

WHITE FLINT SECTOR PLAN

Round Table Discussion:

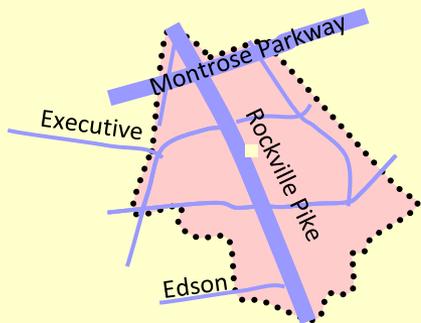
Part 4 Transportation

October 8, 2007



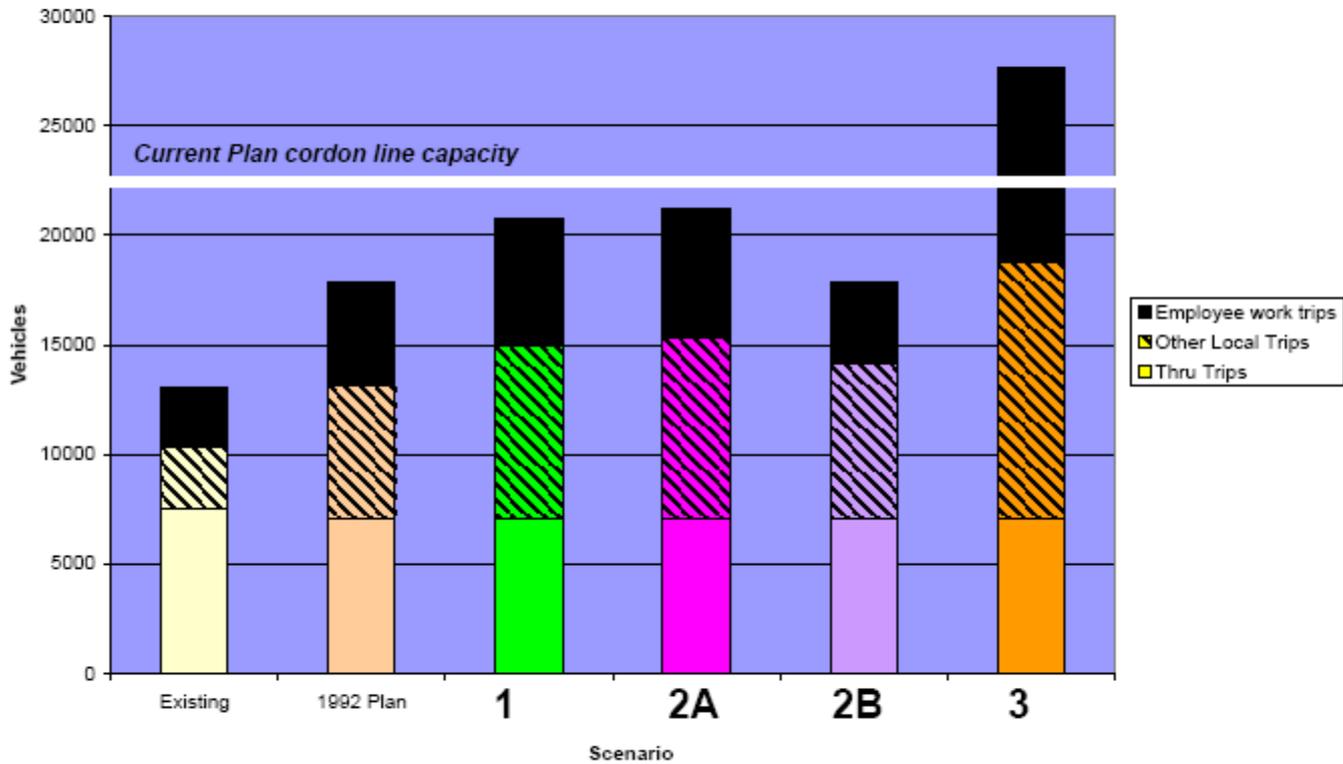
Where are we today?

- Superblocks
- Wide Pike
- Sufficient capacity
- Poor design



What are the travel demands?

