

Growth Policy Study: Appendix G – Prioritization of Public Facilities
(Resolution 16-376 F11)

Lead Staff: Larry Cole

Summary:

A set of criteria are proposed for use in the prioritization of projects requiring capital funding.

The identification and prioritization of new capital projects should reflect both the Growth Policy vision and the needs identified in Master Plans. Staff will use the following criteria in prioritizing projects for capital funding. The highest priority projects support Growth Policy principles for connectivity, design, diversity, and the environment as outlined below.

- Sustainability, in terms of cost, environmental impact, and social equity
 - giving higher priority to Metro Station Policy Areas, other urban areas, and State Priority Funding Areas
 - leveraged funds – where the County can maximize its investment by using developer, State, and/or Federal funds
- Master/Sector Plan Goals and Objectives
 - staging requirements
 - Constrained Long Range Plan (CLRP)
- Connectivity
 - meeting transportation serviceability goals
 - Highway Mobility Report (HMR)
 - traffic forecasts
 - emergency preparedness
 - coordinating public facilities with private development
 - linking jobs to housing
 - linking neighborhoods to services
- Design excellence
 - ensuring safety
 - giving higher priority to projects that serve more than one purpose
 - promoting neighborhood conservation and enhancing community identity
 - restoration of, or minimal impacts to, natural resources
 - promoting, directly or indirectly, the preservation of historic resources

- Diversity
 - promote travel other than SOV: pedestrian accommodation, bikeways, transit; multi-modal Quality of Service
 - provide community facilities that serve all types of neighborhoods and interests

The candidate projects have been evaluated in a matrix format that facilitates comparison across the evaluation criteria described above. For this first round of prioritization of projects for the CIP, the transportation projects shown generally reflect only County roads in the top ten of the HMR, the CLRP, and the candidate projects for Facility Planning-Transportation listed in the current CIP as beginning in FY11 or later. The only exceptions are bus priority projects that are already listed as candidate Facility Planning projects in the current CIP. The non-transportation projects are those the Vision team leaders see as most important to enter the CIP in the next few years.

The proposed scoring promotes the overall Growth Policy goals of prioritizing non-SOV transportation facilities that would enhance TOD and community connections and cohesiveness.

The chart is organized as follows:

Project types: Road, Pedestrian/Bicycle, Transit, Police, Fire and Rescue, School, Library, Parks and Recreation, or Other Community Facility

Master Plan or School Cluster: The appropriate Master or Sector Plan is noted; for schools, the school cluster name is noted with an asterisk.

Priority area:

1. Urban areas as defined in Chapter 49 (Grosvenor, Shady Grove, Twinbrook, White Flint, Silver Spring, Wheaton, Bethesda, Friendship Heights, and Glenmont Metro Station Policy Areas; Germantown Town Center; Clarksburg Town Center; Damascus Town Center; Olney Town Center; Flower/Arless /Piney Branch commercial area; Montgomery Hills Parking Lot District; North Bethesda Commercial/Mixed-Use area, and Silver Spring Parking Lot District.) – 15 points
2. Areas within ½ mile of non-MSPA Metro Stations (Forest Glen, Medical Center, Takoma, and Shady Grove) – 10 pts
3. Areas within ½ mile of other existing or programmed transit stations – 5-8 points
4. MD Smart Growth Priority Funding Area other than the above – 3 points
5. Non- MD Smart Growth Priority Funding Area other than the above – 0 points

Staging Requirement or School Capacity Test:

1. Staging requirement – 5 pts
2. School clusters between 110% and 120% capacity – 15 pts
3. Schools clusters over 120% capacity – 25 pts

Highway Mobility Report Corridor: corridors with congestion levels most in excess of their policy standard

The purpose of this table is to provide a way to objectively prioritize different types of projects as to how they best achieve the County’s objectives as outlined in the Growth Policy. This table is intended to be used in selecting projects to be entered into the County’s CIP program. Therefore, projects already in the program are not shown, nor are projects that are expected to be the State’s responsibility. The exceptions are BRT projects, for which the County has already begun Facility Planning on one specific project (University Boulevard) and is currently pursuing a larger County BRT system study.

The table reflects projects that are in already-accepted County priority lists such as the Constrained Long Range Plan and the Staging requirements established for some areas. The most congested corridors are identified in the County’s Highway Mobility Report. The schools shown on the list are identified in MCPS’s capital program in the areas where they have noted deficiencies. A small number of additional projects were identified by Vision/Community-Based Planning Team leaders as needed projects in their areas of responsibility.

Projects that are located in areas where the County’s desire is to focus development are scored higher than those farther away from our Metro stations and urban centers. The scoring system is also intended to give projects that serve more than one function a higher score. Because the many factors related to mobility and connectivity do not generally relate to schools, projects intended to address capacity deficiencies in schools were given a higher point score in relation to other “staging” projects to reflect the greater impacts on development activity resulting from a school cluster moratorium.

Additional topics for discussion could include:

- Giving greater weight to downcounty projects that are just outside designated urban areas and/or the ½-mile radius of Metro stations
- Adding potential County/State intersection projects since the Council has expressed a willingness to at least partially fund such projects
- Using this methodology to determine the County’s priorities for State projects

- The use of additional scoring factors for non-transportation projects, to reflect, for example, school clusters with the highest student teacher ratios and planning areas with the lowest park acreage per resident.
- Making more of the criteria tied to specific measurable values, such as using over-the-norm crime and traffic crash rates for “safety”.

Appendix G

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19	Column20	Column21	
Appendix G Project	Type	Master Plan area or School Cluster*	Sustainability – cost and social equity		Master/Sector Plan Goals and Objectives		Connectivity						Design Excellence					Diversity		Total	
			Priority area	Leveraged funds	Staging requirement or School Capacity Test	Constrained Long Range Plan	Highway Mobility Report Corridor	Traffic Forecasts	Emergency preparedness	Coordination with private or public development	Linking jobs to housing	Linking neighborhoods to services	Safety/Public Health	Multi-purpose	Neighborhood Conservation/Community Identity	Environmental protection	Historic preservation	Promotes Non-SOV Travel	Serves multiple neighborhoods and interests		
Maximum Points		Total Points	3-15 points	5 points	5-25 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	115
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19	Column20	Column21	
Georgia Ave. Busway	BRT	Glenmont	15	5	0	5	5	5	5	5	5	5	0	0	5	5	0	5	5	75	
NIH/NNMC Circulation&NBTrail Ext	Road/Ped/Bike	Bethesda CBD & B-CC	15	5	5	0	0	0	5	5	5	5	5	5	5	0	0	5	5	70	
Metropolitan Branch Trail	Ped/bike	Silver Spring CBD, East SS, & Tak Park	15	5	0	0	0	0	5	5	5	5	5	5	5	0	0	5	5	65	
Veirs Mill Road bus enhancements	Transit	Kensington-Wheaton, Wheaton CBD	15	5	0	5	5	0	0	5	5	5	0	5	0	0	0	5	5	60	
Bethesda ES	School	B-CC*	15	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	60	
Clarksburg/Damascus MS	School	Clarksburg*	8	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	5	58	
Glenmont Metro Bikeways	Bike/Pedestrian	Aspen Hill	8	5	0	0	0	0	0	5	5	5	5	5	5	0	5	5	5	58	
University Blvd BRT	Transit	Kensington-Wheaton, Four Corners, Takoma	15	5	0	5	0	0	0	5	5	5	0	5	0	0	0	5	5	55	
Clarksburg Transit Center	Transit	Clarksburg	15	0	0	0	0	0	0	5	5	5	5	5	5	0	0	5	5	55	
Lake Seneca ES	School	Seneca Valley*	10	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	55	
North Chevy Chase ES	School	B-CC*	10	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	55	
Rosemary Hills ES	School	B-CC*	10	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	55	
Clarksburg Library	Library	Clarksburg	15	5	0	0	0	0	0	5	0	5	5	5	5	0	0	5	5	55	
Montrose Parkway East	Road	White Flint	8	0	0	5	0	5	5	5	5	5	0	5	5	0	0	0	5	53	

