

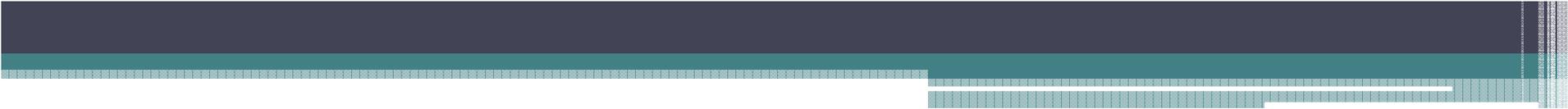
# Point Wells Transportation Corridor Study

Wrap-Up Meeting

*Review Proposed Designs for Richmond Beach Drive and  
Richmond Beach Road*

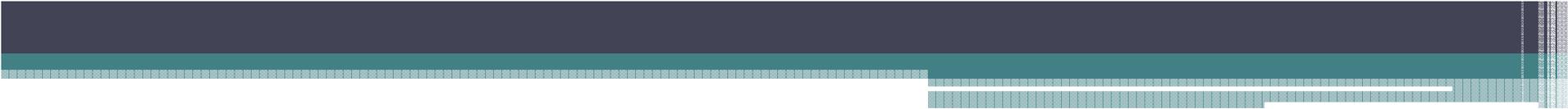
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Point Wells Transportation Corridor Study – Wrap Up Meeting



# Welcome and Introductions

- Quick housekeeping
- Agenda review
  - 6:30 – Open House
  - 7:00 – Welcome, Introductions and Workshop Context
  - 7:30 – Presentation of Design Concepts
  - 8:00 – Workshop Session
  - 8:50 – Report Back and Next Steps
  - 9:00 – Adjourn



# Meeting expectations

- Respect the time for others to participate
- New ideas and different opinions are a part of this process and discussion
- Please silence your electronics
- Keep time and on task
- “Table” discussions to keep the group moving

# TCS Process and Meeting Schedule

Segment A <i>(Richmond Beach Drive)</i>	Segment B <i>(Richmond Beach Road)</i>
<b>Wednesday, Feb. 12</b> Meeting #1: Overview and Identify Issues	<b>Wednesday, March 19</b> Meeting #1: Understand and prioritize Issues
<b>Wednesday, Feb. 26</b> Meeting #2: Confirm and prioritize Issues	<b>Tuesday, April 1</b> Meeting #2: Review proposed design options
<b>Thursday, March 13</b> Meeting #3: Review proposed design options	<b>All meetings</b> <i>(Except April 3<sup>rd</sup>)</i> 6:30 p.m. - Doors open 7:00 p.m. to 9:00 p.m. – Workshop  <b>Location:</b> Shoreline City Hall 17500 Midvale Avenue N. Shoreline, WA
<b>Thursday, April 3</b> Additional Segment A Meeting @ Richmond Beach Library	
<b>Segments A and B</b> <b>Wednesday, April 16</b> Final wrap-up Meeting to view recommended corridor design	

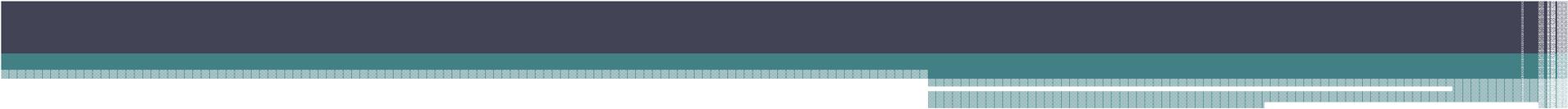


# TCS Context

- Proposed redevelopment of Point Wells
  - 3,000 +/- units, with commercial space
- Much input/controversy/discussion
  - Community concern, city concern
  - State Supreme Court case result last week
- Snohomish County
  - Final decision maker
  - Draft Environmental Impact Statement (DEIS)

# Why a TCS?

- BSRE required to complete a transportation study under the State Environmental Policy Act (SEPA)
- Allows City and community to work directly with BSRE
- City Point Wells Subarea Plan calls for developer to fund TCS under direction of City



# City Goals for TCS

- Provide opportunity for Shoreline community to participate
- Develop transportation mitigation recommendations to inform SEPA process
- Ensure mitigation is reflective of community values and expectations
- Inform City Subarea Plan and Comprehensive Plan amendments
- Insurance policy

# Sequence of Actions

- 2011 – Letter of Intent, includes direction:
  - TCS feeds Environmental Review
  - Memo of Understanding (MOU)
  - Environmental Review
- 2013 – MOU – direction on TCS process (11,587 ADT)
- 2014 – TCS – Community Workshops to develop Mitigation
- 2014 – DEIS – Mitigation List, Incorporate TCS
- Yet to Come – Development Agreement, includes:
  - Mitigation Agreement
  - Phasing and Traffic Cap
  - Enforcement Mechanism
  - Annexation

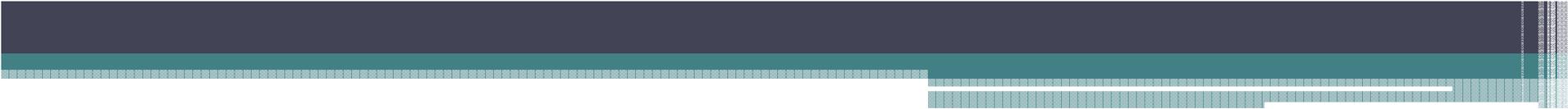
# How you can continue to weigh in

- TCS workshop series:
  - 4 for Segment A (previously held)
  - 2 for Segment B (previously held)
  - **1 for Combined A and B (tonight!)**
- Spring/Summer public open house – tentative for mid June 2014
- Begin Shoreline City Council process – tentative June 23, 2014
  - TCS, projects, and mitigation
- Development agreement – Summer/Fall 2014
- Comment on the Snohomish County DEIS
  - Anticipated in Summer 2014



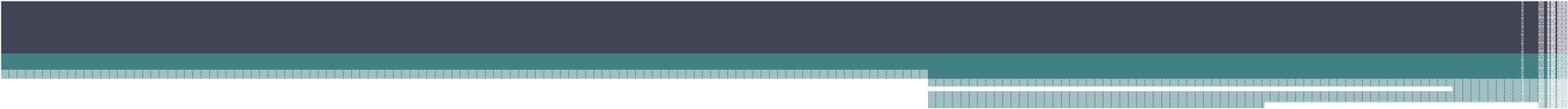
# What we heard - Overall

- Alternate access
- Quality of life
- Pedestrian and bike safety
- Cut-through traffic
- Right-of-way use
- Emergency vehicle access
- Driveway ingress/egress
- Construction traffic
- Bus and mail service
- Sight distance
- Intersection configuration
- Speeding
- Congestion
- Maintenance
- Phasing of improvements
- Underground utilities
- Parking loss
- Park capacity
- Trip distribution and traffic analysis



## What we heard - Alternative Access

- Many comments from the public
- Concern about emergency/incident response
- SEPA scoping comments from City and public
- Tunnel and viaduct options proposed by community



# What we heard - Richmond Beach Drive

- Provide safe and comfortable pedestrian and bicycle facilities, including crossings.
- Minimize right-of-way use and adjacent property impacts
- Maintain emergency vehicle access
- Concerns about bus and mail service blocking through traffic
- Underground utilities
- Keep landscaping low
- Concern about ingress/egress to driveways
- Parking and park capacity at Kayu Kayu Ac Park.
- Construction traffic and phasing

# What we heard - 195<sup>th</sup>/196<sup>th</sup> "Triangle"

- Minimize right-of-way use and adjacent property impacts
- Traffic flow:
  - Share as current 2-way triangle
  - 1-way couplet
  - Focus on one route (196<sup>th</sup>)
- Provide pedestrian facilities on both sides to tie into existing Segment B facilities
- Provide safer pedestrian crossings at 196<sup>th</sup>/Richmond Beach Drive and 196<sup>th</sup>/24<sup>th</sup>
- Intersection configuration – how will turns be made

# What we heard – Richmond Beach Road

## 4-Lane Roadway

- A major theme was pedestrian and bicycle safety – traffic currently adjacent to sidewalk, limited crossings
- Speeding, both up and down the hill
- Difficult to turn from side streets and driveways
- High collision location at 3<sup>rd</sup> Ave NW
- Key and busy business district between 3rd and 8th
- Sight distance

