
Implementing Concurrency Management for Transportation in Washington

American Planning Association

Idaho Chapter

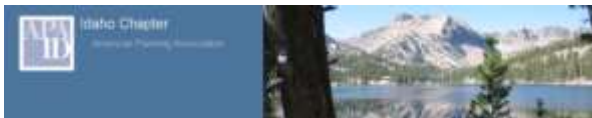
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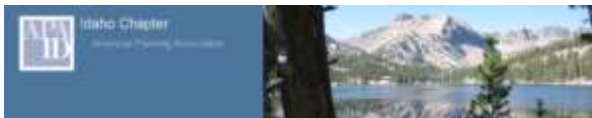


What is Concurrency Management?

The Growth Management Act (GMA) of Washington requires that transportation improvements or strategies to accommodate development impacts need to be made concurrently with land development. [RCW 36.70A.070\(6\)\(b\)](#).

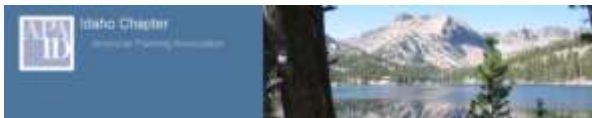
“Concurrent with the development” is defined by the GMA to mean that any needed “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.” [RCW 36.70A.070\(6\)\(b\)](#).

Local governments have flexibility regarding how to apply concurrency within their plans, regulations, and permit systems.



The Benefits of Concurrency Management

- ❑ Provides a consistent approach to development review
- ❑ Addresses cumulative (pipeline) impacts with data instead of assumptions
- ❑ Confirms short-range Transportation Improvement Plans with impacts of development
- ❑ Confirms progress toward desired 20-year future



How does the concurrency management process work?

- ❑ Agency does work in-house or by consultant
- ❑ Developer provides a project description
- ❑ Developer pays a review fee

How does the concurrency management process work?

- ❑ Project is added to the demand model land use file or trip table with all previously approved projects as pipeline or background
- ❑ Demand model creates new forecast
- ❑ Trip distribution for the project is reviewed

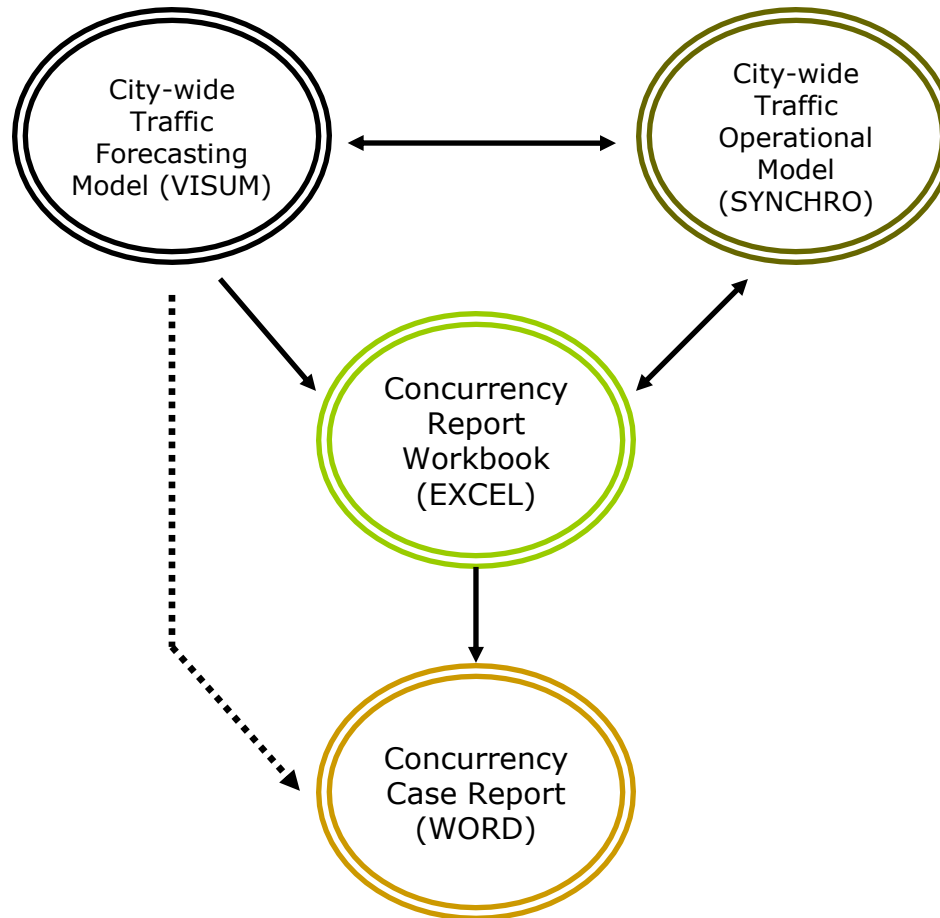
How does the concurrency management process work?

- ❑ Data is transferred to operational model
- ❑ LOS is checked against adopted standards
- ❑ Deficiencies are checked against current TIP
- ❑ Deficiencies not mitigated by TIP are identified

How does the concurrency management process work?

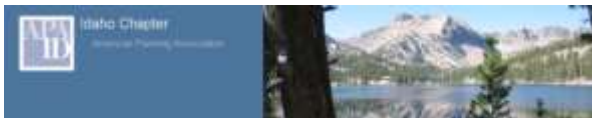
- ❑ Site-specific impacts are identified
- ❑ Impact fees are calculated
- ❑ Report is prepared

What tools do you need?



