How is transportation adequacy determined?
Transportation Policy Area Review is a policy area test of adequacy.

Montgomery County Policy Areas

2. Aspen Hill
3. Bethesda CBD*
4. Bethesda/Chevy Chase
5. Clarksburg
6. Clovady
7. Damascus
8. Derwood
9. Fairland/White Oak
10. Friendship Heights
11. Gaithersburg City
12. Germantown East
13. Germantown Town Center
14. Germantown West
15. Glenmont*
16. Grosvenor*
17. Kensington/Wheaton
18. Montgomery Village
19. North Bethesda
20. North Potomac
21. Olney
22. Potomac
23. R&D Village
24. Rockville City
25. Rockville Town Center*
26. Rural East
27. Rural West
28. Shady Grove*
29. Silver Spring CBD*
30. Silver Spring/Takoma
31. Twinbrook*
32. Wheaton*
33. White Flint*
34. White Oak
Under Transportation Policy Area Review:

- **Roadway Adequacy**
  - Policy area average arterial roadway congestion cannot exceed specified standard.
  - Standard varies depending on transit availability and usage.

- **Transit Adequacy**
  - Focuses on the availability and quality of local transit service.
  - Three metrics considered: coverage, peak headway, span of service.
Relative to the 2012 TPAR test:

- White Oak (WO) & Fairland/Colesville (FC) are reported as separate policy areas
- For most policy areas, results are generally similar Countywide
- Three additional policy areas deemed inadequate—North Potomac (NP), Aspen Hill (AH) & Bethesda Chevy Chase (BCC)
Transit Adequacy:

<table>
<thead>
<tr>
<th>Transit Adequacy Standards</th>
<th>Minimum Coverage</th>
<th>Maximum Headway</th>
<th>Minimum Span</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>≥80 percent</td>
<td>≤14 minutes</td>
<td>≥17 hours</td>
</tr>
<tr>
<td>Suburban</td>
<td>≥70 percent</td>
<td>≤20 minutes</td>
<td>≥14 hours</td>
</tr>
<tr>
<td>Rural</td>
<td>&gt;50 percent</td>
<td>≤60 minutes</td>
<td>≥4 hours</td>
</tr>
</tbody>
</table>

Coverage - How much of a policy area is within walking distance of transit?

Peak Headway – How frequently do buses arrive?

Span of Service – How many hours a day is transit service available?

If a policy area does not achieve adequacy for all three measures, that policy area is determined to be inadequate for transit.
Transportation Mitigation Payment

If projected transportation capacity in a policy area is inadequate, the Planning Board may approve a subdivision in that area if the applicant commits to either:

- Fully mitigate the incremental traffic impact of the subdivision by adding capacity or implementing a trip reduction program; or

- Pay a Transportation Mitigation Payment as provided in County law.
Local Area Transportation Review

- Tests capacity of nearby intersections.

- Applied to all projects generating 30 or more peak hour trips.

- If an intersection fails, developer can make improvements, mitigate trips or in limited cases – make a payment to the County.
What can be changed in the 2016 Subdivision Staging Policy?
The criteria that defines adequacy
   For example:
   - Is the congestion standard appropriate?
   - Do the transit measures sufficiently capture adequate transit?

Methodology of the transportation test
   For example:
   - Should the test for adequacy be conducted by policy area?
   - Should all policy areas be subject to both tests?
   - Should the local area test consider proportionate share of congestion/mitigation?