



Transportation Requirements and Procedures for New Development

Urban Road Maintenance District
Advisory Committee

April 18, 2018



Presentation Overview

- Background
- Proposed Resolution and Order structure
 - Categories of review
 - Compounding requirements added as the scale of impact of increases
 - Overview of the requirements for each category

Why Update?

- Identified during the Transportation System Plan update (2013/14)
 - Adopted as part of safety strategy 1.3.3
- Considered further:
 - Solutions for addressing walkway gaps in the Urban Unincorporated Area Issue Paper (January 2016)
 - Multimodal Performance Measures and Standards
- Directed through the work program



Update Process

- Developed with input from multiple staff throughout the Department of Land Use and Transportation
- Multi-disciplinary process including four County staff workgroups:
 1. Cumulative impact & safety
 2. Capacity based approaches
 3. Proportionality
 4. Off-site right-of-way acquisition



Related Plans, Policies and Rules

- County 2020 Strategy Plan
- Comprehensive Plan
- Rural/Natural Resource Plan
- Community Plans
- Transportation Development Tax
- Transportation System Plan
- Road Design and Construction Standards
- Community Development Code



Recommendations

1. Consider an update to Resolution and Order 86-95
2. Consider prioritizing Essential Services for smaller development or lot partitions defined in article V of the Community Development Code (CDC).
3. Improve coordination between the function and roles of the CDC, the Road Design and Construction Standards and a new R&O.



Community Development Code

- All development is required to comply with the provisions of the Community Development Code (CDC).
- Transportation requirements are generally located in Article V.

CDC Requirements

- Article V – Public Facilities and Services

Three categories:

1. **Critical** –> must be provided for health, safety and welfare
2. **Essential** –> important for community livability
3. **Desirable** –> important community amenities



Transportation-related CDC requirements

- **Critical Services:**
 - On-site Local and Neighborhood roads
 - Adequate connection to the Arterial and Collector road network
 - Arterial and Collector road frontage improvements (on-site)
 - Join Urban Road Maintenance District (URMD)
 - Roadway access spacing standards*
 - Sight distance standards*



* Not listed under critical services but applied as standards for development



Transportation-related CDC requirements, continued (2)

- **Essential Services:**
 - Regional Trails (on-site)
 - Access to Transit and Transit Improvements
 - Street Lighting (frontage)
 - Pedestrian & bicycle connections (on-site)
 - Pay the Transportation Development Tax
 - Comply with R&O 86-95



Transportation-related CDC requirements, continued (3)

- **Desirable:**
 - Off-site pedestrian & bicycle facilities
 - Mid-block crossings (frontage) and traffic calming devices (allowed if approved by the County Engineer)
 - Community and special area trails (on-site)



Existing Resolution and Order 86-95

- Transportation Safety Improvements only
 - Traffic Impact Fee = Capacity
- Evaluates existing safety conditions
 - Uses the Safety Priority Index System (SPIS)
 - Existing accident history only
 - Includes requirements for:
 - Traffic Impact Statements
 - Access Reports

Update

- Update R&O 86-95 (County's transportation requirements and procedures) to:
 1. Improve accessibility and transparency of the process
 2. Clarify and modernize transportation requirements to reflect current best practices
 3. Provide an objective method for requiring ped/bike improvements
 4. Require the analysis to consider site-generated cumulative traffic
 5. Allow for an augmented safety methodologies (other than prior accident history)
 6. Consider the relationship between safety and capacity



Proposed Resolution & Order

Three levels of review:

- A. Category A (40 to 199 trips/day)
- B. Category B (200 to 499 trips/day)
- C. Category C (500 or more trips/day)

