

LATR Assessment

Transportation Impact Study

Technical Working Group

(TISTWG)

Meeting #4

12/3/14 Presentation Slides



TISTWG 12/3 Agenda

- Plenary Session (30 minutes)
 - Today's mission
 - Summary of new/modified LATR Concepts
 - Logistics
- Small Discussion Groups (60 minutes)
 - Work through three Stations
 - Scoping Concepts
 - Analysis Concepts
 - Concepts proposed to be dropped
 - Rotate about every 20 minutes
 - Discuss ideas, concerns, next steps
 - Fourth station on Other Concerns a “parking lot” for overarching interests or concerns
 - React with comments and dots
- Plenary Session (30 minutes)
 - What we accomplished
 - Next steps



A word on Objectives

Clarification to
Sunday's packet:

- LATR should be designed to implement the County's plans

Effect of proposed changes on:

Study Objective	Strengths	Weaknesses
Improving context-sensitivity and multimodal analysis	None	None
Improving predictability	Reduces cost of smaller projects	Less data in public realm on smaller projects, some minor improvements may not be required
Streamlining implementation	Reduces complexity of multiple smaller projects contributing to individual improvements	None

- “Effect of proposed change”* matrices present range of pros and cons; as a result, the primary purpose of each was obscured.
- Our three objectives (multimodal analysis, predictability, implementation) are often in tension
- In general, the proposed changes seek to resolve this tension by:
 - Scoping: **Improving predictability** and **streamlining implementation** through scoping changes (i.e., don't sweat the small stuff)
 - Analysis: **Improving multimodal analysis** for larger, more complex projects that have the greatest potential to help implement vision.



TISTWG 12/3 Agenda

The following slides summarize the key points of recommended LATR Concept changes described in the 60-page packet distributed Sunday.



These slides are organized into the four categories for small group discussion:

- Scoping Concepts (SA, ST, and SR concepts)
- Analysis Concepts (AA, AM, and AS concepts)
- Concepts proposed to be dropped
- Other concerns







LATR Refinement Concepts





Station #1. Process: Scoping Elements

			Change from current?	Applies in	Primary purpose	Eligibility defined by	Place dots	Comments/Notes
Sub-Process: Study Alternative Review Procedures								
SA-1		Alternative Review Procedure: Traffic Mitigation Agreement	No change	MSPAs	Support urban area vision	County Council		
SA-2		Alternative Review Procedure: White Flint Special Taxing District	No change	White Flint MSPA	Support policy area vision	County Council		

Sub-Process: Study Triggers

ST-1		Trip Generation Threshold	Context sensitive, person trip based, new LATR Tripgen Rates	Countywide, varies by Policy Area	Streamline implementation	Planning Board		
ST-2		Study Area	Trip Distribution Sensitive	Countywide, varies by Policy Area	Streamline implementation	Planning Board		
ST-3		Background Traffic	Guidance on options for flexibility	Countywide	Streamline implementation	Planning Board		
ST-4		Modal Analysis Triggers	Person-trip thresholds	Countywide, varies by Policy Area?	Identify multimodal solutions	Planning Board		


Sub-Process: Study Refinements

SR-1		Potomac Two-Lane Policy	No change	Potomac	Support policy area vision	County Council		
SR-2		Second improvement < 5 CLV	No change	Countywide	Streamline implementation	Planning Board		
SR-3		Protected Intersections	Intersections where CLV failure does not require mitigation	Urban areas?	Streamline implementation	Planning Board		
SR-4		Non-Transportation Policies	No change	Countywide	Streamline implementation	County Council		

Clear: No change
 Blue: Modify
 Red: Remove
 Green: New

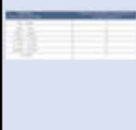


New/modified Scoping concepts

ST-1		Trip Generation Threshold	Context sensitive, person trip based, new LATR Tripgen Rates	Countywide, varies by Policy Area	Streamline implementation
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- Change “30 vehicle trips” to
 - 75 vehicle trips in CBDs/MSPAs
 - 50 vehicle trips elsewhere in County
- Better aligned with many jurisdictions nationwide (even those without impact taxes, a Policy Area review, and a lack of greenfield development potential)
- Focus private and public sector resources on larger projects with more meaningful impacts and potential solutions

New/modified Scoping concepts

ST-2		Study Area	Trip Distribution Sensitive	Countywide, varies by Policy Area	Streamline implementation
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- Screen out study area intersections based on trip assignment compared to *existing* traffic volumes
 - 1% of intersection entering volume
 - 5% of total site generated traffic (a typical cutoff point anyway)
- Focus private and public sector resources on larger projects with more meaningful impacts and potential solutions

New/modified Scoping concepts

ST-3		Background Traffic	Guidance on options for flexibility	Countywide	Streamline implementation
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- Build upon Bill #14-02 discussion
- Retain basic background development approach, but...
- ...focus on facilitating pro-rata share solutions where background development is unusually large and/or absorbs available system capacity
- Explore existing LATR options first, then develop new ones if needed
- Seek countywide applicability


New/modified Scoping concepts

ST-4		Modal Analysis Triggers	Person-trip thresholds	Countywide, varies by Policy Area?	Identify multimodal solutions
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- Shift from vehicle trip basis to person trip basis, with trips by mode
- Set triggers for quantitative ped, bike, transit analyses

Location	Triggers for quantitative analysis (all peak hour of site generator)			
	Auto	Pedestrian	Bicycle	Transit
CBD/MSPAs	75 vehicle trips	100 pedestrian trips	100 person trips and site located within a quarter mile of an existing or proposed bikeshare station, college, or high school	50 transit trips
Elsewhere	50 vehicle trips			