## 3-Lane Roadway

- Concern about having to follow slow moving trucks or buses uphill
- Capacity and congestion concerns, specifically between 3<sup>rd</sup> and 8<sup>th</sup>

# What we heard – Cut through routes

## Key locations identified:

- Non-arterials
  - Area east of Richmond Beach Drive, north of 196th, west of 20th a major focus
  - 190th, west of 8th
  - 185th, 8th to Dayton
  - 6th, south of 185th
- Arterials
  - 20th, 15th, 8th, 3rd, Dayton, Fremont, Linden

# What we heard - Cut through routes

## Concerns identified:

- Non-arterials
  - Restrict traffic through areas where cut-through is anticipated
  - Manage speeds and/or volumes as much as possible with traffic calming measures
- Arterials
  - Improve pedestrian and bike facilities needed where traffic is expected to increase.
  - Manage speeds
  - Turning movements at some intersections will become more difficult



# How was the input used?

- Development of design principles
  - See handout – 18 draft design principles for Segment A
  - Used to guide corridor design and future implementation
  - Reflects the intangibles that are difficult to show in a physical design
- Proposing adoption by council and inclusion in the development agreement
  - Add flexibility to mitigate impacts to existing improvements – budget includes replacement
  - Design will include extensive public involvement (property by property)
  - Include crossings, pedestrian lighting, low-impact-development/storm, traffic calming

# Proposed Design - Segment A

- **Richmond Beach Drive**
  - 30-foot Roadway
  - Striped as 2-Lanes with Shoulders
  - 8- to 10-foot Sidewalk on east side
  - Amenity Zone on both sides
- **NW 196<sup>th</sup> Street**
  - 30-foot Roadway
  - Striped as 2-Lanes with Shoulders
  - 6-foot Sidewalk on both sides
  - Amenity Zone on both sides where possible

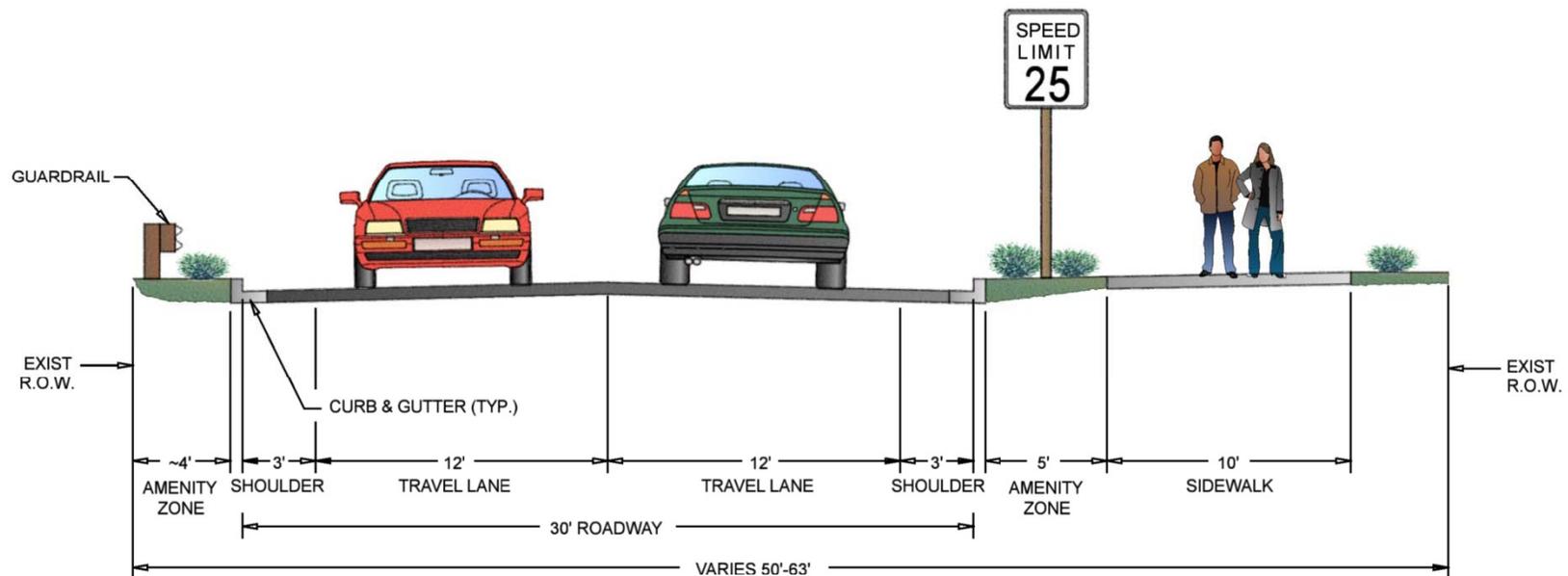
# Proposed Design - Segment A (RBD)



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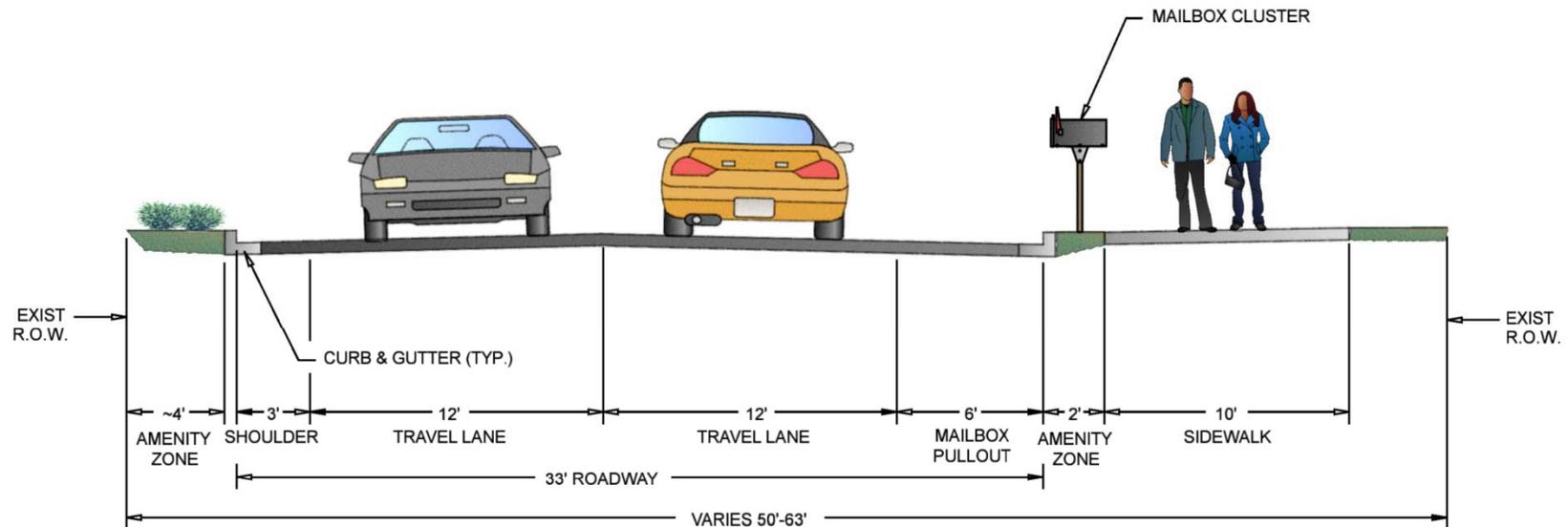
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# Proposed Design - Segment A (RBD)



