



**Point Wells Transportation Corridor Study
Segment B (Richmond Beach Road)
Workshop #2: Review Potential Design Options
April 1, 2014**

Workshop Summary

The City of Shoreline hosted the fifth of six Transportation Corridor Study (TCS) workshops on April 1, 2014 from 6:30 to 9:00 p.m. This workshop was designed to discuss potential solutions to issues and concerns raised by those who live, work or use the Richmond Beach corridor during the first Segment B Transportation Corridor Study workshop held on March 19, 2014.

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 possible design options for Segment B (Richmond Beach Road).

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 Segment B 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 review and comment on potential design solutions and to share these ideas with the developer, Blue Square Real Estate (BSRE), as transportation recommendations to be included in the project's environmental mitigation package. Workshop participants were asked to consider the various perspectives of corridor users, such as pedestrians, bicyclists, transit users, and drivers.

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

- Kirk shared some of the feedback that the City of Shoreline has received from workshop #1 regarding pedestrian and bicycle safety, neighborhood access, emergency vehicle access, traffic, congestion and quality of life impacts that may result from the proposed Point Wells development.

Victor Salemann, Transportation Solutions (consultant to BSRE) gave an overview of existing traffic conditions in the corridor, Neighborhood Traffic Action Plans, and possible design options for Segment B (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 provided an overview of comments received from workshop #1 and priorities expressed in the Neighborhood Traffic Action Plans, such as pedestrian safety along Richmond Beach Road.
- Victor described possible design options for Segment B (Richmond Beach Road); 4-lane, No Changes and 3-lane, Same Curbs. For each option, Victor described; lane striping for Richmond Beach Road, projected traffic flows in 2030 with and without Point Wells development, Level of Service (LOS) at key intersections on Richmond Beach Road, and option benefits and drawbacks.

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

- What are the current traffic volumes on Richmond Beach Road?
- In the 3-lane option, how are bus stops incorporated?
- In the 3-lane option, what happens with emergency vehicle response times?
- What are the current traffic levels in Richmond Beach Road, broken down by section?
- Has the city conducted a live demonstration of 11,587 cars on Richmond Beach Road?
- Is there a study on current bicycle traffic on Richmond Beach Road?
- Has the city noticed a difference of the number of accidents on 15th Avenue Northeast, after it was reduced to 3-lanes?

Workshop Session

During the workshop session, participants were able to visit facilitated breakout tables to share their concerns regarding design-options for Segment B as well as specific sections 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 LOS 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:

- Traffic diversion off of Richmond Beach Road and onto other arterials and local streets. Specifically, there were concerns of diversion onto Dayton Avenue North and Fremont Avenue North 8th Avenue NW and 3rd Avenue NW.
- Traffic congestion east of 8th Avenue Northwest.

- No bike lanes or buffer for pedestrians in the 2-lane, Same Curb option.
- Traffic congestion going uphill in the 3-lane, Same Curb option. Particularly concerned about the hill just west of 8th Avenue Northwest.
- Increased traffic to Richmond Beach Saltwater Park.

Potential solutions:

- Increased width of Richmond Beach Road by expanding right of way for bus stops.
- Maintain 4-lane, No Changes option east of 8th Avenue Northwest.
- Install traffic calming mechanisms on 185th Street North.
- Include a bike lane/pedestrian buffer on Richmond Beach Road.
- Install a traffic signal at 15th Avenue Northwest and improve traffic signal at 8th Avenue Northwest.
- Reconfigure traffic lanes west of 8th Avenue Northwest so there are two lanes going uphill and one lane going downhill.

For a more detailed account of comments and questions received during the workshop session, please see the comments and suggestions from stations and comment forms and letters received on the City of Shoreline Point Wells Transportation Corridor Study web page.