

Thrive Growth Corridor Profiles

Thrive introduces the concept of Growth Corridors, which, in combination with Activity Centers, are intended to be the focus of future growth in the county. The following section contains several metrics organized according to the 10 Growth Corridors identified in Thrive. The intent is to create Growth Corridor “profiles” that can be used by planners and other decision makers to quickly access general vehicle travel trends and show how each corridor is meeting the intent and vision articulated in the [County’s Complete Streets Design Guide](#) (CSDG). The CSDG provides policy and design guidance to government agencies, consultants, private developers, and community groups on the planning, design, and operation of roadways for all users. Complete Streets are roadways that are designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists. Below is a description of each metric presented on each corridor’s infographic.

Vehicle Miles Traveled (VMT)

An estimate of the number of miles traveled by all motor vehicles (cars, trucks, buses, etc.) in a defined area over a certain period of time. Among other things, it is a proxy for greenhouse gas emissions.

Travel Time Index (TTI)

A measurement of how much longer it takes to travel a certain distance in traffic compared to traveling without traffic. A value of 1.6 indicates a trip took 60% longer than if the roadway were congestion-free. For example, a 10-minute trip without congestion takes 16 minutes with congestion (10 minutes x 1.6 = 16 minutes).

Planned Bikeway Build-Out

The percentage of bikeways recommended in the Bicycle Master Plan fronting or adjacent to the Growth Corridor that are existing, under construction or funded for construction, or are elements of an approved development project, such that:

- 100% = Full Build Out
- 0% = No Build Out

Pedestrian Pathway Comfort

The percentage of pedestrian pathways, including sidewalks, sidepaths, trails and low-traffic residential streets fronting the Growth Corridor that are rated Very Comfortable or Somewhat Comfortable by Montgomery County's Pedestrian Level of Comfort scoring system, such that:

- 100% = Completely Comfortable
- 0% = Completely Uncomfortable

Protected Crossing Spacing

Protected street crossings provide more safety and comfort for pedestrians and bicyclists because they include traffic-control devices that reduce or eliminate conflicts with motor vehicles. Protected Crossing Spacing is a measurement of the average distance (feet) between protected street crossings for each street type in the Complete Streets Design Guide. Protected Crossing Spacing Build Out is the

ratio of the average Protected Crossing Spacing divided by the target Protected Crossing Spacing for the street type as defined in the Complete Streets Design Guide (Downtown Boulevards = 400 feet, Town Center Boulevards = 600 feet, Boulevards = 1,300 feet) for the Growth Corridor, such that:

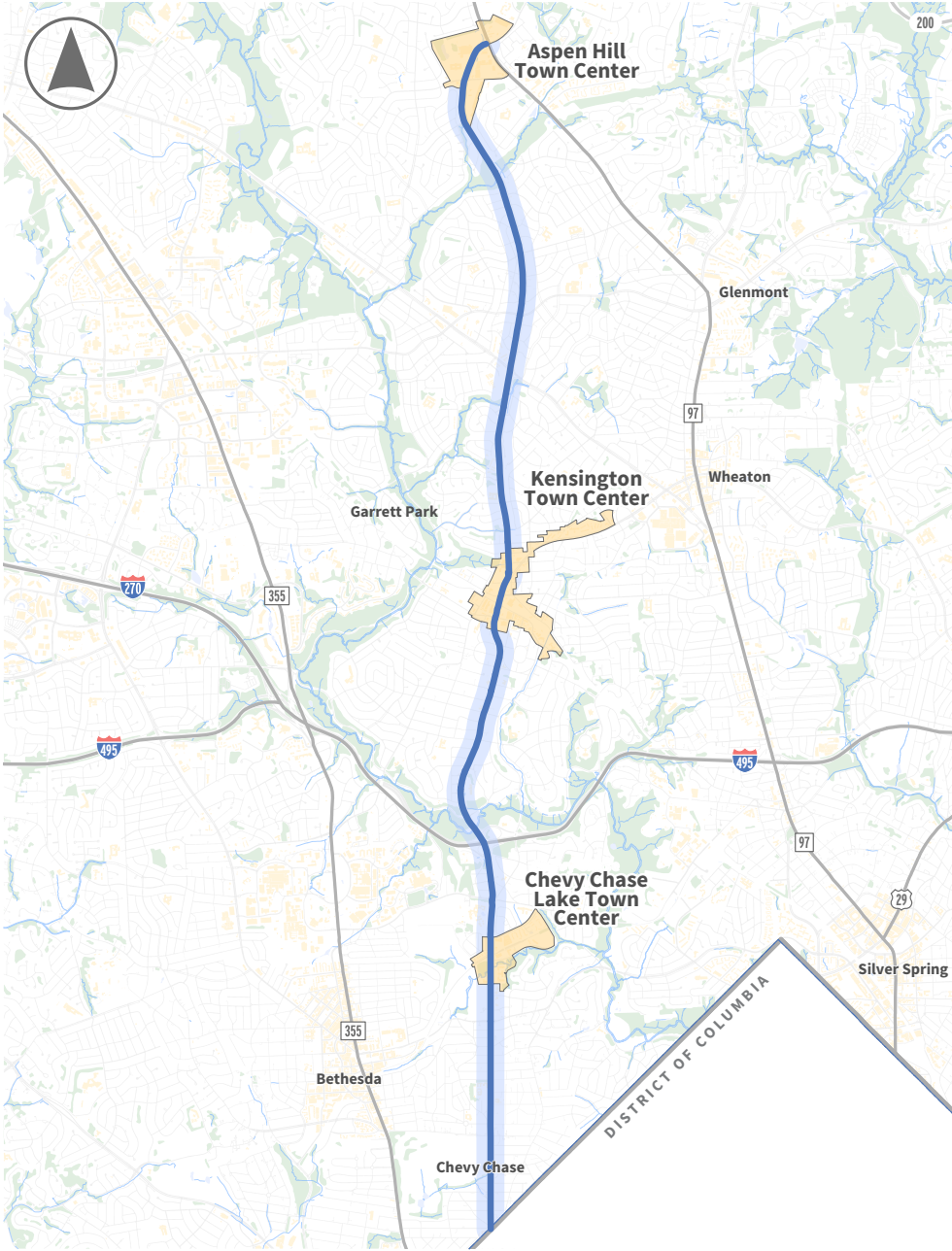
- 1.0 = Target
- <1.0 = Exceeds Target
- >1.0 = Below Target

Street Grid Build-Out

A street grid is a pattern of intersecting roads that form a network of blocks and streets. This metric compares the desired number of blocks with the actual number of blocks within the Downtowns and Town Centers along the Growth Corridors. An area with a perfect grid of streets would have a ratio of 100%, whereas an area with half the desired blocks would have a ratio of 50% such that:

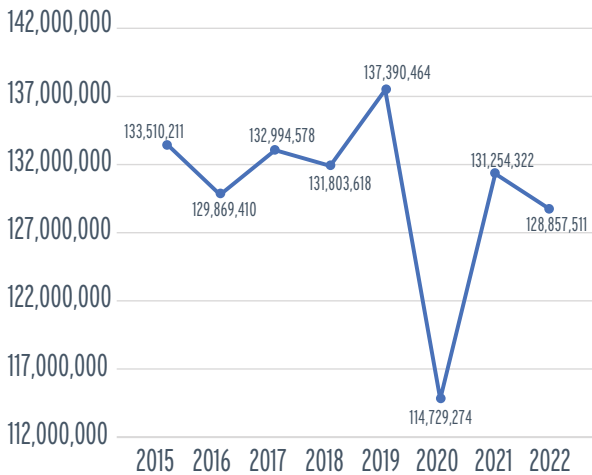
- 100% = Target
- >100% = Exceeds Target
- <100% = Below Target

