



TRAFFIC IMPACT ANALYSIS SCOPING INFORMATION - 04/25/2022

Project Title: Oakview – Roy Meadows
 Project Description: 79 single-family dwelling unit plat
 Address: 29401 SR 507 S
 Parcel(s): 0217036009
 Trip Generation:

Quantity	Land Use Code	Description	ADT Rate	AM Peak Hour Rate	PM Peak Hour Rate
79 lots	210	Single-Family	$\ln(T) = 0.92 \ln(X) + 2.68$	$T = 0.91\ln(X) + 0.12$	$\ln(T) = 0.94 \ln(X) + 0.27$

Total Daily Trips 812
 Total AM Peak Hour Trips: 60 (16 Enter / 41 Exit)
 Total PM Peak Hour Trips: 80 (50 Enter / 30 Exit)
 Time Period to Evaluate: Weekday: 4:00-6:00 PM
 Horizon Year: 2027
 Background Growth: 1%
 Pipeline Projects: To be determined by the City of Roy
 Left Turn Warrant: Will be analyzed at 292nd Street S at SR-507

Intersections to Study:

1. 292nd Street S & SR-507

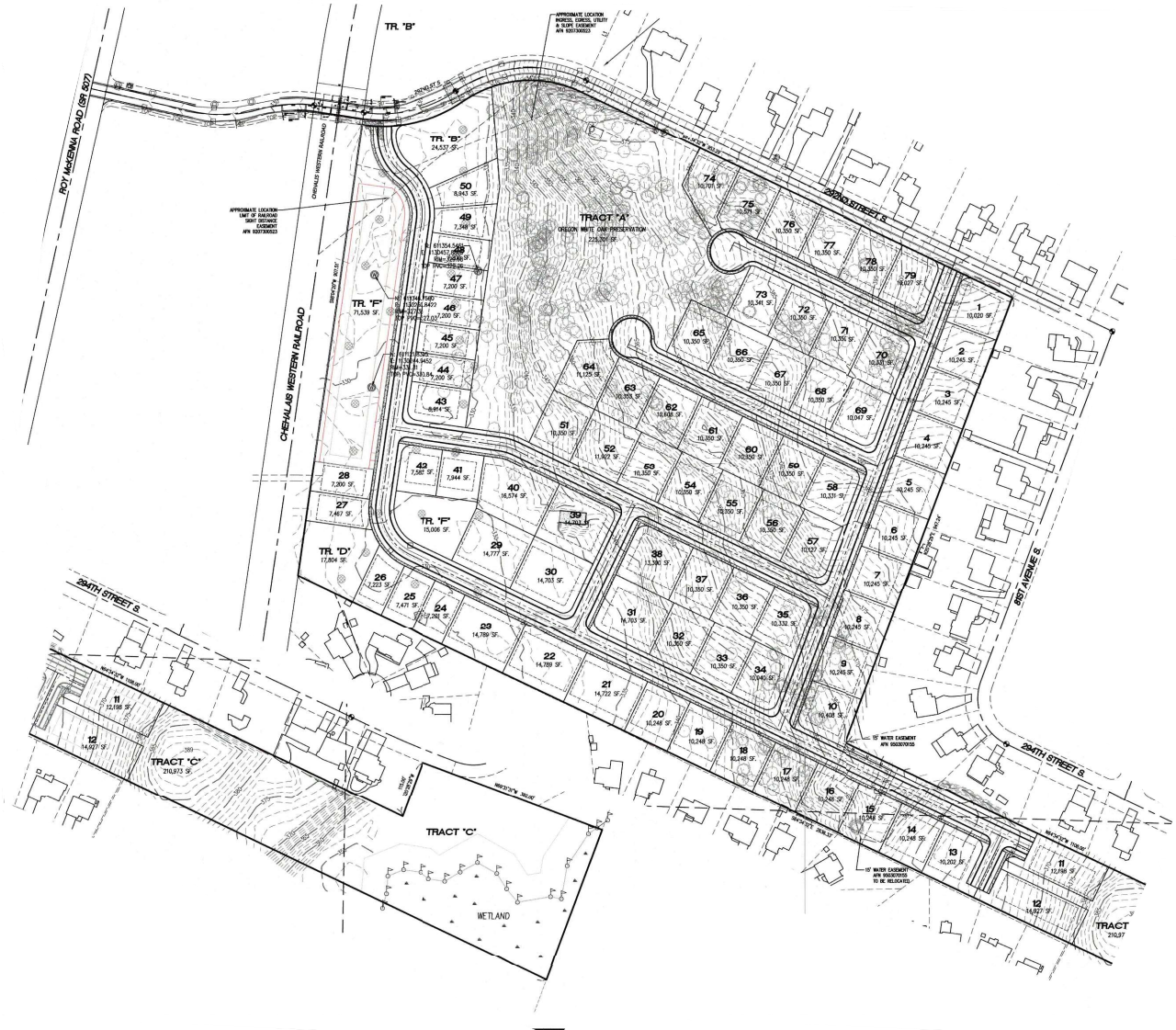
Preliminary Trip Distribution:

See attached figures. May modify based on field counts.

Additional Comments:

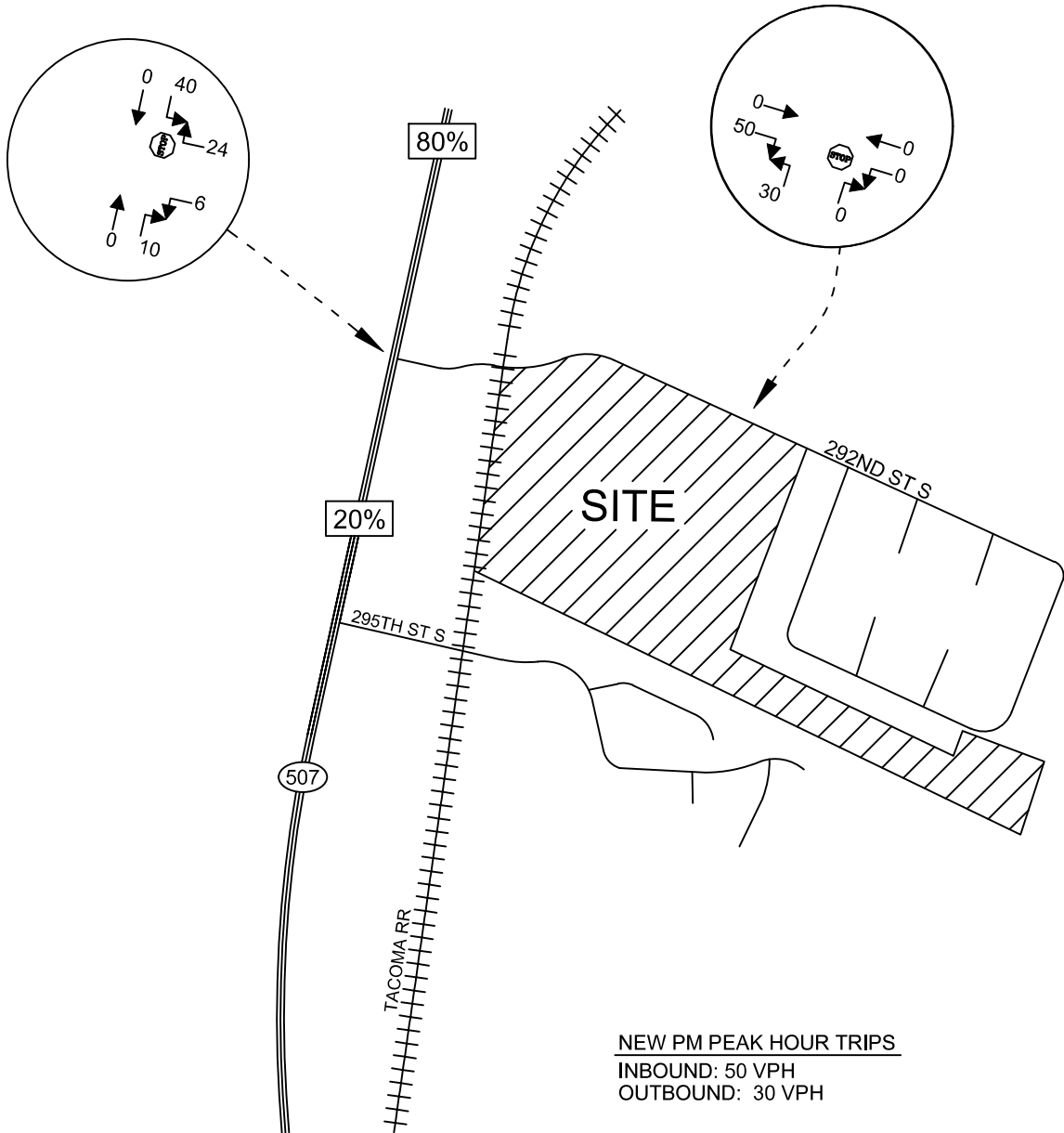
1. Background growth was derived from the City of Roy’s Comprehensive Plan¹, which forecasts an annual population growth of approximately 1% from 2008 to 2035 as well as WSDOT volumes along SR-507 showing stable conditions since 2014.
2. Traffic counts were last conducted in 2018 at the intersection of 292nd Street S & SR-507. New counts would therefore be collected to reflect baseline 2022 conditions.