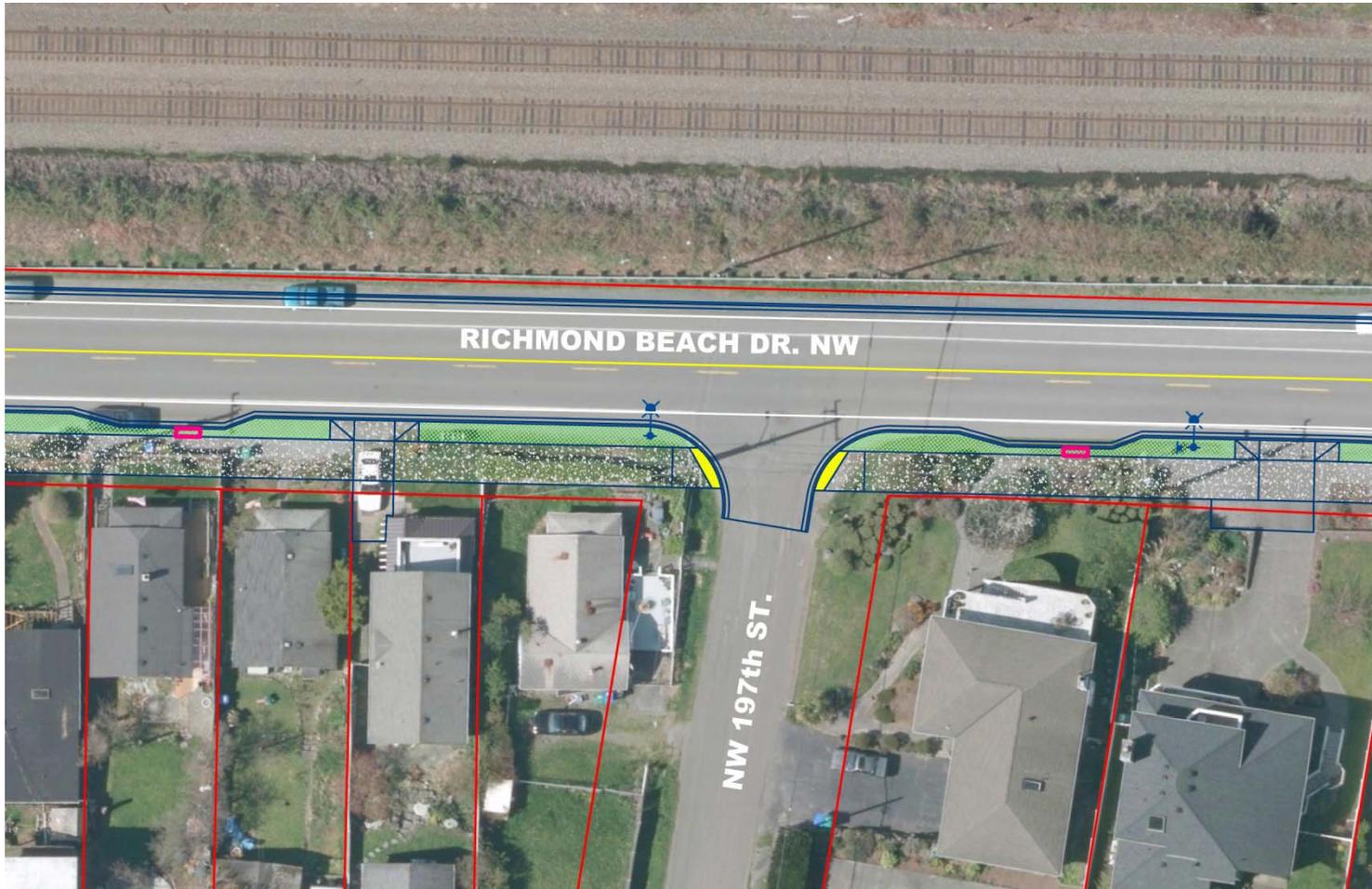
**RICHMOND BEACH DR. - TWO LANE SECTION**

# Proposed Design - Segment A (RBD)



**RICHMOND BEACH DR. - TWO LANE SECTION  
WITH MAILBOX PULLOUT**

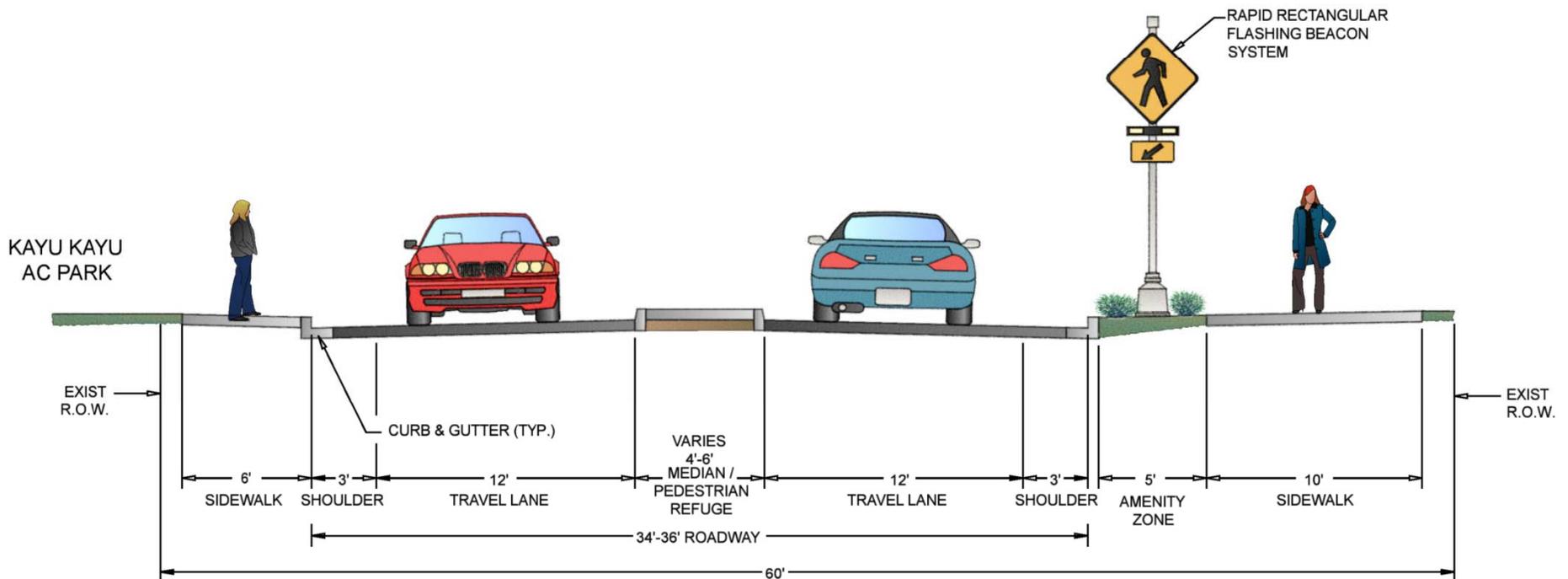
# Proposed Design - Segment A (RBD)



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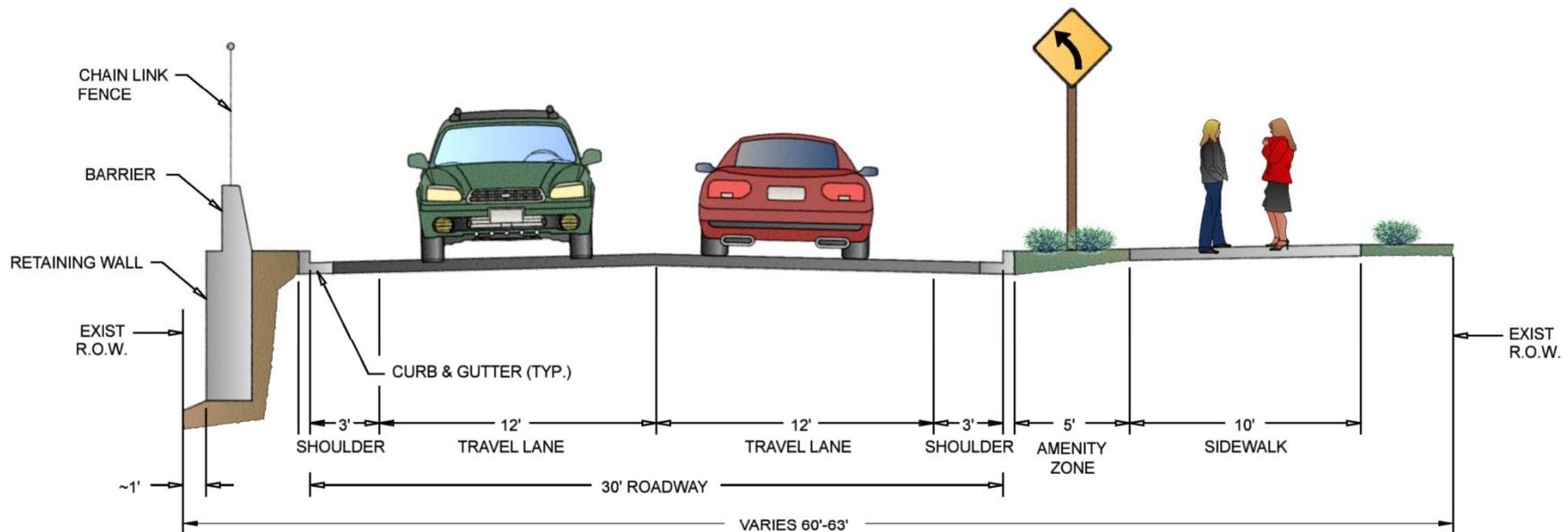
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# Proposed Design - Segment A (RBD)