White Flint Sector Plan
Composition of Outbound Vehicle Trips During PM Peak Hour



Active scenarios as of 4/16/07

Printed 5/22/2007

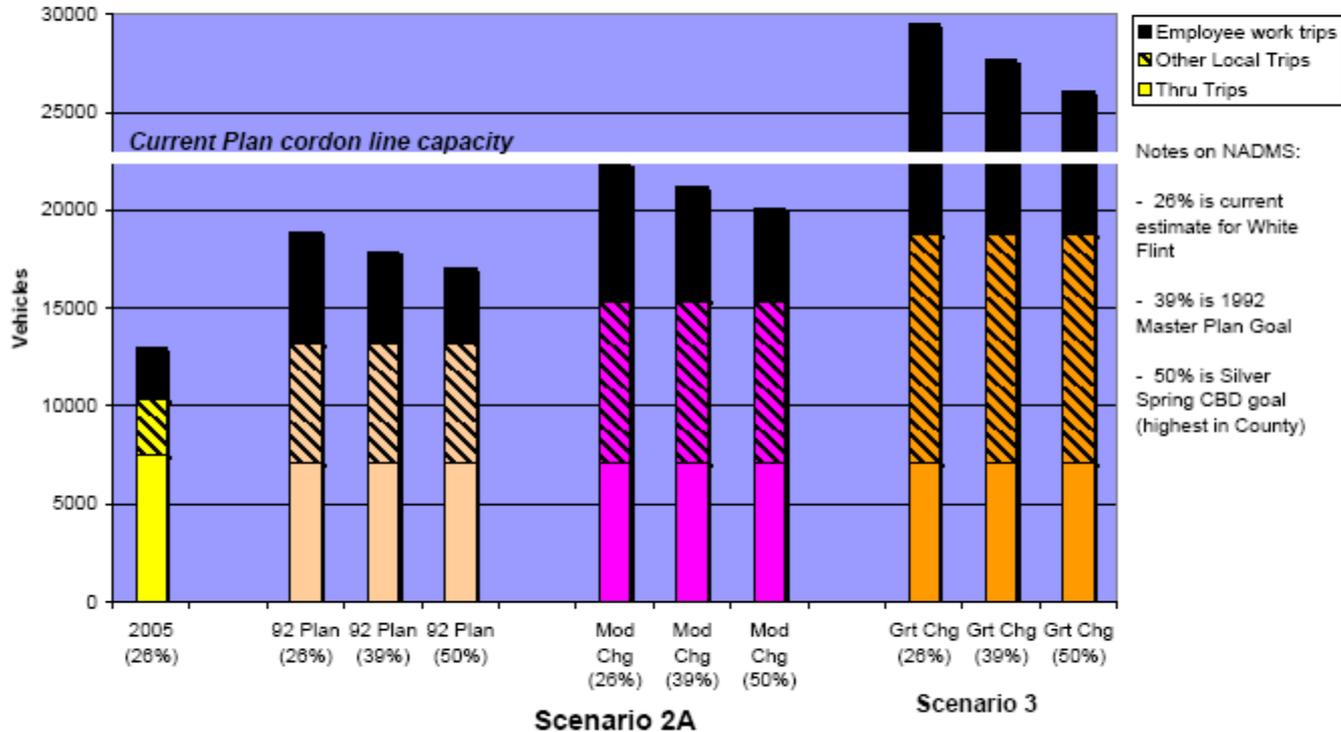
What are our tools?

- Demand Management
- Transit Services
- Local Street Network
- Policies

	Strategy	Opportunities	Constraints	Potential
Demand Management	Reduce SOV mode share	Flexible, low capital cost	Operational costs, monitoring	High
	Increase parking charges	Reduce traffic, provide revenue	PLD establishment, garage locations	Moderate
Transit Services	Metrorail Station North Entrance	Adds capacity, reduces walk access times	Capital cost	High
	Shuttle services	Low capital cost	Operating cost	High
	New MARC station	Capture long-distance riders	Coordination with CSX, Garrett Park	Moderate
	Re-orient North Bethesda Transitway	Direct connection to Rock Spring Park activity center	Capital cost, particularly relative to current planned transitway	Low
	Add light rail to MD 355	High capacity service for moderate length trips	Right-of-way needs, capital cost/funding, competition with Metrorail	Low
Local street network	Add local "midblock" streets	Provide alternate routes, reduce walking distances	Capital cost, definition of final alignment and implementation responsibilities	High
	Left turn prohibitions	Reduce congestion	Circuitous trips (cars and buses), public acceptance	Moderate
	Add turn lanes	Reduce congestion	Increased pedestrian crossing distances, capital cost	High (for selected uses)
	Grade separated interchanges	Reduce congestion	Capital cost, attractiveness, public acceptance	Moderate (for selected uses)
	One-way streets	Reduce congestion, improve pedestrian crossing	Circuitous trips (cars and buses), public acceptance	Moderate
	Roundabouts	Urban design	Operations, right-of-way	Moderate
	Reversible lanes	Address peak period congestion	Attractiveness, pedestrian crossing lengths, public acceptance	Low
	New CSX track crossing	Provide alternate routes, Reduce walking distances	Capital cost, right-of-way	Low
Policies	Accept higher congestion levels	Consistent with urbanizing area, no capital cost	Operating costs, public acceptance as part of quality of life	Moderate
	Increase residential land use proportion	Addresses housing shortages, lower trip generation rates, 24-hour activity center	Economic feasibility	Moderate
	Staging Plan	Provide services at time of development	None	High

What can TDM do?

