

Subdivision Staging Policy – Transportation Elements

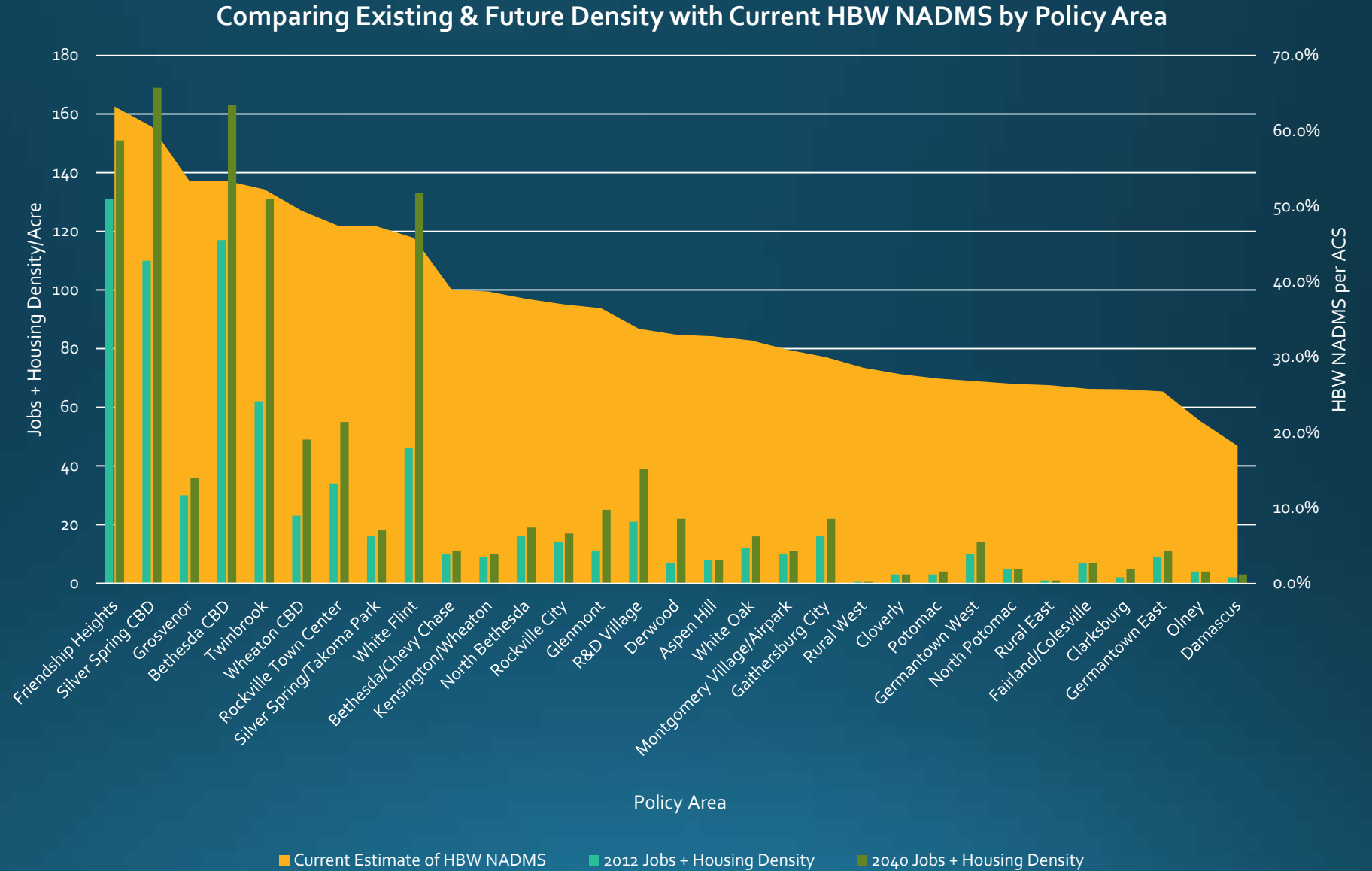
Transportation Community Meeting
March 15, 2016

PROPOSED CHANGES TO TRANSPORTATION ADEQUACY TESTS

Staff proposes several changes and revisions pertaining to the application of the Transportation Policy Area Review (TPAR) and Local Area Transportation Policy Area Review (LATR) tests to better incentive efficient growth, encourage multi-modal mobility solutions and streamline the development review process.

