*(For use in conjunction with a Basis of Design form on non-freeway projects)*

**Project Title:**

**PIN:**

Date:

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| **Planning Document Summary** |
| **Has a** [**Corridor Sketch**](http://www.wsdot.wa.gov/planning/corridor-sketch-initiative) **been completed for the roadway(s)?**  Yes  No  *Notes:* |
| **List any applicable planning and environmental reports or studies (optional: highlight major considerations):** |

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| **General Project Information** | | | | | | |
| **Route Information** | **SR** | [**NHS (Y/N)**](http://wsdot.maps.arcgis.com/home/item.html?id=c61c897dea214de0a8791605375475ce) | [**Functional Class**](http://wsdot.maps.arcgis.com/home/item.html?id=5fa0e9671d104edfadb7fa4e7f9ed17f) | [**Current Posted Speed**](https://wsdot.maps.arcgis.com/home/item.html?id=7bd8c700fa8b47d08a57c49b77b34ad5) | [**Truck %**](https://wsdot.maps.arcgis.com/home/item.html?id=754cdad74f5d4497b182eec711bd514a#overview) | [**Current ADT**](https://wsdot.maps.arcgis.com/home/item.html?id=c05b181c4f314cdc93ef44bae460af54#overview) |
|  |  |  |  |  |  |
| **Project Information** | [**Begin MP**](http://wsdot.maps.arcgis.com/home/item.html?id=03ec5ff3609f45caa849d5afa4d92e9e) | [**End MP**](http://wsdot.maps.arcgis.com/home/item.html?id=03ec5ff3609f45caa849d5afa4d92e9e) | [**County**](http://wsdot.maps.arcgis.com/home/item.html?id=fe229f9df5aa4289b8ccd2a99289951b) | [**Within City?**](http://wsdot.maps.arcgis.com/home/item.html?id=bb7c67c334be494c88cf00ebb91fe51f) | [**Within UGA?**](https://wsdot.maps.arcgis.com/home/item.html?id=7ec97be7bec2443e92ad948b3d967a26) | [**Funding Program.**](http://www.transinfo.state.wa.us/CurrentProjectLists/CurrProjLists.aspx) |
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| [**Existing Access Control**](https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=8a289934ef794dcb9506e55e4deb839d) | [**WSDOT Planned Access Control**](https://wsdot.wa.gov/business-wsdot/highway-access-requests-training) | **Current Year** | **Forecast (aka Future) Year** |  |  |
|  |  |  |  |  |  |
| **Brief Project Description** |  | | | | | |

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| **Community Engagement** | |
| **Describe Community Engagement and Summarize Major Commitments or Expectations** |  |

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| **Section 2 Context Determination** | | | | | |
| **Roadway \_\_\_\_\_\_ MP \_\_\_\_\_ to MP \_\_\_\_\_**  *[If the land use or transportation context vary significantly within the project boundaries, divide the roadway into smaller segments and duplicate this section as necessary to record the context for each segment]*  ***Note: Fields in purple directly relate to Basis of Design entries*** | | | | | |
| **Will the project be designed as a Complete Street?** | **Yes  No**  This is a scoping level determination. Consult with CPDM and/or Region Program Mgt. If “Yes”, then only complete pages 1 – 3, and the Land Use Context Worksheet on Page 10 - 11 | | | |
| **Land Use Context (Non-Freeways – Use Attached Land Use Context Worksheet)** | **CURRENT**  **Rural**  **Suburban**  **Urban/Town**  **Urban Core** | | **FUTURE**  **Rural**  **Suburban**  **Urban/Town**  **Urban Core** | |
| **Roadway Type** | [**Current Federal Functional Class**](http://wsdot.maps.arcgis.com/home/item.html?id=5fa0e9671d104edfadb7fa4e7f9ed17f) | **Principal Arterial**  **Minor Arterial**  **Collector**  **Local** | | |
| **Future Function Based on Local, Regional & State Plans (note: does not change Federal Functional Class)** | **Principal Arterial (Regionally important corridor connecting large activity centers)**  **Minor Arterial (Locally important corridor connecting activity centers)**  **Collector (Roadways connecting arterials and local roads)**  **Local** | | |
| If Current and Future Roadway Type are different, provide your reasoning here: | | | |
| **Bicycle Route Type** | Citywide Connector  Neighborhood Connector  Local Connector  N/A | | |
| **Pedestrian Route Type** | P-1 (rare)  P-2 (low volume)  P-3 (medium volume)  P-4 (high volume) | | |

