Transportation Advisory Group

Meeting #2
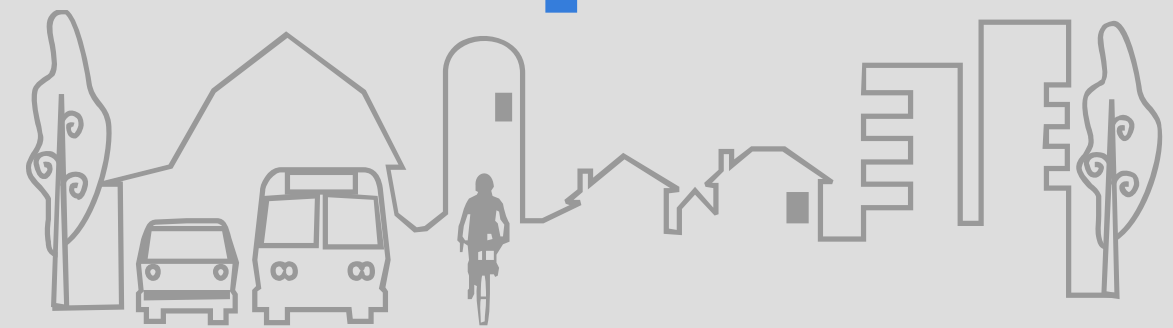
Agenda

- Introductions

- Highlights from Meeting #1

- Preliminary Plans (2018-2023)
  - Review and Discuss

- Transportation Tests
  - Review and Discuss

- Next Steps

Growth
& Infrastructure
P O L I C Y

Introductions and Welcome

- Darcy Buckley Project Manager
- Eli Glazier Acting Transportation Planning Supervisor

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

Growth & Infrastructure
P O L I C Y

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
- Kara Olsen Salazar, DGS
- Meredith Wellington, OMB
- 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. **MoCo Food Recommendation**

