5: Traffic Analysis and Mitigation

IN THIS SECTION:
- **5-A: Traffic Impact Analysis Required**
- **5-B: Determining PM Peak Hour Trips Generated**
- **5-C: PM Peak Hour Trip Credits**
- **5-D: Traffic Mitigation**

5-A: When is Traffic Impact Analysis Required?

In order to provide sufficient information to assess a development's impact on the road system and to identify appropriate mitigation measures a traffic impact analysis (TIA) may be required.

Developments adding three (3) or more p.m. peak-hour trips (PMPHT) will be required to provide a TIA if there is not sufficient information existing in the department's database to adequately assess the traffic impacts of the development. This will be determined at the pre-application meeting.

The TIA will consist of at least traffic generation and distribution. The director shall determine at the preapplication conference the the scope of analysis. Additional information may be required on:
- Impacts of the development to level of service of affected streets,
- Inadequate road conditions,
- Adequacy of the proportionate share calculations of any voluntary payments to reasonably or adequately mitigate for impacts of the proposed development, and
- Conformance with the adopted transportation element.

The director shall also determine if the TIA may rely on the Institute of Transportation Engineers (ITE) Trip Generation Manual. If a TIA is required, utilize the Guidelines for preparing a Traffic Impact Analysis.

5-B: Determining PM Peak Hour Trips Generated

Traffic analysis requirements and mitigations are determined by the number of PM peak hour trips generated. You can determine the number of PM peak hour trips (PMPHT) generated for a specific use using the Institue of Transportation Engineers (ITE) Trip Generation Manual, Current Edition.

To access this information:
- Contact the city planning department or city traffic engineer at 360.363.8100 and a staff member can provide the trip generation rates outlined in the ITE Trip Generation Manual
- Contact a traffic engineering firm, or
- Purchase the current addition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE).

Trip generation: the forecasted number of new vehicle trips that will be placed on the road system by the development at full occupancy.

5-C: PM Peak Hour Trip Credits

Credit for existing trips will be given for new development if there is a permitted structure on the proposed development site, such as an existing single-family home or existing business that is proposed to be removed from the site. Credit will not be given for structures removed twelve months or greater before an application.

5-D: Traffic Mitigation

Traffic mitigation is required for impacts to city, county, and state roads. You may be required to pay for, or install improvements to traffic and public facilities impacted by the project in addition to any prescribed traffic impact fees listed below if it is determined that your project will affect an areterial unit in arrears.

Traffic Mitigation		
Jurisdiction	**Amount**	**More Information**
City	• Commercial: $2,220 per PM peak hour trip generated	• Traffic Mitigation Fee Schedule • City TIA Guidelines
County	• Option A 10-30% of the County's adopted impact fee of $39.00 for projects dependent on locationwithin Transportation Service Area A, *or* • Option B - Based on a comprehensive traffic study identifying average daily trips and impacts within Transportation Service Area A.	• Snohomish County Traffic Worksheet and Traffic Study Requirements for Developments in the City of Marysville
State (WSDOT)	• On a project specific basis for developments subject to SEPA with trips through a WSDOT Programmed project based upon identified rates by WSDOT.	• Short Offer Form • Long Offer Form (w/comprehensive traffic study)