



**NOTICE OF MEETING  
TRAFFIC AND TRANSPORTATION COMMISSION**

**Jude Abanulo, Chair**  
**Garrett Clemons      Alan Kaplan**  
**Thomas Gibney      Jeremy Martin**  
**Cynthia Griffiths      Marc Plante**  
**Gerald Holtz      Mike Stein**

**Rockville City Hall  
Black Eyed Susan Conference Room  
Tuesday, April 24, 2018 at 7:30 PM**

**AGENDA**

- 7:30 – 7:35      1. General Announcements, Introductions, and Public Comments
- 7:35 – 7:45      2. Election of New Chairperson
- 7:45 – 8:05      3. Proposed Changes to the City’s Comprehensive Transportation Review – Staff Presentation
- 8:05 – 8:10      4. Review and Approve January Meeting Minutes
- 8:10 – 8:15      5. Staff Report & Updates
- 8:15 – 8:20      6. Additional Items/ Discussion

Next Meeting: Tuesday, May 22, 2018 at 7:30 PM

ANY INDIVIDUALS WITH DISABILITIES WHO WOULD REQUIRE ASSISTANCE TO ATTEND THIS MEETING, OR WHO HAVE QUESTIONS ABOUT ACCESSIBILITY MAY CONTACT THE ADA COORDINATOR AT 240-314-8108 OR BY TTY 240-314-8137



## MEMORANDUM

April 20, 2018

TO: Traffic and Transportation Commission

FROM: Faramarz Mokhtari, Senior Transportation Planner, Traffic and Transportation

VIA: Emad Elshafei, Chief, Traffic and Transportation

SUBJECT: Introduction of Proposed Changes to the Comprehensive Transportation Review (CTR) Recommended Trip Generation Credits for Identified Transit-Oriented Areas (TOAs)

This memorandum provides a description of the recommended changes to the CTR stated maximum trip generation credits for all proposed developments and/or redevelopment applications in the three identified Transit-Oriented Areas that are required to submit a full transportation report. Staff is planning to introduce the recommended changes to the Mayor and Council on May 7, 2018.

### **Existing CTR Approved Transit-Oriented Areas Trip Reductions and Credits**

The latest CTR was adopted by the Mayor and Council in October 2004 and revised in March 2011. It lists the transportation requirements for all new development applications, and its main objective is to ensure that the developments in Rockville address the needs of all transportation users. The CTR also includes criteria and standards for a multimodal approach in analyzing the adequacy of transportation facilities based on the traffic impact of the proposed development.

A component of the recommended processes relates to the estimation of traffic generated by the site being assessed, and the application of appropriate trip credits. Trip generation begins with a complete summary of gross square footage by land use category and the application of appropriate vehicle trip generation rates.

Several adjustments (credits/reductions) to the proposed development trip generation are possible. Some developments may be eligible for pass-by, modal split, or mixed-use trip reduction. A development can also earn trip reductions based on its proximity to public transportation. Mixed-use developments are afforded a 10 percent trip reduction if located in a transit-oriented area (TOA) - identified as area within 7/10 of a mile around metro stations (Map 1) - or a 5 percent reduction if located in a non-TOA. Developments occurring within TOAs are also eligible for a 15 percent reduction in trips for modal split. Additionally, projects can earn credits to further decrease their required trip mitigation by the implementation of Transportation Demand Management (TDM) strategies (such as promoting bicycling to work, charging for parking, and

promoting teleworking or flextime) as part of an approved Trip Reduction Plan. The maximum potential amount of trip reductions/credits/ mitigation relief allowed by the CTR for any development proposal is 30 percent for TOAs and 20 percent for non-TOAs.

