

Transportation Impact Study Technical Working Group (TISTWG)

July 1, 2015 Meeting #10

1:30-3:30 PM

Agenda

- 1) Final review and comment on Pro-Rata Share Approach
- 2) Summary and status of LATR Concepts moving forward
- 3) Status and schedule for TPAR and trip generation
- 4) Status and schedule for travel modeling strategic plan study
- 5) Next meetings
 - a) July 9 Planning Board roundtable discussion
 - b) September 2 TISTWG

**Montgomery County Planning Department
Transportation Impact Study Technical Working Group (TISTWG)
Meeting #9 – Focus on Pro Rata Share and VMT Approaches**

**June 10, 2015
1:30 – 3:30 PM**

Introductions

- 1) Meeting attendees (see attachment for sign-in sheet)

Planning Board Roundtable preparation

- 2) Preparation for July 9 Planning Board roundtable
 - a) Review of approach for packet preparation; MNCPPC to distribute draft 7/9 packet and presentation a week before our 7/1 TISTWG meeting and TISTWG members have until 7/1 to submit additional comments for Board member review in the packet. During the roundtable, staff/consultants will be participating actively; no participation by others unless requested by the Board.
 - b) Discussion of what Board members may be expecting from TISTWG
 - i) Some are interested in fairly big changes; at February briefing the pro rata share concept garnered Board member interest as did the concept of person-trip generation and unbundling parking from trip generation rates. Roger Berliner wrote a letter to Casey Anderson suggesting a bold approach like using VMT, based on his understanding of the California experience.
 - ii) Was there consensus that LATR is broken? Restating our three primary objectives: more multimodal, more predictable, and with more streamlined implementation. Recognize that what is considered streamlined from the development community perspective may not be viewed as streamlined from the public sector or civic perspectives. Shifting the burden of implementation to the public sector should reduce the number of occurrences of recent private sector improvements being subsequently rebuilt by another private sector applicant, but in general the private sector is equipped to mobilize more rapidly (particularly for small construction jobs where right-of-way is not needed) than the public sector.

Pro-Rata Share Approaches

- 3) Discussion of pro-rata share approaches
 - a) Note that the pro-rata share concept is the basis for TPAR; the total cost of improvements is divided by a total development amount to obtain a cost per trip within each policy area and the Council sets policy on how much of that cost per trip is borne by public sector versus private sector
 - b) Review of packet materials: Upshot of literature review and subsequent discussions is that pro-rata shares work well for smaller geographic areas with a well-documented set of costs and development forecasts. This documentation takes time to develop and get approved as the White Flint experience demonstrated (and too soon to say in White Oak). Grassroots identification of need for a pro-rata share approach and a connection to a master plan update appear desirable.
 - c) Pro-rata share approaches can suffer from forward funding issues; the private sector may have greater success in financing improvements up front. However, there are theoretical solutions to the forward funding issue including building interest costs into the pro-rata share payment calculation or redefining the time of project delivery (a question of how APF staging is defined, particularly for larger staged land use projects)
 - d) Definition of APF also relates to mitigation objectives, particularly for elements like Protected Intersections or TDM approaches – are we truly taking trips off the road to achieve LATR goals, or agreeing to an alternative policy (the latter is currently true – the TDM and non-auto facility equivalencies are policy judgments based on relationships other than CLVs)
 - e) Overall TDM approaches are likely to be studied this fall – a new group would be formed (perhaps with many of the same people) to address both the logistical issues such as TMAg timing as well as the issue of equity across multiple applications (such as how to apply a common district-wide mode share goal to different development types or different site locations with respect to transit service or pedestrian accessibility)

- f) How is a pro-rata share district different from a road club? Usually broader geographic coverage and mandatory participation in a pro-rata share district
- g) Pro-rata share establishment may benefit by being developed in concert with a Sector Plan amendment (as happened in White Flint). A new master plan is not necessarily a priority, but a master “vision” or “plan” is needed to reflect constituent priorities for transportation elements across different contexts.

Very Low VMT Approach

- 4) Seems to be general acceptance that the use of VMT as proposed, as a screening device during scoping, is an appropriate use.
- 5) A reminder that VMT is already an element of TPAR, and the relationship among vehicle and person miles and hours of travel (i.e., VMT, PMT, VHT, PHT) by policy area is one of the measures being evaluated in the TPAR update process. Both hours of travel and accessibility to destinations are logical planning tools for areawide tests at time of master plan adoption or perhaps in TPAR; the challenge is that they are measures of relative worth that do not readily connect to any previously defined metric of “adequacy”.

