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Mill Creek Commons Development Traffic Impact Analysis

Jurisdiction: Mill Creek

June 2016



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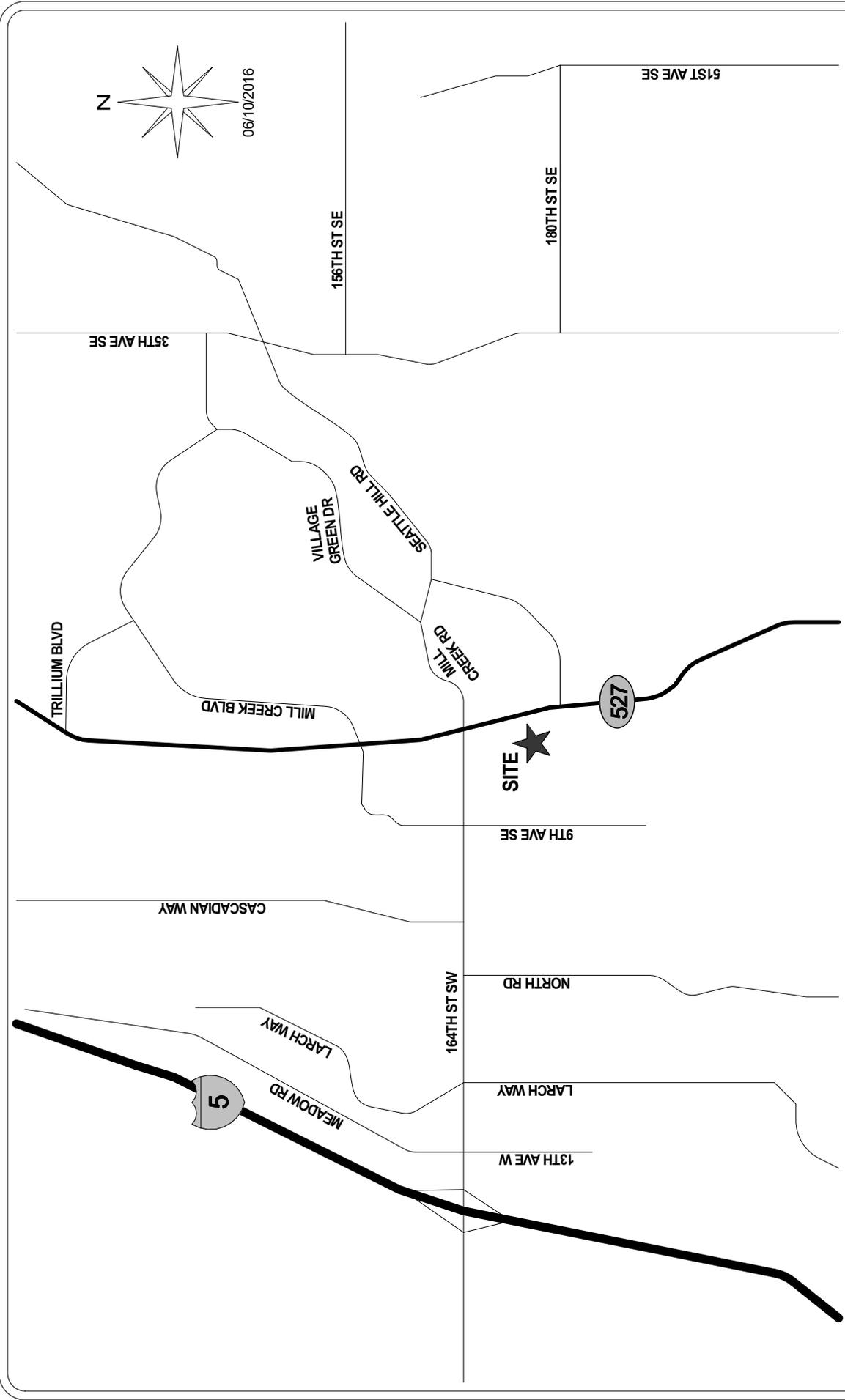
1. DEVELOPMENT IDENTIFICATION

Gibson Traffic Consultants, Inc. (GTC) has been retained to provide a traffic impact analysis for the proposed Mill Creek Commons Development to address the City of Mill Creek traffic impacts. GTC is a professional traffic engineering consulting firm registered and licensed in the State of Washington. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

The Mill Creek Commons Development is a commercial development that is proposed to consist of 48,060 square feet (SF) of self-storage. The site is located along the west side of Bothell Everett Highway (SR-537) and access is proposed via an existing commercial area with two accesses onto SR-527. A site vicinity map has been included in Figure 1.

