Appendix I:
Transportation

Takoma Park
MINOR MASTER PLAN AMENDMENT

How Do We Get Around?

Transportation

Transportation System Performance Metrics

- Accessibility to Jobs (Auto & Transit)

- Travel Time (Auto & Transit)

- VMT per Capita

- Non-Auto Driver Mode Share (Journey-to-Work Trips)

- Low-Stress Bicycle Accessibility

Note: Low-stress bicycle accessibility is reported at the **countywide** level. All other metrics are reported at the **policy area** level.

Transit

The plan area offers several transit network options:

- WMATA Metrorail Red Line –Takoma Station
- WMATA Metrobus
- Montgomery County Ride On bus (6 routes)
- MDOT/MTA Commuter bus routes
- University of Maryland-College Park Shuttle 111
- The Purple Line – opening 2026
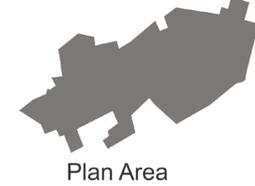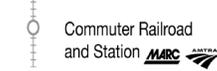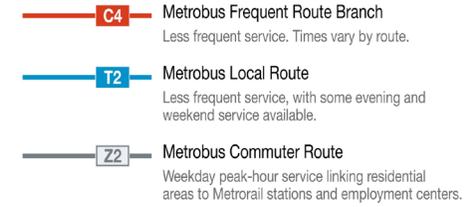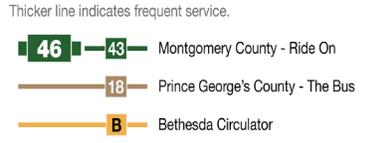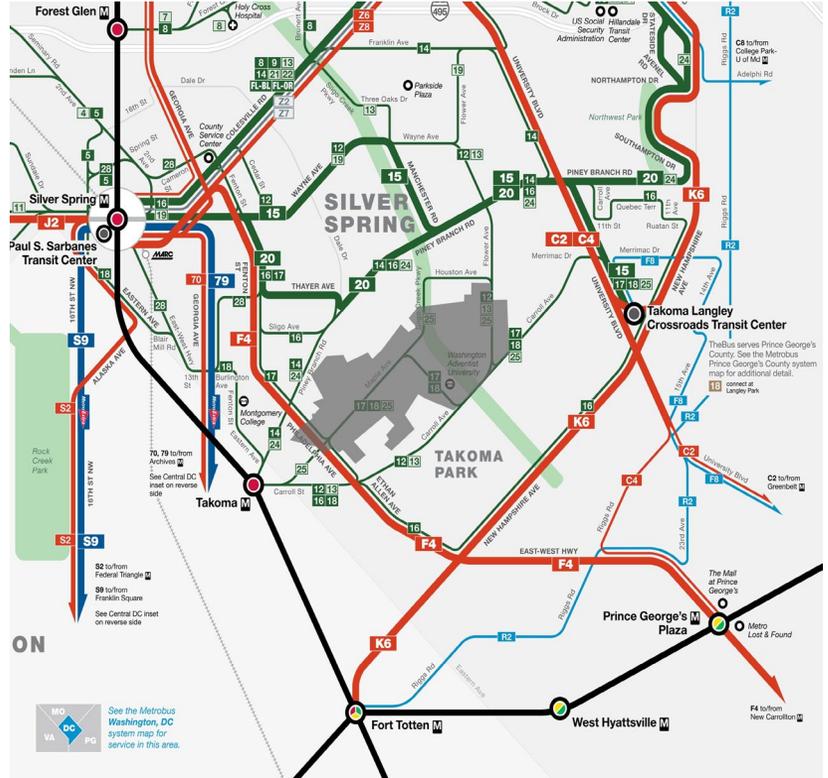
Bikeways

The plan area has several existing and proposed bikeways:

