

# REVISED STAFF DRAFT 2012 Transportation Policy Area Review

Prepared by:



Motion Maps, LLC



For the Montgomery County Planning Department

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# Transportation Policy Area Review for 2012

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# Transportation Policy Area Review for 2012

## Section I: Introduction

The Planning Board was charged with refinement of the methodology developed by the Montgomery County Department of Transportation (MCDOT) to replace the policy area test for transportation adequacy in the current Subdivision Staging Policy (formerly known as the Growth Policy). The current test is known as Policy Area Mobility Review (PAMR) and the proposed replacement is called the Transportation Policy Area Review (TPAR).

The MCDOT consulted a wide array of stakeholders, including civic leaders, the business community, developers, advocacy groups, technical experts, staff, and policy makers, for their ideas and feedback. The Transportation, Infrastructure, Energy and Environment Committee of the Montgomery County Council reviewed the proposal and agreed that TPAR should:

1. Be simple to understand and monitor
2. Balance congestion levels with approved development and needed transportation infrastructure in accordance with Approved Master Plans
3. Provide greater assurance that transportation improvements that form the basis for approval of new development actually take place
4. Encourage continued economic development while maintaining quality of life
5. Be based on Approved Master Plans
6. Study transit and travel demand management **separately** from arterial roadways and bicycle and pedestrian improvements
7. Tie the Growth Policy firmly to the Montgomery County Capital Improvements Program (CIP), the State of Maryland Consolidated Transportation Program (CTP) and the Montgomery County Operating Budget
8. Forecast future transportation performance to identify future inadequacies that could result in the programming and construction of additional transportation projects
9. Identify solutions to the forecasted transportation inadequacies and monitor progress on development activity and on the timely provision of transportation solutions.
10. Reflect understanding of stakeholder feedback
11. Maintain quality of life
12. Apply additional public and private resources to the timely provision of new facilities

The County Council asked that the Planning Department undertake a study to refine the process, conduct a countywide application of the roadway and transit mobility assessments and prepare a proposal to implement the TPAR process in advance of the Subdivision Staging Policy. The results of this effort are contained in this report.

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## Section II: Overview of the Proposed New Policy Area Review Process

The new TPAR identifies inadequacies and solutions specific to each Policy Area. The basics of the proposal consist of five parts as shown in Exhibit 2.1. The interrelationships among the parts are very important to the overall effectiveness of TPAR. These interrelationships are discussed in some detail along with the steps to carry out each of the five parts in Section III of this TPAR Report.



**Exhibit 2.1 Parts of the Transportation Policy Area Review Process**

1. Establish adequacy standards for the provision of transit services, identify future transit inadequacies, and develop a set of proposed transit improvements
2. Identify roadway inadequacies and solutions an average of ten years ahead of the adoption of a given Growth Policy, based on the approved forecast of development activity for the same 10-year time period.
3. Develop cost estimates for the transit and roadway solutions identified in the previous two parts, and allocate costs to each Policy Area.
4. Establish when a capital project or major transit service improvement will be programmed, and the level of public – private cost participation for each policy area.
5. Implement a monitoring and reporting mechanism to: (a) determine that the assumed development is in fact taking place in accord with the forecasts, (b) ensure that the supporting transportation improvements are proceeding in concert as budgeted, (c) support programs to monitor actual transportation system performance, and (d) recommend specific actions to ensure better balance between transportation and development activity in the target year(s).

Development of this application of the TPAR Review involved close coordination between the Planning Board and MCDOT. Forecasts of development activity and travel demand modeling are the responsibility of the Planning Board; while capital programming, project development and implementation, and roadway and transit operations are the responsibility of MCDOT. TPAR engenders a close working relationship to ensure that development activity forecasts and transportation infrastructure improvements take place in concert and not at cross purposes or independent from each other. This process continues and will be strengthened as the process is reviewed by the public, decision-making bodies and finalized.

### **The Proposed TPAR Policy in a Nutshell**

This summary presents a synopsis of the proposed Transportation Policy Area Review in order to facilitate the reading and understanding of this document:

1. The policy's intent is to provide guidance in the subdivision development review process to ensure balance, or progress toward balance, between development activity (based on the adopted cooperative forecast, rather than the pipeline of approved development projects) projected ten years forward and the provision of transportation services (both transit and roads) within the same time frame.
2. To that end, the policy suggests that standards of **transportation adequacy** be established for each Policy Area in the County, for transit services and for roadway levels of congestion. For this purpose, the proposed policy suggests all Policy Areas be classified as being urban, suburban, or rural.
3. A Policy Area is in adequate balance when both transit services and roadways are projected to meet the transportation adequacy standards in the ten year period.
4. If a Policy Area is projected not to meet the adequacy standards ten years from the adoption of the policy, then the County must program the transit services and/or road improvements in the Operating Budget or CIP to meet the 10-year forecast of development activity.
5. The capital transit and roadway improvements to be programmed must come from the Adopted and Approved Master Plans that cover the specific Policy Area where the inadequacy may exist.
6. The proposed improvements are to be funded through public-private partnership, with different levels of participation, based on public policy considerations of where growth is most desirable. Growth will be allowed in all Policy Areas of the County, in accordance with their Adopted Master Plans. No moratorium is proposed anywhere due to inadequate areawide transportation, but in turn, County residents must be assured that adequate transportation improvements will be implemented in a timely manner to support the growth.
7. Suggestions for the public-private cost sharing proposal are:
  - a. The private participation will be met by a TPAR payment, which may differ by Policy Area and the size of the development. Such payment is analogous to the PMAR payments under the current policy. That payment must occur prior to



building permit, in the form of cash or through an irrevocable letter of credit, or similar surety, due within five years from the date of the building permit approval. It may be amortized over a period of several years. All payments collected in this process must be tracked and spent in the Policy Areas for which these funds are collected or on projects that will have a direct benefit to the Policy Area.

- b. To meet the public participation component, the County must program the transit services and/or road improvements to ensure the “solutions” are in place and operational within the ten year time frame. Capital projects programmed and funded with TPAR payments be postponed only due to technical implementation issues, and cannot be eliminated.
8. Once a predetermined threshold of private payments has been collected, a capital project and/or transit service improvement must be programmed to bring the Policy Area into the adequate standard. Depending on the complexity and size of the improvement, engineering and design funds may have to be programmed in advance of private funds being collected. This will be determined through the CIP process.
  9. Finally, the proposed policy recommends critical monitoring and reporting of key elements of the policy. These elements include the monitoring of development activity and the programming and implementation of transit services and capital transportation projects. The policy recommends the preparation of an annual report on the trends during the prior year, and recommendations for action to ensure that the desirable balance between development activity and transportation is achieved in the 10-year period. Support for the monitoring and reporting of transportation system performance is also an element of this policy.

### **Benchmarking Peer Jurisdictions with Areawide Transportation Review Processes**

One of the initial tasks that was done in preparing this report was to conduct a benchmarking review of a sample of peer jurisdictions nationally who are known to thought to have an areawide transportation review process for the impact of proposed development. Exhibit 2.2 on the next page identifies the names of all of the jurisdictions who were contacted. Those whose names are in larger, red font were those who were found to be closer peers and who have a functioning areawide transportation review process.

In total thirteen jurisdictions were contacted and/or researched on their websites about their process. A questionnaire was developed and in some cases filled in by staff of those jurisdictions and in other cases the pertinent features about their process were filled in by the consultant team. Some of this was done in conjunction with also getting information on their Local Area Transportation Review procedures as well.

Seven main features of Areawide Transportation Reviews are identified and assessed in this peer comparison:

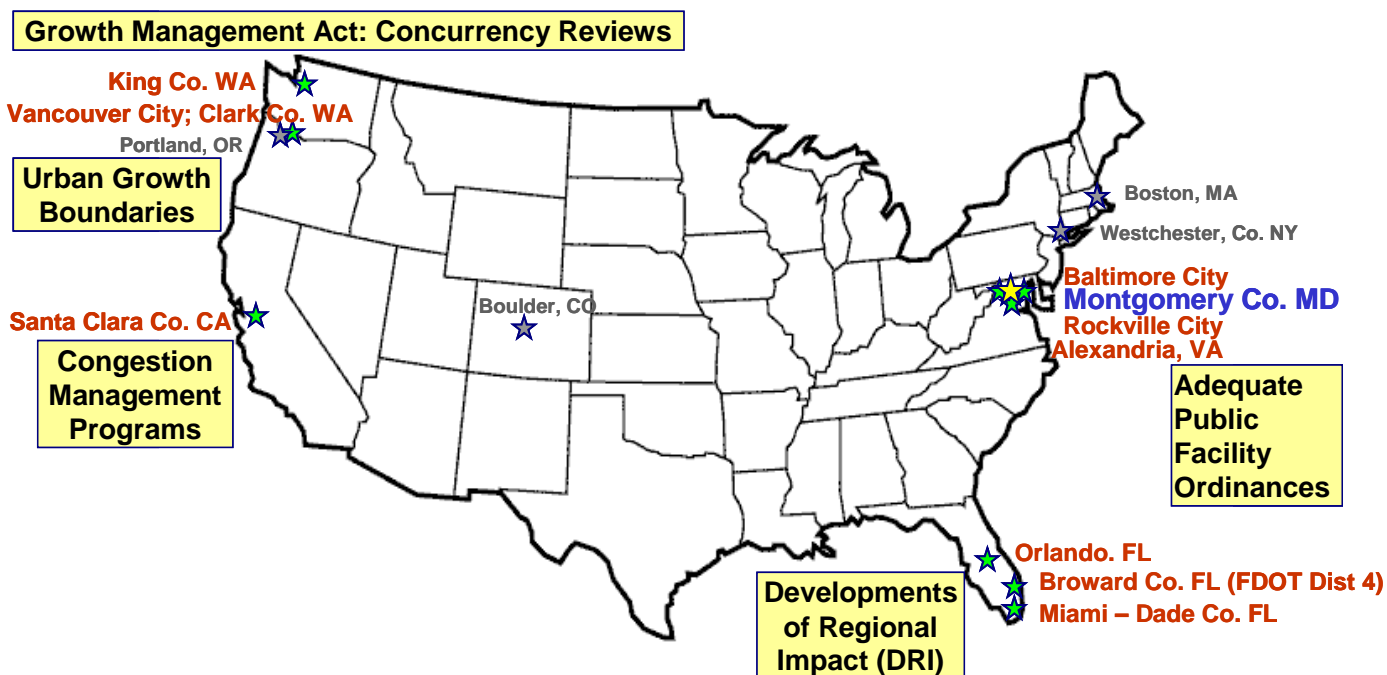
- Cumulative impacts versus Development of Regional Impact
- Jurisdictional coverage and area versus corridor coverage; including corridor-by-corridor summaries
- Time frame of the assessment of areawide impact; as well as the frequency of the adequacy assessment

- When during the development process does adequacy get assessed and what linkages are there to other processes
- Use of public/private funding for transportation programs and projects
- Transit adequacy methods
- Increased monitoring of roadway travel times and speeds, as well as monitoring transit travel times and speeds using an “operations orientation”.

The responses of the peer jurisdictions about their processes were reviewed and a summary of potential refinements that might be applicable to the TPAR were made. The following are generalizations made from the summary material:

- Using just Forecasts for areawide review, including a 6-year or 10 year time horizon, will give better travel patterns and more realistic transportation needs
- Follow more of an “operations orientation” by
- Have a “Coordination Overlap” element of TPAR that has both a regulatory focus as well as transportation improvement focus
- Refine TPAR so that all PM Peak Period transit routes are used in the measure of “Average Headway”
- Implement the proposed TPAR monitoring idea to use the actual performance of arterials; use the “slowness ratio” to compare to the modeled congestion measure
- Test using Automatic Vehicle Location data to monitor transit speeds,

Appendix A can be found at the back of this Report that is a copy of presentation material that was used to assess the results of benchmarking review of this sample of peer jurisdictions. More specifics of this benchmarking and of this above list of generalizations can be found there.



**Exhibit 2.2 Peer Jurisdictions Contacted about their Areawide Transportation Review Processes**

### Section III: Details of the Transportation Policy Area Review Process

The Transportation Policy Area Review (TPAR) process is an important element of the Subdivision Staging Policy. A precursor approach was enacted locally four decades ago as the Adequate Public Facilities Ordinance (APFO). Three decades ago the Growth Policy Report series recognized the need for an areawide type review of a more forward looking balance between programmed transportation improvements and proposed new subdivisions. In the mid 1980's and through the 1990's that process to regulate such future balances became the Annual Growth Policy (AGP). During the past decade the basic process was briefly suspended and then reestablished as the Policy Area Mobility Review (PAMR), which is the process currently in effect until recommendations of the Subdivision Staging Policy to change that policy are approved by the County Council.

The Master Plan decision making process needs to consider traffic conditions in a long-range time frame and sets a delicate balance between development activity, transportation infrastructure, and other factors at the time of build-out. Typically, the development and infrastructure included in a Master Plan is intended to be completely constructed within a 20 to 40 year stage of time. One of the critical issues that residents, businesses, officials and their planning staff, and transportation agencies collectively face is how to address the existing levels of congestion in the present and during the regulatory planning stage in the near future. It is not satisfactory to wait for the planned transportation infrastructure to be in place in order to achieve the desired master planned transportation and development balances.

The following graphic is a framework to interrelate the balancing process at different stages over time. The framework also includes a monitoring and decision-making stage during which the performance of the transportation system is assessed. Three main stages needing balance are: (1) regulatory planning stage, (2) transportation improvement stage, and (3) master plan stage. TPAR is a process that periodically examines the Countywide and Policy Area balances in a consistent manner at the same time for each of these main three stages.

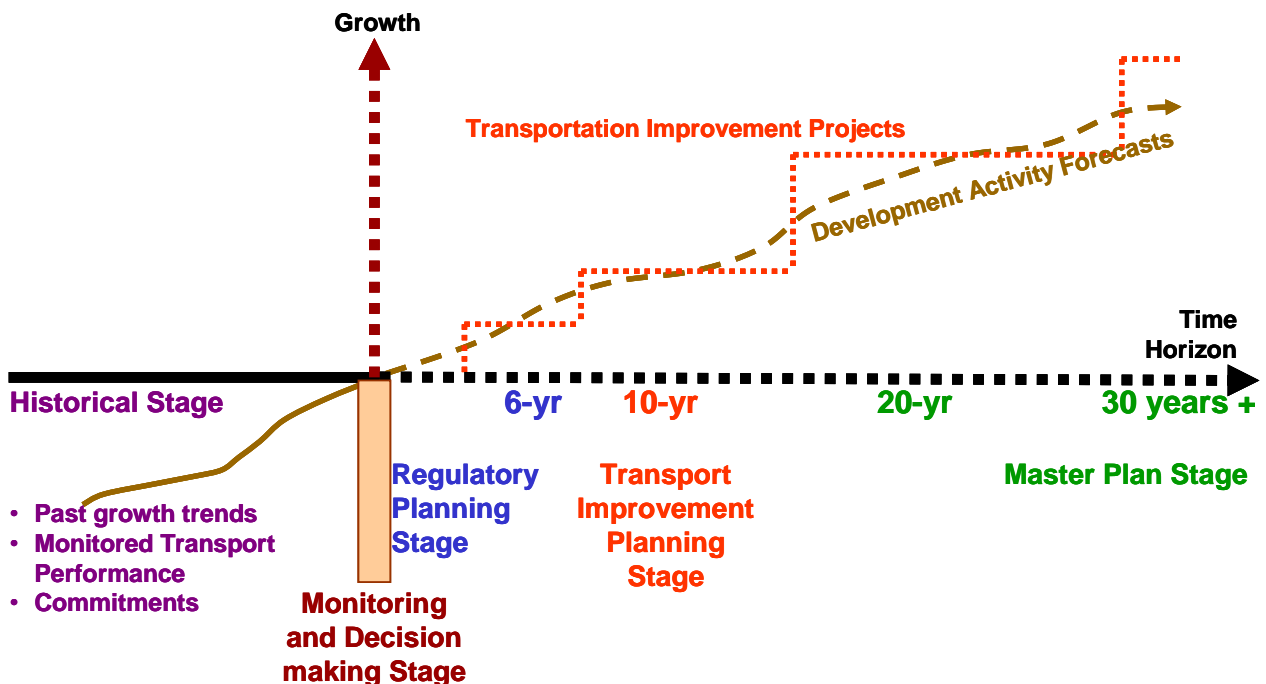


Exhibit 3.1: TPAR Framework for Development Activity and Transportation Concurrency

TPAR better enables elected officials to give guidance to the: (a) Planning Board in regulatory planning and master planning activities, and (b) Executive and the Montgomery County Department of Transportation (MCDOT) in planning and programming transportation improvements and services. Having a more prominent, cooperative, and coordinative role for MCDOT is an important innovation associated with TPAR. Appendix B has been provided that outlines the cooperative coordination roles that have been forming between the Planning Staff and the Transportation Planning staff of MCDOT for each part and step of the TPAR process.

Achieving balance between development activity and infrastructure, or at a minimum, consistently managing or reducing the level of imbalance, is one of the critical roles of TPAR. To this end, selection of the central time stage to use in TPAR is critical. A 10 year time stage was selected based on the following, mainly transportation improvement, considerations:

- Development activity forecasts for the County and the Washington Region are reported in five year increments up to 30 years into the future (Cooperative Forecasts)
- The current “pipeline” for approved residential subdivisions Countywide has about 7 to 8 years of growth; and the “job pipeline” has about 13 to 15 years of growth.
- A typical road project that adds capacity to the road network takes anywhere from 8 to 12 years to complete, from the time it is first added to the County’s Capital Improvements Program (CIP) or the Maryland Department of Transportation Consolidated Transportation Program (CTP).
- Major transit projects such as the Purple Line or Corridor Cities Transitway (CCT) that involve Federal funding and requirements may take as long or even longer than 12 years.
- Capital Projects are typically programmed over a period of 6 years or more, and financed over an even longer time period through bonds and other instruments.
- The life expectancy of a new bus is roughly 12 years and replacement cycles need to be set to take such aging into account in conjunction with fleet and garage expansion.

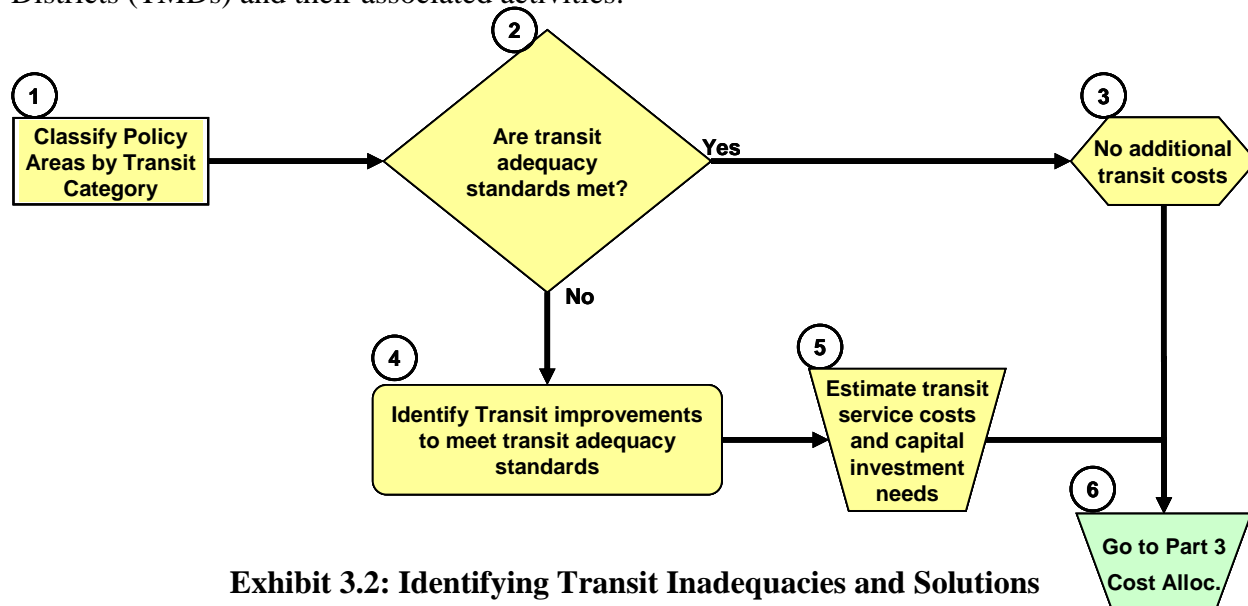
Thus, the TPAR analysis for Transit and Roadway Adequacy mainly uses the ten year time stage. For purposes of the full and long-term accounting of costs and the fair allocation of the same, a longer-term time horizon is needed for that part of the proposed TPAR process and the 30 year Forecast of development activity is used as a benchmark in that part of TPAR. While the term of master plan stage is used here and is associated with this 30 year forecast, TPAR is not to be construed as a comprehensive reassessment of any master plan or the worthiness of any of the component parts of an approved master plan. The regulatory planning stage is linked with the approved CIP and CTP and those fully-funded projects that can be implemented by the 6 year end of those documents.

The following parts of Section III describes in detail each of the five Parts of the TPAR process:

- Identify Transit Inadequacies and Solutions
- Identify Roadway Inadequacies and Solutions
- Allocate Costs for Improvements
- Program Public Commitments
- Monitor and Report

**1: Identify Transit Inadequacies and Solutions:**

Exhibit 3.2 shows the six main steps associated with identifying transit inadequacies and solutions. Please note that the term “transit” also accounts for Transportation Management Districts (TMDs) and their associated activities.



**Exhibit 3.2: Identifying Transit Inadequacies and Solutions**  
 (Source: Proposed TPAR Report, April 2010)

TPAR takes into direct consideration the different forms of Transit Service provided or planned for in the County: Heavy Rail (Metrorail), Commuter Rail (MARC), arterial and local Bus Service, future Light Rail Transit (LRT), future Bus Rapid Transit (BRT), and indirectly Transportation Demand Management (TDM) activities. Some of these forms of transit service are currently outside of the County’s direct operational and financial control. Therefore, the TPAR Review is focused primarily on the provision of Bus Service and improving TDM services, while accounting for the importance and value of the more fixed-track forms of transit.

Major studies of a potential BRT system and supporting service characteristics are currently underway. To date there is no clear indication from the BRT studies of a route or routes that could be implemented within the 10 year transportation improvement stage of TPAR. The transit planning sketch-level methodology, discussed below, that is a refinement to TPAR is too broad and general a method for its results to be an analytic determinant of the feasibility of a BRT route. However, when one or more routes and their service characteristics are specified, including any modifications to the current bus service in that corridor, then the transit adequacy part of the TPAR process will be able to account for such types of transit improvements.

**Step 1 – Classify Policy Areas by Density and Transit Categories:** The first transit related step shown in Exhibit 3.2 is to classify Policy Areas in accordance with defined categories of density and transit service. TPAR defines three distinct categories for the County as a function of the development characteristics of each Policy Area expressed in terms of densities and type of transit service. (A map of Policy Areas and their abbreviations is located in the introduction to Section VI of this document.) The names given to the defined categories are consistent with those used by the County Council in the adoption of the Road Code, which uses the same designations although they are defined differently. Each Policy Area is classified as either:

Urban, Suburban or Rural, as defined and discussed next. Key policy issues for the Subdivision Staging Policy are: (1) how to distinguish over time between the urban and suburban policy area categories, and (2) when does a particular policy area transition from suburban to urban?

**Urban Policy Areas** are those Policy Areas with (a) higher population and/or employment densities, measured in terms of the number of people and employees per gross square mile, as well as (b) significant amounts of transit service including combinations of Metrorail Service, extensive and/or intensive bus service, and/or future LRT or BRT service. Two sub-categories of Urban Policy Areas are being provided – with and without Metrorail.

**Suburban Policy Areas** are those Policy Areas that have intermediate or moderate levels of population and employment density and usually just bus transit service, although they may also have Commuter Rail service with far-apart-spaced stations. An area having LRT or BRT service might not be the determinant that a particular area is no longer a Suburban Policy Area. Rather, such transitions of one or more Policy Areas being designated as an Urban Policy Area would be made as part of the periodic review and updates of the Subdivision Staging Policy. Such reviews need to consider forecast population and/or employment densities as well as the programmed quantity and forecast performance quality of the transit services.

**Rural Policy Areas** are those Policy Areas located primarily in the Agricultural Reserve of the County. These areas are characterized by very low population and employment densities and have very limited transit service.

Exhibit 3.3a shows the proposed initial TPAR classification of each Policy Area by just three of the transit service and density categories. Exhibit 3.3b shows the expected classification of each Policy Area by all four transit service and density categories, which includes the category of Urban Policy Areas without Metrorail. The General Plan of the County envisioned that the areas that generally correspond to the five Policy Areas, with the future designation of Urban without Metrorail, would be urban. Thus the Subdivision Staging Policy is providing a means to transition overtime for those five Policy Areas from being classified as “Suburban” to be designated as “Urban without Metrorail”.

In Exhibits 3.3a and 3.3b the six right-most columns gives the recent population and employment densities as well as those forecast for the 10-year time of 2022 and the long-term one of 2040. The forecast densities are shown as rounded estimates. Trend analysis of those current and forecast densities indicates that values of 5,000 persons per square mile and/or 2,500 employees per square mile generally distinguish urban from suburban. Various site-design related features such as minimal setbacks, substantial building heights, mixed land uses, and significant pedestrian activity and sufficiently wide sidewalk width are often associated with being urban. However, accounting for such micro-level features is beyond the scope of an areawide process such as TPAR. The six leftmost columns of Exhibits 3.3a and 3.3b, after the area name column, identify the current or future areawide quantity or presence of transit services. The question of which comes first, the density or the transit service is a rhetorical one looking to the past. However, it is a very important policy issue when looking towards the future and a decision needs to be made by the elected officials that a particular Policy Area should transition from a suburban one to an urban one. Specific recommendations are given later in this document in Section V that addresses that issue once enough other information has been assembled. The sequencing of the rows in these two exhibits is covered later in the discussion of Step 4.

Policy Areas by Three Categories of Type of Transit and Population and Employment Density for TPAR 2012 (6-7-12)										Forecasts of Population and Employment Densities			
	Number of Bus Routes			Metro Rail?	MARC Com-muter Rail?	Future Light Rail and/or BRT?	Gross Area of the Policy Area (sq. mi.)	Pop. Density in 2010 (person per sq. mi.)	Emp. Density in 2010 (emp. per sq. mi.)	2022		2040	
	Total of all Routes	Peak Period Only	All-Day Routes							Popula-tion Density	Employ-ment Density	Popula-tion Density	Employ-ment Density
<b>"Urban" Policy Areas with Metrorail</b>													
Silver Spring/Takoma Park	35	14	21	Y	Y	Y	10.49	8,622	4,376	9,900	4,800	10,300	5,400
North Bethesda	15	4	11	Y	Y	Y	9.25	5,216	7,430	7,400	8,800	9,500	10,600
Kensington/Wheaton	29	12	17	Y	Y		19.26	4,853	1,230	5,600	1,400	6,000	1,500
Bethesda/Chevy Chase	17	6	11	Y		Y	20.24	4,962	4,339	5,800	4,800	6,100	5,100
Rockville City	16	2	14	Y	Y	Y	13.64	4,314	5,794	5,300	6,900	6,100	7,700
Derwood	7	2	5	Y	Y		8.22	2,274	2,556	2,850	3,100	4,000	4,000
<b>"Suburban" Policy Areas</b>													
R&D Village	5	2	3			Y	2.38	3,076	8,764	4,100	11,400	9,100	17,700
Gaithersburg City	10	1	9		Y	Y	11.03	5,446	4,967	6,400	6,000	7,600	7,600
Fairland/White Oak	14	7	7				20.66	3,700	1,495	3,700	2,000	3,700	2,400
Germantown West	9	2	7		Y	Y	10.98	5,652	1,347	5,900	1,800	6,900	2,900
Montgomery Village/Airpark	9	3	6				9.41	5,472	1,372	5,300	1,300	5,600	1,400
Aspen Hill	11	3	8				13.05	4,644	478	4,900	550	4,600	560
Germantown East	5	2	3			Y	6.57	3,568	1,310	3,800	2,100	4,400	3,600
Cloverly	2	2	0				9.83	1,621	137	1,600	160	1,600	160
North Potomac	7	3	4				10.49	2,570	1,427	2,600	160	2,900	170
Olney	5	4	1				17.36	1,887	317	2,000	320	2,100	330
Potomac	10	2	8			Y	28.07	1,696	431	1,800	520	1,800	530
Clarksburg	2	1	1			Y	14.91	934	255	2,200	460	2,600	1,300
<b>"Rural" Policy Areas</b>													
Rural West	1	1	0		Y		132.90	157	20	160	20	170	20
Damascus	1	0	1				9.42	1,119	248	1,190	280	1,350	280
Rural East	1	0	1				117.18	289	48	310	60	330	60

Exhibit 3.3a: Categorization of Policy Areas by Three Density and Transit Elements

Policy Areas by Four Categories of Type of Transit and Population and Employment Density for TPAR 2012 (6-7-12)										Forecasts of Population and Employment Densities			
	Number of Bus Routes			Metro Rail?	MARC Com-muter Rail?	Future Light Rail and/or BRT?	Gross Area of the Policy Area (sq. mi.)	Pop. Density in 2010 (person per sq. mi.)	Emp. Density in 2010 (emp. per sq. mi.)	2022		2040	
	Total of all Routes	Peak Period Only	All-Day Routes							Popula-tion Density	Employ-ment Density	Popula-tion Density	Employ-ment Density
<b>"Urban" Policy Areas, with Metrorail</b>													
Silver Spring/Takoma Park	35	14	21	Y	Y	Y	10.49	8,622	4,376	9,900	4,800	10,300	5,400
North Bethesda	15	4	11	Y	Y	Y	9.25	5,216	7,430	7,400	8,800	9,500	10,600
Kensington/Wheaton	29	12	17	Y	Y		19.26	4,853	1,230	5,600	1,380	6,000	1,450
Bethesda/Chevy Chase	17	6	11	Y		Y	20.24	4,962	4,339	5,800	4,800	6,100	5,100
Rockville City	16	2	14	Y	Y	Y	13.64	4,314	5,794	5,300	6,900	6,100	7,700
Derwood	7	2	5	Y	Y		8.22	2,274	2,556	2,800	3,100	4,000	4,000
<b>"Urban" Policy Areas, without Metrorail</b>													
R&D Village	5	2	3			Y	2.38	3,076	8,764	4,100	11,400	9,100	17,700
Gaithersburg City	10	1	9		Y	Y	11.03	5,446	4,967	6,400	6,000	7,600	7,600
Montgomery Village/Airpark	9	3	6				9.41	5,472	1,372	5,300	1,320	5,600	1,420
Germantown West	9	2	7		Y	Y	10.98	5,652	1,347	5,900	1,810	6,900	2,920
Germantown East	5	2	3			Y	6.57	3,568	1,310	3,800	2,140	4,400	3,600
<b>"Suburban" Policy Areas</b>													
Fairland/White Oak	14	7	7				20.66	3,700	1,495	3,700	2,000	3,700	2,350
Aspen Hill	11	3	8				13.05	4,644	478	4,900	550	4,600	560
Cloverly	2	2	0				9.83	1,621	137	1,600	160	1,590	160
North Potomac	7	3	4				10.49	2,570	143	2,600	160	2,900	170
Olney	5	4	1				17.36	1,887	317	1,960	320	2,120	330
Potomac	10	2	8			Y	28.07	1,696	431	1,770	520	1,820	530
Clarksburg	2	1	1			Y	14.91	934	255	2,170	460	2,620	1,300
<b>"Rural" Policy Areas</b>													
Rural West	1	1	0		Y		132.90	157	20	160	20	170	20
Damascus	1	0	1				9.42	1,119	248	1,190	280	1,350	280
Rural East	1	0	1				117.18	289	48	310	60	330	60

Exhibit 3.3b: Categorization of Policy Areas by Four Density and Transit Elements

**Step 2 – Are Transit Adequacy Standards Met?:** TPAR uses bus transit quality of service for each of these three TPAR Policy Area categories by using three “**transit service performance factors**” to assess the adequacy of the transit service of each Policy Area. The performance factors and the standards given here are consistent with the 2008 Montgomery County Strategic Transit Plan and are also based on guidance from various Master Plans and Sector Plans. The three transit service performance factors are specified as the following:

- **Coverage of Service:** In general the factor of coverage indicates how close in space are potential users to the service. The particular measure is the percentage of the area of a Policy Area located within a certain distance from Metrorail Station, Light Rail Station and Ride On and Metrobus service. While the selection of what distances to use is in part a research question, a reasonable and pragmatic choice was made to use two of several such walk-access measures used by the travel demand forecasting model. In particular, the values of a one mile walk of a Metrorail station or one-third of a mile walk of a bus stop were selected. Transit users access transit by other means as well such as Park-and-Ride, Kiss-and-Ride, or bicycling and those ways of accessing transit are included in the travel forecasting but as a judgment, explicitly accounting for them in this performance factor would add too much complexity and lose some transparency.
- **Peak Headways:** In general the factor of peak headway indicates how frequently in time is the service provided so as to be more convenient to users. The particular measure is the weighted average of the frequency of service of the different bus routes operated by Metrobus and Ride On in the Policy Area – specifically how frequently, on average, the buses run during the weekday evening peak period. In areas where future LRT or BRT systems are to be provided, the averages are adjusted to reflect the presence (or future presence) of those systems.
- **Span of Service:** In general the factor of span indicates over what time duration during a typical weekday is the service available to potential users. The particular measure is the average time duration on weekdays that bus service is scheduled averaged only for that subset of routes that provide “all-day” service but not any routes with split-service in the AM and/or PM. For example, in an urban area, buses may operate for 17 hours a day or longer, such as from 5:00 AM to 10:00 PM on weekdays.

**Exhibit 3.4a: Transit Quality of Service Factors Standards for Montgomery County**

<b>Factors Characterizing Bus Transit Quality of Service in Montgomery County<sup>#</sup></b>			
<b>Transit Service Area Categories</b>	<b>Coverage:</b> (percent of area within a 1 mile walk of Metro and/or 1/3 mile walk of bus)	<b>Peak Headways:</b> (equal to or less than ___ minutes between buses on average in Peak Hour)	<b>Span of Service:</b> (equal to or more than ___ hours in duration per weekday on average)
<b>Urban with Metrorail</b>	Greater than 80%	20 minutes	17 Hours
<b>Urban without Metrorail</b>	Greater than 50%	14 minutes	14 Hours
<b>Suburban</b>	Greater than 30%	20 minutes	14 Hours
<b>Rural</b>	Greater than 5%	30 minutes	4 Hours

updated 6/7/2012

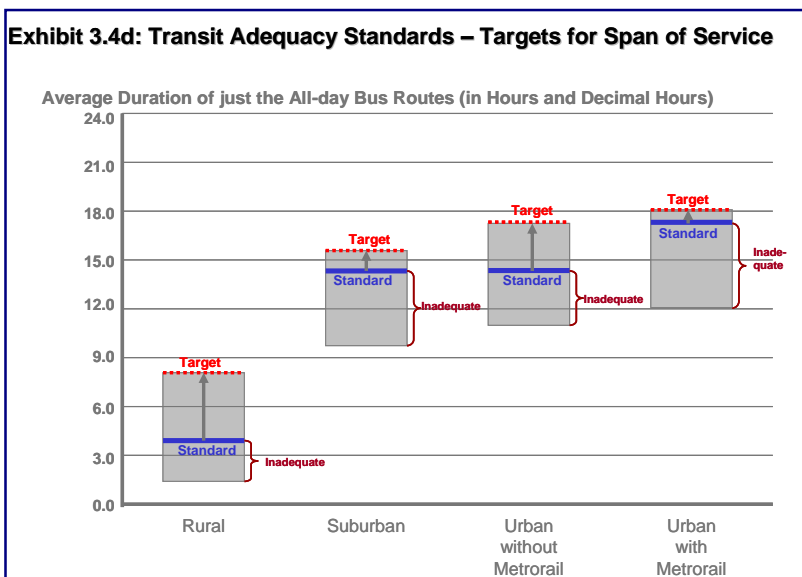
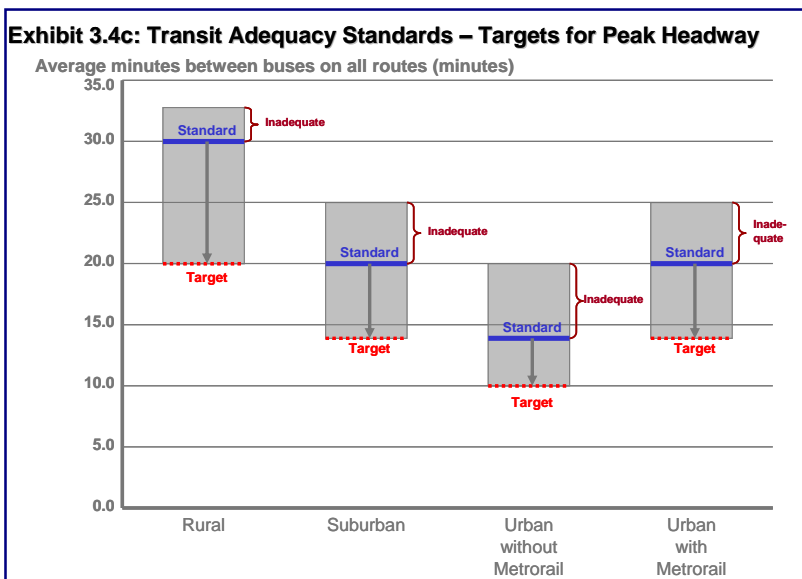
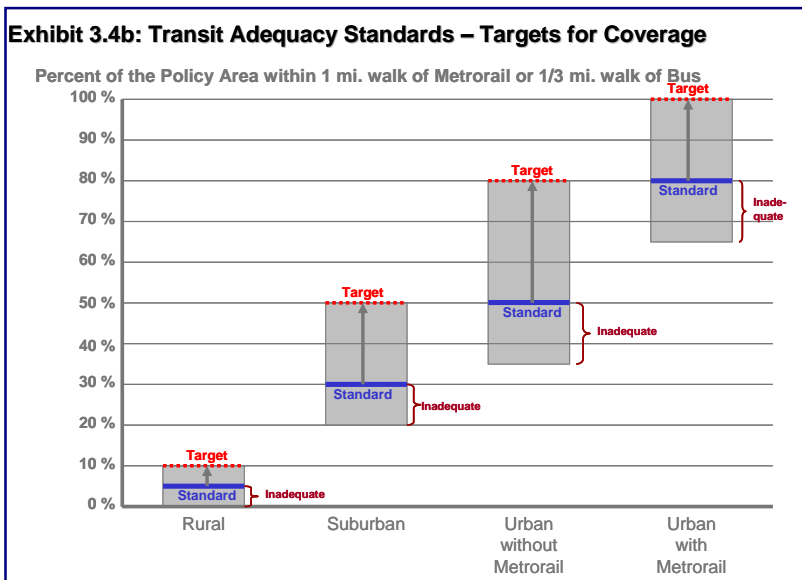
<sup>#</sup> = Consistent with the 2008 Montgomery County Strategic Transit Plan and based on guidance from various Master Plans and Sector Plans



Part of Step 2 is to specify or amend a set of “regulatory standards” of transit adequacy, particularly for bus transit services. Exhibit 3.4a above is that set of bus Transit Service Adequacy Standards, for each of the three factors of adequacy, for each of the four Transit Policy Area Categories. TPAR is more than a regulatory approach and it is also intended to give guidance to the needed and desirable levels of investment in transportation. As such, it is also needs to identify performance targets for these three service factors towards which service improvements can be aimed and not just provide minimal regulatory adequacy standards.

Exhibits 3.4b, 3.4c, and 3.4d present these sets of “planning targets” for the three service factors and for the four Policy Area Categories. Arrows are shown going away from the standards towards the targets. The graphics also show the ranges of values for the factors that would be considered as being inadequate for that particular factor and Policy Area Category. Having a result for any factor lying within the “ranges” between the standards and the targets would be adequate performance.

TPAR requires the analysis of the bus transit services in each Policy Area for adequacy, contrasting the services provided to the Coverage, Peak Headway, and Span standards for Urban, Suburban and Rural areas, respectively. A Policy Area is found to provide **adequate** transit service when **all three** service factors meet the minimum standards. If inadequacy in any one of the three factors associated with the bus transit network is determined in Step 2, then solutions need to be identified in Step 4, as discussed later. There may be some special circumstances in selected Policy Areas where an exception to this policy could be made for one of the factors.



To improve understanding of how identifying solutions might typically work in practice, Exhibit 3.5 shows general solutions to improve bus transit service factors to meet the standards if one of the factors was found not to be adequate.

**Exhibit 3.5: General Solutions to Achieve Transit Adequacy**

<b>Transit Inadequacy Related to:</b>	<b>General Solutions to Achieve Transit Service Adequacy</b>
Coverage	Implement more bus routes serving more areas closer to the population or employment areas within the Policy Area
Peak Headway	Add more frequent bus service during the peak periods to reduce the time between the arrival of buses (headway) serving the Policy Area
Span of Service	Increase the number of hours the bus service is provided for selected routes serving the Policy Area

Exhibit 3.6 on the next page is a summary of results of the bus Transit Adequacy Analysis of the current bus services in each Policy Area. That summary is structured only using three of the Policy Area Categories, which given the results is taking a conservative approach. Specifically, the service factors were applied to each Policy Area in the County based on bus service information for Ride-On and MetroBus at the beginning of 2012. The highlighted areas in bright yellow with red numbers indicate the transit service factors that are not achieving that TPAR adequacy standard for those Policy Areas. Particularly noteworthy is that 14 of the 19 Policy Areas are not attaining the Peak Headway standards for current service conditions. In order to attain the status of adequacy, the general types of solutions outlined in Exhibit 3.5 above would have to be implemented by the 10-year transportation improvement stage, which is 2022, in the effected Policy Areas. While the preparation of Exhibit 3.6 nominally concludes Step 2 of the Transit Adequacy Analysis, in order to prepare that summary of results various aspects of the analytic procedures that are also useful in Step 4 need to be set up and applied in Step 2.

**Step 3 – No Additional Transit Costs:** If Step 2 shows that standards are met in each of the Policy Areas, then the analysis proceeds to Step 3 of the Transit Adequacy Analysis, and then immediately on to Step 6.

**Step 4 – Identify Transit Solutions to meet Transit Adequacy Standards:** The discussion of Coverage given above and the text in Exhibit 3.6 indicates the specific definition used for the factor of Coverage – the percent of each Policy Area within 1 mile of a rail station or 1/3 of a mile of a bus stop. This definition of Coverage results in there being a very wide range of values for the 19 Policy Areas, from a high of about 96% to a low of about 7% of the area of each Policy Area. It can be seen by inspection of Exhibit 3.6 that the sequence of rows used for each Policy Area is in order of decreasing coverage across the three Transit Service Categories. That is an intentional choice of how to sequence the Policy Area rows to present the summary results. Being sequenced by decreasing Coverage makes it easier for the reader to see patterns of inadequacy in that transit service factor, and perhaps the other two factors as well. This sequence of Policy Area ordered by decreasing Transit Coverage is the same sequence that was used to sequence of rows in Exhibit 3.3 above; and as the reader will see the sequence of discussion of the individual Policy Areas in Section VI of TPAR. This sequencing approach is similar to the one used in the Roadway Adequacy Analysis, which sequences the road within a Policy Areas summary in accord to decreasing congestion in the peak direction of traffic flow.

<b>Transit Adequacy Analysis Results TPAR 2012 (6-4-12)</b>				
	<b>Number of Bus Routes</b>	<b>Coverage</b> (Percent of area within 1 mile rail; 1/3 mi.of bus)	<b>Peak Headway</b> by Bus in PM Peak Hour (minutes)	<b>Span:</b> Duration of Weekday Bus Service (hours)
<b>"Urban" Policy Areas served by Metrorail</b>				
Silver Spring/Takoma Park	35	96%	18.2	18.9
North Bethesda	15	87%	<b>21.3</b>	17.7
Kensington/Wheaton	29	82%	<b>20.7</b>	18.5
Bethesda/Chevy Chase	17	81%	<b>20.4</b>	17.4
Rockville City	16	80%	<b>21.2</b>	17.8
Derwood	7	<b>70%</b>	<b>21.1</b>	18.8
<b>Inadequate versus the Standards shown</b>	<b>XX.X</b>	<b>more than 80%</b>	<b>less than 14.0 ##</b>	<b>more than 17.0</b>
<b>## = 20.0 with Metrorail</b>				
<b>"Suburban" Policy Areas</b>				
R&D Village	5	76%	<b>25.8</b>	15.6
Gaithersburg City	10	75%	20.0	17.6
Fairland/White Oak	14	48%	19.1	18.8
Germantown West	9	48%	<b>21.8</b>	18.6
Montgomery Village/Airpark	9	47%	<b>21.0</b>	17.9
Aspen Hill	11	44%	19.9	19.3
Germantown East	5	39%	<b>21.4</b>	17.8
Cloverly	2	30%	<b>26.5</b>	<b>8.0 *</b>
North Potomac	7	<b>29%</b>	<b>24.3</b>	17.0
Olney	5	<b>26%</b>	<b>25.0</b>	22.3
Potomac	10	<b>23%</b>	<b>21.1</b>	16.4
Clarksburg	2	<b>16%</b>	<b>30.0</b>	14.1
<b>Inadequate versus the Standards shown</b>	<b>XX.X</b>	<b>more than 30%</b>	<b>less than 20.0</b>	<b>more than 14.0</b>
<b>"Rural" Policy Areas</b>				
Rural West	1	8%	30.0	6.3 *
Damascus	1	7%	20.0	15.7
Rural East	1	7%	20.0	15.7
<b>Inadequate versus the Standards shown</b>	<b>XX.X</b>	<b>more than 5%</b>	<b>less than 30.0</b>	<b>more than 4.0</b>
* Span includes Peak Period Routes because of absence of All Day Routes				

Exhibit 3.6: Results of the Transit Service Adequacy Analysis

This discussion now turns to refined methods that have been selected and added to this part of the TPAR process of the analysis associated with the Transit Adequacy Analysis. There was little direct experience to draw upon from the prior AGP or PAMR processes, nor from the overall state-of-the-practice, each of which have involved less analysis of transit than of roadways. As such a considerable portion of the work for this report was focused on practical TPAR refinements to develop better methods for Transit Adequacy Analysis.

In seeking and analyzing particular solutions a judgment was made to first focus or start with the Transit Service Factor of Peak Headway in conjunction with developing and applying a Transit sketch-planning approach. The other two factors are considered in this approach, but at a later time. Cooperative coordination was carried out with the transit planning staff of MCDOT to obtain their current “transit profiles”, which are operationally oriented summaries of the characteristic features of the Ride-On bus routes. An earlier version of a prior year was used in the Transit Adequacy Analysis associated with the Proposed TPAR Report of the Executive in 2010. Similar profile-type information was obtained from staff of the Washington Metropolitan Area Transit Authority (WMATA) and integrated into the Transit sketch-planning analysis set-up. Information in these profiles includes:

- Bus service headways by four main time periods of a weekday
- Route service durations that could be used to calculate the Span of Service for each route
- Other information such as the number of buses needed to meet the bus scheduling requirements; the number of daily bus trips; the average number of daily riders; and the average number of riders per bus trip
- Identifiers were added, in particular which Policy Areas are served by each bus route.

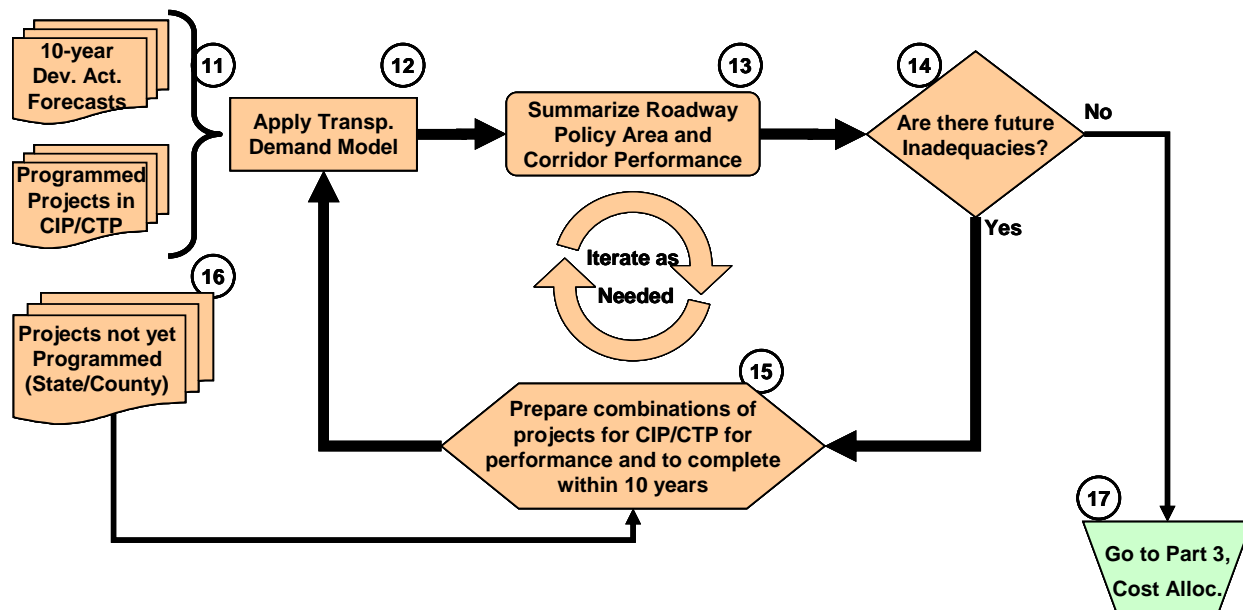
The next part of the Transit Adequacy Analysis is a Transit sketch-planning approach, which is a method to first graphically array maps of route coverage and graphs of the scatter of Peak Headway versus Span for each route in a Policy Area. Second, that information was then organized by Policy Area and appropriate averages for Peak Headway and Span of Service were calculated and overlaid on each of the scatter graphs. Third, those maps and graphs were shared and reviewed with MCDOT staff. Those Coverage maps and Peak Headway versus Span graphs are part of the graphics shown for each Policy Area in Section VI of this TPAR report.

MCDOT transit planning staff was able to use that organized information to identify: (a) 9 Policy Areas that could benefit from improved Peak Headways, and (b) a target number of total buses that could be used to improve headways. The Transit sketch-planning set up was then used, with the support of MCDOT staff, to identify and select about 13 bus routes to directly serve those 9 areas, allocate buses to routes, and then recalculate the average Peak Headway. That recalculation verified that if those buses would be added to the specified routes, then the resulting Peak Headways would enable those specific Policy Areas to attain adequacy. Since those routes also serve other Policy Areas there would be an indirect improvement in Peak Headways in about 8 other Policy Areas. In five of those the indirect affect would be to attain Peak Headway adequacy. The last part of this TPAR refinement was to “test” those potential improved headways using the Travel Demand Model, the first time Planning Staff had tried such an analysis. The general results of that analysis are discussed in Section V and Section VI of this TPAR Report along with that of a second set of Peak Headway improvements that would be needed for adequacy if 5 of the Policy Areas were classified as Urban without Metrorail..

**Step 5 – Estimate Transit Service Costs and Capital Investment Needs:** It will help with understanding to discuss this step in a later Part 3 of this Section III

## 2. Identify Roadway Inadequacies and Solutions

Exhibit 3.7 identifies six main steps associated with the second part of the TPAR process, identifying roadway inadequacies and solutions. Please note that the term “roadway” also accounts for traffic operations, bikeways, walkways, and their associated activities. The numbering of these steps starts with 11 to help differentiate this part of TPAR from the prior part on Transit Adequacy.



**Exhibit 3.7: Identifying Roadway Inadequacies and Solutions**

(Source: Proposed TPAR Report, April 2010)

TPAR takes into direct consideration the main current and future network of roadways in the County irrespective of which governmental agency built, maintains, or operates the road. Most of the main roads are the responsibility of either the Maryland Department of Transportation’s (MDOT) State Highway Administration (SHA) or the Montgomery County Department of Transportation (MCDOT). The recently opened MD 200 (Intercounty Connector) as a toll road is being managed and operated by the Maryland Transportation Authority (MdTA), an affiliated agency of MDOT. The Cities of Rockville and Gaithersburg have some roads that are mainly local roads but also some roads are major enough to be included in the TPAR roadway analysis.

There are roads that function as arterial roads that are owned and operated by the Department of Parks of the Maryland National Capital Park and Planning Commission (MNCPPC). The National Park Service (NPS) also has similar park-oriented roads that function such that they are also included in the TPAR roadway analysis. On the other hand, the Roadway Adequacy Analysis does not directly account for truly local streets, minor roads, and even some of the minor arterials. Those very local streets and roads have low amounts of traffic and the TPAR analysis accounts for them only in an indirect manor – but their adequacy is not assessed.

**Step 11A – Gather Information on Projects of the CIP and CTP:** This first step involves gathering the most current information from the County’s Capital Improvement Program (CIP), the Consolidated Transportation Program (CTP) of MDOT, and other similar approved programming documents. A list is then developed of that subset of projects that would be

constructed and operating by the end of the sixth year of those capital programs. Many but not all CIP or CTP projects provide added “capacity” to the roadway network. Those documents also contain many other important and necessary projects that are there for other concerns such as safety improvements, roadway preservation and maintenance, more efficient traffic operations, sound reduction, other environmental protection related projects, as well as Enhancement Projects that address aesthetics considerations or reduction of community impact. The CIP and CTP are also multimodal documents and differentiation needs to be made in the summaries. The list of projects is presented and discussed later in Section V.

**Step 11B – Gather Information about Forecasts of Development Activity:** The TPAR assessment examines future balances between existing plus programmed transportation improvements from the prior step, with development activity forecasts from this step. This step gathers current information from the Regional / County Cooperative Development Forecast prepared by MNCPPC for the County in cooperation with the Metropolitan Washington Council of Governments (MWCOCG) and other jurisdictions throughout the Washington Metropolitan Region. For the sake of simplicity, this is referred to as the *Cooperative Forecast*. The Cooperative Forecast projects household and employment growth in the County in five year increments to 2040. The Cooperative Forecast is updated regularly and adopted by MWCOCG for planning purposes in the region. The current forecasts are termed Round 8.0, with modifications for the White Oak Science Gateway (WOSG), which is referred to in the table by the initials. An extraction from those forecasts, summarized by Policy Area in the County, and interpolated between the 5-year increments, is given next in Exhibit 3.8. Additional information about the Cooperative Forecasts is available from various sources. More discussion of the forecasts for each of the Policy Areas is given in Section VI.

Abrev- iation    Policy Area Name		Forecasts of Development Activity by Policy Area							
		Households (Round 8.0)				Employment (Round 8.0 with WOSG)			
		2010	2018	2022	2040	2010	2018	2022	2040
AH	Aspen Hill	24,699	24,894	24,920	25,017	7,175	7,228	7,242	7,317
BCC	Bethesda / Chevy Chase	39,621	43,340	44,446	47,688	87,464	94,653	97,941	102,733
CLK	Clarksburg	4,270	7,878	10,030	13,767	2,545	4,449	6,844	19,446
CLV	Cloverly	5,312	5,370	5,399	5,421	1,607	1,607	1,607	1,607
DAM	Damascus	3,562	4,011	4,049	4,658	2,616	2,672	2,630	2,653
DER	Derwood	6,157	7,087	8,665	12,928	20,937	20,995	25,561	32,470
FWO	Fairland / White Oak	28,004	28,370	28,569	29,263	30,013	37,835	41,953	48,587
GBG	Gaithersburg City	24,182	25,151	27,631	33,657	53,185	63,676	65,685	83,974
GTE	Germantown East	8,097	8,410	9,005	11,116	9,896	11,915	14,033	23,460
GTW	Germantown West	22,203	23,097	24,366	30,194	14,883	16,974	19,830	32,038
KW	Kensington/Wheaton	36,836	38,850	40,032	43,574	25,769	26,234	26,575	27,969
MVA	Mont. Village/Airpark	18,520	18,630	18,650	18,682	11,594	12,238	12,457	13,381
NB	North Bethesda	20,615	25,193	26,741	36,305	68,402	77,812	81,675	98,270
NP	North Potomac	9,085	8,987	9,452	10,725	1,572	1,615	1,666	1,800
OLY	Olney	11,455	11,957	12,400	13,361	5,532	5,584	5,604	5,721
POT	Potomac	17,131	17,877	17,690	18,029	12,296	14,359	14,475	14,828
RDV	R&D Village	2,364	4,159	3,814	9,777	20,052	23,656	27,163	41,969
RKV	Rockville City	24,226	27,441	29,179	34,404	74,800	87,030	93,852	105,725
SSTP	Silver Sp./ Takoma Park	35,746	39,888	40,920	44,155	46,862	48,385	50,274	56,409
RurE	Rural East	11,528	11,761	12,256	12,679	5,653	6,243	6,456	6,855
RurW	Rural West	6,887	7,248	7,383	7,600	3,147	3,155	3,156	3,163
<b>Montgomery County Total =</b>		<b>360,500</b>	<b>389,599</b>	<b>405,597</b>	<b>463,000</b>	<b>506,000</b>	<b>568,315</b>	<b>606,679</b>	<b>730,375</b>

**Exhibit 3.8: Forecast of Households and Employment by Policy Area to 2040**

**Step 12 – Apply the Transportation Demand Model:** TPAR uses the 10-year Cooperative Forecast of development activity, and the roadway and transit capital projects programmed for completion in the 6-year County CIP and the State CTP, as the input to the localized version of the Regional Travel Demand Model that is managed by Planning Department staff. The Regional Travel Demand Model is developed and used by the National Capital Region Transportation Planning Board (TPB), which is staffed by the Transportation Planning Department of MWCOG. This regional model is periodically updated and must be certified for use by the United States Department of Transportation for its approved use in the Regional Air Quality Analysis mandated by the United States Environmental Protection Agency (EPA). Versions of the regional model have been refined over many years and applied to various countywide assessments, master plan development, and to the AGP, PAMR, and now TPAR. The Travel Demand Model provides consistent and reliable results for use as a tool in the travel forecast for future transportation conditions of this analysis.

The cooperative work done by and for MCDOT in proposing the general TPAR approach relied on the Planning Staff applying the Travel Demand Model to a series of “comparison combinations”, which are an agreed to set of: (a) current development plus future development activity and (b) existing transportation plus programmed CIP and CTP projects as well as potential improvements to the transportation system that are not yet programmed. The term of “conditional project” is used for the subset of potential future projects not yet programmed that the MCDOT would recommend to be likely new projects to be added to the next CIP and CTP. The term “conditional” recognizes that the actual decision making authority rests with the Executive and Council for the inclusion of a new CIP project as well as with State officials with regard to CTP projects. That subsequent set of decision making activities regarding the actual programming of one or more new projects is the “transportation planning improvement stage” discussed in the introduction to this Section.

In the TPAR Analysis the Travel Demand Model is applied in an iterative fashion. Referring back to Exhibit 3.7 it shows that steps 12 through 16 and back to 12 again are applied iteratively and with the intent of going back and around through several cycles through these steps:

- **Step 12:** Analysis of a comparison combination using the Model
- **Step 13:** Summarization of the raw modeling results using post-processing methods
- **Step 14:** Review and assessment for potential future inadequacies
- **Step 15:** Refine and/or revise the comparison combinations to test potential projects
- **Step 16:** Consideration of prior recommendations for needed projects, and back to
- **Step 12:** Reapply the model to the new comparison combination of future conditions.

Such an iterative process works best when there is a high degree of coordination, cooperation, and information sharing particularly between Planning Staff and staff of MCDOT. Cooperation is also needed from staff of other agencies such as MDOT/SHA and MWCOG. During implementation of the TPAR process a set of roles and mutual expectations has developed that are outlined in Appendix C, Cooperative Coordination Roles for TPAR, which applies to all of the steps, not just these of the Roadway Adequacy Analysis.

**Step 13 – Summarize Roadway Performance by Policy Area and Arterial Segments:** To facilitate coordination among staffs and later with decision makers and various it is necessary to summarize in several ways the various raw results and outputs of applying the Travel Demand Model. The methods and techniques of summarization are referred to as “post-processing”. One post-processing summarization method developed for and used in the Roadway Adequacy

Analysis is a conversion of the results using spreadsheets that array representations of the roadways, directional “links” in the modeling system, so that they are organized in order of Policy Area and as well as individual links for the same roadway where traffic is moving in the same direction. The post-processing conversion can then be used to determine which of the two directions of flow is more peaked. That enables there to be summaries by: (1) Policy Area, (2) roadway within each Policy Area, and (3) peak or non-peaked flow direction.

Those spreadsheets are then used as inputs to various graphics that help communicate the summary results. An example of such a graphic is given in this part of Section 3. Such summary graphics are used more extensively in the discussion of Section V and Section VI. These summaries and graphics are tailored to match the two basic geographic scales of analysis of the assessment: (a) Policy Area-by-Policy Area on a countywide basis, and (b) within each Policy Area, an arterial segment -by-arterial segment basis. A 10 year transportation improvement planning stage basis is the main time stage used in the assessment.

**Step 14 – Assess Future Inadequacies of the Roadway Network:** The assessment of the adequacy of the roadway network is done on an areawide basis for each Policy Area as a whole. That is consistent with prior versions of the APFO, the AGP, and the current PAMR. One new feature of TPAR is having information that distinguishes congestion by that which would occur in the peak directions of traffic in each Policy Area as well as the level of congestion in the non-peak directions of traffic. The term “directions” is used in the plural because in all Policy Areas there tends to be two peak flow directions and two non-peak flow directions that flip-flop from the AM peak to the PM peak. For the PM peak in most Policy Areas, and for roads within them, the peak flow is northbound and eastbound. Which directions are the peak directions or non-peak is not predetermined as an input to the modeling analysis. Rather, it is a result of the modeling and the relative patterns of household and employment locations and amounts locally in a Policy Area, throughout the County, and across the region. Another new feature of TPAR is also having a summary of the distribution among the arterial roadways serving a Policy Area as to their average peak and non-peak congestion levels.

The measure of overall roadway performance for each Policy Area is the **average** PM peak period congestion for the peak directions of traffic. That performance measure can be derived from the Travel Demand Model and the post-processing of the results. The performance measure for individual roadways can also be monitored and if enough samples or observations are made then theoretically an areawide **average** can also be estimated for observed traffic.

The performance measure is then calculated by using: (1) the average link-speed by direction of travel that is a raw result of the Travel Demand Model, and (2) dividing that by the “free-flow speed” for that link and direction of travel. The values used for the free flow speed are inputs to the modeling and are used by the model as one of the parameters in forecasting the amount of travel on each of the modeled roadway links. Those free flow speed values come from the regional modeling inputs prepared by MWCOG. As an example, if the average free flow speed in the peak direction is 40 mph and the modeled average PM speed is 30 mph then the congestion measure is 30 divided by 40, which equals 0.75 or 75%; if the average modeled speed was 20 mph then the congestion measure would be 0.50 or 50%; and if the average modeled speed was 15 mph then the congestion measure would be 0.375 or 37.5%.

Using the ratios or percentages allows for comparison among different roadway types and roadways of the same type that may have different free flow speeds as that can vary by location



within the region. Using the ratios or percentages also facilitates calculating an average for all of the roadways modeled in a Policy Area by using a weighted-average that accounts for different contributions to the average between high volume roads and more lightly traveled roads. The networks used in the Travel Demand Model use all freeways, major highways, major arterials, and some minor arterials. However as noted in the introduction to this Part, the Roadway Adequacy Analysis does not directly account for truly local streets, minor roads, and even some of the minor arterials. Those very local streets and roads have low amounts of traffic and the TPAR analysis accounts for them only in an indirect manor – but their adequacy is not assessed. The average congestion is summarized in the assessment only for major highways, major arterials, and some minor arterials – freeways while accounted for in the overall modeling are not included. That is consistent with prior versions of the APFO, the AGP, and the current PAMR.

The Roadway Adequacy Analysis considers the “network effect” of improvements added to other Policy Areas. For example, if a new project is added to the network in Germantown, it may also help sufficiently reduce congestion in a nearby area, say Clarksburg. Through the iterative process of adding specific, potential, roadway improvements, and combinations, it is possible to establish combinations of new roads or widenings that will bring balance to, or significantly improve the performance of, the roadway network in more than one Policy Area.

Another aspect of this Step is to discuss what standards to use in determining adequacy. For decades the Transportation profession world-wide has been using a publication of the Transportation Research Board, the *Highway Capacity and Quality of Service Manual*, often termed the Highway Capacity Manual (HCM) for short. The latest version of the HCM was published and released in January 2011 and it uses the measure of link speed by direction as the performance measure for arterials. While the prior version of the HCM classified arterial roadways into four categories, the new HCM makes no distinction between such major or minor arterial roads. The HCM has not evolved to having a method for an areawide measure of roadway performance nor of standards for that idea.

The HCM does have a standard method of defining different Quality of Service levels for any arterial road. It is basically the same measure that is being used in TPAR to measure performance of individual roadway link-segments – that of the **average** speed of traffic compared to the free flow speed, expressed as a percentage or ratio. Associated with the HCM method are “Level of Service” grades for ranges of those ratios or percents. The following are the ranges defined in the latest HCM associated with each of the six specified arterial Levels of Service:

LOS A	85% or greater
LOS B	70% to 85%
LOS C	50% to 70%
LOS D	40% to 50%
LOS E	30% to 40%
LOS F	30% or less

This standard is a consistent yardstick and whether the measured value for a particular roadway is adequate is a local determination of what degree of congestion along the measurement scale is adequate or inadequate. The TPAR Roadway Adequacy Assessment is building upon this HCM approach in two ways. Firstly is to define an “**areawide average**” as being a volume-weighted average of all of the modeled arterial roads within a Policy Area and differentiated by peak and non peak traffic directions. Secondly is to adapt this standard scale of performance and accept

that it also applies to this “areawide average” performance measure. Then it would be a local determination as to which level or levels constitute adequacy for a whole Policy Area.

The TPAR Roadway Adequacy Analysis retains and accepts the classification of each Policy Area by its level of transit service: Urban (with and without Metrorail), Suburban and Rural. Using the above discussion TPAR specifies the following acceptable levels of average roadway congestion levels in the peak traffic directions within each Policy Area, where the Adequacy Standard differs for Urban, Suburban, and Rural Policy Areas, as shown in Exhibit 3.9.

**Exhibit 3.9: Standards of Acceptable Roadway Average Level of Service**

Proposed Roadway (Arterial) Level of Service Standards	
Policy Area Categories	Acceptable Average Arterial Level of Service
Urban with Metrorail	Average congestion of "D/E" borderline in the peak flow directions
Urban without Metrorail	Average congestion of "D/E" borderline in the peak flow directions
Suburban	Average congestion of Mid-"D" or less in the peak flow directions
Rural	Average congestion of "C/D" borderline in the peak flow directions

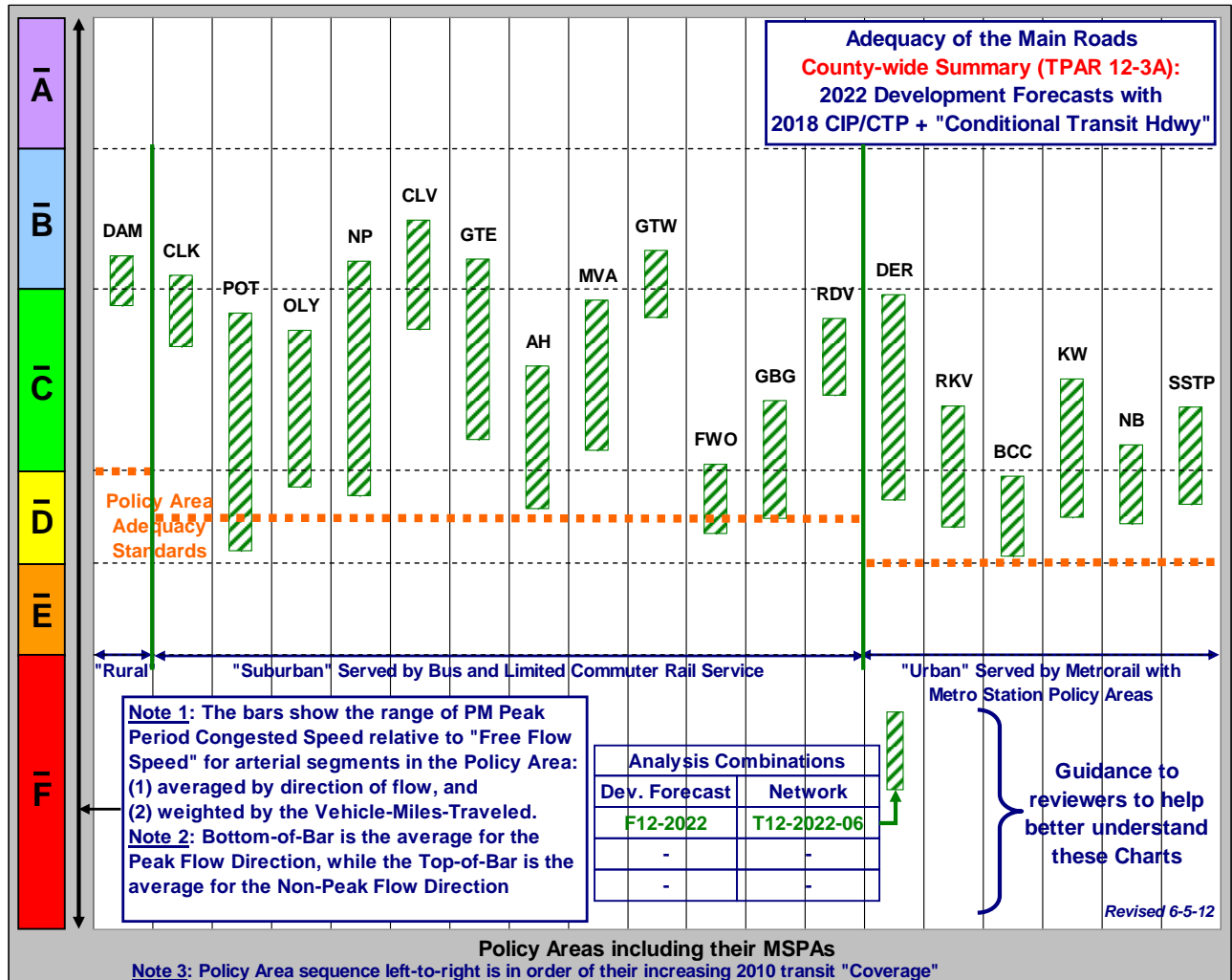
The last main aspect of this Step is to show an example of how all of the discussion from above comes together in a countywide assessment of Policy Areas of the County with respect to their average performance of the roadways within each area. Exhibit 3.10, on the next page, presents the countywide summary of the analysis results of one of the comparison combinations. This comparison combination used: (1) the 10-year Cooperative Forecasts that were discussed above in Step 11B, (2) a roadway network representative of the 10-year transportation improvement stage that consisted of: (a) existing roads plus, (b) the programmed CIP and CTP projects plus, (c) a few conditional roadway projects, as well as (3) representation of a conditional bus transit project to improve Peak Headways in 9 Policy Areas. The following notes should be used in reading the results in the Exhibit.

- The vertical “green-hatched” bars show the **range** of the average of roadway speeds by direction of travel in relation to the “free flow speed”, or LOS, for each Policy Area in the PM peak period.
- The bottom of the bar shows the average LOS in the peak direction of travel. The top of the bar shows the average speed (LOS) in the non-peak direction.
- The measurement scale weighted average LOS is shown on the left side of the chart.
- Horizontal dotted orange lines are shown to depict the adequacy standards (LOS) for the Rural, Suburban and Urban (with Metrorail) Policy Areas, from left to right, which graphically corresponds to the Standards of Adequacy given in Exhibit 3.9 above.

A review of the results depicted in the Exhibit 3.10 for the Base Case scenario indicates that for this combination of future development activity and transportation network improvements that three Policy Areas could have **average** road congestion in the peak traffic directions that are more congested (below the adequacy standards shown) by 2022. Please note again that the measurement scale used on the left side of Exhibit 3.10 shows the same **average** Level of Service scale as discussed above on the previous page. The mathematical notation of having a “short horizontal bar” to denote an average that is placed above each of the Level of Service “letters” is there as a reminder that the measure being used is intended to represent **average** conditions.

There is another important caveat in reviewing these types of summary charts. The chart should be interpreted such that for this combination of future development activity and transportation network improvements three Policy Areas **could** have average road congestion in the peak traffic directions that are more congested (below the adequacy standard shown) by 2022. That would likely be the case, and here is the caveat, unless enough or appropriate other "conditional projects" are programmed in the intervening time and would be operational by 2022. Please note that it is anticipated that when one or more Policy Areas are classified as Urban without Metrorail that the sequencing of the Policy Area-Bars in exhibits such as 3.10 may be changed so that they are immediately to the left of the bar for the Derwood (DER) Policy Area.

Section V and Section VI give the full Roadway Adequacy Assessment in conjunction with the Transit Adequacy Assessment and discusses the analysis results for several of the same comparison combinations. Those discussions are intended to provide pertinent information that can be used in the support of various staging related decision making activities.



**Exhibit 3.10: Example of a Countywide Summary of Average Congestion Levels by Policy Area.**

**Step 15 – Prepare Additional Comparison Combinations for Further Assessment:** The purpose of this step is to refine and/or revise the comparison combinations to test other potential projects, or to conclude that no further Roadway Adequacy Assessments are needed for TPAR for this cycle.

To move a Policy Area that has average roadway performance that is more congested on average than the specified standard for that Area, the TPAR process is used to identify and select potential transportation roadway improvements from the resources of Step 16. Given sufficient time and resources the new comparison combination goes through an iteration cycle and the results are reviewed and assessed. When adequacy is attained it is concluded that no further Roadway Adequacy Assessments are needed for TPAR for this cycle,

**Step 16 – Potential Projects Not Yet Programmed:**

As part of the development of the proposed policy, MCDOT obtained from the MNCPPC a list of all future un-built roadway and bikeway projects in each County Master Plan. MCDOT together with MNCPPC then reviewed and validated the list, and classified each project as a developer or County responsibility. The list of road projects to be built or widened by the public sector is broken down by Policy Area and displayed in Appendix C.

In addition, it has been a regular practice over recent years for the locally elected officials to prepare a list of transportation improvement priorities to be reviewed with members of the Maryland Legislature and then submitted to MDOT for their consideration. Those lists may also be a resource in this Step as they might have worthy projects that are not identified in the Master Plans, such as a project that is mainly safety related.

### Part 3: Allocate Costs for Needed Improvements

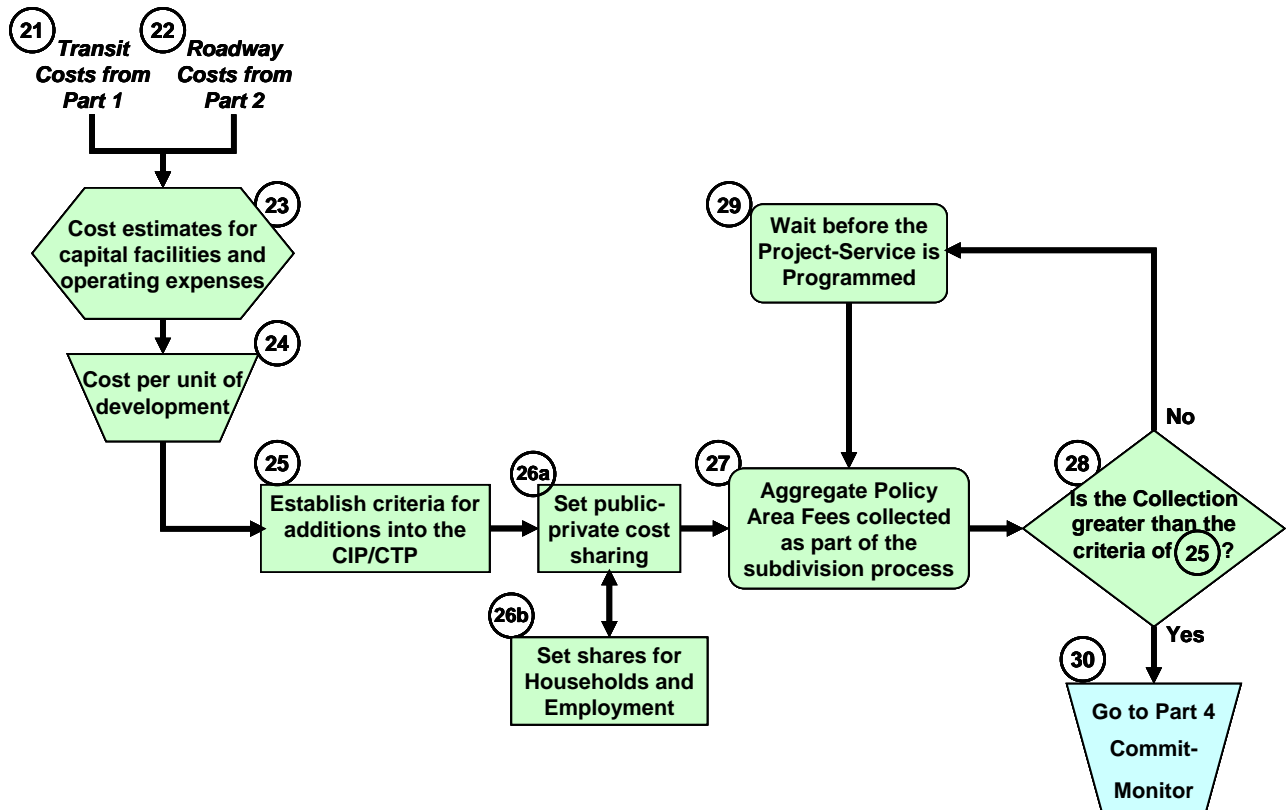
As indicated in Exhibit 3.11, the TPAR recommends implementation of a public – private cost sharing arrangement to fund projects to raise Policy Areas to transportation adequacy in the future. TPAR provides a methodology to: (1) estimate costs; (2) implement improvements and; (3) allocate costs to the public and private sectors. In developing this methodology, it is recognized that the implementation of solutions does not always involve the same time frames.

For example, some bus related transit improvements can be added more easily, as well as incrementally, on an annual basis relative to roadway improvements to meet the adequacy standard within the established time frame. This is particularly the case when service Span is increased by providing bus service for more hours during the day. On the other hand, improving Peak Headways or coverage in an area typically may initially require the acquisition of new buses. There is typically 12 to 18 months duration from the time a bus is ordered to the time it is put into daily service. Other major capital transit projects, such as a BRT System, the Purple Line or the Corridor Cities Transitway can be as lengthy and complex as building a major road.

In the example of roadway projects under current MCDOT procedures, implementation of a road project starts with Facility Planning Phases 1 and 2 during which a project is programmed for:

- Final design
- Right of way acquisition, and
- Construction

That last decision of programming for construction takes place only after completion of Phase 2, which is at about 35 percent of the engineering.



**Exhibit 3.11: Develop and Allocate Costs of the Needed Improvements**

(Source: Proposed TPAR Report, April 2010)

Depending on the complexity of a project, this implementation process can take up to 12 years. TPAR recommends that the existing process of developing roadways be streamlined to ensure timely completion of road projects designated as **solutions** to congestion problems. Once completed, the life expectancy of a roadway capital project will provide its basic function for a very long period of time as compared to the 12 year average life expectancy of a bus.

**Step 23 – Cost Estimates for Capital Facilities and Operating Expenses:** The allocation of cost shares between public agencies and private development indicated in Exhibit 3.11 should take into consideration the different life expectancies of the service or capital project. In the case of bus transit services needed to improve performance in the ten year period, cost estimates can be prepared and a share assigned to the increased forecast development in the next ten year period. Public shares of this type of cost are typically budgeted in the annual operating budget of the County.

However, in the case of a road or a large capital transit project, an issue of fairness arises in assigning the total private share of roadway cost to the forecast development that takes place in the next ten years. Doing so would place the entire burden of the cost on the first ten years of development. Future development beyond the 10 year forecast would be able to enjoy the benefit of the capital project at no cost, receiving “free rider” benefits. If such a policy was implemented, then it would act as a deterrent for building in the near future. That in turn could create a possible barrier to the sustained economic development of the County, as most developers would wait for another project to go first and let the other project pay the private share.

**Step 24 – Cost per Unit of Development:** With the goal of encouraging economic development, TPAR proposes that all capital project costs associated with the construction of road capital projects in a Policy Area be estimated and then prorated. With this approach, the total cost of needed projects in each Policy Area is prorated by the 30 year forecasted increase in units of development in the same Policy Area. This yields a **cost per unit of development** for each Policy Area. This cost per unit of development can be more fairly allocated to all future development, not only to that development that may occur in the first ten years of the policy. It is recognized that this aspect of the TPAR process varies from the 10-year time stage used elsewhere in the process. The goal is to determine a more equitable private contribution while bringing an area to an adequate level of performance. Specifically, for roadway projects as well as **major** capital transit projects such as a BRT system, the CCT and the Purple Line, TPAR costs would be determined as described below:

1. Using the Department’s transportation demand model, estimate the total number of evening peak period “trip-ends” (by policy area) forecast to occur first by the 2022, 10-year time horizon, and then by the 2040, long-term time horizon. An initial example of such an incremental trip-end by Policy Area summary is given in Exhibit 3.12.
2. Using a list of un-built Master Planned transportation projects, identify those projects that are needed to pass the adequacy standard for each policy area assuming a year 2040 time horizon.
3. Estimate the costs, by policy area, associated with the projects identified in Step 2.

