



June 3, 2015

Ryan Countryman  
Planning and Development Services  
Snohomish County  
3000 Rockefeller, M/S 604  
Everett, WA 98201-4046

Dear Mr. Countryman,

The Town of Woodway recently received a copy of the letter from David Evans & Associates, Inc., dated April 17, 2015, summarizing the methods and assumptions proposed to be used in conducting the transportation analysis for the proposed development of Point Wells. The Town requests that the following comments and observations related to the letter be considered in the review process.

Section 2.4, 4<sup>th</sup> paragraph: LOS at all-way stop-controlled intersections should be based on the worst lane group, as all unsignalized intersections should be. All-way stop control provides no opportunity for rebalancing demand as signalized intersections do.

Section 2.4, 6<sup>th</sup> paragraph, 3<sup>rd</sup> bullet: The Town has a LOS standard of A, applying to all intersections and driveways, assuming at least one left-turn from the side approach per hour.

Section 3.2. Background growth should be based on travel demand model forecasts, not a straight-line growth rate, given the increases in density proposed for urban centers, particularly in light of the rezoning of property in the vicinity of Sound Transit light rail stations. The development of such forecasts would usually be based on the difference between model outputs in the forecast year and the base year added to actual ground counts.

Section 4.3, Page 10, first paragraph: Point Wells should not be considered a transit hub. Hubs have more than one way in and out. Also, there is no assurance at this point of any frequency or span of service defined, commitment to sustained service, or even whether any transit agency will be serving the site at all.

Section 4.3, Page 10, 3<sup>rd</sup> paragraph: PSRC's Guidance Paper is aspirational, but not likely to be achieved. Currently, Seattle is the only RGC that has over 10% transit mode split, with Bellevue the second highest at just under 10%. With no guarantee of transit service, much less that of a regional center such as Bellevue, PSRC's Guidance Paper is not a realistic basis for impact analysis. Even if the region's voters agreed to fund the doubling of transit service as called for in Vision 2040, most of the added service would be used for schedule maintenance due to

increased roadway congestion. Thus, this Guidance Paper is not relevant for comparison. However, for the sake of argument, assuming a 19-22% transit mode split as shown in Table 5 and roughly 700 total trips generated, this would be enough to nearly fill 2 articulated buses in the peak direction. However, to achieve such a high transit mode split, service would have to be far more frequent, at least 6 per hour. Given the financial constraints of transit providers regionally, it seems highly improbable that this level of transit service could be provided to serve one site.

Section 4.4, Page 12, 2<sup>nd</sup> paragraph, last sentence: This appears to contradict the assumption of a 0.25% growth rate, which is unrealistic in any case, as described above.

Section 4.4, Page 12, last paragraph: Again, growth rates should be derived from the difference in forecast year and base year model runs, not a blind assumption of 0.25% annual growth rate.

Appendix A: If project-generated trips are assigned to use Algonquin Road between Woodway Park Road and SR 104, it should be noted that the more logical route choice from the intersection of Timberlane Road and 238<sup>th</sup> Street SW would be using Timberlane Road, Wachusett Road, S Deer Drive, and 108<sup>th</sup> Avenue W, given that all roads in Woodway have the same cross-section and speed limit; thus the shortest routes would also be the fastest, regardless of functional classification. As such, depending on the trip assignment, other intersections may be more pertinent for analysis than the intersection of Woodway Park Road and Algonquin Road.

We look forward to working with you. Please feel free to contact me if you have any questions. I can be reached at (206) 406-6956 or by email at [eric@townofwoodway.com](mailto:eric@townofwoodway.com).

Sincerely,



Eric A. Faison  
Town Administrator