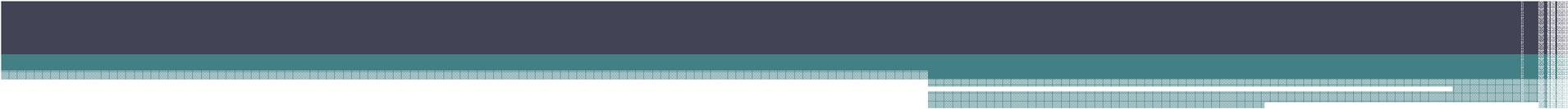


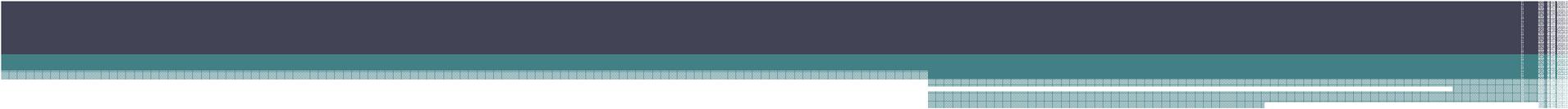
# Point Wells Transportation Corridor Study

Segment A – Richmond Beach Drive  
Workshop #3: Review Potential Design Solutions



# Welcome and Introductions

- Quick housekeeping
- Agenda review
  - 6:30 – Open House
  - 7:00 – Welcome and Introductions
  - 7:30 – Workshop Session
  - 8:45 – 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