White Flint Sector Plan
Composition of Outbound Vehicle Trips During PM Peak Hour
 Sensitivity to Non-Auto-Driver-Mode-Share (NADMS) assumed as shown in parentheses



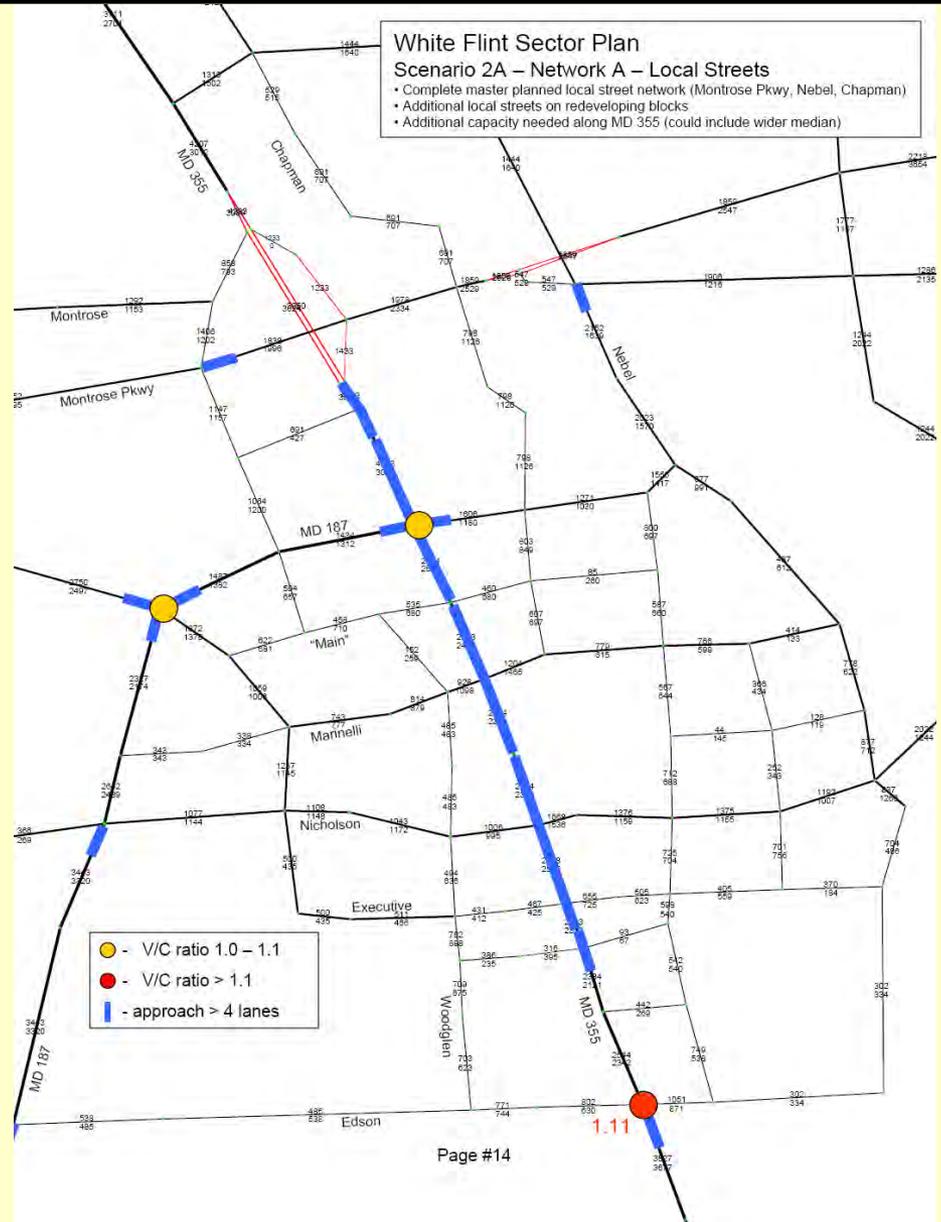
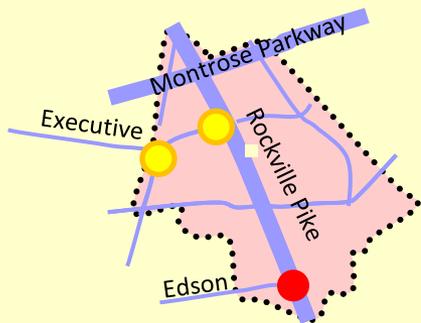
Active scenarios as of 4/16/07

Printed 5/22/2007

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What can a grid of streets do?

