

From: [Alison Neubauer](mailto:Alison.Neubauer@shorlinewa.gov)
To: kmckinley@shorlinewa.gov
Sent: Friday, April 04, 2014 6:42 PM
Subject: 15th Ave NW Shoreline WA

Dear Kirk,

I am writing as a resident of Richmond Beach with great concerns over the future of our neighborhood. In specific, the Point Wells project and the impact on traffic.

My family has lived on 15th NW for 23 years and the traffic on Richmond Beach road continues to worsen. It is nearly impossible to make a left hand turn heading eastward on to Richmond Beach road, crossing 2 lanes of traffic at that intersection. Traffic at best glides through the intersection. Pedestrians have no way to cross Richmond Beach road in a 4 way crosswalk.

I urge the City of Shoreline to change the intersection of 15th Ave NW and Richmond Beach road back to its original design as a 4 way stop with crosswalks. This needs to be done now regardless of Point Wells development and Point Wells needs to be required to make the changes if indeed the development is approved.

Thank you for your time and consideration.

Alison Neubauer
Lance Neubauer
Kelley Neubauer
19707 15th Ave NW
Shoreline WA

From: Mike Dorris
Sent: Friday, April 04, 2014 11:06:14 AM
To: webmaster
Subject: Feedback for City of Shoreline
Auto forwarded by a Rule

You have received this feedback from Mike Dorris for the following page:

<http://shorelinewa.gov/government/departments/planning-community-development/planning-projects/point-wells>

Thank you for the meeting April 3 at the library. Thanks for the information at the meeting and Shoreline staff answering our questions. I appreciate the great deal of work done on the project and the planned improvements for the community! As background, I've lived in Richmond Beach since 1976 at 2633 NW 198th St. That's 38 years this spring. I'm at the corner of Richmond Beach Drive and 198th. I am the closest house to the Kayu Kayu Ac park. The front of my house faces RBD. I've been retired for a year and a half and have had the opportunity to observe traffic and activities on Richmond Beach Drive close to my house for many years. I have some comments and questions. Likes and Dislikes: Vehicle speeding on Richmond Beach Drive (RBD) is a problem. I believe the speed limit is 25mph. The closest 25 mph speed limit sign is on 196th. Many of the vehicles seem to be going much faster. I would like to see some improvements to reduce speeding. These could be bumps or a device that shows vehicle speed like the one on Richmond Beach Road. Since the vehicle speed sign on Richmond Beach Road went in, I notice that most vehicles slow down to or close to the 30 mph limit on that street. I asked about speeding at the meeting, but there didn't seem to be any improvements to address this. More speeding concerns below. Combined with the vehicle speeding, are a couple of other items. North of 198th, there is an incline and there is visibility for only about 2 blocks. Cars traveling south are coming down the hill and tend to go faster. Just north of 198th on west RBD is the entrance to the park. At times there is a lot of pedestrian and vehicle traffic to the park. There is mix of pedestrian traffic: adults, adults with babies or young children, older children, adults with dogs, and elderly. Vehicles are cars and trucks. Most of the vehicle traffic leaving the park heads south on RBD. However, some vehicles turn left to go east on 198th, or do a u turn to go north on RBD. To do so the vehicles cross both lanes of traffic on RBD. The plan shows a cross walk in front of my house to the planned sidewalk on the east side of RBD. So pedestrians and pest will be expected to cross RBD at the crosswalk. I think the crosswalk (and sidewalk) is a good proposed improvement! In the summer, some of the older kids skateboard down on 198th. 198th is steep, and they go onto RBD at the end of the 198th hill. This is very dangerous, and more so with speeding traffic on RBD. When I first moved to Richmond Beach and for many years, I would leave my house by driving from my driveway on 198th west on 198th to the stop sign on RBD and turn south on RBD. In recent years, I changed because of the speeding on RBD. Instead, I usually go east up the hill on 198th. Last summer I had some tall shrubs removed from the south of the east RBD shoulder to improve the sight line for folks turning south off 198th to RBD. So this is just a concern about risk of accidents with speeding vehicles on RBD, particularly adjacent to the park. Please think about restricting exiting from the park to south on RBD only to avoid crossing RBD with oncoming traffic. Please think about improvements to reduce speeding on RBD. I asked about large trucks or truck tractor rigs going

east on the side streets: 199th, 198th, and 197th. The Shoreline rep said that would be illegal and we could report that if it occurs. These streets are narrow and some of my neighbors park their vehicles on the shoulder of the street. Also there is some pedestrian and pet traffic on 198th to the park. These are not good streets for large trucks to be using to go east. The shoulder on the west side of RBD is wide from 198th south to about 196th. Across from me, the shoulder is used for parking during the nice weather. Some folks park on the shoulder and visit the park. Some folks park on the shoulder to enjoy the view. It is one of the very few places one can park close to the water, and enjoy a view of the water and Olympics. The shoulder is also very heavily used in the winter on the rare occasions we have snow because neighbors on the steep hills cannot get in or out on the hills. The parking in the park is very limited. More parking spaces at the park might be an option, but we don't want the park to become a parking lot. Also the shoulder is used by trucks for staging work. For example, there has been repairs done at the park in the last 2 days. There were a number of Shoreline vehicles and contractors who parked on the shoulder. The Shoreline parks maintenance crew uses the shoulder to park their truck and trailer every 2 weeks when they mow the park lawns. The wide shoulder immediately south of the park also allows vehicles leaving south from the park some transition space to merge into RBD in case traffic from north is heading south on RBD. I'm not entirely clear on the plans, but my understanding from the plans at the meeting is that the width of the shoulder would be reduced considerably. My recollection from the meeting was a reduction to 5 feet. 5 feet is not wide enough for parking or staging. The need for parking on RBD will not go away. If the shoulder is made too narrow, it will force the vehicles to park on the side streets which are very narrow: 199th, 198th and 197th. The parking problem doesn't go away, it will just move to other streets. Please keep the west side RBD shoulder a reasonable width so that it can be used for parking. The plans have the city right of way below my house used for a side walk. I think this is a good idea so long as I don't lose any of my property. On the west front of my property facing RBD, I have a large rockery, with 35 year old espaliered apple trees that I don't want to lose. One concern again is about parking. In the summer, many times there are one to 3 cars that park on the city right of way (currently shoulder) area for access to the park. I assume that if this becomes a side walk, vehicles will not be allowed to park there. This is not a problem for me personally, because my driveway on 198th and I have adequate parking in my driveway and garage or very occasionally on the 198th shoulder. My concern is about removing this parking area along with narrowing the shoulder on the west side of RBD so that it is no usable for parking. Thus either eliminating needed parking and/or forcing it to side streets, which is not desirable. There may be drainage issues adjacent to the city right of way planned for side walk and amenities. My downspouts from the south of my house drain to below my rockery into a French drain. When I removed the shrubs on the south of the right of way, I discovered my neighbor to the south has run his drain so that it flows onto the south right of way in front of my house. I have no plantings on the city right of way. At the meeting, one of my neighbors said it would be nice to underground the wires on RBD. I agree. In front of my house there is a pole and it has 8 wires (including 3 support wires for the pole) with 5 going south on RBD. Across RBD on the west, although there are no houses, there is a pole with 7 wires (3 support) and 4 going south on RBD. The development plans have some nice features for the street, but the wires make RBD look like an industrial area. Wires north of 198th were undergrounded some years ago. One of the alternatives has designated bicycle lanes. There is very little bicycle traffic on RBD and in the area. The lack of bicycle traffic may have to do with the steep hills and other factors. I think designated bicycle lanes make sense where there is a lot of bicycle traffic and or bicycle and