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

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

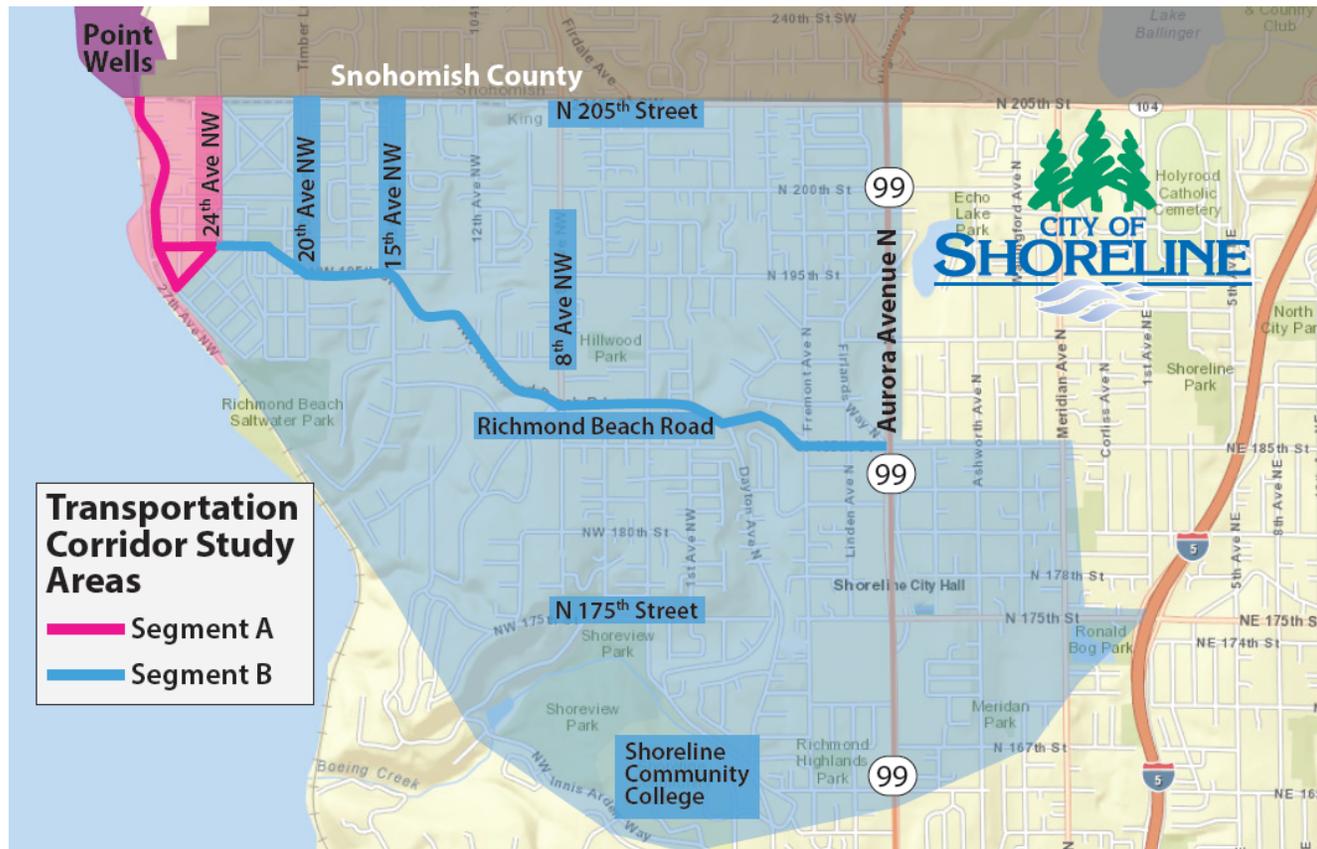
**All meetings**

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



3/13/2014

Point Wells Transportation Corridor Study – Segment A Workshop #3

# Segment A - Richmond Beach Drive



3/13/2014

Point Wells Transportation Corridor Study – Segment A Workshop #3

# TCS Context

- Proposed redevelopment of Point Wells
  - 3,000 +/- units, some commercial
- Much input/controversy/discussion
  - Community concern, city concern
  - State Supreme Court case still pending
  - Snohomish County Draft Environmental Impact Statement (DEIS) scoping period closed
  - DEIS anticipated in spring/summer

# Sequence of Actions

- 2011 – Letter of Intent, includes direction:
  - TCS feeds Environmental Review
  - Memo of Understanding (MOU)
  - Environmental Review
- 2013 – MOU – direction on TCS process
- 2014 – TCS – Community Workshops to develop Mitigation
- 2014 – DEIS – Mitigation List, Incorporate TCS
