

2016 Subdivision Staging Policy

Draft LATR Slides for MCPB Worksession #2 on
6/16/16

DISCUSSION TOPICS

Local Area Transportation Test

- Public Hearing Draft recommendations
- Possible modifications in response to testimony

PUBLIC HEARING DRAFT

Overall objectives of the LATR section:

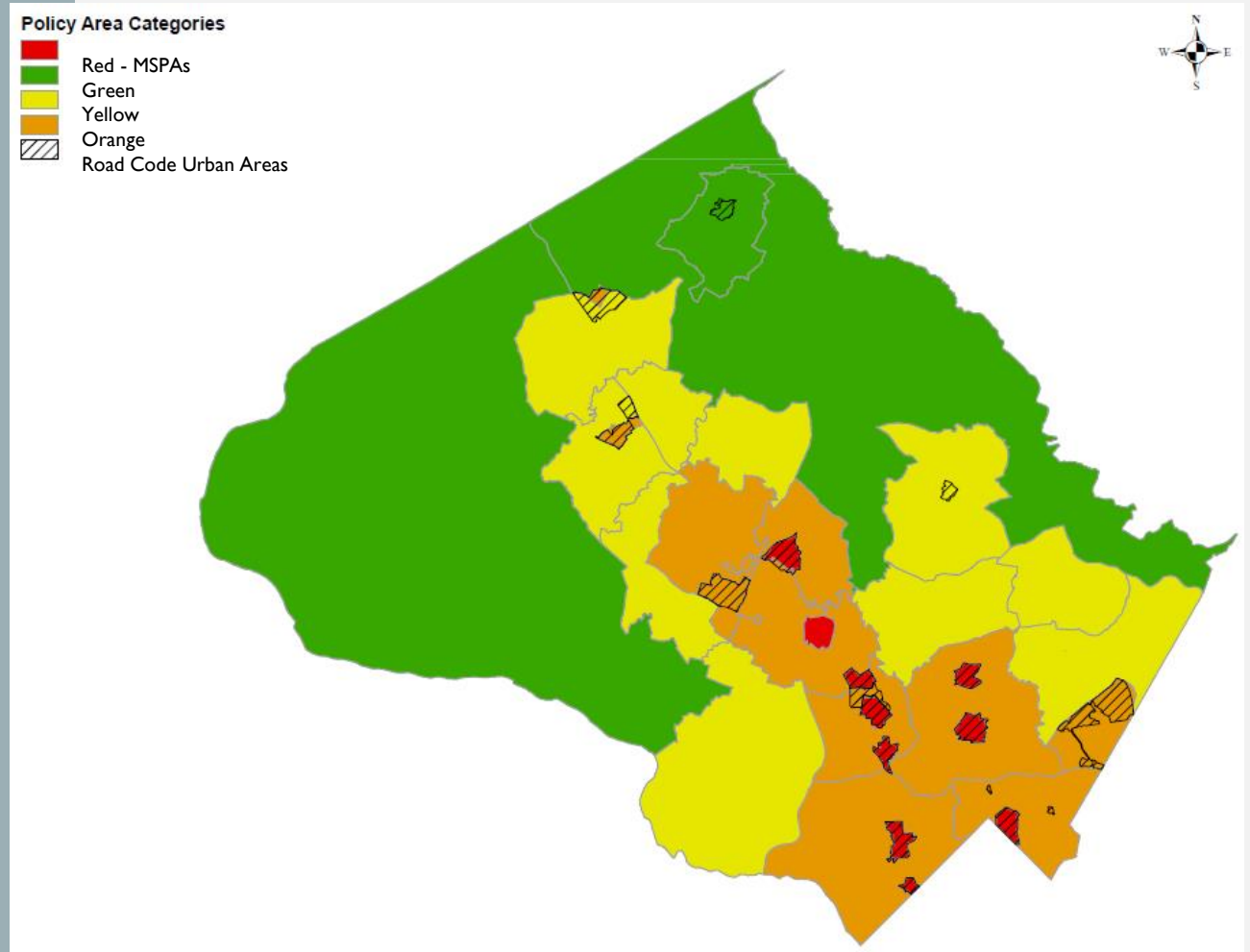
More efficient implementation of traffic study requirements. May result in fewer studies, but those that are conducted will provide more detailed, multimodal information.

