

White Flint Sector Plan

worksession #9 may 4, 2009

Transportation

principles
policies
transit
street grid
pike
bikes



White Flint Sector Plan

worksession schedule

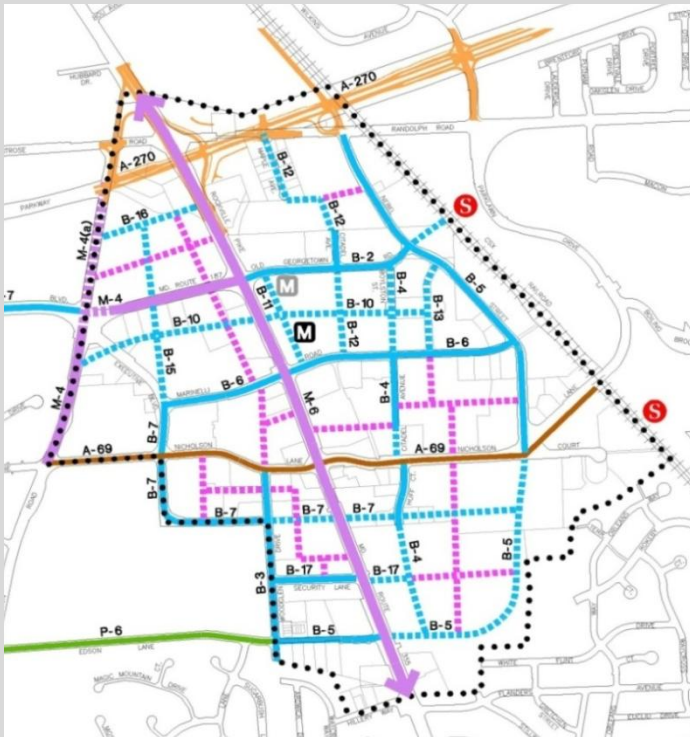
- may 4: transportation and mobility
- may 7: status of fiscal analysis and implementation
design guidelines
- may 21: zoning, staging and implementation

White Flint Sector Plan

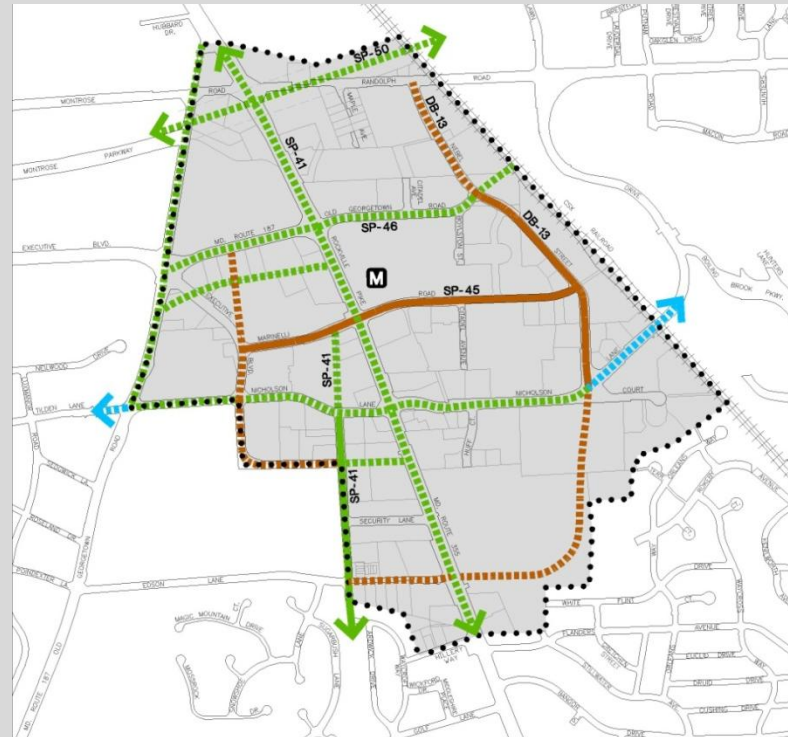
transportation and mobility

Principles

enhanced street grid diffuses congestion



walkable streets and interconnected bikeway system



White Flint Sector Plan

transportation and mobility

Policies

enhanced public transportation

rail

bus

enhanced street network

pedestrian and bicyclist network

transportation impact tax

pamr

latr

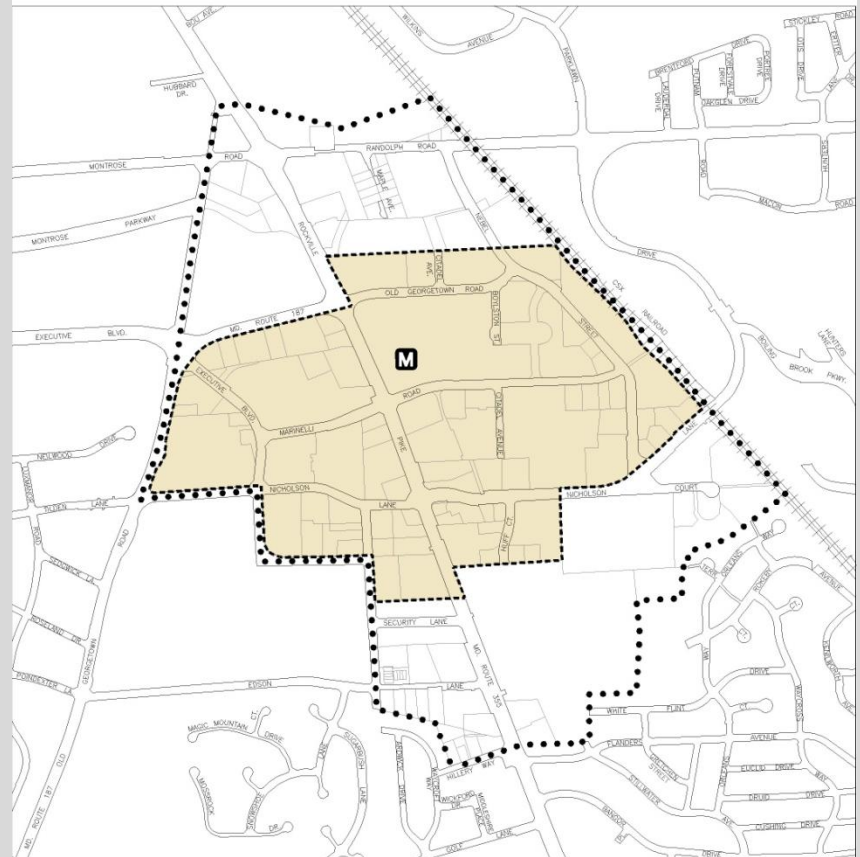
trip reduction

expand metro station policy area

parking reduction

tdm

Plan Boundaries and Metro Station Policy Area



• • • • • 2008 Sector Plan Area Boundary



White Flint Metro Station



1992 Sector Plan Boundary &
Metro Station Policy Area



0 1000'

