

# NEIGHBORHOOD-FRIENDLY CIRCULATION SYSTEMS

*The Takoma Park Master Plan accommodates local and regional traffic and recommends a system which provides for safe, pleasant, and convenient pedestrian and bicycle access.*

## INTRODUCTION TO THE THEME

The vision of this Master Plan provides adequate roads for vehicular traffic, while emphasizing pleasant pedestrian and bicycle access as an important improvement to the character of communities. Residents of Takoma Park should be able to walk or bike to nearby shops and public services, as well as to more distant regional parks and facilities. Pursuant to this vision, the Plan recommends improvements to the Metropolitan Branch Trail as an addition to County-wide Trails located in both Sligo Creek and Long Branch Stream Valley Parks.

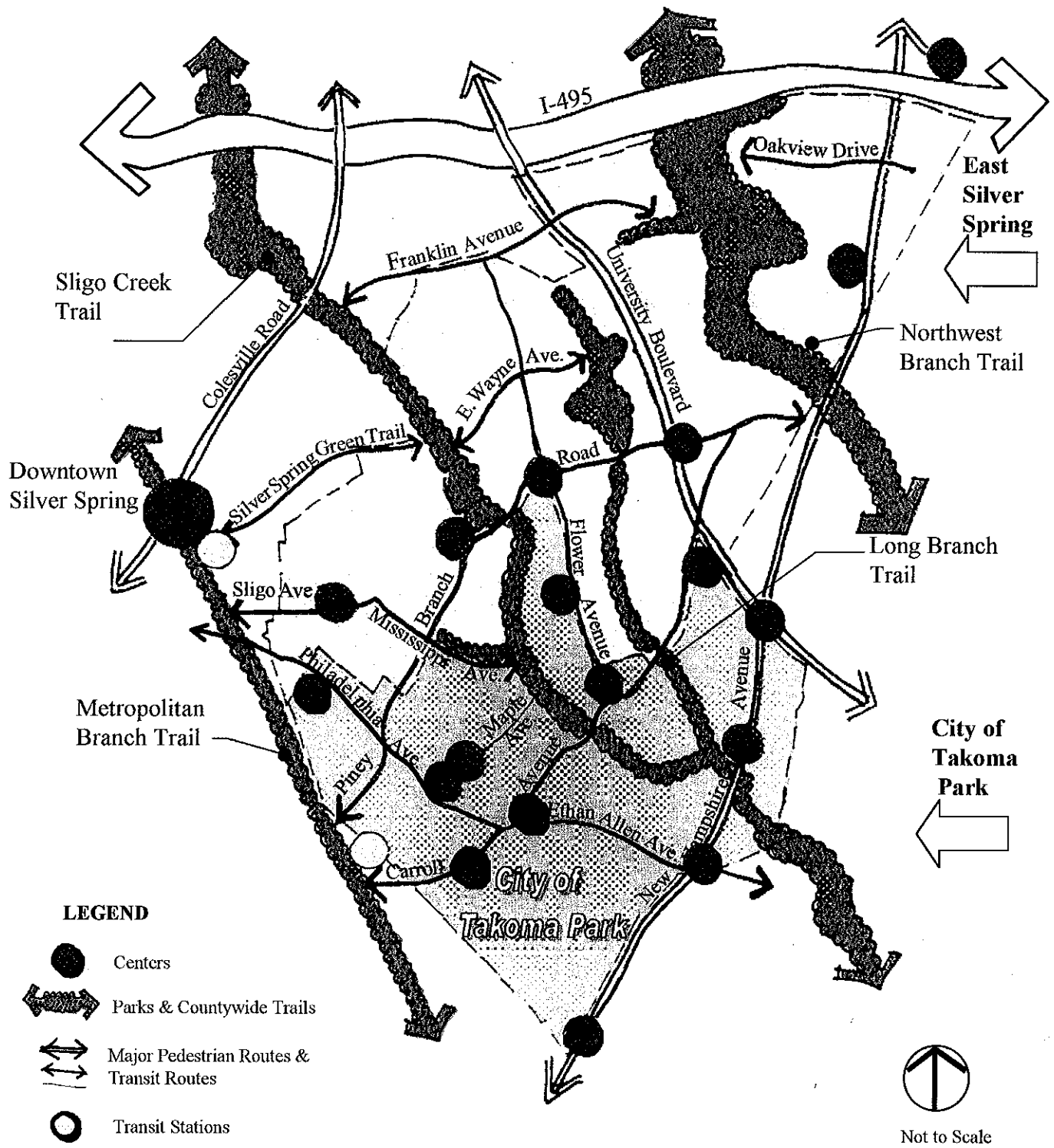
In order to accommodate both local and regional vehicular traffic, this Plan recommends a road system that balances land use and transportation needs. The Plan relies on the roadway classification system used by County and State highway officials to define roadway standards and the ultimate number of lanes. The road classifications include: Major Highway, Arterial, and Primary residential roadways. The Master Plan designates rights-of-way to reserve land needed for road improvements and recommends the number of lanes needed to accommodate traffic. Special consideration has been given to ensure that the recommended rights of way are consistent with protecting community character livability in established neighborhoods.

The Plan addresses traffic congestion, which results from development and economic growth throughout the region, by supporting alternatives to auto travel such as an improved pedestrian environment, completion of bicycle routes, and expansion of transit services. Anticipated traffic growth will result in some congested intersections within Takoma Park during peak periods of travel. Widening of roads in this area is not recommended due to the impact on neighborhoods along the roadways, but minor improvements to several existing intersections are supported. Map 20, Neighborhood-Friendly Circulation, shows major trails and pedestrian routes.

## TRAFFIC CIRCULATION

Existing and forecast traffic conditions in the Takoma Park Planning Area are described in detail in the 1999 *Silver Spring/Takoma Park Transportation and Circulation Report*, prepared by M-NCPPC. This report documents the effects of anticipated Silver Spring CBD Sector Plan development on traffic conditions throughout the greater Silver Spring vicinity. The development envisioned in the Silver Spring CBD Sector Plan reflects an increase of about 2,000 households and 8,000 jobs over current levels. Increased traffic volumes in Takoma Park are expected to be due primarily to the Silver Spring CBD development. The recommended roadway capacity improvements identified in this section are therefore based on the recommendations described in the *Silver Spring/Takoma Park Transportation and Circulation Report*, which is included in Appendix G as a background report.

From a Policy Area perspective, the Plan described herein provides an adequate transportation system based on current areawide congestion standards specified in the Annual Growth Policy (see the Glossary regarding the Annual Growth Policy, or the AGP). The *Silver Spring/Takoma Park Transportation and Circulation Report*, however, identifies individual intersections where the forecast Critical Lane Volume (CLV) is substandard, even after recommended capacity improvements are made. The circulation system recommendations are designed to accommodate travel demand



for the year 2020. Additional details regarding the travel demand forecasting process are provided in the *Silver Spring/Takoma Park Transportation and Circulation Report*, which is in Appendix G as a Background Supplement.

Map 21 shows Forecast Intersection Congestion, assuming that recommended improvements are in place. At some locations, intersection congestion will remain worse than the standard. In some instances, the Master Plan does not explicitly recommend roadway capacity improvements to achieve current Local Area Transportation Review standards, for four reasons:

1. A major goal of this Plan is to make the circulation system more neighborhood-friendly. In some cases, improvements which increase roadway capacity are undesirable due to negative community impacts. This Plan also supports the County's neighborhood traffic protection programs which have been successful in keeping commuter traffic on major highways and arterials.
2. The intersection forecasting methodology used is most appropriate for identifying short-term, localized improvements. The *Silver Spring/Takoma Park Transportation and Circulation Report* examines the areawide impact of development over a 20-year time frame. The results are therefore useful for assessing long-term trends, but not for programming 20-year needs on an intersection-specific basis.
3. The extent of new development recommended in the Takoma Park Master Plan is nominal, particularly in comparison to planned Silver Spring CBD development.
4. Changes to the congestion standards could be adopted during the Master Plan time frame. The County Council conducts biennial reviews of the AGP Policy Element. The most recent changes to the congestion standards in Takoma Park were adopted in 1994.