Connecticut Avenue

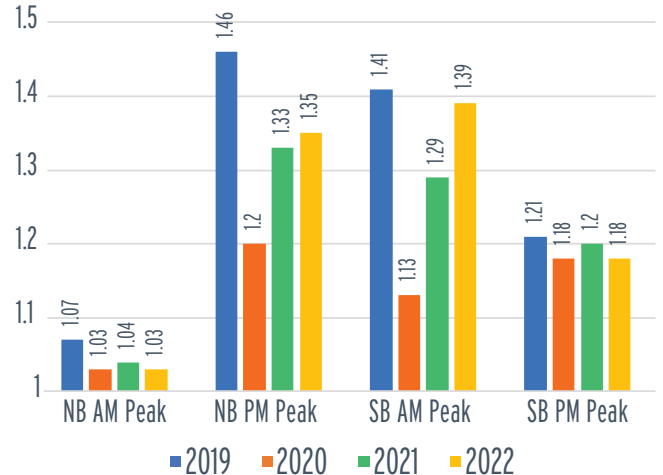


- █ Corridor
- █ Downtown
- █ Town Center
- █ Suburban
- █ Industrial




Vehicle Miles Traveled



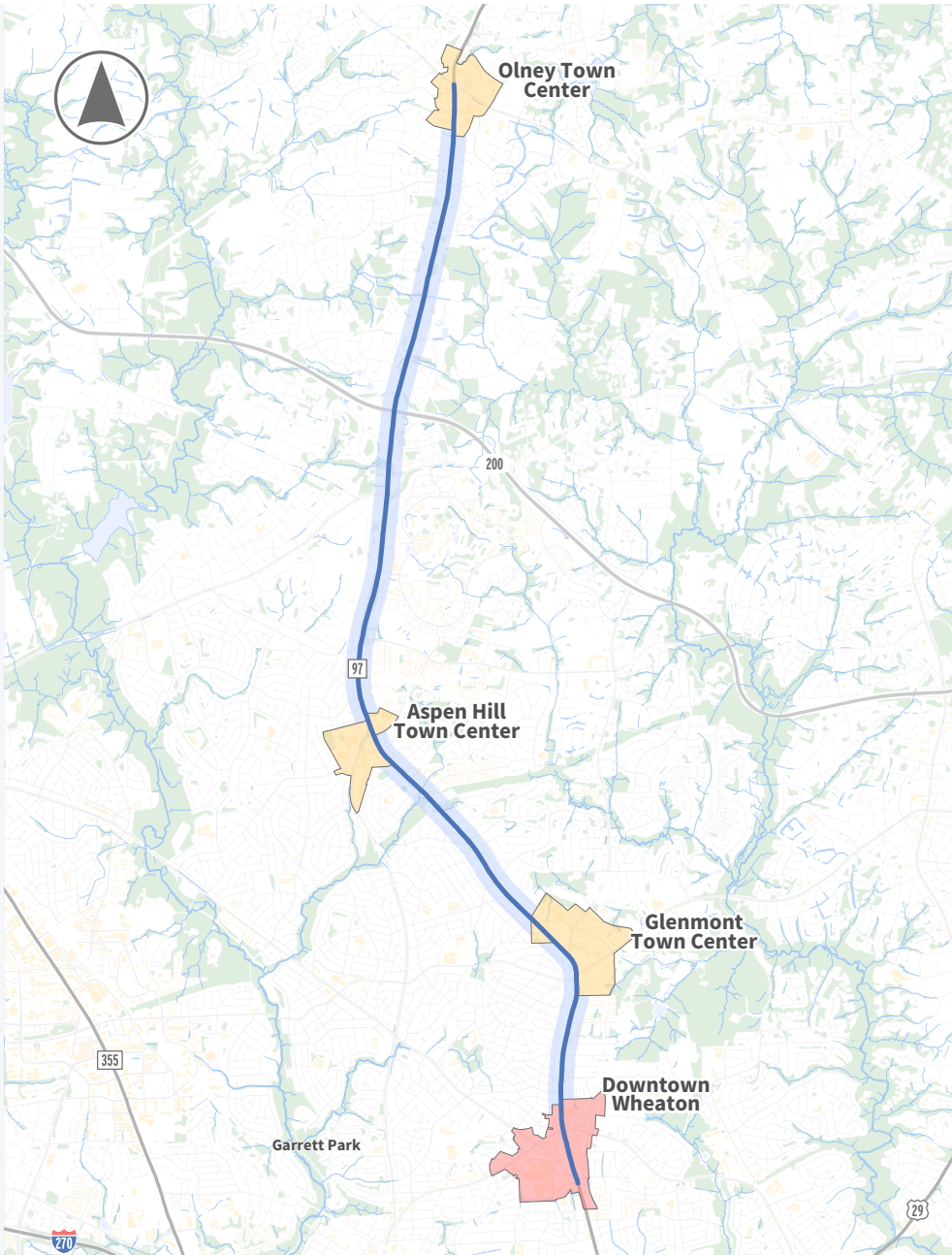
Travel Time Index



..... Connecticut Avenue

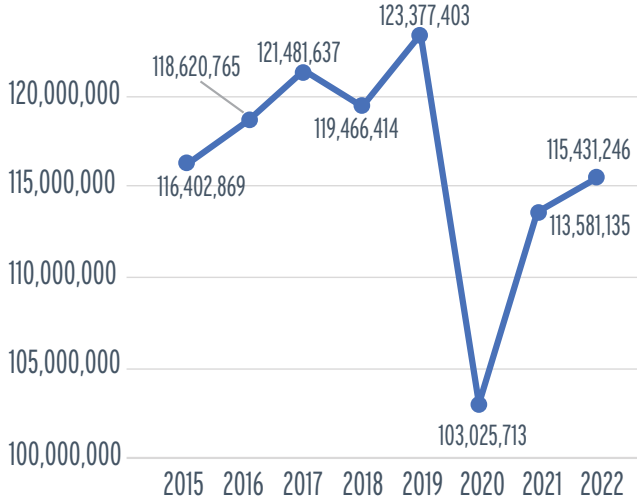
	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 <p>Aspen Hill Town Center</p>	0%	0%	2.3	35%
Suburban	3%	43%	1.6	N/A
 <p>Kensington Town Center</p>	5%	3%	1.2	145%
Suburban	10%	4%	1.5	N/A
 <p>Chevy Chase Lake Town Center</p>	24%	18%	1.7	62%
Suburban	0%	62%	1.0	N/A

Georgia Avenue North

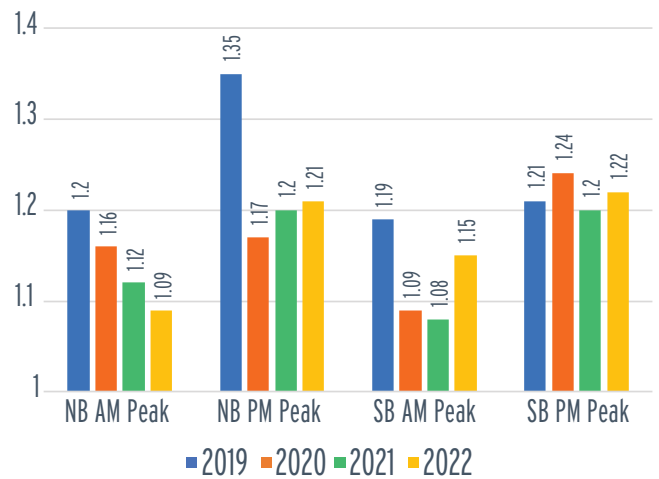


- Corridor
- Downtown
- Town Center
- Suburban
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Vehicle Miles Traveled



Travel Time Index



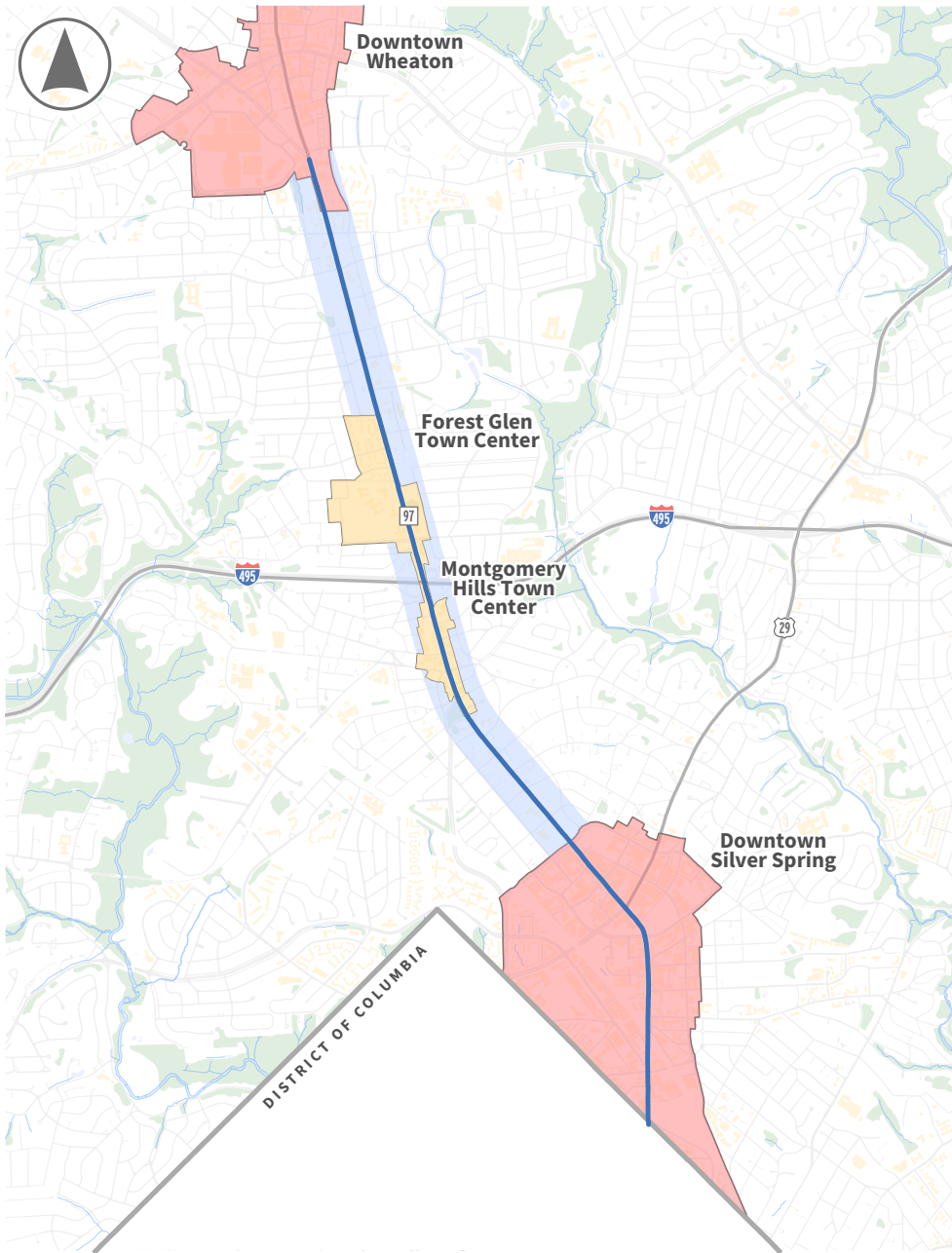
Georgia Avenue North

	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 <p>Olney Town Center</p>	0%	0%	2.1	84%
Suburban	16%	15%	1.5	N/A
 <p>Aspen Hill Town Center</p>	0%	2%	2.3	35%
Suburban	8%	0%	1.7	N/A
 <p>Glenmont Town Center</p>	21%	54%	1.7	31%
Suburban	53%	8%	1.6	N/A
 <p>Downtown Wheaton</p>	51%	42%	2.6	63%

