M-NCPFC SSP UPDATE
TRANSPORTATION IMPACT STUDY WORKING GROUP (TISTWG) KICK-OFF
September 9, 2019
AGENDA

1. Introductions (10:00 – 10:10)

   Role of TISTWG

3. Project Work Scope and Anticipated Schedule (10:25 – 10:45)

4. Overview of Existing Processes (10:45 – 11:00)

5. Discussion and TISTWG Input (11:00 – 11:30)

6. Next Steps
SCOPE OVERVIEW

• LATR Test – local traffic conditions (subdivision review)
  • Project goal: Incorporate Vision Zero Action Plan objectives

• Policy Area Test – area-wide traffic impacts (master/sector plan review only)
  • Project goal: Better reflect increased travel mode alternatives (as opposed to traditional Level of Service [LOS] metrics)
TECH COMPONENT A:
VISION ZERO INTEGRATION

Task 1: Stakeholder Outreach

Task 2: Literature Review

Task 3: Beta-testing of Alternative Methods in Montgomery County

Task 4: Development of Recommendations
TECH COMPONENT A:
VISION ZERO INTEGRATION

Task 1: Stakeholder Outreach

• Hold monthly meeting with a Transportation Impact Study Technical Working Group (TISTWG)
TECH COMPONENT A: VISION ZERO INTEGRATION

Task 2: Literature Review

- Review and Summarize:
  - Montgomery County’s Vision Zero Action Plan
  - Other Vision Zero strategies

- Identify two alternative transportation impact study approaches

- Deliverables: Draft Literature Review Summary Report; Final Literature Review Summary Report
TECH COMPONENT A: VISION ZERO INTEGRATION

Task 3: Beta-Test of Alternative Methods in Montgomery County

- Apply two alternative transportation impact study approaches and the currently adopted LATR approach to a hypothetical development

- Prepare traffic impact study reports for the three approaches

- **Deliverables:** Three Draft Transportation Impact Study Reports; Final Transportation Impact Study Beta-testing Summary Report
TECH COMPONENT A: VISION ZERO INTEGRATION

Task 4: Development of Recommendations

- Recommendations for modifying the current LATR analysis process

- **Deliverables:** Draft LATR Vision Zero Integration Report; Final LATR Vision Zero Integration Report
TECH COMPONENT B: POLICY AREA TESTS

Task 1: Develop Alternative Policy Area Tests

Task 2: Beta-test proposed policy area tests in Montgomery County

Task 3: Development of Recommendations
TECH COMPONENT B: POLICY AREA TESTS

Task 1: Develop Alternative Policy Area Tests

- Develop two test options for consideration
- Consider and document methodology, analysis tools, and standards

**Deliverables:** Transportation Adequacy Test Summary Report and Beta Test Plan
TECH COMPONENT B: POLICY AREA TESTS

Task 2: Beta-test proposed policy area tests in Montgomery County

- Apply tests to all policy areas of the County
- Document and present results

Deliverable: Beta-test Result Report
TECH COMPONENT B: POLICY AREA TESTS

Task 3: Development of Recommendations

- Recommendations for one of the alternative tests evaluated
- Presentations to Planning Board and Council

Deliverable: Policy Area Level Transportation Adequacy Test Report
# TISTWG SCHEDULE

<table>
<thead>
<tr>
<th>Meeting Date (Tentative)</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>09/09/19</td>
<td>TISTWG Kickoff</td>
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<tr>
<td>10/07/19</td>
<td>Draft LATR Lit Review and Policy Area Test Options</td>
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<td>11/04/19</td>
<td>Beta Test Plans for LATR and Policy Area Tests</td>
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<tr>
<td>12/02/19</td>
<td>LATR Data Collection Requirements</td>
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<tr>
<td>01/06/20</td>
<td>Draft LATR Impact Study Reports</td>
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<td></td>
<td>Draft Policy Area Beta Test Results</td>
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<tr>
<td>01/27/20</td>
<td>LATR Draft Final Report</td>
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<td>Policy Area Draft Recommendations (complete in March 2020)</td>
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OVERVIEW OF 2016 POLICY AREA TEST

- Previously proposed only; NOT adopted in 2016

- Ensure balance between proposed land use and proposed transportation network and services (adequate public facilities)

- Transit Accessibility – number of jobs reachable within 60 minutes by walk-access transit

- Based on progress toward transit accessibility levels with buildout of 2040 Constrained Long Range Plan

- Mitigation requirements vary by Policy Area
OVERVIEW OF CURRENT LATR PROCESS

Principles of LATR

• Public facilities must be adequate to serve proposed development.

• The guidelines explain the methodology for determining adequacy, specify mitigation for projected traffic generated by proposed development projects and describe how Traffic Mitigation Payments are determined.
LATR PROCESS – MULTIMODAL ADEQUACY TESTS

Figure 1: Montgomery County Local Area Transportation Review Process

- Development Size and Type
- ITE Trip Generation (Derive Vehicle Trips)
- Appendix Table 1a (Convert ITE Vehicle Trips to Policy Area-Specific Vehicle Trips)
- Appendix Table 1b (Convert Vehicle Trips to Person Trips by Mode)
- Motor Vehicle (Chapter 4)
- Pedestrian (Chapter 5)
- Bicycle (Chapter 6)
- Transit (Chapter 7)
LATR PROCESS – MULTIMODAL ADEQUACY TESTS

Motor Vehicle System Adequacy
- Vehicular Delay
- Critical Lane Volume Intersection Analysis Method
- Isolated Intersection Delay
- Network Delay

Pedestrian System Adequacy
- ADA Compliance
- Pedestrian Crosswalk Delay

Bicycle System Adequacy
- Level of Traffic Stress

Transit System Adequacy
- Peak Load Level of Service
LATR PROCESS – MITIGATION PRIORITIES

Transportation demand management (TDM) approaches to reduce vehicular demand.

Pedestrian or bicycle improvements.

Transit facility or service improvements.

Intersection operational improvements.

Roadway capacity improvements.
INPUT ON CURRENT LATR PROCESS

What is working well? (... and what’s not?)

What are the challenges?

How can challenges be addressed?
NEXT STEPS

LATR – Literature Review

Policy Area – Test Options

TISTWG Meeting: Monday, October 7, 10:00 – 11:30 am