Transportation Policy Area Review

Thoughts for Discussion
Dan Hardy

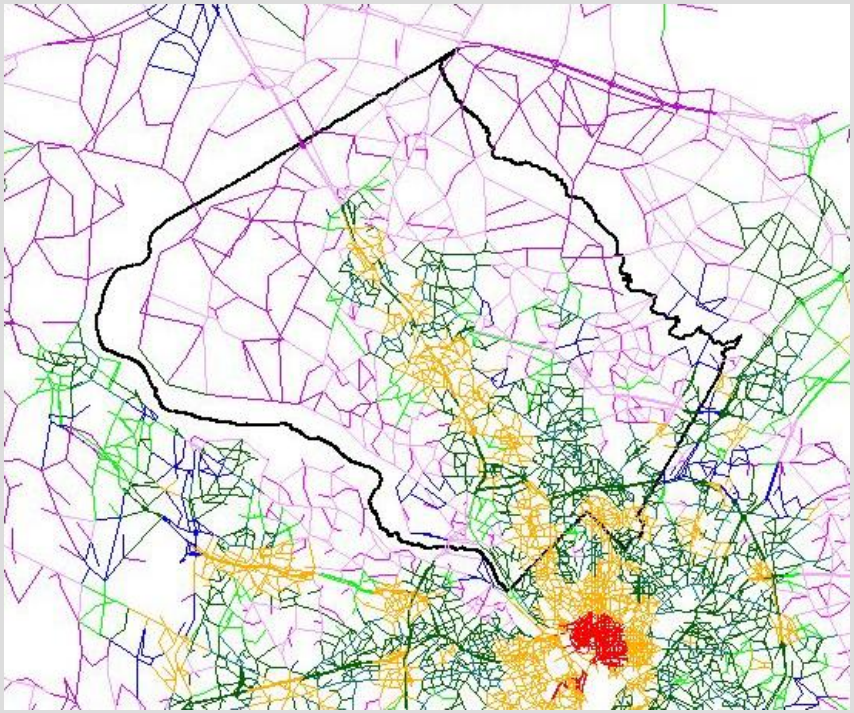
1. Forecasting “engine”
2. CIP / CLRP timeframe
3. Transit performance
4. Congestion policy
5. Costs / outcomes
6. Next steps

Exhibit 2.1: Parts of the Proposed Transportation Policy Area Review Process

FORECASTING ENGINE

- Retention of PAMR travel forecasting engine positive
  - Areawide performance measures
  - Application flexibility (horizon years, scenarios)
  - Process is regional, sustainable

"A TPAR by any other name would smell as sweet…."



CIP / CLRP TIMEFRAME

- Use of longer timeframe appropriate
  - Better links CLRP land use / network planning
  - Better matches pipeline absorption rate
  - 10+ years allows candidate project implementation
  - Facilitates “proportional staging” concept
- Issues to resolve
  - Meaning of county/state commitments > 6 years
  - Process of defining candidate networks (step 15)

