



Island County

Transportation Concurrency Management Program Options

PAC Meeting #5

October 2, 2014



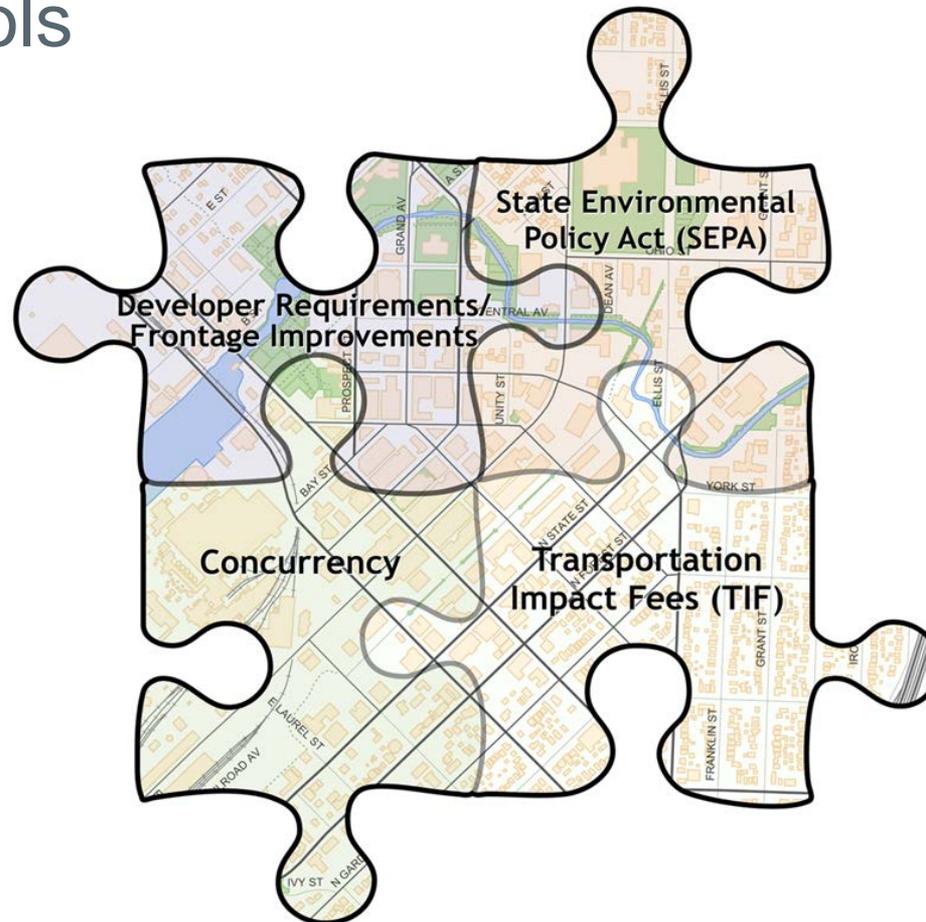
Purpose of today's meeting

- What have we covered with the transportation concurrency options?
- What are the recommendations for moving forward?
- How will these changes impact the Transportation Element?

