

City of Gaithersburg Transportation Committee

Becoming a *Bicycle Friendly City*

Mayor and City Council Work Session

Monday, November 28, 2016

Topics to be Covered this Evening

- Introductions
- Key Committee Objective
- Progress Toward the Objective
- Status of the Gaithersburg Network
- Capital Bikeshare Integration
- Committee Requests of Council
- Summary and Questions

Transportation Committee Members

- Chair - Joe Allen
- Richard Arkin
- Carol Berger
- Larry Seeger
- Jerry Stringham
- Open positions
- Council Liaison: Neil Harris
 - Council Member Robert Wu also attended several of the meetings

Transportation Committee History

- Re-formed in 2011
- Key focus is to improve the suitability of biking in and around Gaithersburg, where the existing accommodations are substantially deficient when compared to nearby towns like Rockville, but there is strong interest in biking as a mode of transport
- Evaluated requirements for national Bike Friendly City (BFC) designation in light of existing status in FY 2015

Transportation Committee History

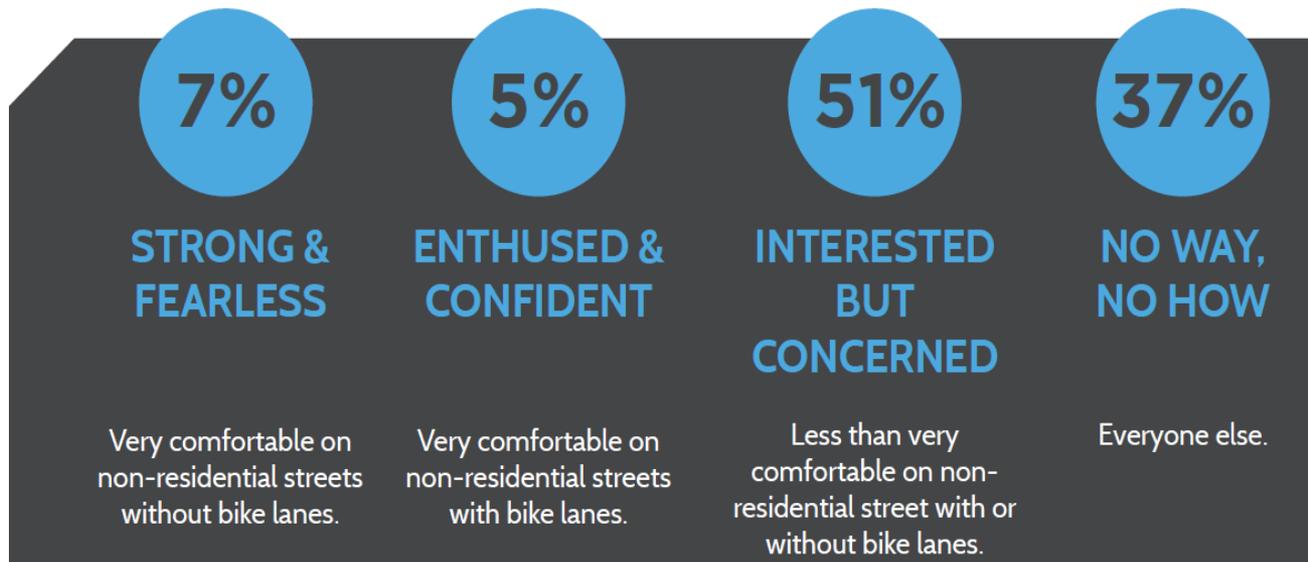
Concept studies for the next level of bicycle infrastructure requirements performed from 2014 through 2016:

- Current bicycle master plan adopted in 2009; implementation discussion in 2014 and Sharrows only (no signage) implemented (2015)
- Capital Bikeshare study (2014)
- Two fiscal years of feasibility planning and funding (2015-2017)
- MWCOG study (2015-16)
- Quince Orchard Blvd. study design for cycle track (2016)

The Committee is here today to encourage movement toward the next steps.

Key Committee Objective

- A means of ensuring all modes of transportation are accommodated in the City is the primary focus of the Committee.
- The key objective over this past year has been to achieve BFC designation in response to Mayor and City Council's interest.
- Stats below from MoCo Bicycle Master Plan Framework



Progress Toward Achieving BFC Designation

2009 Bike Master Plan Implementation

2016 Concept Planning

- Transit Access Improvements
- Life Sciences Center Network
- Pepco/Exelon Trail
- Montgomery County Bike Master Planning
- Gaithersburg bicycle network