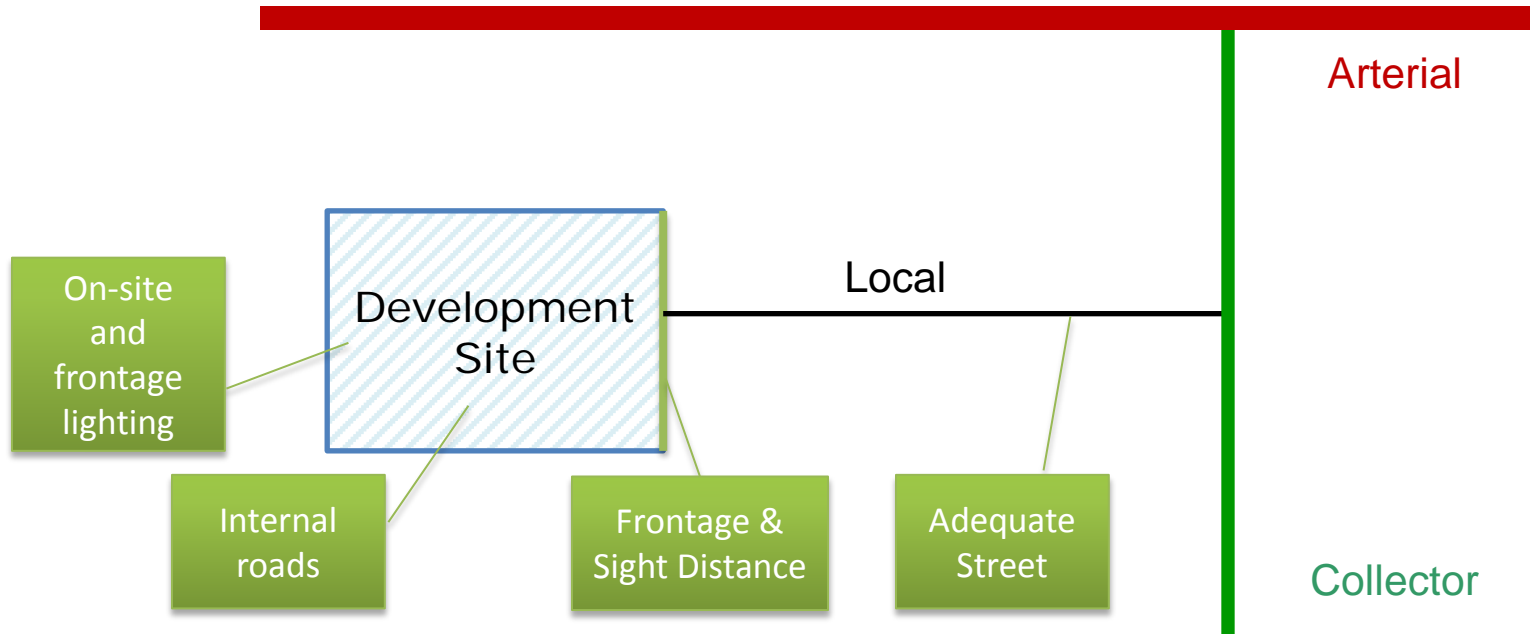
Less than 40 trips/day

- Comply with the requirements of the CDC
 - CDC requirements include frontage improvements:
 - Sight distance
 - Illumination
 - Access
- No additional requirements

Example

(less than 40 trips per day)

All Community Development Code Requirements



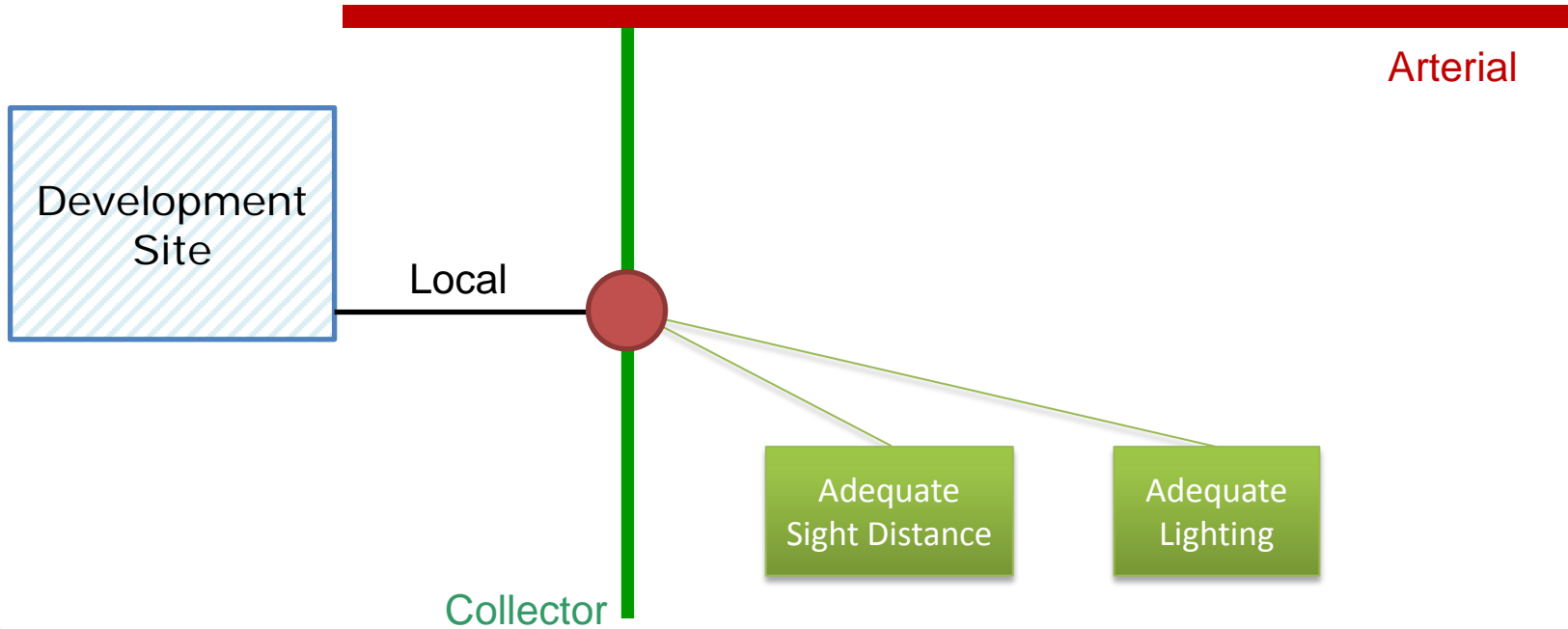
Category A (40 to 199 trips/day)