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| **Freight Use**  **General** *(mark any that apply)*  Freight route present (Circle one: present/planned)  **Freight route type: ☐ T-1 ☐ T-2 ☐ T-3 ☐ T-4 ☐ T-5**  Freight vehicles turning (high/low volume)  Freight rail crossings  Other (Specify) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Other (Specify) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Other (Specify) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Are any boxes checked above?  Yes  No (If Yes then special design considerations may apply) |
| **Transit Use**  **General** *(mark any that apply)*  Transit route (Circle one: present/planned)  Transit route type (Circle one: local/limited/express)  High frequency route (15 minute or less headways)  BRT or Light Rail present  Primary transit lane (Circle one: outside/inside)  In lane bus stops or bus pullouts (Circle one: present/planned)  Transit vehicles turning (Circle one: high/low volume)  Transit signal priority (Circle one: present/planned)  Intermodal connections (Circle one: present/planned)  Presence of facilities for people with specialized transportation needs (e.g. hospitals, senior centers, schools, transit-dependent populations)  Other (Specify) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Other (Specify) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Other (Specify) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Are any boxes checked above?  Yes  No (If Yes then special design considerations may apply) |
| **A Local** [**Complete Streets Ordinance**](http://www.tib.wa.gov/grants/Grants.cfm)applies to the project location. |
| **If your answer to “Will the project be designed as a Complete Street?” on Page 2 was “Yes,” then proceed to the Land Use Context Worksheet (Page 10). Otherwise, proceed to Section 3 (Page 4).** |

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| **Section 3 Design Controls** | | |
| **Initial Modal Accommodation**  **Use table at right and record in next row** | S:\Design R P& S\3-Policy\Design Manual\2017\1103\Exhibit1103-2ErrataCorrection.jpg | |
| **Initial Modal Accommodation (Current):**  Motor Vehicles  High  Medium  Low  Bicycles  High  Medium  Low  Pedestrians  High  Medium  Low | **Initial Modal Accommodation (Future):**  Motor Vehicles  High  Medium  Low  Bicycles  High  Medium  Low  Pedestrians  High  Medium  Low |

