



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB
Item # 11
4/1/04

March 26, 2004

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Richard C. Hawthorne, Chief
Transportation Planning *RCH*

FROM: Ronald C. Welke, Supervisor *R Welke*
Transportation Planning 301-495-4533

SUBJECT: Local Area Transportation Review (LATR) Guidelines
Staff Draft to Release for Public Comment

Transportation Planning staff is pleased to enclose the Staff Draft of an update to the Local Area Transportation Review (LATR) Guidelines for release to the general public, transportation consultants, developers and other interested parties for comment. The Staff Draft is reflective of changes to the Annual Growth Policy adopted by the County Council in October 2003 that are effective July 1, 2004, as discussed below.

The County Council eliminated Policy Area Transportation Review as of July 1, 2004 and made other AGP revisions that need to be reflected by provisions in the LATR Guidelines, as follows:

1. Intersection congestion standards are lowered by 50 critical lane volume (CLV) movements in all policy areas except Central Business District and Metro Station Policy Areas
2. Capital projects that are fully funded in the first four (rather than five) years of the CIP or CTP may be "counted" in a traffic study
3. A traffic study must be completed for any application that would generate 30 (rather than 50) or more weekday peak-hour vehicle trips
4. For any application that will generate 30 to 49 weekday peak hour vehicle trips, the Planning Board must require that either a) all LATR requirements are met or b) the applicant make an additional payment equal to 50% of the transportation impact tax
5. Larger subdivisions may be required to analyze up to five tiers of signalized intersections from the site in each direction

6. The Planning Board may select trip reduction measures rather than road improvements as the required means of traffic mitigation, balancing safety issues for pedestrians and bikes versus improved intersection capacity.
7. For applications in the Potomac Policy Area, three additional intersections are subject to the LATR Guidelines: 1) River Road and Bradley Boulevard, 2) River Road and Piney Meetinghouse Road, and 3) River Road and Seven Locks Road.
8. Transportation Planning staff may request analysis of link volume capacity as part of a traffic study.

Of particular significance is the direction of the County Council to the Planning Board to consider trip reduction measures and/or non-automobile transportation amenities as an alternative to intersection improvements, especially in our urban down-County areas. Thus, a finding of "adequacy" for an application will be based on a balance of physical road improvements intended to reduce congestion with implementation of safety or non-auto mode share enhancements for pedestrians, bikes or transit users. How this is done may be a topic of some comments on the Guidelines.

Another issue that may be controversial is defining the scope of a traffic study for development of a site that includes adjacent or contiguous land in one location that is under common ownership.

The following tentative schedule has been established for receiving public comment, holding worksessions with the Planning Board, and adopting these guidelines:

April 22 – Planning Board Public Hearing to receive written and oral comments and discuss overall issues with staff.

May 13 or May 20 – Hold worksessions with the Planning Board

June 10 – Adopt the LATR Guidelines

July 1 – LATR Guidelines become effective for all applications

Staff requests that all written comments be submitted to:

Ron Welke, Supervisor,
Transportation Planning, Room 105
by
COB Friday, April 23, 2004
Email: ron.welke@mncppc-mc.org.

RCW:kcw
Attachment