

# Point Wells Transportation Corridor Study Workshop

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**Thursday, March 13, 2014**

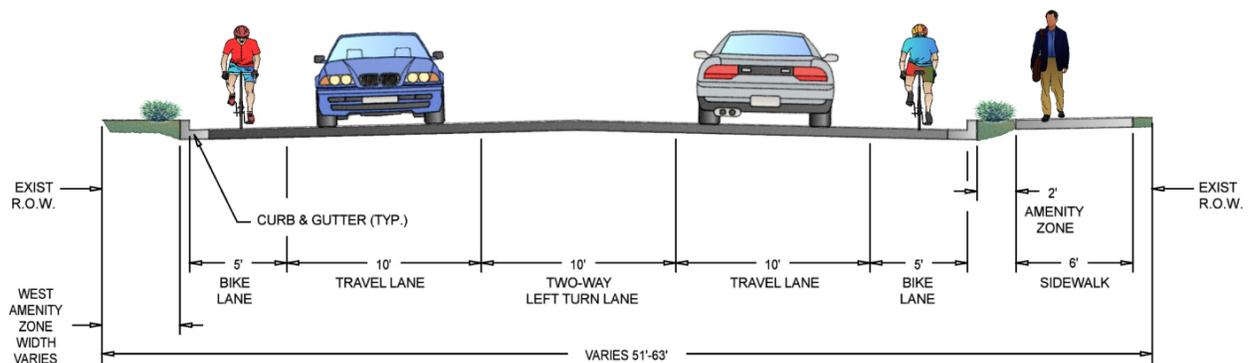
**Segment A, Meeting #3: Review proposed design options**

## ***Table of Contents***

### **Comments and Suggestions**

1. Richmond Beach Drive Design Option #1	Pg. 2
2. Richmond Beach Drive Design Option #2	Pg. 3
3. Richmond Beach Drive Design Option #3	Pg. 4-5
4. Richmond Beach Drive Design Option #4	Pg. 6-7
5. NW 196th Design Concept	Pg. 8-9
6. Cut Through Options	Pg. 10
7. Segment B – Richmond Beach Road	Pg. 11

# 1. Richmond Beach Drive Design Option #1



## 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

## Comments and Suggestions:

### From Map

@NW 196th St

-Restrict ability to turn in or out at alley and 196th, including boat trailer

@Intersection of 196th and RBD

-Low landscaping on diverter

@RBD between 196th and 197th

-Review clearance from existing guardrail and bike lane

@RBD and NW 198th St (Entrance to Kayu Kayu AC Park)

-Provide park sidewalk to end of entrance and to PED crossing

-How will the pedestrian cross to the park safely? Is a pedestrian crossing possible?

-More crossing south to align with entrance or path directly into park

@RBD between 202nd PI and NW 204th St

-Root balls present outside ROW; excavation for retaining walls will need to occur outside ROW/on private property

- Residents lose area to maneuver/run around vehicles; may require backing in or out of driveway
- Would like to see ROW staked to let property owner know its location