BACKGROUND



Gaithersburg

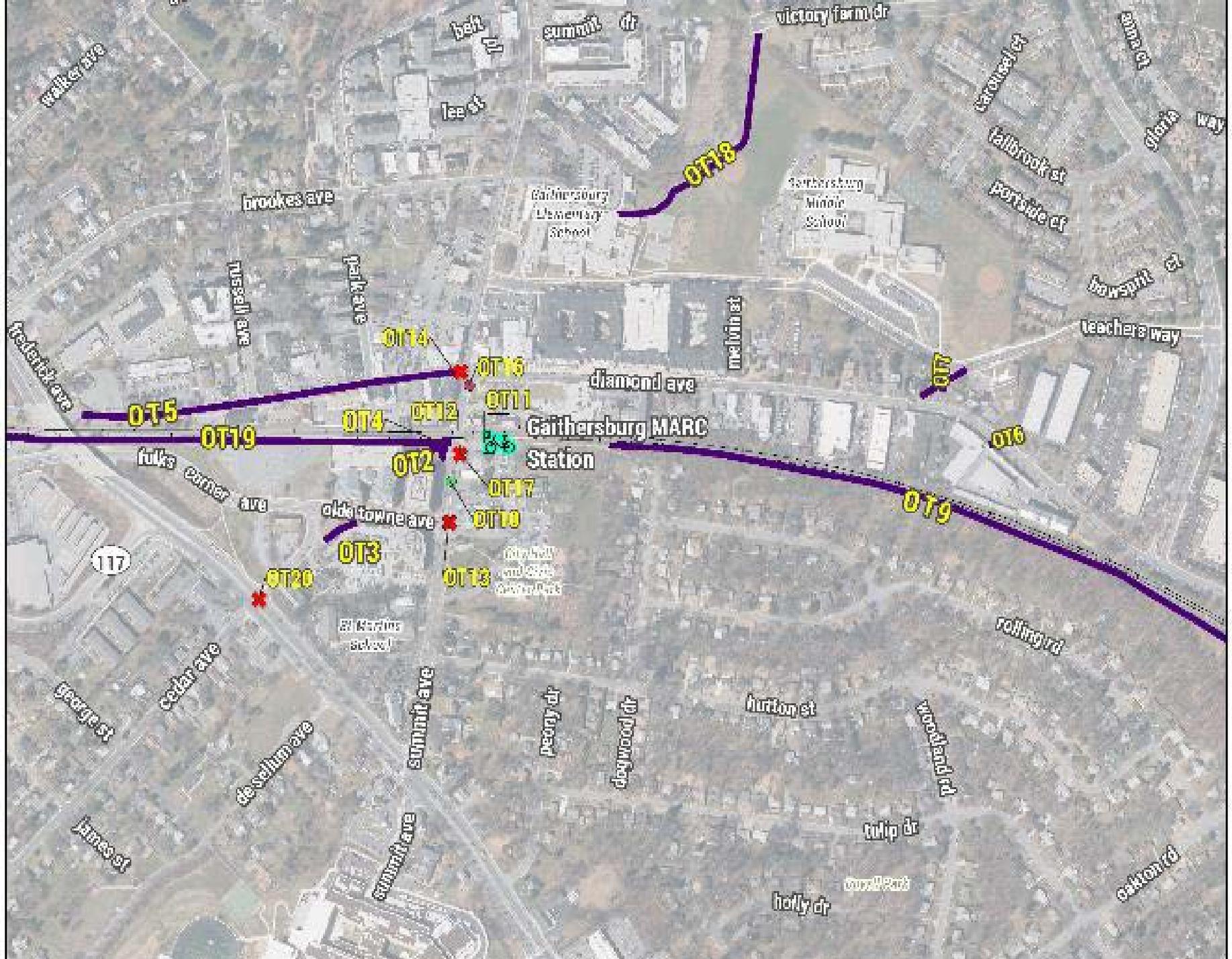
**Bike Master Plan
Implementation
Strategy**

December 9, 2013 – Mayor & City Council

The slide features a light beige background with a faint, grey line-art illustration of a bicycle. The Gaithersburg logo, a green 'G' containing a tree, is positioned at the top center. Below it, the word 'Gaithersburg' is written in a green, cursive font. The main title, 'Bike Master Plan Implementation Strategy', is centered in a large, bold, black sans-serif font. At the bottom, the date and meeting information, 'December 9, 2013 – Mayor & City Council', are displayed in a black sans-serif font.

BFC Designation is Improved With Easy Access to Other Forms of Transport





OT18

OT7

OT6

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OT14

OT16

OT11

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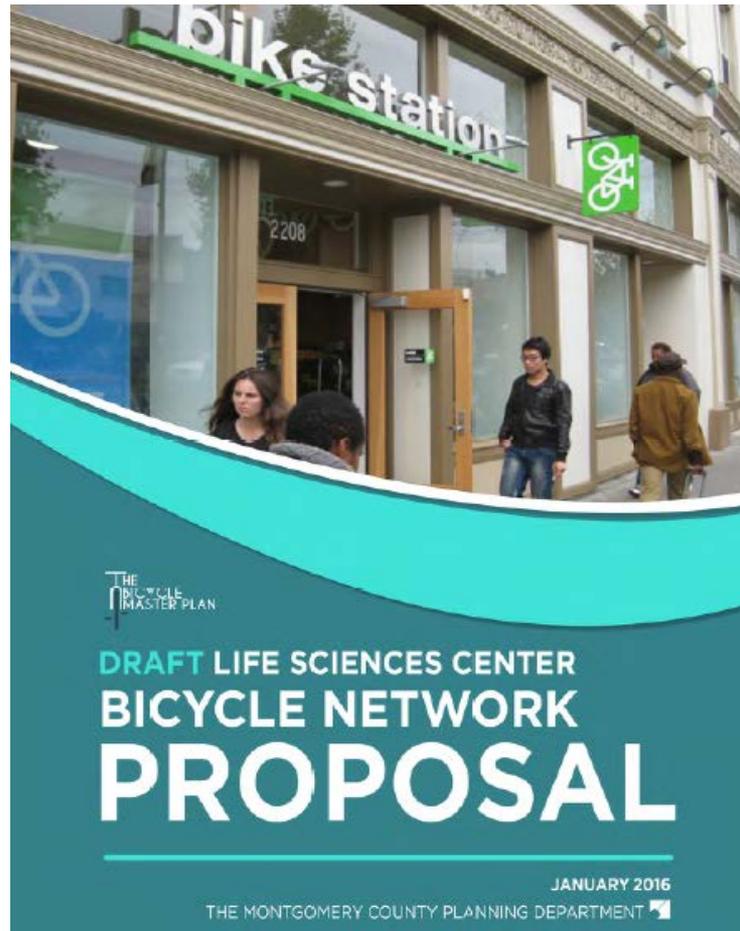
OT20

Gaithersburg MARC Station



117

BFC Designation is Bolstered by Current Efforts to Incorporate Bicycle Transport at the Life Sciences Center



Map of the Proposed Route

PROPOSED SEPARATED BIKE LANE & PARKING NETWORK



THE PEPCO EXELON Trail

PEPCO Exelon Trail

A story map

esri

Martinsburg Jerusalem Pooleville Elmer Dawsonville Gaithersburg Olney Beaufort Park Fairland Rossmoor Cloverly Fairland Sugarland Darnestown Rockville Aspen Hill Colesville Calverton North Potomac Hillandale Potomac North Bethesda Hillandale

