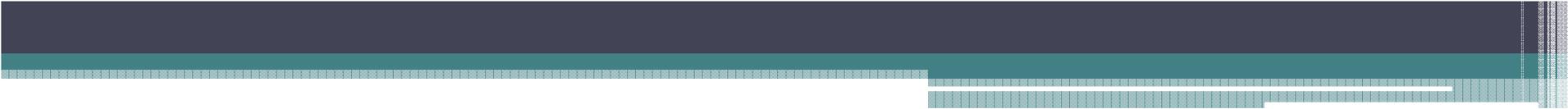


Point Wells Transportation Corridor Study

Segment A – Richmond Beach Drive
Workshop #1: Issue Identification

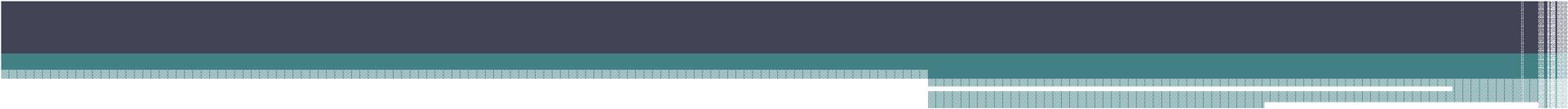
2/12/2014

Point Wells Transportation Corridor Study – Segment A Workshop #1



Welcome and Introductions

- Quick housekeeping
- Agenda review
 - 6:30 – Open House
 - 7:00 pm – Welcome and Introductions
 - 7:30 – Workshop Session
 - 8:30 – Report Back and Next Steps
 - 9:00 – Adjourn



Meeting expectations

- Respect the time for others to participate
- New ideas and different opinions are a part of this process and discussion
- Please silence your electronics
- Keep time and on task
- “Table” discussions to keep the group moving

TCS Process and Meeting Schedule

Segment A (Richmond Beach Drive)	Segment B (Richmond Beach Road)
Wednesday, Feb. 12 Meeting #1: Overview and Identify Issues	Wednesday, March 19 Meeting #1: Understand and prioritize Issues
Wednesday, Feb. 26 Meeting #2: Confirm and prioritize Issues	Tuesday, April 1 Meeting #2: Review proposed design options
Thursday, March 13 Meeting #3: Review proposed design options	

Segments A and B
Wednesday, April 16 Final wrap-up Meeting to view recommended corridor design