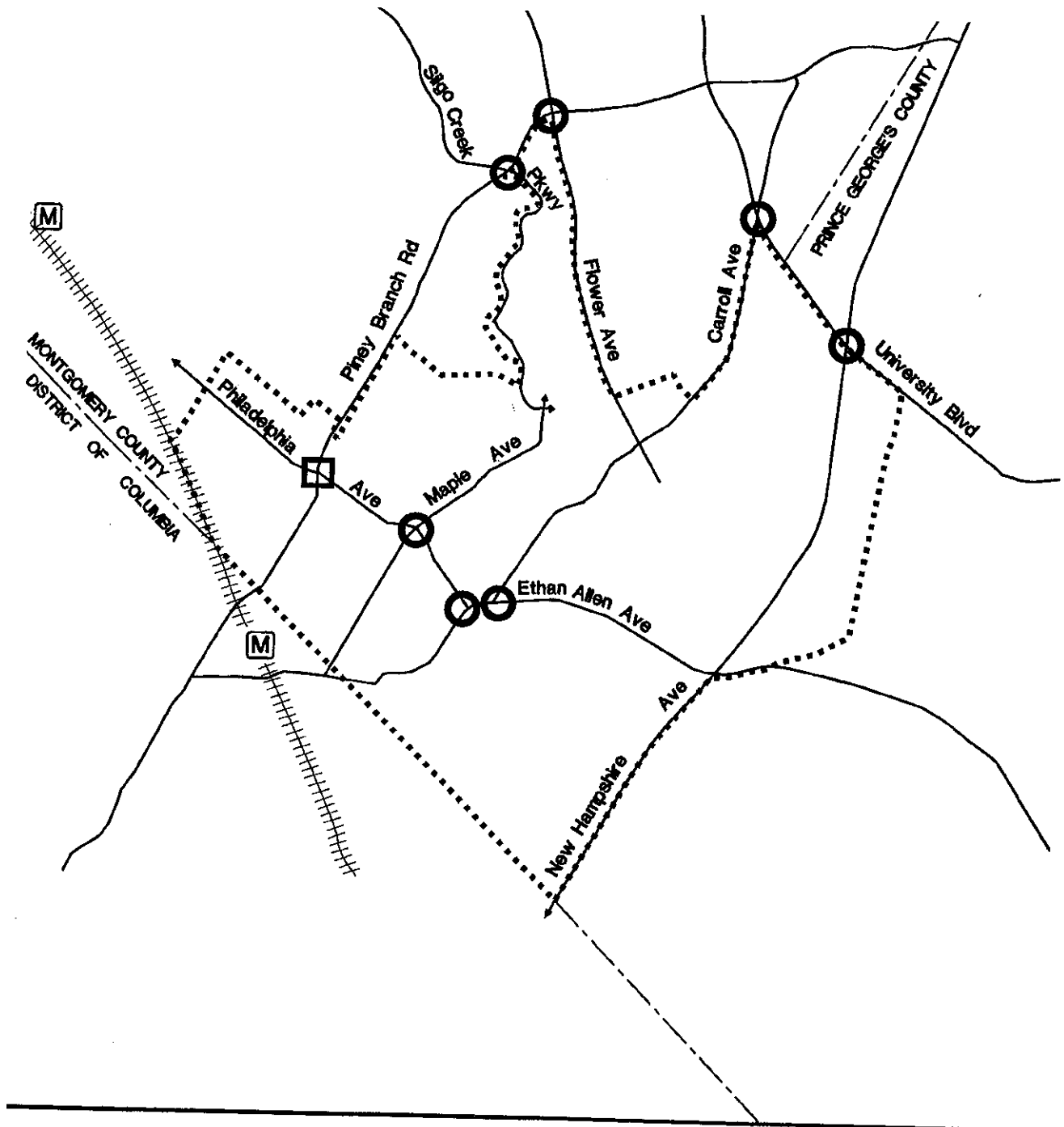
### ***Recommendations***

- **This Plan recommends future improvements from the *Silver Spring/Takoma Park Transportation and Circulation Report* which can be implemented without severe community impacts including:**
  1. Along Piney Branch Road at Sligo Creek Parkway, reconstruct Piney Branch Road as a three-lane section with exclusive turn lanes at the intersection.
  2. Along Philadelphia Avenue at Maple Avenue, add a left turn lane to Philadelphia Avenue and remove the dedicated signal phasing.
- **Additional capacity improvements throughout the Plan area should be considered on a case-by-case basis as needs arise. Should a desirable development opportunity affect an intersection where congestion standards would otherwise preclude its consideration, the development might be accommodated by one or more of the following means:**
  1. Develop a more aggressive traffic mitigation program.
  2. Provide capacity improvements other than those explicitly described in this Plan.
  3. Revise the congestion standards.

The first two means above may be pursued through the regulatory process, whereas the third means requires a change to the AGP made by the County Council. In either case, this Plan recognizes that some flexibility is appropriate to encourage revitalization.

# Forecast Intersection Congestion

Map 21



## LEGEND

- County Line
- ..... Master Plan Boundary
- CLV < 1650 (Better Than Standard)
- CLV > 1650 (Worse Than Standard)
- Ⓜ Metro Station
- +++++ Railroad

Not To Scale



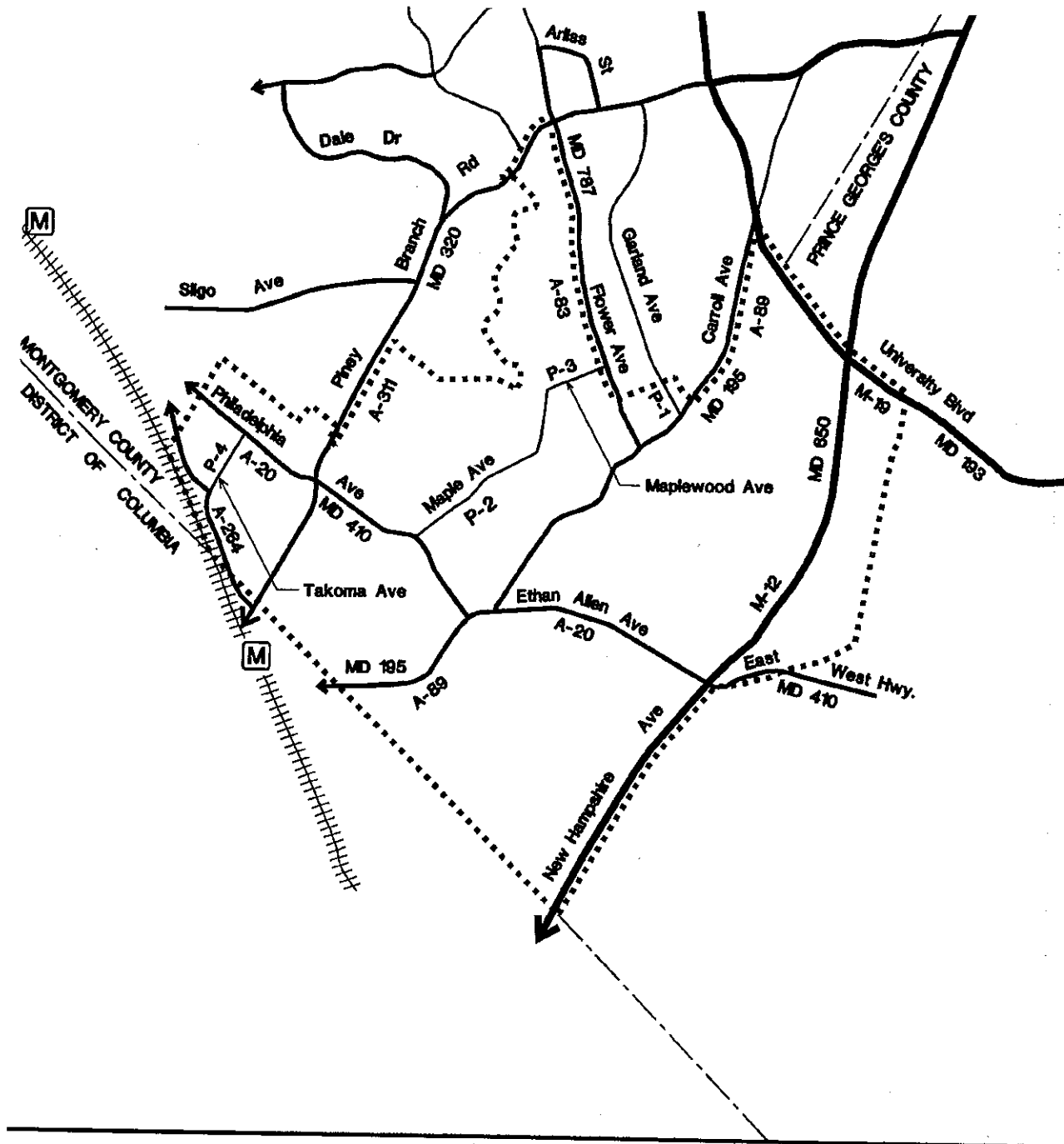
- **Streets which are within the public right-of-way but are not built (known as paper streets) should be retained in public ownership unless they are no longer needed for public auto, pedestrian, or bicycle access, or for other public use.**

A Road Classification system is used by County and State transportation officials to state the basic purpose of each street, to identify the minimum right-of-way, and to state the recommended number of travel lanes for each road. A typical cross section is provided for each classification to show how travel lanes, medians, landscaped areas, and sidewalk areas are included within the right-of-way for each street. The classifications of roadways in Takoma Park are Major Highways, Arterials, Primaries, and Residential Roads. See Map 22 and Table 6, Road Classifications.

