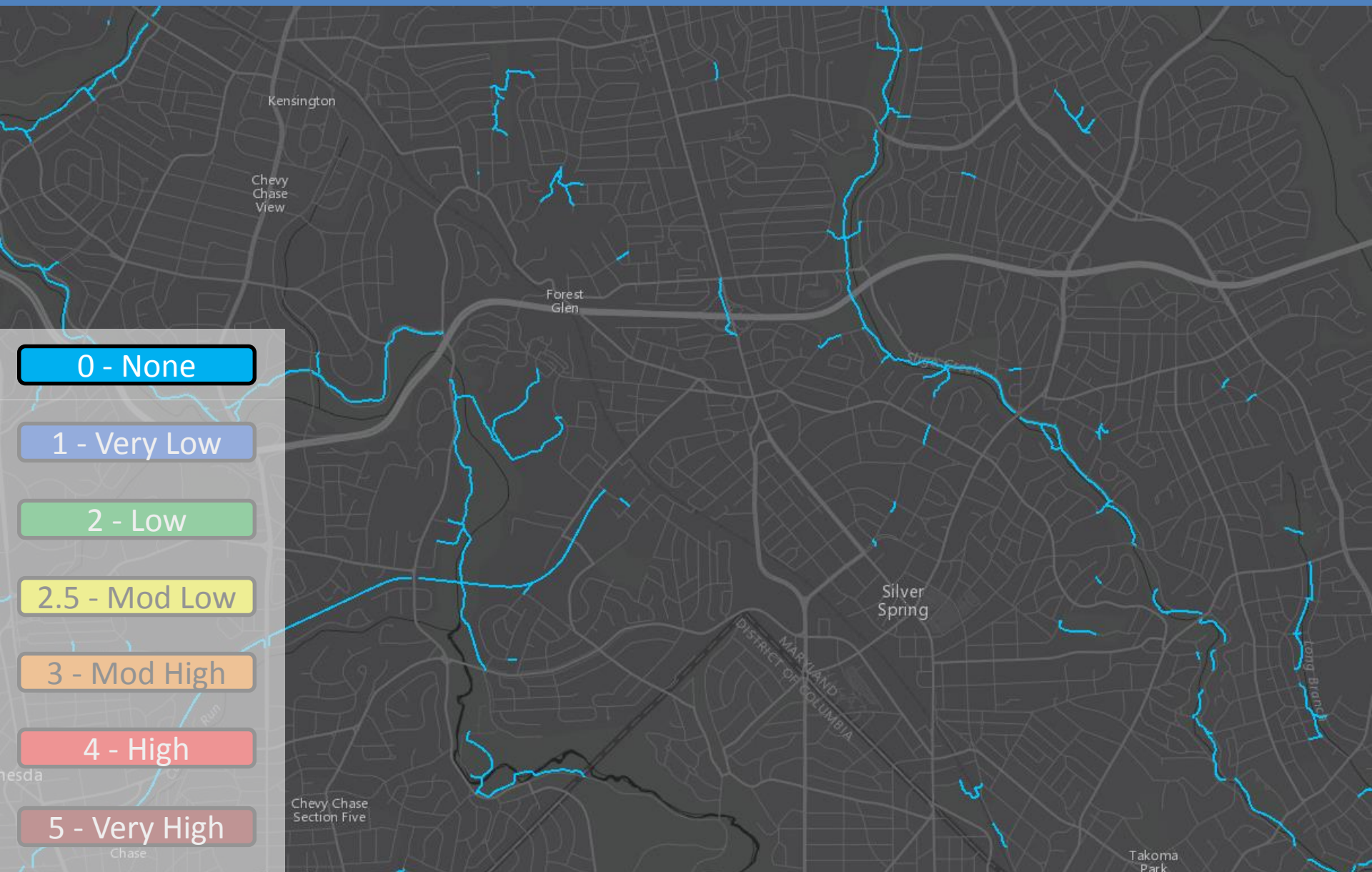
- LTS 4: High Stress



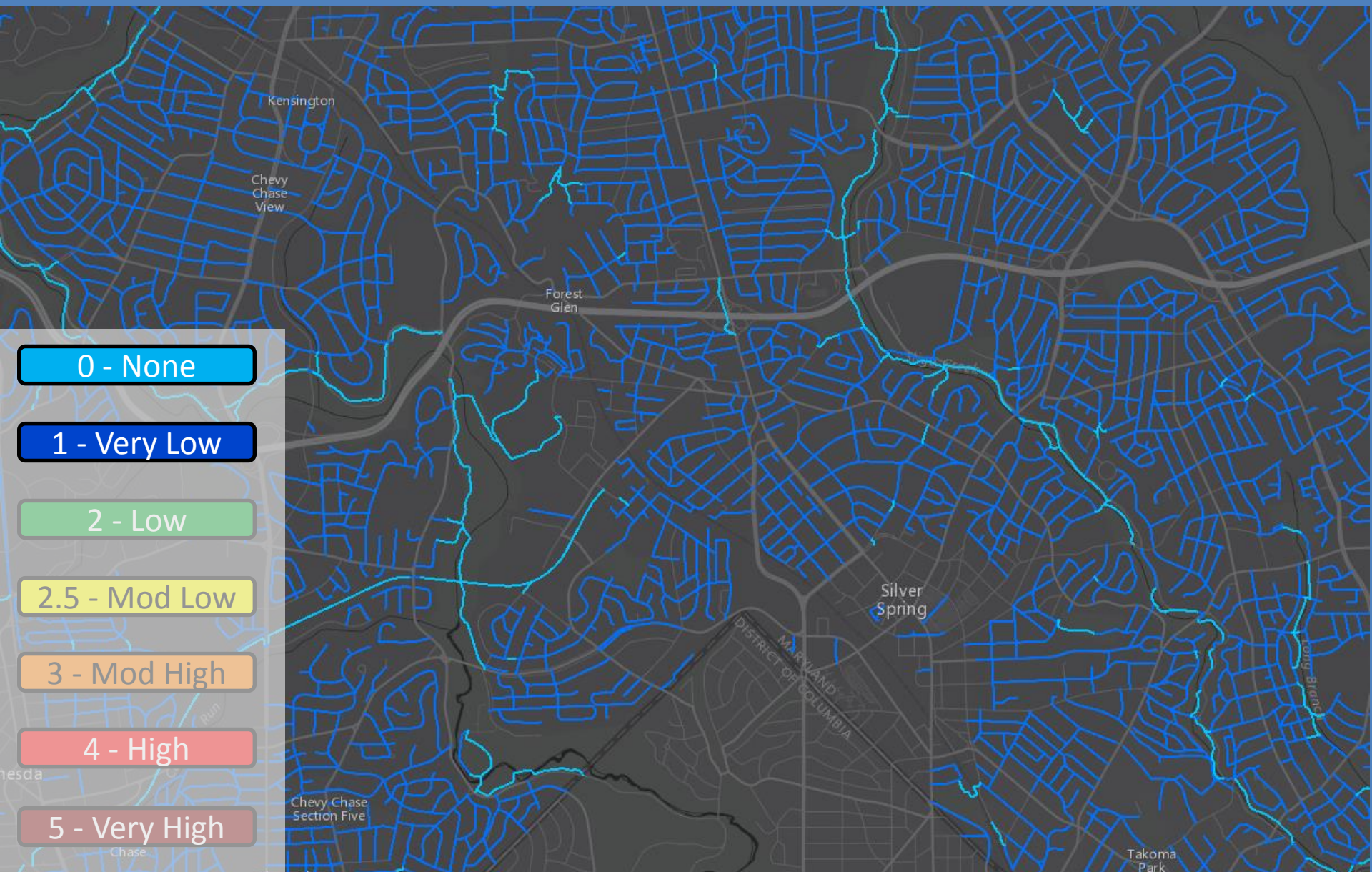
- LTS 5: Very High Stress



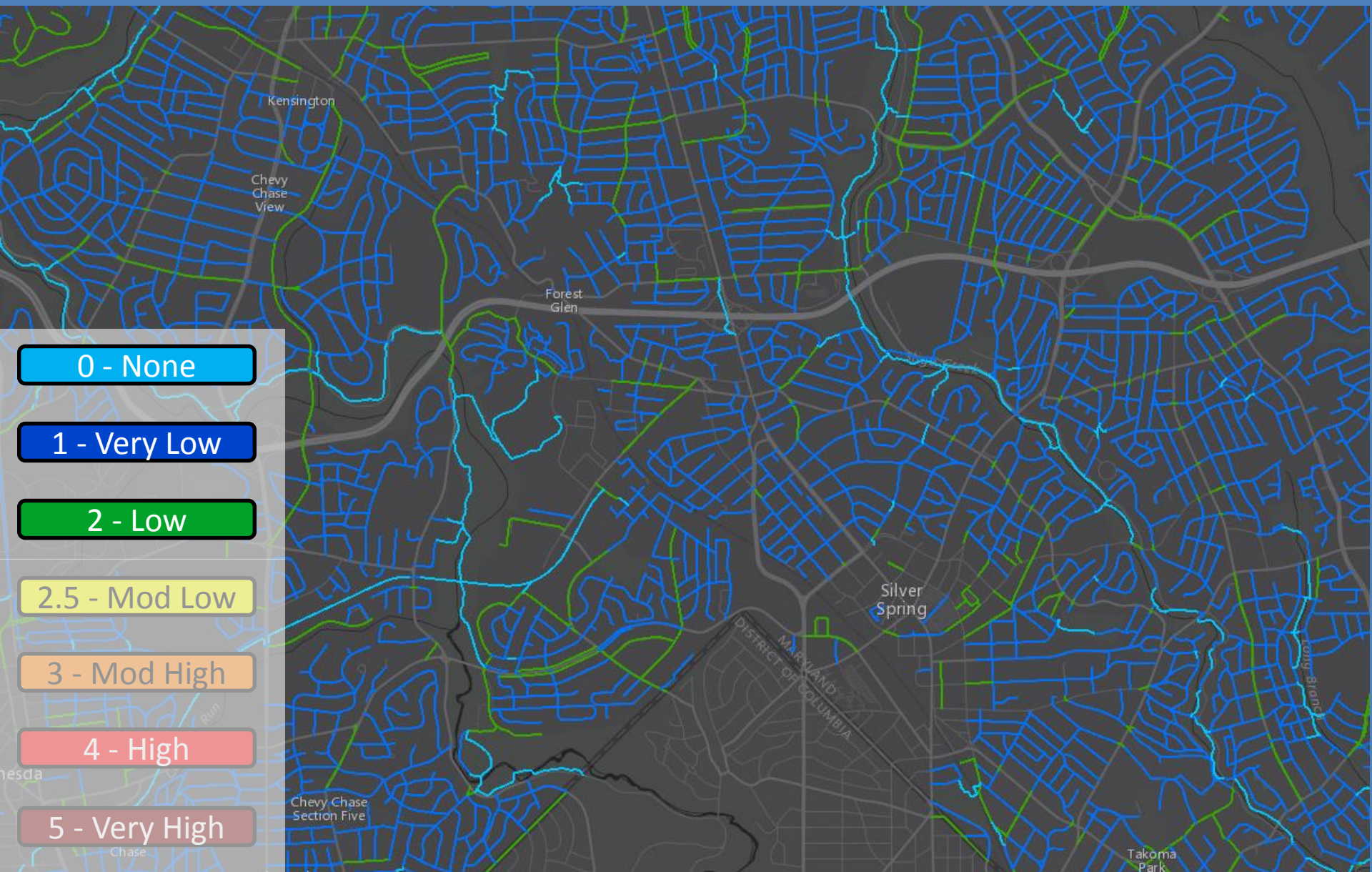
Traffic Stress Tolerance: None



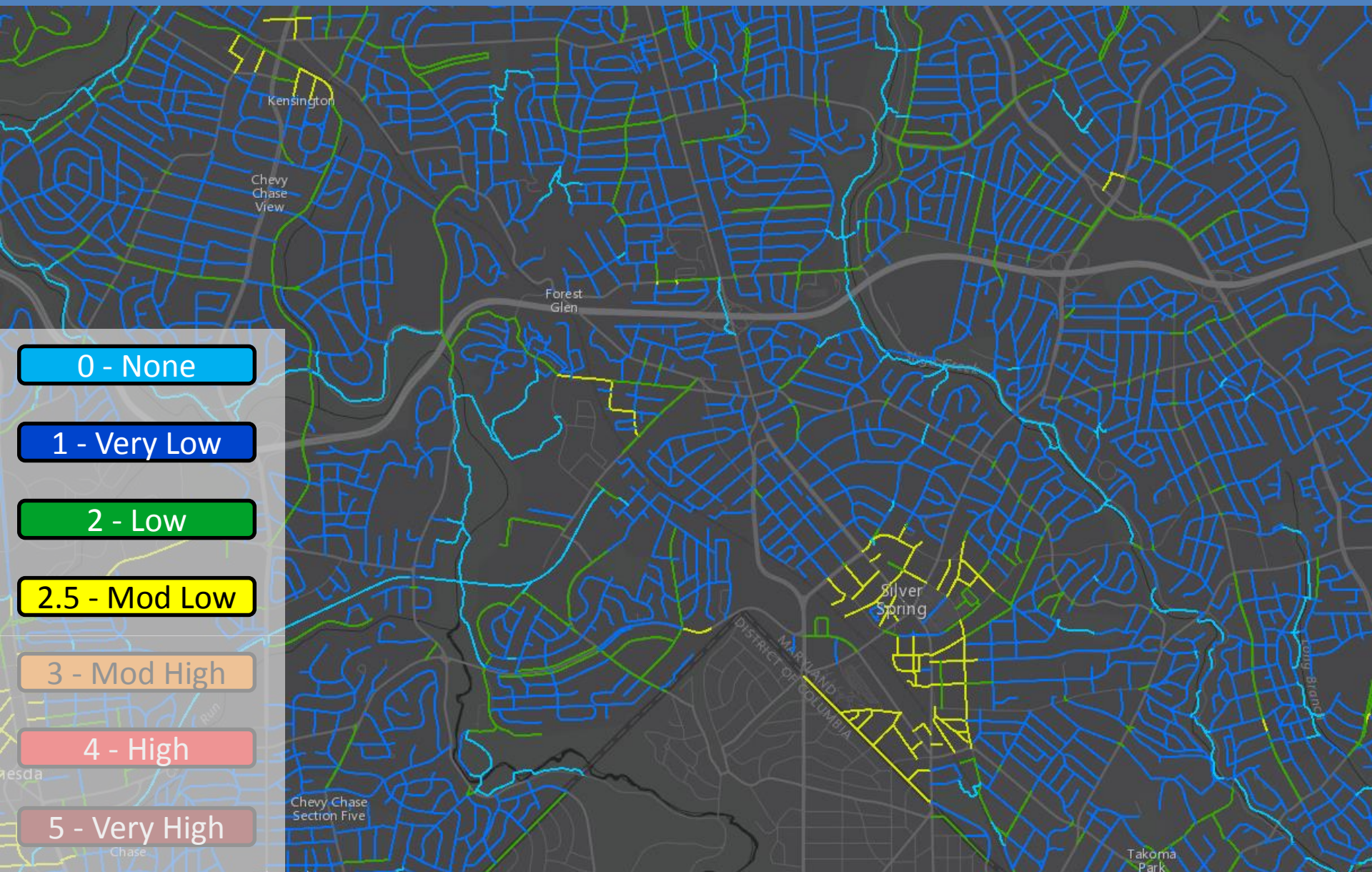
Traffic Stress Tolerance: Very Low



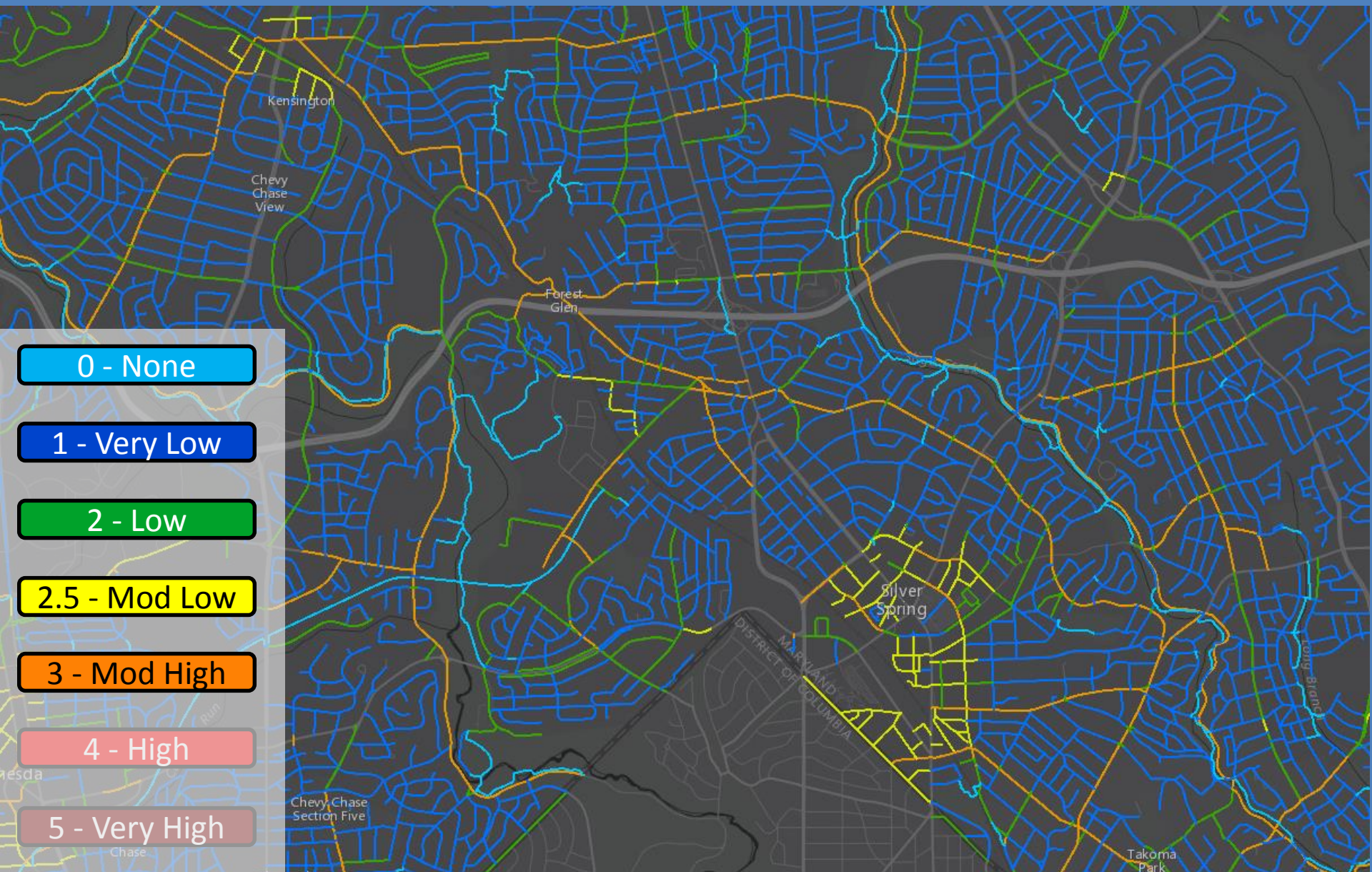
Traffic Stress Tolerance: Low



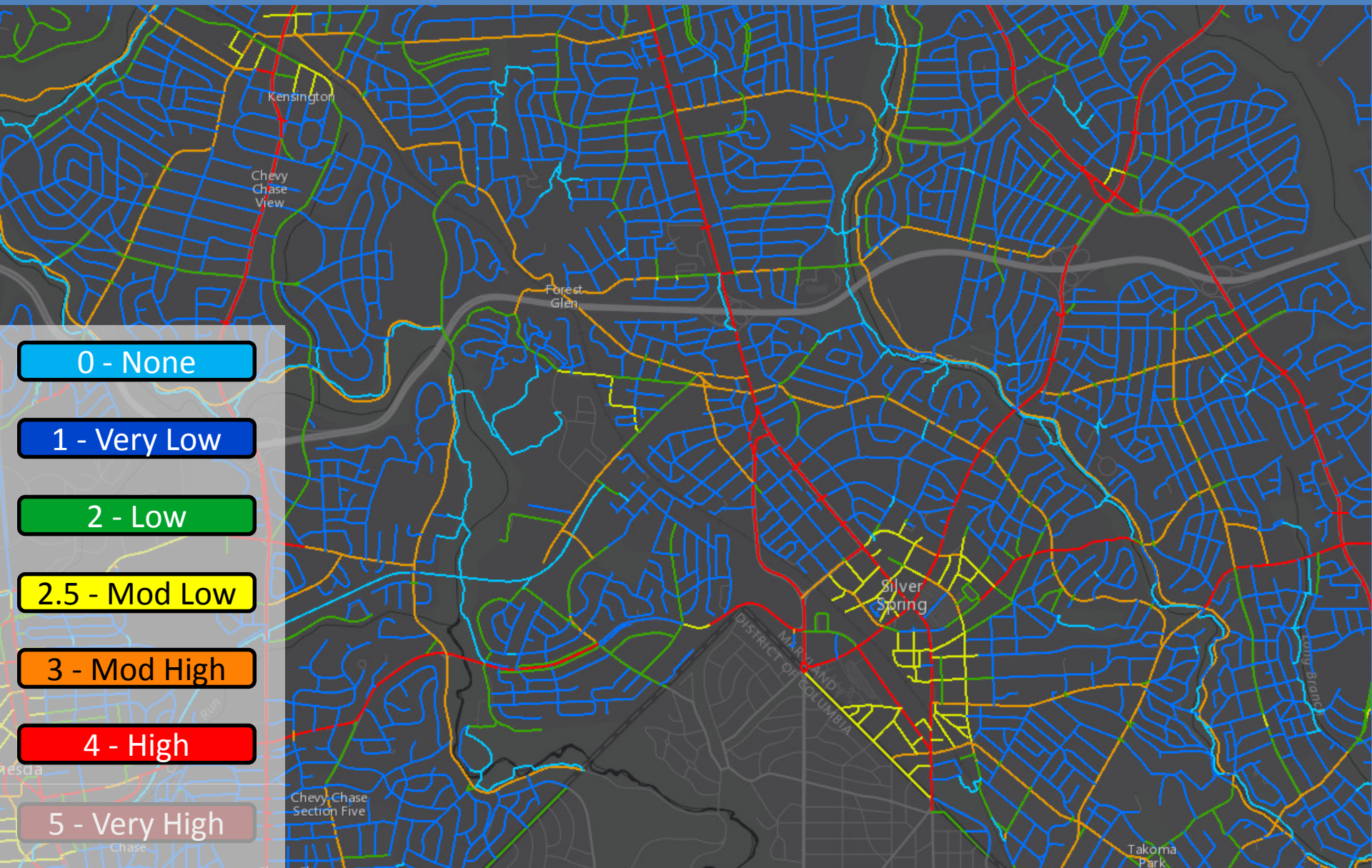
Traffic Stress Tolerance: Moderate Low



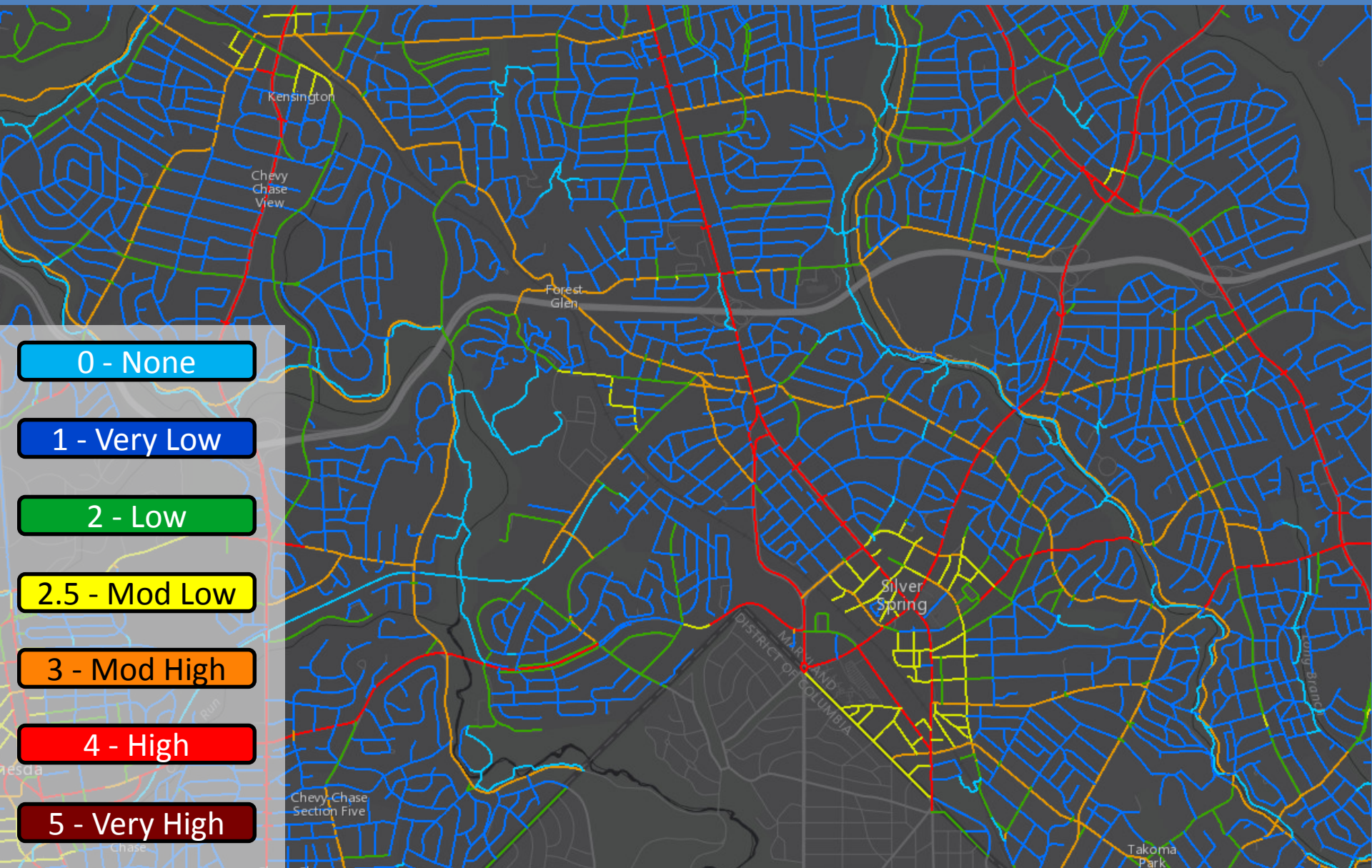