¹ City of Roy Comprehensive Plan, Land Use Element: Population, Housing Unit & Employment Targets



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

OAKVIEW PLAT
SITE PLAN
FIGURE 1



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

OAKVIEW PLAT
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 2

Single-Family Detached Housing (210)

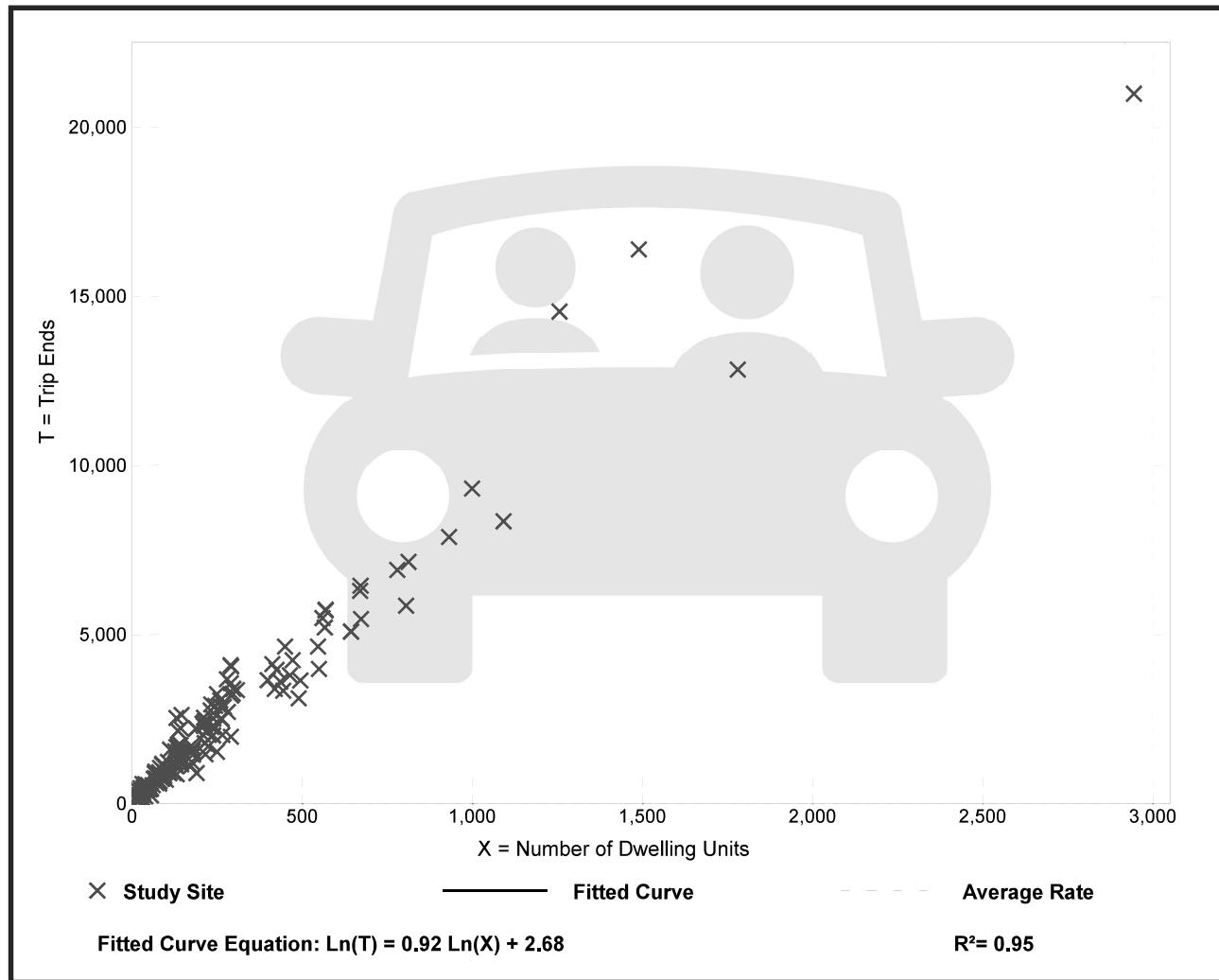
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

