



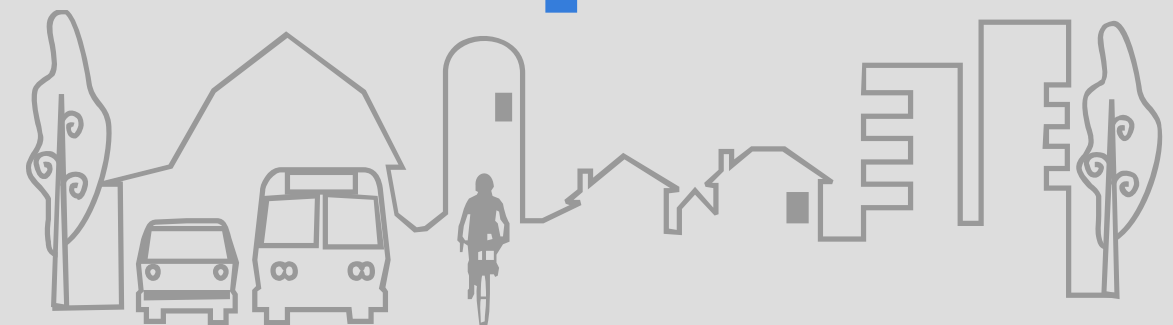
Montgomery Planning

Countywide Planning and Policy

11/06/2023

Transportation Advisory Group

Meeting #1



Agenda

- Introductions
- Briefing:
 - GIP History, Context & Overview
 - 2024 Update: Scope, Process & Timeline
- Review the Performance of the 2020-2024 GIP
- Guided Discussion



Introductions and Welcome

- Darcy Buckley Project Manager
- David Anspacher Transportation Planning Supervisor

- Chris Van Alystne Up County
- Richard Brockmeyer Mid County
- Katie Mencarini Down County
- Lily Murnen Countywide

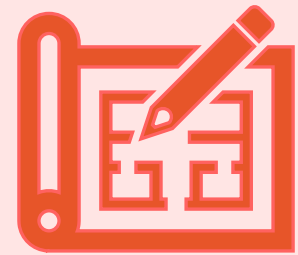


TAG Members

- Neil Blanc
- Françoise Carrier
- Nick Driban
- Robert "Bob" Graham
- Chris Kabatt
- Patrick G. La Vay
- Nancy Randall
- Kate Kubit
- Stacy Silber
- Katie Wagner
- William Zeid
- Rebecca Torma, MCDOT
- Andrew Bossi, MCDOT
- Joseph Moges, MDOT SHA
- Francine Waters, MDOT
- Alex Freedman, City of Takoma Park
- Douglas Smith, City of Gaithersburg
- Faramarz Mokhtari, City of Rockville

- 1. Name**
- 2. Workplace / Organization**
- 3. Profession**
- 4. Experience with GIP and LATR**

Engagement and Outreach Strategy



Technical Working Groups

- Schools Technical Advisory Team (STAT)
- Transportation Advisory Group (TAG)