Traffic Stress Tolerance: Moderate High



Traffic Stress Tolerance: High



Traffic Stress Tolerance: Very High



Attributes: Original Furth Method



Number of Travel Lanes



Type of Bike Facility



Bike Lane Width



Posted
Speed Limit



Parking Turnover



Striped Center Line

Attributes: Revised Method

Added attributes



Buffer Type for
Bike Facility

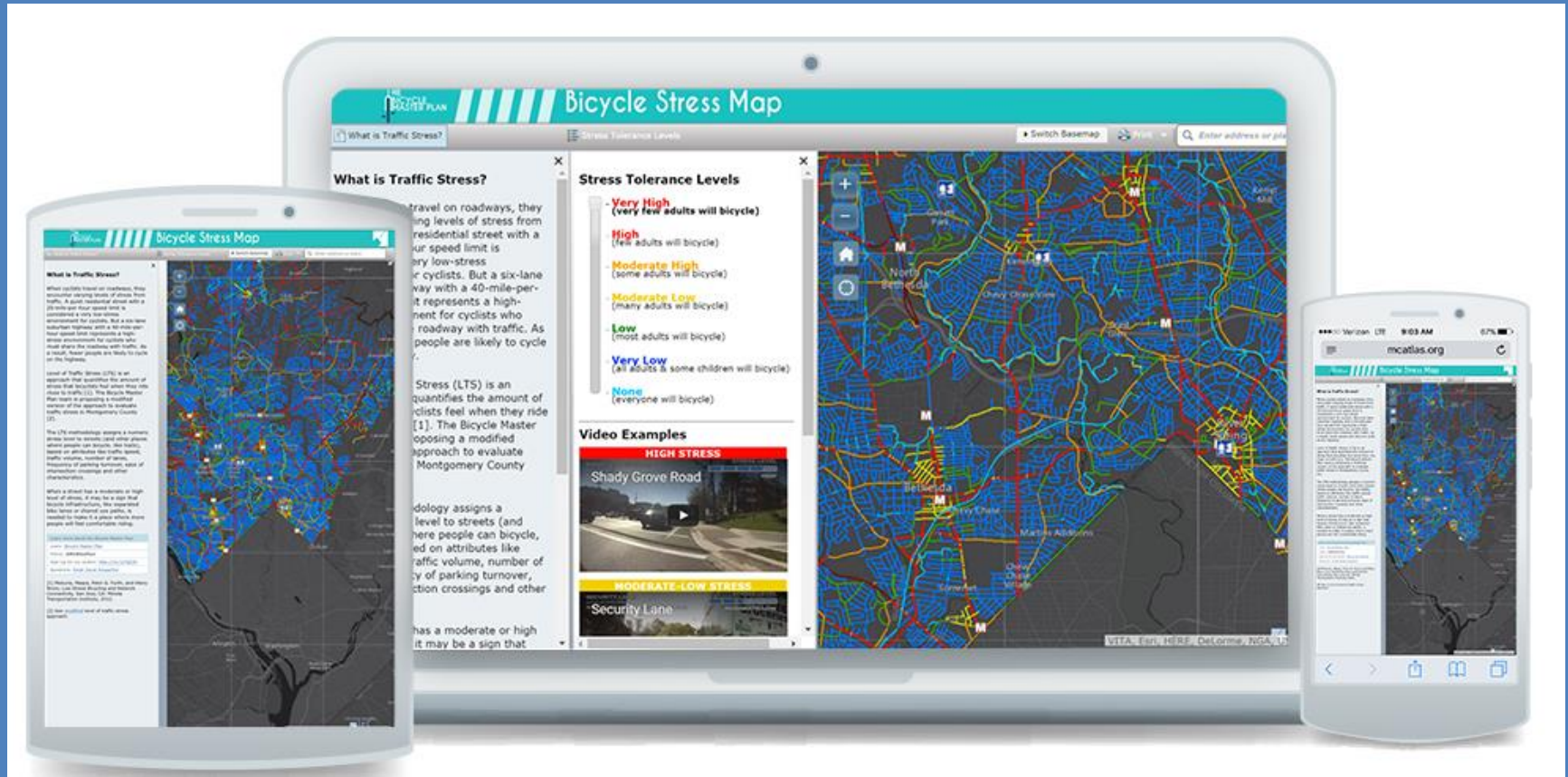


Industrial Street



Driveway Frequency

Level of Traffic Stress Interactive Map



www.mcatlas.org/bikestress

