APPENDIX V

COMMENTS FROM OUTSIDE AGENCIES

INTENTIONALLY BLANK

Hello,

Thank you for the opportunity to comment on your The Washington State Department of Transportation Public Transportation Office has reviewed your Draft Transportation Master Plan and offers these comments for your consideration.

Specific to your plan:

1. With Woodinville's makeup containing many major arterial intersections, automobile dependence is almost guaranteed for local trips. Recommend emphasizing and concentrating on non-motorized connectivity efforts and capital improvements, such as crosswalks, pedestrian overpass, pedestrian underpass, pathways, bike/pedestrian paths, trails, encouraging neighborhood path stewardship, and bike paths and routes. Walkability leads to improved health, downtown vibrancy, livability, and economic development.
2. In conjunction w/#1, consider public/political support for a Complete Streets policy.
3. Downtown parking should be priced, even if modestly. Consider PBIA to assist w/business case for downtown business owners.
4. Pedestrians should win on 175th (and in other instances). If cars win (as in the scenario for 175th), people keep driving them, and the City will have to keep building more capacity (at increasing costs) to keep up w/population growth. New residents will have little choice but auto dependence, because the city is not dis-incentivizing auto trips (it's incentivizing them), therefore not creating the climate for a better mode-split and the corresponding (and much cheaper) investments in non-motorized modes.
5. Consider teleworking, and/or possibly a teleworking center (satellite office) for residents whose jobs are compatible and would otherwise commute long distances to an office.
6. CTR employers that don't offer subsidies (fiscal incentives) may be open to supporting teleworking and/or flexible work schedules, which have many benefits (and are viewed as benefits by employees), such as allowing organizations to cut payroll costs without large-scale staff reductions, boost employee morale, and retain top talent so the firm can quickly gear up for economic recovery.

In general, we would like you to consider a stronger connection between your CTR Plan and your Transportation Plan. Your existing CTR Plan is fairly generic and could benefit from a review of strategies in relation to performance. Although there is clearly a lack of transit service, strategies and policies that emphasize and encourage carpool, vanpool, bike/walk modes, flexible schedules, and telework can be very effective in such an environment. However, these strategies and policies must be supported by accessible and connected infrastructure, which can be addressed in your transportation plan. You might consider parking management strategies that can help incentivize a robust CTR program.

Our office is in the process of reviewing jurisdictional progress towards CTR goals and we will be meeting with local and regional governments to discuss their performance and offer suggestions for a mid-course correction if necessary. I do not know at this time how much progress Woodinville is making toward the reduction in drive-alone rate and vehicle miles traveled goals, but we are available to discuss that with you in the coming weeks. It is important to note that the next CTR survey cycle will be in 2011, and CTR

Plan updates will follow that. We would like to work with you directly as you develop and implement your CTR Plan.

Many of your community goals are connected, and the more you can connect housing, transportation, and land use, the better you can achieve your growth and economic development objectives. Our goal is to help you achieve your goals. We understand that funding is a scarce commodity, but communities that are connecting their smart growth and sustainability work will be poised to take advantage of the funding that is becoming available though the Livable Communities Initiative which is a federal partnership of EPA, HUD, and USDOT.

Thanks again for giving us the opportunity to comment on your transportation plan. We remain available to provide you guidance, technical assistance, potential funding, and support. Please feel free to contact me any time. I look forward to working with you soon.

Thanks,
Kathy Johnston
360-705-7925

Dear Sarah:

Thank you for the opportunity to comment on your Draft Transportation Master Plan. The City of Kirkland has no comments at this time. I would appreciate it if you could please let me know when the plan is approved by your Council. Thank you.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works Department
(425) 587-3865

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Thanks Hal - I'll try to have a look at it over the weekend. Appreciate the opp to review.
Roger

From: Hal Hart [mailto:halh@ci.woodinville.wa.us]
Sent: Friday, December 04, 2009 11:32 AM
To: Roger and Jill Mason
Cc: Sarah Ruether
Subject: Transportation Master Plan Update

FYI If you have any comments on the City's Draft Transportation Plan pass them either to me or to Sarah Ruether.

The plan answers some of the key issues:

(1) What will 175th (the City's main route) be designed to do?
(2) What are the City's future grid roads?

What you will not be able to see by reading the plan alone at this point...