**RICHMOND BEACH DR. - TWO LANE SECTION  
WITH MEDIAN / PEDESTRIAN REFUGE**

# Proposed Design - Segment A (RBD)



**RICHMOND BEACH DR. - TWO LANE SECTION**  
**WITH FILL WALL**

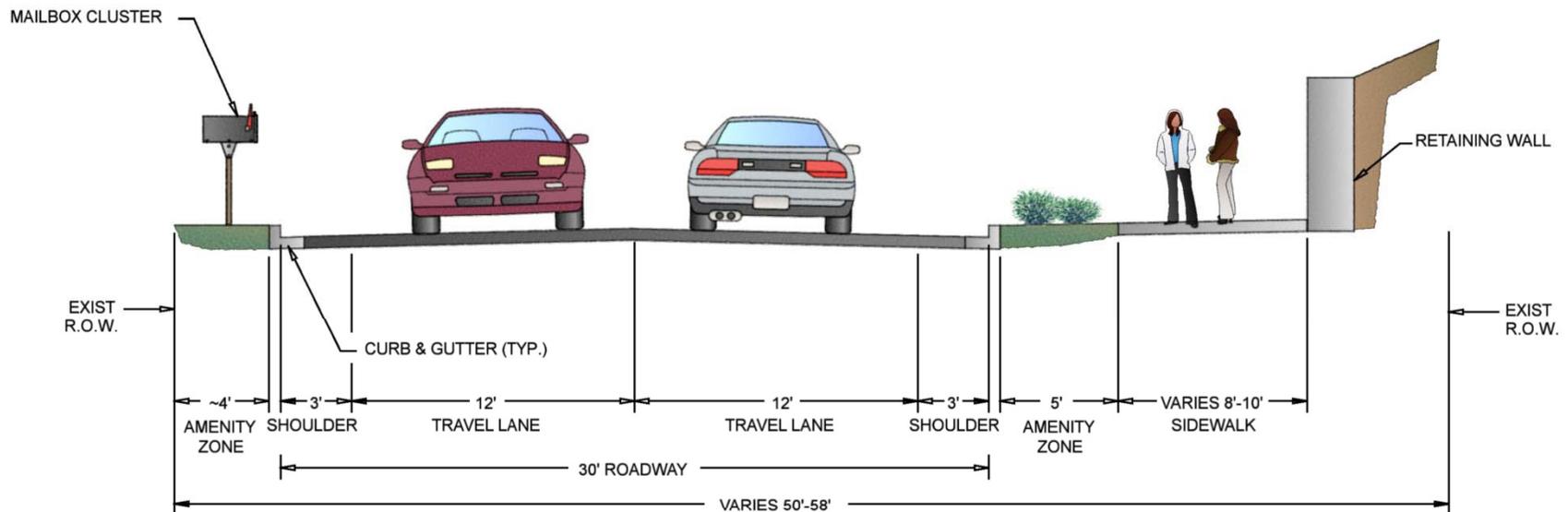
# Proposed Design - Segment A (RBD)



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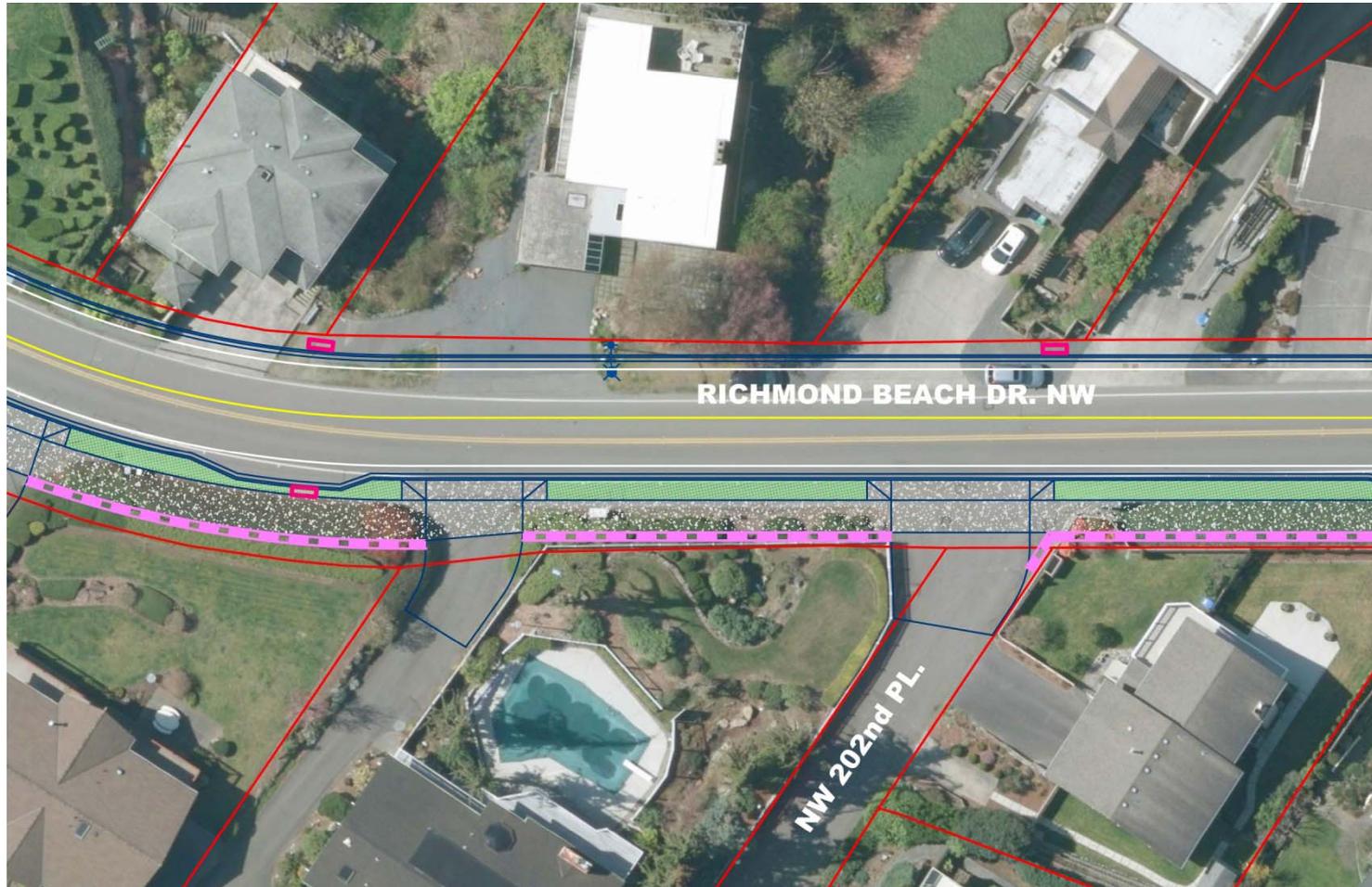
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# Proposed Design - Segment A (RBD)



