

October 15, 2018

Jeff Fant
Plans Examiner
Olympia Community Planning and Development
601 4th Avenue East
Olympia, WA 98501

Dear Mr. Fant:

SUBJECT: Review of Wellington Heights July 2018 Traffic Impact Analysis

I have completed my review for the 56 unit single-family Wellington Heights Traffic Impact Analysis (TIA) dated July 2018. The TIA documents that the new trips generated by the project will not significantly impact the City of Olympia intersection's level of service (LOS) operations. Public Works, Transportation recommends that the TIA is acceptable with the additional comments and conditions listed below:

- Section 3.2 of the TIA discusses the future extension of Fern Street to Decatur Street. This is not associated with this development. The future neighborhood collector shown in Ordinance #7104 between Wellington Heights and Decatur Street will be constructed as part of future development. The specific alignment of future streets will be determined by a more detailed analysis during development review or City alignment studies. The alignment will account for the Decatur Street Pathway and Olympia Comprehensive Plan goals.
- The City requires that with this project development, all intersection LOS thresholds are not exceeded. LOS D is acceptable within the Southwest Neighborhood. This is the point at which congestion, vehicle back-ups becomes more noticeable and longer delays may result at peak times.

The TIA indicates that in the 2020 build year, all intersections with future background growth and the Wellington Heights Project will maintain the adopted LOS D threshold.

- The TIA adequately documents the impact to the Southwest Neighborhood. It is estimated that 20 percent (11 p.m. peak hour trips or 107 daily trips) will use neighborhood streets north of 9th Avenue and east of Decatur Street. This trip generation represents approximately one trip every 5 minutes. Given the well "gridded" street network and numerous travel routes available, it is not expected that this traffic will concentrate on one street and will be dispersed on multiple streets. All streets and intersections will function with an acceptable LOS.
- Current 2018 daily traffic volumes on a short portion of Fern Street south of 9th Avenue are approximately 4,000 vehicles per day (VPD). By 2020, it is anticipated that this number will rise to 4,475 VPD due to area growth and the Wellington Heights development. The project will add an additional 426 daily vehicles to Fern Street and account for approximately 10 percent of the traffic on Fern Street. South of the Cambridge Court Apartments daily traffic volumes are much lower with approximately 1600 VPD without the Wellington Heights development and about 2000 VPD with.

- In the City's Engineering Design and Development Standards (EDDS), Fern Street is functionally classified as a neighborhood collector. A typical characteristic of this street classification is that daily traffic volumes will range from 500 to 3,000 vehicles per day. The City recognizes that the current level of traffic just south of 9th Avenue exceeds typical levels. Adopted intersection and corridor levels of service are not exceeded.

The City chose to accept higher levels of traffic when it eliminated certain street connections to the south and west (Decatur Street and 16th Avenue). Therefore, properties south of 14th Avenue need to use Fern Street or Decatur Street to gain access outside the Southwest Neighborhood.

Since the Wellington Heights project will intensify and increase the daily traffic volumes on Fern Street, the City will require installation of three traffic-calming devices between 14th Avenue and 9th Avenue. The mitigation will help slow traffic on Fern Street to enhance safety but also will help disperse project traffic to Decatur Street that has less traffic usage. Decatur Street, classified as a major collector is planned to accommodate higher traffic volumes than Fern Street.

- Traffic Impact Analysis (TIA) indicated the lack of intersection control at Fern Street and 15th Avenue. While there is a traffic-calming circle at this intersection, with an increase in development traffic, the City will require installation of yield signs on all three approach legs to the intersection.

If you have any questions, please contact me.

Thanks,

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