

Eastin, Darryl

From: Marion Woodfield <boekee1917@hotmail.com>
Sent: Friday, March 21, 2014 11:22 AM
To: Eastin, Darryl
Subject: FW: PW corridor study - segment B

Hi, here is the 2nd one

thanks, Marion

From: boekee1917@hotmail.com
To: kmckinley@shorelinewa.gov
CC: barleek9@comcast.net
Subject: PW corridor study - segment B
Date: Fri, 21 Mar 2014 08:36:27 -0700

Hi, thanks for taking the time to answer a bunch of my questions during the last meeting..

now that I have been to several of these workshops certain things are becoming more clear. Marc and I are not living on any of the streets of concern, however, we feel strongly that we will be impacted by what happens in Richmond Beach just the same. The doubling of any community is almost unimaginable.

I like to look at the big picture. Here are my thoughts re. the segment B session:

- get rid of the diesel Metro buses asap and regardless if PW ever happens. The noise and air pollution is horrible and replace them with the much more quiet hybrid buses
- the plans are still lacking substantial numbers of crosswalks that should be added. Crosswalks in areas of a known accident history should have overhead warning light panels that cross the entire road (I see this a lot in Europe); this should also happen regardless of the fate of PW
- any plan to turn NW Richmond Beach Rd into a 2 travel lane road with a center turn lane will never work. Why?
the trucks, buses, etc. will be going uphill very slowly and driving people who want to go to work completely mad when there is no chance to pass them. Worse: a bus comes to a stop and then what?
Unfortunately the people who live along this road will be in a world of hurt because this street doesn't look to me like you can widen it one bit and that is extremely unfortunate and ought to sink any notion that traffic volume can be successfully mitigated from PW. You have no choice but look for alternate routes and that MUST include passage through Woodway/Edmonds.
- I heard the comment that nobody will want to go north from PW. I beg to differ and someone should figure out how long it takes from there to the 205th street I-5 onramp vs. struggling through Richmond Beach and wind up on 175th.
Even if it's a push, what will win in the end if the less frustrating route.

bottom line: people must have viable alternatives and leaving everything up to Shoreline is insane (to be very blunt about it).

- the Richmond Beach Library (we walk past there many times during varying times of the day) has no parking lot that is geared towards a doubling population. We have often been surprised to see the parking lot totally full and cars parking out on the street, and that's under present circumstances

- Saltwater Park - it's a very popular park and I believe I've stated before that parking can be very challenging during any good weather period. Similar concerns as above. How/where can you add more parking?

- when I asked what Woodway will do at the extension of 20th I was told; nothing. Now here's an interesting plan if I ever heard of one. They have a constant flow of bikers, walkers and people who venture into Edmonds since it's a pretty cool place with shops, restaurants and you name itand long term free parking. So if they think that a do nothing attitude will solve anything, ok, reality will set in somewhere along the line

- 15th NW came up numerous times. While I don't see how the stop sign can be moved from the RBCC shop, perhaps there can be a round about at 15th. It will certainly be kind of weird to just have come from a stop sign at the coffee shop and then be confronted with a round about a short while later... but something has to be done to avoid traffic collisions.

- somebody suggested pedestrian overpasses. Good in theory but my guess is that most people will jay-walk; too much trouble to walk up/down stairs, particularly for anyone who might be handicapped... even if there is a ramp, etc.

- construction related trucks, etc. may be invading the neighborhood for many years. At the very least the hours need to be restricted. Someone had a good idea about barging the toxic dirt out of there and/or getting materials via barges. Not a bad idea, I think.... and it might be more cost effective and cut down on noise and air pollution.

- when there will be a center turning lane it sounded like a good idea to me do try and do dedicated turns to avoid that 2 cars head for the same lane and crash into each other because knows who has the right of way.

- where will the children of PW go to school? who pays for it?

- what address will PW have? Woodway or Edmonds... how confusing is that?.

- how will the PW residents feel about not being able to vote on Shoreline issues even though most of their interaction will be with Shoreline?

- I continue to believe that the entire plan, no matter how you slice it and/or try to mitigate noise and air pollution and all other related issues, can only be done at the great expense of this community. Where's the upside? Lower property taxes?

- One other little 'issue': when I listen to people wanting underground power the comment was made that Seattle City Light isn't very likely to do that. Please read up on a Seattle Times article from some years ago where the question around above ground vs. underground power came up. They claim that it's cheaper to have it above ground. I think I figured out why they are saying that. The very people who make that claim are earning an enormous amount of money in overtime fixing power lines during storms, etc. They claim that they don't have enough qualified people. My take? they don't want to train anyone because the OT would go away that earns them tens of thousands of dollars. It's really scandalous how they get away with and it must come

to a stop. It's totally ridiculous to have a power pole in the middle of a walk way because they refuse to move it and think it's ok to inconvenience people or those in wheel chairs, etc..

Once again, thanks for listening. See you next time.

cheers,
Marion

PS - should I send my comments to Darryl Eastin or do you?