



# KITTITAS COUNTY DEPARTMENT OF PUBLIC WORKS

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## MEMORANDUM

JUN 29 2006

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TO: Community Development Services

FROM: Randy Carbary, Planner II *RC*

DATE: June 28, 2006

SUBJECT: The Grove Student Housing Traffic Impact Analysis

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Kittitas County  
CDS

Our office has reviewed the Traffic Impact Analysis, as well as, some of the related correspondence. I share the City of Ellensburg's concern that only 30% of the ADT's are considered to be from motorized modes of transportation. This does seem a little low; however, it's hard to say whether an increased percentage would make a significant difference in the mitigation for the overall traffic impacts. That being said, if 70% of the ADT's are from non-motorized modes of transportation then I would suggest that the flow of pedestrian traffic be a priority in the layout of the parking areas and that provisions be made to accommodate the anticipated volume of pedestrian and bicycle traffic throughout the site.

I would also suggest that there may be more than the estimated 5% of traffic traveling north of the site. With the recent extension of Water Street to Bender Road and the Bender / Reecer Creek Road route may be a more direct route to the west I-90 Interchange,

I have attached an email from Jan Ollivier, our Transportation Planner, in which she discusses the issues of pedestrian safety, pedestrian friendly parking areas, sufficient non-motorized pathways to facilities and adequate bicycle storage/parking areas.

Please let me know if you have any questions or need additional information.

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**Randy R. Carbary**

**From:** Jan Ollivier  
**Sent:** Tuesday, June 27, 2006 8:00 AM  
**To:** Joanna F. Valencia  
**Cc:** Randy R. Carbary  
**Subject:** RE: The Grove - Traffic Impact Analysis Phase 1

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Kittitas County  
CDS

Joanna:

I checked the ITE Trip Generation report because it appeared their trip generation rate was low and according to our edition (5<sup>th</sup> instead of 7<sup>th</sup>) their figures are in the ballpark and are acceptable.

The assumption that 70% of the trips will be non-motorized trips greatly reduces the traffic impacts and there isn't any backup information indicating how they made this assumption. Maybe the City would have a good idea from some of our other University related apartments. If this assumption is valid and you require them to change their on-site parking plan like you mentioned to me, then we should consider having them cluster the parking away from Airport Road and have paths that directly connect to Airport Road & sidewalks to make the non-motorized usage more predominant and pedestrian friendly. Now they have to walk & bicycle through parking as it surrounds the complex on all sides. We should also require that they have bicycle storage to house the large number of bikes anticipated.

**Jan Ollivier**

Kittitas County Public Works  
509-962-7610

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**From:** Joanna F. Valencia  
**Sent:** Monday, June 26, 2006 3:28 PM  
**To:** Randy R. Carbary; Jan Ollivier  
**Subject:** FW: The Grove - Traffic Impact Analysis Phase 1

Any comments?

**Joanna Valencia**

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Kittitas County Community Development Services  
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**From:** Ann Winkler [mailto:ann@sunburstengr.com]  
**Sent:** Monday, June 26, 2006 2:22 PM  
**To:** Joanna F. Valencia; lyyskir@ci.ellensburg.wa.us  
**Subject:** The Grove - Traffic Impact Analysis Phase 1

Good Afternoon,

I am following up on the Phase 1 document I sent you regarding traffic from The Grove. Do the assumptions look acceptable? We would like to get started on the rest of the study based on these assumptions. Please let me know.

Thanks!

6/28/2006

Ann L. Winkler, P.E.  
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