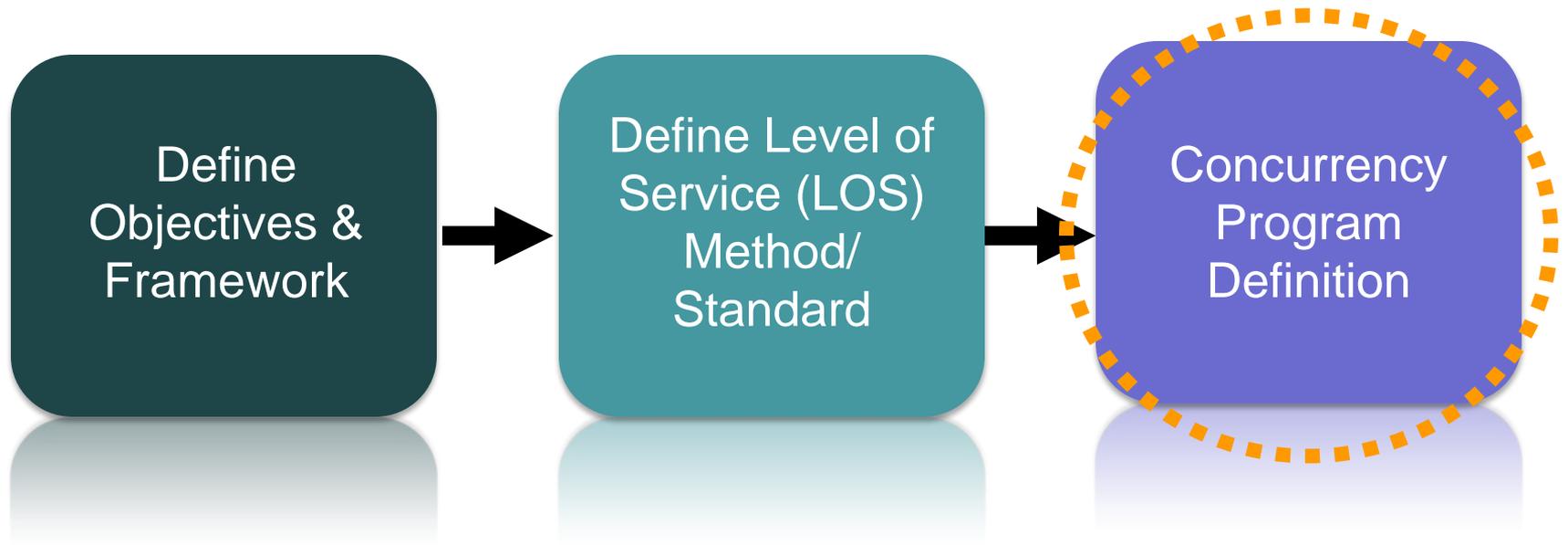
Development review programs



- Concurrency is one of four primary development review tools



Where are we at in the concurrency program development process?



Broad objectives



1. Passes the legal test
2. Supports land use vision and planning goals
3. Able to fund improvements
4. Can implement with limited resources
5. Easy to understand and communicate

What are the potential concurrency program components?



- A. Facility Based Standard
- B. Trip Impact Threshold and Monitoring Program
- C. Subarea Composite / Average Intersection Delay
- D. Arterial Travel Time (or Speed)
- E. LOS Standard Multimodal Adjustment
- F. Person Trips Capacity

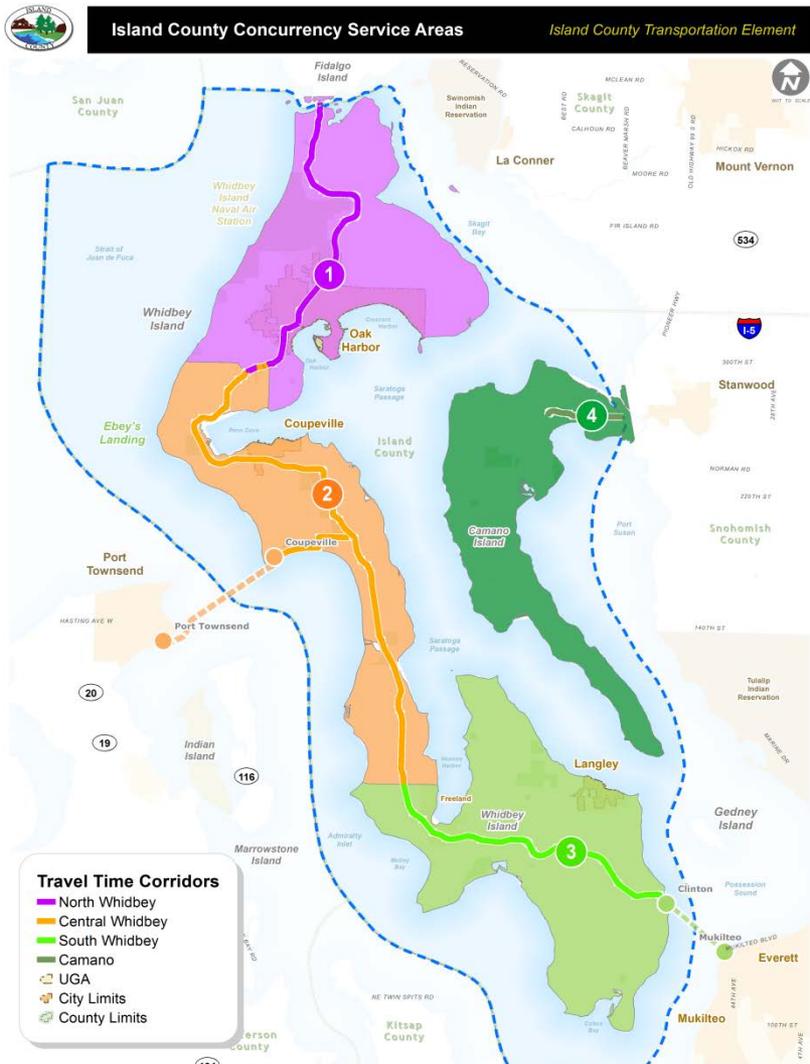
Components are not exclusive. The ultimate program may be a combination of multiple components.