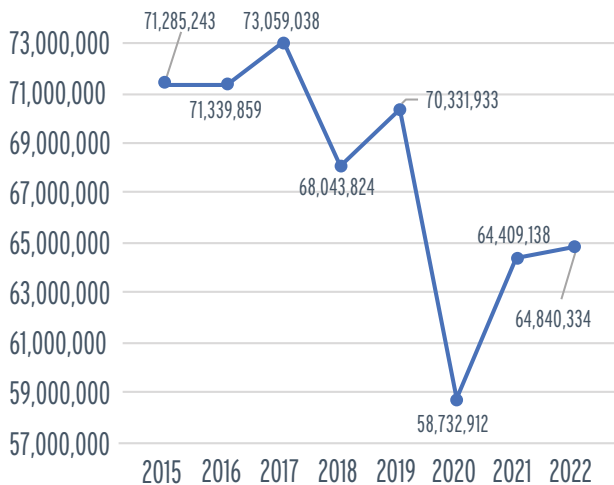
Georgia Avenue South



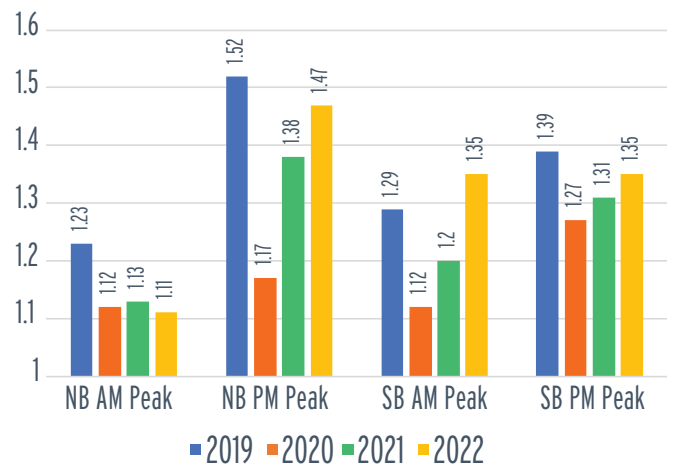
- Corridor
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Vehicle Miles Traveled



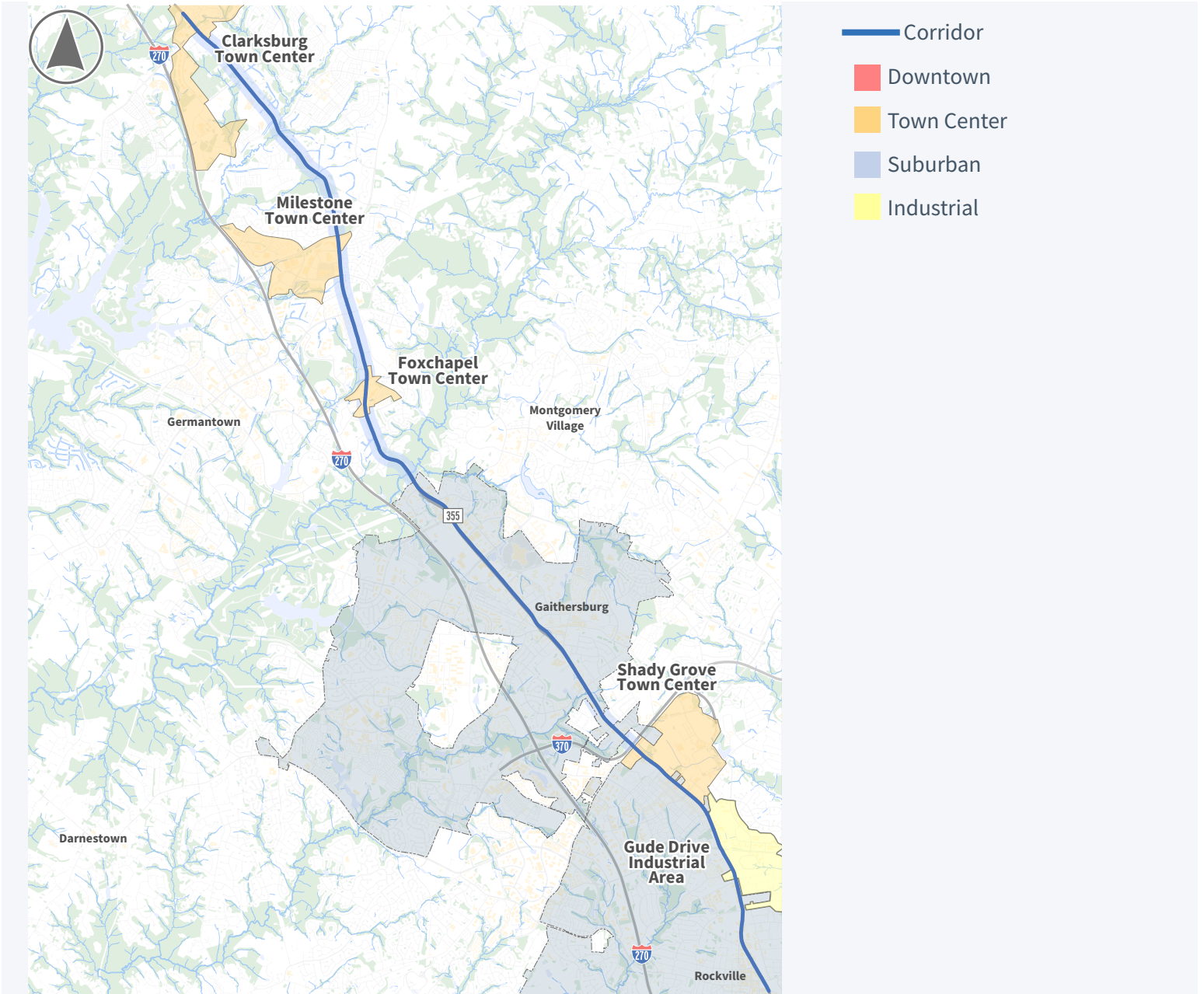
Travel Time Index



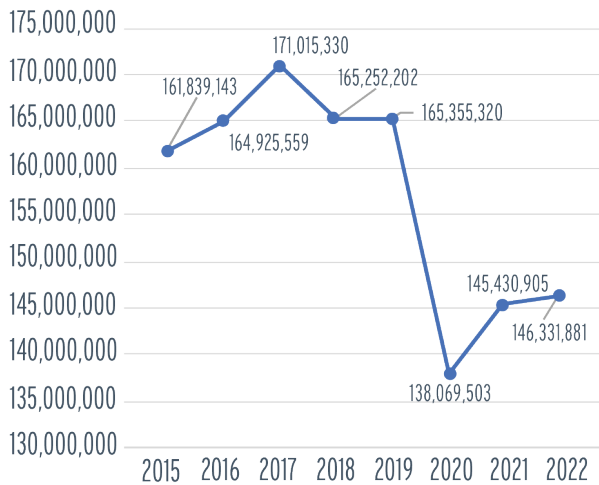
Georgia Avenue South

	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 Downtown Wheaton	51%	42%	2.6	63%
Suburban	22%	7%	1.0	N/A
 Forest Glen Town Center	28%	11%	2.2	100%
 Montgomery Hills Town Center	53%	10%	0.9	433%
Suburban	1%	0%	2.3	N/A
 Downtown Silver Spring	84%	98%	1.4	68%