White Flint Sector Plan

transportation and mobility

Transit Network

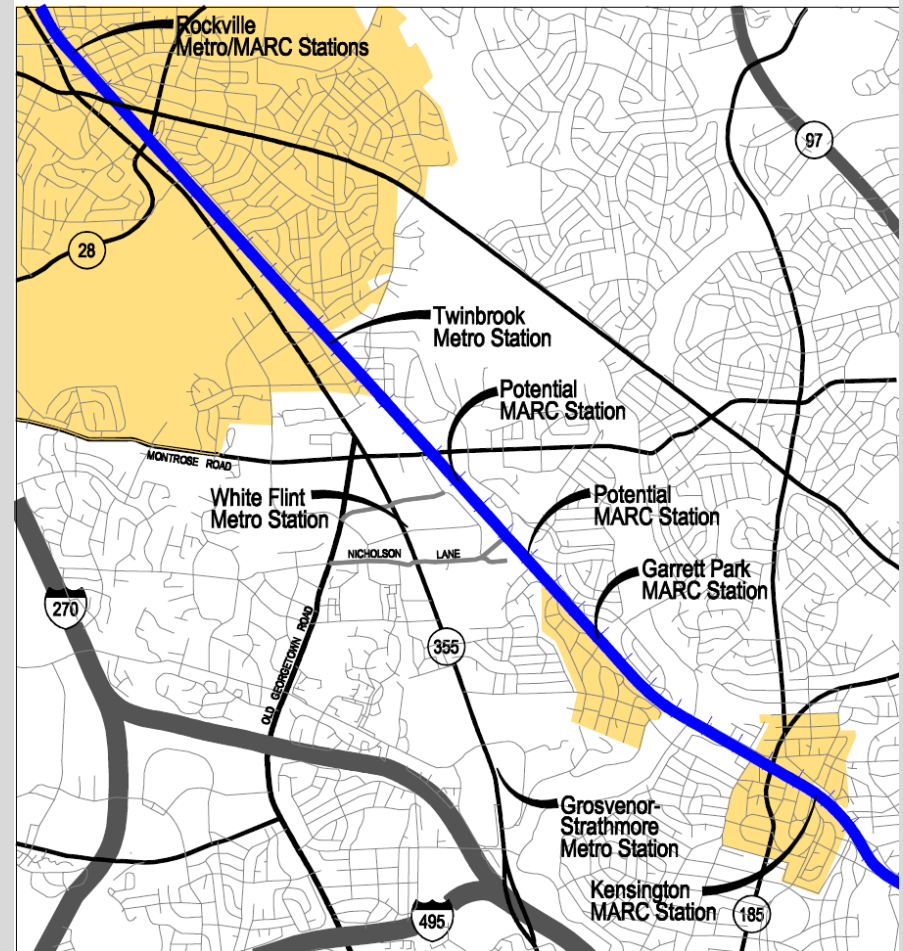
metro

northern entrance
bus bays

marc

nicholson court

MARC and METRO in WHITE FLINT AREA



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transportation and mobility

Current Bus Network

feeder routes to metro

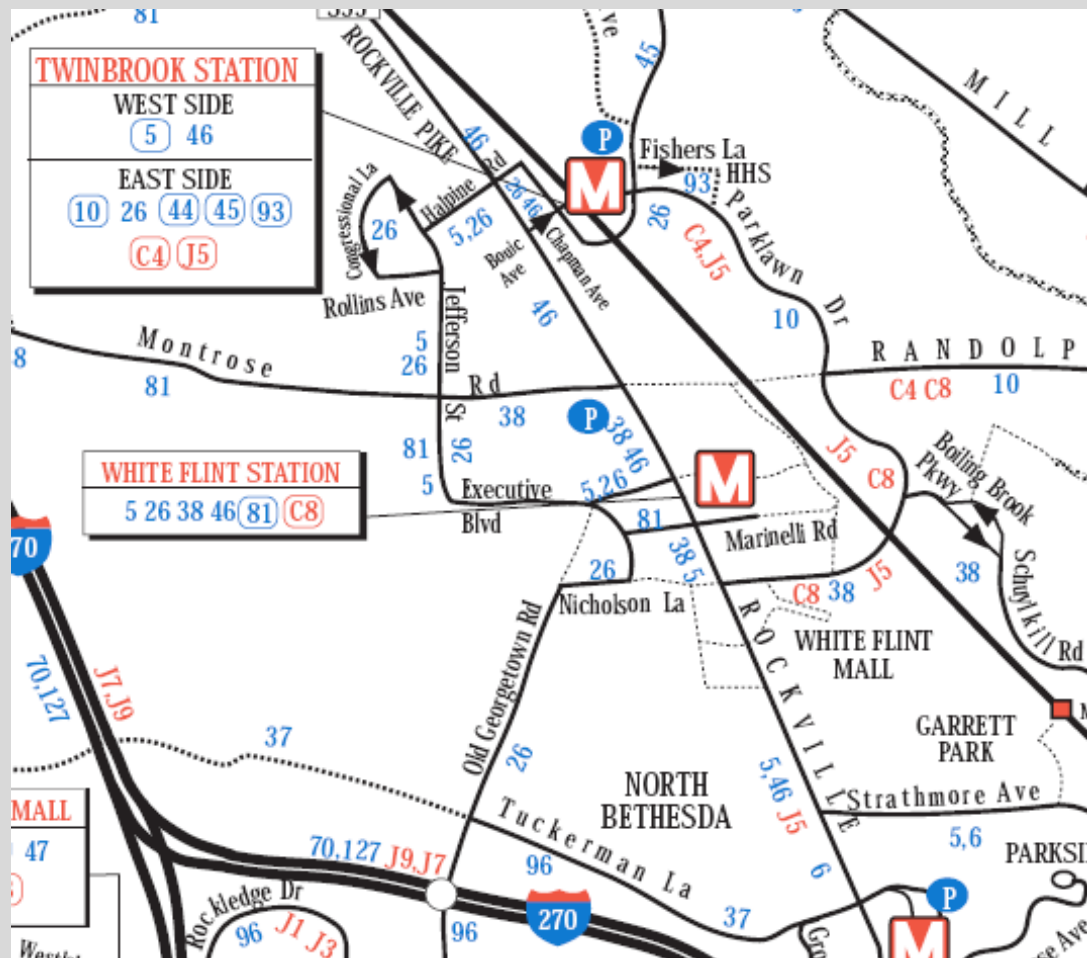
- twelve routes
- other routes connect communities

ride-on route 46 along pike

no current local circulator

service headway ranges from 10 to 35 min

stop spacing ~600'



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transportation and mobility

Current Bus Network

feeder routes to metro

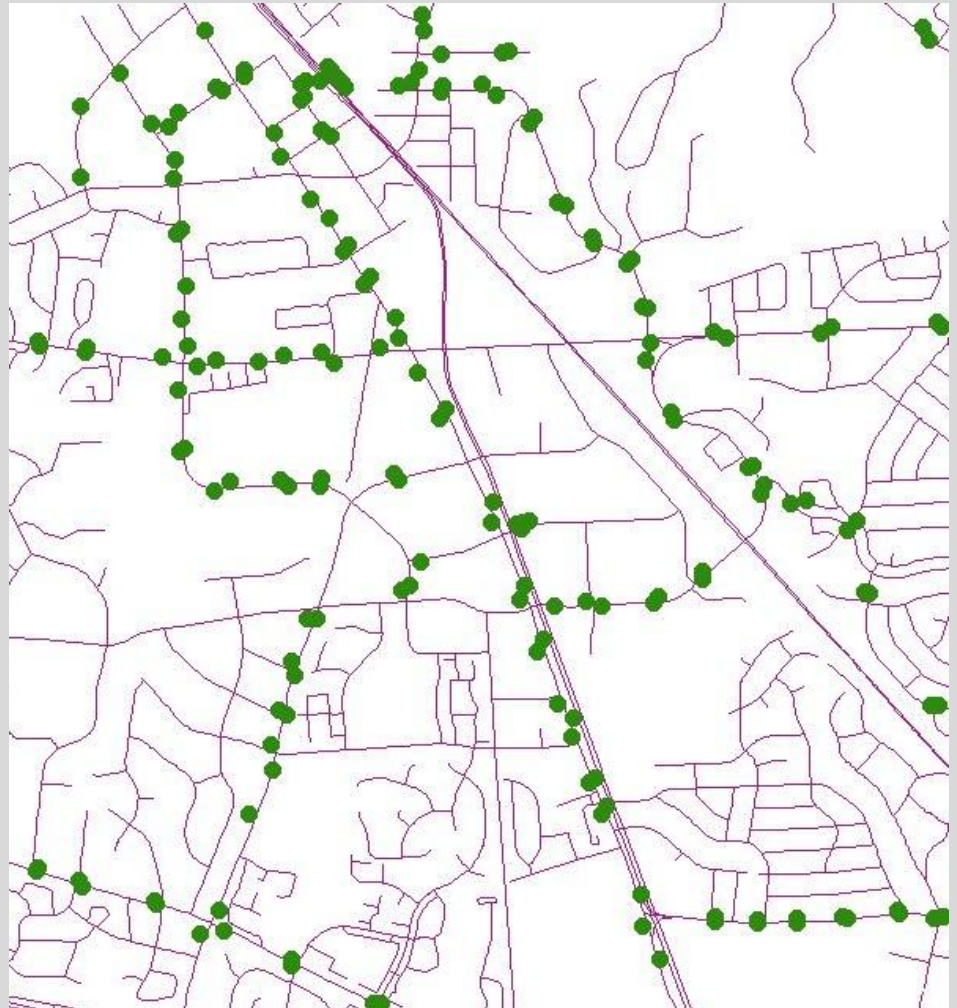
- twelve routes
- other routes connect communities

ride-on route 46 along pike

no current local circulator

service headway ranges from
10 to 35 min

stop spacing ~600'



