
Council Meeting Date: August 16, 2004

Agenda Item: 6(c)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Washington State Department of Transportation (WSDOT) Letter
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Steve Burkett, City Manager

PROBLEM/ISSUE STATEMENT:

Some members of the City Council indicated at the last Council meeting an interest in discussing the attached letter from Secretary McDonald of the Washington State Department of Transportation.

Approved By: City Manager SCJ City Attorney N/A

Attachment A: WSDOT Letter

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**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

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July 7, 2004

The Honorable Ronald B. Hansen
Mayor, City of Shoreline
17544 Midvale Avenue North
Shoreline, WA 98133-4921

Dear Mayor Hansen:

This responds to your June 8th letter seeking the Department of Transportation's answers to several questions regarding Shoreline's SR 99 project.

- 1. Could the proposed 900-foot long left turn lane for southbound SR 99 to eastbound 145th be replaced with dual left turn lanes, each 450 feet in length?*

This would require concurrence from the City of Seattle. N 145th Street marks the boundary between Seattle and Shoreline. A double left turn lane coming from the north would require a lane re-alignment on the portion of SR 99 coming from the south. It would also require purchase of right of way on the Seattle side, which we expect would be difficult to accomplish in the short term. This alignment option may be a possibility in the future, depending on Seattle's interest. We encourage the cities to work together to ensure that the N 145th Street intersection is operated optimally. Should the cities wish to explore this option further, WSDOT would be pleased to assist with development of the plan.

- 2. Could affected businesses be accommodated by two way left turn lanes with a length of 150 to 180 feet staggered between 26 foot pedestrian crossing islands? This configuration would allow left turns from the median to adjacent properties, but prevent left turns onto SR 99 at the same locations.*


WSDOT does not support retention of the two way left turn lane as part of the proposed widening of SR 99. This is based on national guidance as well as WSDOT's own policy. The underlying safety considerations relate to the fact that SR 99 in its current five-lane configuration already carries on average more than 35,000 vehicles a day. I'm sure that you would agree that it will be even more difficult for motorists to turn across a widened SR 99. Maintaining two way left turn lanes without controlled access would exacerbate the already safety-deficient situation.

3. *Could a stop light be installed at 149th and Aurora so that motorists could enter SR 99 northbound or southbound at that location rather than being limited to signalized access at 145th?*

WSDOT does not support signalizing N 149th Street. This is based on sound engineering practice relating to signal spacing – practice that is incorporated into the Washington Administrative Code in the form of minimum required ½-mile spacing between signals on Access Class 4 highways, such as SR 99 through Shoreline. We have already agreed to deviate from this practice and allow the City to install a signal at N 152nd Street. This is the only signal-related deviation that WSDOT is prepared to approve within this ½-mile segment.

We appreciate having the opportunity to answer these questions. We look forward to continued cooperation with the City as you move forward on very important improvements on SR 99. Ron Pannanen, Deputy Regional Administrator, continues to be available to address any questions you may have. He can be reached at (206) 440-4693.

Sincerely,



Douglas B. MacDonald
Secretary of Transportation

DBM:jaa

cc: Lorena Eng, WSDOT, NB82-101
Mark Leth, WSDOT, NB82-120