For the local bus transit (Ride On) system, TPAR costs by policy area would be determined using a combination of annualized capital costs plus annual operating cost for the additional bus service to bring policy areas into transit adequacy, as identified in the adopted TPAR Report.

**Exhibit 3.12: Summary of Trends in Trip-Ends by Policy Area**

Trend in PM Peak Hour (5-6PM) Total Person Trips for All Trip Types (Motorized)		Total Trip Ends by TPAR Policy Area	Total Trip Ends by TPAR Policy Area	Total Trip Ends by TPAR Policy Area	2010 to 2022 Total Trip End Growth by Policy Area	2010 to 2040 Total Trip End Growth by Policy Area	2010 to 2022 Percent Growth of Total Trip Ends by Policy Area	2010 to 2040 Percent Growth of Total Trip Ends by Policy Area
		in 2010	in 2022	in 2040				
SSTP	Silver Spring/Takoma Park	73,954	81,663	86,302	7,708	12,347	6.9%	4.8%
NB	North Bethesda	71,912	88,557	109,630	16,646	37,718	14.9%	14.7%
KW	Kensington/Wheaton	81,431	87,796	92,809	6,366	11,378	5.7%	4.4%
BCC	Bethesda/Chevy Chase	120,712	133,624	140,377	12,912	19,664	11.5%	7.7%
RKV	Rockville City	89,051	103,476	116,078	14,425	27,028	12.9%	10.5%
DER	Derwood	28,862	34,137	43,591	5,276	14,729	4.7%	5.7%
RDV	R & D Village	14,105	19,997	34,442	5,892	20,337	5.3%	7.9%
GBG	Gaithersburg City	98,339	112,333	135,701	13,994	37,362	12.5%	14.6%
GTW	Germantown West	50,584	54,602	67,692	4,018	17,108	3.6%	6.7%
MVA	Montgomery Village/Airpark	51,136	51,028	52,486	(108)	1,350	-0.1%	0.5%
GTE	Germantown East	24,787	27,223	34,692	2,436	9,905	2.2%	3.9%
FWO	Fairland/White Oak	71,163	70,953	76,244	(210)	5,081	-0.2%	2.0%
AH	Aspen Hill	43,248	43,823	42,371	574	(877)	0.5%	-0.3%
CLV	Cloverly	10,505	10,553	10,640	48	135	0.0%	0.1%
NP	North Potomac	20,011	19,876	22,233	(135)	2,223	-0.1%	0.9%
OLY	Olney	30,823	31,819	34,266	996	3,443	0.9%	1.3%
POT	Potomac	47,997	51,069	52,113	3,072	4,117	2.7%	1.6%
CLK	Clarksburg	11,673	26,538	38,056	14,865	26,383	13.3%	10.3%
DAM	Damascus	12,931	13,791	15,280	860	2,349	0.8%	0.9%
RurE	Rural East	31,560	33,382	35,504	1,823	3,944	1.6%	1.5%
RurW	Rural West	17,767	18,345	18,763	578	995	0.5%	0.4%
Total Trip Ends to / from Policy Areas		1,002,549	1,114,588	1,259,270	112,039	256,721	100.0%	100.0%
					11.2%	25.6%		

**Step 25 – Establish Criteria for Additions into the CIP/CTP:** The cost components described above (i.e., roadway, major capital transit and local bus transit) would be combined to develop a total TPAR cost (by policy area). The determination of TPAR costs, for both roadway and transit projects, would be a collaborative effort between MCDOT and Planning Board staff. MCDOT would take the lead on developing cost estimates for both roadway and transit projects need to meet adequacy standards. Planning Board staff would develop evening peak hour trip estimates, produce cost per trip estimates and calculate TPAR payments (by Policy Area) based on the public/private cost sharing allocation paradigm discussed below. This step would also rely on criteria set and refined by the elected officials that can result in using TPAR to better stage growth by **specifying the collection level** that triggers the programming of projects in each Policy Areas. However, the overall processes for proposing and approving the CIP as well as the CTP will need to be followed. This Step also relates to Step 31 discussed in Part 4, below.

**Step 26a and 26b – Set Public-Private Cost Sharing and Shares for Households and Employment:** The TPAR methodology gives elected officials the ability and responsibility to set a public/private cost sharing participation for each Policy Area. The level of public financing could be assessed in various ways, such as these four options:

- (1) Same for all areas of the County;
- (2) Separately for each policy area;
- (3) By geographic category (Urban, Suburban, and Rural); or
- (4) By assigning priorities for development to each Policy Area.

As a starting point for discussion of the public/private partnership, the implementation of TPAR under Option (4) offers desirable flexibility. As one possibility, three different levels of priority for development: high, medium and low, could be considered. In high priority policy areas, the costs of the improvements be split 2/3 public – 1/3 private. In medium priority policy areas the split could be at 50 - 50. For low priority policy areas for development, the split could be 1/3 public – 2/3 private. Policy Areas where elected officials want to encourage development will be identified as high priority and so on. In any case, under TPAR development can proceed, with payment, in all policy areas. In low priority areas, the private sector will carry a higher burden.

**It is important to point out that it is the policy intent of TPAR that there will be no Policy Areas where development will be stopped outright due to inadequate areawide transportation.** At the same time it is also important to note that the policy intent of TPAR in letting development proceeds is that elected officials are also providing a high degree of certainty and commitment to ensure that the transportation solutions to accommodate such development are implemented in a timely manner.

**Step 27 – Aggregate Policy Area Payments Collected as Part of the Subdivision Process:**

The decisions made in the public/private partnership to fund the transportation improvements will result in the imposition of a TPAR payment, similar in nature to those set up under the Policy Area Mobility Review (PAMR) in policy areas which require mitigation. This TPAR payment would be assessed on each unit of development in a given Policy Area and then collected as part of the Subdivision Approval Process, prior to the release of building permits. The collection of this payment must be tracked for each Policy Area and the expenditure of the payment must be programmed in the Policy Area where the TPAR payment is collected, except when the minimum TPAR payment is collected, as discussed in the following paragraph. The TPAR cost allocation process will ensure that new development will contribute toward the transportation improvements to support it.

TPAR also proposes a maximum and minimum TPAR payment. In areas where the private burden may be too high, the payment should be no larger than the payment under PAMR, or the equivalent of \$11,700 per trip (or as adjusted, see below). In those areas where the transit and roadway adequacy standards are both met, a minimum TPAR payment should be levied. This minimum TPAR payment would help finance transit improvements for adjacent Policy Areas where such improvements are required and where the improved bus route provides continuity of service to the area with the minimum TPAR payment. Similarly, the minimum payment could be used to supplement roadway improvements in an adjacent area, where connectivity may provide additional network benefits. As a starting point for public discussion, a minimum TPAR Payment at 10 percent of the maximum payment is recommended, or the equivalent of \$1,700 per trip generated by the development. Both the maximum and minimum TPAR payment would be adjusted every July 1, on the basis of a national or regional construction cost index.

**Steps 28 and 29 – Triggering the Criteria Set in Step 25 to Initiate Proposed Programming:**

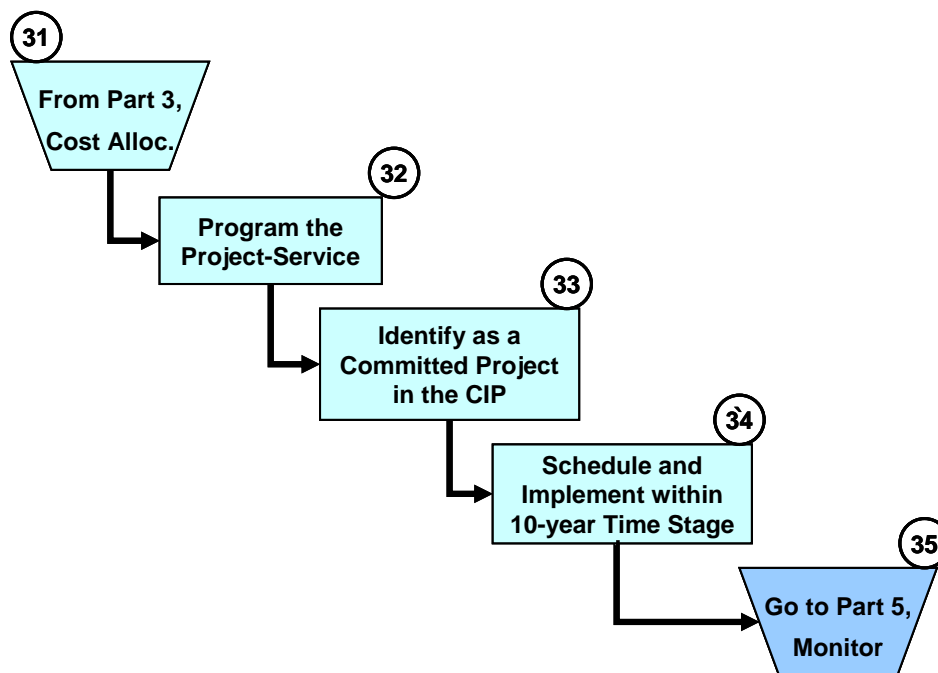
The MCDOT will use the cost allocation based criteria identified in Step 25 above to be a trigger to recommend the initiation of a project into the CIP of the County. If the needed project in a Policy Area is a CTP project of MDOT, then MCDOT will work with locally elected officials to help advance that project in the CTP review and approval process. As indicated by Step 29 in Exhibit 3.11, there could be considerable time passed between triggering of a recommendation and actual approval taking place to have a specific project or service be approved as being programmed. That process is discussed more in Step 32 of the next Part of the TPAR Process.



## Part 4: Program Public Commitments

Under TPAR, once developers pay the TPAR payment, their development proceeds in accordance with the regular subdivision process. The County continues to collect the TPAR payment as more developments are approved. As part of the TPAR process, the County Government must designate the highest priority transportation improvement for each Policy Area with inadequate LOS from the list of un-built Master Planned transportation projects. When programmed, the needed improvement(s) must be identified as a committed project in the CIP, CTP or Operating Budget and scheduled and implemented within the 10 year time frame.

As TPAR revenues are collected, they are applied to the improvement of transit service and roadway construction on a “proportional basis” to the transit and roadway cost deficiencies. The roadway component is dedicated to the highest priority improvement in the Policy Area where the development is proposed to occur. When a certain percentage of the cost of the highest priority capital project serving a given Policy Area is collected, the County programs the project or service. Exhibit 3.13 below indicates the general sequence of these activities related to the programming of public commitments. (See Steps 31 – 34 below).



**Exhibit 3.13: Programming Public Commitments – Monitor and Report Progress**  
 (Source: adapted from the Proposed TPAR Report, April 2010)

**Step 32 – Program the Project and/or Service:** As noted in the Part 3 discussion above, elected officials can use the TPAR to better stage growth by **specifying the collection level** that triggers the programming of projects in each Policy Areas. That is shown above in Exhibit 3.11 as Step 25, “establishing criteria for additions into the CIP/CTP.”

TPAR recommends the initial level to trigger programming of a capital project to be ten percent of the estimated construction cost multiplied by the selected public-private cost sharing ratios identified as part of Step 26 in Exhibit 3.11, above in Part 3. This criteria seems reasonable given that for a typical roadway project, the engineering design cost varies between eight and twelve percent. With this recommendation, a project would be programmed when the expected

private participation for the project covers the portion of the design cost attributable to the private sector. MCDOT may need to program funding in advance of receiving private funds, especially for design and engineering of complex projects, or equipment that requires a long lead time. The County will request needed improvements to state roads as a priority in state budgets.

As an example, if the cost of the highest priority road project in a Policy Area has an estimated construction cost of \$10 million, and the share ratio of public-private participation for that area is 2/3 public – 1/3 private, then that capital project should be programmed when a total of \$333,333 is collected in TPAR payments in that area ( $\$10,000,000 * 0.1 * 0.333$ ). No other capital project in the area would be programmed until enough TPAR payments are collected to pay for the private allocation share of the total cost of that project. After the private share for a project is collected, then additional TPAR payments are accumulated to program the second highest priority capital project, following the same procedure as for the first one.

**Step 33 – Identify as a Committed Project in the CIP:** Feedback from the stakeholder meetings conducted during the development of the proposed TPAR 10 process indicated that a key element of the policy must be the firm commitment by elected officials that the identified capital roadway project or transit service will be implemented. There was significant agreement among stakeholders, that if development is approved, the public sector should provide the necessary infrastructure or services to serve the transportation demands imposed by that development in a timely manner. How to do the same for the CTP needs to be addressed.

**Step 34 – Schedule and Implement within the 10-Year Time Stage:** During the stakeholder meetings referenced above, multi-year payment options for the TPAR payments were suggested so that those who must pay the new payment have some cash flow to lessen their burden at the start of the development activity. To address this matter, the following process is suggested to be implemented during the Development review process:

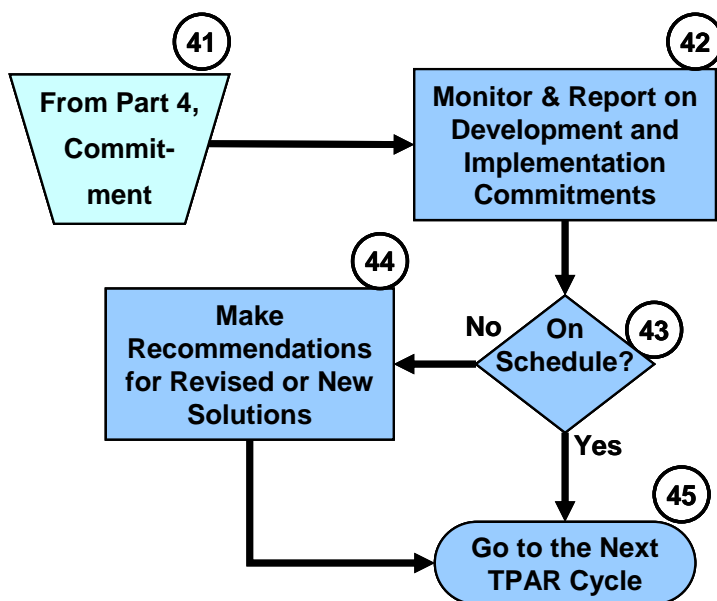
1. The development application identifies the: (a) Policy Area of the proposed development, (b) nature and size of the proposed development, and (c) expected total peak period trip generation.
2. MCDOT determines the TPAR payment required based on the cost per unit of development in the Policy Area. If there are improvements that can be made by the project, these may be substituted for all or part of the payment if recommended by MCDOT.
3. Planning Board approves the development, with conditions, including assurance that the TPAR payment will be made or transportation improvements (if substituted for some or all of the payment) will be constructed (permitted and bonded) at time of building permit. If the amount of development is changed during the approval process, MCDOT would recalculate the payment.
4. Developer either pays the TPAR payment or posts an irrevocable letter of credit for the payment at time of building permit. If the latter, the five-year time period for payment starts. At this point, the developer has met his/her obligations under TPAR and can proceed with the next steps in the subdivision process. The payment or approved irrevocable letters of credit will be considered a part of the collection of the TPAR payment for purposes of programming projects or transit services.
5. MCDOT will track the revenues collected in coordination with the Departments of Finance and the OMB, and recommend programming of projects as appropriate.

## 5: Monitor and Report on TPAR Results and on Transportation System Performance

The final part of the overall TPAR process is a dual set of processes. The first is a new activity aimed at better assuring a balance over time between new development activity and the implementation of transportation facilities and services programmed in part to serve the new development activity. The second is recognition of the continued importance of the Mobility Assessment Report, which was started in 2004 and has been evolving since then, and focuses on the monitoring and reporting of transportation system performance. Each of those are discussed separately next.

**Monitor and Report on TPAR Results:** The monitoring of the key components of the TPAR administrative processes would need to begin in the year after the approval of TPAR. This monitoring and reporting process would be a joint annual effort between MCDOT and Planning Staff with MCDOT taking the responsibility for drafting a joint report and presentation of results and recommendations.

Exhibit 3.14 below shows various steps needed to monitor and report on TPAR results, including making recommendations for revised or new transportation improvement solutions. The monitoring and reporting is performed in the context of the 10-year transportation planning implementation stage.



**Exhibit 3.14: Process to Annually Monitor and Report on TPAR Results**

(Source: adapted from the Proposed TPAR Report, April 2010)

### Step 42 and 43 – Monitor and Report on Development and Implementation Commitments:

The list of elements that must be monitored and possible actions to remedy any imbalance follows:

- (a) Development Approvals and Building Permits Issued:  
If the rate of growth is continuously and sufficiently higher than projected, then additional infrastructure facilities or transit services may need to be programmed. If

the growth occurs significantly more slowly, then public sector financial commitments could perhaps be delayed but not removed from the capital programs.

- (b) Timely Implementation of the Programmed Transportation Projects:  
Once a TPAR project is programmed in the CIP or CTP its progress towards implementation must be tracked and reported on a quarterly or semi-annual basis.
- (c) Collection and Dedication of TPAR payments by Policy Area:  
This information can be used by agency staff to alert elected officials in the need for timely programming of projects as was discussed above for Step 28 of Part 3, Develop and Allocate Costs for the Needed Improvements.
- (d) Ongoing Costs of Infrastructure and Improved Transit Services:  
Payments generated by each unit of development must be adjusted on a biennial basis to reflect the updated costs of the infrastructure. Such updated costs would be associated with: (1) the biennial update of the CIP, (2) annual provisions in the Operating Budget for new or improved transit services, and (3) the annual review and publication of the update of the CTP by MDOT. Once a project funded with TPAR Payments is programmed for design, it should remain in the CIP unless it is delayed for implementation or technical reasons.
- (e) Current Non Auto Driver Mode Share (NADMS) Percentage Goals:  
For those Policy Areas where the Council has approved specific NADMS goals, the monitoring report should also present the results of the progress in reaching the mode share goals for those Policy Areas. This element should also become part of the monitoring of transportation system performance.

A key objective of this monitoring process is to ascertain the degree to which the development activity and/or the transportation improvements are “on schedule”

**Step 44 – Recommendations for Revised or New Solutions:** The integrated monitoring and reporting of these elements must be a cooperative effort between the Executive Branch, the MDOT, and Planning Staff of MNCPPC. Specific responsibilities must be outlined for each unit of government. No one agency has sole responsibility for the different monitoring and reporting elements of TPAR. Appendix B gives an outline of the current expectations for the general role responsibility for each of the five main parts of TPAR, including this part of the monitoring and reporting.

One key element of the reporting requirement must be the analysis and perhaps recommendations for adjustment of the different components of TPAR to better achieve future the transportation - development activity balances at regulatory planning stage and at the transportation planning implementation stage.

Once again, it is best for the smooth development of the County and acceptance by residents if the recommendations are the result of a joint MNCPPC – County Executive Branch effort. The continued economic development of the County and the timely provision of transit services and roadway improvements merit the cooperative efforts of all agencies involved.

**Monitoring and Reporting on Transportation System Performance:** This is seen as a parallel process to the monitoring and reporting of the TPAR results. Exhibit 3.14 above is oriented primarily to the administrative aspects of the TPAR results. This part of the process is oriented to the monitoring of the performance of the transportation system in the county. As such Exhibit 3.14 does not implicitly deal with this process.

Currently the MNCPPC produces a *Mobility Assessment Report (MAR)* that gathers, assembles, and analyzes various aspects of how well the transportation system is performing in general, as well as for particular types of facilities and even particular facilities. The MAR is budgeted to be carried out once every two years. The most recent report was presented to Council in 2011.

The 2010 Report of the Executive on *Moving Toward a New Transportation Policy Area Review* commented on the need for this process of monitoring transportation system performance. The report said that this type of monitoring may be used in support of TPAR, with specific adjustments that provide more consistency and continuity of effort than the present methodology. For example, the actual performance of arterials could be monitored to serve as a check on the modeled results.

The work associated with preparing this TPAR report did begin to address the feasibility of two innovative ways to more effectively monitor transportation system performance, in particular that of measuring average automobile and transit vehicle speeds on a sample of arterials in the County.

- **Monitoring Average Arterial Speed Using Data from the Vehicle Probe Project and Archived Samples of Private Sector Data of Monitored Average Speeds:** The 2011 MAR presented the initial results of the utility of using estimates of vehicle speeds that are prepared by a private sector company, INRIX and through a contract with the I-95 Corridor Coalition is cooperatively purchased. The data is used in Travel Information Systems in different ways such as producing the travel times now being posted on overhead roadway information signs of MDOT. The work in the 2011 MAR was based on a small sample from archives of that data source purchased by MNCPPC.

Subsequent to that the MWCOG made a more comprehensive purchase in the summer of 2011 from the archives of INRIX for a full set of data for arterials throughout the Washington Region for the time period of 2010. For this TPAR work Planning Staff was able to obtain permissions to also use part of regional sample of MWCOG and to begin testing ways in which that new source of monitored transportation system performance data could be used.

The Center for Advanced Transportation Technology (CATT Lab) of the University of Maryland maintains the archive of the INRIX data purchased through the I-95 Corridor Coalition and is part of the team assisting Planning Staff on TPAR. They and staff of MWCOG provided guidance to Planning Staff on extracting samples of data set on arterial travel speeds purchased by MWCOG. Samples were analyzed on the average weekday speeds for three arterial roadway sections in the Bethesda Chevy Chase Area that was considered in the parallel work on the LATR Refinements being done in conjunction with this TPAR work.

- **Monitoring the Average Speed of Bus Transit Service Using Changes in Locations of Buses from Archived Samples of Bus Location Data:** The Ride-On System of MCDOT has as a management feature a system that uses Global Positioning Systems (GPS) on Ride-On buses that in the transit management and operations profession is termed an Automatic Vehicle Location (AVL) System. As part of support for gather data on transportation system performance in the Washington region, the CATT Lab of UMD has been gather and archiving that AVL data from MCDOT, but had not yet begun a program to analyze and summarize the data into various types of information. The CATT Lab has also been similarly gathering and archiving bus AVL data from the Metrobus system of WMATA, but for that too they had not yet begun to analyze that data source.

As part of the work on TPAR the staff at the CATT Lab began testing the use of the AVL data to see whether new metrics related to transportation system performance of transit service and/or arterial performance could be developed for use in the TPAR monitoring transportation system performance activities. Samples of AVL data from the Ride-On system for buses traveling on MD 355, US 29, and on Randolph Road were selected and summarized.

A general conclusion of both of these tests of new data sources for the more effective monitoring transportation system performance appears promising. Planning staff will continue to research using these new data sources for their use in the next Mobility Assessment Report.

#### **Section IV: Ways that TPAR Differs from the Current PAMR Methodology**

TPAR differs from the existing PAMR in many respects. TPAR:

1. Uses separate adequacy standards for transit service and roadway operations.
2. Defines transit standards in a simple, easy to understand manner, consistent with the County's Transit Strategic Plan.
3. Uses roadway congestion in the PM peak direction of travel to measure adequacy, rather than the weighted average of both directions.
4. Recommends specific roadway projects and transit service additions to improve the transportation network in a Policy Area where inadequacies are found.
5. Uses a 10-year forecast of development activity rather than the "pipeline" of approved development.
6. Analyzes variable transportation scenarios to serve the forecast of development activity for the next 10 years. The current PAMR method analyzes variable amounts of development activity that could be supported by the set programmed transportation improvements of the CIP and CTP.
7. Examines the within-Policy Area roadway and transit performance, not just the overall average for the area. TPAR presents information for the arterial roadways serving Policy Areas. Such analyses show that while the overall average for an area may be inadequate, there are still many arterial roads that operate at acceptable congestion levels. In addition, TPAR presents information on the transit system performance of Policy Areas based on three metrics: span of service, coverage and peak headway.
8. Closely ties development approvals with the programming and timely implementation of transportation solutions.
9. Clearly identifies public-private cost sharing responsibilities, and ensures services are programmed and funded in the Policy Areas where development occurs.
10. Requires regular monitoring and reporting of conditions of the key elements of the policy and requires the cooperation of the Executive Branch and MNCPPC in the formulation of solutions and adjustments to the Policy when there are discrepancies between the plans and the in-the-field realities.
11. Firmly ties the Growth Policy to the CIP, CTP and the Operating Budget.
12. Provides an open, iterative process and identifies for elected officials specific transportation projects to select to ensure balance in transportation – development activity within a "rolling" ten year (on average) time frame.
13. Gives elected officials the ability and responsibility to prioritize development in certain areas of the County, while permitting growth throughout the County

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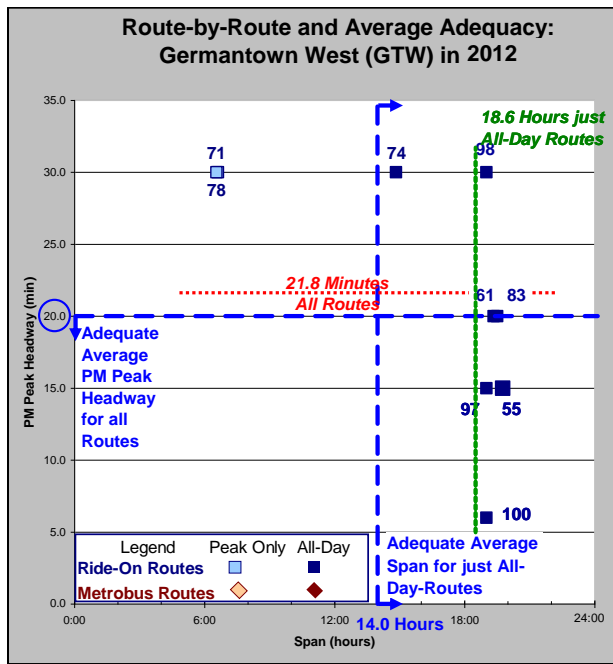
## Section V: Applying TPAR to Policy Areas and Local Area Transportation Reviews

For this first full implementation of TPAR Planning Staff, MCDOT staff, along with support of a consultant team separately analyzed the transit and roadways systems in accord with the steps outlined and discussed above in Section III. This Section reports on the countywide results by Policy Area of applying the TPAR process using the three time stages of: (1) regulatory stage of 2018, (2) transportation improvement stage of 2022, and (3) a test of development activity at the master plan stage using the Cooperative Forecasts for 2040.

This Section summarizes these general results for the three stages first in terms of potential transit solutions. Then the roadway adequacy is reviewed and summaries of the results for a set of comparison combinations of future transportation networks and future development activity are presented. Then an outline of how TPAR applies in general to the review of a new subdivision. The application of the TPAR approach to each of the specific Policy Areas is covered subsequently in Section VI.

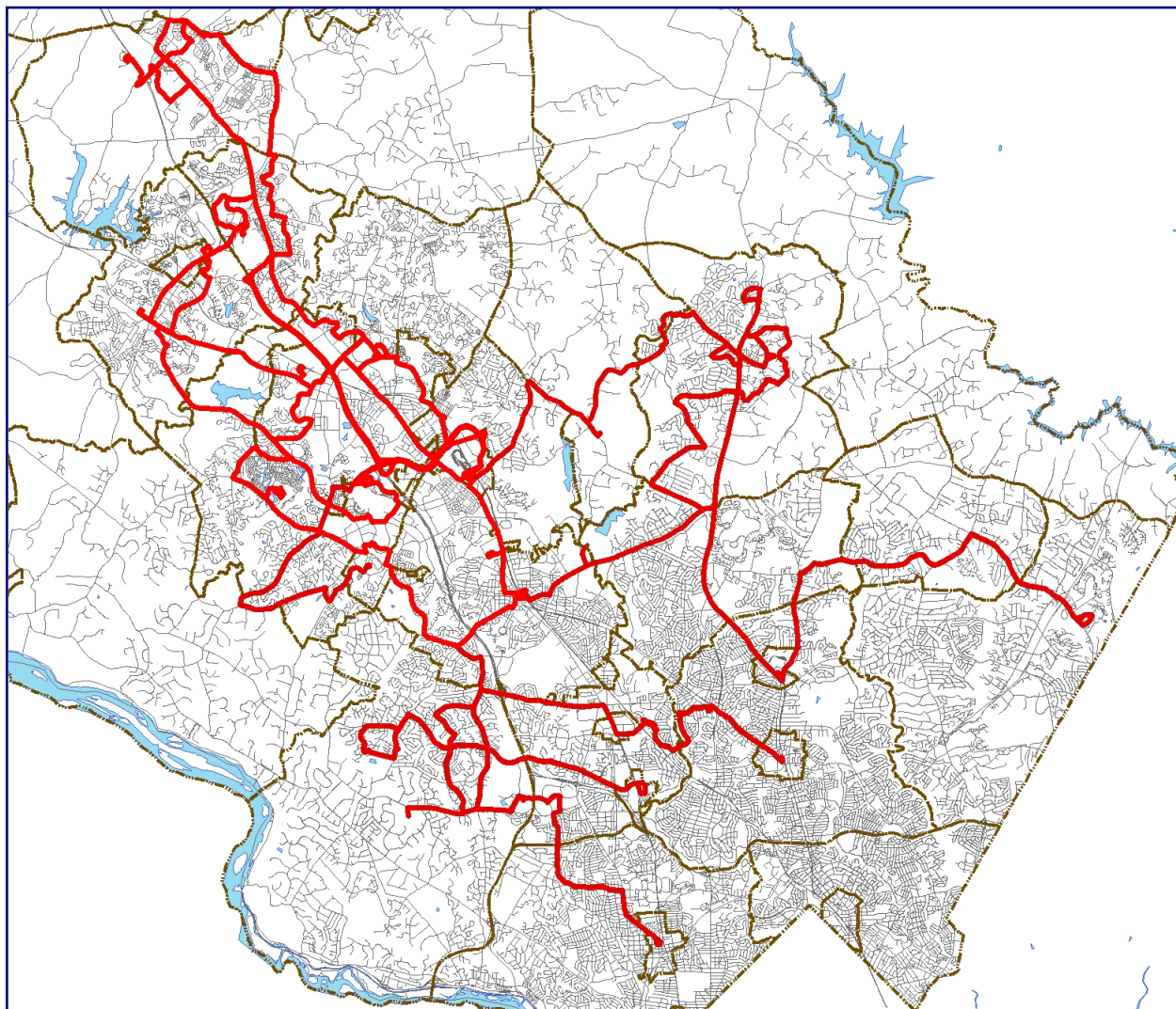
### Countywide Solutions for Transit Adequacy

**Peak Headway Solutions for Current Inadequacies in 9 Suburban Policy Areas:** As discussed above in Section III, Part 2 of this Report, Transit Adequacy was analyzed with the assumption of current bus service by WMATA and Ride On, as well as the presence of the Metrorail and MARC Commuter Rail system. Adequacy is measured in terms of three transit related factors of Coverage, Peak Headway, and Span of Service, as defined in Section III. The resultant Transit Adequacy Analysis found that many of the Suburban Policy Areas currently have inadequate Peak Headway and that would continue until one or more solutions are programmed. The general solution would be to add more frequent bus service during the peak periods to reduce the average time headway between buses serving those Policy Areas.



Cooperatively with MCDOT, a potential conditional project has been identified that could directly attain Peak Headway standards in nine Suburban Policy Areas and indirectly attain the Peak Headway standards in five of the Urban Policy Areas with similar inadequate Peak Headway. Exhibit 5.1 is an example for Germantown West (GTW) and shows the variations in Peak Headway and Span for the 9 bus routes serving the area. The X-axis shows Peak Headways per route while the Y-axis shows the Span per route, and the points are labeled to show the route numbers. This Exhibit shows that the average Peak Headway for all routes is about 21.8 minutes and the average span for just the all-day routes is about 18.6 hours. The potential conditional solution to improve Headways could add buses on three of those routes.

**Exhibit 5.1 Peak Headway vs. Span Example Chart**



**Exhibit 5.2 Potential Conditional Bus Project to Increase Peak Headways (Set 3A2)**

MCDOT transit planning staff was able to use information organized in this manner to identify: (a) 9 Policy Areas that could benefit from improved Peak Headways, and (b) a target number of buses, in the range of 25 to 35 new buses, that could be used to improve headways. The Transit sketch-planning methodology was then used, with the support of MCDOT staff, to identify and select about 13 bus routes to directly serve those 9 areas, an allocation of buses to routes, and then a recalculation of the average Peak Headway. The revised allocation of buses that was tested (termed Set 3A2) added 32 buses (plus 15% for spares) to those routes and it is estimated that would attain the Peak Headway standards. That number of buses (including spares) is about 11% of the current Ride-On bus fleet. Exhibit 5.2 above is a graphic that shows the coverage of those routes that would potentially have improved Peak Headways and their broad coverage across much of the County. It is possible because of the addition of one or more buses to a route that the route Coverage in some of the Policy Areas could be increased at essentially no extra costs. That in particular may be the case for some of those few Policy Areas that are also inadequate with respect to Coverage, such as North Potomac, Olney, and Rockville City. This TPAR analysis assumes that would be a feature of this potential conditional project.

That recalculation verified that if those additional buses would be added to the specified routes then the resulting Peak Headways would directly enable those specific Policy Areas to attain adequacy. In addition, since those routes also serve other Policy Areas there would be indirect improved Peak Headways in about eight additional Policy Areas. In five of those Policy Areas the indirect affect would be to also attain Peak Headway adequacy. However, all of this recognizes that the actual decision to propose all of these bus service changes is a responsibility of MCDOT and that they may choose to implement this conditional project differently than described here. The route locations are shown only in general terms and are not a commitment to any particular route improvement.

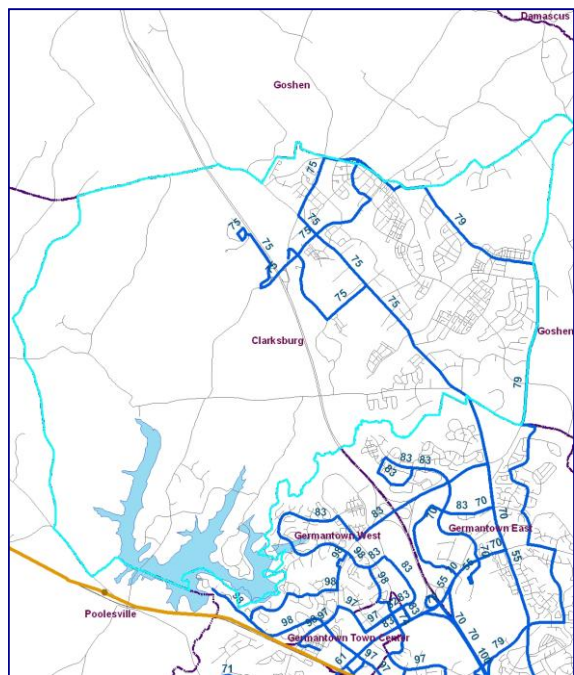
As a conclusion, this conditional project, which could be implemented over a few years, could:

- Help all of the Policy Areas of the County attain Peak Headway adequacy.
- Help three or perhaps four of the Policy Areas with inadequate Coverage to have some minor restructuring of the exiting routes to attain adequate Coverage.
- Help the Cloverly Policy Area where Span of Service is currently inadequate attain adequacy if the one likely route that would serve that Policy Area would be changed by MCDOT to have it provide the minimal all-day service for a Suburban Policy Area.

**Transit Solutions for Span:** With the one change in the Span of Service for Cloverly just given above, all of the Policy Areas would be adequate for the factor of Span of Service.

**Transit Solutions for Coverage:** There are two Policy Areas that would remain with inadequate Coverage. Adequacy for Coverage could be attained in one case by some minor re-routing of buses serving the Derwood Policy Area at the discretion of MCDOT, which could be accomplished in conjunction with the potential conditional project for Peak Headways as Derwood would be one of the Policy Areas otherwise being indirectly affected. An option for a possible restructuring of routes is to have one of the several routes that approach the Shady Grove station use Needwood Road, which currently does not have bus service.

### Exhibit 5.3 Coverage for Clarksburg

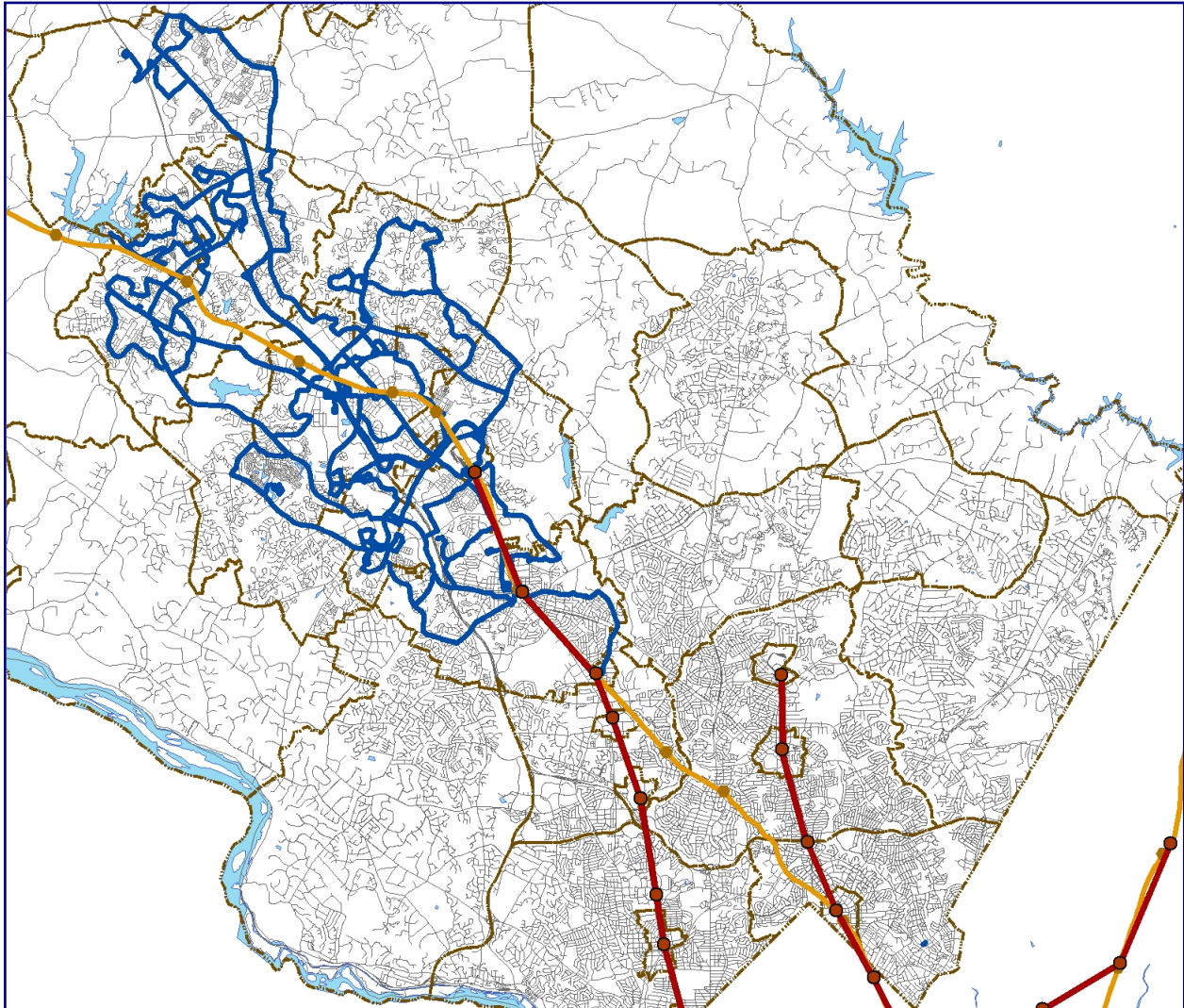


The second case, the Clarksburg Policy Area, would require an exception by policy. About 16% of the CLK Policy Area is located within 1/3 of a mile of one of the 2 bus routes currently serving the area. Exhibit 5.3 shows where in particular bus service coverage is provided in the CLK area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore, transit coverage in the CLK Policy Area is not yet adequate. A temporary and interim exception is recommended to have that standard only apply to the area of CLK east of I-270, in which case the Coverage is adequate for a Suburban area. A refinement to this exception is needed for the Cabin Branch area located west of I-270 (i.e., the triangular-shaped area bounded by I-270, MD 121 and West Old Baltimore Road). The exception would also apply to that area when master-planned development comes on line and bus service is made available to support that development.

— Ride-On Route and #      — Metrobus Route and #

## Countywide Solutions for Peak Headway Adequacy if Five Suburban Areas are Classified as being Urban without Metrorail Policy Areas

Following the approach of the Transit Adequacy Analysis just discussed, a similar analysis was performed to generally determine how much additional transit service would need to be added to the five current Suburban Policy Areas, which could be reclassified as Urban without Metrorail. That set of potential bus route Peak Headway improvements is being termed Set 4B2, and their likely Coverage is shown in Exhibit 5.4.



This Transit Adequacy Analysis builds upon the discussion given above on page 14 in Section III, Part 1. The particular challenge in this Transit Adequacy Analysis was first to seek attaining the Peak Headway standards for “Urban without Metrorail” Policy Areas, which from Exhibit 3.4a above on page 16 is an average of 14 minutes between buses in the PM Peak Period. It appears conceptually possible to add enough potential bus service increases to most but not all of the existing routes serving those five areas that could: (a) just attain the Peak Headway in some of those five areas, and (b) be somewhat towards the planning target in the other areas as some routes serve adjacent areas. Exhibit 5.4 is also intended to illustrate that the pattern of Set 4B2 bus service improvements would complement and connect with the three end stations on the Metrorail Red Line as well as five commuter rail stations. That would provide good connections to those regional transit services and have the potential to serve more of the overall travel.

It is estimated that it would take about 48 additional new buses in Set 4B2 (in addition to the 32 buses estimated above to attain Suburban standards for existing services in Set 3A2). A factor of 15% also needs to be added for spare buses that are needed for effective operations. From a Subdivision Staging Policy perspective it would seem that the first Transit Adequacy solution, Set 3A2 discussed to obtain the Suburban standards, would be programmed first. Thus to accomplish both policy objectives would require about a total of 80 new buses plus 12 for spares, which is about 26% of the current Ride-On bus fleet including spares. That level of commitment would add buses to 18 routes, 6 of which would likely be improved in the first improvement set. That set of 18 likely routes is identified in Exhibit 5.4 shows a concentration of bus routes in the I-270 Corridor between Rockville and Clarksburg. Perhaps as few as five of the bus routes serving that combined group of Policy Areas would not need to have their bus service improved.

**Generalized Consideration of Capital and Operating Costs:** Current capital costs for purchasing new clean diesel buses of about 40 seats varies between \$0.5 and \$0.6 million dollars per bus depending upon the purchase size and mix of hybrid buses. Current operating costs for putting a new bus into peak period operations of about 6 hours is about \$0.12 to \$0.15 million annually for labor and direct operating expenses such as fuel. The direct number of required buses is used for the operating expenses but the direct plus spare number of buses is used in the capital costs. Thus using those factors the 10-year capital and operating cost for Set 3A2 would be about \$64 million while the 10-year capital and operating cost for Set 4B2 would be about \$95 million more, or a total for both sets of about \$160 million. Additional cost considerations and perhaps a more refined set of cost estimates are still being worked on to be ready in time for future worksessions for the Subdivision Staging Policy.

**Consideration of Bus Garage Capacity:** It is also unclear whether such a large relative increase in the Ride-On bus fleet would require expansion of the current and/or programmed bus garages, which could add a substantial cost impact and possible physical constraint to proceeding with such a full expansion. There are currently three garage facilities for the Ride-On fleet that service the fleet of about 350 buses, which includes the spares. The facility in the Silver Spring area is at its capacity and services about 150 buses. The Equipment Maintenance and Operations Center (EMOC) near Shady Grove is in the last phase of a programmed expansion and service about 200 buses when completed in the next year or two. Rental space is used near Nicholson Court for about 75 to 100 of the smaller buses used for service. Thus starting in about two years out there will be garage capacity to serve about 75 more buses and perhaps a few more. There have been plans and a PDF in the CIP for a North County Maintenance Depot that was anticipating being able to serve up to 120 Ride-On buses. However, the planning for that is on an indefinite hold pending resolution of various environmental concerns. Planning for the CCT as a BRT and for other BRT services and their specialized large capacity buses requirements have been working on their own options for garage, maintenance, and operation center locations and are a major cost factor in those transportation planning activities.

**Recommendations:** It is the Planning Staff recommendation that the first set (Set 3A2) of transit adequacy improvements are necessary and would constitute an increase in Ride-On bus service that is perhaps somewhat more than 10% of the current bus fleet. Such a level of improvement over the next 10 years seems reasonable even with the currently difficult fiscal conditions. That level of transportation improvement is likely to have capital and operating costs that would enable the elected officials to make a commitment to them over the next few years so as to be implemented within the 10-year time horizon of 2022. There appears to be sufficient garage

capacity to serve such an addition to the Ride-On fleet. The benefits of that investment, as shown in Exhibit 5.2 above, would accrue generally Countywide and as such TPAR Payments derived from the generally identified costs should be allocated Countywide.

While this second set of transit adequacy solutions is desirable from an implementation perspective of the General Plan, it is questionable whether in these times of financial uncertainty in general, and for transportation investments in particular, that timely commitments could be made to this second Set 4B2. It would seem more appropriate to put energy first into making the budget commitments to successfully program the expansion of the local Ride-On bus services to meet inadequacies associated with current bus transit services.

It is also unclear whether such a set of improvements would reinforce or conflict with the project planning objectives and particular plans for the CCT transit improvement that has been underway for a number of years. The CCT as a BRT will require a comprehensive restructuring of the local bus services throughout the I-270 Corridor. It is possible that interim investment in new buses to serve that corridor could be redeployed if appropriate with some effort and cost, perhaps even to other locales in the County. On the other hand the mix and size of the buses may not be a good fit with the bus restructuring needs. If an investment was made, and those particular buses would not be a good fit for restructuring, they still may be of value with respect to giving added flexibility to the overall, Countywide bus replacement program and forestall some on-going investment in that program.

In conclusion, it is recommended that the Board and Council, with Executive review, (a) establish a fourth Policy Area Category of “Urban without Metrorail” now but (b) put an implementation hold on making commitments to achieve those standards until the next TPAR review in 2014. That would give the elected officials and the Board more opportunity to see how the TPAR system is performing before they consider making very tough financial commitments in these fiscally uncertain times. Planning Staff also needs to point out that not all of the five Policy Areas that under this approach could be classified as “Urban without Metrorail” need to be so classified at the same time. Thus for example, the officials could consider making such classifications incrementally one Policy Area at a time and stage this desirable approach more gradually and at a more affordable, effective, and manageable pace.

### Countywide Solutions for Roadway Adequacy and Costing Analysis

The overall Roadway Adequacy Analysis steps were discussed above in Section III, Part 2. This part presents and discusses the main countywide roadway adequacy results of applying the TPAR approach. Three main stages are presented in terms of the comparison combinations that were analyzed, although other comparison combinations were considered. The three main comparison combinations and their associated future networks and development activity forecasts are as follows:

- **Regulatory Planning Stage**, which uses the 2018 network with programmed CIP and CTP projects and 2018 development activity
- **Transportation Planning Improvement Stage**, which uses a 2022 network with the prior projects plus new conditional projects and 2022 development activity and
- **Transportation Master Plan—Costing Stage**, which uses the same network as the first but with 2040 development activity.

Exhibits 5.4a and 5.4b include the results of one of the first steps of the Roadway Adequacy Assessment, which is to prepare a list of programmed roadway and transit projects organized by Policy Area. That was the list of projects used in the Regulatory Planning Stage part of the analysis. The list also contains several potential conditional projects which were used in the Transportation Planning Improvement Stage part of the analysis. The list has also been augmented to more clearly identify longer range Master Plan projects that are being used in the longer-term Costing Analysis, as per the discussion in Section III on page 30 for Steps 23 and 24. For ease of review, Exhibit 5.4a is associated with County wide projects and those in the Urban Policy Areas with Metrorail and Exhibit 5.4b for projects in the remainder of the Policy Areas. This is also anticipated in helping in the Costing Analysis that is still under review.

Program Document	Staging of County CIP, State CTP and Master Plan Projects Used in TPAR 2012 (updated to 6-6-12)					Cond. Proj. by 2022	MP Proj. by 2040
	Project Name	Improvement Type and/or Limits	Policy Area	Open by 2012	Prog. by 2018		
CTP	Intercounty Connector (MD 200)	I-370 to I-95 (6 lane freeway)	Countywide	Y	Y	Y	Y
CTP	Intercounty Connector (MD 200)	I-95 to US 1 (4 lane freeway)	Countywide	N	Y	Y	Y
CTP	Intercounty Connector (MD 200)	Collector/Distributor Lanes along I-95, MD 200 to MD 198	Countywide	N	Y	Y	Y
CTP	Purple Line LRT	<i>Project Planning may be sufficient if conditional funding approved</i>	Countywide	N	N	Y	Y
CLRP	Corridor Cities Transitway BRT	Shady Grove to Metropolitan Grove	Countywide	N	N	Y	Y
CLRP	Corridor Cities Transitway BRT	Metropolitan Grove to Clarksburg	Countywide	N	N	N	Y
CIP	Equip Maint Oper Ctr (EMOC)	Bus Garage expansion to serve Ride-On buses	Countywide	N	Y	Y	Y
CIP	North County Depot	Bus Garage expansion to serve Ride-On buses	Countywide	N	N	Y	Y
CIP	Ride-On Peak Headway Cond Imp	Peak headway improvements: assumption of 13 routes in 9 Areas	Countywide	N	Some	Y	Y
CTP	Paul S. Sarbanes Transit Ctr	Silver Spring Metro/MARC/Ride-On	SSTP	N	Y	Y	Y
CIP	Citadel Ave. Extended	Marinelli Rd to Nicholson Lane (2 lanes)	NB	Y	Y	Y	Y
CIP	Montrose Parkway West	Montrose Rd to Hoya St. (4 lanes)	NB	Y	Y	Y	Y
CIP	Nebel St. Extended	Chapman Ave. to Randolph Rd (4 lanes)	NB	Y	Y	Y	Y
CIP	Chapman Ave Extended	Randolph Rd to Old Georgetown Rd (2 lanes)	NB	N	Y	Y	Y
CIP	Montrose Parkway East	Parklawn Dr to Veirs Mill Road (MD 586) (4 lanes)	NB	N	Y	Y	Y
CIP	Montrose Parkway East	MD 355/Montrose Parkway Interchange to Parklawn Dr (4 lanes)	NB	N	Y	Y	Y
CTP	Rockville Pike (MD 355) / Montrose Parkway Interchange	Includes connection on Montrose Parkway West from Hoya St to Randolph Road	NB	N	Y	Y	Y
CTP	Georgia Ave (MD 97)	Interchange of Georgia Avenue (MD 97) with Randolph Rd	KW	N	Y	Y	Y
CIP	Forest Glen Metro Underpass	Underpass of Georgia Ave (MD 97) Pedestrians/Bike Improvement	KW	N	N	Y	Y
CTP	Connecticut Ave. (MD 185)	I-495 to Jones Bridge Road (BRAC project) (add 4th SB Lane)	BCC	N	Y	Y	Y
CTP	Connecticut Ave. (MD 185)	Manor Road to I-495 (BRAC project) (Add 4th NB lane)	BCC	N	Y	Y	Y
RKV			RKV				
CIP	Redland Rd	Crabbs Branch Way to Needwood Rd (4 lanes)	DER	Y	Y	Y	Y
CIP	Redland Rd	Needwood Rd to Baederwood Lane (3 lanes)	DER	Y	Y	Y	Y
CLRP	MidCounty Highway	Shady Grove Rd. to ICC (4 lanes)	DER	N	N	N	Y

Exhibit 5.4a: Transportation Projects in the Road Adequacy and Cost Analysis; Part A

Program Document	Staging of County CIP, State CTP and Master Plan Projects Used in TPAR 2012 (updated to 6-6-12)					Cond. Proj. by 2022	MP Proj. by 2040
	Project Name	Improvement Type and/or Limits	Policy Area	Open by 2012	Prog. by 2018		
			RDV				
CIP	Watkins Mill Rd Extended	MD 355 to MD 117, without a connection yet across I-270 (4 lanes)	GBG	Y	Y	Y	Y
CTP	Watkins Mill Rd Bridge of I-270	(interchange would be a separate and later project)	GBG	N	N	Y	Y
CTP	Watkins Mill Rd Interchange	Interchange of I-270 with Watkins Mill Road Extended	GBG	N	N	Y	Y
CTP	MidCounty Highway	Middlebrook Road to Montgomery Village Ave (MD124) (4 lanes)	GBG	N	N	Y	Y
CIP	Fairland Rd Improvement	US 29 to Prince George's County line (3 lanes)	FWO	Y	Y	Y	Y
CIP	Greencastle Road	Greencastle Ridge Terrace to Fairland Park Entrance ( 4 lanes)	FWO	Y	Y	Y	Y
CTP	Columbia Pike Interchange	Interchange of Columbia Pike (US 29) with Fairland Road	FWO	N	N	Y	Y
CIP	Father Hurley Blvd Extended	Wisteria Dr to Germantown Rd (MD 118) (4 lanes)	GTW	Y	Y	Y	Y
CIP	Century Boulevard	Complete connecting loop road to Crystal Rock Drive (4 lanes)	GTW	N	Y	Y	Y
CLRP	Dorsey Mill Rd Bridge over I-270	Century Blvd to Observation Drive	GTW	N	N	Y	Y
CIP	Snouffer School Road	Sweet Autumn Drive to Centerway Road (5 lanes)	MVA	N	Y	Y	Y
CIP	Snouffer School Road North	Centerway Rd to Ridge Heights Drive (4 lanes) (Webb Tract)	MVA	N	Y	Y	Y
CTP	Woodfield Rd. (MD 124)	Airpark Road to Fieldcrest Road (6 lanes)	MVA	Y	Y	Y	Y
CIP	Goshen Road	Odenhal Road to Warfiled Road (widen to 4 lanes)	MVA	N	Y	Y	Y
			AH				
CLRP	Dorsey Mill Rd Bridge over I-270	Century Blvd to Observation Drive	GTE	N	N	Y	Y
CLRP	MidCounty Highway	Middlebrook Road to Ridge Road (MD 27) (4 lanes)	GTE	N	N	N	Y
CLRP	MidCounty Highway	Middlebrook Road to Montgomery Village Ave (MD124) (4 lanes)	GTE	N	N	N	Y
			CLV				
CTP	Clopper Road Widening (MD 117)	Watkins Mill Road to Game Preserve Road	NP	N	N	Y	Y
			OLY				
			POT				
CIP	Stringtown Road	MD 355 to St. Clair Rd / Snowden Farm (4 lanes)	CLK	Y	Y	Y	Y
Private	Snowden Farm Parkway	MD 355 to MD 121 (2 lanes); Md121 to MD 27 (4 lanes)	CLK	N	Y	Y	Y
Private	Little Seneca Parkway	MD 27 to MD 355 ( 4 lanes)	CLK	N	Y	Y	Y
CIP	Woodfield Rd Extended	North of Main St. (MD 108) to Ridge Rd (Md 27) (2 lanes)	DAM	Y	Y	Y	Y

**Exhibit 5.4b: Transportation Projects in the Road Adequacy and Cost Analysis; Part B**

The left most column of the two-part Exhibit indicates the basic source document for the project that includes the MDOT CTP, the County’s CIP, the Constrained (Fiscally) Long-Range Transportation Plan (CLRP) of MWCOG, and private/public projects associated with approved developments. The project name and then the improvement type and/or limits are given next followed by the abbreviation for the Policy Area that is directly served by the project, or whether the project is considered a County wide one. If a project spans two or more adjacent areas it generally is listed in each Policy Area.

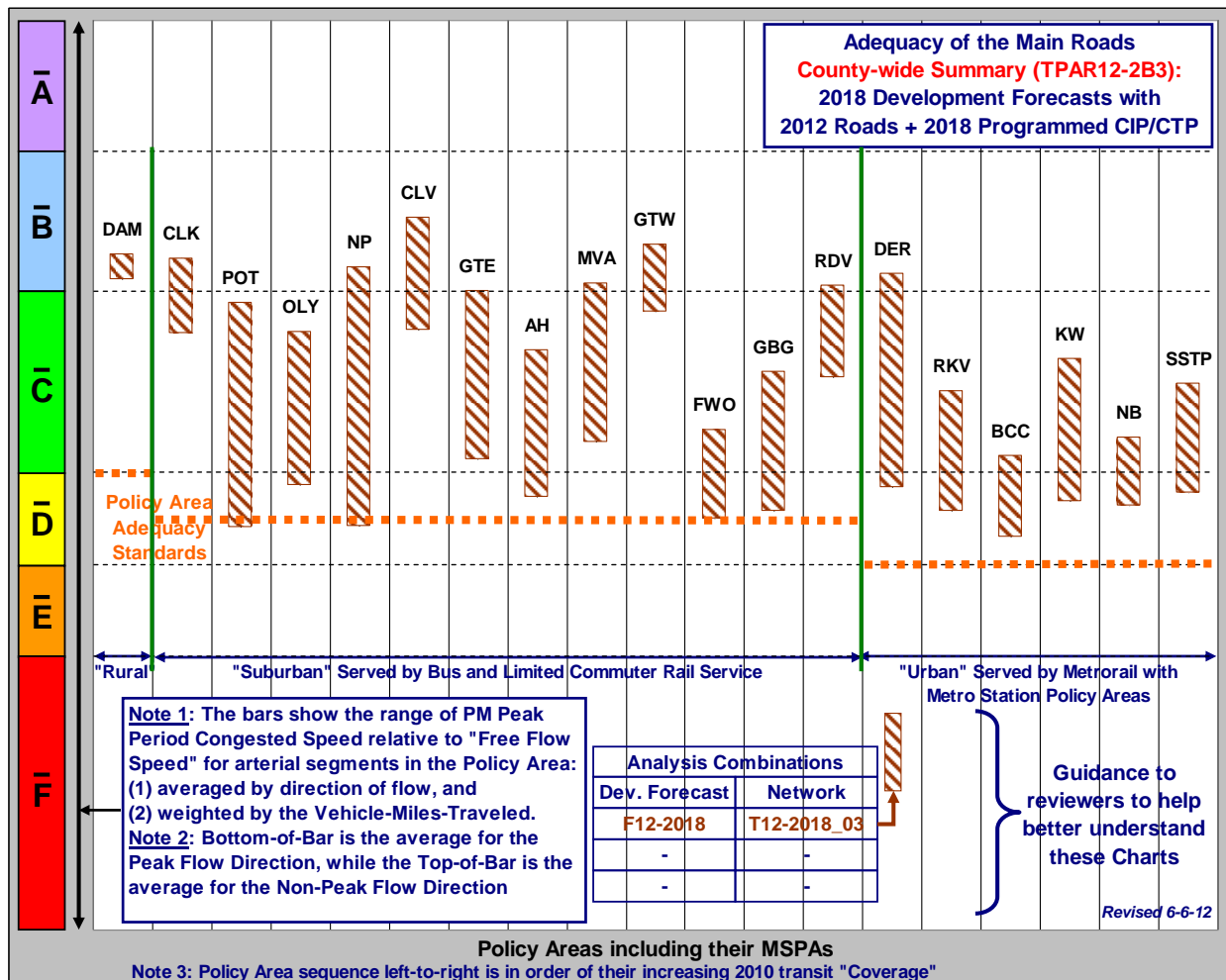
The four right-most columns are indications of staging-status for purpose of the adequacy and costing analyses. The first two of the staging-status columns are applicable to the Regulatory Planning Stage, which includes consideration of Local Area Transportation Reviews (LATR). The first of those columns has green shading with bolded “Y” for Yes; or gray shading and a gray “N” for No. The same general format is used for the next column but light-yellow shading is used instead. A non-shaded row in the second staging-status column indicates that project was previously available for the prior stage.

The last two right-most columns are used to indicate whether a new project is beginning to be considered as a “conditional project” by the 10-year time horizon of 2022, or as a longer-term “costing-related” project that could address anticipated remaining deficiencies associated with the Transportation Planning Improvement Stage, where such costing projects have three gray-No’s to the left. A few rows in the Exhibits are blank indicating that no programmed, conditional, or costing projects have been identified for that Policy Area. Some of the projects listed associated with the last two columns are still in a state of flux and may be changed as part of the final costing analysis.



**Regulatory Planning Stage:** Exhibit 5.6 presents the results of the Roadway Adequacy Analysis for the Regulatory Planning Stage using the 2018 network with programmed CIP and CTP projects and 2018 development activity. This comparison combination is similar in terms of its input assumptions to that which would be used in the current PAMR analysis except there the amount and pattern of the development activity would be based on the “pipeline” of approved development. As discussed in the example of a similar chart in Section II, Part 2, the “brown-hatched” bars show (a) the **range** of the average of roadway speeds by direction of travel in relation to the “free flow speed”, or LOS, for each Policy Area in the PM peak period, (b) the bottom of the bar shows the average LOS in the peak direction of travel, and (c) the top of the bar shows the average speed (LOS) in the non-peak direction.

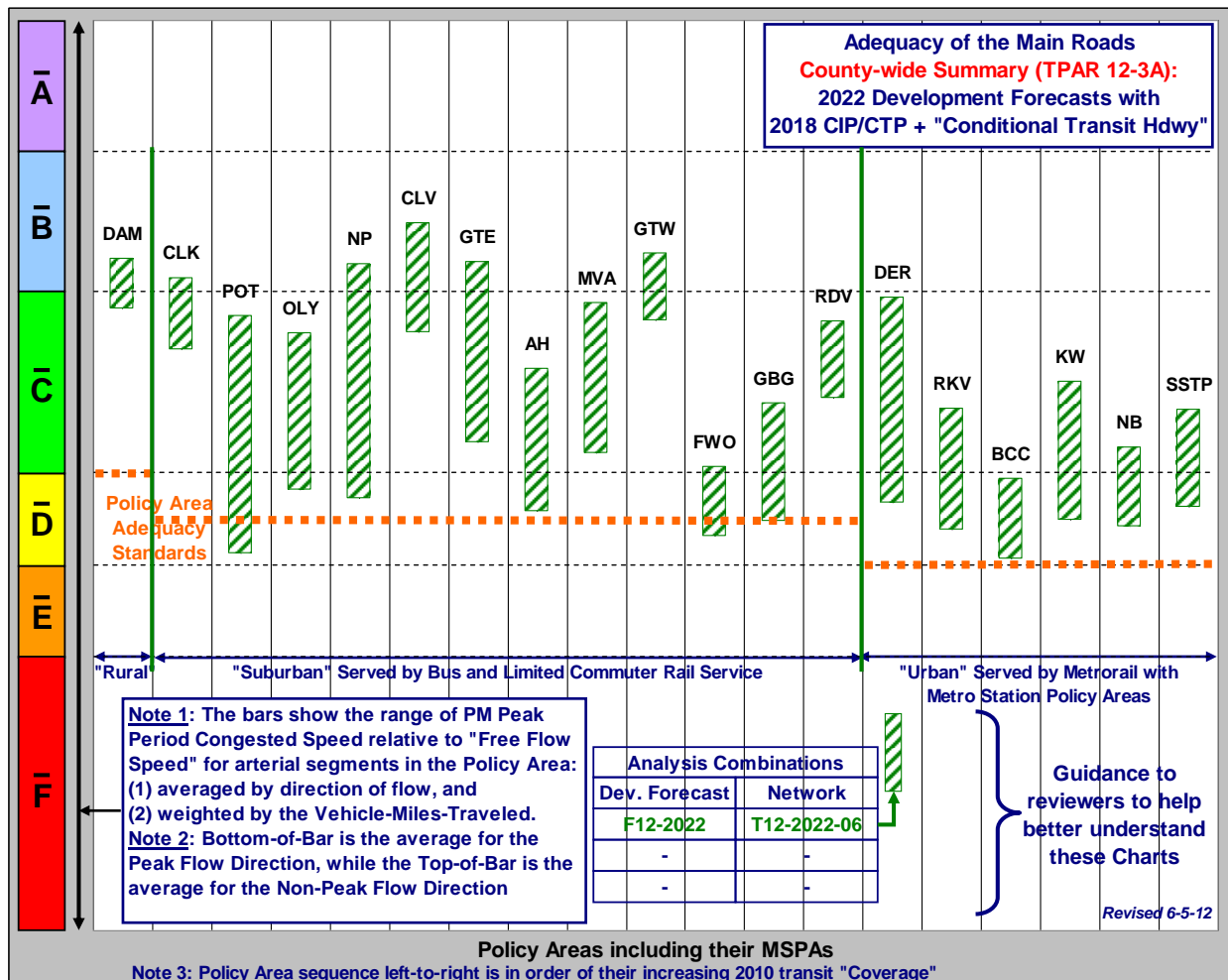
The results indicate reading from left to right that two Policy Areas (Potomac and North Potomac) for this combination of network and development would be slightly more congested on average than their standard. Two other Policy Areas (Fairland White Oak and Gaithersburg) would have their peak direction average congestion levels being very close to the standard. Additional information is presented in Section VI for all of the Policy Areas that indicates which of the roadways in each area has peak direction congestion more congested than the standard for the area and which roadways are less congested on average than the areawide standard.



**Exhibit 5.6: Countywide Results for the Regulatory Planning Stage**

**Transportation Planning Improvement Stage:** Exhibit 5.7 presents the results of the Roadway Adequacy Analysis for the Transportation Planning Improvement Stage using: (a) development activity for 2022 and (b) the 2022 network with programmed CIP and CTP projects and the conditional projects from Exhibit 5.5. This comparison combination is a new feature of TPAR and is designed to give better guidance to MCDOT in the programming activities. Similar to the preceding chart, the “green-hatched” bars show (a) the **range** of the average of roadway speeds by direction of travel in relation to the “free flow speed”, or LOS, for each Policy Area in the PM peak period, (b) the bottom of the bar shows the average LOS in the peak direction of travel, and (c) the top of the bar shows the average speed (LOS) in the non-peak direction.

The results indicate reading from left to right that two Policy Areas (Potomac and Fairland White Oak) for this combination of network and development would be more congested on average than their standard. Three other Policy Areas (Aspen Hill, Gaithersburg, and Bethesda Chevy Chase) would have their peak direction average congestion levels being very close to the standard. Additional information is presented in Section VI for all of the Policy Areas that indicates which of the roadways in each area has peak direction congestion more congested than the standard for the area and which roadways are less congested on average than the areawide standard. The need for consideration of additional potential conditional projects is part of those discussions in Section VI for each of the Policy Areas.

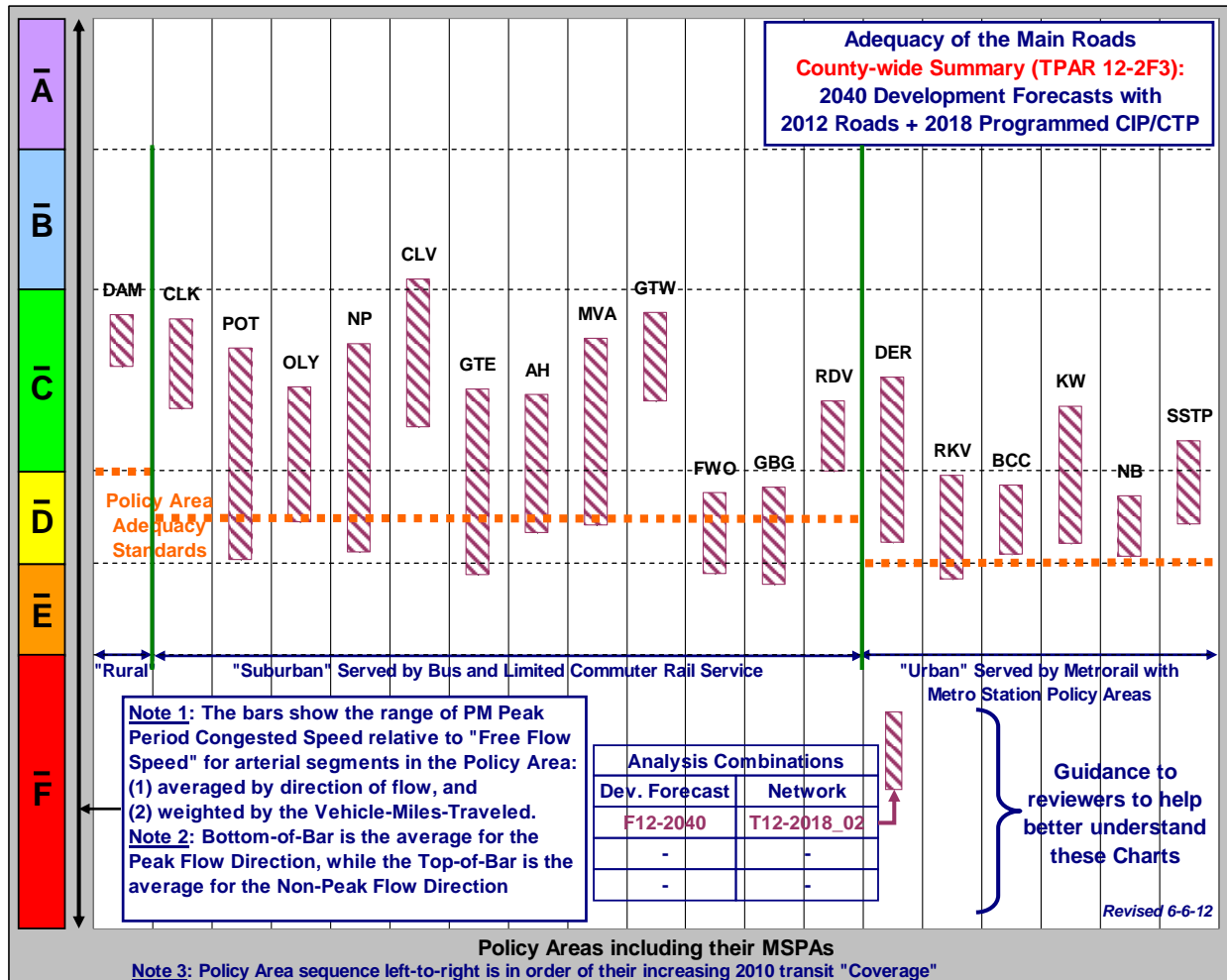


**Exhibit 5.7: Countywide Results for the Transportation Planning Improvement Stage**

**Transportation Master Plan—Costing Stage:** Exhibit 5.8 presents the results of the Roadway Adequacy Analysis for the Master Plan – Costing Stage using the 2018 network with programmed CIP and CTP projects and 2040 development activity. This comparison combination is a new feature of TPAR and is designed to give improved guidance to MCDOT on how to better allocate the future cost of transportation improvements in different Policy Areas.

It is recognized that this is mostly a hypothetical comparison combination and is not at all likely to happen. It makes the point, however, that if no additional projects would be added to the CIP and CTP and development proceeded as in the Cooperative Forecasts for 2040 then the degree of congestion in many Policy Areas of the County would be severely congested on average and most of the remaining Policy Areas would have average congestion near their standard.

Additional information on this combination is also presented in Section VI for all of the Policy Areas that indicates which of the roadways in each area would be the most impacted by this hypothetical combination. In those discussions, this comparison combination is also a good indicator of which roadways in each Policy Area would be most in need of improvement.



**Exhibit 5.8: Countywide Results for the Master Plan – Costing Stage**

[NOTE: The costing analysis that is still being developed and it is anticipated to be located at this place in the TPAR Report.]

**Application of TPAR to a new Subdivision Development:** To facilitate understanding from the perspective of the development community, we present the following outline of the TPAR Process for developers:

1. Developer identifies the Policy Area of the proposed development at the Preliminary Plan stage, the nature and quantification of the proposed development, and expected peak trip generation of the proposed subdivision.
2. Planning Board reviews the development and if approved the development, with whatever modifications if any, transmits to the Departments of Permitting Services and Transportation the relevant information of the approval, including:
  - a. Approval number
  - b. Location of the Policy Area
  - c. Approved number of housing units or square feet of development
  - d. Expected number of peak trips generated by the development.
3. Developer notifies MCDOT of the information in 2, and the number of units or square feet of development to be submitted for approval in a given record plat, *prior to the approval of the record plat*. (Note: a subdivision may be broken down into several record plats during its implementation).
4. MCDOT estimates the TPAR payment associated with the record plat, and provides identification of the account where monies should be recorded.
5. Developer either pays the TPAR payment or posts an irrevocable letter of credit for the payment. If the latter, a five-year time period for payment starts. At this point, the developer has met his/her obligations under TPAR and can proceed with the next steps in the subdivision process.
6. MCDOT records the information and maintains the running totals of collection per Policy Area, and the breakdown for transit and roadway improvements. Information to be readily available to the public.
7. Are roadway or transit improvements ready for programming? If so, MC DOT requests formal programming of the improvements
8. MCDOT maintains and tracks letter of credit collections and deadlines.
9. MCDOT / MNCPPC Monitor and Report

Section VI presented next in this Report indicates the TPAR results for each of the Policy Areas.

## Section VI: Application of TPAR to Each Policy Area

This Section provides a discussion of the application of the general TPAR approach to 19 of the Policy Areas of the County. The discussion summarizes the analysis one area at a time using localized graphics and brief text. Eight aspects are discussed and presented for each Policy Area:

- Overview including the classification of the Policy Area
- Development Activity Forecasts
- Programmed Transportation Improvements
- Transit Adequacy Analysis
- Roadway Adequacy Analysis
- Guidance for Local Area Transportation Reviews
- Guidance for Conditional Transportation Solutions
- Guidance for the Master Plan Stage

This document sequences the discussion of policy areas in two ways: (1) according to the classification by type of Policy Area as categorized by type of transit service and population and employment densities – in particular those of Urban, Suburban, and Rural Policy Areas, and (2) by transit coverage percentage from most to least within each of the three respective categories. However, TPAR has not been applied to the Rural East or Rural West Policy Areas. As a result, the third category of Rural Policy Areas has only one summary, for the Damascus Policy Area.

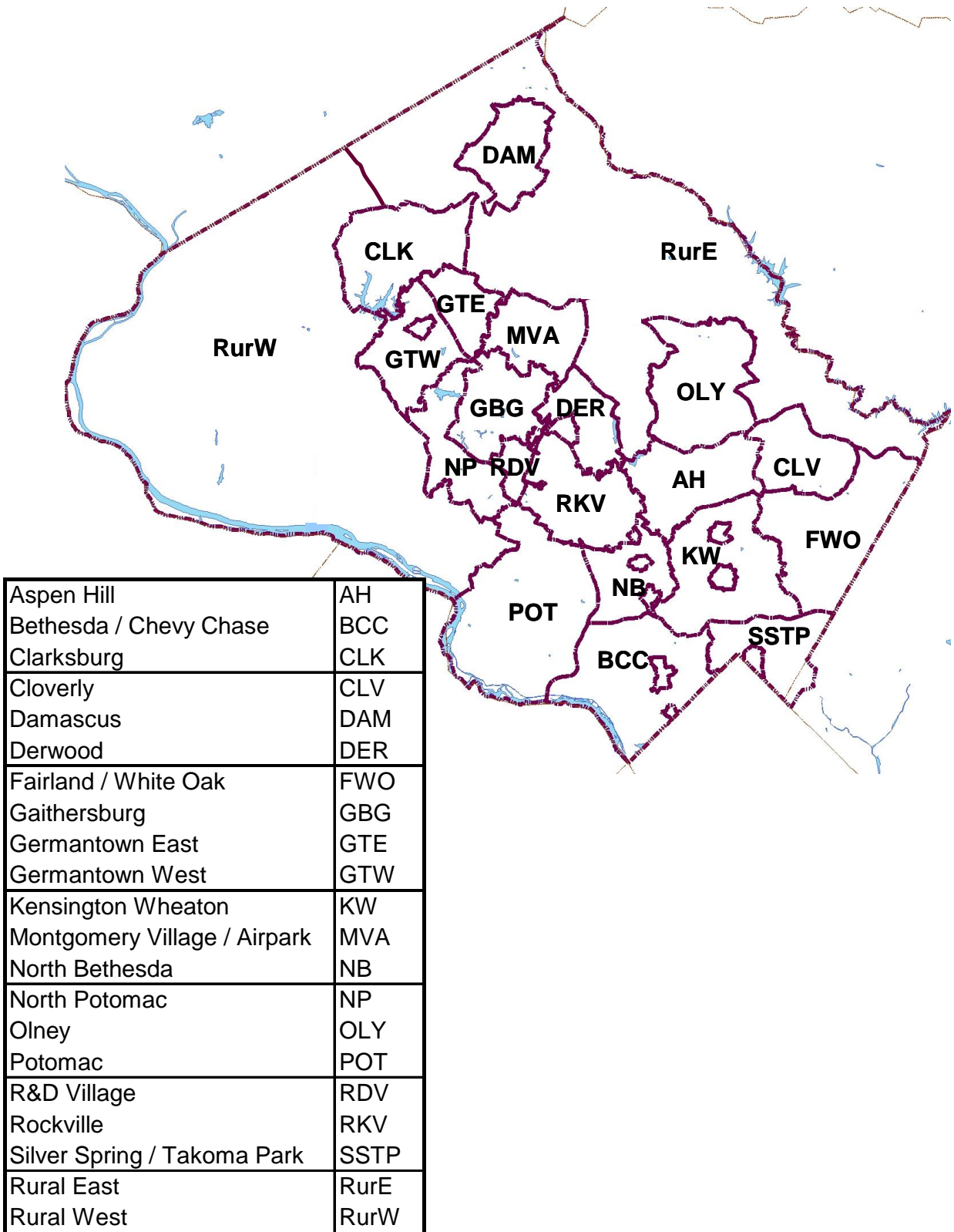
The Following two list gives the sequence within the Urban and Suburban categories, respectively. It is anticipated that the reader will use this list as a Table of Contents to more quickly find the areas they are more interested in reviewing. As such, the page number within this section associated with the summary for each Policy Area is also given.

<b>Urban Policy Areas:</b>	<u>Page</u>
1. Silver Spring/Takoma Park	55
2. North Bethesda	61
3. Kensington/Wheaton	67
4. Bethesda/Chevy Chase	73
5. Rockville City	79
6. Derwood	85

<b>Suburban Policy Areas:</b>	
1. R&D Village	91
2. Gaithersburg City	97
3. Fairland/White Oak	103
4. Germantown West	109
5. Montgomery Village/Airpark	115
6. Aspen Hill	121
7. Germantown East	127
8. Cloverly	133
9. North Potomac	139
10. Olney	145
11. Potomac	151
12. Clarksburg	157

<b>Rural Policy Areas:</b>	
13. Damascus	163

As a further aid to the reader the following map display of the Policy Areas is presented here. A three letter abbreviation is also used to make the map more readable. A separate alphabetized list of Policy Areas names and their corresponding abbreviations is also given as the abbreviations are often used in the ensuing tables and graphics of the report to conserve space.



### Silver Spring Takoma Park Policy Area

**A. Overview of the Policy Area:** Silver Spring Takoma Park (SSTP) is categorized as an Urban Policy Area, given the transit and development activity features of the area. This area is characterized by two Metrorail stations (Silver Spring and Takoma Park), a commuter rail station, high population and employment densities, and overall transit coverage of about 96% of its area. Significant redevelopment is continuing to take place. The Master Planned improvement of the Purple Line Light Rail Transit (LRT) line has reached a stage of project planning development where implementation of that major transit project may be able to be accomplished within 10 years by 2022 if overall transportation funding becomes firm.

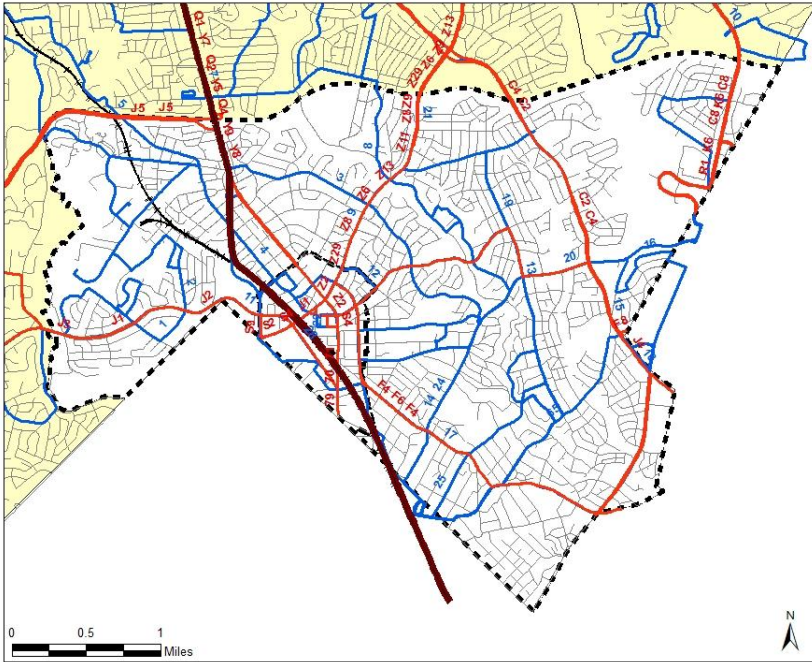
This Policy Area is also served by the Silver Spring Transportation Management District (TMD) that is an operational program of the Montgomery County Department of Transportation (MCDOT). The TMD works in conjunction with major employers in the Silver Spring Central Business District (CBD) to coordinate ridesharing and promote transit and non-motorized transportation. MCDOT also operates the Silver Spring Parking Lot District that consolidates and charges for off-street parking and manages the pricing and enforcement of the on-street parking meters.