(1) How the Plan relates to the Adopted Downtown Master Plan...since the implementation (zoning changes including additional height recommendations) are still at the Planning Commission
(2) How the City intends to Park the downtown. The draft Parking Master Plan is still at the Planning Commission.
(3) We are developing recommendations to clearly convey where and how the Downtown streets will address small store convenience shopping with parallel or angle parking. What grid road parking patterns will be remains to be seen. The plan recommends that the private sector accommodate parking within their designs. It discusses parking as a function of a successful downtown – so as the downtown develops new steps may be taken to address parking needs in both the public and the private realms.

http://www.ci.woodinville.wa.us/Documents/Work/MasterPlans/Six_Year_Transportation_Plan_Draft.pdf

Reference the Transportation Master Plan - Draft

Comments:

Wish I'd have had more time available to study your plan. From my scan it looks good.

Three questions: (Comments)

#1. Figure 9-4 Woodinville Arterial Classification System - Should not the arterial fron the South into the Central Trip Roundabout
be classified a Pricipal Arterial Street?

#2 See page 125 & 125 of TMP-Draft. "What is the economic and administrative effect of the **Existing & Future** paragraphs,
or it yet to de determined? Especially for minor or small projects. Say minor is to $200,000 dollars estimated cost &
small is up to $1,500,000 is this fee still to require a traffic engineering analysis and be tied to project function.

Can a simplification of building fees be provided & published? Or can multiple project types calculations be provided?
Or is thier an easy way to determine all fees related to a project?

Best Regards, Jim Gorman 4

Tom:

The owner of Check Ride, Jeff (13632 NE 177th PL Woodinville, WA 98072 or phone 425 402-8200) was in our office this afternoon discussing the a previous discussion he had had with Mick Monken about a left hand turn lane at the intersection of Mill Plane and Little Bear Creek Parkway.

Also he was reporting some interesting truck accident data at the intersection of 140th and the Little Bear Creek Parkway.

He hopes that the intersection improvement of the left hand turn lane into his property will eventually occur.

Hal

From: Madeline Eyer [mailto:maddyblaze@comcast.net]
Sent: Wednesday, October 14, 2009 10:22 AM
To: Thomas Hansen
Cc: Mark Eyer; Hal Hart
Subject: Pedestrian Safety along 171st Street

Dear Mr. Hansen,

I am writing to you at the suggestion of Hal Hart, Development Services Director, regarding a proposed item for the 2010 CIP and budget.

There is a great need for improving the safety of pedestrians walking along 171st Street between the Hollywood Hill School and downtown. My husband and I walk along this road almost daily and it can be quite a challenge, especially when larger vehicles come barreling up the hill and encroach upon the very limited space that currently exists between the traffic and the ditch in several places. Also, in some areas, the walking/jogging surface is rocky, pitted, sharply angled, or uneven.

Attached is a slideshow that we presented at last week's Planning Commission meeting which further illustrates this need.

Since there appears to be a desire on the part of local government to improve the downtown area, safe accessibility to those improvements is key. I know many people walk along that road and I am confident that many more would do so if it was a safe option.

My husband, Mark, and I would like to meet with you to discuss the need for this improvement and the possibilities of what this could look like. We may be reached by responding to this e-mail or by calling 425-481-4874.

Thank you for your consideration.

Respectfully,

Madeline Eyer

From: Dale [mailto:Daleknapinski@comcast.net]
Sent: Thursday, November 12, 2009 4:10 PM
To: Thomas Hansen
Subject: RE: Signs on 156th

Hello, Tom:
What about the left turns into and out of the lawyer's office?
The idea of using more signs is OK, but people just ignore them.
At the council meeting this week, the dangerous road conditions at the blind hill were brought up again during public comment time. (By someone other than myself or Dave Henry, I might add) For at least the last 7 years citizens have been complaining about this issue. Speed limit enforcement on 156th has been increased to no avail. We have a new set of council members coming on board that I believe are going to focus more on public safety issues like this. I am encouraged by the overwhelming support that the candidates elect received this time. But it will take a while for the new council to reorganize the priorities in this city. In the meantime, everything that can be done to improve this situation is worthwhile and appreciated. I'm sure that you and Mr. Leahy are going to be an important part of the effort to focus more on the issues that taxpayers have been requesting. I must say that I agree with the new council members that you and Richard have been doing a tremendous job especially given the current economy and some of the other "Challenges" you have had to endure in this city. Keep the faith. Things are going to change for the better in Woodinville.
Thank you for the update.
Dale Knapinski

