

Table 3.2.2
Proposed 5-Group System Framework

| LATR | | PATR | | Transit Service | |
|--|--|---|--|---|--|
| Current Critical Lane Volume Standard | Proposed Critical Lane Volume Standard | Group Name/ Congestion Level | Proposed Policy Areas in Group | | |
| 1450 | 1450 | Group 1 | Rural areas | There is little to none transit service in the area. | |
| 1500 1500 1525 1525 | 1500 | Group 2 most stringent congestion standard | Cloverly Damascus Potomac Olney | <p>Transit service level: limited</p> <p>There are no Metro stations in the policy area or in an adjacent policy area. There are no commuter rail stations in the area. The area is served by limited commuter bus service or bus service feeding Metro stations. Overall, bus service is limited in terms of coverage and frequency.</p> | |
| 1500 1500 1500 1500 1525 1500 | 1550 | Group 3 more stringent congestion standard | Clarksburg Germantown East Germantown West and GTTC Gaithersburg City North Potomac Montgomery Village/Airpark | <p>Transit service level: moderate.</p> <p>There are no Metro stations in the policy area. There is a commuter rail station in the area and/or the area is served by commuter bus service. Overall, bus service is near the County average in terms of coverage and frequency. The Metro stations that are outside the policy area are not easily accessible by walking or bicycle</p> | |
| 1550 1525 1550 1525 | 1600 | Group 4 less stringent congestion standard | Aspen Hill Derwood (incl Shady Grove) Fairland/White Oak R & D Village | <p>Transit service level: frequent</p> <p>The area is served by commuter bus service or expanded bus service feeding Metro stations. If present, there is just one Metro station, and it is located at the edge of the policy area. Overall, bus service is above average in coverage and frequency.</p> | |
| 1600 1650 1650 1600 1650 | 1650 | Group 5 least stringent congestion standard | Rockville City Bethesda/Chevy Chase Kensington/Wheaton North Bethesda Silver Spring/Takoma Park | <p>Transit service level: full</p> <p>The area is served by more than one Metro station. The area contains at least one "Metro Station Policy Area." Bus service is well above average in coverage and frequency.</p> | |
| 1800 1800 1800 1800 1800 1800 1800 1800 1800 | 1800 | included in larger policy area | Bethesda CBD Friendship Heights Glenmont Grosvenor Shady Grove Silver Spring CBD Twinbrook Wheaton CBD White Flint | <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> | |

The congestion measure in all cases is the "average congestion index," or ACI. Technically, this is the volume to capacity ratio for roadway links in the policy area, weighted by vehicle miles of travel.

Table 3.2.3

| Transit Service Enhancement Factors | | | |
|---|--|---|---|
| Factors for Determining Auto Congestion Standard Within Groups | | | |
| Measure | Below Average | Average | Above Average |
| Sidewalks | Pedestrian and bicycle access to transit facilities, stations, and stops is limited, compared to other policy areas in the group. The percentage of the policy area's road that have sidewalks is below the average for the group. | Pedestrian and bicycle access to transit facilities, stations, and stops is at or near the average for policy areas in the group. The percentage of the policy area's road that have sidewalks is at or near the average for the group. | Pedestrian and bicycle access to transit facilities, stations, and stops is above the average for policy areas in the group. The percentage of the policy area's road that have sidewalks is above the average for the group. |
| Park and Ride Lots | There are no park and ride spaces. | There are a moderate number of park and ride spaces (100-500). | There are a high number of park and ride spaces (more than 500). |
| Residential Transit Usage | Transit usage is below the average for the group, perhaps close to the average for the next-lower group. | Transit usage is about the same as the average for the group. | Transit usage is above the average for the group, perhaps close to the average for the next-higher group. |
| Multimodal Transit Center | There is no multimodal transit center (Metro/commuter rail/bus) located in the policy area. | There is at least one multimodal transit center located in the policy area, but Metro is not one of the modes. | There is at least one multimodal transit center located in the policy area that encompasses Metro, commuter rail, and bus. |
| Circulation/feeder shuttles | There are no circulation or feeder shuttles in the policy area. | There is limited shuttle service feeding transit stations during peak hours. | There is a high-visibility circulation shuttle providing expanded access to transit stations (e.g., Silver Spring VanGo, Bethesda 8 Trolley) |