New/modified Scoping concepts

SR-3		Protected Intersections	Intersections where CLV failure does not require mitigation	Urban areas?	Streamline implementation
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- Similar to Potomac “two lane road” policy, but for urban areas
- Exempt certain intersections from improvements by private sector
- Protected Intersections need to have supporting street grid to disperse traffic; be identified by Planning Board
- Analysis still valuable to help public agencies consider solutions


LATR Refinement Concepts

Station #2. Process: Analysis Elements

			Change from current?	Applies in	Primary purpose	Eligibility defined by	Place dots	Comments/Notes
Sub-Process: Approach								
AA-1		Priority of Mitigation Approach	Return to 2012 priorities	Countywide	Identify multimodal solutions	Planning Board		
Sub-Process: Measurements								
AM-1		Pedestrian Analysis	Accessibility based	Countywide, context sensitive	Identify multimodal solutions	Planning Board		
AM-2		Bicycle Analysis	Accessibility based using low-stress network	Countywide, context sensitive	Identify multimodal solutions	Planning Board		
AM-3		Transit Analysis	Capacity based	Countywide, context sensitive	Identify multimodal solutions	Planning Board		
AM-4		CLV Thresholds	No change	Countywide, varies by Policy Area	Support policy area vision	Planning Board		
AM-5		CLV/HCM/Synhro Thresholds	Greater use of simulation	Countywide, context sensitive	Identify pragmatic solutions	Planning Board		
Sub-Process: Solutions								
AS-1		CLV Mitigation Policy	No change	Countywide	Support policy area vision	County Council		
AS-2		\$12K per Vehicle Trip	No change	Countywide	Identify multimodal solutions	Planning Board		
AS-3		Ped-Bike Gap Contribution	Contribute to offsite gaps	Urban areas, context-sensitive	Identify multimodal solutions	Planning Board		


Clear: No change
 Blue: Modify
 Red: Remove
 Green: New

New/modified Analysis concepts

AA-1		Priority of Mitigation Approach	Return to 2012 priorities	Countywide	Identify multimodal solutions
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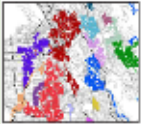
- Return to 2012 concept of priority approaches
- Raise visibility of “check alternatives before providing capacity” that remains in the SSP and the LATR/TPAR Guidelines
- Shift ped/bike above transit to seek lowest cost (both capital and operating) approach where feasible
- Documentation context sensitive

New/modified Analysis concepts

AM-1		Pedestrian Analysis	Accessibility based	Countywide, context sensitive	Identify multimodal solutions
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- Examine accessible destinations by walking
- Public sector identifies top improvement candidates for consideration
- Consider tradeoffs between simplicity and effectiveness
 - Geographic area
 - All destinations
 - “Gravity-weighted” destinations
- Refine incentive value for selecting improvements – setting new standards likely to spur unintended consequences; even without exercising incentive, additional application context is measured.

New/modified Analysis concepts

AM-2		Bicycle Analysis	Accessibility based using low-stress network	Countywide, context sensitive	Identify multimodal solutions
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- Examine accessible destinations by biking
- Develop Mineta Institute “Low Stress Network” concept
- Same tradeoffs and incentive concepts as for walk accessibility
- Greater potential for private sector to identify improvements within existing ROW through signing/markings (as compared with sidewalk/path links)

New/modified Analysis concepts

AM-3		Transit Analysis	Capacity based	Countywide, context sensitive	Identify multimodal solutions
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- Identify transit capacity constraints
 - Coordination with WMATA for rail within ¼ mile
 - Need for increased bus frequency on low-headway routes

New/modified Analysis concepts

AM-5		CLV/HCM/Synhro Thresholds	Greater use of simulation	Countywide, context sensitive	Identify pragmatic solutions
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- Include additional locations – perhaps 1450+ CLV and
 - Within 600' of another signalized intersection, or
 - In a corridor identified by source like Mobility Analysis Report as having substandard delays
- Thresholds for significant impact and mitigation based on average delay per vehicle
- Consider delays to pedestrians and transit
- Definitions of network size and modal simulation requirements important and TBD

New/modified Analysis concepts






AS-3		Ped-Bike Gap Contribution	Contribute to offsite gaps	Urban areas, context-sensitive	Identify multimodal solutions
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- Link pedestrian/bicycle safety at network gaps to additional exposure
- Definitions of gap, significant exposure, and mitigation approaches TBD.

Station #3

LATR Refinement Concepts

Station #3. Process: Concepts to be Dropped

			Change from current?	Applies in	Eligibility defined by	Eligibility applied by	Place dots (if you want to consider further, not drop...)	Comments/Notes
D-1		VMT	No change	N/A	N/A	N/A		
D-2		Connectivity Indices	No change	N/A	N/A	N/A		
D-3		Screenline Analyses	No change	N/A	N/A	N/A		
D-4		APF-2 Trip Mitigation Goals	No change	N/A	N/A	N/A		
D-5		Trip/Parking Caps	No change	N/A	N/A	N/A		

Clear: No change


Blue: Modify

Red: Remove

Green: New



Proposed concept to drop

D-4		APF-2 Trip Mitigation Goals	No change	N/A	N/A	N/A
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- “No change” still means “Drop”
- Hypothesis is this is an unused legacy policy
- SSP should reference additional MSPA mode share goals

In Policy Areas With LATR CLV Standard of

1800 and 1600

1550

1500

1475 and 1450

Required Percentage Greater Than Prevailing Non-Auto driver Mode Share

100%

80%

60%

40%

Station #4

LATR Refinement Concepts

Station #4. Other Considerations

Comments/Notes

O-1	Balanced approach	
O-2	Review processes	
O-3	Defining future area types	
O-4	Flexibility for changing land uses	
O-5	Free rider issues	
O-6	Multiple peak periods	