How did we select a recommended approach?



- Choose an approach that fits overall planning goals and is based on concurrency program objectives
- Determine the appropriate application and where it should be applied
- Choose standards that fit within the context of the transportation system

Develop concurrency service areas



- Allow concurrency issues to be defined by the location of the proposal
- Propose four CSAs following the Skagit-Island planning subareas

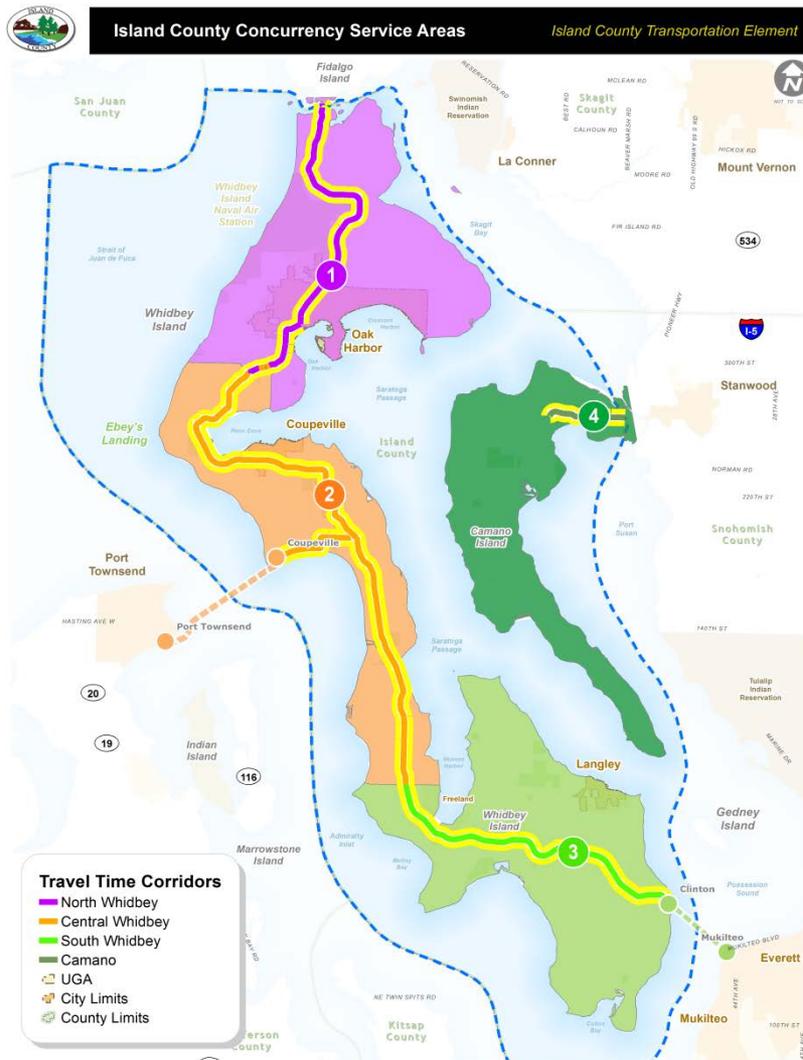


Maintain trip impact threshold

- Sets the number of trips that would trigger a concurrency review
- Current requirement is based on 10 peak hour trips
 - “All arterial and State intersections which will reasonably be projected to experience ten (10) or more additional peak hour trips as a result of the development activity, regardless of their distance from the development activity.”