Table 3.2.4

PATR: Transit Enhancement Factors by Policy Area

| Group Name/ ACI Standard Range | Proposed Policy Areas in Group | Residential Transit Usage | Park & Ride Lots (Spaces) | Bus Stop Density | Sidewalk Network (Sidewalk to Road Ratio) | Circulation/ Feeder Shuttles |
|---|-----------------------------------|---------------------------------|---------------------------------|------------------------|---|------------------------------------|
| Group 1 | Rural areas | n/a | n/a | | n/a | n/a |
| Group 2 least stringent congestion standard | Cloverly | 0.06 | 0 | 0.90 | 7% | no |
| | Damascus | 0.07 | 0 | 0.10 | 35% | no |
| | Potomac | 0.08 | 200 | 0.68 | 29% | no |
| | Olney | 0.06 | 248 | 0.89 | 42% | no |
| Group 3 less stringent congestion standard | Clarksburg | 0.04 | 0 | 0.37 | 14% | no |
| | Germantown East | 0.07 | 175 | 1.85 | 123% | no |
| | Germantown West and GTTC | 0.12 | 325 | 1.87 | 120% | no |
| | Gaithersburg City | 0.16 | 760 | 2.34 | 134% | no |
| | North Potomac | 0.07 | 0 | 1.04 | 53% | no |
| Montgomery Village/Airpark | 0.14 | 0 | 2.04 | 119% | no | |
| Group 4 more stringent congestion standard | Aspen Hill | 0.11 | 0 | 1.83 | 109% | no |
| | Derwood (incl Shady Grove) | 0.17 | 0 | 2.63 | 51% | no |
| | Fairland/White Oak | 0.14 | 1175 | 1.58 | 48% | no |
| | R & D Village | 0.15 | 0 | 3.33 | 135% | no |
| Group 5 most stringent congestion standard | Rockville City | 0.14 | 0 | 3.12 | 141% | no |
| | Bethesda/Chevy Chase | 0.23 | 0 | 3.79 | 69% | yes |
| | Kensington/Wheaton | 0.17 | 0 | 3.21 | 95% | no |
| | North Bethesda | 0.24 | 650 | 3.69 | 102% | yes |
| | Silver Spring/Takoma Park | 0.37 | 0 | 8.90 | 67% | yes |
| included in larger policy area | Bethesda CBD | n/a | n/a | n/a | n/a | n/a |
| | Friendship Heights | n/a | n/a | n/a | n/a | n/a |
| | Glenmont | n/a | n/a | n/a | n/a | n/a |
| | Grosvenor | n/a | n/a | n/a | n/a | n/a |
| | Shady Grove | n/a | n/a | n/a | n/a | n/a |
| | Silver Spring CBD | n/a | n/a | n/a | n/a | n/a |
| | Twinbrook | n/a | n/a | n/a | n/a | n/a |
| | Wheaton CBD | n/a | n/a | n/a | n/a | n/a |
| White Flint | n/a | n/a | n/a | n/a | n/a | |

Clarksburg and Fairland/White Oak also have park & ride lots located just north of the policy area's boundary with a rural policy area. The sidewalk network ratio is 200% when there are sidewalks on both sides of all streets.

Table 3.2.5

Rank of Policy Areas by Congestion Levels

Measured by average congestion on policy area roads

| Rank | Policy Area | FY04 AGP Congestion Levels (1) | FY04 AGP Congestion Standard |
|-------------|----------------------------|---|---|
| 1 | Silver Spring/Takoma Park | 0.788 | 0.93 |
| 2 | North Bethesda | 0.733 | 0.67 |
| 3 | Montgomery Village/Airpark | 0.731 | 0.56 |
| 4 | Derwood (incl Shady Grove) | 0.696 | 0.57 |
| 5 | Rockville City | 0.693 | 0.61 |
| 6 | Gaithersburg City | 0.667 | 0.56 |
| 7 | Germantown East | 0.666 | 0.57 |
| 8 | Aspen Hill | 0.662 | 0.61 |
| 9 | Bethesda/Chevy Chase | 0.628 | 0.73 |
| 10 | Potomac | 0.613 | 0.57 |
| 11 | Clarksburg | 0.608 | 0.57 |
| 12 | Fairland/White Oak | 0.603 | 0.59 |
| 13 | Olney | 0.602 | 0.58 |
| 14 | Kensington/Wheaton | 0.593 | 0.69 |
| 15 | R & D Village | 0.592 | 0.57 |
| 16 | Cloverly | 0.581 | 0.57 |
| 17 | North Potomac | 0.577 | 0.57 |
| 18 | Damascus | 0.549 | 0.56 |
| 19 | Germantown West and GTTC | 0.511 | 0.55 |

1) Congestion assuming existing base of development plus approved development ("pipeline")