**B. Forecast of Development Activity:** The SSTP Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 4,142 households and 1,523 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 1,032 households and 1,889 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 3,235 households and 6,135 jobs. This growth is moderate-to-high and is on par with the share of the total growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
<b>Silver Sp./ Takoma Park</b>	35,746		39,888		40,920		44,155	46,862		48,385		50,274		56,409
Growth in the Policy Area		4,142		1,032		3,235			1,523		1,889		6,135	
Percent Growth of Area		11.6%		2.6%		7.9%			3.2%		3.9%		12.2%	
Percent of County Growth		14.2%		6.5%		5.6%			2.4%		4.9%		5.0%	
<b>Montgomery County</b>	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

**C. Programmed Transportation Improvements:** There is a current major improvement project under construction, the Paul S. Sarbanes Transit Center that will consolidate the MARC and Amtrak commuter rail station at the bus terminal and staging area of the Silver Spring Metrorail Station. That project will increase pedestrian access for more transit users to the heart of the CBD and facilitate transfers among transit services, including Commuter and Intercity buses services. The countywide project of the Purple line Purple Line LRT has reached a stage of project planning development where implementation of that major transit project may be able to be accomplished within 10 years by 2022 if overall transportation funding becomes firm.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-19-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CTP	Paul S. Sarbanes Transit Ctr	Silver Spring Metro/MARC/Ride-On		SSTP	N	Y	Y
CTP	Purple Line LRT	Project Planning may be sufficient if conditional funding approved		Countywide	N	N	Y

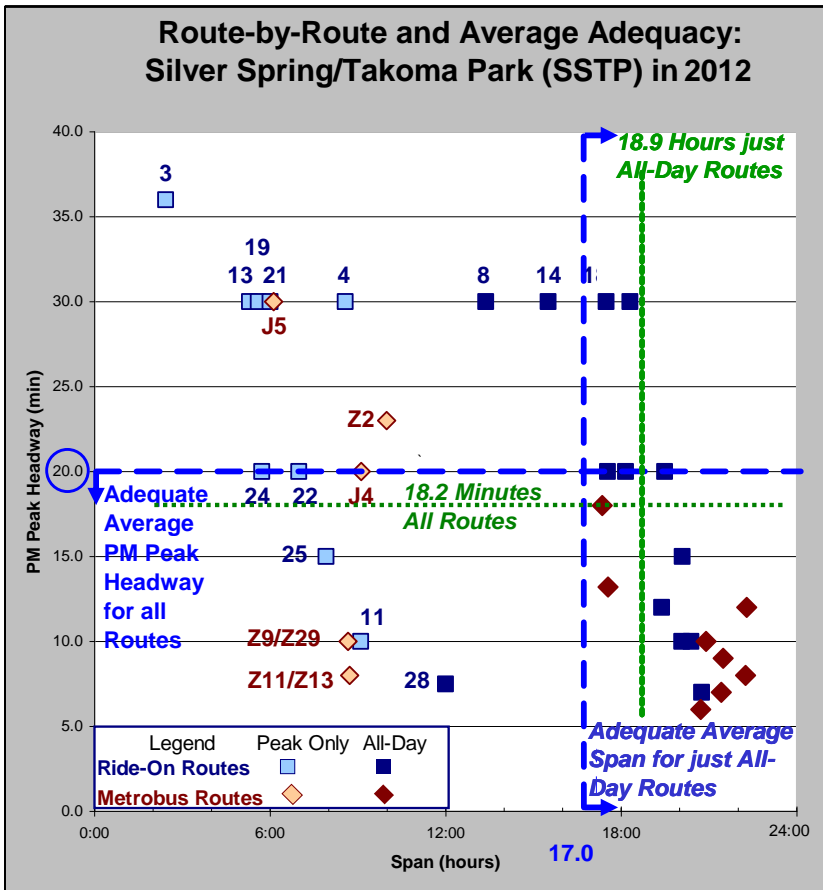


— On Route and #      — Metrobus Route and #

**D. Transit Adequacy Analysis:**

The SSTP Policy Area includes two Metrorail Stations: Silver Spring and Takoma Park and a third (Forest Glen) is within walking distance of portions of the policy area. The area also will have future stations on the Purple Line, as well the new Transit Center that will also tie into the Purple Line.

**Coverage of Service:** About 96% of the SSTP Policy Area is located within 1 mile of a Metrorail station or 1/3 of a mile of one of the 35 bus routes currently serving the area as well as several Commuter Bus routes from the Baltimore area. The graphic to the left shows where in particular bus service coverage is provided in the SSTP area. The standard for Coverage for an Urban Policy Area is 80%. Therefore transit coverage in the SSTP Policy Area is adequate.



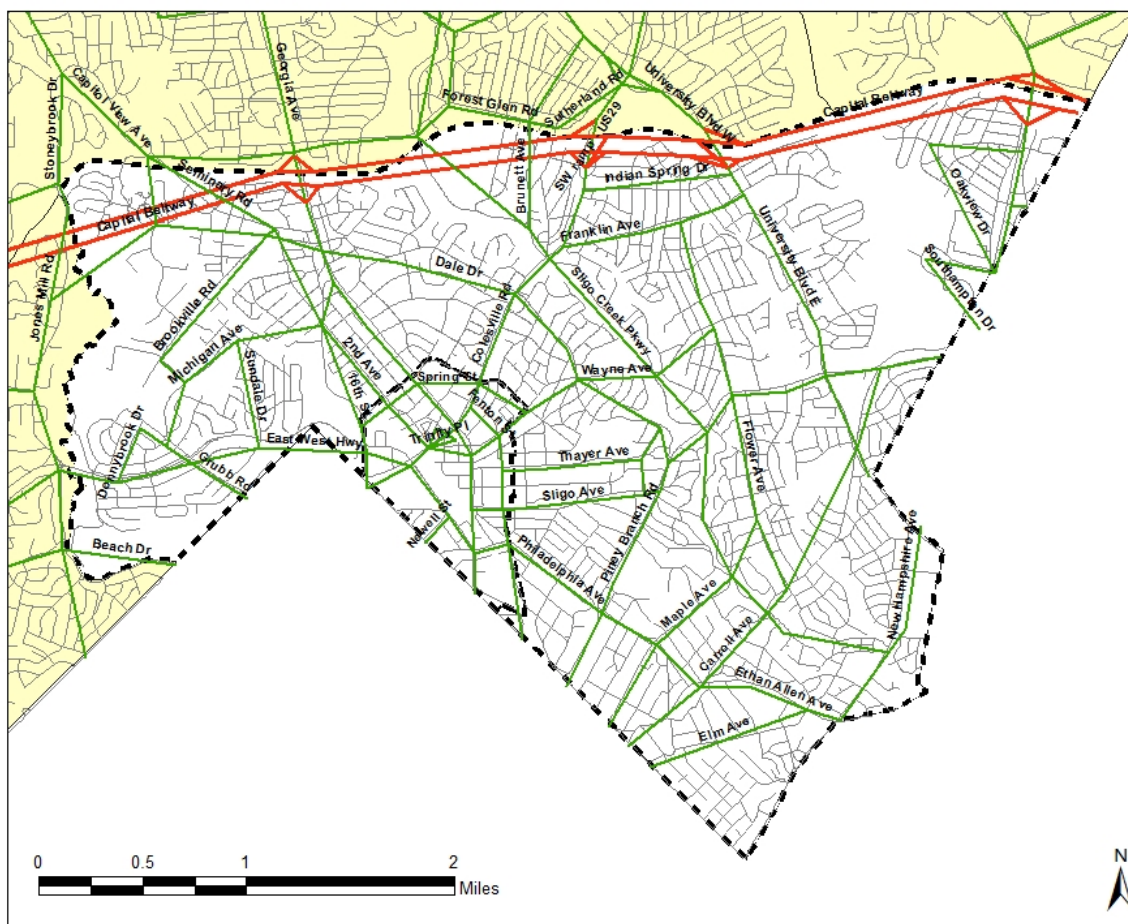
**Peak Headways:** All buses on average provide 18.2 minutes between buses during the weekday evening peak period in the SSTP Policy Area. Some provide very frequent service such as the J1-J3 or Q2 Metrobuses. In areas like SSTP where Metrorail or future LRT are provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the SSTP area is adequate.

**Span of Service:** The average value of span is 18.9 hours per day for routes that operate all-day. The urban standard is 17.0 hours per day on average for all-day routes. Therefore transit span in the SSTP Policy Area is adequate.

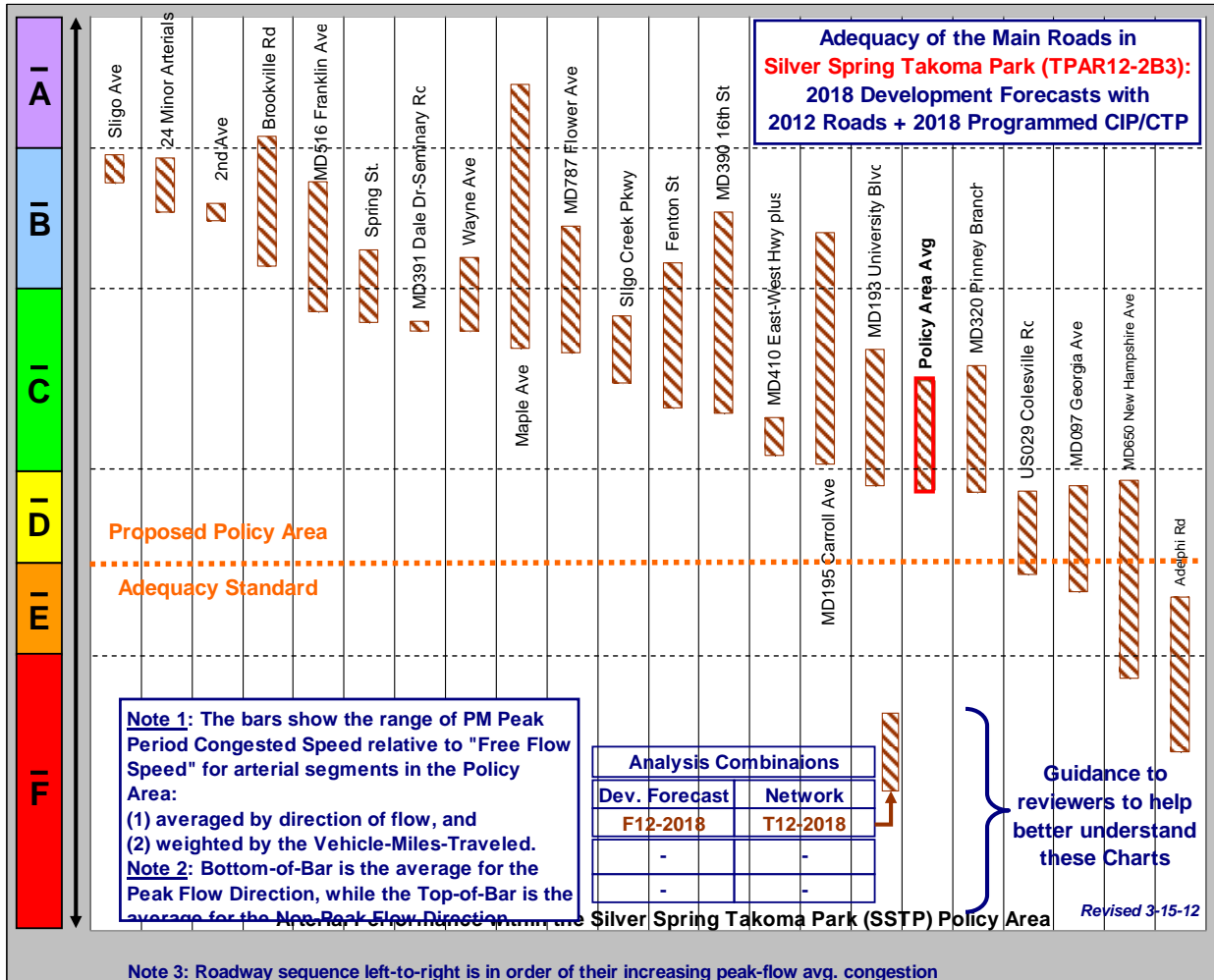


**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the SSTP Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for SSTP roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the SSTP Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the SSTP that were shown in the prior graphic. Towards the left, one of the bars is itself an average, in this case of 24 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

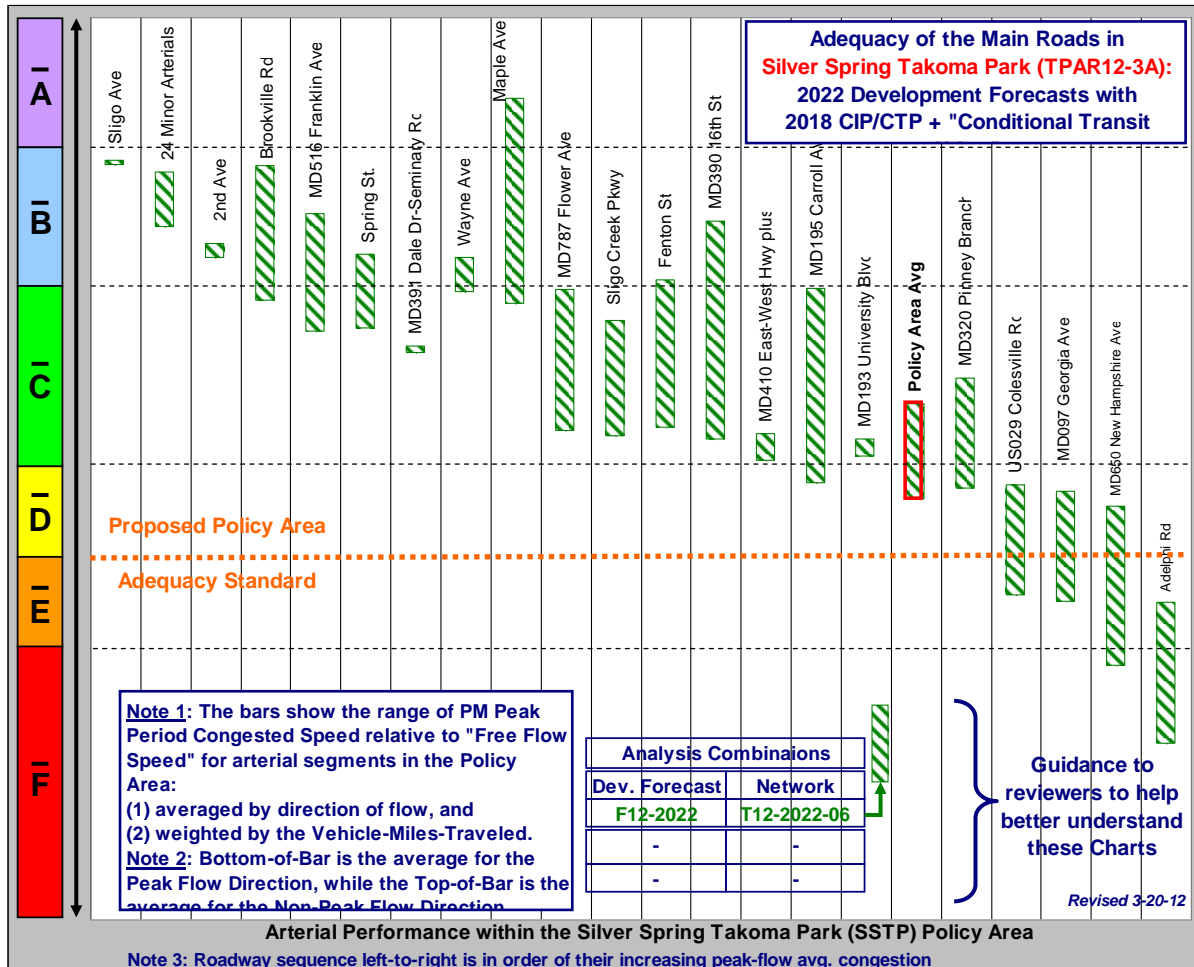
**Assessment of Areawide Roadway Adequacy for the SSTP Policy Area:** The overall weighted average for the SSTP Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the SSTP area. Therefore, the SSTP Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the SSTP Policy Area:** The prior graphic shows that 16 of the depicted left-most arterial roads (and the 24 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area, often considerably less. Yet the graphic also shows that there are 4 other roadway link-segments in the

SSTP Policy Area that are more congested than the Standard for an Urban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) Adelphi Rd., (b) MD 650 New Hampshire Ave., (c) MD 97 Georgia Ave., and (d) US 29, Colesville Rd. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

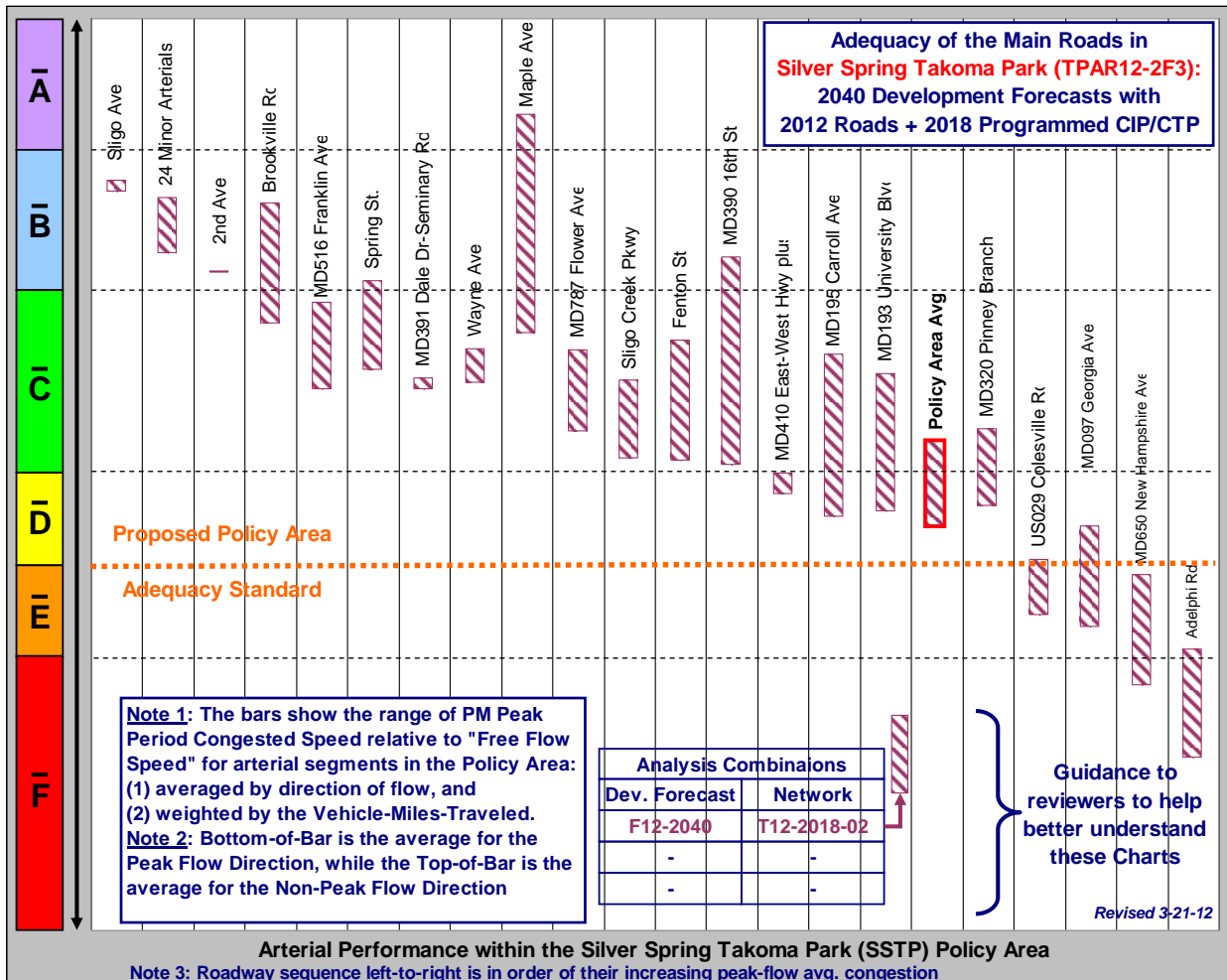
In addition, given the overall high volumes of traffic throughout many parts of the SSTP Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the SSTP area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. The Purple Line LRT is assumed to be available by 2022 in this scenario. Green-hatched bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022 are estimated not to cause the SSTP Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized. However, localized congestion would be somewhat more during this 10-year transportation improvement time period than that during the regulatory staging time period.



While other options to improve the roadway network over the next 10 years in the SSTOP Policy Area do not exist or are impractical, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area, which is also used by the bus route system. The prior graphic can be used as a guide to focus on which roadways, singularly or in combination, should receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that the SSTOP area would maintain its overall roadway adequacy into the long term. The traffic patterns would remain similar with the roads already having more peak congestion possibly becoming more congested than the standard for an Urban Policy Area. Thus increases emphasis on improved Traffic Management and Operations as well as more intense Transportation Demand Management should continue.



### North Bethesda Policy Area

**A. Overview of the Policy Area:** North Bethesda (NB) is categorized as an Urban Policy Area, given the transit and development activity features of the area. This area is characterized by three Metrorail stations (Grosvenor, White Flint, and Twinbrook), high population and employment densities, and overall transit coverage of more than 80% of its area. Notable growth associated with major development proposals in the White Flint Sector Plan Area are occurring in conjunction with improved circulation roadways and improvements to east-west travel related to recent implementation of Montrose Parkway from and to the west, an interchange at MD 355 Rockville Pike, and still to be programmed sections of Montrose Parkway from and to the east.

This Policy Area is also served by the North Bethesda Transportation Management District (TMD) that is an operational program of the Montgomery County Department of Transportation (MCDOT). The TMD works in conjunction with major employers primarily in the White Flint area to coordinate ridesharing and promote transit and non-motorized transportation. MCDOT also operates a program that manages the pricing and enforcement of on-street parking meters, which are in the vicinity of the Grosvenor and White Flint Metrorail stations. Considerable Park and Ride spaces are provided at the three stations. The MARC commuter rail system also has a station at Garret Park and one is being planned nearer to the White Flint business area.

**B. Forecast of Development Activity:** The North Bethesda Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 4,578 households and 9,410 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 1,548 households and 3,863 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 9,564 households and 16,595 jobs. This growth is high and an increasing share of total County growth.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12						
	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Growth 2022 to 2040	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Growth 2022 to 2040	Forecast for 2040
	<b>North Bethesda</b>	20,615		25,193		26,741		68,402		77,812		81,675	
Growth in the Policy Area		4,578		1,548		9,564		9,410		3,863		16,595	
Percent Growth of Area		22.2%		6.1%		35.8%		13.8%		5.0%		20.3%	
Percent of County Growth		15.7%		9.7%		16.7%		15.1%		10.1%		13.4%	
<b>Montgomery County</b>	360,500		389,599		405,597		506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403		62,315		38,364		123,696	

**C. Programmed Transportation Improvements:** The North Bethesda area has the largest number of programmed projects of any of the Policy Areas. These are staged improvements to the Montrose Parkway project being jointly done by MCDOT and MDOT/SHA. Three of the projects are more localized circulation improvements that will provide easier travel in the area.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-19-12)					Cond. Proj. by 2022
	Project Name	Improvement Type and/or Limits	Policy Area	Open by 2012	Prog. by 2018	
CIP	Citadel Ave. Extended	Marinelli Rd to Nicholson Lane (2 lanes)	NB	Y	Y	Y
CIP	Montrose Parkway West	Montrose Rd to Hoya St. (4 lanes)	NB	Y	Y	Y
CIP	Nebel St. Extended	Chapman Ave. to Randolph Rd (4 lanes)	NB	Y	Y	Y
CIP	Chapman Ave Extended	Randolph Rd to Old Georgetown Rd (2 lanes)	NB	N	Y	Y
CIP	Montrose Parkway East	Parklawn Dr to Veirs Mill Road (MD 586) (4 lanes)	NB	N	Y	Y
CTP	Rockville Pike (MD 355) / Montrose Parkway Interchange	Includes connection on Montrose Parkway West from Hoya St to Randolph Road	NB	N	Y	Y
CIP	Montrose Parkway East	MD 355/Montrose Parkway Interchange to Parklawn Dr (4 lanes)	NB	N	N	Y

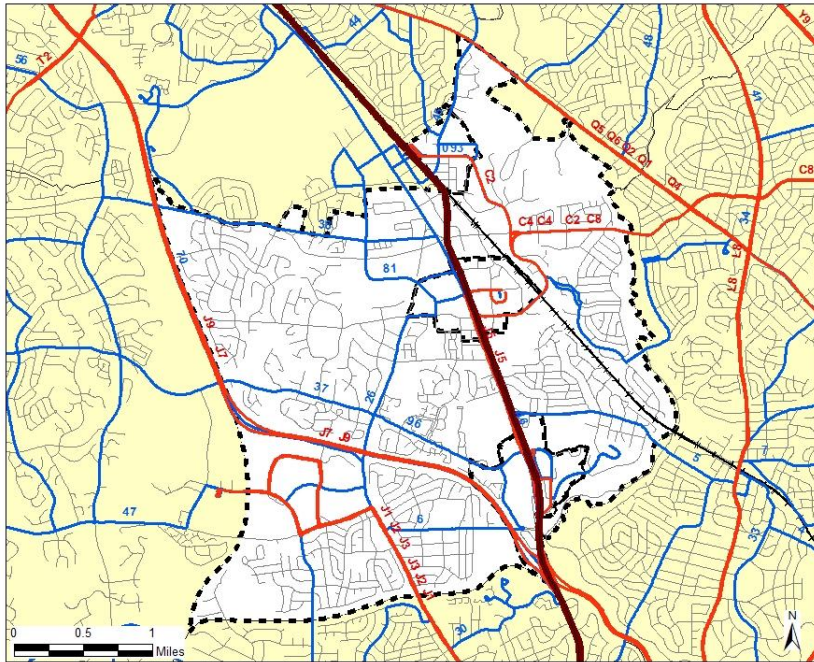
**D. Transit Adequacy Analysis:**

The NB Policy Area includes three Metrorail Stations: Grosvenor, White Flint, and Twinbrook. The area also includes one MARC station at Garret Park as well as one being planned nearer the White Flint business area.

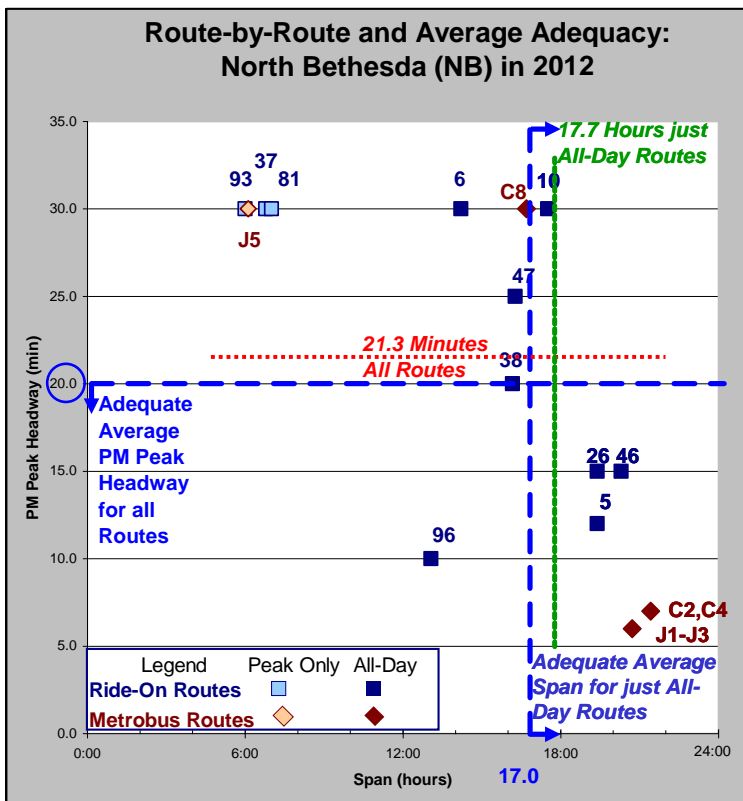
**Coverage of Service:** About 87% of the NB Policy Area is located within 1 mile of a Metrorail station or 1/3 of a mile of one of the 15 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the NB area. The standard for Coverage for an Urban Policy Area is 80%. Therefore transit coverage in the NB Policy Area is adequate.

**Peak Headways:** All buses on average provide 21.3 minutes between buses during the weekday evening peak period in the NB Policy Area. Some provide very frequent service such as the C2 or J1-J3 Metrobuses. In areas like NB where Metrorail and Commuter Rail are provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the NB area is not yet adequate. The Transit Adequacy Analysis has shown that a “conditional project” to improve peak headways in other areas has routes that also serve the NB area, and as a result the NB area could attain peak headway adequacy within the next 10 years.

**Span of Service:** The average value of span is 17.7 hours per day for routes that operate all-day. The urban standard is 17.0 hours per day on average for all-day routes. Therefore transit span in the NB Policy Area is adequate.

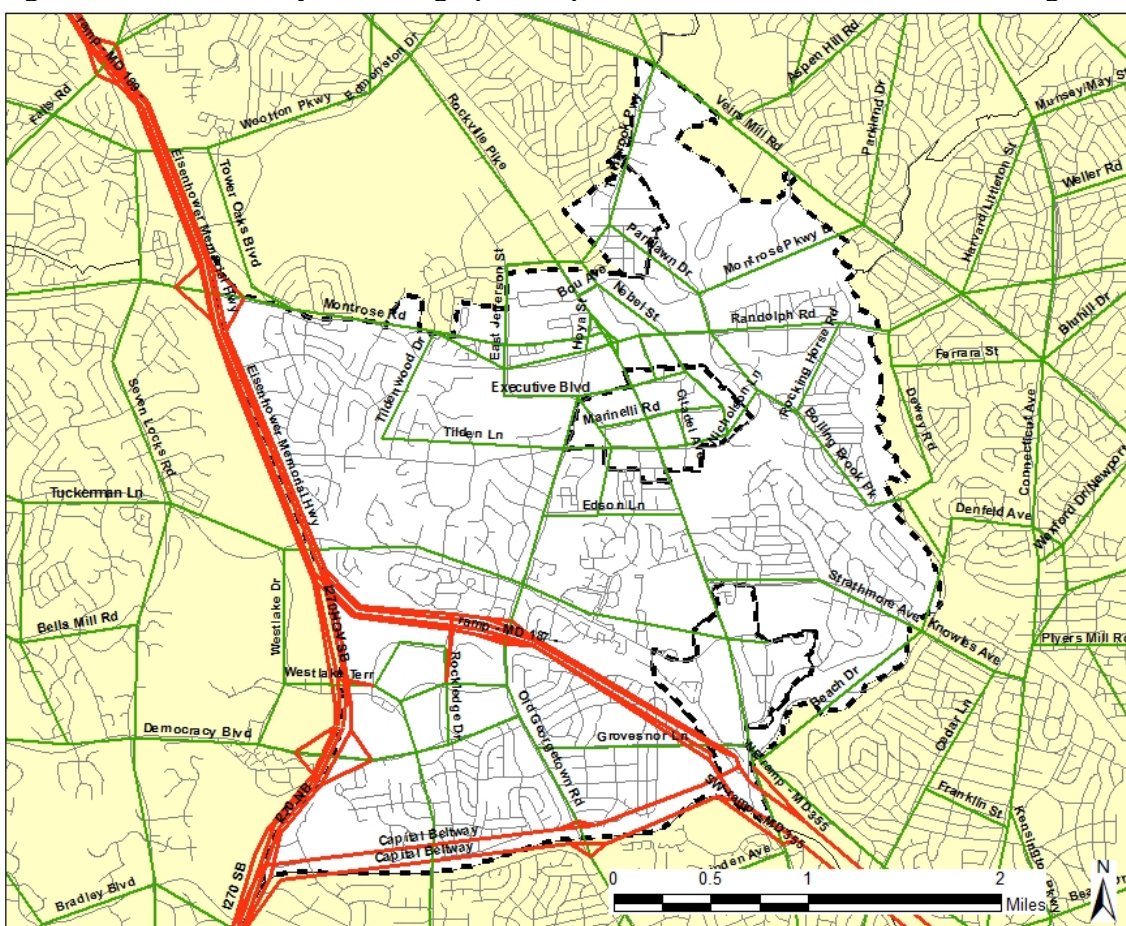


— Ride On Route and # — Metrobus Route and #

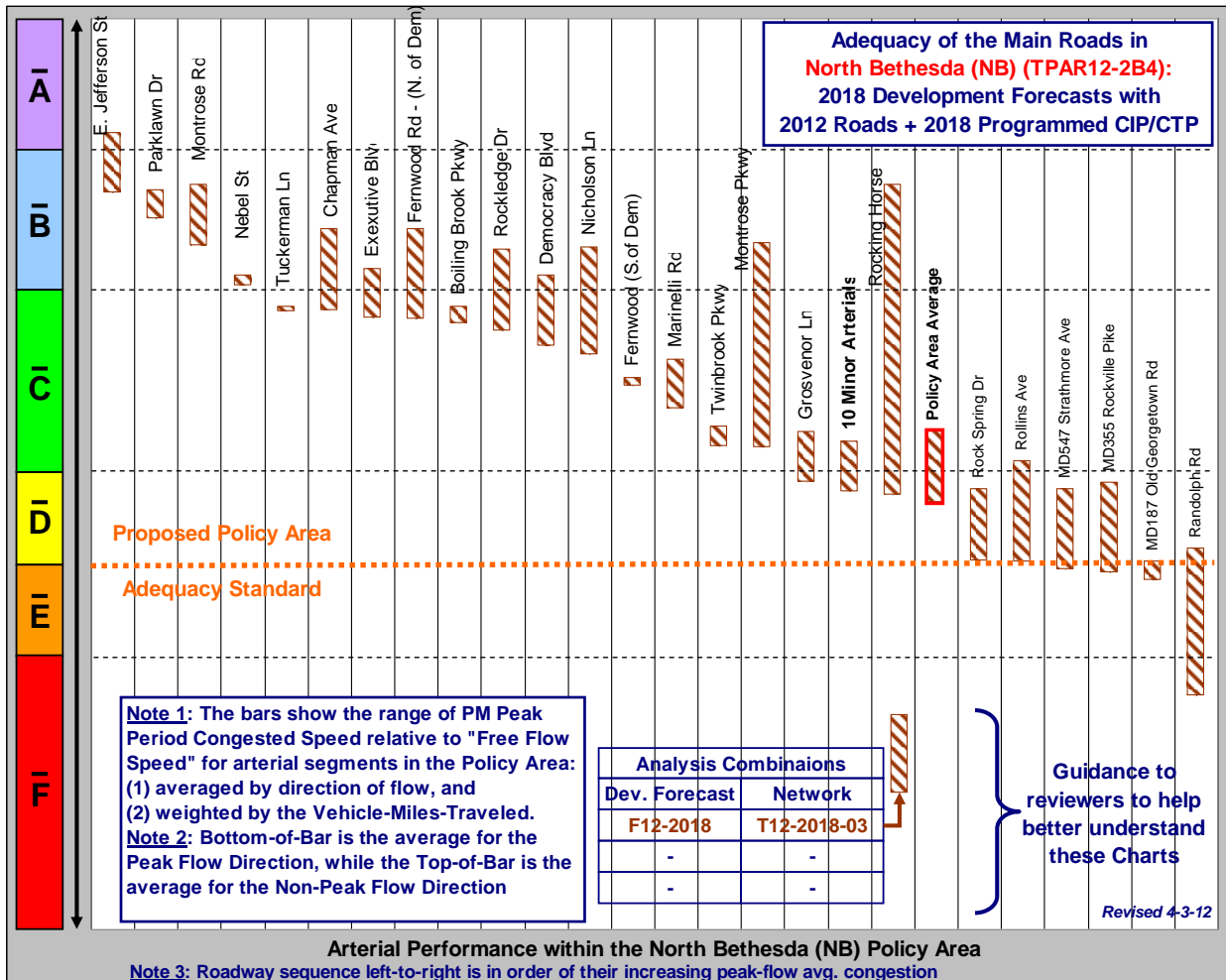


**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the NB Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for NB roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the NB Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the NB that were shown in the prior graphic. One of the bars near the middle is itself an average, in this case of 10 minor arterial roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

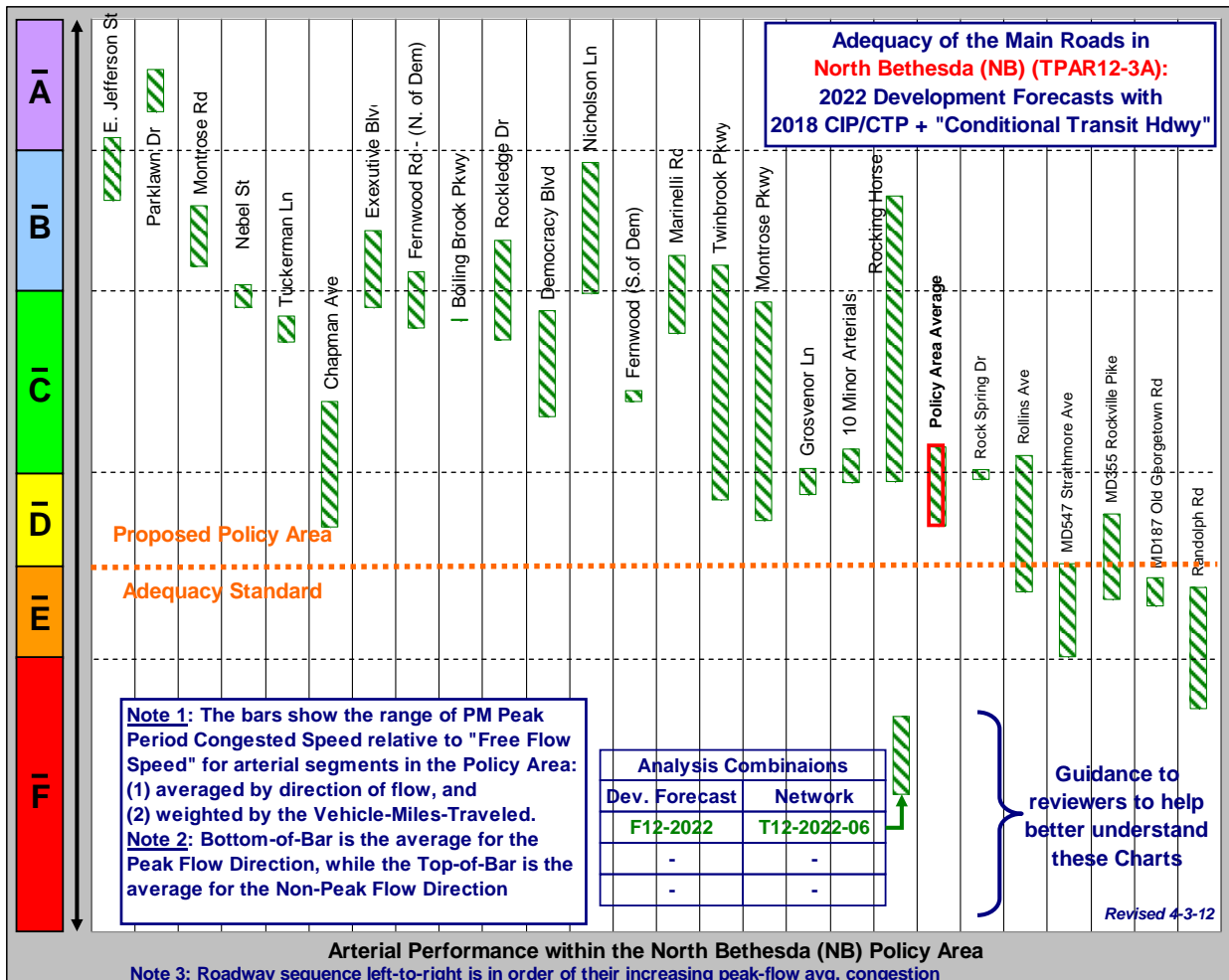
**Assessment of Areawide Roadway Adequacy for the NB Policy Area:** The overall weighted average for the NB Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the NB area. Therefore, the NB Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the NB Policy Area:** The prior graphic shows that 20 of the depicted left-most arterial roads (and the 10 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area, often considerably less. Yet the graphic also shows that there are some 4 other roadway link-segments



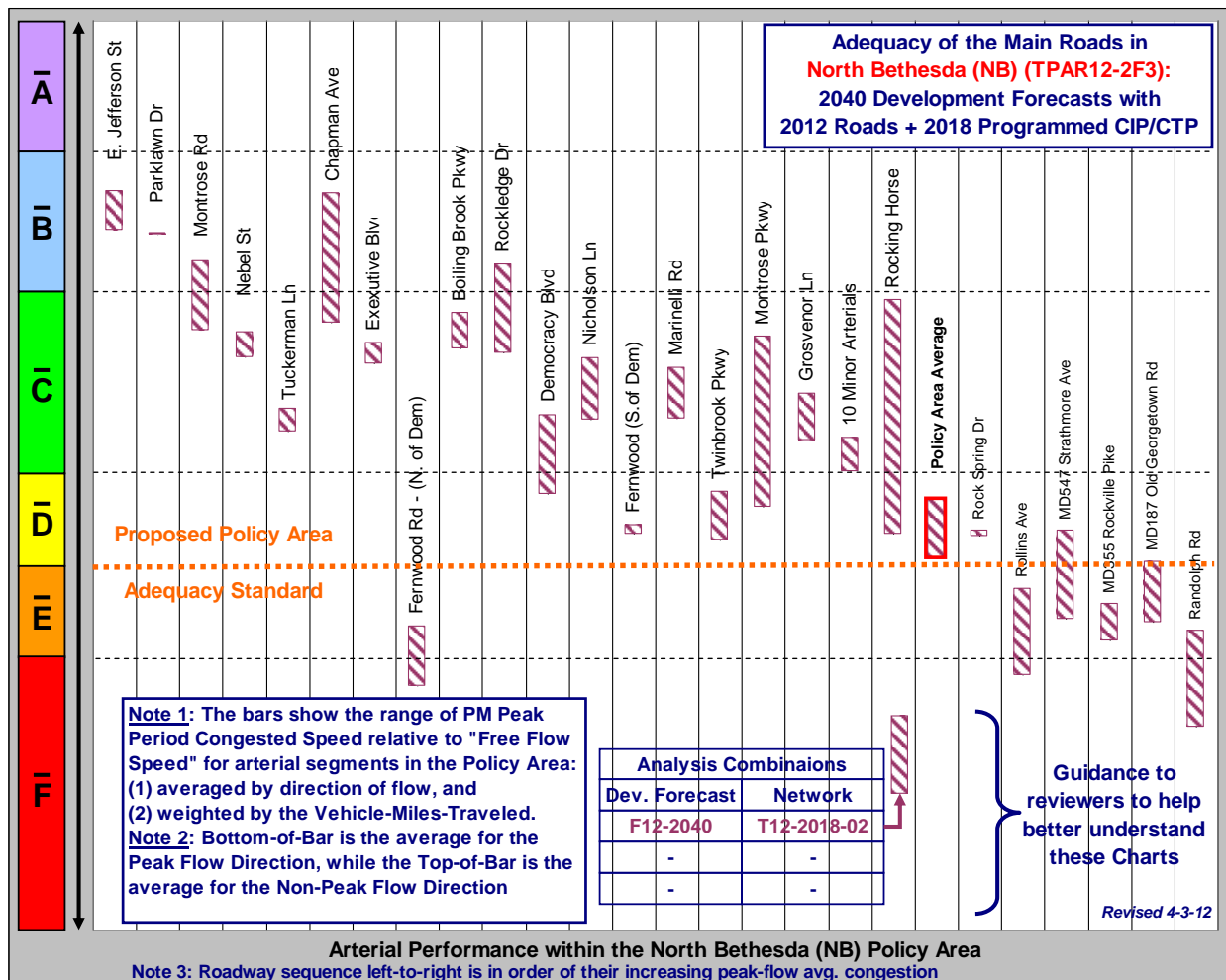
in the NB Policy Area that are more congested than the Standard for an Urban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) Randolph Rd (b) MD 187 Old Georgetown Rd, (c) MD 355 Rockville Pike, and (d) MD547 Strathmore Ave. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site. In addition, given the overall moderate to high volumes of traffic throughout other parts of the NB Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the NB area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. One of those is the extension of Montrose Parkway to the east to MD 586 Veirs Mill Road in the Kensington Wheaton Policy Area. In this graphic, Green-hatched bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the NB Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage. However, the high growth rates in development activity point to the need to continue to identify additional conditional transportation solutions for the NB Area.



Other options to improve the roadway network over the next 10 years in the NB Policy Area are potentially feasible. However, attention should also be given to transit improvements and enhancements as well proactive traffic signal improvements that could be undertaken to increase the functioning of the roadway and transit networks in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that the NB Policy Area would maintain its overall roadway adequacy into the long term. The traffic patterns would remain similar and a few additional roads already having more peak congestion would possibly become more congested than the standard for an Urban Policy Area. Thus emphasis should be given to increased or improved Traffic Management and Operations as well as more intense Transportation Demand Management.



### Kensington Wheaton Policy Area

**A. Overview of the Policy Area:** Kensington Wheaton (KW) is categorized as an Urban Policy Area, given the transit and development activity features of the area. This area is characterized by three Metrorail stations (Forest Glen, Wheaton, and Glenmont), high population and moderate employment densities, and overall transit coverage of more than 80% of its area. The KW Policy Area is also served by the Commuter Rail MARC system and Amtrak trains stopping at the Kensington Station. Development activity has been and is forecast to be steady and with redevelopment near the two of the Metrorail Stations is keeping on par with overall growth in Montgomery County.

This Policy Area is also served by the Wheaton Parking Lot District that is operated by the Montgomery County Department of Transportation (MCDOT). The Parking Lot District is managed to consolidate and charge for off-street parking and as well as the pricing and enforcement of the on-street parking meters.

**B. Forecast of Development Activity:** The KW Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 2,014 households and 465 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 1,182 households and 341 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 3,542 households and 1,394 jobs. This pace of growth is moderate and it is a fairly steady share of the total growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12								
	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Growth 2022 to 2040	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Growth 2022 to 2040	Forecast for 2040		
Kensington/Wheaton	36,836		38,850		40,032		43,574		25,769		26,234		26,575		27,969
Growth in the Policy Area		2,014		1,182		3,542			465		341		1,394		
Percent Growth of Area		5.5%		3.0%		8.8%			1.8%		1.3%		5.2%		
Percent of County Growth		6.9%		7.4%		6.2%			0.7%		0.9%		1.1%		
Montgomery County	360,500		389,599		405,597		463,000		506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696		

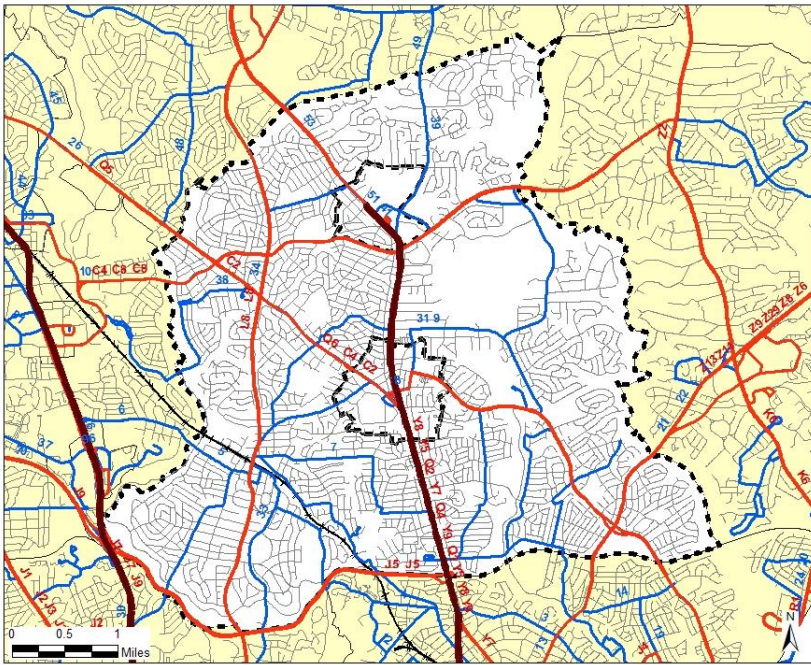
**C. Programmed Transportation Improvements:** There are two programmed projects to improve roadway capacity in the KW area to address impacts of growth and traffic that passes through the area. The first of these is an interchange of MD 97 Georgia Avenue and Randolph Road south of the Glenmont Metrorail Station. An announcement was recently made of a special grant from the United States Department of Transportation that will provide an underpass of MD 97 Georgia Avenue in the vicinity of Forest Glen Road. The underpass will facilitate pedestrian and bicycling travel between the Forest Glen Station entrance on the west side of Georgia Avenue to the Holy Cross Hospital and medical offices located east of Georgia Avenue.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CTP	Georgia Ave (MD 97)	Interchange of Georgia Avenue (MD 97) with Randolph Rd		KW	N	Y	Y
CIP	Forest Glen Metro Underpass	Underpass of Georgia Ave (MD 97) for pedestrians and bicycles		KW	N	N	Y

**D. Transit Adequacy Analysis:**

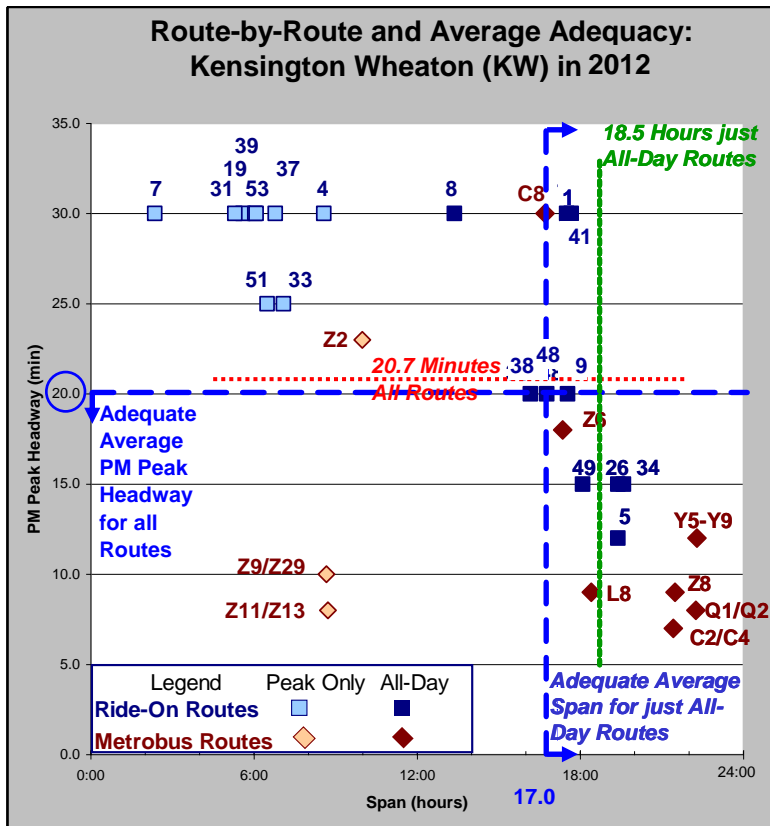
The KW Policy Area includes three Metrorail Stations: Forest Glen, Wheaton, and Glenmont. The area also is served by the MARC Commuter Rail and Amtrak train service at the Kensington Station.

**Coverage of Service:** About 82% of the KW Policy Area is located within 1 mile of a Metrorail station or 1/3 of a mile of one of the 29 bus routes that crisscross serving the area. The graphic to the left shows where in particular bus service coverage is provided in the KW area. The standard for Coverage for an Urban Policy Area is 80%. Therefore, transit coverage in the KW Policy Area is adequate.



— Ride On Route and # — Metrobus Route and #

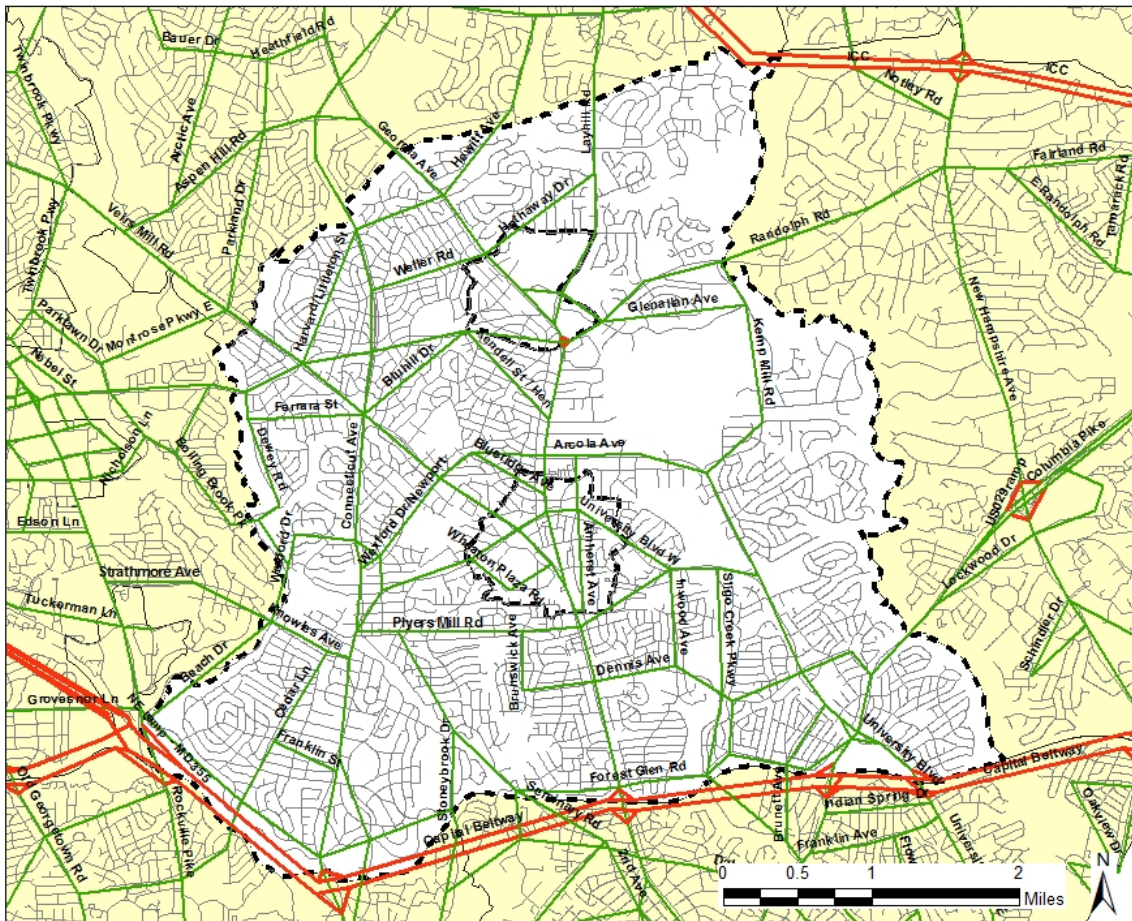
**Peak Headways:** All buses on average provide 20.7 minutes between buses during the weekday evening peak period in the KW Policy Area. Some provide very frequent service such as the Metrobus routes of L8, Y5-Y9, Q1/Q2, and the C2/C4. In areas like KW where Metrorail is provided the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the KW area is not yet adequate. The transit Adequacy Analysis has shown that a “conditional project” to improve peak headways in other areas has routes that also serve the KW area, and as a result the KW area could attain peak headway adequacy within the next 10 years.



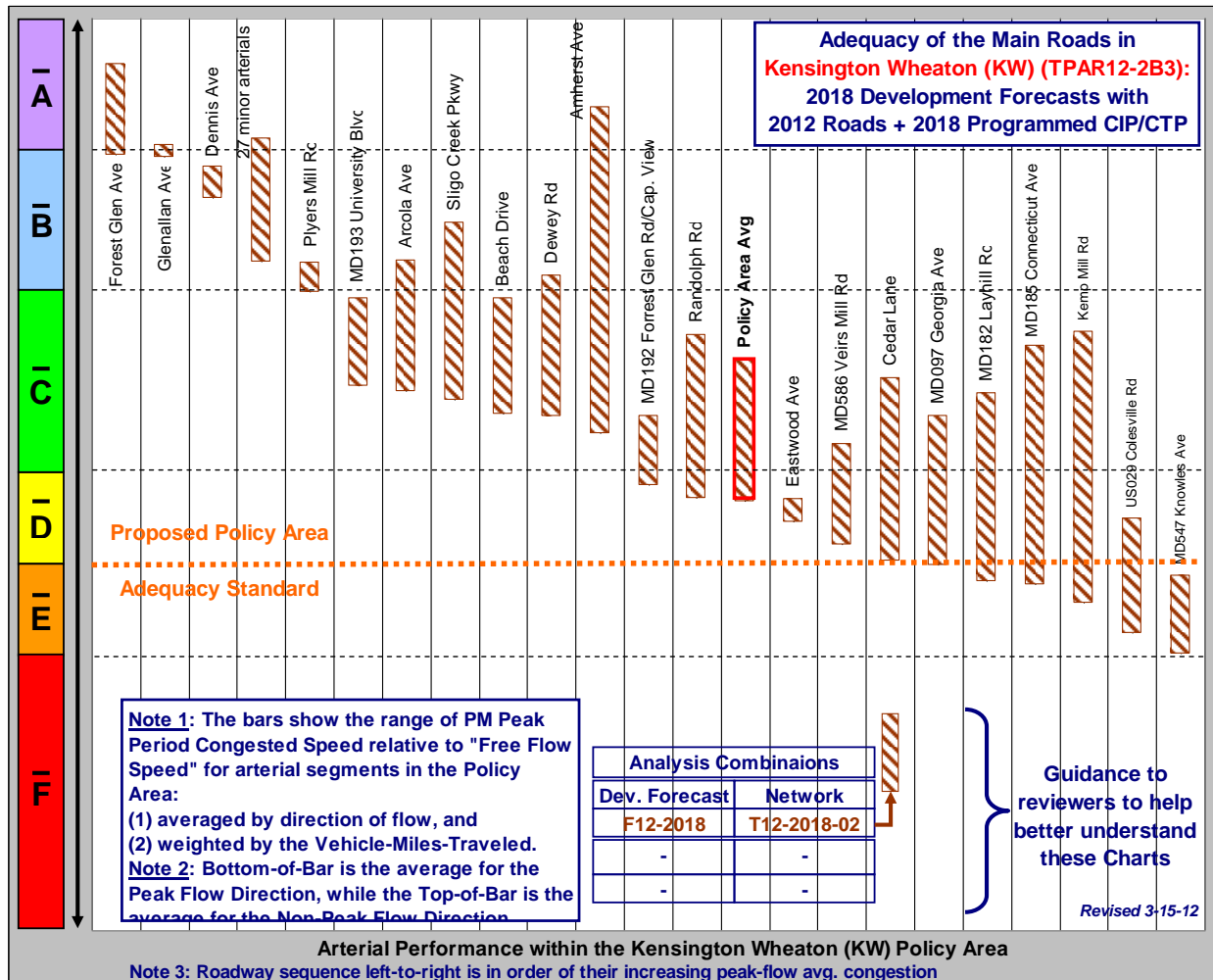
**Span of Service:** The average value of span is 18.5 hours per day for routes that operate all-day. The urban standard is 17.0 hours per day on average for all-day routes. Therefore transit span in the KW Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the KW Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for KW roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the KW Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the KW that were shown in the prior graphic. Towards the left side of the graphic, one of the bars is itself an average, in this case of 27 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

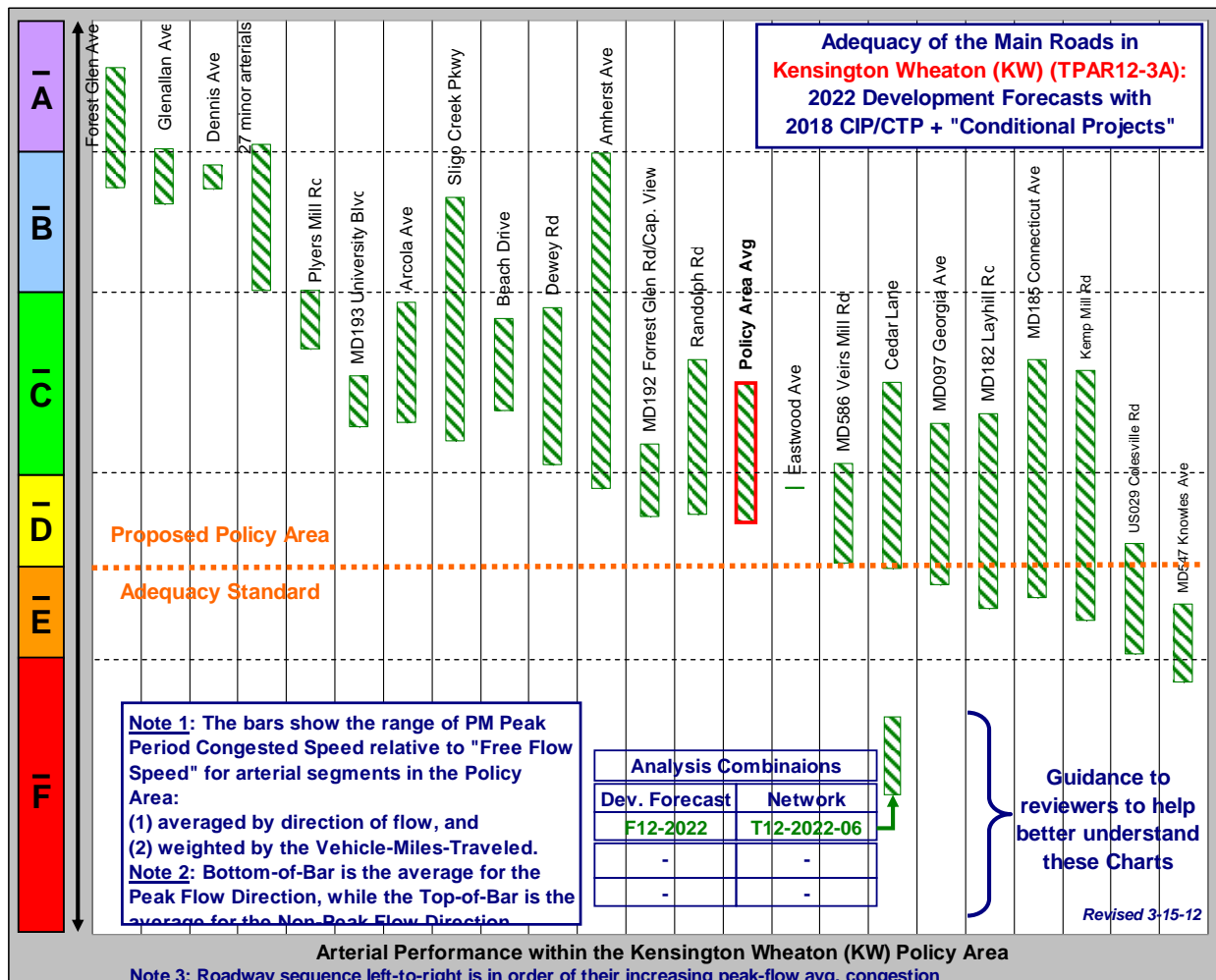
**Assessment of Areawide Roadway Adequacy for the KW Policy Area:** The overall weighted average for the KW Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the KW area. Therefore, the KW Policy Area overall has adequate future areawide roadway traffic conditions for the regulatory planning stage combination, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the KW Policy Area:** The prior graphic shows that 16 of the depicted left-most arterial roads (and the 27 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area, often considerably less. Yet the graphic also shows that there are some 5 other roadway link-segments in the KW Policy Area that are more congested than the Standard for an Urban Policy Area.

Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) MD 547 Knowles Ave., (b) US 29 Colesville Rd, (c) Kemp Mill Rd, (d) MD 185 Connecticut Ave, and (e) MD 182 Layhill Rd. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

In addition, given the overall high volumes of traffic throughout many parts of the KW Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the KW area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

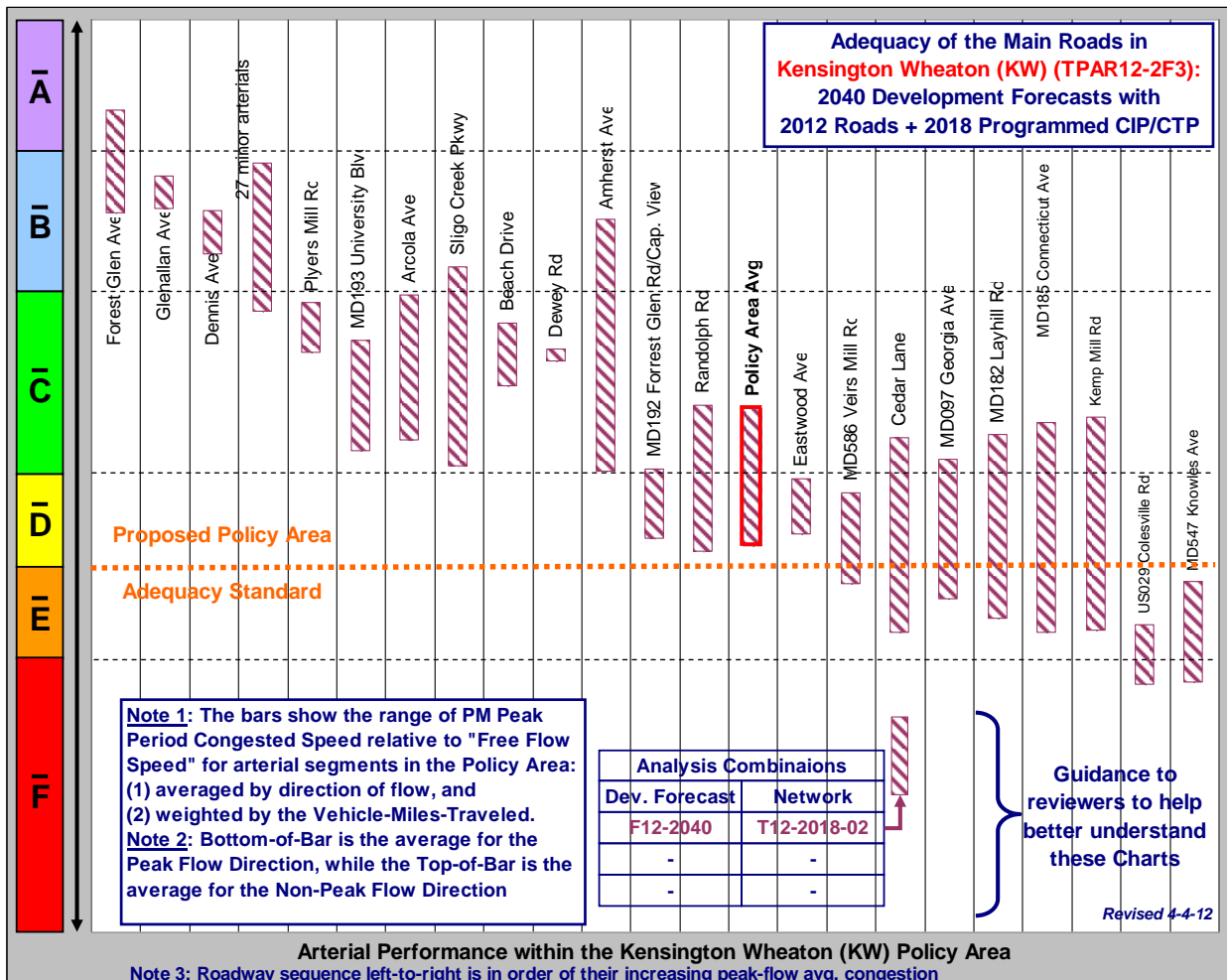
**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the KW Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized.



It can be noted in comparing the prior graphic to the previous one that in the period of the transportation improvement stage between 2018 and 2022 that one more of the roadways on average, MD 97 Georgia Avenue would more likely have peak flow congestion conditions that would be more congested than the Policy Area standard for the Urban Policy Areas. Consideration should be given to monitoring actual congestion trends and identifying further potential conditional solutions.

While other options to improve the roadway network over the next 10 years in the KW Policy Area potentially feasible, transit improvements and enhancements as well proactive traffic signal improvements should be undertaken to increase the functioning of the roadway and transit networks in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that the KW Policy Area would maintain its overall roadway adequacy into the long term. The traffic patterns would remain similar and a few additional roads already having more peak congestion possibly becoming more congested than the standard for an Urban Policy Area. Thus emphasis increase emphasis on improved Traffic Management and Operations as well as more intense Transportation Demand Management should continue.





### Bethesda Chevy Chase Policy Area

**A. Overview of the Policy Area:** Bethesda Chevy Chase (BCC) is categorized as an Urban Policy Area as it has 3 Metrorail stations (Friendship Heights, Bethesda, and Medical Center), high population and employment densities, and overall transit coverage of more than 80% of its area. Notable growth is occurring associated with the Base Realignment and Closure (BRAC) process at the Naval Medical Center, which includes programmed transportation improvements. The Master Planned improvement of the Purple Line Light Rail Transit line has reached a stage of project planning development where implementation of that major transit project may be able to be accomplished within 10 years by 2022 if overall transportation funding becomes firm.

This Policy Area is also served by the Bethesda Transportation Management District (TMD) that is an operational program of MCDOT. The TMD works in conjunction with major employers in the Bethesda CBD and NIH and Naval Medical Center campuses to coordinate ridesharing and promote transit and non-motorized transportation for travel to and from the area. MCDOT also operates the Bethesda Parking Lot District that consolidates and charges for off-street parking as well as manages the pricing and enforcement of the on-street parking meters. The National Crescent Trail provides significant recreational bicycling opportunities as well as with other bike lanes and routes provides connectivity between the residential and employment areas.

**B. Forecast of Development Activity:** The Bethesda Chevy Chase Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 3,719 households and 7,189 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 1,106 households and 3,288 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 3,242 households and 4,792 jobs. Growth is significant but a declining share of the County growth.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12							Employment Forecasts being used by TPAR12						
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
Bethesda / Chevy Chase	39,621	3,719	43,340	1,106	44,446	3,242	47,688	87,464	7,189	94,653	3,288	97,941	4,792	102,733
Growth in the Policy Area		9.4%		2.6%		7.3%			8.2%		3.5%		4.9%	
Percent Growth of Area														
Percent of County Growth		12.8%		6.9%		5.6%			11.5%		8.6%		3.9%	
Montgomery County	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

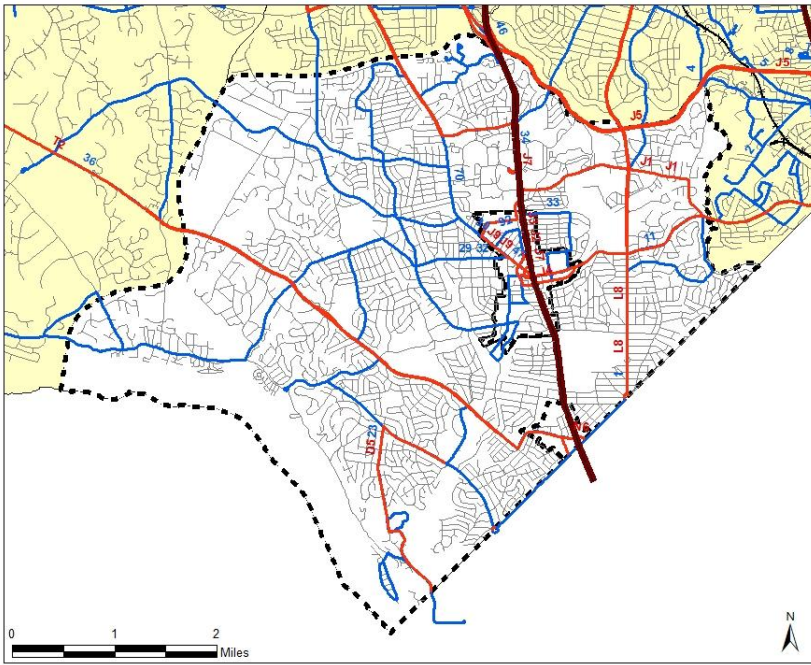
**C. Programmed Transportation Improvements:** There are two programmed projects that would provide improved roadway capacity in the BCC Policy Area that are being implemented to address impacts of the BRAC development activity of the Federal Government. These are improvements to parts of MD 185, Connecticut Avenue. Other BRAC related improvements will be done that will address bicycling and pedestrian circulation concerns. The countywide conditional project of the Purple line Purple Line LRT has reached a stage of project planning development where implementation of that major transit project may be able to be accomplished within 10 years by 2022 if overall transportation funding becomes firm.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-19-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CTP	Connecticut Ave. (MD 185)	I-495 to Jones Bridge Road (BRAC project) (add 4th SB Lane)		BCC	N	Y	Y
CTP	Connecticut Ave. (MD 185)	Manor Road to I-495 (BRAC project) (add 4th NB Lane)		BCC	N	Y	Y
CTP	Purple Line Light Rail Transit	Project Planning may be sufficient if conditional funding approved		Countywide	N	N	Y

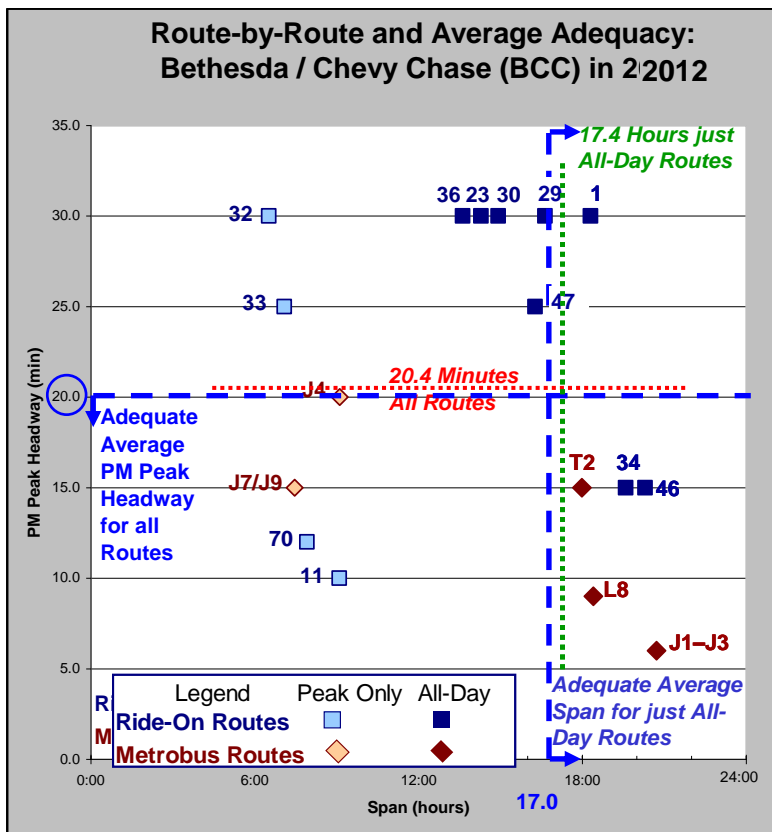
**D. Transit Adequacy Analysis:**

The BCC Policy Area includes three Metrorail Stations: Bethesda, Friendship Heights, and Medical Center. The area also includes two future stations on the Purple Line, one near Connecticut Avenue, Chevy Chase Lake Drive and Newdale Road, and another located at Elm Street and Woodmont Avenue.

**Coverage of Service:** 81.2% of the BCC Policy Area is located within 1 mile of a Metrorail station or 1/3 of a mile of one of the 17 bus routes servicing the area. The graphic to the left shows where in particular bus service coverage is provided in the BCC area. The standard for Coverage for an urban area is 80.0%. Therefore transit coverage in the BCC Policy Area is adequate.



— Ride On Route and # — Metrobus Route and #

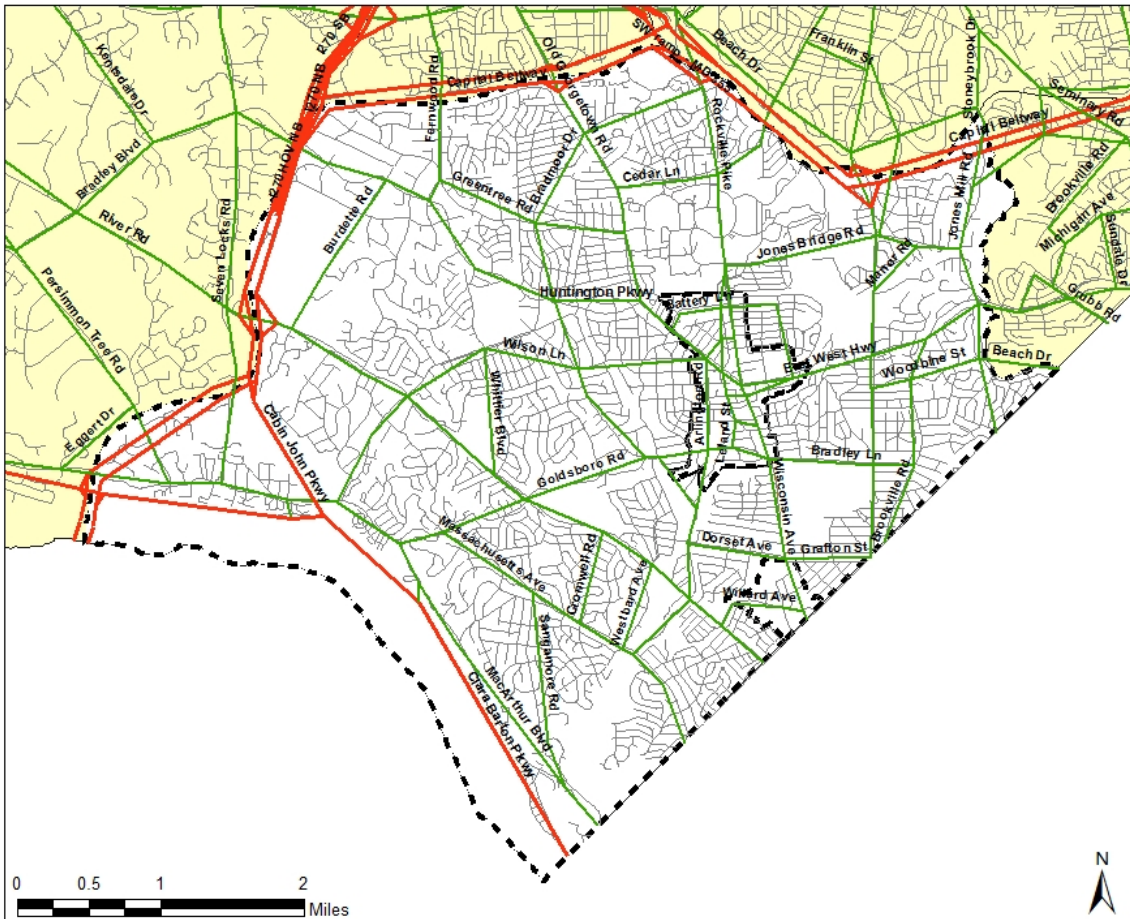


**Peak Headways:** All buses on average operate every 20.4 minutes during the weekday evening peak period in the BCC Policy Area. Some provide very frequent service such as the L8 or J1-J3 Metrobuses. In areas like BCC where Metrorail, Light Rail Transit or future BRT systems are provided, the standard for average Peak Headway is 20 minutes or less. Thus the average peak headway for the BCC area is not yet adequate. A conditional countywide project to improve peak headways in other areas could also attain adequacy in the BCC area too.

