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

MCPB
Item # 1
6/3/04

May 25, 2004

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeff Zyontz, Chief
Countywide Planning Division

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

SUBJECT: Local Area Transportation Review (LATR) Guidelines
Final Staff Draft to Release for Adoption

Staff recommends adoption of the Final Staff Draft of the *Local Area Transportation Review (LATR) Guidelines* to reflect staff's recommendations regarding the fifteen issues raised during the public hearing and public comment period as discussed below.

Transportation Planning staff is pleased to enclose the Final Staff Draft of an update to the Local Area Transportation Review (LATR) Guidelines for discussion at a worksession and, at the Planning Board's discretion, adoption to be effective July 1, 2004. The Final Staff Draft is reflective of changes to the Annual Growth Policy (AGP) adopted by the County Council in October 2003. 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.

All of the above issues were addressed in the initial Staff Draft that the Planning Board released for public comment on April 1, 2004.

During the public comment period after release of the initial Staff Draft on April 1, 2004, and at the public hearing on April 22, 2004, several issues were raised by both the public and Planning Board members. Each of those issues is discussed below, and staff's recommendation is made with regard to each issue. In addition, a matrix of all comments received and staff's response is attached to this memorandum (Attachment 1).

Issue No. 1: Trip Credits for Non-Automobile Transportation Amenities

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 amenities that will enhance pedestrian/bicycle safety or encourage transit mode choices.

Staff Recommendation: Adopt a graduated scale of trip credits for non-automobile transportation amenities as reflected in Table 1 below, based on the policy area in which the development is located and the relative cost of each amenity. Allow a higher maximum number of trip credits in policy areas with higher congestion standards.

Discussion

The Planning Board had extensive discussion with staff at the public hearing on April 22, 2004, regarding the relative value of various non-automobile transportation amenities and the cost of these amenities compared to physical intersection improvements.

Department of Public Works and Transportation's (DPWT) Division of Transit Services staff have estimated Ride-On's Fiscal Year 2004 incurred gross cost to carry the average daily round-trip commuter as $2,150 per year. The current estimated cost of each non-automobile transportation amenity is shown in Table 1.

Table 1: Graduated and Maximum Trip Credits Related to Congestion Standards

Non-Automobile Transportation Amenity	Estimated Cost	Trip Credit vs Congestion Standard		
		1400-1500	1550-1600	1800
100 linear feet of five-foot sidewalk	$1,875	0.5	0.75	1.0
100 linear feet of eight-foot bike path	$2,000	0.5	0.75	1.0
Curb Extension/Pedestrian Refuge Island	$8,000	2.0	3.0	4.0
LED Traffic Signals/Intersection	$18,000	4.5	6.75	9.0
Countdown Pedestrian Signals/ Intersection	$6,000	1.0	2.0	3.0
Bus Shelter	$20,000	5.0	7.5	10.0
"Super" Bus Shelter	$40,000	10.0	15.0	20.0
Bus Bench with Pad	$2,000	0.5	0.75	1.0
Information Kiosk	$9,000	1.5	3.0	4.5
Bike Locker (set of eight)	$8,000	2.0	3.0	4.0
Real-Time Transit Information Sign	$40,000	10.0	15.0	20.0
Static Transit Information Sign	$1,000	0.25	0.4	0.5
Maximum Trip Credits: 10% of weekday morning or evening peak-hour site trips, up to a maximum of:		60	90	120

Based on DPWT's estimate of the cost of a typical transit trip, Transportation Planning staff recommends that a trip credit value of approximately $2,000 be given for a trip in a policy area with a congestion standard of 1800. For example, in the Silver Spring CBD, construction of 100 linear feet of eight-foot bike path would receive one trip credit and installation of a bus shelter would receive ten trip credits.

As a matter of public policy, the County desires to encourage pedestrians, bicyclists and transit users in our Metro Station and CBD policy areas while accepting higher levels of congestion. In other policy areas, physical intersection improvements are more desirable to address local congestion. In order to recognize this policy, staff recommends that (1) the maximum number of trips that can be offset by non-automobile transportation amenities be lower in less urban locations by as much as 50%, and (2) the amount of amenities required to offset a trip is higher by as much as 100% in such areas.

If a developer wishes to take credit for mitigating the maximum number of 120 trips in a CBD, he could agree to install three "Super Bus Shelters" (at a cost of $40,000 and 20 trip credits each) and three real-time transit information signs (at a cost of $40,000 and 20 trip credits each) for a total cost of $240,000 and a total of 120 trip credits. The estimated cost to construct a right-turn lane to accommodate 120 vehicles at a signalized intersection in a CBD area could be as high as $2,000,000 in a CBD. In such a case, the "public good" would be better served by installing the non-automobile transportation amenities.

By way of comparison, the same investment of $240,000 in a policy area with a congestion standard of 1400 to 1500 would provide a trip credit of only 60 trips (10 trip credits each). The estimated cost to construct a right-turn lane to accommodate 120 vehicles at a signalized intersection in a suburban or rural area could range from $350,000 to $500,000. The physical improvement may be attractive to a developer since it provides more "capacity" and, more importantly, would be supported by staff and preferred by the Planning Board.