Framework

Using Three Metrics to Group Places



Note: Relevant data for Germantown TC & Shady Grove MSPA unavailable.

Example Grouping of Policy Areas

Core, or Corridor with Metrorail

Friendship Heights
Silver Spring CBD
Bethesda CBD
Twinbrook
White Flint

Corridor with Metrorail, Purple Line, or CCT

Grosvenor
Wheaton CBD
Rockville Town Center
Chevy Chase Lake
Glenmont
R&D Village
Long Branch
Takoma Langley

Silver Spring / Takoma
North Bethesda
Bethesda / Chevy Chase
Kensington / Wheaton
Germantown Town Center
Shady Grove MSPA

Emerging TOD Area, with planned CCT
Clarksburg TC

Residential Communities

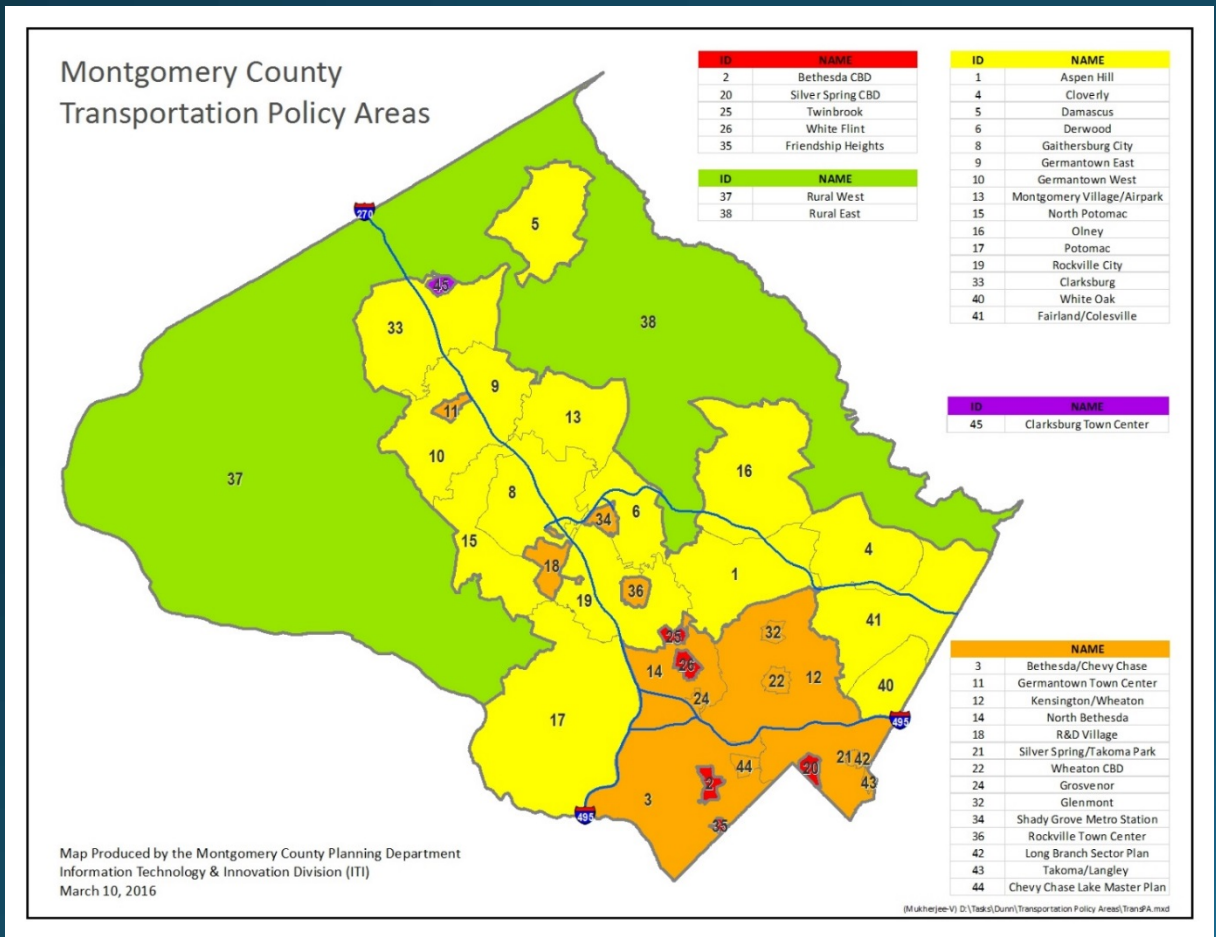
Rockville City
Derwood
Aspen Hill
White Oak
MV/Airpark
Gaithersburg City
Cloverly
Potomac
Germantown West
North Potomac
Fairland Colesville
Clarksburg
Germantown East
Olney
Damascus

