



## FACTH SHEET: GREATER WASHINGTON DC REGION Policies that advance walking and bicycling

Communities in the Greater Washington region have taken several approaches to ensure walking and bicycling is routinely included in building streets, new development and redevelopment. The policies highlighted below routinely consider multimodal transportation in the development process, giving communities safe options for physical activity through walking and bicycling to school and for all trips.

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City of Rockville, MD  
Comprehensive Transportation Review

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### Summary

The City of Rockville Comprehensive Transportation Review (CTR) is the transportation test for the local Adequate Public Facilities Ordinance (APFO). Designed to evaluate and mitigate transportation impacts caused by new development and redevelopment, the CTR ensures that mitigation addresses the needs of all transportation users and increases multimodal travel.

### Details

Impacts to existing transportation infrastructure are identified through a project's Transportation Report, a required document for all development applications. This report estimates vehicular trip generation based on proposed land use and development intensity. Off-site improvements, such as pedestrian and bicycle facilities, are funded through "Transportation Improvement Fees" collected from developers using the following formula: Developments generating 30 trips or more must pay a Transportation Improvement Fee equal to \$1.50 per square foot of non-residential gross floor area or \$900 per residential unit.

- Transportation Improvement Fees are used to implement multimodal off-site improvements, provide information to employers and commuters, and monitor Trip Reduction Plans. The fee is not used to increase automobile capacity.
- Intersection Mitigation: Developments that exceed the specified impact threshold for motorists are responsible for intersection improvements. Pedestrian and bicycle improvements are implemented by the City and funded through Transportation Improvement Fees.
- Trip Reduction Plan: Office developments generating 125 or more trips are required to use strategies to reduce single occupancy trips and increase biking, walking, ridesharing, transit use or travel outside of peak hours. The developer commits to do annual traffic counts until the trip-reduction goal is met for three consecutive years.

- Transportation Improvement Contribution: Developments generating 350 trips or more are required to make a monetary contribution toward correcting multimodal connectivity and accessibility gaps within, through and outside the development site. Improvements are funded and constructed by the applicant.
- The guideline is in agreement with the City Master Plan and notes pertinent existing documents with standards and requirements for development.

## **Implementation**

The City received its first Transportation Improvement Fee since adoption of the current CTR and has not yet implemented any improvements.

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Prince George's County, MD

County Bill-2 Adequate Public Pedestrian and Bikeway Facilities in Centers and Corridors

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## **Summary**

This policy allows the Prince George's County Planning Board to require developers to build pedestrian and bicycle improvements within a one-half mile in county centers and corridors. The policy ensures people can travel by foot or by bicycle to destinations within ½ mile of new development. It is in agreement with the 2008 Approved Countywide Master Plan of Transportation which includes "Complete Streets" principles and a multimodal pedestrian-friendly transportation system in Centers and Corridors. CB-2 also compliments CB-83-2012 that amends the Roads and Sidewalk Ordinance to include definitions for "green street" and "Complete Street." CB-83 also establishes a complete and green street policy which applies to all county-funded and developer built roadways.

## **Details**

- Establishes general criteria for adequate public pedestrian and bikeway facilities when developing in county centers and corridors including building a subdivision. County centers and corridors are designated in the General Plan. Including subdivisions ensures that multimodal transportation is available when there will be new community residents.
- The policy specifically addresses pedestrian and bicycling facilities within one-half mile outside of the developer's property if there are destination places that need a connection within that distance.
- Includes exceptions for small developments.
- Ensures agreement with the Countywide Master Plan of Transportation by listing adequate pedestrian and bicycle facilities that are included in the Plan.
- Ensures agreement with the Complete Streets policy in the Plan. Bike and pedestrian facilities may be required beyond what is stated in the policy if it is in agreement with the Complete Streets policy.

- Caps the amount of money spent by the developer for facilities outside of the development. Off-site facilities must be in existing right-of-way, developer will not have to buy new land.
- The Planning Board will have to demonstrate a nexus between the development and land use that would require the facilities outside of the development to be built.
- Instructs the Planning Board to work with the Director of Public Works and Transportation to update documents to be congruent with the policy.

### **Implementation**

The policy requires that the Planning Board develops guidance. The guidance will specifically focus on the relationship of the development and destinations places within one-half mile to ensure the policy is applied fairly and consistently. Guidance is expected in June 2013.

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Frederick County, MD

Adequate Public Facilities Ordinance 1-20-31(F) for off-site improvements and Zoning Ordinance 1-19-6.220 (H) for on-site improvements

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### **Summary**

This ordinance ensures new residential, commercial, industrial and other developments take place in accordance with the Frederick County Comprehensive Plan and Capital Improvements Program. Bicycle and pedestrian facilities may be required outside of the development when there is a reasonable attraction between the development and nearby attractions. Pedestrian facilities may be required within one-half mile and bicycle and trail facilities within one mile.

### **Details**

- Planning Commission shall determine the facilities necessary to mitigate increased traffic including bicycle and pedestrian needs.
- A fee-in-lieu may be acceptable if costs are deemed excessive or construction not able to be implemented by a developer.
- Guidelines for the Preparation of Traffic Impact Analyses for Development Applications explains how to assess traffic impact of development proposals and ensure compliance with the Adequate Public Facilities Ordinance (p. 15 mitigation is specific to bicycle and pedestrian facilities).
- Bicycle Parking requirements for specific land uses implemented through review criteria within development review process in line with the 2010 Bicycle Parking Design Guide. In addition staff utilizes the Bikeways and Trails Plan to identify general locations of bike and pedestrian facilities in the County, implemented through the Bikeways and Trails Design Standards and Planning Guidelines.

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## More Information

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