- Comply with the requirements of the CDC
- AND consider the primary (off-site) routes that access the site
 - on those routes provide to County standard:
 1. Adequate illumination
 2. Adequate sight distance

Category A – Example

(40 to 199 trips per day)

Includes everything in the CDC, plus:





Category B (200 to 499 trips/day)

- Comply with the requirements of the CDC
- AND Provide a Traffic Safety Report

Traffic Safety Report

- Similar to existing
 - Existing and Predicted hazard locations
 - Allows an augmented safety methodology
- Motor Vehicle safety affects all modes
 - Bicycle and Pedestrian safety is about providing a dedicated system rather than sharing the system with motor vehicles
- Requires assessment of site-generated *cumulative* traffic, not only the new traffic
- If a safety hazard is identified, it **MUST** be addressed



Traffic Safety Report (*continued*)

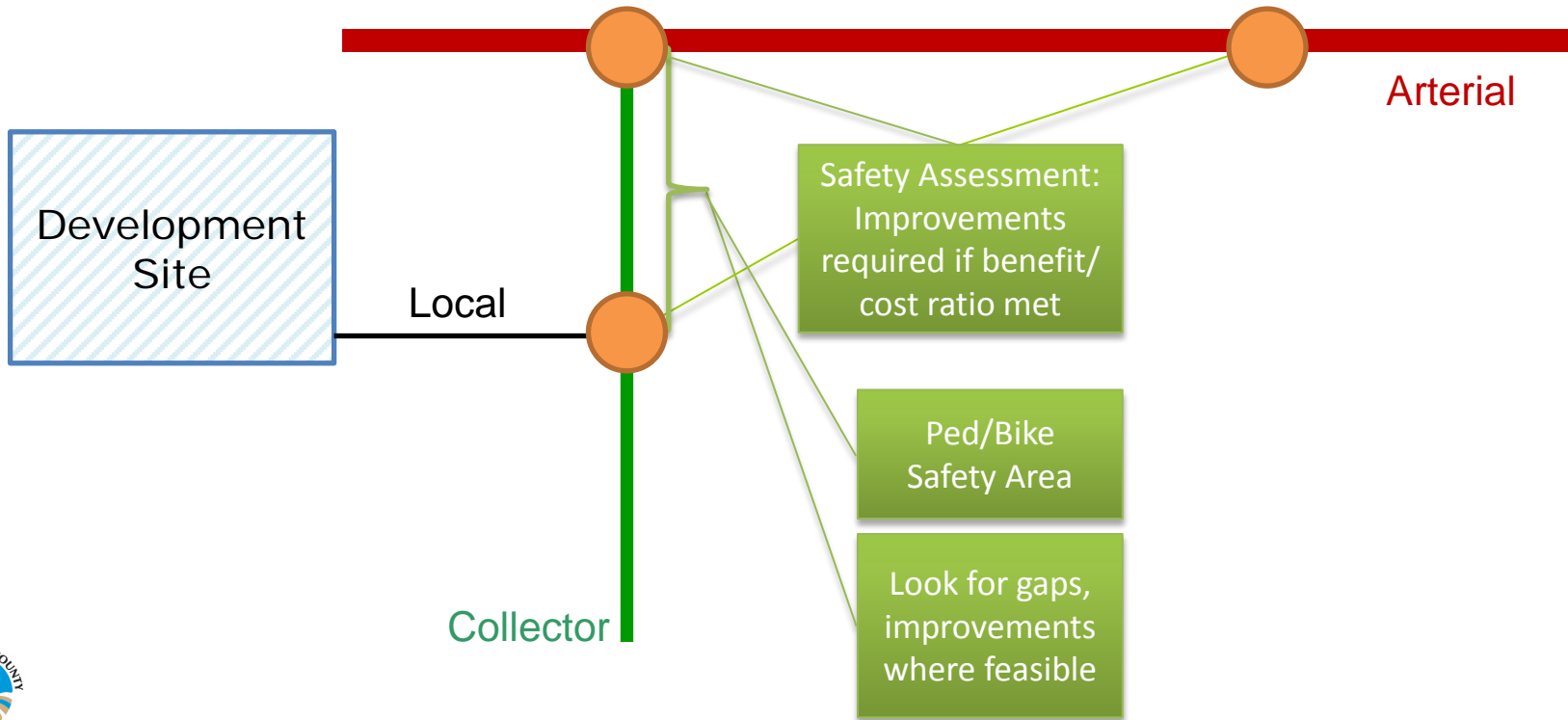
Requirements include:

1. Adequate illumination
2. Adequate sight distance
3. Consider existing hazard locations
4. Identify any predicted hazard locations
5. Non-motorized system gaps (along the nearest arterial or collector)
6. Pedestrian / bicycle crossings

Category B – Example

(200 to 499 trips per day)

Includes everything Category A, plus:





Category C (500 or more trips/day)

- Comply with the requirements of the CDC
- Provide a Traffic Safety Report
- AND Provide a Capacity and Connectivity Report



Capacity & Connectivity Report

Three sections:

1. Motor vehicle capacity
 - Evaluate motor vehicle related capacity deficiencies
2. Non-motorized connectivity
 - Evaluate bicycle and pedestrian system for connectivity and comfort
3. Statement of proportionality



Motor Vehicle Capacity

- Intersection capacity compared to Transportation System Plan Performance Measures
- Off-site improvements intended (solely) to address motor vehicle capacity deficiencies are voluntary
 - Eligible for credit towards the Transportation Development Tax



Non-Motorized Connectivity

- Bike and Pedestrians are considered regardless of expected trip generation
- Must demonstrate reasonably direct route between development site and Key Destinations
- Must evaluate the system based on current road design and construction standards
- Consider “comfort” based on motor vehicle: volume, speed and lanes

Off-site Improvements

- Off-site improvements remain generally voluntary
 - Off-site bike/ped improvements might be required in cases where Right-of-Way is available
- Transportation Development Tax (TDT) credit is available if improvements are implemented
- Off-site improvements are frequently difficult to achieve:
 - Availability of Right-of-Way is often limited
 - Potential conflicts between goals (multiple turn-lanes vs community character)
 - Other major expense needed (grade separation)