Applications

- City of Mount Vernon, WA
- City of Sammamish, WA

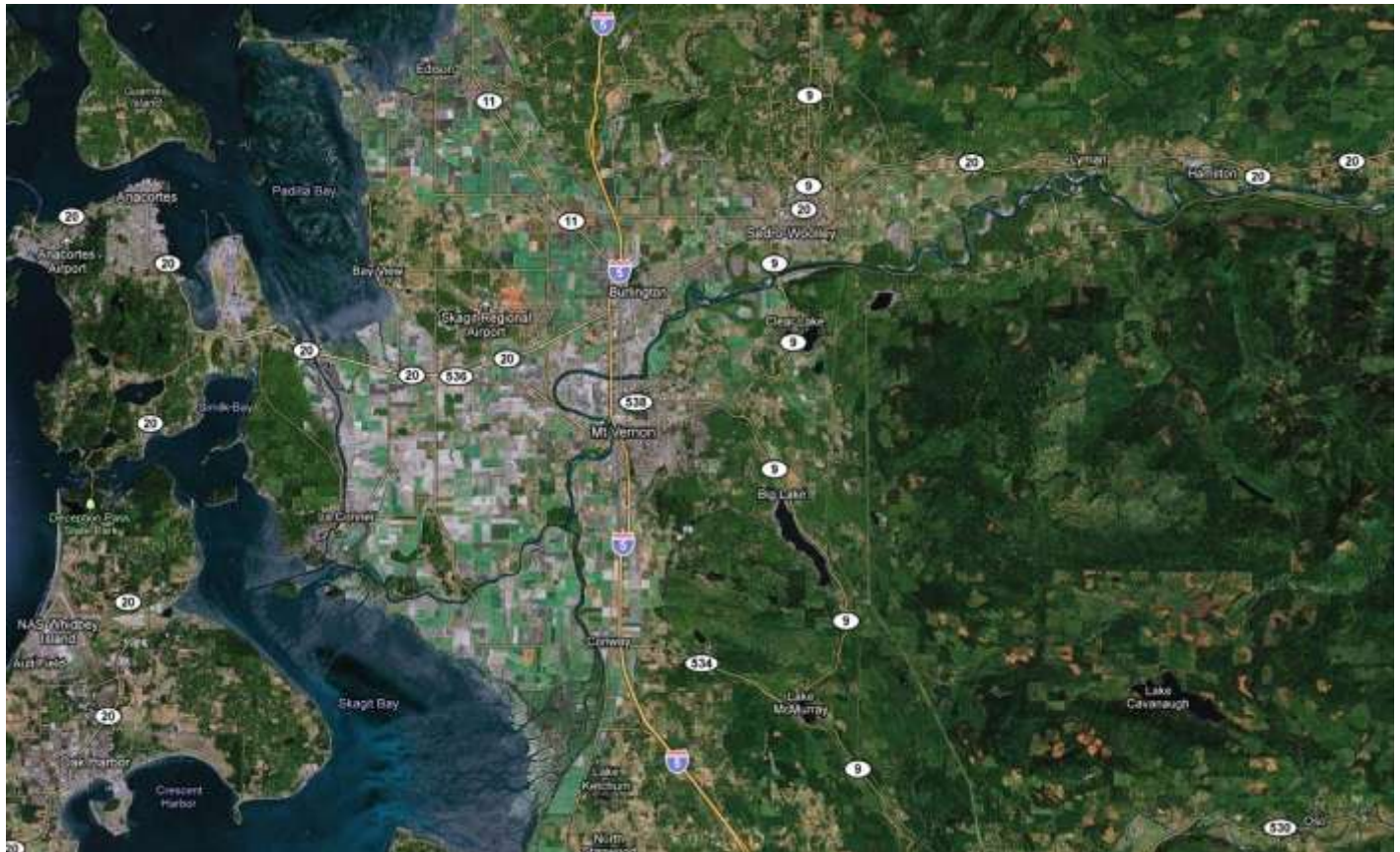


City of Mount Vernon, WA

Population
26,000

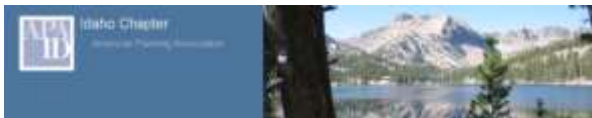
Area
11 sq mi

Incorporated
1890



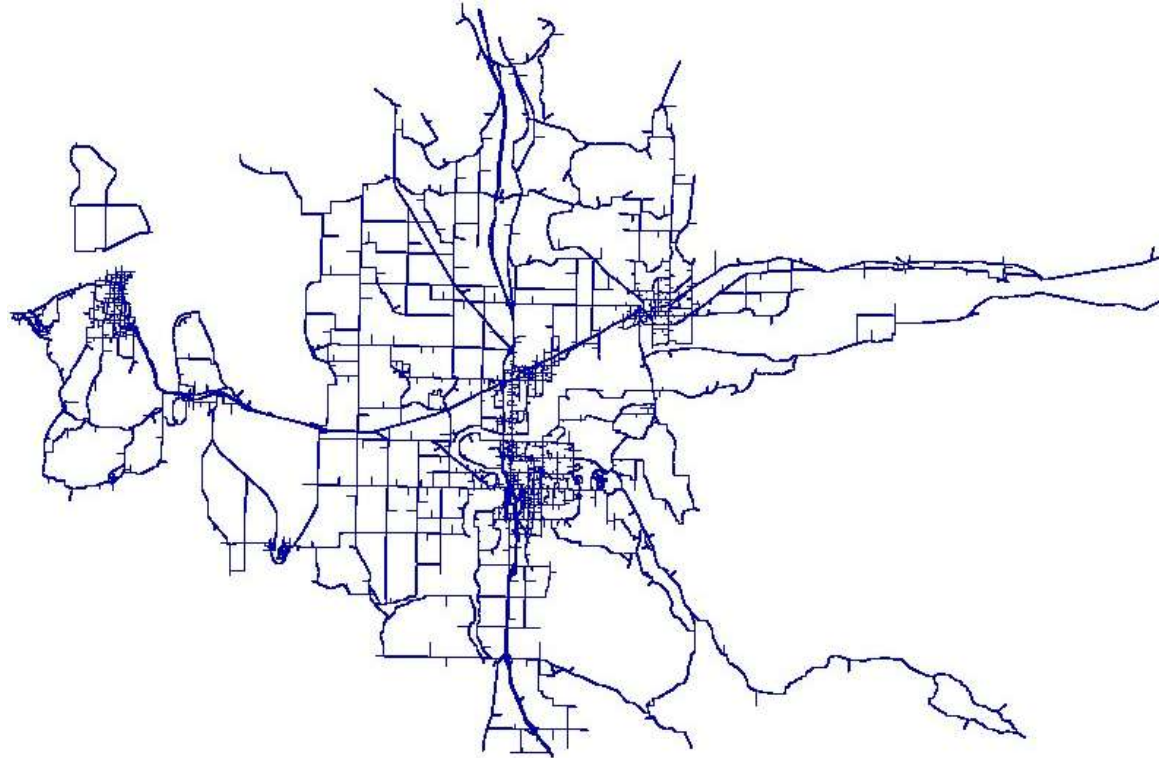
City of Mount Vernon, WA

- ❑ Planning under the Washington State Growth Management Act
- ❑ Intersection and Link LOS Standards
- ❑ Non-motorized LOS Standards
- ❑ Over 40 Concurrency Reviews to date



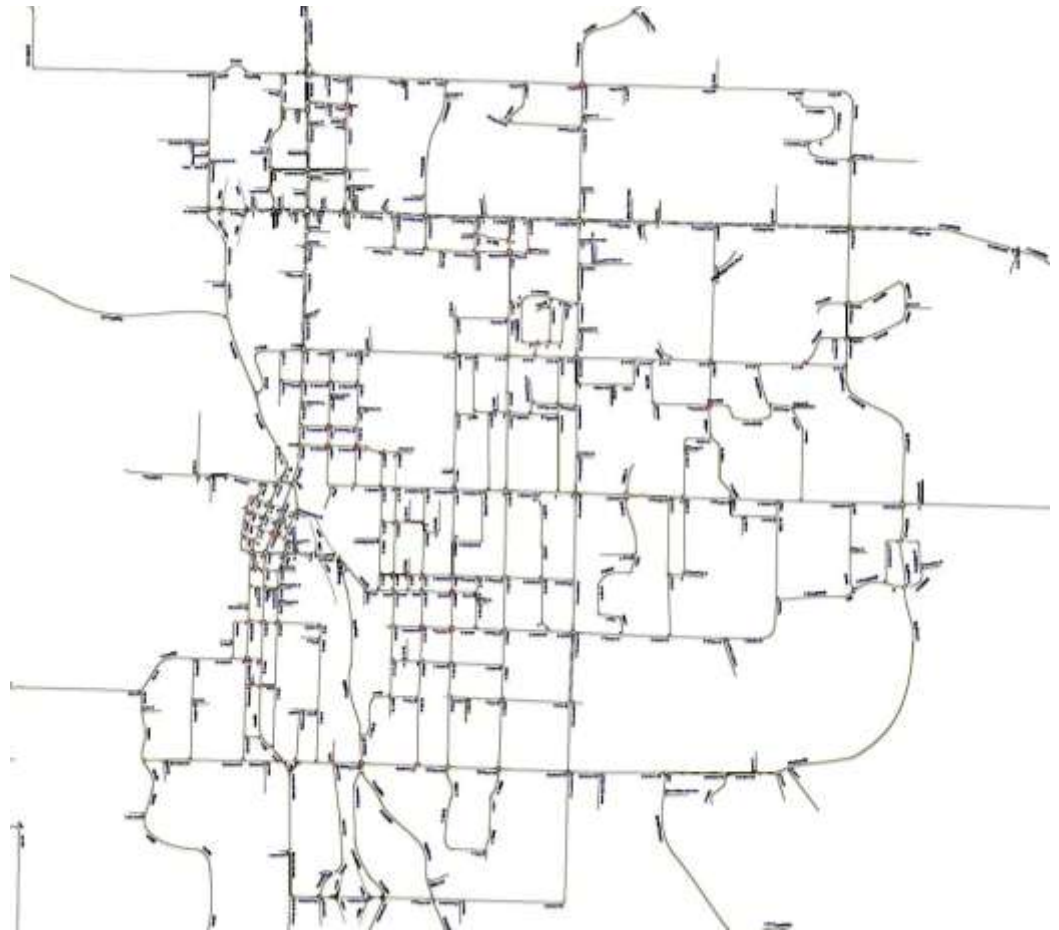
VISUM Travel Demand Model

- ❑ Refined Version of Regional Model
- ❑ Increased Detail in City Limits
- ❑ 324 TAZ's
- ❑ 6794 Links
- ❑ 4043 Nodes



