Island County

Transportation Concurrency Management Program Options

PAC Meeting #4
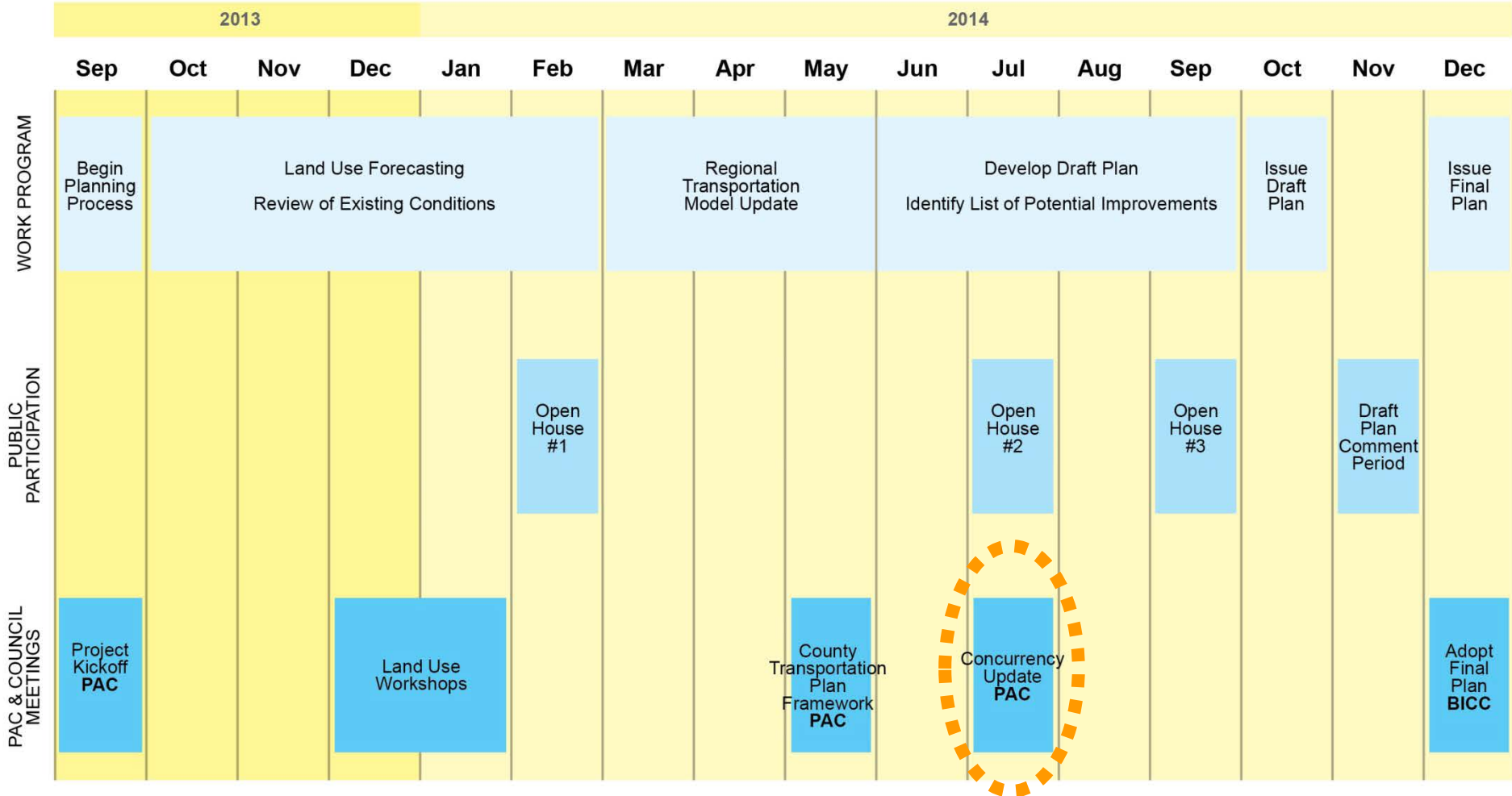### July 8, 2014

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Purpose of today's meeting

- Transportation Element update status

- Concurrency Program options

- Direction for moving forward

Where are we in the project?

PAC: Project Advisory Commitee
BICC: Board of Island County Commissioners

TE Update – Open House #2

- Present existing and future transportation conditions

- Gather input on ideas for project list

- Open house dates
  - **July 15th** 4:00 – 6:00 p.m. at Camano Center
  - **July 22th** 1:00 – 3:00 p.m. at Freeland Library

