

506 TRAFFIC

Under Washington State Law, Developers are responsible to mitigate the direct impacts of their developments. Counties are responsible to identify development impacts and their corresponding mitigation measures, which must be reasonable and proportionate to said development impacts.

To ensure that adequate transportation facilities are available or provided concurrent with development, in accordance with the Growth Management Act (RCW 36.70A) which enables WAC 365-196, refer to WCC 20.78 "Transportation Concurrency Management".

A. Traffic Assessment

A Preliminary Traffic & Concurrency Information Form shall be required on all developments. An engineered Traffic Impact Analysis may be required by Whatcom County in order to adequately assess the impacts of a development proposal on the existing and/or planned street system. A Traffic Impact Analysis shall be required if the proposed project will generate over 400 ADT. Any development abutting and/or impacting existing public roads maybe required to improve frontage of those roads. The extent of those improvements and additional off-site improvements shall be based on an assessment of the proposed project impacts. The County Engineer shall make the initial assessment.

1. Preliminary Traffic & Concurrency Information Form - The Preliminary Traffic & Concurrency Information form can be found in Appendix D. Two copies of the information form must be submitted with the project application. The applicant or the applicant's designee may prepare the Preliminary Traffic & Concurrency Information Form.

Whatcom County Engineering Services shall use this form to determine what roadway improvements are required for the project, or if a Traffic Impact Analysis will be required for the project.

2. Traffic Impact Analysis (TIA) - All engineered traffic analyses shall be prepared and stamped by a professional Civil Engineer with expertise and experience in transportation engineering. The Traffic Impact Analysis Guidelines, including Concurrency evaluation, can be found in Appendix E.
 - a) The TIA shall contain the following statement:

ENGINEER'S DECLARATION/CERTIFICATION

"I, _____, a Professional Engineer registered in the State of Washington as a Civil Engineer, do hereby declare that the Traffic Impact Analysis titled _____, and dated _____, 20____, was prepared by, or under my personal supervision. I hereby affirm that, to the best of my knowledge, information and belief, subject report was prepared in full compliance with the Whatcom County Development Standards and all Technical Standards adopted thereunder;

EXCEPT as specifically set forth under "Exceptions to Whatcom County Standards," page _____ of this report."

**ENGINEER'S
SEAL**

*Engineer's Name and
Registration Number*

Date _____, 20__

- b) The TIA submitted during one permit/approval process may be modified as required by the County Engineer and subsequently submitted for use with future permit or project applications.
- c) Submit the final approved TIA in electronic PDF format plus the original signed hard copy to Engineering Services.

B. Traffic LOS & Impact Mitigation

All development(s) that will adversely affect the level of service (LOS), safety, or operational efficiency of the Whatcom County public road system, may be required to mitigate said impact. The mitigation measures depend on the condition of the impacted road system, which is described by the LOS and found in the current edition of the Highway Capacity Manual.

1. All development shall be reviewed by the County Engineer to determine any mitigation measures that may be applicable for impacts on: county public road system capacity, specific level-of-service deficiencies, specific inadequate road conditions, access and traffic system circulation, and the need for dedication of rights-of-way adjoining the project. All improvements shall be made in accordance with Whatcom County standards.
2. Other Developer responsibilities include such roadway elements as: sight distance, roadway width, surface condition, and other structural/functional elements that must be improved to assure that following development the road will function at the prescribed LOS. If the proposed development causes the LOS to fall below its designated level per the Whatcom County Comprehensive Plan, the developer is to mitigate their direct impacts of the development on public streets and intersections. A roadway's LOS is the ratio of the actual volume of traffic to the maximum amount of traffic the road could hold. LOS is set in Chapter Six "Transportation" of the Whatcom County Comprehensive Plan.

C. Mitigation Measures

The County may require on-site and off-site mitigation measures related to traffic and transportation. Mitigation measures may include, but are not limited to:

- Rights-of-way and/or easement dedication
 - Road construction
 - Traveled way or shoulder widening
 - Frontage improvements
 - Addition of turn lanes
 - Structural roadway upgrade
 - Signalization
 - Sign installation
 - Lighting
 - Pedestrian and/or bicycle facilities
 - Transit Improvements
1. As a prerequisite to County Engineer approval of a proposed development action, the following must exist regarding any County-identified traffic mitigation measures:
 - a) The County-approved development construction documents incorporate all mitigation measures (i.e., the Developer will accomplish them coincident with the proposed development), or
 - b) The County-approved development construction documents incorporate some mitigation measures (i.e., the Developer will accomplish them coincident with the proposed development) and the Developer has executed a voluntary agreement (as described in Section 506.C.2.) with the County for mitigation measures that the approved development construction documents do not incorporate, or
 - c) The Developer has executed a voluntary agreement (as described in Section 506.C.2.) with the County for all mitigation measures.
 2. As an alternative to completing mitigation measures, either the Developer or the County may propose that the Developer pay the County for the cost of planned mitigation. As stated in RCW 82.02.020 the arrangement is voluntary and must be agreed upon by both the Developer and the County.
 3. Where three-quarter ($\frac{3}{4}$) frontage improvements to roadways adjacent to a development are required, including off-site transitions to the existing roadway (tapers to be not less than 10:1), the improvements shall be consistent with Section 507-Road Design and Construction Plans.

Frontage (3/4) Improvements shall comply with the following provisions:

- a) Rural Frontage Improvements are equal to one-half the total pavement width for the road classification with appropriate shoulder along the subject property together with a minimum 10-foot paved lane and a four (4)-foot gravel shoulder to the opposite side of the subject property. An overlay of two (2) inches minimum HMA class ½" asphalt concrete may be required, unless the applicant submits an engineering report demonstrating that the existing pavement surface is structurally competent for the design loads.
 - b) Urban Frontage Improvements are equal to one-half the total pavement width for the road classification with curb, gutter, and sidewalk installed along the subject property together with a minimum 10-foot paved lane and a four (4)-foot gravel shoulder to the opposite side of the subject property. An overlay of two (2) inches minimum HMA class ½" asphalt concrete may be required, unless the applicant submits an engineering report demonstrating that the existing pavement surface is structurally competent for the design loads.
4. Frontage improvements may be precluded if the road is scheduled for a County road re-construction project. Depending on the timing of the development approval and County road re-construction project, posting of a security to guarantee construction of required frontage improvements may be required.
 5. On a case-by-case basis, the County Engineer may require alternate frontage improvements that have been selected to address specific needs created by the development's impact.
 6. No temporary or final occupancy of the development may occur until the required road improvements are completed, or an approved security is established to guarantee completion, or a voluntary agreement has been executed (as described in section 506.C.2)
 7. The County Engineer may modify the mitigation measures for the new development while finding that adequate provisions for public roads, access, and mitigation of the transportation impacts of the development have been met.
 8. Urban Growth Area and Water and Sewer Service Extensions: projects using city services may be required to use city standards and participate in traffic impact fees and/or mitigation.