

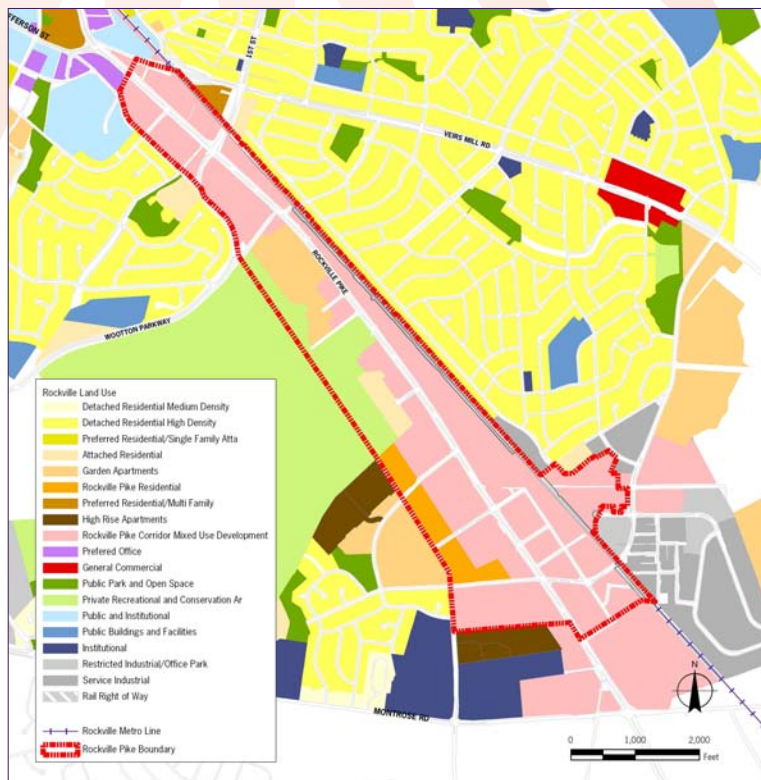
# The Pike Today: Land Use

## The study area

- 2.2 miles long
- 410 acres
- 262 separate parcels

## Land use summary (within study area)

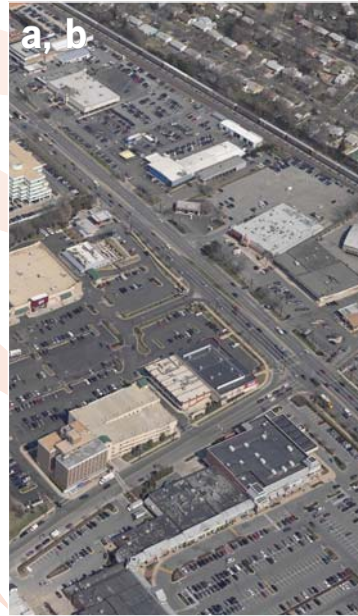
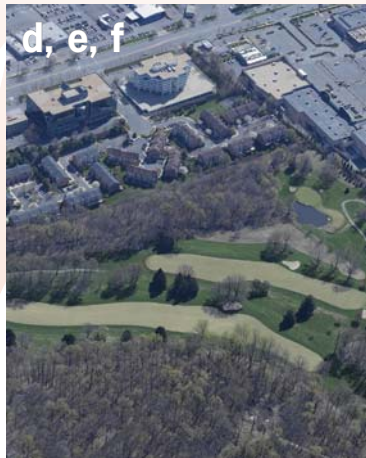
- A. Commercial uses dominate (58% of land)
- B. Road and rail rights-of-way (20%)
- C. 4 multi-family residential developments (12%)
- D. Woodmont Country Club (9%)
- E. There is almost no public open space (.01%)



# The Pike Today: Character

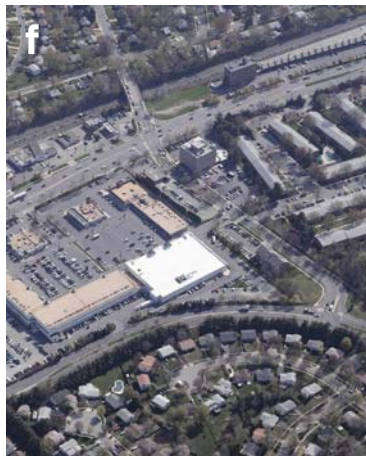
## It has a suburban vocation

- a. Buildings are surrounded by parking
- b. Uses are segregated
- c. It is not pedestrian friendly



## It is mostly pavement

- d. 60 percent of study area is impervious – covered by pavement and buildings
- e. Woodmont Country club accounts for most of the area's green, pervious space



## Transportation access is limited

- f. Restricted access from neighborhoods – due to Metro line, Country Club, neighborhood development patterns
- g. Very long blocks – limited east-west connections across the Pike

# Public Involvement



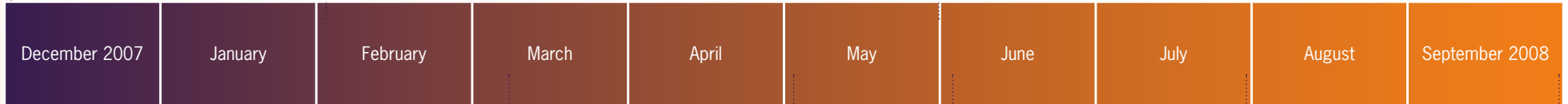
## Process and Schedule Timeline

### Public Meetings

**Kick-off**  
(December 24)

**Stakeholder Workshop**  
(February 26)

**Design Charrette**  
(May 31-June 3)



### Reports to the Community

(March 18)  
Transportation and Place

(May 6)  
Market Analysis

(June 3)  
Charrette Results

(July 29)  
Form Standards

(September 30)  
The Draft Plan

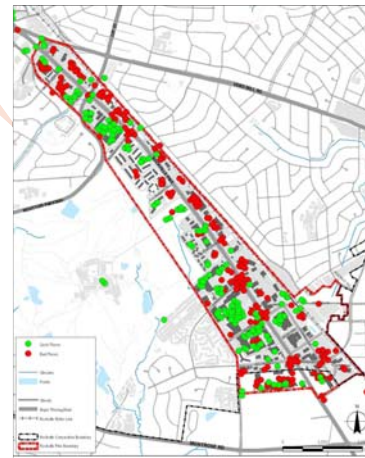
### Kick-off Meeting

Brainstorming ideas for the future of the Pike



### Stakeholder Workshop

Mapping good and bad places on the Pike, discussing critical questions



### First Report to the Community

Sharing findings and getting public feedback on transportation and land use topics



### Second Report to the Community

Discussing market conditions and development potential





# Envisioning the Future of the Pike

## Ten Draft Principles

Principles are “statements of intent” that describe in words how the physical environment—both natural and human-made—should be treated in the future. The following principles emerged from public input during the stakeholder meeting and public workshop. During the First Report to the Community, citizens confirmed that these principles are valid for guiding future development on the Pike.

**1** Quality architecture and urban design will create a visually appealing environment along the Pike.



**2** Roadway and intersection improvements on the Pike will allow for smooth, safe vehicular flow.

**3** The Pike will feature a safe and pleasant environment for walking and biking.



**4** Additional open space, landscaping, and environmentally friendly development will contribute to a “greener” Pike.

**5** The Pike will feature vibrant, walkable mixed-use developments.



**6** New public spaces on the Pike will provide a pleasant environment for community gathering and outdoor activity.



**7** The economic success of Rockville's Pike will be maintained by supporting both local and national retail and encouraging property redevelopment.

**8** Rockville's Pike will be well connected with surrounding areas, providing choices for cars and pedestrians to access and move between properties along the Pike.



**9** The Pike will feature efficient and reliable public transportation options.

**10** Appropriate signage, lighting, and wayfinding tools will make the Pike an inviting and easily navigable environment.



## Three Overarching Themes

- Promoting Suitable Development
- Improving Transportation
- Creating a Unique Sense of Place

# Transportation Safety on Rockville Pike

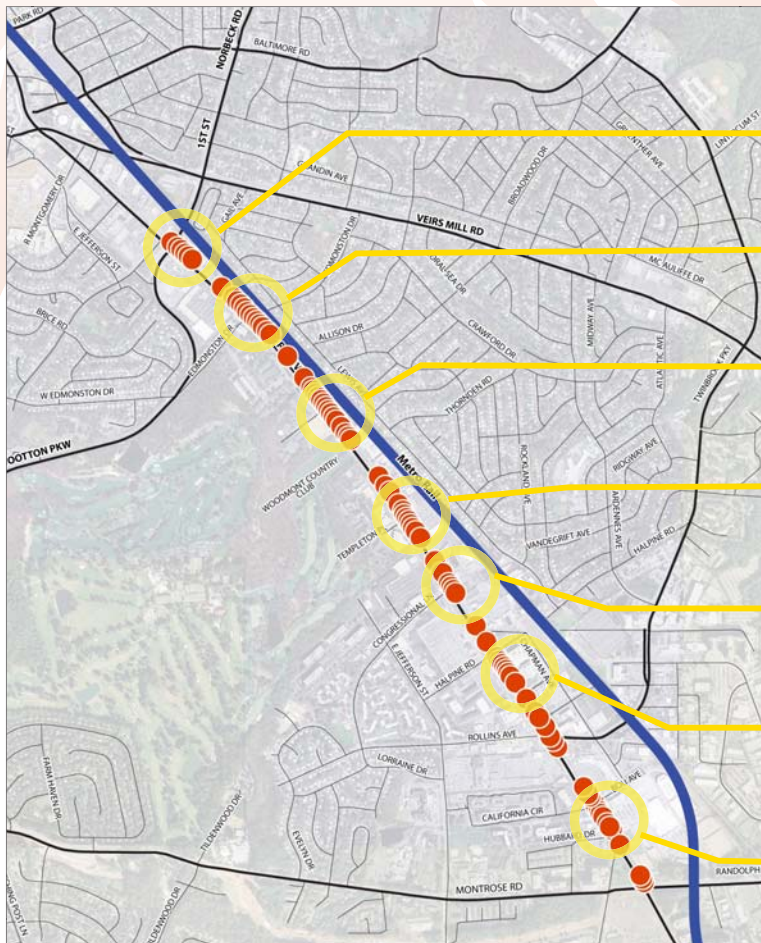


## Improving the Pike experience for all users

Members of the community have expressed that they do not feel safe using the Pike as cyclists or pedestrians. They have also indicated that it is not a pleasant driving experience, either. Examining crash data shows this to be the case. Between 2004 and 2006, over 350 crashes occurred along the Pike, nearly a quarter of which involved rear-end collisions from a motorist making a right turn into a driveway.

### What do these diagrams mean?

*Though crashes have occurred all along the Pike, their concentration at certain intersections indicates that these particular locations have complex problems: they are dangerous places for pedestrians to cross, motorists are attempting turns across high-speed traffic, or that speeds change suddenly, leaving motorists insufficient time to respond and leading to collisions. In nearly all of these concentrated locations, it is a combination of the three.*



#### LOCATION OF CRASHES

This map depicts the location of crashes on Rockville Pike from the beginning of 2004 through the end of 2006. The greatest concentrations are detailed with callout arrows and broken down by crash type.

#### 1st Street/Wootton Parkway: 43 crashes total

- 20 involved personal injury
- 10 of these involved multiple persons injured
- 1 involved a pedestrian
- 13 involved rear-end collisions

#### Edmonston Drive: 42 crashes total

- 17 involved personal injury
- 5 of these involved multiple persons injured
- 3 involved pedestrians
- 21 involved rear-end collisions

#### Country Club Entrance and Best Buy Entrance: 28 crashes total

- 7 involved personal injury
- 3 of these involved multiple persons injured
- none involved pedestrians
- 21 involved rear-end collisions

#### Templeton Drive: 23 crashes total

- 8 involved personal injury
- 4 of these involved multiple persons injured
- 1 involved a pedestrian
- 16 involved rear-end collisions

#### Congressional Lane: 29 crashes total

- 10 involved personal injury
- 2 of these involved multiple persons injured
- 2 involved pedestrians
- 14 involved rear-end collisions

#### Halpine Road: 26 crashes total

- 16 involved personal injury
- 9 of these involved multiple persons injured
- 1 of these involved a fatality
- 8 involved pedestrians
- 14 involved rear-end collisions

#### Bouc Avenue: 43 crashes total

- 29 involved personal injury
- 10 of these involved multiple persons injured
- 2 involved pedestrians
- 22 involved rear-end collisions

# Traffic Flow on Rockville Pike



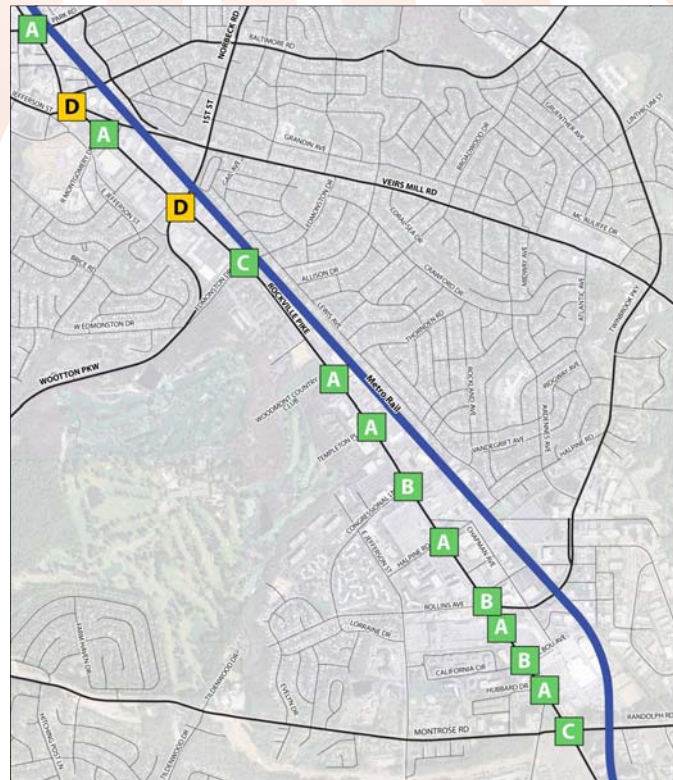
## Balancing Commuting and Retail Needs

In working on transportation solutions for Rockville Pike, it is important first to consider how traffic flow concerns are being dealt with today. Many Pike users experience traffic congestion, but to what degree is this experience a function of volume of traffic and to what

degree is it a function of why that volume of traffic is using Rockville Pike? Examining the current traffic movements shows that the road is busy, but it is when its functions overlap that congestion worsens.

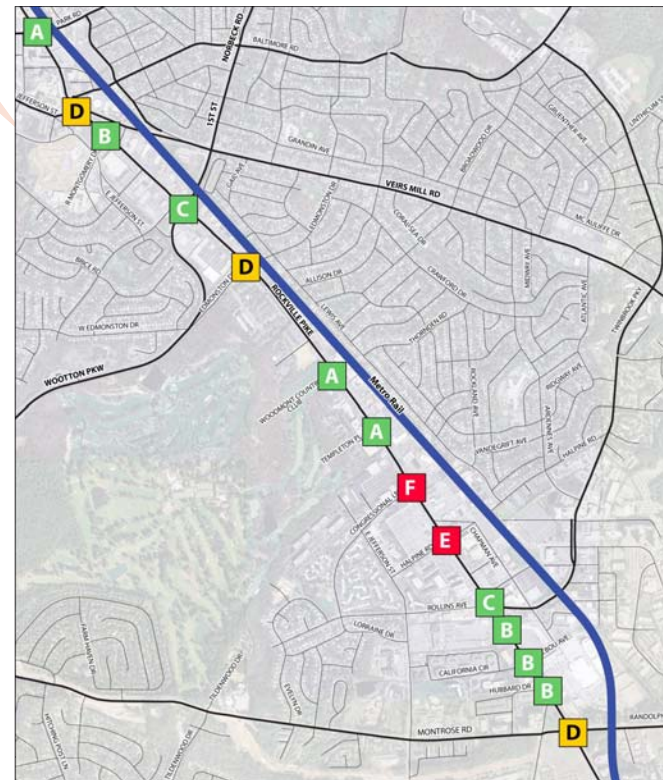
### WEEKDAY MORNING PEAK PERIOD

In weekday morning commute periods, traffic on the Pike has been engineered for through movement. Traffic signals are timed to keep cars moving, and as a result many of the intersections experience minimal delay.



### WEEKDAY AFTERNOON PEAK PERIOD

Delay is more notable at some intersections, especially those that allow access to shopping (such as Congressional and Halpine). Since retail establishments are open in the afternoons and not in the mornings, there is more need for signal time to be shared at intersections and less time is left to be given to through movements.



## What do these diagrams mean?

Intersections are shown by their current level of service, which is a measurement of the vehicles an intersection is moving relative to its vehicle-carrying capacity. With intersections, level of service reports on traffic congestion and delay.

This is why the level of service ratings shown may not correspond with our experience of using the Pike day to day. It has been measured in two periods of the day in these maps: the morning peak hour, when most traffic is commuting through the Pike's retail district, and the afternoon peak hour, when that same traffic is moving in the reverse direction. Comparing Saturdays at select intersections on the Pike illustrates that traffic flow is indeed much more complicated then.

	Weekday AM	Weekday PM	Saturday
Veirs Mill Road	D	D	F
Halpine Road	A	E	F
Twinbrook Parkway	B	C	F
Montrose Parkway	C	D	F