The table recommends rights of way for many primary and arterial streets that are less than the standard 70' or 80'. The reductions in the recommended rights-of-way will help to protect community character and livability in established neighborhoods. The existing number of lanes on roads will be maintained with adequate space for improvements for pedestrians and bicyclists and for turn lanes at intersections. Where greater right-of-way may be needed in the future, there is flexibility for future acquisition.

### *Recommendations*

- **Major Highways and Arterials should continue to serve regional and area traffic needs and thereby limit traffic impacts on local and neighborhood streets.** Improvements to these roads may be needed to upgrade the character of an area or to improve motorist, pedestrian, or bicyclist safety.
- **Change the roadway classification for Piney Branch Road from a Major Highway to an Arterial for the Takoma Park portion between University Boulevard and the District of Columbia line.**
- **The right-of-way on University Boulevard should remain at 120 feet, except that where any existing right-of-way is greater than 120 feet, the existing right-of-way should be maintained.** However, future studies could result in the need for increased right-of-way requirements along University Boulevard for sidewalks and streetscape improvements, but not to exceed 150 feet.
- **Approve minimum rights-of-way and apply the following guidelines for primary and arterial roads:**
  1. Where the existing right-of-way is greater than the “minimum right-of-way”, the existing right-of-way is recommended. The “minimum right-of-way” in Table 6 is not intended to result in the loss of existing right-of-way.
  2. The recommended right-of-way is the minimum expected for dedication at the time of subdivision.
  3. Right-of-way continuity within each block is desirable. On a block where most lots have already dedicated more than the minimum, the remaining lots may be asked to dedicate to match their neighbors.
  4. All arterial and primary roads should be closed section (curb and gutter).
  5. One intent of these reduced rights-of-way is to avoid taking existing buildings.
  6. At the time of Preliminary Plan or Facility Plan, the following will be determined on a case-by-case basis:
    - a. Final roadway design, including lane widths and tree locations
    - b. Final right-of-way widths and locations
    - c. Any easement widths and locations
  7. Rights-of-way may still be increased at intersections. Turn lanes may be added.



LEGEND

- County Line
- ..... Master Plan Boundary
- Major Highway
- M-12
- A-20
- P-2
- Primary Residential Road
- M Metro Station

+++++ Railroad

Not To Scale



**Table 6**

**ROADWAY CLASSIFICATIONS**

Master Plan Roadway Designation	Name	Limit	Minimum Right-of-Way	Recommended Number of Lanes
M-12	New Hampshire Avenue (MD 650)	University Boulevard to District of Columbia line	150'	6 divided
M-19	University Boulevard (MD 193)	Carroll Avenue to Prince George's County line	120'	6 divided
A-20	Philadelphia Avenue (MD 410)	Chicago Avenue to Carroll Avenue	50'	2
	Ethan Allen Avenue (MD 410)	Carroll Avenue to New Hampshire Avenue	50'	2
	East West Highway (MD 410)	New Hampshire Avenue and Prince George's County line	90'	4
A-83	Flower Avenue (MD 787)	Piney Branch Road to Carroll Avenue	55'	2
A-89	Carroll Avenue (MD 195)	University Boulevard to Glenside Drive	90'	2
		Glenside Drive to Ethan Allen Avenue	50'	2
		Ethan Allen Avenue to Tulip Avenue	55'	2
		Tulip Avenue to Laurel Avenue	70'	2
		Laurel Avenue to District of Columbia line	70'	2
A-264	Fenton Street	Chicago Avenue to Takoma Avenue	80'*	2
	Takoma Avenue	Fenton Street to District of Columbia line	80'*	2
A-311	Piney Branch Road (MD 320)	Philadelphia Avenue to District of Columbia line	70'	2
		Mississippi Avenue to Philadelphia Avenue	80'	2
		Sligo Creek Parkway to Flower Avenue	80'*	4
P-1	Garland Avenue	East Silver Spring boundary to Carroll Avenue	60'	2
P-2	Maple Avenue	Philadelphia Avenue to Maplewood Avenue	60'	2
P-3	Maplewood Avenue	Maple Avenue to Flower Avenue	60'	2
P-4	Takoma Avenue	Philadelphia Avenue to Fenton Street	60'	2

1. The recommended number of lanes refers to the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Rights-of-way are considered to be measured symmetrically based upon roadway centerline unless noted with an asterisk\*.
2. Additional dedications or construction easements on adjacent private property may be needed. The amount will be determined on a case by case basis. The right-of-way will not necessarily be wide enough to include the standard 2-foot clearance for construction.
3. The initial estimates of right-of-way widths were rounded "up" to the nearest 5 feet to establish the minimum right-of-way.
4. These minimum rights-of-way do not assume final road designs that match the "Typical Road Sections" for primary and arterial roads in the Design Standards for Montgomery County, by DPWT, revised in February 1996.
5. Rights-of-way may still be reduced by the Planning Board below that recommended in Table 6. An easement may still be used in lieu of right-of-way.

# PEDESTRIAN SYSTEM

## Master Plan Area Sidewalks and Trails

Walking is an important part of life in Takoma Park. This Plan provides guidance for a pedestrian system, serving both recreational routes and commuter or errand routes. The Plan recognizes that existing conditions be considered (right-of-way availability, trees, topography, and the interests of adjacent property owners) when designing route improvements. The recommendations of this Master Plan should be implemented by existing City, County, and State agencies and by private developers. This Plan makes general recommendations for the area pedestrian system, as well as for pedestrian and streetscape improvements along specific roadways.

### *Recommendations*

- **Improve pedestrian access to shopping areas, transit, and community facilities by providing wide, tree-lined sidewalks and good street crossings throughout the area.** Improve crossings with pedestrian signals and limitations on right turns, where appropriate.

Good pedestrian walkways should be provided in all residential areas. The most important routes are identified by their main function and should be given priority. In many places while sidewalks currently exist, they are not adequate and should be improved.

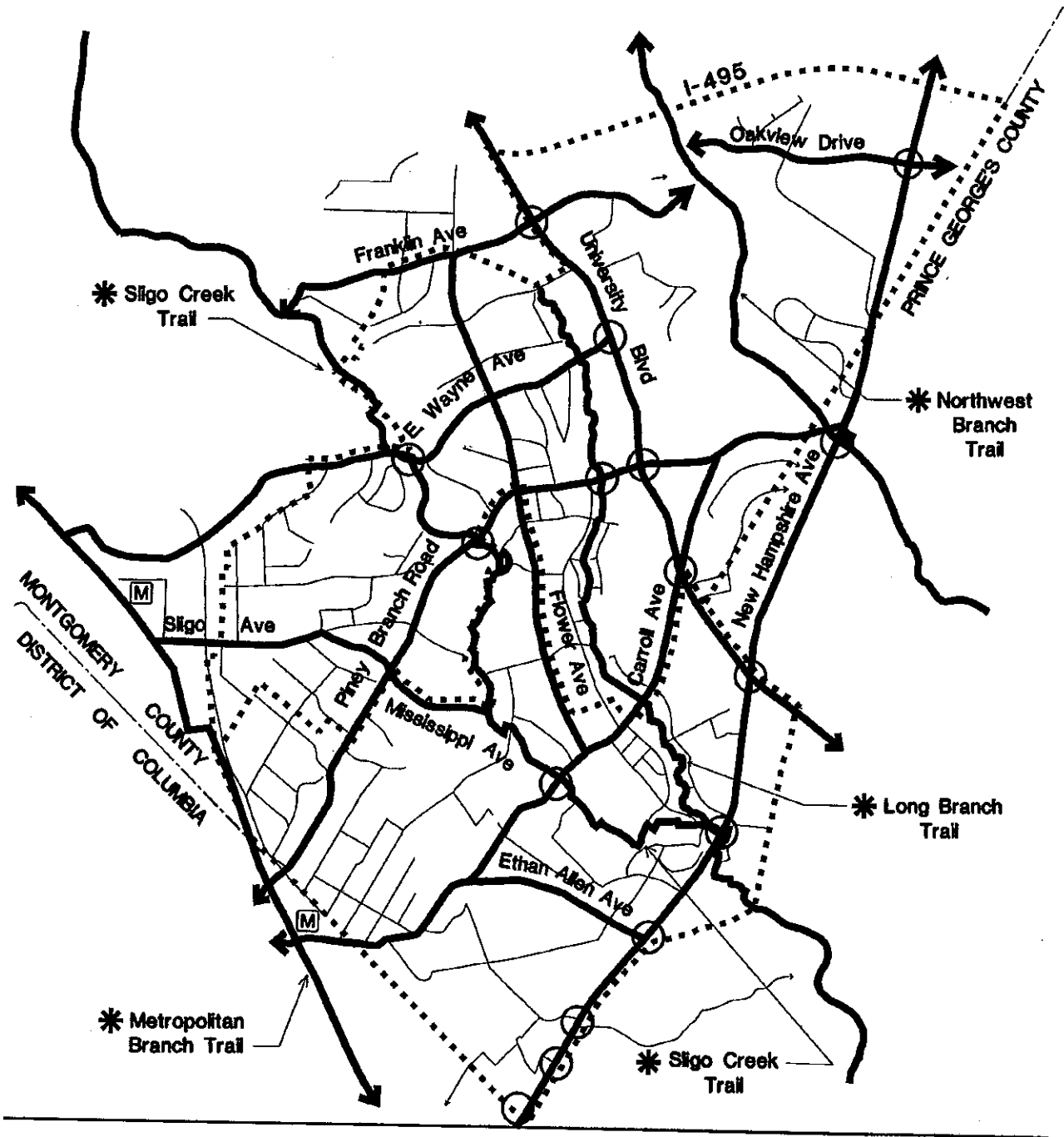
- **Provide a system of sidewalks and paths with the following components:**