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Subdivision Staging Policy
Status of New Concepts for LATR/TPAR Guidelines
June 30, 2015

Work is in progress on certain elements (in orange boxes) for review at September meeting and feedback appreciated on other elements (in green boxes) as noted in the table below.

Concept	Description	LATR/TPAR Guidelines elements
SA-3	Alternative Review Procedures for Very Low VMT	Completed proposal for review/comment
ST-1	Trip Generation Thresholds	Moving forward with 11/30 thresholds (page 26 of April LATR Concepts handout)
ST-4	Modal analysis triggers	Moving forward with on 11/30 thresholds (page 26 of April LATR Concepts handout)
SR-3	Protected intersections	Work in progress to identify candidate protected intersections; appears Major/Major and Major/Arterial locations in Bethesda CBD, Silver Spring CBD, R&D Village, and Wheaton would be logical candidates. \$12,000/vehicle trip fee in lieu of improvement
AM-1 through AM-3	Modal analyses	Work in progress to identify candidate ped/bike improvements and simplified accessibility test to determine value
AM-5	CLV/Synchro	Work in progress to define Synchro parameters
AS-3	Pedestrian-bicycle gap contribution	Work in progress to define gaps and responsibility for filling them (presumably construction if in ROW, payment in lieu if private property required)
Other	Value of peak hour vehicle trip	Escalate \$12,000 / vehicle trip value
Other	Miscellany clarifications	Considering comments developed by M-NCPPC staff in past two years

LATR CONCEPT SUMMARY

SR-3: Protected Intersections Status Report – 4/27/15

This brief memo provides a status report on the identification of potential Protected Intersections. There seems to be a general consensus that the Protected Intersection concept is appropriate but that it should not be associated with a statement of “no impact” or “no responsibility”, but rather directed towards a Pay-and-Go mechanism that would:

- Allow applicants the option to reassign even existing and background traffic around the intersection if desired as part of the traffic study
- Require a payment for remaining impacts (the \$12K / vehicle trip associated with peak hour trips assigned through the intersection may be a reasonable starting point), and
- Such payment to be associated with an area-specific improvement or TDM program (for instance, the existing TMDs or a current CIP project including the intersection)

The attached maps show some of the initial analysis that we conducted, examining the countywide dataset of 238 Major-Highway-to-Major-Highway and Major-Highway-to-Arterial intersections. We started with a simple organizing schema: “how many miles of designated master plan roadways of Business Street or Primary Residential roadway – appropriate for some diverted traffic as a matter of policy – are within a ½ mile radius?”

