

Multimodal Performance Measures:

What Are We Measuring & Why?

Performance Measures: Traffic vs. Transportation



Highway improvements often impede on pedestrian and transit accessibility



Performance Measures quantify traffic problem, not transportation system quality

Applications

- NEPA Studies / Project Planning
- Master Planning
- Development Review
- Regional Analysis

Multi-modal Analysis

- Vehicular
- Pedestrian
- Bicycle
- Transit



Multi-modal Analysis Replaces the Traditional Traffic Impact Study

Key Differences:

- Brings a new multi-modal focus to the development review process
- Adds off-site analysis for pedestrian, bike, and transit infrastructure
- Continues to use best practices in traffic studies for congestion & neighborhood protection

Implement Goals / Guidance in the Master Plan



Objective: Improving Pedestrian Safety



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Benefits of Intersection Safety Ratings:

- Basic Asset Management
- Setting CIP Priorities
- Use in Determining “Adequate” Public Facilities in Development Review

Objective: Improve Pedestrian Safety

Measure: Intersection Rating System

- Excellent

- Good

- Adequate

- Sub-par

- Poor

Pedestrian Rating: Poor

- Inadequate Signal Timing
- Unwarranted “Hot Right” Lanes
- Sight Distance Problems



Pedestrian Rating: Sub-par

- No Pedestrian Walk Signals
- Basic Traffic Infrastructure



Pedestrian Rating: Adequate

“Sub-par” Elements, Plus:

- Pedestrian Walk / Don't Walk Signals
- Pedestrian Refuge Islands, Where Possible



Pedestrian Rating: Good

“Adequate” Elements, Plus:

- “Yield to Pedestrians” Signs
- Turn Restrictions
- Hatched Crosswalks



Pedestrian Rating: Excellent

“Good” Elements, Plus
Innovative Treatments,
Such as Paddle Signs, etc.



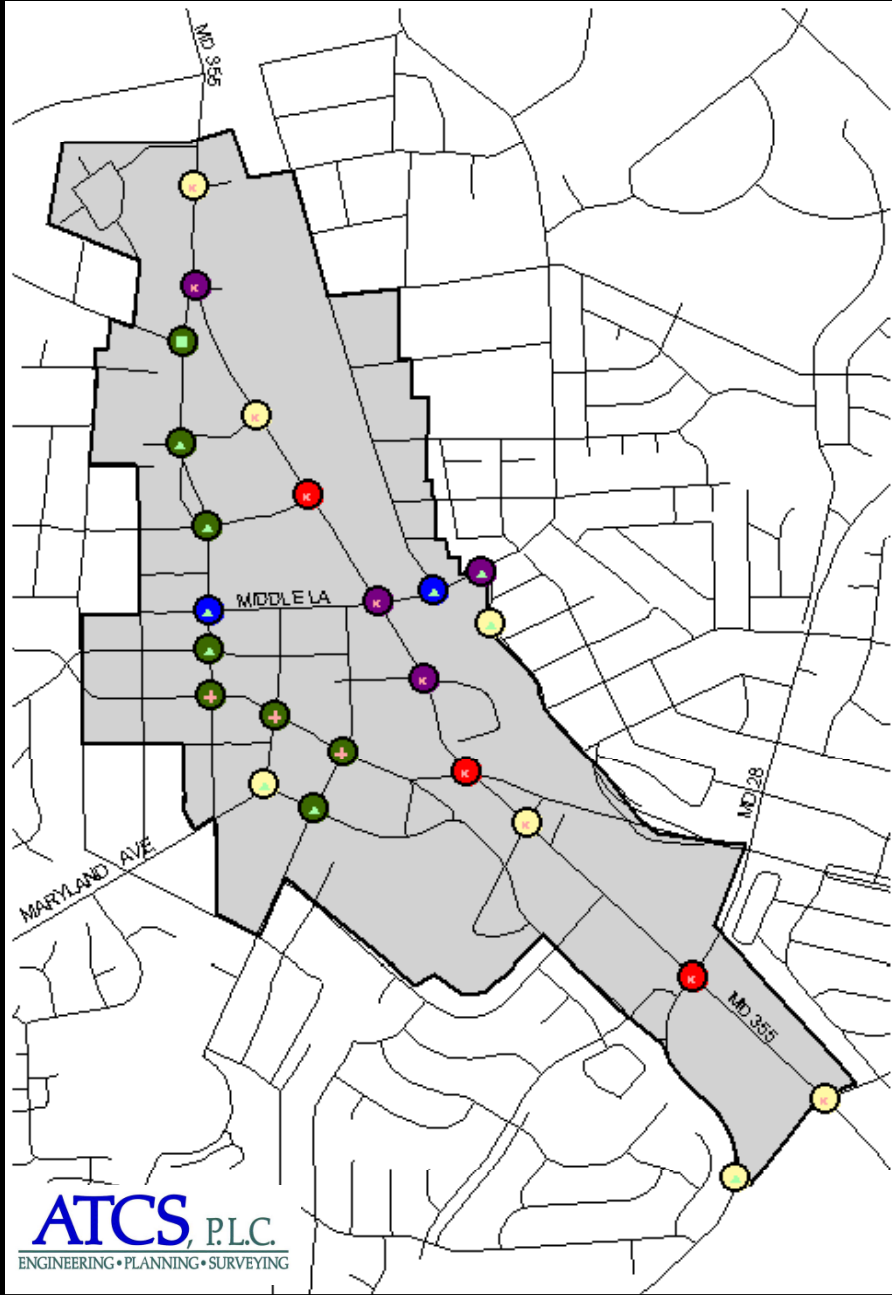
Objective: Improve Pedestrian Safety
Measure: Intersection Safety