vehicle congestion. However, I think it is a waste of resources to provide designated bicycle lanes where the bicycle traffic is minimal. I oppose the bicycle lanes. The space is better used for other purposes. The other alternative without bicycle lanes was 3 vehicle lanes. I don't understand the value or see much value of 3 vehicle lanes. There are very few places to turn west off RBD. The park would be one of them. However, it is rare that north traffic into the park holds up north traffic on RBD to get into the park. Rather than 3 vehicle lanes, (and rather than 2 bicycle lanes) a better use would be to maintain a wider shoulder on west RBD so that the shoulder can be used for parking. As I look out my window there is another truck parking on the west RBD shoulder. It was doing something at the park. It seems like most of the plans benefit the Point Wells developer in one way or another. Here is a suggestion that would mostly benefit the Richmond Beach community. When the park was in planning there was discussion of an overpass to the beach. Currently there is no beach access, except to walk down the hill in front of the park, cross the tracks, and climb down the boulders to the beach. This is illegal. On a recurring, but unpredictable basis the Burlington Northern and Santa Fe railroad police park on the west shoulder of RBD (in front of my house) and ticket all who they identify as having crossed the tracks (very attractive young females may get warnings). There is no beach at high tide, but at medium or low tide there is a great, sandy beach in front of the park to Point Wells. If the Point Wells developer wanted to do something nice for the community, it would be to provide an overpass from the park to the beach. Of course, if the developer will have beach access and parking at Point Wells, an overpass from the park would be unnecessary. Downside of a park overpass would be blocking the view of some neighbors. Although a lower overpass could be possible, such as at Picnic Point. I have one ecological concern. I mentioned it to a Shoreline rep at the meeting. She said it was not in the scope of this work, but OK to bring it up. In recent years, maybe 5 to 7 years, there are bald eagles that fly south from Woodway in front of RBD over the water. There is more than one eagle, as some are younger (do not have all the white feathers yet), and some are older. Occasionally, we see more than one eagle flying at the same time. Usually they fly south past my place. Sometimes they circle above the bay just south of Point Wells. Yesterday one was flying in front of the park at 12:30. Later at 2:30, one was flying over the bay south of Point Wells. It is a real treat to see the big birds. Where else but Richmond Beach! It would be good if the Point Wells development would not affect nor harm the bald eagles. At the meeting, one of my neighbors commented that it would be good if the contaminated soil from Point Wells could be taken out by barge, and not taken out by truck on RBD. I agree. Barge traffic for soil removal or construction would be preferable to truck traffic on RBD. 195/196th street option. I was surprised that 196th was going to be used as the main street for truck traffic. Exiting Richmond Beach for years, the trucks have used 195th going east. Coming into Richmond Beach, my recollection was that the trucks came down (west) on 196th. 195th is a wider street. I'm sure you will receive comments about this from others. When I used to use RBD to leave my house (mostly use 198th in recent times), I would normally drive up 195th, not 196th. I don't think this affects me. Thank you for the opportunity to comment. Thank you for all of the hard work you and your staff have done. Best wishes on the project. Mike Dorris

Mike Dorris

Point Wells Transportation Corridor Study
Segment B (Richmond Beach Road)
Workshop #2: Review of Proposed Design Options

Glenn Davis

Comments dated 4/4/2014:

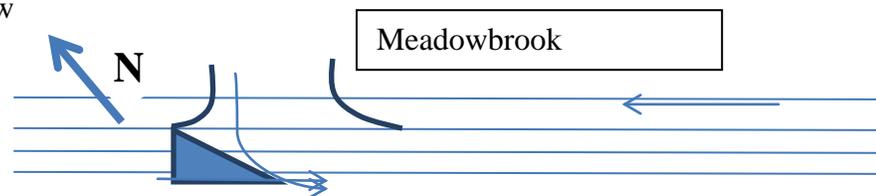
The developer claims to have a 20 to 25 year full construction build-out yet the transportation impacts for the EIS will only go 16 years out. Not good enough. The full range of impacts needs to be addressed in the EIS.

Channelization needs to provide for the 20 to 25 years of large construction truck traffic. Ever follow a concrete truck (even empty) going up a hill? Need to identify the percent of truck traffic by type of truck during construction.

The example shown of where a street was converted from 4 to 3 lanes appeared to have single family residential development on both sides of the street. Segment B has a number of apartment and condominium buildings located on opposite sides of the street. The Traffic Engineer's need to site successful street conversions from 4 to 3 lanes through similar multi-family development.

Has anyone made traffic counts on the driveway for Meadowbrook Apartments? There is a very short sight distance at this road approach. Consider a left turn lane exiting the Meadowbrook apartments that would be protected by a traffic island that could be the beginning of a second lane going east uphill. The close proximity of driveways on the opposite side of the street may make this impractical.

See the rough sketch below



Please consider a second eastbound through or truck climb lane between Meadowbrook Apartments and 8th Avenue NW.

I think that this will probably be covered but it still got my attention when I heard reference to High Accident Locations. The BSRE development has the potential to create a High Accident Corridor. Potential mitigation needs to address safety measures other than just at the intersections.

