

**Transportation Impact Study Technical Working Group (TISTWG)**  
**April 6, 2015 Meeting #14**  
**MRO Auditorium**  
**1:30-3:30 PM**

Agenda

- 1) Introductions (5 min)
- 2) Review of Planning Board explorations (75 min)
  - a) February 25 Planning Board session – guidance to proceed with:
    - i) core/corridor/residential/rural policy area constructs
    - ii) payment rather than construction generally in urban road code areas (equivalent to core/corridor/residential-with-streets areas on pages 8 and 9 of 2/25 presentation in second hotlink below)
      - (1) [http://www.montgomeryplanningboard.org/agenda/2016/documents/TISTWGDraftTransportationRecommendations\\_022516\\_Rev.pdf](http://www.montgomeryplanningboard.org/agenda/2016/documents/TISTWGDraftTransportationRecommendations_022516_Rev.pdf)
      - (2) [http://montgomeryplanning.org/research/subdivision\\_staging\\_policy/documents/20160225BoardSSPLATR.pdf](http://montgomeryplanning.org/research/subdivision_staging_policy/documents/20160225BoardSSPLATR.pdf)
  - b) March 15 community meeting
    - i) [http://www.montgomeryplanning.org/research/subdivision\\_staging\\_policy/documents/SSP%20Transportation%20Community%20Meeting%20Mar%202015\\_no%20%20resource%20slides.pdf](http://www.montgomeryplanning.org/research/subdivision_staging_policy/documents/SSP%20Transportation%20Community%20Meeting%20Mar%202015_no%20%20resource%20slides.pdf)
  - c) March 31 Planning Board session – guidance to proceed with construct as described on p. 17 of presentation in hotlink below and continue to examine the areawide metrics in p. 8-16 as a replacement for TPAR
    - i) [http://montgomeryplanning.org/research/subdivision\\_staging\\_policy/documents/MNCPPC\\_LATR\\_MCPB033116\\_v2\\_pd\\_noresourceslides.pdf](http://montgomeryplanning.org/research/subdivision_staging_policy/documents/MNCPPC_LATR_MCPB033116_v2_pd_noresourceslides.pdf)
- 3) Updates on parallel efforts (25 min)
  - a) MCDOT White Oak transportation analysis
  - b) M-NCPPC Assessment of Modeling Tools/Measures/Metrics study
  - c) LATR Trip Generation working subgroup
  - d) MCDOT TDM working group
- 4) Next steps and tentative meetings schedule (15 min)
  - a) April 12 community meeting
  - b) April 14 Planning Board briefing
  - c) Updated schedule to be distributed at meeting

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### **Summary of Key Recommendations from Planning Board discussions to date (quick reference for review of PPT materials)**

- Policy area construct
  - 4 types of policy areas - Core, Corridor, Residential (streets and roads subsets), Rural - better align with General Plan, area plans, and road code guidance on placetypes
- Local area test
  - No test or payment in Core policy areas; replace with public sector monitoring and implementation
  - In Corridor policy areas and other areas where the road code specifies building streets rather than roads (i.e., Olney Town Center), conduct the test but mitigate with payment rather than construction
  - Leave CLV standards where they are (except for elimination within Core policy areas)
  - Synthesize other LATR recommendations accordingly:
    - Person-trip generation (although no need expected for a person-tripgen data collection approach)
    - Low-VMT option applies to impact tax only
    - “Robust-grid” or “protected” intersections no longer applicable under “payment in lieu of construction” approach
    - Operational analysis as proposed via TISTWG
- Other transportation mitigation tools
  - Replace TPAR with an Areawide payment based on transit accessibility
  - Introduce a trip-length factor into the impact tax calculations (to replace vehicle trip generation approach with a VMT approach)