



**Point Wells Transportation Corridor Study
Segment A (Richmond Beach Drive)
Workshop #2: Issue Confirmation and Potential Design
February 26, 2014**

Workshop Summary

The City of Shoreline hosted the second of six Transportation Corridor Study (TCS) workshops on February 26, 2014 from 6:30 to 9:00 p.m. Workshop #2 was designed to confirm issues and concerns raised during Workshop #1, and to give residents, business owners and transit users who live and work on Richmond Beach Drive and Richmond Beach Road the opportunity to start brainstorming potential design solutions for the corridor to address traffic impacts associated with the proposed Point Wells Development.

Open House

The workshop began with an Open House session, where attendees were invited to interact with each other and City staff, and view maps of Segment A (Richmond Beach Drive) and Segment B (Richmond Beach Road), as well as informational boards about the Point Wells development.

Presentation and Explanation of Workshop Session

After the Open House, there was a 30-minute presentation to share key themes from the comments received during Workshop #1 and to provide an overview of the range of potential design solutions available that could be implemented to address traffic-related concerns associated with the proposed Point Wells development.

Kristine Edens, EnviroIssues (TCS facilitator) and Kirk McKinley, City of Shoreline Transportation Planning Manager, introduced the consultant team, City staff and elected officials and reviewed the workshop goals and agenda. Kirk emphasized that this workshop was an opportunity for the community to develop potential design solutions and to share these ideas with the developer (BSRE) for inclusion in the project's environmental mitigation package.

Kirk McKinley then gave an overview of an overview of the TCS project area, context for the study, goals for the TCS, distinctions between the Snohomish County State Environmental Policy Act (SEPA) process and the TCS, clarifications from Workshop #1 and ongoing opportunities for public involvement.

- Based on feedback from the first workshop, the City added a new workshop station to address cut-through traffic concerns and potential traffic calming solutions throughout Segment A.
- Kirk emphasized that the City's goal for the TCS is to provide the community an opportunity to develop an "insurance policy" to ensure that any redevelopment that occurs at the Point Wells site reflects the Shoreline community's values. The results of the TCS will inform development of the City's subarea plan as well as any agreement with BSRE, or a future Point Wells developer.
- Kirk clarified that design-related issues on Richmond Beach Road and Richmond Beach Drive are best-addressed through the City of Shoreline TCS, while suggestions and concerns about alternative access routes to Point Wells, park capacity and general quality-of-life concerns are best expressed through the Snohomish County SEPA scoping process.

- Kirk responded to concerns raised in Workshop #1 about the traffic model, extent of City right-of-way and the project timeline. As requested by participants during Workshop #1, Kirk also shared examples of comparable roads in Shoreline that currently experience traffic volumes similar to those associated with the proposed Point Wells development.

Kendra Dedinsky, City of Shoreline Associate Traffic Engineer, gave an overview of design-related comments received during the first workshop and asked participants to identify possible solutions to mitigate these concerns.

- Cut-through traffic was the primary concern raised during Workshop #1. Other design-related concerns included ingress/egress from driveways and side streets, street lighting, pedestrian/bicycle safety, undergrounding utilities, parking, right-of-way and landscaping.
- In addition to traffic and design-related comments, workshop participants shared concerns regarding noise/air pollution/environmental impacts of the proposed Point Wells development, neighborhood safety (e.g. emergency vehicle access, speeding, intersection control) and transit.
- Kendra asked the group to clarify their concerns and identify potential design treatments and solutions that may help keep traffic on Richmond Beach Road and Richmond Beach Drive and reduce and/or mitigate cut-through traffic on neighborhood streets.
- Roadway design components that may offer potential solutions include additional travel lanes, parking lanes, turn lanes, emergency access, amenities (landscaping, lighting), shoulder and buffers, multimodal transportation lane, landscaping and sidewalks.

After the formal presentation, there was a brief question and answer session facilitated by *Kristine Edens*. Key questions included:

- Has traffic analysis considered school buses traveling to and from the Point Wells Development? Who will pay for them?
- Do comparable roads to Richmond Beach Road and Richmond Beach Drive in Shoreline have current traffic volumes that are similar to those projected as a result of the Point Wells development?
- Has there been an agreement with the developer to set ultimate traffic limits on the corridor? Does the current 11,587 trip cap meet the City of Shoreline's standards for service?
- When roadways are improved to handle additional capacity, are these areas typically rezoned (e.g. more commercial)?

Workshop Session

During the workshop session, participants were able to visit seven facilitated tables to share their concerns regarding specific sections of Segment A as well as Segment B. Breakout stations included:

- Segment A – Richmond Beach Drive Overview
- Segment B – Richmond Beach Road Overview
- Segment A – Section 1, NW 196th Street and 24th Avenue NW to Richmond Beach Drive
- Segment A – Section 2, Richmond Beach Drive, NW 196th Street to NW 199th Street
- Segment A – Section 3, Richmond Beach Drive, NW 199th Street to NW 202nd Street
- Segment A – Section 4, Richmond Beach Drive, NW 202nd Street to Point Wells property
- Cut-through Routes

Report Back and Next Steps

After the workshop session, participants and facilitators reconvened to share the findings from each of the breakout stations. Common themes emerged from each of the breakout stations.

Concerns:

- Maintain residential feel of the neighborhoods
- Improve safety for bikes and pedestrians
- Clarify existing right-of-way width and potential impacts for residents who live along Segment A

Potential solutions:

- Multiple proposed curb-to-curb configurations that include combinations of protected bike lanes, parking, sidewalks, pedestrian path/trail
- Undergrounding utilities
- Sidewalks and other improvements on side streets to improve pedestrian safety
- Close certain roads to traffic
- Build an elevated viaduct to the west of Segment A
- Barge construction materials to/from the Point Wells site to reduce construction-related traffic

For a more detailed account of comments and questions received during Workshop #2, please see the [PowerPoint presentation, comments and suggestions](#) from stations and [comment forms and letters](#) received on the City of Shoreline [Point Wells Transportation Corridor Study](#) web page.