Table 3.2.6
Proposed 5-Group System (Standards Set 1)

| LATR | | PATR | | | | | Transit Service |
|--|--|--------------------------------|--|---|--|---|---|
| Current Critical Lane Volume Standard | Proposed Critical Lane Volume Standard | Group Name/ ACI Standard Range | Proposed Policy Areas in Group | Current Congestion Standard | Current Measured Congestion | Proposed Congestion Standard | |
| 1450 | 1450 | Group 1 | Rural areas | n/a | | n/a | There is little to none transit service in the area. |
| 1500 1500 1525 1525 | 1500 | Group 2 .520 - .549 | Cloverly Damascus Petersburg Olney | 0.57 0.56 0.57 0.58 | 0.58 0.55 0.61 0.60 | 0.54 0.53 0.54 0.54 | Transit service level: limited There are no Metro stations in the policy area or in an adjacent policy area. There are no commuter rail stations in the area. The area is served by limited commuter bus service or bus service feeding Metro stations. Overall, bus service is limited in terms of coverage and frequency. |
| 1500 1500 1500 1500 1525 1500 | 1550 | Group 3 .560 - .589 | Clarksburg Germantown East Germantown West and GTTC Gaithersburg City North Potomac Montgomery Village/Airpark | 0.57 0.57 0.55 0.56 0.57 0.56 | 0.61 0.67 0.51 0.67 0.58 0.73 | 0.57 0.57 0.57 0.57 0.57 0.57 | Transit service level: moderate. There are no Metro stations in the policy area. There is a commuter rail station in the area and/or the area is served by commuter bus service. Overall, bus service is near the County average in terms of coverage and frequency. The Metro stations that are outside the policy area are not easily accessible by walking or bicycle |
| 1550 1525 1550 1525 | 1600 | Group 4 .590 - .619 | Aspen Hill Derwood (incl Shady Grove) Fairland/White Oak R & D Village | 0.61 0.57 0.59 0.57 | 0.66 0.70 0.60 0.59 | 0.61 0.60 0.59 0.60 | Transit service level: frequent The area is served by commuter bus service or expanded bus service feeding Metro stations. If present, there is just one Metro station, and it is located at the edge of the policy area. Overall, bus service is above average in coverage and frequency. |
| 1600 1650 1650 1600 1650 | 1650 | Group 5 0.620-0.80 | Rockville City Bethesda/Chevy Chase Kensington/Wheaton North Bethesda Silver Spring/Takoma Park | 0.61 0.73 0.69 0.67 0.93 | 0.69 0.63 0.59 0.73 0.79 | 0.62 0.73 0.67 0.69 0.80 | Transit service level: full The area is served by more than one Metro station. The area contains at least one "Metro Station Policy Area." Bus service is well above average in coverage and frequency. |
| 1800 1800 1800 1800 1800 1800 1800 1800 1800 | 1800 | included in larger policy area | Bethesda CBD Friendship Heights Glenmont Grosvenor Shady Grove Silver Spring CBD Twinbrook Wheaton CBD White Flint | n/a n/a n/a n/a n/a n/a n/a n/a n/a | | n/a n/a n/a n/a n/a n/a n/a n/a n/a | n/a n/a n/a n/a n/a n/a n/a n/a n/a |

The congestion measure in all cases is the "average congestion index," or ACI. Technically, this is the volume to capacity ratio for roadway links in the policy area, weighted by vehicle miles of travel.

Table 3.2.7
Proposed 5-Group System (Standards Set 2)

| LATR | | PATR | | | | | Transit Service |
|--|--|--------------------------------|--|--|--|--|---|
| Current Critical Lane Volume Standard | Proposed Critical Lane Volume Standard | Group Name/ ACI Standard Range | Proposed Policy Areas in Group | Current Congestion Standard | Current Measured Congestion | Proposed ACI Standard | |
| 1450 | 1450 | Group 1 | Rural areas | n/a | | n/a | There is little to none transit service in the area. |
| 1500 1500 1525 1525 | 1500 | Group 2 .540 - .569 | Cloverly Damascus Petemac Olney | 0.57 0.56 0.57 0.58 | 0.58 0.55 0.61 0.60 | 0.56 0.54 0.54 0.56 | Transit service level: limited There are no Metro stations in the policy area or in an adjacent policy area. There are no commuter rail stations in the area. The area is served by limited commuter bus service or bus service feeding Metro stations. Overall, bus service is limited in terms of coverage and frequency. |
| 1500 1500 1500 1500 1525 1500 | 1550 | Group 3 .570 - .599 | Clarksburg Germantown East Germantown West and GTTC Gaithersburg City North Potomac Montgomery Village/Airpark | 0.57 0.57 0.55 0.56 0.57 0.56 | 0.61 0.67 0.51 0.67 0.58 0.73 | 0.57 0.58 0.58 0.59 0.58 0.58 | Transit service level: moderate. There are no Metro stations in the policy area. There is a commuter rail station in the area and/or the area is served by commuter bus service. Overall, bus service is near the County average in terms of coverage and frequency. The Metro stations that are outside the policy area are not easily accessible by walking or bicycle |
| 1550 1525 1550 1525 | 1600 | Group 4 .60 - .649 | Aspen Hill Derwood (incl Shady Grove) Fairland/White Oak R & D Village | 0.61 0.57 0.59 0.57 | 0.66 0.70 0.60 0.59 | 0.62 0.64 0.60 0.62 | Transit service level: frequent The area is served by commuter bus service or expanded bus service feeding Metro stations. If present, there is just one Metro station, and it is located at the edge of the policy area. Overall, bus service is above average in coverage and frequency. |
| 1600 1650 1650 1600 1650 | 1650 | Group 5 0.650-0.80 | Rockville City Bethesda/Chevy Chase Kensington/Wheaton North Bethesda Silver Spring/Takoma Park | 0.61 0.73 0.69 0.67 0.93 | 0.69 0.63 0.59 0.73 0.79 | 0.65 0.77 0.69 0.74 0.80 | Transit service level: full The area is served by more than one Metro station. The area contains at least one "Metro Station Policy Area." Bus service is well above average in coverage and frequency. |
| 1800 1800 1800 1800 1800 1800 1800 1800 | 1800 | included in larger policy area | Bethesda CBD Friendship Heights Glenmont Grosvenor Shady Grove Silver Spring CBD Twinbrook Wheaton CBD White Flint | n/a n/a n/a n/a n/a n/a n/a n/a | | n/a n/a n/a n/a n/a n/a n/a n/a | n/a n/a n/a n/a n/a n/a n/a n/a |