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| **Modal Accommodation – Motor Vehicles** | **Use adjustment factors below to assess need to increase or decrease demand for modal accommodation:** | | | | | |
|  | **Factor**  (Check box for factors you use) | | **Conditions That Decrease**  **Motor Vehicle Accommodation** | | **Conditions That Increase**  **Motor Vehicle Accommodation** |
| Strategic Factors |  | Access Classification | Lower classifications (3, 4, and 5)  Current  Future | | Higher classifications (1,2, and 3)  Current  Future |
|  | Strategic Freight Corridor | None, T-3, T-4, T-5  Current  Future | | T1, T2  Current  Future |
|  | Local Goals to Reduce SOV Mode | Local plan includes goal to reduce SOV travel  Current  Future | | Local plan does not include goal to reduce SOV travel  Current  Future |
|  | Availability of Transit | High or medium frequency transit is available in the corridor  Current  Future | | Minimal or no transit available in the corridor  Current  Future |
| Suitability Factors |  | Mobility | V/C or vehicle LOS within designated target range  Current  Future | | V/C or Vehicle LOS outside designated target range  Current  Future |
|  | Presence of Bicyclists and Pedestrians | Bicyclists and/or pedestrians use or cross the corridor  Current  Future | | Bicyclists and/or pedestrians rarely use or cross the corridor  Current  Future |
|  | [Traffic Speed](https://wsdot.maps.arcgis.com/apps/mapviewer/index.html?layers=7bd8c700fa8b47d08a57c49b77b34ad5)  (Posted speed unless site information available – also see DM 1103.05(1)) | Lower speeds  Current  Future | | Intermediate and Higher speeds  Current  Future |
| Other (Specify) |  | Other (Specify): | Current  Future | | Current  Future |
|  | Other (Specify): | Current  Future | | Current  Future |
| Provide your reasoning for adjusting the initial vehicle modal accommodation here, noting any need for strategic crossings and/or investments in off-system alternative routes: | | | | | |
| **Motor Vehicle Accommodation (Current)**  Initial ☐ High ☐ Medium ☐ Low (see pg 3)  **Final ☐ High ☐ Medium ☐ Low** | | | | **Motor Vehicle Accommodation (Future)**  Initial ☐ High ☐ Medium ☐ Low (see pg 3)  **Final ☐ High ☐ Medium ☐ Low** | |
| **Modal Accommodation - Bicycles** | **Use adjustment factors below to assess need to increase or decrease demand for modal accommodation:** | | | | | |
|  | **Factor**  (Check box for factors you use) | | **Conditions That Decrease**  **Bicycle Accommodation** | | **Conditions That Increase**  **Bicycle Accommodation** |
| Strategic Factors |  | Bicycle Route Type (see Page 2 above) | Local connector or not identified  Current  Future | | Citywide or neighborhood connector  Current  Future |
|  | Local & Regional Bicycle Plans | Not in local or regional bicycle network  Current  Future | | Planned or developed bicycle route  Developed  Planned |
|  | Distance to Major Bicycle Destinations (e.g. work, recreation, school, services) | Long Distance  (> 15 miles)  Current  Future | | Short (<3 miles) to  Medium (3-15 miles) Distance  Identify Destinations:  Current  Future |
|  | Distance to Transit Stop | Long Distance  (> 3 miles)  Current  Future | | Short (< 1mile) to  Medium (1-3 miles) Distance  Current  Future |
|  | Alternative Bicycle Route within ½ Mile | Planned or developed suitable alternative route. Identify Route:  Current  Future | | No alternative route  Developed  Planned |
|  | Disadvantaged Populations | Below 50th Percentile Nationally  Current  Future | | Above 50th Percentile Nationally  Current  Future |
| Suitability Factors |  | Traffic Speed | Higher Speed (35 mph +)  Current  Future | | Low (25 mph or less) to  Medium Speeds (30 mph)  Current  Future |
|  | Traffic Volume (with bicycle lanes) | High Volume (> 20,000)  Current  Future | | Low (< 9,000) to  Medium (9,000-20,000) Volume  Current  Future |
|  | Traffic Volume (without bicycle lanes) | High Volume (> 7,000)  Current  Future | | Low (<2,000) to  Medium (2,000-7,000) Volume  Current  Future |
|  | Truck Volume (%) | Higher Volumes (> 2.5%)  Current  Future | | Lower Volumes (< 2.5%)  Current  Future |
|  | Bicycle Volume | Rare  Current  Future | | Occasional or Frequent  Current  Future |
|  | Bicycle Facility Type | None  Current  Future | | Designated or physically separated bike lanes  Current  Future |
|  | Width of Bike & Parking Lanes (Combined) | Narrow (13.5 ft or less)  Current  Future | | Moderate (14-14.5 feet) or  Wide (15 ft or more)  Current  Future |
|  | Bicycle Lane Width (No Parking) | Narrow (< 3 ft)  Current  Future | | Moderate (3-5 ft) or Wide (6 ft +)  Current  Future |
|  | Bicycle Lane Blockage | Frequent  Current  Future | | Rare or Occasional  Current  Future |
|  | Pavement Condition | Poor or Fair  Current  Future | | Good or Excellent  Current  Future |
|  | Through lanes per direction | 2 or more (no median)  Current  Future | | 1 or 2 with raised median  Current  Future |
| Other (Specify) |  | Other (Specify): | Current  Future | | Current  Future |
|  | Other (Specify): | Current  Future | | Current  Future |
| Provide your reasoning for adjusting the initial bicycle accommodation here, noting any need for strategic crossings and/or investments in off-system alternative routes: | | | | | |
| **Bicycle Accommodation (Current)**  Initial  High  Medium  Low (see pg 3)  **Final  High  Medium  Low** | | | | **Bicycle Accommodation (Future)**  Initial  High  Medium  Low (see pg 3)  **Final  High  Medium  Low** | |

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| **Modal Accommodation - Pedestrians** | **Use adjustment factors below to assess need to increase or decrease demand for modal accommodation:** | | | | | |
|  | **Factor**  (Check box for factors you use) | | **Conditions That Decrease**  **Pedestrian Accommodation** | | **Conditions That Increase**  **Pedestrian Accommodation** |
| Strategic Factors |  | **Pedestrian Route Type (see Page 2 above)** | **P-1 or P-2**  **Current  Future** | | **P-3 or P-4**  **Current  Future** |
|  | Local & Regional Pedestrian Plans | Not in local or regional pedestrian plan  Current  Future | | Planned and/or developed pedestrian route  Developed  Planned |
|  | Distance to Major Pedestrian Destinations (e.g. work, recreation, school, services) | >0.5 mile  Current  Future | | < 0.5 mile  Current  Future |
|  | Disadvantaged Populations | Below 50th Percentile Nationally  Current  Future | | Above 50th Percentile Nationally  Current  Future |
| Suitability Factors |  | Pedestrian Safety | Vehicle speeds > 35 mph **and** pedestrian traffic best measured in pedestrians/day  Current  Future | | Vehicle speeds ≤ 35 mph **or** pedestrian traffic measured in pedestrians/hour  Current  Future |
|  | Distance to Transit Stop | > 0.5 mile  Current  Future | | < 0.5 mile  Current  Future |
|  | Block Length | > 600 feet  Current  Future | | < 600 feet  Current  Future |
|  | Comfort | TBD  Current  Future | | TBD  Current  Future |
|  |  | Other (Specify): | Current  Future | | Current  Future |
|  | Other (Specify): | Current  Future | | Current  Future |
| Provide your reasoning for adjusting the initial bicycle accommodation here, noting any need for strategic crossings and/or investments in off-system alternative routes: | | | | | |
| **Pedestrian Accommodation (Current)**  Initial  High  Medium  Low (see pg 3)  **Final  High  Medium  Low** | | | | **Pedestrian Accommodation (Future)**  Initial  High  Medium  Low (see pg 3)  **Final  High  Medium  Low** | |