### **Recommended Trip Reductions and Credits for Transit-Oriented Areas**

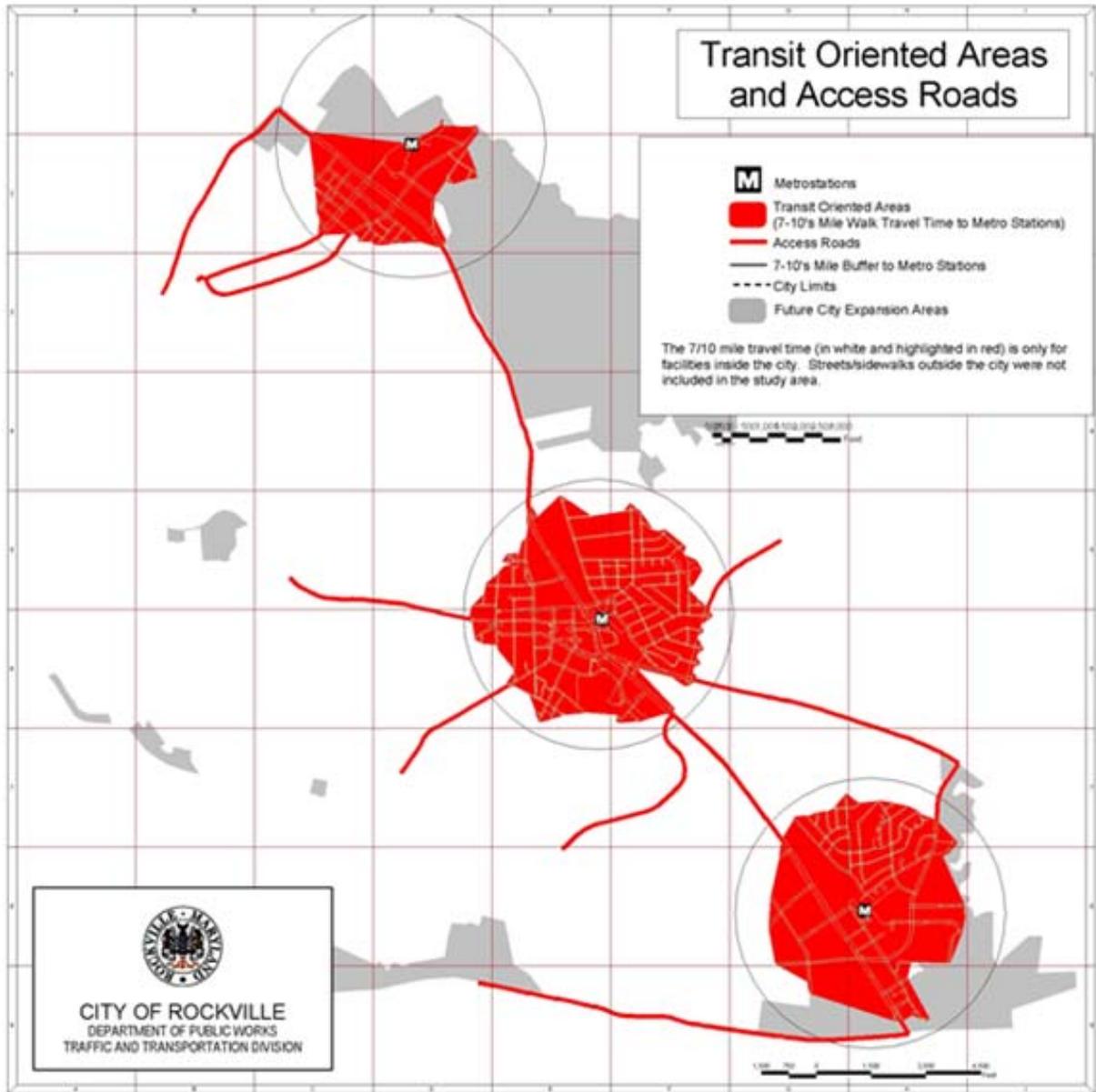
To prepare for continued travel demand increases, the City continues to create an environment that does not rely exclusively on the automobile for travel. The City needs to ensure that the land use patterns, urban design, and the transportation system provide its residents with an environment in which goods and services are accessible. A large amount of research has been done in recent years across the country on the effectiveness of transit and TDM measures on reducing vehicle trips. Most of these publications recommend formulating trip reduction credits that decreases in value with increase in accessible walking distance from transit. The following are examples of trip credits provided in nearby jurisdictions:

- The Montgomery County Local Area Transportation Review and Transportation Policy Area Review Guidelines allow 50% reduction of weekday morning and evening peak-hour trips for any development that is within 1,000 feet of a Metrorail station and outside the beltway. The same 50% reduction of the weekday and evening peak-hour trips is allowed for all development applications within the designated Metro Station Policy Areas.
- The Prince George's County Transportation Review Guidelines allows 30% reduction credit in any development generating AM and PM peak-hour trips in the designated Centers (Metro Station Areas) and Corridors (Major Commuter Routes) and up to 20% addition reductions for any proposed transit facility enhancements or pedestrian/bikeway improvements
- Fairfax, Arlington Counties, as well as the City of Alexandria, are using the vehicle trip reduction goals recommended by Virginia Department of Transportation TDM program, which allows up to 45%, 40% and 35% reduction in vehicle trips for developments in areas of high existing and planned urban accessibility, and located 0 to ¼, more than ¼ to ½, and more than ½ mile, respectively, from any existing or planned Metrorail Stations.
- For the White Flint Metro Center Project, a mega-scale, mixed use joint development project being built near the White Flint Metrorail Station, 40% reduction in the estimated vehicle trips was granted. This project at build out will consist of 1.2 million square feet of office space, 250,000 square feet of retail, and 374 residential units.

To effectively address this issue, especially where viable transportation options exist, staff has reviewed the maximum trip reduction standards and methodologies that are used by other jurisdictions within the Washington Metropolitan Area – such as the examples mentioned above -, or recommended by national publications. Based on this review, staff is recommending that the CTR maximum trip reduction cap for a TOA increase from 30 % to 40 % for any development within a TOA area that is within 5/10 of a mile accessible walking distance from a metro station, and remain at 30% for any development within a TOA area that is greater than 5/10 but within 7/10 of a mile accessible walking distance from existing and programmed Metro stations and programmed transit stations on dedicated transit rights-of-way.

Staff will attend the April 24<sup>th</sup> Commission meeting, and will be prepared to answer any questions about the role of the APFO and CTR in the transportation area.

Map1- City of Rockville Transit-Oriented Areas (TOAs)





**Traffic and Transportation Commission  
Minutes  
Black Eyed Susan Conference Room  
Meeting No. 01-18  
Tuesday, January 23, 2018 at 7:30 PM**

*Commissioners Present:* Jude Abanulo, Garrett Clemons, Thomas Gibney, Cynthia Griffiths, Alan Kaplan, Jeremy Martin, and Mike Stein

*Guest :* Julie Palakovich Carr, Brad Pierce, Jack Goode, II.

*City Staff:* Oleg Kotov, Faramarz Mokhtari, Daniel Seo

**1. General Announcements, Introduction of Guests and Public Comment Period**

- a. Commissioner Abanulo called the meeting to order at 7:30 p.m.
- b. All attendees introduced themselves.

**2. Bicycle/Pedestrian Crash Report: Staff Presentation**

- a. Mr. Kotov, Senior Transportation Planner, presented the summary of bicycle and pedestrian crash data and recommendations based on the City Police's accident reports from 2004 to 2017.

**3. Transportation Report - Maryvale Elementary School: Staff/Applicant Presentation**

- a. Mr. Mokhtari, Senior Transportation Planner, summarized the proposed development including trip generation, study intersections, and the results of the Critical Lane Volume (CLV) analysis.
- b. Mr. Mokhtari explained that the study intersections would continue to operate well at acceptable levels of service for the future traffic conditions.
- c. Mr. Pierce, Architecture Inc., presented the proposed site plan.

**4. Transportation Report - Maryvale Elementary School: Commission Discussion**

- a. The Commission discussed the proposed development.
- b. Commission Gibney mad a motion, seconded by Commissioner Martin, to recommend approval of the proposed development. The motion passed unanimously.

**5. Review and Approve December 2017 Meeting Minutes**

- a. Commissioner Gibney made a motion, seconded by Commissioner Kaplan to approve the December 2017 meeting minutes. The motion passed 5-0-2. Commissioners Clemons and Martin abstained due to their absence at the December meeting.

**6. Staff Report and Updates**

- a. Staff provided the Weekly Report.

**7. Additional Items/ Discussion**

- a. The Commissioner reviewed the revised plans for the proposed self-storage facility on I-270 Off-ramp/Redland Boulevard.
- b. The Commission discussed their comments on the proposed circulator study RFP.
- c. Mr. Seo shared the summary of the available traffic data analysis for Frederick Avenue near Lincoln Park Community Center related to the Lincoln Park Civic Association's concern.

The meeting was adjourned at 8:55 p.m.