

## Transportation Impact Analysis

# Mill Creek Planned Unit Development

Clark County, Washington

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Prepared For:

**Holt Opportunity Fund (Parallel 1), 2013, L.P.**

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## 1.0 EXECUTIVE SUMMARY

Holt Opportunity Fund (Parallel 1), 2013, L.P. is proposing a planned unit development (herein referred to as “Mill Creek PUD”) to be located along the north and south sides of NE 179<sup>th</sup> Street west of NE 50<sup>th</sup> Avenue. This report documents the methodology and findings of the transportation impact analysis prepared for the PUD.

Development of the Mill Creek PUD is predicated on several planned transportation improvements involving the NE 179<sup>th</sup> Street corridor between I-5 and NE 15<sup>th</sup> Avenue to the west to which the PUD applicant will be contributing financially. Assumed improvements include:

- Completion of NE 10<sup>th</sup> Avenue between NE 154<sup>th</sup> Street and NE 164<sup>th</sup> Street (currently under construction by Clark County)
- Reconfiguration of the I-5 Northbound off-ramp/NE 179<sup>th</sup> Street intersection to provide:
  - two northbound left-turn lanes and two northbound right-turn lanes; and
  - two westbound through lanes and a separate westbound right-turn lane to the I-5 northbound on-ramp
- Widening and completion of NE 15<sup>th</sup> Avenue between NE 179<sup>th</sup> Street and NE 10<sup>th</sup> Avenue to an ultimate improvement width (providing two westbound and two eastbound through travel lanes between the I-5 Northbound off-ramp/NE 179<sup>th</sup> Street intersection and NE 15<sup>th</sup> Avenue);
- Construction of a new multi-lane roundabout on NE 179<sup>th</sup> Street approximately midway between NE 15<sup>th</sup> Avenue and the I-5 Northbound off-ramp;
- Construction of a new multi-lane roundabout on NE 179<sup>th</sup> Street at NE 15<sup>th</sup> Avenue (replacing the existing traffic signal);
- Construction of NE 15<sup>th</sup> Avenue between the new roundabout on NE 179<sup>th</sup> Street at NE 15<sup>th</sup> Avenue and NE 10<sup>th</sup> Avenue (allowing for termination of the existing NE 10<sup>th</sup> Avenue connection to NE 179<sup>th</sup> Street); and
- Termination of Union Road at NE 179<sup>th</sup> Street through provision of alternative access for properties along Union Road south of NE 179<sup>th</sup> Street.

This study concludes that the proposed site development can be developed without triggering further off-site capacity mitigation at the study intersections.

Regardless of the proposed development, the stop-controlled eastbound approach from the Washington State University (WSU) campus to NE 50<sup>th</sup> Avenue (also known as the NE 50<sup>th</sup> Avenue /NE 159<sup>th</sup> Street intersection) is projected to operate over capacity at Level of Service F under weekday PM peak hour background conditions due to anticipated future WSU traffic growth. The WSU approach is not a public facility and is not regionally significant therefore is not subject to County

concurrency standards. In addition, the westbound NE 159<sup>th</sup> Street approach operates over capacity at Level of Service E under weekday PM peak hour total conditions. The proposed Mill Creek PUD site development is not projected to add any trips to either the eastbound or westbound approaches at this intersection and therefore no mitigation is recommended in conjunction with site development per Clark County Code CCC Section 40.350.020.G.c.

The following improvements at the proposed roadway connections to NE 50<sup>th</sup> Avenue and NE 179<sup>th</sup> Street are recommended for implementation in conjunction with site development:

- A stop sign should be installed on each of the new public site roadway approaches to NE 50<sup>th</sup> Avenue and NE 179<sup>th</sup> Street. The stop signs should be installed in accordance with Clark County standards and the *Manual on Uniform Traffic Control Devices* (MUTCD).
- Left-turn lanes should be provided on NE 179<sup>th</sup> Avenue at each of the three site public roadway connections to NE 179<sup>th</sup> Avenue. The turn lanes should provide at least 50 feet of storage.
  - Provision of an eastbound left-turn lane at the central site access on NE 179<sup>th</sup> Street (Intersection B) may require off-site right-of-way acquisition to accommodate the associated roadway widening and tapers along NE 179<sup>th</sup> Street. If provision of an eastbound left-turn lane is not possible at the time of site development, it may be necessary to restrict the access to right-turns only on an interim basis.
- While not yet necessitated based on projected 2020 build-out traffic volumes, provision of a northbound left-turn lane at the NE 50<sup>th</sup> Avenue intersection is recommended with site development if the NE 50<sup>th</sup> Avenue frontage widening provides sufficient width to make the improvement.

Shrubbery landscaping, signage, and above ground utilities located near the site access points and proposed public street intersections should be maintained to ensure adequate sight distance per Clark County requirements.

The methodology assumptions and pertinent findings are documented herein.