

Point Wells Transportation Corridor Study Workshop

Thursday, April 16, 2014

Segment A and B, Meeting #6: Final Wrap-up Meeting

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Comments and Suggestions

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1. Comments from Note Cards

- Total Area 46'-51' variable w/o east amenity
- Put sidewalk plus bicycle 8' on west side
- Pedestrians and bicycles want sound view
- Roadway doesn't have to be built up for sidewalk as it does for roadway
- Use land from Kayu Kayu will bulkhead, not useful for anything but sidewalk. Area too steep for buildup for roadway
- Bike lanes on both sides of a 3' lane road with businesses on both sides of RB Road is a disaster waiting to happen in the congested (already) area between 3rd and 8th NW
- QFC<>Rite Aid and medical offices a left turn center lane will be extremely congested confusing and ultimately dangerous for all concerned. Please rethink this one!
- Good Design, keep bike lanes off! Too much car traffic.
- I like the design as proposed. Great Job!
- Can King County and Shoreline annex Point wells so the tax revenues stay in the communities that have to provide access and bear the impacts?
- Who will pay for the road changes/improvement? Who will pay for maintain roads? Why not a toll on the road from Sno?
- Make the RBD end in a dead end
- Can the City (County) buy it from developer and create a Magnusson park like place?
On 196th just have 1 side with sidewalk so it doesn't cut in so much to people's yards. Lower mph on 196th lower - better to insist on slower speeds even if high volume. No bike lanes.
- The City of Shoreline has not done enough to fight this horrible project. Where has the City Council been?
- The Richmond Beach Dr residents between 196th and 205th request a section of 39' maximum.
- City Council, elected official all have failed us in Shoreline! I'm not surprised at results!
- Would prefer 3 lane section of road for RBD NW. 4 Lanes would be too crammed and not enough space for pedestrians
- What is the developer's price to go away? We will buy him out with public and private \$
- Do not cut-off traffic to Woodway!
- Keep design as proposed
- Why not use shortest routes to redirect traffic back into Snohomish City and put the challenges where it belong?
- Why spread the damage only further than necessary? 196th only. I like the current proposal, but have sidewalks on beach side of RB - have parking/bikes on west side
- If 196th ends up being the only in/out (vs. sharing w/ 195th the burden) developer should give 1x payment of \$100,000 per home to reimburse the loss of property value. limited to 2 blocks from 24th to RB Drive.
- We oppose any plan reducing the number of lanes accessing the project. Prefer 4 lane option to the reduced 3. Also we would like to see a comparison of the 3 lane vs. 4 lane plan in regards to how long it takes to get through the area. (Project up to Aurora)
- If traffic on 3rd from 205th to RBR increases pedestrian safety could be at much higher risk. Sidewalk expansion could do a lot to help
- Should be crosswalks at every intersection of 196th and RBD
- If you annex reduce my taxes
- Light pollution at 15th NW and 195th and fumes with waiting traffic
- We don't want any of your models

-Control trips/day by traffic light:

@RBD and 196th

@RBD and 195th

@196th and 195th

@196th and 24th

Time the light to control the # trips/day from Pt. Wells up and down (1min/2min/light)

Reason: Public Safety (in case they go to court)

Ace up sleeve if they don't annex

-I would like to have bike lanes on RBR. My husband rides this route every day. Would like to have sidewalks more pleasant/safer to walk on so a bike lane to provide separation from traffic would be great.

-I don't like 15th NW and 195th Light

-I believe you are mistaken. There is majority opinion that RBR should be 4 lane road! Not 3 lane.

-Need a sidewalk on 196th across from RB Library-south side of 196th

-Concerned with traffic on Fremont (between 185th and 175th) already very busy. Causing safety risk for pedestrians, autos and bikers. Recommend sidewalks and mail boxes on both sides of street.

-Another Point, there is already a great strain on 3rd NW and RBR from bus stops in front of Calvin church. Buses going North already stop traffic trying to turn north from RBR - 3 lanes will halt traffic totally. Huge liability for city. Also, bicyclist will be in great danger of drivers straining to get through lights.