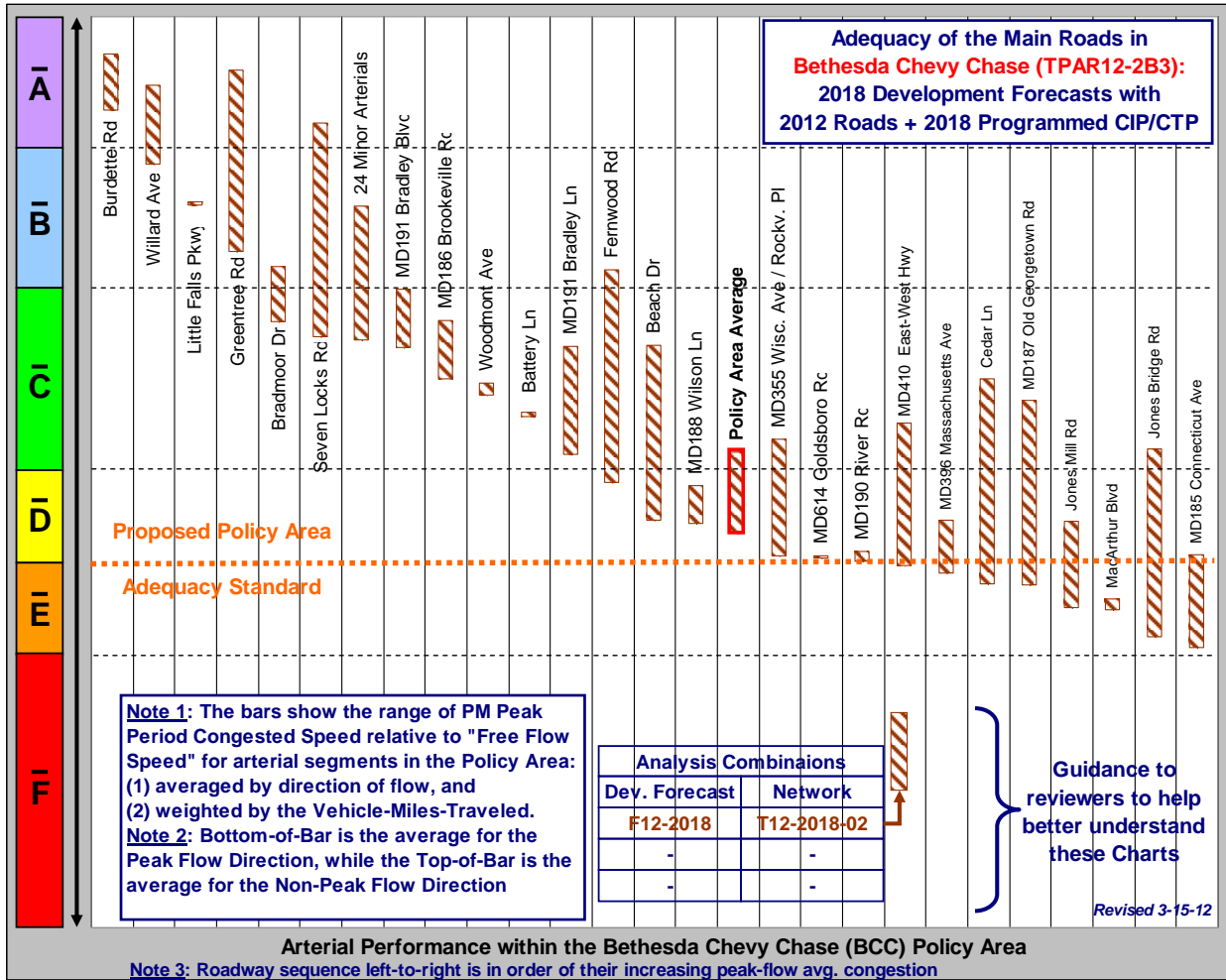
**Span of Service:** The average value of span is 17.4 hours per day for routes that operate all-day. The urban standard is 17.0 hours per day on average for all-day routes.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the BCC Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic schematically shows those major and minor arterials that were used and summarized. The freeway system of the region was also accounted for in the analysis but their performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as such very local streets and roads have low volumes of traffic. It is beyond the state-of-the-practice to model the use of them. The pattern of such local streets is nevertheless depicted in the background in the roadway graphic for purpose of understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for BCC roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the BCC Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage that uses the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to read the chart, yet some elaboration can also be help. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the BCC that were shown in the prior graphic. Towards the left, one of the bars is itself an average, in this case of 24 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

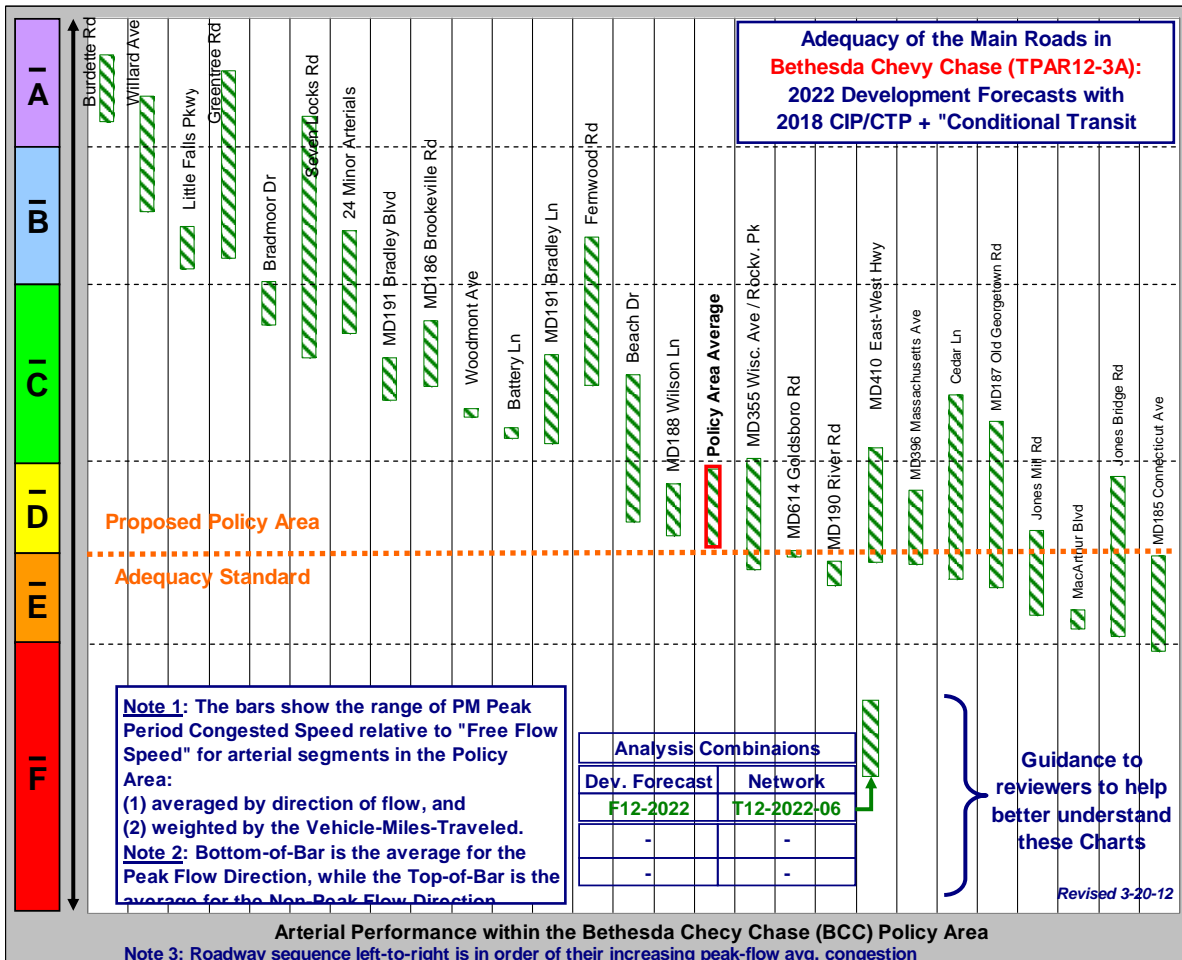
**Assessment of Areawide Roadway Adequacy for the BCC Policy Area:** The overall weighted average for the BCC Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the BCC area. Therefore, the BCC Policy Area has adequate future roadway conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP, results in overall areawide adequate roadways in the BCC Policy Area.

**F. Guidance to Local Area Transportation Review (LATR) in the BCC Policy Area:** The prior graphic shows that 18 of the depicted left-most arterial roads (and 24 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area, often considerably less. Yet the graphic also shows that there are some 8 other roadway link-segments

in the BCC Policy Area that are more congested than the Standard for an Urban Policy Area. Reading from right to the left in prior graphic locally inadequate congested conditions would be more likely found on parts of: (a) MD 185, Connecticut Ave. (b) Jones Bridge Rd, (c) McArthur Blvd, (d) Jones Mill Rd, (e) MD 187 Old Georgetown Rd, (f) Cedar Lane, (g) MD 396 Massachusetts Ave, and (h) MD 410 East West Hwy. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

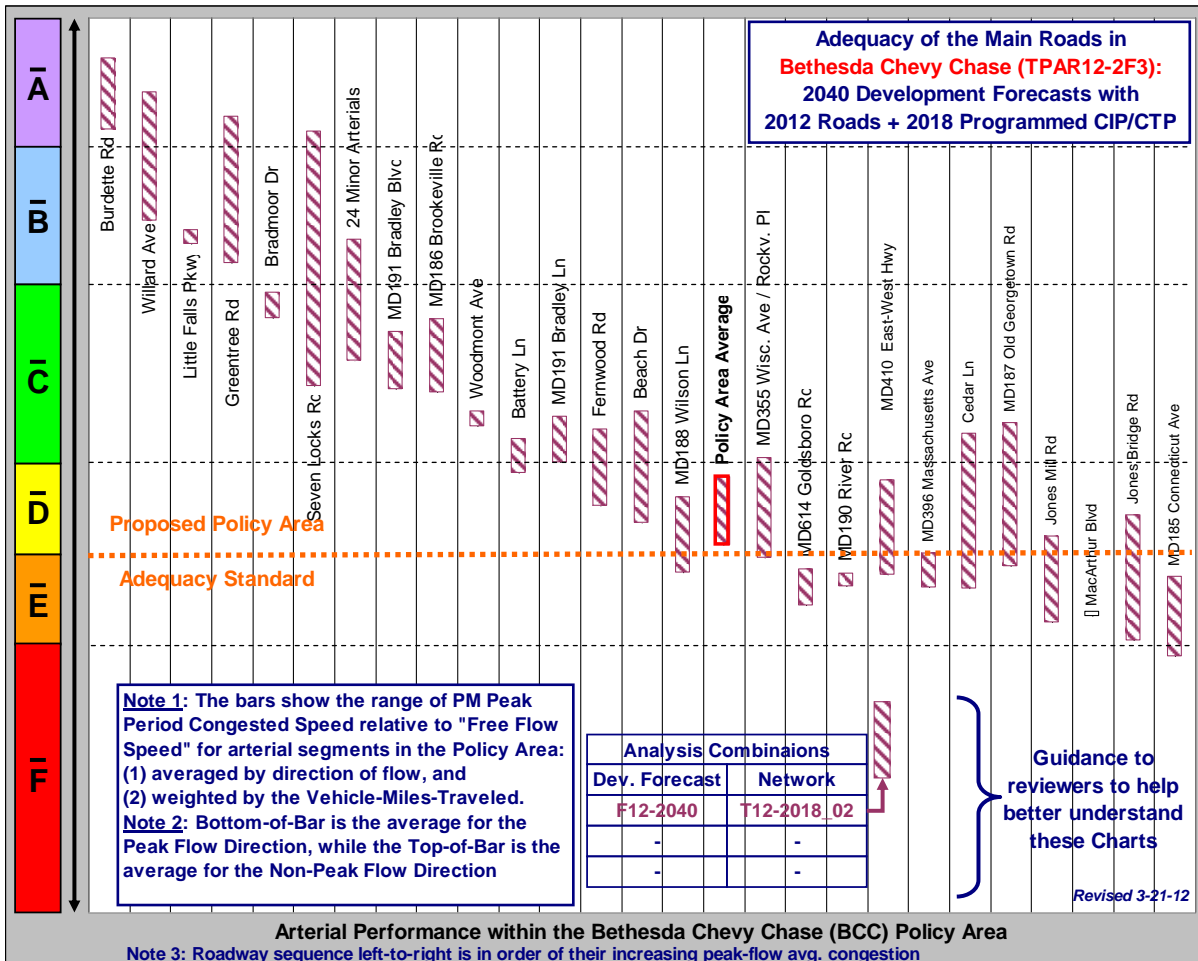
In addition, given the overall high volumes of traffic throughout many parts of the BCC Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the BCC area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. The Purple Line LRT is assumed to be available by 2022 in this scenario. Green-hatched bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the BCC Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage. However, it would be very close to doing so and effort and solutions should be sought during the intervening time period.



During the transportation improvements stage time period the Roadway Adequacy Analysis in the prior graphic suggests that three additional roadways would likely be frequently experiencing locally inadequate congestion conditions, those of: (1) MD 190 River Road, (2) MD 614 Goldsboro Rd, and (3) MD 355 Wisconsin Ave. Traffic operations and localized improvements may be workable for some locations along those roadway segments. More attentive monitoring of congestion trends along those roadway segments should also be undertaken. It is noted that the BRAC improvements for the Naval Hospital Expansion, include a MD 355 Pedestrian Crossing, as well as intersection and pedestrian improvements. While the BRAC improvements will help to maximize the efficiency of the existing network in the BCC area, directly accounting for the effects of such localized improvements is beyond the current state-of-the-practice in the regional-based modeling of the type used in the TPAR analysis. While options to improve the roadway network over the next 10 years in the BCC Policy Area do not exist or are impractical, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this policy area, which is also used by the bus route system. The prior graphic can be used as a guide in focusing on which roadways should receive such operational attention.

**H. Guidance for the Master Plan Stage:** . The following graphic shows that the BCC area would maintain its overall roadway adequacy into the long term but that some additional roads would have peak congestion more congested than the standard for an Urban Policy Area. Thus emphasis on Traffic Management and Operations and Transportation Demand Management should continue.



### Rockville Policy Area

**A. Overview of the Policy Area:** Rockville (RKV) is categorized as an Urban Policy Area, given the transit and development activity features of the area. This area is characterized by one Metrorail stations (Rockville) and one adjacent station (Twinbrook), high population and employment densities, and overall transit coverage of more than 80% of its area. Notable growth is occurring associated with the Rockville Town Center. It is recognized that the City of Rockville has an Adequate Public Facilities Ordinance that includes an areawide transportation analysis. How this TPAR approach meshes with that has had little exploration as of this writing.

**B. Forecast of Development Activity:** The RKV Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 3,215 households and 12,230 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 1,738 households and 6,822 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 5,225 households and 11,873 jobs. That amount of growth is high and will result in the RKV area having an increasing share of the total growth in the County particularly over the next 10 years.

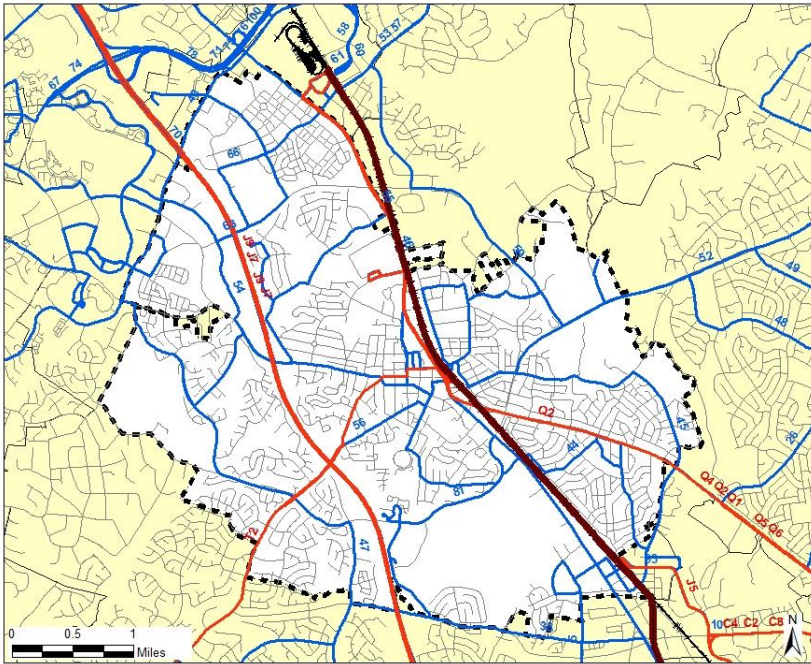
Source of the Forecasts: Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12							Employment Forecasts being used by TPAR12						
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
Rockville City	24,226		27,441		29,179		34,404	74,800		87,030		93,852		105,725
Growth in the Policy Area		3,215		1,738		5,225			12,230		6,822		11,873	
Percent Growth of Area		13.3%		6.3%		17.9%			16.4%		7.8%		12.7%	
Percent of County Growth		11.0%		10.9%		9.1%			19.6%		17.8%		9.6%	
Montgomery County	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

**C. Programmed Transportation Improvements:** There are no programmed projects to improve roadway capacity in the RKV area to address impacts of development in the CIP or CTP. The City of Rockville does have its own CIP and one road project for Southlawn Lane while it would improve safety and access will not add capacity to the over roadway network.

Program Document	TPAR12 Staging of County CIP and State CTP Projects <i>(updated to 3-21-12)</i>					Cond. Proj. by 2022
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012	
				RKV		

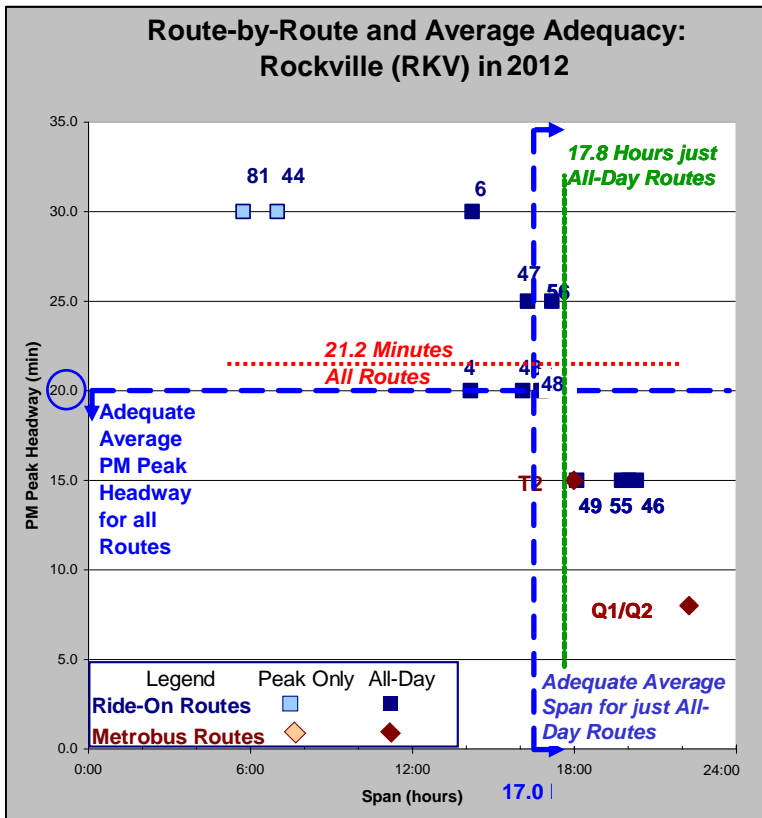
**D. Transit Adequacy Analysis:**

The RKV Policy Area includes the Rockville Metrorail Station and parts are within walking distance of two others: Twinbrook and Shady Grove. MARC Commuter Rail and Amtrak service is at the Rockville Station.



— Ride On Route and # — Metrobus Route and #

**Coverage of Service:** About 80% of the RKV Policy Area is located within 1 mile of a Metrorail station or 1/3 of a mile of one of the 15 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the RKV area. The standard for Coverage for an Urban Policy Area is 80%. Therefore, transit coverage in the RKV Policy Area is adequate.



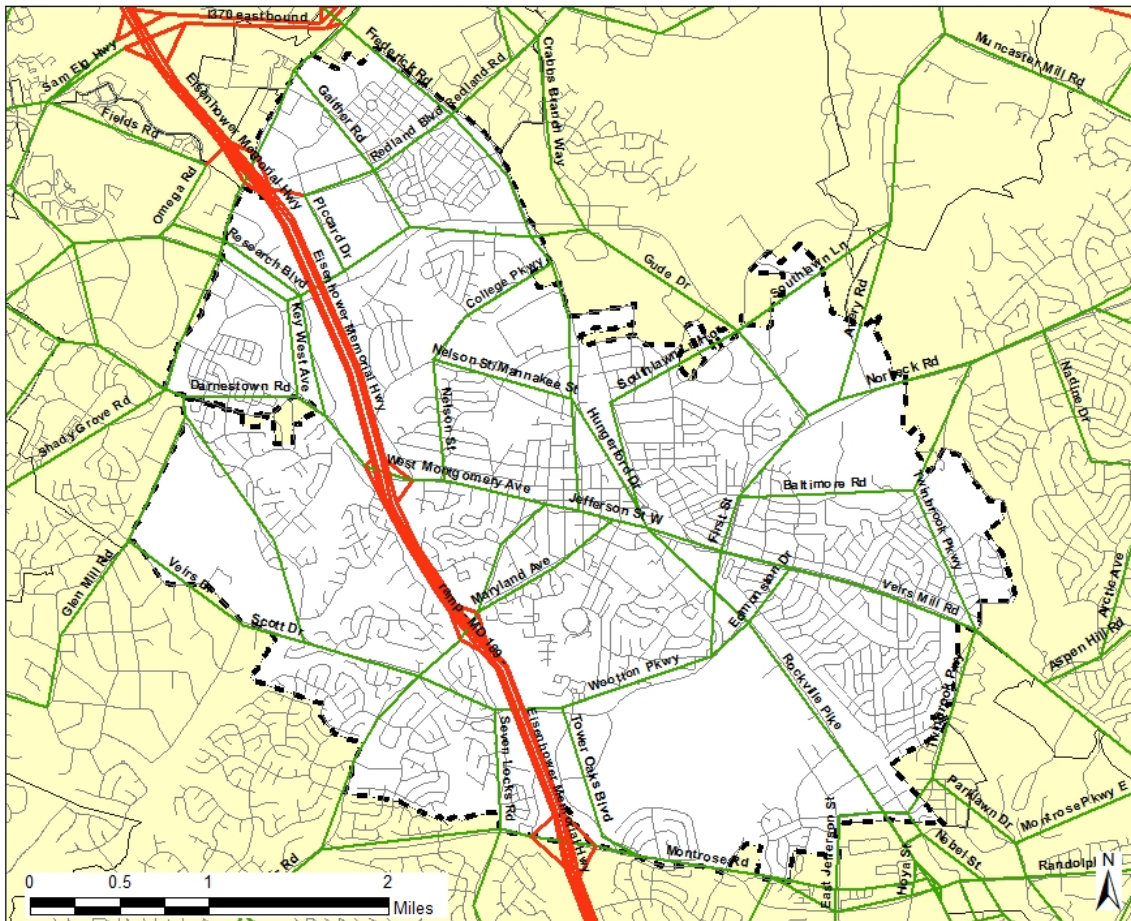
**Peak Headways:** All buses on average provide 21.2 minutes between buses during the weekday evening peak period in the RKV Policy Area. Some provide very frequent service such as the Q1/Q2 Metrobuses. In areas like RKV where Metrorail the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the RKV area is not yet adequate. A conditional countywide project to improve peak headways in other areas could further improve adequacy in the RKV area too.

**Span of Service:** The average value of span is 17.8 hours per day for routes that operate all-day. The urban standard is 17.0 hours per day on average for all-day routes. Therefore, transit span in the RKV Policy Area is adequate.

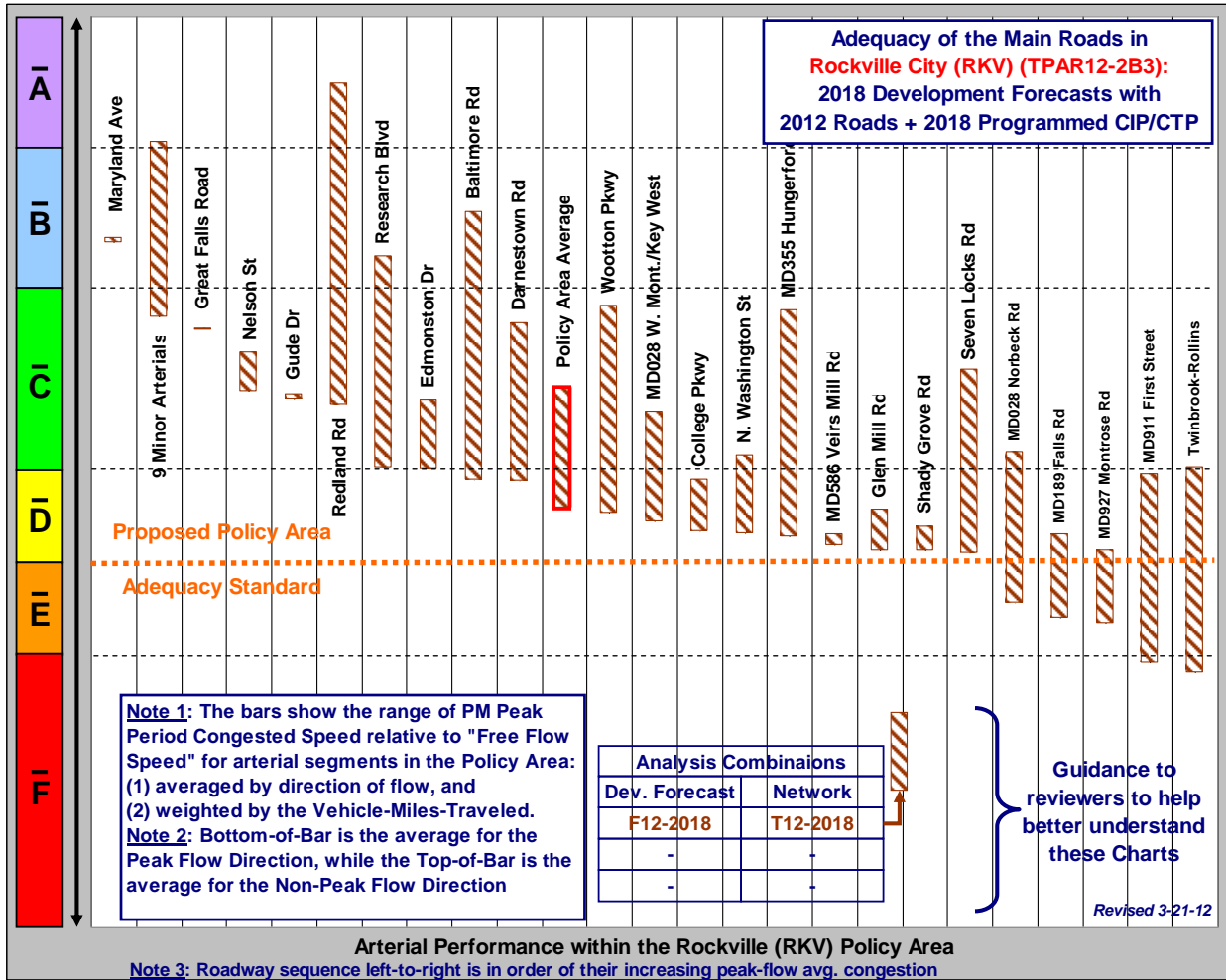


**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the RKV Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for RKV roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the RKV Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the RKV that were shown in the prior graphic. Towards the left, one of the bars is itself an average, in this case of 9 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

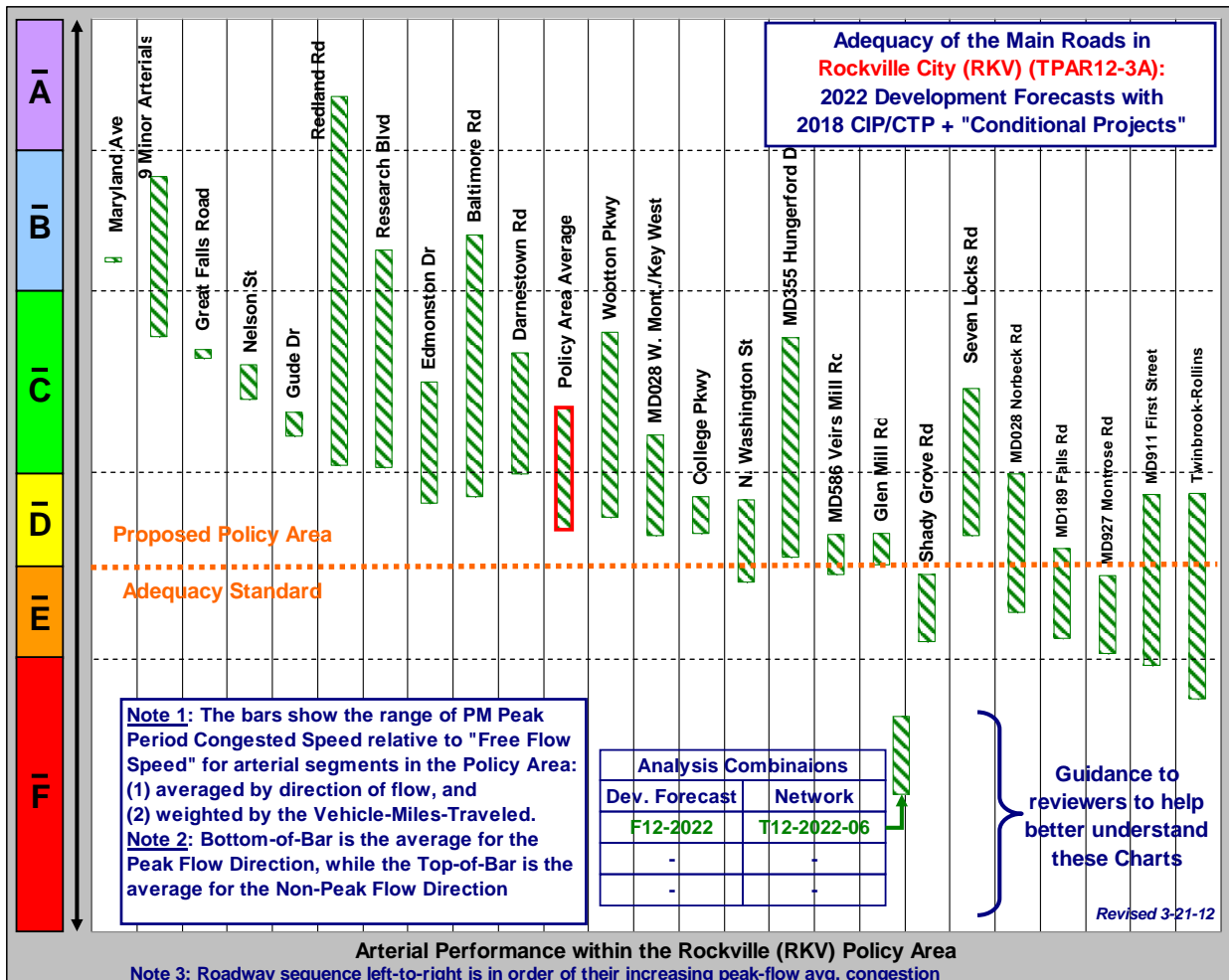
**Assessment of Areawide Roadway Adequacy for the RKV Policy Area:** The overall weighted average for the RKV Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the RKV area. Therefore, the RKV Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the RKV Policy Area:** The prior graphic shows that 18 of the depicted left-most arterial roads (and the 9 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area, often considerably less. Yet the graphic also shows that there are some 8 other roadway link-segments

in the RKV Policy Area that are more congested than the Standard for an Urban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) Twinbrook Pkwy/Rollons Ave, (b) MD 911 First Street, (c) MD 927 Montrose Rd, (d) MD 189 Falls Rd, and (e) MD 28 Norbeck Rd. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

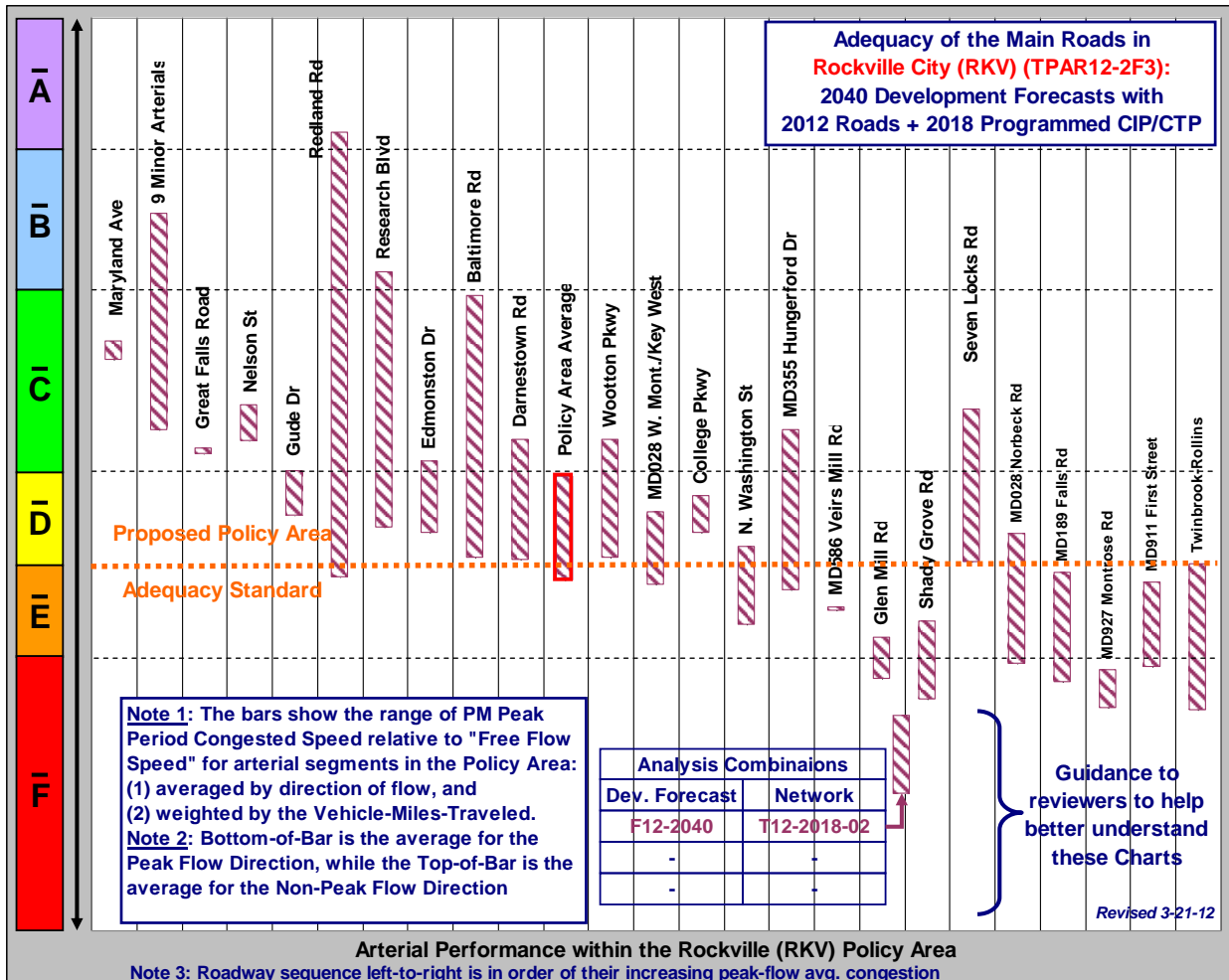
In addition, given the overall high volumes of traffic throughout many parts of the RKV Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the RKV area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements, including turn-lanes at nearby intersections, access or local circulation needs, bus stops, and sidewalks.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. Green-hatched bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the RKV Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized



While other options to improve the roadway network over the next 10 years in the RKV Policy Area are not being proposed at this time, transit improvements and enhancements as well proactive traffic signal improvements must be undertaken to increase the functioning of the network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways, singularly or in combination should receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that the RKV Policy Area would not maintain its overall roadway adequacy into the long term. Further, it can also be seen that many additional roadways would be more congested in the peak direction than the standard for an Urban Policy Area, which implies either that many long-term transportation improvements will be needed or that the forecasts of development activity are too high. The pattern suggests that most roadways in Rockville would be so congested during peak periods in the long-term. In the nearer term emphasis could be given to developing a Rockville-specific Traffic Management and Operations program as well as more a Transportation Demand Management program.



### Derwood Policy Area

**A. Overview of the Policy Area:** Derwood (DER) is categorized as an Urban Policy Area, given the transit and development activity features of the area. This area is characterized by having the Shady Grove Metrorail Station, the terminal of the Red Line with a large number of Park and Ride spaces and a special access roadway from I-370 and MD 200. There is a MARC Commuter Rail and Amtrak Rail station at Washington Grove, which is within the Policy Area. The recently opened MD 200 (Intercounty County Connector) passes through the middle part of the Derwood area and access and egress is provided by an interchange at Shady Grove Road.

The development in the area is however at present only moderate in terms of population and employment densities. The overall transit coverage is presently less than the standard for an Urban Policy Area, which is having more than 80% of the area with transit service. Notable growth has been occurring in the adjacent Rockville Policy Area associated with the King Farm.

**B. Forecast of Development Activity:** The DER Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 930 households and 58 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 1,578 households and 4,566 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 4,263 households and 6,909 jobs. This growth is high as a percent of current development for the area, but it is on par or slightly increasing relative to the total forecast of growth in the County.

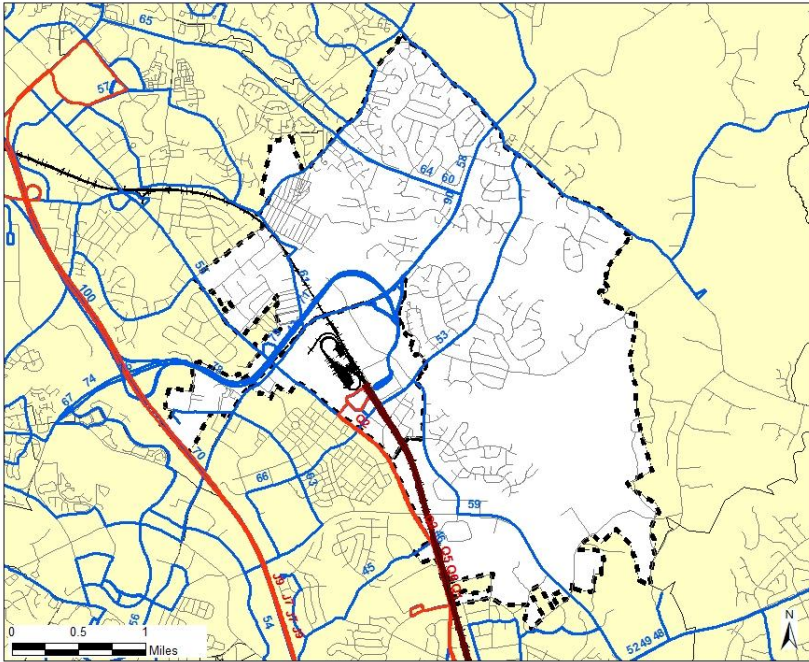
Source of the Forecasts: Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12					
	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Forecast for 2040	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Forecast for 2040
	<b>Derwood</b>	6,157		7,087		8,665	12,928	20,937		20,995		25,561
Growth in the Policy Area		930		1,578		4,263		58		4,566		6,909
Percent Growth of Area		15.1%		22.3%		49.2%		0.3%		21.7%		27.0%
Percent of County Growth		3.2%		9.9%		7.4%		0.1%		11.9%		5.6%
<b>Montgomery County</b>	360,500		389,599		405,597	463,000	506,000		568,315		606,679	730,375
Growth in the County		29,099		15,998		57,403		62,315		38,364		123,696

**C. Programmed Transportation Improvements:** There are two programmed projects that will be improving roadway capacity in the DER area, each associated with parts of Redland Road as noted in the graphic below.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Redland Rd	Crabbs Branch Way to Needwood Rd (4 lanes)		DER	Y	Y	Y
CIP	Redland Rd	Needwood Rd to Baederwood Lane (3 lanes)		DER	Y	Y	Y

**D. Transit Adequacy Analysis:**

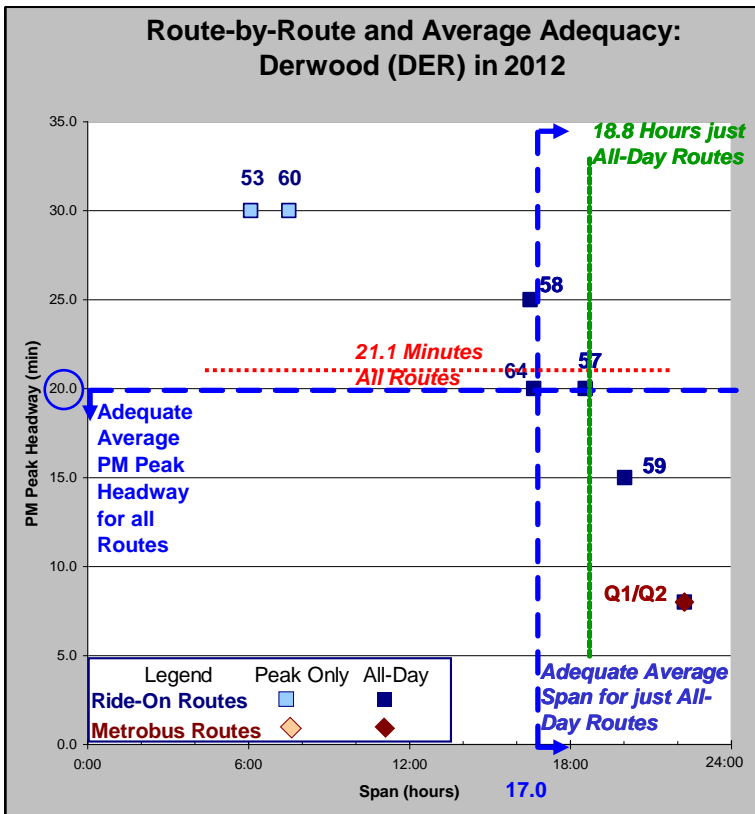
The DER Policy Area includes the Shady Grove Metrorail Station as well as the nearby Washington Grove Station that is serviced by MARC Commuter Rail and Amtrak.



**Coverage of Service:** About 70% of the DER Policy Area is located within 1 mile of a Metrorail station or 1/3 of a mile of one of the 7 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the DER area. The standard for Coverage for an Urban Policy Area is 80%. Therefore transit coverage in the DER Policy Area is nominally not adequate.

— Ride On Route and #      — Metrobus Route and #

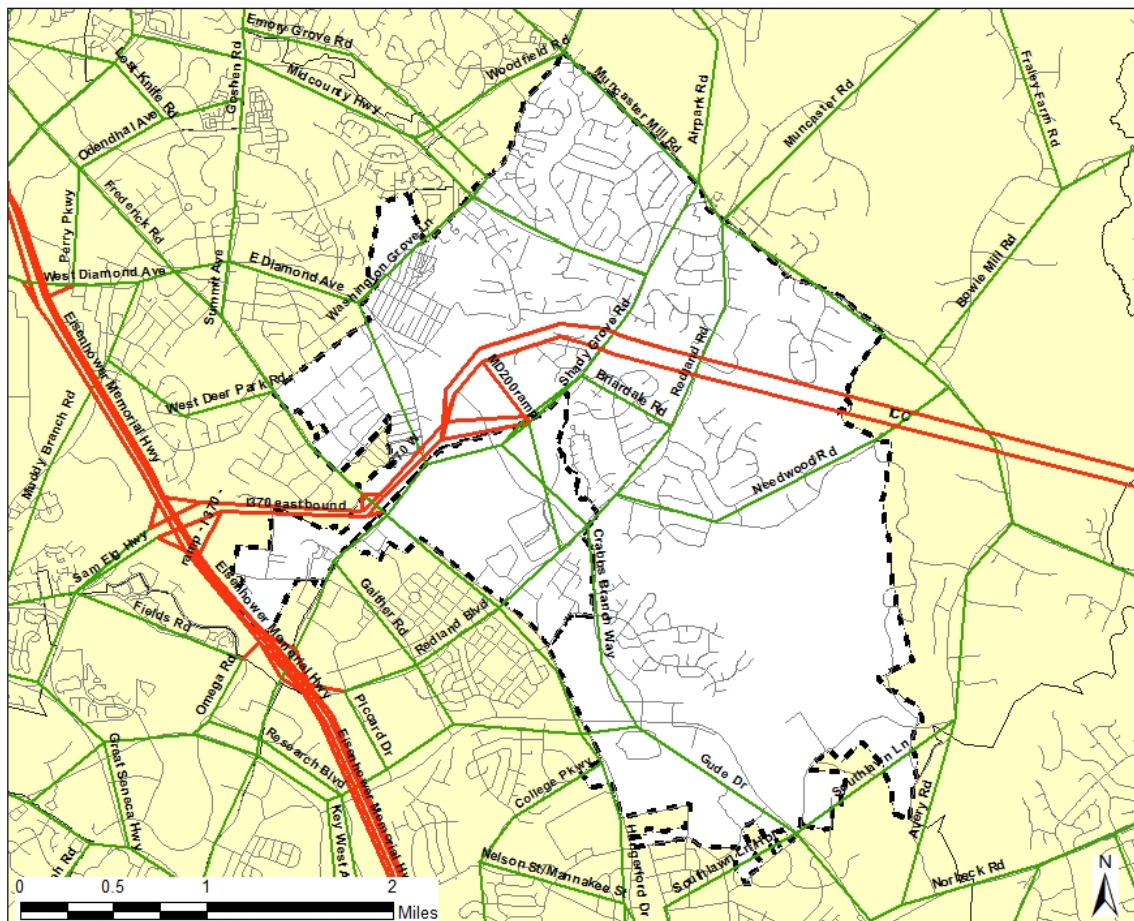
**Peak Headways:** All buses on average provide 21.1 minutes between buses during the weekday evening peak period in the DER Policy Area. Some provide very frequent service such as the Q1/Q2 Metrobuses. In areas like DER where Metrorail is provided the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the DER area is not yet adequate. A conditional countywide project to improve peak headways to serve other adjacent and nearby Policy Areas could result within the next 10 years that the DER area could attain Peak Headway adequacy.



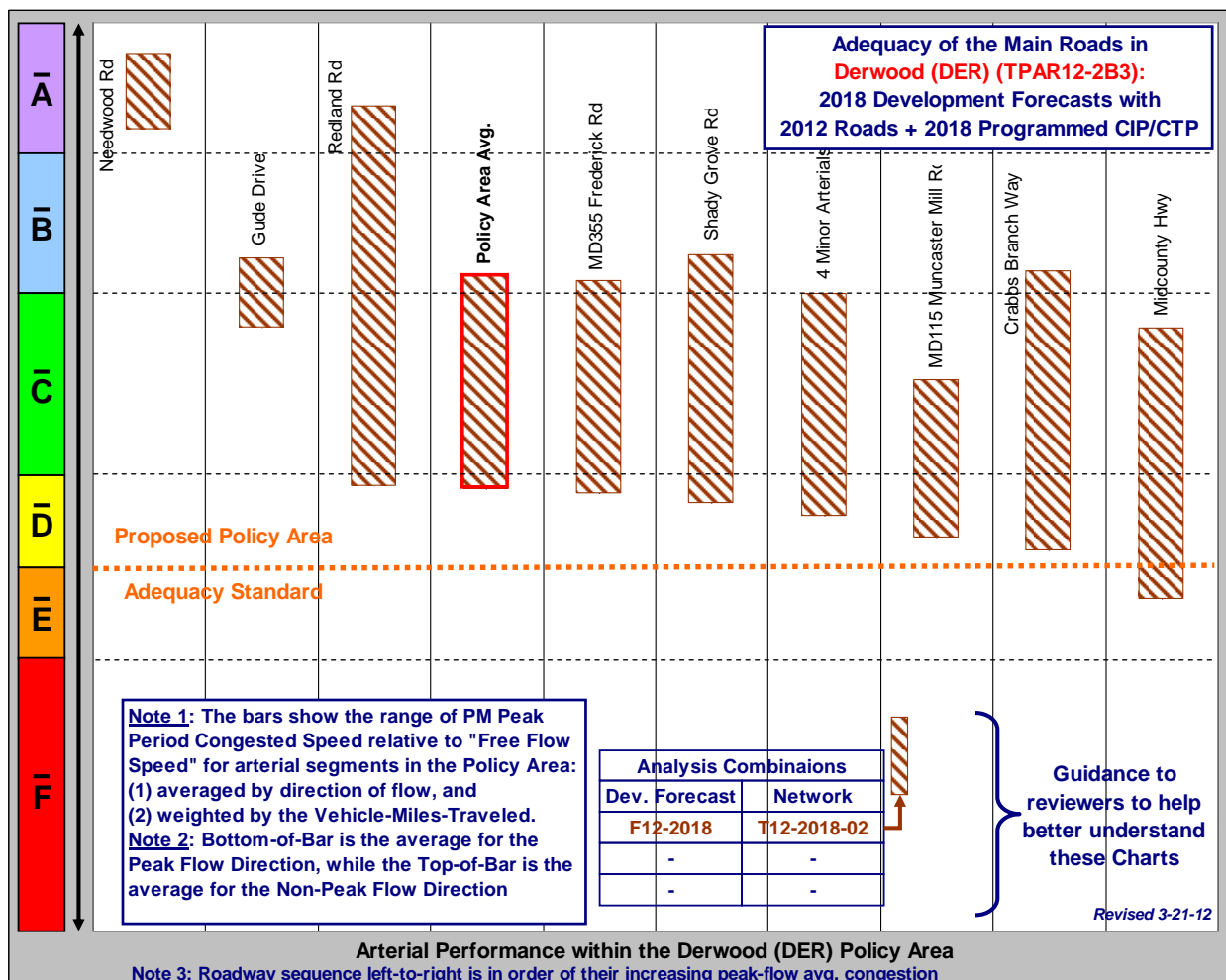
**Span of Service:** The average value of span is 18.8 hours per day for routes that operate all-day. The Urban standard is 17.0 hours per day on average for all-day routes. Therefore, transit span in the DER Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the DER Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for DER roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the DER Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the DER that were shown in the prior graphic. One of the bars is itself an average, in this case of 4 minor arterials roads, which is the fourth bar from the right. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

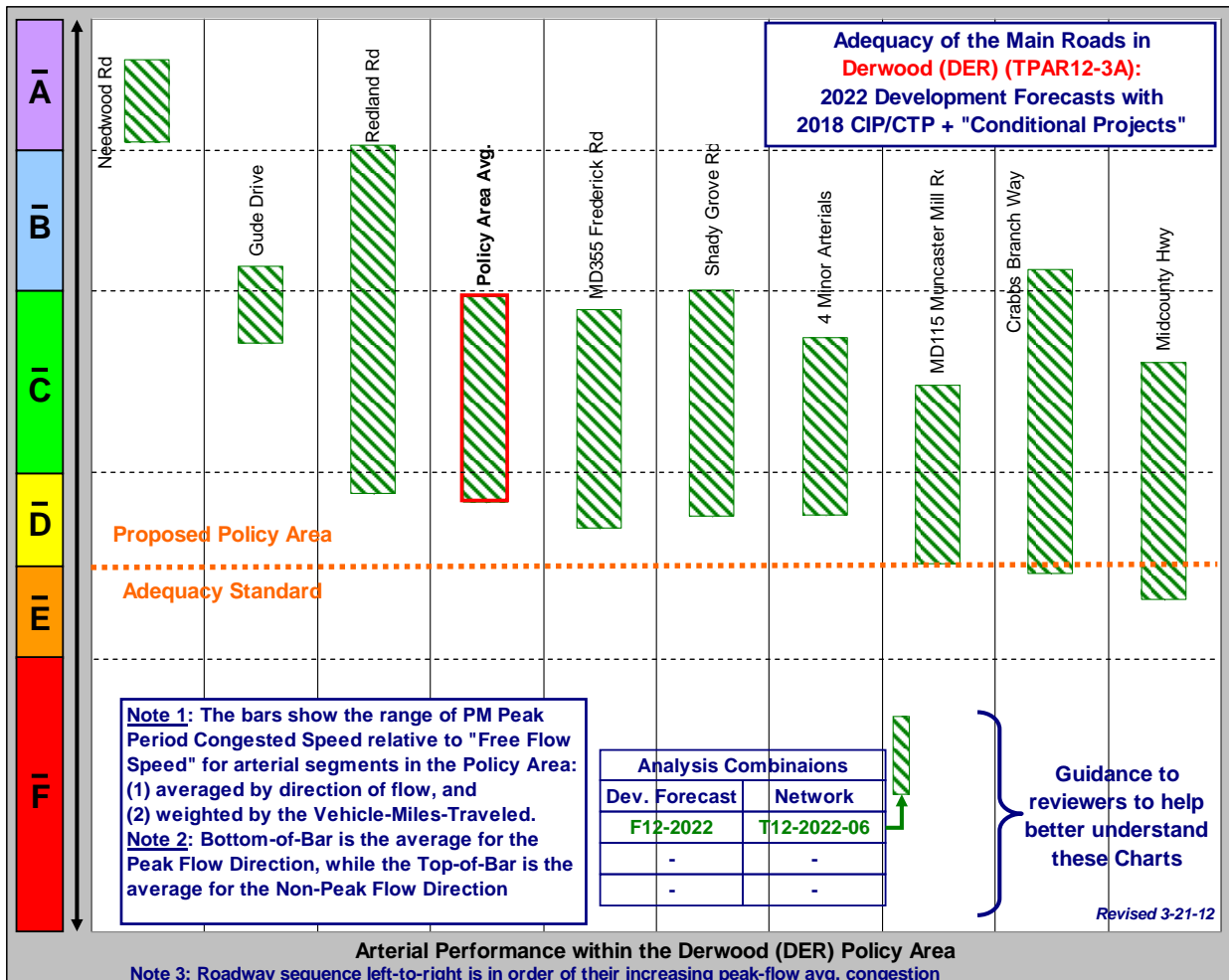
**Assessment of Areawide Roadway Adequacy for the DER Policy Area:** The overall weighted average for the DER Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the DER area. Therefore, the DER Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the DER Policy Area:** The prior graphic shows that all but one of the depicted left-most arterial roads (and the 4 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area. The graphic also shows that there is only one roadway link-segment in the DER Policy



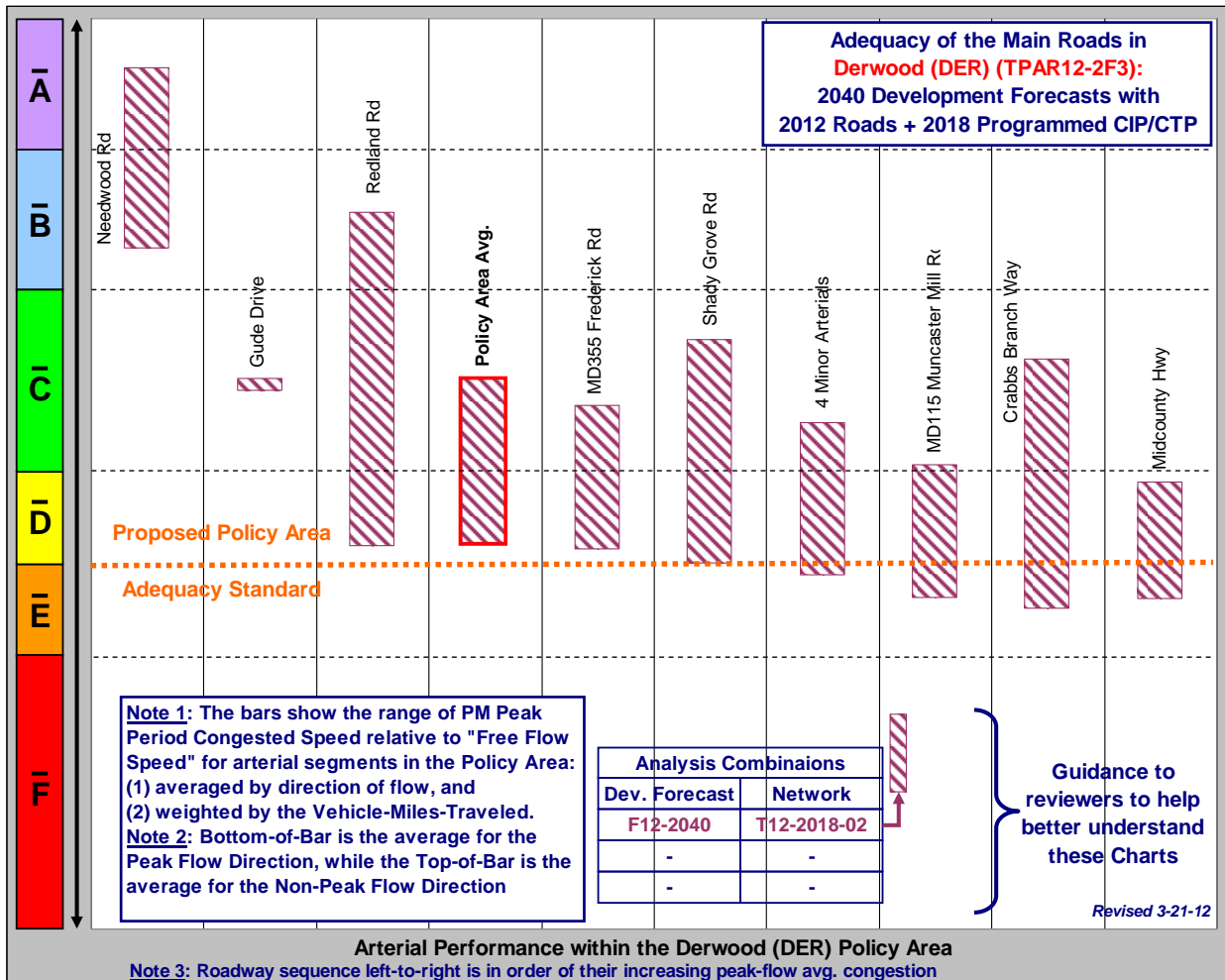
Area that are more congested than the Standard for an Urban Policy Area – which is that of Mid County Highway. Thus locally inadequate congested conditions would be more likely found on in the vicinity of that roadway. Particular attention should be given to the LATRs for proposed subdivisions that would use that arterial road for access to their proposed site. Further, it can be seen that most of the roadways throughout many parts of the DER Policy Area during peak periods would have fairly busy but acceptable traffic flow conditions. Thus, proposed subdivisions that would rely on other arterial roads serving the DER area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. Green-hatched bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the DER Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage. The prior analyses done for the Proposed TPAR in 2010 did consider the extension of Midcounty Highway to become direct access ramps to and from the new Intercounty Connector (MD 200) . While not considered in this Roadway Adequacy Analysis for TPAR12, it could become a future conditional project.



While other options to improve the roadway network over the next 10 years in the DER Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the Derwood Policy Area would maintain its overall roadway adequacy into the long term, it can also be seen that most roadways would be about as congested in the peak direction as the standard for an Urban Policy Area. In the nearer term and mid-term emphasis could be given to developing a Derwood-specific Traffic Management and Operations program as well as a Transportation Demand Management program.



### R&D Village Policy Area

**A. Overview of the Policy Area:** R&D Village (RDV) is categorized as an Suburban Policy Area, given the transit and development activity features of the area. This area has high population and employment densities, and overall transit coverage of more than 30% of its area. Notable growth is occurring associated with the implementation of development projects located in the Life Science Center (LSC). The staging of master-planned development in the LSC is linked to the realization of major transportation-related improvements including: (1) the implementation of phases of the Corridor Cities Transitway (CCT) between the Shady Grove Metro and Clarksburg (2) the achievement of non-auto driver mode share goals and; (3) the implementation of selected arterial roadway improvements.

**B. Forecast of Development Activity:** The RDV Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 1,795 households and 3,604 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 1,442 households and 3,507 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 5,963 households and 14,806 jobs. While the household and job growth is high relative to the current development activity, it is only a moderate but increasing share of the total growth in the County.

Source of the Forecasts: Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12								
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for		
	2010	2018	2018	2022	2040	2040	2010	2018	2018	2022	2040	2040			
R&D Village	2,364		4,159		5,600		9,777		20,052		23,656		27,163		41,969
Growth in the Policy Area		1,795		1,442		5,963				3,604		3,507		14,806	
Percent Growth of Area		75.9%		34.7%		106.5%				18.0%		14.8%		54.5%	
Percent of County Growth		6.2%		9.0%		10.4%				5.8%		9.1%		12.0%	
Montgomery County	360,500		389,599		405,597		463,000		506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403				62,315		38,364		123,696	

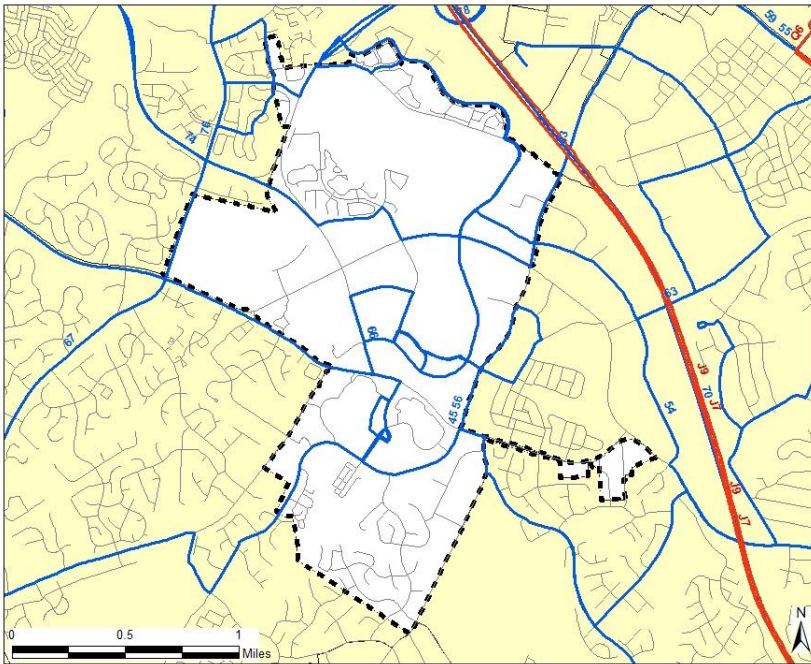
**C. Programmed Transportation Improvements:** There are no programmed projects that serve the RDV area. As also noted in the discussion of other Policy Areas, a “conditional project” has been identified to provide Peak Hour Headway improvements to about a dozen Ride-On routes that currently serve about 8 of the Suburban Policy Areas needing improved Peak Hour Headways to attain the Peak Headway Adequacy Standard. Most of those dozen routes would directly serve more than one Policy Area, as well as indirectly serve a similar number of: (a) other Suburban Policy Areas combined with (b) several of the Urban Policy Areas. Such a “conditional project” could be implemented in a few increments over a few years or all at once. Interim ridership results and user responses to travel surveys would be monitored over time and refinements could be made along the way.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Ride-On Peak Headway Imprv.	Peak headway improvements: about 12 routes in about 8 Areas		Countywide	N	Some	Y

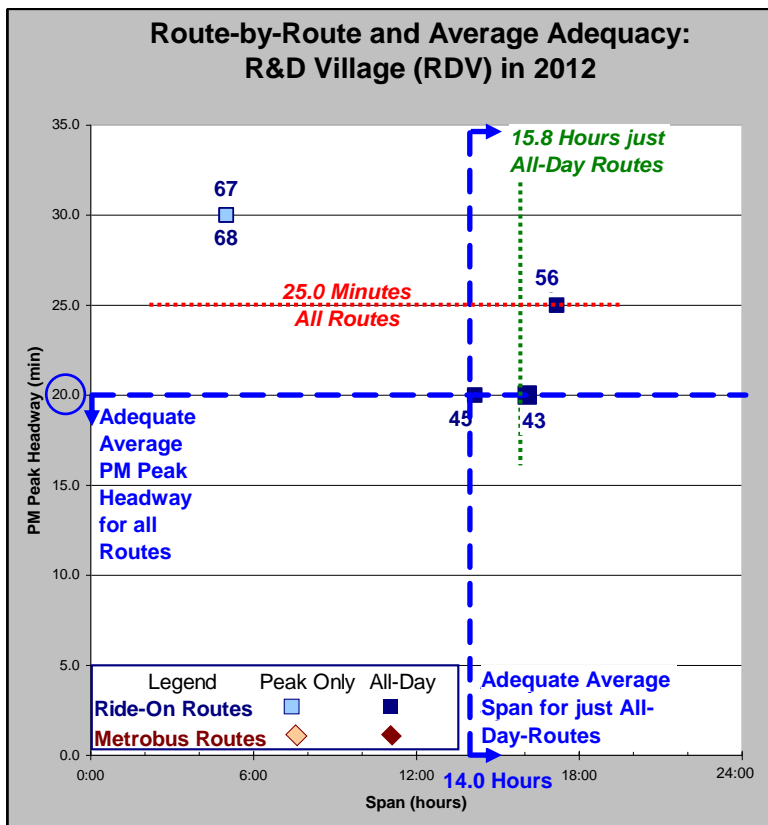
**D. Transit Adequacy Analysis:**

The RDV Policy Area would be well served by several stations of the Corridor Cities Transitway (CCT) when it is implemented at a future time.

**Coverage of Service:** About 75% of the RDV Policy Area is located within 1/3 of a mile of one of the 5 bus routes currently serving the area, and with the CCT in place that coverage within a 1/3 mile of a station would increase that percentage. The graphic to the left shows where in particular current bus service coverage is provided in the RDV area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the RDV Policy Area is adequate.



— Ride On Route and # — Metrobus Route and #

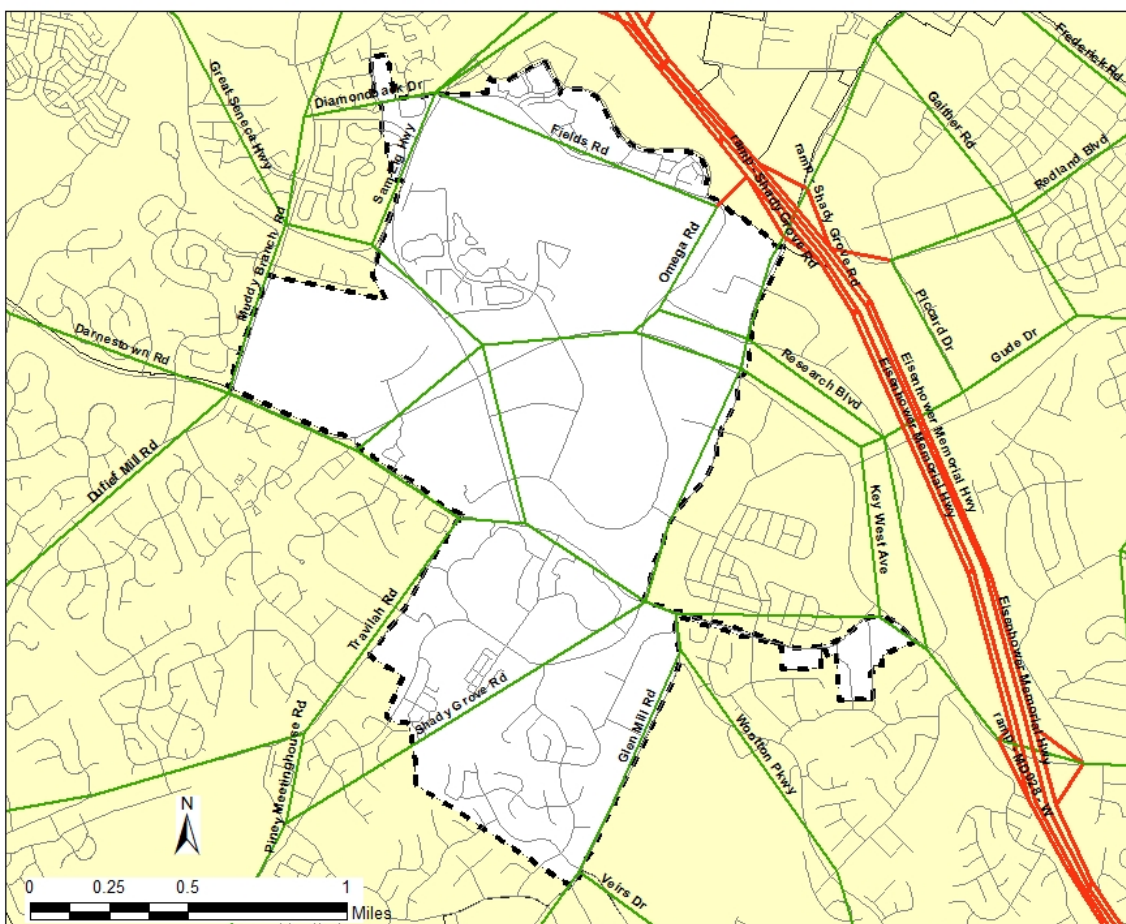


**Peak Headways:** All buses on average provide 25.8 minutes between buses during the weekday evening peak period in the RDV Policy Area. In areas like RDV where future LRT is to be provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the RDV area is not yet adequate. A “conditional” countywide project to improve peak headways could attain adequacy within the next 10 years.

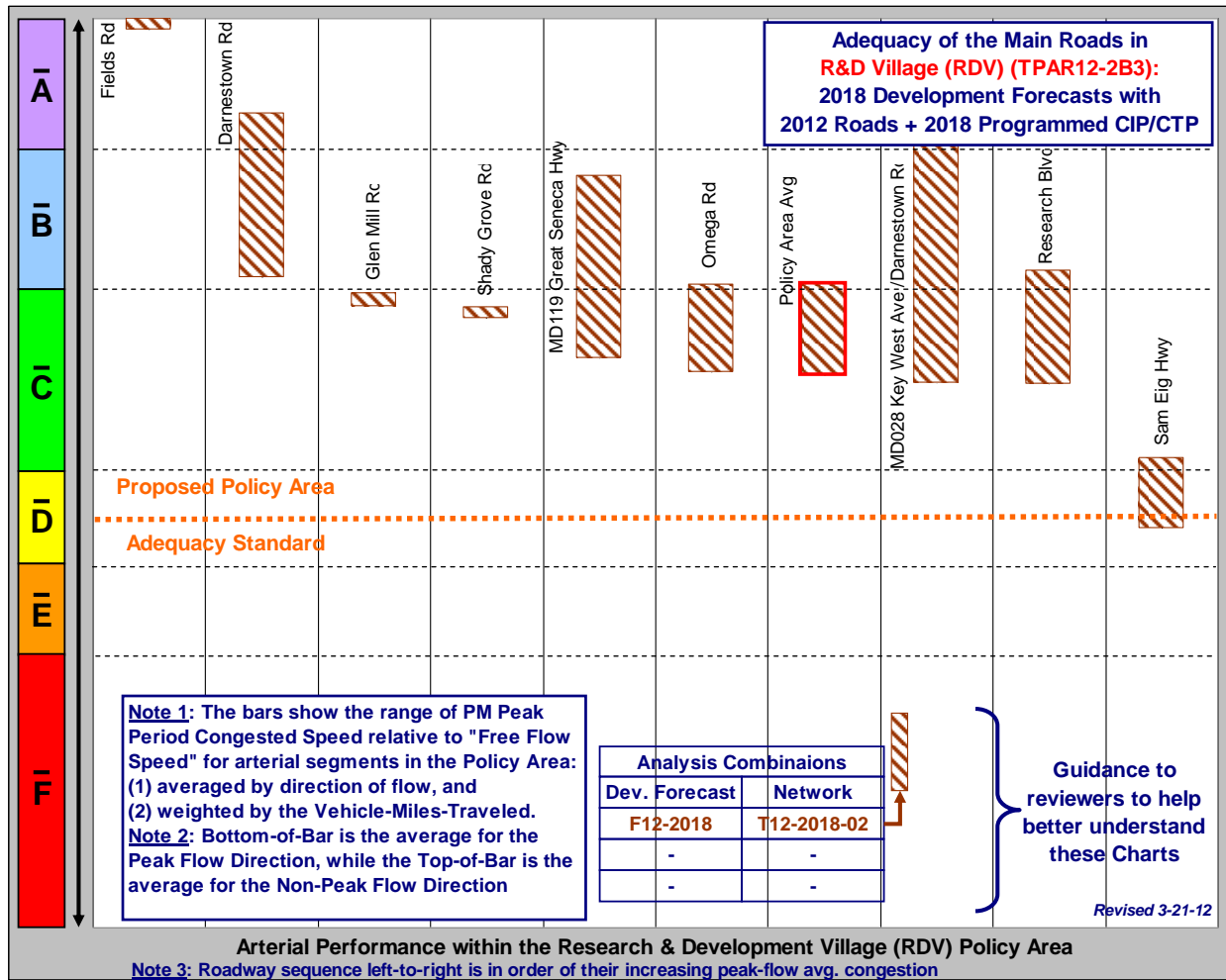
**Span of Service:** The average value of span is 15.8 hours per day for routes that operate all-day. The urban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the RDV Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the RDV Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for RDV roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the RDV Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the RDV that were shown in the prior graphic. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

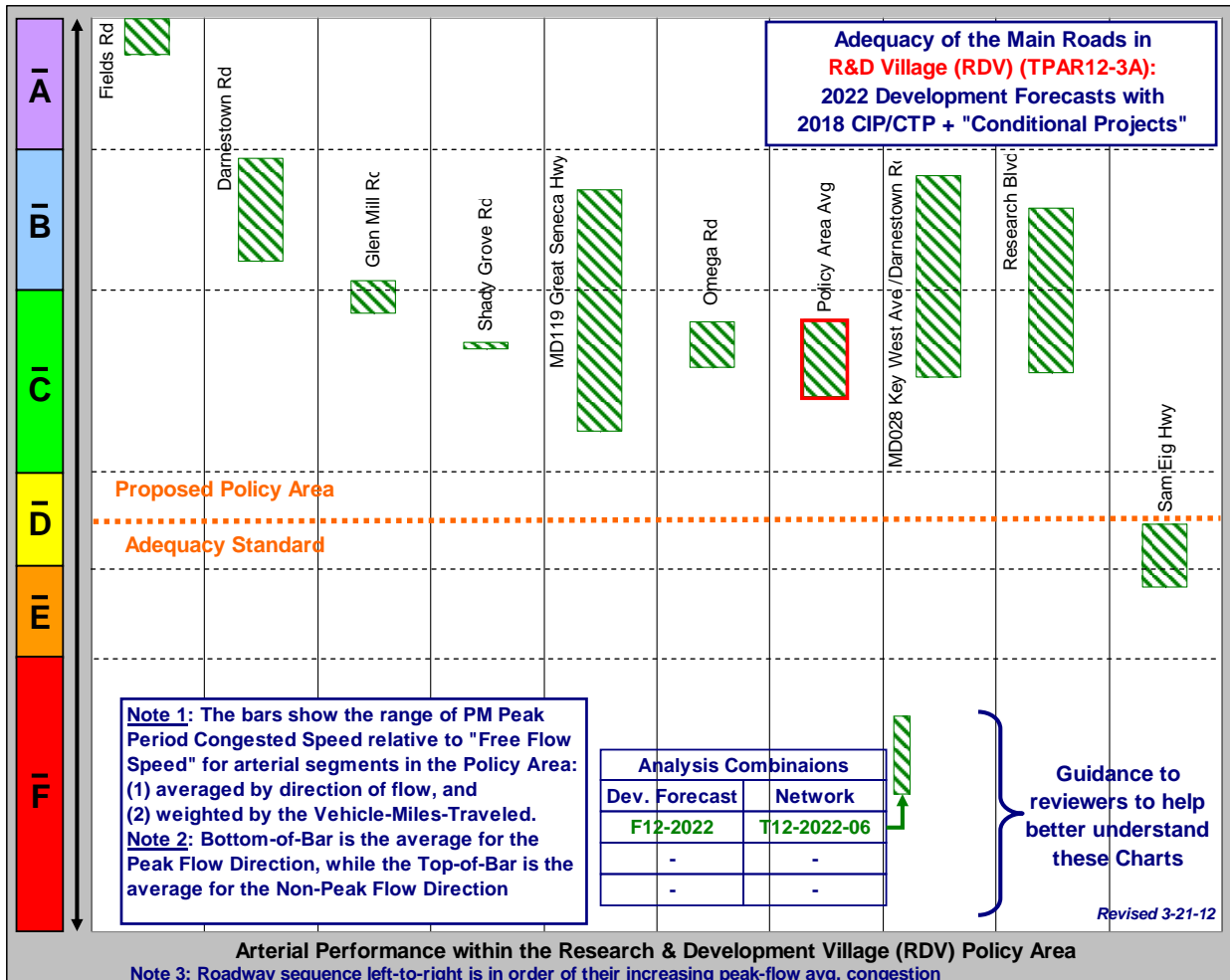
**Assessment of Areawide Roadway Adequacy for the RDV Policy Area:** The overall weighted average for the RDV Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Suburban Policy Areas, such as the RDV area. Therefore, the RDV Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the RDV Policy Area:** The prior graphic shows that none of the depicted left-most arterial roads have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is above, or less congested than the Standard for a Suburban Policy Area, often considerably above. Yet the graphic also shows that there is only one roadway link-segments in the RDV Policy Area that is more congested than the Standard for a Suburban Policy Area. In the prior graphic, locally

inadequate congested conditions would be more likely found associated with parts of Sam Eig Highway. Particular attention should be given to the LATRs for proposed subdivisions that use that arterial road for access to their proposed site.

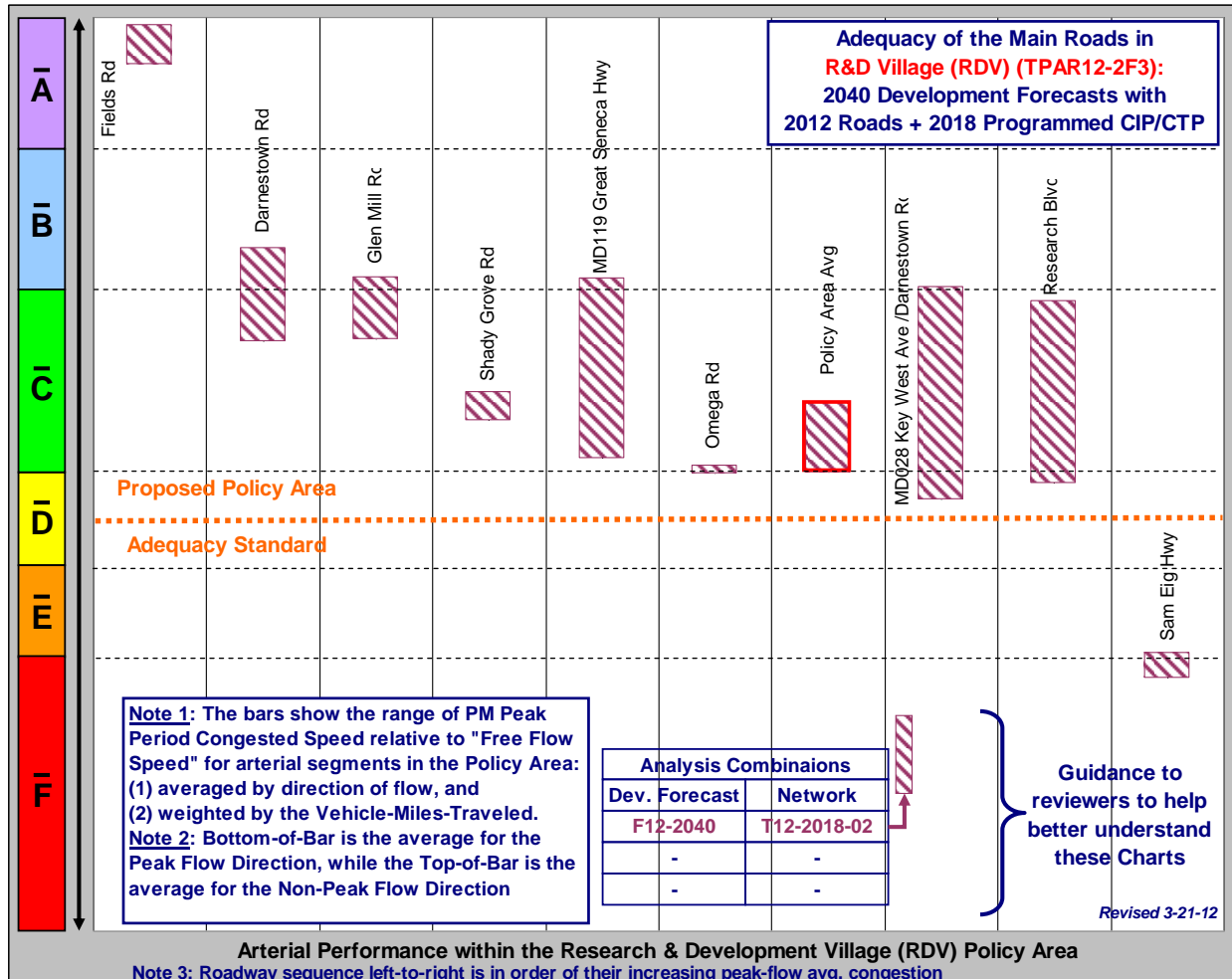
In addition, given the overall moderate to high volumes of traffic throughout many parts of the RDV Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the RDV area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements, including turn-lanes at nearby intersections, access or local circulation needs, bus stops and sidewalks.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the RDV Policy Area to loose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized for this Policy Area at this time.