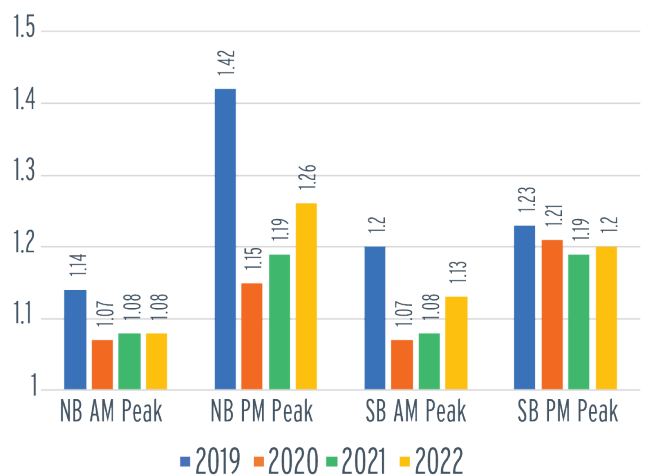
MD 355 North







Vehicle Miles Traveled



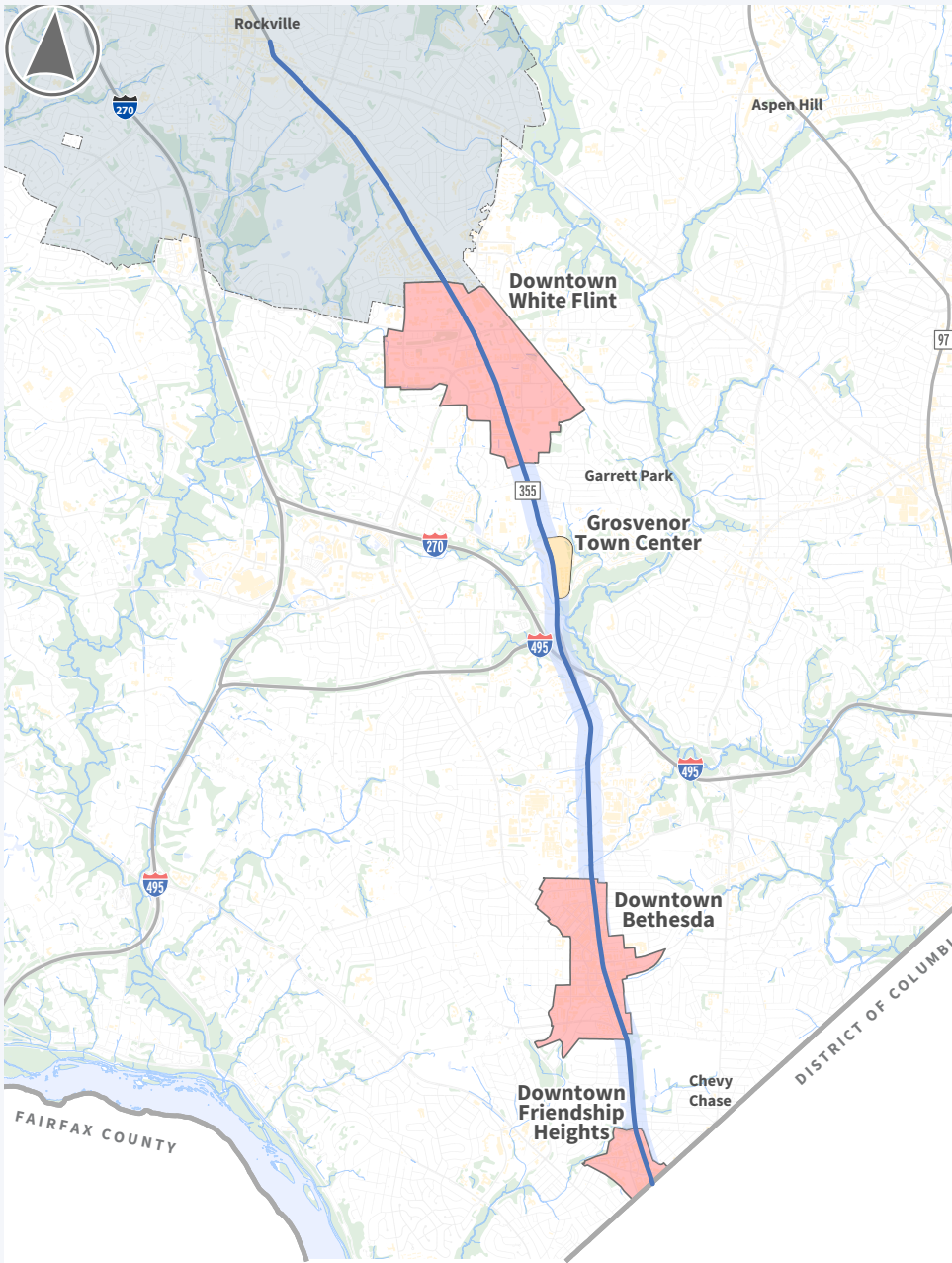
Travel Time Index



MD 355 North

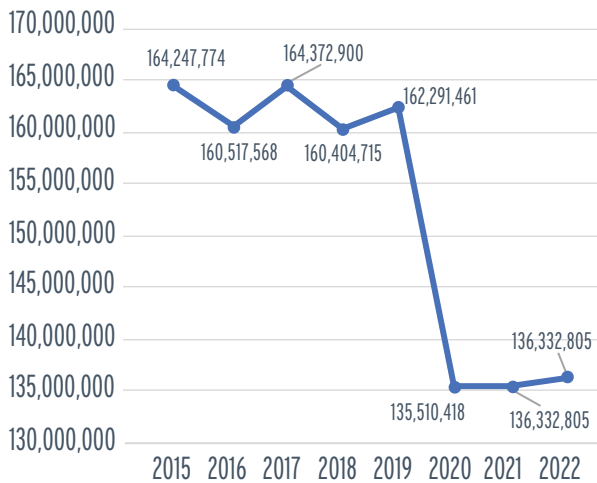
	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 Clarksburg Town Center	100%	24%	2.2	35%
Suburban	83%	12%	2.1	N/A
 Milestone Town Center	53%	0%	1.3	50%
Suburban	32%	16%	1.7	N/A
 Foxchapel Town Center	36%	0%	4.2	42%
Suburban	44%	29%	1.8	N/A
Suburban	50%	0%	1.0	35%
 Gude Drive Industrial Area	0%	1%	1.1	N/A

MD 355 South

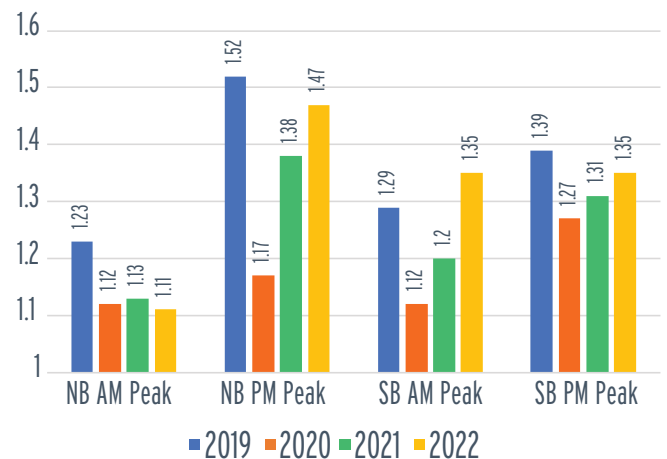


- Corridor
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Vehicle Miles Traveled



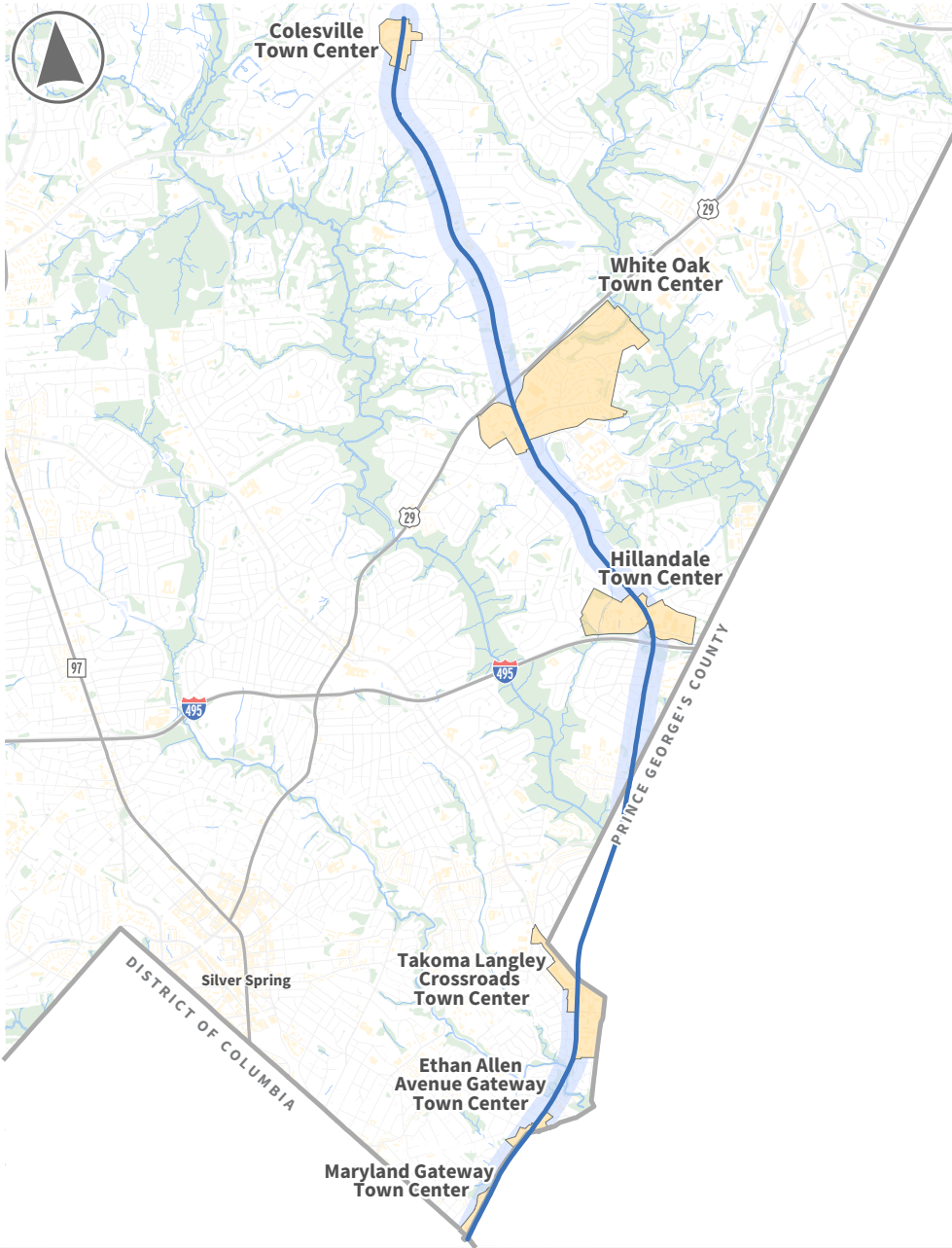
Travel Time Index



MD 355 South

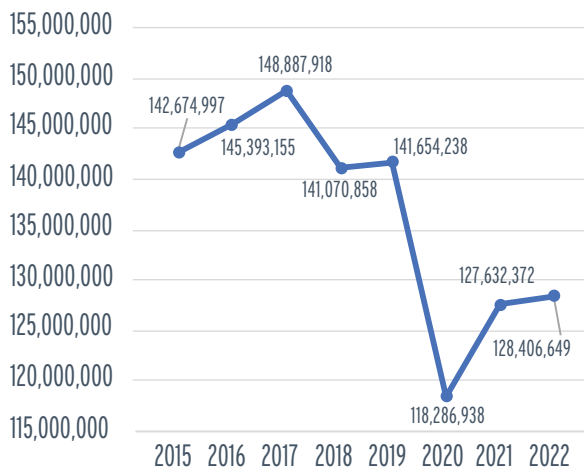
	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 <p>Downtown White Flint</p>	6%	20%	1.8	25%
<p>Suburban</p>	32%	15%	1.1	N/A
 <p>Downtown Bethesda</p>	41%	75%	1.1	85%
<p>Suburban</p>	32%	1%	2.8	N/A
 <p>Downtown Friendship Heights</p>	0%	36%	1.1	43%