2. METHODOLOGY

Trip generation for the Mill Creek Commons development is based on data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*. The average trip generation rates for ITE Land Use Code 151, Mini-Warehouse, have been used for the trip generation calculations. The distribution of trips generated by the site is based on surrounding land uses.



TRAFFIC IMPACT STUDY
GTC #16-094

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FIGURE 1

SITE VICINITY MAP

LEGEND



PROJECT SITE

MILL CREEK COMMONS
48,060 SF MINI-WAREHOUSE

CITY OF MILL CREEK

3. TRIP GENERATION

The trip generation calculations for the Mill Creek Commons Development are based on the average trip generation rates for ITE Land Use Code 151, mini-warehouse. The trip generation calculations have been based on the total building square-footage. The trip generation of the 48,060 SF of mini-warehouse is summarized in Table 1.

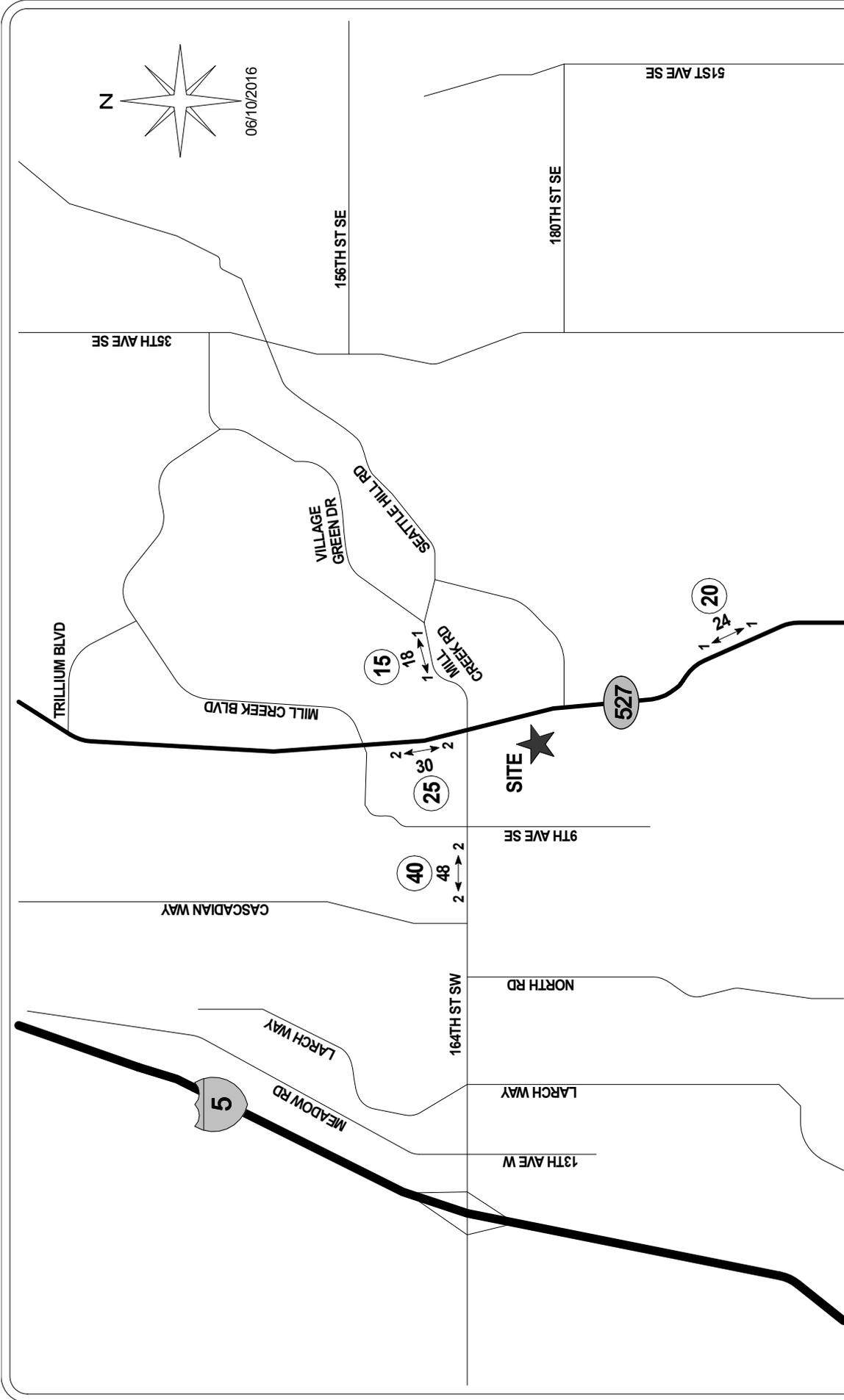
Table 1: Trip Generation Summary

48,060 SF of Mini-Warehouse	Average Daily Trips			AM Peak-Hour Trips			PM Peak-Hour Trips		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Generation Rate	2.50 trips per unit			0.14 trips per unit			0.26 trips per unit		
Splits	50%	50%	100%	55%	45%	100%	50%	50%	100%
Trips	60	60	120	4	3	7	6	6	12

The Mill Creek Commons development will generate approximately 120 average daily trips with 7 AM peak-hour trips and 12 PM peak-hour trips.

4. TRIP DISTRIBUTION

The distribution of trips generated by the Mill Creek Commons Development is based on surrounding uses. It is anticipated that approximately 45% of the development's trips will travel along SR-527, twenty-five percent to and from the north (north of 164th Street SW) and twenty percent to and from the south. Approximately 15% of the development's trips will travel to and from the east along Mill Creek Road/Seattle Hill Road. The remaining 40% of the development's trips will travel to and from the west along 164th Street SW. Detailed distributions for the AM and PM peak-hours are shown in Figure 2 and Figure 3, respectively.



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FIGURE 3
PM PEAK-HOUR
TRIP DISTRIBUTION

LEGEND
AWDT
PM ← → PEAK
NEW SITE TRAFFIC
(DAILY/PEAK HOUR)
TRIP DISTRIBUTION %

MILL CREEK COMMONS
48,060 SF MINI-WAREHOUSE

CITY OF MILL CREEK

(25)

5. COLLISION DATA