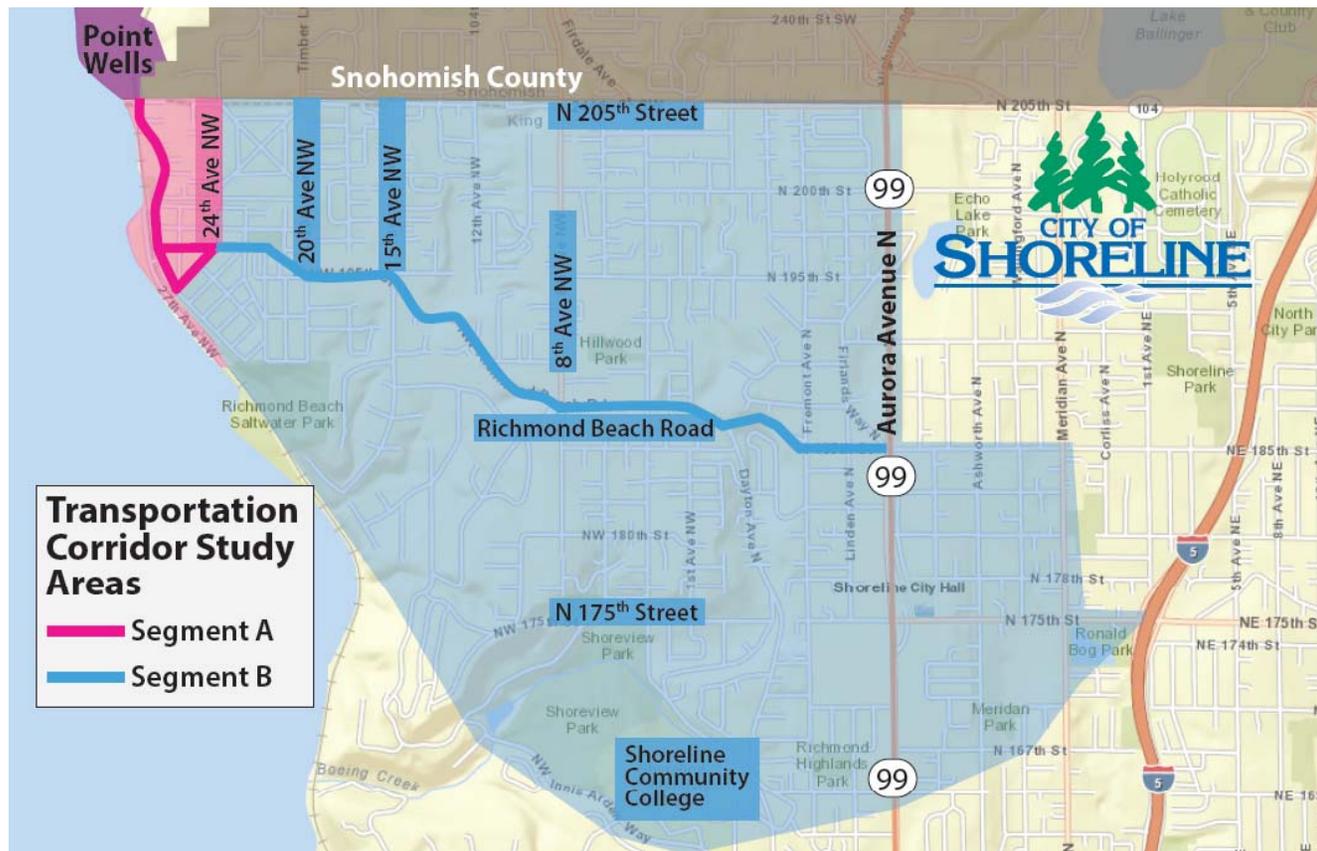
All meetings

6:30 p.m. - Doors open
 7:00 p.m. to 9:00 p.m. – Workshop

Location:

Shoreline City Hall
 17500 Midvale Avenue N.
 Shoreline, WA

TCS Project Area



2/12/2014

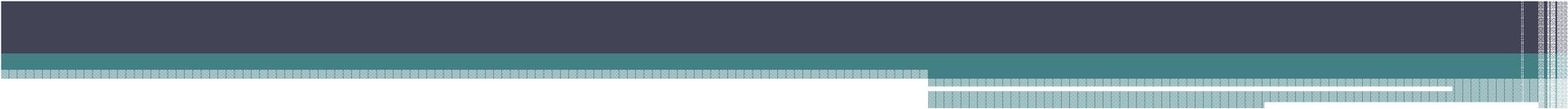
Point Wells Transportation Corridor Study – Segment A Workshop #1

TCS Context

- Proposed redevelopment of Point Wells
 - 3,000 +/- units, some commercial
- Much input/controversy/discussion
 - Community concern, city concern
 - State Supreme Court
- DEIS scoping meeting/input Feb 18, 6:30 -8:30
Shoreline Center (hosted by Snohomish Co)

Why a TCS?

- BSRE required to complete a transportation study for SEPA
- Allows City and community to work directly with BSRE
- City Point Wells Subarea Plan calls for developer to fund TCS under direction of City

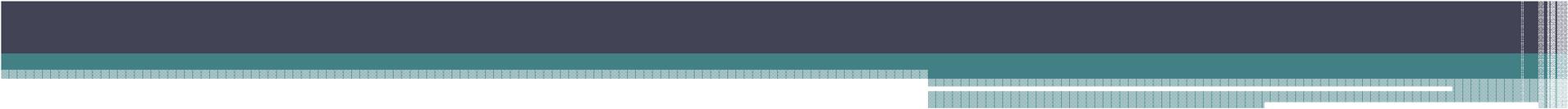


City Goals for TCS

- Provide opportunity for Shoreline community to participate
- Develop transportation mitigation recommendations to inform SEPA process
- Ensure mitigation is reflective of community values and expectations
- Inform City Subarea Plan and Comprehensive Plan amendments
- Insurance policy

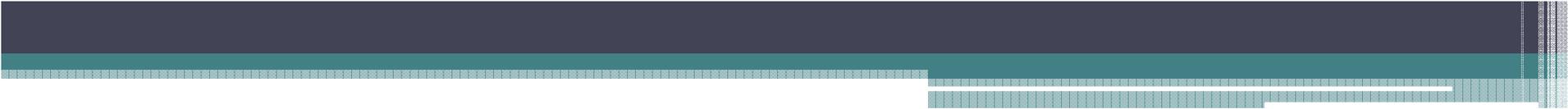
TCS and City/Developer Agreement

- April 1, 2013 agreement between City and BSRE
 - Identifies process to address transportation issues
 - Sets a cap of 11,587 new daily trips
 - Results incorporated into Snohomish Co. DEIS, mitigation included
- Commitment to ensure action through
 - DEIS
 - Municipal agreement for mitigation
 - Potential annexation



