Comprehensive Transportation Review:

Bicycle, Pedestrian, Transit, & Auto Review

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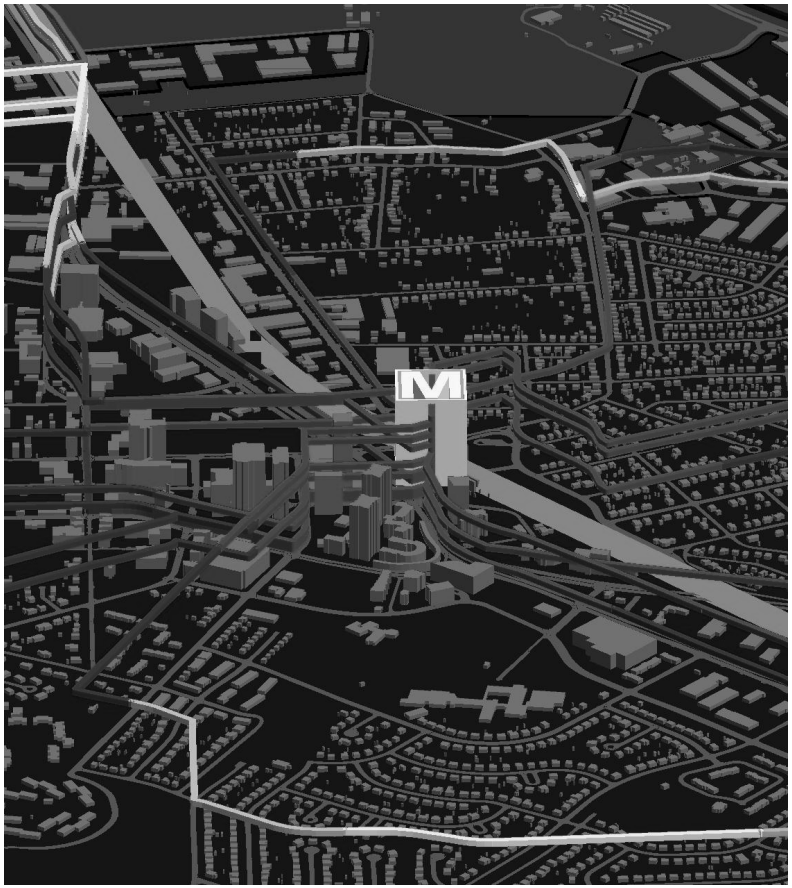

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Overview of Issues

Challenges in Development Review

- Suburban Area Becoming Urban
- a. Built-out Highway System
  b. Substandard Pedestrian, Bike, Transit Infrastructure
- Traditional Traffic Impact Studies Continue Trend of Auto-oriented Solutions to Congestion

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Challenges in Implementing Transit-oriented Development

- Smart Growth vs. Congestion
- Performance Measures:
  - Traffic vs. Transportation

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Smart Growth vs. Congestion

- Focus growth in areas with transportation options
- Dense areas produce traffic congestion

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Performance Measures: Traffic vs. Transportation

- Highway improvements often impede on pedestrian and transit accessibility
- Performance Measures quantify traffic problem, not transportation system quality

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Goals:

1. Minimize Traffic Impacts
2. Increase Non-auto Mode Share

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Implement Goals / Guidance in the Master Plan: Checks & Balances

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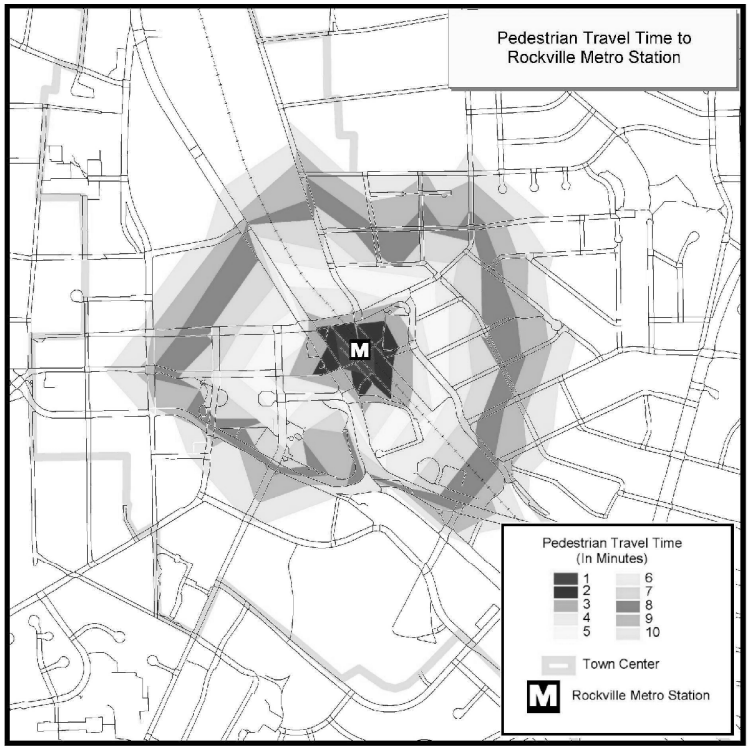
Plan of Attack:

Create a Comprehensive Transportation Review

Multi-modal Analysis:

- Traffic
- Pedestrian
- Bicycle
- Transit



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The CTR Replaces the Traditional Traffic Impact Study

Key Differences:

- The CTR brings a new multi-modal focus to the development review process
- The CTR adds off-site analysis for pedestrian, bike, and transit infrastructure
- The CTR continues to use best practices in traffic studies for congestion & neighborhood protection

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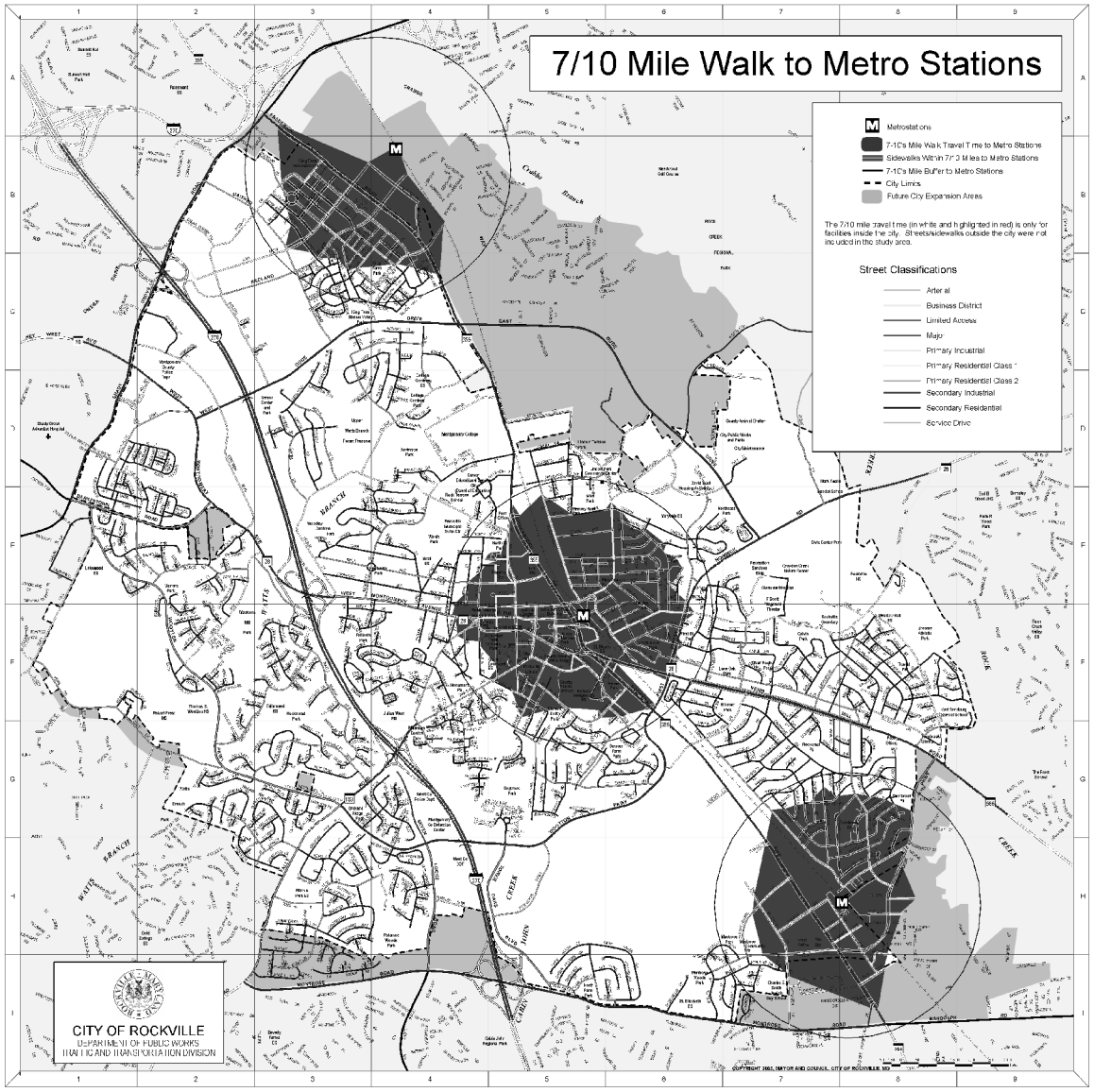
Transit-Oriented Areas



