

Countryman, Ryan

From: Tom McCormick <tommccormick@mac.com>
Sent: Friday, February 26, 2016 2:54 PM
To: Countryman, Ryan
Cc: Gretchen Brunner; Richard Schipanski; Mike Swenson, PE, PTOE; Kurt Gahnberg; Tom Mailhot; Debbie Tarry
Subject: Flawed Transportation Analysis Methods and Assumptions

Ryan,

I recently received a copy of the "Transportation Analysis Methods and Assumptions" that DEA sent to you on December 14, 2015.

We have numerous objections to the methods and assumptions contained in the document—for instance, an incorrect buildout date (should be 2045); incorrect trip distribution assumptions (not validated); failure to go beyond a 0.25% background growth assumption and take into account extra traffic growth due to abnormal spikes in traffic from buildout of the 185th street station, the 145th street station, and other projects; failure to take into account new signaling at the Richmond Beach Road and 3rd Ave. NW intersection; and many other objections.

There is one objection in particular that I wish to address now. An elephant in the room. On page 6 of the Transportation Analysis Methods and Assumptions memorandum, it says that,

"The street system in the Build Condition will include the street system in the No Action condition, plus a Build strategy on the study corridor between the project site and Aurora Avenue N (SR 99) located along Richmond Beach Dr. NW – NW 196th Street – NW 195th Street – NW Richmond Beach Road – N 185th Street. Attachment F includes a list of elements included within the proposed Build strategy for the primary access corridor to the Project site that will be analyzed for the project." (emphasis added.)

The referenced Attachment F (**copy attached**) wrongly assumes that Richmond Beach Road will be four lanes in 2020 and beyond. It is clear that Richmond Beach Road will soon be three lanes (not four lanes), and it will remain three lanes whether or not the Point Wells development gets approved. With three lanes, there will be little spare capacity for Point Wells traffic.

As long planned, Richmond Beach Road will be converted to three lanes in 2017. The City of Shoreline's 2016-2021 Capital Improvement Plan allocates \$200,000 to re-stripe Richmond Beach Road in 2017 into a 3-lane road west of Dayton Ave. N. (**see attached copy of relevant budget page 383**). Converting Richmond Beach Road to three lanes comes as no surprise. Since 2005, well before BSRE acquired the Point Wells property, the City of Shoreline planned to convert Richmond Beach Road from a 4-lane road to a 3-lane road. See the City's 2005 Comprehensive Plan and 2005 Transportation Master Plan, and the City's 2012 Comprehensive Plan and 2011 Transportation Master Plan. And in April 2014, as part of a Point Wells Transportation Corridor Study wrap-up meeting held by BSRE and the City of Shoreline, a three-lane configuration for Richmond Beach Road was presented to the public (**see attached copy of four presentation slides**).

I respectfully request that you revise Attachment F to the Transportation Analysis Methods and Assumptions memorandum to reflect a 3-lane Richmond Beach Road for the Build Condition in 2020 and beyond.

I trust that Transpo, the County's transportation peer review consultant, would never approve the Transportation Analysis Methods and Assumptions in their current form, and that Transpo surely would insist on revising Schedule F to reflect a 3-lane Richmond Beach Road. It would be wrong to approve flawed Methods and Assumptions that do not reflect the most realistic future Build Condition.

Finally, I wish to speak to the following representation made in BSRE's and the City of Shoreline's Joint Status Report submitted to the Growth Management Hearings Board on Jan. 21, 2016:

“BSRE is under the belief that the County has accepted its consultant’s third revision to the Assumptions and Methodologies memorandum, a memorandum which will provide a basis by which the Point Wells DEIS transportation analysis will be completed. Transpo, Snohomish County’s independent traffic consultant, has provided peer review comments on this memorandum and Snohomish County has instructed these comments be provided to DEA, BSRE’s transportation consultant. Based on their communications with Snohomish County, BSRE represents that the County-required DEIS transportation analysis is now fully underway, with an anticipated completion date of March 1, 2016. After this analysis is completed, Shoreline and BSRE should be in a position to complete the work needed to finalize joint recommendations to be made to the Shoreline City Council for its completion of the Richmond Beach Corridor Study.

The above text suggests that Transpo and the County have already approved the Transportation Analysis Methods and Assumptions. I hope not. If Transpo and the County have approved them, I request that such approval be revoked, and that the Methods and Assumptions be revised as discussed above (three lanes, not four lanes).

Thank you.