**From Note cards**

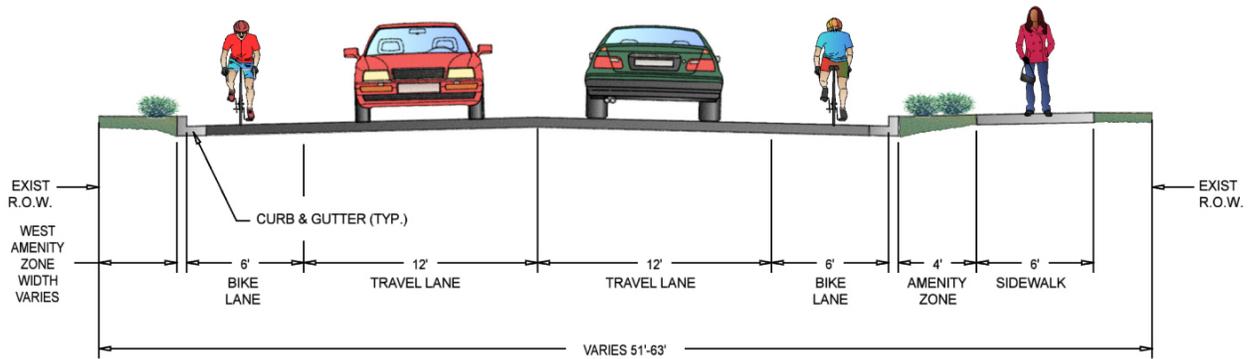
Option 1 ROW

- Width is too wide
- Don't like bike lanes
- Don't like center turn lane
- I do like width of travel lanes
- I don't like sidewalk width. Should be narrower

Option 1 or Option 3

I like the wider option with center turn lane. This allows for freer flow of traffic, more options in the center median for design of diversions to reduce cut-through traffic.

## 2. Richmond Beach Drive Design Option #2



### 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

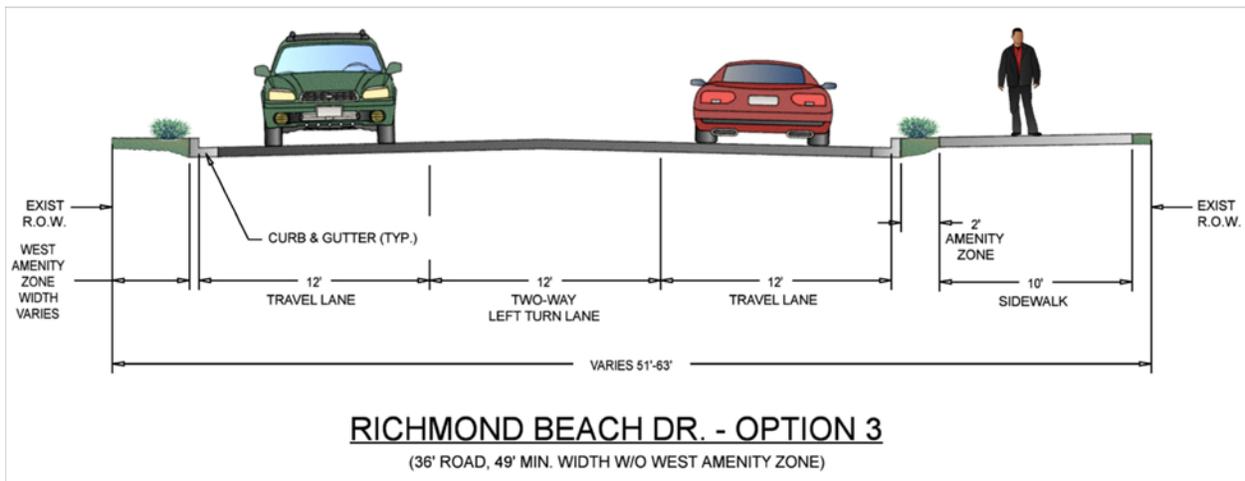
### Comments and Suggestions:

#### From Map

@RBD between 202nd Pl and NW 204th St

- Traffic Lights?
- Crosswalks?
- Forget bike lanes
- Sidewalks on both sides

### 3. Richmond Beach Drive Design Option #3



- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• 36-foot roadway</li> <li>• Space for medians</li> <li>• Shared-use “promenade”</li> <li>• Center turn lane</li> </ul> | <ul style="list-style-type: none"> <li>3-lane roadway footprint</li> <li>Full width challenges</li> <li>Narrowed amenity zones</li> <li>Decreased entering sight lines</li> </ul> |
|--|---|

### Comments and Suggestions:

#### From Map

@NW 196th St and RBD

- How about [a] round-about
- Sensorized signal at intersection for left turn lane [into RBD from 196th]
- Question about left turn safety? Like this diversion construct before site construction begin to capture construction vehicles

@RBD between 196th and 197th

- Center turn lane all-ways or helps homeowner turn during peak hours...

