



Transportation Concurrency: A Policy Review and Evaluation

Overview of Past Accomplishments

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Agenda



- What is concurrency? 5 min.
- How is concurrency measured? 5 min.
- What is this study and why do it? 5 min.
- What have we accomplished? 15 min.
- What is recommended? 10 min.
- What are the next steps? 5 min.

What is concurrency?



- Growth Management Act
- Establish level of service
- Improvements *concurrent* with development
- Implementation to local discretion
- Issaquah Ordinance 2184, adopted in 1998

How is concurrency measured?



- Two-step process:
 - Transportation forecasting model
 - Concurrency spreadsheet
- Forecasting model
 - Existing development, plus approved development
 - Existing trans. system, plus A-List trans. improvements
 - Predicts traffic volumes at 80 "screenpoints"

How is concurrency measured?



Concurrency spreadsheet

- Compares the forecasted volume (v) at each of the 80 screenpoints
- To the "planning" capacity (pc) of the roadway at that screenpoint

FILE INFO		Isaquah Proj No: CON06-00033 CH2M Proj. No: 337965.A1.17		Project Description: 30 Single Family Homes Project Mitigation: None					
CMP NUMBER	CROSSING	NEARBY	DIRECTION	2004 CALCULATED CAPACITY	2004 TRAFFIC MODEL VOLUMES	SCREEN POINT VPC	SCREEN POINT BASELINE	EXCEEDS SCREEN POINT BASELINE	EXCEEDS BASELINE BY > 0.30
4	SR-900	Btwn I-90 EB Ramps & I-90 WB Ramps	SB	3230	1230	0.38	0.85		
507			NB	2760	2500	0.90	1.00		
5	SE 56th Street	Btwn 10th Ave NW & 221st Pl SE	EB	3100	2410	0.77	1.00		
303			WB	4180	1300	0.31	0.85		
11	SR-900	Btwn Newport Wy NW & NW Maple St	SB	3370	1690	0.50	1.00		
503			NB	4570	1040	0.22	0.85		
15	SR-900	Btwn NW Mall St & NW Gilman Blvd	SB	4540	1810	0.39	1.00		
505			NB	4610	1240	0.26	0.85		
26	SE Bypass	Btwn SE Bypass Jctn & Hobart Rd	NB	1700	510	0.30	0.85		
4104			SB	1520	960	0.63	1.00		
29	SR-900	Btwn S.C.L. & NW Talus Dr	NB	860	500	0.58	0.85		
501			SB	1640	1570	0.95	1.00		
30	Front St N	Btwn I-90 EB Ramps & I-90 WB Ramps	NB	2950	2000	0.68	1.00		
109			SB	2900	990	0.32	0.85		
36	SR-900	Btwn NW Talus Dr & Newport Way NW	NB	2720	1320	0.48	0.85		
502			SB	2540	2140	0.84	1.00		
17	E Lake Samm Pkwy	Btwn I-90 WB Ramps & 229th Ave SE	NB	4270	2450	0.57	1.00		
201			SB	3050	1500	0.49	0.85		
38	E Lake Samm Pkwy	Btwn SE Black Nugget Rd & SE 56th St	NB	2970	1040	0.35	1.00		
305			SB	1210	850	0.70	0.85		
39	E Lake Samm Pkwy	Btwn SE 51st St & NCL	NB	4750	2470	0.52	1.00		
207			SB	2370	1190	0.50	0.85		
40	Iss-Fall City Road	Btwn ELSP & SE Black Nugget Rd	EB	1070	1670	1.65	1.50	FAILS	
4291			WB	2340	1060	0.45	0.85		
41	Iss-Pine Lake Road	Btwn Iss-Fall City Rd & SE 48th St	NB	1650	1610	0.97	1.00		
4301			SB	960	860	0.87	0.85		FAILS
4	Highlands Dr	Btwn SE Black Nugget Rd & Iss Highlands Cptl	NB	2410	1720	0.71	1.00		
4502			SB	2410	1720	0.71	1.00		