While other options to improve the roadway network over the next 10 years in the RDV Policy Area are not being proposed at this time, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the RDV Policy Area would continue to maintain its current regulatory stage overall roadway adequacy into the long term master plan stage. However, the main access to and from I-270 would likely be severely congested in the absence of further “conditional projects” from the Master Plan. Given this longer-term outlook, in the nearer term and mid-term, emphasis should be given to developing a R&D Village-specific Traffic Management and Operations program as well as a Transportation Demand Management program.





### Gaithersburg Policy Area

**A. Overview of the Policy Area:** Gaithersburg (GBG) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. This area is characterized by two MARC Commuter Rail – Amtrak stations (Gaithersburg and Metropolitan Grove) as well as a third nearby one at Washington Grove in the adjacent Derwood Policy Area. There are high population and employment densities and overall transit coverage of about 75% of its area. Notable growth has been occurring associated with the Kentlands and Lakelands areas, as well as nearby employment locations. Significant growth is just beginning on the Crown Farm area that has been annexed to be part of the City of Gaithersburg. The City of Gaithersburg exercises development regulation authority over property located within the boundary of that municipality. The County exercises development authority over property located in the non-municipal areas of the Gaithersburg Policy Area.

**B. Forecast of Development Activity:** The GBG Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 969 households and 10,491 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 2,480 households and 2,009 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 6,026 households and 18,289 jobs. While this growth is high, it is also an increasing share of the total growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12						
	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Growth 2022 to 2040	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Growth 2022 to 2040	Forecast for 2040
	<b>Gaithersburg City</b>	24,182		25,151		27,631		53,185		63,676		65,685	
Growth in the Policy Area		969		2,480		6,026		10,491		2,009		18,289	
Percent Growth of Area		4.0%		9.9%		21.8%		19.7%		3.2%		27.8%	
Percent of County Growth		3.3%		15.5%		10.5%		16.8%		5.2%		14.8%	
<b>Montgomery County</b>	360,500		389,599		405,597		506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403		62,315		38,364		123,696	

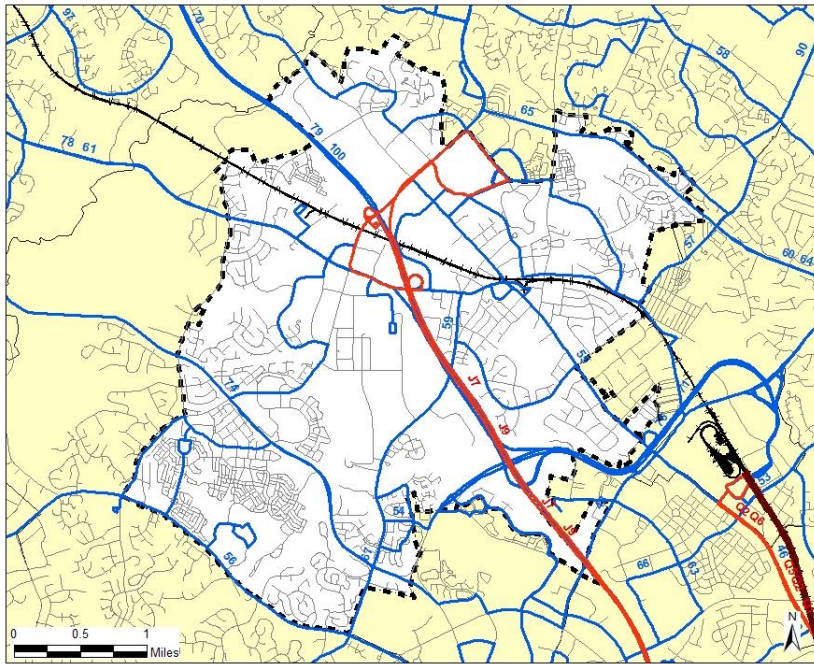
**C. Programmed Transportation Improvements:** There is one programmed project and one proposed “conditional project” in the GBG area, both of which are associated with the extension of Watkins Mill Rd across I-270. The County CIP project will provide roads on each side of I-270 connecting to MD 355 and to MD 117. A subsequent MDOT CTP potential conditional project would provide the connecting span over I-270. Providing interchange ramps to and from I-270 could also be a separate potential conditional project in TPAR12.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 4-5-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Watkins Mill Rd Extended	MD 355 to MD 117; without a connection yet across I-270 (4 lanes)		GBG	Y	Y	Y
CTP	Watkins Mill Rd Bridge of I-270	(interchange could be a separate and later project)		GBG	N	N	Y
CTP	Watkins Mill Rd Interchange	Interchange of I-270 with Watkins Mill Road Extended		GBG	N	N	Y

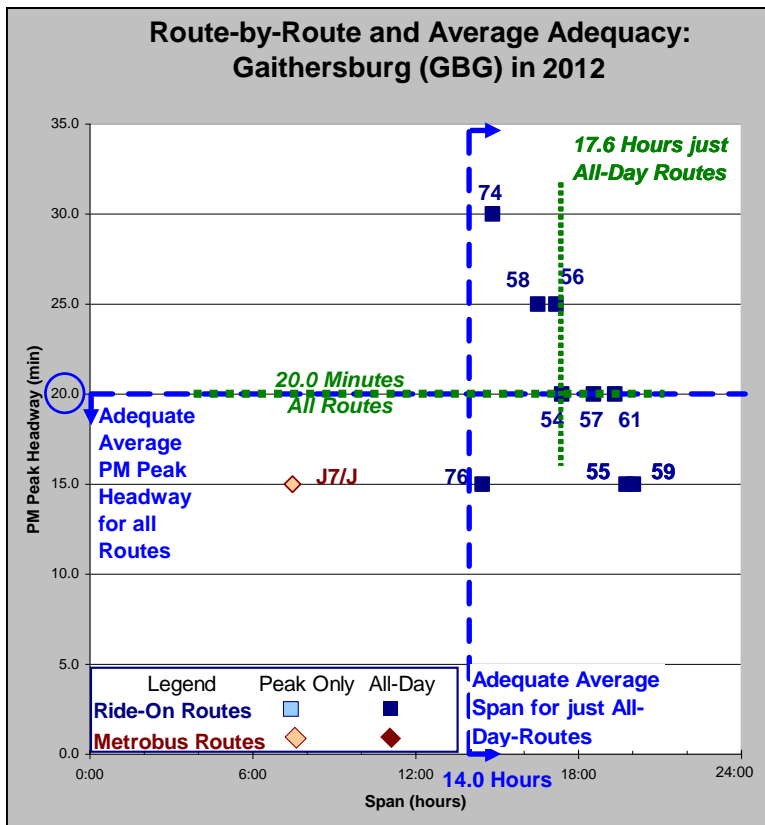
**D. Transit Adequacy Analysis:**

The GBG Policy Area includes two MARC Commuter Rail – Amtrak stations (Gaithersburg and Metropolitan Grove) and a third nearby at Washington Grove in the Derwood Policy Area. There is also a major commuter Park and Ride lot at I-270 and MD 124 Quince Orchard Rd that is served by the new MDOT/MTA Bus services that use MD 200 and connects to Laurel and Thurgood Marshall Airport.

**Coverage of Service:** About 75% of the GBG Policy Area is located within 1 mile of a Metrorail station or 1/3 of a mile of one of the 10 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the GBG area. The standard for Coverage for an Suburban Policy Area is more than 30%. Therefore transit coverage in the GBG Policy Area is adequate.



— Ride On Route and #      — Metrobus Route and #

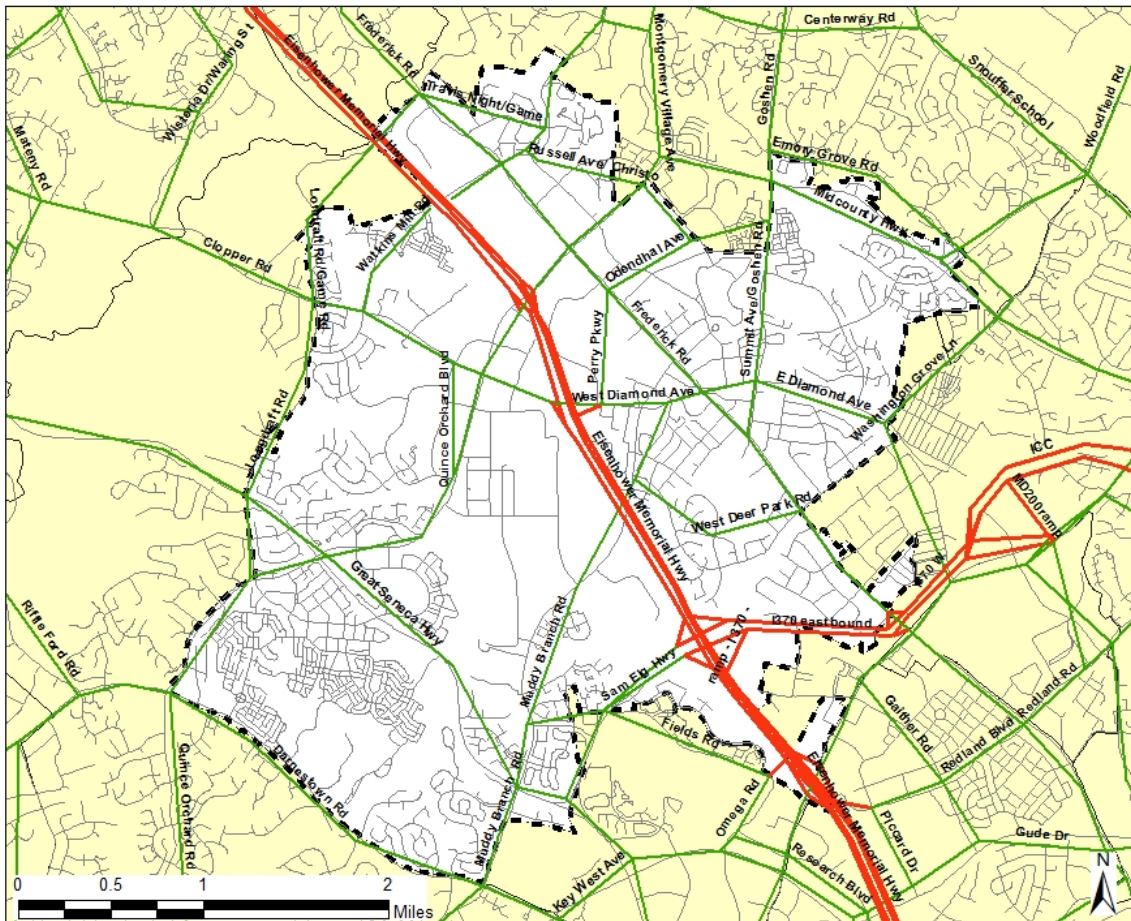


**Peak Headways:** All buses on average provide 20.0 minutes between buses during the weekday evening peak period in the GBG Policy Area. In areas like GBG where commuter rail and bus service is provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the GBG area is adequate. A conditional countywide project to improve peak headways in nearby areas could further improve peak headways within the next 10 years.

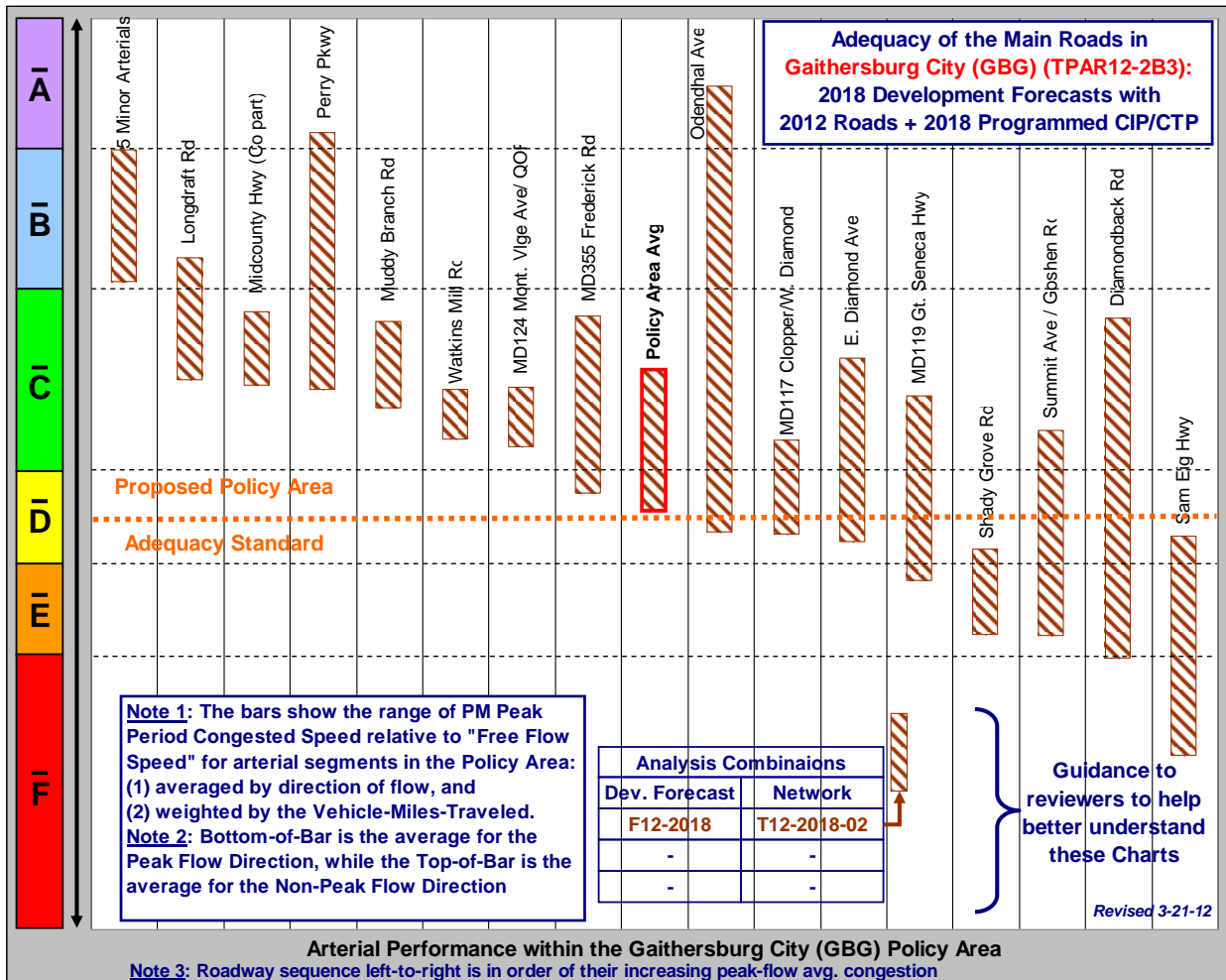
**Span of Service:** The average value of span is 17.6 hours per day for routes that operate all-day. The urban standard is 17.0 hours per day on average for all-day routes. Therefore transit span in the GBG Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the GBG Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for GBG roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the GBG Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



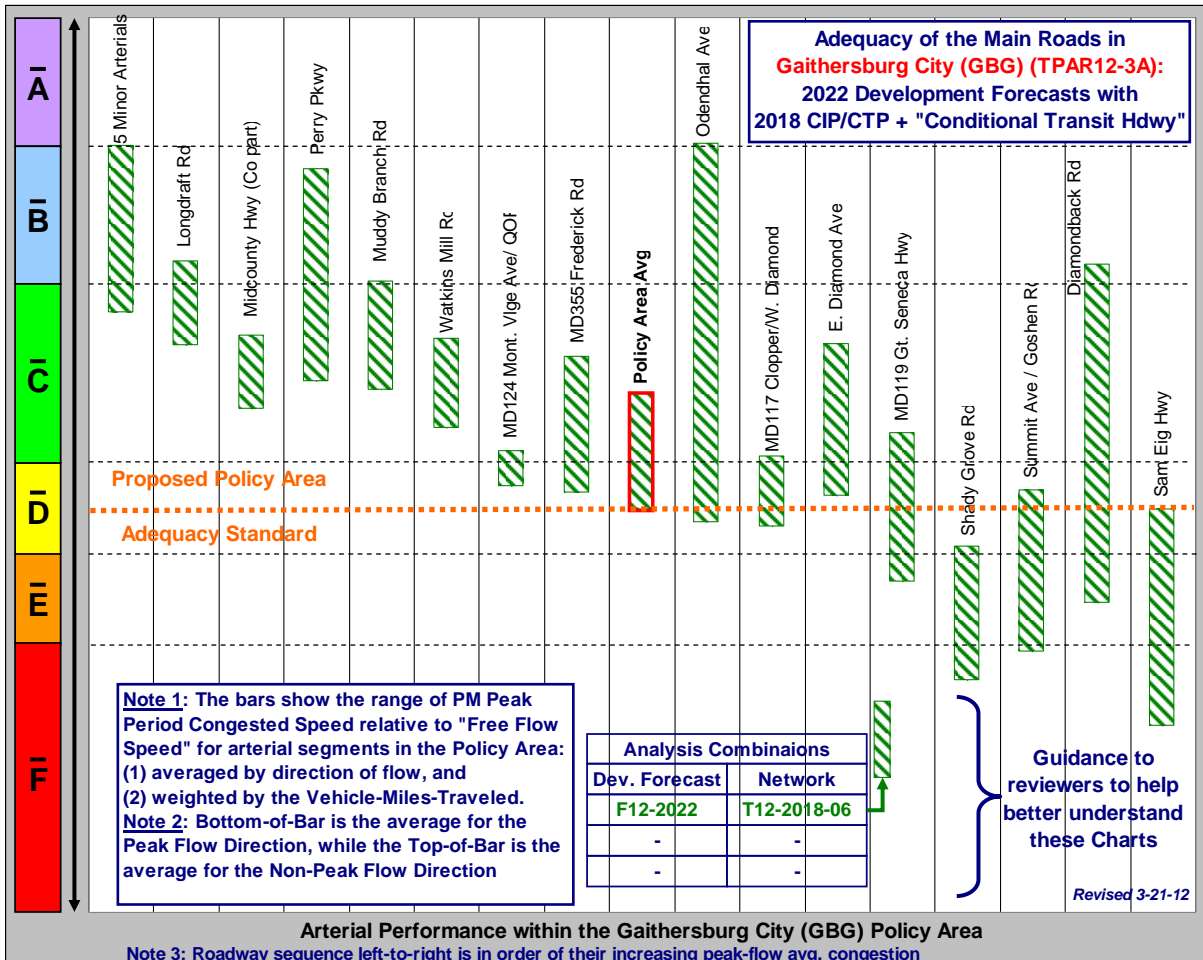
This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the GBG that were shown in the prior graphic. The left-most of the bars is itself an average, in this case of 5 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

**Assessment of Areawide Roadway Adequacy for the GBG Policy Area:** The overall weighted average for the GBG Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the GBG area. Therefore, the GBG Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the GBG Policy Area:** The prior graphic shows that 7 of the depicted left-most arterial roads (and the 5 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area, often considerably less. Yet the graphic also shows that there are some 8 other roadway link-segments

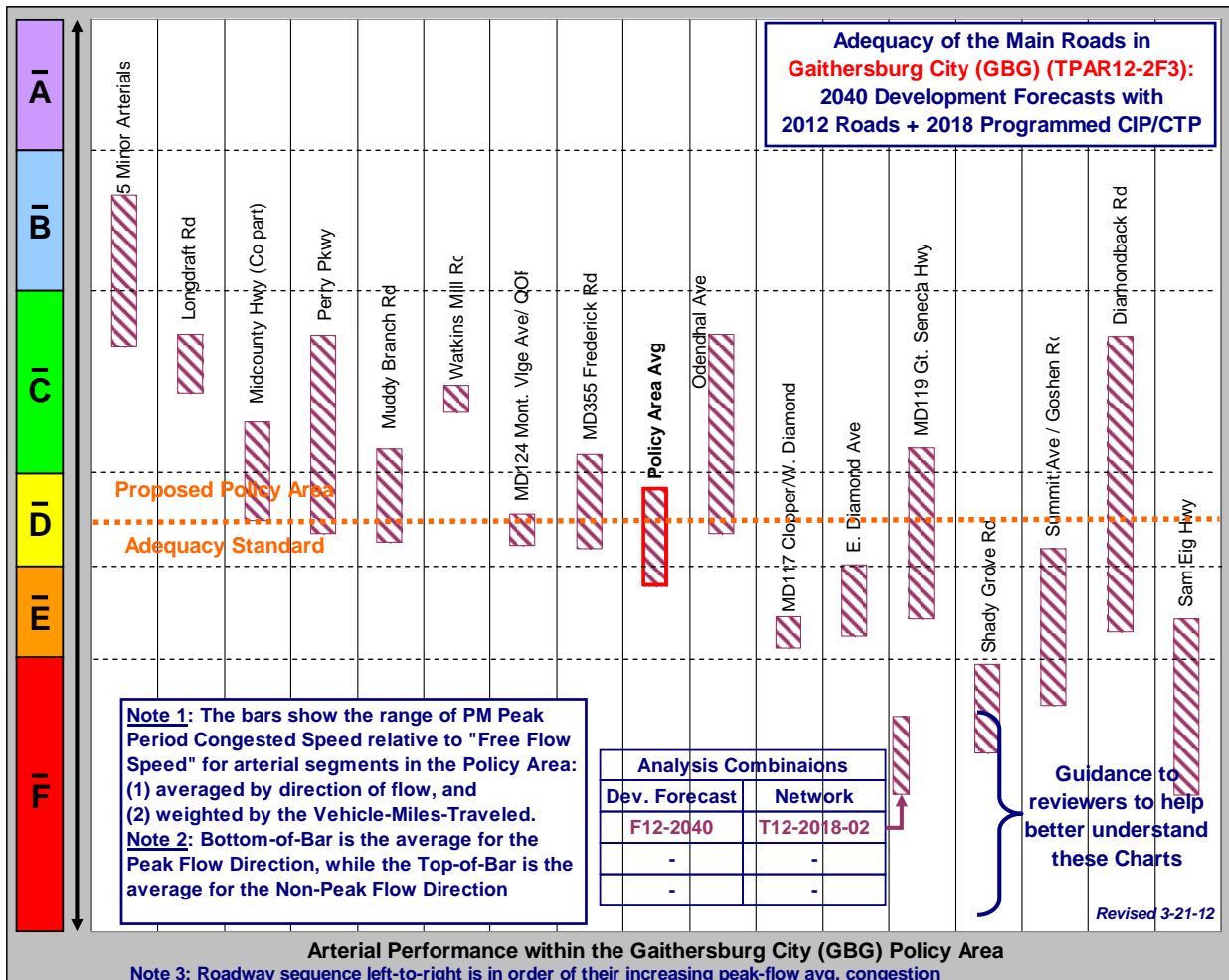
in the GBG Policy Area that are more congested than the Standard for an Urban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) Sam Eig Hwy, (b) Diamondback Rd, (c) Summit Ave/Goshen Rd, (d) part of Shady Grove Rd in the area, (e) MD 119 Great Seneca Hwy, (f) East Diamond Ave, (g) MD 117 Clopper Rd/West Diamond Ave, and (h) Odendhal Ave. Particular attention should be given in the LATRs of the City of Gaithersburg for proposed subdivisions that use those arterial roads for access to their proposed site. In addition, roads in other parts of the GBG Policy Area during peak periods have heavy traffic, and proposed subdivisions that would rely on such other arterial roads serving the GBG area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements, including turn-lanes at nearby intersections, access or local circulation needs, bus stops and, sidewalks.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. Green-hatched bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the GBG Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage. However, as many of the roads are projected to have conditions more congested than the standard, further “conditional projects” need to be identified. The following two are not yet considered in the Exhibit below.



A likely conditional project for further analysis would be completion of an interchange at Watkins Mill Road that would add to the overpass currently being shown as a “conditional project” for this Policy Area. The network effects associated with such an improvement would also need to be complemented with the widening of MD 117 Clopper Road from Watkins Mill Road to Game Preserve Road in the adjacent North Potomac Policy Area to help keep that Policy Area from otherwise having inadequate roadways. While other options to improve the roadway network over the next 10 years in the GBG Policy Area are not being proposed at this time, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that the GBG Policy Area would not maintain its overall roadway adequacy into the long term. Further, it can also be seen that four additional roadways would be more congested in the peak direction than the standard for an Urban Policy Area, which implies either that many long-term transportation improvements will be needed or that the forecasts of development activity are too high. The pattern suggests that most roadways in Gaithersburg would be very congested during peak periods in the long-term. In the nearer term emphasis could be given to developing a Gaithersburg-specific Traffic Management and Operations program as well as a focused Transportation Demand Management program.



**Fairland / White Oak Policy Area**

**A. Overview of the Policy Area:** Fairland / White Oak (FWO) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. Has express bus service with several park and ride lots, moderate population and employment densities, and overall transit coverage of more than 30% of its area. Notable employment growth has been occurring at the United States Food and Drug Administration Campus in White Oak and proposals for the White Oak Science Gateway development is likely to a good part of the growth during the next 10-year period. The recently opened MD 200 (Intercounty County Connector) traverses the north central part of the area in an east-west direction. Access and egress is provided by three interchanges with: (1) Briggs Chaney Road, (2) US 29 Columbia Pike, and (3) MD 650 New Hampshire Avenue.

**B. Forecast of Development Activity:** The FWO Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 366 households and 7,822 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 199 households and 4,118 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 694 households and 6,634 jobs. Further household growth in this area is forecast to be low to moderate but employment growth will be high relative to current employment in the area and be at a faster pace than the total growth in the County, resulting in an increasing share of jobs in this area.

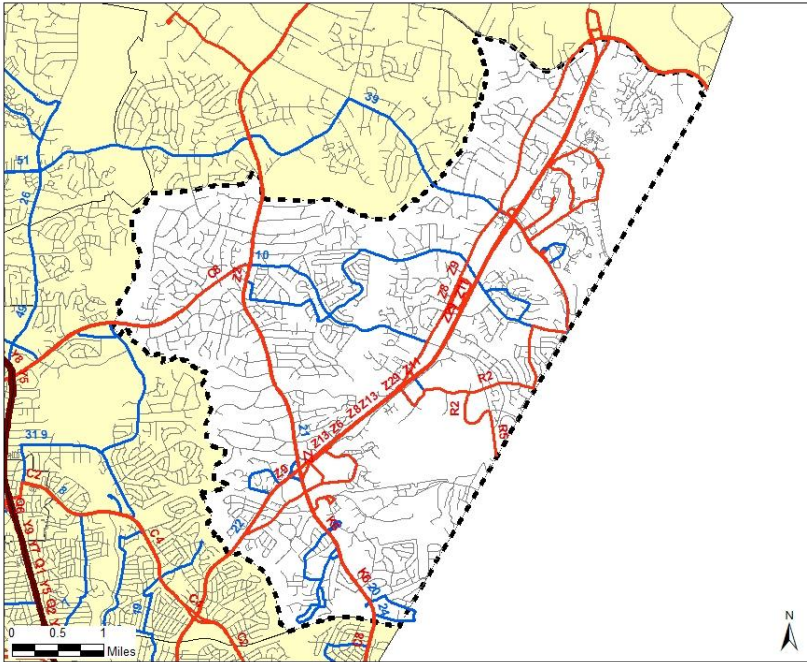
Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12								
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for		
	2010	2018	2018	2022	2022	2040	2010	2018	2018	2022	2022	2040	2040		
<b>Fairland / White Oak</b>	28,004		28,370		28,569		29,263		30,013		37,835		41,953		48,587
Growth in the Policy Area		366		199		694		7,822		4,118		6,634			
Percent Growth of Area		1.3%		0.7%		2.4%		26.1%		10.9%		15.8%			
Percent of County Growth		1.3%		1.2%		1.2%		12.6%		10.7%		5.4%			
<b>Montgomery County</b>	360,500		389,599		405,597		463,000		506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403		62,315		38,364		123,696			

**C. Programmed Transportation Improvements:** There are two programmed projects that would be a modest addition to roadway capacity in the FWO area, one being an extra lane on parts of Fairland Road and the other a short widening of parts of Greencastle Road. In addition, there is a Countywide project associated with MD 200 (the Intercounty Connector) that will extend the new roadway east to connect to US Route 1 in Laurel, which should somewhat shift some travel patterns in the FWO Policy Area. Providing an interchange of US 29 Columbia Pike with Fairland Road is potential conditional project in TPAR12 and was considered in the Proposed TPAR Report of 2010.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 4-5-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Fairland Rd Improvement	US 29 to Prince George's County line (3 lanes)		FWO	Y	Y	Y
CIP	Greencastle Road	Greencastle Ridge Terrace to Fairland Park Entrance ( 4 lanes)		FWO	Y	Y	Y
CTP	Columbia Pike Interchange	Interchange of Columbia Pike (US 29) with Fairland Rd		FWO	N	N	Y

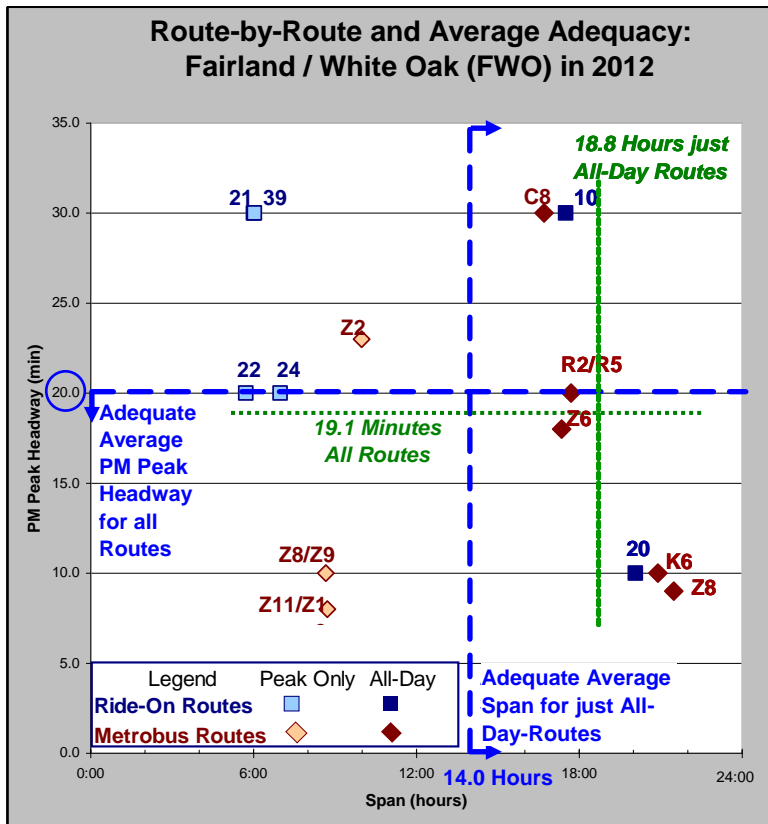
**D. Transit Adequacy Analysis:**

The FWO Policy Area includes express bus service with several park and ride lots particularly along the US 29 Columbia Pike corridor, as well as good local transit service



— Ride On Route and # — Metrobus Route and #

**Coverage of Service:** About 48% of the FWO Policy Area is located within 1/3 of a mile of one of the 14 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the FWO area. The standard for Coverage for a Suburban Policy Area is more than 30% of the area. Therefore transit coverage in the FWO Policy Area is adequate.



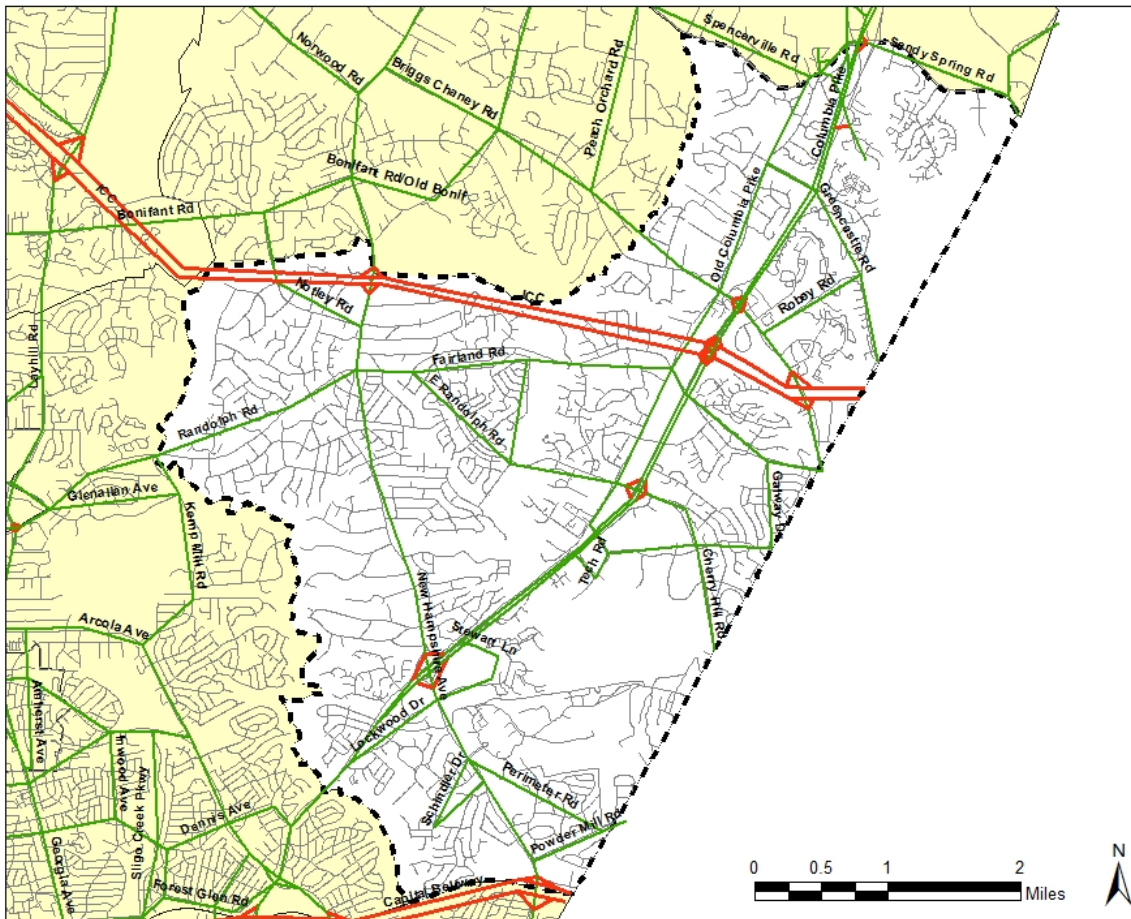
**Peak Headways:** All buses on average provide 19.1 minutes between buses during the weekday evening peak period in the FWO Policy Area. Some provide very frequent service such as the K6, or Z8 Metrobuses and the Route 20 Ride-On. In areas like FWO where bus service is provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the FWO area is adequate. A “conditional” county-wide project to improve peak headways in adjacent areas could further improve Peak Headways during the next 10 years.

**Span of Service:** The average value of span is 18.8 hours per day for routes that operate all-day. The urban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the FWO Policy Area is adequate.

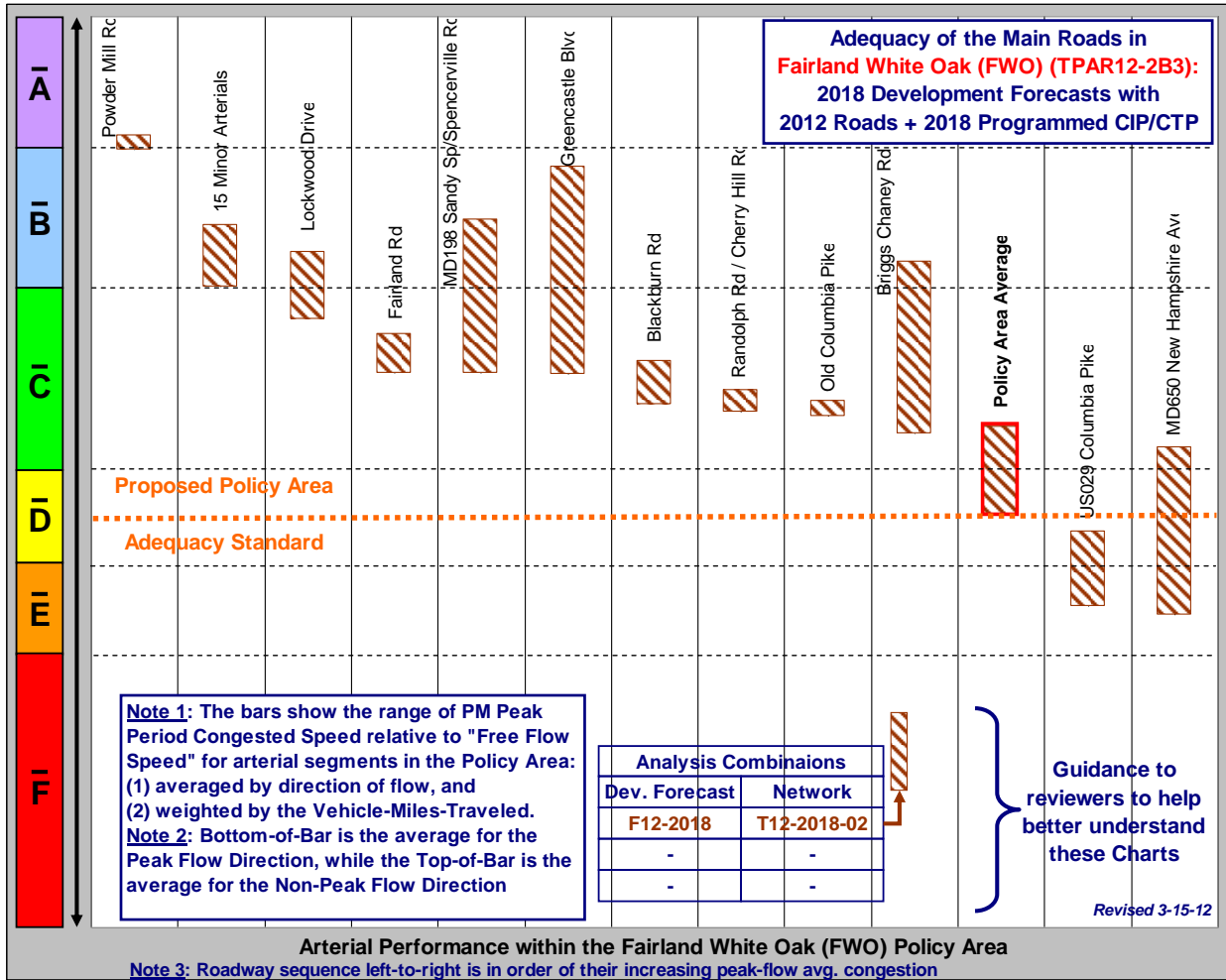


**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the FWO Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for FWO roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the FWO Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



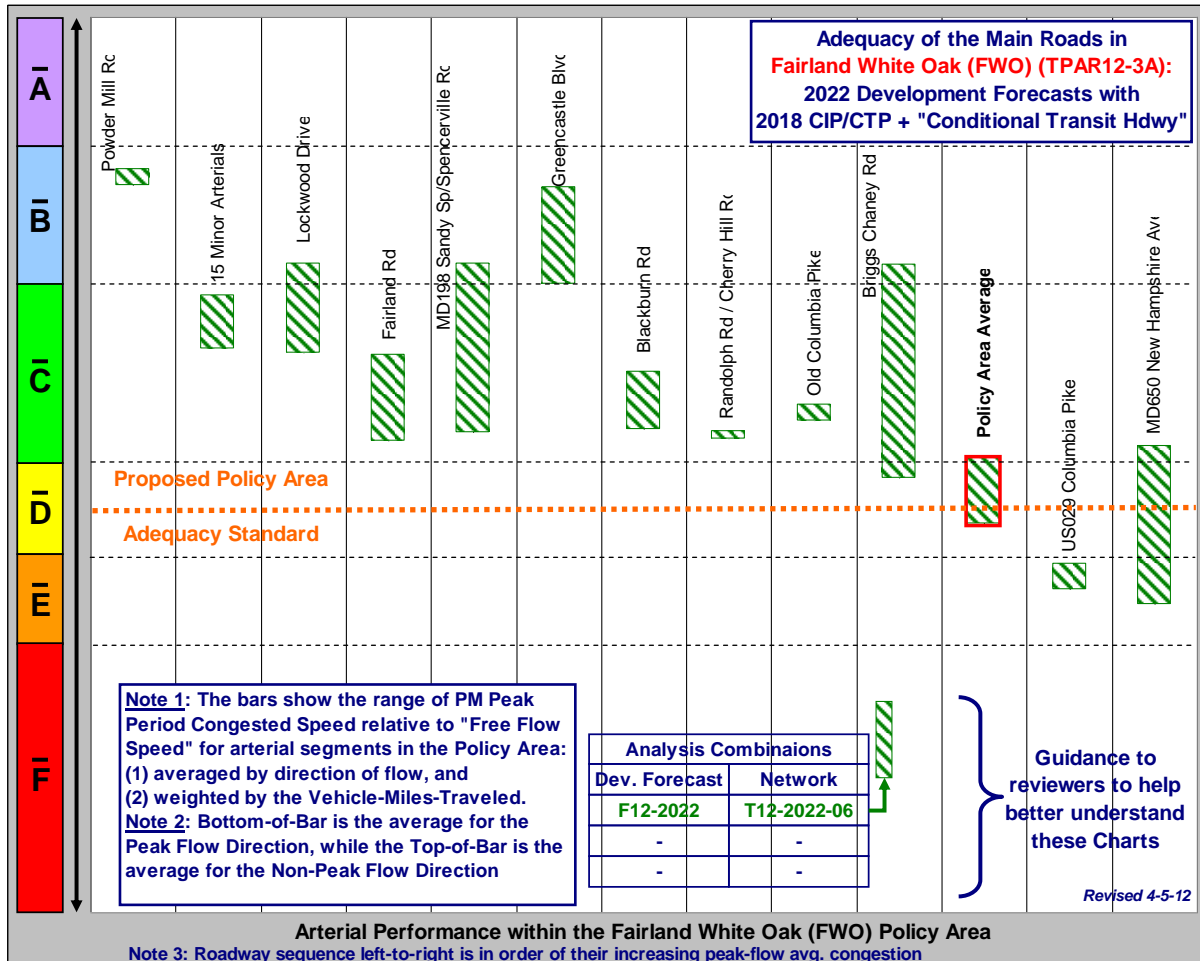
This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the FWO that were shown in the prior graphic. Towards the left, one of the bars is itself an average, in this case of 15 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

**Assessment of Areawide Roadway Adequacy for the FWO Policy Area:** The overall weighted average for the FWO Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is just above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Suburban Policy Areas, such as the FWO area. Therefore, the FWO Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the FWO Policy Area:** The prior graphic shows that 9 of the depicted left-most arterial roads (and the 15 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Suburban Policy Area, often considerably less. Yet the graphic also shows that there are some 2 other roadway link-segments

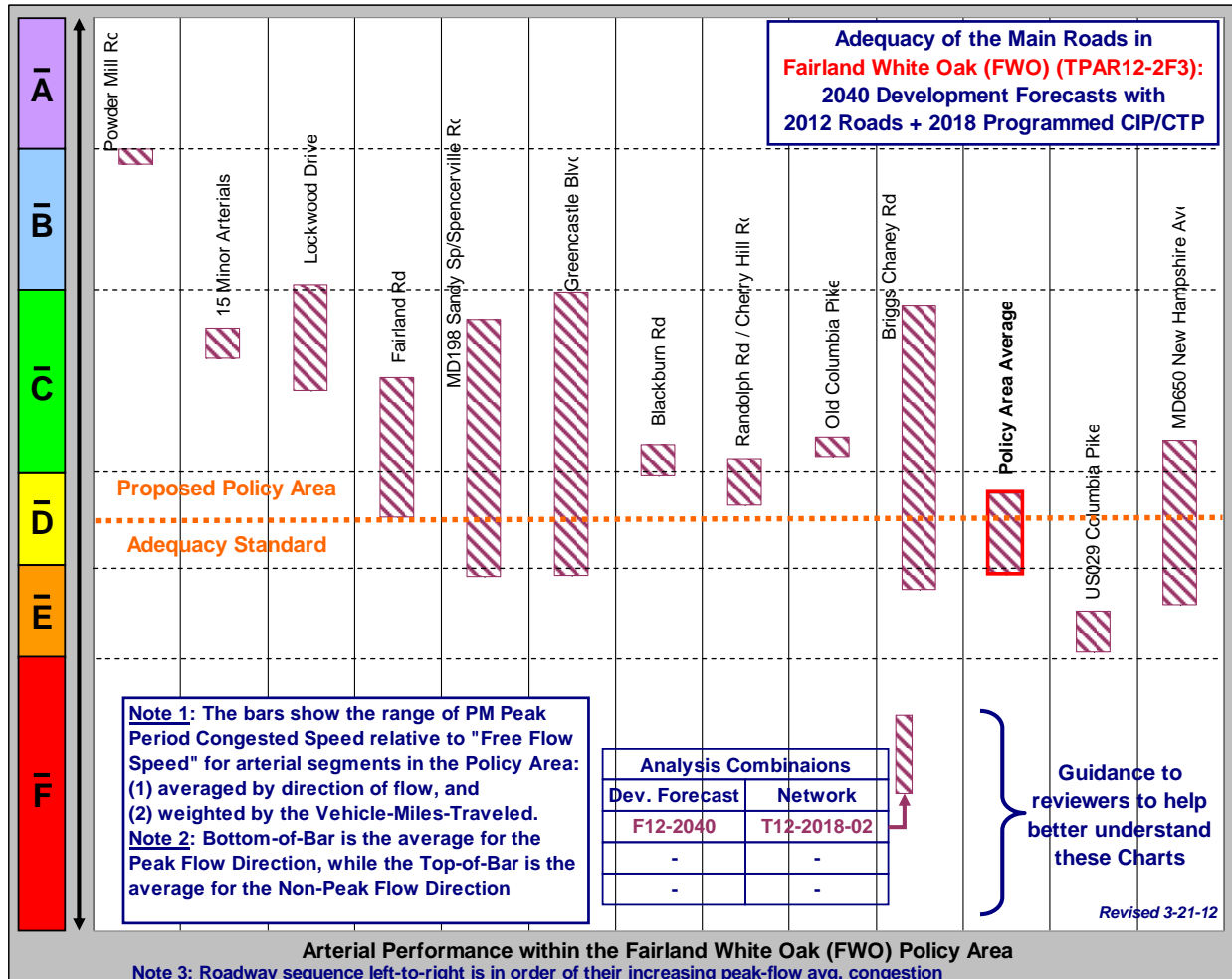
in the FWO Policy Area that are more congested than the Standard for a Suburban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of (a) MD 650 New Hampshire Ave, and (b) US 29 Columbia Pike. Particular attention should be given to the LATRs for proposed subdivisions that use those two major arterial roads for access to their proposed site. In addition, given the overall moderate to high volumes of traffic throughout many parts of the FWO Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the FWO area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. Green-hatched bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated to cause the FWO Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage in the absence of identifying and beginning to program new “conditional projects”. The prior analyses done for the Proposed TPAR in 2010 did consider a planned interchange of US 29 with Fairland Road. Although it was not considered in the TPAR12 Roadway Adequacy Analysis so far, it should become a conditional project and should be analyzed as such.



While other options to improve the roadway network over the next 10 years in the FWO Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the FWO Policy Area would continue to not maintain its current regulatory stage overall roadway adequacy into the long term master plan stage. It can also be seen that four additional roads would become very congested in the absence of further “conditional projects” from the Master Plan. Given this longer-term outlook, in the nearer term and mid-term emphasis should be given to developing a Fairland White Oak-specific Traffic Management and Operations program as well as a Transportation Demand Management program.



### Germantown West Policy Area

**A. Overview of the Policy Area:** Germantown West (GTW) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. This area is characterized by a MARC Commuter Rail – Amtrak stations (Germantown) and would be served by several stations of the Corridor Cities Transitway (CCT) when it is implemented at a future time. There is high population and moderate employment densities, and overall transit coverage of more than 30% of its area. Notable growth is occurring in the vicinity of the Germantown Town Center Area.

**B. Forecast of Development Activity:** The GTW Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 894 households and 2,091 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 1,269 households and 2,856 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 5,828 households and 12,208 jobs. While the household growth is low to moderate, and the job growth is high relatively to the current development activity, it is only a moderate but increasing share of the total growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
<b>Germantown West</b>	22,203		23,097		24,366		30,194	14,883		16,974		19,830		32,038
Growth in the Policy Area		894		1,269		5,828			2,091		2,856		12,208	
Percent Growth of Area		4.0%		5.5%		23.9%			14.0%		16.8%		61.6%	
Percent of County Growth		3.1%		7.9%		10.2%			3.4%		7.4%		9.9%	
<b>Montgomery County</b>	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

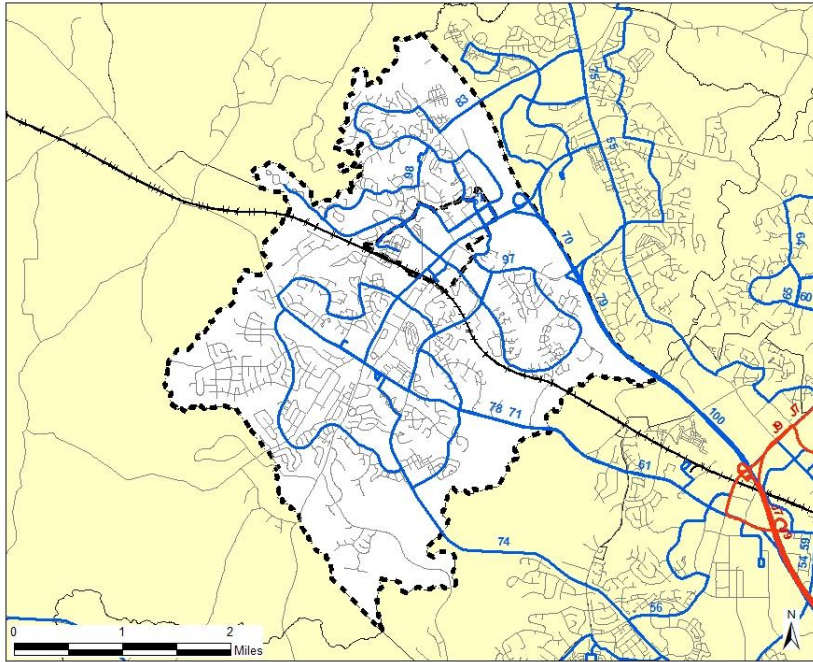
**C. Programmed Transportation Improvements:** There are two programmed projects to improve roadway capacity in the GTW area one to extend and connect Farther Hurley Boulevard to MD 118 Germantown Road, the other a circulation project related to Century Boulevard loop to Crystal Rock Drive. As also noted in the discussion of other Policy Areas, a “conditional project” has been identified to provide Peak Hour Headway improvements to about a dozen Ride-On routes that currently serve about 8 of the Suburban Policy Areas needing improved Peak Hour Headways to attain the Peak Headway Adequacy Standard. Most of those dozen routes would directly serve more than one Policy Area, as well as indirectly serve a similar number of: (a) other Suburban Policy Areas combined with (b) several of the Urban Policy Areas. Such a “conditional project” could be implemented in a few increments over a few years or all at once. Interim ridership results and travel survey user responses would be monitored over time and refinements could be made along the way.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Father Hurley Blvd Extended	Wisteria Dr to Germantown Rd (MD 118) (4 lanes)		GTW	Y	Y	Y
CIP	Century Boulevard	Complete connecting loop road to Crystal Rock Drive (4 lanes)		GTW	N	Y	Y
CIP	Ride-On Peak Headway Imprv.	Peak headway improvements: about 12 routes in about 8 Areas		Countywide	N	Some	Y

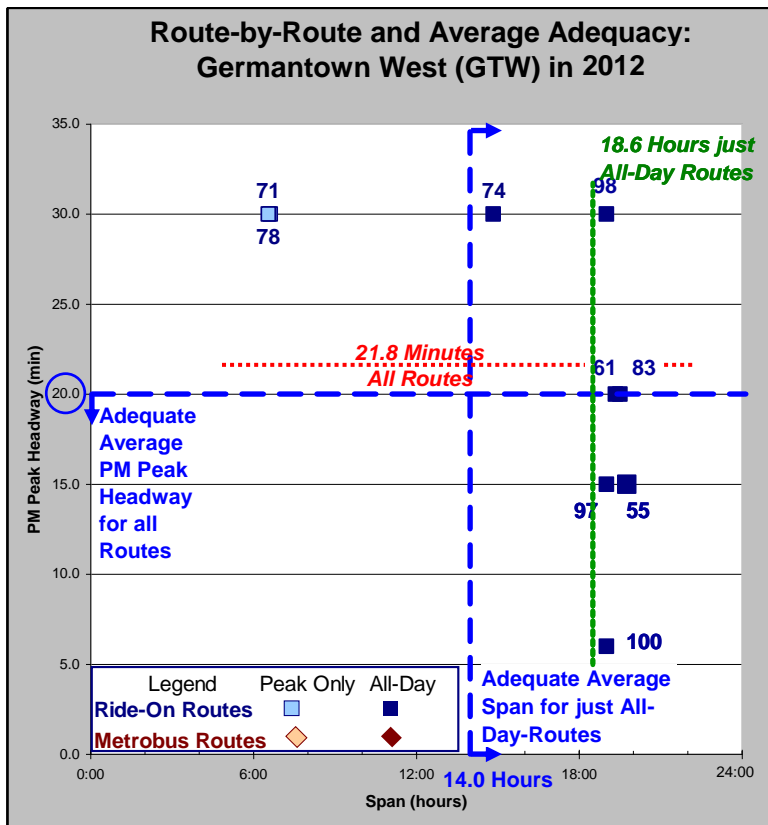
**D. Transit Adequacy Analysis:**

The GTW Policy Area is currently well served by Commuter Rail and express bus service to Shady Grove Metro and would be well served by several stations of the Corridor Cities Transitway (CCT) when it is implemented at a future time.

**Coverage of Service:** About 48% of the GTW Policy Area is located within 1/3 of a mile of one of the 9 bus routes or currently serving the area, and with current Commuter Rail the future CCT in place that coverage within a 1/3 mile of a station would increase that percentage. The graphic to the left shows where in particular bus service coverage is provided in the GTW area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the GTW Policy Area is adequate.



— Ride On Route and #      — Metrobus Route and #

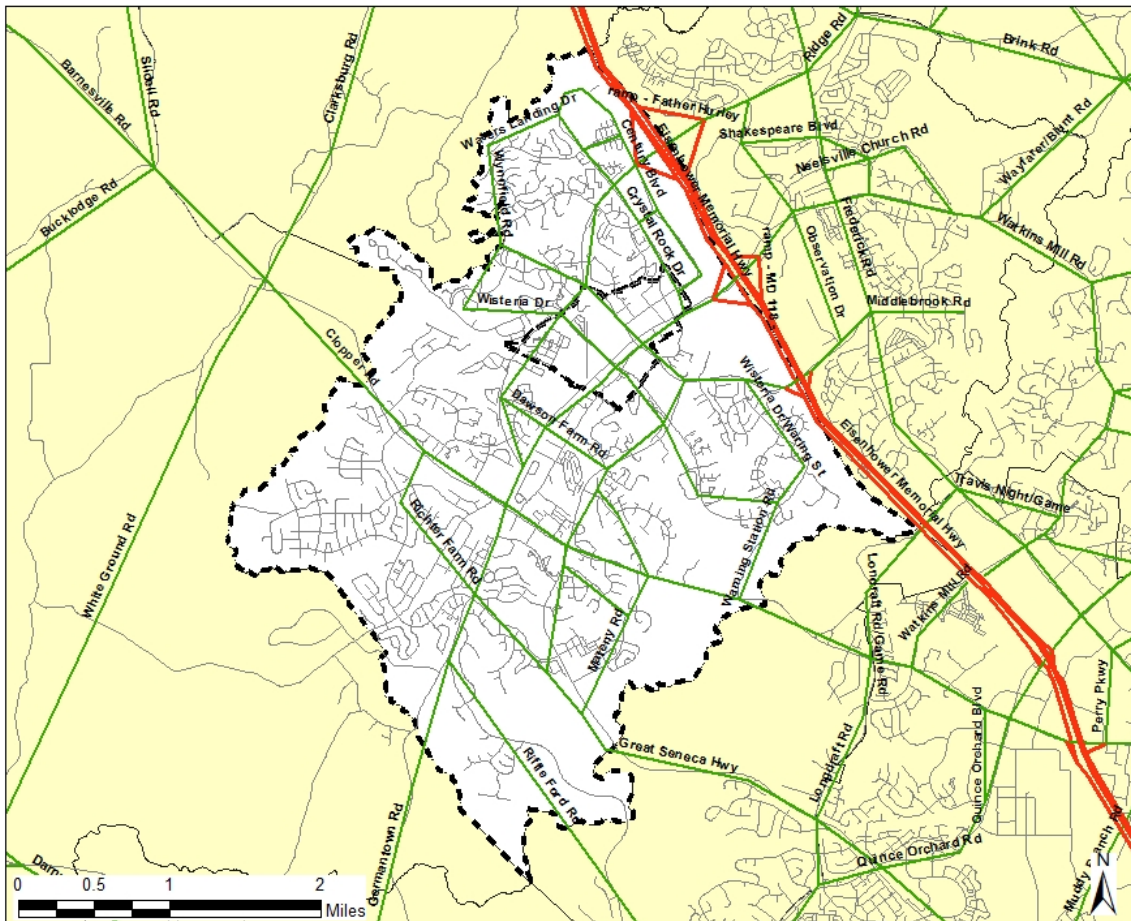


**Peak Headways:** All buses on average provide 21.8 minutes between buses during the weekday evening peak period in the GTW Policy Area. Some provide very frequent service such as the Route 100 Ride-on buses. In areas like GTW with Commuter Rail and future LRT, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the GTW area is not yet adequate. A “conditional” countywide project to improve peak headways could attain adequacy within the next 10 years.

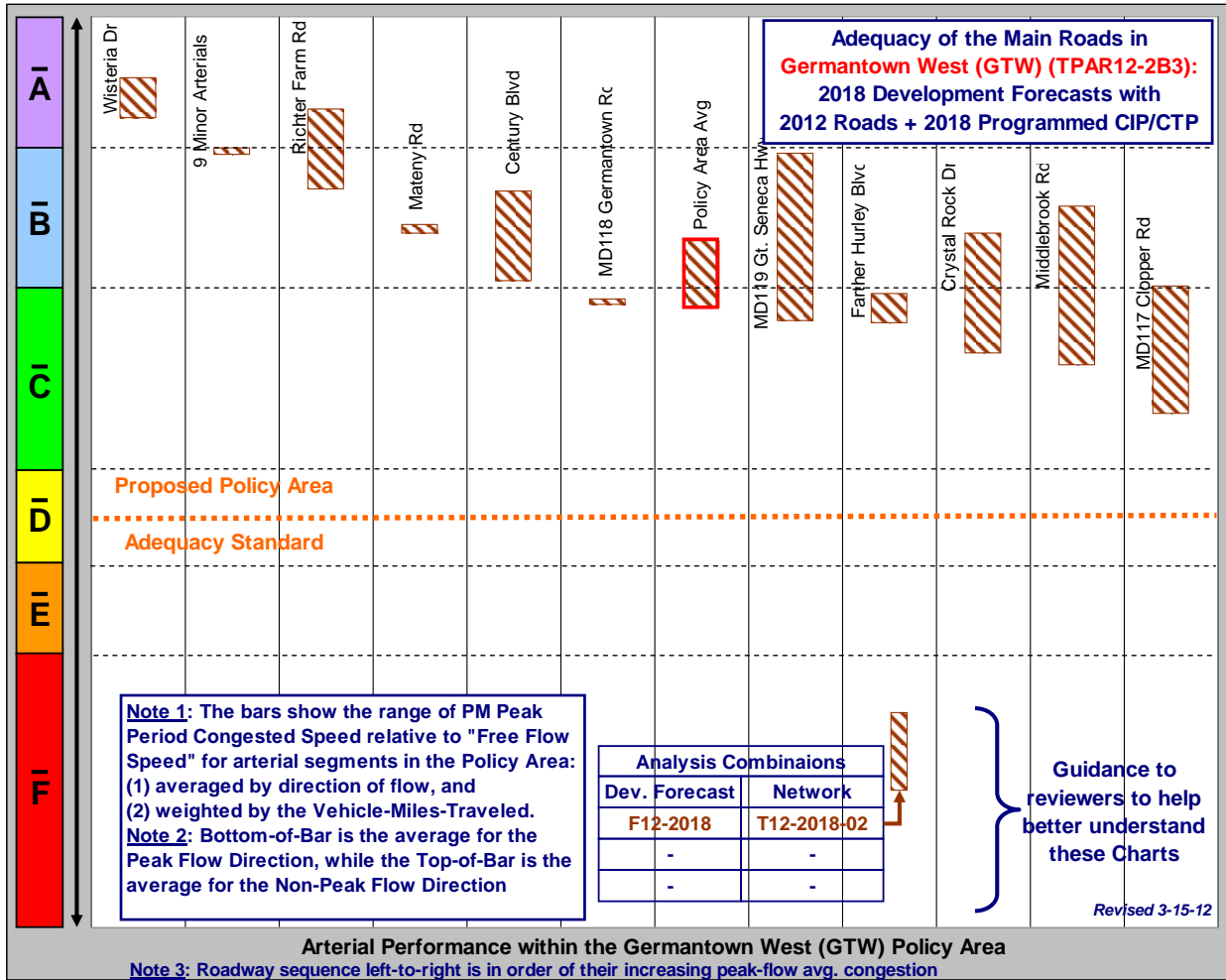
**Span of Service:** The average value of span is 18.6 hours per day for routes that operate all-day. The Suburban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the GTW Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the GTW Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for GTW roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the GTW Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be help. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the GTW that were shown in the prior graphic. Two from the left, one of the bars is itself an average, in this case of 9 minor arterial roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

**Assessment of Areawide Roadway Adequacy for the GTW Policy Area:** The overall weighted average for the GTW Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the GTW area. Therefore, the GTW Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

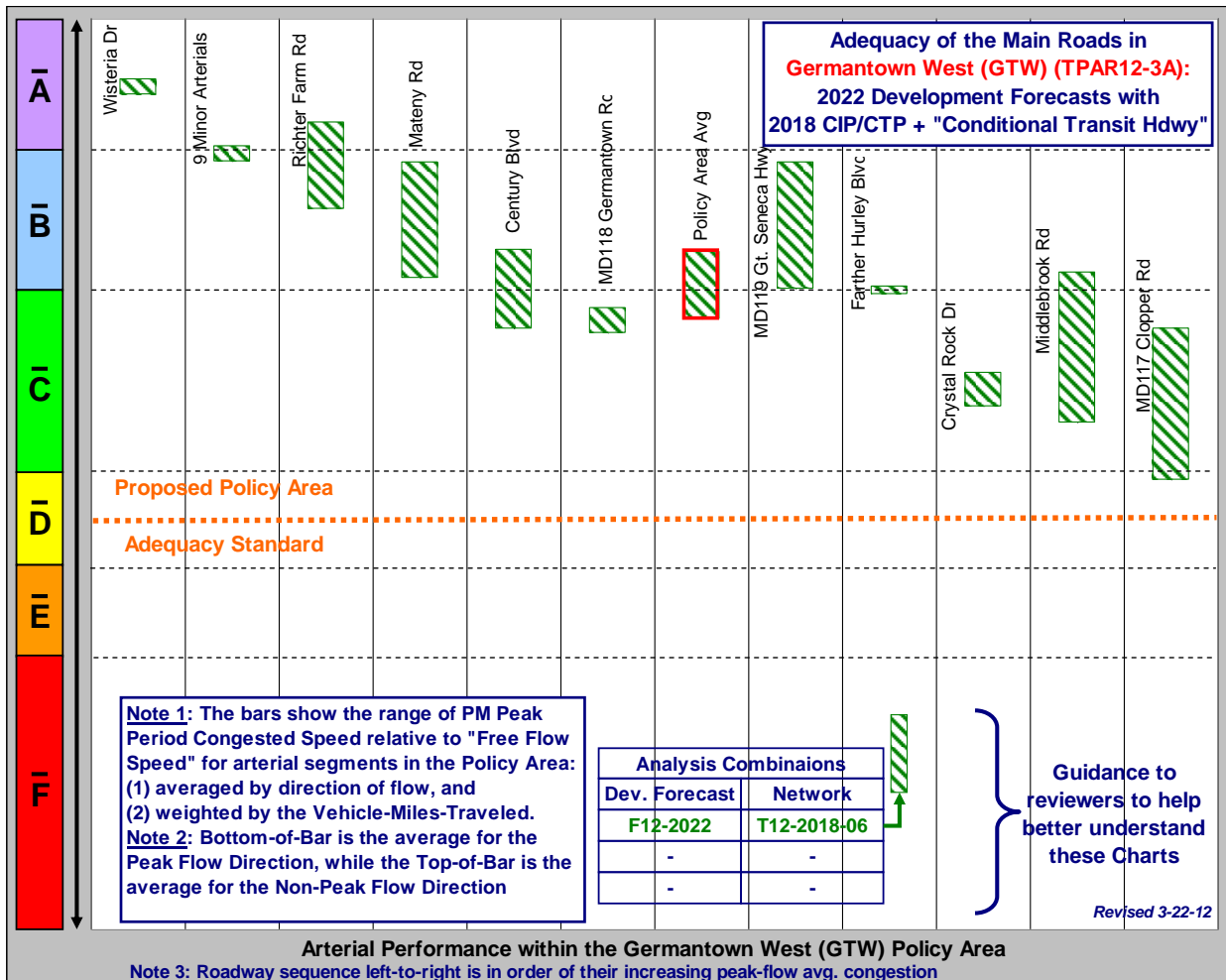
**F. Guidance to Local Area Transportation Review (LATR) in the GTW Policy Area:** The prior graphic shows that none of the depicted left-most arterial roads (and the 9 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area, often considerably less. Nevertheless, particular attention should be given to the LATRs for



proposed subdivisions that use some of the more congested arterial roads for access to their proposed site.

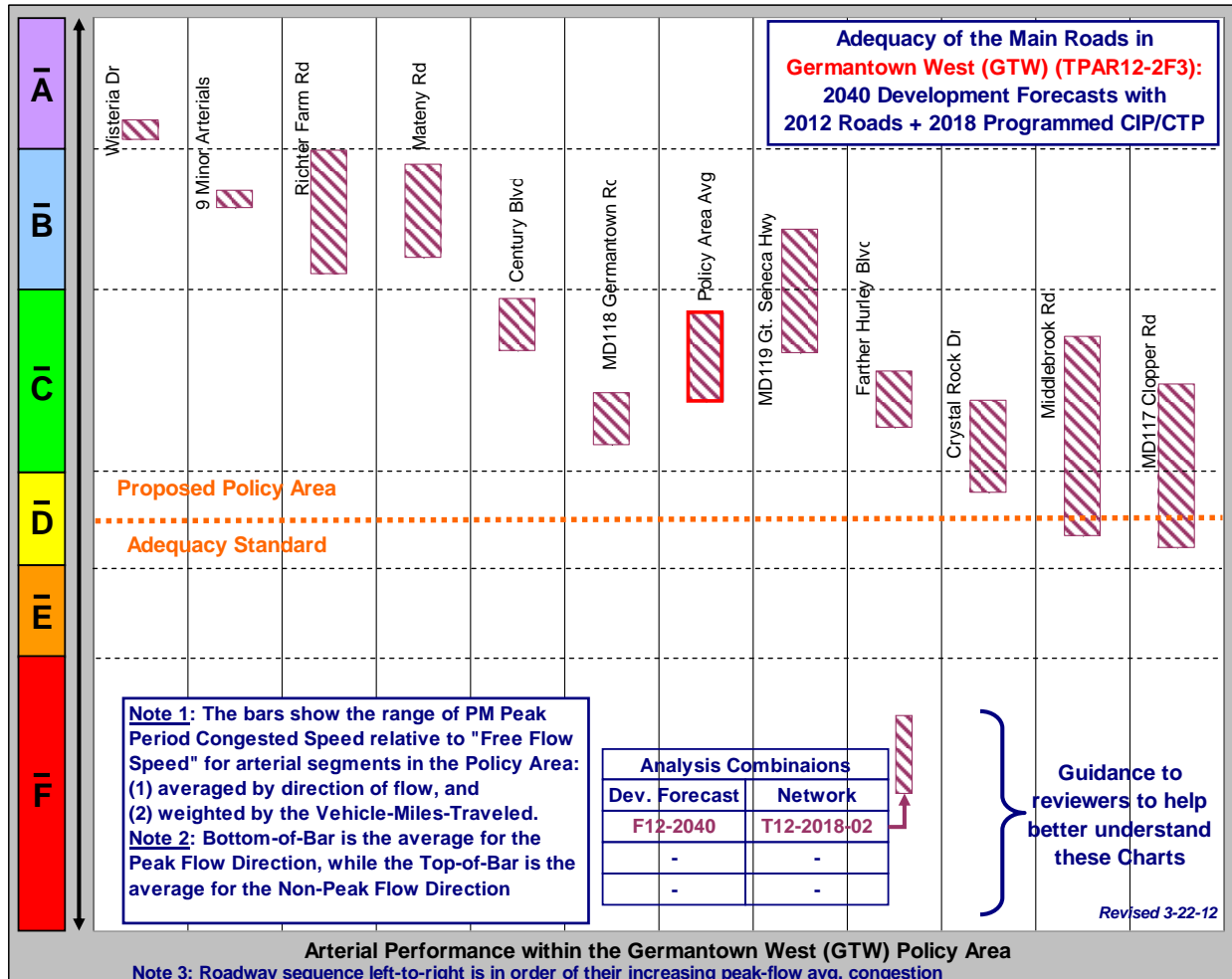
In addition, given the overall light-to-moderate volumes of traffic throughout many parts of the GTW Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the GTW area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in households and employment between 2018 and 2022, are estimated not to cause the GTW Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized at this time.



While other options to improve the roadway network over the next 10 years in the GTW Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the GTW Policy Area would continue to maintain its current regulatory stage overall roadway adequacy into the long term master plan stage. It can also be seen however, that two of the roads segments in the area would likely become congested in the absence of further “conditional projects” from the Master Plan. Given this longer-term outlook, in the nearer term and mid-term emphasis should be given to developing a Germantown-specific Traffic Management and Operations program.



### Montgomery Village / Airpark Policy Area

**A. Overview of the Policy Area:** Montgomery Village / Airpark (MVA) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. This area is served by bus transit service, high population and moderate employment densities, and overall transit coverage of more than 30% of its area.

**B. Forecast of Development Activity:** The MVA Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 110 households and 644 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 20 households and 219 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 32 households and 924 jobs. This growth is low, particularly in terms of the number of households and the employment growth would be a small (1 percent or less) share of the total growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Growth 2022 to 2040	Forecast for 2040	Forecast for 2010	Growth 2010 to 2018	Forecast for 2018	Growth 2018 to 2022	Forecast for 2022	Growth 2022 to 2040	Forecast for 2040
Mont. Village/Airpark	18,520		18,630		18,650		18,682	11,594		12,238		12,457		13,381
Growth in the Policy Area		110		20		32			644		219		924	
Percent Growth of Area		0.6%		0.1%		0.2%			5.6%		1.8%		7.4%	
Percent of County Growth		0.4%		0.1%		0.1%			1.0%		0.6%		0.7%	
Montgomery County	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

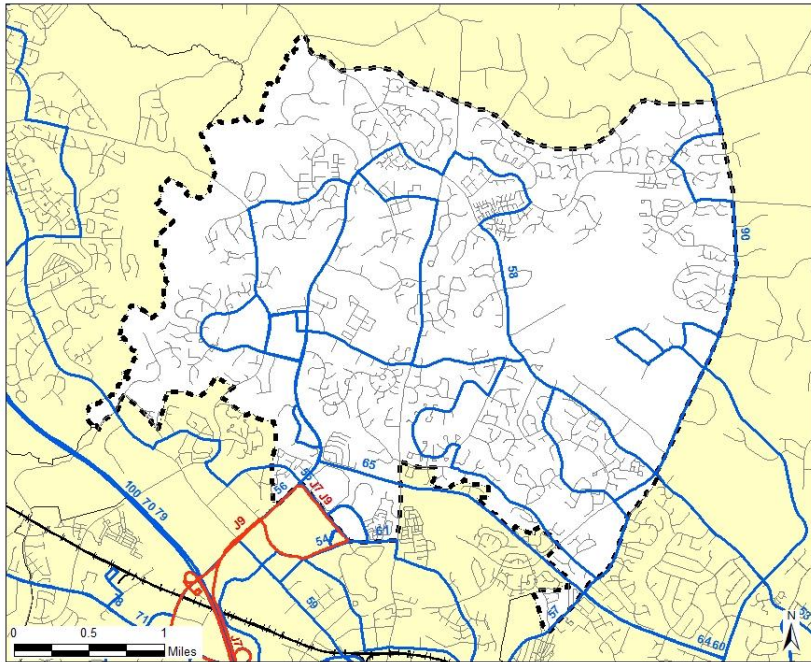
**C. Programmed Transportation Improvements:** There are three programmed projects to improve roadway capacity in the MVA area including recent improvements to parts of MD 124 Woodfield Road and two parts of a staged improvement to parts of Snouffer School Road.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Snouffer School Road	Sweet Autumn Drive to Centerway Road (5 lanes)		MVA	N	Y	Y
CIP	Snouffer School Road North	Centerway Rd to Ridge Heights Drive (4 lanes) (Webb Tract)		MVA	N	Y	Y
CTP	Woodfield Rd. (MD 124)	Airpark Road to Fieldcrest Road (6 lanes)		MVA	Y	Y	Y

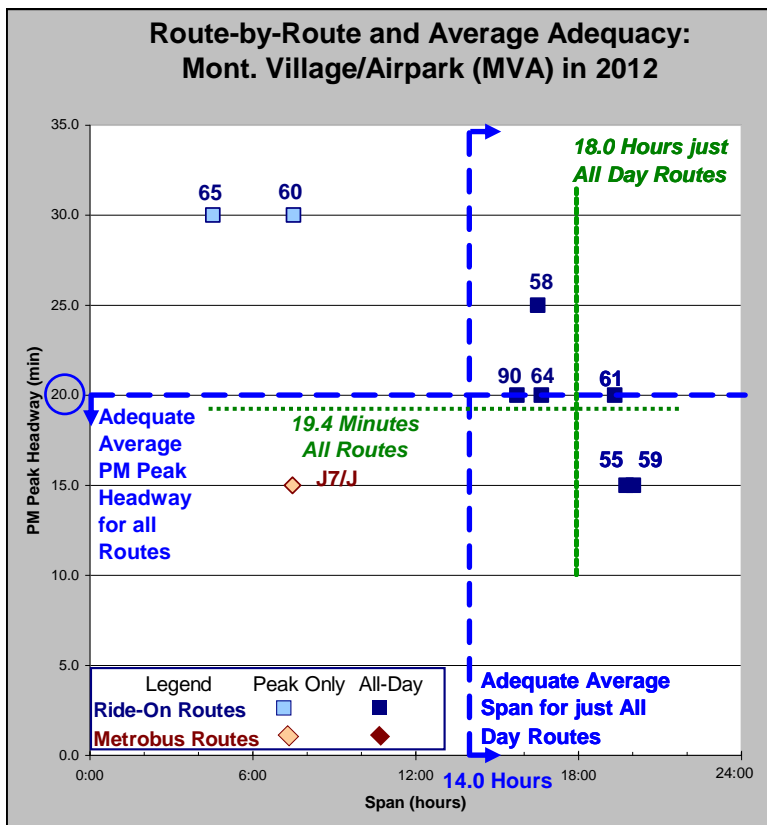
**D. Transit Adequacy Analysis:**

The MVA Policy Area has adequate bus transit service in terms of each of the three service factors: Coverage, Peak Headway and Span of Service.

**Coverage of Service:** About 47% of the MVA Policy Area is located within 1/3 of a mile of one of the 9 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the MVA area. One of those routes is the J7/J9 Metrobus route that terminates at the Transit Center adjacent to Lakeforest Mall and that center is within walking distance of parts of the southern portion of Montgomery Village. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the MVA Policy Area is adequate.



— Ride On Route and # — Metrobus Route and #

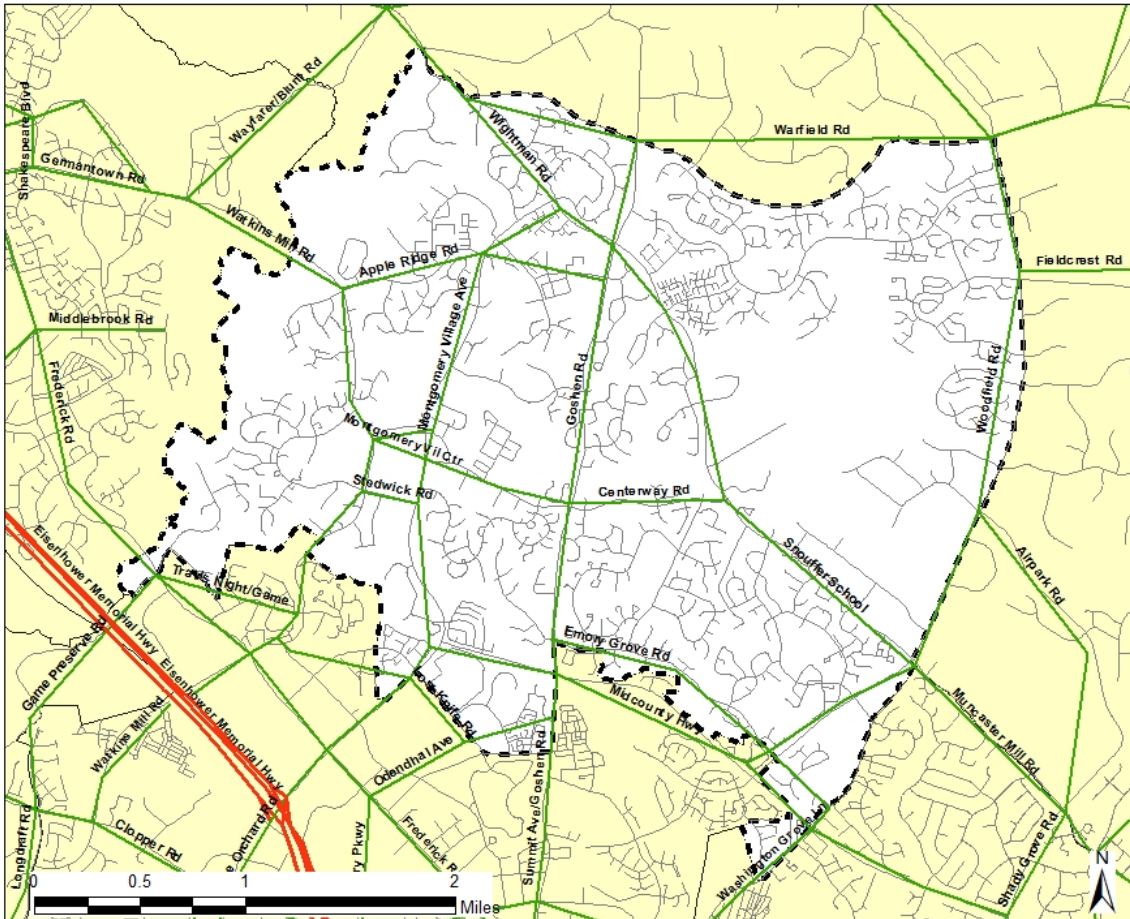


**Peak Headways:** All buses on average provide 19.4 minutes between buses during the weekday evening peak period in the MVA Policy Area. In areas like MVA where only buses are provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the MVA area is adequate. A “conditional” countywide project to directly improve peak headways in nearby areas could indirectly further improve Peak Headways in the MVA area within the next 10 years.