Thus, consistent with the desire of the County Council to give a higher priority to non-physical improvements in our more urban, built up areas where pedestrian, bicycle and transit activity is to be encouraged, the Planning Board would likely prefer the bus shelters and real-time transit information signs in a CBD, but would recommend the physical intersection improvement in a rural or up-county policy area. That decision rests with the Planning Board.

The Planning Board requested that staff provide several examples of recent developments that have provided such amenities. Several are listed below:

- Burnt Mills Shopping Center, desirable infill project, U.S. 29, Silver Spring – sidewalk and two bus shelters in lieu of intersection improvement project
- Cider Barrel and Eton Square, townhouses, MD 355, Germantown – four bus shelters and 2,300 feet of sidewalk in lieu of intersection improvement project
- Stoney Mill Shopping Center Expansion, desirable infill project, Randolph Road and Veirs Mill Road, Wheaton – two bus shelters in lieu of intersection improvement project

Issue No. 2: Should the effectiveness of non-automobile transportation amenities be monitored?

Staff Recommendation: As a matter of policy, the effectiveness of non-automobile transportation amenities should not be monitored.

Discussion

It is virtually impossible to measure the effectiveness of such amenities; e.g., sidewalks, bike paths, bus shelters, real-time transit information signs, etc. It is understood that, as a matter of sound public policy, such amenities are highly desirable and are to be encouraged in lieu of physical intersection improvements, especially in our Metro Station and CBD policy areas.

Issue No. 3: How does DPWT's contract with Clear Channel Communications (CCC) to install a minimum of 500 "standard" bus shelters affect a developer's opportunity to install them to satisfy LATR?

Staff Recommendation: Clarifying language has been added to the text regarding the opportunity for developers to install "standard" bus shelters and "Super" bus shelters.

Discussion

"Standard" bus shelters to be provided under LATR must be located in areas where CCC chooses not to provide shelters. "Super" bus shelters may be installed under LATR and will need to be coordinated with existing and planned locations for "standard" bus shelters.

Issue No. 4: Public comment was received objecting to different standards for evaluating the impact of site-generated traffic based on who owns the property. This is because the standard of how far traffic is tracked from the development site increases based on the total amount of development at one location assumed to be under common ownership.

Staff Recommendation: For purposes of determining the need for a traffic study, (number of weekday peak hour trips), and number of intersections to be included in a traffic study, the "land at one location under common ownership" should be limited to the existing parcel that is being modified or expanded and land available for future development.

Discussion

Shane Pollin, with Ralph J. Duffie, Inc., Steve Orens, land use attorney, and Craig Hedberg and Steve Petersen, traffic consultants, each provided public testimony objecting to staff's current practice of including all land at one location under common ownership in determining the need for and scope of a traffic study. Staff agrees that in some cases this has

resulted in a scope for a traffic study that may be considered excessive for the amount of new development proposed.

Mr. Hedberg suggested a time horizon of one, four or six years after the development is fully occupied. The one year horizon is related to the acceptability of traffic counts; the four year horizon is related to requirement that a capital project be fully funded for construction in four years to be eligible to be counted; and the six year horizon is related to the minimum years that traffic studies are considered accurate in estimating future traffic conditions.

Another option considered by staff would be a ten-year horizon after the development is fully occupied. This would be reflective of the maximum number of years that traffic studies are considered accurate in estimating future traffic conditions.

Staff does not support any of these time-related options. Staff considers it inappropriate to place a time horizon on development after which it need not be accounted for in terms of total impact on the local roadway network. Further, staff believes that tracking such information would be difficult and unreliable.

As an alternative, staff recommends that only the parcel of land at one location under common ownership that is being modified or expanded be included in determining the need for and scope of a traffic study. This limits the developer's exposure to the number of intersections to be studied while providing staff with a reasonable land area upon which to assess the impact of a proposed development.

Issue No. 5: Should a methodology other than the Critical Lane Volume methodology be used in LATR?

Staff Recommendation: Retain the CLV methodology as the accepted standard methodology for calculating existing and future congestion at signalized intersections.

Discussion

The Critical Lane Volume methodology has been in use in Montgomery County since the inception of the LATR Guidelines. It is the standard used by other neighboring jurisdictions and the Maryland State Highway Administration, and is a simple, straightforward and accurate way of measuring intersection congestion.

A report to the County Council dated April 1997 from the Intersection Congestion Work Group (ICWG), made up of representatives of academia, citizens, and M-NCPPC and DPWT staff, responding to a County Council AGP request, recommended that the Planning Board "continue to use the critical lane volume method as the basis for setting standards and measuring congestion at intersections in Montgomery County." The County Council has provided no alternative direction to the Planning Board since that report was submitted to them in 1997.

Issue No. 6: Should a growth factor to account for increases in "through traffic" be applied to the LATR procedures?

Staff Recommendation: A growth factor should not be applied to the current LATR procedures.

Discussion

Several citizens as well as Glenn Orlin, transportation analyst for the County Council, suggested that a growth factor be applied to LATR procedures.