The congestion measure in all cases is the "average congestion index," or ACI. Technically, this is the volume to capacity ratio for roadway links in the policy area, weighted by vehicle miles of travel.

Table 3.2.8
Proposed 5-Group System (Standards Set 3)

| LATR | | PATR | | | | | Transit Service | |
|--|--|--------------------------------|--|---|--|--|-----------------|---|
| Current Critical Lane Volume Standard | Proposed Critical Lane Volume Standard | Group Name/ ACI Standard Range | Proposed Policy Areas in Group | Current ACI Standard | Current Measured Congestion | Proposed ACI Standard | | |
| 1450 | 1450 | Group 1 | Rural areas | n/a | | n/a | | There is little to none transit service in the area. |
| 1500 1500 1525 1525 | 1500 | Group 2 .570 - .599 | Cloverly Damascus Potomac Olney | 0.57 0.56 0.57 0.58 | 0.58 0.55 0.61 0.60 | 0.59 0.57 0.57 0.59 | | Transit service level: limited There are no Metro stations in the policy area or in an adjacent policy area. There are no commuter rail stations in the area. The area is served by limited commuter bus service or bus service feeding Metro stations. Overall, bus service is limited in terms of coverage and frequency. |
| 1500 1500 1500 1500 1525 1500 | 1550 | Group 3 .60- .629 | Clarksburg Germantown East Germantown West and GTTC Gaithersburg City North Potomac Montgomery Village/Airpark | 0.57 0.57 0.55 0.56 0.57 0.56 | 0.61 0.67 0.51 0.67 0.58 0.73 | 0.59 0.60 0.60 0.61 0.60 0.60 | | Transit service level: moderate. There are no Metro stations in the policy area. There is a commuter rail station in the area and/or the area is served by commuter bus service. Overall, bus service is near the County average in terms of coverage and frequency. The Metro stations that are outside the policy area are not easily accessible by walking or bicycle |
| 1550 1525 1550 1525 | 1600 | Group 4 .63 - .669 | Aspen Hill Derwood (incl Shady Grove) Fairland/White Oak R & D Village | 0.61 0.57 0.59 0.57 | 0.66 0.70 0.60 0.59 | 0.63 0.66 0.63 0.64 | | Transit service level: frequent The area is served by commuter bus service or expanded bus service feeding Metro stations. If present, there is just one Metro station, and it is located at the edge of the policy area. Overall, bus service is above average in coverage and frequency. |
| 1600 1650 1650 1600 1650 | 1650 | Group 5 0.670-0.80 | Rockville City Bethesda/Chevy Chase Kensington/Wheaton North Bethesda Silver Spring/Takoma Park | 0.61 0.73 0.69 0.67 0.93 | 0.69 0.63 0.59 0.73 0.79 | 0.67 0.78 0.69 0.76 0.80 | | Transit service level: full The area is served by more than one Metro station. The area contains at least one "Metro Station Policy Area." Bus service is well above average in coverage and frequency. |
| 1800 1800 1800 1800 1800 1800 1800 1800 | 1800 | included in larger policy area | Bethesda CBD Friendship Heights Glenmont Grosvenor Shady Grove Silver Spring CBD Twinbrook Wheaton CBD White Flint | n/a n/a n/a n/a n/a n/a n/a n/a n/a | | n/a n/a n/a n/a n/a n/a n/a n/a | | n/a n/a n/a n/a n/a n/a n/a n/a |

The congestion measure in all cases is the "average congestion index," or ACI. Technically, this is the volume to capacity ratio for roadway links in the policy area, weighted by vehicle miles of travel.