46	Highlands Dr	Btwn Iss Highlands Cptl & Sunset I-90 WB Ramp	NB	3450	1090	0.31	0.85		
4001			SB	2410	2770	1.14	1.00	FAILS	
14	SE Newport Way	Btwn St 1001 & Oakcrest Dr	WB	1190	1020	0.85	0.85		
1001			EB	1030	1030	1.00	1.00		
17	Newport Way NW	Btwn SR-900 & 12th Ave NW	EB	1320	690	0.51	0.85		
601			WB	1500	700	0.58	1.00		
20	Front St N	Btwn NE Crescent St & NE Holly St	NB	1900	420	0.22	0.85		
106			SB	1030	220	0.21	0.65		
34	Front St S	Btwn SE Clark St & E Sunset Wy	NB	860	370	0.43	0.85		
103			SB	890	290	0.32	0.85		
13	Newport Way NW	Btwn NW Juniper St & NW Holly St	SB	1040	690	0.66	0.85		
604			NB	1260	360	0.28	0.65		
24	SW Newport Way	Btwn Wildwood Blvd SW & Front St S	SB	1630	530	0.32	0.85		
608			NB	1790	390	0.21	0.65		
3	SE Newport Way	Btwn SE 54th St & NW Village Park Dr	EB	1490	740	0.49	0.85		
1004			WB	1640	570	0.34	0.65		
10	NW Gilman Blvd	Btwn NW Maple St & 7th Ave NW	EB	2040	740	0.36	0.85		
803			WB	2040	570	0.27	0.65		
21	NW Gilman Blvd	Btwn 7th Ave NW & Rainier Blvd N	WB	2060	570	0.27	0.65		
804			EB	2230	830	0.37	0.85		
23	W Sunset Way	Btwn 1st Ave NW & Newport Way NW	EB	970	160	0.16	0.65		
703			WB	1130	230	0.20	0.85		
28	Front St S	Btwn 2nd Ave SE & Newport Way NW	SB	1330	700	0.52	0.85		
102			NB	1330	220	0.16	0.65		
35	W Sunset Way	Btwn Front St N & 1st Pl NW	EB	860	220	0.25	0.65		
701			WB	1020	270	0.26	0.85		
16	12th Ave. NW	Btwn NW Gilman Blvd & NW Mall St	SB	1110	200	0.18	0.65		
1101			NB	1110	260	0.23	0.85		
1	NW Sammamish Rd	Btwn Lk Samm Park Ent & WCL	EB	1190	810	0.68	0.85		
402			WB	240	420	0.45	0.85		
44	SE Black Nugget Rd	Btwn ELSP & Iss-Fall City Rd	EB	1050	660	0.62	0.85		
4401			WB	1050	210	0.20	0.65		
12	Mt Olympus Dr SW	Btwn NW Firwood Blvd & Mt Quay Dr NW	SB	490	180	0.36	0.75		
1106			NB	310	80	0.25	0.50		
18	NW Juniper St	Btwn Newport Way NW & 7th Ave NW	EB	570	210	0.38	0.75		
1901			WB	370	190	0.51	0.50		
91	Rainier Blvd N	Btwn NW Juniper St & NW Holly St	NB	440	60	0.13	0.50		
2002			SB	350	290	0.82	0.75	FAILS	
22	NW Dogwood St	Btwn 3rd Ct NW & 1st Ave NW	EB	280	70	0.25	0.50		
1802			WB	360	80	0.14	0.75		
27	2nd Avenue SE	Btwn SE Evans St & Front St S	SB	620	10	0.01	0.50		
1706			NB	360	10	0.02	0.75		
31	Mt Olympus Dr NW	Btwn Mt Plichuck Ave NW & W Sunset Wy	NB	660	60	0.09	0.50		
1302			SB	890	140	0.17	0.75		
32	Mt Park Blvd SW	Btwn Newport Wy NW & Mt Baker Dr SW	EB	630	80	0.12	0.50		
1401			WB	1250	160	0.12	0.75		
33	Wildwood Blvd SW	Btwn SW Gibson Ln & SW Forest Dr	EB	660	80	0.12	0.75		
1602			WB	1110	70	0.06	0.50		
42	SE 56th Street	Btwn ELSP & 229th Ave SE	EB	680	40	0.05	0.75		
305			WB	470	30	0.06	0.50		
43	SE 58th Street	Btwn 229th Ave SE & Issaquah-Fall City Rd	EB	70	30	0.42	0.50		
306			WB	970	60	0.06	0.75		

ISSAQUAH CONCURRENCY SCREENPOINTS		5	0
NUMBER OF SCREENPOINTS EXCEEDING LOS		PASS	PASS
DOES THE DEVELOPMENT PASS OR FAIL CONCURRENCY?			

How is concurrency measured?



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1	3	SE 50th Street	EB	3100	2410	0.77	1.00		
1	303		SB	4180	1300	0.31	0.85		
1	11	SR-900	SB	3370	1690	0.50	1.00		
1	503		NB	4570	1040	0.22	0.85		
1	15	SR-900	SB	7240	1810	0.25	1.00		
1	505		NB	4610	1240	0.26	0.85		
1	26	SE Bypass	NB	1700	510	0.30	0.85		
1	30		SB	1520	990	0.63	1.00		
1	29	SR-900	NB	860	500	0.58	0.85		
1	501		SB	1640	1570	0.95	1.00		
1	109	Front St N	NB	2950	900	0.30	0.85		
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1	27	E Lake Samm Pkwy	NB	4270	245	0.57	1.00		
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1	38	E Lake Samm Pkwy	NB	4370	1040	0.23	0.85		
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1	41	Iss-Pine Lake Road	NB	1650	1610	0.97	1.00		
1	4301		SB	980	860	0.87	0.85		FAILS
1	45	Highlands Dr	NB	2410	140	0.17	0.85		
1	46		SB	2410	1720	0.71	1.00		
1			NB	3450	1090	0.31	0.85		

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How is concurrency measured?



- Planning capacity is less than engineering capacity
- LOS standards are “screenpoint baseline”
 - 0.85 to 1.00 for regional and principal arterials
 - 0.65 to 0.85 for minor arterials
 - 0.50 to 0.75 for collectors

Why are we doing this study?



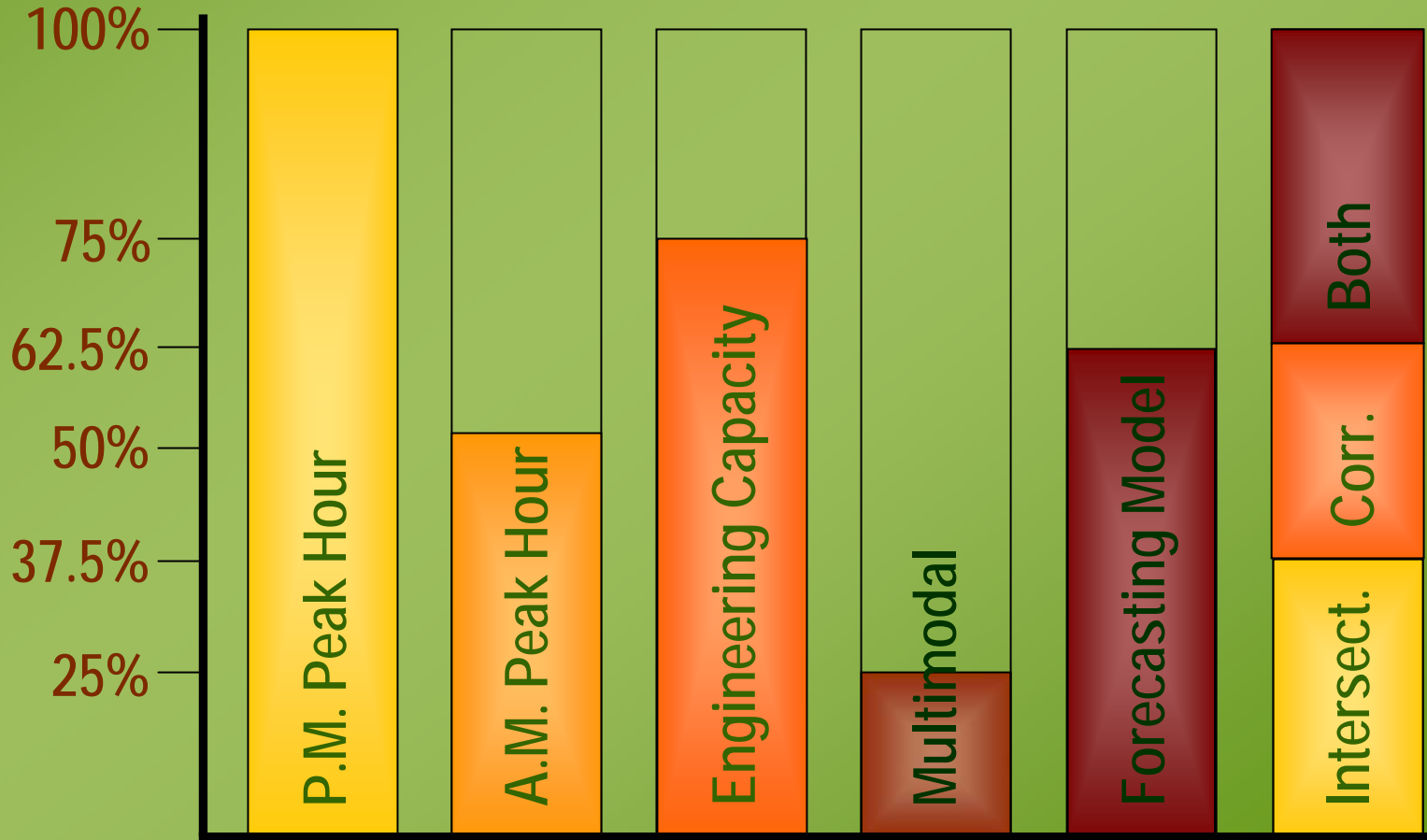
- Planning capacity not well understood
- Intersections not considered
- No improvements outside of the 80 screenpoints
- Regional traffic not addressed
- A.M. peak hour not addressed

What have we accomplished?



- Planning Policy Commission preferences documented during the Transportation Element Update
- Eastside Transportation Concurrency Project, or BRIK
- 2004/2005 Concurrency update

What did PPC discover about other agencies?



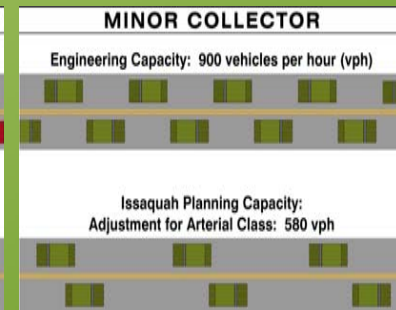
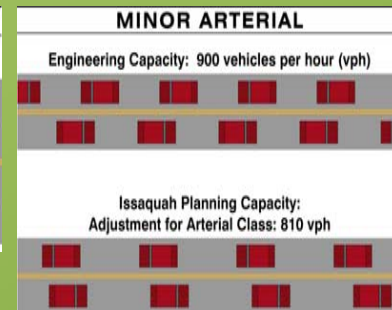
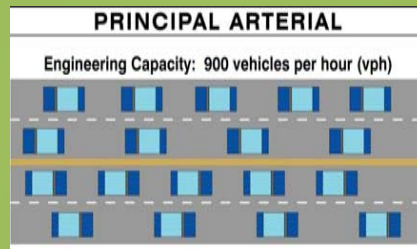
What did PPC recommend?



- Engineering capacity
- All modes (vehicular, transit, non-motorized)
- Forecasting model
- Intersections and corridors
- Delay and volume-to-capacity

What was considered during the update?

- Planned capacity is 33% less than base capacity, on average
- Convert planning capacity to engineering capacity



What were the findings of the BRIK Study?



- Three alternative methodologies recommended
 - Regional system
 - Enhanced V/C
 - Travel time
- Regional system
 - Multi-agency agreement and participation
 - Changes to state law
 - Potentially ideal system, but too difficult for Issaquah to “take on”

What were the findings of the BRIK Study?



■ Enhanced V/C

- ❑ LOS Standard raised where other modes are provided
- ❑ Engineering capacity
- ❑ Congestion is acceptable to entice mode choice decisions
- ❑ Intersections, corridors, or both

What were the findings of the BRIK Study?