## RICHMOND BEACH DR. - TWO LANE SECTION WITH CUT WALL

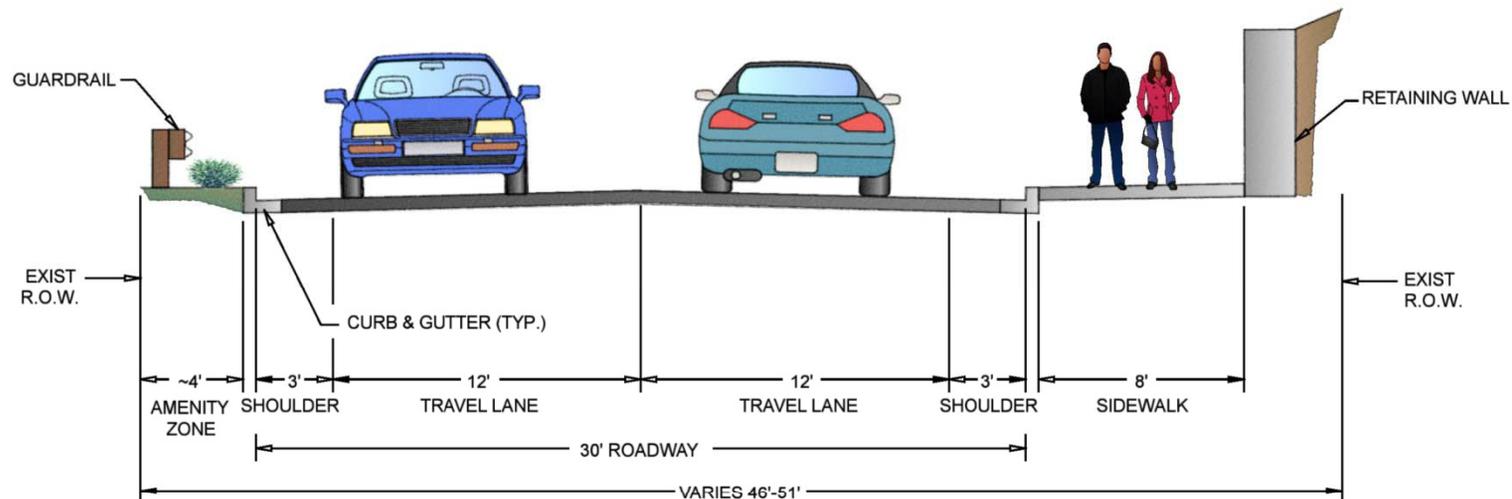
# Proposed Design - Segment A (RBD)



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# Proposed Design - Segment A (RBD)



RICHMOND BEACH DR. - TWO LANE SECTION  
WITHOUT EAST AMENITY ZONE

# Proposed Design - Segment A (RBD)



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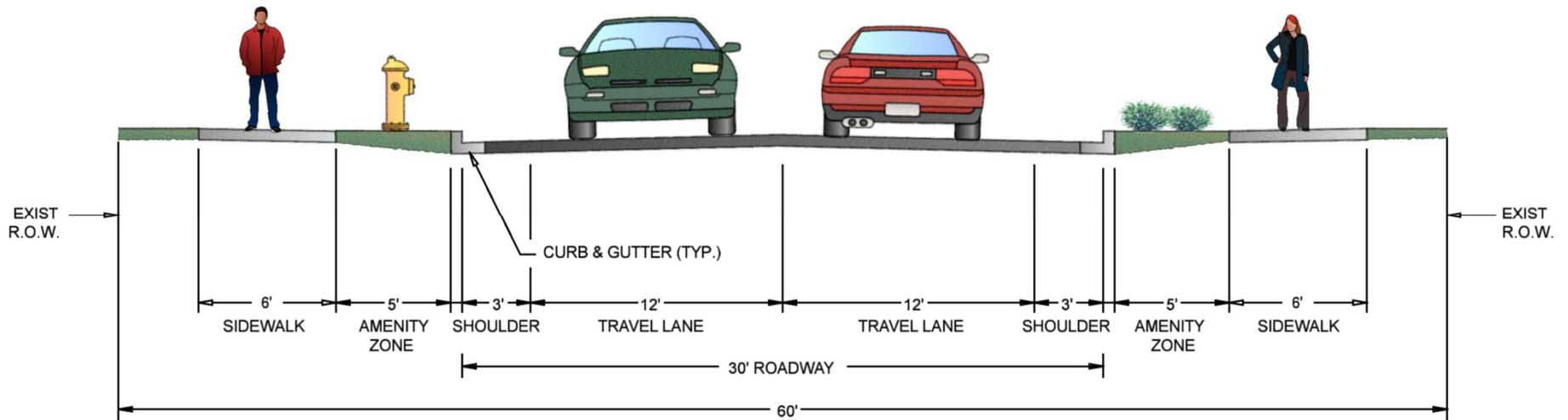
# Proposed Design - Segment A (196<sup>th</sup>)



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# Proposed Design - Segment A (196<sup>th</sup>)



**NW 196TH ST. - TWO LANE SECTION**

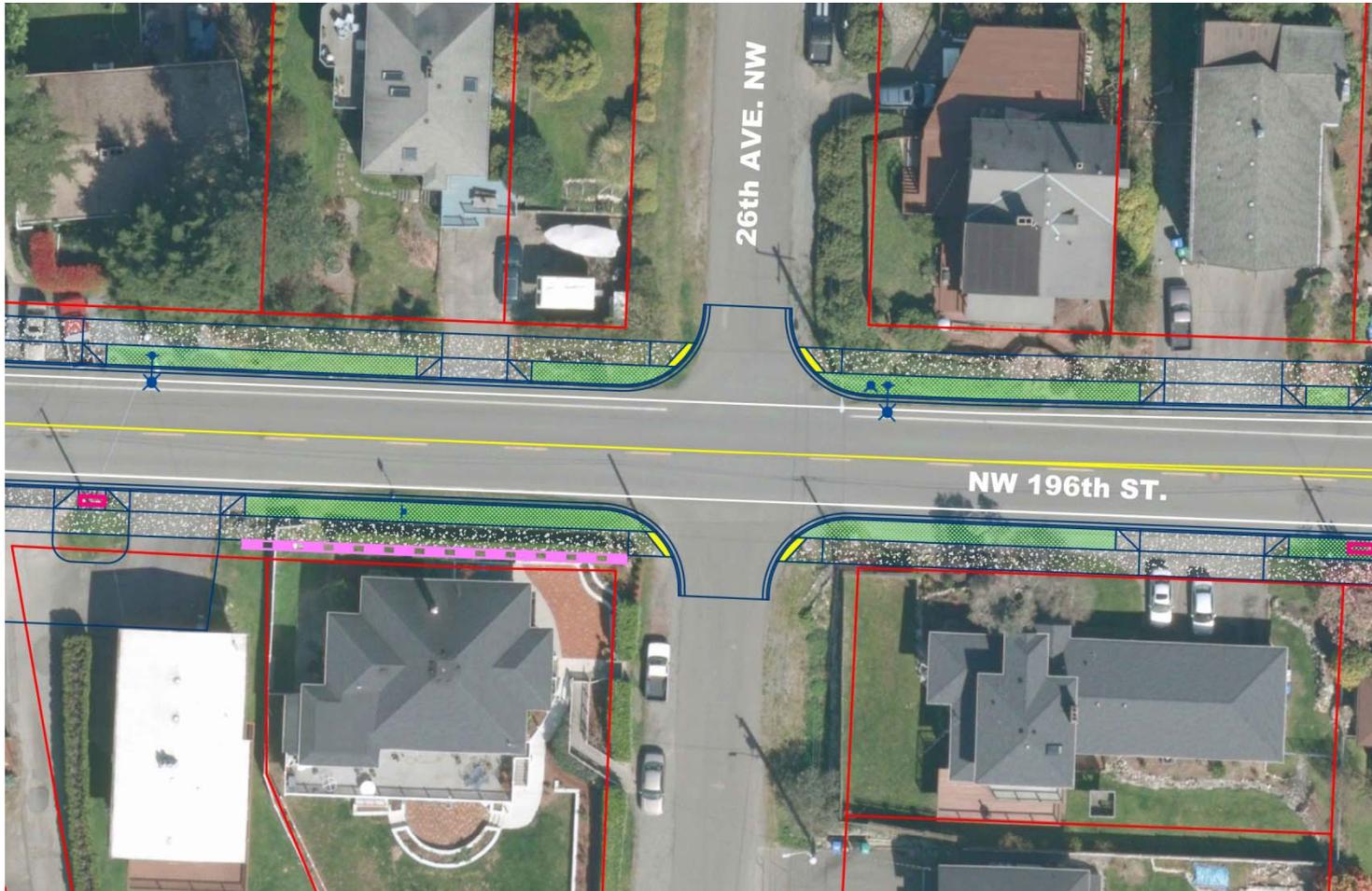
# Proposed Design - Segment A (196<sup>th</sup>)