Proposed 2016 SSP Element	Change from current SSP?
LATR study required in 3 of 4 policy area categories	Remove LATR study requirement from the MSPAs
LATR study threshold based on 50 person trips	Current LATR study threshold based on 30 vehicle trips
LATR quantitative analysis of peds, bikes, and transit	Requires additional analyses if modal trip generation triggers are met
LATR mitigation expands areas for payment in lieu of construction	Payment in lieu of construction as first option for Urban Road Code Areas
Number of intersections studied	No change, except exempt those where site trips are < 1% of existing volume and < 5% of total site trip generation
CLV standards	No change
Alternative Review Procedure	Remove, based on MSPA exemption

PUBLIC HEARING DRAFT

Proposed application in different geographies, adjusted to reflect Board direction on policy area classification regarding Metro Station Policy Areas (MSPA).

Location	Action
All MSPA (red)	No LATR study (but biennial public sector monitoring to inform CIP)
Not in an MSPA but in an Urban Road Code Area	LATR study with applicant payment in lieu of implementing mitigation
All other areas	LATR study and applicant implements mitigation



PUBLIC HEARING DRAFT

Recommendation #1a- scoping for need to test:

Update vehicle trip rates for the County, and replace the 30 peak hour vehicle trip threshold with a 50 person trips per hour threshold.

Removed reference to 75 person trips in MSPAs – now in red category and do not require local area transportation review.

Recommendation may result in slightly fewer LATR studies as 50 person trips are generally equivalent to about 30 to 45 vehicle trips depending on the specific type of use and Policy Area.

The default mode split by policy area is provided as part of the LATR Guidelines; the applicant can adjust it based on proximity to Metrorail/LRT/BRT, parking reduction, or a “hard” Traffic Mitigation Agreement.

Example in Silver Spring/Takoma Park Policy Area

	Overall		Auto Driver	Transit	Ped / Bike	
Proposed Thresholds	50		50	50	100	
	persons	Auto drivers plus passengers	Average Vehicle Occupancy	vehicles	riders	persons
Example peak hour modal splits		74%	1.17	63%	15%	11%
Office - person trips by mode at various levels of development intensity:			Vehicle trips	Transit trips	Non-motorized trips	
20000 GSF	49	34	31	7	6	
80000 GSF	135	94	85	20	15	
140000 GSF	230	161	145	35	26	
200000 GSF	332	232	209	50	37	
260000 GSF	433	303	273	65	49	
320000 GSF	537	376	338	81	60	
380000 GSF	638	447	402	96	71	
440000 GSF	740	518	466	112	83	
500000 GSF	841	589	530	127	94	
560000 GSF	944	661	595	143	106	

Study Needed? Colored cell indicates an LATR study is needed

Colored cell indicates modal analysis needed

PUBLIC HEARING DRAFT

Recommendation #1b – scoping for type of analysis:

If the proposed development exceeds the 50 person trip threshold:

- An auto analysis is required.
- If the proposed development exceeds 50 transit trips a transit analysis is required.
- If the proposed development exceeds 100 pedestrian trips (including walking to transit):
 - a pedestrian analysis is required, and
 - a bicycle analysis is required for projects within 1/4 mile of bicycle trip generators such as existing or planned bikeshare stations and schools.

Example in Silver Spring/Takoma Park Policy Area

Proposed Thresholds	Overall 50		Auto Driver	Transit 50	Ped / Bike 100	
	persons	Auto drivers plus passengers	Average Vehicle Occupancy	vehicles	riders	persons
Example peak hour modal splits		74%	1.17	63%	15%	11%
Office - person trips by mode at various levels of development intensity:				Vehicle trips	Transit trips	Non-motorized trips
20000 GSF	49	34		31	7	6
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Study Needed?	Colored cell indicates an LATR study is needed			Colored cell indicates modal analysis needed		

Person trips and multi-modal analyses added to address criticism of current LATR as only auto-focused.

PUBLIC HEARING DRAFT POSSIBLE MODIFICATIONS

Recommendation #1 – scoping:

Update vehicle trip rates for the County, and replace the 30 peak hour vehicle trip threshold with a 50 person trips per hour threshold.

If the proposed development exceeds the 50 person trip threshold elsewhere:

- An auto analysis is required.
- If the proposed development exceeds 50 transit trips a transit analysis is required.
- If the proposed development exceeds 100 pedestrian trips (including walking to transit):
 - a pedestrian analysis is required, and
 - a bicycle analysis is required for projects near bicycle trip generators such as planned bikeshare stations and schools.