Intersection Ratings:

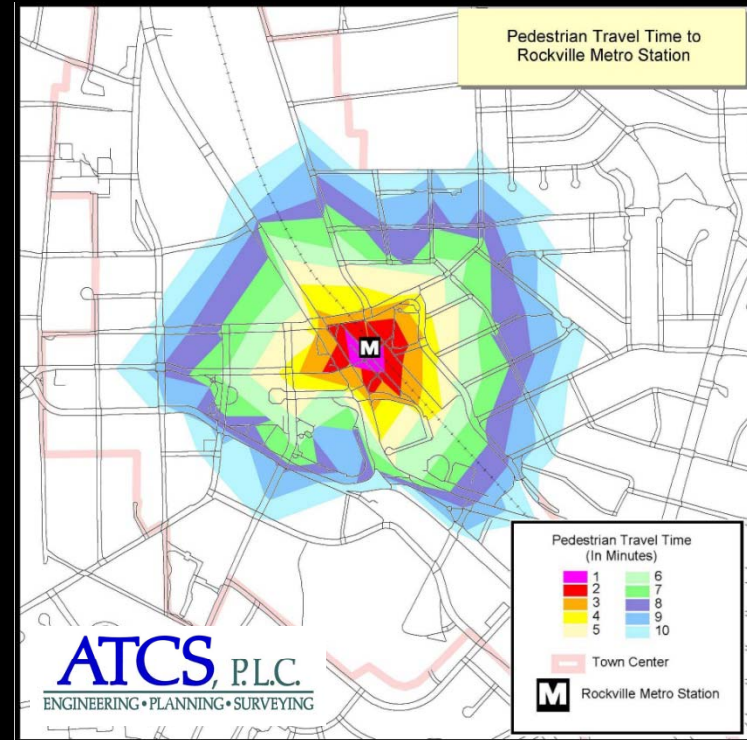
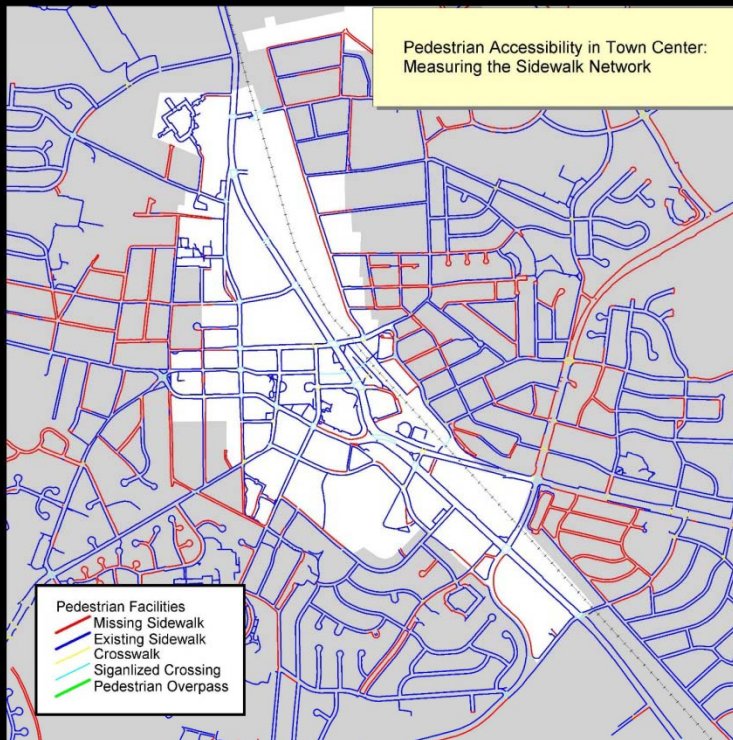
- Excellent
- Good
- Adequate
- Sub-par
- Poor

