



Transportation System Development Charge Working Group

Meeting #7

June 7, 2017

TSDC Project Lists and Rate Schedule Issues

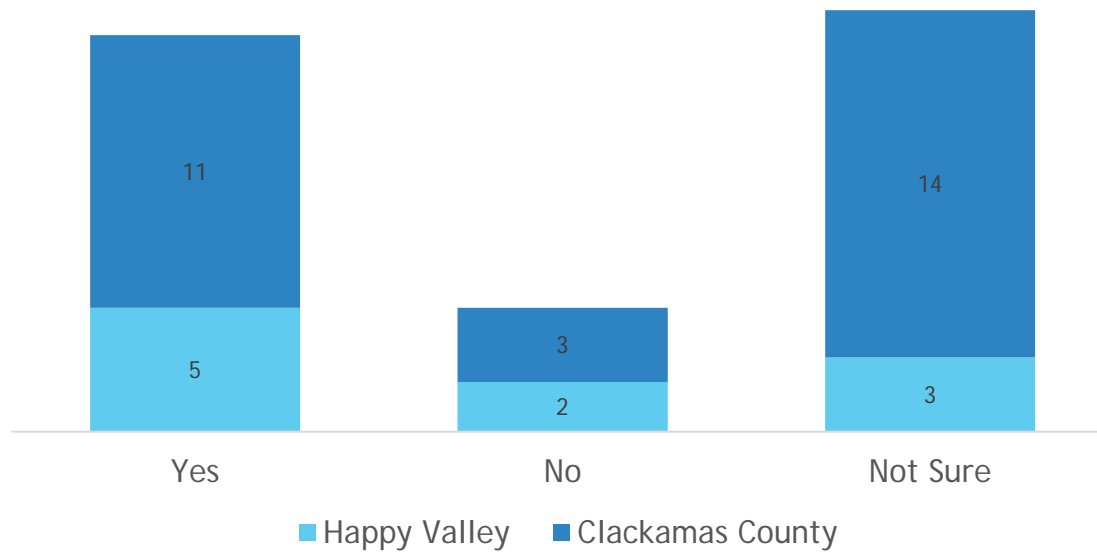
Meeting Agenda

- ▶ Welcome
- ▶ Project Lists
- ▶ Simplifying the Rates
- ▶ Other Adjustments
- ▶ Measuring Traffic Impact
- ▶ Next Steps

Welcome & Introductions

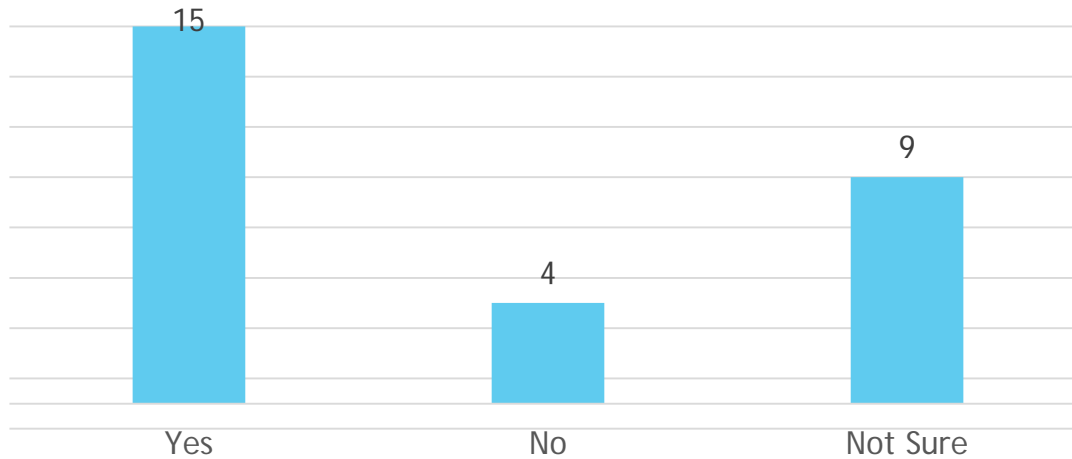
Project Lists

- ▶ Do you believe we used the right criteria to identify projects?