- Yet to Come – Development Agreement, includes:
  - Mitigation Agreement
  - Phasing and Traffic Cap
  - Enforcement Mechanism
  - Annexation

# City Goals for TCS

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

# How you can continue to weigh in

- 3 remaining TCS workshops:
  - 3<sup>rd</sup> for Segment A (tonight)
  - 2 for Segment B
  - 1 Combined for A and B
- Participate, listen, feedback on design concepts
- Remember the insurance policy



## Workshop #2 - Consensus

- General support for multi-purpose path on one-side (promenade)
- Preference to focus traffic onto 196<sup>th</sup>
- Parking not a high need
- Much concern about cut-through traffic

# Workshop #2 - Continued debate

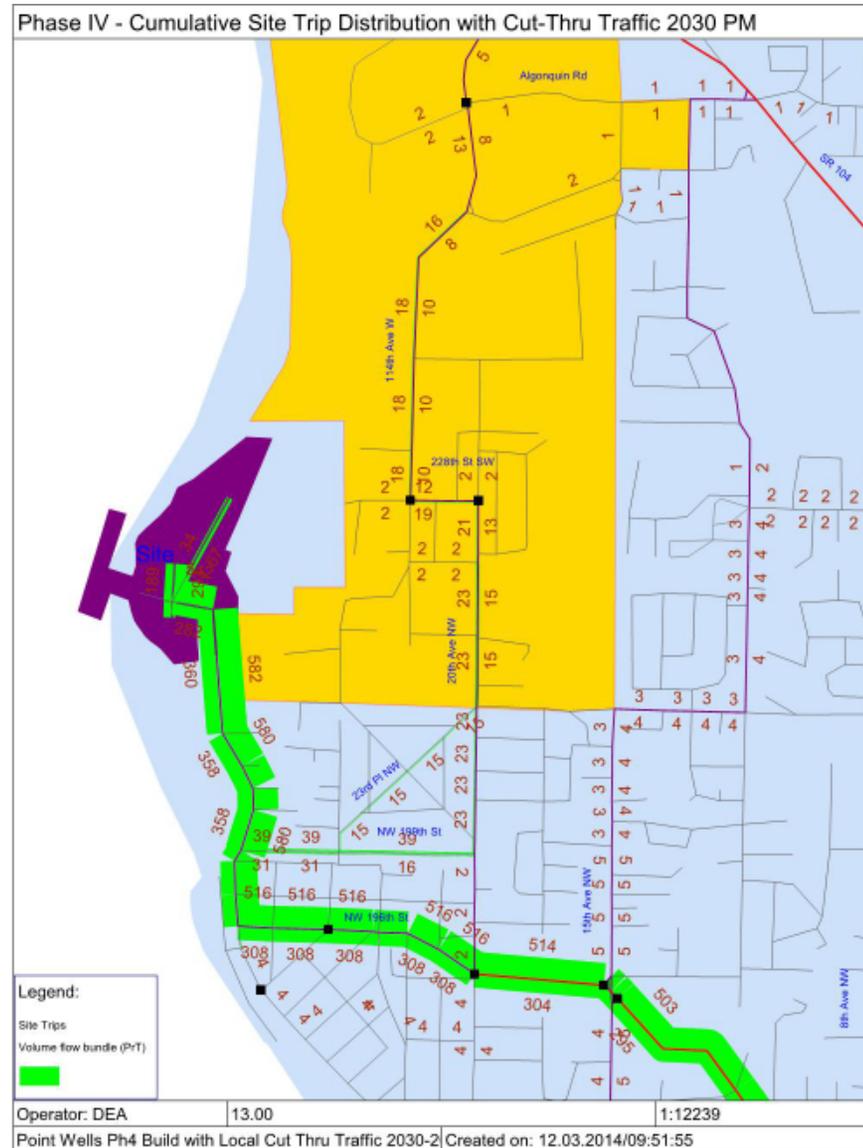
- How to mitigate cut through traffic
  - Some residents want restricted access, others want routes to remain open.
  - How to incorporate bike facilities – separated or promenade.
  - Parking – most thought parking was not a high need but a few residents did express that they would like to retain parking in some segments.