- 7/10ths mile from Fixed Transit Right of Way

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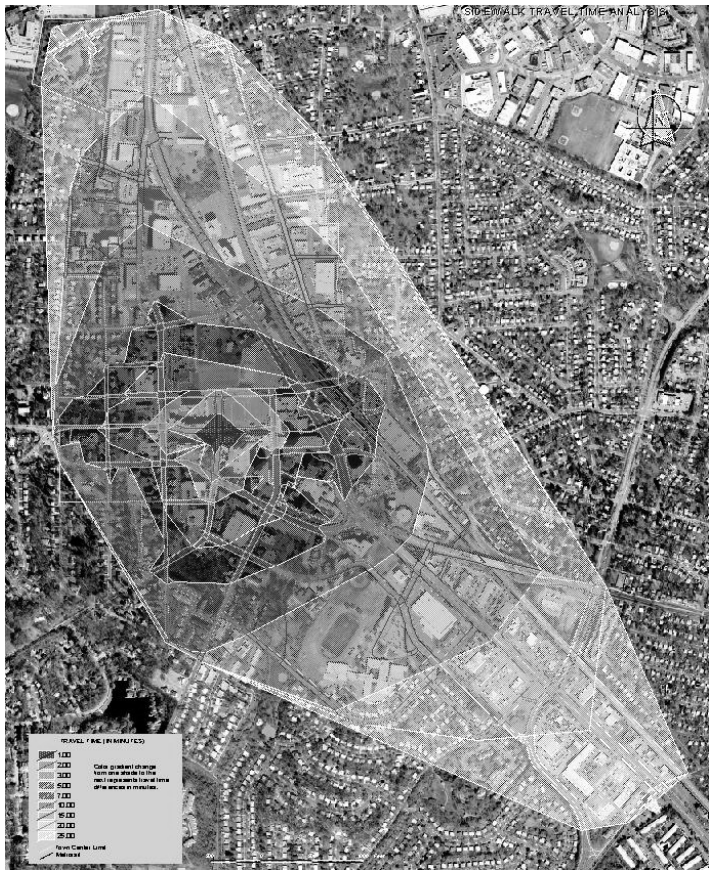
Pedestrian & Bicycle Analysis
Connectivity / Safety

<u>On-site:</u>
Follow Pedestrian Policy Guidelines

<u>Off-site:</u>
- Create 0.25-0.5 Radius Study Area
- Evaluate Connectivity & Safety



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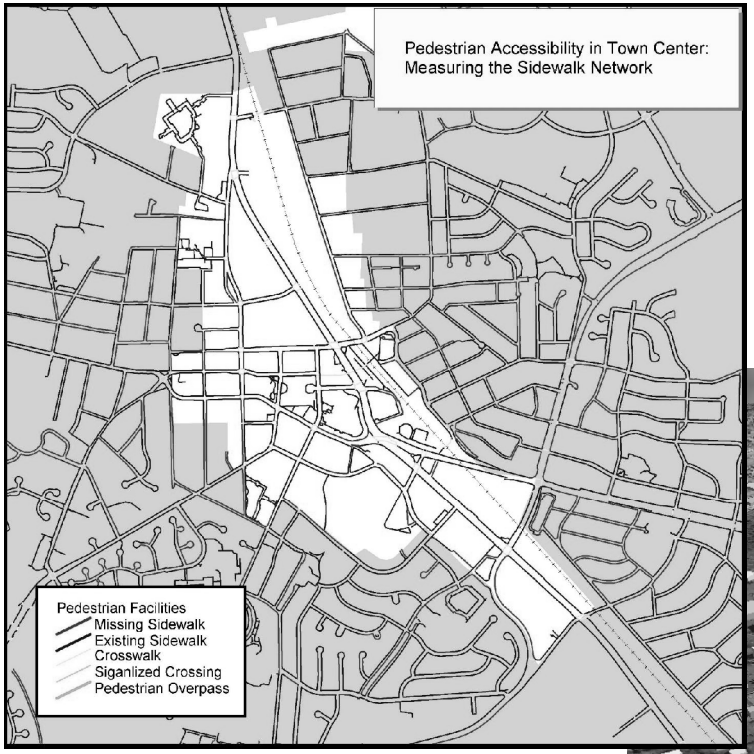
Rockville's Pedestrian Objectives: Safety, Connections & Travel Time



