



## MEMO

TO: Technical Working Group  
FROM: Abbot Flatt, Associate Transportation Planner  
RE: Alternative Performance Measures in Development Review  
DATE: April 4, 2016

---

The Technical Working Group (TWG) recommended five performance measures to be used during the development review process. County staff has been working to understand how these measures can be used and the potential impacts. This memo summarizes the key findings to date and proposes a refined approach to implementing a suite of performance measures.

### Alternative Performance Measures Updates

1. **February 3, 2016 Stakeholder Working Group:** The Stakeholder Working Group reviewed the TWG recommended performance measures in their last meeting. The SWG supports moving forward with the five performance measures for the auto, bike, pedestrian and transit systems.
2. **Performance Measures Implementation Working Group:** County staff formed a working group to better understand the recommended performance measures. The working group determined that it is not reasonable to implement all the proposed performance measures. County staff will continue to work on implementing some of the performance measures. Below are the recommended changes to the performance measures:
  - a. **Pedestrian:**
    - i. **Modified Pedestrian Level of Service:** Because of the difficulty in establishing proportionality and requiring offsite pedestrian improvements, it is unlikely that a standard is the best approach for this measure. With less effort, the same outcome can be achieved through a pedestrian system completeness review. Therefore, staff recommends this measure not be implemented.
    - ii. **Crossing Review:** No changes
    - iii. **Accessibility to Transit:** No changes.
  - b. **Bicycle:**
    - i. **Bicycle Level of Traffic Stress:** Similarly to above, because of the difficulty in establishing proportionality and requiring offsite bicycle improvements, it is unlikely that a standard is the best approach for this measure. With less effort, the same outcome can be achieved through a bicycle system completeness review. Therefore, staff recommends this measure not be implemented.
  - c. **Auto:**
    - i. **Volume-to-Capacity:** No changes
    - ii. **Motor Vehicle Queuing:** No changes
  - d. **All:**
    - i. **Safety:** No changes, however, staff is discussing options to have a consultant review and test this because of its complexity and the lack of staff time.

## Recommendation

Staff recommends that the performance measures in Table 1 be implemented into development review.

- It is likely that a specific standard will be applied to only one measure – volume-to-capacity.
- The other measures will be used to understand the impact a developer has on the public system, but they will not be required to meet a specific standard in order to develop.
- We will continue to encourage developers to mitigate their impacts, but until case law supports requiring offsite pedestrian and bicycle improvements, the proposed standards will at least improve our ability to recommend offsite pedestrian and bicycle improvements.

**Table 1: REVISED Draft Performance Measures Recommendations**, revises Table 1 from the Performance Measures Recommendation memo dated Dec. 30, 2015.

**Table 1: REVISED Draft Performance Measure Recommendations**

Performance Measure	Desired Outcome	Evaluation Considerations	System Planning	Dev. Review
<b>Completeness Review, Crossing Review and Accessibility to Transit</b>	Pedestrian system completeness review. Nearby crossings adequate. Increase accessibility to transit stops.	Evaluate nearest collector or higher for larger trip generators; evaluate nearest crossing. If none within 265 feet, evaluate need for crossing; evaluate connection to nearest frequent service transit stop.	Yes	Yes
<b>Completeness Review</b>	Bicycle system completeness review. Adjoining system connected	Nearest collector or higher may be evaluated for larger trip generators.	Yes	Yes
<b>Volume-to-Capacity Ratio</b>	Provide appropriate vehicular capacity at intersections; V/C measures in Comp Plan.	Requires vehicle trip generation; coordinate intersections to be identified with County staff.	Yes	Yes
<b>Motor Vehicle Queuing</b>	Intersection improvements to provide appropriate queuing conditions.	Requires vehicle trip generation; coordinate intersections to be identified with County staff.	No	Yes
<b>Safety</b>	Improved safety	Establish County-specific baseline; apply critical crash rate methodology; identify suitable countermeasures to address impacts.	No	Yes

## Next Steps

The TWG will discuss this proposal and the Project Management Team will integrate their comments into this process. The SWG will review the outcome in their May 4, 2016 meeting.