



Multimodal Transportation Impact Assessment “Purpose and Need”

ITE 2017 Annual Meeting

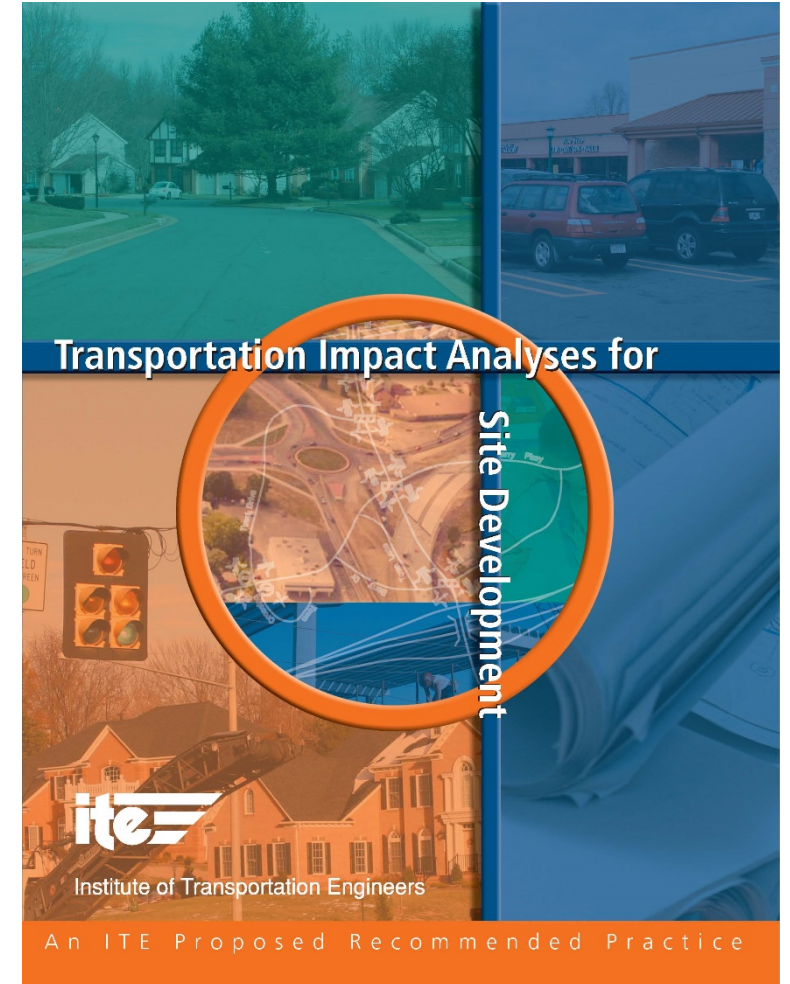


RENAISSANCE
PLANNING

PRESENTATION SUMMARY

ITE provides industry leadership in the managing the relationship between economic development and transportation system performance.

This presentation summarizes the **purpose and need** for an update to the 2011 Transportation Impact Analysis for Site Development (TIASD) Recommended Practice (RP)



PRESENTATION OUTLINE

1. Why update the TIASD?
2. Managing economic development
3. Considering pro-rata share districts
4. Multimodal transportation impact assessment approaches
5. Incorporating societal and industry trends
6. Next steps and schedule



1. WHY UPDATE THE TIASD?

- A. Shift from greenfields to infill development
- B. Increased understanding of land use context on traveler behavior
- C. Increased interest in moving beyond traditional auto LOS
- D. “Last in” and “free rider” concerns



1. WHY UPDATE THE TIASD?

A new Multimodal Transportation Impact Assessment (MTIA) Recommended Practice should:

- Cover a variety of approaches to synchronizing economic development and transportation system expansion, management, and operations
- Reflect both current and emerging technologies
- Promote context-sensitive solutions
- Support strategies for implementing improvements across all modes



2. CONSIDERING GROWTH MANAGEMENT STRATEGIES

Selection of a Multimodal Transportation Impact Assessment approach must consider:

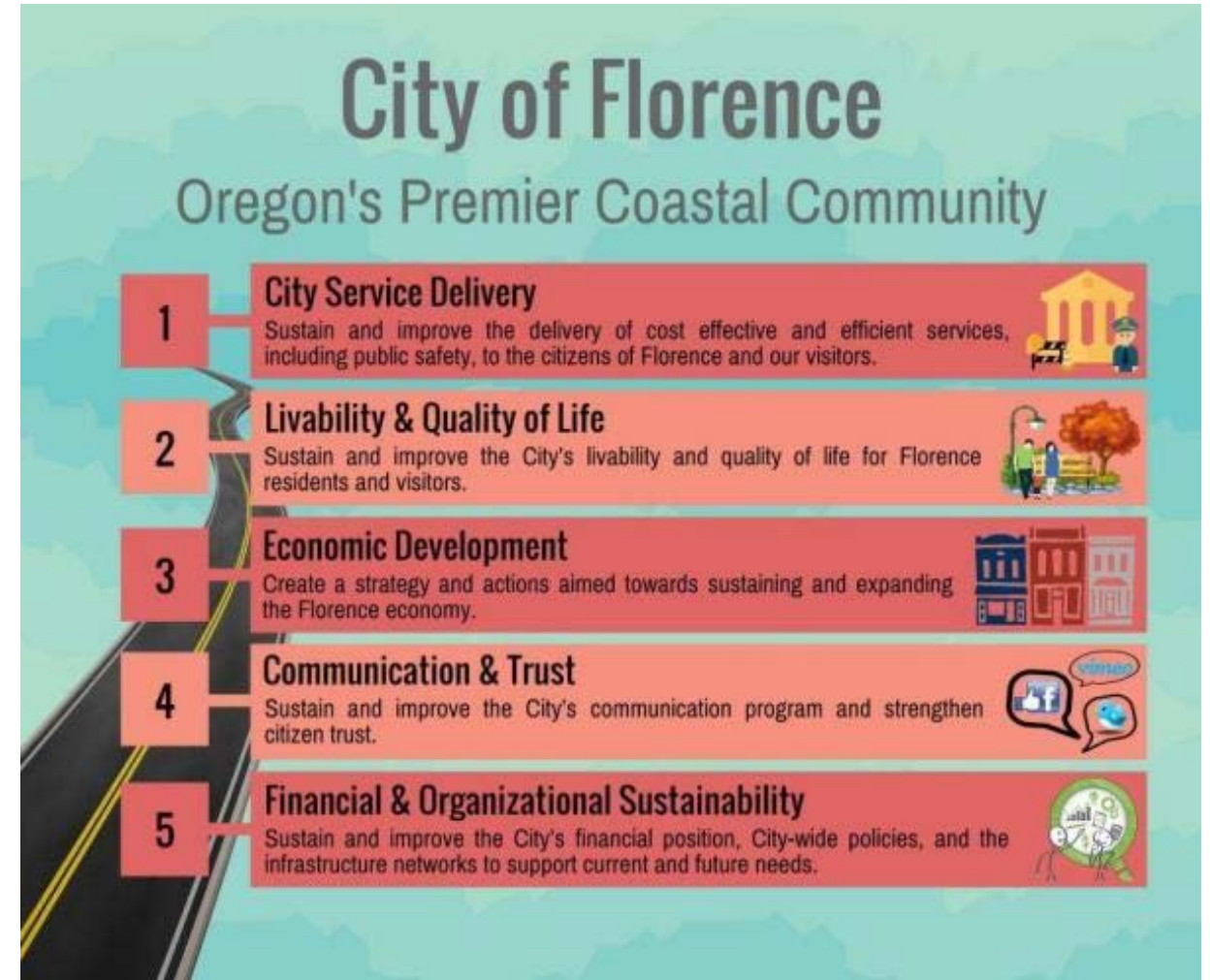
- A. What's the right approach for managing growth in our community?
- B. How do we define a meaningful impact?
- C. What strategies best facilitate private-sector participation in community transportation plan implementation?