Rural Communities

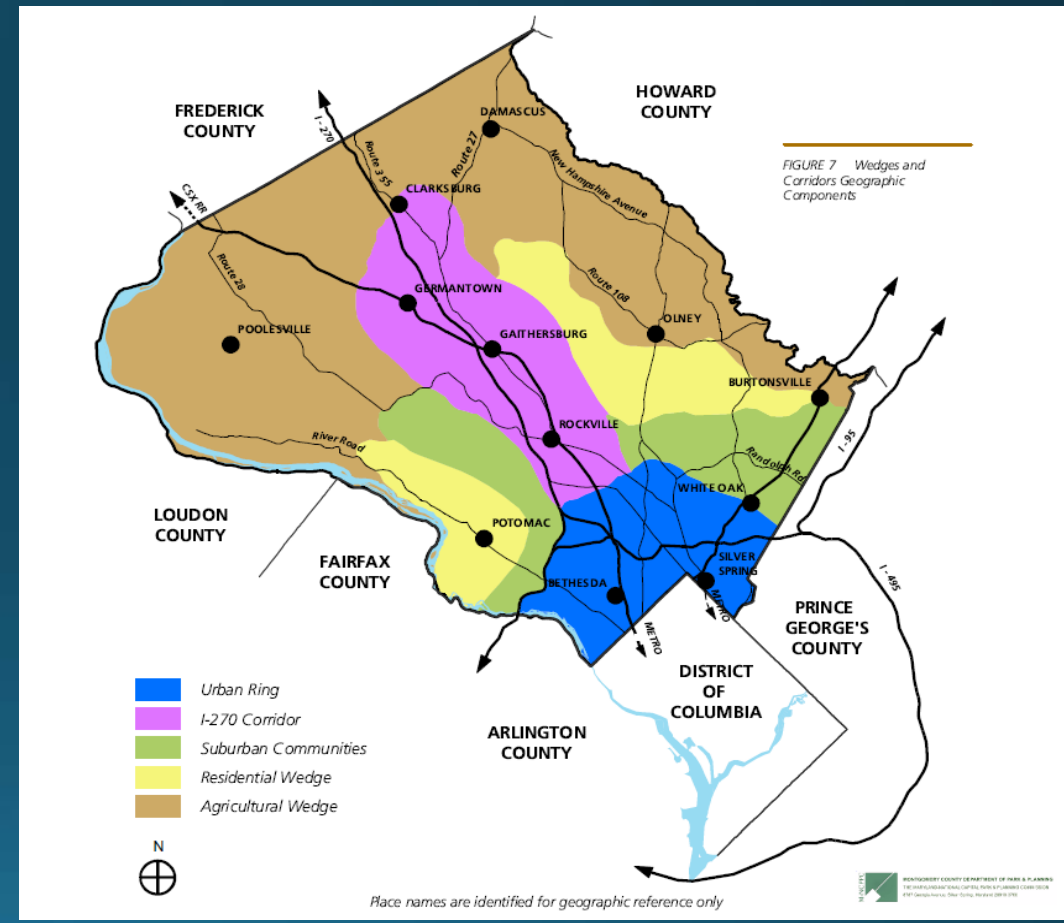
Rural East
Rural West

Comparing Example Grouping with 1993 General Plan Refinement

Example Grouping of Policy Areas



1993 General Plan Refinement



Core, or Corridor with Metrorail

- Friendship Heights (1,800)
- Silver Spring CBD (1,800)
- Bethesda CBD (1,800)
- Twinbrook (1,800)
- White Flint (1,800)

Area Test	Area Payment	Local Test	Local Payment	Impact Tax	Notes
None	None	None	None	Yes	All or Portion of Impact Tax Allocated to Policy Area?