**Pedestrian System Framework:** Map 23 shows the routes which form the framework for pedestrian access in Takoma Park. These include streets with major transit routes and County-wide trails, such as the Sligo and Long Branch Stream Valley Park trails. Streetscape enhancement, which provides improved pedestrian access, is recommended along various streets in the area. Other major routes are shown, connecting the Municipal Center and Adventist facilities to the Silver Spring and Takoma transit station. A system of existing and potential neighborhood routes is also shown on the map.

**Major Neighborhood Routes:** These are routes that connect neighborhoods to important community destinations. The major neighborhood routes connect to the pedestrian system framework routes, as well as to parks, schools, and commercial and institutional centers. Maps and Tables showing potential neighborhood routes and trail access points are available in a supplemental document called "Pedestrian Routes and Bikeways," Preliminary Study, 2001. This report is a work in progress which should be finalized as part of the implementation efforts to follow adoption of the Master Plan. Development of final neighborhood routes and the trail access points should be a City-wide effort that incorporates the needs and desires of local neighborhoods. For example, it is important to connect the Colby and Cherry Avenues area to the Sligo Creek trail.

**Other Local Pedestrian Routes:** Sidewalks along other neighborhood streets are not shown on the Pedestrian System-Framework Routes map. While flexibility is recommended to meet a local access need, the priority for public sidewalk projects should go to the Pedestrian System-Framework or the Major Neighborhood Routes. Where very few cars use a street, and sidewalks are not desired by residents, a mixed street can be designated. Traffic calming measures should be considered along both selected Major Neighborhood Routes and other local neighborhood streets.





LEGEND

- Master Plan Boundary
- - - - - County Line
- Major Sidewalks and Trails
- Major Neighborhood Routes
- Major Pedestrian Crossings
- Ⓜ Metro Station

\* Countywide Trails

Not To Scale



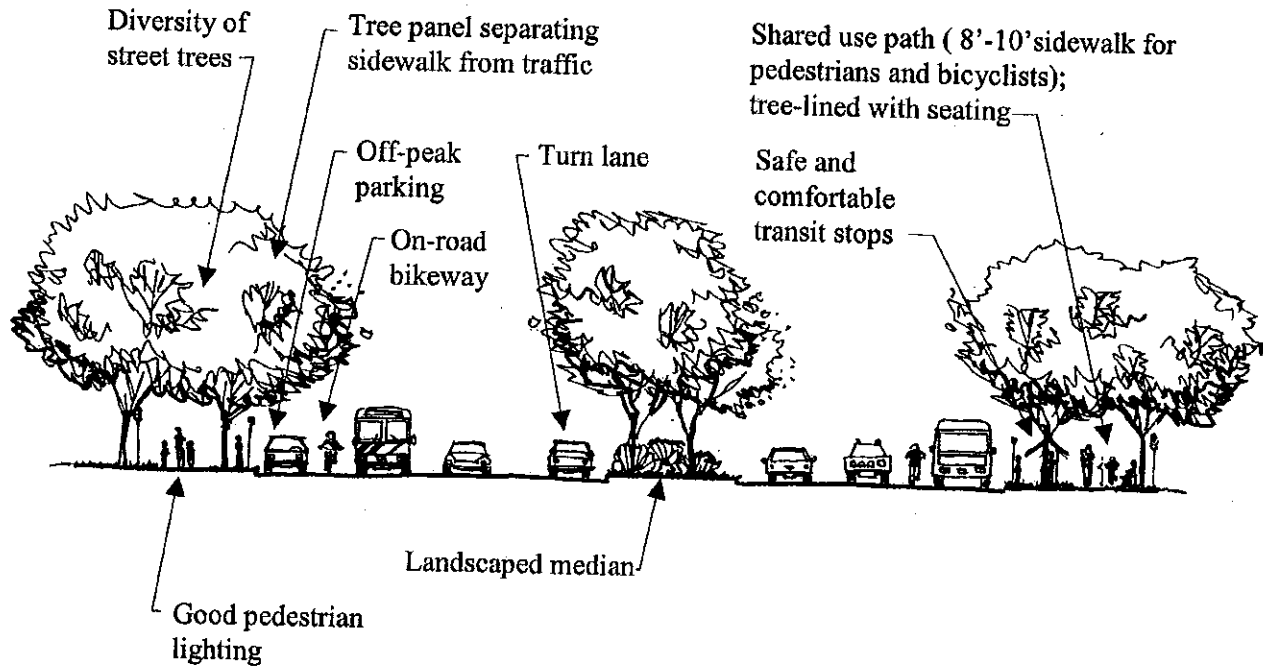
## Streetscape Treatments

### *University Boulevard Recommendations*

- **Provide tree-lined sidewalks, landscaped medians, and street trees in wide panels separating sidewalks from traffic. Provide on-road bikeways and “shared use paths” (8-foot to 10-foot-wide sidewalks) on both sides. (See Bikeway section.)**
- **The right-of-way on University Boulevard should remain at 120 feet, except that where any existing right-of-way is greater than 120 feet the existing right-of-way should be maintained. However, future studies could result in the need for increased right-of-way requirements along University Boulevard for sidewalks and streetscape improvements, but not to exceed 150 feet.**
- **Coordinate enhancements to University Boulevard and New Hampshire Avenue with Prince George’s County, State Highway Administration, and the City of Takoma Park.**
- **Prepare a concept study of improvements to the pedestrian environment and to the attractiveness of the area along University Boulevard.** A streetscape concept is shown in Figure 2. The study should address:
  1. Provision of a streetscape and landscaping treatment, possibly reflecting the international character of businesses along University Boulevard.
  2. Enhancement of selected locations to improve pedestrian comfort and safety and to improve character, such as bus stops and pedestrian crossings.
  3. Provision of on-street parking during off-peak periods to buffer pedestrians from moving traffic, provide parking options for residents, and reduce traffic speeds.
  4. Enhancement of the existing gateway features of University Boulevard at Takoma/Langley Crossroads.
- **Revise this Master Plan if the “Purple Line” transit alignment is approved along University Boulevard.** Revisions to the Takoma Park Master Plan should reflect any needed changes in right-of-way or easement acquisition, or changes in land use, design, and zoning recommendations. The transit alignment is an alternative under study by the State of Maryland as part of the Capital Beltway Major Investment Study.

