



Subdivision Staging Policy – Preliminary Draft Transportation Recommendations Related to Work of the Transportation Impact Study Technical Working Group



Eric Graye, Supervisor, Functional Planning & Policy Division, eric.graye@montgomeryplanning.org, 301-495-4632



Pamela Dunn, Chief, Functional Planning & Policy Division, pamela.dunn@montgomeryplanning.org, 301.605-5649



Tom Autrey, Supervisor, Functional Planning & Policy Division, thomas.autrey@montgomeryplanning.org, 301-495-4533

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Description

Two key transportation-related elements of the 2016 Subdivision Staging Policy (SSP) concurrently under review by the Planning Board are:

- (1) The update and refinement of the Local Area Transportation Review (LATR) procedures used in support of subdivision regulation. Related to this effort, the Transportation Impact Study Technical Working Group (TISTWG) has been assembled to review the current LATR process and identify new transportation system performance metrics and regulatory procedures for consideration.
- (2) A proposed a new framework/construct for testing transportation adequacy in the context of the SSP.

Related to the above, today's roundtable is a continuation of two (2) recent Planning Board discussions held this past February:

- (1) February 18, 2016 – Roundtable discussion regarding a proposed new framework for the testing of transportation adequacy. In summary, this framework serves to: (1) consolidate to a solely payment system in down-county CBD areas; (2) streamline to require a traffic study/payment system in areas where the Road Code stresses an enhanced pedestrian and cyclist environment and (3) retain the current requirement of a traffic study/mitigate-payment system in the low-density residential areas of the County.
- (2) February 25, 2016 - Roundtable discussion regarding a **refined** set of draft LATR-related recommendations developed by the TISTWG in support of the update of the *2013 LATR/TPAR Guidelines* and *2012 Subdivision Staging Policy*. This discussion primarily focused on two topics on which the TISTWG has spent considerable effort:

- The development of additional “pro-rata share” districts (such as exists in White Flint and is under development in White Oak) wherein LATR and Transportation Policy Area Review (TPAR) would be replaced by a district-wide payment system, and
- The consideration of the Vehicle Miles of Travel (VMT) metric as an element within the LATR process.

Relative to the current SSP process, the intent of the initiatives described above is to develop a new process that is less auto-centric in character in appropriate locations, more robust/reflecting travel delay and more streamlined with respect to the development review process.

Today’s discussion will primarily focus on how the draft transportation recommendations developed by the TISTWG would fit within the context of the proposed new SSP transportation adequacy testing framework under consideration by the Planning Board.

In addition, the Planning Board will be briefed on commentary received from the public at a SSP Transportation Community Meeting held on March 15, 2016 at which roughly 30-35 County residents were in attendance. A key topic of discussion at this event was the proposed new framework for testing transportation adequacy. A follow up community meeting is scheduled on April 12, 2016.

EG/ PD/TA/aj