The idea of a growth factor was discussed in the context of the work of the Traffic Growth Work Group (TGWG) in 1998-1999 as reflected in their report to the Planning Board dated January 4, 1999. A significant finding of that effort was that traffic studies consistently overestimate future traffic conditions for a period of up to as many as ten years (see Figure 1). This is reflective of two factors: first, traffic studies often include both ends of a trip; i.e., to an office and from a residence, and therefore overestimate total trips and, second, some "background" development included in a traffic study never happens. Traffic growth is accounted for reasonably and accurately using our current procedures.

Issue No. 7: Several citizens suggested that traffic studies should be conducted at times other than the weekday morning (6:30-9:30 a.m.) and evening (4:00-7:00 p.m.) peak periods; e.g., midday on weekdays and/or on weekends (Saturday).

Staff Recommendation: The three hour weekday morning (6:30-9:30 a.m.) and evening (4:00-7:00 p.m.) peak periods capture the highest hourly traffic volumes during a typical week and should be the time periods during which traffic data is collected for traffic studies. Traffic data consistently verifies that the peak hour midday on weekends or on Saturdays is lower than the peak hour during the weekday morning and/or evening peak periods.

Discussion

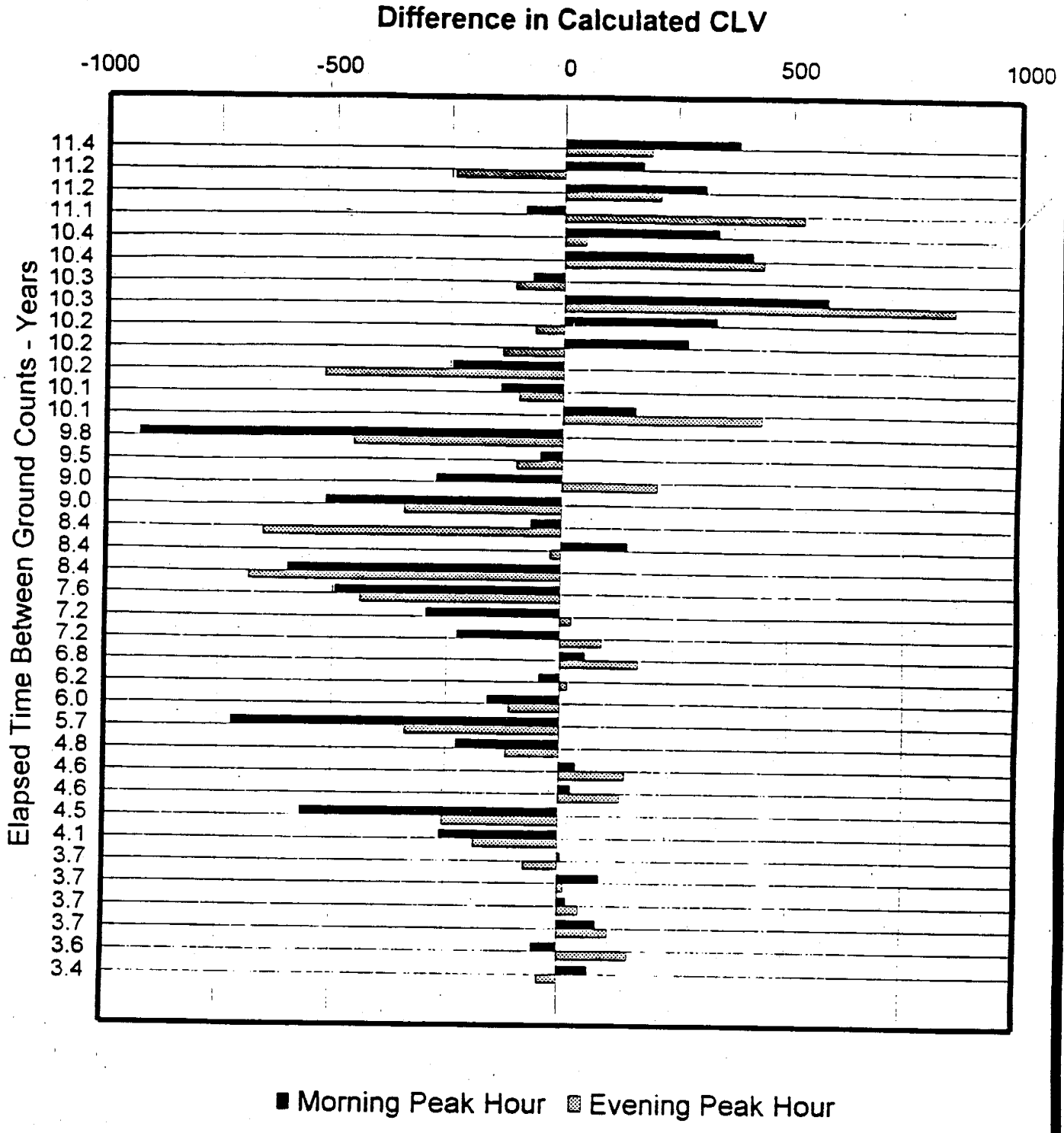
Traffic count data collected in the late 1990s and early 2000s consistently confirmed that no peak hour during either midday on a weekday or at anytime on a Saturday exceeded the peak hour of traffic during the weekday morning and/or evening.