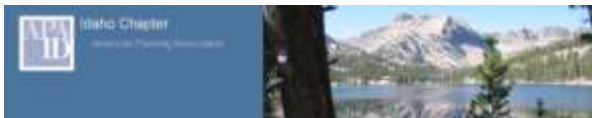
SYNCHRO Operational Model

- 331 Two-way stops
- 25 all-way stops
- 36 Signals
- 2 Roundabouts
 - Roundabouts evaluated with aaSIDRA

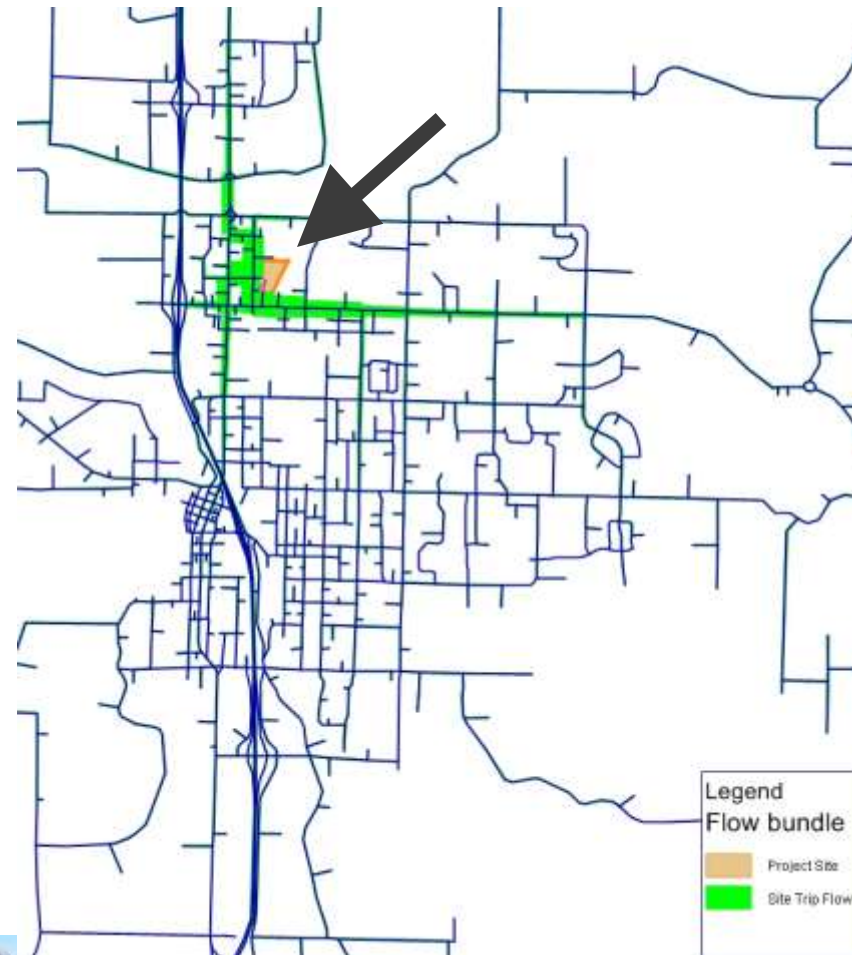


City of Mount Vernon, WA

- Tracking the cumulative impacts of 13 developments



Big Box Retail



