

BICYCLE MASTER PLAN BIENNIAL MONITORING REPORT, 2021-2022

Description

Briefing to review the Bicycle Master Plan Biennial Monitoring Report, 2021-2022.

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SUMMARY

Transmit the Bicycle Master Plan Biennial Monitoring Report, 2021-2022, to the County Council.

BACKGROUND

The Bicycle Master Plan sets forth a transformative vision for transportation in Montgomery County, encouraging people of all ages and bicycling abilities to meet their daily needs by bicycle. The plan envisions a community where bicycling to work, stores, schools, and transit or going for a leisurely ride on the weekend is so embedded in our way of life that bicycling becomes an integral mode of transportation in the daily lives of the county's residents. The Bicycle Master Plan creates a framework for this transformation with recommendations to build an extensive network of low-stress bikeways connecting the county's downtowns and town centers, transit stations and public facilities and a plethora of secure and convenient bicycle parking and bicycle-supportive programs and policies.

To ensure transparency and accountability of implementation, the plan requires the Planning Department to produce a biennial monitoring report to track how well the vision of the plan is being fulfilled. The report is reviewed by the Planning Board and County Council.

This briefing will cover the following items:

- Status of implementing the 2018 *Bicycle Master Plan*
- Demonstration of bikeway implementation map
- Recommendations

RECOMMENDATIONS

The monitoring report provides the opportunity to offer recommendations to address some of the challenges that have arisen since the Plan was approved and to provide thoughts on how to proceed over the next few years. While fiscal capacity may limit the county's ability to implement all the recommendations in the next two years, the following recommendations should be considered as implementation of the *Bicycle Master Plan* proceeds:

1. **Bikeways**: Prioritize construction of the bikeway projects in Table 1 to improve connectivity to downtowns, upgrade the county's temporary neighborhood greenways to permanent neighborhood greenways, and improve access to low-stress bicycling in Equity Focus Areas. To improve equity, focus on implementing bikeways along the following roads:
 - Montgomery Village Avenue, providing synergies with the coming redevelopment of Lakeforest Mall.
 - Castle Boulevard, connecting to existing bikeways on Briggs Chaney Road.
 - Tech Road/Broadbirch Drive, providing connections to the US 29 FLASH station, Adventist Hospital and the future Viva White Oak development.
2. **Bicycle Parking at Public Schools**: To improve bicycle parking:
 - Over the next two years, prioritize funding to upgrade bicycle parking at the following schools: Dr. Ronald A. McNair ES, Glenallen ES, Bells Mills ES, Poolesville ES, Sligo Creek ES, Olney ES, Thomas W. Pyle MS, Silver Spring International MS, North Bethesda MS, Rosa M. Parks MS, Westland MS, Bethesda-Chevy Chase HS, Quince Orchard HS, Walt Whitman HS, and Walter Johnson HS.
 - Over the next six years, prioritize funding to upgrade bicycle parking at the following Title I/Focus schools and schools with high free- and reduced-price meals (FARMS) rates: Rolling Terrace ES, Stedwick ES, South Lake ES, Arcola ES, Roberto W. Clemente MS, Forest Oak MS, Eastern MS, White Oak MS, Sligo MS, and Gaithersburg HS.
 - Provide Montgomery County Public Schools (MCPS) with an annual funding program for installing bicycle parking.
 - MCPS should develop bike rack standards that correspond with standards identified in Montgomery County's zoning code.
3. **Bicycle Parking Stations**: Fund a bicycle parking station at the Glenmont Metrorail station to expand the reach of transit and develop the organizational capacity to operate bicycle parking stations, including those at the Bethesda Purple Line station and the Silver Spring Transit Center, which are already funded.
4. **Design Standards**: Develop comprehensive design standards for bicycle facilities.
5. **Travel Survey**: Fund and conduct a biennial travel monitoring survey in support of the *Bicycle Master Plan* and forthcoming Pedestrian Master Plan to measure travel behavior and attitudes

about walking and bicycling.

Table 1: High Priority Projects

Policy Area	Street	From	To	Bikeway Type
Bethesda CBD	Arlington Rd	Old Georgetown Rd	Bradley Blvd	Separated Bike Lanes
Bethesda CBD	Edgemoor La	Arlington Rd	Bethesda Metro Station	Separated Bike Lanes
Bethesda CBD	Woodmont Ave	Battery Ln	Old Georgetown Rd	Separated Bike Lanes
Bethesda CBD	Woodmont Ave	Strathmore Ave	Wisconsin Ave	Separated Bike Lanes
Fairland / Colesville	Castle Blvd	Castle Ridge Cir	Briggs Chaney Rd	Separated Bike Lanes
Friendship Heights	Friendship Blvd	Willard Ave	District of Columbia	Separated Bike Lanes
Germantown East	MD 355 (West Side)	Germantown Rd	Shakespeare Blvd	Sidepath
Germantown Town Center, Germantown West	Wisteria Dr	Father Hurley Blvd	Great Seneca Hwy	Sidepath or Separated Bike Lanes
Kensington / Wheaton, Glenmont	Holdridge Rd	Matthew Henson Trail	Georgia Ave	Neighborhood Greenway
Montgomery Village	Lost Knife Rd	City of Gaithersburg	Odenhal Ave	Separated Bike Lanes
Montgomery Village	Montgomery Village Ave (East Side)	Stewartown Rd	City of Gaithersburg	Sidepath
North Bethesda	Old Georgetown Rd (MD 187)	Towne Rd	Tuckerman Ln	Breezeway
Silver Spring	13th St / Burlington Ave	District of Columbia	Fenton St	Separated Bike Lanes
Silver Spring / Takoma Park	Woodland Dr	Columbia Blvd	Spring St	Neighborhood Greenway
Wheaton CBD	Grandview Ave	Blueridge Ave	Reedie Dr	Separated Bike Lanes
White Flint	Marinelli Rd	Executive Blvd	Woodglen Dr	Separated Bike Lanes
White Oak	Broadbirch Dr	Tech Rd	Cherry Hill Rd	Separated Bike Lanes
White Oak	Cherry Hill Rd	Columbia Pike	Prince George's County	Separated Bike Lanes
White Oak	Old Columbia Pike	Tech Rd	White Oak Shopping Ctr	Sidepath

White Oak	Tech Rd	Columbia Pike	Industrial Pkwy	Separated Bike Lanes
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ATTACHMENTS

Attachment A: Bicycle Master Plan Biennial Monitoring Report, 2021–2022