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transportation and mobility

Bus Transit Concepts

integrate with twinbrook

implement over time

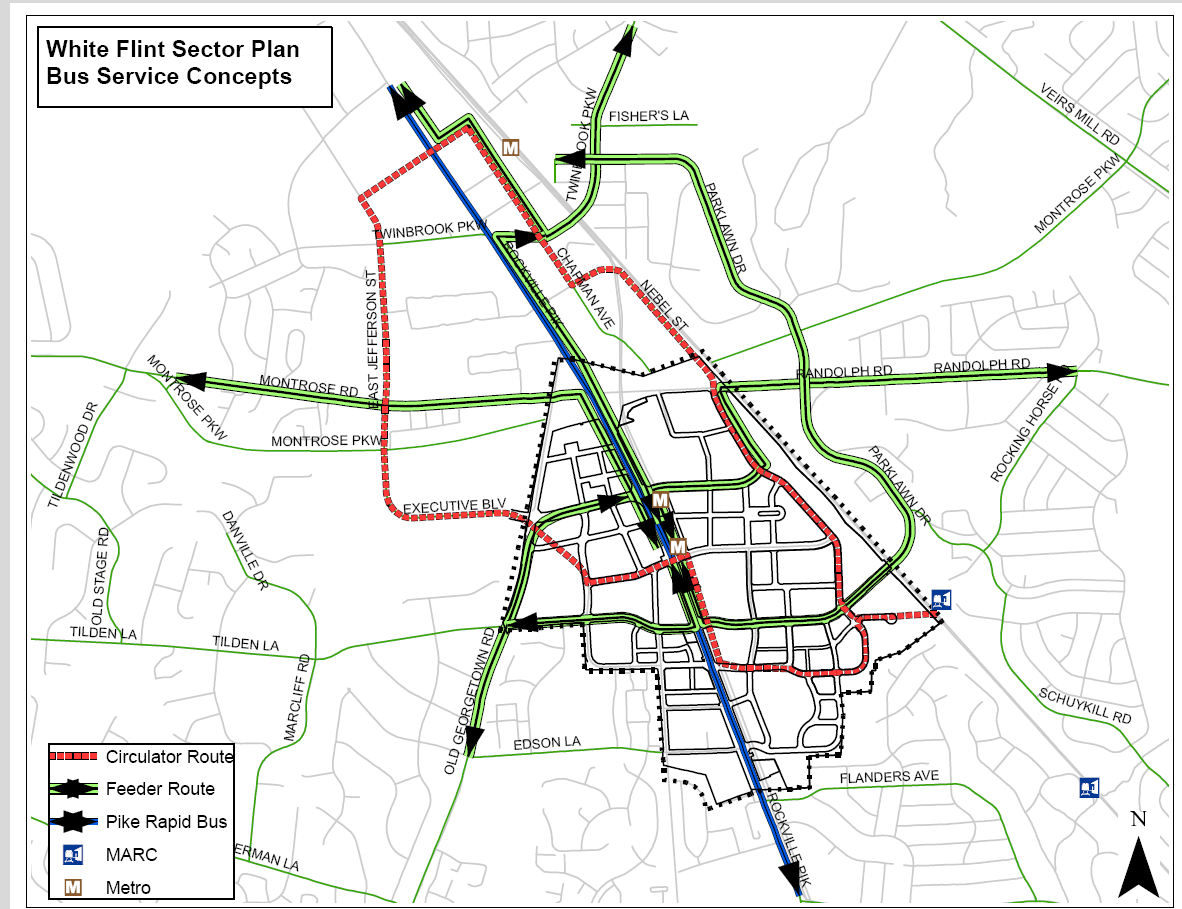
stage with development

end state may have:

circulator – 10 min
pike rapid bus – 15 min
feeder routes – 15 min

consider:

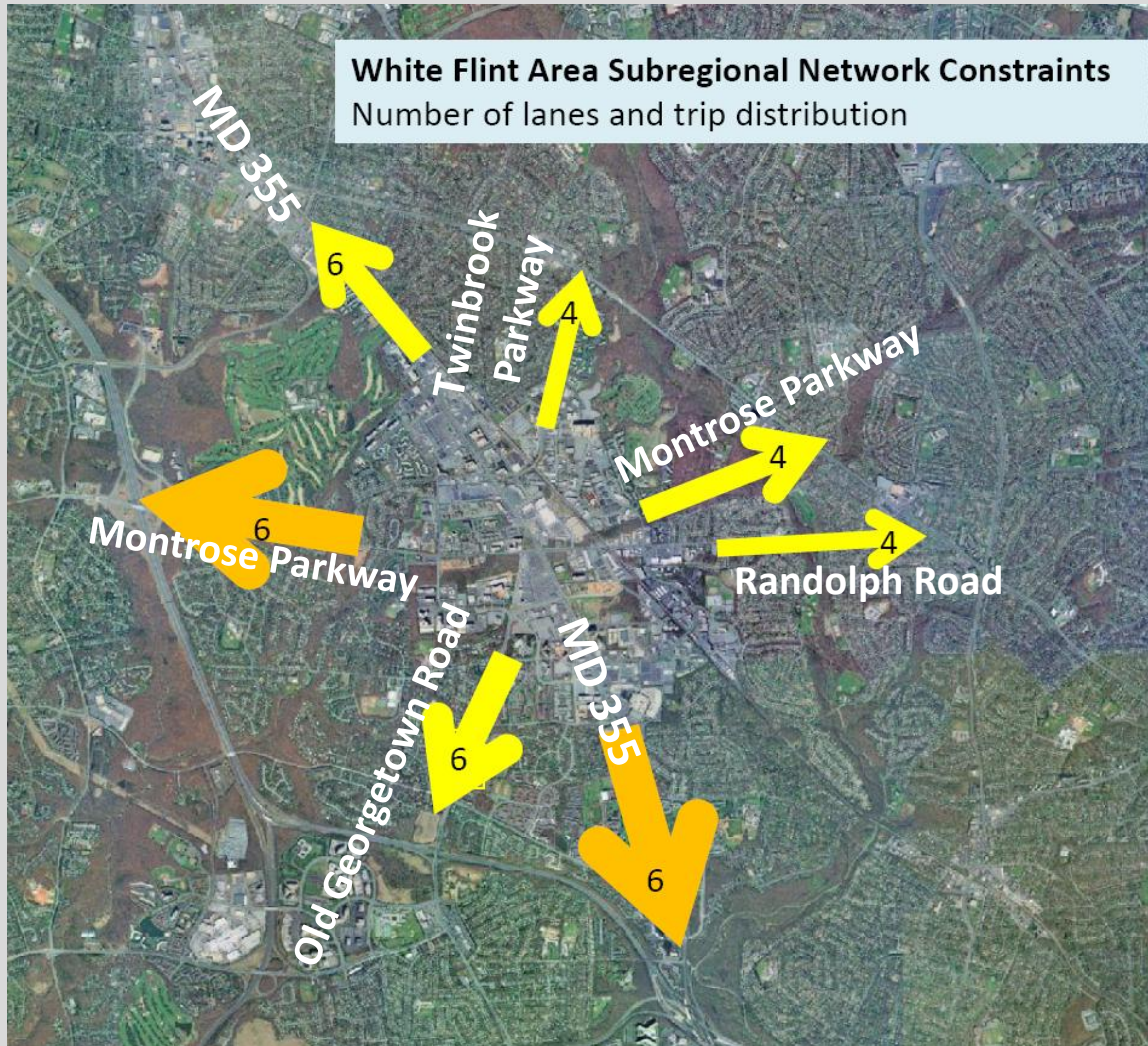
- montrose parkway brt
- bus priority treatments