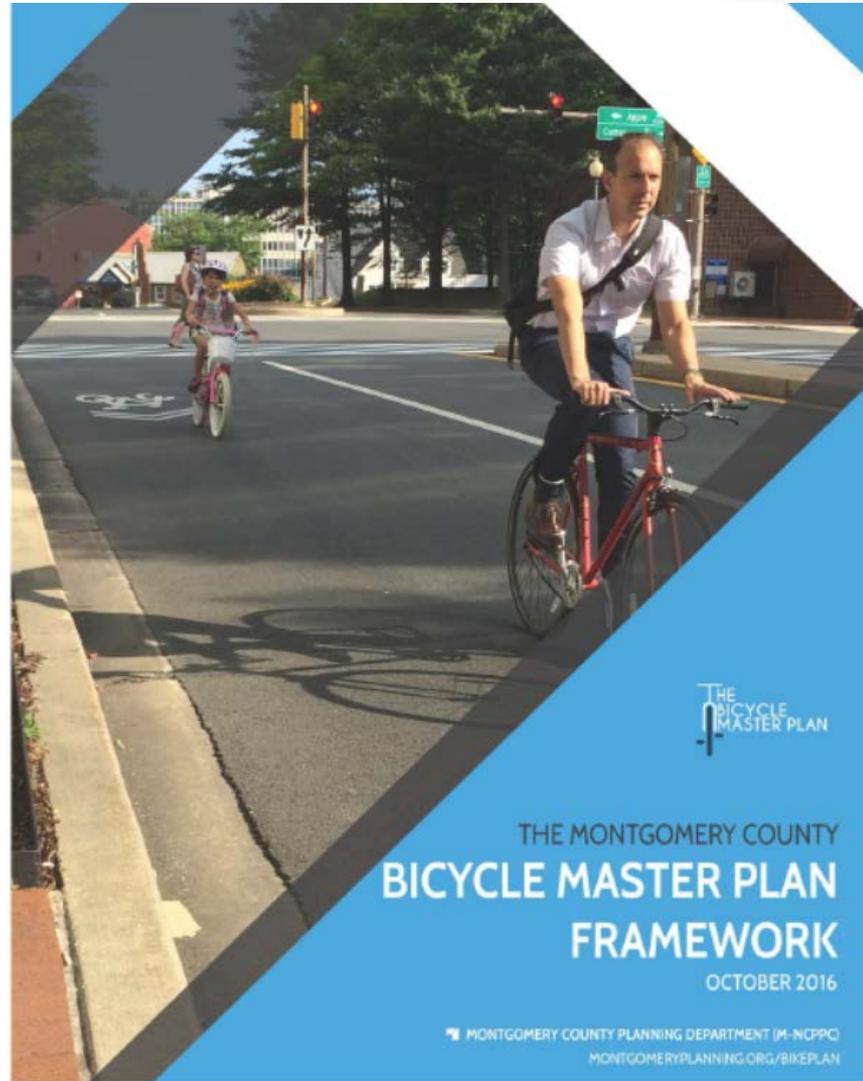
Quince Orchard Road 4635 ADT; Bridge 23

9 Piny Meetinghouse Road 10 Travilah Road 11 Dufief Mill Road 12 Quince Orchard Road 13 Darnestown Road 14 Germantown Road 15 Black Rock Road 16 Schaeffer Road

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Other Support for Becoming a BFC

- Recent Montgomery County bike-friendly initiatives that widen adjoining networks
- Completing the NIST-124 Loop
- Completing a Gaithersburg bicycle network that connects to neighboring networks



Gaithersburg Bicycle Network Update

- Mapping of current routes to areas of interest has been completed.
- Existing fragments are suitable for neighborhood riding only.
- New connections are needed in order to turn existing bike path fragments into a continuous, low stress network.
- Funding has been allocated for a Gap Study.
 - Initial feasibility is now complete
 - Next steps: design and pilot

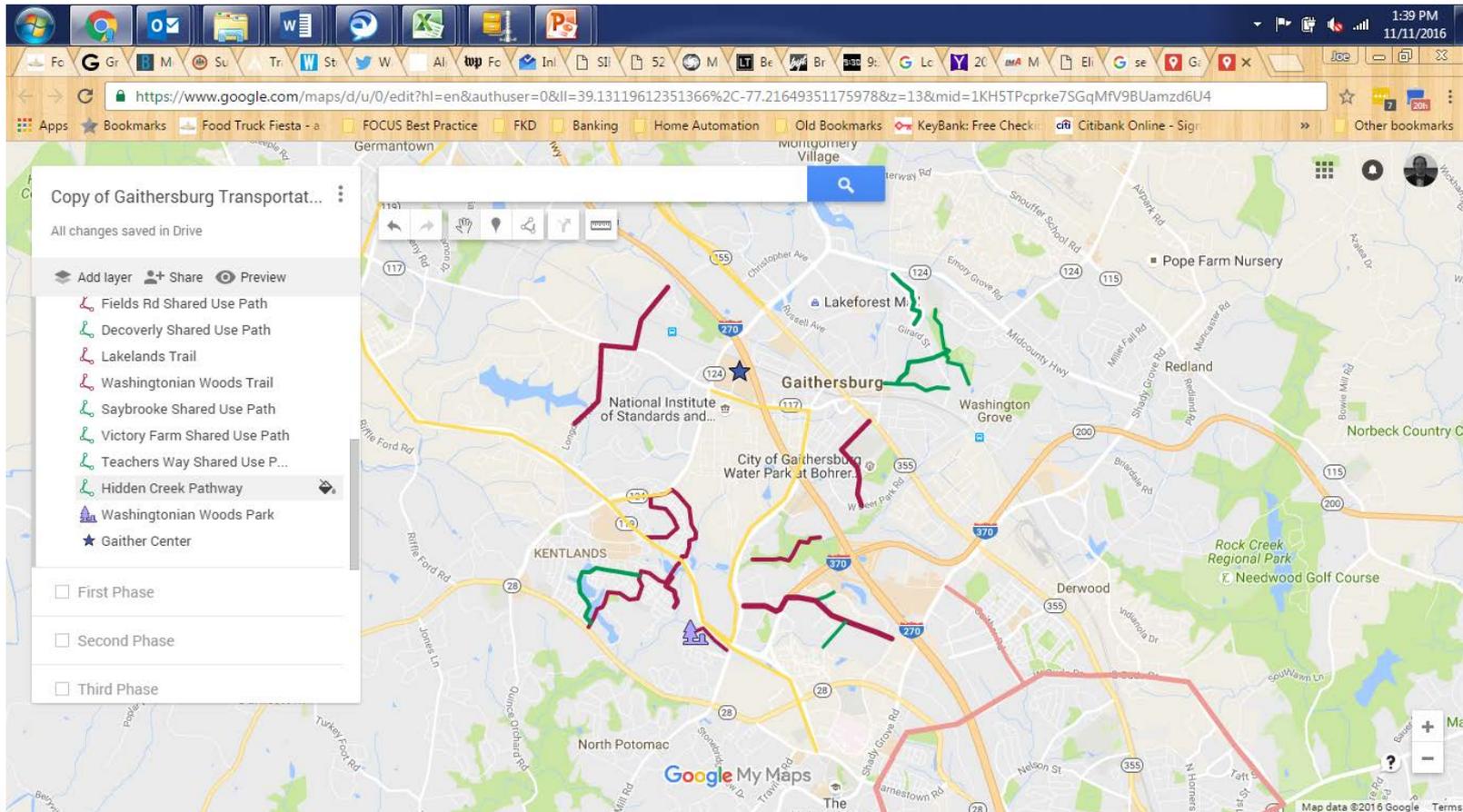
When the Connections are Complete:

- The City will have a low-stress bike network suitable for commuting and longer trips, as well as recreational bicycling
- The new blend of recreational trails with high-quality on-road bicycle facilities will be consistent with the definition of “Breezeway Network”
- Pilot first
- Build inter-neighborhoods loops
- Complete the connectivity

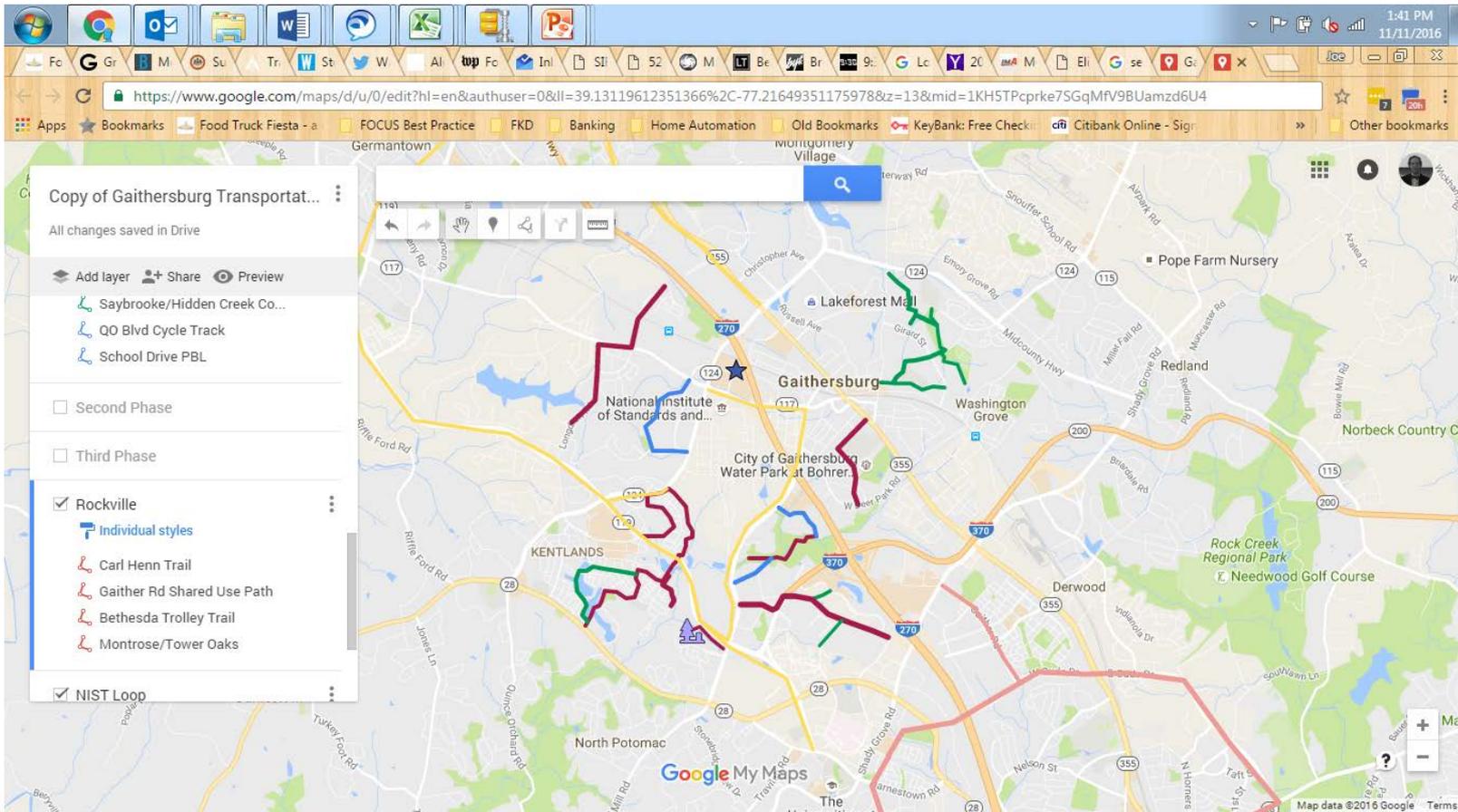
breezeway network

The Bicycle Master Plan will identify a network of low-stress bikeways that are suitable for a wide range of users. To accommodate the full range of cyclists, these bikeways must not only provide a high level of comfort, but also a high level of convenience, safety and efficiency. To that end a subset of the low-stress network will be identified to enable higher speed bicycle travel between major activity centers, including CBDs, transit stations and job centers. This network, which staff is tentatively calling the Breezeway network, will consist of sidepaths, separated bike lanes and trails and will accommodate and encourage longer trips by bicycle, since people are more likely to travel longer distances when the travel time for their trip is closer to that by driving.

