

CITY OF SEATAC

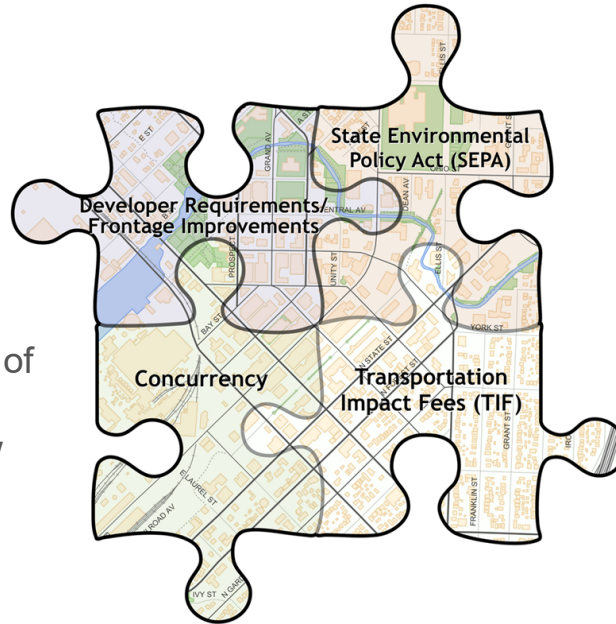
CONCURRENCY PROGRAM

OCTOBER 15, 2019

What is concurrency?

DEVELOPMENT REVIEW PROGRAMS

- Concurrency is one of four primary development review tools



TRANSPORTATION CONCURRENCY

- GMA requirement
- Adequate facilities/services within **six years**
- Requirement for development approval



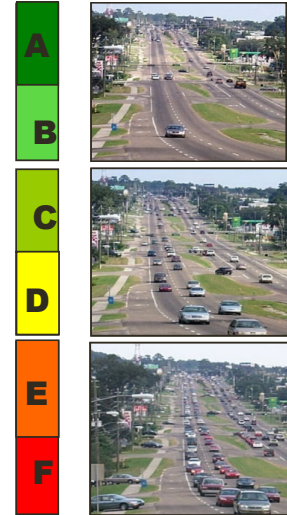
Build a concurrency program

BUILDING A CONCURRENCY PROGRAM

- Concurrency Program Requirements:
 - Pass the legal test
 - Support City land use vision and transportation goals
 - Ability to fund identified improvements
 - **Implementation with available resources**
 - **Be easy to understand and communicate**

WHAT ARE LOS STANDARDS?

- Level of Service (LOS) measures the performance of the transportation system
- Could be measured by level of congestion, travel speeds, and/or comfort and convenience



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CHOOSING METRICS

	Pros	Cons
Corridor Level Intersection	Simple methodology, limited data collection	Does not measure conditions for walking, biking or transit.
Arterial Travel Time	Easy to communicate, measure of “real experience”, broader set of project improvements	Does not measure multimodal conditions, data collection can be expensive
System Completeness	Provides direction evaluation of growth compared to goals set in comp plan	Does not provide measure of ‘user experience’
Hybrid (Travel Time and System Completeness)	Relatively easy to communicate, measures real experience	Provides measure of user experience and accounts for multimodal conditions

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CORRIDOR & DISTRICT OVERVIEW

North District

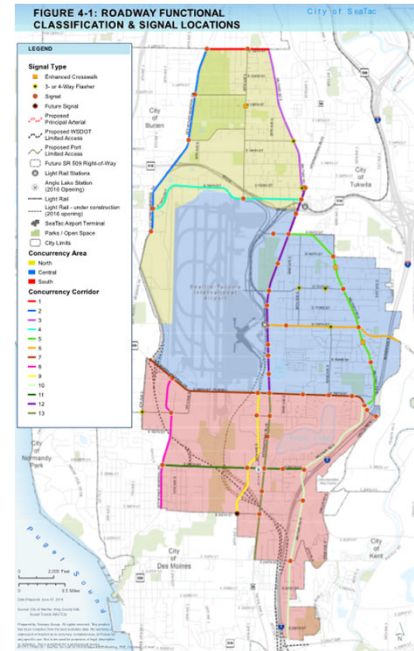
1. S 128th St
2. Des Moines Memorial Dr
3. Military Rd S
4. S156th/154th St
5. S 144TH Street
6. S. 152nd Street

Central District

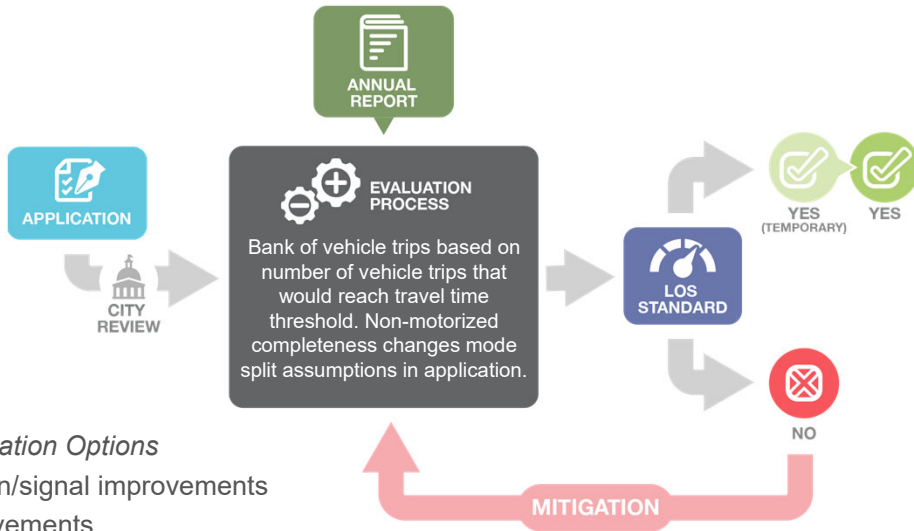
1. Military Rd S
2. S 176th St
3. *International Blvd (State Highway)*
4. S 170th Street
5. 34th Ave South