-What exactly is being done to force Snohomish County to re-open an access to and from the site? And if nothing, why not?

-With the increased traffic all of Shoreline's road will not comply with State and Federal laws re: disability access and will likely be sued for increased traffic and pedestrian unsafe conditions.

-Appreciate the diverter @ 199th and 24th

1. Eliminate 199th to 24th or 20th

2. Eliminate 24th as cut through back to Edmonds

-We like the concept of the diverter at 199th and 24th

-What amount of time do you predict will take to drive from RBD to Aurora on I-5 once RB Rd is only one lane in each direction? There is already a "rush hour" and back up. Commute time is a big concern.

-10 MPH on all roads

-Question: When construction begins - developers should barge stuff out and in, instead of using RBR. They pay.

-Don't wait to address cut through issues 199th/198th/197th. Train drivers from the start.

-Suggest to make 199th a one way street heading west. This would keep cut through traffic from going up that street.

-I live at the corner of 26th/197th. As part of the mitigation to improve safety, I would like to see the power lines be put underground. This will help improve my property value and ease the pain of this development.

-Please do not wait for the cut through traffic to materialize in area east of RBD before instituting mitigation. Mitigation needs to be designed now and implemented during Phase 1 of the build out.

-We cannot have a wait and see approach. 199th needs a deterrent at the bottom where it connects to RBD. 199th is not a full size street - 2 cars of normal size can hardly pass under current conditions.

-Can diverters on NW 199th be placed further west? Perhaps not a complete cutoff but something that would prevent A.M. left turns from RBR to 199th.

-Why is there an "SB left turn restriction" on the west end of 198th; instead of 199th?

1. 199th is the first left for southbound traffic, not 198th.

2. 199th goes straight through all the way to 20th. 198th does not.

3. So a restriction on 198th won't have any if much effect.

- Traffic in entry point to I-5 freeway is - as of today- already packed at high traffic hours daily. How is it going to be when the numbers of residents in the area increased exponentially. This project affects a greater area and families that surpasses what it has been considered so far.
- Why can't we have a barricade at the bottom of 199th
- 199th, 198th, 24th NW down, this area would need drainage ditches filled in and sidewalks if we will be 'diverting' cars to slow them down on NW 199th. Also: 'private' roads will need signs/help enforcing no parking in our dead-end cul-de-sacs and private drives-maybe 'local/resident access only'
- At 199th, 198th, 197th, and RBD: no left turn SB from RBD. No right turn onto RBD from 199th, 198th, 197th.
- Make no left turn from S/B RBD on to 199, 198, 197th, otherwise you are forcing neighborhood traffic onto 196th and RBR, which will only make traffic worse. If neighborhood traffic can't go out using the existing roads will be maddening.
- 175th and Aurora @High School: The new traffic pattern doesn't work. For west bound traffic, the right-through lane dumps onto a dead-end lane with inadequate merge distance. Recommendation: Make right most lane 'right turn only.' Have only one through lane west bound.
- Concerned about traffic on 197th street and 198th. Idea show here might work to keep traffic on 196th. Still too much traffic on 196th though! Too many cars.
- I appreciate some thoughts to 'divert; traffic however 199th is Richmond Beach is). In the snow we on 26th Ave NW and 199th will be greatly impacted with diverters and massive traffic. I also have concerns about school bus and transit routes
- Pedestrians and motorists have been hit, injured and killed in this small corridor. How can it be made safer with all the multi-fold increase in traffic?
- I have researched the law on closing a road and disagree that Shoreline could not close down or narrow RBD at 205th or require Snohomish County to provide access on the Snohomish County side. It is clear Shoreline is not protecting its residents in this case. Please start.
- Vehemently oppose 3 lane option for RBR - how will we pass slower truckers (construction) and buses? Needs to stay as 4 lane road.
- What, if anything, has been considered regarding a 'Shuttle' - provided by developer - via bus and/or foot ferry or something - to cut down on traffic this neighborhood? This might be appropriate mitigation!
- What if 'trip cap' is reached for before the developer has built up the project enough? What is current 'trip count'? Our neighborhood can't handle this much!!
- 3 lane road all the way through RBD/185th
- Extend 205th west to the water
- Downhill on 196th, uphill on 195th, develop 195th as well!
- Maximize the amount of land usage on west side especially Kayu Kayu hillside and metro plant pumping

