

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Potential Letter to WSDOT Regarding Aurora Access
DEPARTMENT: City Council
PRESENTED BY: Councilmember Ransom

PROBLEM/ISSUE STATEMENT:

Councilmember Ransom, in conjunction with Councilmembers Chang, Grace, and Fimia, has proposed that the attached letter be sent to the Washington State Department of Transportation (WSDOT). If the letter is to be considered as official correspondence it should be reviewed and approved by a majority vote of the Council.

RECOMMENDATION

Staff has no recommendation. However, a technical and alternatives analysis of the proposals mentioned in the letter has been forwarded to the City Council in a separate memorandum

Approved By: City Manager  City Attorney N/A

Attachment: Draft Letter to WSDOT from Mayor Hansen

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DRAFT

June 7, 2004

Doug McDonald, Secretary
Washington State Department of Transportation
PO Box 47316
Olympia WA 98504-7316

Dear Secretary McDonald,

A motion was passed by the Shoreline City Council, at our April 26th, 2004 Council meeting to submit questions to the Washington State Department of Transportation (WSDOT). These questions are from the City Council itself to WSDOT. We wish you or a subordinate executive, to come and speak to the Council at a Council meeting on the following design changes for your consideration at a later meeting.

- 1) Shorten the length of the left turn access lane at 145th and Aurora (which is proposed to be 900 feet long) by having two left turn lanes turning onto 145th going east (one of which is to be a U-turn option as now designed). This would shorten the needed distance to 450 feet, and permit oppositional medians as listed below.
- 2) Accommodate the local businesses by using an alternative median consisting of "oppositional two-way left-turn lanes" in the median that are 150 to 180 feet long followed by a pedestrian crossing island 26 feet long. It is intended that this would allow access mid block into businesses, but that barriers would prohibit left turns out of the businesses. This process would then be repeated over and over again. In just the first one-half mile, the following properties are interested in and support this concept:
 - a) Tim Isley, owner, Hide-a-way Tavern & Card Room
 - b) Dan Dally, owner of Pepper Hill Business Park with 26 businesses
 - c) John Chang, owner, Quest Inn
 - d) Larry Wheaten, General Manager, Goldie's Casino
 - e) Mr. Choi potential developer of Bank & Condominium at 150th
 - f) Mr. Panos, owner, of the Park View Business Park with 17 businesses

These are only a small number of the many, many businesses and casinos that feel this is a necessity for them. This is the critical change requested by the businesses.

- 3) Installing a stop light and two-way left turn at 149th and Aurora so much of the traffic to small businesses and Casinos can go down Whitman Avenue, one block west of Aurora from 145th to 149th (Whitman ends at 149th) and feed back into Aurora traffic.

Please respond with your answer as to when you would be able to discuss the above issues with us in person at a Council Meeting. Our public would like to know and hear the answers to these questions. We will restrict the questions to those listed above, so you will know in advance what the issues are. We look forward to hearing from you.

Sincerely,

Mayor Ronald B. Hansen
City of Shoreline

C: Shoreline Councilmembers

CITY OF SHORELINE COUNCIL AGENDA QUESTIONS of 05-11-2004
Submitted by R. Ransom, M. Fimia, J Chang, & P. Grace, Council members

A motion was passed by the Shoreline City Council, at their April 26th, 2004 council session, to submit questions to the Washington State Department of Transportation (WSDOT). These questions are from the City Council itself to WSDOT. We wish Secretary McDonald, or a subordinate executive, to come and speak to the council in session on the following three topics. We understand that you were not able to attend our May 3rd meeting, so we would like to submit the following design changes for your consideration at a later meeting.

- 1) Shorten the length of the left turn access lane at 145th & Aurora (which is proposed to be 900 feet long) by having two left turn lanes turning onto 145th going east (one of which is to be a u-turn option as now designed). This would shorten the needed distance to 450 feet, and permit oppositional medians as listed below.
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