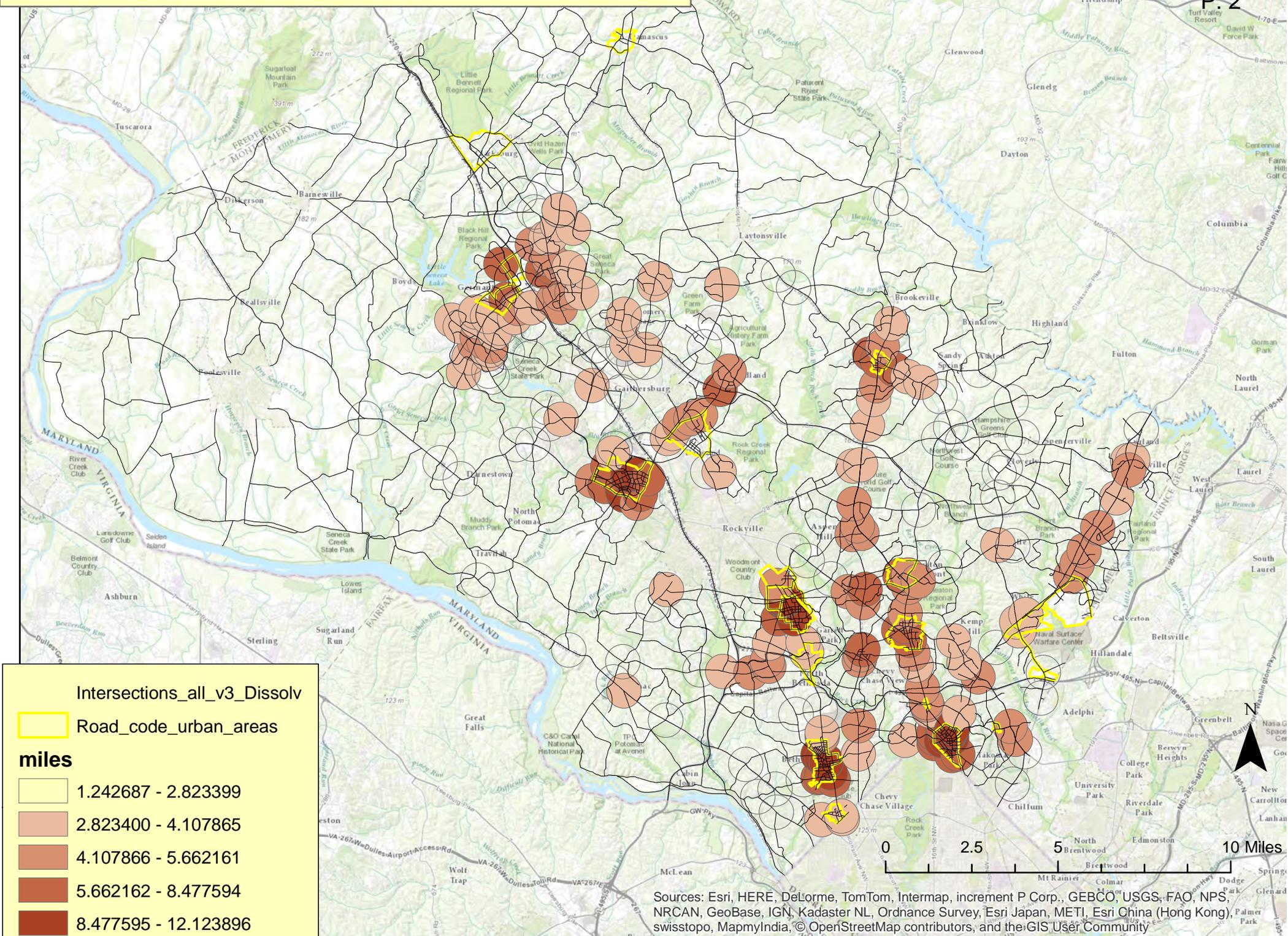
The first map shows the Countywide results in quantile form. The next three maps provide a zoom-in on different areas of the County for a little better resolution (although there is an issue with overlaps on the zoom-ins also). Generally, every intersection might be expected to have at least 1.5 miles of designated roadway in the case of a Major Highway transecting the 0.5 mile radius intersecting another Major Highway or Arterial at a T-intersection. There are exceptions to this rule; the lowest intersection on the list (Veirs Mill at Aspen Hill) scores at 1.24 because the designations aren’t carried into the City of Rockville.

As we reviewed this info, we noted a couple of patterns:

- There is some logical overlap between many of the Road Code Urban Areas, denser designated roadway networks, and the extent to which the pedestrian quality of service should be prioritized over the motor vehicle level of service.
- The top quantile of intersections have a robust network with roughly 8 miles or greater, and they are all located in four TMDs (Bethesda, Greater Shady Grove, Silver Spring, and White Flint). While we anticipate some assessment (maybe more qualitative than GIS-based) of connectivity around all quadrants of each candidate intersection, review of these maps suggest a potential logical assessment of protected intersections organized into TMD areas. The next wave of highest-scoring intersections include some in and around Wheaton, Olney, and Germantown (as evident from the countywide maps).

No formal review or action requested at this point, but any informal thoughts are appreciated.

