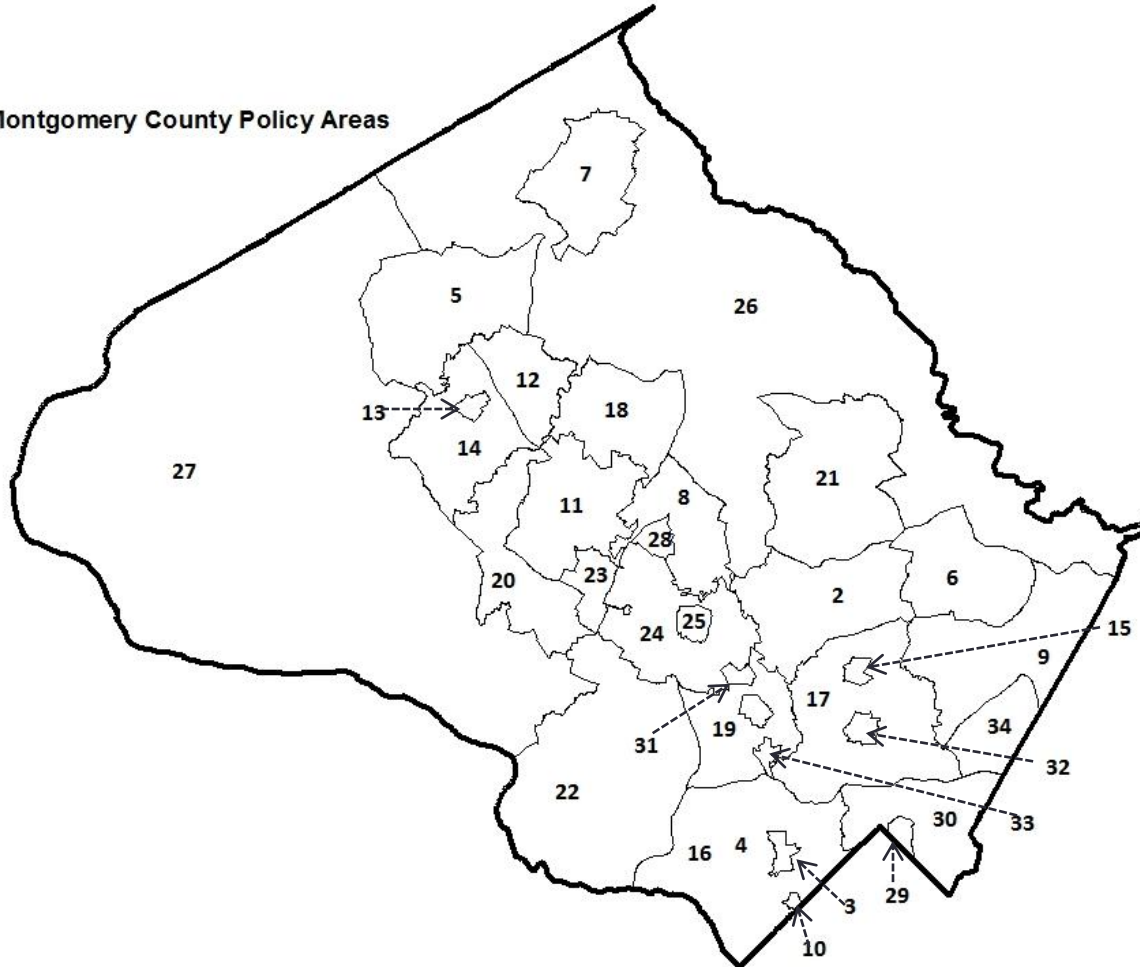


How is transportation adequacy determined?

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. Cloverly
- 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

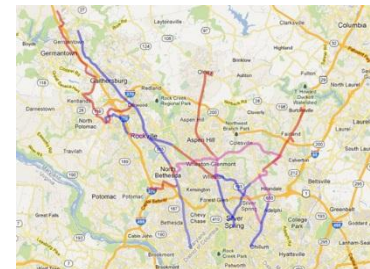
Under Transportation Policy Area Review:

– Roadway Adequacy

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

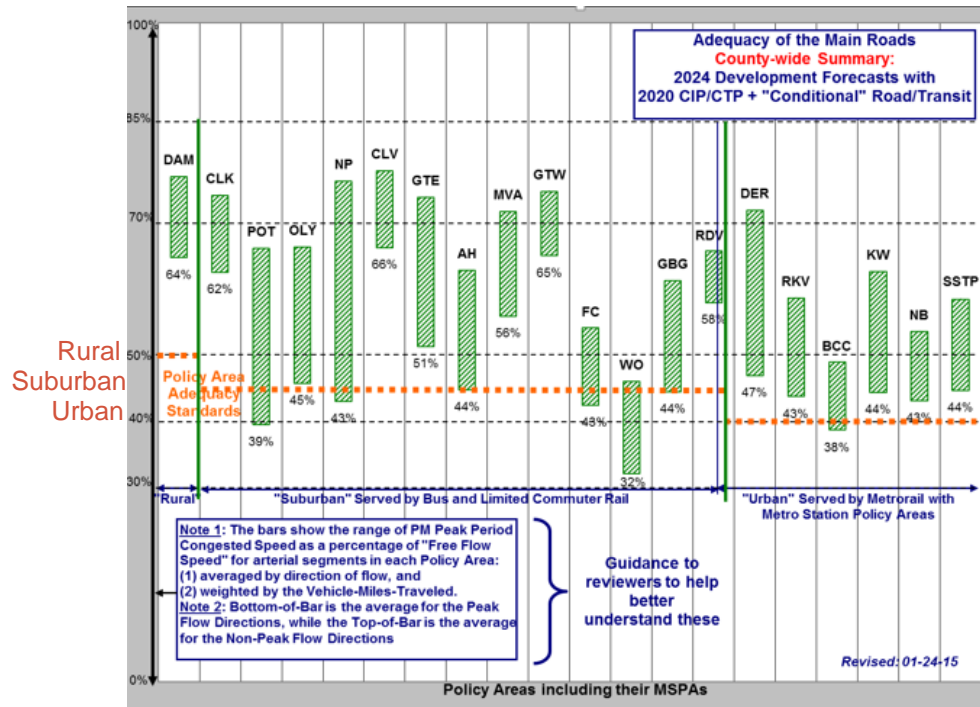
– Transit Adequacy

- Focuses on the availability and quality of local transit service.
- Three metrics considered: coverage, peak headway, span of service.



Roadway Adequacy:

2014 TPAR Roadway Adequacy Test



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:

Transit Adequacy Standards			
	Minimum Coverage	Maximum Headway	Minimum Span
Urban	≥80 percent	≤14 minutes	≥17 hours
Suburban	≥70 percent	≤20 minutes	≥14 hours
Rural	>50 percent	≤60 minutes	≥4 hours

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?