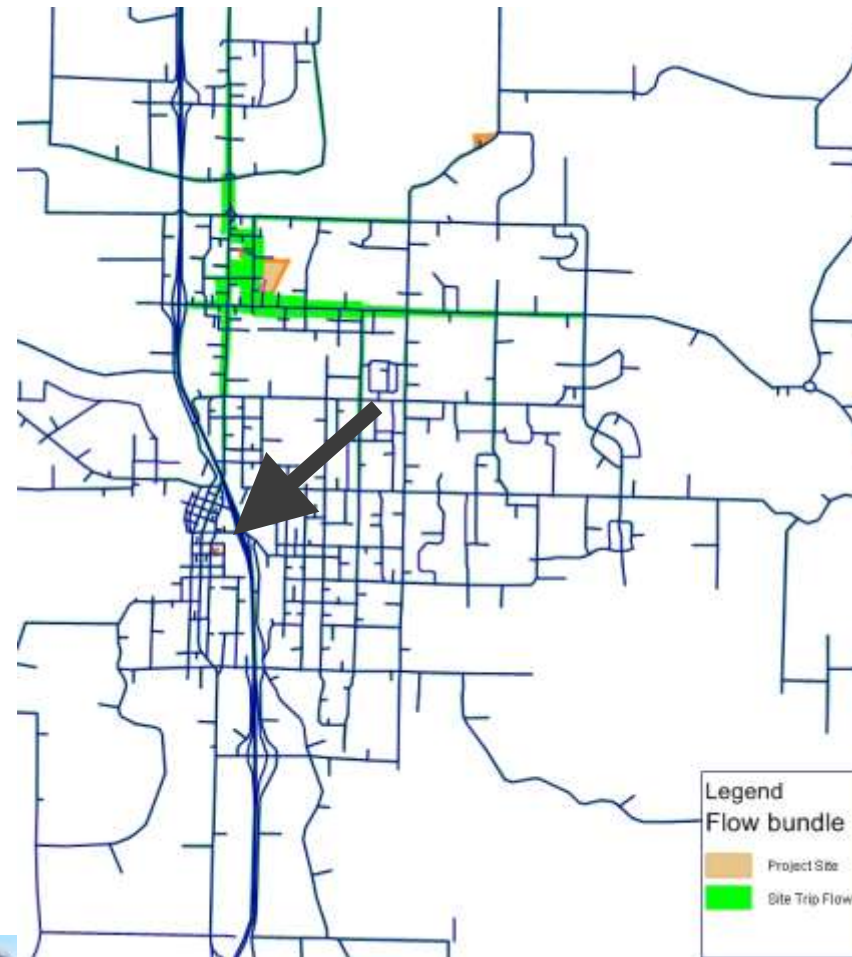
Small Office/Retail



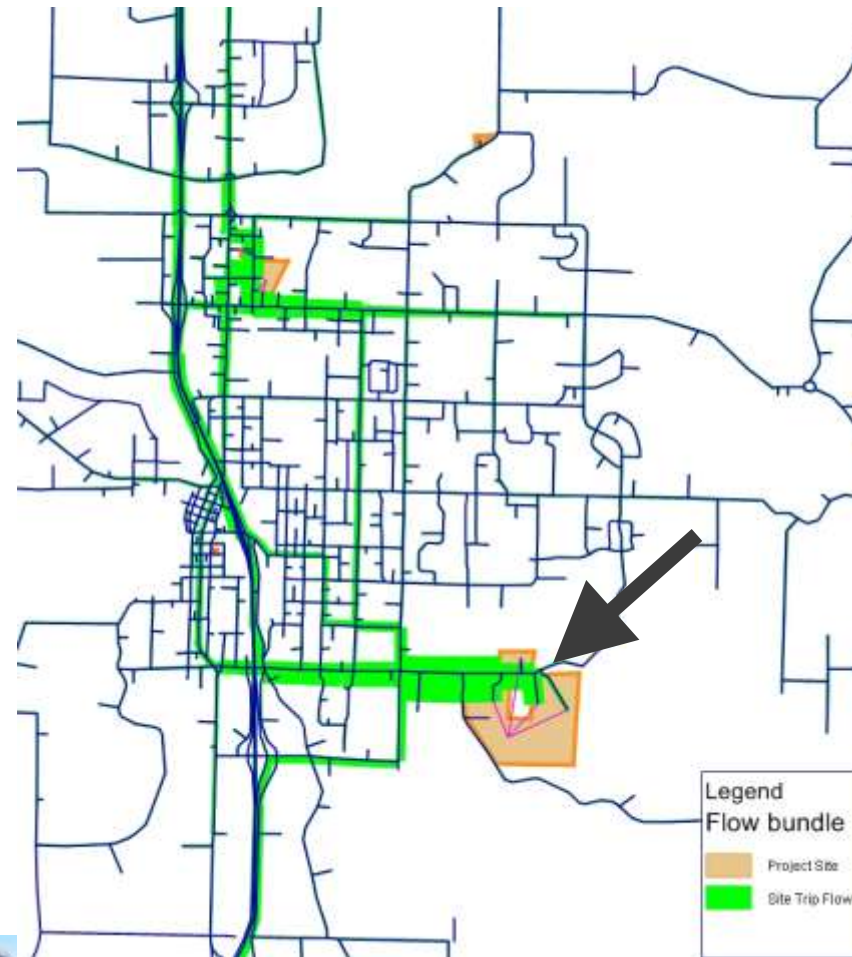
Small Single Family Residential



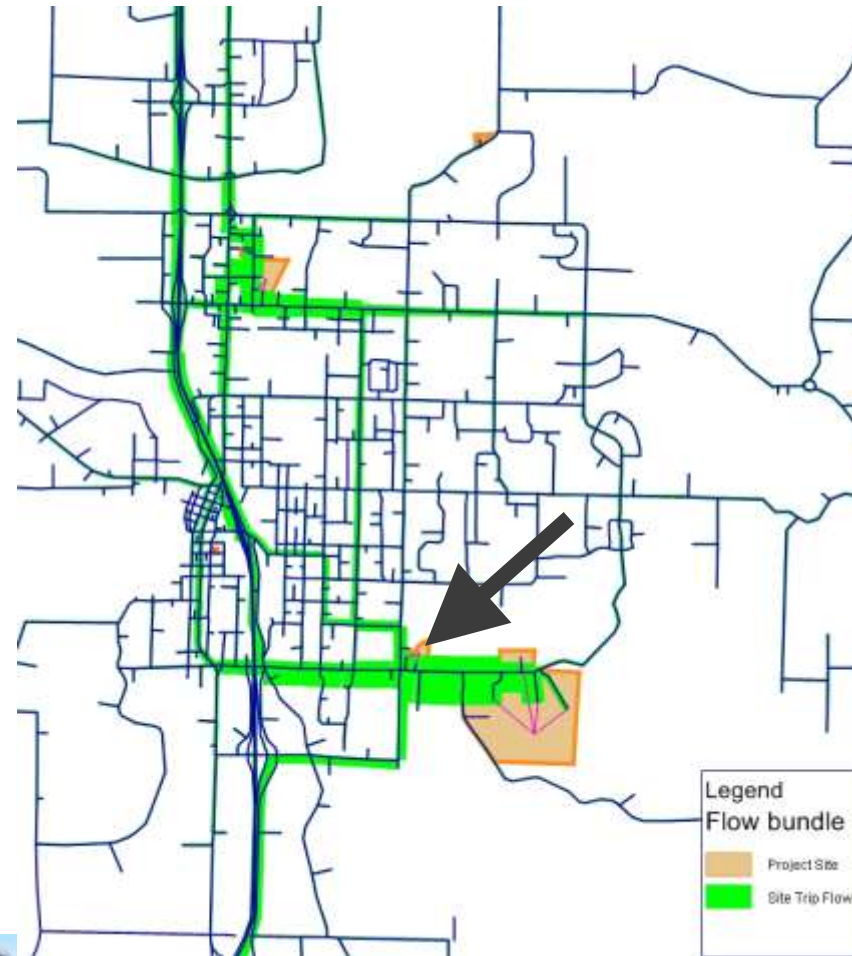
Infill Light Industrial



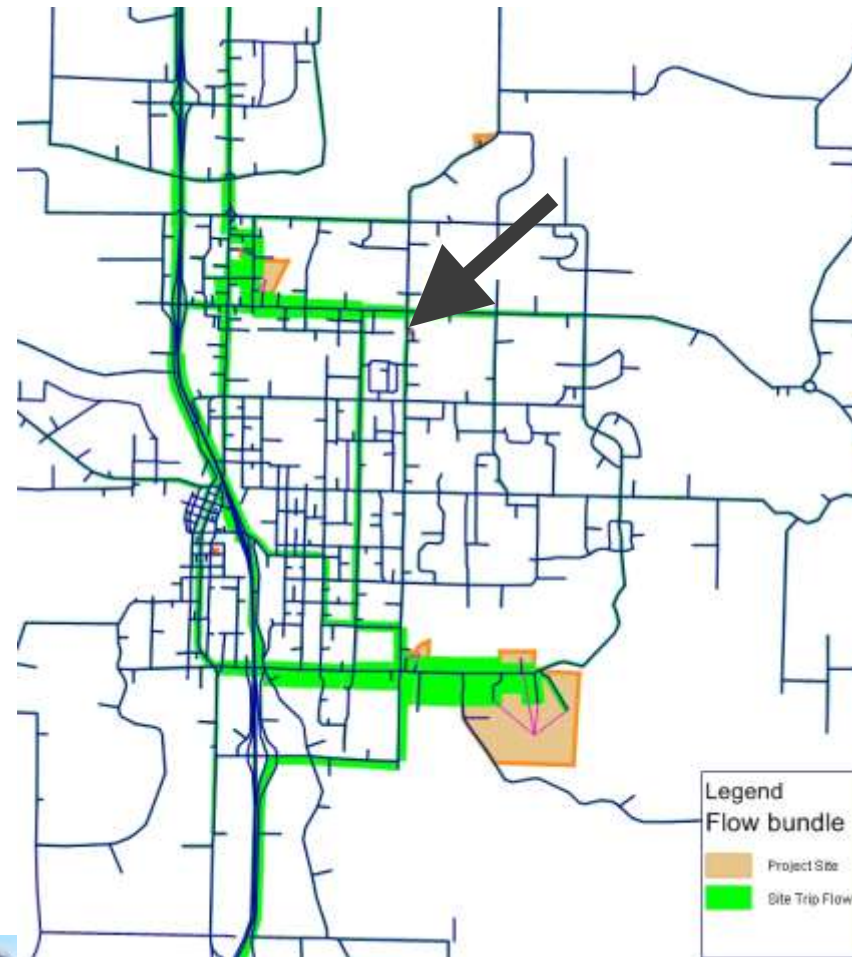
Large Single Family Residential



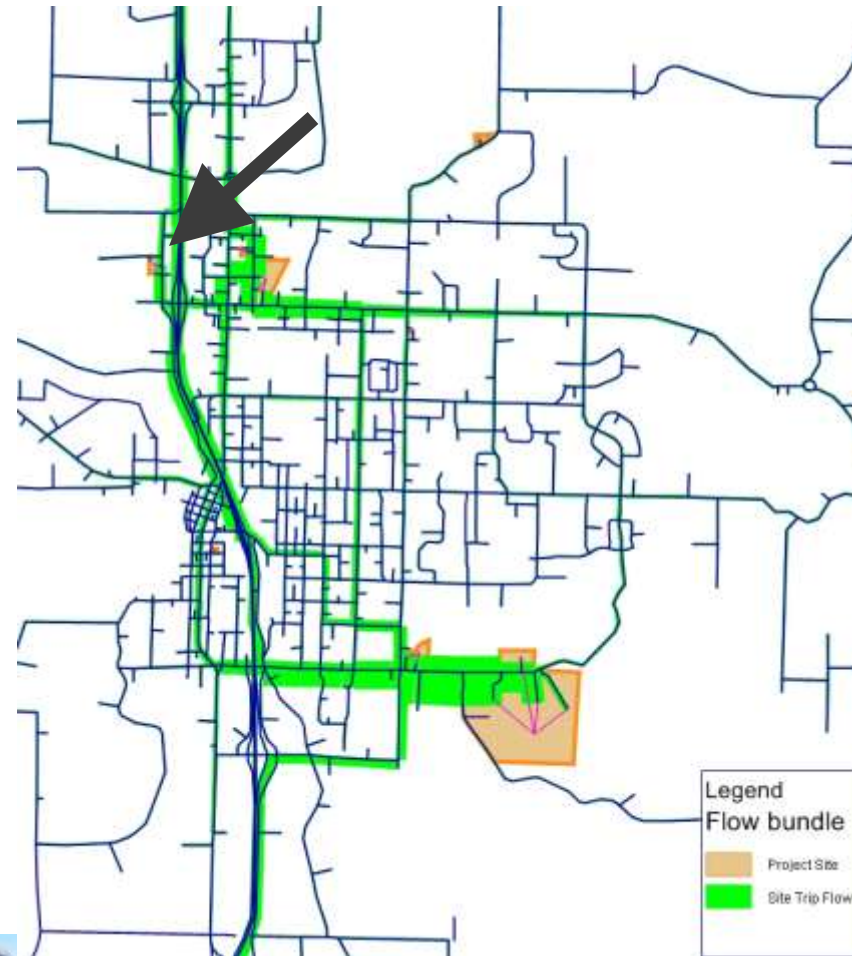
Sr. Care Center