# Segment A - Trip Distributions

- 2 Scenarios
  - Existing Roadway System, Cut-Through Traffic
  - Added Neighborhood Traffic Calming Measures, No Cut-Through Traffic

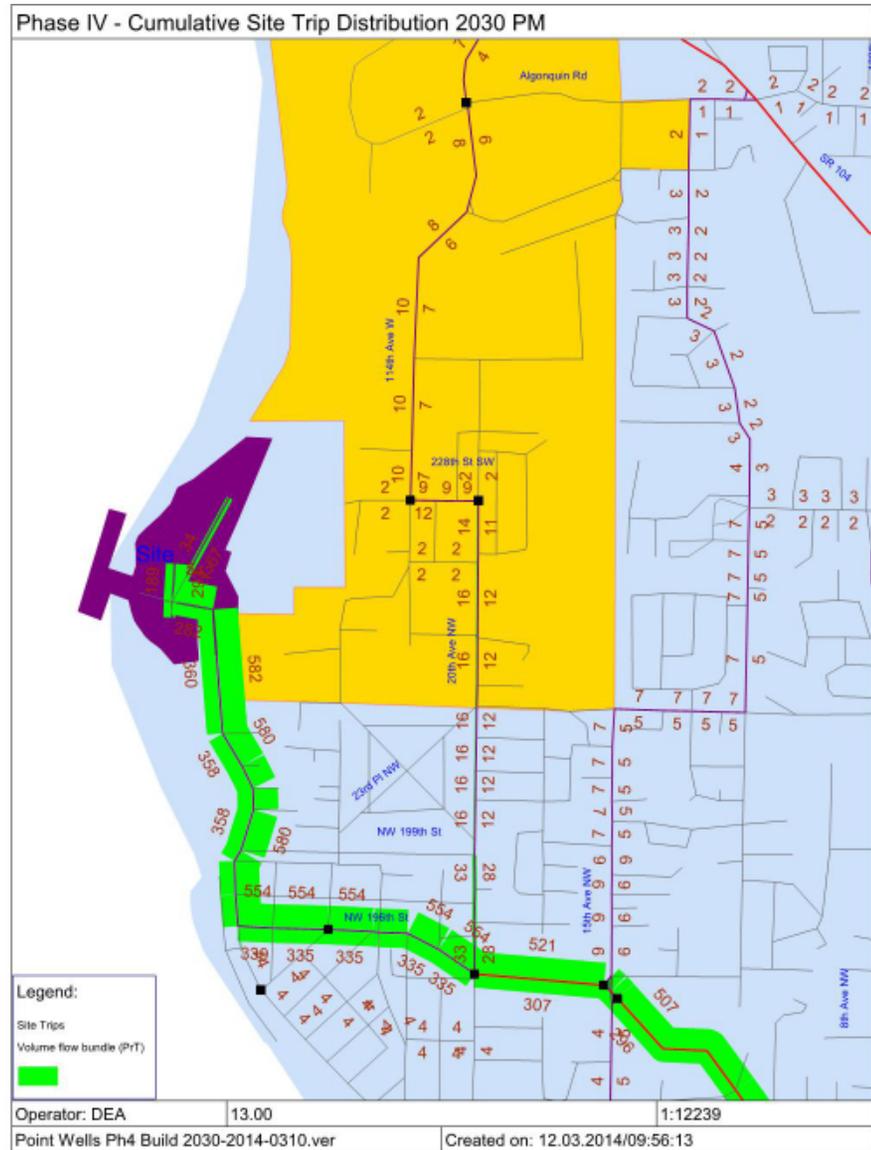
# Existing Roadway System

- Cut-Through Traffic on Local Streets



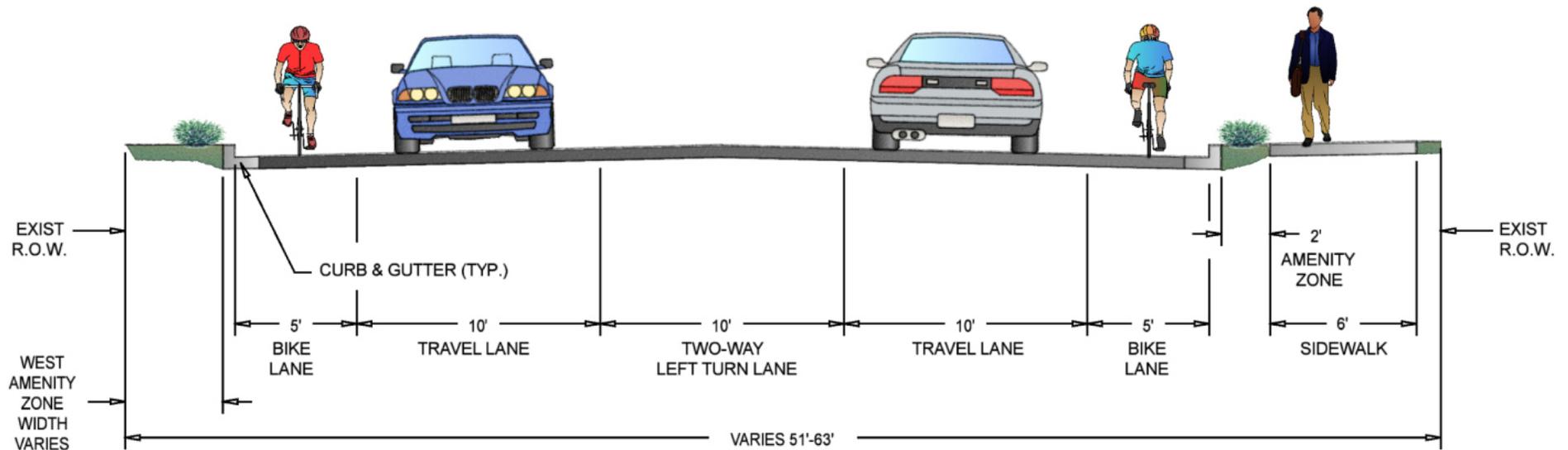
# Added Traffic Calming Measures

- No Cut-Through Traffic on Local Streets



# Segment A - Potential Solutions

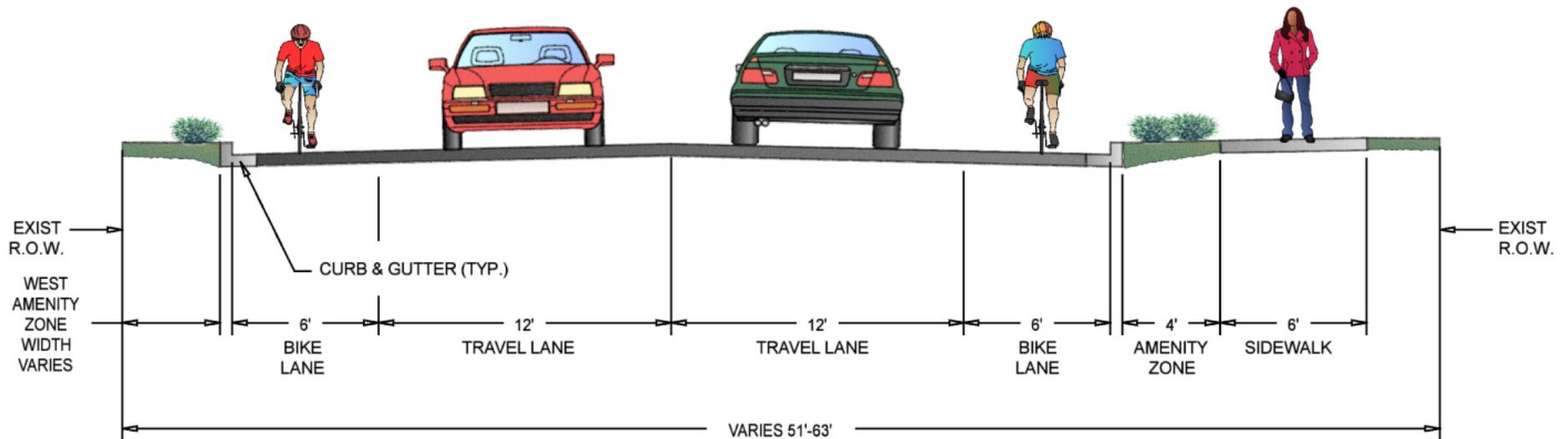
- Multiple Preliminary Concept Design Options
  - Community input from Workshops #1 & #2