Testimony:

No testimony requesting a specific modification to the testing threshold.

Received several letters in support of the switch from vehicle trips to person trips.

Comment that LATR remains too auto focused requiring an auto analysis for all projects exceeding the 50 person trip threshold.

Options:

- Increase the person trip threshold from 50 person trips to 75 person trips. 50 person trips is equivalent to 30-45 vehicle trips.
- Could set a vehicle trip threshold equal to 50 vehicle trips.
- Could eliminate auto analysis in orange category.

PUBLIC HEARING DRAFT

Recommendation #2 - exemptions:

Exempt the White Flint Metro Station Policy Area from the local area test in recognition of the Special Taxing District process in that area, and retain the elimination of LATR in White Oak in favor of the recently established “pro rata share” district process in that area.

PUBLIC HEARING DRAFT
ALTERNATIVE
MODIFICATIONS

Recommendation #2 - exemptions:

Exempt the White Flint Metro Station Policy Area from the local area test in recognition of the Special Taxing District process in that area, and retain the elimination of LATR in White Oak in favor of the recently established “pro rata share” district process in that area.

Received testimony in support of this recommendation. No modification proposed.

PUBLIC HEARING DRAFT

Recommendation #3 – testing:

Retain CLV only as a screening tool to be applied outside the MSPAs. Employ more detailed, delay-based transportation analysis tools in these areas as follows:

Testing:				
When is an operational analysis, including travel delay, performed:	None required. Public sector monitoring replaces private sector studies.	When a proposed development increases the intersection demand by 10 CLV and total future CLV is greater than 1350		
When is a network analysis, using Synchro-type evaluation tool, performed:		When an intersection has a total future CLV greater than 1600, or When an intersection has a total future CLV greater than 1450, and the proposed development increases intersection demand by 10 CLV and either: <ul style="list-style-type: none"> (a) the intersection is on a congested arterial⁴ with a travel time index greater than 2.0 as documented by monitoring reports, or (b) the intersection is within 600' of another traffic signal 		

PUBLIC HEARING DRAFT

Recommendation #3 – testing continued:

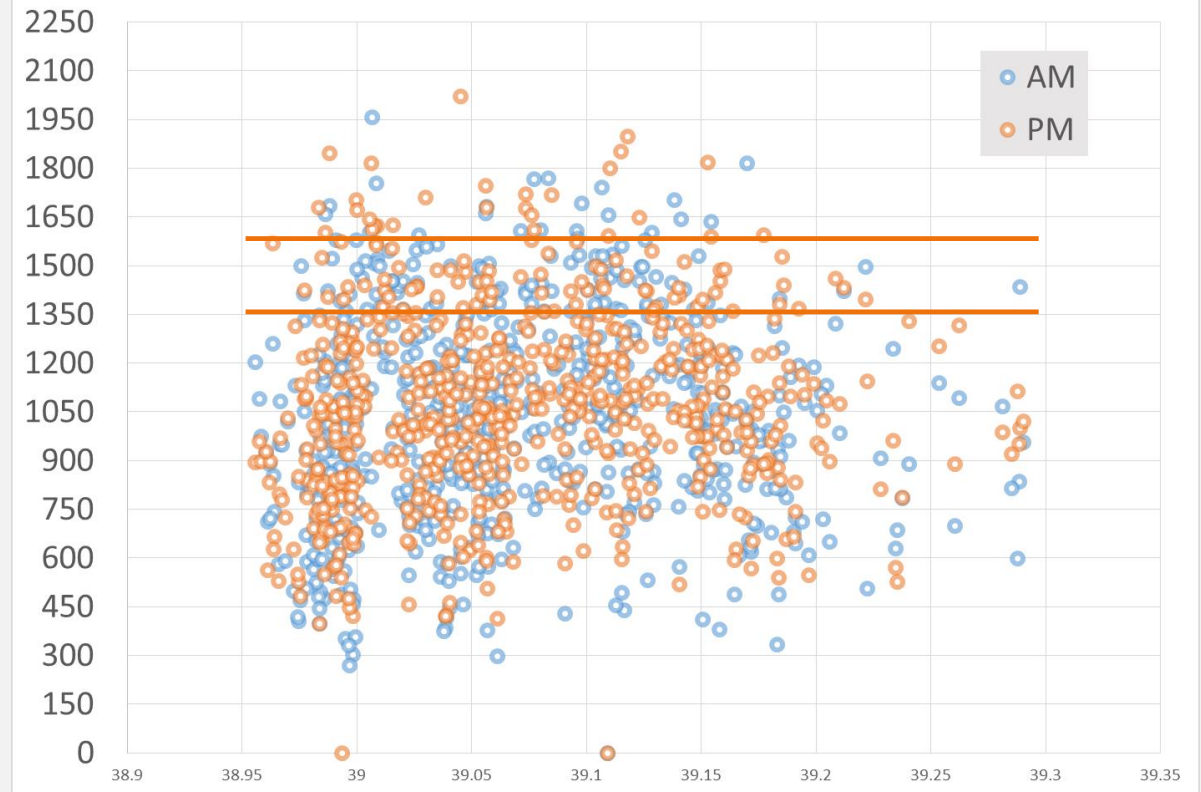
Retain CLV only as a screening tool to be applied outside the MSPAs. Employ more detailed, delay-based transportation analysis tools.

Currently, operational analysis only required for CLVs above 1600.

Given concerns regarding the potential for significant congestion even if CLV is less than the current standard, draft proposes a “1350 + 10 CLV” standard for triggering operational or network analysis.

Purpose of “+10” is to only require operational analysis when an intersection between 1350 and 1600 CLV is being **substantially** affected by the applicant’s traffic. 10 additional CLV is not equivalent to 10 trips.

CLV as a Screening Tool

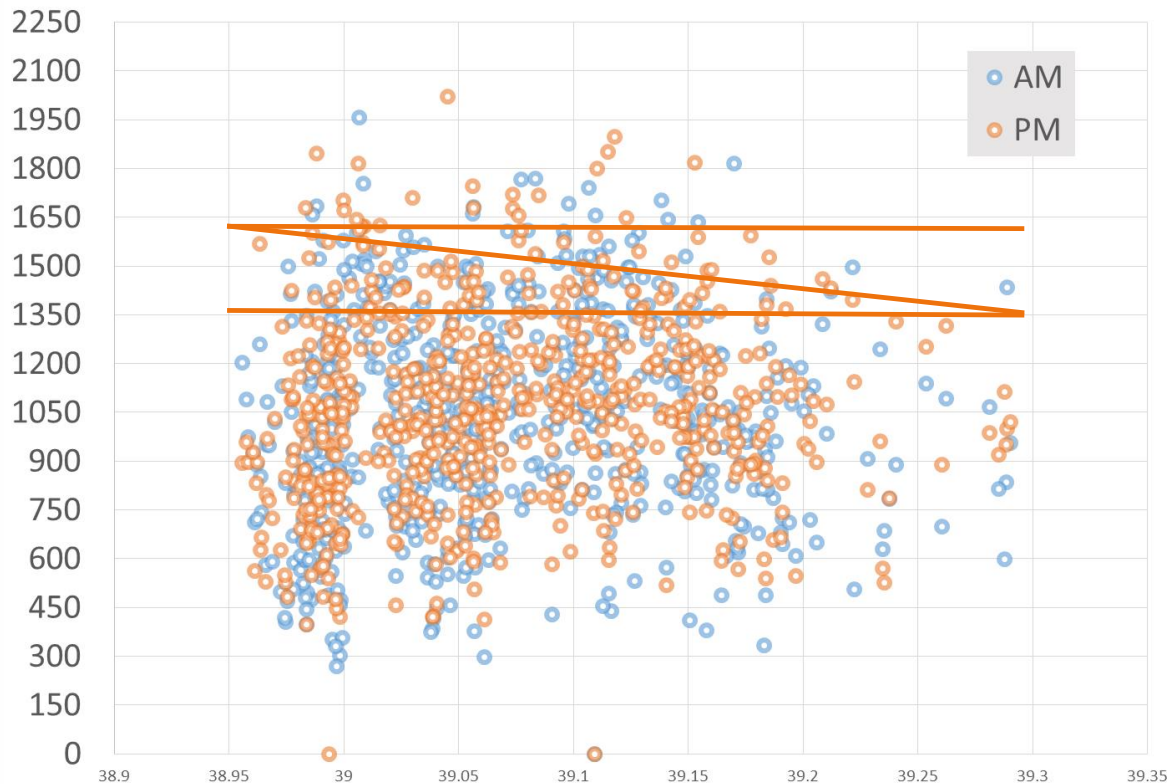


PUBLIC HEARING DRAFT

Recommendation #3 – testing continued:

Retain CLV only as a screening tool to be applied outside the MSPAs. Employ more detailed, delay-based transportation analysis tools.

CLV as a Screening Tool



Testimony:

Some commenters want all intersections to have an operational analysis in response to dissatisfaction with CLV.

Some commenters want an operational analysis to be required only if CLV exceeds the Policy Area Standard between 1350 and 1600.

If an operational analysis is triggered by the Policy Area CLV standard and the +10 CLV impact, then intersections under the +10 CLV impact would not be tested or require mitigation.

policy area	critical lane volume standard
26 Rural East	1,350
27 Rural West	
7 Damascus	1,400
5 Clarksburg	1,425
11 Gaithersburg City	
12 Germantown East	
14 Germantown West	
18 Montgomery Village/Airpark	
6 Cloverly	1,450
20 North Potomac	
21 Olney	
22 Potomac	
23 R&D Village	
2 Aspen Hill	
8 Derwood	
9 Fairland/White Oak	

policy area	critical lane volume standard
24 Rockville City	1,500
19 North Bethesda	1,550
4 Bethesda-Chevy Chase	1,600
17 Kensington-Wheaton	
13 Germantown Town Center	
30 Silver Spring-Takoma Park	1,800
3 Bethesda CBD	
10 Friendship Heights CBD	
29 Silver Spring CBD	
32 Wheaton CBD	
15 Glenmont MSPA	
16 Grosvenor MSPA	
25 Rockville Town Center MSPA	
28 Shady Grove MSPA	
31 Twinbrook MSPA	
33 White Flint MSPA	

**PUBLIC HEARING DRAFT
POSSIBLE
MODIFICATIONS**

Recommendation #3 – testing:

Retain CLV only as a screening tool to be applied outside the MSPAs. Employ more detailed, delay-based transportation analysis tools as follows:

Testimony –

One comment received was that the intersection need not be on an *arterial* roadway if a published monitoring report includes other roadway classifications.

Staff agrees it is not necessary to specify an arterial roadway.

Testing:				
When is an operational analysis, including travel delay, performed:	None required. Public sector monitoring replaces private sector studies.	When a proposed development increases the intersection demand by 10 CLV and total future CLV is greater than 1350		
When is a network analysis, using Synchro-type evaluation tool, performed:		When an intersection has a total future CLV greater than 1600, or When an intersection has a total future CLV greater than 1450, and the proposed development increases intersection demand by 10 CLV and either: <ul style="list-style-type: none"> (a) the intersection is on a congested arterial^{roadway} with a travel time index greater than 2.0 as documented by monitoring reports, or (b) the intersection is within 600' of another traffic signal 		

PUBLIC HEARING DRAFT

Recommendation #4 - mitigation:

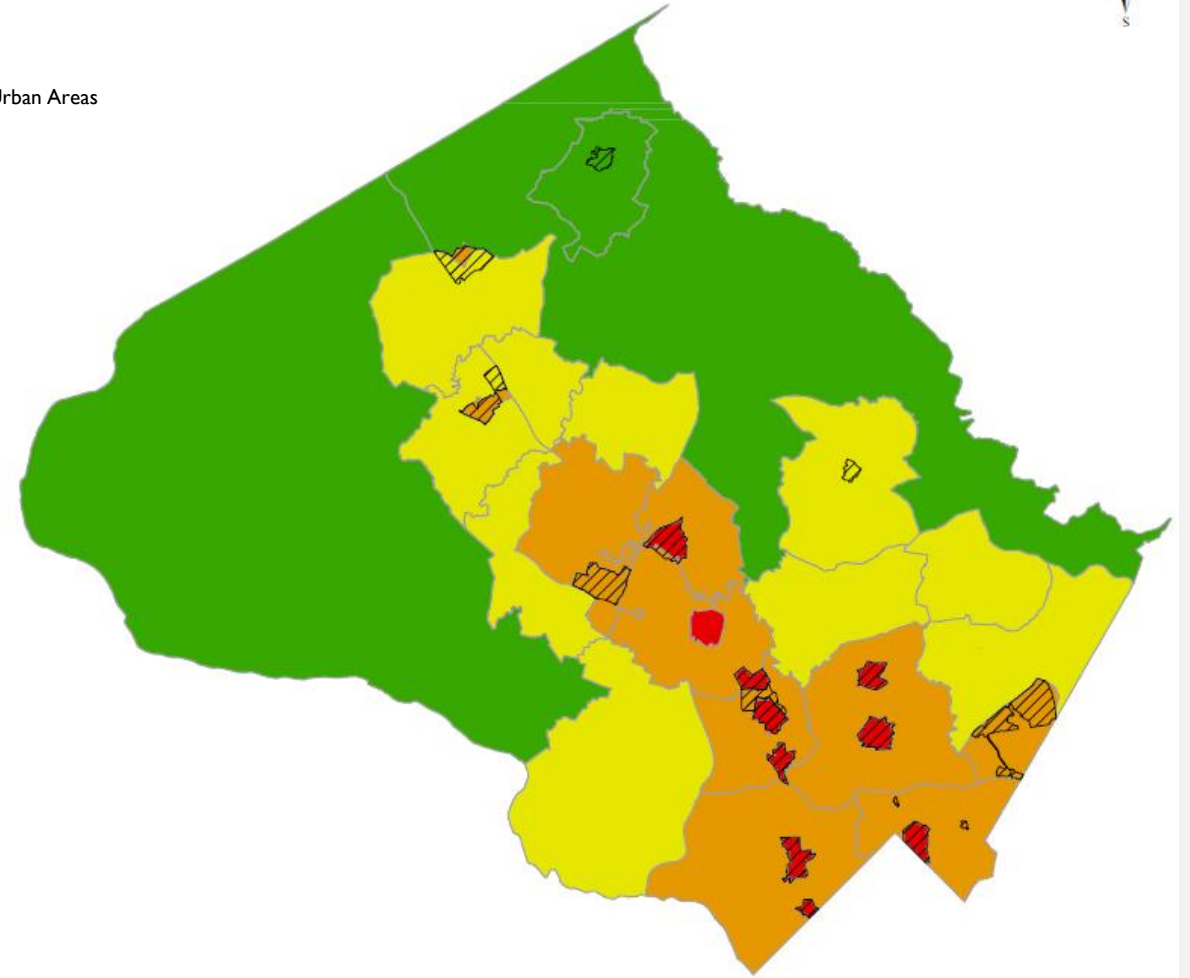
For LATR mitigation, require payment-in-lieu of construction in Urban Road Code Areas.

Payment-in-lieu in these areas helps address the need for physical improvements in areas where they are more complicated to undertake.

Non-Urban Road Code Areas allow for implementation of mitigation actions.

Policy Area Categories

- Red (MSPAs)
- Green
- Yellow
- Orange
- Road Code Urban Areas



PUBLIC HEARING DRAFT

Recommendation #4 - mitigation:

For LATR mitigation, require payment-in-lieu of construction in Urban Road Code Areas.

Non-Urban Road Code Areas allow for implementation of mitigation actions.