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Objective: Improve Pedestrian Safety
Measure: Intersection Safety

Intersection Ratings:

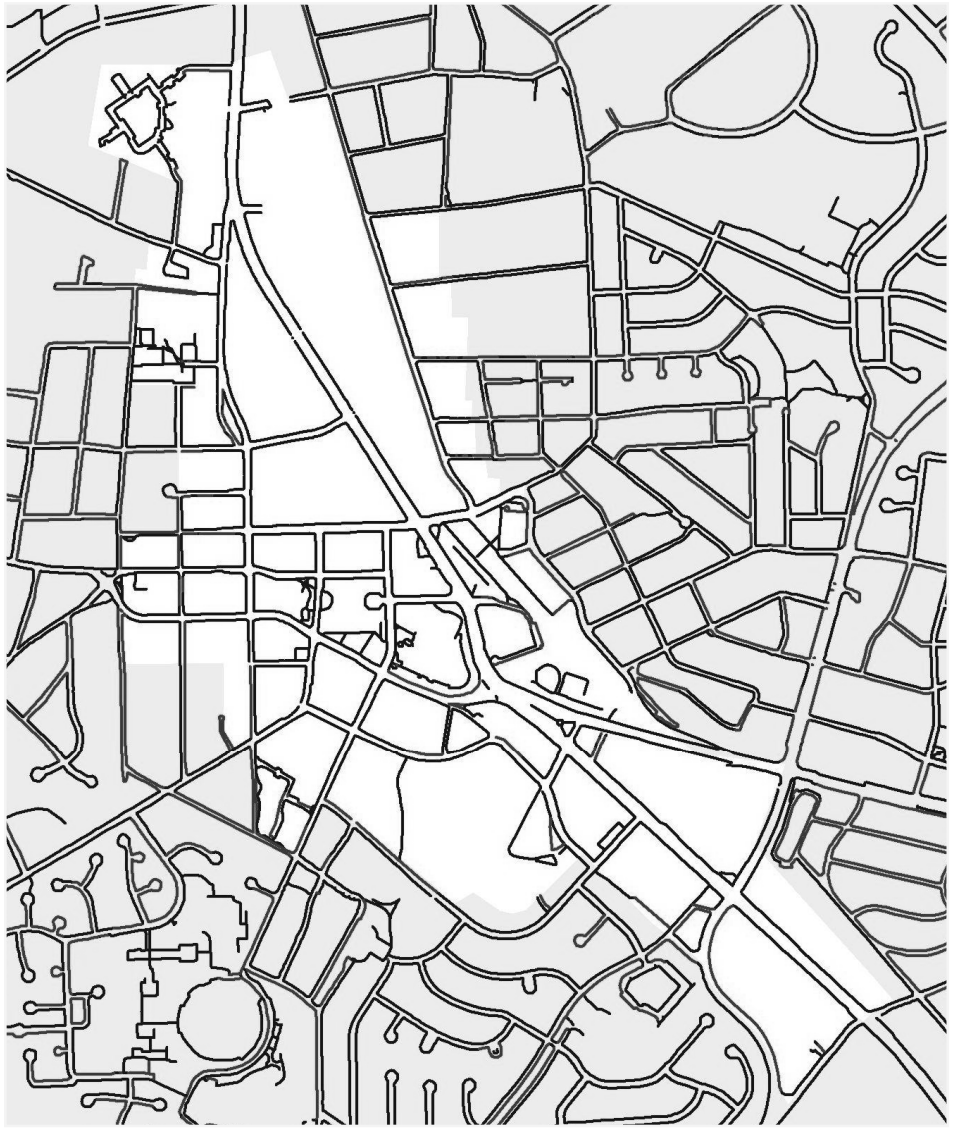
- Excellent
- Good
- Adequate
- Sub-par
- Poor

Ownership/Maintainence
- City Owned/City Maintained
- City Owned/County Maintained
- SHA Owned/City Maintained
- SHA Owned/County Maintained

Intersection Ratings:

Objective: Improve Pedestrian Connections
Measure: Streets with Sidewalks on Both Sides

- Within the Town Center, 77% of streets have sidewalks on one or both sides.
- The performance measure (77%) ranks the Town Center 10th out of 18 planning areas, sub-par for the amount of activity within a Town Center.