Some of what we've heard

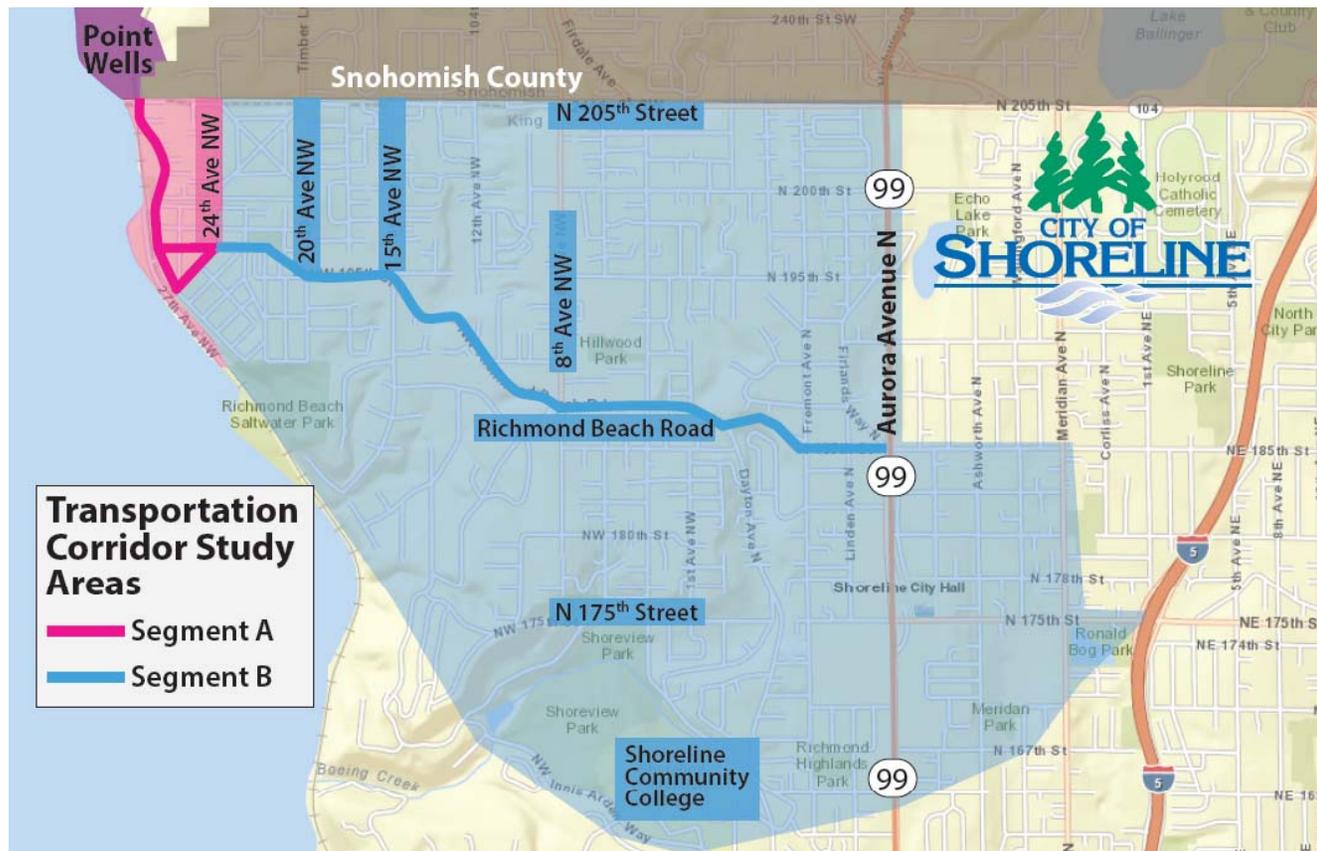
- Safety for pedestrians, residents, bicycles
- Driveway access/egress
- Noise/quality of life impacts
- Speed
- Parking
- Mailboxes
- Cut-thru traffic
- Truck traffic – delivery and construction
- Congestion, backups, trip time impacts
- Emergency vehicle access



How you can weigh in

- 6 TCS workshops:
 - 3 for Segment A
 - 2 for Segment B
 - 1 Combined
- Participate, listen, brainstorm, create
- Remember the insurance policy
- Add your thoughts to the scoping process (in person or in writing)