Table 3.2.9
Proposed 5-Group System (Standards Set 4)

| LATR | | PATR | | | | | Transit Service | |
|--|--|--------------------------------|--|---|--|---|---|--|
| Current Critical Lane Volume Standard | Proposed Critical Lane Volume Standard | Group Name/ ACI Standard Range | Proposed Policy Areas in Group | Current ACI Standard | Current Measured Congestion | Proposed ACI Standard | | |
| 1450 | 1450 | Group 1 | Rural areas | n/a | | n/a | There is little to none transit service in the area. | |
| 1500 1500 1525 1525 | 1500 | Group 2 .56 - .619 | Cloverly Damascus Petersburg Olney | 0.57 0.56 0.57 0.58 | 0.58 0.55 0.61 0.60 | 0.61 0.57 0.60 0.61 | <p>Transit service level: limited</p> <p>There are no Metro stations in the policy area or in an adjacent policy area.</p> <p>There are no commuter rail stations in the area.</p> <p>The area is served by limited commuter bus service or bus service feeding Metro stations.</p> <p>Overall, bus service is limited in terms of coverage and frequency.</p> | |
| 1500 1500 1500 1500 1525 1500 | 1550 | Group 3 .62-.659 | Clarksburg Germantown East Germantown West and GTTC Gaithersburg City North Potomac Montgomery Village/Airpark | 0.57 0.57 0.55 0.56 0.57 0.56 | 0.61 0.67 0.51 0.67 0.58 0.73 | 0.62 0.63 0.64 0.65 0.63 0.64 | <p>Transit service level: moderate.</p> <p>There are no Metro stations in the policy area.</p> <p>There is a commuter rail station in the area and/or the area is served by commuter bus service.</p> <p>Overall, bus service is near the County average in terms of coverage and frequency.</p> <p>The Metro stations that are outside the policy area are not easily accessible by walking or bicycle.</p> | |
| 1550 1525 1550 1525 | 1600 | Group 4 .669 -.709 | Aspen Hill Derwood (incl Shady Grove) Fairland/White Oak R & D Village | 0.61 0.57 0.59 0.57 | 0.66 0.70 0.60 0.59 | 0.67 0.70 0.67 0.68 | <p>Transit service level: frequent</p> <p>The area is served by commuter bus service or expanded bus service feeding Metro stations.</p> <p>If present, there is just one Metro station, and it is located at the edge of the policy area.</p> <p>Overall, bus service is above average in coverage and frequency.</p> | |
| 1600 1650 1650 1600 1650 | 1650 | Group 5 0.71-0.85 | Rockville City Bethesda/Chevy Chase Kensington/Wheaton North Bethesda Silver Spring/Takoma Park | 0.61 0.73 0.69 0.67 0.93 | 0.69 0.63 0.59 0.73 0.79 | 0.71 0.80 0.72 0.78 0.85 | <p>Transit service level: full</p> <p>The area is served by more than one Metro station.</p> <p>The area contains at least one "Metro Station Policy Area."</p> <p>Bus service is well above average in coverage and frequency.</p> | |
| 1800 1800 1800 1800 1800 1800 1800 1800 1800 | 1800 | included in larger policy area | Bethesda CBD Friendship Heights Glenmont Grosvenor Shady Grove Silver Spring CBD Twinbrook Wheaton CBD White Flint | n/a n/a n/a n/a n/a n/a n/a n/a n/a | | n/a n/a n/a n/a n/a n/a n/a n/a n/a | <p>n/a n/a n/a n/a n/a n/a n/a n/a n/a</p> | |

The congestion measure in all cases is the "average congestion index," or ACI. Technically, this is the volume to capacity ratio for roadway links in the policy area, weighted by vehicle miles of travel.

Table 3.2.10

New Group System: Results of Scenarios Testing Four Different Sets of Congestion Standards