2. CONSIDERING GROWTH MANAGEMENT STRATEGIES

A. What's right for our community?

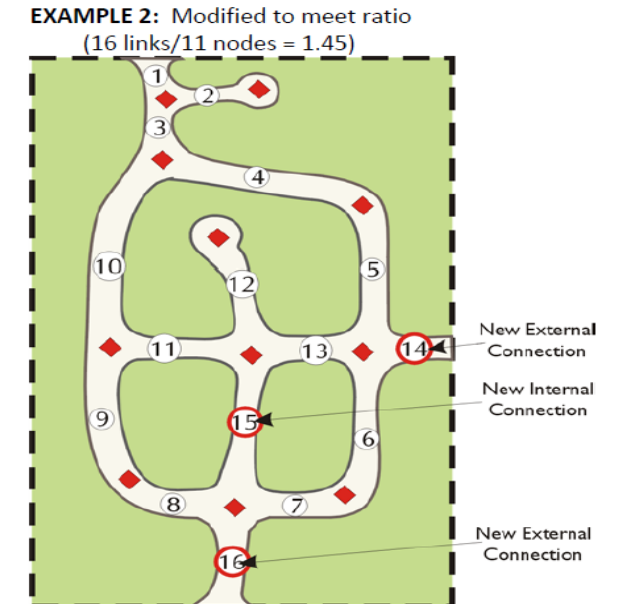
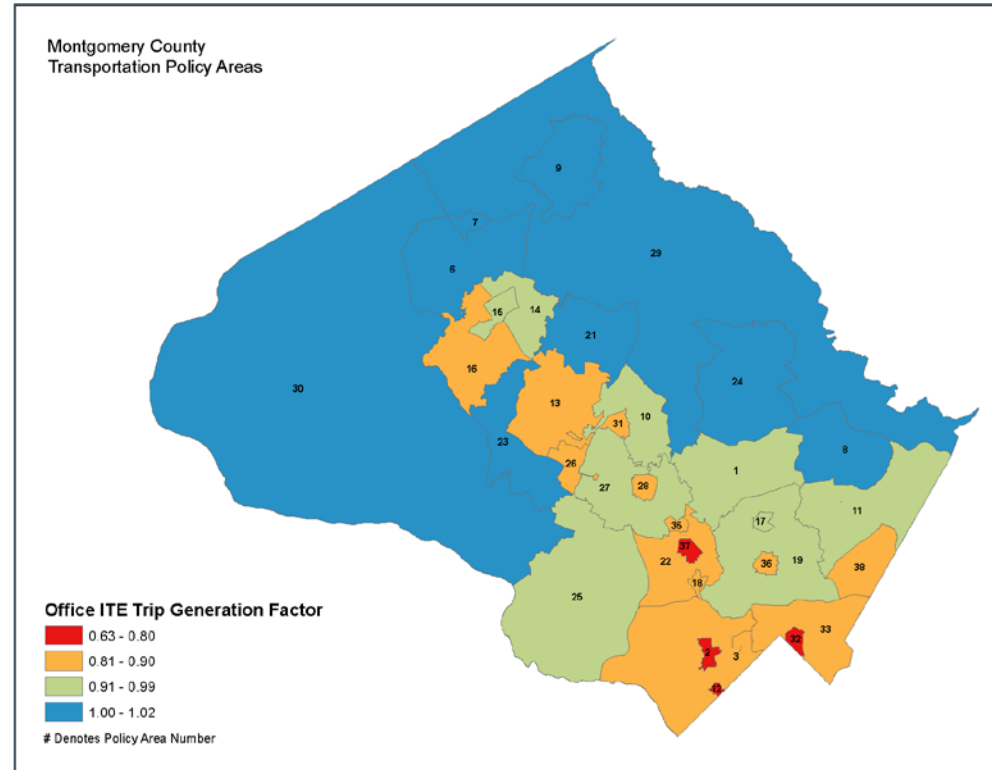
- What are our goals for economic growth and transportation system performance?
- How do we measure success in implementing those goals?
- What are the trigger points for encouraging or requiring private sector development to participate?
 - Definition of adequacy
 - Definition of significant effect or impact
 - Legislative authority
 - Rational nexus