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| Approval Signatures |
| **REGION Date**    **REGION Date**    **REGION Date**    **REGION Date** |

Context & Modal Accommodation Report Form Date: 12-31-2017

LAND USE CONTEXT WORKSHEET

1. Review indicators (far left column) to define Current and future context (rural, suburban, urban/town, urban core).
2. Check one box in each row based on Current condition and another box in each row based on future condition.
3. Split segments by mileposts if indicators change significantly. Use one sheet for each milepost range.

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| **Indicator** | **Relevance** | **Rural** | **Suburban** | **Urban/Town** | **Urban Core** | **Source (Current)** | **Source**  **(Future)** |
| Land Use | Within ½ mile of roadway | Agricultural uses with some isolated residential and commercial | Single uses (divided into residential, commercial, institutional or industrial uses) | Mixed-uses (includes 2+ residential, commercial, institutional and/or industrial uses) | Mixed uses except industrial and agriculture | Aerial Photos | City or County Comprehensive Plan. Zoning & Land Use Designations |
|  |  | Current  Future | Current  Future | Current  Future | Current  Future |  |  |
| Housing Units/Acre | Polygons adjacent to roadway | < 1 unit/acre | 1-4 units/acre | 4-15 units/acre | 15+ units/acre | EPA Smart Location Database | City or County Comprehensive Plan |
|  |  | Current  Future | Current  Future | Current  Future | Current  Future |  |  |
| Jobs/Acre | Polygons adjacent to roadway | 0-1 jobs/acre | 1-10 jobs/acre | 10-50 jobs/acre | 50+ jobs/acre | EPA Smart Location Database | City or County Comprehensive Plan |
|  |  | Current  Future □ | Current  Future | Current  Future | Current  Future |  |  |
| Street Intersection Density | Polygons adjacent to roadway | < 15 intersections/ square mile | 15-75 intersections per square mile | 75-150 intersections per square mile | 150+ intersections/ square mile | EPA Smart Location Database | City or County Comprehensive Plan |
|  |  | Current  Future | Current  Future | Current  Future | Current  Future |  |  |
| Typical Building Height | Visible from roadway | N/A | Mostly 1 to 2 story | Mostly 2 to 4 story | Mostly 4+ stories | Google Maps Streetview | City or County Zoning Code |
|  |  | Current  Future | Current  Future | Current  Future | Current  Future |  |  |
| Setbacks | Visible from roadway | Varies | 24 ft min (arterial)  12 ft min (non-arterial) | 6 ft min to 18 ft max | 2 ft min to 12 ft max | Aerial Photos | City or County Zoning Code |
|  |  | Current  Future | Current  Future | Current  Future | Current  Future |  |  |
| Parking | Visible from roadway | Off-street (on-street rare) | On-street residential, off-street commercial | On-street common supplemented by off-street surface | Mostly on-street with some off-street structures | Aerial Photos | City or County Comprehensive Plan |
|  |  | Current  Future | Current  Future | Current  Future | Current  Future |  |  |

**RESULTS:**

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| **Beginning MP** | **Ending MP** | **Current Context**  **(Initial)** | **Future Context**  **(Initial)** | **Current Context**  **(Final)** | **Future Context**  **(Final)** |
|  |  | Rural  Suburban  Urban/Town  Urban Core | Rural  Suburban  Urban/Town  Urban Core | Rural  Suburban  Urban/Town  Urban Core | Rural  Suburban  Urban/Town  Urban Core |
| **Sources/interpretations made in these determinations not captured in the table:** | | | | | |