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.**

Meeting #1 Highlights

Critical Issues

- Clarity and certainty on overall costs and credits

- Incentivizing affordable housing

- Economic viability and the Proportionality Guide

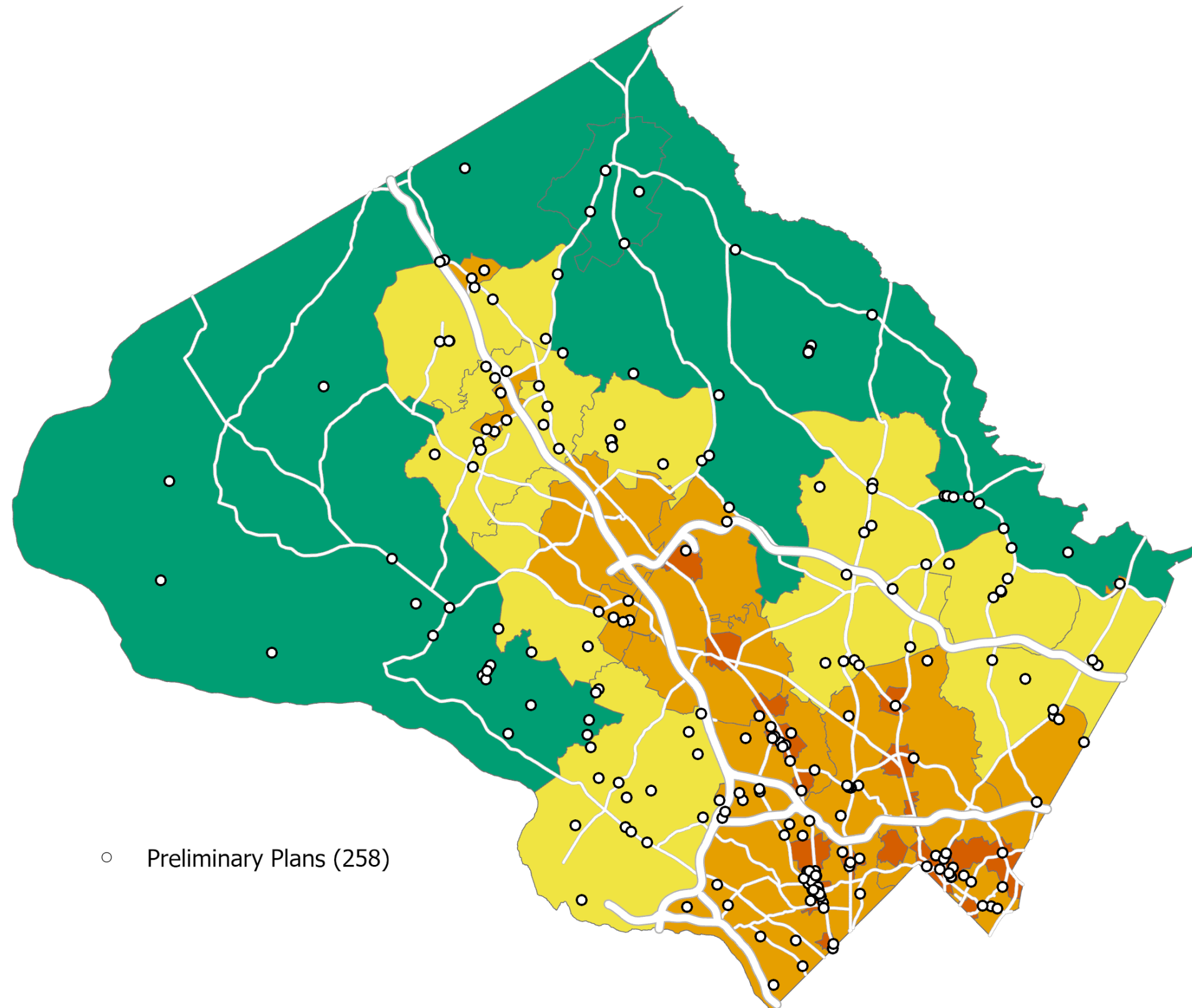- Scope and timeline of tax credits

Other takeaways

- Simplify the LATR guidelines document

- Reexamine NADMS goals and Trip Generation Rates

- Safety Responsibility and Data Collection (Vision Zero Statement)

Transportation Advisory Group
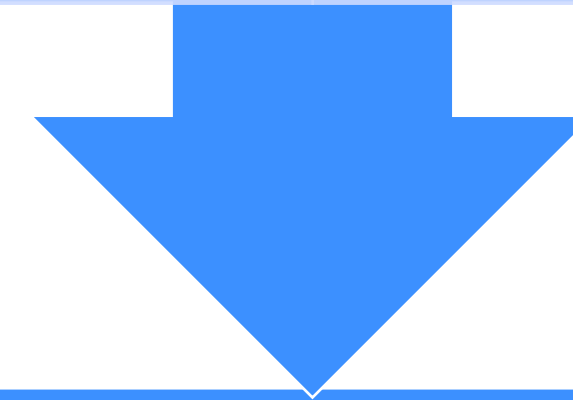
Preliminary Plans

Preliminary Plans

Preliminary Plans (258)

Summary of Preliminary Plan approvals from 2018 to 2023

Total Approved: **258**	No LATR Required: **209**	LATR – No Mitigation: **22**	LATR - Mitigation: **27**