Island County Concurrency Ordinance 11.04.06

Arterial travel time



- Allow for a range of facility improvements
- Baseline established for travel time corridors in the field
- Concurrency review process will update travel times based on traffic count program

Travel time corridors



- Travel time corridors defined by CSAs

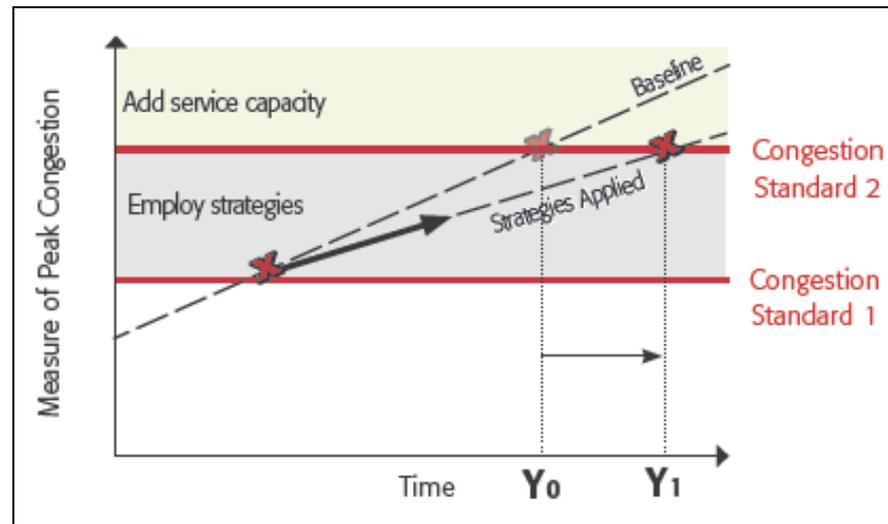
CSA	Travel Time Corridor	Street Class	Minimum Average Travel Speed (mph)
1	SR 20 north of Oak Harbor		
1	SR 20 south of Oak Harbor		
2	SR 20 north of Coupeville to ferry dock		
2	SR 525 south to Freeland		
3	SR 525 from Freeland to Clinton ferry		
4	SR 532 entire extents		

To be established

Ferry level-of-service (LOS)



- Ferry LOS is measured with two standards
 - When Standard 1 is reached, WSF “might consider more target, route-specific strategies to alleviate congestion and spread demand to sailings where capacity exists.”
 - When Standard 2 is reached, WSF “might consider additional investment.”



WSF Final Long Range Plan (2009)

Concurrency and ferries



- Ferries limited to Central and Southern Whidbey Concurrency Service Areas
 - LOS reported by WSF periodically

Route		Jan.	May	Aug.
Pt. Townsend – Coupeville	Level 1 Standard	25%	30%	35%
	Level 2 Standard	75%	75%	85%
	2006 Actual	12%	14%	37%
Mukilteo – Clinton	Level 1 Standard	25%	25%	30%
	Level 2 Standard	65%	65%	75%
	2006 Actual	22%	32%	39%

WSF Final Long Range Plan (2009)

Non-HSS intersections



- Define intersection LOS by federal functional classification for the highest order roadway
 - Interstate: N/A
 - Principal Arterials: LOS D
 - Minor Arterials: LOS D
 - Collectors: LOS D
 - Local Access: no standard defined

