



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
5/13/2010
Item #

May 7, 2010

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Dan Hardy, Chief *DKH*
Move/Transportation Planning Division

FROM: Eric Graye, Supervisor (301.495.4362) *EG*
Move/Transportation Planning Division

SUBJECT: 2016 PAMR Analysis and FY 11 Trip Mitigation Requirements

STAFF RECOMMENDATION: Adopt FY 11 Policy Area Mobility Review trip mitigation requirements effective July 1, 2010.

I. 2016 Policy Area Mobility Review (PAMR) Findings

Per the adopted 2007-2009 Growth Policy, this analysis updates the year 2013 PAMR analysis performed in support of the FY 10 trip mitigation requirements adopted by the Planning Board in May 2009. This annual update of PAMR mitigation requirements is conducted as part of the County's Growth Policy as described in the Planning Board's *Local Area Transportation Review and Policy Area Mobility Review Guidelines*. The FY 11 requirements the Board adopts will be effective for subdivision applications submitted after July 1, 2010. As an element of the 2009-2011 Growth Policy, the planning horizon upon which capital projects are considered eligible for inclusion in the PAMR analysis was extended from four to six years. Hence, this year's PAMR analysis assumes a six year (i.e., 2016) analysis timeframe.

Using the Department's TRAVEL/3 regional transportation model, staff have computed the year 2016 auto and transit travel relationship based on the set of transportation facilities currently funded in the six-year capital program (i.e., Montgomery County CIP and Maryland State CTP) and additional transportation capacity conditions of approved development in combination with the geographic pattern of existing and approved jobs and housing in the County.

The 2016 PAMR-related results developed from this effort are summarized in Table 1. The 2016 PAMR chart derived from these data is displayed in Figure 1. As can be observed, two (2) policy areas fall into the "acceptable with full mitigation" area on the chart: (1) Germantown East, and Gaithersburg City. Concurrent with this finding, thirteen (13) policy areas fall into the "acceptable with partial mitigation" area on the chart. These policy areas, along with the FY 11 trip mitigation percentages required in these areas are listed in Table 2. A map depicting these area-wide traffic mitigation requirements is provided as Figure 2.

Table 1: 2016 PAMR Summary

Derivation of Year 2016 PAMR Results by Policy Area

Policy Area	VMT	Relative Arterial Mobility			Relative Transit Mobility				
		VHT (free-flow)	VHT (congested)	Free-Flow Speeds	Congested Speeds	Relative Arterial Mobility	Average Arterial Travel Time	Average Transit Travel Time	Relative Transit Mobility
Aspen Hill	165,077	5,007	10,318	33.0	16.0	49%	36.3	53.0	68%
Bethesda/Chevy Chase	369,464	14,292	32,385	25.9	11.4	44%	27.6	36.2	76%
Clarksburg	92,763	2,987	4,649	31.1	20.0	64%	40.2	74.4	54%
Cloverly	71,050	1,833	2,608	38.8	27.2	70%	39.3	63.1	62%
Damascus	73,737	1,776	2,444	41.5	30.2	73%	46.8	95.1	49%
Derwood	123,065	4,298	9,166	28.6	13.4	47%	35.7	47.9	75%
Fairland/White Oak	351,723	9,673	23,620	36.4	14.9	41%	36.4	58.9	62%
Gaithersburg City	216,476	8,087	19,505	26.8	11.1	41%	31.5	53.6	59%
Germentown East	98,469	3,538	6,726	26.4	13.9	53%	35.6	62.9	57%
Germentown West	129,221	4,456	7,375	29.0	17.5	60%	36.2	59.2	61%
Kensington/Wheaton	423,670	13,382	28,005	31.7	15.1	48%	33.2	44.9	74%
Montgomery Village/Airpark	110,407	3,690	7,091	29.9	15.6	52%	38.6	61.8	62%
North Bethesda	219,873	9,225	20,732	23.8	10.6	44%	27.5	38.5	71%
North Potomac	58,885	2,210	4,265	26.6	13.8	52%	37.8	61.5	61%
Olney	147,980	4,097	8,228	36.1	18.0	50%	43.4	63.9	68%
Potomac	191,934	5,644	13,557	34.0	14.2	42%	34.2	52.0	66%
R & D Village	60,536	2,425	4,268	25.0	14.2	57%	28.9	51.6	56%
Rockville City	257,879	10,625	22,360	24.3	11.5	48%	29.3	44.5	66%
Silver Spring/Takoma Park	233,204	9,170	19,153	25.4	12.2	48%	29.5	39.0	76%
Rural East	492,251	12,548	23,469	39.2	21.0	53%	44.7	67.2	67%
Rural West	219,632	5,891	8,727	37.3	25.2	68%	44.5	74.4	60%
Montgomery County Total	4,102,296	134,854	278,651	30.4	14.7	48%	35.1	48.3	73%

