

What is Road Concurrency and What Does the Concurrency Test Measure?

Pursuant to RCW 36.70A.070(6), the concurrency requirement in the Growth Management Act mandates that capital facilities, such as roads, be coordinated with new development or redevelopment. For roads this means that adequate road facilities must be in place within six years of the development. Adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the levels of service adopted by the City and reflected in the Comprehensive Plan.

In Kirkland, adequate road concurrency capacity is based on two tests. The first test is no designated signalized system intersection can exceed a volume-to-capacity (V/C) ratio of 1.4 with the development traffic. The second test is with the added development traffic, each subarea V/C ratio average must not exceed the adopted V/C ratio for that subarea. The adopted 2022 planned subarea average V/C ratio is the City's adopted Level of Service (LOS) standards as listed in Tables T-2 and T-3 of the Transportation Chapter of the Comprehensive Plan. If the development does not pass those two tests then the applicant must reduce the development or provide mitigation to pass those two tests or wait until additional capacity is available to support the development. For more information on road concurrency, see the Transportation and Capital Facilities chapters of the Kirkland Comprehensive Plan.

Pursuant to Title 25 of the Kirkland Municipal Code, an applicant must apply for a road concurrency test and receive a notice of approval before the City will consider a development or building permit. The City's Public Works Transportation Engineer performs the test using the project's estimated PM peak traffic trips usually based on the Institute of Transportation Engineers' Manual trip rate for the proposed uses. The project's PM peak traffic trips are inputted into the City's transportation model to determine trip distribution and assignment throughout the City arterials. The trip assignment is then used to determine if the project's impact to designated system intersections cause the intersection LOS to exceed the adopted level of service. If the LOS is not exceeded, the project passes concurrency.

Concerning an appeal of a concurrency test decision, as stated in Section 25.23.010 the methodology of the test and the adopted level of service cannot be appealed.