Collision data was obtained from WSDOT for the driveways that will provide access to the Mill Creek Commons development. Data was collected for the latest 5-year period, May 1, 2011 through April 30, 2016. Collision data within 500 feet of the two accesses was analyzed and showed a total of 3 collisions within the study period, less than 1 collision per year. The three collisions were all different and only two of them involved vehicles either entering or leaving one of the accesses. None of the collisions were a fatal collision. The collision history at this location should be considered acceptable, especially since the typical acceptable threshold is 1 collision per year and none of the collisions were fatal.

6. TRAFFIC MITIGATION FEES

The Washington Growth Management Act and Revised Code of Washington 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees in order to fund capital facilities, such as roads and intersections. SCC 30.66B applies that authority to developments in order to fund road improvements that would accommodate development.

The development is located in the City of Mill Creek which has a traffic mitigation fee of \$3,000 per PM peak-hour trip. The Mill Creek Commons development generates 12 PM peak-hour trips, which results in a City of Mill Creek mitigation fee of \$36,000.

At the date on this report, the City of Mill Creek does not have any interlocal agreements.

7. CONCLUSIONS

The Mill Creek Commons development is proposed to consist of 48,060 SF of mini-warehouse use. The Mill Creek Commons development is anticipated to generate 120 new average daily trips with 7 AM peak-hour trips and 12 PM peak-hour trips. The development is proposed to have access to SR-527 via an existing parking lot. Total mitigation fees for the Mill Creek Commons development will total to \$36,000.

Collision Data

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN THE CITY OF MILL CREEK
5/1/2011 - 4/30/2016

*UNDER 23 UNITED STATES CODE – SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE
 AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA*

PRIMARY TRAFFICWAY	MILE POST	A / B	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I N J U R Y	# F A T A L	# V E H I C L E S	# P E D E S T R I A N S	# P E D E S T R I A N S	FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION	VEH 2 ACTION
527	6.40		3557122	5/31/2011	21:25	No Injury	0	0	2	0	0	From same direction - both going straight - both moving - rear-end	Changing Lanes	Going Straight Ahead
527	6.41		E415923	4/13/2015	17:55	Possible Injury	1	0	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
527	6.42		E182370	7/24/2012	10:57	Possible Injury	4	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead