

From: [Tom McCormick](#)
To: [Keith McGlashan](#); [Chris Roberts](#); [Shari Winstead](#); [Keith Scully](#); [Will Hall](#); [Jesse Salomon](#); [Doris McConnell](#)
Cc: [Debbie Tarry](#); [Tom Mailhot](#); [Kendra Dedinsky](#); [Margaret King](#); [Bill Willard](#); [John John](#); [Jerry Patterson](#); [Julie Ainsworth-Taylor](#); [Steve Szafran](#); [Randy Witt](#); [Heidi Costello](#); [John Norris](#)
Subject: Re: Staff's last-minute idea - a 0.65 V/C ratio
Date: Monday, June 13, 2016 4:43:13 PM

I too want to thank Debbie, Kendra, and Randy for meeting with us. It was a productive meeting.

Regarding Amendment #17, although neither I nor SRB is agreeing to the 0.65 V/C standard (we believe it should be much lower) or the assumed improved capacity of 700 vehicles per hour per lane (we believe it is too high), we both agree that Amendment #17 deserves to be docketed and studied, and then all parties will assess and voice their positions.

We discussed that the study will include multiple traffic counts over the course of a year.

The traffic counts from BSRE's consultant (DEA counts in 2014), and the counts that our coalition commissioned a couple of weeks ago, are both consistent with the City's six published counts from 2005 - 2014, all of which show an ADT volume of about 12,000 ADTs.

You can imagine our surprise when we saw the City's recent, much lower count of 9,764 ADTs for Richmond Beach Road. With a 12,000 count for Richmond Beach Road, the road's spare capacity is roughly 5,000 ADTs. With a 9,764 ADT count, its spare capacity would be roughly 7,250 ADTs.

We need consensus on the current traffic volume on Richmond Beach Road between NW 190th St and 12th Ave NW. Also, we believe that the counts to be used as a baseline for measuring spare capacity should be the counts from the months when traffic volume is highest, typically when school is in session—we need to avoid traffic congestion when school is in session.

Thank you.

Tom McCormick

On Jun 13, 2016, at 3:43 PM, tmailhot@frontier.com wrote:

This is just to confirm that with the revisions to docket item #17 and a clear explanation of the planned review of level of service standards scheduled as part of the revision of the Transportation Master Plan, Save Richmond Beach agrees that Council may vote to drop proposed docket items #9 and #10 from the final docket.

I also want to give a big thanks to City Manager Terry and to Kendra and Randy for being willing to work with us to resolve some of our issues through what was at times a contentious meeting. Their patience and flexibility is appreciated.

Tom Mailhot
President
Save Richmond Beach

On Monday, June 13, 2016 2:47 PM, Debbie Tarry <dtarry@shorelinewa.gov> wrote:

Council –

Kendra, Randy and I just concluded our meeting with Tom McCormick and Tom Mailhot. Based on the discussion I believe there is a better understanding of the proposed amendment and there was agreement to add language for the purposes of putting this item on the docket that is consistent with the City's position and helps clarify concerns of Save Richmond Beach and Tom McCormick.

Ultimately the adoption of a specific level of service for Richmond Beach Drive north of NW 196th Street may result in added discussion and/or disagreement, but we all agree that data must be developed and analyzed (the point of putting this on the docket) to determine what staff's recommendation would be.

Based on the meeting I am making the following recommendations as they are consistent with our mutual concerns and consistent with addressing level of service issues along the Richmond Beach Corridor.

- 1. Amendment #7:** Tom McCormick has agreed to withdraw this amendment. Staff had recommended alternative language if Council wanted to keep this amendment on the docket, but that is not necessary if the amendment is not moving forward on the docket. Since the Planning Commission had a tie vote on this amendment, and therefore no recommendation, **the City Attorney recommends that the Mayor just clarify that this amendment is not moving forward on the docket.**
- 2. Amendment #8:** This amendment was submitted by Tom McCormick. Staff's original recommendation was to **NOT** put it on the docket. We all recognize that the issue of whether and to what extent Richmond Beach Road east of 8th Ave. NW will become three lanes is an open issue. Staff **SUPPORTS** this amendment if Council amends the proposed language to the following (proposed revisions are in red bold):
“As a separate limitation in addition to the foregoing, the maximum number of **new** vehicle trips a day entering the City's road network from/to Point Wells **at full buildout** shall not exceed the spare capacity of Richmond Beach Road **west of 8th Ave NW** under the City's .90 V/C standard based on Richmond Beach Road being a 3-lane road (the .90 V/C standard may not be exceeded at any location **west of 8th Ave NW** along Richmond Beach Road).”
- 3. Amendment #9:** Save Richmond Beach has agreed to drop this amendment. The Planning Commission did not recommend that this amendment be included on the docket and therefore Council does not have to take any further action from the main motion regarding this amendment.

4. **Amendment #10:** Save Richmond Beach has agreed to drop this amendment. The Planning Commission recommended that this amendment be included in the docket, while staff recommended it not be placed on the docket. Given that the Planning Commission recommended that it be included **removing this from the docket will require that a Councilmember make an amendment to the main motion to remove from the docket.**

5. **Amendment #17:** Although Tom McCormick and SRB are not agreeing to the 0.65 V/C standard or the assumed improved capacity of 700 vehicles per hour per lane, both agree that Amendment #17 deserves to be docketed and studied and then all parties will assess their positions. Below is the revised language of the amendment with the language added to the original staff recommendation in bold red: 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 and a V/C not to exceed 0.90 on Richmond Beach Road, measured at any point, west of 8th Ave NW assuming a three-lane roadway consistent with the City's Transportation Master Plan and Capital Improvement Plan, with the lower of the two.

Debbie Tarry
City Manager
City of Shoreline
17500 Midvale Ave N.
Shoreline, WA 98133