Community and Stakeholder Group Meetings



Public Meetings

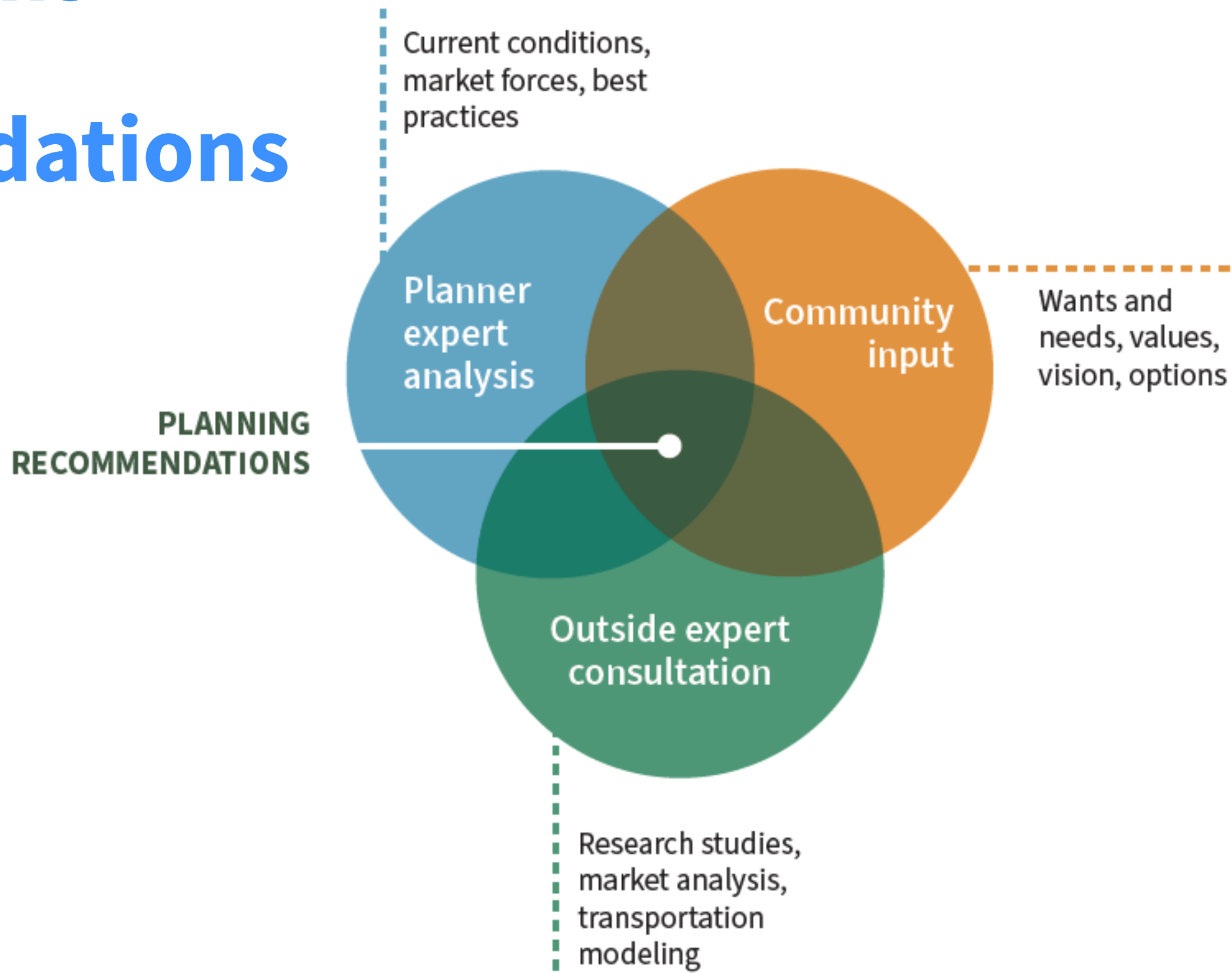
Both in-person and virtual



Videos, explainers, blog posts, social media, e-Letter and Website

Montgomeryplanning.org/GIP

What informs planning recommendations



Expectations

- Please join the conversation (we want to hear from you).
- Listen to and respect other points of view.
- Refrain from advocating for outcomes that would benefit a particular client or project.
- Work towards a shared understanding.
- Take responsibility for the quality of the conversation.

