




2020-2024 County Growth Policy Non-Auto Driver Mode Share Goals

 Eric Graye, Supervisor, Countywide Planning and Policy, Eric.Graye@montgomeryplanning.org, 301-495-4632

 Jason Sartori, Chief, Countywide Planning and Policy, Jason.Sartori@montgomeryplanning.org, 301-495-2172

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Description

A recommendation made by the County Council during last year’s deliberations on Bill 36-18 Transportation Demand Management was that the 2020-2024 County Growth Policy (the recommended new name of the Subdivision Staging Policy, or SSP) should establish Non-Auto Driver Mode Share (NADMS) goals in all areas of the county where they don’t already exist in the 2016-2020 SSP. As defined in Bill 36-18, NADMS is the percentage of commuter trips made by travel modes other than the single-occupant auto (i.e., walk, bike, transit and auto passenger) coupled with the percentage of commuters connecting to work electronically. A major intent of Bill 36-18 is to extend multi-modal travel approaches to a broader segment of the County and allow for the establishment of Transportation Management Districts (TMDs) countywide. The legislation applies to Red, Orange and Yellow policy areas. Green policy areas are exempt from the legislation.

Map 1 depicts the color code-designated policy areas recommended in the 2020-2024 County Growth Policy. Table 1 reports the areas of the county where NADMS goals currently exist. These areas include the six (6) established TMDs as well as other areas of the county where NADMS goals have been established with the adoption of master plans or sector plans.

Recommended NADMS Goals

The recommended NADMS goals for areas of the county where these goals currently do not exist are reported in Table 2. The determination of these goals is based on: (1) proximity and comparability to areas with already established NADMS goals or (2) 2016 American Community Survey (ACS) data derived from the United States Census. These goals are briefly described below.

Red Policy Areas

- **Forest Glen Metro Station Policy Area** - This newly established MSPA is located between the Silver Spring MSPA and the Wheaton MSPA along on the eastern leg of the Red line. The established NADMS goals for employees in these two areas are 50% and 30%, respectively. Relative to Silver Spring or Wheaton, commercial master planned development contemplated

for the Forest Glen MSPA is significantly more modest in scale and character. Also, the character of the master planned residential development in the Forest Glen MSPA is generally comparable to the surrounding Silver Spring/Takoma Park policy area. As such, a 48% NADMS for residents and a 25% NADMS goal for employees in this area appears appropriate.

- **Twinbrook Metro Station Policy Area** – This MSPA is located between the White Flint MSPA and the Shady Grove MSPA along the western leg of the Red Line. The established NADMS goal for the White Flint MSPA is 50% for employees and 51% for residents. The established transit mode share goal for the Shady Grove MSPA is 35% for residents. A 45% blended NADMS goal for residents and employees in the Twinbrook MSPA appears appropriate given its proximity to White Flint.
- **Lyttonsville/Woodside Purple Line Station Policy Area** – The established NADMS goal in the Greater Lyttonsville Sector Plan Area is 50% for residents and employees. Applying the same 50% NADMS goal in the adjacent Woodside area appears appropriate.
- **Manchester Place/Dale Drive Purple Line Station Policy Area** – The character of this area is generally comparable to the Lyttonsville/Woodside Purple Line Station Policy Area described above. A 50% NADMS goal for residents and employees in the Manchester Place/Dale Drive Purple Line Station Policy Area appears appropriate.
- **Takoma/Langley Purple Line Station Policy Area** - Consistent with the established NADMS goal of 49% for residents and 36% for employees in the Chevy Chase Lake Purple Line Station Policy Area, the application of an equivalent NADMS goal in the Takoma/Langley Purple Line Station Area appears appropriate.
- **Glenmont Metro Station Policy Area** – The Glenmont station is the terminal Metrorail station along the eastern leg of the Red Line. The Wheaton Metrorail station is the closest Red Line station located south of Glenmont. The Wheaton CBD MSPA has an established 30% NADMS goal for employees. A comparable 30% NADMS goal for employees in the Glenmont MSPA appears appropriate.