TCS Project Area



2/12/2014

Point Wells Transportation Corridor Study – Segment A Workshop #1

Segment A - Richmond Beach Drive



2/12/2014

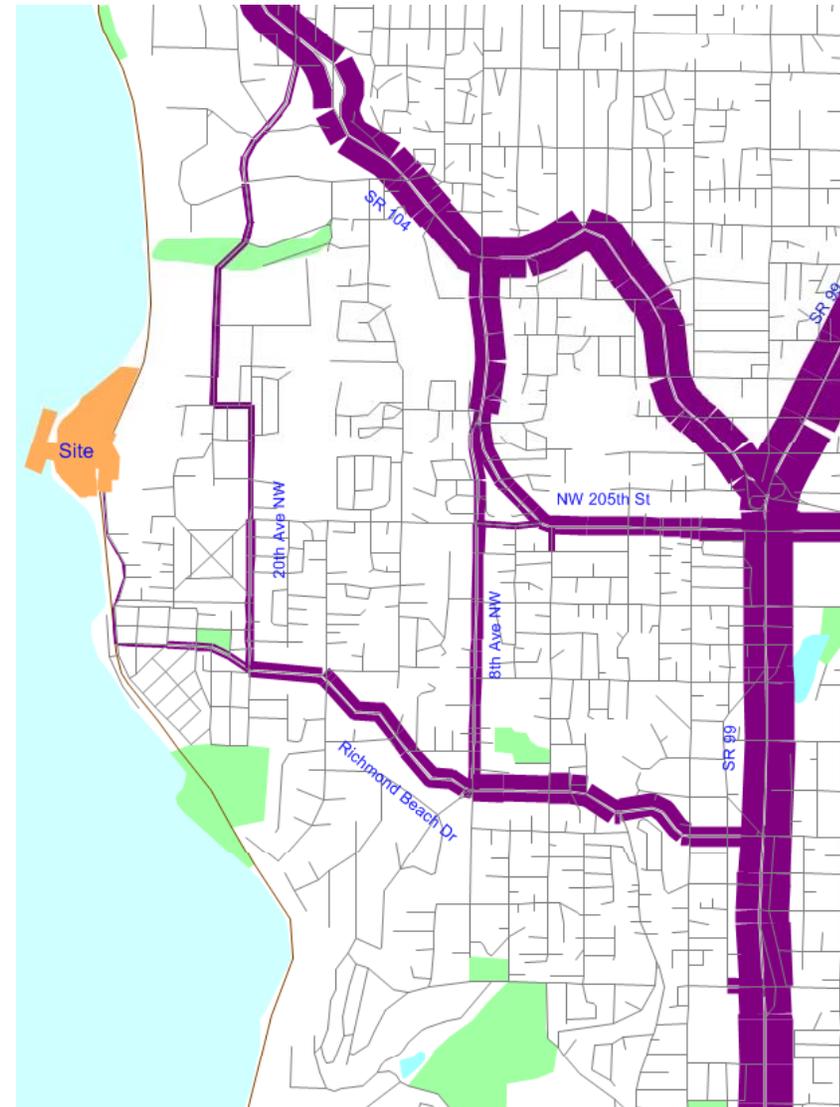
Point Wells Transportation Corridor Study – Segment A Workshop #1

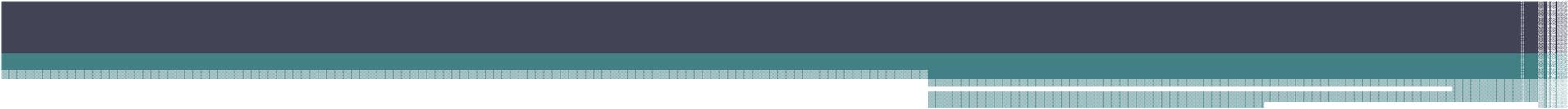
Segment A – Richmond Beach Drive

- Existing PM Peak Hour Volumes:
 - Entering Trips: 242
 - Exiting Trips: 153

Source Point Wells Expanded Transportation Impact Analysis, prepared by DEA, 2011

