

Bicycling in Montgomery County

Short Trips that Can
Make a Big Difference

Presented by Casey Anderson
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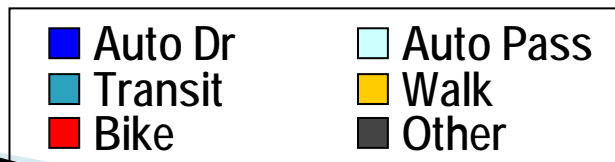
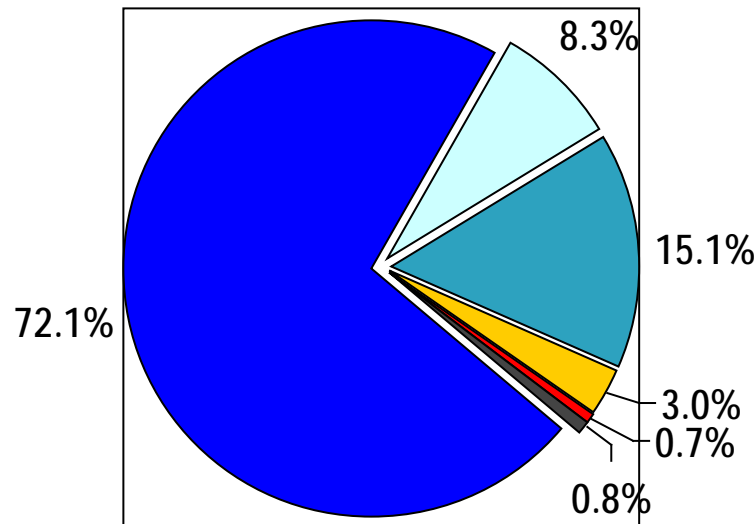


The Policy Problem(s)

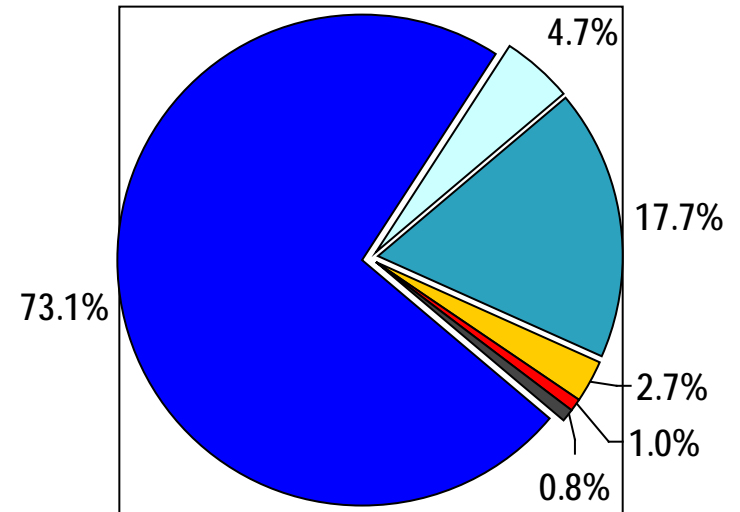
- Traffic congestion is bad and getting worse. Adding capacity for cars requires enormous amounts of money and space we don't have.
- Gas prices are down for the moment, but even at these levels auto costs are a major expense for many households.
- Excessive reliance on cars is harmful to our health.
- Autocentric land use and transportation infrastructure compromises our quality of life.