Relative Arterial Mobility measures total PM Peak Period vehicular travel on arterial roadways within each policy area

Relative Transit Mobility measures AM Peak Period travel times for journey-to-work trips originating within each policy area

VMT = Vehicle Miles of Travel

Figure 1: 2016 PAMR Chart

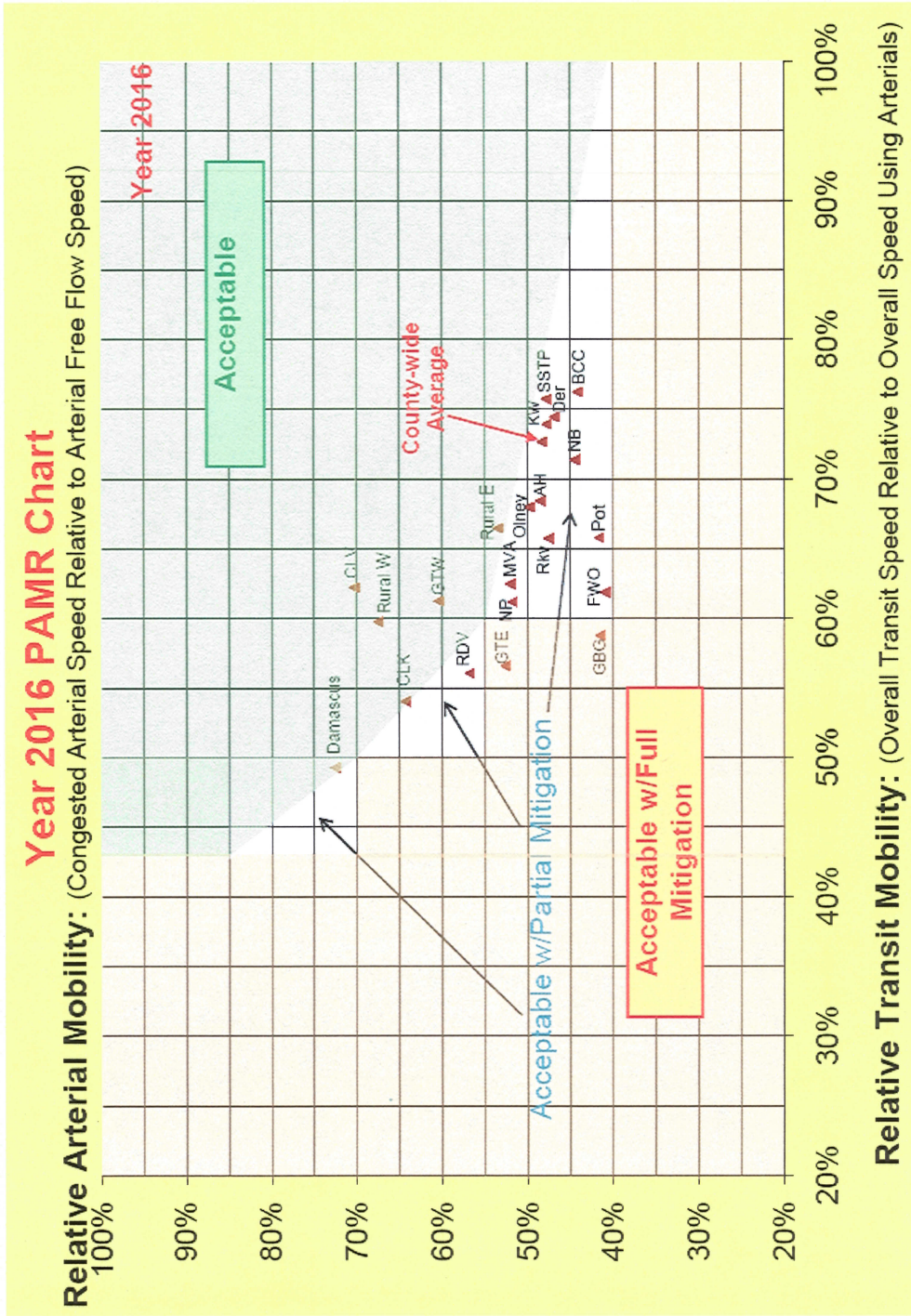
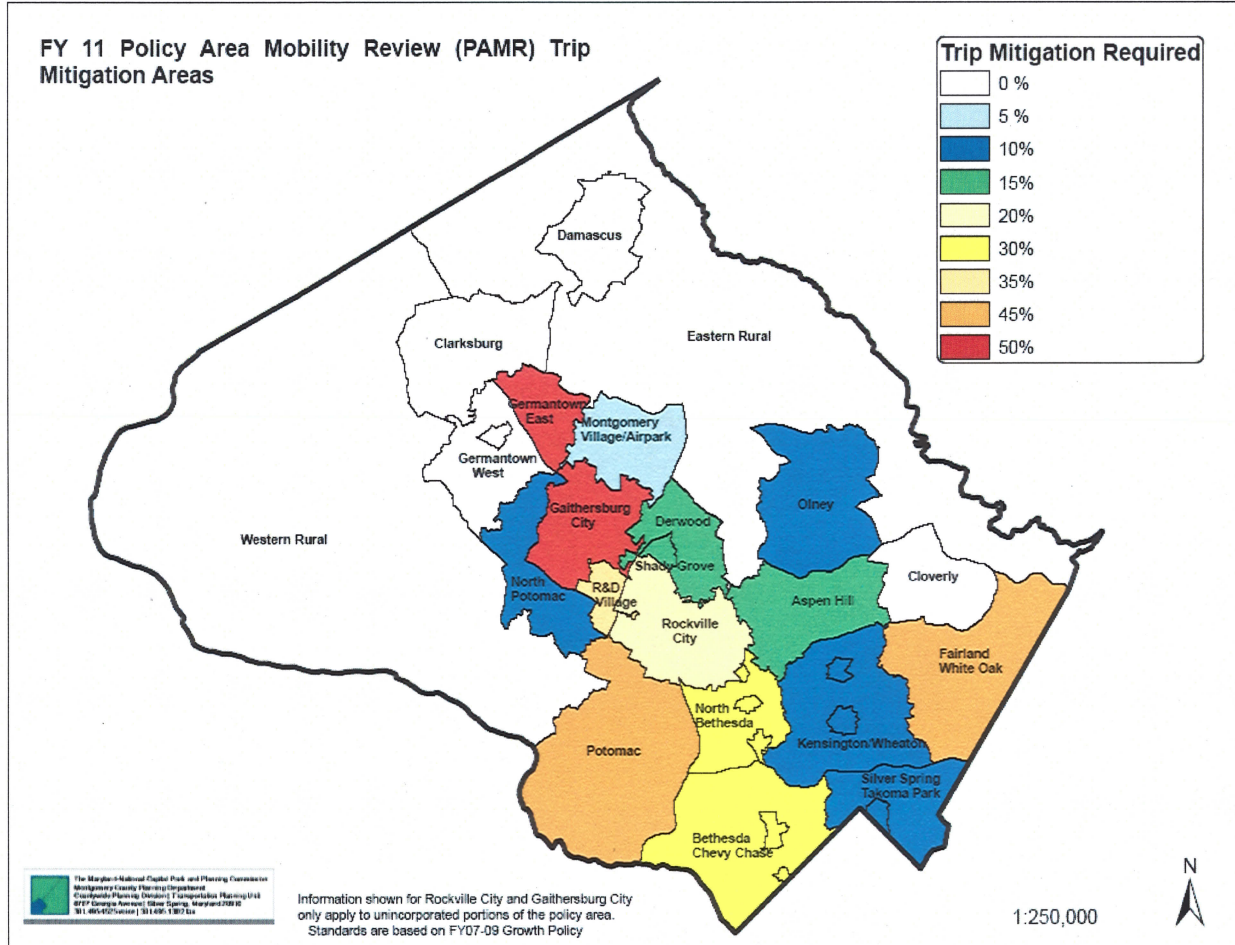