Intersection LOS methodology



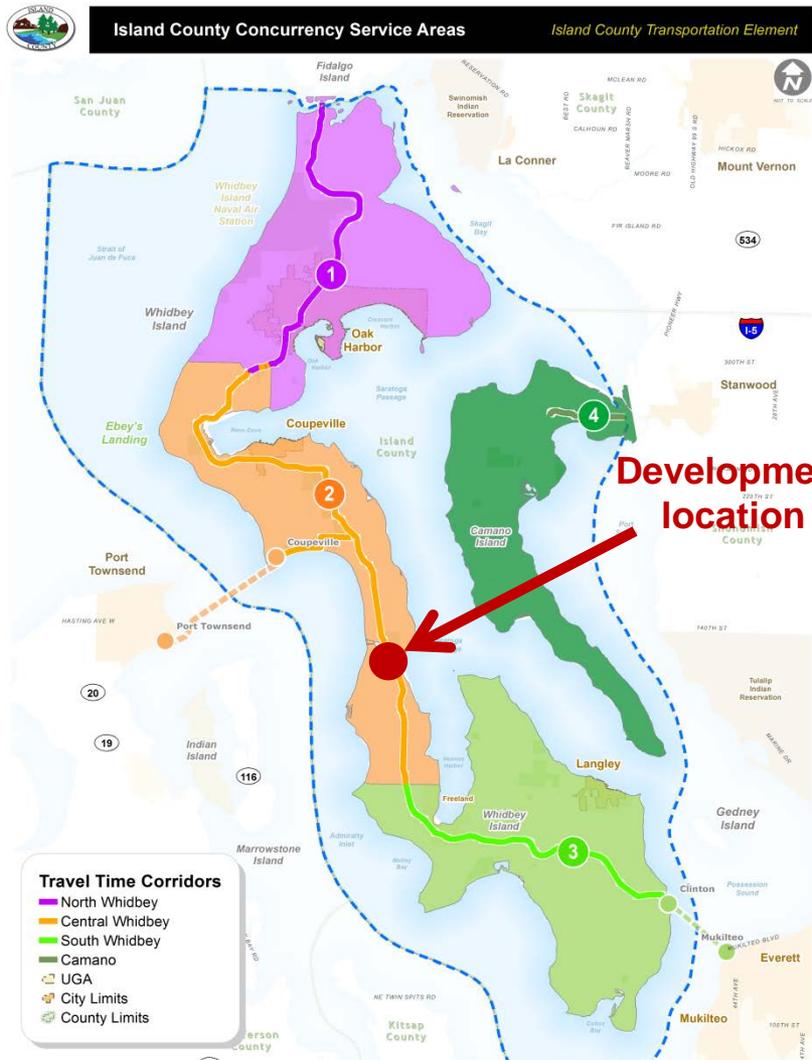
- LOS determined using methodologies identified in the latest edition of the *Highway Capacity Manual*:
 - Traffic Signals, Roundabouts, and All-Way Stop Controlled Intersections
 - LOS based on overall average delay per vehicle.
 - Unsignalized Two-Way Stop Controlled Intersections
 - LOS based on worst traffic movement. On a case-by-case basis, the County may allow LOS for traffic movements from the minor streets at two-way stop controlled intersections to operate below the adopted standard, if the County determines that no significant safety or operational issues will result.

Discussion



- Recommended concurrency approach and further refinement
- Impact on future LOS standards and the Transportation Element project list
- Updates to the MOU as required

