



## **MANAGEMENT DECISION**

**DATE:** March 20, 2020  
**FROM:** Ahmad Qayoumi, PE, Public Works Director, County Engineer  
**Via:** David Jardin, Concurrency Engineer  
**CC:** File  
**RE:** Guidance – Required Traffic Count Data, Collection and Processing

### **Overview**

As a result of the current school, service oriented facility and other closures required by Washington State and Clark County officials, there has been a noticeable decline in traffic volume on the road systems in Clark County. This reduced traffic volume is expected over an extended time frame with no end date certain. Even though there have been closures throughout the county and the reduced traffic volume is expected over a long duration, development applications are still being prepared for submittal.

Many of the development applications require that traffic studies be prepared and submitted identifying the development transportation impacts on the adjacent road networks. Because of the traffic volume decline on Clark County road systems, it is necessary to prepare a document that provides guidance to the traffic engineering community on traffic count data, collection and processing during this unprecedented nationwide event.

### **Background**

Development proposed within the jurisdiction of Clark County is required to comply with Clark County Code (CCC). Regarding development related transportation impacts the code section is more specifically described as CCC 40.350.020 Transportation Concurrency Management System.

CCC 40.350.020 requires a traffic study be prepared and submitted when impacts on affected transportation corridors or intersections of regional significance are located at least the following distances from the proposed development:

1. 50 or less new peak period trips at the development site: 1 mile;
2. 51 to 250 new peak period trips at development site: 2 miles;
3. 251 or more new peak period trips at development site: 3 miles.

Further, CCC 40.350.020(D)(4) requires that the transportation impact study be based on traffic counts obtained within 12 months of the fully complete date of the development application. The traffic counts shall reflect representative traffic conditions on collector and arterial roadways, and at intersections of regional significance.

As a part of the current events that are impacting the Clark County road network and the authorities of the Public Works Director to modify the scope of a traffic study (CCC 40.350.020(D)(6) and (8)), this document has been prepared to monumentalize the guidance prepared by staff and authorized by the Public Works Director. This document will also serve as the written request of an applicant to the Public



Works Director to modify traffic study elements. The document will modify the requirements of CCC 40.350.020(D)(4) for traffic count data, collection and processing under these unprecedented circumstances and until further notice.

### **CCC 40.350.020 (D)(4) - Modifications**

1. Peak hour count data within 12 months of being deemed full complete may be used;
2. If peak hour count data is not available within 12 months of being deemed fully complete the traffic engineer:
  - a. May:
    - i. Use collected traffic count data no older than January 2018:
      1. This count data shall have an adjustment rate of 1.26%/year to current year;
        - a. If there is permanent count station data available, the count station data may be used to establish a growth rate to current year;
    - ii. Collect current traffic count data provided:
      1. Southwest Washington Regional Transportation Council (SW RTC) corridor volume counts are available and sufficient to evaluate a traffic growth over the most recent 2 year period;
      2. The data from SW RTC is used to establish an adjustment factor to be applied to the collected data;
      3. There is a county permanent count station in the vicinity and along the same corridor of the count;
      4. The data collected from the permanent count station is sufficient to evaluate traffic growth over the most recent 2 year period;
      5. The data collected from the permanent count station is used to establish an adjustment factor to be applied to the collected data;
  - b. Shall:
    - i. Use the current 2%/year background growth rate from current year to buildout year.

### **Resources**

#### Clark County Staff:

David Jardin, Concurrency Engineer

Direct: (564) 397-4354

Email: [David.Jardin@clark.wa.gov](mailto:David.Jardin@clark.wa.gov)

Information: In Process Development, Traffic Study

Jody Carriere, Traffic Signal Engineer

Email: [Jody.Carriere@clark.wa.gov](mailto:Jody.Carriere@clark.wa.gov)

Information: Permanent Count Station

#### Website:

Clark County Traffic - <https://www.clark.wa.gov/public-works/traffic>

Clark County GIS – Transportation System –

<https://gis.clark.wa.gov/mapsonline/index.cfm?site=TransSystem&ext=1>

Clark County Congestion and Safety Management –

<https://www.clark.wa.gov/public-works/congestion-and-safety-management>

Southwest Washington Regional Transportation Council – Traffic Counts –

<https://www.rtc.wa.gov/data/traffic/>