New Hampshire Avenue

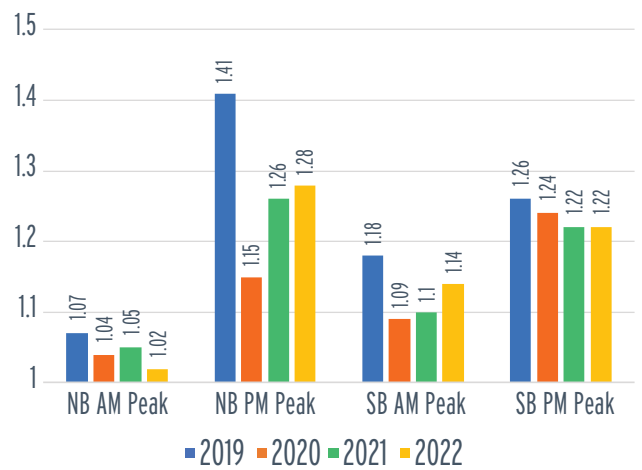


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Vehicle Miles Traveled



Travel Time Index



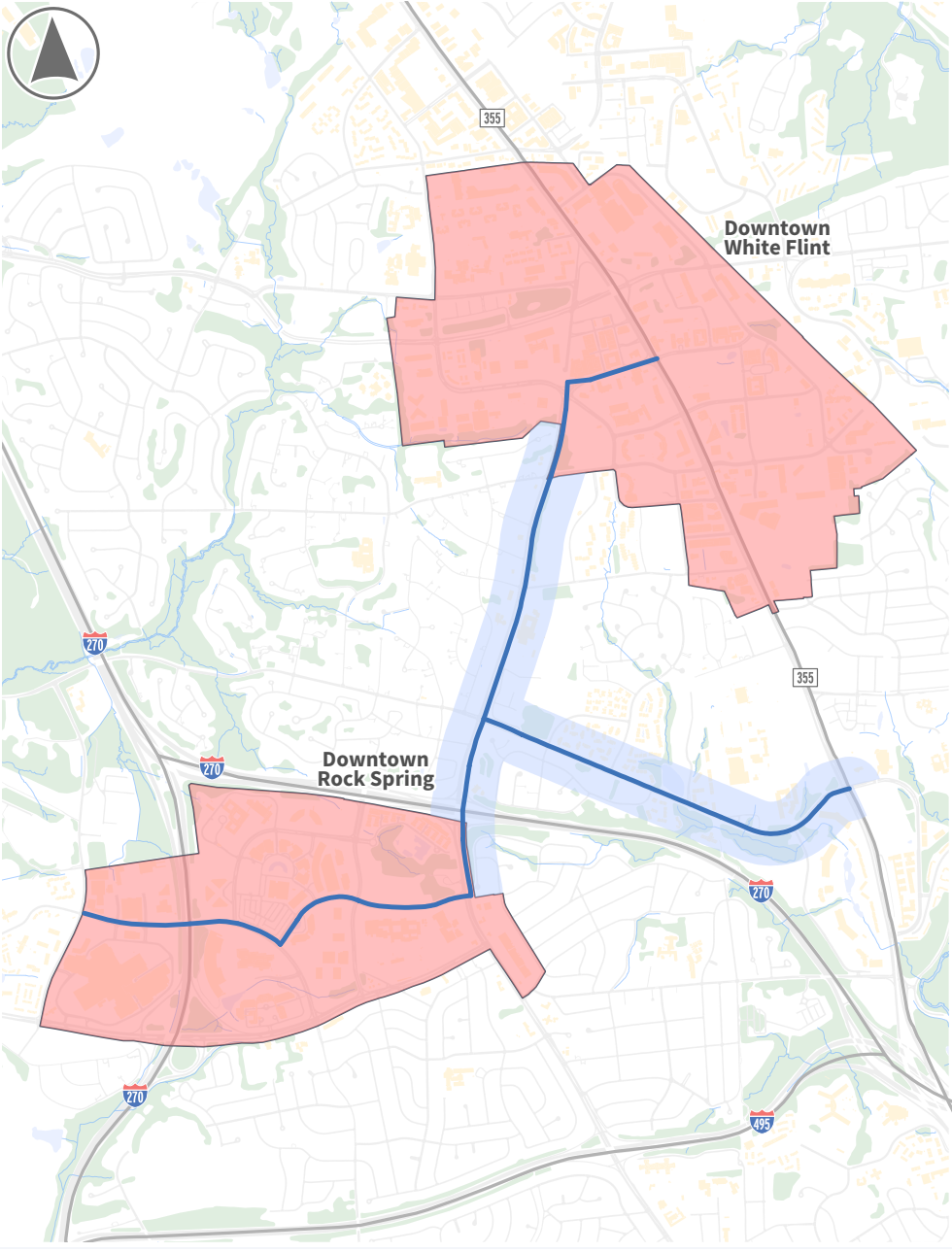
New Hampshire Avenue

	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 <p>Colesville Town Center</p>	0%	0%	1.2	125%
Suburban	2%	2%	1.9	N/A
 <p>White Oak Town Center</p>	0%	18%	1.5	26%
Suburban	26%	20%	1.2	N/A
 <p>Hillandale Town Center</p>	17%	0%	2.3	25%

New Hampshire Avenue

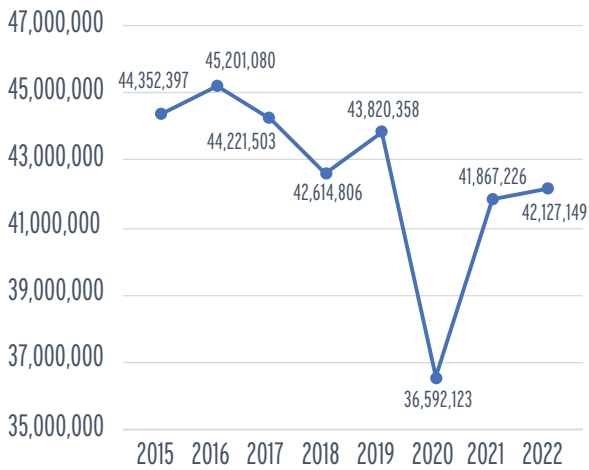
	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
Suburban	0%	21%	1.2	N/A
Prince George's County	N/A	N/A	N/A	N/A
 Takoma Langley Crossroads Town Center	0%	30%	1.1	60%
Suburban	0%	29%	0.6	N/A
 Ethan Allen Avenue Gateway Town Center	0%	36%	1.8	300%
 Maryland Gateway Town Center	0%	0%	N/A	100%