### *New Hampshire Avenue Recommendations*

- **Provide tree-lined sidewalks, landscaped medians, and street trees in and wide panels separating sidewalks from traffic. Provide on-road bikeways and “shared use paths” (8-foot to 10-foot-wide sidewalks) on both sides . (See Bikeway section.)**
- **Acquire right-of-way to the full 150-foot standard to provide adequate space for landscaping and sidewalks. (Assumes the Department of Public Works and Transportation Design Standard number MC-218.02.) Purchase the land or acquire it through dedication-at-redevelopment.**
- **Coordinate enhancements to University Boulevard and New Hampshire Avenue with Prince George’s County, State Highway Administration, and the City of Takoma Park.**



- **Prepare a concept study of improvements to the pedestrian environment and to the attractiveness of the area along New Hampshire Avenue.** A streetscape concept is shown in Figure 2. The study should address:
  1. Addition of trees and landscaping to medians and to the edges of roads within rights-of-way.
  2. Conformance to setback requirements for parking lots and buildings along the roadway to provide space for sidewalk easements behind tree panels where the right-of-way is not adequate.
  3. Enhancement of selected locations to improve pedestrian comfort and safety and to improve character, such as bus stops and pedestrian crossings. Improvement should include crossings of New Hampshire Avenue at:
    - University Boulevard
    - Holton Lane
    - Sligo Creek Trail
    - Larch Avenue
    - Ethan Allen Avenue
    - Poplar Avenue
    - Sheridan Street
    - Eastern Avenue
  4. Provision of gateway enhancements at the Maryland Gateway at Eastern Avenue and at Ethan Allen Avenue.

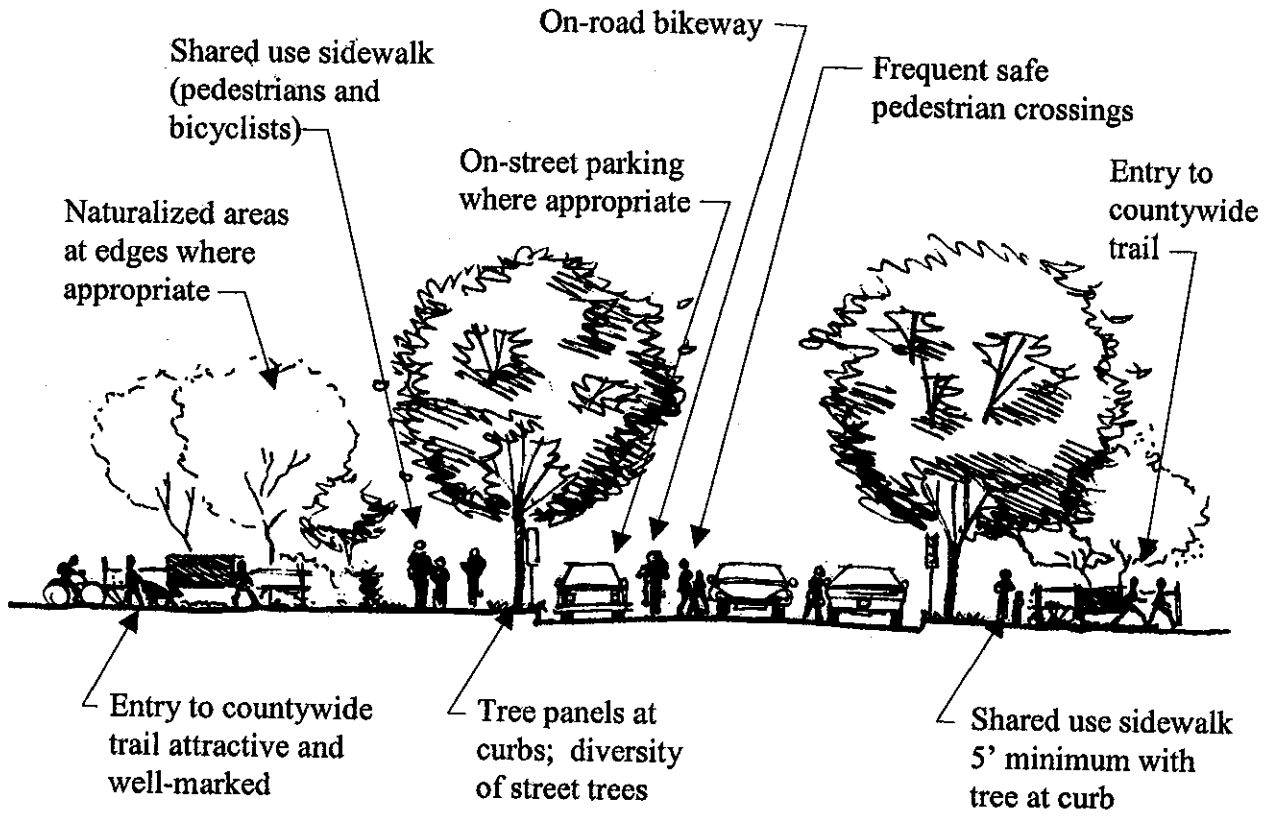
***Piney Branch Road, and Carroll Avenue, and Fenton Street Recommendations***

- **Provide streetscaping along Piney Branch Road, Carroll Avenue, and Fenton Street (see Figure 3) in Takoma Park, as follows:**
  1. Provide sidewalks on both sides of the road with trees to shade both the sidewalks and the travel lane. The sidewalk should be set back from the curb to separate users from traffic. Future detailed design studies will determine the final design. Minimize impacts on front yards.
 

Where shared-use sidewalks are appropriate (see Bikeway section) ensure that the sidewalk is designed to accommodate safely and comfortably both pedestrians and the expected number of bicyclists. Provide on-road bikeways as recommended in the Bikeway section.

Acquisition of additional right-of-way or easements may be needed in some cases. Flexible design, done on a case-by-case basis, is essential.
  2. Provide frequent safe pedestrian crossings to ensure good access to the combined pedestrian/bike routes from surrounding neighborhoods.
 

Safe crossings of major intersections, such as Carroll Avenue at University Boulevard, are especially needed since these are the most difficult to cross due to traffic volumes and number of lanes.



- **Provide streetscaping along Piney Branch Road, in coordination with the East Silver Spring Master Plan, to include:**
  1. Improve the intersections with Sligo Creek Parkway and Flower Avenue to better accommodate pedestrian access to transit and provide good pedestrian and bikeway crossings while still ensuring adequate levels of service for traffic flow.
  2. Maintain the four-through-lane section from Sligo Creek Parkway to New Hampshire Avenue to ensure good traffic flow.
- **Provide streetscaping along Carroll Avenue from University Boulevard to Takoma Junction. Edge trees and landscaping should be used to narrow the roadway visually. (See Figure 3.)**
- **Improve Carroll Avenue from Takoma Junction to Takoma Old Town.** Extend the existing character of Old Town by adding trees and improving the sidewalk on the south side along with other streetscape enhancements. Consider providing an 8-foot “shared-use path.” Acquire easements or right-of-way as needed. (See Figure 4.) (See Bikeway section.)
- **Coordinate improvements to Carroll Avenue from Old Town to the Takoma Metro station with the District of Columbia.** Prepare a design study for streetscape improvements in this area.
- **Provide streetscaping along Fenton Street to provide a continuous, attractive link between the CBD and Montgomery College and provide an attractive gateway to the CBD and to the campus.**