2. CONSIDERING GROWTH MANAGEMENT STRATEGIES

B. What might be considered a threshold effect or a meaningful impact on adequacy?

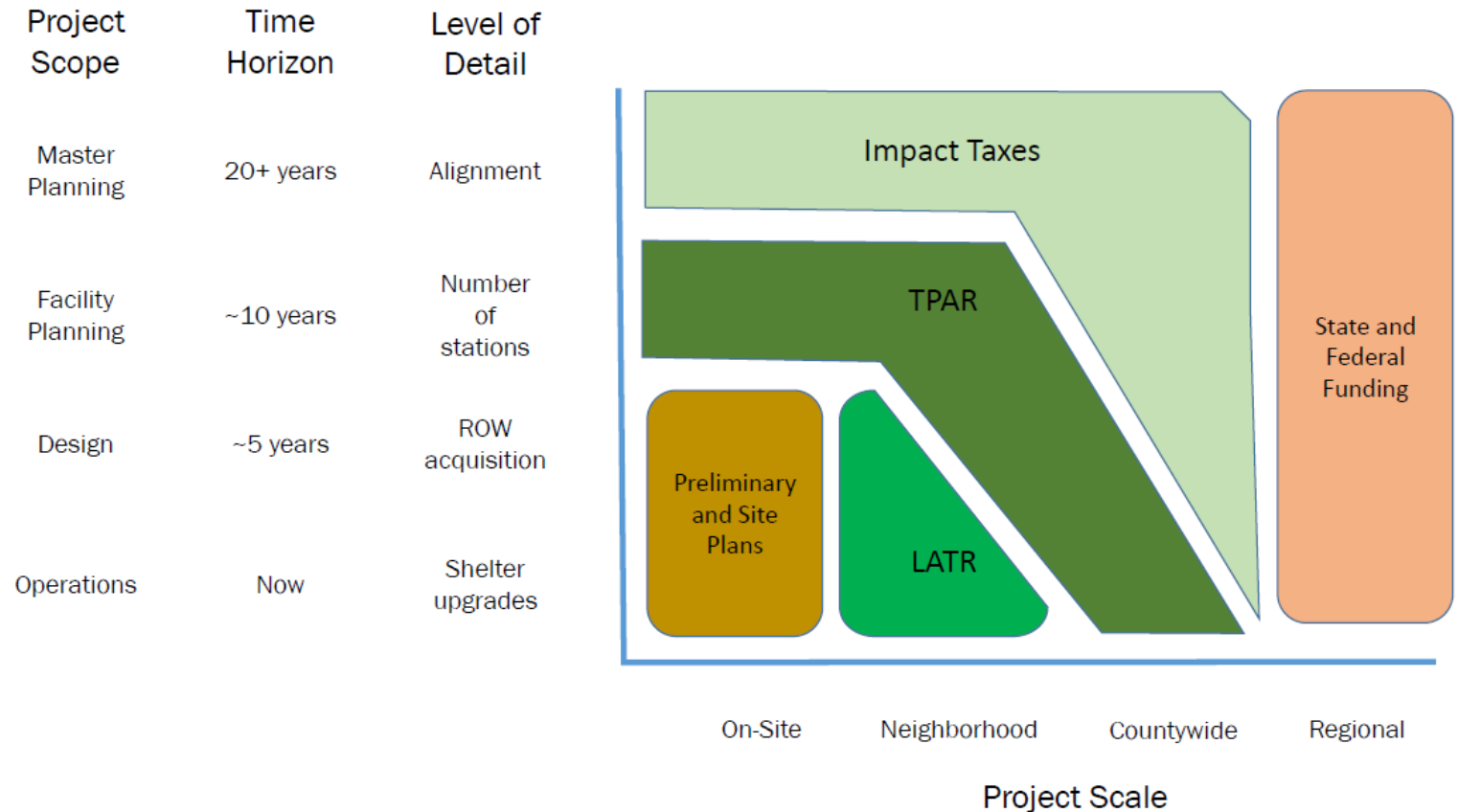
- Thresholds: shifting from vehicle trips to person trips or trips by mode
- Adequacy:
 - Multimodal Q/LOS
 - Consideration of VMT per California's SB 743
 - Accessibility metrics
 - Connectivity metrics
 - Safety metrics