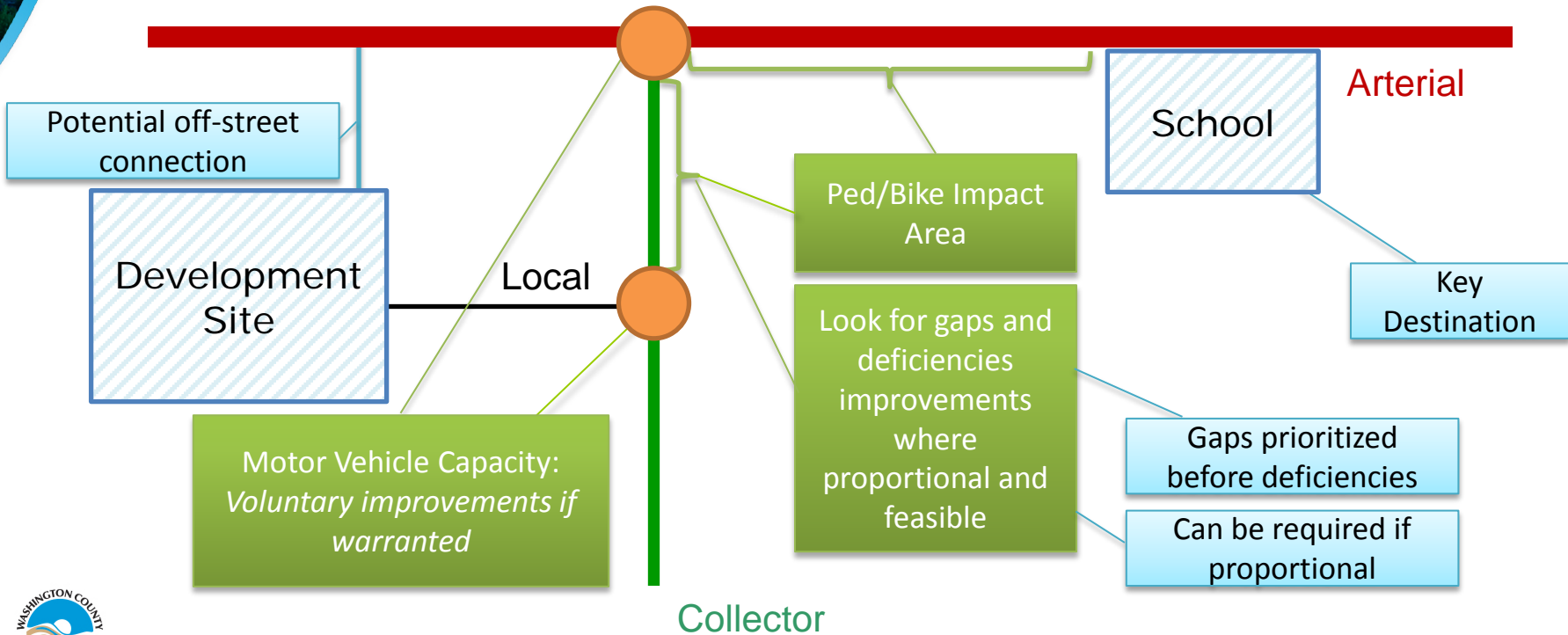
Statement of Proportionality

- Provided by applicant
- Site specific individual determination
- Summarize mitigation measures and impacts, estimating:
 1. Impact of development on the system
 2. Adequacy of proposed improvements
- The statement of proportionality is intended to:
 1. Facilitate the discussion of off-site improvements
 2. Require the applicant to demonstrate that the proposed mitigation is roughly proportional to the impact created by the development

Category C – Example

(More than 499 trips per day)

Includes everything in Category B, plus:





What is new?

Safety- Additional emphasis on bicycle / pedestrian safety.

- Staff reviewing to make sure the requirements are proportional to the scale of development.

Capacity & Connectivity-

- Motor Vehicle Capacity and Bicycle / Pedestrian Connectivity
 - On-site: Similar
 - Off-site: Additional evaluation and optional improvements.
- Statement of Proportionality

R&O 86-95 vs Proposed R&O

R&O 86-95 had 5 Appendices:

- **Appendix A** – Analysis techniques*
- **Appendix B** – Off-site safety review by applicant
- **Appendix C** – On-site access report by applicant
- **Appendix D** – Calculation of the Safety Priority Index System (SPIS) score*
- **Appendix E** – Setting the level of SPIS to apply**

Proposed R&O has 3 Chapters:

- **Chapter 1** – Categories of development
- **Chapter 2** – Safety
- **Chapter 3** – Motor vehicle capacity and multimodal connectivity (analysis only) plus statement of proportionality

* These sections have refined by engineering standards since 1986 and are included in the definitions of the proposed R&O.

** R&O 86-95 set the level of SPIS as the most hazardous 50% of intersections/locations. It is recommended that this level remain unchanged and is included in the definitions. Use of an augmented methodology is allowed for identified safety concerns (consistent with the Highway Safety Manual).

What is different?

Average Daily Traffic	CDC Article V	R&O 86-95	R&O 18-??
0-14	Exempt from Article V	Exempt	Exempt
14-40	All of Article V applies: <ul style="list-style-type: none"> • On-site sight distance & illumination • Frontage Improvements • Internal roads • Adequate Street to nearest Arterial or Collector 	Safety review by staff. Sight distance and illumination along primary access route(s).	
40-200 (Category A)		Safety review by staff. Sight distance and illumination along primary access route(s).	Sight distance and illumination along primary access route(s).
200-500 (Category B)			Safety review by applicant.
500+ (Category C)			Safety review, and Access Report by applicant. Sight distance and illumination along primary access route(s)



Questions?

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