    5:30 – 7:30 p.m. at Oak Harbor Library

Where are we at in the concurrency program development process?
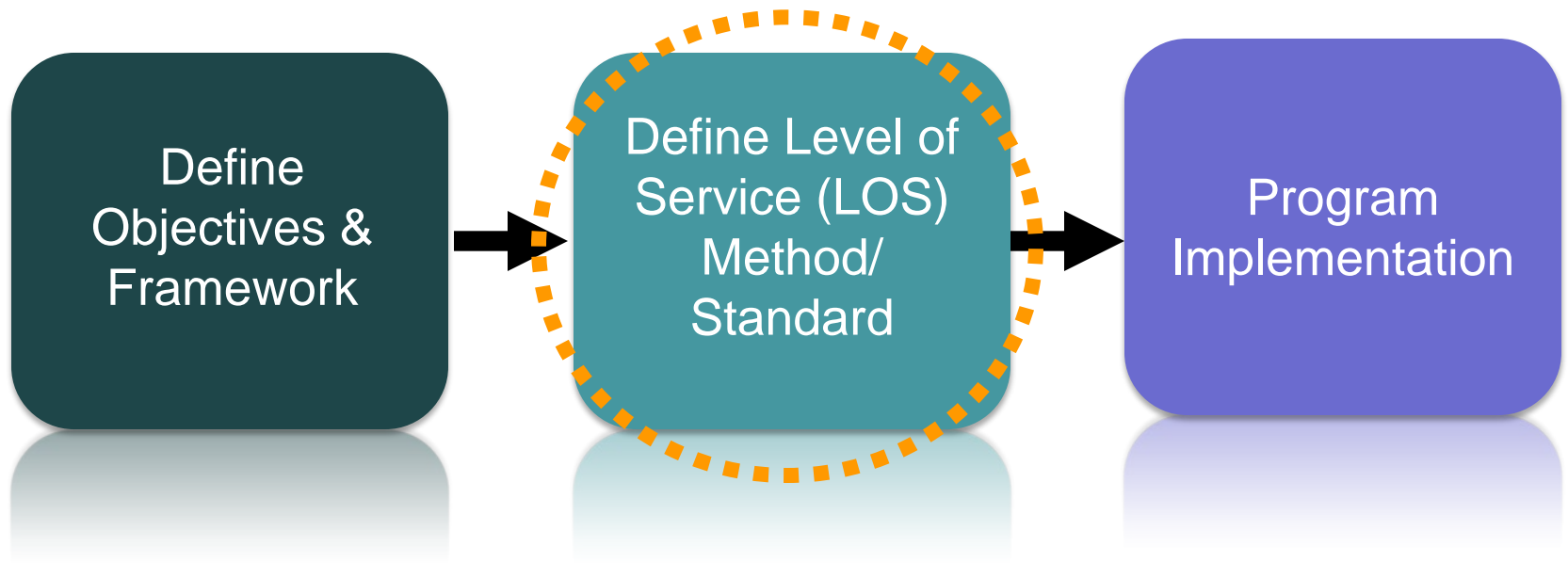
What are our broad objectives for developing the program?

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

*Any changes or additions
to the above objectives?*

How do we measure success?

- What you measure defines what you will get!

  - Facilities
    - Roadway corridors
    - Roadway segments
    - Intersections
    - Multi-modal
    - Groups of facilities

  - Time periods
    - Daily
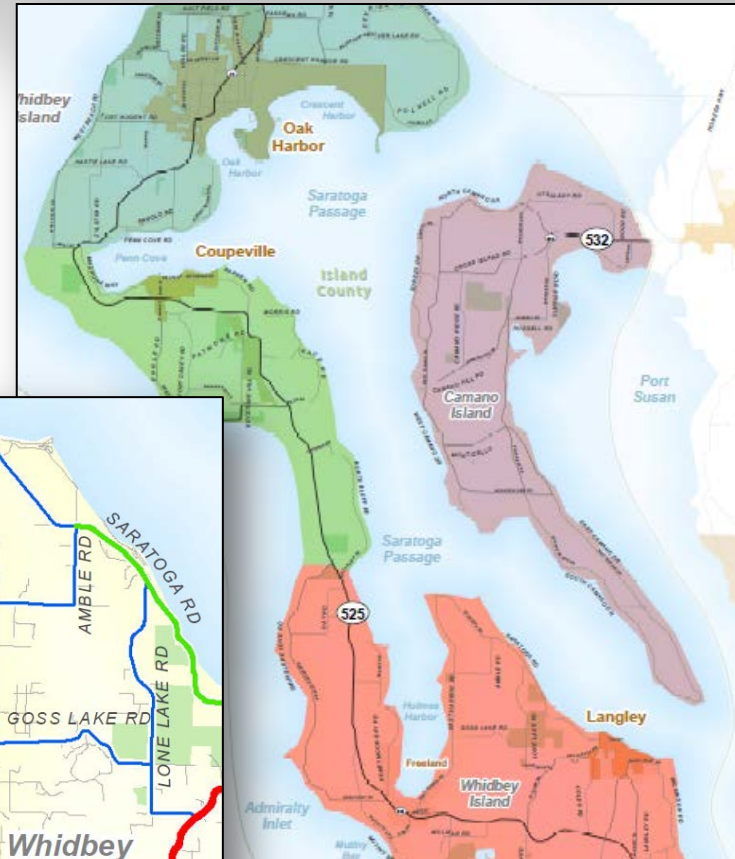   - Peak hour
    - Other

Where do we define LOS standards?