Miles of Road within 0.5 Miles of Major Intersections



Intersections_all_v3_Dissolv

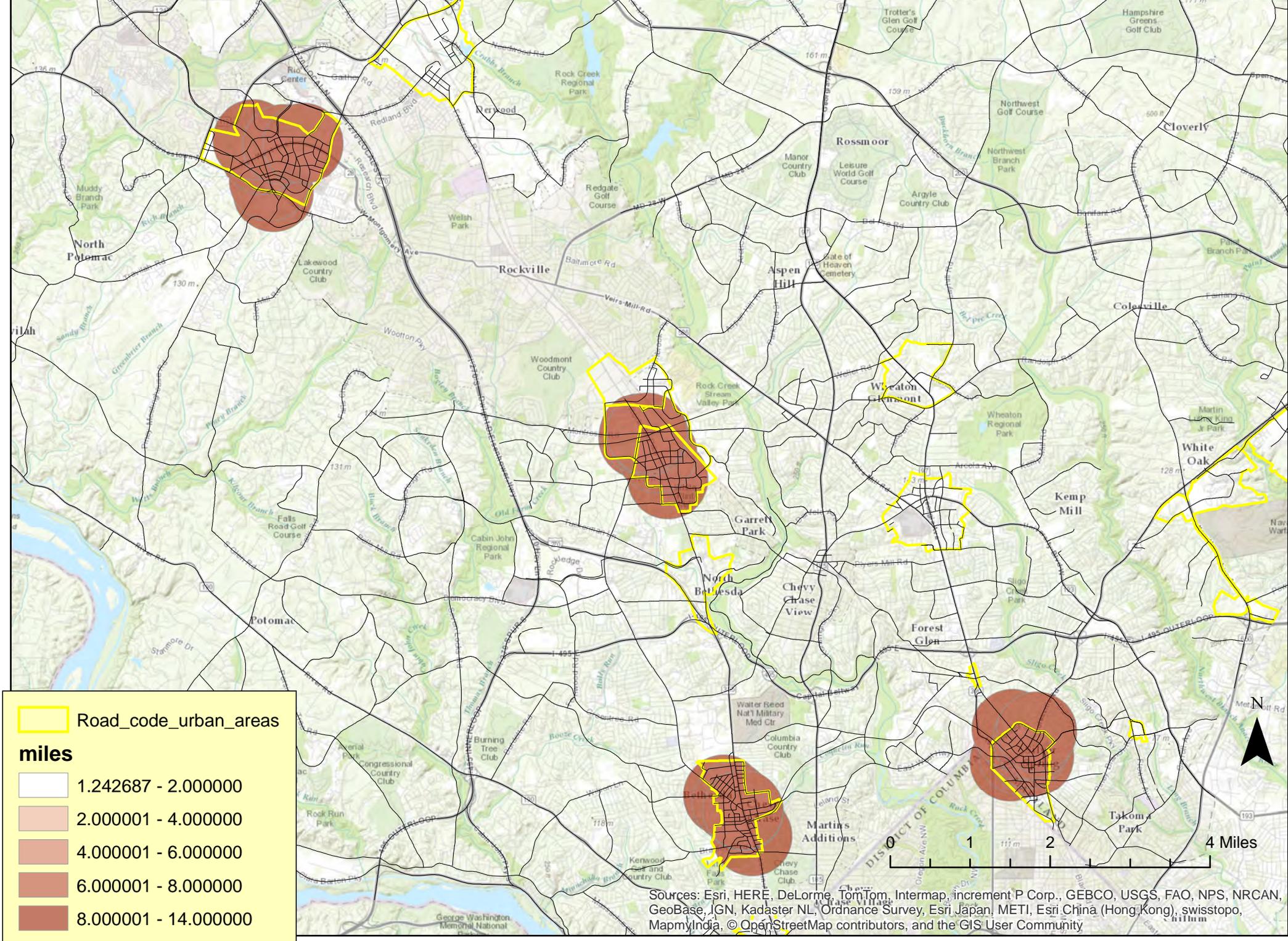
Road_code_urban_areas

miles

- 1.242687 - 2.823399
- 2.823400 - 4.107865
- 4.107866 - 5.662161
- 5.662162 - 8.477594
- 8.477595 - 12.123896

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Miles of Road within 0.5 Miles of Major Intersections - Greater than 8 miles within Buffer