Orange and Yellow Policy Areas

The policy areas listed in Table 2 highlighted in **bold font** are Orange and Yellow policy areas characterized with predominately suburban residential land use development that is unlikely to be identified for master plan redevelopment. Consistent with the Bill 36-18, the NADMS goals for these areas are assumed to be 5% higher than the existing NADMS (based on 2016 ACS resident commuter survey data). In this regard, it should be noted that the Burtonsville and Clarksburg Town Center policy

areas are too small to yield reliable ACS data for analysis. In the case of the Burtonsville Town Center, the proposed NADMS goal is assumed to be the same as the adjacent Fairland/Colesville policy area. In the case of the Clarksburg Town Center, the proposed NADMS goal is assumed to be the same as the “parent” Clarksburg policy area.

It should be noted that the COVID-19 pandemic may have changed travel behavior such that telework may continue to increase in the future. As such, the application of a 5% factor to currently observed ACS data may set NADMS goals that are too conservative for these areas and therefore too easily achieved. The proposed NADMS goals for these areas should be monitored over time (using the most recently available ACS data and/or other technical approaches) and possibly adjusted to account for this anticipated increase in telework.

Staff Recommendation

As described above, recommend that the Council approve the establishment of Non-Auto Driver Mode Share goals in areas of the county where these goals do not currently exist.

