



**Point Wells Transportation Corridor Study
Segment A (Richmond Beach Drive)
Workshop #3: Present and Review Potential Design Solutions
March 13, 2014**

Workshop Summary

The City of Shoreline hosted the third of six Transportation Corridor Study (TCS) workshops on March 13, 2014 from 6:30 to 9:00 p.m. Workshop #3 was designed to present potential design options developed based on feedback received from the community during and after Workshop #1 and Workshop #2. The meeting also gave residents, business owners and transit users who live and work on Richmond Beach Drive and Richmond Beach Road the opportunity to provide comments on these potential design solutions.

Open House

The workshop began with an Open House session, where attendees were invited to interact with each other and City staff, and view drawings of four different design options for Segment A (Richmond Beach Drive), a proposed design for NW 196th Street, an overview of Segment B (Richmond Beach Road), a map of potential cut-through traffic routes, and 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 what was heard during Workshop #2 and provide an overview of potential design solutions developed based on community feedback received.

Kristine Edens, EnviroIssues (TCS facilitator) and Kirk McKinley, City of Shoreline Transportation Planning Manager, introduced the consultant team, City staff and elected officials in attendance and reviewed the workshop goals and agenda. Kirk emphasized that this workshop was an opportunity for the community to review and comment on potential design solutions and to share these ideas with the developer, Blue Square Real Estate (BSRE), as transportation mitigation recommendations to be included in the project's environmental mitigation package.

Kirk McKinley then gave a brief review of the TCS project area, context for the study, goals for the TCS, and a brief update on the Snohomish County Environmental Impact Statement (EIS) process, which will incorporate feedback received during the TCS.

- Transportation mitigation recommendations developed during the TCS will inform Snohomish County's EIS process as well as any Comprehensive Plan or Point Wells Subarea Plan Amendments considered by the Shoreline Planning Commission and City Council in 2014.
- Kirk described the TCS process as an opportunity for the City to develop an "insurance policy" composed of transportation mitigation recommendations that is reflective of the community's values and will address the impacts of any future development at the Point Wells site.
- Next steps in the process include the Point Wells development agreement, which will include a municipal agreement for mitigation, phasing and a traffic cap, an enforcement mechanism and potential annexation of the Point Wells site.

Kirk McKinley then gave an overview of what was heard during workshop #2.

- Key themes for Segment A feedback were related to potential design solutions, including improved pedestrian facilities, cut-through traffic mitigation, bicycle facilities and undergrounding utilities. In addition, there were concerns about intersection control and how intersections will operate.
- There were some areas of consensus:
 - General support for multi-use path on one side (promenade)
 - Preference to focus traffic on NW 196th Street rather than splitting with NW 195th Street
 - Not a high need for on-street parking
 - Cut-through traffic is a primary concern
- There will be continued debate about several issues, including how to mitigate cut-through traffic, how to incorporate bike facilities and parking.

Victor Salemann, *Transportation Solutions* described three trip distribution scenarios that were considered:

- Existing roadway system with cut-through traffic
- Added neighborhood traffic calming measures with no cut-through traffic
- Added neighborhood traffic calming measures, no cut-through traffic and a new north end connection via Woodway to and from Point Wells

Kirk Harris, David Evans & Associates, described multiple design concepts that were developed based on community input from Workshop #1 and #2 and consultation with City staff. The proposed design concepts display a variety of variables, including:

- Three-lane and Two-lane sections
- Typical sidewalk and “promenade”
- With and without on-street parking
- Amenity zones within the existing right-of-way centered on the road

The proposed design options are:

- [Option 1](#) is a three-lane roadway footprint with space for medians, center turn lanes and bike lanes. This is the widest option (40 foot roadway, 49 foot right-of-way) and gives each type of user their own lanes. However, this option includes narrowed amenity zones and challenges associated with a full-width roadway, including faster speeds.
- [Option 2](#) is a two-lane roadway in a slightly narrower right-of-way (36-foot roadway, 47 foot right-of-way) with no center turn lane or medians. This option provides better sightlines, a sidewalk on the east side of the road, bike lanes and separation for multiple users are maintained. However, the narrower roadway leads to matching challenges.
- [Option 3](#) is a three-lane roadway (36 feet) within a wider right-of-way (49 feet) with space for medians and a center turn lane. In lieu of separation for multiple users, there is a shared-use “promenade.” Full-width challenges include a narrowed amenity zone and decreased sightlines.
- Option 4 is the narrowest roadway design option (30 feet) within a narrower right-of-way (46 feet), which will have lower speeds and improved sightlines, but challenges associated with matching. This option has been broken into three sub-options with slight variations
 - [Option 4A](#) is a two-lane footprint with no center turn lanes or medians. Multiple users are separated with a shared-use promenade and bike lanes.
 - [Option 4B](#) is a three-lane roadway with space for medians and a center turn lane. The shared-use “promenade” remains, but there are no bike lanes in this option.
 - [Option 4C](#) is a two-lane roadway footprint with no center turn lanes, medians or bike lanes. There is a shared-use “promenade” and on-street parking.

- [NW 196th Street](#) is a three-lane proposed roadway (40-foot roadway, 60-foot right-of-way) with a center turn lane, bike lanes and sidewalks on both sides. There are narrowed amenity zones, loss of existing on-street parking and matching challenges associated with this option.

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

- How do the proposed design options impact localized amenity zones for postal/UPS access, streetlights, fire hydrants and parking residential vehicles?
- How would expected traffic volumes impact access to these amenity zones?
- How many trips per day are expected to and from the Point Wells site? How did the City arrive at and agree to this number?
- Which of the options presented tonight would allow residents on Richmond Beach Drive to maintain the integrity of the corridor and properties as they are currently used?

Workshop Session

During the workshop session, participants were invited to visit seven facilitated tables to share their input regarding specific design options for Segment A as well as more general discussions of cut-through traffic routes and Segment B. The City requested that attendees visit all stations to give feedback on each of the proposed options. Breakout stations included:

- Station 1: [Option 1](#)
- Station 2: [Option 2](#)
- Station 3: [Option 3](#)
- Station 4: [Option 4](#) (including [Options 4A, 4B and 4C](#))
- Station 5: [NW 196th Street](#)
- Station 6: Cut-through Routes
- Station 7: Segment B (Richmond Beach Road)

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:*
 - Models don't capture all cut-through routes (including cut-through to Woodway)
 - Lack of center turn lanes
 - Access to parks
 - Access requirements beyond right-of-way during construction
 - Focusing traffic on NW 196th Street isn't fair to those who live on this corridor
- *Potential solutions:*
 - Bike lanes not needed on both sides. Combine them into a single, wider cycle track
 - Add sidewalks to both sides of the corridor

Kirk McKinley then briefly described next steps for the TCS and ways to stay involved in the process.

- **Workshop #4 (Wednesday, March 19):** The start of discussions focused on Segment B (Richmond Beach Road) to identify community issues, priorities and potential solutions.
- **Workshop #5 (Tuesday, April 1):** Discussion surrounding potential solutions for Segment B (Richmond Beach Road).
- **Workshop #6 (Wednesday, April 16):** Input gathered from Workshops #4 and #5 will be used to update the traffic model and "test" potential solutions. These proposed solutions will be

presented at Workshop #6 (Segment A and B wrap-up), and community members will be invited to share feedback.

- In addition to the TCS workshops, the City will schedule a follow-up meeting at a home on Richmond Beach Drive in order to get additional feedback from people who have not attended the workshops. In addition, Kirk encouraged attendees to speak with their neighbors and ask them to provide comments online.
- After the TCS workshop series winds up, the City of Shoreline and BSRE will work to finalize the proposed transportation mitigation package.

For a more detailed account of comments and questions received during 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.