Tom McCormick

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Attachment #1 of 3: Attachment F to the Dec. 14, 2015, "Transportation Analysis Methods and Assumptions" memorandum:

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Attachment F – Primary Access Options and Build Strategies Analyzed

	Existing Configuration	Maintain RBR as 4-Lanes; Add 2 nd Access via Woodway
	Existing	Build
Roadway Segments		
Between PW and NW 196th	<i>2-lane</i>	<i>Improved 2-lane</i>
Between NW 196th and 24th	<i>2-lane</i>	<i>Improved 2-lane</i>
Between 24th and 20th	<i>4-lane</i>	<i>4-lane</i>
Between 20th and 15th	<i>4-lane</i>	<i>4-lane</i>
Between 15th and 8th	<i>4-lane</i>	<i>4-lane</i>
Between 8th and 3rd	<i>4-lane</i>	<i>4-lane</i>
Between 3rd and Fremont	<i>4-lane</i>	<i>4-lane</i>
Between Fremont and Aurora	<i>5-lane</i>	<i>5-lane</i>
Intersections		
At 196th	WB Stop	NB Stop
At 24th	EB/SB Stop	NB/SB Stop
At 20th	All Stop	Signal
At 15th	Stop Control	Signal
At NW 190th	WB Stop	Right-in/ Right-out
At 8th, 3rd, Dayton, Fremont	Signal	Signal
Richmond Beach Neighborhood Traffic Calming?	No	Yes

RICHMOND BEACH RD RECHANNELIZATION



Project Description:

This project will re-channelize Richmond Beach Rd/NW 195th St/NW 196th St from 24th Ave NW to Dayton Ave N from four lanes to one lane in each direction plus a center turn lane. The primary goal of this project is to improve driver, pedestrian, and bicyclist safety and mobility. Re-channelization also provides the ability to implement on-street bicycle lanes as well as pedestrian refuge space for pedestrians crossing the street between controlled intersections.

Service Impact:

This project will improve the safety and mobility of pedestrians, drivers, and bicyclists along the corridor. This project also enhances the livability of adjacent neighborhoods.

Changes from 2015-2020 CIP: New project.

RICHMOND BEACH RE-CHANNELIZATION											
ORGKEY: 2916341		J.L.# ST269800									
PHASE	PRIOR-YRS	2015CB	2015E	2016E	2017E	2018E	2019E	2020E	2021E	6-YEAR TOTAL	TOTAL PROJECT
PROJECT EXPENDITURES:											
1-PROJECT ADMINISTRATION					50,000					50,000	50,000
2-REAL ESTATE ACQUISITION											
3-CONSTRUCTION					150,000					150,000	150,000
TOTAL PROJECT EXPENDITURES					200,000					200,000	200,000
REVENUE SOURCES:											
ROADS CAPITAL FUND					200,000					200,000	200,000
TOTAL PROJECT REVENUES					200,000					200,000	200,000
ELIGIBLE (Y/N)											
1% FOR PUBLIC ART ELIGIBLE (Y/N)					Y						1,500

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Attachment #3 of 3: Slides from April 16, 2014, Point Wells Transportation Corridor Study wrap-up meeting, held by BSRE and the City of Shoreline:

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Proposed Design - Segment B (RBR)

- Richmond Beach Road – Same Curbs, 3-Lanes
 - Improves Pedestrian Safety
 - Provides buffer to traffic
 - Fewer vehicle lanes to cross
 - Improves Roadway Safety
 - Improves entering sight lines
 - Separates left turns
 - Improves Business Access
 - Provides Bicycle Facilities
 - Consistent with Neighborhood Traffic Action Plans

4/16/2014

Point Wells Transportation Corridor Study – Wrap Up Meeting

37

Proposed Design - Segment B (RBR)

- 8th Ave NW



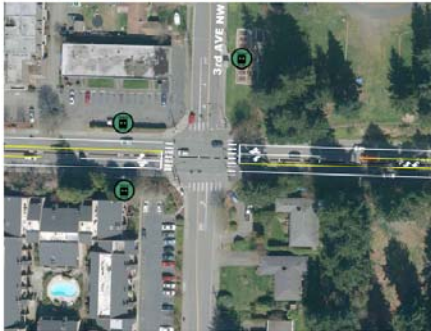
4/16/2014

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45

Proposed Design - Segment B (RBR)

- 3rd Ave NW



4/16/2014

Point Wells Transportation Corridor Study – Wrap Up Meeting

46

Proposed Design - Segment B (RBR)

- Dayton Ave



4/16/2014

Point Wells Transportation Corridor Study – Wrap Up Meeting

47