

Memorandum

To: TISTWG Members
From: Dan Hardy
Date: March 26, 2015
RE: LATR CONCEPTS – April 1 Status Report and Teleconference

This memorandum provides a guide to the discussion items for the April 1 meeting. We are shifting the focus of this meeting from a full draft of the Subdivision Staging Policy to a call-in meeting status report for a variety of reasons:

- We are thinking through the overall schedule to get to a Planning Board Draft of the Subdivision Staging Policy in summer **2016** and recognizing that we do have a lot of additional time to work through details. Some details that will ultimately be germane to the conversation are not yet ready to be finalized, such as person-trip generation rates still under development and operational analysis concepts such as Synchro guidelines. We are also still seeking to stay commensurate to and complementary with the White Oak approach in Amendment 14-02.
- We hope that each of you intends to continue to follow the process through Council's scheduled adoption in fall 2016, so that a more deliberative approach throughout the next year (as opposed to a rush to complete followed by several months of dormancy) is appropriate.
- The use of recurring monthly meetings on the first Wednesday of the month remains convenient but we want these meetings to be meaningful (so that we will not meet every month). We want to be sure we're making the best use of everyone's time in this regard.
- The attached draft track-changes of the Subdivision Staging Policy is text-intensive and it will probably be most useful for you to review and send detailed comments to us via phone call or e-mail on an individual basis in the near term.

Subdivision Staging Policy

April 1, 2015 Meeting / Teleconference

1:30-3:00 PM

Agenda

- 1) Adjustment to overall LATR Schedule
 - a) Legislative deadlines
 - b) TISTWG activities
 - c) Relationship to SSP Amendment 14-02, LATR trip generation rates, Travel/4 model development, and TPAR transit assessment
- 2) Very Low VMT Concept (SA-3)
- 3) First draft of Subdivision Staging Policy track-changes recommendations
- 4) Status of LATR Guidelines elements

Subdivision Staging Policy

LATR Schedule

- July 2015 - Complete Initial TISTWG Supported LATR Recommendations (followed by “roundtable” discussion with the Board)
- September 2015 - Complete Initial Testing & Analysis of New TPAR Transit Adequacy Component (followed by “roundtable” discussion with the Board)
- Fall 2015 - Complete Trip Generation Study data collection and analysis
- Early Spring 2016 – Review Final Draft LATR/TPAR Recommendations with the Planning Board
- June 15, 2016 – 2016 SSP Staff Draft due
- August 1, 2016 – Transmit Planning Board Draft 2016 SSP to Council
- November 15, 2016 – 2016 SSP Adoption by Council

Subdivision Staging Policy

Incorporation of LATR Concepts in track-changes markup

Concept	Description	Incorporation in track-changes SSP draft
SA-3	Alternative Review Procedures for Very Low VMT	Modification of TA1 to include <i>Mitigated VMT</i> approach in addition to vehicle trips. New TA6 describing <i>Zero VMT</i> alternative review procedure for Low VMT. Note: <i>Very Low VMT</i> approach can be accommodated in the <i>LATR/TPAR Guidelines</i> without changing SSP
ST-1	Trip Generation Threshold	Modification in TL1 to defer significant number of trips finding to Planning Board Guidelines, given the complexity of significance by mode and geographic location.
ST-2	Study area	Specification of limiting factors for site-generated/intersection volumes in TL1
ST-4	Modal analysis triggers	See ST-1.
SR-3	Protected intersections	New TL5 to identify Protected Intersections.
AM-1 through AM-3	Modal analyses	Modification of TL1 to specify that Planning Board may require bicycle and transit improvements in addition to pedestrian improvements.
AM-4	CLV Standards	Adjust Shady Grove CLV standard to 1650, reflecting ratio between MSPA and adjacent prevailing congestion standard
AS-3	Pedestrian-bicycle gap contribution	Modification of TL1 to specify that Planning Board may require bicycle and transit improvements in addition to pedestrian improvements.
D-4	Traffic Mitigation Goals	Removal of outdated section APF-2

Subdivision Staging Policy
Status of LATR/TPAR Guidelines Elements

For most LATR Concepts identified to date, sufficient information exists to develop a track-changes version of the Subdivision Staging Policy itself. The details in the LATR/TPAR Guidelines, however, typically require greater detail; work is in progress on certain elements (in orange boxes) 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	Considering refined estimate of non-resident VMT for residential properties
ST-1	Trip Generation Thresholds	Seeking concurrence on 11/30 thresholds (page 26 of April LATR Concepts handout)
ST-4	Modal analysis triggers	Seeking concurrence on 11/30 thresholds (page 26 of April LATR Concepts handout)
SR-3	Protected intersections	Work in progress to identify candidate protected intersections
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 (or redefine?) \$12,000 / trip
Other	TDM/TMAg concerns	Need to define appropriate boundaries of scope for SSP/LATR as opposed to other TDM venues. Seeking concurrence on page 5 of February meeting packet
Other	Miscellany clarifications	Considering comments developed by M-NCPPC staff in past two years