Old Georgetown Road

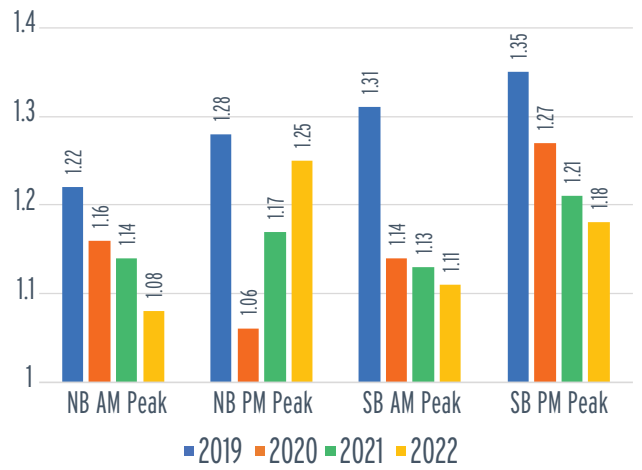


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Vehicle Miles Traveled



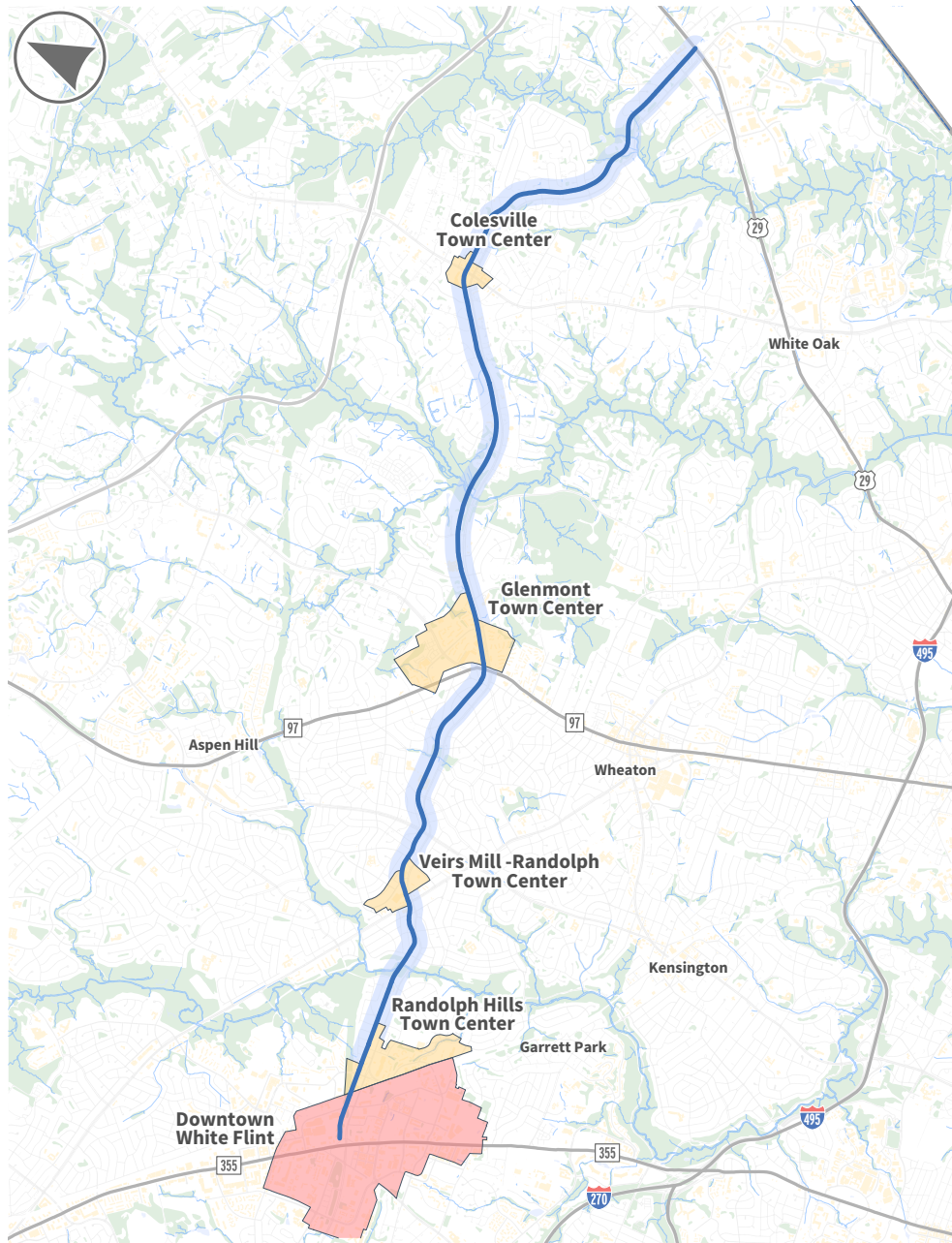
Travel Time Index



Old Georgetown Road

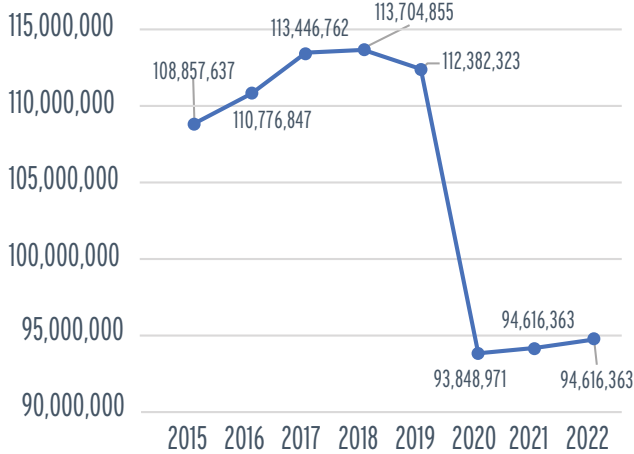
	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 <p>Downtown White Flint</p>	2%	7%	2.1	25%
<p>Suburban</p>	14%	20%	1.0	N/A
 <p>Downtown Rock Spring</p>	19%	13%	2.4	19%

Randolph Road

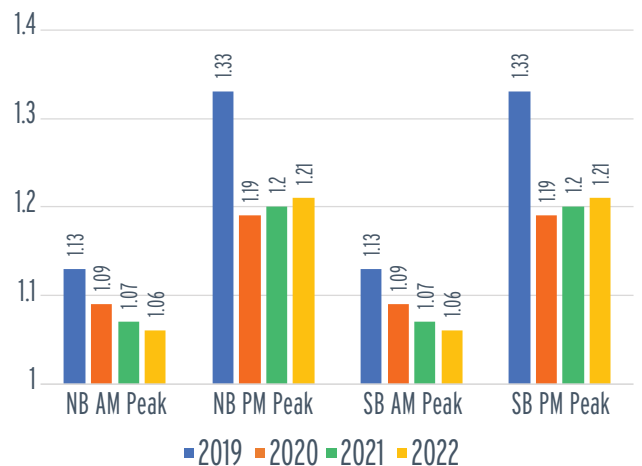


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Vehicle Miles Traveled



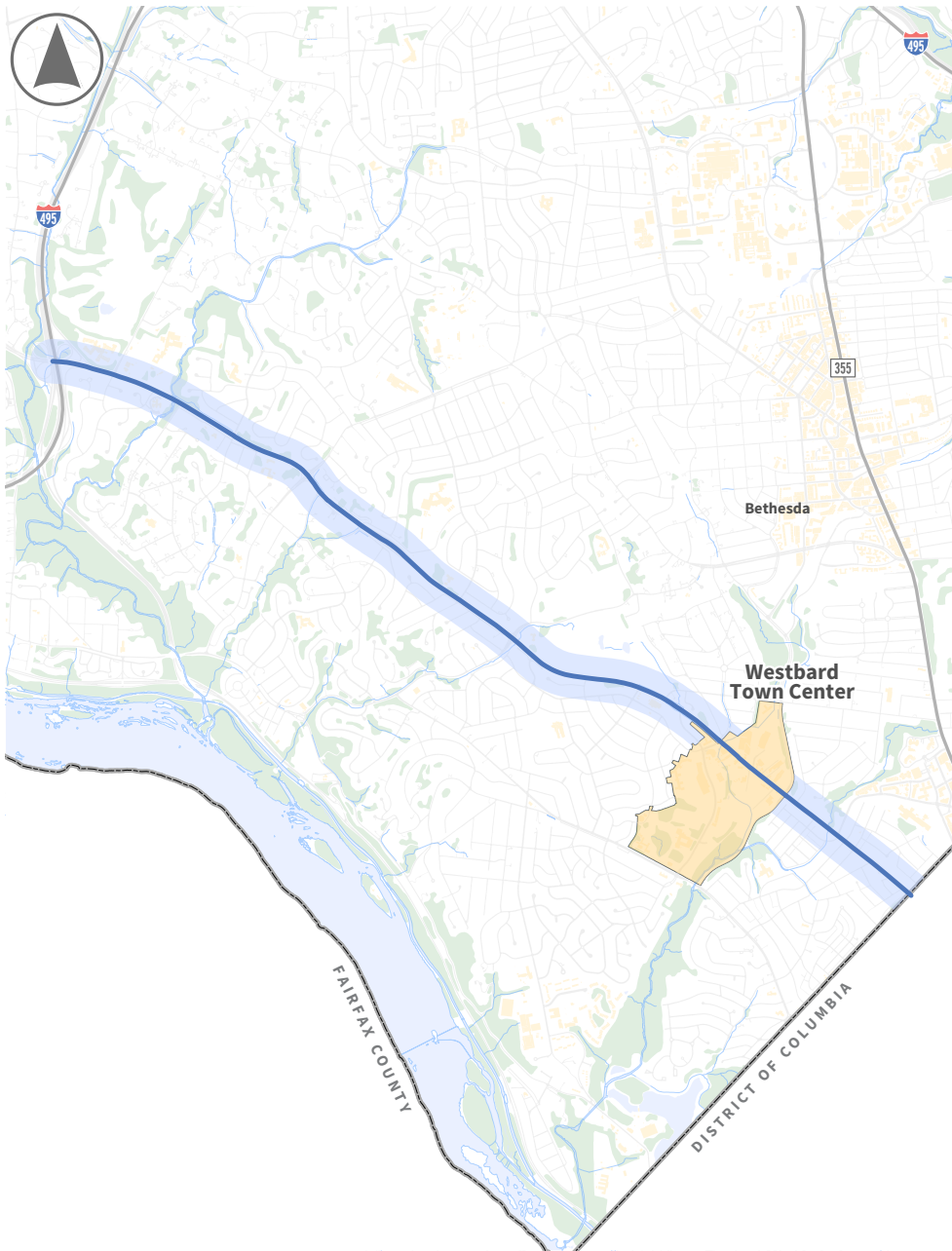
Travel Time Index



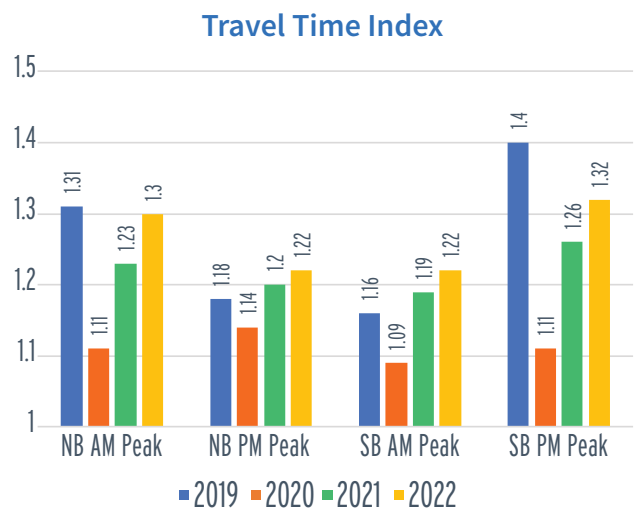
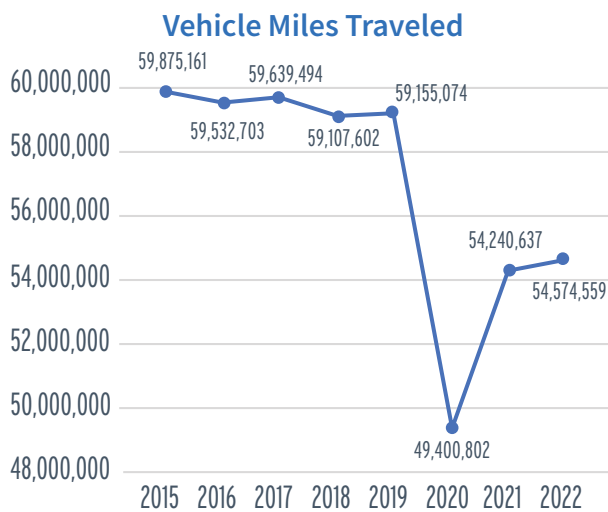
Randolph Road