Change in Commuting Mode Share

1994

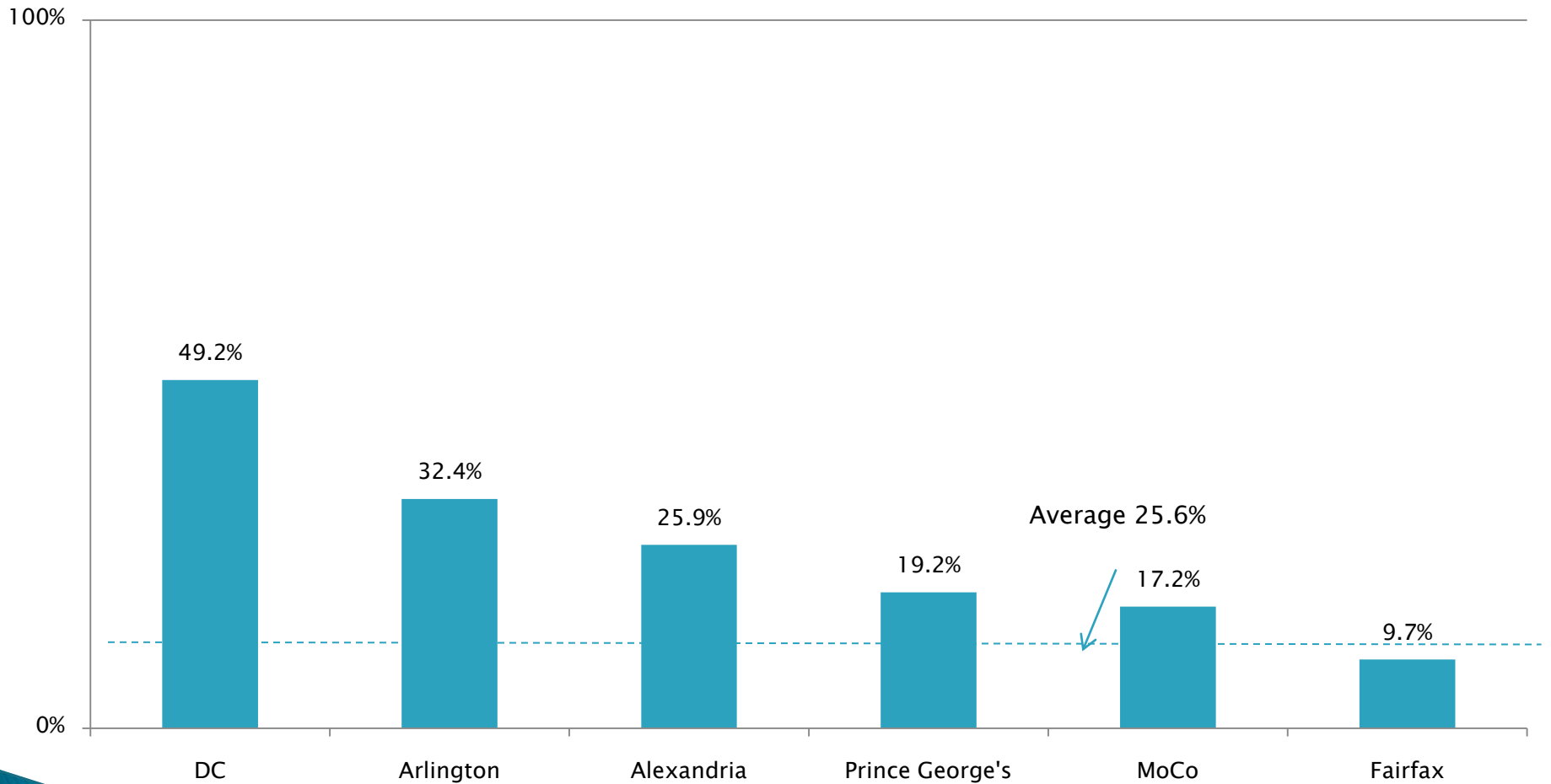


2007/2008



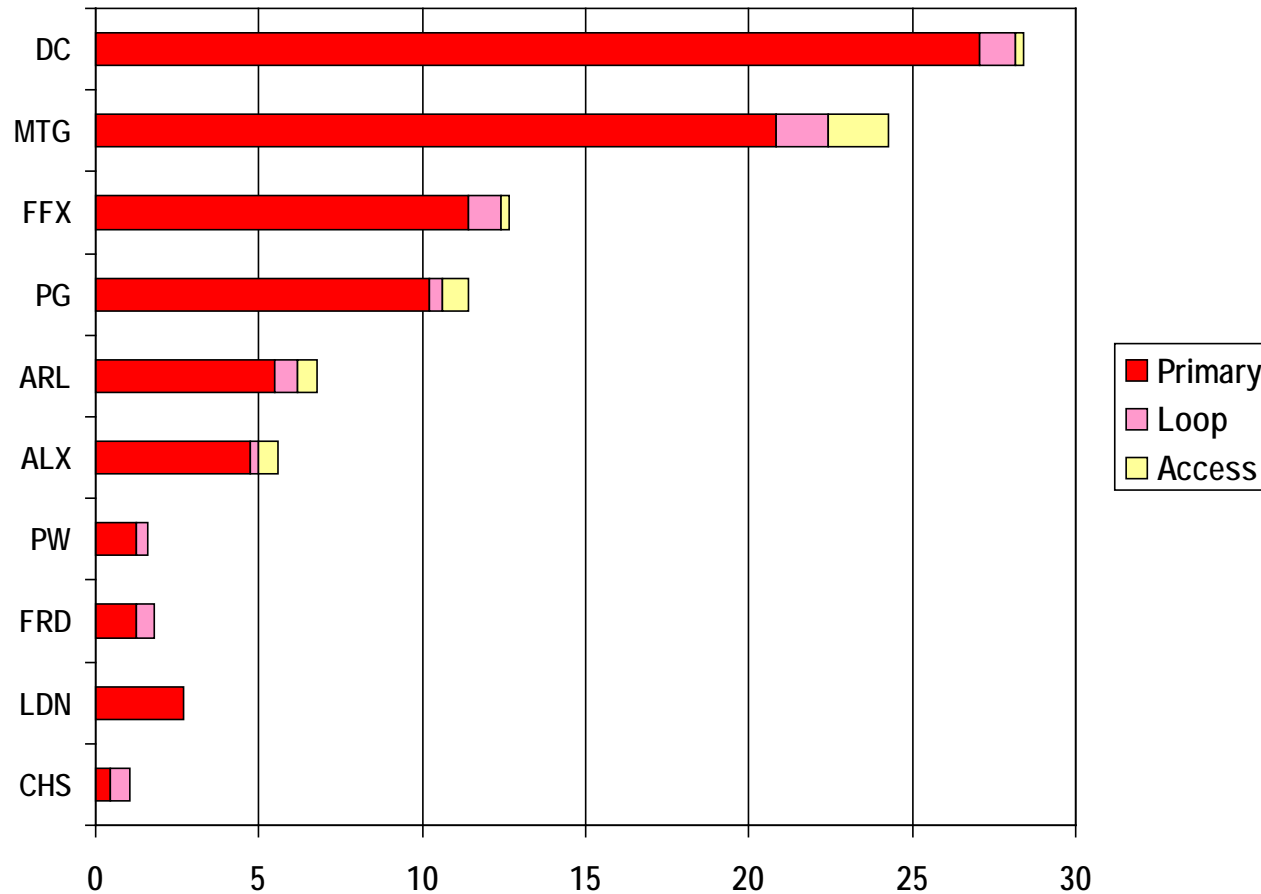
Source: COG 2008

Non-Auto Share By Jurisdiction



Source: ACS 2008

Weekday Bike Trips by Jurisdiction



Source: COG 2007

The Political Problem(s)

- ▶ Everybody is in favor of bicycling, but nobody takes it very seriously as part of the solution to our transportation problems
 - Many in MoCo government are sympathetic but view bikes as just nice, not necessary
 - Even when MoCo decides to focus on non-auto transportation issues, it is piecemeal (pedestrian safety)

Why Bikes Are Important

- Bikes can reduce reliance on autos by:
 - Expanding access to transit
 - Providing an alternative to driving to school
 - Bridging the gap between short (walking) trips and long (car or transit) trips.
- No other transportation alternative offers the same benefits in terms of lower infrastructure costs, improved health, reduced pollution, and enhanced quality of life.

Bikes Leverage Investment in Transit

- Metro stations are often inaccessible to pedestrians due to:
 - “Auto collector” design and siting (Shady Grove)
 - Suburban-style land use (Forest Glen)
 - Focus on serving job/commerce center (White Flint)
- Result is that many people either abandon transit altogether or drive to Metro stations. Example: More than 1,100 riders who drive to Grosvenor live less than 3 miles from the station.

Bikes Reduce Auto Trips to School

- ▶ Thirty years ago, 66% of children walked or biked to school. Today only 13% walk or bike.
- ▶ One-quarter of AM rush traffic is parents driving kids to school.
- ▶ MoCo's "safe routes to school" program focuses only on walking, not bikes, even though federal funding is available for bikes.
- ▶ Why not TDM for schools, with restrictions on parking and focus on access in site selection?