Current Status of the Gaithersburg Network

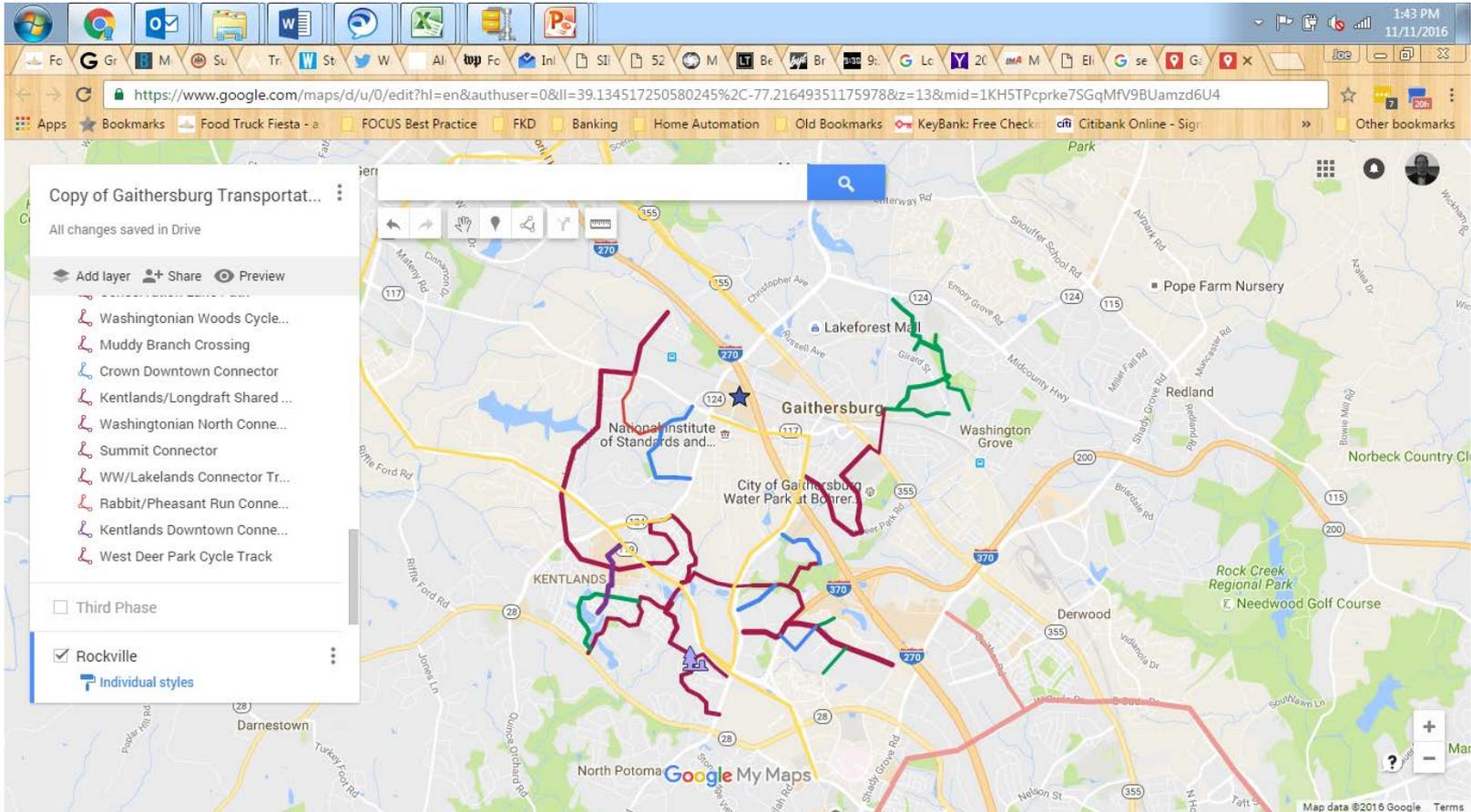


Pilot Phase



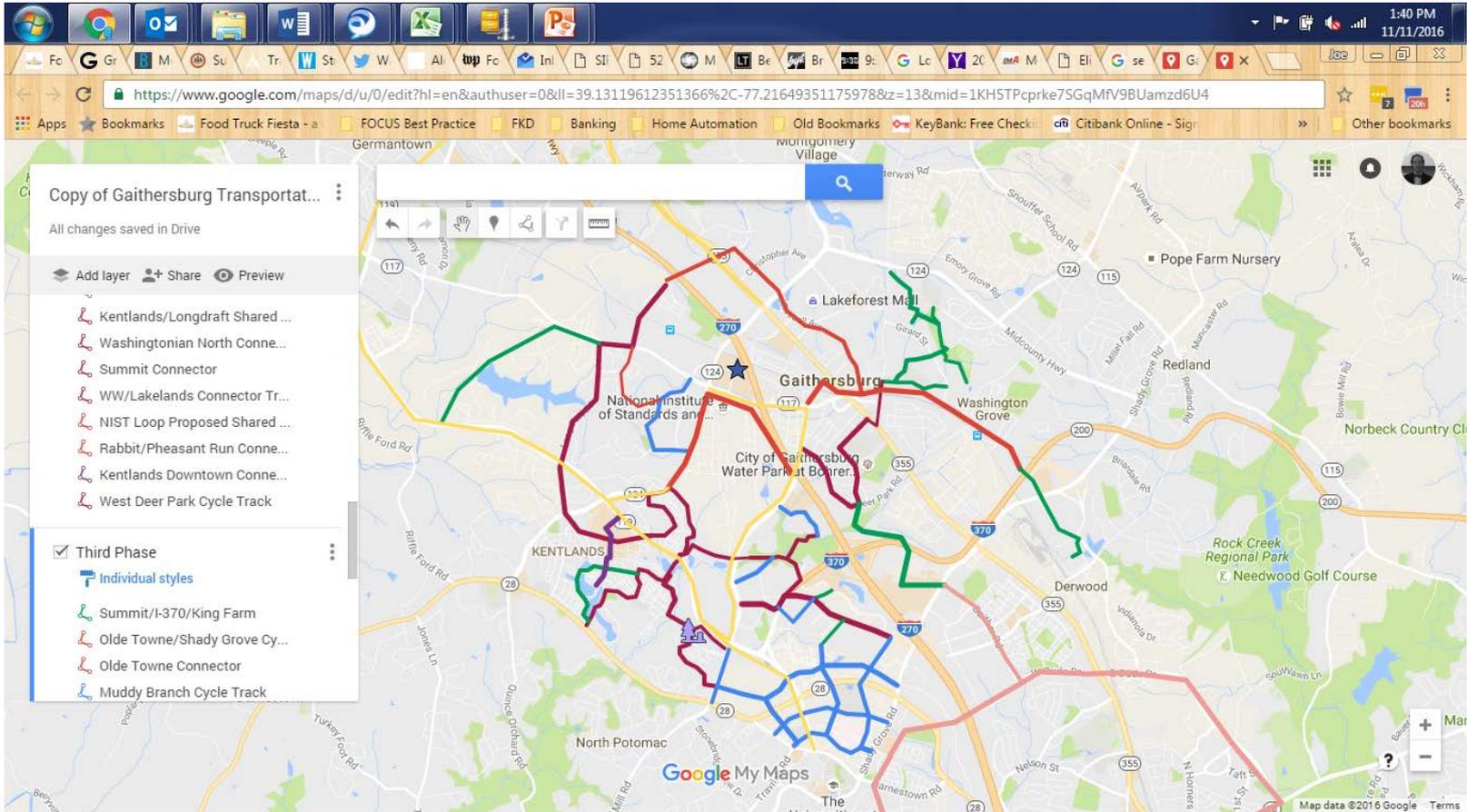
PHASE A

Inter-neighborhood Loops



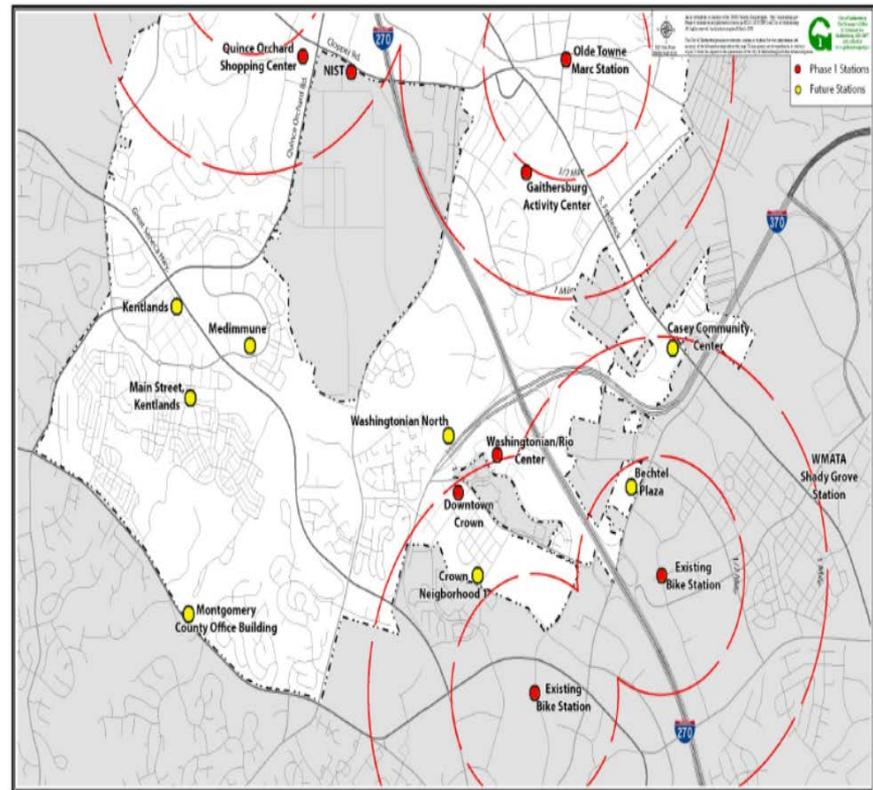
PHASE B

Network Connectivity



A Complement to BFC Designation

POTENTIAL FUTURE STATION MAP



capital bikeshare

MAYOR AND CITY COUNCIL JOINT WORK SESSION
MONDAY, MARCH 24, 2014

Moving from Concept to Action

- Significant time and dollars have been spent on conceptual network