Randolph Rd bus enhan, MD355toUS 29	Transit	White Flint	15	0	0	5	0	0	0	5	5	5	0	5	0	0	0	5	5	50
Clarksburg HS	School	Clarksburg*	10	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	5	50
Georgia Ave/Forest Glen Rd Intersection Improvements	Road	Forest Glen	10	0	0	0	5	5	5	0	5	5	5	0	5	0	0	0	5	50
Observation Dr	Road	Germantown Sector	10	5	5	5	0	5	5	5			5						5	50
White Flint Stage 1 network improvmt	Road	White Flint	15	5	5	0	0	5	0	5	5	0	0	5	0	0	0	5	0	50
Forest Glen B/W (MD97-Sligo Creek Pk)	Ped/bike	Forest Glen	10	0	0	0	5	0	0	0	5	5	5	5	5	0	0	5	5	50
CapCrescentTrail(Stewart Av-SS Metro)	Ped/bike	N-W Silver Spring, Silver Spring CBD	15	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5	5	50
Chevy Chase ES	School	B-CC*	3	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	48
Rock Creek Forest ES	School	Bethesda-Chevy Chase	3	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	48
Waters Landing ES	School	Seneca Valley*	3	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	48
Westbrook ES	School	B-CC*	3	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	48
Flower Ave S/W (Piney Branch-Carroll)	Ped/bike	East Silver Spring	15	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5	0	45
Fields Road Local Park	Park	Shady Grove Study Area/G'burg West	15	0	0	0	0	0	0	5	0	5	5	0	5	5	0	0	5	45
Improve Battery Lane Park	Park	Woodmont Triangle	15	5	0	0	0	0	0	0	5	0	0	5	5	5	0	0	5	45
Mid-county fire station	Fire station	SG Sector Plan	15	0	0	0	0	0	5	5	0	5	5	5	0	0	0	0	5	45
Food Science Incubator	Community Facility	Takoma Park	10	5	5	0	0	0	0	5	0	0	0	5	5	5	0	0	5	45
Second District Police Station Relocation	Community Facility	Bethesda CBD	15	5	0	0	0	0	0	5	0	0	0	5	5	5	0	0	5	45
Hillandale Transit Center	Transit	White Oak	8	0	0	0	0	0	0	5	5	5	0	5	5	0	0	5	5	43
Olney Transit Center	Transit	Olney	8	0	0	0	0	0	0	5	5	5	0	5	5	0	0	5	5	43
Garrett Park	School	Walter Johnson*	8	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	43
East Gude Shared Use Bikepath	Ped/bike	Upper Rock Creek	3	0	0	0	0	0	0	5	5	5	5	5	5	0	0	5	5	43
Falls Road Bike Path	Ped/bike	Potomac	3	5	0	5	0	0	0	0	0	5	5	5	5	0	0	5	5	43
Travilah Road Bike Path	Ped/bike	Potomac	3	0	0	0	0	0	0	5	5	5	5	5	5	0	0	5	5	43
Improve Wayne Ave Intersections	Road Improvement	Silver Spring CBD	15	0	0	0	0	0	0	5	5	5	5	0	0	0	0	0	5	40
Provide intersection improvements within Sector plan boundary: Connecticut Ave and University Blvd at MD 320 (Piney Branch)	Road Improvement	Bethesda CBD	15	0	0	0	0	0	0	0	5	5	5	0	5	0	0	0	5	40
widen to proved right turn onto Washington Avenue streetscape/sidewalk improvements	Road Improvement	East Silver Spring	15	0	0	0	0	0	0	0	5	5	5	0	5	0	0	0	5	40
	Pedestrian Improvements	Twinbrook	15	0	0	0	0	0	0	5	0	5	5	0	5	0	0	5	0	40
StrathmoreAvSW(Stillwater-GarrettPk)	Ped/bike	North Bethesda-Garrett Park	10	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5	0	40
pedestrian and bicycle crossing (subject to conditions and operational studies):	Bike/Ped Safety	Bethesda CBD	15	0	0	0	0	0	0	0	5	5	5	0	0	0	0	5	5	40
Additional Middle School Capacity	School	Richard Montgomery*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38

Additional Middle School Capacity	School	B-CC*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Bradley Hills ES	School	Whitman*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Brown Station ES	School	Quince Orchard*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Carderock Springs ES	School	Whitman*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Clarksburg Cluster ES (Clarksburg Village Site #1)	School	Clarksburg*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Clarksburg ES #8	School	Clarksburg*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Darnestown ES	School	Northwest*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Downcounty Consortium ES #29	School	Wheaton*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Fairland ES	School	Northwood*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Farmland ES	School	Walter Johnson*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Fox Chapel ES	School	Clarksburg*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Jackson Road ES	School	Northwood*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Luxmanor ES	School	Walter Johnson*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Maryvale ES	School	Rockville*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Ritchie Park ES	School	Richard Montgomery*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Rock View ES	School	Wheaton*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Sherwood ES	School	Northwood/Paint Branch*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Wyngate ES	School	Walter Johnson*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Jones Mill Rd BikeLanes (Beach-Jones Bridge)	Ped/bike	Bethesda Chevy Chase	3	0	0	0	0	0	0	5	5	5	5	5	5	0	0	5	0	38
MacArthur Blvd BW (Stable La-I-495)	Ped/bike	Potomac	3	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5	5	38
Sligo Creek/Wheaton Regional Park Connection	Bike/Pedestrian	Kemp Mill	3	0	0	0	0	0	0	0	0	5	5	5	5	5	0	5	5	38
Lake Forest Transit ctr modernization	Transit	Gaithersburg Vicinity	8	0	0	0	0	0	0	0	5	0	0	5	5	0	0	5	5	33
Arcola & Georgia intersection improvement	Road	Wheaton (located in K/W)	3	0	0	0	0	5	5	0	5	5	5	0	0	0	0	0	5	33
Amity Drive Extended	Road	Shady Grove	15	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	30
Appomattox Avenue Extended	Road	Olney	8	0	0	0	5	0	0	5	5	5	0	0	0	0	0	0	0	28
Randolph Road widening	Road	White Flint	3	0	0	5	0	5	0	5	5	0	0	0	0	0	0	0	5	28
Dale Drive Sidewalk (MD97-US29)	Ped/bike	N-W Silver Spring	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Dufief Mill Sidewalk (MD28-Travilah Rd)	Ped/bike	Potomac	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Falls Road SW (River Rd-Dunster Road)	Ped/bike	Potomac	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Franklin Avenue SW (US29-MD193)	Ped/bike	N-W Silver Spring	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28

GoldsboroRd BW (MacArthurBlvd-RiverRd)	Ped/bike	Bethesda Chevy Chase	3	0	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Midcounty Hwy BW/SW (Woodfield-Shady)	Ped/bike	Gaithersburg Vicinity	3	0	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Tuckerman La SW (Gainsborough-Westlake)	Ped/bike	Potomac	3	0	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Upcounty Park&Ride expansion	Transit	Germantown	15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	25
Father Hurley Blvd widening	Road	Germantown	3	0	0	5	0	5	0	5	5	0	0	0	0	0	0	0	0	0	23
Middlebrook Rd Extended, widen	Road	Germantown	3	0	0	5	0	5	0	5	5	0	0	0	0	0	0	0	0	0	23
Shady Grove Rd /Midcounty Hwy	Road	Shady Grove	3	0	0	0	5	5	0	5	5	0	0	0	0	0	0	0	0	0	23
Shady Grove Rd/Epsilon/Tupelo	Road	Shady Grove	3	0	0	0	5	5	0	5	0	0	0	0	0	0	0	0	0	5	23
Upper Rock Creek Local Park	Park	Upper Rock Creek	3	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	5	23	
Winters Run Local Park	Park	Upper Rock Creek	3	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	5	23	
Arlington Rd widening	Road	Bethesda CBD	15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	20
Olney Longwood Park & Ride	Transit	Olney	3	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	13

Lead Staff: Wayne Koempel

Summary:

Major changes include: creating a new Life Sciences Center policy area, adjusting the Germantown Town Center to match master plan recommendations, adjusting White Flint to match the sector plan boundary, and adjusting for Gaithersburg and Rockville municipal boundaries.

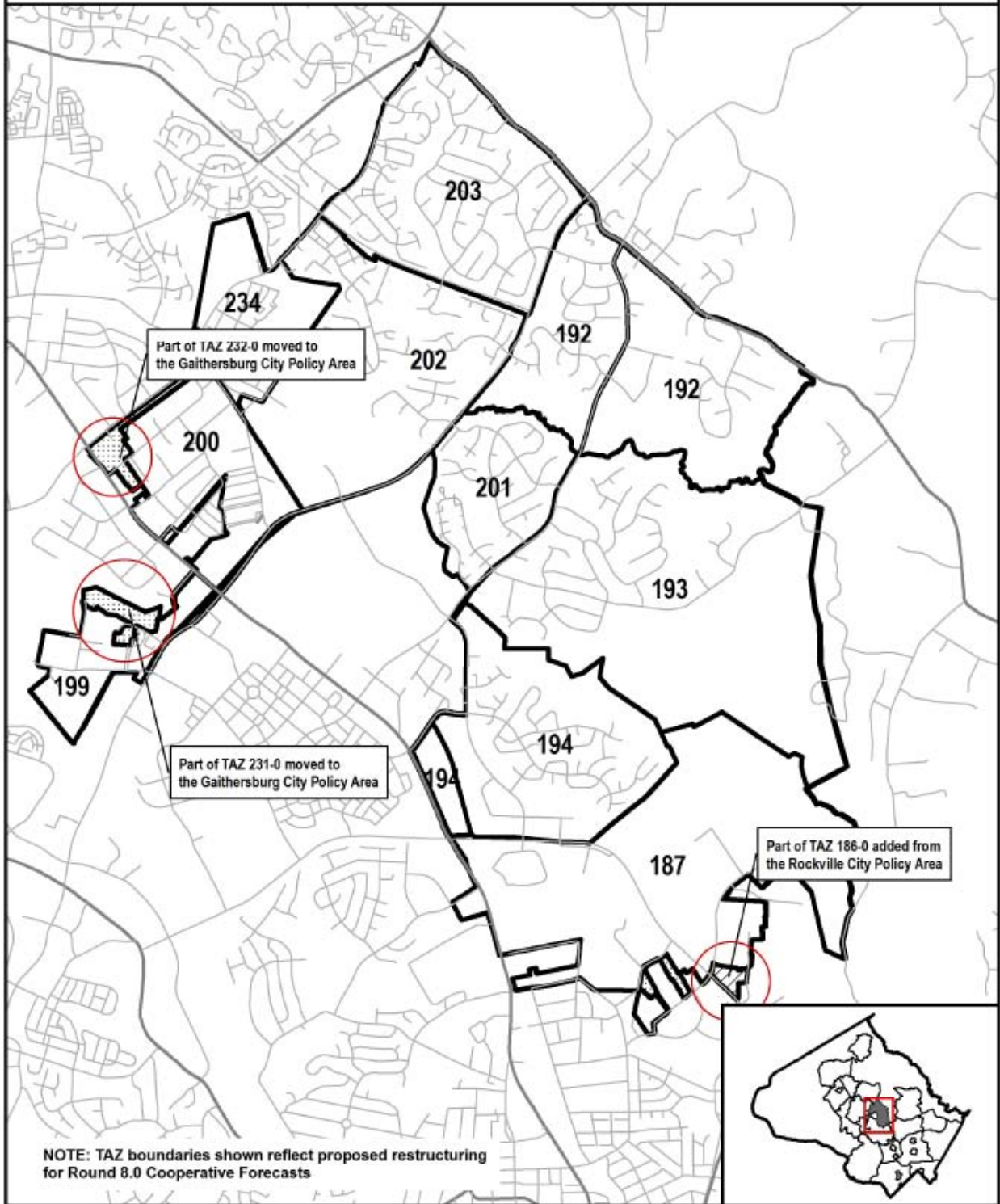
The following changes to policy area boundaries are recommended for consistency to master plans or sector plans or changes to municipal boundaries. The maps that follow show Policy Areas with recommended changes. Some of the traffic zone boundaries shown reflect the proposed restructuring of the traffic zone system.