| Current | | | | Standard Set 1 | | | Standard Set 2 | | |
|--------------------|----------------------------------|------------------------------------|------------------------------------|-------------------------------------|---------------------------------------|------------------------------|-------------------------------------|---------------------------------------|------------------------------|
| Policy Area | Current Moratorium Status | Current Congestion Standard | Current Measured Congestion | New Group System Standards 1 | Difference Standard vs Current | New Moratorium Status | New Group System Standards 2 | Difference Standard vs Current | New Moratorium Status |
| Aspen Hill | Y | 0.61 | 0.66 | 0.540 | -0.122 | Y | 0.630 | -0.032 | Y |
| Beth/Ch | Y | 0.73 | 0.63 | 0.730 | 0.102 | | 0.750 | 0.122 | |
| Clarksburg | | 0.57 | 0.61 | 0.560 | -0.048 | Y | 0.570 | -0.038 | Y |
| Cloverly | Y | 0.57 | 0.58 | 0.540 | -0.041 | Y | 0.540 | -0.041 | Y |
| Damascus | | 0.56 | 0.55 | 0.530 | -0.019 | Y | 0.530 | -0.019 | Y |
| Derwood | Y | 0.57 | 0.70 | 0.600 | -0.096 | Y | 0.640 | -0.056 | Y |
| Fairland | Y | 0.59 | 0.60 | 0.590 | -0.013 | Y | 0.630 | 0.027 | |
| Gaith City | Y | 0.56 | 0.67 | 0.570 | -0.097 | Y | 0.590 | -0.077 | Y |
| German E | | 0.57 | 0.67 | 0.560 | -0.106 | Y | 0.580 | -0.086 | Y |
| German W | | 0.55 | 0.51 | 0.570 | 0.059 | | 0.580 | 0.069 | |
| Kens/Wheat | | 0.69 | 0.59 | 0.670 | 0.077 | | 0.690 | 0.097 | |
| Mont Vill | Y | 0.56 | 0.73 | 0.570 | -0.161 | Y | 0.580 | -0.151 | Y |
| N.Beth | | 0.67 | 0.73 | 0.690 | -0.043 | Y | 0.740 | 0.007 | |
| N.Potomac | | 0.57 | 0.58 | 0.560 | -0.017 | Y | 0.580 | 0.003 | |
| Olney | Y | 0.58 | 0.60 | 0.540 | -0.062 | Y | 0.560 | -0.042 | Y |
| Potomac | Y | 0.57 | 0.61 | 0.540 | -0.073 | n/a | 0.540 | -0.073 | n/a |
| R&D Village | Y | 0.57 | 0.59 | 0.600 | 0.008 | Y | 0.620 | 0.028 | |
| Rockville | Y | 0.61 | 0.69 | 0.620 | -0.073 | Y | 0.650 | -0.043 | Y |
| SS/Tak Pk | | 0.93 | 0.79 | 0.800 | 0.012 | | 0.800 | 0.012 | |

The congestion measure in all cases is the "average congestion index," or ACI. Technically, this is the volume to capacity ratio for roadway links in the policy area, weighted by vehicle miles of travel.

| Standard Set 3 | | | Standard Set 4 | | |
|-------------------------------------|---------------------------------------|------------------------------|-------------------------------------|---------------------------------------|------------------------------|
| New Group System Standards 3 | Difference Standard vs Current | New Moratorium Status | New Group System Standards 4 | Difference Standard vs Current | New Moratorium Status |
| 0.630 | -0.032 | Y | 0.670 | 0.008 | |
| 0.780 | 0.152 | | 0.800 | 0.172 | |
| 0.590 | -0.018 | Y | 0.620 | 0.012 | |
| 0.590 | 0.009 | | 0.610 | 0.029 | |
| 0.570 | 0.021 | | 0.570 | 0.021 | |
| 0.660 | -0.036 | Y | 0.699 | 0.003 | |
| 0.630 | 0.027 | | 0.670 | 0.067 | |
| 0.610 | -0.057 | Y | 0.650 | -0.017 | Y |
| 0.600 | -0.066 | Y | 0.630 | -0.036 | |
| 0.600 | 0.089 | | 0.640 | 0.129 | |
| 0.690 | 0.097 | | 0.720 | 0.127 | |
| 0.600 | -0.131 | Y | 0.640 | -0.091 | Y |
| 0.760 | 0.027 | | 0.780 | 0.047 | |
| 0.600 | 0.023 | | 0.630 | 0.053 | |
| 0.590 | -0.012 | Y | 0.610 | 0.008 | |
| 0.570 | -0.043 | n/a | 0.600 | -0.013 | n/a |
| 0.640 | 0.048 | | 0.680 | 0.088 | |
| 0.670 | -0.023 | Y | 0.710 | 0.017 | |
| 0.800 | 0.012 | | 0.850 | 0.062 | |

Table 3.3.1

Policy Area Growth by Land Use Type and Cost of Transportation Infrastructure

| GEOGRAPHY | GROWTH | | | | | | COST |
|---|-----------------------|--|---------------------------|----------------------|---------------------------|----------------|------------------------|
| | Office per 1000 sf | NON-RESIDENTIAL Retail per 1000 sf | Industrial per 1000 sf | Other per 1000 sf | HOUSING SF per unit | MF per unit | |
| Policy Area (includes Metro station areas if any) | | | | | | | |
| Bethesda-Chevy Chase | 2,289,315 | 471,302 | 19,516 | 1,213,032 | 1,872 | 3,998 | \$71,000,000 |
| Silver Spring/Takoma Park | 1,526,873 | 379,157 | 132,370 | 261,964 | 988 | 4,526 | \$3,900,000 |
| Inside the Beltway | 3,816,187 | 850,459 | 151,886 | 1,474,997 | 2,860 | 8,524 | \$74,900,000 |
| Olney | 17,796 | 35,387 | 360 | 72,571 | 1,520 | 140 | \$2,500,000 |
| Aspen Hill | 18,500 | 64,301 | 0 | 41,951 | 695 | 1,585 | \$131,000,000 |
| Kensington/Wheaton | 176,108 | 192,487 | 73,372 | 160,945 | 2,257 | 3,263 | \$44,200,000 |
| Georgia Avenue | 212,405 | 292,175 | 73,731 | 275,467 | 4,472 | 4,988 | \$177,700,000 |
| Fairland/White Oak | 600,119 | 254,755 | 151,070 | 2,748,499 | 1,902 | 603 | \$11,800,000 |
| Cloverly | 8,114 | 19,463 | 0 | 12,791 | 558 | 0 | \$5,500,000 |
| Eastern Montgomery County | 608,232 | 274,218 | 151,070 | 2,761,289 | 2,460 | 603 | \$17,300,000 |
| Clarksburg | 1,897,679 | 275,700 | 505,112 | 188,493 | 8,985 | 1,630 | \$63,500,000 |
| Damascus | 3,017 | 21,092 | 976 | 15,802 | 890 | 0 | \$5,000,000 |
| Germantown East | 1,975,722 | 107,637 | 340,344 | 56,627 | 765 | 1,105 | \$124,800,000 |
| Germantown West and Town Center | 2,040,063 | 410,165 | 214,837 | 90,194 | 2,938 | 2,808 | \$104,700,000 |
| Greater Germantown | 4,015,784 | 517,802 | 555,181 | 146,821 | 3,703 | 3,913 | \$229,500,000 |
| North Bethesda | 2,970,241 | 755,124 | 312,762 | 619,139 | 680 | 7,933 | \$171,000,000 |
| North Potomac | 3,352 | 23,863 | 16,134 | 87,408 | 1,330 | 0 | \$15,000,000 |
| Montgomery Village/Airpark | 92,517 | 107,213 | 337,862 | 123,702 | 470 | 120 | \$6,000,000 |
| R & D Village | 2,205,173 | 115,923 | 630,244 | 280,036 | 1,275 | 2,075 | \$106,000,000 |
| Derwood and Shady Grove | 723,828 | 208,430 | 935,455 | 101,835 | 995 | 2,830 | \$25,500,000 |
| Gaithersburg Vicinity | 3,024,871 | 455,430 | 1,919,695 | 592,981 | 4,070 | 5,025 | \$152,500,000 |
| Potomac | 32,024 | 142,057 | 0 | 85,147 | 1,828 | 368 | \$1,000,000 |
| Gaithersburg City | 2,360,062 | 1,236,954 | 342,400 | 530,752 | 3,205 | 5,185 | \$143,000,000 |
| Rockville City | 6,603,250 | 1,030,200 | 132,975 | 731,000 | 1,701 | 5,000 | \$100,000 |
| Total with Staging Ceilings | 25,543,752 | 5,851,210 | 4,145,788 | 7,421,889 | 34,852 | 43,166 | \$1,035,500,000 |

