



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 8, 2009

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Dan Hardy, Chief DKH
Move/Transportation Planning Division

FROM: Eric Graye, Supervisor (301.495.4362) EG
Move/Transportation Planning Division

SUBJECT: 2013 PAMR Analysis and FY 10 Trip Mitigation Requirements

STAFF RECOMMENDATION: Adopt FY 10 Policy Area Mobility Review trip mitigation requirements effective July 1, 2009.

I. 2013 Policy Area Mobility Review (PAMR) Findings

This analysis updates the year 2012 PAMR analysis performed in support of the FY 09 trip mitigation requirements adopted by the Planning Board in May 2008. This annual update of PAMR mitigation requirements is conducted as part of the County's Growth Policy as described in the Planning Board's *Local Area Transportation Review and Policy Area Mobility Review Guidelines*. The FY 10 requirements the Board adopts will be effective for subdivision applications submitted after July 1, 2009. This analysis is being conducted per the adopted 2007-2009 Growth Policy and is unrelated to potential 2009-2011 Growth Policy amendments that staff will propose to the Planning Board in June.

Using the Department's TRAVEL/3 regional transportation model, staff have computed the year 2013 auto and transit travel relationship based on the set of transportation facilities currently funded in the four-year capital program (i.e., Montgomery County CIP and Maryland State CTP) and additional transportation capacity conditions of approved development in combination with the geographic pattern of existing and approved jobs and housing in the County.

The 2013 PAMR-related results developed from this effort are summarized in Table 1. The 2013 PAMR chart derived from these data is displayed in Figure 1. As can be observed, four (4) policy areas fall into the "acceptable with full mitigation" area on the chart: (1) Germantown East, Gaithersburg City, North Potomac, and Fairland/White Oak. Concurrent with this finding, twelve (12) policy areas fall into the "acceptable with partial mitigation" area on the chart. These policy areas, along with the FY 10 trip mitigation percentages required in these areas are listed in Table 2. A map depicting these area-wide traffic mitigation requirements is provided as Figure 2.

Table 1

Derivation of Year 2013 PAMR Results by Policy Area

Policy Area	VMT	Relative Arterial Mobility			Relative Transit Mobility				
		VHT (free-flow)	VHT (congested)	Free-Flow Speeds	Congested Speeds	Relative Arterial Mobility	Average Arterial Travel Time	Average Transit Travel Time	Relative Transit Mobility
Aspen Hill	159,112	4,748	9,818	33.5	16.2	48%	34.9	52.7	66%
Bethesda/Chevy Chase	376,181	14,389	32,251	26.1	11.7	45%	26.4	36.0	73%
Clarksburg	91,705	2,951	4,555	31.1	20.1	65%	38.1	73.0	52%
Cloverly	68,022	1,758	2,402	38.7	28.3	73%	37.4	62.3	60%
Damascus	69,315	1,658	2,232	41.8	31.1	74%	45.0	93.5	48%
Derwood	122,611	4,283	9,228	28.6	13.3	46%	33.6	47.1	71%
Fairland/White Oak	344,099	9,455	22,070	36.4	15.6	43%	34.7	58.5	59%
Gaithersburg City	217,109	8,121	19,722	26.7	11.0	41%	29.6	52.8	56%
Germantown East	91,245	3,251	6,580	28.1	13.9	49%	34.0	61.8	55%
Germantown West	126,688	4,354	7,135	29.1	17.8	61%	34.5	58.5	59%
Kensington/Wheaton	413,924	12,945	26,481	32.0	15.6	49%	31.9	44.4	72%
Montgomery Village/Airpark	108,367	3,621	6,768	29.9	16.0	54%	36.7	60.5	61%
North Bethesda	211,775	8,933	20,557	23.7	10.3	43%	26.0	37.8	69%
North Potomac	58,130	2,184	4,219	26.6	13.8	52%	35.4	60.4	59%
Olney	142,467	3,933	7,653	36.2	18.6	51%	41.2	63.4	65%
Potomac	188,068	5,519	12,968	34.1	14.5	43%	32.6	50.7	64%
R & D Village	59,526	2,395	4,235	24.9	14.1	57%	27.2	50.3	54%
Rockville City	258,875	10,679	22,643	24.2	11.4	47%	27.3	43.7	62%
Silver Spring/Takoma Park	228,883	9,034	18,617	25.3	12.3	49%	28.4	38.7	73%
Rural East	474,536	12,114	21,700	39.2	21.9	56%	42.6	66.2	64%
Rural West	210,850	5,654	8,227	37.3	25.6	69%	42.5	73.8	58%
Montgomery County Total	4,021,488	131,979	270,061	30.5	14.9	49%	33.4	47.6	70%