[5] Community Outreach

Kickoff Meetings



SEPTEMBER 8
PAINT BRANCH
HIGH SCHOOL
14121 Old Columbia Pike
Burtonsville, MD



SEPTEMBER 9
GERMANTOWN
REGIONAL SERVICES
CENTER
12900 Middlebrook Rd.
Room A, Germantown, MD



SEPTEMBER 15
PLANNING
DEPARTMENT
HEADQUARTERS
8787 Georgia Ave.
Silver Spring, MD



SEPTEMBER 21
WHEATON
LIBRARY
11701 Georgia Ave
Silver Spring, MD



OCTOBER 6
WALTER JOHNSON
HIGH SCHOOL
6400 Rock Spring Dr.
Bethesda, MD

Webpage



montgomeryplanning.org/bikeplan

E-Newsletter

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



BICYCLE MASTER PLAN

The public is invited to five meetings across the County during September and October 2015 to learn about the details of the Bicycle Master Plan and provide feedback

The [Montgomery County Planning Department](#), part of The [Maryland-National Capital Park and Planning Commission](#), is inviting the community to participate in kick-off meetings during September and October 2015 to learn about the [Bicycle Master Plan](#) and how to get involved in planning a bicycle network for Montgomery County. The meetings will be held in five locations so that County residents can pick the one that is most convenient for them to attend.

The [Bicycle Master Plan](#) will consider the newest types of bikeways, such as separated and buffered bike lanes and bicycle boulevards, as well as secure bicycle storage facilities at transit stations. The network will be developed using an evaluation of the varying levels of stress imposed by traffic on cyclists along each roadway in the County.

The first public meeting will be held from 7 to 9 p.m. on September 8 at Paint Branch High School (14121 Old Columbia Pike, Burtonsville, MD). The second meeting will be held from 7 to 9 p.m. at the Germantown Regional Services Center (Room A, 12900 Middlebrook Road, Germantown, MD).

Three subsequent meetings will take place during September and October in Silver Spring, Wheaton and Bethesda. The different locations allow County residents to pick the one that is most convenient for them so they can more easily participate in the planning process

Each event will consist of a short presentation by County planner and project



Almost 450
subscribers

Sign up at: montgomeryplanning.org/bikeplan

Twitter

THE BICYCLE MASTER PLAN

MCBikePlan
@MCBikePlan

The official Twitter account of the Montgomery County Planning Department's Bicycle Master Plan. Working to write a comprehensive bicycle plan for the county.

