

Transportation Concurrency Ordinance Memorialization

A work session was held on August 21st to describe the County's present Transportation Concurrency Ordinance and possible future directions the program could take. Included in the description of the current program was the distinction between our "safety authorities and obligations" and our "Concurrency authorities and obligations". Also described was our current Concurrency program with 37 corridors that uses travel speeds during the late afternoon peak hour as the congestion measurement approach.

Looking to the future, staff outlined key elements of a possible County program that would be more predictable for developers, simpler to administer, and easier to understand. Elements of the updated program will include a congestion measurement approach based on the percentage of the maximum vehicular capacity of a roadway. For example, if the roadway (including intersections) had a maximum capacity of 4,000 vehicles in its peak traffic hour and a current operating level of only 3,000 vehicles in that same peak hour – it would be operating at 75 percent of capacity. And the County, as part of the development of the new program, will set those maximum percentages as the Concurrency level-of-service (LOS) standards for each roadway.

Additionally, a program using a "two hour peak period" will be evaluated as part of the update. With respect to the related Capital Facilities Plan or CFP, the update will look to bring the long-term costs of the CFP more in-line with the County's funding availability in those future years. A roadway color coding system will be developed that will serve to alert affected parties when a roadway is approaching capacity and needs to be watched more frequently. What is proposed is an annual review process by County staff and the BOCC to look at those roadways approaching Concurrency failure – with the intention of providing funding for those needed Concurrency improvements. Additionally, the proposed program will limit the extent to which roadways are required to be widened – such that once a roadway and its intersections are fully built out, they will not be subject to continuing Concurrency requirements.

During the work session, all parties acknowledged that there is limited capital funding available to the County in future years – such that difficult choices will need to be made when choosing between Concurrency, economic development related, safety, and other types of improvement projects.

Key direction provided by the BOCC at the work session was as follows:

- 1) Staff was directed to pursue the program described above and develop a work plan and timeline for the developing and implementing the new program.
- 2) The BOCC directed staff to involve the RTC and their Concurrency modeling and reporting work in the development and future administration of the program.
- 3) The BOCC directed staff to follow the general sequence described below in the development of the new program.
 - a) Phase 1 – identify roadway segments (including intersections) to use in the new program
 - b) Phase 2 – calculate maximum capacities for each roadway and using the future traffic projections, work with the BOCC to set LOS standards for those roadways
 - c) Phase 3 – the work done in Phase 2 will clearly identify future deficiencies (where roadway capacities are deficient) - which can then be used in the formulation of a revised CFP – that ideally, could fund all future Concurrency related problems
- 4) Staff were to proceed ahead with no changes in the land use side of the adopted Comprehensive Plan
- 5) And finally, staff will plan to incorporate advanced technologies recently installed on some of our roadways as part of the new program - in an effort to better and more efficiently monitor traffic characteristics

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