From: Thomas Hansen [mailto:tomh@ci.woodinville.wa.us]
Sent: Thursday, November 12, 2009 11:06 AM
To: Dale
Subject: Signs on 156th

Dale-

We have been looking at options for additional signing on 156th at the on the crest hill in the 18600 block. I am planning to have the crews install an another 25 mph speed limit sign for northbound traffic on 156th north of the intersection of the old Woodinville-Duvall Road and 156th. For your concern about driveways, sight distance, and cars heading southbound on 156th, it appears to us the best solution is to install a black on yellow warning sign stating "hidden driveways" with a suggested speed limit sign of 20 mph, also back on yellow, just below it. This will be installed after the southbound posted limit sign of 25 mph and before the crest of the hill. It will be to the north of the warning sign for the traffic signal ahead.

I am planning to have the signs ordered this week and installed shortly after they arrive assuming that we are not in the midst of a winter weather situation. Any questions, please call me at 425-877-2291

Tom Hansen
Public Works Director
City of Woodinville

From: Paul Tobiasen [mailto:paul_tobiasen@hotmail.com]
Sent: Tuesday, September 01, 2009 4:28 PM
To: Council
Subject: Sidewalk needed on 130th Ave NE

Council members,

Another school year is upon us and I want to bring your attention to the dangerous walk to school for the children living in the Woodlark Green neighborhood (130th Ave NE and NE 203 St) and the other subdivisions located on the west side of 130th.

The Woodlark Green subdivision consists of 52 homes, many of them with school aged children. Many of these children make the half mile walk along from NE 203rd St. along 130th to Woodin Elementary School. The lack of a continuous sidewalk forces the children to cross busy 130th street twice in order to get to school.

As you know many commuters use this section of 130th to connect to HWY 202 in Woodinville which causes this section of residential road get much more traffic than the other streets in the area. As a parent I find it frightening to think of all these children walking exposed to the traffic on such a "pedestrian unfriendly" street.

The addition of a continuous sidewalk along the west side of 130th is necessary for the children of the area to safely get to and from school.

Best regards,

Paul Tobiasen
12926 NE 203 CT
Woodinville, WA 98072

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7 December 2009

Mr. Thomas E. Hansen
Public Works Director, City of Woodinville
17301 – 133rd Avenue NE
Woodinville, WA 98072-8534

Dear Mr. Hansen:

Thank you for providing an opportunity for the Regional Council to review a draft of your Transportation Master Plan. We want to commend the thoughtful work that is reflected in the draft. We would like to share the following comments.

Clarify the discussion of VISION 2040 and recognize that additional work on the transportation plan will likely be needed in conjunction with the comprehensive plan work in 2011.

Additional work on the transportation plan will likely need to be done in the relatively near future. The additional work will flow from the Growth Management Act (GMA) requirement for the comprehensive plan to be updated in 2011 to address new GMA requirements, new countywide planning policies (adopted in 2010), and new VISION 2040 requirements. Please note that the transportation element must show that it is based on the land use assumptions in the comprehensive plan. The transportation work you are doing will have to show consistency with the comprehensive plan's land use element.

The Multicounty Planning Policies (adopted as part of VISION 2040 in April 2008) provide an integrated framework for addressing environmental, growth management, economic development, and transportation issues. Work is now underway in each of the counties to update the Countywide Planning Policies by December 2010. PSRC is also updating the regional transportation plan (Transportation 2040) and that work will be completed by Spring 2010. Your current Transportation Master Plan draft and ultimately the City's Comprehensive Plan update will need to demonstrate consistency with both multicounty and countywide policies, as well as Transportation 2040.

At this point, you should address the adopted Multicounty Planning Policies in your Transportation Plan update. There is policy direction and guidance for maintenance and safety, clean transportation, supporting the regional growth strategy (also adopted as part of VISION 2040), and optimizing travel options. Among the new directives are policies relating to transportation safety and security, reducing pollution and greenhouse gas emissions, increasing energy efficiency and the use of alternative energy, developing roadways as "complete streets" and "green streets," and advancing alternatives to driving alone.