2. CONSIDERING GROWTH MANAGEMENT STRATEGIES

C. What strategies should be used – alone or in tandem – to prompt private sector participation?

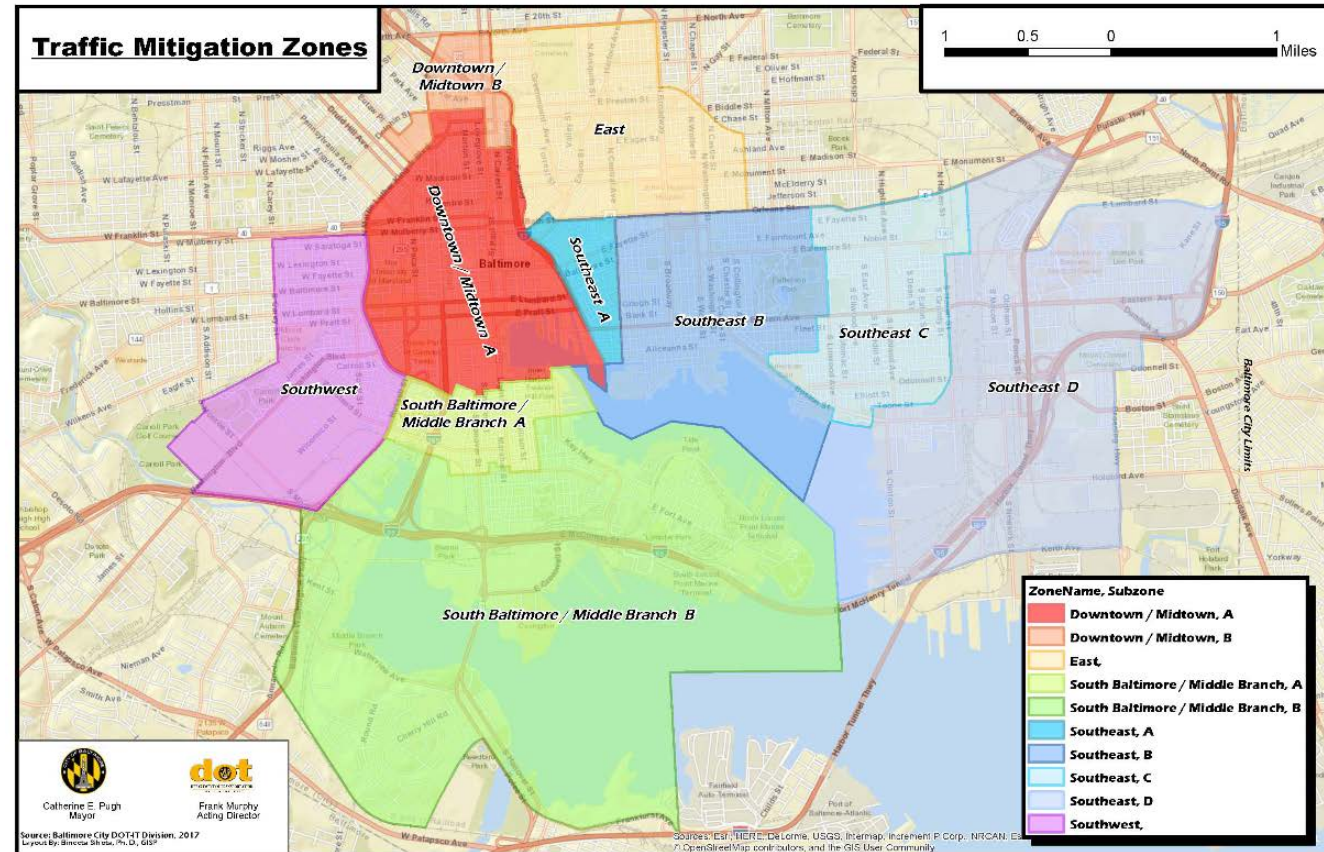
- Impact fees or taxes
- Pro-rata share districts
- Multimodal transportation impact assessments
- Other approaches that may emerge during RP development



3. PRO-RATA SHARE DISTRICT CONCEPTS

WHAT IS A PRO-RATA SHARE DISTRICT?