	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
Suburban	30%	3%	1.3	N/A
 Colesville Town Center	31%	0%	4.3	125%
Suburban	0%	0%	1.4	N/A
 Glenmont Town Center	1%	19%	2.0	31%
Suburban	0%	51%	1.3	N/A
 Veirs Mill - Randolph Town Center	0%	0%	1.6	67%
Suburban	3%	33%	1.3	N/A
 Randolph Hills Town Center	22%	40%	1.9	45%
 Downtown White Flint	49%	39%	1.4	25%


River Road



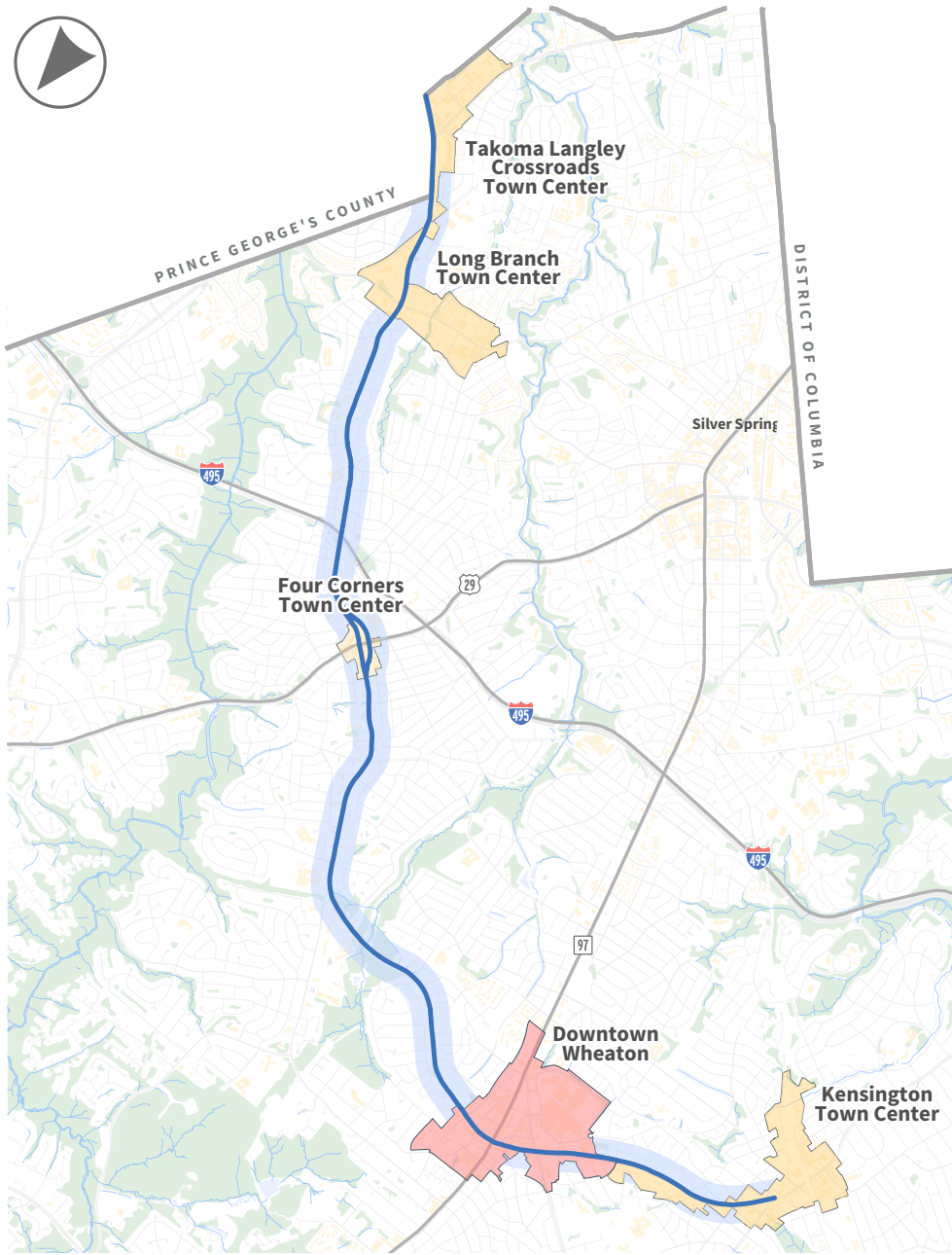
- Corridor
- Downtown
- Town Center
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River Road

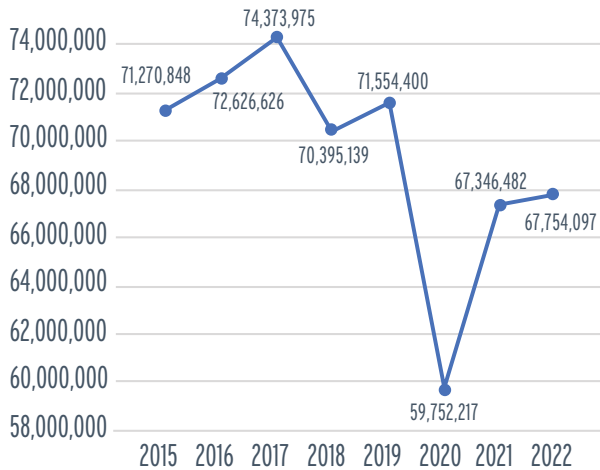
	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
Suburban	0%	0%	1.5	N/A
 <p>Westbard Town Center</p>	0%	5%	1.5	27%
Suburban	0%	1%	1.4	N/A

University Boulevard

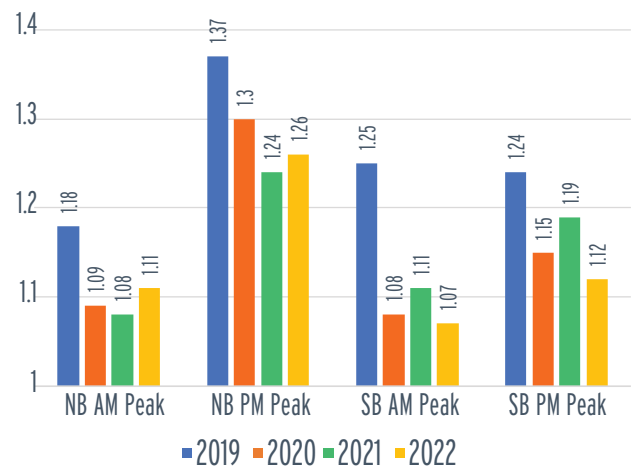


- █ Corridor
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- █ Suburban
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Vehicle Miles Traveled

