EXHIBIT 9.c: Parametrix Peer Review (9/8/25)

Parametrix
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Technical Memorandum

DATE:	September 8, 2025
TO:	Donald Washburn, City of Poulsbo
FROM:	Tony Woody, PE, PTOE, Parametrix
SUBJECT:	Review for The Pinnacle at Liberty Bay Traffic Impact Analysis (TIA)
CC:	Rebecca Parker, Kristen Zimmerman, Parametrix
PROJECT NUMBER:	234-2237-150 Task 01
PROJECT NAME:	The Pinnacle at Liberty Bay TIA Review

This memorandum provides comments on the Traffic Impact Analysis report for The Pinnacle at Liberty Bay development, prepared by Heath and Associates, dated July 14, 2025.

Traffic Impact Analysis Review

Parametrix Primary Comments

Comment #1 – Page 8: SR 305 speed is 40mph north of ~Baywatch Court and 50mph south of that location.

Comment #2 - Page 10: AM and PM peaks are noted as generally occurring between 7-8 AM and 5-6 PM. Do any of the study intersections have local peaks that are substantially (>30 minutes) outside of the system peaks?

Comment #3 - Page 10: Verify how the AM school traffic was accounted for. Was there a decrease in PHF to account for the 15-minute spike or some other method?

Comment #4 – ~Pages 10-16: Clarify which study intersections are reporting performance metrics. There appears to be variability in what is reported for study intersections, for example:

- Section 3.4 lists out 5 intersections where counts were collected and mentions 2 other intersections where counts were estimated.
- Figures 3-4 show 6 of the 7 intersections mentioned, Figures 5-6 show 5 of the 7 intersections and Table 3 (Existing LOS) reports 6 of the 7 study intersections.

Consider adding a section near the front of the report (e.g. Section 2 or 3) that lists all study intersections that will have metrics reported throughout the entire report. Adding them to Figure 1 for example may help with clarifying where all of the key study intersections are located.

Comment #5 – Page 17: For Table 4 (Collisions), Separate out and identifying each location as an intersection or a corridor. Consider using the same numbering for the intersections as what was used for the operational analysis and creating new numbering for the corridor locations. Consider adding totals for each column and row to add more clarity to the data.

Comment #6 – Page 18: Consider updating Tables 5 and 6 also with Ref # and intersection/corridor names for clarity and adding total columns/rows.

Comment #7 - Page 18: Consider expanding further on the text *"Out of the 45 total collisions, one resulted in six non-incapacitating injuries, and six possible injuries"*. Should it say something like 6 of the 45 collisions resulted in non-incapacitating and 6 of the 45 resulted in possible injury?

Comment #8 – Page 20: For figure 8, consider adding numbering to intersections/corridors to tie back to tables easier.

Comment #9 – Pages 16 & 35: Provide more details in the notes of Tables 3 and 9 related to delay and LOS for clarification – Signals, use signalized thresholds for overall intersection, AWSC/Roundabout – use stop control thresholds for overall intersection, TWSC use stop control thresholds for worst approach.

Comment #10 – [General comment]: Provide additional discussion on the Sunrise Ridge extension and what project or development will trigger the opening. Will the extension be completed as part of the Pinnacle at Liberty Bay development?

Comment #11 – [General comment:] Adding the access points to the study area map or site plan would be helpful in understanding the traffic to and from the site. Consider adding labels for access points A, B, C/D, and E to the maps/figures.

Comment #12 – [General comment:] The city guidelines state that intersections should be analyzed for intersections with over approximately 10 new trips added. Were additional intersections to the north or west of Hostmark Street/SR 305 considered for analysis (where >10 trips along those roadways are being generated per Figures 9 and 10)?