From:	Tom McCormick
To:	Chris Roberts; Shari Winstead; Keith Scully; Doris McConnell; Will Hall; Jesse Salomon; Keith McGlashan
Cc:	Debbie Tarry; Kendra Dedinsky; Margaret King; Bill Willard; John John; Tom Mailhot; Jerry Patterson; Tom McCormick
Subject:	Staff"s last-minute idea - a 0.65 V/C ratio
Date:	Monday, June 13, 2016 10:06:53 AM
Attachments:	Bowie and W Sacramento.pdf ATT00001.htm

Council Members:

Per the City Manager's June 8 memo to you, she wants you to move to add the following last-minute amendment to the 2016 Comprehensive Plan Docket:

> "Adopt a volume to capacity (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane for an improved roadway consistent with pedestrian and bike standards."

According to the City Manager's memo, "Staff believes that setting [such] a Volume to Capacity ratio (V/C Ratio) … would be in line with the size of development envisioned in the City's adopted Point Wells Subarea Plan."

PLEASE SAY NO: Please reject the City Manager's last-minute effort to raise the current ADT limit for Richmond Beach Drive and cause other City standards to be violated.

Any effort by Staff to reduce the traffic allowed on Richmond Beach Drive is welcomed, and we appreciate the effort. However, if we look at the math closely, the 0.65 V/C ratio that Staff is proposing allows more traffic than the City's current limits would allow. It allows more traffic on Richmond Beach Drive than both the existing 4,000 average daily trip (ADT) limit and the previous 8,250 ADT limit, and it is barely less than the 11,587 ADT limit agreed to in the MOU. It would also allow a volume of traffic that would exceed the spare capacity of Richmond Beach Road once it is converted to a 3-lane road west of 8th Ave NW—a spare capacity of 5,000 ADTs.

Staff's last-minute idea is extremely disappointing. It'll make BSRE quite happy, but not the residents in Richmond Beach, Innis Ardin, Hillwood, Richmond Highlands and other Shoreline communities. Staff's last-minute idea would allow far too much traffic. Far more traffic than current limits would allow.

Specific objections:

I.

Staff's last-minute, BSRE-friendly proposal assumes a roadway capacity of 700 vehicles per hour per lane.

A FAULTY ASSUMPTION. Richmond Beach Drive from 195th to 205th is a 2,600-foot residential street that dead-ends at Point Wells. It is a curving dead-end residential street accessed by 29 residential driveways, five dead-end streets, and five non-dead-end streets

(199th, 198th, 197th, 196th). A dead-end residential street with these characteristics does not have a capacity of 700 vehicles per hour per lane, even for an improved roadway. (Note that Staff has said that in its unimproved state, Richmond Beach Drive has a current capacity of 600 vehicles per hour per lane).

We strongly disagree with Staff's capacity assumptions for Richmond Beach Drive. Roadway capacity for a 2-lane dead-end residential street is far less than the capacity of a 2-lane arterial street. Staff has said that since the arterial 8th Ave NW has capacity of 600 vehicles per hour per lane, then so too should Richmond Beach Drive because it is also two lanes. To protect the livability of neighborhoods, residential streets have lower volume limits than arterials like 8th Ave NW. See, for example, the ADT limits for residential streets set by the City of Bowie and the City of West Sacramento (PDF attached). Also, City of Shoreline Staff has previously indicated that local streets like Richmond Beach Drive have a limited capacity of about 1,500 trips/day, which translates to a roadway capacity of about 90 vehicles per hour per lane, not 600 or 700 vehicles per hour per lane. In a 10/23/2012 SEPA Notification letter to residents who submitted concerns about the new multi-family development at 152nd street, Tricia Juhnke, City Engineer, conveyed the City's determination that there was not an adequate traffic impact by the development to require traffic mitigation measures. In the SEPA Notification letter, she stated that,

> "Specifically, the traffic impact analysis estimates the project will generate approximately 200 trips/day that will utilize N 152nd Street and Ashworth Avenue N. These additional trips, combined with existing traffic counts of approximately 750 trips/day results in a total daily volume of less than 1,000 trips/day. Ashworth Avenue N is classified as a local street. One typical characteristic of Local Streets is that they have the capacity to safely handle 1,500 trips/day."

