



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
6/16/2011
Item #5

MEMORANDUM

DATE: June 9, 2011

TO: Montgomery County Planning Board

VIA: Mary Dolan, Acting Chief 
Functional Planning & Policy Division

FROM: Eric Graye, Supervisor (301.495.4362) 
Functional Planning & Policy Division

SUBJECT: 2017 PAMR Analysis and FY 12 Trip Mitigation Requirements

RECOMMENDATION: Adopt FY 12 Policy Area Mobility Review trip mitigation requirements effective July 1, 2011.

I. 2017 Policy Area Mobility Review (PAMR) Findings

Per the adopted 2007-2009 Growth Policy (now renamed as the Subdivision Staging Policy), this analysis updates the year 2016 PAMR analysis performed in support of the FY 11 trip mitigation requirements adopted by the Planning Board in May 2010. This annual update of PAMR mitigation requirements is conducted as part of the County's Subdivision Staging Policy and is described in the Planning Board's *Local Area Transportation Review and Policy Area Mobility Review Guidelines*. The FY 12 requirements the Board adopts will be effective for subdivision applications submitted after July 1, 2011. All capital projects programmed for the next six years are included in the PAMR analysis. Hence, this year's PAMR analysis assumes a six year (i.e., 2017) analysis timeframe.

Using the Department's TRAVEL/3 regional transportation model, staff have computed the year 2017 auto and transit travel relationship based on the set of transportation facilities currently funded in the six-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 2017 PAMR-related results developed from this effort are summarized in Table 1. The 2017 PAMR chart derived from these data is displayed in Figure 1. As can be observed, two (2) policy areas fall into the "acceptable with full mitigation" area on the chart: Germantown East and Gaithersburg City. Concurrent with this finding, fourteen (14) policy areas fall into the "acceptable with partial mitigation" area on the chart. These policy areas, along with the FY 12 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: 2017 PAMR Summary

Derivation of Year 2017 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	167,020	5,070	10,614	32.9	15.7	48%	36.4	52.8	69%
Bethesda/Chevy Chase	368,043	14,238	32,201	25.8	11.4	44%	27.8	36.0	77%
Clarksburg	91,438	2,740	4,101	33.4	22.3	67%	40.9	75.6	54%
Cloverly	70,832	1,824	2,584	38.8	27.4	71%	39.8	62.7	63%
Damascus	74,893	1,803	2,523	41.5	29.7	71%	46.2	94.9	49%
Derwood	121,510	4,237	8,802	28.7	13.8	48%	35.5	47.3	75%
Fairland/White Oak	353,934	9,832	23,846	36.0	14.8	41%	36.7	58.5	63%
Gaithersburg City	221,525	7,846	18,623	28.2	11.9	42%	31.2	53.5	58%
Germantown East	98,236	3,395	6,592	28.9	14.9	52%	35.8	63.6	56%
Germantown West	126,573	4,360	7,034	29.0	18.0	62%	36.4	60.1	61%
Kensington/Wheaton	422,416	13,399	28,023	31.5	15.1	48%	33.4	44.6	75%
Montgomery Village/Airpark	107,351	3,581	6,781	30.0	15.8	53%	38.5	61.7	62%
North Bethesda	222,562	9,426	20,890	23.6	10.7	45%	27.7	38.1	73%
North Potomac	60,021	2,172	4,349	27.6	13.8	50%	37.5	61.4	61%
Olney	149,495	4,155	8,298	36.0	18.0	50%	43.5	63.8	68%
Potomac	187,875	5,553	13,280	33.8	14.1	42%	34.9	52.4	67%
R & D Village	57,502	2,291	3,859	25.1	14.9	59%	28.9	51.7	56%
Rockville City	256,106	10,533	21,686	24.3	11.8	49%	29.3	44.2	66%
Silver Spring/Takoma Park	236,007	9,050	18,936	26.1	12.5	48%	29.5	38.6	76%
Rural East	488,663	12,543	23,393	39.0	20.9	54%	44.6	67.3	66%
Rural West	217,045	5,803	8,496	37.4	25.5	68%	44.1	75.1	59%
Montgomery County Total	4,099,047	133,851	274,911	30.6	14.9	49%	35.2	48.1	73%

