Transportation Concurrency and the CFP

Background and Options Going Forward

August 21, 2013

Outline for Today

1. Concurrency setting and GMA
2. Historical perspective for Clark County
3. Options going forward - Conceptual
4. Get BOCC direction

Offsite improvements required with new development

1. Safety Standards – unsafe and high risk situations (accidents)

2. Concurrency Standards – traffic congestion and delays (mobility)

Safety Standards

1. AASHTO, MUTCD, WSDOT design manual – mandated requirements

2. Little local discretion – standards adopted into Clark County Code

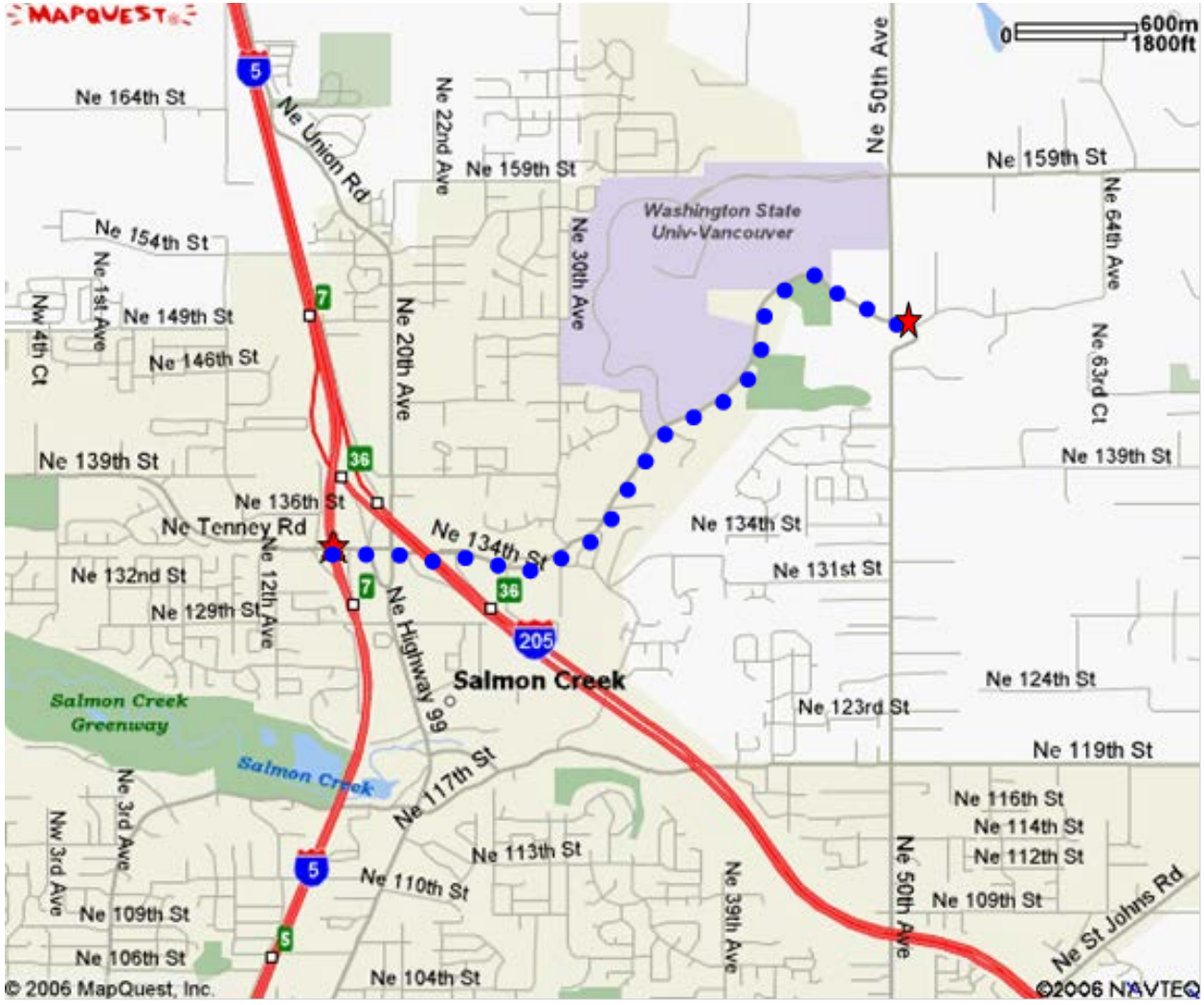
GMA and Concurrency Standards

RCW 36.70A.070 (6.b) says "….. local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development…….