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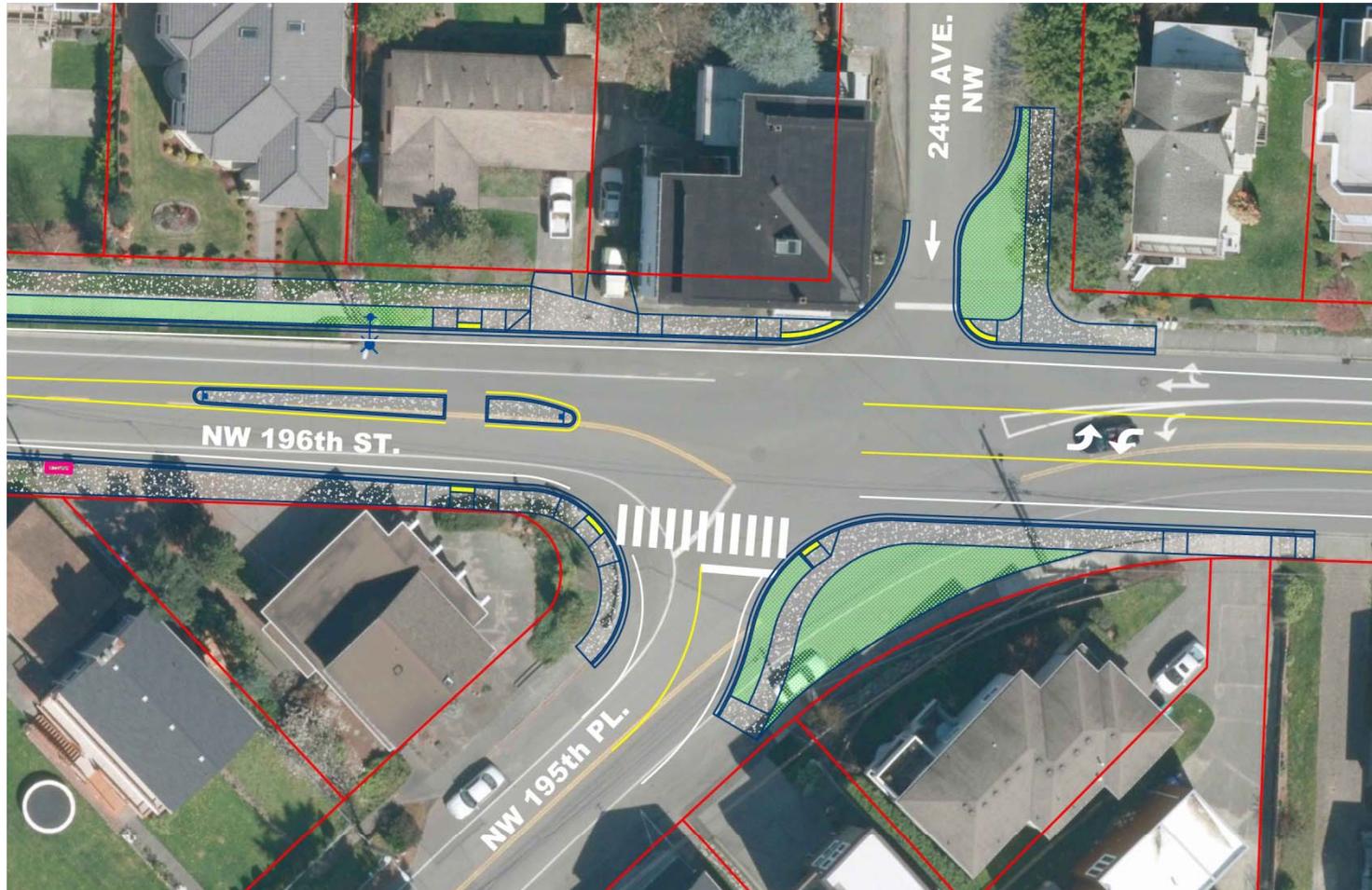
# Proposed Design - Segment A (196<sup>th</sup>)



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# Proposed Design - Segment A (196<sup>th</sup>)



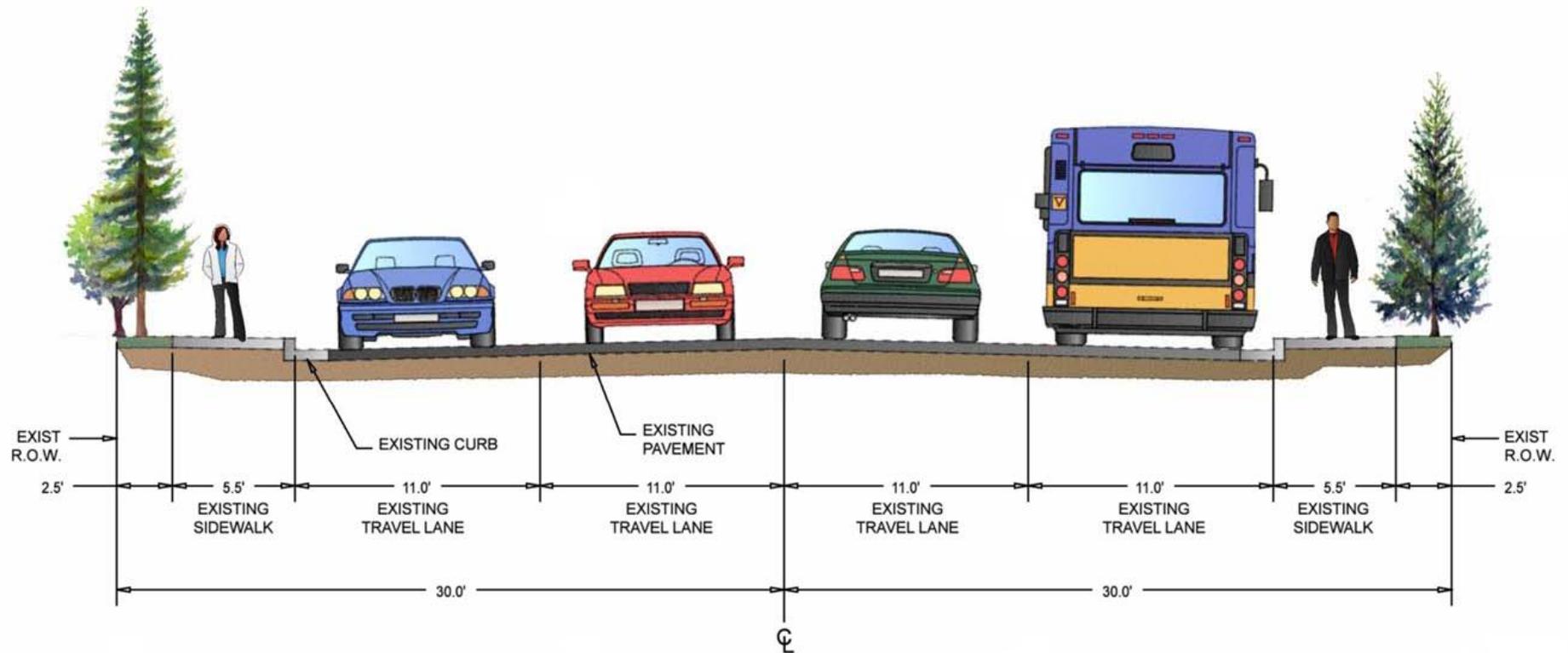
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# Proposed Design - Segment B (RBR)

- Richmond Beach Road – Same Curbs, 3-Lanes
  - Improves Pedestrian Safety
    - Provides buffer to traffic
    - Fewer vehicle lanes to cross
  - Improves Roadway Safety
    - Improves entering sight lines
    - Separates left turns
  - Improves Business Access
  - Provides Bicycle Facilities
  - Consistent with Neighborhood Traffic Action Plans