Table 3.3.2

Transportation Infrastructure Costs by Unit of Development

| GEOGRAPHY | COST | INFRASTRUCTURE COSTS PER UNIT OF DEVELOPMENT | | | | | |
|--|------------------------|--|-----------------------|---------------------------|----------------------|-----------------|-----------------|
| | | Total Infrastructure Cost | NON-RESIDENTIAL | | | | HOUSING |
| Policy Area (includes Metro station areas if any) | | Office per 1000 sf | Retail per 1000 sf | Industrial per 1000 sf | Other per 1000 sf | SF per unit | MF per unit |
| Bethesda-Chevy Chase | \$71,000,000 | \$11,931 | \$10,794 | \$5,185 | \$11,931 | \$5,296 | \$3,529 |
| Silver Spring/Takoma Park | \$3,900,000 | \$983 | \$890 | \$427 | \$983 | \$436 | \$291 |
| Inside the Beltway | \$74,900,000 | \$7,553 | \$6,833 | \$3,282 | \$7,553 | \$3,353 | \$2,234 |
| Olney | \$2,500,000 | \$2,981 | \$2,697 | \$1,296 | \$2,981 | \$1,323 | \$882 |
| Aspen Hill | \$131,000,000 | \$146,217 | \$132,274 | \$63,546 | \$146,217 | \$64,903 | \$43,248 |
| Kensington/Wheaton | \$44,200,000 | \$17,610 | \$15,931 | \$7,653 | \$17,610 | \$7,817 | \$5,209 |
| Georgia Avenue | \$177,700,000 | \$41,866 | \$37,874 | \$18,195 | \$41,866 | \$18,584 | \$12,383 |
| Fairland/White Oak | \$11,800,000 | \$2,528 | \$2,287 | \$1,099 | \$2,528 | \$1,122 | \$748 |
| Cloverly | \$5,500,000 | \$19,232 | \$17,398 | \$8,358 | \$19,232 | \$8,537 | \$5,689 |
| Eastern Montgomery County | \$17,300,000 | \$3,493 | \$3,160 | \$1,518 | \$3,493 | \$1,550 | \$1,033 |
| Clarksburg | \$63,500,000 | \$9,038 | \$8,177 | \$3,928 | \$9,038 | \$4,012 | \$2,673 |
| Damascus | \$5,000,000 | \$11,537 | \$10,437 | \$5,014 | \$11,537 | \$5,121 | \$3,412 |
| Germantown East | \$124,800,000 | \$42,394 | \$38,351 | \$18,424 | \$42,394 | \$18,818 | \$12,539 |
| Germantown West and Town Center | \$104,700,000 | \$22,139 | \$20,028 | \$9,622 | \$22,139 | \$9,827 | \$6,548 |
| Greater Germantown | \$229,500,000 | \$29,667 | \$26,838 | \$12,893 | \$29,667 | \$13,169 | \$8,775 |
| North Bethesda | \$171,000,000 | \$24,233 | \$21,922 | \$10,532 | \$24,233 | \$10,757 | \$7,168 |
| North Potomac | \$15,000,000 | \$21,135 | \$19,120 | \$9,185 | \$21,135 | \$9,381 | \$6,251 |
| Montgomery Village/Airpark | \$6,000,000 | \$8,521 | \$7,708 | \$3,703 | \$8,521 | \$3,782 | \$2,520 |
| R & D Village | \$106,000,000 | \$26,214 | \$23,714 | \$11,392 | \$26,214 | \$11,636 | \$7,754 |
| Derwood and Shady Grove | \$25,500,000 | \$9,446 | \$8,545 | \$4,105 | \$9,446 | \$4,193 | \$2,794 |
| Gaithersburg Vicinity | \$152,500,000 | \$18,695 | \$16,913 | \$8,125 | \$18,695 | \$8,299 | \$5,530 |
| Potomac | \$1,000,000 | \$858 | \$776 | \$373 | \$858 | \$381 | \$254 |
| Gaithersburg City | \$143,000,000 | \$20,099 | \$18,183 | \$8,735 | \$20,099 | \$8,922 | \$5,945 |
| Rockville City | \$100,000 | \$9 | \$9 | \$4 | \$9 | \$4 | \$3 |
| Total with Staging Ceilings | \$1,035,500,000 | \$15,147 | \$13,703 | \$6,583 | \$15,147 | \$6,724 | \$4,480 |

Table 3.3.3

Infrastructure Costs Allocated to Policy Area Groupings

| GEOGRAPHY | INFRASTRUCTURE COSTS PER UNIT OF DEVELOPMENT | | | | | |
|------------------------------|--|-----------------------|---------------------------|----------------------|----------------|----------------|
| Policy Area Groupings | NON-RESIDENTIAL | | | | HOUSING | |
| | Office per 1000 sf | Retail per 1000 sf | Industrial per 1000 sf | Other per 1000 sf | SF per unit | MF per unit |
| Inside the Beltway | \$7,553 | \$6,833 | \$3,282 | \$7,553 | \$3,353 | \$2,234 |
| Georgia Avenue/Eastern MC | \$21,201 | \$19,179 | \$9,214 | \$21,201 | \$9,411 | \$6,271 |
| Clarksburg/G-town/ Damascus | \$19,612 | \$17,742 | \$8,523 | \$19,612 | \$8,705 | \$5,801 |
| Gaithersburg Vicinity | \$18,695 | \$16,913 | \$8,125 | \$18,695 | \$8,299 | \$5,530 |
| City of Rockville and Gaith. | \$8,097 | \$7,325 | \$3,519 | \$8,097 | \$3,594 | \$2,395 |
| Greater North Bethesda | \$24,233 | \$21,922 | \$10,532 | \$24,233 | \$10,757 | \$7,168 |
| Potomac | \$858 | \$776 | \$373 | \$858 | \$381 | \$254 |
| Total | \$15,147 | \$13,703 | \$6,583 | \$15,147 | \$6,724 | \$4,480 |