- Compact geographic area
- Payment replaces traditional TIS based on allocation of areawide improvements
- Examples
 - DeIDOT Transportation Improvement Districts (TID)
 - Florida Multimodal Transportation Districts (MMTD)
 - Special districts in Baltimore and Montgomery County, MD; Portland OR



3. PRO-RATA SHARE DISTRICT CONCEPTS

ADVANTAGES

- Focuses attention and resources on implementing master plans rather than ad-hoc remedies
- Addresses “last-in” / “free rider” concerns
- Measures success through public and private phasing of comprehensive plan development
- Improves predictability

Pro-rata share districts do require additional care and feeding and are not suitable everywhere....



3. PRO-RATA SHARE DISTRICT CONCEPTS

DESIRED CHARACTERISTICS

- Compact geography
- Inventory of needed projects/services
- Reflection of constituent interests
 - Agencies
 - Developers
 - Businesses
 - Residents
- Regular monitoring / assessments

Characteristic	White Flint	White Oak	Bethesda?
Funded by	Special taxing district	LATR fee in lieu	TBD
Applies to	All commercial properties	New development	New development?
Funding for	Agreed upon set of multimodal projects	Intersection improvements TBD	Bikesharing? Streetscaping? Buffered bike lanes? One-way streets? Purple Line?
Calculation basis	Capital cost of projects	Capital cost of projects	Capital cost of projects?
Payment basis	Annual ad-valorem tax	One-time vehicle trip generation fee	One-time person trip generation fee?
Replaces	LATR, TPAR, and impact tax	LATR	LATR, TPAR and impact tax?
Includes transit facilities?	Yes, as negotiated	No	BRT?
Includes operations?	No	No	TMD/parking? Transit?
Extends beyond plan area?	No	TBD	355 North?
Interim monitoring?	Staging plan, TMD biennial reports, mode shares	TMD biennial reports, other?	TMD biennial reports, other?
Costs updated?	Never?	TBD	Every 4 years?

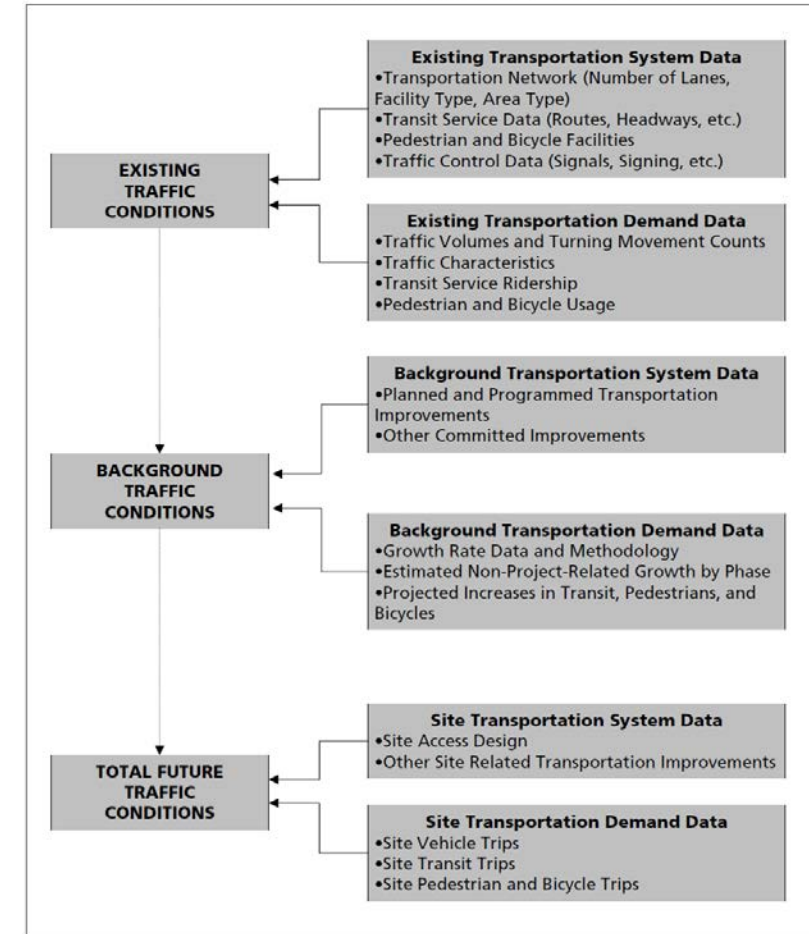
4. MULTIMODAL TRANSPORTATION IMPACT ASSESSMENTS