  - City staff input
- 3-Lane and 2-Lane Sections
- Typical Sidewalk and “Promenade”
- With and Without On-Street Parking
- Amenity Zones



## RICHMOND BEACH DR. - OPTION 1

(40' ROAD, 49' MIN. WIDTH W/O WEST AMENITY ZONE)

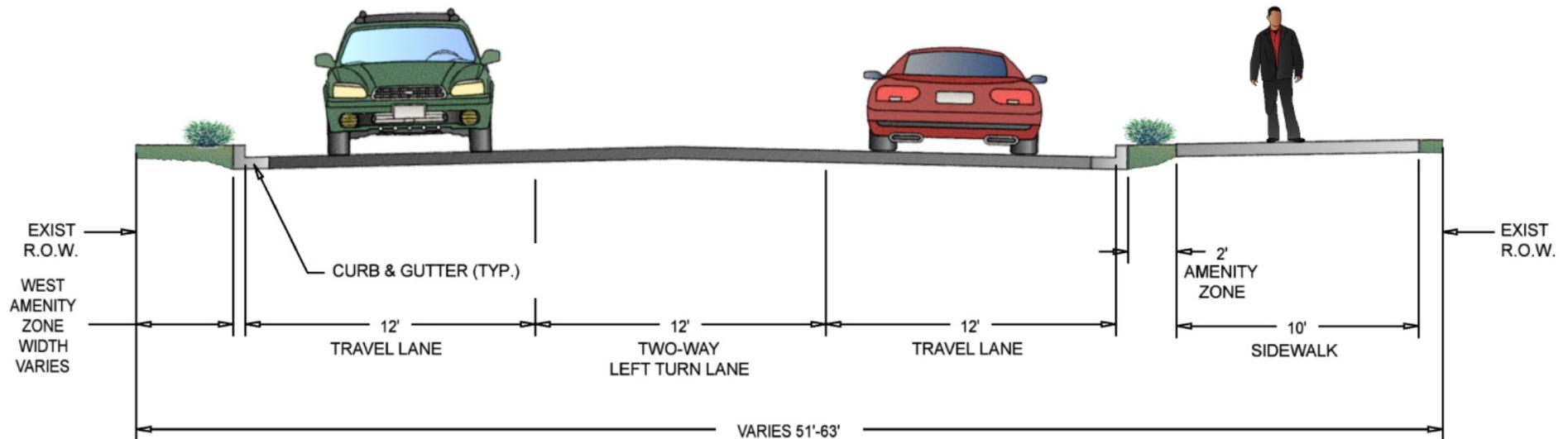
- 40-foot roadway
- Space for medians
- Separation for multiple users
- Center turn lane and bike lanes
- 3-lane roadway footprint
- Full width challenges
- Narrowed amenity zones
- Wider section, faster speeds



## RICHMOND BEACH DR. - OPTION 2

(36' ROAD, 47' MIN. WIDTH W/O WEST AMENITY ZONE)

