

Regional Traffic Modeling - GSSC Master Plan

Presentation to the GSSC Master Plan Implementation Committee
October 9, 2012

June 2010
approved and adopted

great seneca science corridor master plan

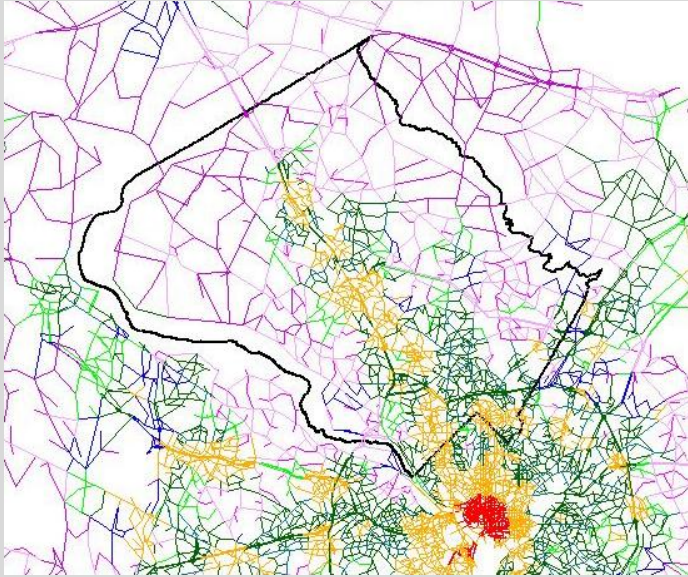
The Life Sciences Center



Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission

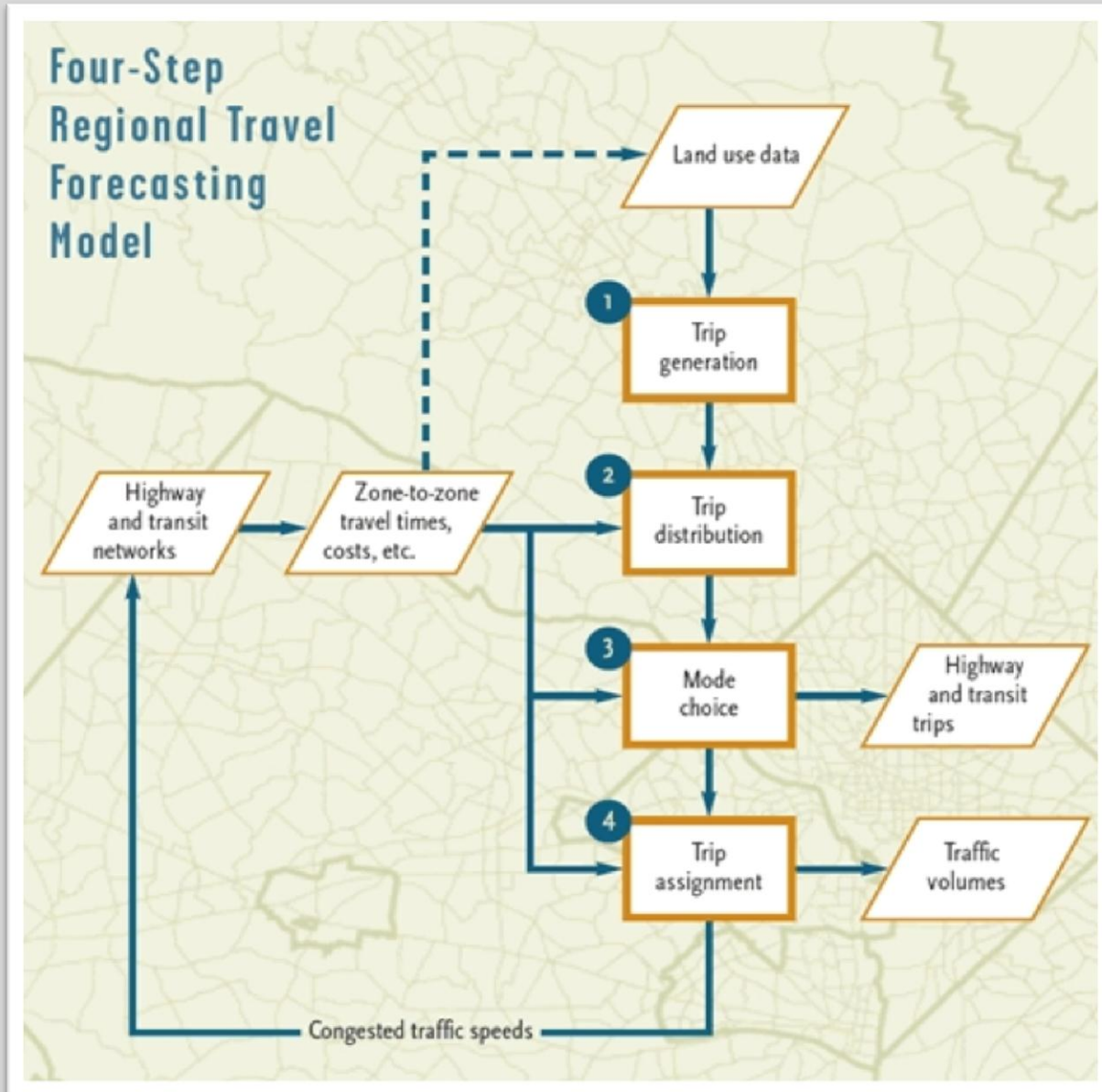
MontgomeryPlanning.org

Regional Transportation Model



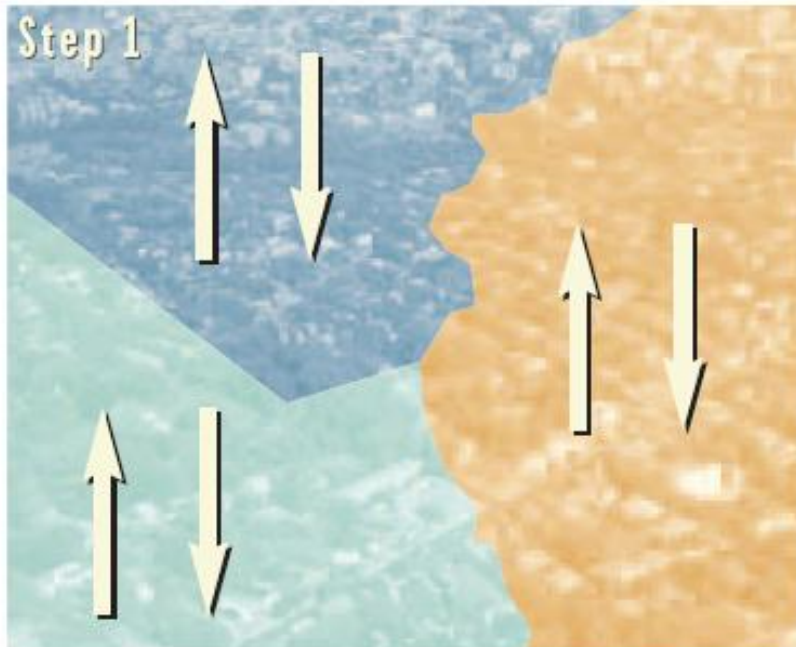
- Same tool as that used by Metropolitan Washington Council of Governments
- Reflects county-wide and regional traffic effects
- Output – Policy Area Mobility Review (PAMR) and Transportation Policy Area Review (TPAR) results. Used to evaluate area-wide land use/transportation balance and transportation adequacy.

