November 13, 2018

Mr. Bruce Anderson
Cutler Anderson Architects
135 Parfitt Way
Bainbridge Island, WA 98110

Subject: Proposal for Traffic Impact Analysis
Winslow Hotel – Winslow Way

Mr. Anderson:

Thank you for the opportunity to submit this proposal which consists of an offer to perform a traffic impact analysis for the above project based on the following scope of work to be reviewed with the city of Bainbridge Island.

The analysis would be designed to provide the City of Bainbridge Island with traffic information and data regarding the project in a comprehensive report that meets the scoping required.

The proposed scope of work is as follows:

1. Review of current site plan data and roadway system information. Detailed review of the serving street system including roadway, channelization, speed limits and comprehensive designations would be provided.

2. Determine the estimated site-generated traffic for the project for weekday daily, AM and PM peak hour under the present proposal using data from ITE *Trip Generation.* The best definition of the use is from the ITE Trip Generation 10th Edition LUC 310 Hotel. Please find attached the description of the use from ITE which indicates the proposed uses in your Winslow project. We would also review the site for any existing traffic in order to receive credit as applicable.

   The 75-guest room project is expected to generate 0.6 PM peak trips per room yielding 45 PM peak trips and 0.47 AM peak trips per room yielding 35 AM trips.

   The location is expected to also generate passenger traffic in lieu of vehicle trips given the project's proximity to the ferry. After discussion with the city, a reduction in trips to the site could be implemented.

3. Review collision history at the study intersections and field document existing roadway network, traffic control, speed limits, channelization, pedestrian and non-motorized and transit facilities on the roadways serving the project.

4. Process the distribution and assignment of project traffic to the adjacent roadway network. AM & PM peak hour trip distribution for the project would be prepared.

5. Collect available traffic data in the field, determine applicable growth rates and applicable pipeline projects based on any further discussion with Bainbridge Island. Included in the data collection is AM and PM peak hour turning movement counts at the following proposed intersections along with the project entrance. After review by the city further intersections might be required.

   Grow Avenue & Winslow Way
   Madison & Winslow Way
   Project Access & Winslow Way
   SR-305 & Winslow Way

6. Identify planned transportation improvements within the study area as described in the City's current Capital Improvement Plan and Non-Motorized Transportation Plan. An analysis of non-motorized traffic such as pedestrian and bicycle traffic etc. will be undertaken.

7. Conduct level of service analysis for existing conditions and build-out horizon year scenarios in 2021 with and without the proposed development. In conjunction analysis of LOS to 2038 will also be provided.

8. A sight distance and safety analysis of the project entrance will be made

9. A left turn warrant analysis would be performed for Winslow Way at the entrance.

10. Provide recommendations and mitigation measures to accommodate traffic impacts created by the proposed development.

11. Prepare TIA report including figures, tables and other exhibits that support the analysis. Also included is 4 hours for attendance and testimony at a public hearing for the project if needed.

Proposed cost for items 1 through 11 = **$6,750.**

If you would like to discuss any of the above, feel free to contact us at any time. Please sign and return one copy of this letter if this proposal meets with your approval.

Respectfully,

Gregary B. Heath, P.E.

Signature _____ Date _____

2214 Tacoma Road Puyallup WA 98371 (253) 770 1401 Fax (253) 770 1473 heathtraffic.com

Land Use: 310
Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room.[1]

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties contained in this land use provide guest transportation services such as airport shuttles, limousine service, or golf course shuttle service, which may have an impact on the overall trip generation rates.

Time-of-day distribution data for this land use are presented in Appendix A. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 3:15 and 4:15 p.m., respectively. On Saturday and Sunday, the peak hours were between 5:00 and 6:00 p.m. and 10:15 and 11:15 a.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951

---

[1] Buttke, Carl H. Unpublished studies of building employment densities, Portland, Oregon.