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transportation and mobility

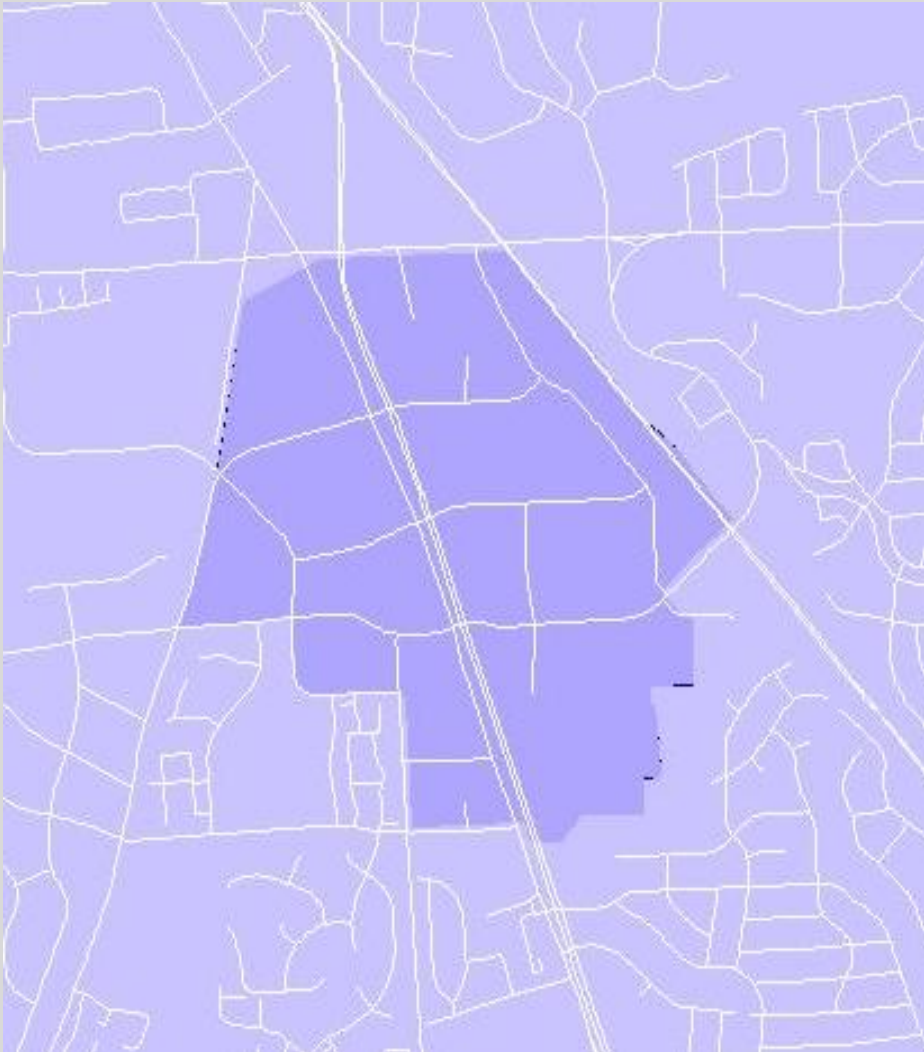
Regional Roadway Network



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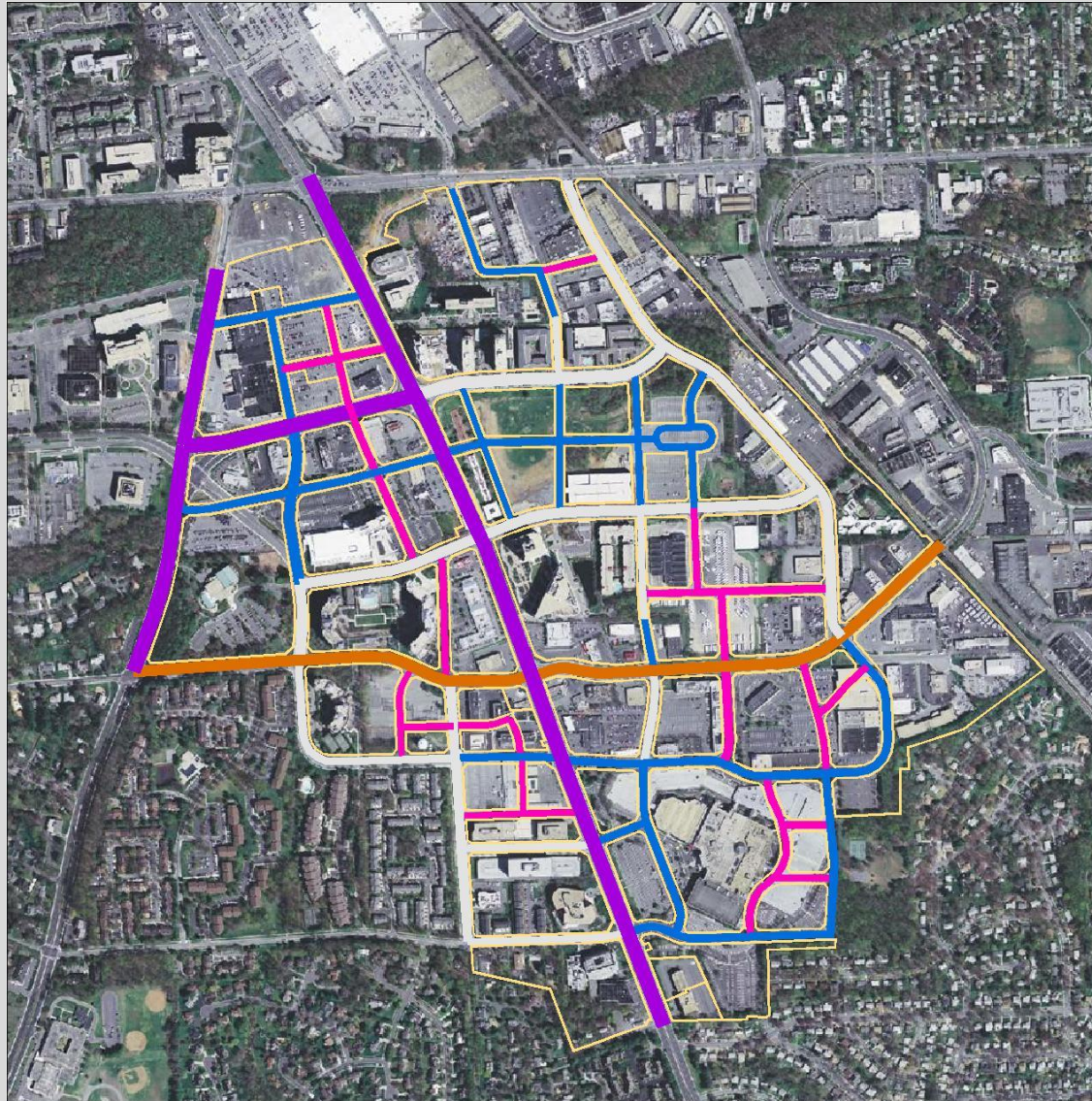
transportation and mobility

Existing Roadway Network

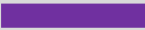





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transportation and mobility



Future Roadway Network

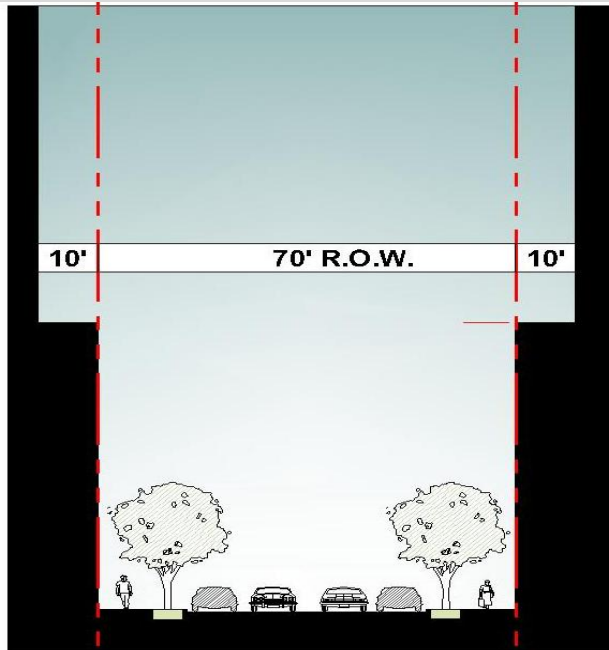
-  major highways
-  existing arterial
-  proposed commercial business street
-  proposed local access
-  existing commercial business street

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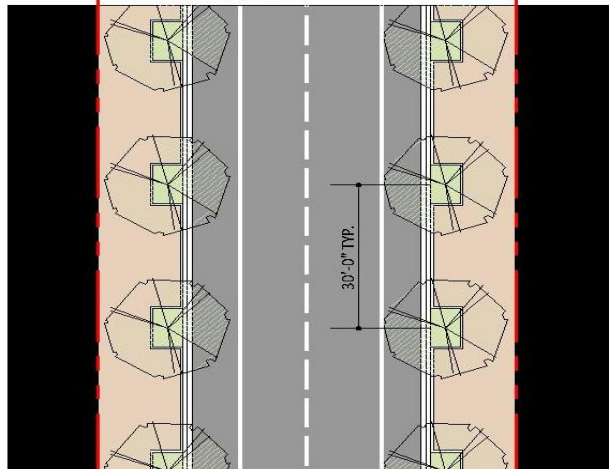
transportation and mobility

cross section-70' business street

sidewalks



Section Type E



Building Base Height 80'
Tower Height As allowed by Sector Plan (Not to Scale)

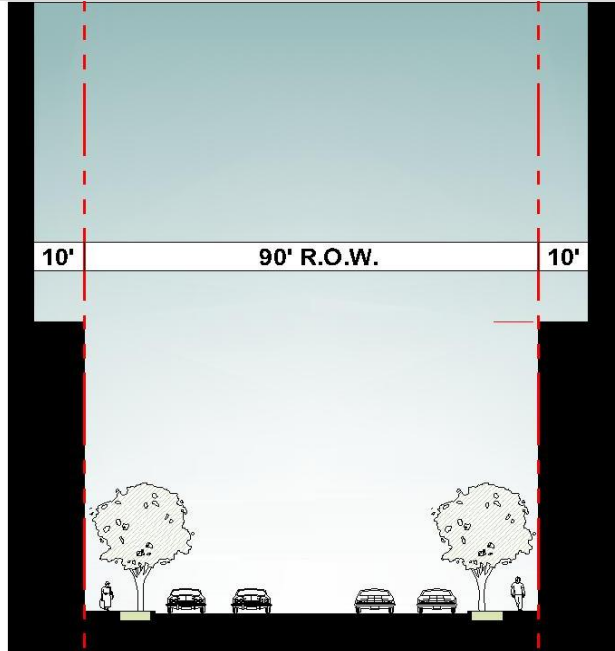
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transportation and mobility

