

TO: City of Spokane Planning Commission
FROM: Bill White
Kennet Bertelsen, P.E.
DATE: 6/22/2016
JOB NO.: 5594.002
RE: Windhaven Apartments, Response 6/2/16 NIT Neighborhood Council Letter
CC: Jay Bonnet, P.E. - Bonnett Engineering
Del Stratton - Douglass Properties

Urgent For Review Please Comment Please Reply For Your Use

The following provides transportation responses in regards to the North Indian Trail Neighborhood Council comment letter provided to the City on June 2, 2016. Highlighted is the comment as it relevant to traffic and our response.

(#5) The TIA being limited to signalized intersections, ignores the already congested and dangerous intersection of IT and Woodside. The proposed development would increase congestion and danger.

And (#6) The TIA did not study Woodside, which already has some 4,000 trips per day, and would likely see more from further development in the NIT Neighborhood. The traffic calming Traffic Circles to be built, (June 2016) may or may not reduce trips on Woodside. Any reduction would increase traffic on Francis.

The scope for the study was developed in coordination with technical staff from the City of Spokane and WSDOT. Indian Trail Road/Woodside Avenue was not requested as a study intersection by technical officials; likely because the impacts of the development on Indian Trail are more quantifiable at signalized versus unsignalized intersections in this situation. Please coordinate with City Traffic officials if additional reasoning is required as to why this was not a scoped intersection.

With that said, please note the impact of the Windhaven development should primarily be limited to north-south through movements on Indian Trail Road at this intersection. Woodside Avenue does not offer travel time savings which would cause development traffic to divert from Indian Trail Road in order to access commute arterials such as Francis Avenue. Traffic calming improvements (traffic circles) programmed by the City along Woodside Avenue at F Street, A Street, and Alberta Street would further minimize the advent of development “cut-through” traffic on this route, as travel times would be further diminished. Thus, the impact of any turning traffic at this intersection, causing potential slow-downs on Indian Trail Road, is not anticipated to be the result of the Windhaven development.

Finally, a supplemental Indian Trail Safety/Collision analysis was submitted to the City on 6/8/16. Table 1 of this study indicates about 1.8 collisions are occurring per year at the Woodside Avenue/Indian Trail Road intersection. This total is somewhat high when compared with other unsignalized intersections located along the corridor. However, statistically speaking, the intersection wouldn't be flagged as a high accident location (HAL) because collisions versus traffic volume densities are below industry thresholds for the identification of such locations. This is not meant to infer that every collision isn't important; only that the thresholds for

identifying an HAL are not apparently met. Please refer to the *Windhaven Apartments, Draft Indian Trail Safety/Collision Analysis* submitted to the City on June 8, 2016 for further information.

(#7) If the proposed barrier to left turns onto or to crossing Francis is built, (sometime this summer), at North A, traffic will be diverted to Alberta in order to do so. A possibly worse outcome would be drivers trying to use North C to do so.

We are unclear what the question or comment is regarding this item.

(#8) No “Collision Analysis” was done with this Traffic Study. The 2012 Traffic Study conducted by the City concluded that IT is a dangerous street if a major emergency or crash occurred due to the bottleneck at Kathleen and IT. The 2 fires that we had are perfect examples of the in-grass and egress safety issues on IT.

The *Windhaven Apartments, Draft Indian Trail Safety/Collision Analysis* was submitted to the City on June 8, 2016 in response to comments of the Indian Trail neighborhood and Neighborhood Council. The analysis does not highlight a high accident location (HAL) along Indian Trail Road, nor does it conclude that Indian Trail Road is a high accident corridor (HAC). All collisions are important. But the conclusions specified were made because collision-to-volume densities were not sufficient to alert City officials to the potential for HAL's along Indian Trail, nor does data support a HAC.

In regards to the second point of comment #8, the *City of Spokane Six Year Capital Improvement Program* (City of Spokane, 2016) highlights the Barnes Road, Phoebe to Strong “Safety” project programmed for construction in year 2017. The project includes the construction of a two lane roadway with offset sidewalks constructed about 2,200 feet between Phoebe Drive (west) and Strong Road (east) in order to provide a secondary outlet to the Indian Trail neighborhood. Admittedly, the route would be somewhat circuitous and would require travel via Five Mile Road, another busy City street. But the neighborhood would have a secondary route of travel in the event some emergency forced the closure of Indian Trail Road through the highlighted bottleneck area.

(#9) The Indian Trail and Five Mile Neighborhoods are housing growth neighborhoods and there was inadequate consideration of future development. Vacant land which will eventually be developed, but is not currently platted, is not considered in the TIA for future impacts. One example being the land on the East side of IT and Strong Rd that is owned by Douglass that is zoned for multi-family apartments. As Mr. Douglass stated at our Board meeting, “When we get done with Morningside we would be heading South.”