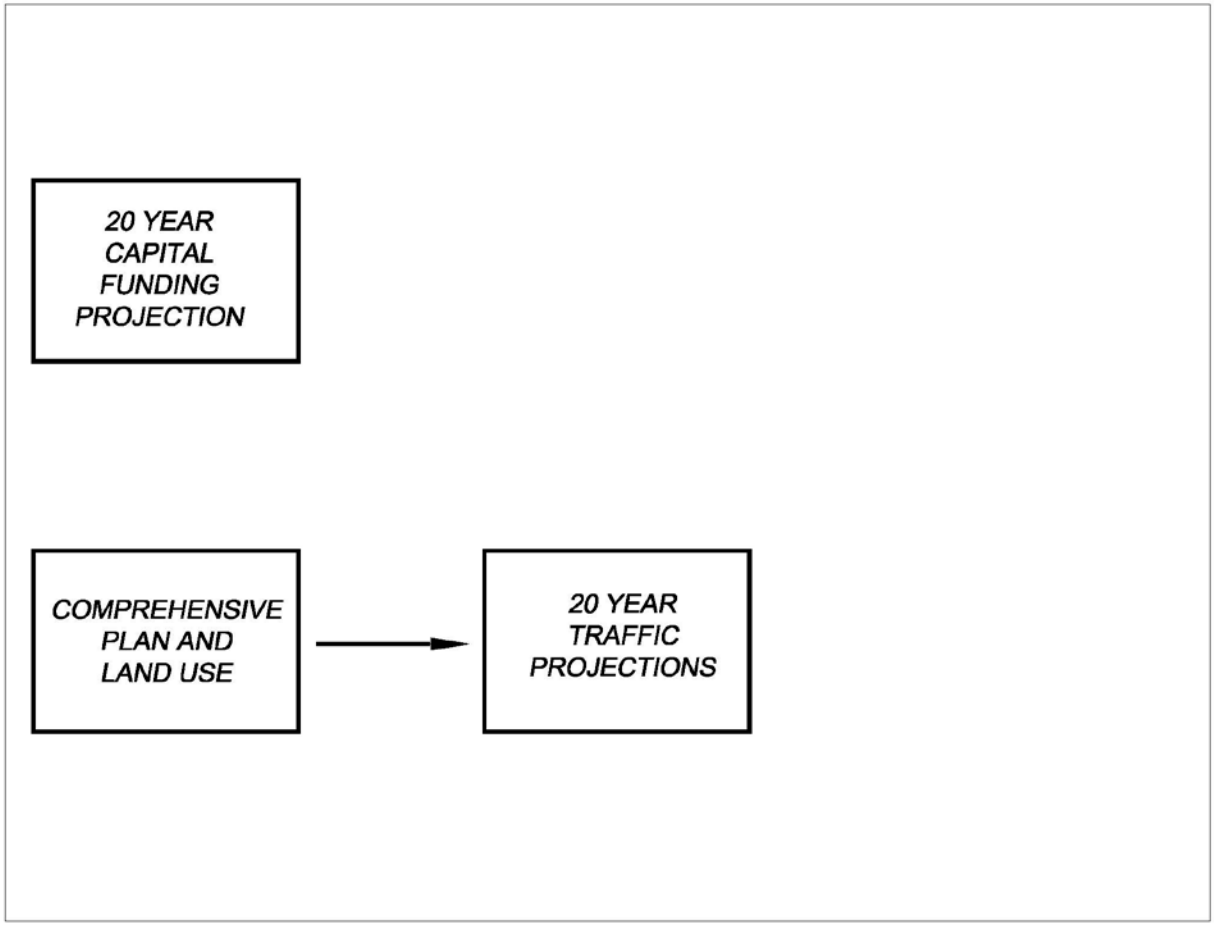
Clark County Experience with Concurrency