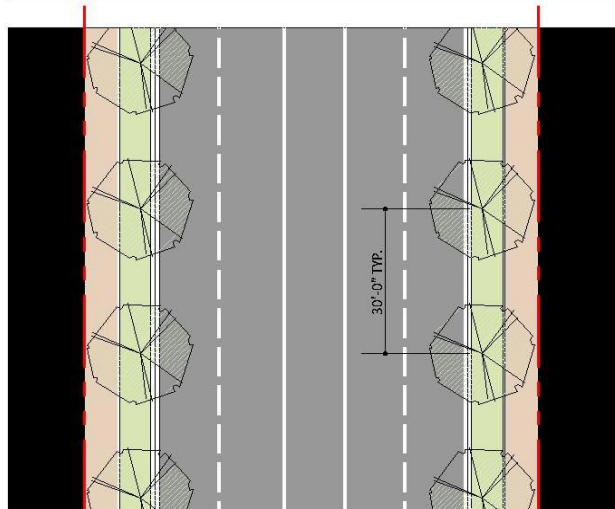
cross section-90' arterial street

sidewalks

bikelane



Building Base Height: 60'
Tower Height: As allowed by Sector Plan (Not to Scale)



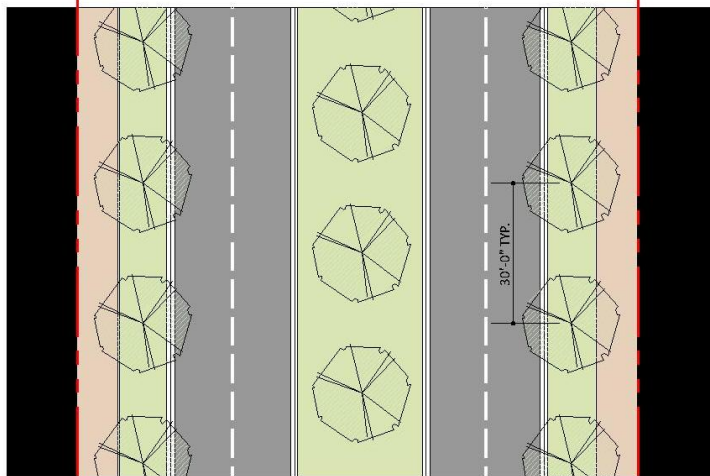
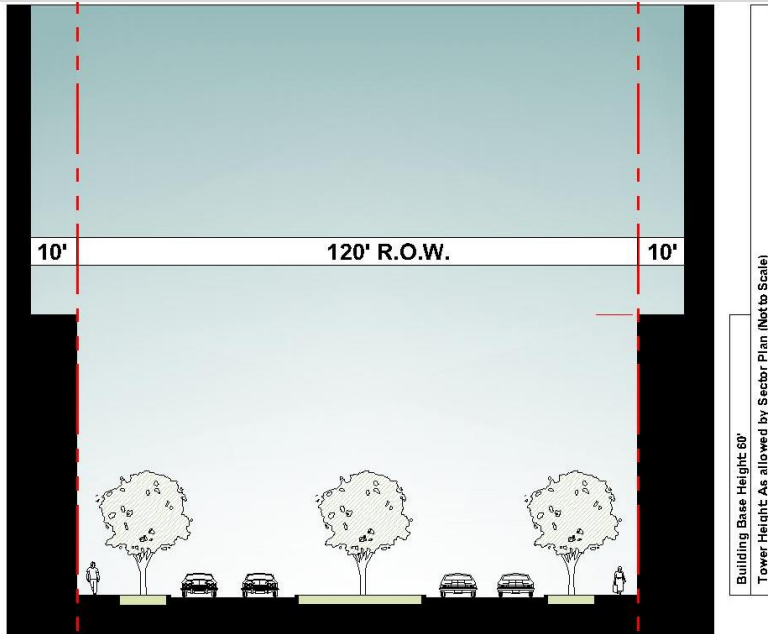
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transportation and mobility

cross section-120' major highway

sidewalks

bikelane

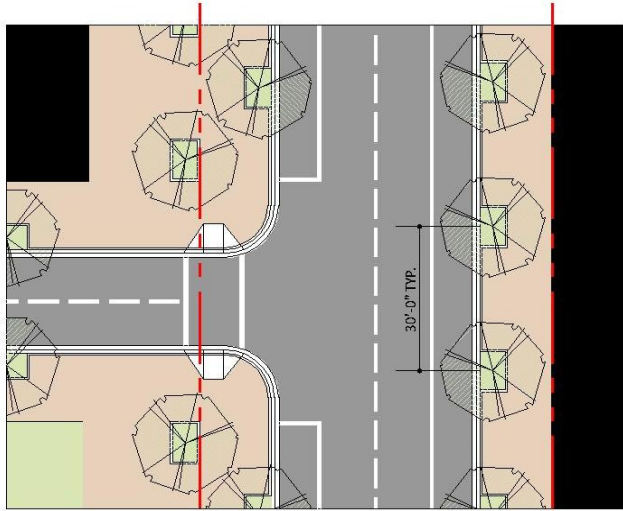
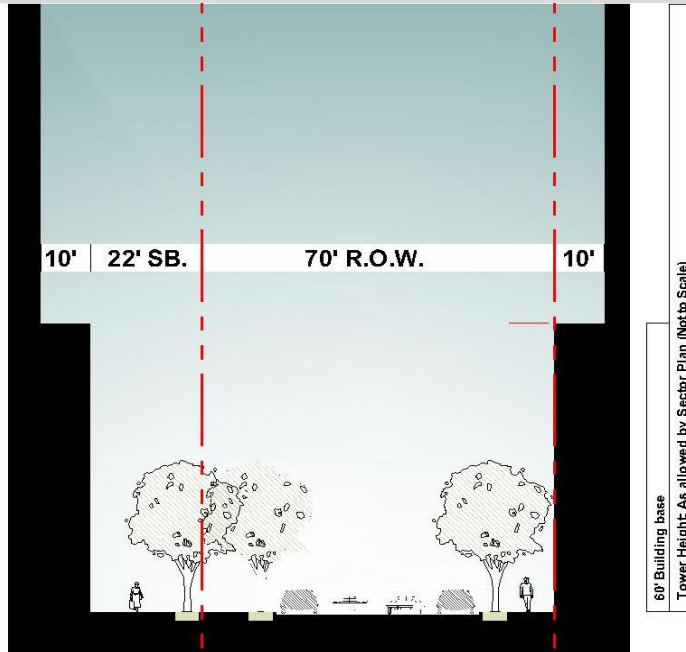