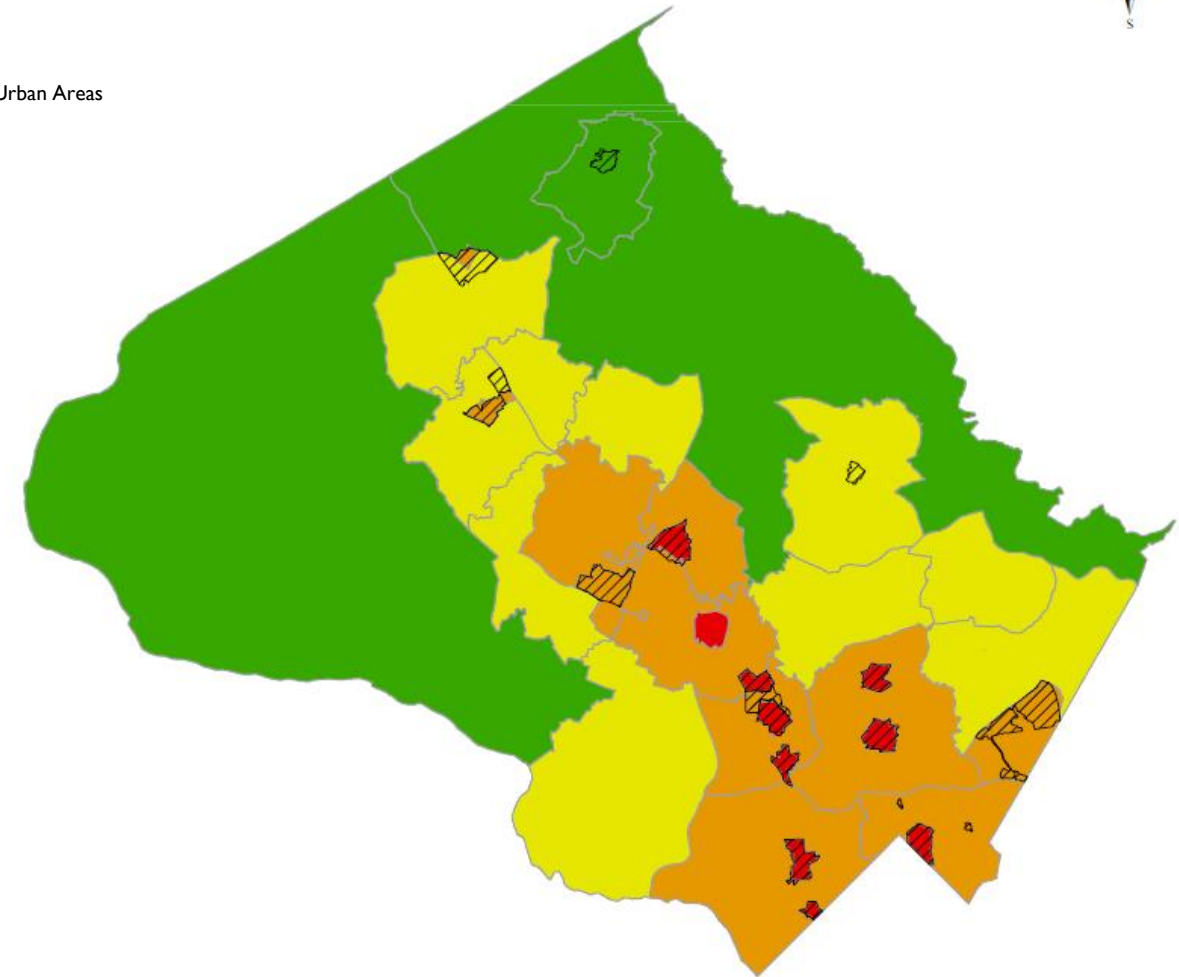
Testimony:

Commenter requests that projects located in Bicycle/Pedestrian Priority Areas also be allowed to make a payment in lieu of mitigation.

MCDOT commented on the increase in coordination and implementation of facilities that would result from the payment in lieu proposed for the Urban Road Code Areas.

Policy Area Categories

- Red (MSPAs)
- Green
- Yellow
- Orange
- Road Code Urban Areas



Staff feels extending the payment-in-lieu to the Urban Road Code Areas is an important first step. The payment-in-lieu areas can be reevaluated during the next SSP update.

PUBLIC HEARING DRAFT POSSIBLE MODIFICATIONS

Recommendation #4- mitigation:

For LATR mitigation, require payment-in-lieu of construction in Urban Road Code Areas.

policy area	critical lane volume standard	policy area	critical lane volume standard
26 Rural East 27 Rural West	1,350	24 Rockville City	1,500
7 Damascus	1,400	19 North Bethesda	1,550
5 Clarksburg 11 Gaithersburg City 12 Germantown East 14 Germantown West 18 Montgomery Village/Airpark	1,425	4 Bethesda-Chevy Chase 17 Kensington-Wheaton 13 Germantown Town Center 30 Silver Spring-Takoma Park	1,600
6 Cloverly 20 North Potomac 21 Olney 22 Potomac 23 R&D Village	1,450	3 Bethesda CBD 10 Friendship Heights CBD 29 Silver Spring CBD 32 Wheaton CBD 15 Glenmont MSPA 16 Grosvenor MSPA 25 Rockville Town Center MSPA 28 Shady Grove MSPA 31 Twinbrook MSPA 33 White Flint MSPA	1,800
2 Aspen Hill 8 Derwood 9 Fairland/White Oak	1,475		

Testimony:

Commenter requests clarification of when mitigation is required.

If Policy Area CLV Standard Is...	...Then Intersection or Network Vehicle Delay Standard Is
1350-1425	35 seconds per vehicle
1450-1550	55 seconds per vehicle
1600	80 seconds per vehicle
1800	120 seconds per vehicle

Maximum pedestrian crossing speed currently has to be 3.5 fps (in LATR today) for current operational analyses.

Draft LATR guidelines propose that if you are in an urban road code area any mitigation cannot increase average pedestrian delays (requires not only crossing speed but wait time and volumes by crosswalk) from what they are in the background condition.