Requirements vary significantly based on location and site conditions

Preliminary Plans
Approved 2018–2023

Silver Spring CBD

Bethesda CBD
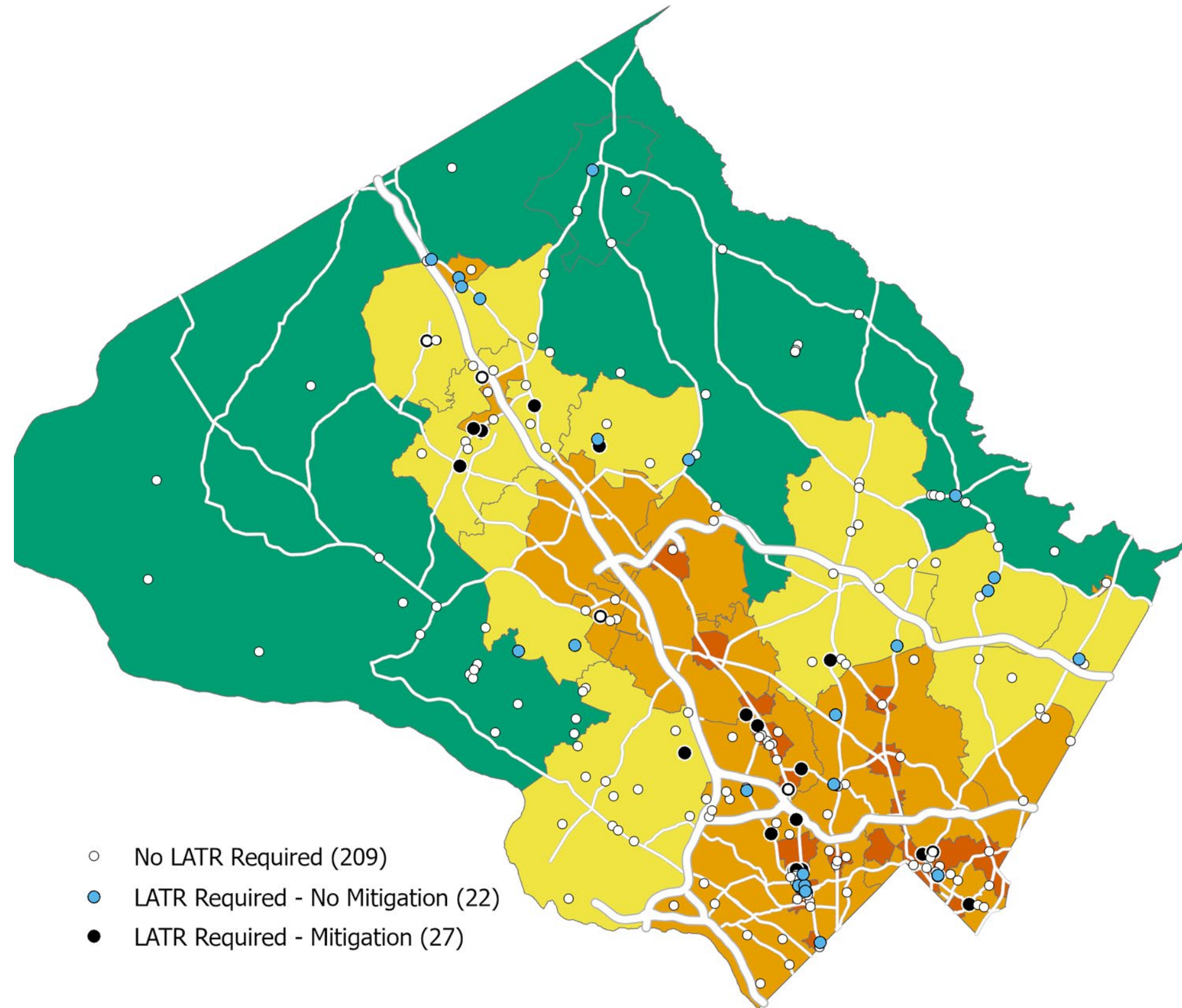
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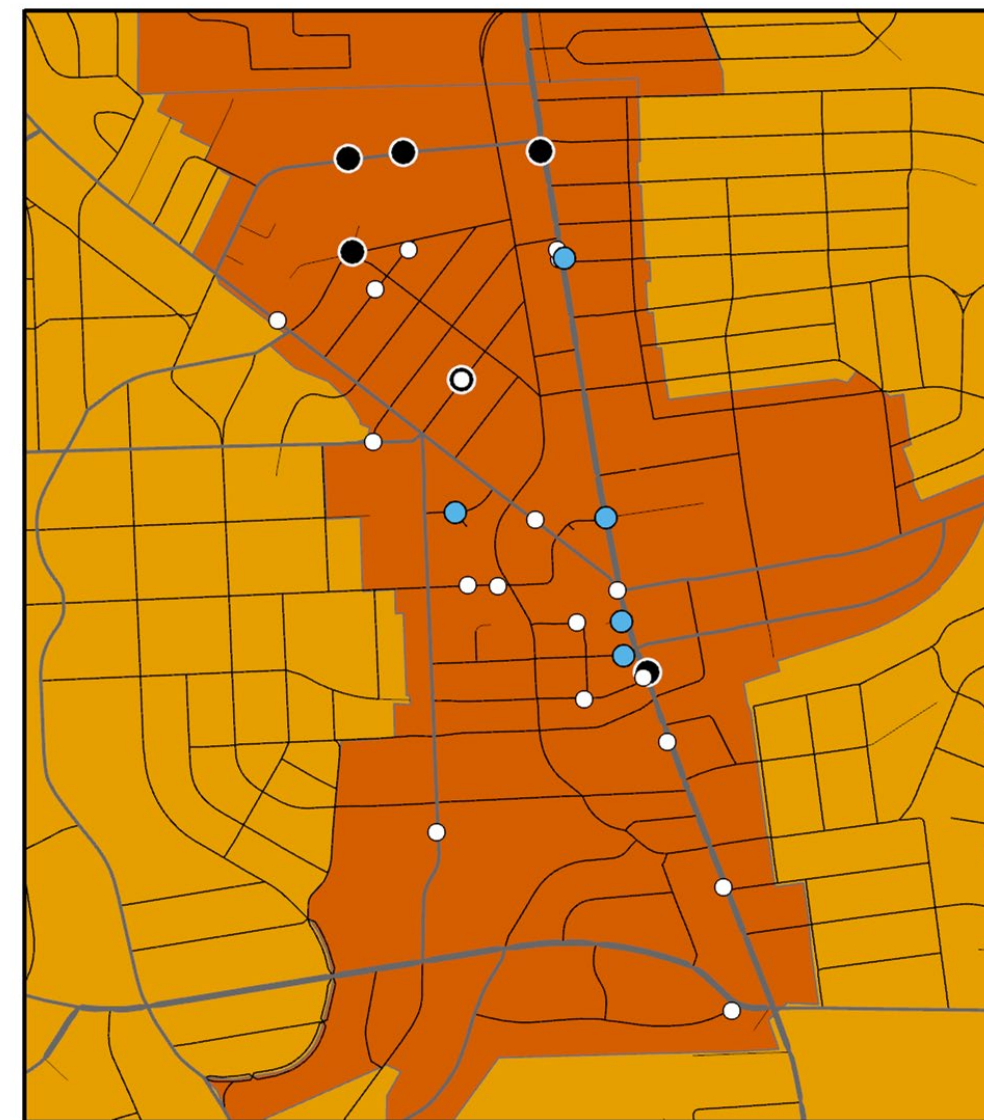- ○ No LATR Required (209)