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transportation and mobility

cross sections-70' main street

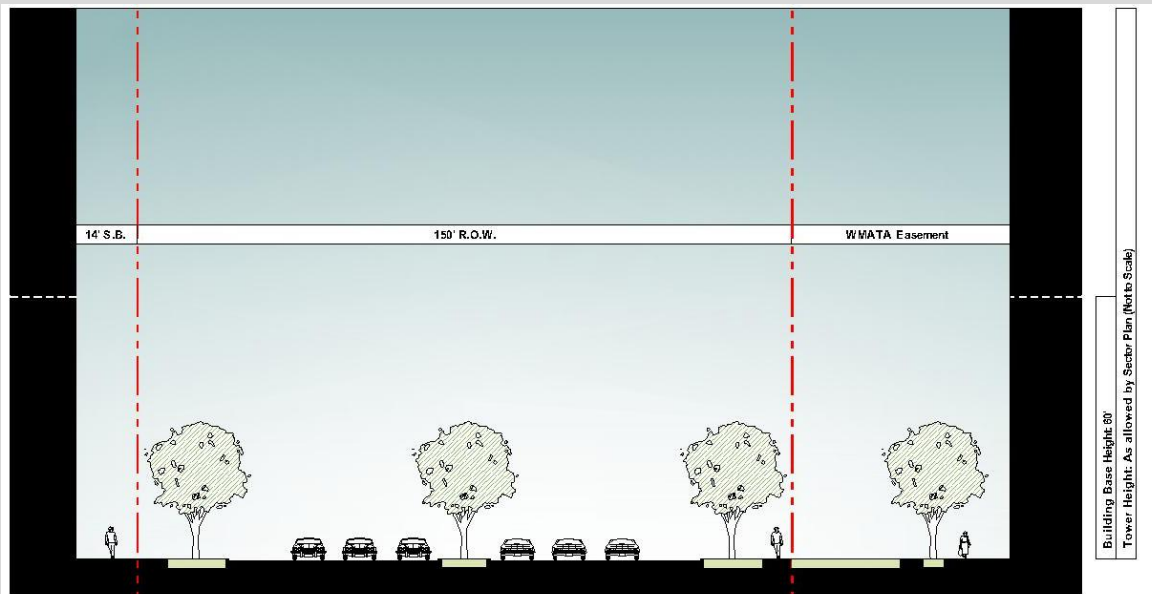
pedestrian promenade



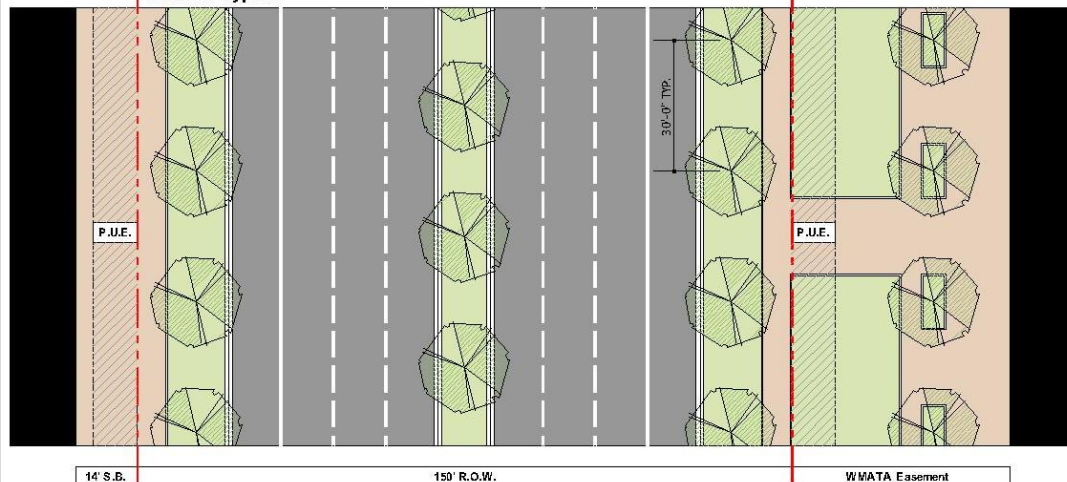
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transportation and mobility

cross section-150' major highway



Section Type A



bikelane

pedestrian promenade

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transportation and mobility

Rockville pike transit



Philadelphia, PA

shared bike and
transit lanes



Mannheim, Germany



Conceptual Rockville Pike Boulevard

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transportation and mobility

Rockville pike transit

median busway or curb bus lane treatment?

use median with barrier for:

- identity
- average speed for line-haul
- enforcement issues

use curbside for:

- pedestrian access
- minimize ROW

Source: TCRP Report 90



Image Courtesy: White Flint Partnership

White Flint Sector Plan

transportation and mobility

Rockville pike transit

median or curb bus
priority?

