



**Eastin, Darryl**

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**From:** Marion Woodfield <boekee1917@hotmail.com>  
**Sent:** Friday, March 21, 2014 11:21 AM  
**To:** Eastin, Darryl  
**Subject:** FW: 3/13 PW corridor study, segment A

good morning, I have been asked to forward you my comments. This one was after th 3/13 meeting and I will also forward the ones from the last meeting re. segment B

thanks,  
Marion

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**From:** boekee1917@hotmail.com  
**To:** kmckinley@shorelinewa.gov  
**CC:** barleek9@comcast.net  
**Subject:** 3/13 PW corridor study, segment A  
**Date:** Sat, 15 Mar 2014 18:54:23 -0700

- Hi,
- I looked at all options and my main concerns are as follows since my husband and I walk the Richmond Beach area pretty extensively on a daily basis and continuously pick different streets:
- if you do not have sidewalks on both sides of the street in the most heavily traveled areas you are creating potential safety hazards, especially since there is presently a major lack of planned crosswalks.
  - no option offered any roundabouts which can also serve to slow down traffic since speeding which is a pretty rampant problem
  - determine who the bikers are? my guess is that the vast majority we see coming through Woodway, turning on NW 195th Street and then into Innis Arden (15th NW). is not even local. Coming from PW and trying to make it up to 8th Ave NW would take an extraordinary amount of stamina and I'm willing to be the majority of the people who will live at PW will not fall into that category.
  - having said the above it is my contention that bike lanes should not come at the expense of sidewalks (prioritize need and safety).
  - that the builder is planning to make PW a light rail stop is probably highly questionable. Technically this is much too close to Edmonds. People who use the train to get into town would not appreciate having to make an extra stop that will wind up lengthening the time it takes to get into Seattle when the PW residents could drive through Woodway to the Edmonds stop. That takes a little longer but is doable.
  - the present options don't really show how present and/or future bus stops will have a turn out lane. If one isn't provided you can count on it that people will begin to use the center turn lanes to get around buses, Fedex, US mail and UPS trucks, etc. And from a traffic flow point of view it gets worse when morning commuters have to stop for school buses. The tension that will be created isn't going to be pretty.

- I heard that people aren't necessarily concerned about having off street parking. That astonishes me since we see quite a few parked cars near houses that do not have garages or otherwise adequate space to park on their own property. So where do these people live to justify that?

- what kind of emergency routing will be put into place? I saw no signage on any maps to indicate such routing which strikes me as particularly important when there is essentially only one way in and out of PW, up to the shopping center on 8th Ave NW, etc.

- when I asked about BNS's lack of fencing near PW I had a sense that everybody shrugs their shoulders like nobody can do anything about their speeding, lack of fencing, etc. All you have to do is walk on the road along the rail tracks towards Kayu Kayu park and you can clearly see that there are multiple paths which are used by people to cross the rail tracks and down to the PW's beach - legal or not. It cannot possibly be in anyone's best interest to allow this to continue when these trains transport serious and toxic chemicals, crude oil, coal, etc. that would have catastrophic consequences for the entire Puget Sound community if there is a derailment. A very similar issue does presently exist just south of the Saltwater Park where there is no fencing to keep people out. Beyond that the speeding alone is a serious problem that cause earth vibrations that must be a contributor towards the many slides along Puget Sound. Seems to me that Gov. Jay Inslee needs to get involved since is not just a Seattle complaint.

Thank you for listening.

Sincerely,  
(Ms.) Marion Woodfield