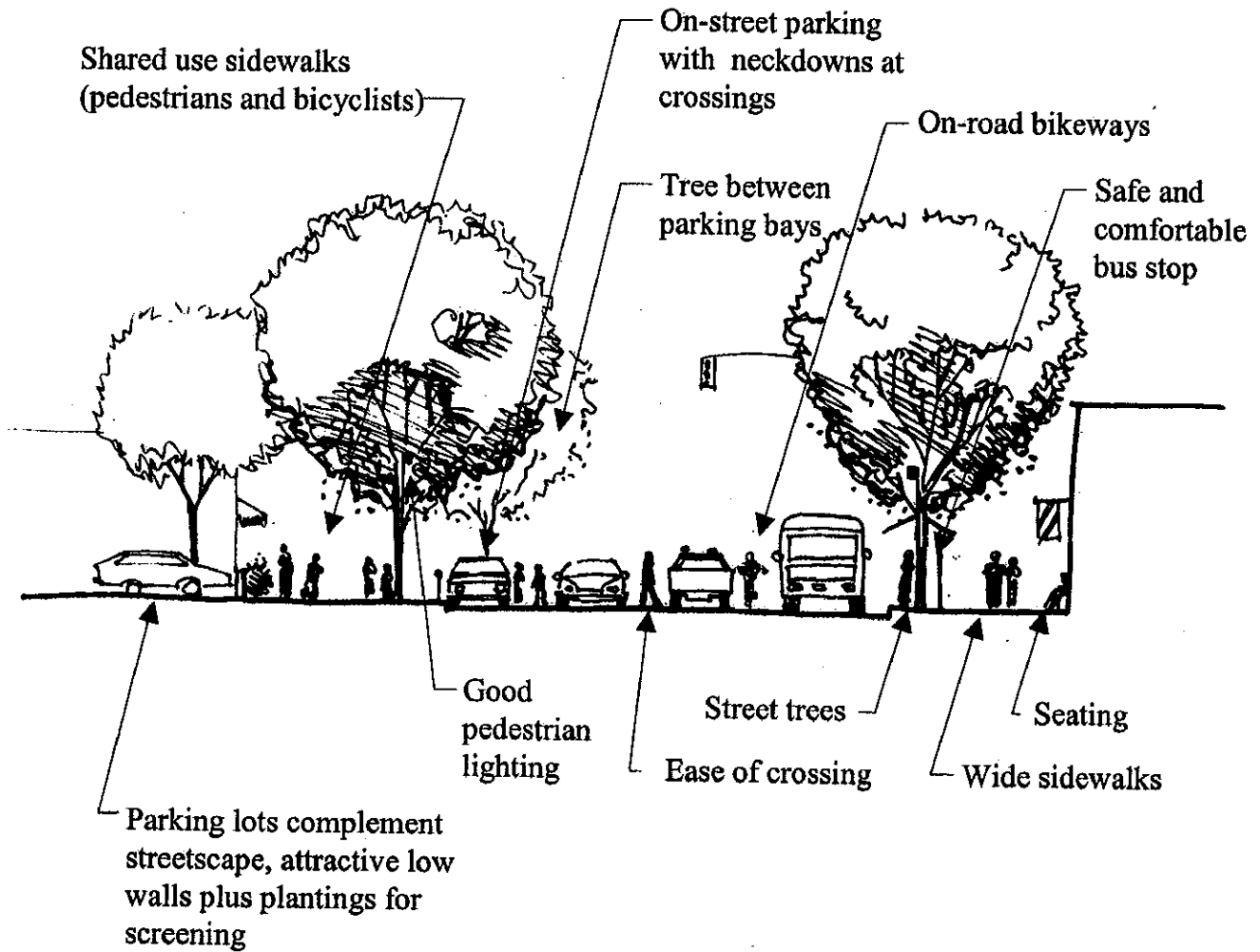
### *Flower Avenue Recommendations*

The livability, character and safety of Flower Avenue are important to the entire community. Flower Avenue is a shady tree-lined street with many homes along it. It is a busy connection between Piney Branch Road and Carroll Avenue. It is also a transit and on-road bike route. On its east side, north of Columbia Union College, a number of mature trees and established homes are very close to the street. As a result, the path along that side is intermittent and narrow - and inadequate. The highest priority should be given to making improvements for pedestrian safety, with every effort to preserve neighborhood character while doing so. (See Figure 4.)

- Provide continuous pedestrian routes on both sides. High priority should be given to improving the east side. If possible provide shared-use sidewalks on both sides and on-road bikeways. (See Bikeway section.)
- Preserve neighborhood character by protecting mature, healthy trees and the livability of homes. Minimize impacts on front yards.
- Future detailed design studies on a block-by-block basis should determine the final design and implementation strategy.
- Consider a phased implementation plan. The result may be a discontinuous route on the east side until the final phases. The first phases may include neck downs, (curb extensions at intersections), additional crosswalks and additional paths connecting bus stops with crosswalks.

### *Maple Avenue Recommendation*

- **Improve Maple Avenue between MD 410/Philadelphia Avenue and Sligo Creek Parkway.** This street serves the Takoma Park Municipal Center, numerous apartment residents, Sligo Creek Parkway, and the Washington Adventist Hospital. Provide attractive features such as flower beds, benches, decorative lights, seasonal banners, seating areas, and enhanced crosswalks. Traffic calming features should also be considered. (See Figure 4.)



## ***Mississippi Avenue Recommendations***

A connection between the Silver Spring CBD and Sligo Creek Trail should be provided. If a sidewalk or path is not feasible, traffic calming measures could be used. Measures could include neck downs at entrances, midblock circles, speed bumps, bollards, pavement markings, and signs to limit speed and announce the use by pedestrians. Vehicles would travel slowly and pedestrians could walk in the street.

- **Support a path or bikeways along Mississippi Avenue from Piney Branch Road to Sligo Creek Parkway.**

If this is not feasible, then traffic calming or an alternate route, such as Ritchie Avenue, should be considered.

## **BIKEWAY SYSTEM**

This Plan's vision is to provide for safe, pleasant and convenient bicycle access that contributes to the quality of life. Everyone should be able to bike to nearby shops and schools as well as to friends in other neighborhoods, transit, regional parks, and more distant destinations. For this reason, both recreation and transportation bicycling needs are taken into account.

The Bikeway System Framework (Map 24) identifies the highest priority bikeways which are generally either through stream valley parks or along main roads or railroad tracks. These are expected to be the most popular routes. More detailed recommendations concerning the types of bikeways recommended for each route are in Appendix F<sup>1</sup>. Several of the bikeways are part of the County-wide parks trails system: Sligo Creek Trail, Long Branch Trail and the Metropolitan Branch Trail. As trails, they are also used by hikers.

Neighborhood bikeways are to be addressed in a supplement<sup>2</sup> where the most desirable local routes can be identified, evaluated, and recommended for improvements with the advice of each neighborhood.

### ***Recommendations***

- **Place a high priority on the completion of the County-wide trail system.<sup>3</sup> This includes closing the gap in the Long Branch Trail between Carroll Avenue and the Sligo Creek Trail.**
- **Build the Metropolitan Branch Trail, also part of the County-wide trail system, as a direct and continuous trail for pedestrians and bicyclists parallel to the Metro Red Line.**

The Metropolitan Branch Trail will serve not only the local community but the greater region. When connected to the Capital Crescent Trail, the seven-mile combined trail will be crescent-shaped and link Union Station, Takoma Park, Silver Spring, Chevy Chase, Bethesda and Georgetown. Portions of the trail are already constructed. Coordination with the District of Columbia is needed to ensure trail continuity. (See Map 25.)

As in the Silver Spring CBD, where possible, the trail design should provide separate pedestrian and bike paths and a double row of trees. The minimum widths for the pedestrian path and bike path should be 6 feet and 8 feet, respectively.

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<sup>1</sup>The Bikeway recommendations in the appendix are incorporated in this Master Plan by reference.

<sup>2</sup>*Pedestrian Routes and Bikeways*, Preliminary Study, 2001.

<sup>3</sup>*1998 County-wide Park Trails Plan*



On Takoma Avenue remove on-street parking where appropriate to create room for the trail. Buffer the neighborhood from the tracks through tree preservation and other approaches developed as the trail is designed. Enhance the sidewalk on the east side and connect it to the trail by good well-marked crossings.

Provide connections to the trail from neighborhoods, community facilities, and other destinations. The proposed bike and pedestrian bridge for Montgomery College should provide a good connection between the trail and South Silver Spring, including Jesup Blair Park.

Design the trail to provide for a safe and enjoyable trail experience. Develop a design that enhances the user's experience and takes into account the following elements:

1. **Aesthetics and comfort:** provision should be made for landscaping, attractive fences and walls, and stopping places with seating. Adequate space between the trail and rail tracks must be maintained.
2. **Opportunities to understand the community and its setting:** vistas and signs could be provided to inform trail users about significant historic, environmental, or community features along the trail.
3. **Deterring Crime:** the principles of Crime Prevention Through Environmental Design (CPTED) should be considered and balanced with other trail design objectives.

- **Provide good connections to surrounding neighborhoods.**

Safe and well-marked access points are important, particularly for the bikeways which are part of the County-wide trails system. Key access points for these trails are discussed in the supplement.

- **Provide safe crossings of roadways, particularly for County-wide trails.**

Ensure that intersections have adequate space on either side of roadway crossings for both pedestrians and bicyclists using the trails. Consider installing trail crossing signals where there are no traffic signals. High priority should be given to improvements for crossings of Piney Branch Road, Carroll Avenue, and New Hampshire Avenue. (Key crossings are shown on Map 23, the Pedestrian System Framework)