- 🔵 LATR Required - No Mitigation (22)
- ⚫ LATR Required - Mitigation (27)
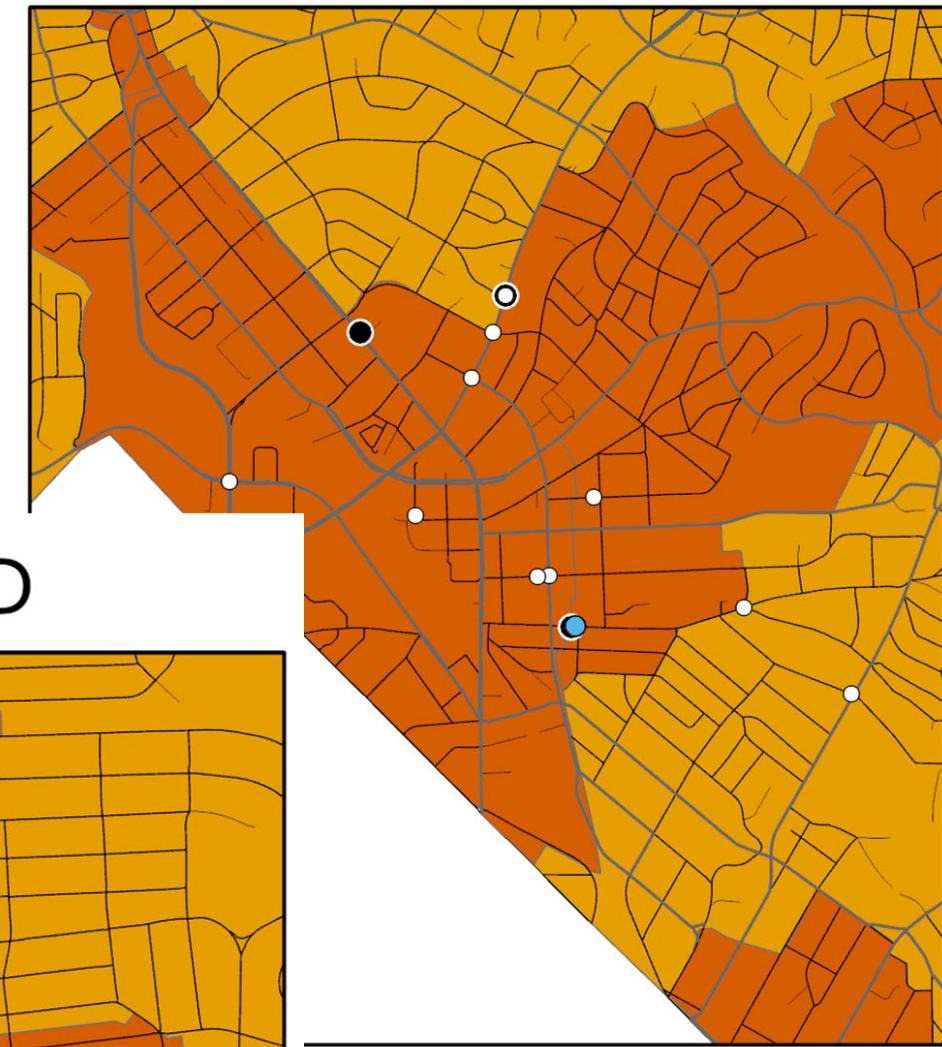
Transportation Tests