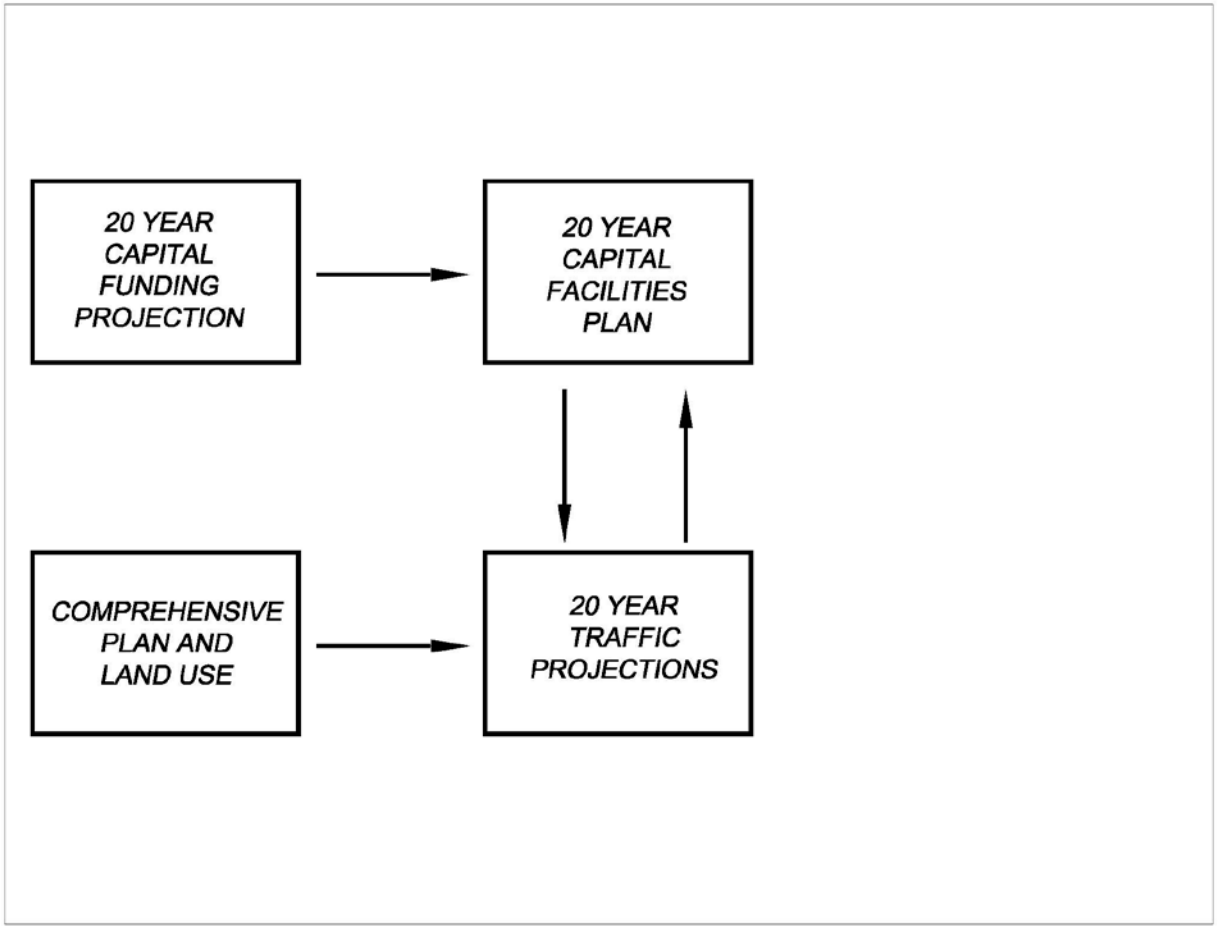
1. 37 Concurrency corridors in the VUGA – 4 travel speed standards (27, 22, 17, and 13 mph)
2. Highways of Statewide Significance are not tested.
3. History – dominated by Pipeline 1 in east County (2000) and 2 moratoria in Salmon Creek (2004 and 2007)
4. About 2%-3% of developers have had an offsite mitigation obligation
5. Over last 10 years, total mitigation required was about $150,000 per year