Is one standard or method appropriate Countywide?

- Urban/Rural
- Subareas
- State highways
- County roadways
- Ferries
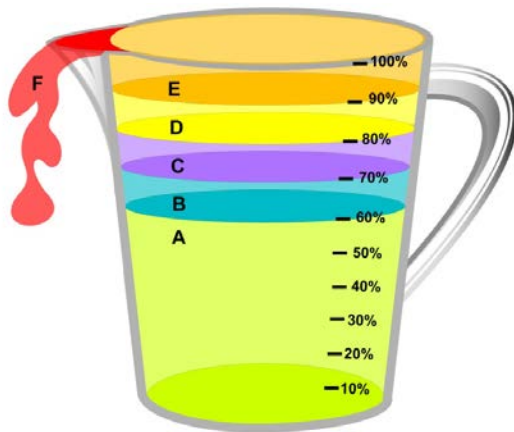- Transit service

Planning Subareas

Functional Classification

What LOS methodology will we apply?

- How will it be measured?
  - Roadway volume-to-capacity (v/c)
  - Intersection delay
  - Corridor travel time
  - Vehicle miles travel
  - Other

- Each method measures "success" differently

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.

A. Facility Based Standard

Applies a LOS standard by facility type using the roadway functional classification system.

- Focused on auto mode
- Federal functional classification system
- Define LOS standard by facility type

B. Trip Impact Threshold and Monitoring Program

Sets a minimum trip generation threshold for testing new developments, while establishing a monitoring program to periodically assess the cumulative impacts of developments under threshold.

- Only developments exceeding the trip generation minimum threshold are tested
- Combine with monitoring program to measure cumulative impacts of smaller developments

C. Subarea Composite / Average Intersection Delay

Evaluates the total delays or average delays at key intersections in the county or within a subarea to determine if a development project's traffic impacts can be accommodated by the transportation system.

- Measures delay of group of intersections
- Maximum average delay standard is set by roadway segment or subarea

D. Arterial Travel Time (or Speed)

Evaluates travel speeds along selected corridors or roadways based on methodologies in *Highway Capacity Manual*.

- Corridors can be divided into defined segments
- Accounts for total travel time along a roadway segment, including delays at intersections

E. LOS Standard Multimodal Adjustment

Provides credit when other modes are available. Standards would be set allowing lower LOS for areas served by other modes.

- County designates corridors and assigns LOS to each
- Adjust LOS when transit and/or non-motorized service/facilities are available

F. Person Trips Capacity

Accounts for auto, transit, pedestrian, and bicycle modes to estimate the person trips capacity that can be accommodated.

- Measure all modal facilities capacity in person trips or (person miles)
- Combine multimodal capacity in total capacity for motorized and non-motorized modes

Comparison Matrix

	Concurrency Component
Broad Program Objectives	Is the component more or less consistent with the broad program objectives?

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How do we compare the different components?

	A. Functional Classification Based Standard	B. Trip Impact Threshold and Monitoring Program	C. Subarea Composite/ Avg Intersection Delay	D. Arterial Travel Time (or Speed)	E. LOS Standard Multimodal Adjustment	F. Person Trips Capacity
1. Passes the legal test	● (full)	● (full)	● (full)	● (full)	● (full)	● (full)
2. Supports land use vision and planning goals	◗ (half)	◗ (half)	◗ (half)	● (full)	● (full)	● (full)
3. Ability to fund improvements	● (full) Needs to be tied to reasonable standards	● (full) Needs to be regularly maintained	● (full) Needs to be tied to reasonable standards	● (full) Needs to be tied to reasonable standards	● (full)	● (full)
4. Can implement with limited resources	● (full)	◗ (half) Requires periodic monitoring program	◗ (half)	◗ (half) Requires periodic monitoring program	● (full)	○ (empty)
5. Easy to understand and communicate	● (full)	● (full)	◗ (half)	● (full)	◗ (half)	○ (empty)

full circle = more consistency
half circle = consistent
empty circle = less consistency

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How do we select an 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

What's an example of combining components?

Do not test developments with fewer than 10 peak hour trips

Implement a monitoring program to ensure several small developments do not accumulate into a large impact

Define methodology and standards

Location

Apply LOS standards by planning subarea

Facility Type

State Highways
- Travel time

County Roadways
- Intersection LOS

Ferries
- LOS by WSF

Where do we go from here?

- Summary of input from County staff and PAC
  - Do concurrency program objectives fit County's goals?
  - What type of application is appropriate for the County?
  - How should methodologies and standards be applied?
  - Who is responsible for implementing the program?
  - What are the parameters for making changes to the MOU, State and County?

- Next steps – Develop framework and test scenarios

Questions?

Project Website:

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

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