**PUBLIC HEARING DRAFT
POSSIBLE
MODIFICATIONS**

Recommendation #4- mitigation:

For LATR mitigation, require payment-in-lieu of construction in Urban Road Code Areas.

Testimony:

Commenter requests clarify of mitigation requirement based on location of site vs intersection.

LATR adequacy defined based on the intersection location regardless of the development site boundaries.

Under current rules, the applicant must mitigate any impacts at both locations A (to achieve 1475 CLV) and B (to achieve 1600 CLV).

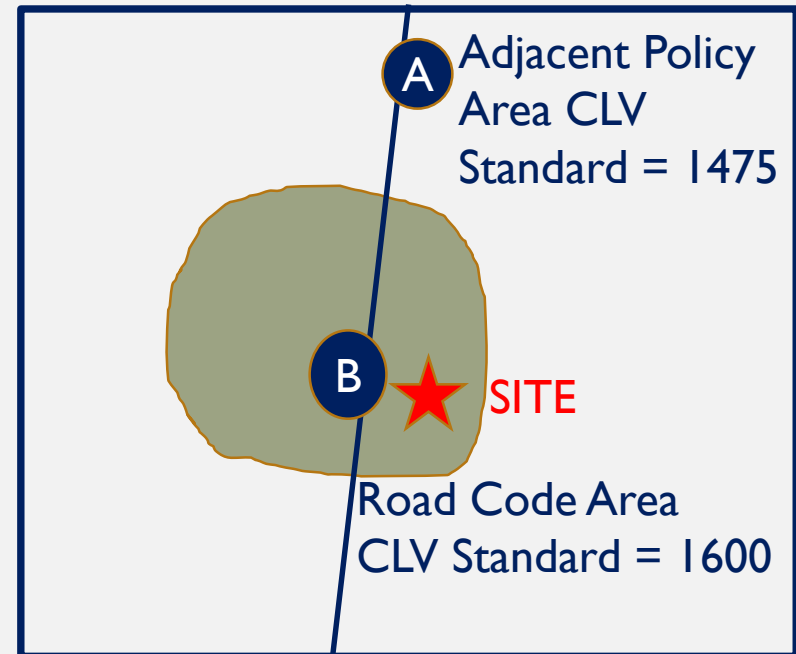
As proposed:

- Applicant would only mitigate for location A and would pay for County to improve location B

As suggested:

- Applicant should also only pay for County to improve location A, based on intent to streamline development in desired Urban Road Code Areas location.

Staff agrees.



PUBLIC HEARING DRAFT
POSSIBLE
MODIFICATIONS

Recommendation #4 – mitigation continued:

For LATR mitigation, require payment-in-lieu of construction in Urban Road Code Areas.

Testimony:

Commenter concerned that auto analysis for all projects will result in a disproportionate amount of roadway facility mitigation.

Staff suggests re-instatement of mitigation priorities from pre-2012 Guidelines, with a modification in priorities to:

1. Peak hour vehicle trip reduction
2. Provision of ped/bike facilities
3. Provision of transit facilities/services
4. Intersection improvements
5. Roadway improvements

Require applicants to attempt to mitigate trips in priority order, and demonstrate to the Board why a higher level mitigation priority cannot be attained.

PUBLIC HEARING DRAFT

Recommendation #5:

Eliminate an LATR study requirement for the Alternative Review Procedure in MSPAs (red category)

This procedure would be irrelevant given the recommendation to eliminate local area traffic impact studies in the MSPAs.

Recommendation #6:

Remove the provisional APF provision from the LATR/TPAR Guidelines as there are other regulatory tools in place that accomplish the same function.

Recommendation #7:

Continue the production of the Mobility Assessment Report on a biennial schedule as a key travel monitoring element of the SSP.

PUBLIC HEARING DRAFT
POSSIBLE
MODIFICATIONS

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Recommendation #7:

Continue the production of the Mobility Assessment Report on a biennial schedule as a key travel monitoring element of the SSP.

Testimony received in support of these recommendations.

No modifications recommended.

RECAP

What are the Board's options?

- Retain the current LATR test
- Move forward with the Public Hearing Draft recommendations
- Modify the Public Hearing Draft recommendations
- Recommend Pro Rata Share (White Oak) or Special Taxing Districts (White Flint) be established over the next few years
- Eliminate the Local Area Transportation Review test countywide; increase impact taxes