

Linda Ann Kuller

From: Steve Bernheim <sabernheim@gmail.com>
Sent: Friday, March 6, 2020 2:00 PM
To: Comp Plan Update
Subject: Transportation Element

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From Steve Bernheim Box 305 Olga 98279

Comments on 6.5 LAND TRANSPORTATION GOALS AND POLICIES

On p.21 of 29 (line 31-32) add new goal #9:

9. In locations where adequate improved roadway alternatives already exist to serve motorized transportation needs, to decommission roads constructed along environmentally sensitive beaches and shorelines in order to restore environmental health and convert them where possible for use as bicycle, pedestrian or equestrian trails.

(The reason for this suggestion is so that we decommission and close *redundant* roads like Crescent Beach Road which are interfering with significant shoreline natural activities: the County should *improve* Crescent Beach to a condition that benefits East Sound and the surrounding marine environment. Using Crescent Beach for transportation is like eating your seed corn; recreational and tourism would benefit from replacing the roadway with low impact trails.)

Re: Policies for Road Classification, 6.5.A, on p. 21 of 29 (line 37-38) and maps/charts throughout and in Appendix 6:

do NOT classify Crescent Beach Road as a "major collector."

(The reason for this suggestion is so that administrative definitions don't make it even more difficult to accomplish decommissioning of redundant (though of course admittedly useful) old roads that do environmental harm and prevent environmental restoration, *especially when modern, alternative roadways already exist* (i.e., Mt. Baker Road.)

Revise policy 7 of Road Classification, at p.22 of 29 (line 18-19) by adding the following before the final period:

and consider the inventory of County roads that run alongside the most environmentally sensitive shorelines and evaluate their potential for decommissioning and for recreational and other uses when adequate improved roadway alternatives already exist to serve motorized transportation needs.

Revise policy 2.a. for Bicycles and Mopeds, 6.5.F.2.a at page 25 of 29 (line 29-30), as follows:

Promote bicycling safety by publicizing the importance of safe riding *and driving* practices when *using public roadways* in the islands ... etc.

(The reason for this suggestion is to help democratize use of the public roadways and avoid presuming that bicyclists are the cause of unsafe streets. I realize policy "j." addresses educating "the *public* on how to share the road safely," but "the public" doesn't really need the education: steps should be taken specifically to educate *drivers* of the rights of cyclists rather than vice versa.)

Thank you for policy e., "sweep road shoulders regularly ..." This is SO IMPORTANT for cyclists: riding on the edge of the road is the most dangerous surface for the cyclist without regular maintenance for all users, thank you.

Steve Bernheim
Box 305
Olga WA 98279