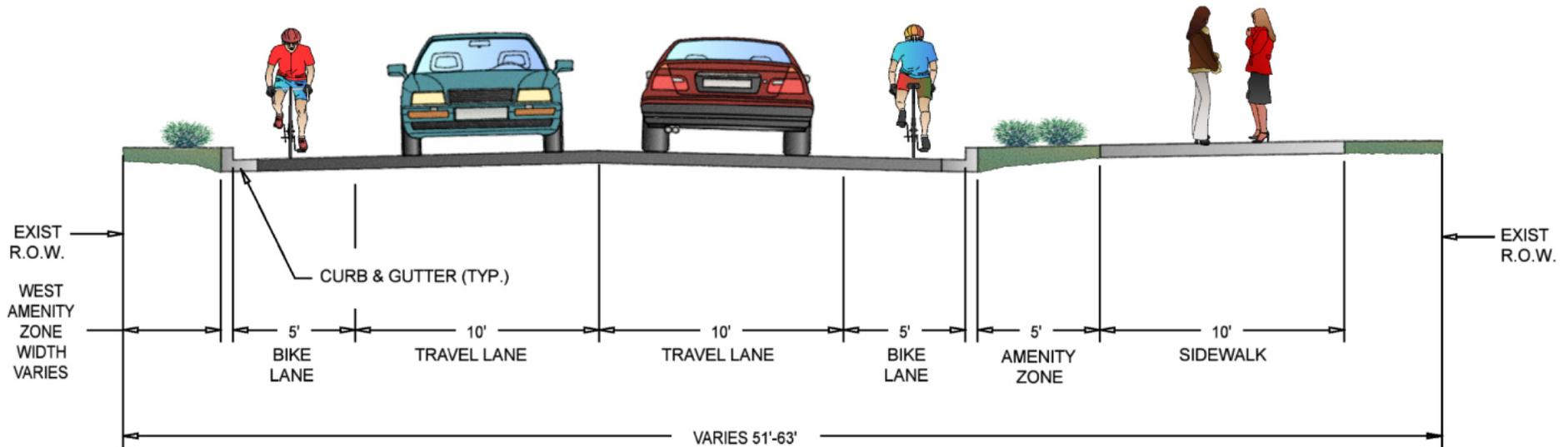
- 36-foot roadway
- Continuous sidewalk east side
- Separation for multiple users
- Bike lanes, improved sightlines
- 2-lane roadway footprint
- Matching challenges
- No center turn lane
- No space for medians



### RICHMOND BEACH DR. - OPTION 3

(36' ROAD, 49' MIN. WIDTH W/O WEST AMENITY ZONE)

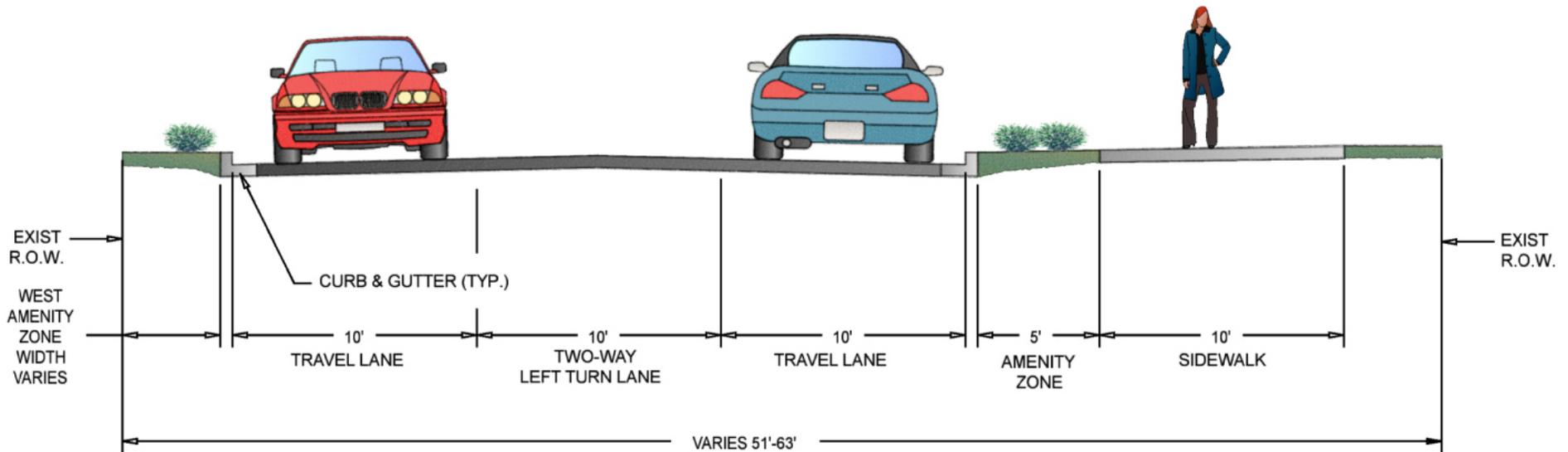
- 36-foot roadway
- Space for medians
- Shared-use “promenade”
- Center turn lane
- 3-lane roadway footprint
- Full width challenges
- Narrowed amenity zones
- Decreased entering sight lines