A review of more recent (2001-2003) data from our DASH system continues to confirm that neither weekday midday peak-hour volumes nor Saturday peak-hour volumes exceed the standard weekday morning and evening peak period peak-hour volumes. Hourly volume was assembled for Rockville Pike, Old Georgetown Road, Connecticut Avenue, Georgia Avenue, Olney-Sandy Spring Road (MD 108), and Democracy Boulevard, all located adjacent to shopping areas. The data verify that hourly volumes are highest during weekday morning and evening peak periods, although some weekday midday and/or Saturday hourly volumes along Rockville Pike may approach these levels. Graphs depicting two-way successive hourly volumes on Rockville Pike at three locations near White Flint Mall are provided for your information (see Figure 2-4).

Figure 1

CRITICAL LANE VOLUME COMPARISONS

Difference Between Actual Change and Study Projected Change



Ranked by Elapsed Time between first and last ground counts

Bars on left are cases where Actual change is less than Projected; Bars on right are cases where Actual exceeds Projected

Figure 2

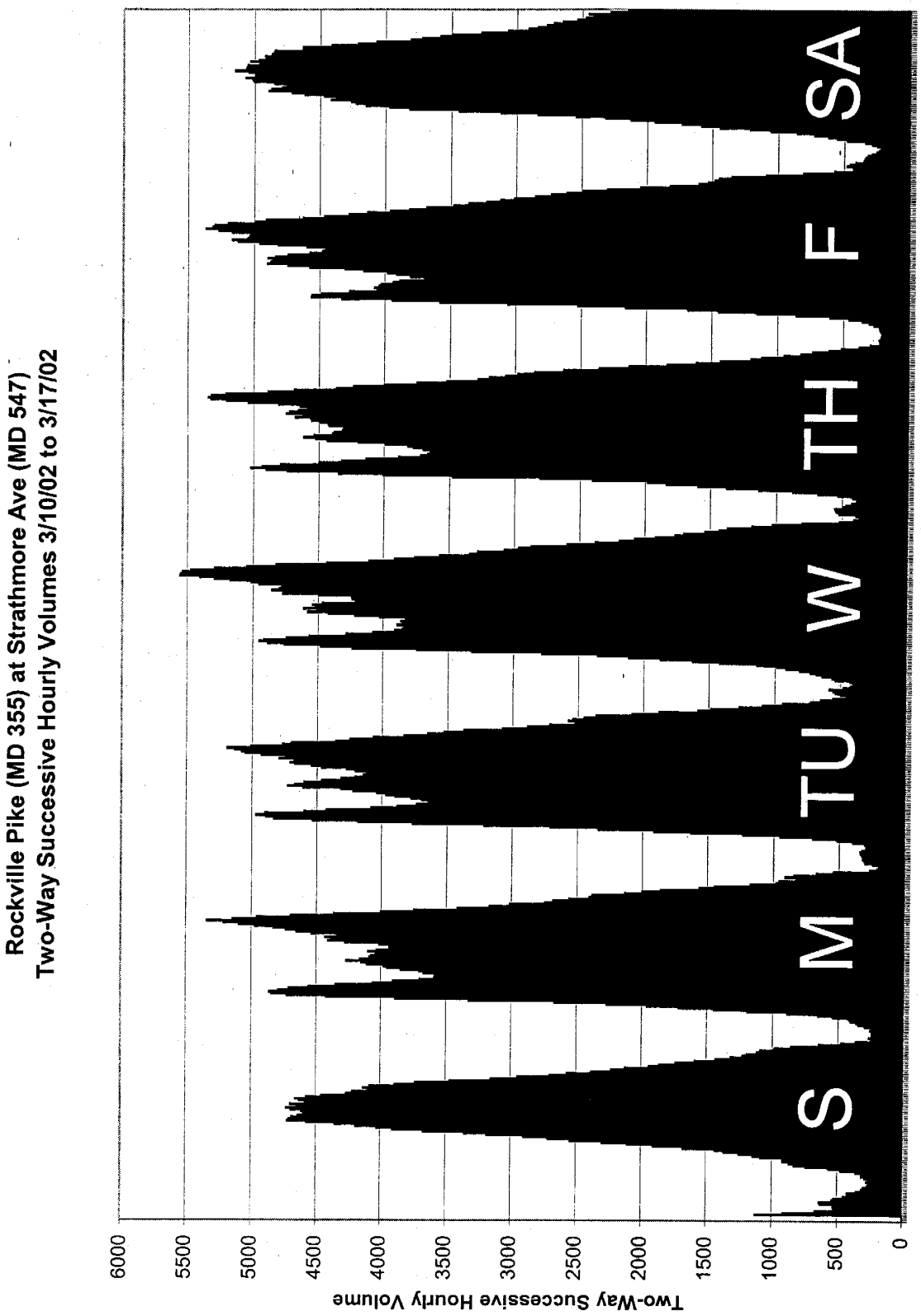

Rockville Pike (MD 355) at Strathmore Ave (MD 547)
Two-Way Successive Hourly Volumes 3/10/02 to 3/17/02
Two-Way Successive Hourly Volume
6000
5500
5000
4500
4000
3500
3000
2500
2000
1500
1000
500
0
S
M
TU
W
TH
F
SA
Time