- It is time to conduct design studies in order to project and budget for the cost of completing the network
- Some funding is already available, but it cannot be put into action without additional direction from Council
- Council guidance on specific fiscal and policy issues is needed sooner rather than later because the Master Plan update is still several years away

FISCAL REQUEST #1:

Pilot Phase (Construction Funds)

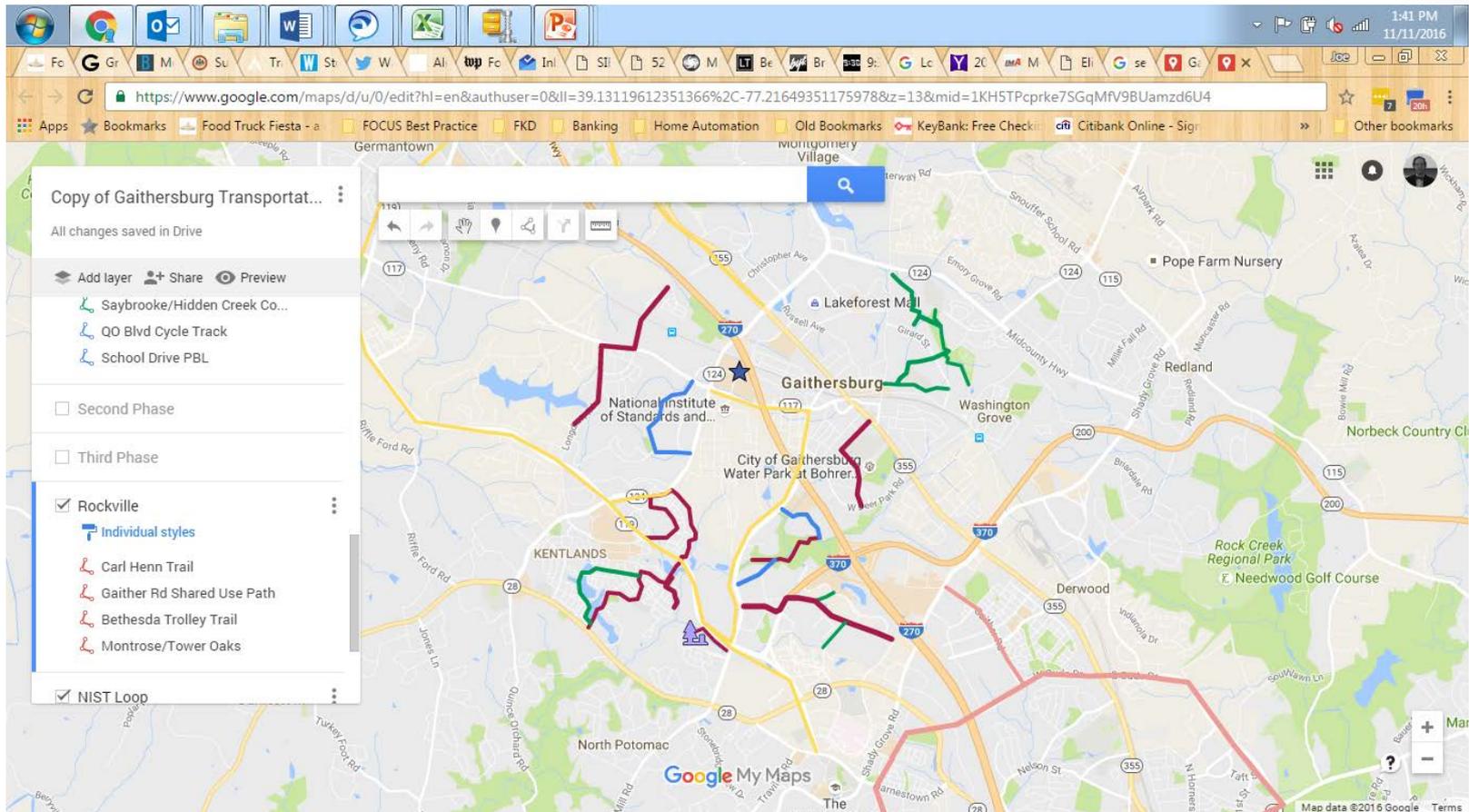
Initial Pilot – Learn from small scale pilot to inform QO Blvd Reconstruction

- Suggest City use new public engagement process, which includes year long on-street demonstration
- Conservation Lane Path and Muddy Branch Crossing to Malcolm King Park –
 - Proposed on School Dr. alternative branch
 - West Side Dr. – feasible

Construction Planning (Future Capital Funds)

- QO Blvd, Rabbit, Pheasant Run Protected Bikeway (QO Phase Already Being Planned)
- Saybrooke/Hidden Creek Connector (SWM funds)

PILOT PHASE



FISCAL REQUEST #2:

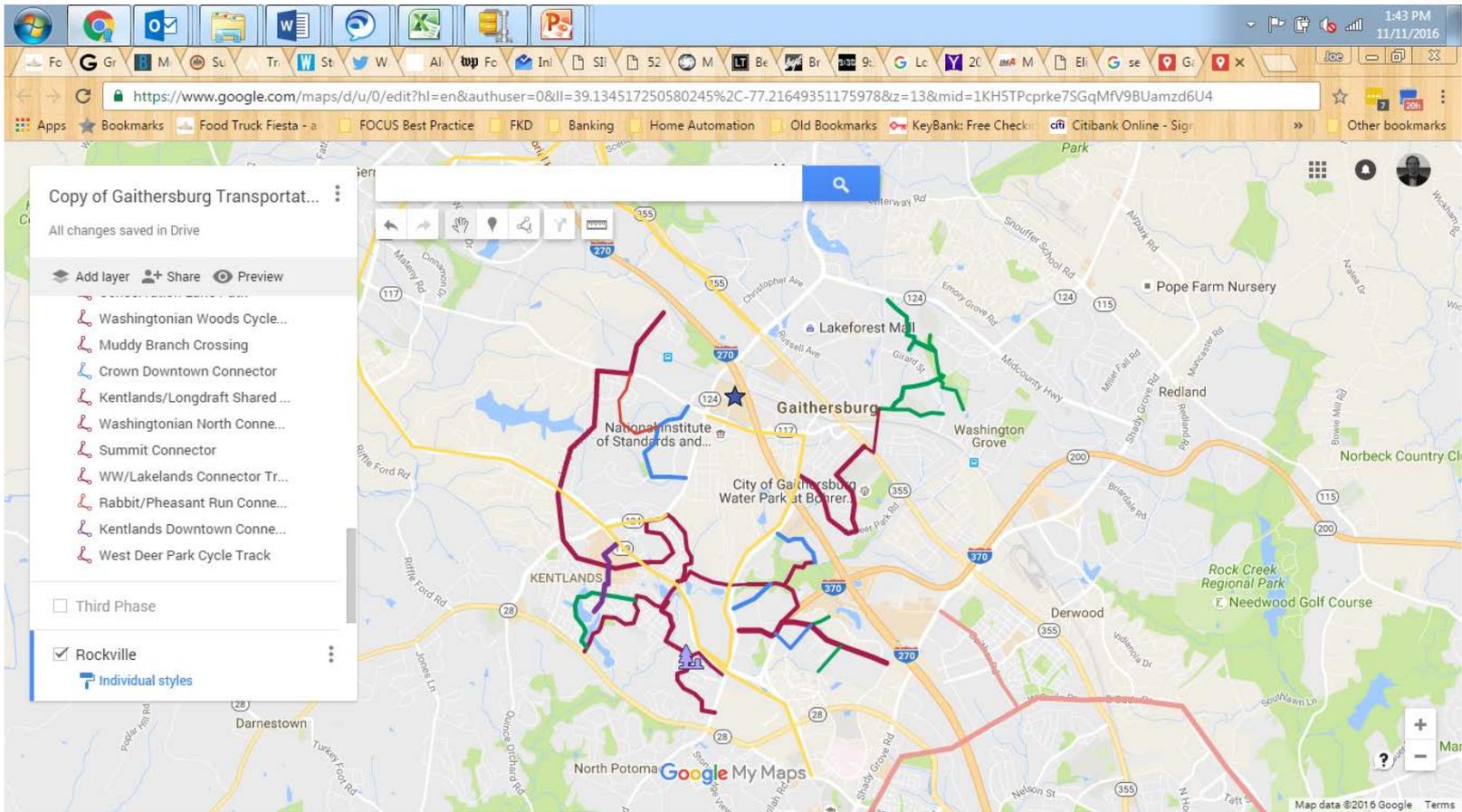
Phase A Inter-neighborhood Loops

(Design Funds)

Begin Design Phase using FY 17 funding and Complete using FY18 funding (Feasibility complete) - (estimated cost, \$40 - \$50k)

- West Deer Park to Bohrer Park
- Washingtonian Boulevard
- Kentlands Blvd/Longdraft
- Downtown Crown/Rio Connector
- Conservation/Malcom King Connector
- Rabbit Road/Pheasant Run

PHASE A - NETWORK LOOPS



FISCAL REQUEST #3:

Phase B Network Connectivity (Feasibility Funds)

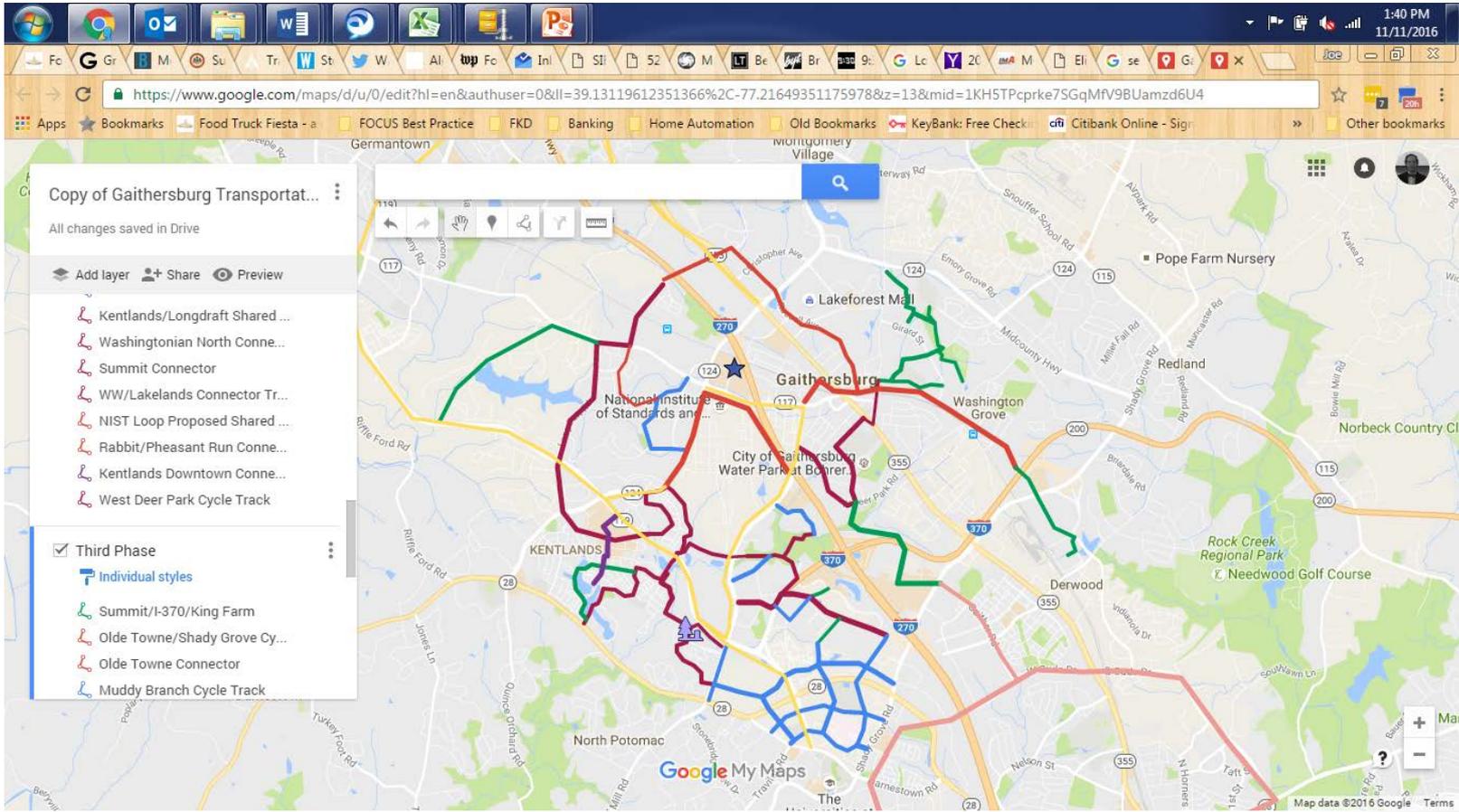
Feasibility pending using FY 17 for grant funding (\$60- \$80k)

- Olde Towne -East Diamond/Shady Grove Protected Bikeway and North Summit Connector – Transit Study
- Summit Hall/Industrial Drive/Rosemont/King Farm Pathway (Over Existing I-370 Bridge)
- Washingtonian Woods/Lakelands Connector and Pathway to Muddy Branch Road

Partnership with State on Construction Funding

- Rt. 124 Shared Use Path State partnership

PHASE B – NETWORK CONNECTIVITY



FISCAL REQUEST #4: NIST Path and Bikeshare

- Contribute 20% of the NIST-124 Loop construction cost (approximately \$200k)
- Extend Capital Bikeshare from the existing County stations in Life Sciences to adjoining City locations

Policy Guidance Request #1

Adopt the “Breezeway Network” (trail and on-road protected facilities) concept as the standard for bike planning going forward

- Easier to design if staff have clear direction to develop the breezeway network using trails and protected bike lanes
- Encourages consistency across city’s network to support the widest range of users, including short protected bikeway segments on lower stress streets
- Prioritize connecting activity centers and the Gaithersburg network to other existing and planned networks (e.g., Rockville, County)
- As part of the City’s Pavement Management Program commit to protected bike facilities for any roads that could support a “Breezeway Network”

Policy Guidance Request #2

- Clarify the sidewalk riding prohibition for bicycles to facilitate interim network access

In Summary

- The Transportation Committee is pleased to provide input to the Mayor and City Council's objective of becoming a BFC.
- While there are a number of actions that must be taken before we are eligible to achieve this designation, Gaithersburg is well on its way.
- The most important actions for the near-term, and those that require direct Mayor and City Council input, are to complete the NIST-124 Loop and convert the current network into the *Gaithersburg Breezeway*.
- We hope the Mayor and City Council will provide the necessary fiscal and policy guidance needed for Gaithersburg to be designated a BFC.
- Achieving this designation would provide important health, economic, civic, community and other benefits to the city and its businesses, and would attract the "best and the brightest" residents, most of whom are interested in alternative modes of transportation.