*(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) |
|  |  |  |  |  |  |
| [**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) DistanceIdentify 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:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **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:**  |