Your comprehensive plan update in 2011 will need to demonstrate how it is aligning with VISION 2040's Regional Growth Strategy, which allocates 2000-2040 population and employment growth across different "regional geography" categories in the 4-county region. There are expanded provisions in VISION 2040 for addressing health and the built environment, design, and environmental planning – including planning for climate change.

The Regional Council has developed a new Plan Review Manual that is available on-line at *www.psrc.org/growth/planreview*. The Manual includes expanded introduction and background material, as well as separate checklists and reporting tools for countywide planning policies, local comprehensive plans, center plans (for regionally designated centers), and transit agency plans. In addition, resource materials on the adopted process,

VISION 2040 expectations, Growth Management Act requirements, and guidance on specific plan issues and topics, is included in a series of appendices. The Manual should be helpful as you work on your Transportation Plan and your 2011 Comprehensive Plan update.

If you have any questions or comments, please contact me at rpiro@psrc.org or 206.464.6360.

Sincerely,

Rocky Piro, Ph.D., AICP
Program Manager, Growth Management Planning

Thomas Hansen

From: Bolotin, Leah [BolotiL@wsdot.wa.gov]
Sent: Wednesday, January 27, 2010 1:31 PM
To: Thomas Hansen
Subject: Draft Transportation Master Plan

Mr. Hansen,

Would you please forward me a copy of the draft Woodinville Transportation Master Plan. For some reason it is not loaded onto the Dept. of Commerce Plan View Growth Management System, and I am unable to locate it on your website.

Thank you for your assistance,

Leah Bolotin, AICP
Senior Transportation Planner
Urban Planning Office
Washington State Department of Transportation
401 - 2nd Avenue S., #300
Seattle, WA 98104-3850
p. 206-464-1264
f. 206-464-1286

Thomas Hansen

From: Jim Gorman IV, PE [jegorman4@gmail.com]
Sent: Tuesday, November 24, 2009 6:21 PM
To: Sarah Ruether; Thomas Hansen
Subject: Comments of Transportation Master Plan

Reference the Transportation Master Plan - Draft

Comments:

Wish I'd have had more time available to study your plan. From my scan it looks good.

Three questions: (Comments)

#1. Figure 9-4 Woodinville Arterial Classification System - Should not the arterial fron the South into the Central Trip Roundabout
be classified a Pricipal Arterial Street?

#2 See page 125 & 125 of TMP-Draft. "What is the economic and administrative effect of the **Existing & Future** paragraphs,
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Please clarify

Puget Sound Regional Council
PSRC

7 December 2009

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Public Works Director, City of Woodinville
17301 – 133rd Avenue NE
Woodinville, WA 98072-8534

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Sincerely,

Rocky Piro, Ph.D., AICP
Program Manager, Growth Management Planning

Thomas Hansen

From: Sarah Ruether
Sent: Thursday, February 18, 2010 10:14 AM
To: Thomas Hansen
Subject: FW: Woodinville Transportation Master Plan

From: David Godfrey [mailto:DGodfrey@ci.kirkland.wa.us]
Sent: Thursday, February 18, 2010 7:22 AM
To: Sarah Ruether
Cc: Ray Steiger
Subject: Woodinville Transportation Master Plan

Dear Sarah:

Thank you for the opportunity to comment on your Draft Transportation Master Plan. The City of Kirkland has no comments at this time. I would appreciate it if you could please let me know when the plan is approved by your Council. Thank you.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works Department
(425) 587-3865

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Thomas Hansen

From: Johnston, Kathy [JohnstK@wsdot.wa.gov]
Sent: Tuesday, March 02, 2010 4:39 PM
To: Sarah Ruether; Thomas Hansen
Cc: Aiken, Christopher; Cotton, Keith
Subject: Comments on Draft Woodinville Transportation Master Plan

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Specific to your plan:

1. With Woodinville's makeup containing many major arterial intersections, automobile dependence is almost guaranteed for local trips. Recommend emphasizing and concentrating on non-motorized connectivity efforts and capital improvements, such as crosswalks, pedestrian overpass, pedestrian underpass, pathways, bike/pedestrian paths, trails, encouraging neighborhood path stewardship, and bike paths and routes. Walkability leads to improved health, downtown vibrancy, livability, and economic development.
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Thanks again for giving us the opportunity to comment on your transportation plan. We remain available to provide you guidance, technical assistance, potential funding, and support. Please feel free to contact me any time. I look forward to working with you soon.