line-haul capacity

circulator needs

impacts / costs

coordination beyond
plan area



Image Courtesy: White Flint Partnership

White Flint Sector Plan

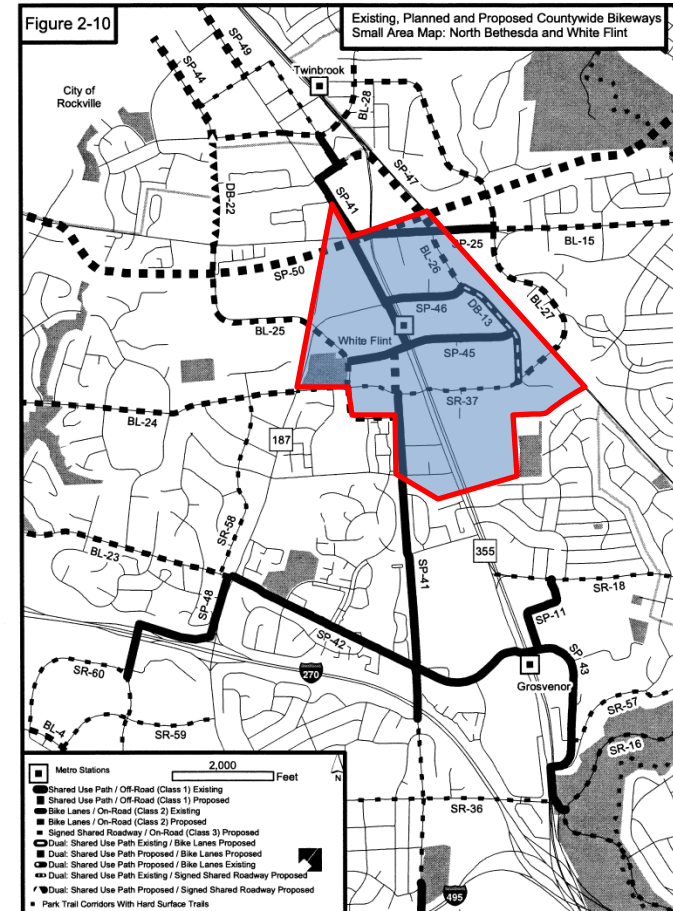
transportation and mobility

Bikeway Network

countywide connections

on-street accommodations

bike community testimony



transportation and mobility

bikeways

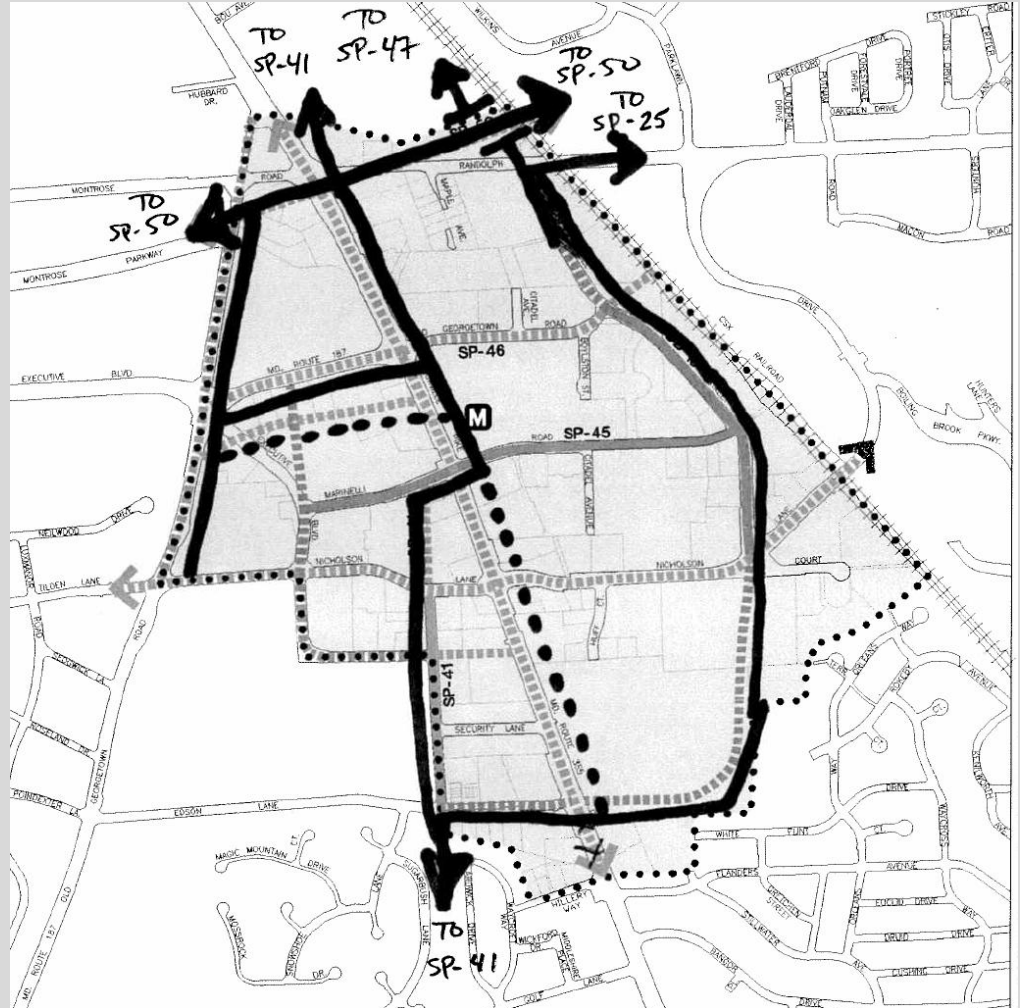
shared use paths

regional connections

nebel street

high volume streets

pike and main street
promenades



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transportation and mobility

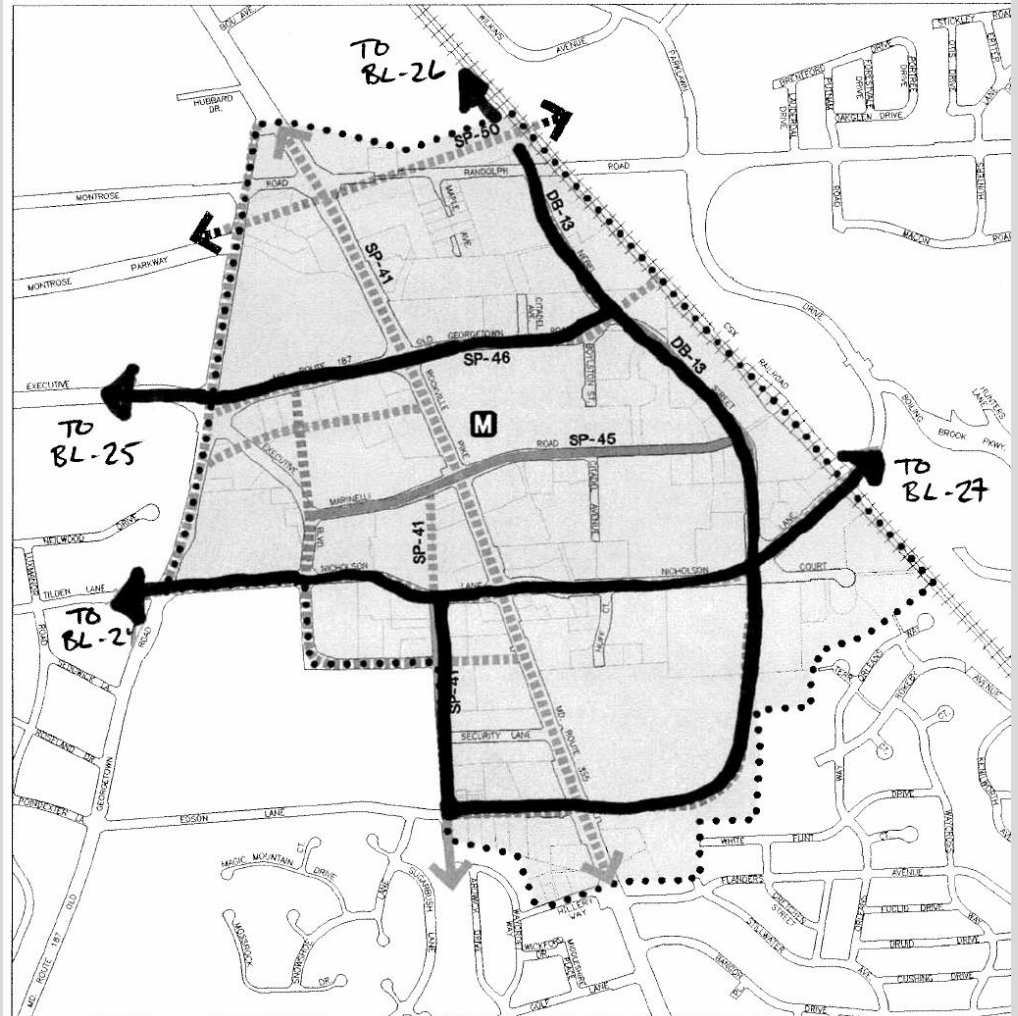
bikeways

bike lanes

nebel street bikeways spine

bikes on the pike

east-west connections to
countywide system



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transportation and mobility

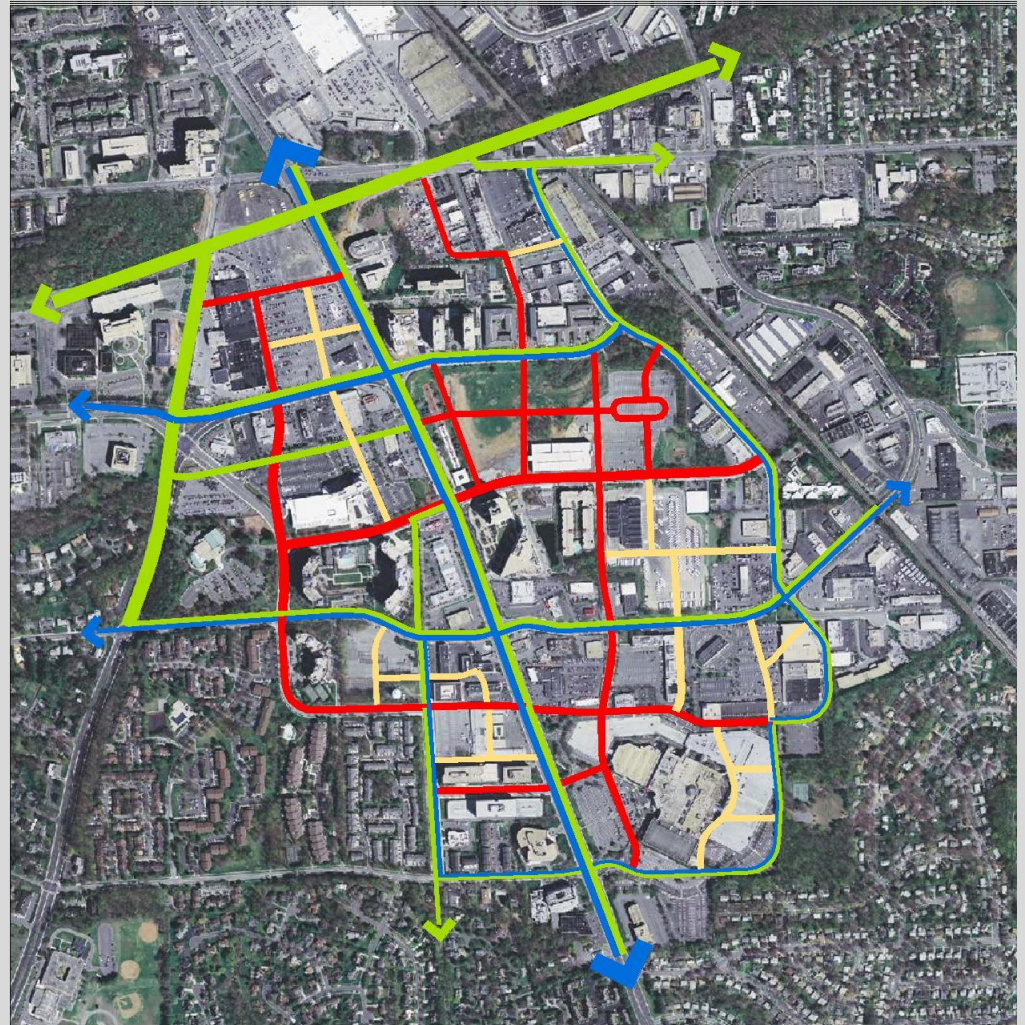
Bikeway and Pedestrian Network

putting it all together

on/off road

regional

local



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transportation and mobility