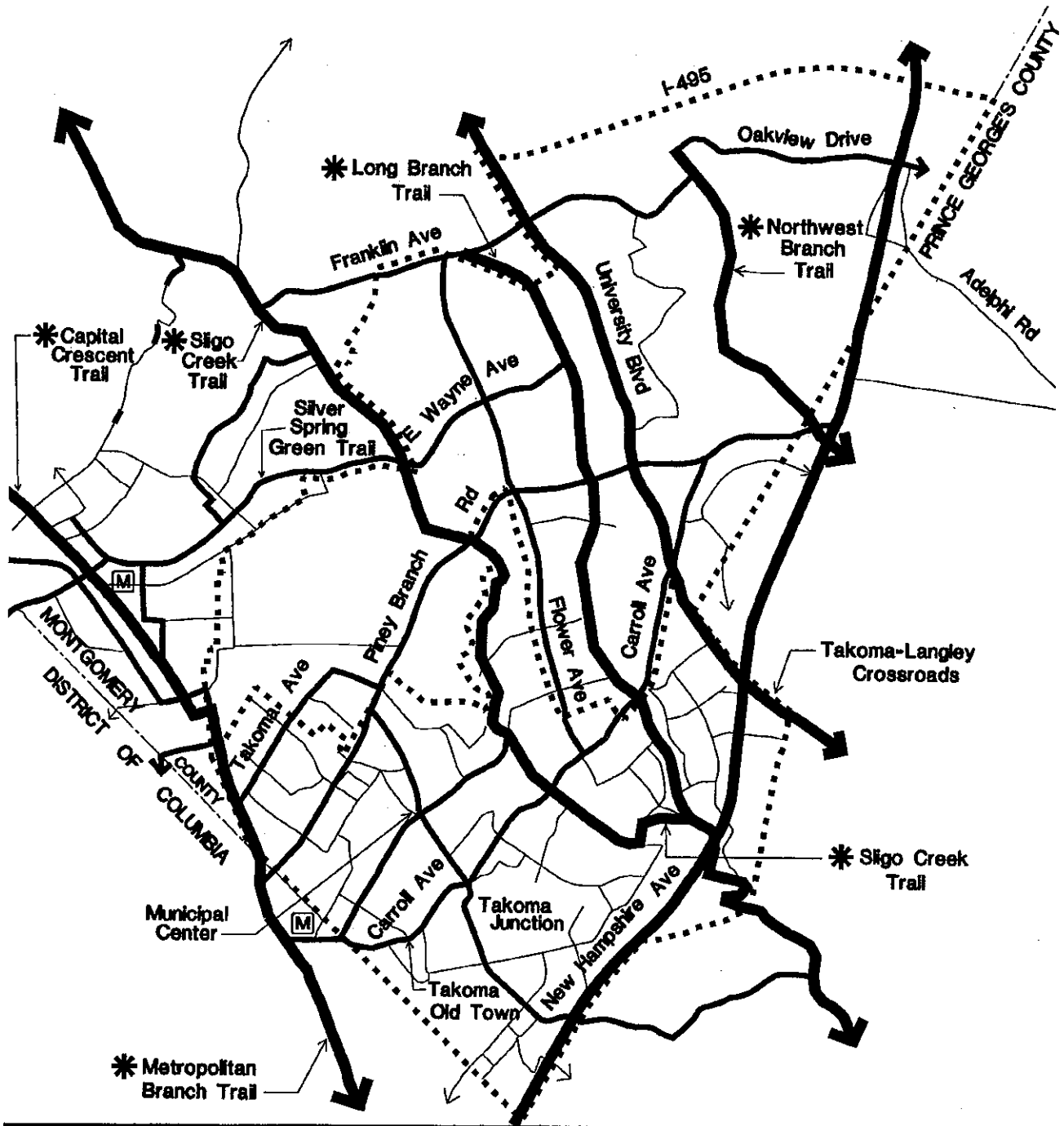
- **Accommodate bicyclists on public roads wherever possible.**

People who are experienced cyclists are expected to use any road just as motorists do. Current policies on state and County roads already support the accommodation of bicyclists on major roads wherever possible. Improvements for safer bicycle travel could include widened shared travel lanes, paved shoulders, striped bike lanes, and/or off-road paths and shared use sidewalks. More detailed recommendations concerning the type of bikeway envisioned for each route in this Plan are in Appendix D.

- **Evaluate all bridges that carry the bikeways in the framework and upgrade them where needed.** The Maple Avenue Bridge should be improved.

- **Designate neighborhood bikeways as a follow up to this Plan.**

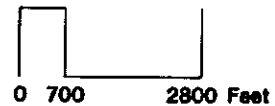
Just as with the neighborhood routes that are part of the Pedestrian System, the neighborhood bikeways shown in the supplement are to be reviewed and recommended for improvements with the participation of residents of each neighborhood. This should be a City-wide effort. These bikeways are generally on-road routes where design decisions focus primarily on signage and whether to stripe bike lanes.



LEGEND

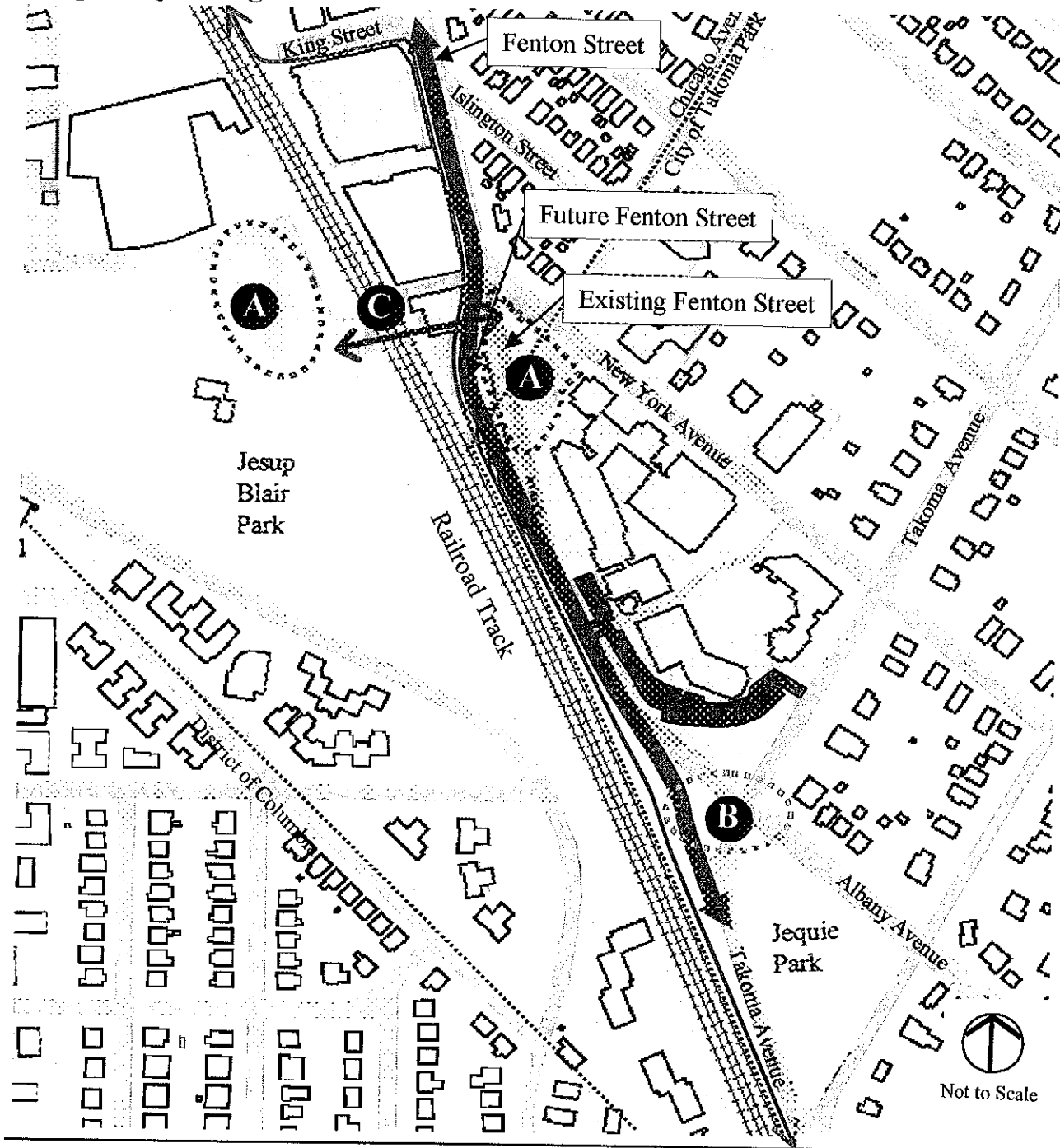
- County Line
- ..... Master Plan Boundary
- Regional Bikeways & Bikeways Along Major Highways
- Main Connections Between the Major Regional Bikeways & Between Important Local Destinations
- Neighborhood Bikeways (See Supplement)

- [M] Metro Station
- \* Countywide Trails









# Fenton Street and Metropolitan Branch Trail Alignment at Montgomery College

Map 25



## LEGEND

-  Fenton Street and modified parking lot
-  Metropolitan Branch Trail
-  Montgomery College
-  College Expansion Area
-  Redesign intersection; calm Fenton Street traffic protect neighborhood
-  Pedestrian and bicycle bridge for College and to connect to Metropolitan Branch Trail

- **Provide good connections to the national American Discovery Trail.**

Provide signs that direct people to the American Discovery Trail. In cooperation with adjacent jurisdictions, consider applying for designation of the Metropolitan Branch Trail or other portions of the trail system as part of the American Discovery Trail.