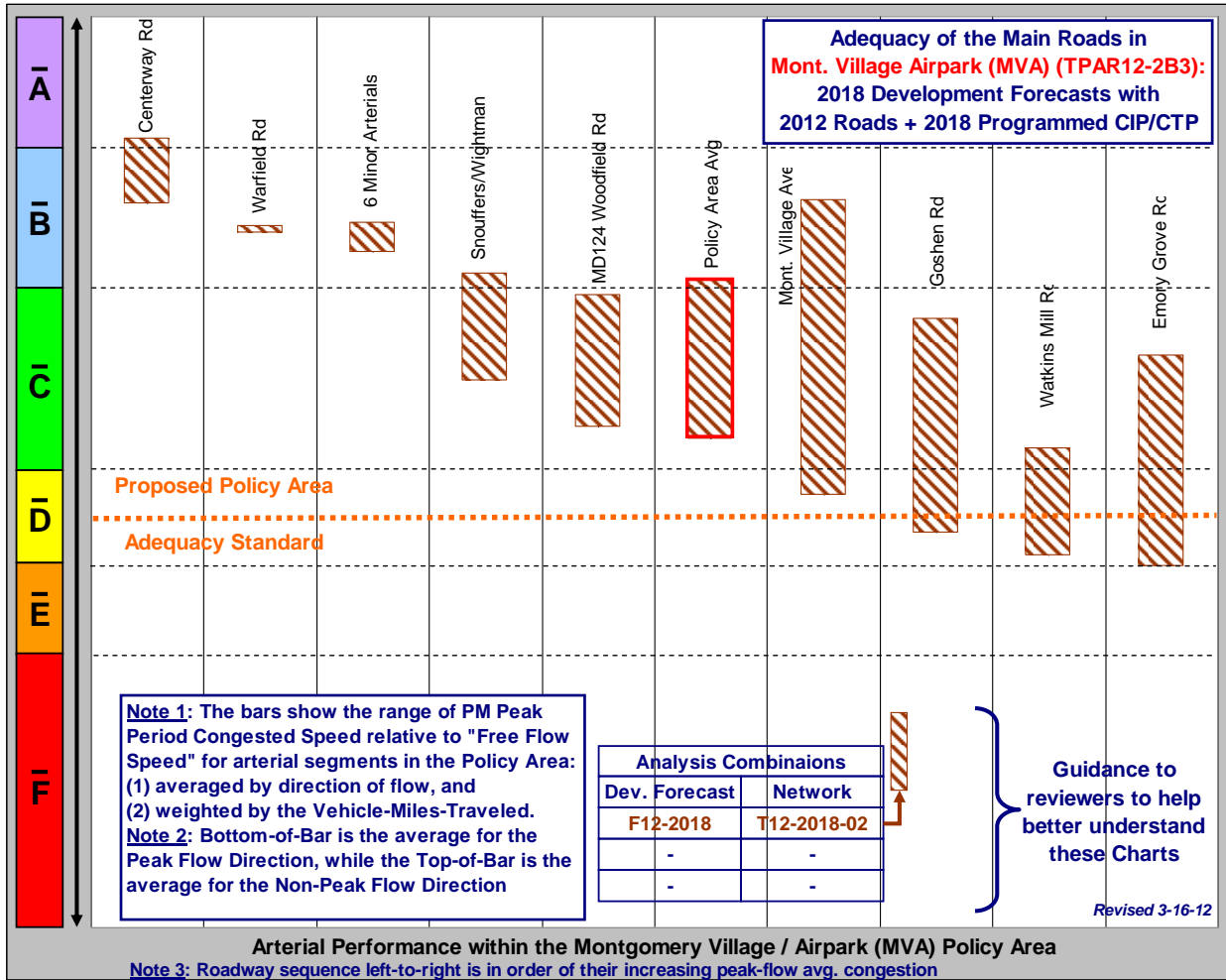
**Span of Service:** The average value of span is 18.0 hours per day for routes that operate all-day. The urban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the MVA Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the MVA Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is shown as background in the roadway network graphic to provide context and facilitate understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for MVA roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the MVA Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the MVA that were shown in the prior graphic. Towards the left, one of the bars is itself an average, in this case of 6 minor arterial roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

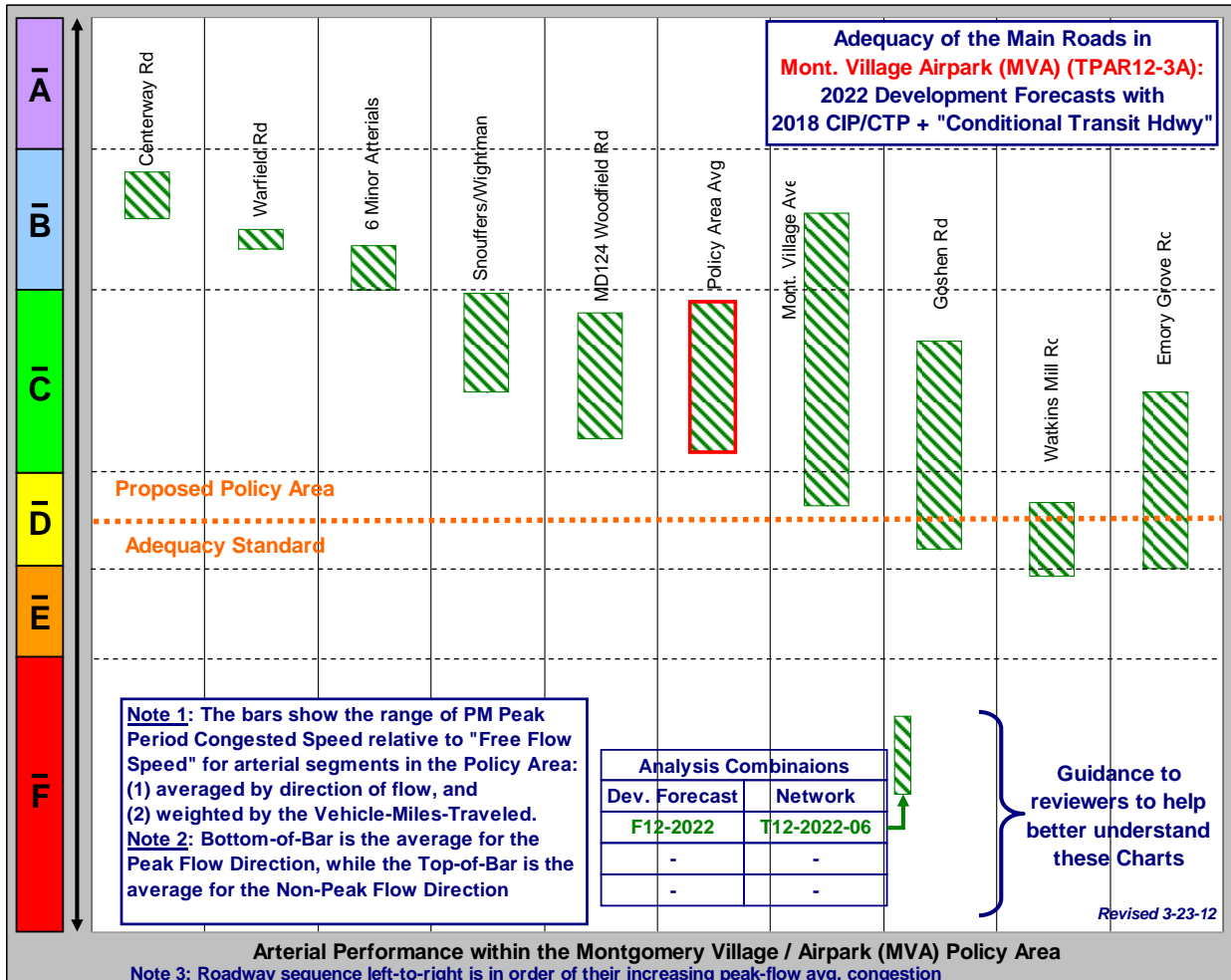
**Assessment of Areawide Roadway Adequacy for the MVA Policy Area:** The overall weighted average for the MVA Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Suburban Policy Areas, such as the MVA area. Therefore, the MVA Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the MVA Policy Area:** The prior graphic shows that 5 of the depicted left-most arterial roads (and the 6 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for a Suburban Policy Area, often considerably less. Yet the graphic also shows that there are 3 other roadway link-segments in the

MVA Policy Area that are more congested than the Standard for a Suburban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) Emory Grove Road, (b) Watkins Mill Rd, and (c) Goshen Road. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

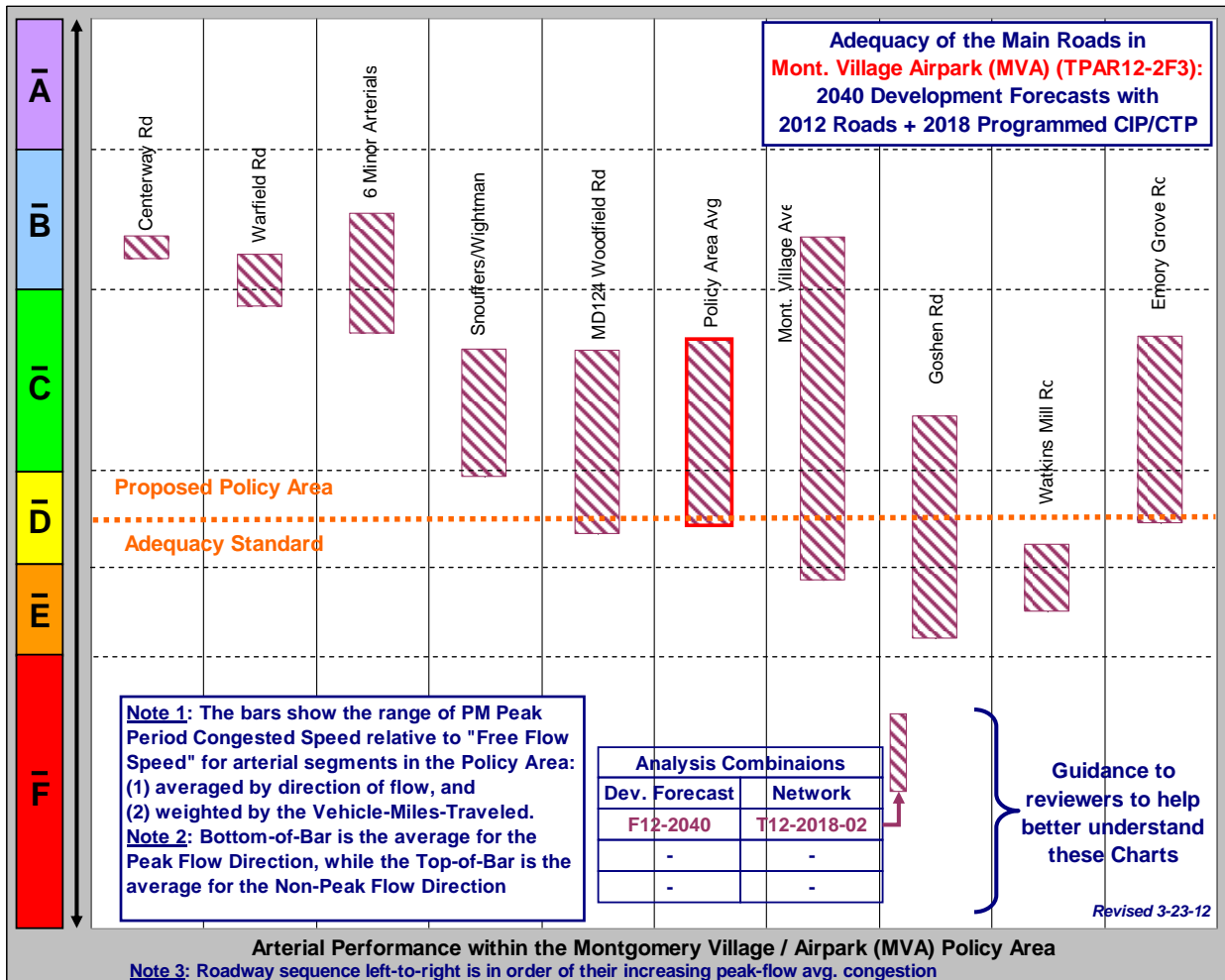
In addition, given the overall high volumes of traffic throughout many parts of the MVA Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the MVA area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the MVA Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized, although some potential conditional projects are discussed next.



Goshen Rd and perhaps Watkins Mill Rd could be considered as potential conditional projects. However, both also point to a continued long term need for improved through movement as well as some access, such as could be provided by one of the Mid County Highway alternatives between GTE, MVA, and GBG. While other options to improve the roadway network over the next 10 years in the MVA Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that the MVA Policy Area would not maintain its current regulatory stage overall roadway adequacy into the long-term master plan stage. It can also be seen that two additional roads (Montgomery Village Avenue and MD 124 (Woodfield Rd)) would become somewhat congested in the peak flow direction in the absence of further “conditional projects” from the Master Plan. Given this longer-term outlook, in the nearer term and mid-term emphasis should be given to developing a MVA-specific Traffic Management and Operations program as well as a Transportation Demand Management program.





**Aspen Hill Policy Area**

**A. Overview of the Policy Area:** Aspen Hill (AH) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. This area is served by bus transit service, high population and low employment densities, and overall transit coverage of more than 30% of its area. There is no notable growth that recently occurred or is expected to occur in this Policy Area. The large retirement community of Leisure World is located in the AH Policy Area. The recently opened MD 200 (Intercounty County Connector) traverses the eastern part of the area and access and egress is provided by an interchange at MD 182 Layhill Rd.

**B. Forecast of Development Activity:** The AH Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 195 households and 53 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 26 households and 14 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 97 households and 75 jobs. This growth is very low and results in this area having very low shares of the total growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
<b>Aspen Hill</b>	24,699		24,894		24,920		25,017	7,175		7,228		7,242		7,317
Growth in the Policy Area		195		26		97			53		14		75	
Percent Growth of Area		0.8%		0.1%		0.4%			0.7%		0.2%		1.0%	
Percent of County Growth		0.7%		0.2%		0.2%			0.1%		0.0%		0.1%	
<b>Montgomery County</b>	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

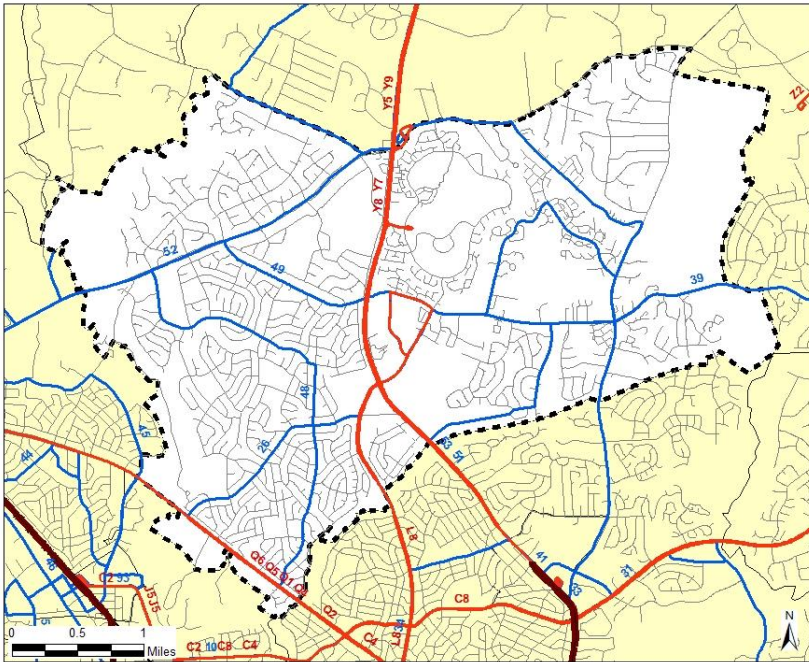
**C. Programmed Transportation Improvements:** There are no programmed projects to improve roadway or transit projects that would directly serve this area.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012	
				AH		

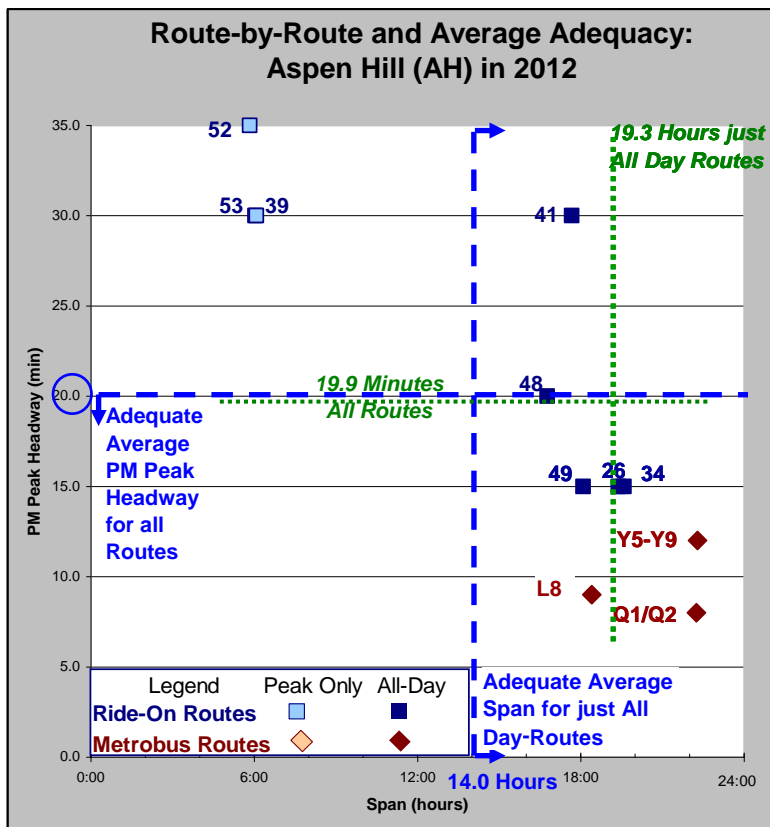
**D. Transit Adequacy Analysis:**

The AH Policy Area has adequate bus transit service in terms of each of the three service factors: Coverage, Peak Headway and Span of Service.

**Coverage of Service:** About 44% of the AH Policy Area is located within 1/3 of a mile of one of the 11 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the AH area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the AH Policy Area is adequate.



— Ride On Route and # — Metrobus Route and #

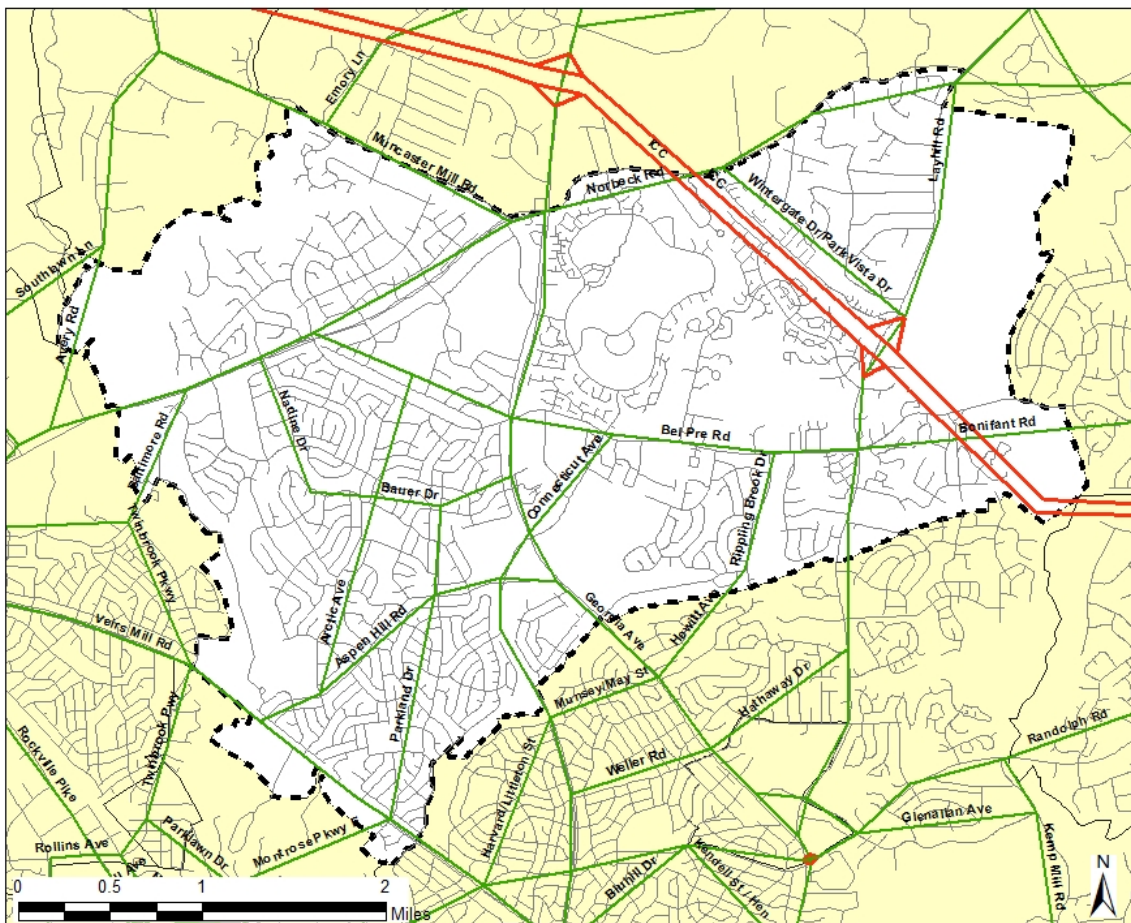


**Peak Headways:** All buses on average provide 19.9 minutes between buses during the weekday evening peak period in the AH Policy Area. Some provide very frequent service such as the Q1/Q2 Metrobuses. In areas like AH where only buses are provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the AH area is adequate. A “conditional” countywide project to directly improve peak headways in nearby areas could indirectly further improve Peak Headways in the AH area within the next 10 years.

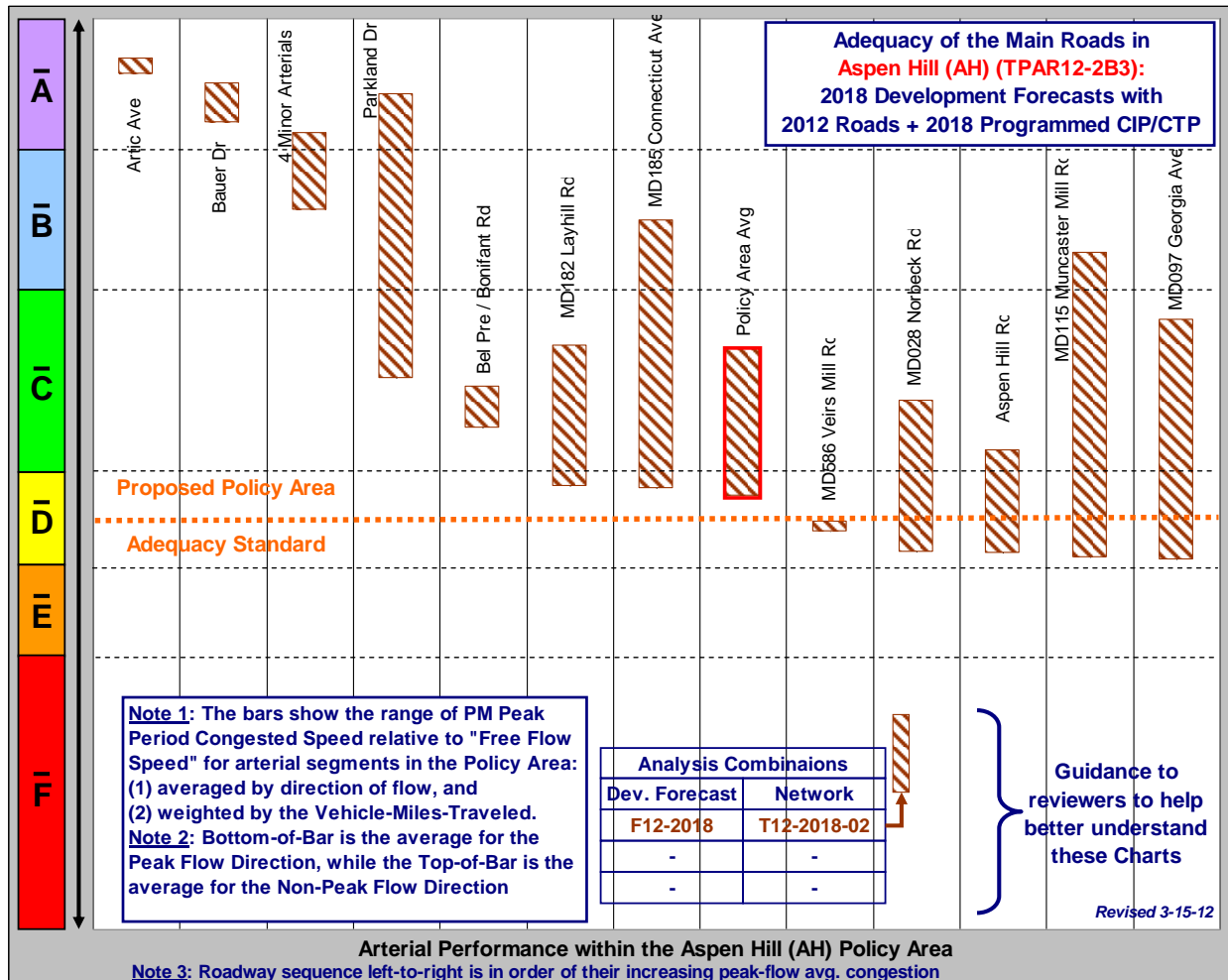
**Span of Service:** The average value of span is 19.3 hours per day for routes that operate all-day. The urban standard is 14 hours per day on average for all-day routes. Therefore transit span in the AH Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the AH Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for AH roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the AH Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the AH that were shown in the prior graphic. Towards the left, one of the bars is itself an average, in this case of 4 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

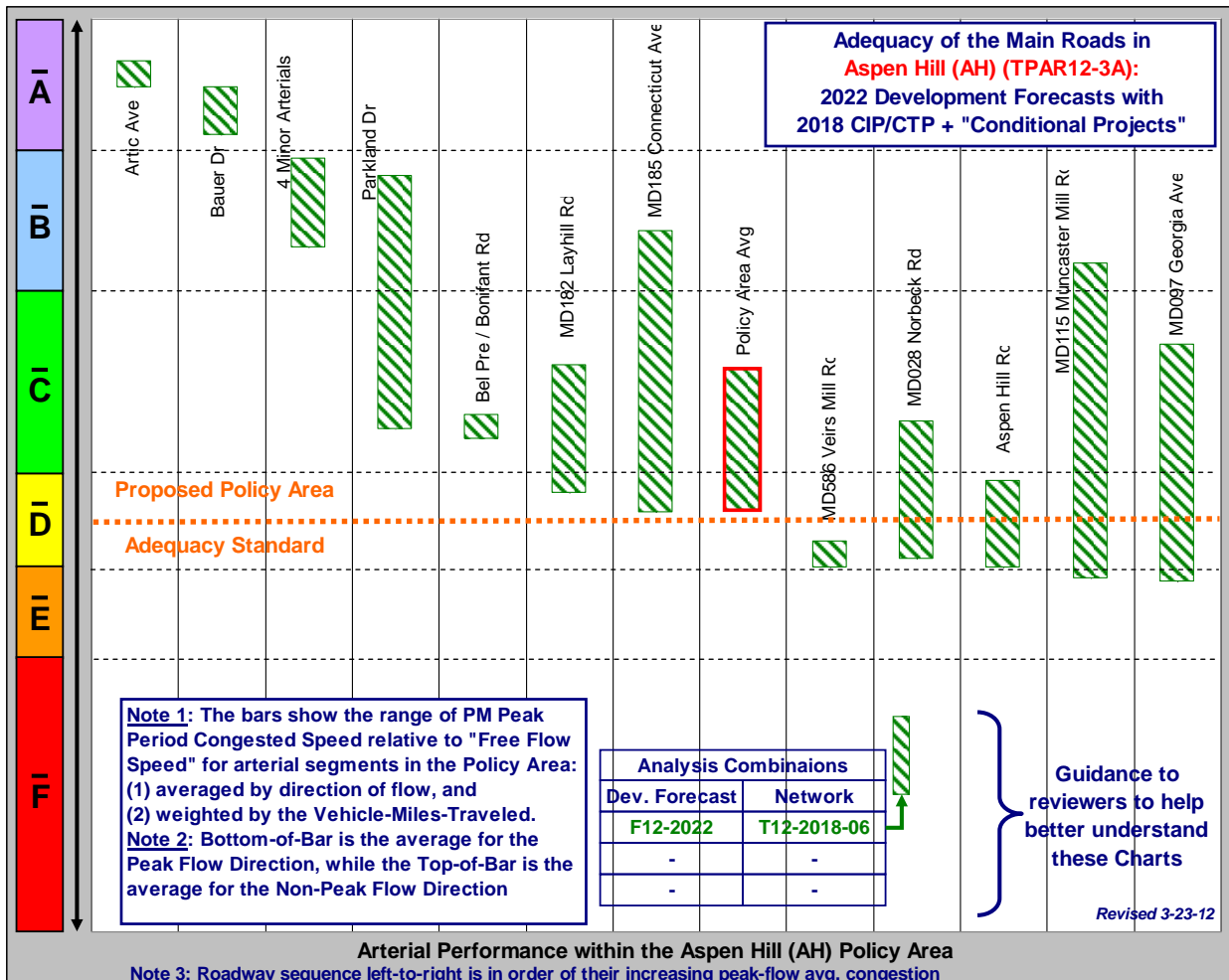
**Assessment of Areawide Roadway Adequacy for the AH Policy Area:** The overall weighted average for the AH Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Suburban Policy Areas, such as the AH area. Therefore, the AH Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the AH Policy Area:** The prior graphic shows that 6 of the depicted left-most arterial roads (and the 4 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for a Suburban Policy Area, often considerably less. Yet the graphic also shows that there are some 5 other roadway link-segments

in the AH Policy Area that are more congested than the Standard for a Suburban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) MD 97 Georgia Ave, (b) MD 115 Muncaster Mill Rd, (c) Aspen Hill Rd, (d) MD 28 Norbeck Rd, and (e) MD586 Veirs Mill Rd. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

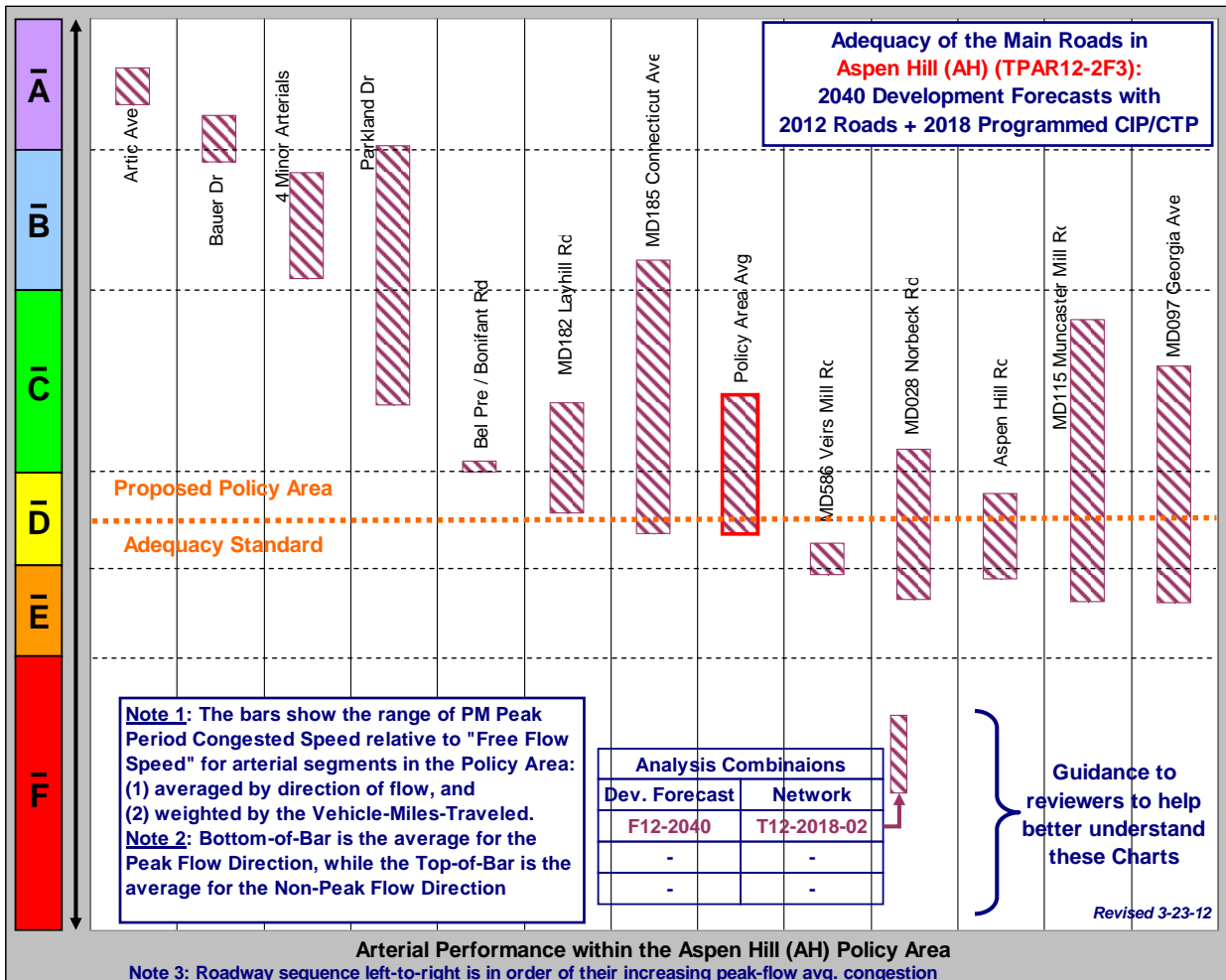
In addition, given the overall high volumes of traffic throughout many parts of the AH Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the AH area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in households and employment between 2018 and 2022, are estimated not to cause the AH Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized



While other options to improve the roadway network over the next 10 years in the AH Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that the AH Policy Area would not maintain its current regulatory stage overall roadway adequacy into the long term master plan stage. It can also be seen that one or two additional roads would become very congested in the absence of further “conditional projects” from the Master Plan. Given this longer-term outlook, in the nearer term and mid-term emphasis should be given to developing a Aspen Hill-specific Traffic Management and Operations program.



### Germantown East Policy Area

**A. Overview of the Policy Area:** Germantown East (GTE) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. There is moderate population and moderate employment densities, and overall transit coverage of more than 30% of its area. Notable growth is occurring associated with the Master Plan recommendations for the Germantown Employment Area.

**B. Forecast of Development Activity:** The GTE Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 313 households and 2,019 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 595 households and 2,118 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 2,111 households and 9,427 jobs. While the household growth is low-to-moderate and the job growth is high relative to the current development activity, it is only a moderate but increasing share of the total growth in the County.

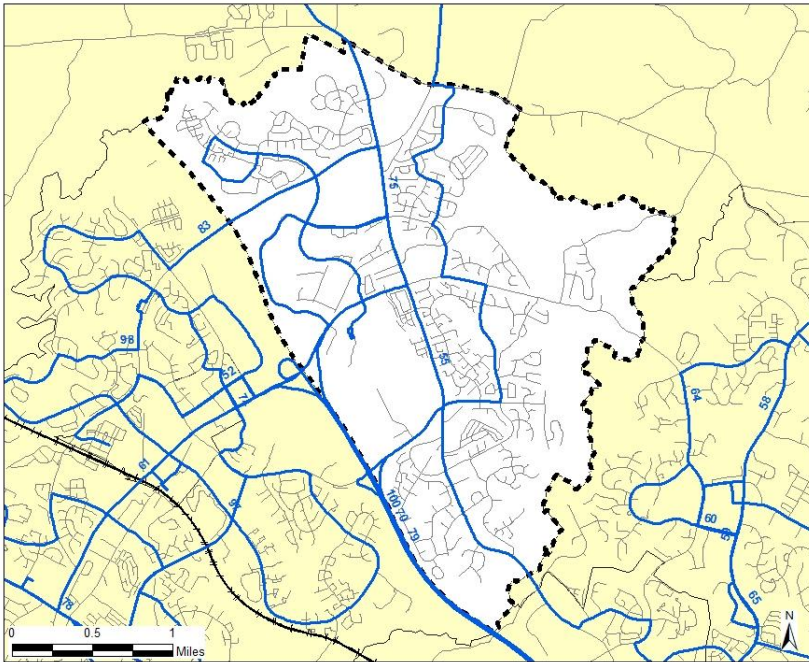
Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12								
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for		
	2010	2018	2018	2022	2022	2040	2010	2018	2018	2022	2022	2040	2040		
<b>Germantown East</b>	8,097		8,410		9,005		11,116		9,896		11,915		14,033		23,460
Growth in the Policy Area		313		595		2,111		2,019		2,118		9,427			
Percent Growth of Area		3.9%		7.1%		23.4%		20.4%		17.8%		67.2%			
Percent of County Growth		1.1%		3.7%		3.7%		3.2%		5.5%		7.6%			
<b>Montgomery County</b>	360,500		389,599		405,597		463,000		506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403		62,315		38,364		123,696			

**C. Programmed Transportation Improvements:** There are no programmed projects to improve roadway or transit capacity in the GTE area. As also noted in the discussion of other selected Policy Areas, a “conditional project” has been identified to provide Peak Hour Headway improvements to about a dozen Ride-On routes that currently serve about 8 of the Suburban Policy Areas needing improved Peak Hour Headways to attain the Peak Headway Adequacy Standard. Most of those dozen routes would directly serve more than one Policy Area, as well as indirectly serve a similar number of: (a) other Suburban Policy Areas combined with (b) several of the Urban Policy Areas. Such a “conditional project” could be implemented in a few increments over a few years or all at once. Interim ridership results and user travel survey responses would be monitored over time and refinements could be made along the way.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Ride-On Peak Headway Imprv.	Peak headway improvements: about 12 routes in about 8 Areas		Countywide	N	Some	Y

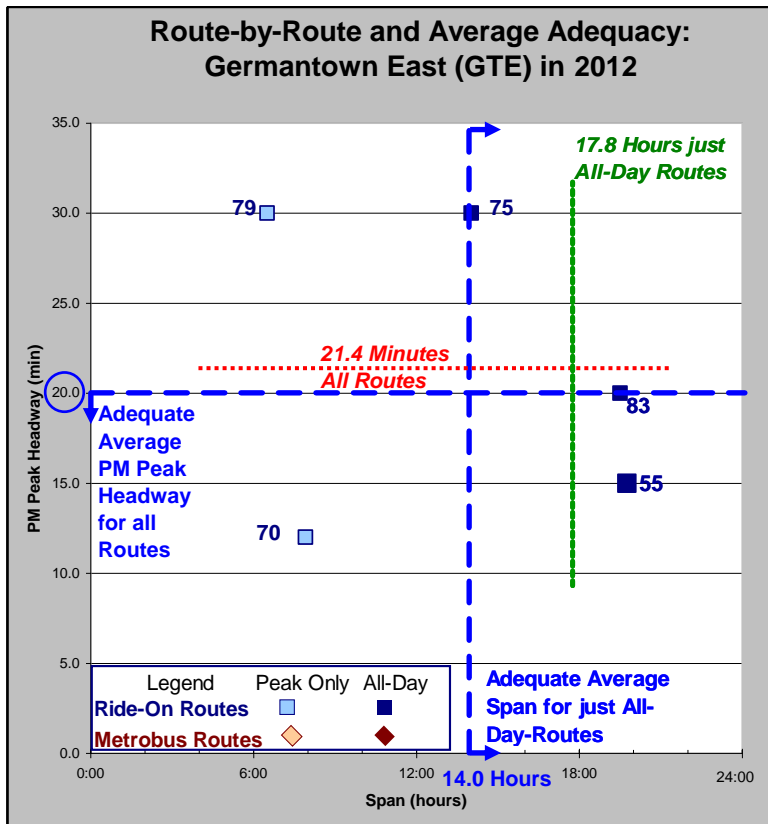
**D. Transit Adequacy Analysis:**

The GTE Policy Area has adequate coverage and span of service but is not yet adequate in terms of Peak Headway.



**Coverage of Service:** About 39% of the GTE Policy Area is located within 1/3 of a mile of one of the 5 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the GTE area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the GTE Policy Area is adequate.

— Ride On Route and #      — Metrobus Route and #



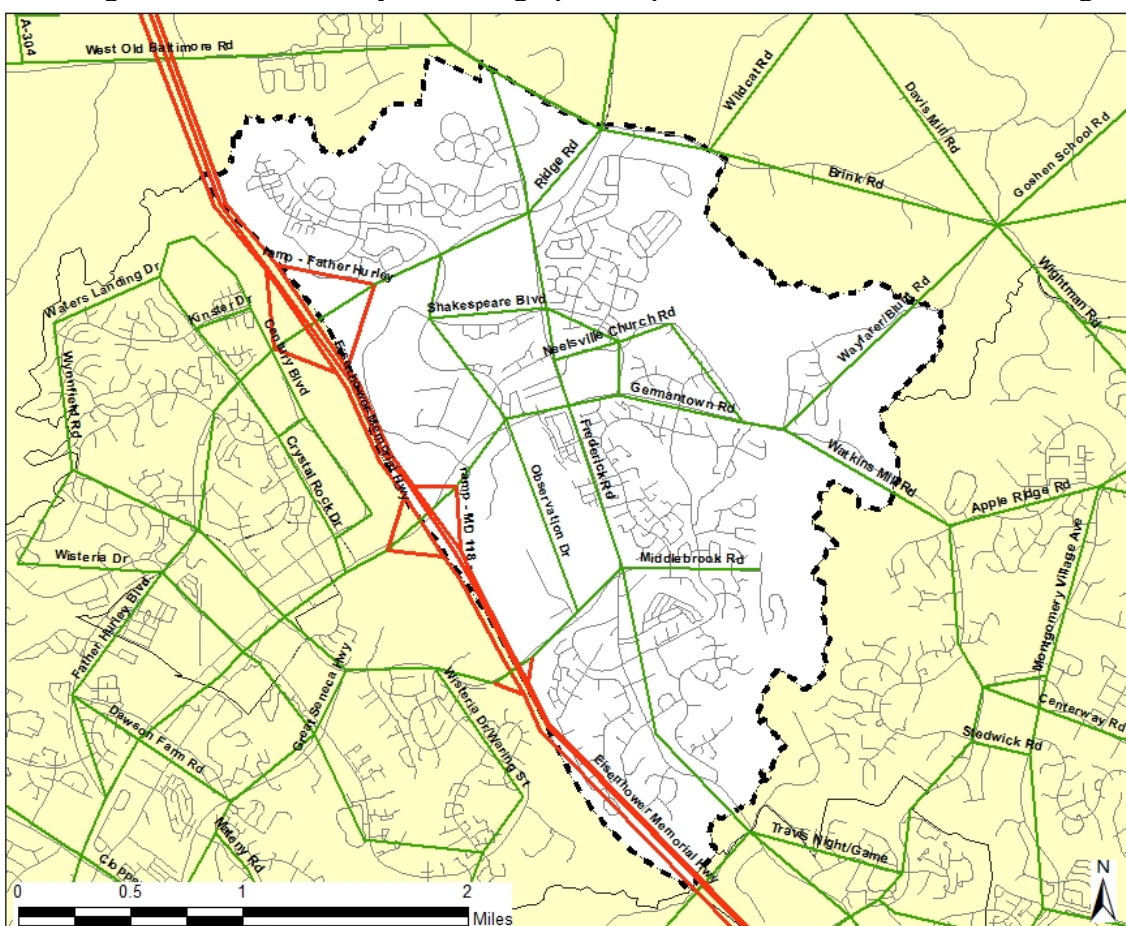
**Peak Headways:** All buses on average provide 21.4 minutes between buses during the weekday evening peak period in the GTE Policy Area. Some provide moderately frequent service is provided by two of the Ride-On routes, No. 55 and No. 70, the latter of which only operates in the morning and afternoon peaks. In areas like GTE where only buses are provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the GTE area is not yet adequate. A “conditional” countywide project to improve peak headways could attain adequacy within the next 10 years.

**Span of Service:** The average value of span is 17.8 hours per day for the three routes that operate all-day. The Suburban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the GTE Policy Area is adequate.

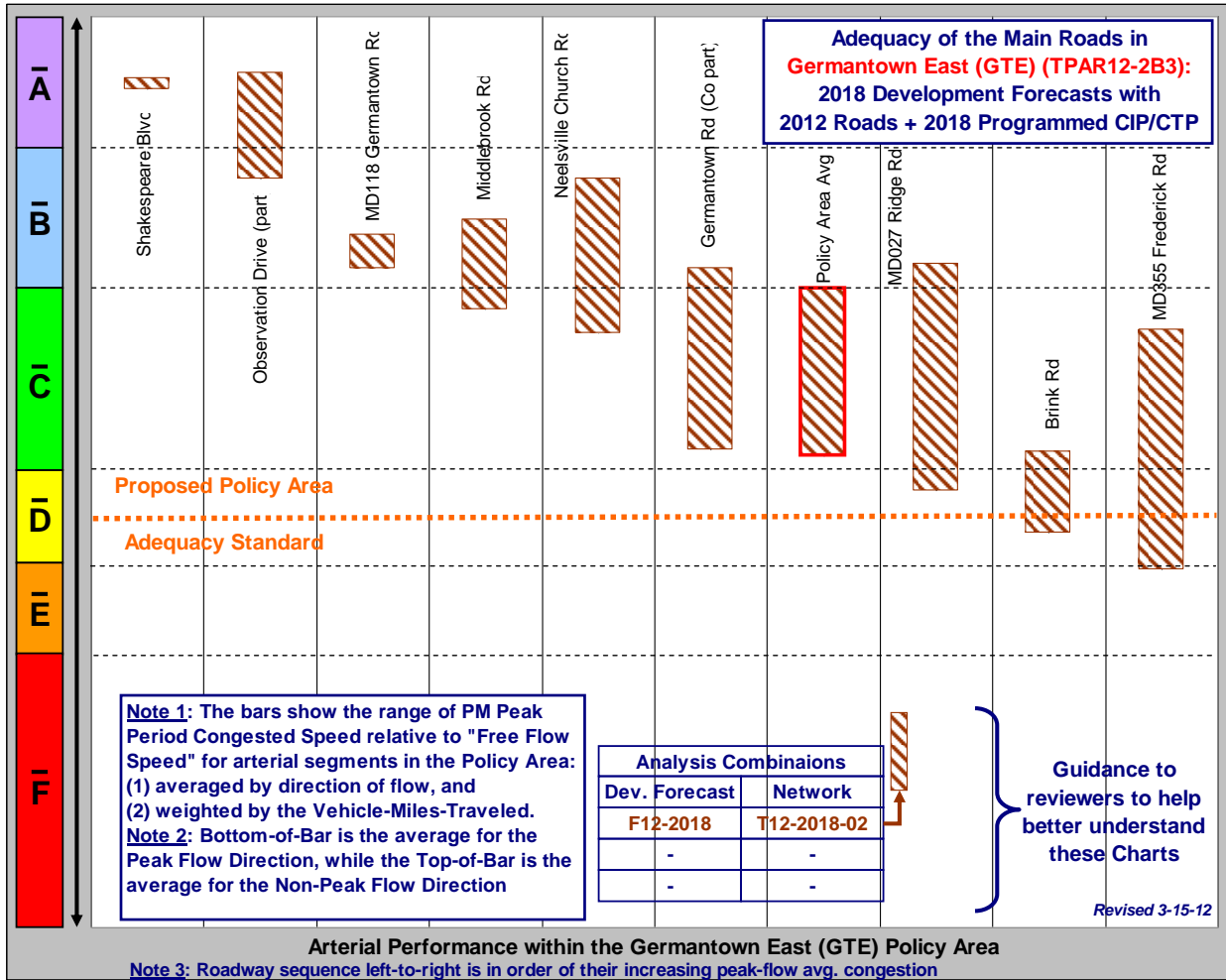


**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the GTE Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for GTE roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the GTE Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



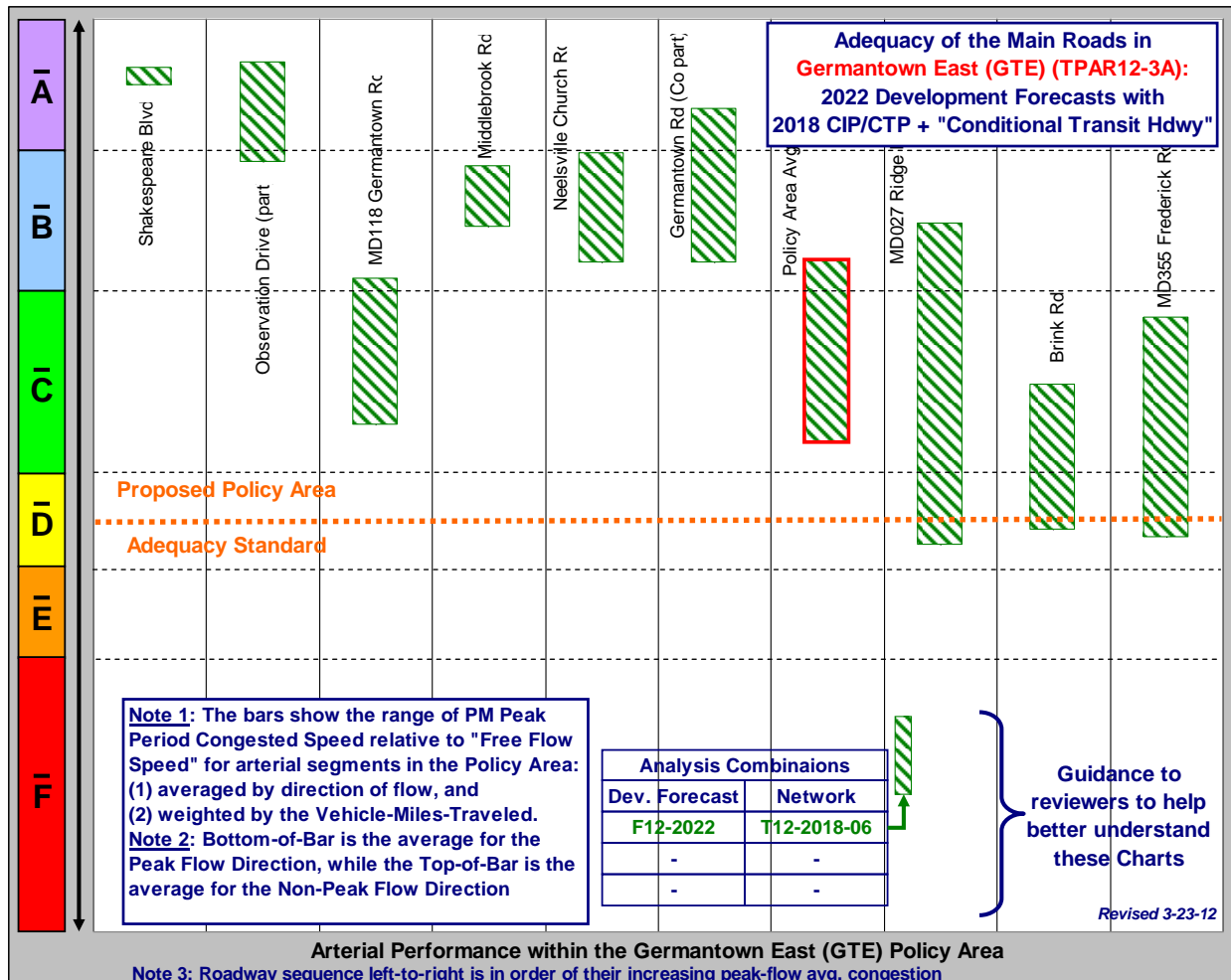
This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the GTE that were shown in the prior graphic. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

**Assessment of Areawide Roadway Adequacy for the GTE Policy Area:** The overall weighted average for the GTE Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the GTE area. Therefore, the GTE Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the GTE Policy Area:** The prior graphic shows that seven of the depicted left-most arterial roads have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for a Suburban Policy Area, some considerably less congested. Yet the graphic also shows that there are two other roadway link-segments in the GTE Policy Area that are more congested than the Standard for a Suburban Policy Area. Reading from right

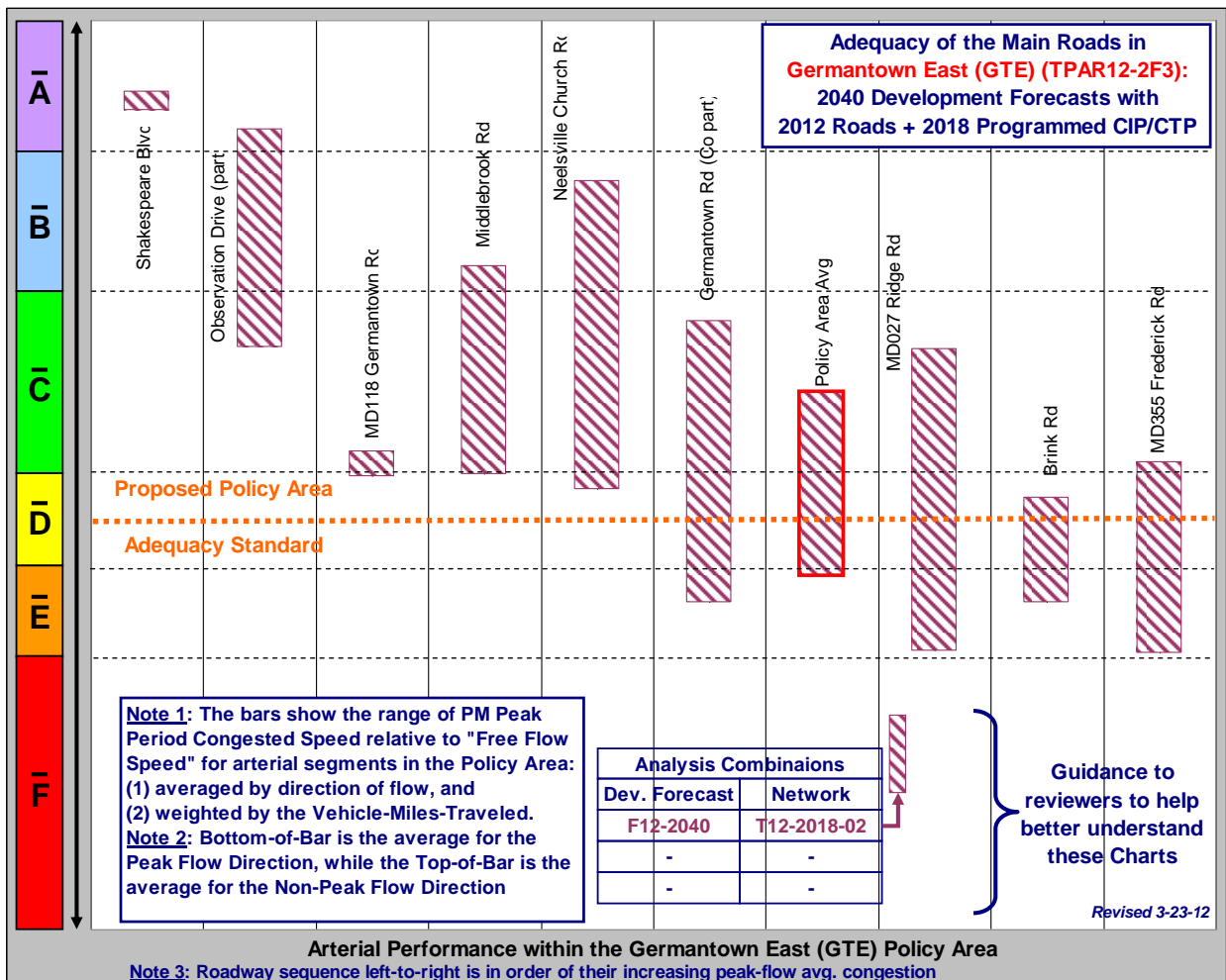
to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: a) MD 355 Frederick Road and (b) Brink Road. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site. In addition, given the overall moderate-to-high volumes of traffic throughout many parts of the GTE Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the GTE area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements, including turn-lanes at nearby intersections, access or local circulation needs, bus stops and sidewalks.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the GTE Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized at this time. However, it is noted that the peak traffic flow congestion on MD 27 Ridge Road, Brink Road and MD 355 Frederick Road are forecasted, on average, to be more congested than the areawide standard.



While other options to improve the roadway network over the next 10 years in the GTE Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the GTE Policy Area would not maintain its current regulatory stage overall roadway adequacy into the long-term, master plan stage. It can also be seen that two additional roads, MD 27 Ridge Road and Germantown Road, would become more congested than forecast for the regulatory time period in the absence of further “conditional projects” from the Master Plan. Given this longer-term outlook, in the nearer term and mid-term emphasis should be given to developing a GTE-specific Traffic Management and Operations program as well as a Transportation Demand Management program to serve the growing employment concentrations in the area. The analyses done for the Proposed TPAR10 considered parts of Midcounty Highway extended as a potential “conditional” project and it appears that future TPAR adequacy analyses may need to consider that further.



### Cloverly Policy Area

**A. Overview of the Policy Area:** Cloverly (CLV) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. This area is served by bus transit service, low population and extremely low employment densities, and overall transit coverage of just at 30% of its area. There is no notable growth that recently occurred or is expected to occur in this Policy Area. The recently opened MD 200 (Intercounty County Connector) traverses the southern boundary of the CLV area and access and egress is provided by an interchange at MD 650 New Hampshire Avenue.

**B. Forecast of Development Activity:** The CLV Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 58 households and 0 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 29 households and 0 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 22 households and 0 jobs. This growth is extremely low in terms of past growth in the area as well as a share of the total growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
<b>Cloverly</b>	5,312		5,370		5,399		5,421	1,607		1,607		1,607		1,607
Growth in the Policy Area		58		29		22			0		0		0	
Percent Growth of Area		1.1%		0.5%		0.4%			0.0%		0.0%		0.0%	
Percent of County Growth		0.2%		0.2%		0.0%			0.0%		0.0%		0.0%	
<b>Montgomery County</b>	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

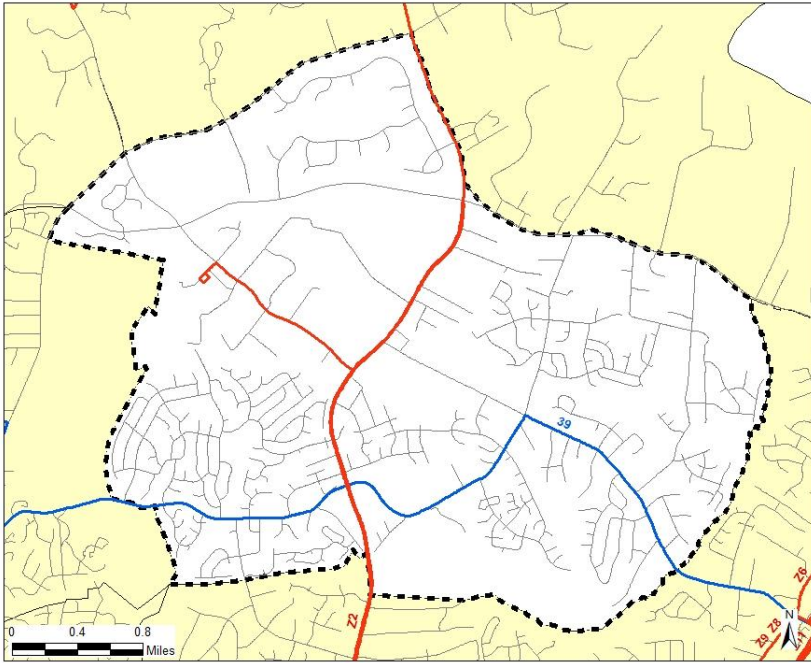
**C. Programmed Transportation Improvements:** There are no programmed projects to improve roadway capacity in the CLV area. As also noted in the discussion of other Policy Areas, a “conditional project” has been identified to provide Peak Hour Headway improvements to about a dozen Ride-On routes that currently serve about 8 of the Suburban Policy Areas needing improved Peak Hour Headways to attain the Peak Headway Adequacy Standard. Most of those dozen routes would directly serve more than one Policy Area, as well as indirectly serve a similar number of: (a) other Suburban Policy Areas combined with (b) several of the Urban Policy Areas. Such a “conditional project” could be implemented in a few increments over a few years or all at once. Interim ridership results and travel survey user responses would be monitored over time and refinements could be made along the way.

Program Document	TPAR12 Staging of County CIP and State CTP Projects <small>(updated to 3-21-12)</small>					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Ride-On Peak Headway Imprv.	Peak headway improvements: about 12 routes in about 8 Areas		Countywide	N	Some	Y

**D. Transit Adequacy Analysis:**

The CLV Policy Area does not yet have adequate transit service in terms of the factors of Peak Headway and in terms of the factor of Span of service. It is right at the standard of having adequate Coverage.

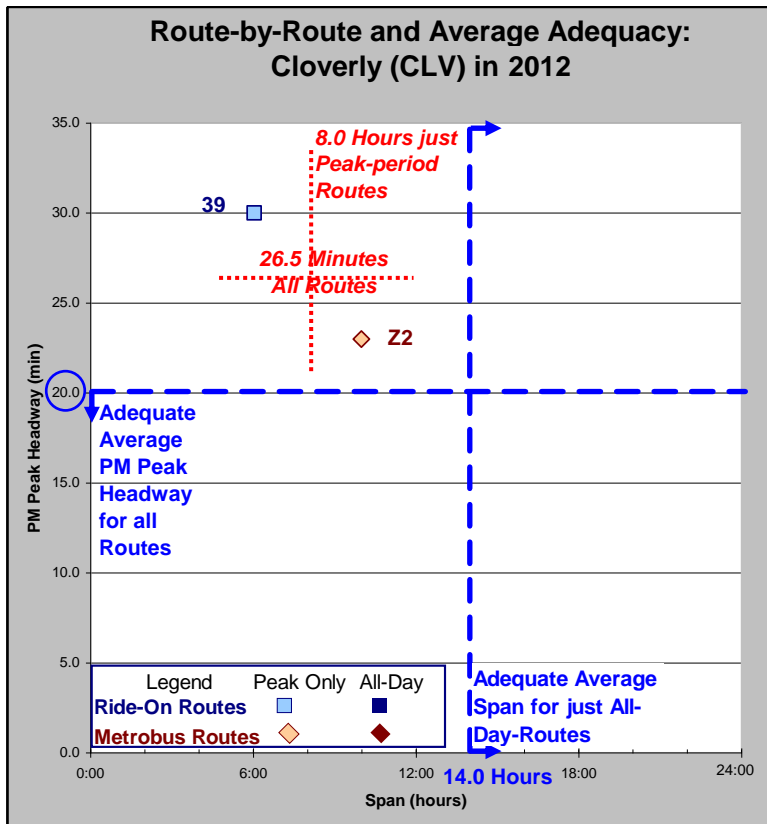
**Coverage of Service:** About 30% of the CLV Policy Area is located within 1/3 of a mile of one of the 2 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the CLV area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the CLV Policy Area is adequate.



— Ride On Route and #      — Metrobus Route and #

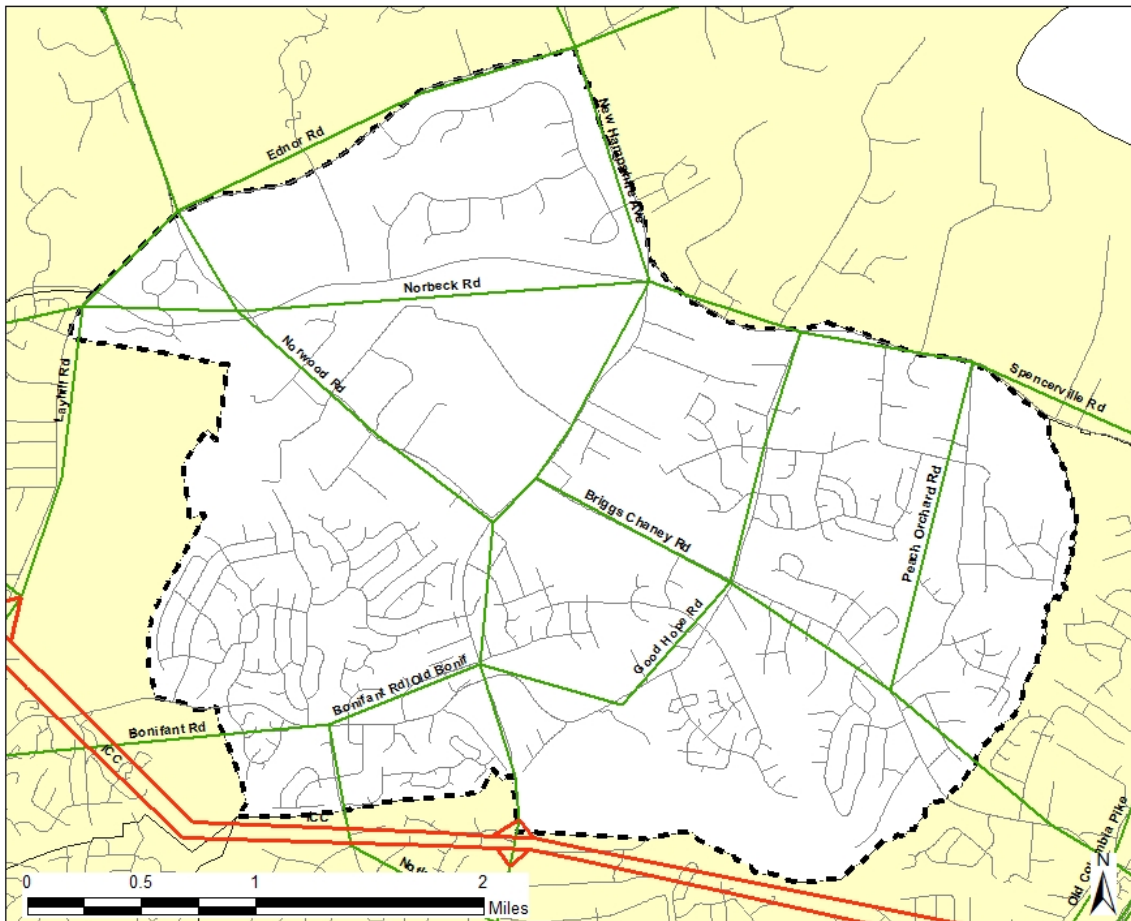
**Peak Headways:** All buses on average provide 26.5 minutes between buses during the weekday evening peak period in the CLV Policy Area. In bus serviced areas like CLV the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the CLV area is not yet adequate. A “conditional” countywide project could directly improve peak headways in the CLV area and the area could attain adequacy within the next 10 years.

**Span of Service:** Both bus routes serving the CLV area currently only provide peak period and not all-day service. The Suburban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the CLV Policy Area is not yet adequate. It is may be feasible to change the bus schedule for one of the routes to provide improved Span as part of the Peak Headway “conditional” project.

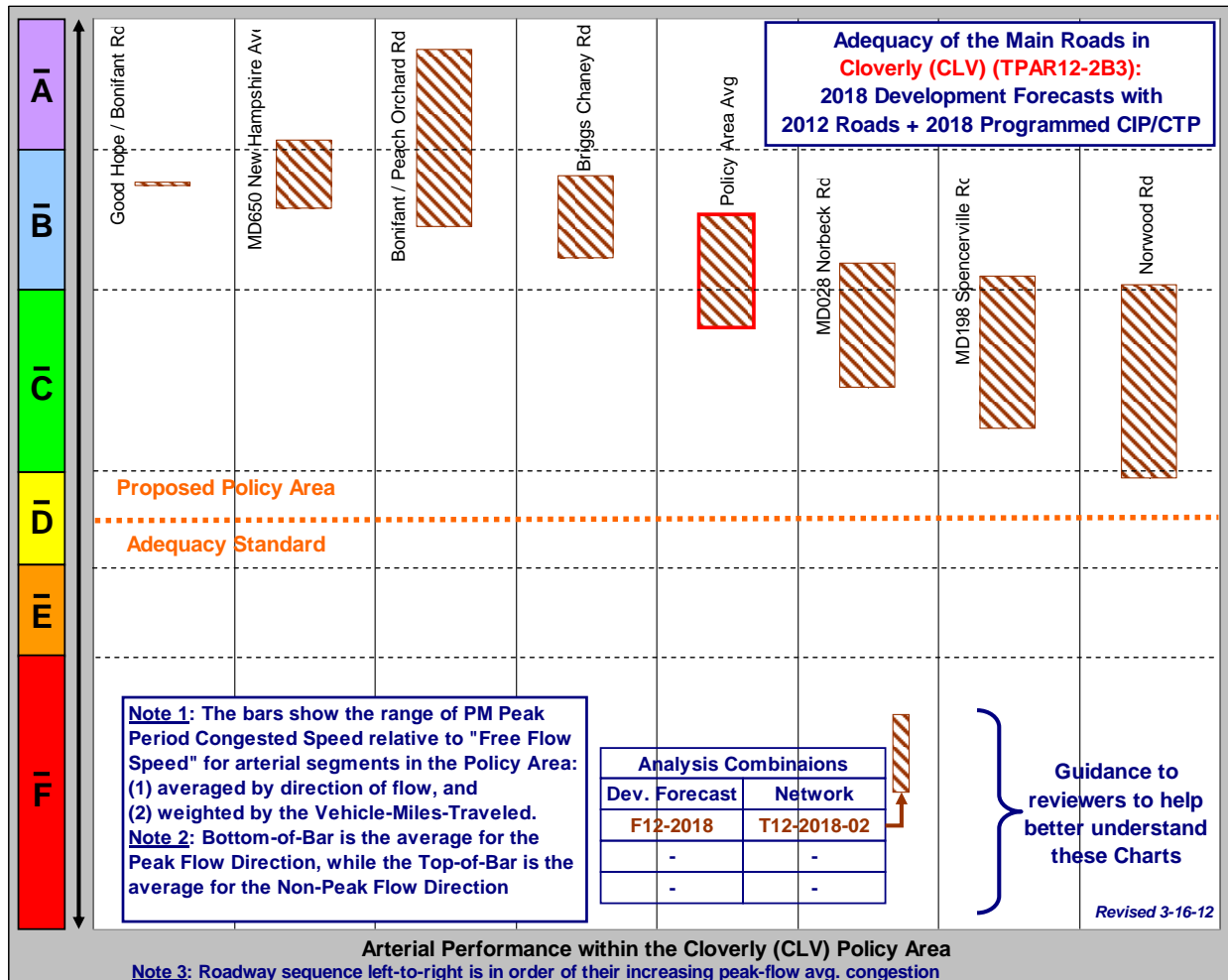


**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the CLV Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for CLV roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the CLV Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the CLV that were shown in the prior graphic. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

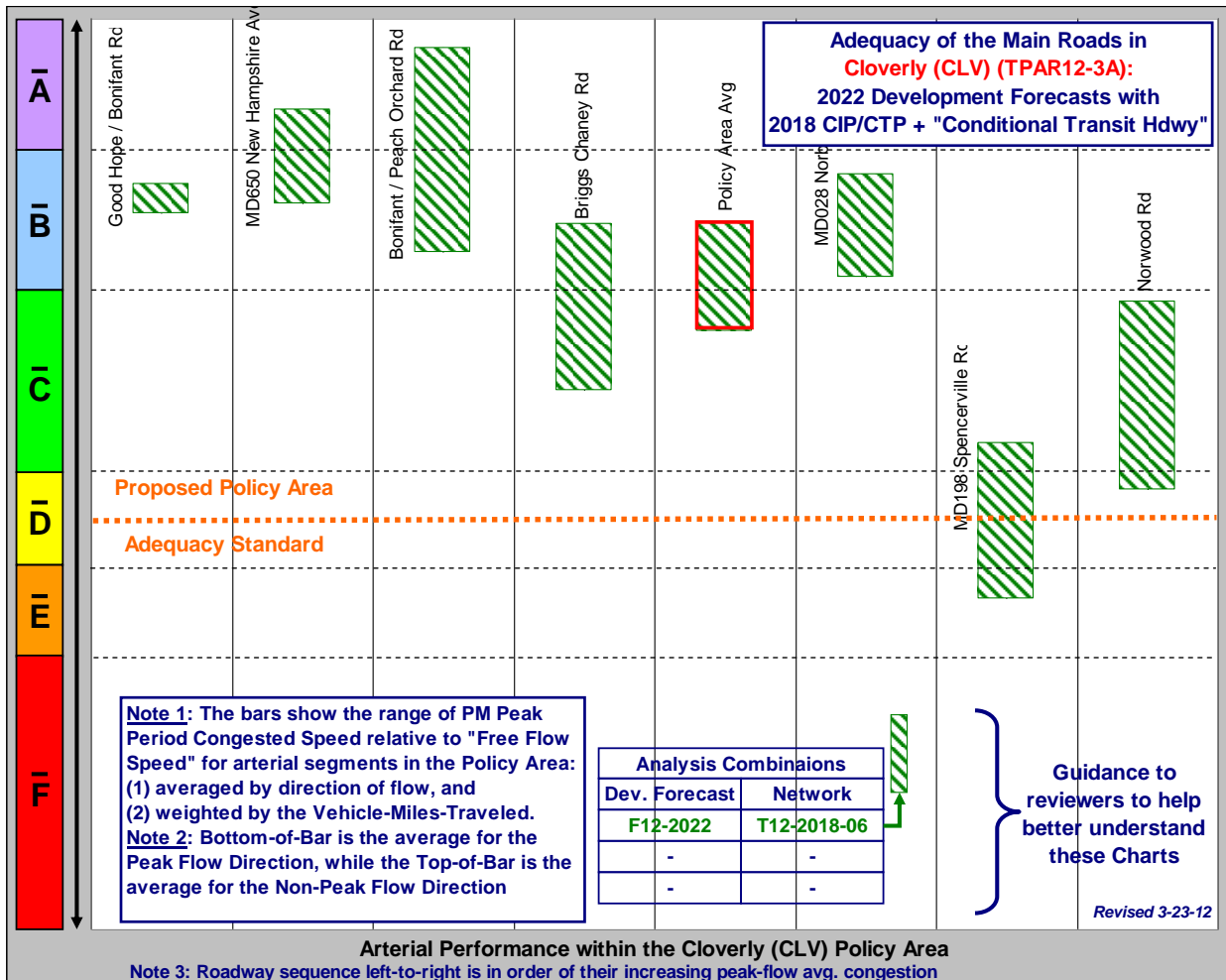
**Assessment of Areawide Roadway Adequacy for the CLV Policy Area:** The overall weighted average for the CLV Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the CLV area. Therefore, the CLV Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the CLV Policy Area:** The prior graphic shows that all of the depicted seven arterial roads have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for a Suburban Policy Area, often considerably less. Unlike other Policy Area, this graphic shows that there are no roadway link-segments in the CLV Policy Area that are more congested than the Standard for a Suburban Policy Area. As such little direct



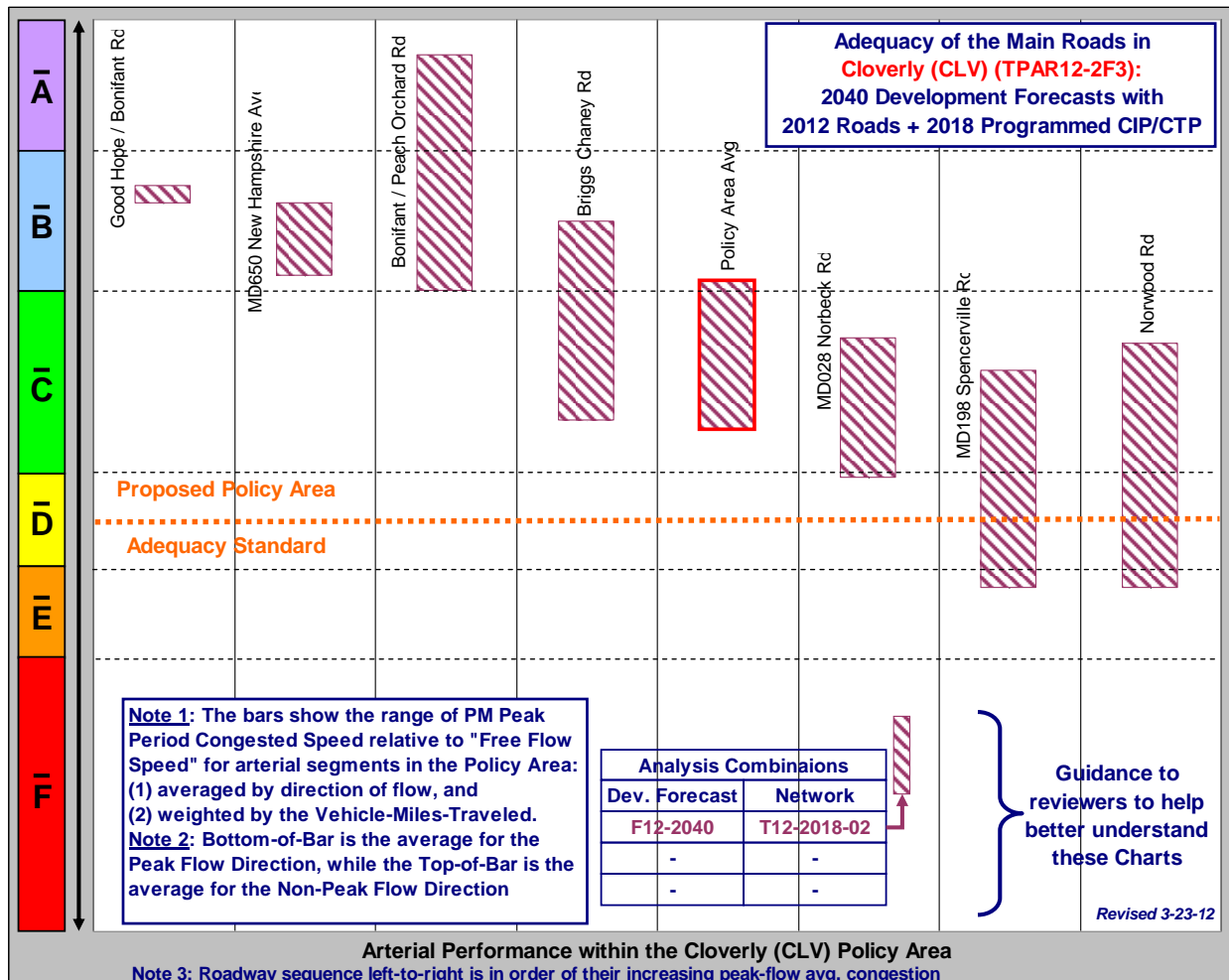
guidance or attention needs to be given to the LATRs for proposed subdivisions in the CLV Policy Area. In addition, given the overall low-to-moderate volumes of traffic throughout many parts of the CLV Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the CLV area there may nevertheless be some arterials that would need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements, including turn-lanes at nearby intersections, access or local circulation needs, bus stops and, sidewalks.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the CLV Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized. However, conditions along the two relatively congested roadways in the CLV Policy Area, Norwood Road and MD 198 Spencerville Road, will need to be monitored.



While other options to improve the roadway network over the next 10 years in the CLV Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the CLV Policy Area would continue to maintain its current regulatory stage overall roadway adequacy into the long term master plan stage. It can also be seen that two roads in the long tem would become congested in the peak flow direction absence further “conditional projects” from the Master Plan.



### North Potomac Policy Area

**A. Overview of the Policy Area:** North Potomac (NP) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. This area is served by bus transit service, moderate population and employment densities, and overall transit coverage of just under 30% of its area. There is no notable growth that recently occurred or is expected to occur in this Policy Area, although that is not the case in adjacent Policy Areas. The planned Corridor Cities Transitway would serve this Policy Area in the future.

**B. Forecast of Development Activity:** The NP Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 165 households and 43 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 465 households and 51 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 1,273 households and 134 jobs. This household growth is slow compared to previous household development in the area. While the job growth is also low and a small share of the total growth in the County, it is a moderate growth compared to previous job growth within the area.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
North Potomac	9,085		9,250		9,452		10,725	1,572		1,615		1,666		1,800
Growth in the Policy Area		165		465		1,273			43		51		134	
Percent Growth of Area		1.8%		5.0%		13.5%			2.7%		3.2%		8.0%	
Percent of County Growth		0.6%		2.9%		2.2%			0.1%		0.1%		0.1%	
Montgomery County	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

**C. Programmed Transportation Improvements:** There are no programmed projects to improve roadway or transit capacity in the NP area. As also noted in the discussion of other Policy Areas, a “conditional project” has been identified to provide Peak Hour Headway improvements to about a dozen Ride-On routes that currently serve about 8 of the Suburban Policy Areas needing improved Peak Hour Headways to attain the Peak Headway Adequacy Standard. Most of those dozen routes would directly serve more than one Policy Area, as well as indirectly serve a similar number of: (a) other Suburban Policy Areas combined with (b) several of the Urban Policy Areas. Such a “conditional project” could be implemented in a few increments over a few years or all at once. Interim ridership results and travel survey user responses would be monitored over time and refinements could be made along the way.

