

From: [Jessica Simulcik Smith](mailto:Jessica.Simulcik.Smith)
To: [Heidi Costello](mailto:Heidi.Costello)
Cc: [Debbie Tarry](mailto:Debbie.Tarry)
Subject: FW: [EXTERNAL] Rechannelization: Please add this email into the record for tonight's meeting
Date: Monday, February 05, 2018 3:50:01 PM

From: Tom McCormick [mailto:tommccormick@mac.com]
Sent: Monday, February 05, 2018 3:47 PM
To: Jessica Simulcik Smith <jsimulcik@shorelinewa.gov>
Cc: Debbie Tarry <dtarry@shorelinewa.gov>; Tricia Juhnke <tjuhnke@shorelinewa.gov>; Kendra Dedinsky <kdedinsky@shorelinewa.gov>
Subject: [EXTERNAL] Rechannelization: Please add this email into the record for tonight's meeting

Council:

A gentleman knocks on your door. Clipboard in hand, he explains that he's gathering signatures for a petition opposing the City's crazy idea to reduce Richmond Beach Road from four lanes to two lanes. He says the City is doing this just to add bike lanes, even though no one bikes on Richmond Beach Road. He talks of traffic congestion, of trips taking several minutes more than before. He says that when stuck behind the Point Wells' oil trucks, delays will be unbearable. He says emergency response times will increase. He mentions how the City talks of reducing accidents, but there are hardly any accidents on the road, so who cares? Why fix what isn't broken.

Some folks believe this sales pitch.

But it isn't true.

- After rechannelization, we'll have three lanes — two lanes plus a safe, center turn lane.
- The reason for converting to three lanes is to reduce accidents and excessive speeding on an accident-prone road, not to add bike lanes which are merely a byproduct of the conversion. According to the Comprehensive Plan, it is City policy to: "Place a higher priority on pedestrian, bicycle, and automobile safety than vehicle capacity improvements". It is the City's duty, this Council's #1 duty, to do everything it can to reduce accidents and save lives.
- As to the supposed traffic congestion, City traffic engineers project the average peak-hour increase in travel time from lower Richmond Beach to Fremont will be just 48 seconds — less, if driving just part way. During non-peak hours, there will be virtually no increase in travel times.
- Getting stuck behind an oil truck could add another minute, but with just five oil trucks per day, the odds of getting stuck behind one during the peak-hour morning commute is less than 1/10th of 1%.
- As to emergency response times, the Federal Highway Administration says, "Contrary to popular belief, Road Diets do not degrade response times for law enforcement and emergency services."

Now you've heard the truth. Ask the City's expert traffic engineers. They'll verify what I've said.

With rechannelization, we get safer roads and, due to the bike-lane buffer, safer sidewalks, with negligible increases in travel times.

Please vote for safety. Please vote to approve the construction contract tonight.

Thank you.

Tom McCormick