- Walkable blocks
- Wide Pike
- Insufficient capacity
- Design opportunity



How else can we tame the Pike?

Comparison of Alternative Treatments for Rockville Pike
(prototype considering section from Old Georgetown to Nicholson) – June 25, 2007 DRAFT ver.3

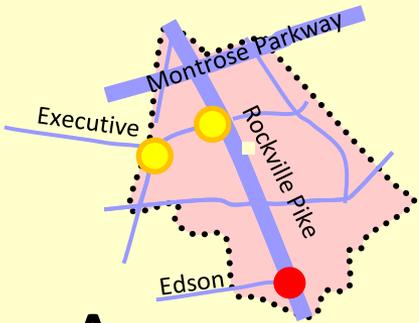
Alternative	Description	Peak Capacity	Safety and Efficiency	Pedestrian Experience	Character	Community disruption	Cost ¹	Most applicable for
Do nothing	6 lanes	Fair	Good	Poor	Poor	None	\$0	
Streetscape	Utilities, trees, bricks	Fair	Good	Fair	Fair	Minor	\$20M/mi	
Boulevard	50' median for landscaping, perhaps future transit	Good	Good	Good	Good	Minor	\$50M/mi	
Add a lane	8 lanes	Good	Fair	Poor	Poor	Moderate	\$50M/mi	
One-way pair ²	3 NB on Pike plus 3 SB on Woodglen	Good	Good	Good	Good	Substantial	\$100M/mi	CBD land uses and densities with grid street availability
Multiway Boulevard	6 lanes +2 lanes and parking in local roadway	Good	Fair	Good	Good	Moderate	\$100M/mi	Low density land uses requiring frontage/parking
Grade separate (Pike below)	Single intersection interchange	Good	Good	Excellent	Excellent	Moderate	\$100M	High volume arterial "rungs" located between urban centers
Depress Pike below deckover	Old Georgetown - Marinelli	Good	Good	Excellent	Excellent	Moderate	\$250M	

¹ Reflects judgment based on sampling of roughly comparable projects

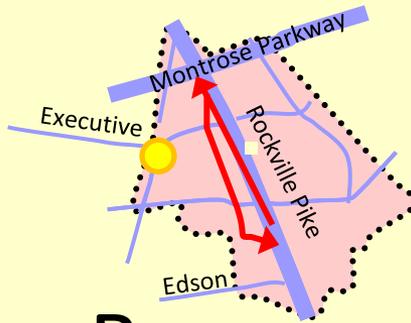
² Cost estimated for three-block section but community disruption reflects southward terminus at Edson Lane.

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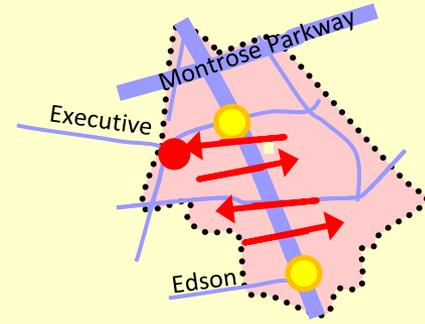
What local street concepts did we consider?



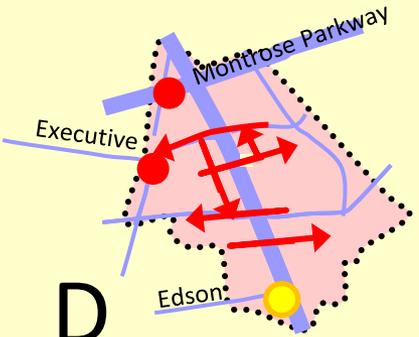
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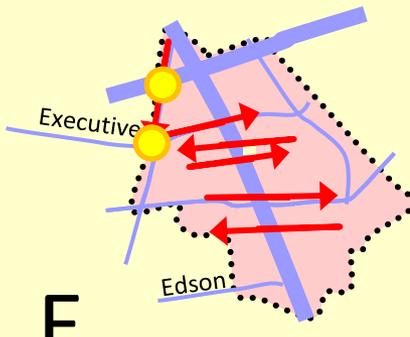
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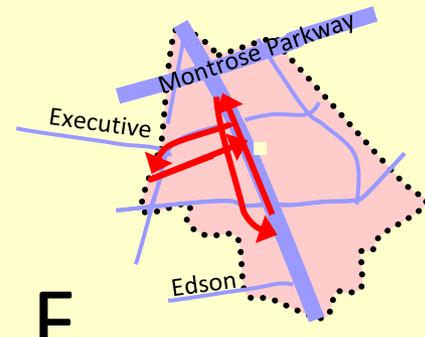
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Where are we headed?

- Walkable blocks
- Crossable streets
- Sufficient capacity
- Design excellence

Implementation and staging plans needed