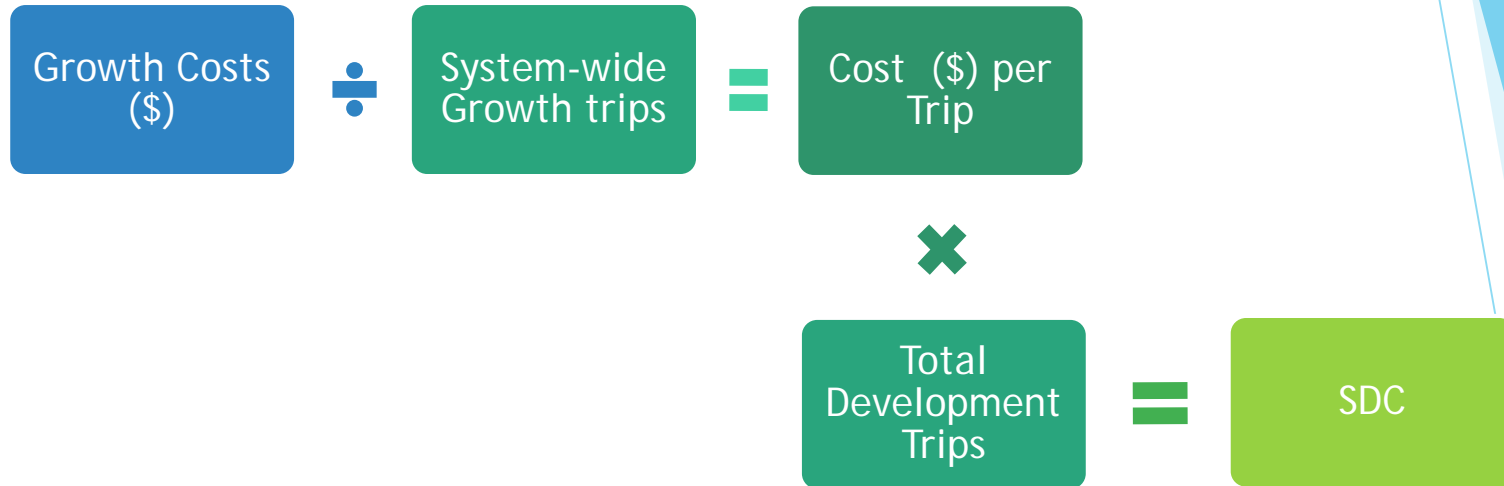
Project Lists

- ▶ Do you believe the project list focuses on roads and intersections that would benefit a majority of travelers in that area? (*Clackamas County version only*)



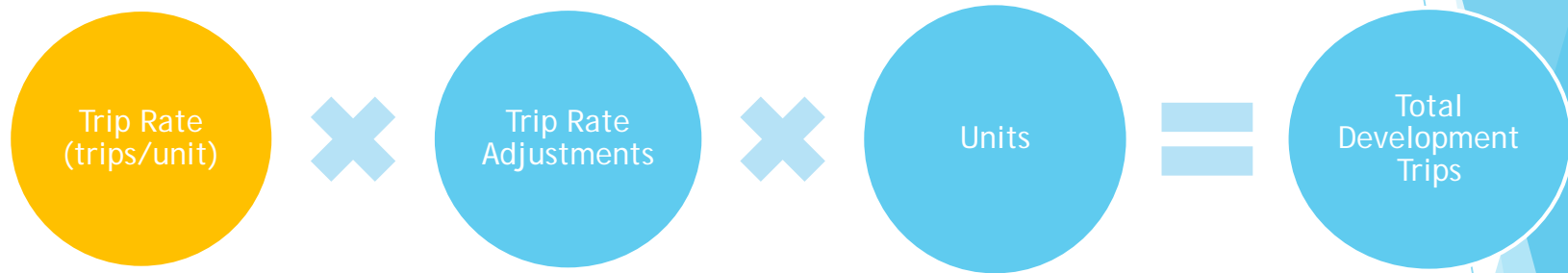
Project Lists Discussion

Simplifying the Rates - Context



Trips = Trip ends

Determining Development Trips



Where trip rates:

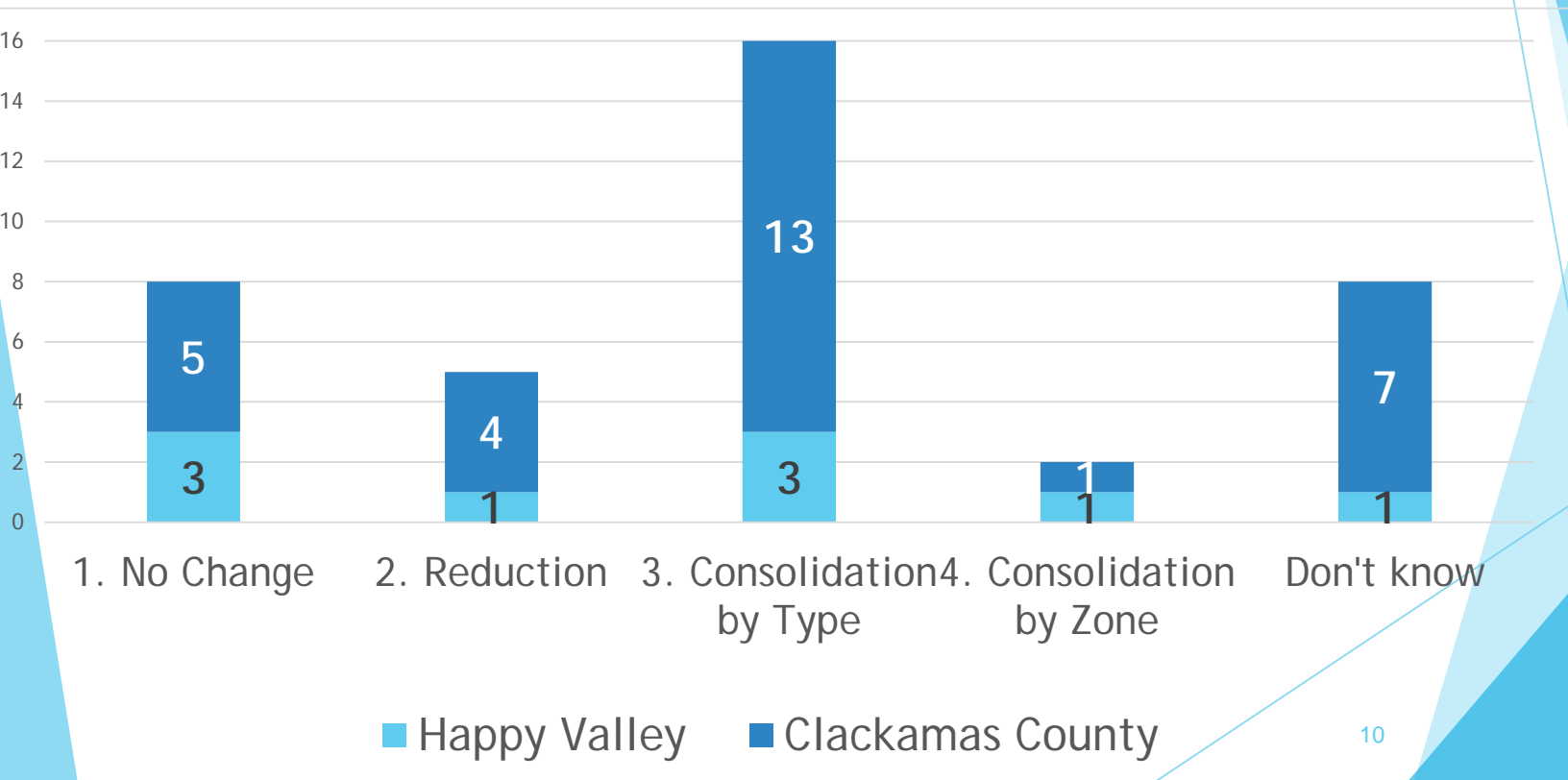
- *Vary by land use category (currently 90+ different categories)*
- *Are based on Institute of Transportation Engineers (ITE) Trip Generation Manual data*

Simplifying the Rates

- ▶ Options considered to reduce the number of rate categories:
 1. Eliminating uses with few (<3) studies to support rates
 2. Consolidate similar uses
 3. Consolidate by land use district
- ▶ Considerations
 1. Revised trip rates for some classes reflect the average uses within the class
 2. Has the potential to reduce redevelopment charges/credits (if new use in the same class)

Simplifying the Rate: Online Survey Responses

Which option do you prefer?



Simplifying the Rate: Online Survey Responses

Why do you prefer this option?

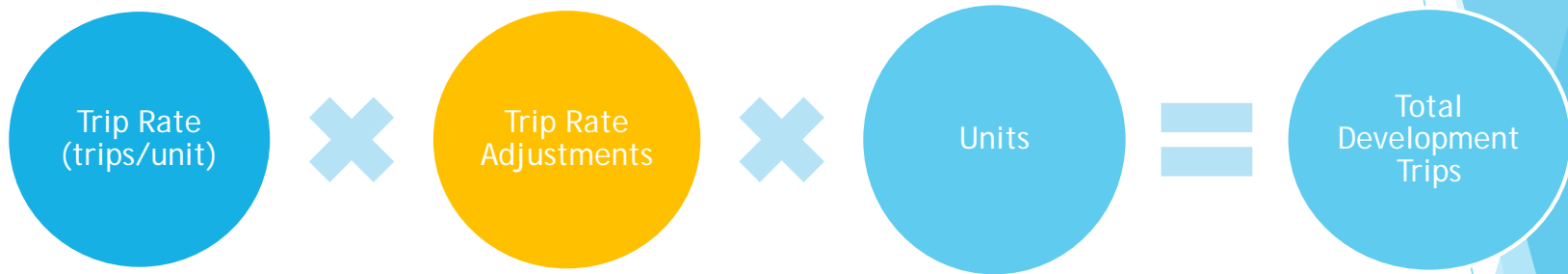
No Change

- Concerns about grouping/averaging
- General concern about residential rates

Consolidation by Type

- Simple. Balances reducing complexity while still providing for uniqueness of various types of land uses.
- Provides consistency for rate payers, and revenue for public projects
- Would result in fewer issues for tenant improvement

Determining Development Trips



Where current adjustments include:

- *Pass-by reduction*
- *Trip length factor*

Revised Trip Adjustments

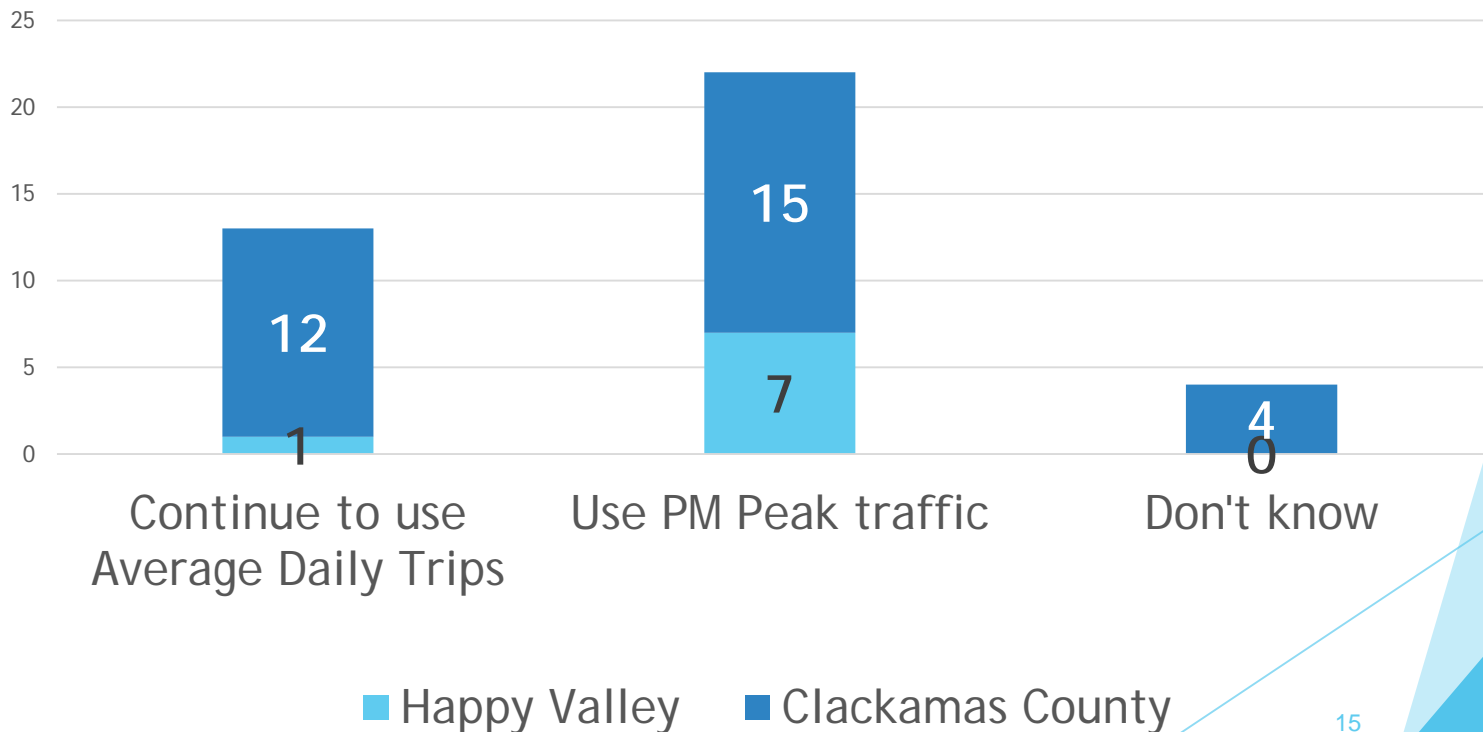
1. Update pass-by percentages to reflect more current ITE data
2. Eliminate trip length adjustments
 - ▶ Data extremely limited and not based on verifiable source
 - ▶ Trip length more attributable to location/proximity to other uses rather than type of use
 - ▶ Significant impacts for some uses
3. Add Diverted Link Trip factors
 - ▶ Based on ITE data

Determining Traffic Impact

Option	Pros	Cons
Average Daily	<ul style="list-style-type: none">a) Considers broad capacity utilization;b) May better match active mode capacity needsc) Maintains rate stability	<ul style="list-style-type: none">a) Auto system performance based on peak;b) ITE trip rates more limited;c) Trip adjustments based on peak
PM Peak	<ul style="list-style-type: none">a) Aligns with auto system performance evaluationb) Better alignment with trip adjustment factorsc) More robust data set	<ul style="list-style-type: none">a) More limited basis for capacity considerationb) Significant impacts to some uses

Determining Traffic Impact: Online Survey Responses

Which option do you prefer?



Determining Traffic Impact: Online Survey Responses

Why do you prefer this option?

Average Daily Trips

- Better measures amount of traffic a development would add to roadways

PM Peak

- Rush hour is when most congestion issues arise, and when we need the added capacity

Next Steps

- ▶ Ordinance Review
 - ▶ Assessment & Application
 - ▶ Credits for Qualified Public Improvements
 - ▶ General Items
- ▶ Ordinance and Methodology Report to Working Group for Review and Feedback
- ▶ Ordinance and Methodology Report to County Commissioners and City Council
- ▶ 90 day notice
- ▶ 60 day notice
- ▶ Public Hearing/Adoption