white flint mall district

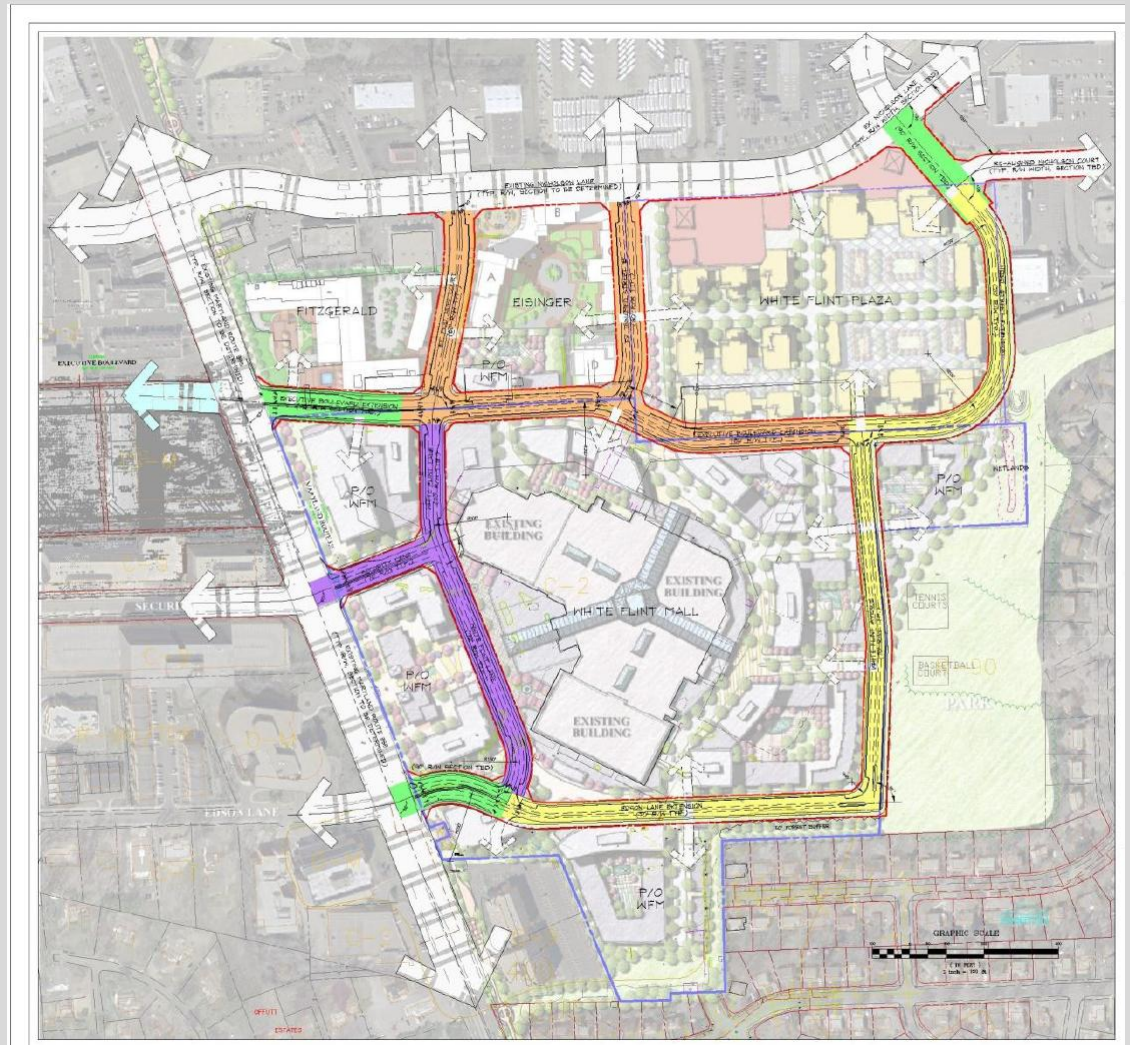
executive boulevard alignment

nebel street alignment

- two lanes with left turns
- single-loaded
- bike lanes
- curvature
- school site

internal streets

nicholson court



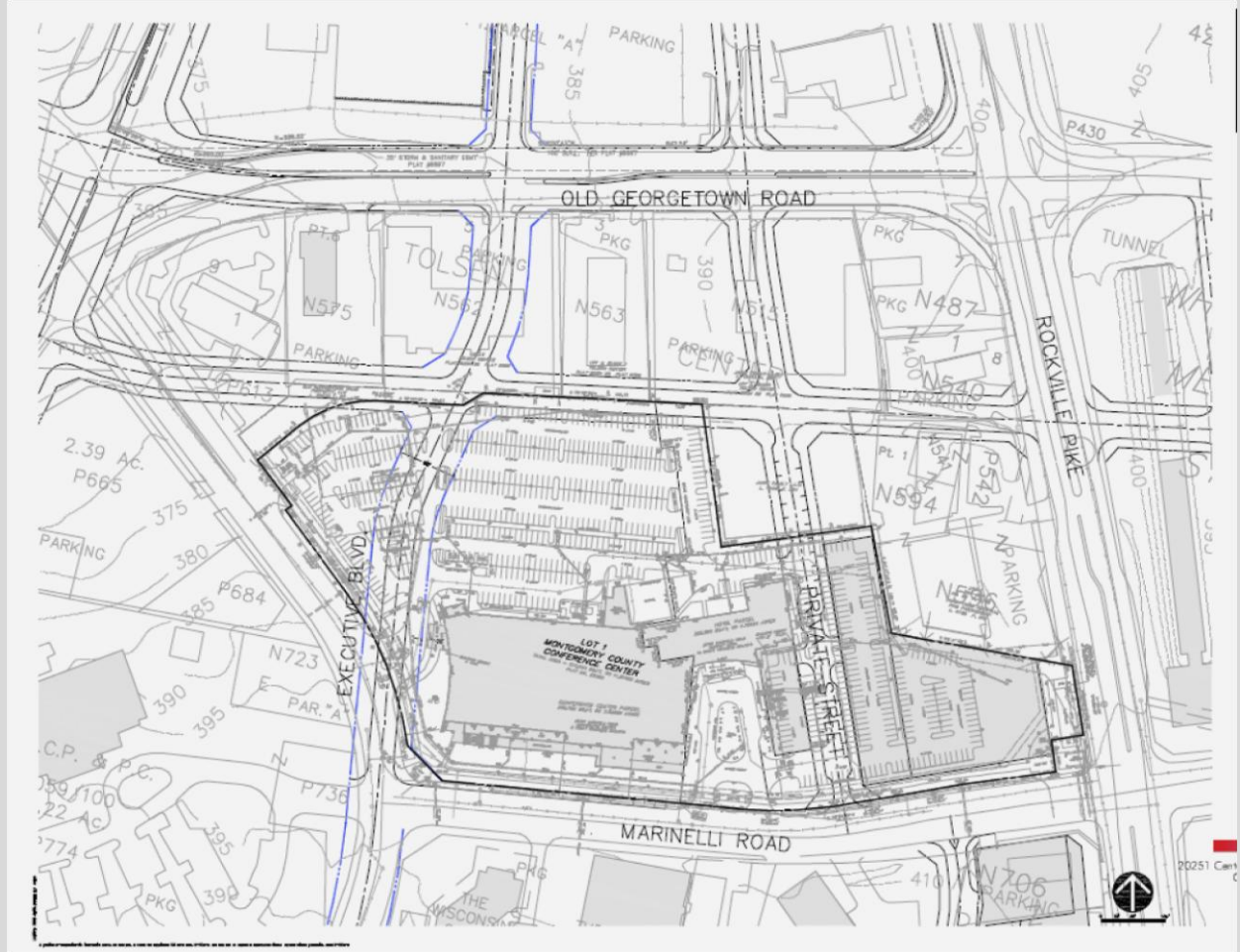
transportation and mobility

Metro West and Mid-Pike

match existing locations

minimize conference
center impacts

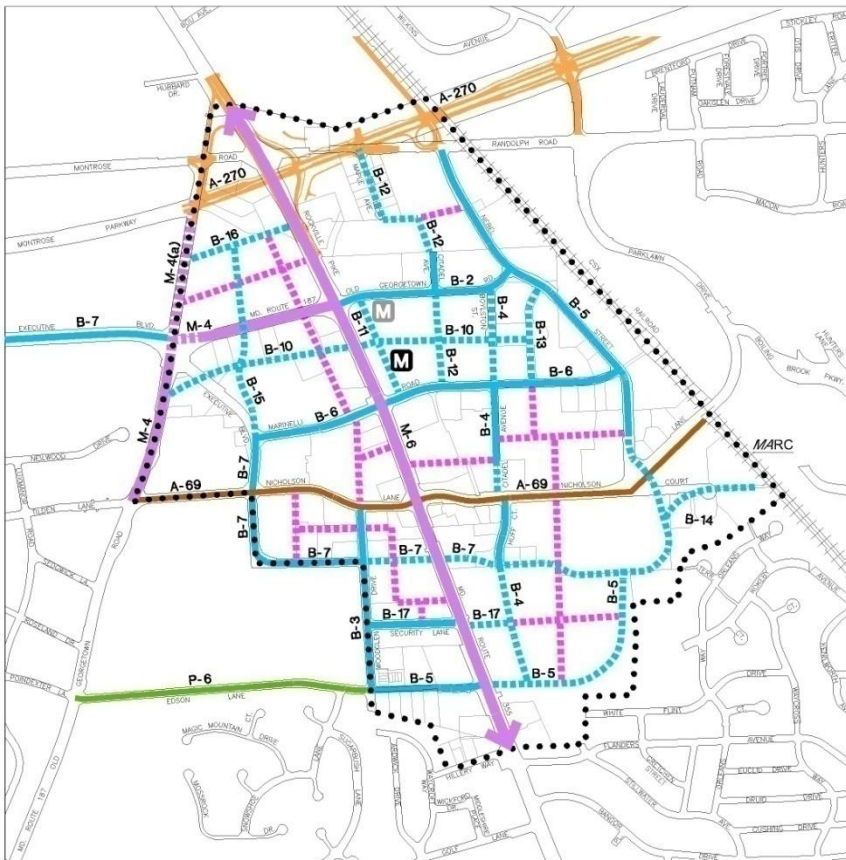
nissan property impacts



White Flint Sector Plan

transportation and mobility

Revised Existing and Proposed Street Classification



- • • • • Sector Plan Area Boundary
 - M** White Flint Metro Station
 - M** New Metro Entrance
 - MARC** Proposed MARC Train Station
 - A-90** Master Plan of Highways Road #
- | Existing | Proposed |
|----------|---|
| | M: Major Highways |
| | B: Business Street |
| | A: Arterial |
| | P: Primary Residential Street |
| | Proposed Streets (Public/Private/Alley) |
| | MD 355 & Montrose/Randolph Road Interchange |



0 1000'