- Expansion of the Germantown Town Center policy area east from Crystal Rock Drive to I-270 north of Germantown Road (MD 118) as recommended in the new Germantown Master Plan.
 - Restructured traffic zone 249-5005 would be shifted from the Germantown West policy area to the Germantown Town Center policy area.
 - The remainder of traffic zone 249 would remain in the Germantown West policy area.
- Creation of a new Life Sciences Center policy area from part of the R & D Village policy area.
 - The Gaithersburg West Master Plan envisions the transformation of the Life Sciences Center area into a dynamic live/work community while ensuring growth opportunities for research, medical, and bioscience.
 - The Life Sciences Center Policy Area would be created from traffic zones 218 (the Life Sciences Center), 219 (the Public Service Training Academy area), and 220 (Johns Hopkins University Belward Campus area).
 - The Gaithersburg West Master Plan recommends realignment of the Corridor City Transitway through the Life Sciences Center policy area and recommends a transit station in each of the traffic zones.

- This proposal would result in the remaining R & D Village policy area being a non-contiguous grouping of traffic zones 166, 215 (less Crown Farm), and 216.
 - Traffic zone 166 is south of the Life Science Center policy area. It includes the Universities at Shady Grove, Human Genome Sciences, Traville and Rickman.
 - Two parcels of land were moved from the North Potomac policy area to the R & D Village policy area and from traffic zone 165 to restructured traffic zone 166 so that five adjacent parcels of land under common ownership would all be in the same policy area.
 - A small area along the eastern boundary of traffic zone 166 was annexed by the City of Rockville and moved to the Rockville City policy area.
 - Traffic zone 215 south of the Crown Farm remains in the R & D Village. The Crown Farm portion moves to the Gaithersburg City policy area. The Washingtonian residential portion of traffic zone 215 remains in the R & D Village. The part of the Washingtonian residential annexed by the City of Gaithersburg has been moved to traffic zone 214 and the City of Gaithersburg policy area.
 - Traffic zone 216, the Shady Grove Executive Center area, remains in the R & D Village policy area.
- The White Flint policy area is expanded to conform to the White Flint Sector Plan boundaries. As part of the traffic restructuring effort, the White Flint traffic zones 136 and 137 have been expanded to include the areas of traffic zones 125, 127, and 133 included in the White Flint Sector Plan.
- Two minor changes are recommended for the Rockville Town Center policy area.
 - At the northeastern boundary of the Rockville Town Center policy area, the houses along Lincoln Street with even street number addresses were outside the Town center policy area. The boundary has been changed to include both sides of Lincoln Street in the Town Center policy area.
 - Part of the southern boundary was moved from E. Jefferson Street to Fleet Street so that the houses along both sides of E. Jefferson street would be in the Rockville City policy area.
- There are maps of the Gaithersburg and Rockville City policy areas showing the changes made to better conform the City policy areas to their municipal boundaries. There are also maps showing the affected County policy areas. Except for the Crown Farm which was discussed earlier the changes are minor. Most of the changes are in the Gaithersburg City policy area with the Derwood, Montgomery Village/Airpark, North Potomac, Potomac, and Shady Grove policy areas the most affected.