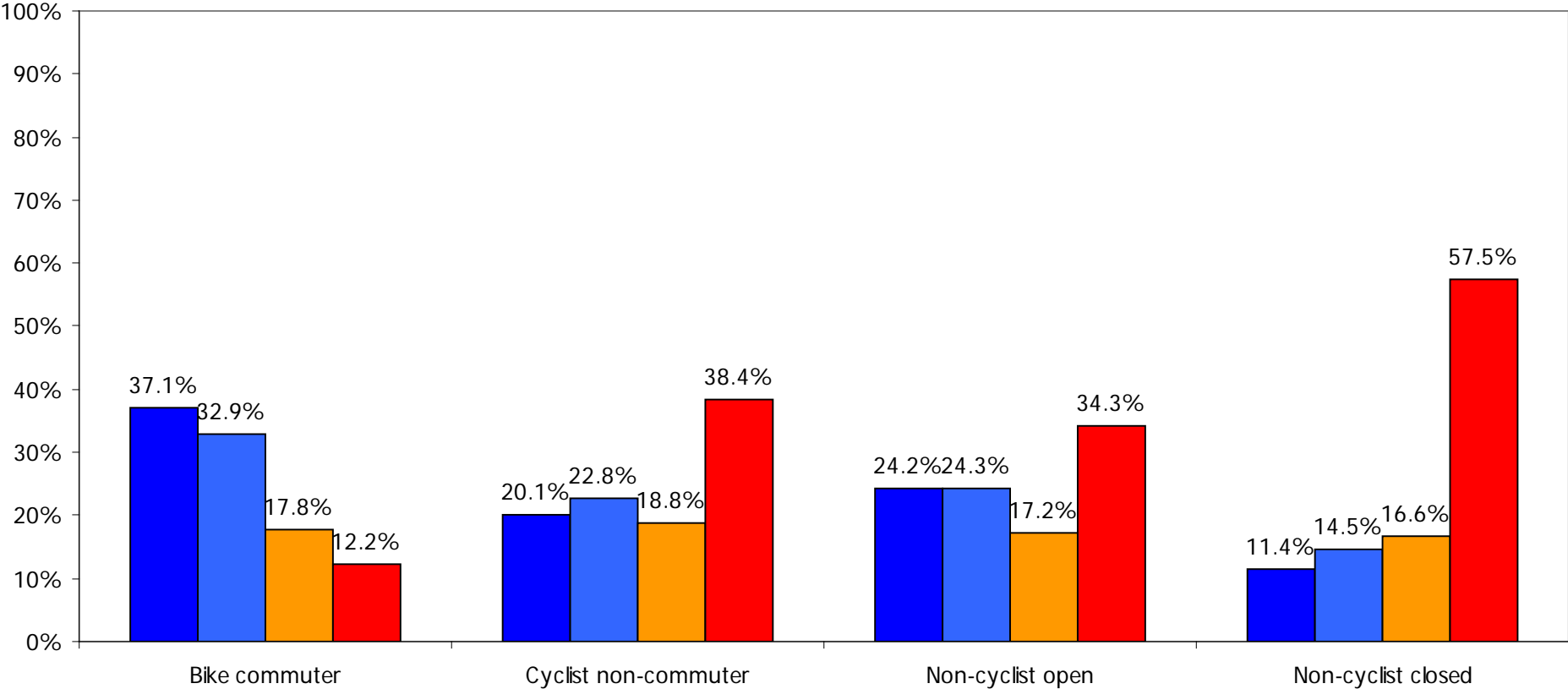
Bikes Can Mitigate Short Auto Trips

Mode	25%	Median	75%	90%
Auto	1.5	4.0	9.7	18.7
Transit	3.5	6.9	14.1	23.4
School bus	1.2	2.3	4.6	8.2
Walk	0.1	0.3	0.5	0.9
Bike	0.8	1.5	4.1	7.3