Figure 3

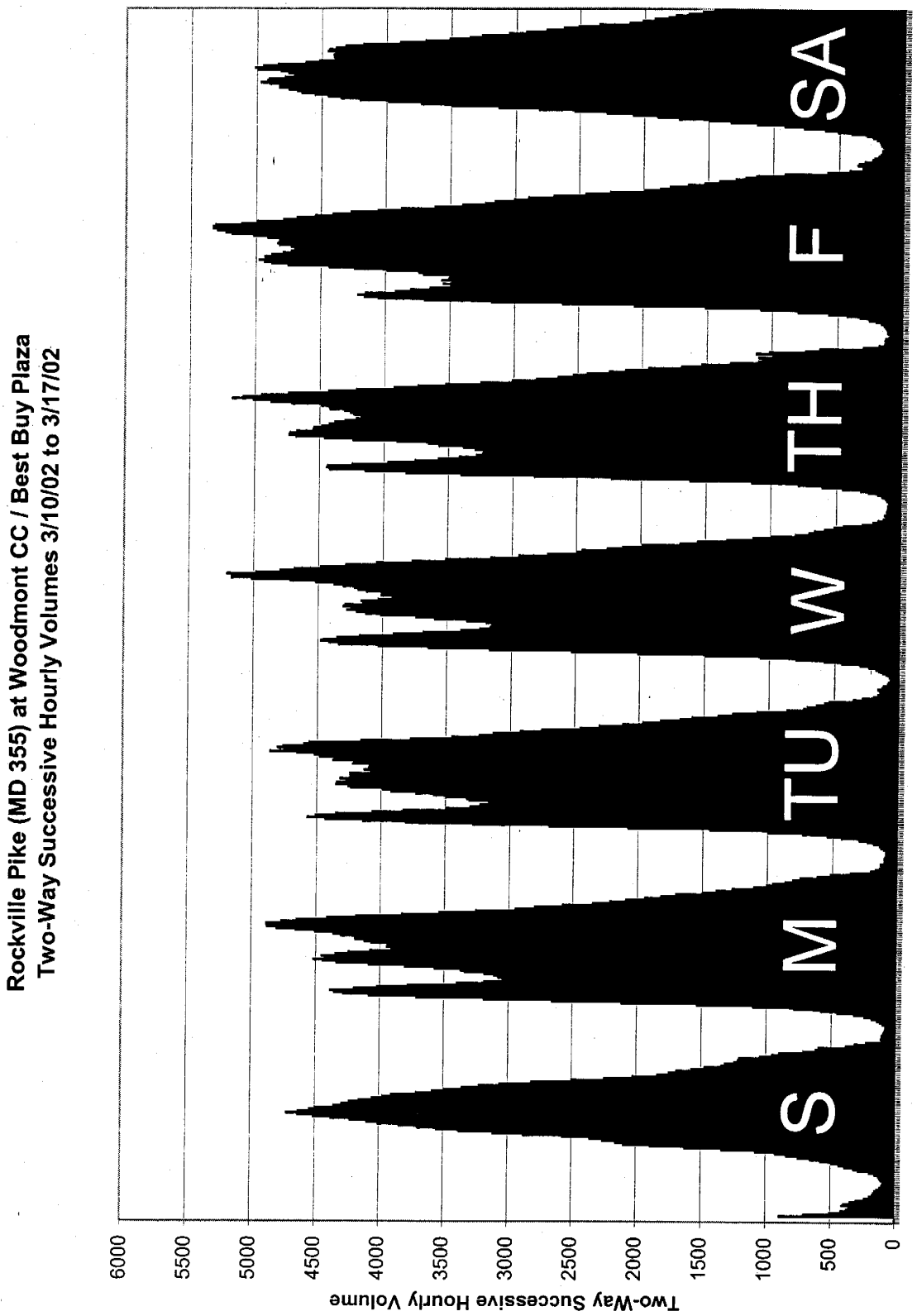
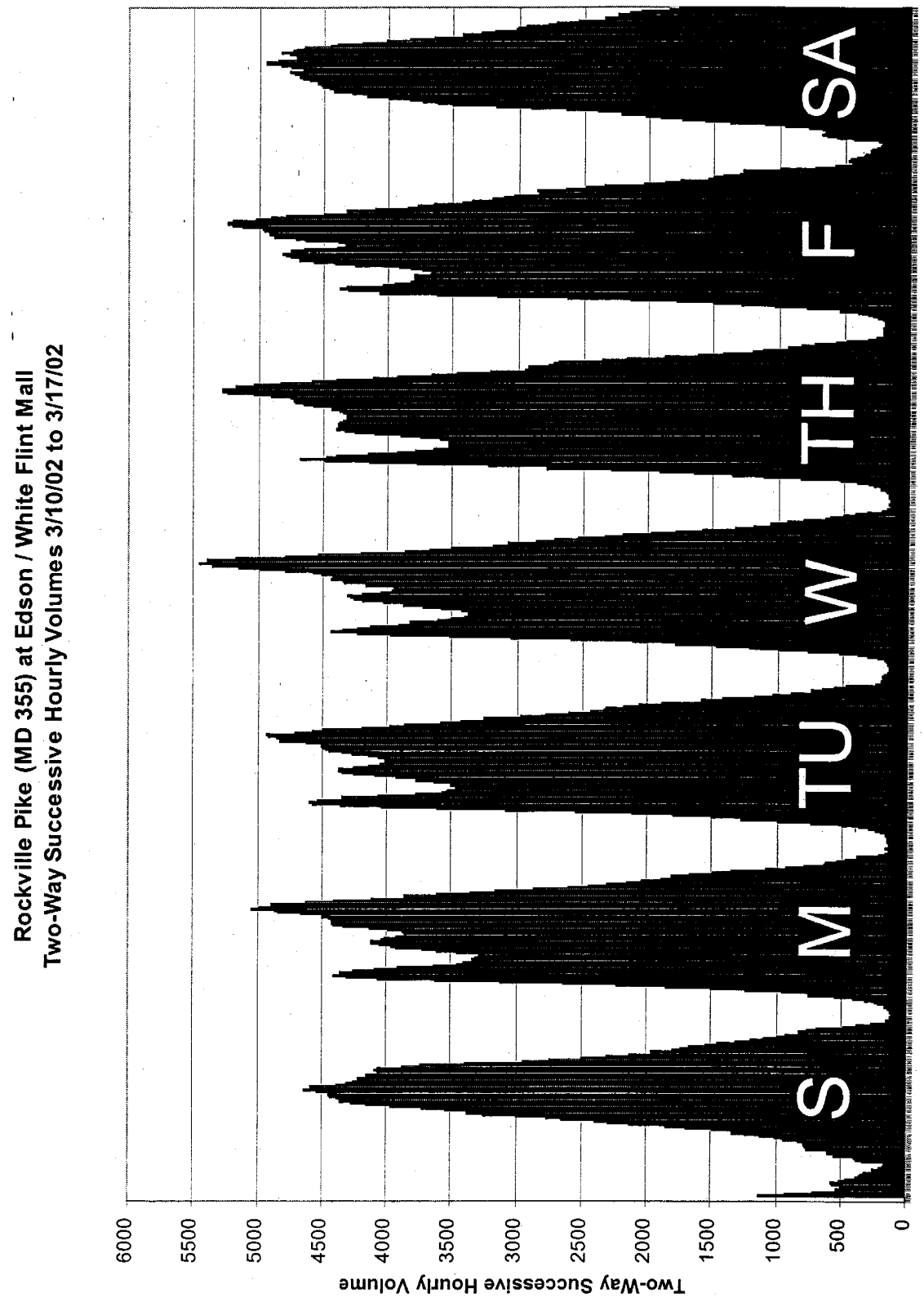