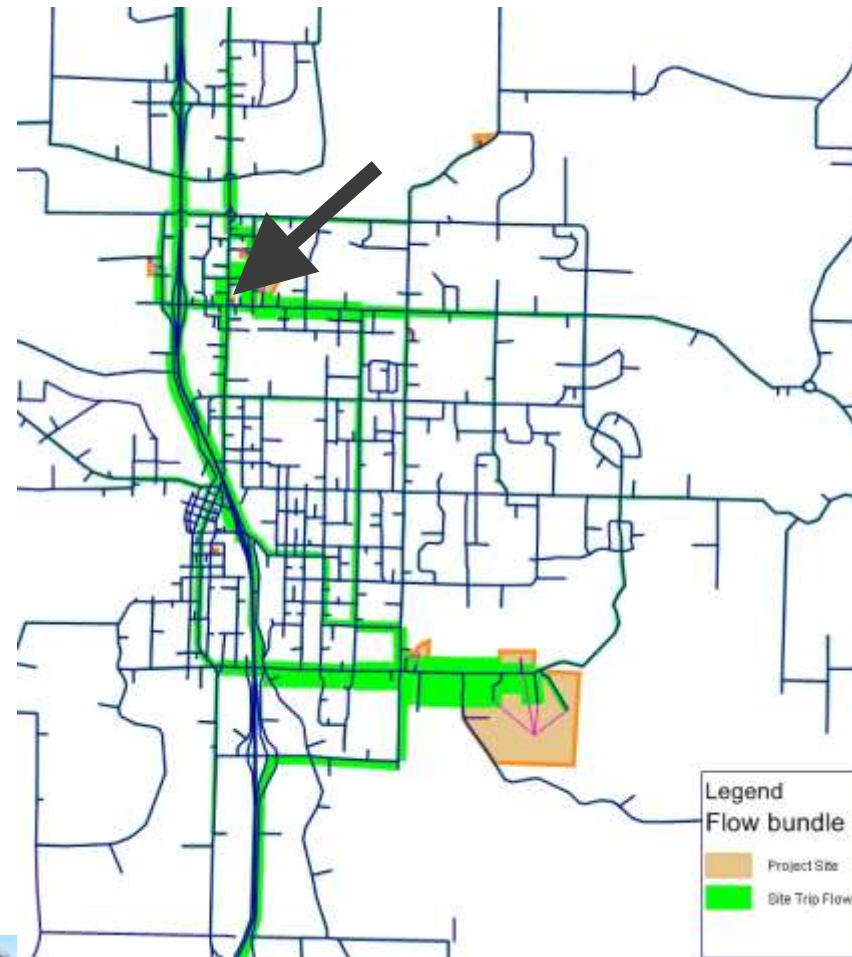
Medical/Dental Clinic Expansion



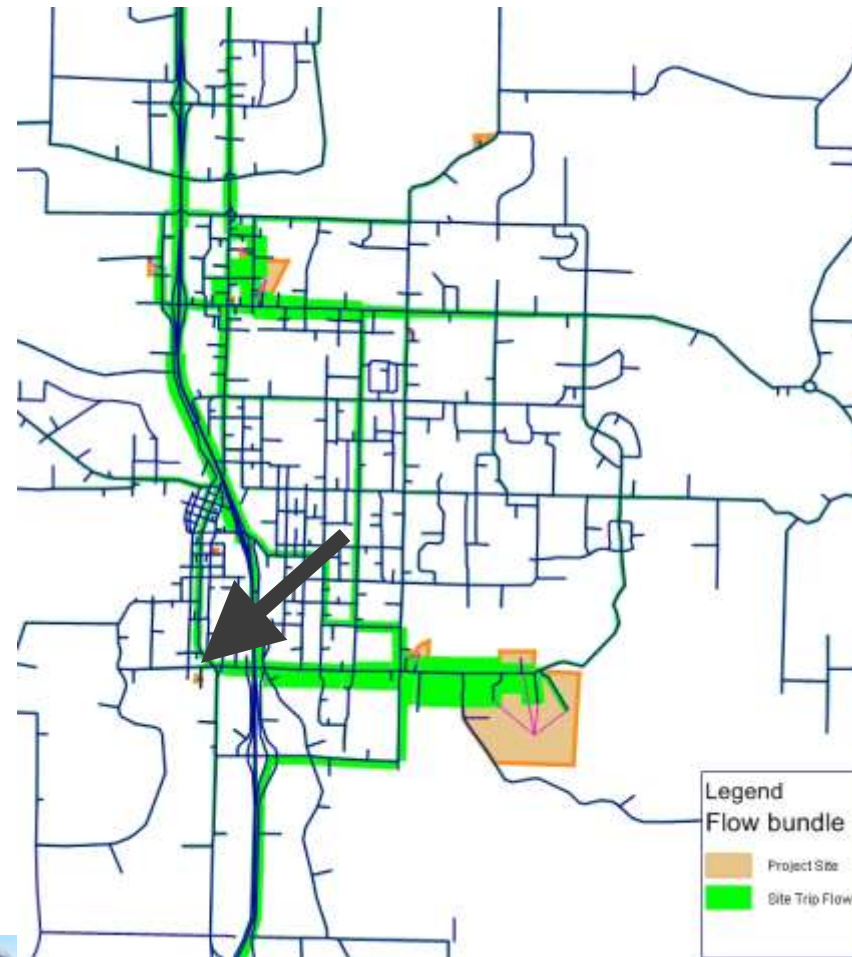
Hotel/Restaurant



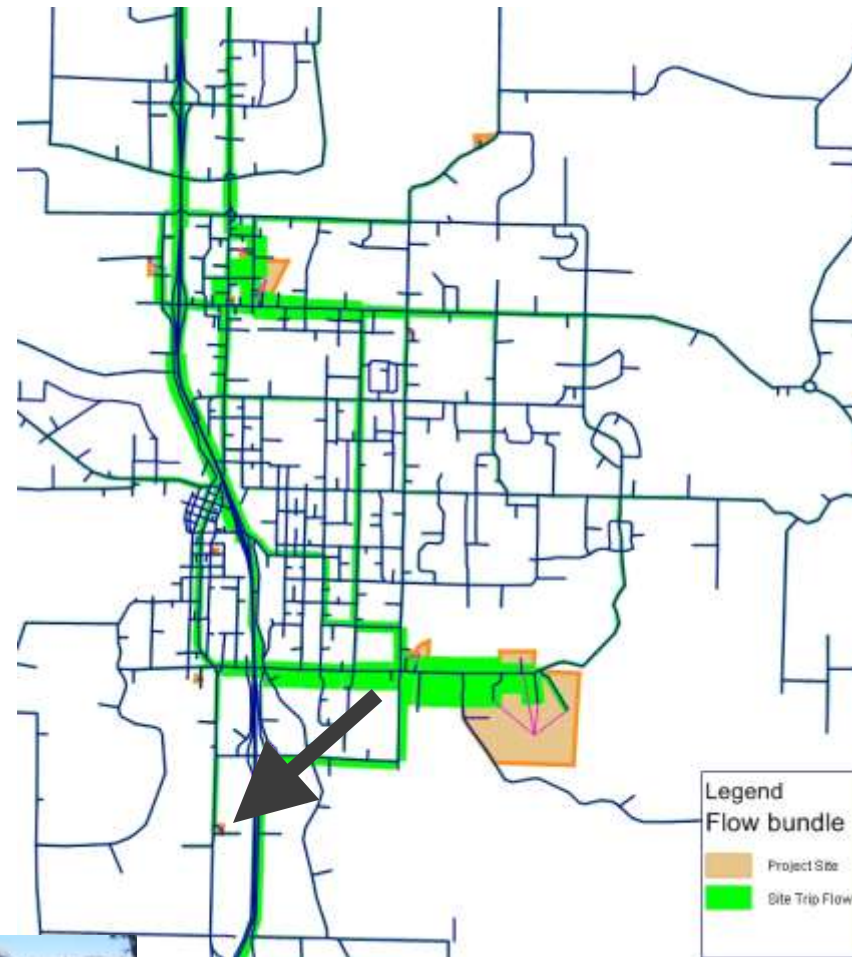
Infill Retail/Office



Light Industrial



New Light Industrial

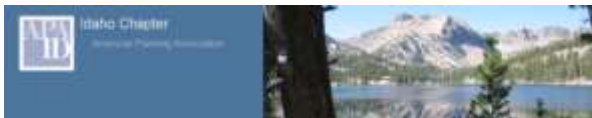


Medium Sized Residential



Lessons Learned