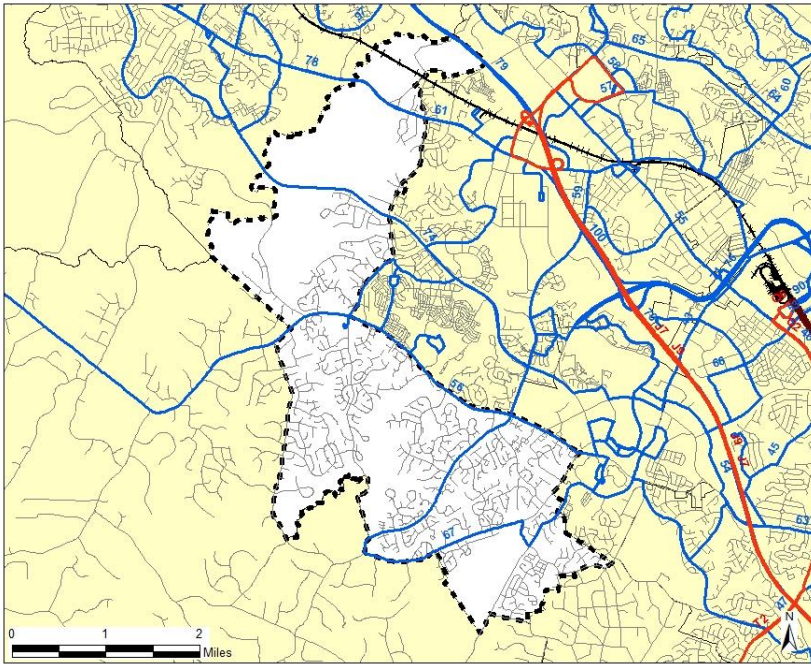
In the Proposed TPAR Report of 2010 a project that was considered is a widening of a section MD 117 Clopper Road that is located in North Potomac. For TPAR12 this project is once again proposed but as a potential conditional project.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 4-5-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Ride-On Peak Headway Imprv.	Peak headway improvements: about 12 routes in about 8 Areas		Countywide	N	Some	Y
CTP	Clopper Rd Widening (MD 117)	Watkins Mill Rd to Game Preserve Rd		NP	N	N	Y

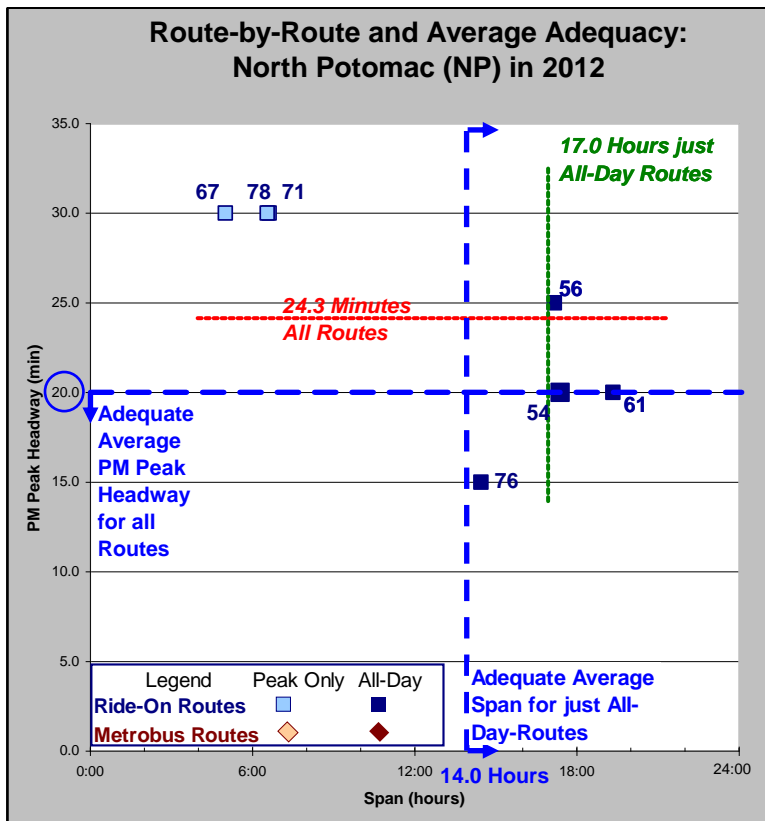
**D. Transit Adequacy Analysis:**

The NP Policy Area does not yet have adequate transit service in terms of the factors of Peak Headway and it is just shy of having adequate Coverage. However, the NP area is adequate in terms of the factor of Span of service. The future CCT will be serving this area.

**Coverage of Service:** About 29% of the NP Policy Area is located within 1/3 of a mile of one of the 7 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the NP area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the NP Policy Area is not yet adequate. Given the several routes and a “conditional” project for Peak Headways it seems very feasible to extend somewhat one or more routes to attain adequate Coverage.



— Ride On Route and #      — Metrobus Route and #

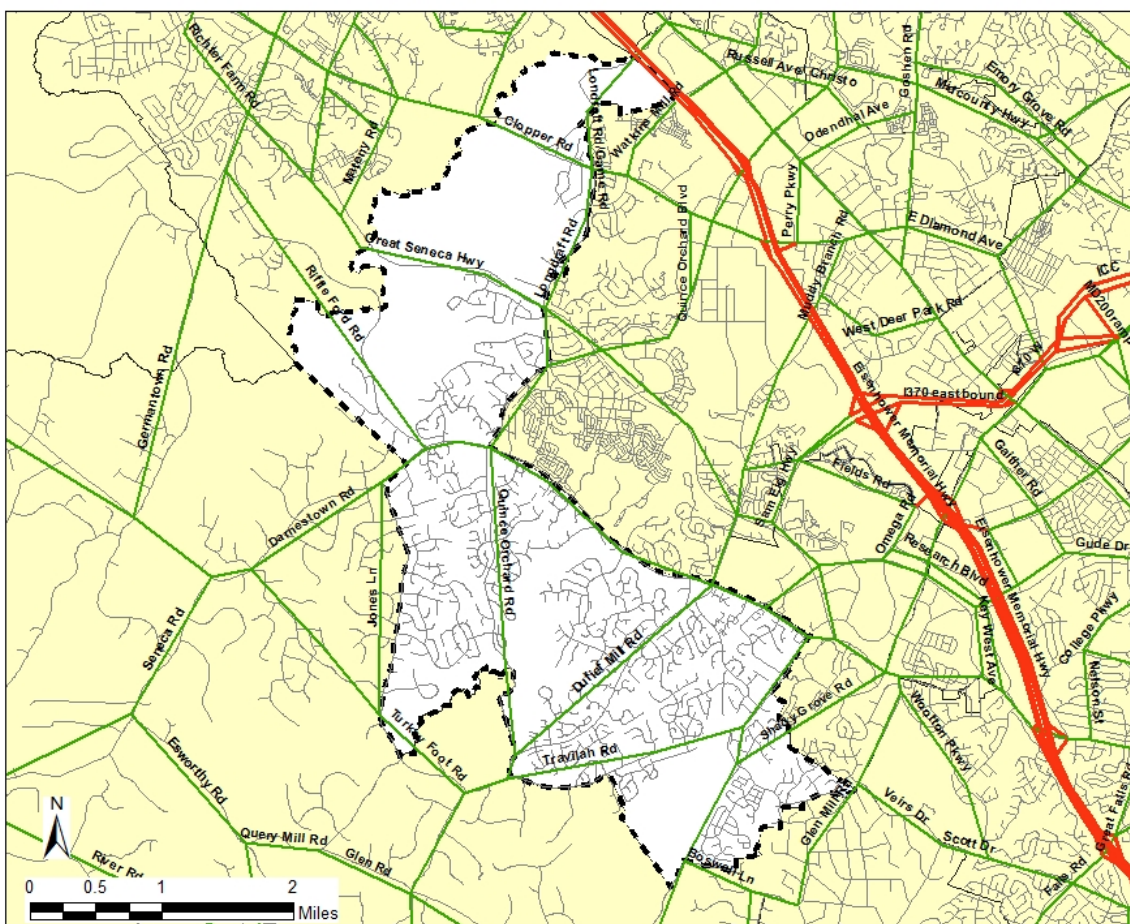


**Peak Headways:** All buses on average provide 24.3 minutes between buses during the weekday evening peak period in the NP Policy Area. In areas like NP where future LRT will be provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the NP area is not yet adequate. A “conditional” countywide project that could directly serve this area to improve peak headways could attain adequacy within the next 10 years.

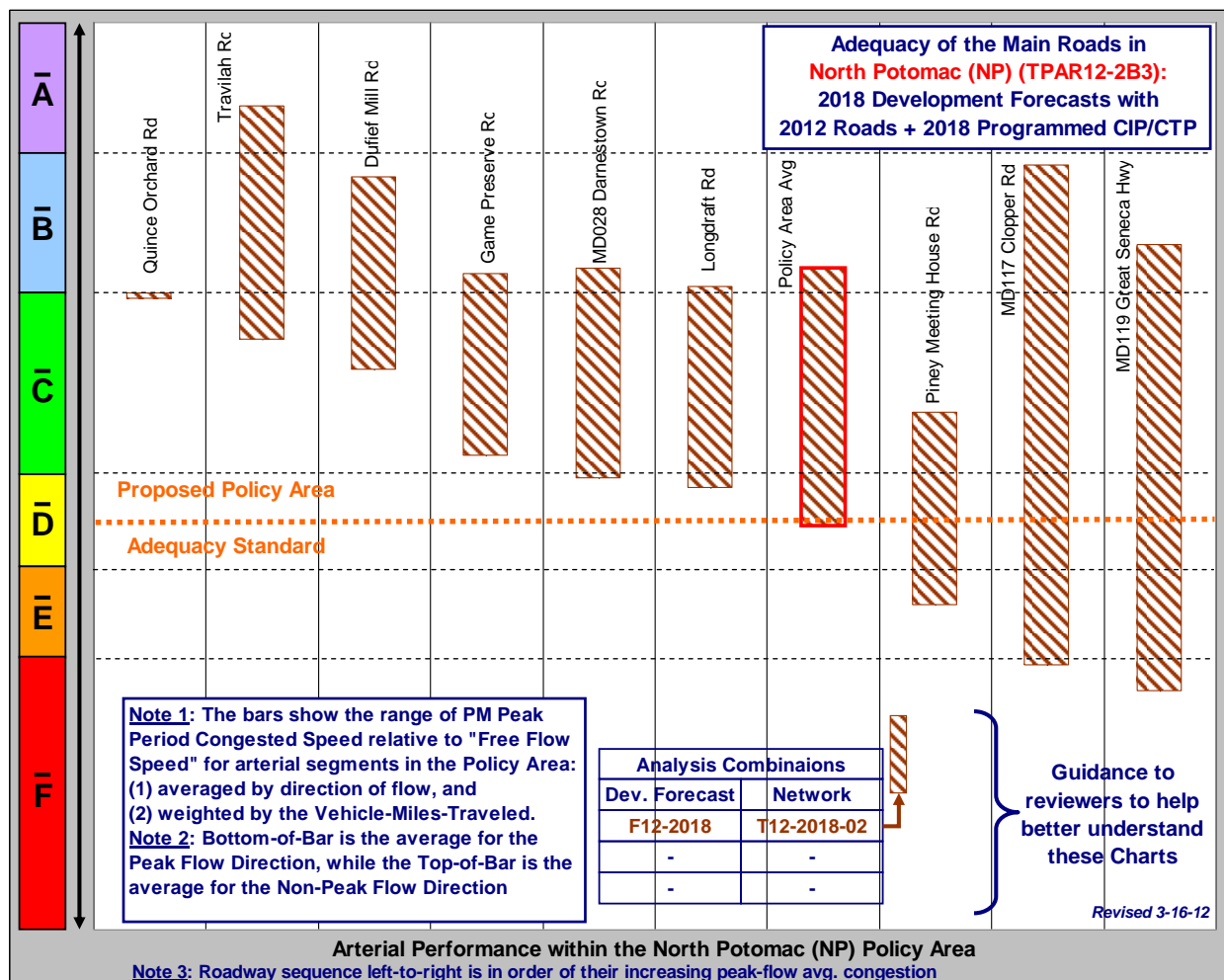
**Span of Service:** The average value of span is 17.0 hours per day for routes that operate all-day. The urban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the NP Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the NP Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for NP roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the NP Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the NP that were shown in the prior graphic. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

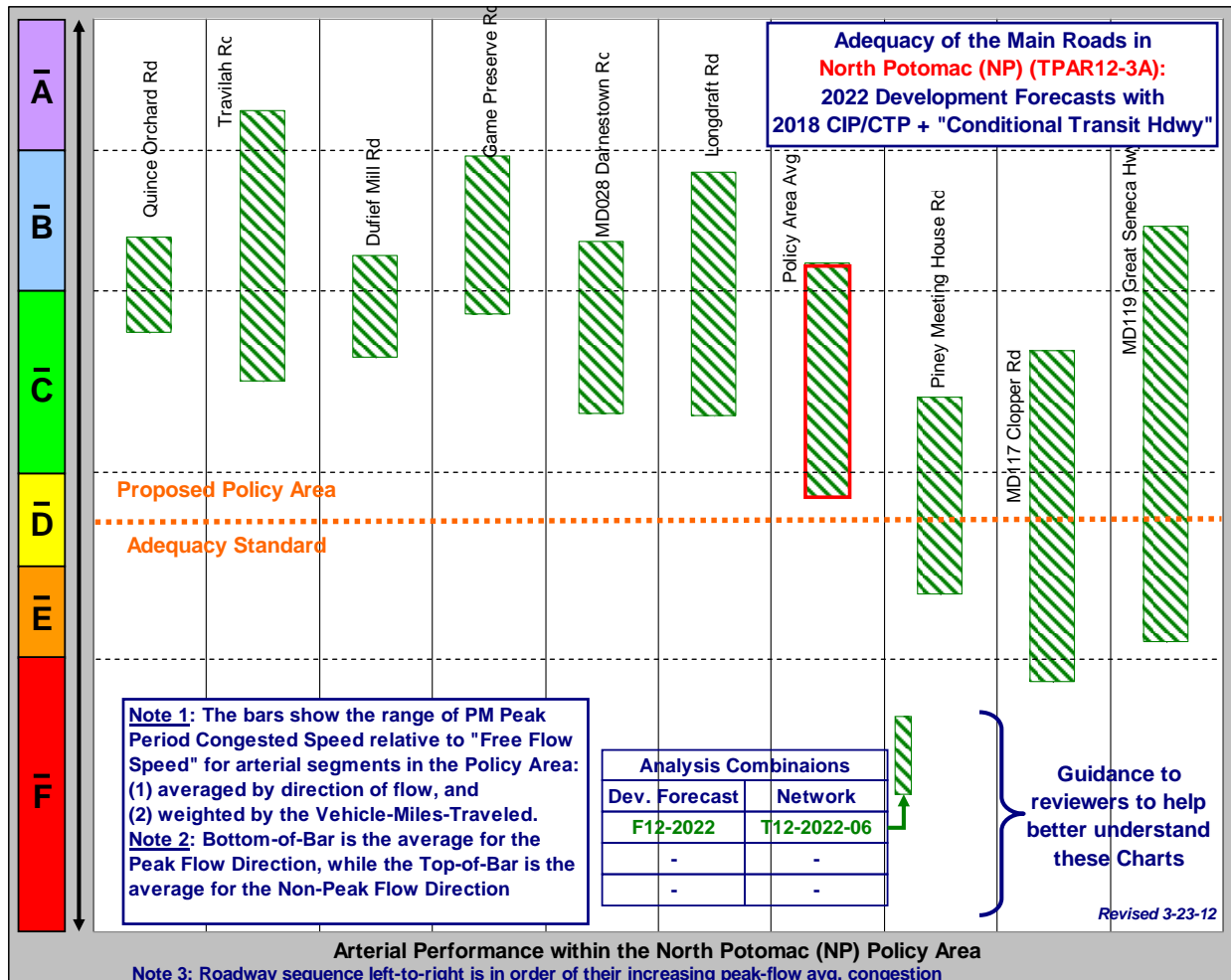
**Assessment of Areawide Roadway Adequacy for the NP Policy Area:** The overall weighted average for the NP Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is below the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Suburban Policy Areas, such as the NP area. Therefore, the NP Policy Area overall does not have adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the NP Policy Area:** The prior graphic shows that six of the depicted left-most arterial roads have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Urban Policy Area, some considerably less. Yet the graphic also shows that there are three other roadway link-segments in the NP Policy Area that are more congested than the Standard for an Urban Policy Area. Reading from right to the left in the prior

graphic, locally inadequate congested conditions would be more likely found on parts of: (a) MD 119 Great Seneca Highway, (b) MD 117 Clopper Road, and (c) Piney Meeting House Road. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

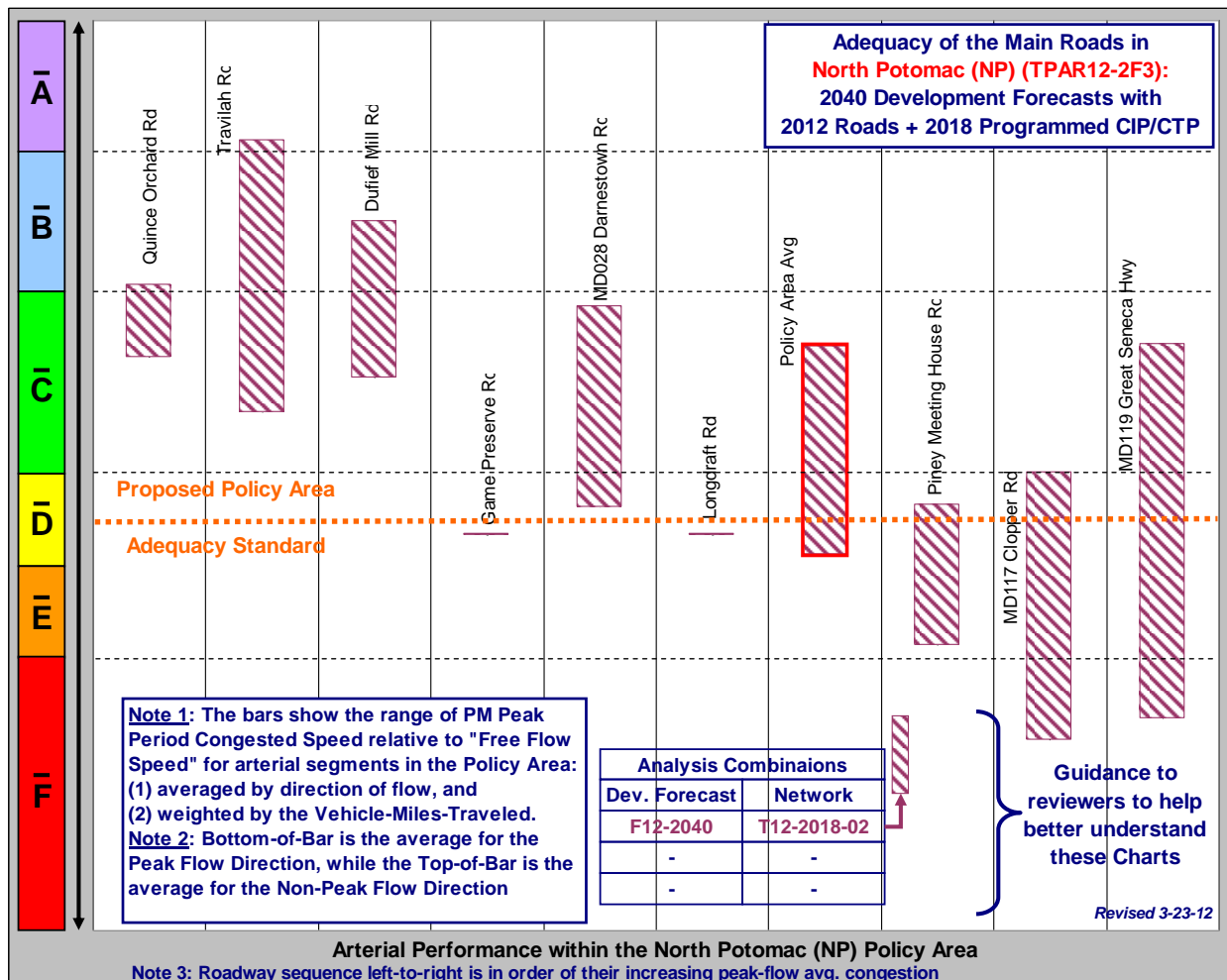
In addition, given the overall high volumes of traffic throughout many parts of the NP Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the NP area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements, including turn-lanes at nearby intersections, access or local circulation needs, bus stops, and sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The low growth in household and employment between 2018 and 2022, high growth elsewhere, and reduced traffic due to conditional Peak Headway changes, would result in the NP Policy Area attaining overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized at this time.



While other options to improve the roadway network over the next 10 years in the FWO Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the NP Policy Area would return to overall roadway inadequate conditions of the current regulatory stage adequacy in the long term master plan stage. It can also be seen that two additional roads would become congested in the absence of further “conditional projects” from the Master Plan. The analyses done for the Proposed TPAR10 considered widening parts of MD 117 Clopper Road as a potential “conditional” project and it appears that future TPAR adequacy analyses will need to consider that sooner than later.





## Olney Policy Area

**A. Overview of the Policy Area:** Olney (OLY) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. This area is served by bus transit service, moderate population and low employment densities, and overall transit coverage of less than 30% of its area. There is no notable growth that recently occurred or is expected to occur in this Policy Area. The recently opened MD 200 (Intercounty County Connector) traverses the southern part of the Olney area and access and egress is provided by an interchange at MD 97 Georgia Avenue.

**B. Forecast of Development Activity:** The OLY Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 502 households and 52 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 443 households and 20 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 961 households and 117 jobs. This household growth is moderate and the job growth is low with respect to previous house development in the area. While the household growth is forecast to be a small to low share of the total growth in the County and the job growth is very small growth compared to total job growth in the County.

Source of the Forecasts: Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
<b>Olney</b>	11,455		11,957		12,400		13,361	5,532		5,584		5,604		5,721
Growth in the Policy Area		502		443		961			52		20		117	
Percent Growth of Area		4.4%		3.7%		7.8%			0.9%		0.4%		2.1%	
Percent of County Growth		1.7%		2.8%		1.7%			0.1%		0.1%		0.1%	
<b>Montgomery County</b>	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

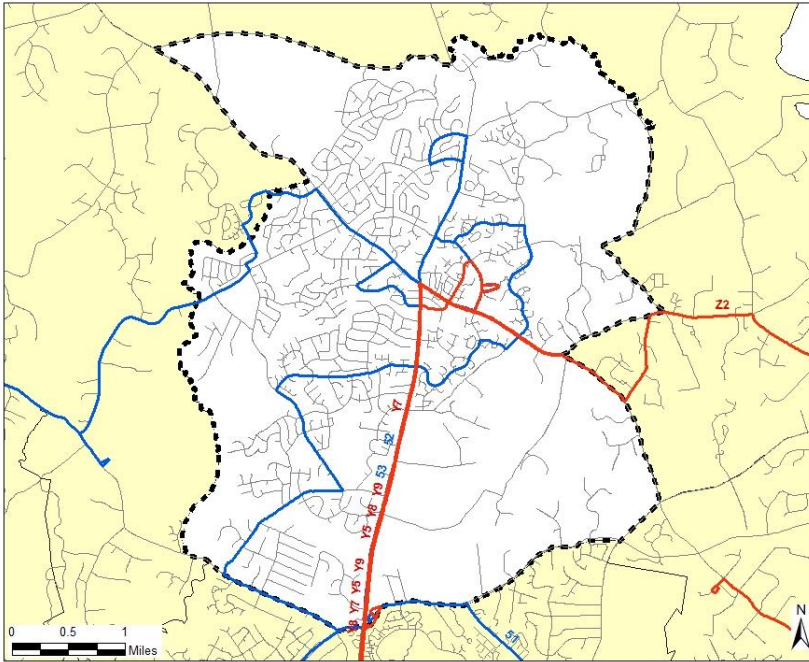
**C. Programmed Transportation Improvements:** There are no programmed new projects to improve roadway capacity in the Olney area at this time. As also noted in the discussion of other Policy Areas, a “conditional project” has been identified to provide Peak Hour Headway improvements to about a dozen Ride-On routes that currently serve about 8 of the Suburban Policy Areas needing improved Peak Hour Headways to attain the Peak Headway Adequacy Standard. Most of those dozen routes would directly serve more than one Policy Area, as well as indirectly serve a similar number of: (a) other Suburban Policy Areas combined with (b) several of the Urban Policy Areas. Such a “conditional project” could be implemented in a few increments over a few years or all at once. Interim ridership results and travel survey user responses would be monitored over time and refinements could be made along the way.

Program Document	TPAR12 Staging of County CIP and State CTP Projects <small>(updated to 3-21-12)</small>					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Ride-On Peak Headway Imprv.	Peak headway improvements: about 12 routes in about 8 Areas		Countywide	N	Some	Y

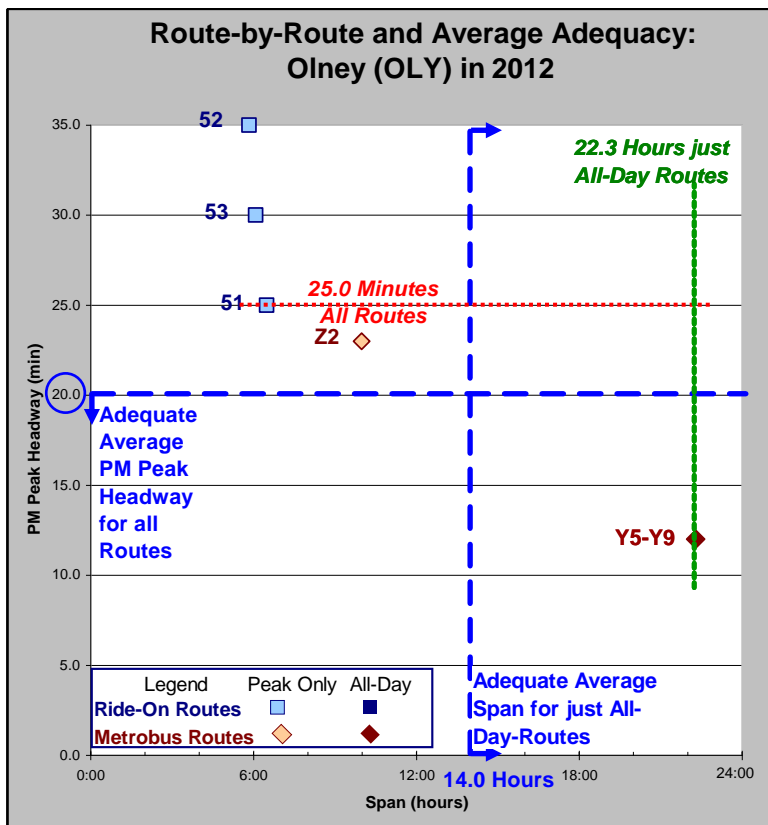
**D. Transit Adequacy Analysis:**

The Olney Policy Area does not yet have adequate transit service in terms of the factors of Peak Headway nor having adequate Coverage. However, the Olney area is adequate in terms of the factor of Span of service.

**Coverage of Service:** About 26% of the Olney Policy Area is located within 1/3 of a mile of one of the 5 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the OLY area. The standard for Coverage for a Suburban Area is 30%. Therefore transit coverage in the Olney Policy Area is not yet adequate. Given the several routes and a “conditional” project for Peak Headways it seems feasible to extend one or more of the routes to get adequate Coverage.



— Ride On Route and #      — Metrobus Route and #

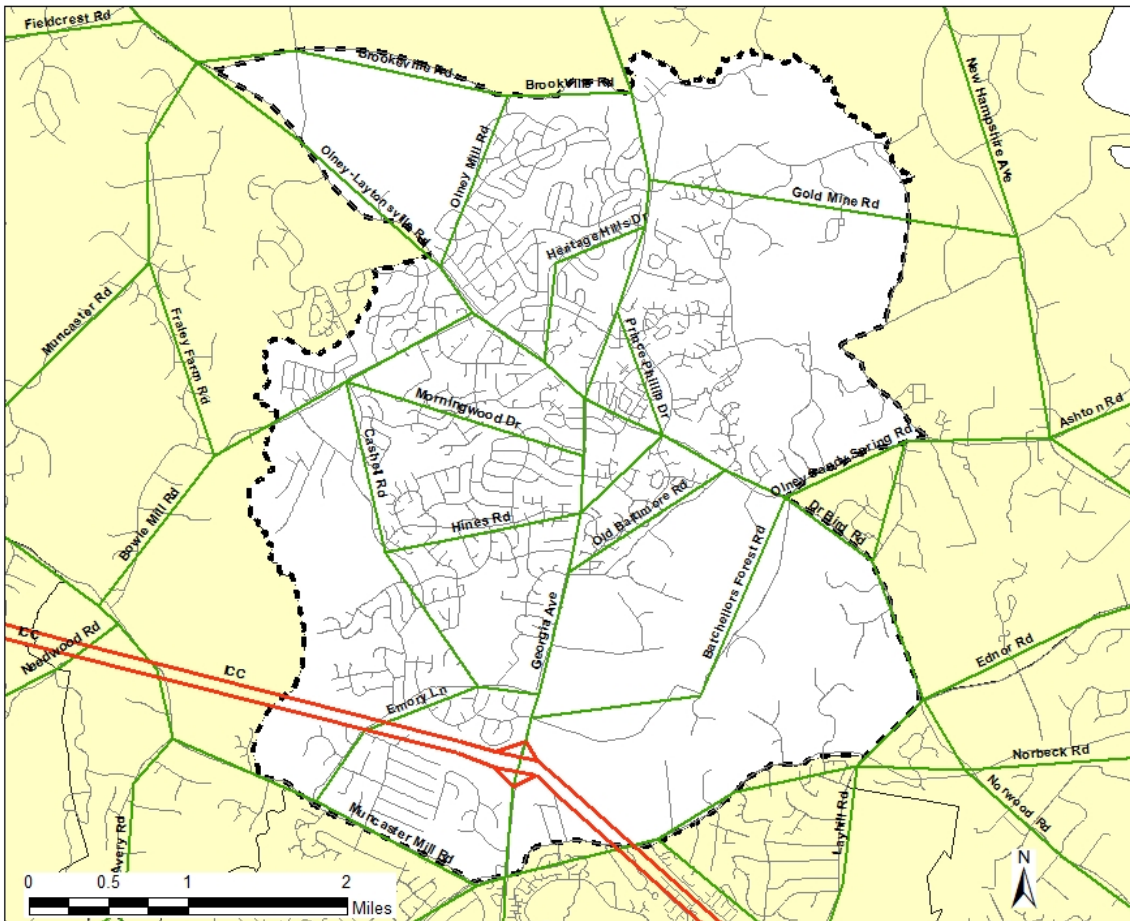


**Peak Headways:** All buses on average provide 25.0 minutes between buses during the weekday evening peak period in the Olney Policy Area. Some provide frequent service such as the Y5-Y9 Metrobuses. In bus served areas like OLY the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the OLY area is not yet adequate. A “conditional” countywide project that could directly serve this area to improve peak headways could attain adequacy within the next 10 years.

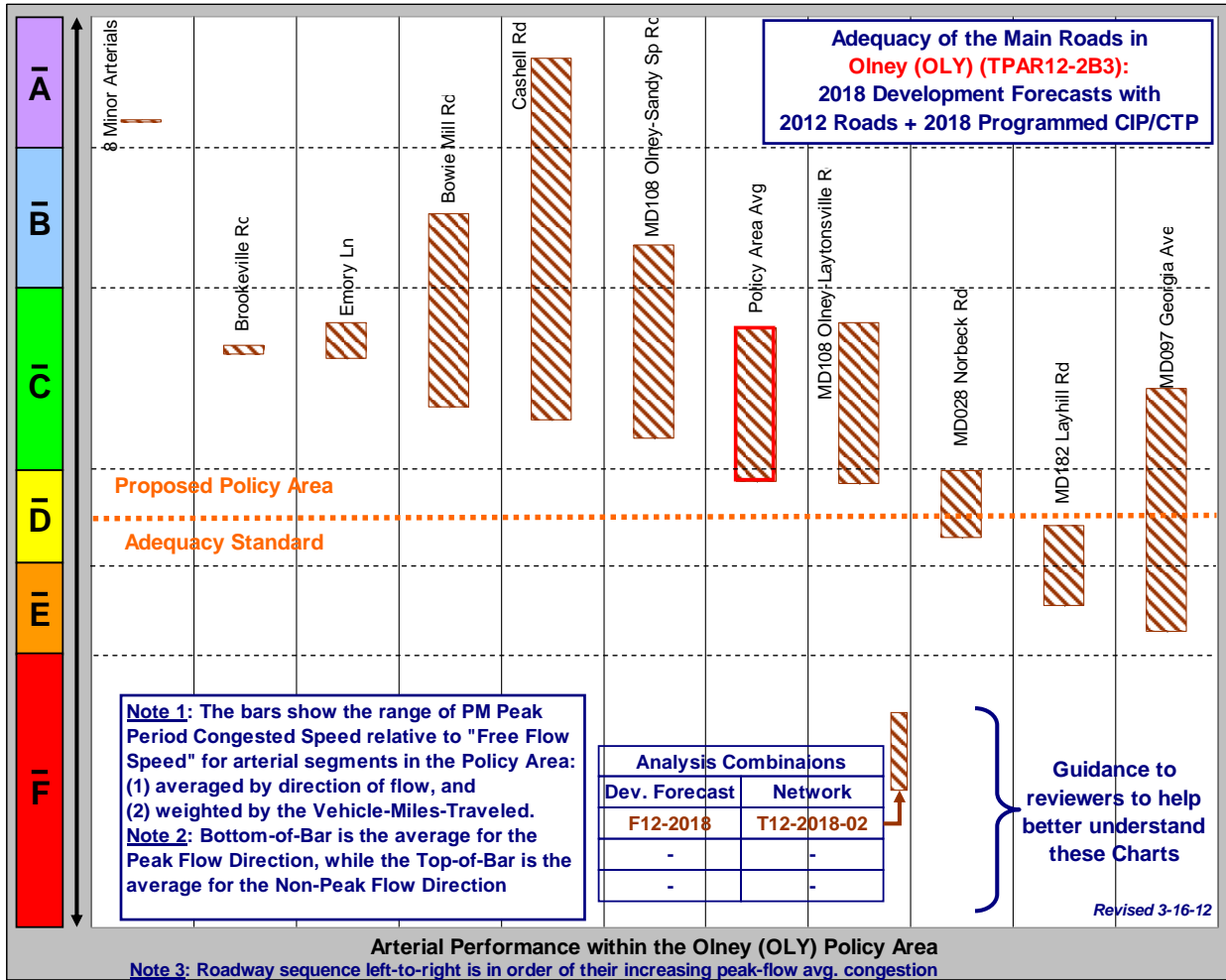
**Span of Service:** The value of span is 22.3 hours per day for the one route that operates all-day due to service to Montgomery General Hospital. The Suburban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the OLY Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the OLY Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for OLY roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the OLY Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the OLY that were shown in the prior graphic. The leftmost bar is itself an average, in this case of 8 minor arterial roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

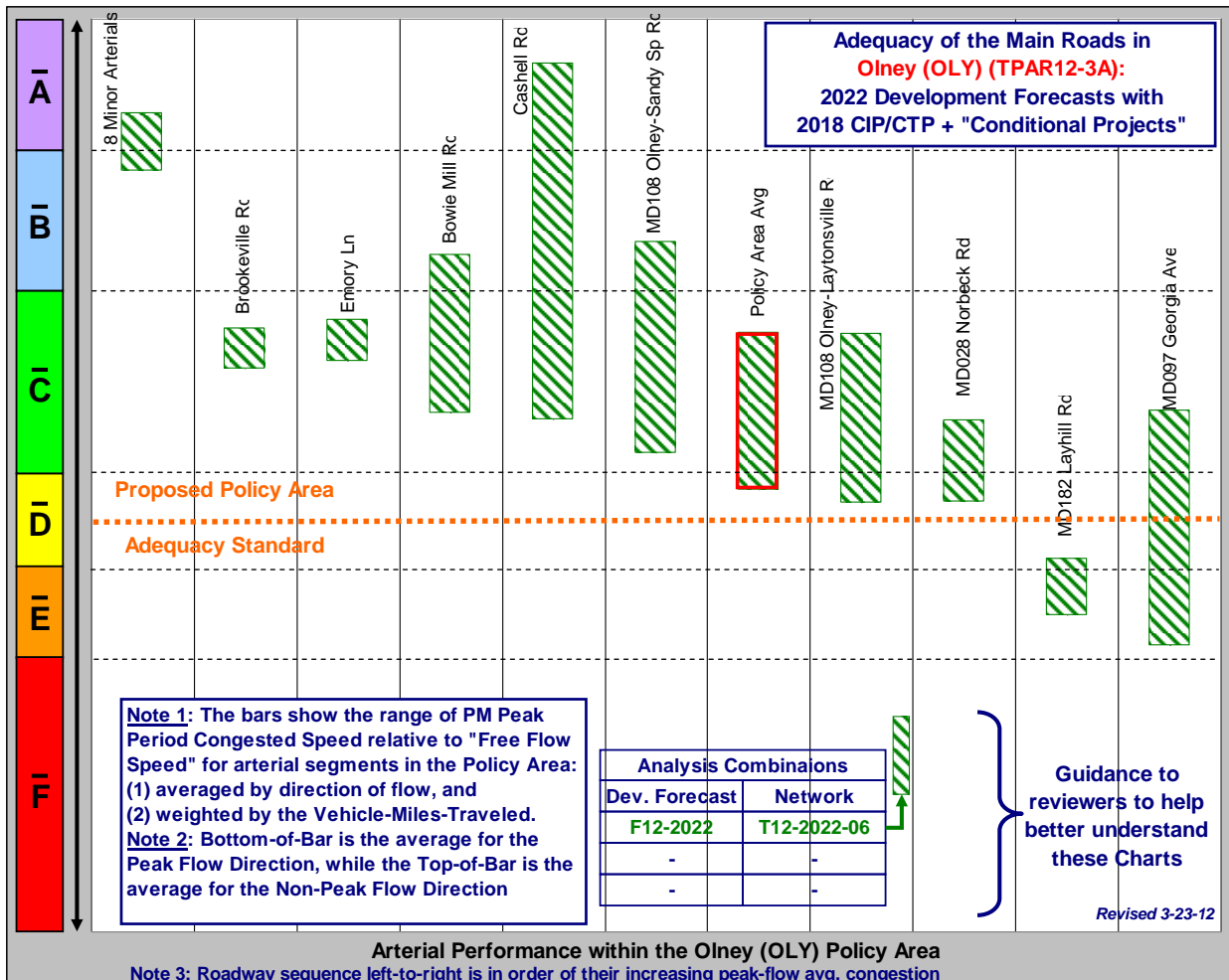
**Assessment of Areawide Roadway Adequacy for the OLY Policy Area:** The overall weighted average for the OLY Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Suburban Policy Areas, such as the OLY area. Therefore, the OLY Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the OLY Policy Area:** The prior graphic shows that six of the depicted left-most arterial roads (and the nine minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for a Suburban Policy Area. Yet the graphic also shows that there are three other roadway link-segments in the OLY

Policy Area that are more congested than the Standard for a Suburban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) MD 97 Georgia Ave, (b) MD 182 Layhill Rd, and (c) MD 28 Norbeck Rd. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

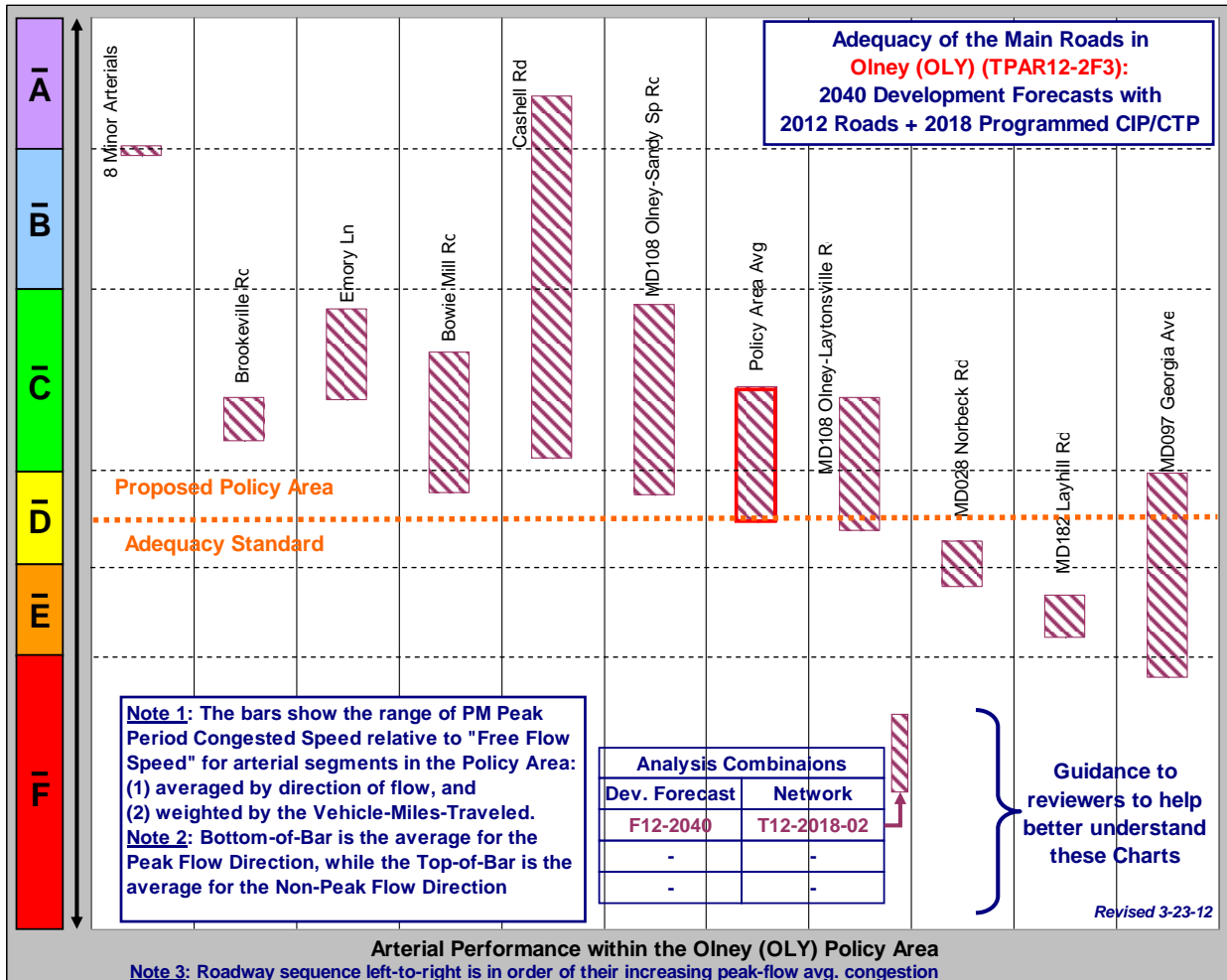
In addition, given the overall moderate to high volumes of traffic throughout many parts of the Olney Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the Olney area may also need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the OLY Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized at this time.



While other options to improve the roadway network over the next 10 years in the Olney Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. In addition, transit improvements and enhancements as well proactive traffic signal improvements could be undertaken to improve the functioning of the roadway network in this Policy Area. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the Olney Policy Area would lose the current regulatory stage overall roadway adequacy by the time period of the long term master plan stage unless various Master Planned projects are implemented. It can also be seen that additional road MD 108 Olney-Laytonsville Road would become congested in the absence of further “conditional projects” from the Master Plan. Other roads would have heavy traffic but still operate at an acceptable level of congestion on average. Given this longer-term outlook, in the nearer term and mid-term emphasis should be given to developing an Olney-specific Traffic Management and Operations program.



### Potomac Policy Area

**A. Overview of the Policy Area:** Potomac (POT) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. This area is served by bus transit service, low population and low employment densities, and overall transit coverage of less than 30% of its area. There is no notable growth that recently occurred or is expected to occur in this Policy Area.

**B. Forecast of Development Activity:** The POT Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 746 households and 2,063 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 240 households and 116 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 339 households and 353 jobs. This growth is slow and is a declining share of the total growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12								
	Forecast for	Growth 2010 to 2018	Forecast for	Growth 2018 to 2022	Forecast for	Growth 2022 to 2040	Forecast for	Growth 2010 to 2018	Forecast for	Growth 2018 to 2022	Forecast for	Growth 2022 to 2040	Forecast for		
	2010		2018		2022		2010		2018		2022		2040		
<b>Potomac</b>	17,131		17,450		17,690		18,029		12,296		14,359		14,475		14,828
Growth in the Policy Area		746		240		339		2,063		116		353			
Percent Growth of Area		4.4%		1.4%		1.9%		16.8%		0.8%		2.4%			
Percent of County Growth		2.6%		1.5%		0.6%		3.3%		0.3%		0.3%			
<b>Montgomery County</b>	360,500		389,599		405,597		463,000		506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403		62,315		38,364		123,696			

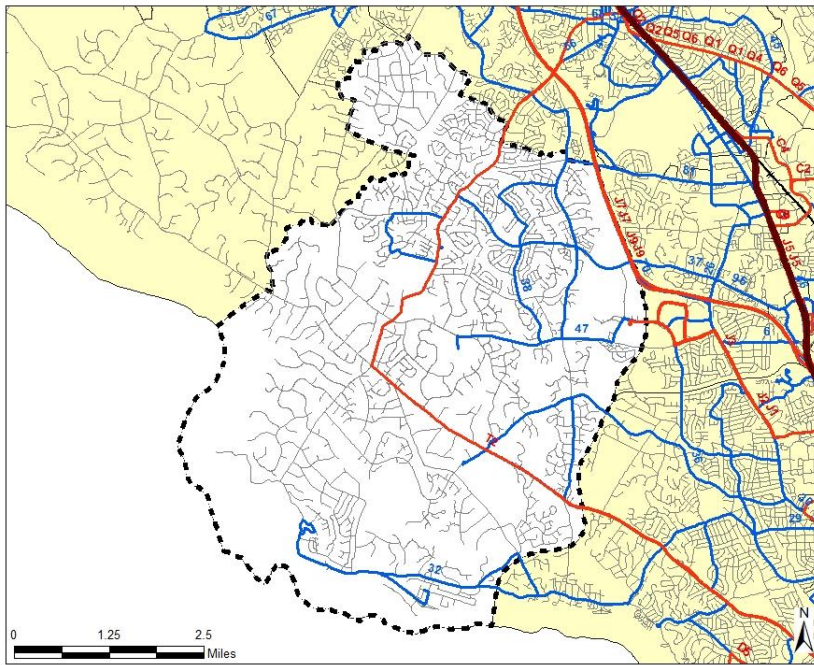
**C. Programmed Transportation Improvements:** There are no programmed projects to improve roadway capacity in the POT. The Potomac Master Plan has a policy that intentionally limits the character and width of roadway for most to be and remain as two-lane roads. There are a few exceptions for additional turn lanes at selected intersections and Appendix E that list Master planned Road Improvements by Policy Area does have a limited number (5) for the POT area. Regarding transit, as also noted in the discussion of other Policy Areas, a “conditional project” has been identified to provide Peak Hour Headway improvements to about a dozen Ride-On routes that currently serve about 8 of the Suburban Policy Areas needing improved Peak Hour Headways to attain the Peak Headway Adequacy Standard. Most of those dozen routes would directly serve more than one Policy Area, as well as indirectly serve a similar number of: (a) other Suburban Policy Areas combined with (b) several of the Urban Policy Areas. Such a “conditional project” could be implemented in a few increments over a few years or all at once. Interim ridership results and travel survey user responses would be monitored over time and refinements could be made along the way.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Ride-On Peak Headway Imprv.	Peak headway improvements: about 12 routes in about 8 Areas		Countywide	N	Some	Y

**D. Transit Adequacy Analysis:**

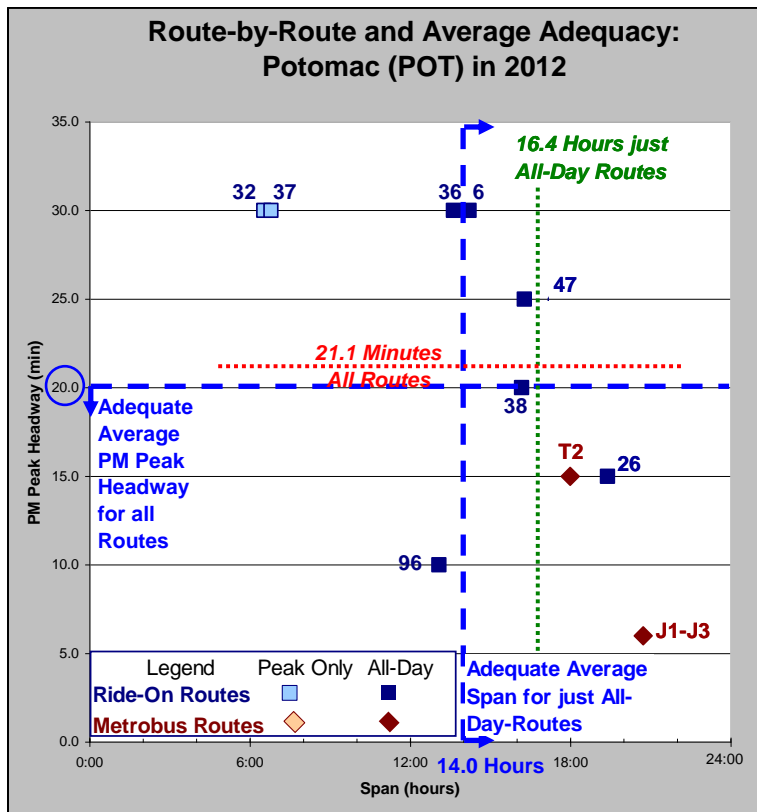
The POT Policy Area does not yet have adequate transit service in terms of the factors of Peak Headway and it is shy of having adequate Coverage. However, the POT area is adequate in terms of the factor of Span of service

**Coverage of Service:** About 23% of the POT Policy Area is located within 1/3 of a mile of one of the 10 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the POT area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the POT Policy Area is not yet adequate.



— Ride On Route and #      — Metrobus Route and #

**Peak Headways:** All buses on average provide 21.1 minutes between buses during the weekday evening peak period in the POT Policy Area. Some provide very frequent service such as the J1-J3 Metrobuses that goes to the Transit Center adjacent to Montgomery Mall. In areas like POT where Metrorail or future LRT are not provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the POT area is not yet adequate. A “conditional” countywide project could directly improve peak headways in the POT area and the area could attain adequacy within the next 10 year time period.

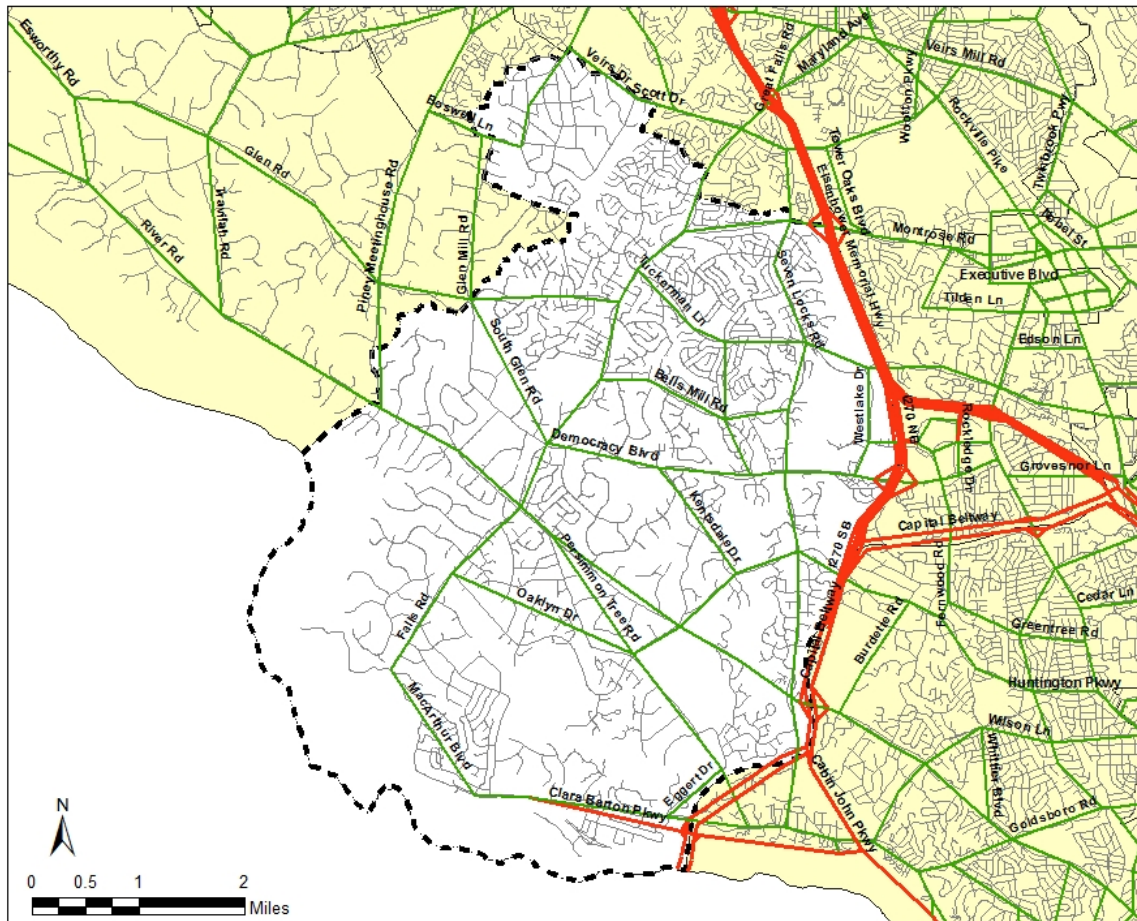


**Span of Service:** The average value of span is 16.4 hours per day for routes that operate all-day. The Suburban standard is 14.0 hours per day on average for all-day routes. Therefore, transit span in the POT Policy Area is adequate.

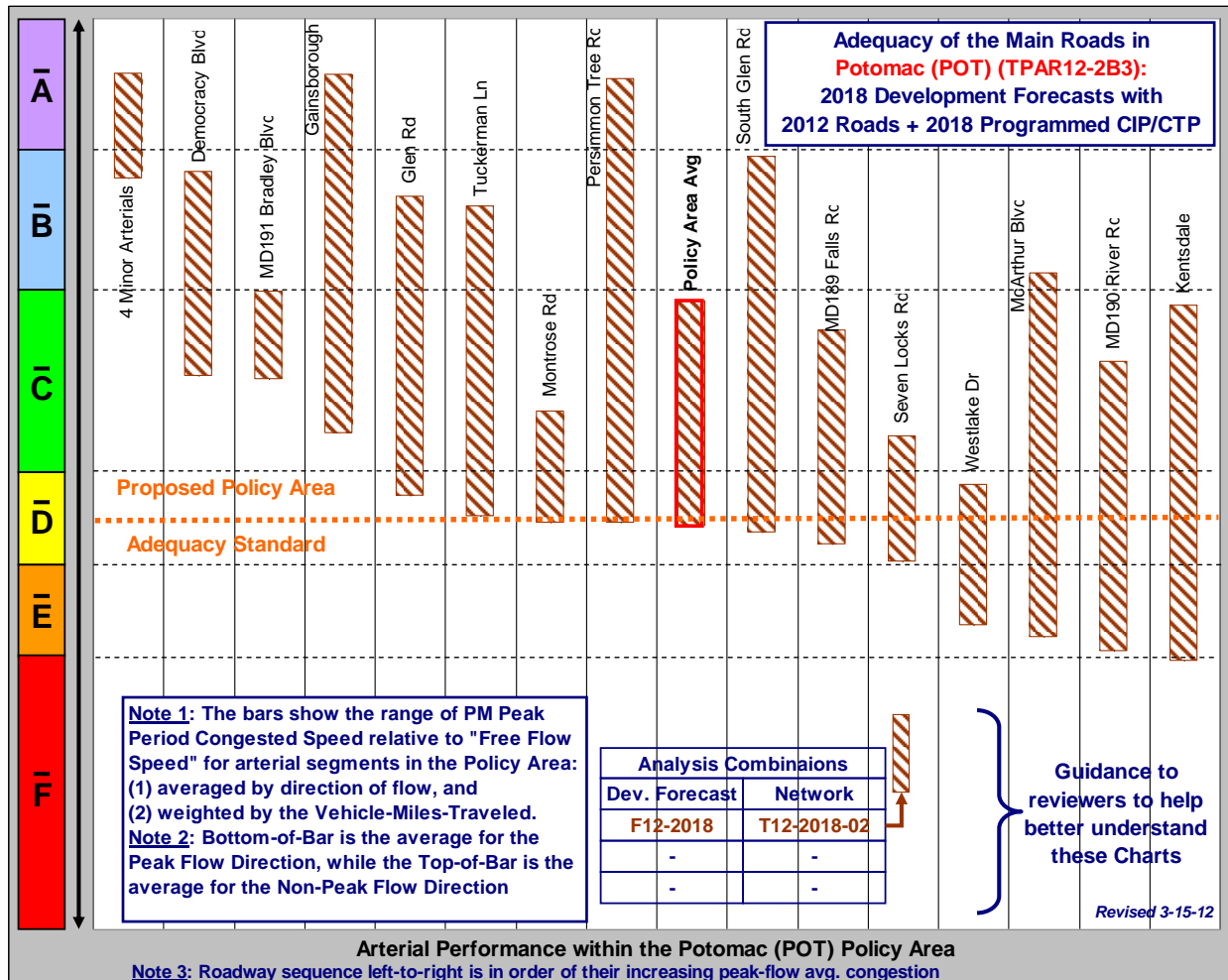


**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the POT Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, and even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic for purpose of understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for POT roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the POT Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



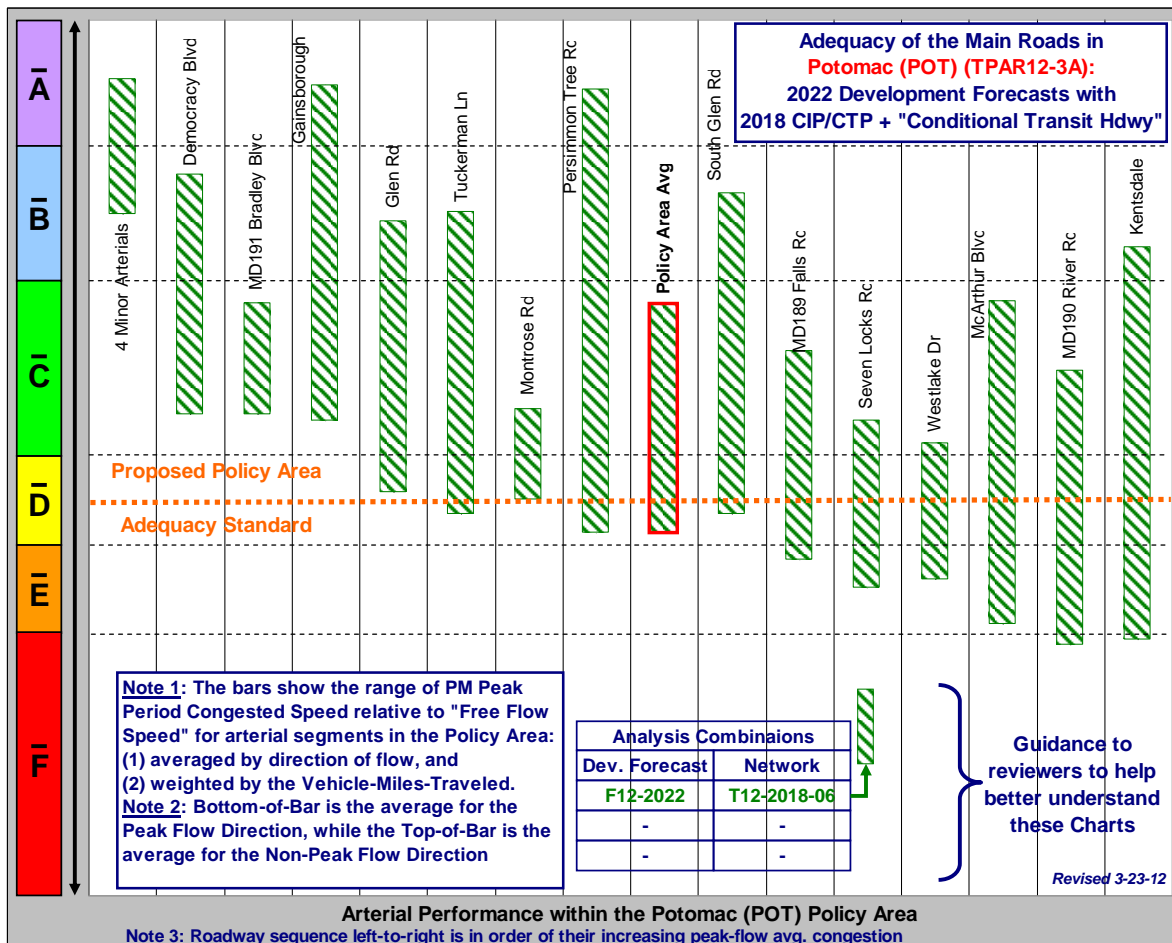
This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the POT that were shown in the prior graphic. The leftmost of the bars is itself an average, in this case of 4 minor arterial roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

**Assessment of Areawide Roadway Adequacy for the POT Policy Area:** The overall weighted average for the POT Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is below the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Suburban Policy Areas, such as the POT area. Therefore, the POT Policy Area overall does not have adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

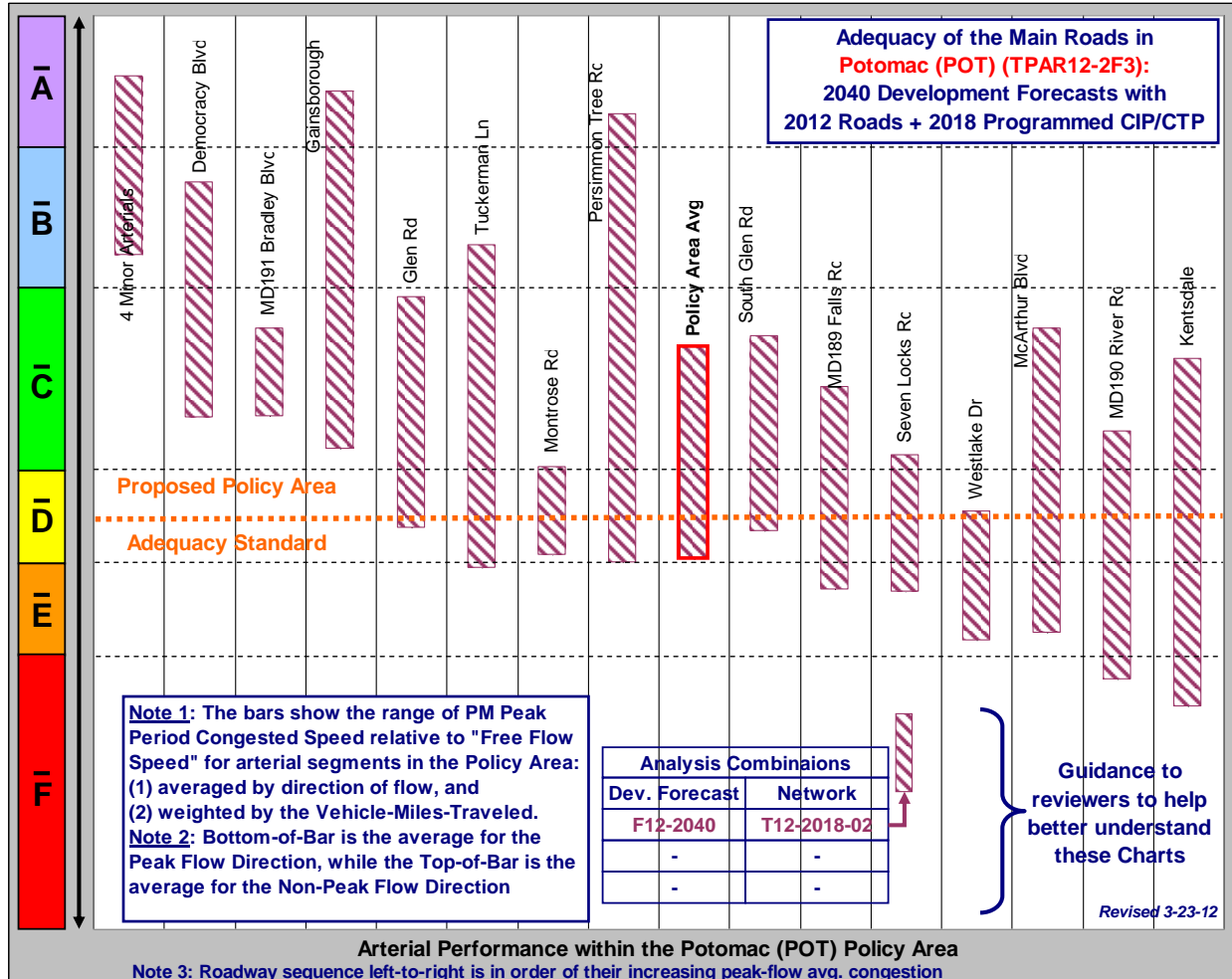
**F. Guidance to Local Area Transportation Review (LATR) in the POT Policy Area:** The prior graphic shows that 7 of the depicted left-most arterial roads (and the 4 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for a Suburban Policy Area. Yet the graphic also shows that there are some 7 other roadway link-segments in the POT Policy

Area that are more congested than the Standard for a Suburban Policy Area. Reading from right to the left in the prior graphic, locally inadequate congested conditions would be more likely found on parts of: (a) Kentsdale Dr, MD 190 River Rd, (c) McArthur Blvd, (d) Westlake Dr, (e) Seven Locks Rd, (f) MD 189 Falls Rd, and (g) South Glen Rd. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site. In most locations the capacity of the roads (a measure of the quantity of possible use per unit of time) is limited, which can result in congested traffic conditions (a measure of the quality experience of using the road per unit time). Given the overall congestion levels of traffic throughout most parts of the POT Policy Area during peak periods in the peak direction of flow, proposed subdivisions that would rely on arterial roads serving the POT area may need to have focused attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, sidewalks, and so on.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, in the POT Policy Area would result in overall congestion becoming somewhat more congested relative to the regulatory planning stage. However, given the Master Plan policy regarding roadway congestion in the Potomac area, finding potential “conditional projects” that could be solutions to the congestion were not pursued.



**H. Guidance for the Master Plan Stage:** The following graphic shows that the POT Policy Area would have its current regulatory stage overall roadway inadequacy continues into the long term master plan stage. It can also be seen that four additional roads (i.e., Glen Road, Tuckerman Lane, Montrose Road and Persimmon Tree Road) would become very congested in the absence of any “conditional projects” from the Master Plan.



### Clarksburg Policy Area

**A. Overview of the Policy Area:** Clarksburg (CLK) is categorized as a Suburban Policy Area, given the transit and development activity features of the area. There is moderate population and moderate employment densities, and overall transit coverage of less than 30% of its area, considerably less than the standard for a Suburban Policy Area. Notable growth is occurring just on the east side of I-270 at this time, which is in accord with the staging from the Master Plan. If one was to only consider the east side of Clarksburg the transit coverage there would be more than the Suburban standard of 30% -- an exception in the interim is recommended in this instance for this Transit Adequacy factor. More specifics on this are discussed above in Section V. The planned Corridor Cities Transitway would serve this Policy Area in the future.

**B. Forecast of Development Activity:** The CLK Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 3,608 households and 1,904 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 2,152 households and 2,395 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 3,737 households and 12,602 jobs. While the household and the job growth is high relatively to the current development activity, it is also a high but declining share of the total household growth in the County but will be a moderate but increasing share of the job growth in the County.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
<b>Clarksburg</b>	4,270		7,878		10,030		13,767	2,545		4,449		6,844		19,446
Growth in the Policy Area		3,608		2,152		3,737			1,904		2,395		12,602	
Percent Growth of Area		84.5%		27.3%		37.3%			74.8%		53.8%		184.1%	
Percent of County Growth		12.4%		13.5%		6.5%			3.1%		6.2%		10.2%	
<b>Montgomery County</b>	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

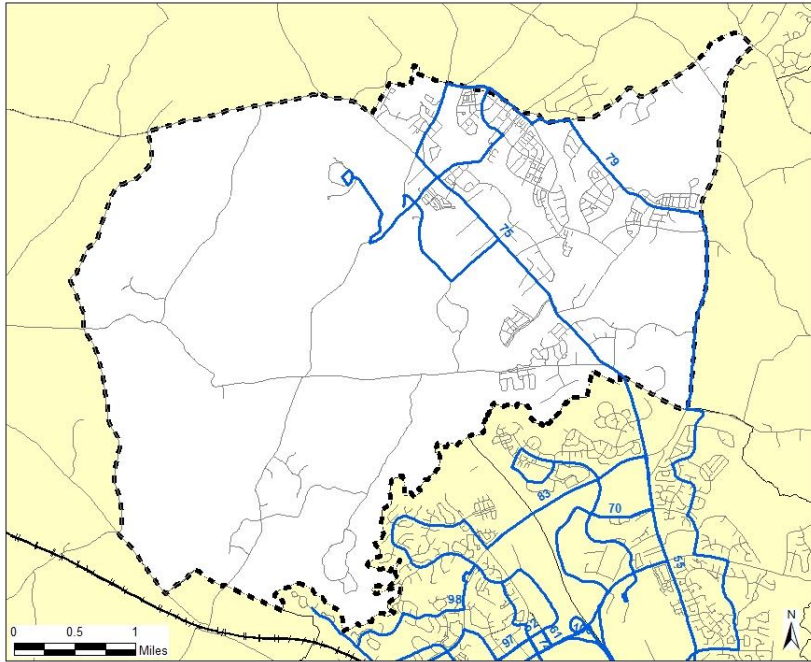
**C. Programmed Transportation Improvements:** There are two programmed projects to improve roadway capacity in the CLK area to address impacts of planned growth, which in this instance are being done in conjunction with private developers with projects in the area. As also noted in the discussion of other selected Policy Areas, a “conditional project” has been identified to provide Peak Hour Headway improvements to about a dozen Ride-On routes that currently serve about 8 of the Suburban Policy Areas needing improved Peak Hour Headways to attain the Peak Headway Adequacy Standard. Most of those dozen routes would directly serve more than one Policy Area, as well as indirectly serve a similar number of: (a) other Suburban Policy Areas combined with (b) several of the Urban Policy Areas. Such a “conditional project” could be implemented in a few increments over a few years or all at once. Interim ridership results and user travel survey responses would be monitored over time and refinements could be made along the way.

Program Document	TPAR12 Staging of County CIP and State CTP Projects (updated to 3-21-12)					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
Private	Snowden Farm Parkway	MD 355 to MD 27 (4 lanes)		CLK	N	Y	Y
Private	Little Seneca Parkway	MD 27 to MD 355 ( 4 lanes)		CLK	N	Y	Y
CIP	Ride-On Peak Headway Imprv.	Peak headway improvements: about 12 routes in about 8 Areas		Countywide	N	Some	Y

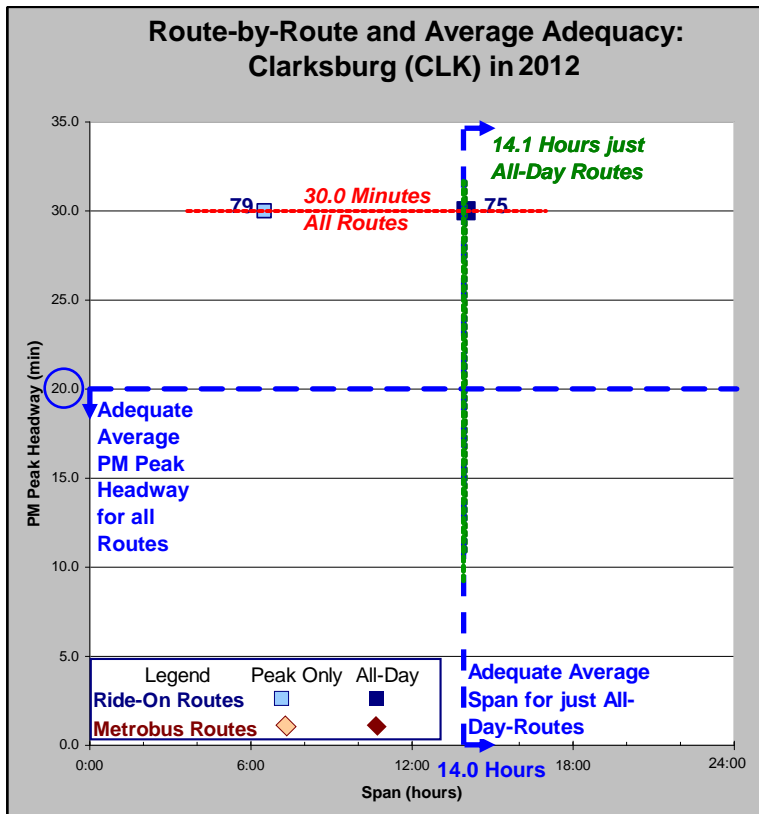
**D. Transit Adequacy Analysis:**

The CLK Policy Area does not yet have adequate transit service in terms of the factors of Coverage and Peak Headway although it is just adequate in terms of the factor of Span of service.

**Coverage of Service:** About 16% of the CLK Policy Area is located within 1/3 of a mile of one of the 2 bus routes currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the CLK area. The standard for Coverage for a Suburban Policy Area is 30%. Therefore transit coverage in the CLK Policy Area is not yet adequate. A temporary interim exception is recommended to have that standard only apply to the area of CLK east of I-270, in which case the Coverage is adequate for a Suburban area



— Ride On Route and #      — Metrobus Route and #

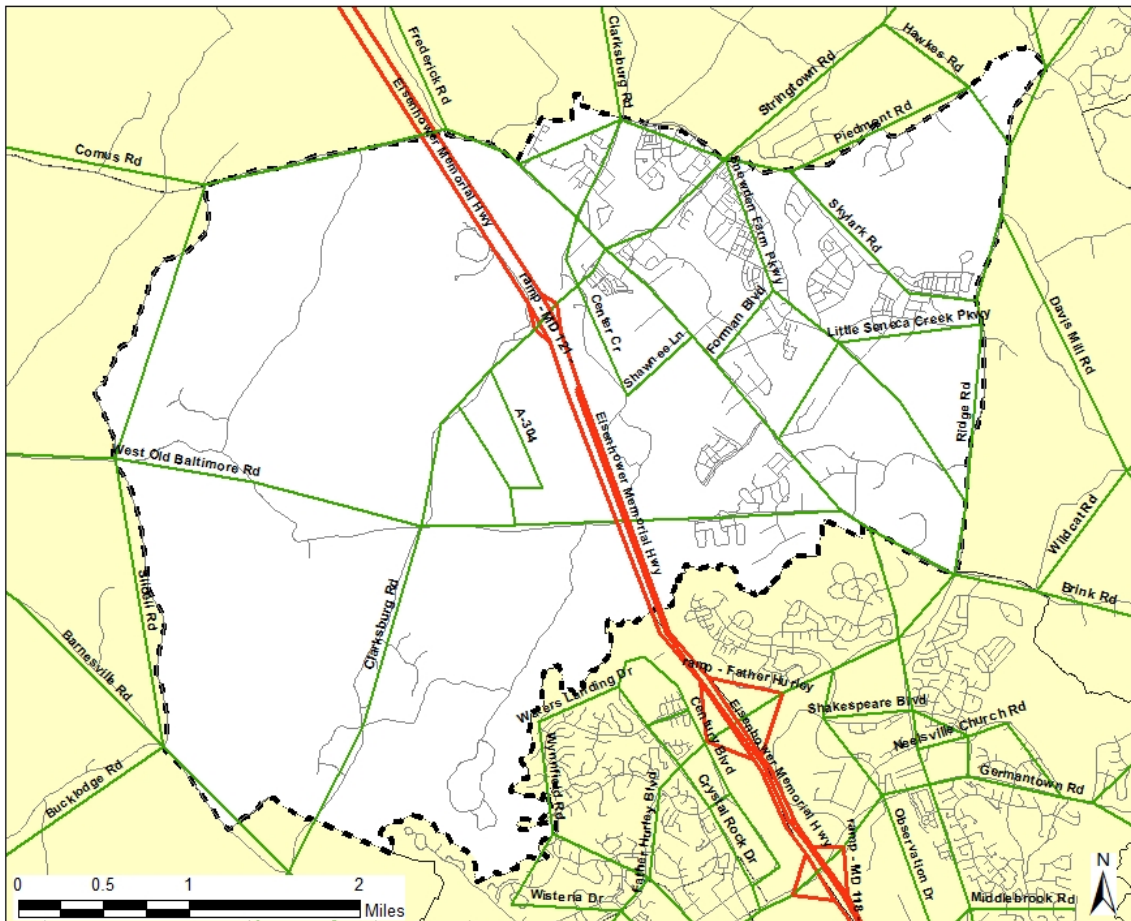


**Peak Headways:** Buses on average provide 30.0 minutes between them during the weekday evening peak period in the CLK Policy Area. In areas like CLK where only buses are provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the CLK area is not yet adequate. A “conditional” countywide project to improve peak headways could attain adequacy within the next 10 years.

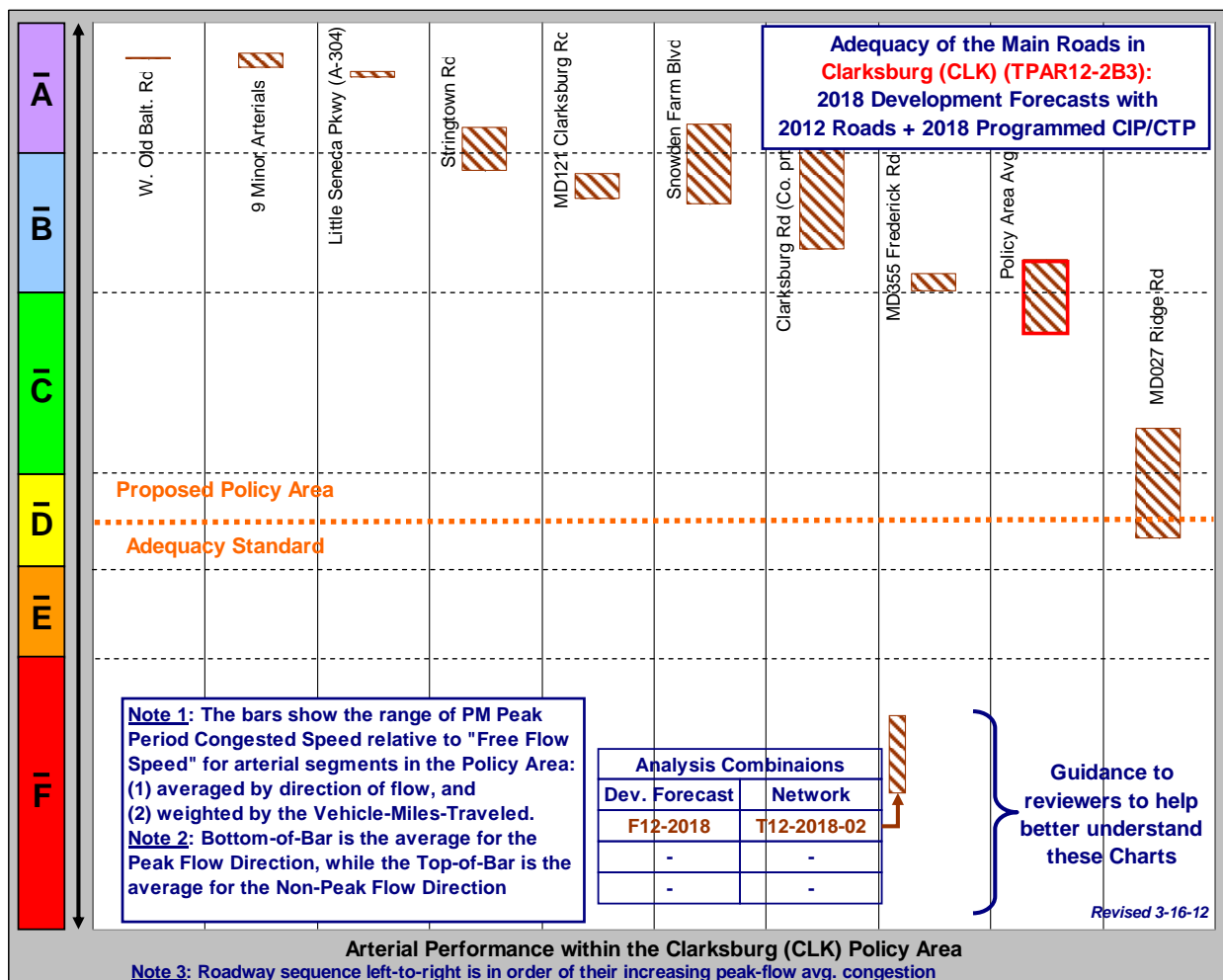
**Span of Service:** The average value of span is 14.1 hours per day for routes that operate all-day. The urban standard is 14.0 hours per day on average for all-day routes. Therefore transit span in the CLK Policy Area is just adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the CLK Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. Nevertheless, the pattern of such local streets is depicted in the background in the roadway network graphic to provide context and aid understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for CLK roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the CLK Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be help. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the CLK that were shown in the prior graphic. Towards the left, one of the bars is itself an average, in this case of 9 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

**Assessment of Areawide Roadway Adequacy for the CLK Policy Area:** The overall weighted average for the CLK Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the CLK area. Therefore, the CLK Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

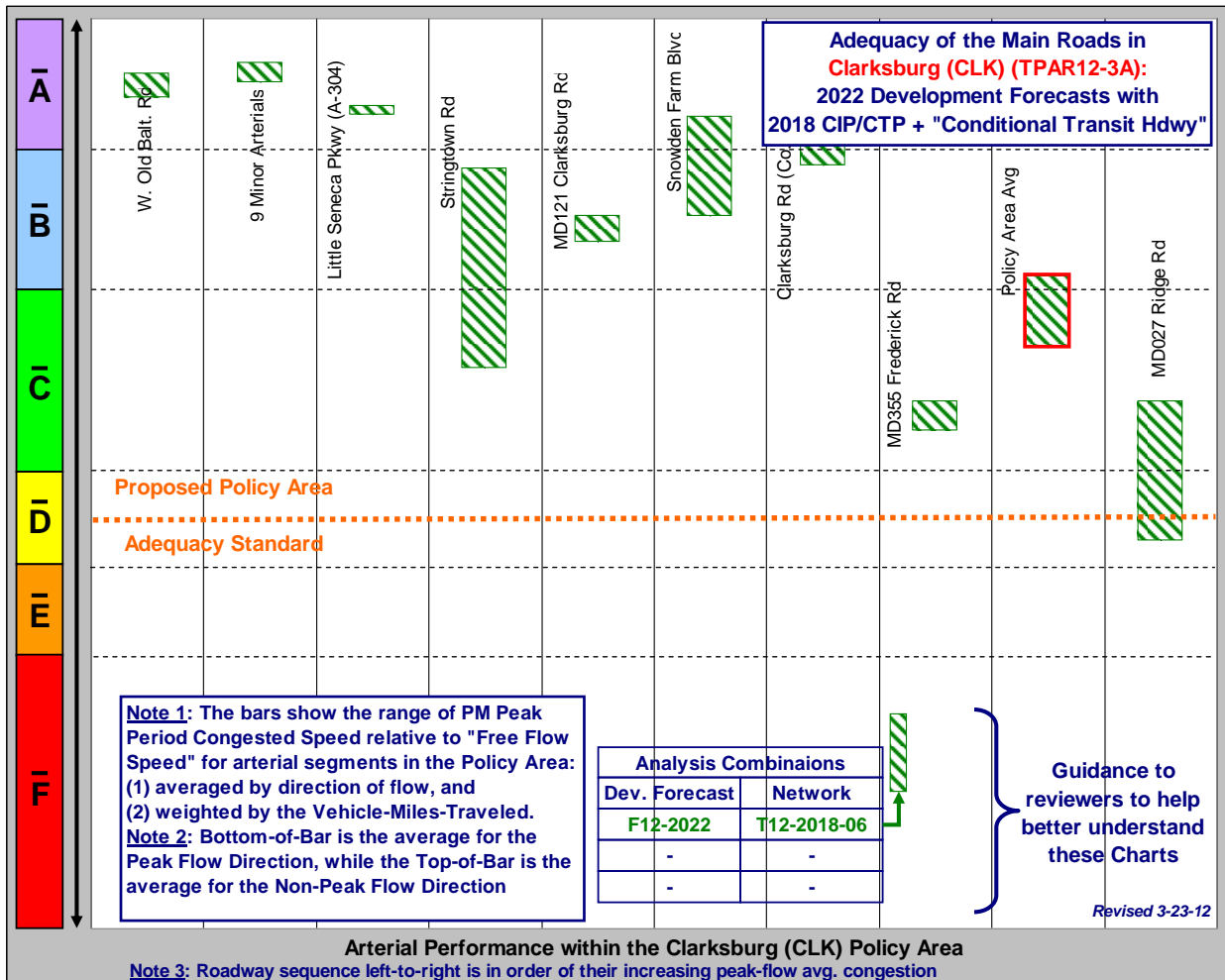
**F. Guidance to Local Area Transportation Review (LATR) in the CLK Policy Area:** The prior graphic shows that 7 of the depicted left-most arterial roads (and the 9 minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested that the Standard for an Urban Policy Area, often considerably less. Yet the graphic also shows that there is only one roadway link-segment in the



CLK Policy Area that is more congested than the Standard for a Suburban Policy Area, which is that of MD 27 Ridge Road. Particular attention should be given to the LATRs for proposed subdivisions that use those arterial roads for access to their proposed site.

