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MEMORANDUM

To: Anita Ashton, Project Manager
From: David Jardin, Concurrency Engineer
Date: April 21, 2022
Subject: Camas Heights – Clark County Concurrency Review

Finding 1: County Concurrency - Trip Generation

County concurrency staff has reviewed the proposed Camas Heights Impact Study dated October 26, 2021, prepared by Lancaster Mobley. The study was prepared to evaluate and document the traffic operational and safety conditions associated with dividing 31.13 acres into 124 single-family homes. The applicant's traffic study has estimated the weekday a.m. peak-hour trip generation at 90, p.m. peak-hour trip generation at 121 new trips and an average daily trip (ADT) generation of 1,220 trips.

The trip generation was estimated using the nationally accepted data published by the *Institute of Transportation Engineers 11th Edition*.

Finding 2: County Concurrency - Concurrency Compliance

The proposed development is required to meet the standards established in CCC 40.350.020(G) for corridors and intersections of regional significance within 2-miles of the proposed development.

Unsignalized Intersections

County staff has evaluated the operating levels and standard delays reported in the applicant's traffic study. County staff's evaluation yielded operating levels and standard delay times with a LOS better than the minimum allowable LOS E for unsignalized intersections.

The County has determined that this development can comply with adopted Concurrency Standards for unsignalized intersections.

Summary

The county has determined that this development can comply with adopted Concurrency Standards for corridors, signalized and unsignalized intersections under County jurisdiction.

Finding 3: County Concurrency - Historical Accident Situation

The Institute of Transportation Engineers (ITE) *Traffic Access and Impact Studies for Site Development – A Recommended Practice* states that "Accident rates vary, but any intersection will

more than one accident per million entering vehicles is worth of additional analysis.” This ITE recommended practice has been used by county staff to determine the scope, or level of analysis required regarding crash history. Because of this, a crash rate of one crash per million entering vehicles has become the threshold to determine if further crash history evaluation is warranted. This is provided that staff has not identified a crash trend that would be exacerbated by the development regardless of the threshold.

The applicant’s traffic study analyzed the crash history as obtained from the Washington State Department of Transportation (WSDOT) for the period between January 2015 and December 2019 for the intersection under county jurisdiction.

The study concluded that intersection crash rates for the study intersections do not exceed one crash per million entering vehicles and do not warrant additional analysis. Staff concurs with the applicant’s findings. Therefore, no further analysis is required.