

The City of Mukilteo Traffic Worksheet and Traffic Study Requirements for Developments in the Unincorporated County within the City of Mukilteo Traffic Influence Subareas

The City of Mukilteo, through an interlocal agreement (ILA) with Snohomish County, may request traffic mitigation measures from any new development in the Southwest Urban Growth Area of unincorporated Snohomish County that is located within the City of Mukilteo Traffic Influence Subareas west of I-5 and north of the Lynnwood City Limits. The County will impose City requested mitigation measures to the extent the County determines the mitigation is reasonably related to the impacts of the development. To determine the impacts, and to determine reasonable mitigation measures, Snohomish County requires a traffic study from any development in the County that may have impacts on the City’s streets. This ‘traffic study’ may be as simple as completing Sections One and Two of the City traffic worksheet below, or having a professional traffic engineer conduct a formal traffic study consistent with the requirements in Section Three below.

- If a development generates less than ten peak-hour trips and the applicant chooses Option A for mitigation payment (standard payment by percent of the City impact fee), then the applicant will generally only have to fill out the first two sections of this traffic worksheet and complete a mitigation offer (see Section Four).
- However, if a development generates more than ten peak-hour trips, or if the applicant chooses Option B for mitigation payment (comprehensive impact analysis), then the applicant will have to fill out the first section of this worksheet, complete a separate traffic study consistent with the requirements in Section Three, and complete a mitigation offer (see Section Four).
- Applicants should submit all documents to the County as part of their initial submittal.
- Traffic study requirements for impacts on City streets are based on the City’s traffic mitigation ordinance and the County/City ILA. At the end of this document the address of the County web site is shown at which copies of the ILA are available.
- Following review of the documents submitted, the City may request supplemental information and analysis as necessary to determine the impacts of the development in accordance with the County/City ILA. The County will require the proposed development to submit the supplemental information and analysis to the extent that the County determines that it is necessary to determine the impacts of the development.

Section One (1) Worksheet General Information

1. Name of Proposed Development _____
County Development File Number (if known) _____
2. Name, Address and Phone Number of Applicant _____

3. Development Site Address _____

4. Does this development have frontage on a City street? YES _____ NO _____
If yes, indicate street _____
5. Type of Development: Residential _____ or Commercial _____

6. Description of Development (size and specific type) _____

7. How many new vehicle trips are expected to be generated by the proposed development? (For many common types of developments this information can be provided by the County or the City. For more complex developments trip generation may have to be determined under Section Three below)
- Average Daily Trips (ADT) _____ AM Peak Hour _____ PM Peak Hour _____
8. Proportionate Share Impact Mitigation: All applicants have two options in determining the amount of their traffic mitigation payment. Choose option A or B.
- _____ Option A based on standard payments by percent: go to Section Two
- _____ Option B based on comprehensive impact analysis: go to Section Three

Section Two (2) Proportionate Share Determined by Percentage of the City Impact Fee

2(a). Calculation of Payment Amount

1. Standard default estimated percentage of trips impacting the City streets from _____ or _____ subareas (see below) _____ %
2. Other Percentage: (Note: See author’s qualifications in Section Three below.) Estimated percentage of trips impacting the City streets from attached trip distribution: _____ %
3. Net New PM Peak Hour Trips (Total trips less approved reductions for pass-by, TDM, etc.) _____
4. City Impact Fee Rate \$ _____ (Note: Consistent with the ILA, developments pay the rate in effect at the time of their submittal. Through ordinance, the City Council can change these rates at any time. Consult with the City to find the latest fee rates. As of September 2007 the rates were \$1,875 per PM peak hour trip.)
5. Calculation of Proportionate Share Impact Mitigation:

$$\frac{\text{#1 or #2 above:}}{\text{\% of trips}} \times \frac{\text{\#3 above:}}{\text{\%}} \times \frac{\text{\#4 above:}}{\text{Fee Rate}} = \$ \frac{\text{\#5 proportionate share}}{\text{mitigating payment}}$$

