



**Point Wells Transportation Corridor Study
Segment B (Richmond Beach Road)
Workshop #1: Issue Identification and Potential Solutions
March 19, 2014**

Workshop Summary

The City of Shoreline hosted the fourth of six Transportation Corridor Study (TCS) workshops on March 19, 2014. The fourth workshop was designed to provide an overview of Segment B (Richmond Beach Road) and gather input from the public who live and work near or along the Richmond Beach corridor area (Richmond Beach Road and Richmond Beach Drive) the opportunity to share any issues and concerns related to transportation impacts due to 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 an informational resource table with trip distribution and intersection data.

Presentation and Explanation of Workshop Session

After the Open House, there was a 45-minute presentation that provided an overview of the TCS process and explanation of the workshop session.

Kristine Edens, EnviroIssues (TCS facilitator) and Kirk McKinley, City of Shoreline Transportation Planning Manager, introduced the consultant team and city staff and reviewed the workshop agenda. Kristine then gave an overview of the TCS process and difference between segment A and segment B workshops. She emphasized that the purpose of the TCS process is to identify potential transportation solutions for Richmond Beach Drive and Richmond Beach Road.

Kirk McKinley then gave an overview of the TCS project area, context for the study, goals for the TCS and opportunities for public involvement.

- Kirk described the proposed redevelopment of Point Wells and the project history to date. He shared why the City is going through the TCS process, emphasizing that the TCS allows the City and the community to work directly with the Point Wells developer, Blue Square Real Estate (BSRE), to identify potential impacts of the proposed development or other future developments as well as investments and mitigations to offset these impacts.
- Kirk shared some of the feedback that the City of Shoreline has received from earlier workshops regarding safety, neighborhood access, traffic, congestion and quality of life impacts that may result from the proposed Point Wells development.
- Kirk emphasized the importance of public participation in the TCS and the Snohomish County environmental review process and described opportunities for participation, including the TCS workshops, public comment forms and providing public comment to Snohomish County during their Environmental Impact Statement (EIS) scoping period. Kirk also noted that Snohomish County recently extended EIS comment period deadline to April 2, 2014 and invited attendees to submit their comments.

Victor Salemann, Transportation Solutions (consultant to BSRE), gave an overview of existing conditions on Richmond Beach Road and previous Neighborhood Traffic Action Plans and reviewed potential solutions for mitigating increased traffic on Richmond Beach Road.

- Victor described the current level of traffic that has been recorded on Richmond Beach Road and projected traffic levels after the proposed Point Wells development is complete.
- Victor explained that projected traffic levels are dependent on a number of factors, including whether Richmond Beach Road remains a four-lane road or if it is reduced to three lanes, as well as the potential impact of light rail and transit stations at I-5 and 185th Street and 145th Street. He talked about next steps, including updating the traffic data as part of the TCS and considering reducing Richmond Beach Road to three lanes of traffic instead of the current four-lane configuration.

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

- How much traffic do Richmond Beach Drive and Richmond Beach Road currently carry?
- Are there any other alternative access points to Point Wells being considered?
- How was the traffic distribution previously-forecasted and what was the basis for adjusting the forecast?
- How did the City calculate that there would be 11,587 vehicle trips associated with the proposed development of Point Wells?
- Why wasn't there a second mailing notifying local residents of TCS workshops? Why wasn't there a greater emphasis on outreach?

Following the question and answer session, Kristine explained the purpose of the workshop and gave an overview of each of the workshop stations.

Workshop Session

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

- Segment A Richmond Beach Drive Overview
- Segment B – Richmond Beach Road, West of 8th Avenue NW
- Segment B – Richmond Beach Road, East of 8th Avenue NW
- Resource table with trip distribution and intersection data

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:

- Concerns about three specific intersections and their functionality: 3rd Avenue NW, 8th Avenue NW, and 15th Avenue NW
- Not enough pedestrian crosswalks on Richmond Beach Road
- Access to the beach and parks
- Ensuring emergency access in the area
- Noise concerns from construction vehicles

Potential solutions:

- Reduce Richmond Beach Road to three lanes with one lane in each direction, one turn lane and a bike lane
- Install a roundabout at the intersection of Richmond Beach Road and 8th Avenue NW
- Underground utilities to widen sidewalk and add additional lighting
- Install additional pedestrian crosswalks to improve north/south flow

For a more information about the workshop session, 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.