Along with the County-wide trail system, this Plan addresses the need for a local system of bikeways and trails. While some local bikeways have been completed, others are recommended to be added.

### *Recommendations*

- **Recommend completion of the local bicycle routes which provide for on- and off-road cycling opportunities.** Improving the connectivity of the local and County-wide facilities allows cyclists to safely reach major destinations in the area, including: schools, retail, employment centers, transit, libraries, and nearby trails. The recommendation is intended to improve and expand the inter-connected system of bikeways and trails in Silver Spring, Takoma Park, and beyond.

Maps and tables showing potential on-road and off-road bicycle routes and the trail access points are available in a draft supplemental document called "Preliminary Draft of Neighborhood Pedestrian Routes and On-Road Bikeways," July 1999. This report is a work in progress which should be finalized as part of implementation efforts to follow adoption of the Master Plan. Development of final on- and off-road routes and the trail access points should be a City-wide effort that incorporates the needs and desires of local neighborhoods.

## **PUBLIC TRANSPORTATION**

While not considered a major transportation hub, various types of public transportation are provided throughout Takoma Park. Montgomery County's Ride-on system operates ten routes within Takoma Park. The Washington Metropolitan Area Transit Authority operates Metrobus routes in the area. The Takoma Metro station in Washington, D.C. is within walking distance of the Old Town commercial area and several Takoma Park neighborhoods. Existing and Potential Transit Routes are shown on Map 26.

Use of transit services is particularly popular in Takoma Park. Adequate transit services are needed to support several concentrations of apartment areas and a diverse transit oriented population. Destinations that benefit from transit access include educational institutions, social service organizations, employment centers, commercial centers, and connections to the Metro system. In Takoma Park, the eastern area along New Hampshire Avenue and the southeastern area near Eastern Avenue would benefit from expanded transit service. Expansion of service in these areas will require inter-jurisdictional coordination.

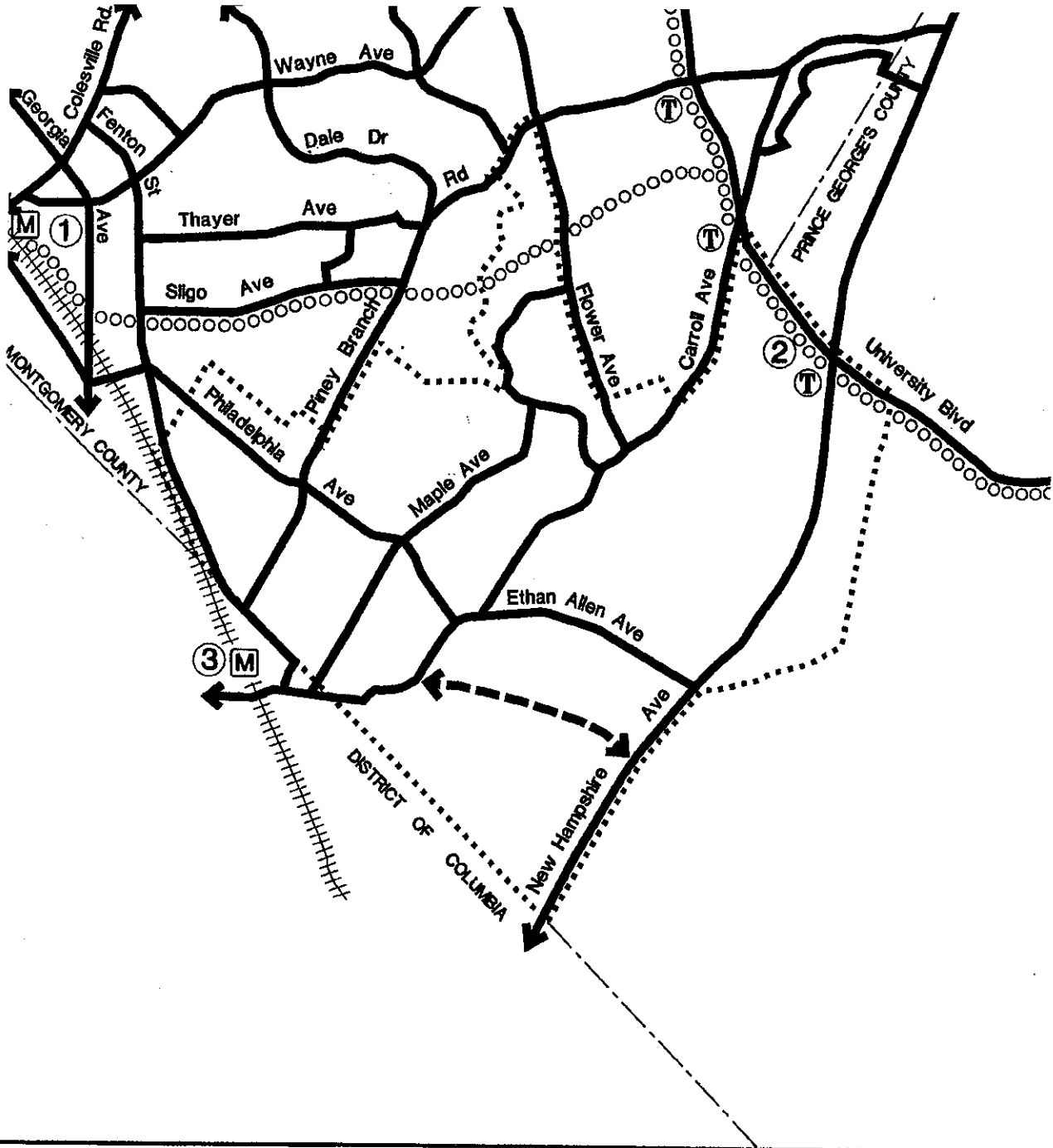
Significant transportation planning efforts focus on getting large numbers of employees to the Silver Spring and Takoma Metro stations, as well as to the Silver Spring CBD employment center. Plans for improving connections between various transit services and the use of Transportation Demand Management (TDM) are in place. TDMs are strategies to help reduce the extent of automobile use through such means as transit use subsidies. It is expected that improved connections and TDM strategies will encourage greater transit use.

Improvements to sidewalks, crosswalks, bicycle storage, and bus shelters will be very important if goals of increased ridership are to be met. A new Takoma/Langley Crossroads Transit Center bus layover center is planned for property near the grocery store on University Boulevard at Anne Street. It is necessary to assure reliable bus service by means such as more frequent buses, neighborhood circulator service, and computer directed service. Other methods to provide the most accurate route scheduling and arrival time information are also needed. Such changes will make transit use a much more attractive choice of travel.

A major improvement to access in the area could be the provision of additional rail transit service in the area. New rail transit alignments would help increase the high level of transit use occurring in the area. The State of Maryland's Capital Beltway Corridor Transportation Study addresses two alternative routes through the area, both tentatively identified as "purple line" additions to the Metrorail system. One at-grade route is proposed to extend along University Boulevard from College Park to Wheaton. Stations are being considered along University Boulevard near both New Hampshire Avenue and Piney Branch Road. The other, below-grade alternative (possibly cut and cover) follows University Boulevard from College Park to New Hampshire Avenue, then becomes a tunnel route under Takoma Park connecting to the Silver Spring Metro station. Neither route has been adopted as an official recommendation.

### ***Recommendations***

- **Consider the expansion of transit services as needed in the area.** Coordinate with state and regional agencies to implement transitways. Approval of a new rail transit route along University Boulevard would lead to extensive planning and design studies pertaining to right-of-way and land use impacts in the area. Additional service is needed in the eastern and southern portions of Takoma Park.
- **Consider rail transit stops along University Boulevard at both New Hampshire Avenue and at Piney Branch Road, if a rail transit system is approved for the route along University Boulevard.** If a surface route is placed along University Boulevard, then a non-peak period stop may also be appropriate at Carroll Avenue to serve future uses on the present Takoma Academy site.
- **Improve transit accessibility for pedestrians and bicyclists by providing safe and inviting sidewalk connections, shelters, bike racks, and related amenities.**



**LEGEND**

- County Line
- ..... Master Plan Boundary
- Existing Bus Routes
- ○ ○ ○ ○ Alternative Rail Transit Routes
- Ⓣ Potential Rail Transit Stops
- Ⓜ Metro Station

- ||||| Railroad
- Expand Bus Service
- ① Silver Spring Transit Center
- ② Takoma / Langley Crossroads Transit Center
- ③ Takoma Metro



Not To Scale