I am concerned with the risk associated with the preliminary channelization shown at the meeting for the north leg of the intersection at NW Richmond Beach Road and 15th Avenue NW. There are 2 houses on the east side of 15th Avenue NW located south of NW 195th Street whose access would be in the intersections right turn radius. The Cities stated goal is that no Right-of-Way will be required for mitigation. Although the 2 houses on the east side of 15th Avenue NW located south of NW 195th Street would not need to be taken, their access would be impacted. I am concerned about the risk of a lawsuit against the City if there is an accident because access was provided inside the controlled intersection. What does the City Attorney think?

I am skeptical that no field survey work has been done that can verify the feasibility of mitigation measures without requiring acquisition of access rights or Right-of-Way takes.

Segment A increases the impervious pavement. With this will come requirements for Stormwater treatment and detention. The City will likely be responsible for maintenance. Detention may be a small problem, however treatment alternatives need to be addressed in the EIS.

From: Laura Phillips
Sent: Thursday, April 03, 2014 12:19 PM
To: Kirk McKinley
Subject: Point Wells and Richmond Beach Traffic

Hello Mr. McKinley-

We live at 2440 NW 196th St. and will try to pop into the open house meeting at the library tonight. Unfortunately, with work and four kids, we haven't had the time to attend meetings and fight for our neighborhood. Truthfully, it is sad that our city officials have placed so much burden on a very small community.

We feel the scope of the Pt. Wells project is too large of scale for the community. However, it became apparent early on that the city of Shoreline was committed to supporting the project with what has felt like a total disregard for current residents of Shoreline. It's hard to imagine how such a narrow road as Richmond Beach Drive will handle the traffic. I've looked at the pictures online but those don't match the reality I observe each day as I walk my dog along that road! I'm also concerned with the current plan of funneling all incoming and outgoing traffic onto 196th Street where my home is located.

We scraped together the funds to buy our house at the top of our price range 7 years ago. We are both educators and have had make sacrifices to afford this home and this community. Your plan of turning our street into a 3 lane road, funneling all traffic onto 196th will drastically reduce our quality of life in Richmond Beach and the value of our home. Because of our modest view of Puget Sound, we stretch our budget even more to pay Shoreline taxes. This was an informed choice we made because we love the schools and the Richmond Beach community. However, Shoreline's plan to degrade/devalue the neighborhood will end up costing us too much.

Please reconsider forcing all traffic onto 196th and at the very least maintain the loop to share the load with 195th. Please do not add stop lights in residential areas. We didn't sign on to live on Meridian Ave, Hwy 99, 205th Street or any other main thoroughfare. The taxes we pay suggest that we live in a quiet beach community. We'd like to keep it that way!

Thank you,

Laura Phillips and Wendy Smith

From: Susan Kinoshita
Sent: Wednesday, April 02, 2014 8:35 AM
To: Kirk McKinley
Subject: Point Wells Project and Traffic on 15th NW

Dear Mr. McKinley,

In response to the Point Wells Transportation Corridor Study, I have the following comments and suggestions for 15th Avenue NW, north of Richmond Beach Road. Since this is the street I live on, I have intimate knowledge of the traffic issues facing this street.

- The intersection at 15th NW and Richmond Beach Road needs to be remedied to make it easier to enter Richmond Beach Road from 15th NW heading south. Many vehicles either don't stop at the four-way stop or only tap the brakes, making it difficult to find a break in traffic in which to enter the roadway. Also, during rush hour, it is difficult to find a break in traffic both directions at the same time.
- 15th NW is now and will be a cut-through street for Point Wells traffic heading to Edmonds or any destination north, increasing traffic volume on this street. Roads should be configured to keep traffic moving on the main arterials and slow it down on side streets, so drivers will choose to stay on the main arterials rather than choosing cut-through, residential streets.
- The speed limit on 15th NW is 25 mph. Because it is a straight stretch with no curves, most people travel 30 mph or faster. Speeding is a problem now, so adding the additional Point Wells traffic will create an even bigger problem requiring traffic calming measures.
- Suggested traffic calming devices include:
 - o A sidewalk on the east side of the street, where there is now a walkway, to separate pedestrians from traffic and create better pedestrian safety.
 - o There are school children and at least one disabled person in a wheelchair, in addition to the many residents who walk this street, who use the crosswalks at NW 197th and NW 198th, and it is imperative that they be able to cross safely. An additional crosswalk should be installed at NW 201st. These crosswalks should be equipped with in-pavement lights or rapid flash beacons to warn drivers to stop for pedestrians.
 - o Repainting the speed limit on the street pavement.
 - o Narrowing the road.
 - o Landscaped curb bulbouts (see photo below).
 - o Installing radar speed signs (like the one on Richmond Beach Road) in both directions.

- o Police enforcement.

Thank you for your attention to this matter.

Sincerely,

Susan Kinoshita

From: Patrick
Sent: Monday, March 31, 2014 11:02 PM
To: Kirk McKinley
Subject: Point Wells Project

Hello,

I would like to submit my comments/concerns about point wells development. I have lived in Richmond Beach for the almost 9 years and I can say for a fact that speeding up and down Richmond Beach Road is a big problem and is going to get worse if the Point Wells community comes to fruition. Almost every day on my way to/from work there is someone going up/down the hill at almost 40MPH, if not more. There used to be a cop hiding near the bottom of the hill in the middle of the day, rather than during peak hours. Now I don't see him so much. It's kind of a free for all.

I am very concerned about my community, the safety of kids that play in the area, and cyclists that go up/down the hill. With the increased traffic that come from point wells, there is no other way around it that traffic will only get worse.

One option I don't see in the designs is improving/widening the road ways towards edmonds, since this is a Snohomish county project, point wells traffic should head towards edmonds.

I would personally would like to see a 3 lane road with cycling lanes on both sides from the very bottom of Richmond Beach Road all the way to the east side of Aurora. Sharrows shouldn't be an option, as Richmond Beach Road is a very busy road, I know cars will not yield to cyclists, as I have seen cars not give cyclists 3 feet and as a cyclist have experienced multiple close calls with cars not giving me that clearance.

A question I do have, is if the point wells project goes through and it ends up being Richmond Beach Road becomes there thoroughfare, who is going to pay for the road construction, maintenace, water/sewer facilities, collect taxes and EMS services?

Thank you for your time.

A concerned citizen of Richmond Beach
Patrick Paez

From: Mike Dorris
Sent: Friday, April 04, 2014 11:00 AM
To: Kirk McKinley
Subject: Richmond Beach Drive Comments and Questions

Kirk,

Thank you for the meeting April 3 at the library. Thanks for the information at the meeting and Shoreline staff answering our questions. I appreciate the great deal of work done on the project and the planned improvements for the community!

As background, I've lived in Richmond Beach since 1976 at 2633 NW 198th St. That's 38 years this spring. I'm at the corner of Richmond Beach Drive and 198th. I am the closest house to the Kayu Kayu Ac park. The front of my house faces RBD. I've been retired for a year and a half and have had the opportunity to observe traffic and activities on Richmond Beach Drive close to my house for many years. I have some comments and questions.

Likes and Dislikes:

Vehicle speeding on Richmond Beach Drive (RBD) is a problem. I believe the speed limit is 25mph. The closest 25 mph speed limit sign is on 196th. Many of the vehicles seem to be going much faster. I would like to see some improvements to reduce speeding. These could be bumps or a device that shows vehicle speed like the one on Richmond Beach Road. Since the vehicle speed sign on Richmond Beach Road went in, I notice that most vehicles slow down to or close to the 30 mph limit on that street. I asked about speeding at the meeting, but there didn't seem to be any improvements to address this. More speeding concerns below.

Combined with the vehicle speeding, are a couple of other items. North of 198th, there is an incline and there is visibility for only about 2 blocks. Cars traveling south are coming down the hill and tend to go faster. Just north of 198th on west RBD is the entrance to the park. At times there is a lot of pedestrian and vehicle traffic to the park. There is mix of pedestrian traffic: adults, adults with babies or young children, older children, adults with dogs, and elderly. Vehicles are cars and trucks. Most of the vehicle traffic leaving the park heads south on RBD. However, some vehicles turn left to go east on 198th, or do a u turn to go north on RBD. To do so the vehicles cross both lanes of traffic on RBD. The plan shows a cross walk in front of my house to the planned sidewalk on the east side of RBD. So pedestrians and pest will be expected to cross RBD at the crosswalk. I think the crosswalk (and sidewalk) is a good proposed improvement! In the summer, some of the older kids skateboard down on 198th. 198th is steep, and they go onto RBD at the end of the 198th hill. This is very dangerous, and more so with speeding traffic on RBD. When I first moved to Richmond Beach and for many years, I would leave my house by driving from my driveway on 198th west on 198th to the stop sign on RBD and turn south on RBD. In recent years, I changed because of the speeding on RBD. Instead, I usually go east up the hill on 198th. Last summer I had some tall shrubs removed from the south of the east RBD shoulder to improve the sight line for folks turning south off 198th to RBD. So this is just a concern about risk of accidents with speeding vehicles on RBD, particularly adjacent to the park. Please think about restricting exiting from the park to south on RBD only to

avoid crossing RBD with oncoming traffic. Please think about improvements to reduce speeding on RBD.

I asked about large trucks or truck tractor rigs going east on the side streets: 199th, 198th, and 197th. The Shoreline rep said that would be illegal and we could report that if it occurs. These streets are narrow and some of my neighbors park their vehicles on the shoulder of the street. Also there is some pedestrian and pet traffic on 198th to the park. These are not good streets for large trucks to be using to go east.

The shoulder on the west side of RBD is wide from 198th south to about 196th. Across from me, the shoulder is used for parking during the nice weather. Some folks park on the shoulder and visit the park. Some folks park on the shoulder to enjoy the view. It is one of the very few places one can park close to the water, and enjoy a view of the water and Olympics. The shoulder is also very heavily used in the winter on the rare occasions we have snow because neighbors on the steep hills cannot get in or out on the hills. The parking in the park is very limited. More parking spaces at the park might be an option, but we don't want the park to become a parking lot. Also the shoulder is used by trucks for staging work. For example, there has been repairs done at the park in the last 2 days. There were a number of Shoreline vehicles and contractors who parked on the shoulder. The Shoreline parks maintenance crew uses the shoulder to park their truck and trailer every 2 weeks when they mow the park lawns. The wide shoulder immediately south of the park also allows vehicles leaving south from the park some transition space to merge into RBD in case traffic from north is heading south on RBD. I'm not entirely clear on the plans, but my understanding from the plans at the meeting is that the width of the shoulder would be reduced considerably. My recollection from the meeting was a reduction to 5 feet. 5 feet is not wide enough for parking or staging. The need for parking on RBD will not go away. If the shoulder is made too narrow, it will force the vehicles to park on the side streets which are very narrow: 199th, 198th and 197th. The parking problem doesn't go away, it will just move to other streets. Please keep the west side RBD shoulder a reasonable width so that it can be used for parking.

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There may be drainage issues adjacent to the city right of way planned for side walk and amenities. My downspouts from the south of my house drain to below my rockery into a French drain. When I removed the shrubs on the south of the right of way, I discovered my neighbor to the south has run his drain so that if flows

onto the south right of way in front of my house. I have no plantings on the city right of way.

At the meeting, one of my neighbors said it would be nice to underground the wires on RBD. I agree. In front of my house there is a pole and it has 8 wires (including 3 support wires for the pole) with 5 going south on RBD. Across RBD on the west, although there are no houses, there is a pole with 7 wires (3 support) and 4 going south on RBD. The development plans have some nice features for the street, but the wires make RBD look like an industrial area. Wires north of 198th were undergrounded some years ago.

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The other alternative without bicycle lanes was 3 vehicle lanes. I don't understand the value or see much value of 3 vehicle lanes. There are very few places to turn west off RBD. The park would be one of them. However, it is rare that north traffic into the park holds up north traffic on RBD to get into the park. Rather than 3 vehicle lanes, (and rather than 2 bicycle lanes) a better use would be to maintain a wider shoulder on west RBD so that the shoulder can be used for parking. As I look out my window there is another truck parking on the west RBD shoulder. It was doing something at the park.

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one was flying in front of the park at 12:30. Later at 2:30, one was flying over the bay south of Point Wells. It is a real treat to see the big birds. Where else but Richmond Beach! It would be good if the Point Wells development would not affect nor harm the bald eagles.

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195/196th street option.

I was surprised that 196th was going to be used as the main street for truck traffic. Exiting Richmond Beach for years, the trucks have used 195th going east. Coming into Richmond Beach, my recollection was that the trucks came down (west) on 196th. 195th is a wider street. I'm sure you will receive comments about this from others. When I used to use RBD to leave my house (mostly use 198th in recent times), I would normally drive up 195th, not 196th. I don't think this affects my.

Thank you for the opportunity to comment. Thank you for all of the hard work you and your staff have done. Best wishes on the project.

Mike Dorris

Subject: Point Wells
From: Joyce Taibleson
To: Kirk McKinley
CC:

Dear Mr. McKinley,

It does not seem safe to have only one ingress and egress from Point Wells with the high density population and development. If there is an MVA (motor vehicle accident), landslide, fire, or earthquake, there will only be 1 road out for thousands of cars. Even 4th of July celebrations could be a mess due to TRAFFIC and a mass exodus up one road.

There is NO GOOD REASON that a BRIDGE could not also be built to Woodway, so cars can exit Woodway Park Road to 104--the largest road to I-5.

If a bridge can span lake Washington and even the railroad tracks in Richmond Beach , then a 4 lane bridge can be built from the other end of the Point Wells development to Woodway. There needs to be 2 points of exit in case of an emergency.

Safety first, not lining the pockets of the developers!

Please be responsible and accountable; this is common sense.

The shoreline is eroding and the water levels are rising due to climate change, as well as more extreme weather patterns. This development needs to be safe for people and for the environment.

Thank you for your time.

Feel free to contact me.

Joyce Mauk Taibleso

Mrs. Robert E. Helmick

2503 N.W. 195th Place • ~~Seattle~~ Washington 98177 • (206) 546-4324
Shoreline,

Kirk McKinley
City of Shoreline
17500 Midvale Ave. N.
Shoreline, WA 98133-4905

4/3/14

Dear Mr. McKinley

I've missed the recent meetings and apologize if some of my comments may have already been addressed. If possible I'll bring some of them up at the meeting tonight.

TRANSPORTATION IMPACK.

- Will the one-lane egress and ingress of Richmond Beach Road have sufficient shoulders to allow traffic to pull over for a stalled car, loading and unloading school buses, emergency vehicles such as aid cars, fire department, wreckers, etc. to pass?

If a disaster occurred in the development--such as an explosion, fire, crime, tsunami warning, earthquake, landslide, etc.--and evacuation was required would shoulders be adequate?

I think BSRE should establish a plan, and inform all occupants, alternative side streets to incorporate the escaping the area thereby avoiding gridlock on the single-lane streets of Richmond Beach Drive, 194th Ave. N.W. and N.W. 195th Pl.

- At an earlier meeting we were told by BSRE there would be only one garage parking place for each condo, with limited street parking. How was the figure 11,587 ADT derived?

I suggest we obtain the number of parking spaces for vehicles in garages and on-street parking in the development. (The BSRE architect should be able to provide this information.) Knowing this figure should provide a better base to estimate the volume of traffic.

ADDITIONAL COMMENTS.

I understand that BSRE stated that the beach and dock in front of the development would be available for use by the public. However, upon questioning, confessed there will be very limited parking facilities offered there. I think BSRE is speaking with a "forked tongue".

Several suggestions mentioned at meetings referred to adding landscaping. Tall trees, such as evergreens, cottonwood, alder, etc., would grow to a height that would block views of the Sound. We should limit landscaping to add only small bushes and plants that stay low enough to see over.

-- Last, but not least of my concerns, the hillside be the east side of the development has been geologically proven to be in danger for landslides. History confirms this as landslides along the bank have occurred in the past from Marysville through Woodway. Has the BSRE addressed this potential danger?

The Oso landslide occurred in an area threatened by unstable ground also. Many of the residents there were aware of the potential danger but chose to live there anyway. Maybe we could learn by their mistakes and take precautions to avoid Shoreline from being in the news as Oso is presently.

After witnessing the Oso catastrophe, plans for a retaining wall or bulkhead behind the development may be in order. A retaining wall could also ensure a safety feature in the case of a train derailing and spilling contents (oil, coal, etc.) onto the upper condos.

Louise Helmick

Louise Helmick

Shoreline

Richmond Beach Preservation Association
19711 27th Ave NW
Shoreline WA 98177

March 26, 2014

Mr. Kirk McKinley
Transportation Planning Manager
City of Shoreline
17500 Midvale Ave N
Shoreline WA 98133

Re: Point Wells Transportation Corridor Study – NW 196th Street Exhibit Option 1

Dear Mr. McKinley;

Following up on our February 24, 2014 letter, the Richmond Beach Preservation Association (RBPA) is writing to comment on the draft proposed design of the NW 196th Street and Richmond Beach Drive (**NW 196th Street Exhibit Option 1**) as presented at the March 13th “Segment A” Traffic Corridor Study meeting.

The proposed design calls for an enhanced curb/island to encourage southbound traffic on Richmond Beach Drive to make a left turn onto NW 196th Street. Additionally, the proposed design calls for a left turn lane on NW 196th Street south bound onto Richmond Beach Drive.

In our February 24, 2014 letter, the RBPA advocated blocking (dead ending) Richmond Beach Drive at NW 196th street. The RBPA subsequently understands there are requirements for an adequate turn around for northbound traffic on Richmond Beach Drive south of NW 196th Street if the street were to be closed.

Accordingly, the RBPA strongly recommends the redesign of NW 196th Street and Richmond Beach Drive as follows:

1. Blocking (dead ending) south bound traffic on Richmond Beach Drive at NW 196th Street to direct traffic east bound up NW 196th Street.
2. Maintaining north bound traffic on Richmond Beach Drive with the installation of a stop sign on Richmond Beach Drive at the intersection with NW 196th Street to give south bound traffic on Richmond Beach Drive the right of way to turn left onto NW 196th Street.
3. Eliminating the left turn lane on NW196th Street onto south bound Richmond Beach Drive – as south bound lane of Richmond Beach Drive ends and turn left onto east bound NW 196th Street.
4. Re-designing the intersection of NW 196th Street and Richmond Beach Drive to safely and efficiently manage the traffic flow to and from Point Wells while providing for maximum pedestrian safety.
5. Re-designing the intersection of NW 196th Street, NW 195th Street, and 24th Ave NW to accommodate Point Wells traffic and the safe and expedient access by local residential traffic in the area.