The City requires that each successive traffic impact analysis review the impacts of previously approved, but yet to be developed, land use projects. Known as “pipeline” projects, these developments have been granted rights to future roadway capacity but have yet to generate traffic which would be reflected in traffic counts. In this way, the cumulative impacts of development are addressed.

Forecasts from the Windhaven TIA reflects the trips generated by 11 vested pipeline projects and recommends mitigations to help minimize traffic from all forecast traffic growth. Any subsequent developments will have to consider these projects in addition to Windhaven, recommending new or revised roadway infrastructure strategy, as a function of Concurrency and SEPA policy. This includes any land use action that Douglass Properties may have for other properties located along Indian Trail Road.

(#10) The currently vested trips for the 286 units do not actually exist, but they are credited against the trips to be generated by the proposed development. (Am 65 in 145 out, PM 179 in 92 out). If the amendment is approved, those trips will become “real” and will add to the traffic impact forecast by the TIA.

The trips generated by the currently approved 286 homes on the Windhaven site were treated as a pipeline project, as they are already approved/vested by City officials. This means these trips are addressed in in the TIA via future without-project traffic forecasts. The additional trips generated with the current land use proposal, increasing density to 750 apartment units, were then added to these forecasts to generate total future with-project traffic forecasts. Thus, the TIA appropriate trip generation (traffic forecasts) assuming the development of 750 apartment units (in-lieu of 286 single family homes).

(#11) The possibility of residential units being built within the Sundance Center in lieu of businesses is not addressed. The 96 unit Apartments being constructed in an 0-35 zone is an example of what could be done in the Sundance Center.

As described previously, any sizeable development/land use action would be precipitate the need for a traffic study under various City process (SEPA, Comp. Plan Amendment, etc.). The study would consider the impact of vested “pipeline” projects; thus, addressing the cumulative impact of traffic growth upon Indian Trail Road.

The City identified the pipeline projects to be included in the study, as these are approved and vested developments. No other projects (such as the one described via the comment) were identified because, we assume, there are no development/land use proposals on file at the City for these properties. Or they submitted application after the process was initiated for Windhaven. Thus and again, and subsequent development will have to address pipeline projects, including Windhaven, to assure cumulative consideration of future development traffic.

(#12) Future development on Five Mile Prairie, in both the City and the County will add traffic to that already existing, but is not included in the TIA projections. With Barnes Rd connecting to IT traffic would probably increase.

Conservative traffic forecasts were developed for the Barnes Road connection to Strong Road; reflecting specified and non-specified development/pipeline project traffic. The traffic forecasts presented in the TIA are more conservative (higher) than traffic studies generated by the City Street Department for the roadway. Thus, the TIA sufficiently addresses the impact of this improved arterial connection upon Indian Trail Road. Please see page 29 of the May TIA for further description of these forecasts.

(#13) The Traffic Study states that 21% of project traffic will use Barnes Rd, based on traffic modeling software, which likely doesn’t take topography or weather into consideration. Completing Barnes RD will not significantly reduce peak hour traffic on IT or Francis-as acknowledged by Mr. White due to limited roads off Five Mile, (3 single lanes roads), and because only people working in the far North side are likely to use it.

The City has directed that the final TIA moderately reduce the 21% assignment and reassign these trips to other destinations along Indian Trail Road (such as the shopping center). However, note this will only be a moderate adjustment. Trip distribution and assignment for this project were established based on direction from the regional travel demand model. This data was provided by the City and they have confirmed that they trust the results of this data.

(#9) Future development to the North, (9 mile and Suncrest, for example), will add traffic

to Francis and likely IT, but is not considered in the TIA.

Please refer to previous discussions regarding pipeline projects and the City requirements of future traffic studies. The bottom line is traffic has increased historically by a 1 to 1.5 percent annual growth rate on Indian Trail Road throughout the last 20 years; reflecting development growth within the area. The City forecasts a resulting 1.3 percent annual growth rate by year 2040 via the *Indian Trail Widening Roadway Capacity Justification Report* (City of Spokane, 2015). The year 2021 traffic forecasts of the TIA reflect 6 to 7 percent annual growth rates; well exceeding historical trends and outpacing City projections. Thus, the TIA establishes extremely conservative traffic forecasts upon which system recommendations were based.

(#15) If IT is eventually widened to a full 4 lanes and center turn lane, and the signal timing “tweaks” are done and a turn lane constructed at Alberta, all possible capacity improvements will be done. Any future increases in traffic will not be remediable. There is not possible route parallel to IT, no feasible even if possible, route to the West, such as extending Barnes Rd; and no possible additional lanes or road to/from 5 mile Prairie.

The comment is noted. The City will have to determine at that time if further development is feasible within the region without further roadway connections.