Thanks,
Kathy Johnston
360-705-7925

Thomas Hansen

From: Sarah Ruether

Sent: Wednesday, March 10, 2010 4:41 PM

To: Thomas Hansen

Subject: Phone Call from Joel Phund, of Redmond

Tom,

FYI, got a call today from Redmond. They basically had no comments on the plan (no news is good news type of thing). Just wanted to know how the council felt about willows road and CCRP. Also said that Redmond is going through the RJT process for SR 908 to transfer it from the state jurisdiction to Redmond's jurisdiction.

Sarah

Thomas Hansen

From: Bolotin, Leah [BolotiL@wsdot.wa.gov]
Sent: Monday, March 15, 2010 11:59 AM
To: Thomas Hansen
Cc: Roberts, Rick; Warren, Richard; Hunter, Carol
Subject: Woodinville TMP

Hi Tom,

I ran what I saw as the main big projects by Rick Roberts in NWR Traffic and his response is below. I also checked with Richard Warren in the Urban Planning Office because he is in the process of finishing up a corridor study on SR 9. Nothing earth-shattering for your council meeting this evening.

I will prepare a more conventional letter response for the record – which will probably be mostly about coordination and funding issues – and try to get that out to you within the next few weeks. Hopefully the letter will be helpful to you in preparing the next update.

Thank you for your patience and flexibility, I appreciate it.

Good luck tonight.
Regards,

Leah Bolotin, AICP
Senior Transportation Planner
Urban Planning Office
Washington State Department of Transportation
401 - 2nd Avenue S., #300
Seattle, WA 98104-3850
p. 206-464-1264
f. 206-464-1286

From: Roberts, Rick
Sent: Monday, March 15, 2010 11:29 AM
To: Bolotin, Leah
Cc: Hunter, Carol; Swires, Mike
Subject: RE: woodinville TMP

Leah,

To my knowledge nothing in here conflicts with any of our plans. There appears to be some redundancy in the plan (vicinity of 202/175th to 127th). The 202/127th to NE 180th one doesn't really interact with our system (except maybe the north leg of the 202/127th intersection but pretty unclear where it would actually begin).

I do have some concern over the new ramp they're proposing for access to the Gateway Area. This one diverges between the on ramp from NB 405 to EB 522 and the off ramp from 522 to 202. Kind of a mixing zone there now; this one would require a bit of thought to make sure that this location makes sense and doesn't

compromise the mainline. It would shorten the weave that exists here already. No big surprise, but further study would be required for this one.

Rick

From: Bolotin, Leah
Sent: Monday, March 15, 2010 10:08 AM
To: Roberts, Rick
Cc: Hunter, Carol
Subject: woodinville TMP
Importance: High

Hi Rick,

Here are the bigger things I noticed in the TP that may be of some concern (hold on to your hat):

The biggest one (I think):

- Build a new roadway from SR 202/127th to NE 180th Street in Bothell --over the Sammamish River and SR 522 ($85M)

SR 202

- Replace the RR O'xing over SR 202 with a RR bridge that allows for 8 lanes on SR 202 @ NE 175th ($8M)
- Widen SR 202/127th intersection ($6M)
- Construct one-lane roundabout SR 202 and NE 145th ($2M)
- Widen SR 202 to three lanes from the Sammamish Bridge to 127th
- Re-align SR 202/Little Bear Creek Parkway intersection
- Ped and bike improves on SR 202 between 145th and Woodinville Dr

SR 522

- Install traffic sigs/channelization @ SR 522/195th – interim until next bullet point can be completed...
- Construct WB off- and EB on-ramps at SR 522/195th ($32M) (this one is in the HSP, Tier III)
- SR 522 offramp to Northwest Gateway area
- Ped bridge over SR 522, 136th to Little Bear Creek Trail

There are also three vague biggies thrown in under "Other Agency Projects":

1. SR 9 widening "from Woodinville to Arlington" –I am checking w/Richard Warren to see if there is anything about this in the SR 9 RDP.
2. SR 522 widening from "from King/Sno border to Monroe"
3. I-405 widening "for capacity and safety" (in HSP, Tier III, also covered by some

of current projects)

Well, that's all!! I doubt they have money for much of this but please just look at it from a big-picture perspective – are any of these show-stoppers from wsdot's perspective? We can send a more formal letter afterwards. I would say the usual comments like "need to coordinate w/wsdot" or "this is great but there's no funding" can wait for the letter. Things he would need to know before 3 pm would be more like things that absolutely shouldn't be in their master transportation plan because it directly conflicts with something we're going to be doing or would negatively impact our facilities.