Rockville Pike (MD 355) at Woodmont CC / Best Buy Plaza
Two-Way Successive Hourly Volumes 3/10/02 to 3/17/02
Two-Way Successive Hourly Volume
6000
5500
5000
4500
4000
3500
3000
2500
2000
1500
1000
500
0
S
M
TU
W
TH
F
SA
Time

Figure 4


Rockville Pike (MD 355) at Edson / White Flint Mall
Two-Way Successive Hourly Volumes 3/10/02 to 3/17/02
Two-Way Successive Hourly Volume
6000
5500
5000
4500
4000
3500
3000
2500
2000
1500
1000
500
0
S
M
TU
W
TH
F
SA
Time

CLV comparisons of weekday peak period with weekday midday at selected intersections near shopping areas from our digital intersection database, required by LATR, again confirm that the three-hour morning and evening peak periods produce the higher CLVs. Table 2 depicts that data.

Issue No. 8: Should analysis of link volumes be included as a supplement to intersection analysis on a selected basis at staff's discretion?

Staff Recommendation: Analysis of link volumes was not recommended for consideration by the County Council, will have no application in conducting LATR traffic studies, and should not be included in the LATR Guidelines.

Discussion

Staff has confirmed with Glenn Orlin, staff transportation analyst for the County Council, that the County Council did not recommend inclusion of link analysis in the LATR Guidelines during their deliberations in the Fall of 2003. The issue was discussed, but no formal action or direction was given. Therefore, the decision to include link analysis rests solely with the Planning Board.

Link analysis, if applied, would only be studied in areas where signalized intersections are more than one mile apart. Signalized intersections are always the limiting capacity constraint when they are less than one mile apart. As Steve Petersen, traffic consultant, pointed out in his written comments, there are no multi-lane roads in the County that meet this criterion. Therefore, only two-lane roads would qualify, and they are located in our rural areas where link congestion is not an issue, or in Potomac where congestion on two-lane roadways is considered "acceptable" per County Council policy.