Map 1

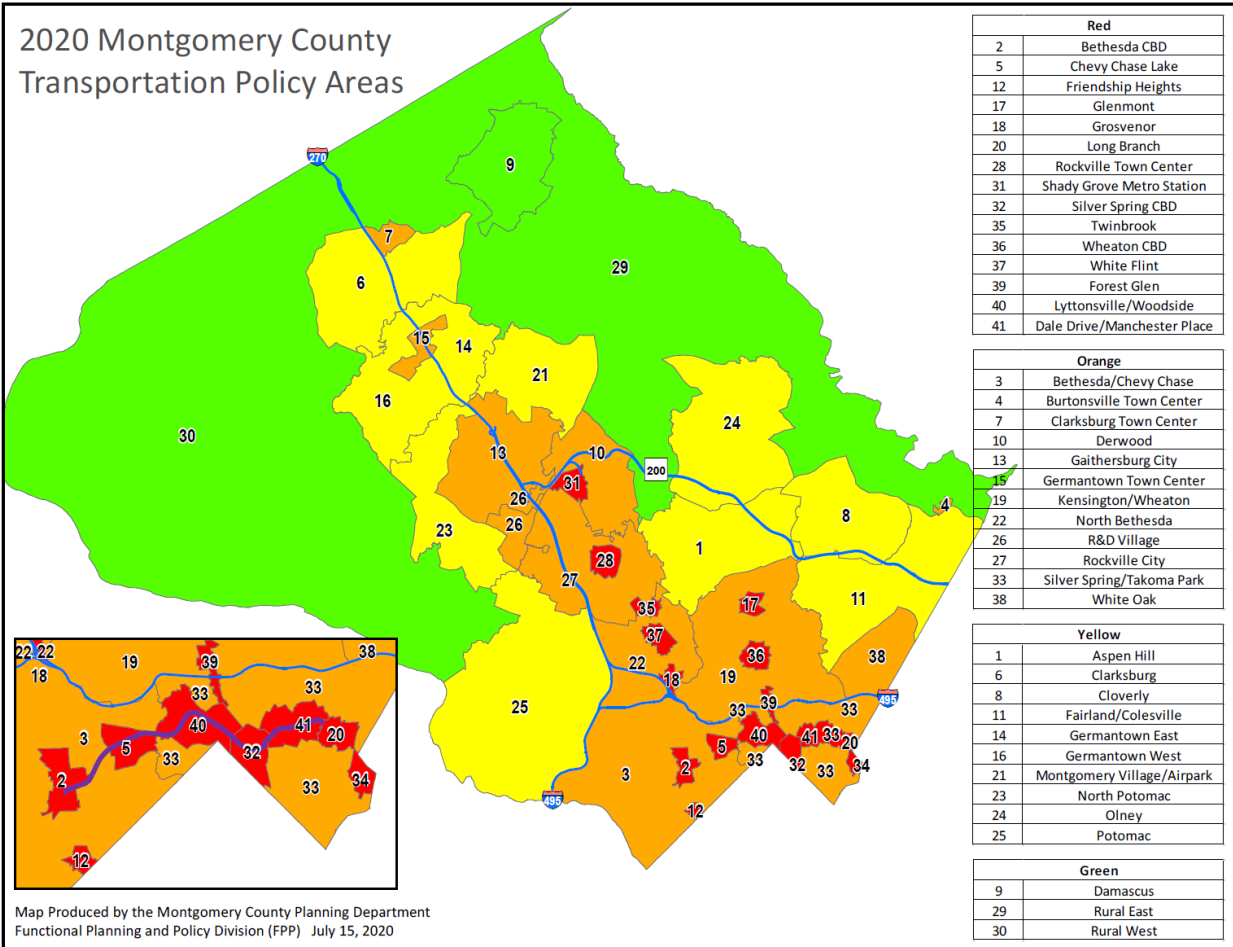


Table 1: Currently Established Policy Area NADMS Goals

PA	Master Plan/Sector Plan Area or TMD	NADMS Goal at Buildout	½ Mile from Metro or Purple Line?	Inside Beltway?
2	Bethesda TMD	55%	Yes	Yes
5	Chevy Chase Lake	49% residents; 36% employees	Yes	Yes
12	Friendship Heights	39%	Yes	Yes
15	Germantown Town Center	25% employees	No	No
25	Great Seneca Science Corridor	28% employees	No	No
26	Greater Shady Grove TMD	35% (transit) residents in SG MSPA; 25% residents elsewhere in SG Sector Plan area; 12.5% (transit) employees in SG Sector Plan area.		
31				
18	Grosvenor Strathmore Metro Area	50%	Yes	No
20	Long Branch Sector Plan	49% residents; 36% employees	Yes	Yes
	Lyttonsville Sector Plan Area	50%	Yes	Yes
22	North Bethesda TMD	30% residents; 39% employees	No	No
22	Rock Spring Master Plan	41% residents; 23 employees	No	No
32	Silver Spring TMD	50% employees	Yes	Yes
36	Wheaton CBD	30% employees	Yes	No
37	White Flint Sector Plan, Phase 1	51% residents; 50% employees	Yes	No
37	White Flint Sector Plan, Phase 2	51% residents; 50% employees 42% residents east of CSX tracks	Yes	No
38	White Oak (White Oak & Hillandale Centers)	25%	No	No
38	White Oak (Life Science/FDA Village Center)	30%	No	No

Table 2: 2020-2024 CGP-Recommended Policy Area NADMS Goals

PA	Master Plan/ Sector Plan Area	NADMS Goal at Buildout	½ Mile from Metro or Purple Line?	Inside Beltway?

39	Forest Glen MSPA	48% residents; 25% employees	Yes	No ¹
35	Twinbrook	45%	Yes	No
40	Lyttonsville/Woodside	50%	Yes	Yes
41	Manchester Place/Dale Drive	50%	Yes	Yes
34	Takoma/Langley	49% residents; 36% employees	Yes	Yes
17	Glenmont	30% employees	Yes	No
28	Rockville Town Center	N/A*	Yes	No
27	Rockville City	N/A*	No	No
13	Gaithersburg City	N/A*	No	No
4	Burtonsville Town Center	27% residents	No	No
14	Germantown East	28% residents	No	No
16	Germantown West	27% residents	No	No
7	Clarksburg Town Center	29% residents	No	No
6	Clarksburg	29% residents	No	No
25	North Potomac	27% residents	No	No
23	Potomac	29% residents	No	No
1	Aspen Hill	35% residents	No	No
10	Derwood	39% residents	No	No
8	Cloverly	23% residents	No	No
24	Olney	22% residents	No	No
11	Fairland/Colesville	27% residents	No	No
3	Bethesda/Chevy Chase	41% residents	No	Yes
33	Silver Spring/Takoma Park	48% residents	No	Yes
19	Kensington/Wheaton	40% residents	No	No

* The municipalities of Rockville and Gaithersburg administer their own AFPO and are exempt from the Bill 36-18 legislation.

¹ Metro station and northern portion of MSPA is located outside the Beltway, southern portion of MSPA is inside the Beltway.