Regional Model Framework

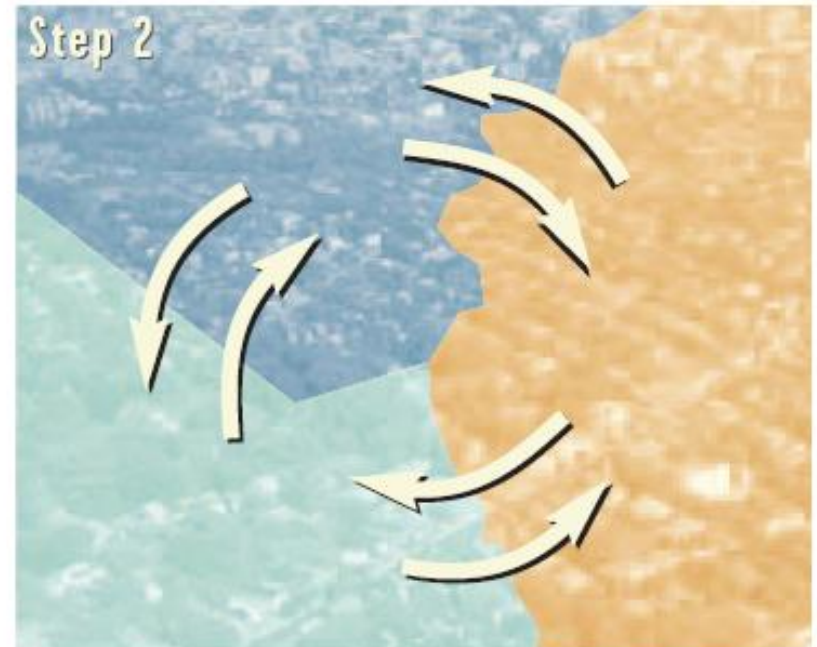


Regional Model Framework

- **Trip Generation:** How many trips are produced?
- **Trip Distribution:** Where are people going?



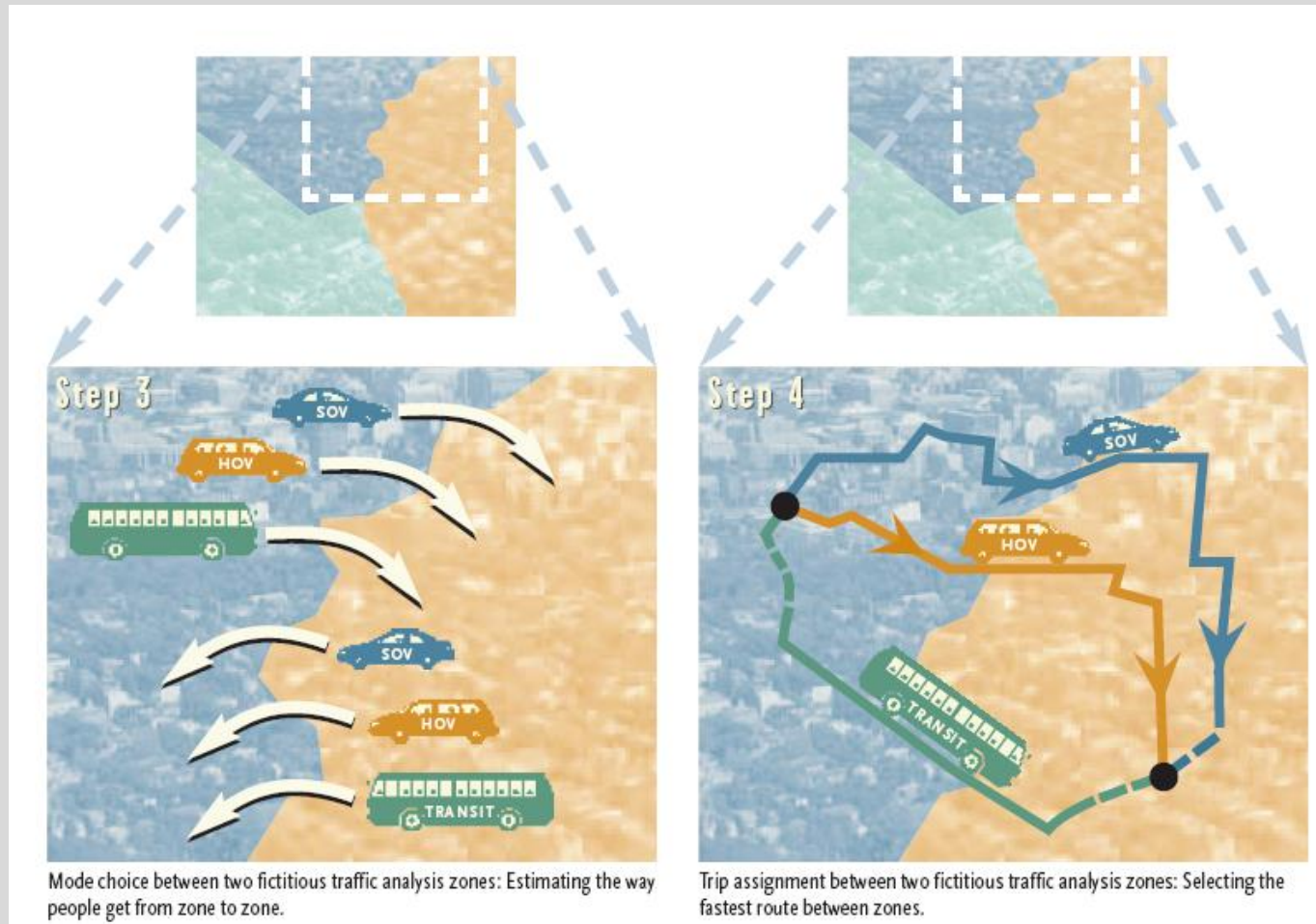
Step 1
Trip generation in three fictitious traffic analysis zones: This step estimates the number of trips produced by and attracted to each zone.



Step 2
Trip distribution among three fictitious zones: This step estimates how many trips are going from zone to zone.