Don't forget that Tom Hansen asked for anything crucial by 3 pm today (mar 15) – so if you want him to get any of your comments before he goes before the council with this and they adopt it as-is, then you can either call/email him yourself or let me know by 1 pm if possible so that I can pull something together. Or, if you feel like there are just too many big items here and that it would be better to not comment at all until we can put something careful together, we can go with that instead and simply have it be an "after-comment" letter. He used to work here so perhaps you know him? --you may just want to pick up the phone and say "don't put this one item in because xxx." I'll leave it up to you if you'd like to do a mini now and maxi later, or just go with the full monty later.

I may step out for a brief lunch but otherwise will be here x1264
Tom's contact info is 425.489.2700 or TomH@ci.woodinville.wa.us

THANK YOU brazilians --L

Ste Michelle
WINE ESTATES

April 2, 2010

VIA E-MAIL (Council@ci.woodinville.wa.us) AND US MAIL

Mr. Chuck Price
Mr. Bernie Talmas
Mr. Jeff Glickman
Ms. Paulette Bauman
Mr. Scott Hageman
Ms. Susan Boundy-Sanders
Ms. Liz Aspen
Woodinville City Council
17301 133rd Avenue NE
Woodinville, WA 98072

Re: Draft 2009 Transportation Master Plan

Dear City Council Members:

We are writing to request that the City Council defer the second reading and adoption of the proposed Transportation Master Plan (Ordinance No. 497) to allow the business community and other stakeholders in the Tourist District an opportunity to review and comment on the proposed extension of Willows Road through the Tourist District.

We just recently learned that the Council has amended the draft 2009 Transportation Master Plan to include an extension of Willows Road running from Redmond through the Tourist District to SR 202. We believe that the proposed extension would cause serious and irreparable harm to the District, which – as the Tourist District Master Plan aptly describes – is a "jewel of a destination" that draws visitors from throughout the state and provides the community with a unique blend of commercial, recreational and environmental resources.

The notable success of the Tourist District reflects a carefully crafted Master Plan that has been thoughtfully implemented over many years and at considerable public expense as well as private investment premised on both the vision and the promise of the Plan. The proposed routing of substantial arterial traffic from Willows Road along a corridor connector through the Tourist District would seriously undermine the public and private investment that has been made in creating "an aesthetically pleasing and attractive atmosphere" reflecting the District's agricultural heritage as well as the goal of "economic development … that fits the character of the District and furthers its goals," including the protection of sensitive rural landscape. The

14111 N.E. 145TH STREET, PO BOX 1976 WOODINVILLE, WA 98072 425-488-1133 FAX 425-415-3657, www.smwe.com

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Master Plan's call for "direct[ing] through-traffic to bypass the District" leaves no doubt that the proposed Willows Road extension directing arterial through-traffic into the District is flatly inconsistent with the goals and policies of the Master Plan.

This is a matter of vital importance to the future of the Tourist District. We strongly urge that no further action be taken toward including the proposed Willows Road in the Transportation Master Plan until there has been a full and fair opportunity for those most affected to consider the issues and present their views.

Enclosed is a list of other business organizations that have joined in our request for postponement of a second reading of Ordinance No. 497.

Thank you for your consideration.

Sincerely,

Ste. Michelle Wines Estates

Ted Baseler

By Ted Baseler, President

cc: Tom Hansen (w/enc)

PETITION IN SUPPORT OF POSTPONEMENT OF SECOND READING OF ORDINANCE 497

We respectfully request that the Woodinville City Council defer a second reading and adoption of the Ordinance 497 (Transportation Master Plan) until such time as we and other members of the public have had a reasonable opportunity to review and comment upon the inclusion in the Transportation Master Plan of the Willows Road Extension Project connecting Willows Road to SR 202 through the Woodinville Tourist District.

Ste. Michelle Wine Estates

Ascentia Wine Estates, Columbia Winery

Januik/Novelty Hill

Willows Lodge

Betz Family Winery

De Lille Cellars

Woodinville Wine Country (representing 50 Woodinville Wineries)