

14. Any temporary anomalies in the current road system that would influence the data or outcome of the analysis, e.g. road construction;
15. Private and public schools in the study area;
16. Hospitals, police and fire stations in the area.

E. Other Data

1. Applicable County codes and policies, including but not limited to development regulations, Standards, and parking space requirements;
2. Origin-destination or trip distribution data as required;
3. Any neighborhood sensitivities.

4.09 Safety Analysis

For Type II Traffic Impact Analyses, intersections and road roadway segments within the influence area shall be evaluated to determine if the probability of accidents will increase with the addition of project traffic. Two methods shall be used: Accident Record Research and Conflict Analysis.

- A. For the Accident Record Research method, accident records are to be analyzed to determine whether patterns of accidents are forming within the influence zone and what alternative treatments should be considered to correct the problem.
- B. Conflict Analysis is applicable to locations where accident data is not available or sufficient for analysis. This analysis is used to predict or

measure accident potential at a location. A Conflict Analysis should determine the number of conflict points, frequency of conflicts and severity of conflicts based on expected traffic volumes and mix of traffic. Similar to the manner in which accidents are grouped by type of collision, traffic conflicts are arranged by type of maneuver.

A field study shall be completed and the results evaluated to identify the types of conflicts, roadway/intersection characteristics that contribute to the conflicts, and what alternative treatment(s) should be considered to correct the problem. Identified safety problems shall be corrected as part of the overall development work prior to final plat approval. See also Section 2.14.

4.10 Report Preparation and Certification

Traffic studies shall be conducted under the direction of a responsible individual or firm acceptable to the County Engineer. Studies involving the use of expert opinion or analysis beyond a cursory compilation of available data and traffic projections shall be conducted under the direction of a Washington licensed Professional Engineer with specialized experience in traffic engineering, membership in the Institute of Transportation Engineers (ITE) as an Associate member or Member, or equivalent qualification, will be acceptable. On more complex projects an ITE member or fellow member will be preferred for supervision of the study.

The Project Engineer shall certify the traffic study document by providing a signature and seal of approval.

4.11 Report Review and Acceptance

All Traffic Impact Analyses shall be reviewed and approved by both the County Engineer and the Director – Planning and Permit Center. Safety Analyses shall be approved by the County Engineer.