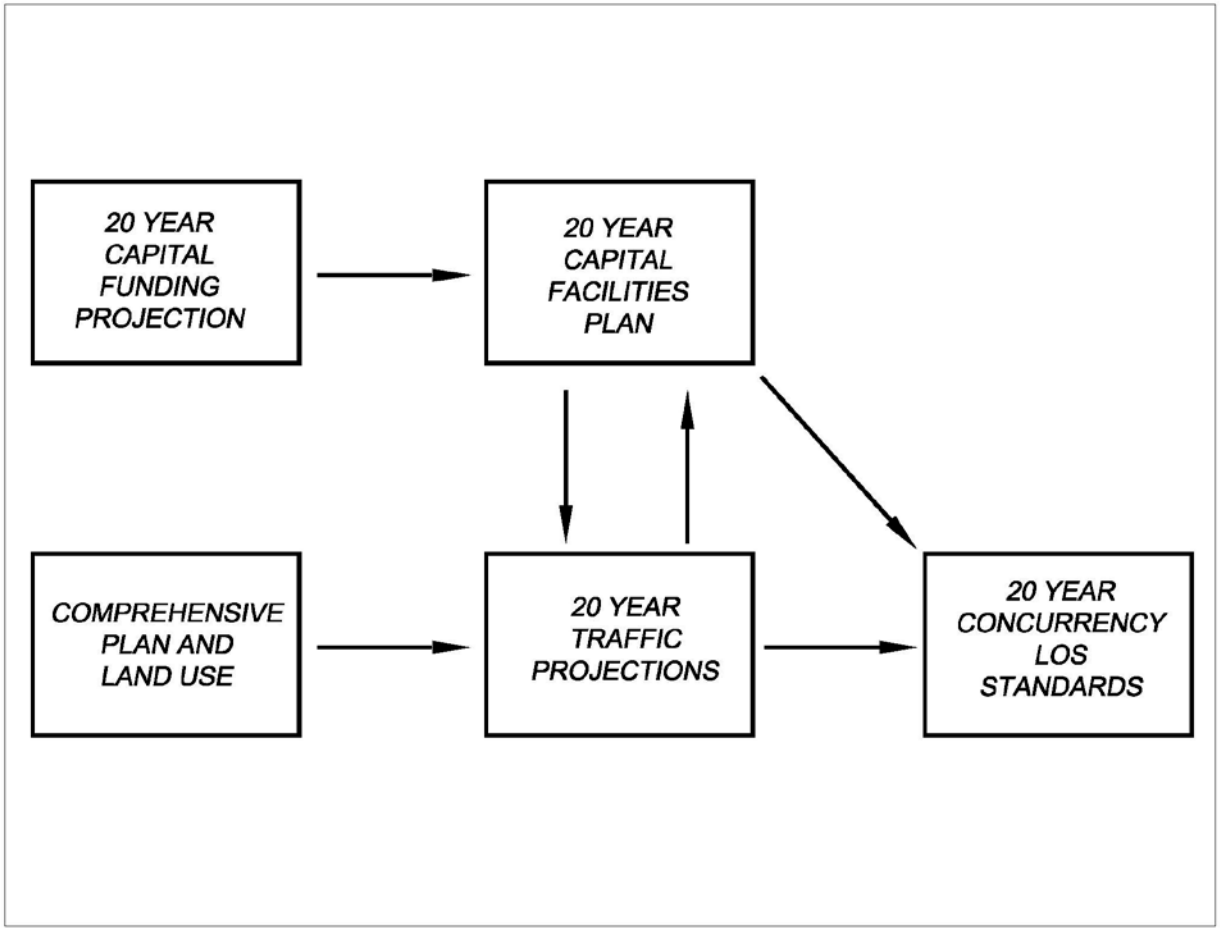
Salmon Creek Avenue Corridor from 1-5 to NE 50th Avenue