At the public hearing on April 22, 2004, Commissioner Bryant, in response to a comment from Craig Hedberg, traffic consultant, asked how the maximum link volume per lane, per hour values contained in Table 2 of the Staff Draft compared with the values used in our transportation model. Eric Graye, the staff person responsible for developing and updating the model, has determined that "the directional link capacities proposed in the Staff Draft are generally consistent with the link capacities used in the transportation model."

Therefore, should the Planning Board decide to include link analysis in the LATR Guidelines, staff would recommend that the values contained in Table 2 of the Staff Draft be used. However, staff does recognize that maximum link or roadway capacity varies significantly based on individual conditions of alignment, adjacent land uses, and roadway geometrics. As a result, determining the standards would be a technical challenge

Issue No. 9: Should intersections in the Potomac policy area other than the ten required by the County Council be included in a traffic study?

Staff Recommendation: Only the ten intersections required to be studied by the County Council, as listed in the LATR Guidelines, should be included in a traffic study.

Table 2: Critical Lane Volume (CLV) Summary Table

INTERSECTION	O-P CLV	AM-PK CLV	PM-PK CLV	PA STD	POLICY AREA
Connecticut Ave at Knowles Ave	1668	1955	1846	1650	Kens/Wheaton
Connecticut Ave at University Blvd	896	2658	2261	1650	Kens/Wheaton
Connecticut Ave at Veirs Mill Rd	1480	2731	2647	1650	Kens/Wheaton
Frederick Rd at Lakeforest/Perry	964	1868	1819	1500	Gaithersburg
Frederick Rd at Montgomery Village Ave	1207	2000	2405	1500	Gaithersburg
Georgia Ave at Aspen Hill Rd	748	993	1061	1550	Aspen Hill
Georgia Ave at Glenallen Ave	917	1085	1232	1800	Glenmont
Georgia Ave at MD 108	1559	1515	1692	1525	Olney
Georgia Ave at Plyers Mill Rd	1246	1626	1248	1650	Kens/Wheaton
Georgia Ave at Rossmoor Ln	1279	1790	1702	1550	Aspen Hill
Hungerford Dr at Middle Ln/Park Rd	1179	1750	2040	1550	Rockville City
Hungerford Ln (MD 355) at Gude Dr	1583	2028	2017	1550	Rockville City
MD 108 at Spartan	878	988	1287	1525	Olney
Montgomery Village Ave at Russell Ave	1574	1764	2273	1500	Gaithersburg
Norbeck Rd at Bauer Dr	1432	1822	1653	1550	Aspen Hill
Old Georgetown Rd at Democracy Blvd	999	1546	1738	1600	North Bethesda
Old Georgetown Rd at Rock Spring Dr	1104	1029	1107	1600	North Bethesda
Piney Branch Rd at Barron St	778	1777	1666	1650	SS/Takoma Pk
Piney Branch Rd at Flower Ave	770	996	1115	1650	SS/Takoma Pk
River Rd at Brookside/Ridgefield	1099	1206	1024	1650	Bethesda-CC
Rockville Pike at E Jefferson/Veirs Mill	1067	1370	1341	1550	Rockville City

Discussion

Staff has confirmed that the intent of the Potomac Master Plan, consistent with its two-lane road policy, was to consider widening of only those intersections specifically listed in the master plan. Therefore, no other intersections in Potomac are to be studied.

Issue No. 10: Craig Hedberg, traffic consultant, noted that pass-by trips associated with retail development can be significant and yet they do not impact off-site intersections. He suggested that only primary and diverted trips associated with retail development be included in scooping a traffic study.

Staff Recommendation: Staff concurs with Mr. Hedberg and recommends that pass-by trips associated with retail development not be included in determining the total trips from such development.

Discussion

Pass-by trips can account for over half of the total trips generated by retail development. These trips are already on the road and merely turn into and out of the new retail area as they complete their trip. They are not new trips and generate no new traffic. Such is not the case for residential and office trips, which are considered primary trips.

These pass-by trips are used for designing site access and circulation, but will not be included in the LATR analysis

Issue No. 11: What is the appropriate congestion standard for property that is on the border of two adjacent policy areas?

Staff Recommendation: Retain the current policy that "for intersections that straddle policy area boundaries, the more congested; i.e., higher, congestion standard shall be used."

Discussion

Public comment was received suggesting that the less congested; i.e., lower, standard be used for intersections that straddle policy area boundaries. Staff gave this suggestion serious consideration. Should the congestion standard be related to the location of the development; i.e., in which policy area is it located? This would result in two different "standards" for the same intersection. Staff concluded that this would be confusing and would not be appropriate in that each intersection should have a single congestion standard.

Staff also considered using the lower congestion standard for such intersections, but concluded that, in keeping with "Smart Growth" and the County's desire to encourage development proximate to Metro stations and in our CBDs, it was appropriate for these intersections to be governed by the more congested standard.

Issue No. 12: Dan Wilhelm, representing the Montgomery County Civic Federation, suggested that developers pay the full impact tax rather than constructing "temporary" improvements that are likely to be eliminated by a future State or County capital project.

Staff Recommendation: Staff concurs with Mr. Wilhelm and recommends that staff and the Planning Board have the flexibility to negotiate conditions of approval for a subdivision plan with the developer and either the State or County under circumstances when a capital project is active but not fully funded for construction in the first four years.