Note: Trip Distribution is being revised as part of the TCS



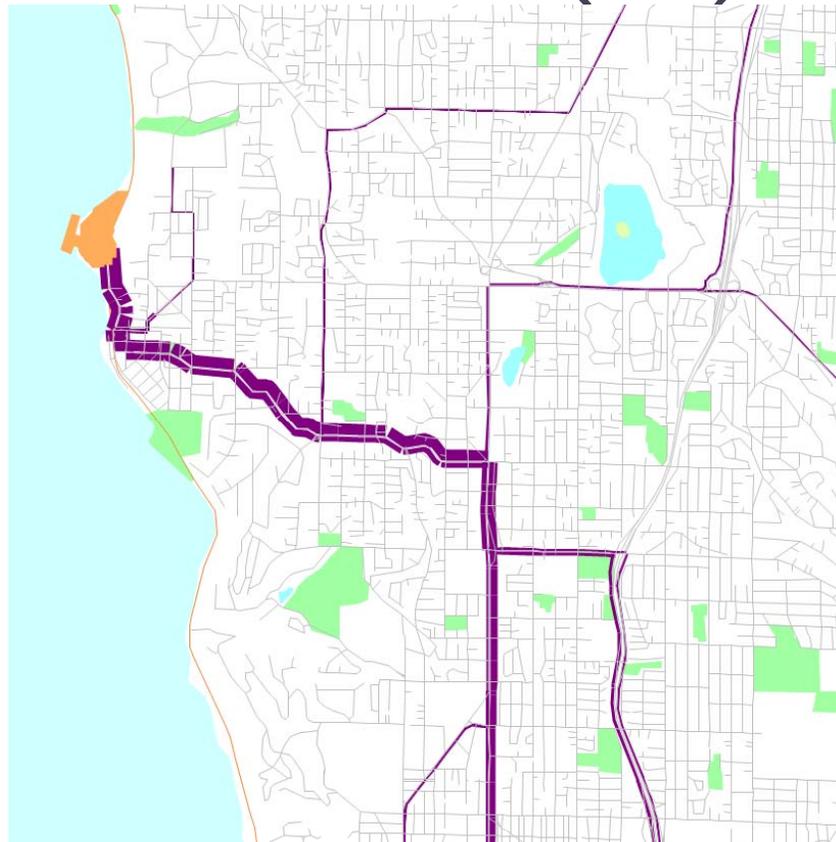


How much traffic are we planning for?

- 11,587 Average Daily Traffic (ADT)
- 942 PM Peak Hour

Phase 1 - Site Trip Distribution (PM)

- Entering Trips: 242
- Exiting Trips: 153

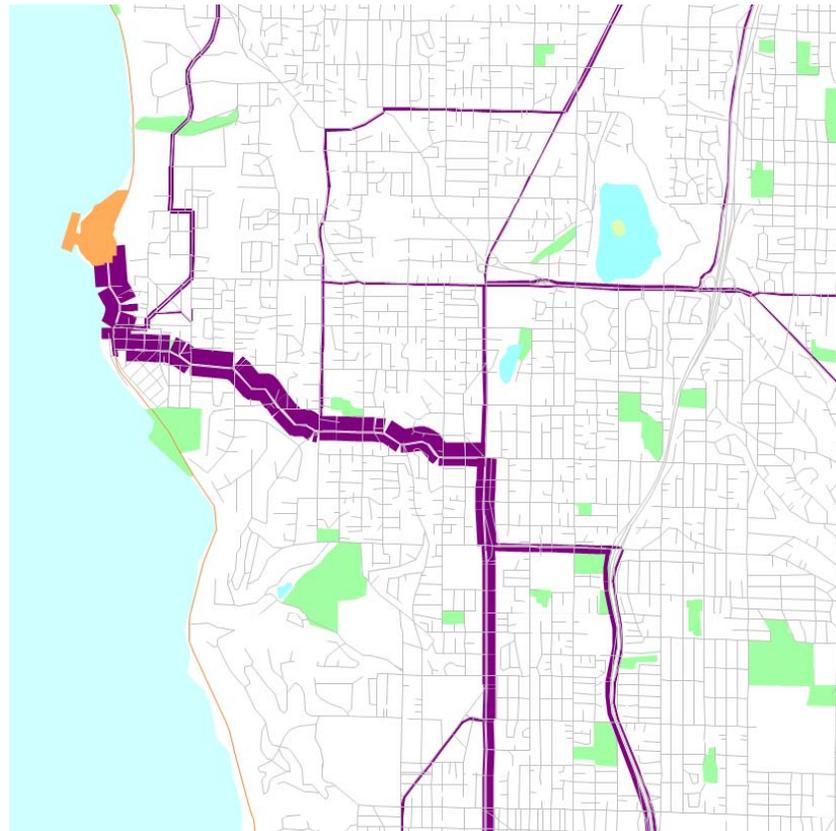


Source Point Wells Expanded Transportation Impact Analysis, prepared by DEA, 2011

Note: Trip Distribution is being revised as part of the TCS

Phase 2 - Site Trip Distribution (PM)