- ❑ Robust methodology has withstood legal appeals to Hearing Examiner
- ❑ Cumulative assessment of impacts has identified new projects necessary to accommodate growth
- ❑ System provided a method to address the withdrawal of major a major development proposal

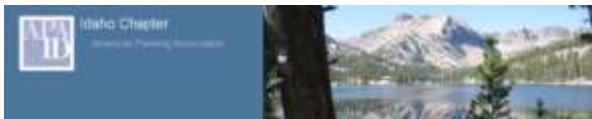
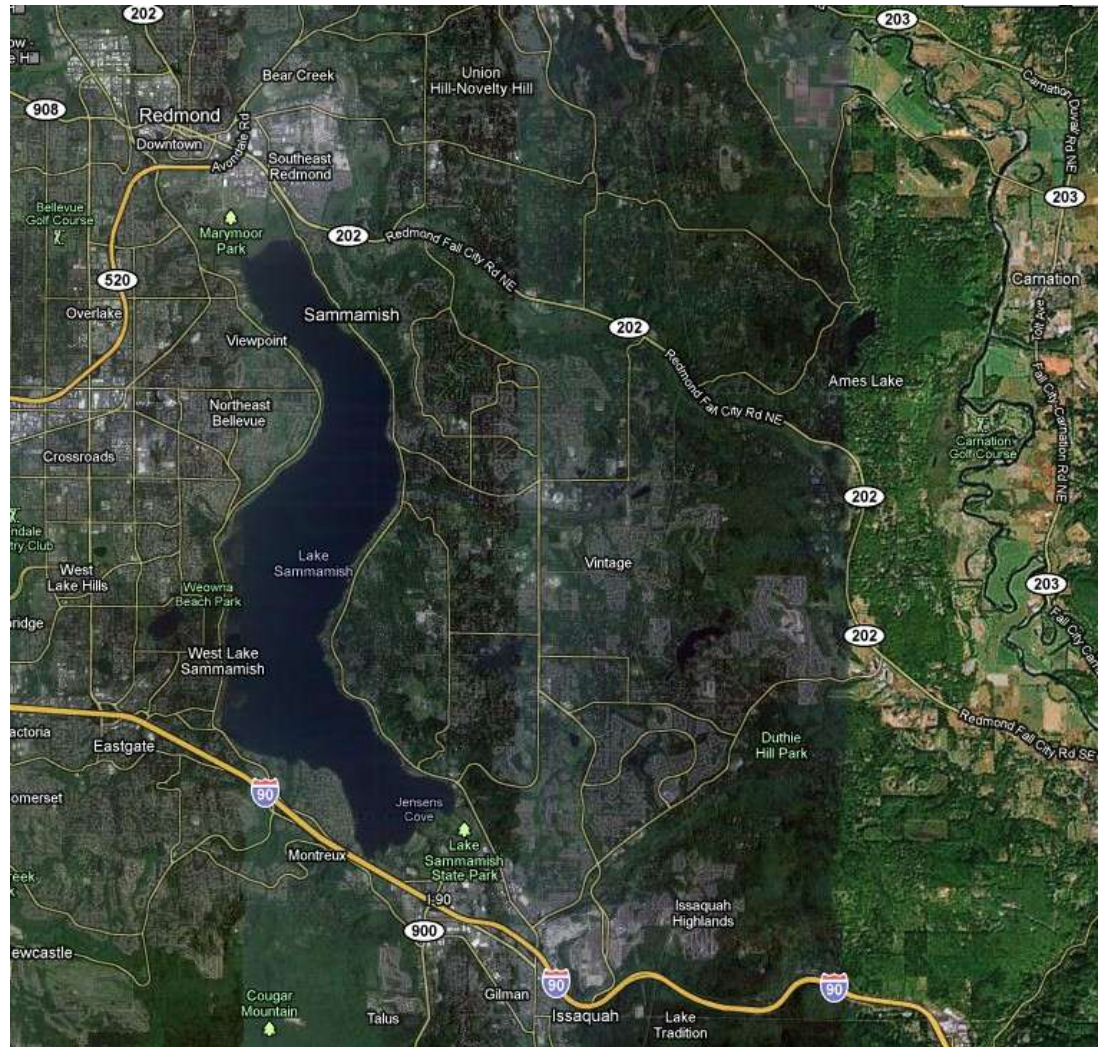