(1,800) – Denotes current CLV standard

Corridor with Metrorail, Purple Line, or CCT

- Grosvenor (1,800)
- Silver Spring / Takoma (1,600)
- Wheaton CBD (1,800)
- North Bethesda (1,550)
- Rockville Town Center (1,800)
- Bethesda / Chevy Chase (1,600)
- Chevy Chase Lake (1,600)
- Kensington / Wheaton (1,600)
- Glenmont (1,800)
- R&D Village (1,450)
- Long Branch (1,600)
- Takoma Langley (1,600)
- Germantown Town Center (1,600)
- Shady Grove (1,800)

	Screen	Evaluate		Mitigate		Impact Tax	Mitigation Payment?
Test Type >>	Local	Local	Area	Local	Area	Area	
	30 Trips	1600 clv or 1800 clv for mspa	Job Access by Transit	25% of Impact Tax	25% of Impact Tax	Yes	Yes

(1,800) – Denotes current CLV standard

Emerging TOD, with planned CCT

Clarksburg TC

	Screen	Evaluate		Mitigate		Impact Tax	Mitigation Payment?
Test Type >>	Local	Local	Area	Local	Area	Area	
	30 Trips	1500 clv	Job Access by Transit	25% of Impact Tax	25% of Impact Tax	Yes	Yes

Residential Communities

	Screen	Evaluate		Mitigate		Impact Tax	Mitigation Payment
Test Type >>	Local	Local	Area	Local	Area	Area	
	30 Trips	1500 clv	Job Access by Transit	Mitigate Unless Road Code Area where design standards to promote ped/bike travel apply (25% of Impact Tax)	25% of Impact Tax	Yes	No – Unless Road Code Area where design standards to promote ped/bike travel apply

Rockville City (1,500)

Derwood (1,475)

Aspen Hill (1,475)

White Oak (1,600)*

MV/Airpark (1,425)

Gaithersburg City (1,425)

Cloverly (1,450)

Potomac (1,450)

Germantown West (1,425)

North Potomac (1,450)

Fairland Colesville (1,475)

Clarksburg (1,425)**

Germantown East (1,425)

Olney (1,450)

Damascus (1,400)

(1,500) – Denotes current CLV standard

* Retain @ 1600 CLV per prevailing County Policy

** Retain @ 1425 CLV to distinguish from proposed Clarksburg TC Policy area

Example of how different metrics can be applied ...

Metric	Measurement Tool	Status	Potential Application in Planning Department				CIP – programming guidance	
			Regulatory (SSP)	Monitoring	Master Plan Analysis	Master Plan Test		
			Area	Local				
Accessibility-Jobs & Person Trips Accessible within 45 Minutes by Mode	Travel/4 (for all modes) & GIS based analysis for transit, walk, & bike	Under Development	Yes	No	Yes	Yes	Yes	Yes
Arterial Roadway & Transit Mobility –TPAR	Travel/4 (for all modes) & Post Processing	Refinement Underway	No	No	Yes	Yes	No	Yes
Intersection Delay - Person Delay by Mode	CLV/Synchro/HCM	Application Under Development	No	Yes - Major Projects Only?	Yes	Yes	No	Yes
CLV Level	CLV/Synchro	Existing	No	Yes – In Specific Areas	Yes	Yes	Yes – in Specific Areas	Yes

Setting a Threshold for Job Accessibility as the Area Test

One Potential Approach (Example Only)

Policy Area Average/Group Average +
Policy Area Average/ County Average
= Job Access Composite

Job Access Composite > 2 = Policy Area that Passes Area Test Until Next Assessment (every 2 Years)

Variable is jobs in region within 45 minutes via transit (including walk access)

Theoretically, more Policy Areas pass as more high quality transit comes on line and/or more jobs locate in more transit accessible areas.

Another Potential Approach (Example Only)

Policy Area	30 Min	45 Min	60 Min	90 Min
Corridor	40%	50%	60%	70%
Residential	30%	40%	50%	60%

Variable is minimum % of jobs in region accessible in X time by transit.