- Entering Trips: 330
- Exiting Trips: 260

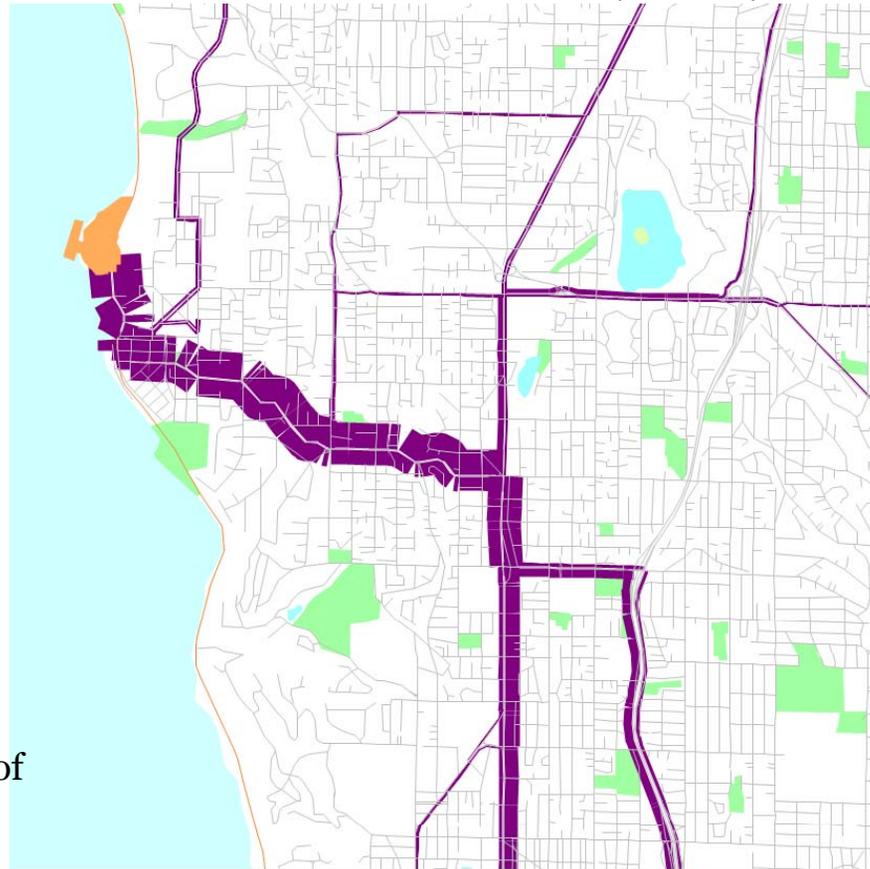


Source Point Wells Expanded Transportation Impact Analysis, prepared by DEA, 2011

Note: Trip Distribution is being revised as part of the TCS

Phase 3 - Site Trip Distribution (PM)

- Entering Trips: 559
- Exiting Trips: 413

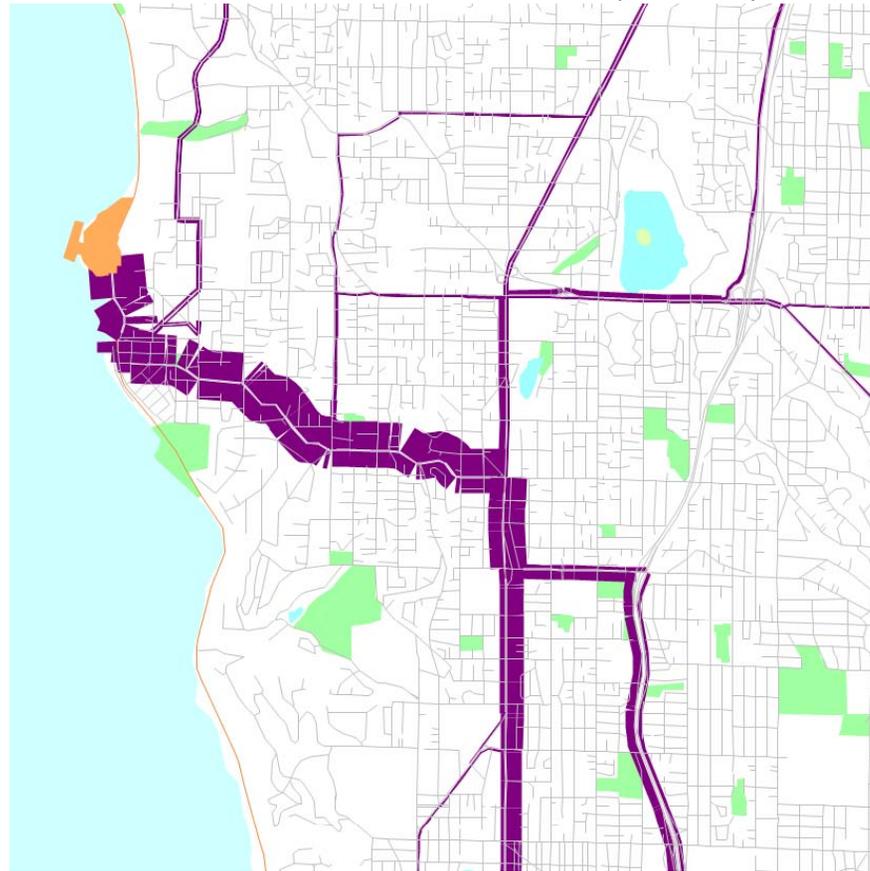


Source Point Wells Expanded Transportation Impact Analysis, prepared by DEA, 2011

