

October 17, 2006



TO: Issaquah City Council

FROM: Mark Hinthorne, Planning Director

SUBJECT: October 24th Council Committee of the Whole Meeting

TRANSPORTATION CONCURRENCY POLICY REVIEW UPDATE

Background

The City Council first expressed interest in evaluating the City's transportation concurrency policies early in 2004 with review and discussion of the *Briefing Paper on Interim Transportation Concurrency Options*. After achieving concurrency late in 2005, focus returned to the City's transportation concurrency policies and the Council included a comprehensive review of these policies in the Planning Department's 2006 Work Plan.

Earlier this year the Administration evaluated the concurrency policies preferred by PPC in 2002, the options outlined in the 2004 Briefing Paper, the findings of the Eastside Transportation Concurrency Project, and the concurrency systems being used by seven other jurisdictions. After review with the PPC on July 13th and City Council on July 23rd three concurrency systems were selected for further study – the City's existing system using screenpoints and Volume / Planned Capacity (V/PC), Enhanced Delay and Travel Time. There was also general consensus on several characteristics / values that the ideal transportation concurrency system would have.

Preliminary Findings

The City's Existing Transportation Concurrency System is a reasonable alternative if the transportation model is updated, additional screenpoints are located in recently annexed areas and current screenpoint locations are evaluated and revised. However, this option ranked lowest when the three alternatives were evaluated using the values of the ideal concurrency system.

The Enhanced Delay is similar to the City's existing system because it compares roadway volume to capacity and other modes of transportation can also be included to help achieve concurrency.

However, this approach differs from Issaquah's current system in several important ways. First, it can be implemented at intersections or corridors or both (our present system measures concurrency only at selected screenpoints and does not include intersections). Second, this method allows the roadway *level of service* to be reduced if non-motorized or transit alternatives are available rather than reducing roadway *capacity* if they are not. Third, because capacity is not reduced, the roadway capacity is based on engineering capacity rather than "planned capacity."

This option ranked the highest when evaluated using the values of the ideal concurrency system.

Travel Time is the third option studied. Travel Time is easily understood and tools are readily available to predict vehicle and transit travel times. A drawback is that non-motorized travel times would likely be estimated rather than measured. Travel Time ranked higher than the existing concurrency system but lower than enhanced delay in the preliminary evaluation of alternatives.

Schedule

A Council decision on whether or not to revise the City's concurrency policies (and if so, how) is anticipated by the end of the year. If changes are approved, implementation including updating the concurrency model, preparing administrative procedures and amending the Transportation Concurrency Ordinance would occur in 2007.

| | |
|----------------|--|
| ✓ September 28 | PPC review of the evaluation of alternatives |
| October 24 | C-O-W review |
| November | Administration Recommendation – preferred transportation concurrency policy option & implementation framework |
| November | PPC review & recommendation |
| December-Jan | Council review and action |
| 2007 | Implementation of preferred alternative including model update, technical procedures and related Comprehensive Plan and Land Use Code Amendments |

An electronic copy of the Power Point presentation is available at <R:\City Council\Committee of the Whole\Planning Presentations\2006\10-24 Trans. Conc. Policy>

Paper copies should be in your council mail boxes tomorrow.

Please call if you have any questions.

Attachments

1. Power Point Presentation

MH/nb

Attachments

cc: Mayor Frisinger, Leon Kos, Joe Meneghini
City Clerk
Trish Heinonen, Dave Favour
Torsten Lienau