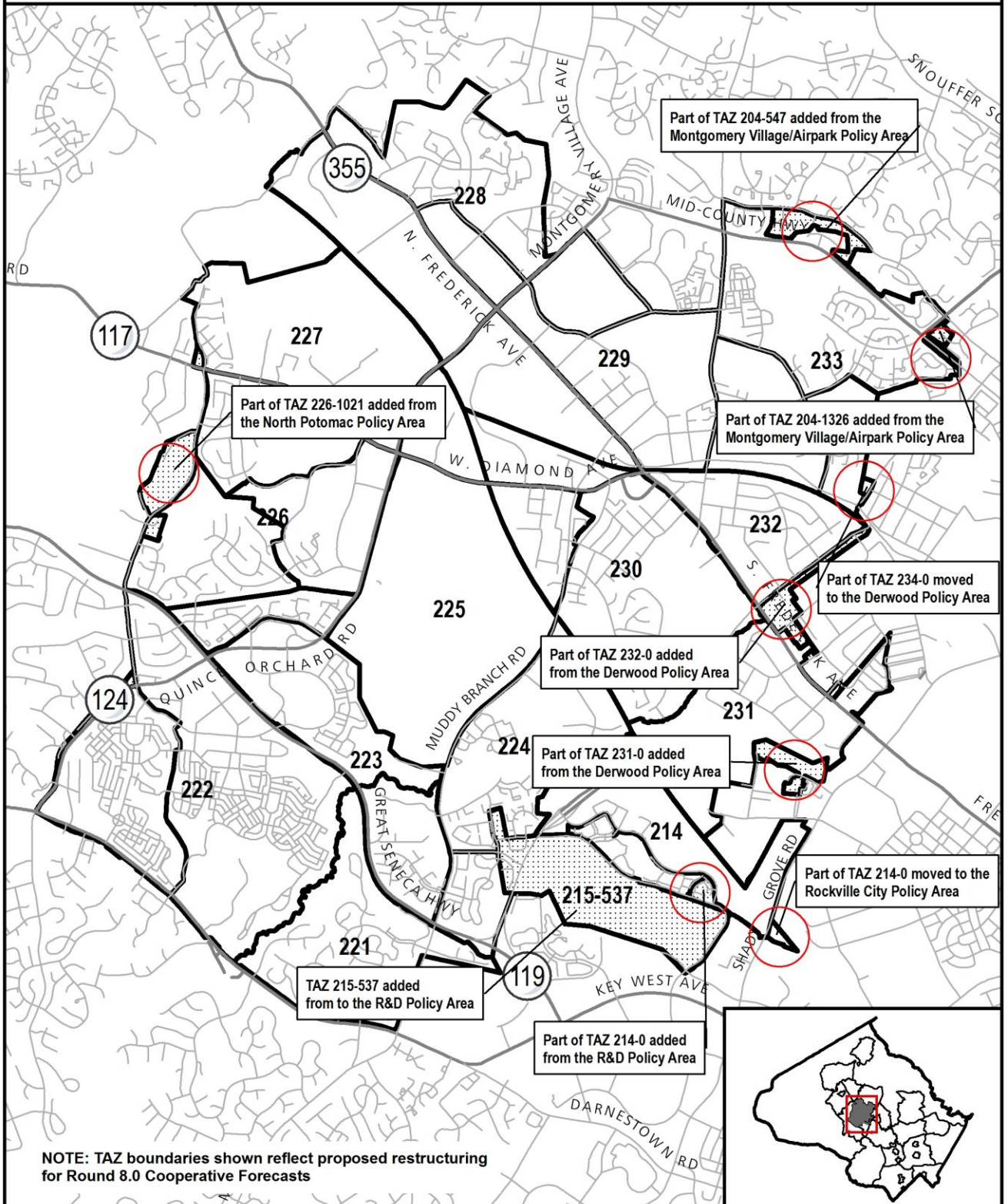
Derwood Policy Area with Traffic Zones

MAP 7



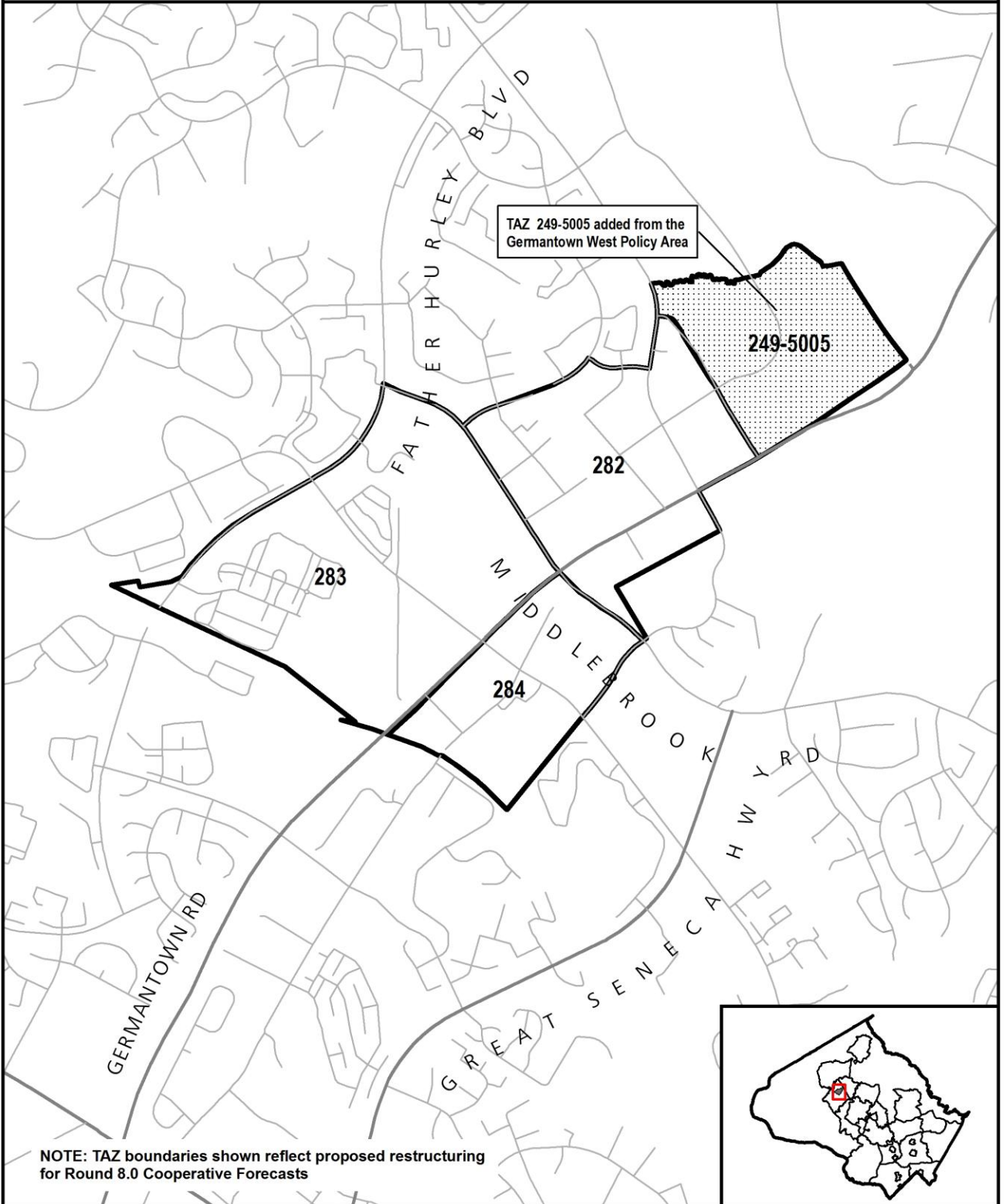
Gaithersburg City Policy Area with Traffic Zones

MAP 10



Germantown Town Center Policy Area with Traffic Zones

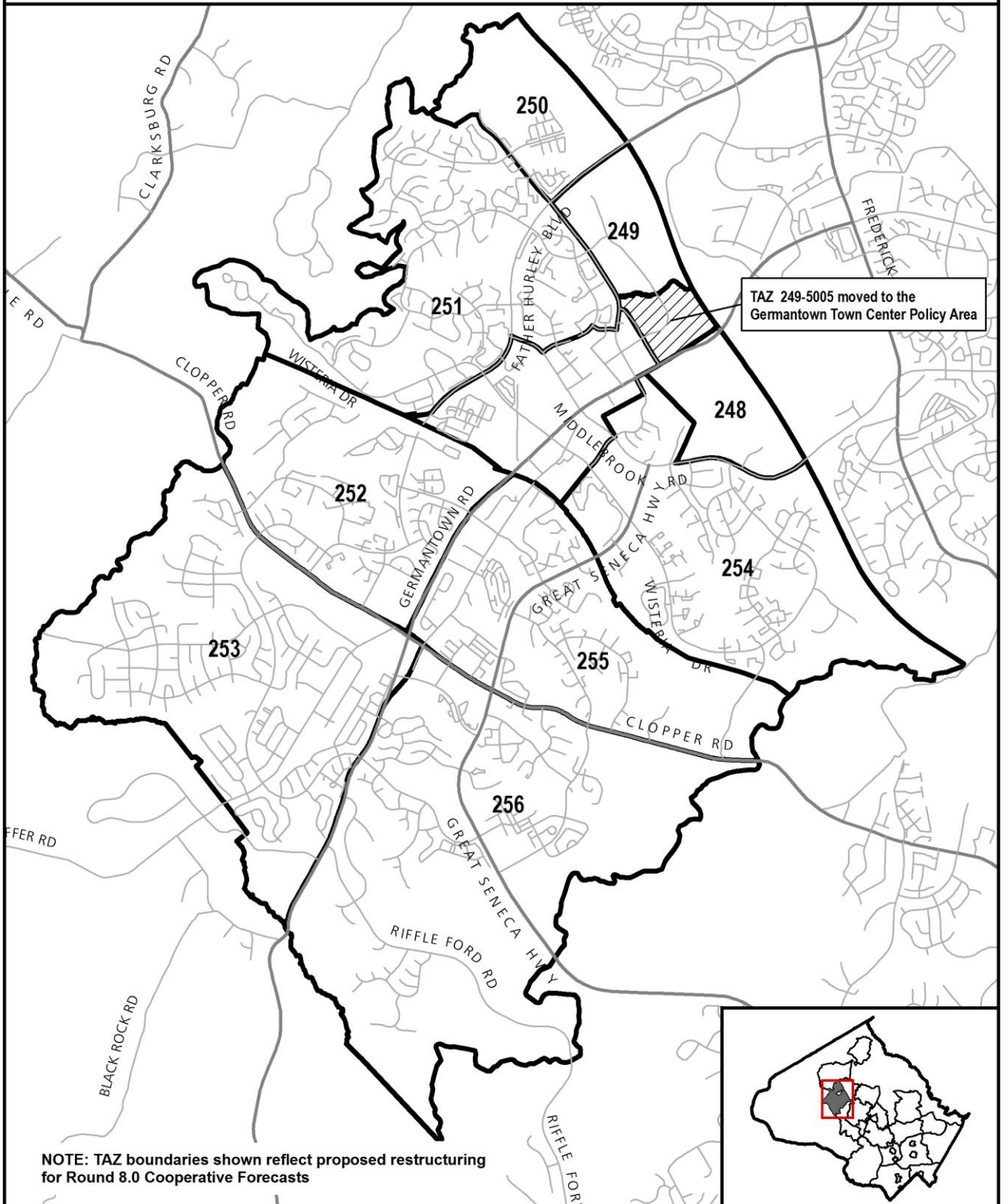
MAP 12



NOTE: TAZ boundaries shown reflect proposed restructuring for Round 8.0 Cooperative Forecasts