Relative Arterial Mobility measures total PM Peak Period vehicular travel on arterial roadways within each policy area
 Relative Transit Mobility measures AM Peak Period travel times for journey-to-work trips originating within each policy area
 VMT = Vehicle Miles of Travel
 VHT = Vehicle Hours of Travel

Figure 1

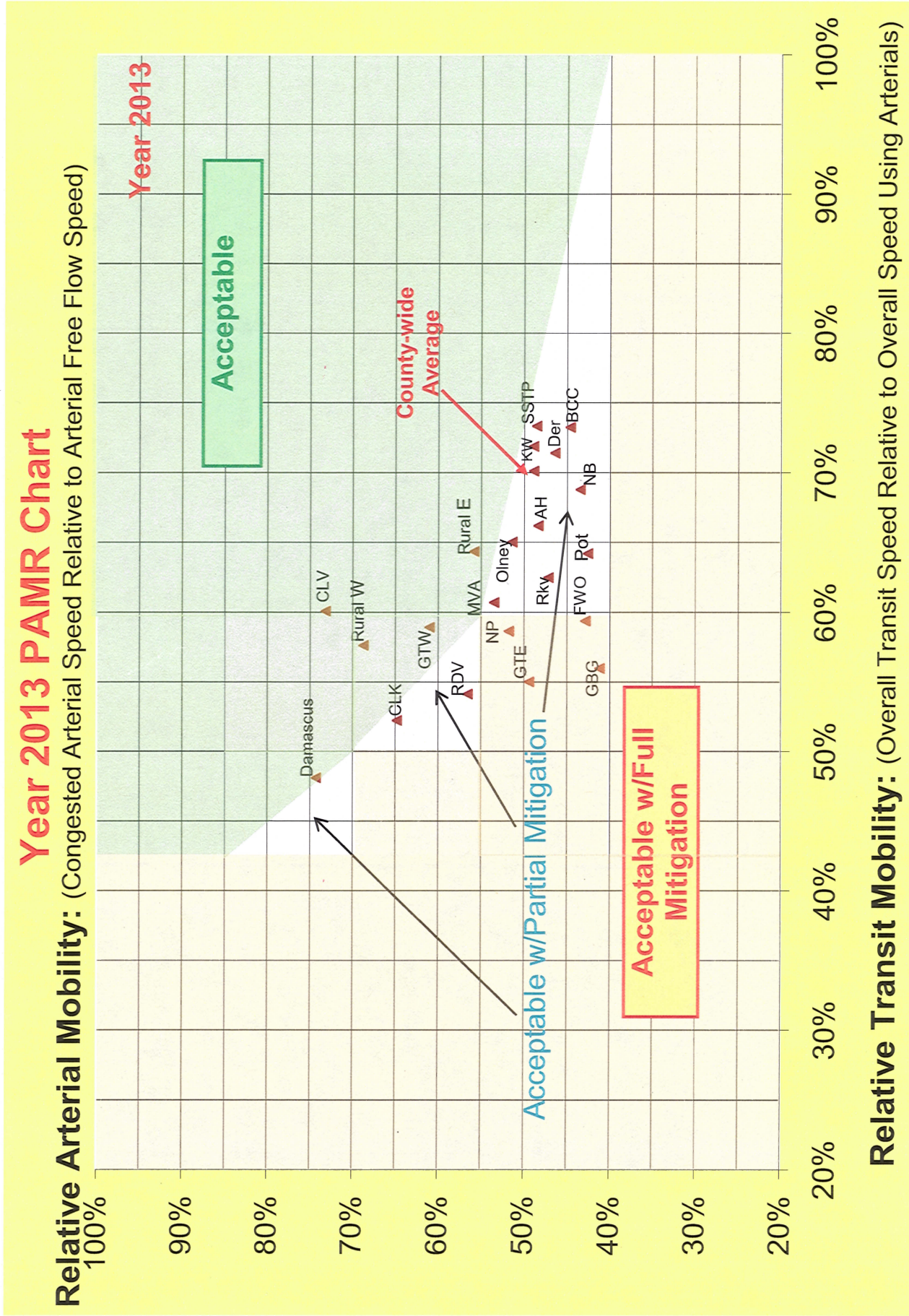
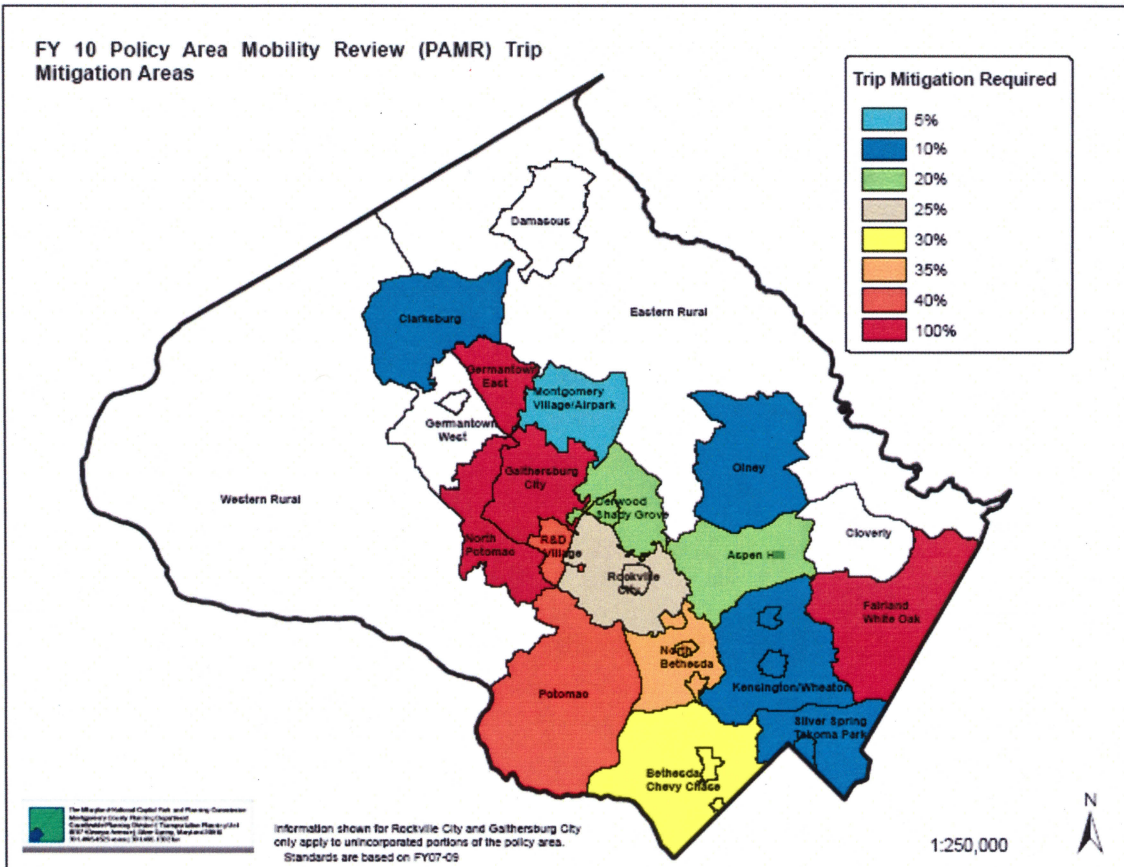


Table 2: 2013 PAMR Results – FY10 Trip Mitigation Requirements by Policy Areas

Policy Area	Trip Mitigation Required
Aspen Hill	20%
Bethesda/Chevy Chase	30%
Clarksburg	10%
Derwood/Shady Grove	20%
Fairland/White Oak	100%
Gaithersburg City	100%
Germantown East	100%
Kensington/Wheaton	10%
Montgomery Village/Airpark	5%
North Bethesda	35%
North Potomac	100%
Olney	10%
Potomac	40%
R & D Village	40%
Rockville	25%
Silver Spring/Takoma Park	10%

Figure 2



II. 2013 PAMR Analysis Discussion

The Montgomery County transportation network assumptions in the 2013 PAMR analysis were generally the same as those assumed in support of the 2012 PAMR analysis performed last year. This reflects the fact that no new capacity producing projects were identified in the current four-year capital program. Changes in the development pipeline between FY09 and FY10 has resulted in modest shifts in trip mitigation requirements in some areas and fairly significant changes in others. Policy areas with notable changes in FY 10 trip mitigation requirements, relative to FY 09 conditions, are described below:

- The Fairland/White Oak policy area was in “partial mitigation” in FY 09, but moves to “full mitigation” in FY 10. This result can be attributed to two factors: (1) the ICC Contract D deferral that resulted in the removal of the collector-distributor (CD) lanes along I-95 in the 2013 network between the ICC and MD 198 (in Prince George’s County) and (2) the assumption of the new Draft SEIS for the FDA at White Oak that resulted in an increase of 1,169 employees at this location relative last year’s 2012 PAMR test.

- The Montgomery Village/Airpark policy area was in “full mitigation” in FY 09, but moves to “partial mitigation” in FY 10. This result can be attributed, in part, to an approximate 10% reduction in the residential pipeline in this area relative to FY 09.
- The Clarksburg policy area was in “zero mitigation” in FY 09, but move to “partial mitigation’ in FY 10. This result can be attributed, in part, to an approximate 5% increase in the non-residential pipeline in this area relative to FY 09.

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