- Existing Striped Bikeways on Carroll and Flower Ave

- Proposed Shared Roads on Carroll and Flower Ave

- Proposed Separated Bike Lanes on Maple Ave

- Existing Trail on Sligo Creek
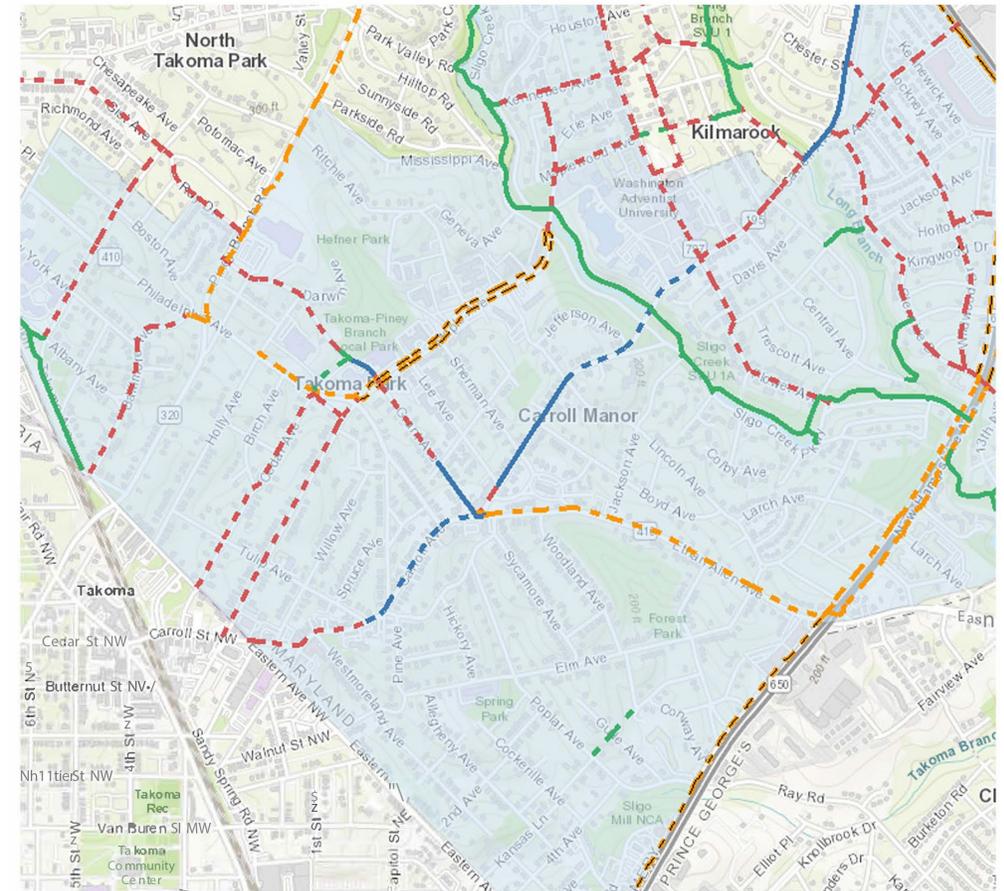
Existing	Proposed	
———	• • •	Trails
———	• • •	Sidepaths
———	– – –	Separated Bike Lanes
———	• • •	Striped Bikeways
———	• • •	Bikeable Shoulders
———	• • •	Shared Roads