Germantown West Policy Area with Traffic Zones

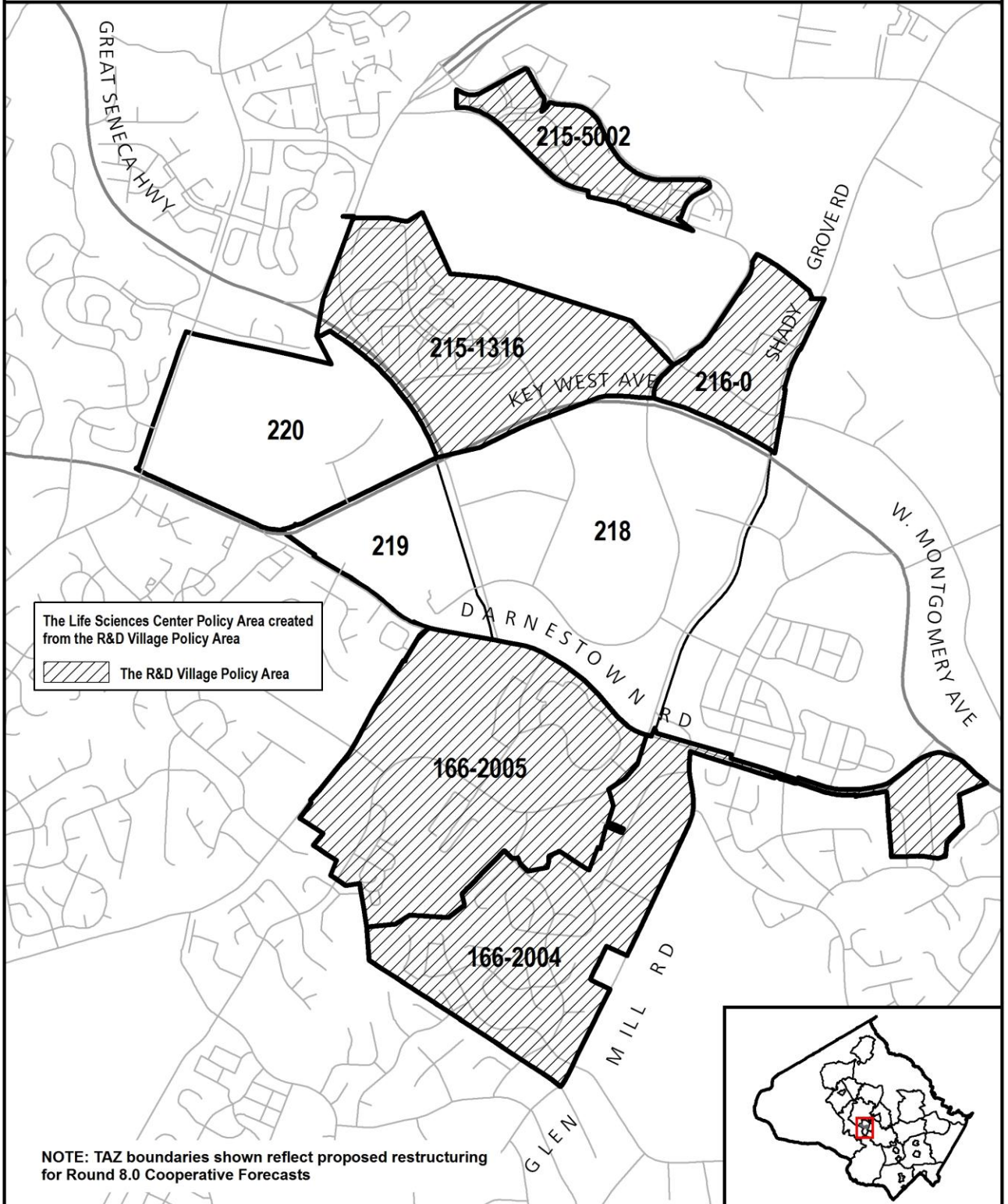
MAP 13



NOTE: TAZ boundaries shown reflect proposed restructuring for Round 8.0 Cooperative Forecasts

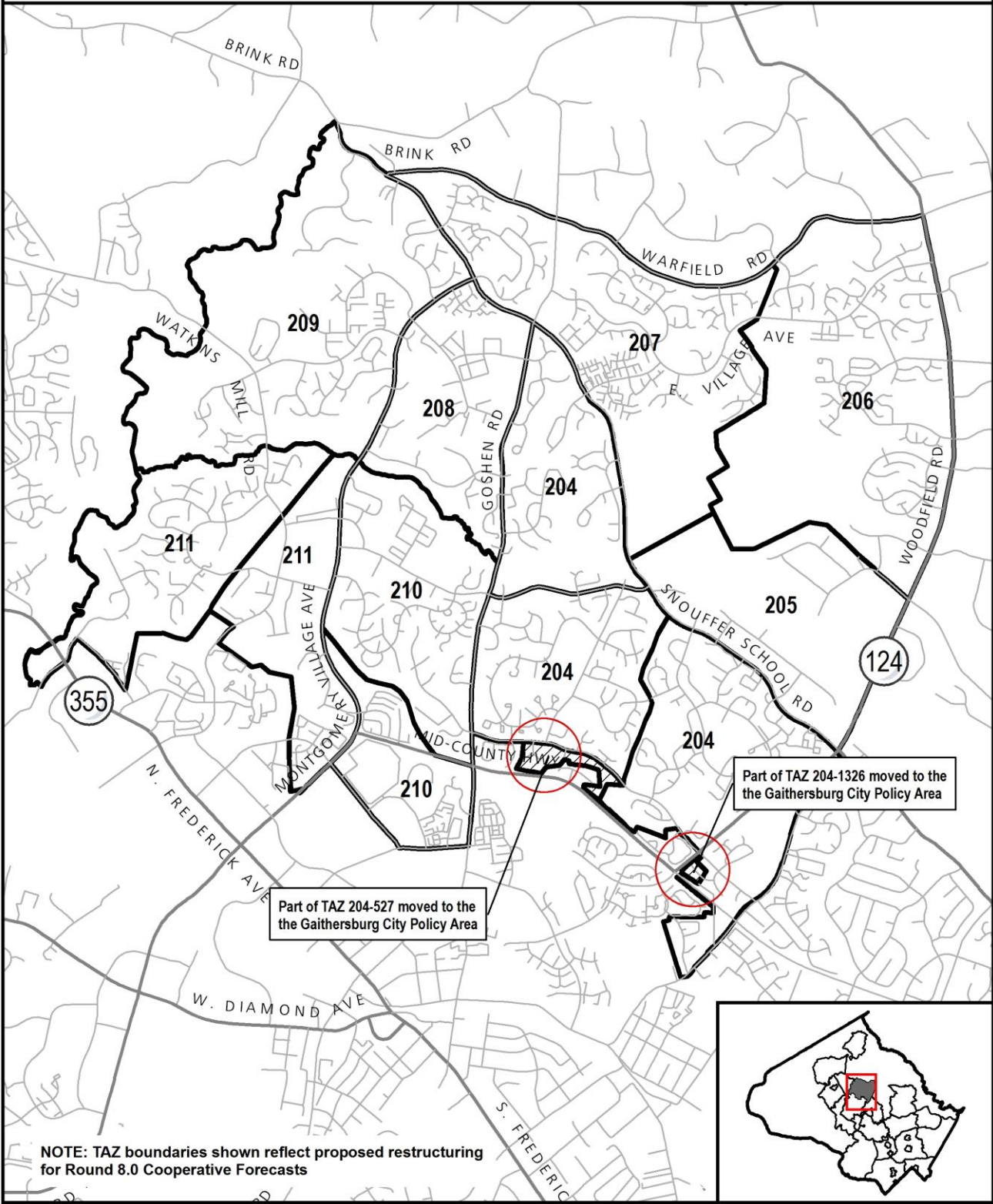
Life Sciences Center Policy Area with Traffic Zones

MAP 17



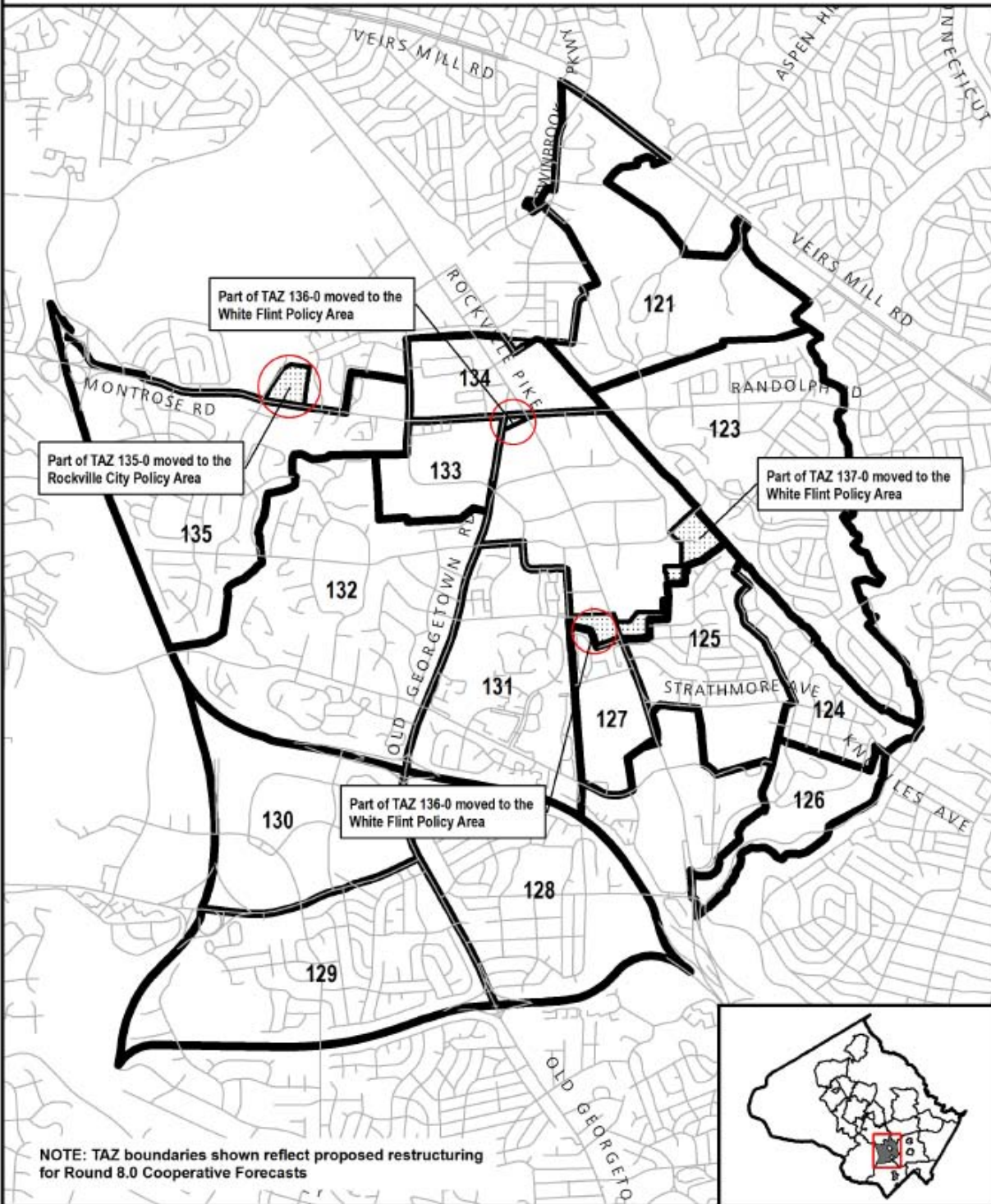
Montgomery Village/Airpark Policy Area with Traffic Zones