■ Travel Time

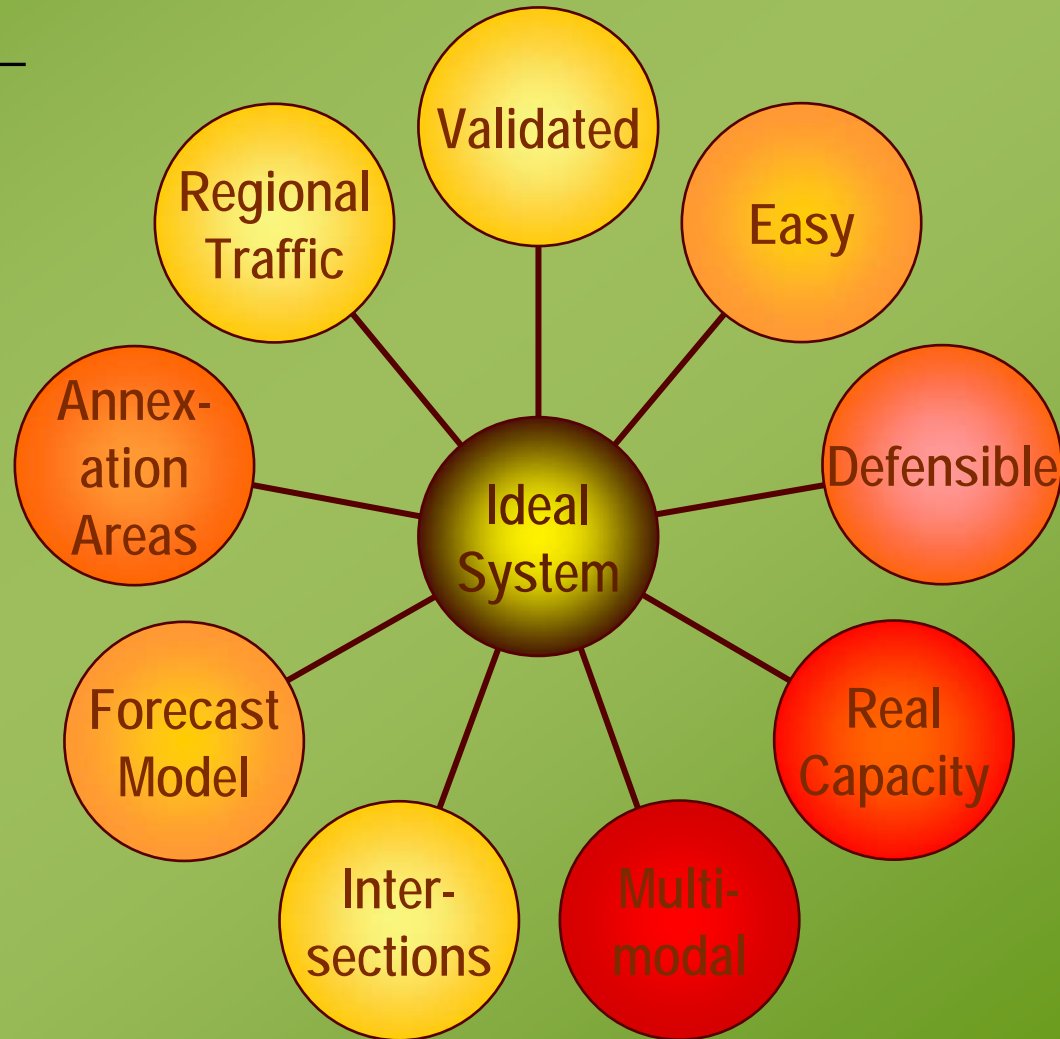
- ❑ Measures travel time from point A to point B
- ❑ Travel time can be multi-modal
- ❑ Easily understood by the general public
- ❑ Standards could be set for each corridor

How did the Admin. make a recommendation?



- Assembled values/goals based on:
 - Comprehensive Plan (past and present)
 - Planning Policy Commission
 - Administration

What are the identified values/goals?



What are the Admin.'s recommendations?



- Further develop and evaluate variations of the Enhanced V/C and Travel Time methodologies
- Existing system will be carried through the evaluation process

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- Existing system will be carried through the evaluation process

What are the next steps?



- Council & PPC approval of administration's alternatives for further study
- Policy framework development
- Evaluation and testing of alternatives
- Administration's recommended preferred alt
- PPC recommendation to Council
- Council action on preferred alt.
- Policy adoption and implementation