Ownership/Maintenance

- ▲ City Owned/City Maintained
- City Owned/County Maintained
- ⊕ SHA Owned/City Maintained
- ⊗ SHA Owned/County Maintained



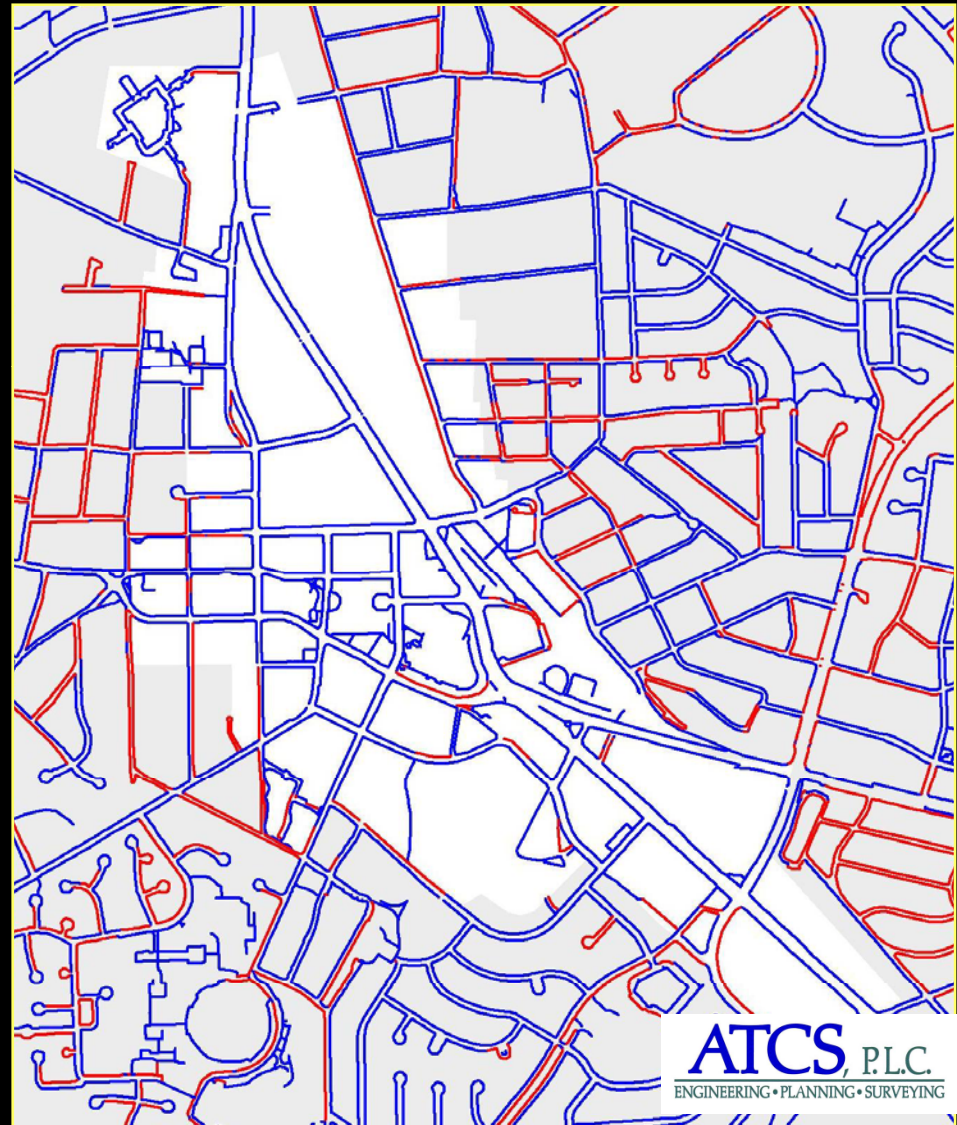
Other Pedestrian Safety Measures: Connections & Travel Time



