

Memo

To: 1136 Water Street Building permit file
From: Steve King, PW Director
CC.:
Date: 6/11/25
Subject: Additional information concerning traffic impact

INTRODUCTION/PURPOSE:

Upon receipt of a SEPA appeal, I consulted the City attorney about providing additional information that may address concerns raised in the appeal. The City attorney recommended including the following information in the project file.

The appeal says that a traffic study was not performed for traffic impacts, safety, and parking.

A question might be asked. Why did the City not require a traffic impact analysis?

Here are three points that might be helpful concerning concurrency review.

1. The City Comprehensive Plans and related functional plans do not identify traffic capacity improvement projects on Water Street in the vicinity of the proposed hotel. Additionally, the City recently invested considerably in the reconstruction of sidewalks, parallel parking, rain gardens, etc and street scape improvements in 2018. Development in Downtown does not require parking and does not anticipate traffic mitigation improvements that would impact the historic fabric of downtown and its economic vitality.
2. In a practical manner, the peak hour on Water Street ranges between 11:00 a.m. and 2:00 p.m. consistently. Thus hotel peak hour trips do not coincide with the actual traffic peak hour as measured by the City in 2006 and in 2019. The 50 room hotel will likely generates peak hour trips between 4 and 6 p.m. of approximately $0.59 (50) = 30$ trips based on the 11th edition of the ITE trip generation manual. Again, these peak hour trips do not coincide with the peak hour(s) of the day for Water Street.
3. Finally, the 2009 Transportation functional plan identifies the closest intersection on Water Street at the Ferry Terminal as operating at a level of service A. The traffic volumes in 2006 used for this analysis was approximately 7,100 vehicles per day. More recently the City measured traffic volumes in 2019 with in the same reach of road way in the same month (July) and the traffic volumes decreased to 6,200 vehicles. Thus the projected 2026 volumes in the 2009 functional plan are actually less than originally thought. With a Level of Service threshold of D per the code, the area has capacity for a lot of infill development of downtown without creating a Level of Service capacity problem.



In summary, at the time of application, it was common sense engineering judgement that a traffic study was not necessary given peak hours not coinciding and the lack of known traffic capacity problems combined with the expectation that there are no mitigation project necessary in downtown for most if not all development allowances in downtown zoning district. The 50 room hotel is a relatively small project scale project. Finally, pedestrian and vehicle safety elements have already been addressed through the completion of the Water Street project which extended from the nearby Ferry terminal along the frontage of the proposed project to Taylor Street.

Here are some exhibits for convenience.

Here are the 2019 traffic counts and PM/AM peak hours:

Weekly Vehicle Counts

WeeklyVehicle-125

Site: Water Street.2.3EW
Description: Water Street, West of Fillmore Street, Chained to Bus Stop on North Side
Filter time: 0:00 Tuesday, July 23, 2019 => 0:00 Monday, July 29, 2019
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon 22 Jul	Tue 23 Jul	Wed 24 Jul	Thu 25 Jul	Fri 26 Jul	Sat 27 Jul	Sun 28 Jul	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	10	13	20	20	30	40	15.8	22.2
0100-0200	*	11	5	9	23	12	25	12.0	14.2
0200-0300	*	0	2	8	5	12	11	3.8	6.3
0300-0400	*	2	4	5	8	2	3	4.8	4.0
0400-0500	*	8	4	17	12	12	6	10.3	9.8
0500-0600	*	26	26	23	39	16	23	28.5	25.5
0600-0700	*	81	71	73	73	52	52	74.5	67.0
0700-0800	*	117	119	146	140	117	116	130.5	125.8
0800-0900	*	264	247	243	259	209	205	253.3	237.8
0900-1000	*	343	338	330	355	350	289	341.5	334.2
1000-1100	*	416	466	394	499	464	397	443.8	439.3
1100-1200	*	533	498	516	533	541	420	520.0	506.8
1200-1300	*	606	549	547	600	590	573	575.5	577.5
1300-1400	*	590	558	572	607	549	557	581.8	572.2
1400-1500	*	507	578	518	586	581	513	547.3	547.2
1500-1600	*	555	502	558	590	542	542	551.3	548.2
1600-1700	*	519	515	593	579	491	559	551.5	542.7
1700-1800	*	434	443	566	513	462	466	489.0	480.7
1800-1900	*	345	400	521	484	413	402	437.5	427.5
1900-2000	*	269	310	373	347	360	284	324.8	323.8
2000-2100	*	173	244	324	308	338	240	262.3	271.2
2100-2200	*	110	153	186	163	173	125	153.0	151.7
2200-2300	*	55	54	107	124	125	72	85.0	89.5
2300-2400	*	18	22	41	56	56	24	34.3	36.2
Totals									
0700-1900	*	5229	5213	5504	5745	5309	5039	5422.8	5339.8
0600-2200	*	5862	5991	6460	6636	6232	5740	6237.3	6153.5
0600-0000	*	5935	6067	6608	6816	6413	5836	6356.5	6279.2
0000-0000	*	5992	6121	6690	6923	6497	5944	6431.5	6361.2
AM Peak	*	1100	1100	1100	1100	1100	1100		
	*	533	498	516	533	541	420		
PM Peak	*	1200	1400	1600	1300	1200	1200		
	*	606	578	593	607	590	573		



Here is a copy of the LOS Evaluation page in the 2009 Transportation Functional Plan.