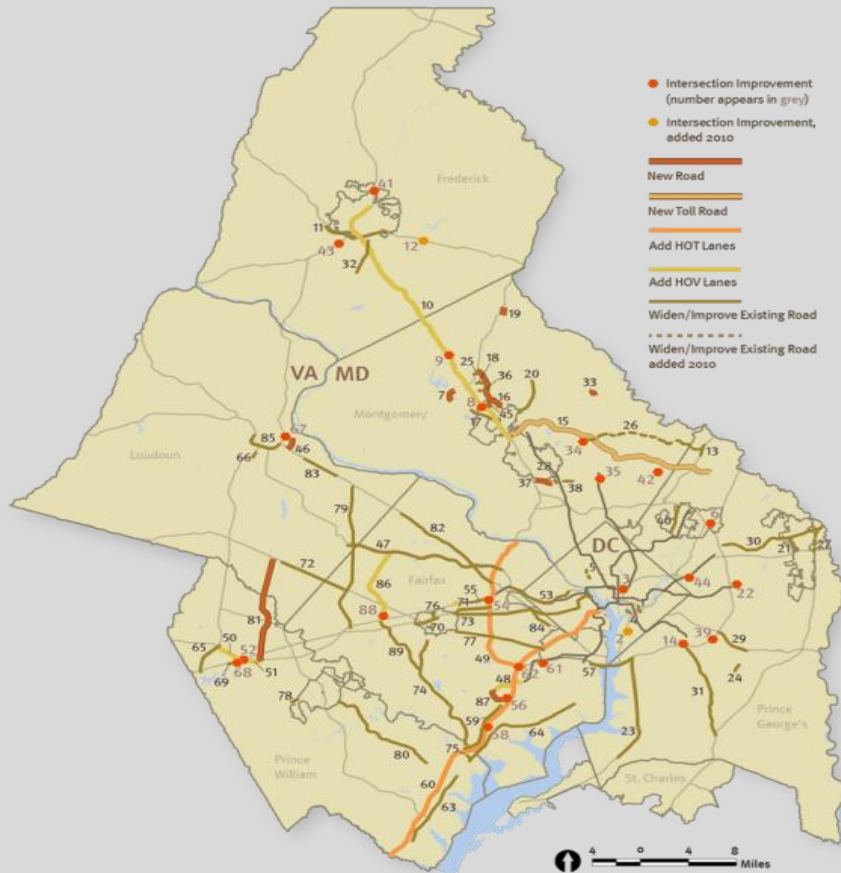
Regional Model Framework

- **Mode Choice:** What method/mode of travel are people using?
- **Trip Assignment:** What route are people taking?

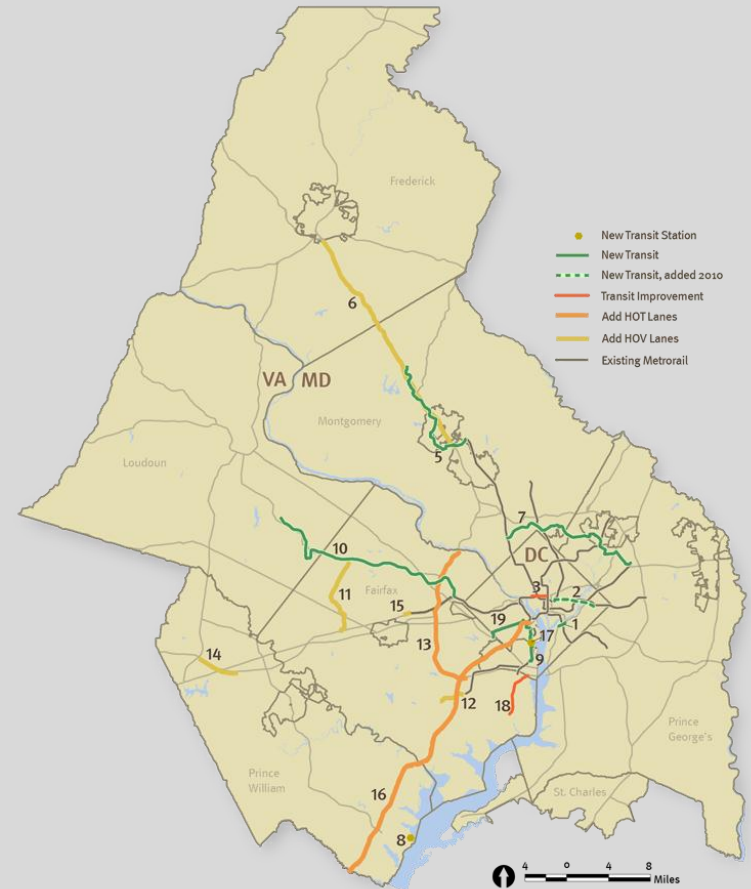


Transportation Network Assumptions: Constrained Long Range Transportation Plan (CLRP)