2. Comment from Maps

-Complete 205th

@21st PI NW/23rd PI NW

-Traffic Circle

@20th Ave NW and 204th

-Chicanes or other traffic calming

-May need street improvement on 199th between 24th and 20th since it is now the main way into the neighborhood north and west of 199th and 20th

-There is a big pedestrian safety at this turn because you must walk in street. kids always walking to tennis courts, park, library and car go around corner too fast at 23rd and 198th

-Do not block 197th, 198th and 199th to through traffic - many of us spend 40% of our daily trips going to Edmonds (we live at the bottom of RBR)

@ RBD between NW 199th and 202nd PI

-Plan is extremely restrictive through this area. Could it be more restrictive on the borders instead to allow residents of the area to move more freely?

-Extend 205th to Puget Sound

-Need plan to mitigate traffic from 205th to 3rd. 3rd could become heavier as route to I-5 and pedestrian safety

-Sight distance 1st NW and RBR on First NW pulling out on RBR looking west.

-Safe pedestrians access along 15th Ave NW

-How will safety issues around speed and increased volume down steep 6th NW be addressed?

-Traffic queue of SB traffic on Dayton will extend N from 3-way stop @ 172nd St. past St. Luke's.

-Do pre-development car trip counts on arterials (15th Ave NW) so actual numbers can be used monitor usage during and after development.

-Really we are increasing car trips by a factor of over 10 and you are going to reduce the numbers of lanes. Ridiculous.

-Traffic Circles! 20th, 15th.

@NW 196th and 24th Ave NW

-Round about

-Yes

-Where cars go when buses stop?

-Need stop signs

-Restriping down to 2 lanes (1 each direction) will create traffic congestion! The center turn lane will become a passing. This will be more dangerous for children.

@NW 196th St

-Not wide enough

-Where do cars go when someone is stopped for a turn?

@Property on SE corner of NW 196th and 26th

-Essential driveway access

@RBD and NW 196th St

-Why wouldn't this direction stop - in a 3-way stop to allow all a fair chance

@3 Lane Section Map

- How long will it take to get through the light at 185th and Aurora on the weekend when currently you often have to wait on extra light cycle.
- Dangerous proposal for cyclist. Promote, protect bike facilities to interurban trail and 185th station
- What is the light/pollution noise abatement treatment for properties located on RBR?
- Segment design A sucks, why traffic light?
- Prefer current 4 lane design for this section (@RBR between 3rd and 8th)
- Bus stop must have turnout with 3 lane configuration
- How do you turn left onto RBR from QFC with a steady stream of cars going westbound on RBR?
- How do you turn left on RBR from 76th gas station with a steady stream of cars in one lane going westbound on RBR. Please consider the stopped buses.
- Can the # of units allowed on Pt. Wells be reduced there is no way that current 17k trips/day on RBR plus future 11.5k trips/day can be accommodated with 3-lanes. 15th Ave NE currently has 16k trips/day. Aurora currently has 30k trips/day with 5 lanes.

@Richmond Neighborhood Map

- Consider the traffic volume and speed heading South, down 6th NW from 180th to 175th. Dangerous Hill!!!
- Please consider impact all the way to Aurora and I-5
- No 3 lane road between 15th NW and 8th NW on - steep hill with slow truck traffic - in snow/ice 1 lane eastbound will stop all traffic
- Traffic already very congested at 160th, Greenwood and Dayton. There will be an impact of more cars. No sidewalks on Greenwood and Dayton.
- Cut through to Shoreline CC as well as parallel corridors to Aurora into North Seattle, Greenwood Ave, etc. (@15th and RBR)
- @15th NW and RBR, align stop at intersection and put in light
- The arterial on 15th NW is the main route that serves the business district in Edmonds at Westgate
- 15th NW between 204th NW and 205th NW is a disgrace and an accident waiting to happen
- Traffic will often use 10th Ave to 10th Pl to Syre to 15th Ave (and reverse) to get to lower areas of Richmond Beach
- Light pollution will become a problem at 2 stop lights at 15th NW and 195th
- Add stop sign on West side of RBD and 195th
- Short cut to Edmonds (@RBD and 198th)
- Upgrade the North/South arterials - 20th NW, and 15th NW with full curb and sidewalks and underground power
- The arterial on 20th NW is the main route to the businesses and service in downtown Edmonds
- Open 205th to 24th
- Open 205th to 24th - divert traffic to Woodway and Shoreline