Discussion

The example that Mr. Wilhelm cited was requirements of Indian Spring Country Club to make physical improvements; i.e., three new right-turn lanes, at the intersection of Georgia Avenue and Randolph Road to satisfy LATR. The Maryland State Department of Transportation has an active capital project to construct an interchange at that intersection. Although funding for construction has not been appropriated, the project has three million dollars appropriated for right-of-way (not yet shown in the CTP project description, Figure 5) and is in the final engineering phase of design. It is likely to proceed to construction within a few years.

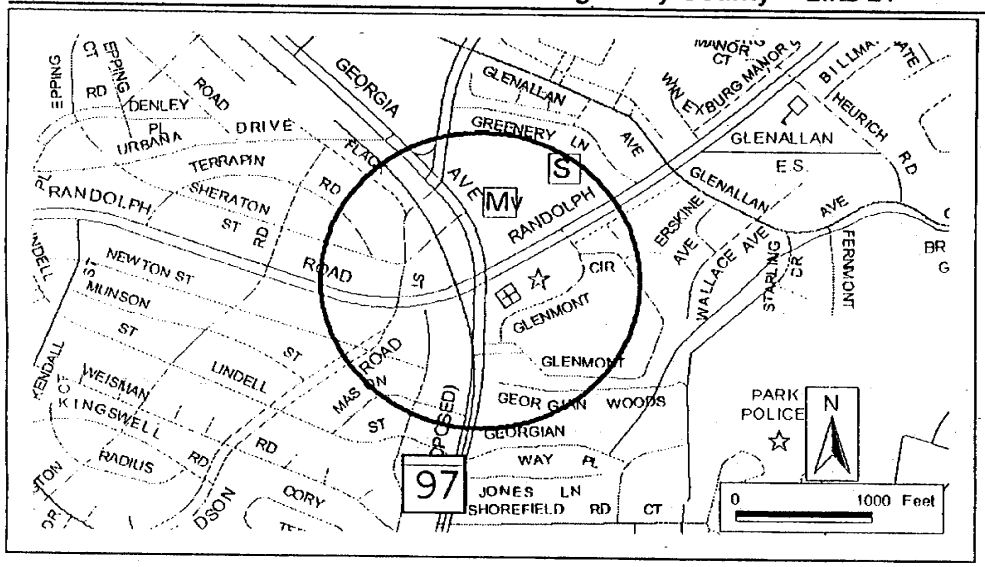
In such a case, the developer could be conditioned to pay the full impact tax at building permit or contribute to the project at that time if it is fully funded. As an alternative, the developer could be conditioned to provide a letter of credit at record plat that would apply to the project. In either circumstance, the written direction of the State or County regarding participation would be a requirement at that time. Should the project not have advanced sufficiently at the time of building permit, the developer would then make the LATR-required intersection improvements.

Issue No. 13: Provide a process whereby citizens could access, review and provide input to traffic studies.

Staff Recommendation: Staff concurs. Staff will notify nearby civic and/or business associations that a traffic study has been accepted so that they have opportunity to review it, discuss the contents with staff, and provide comment.

Discussion

Traffic studies are public information available for review and comment. Once staff has determined that a traffic study is complete, staff sends a letter to the traffic consultant who prepared the study. Staff will send a copy of that letter to nearby civic and/or business associations for their information. Citizens may contact staff to ask questions about or review the traffic study.



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Study to construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion at the existing intersection.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific or Location Not Determined
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
East/West Intersection Improvement Program (Line 10)
InterCounty Connector (Line 16)

Federal Funding By Year of Obligation

PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Final Engineering underway. An additional $1.6 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY ....2006....	....2007....	....2008....	....2009....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,044	1,044	0	0	0	0	0	0	0	0
Engineering	4,580	250	3,100	950	280	0	0	0	4,330	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,624	1,294	3,100	950	280	0	0	0	4,330	0
Federal-Aid	3,937	906	2,170	665	196	0	0	0	3,031	0

FUNCTION :
STATE - Other Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2002) - 48,200
PROJECTED (2025) - 90,000
OPERATING COST IMPACT N/A

Figure 5

STIP REFERENCE # 153534 08/01/2003

Issue No. 14: Why would a six-lane major highway not be a factor in determining the number of intersections to be included in a traffic study?

Staff Recommendation: Staff agrees. The current text includes consideration by staff of "the functional classification of roadways" in determining the number of intersections to be included in a traffic study.

Discussion

Staff would be pleased to revise the text to add the words "(i.e., a six-lane major highway)" after the words ""functional classification of roadways" in Section III.B.1. should the Planning Board desire.

Issue No. 15: The Functional Master Plan of Bikeways should be referenced in the guidelines as a source for higher priority bicycle facilities to be constructed by developers to satisfy LATR.

Staff Recommendation: Staff concurs. An Appendix F has been added containing such information.

Discussion

The section of the Functional Master Plan of Bikeways related to countywide bikeway priorities has been added to the guidelines as a reference in the appendix.

RCW:kcw
Attachments

mmo to mcpb staff draft LATR.doc