Highways



Transit



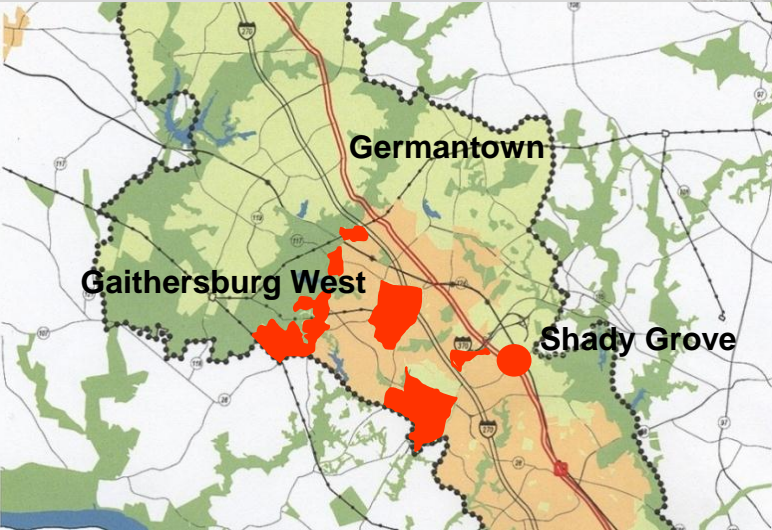
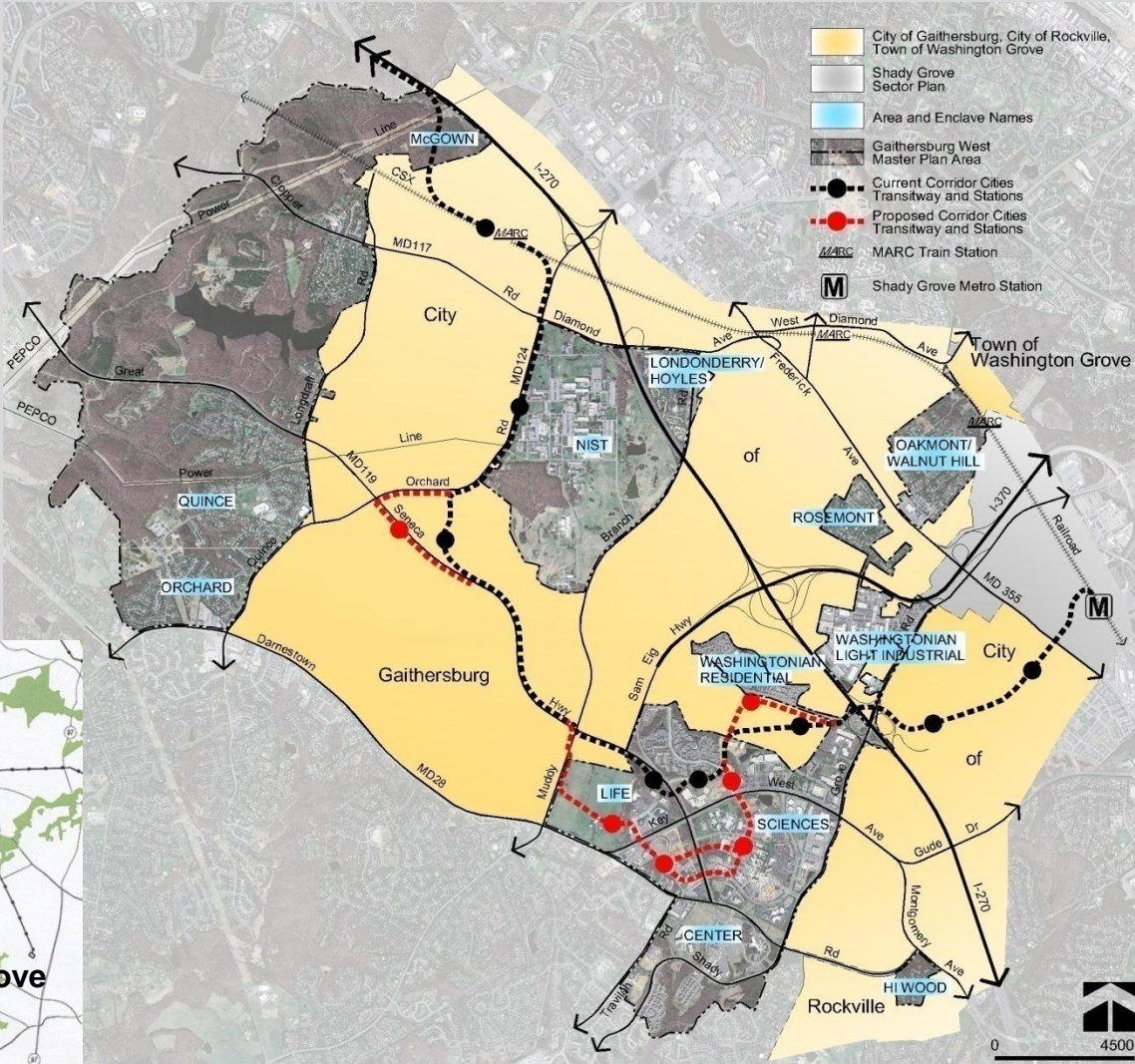
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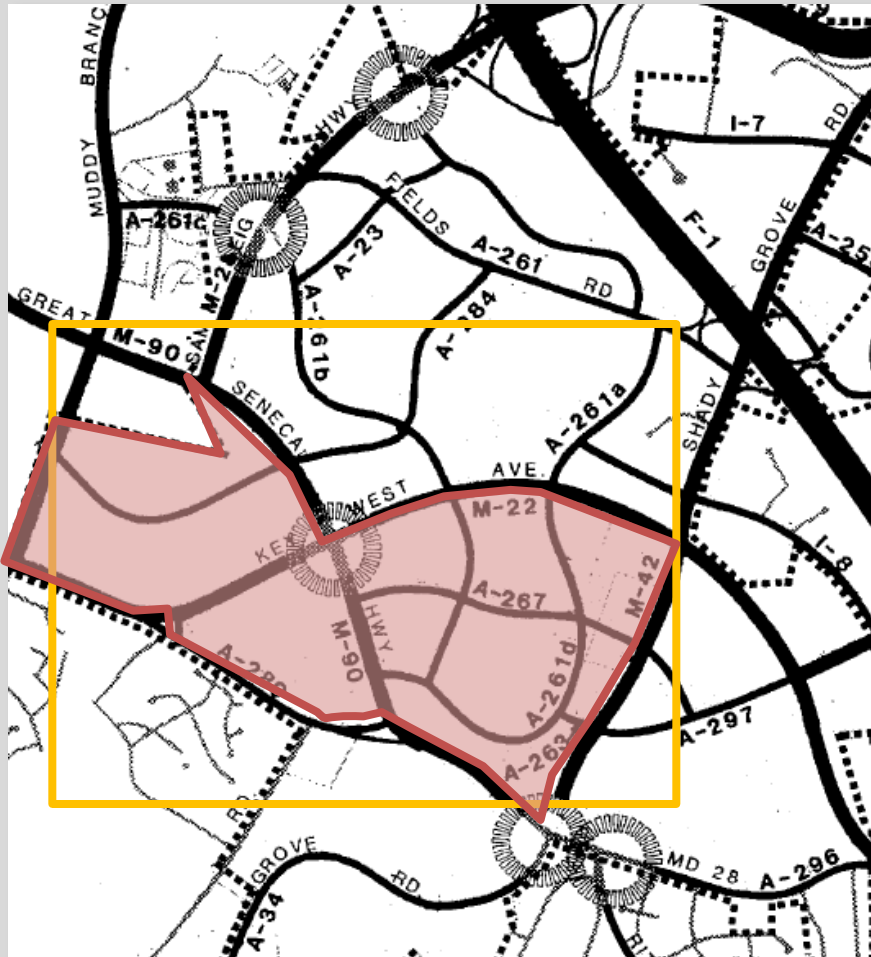
Areas & Enclaves

