TG: 1.24266.00 Task 06

February 10, 2025

Nick Dostie, PE
City Engineer/Deputy Director of Public Works
City of Sequim
152 W. Cedar Street
Sequim, WA 98382

SUBJECT: HABITAT FOR HUMANITY – CLALLAM TRAFFIC IMPACT ANALYSIS (TIA) REVIEW COMMENTS

Dear Mr. Dostie:

On behalf of the City of Sequim (the "City"), we have completed our independent review of the *Habitat for Humanity – Clallam Traffic Impact Analysis* prepared by Heath & Associates on September 20,2023. We recommend that the City require the Applicant to respond to the following comments before finalizing the conclusions of the traffic impact analysis (TIA). Note that the TIA was reviewed for consistency with the City of Sequim Transportation Impact Analysis Guidelines.

Comments

Comment 1, Existing Traffic Count Collection Period (Page 7): The TIA notes that the existing turning movement count data used to evaluate intersection operations were collected between 1-5 PM in August 2023. As outlined in the City's Transportation Master Plan (TMP), traffic volumes in the City peak during the midday. Per the Intersection Control Evaluation [ICE] prepared for WSDOT, the study intersections are shown to operate at the worst LOS during the midday peak hour (occurring between 12-1 PM). As such, we recommend using the count data collected in August 2022 for the ICE be used to analyze operations at these study locations during the midday peak hour. A 2% annual growth factor can be applied to these counts to develop the existing (2025) traffic volumes. Intersection delay and LOS conditions should generally be consistent with the ICE analysis.

Comment 2, Pipeline Project Traffic Volumes (Page 12): Traffic volumes associated with the proposed Bell Creek project, along the west side of Sequim Avenue, are not considered as part of the future year analysis. Given the proximity of the northern Bell Creek driveway along Sequim Avenue to the project's proposed driveway, we recommend that the future year analysis be conducted with these volumes incorporated into the baseline volumes. The analysis of the project driveway along Sequim Avenue should also consider interactions between the project's traffic volumes and traffic volumes from the Bell Creek driveway on the west side of the roadway.

Comment 3, Sight Distance Limitations along Brownfield Road (Page 19): As shown on Page 19, sight lines looking east from the driveway along Brownfield Road are limited by vegetation on the parcel east of the project. This parcel is not within the current City limits, and therefore, the City has limited control over the management of vegetation within the parcel and along the roadside. Thus, we recommend that either mitigation be implemented to meet sight distance requirements, or northbound left turns be restricted from the project driveway along Brownfield Road. If outbound left-turns are restricted, specific design features at the driveway would need to be implemented to prevent the northbound left-turn movement. Any mitigation would

need to be coordinated closely with the City. Project trips traveling west of the project site can access the roadway network via the driveway along Sequim Avenue. We also recommend that this turning movement restriction be reflected in the project trip assignment, as well.

Comment 4, Transportation Impact Fees (Page 21): The study calculates the required transportation impact fees (TIF) to be paid by the project. Payment of the full impact fee will be required, as the frontage improvements which will be required of the project (along Brownfield Road and/or Sequim Avenue) are not included within the City's TIF program. The text on page 21 should be updated accordingly.

Comment 5, Peak Hour Factor (Appendix): As shown on the Synchro results sheets in the Appendix, peak hour factors (PHFs) were adjusted to 1.0 at the two WSDOT intersections (Intersections 1 and 2) for the future condition analysis. Consistent with the other study intersection (and consistent with the ICE analysis), we recommend adjusting the future condition PHFs for these two intersections to match the assumptions for the existing condition analysis.

Comment 6, Frontage Improvements (Appendix): The site plan presented within the Appendix does not show frontage improvements along either Sequim Avenue or Brownfield Road. To align with the pedestrian facilities south of the project site along Sequim Avenue, we recommend that the project install a shared-use/pedestrian path along the east side of the roadway to complete the pedestrian connection between Brownfield Road and Alpine Loop (with the required curb ramp improvements at the southeast corner of Sequim Avenue/Brownfield Road). Frontage improvements along both Sequim Avenue and Brownfield Road should provide the minimum 17-foot half street width required for Collector roadways.

Thank you for the opportunity to assist in this review. Please do not hesitate to contact me at 425.821.3665 or jon.pascal@transpogroup.com should you have any questions about our comments.

Sincerely,
Transpo Group USA, Inc.



Jon Pascal, PE
Managing Principal

From: Daniel Hendricks daniel.hendricks@transpogroup.com>
Sent: Monday, February 10, 2025 2:56 PM
To: Nick Dostie <ndostie@sequimwa.gov>; Katie Cole <kcole@sequimwa.gov>
Cc: Jon Pascal <jon.pascal@transpogroup.com>
Subject: RE: TIA review - Habitat for Humanity

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Nick/Katie,

Attached please find our response letter for the Habitat for Humanity – Clallam TIA.

An additional item that was reviewed (but is not addressed in the comment letter) is the need for a center turn lane along either Sequim Ave or Brownfield Road. We evaluated these roadways from both an operational and safety perspective based on the model and available traffic count and collision data, and we did not identify a need to install a center lane along either roadway. The future traffic volumes along both roadways are expected to be low enough that the additional turning movements to and from the project site (and the adjacent Bell Creek site) are expected to experience minimal delay and not introduce any major safety concerns.

Let us know if you have any questions about our comments.

Thanks,
Daniel

Daniel Hendricks, TE | Project Manager
425-466-5390