Mr. Kirk McKinley

March 26, 2014

Page 2

As noted in the February 24, 2014 letter, the RBPA believes our proposed design is the safest, most logical and least intrusive for the following reasons:

- Keeps Point Wells traffic concentrated on a single main corridor to move traffic in and out with minimal affects on surrounding residences.
- Creates the logical separation and consolidation between Point Wells traffic and residential traffic at the intersection of NW 196th St., NW 195th Pl., and 24th Ave NW where the traffic flow can be managed with a combination of a roundabout and/or traffic lights.
- Permits residences south of NW 196th Street continued "quiet enjoyment" and life style without negative impacts.

Additionally, the proposed design indicated a cross walk on NW 196th Street at the intersection of Richmond Beach Drive to connect pedestrians coming north on Richmond Beach Drive to the proposed sidewalk on the east side of Richmond Beach Drive that is north of NW 196th Street. The RBPA believes this could create a very hazardous situation for pedestrians crossing at a 90 degree intersection with limited visibility.

Therefore, the RBPA recommends the following for maximum pedestrian safety:

- A crosswalk on Richmond Beach Drive just south of NW 196th Street.
- Installation of second side walk /foot path on the west side of Richmond Beach Drive between NW 196th Street and NW 198th Street (Kayu Kayu Ac Park).

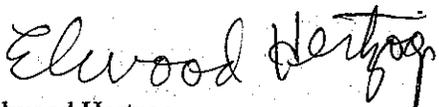
This design will allow residents living south of NW 196th Street to safely access Kayu Kayu Ac Park without having to cross at a limited visibility intersection. Once at Kayu Kayu Ac Park, pedestrians can then cross Richmond Beach Drive at a clear sight line cross walk to re-join the proposed primary sidewalk extending to Point Wells.

Finally, one very important item related to the proposed Point Wells development is the issue of surface water run-off. Currently surface water runs untreated and unfiltered directly into Puget Sound. With the proposed Point Wells development, any redesign of Richmond Beach Drive and surrounding streets will dramatically increase surface water run-off.

Therefore, we request the city require any redesign or restructure of right of ways related to the proposed Point Wells development include the requirement for the capture and treatment of surface water runoff from city right of ways.

The RBPA would like to again thank the city for the opportunity to share our concerns and we look forward to working closely with the city as this process moves forward.

Sincerely,



Elwood Hertzog

President

Richmond Beach Preservation Association

MEMORANDUM

DATE: April 1, 2014

TO: Kirk McKinley, Transportation Planning Manager
City of Shoreline

FROM: Michael J. Read, PE, Principal
TENW

SUBJECT: Point Wells Transportation Corridor Study
Preliminary Scoping Comments
TENW Project No. 3326

This memorandum provides a preliminary series of comments on scoping/analysis relationships of the Transportation Corridor Study (TCS) workshops that the City of Shoreline and the Applicant (BSRE) have been conducting during the past several months. These comments are a highlight of key issues and analytical relationships developed during participation in the workshops on behalf of the Innis Arden homeowners association, The Innis Arden Club Inc. They do not represent a final set or all inclusive list of issues, but are meant as a summary of issues presented or discussed to date in the workshops that both the City and BSRC should include in the TCS for Point Wells.

Secondary Access

Irrespective of roadway capacity, general public benefit, and basic transportation planning and engineering principals that should be addressed in the TCS related to secondary access, a fundamental flaw in the County's original approval determination and the Applicant' project is the failure to fulfill the basic requirement of secondary access for fire and emergency service. In every workshop sponsored to-date, I have made this comment to numerous City staff and through written input on boards, handouts, etc., that regardless of which jurisdictional code is applied to the Point Wells development (Snohomish County or the City of Shoreline), either agency by reference adopts the fundamental components of the International Fire Code (IFC). The IFC, by reference, does not consider congestion, vehicle use of roadways, or other geometric allowances (i.e., number of lanes), other than to clearly state and require that any development over a maximum threshold of development activity must provide secondary access to serve the development. Any secondary access must provide a minimum traveled way of 20 feet for fire/emergency vehicle circulation and response requirements over 100 housing units. The **only** exception to this maximum buildout is if a multifamily residential

development has “sprinklers” installed in all of the buildings/living units, and then no more than 200 housing units can be served by a single access¹.

These IFC requirements cannot be waived or deviated unless the primary access provides two traveled ways a minimum of 20 feet wide in each direction that are separated by a planted median boulevard or median barrier (such that a collision along a boulevard or split roadway cannot “spill over” into the opposing lane). Again, this fundamental requirement is not a function of capacity, congestion levels, etc., but is a basic core minimum safety requirement so that when simultaneous events occur within a specific area (e.g., vehicle collision that blocks traffic and a heart attack occurs beyond the blocking incident), each incident can be addressed. This maximum threshold is an independent determinant and is utilized as an adopted verification so that above a certain point, simultaneous incidents can be responded to by fire/emergency personnel where they are expected to have a high enough probability beyond the underlying development thresholds identified in the IFC. If these codes are not adhered to, then private insurance coverage is either not provided or cost prohibitive above the surrounding market, and jurisdictional liability is left wide open to challenge by any claimant under a wide variety of emergency response conditions.

Minimum Roadway Section

The City and BSRE have presented and allowed comment on numerous alternatives of various roadway sections. Although a wide range of roadway sections have been presented as alternatives along Richmond Beach Drive (Segment A), only a preliminary set of options are presented for Richmond Beach Road (Segment B). As a practical matter, I agree with the City’s general level of roadway capacity comparatives presented as examples existing in the City of Shoreline, but these basic minimum characteristics must be upheld in selecting and evaluating appropriate roadway cross sections. I generally agree with the City’s statement that a minimum of 36-feet of roadway width (within curbs) should be maintained. This section provides both through capacity and turning refuge/queuing along the roadway itself and at intersections. However, additional width beyond this minimum should be assumed to improve sight lines, provide for a parking lane between intersections, etc., and if the arterial is expected to carry a minimum of 12,000 daily vehicle trips, then it should reflect the other existing arterial widths in the community along Richmond Beach Drive (i.e., no less than 40 feet in roadway width) to provide an equivalent level of services as other Shoreline arterials.

There should be no consideration of reducing the arterial capacity along Richmond Beach Road to serve Point Wells (i.e., re-channelizing the roadway to a 3-lane section) because the forecasted demand on the roadway requires at least four lanes if not more to address turning demand and safety needs along the commercial section from 8th Avenue NW to 3rd Avenue NW. In utilizing the City’s existing comparative relationships, with Point Wells this segment of Richmond Beach Road would be equivalent to daily traffic levels currently experienced along

¹ Source: International Fire Code, Appendix D, Section 106.1 and 106.2.