Table 4-7. 2006 Existing and 2026 Future Baseline Intersection LOS

ID	Intersection	2006 Existing ¹				2026 Future Baseline ¹			
		LOS ²	Delay ³	V/C or WM ⁴	Traffic Control ⁵	LOS ²	Delay ³	V/C or WM ⁴	Traffic Control ⁵
<u>PM Peak Hour</u>									
1	Sims Way (SR 20)/Mill Road	B	17	0.78	Signal	E	68	1.11	Signal
2	Sims Way (SR 20)/Howard Street	C	21	SB	TWSC	F	>100	SB	TWSC
3	Sims Way (SR 20)/McPherson Street	E	48	NB	TWSC	F	>100	NB/SB	TWSC
4	Sims Way (SR 20)/Sheridan Avenue	F	60	NB	TWSC	F	>100	NB/SB	TWSC
5	Sims Way (SR 20)/Haines Street	C	21	0.80	Signal	C	27	0.87	Signal
6	Sims Way (SR 20)/12th Street	E	41	SB	PSC	F	>100	SB	PSC
7	Sims Way (SR 20)/Kearney Street	C	21	0.79	Signal	E	65	1.1	Signal
8	Sims Way (SR 20)/Washington Street	F	> 100	NB	PSC	F	>100	NB	PSC
9	Water Street/Ferry Terminal	A	6	0.33	Signal	A	6	0.48	Signal
10	Water Street/Taylor Street	A	9	0.26	Signal	A	9	0.33	Signal
11	Water Street/Monroe Street	B	14	NB	TWSC	C	15	NB	TWSC
12	Discovery Road/Mill Road	C	19	WB	PSC	F	>100	WB	PSC
13	Discovery Road/Eddy Street	A	10	NB	TWSC	B	14	NB	TWSC
14	Discovery Road/McPherson Street	B	12	SB	TWSC	C	23	SB	TWSC
15	Discovery Road/Sheridan Avenue	B	12	WB	AWSC	F	>100	WB/EB	AWSC
16	19th Street/Discovery Road	B	10	SB	PSC	B	14	SB	PSC
17	Hastings Avenue/Discovery Road	B	11	EB	PSC	B	15	EB	PSC
18	Discovery Road/San Juan Avenue	B	10	EB	AWSC	C	21	EB	AWSC
19	F Street/Cherry Street	A	9	EB	AWSC	B	12	WB/SB	AWSC
20	F Street/Fir Street	B	11	NB	TWSC	B	13	NB	TWSC
21	Hastings Avenue/Sheridan Avenue	B	12	NB	TWSC	D	27	NB	TWSC
22	49th Street/Jackman Street	B	11	SB	TWSC	B	13	SB	TWSC
23	Admiralty Street/San Juan Avenue	B	10	EB	TWSC	B	12	EB	TWSC
24	W Street/Cherry Street	A	8	SB	AWSC	A	10	SB	AWSC
25	19th Street/San Juan Avenue	B	13	SB	PSC	D	26	SB	PSC
26	Blaine Street/Kearney Street	B	15	NB	PSC	F	57	NB	PSC
27	Blaine Street/Walker Street	B	11	EB	PSC	B	15	EB	PSC
28	Lawrence Street/Kearney Street	C	19	WB	TWSC	E	40	WB	TWSC
29	Lawrence Street/Tyler Street	A	9	SB/EB	AWSC	A	10	SB	AWSC
30	Lawrence Street/Monroe Street	B	11	WB	TWSC	B	13	WB	TWSC
31	Washington Street/Quincy Street	B	13	WB	TWSC	B	14	WB	TWSC
32	12th Street/Sheridan Avenue	B	15	WB	TWSC	D	26	WB	TWSC
33	Water Street/Quincy Street	C	15	NB	TWSC	C	21	NB	TWSC
34	Sims Way (SR 20)/Thomas Street	F	72	SB	TWSC	F	>100	NB	TWSC
35	Discovery Road/Howard Street	A	10	SB	TWSC	C	20	SB	TWSC

Note: **Bold** indicates intersections operating below LOS D standard.

1. The Peak Hour Factor (PHF) of the intersection was used instead of the PHF by approach.

2. Level of service, based on 2000 *Highway Capacity Manual* methodology.

3. Average delay in seconds per vehicle

4. Volume-to-capacity ratio reported for signalized intersections. Worst movement reported for unsignalized intersections.

5. PSC = Partial Stop Control, AWSC = All-way Stop Control, TWSC = Two-way Stop Control.