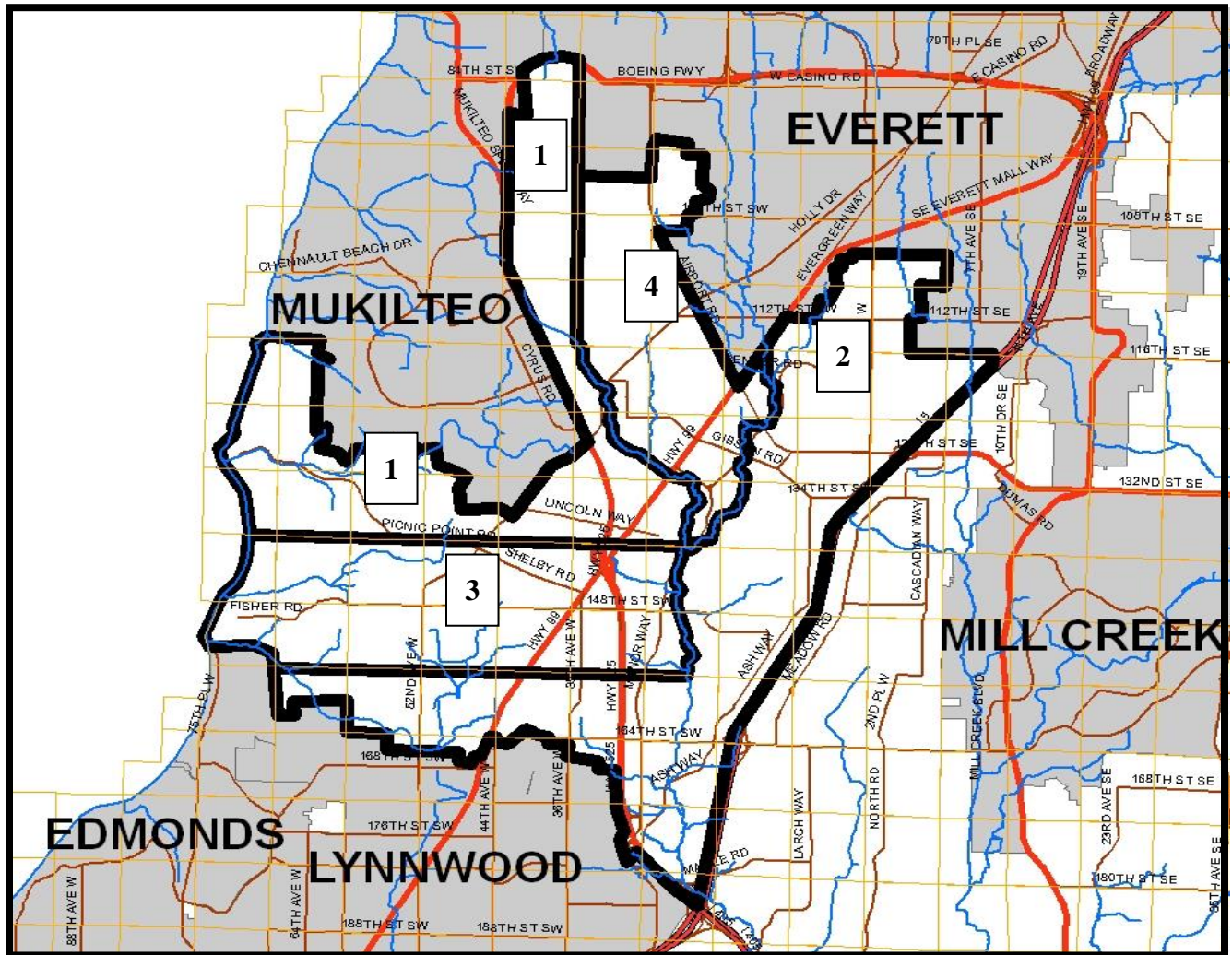
2(b). Frontage Improvements, Right of Way, and Access Point Requirements

If a County development takes access from a City street or fronts on City right-of-way, the City may require frontage improvements, dedicated or deeded right-of-way, and access-points meeting City standards. For such developments provide appropriate analysis and documentation to enable the City and County to determine applicable standards and requirements. Refer to the City of Mukilteo Development Standards and consult with the City Public Works department to determine requirements.

2(c). Determining if an additional traffic study is necessary

Will the development generate more than 10 peak-hour trips *or* are there other impacts on the City street system that may need to be addressed (e.g., level of service, safety, or access and circulation)

- _____ No. Skip Section Three and go to Section Four.
- _____ Yes. Read the introduction to Section Three and skip to Section 3(b).



The City of Mukilteo Traffic Influence Area applies to development applications in the unincorporated County lying west of I-5 and north of the Edmonds and Lynnwood City Limits.

Subarea #	%	Subarea Boundary Notes**
1	100%	Eastern boundary begins at Everett C/L following the line between the SW and SE ¼ of S15 T28 R4 south to York Creek. South on York Creek to the line between the NW and SW ¼ of S35 T28 R4. Then, the boundary goes west on that line to Puget Sound. (Except 90% if the project does not access solely to SR 525, SR 526, Paine Field Blvd., Beverly Park Road and/or other City Streets.)
2	75%	Western boundary begins in the SE ¼ of S23 T28 R4 where Swamp Creek leaves the Everett City Limits. South on Swamp Creek to the line between the NW and SW ¼ of S2 T27 R4. Then the boundary goes west on that line to the Edmonds City limits and west on that line to Puget Sound.
3	50%	Boundaries defined by other subareas.**
4	25%	Boundaries defined by other subareas.**

**Where boundaries are defined by other areas, they are not repeated. Lines between ¼ sections are the lines or their extensions to other ¼ sections.

Section Three (3) Traffic Study Requirements

This section outlines requirements for traffic studies for impacts on City streets. If an applicant chooses (or is required) to complete a traffic study, then it should be submitted along with this worksheet and a mitigation offer.

(Note on Author's Qualifications: A traffic study under this section must be conducted by an engineer licensed to practice in the state of Washington with special training and experience in traffic engineering and, preferably, membership in the institute of transportation engineers. For individuals/firms not on the County's approved list, the developer will provide, with the traffic study, the credentials of the individual or firm performing the traffic study certifying compliance with these qualifications.)