MAP 18



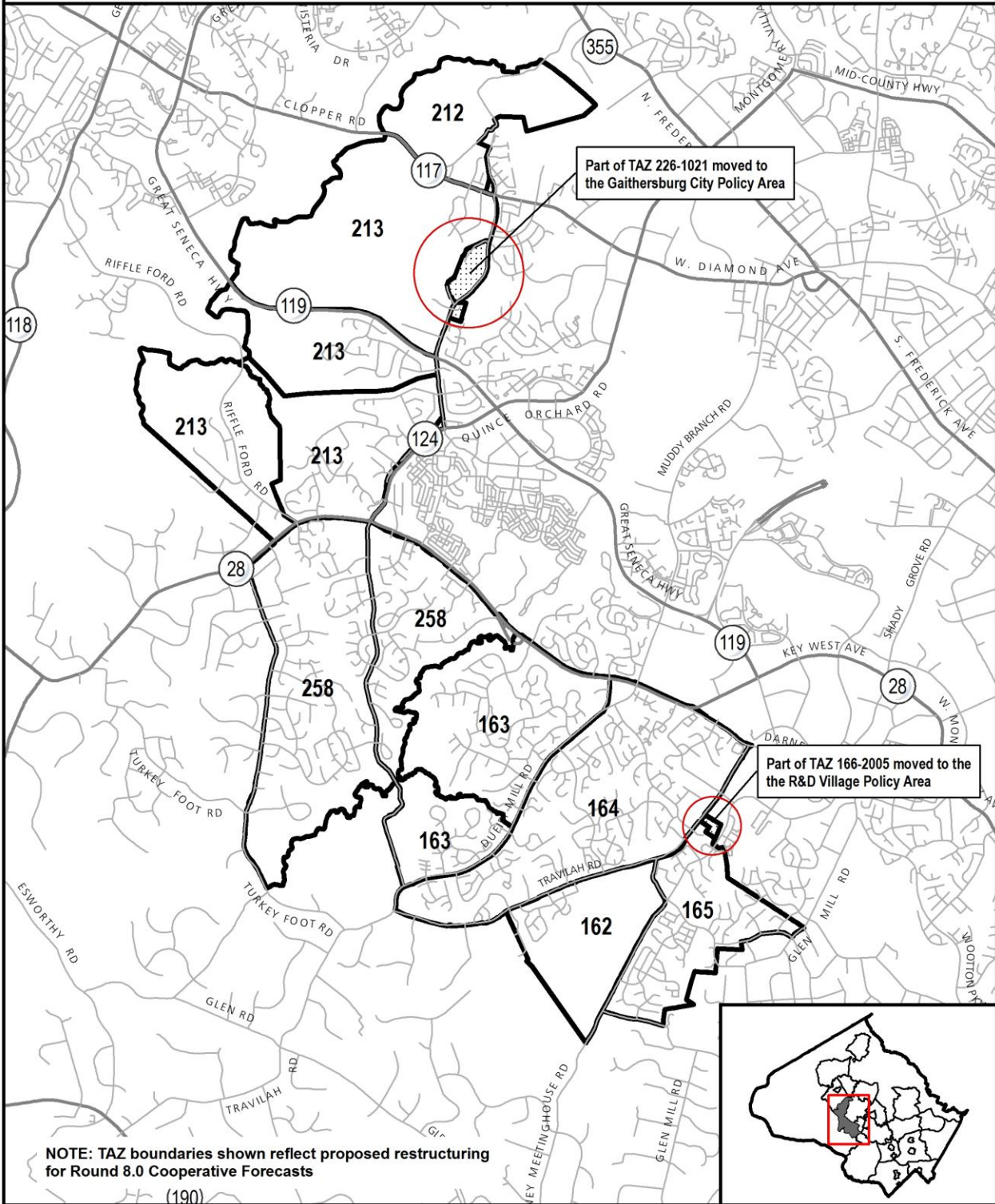
North Bethesda Policy Area with Traffic Zones

MAP 19



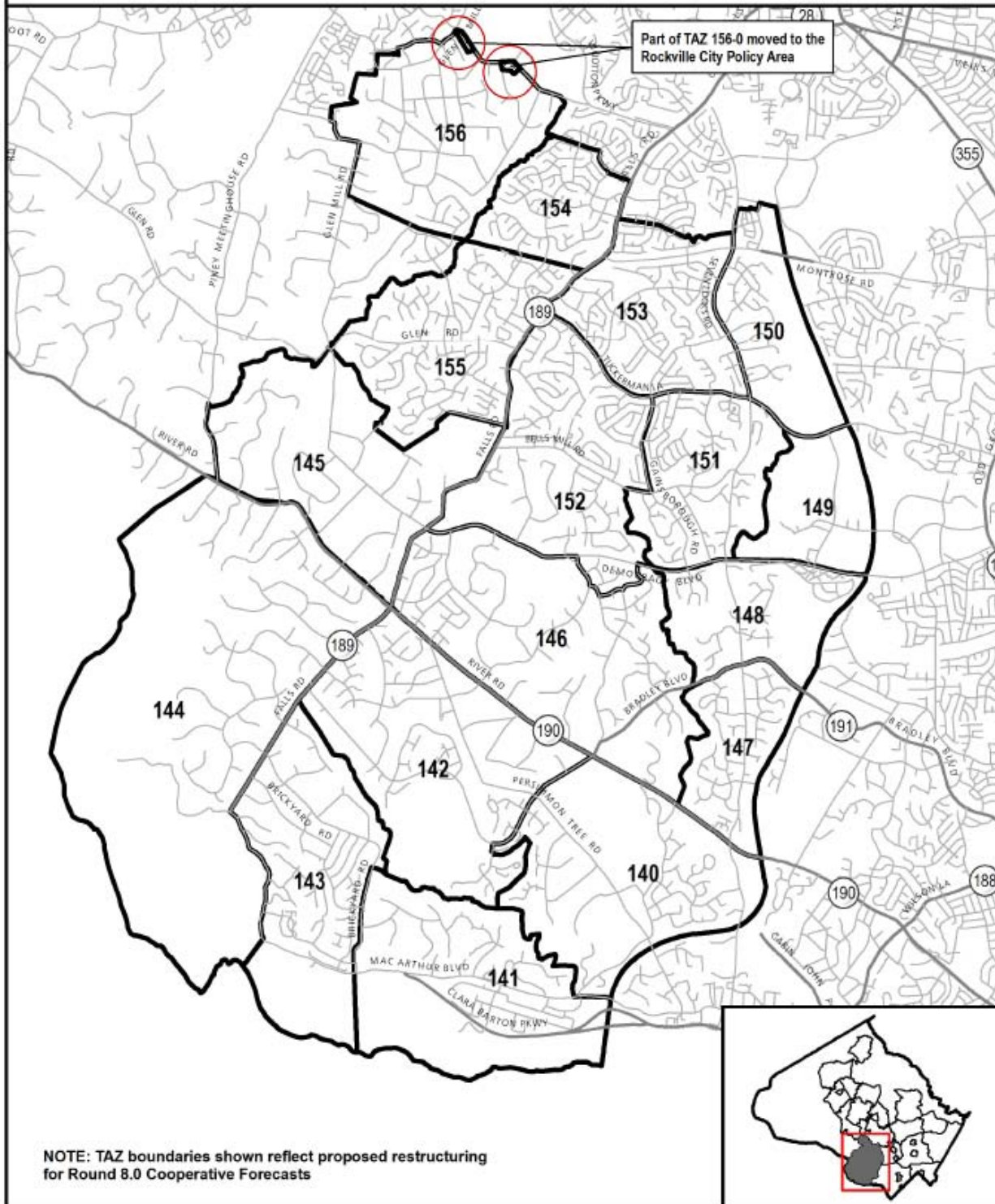
North Potomac Policy Area with Traffic Zones