@NW 197th and RBD

- No cut-through

@NW 198th St and RBD

- No cut-through
- Move crosswalk to this location

@NW 199th St and RBD

- Calming; no cut-through
- picture [island at intersection]*
- Prevent left turn onto 199th from RBD with median in center lane. Lots of pedestrians on 199th. This also makes left on 197th /198th less attractive.
- Lots of pedestrians on 199th /198th; needs to address for safety
- Speed bumps along 199th,

@RBD between 199th and 202nd PL

- Sidewalks on both sides a must; eliminate bike lanes if needed
- Use of a reversible lane and make 196th one way and 195th to one way to facilitate quicker movement of traffic during peak hours

@RBD General

- I like the narrower road options on RBD option 4 with a 6ft sidewalk
- Move roadways east and west as necessary to avoid changing the landscaping as it currently exists
- Driveway safety with bikes; push bikes onto own path on west side with curb [separation]
- I don't like the center turn lane
- No sidewalks nor bike lane on west side
- Review driveway type. See if 10' (12' preferred) can stay at same elevation. No drop at driveway.

### **From Comment Cards**

Option 3

- Prefer 11' travel lane
- Don't like left turn lane
- I like 1 sidewalk only
- Don't like sidewalk width. should be smaller

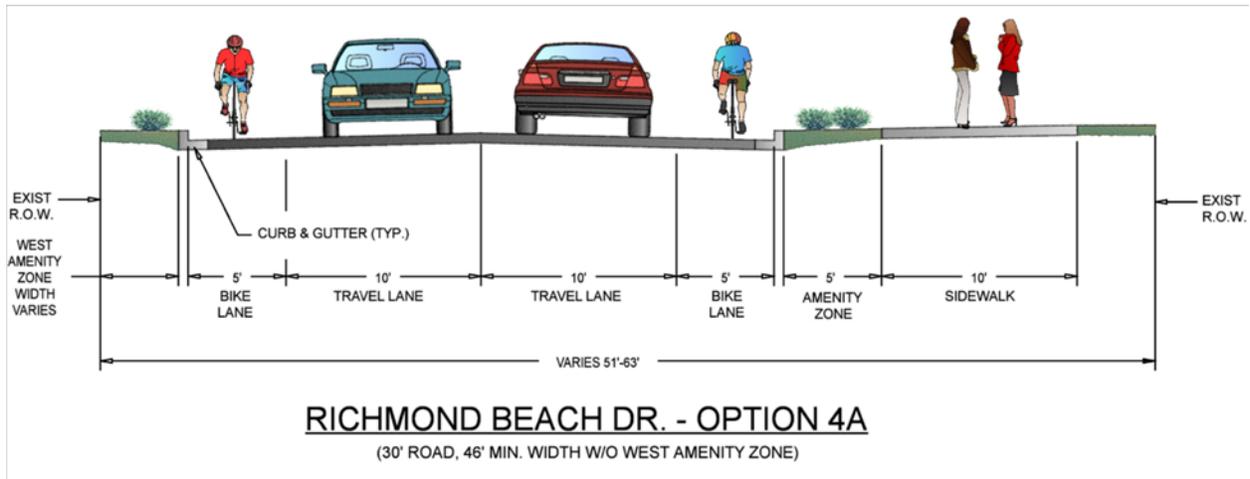
Option 3

- Shared bike and pedestrians 'lanes' are never safe and a bad idea

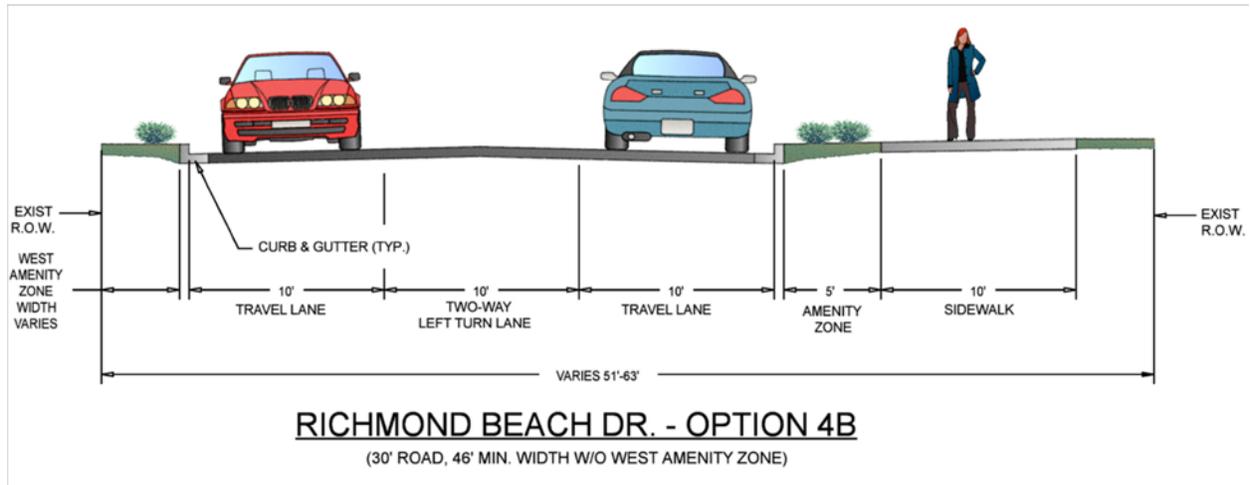
Option 3

- Many of us prefer option 4c but modified.
- No parking
- Reduced sidewalk width
- Minimize negative impacts to property owners

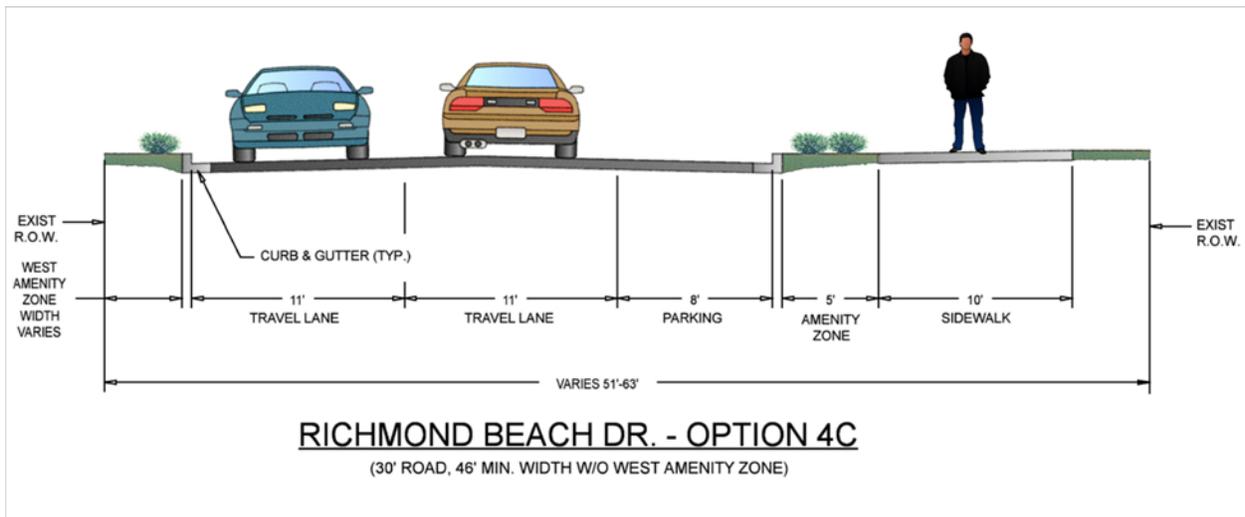
## 4. Richmond Beach Drive Design Option #4 A-C



- 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



- 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



- 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

## Comments and Suggestions:

### From Map

@RBD

- Shift the roadway to preserve private property as it currently is where ever possible/
- Sidewalk-if it only needs to be 5 feet then don't make it 10 feet wide
- I don't like a parking lane
- Use all option 4 (a,b,c) depend on properties and geography, shift parking to either sides depends on property.
- Do single one way travel lanes work when delivery trucks blocks one lane.
- Sidewalks on both side of RBD

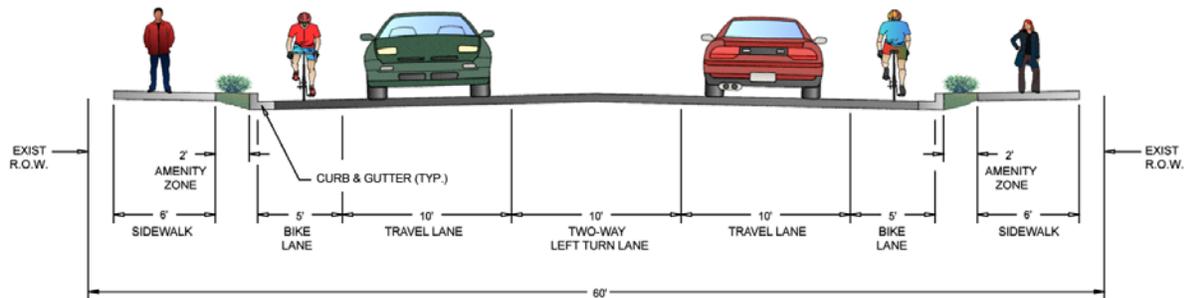
@NW 198th ST and RBD

- [drawing] *crosswalk across RBD on south side*

@NW 196th and RBD

- Sidewalks on both sides between 196th and the Park
- [arrow pointing south on RBD] Continue sidewalk import and pedestrian south all to the end.

## 5. 196th Design Concept



NW 196th ST.

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• 40-foot roadway</li> <li>• Sidewalk both sides</li> <li>• Center turn lane</li> <li>• Bike lanes, improved sight lines</li> </ul> | <ul style="list-style-type: none"> <li>• 3-lane roadway footprint</li> <li>• Matching challenges</li> <li>• Narrowed amenity zones</li> <li>• Loss of existing parking</li> </ul> |
|--|---|

### Comments and Suggestions:

#### From Map

@NW 196th and 24th Ave NW

- Possible signal at 196th and 24th to make left onto 195th safe
- Crosswalk at intersection of 24th Ave and 196th St

@NW 196th and RBD

- Traffic calming at 196th and RBD to reduce speed and acceleration around corner
- What about a stoplight at the bottom of 196th and RBD?
- Bulb to prevent no south on RBD and 196th from RBD. Left from 196th south ok.
- Continue RBD S all the way to the end of RBD to south side.
- Sidewalk and bike and parking on one side, same as north 196th.

#### From Flip Chart

What do you think of this design concept for 196th?

- Minimize road width to reduce impact to existing landscaping
- Suggest no turn lane or bike/Ped only on one side
- To move more traffic, make one way triangle and allow for narrower street section
- Concerned about ability to access alley off of 196th if higher volume especially with boat/trailer
- Prefer 196th as arterial over having RBD south of 196th and 195th in arterial system

- Want sidewalks to extend beyond corridor on side streets
  - Not safe with cut-through traffic
- Wider amenity strips on 196th
- More aggressive traffic diversion at 196th and RBD to discourage southbound on RBD. Ideally emergency vehicles only south on RBD from 196th
- Prefer bike lane only uphill

### **From Comment Cards**

- Sidewalk on west side of Richmond Beach Drive from NW 196th to Park would help safety of pedestrians at intersection
- Will cars be able to take left out of 24th Ave NW?
- Cars will still use NW 195th PL but doesn't get any mitigation (i.e. sidewalks)
- Would rather see one way on 196th and 195th PL
- Medians or vegetation etc to slow cars down (start at 8th Ave); concerned for speed down NW 196th
- Concerned that all cars are concentrated on one street vs. two. Impact to people on NW 196th.
- Like traffic on 196th, keep NW 195th PI for local traffic.
- Alley improvements of NW 196th. Maintain access for alley.
- Make sure intersection at 24th NW 196th is re-configured to improve sight, etc.
- Safe access out of 24th NW. Configuration of intersection with NW 196th. Tough to judge traffic speed and movements.