Aurora Avenue N (SR 99), a regional intercity arterial. With Point Wells, Richmond Beach Road would experience traffic levels in excess of 30,000 daily vehicle trips, and therefore require right-of-way acquisition beyond the intersections to serve the Point Wells development (i.e., a minimum 5-lane section). As right-of-way cannot be obtained for arterial widening, additional traffic modeling/queuing analysis should be considered beyond the standard "LOS calc", to identify a more realistic "lower threshold" for the Point Wells development that cannot be exceeded (below the current 942 p.m. peak hour and 11,587 ADT identified from previous threshold analyses and referenced in the City/BSRC Memorandum of Understanding).

Study Assumptions

Other general study assumptions that have been presented briefly in the workshops that require further clarification and diligent peer review include:

- Trip Distribution – the initial presentation seems rudimentary and not based on a gravity model or consistent with recent City modeling efforts.
- Growth Factoring – a 0.25 percent per year background growth assumptions seems low comparative to other built community growth projections we have seen throughout the Puget Sound region.
- Corridor Progression – currently, there is no interconnection between signals along the Richmond Beach Road corridor, nor are they warranted in the future with "known" buildout based on current City planning. As general traffic levels would increase more than 50 percent along many segments of the corridor due to the Point Wells project, an integrated and coordinated signal control system along the arterial that serves the community should be a minimum requirement to progress traffic flows with the development irrespective of "LOS" determinations.

From: Ginny Scantlebury

Sent: Thursday, April 10, 2014 12:17 PM

To: Kirk McKinley

Subject: Here are additional comments for the Point Wells Transportation Study

Kirk – here is another letter from us with comments re: your transportation corridor study. In addition to this letter, I wanted to put in writing something we discussed at the Thursday night meeting at the Richmond Beach Library. You mentioned that your study “assumes” that Richmond Beach residents only go North through Edmonds (mostly through Woodway) 20% of the time. I told you that that was certainly incorrect for my husband and I AND many other residents who belong to Harbor Square Athletic Club and frequent other businesses in Edmonds. In the case of our family, we go to Edmonds at LEAST 40% of the time on a daily basis. Please put this into your mix. Your figures make me think that an assumption was made with no real evidence.

Ginny Scantlebury
Shoreline, WA 98177

BSRE/Perkins+Will have proposed a rail station and increased bus transit as a solution to the increased emissions, noise generation, energy use and GHG pollution generated by the clean up, construction and eventual occupation of Alternatives 1 & 2. Unfortunately, the reality is that Sound Transit has no plan for a rail station at Point Wells. Increased rail freight traffic has interrupted Commuter Rail Transit due to increased mudslides during winter months. The solution of another track on pilings offshore will not work. In addition, Metro Transit has been eliminating routes to Richmond Beach since 2002 in its budget woes.

The timeline for BSRE/Point Wells is stretched over 2-3 decades. End of project/build out transportation, utility and social infrastructure issues relating to the residential community of Richmond Beach and identified traffic corridors through Shoreline will have to be finished first just to allow for increased construction traffic.

Alternatives 1 & 2 require a second road access route. Both Snohomish and King County development criteria prohibit more than 250 ADT (average daily trips) on a dead end road. If neither a road from Edmonds nor down the slope from Woodway are feasible, then the only other way in is and out is through a tunnel.

The TCS (traffic corridor study) being conducted by Shoreline imagines that the majority of Point Wells traffic will access SR99 three miles away at 185th, the site of the Fred Meyer Center. An alternative would be to build a 1.5 mile tunnel from SR99/104 via Firdale Avenue between the 244th and 238th block as the major access and utility route to Point Wells. The tunnel would be exclusively controlled by Snohomish County thus putting an end to the interlocal difficulties of single access through Richmond Beach and inadequacies of infrastructure on the fringes of development. Children would attend Edmonds schools.

Costs of transportation and utility mitigation during construction alone using a tunnel would be less than retrofitting the present transportation corridor through Shoreline plus mitigating social services.

Thank you considering this important traffic option.

Ginny Scantlebury
Shoreline, WA 98177

From: Woody Hertzog

Sent: Tuesday, April 08, 2014 9:54 AM

To: Kirk McKinley

Cc: Dick Kink

Subject: Richmond Beach Preservation Association attached letter regarding Point Wells Traffic revision Study

Mr. McKinley,

Please review the attach position letter and include it in all documentation for the above referenced traffic study. We welcome your comments and should you desire to meet and discuss the contents of our letter just contact us.

Thank you,

Elwood W. Hertzog

President

Richmond Beach Preservation Association

Richmond Beach Preservation Association

19711 27th Ave NW
Shoreline WA 98177

April 8, 2014

Mr. Kirk McKinley
Transportation Planning Manager
City of Shoreline
17500 Midvale Ave N
Shoreline WA 98133

Dear Mr. McKinley

Thank you and fellow staff for the time and effort that went into the Traffic Corridor Study open house on April 3rd. It appears from the number of attendees, the city received a lot of input and concerns related to potential Pt. Wells traffic.

This is obviously a very emotionally charged topic as none of our neighbors want their quality of life to be impacted by the potential Pt Wells development. Unfortunately, when development occurs at Pt Wells, it will change the character and traffic patterns in the neighborhood.

The question then becomes, "How many people will be affected?"

The Richmond Beach Preservation Association stands by our previously submitted position as set forth out in our February 24th and March 27th letters and requests the city adopt the proposed traffic design. Designating NW 196th Street as the main east west corridor is the most logical design for two very important reasons:

1. It moves the traffic to and from Pt Wells in the most direct and expedient route.
2. It has the least impact on the overall neighborhood.

The NW 196th Street design does put the Pt Wells traffic impact on those approximately 20 residences on NW 196th Street between Richmond Beach Drive and 24th Ave NW. However, the proposed alternative of a NW 196th Street "in" and NW 195th Street "out" *would directly impact an additional 56 residences (almost 3 times as many residences) – for no added benefit other than to "share the pain."* NW 195th Court, "the bridge," is the only access for the 32 homes on 27th Ave NW, effectively making it the largest single "driveway" along Richmond Beach Drive.

Additionally the residences south of NW 195th Street would be secondarily impacted as well further increasing the number of affected residences.