Road_code_urban_areas

miles

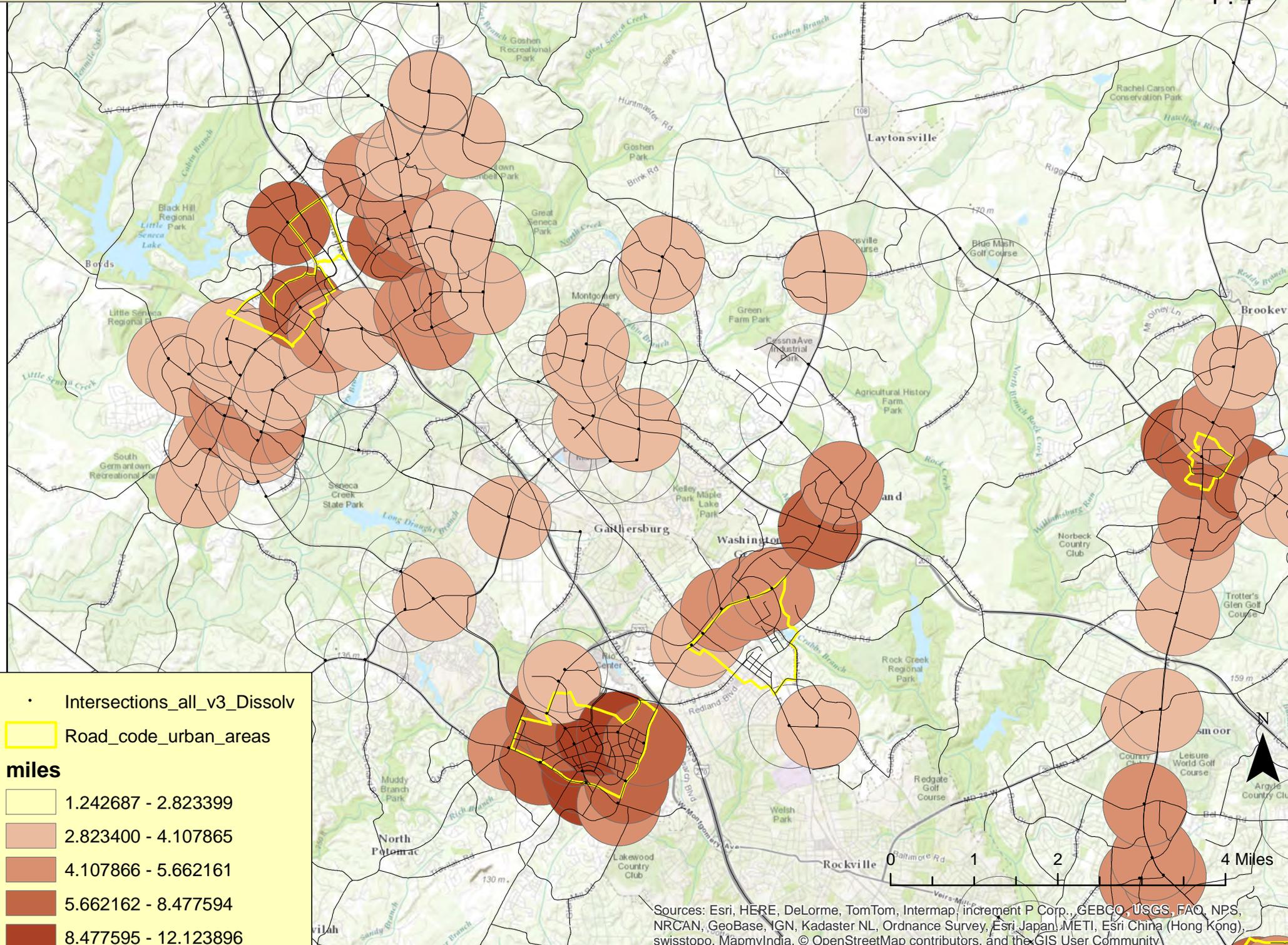
- 1.242687 - 2.000000
- 2.000001 - 4.000000
- 4.000001 - 6.000000
- 6.000001 - 8.000000
- 8.000001 - 14.000000

0 1 2 4 Miles

North Arrow

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Miles of Road within 0.5 Miles of Major Intersections - Northern Region of Study Area

