VI. Methods to Reduce Local Area Transportation Review and Policy Area Mobility Review Impact

A. Methods to Reduce LATR or PAMR Impact for Residential and Non-Residential Development

1. Traffic Mitigation Agreement Measures

The applicant may be required to reduce LATR and PAMR impact by entering into a legally-binding agreement with the Planning Board and MCDOT to mitigate the impact of all or a part of their site-generated trips within the policy area where the site is located. Each traffic mitigation program will be required to operate for at least 12 years once trip reduction requirements are initially achieved and after use and occupancy permits are drawn. Many elements are designed to continue in perpetuity.

The following are examples of the measures that could be included in a TMAg:

- Subsidizing transit fares to increase ridership on existing or other transit bus routes
- Constructing a new park-and-ride facility and maintaining it over time
- Providing funds to increase use of an existing park-and-ride facility
- Funding a private shuttle service, for example, to and from the site to a nearby Metrorail station or to a park-and-ride facility
- Constructing queue-jumper lanes, providing traffic signal priority treatment for transit devices and other techniques to improve bus travel times. (Only results shown to improve travel times are to be considered.)
- Parking management activities
- Establishing live-near-work programs

Other measures may be suggested by applicants, Transportation Planning staff, or MCDOT. Creative approaches to reducing traffic impacts are encouraged.

TMAgs require monitoring to ensure compliance with the conditions of the contract. Monitoring will be done on a quarterly basis, at minimum, at the applicant's expense by DWPT staff or a consultant selected by the Planning Board. If the goals are not being met, MCDOT staff or the consultant shall monitor the TMAg on a monthly basis until the goals are met for three consecutive months. Transportation Planning staff and MCDOT shall work with the applicant to seek additional measures to ensure compliance during periods when the goals are not being met.

2. Non-Automobile Transportation Facilities

To maintain an approximately equivalent transportation local level of service for both auto and non-auto modes of travel, the Planning Board may permit a reduction in the amount of roadway improvements or traffic mitigation in exchange for the installation or construction of non-automobile transportation facilities that will enhance pedestrian safety or encourage non-automobile mode choices, including sidewalks, bike paths, curb extensions, countdown pedestrian signals, Super Shelters, bus shelters and benches, bike lockers, and static or real time transit information signs.

Such facilities must be implemented to offset the local area impact at the intersections that exceed the congestion standard and the need for an improvement has been identified. Thus, trip distribution and assignment assumptions are a key factor in determining local area intersection impacts and the level of trip mitigation required.

In determining the adequacy of such improvements in mitigating local area congestion, the Planning Board must balance the environmental and community impacts of reducing congestion at an intersection against the safe and efficient accommodation of pedestrians, bike riders, and bus patrons. Periodic monitoring shall not be required of non-automobile transportation facilities.

a. Construction of Sidewalks, Bike Paths, Curb Extensions, Pedestrian Refuge Islands, Accessible or Countdown Pedestrian Signals, and Handicap Ramps

An applicant may propose to reduce LATR impact by constructing off-site sidewalks and/or bike paths, curb extensions, pedestrian refuge islands, accessible or countdown pedestrian signals and handicap ramps that provide safe access from proposed or existing development to any of the following uses:

- Transit stations or stops (rail or bus)
- Public facilities (school, library, park, post office, etc.)
- Recreation centers
- Retail centers that employ 20 or more persons at any time
- Housing projects
- Office centers that employ 100 or more persons
- Existing sidewalks or bike paths
- Adjacent development or private amenity space (sitting area, theater, community center).

Curb extensions may be considered along streets where on-street parking already exists, provided the extenstions don't reduce traffic capacity and operations at the proposed intersections. Accessible pedestrian signals (for the visually-impaired community), retrofitting existing traffic signals with countdown lights, and reconstructing existing sub-standard handicap ramps (to current ADA guidelines) should be allowed as optional facilities.

These uses must be within one-quarter mile of the proposed development. For transit stations or stops, the frequency of transit service must be at intervals of 20 minutes or less during the weekday morning and evening peak periods.

New bikeway segments can be indentified from the *Countywide Bikeway Functional Master Plan*. The Plan's prioritization strategy lists bikeways categorized by activity center for example, Metro stations, CBDs, park trails, etc.

b. Provision of Super Shelters, Bus Shelters, and Benches

An applicant may propose to reduce LATR impact by constructing a "Super Shelter," bus shelter or bench, including a concrete pad, to encourage bus use, which reduces weekday peak-hour vehicle trips by diverting some person-trips to buses. Two types of shelters can be provided: standard bus shelters and Super Shelters.