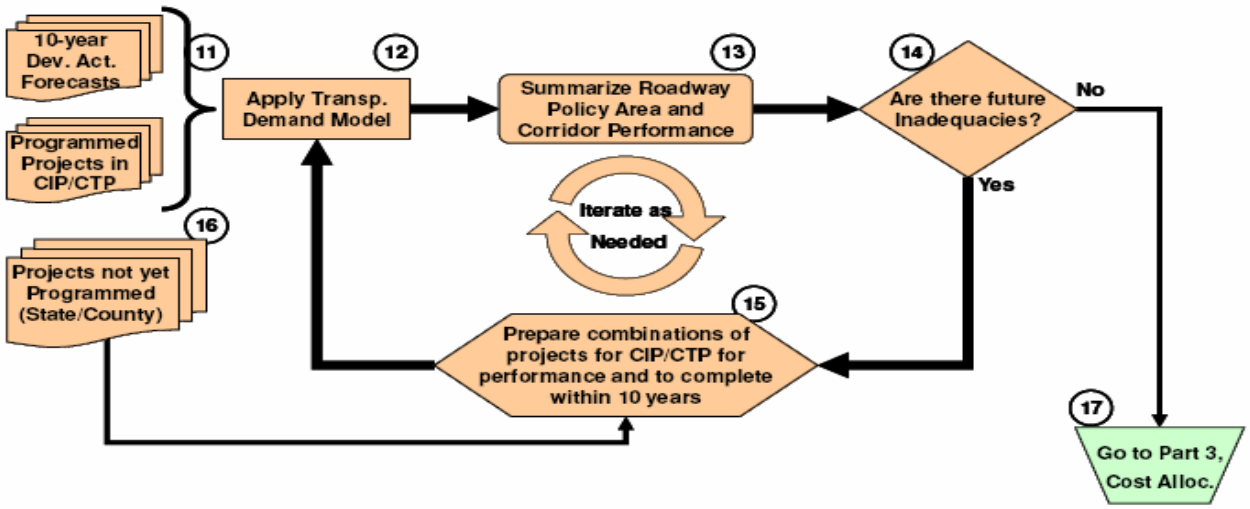
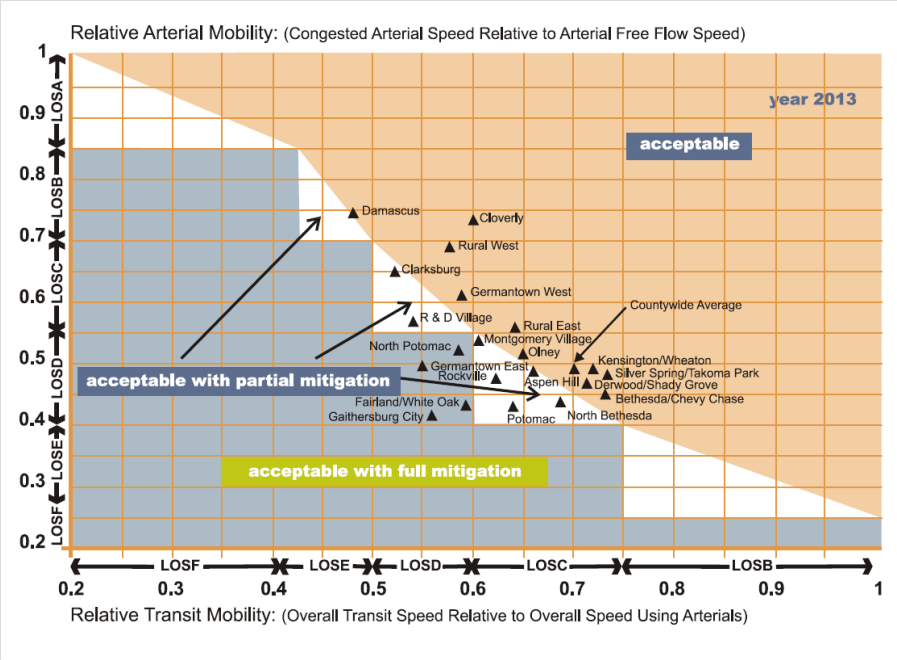


Exhibit 3.6: Identifying Roadway Inadequacies and Solutions

TRANSIT PERFORMANCE

- Transit / roadway link
  - Policy, or math?
  - Continuum, or step function?
  - Capacity, or use?
  - Sensitive to BRT?



Transit Adequacy Analysis:

	Number of Bus Routes	Coverage (Percent of area within 1 mi. rail; 1/3 of bus)	Peak Headway by Bus in PM Peak Hour (min.)	Span: Duration of Weekday Bus Service (hours)
"Urban" Policy Areas served by Metrorail				
Silver Spring/Takoma Park	33	96.0%	17.5	13.4
North Bethesda	14	87.4%	21.3	15.0
Kensington/Wheaton	20	82.0%	22.6	13.6
Bethesda/Chevy Chase	16	81.2%	17.6	13.5
Rockville City	13	79.9%	17.2	17.6
Derwood	3	70.0%	20.0	14.9
Inadequate versus the Standards shown	xx.x	**more than 80.0%**	**less than 15.0 ##**	**more than 17.0**
		## = 20.0 with Metrorail		
"Suburban" Policy Areas				
R&D Village	5	75.5%	25.0	11.7
Gaithersburg City	10	75.0%	19.3	14.6
Fairland/White Oak	13	48.2%	19.5	11.9
Germantown West	10	48.0%	21.8	15.7
Montgomery Village/Airpark	12	47.1%	19.4	14.9
Aspen Hill	10	43.7%	18.4	15.9
Germantown East	5	39.3%	21.0	13.4
Cloverly	2	30.0%	26.5	7.2
North Potomac	7	29.2%	23.6	12.3
Olney	4	26.2%	23.3	10.0
Potomac	10	22.5%	19.1	14.3
Clarksburg	2	16.4%	30.0	10.2
Inadequate versus the Standards shown	xx.x	**more than 30.0%**	**less than 20.0**	**more than 14.0**
"Rural" Policy Areas				
Rural West	1	8.4%	30.0	6.3
Damascus	1	7.4%	20.0	15.7
Rural East	1	7.4%	20.0	15.7
Inadequate versus the Standards shown	xx.x	**more than 5.0%**	**less than 30.0**	**more than 6.0**

CONGESTION POLICY

- Further discussion on LOS standards needed

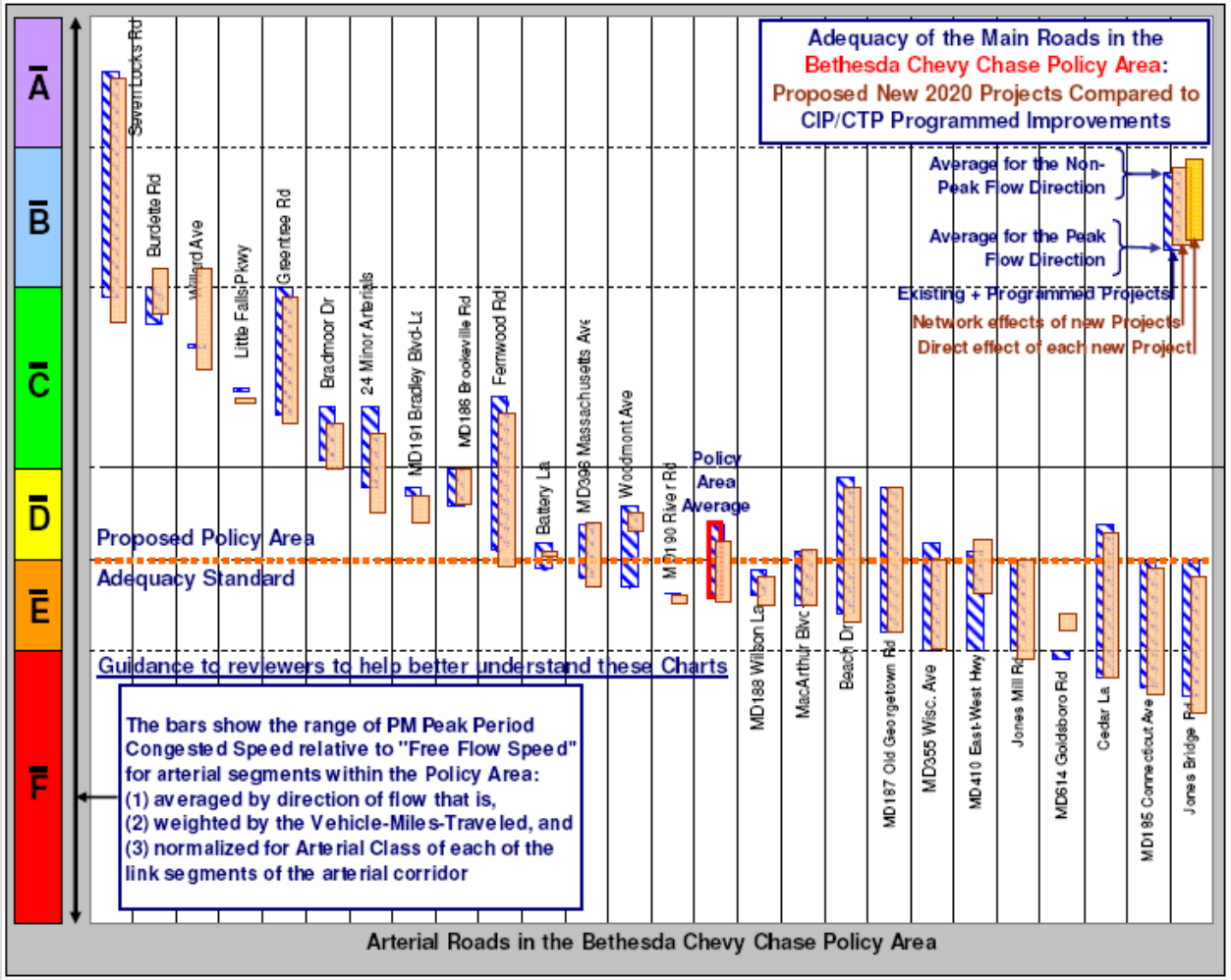


Exhibit 6.1D: Roadway Adequacy Results for the Bethesda / Chevy Chase Policy Area

COSTS / OUTCOMES

- Public / private participation concept attractive
- Appropriate policy lever
- More discussion needed on:
  - Candidate projects
  - Capital versus life-cycle
  - Relationship to LATR and impact taxes
  - $$ from federal, state, user
  - Bottom-line cost to develop

NEXT STEPS

- Related Board discussions
  - Bill 38-10 (APF for vacancies) at Board 7/1
  - TPAR briefing at Board 7/15
  - Bill 19-10 (Impact tax credits) at Board 7/15
  - Bill 38-09 (4-year schedule at Council) 7/20
- Countywide BRT study / master plans
- Growth policy amendment schedule discussions