



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

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**Description**

At the March 31, 2016 Planning Board roundtable discussion regarding a new framework for testing transportation adequacy, staff received guidance from the Planning Board to proceed with a construct which generally reflects:

- a solely payment system in down-county CBD areas;
- a traffic study/payment system in other areas where the Road Code emphasizes context sensitive and balanced multi-modal approaches and;
- a traffic study/mitigate-payment system in the low-density residential areas of the County.

Key elements of this construct are described in the table below.

Combining Areawide and Local Area Evaluation Concepts

	Core	Corridor	Residential – Streets	Residential – Roads	Rural
New Areawide Test	Monitoring	Applies	Applies	Applies	Does not apply
LATR using mode-specific trip generation with multimodal intersection delay or CLV	Monitoring	Applies multimodal intersection delay	Applies multimodal intersection delay	Applies CLV	Applies CLV
Development required to:	Impact Tax	Provide local area study, check policy area adequacy, make mitigation payment, if applicable, and pay impact tax	Provide local area study, check policy area adequacy, make mitigation payment, if applicable, and pay impact tax	Provide local area study, check policy area adequacy, mitigate, if applicable, and pay impact tax	Provide local area study, mitigate, if applicable, and pay impact tax

**Note:** Option to exempt residential applicants with minimal on-site parking based on VMT reduction remains applicable in Core areas to reduce or eliminate payment.

In the context of this discussion, the Planning Board also directed staff to continue to examine the utility of the area-wide transportation system performance metrics described below as a replacement for the current Transportation Policy Area Review (TPAR) process.

- **Accessibility to Jobs via Transit:** Number of regional jobs available within 45 minutes by walk-access transit from households in each policy area.
- **Non-Auto Driver Mode Share (NADMS):** Percentage of trips to work by walk, bike, transit and auto passenger in each policy area.
- **Vehicle Miles of Travel (VMT) per Capita:** Average trip length by auto drivers from households within each policy area.

Today's discussion will focus on a discussion of staff's efforts to respond to the guidance described above.

In addition, the Planning Board will be briefed on commentary received from the public at a second Subdivision Staging Policy (SSP) Transportation Community Meeting scheduled on April 12, 2016. A key topic of discussion at this event will be the proposed SSP-related initiatives described above.

EG/ PD/TA/aj