City of Sammamish

Population:
42,000

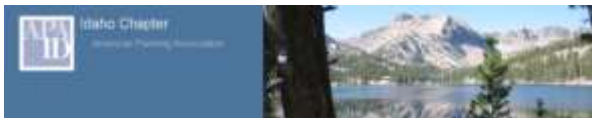
Area:
22 sq mi

Incorporated
2000

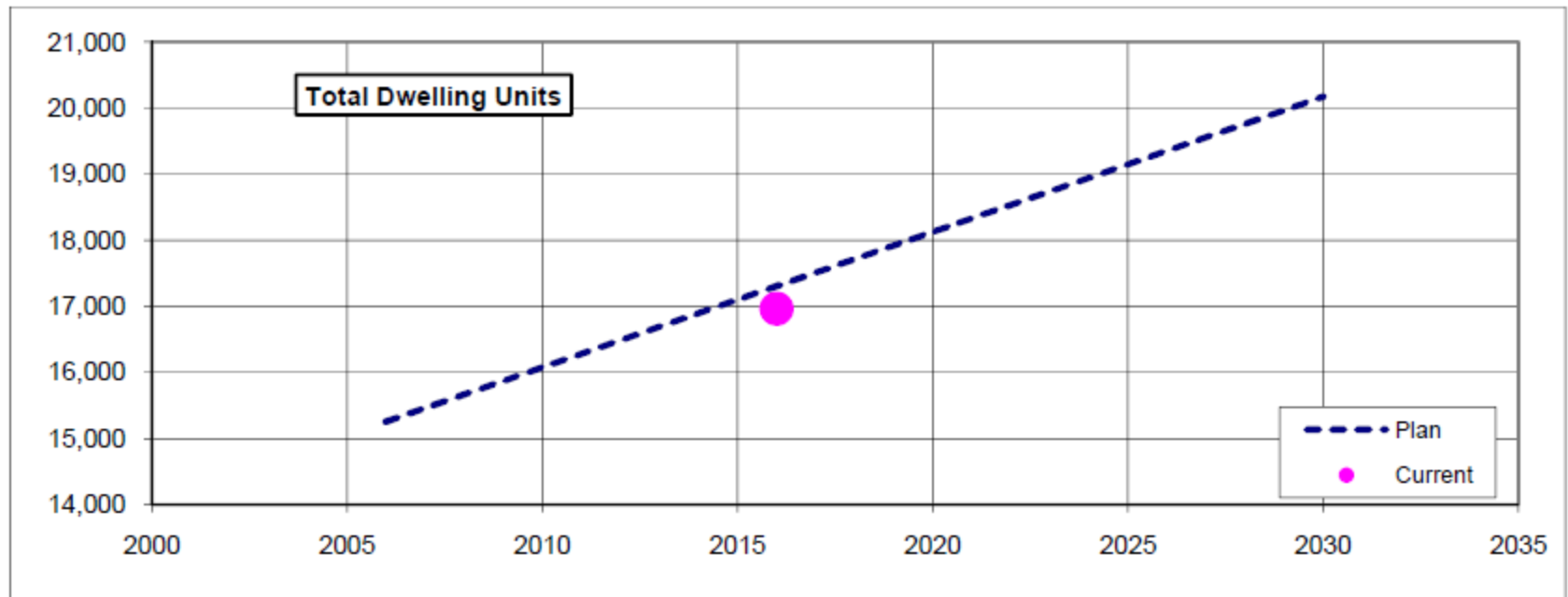


City of Sammamish

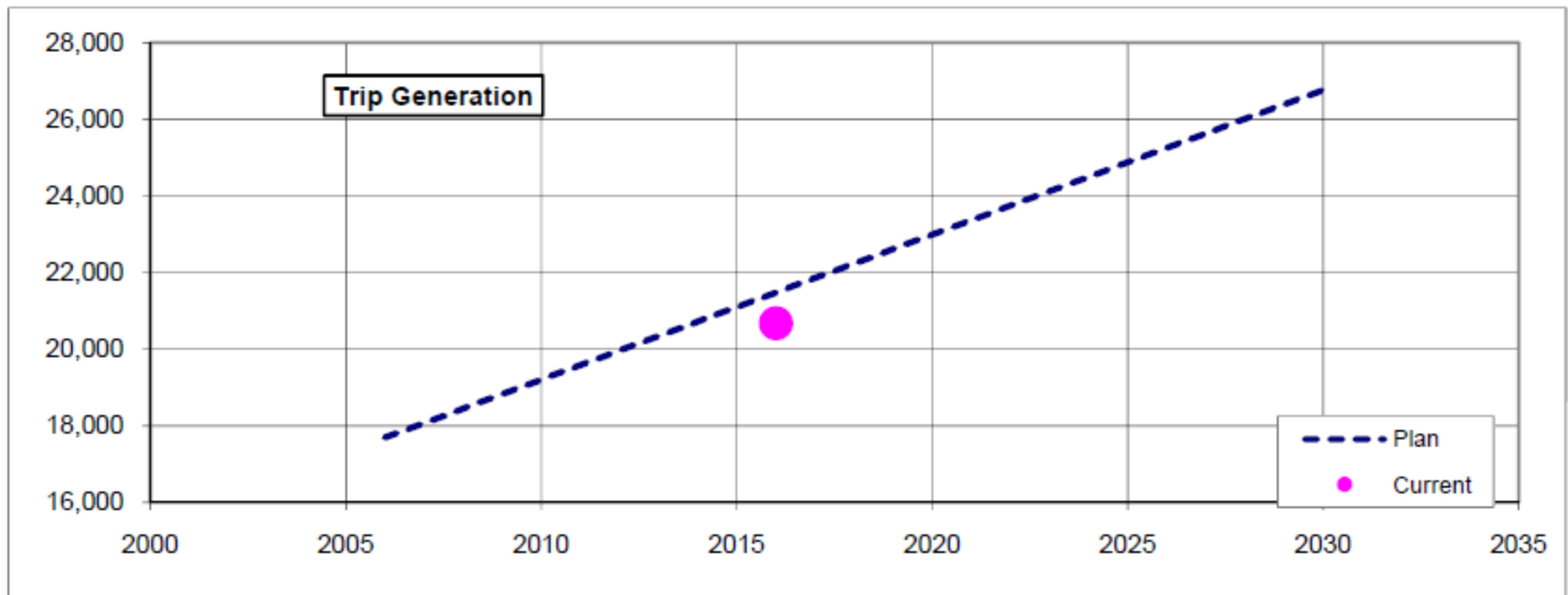
- ❑ Planning under the Washington State Growth Management Act
- ❑ Intersection and Link LOS Standards
- ❑ Tracking Plan to Proposed Travel Statistics



