



PLANNING & DEVELOPMENT
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
509.625.6300
FAX 509.625.6822
spokaneplanning.org

June 13, 2016

For the record:

The attached email dated 6/8/2016 from Mr. Greg Figg, WSDOT was forwarded to the Plan Commission for their June 8, 2016 workshop regarding Z1500084COMP, Morningside Investments LLC.

Mr. Figg attached to the 6/8/2016 email a copy of an earlier email dated May 17, 2016. That email is also attached.

A handwritten signature in blue ink, appearing to be "Tirrell Black".

Tirrell Black
Associate Planner

Black, Tirrell

From: Figg, Greg <FiggG@wsdot.wa.gov>
Sent: Wednesday, June 08, 2016 10:58 AM
To: Black, Tirrell; Note, Inga
Cc: Bjordahl, Mike; Frostad, Larry; Kay, Charlene
Subject: FW: WSDOT comments on Windhaven
Attachments: FW: Traffic Impact Analysis Draft (revised)

Good morning Tirrell,

Please find below our comments on May 23rd Windhaven Apartments, Summary Micro-simulation/SimTraffic Analysis:

1. This analysis reports on page 2 the intersection delay in terms of seconds of delay for the existing conditions, future without project, and future with project. The delay reported in the future conditions is commiserate with LOS "F" at the intersections of Francis/Alberta and Francis/Maple. The analysis does not address this issue.
2. In the analysis on page 2 the "Future with Project" shows less delay than the "Future without Project" at the Francis/Alberta and Francis/Maple intersections. This needs to be checked as the project will be adding additional vehicles further increasing delay. This also contradicts the statement in the Summary [Page 4], "SimTraffic analyses confirms traffic growth will increase cumulative impacts upon study intersections located along Francis Avenue."
3. Maple NB link is a 3-lane section for 1331' in Synchro but in reality it's a 2-lane section until you get within about 300' of the intersection.
4. Results need to reflect a Synchro model that has the Francis link extended far enough to the east so that it accommodates/reflects the WB queueing that develops in SimTraffic at the Maple/Francis intersection (removing the Cedar/Francis node [#363] helps).
5. SimTraffic NB queues at Alberta/Francis extend beyond link distance: extend the link to accommodate queueing so that results reflect all of the queue.
6. The SimTraffic results need to replace the previous Synchro delay results as they project a more accurate depiction of traffic conditions. We had asked for LOS to be defined using SimTraffic results [May 17, 2016, email to Inga and Tirrell attached].
7. A discussion on mitigation is needed for the Francis/Alberta and Francis/Maple intersections. As these two intersections currently are or will be operating below the adopted LOS standards.

If you should have any questions please do not hesitate to contact me.

Sincerely,

Greg Figg
WSDOT Eastern Region
Development Services Manager
figgg@wsdot.wa.gov
Phone (509) 324-6199

Winchell, Amanda

From: Figg, Greg <FiggG@wsdot.wa.gov>
Sent: Tuesday, May 17, 2016 7:49 AM
To: Black, Tirrell; Note, Inga
Cc: Bill White (bwhite@m-m.net); Kay, Charlene; Bjordahl, Mike; Frostad, Larry
Subject: FW: Traffic Impact Analysis Draft (revised)

Inga and Tirrell,

Thank you for the opportunity to review the revised report as submitted by Morrison Maierle. In regard to the comments in the e-mail below, WSDOT does not agree with the statement that the information presented is "sufficient" for the City to formulate a decision. The information presented in the TIA needs to be representative of the conditions the drivers will experience. The Synchro reports attached to the study indicate the following:

- 95th percentile volume exceeds capacity, queue may be longer.
- Volume exceeds capacity, queue is theoretically infinite.
- Volume for 95th percentile queue is being metered by the upstream signal.

Given these messages the engineer needs to look further to identify resultant implications to the roadway system. This is especially true since Francis/Ash and Francis/Maple are a closely spaced-coordinated signal system in which the first intersection affects the second one.

It is for this reason we requested that the signal system be analyzed in Sim-Traffic. This will provide a more realistic level of service for this scenario with the intersections working in a coordinated manner.

It is stated that the use of Sim-Traffic is not provided for in the Concurrency Process. Section 5.6 of the City's Concurrency Level of Service Policy does allow the use of different modeling software, dependent upon the project proposal. Additionally, WSDOT is making this request to address traffic impacts under the SEPA umbrella.

In accordance with the City of Spokane policy 6.5, the traffic analysis needs to be signed and stamped by a licensed engineer in the State of Washington. We did not find such certification present on the submitted documents.

WSDOT continues to request that the consultant provide the Sim-Traffic information for this proposal as part of the SEPA review process. This will ensure that any potential impacts are disclosed and the mitigation(s) identified before a decision on the proposal is rendered.

Sincerely,

Greg Figg
WSDOT Eastern Region
Development Services Manager
figgg@wsdot.wa.gov
Phone (509) 324-6199

From: Bill White [<mailto:bwhite@m-m.net>]
Sent: Friday, May 06, 2016 4:49 PM

To: Black, Tirrell
Cc: jbonnett@jrbonnett.com; Note, Inga; Figg, Greg
Subject: RE: Traffic Impact Analysis Draft (revised)

Tirrell

Attached is the revised TIA, as modified based on City. Please note WSDOT did request a SimTraffic analysis. I intend to provide this via technical memorandum next week. I simply ran out of time and could not provide this week.

Please note the WSDOT request is a secondary analysis; thus, it is more appropriate to provided separately anyway. The analysis is not a specified need under City Concurrency Policy. And the information I have provided for City council is very sufficient in making a comp plan determination, as per the meeting we had with you last month where we reviewed the decision processes. Thus, this TIA can be distributed and posted on your website with this appropriately following up as "additional information".

I will get you the hardcopies you requested Monday. Thanks and let me know if you have questions.

Bill White



Direct | 509.315.8366

From: Black, Tirrell [<mailto:tblack@spokanecity.org>]
Sent: Friday, May 06, 2016 9:23 AM
To: Bill White
Cc: jbonnett@jrbonnett.com; Note, Inga
Subject: Traffic Impact Analysis Draft (revised)

Hi Bill,

I understand that we will have a draft by close of business today in PDF format. We would also like four printed copies, these could be delivered on Monday.

Sincerely,



Tirrell Black

City of Spokane | Associate Planner

509.625.6185 | fax 509.625.6013 | tblack@spokanecity.org | spokanecity.org



The City of Spokane is required to comply with the Washington State Public Records Act, Chapter 42.56 RCW. This act requires disclosure of public records on request. Any correspondence submitted to the City is a public record and subject to disclosure.