



City of Shoreline

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May 24, 2016

Ryan Countryman
Principal Planner
Snohomish County Planning and Development Services
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Dear Ryan,

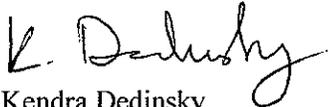
Shoreline staff has reviewed the May 2016 Draft Point Wells Expanded TIA. We understand this is not the formal comment period however there are a number of assumptions and analyses which significantly affect the outcomes of this report. We would like to provide some preliminary comments on the Draft Expanded TIA and associated Methods and Assumptions document which are summarized below.

1. Some key intersections were counted during the summer or after a holiday and therefore likely represent lower than average volumes. Given the significant influence the baseline volumes have on the outcome of mitigation, a single day of counts taken during the summer should not be the basis for all traffic modeling and associated mitigation. A better, and more accepted approach would be to use an average of multiple days of counts.
2. Within the expanded TIA, specifically regarding mitigation, many references are made to the Memorandum of Understanding (MOU) and Transportation Corridor Study (TCS) with Shoreline. While some of the information collected during the public process is applicable, the City and BSRE never finalized the TCS due to some unresolved issues. Given that it was never finalized, referring to the TCS for mitigation is not appropriate. Furthermore, the City feels that BSRE has incorrectly characterized some of the feedback from the TCS process in saying that a 4 lane section on the Richmond Beach Rd corridor was the preferred outcome. While a vocal few opposed the 3 lane restripe of the corridor, the majority supported 3 lanes and understood the benefits, therefore the City has added a funded project into the CIP to restripe this corridor outside the TCS process. A three lane configuration is the only way to achieve the bike facilities provided in the Bike Master Plan without significant right of way impacts. The 3 lane section we are planning for would significantly impact the V/C analysis provided in the expanded TIA.
3. The intersection phasing shown in the 3rd Ave NW and Richmond Beach Rd analysis is inconsistent with existing and future phasing. Due to a high number of turning related collisions, the City made phase changes in early 2016 which would impact level of service analysis. Additionally, if significantly more trips are added to this intersection in comparison to existing, this intersection would need to be split phased in order to provide safe operation. This was clearly communicated to BSRE during the TCS process and significantly effects LOS outcomes. When the City completes the 3 lane restripe of this segment of roadway, intersection operation will also be changed for protected/permissive phasing for the eastbound/westbound turn lanes.
4. Some of the mitigation strategies proposed for the City of Shoreline have never been discussed or vetted with the City. One such example is adaptive signal control, which places significant maintenance burden on the City and does not necessarily improve intersection operations.

5. The City still has concerns about trip distribution. In particular, trips to and from the 185th light rail station appear to be low in consideration of the City's TMP model.
6. The Expanded TIA assumes a second access provided through Woodway, however, the feasibility of providing this second access is unclear. Given such uncertainty, the City has concerns over traffic modeling which assumes this access.
7. Lastly, the City continues to have concerns with the level of internal capture that is assumed as well as the high level of transit use, especially given the lack of commitment from either party to provide transit service to the site. The City believes that trips generated by the proposed Urban Center and Urban Village designations are greatly underrepresented.

Thank you for reviewing our comments. 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