Example application #1

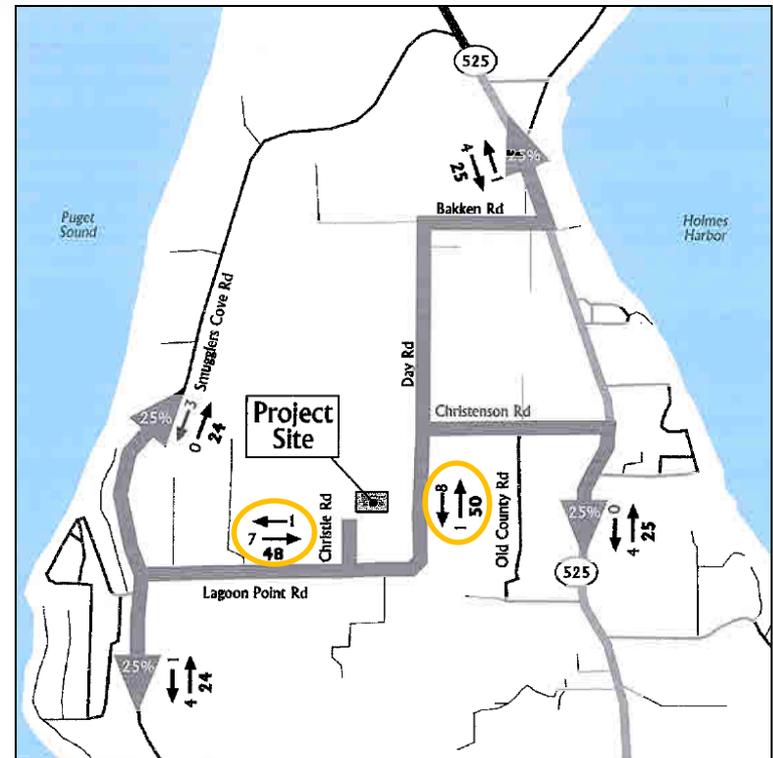


- Proposed development with 2,250 SF of commercial
- Anticipated to generate 17 PM peak hour trips

Concurrency process

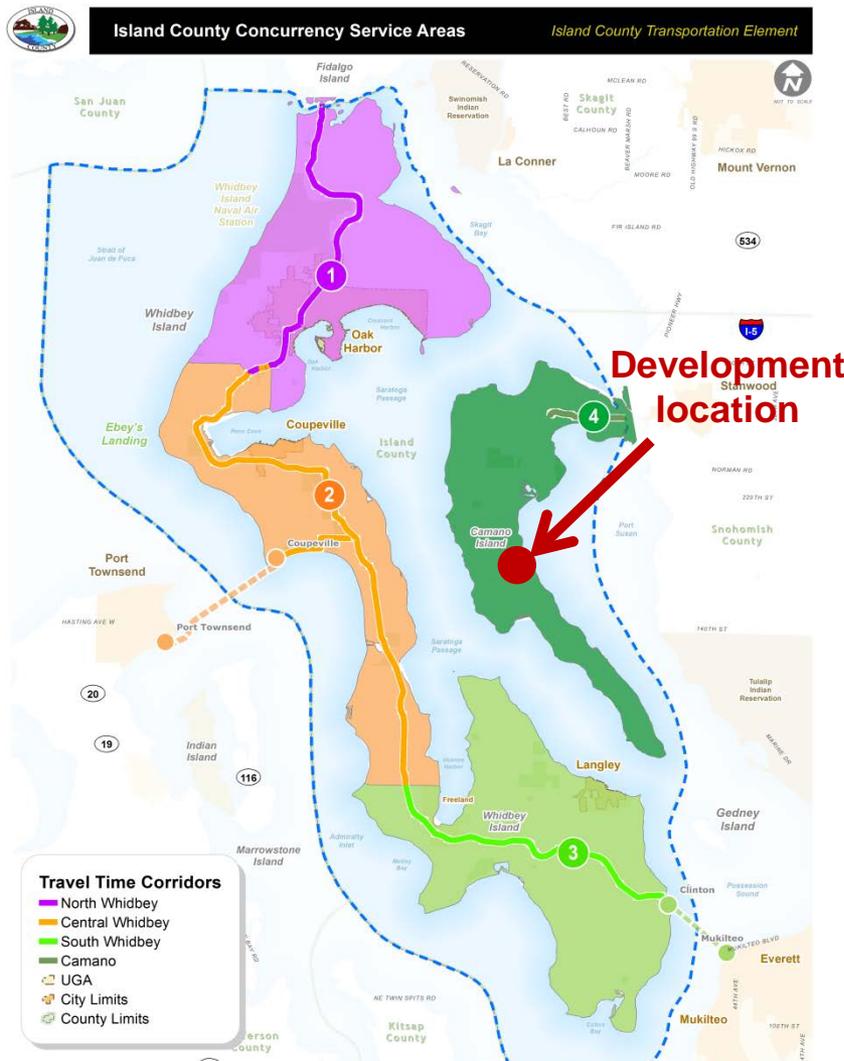


1. Which Concurrency Service Area does it fall in?
 - #2 – Central Whidbey
2. Does it exceed the trip threshold?
 - No, it does not have more than 10 peak hour trips on any roadways



