



. Jake Traffic Engineering, Inc. .



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February 10, 2025

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Attn: Robert Balmelli, PE

91 SW 13th Street

Chehalis, WA 98532

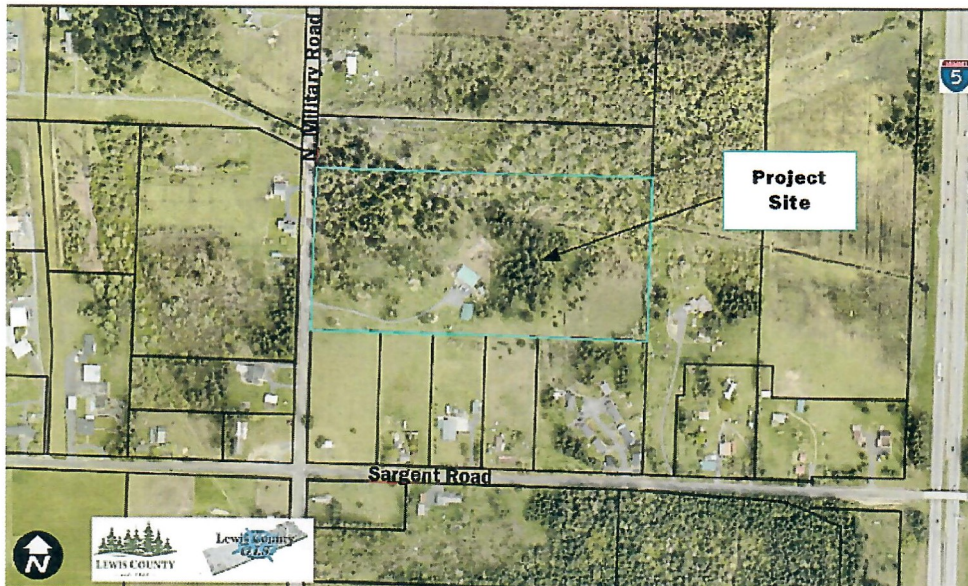
Re: Roamers RV Park – Lewis County
Trip Generation Memorandum

Dear Mr. Balmelli,

I am pleased to provide this Trip Generation Memorandum for the Roamers RV Park project located at 676 N. Military Road. The project proposal is to develop a 57-slot RV Park in two phases. The purpose of this Trip Generation Memorandum is to provide the County with a projection of the site traffic volumes and inspect the site access.

Below is an aerial view of the site, augmented, obtained from Lewis County GIS:

Roamers RV Park - Lewis County



The site comprises one parcel of land: Parcel LCPN: 015118002000, 19.23 Acres, Zoned RDD-10 Rural Development.

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A preliminary site plan prepared by RB Engineering I received on 02.05.2025 is attached.
The plan includes:

- 56 – RV slots to be constructed in two phases
- 1 – camp host RV slot
- An existing single-family home to remain
- Site Circulation,
- The existing access N Military Road is to remain, upgraded to current Lewis County criteria

Full development and occupancy of the proposed Roamers RV Park project is anticipated to occur by 2026/2027, presuming the permits are issued in a timely manner.

Trip Generation

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

Pass-By Trips:	Trips made as intermediate stops on the way from an origin to a primary destination.
Diverted Link Trips:	Trips attracted from the traffic volume on roadways within the vicinity of the generator but require a diversion from that roadway to another roadway to gain access to the site.
Captured Trips:	Site trips shared by more than one land use in a multi-use development.
Primary (New) Trips:	Trips made for the specific purpose of using the services of the project.

Trip Generation

The Roamers RV Park project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM peak hours as shown in Table 1. The trip generation for the project is calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition for Campground/Recreational Vehicle Park (ITE LUC 416). All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the trip generation values.

The ITE LUC 416 trip generation data is based on occupied campsites. Over the years **JTE, Inc.** has obtained data from campsite operators. This data indicates that the typical occupancy is about 75 percent.

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No daily trip rate data is noted for a Campground/Recreational Vehicle Park. A similar use, Public Park ITE LUC 411, provides daily trip data that I compared to its PM peak hour data. The ratio, 7.09 (0.78 ADT/0.11 PMPHT), is projected to be similar for a Campground/Recreational Vehicle Park.

Table 1 below depicts the site traffic generation. The traffic associated with the existing home, about one PM peak hour trip per ITE data, remaining on the site is not included in the Table 1 data.

TABLE 1 - TRIP GENERATION ROAMERS RV PARK - LEWIS COUNTY TRIP GENERATION MEMORANDUM										
Time Period	Size	TG Rate (X)	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %**	Pass-by Trips	Net Total
Proposed: Campground/Recreational Vehicle Park - General Urban/Suburban (ITE LUC 416; 43 - occupied campsites)										
Weekday*	43	1.91	50%	41	50%	41	82	-	-	-
AM peak hour	43	0.21	36%	3	64%	6	9	-	-	-
PM peak hour	43	0.27	65%	8	35%	4	12	-	-	-

where X = occupied units (75% annual average occupancy (57 slots * 0.75 = 43)), T = Trips

* - no ITE data for LUC 416, the ADT/PM ratio for Public Park (LUC 411) is 0.78 ADT/0.11PMPHT = 7.09; thus 0.27 x 7.09 = 1.91

** - pass-by per ITE and **JTE, Inc.** experience, mail/service delivery type trips, not applicable this use

Trip generation per the ITE Trip Generation Manual 11th Edition

Note: Due to rounding some values may not add up

The future users of the proposed Roamers RV Park project are projected to generate nine and 12 trips during the AM and PM street peak hours, respectively. About 82 new trips are projected to be generated on a daily basis.

Agency Traffic Impact Analysis Guidelines

The Lewis County Code Section **12.60.430** notes when a TIA would be required:

12.60.430 Warrants for Level II traffic impact analysis.

(1) The following is a list of specific conditions that may dictate the requirement for preparing a Level II TIA. The traffic engineer may require the preparation of a TIA if one or more of the following conditions are satisfied:

- (a) The development is within the urban area as defined by the Urban Growth Management Boundary and is required by the city.*
- (b) The development will generate 50 or more a.m. or p.m. peak hour trips within the rural areas as defined by the Urban Growth Management Act.*
- (c) The county has required that an environmental assessment or environmental impact statement be prepared.*
- (d) A rezone of the subject property is being proposed.*
- (e) Current traffic or road system problems exist in the local area as identified by the county or a previous traffic study, such as a high-accident location, poor roadway alignment, or capacity deficiency.*
- (f) Adjacent neighborhoods or other areas are perceived to be impacted.*

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(g) The current or projected level of service of the roadway system as a result of the proposed development is perceived to be significantly affected, or is expected to exceed county adopted level of service standards.

(h) The proposed development may potentially affect the implementation of street system improvements outlined in the transportation element of the comprehensive plan, the transportation improvement program, or any other documented transportation project.

(i) At the time of environmental review, the original TIA is more than two years old or the proposed land use intensity increased by more than 10 percent.

(j) The proposed development is within an existing or proposed transportation benefit area. This may include latecomer agreements, road improvement districts (RID), or local/state transportation improvement areas programmed for development reimbursements.

(k) The proposed development generates more than 25 percent of p.m. peak hour traffic through a signalized intersection or the "critical" movement at an un-signalized intersection. [Ord. 1194 Exh. B, 2007]

The County trip impact threshold for analyzing an intersection or roadway is typically 50 PM peak hour trips. The projected site traffic is well below this threshold, thus a Traffic Impact Analysis should not be required.

Access Inspection

The site has existing access to N. Military Road a 2-lane Major Collector (reference WSDOT Functional Classification Map) with a posted 40 MPH speed limit. The access would be upgraded to current County standards.

North Military Road at the site access is generally strait and level. Google Street View photographs looking to the north and south on N. Military Rd are depicted below:



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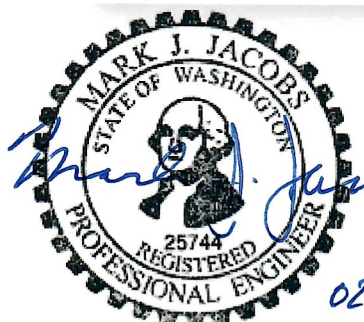
Inspection of the sight lines using Google Street view indicates that good sight lines are available at the site accesses, presuming no vegetation, signage or vehicle are in the sight line.

Summary

This Trip Generation Memorandum provides the Trip Generation projection the Roamers RV Park project located at 676 N. Military Road. The project proposal is to develop a 57-slot RV Park in two phases. Access to the site would be an existing driveway on N. Military Road to be upgraded to current County standards.

I conducted a Trip Generation and inspected the site access sight lines for the project. Based on my analysis the proposed project is projected to generate about 12 net new PM peak hour trips at build-out that are well below the County threshold to require a Traffic Impact Analysis and good sight lines exist at the access.

Please contact me at 206.762.1978 or email me at jaketraffic@comcast.net if you have any questions.



Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC

MJJ: mjj

02.10.2025