# Bicycles and Pedestrians on Rockville Pike



## Using the Pike for shorter trips

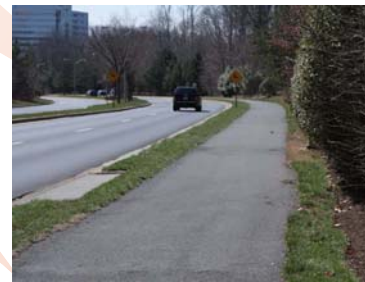
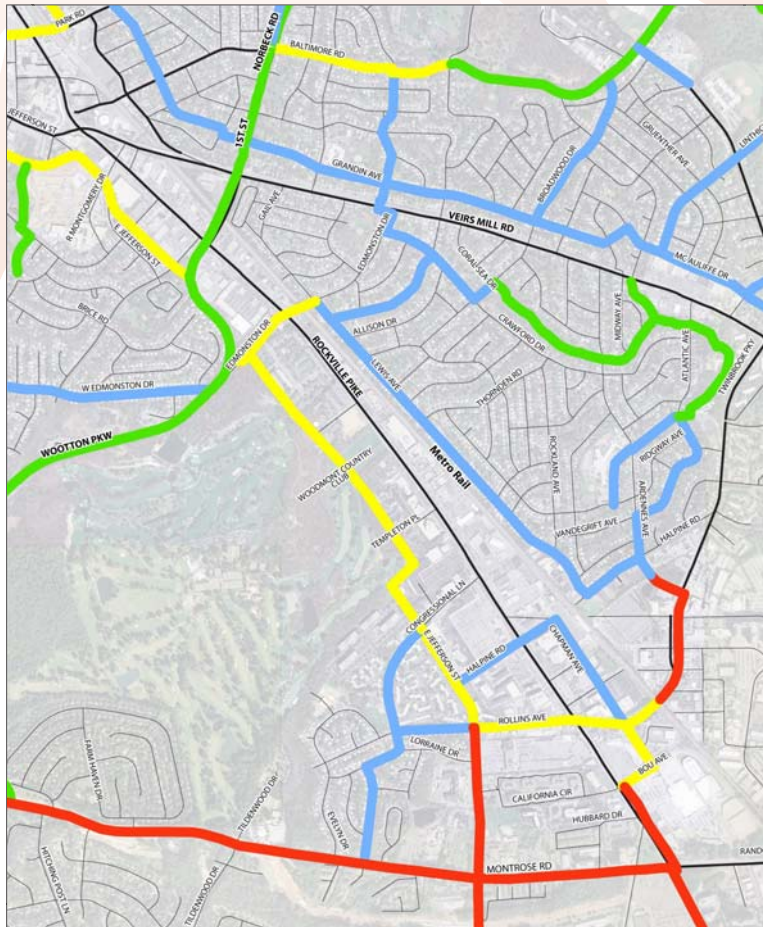
Bicycles and pedestrians feel especially uncomfortable using Rockville Pike. As a result, the road does not effectively serve surrounding neighborhoods as a way of taking trips to Pike retail by bicycle or on foot.

### THE BICYCLE MASTER PLAN

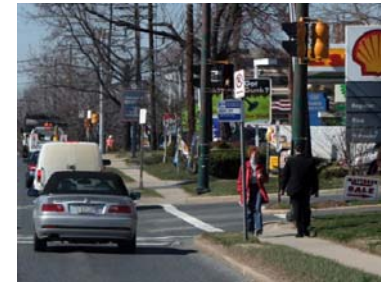
Rockville's Bicycle Plan presents an ambitious system of on-street lanes, signed routes using shared travel lanes, and off-street trails. However, it has not designated Rockville Pike itself as a recognized route. Many potential cyclists in the community have expressed that it simply does not feel welcoming, from conflicting vehicle movements, high speeds, or lack of storage facilities.

### ACCOMMODATING BICYCLES AND PEDESTRIANS

In many parts of the Rockville Pike area, new bicycle facilities have allowed users a designated, clearly marked path, allowing cycling to be used as a recreational and a commuting option. Yet along Rockville Pike, it is unclear how these different users would move along the street. Cyclists choosing a main travel lane compete with motorists for space, yet cyclists choosing a sidewalk alignment put pedestrians at risk due to the different speeds between walking and cycling.



Rockville has accommodated bicycles on off-street facilities in some places, but in others it is unclear where the cyclist should be. In the new Millennium Trail along Wootton Parkway (left), cyclists do not cross driveways or share a travel lane. Along the Pike itself (right), they may have to do both, and it is uncertain which is the safer option.



Signposting and designation of lanes makes this distinction clear, as along Wootton Parkway and in the new Rockville Town Center (left). Such a demarcation of routes must make sense, though: cyclists will likely feel no more comfortable along Rockville Pike's sidewalks, in conflict with pedestrians, than they will sharing travel lanes with cars.



Pedestrian crossing infrastructure is not always consistent. While pedestrians may not feel comfortable walking along high-speed traffic, at a minimum they should have designated crossings with a straight alignment through an intersection (left). When they compete with dedicated lanes for right turning movements (right), the potential for vehicle-pedestrian conflict is much greater.