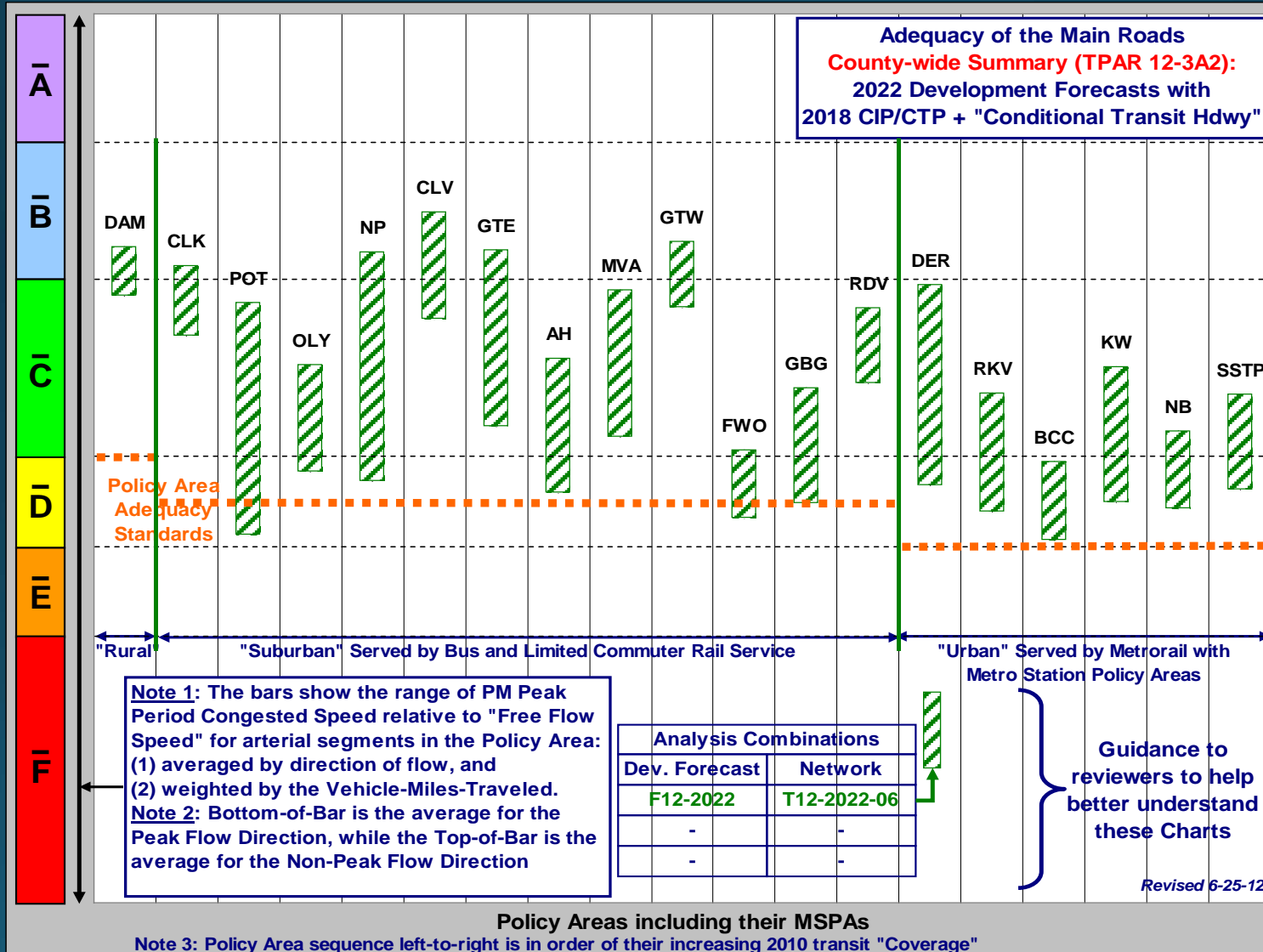
Policy Area has to exceed all four thresholds to “pass”

AREA-WIDE TRANSPORTATION TEST

Current Process:

Transportation Policy Area Review (Disaggregation by Individual Roadways)

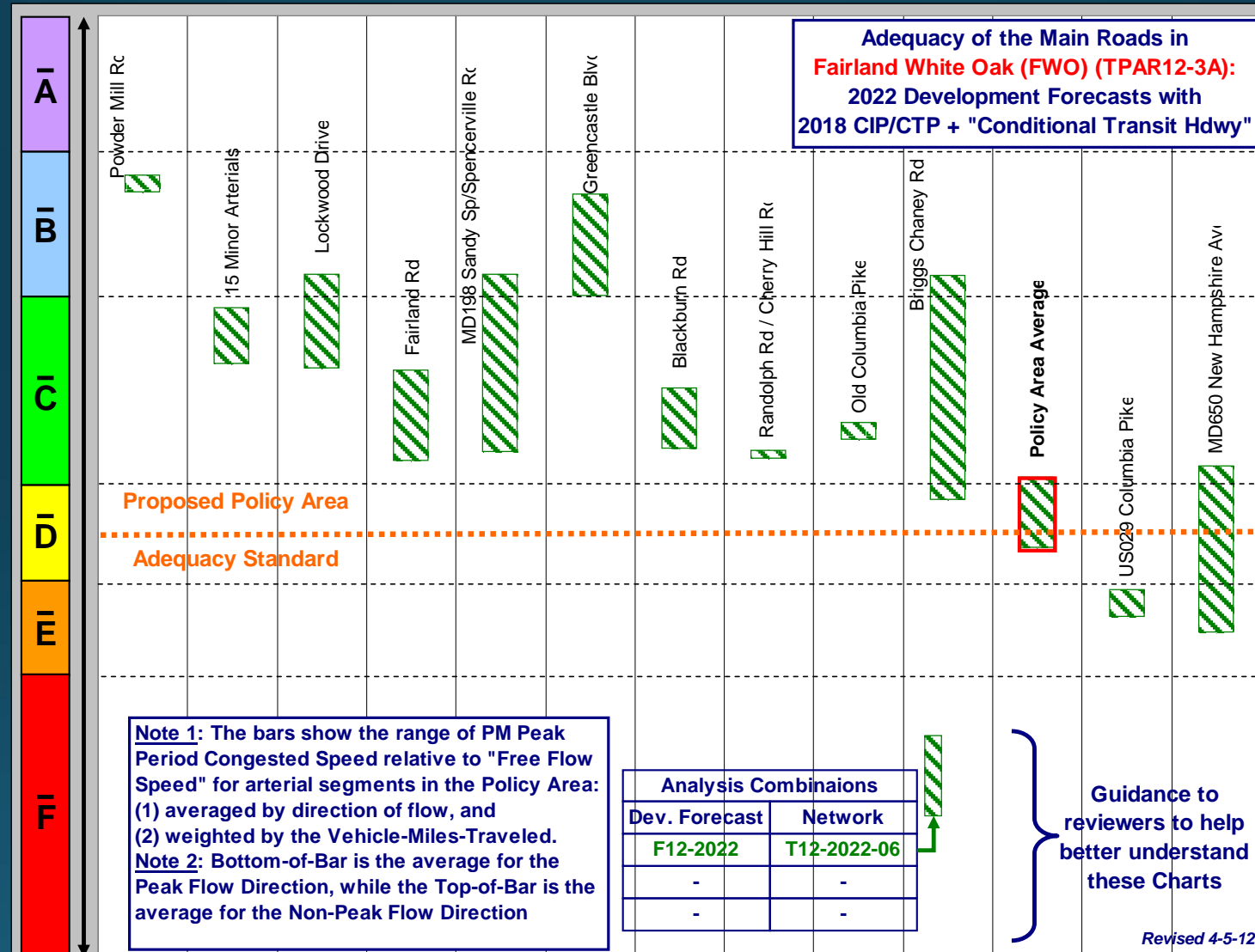
Metrics



AREA-WIDE TRANSPORTATION TEST

Current Process:

Transportation Policy Area Review (Disaggregation by Individual Roadways)



Arterial Performance within the Fairland White Oak (FWO) Policy Area

Note 3: Roadway sequence left-to-right is in order of their increasing peak-flow avg. congestion

AREA-WIDE TRANSPORTATION TEST

Proposed Process:
Transit Accessibility to Jobs