Municipalities

Road Network/Transit

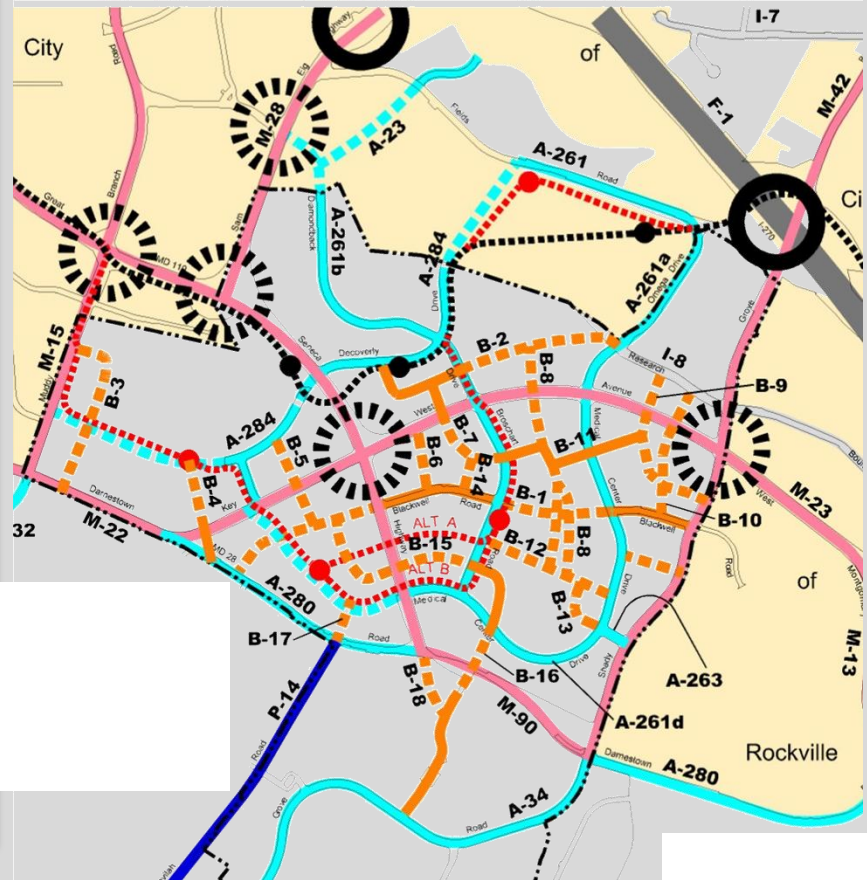


GSSC Master Plan Transportation Network



1990 MPOH Network with Grade Separated Interchanges Noted

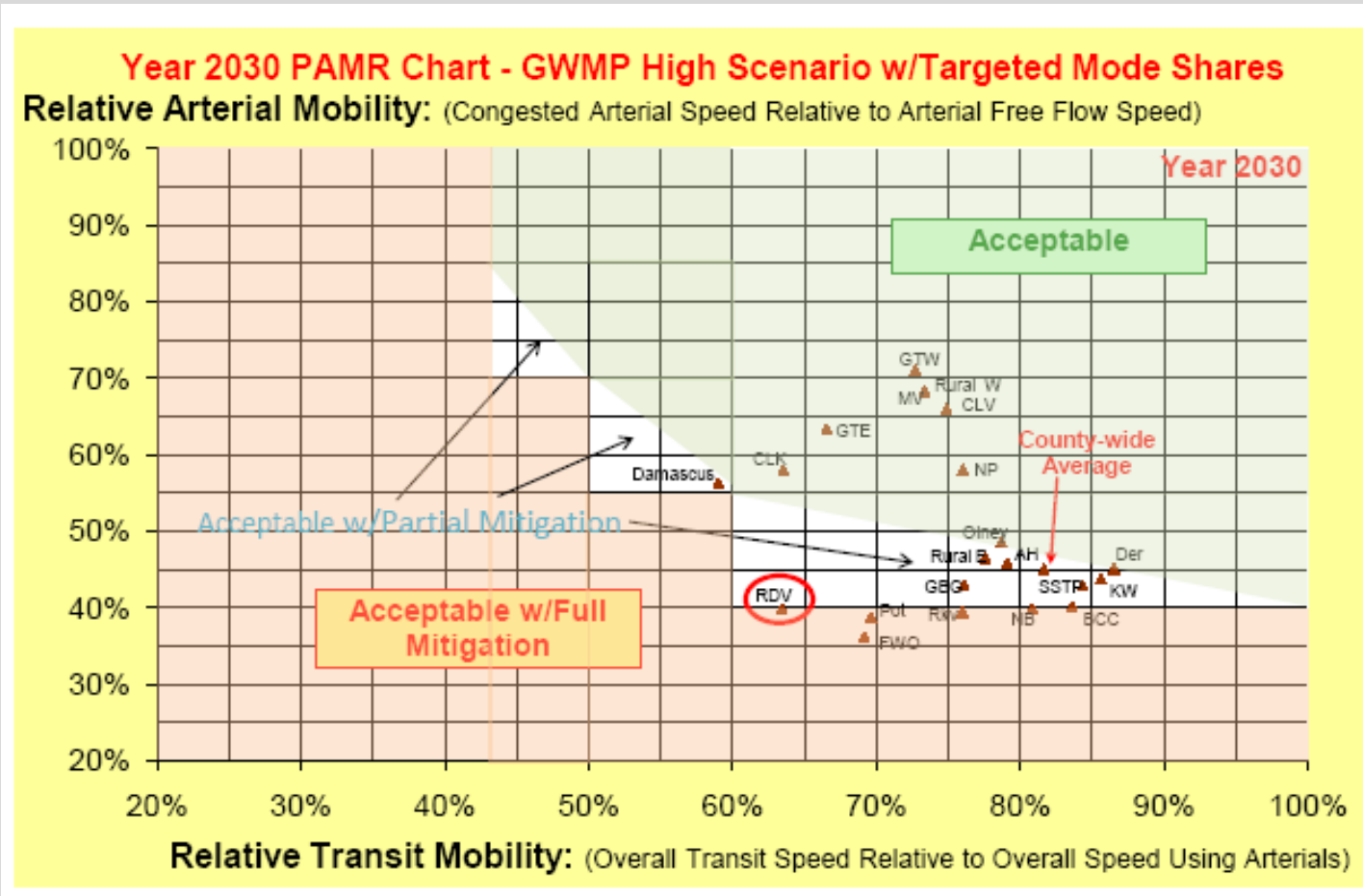
2009 MPOH Proposed Network with Grade Separated Interchanges Noted



GSSC Master Plan – Land Use/Transportation Balance

PAMR Chart – High Scenario

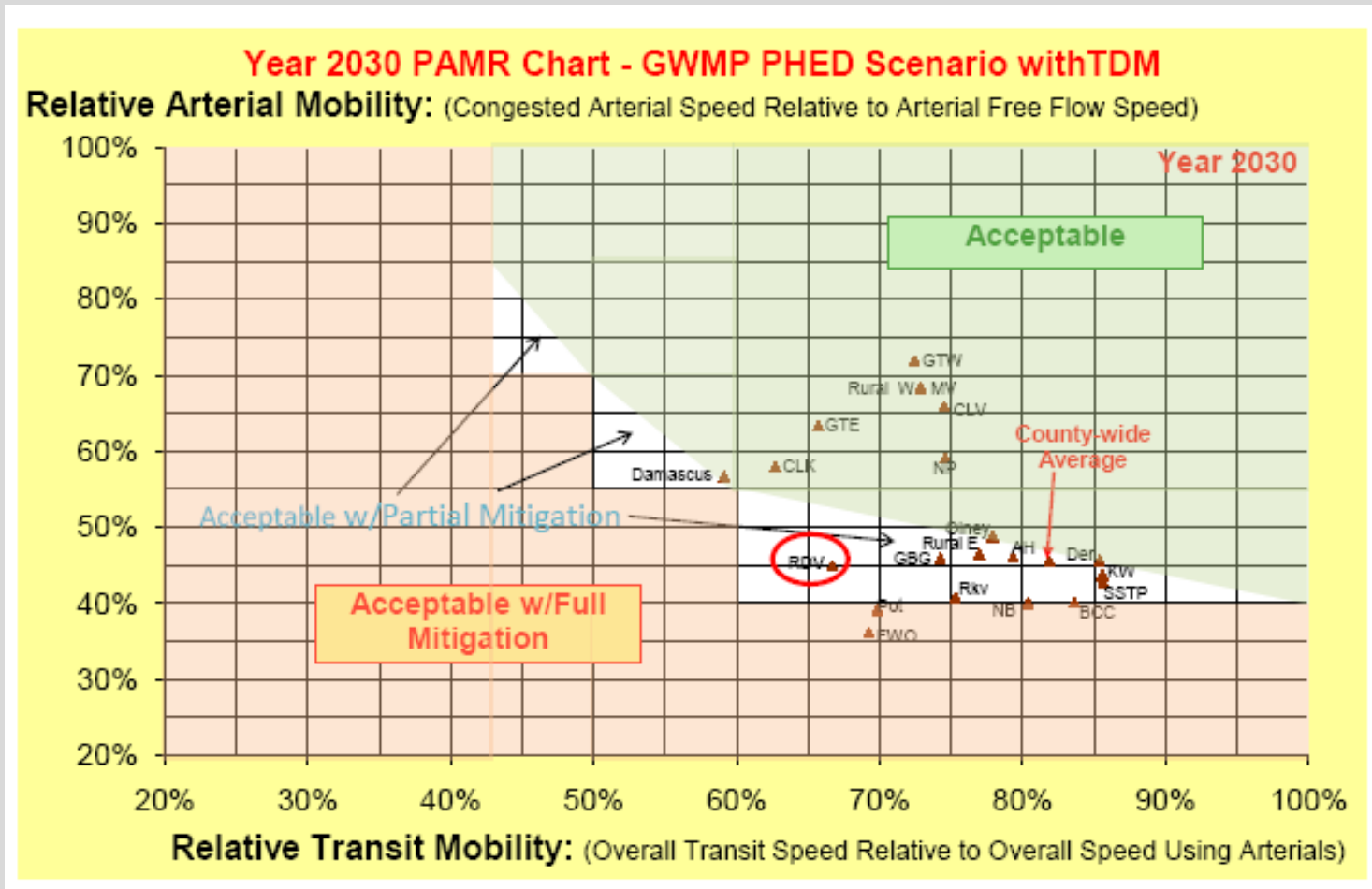
- Transportation/land use balance achieved