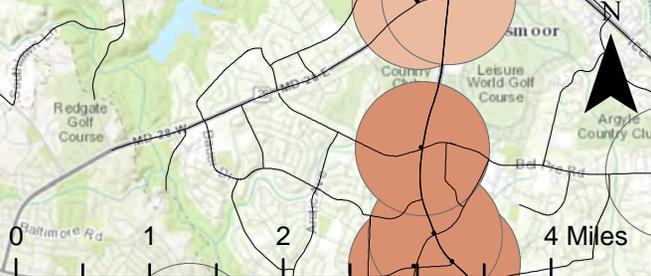


• Intersections_all_v3_Dissolv

□ Road_code_urban_areas

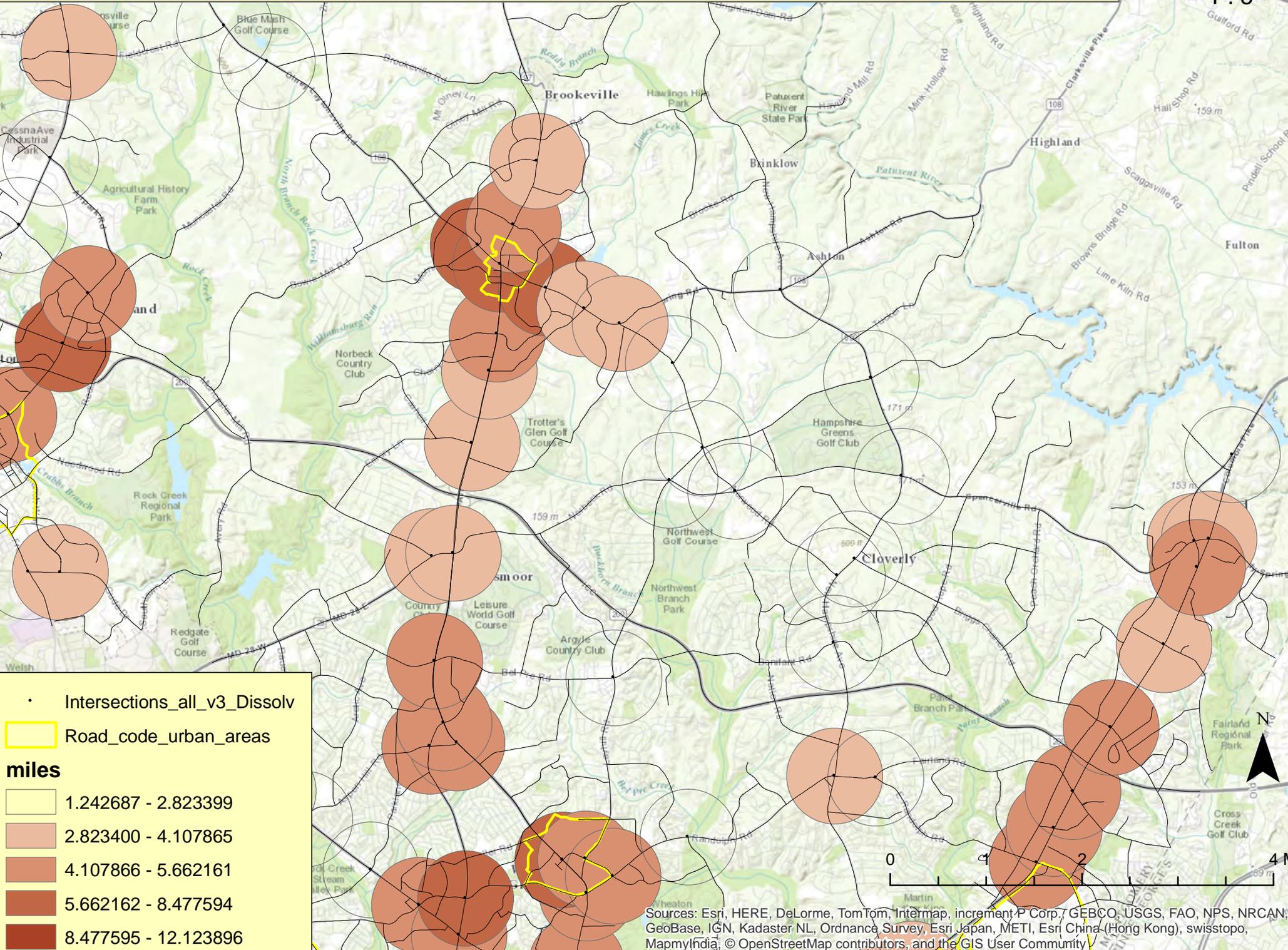
miles

Lightest Brown	1.242687 - 2.823399
Light Brown	2.823400 - 4.107865
Medium Brown	4.107866 - 5.662161
Dark Brown	5.662162 - 8.477594
Darkest Brown	8.477595 - 12.123896



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Miles of Road within 0.5 Miles of Major Intersections - Eastern Region of Study Area