Local Area Transportation Review (LATR)

- Multimodal "tests" for any development project expected to generate 50+ net new trips

- Requires forecasting travel demand **and** evaluating the condition of nearby transportation infrastructure

Transportation Tests

- Motor Vehicle

- Pedestrian System

- Bicycle System

- Bus System

- Safe System

- Vision Zero Statement

For each test, consider the following:

- Is this a reasonable standard?

- Does this test use the right metrics?

- Is the study area appropriate?

- What are the outcomes and benefits?

- Are there any challenges or unintended consequences?

Motor Vehicle Adequacy Test (TL2.2)

- Red policy areas exempt

- Evaluate impact on delay, then

  - mitigate impact on vehicle delay **or**

  - bring down to the applicable policy area standard.

Maximum Peak-Hour Vehicle Trips Generated	Minimum Signalized Intersections in Each Direction
< 250	1
250 – 749	2
750 – 1,249	3
1,250 – 1,749	4
1,750 – 2,249	5
2,250 – 2,749	6
>2,750	7

Motor Vehicle Adequacy (TL2.3)

- Mitigation priorities:

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

  2. Traffic operational changes

  3. Roadway traffic capacity improvements, but only if they do not negatively impact safety

LATR Intersection Congestion Standards			
Policy Area	HCM Average Vehicle Delay Standard (seconds/vehicle)	Critical Lane Volume Congestion Equivalent	HCM Volume-to-Capacity Equivalent
29 Rural East 30 Rural West	41	1350	0.84
9 Damascus	48	1400	0.88
6 Clarksburg 14 Germantown East 16 Germantown West 13 Gaithersburg City 21 Montgomery Village/Airpark	51	1425	0.89
8 Cloverly 23 North Potomac 25 Potomac 24 Olney 26 R&D Village	55	1450	0.91
10 Derwood 1 Aspen Hill 11 Fairland/Colesville	59	1475	0.92
7 Clarksburg Town Center 15 Germantown Town Center 27 Rockville City	63	1500	0.94
4 Burtonsville Town Center 22 North Bethesda	71	1550	0.97
3 Bethesda/Chevy Chase 19 Kensington/Wheaton 33 Silver Spring/Takoma Park 38 White Oak	80	1600	1.00
5 Chevy Chase Lake 20 Long Branch 34 Takoma/Langley	100	1700	1.06
2 Bethesda CBD 32 Silver Spring CBD 36 Wheaton CBD 12 Friendship Heights CBD 37 White Flint 35 Twinbrook 18 Grosvenor 17 Glenmont 28 Rockville Town Center 31 Shady Grove 39 Forest Glen	120	1800	1.13

Transportation Advisory Group

Pedestrian System Adequacy Test (TL2.3)

- **Pedestrian Level of Comfort (PLOC)**

  - Evaluate and provide a PLOC-2 ("Somewhat Comfortable") or PLOC-1 ("Very Comfortable") on streets and intersections for roads classified as Primary Residential or higher (excluding highways, freeways, and their ramps).

- **Pedestrian Lighting**

  - Evaluate and provide street lighting based on MCDOT standards along roadways or paths from the development to destinations within a certain walkshed.

- **ADA Compliance**

  - Evaluate and fix Americans with Disabilities Act (ADA) noncompliance issues within a certain walkshed.

Peak-Hour Person Trips Generated	Walkshed	
	Red and Orange Policy Areas	**Yellow and Green** Policy Areas
50 – 99	400'	250'
100 – 199	750'	400'
200 – 349	900'	500'
350 or more	1,000'	600'

Max. length of sidewalk and streetlighting improvements beyond frontage = 4x
Max. span for ADA improvements beyond the frontage = ½x*

Bicycle System Adequacy Test (TL2.4)

- Evaluate and provide low Level of Traffic Stress (LTS-2) conditions on all transportation rights-of-way within a certain distance of the site frontage.

Peak-Hour Person Trips Generated	Red and Orange Policy Areas	Yellow and Green Policy Areas
50 – 99	400'	250'
100 – 199	750'	400'
200 – 349	900'	500'
350 or more	1,000'	600'

Bus System Adequacy Test (TL2.5)

- Green policy area exempt

- Evaluate and provide:

  o Real-time travel information displays and other standard amenities

  o Accessible paths between the site and a bus stop

Peak-Hour Person Trips Generated	Red and Orange Policy Areas		Yellow Policy Areas	
	Shelters Max #	Within x'	Shelters Max #	Within x'
50 – 99	2	500'	1	500'
100 – 199	2	1,000'	2	1,000'
200 – 349	3	1,300'	2	1,300'
350 or more	4	1,500'	3	1,500'

System Safety & Vision Zero

- On-site verification of database information (TL1)

- Safe System Adequacy Test (TL2.5)

- Vision Zero Statement (TL3)

Vision Zero Statement (TL3)

- Identify high injury network along the frontage

- Crash analysis for frontage

- Evaluate sight distance for access points

- Identify multimodal conflict points and qualitatively access safety

- Speed study including posted, operating, design, and target speeds

- Identify any capital or operational modifications required to maximize safe access to the site and surrounding area, particularly from the Vision Zero Toolkit

Peak-Hour Person Trips Generated	Distance from Frontage		Speed Studies (Max. #)	
	Red and Orange Policy Areas	Yellow and Green Policy Areas	Red and Orange Policy Areas	Yellow and Green Policy Areas
50 – 99	400'	250'	2	1
100 – 199	750'	400'	4	2
200 – 349	900'	500'	6	3
350 or more	1,000'	600'	8	4