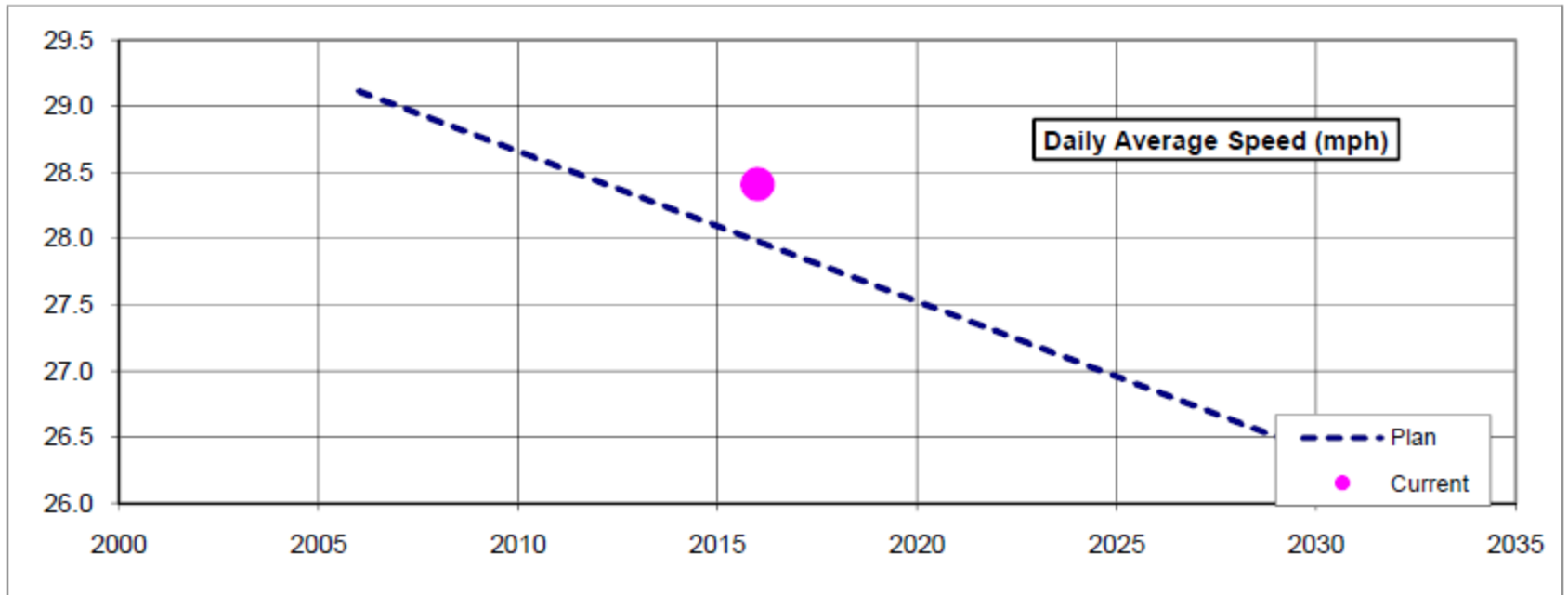
Dwelling Units – Plan to Proposed



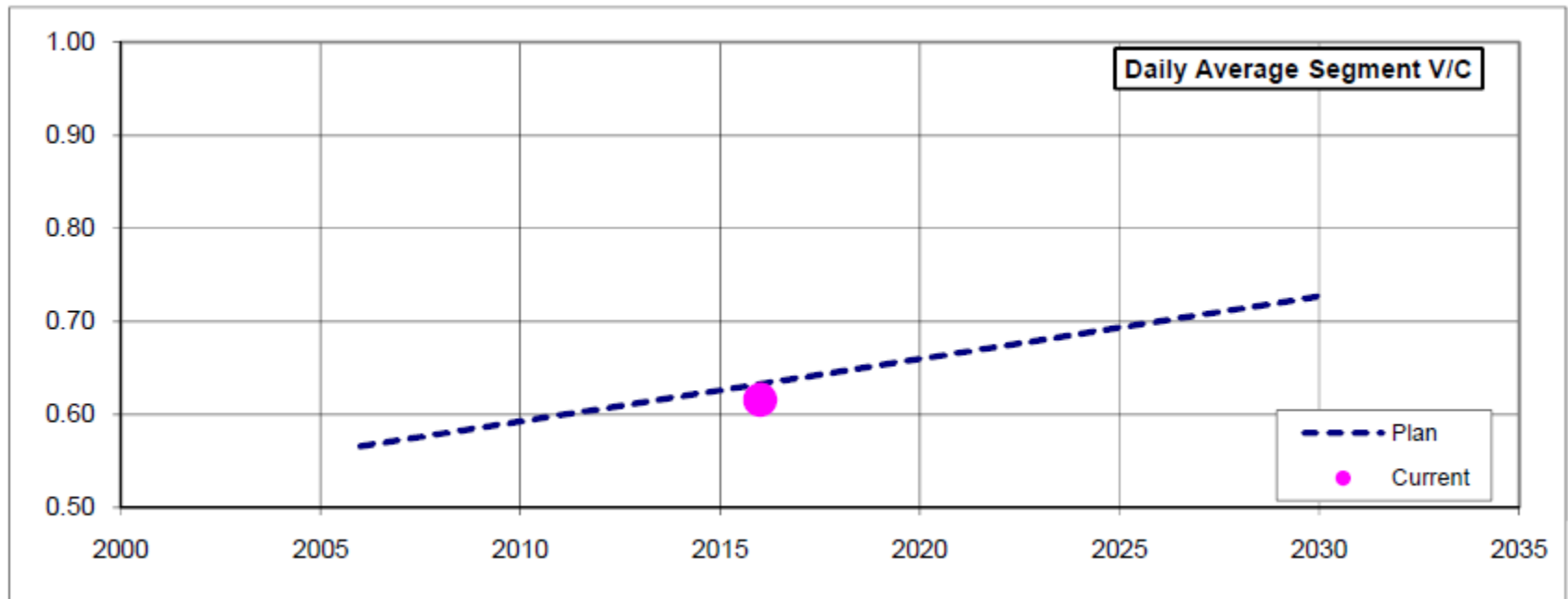
Trip Generation Plan to Proposed



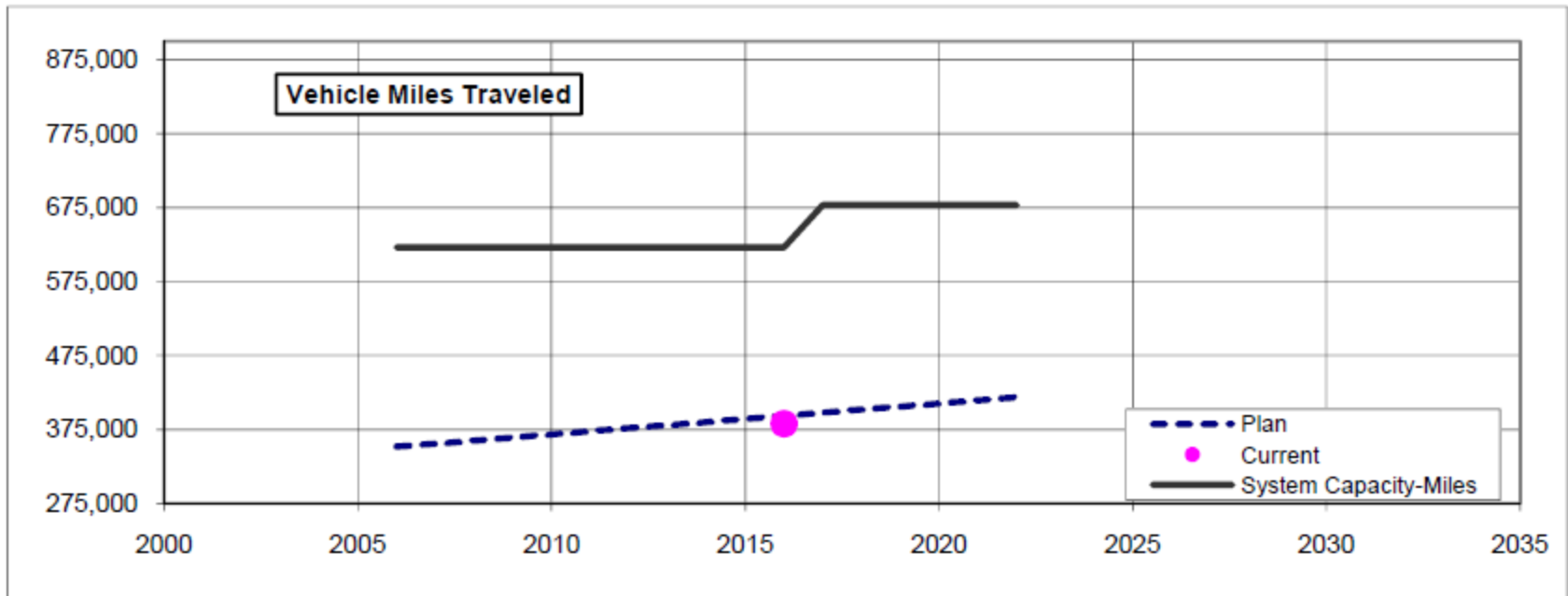
Average Speed Plan to Proposed



Average Link V/C Plan to Proposed



VMT Plan to Proposed



Lessons Learned

- ❑ Impacts of development is mitigated with 2010-2016 TIP
- ❑ Current rate of development consistent with planned 2020 future
- ❑ Current rate of development has allowed City to delay some capital improvements to beyond 2016

Other Benefits of Concurrency Management

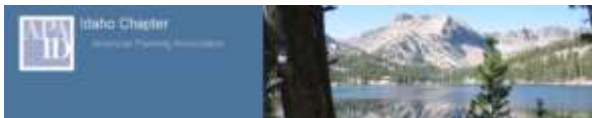
- ❑ Provides a rolling forecast for pipeline development projects
- ❑ Provides a short-term planning tool to “schedule” the 6-year TIP
- ❑ Allows for “what if” testing of land use changes, level of service standard changes, or delays to 6-year TIP implementation due to funding

Limitations

- ❑ The methodology requires a highly-calibrated demand model
- ❑ Best suited to small or medium sized jurisdictions
- ❑ Requires high level of modeling skill and software that may be difficult to maintain in-house

Conclusions

- ❑ Current travel demand forecasting and operation analysis software makes this process entirely feasible
- ❑ This process allows much better assessment of cumulative impacts of development
- ❑ Integrating development review and long-range planning allows cities to track progress towards desired futures

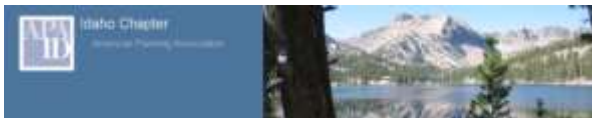


Conclusions - continued

- ❑ Accurate tracking of cumulative impacts identifies LOS problems early
- ❑ The system provides “what if” testing capability for zoning changes, project changes, or policy changes on a city-wide basis
- ❑ Outsourcing the process can reduce agency costs for software and training, and respond to variations in development activity

Acknowledgments

- City of Mount Vernon Jana Hanson, Community Development Director
- City of Sammamish, Washington Jeff Brauns, Senior Transportation Program Engineer

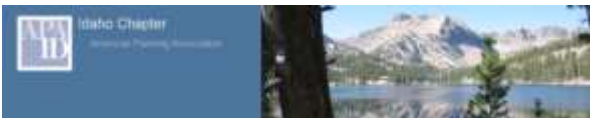


References

Growth Management Act and Related Laws –
2009 Revised Code of Washington Update
State of Washington Department of Commerce 2009

Published by:
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