@Proposed 2 Lane Section Map

- Where will overflow parking go (@RBD)
- Seems to be a lack of parking in the area. Will parking be forced up into the neighborhood
- I would like to see the power lines be put underground on 196th, 197th, 198th, 26th, 24th, and so on as part of the mitigation.

-Do not block cut through streets - 197th, 198th, and 199th. We live at the bottom of RBR and spend 40% of our day going to Edmonds through Woodway.

-I would like to see a barricade also at the bottom of 197th like the one on 198th

-Make traffic diversion on NW 199 and NW 197th

-Do not allow traffic to turn onto 199th from SB RBD

-Need another left turn restriction onto 199th from SB RBR - similar to what you got shown at 198th

-Westbound: no right turn; Southbound: No left turn on 197th - 199th

-Not safe, what happen if road is blocked. How do fire and trucks access Pt. Wells.

-Move sidewalk /bike to west side of street (RBD)

-Where do buses go? Stop? Cars Stop?

-Where is traffic safety of access and Exit of cars and buses

-The traffic advisory group did not approve this design

-Where do cars go when someone is waiting to turn

-Need wider road

-Where do Buses stop? How do cars get by (RBD)

-Rail route; Water Route

-Where is Point Wells?

Pt. Wells development needs to be way < 3000 units. A 3 lane corridor cannot accommodate current volume plus projected 11.5k (this is low) estimated added trips long term. This plan feels like the Frog in boiling water - heat it up gradually and it won't jump out and will die. Phasing in 20-30 years of these impacts will kill the character of RB neighborhood gradually with less fight from those impacted.

@3 Lane Section Map

-Are these the only property owners that have a voice???

-195th already 60' wide, easy grade

-Crosswalk at all intersection (26th Ave NW, 23rd Ave NW)

-Where is the room for the proposed sidewalk? Impacts to yards and retaining walls/(on 196th) driveways.

-195th fences are on the property line with an established sidewalk with a gradual grade. 196th would be compromised on both side of the road. 195th would not. One way west on 196th and one way east 195th. This would share the burden by all of the community. 4,000 cars a day on 196th only, would be 22,000 cars a day on one Rd.

-Entire road will be a mess during construction with heavy trucks dispersion dust/dirt as they go. We need to impose load-covering requirements. Limited # of trips/day, limited hours.

-What about the parking and increased use at the RB community park and tennis courts?

-Traffic will use 23rd NW to cut through to avoid the intersection at 20th and RBR and go up 194th

-Okay - this 'right turn only' is not going to work for the 'SW corner of RB community,' must be able to get out

-Buy the old wild horse and use it to create a traffic circle at 20th NW and NW 195th

-20th NW is the primary arterial route to Edmonds. Curb sidewalk, underground power.

-Terrible solution of NW 195th St. Do not do right turn only, what are you thinking.

-Acquire right of way to make 20th W and RBR work

-For NW 190th Place

1. Please keep the Do Not Enter sign at bottom of hill (i.e. end of RBD)

2. Remove 'one way' sign at top of hill so hill resident can legally go up and not have to use RBD

-There is no route out if you make 195th at 20th NW a right turn only. Do we just keep looping back to the RB Saltwater? Eastbound NW 195th must access the intersection as five way light. Not just a right on 20th.

- The right turn only option at 20th NW and 195th was never mentioned before tonight! A 5-way signal was the option. Do not create a problem where none exists! You cannot make NW 195th at 20th a left turn only.
- The maps presume that we stop at the county line/205th. Where is the coordination with the adjoining jurisdictions?
- One thru lane blocked by buses and vans. Turn lane blocked by cars trying to turn.
- Decrease property value for property along main roads
- Have you considered including a planting strip as part of the sidewalk, it would be very cohesive with the improvement. The City of Shoreline implemented all along HWY 99 it would keep a more pedestrian scale and friendly working area.
- What do to decrease noise? Lots of noise.
- On 195th and 20th NW if you can't turn left onto RBB how do you get to RBR. If everyone in this area goes to 20th NW there will be quite a backup on 20th. What happens if there is a back up on 20th and then there is a bus on RBR at the bus stop, Major back up.
- The 3 Lane/Bike lane option did not come from the community. It was rejected by the RBCA traffic committee of 2010.
- Widen the easement on RBR as much as possible to have safe sidewalks and 4 lanes of traffic to encourage the vehicles to stay on RBR
- There is no demand for bike lanes going uphill on RBR. Maintain 4 lanes.
- On RBR and 15th, 4-way stop light = backed up traffic impeding residents from entering and exiting driveway
- The intersection at 15th NW and RBR should be 1 set of lights, not 2.
- Umm...look at the geometry: there will have to be 2 lights. Synchronize them though.
- 15th Ave NW, Pedestrians improvement regardless of Pt. Wells development
- Synchronize of lights at 15th is important for good traffic flow
- Given the experience with the Midvale /175th/Aurora stoplights, which are still unsynchronized....will these lights suffer the same fate?
- Particulate dirt - Carbon fumes increase from waiting cars already a problem between these two building (15th NW and 195th Richmond Beach Condos)
- 15th NW - What about the School Zone crosswalks in the intersection and a couple blocks from the north?
- 15th NW is the primary arterial route to west gate/Edmonds businesses. Curbs, sidewalks and underground power.
- If traffic slow down on RBR, it will force traffic onto the side streets. how safe will it be when cars use the center lane to pass?
- Bike lanes??? Are not necessary. Prioritize! Cars will need to get from point A to point B (RB to Aurora)
- Are bike lanes necessary on RBR? Currently there are not that many bikers going up and down the hill. IF you expect slower traffic to pull over into the bike lane to let faster traffic pass, it doesn't sound very safe for bikes. Also, at the top of the hill between 3rd and 4th, cars will be turning into businesses and may not be watching for bikers.
- Unless you do at least 2 lanes up, center section one lane down, one wider sidewalk, forget bike lane. [Nobody use it] You will turn this into road rage alley. Your L/O does not address.
- Maybe you should slow down, drive safely, and get some counseling for your road rage (let's not cater to bullies)
- Provide 2 lanes up this hill (@ 12th Ave NW and RBR)
- 3 lanes is a good idea
- RBR current traffic is 17k/day. Adding 11.5K/day = close to what Aurora now has. How will reducing to 3 lanes affect this huge volume?? Bus stops must have turn outs.
- 3 lanes will force considerable cut thru /off corridor impacts onto neighboring areas

- Can these huge increases in traffic impact affect the number of units allowed in the Pt. Wells development? Watch out, RB will become as congested as Alki Beach in W. Seattle.
- Bikes don't use RBR. True, but because it's too dangerous not because they don't want to.
- Bikes can use other route - separate bikes from cars - learn from Europe.
- Bike don't/won't use RBR esp. between 8th and 15th. Very few left turn off RBR between 8th and 15th. Maybe they analyzed how many bikes?
- If Point Wells is to be an urban center. Plan to have light rail go there
- Put traffic mitigation in place before project starts
- need to review bike lanes/bus stop intersection. Need to provide bike lane similar to Dexter in Seattle.
- Dangerous intersection (especially with more traffic) Slow traffic on 8th to 25mph (off corridor) @8th Ave NW and RBR
- Increase cut thru on 190th going westbound - how does this get mitigated
- During extreme weather- snowstorms RBR from 8th West down the hill becomes impassible. What is the alternate routes?
- Limiting uphill traffic to 1 lane is asking for trouble. RBR currently with 4 lanes is a mess with snow/ice. Limiting to 1 lane each way will end up with blocked egress in snow/ice. 3 lanes in business district is asking for trouble. John Merrick said you were at capacity now, let alone with Pt. Wells.
- Traffic backs down the hill during morning rush now with 2 lanes. How will thousands of new residents (and we old ones) ever get out with only one lane?

