



City of Shoreline

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September 18, 2015

Ryan Countryman
Principal Planner
Snohomish County Planning and Development Services
3000 Rockefeller Avenue, M/S 604
Second Floor, Robert Drewel Building
Everett, WA 98201

Dear Ryan,

City of Shoreline staff have reviewed the July 6th, 2015 *Transportation Analysis Methods and Assumptions* document submitted by David Evans and Associates, Inc. and would like to submit to Snohomish County the following comments:

- Page 5, paragraph 8 regarding Shoreline LOS; the municipal code cited contains a typo which is being corrected in our code. The “or” statement separating the first and second bullet points should be an “and” statement, consistent with the City of Shoreline Comprehensive Plan and the City of Shoreline Transportation Master Plan.
- Section 3.4 - This section explains how the traffic model was built using PSRC’s model as a baseline; it did not use the City of Shoreline’s traffic model as described in the MOU. The underlying issue in this action is that it does not appear to take into account anticipated traffic growth and redistributions spurred by the light rail stations elsewhere in Shoreline.

DEA explains, “A special matrix was introduced to capture the traffic stopping at the light-rail stations near the I-5 and 185th Street interchange and near the I-5 and 145th Street interchange for the Phase IV build out scenario. The matrix manually shifts approximately 3 percent of the project site trips that have the origin and destination between the project site and the job center in Seattle to have an intermediate stop at the assumed light rail station.” It is unclear to staff if modeling and refined or additional matrices took into account anticipated traffic growth and redistributions spurred by the light rail stations elsewhere in Shoreline. This is one of the primary reasons we called for the Shoreline Transportation Model to be used – it accounts for increased growth and trip distribution changes that the City is planning for as part of the light rail station implementation. The City anticipates, as does Sound Transit modeling, increased growth at some of the intersections and roadways identified for analysis; Meridian Ave N and N 185th Street for example. It is important that DEA modeling capture this pipeline project growth and take into account shifting transportation patterns in the City.

- Section 3.8 – Project impacts on pedestrian and bicycle facilities should take into consideration City of Shoreline Bicycle and Pedestrian Master Plans as summarized in the Transportation Master Plan.
- The City of Shoreline has concerns regarding the internal capture rate assumptions however, as we are not the permitting agency, we will continue to focus review efforts on vehicle trip caps and City of Shoreline level of service analysis through the TCS process. The City expects that the traffic modeling fully demonstrate actual trip generation and that the EIS identify the

mitigation that the developer expects will result in traffic flow meeting the City's level of service and vehicle trip caps.

- The City of Shoreline is also concerned about a single access point to the site for both traffic and safety reasons. Therefore, we request that a full secondary vehicular access be analyzed as part of the EIS, as was stated in our February 21, 2014 scoping comments. A secondary access road would help alleviate traffic impacts on Shoreline roads. We would expect that the County would apply their Engineering Design and Development Guidelines in the EIS analysis and process of the permit application.
- The assumptions regarding transit use without any dependable long-term commitment to providing that service by a transit agency (Metro, Sound Transit or Community Transit) or by other means is an area of concern for the City. The City would expect that a written agreement and bond would be in place to guarantee such service will be provided in the future.

As an aside, in addition to potentially decreasing the number of trips to and from the project site, improved transit service also provides an important travel choice for residents impacted by traffic increases due to the development.

Thank you for the opportunity to comment and please let me know if you have any questions.

Sincerely,

Kendra Dedinsky
City Traffic Engineer

cc: Shoreline Mayor and Councilmembers
Debbie Tarry, City Manager
Scott MacColl, Intergovernmental Relations Manager
Rachael Markle, Director, Planning & Community Development
Randy Witt, Public Works Director
Nytasha Sowers, Transportation Planning Manager