South District

1. S 188th St
2. Des Moines Memorial Dr
3. 24th/26th/28th Ave S
4. Military Rd S
5. S 200th St
6. International Blvd



HYBRID (TRAVEL TIME & COMPLETENESS)



Potential Mitigation Options

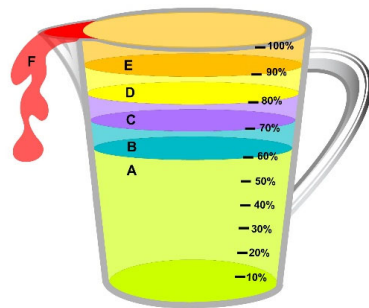
- Intersection/signal improvements
- ITS Improvements
- Access management
- Non-motorized projects

QUESTIONS

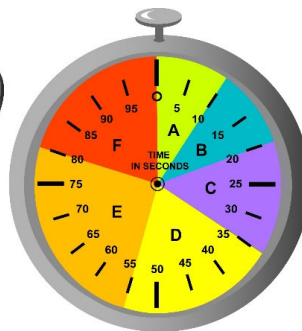
CHOOSING METRICS

- How will LOS be measured?

Capacity Based

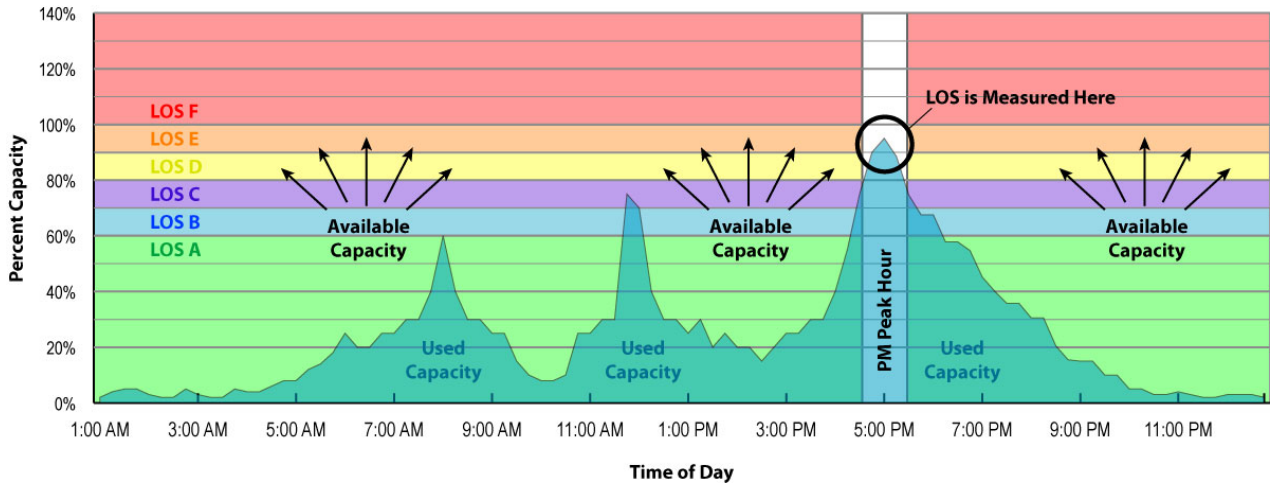


Time Based



CHOOSING METRICS

- When do we measure LOS?



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CHOOSING METRICS

- Auto Metrics

- **Isolated Intersection Analysis** - Evaluates the average peak-hour delay for vehicles at a set number of intersections throughout the city and compares the operations to a set LOS threshold
- **Corridor Level Intersection Delay** - Evaluates the peak hour delay for vehicles at intersections along a corridor using a volume-weighted average by total entering vehicles
- **Arterial travel time/speed (Auto)** - Evaluates the average speeds for automobiles along a set of corridors.

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CHOOSING METRICS

- Multimodal Metrics
 - **Arterial travel time/speed (transit)** - Evaluates the average speeds for transit along a set of corridors.
 - **Multimodal LOS** - Evaluates the conditions for each mode based on level of accommodation (poor, moderate, good) based on built environment.
 - **System Completeness** - Measures the percent completion of planned growth within a specific time frame.
 - **Person Trips Available** - Measures the total person trips for each development, and subtracts them from a bank of 'total person trips available.'

CHOOSING METRICS

- Auto vs Multimodal Metrics
 - "What you measure is what you get"
 - Auto metrics are easier to measure
 - Do metrics align with Cities vision?



CONCURRENCY PROCESS