Source: COG 2007

Commute Distance

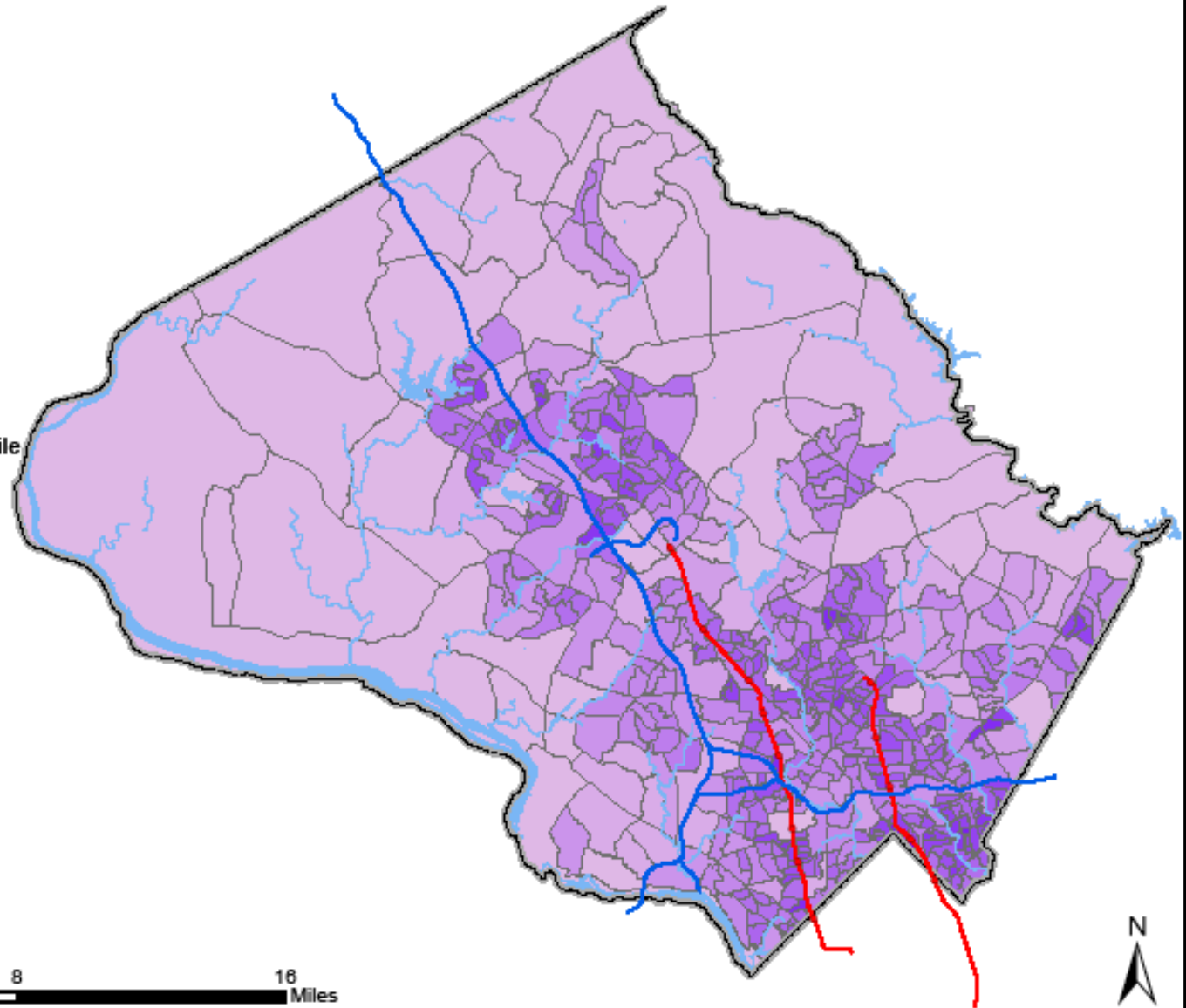
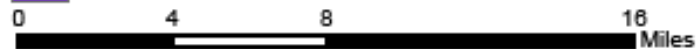
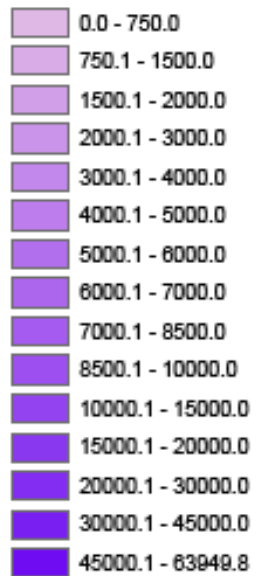
■ < 5 miles ■ 5-10 miles ■ 10-15 miles ■ > 15 miles