- The County has an agreement with Clear Channel Outdoor, Inc. (CCO) to provide a minimum of 500 standard bus shelters in the County. CCO has first choice of locations for these shelters, a number of which will carry advertising. Standard bus shelters to be provided under LATR must be located in areas where CCO chooses not to provide shelters. CCO must be offered right of first refusal for any new sites before shelter placement is accepted from the developer.

- "Super Shelters" include heating and lighting, have larger capacity, four walls (with openings to enter and exit), and a higher level of design than standard shelters. A Super Shelter is located on Rockville Pike near Marinelli Road (as part of an agreement with Target/Home Depot). These shelters may be provided only at locations where CCO has chosen not to provide shelters. If agreed to by MCDOT and the developer, Super Shelters should be incorporated as part of development planning and will need to be coordinated with existing and planned locations for standard shelters.

All bus shelters must be on a bus route, at an existing stop, within one-quarter mile of the edge of the proposed development. The frequency of the transit service must be at intervals of 20 minutes or less during the weekday morning and evening peak periods.

For any off-site improvement shown in Table 5, pedestrians and bicyclists should be able to safely cross any roadway to reach their destination. The applicant may provide improvements that Transportation Planning and MCDOT staffs agree would increase the safety of the crossing.

c. Provision of Bike Lockers

An applicant may propose to reduce LATR impact by providing bike lockers for a minimum of eight bikes at an activity center located within a one-mile radius of the edge of the development.

d. Provision of Transit Information Signs and Kiosks

An applicant may propose to reduce LATR impact by providing static or electronic signs, and/or information kiosks at bus shelters, large office buildings, retail centers, transit centers, or residential complexes. They should communicate scheduled or real-time transit information, for example, the scheduled or estimated arrival of the next bus on a given route.

Static transit information signs may be provided only at locations other than CCO-provided standard bus shelters, since the CCO agreement already provides for type of information. For static transit information provided at office buildings, retail centers, etc., the applicant should provide for changing this information three times a year.

e. Graduated and Maximum Trip Reduction Credits

Related to the construction or provision of the above (a through d), the maximum trip credit for any development is related to the congestion standard for that policy area. In policy areas with higher congestion standards, the maximum reduction in trips is higher in recognition of the desire to enhance pedestrian safety and/or encourage transit and bike use in these areas. (See Table 5).

Table 5 identifies trip reduction options. Any or all of the options may be used for a given application. The maximum trip reduction per development is a function of the policy area congestion standard.

Table 5
Graduated and Maximum Trip Credits Related to Congestion Standards

Non-Automobile Transportation Facility	Trip Credit vs Congestion Standard		
	1350-1500	1550-1600	1800
100 linear feet of five-foot wide sidewalk	0.5	0.75	1.0
100 linear feet of eight-foot wide bike path	0.5	0.75	1.0
Curb Extension/Pedestrian Refuge Island/Handicap Ramp	2.0	3.0	4.0
Accessible or Countdown Pedestrian Signals/ Intersection	1.0	2.0	3.0
Bus Shelter	5.0	7.5	10.0
“Super” Bus Shelter	10.0	15.0	20.0
Bus Bench with Pad	0.5	0.75	1.0
Information Kiosk	1.5	3.0	4.5
Bike Locker (set of eight)	2.0	3.0	4.0
Real-Time Transit Information Sign	10.0	15.0	20.0
Static Transit Information Sign	0.25	0.4	0.5
Maximum Trip Credits	60	90	120

B. Procedures for Applying Section VI – Trip Reduction Methods

The determination of the total number of trips generated by a proposed development will be made prior to any reduction. If a proposed development generated more than 30 total weekday peak-hour trips, a traffic study would be required. If an applicant proposes a traffic mitigation agreement or non-automobile transportation facilities, the reduction will be accounted for in the traffic study. An applicant proposing these trip reduction strategies may be required to gather data on current bus patronage or pedestrian/bicycle activity within the local area to aid in evaluating effectiveness.

The applicant may only apply a trip reduction method after the total number of peak-hour trips is determined using standard trip rates.

C. Payment Instead of Construction

For requirements of LATR where an applicant has made a good faith effort to implement an acceptable improvement and where the Board finds that a desirable improvement cannot feasibly be implemented by the applicant but that it can be implemented by a public agency within four years after the subdivision is approved, The County Council has authorized the Planning Board to accept payment to the County of a fee commensurate with the cost of the required improvement.