3(a). Proportionate share impact mitigation based on comprehensive impact analysis:

1. Development's Trip Generation and Distribution. Determine the PM peak-hour trip generation and distribution for the development consistent with Section 3(b) below.
2. Impacted Transportation Improvements. Determine which of the street sections or intersections with planned improvements in the City's impact fee cost basis are impacted by three or more development-generated, directional PM peak hour trips (PM PHT).
3. Current Counts. For each impacted improvement, provide current traffic counts to determine the PM PHT.
4. Reserve Capacity. Determine "reserve capacity" for each impacted improvement by subtracting the current PM PHT from the maximum service volume (MSV) for the existing facility. Reserve capacity is set to zero if current PM PHT exceeds the MSV.
5. New Capacity. New capacity is the incremental increase in PHT that could be accommodated with the planned improvement. Determine the new capacity of each impacted improvement by subtracting the current MSV from the future MSV after the improvement.
6. Chargeable Capacity. For each impacted improvement, add the reserve capacity to the new capacity.
7. Final Adjusted Cost. Find the cost of each impacted improvement and make any adjustments used by the City for tax credits.
8. Capacity Cost per Peak-Hour Trip. For each impacted improvement, determine the capacity cost per PM PHT by dividing the final adjusted improvement cost by the chargeable capacity.
9. Traffic Impacts. From step one above take the number of non-directional PM PHT impacting each planned improvement.
10. Proportionate Share. For each impacted improvement, determine the proportionate share impact mitigation by multiplying the capacity cost per peak-hour trip by the number of PM PHT impacting the improvement.

3(b). Trip Generation and AM and PM Peak Hour Trip Distribution and Assignment

Calculate AM, PM and Daily trip generation consistent with the ITE Trip Generation Handbook and the Snohomish County Public Works Rules. Determine the trip distribution and assignments consistent with the County's document titled "Format for Trip Distributions" (available at the County web site, see below).

- The distributions will be carried out to each key intersection in the City at which the approach or departure volumes on any leg have three (3) or more peak hour trips. Get the most current list of key intersections from the City (may be available on the web site described below). Trips should be distributed onto the street system as it is expected to be in six years.
- The distribution should be a schematic map showing the broad distributions of trips in terms of percentages on different streets. Show all County boundaries.
- The assignment should be a schematic map with the impacted key intersections identified and turning movements for each shown in separate diagrams on the same page or on different pages. The assignment should also be presented in tabular form listing each intersection and the number of trips at each movement.

3(c). Additional Analysis for Developments Generating More Than Fifty (50) Peak Hour Trips

For large developments (i.e., those generating more than 50 peak-hour trips), the City may request mitigation for impacts on the level of service of City streets, documented safety locations, and access or circulation. The traffic study requirements below are intended to disclose impacts. Based on this information the City may request through the County that the applicant provide additional information showing possible mitigation measures. If any off-site improvements were needed for mitigation the City would work with the applicant to determine requirements for right-of-way, construction plans, right-of-way use permits, construction/maintenance bonds, and other issues.

Level of Service (LOS) and Safety

The provisions of this section apply to safety problem locations or intersections on City streets including intersections of City streets with state highways. Any development which will add ten or more PM peak hour trips to an identified safety problem location or to an existing LOS "F" condition, or developments generating more than 50 PM peak hour trips which will cause an LOS "F" condition will be subject to the following conditions:

The City may request that a condition of development approval be a requirement for improvements to remedy the safety problem location or LOS "F" condition.

Where the LOS prior to development is "F," the City may request that the estimated delay after the development be no worse than the predevelopment condition. Where the development will cause the LOS "F" condition the City may request that the LOS after the development be no worse than LOS "E."

Contact the City for the most current list of safety problem locations or intersections with level of service issues. Identify any impacted by ten or more directional peak-hour trips.

Impacts on Access or Circulation

The City may request access and/or circulation provisions for City streets. Check with the City Public Works Department if the development may take access from City streets. Refer to the Mukilteo Public Works Standards.

Section Four (4) Traffic Mitigation Offer to the City of Mukilteo

The applicant should complete a traffic mitigation offer to the City of Mukilteo that summarizes the mitigation identified in the City traffic worksheet and any additional traffic study. This will facilitate timely review of the development and processing of the application. The form to use for the mitigation offer is titled "Traffic Mitigation Offer to a City by a Development in the Unincorporated County." This form is typically provided to all applicants along with this traffic study checklist. In addition, copies are available from the City contacts or the County web site shown below.

Additional Information

City Contact

Public Works Director
City of Mukilteo
11930 Cyrus Way
Mukilteo, WA 98275
(425) 263-8000
permittech@mukilteowa.gov

County Web Site

Snohomish County Public Works has a web site with many of the documents related to traffic studies and mitigation requirements for developers. Use the following link to access those documents:

<https://www.snohomishcountywa.gov/888/Traffic-Mitigation-Concurrency>

Then scroll down to the document or information you are looking for.

Use the following link to access the Reciprocal Traffic Mitigation Agreements the County has with other jurisdictions:

<https://www.snohomishcountywa.gov/917/Reciprocal-Agreements>