Project Trip Assignment

Example application #2



- Proposed development with 27 residential units and 8,000 SF of retail
- Anticipated to generate 40 PM peak hour trips

Concurrency process

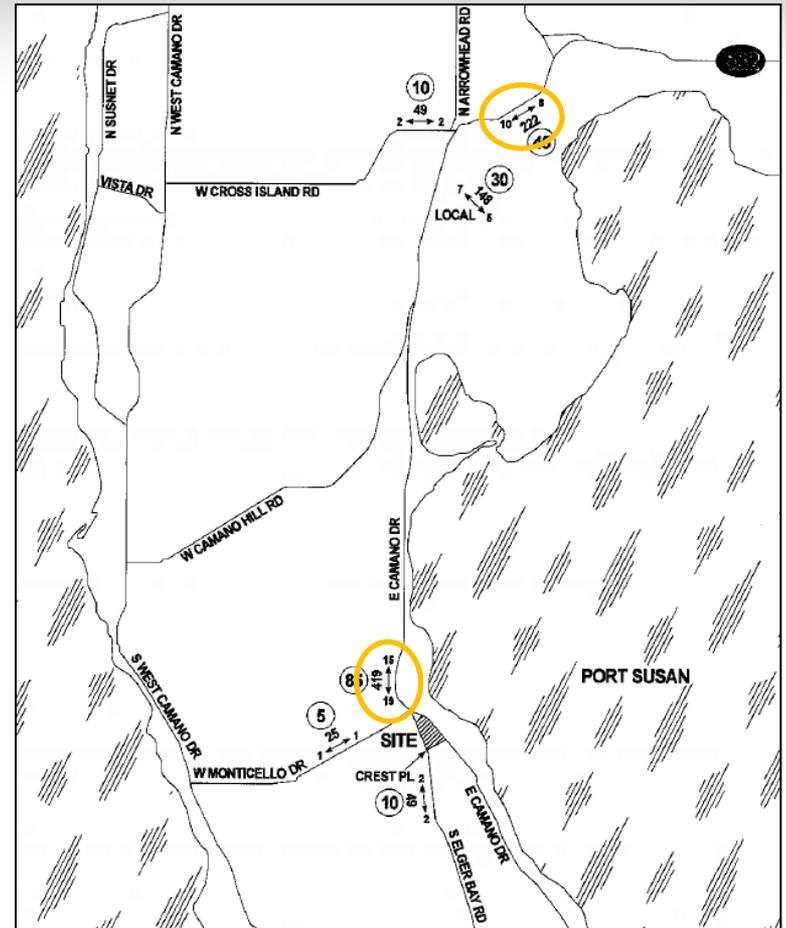


1. Which Concurrency Service Area does it fall in?

- #4 – Camano Island

2. Does it exceed the trip threshold?

- Yes, it will impact some intersections and arterial corridors



Project Trip Assignment

Concurrency process



3. Are travel times for that corridor within LOS standard?
 - Yes, then development meets concurrency.
 - No, mitigation required to improve travel speeds.

4. Are non-HSS intersections impacted?
 - Yes, then LOS analysis completed to determine “with project” conditions meet LOS standard

Questions?



Project Website:

<http://www.islandcounty.net/publicworks/TEUpdate.htm>

Doug Cox, Transportation Planner

Island County Public Works

- (360) 678-7959
- D.Cox@co.island.wa.us

Consultant Team

- Patrick Lynch, Patrick.Lynch@transpogroup.com
- Michael Houston, Michael.Houston@transpogroup.com
- Larry Toedtli, Larry.Toedtli@transpogroup.com