## RICHMOND BEACH DR. - OPTION 4A

(30' ROAD, 46' MIN. WIDTH W/O WEST AMENITY ZONE)

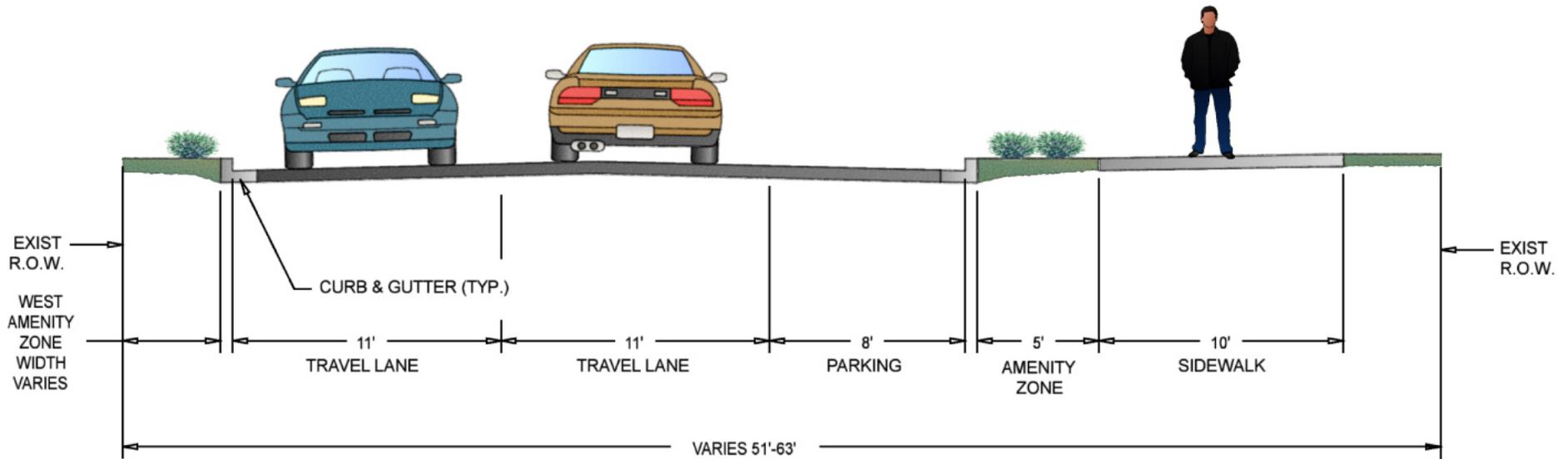
- 30-foot roadway
- Narrower section, slower speeds
- Shared-use “promenade”
- Bike lanes, improved sightlines
- 2-lane roadway footprint
- Matching challenges
- No center turn lane
- No space for medians



## RICHMOND BEACH DR. - OPTION 4B

(30' ROAD, 46' MIN. WIDTH W/O WEST AMENITY ZONE)