Source: WABA/GSA 2009

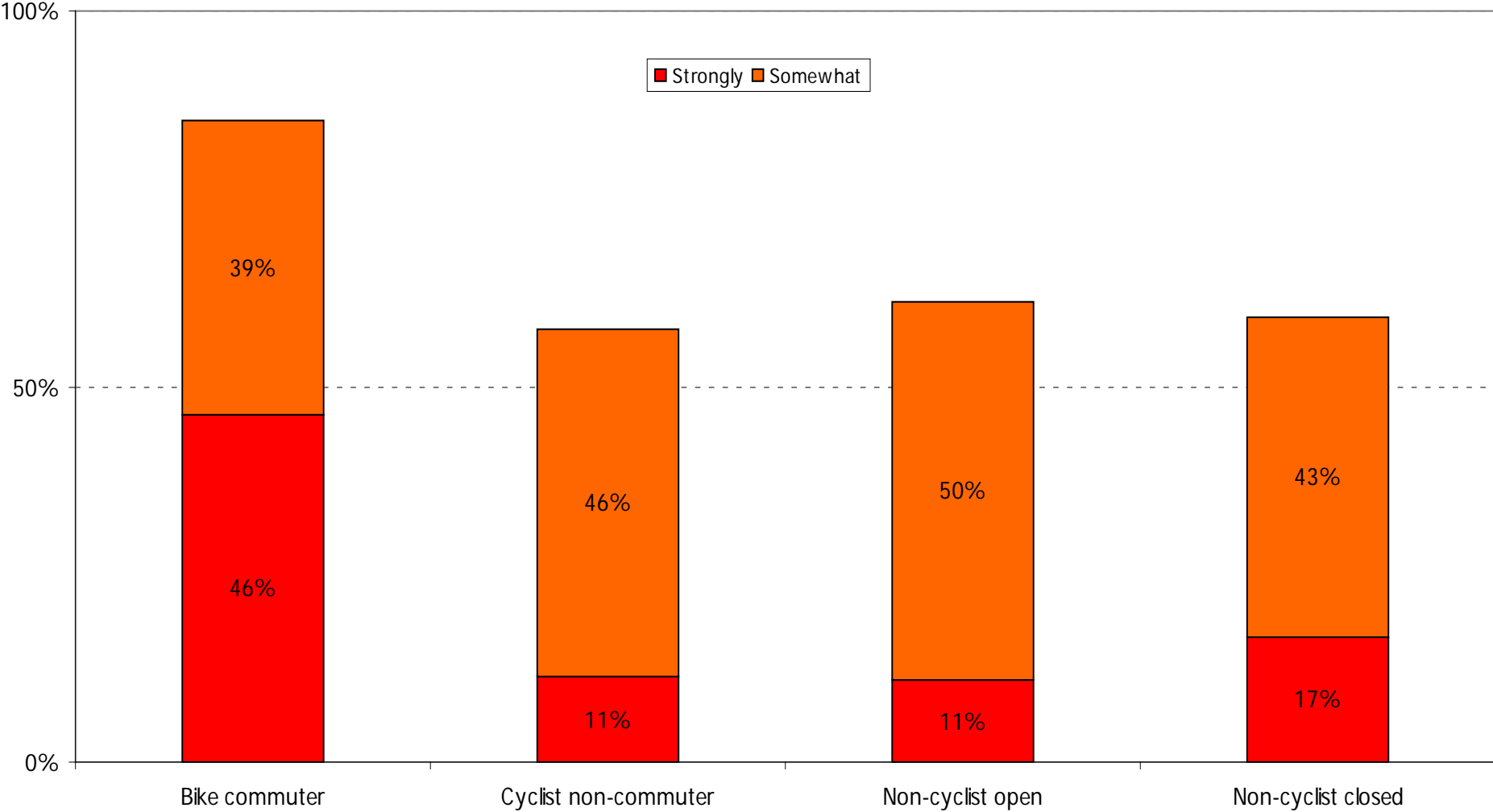
Montgomery County Density

Census 2000
Population per Square Mile



I enjoy my commute

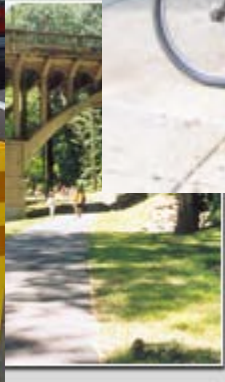
(% agreeing)