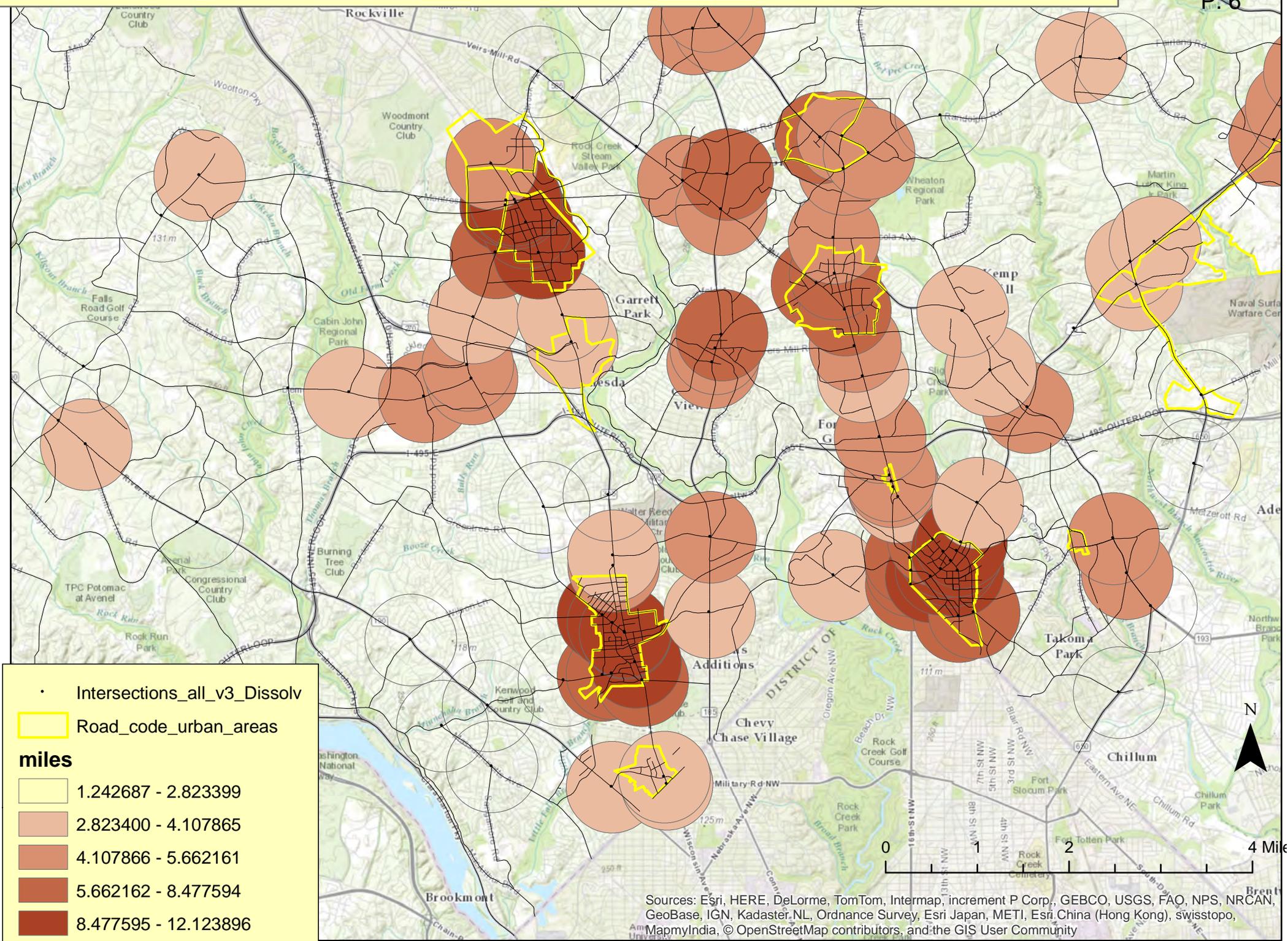
- Intersections_all_v3_Dissolv
- ▭ Road_code_urban_areas

miles

	1.242687 - 2.823399
	2.823400 - 4.107865
	4.107866 - 5.662161
	5.662162 - 8.477594
	8.477595 - 12.123896

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Miles of Road within 0.5 Miles of Major Intersections - Southern Region of Study Area



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- ▭ Road_code_urban_areas

miles

- 1.242687 - 2.823399
- 2.823400 - 4.107865
- 4.107866 - 5.662161
- 5.662162 - 8.477594
- 8.477595 - 12.123896

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster_NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community