📍 Silver Spring, MD
🌐 montgomeryplanning.org/bikeplan

TWEETS 355 FOLLOWING 134 FOLLOWERS 239 LIKES 2

Edit profile

Tweets Tweets & replies Photos & videos

MCBikePlan @MCBikePlan · 4h
Join our friends @MoCo_DTE tomorrow for a meeting on separated #bikelanes in #SilverSpring ow.ly/XHhca

3PM 3PM

Your Tweet activity

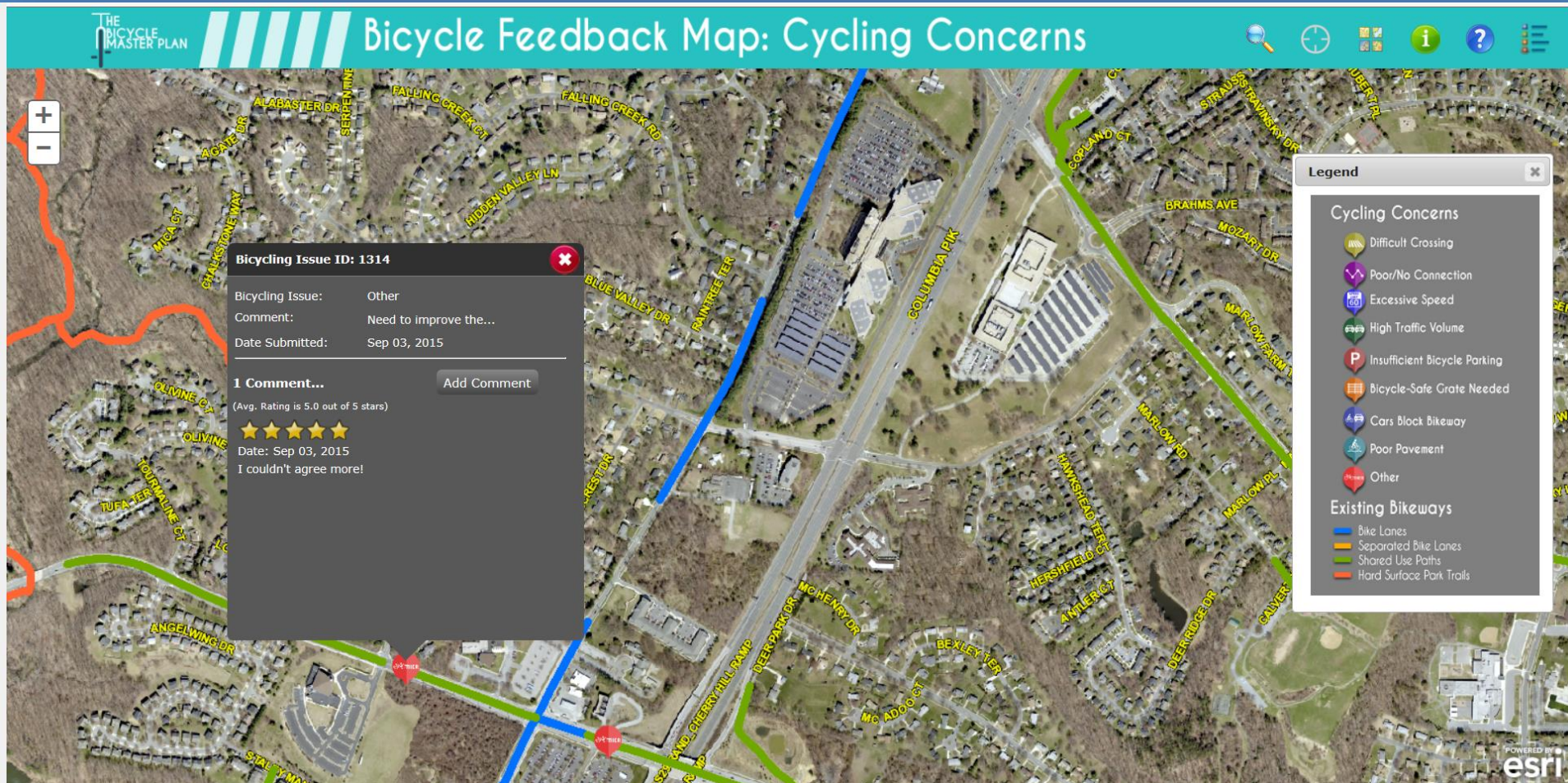
Your Tweets earned 1,090 impressions over the last 24 hours

View your top Tweets

Who to follow

@mcbikeplan

Interactive Maps



Bicycle Advisory Group

Purpose: provide feedback on the Bicycle Master Plan methodology and recommendations

21 member group

- Representing stakeholder groups (13)
- Residents (8)

Community Bike Rides

Planning bikes rides (Spring / Summer)



[6] Schedule

Schedule

Overall Update	
Summer 2016	Methodology Report to Planning Board
February 2017	Working Draft
March – June 2017	Planning Board Worksessions
July 2017	Planning Board Draft
January 2018	Council Approval of Overall Update



Questions?

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www.montgomeryplanning.org/bikeplan