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Objective: Improve Pedestrian Accessibility
Measure: Walk Accessibility to Activity Centers

- 583 Residential Units are within a **5-minute** walk to Rockville Metro Station (Red)
- An additional 606 Residential Units are within a **10-minute** walk (Blue)
- An additional 1,599 Residential Units are within a **15-minute** walk (Purple)

Transit Analysis
Accessibility / Safety

<u>On-site:</u>

- Bus Stop Infrastructure
- Walk Accessibility to Stop
- Safety Features (Such as Lighting)

<u>Bus Stop Criteria:</u>

- 0-10 Patrons: Concrete Pad
- 11-25 Patrons: Pad & Bench
- Over 25 Patrons: Shelter

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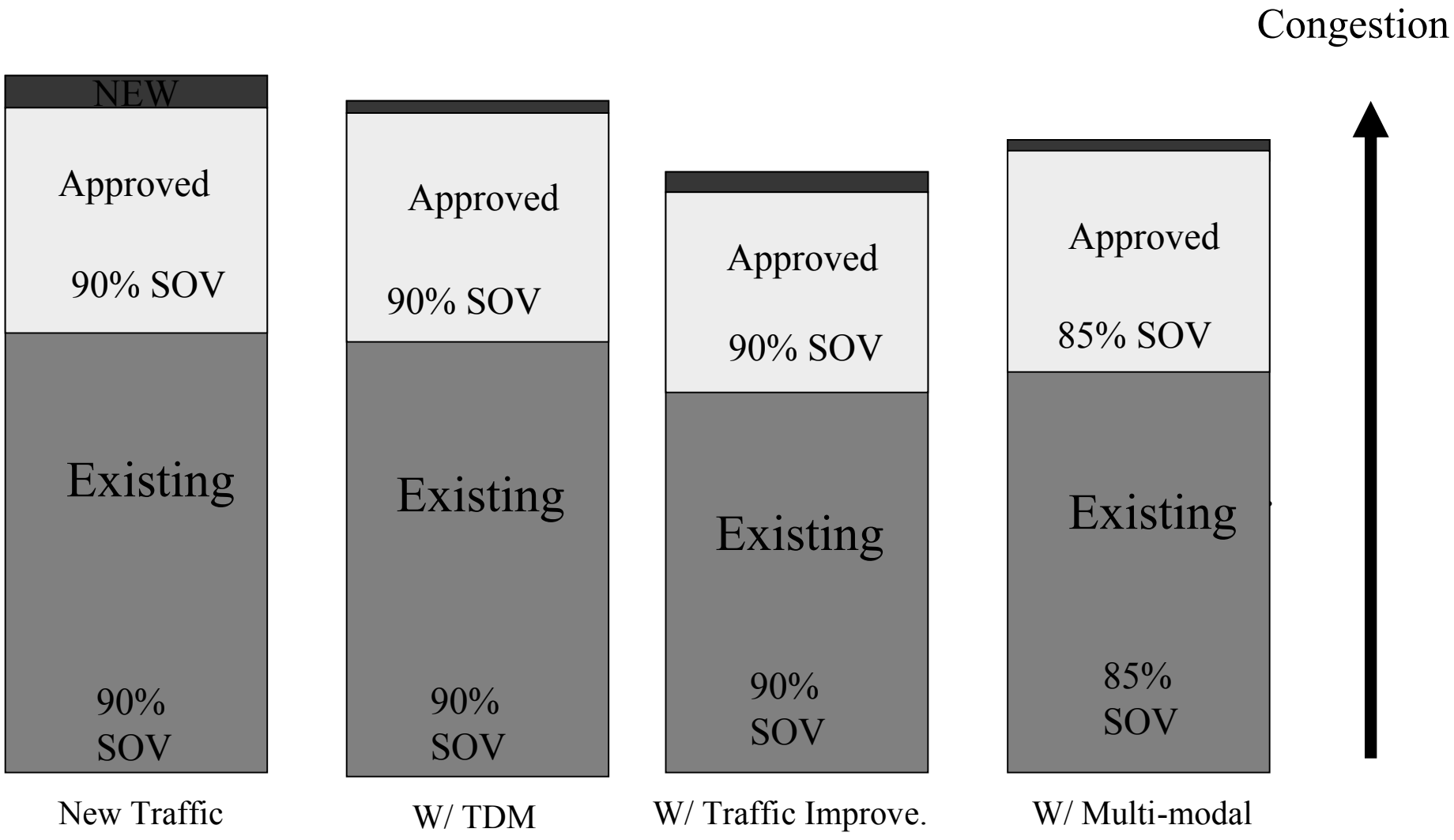
Example Traffic Mitigation at Impacted Intersection in TOA



Recommendations

- Establish Transit-Oriented and Non Transit-Oriented Areas
- a. Identify Different Congestion Level Thresholds
  b. Multi-Modal Facility Improvements
- Credit for Multi-Modal Traffic Improvements

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