Overview and Context

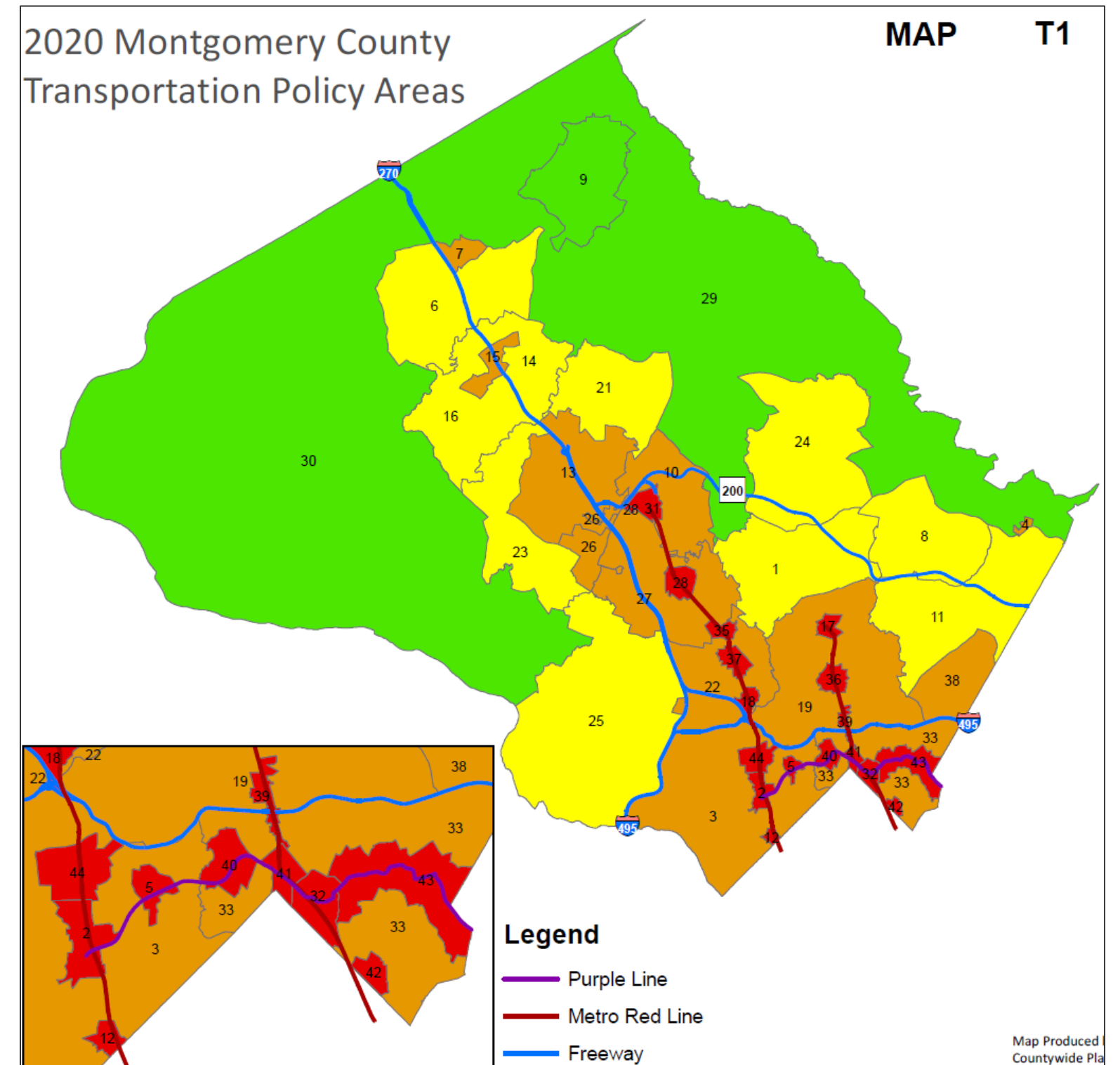
What is the Growth and Infrastructure Policy?

- Directs the Planning Board's administration of the **Adequate Public Facilities (APF)** requirements.
- Guides the **assessment of the adequacy** during the development review process.
- **Sets the standards for adequacy**, criteria for evaluation, and requirements for mitigation



Transportation Adequacy

- Requires forecasting travel demand **and** evaluating the condition of nearby transportation infrastructure
- Local Area Transportation Review (LATR)
 - Multimodal “tests” for any development project expected to generate 50+ net new trips
- Transportation Policy Areas



Implementation Guidelines

- The Council-adopted GIP establishes the broad rules for defining adequacy.
- The GIP is then implemented through Planning Board-approved guidelines.