Objective: Improve Pedestrian Accessibility

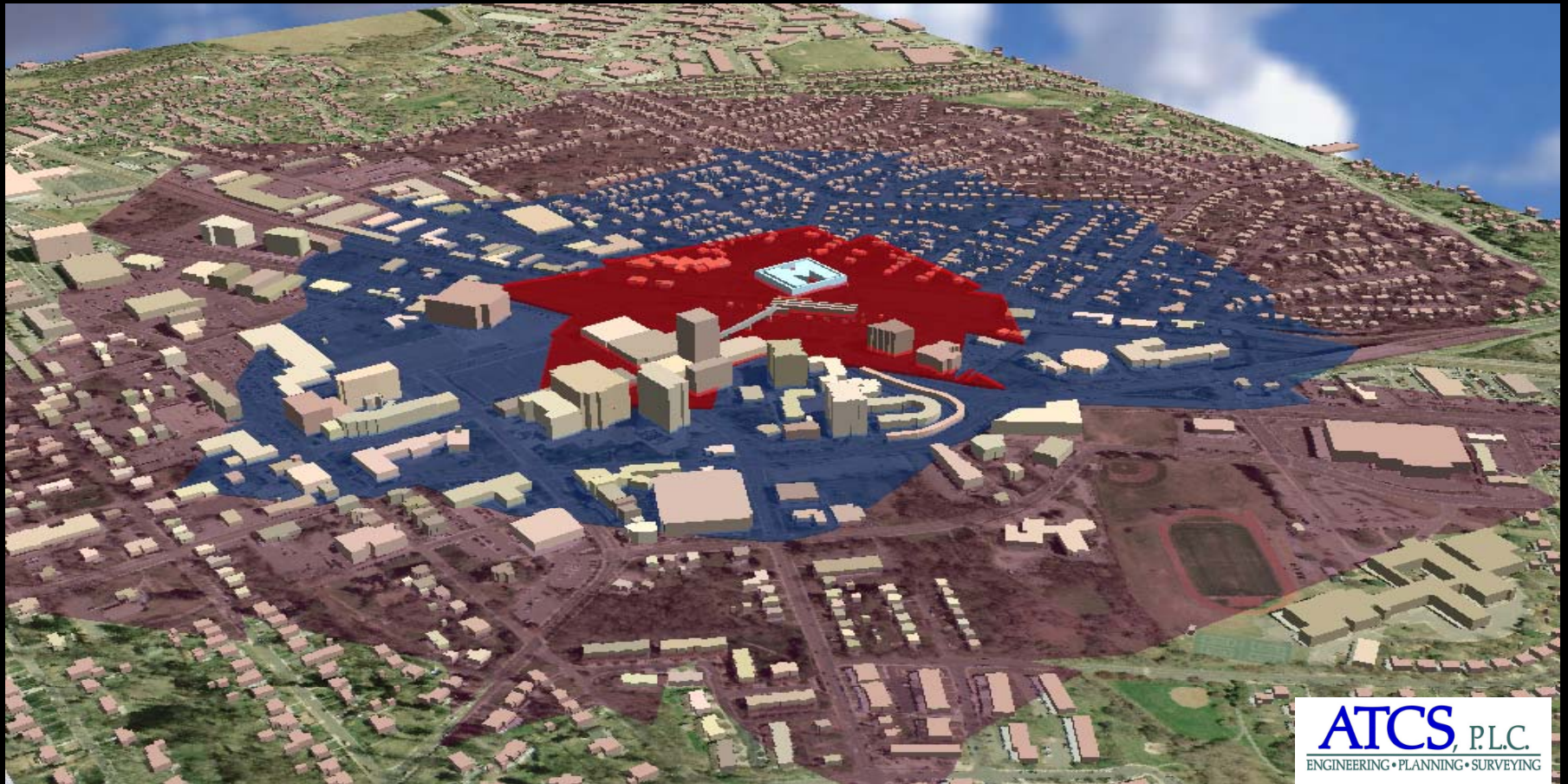
Measure: Streets with Sidewalks on Both Sides

- 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.



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)

Prioritize Locations










- School Zones
- Near Metrorail Stations
- In Activity Centers, Such as Reston Town Center

Rate Based on Constructability:

- Ready for Construction
- Design Required
- ROW Necessary

Basic Asset Management

Pedestrian Facilities & Traffic Controls

-  Pedheads
-  Paddles
-  Stop Signs
-  Hot Rights
-  CITY OWNED/CITY MAINTAINED
-  CITY OWNED/COUNTY MAINTAINED
-  COUNTY OWNED/COUNTY MAINTAINED
-  SHA OWNED/CITY MAINTAINED
-  SHA OWNED/COUNTY MAINTAINED