As noted in our February letter, mitigation can be focused on this stretch of NW 196th Street to lessen the impact of the traffic. Additionally, the majority of the residences have an additional alley access to reduce dependence on NW 196th Street to access the property.

Mitigation measures such as vegetation sound barriers and alley access improvements, would help to reduce the affects of the Pt Wells traffic on the residences on this stretch of NW 196th Street.

Accordingly, we request the city minimize the overall impact of the proposed Pt Wells on the Richmond Beach neighborhood by selecting the NW 196th Street option and focus mitigation on those property owners directly affected.

Sincerely,

Elwood Hertzog
President
Richmond Beach Preservation Association

Subject: PW TCS Segment A - Open House at RB Library (4/03/2014) materials and exhibits
From: Kirk Harris
To: Kirk McKinley

Kirk, et al.

I have uploaded each of the new exhibits presented at the added Open House to DEA's external FTP site for download. Only exhibits for Segment A were updated and presented at this Open House. It is anticipated that these materials will be added to the City's website.

Included in the folder in PDF format:

- Updated RBD concept (196th to City limits)
- Updated 196th concept (RBD to 24th)

The file sizes range in size from 4MB to 7MB, therefore please download the documents from the FTP site prior to opening them.

<ftp://ftp.deainc.com/Shoreline/TCS%20Open%20House/>

Thank you.

- Kirk

Kirk Harris, PE, PMP | Senior Associate / Project Manager

David Evans and Associates, Inc. | Transportation



To: City of Shoreline
From: 15th Avenue NW Neighbors
Date: April 16, 2014
Re: Concerns/Issues and Recommended Options for 15th Avenue NW (north of Richmond Beach Road)

Thank you for seeking input from the community on traffic impacts to the Richmond Beach neighborhood from the Point Wells development. In response to the Point Wells Transportation Corridor Study, we would like to present our concerns/issues and recommendations for 15th Avenue NW (15th), north of Richmond Beach Road (RB Road). As you will see below, residents on 15th have a history of being proactive concerning traffic problems on their street. All of the problems that were previously identified are worse today and will be exacerbated by additional traffic from the proposed Point Wells development.

This street will experience an increase in traffic headed to Syre Elementary School, Edmonds or any destination north, and east to 205th Street to reach Aurora and I-5. We believe the traffic corridor should be configured to keep traffic moving smoothly on the main arterials and slowed down on side streets, so drivers will choose to stay on the main arterials rather than choosing to travel on residential streets.

Street Profile. This street has been classified by the City of Shoreline as a "collector arterial" and serves as a residential street to houses fronting the road. The street is a two-lane road with a paved shoulder on the east side. The slope from the north to the south encourages vehicles to pick up speed. Richmond Beach Congregational Church (housing Horizon School) is located at the south end of 15th on the main arterial and the Kruckeberg Botanic Garden is at the north end. The Garden has a limited parking and many people park at the church and walk north on 15th to the Garden. School children use this street to walk or bike to Syre Elementary located on 12th Avenue NW. Syre students, including those in day care at Horizon, make multiple trips a day to Syre using the crosswalk at 195th. Overload parking for the church spills onto 195th. School walking route maps show 15th from 195th to 204th and 195th from 15th east as recommended walking routes for Syre students. In addition, school buses use 15th to access Syre and at least one route has stops on this street. There are a couple of disabled people living on the street and at least one of them drives his wheelchair down the paved shoulder to the church. Being a walking community, many people use the shoulder on their way to the bus stop on RB Road, to walk to a destination in Richmond Beach, to walk their dogs and to jog or go for a walk.

Neighborhood Traffic Safety Program. In 2002, a Neighborhood Traffic Safety Program was organized on 15th, which resulted in additional speed limit signs, the speed limit being painted on the street, no parking signs on the walkway, road bumps installed between the walkway and traffic, participation in the Radar Reader Board/Speed Watch Program, and police enforcement. The most effective tool was police enforcement, and traffic did slow down for awhile until police enforcement ceased.

Neighborhood Traffic Action Plan. In 2010, the Richmond Beach Neighborhood participated in this process. One of the committee members was a resident of 15th. Most of the problems identified in that study are the same today.

Neighborhood Meeting. A meeting of 15th Avenue NW neighbors was held on Monday, April 14, 2014, to discuss their concerns and issues regarding traffic safety on 15th, which will worsen with additional traffic from Point Wells. Many ideas on how to solve these problems were discussed. Neighbors felt like they needed more information and a few preliminary design options that address all the concerns before they could agree on a final design.

Concerns/Issues. The concerns and issues presently voiced by neighbors include:

- Dysfunctional intersection at 15th and RB Road (difficult to merge from 15th onto RB Road)
- Excessive traffic volume and speeding

- Pedestrian safety
- Noise pollution from traffic
- Garbage cans blocking the walkway during garbage pickup days
- Need for additional crosswalks
- Vehicles not seeing or stopping for pedestrians at crosswalks
- Limited sight distance at crest of hill on 15th and 204th resulting in unsafe turns to/from 204th and unsafe access to/from driveways in that area
- Section of 15th between 204th and 205th is unstable on the east side and has no room for pedestrians to walk safely

Recommendations. Some ideas to solve the problems include:

- Implement the City's recommendation for the intersection at 15th and RB Road*
- Repaint speed limit on pavement*
- Radar speed signs in both directions located approximately half way between 195th and 204th
- Regular police enforcement on a permanent basis*
- Install 5' sidewalk on east side of 15th from 195th to Kruckeberg Botanic Garden *
- Raised sidewalk (10") with curb
- Install landscaped amenity zone between the sidewalk and street only if it can be done without encroaching into people's landscaping or if street can be expanded to west side of street
- Move overhead utilities underground
- School crossing guard at 195th and safe school walking zone on 195th *
- Add additional east/west crosswalk at 200th to access sidewalk*
- Add additional north/south crosswalks at 195th and 201st *
- Well-marked crosswalks*
- Install in-pavement lights or rapid flash beacons for crosswalks*
- Raised crosswalks with chevron striping
- Rumble strips before crosswalks
- 3-way stop at crest of hill on 15th and 204th
- Re-grade hill on 15th at 204th to improve sight lines
- Rebuild section of 15th between 204th and 205th and widen to make accommodations for pedestrians to safely walk
- Complete action items now rather than wait for additional Point Wells traffic to exacerbate problems that currently exist*

The items marked with an asterisk were favorably received. The remaining items need further information/study.