Montgomery County Assets

- ▶ Ped/bike facilities requirement in CIP process for transportation projects
- ▶ Parks Department trails – Rock Creek, CCT, Sligo
- ▶ DOT MUPs – Bethesda Trolley Trail, BRAC
- ▶ Rockville bike path and route network
- ▶ TMD – Bethesda, Silver Spring
- ▶ Bike and ped bridges – Viers Mill, River Road
- ▶ Cycletrack plans – University Boulevard (Wheaton and Langley Park)
- ▶ SHA lane shifting and striping

Assets, Illustrated



The Missing Pieces in Montgomery County

- ▶ Constrained ROW limits ability to retrofit roads
- ▶ Ad hoc improvements to bike infrastructure mean no focus on connectivity, continuity, or prioritization
- ▶ Unclear mandate for Parks Department pits plans for bicycle access against environmental, recreational, and neighborhood goals on case-by-case basis
- ▶ Inadequate secure parking at Metro, workplaces
- ▶ Few incentives to encourage and accommodate bikes in workplace (showers, lockers, route finding)
- ▶ Inadequate shoulder sweeping and snow clearing

Missing Pieces, Illustrated



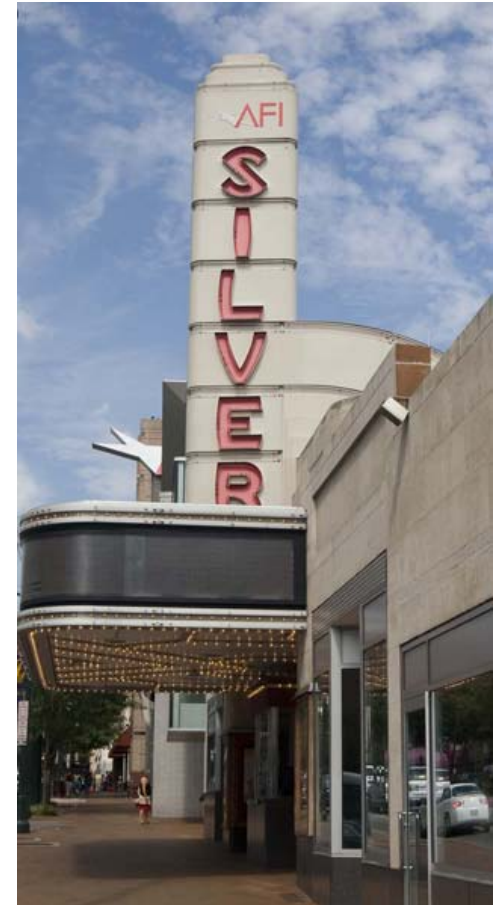
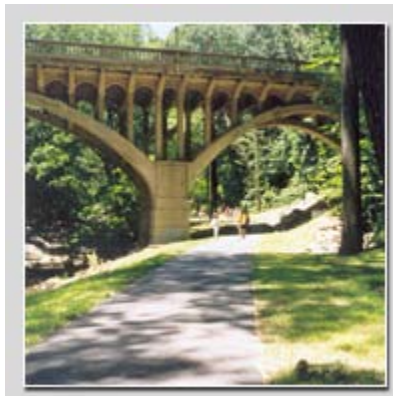
Montgomery County Opportunities

- ▶ Resolution on mode share targets: 25% non-auto, with sub-targets for bikes and walking in dense areas
- ▶ Policy and infrastructure gap analysis study, with focus on access to transit, schools, and short auto trip generators
- ▶ Bike sharing – with bikes in short auto trip locations
- ▶ Stronger mandatory bike/ped accommodations as part of all road projects – modeled on SHA guidelines
- ▶ Building code requirements – secure parking, showers, government facility siting

Silver Spring as Bike Test Bed

- ▶ Prioritize connections between residential, job, retail, and recreational nodes – Bethesda, Wheaton, White Oak, DC – such as MBT/CCT
- ▶ Add secure bike parking/station at Metro
- ▶ Bike sharing in SS and Bethesda
- ▶ Integrate bikes into TMD planning and add auto trip mitigation requirement for schools
- ▶ Market bikes as transportation option

Silver Spring Test Bed, Illustrated



Infrastructure and Supporting Amenities