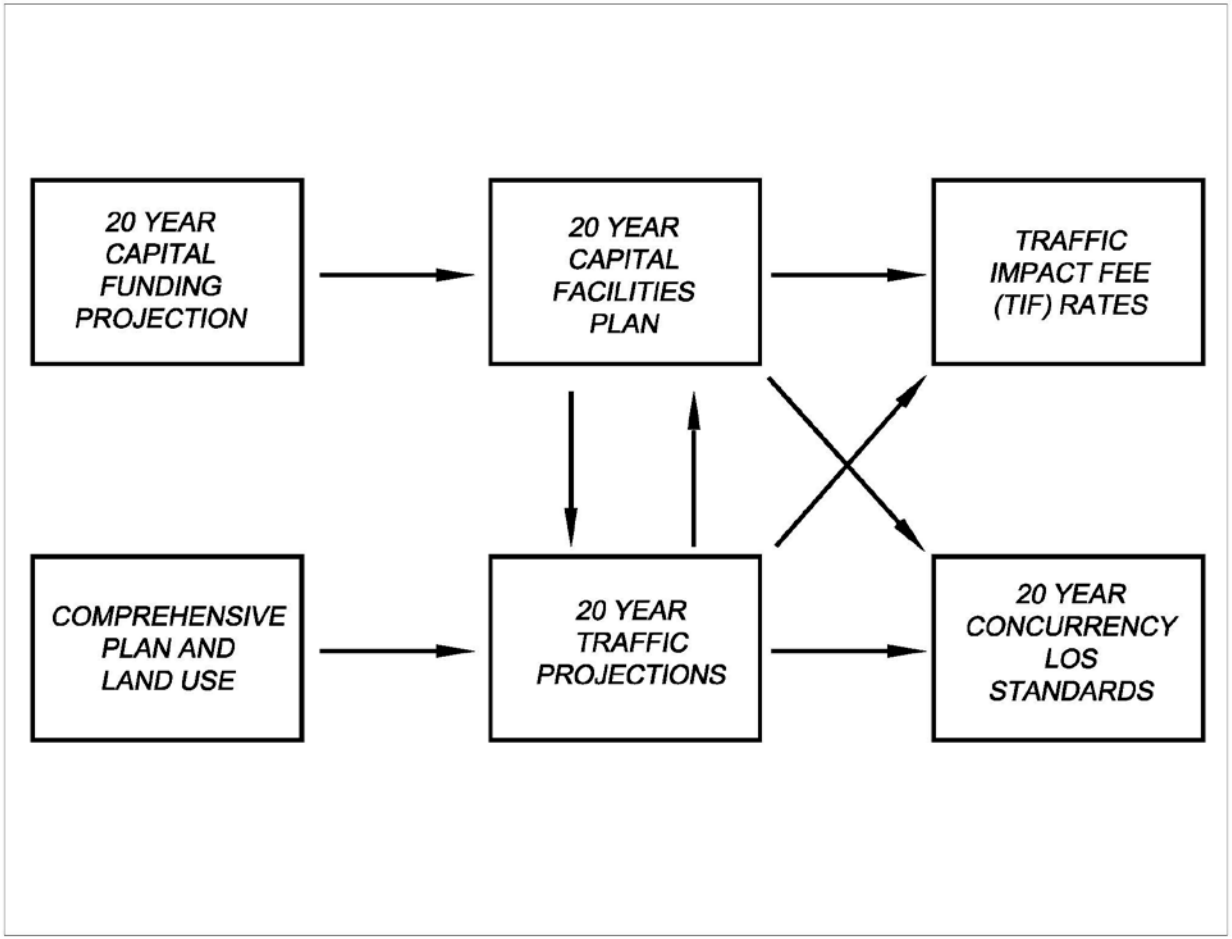


Comprehensive Plan, CFP, LOS Standards, TIF Rates




20 YEAR CAPITAL FUNDING PROJECTION
20 YEAR CAPITAL FACILITIES PLAN
COMPREHENSIVE PLAN AND LAND USE
20 YEAR TRAFFIC PROJECTIONS


20 YEAR CAPITAL FUNDING PROJECTION
20 YEAR CAPITAL FACILITIES PLAN
COMPREHENSIVE PLAN AND LAND USE
20 YEAR TRAFFIC PROJECTIONS
20 YEAR CONCURRENCY LOS STANDARDS


20 YEAR CAPITAL FUNDING PROJECTION
20 YEAR CAPITAL FACILITIES PLAN
TRAFFIC IMPACT FEE (TIF) RATES
COMPREHENSIVE PLAN AND LAND USE
20 YEAR TRAFFIC PROJECTIONS
20 YEAR CONCURRENCY LOS STANDARDS

Going Forward – Guiding principles

- More predictable
- Simpler process
- No change to Land Use

Element 1 – Capital Facilities Plan

Staff suggest reducing the number of capital projects down to an affordable level - retaining key Concurrency related improvements on the CFP in order to maintain needed levels of service

Element 2 – Congestion Measurement Approach

1. Consider Concurrency “LOS Standards” based on the maximum capacity for each roadway classifcation

2. Consider “Operating Levels” calculated as the percentage of that maximum capacity at which a particular roadway is operating

3. Consider measurements taken during the peak two hour period

Element 3 – Setting of LOS Standards

Concurrency Levels of Service are a local decision based on community and BOCC preferences.

Element 4 – Developer Predictability

Staff suggest adopting a status color for roadways – following an annual review by the BOCC. The color would indicate the committed status of the roadway for a given period of time (e.g. corridor not subject to a failure condition until end of calendar year).

Element 5 – Funding for Needed Concurrency Mitigation

With the awareness that an annual review would bring – the 6 Year Transportation Improvement Program (TIP) could be structured and prioritized to include needed Concurrency projects. In the event TIP funding was not available, developers would retain the responsibility for the funding.

Element 6 – Completed Roadways and intersections

Staff suggest that once a roadway or intersection is fully built out to the Arterial Atlas and County design standards, it would not be further tested for Concurrency.

Possible Next Steps

1. Reduce the CFP project list and recalculate Traffic Impact Fee rates?

2. Refine the concepts staff has been directed to pursue and develop an implementation schedule for any changes to the program.

3. If needed, set up a test roadway segment using any new procedures – to see how they work.