Note: Trip Distribution is being revised as part of the TCS

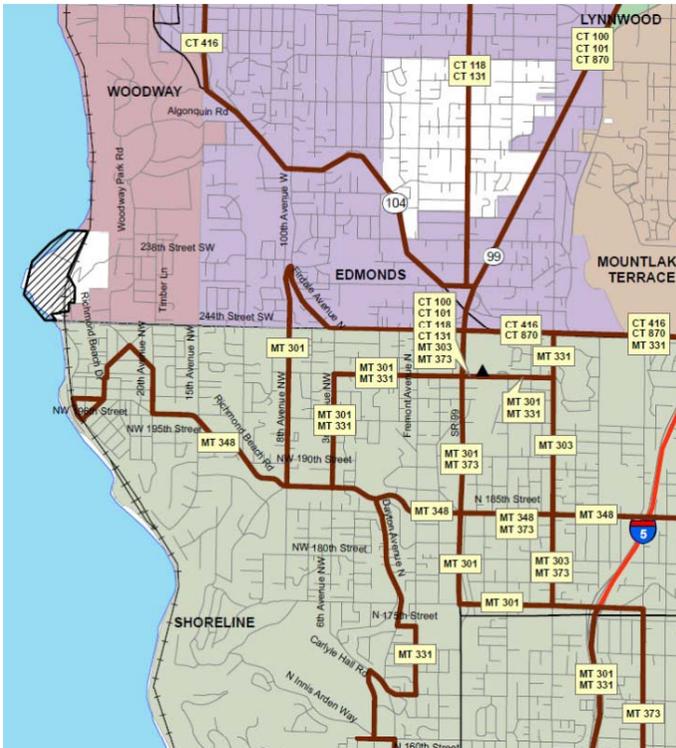
Phase 4 - Site Trip Distribution (PM)

- Entering Trips: 603
- Exiting Trips: 431

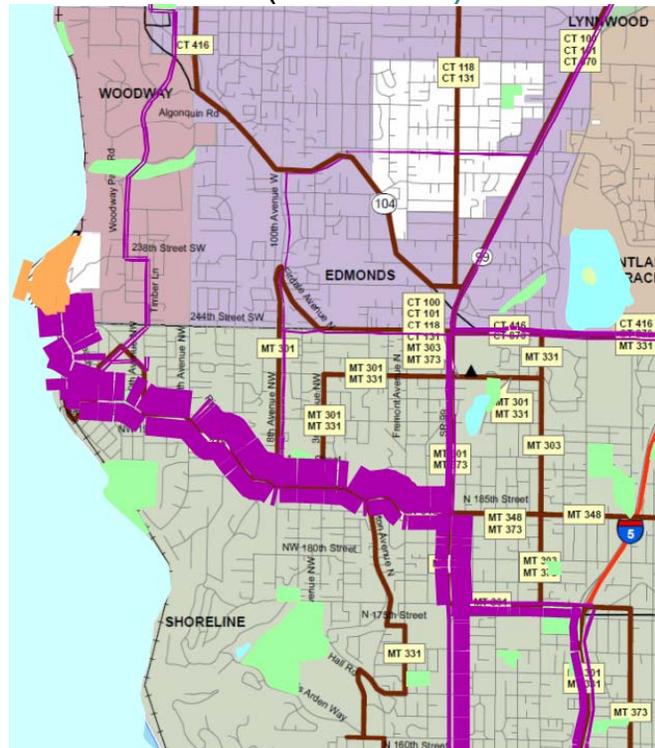


Transit Availability

Transit and Railway
(Source: DSEIS Study)



Site Trip Distribution
(Build Out)



Source Point Wells
Expanded
Transportation
Impact Analysis,
prepared by DEA,
2011

Note: Trip
Distribution is being
revised as part of the
TCS

Segment A - Key Findings

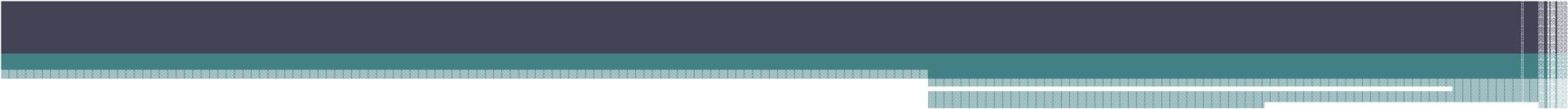
- Internalization of site-generated traffic increases with density over time
- Transit compatibility must be provided
- Most significant impacts occur on Richmond Beach Drive near Point Wells access
- Traffic impacts on Richmond Beach Road up to Aurora are a major concern

Segment A - Richmond Beach Drive

- Point Wells to and including NW 196th Street
 - Only site access
 - Existing weekday volumes: 850
 - Future volumes at upper limit of two-lane road
 - Location of existing homes limits widening
 - Topography limits widening
 - Impacts to neighborhood character a concern

