

Table 10.2

**STAGING OF SECTOR PLAN DEVELOPMENT
IN THE BETHESDA CBD**

STAGE	POLICIES AND PROGRAMS	RECOMMENDED TRANSPORTATION FACILITIES EACH STAGE
STAGE I (SHORT-TERM)	<p>BEGIN WHEN:</p> <ol style="list-style-type: none"> 1. Sector Plan is adopted 2. AGP approves a target level job ceiling of approximately 5,000 jobs and approximately 2,150 housing units in the Bethesda CBD over the 1993 base. <p>POLICIES AND PROGRAMS:</p> <ol style="list-style-type: none"> 1. Establish Transportation Management Organization (TMO) 2. Maintain a constrained long-term parking policy. 3. Increase non-auto-driver mode share for employees to 32 percent (now at 27 percent). 	<p>PROVIDE IN STAGE I (SHORT TERM)</p> <ol style="list-style-type: none"> 1. Bicycle network Route A2 along Bethesda Avenue, Willow Lane, and Elm Street Park, including pedestrian improvements at Woodmont and Bethesda Avenues. 2. Bicycle network Route C along Woodmont Avenue, Hampden Lane, and East Lane. 3. Pedestrian system improvements at several intersections, including: <ol style="list-style-type: none"> a. Woodmont Avenue and Montgomery Lane; b. Wisconsin Avenue and East-West Highway; c. Wisconsin Avenue and Middleton Lane; and d. Old Georgetown Road and Woodmont Avenue. 4. Streetscape improvements in the Metro Core District, including: <ol style="list-style-type: none"> a. Woodmont Avenue, from Old Georgetown Road to Cheltenham Drive; and b. East-West Highway, from Waverly to Pearl Streets. 5. Bicycle network Route H along Wilson Lane, Clarendon Road, and Edgemoor Lane. 6. Streetscape improvements along northern Wisconsin Avenue from Cheltenham Drive to the northern gateway. 7. Other bicycle network routes, including: <ol style="list-style-type: none"> a. Route I from Woodmont Avenue to Maryland Avenue/Pearl Street; b. Biker Friendly Area and improvements in the Woodmont Triangle; and c. Route D crossing of Battery Lane.

page
252



Table 10.2 (Cont'd.)

STAGE	POLICIES AND PROGRAMS	RECOMMENDED TRANSPORTATION FACILITIES EACH STAGE
STAGE II (MID-TERM)	<p>BEGIN WHEN:</p> <ol style="list-style-type: none"> 1. A Transportation Management Organization is in operation and other improvements needed to support Stage I have been programmed. 2. An analysis of traffic congestion and transportation management program effectiveness is completed. The new area-wide transportation level of service must meet an acceptable AGP standard. 3. Bethesda CBD Stage I ceiling capacity has been reached. As new facilities are provided, the AGP ceiling capacity may be increased several times during Stage II. <p>POLICIES AND PROGRAMS:</p> <ol style="list-style-type: none"> 1. Increase the effectiveness of transportation demand management programs. 2. Maintain a constrained long-term parking policy. 3. Increase non-auto-driver mode share for employees to 37 percent. 	<ol style="list-style-type: none"> 8. Intersection improvement at Connecticut Avenue and East-West Highway. 9. If significant growth occurs at NIH, then provide intersection improvements at Cedar Lane and Jones Bridge Road on Rockville Pike. <hr/> <p>PROVIDE IN STAGE II (MID-TERM)</p> <p>The facilities required during Stage II will be defined as a result of the transportation analysis that precedes AGP approval of increased ceiling capacity. Possible improvements could include:</p> <ol style="list-style-type: none"> 1. Additions to the bicycle network and pedestrian improvements. 2. Programming of the Silver Spring-Bethesda Trolley. 3. Increased transit service. 4. Intersection and roadway improvements inside and outside the CBD. 5. Improvements to Arlington Road, if redevelopment occurs on the Euro Motorcars site.

Table 10.2 (Cont'd.)

STAGE	POLICIES AND PROGRAMS	RECOMMENDED TRANSPORTATION FACILITIES EACH STAGE
STAGE III (LONG-TERM)	<p>BEGIN WHEN:</p> <ol style="list-style-type: none"> 1. A Bethesda CBD Sector Plan Amendment will be prepared in about 10 to 15 years. At that time, a new comprehensive transportation study will be prepared to determine how transportation capacity conditions can meet AGP standards. 2. Following adoption of the Sector Plan Amendment, a new AGP ceiling capacity can be established. The estimated long-term development potential of the Bethesda CBD is 54,900 jobs and 8,300 dwelling units. 	<p>PROVIDE IN STAGE III (LONG-TERM)</p> <p>The facilities required during Stage III will be defined as a result of the new comprehensive transportation analysis prepared as part of the new Sector Plan. Our analysis for the Sector Plan shows that high traffic volumes and congestion are possible at Sector Plan build-out, both inside and outside the Bethesda CBD. Possible improvements to meet congestion standards include:</p> <ol style="list-style-type: none"> 1. Additions to the bicycle network and pedestrian improvements. 2. Increased transit service. 3. Intersection and roadway improvements inside and outside the CBD.
	<p>POLICIES AND PROGRAMS:</p> <p>New policies and programs will be determined as part of the Sector Plan Amendment and in the context of the AGP policies at that time.</p>	