Policy Reflects County's Growth Context and Goals

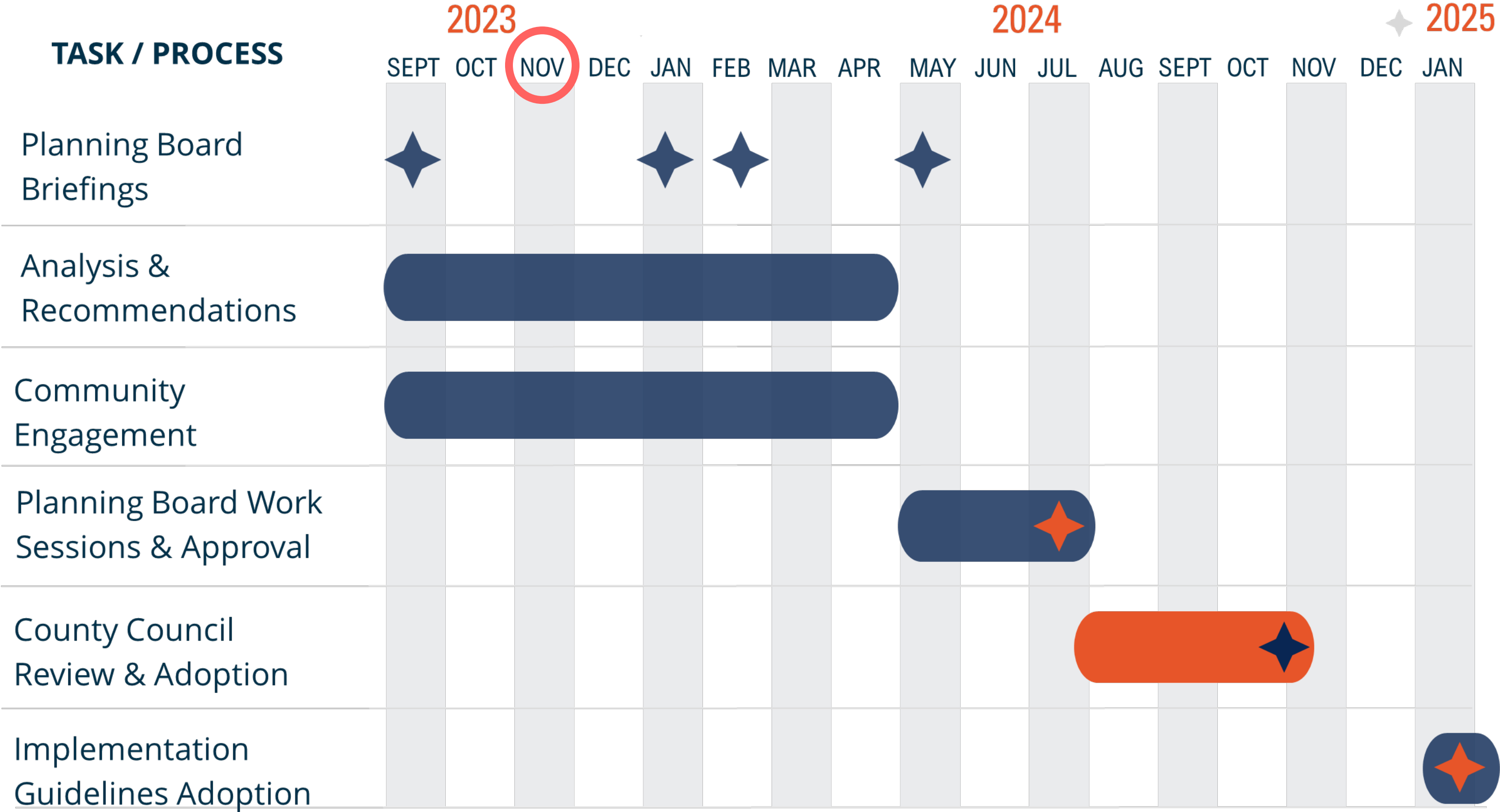
- When the growth policy was initially adopted, much of the land in the County was undeveloped
- The policy has shifted to respond to the county's changing growth context and reflect its planning goals



Update Process



Project Schedule



2024 Update: Themes to Explore

- Review the Performance of the 2020-2024 GIP
- Align with Updated County Priorities
- Consider the Current Growth Trends
- Make Policy Implementation Clearer and More Efficient
- Review Development Impact Taxes



2020
2024

 **County Growth Policy**
Montgomery County Planning Board Draft
 **Montgomery Planning**
THE MONTGOMERY COUNTY PLANNING BOARD

LATR Outcomes

Local Area Transportation Review (LATR)

- Multimodal “tests” for any development project expected to generate 50+ net new trips
 - Motor Vehicle (red policy area exempt)
 - Pedestrian
 - Bicycle
 - Transit (green policy area exempt)
- Requires forecasting travel demand **and** evaluating the condition of nearby transportation infrastructure



Mitigating Inadequacies

- **Motor vehicle deficiencies:**

Applicants must mitigate, often by reducing vehicular demand or through traffic operational changes.

- **Pedestrian, bicycle, and bus transit deficiencies:**

LATR Proportionality Guide limits required mitigations to ensure requirements are proportional to the size of the project.

- **Mitigation typically involves constructing or installing transportation infrastructure.**