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: 2017 PAMR Chart

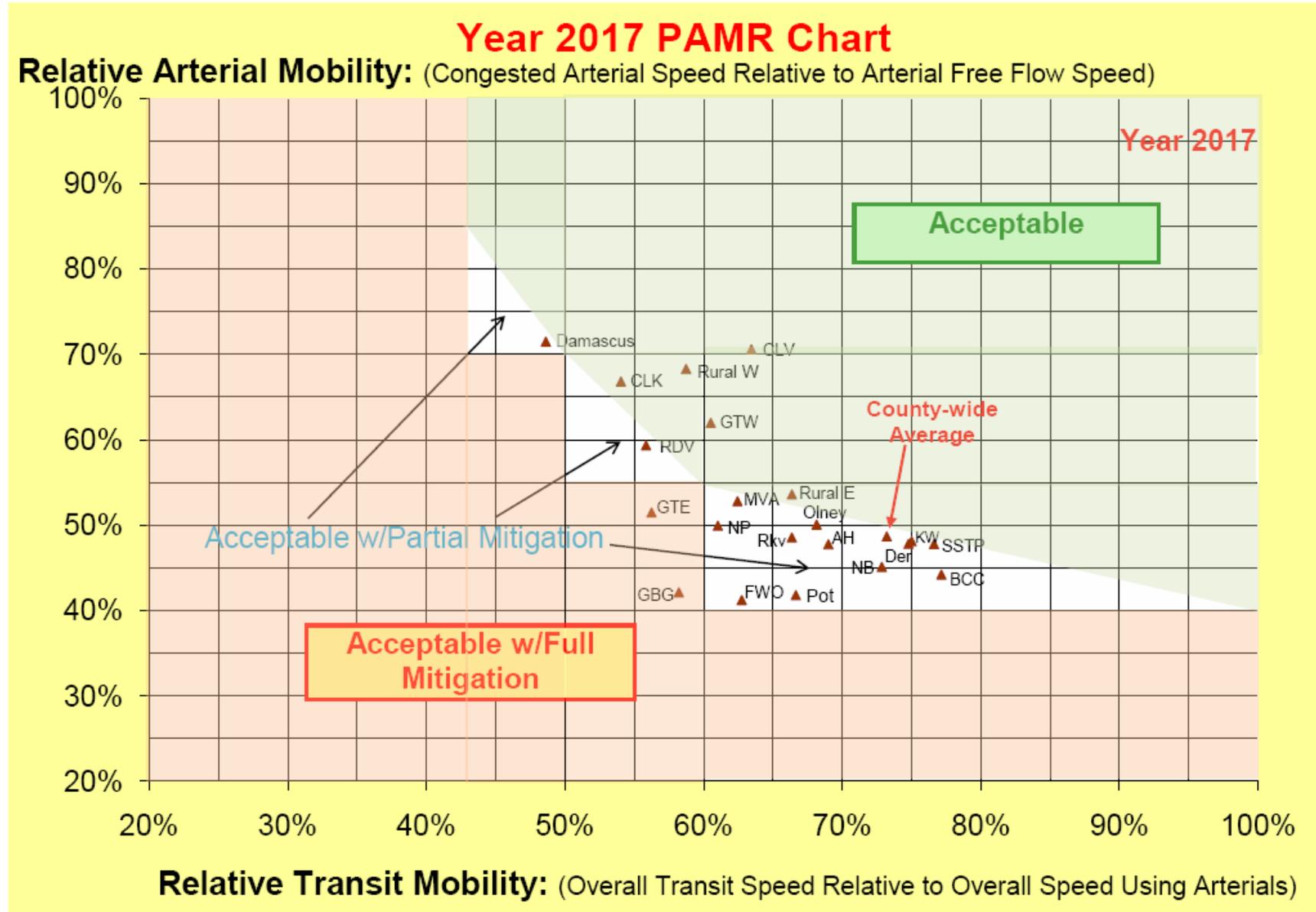
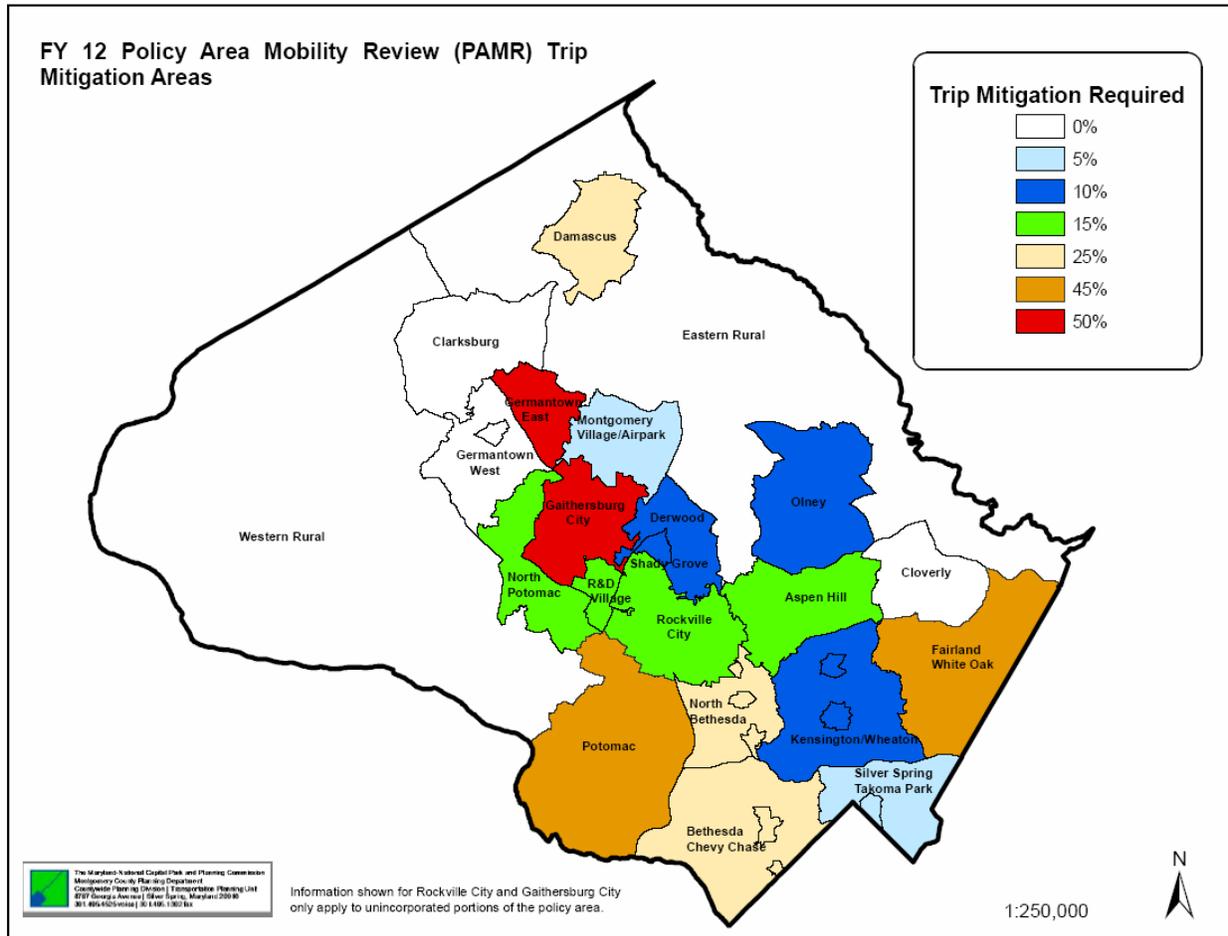