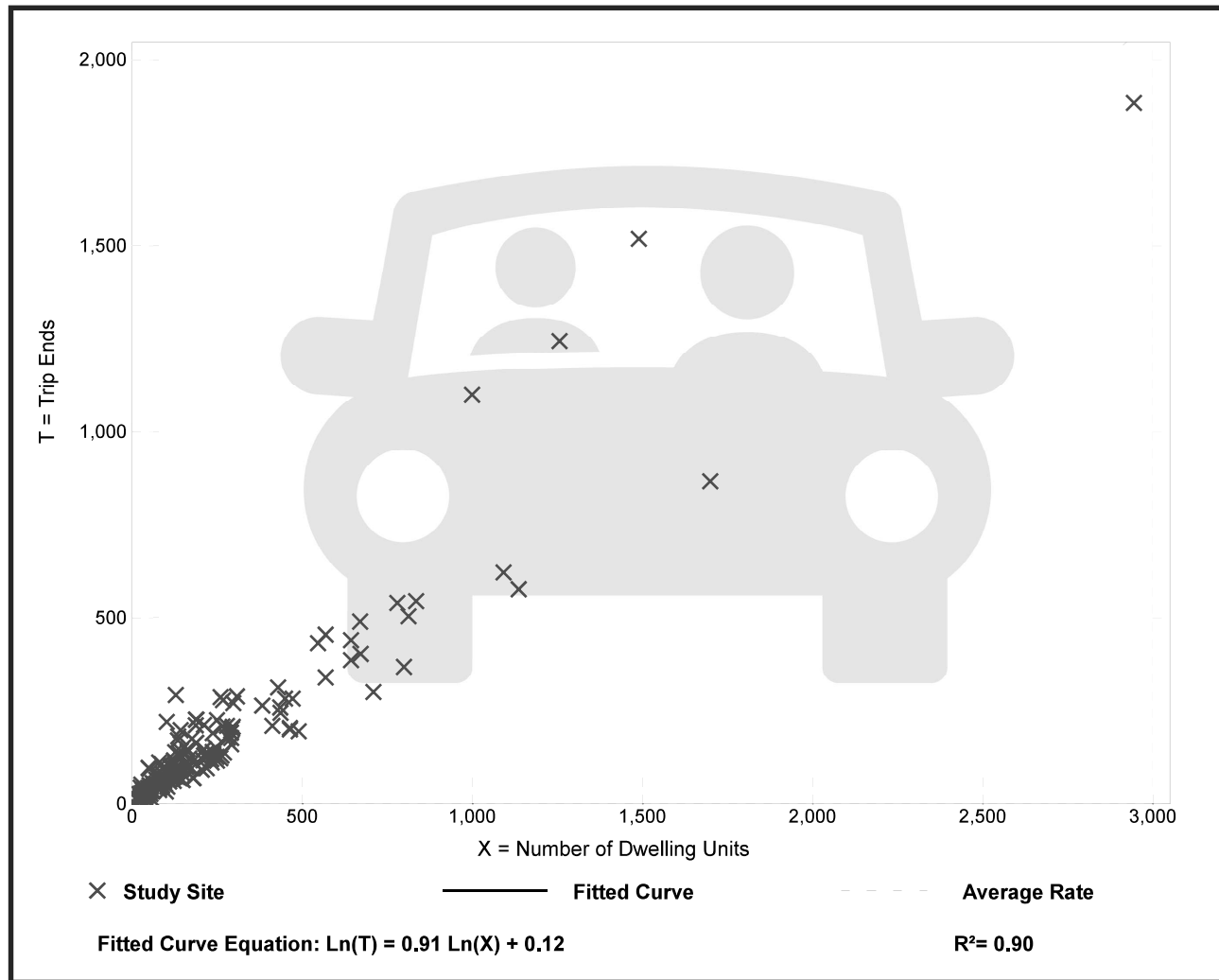
Setting/Location: General Urban/Suburban

Number of Studies: 192
 Avg. Num. of Dwelling Units: 226
 Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208
 Avg. Num. of Dwelling Units: 248
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation

