

B. Circulation

The goal of the General Plan and area master plans for circulation is an efficient transportation system, consistent with the pattern of land use and including rapid transit as well as streets and highways.

The objectives and guidelines which are proposed for bringing about this goal call for the fitting of the master plan of highways to the corridor pattern of development and for the cooperation of the County in the establishment of the rapid transit system. These policies also (1) require transportation recommendations to be shown in detailed master plans, (2) ask for good accessibility to intercity travel terminals, and (3) propose rural and airport zoning to keep residential development away from airports.

Recommendations for Updating the General Plan: The following policies are proposed for approval:

GOAL

- **PROVIDE A BALANCED CIRCULATION SYSTEM WHICH MOST EFFICIENTLY SERVES THE ECONOMIC, SOCIAL, AND ENVIRONMENTAL STRUCTURE OF THE AREA.**

Objective A. Transportation routes and facilities should be used not merely to accommodate travel demand, but more importantly, to facilitate the orderly growth of urban areas within the context of general plan goals.

Guidelines

1. *Require the timing of new highway projects to coincide with the timing of other public facilities intended to implement development goals.*
2. *Require the service provided by highway and transit routes to be consistent with the economic and social goals of the region.*
3. *Locate transportation arteries with consideration given to environmental and conservation factors.*
4. *Plan circulation systems so as to keep out heavy industrial traffic from residential areas while providing for industry's needs.*
5. *In locating major transportation routes in built-up areas, minimize the disruption of local business and the demolition of sound residential structures.*

Objective B. Provide for a coordinated rail-bus transit system that is as capable of shaping desirable growth patterns as it is in serving present population and employment centers, and provide for convenient ease of transfer between transit and other modes.

Guidelines

1. *Locate transit stations on sites conducive to high density, multi-use development within walking distance to the stations.*
2. *Provide feeder service to rail transit stations.*
3. *Explore the feasibility of exclusive bus-ways where rail transit service cannot economically be extended because of low projected passenger volumes.*
4. *Utilize air-rights over surface rail transit lines and stations for community facilities, housing, and other similar land uses.*
5. *Encourage intermediate length ridership on below capacity transit routes through appropriate fare structures.*
6. *Provide sufficient kiss 'n ride and all-day parking areas at rapid rail and bus transit terminals.*
7. *Provide shuttle service between major core areas and rail transit stations where desirable.*
8. *Integrate terminal facilities for various modes at a few strategically located "transportation centers" serving existing and proposed urban cores and provide heliports at such centers.*

Objective C. Improve transportation efficiency so as to minimize costs to users and to reduce transportation as a cost element in the production of goods and services.

Guidelines

1. *Encourage development of a rapid rail system coordinated with employment concentrations consistent with local development policy.*
2. *Foster a pattern of land development which reduces auto trip length.*
3. *Consider experimentation with new transportation modes in special cases where they would enhance use goals by providing the most efficient service.*
4. *Locate major traffic generators and high-density residential development close to major arteries.*
5. *Locate office employment and health and welfare facilities convenient to rail transit stations.*

Objective D. Provide highway systems to carry the required volume of vehicular traffic safely.

Guidelines

1. *Utilize traffic engineering techniques to improve vehicular and pedestrian safety on existing streets.*
2. *Restrict the number and location of access points along major arteries from high-volume traffic generators.*
3. *Limit at-grade rail crossings to low-volume streets and low-volume rail lines, with all other rail crossings eliminated either by grade separations or street closings.*

4. *Locate major industrial and commercial areas close to major arteries in order to reduce commuter traffic on streets designed for short trips.*
5. *Reduce vehicle-pedestrian hazards by locating schools and recreation facilities such that children do not have to cross major streets to reach them.*

Objective E. While providing adequate capacity through built-up urban areas, retain the livability and amenities of such areas.

Guidelines

1. *Encourage the use of mass transit rather than the use of the automobile for travel through built-up areas.*
2. *Explore and utilize all known traffic engineering techniques before resorting to construction of major relief highways through such areas.*
3. *Design transfer areas, such as bus terminals and fringe parking facilities, so as to reduce the localized effect of noise and air pollution on adjacent properties.*

Objective F. Recognize the need for non-motorized transportation forms to support health and recreation objectives and to provide visual contrast to vehicular movement.

Guidelines

1. *Encourage the use of non-motorized ways leading to schools, shopping areas, parks, libraries and other community facilities.*
2. *Provide and maintain pedestrian walks, hiking trails, bicycle paths, and bridle paths.*

3. *Along streets and commercial areas, provide street furniture for visual interest to make walking a pleasant experience.*
4. *Where topographically feasible, provide pedestrian separations over or under new and expanded arteries.*

Objective G. Provide facilities to satisfy the needs of general aviation and to improve access to major air terminals.

Guidelines

1. *Identify required runway and approach zone extensions and location of new airports in order to forestall conflicts between flight operations and future residential areas.*
2. *Cooperate with other local jurisdictions to improve ground access to Dulles, National and Friendship Airports.*
3. *Provide sites near existing and proposed airports for industries which rely on air travel for shipments and personnel mobility.*
4. *Develop a major general aviation facility for Montgomery County with supportive road access networks.*
5. *Provide all-weather navigational aids at general aviation airports.*

Objective H. Preserve the capacity of inter-city rail facilities for more intensive future use.

Guidelines

1. *Reserve sufficient land areas adjacent to railroad lines to attract rail-using industries and distribution centers.*
2. *Eliminate at-grade road crossings on main line railroads.*