GSSC Master Plan – Land Use/Transportation Balance

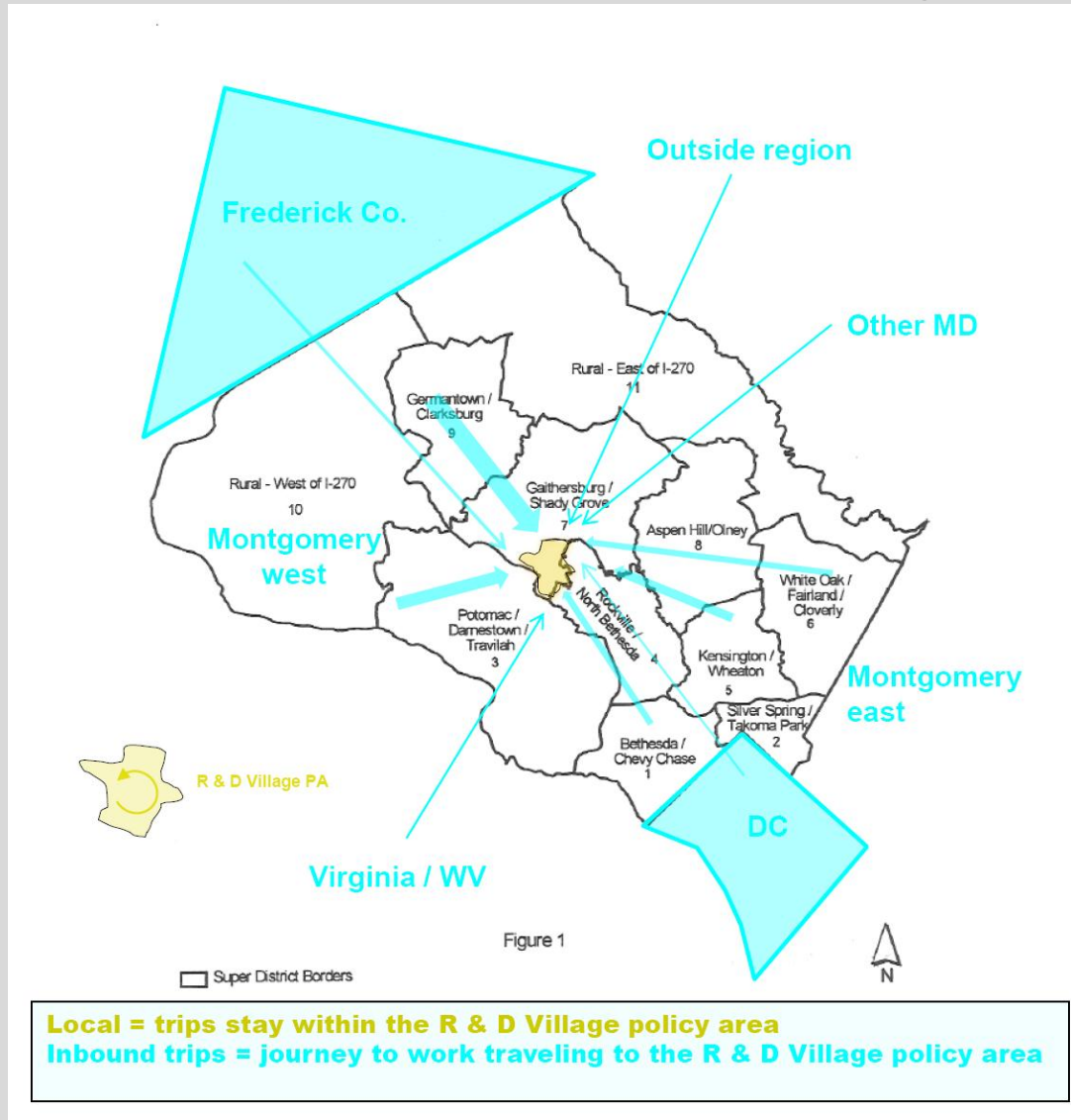
PAMR Chart – PHED Committee Scenario

- Transportation/land use balance achieved



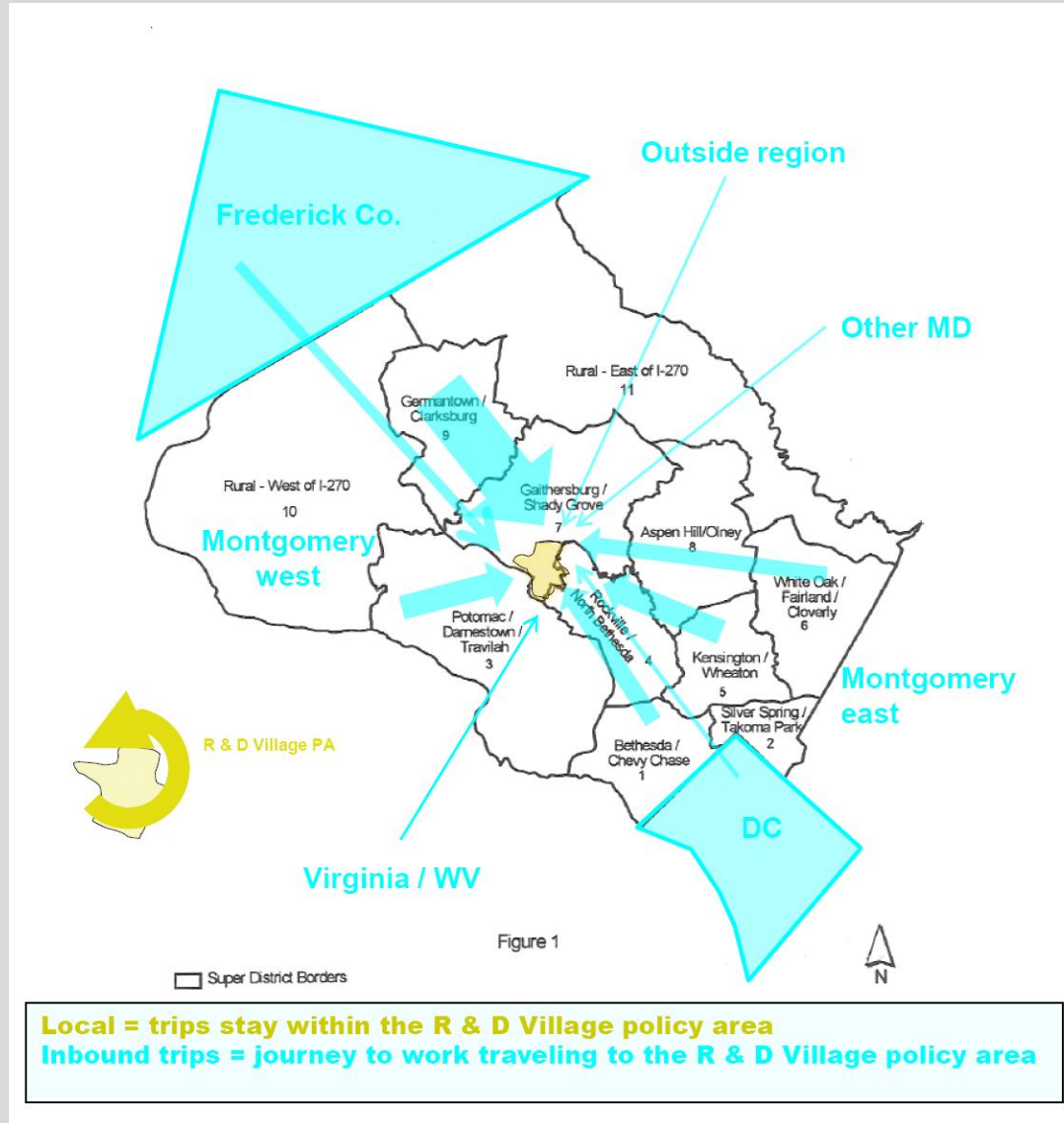