Table 2: 2017 PAMR Results – FY12 Trip Mitigation Requirements by Policy Areas

Policy Area	FY 12 Trip Mitigation Required	Change, if any, from FY 11
Aspen Hill	15%	
Bethesda/Chevy Chase	25%	-5%
Damascus	25%	+25%
Derwood/Shady Grove	10%	-5%
Fairland/White Oak	45%	
Gaithersburg City	50%	
Germantown East	50%	
Kensington/Wheaton	10%	
Montgomery Village/Airpark	5%	
North Bethesda	25%	-5%
North Potomac	15%	+5%
Olney	10%	
Potomac	45%	
R & D Village	15%	-20%
Rockville	15%	-5%
Silver Spring/Takoma Park	5%	-5%

Note: Policy area trip mitigation percentages that differ from FY11 trip mitigation percentages are highlighted in **bold**.

Figure 2: FY 12 Policy Area Mobility Review Trip Mitigation Areas



II. 2017 PAMR Analysis Discussion

Relative to last year’s 2016 PAMR analysis, only one Montgomery County developer-sponsored transportation project was added to the network in order to reflect year 2017 PAMR conditions:

- Snuffers School Road widening to 4 lanes, Centerway Road to Ridge Heights Drive (approximately 0.5 miles).

From a County-wide perspective, relatively minor changes in the estimated development pipeline occurred between FY11 and FY12. However, some policy areas exhibited changes in estimated pipeline development during this period primarily as a result of the Department’s thorough review of the data sources used to estimate pipeline.

From a regional perspective, the assumption of a year 2017 planning horizon had virtually no effect on travel demand modeling, as the regional growth totals assumed outside Montgomery County for jobs and households for year 2017 were roughly equivalent to those tested last year for the 2016 horizon.

The combination of updated County pipeline estimates and the addition of the single minor transportation project described above resulted in generally modest shifts in trip mitigation requirements in some areas with only two areas experiencing more than a 5% difference between FY 11 and FY 12 as described below.

The Damascus policy area required 0% mitigation in FY 11. This policy area moves to “partial mitigation” in FY 12 with a 25% requirement. This result can be largely attributed to the pipeline demographic assumptions pertaining to the 2017 PAMR analysis relative last year’s 2016 PAMR test. These changes result in a shift of the 2017 PAMR data point for the policy area slightly down and to the left on the PAMR chart relative to 2016 conditions. While the change in system performance is fairly minor, the change in mitigation requirement is substantial because the policy area data point crosses the line between no mitigation and partial mitigation.

The R & D Village policy area required 35% in FY 11. The mitigation requirement in this policy area reduces to 15% in FY 12 largely due to a reduction in the employment pipeline in the area from 30,449 as assumed in last year’s 2016 PAMR analysis to 25,809 in this year’s 2017 PAMR test.

EG:tc