## 6. Cut-Through Routes

@NW 196th and 24th Ave

-Calming and LOS, no cut-through on 24th

@24th Ave NW and 198th/197th

-Calming [arrows pointing on all streets]

@RBD and NW 196th

-No cut-through

@RBD and 197th, 198th, and 199th

-No cut-through

@23rd Place NW

-Calming on 23rd PI NW

-Control speed, calming on 23rd PI NW and 21st PI NW

@23rd Ave NW

-Cut-through from/to Woodway and Edmonds to RBD

@23rd PI NW/21st PI NW

-No chicanes please or anything that makes two lanes to into one

@NW 199th between 20th Ave NW and 26th Ave NW

-Traffic bump [drawing bumps at 1/3 and 2/3 way between 20th and 24th]

-Traffic stop at 24th and 199th [drawing]

## 7. Segment B - Additional

- Continue traffic planning on 185th to the freeway, not just to Meridian Ave.
- Cars waiting to turn west on 185th from Aurora will create large backups. Current turn lane already fills up
- Design super easy access (shuttle?) to light rail planned for 185th and I-5
- Fremont Ave N from N 175th to N 205th needs sidewalks on at least one side. It already has 6,000 vehicles per day
- While I understand the people here are current residents of Richmond Beach, I believe that in the future there will be more bike riders from Richmond Beach to the proposed light rail station near the freeway and 185th; therefore please give more thought to having designated bike lane to accommodate future bike riders. Thanks.
- Much more traffic moves on Dayton than seems known. People (like me) who commute to the tech industry in Fremont go down Dayton, Greenwood, and 3rd Ave NW
- Street light too dim for proposed night commute volume. (Safely)
- Increased traffic noise for those a block or two from RBD
- Already hard to turn left from 2nd Ave NW east onto 185th.
- Cut-through traffic @ [8th Ave NW]
- Bicycle traffic is very low on Richmond Beach Road due to grade
- Maybe low because no facilities. Provide buffered bike lanes. Benefits walkers on sidewalks.
- Concerned from pedestrians and bike safety on sidewalk along NW RBD. Cars often leave the roadway on the curve at bottom of hill. Protected sidewalks if possible.
- Traffic on RBR at 15th Ave NW will back up. WB traffic will cause rear-end collisions east of 15th
- 15th Ave NW at RBR is at failure and can't take additional traffic.
- Eliminate cut-through traffic on 15th Ave NW. straight street invites speeding.
- 15th Ave and RBR is currently a non-functioning intersection and additional traffic will cause it to fail. Safety issues.
- Sidewalks needed on all streets leading to parks for safe access fro pedestrians
- Park capacity maybe challenged
- Sidewalks need on all streets where residents and school children walk. RB i sa walking community
- 20th and 195th has lots of pedestrians accessing the SW park, the Library park, the store, etc. Will not be safe with 11,000 more cars. Traffic lights? Sidewalks?
- Old wild house. Parking/concessions. Intersection impact development 195th and 20th NW
- Sidewalk needed at 190th to beach, 22nd, 20th. High pedestrians traffic.
- I am concerned about the impact of the construction of the improvements/mitigation on RBR. Will it be under-construction for 25 years? I would like all work and sidewalks, intersections done at the start before the traffic increases and done all at once so it ends much sooner.
- Calming at 23rd Ave NW
- Calming at 24th Ave NW
- Limit turns from 196th onto 24th Ave NW
- Slow down at 199th cut-through RBD and 20th. Traffic bumps on 199th and put traffic stop on 24th and 199th
- Traffic spilling off RBR to 197th and 198th. "Traffic Calming"
- Pedestrian/Bicycles/Bus transportation along RBD NW
- No cut-through on 198th and 197th
- What is being calculated to have fewer single occupancy vehicles in 11,587 trips?
- Study a secondary means of access through Snohomish Co.
- Second access mandatory for safety of all PW and RB residents.