Also note that the City's Transportation Master Plan at Table 2.1 says that the typical Shoreline local street like Richmond Beach Drive has less than 3,000 average daily trips, which translates to to a roadway capacity of about 180 vehicles per hour per lane, not 600 or 700 vehicles per hour per lane.

For the above reasons, Staff's starting assumption that Richmond Beach Drive has a roadway capacity of 600 or 700 vehicles per hour per lane is unreasonable. A more realistic assumption is that, as a dead-end local residential street, Richmond Beach Drive has a roadway capacity of about 90-180 vehicles per hour per lane.

II.

We ask that Council refuse to place Staff's last-minute idea on the docket. As proposed, it would set an exceedingly high volume to capacity (V/C) ratio of up to 0.65 for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane.

As a threshold matter, we ask council to reject Staff's last-minute idea because the Planning Commission was never given the opportunity to review and vote on it at a public meeting. SMC 20.30.340(C)(4)(c) provides that: "The Planning Commission shall review the

preliminary docket at a publicly noticed meeting and make a recommendation on the preliminary docket to the City Council each year."

Next, we ask that Council refuse to place Staff's last-minute idea on the docket, because it increases substantially the current 4,000 ADT traffic limit for Richmond Beach Drive. Placing Staff's last-minute idea on the docket would violate Resolution 377, which Council adopted on September 21, 2015: "Until such time as policy PW-12 of the Point Wells Subarea Plan is repealed or amended by the City Council, **the City shall not take any action** or enter into any agreement, arrangement, or understanding **that is inconsistent with the 4,000 vehicle trips per day limit** set out in PW-12 …."

Here's the math that demonstrates why Staff's last-minute idea would impermissibly allow far more traffic on Richmond Beach Drive than the current 4,000 ADT limit:

> Per Staff's assumption, the capacity of an improved (mitigated) Richmond Beach Drive is 700 vehicles per hour per lane (see above for our objections to this assumption). If a 0.65 V/C standard applies to that capacity, it results is an effective peak PM hour limit of 455 trips going north to Point Wells (= 0.65 X 700).
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> Assuming 60% of the total two-directional trips head north to Point Wells in the peak PM hour (an assumption the City uses), then the total two-directional peak PM trips would be 758 trips (= 455 ÷ 0.60). That translates to about 9,475 ADTs on Richmond Beach Drive, using a rule of thumb that two-directional peak PM trips are about 8% of ADTs, which is the percentage commonly found throughout the City (8% X 9,475 = 758).

Council members, please do not violate Resolution 377. Please do not place Staff's last-minute idea on the docket. It increases substantially the current 4,000 ADT traffic limit for Richmond Beach Drive—it would allow about 9,475 trips on Richmond Beach Drive as the above math demonstrates.

I imagine that BSRE would be delighted with a cap of 9,475 ADTs for Richmond Beach Drive, as it allows more traffic on Richmond Beach Drive than both the existing 4,000 ADT limit and the previous 8,250 ADT limit in the Point Wells Subarea Plan, and it is barely less than the 11,587 ADT limit agreed to in the MOU.

Yet another reason to reject a V/V ration that would allow 9,475 ADTs for Richmond Beach Drive is that virtually all of those 9,475 ADTs will head east up the hill on Richmond Beach Road and will greatly exceed the spare capacity of Richmond Beach Road once it is converted to a 3-lane road west of 8th Ave NW—a spare capacity of roughly 5,000 ADTs.