Where **do** LSC workers come from now?

2005 Journey-to-work Trip Patterns – R & D Village PA



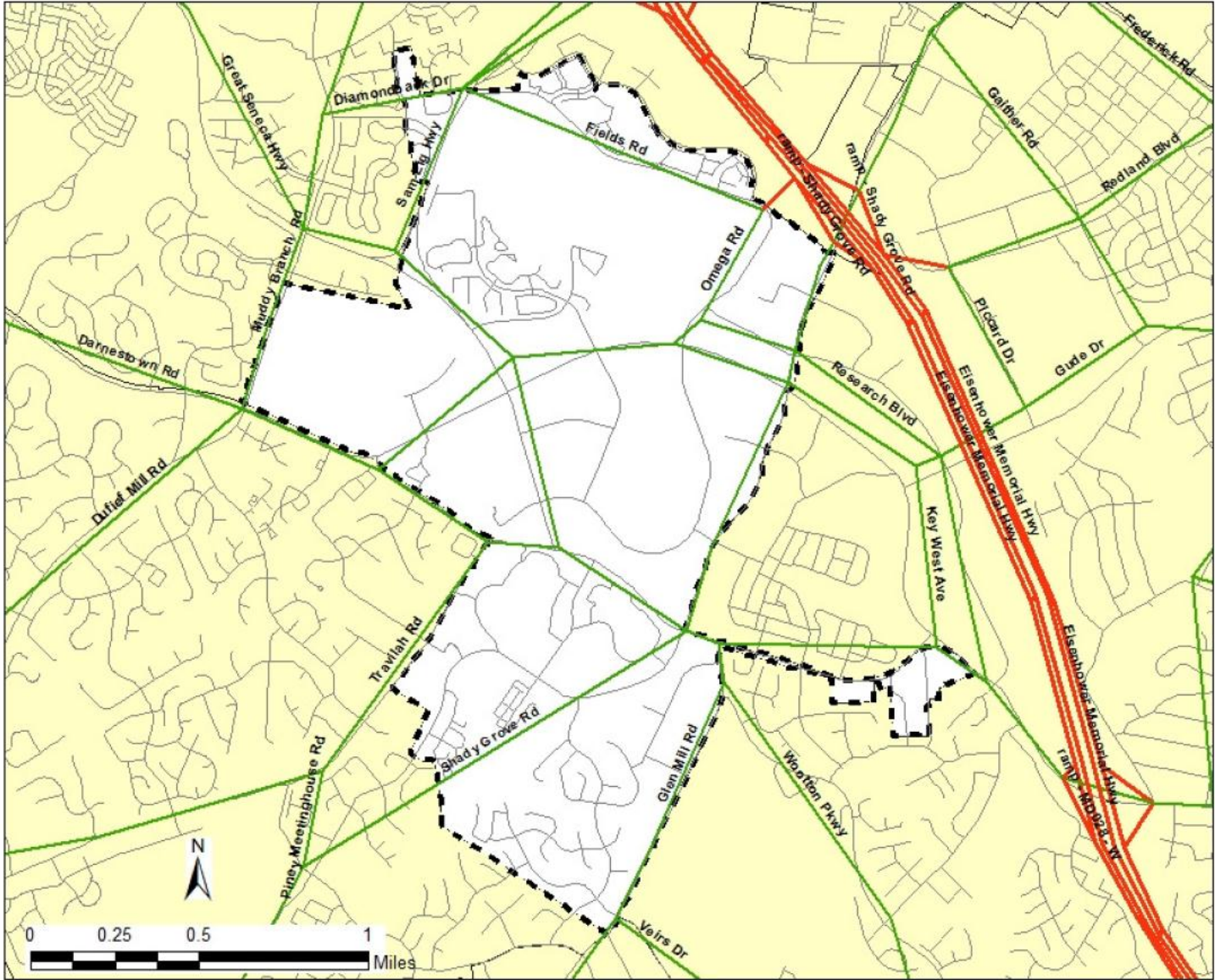
Where **will** LSC workers come from in the future?