MAP 20



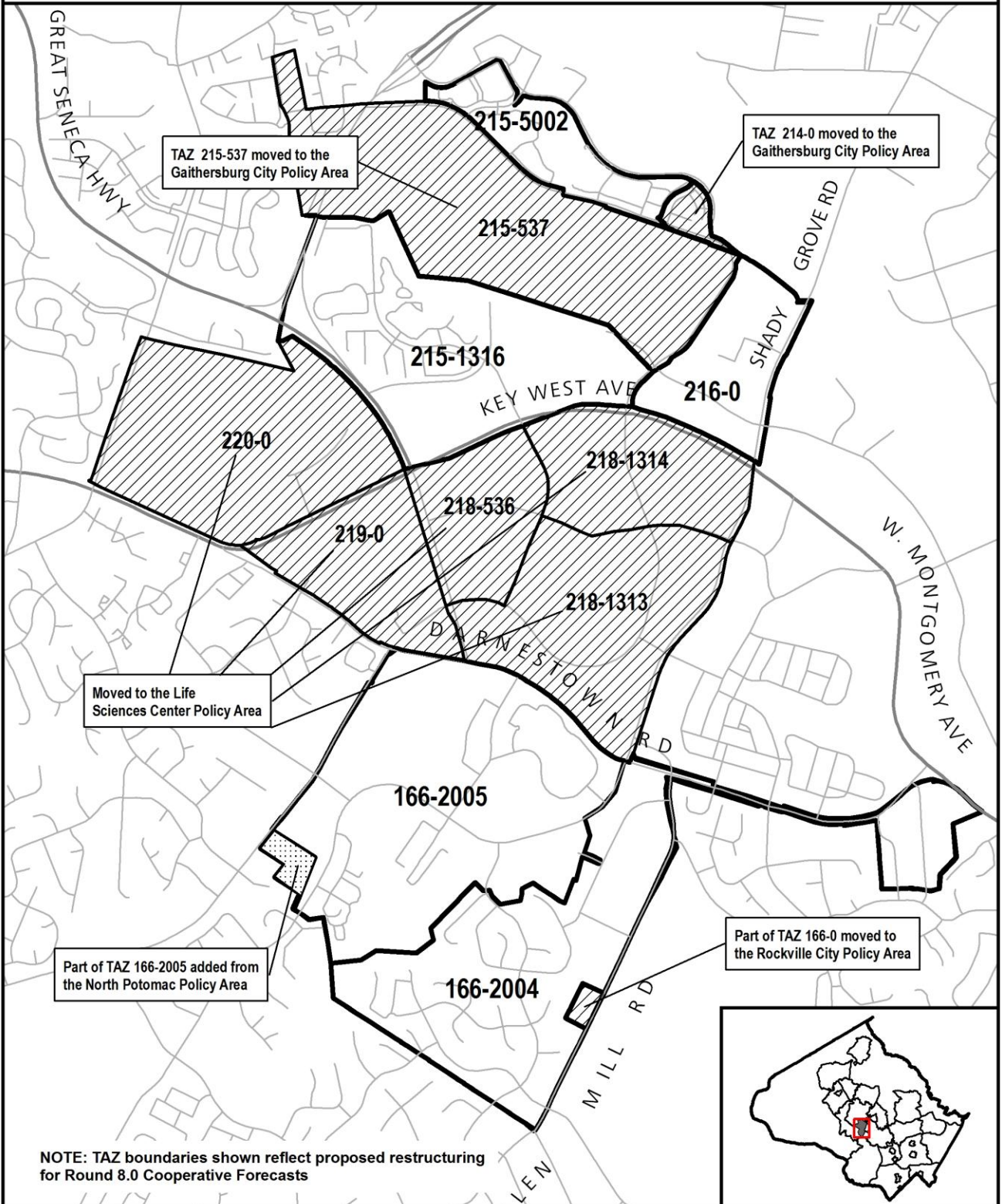
Potomac Policy Area with Traffic Zones

MAP 22



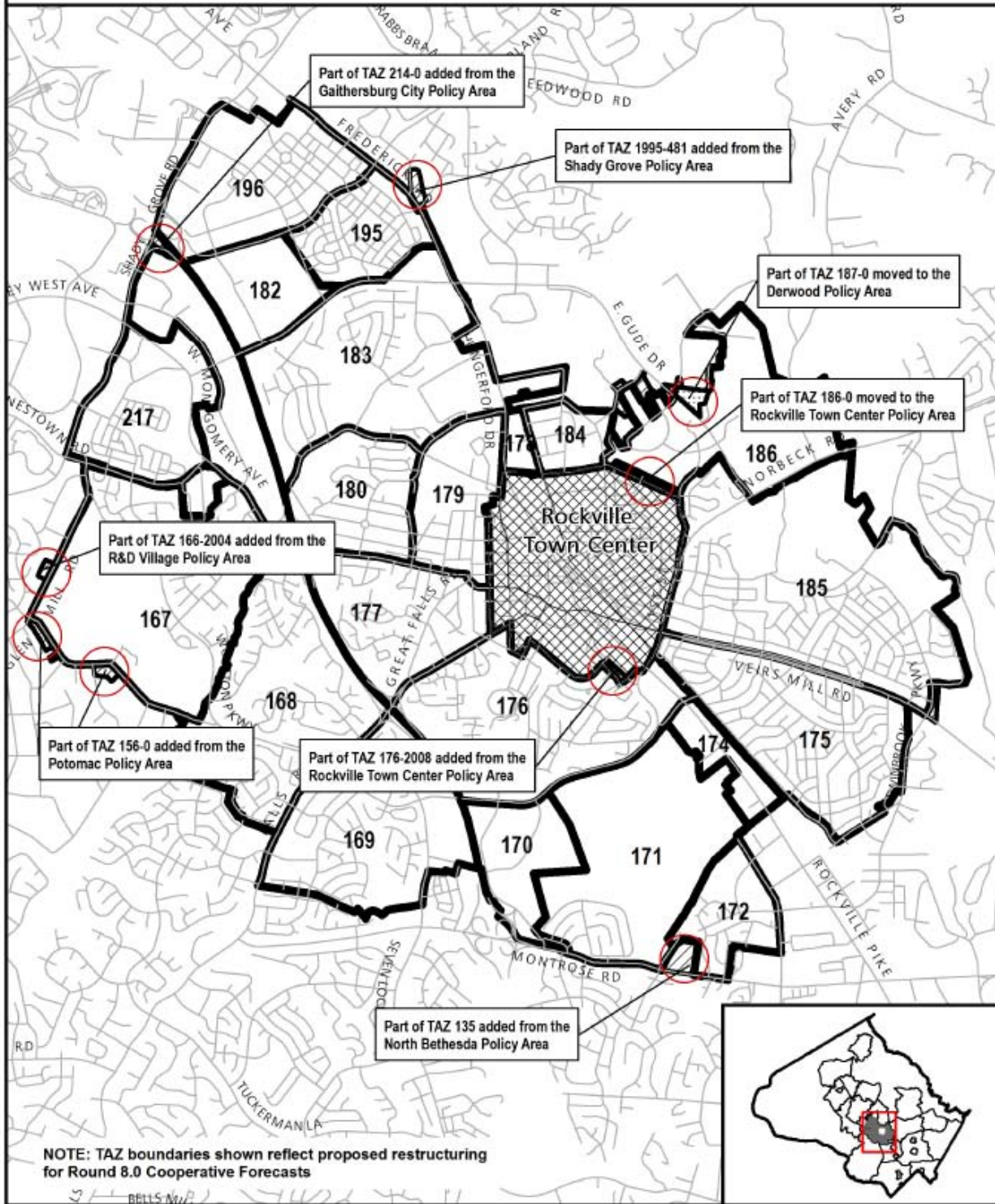
R and D Village Policy Area with Traffic Zones

MAP 23



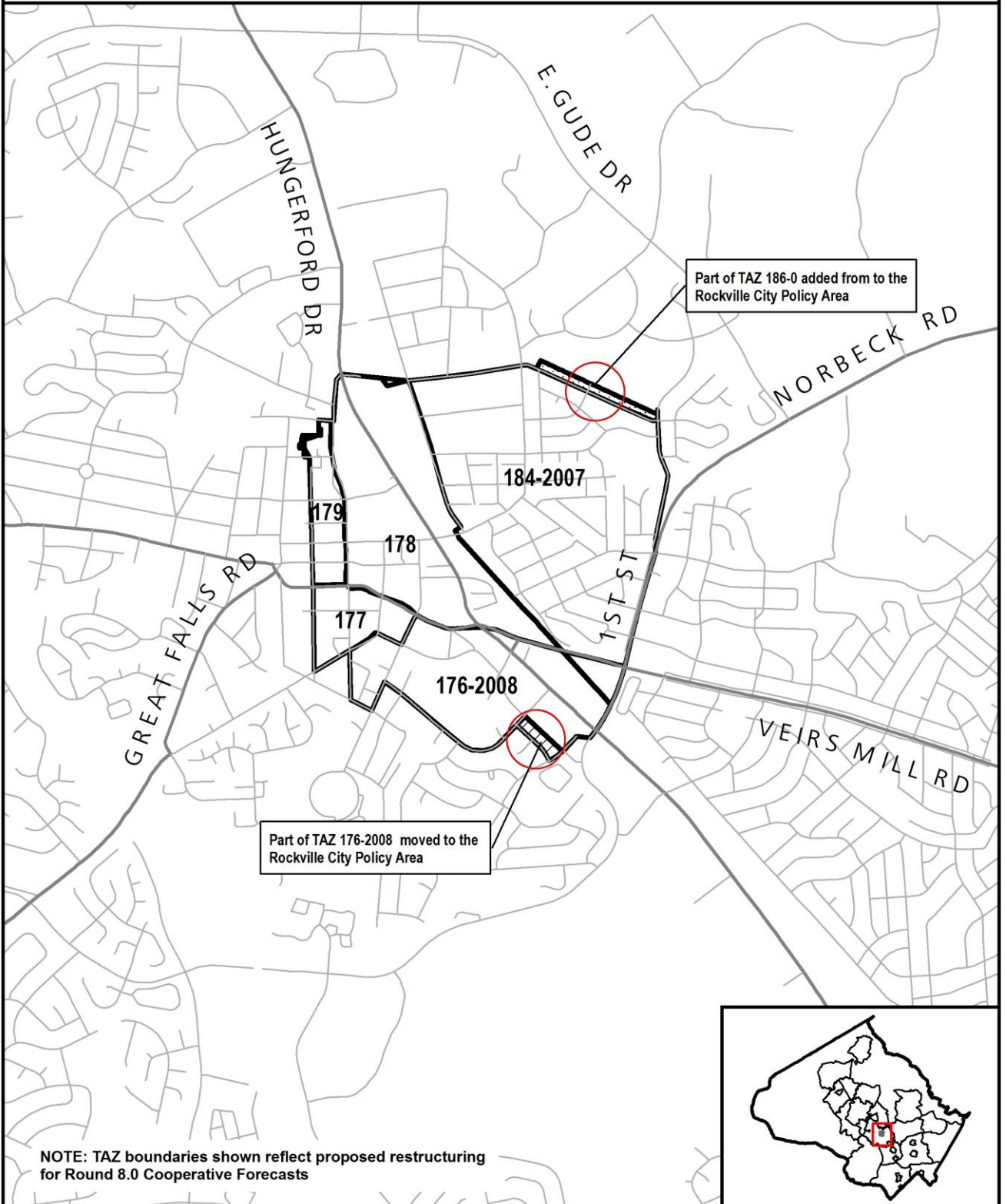
Rockville City Policy Area with Traffic Zones