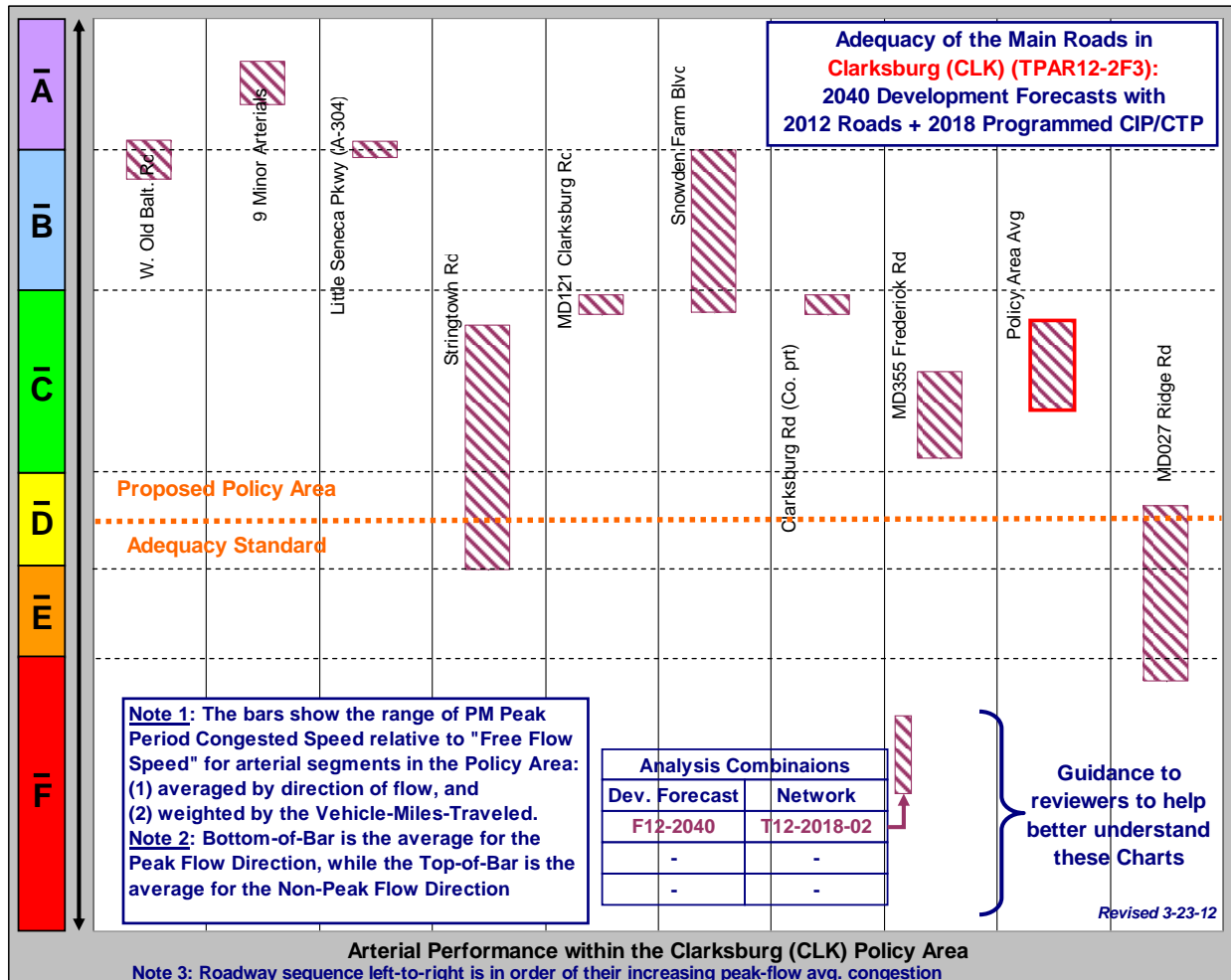
In addition, given the overall the low volumes of traffic throughout many parts of the CLK Policy Area during peak periods, proposed subdivisions that would rely on other arterial roads serving the CLK area may also need to have some attention on their LATR. In particular, such focus would be on the need for smaller-scale, localized, or site-specific improvements such as turn-lanes at nearby intersections, access or local circulation needs, bus stops, and sidewalks.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in households and employment between 2018 and 2022, are estimated not to cause the CLK Policy Area to lose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized at this time.



While other options to improve the roadway network over the next 10 years in the CLK Policy Area are not being proposed, some potential future conditional projects can be found in Appendix E, the list of unbuilt Master Plan Projects. The prior graphic can be used as a guide in focusing on which roadways could receive such operational attention.

**H. Guidance for the Master Plan Stage:** The following graphic shows that while the CLK Policy Area would continue to maintain its current regulatory stage overall roadway adequacy into the long term master plan stage. It can also be seen that one additional road would become somewhat congested in the absence of further “conditional projects” from the Master Plan. The analyses done for the Proposed TPAR10 considered parts of MD 355 in Clarksburg for a potential “conditional” project and that project could have some beneficial network effects that could address congestion on the other roadways. Thus, the future TPAR adequacy analyses could consider that further as an optional solution.



### Damascus Policy Area

**A. Overview of the Policy Area:** Damascus (DAM) is categorized as a Rural Policy Area, given the transit and development activity features of the area. This area is characterized low population and low employment densities and is served by bus transit service that provides overall transit coverage of slightly more than 5% of its area. There is no notable growth that recently occurred or is expected to occur in this Policy Area.

**B. Forecast of Development Activity:** The Damascus Policy Area is forecast to grow during the regulatory planning stage of TPAR12 between 2010 and 2018 by about 449 households and 9 jobs. During the transportation improvement stage of TPAR12 between 2018 and 2022 growth would be about 38 households and 5 jobs more. During the master plan stage between 2022 and 2040 growth is forecast to be an additional 609 households and 23 jobs. This household growth is moderate to high with respect to previous household development in the area. However, compared to total job growth in the County the household growth is forecast to be a small to low share of the total growth in the County and the job growth is very small.

Source of the Forecasts : Round 8.0 (revised) of the Regional Cooperative Forecasts	Household Forecasts being used by TPAR12						Employment Forecasts being used by TPAR12							
	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	Growth 2010 to	Forecast for	Growth 2018 to	Forecast for	Growth 2022 to	Forecast for	
	2010	2018	2018	2022	2022	2040	2040	2010	2018	2018	2022	2022	2040	2040
<b>Damascus</b>	3,562		4,011		4,049		4,658	2,616		2,625		2,630		2,653
Growth in the Policy Area		449		38		609			9		5		23	
Percent Growth of Area		12.6%		0.9%		15.0%			0.3%		0.2%		0.9%	
Percent of County Growth		1.5%		0.2%		1.1%			0.0%		0.0%		0.0%	
<b>Montgomery County</b>	360,500		389,599		405,597		463,000	506,000		568,315		606,679		730,375
Growth in the County		29,099		15,998		57,403			62,315		38,364		123,696	

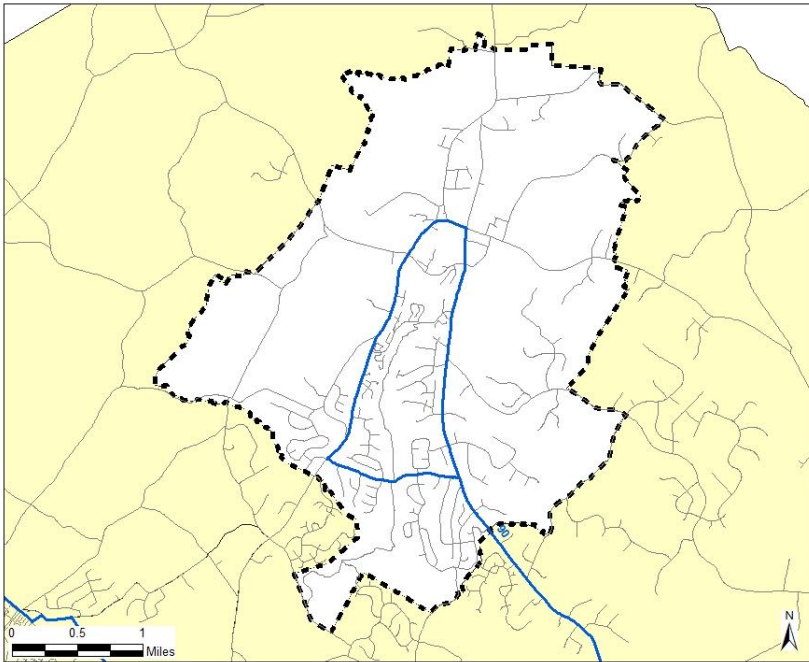
**C. Programmed Transportation Improvements:** There is one programmed project to improve roadway capacity in the Damascus area, which is an extension of Woodfield Road between MD 108 Main Street and MD 27 Ridge Road.

Program Document	TPAR12 Staging of County CIP and State CTP Projects <i>(updated to 3-21-12)</i>					Cond. Proj. by 2022	
	Project Name	Improvement Type and/or Limits		Policy Area	Open by 2012		Prog. by 2018
CIP	Woodfield Rd Extended	North of Main St. (MD 108) to Ridge Rd (Md 27) (2 lanes)		DAM	Y	Y	Y

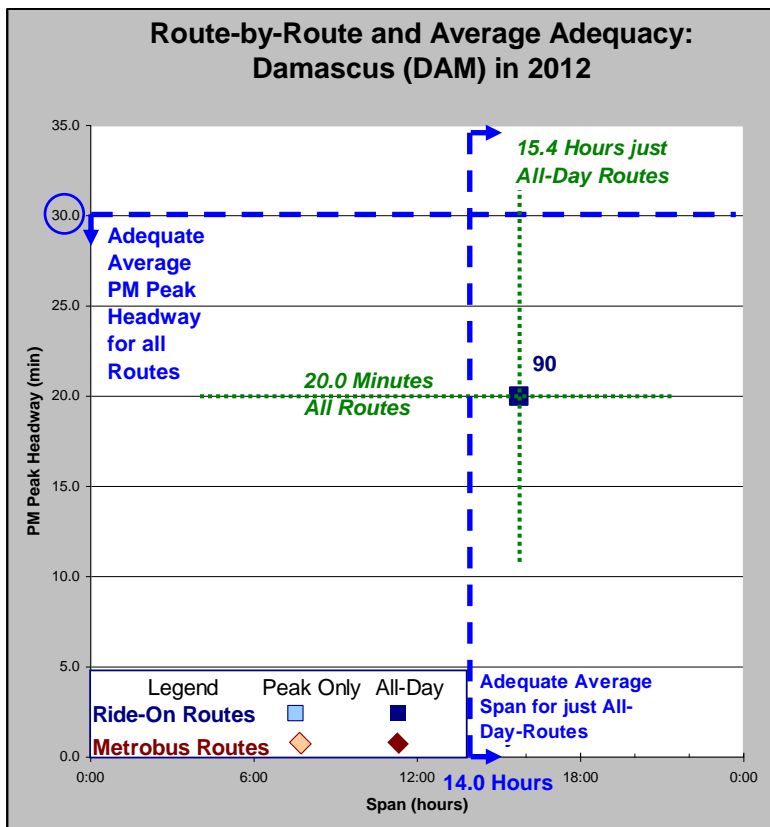
**D. Transit Adequacy Analysis:**

The Damascus Policy Area has adequate bus transit service in terms of each of the three service factors: Coverage, Peak Headway and Span of Service.

**Coverage of Service:** About 7% of the Damascus Policy Area is located within a 1/3 of a mile of the one bus route currently serving the area. The graphic to the left shows where in particular bus service coverage is provided in the Damascus area. The standard for Coverage for a Rural Policy Area is 5%. Therefore transit coverage in the Damascus Policy Area is adequate.



— Ride On Route and #      — Metrobus Route and #

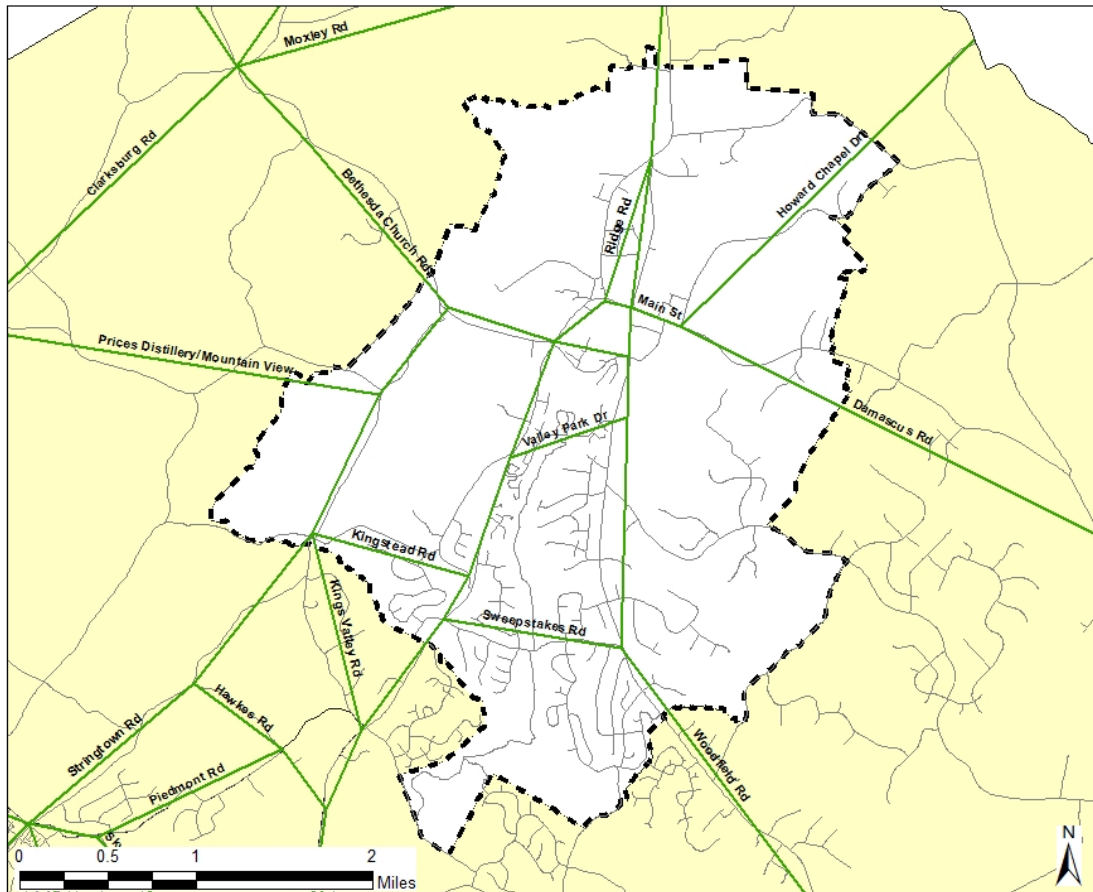


**Peak Headways:** The one bus route operates on a 20 minutes frequency between buses during the weekday evening peak period in the Damascus Policy Area. In Rural areas like Damascus where bus service is provided, the standard for average Peak Headway is 20 minutes or less. Thus, the average peak headway for the Damascus area is adequate.

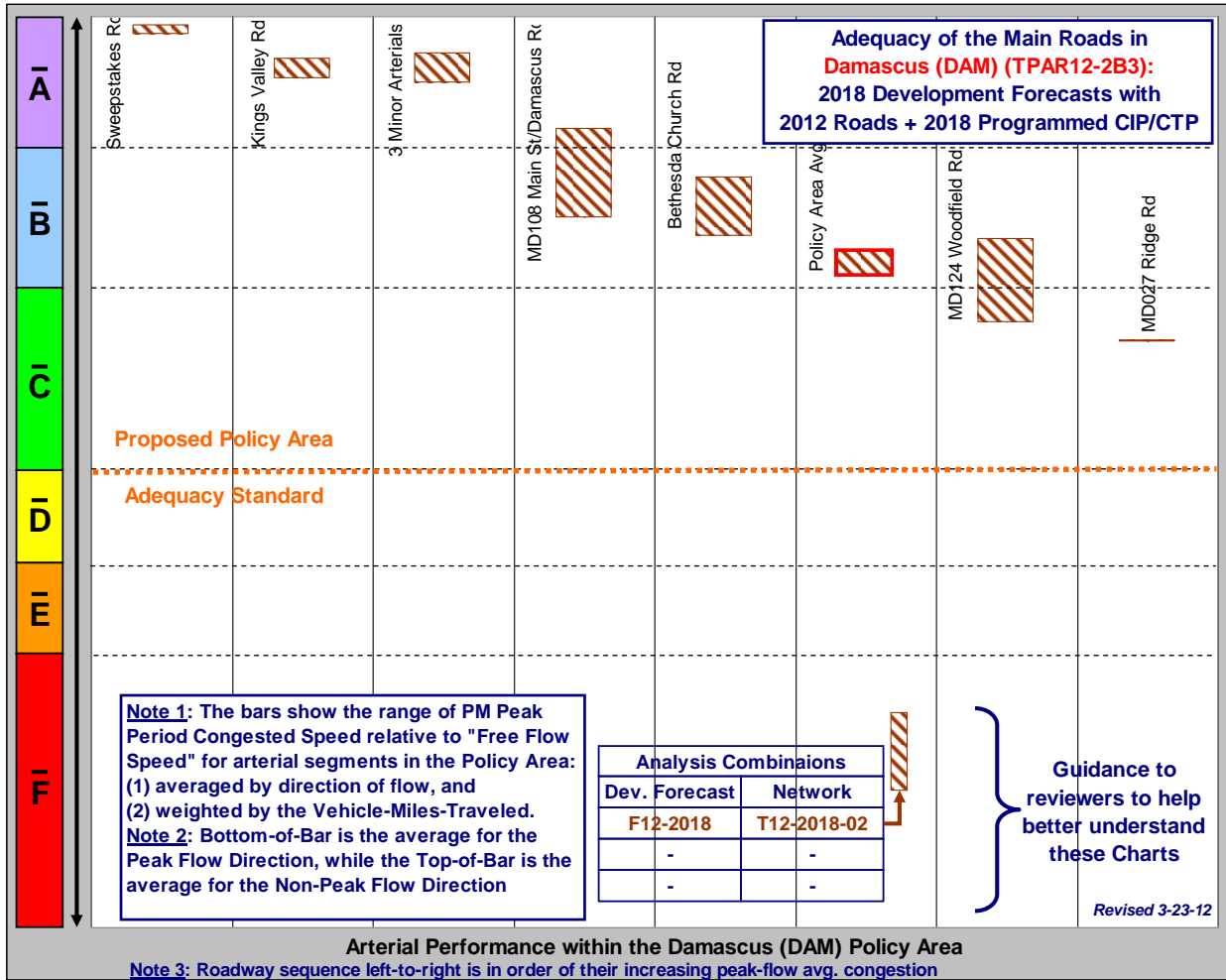
**Span of Service:** The one bus route provides service with a value of span of 15.7 hours per day on weekdays. The Rural standard is more than 6.0 hours per day on average. Therefore transit span in the Damascus Policy Area is adequate.

**E. Roadway Adequacy Analysis:** In the Roadway Adequacy Analysis all of the Policy Areas are analyzed together applying the regional travel demand model to Montgomery County specifics. Combinations consisting of future forecasts of development activity and future roadway and transit networks are analyzed and compared Countywide and within each Policy Area. The modeling results are summarized for each “comparison-combination” using a post-processing spreadsheet process to estimate overall arterial roadway performance for each of the Policy Areas as well as link-by-link performance of major and minor arterials within each area.

**Modeling Network Level of Detail:** Major and minor arterial roads within the Damascus Policy Area were analyzed for their future roadway performance for each of several future Countywide comparison-combinations. The following graphic shows those major and minor arterials used in the analysis. The freeway system of the region was also accounted for in the analysis but these performance results are not summarized. On-the-other-hand, the Roadway Adequacy Analysis does not account for truly local streets, minor roads, or even some of the minor arterials as those very local streets and roads have low amounts of traffic. It is beyond the state-of-the-practice to model the use of such low traffic roads. The pattern of such local streets is shown in the background in the roadway network graphic for purpose of understanding.



**Comparing Combinations of Future Development Activity and Transportation Networks:** Results of the Roadway Adequacy Analysis for Damascus roadways are represented by the “brown-hatched” bars shown in the arterial performance graphic, which disaggregates the overall performance of arterials in the Damascus Policy Area to display them on an arterial-by-arterial basis. The comparison-combination used in this graphic is for the regulatory planning stage based on the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.



This arterial performance graphic has notes to help readers better understand how to interpret the chart, yet some elaboration can also be helpful. This exhibit displays the average roadway Level of Service for each of the named arterial segments within the Damascus area that were shown in the prior graphic. Towards the left, one of the bars is itself an average, in this case of 3 minor arterials roads. The sequencing of the roadways in this graphic, going from left to right, is in order of increasingly congested conditions in the peak flow direction.

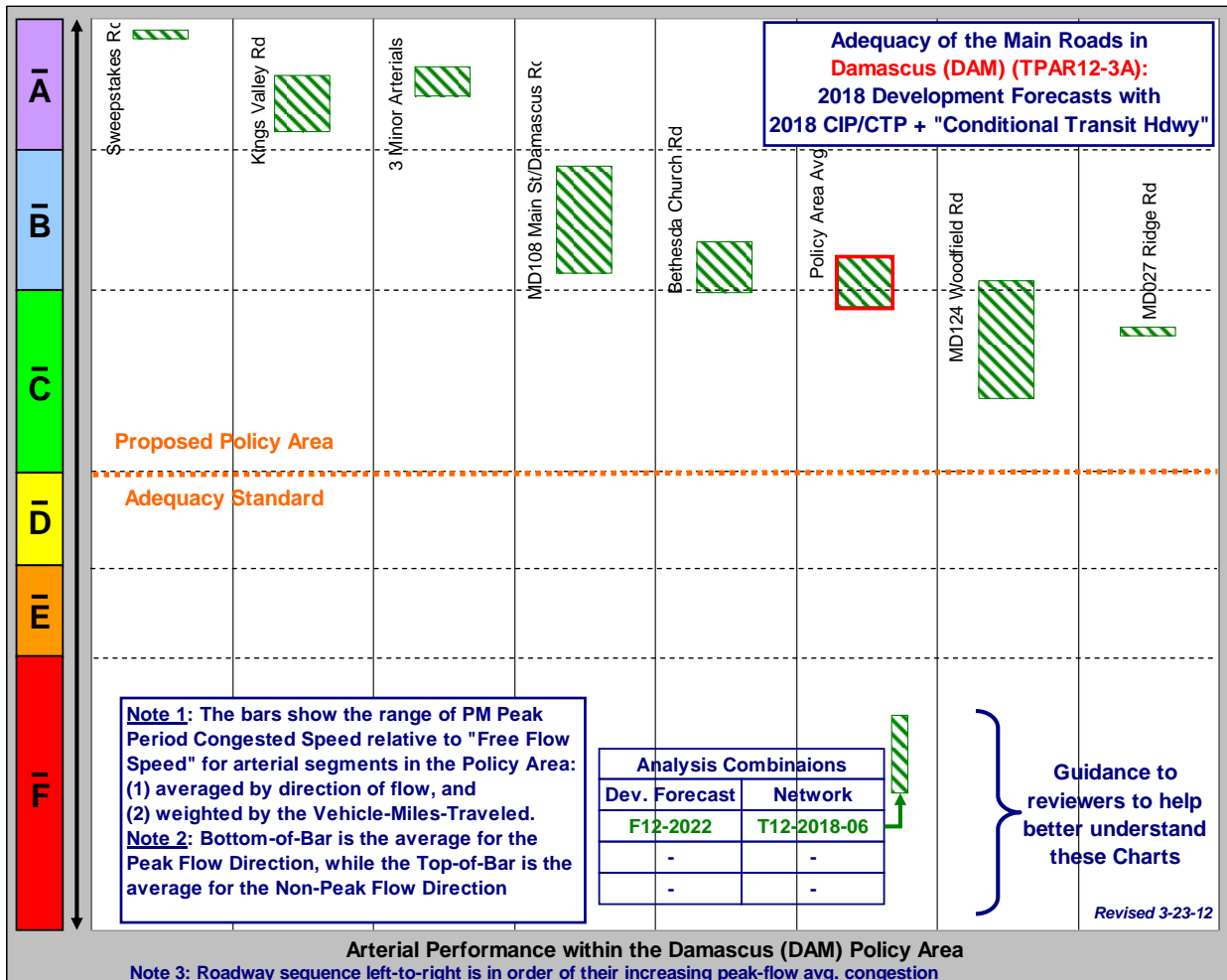
**Assessment of Areawide Roadway Adequacy for the Damascus Policy Area:** The overall weighted average for the Damascus Policy Area is highlighted by the bar bordered in red near the center-right of the bars. The bottom of that highlighted bar for the Policy Area Average is above the dashed and bolded horizontal line. That line represents the proposed Policy Area Adequacy Standard for Urban Policy Areas, such as the Damascus area. Therefore, the Damascus Policy Area overall has adequate future areawide roadway traffic conditions for the combination for the regulatory planning stage, which analyzed the 2018 forecast of Development Activity and the 2018 Programmed CIP and CTP.

**F. Guidance to Local Area Transportation Review (LATR) in the Damascus Policy Area:**

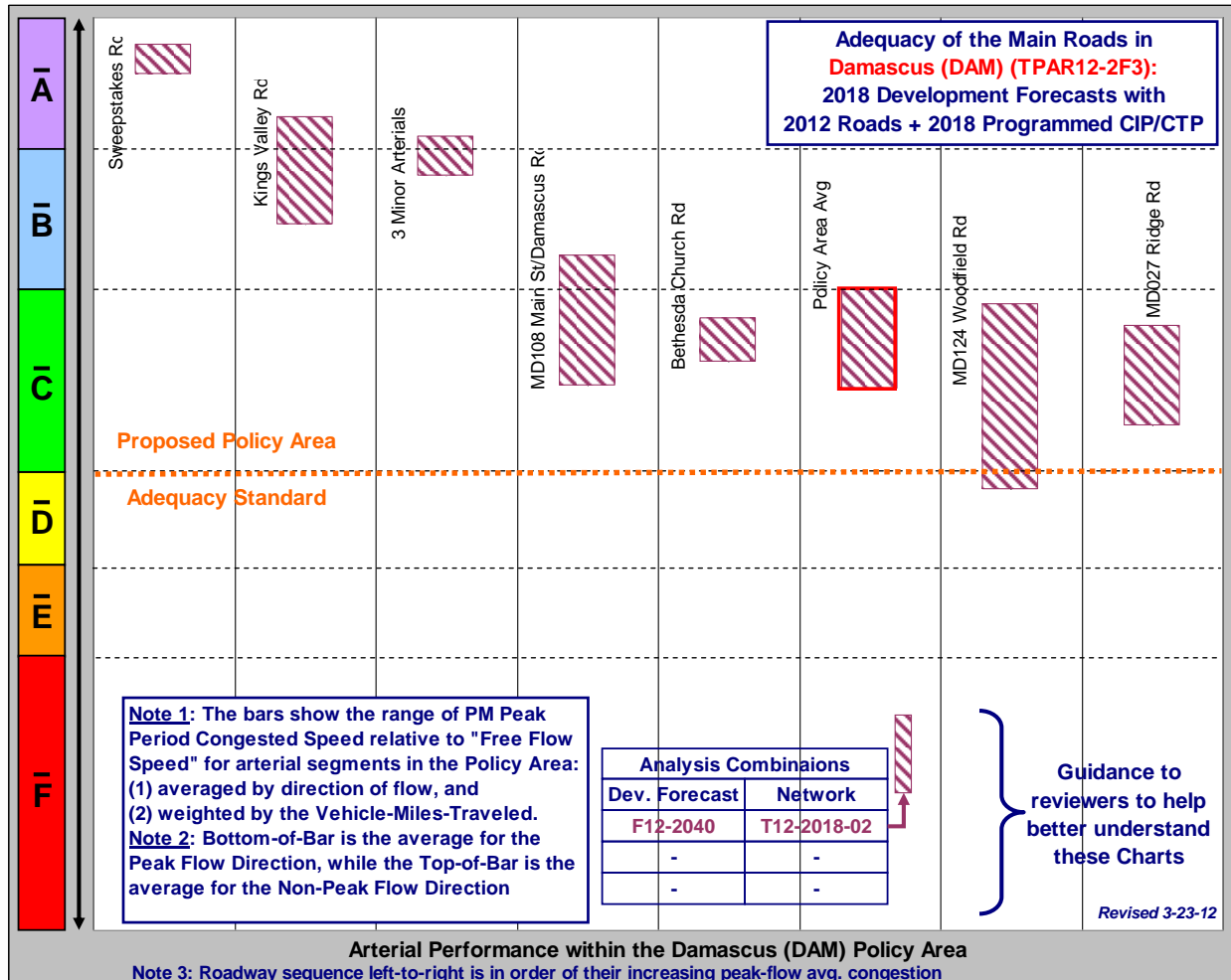
The prior graphic shows that all of the six depicted arterial roads (and the three minor arterials not shown) have link-based peak period Level of Service that on average for the whole link-segment in the peak-flow direction is less congested than the Standard for an Rural Policy Area, often considerably less. The graphic shows that there are no roadway link-segments in the area

that are more congested than the Standard for a Rural Policy Area. Thus no particular guidance needs to be given to the LATRs for proposed subdivisions in the area other than the LATR Guidelines itself.

**G. Guidance for Conditional Transportation Solutions:** The next graphic is similar to the prior one but instead the comparison-combination used in this graphic is for the transportation improvement planning stage that uses the 2022 forecast of Development Activity and the 2018 Programmed CIP and CTP plus selected “conditional projects”, which could be implemented by the 10-year time-horizon of 2022.. “Green-hatched” bars are used to better differentiate this set of results from the prior one. The growth in household and employment between 2018 and 2022, are estimated not to cause the Damascus Policy Area to loose the overall areawide adequate roadway conditions associated with the regulatory planning stage – as such, finding additional solutions was not emphasized at this time.



**H. Guidance for the Master Plan Stage:** The following graphic shows that the Damascus Policy Area would continue to maintain its current regulatory stage overall roadway adequacy into the long term master plan stage. However, it can also be seen that one of the area roadways, MD 124 Woodfield Road, is likely to become somewhat congested in the absence of further “conditional projects” from the Master Plan. Future monitoring and modeling forecasting should be carried out to better determine whether such a future situation is likely to happen and what solutions can be implemented to address it.





## Appendixes

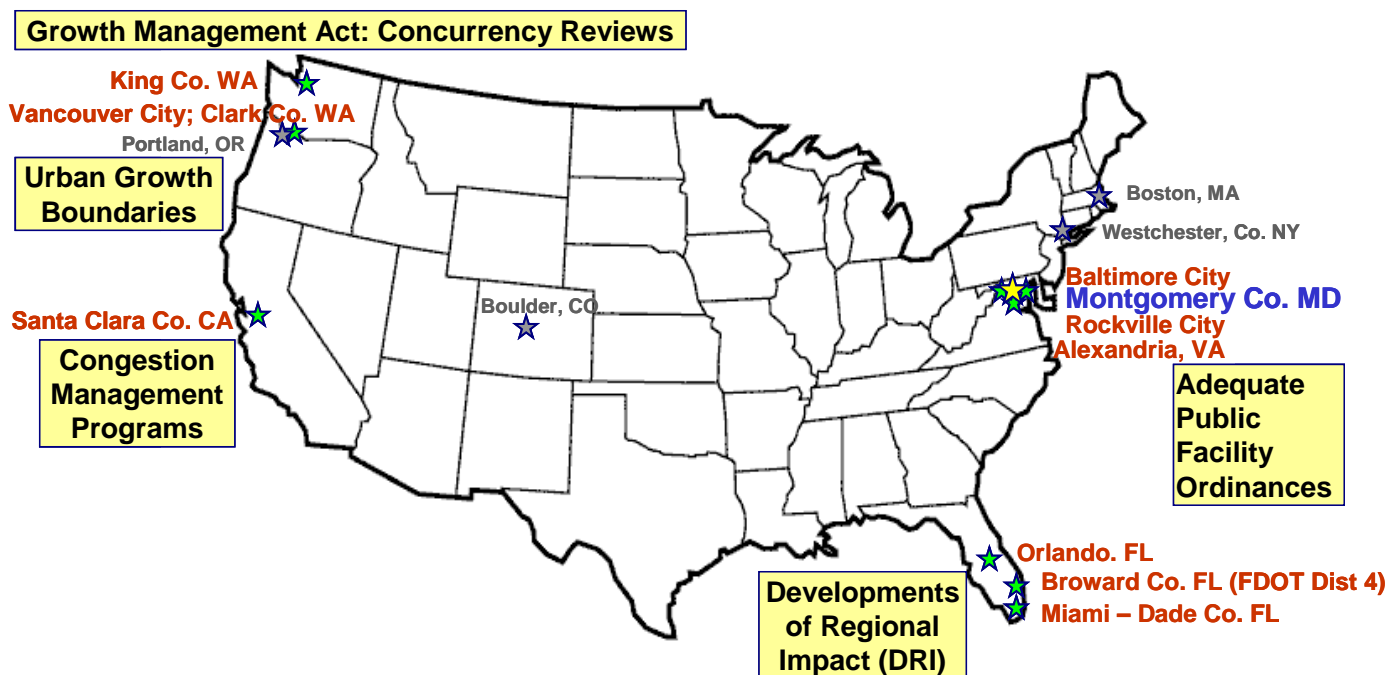
Appendix A: Benchmarking from Peer Jurisdictions	170
Appendix B Cooperative Coordination Roles for TPAR	177
Appendix C List of Unbuilt Master Plan Projects	180

## Appendix A:

### Benchmarking Peer Jurisdictions with Areawide Transportation Review Processes

One of the initial tasks that was done in preparing this report was to conduct a benchmarking review of a sample of peer jurisdictions nationally who are known to thought to have an areawide transportation review process for the impact of proposed development. The graphic below identifies the names of all of the jurisdictions who were contacted. Those whose names are in larger, red font were those who were found to be closer peers and who have a functioning areawide transportation review process.

In total thirteen jurisdictions were contacted and/or researched on their websites about their process. A questionnaire was developed and in some cases filled in by staff of those jurisdictions and in other cases the pertinent features about their process were filled in by the consultant team. Some of this was done in conjunction with all getting information on their Local Area Transportation Review procedures as well.



Seven main features of Areawide Transportation Reviews are identified and assessed in this peer comparison:

- Cumulative impacts versus Development of Regional Impact
- Jurisdictional coverage and area versus corridor coverage; including corridor-by-corridor summaries
- Time frame of the assessment of areawide impact; as well as the frequency of the adequacy assessment
- When during the development process does adequacy get assessed and what linkages are there to other processes
- Use of public/private funding for transportation programs and projects
- Transit adequacy methods

- Increased monitoring of roadway travel times and speeds, as well as monitoring transit travel times and speeds using an “operations orientation”

The responses of the peer jurisdictions about their processes were reviewed and a summary of potential refinements that might be applicable to the TPAR were made. The following are generalizations made from the summary material:

- Using just Forecasts for areawide review, including a 6-year or 10 year time horizon, will give better travel patterns and more realistic transportation needs
- Follow more of an “operations orientation” by
- Have a “Coordination Overlap” element of TPAR that has both a regulatory focus as well as transportation improvement focus
- Refine TPAR so that all PM Peak Period transit routes are used in the measure of “Average Headway”
- Implement the proposed TPAR monitoring idea to use the actual performance of arterials; use the “slowness ratio” to compare to the modeled congestion measure
- Test using Automatic Vehicle Location data to monitor transit speeds,

The following is a set of presentation material that was used to assess the results of benchmarking review of this sample of peer jurisdictions.

## 1. Cumulative Impacts versus Developments of Regional Impact (DRI) Methods in Florida

◆ SF Res.  
◆ MF Res.  
◆ Institutional  
◆ Industrial  
■ Large Mixed Use

A cluster of proposed concurrent “non-regional” projects that may have an areawide impact would not be reviewed accumulatively

- **Areawide review in Mont. Co. now uses the pipeline of approved development irrespective of project size**
- **A refinement would be to use the 6-year Forecasts to match the 6-year CIP/CTP**
- **Cumulative impacts and up-stream and down-stream effects are accounted for**
- **Residential uses tend to be smaller sized projects but accumulates high; non-residential ones have un-even time stages**
- **Using just Forecasts for areawide review will give better travel patterns and more realistic transportation needs**

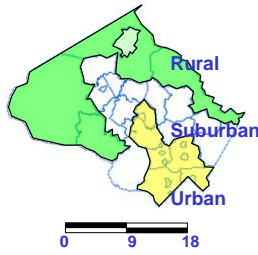
- **Areawide example: Statewide DRI methods in Orlando or Broward Co., FL**
- **Created Reg. Pl. Councils: run models, coordinate reviews, but TIA still local**
- **DRIs done one-at-a-time (see D1 to D4)**
- **Nearby and/or concurrent DRIs (D2+D3) may be combined if applicants agree**
- **“Really Big Ones” (D4) may have multi-year staging that gets reassessed later**
- **Non-DRI-sized approved projects (●) are part of background; but a new cluster of them (⊛) are not reviewed cumulatively**
- **Uses 3-year CIP in the analysis**

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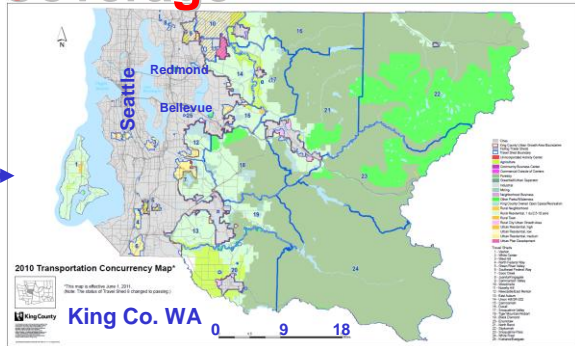
Potential TPAR Refinement #1

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## 2A. Jurisdictional Coverage and Area vs. Corridor Coverage



Maps are shown at the same Scale

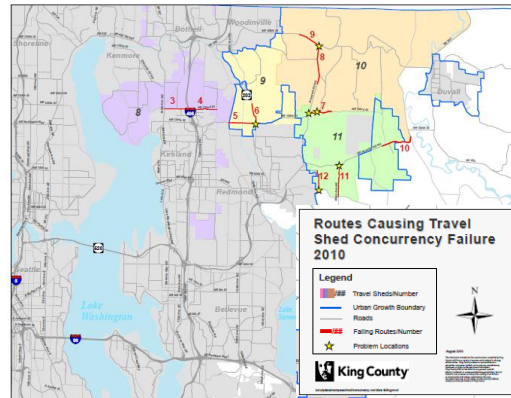
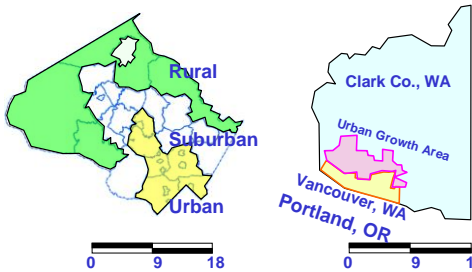


- Areawide review in Mont. Co. accounts for the entire County, although Rockville and Gaithersburg have own methods
- Three Policy Area Types are used in the proposed TPAR: Urban, Suburban, and Rural
- The Policy Area Types are based upon availability of transit facilities & services
- Transportation Adequacy Standards for transit & roads vary by Policy Area Type
- Roadway standards for average speeds based upon modeled travel times; and corridor-by-corridor summaries are used
- **Areawide Example: King Co, WA only has Concurrence Reviews in eastern 2/3 of the County; excludes "urban" parts**
- Urban cities have their own TIA reviews
- Transit service is concentrated in the western urban parts, thus the King Co. Concurrence is only automobile based
- Relies on Urban Growth Boundaries based on WA State Growth Mgmt. Act
- **Concurrence uses standards for average speed based on observed corridor-by-corridor travel time samples (next page)**

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## 2B. Corridor-by-Corridor Summaries



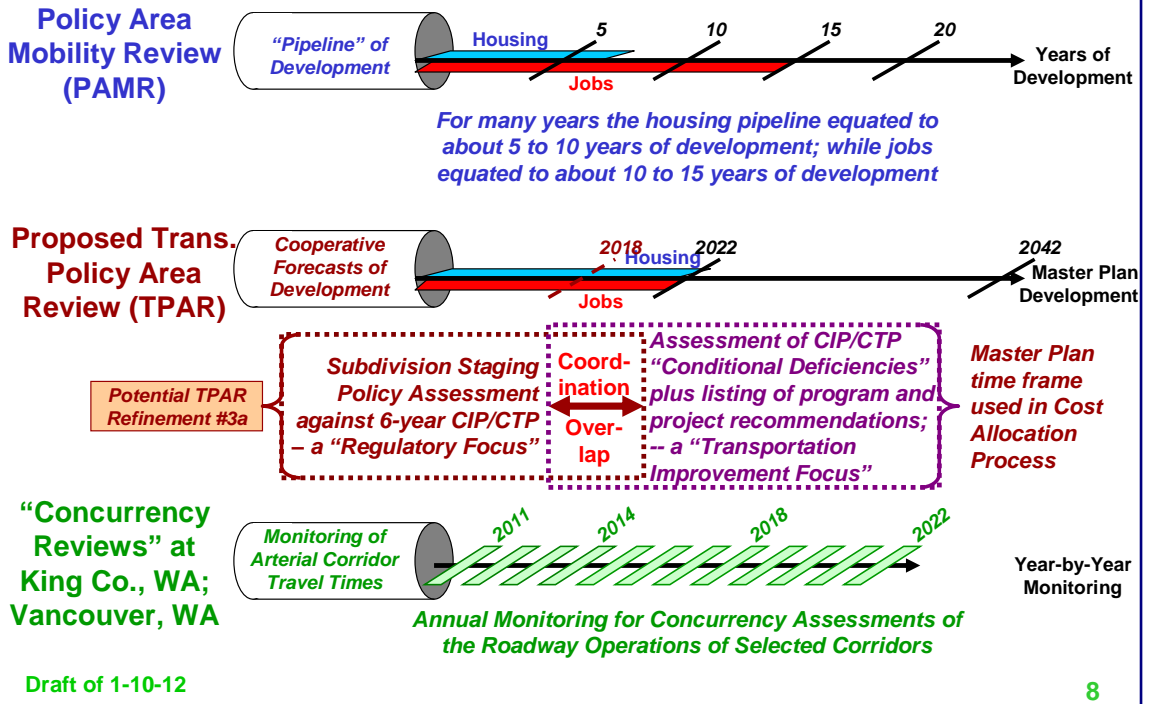
- **Areawide review in Vancouver and Clark Co., WA: proposing that corridor concurrency become the focus of the review and not rely on current TIA methods**
- Annual monitoring of corridor travel times in the Urban Growth Area within Clark Co.; coordinates reviews with CIP projects
- Council considering a roadway "Built-Out" corridor category; then monitor impacts focus on a Mgmt. Plan with Access Mgmt., Travel Demand Mgmt., & Tran. Sys. Mgmt.
- Removing text on specific way to collect travel time anticipating new data sources
- Follow more of an "operations orientation"
- **Concurrence standards from 2000 HCM for average speed; annual travel time samples for selected set of corridors; averaged to a set of 25 "Travel Sheds"**
- Observe more samples than done in the Mont. Co monitoring of arterial corridors
- "Highways of Statewide Significance" are not included in areawide methods
- Corridor Concurrence controls over TIAs
- Sheds with >15% of total miles failing Concurrence are "failing" Travel Sheds
- 39 jurisdictions have local TIA methods

Potential TPAR Refinement #2

Draft of 1-10-12

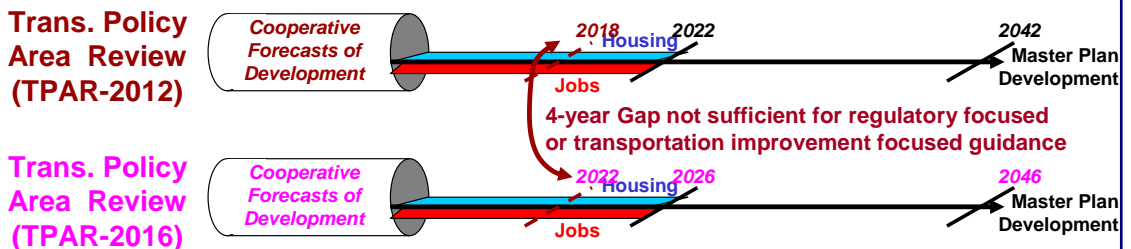
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### 3A. Time Frame of the Assessment of Areawide Impact



### 3B. TPAR Adequacy Assessment Frequency

- Subdivision Staging Policy changed to once every 4 years raises the issue of will new policy updates be current enough
- Next assessment (2016) would not give current transportation improvement guidance to the intervening CIP and CTP reviews



- Subdivision Staging Policy should keep but put less emphasis on denial of development if inadequacies; rather put more emphasis on identifying and removing future "Conditional Deficiencies"
- Refine TPAR to have it focus on identifying "Conditional Deficiencies" once every 2 years; put more resources into analyzing solutions that attains adequacy more quickly and maintains it

Potential TPAR Refinement #3b

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## 4. When During the Development Process Does Adequacy get Assessed -- Linkages

### Montgomery Co, MD: Planning and Regulatory Review Processes

*More Comprehensive*

- General Plan
- Master Plan
- Zoning Sectional Map Amendment
- (Rezoning)
- **Subdivision** ←
- (Site Plans)
- Record Plats

Subdivision Staging Policy

*More Site Specific*

### Northern Virginia Jurisdictions: Planning and Regulatory Review Processes

*More Comprehensive*

- General Plan
- Master Plan
- Zoning Sectional Map Amendment
- **(Rezoning)** →
- Subdivision
- (Site Plans)
- Record Plats

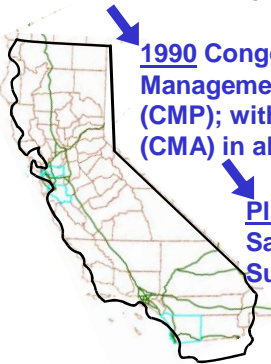
“Profers” System

*More Site Specific*

- **Subdivision Staging Policy** (*prior APFO*) is dual focused: assess adequacy of facilities including transportation, and guidance to County CIP and State CTP
  - Proposed TPAR provides even stronger linkage to transp. decisions and funding
  - Many subdivisions take about the same time to develop as the CIP/CTP time horizon of 6 years funded for construction
- Draft of 1-10-12
- Reliance on “Profers” at the time of **zoning or rezoning** reviews and approvals
  - Exactions to have the private sector development pay for public improvements in lieu of raising State transp. revenues
  - VDOT: a very strong state agency; no local transportation agencies in most counties to implement trans. improvements; (*Little linkage to transport programs and projects*)
- 10

## 5A. Use of Public/Private Funding for Transportation Programs and Projects

1978 Statewide “Proposition 13” Referendum



1990 Congestion Management Program (CMP); with new Agencies (CMA) in about 30 Counties

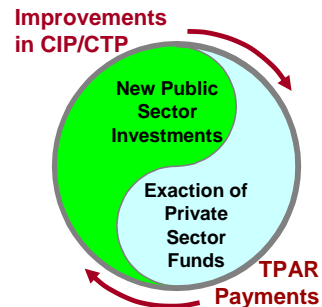
Plus: Local Option Sales Taxes; Gas Tax Subventions to Trans.

Plus: Land Use Impact Analysis Program with Annual Monitoring and Conformance Element; City TIAs → County

Plus Federal and State Clean Air Act Provisions



TPAR needs “tops-down” as well as “bootoms-up” funding



**Example: Santa Clara Co.** CMP (every 2 yr.) covers 15 cities (San Jose); CMA is the Valley Trans. Authority; (*see summary on the next page*)

- A “tops-down” approach that focuses more on the adequacy of transportation funding than growth management; has “carrots” of added trans. funding
- Local TIAs are a “bottoms-up” approach; yet if cities and towns do not meet conformance to the countywide CMP; get “stick” of Deficiency Plan + holdback
- **Other Example:** Contra Costa TMA has raised over \$240 million in exactions

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# 5B. Use of Public/Private Funding for Transportation Programs and Projects

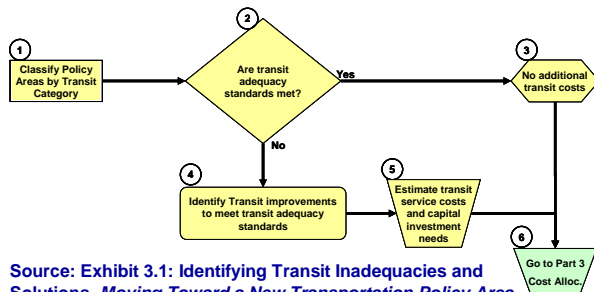
TABLE E.1 | CMP ELEMENTS SUMMARY

Element #	CMP Element	Requirement	Timing	Responsible Agency
2.	Traffic Level of Service Element	1) Annually monitor and submit report on the level of service on CMP roadway network intersections using CMP software and procedures.	Dec 1	Member Agencies
		2) Monitor performance of CMP rural highways and freeways	Dec 1	VTA
3.	Multimodal Performance Measures Element	Collect available transportation performance measurement data for use in land use analysis, deficiency plans and the CIP	Ongoing	VTA
4.	Trip Reduction and Transportation Demand Management Element	No current requirements		Member Agencies and VTA
5.	Transportation Model and Database Element	1) Certify that the CMP model is consistent with the regional model	Biennially	MTC
		2) Certify that Member Agency models are consistent with the CMP model	As Needed	VTA and Member Agencies
6.	Community Form and Impact Analysis Element	1) Prepare a Transportation Impact Analysis (TIA) for project that generate 100 or more peak hour trips and submit to the CMP according to TIA Guidelines schedule	Ongoing	Member Agencies
		2) Submit relevant conditions of approval to VTA for projects generating TIAs	Ongoing	Member Agencies
		Prepare monthly report on adopted conditions for VTA Board, CMPP and PAC, TAC, CAC, and BAC	Ongoing	VTA
		3) Prepare and submit land use monitoring data to the CMP on all land use projects approved from July 1 to June 30 of the previous year	Oct 1	Member Agencies
7.	Annual Monitoring and Conformance Element	1) Outline the requirements and procedure established for conducting annual traffic LOS and land use monitoring efforts. Support the traffic LOS and Land Use Integration and Impact Analysis Elements	Dec 1	Member Agencies and VTA
		2) Submit an annual statement certifying that the Member Agency has complied with the CMP Land Use Impact Analysis Program	Oct 1	Member Agencies
8.	Capital Improvement Program Element	Develop a list of projects intended to maintain or improve the level of service on the designated system and to maintain transit performance standards	Biennially	Member Agencies with VTA
9.	Deficiency Plan Element	1) Prepare Deficiency Plans for facilities that violate CMP traffic LOS standards or that are project to violate LOS standards using the adopted Requirements for Deficiency Plans	As Needed	All affected Member Agencies
		2) Submit Deficiency Plan Implementation Status Report as part of annual monitoring	Dec 1	Member Agencies with Deficiency Plans

Draft of 2009 Congestion Management Program, Santa Clara Valley Trans. Authority; page 10

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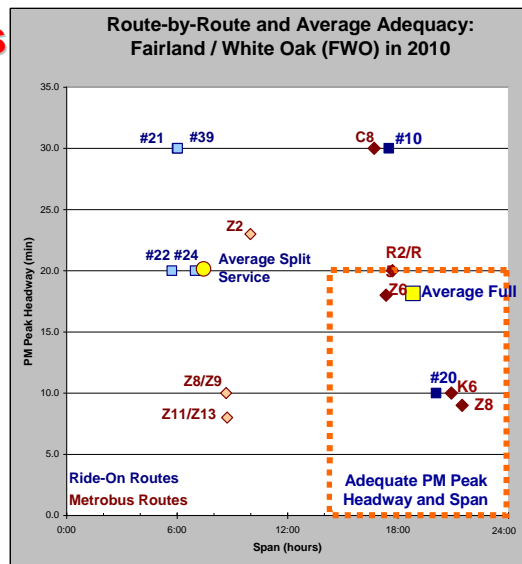
## 6. Transit Adequacy Methods



Source: Exhibit 3.1: Identifying Transit Inadequacies and Solutions, *Moving Toward a New Transportation Policy Area Review*, April 2010, p. 8

- Steps 2 and 4 shown above are from the Proposed TPAR Report and are being developed for the 2012 TPAR Refinement Review of potential "Peer Jurisdictions"
- provides little insight into whether peers may be doing similar work with transit services; **exception: Santa Clara, CA using a transit accessibility measure from their modeling**
- It is expected that MNCPPC will do Step 2 based upon data from MCDOT and WMATA
- Will also initiate Step 4 while working with MCDOT to assess/refine new transit services
- MCDOT to take lead in Step 5; with MNCPPC documenting the analysis to the MCPB

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- Chart above shows 2010 Headway and Span in Fairland White Oak Policy Area
- Agree with MCDOT refinement for Span being measured only for "Full Service"
- However, would refine TPAR so that all PM Peak Period transit routes are used in the measure of "Average Headway"

Potential TPAR Refinement #4

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## 7A. Increased Monitoring of Roadway Travel Times and Speeds using an “Operations Orientation”

**Montgomery Co., MD: Mobility Assessment Report (MAR), Oct 2011, Congested Roads**

- Prior monitoring reports (2004 to 2009) did similar GPS-based samples of travel time and speed on arterials in Mont. Co.
- Proposed TPAR used modeled corridor-by-corridor arterial speed vs. free flow speed (“**slowness ratio**”) as the criterion for future roadway congestion levels
- MAR 2011 introduced a new monitoring data source of private sector observed travel time and speed, also used by MDOT, to describe Congested Roadways (p. 18) and used the “travel time index” measure
- A full set of the new monitoring data source is now available; **meets proposed TPAR monitoring idea to use the actual performance of arterials as a consistency check**

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**King Co., WA: Transportation Concurrency Management (TCM) Program, Sept 2010**

- Annually sample 350 miles of arterials for travel time/speed using 8 GPS devices 3 to 10 runs daily over a 1 to 3 day period to get peak 2-hours between 4:00 to 6:30 PM on T, W, or Th in March, April, May
- Percent of sampled roadway miles per “Travel Shed” operating at less than the LOS standard speed is the criterion for Concurrency approvals; Washington State DOT during 2008/09 studied travel times on area freeways
- WA DOT Performance Measurement “Grey Book” annually using operations data sources; **uses “slowness ratio” of observed speed vs. free flow speed, the “inverse” of a “travel time index”**

Potential TPAR Refinement #5a

**MDOT/SHA Planning Office is working on using similar operations data for their monitoring and performance activities**

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## 7B. New Monitoring for Transit Travel Times and Speeds using an “Operations Orientation”

**Montgomery Co., MD: Mobility Assessment Report (MAR), Oct 2011, Transit Analysis**

- Transit monitoring analysis presents route coverage, headways, and ridership for Ride-On and Metrobus for route-by-route
- TPAR Refinement testing bus operational data of Automatic Vehicle Location (AVL) from Ride-On and Metrobus to assess monitored bus travel times and speeds
- WMATA and MWCOG performing a regional bus “Hot Spot” study of locations where buses operate most slowly, which can be compared to monitored arterial locations of slow travel to better monitor Transit Deficiencies over time
- The measure of transit slowness vs. road slowness is also the modeled measure used as one of the two parts of the current Policy Area Mobility Review chart analysis; **test using AVL data to monitor transit service speeds, which may also help in measuring the effect of BRT service in TPAR and the Subdivision Staging Policy**

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**Monitoring of Transit Performance by “Peer Jurisdictions”: Santa Clara Co, CA**

- There are few examples of the monitoring of actual transit performance in the areawide methods of Peer Jurisdictions
- The Santa Clara CO. CMA is also the main transit agency serving the area including operating LRT, BRT, Express, and local bus services; yet even the monitoring element of their CMP is absent information
- Their Transit Accessibility measure is a derived one from their modeling system and not actually monitored; their Transit Sustainability Policy is based on average boarding per Revenue Hour or station
- Monitoring of transit travel time and speed is not part of the Concurrency methods in King Co. or Vancouver, WA; yet nearby Tri-Met of Portland, OR is **using bus AVL data, at finer spatial and temporal scales, to also monitor at the end of each day their bus travel times and speed**

Potential TPAR Refinement #5b

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**Appendix B:  
Cooperative Coordination Roles for TPAR**

# 1. Identify Transit Inadequacies and Solutions

**Note:** the term “transit” also accounts for the Transportation Demand Districts (TMDs) and their associated activities

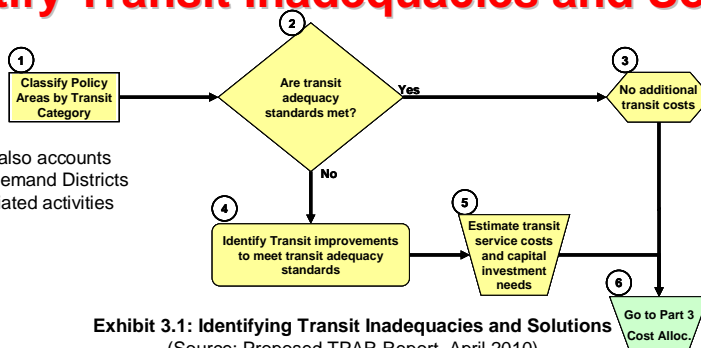


Exhibit 3.1: Identifying Transit Inadequacies and Solutions  
(Source: Proposed TPAR Report, April 2010)

### Main MNCPPC Roles

- **Step 1:** Calculates the factors used to set current classification of Policy Areas
- **Step 2:** Assesses adequacy using data from MCDOT, WMATA, and MDOT/MTA
- **Step 3:** no role
- **Step 4:** Initiates in a sketch-fashion what general factors of improved service are needed; works with MCDOT to assess specific transit services they identify
- **Step 5:** Documents the analysis results including area-by-area summaries

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### Main MCDOT Roles

- **Step 1:** Reviews classifications
- **Step 2:** Sets standards consistent with the 2008 Strategic Transit Plan
- **Step 3:** Reviews that adequacy is being met in each Policy Area and that no additional costs are needed there
- **Step 4:** Identifies specific service factors needing improvement for future budgeting
- **Step 5:** Estimates the transit service operating costs and capital investment needs

3

# 2. Identify Roadway Inadequacies and Solutions

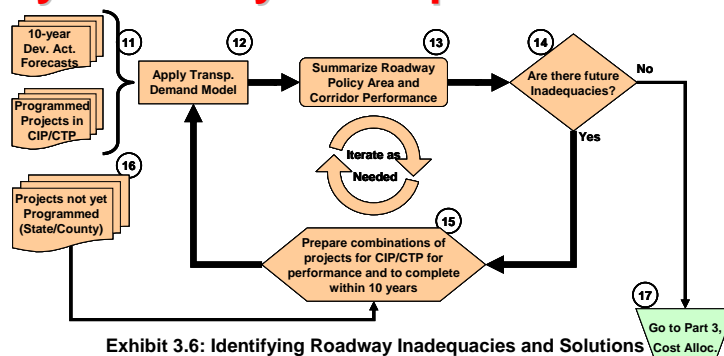


Exhibit 3.6: Identifying Roadway Inadequacies and Solutions  
(Source: Proposed TPAR Report, April 2010)

### Main MNCPPC Roles

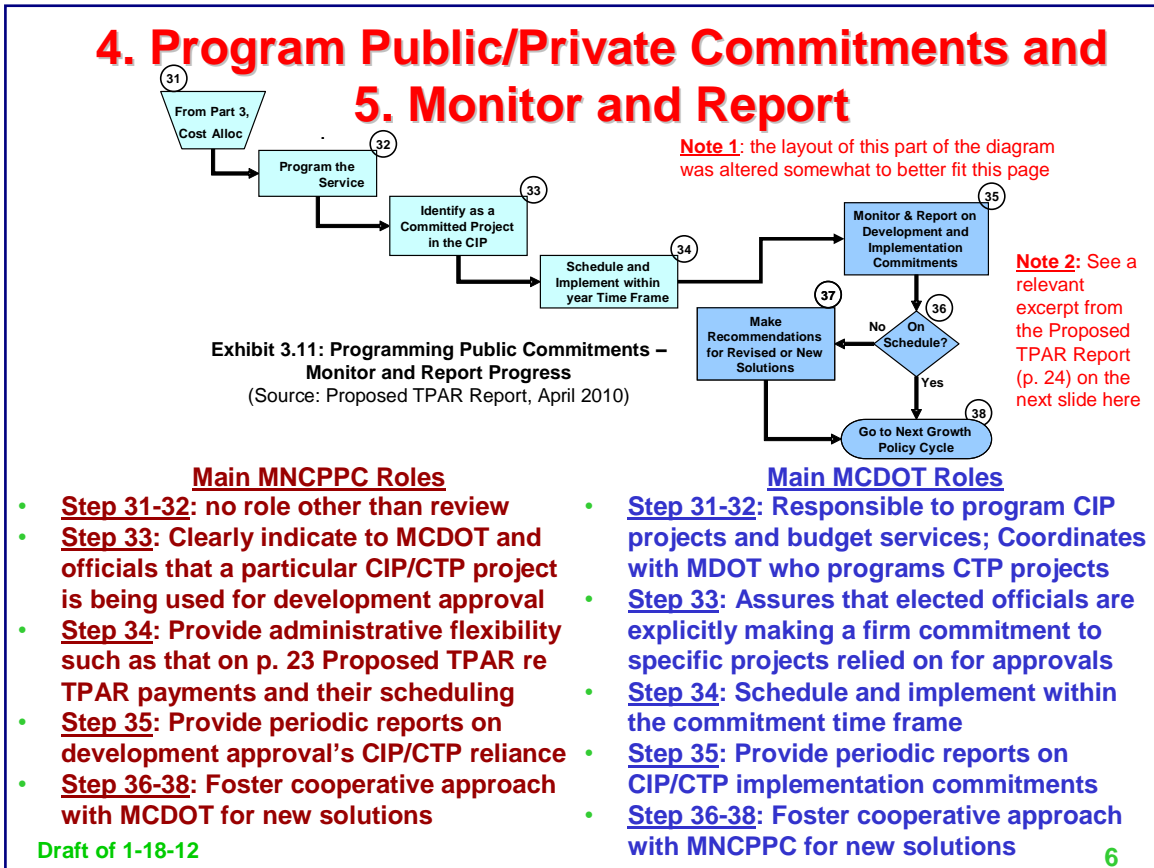
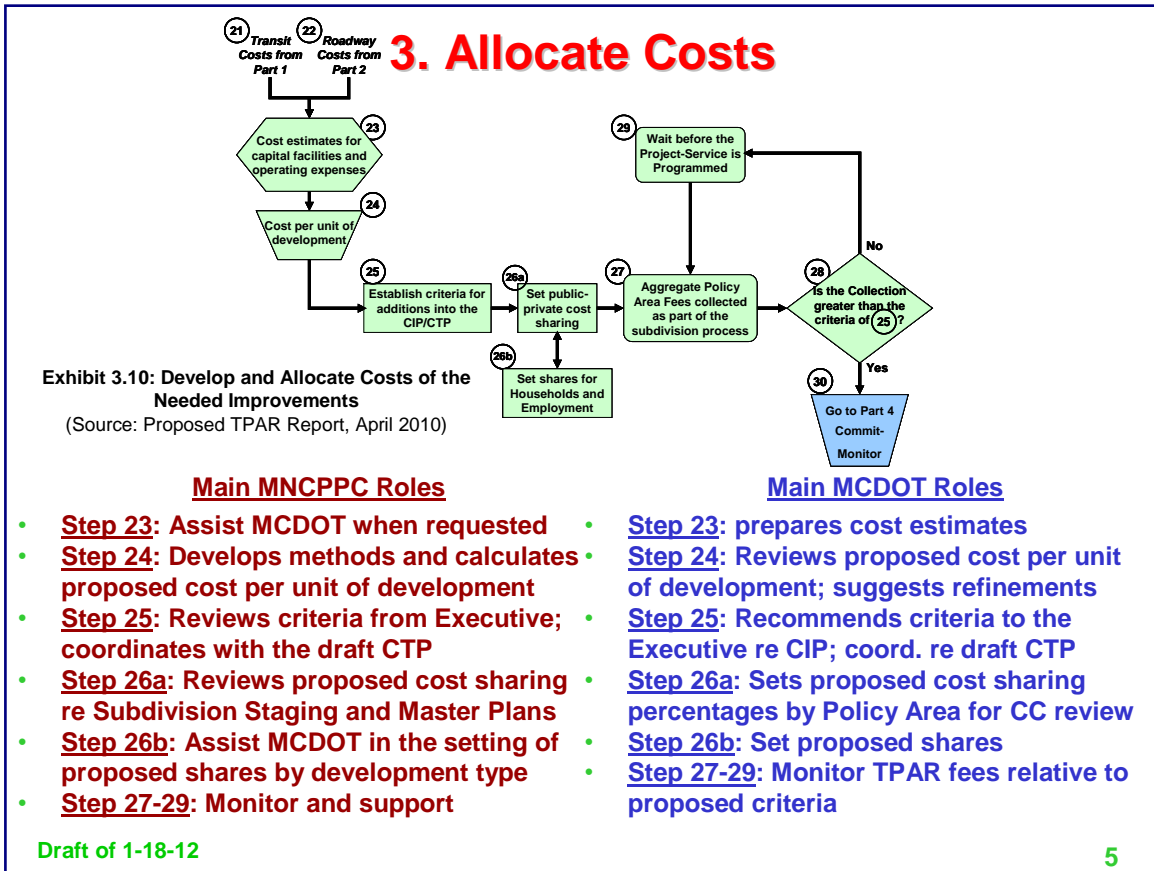
- **Step 11:** Prepares and coordinates intra-County allocation; calculate interpolations when needed
- **Step 12:** Applies Model with input from MCDOT re transportation improvements; apply QAQC
- **Step 13:** Converts model results to summaries by Policy Area and corridor within Policy Area
- **Step 14:** Identifies Policy Areas with conditional deficiencies for Subdivision Staging Policy need
- **Step 15:** Iterates model application combinations to assess the potential projects from MCDOT
- **Step 16:** Keeps a list of Master Plan possible projects for MCDOT, MDOT, and cities to consider

Draft of 1-18-12

### Main MCDOT Roles

- **Step 11:** Prepares-coordinates proposed CIP; coordinates with CTP of MDOT; maintains a list
- **Step 12:** Suggests improvements to address conditional deficiencies, edits for networks
- **Step 13:** Reviews modeling results
- **Step 14:** Assess conditional deficiencies and identifies potential CIP/CTP projects to test
- **Step 15:** Further reviews modeling results
- **Step 16:** Selects potential additional projects from Master Plan list

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## **Appendix C: List of Unbuilt Master Plan Projects**

Menu of Master Planned Transportation Improvements -- Sorted by Policy Area, Mode, and Improvement Type -- Not Programmed by 2018					
Policy Area(s)	Project Name	Implementation	Limits	Improvement Type	Facility Type
CLK,GTE,GTW,GBG,RDV,DER,RK	Corridor Cities Transitway (Proposed)	State	Shady Grove to Clarksburg	T	LRT
BCC,SSTP	Purple Line Transitway (Proposed)	State	Bethesda to New Carrollton	T	LRT
NB,POT	North Bethesda Transitway (Proposed)	State	Grosvenor Metro to Montgomery Mall	T	LRT
OLY,AH,KW	Georgia Avenue Busway (Proposed)	State	Glenmont to Olney	T	BRT
POT,BCC,NB,KW,SSTP,FWO	Capital Beltway	State	American Legion Bridge to Woodrow Wilson Bridge	R	1
GTE,MVA,GBG	Midcounty Hwy (Proposed)	County	Montgomery Village Av to MD 27	R	2
AH	MD097 Georgia Ave & MD028 Norbeck Rd	State	Interchange	R	1
AH	MD028 Norbeck Rd	State	MD 97 to MD 182	R	2
AH	MD182 Layhill Rd	State	ICC to Norwood Rd	R	2
AH	Aspen Hill Rd	County	MD 586 to MD 185	R	3
BCC	MD 355 & Cedar Ln	State	Interchange	R	1
BCC	River Rd	State	DC Line to I-495	R	2
BCC	Bradley Blv	State	MD 614 to I-495	R	3
BCC	Goldsboro Rd	State	MD 396 to MD 191	R	3
BCC	Massachusetts Ave	State	Sangamore Rd to MD 614	R	3
CLK	I 270 & New Cut Rd	State	Interchange	R	1
CLK	MD027 Ridge Rd	State/Dev	MD 355 - Brink Rd to Skylark Rd	R	2
CLK	MD121 Clarksburg Rd	State/Dev	Top Tidge Dr to Chrisman Hill Dr (Broadway Av to I-270)	R	2
CLK	MD121 Clarksburg Rd Relocated	State/Dev	West Old Baltimore Rd to Broadway Ave	R	2
CLK	MD355 Frederick Rd	State/Dev	Brink Rd to Cool Brook Ln	R	2
CLK	MD355 Frederick Rd Relocated	State	Cool Brook Ln to Snowden Farm Pkwy	R	2
CLK	A-304 (Proposed)	County/Dev	MD 121 to Newcut Rd Ex)	R	3
CLK	A-307 (Proposed)	County/Dev		R	3
CLK	Observation Dr Extended	County/Dev	Little Seneca Cr to Roberts Tavern Dr	R	2
CLK	Hyattstown Bypass (Proposed)	State	MD 355 to MD 355	R	3

Menu of Master Planned Transportation Improvements -- Sorted by Policy Area, Mode, and Improvement Type -- Not Programmed by 2018					
Policy Area(s)	Project Name	Implementation	Limits	Improvement Type	Facility Type
CLK	New Cut Rd Extended	County/Dev	West Old Baltimore Rd; Broadway Ave. to MD 27	R	2
CLK	Snowden Farm Pkwy (Proposed)	County/Dev	MD 27 to Clarksburg Rd	R	2
CLK	Snowden Farm Pkwy (Proposed)	County/Dev	Clarksburg Rd to MD 355	R	2
CLK	Brink Rd	County/Dev	MD 355 to MD 27	R	3
CLK	Shawnee La	County/Dev	Gateway Center Dr to MD 355	R	3
CLK	Stringtown Rd	County/Dev	Overlook Crossing Dr to Snowden Farm Pkwy	R	3
CLV	Norwood Rd	County	MD 650 to MD 182	R	3
CLV	MD 028 Norbeck Rd	State	MD182 to Peach Orchard Rd	R	2
CLV	Thompson Rd Extended	County	Rainbow Dr to Thompson Dr	R	3
DAM	NONE				
DER	MD355 Frederick Rd & Gude Dr	State	Interchange	R	1
DER	ICC & Mid-County Hwy	State	Interchange	R	1
DER	Metro Access Crabbs Branch Wy	County/Dev	Interchange	R	1
DER	Crabbs Branch Way Extended	County/Dev	Shady Grove Rd to Amity Dr	R	3
FWO	US 29 & Blackburn Dr	State	Interchange	R	1
FWO	US 29 & Fairland	State	Interchange	R	1
FWO	US 29 & Greencastle Rd	State	Interchange	R	1
FWO	US 29 & Musgrove Rd	State	Interchange	R	1
FWO	US 29 & Stewart Dr	State	Interchange	R	1
FWO	US 29 & Tech Rd	State	Interchange	R	1
FWO	MD 028 Norbeck Rd	State	Peach Orchard Rd to PG Line	R	2
FWO	Briggs Chaney Rd	County	ICC to PG Line	R	3
FWO	Burtonsville Blv	State/Dev	MD 198 to Dustin Rd	R	3
FWO	Calverton Blv	County	Cherry Hill Rd to PG Line	R	3
FWO	Fairland Rd	County	MD 650 to PG Line	R	3
FWO	Greencastle Rd	County	Robey Rd to PG Line	R	3

Menu of Master Planned Transportation Improvements -- Sorted by Policy Area, Mode, and Improvement Type -- Not Programmed by 2018					
Policy Area(s)	Project Name	Implementation	Limits	Improvement Type	Facility Type
GBG	I 270 and Watkins Mill Rd	County/State/Dev	Interchange	R	1
GBG,NP	MD117 West Diamond Ave	State	Seneca Creek St Pk to Muddy Branch Rd	R	2
GBG,NP	MD124 Montgomery Village Ave	State	MD 28 to Longdraft Rd	R	2
GBG,NP	Muddy Branch Rd	County	MD 28 to MD 117	R	2
GBG,NP	Longdraft Rd	County	MD 124 to MD 117	R	3
GBG	Oakmont Ave Extended	County	Oakmont Av to Washington Grove Ln	R	3
GBG	Oden'hal Ave	County	Lost Knife Rd to Summit Av	R	3
GTE	MD027 & MD355	State	Interchange	R	1
GTE	MD027 & Observation Dr	State	Interchange	R	1
GTE	MD118 & MD355	State	Interchange	R	1
GTE	MD118 & Mid County Hwy	State	Interchange	R	1
GTE	MD355 & Middlebrook Rd	State	Interchange	R	1
GTE	Shakespeare Dr	County/Dev	Watkins Mill Rd to MD 355	R	3
GTE	Watkins Mill Rd	County	Midcounty Hwy to Midcounty Hwy	R	3
GTE	Dorsey Mill Rd	County	Bridge over I-270	R	3
GTW	MD117 Clopper Rd	State	Seneca Creek St Pk to east of MD 121	R	2
GTW	MD119 Great Seneca Hwy	State	Longdraft Rd to Middlebrook Rd	R	2
GTW	Father Hurley Blv	County	Wisteria Dr to Crystal Rock Dr	R	2
GTW	Crystal Rock Dr Extended	Dev (Kinster Dr to Dorsey Mill	Kinster Dr to Dorsey Mill Rd	R	3
GTW	Dorsey Mill Rd	County/Dev	Bridge over I-270	R	3
GTW	Observation Dr Extended	County	Waters Discovery Ln to Little Seneca Cr	R	3
KW	MD586 Veirs Mill Rd & Randolph Rd	State	Interchange	R	1
KW	MD586 Veirs Mill Rd	State	Twinbrook Pkwy to Randolph Rd	R	2
KW	Capitol View Ave Relocated	State/Dev	Edgewood Rd to Stoneybrook Dr	R	3
MVA	MD115 Muncaster Mill Rd	State	Redland Rd to MD 124	R	2
MVA	MD124 Woodfield Rd	State	Emory Grove Rd to Warfield Rd	R	2
MVA	MD124 Montgomery Village Av	State	Russell Av to Midcounty Hwy	R	2

<b>Menu of Master Planned Transportation Improvements -- Sorted by Policy Area, Mode, and Improvement Type -- Not Programmed by 2018</b>					
<b>Policy Area(s)</b>	<b>Project Name</b>	<b>Implemen- tation</b>	<b>Limits</b>	<b>Improve- ment Type</b>	<b>Facility Type</b>
MVA	Goshen Rd Widening	County	Oden'hal Rd to Warfield Rd	R	2
MVA	Snouffer School Rd	County/Dev	MD 124 to Goshen Rd	R	3
MVA	Wightman Rd	County	Goshen Rd to Brink Rd	R	3
NB	Montrose Pkw (Proposed)	State	Maple Av to Parklawn Dr	R	2
NB	Montrose Pkw (Proposed)	County	Parklawn Dr to MD 586	R	2
NB	Old Georgetown Rd	County	MD 355 to Nebel St	R	2
NB	Twinbrook Pkw	County	Chapman Av to Ardennes Av	R	3
NB	Woodglen Dr Extended	County/Dev	Nicholson Ln to Marinelli Rd	R	3
OLY	MD097 Brookeville Byp (Proposed)	State	Goldmine Rd to Georgia Av	R	2
OLY	MD097 Georgia Ave	State	MD 108 to Prince Phillip Dr	R	2
OLY	MD028 Norbeck Rd	State	MD 97 to MD 182	R	2
OLY	MD108 Olney-Laytonsville Rd	State	Muncaster Rd to Olney Mill Rd	R	2
POT	MD189 Falls Rd Relocated	State	Democracy Blvd to Rockville Line	R	2
POT	MD190 River Rd Relocated	State	Riverwood Dr To River Oaks Ln	R	2
POT	Montrose Rd Extended	County	MD 189 to Falls Rd Relocated	R	3
POT	Montrose Rd	County	Seven Locks Rd to I-270	R	3
POT	Westlake Dr	County	Westlake Ter to Tuckerman Ln	R	3
RDV	MD028 Key West Ave & MD119 Great Seneca Hwy	State	Interchange	R	1
RDV	Sam Eig Hwy & Fields/Diamondback Dr	State/County	Interchange	R	1
RDV	Sam Eig Hwy & MD119 Great Seneca Hwy	State	Interchange	R	1
RDV	Shady Grove Rd & MD028 Darnestown Rd	State	Interchange	R	1
RDV	Darnestown Rd Relocated	County	Darnestown Rd to Great Seneca Hwy	R	2
RDV	MD119 Great Seneca Hwy Relocated	County/State	Darnestown Rd to Sam Eig Hwy	R	2
SSTP	Lyttonsville Rd	County	Grubb Rd to Lyttonsville Pl	R	3
SSTP	Seminary Rd	County/Dev	MD 192 to MD 97	R	3
RKV,GBG,GTE,G TE,CLK	I-270 (HOV and Widening)	State	I-370 to Frederick Co Line	R	1
RURW	MD118 Germantown Rd	State	MD 28 to MD 117	R	2
RURW	Whites Ferry Rd Relocated	County	Partnership Rd to west of Partnership Rd	R	3



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