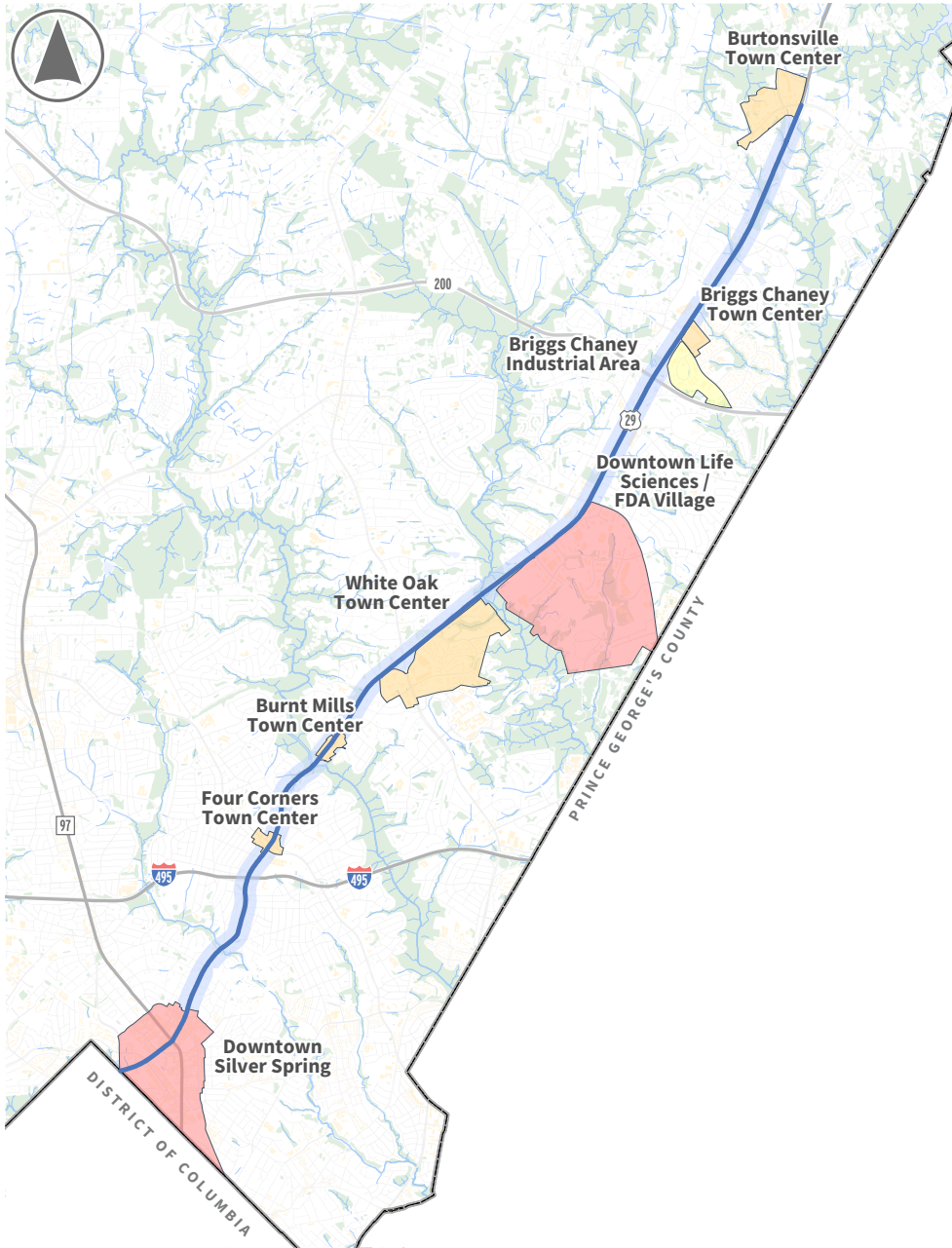


Travel Time Index



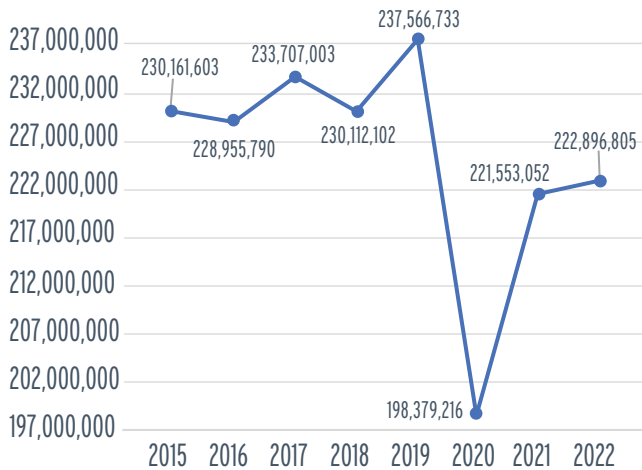
University Boulevard

	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 Takoma Langley Crossroads Town Center	0%	27%	0.8	60%
 Long Branch Town Center	0%	13%	1.6	71%
Suburban	10%	10%	1.1	N/A
 Four Corners Town Center	20%	14%	1.3	233%
Suburban	6%	2%	1.2	N/A
 Downtown Wheaton	0%	21%	1.6	63%
 Kensington Town Center	0%	7%	4.0	145%

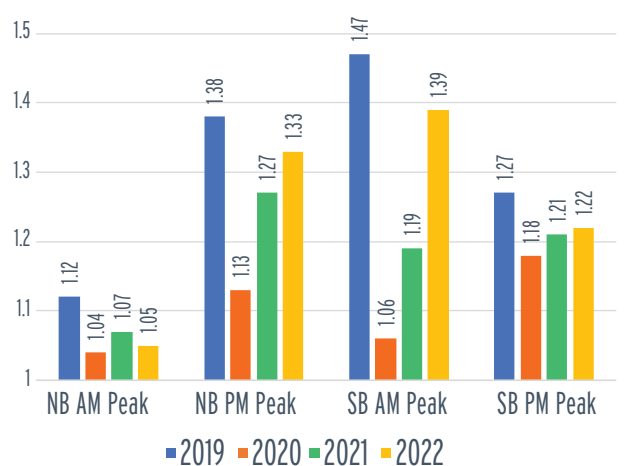


- Corridor
- Downtown
- Town Center
- Suburban
- Industrial






Vehicle Miles Traveled



Travel Time Index




US 29

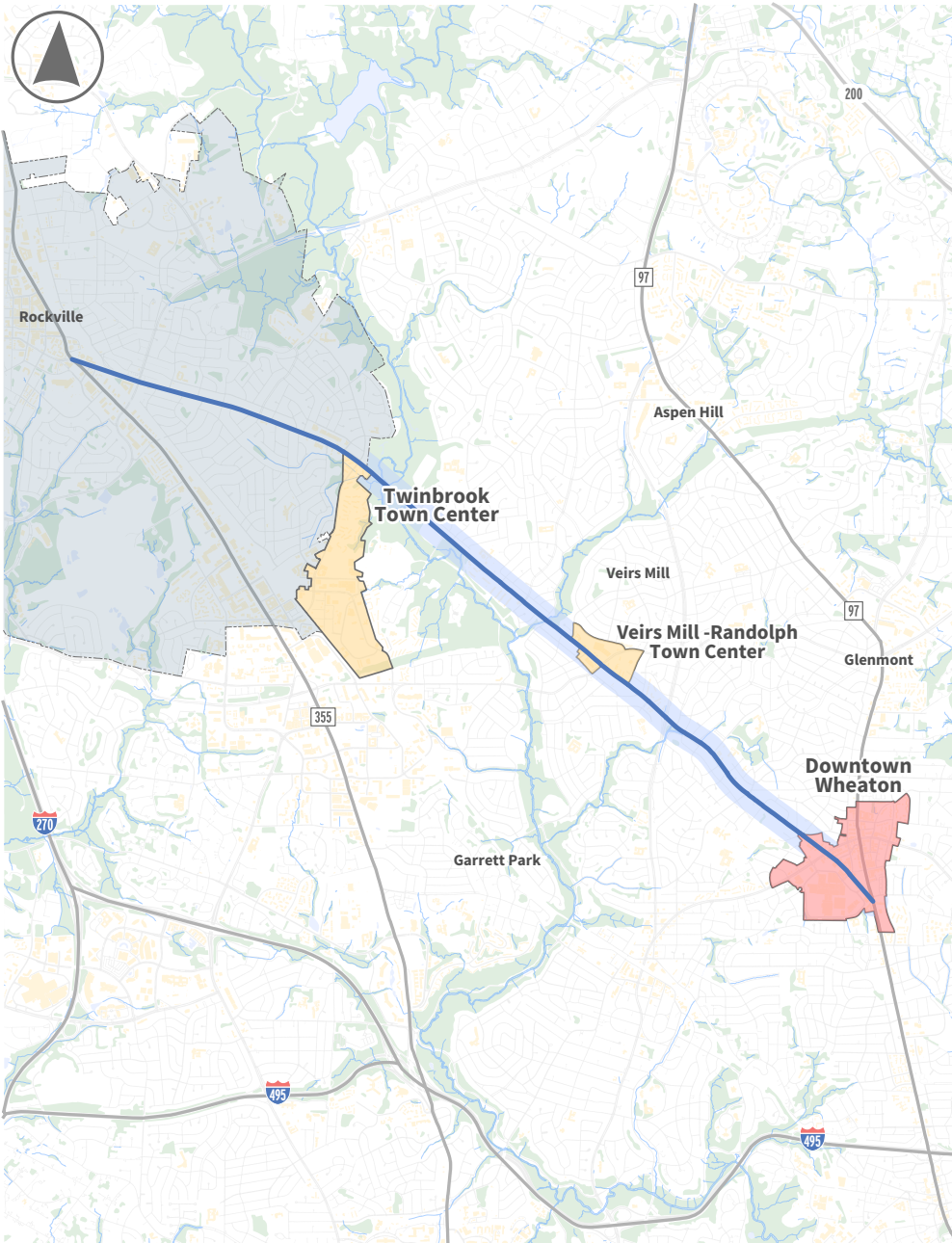
	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 Burtonsville Town Center	39%	N/A		50%
Suburban	31%	19%		N/A
 Downtown Life Sciences / FDA Village	0%	0%	1.7*	4%
 White Oak Town Center	0%	0%		26%
Suburban	0%	13%		N/A
 Burnt Mills Town Center	0%	30%	2.0	133%
Suburban	19%	0%	0.7	N/A
 Four Corners Town Center	32%	12%	1.5	233%

* Protected Crossing Spacing Build Out between Burtonsville Town Center and Burnt Mills Town Center evaluated together as a Suburban area.

..... US 29

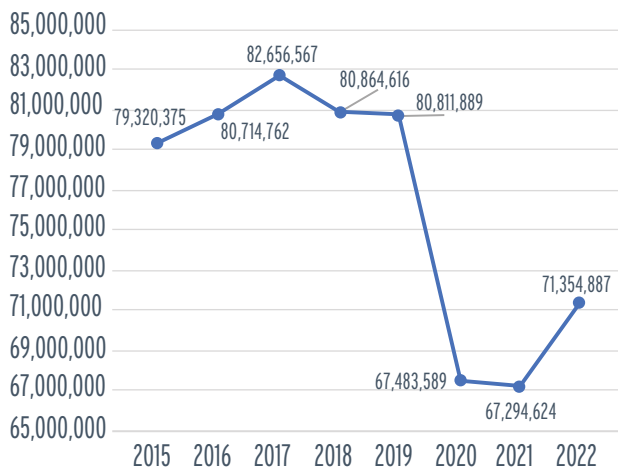
	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
Suburban	14%	8%	1.2	N/A
 Downtown Silver Spring	11%	81%	1.4	68%

Veirs Mill Road

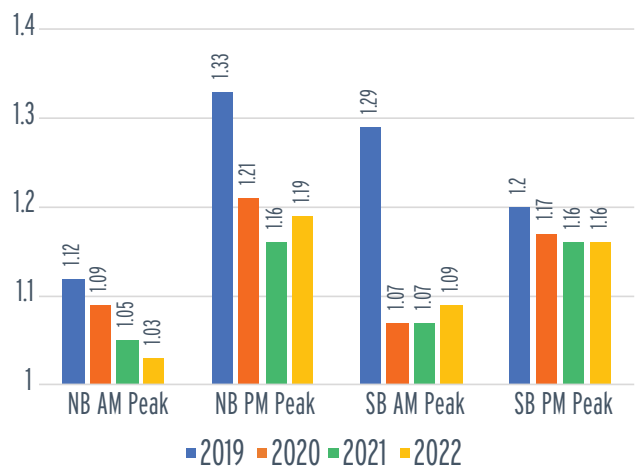


- Corridor
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Vehicle Miles Traveled



Travel Time Index



Veirs Mill Road

	Planned Bikeway Build Out	Pedestrian Pathway Comfort	Protected Crossing Spacing Build Out	Street Grid Build Out
 Twinbrook Town Center	0%	0%	N/A	36%
Suburban	15%	1%	1.4	N/A
 Veirs Mill - Randolph Town Center	1%	29%	1.6	67%
Suburban	18%	14%	0.6	N/A
 Downtown Wheaton	0%	2%	1.5	63%