Next Steps

- **Richmond Beach Drive Enhancement Plan**
 - Site access to NW 196th Street (Richmond Beach Road)
- **Richmond Beach Road Corridor Study**
 - Richmond Beach Drive to Aurora Avenue (SR 99)
- **EIS Traffic Impact Study**
 - Shoreline, Woodway, Snohomish County and WSDOT Facilities
 - Transit Compatibility

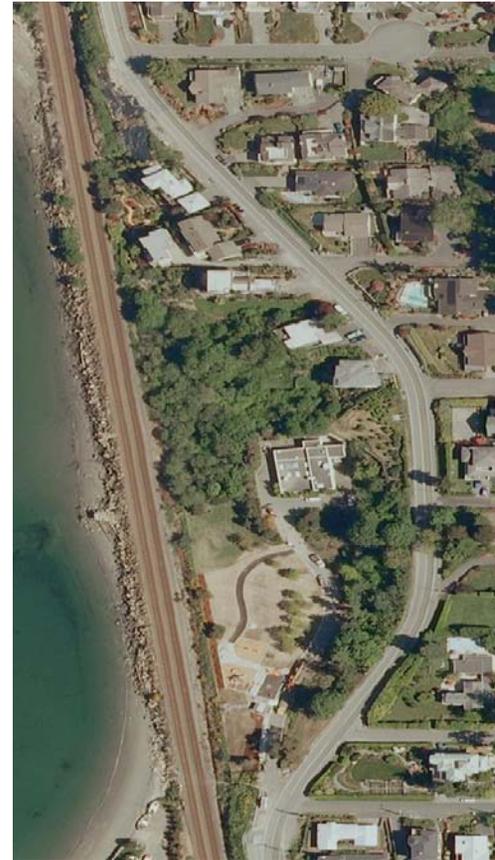


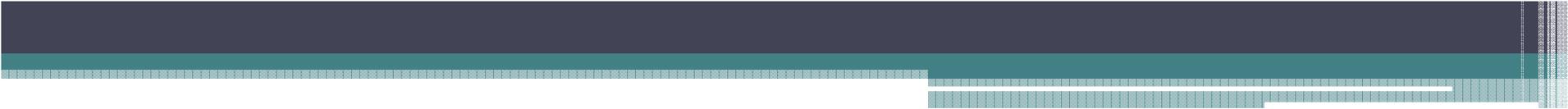
What we've heard from previous meetings

- How much traffic can a two-lane road accommodate?
- Can you provide local examples of two-lane roads with traffic similar to that anticipated with this project?
- What should we plan to do with Richmond Beach Drive/Road?

How much traffic can a two-lane road accommodate?

- Lane widths
- Parking
- Driveway density
- Conflicting volumes at intersections
- Grades
- Site distance
- Not uncommon to see 10,000 ADT





Provide examples of two-lane roads with traffic anticipated with this project?

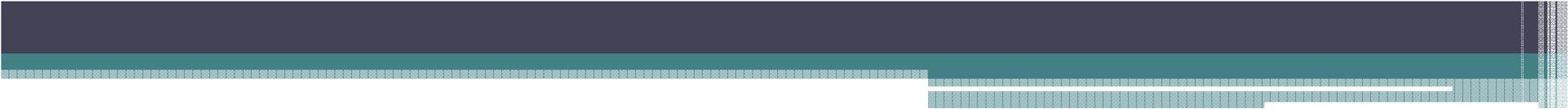
- One lane in each direction
- Parking on one or both sides
- Similar driveway densities and garages
- Similar grades
- Similar site distance

a. Time for clarifying questions from participants (w/ Kirk delegating who will answer the questions)

Questions/Answers

Workshop Session

- **Stations:**
 - Segment A, Richmond Beach Drive
 - Segment B, Richmond Beach Road
 - Segment A, Section 1 – 196th, 24th to RB Drive
 - Segment A, Section 2 – 196th to 199th
 - Segment A, Section 3 – 199th to 202nd
 - Segment A, Section 4 – 202nd to Point Wells



Report Back

- Common themes, issues, concerns or worries?
- Potential solutions already being discussed?

Next Steps

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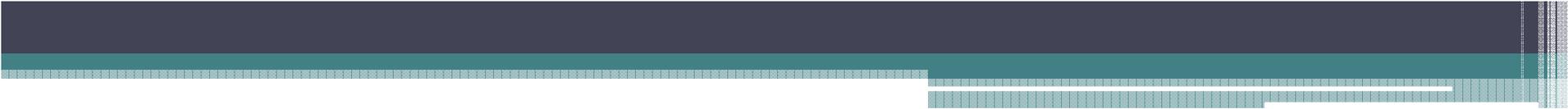
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Location:

Shoreline City Hall

17500 Midvale Avenue N.

Shoreline, WA



Thank you!