Table 2: 2016 PAMR Results – FY11 Trip Mitigation Requirements by Policy Areas

Policy Area	FY 11 Trip Mitigation Required	Change, if any, from FY 10
Aspen Hill	15%	-5%
Bethesda/Chevy Chase	30%	
Derwood/Shady Grove	15%	-5%
Fairland/White Oak	45%	-5%
Gaithersburg City	50%	
Germantown East	50%	
Kensington/Wheaton	10%	
Montgomery Village/Airpark	5%	
North Bethesda	30%	-5%
North Potomac	10%	-40%
Olney	10%	
Potomac	45%	+5%
R & D Village	35%	-5%
Rockville	20%	-5%
Silver Spring/Takoma Park	10%	

Note: Policy area trip mitigation percentages that differ from FY10 trip mitigation percentages are highlighted in **bold**. Clarksburg moved from 10% mitigation in FY10 to zero mitigation in FY11. As a result, Clarksburg does not appear in this table.

Figure 2: FY 11 Policy Area Mobility Review Trip Mitigation Areas



II. 2016 PAMR Analysis Discussion

Relative to last year’s 2013 PAMR analysis, the following Montgomery County transportation projects were added to the network in order to reflect year 2016 PAMR conditions:

Capital Program Projects

- Montrose Parkway East [from Rockville Pike (MD 355) to Veirs Mill Road (MD 586);
- Georgia Avenue (MD 97)/Randolph Road interchange;

Developer-sponsored Project

- Century Boulevard (widen to 4 lanes, Father Hurley Boulevard to Dorsey Mill Road).

Generally minor changes in the Montgomery County development pipeline occurred between FY10 and FY11, with the primary change being the addition of 3,301 households in the City of Gaithersburg and 2,353 households in the City of Rockville.

The assumption of a year 2016 planning horizon had a greater effect on travel demand modeling, as the regional growth totals were approximately 139,000 jobs and 62,000 households higher for year 2016 than those tested last year for the 2013 horizon. The regional network also included the extension of Metrorail to Dulles airport. This project has the impact of generally improving, albeit only marginally, the transit mobility for County residents as measured in PAMR.

This additional regional development has the effect of generally slowing down average roadway travel speeds at a faster pace than average transit speeds. As a result, from a relative perspective, average transit speeds compare more favorably to average roadway speeds in many policy areas. This is reflected in most policy areas by modest shifts in the data points slightly downward and to the right on the 2016 PAMR chart as compared to the 2013 PAMR chart. This trend is consistent with the overall PAMR chart trendlines; horizon years further in the future generally have better transit system performance as measured by Relative Transit Mobility (RTM) and poorer arterial system performance as measured by Relative Arterial Mobility (RAM).

The combination of local growth, regional growth, and additional network projects resulted in generally modest shifts in trip mitigation requirements in some areas with only one area experiencing more than a 5% difference between FY 10 and FY 11 as described below.

The North Potomac policy area required 50% in FY 10. This policy area moves to “partial mitigation” in FY 11 with a 5% requirement. This result can be attributed, in part, to the assumption of three years of additional growth in regional development in the 2016 PAMR analysis relative last year’s 2103 PAMR test. This change shifts the 2016 PAMR data point for the policy area slightly to the right on the PAMR chart relative to 2013 conditions. While the change in system performance is fairly minor, the change in mitigation requirement is substantial because the policy area data point crosses the line between full mitigation and partial mitigation.

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