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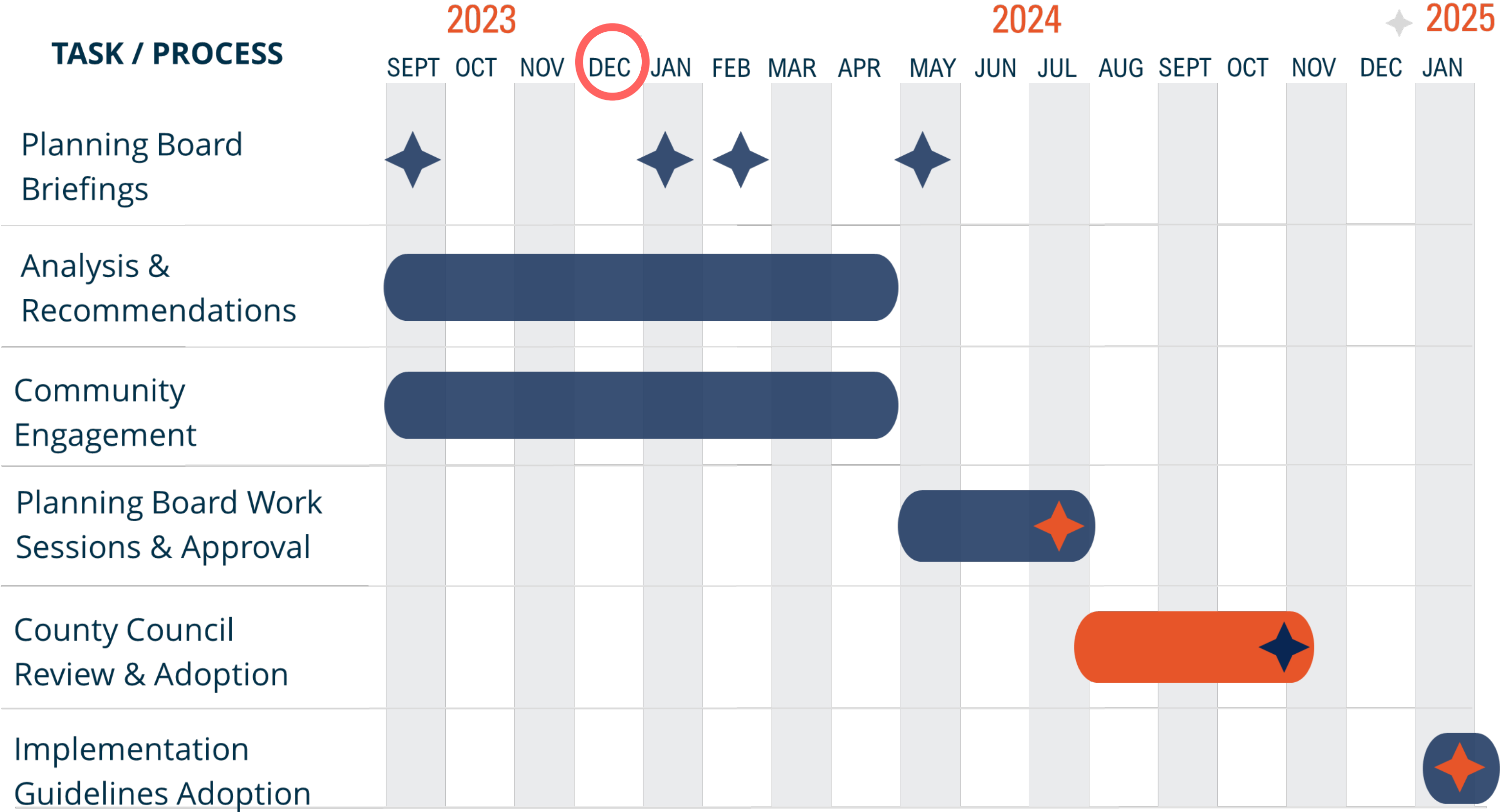- Are there any challenges or unintended consequences?

Next Steps

Future TAG Meetings

- Monday, Jan. 22, 2024   **The Policy: Growth Trends, Policy Areas, & Taxes**

- Monday, Feb. 26, 2024   **Policy Recommendations**

- TBD 2024   **LATR Guidelines**

Thank you!

Montgomery County Planning Department

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