MAP 24



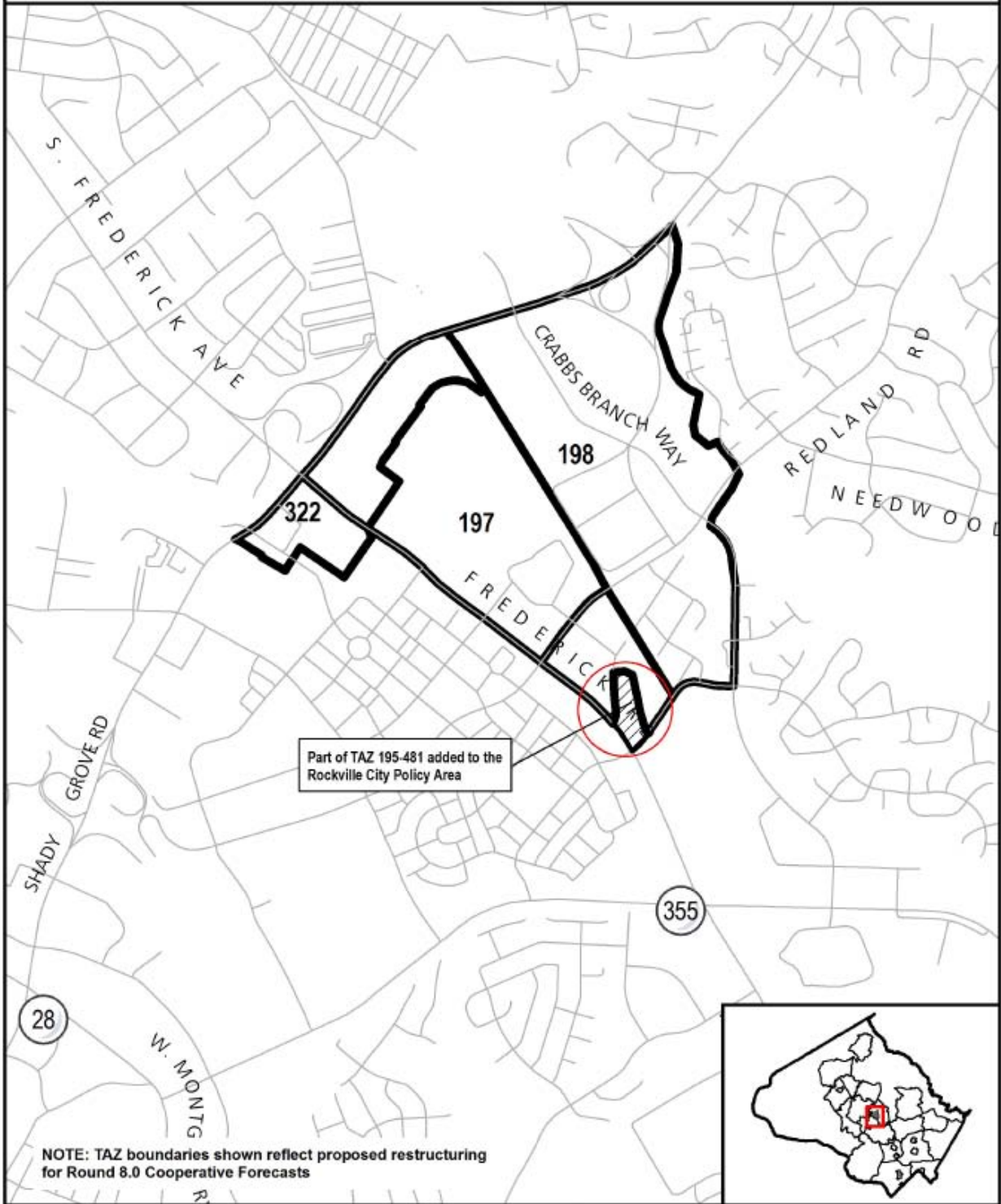
Rockville Town Center Policy Area with Traffic Zones

MAP 25



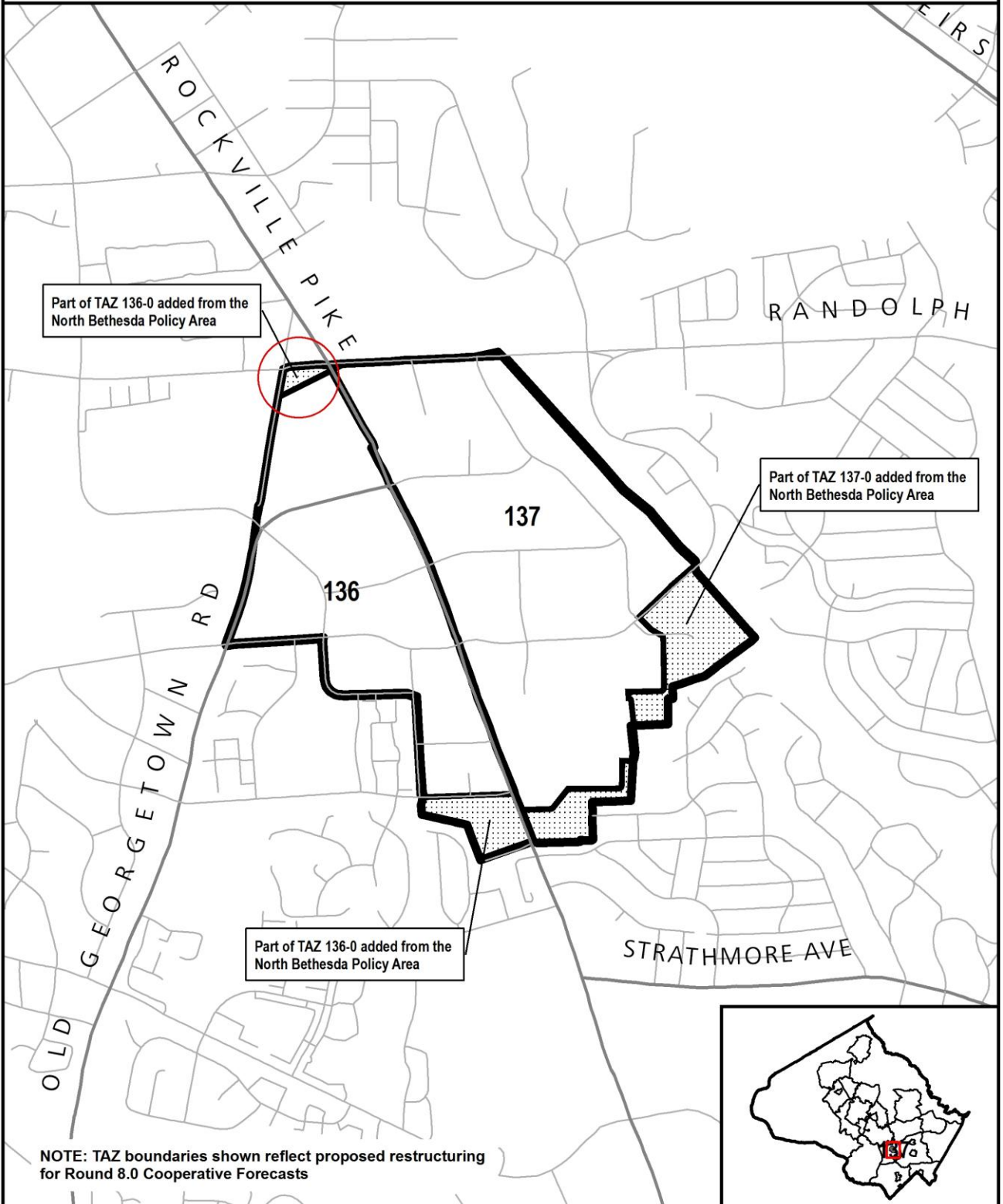
Shady Grove Policy Area with Traffic Zones

MAP 28



White Flint Policy Area with Traffic Zones

MAP 33



NOTE: TAZ boundaries shown reflect proposed restructuring for Round 8.0 Cooperative Forecasts

Growth Policy Study: Appendix I - Policy Area Mobility Review (PAMR)

Lead Staff: Eric Graye

Summary:

Using the Department’s Travel/3 transportation model in support of the application of the PAMR methodology, staff evaluated the year 2013 relationship between the set of transportation projects fully-funded in the four-year capital program and the geographic pattern of existing and approved but un-built (i.e., “pipeline”) jobs and housing units in the County. A key result of this analysis was the determination of required FY 10 trip mitigation percentages by policy area. These trip mitigation requirements (depicted below) were reviewed and adopted by the Planning Board on May 14th.