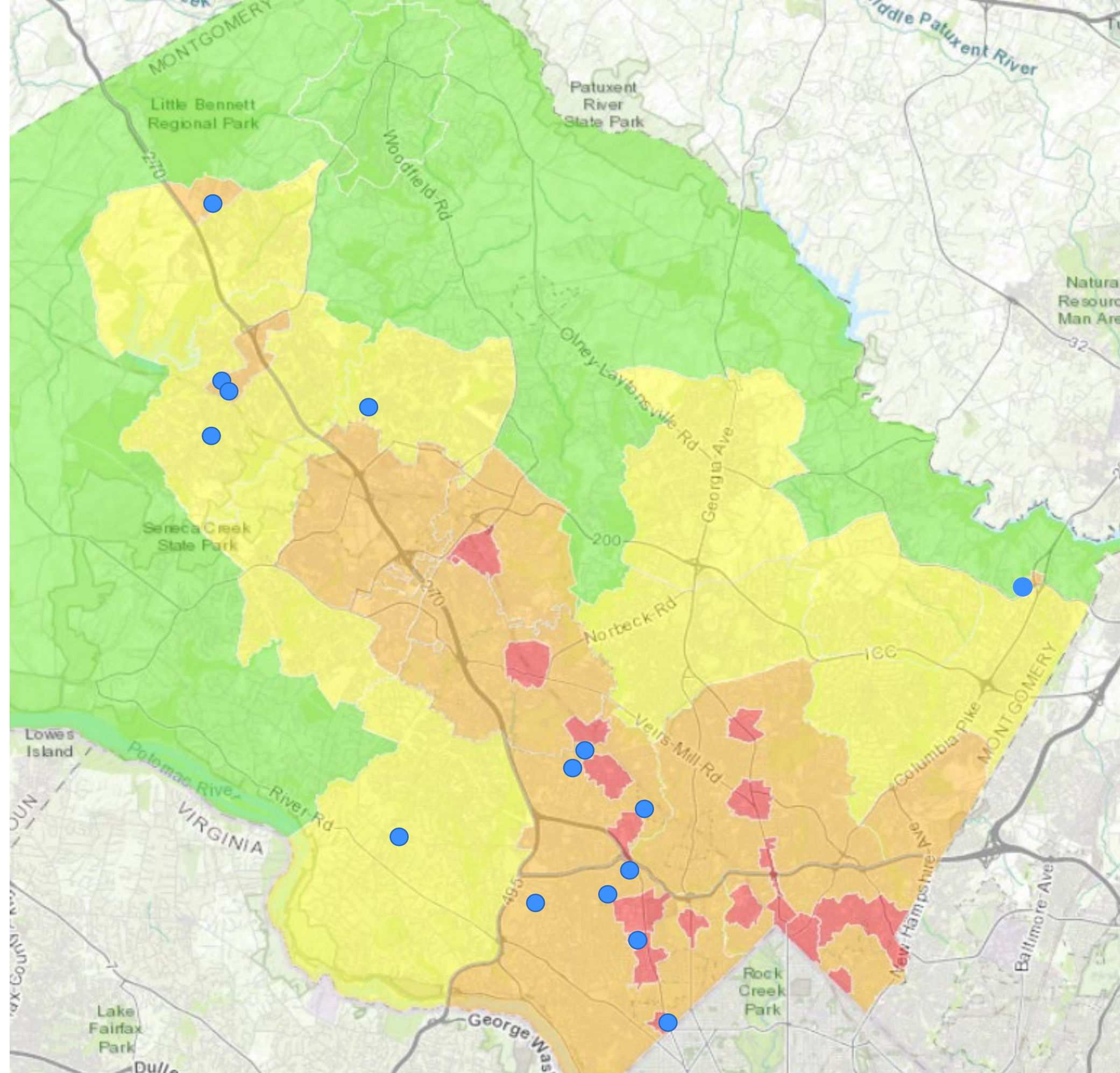
If constructing is not practicable or negatively impacts safety, an applicant may meet this requirement with a mitigation payment.

LATR Outcomes

- 15 prelim plans approved using LATR guidelines from 2021 or later
- \$2.8m+ in constructed improvements*
- \$1.3m in payments

Improvement	Amount
Turn Lanes	1
Bus Stops	3
Curb Ramps	21
Streetlights	5
Separated Bike Lanes	2,300 ft
Sidepaths	2,000 ft
Sidewalks	700 ft

*Costs not available for all improvements



Discussion

Discussion Questions

- What are the most critical issues for this update?
- How can the policy better address equity, safety, and climate goals? Align with Thrive?
- How have growth trends and travel patterns changed since the 2020 update?
- What is the value of Policy Areas? (Are we using the appropriate contexts?)
- Are there other important measures of transportation infrastructure adequacy that are not currently captured by the policy but should be?

Next Steps

Future Meetings

- Monday, Dec. 4, 2023 **Transportation Tests & LATR Guidelines**
- Monday, Jan. 22, 2024 **The Policy: Growth Trends, Policy Areas, & Taxes**
- Monday, Feb. 26, 2024 **Policy Recommendations**



Thank you!

Montgomery County Planning Department

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Facebook: Facebook.com/montgomeryplanning

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