3. Comment from Flip Charts

@Cut Through

- The neighborhood traffic committee did not include any traffic volumes from point wells! I was on the committee. We were told to exclude that from any discussion. Please do not use the info from Point wells.
- Please correct the files. The 2010 traffic committee did not make these recommendations for Point wells traffic. We were told to review options excluding Point Wells.
- Traffic is like water - if you try to restrict the flow in the main channel - it will find another path. If you make RBR 2 lane, a suicide lane and bike lanes - cut through traffic will divert to the neighborhood streets that weren't designed to accommodate that level of traffic.
- What do you need to do to expand the roads! We want bigger roads - who is the decision maker? The Residents!!

@Richmond Beach Drive

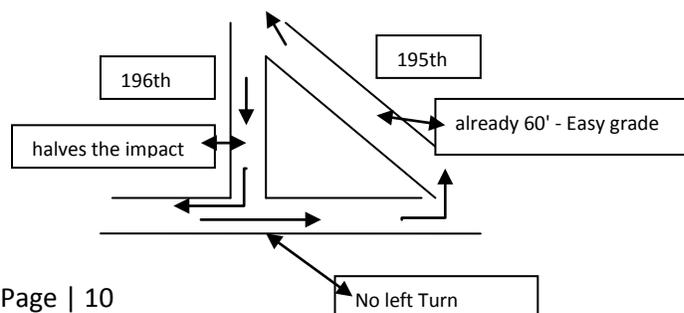
- Not Safe
- No room for cars to pass busses when cars stop
- Stack behind slow trucks
- Not safe - did not include elevation and multiple turns
- Need wider roads
- 12' +3' shoulder = 15' = wide enough

@Triangle

- Sidewalks should wrap corners on minor side street intersections to connect Ped routes on residential side streets.
- Need stop signal at RBD and 196th. Flashing crossing not adequate for Ped safety because of thru corner.
- Sidewalks on 196th should be wider, like on RBD. Better connection to multi use path.

@General

- What will be average speed/travel times?
- Traffic lights on RBD to be timed to control amount of traffic on RBR out of Pt. Wells
- What is traffic volume now on 20th and 196th in comparison to max cap?
- Concern about busses blocking thru traffic
- Haul routes for clean-up of environmental, are trucks with toxins going to use the road or barges?
- 5-way traffic signal at 20th and 196th (like Innis Arden)



The only sensible solution

@RB-1

- 15th should be one intersection, not two. It should be aligned so it doesn't get backed-up. One set of lights (x2) = increase exhaust pollution/toxicity
- Bike don't use RBR. Taking out travel lanes not preferred.
- Want bike lanes on RBR for safety
- Light pollution increased fumes and particulate dirt/pollution between buildings 15th NW and 195th across from church Richmond Beach West
- Crosswalks should be at every intersection
- Concerns of cut-thru traffic on NW 190th; Speed of vehicles on 190th
- don't like right turn only on 195th Eastbound
- What will they do with the bulkhead on 196th W of 15th
- Transport of Pt. Wells cleanup through Shoreline is a health/environmental concern
- Does mitigation occur before development begins or phasing of mitigation with development?

- What is the guarantee developers will pay for mitigation?
- Timing of signals West to East from RBR to Aurora/185th (Access to Freeways (Travel time).
- Increase wait times/delays E-Bound at 8th and RBR
- 2 Lanes uphill to move traffic uphill (E-bound)
- Do not make 195th @ 20th to be right turn only. make it a 5-way stop
- Get more ideas

@Richmond Beach DR. - Two lane section without East amenity zone

- Put 8' sidewalks/bike on west side. Good choice
- Best choice. RBD two lane section w/o East amenity zone. Don't need all this: 3' shoulder/5' amenity/8' sidewalk.