2030 Journey-to-work Trip Patterns – R & D Village PA (“High” Scenario)

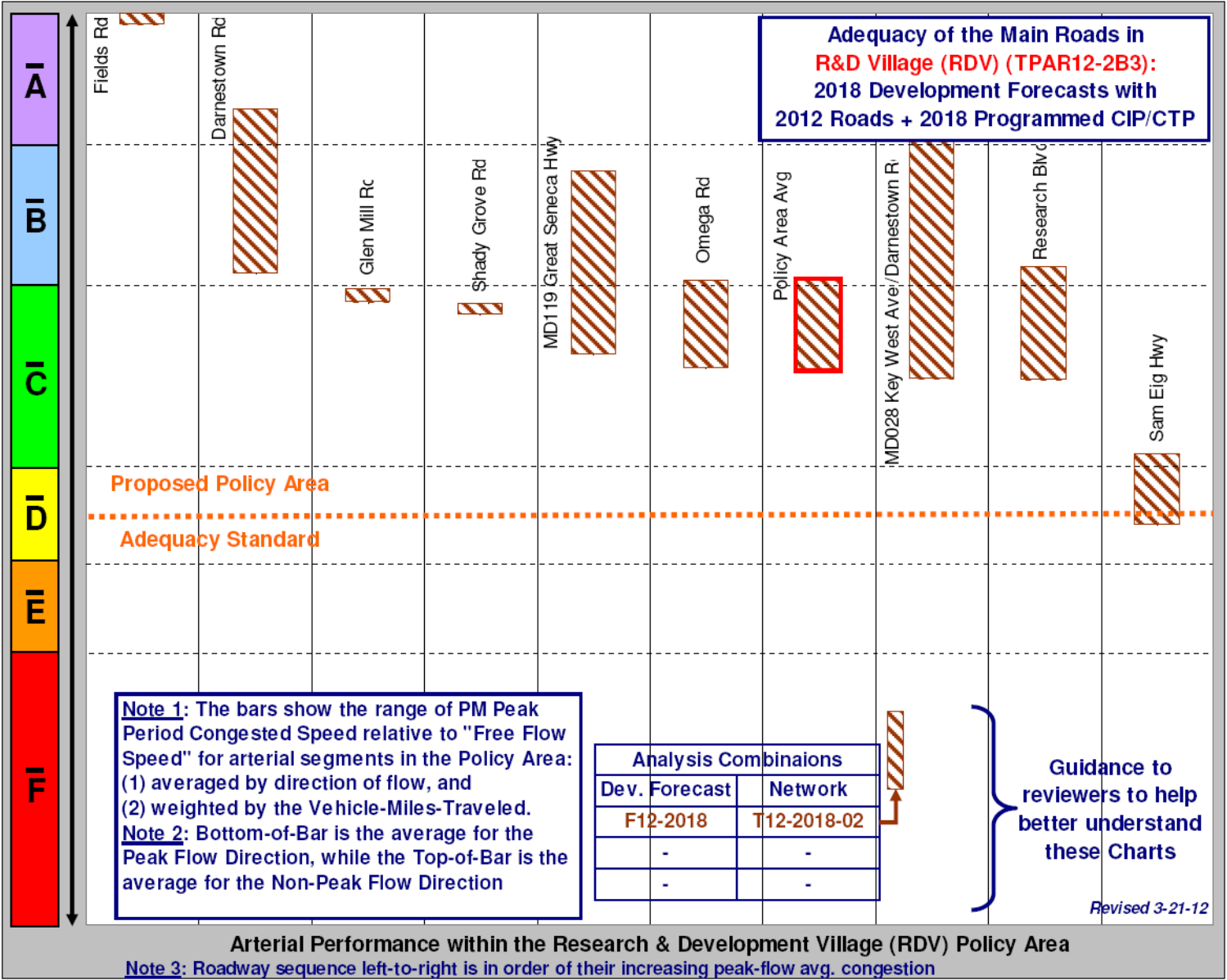


With more density , more internal trips, but most workers will still live in the I-270 Corridor.

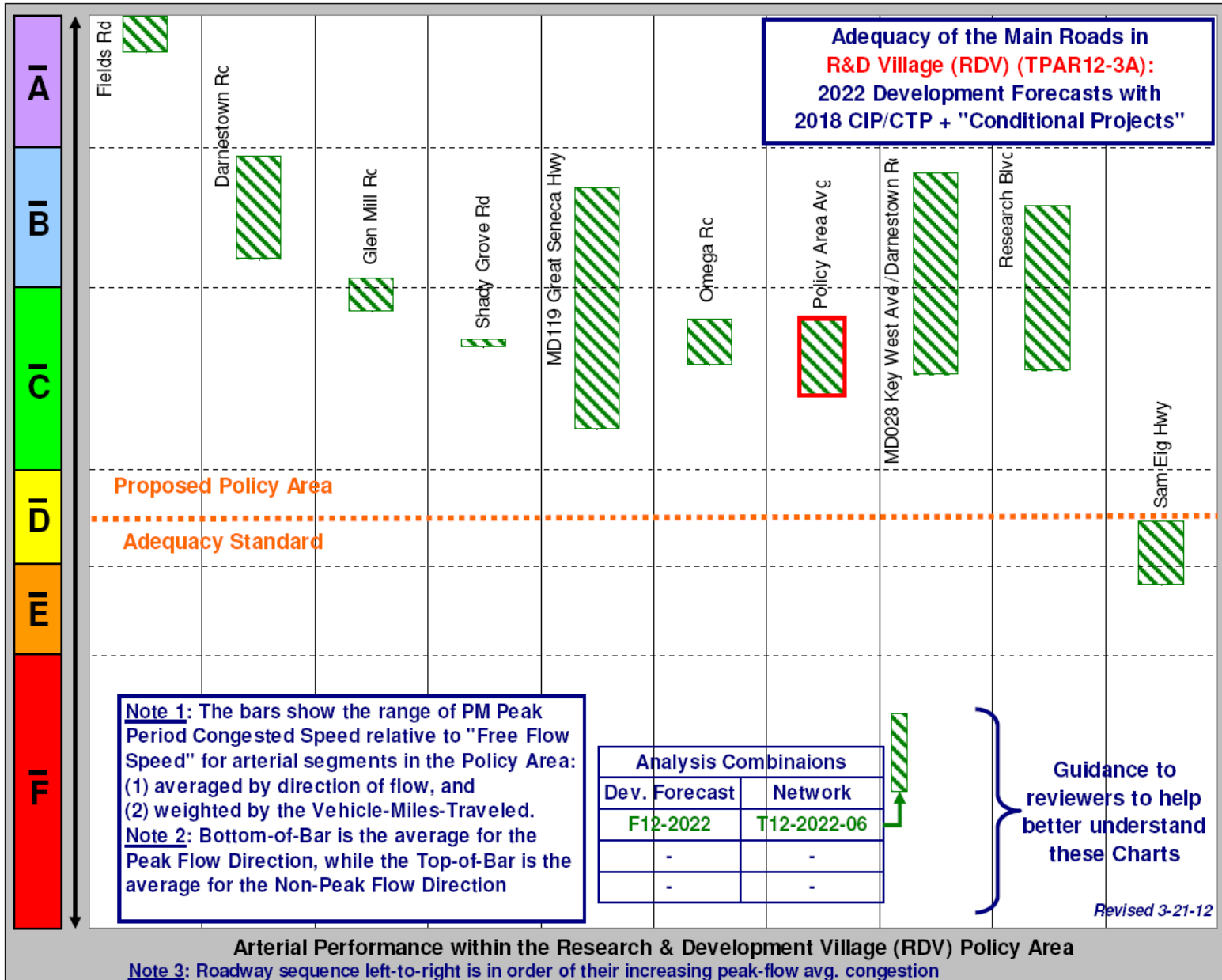
R&DV Policy Area Roadways



TPAR - 2018 Roadway Adequacy



TPAR - 2022 Roadway Adequacy



TPAR - 2040 Roadway Adequacy