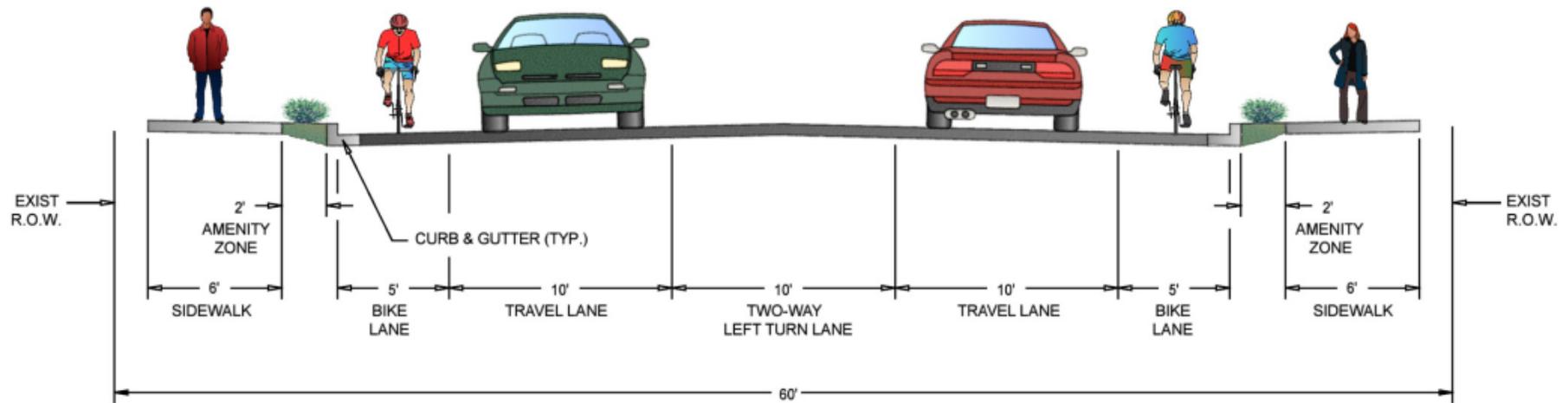
- 30-foot roadway
- Space for medians
- Shared-use “promenade”
- Center turn lane
- 3-lane roadway footprint
- Matching challenges
- No bike lanes
- Decreased entering sight lines



## RICHMOND BEACH DR. - OPTION 4C

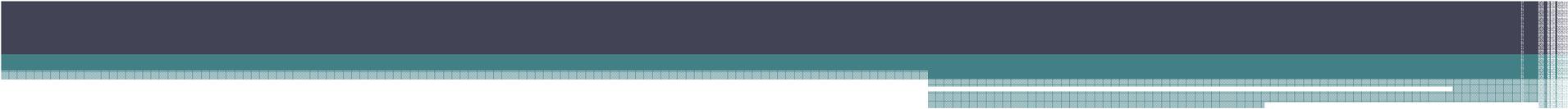
(30' ROAD, 46' MIN. WIDTH W/O WEST AMENITY ZONE)

- 30-foot roadway
- Narrower section, slower speeds
- Shared-use “promenade”
- On-street parking
- 2-lane roadway footprint
- Matching challenges
- No center turn or bike lanes
- No space for medians



196th ST. SW

- 40-foot roadway
- Sidewalk both sides
- Center turn lane
- Bike lanes, improved sight lines
- 3-lane roadway footprint
- Matching challenges
- Narrowed amenity zones
- Loss of existing parking



# Segment B - Potential Solutions

- TBD
- Input from Workshop #4 on March 19<sup>th</sup> to aid with development

# Next Steps

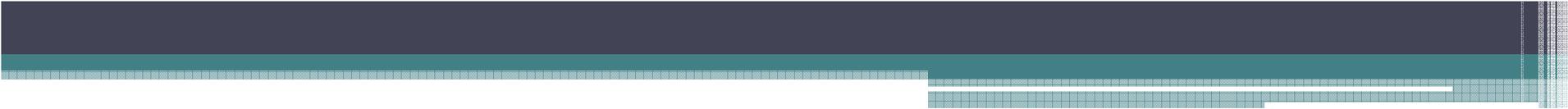
- Gather your input tonight
- Update traffic model and “test” solutions
- Present proposed solutions on April 16<sup>th</sup> and gather your input
- City/BSRE team finalize mitigation package

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

# Questions/Answers

# Workshop Session

- Stations:
  1. RBD Design Option 1
  2. RBD Design Option 2
  3. RBD Design Option 3
  4. RBD Design Option 4
  5. 196<sup>th</sup> Design Concept
  6. Cut-Through Routes
  7. Segment B



# Report Back

- Areas of consensus?
- Areas of continued debate?
- Preferred solutions?

# Next Steps

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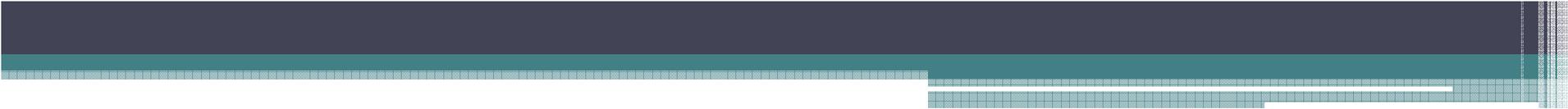
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**Location:**

Shoreline City Hall

17500 Midvale Avenue N.

Shoreline, WA



Thank you!

[www.shorelinewa.gov/PointWells](http://www.shorelinewa.gov/PointWells)