# Existing Roadway - Segment B (RBR)

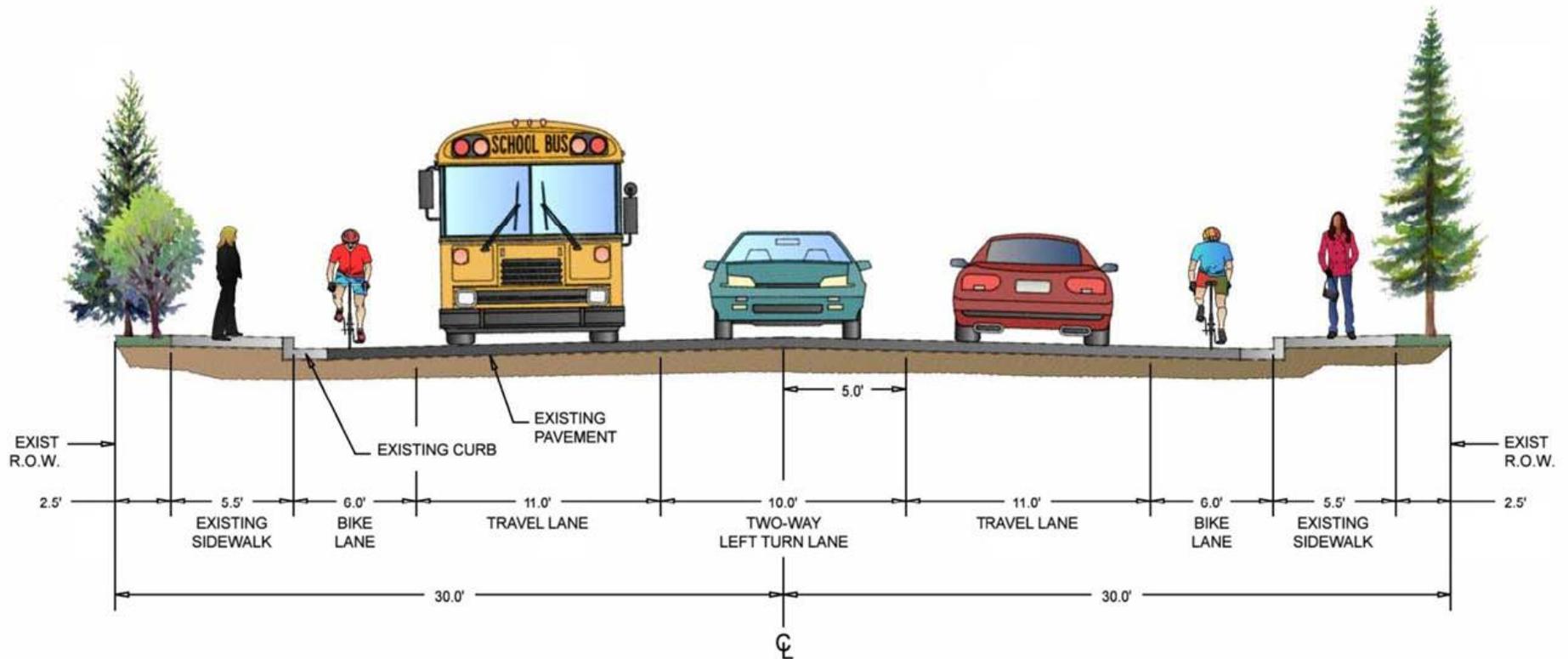


## **EXISTING SECTION**

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# Proposed Design - Segment B (RBR)



## **STRIPING-ONLY SECTION**

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# Typical 4-Lane Section



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# Typical 4-Lane Section

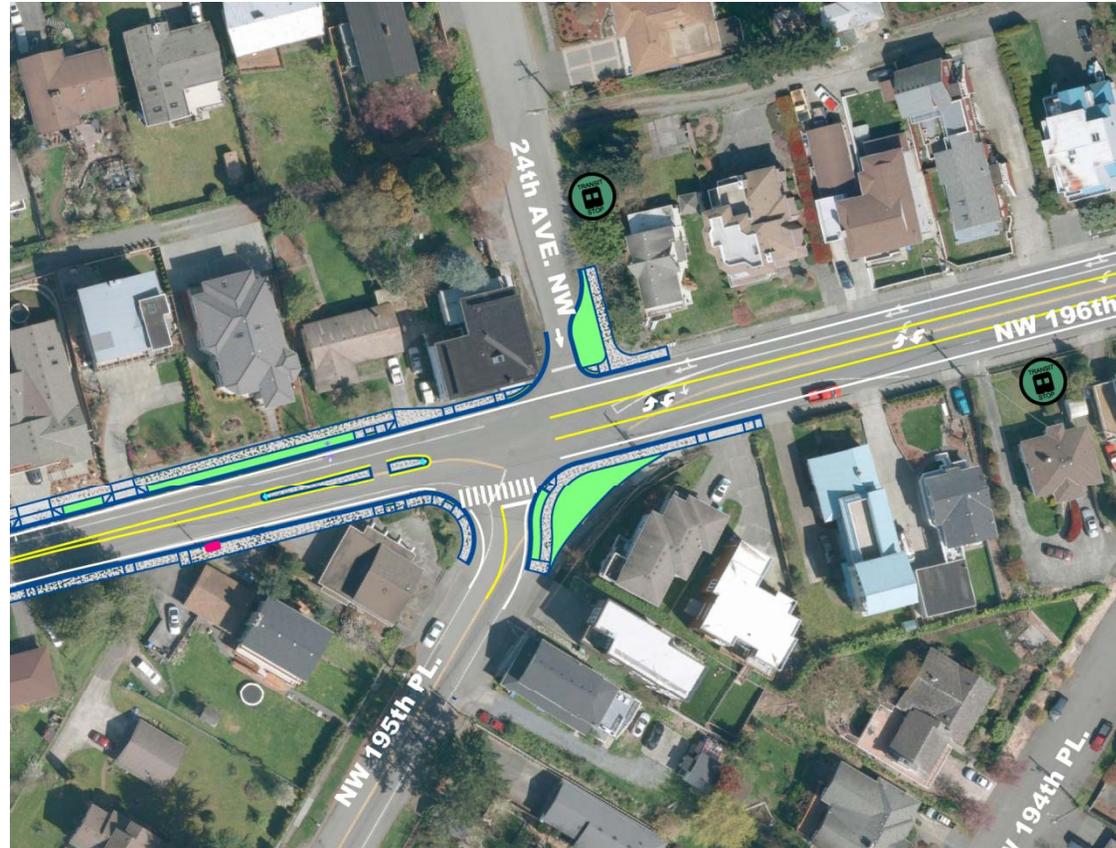


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# Proposed Design - Segment B (RBR)

- 24<sup>th</sup> Ave NW



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# Proposed Design - Segment B (RBR)

- 20<sup>th</sup> Ave NW

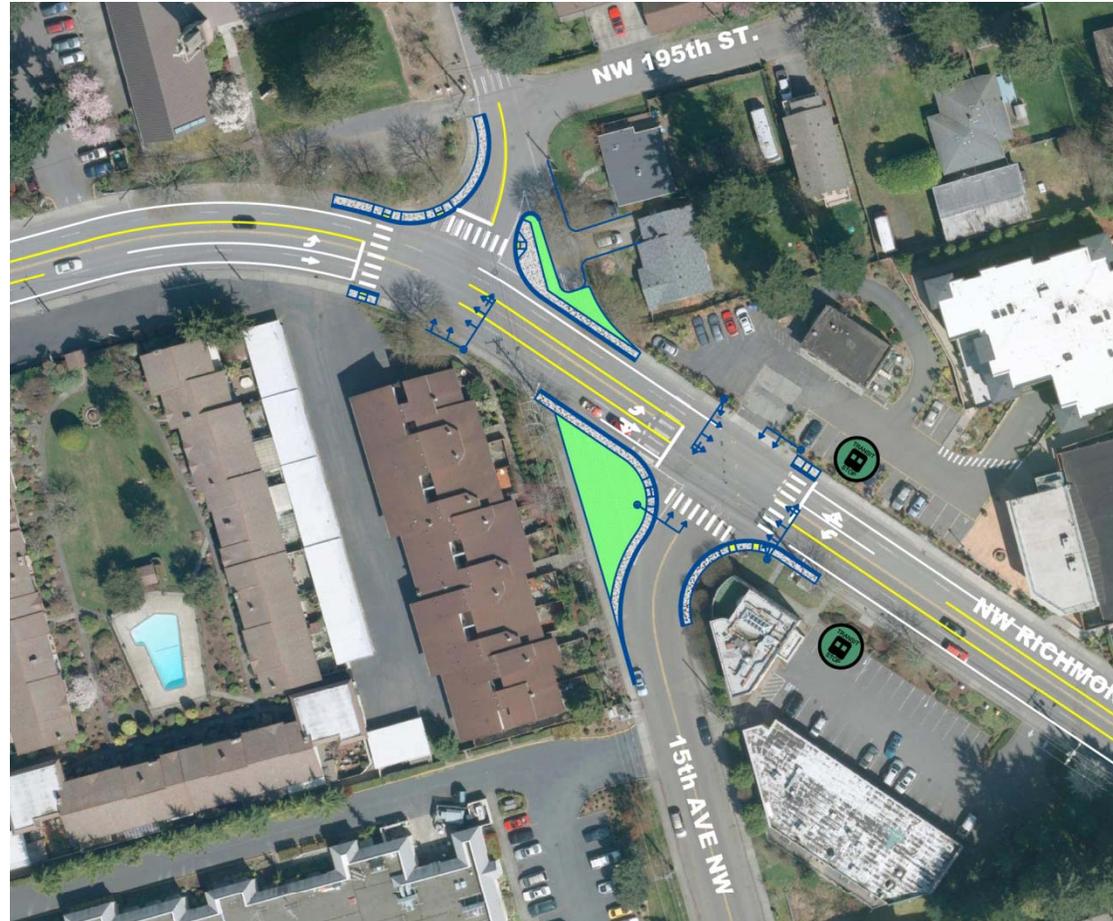


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# Proposed Design - Segment B (RBR)