Transportation Impact Analyses for Site Development

MANY JURISDICTIONS STILL NEED TRADITIONAL IMPACT ANALYSES. THE MTIA WILL COVER

- Defining adequacy/concurrence
- Defining land use, including Trip Generation 10th Ed. Emphasizing land use context.
- Defining and managing demand (TDM)
- Site circulation and access by all modes, including
 - consideration of last-mile access (transit/freight)
 - parking / curbspace management strategies
- Multimodal forecasting options:
 - Trendline analyses
 - Four step process tripgen, tripdist, modal split, and trip assignment,
 - Activity-Based Models
 - Hybrid approaches

Figure 4-1. Inter-Relationships of Transportation System and Demand Data



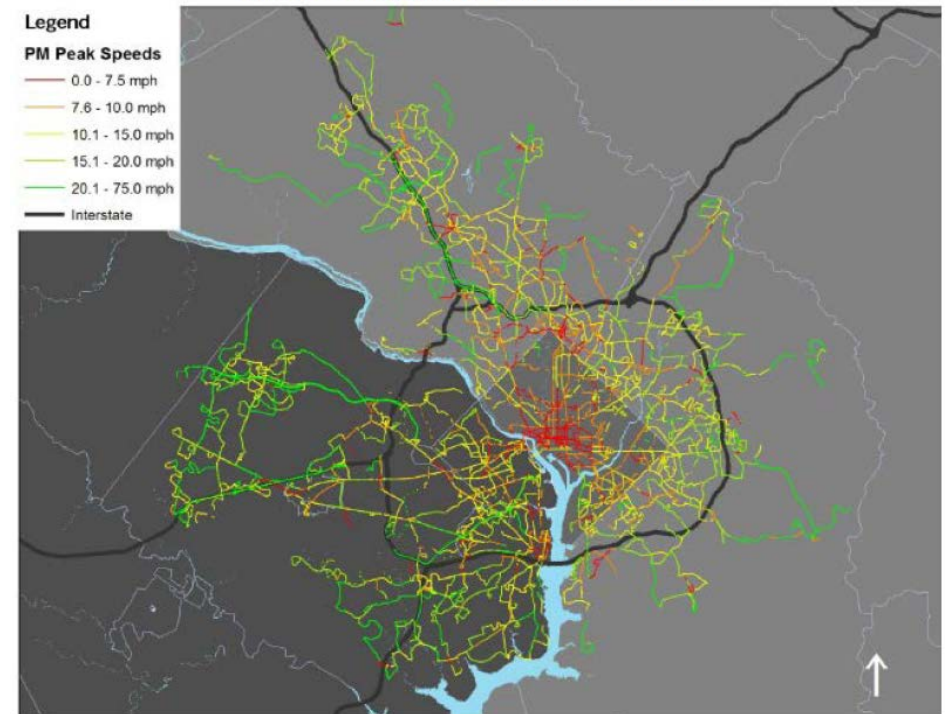
SOURCES: Florida Department of Transportation, 1997; Street Smarts, Duluth, GA, USA.

5. REFLECTING EMERGING TRENDS

THE MTIA WILL CONSIDER

- Market trends for development: (emerging land uses, local contexts, and demographics)
- Market trends for travel: (shared vehicle economy and automated vehicles)
- Multimodal trip generation: (including the consideration of the production-consumption link within goods movement planning)
- Transportation systems management and operations considerations
- Reliability (both re: data, monitoring for success, and as a potential measure of effectiveness)
- Resiliency
- Other topics?

Figure 43: Regionwide Bus Speeds – PM Peak



NEXT STEPS

- Project workshop – Tuesday, 8/1, 10:30-noon; Elgin Room
 - Further Q&A on purpose and need
 - Brainstorm scope
- ITE project kickoff – fall 2017
- Finalize/distribute “purpose and need” – fall 2017
- Identify volunteer project team – fall 2017
- Develop proposed recommended practice – early 2018
- Ballot proposed recommended practice – late 2018