We have heard Staff and Council Members say that there is little that can be done to limit traffic from the proposed Point Wells development located outside the City's borders. In response, we say that there is much that Council can do, starting with the following:

> — Refuse to put Staff's last-minute idea on the docket. It not only violates Resolution 377, but it also allows far more traffic than residential streets

typically allow, and it exceeds several existing City limits as discussed above.

— Follow the Planning Commission's unanimous recommendation, and place proposed Amendment #8 on the Comprehensive Plan Docket, then later this year adopt the Amendment. Amendment #8 memorializes that Richmond Beach Road will be converted to a 3-lane road, and it makes clear that the City's current 0.90 V/C ratio (and not a higher ratio) applies to Richmond Beach Road, and that the V/C ratio must be satisfied all along Richmond Beach Road and not just near intersections. No staff time or other costs will be incurred to docket and approve Amendment #8.

— Direct Staff to defend the City's 4,000 ADT limit for Richmond Beach Drive, and not seek any further City-BSRE joint extensions of the GMHB proceedings involving BSRE's challenge to the 4,000 ADT limit. The deadline for the next extension request is July 15,2016. Please direct Staff not to not apply for a 22nd extension.

— Notwithstanding all of the above, if Council wishes to consider adopting a special V/C ratio for Richmond Beach Drive, then consider these two alternatives in lieu of
Staff's last-minute idea (neither of these alternatives would violate Resolution 377):

1. We would not object to a V/C ratio of 0.30, if it assumes a roadway capacity slightly under 700 vehicles per hour per lane. That would equate to about 4,000 average daily trips, matching the current 4,000 ADT limit in the Point Wells Subarea Plan.

2. We would not object to a V/C ratio of 0.65, if it assumes a roadway capacity of about 90-180 vehicles per hour per lane (see above discussion of how the 90-180 vehicles per hour per lane limit is calculated). A V/C ratio of 0.65 with a roadway capacity of about 90-180 vehicles per hour per lane would equate to 975-1,975 average daily trips.

Thank you.

Tom McCormick

PS: We expect that, because of an actual or perceived conflict of interest, Councilman Hall will recuse himself on all matters pertaining to the Point Wells Subarea Plan, and that other Council members will insist on his recusal due to Mr. Hall's past and ongoing roles at Snohomish County that have involved and continue to involve Point Wells. Snohomish County is in many ways is the City's adversary regarding Point Wells—for example, the County will derive revenues from Point Wells while the City suffers the impacts.

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City of Bowie, MD ...

Sec. 26-57. Levels of Service.

The following chart defines the maximum ADT quantities that determine each Level-of-Service A through E:

TABLE 1

V/C RATIOS AND DAILY SERVICE VOLUMES (ADT) FOR RESIDENTIAL STREETS

		MAJOR DRIVES	PRIMARY RESIDENTIAL STREETS		SECONDARY RESIDENTIAL STREETS	
LEVEL-OF-SERVICE	V/C RATIO[1]	WITH SIDEWALK ONE OR BOTH SIDES	WITH SIDEWALK ONE OR BOTH SIDES	NO SIDE-WALK	WITH SIDEWALK ONE OR BOTH SIDES	NO SIDE-WALK
A	0.04	650	440	350	200	120
B	0.16	2,590	1,760	1,410	800	480
C	0.32	5,190	3,520	2,820	1,600	960
D	0.57	9,230	6,270	5,020	2,850	1,710
E	1.00	16,200	11,000	8,800	5,000	3,000

[1] "Highway Capacity Manual", Special Report 209, Third Edition, 1998, Table 8-1, Page 8-5.

City of West Sacramento ...

Table 2
Level of Service Criteria for Roadway Segments

Facility Type	No. of Lanes	Maximum ADT per LOS				
		A	B	C	D	E
Residential	2	600	1,200	2,000	3,000	4,500
Residential collector with access	2	1,600	3,200	4,800	6,400	8,000
Residential collector without access	2	6,000	7,000	8,000	9,000	10,000