- 15<sup>th</sup> Ave NW



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# Proposed Design - Segment B (RBR)

- 8<sup>th</sup> Ave NW

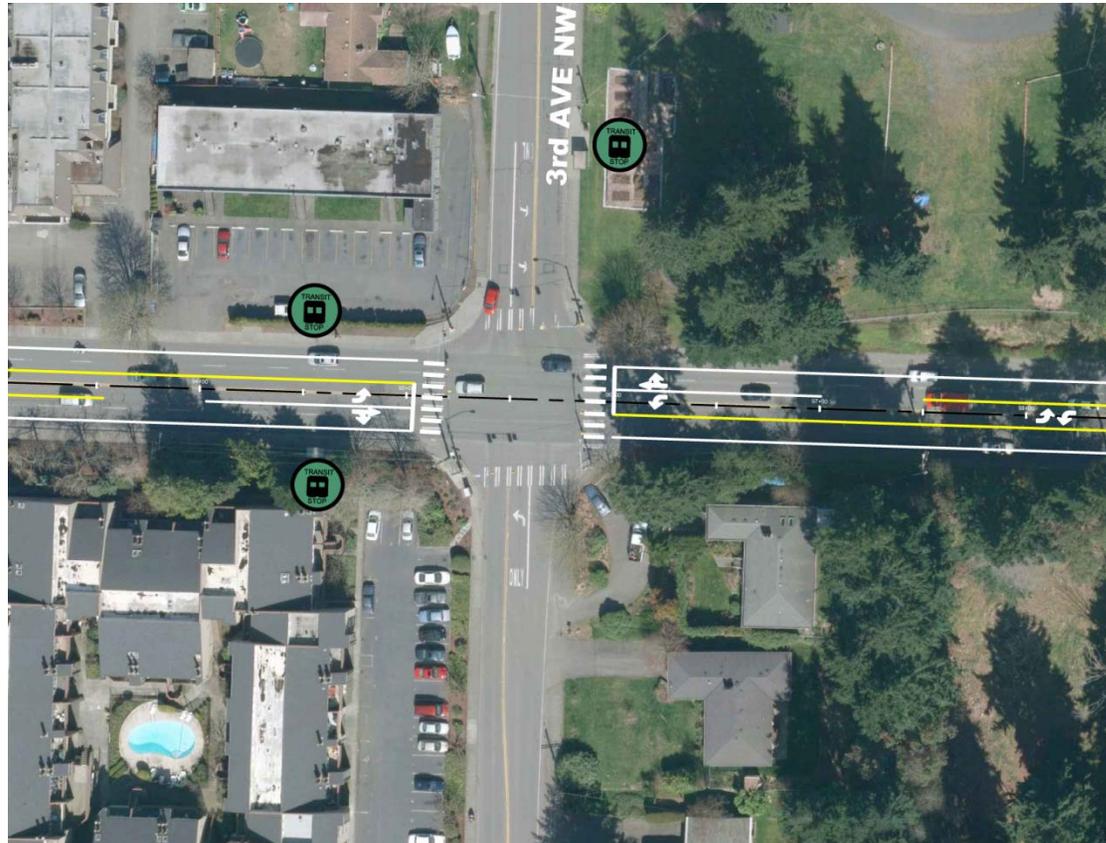


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# Proposed Design - Segment B (RBR)

- 3<sup>rd</sup> Ave NW



# Proposed Design - Segment B (RBR)

- Dayton Ave



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# Proposed Design - Segment B (RBR)

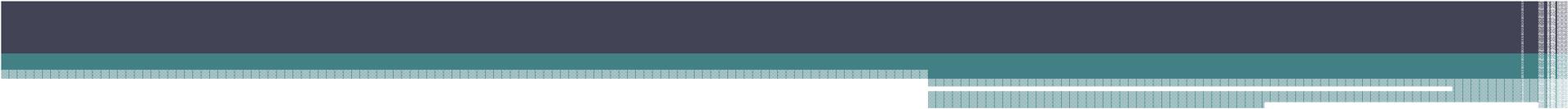
- Fremont



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# Off-corridor improvements

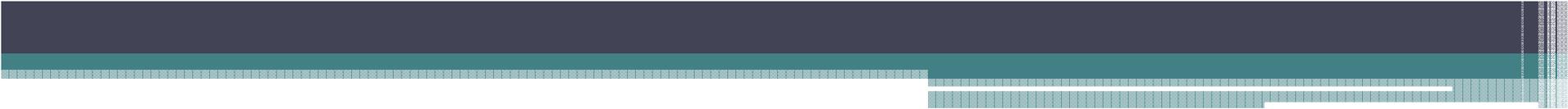
- Improvements will be made at intersections and segments where analysis shows traffic levels exceed City standards.
- On other streets identified as community concerns where traffic levels do not exceed standards, proportionality of improvements needs to be determined.

# Next Steps - Spring/Summer 2014

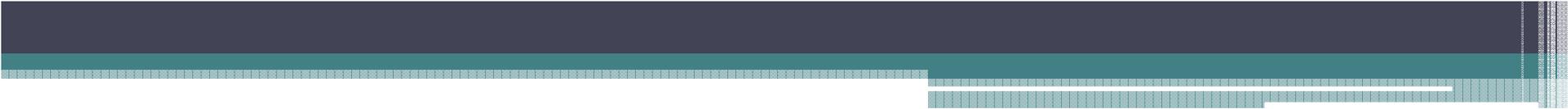
- Incorporate comments from tonight
- Conduct City/peer review of traffic analysis
- Conduct additional traffic analysis, including additional City-wide impacts
- Consider nexus, proportionality, and phasing of mitigation to finalize mitigation package
- Public open house – tentative for mid June 2014
- City Council Action – tentative start on June 23, 2014
- Submit TCS results to Snohomish County

# Next Steps - Summer/Fall 2014

- Snohomish County issues DEIS
- Planning Commission/City Council Comprehensive Plan revision
- Finalize Developer Agreement
  - Mitigation process, phasing, funding
  - Full TCS package
  - Set trip cat – binding enforcement
  - Annexation



# Questions/Answers



# Workshop Session

- Foyer
  - Richmond Beach Drive (Segment A)
  - Cut through traffic
- Chambers
  - Richmond Beach Road (Segment B)
  - Off-corridor mitigation

# Report Back

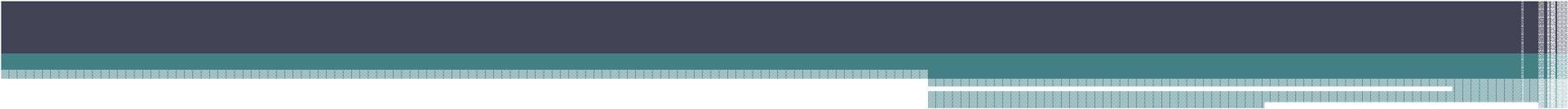
- Reactions to proposed designs for:
  - Richmond Beach Drive
  - Richmond Beach Road
- Continued input on
  - Cut-through traffic
  - Off-corridor concerns

# Next Steps - Spring/Summer 2014

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Thank you!

[www.shorelinewa.gov/pointwells](http://www.shorelinewa.gov/pointwells)

[www.shorelinewa.gov/tcs](http://www.shorelinewa.gov/tcs)