Transportation Network & Traffic Analysis Zones

- TRAVEL/4MP model network and TAZ structure applied in support of Silver Spring Downtown & Adjacent Communities Plan
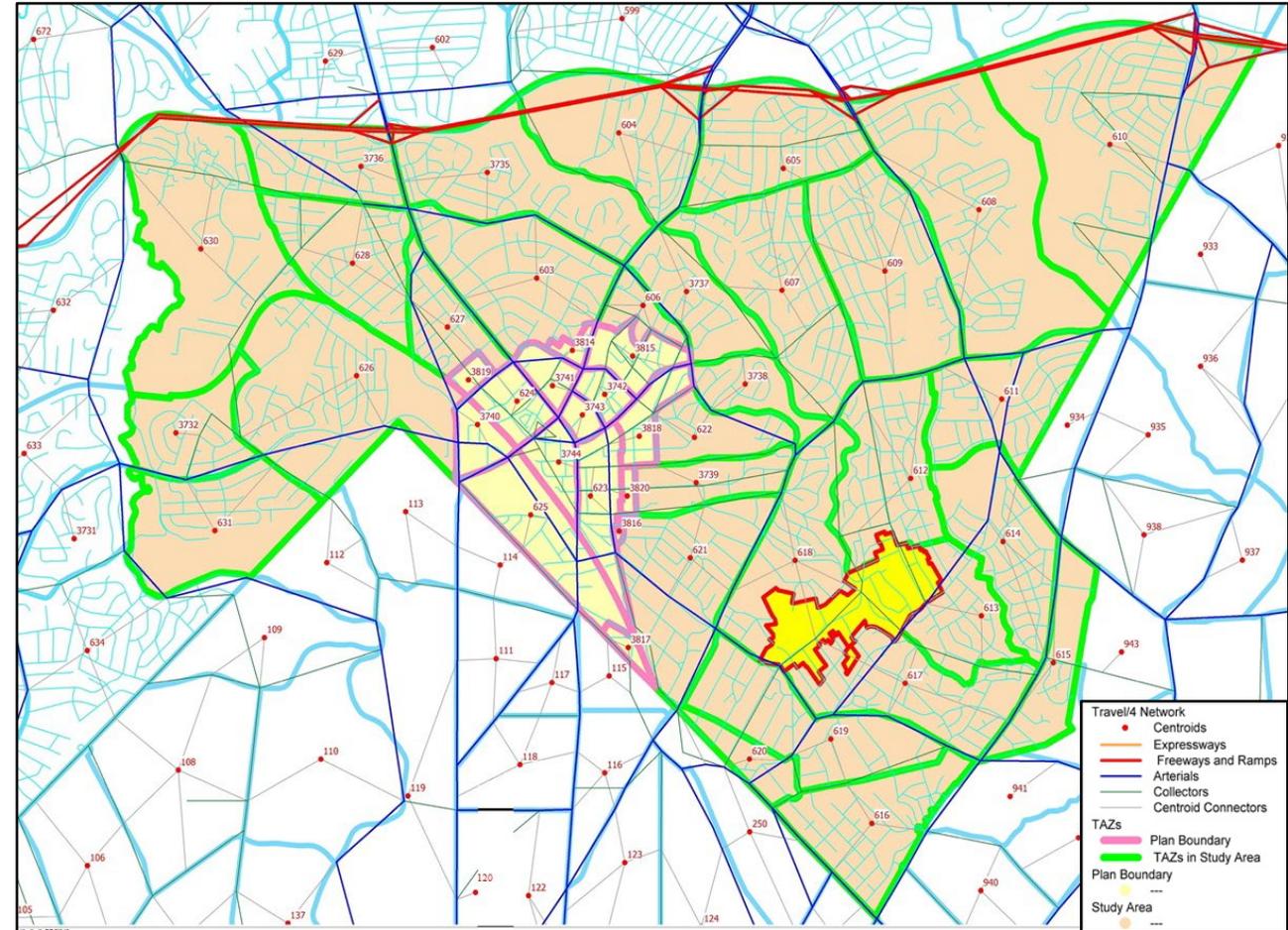
Transportation Adequacy Determination

- The parent policy area of the TPMMPA area is the Silver Spring/Takoma Park policy area*.

- TPMMPA area is too small for the proposed plan land use and transportation recommendations to significantly affect policy area-level transportation adequacy. **Therefore, the metrics results derived from the SSDAC Plan transportation analysis may be used for the TPMMPA**.

* As defined prior to the adoption of the 2020-2024 GIP.

Metrics Results

Scenario	Auto Accessibility (Jobs) *1	Transit Accessibility (Jobs) *2	VHT (Minutes) *3	PHT (Minutes) *4	VMT per Capita* 5	NADMS *6
2015 Existing Conditions	**1,944,075**	**372,556**	**17.06**	**47.85**	**10.53**	**51.37%**
2015 Existing Conditions with VZ Recommendations & Removal of RL Operations on US29 & MD97	**1,945,961**	**403,653**	**17.21**	**48.29**	**10.52**	**51.63%**
Year 2045 2000 Adopted SS CBD Master Plan LU & Network	**2,215,096**	**647,323**	**18.63**	**47.73**	**9.96**	**58.58%**
Year 2045 Proposed Master Plan LU + VZ Recommendations & Removal of RL Operations on US29 & MD97	**2,212,081**	**646,963**	**18.61**	**47.67**	**9.93**	**58.41%**

Note: All data is derived from the SSDAC Plan transportation analysis.

*1 Total Jobs/ Total Population
*2 Total Jobs/Total Population
*3 Total VHT/Total Auto Trips, VHT denotes Vehicle Hours of Travel
*4 Total PHT/Total Transit Trips, PHT denotes Person Hours of Travel
*5 Total VMT/(Total Pop+Total Emp), VMT denotes Vehicle Miles of Travel
*6 Non-Auto Trips/Total Trips, NADMS denotes Non-Auto Drive Mode Share

Key Takeaways

Comparison of existing conditions relative to projected future conditions:
The metrics are projected to improve over time. Our master plans are taking us in the right direction.

Comparison of the adopted plan relative to the proposed plan:
The metrics results are **generally** equivalent, indicating that the proposed plan recommendations maintain transportation adequacy.