



City of Shoreline

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Meeting summary: March 21, 2007

Aurora Business and Community Team (ABC Team)
Aurora Corridor Project (N 165th Street to N 205th Street)
Shoreline Fire Department – 17525 Aurora Avenue N (6:30-8:30 p.m.)

ABC Team: Zach Gray, Bill Vincent, Rick Stephens, Dale Wright, Don Ding, Robin McClelland, Art Ellis, Shari Winstead-Tracy, Joanne Hargrave, Michael Broili, Mark Deutsch, Paulette Gust, Carolyn Mayer, Lamar Scott, Greg Olson, Gretchen Atkinson, Jim Doherty, Rebecca Hartman, Rocky Piro

Staff: Kirk McKinley, Kris Overleese, Julie Modrzejewski, Rich Meredith, Alicia Sherman, Jennifer Barnes (Jones and Stokes)

Meeting Summary

Meeting started at 6:30 pm.

1. Welcome/Introductions Kirk

Kirk McKinley welcomed everyone and introduced himself. Members of the ABC Team and staff members introduced themselves. Kirk reviewed the meeting agenda.

2. Traffic Wrap Up Kris

Kris Overleese opened the floor for additional comments about traffic and the scoping report as a follow up to the last meeting. She reviewed the issues matrix prepared by staff and described its layout and purpose. Kris also reminded the team that materials from previous meetings are available on the City's website. The ABC Team and staff discussed traffic safety, roadway design, accident levels, pedestrian activity and signal timing.

3. Construction Kris/Kirk/Jennifer

Jennifer Barnes explained that the City will be preparing a construction report in conjunction with the discipline reports. This report will be a synthesis of various aspects of the discipline reports, such as noise, air and traffic. This is an additional report, which is not required by WSDOT. Kirk explained that this report can be used as the City develops the bid documents to present to the contractor when development occurs. He stated that regardless of the alternative selected, the construction impacts will be the same. The ABC Team members stated their individual concerns regarding construction and its impacts. (See attached list of construction comments.)

4. Next Steps/Adjourn

Kris

Kris reminded the team that the topic of the next meeting is stormwater. The City will let the team know if the meeting topic needs to change or if the meeting will be cancelled.

The next meeting is April 4, 2007 from 6:30-8:30 p.m. at the fire station.

Meeting ended at approximately 8:30 pm.

ABC TEAM MEETING 3/21/07
CONSTRUCTION DISCUSSION COMMENTS

- Limit disruption during rush hour. In the morning, keep the southbound lanes open, in the evening, keep the northbound lanes open. Full lanes in peak direction.
- Look for ways to minimize disruption in order to minimize congestion and forcing people onto side streets.
- Consider impacts to side streets for traffic avoiding Aurora. Ask other jurisdictions what they encountered during their construction process, as their experiences will likely be similar.
- Utility locates and undergrounding seemed to be a big part of the project. Try to get those in early to prevent delays.
- When it was dark, it was sometimes too confusing to find your way and difficult to navigate. Hard to see driveway aprons at night.
- Barrels make it difficult to see and it was hard to find driveways, even with signs. Crossing the street was tough for pedestrians, intersections were difficult for pedestrians to navigate and barrels were set up for cars.
- Changes make it difficult to follow the roadway - gaps in the barrels made it possible to be in the construction zone.
- Double shifts or people working outside of normal hours to minimize disruption.
- Be careful to know what is effective. The City spent \$600,000 more than Federal Way on traffic control.
- The City received many letters about night construction. The City should go above and beyond for notice, be aware of business impacts for night construction. Night construction is inevitable. Night construction can be on Friday or Saturday or start earlier. Weekends for night work.
- Marked detours with mitigation for side streets with detoured traffic. Night construction should be safe for construction workers.
- Orange barrels make it difficult to see where driveways are located. Use blue construction tape to demarcate driveways - a contrasting color from the barrels.
- Bus traffic was very slow. Safe transit user access is important.
- Civic or team spirit/booster event to encourage shopping in Shoreline. It will encourage a town center/pedestrian friendly environment. The City could advertise. Encourage construction workers to shop Shoreline.
- Pedestrian safety must be improved, especially with kids, as more pedestrian activity occurs. People need to take responsibility for themselves.
- Coordinate with schools.
- Coordinate with the Cascade Bike Club.
- Call the City of Lake Forest Park to discuss their construction experience on SR 522.
- Many cyclists treat stop signs as yield signs.
- Improved access to driveways - clearer demarcation, consistent driveway aprons.
- Shop Shoreline event.
- Improve lane markings with jersey barriers during construction.
- Use zipper barricades like those on the interstate - they appear easy to move.
- Is it feasible to do one side at a time? What value is in that? It minimizes disruption to one side. Better signage to indicate which driveways are open. Big signs (4' X 4'), distinct colors with the name of businesses, which are moved when the driveways are moved. All businesses with access off Aurora deserve a sign.
- The concerns addressed by the team were brought forward by the Chamber of Commerce.

- Lanes were closed when they were usable for long stretches of time with no work underway.
- Prioritize and expedite restoration of private property, right after installation of curb and gutter. This will lower the threshold of disruption.
- Work at night to minimize disruption to businesses that rely on daytime sales, such as car lots.
- Temporary arrows that lay in the street. They can be moved and driven over, they are approximately six feet long.
- Provide a traffic flow map on the City's website.
- Provide a business directory on the City's website.
- Remaining two miles should be implemented as one project (all funding secured) and broken into stages for construction - improve one mile at a time.
- Signs should be installed encouraging people to turn on headlights for safety during construction.
- Traffic control has specific standards. Shorten the spacing between barrels and cones.
- Consider impacts to cross streets. Prioritize cross-streets to get them up and running.
- Communication in Currents is general and vague - better milestones and timelines.
- By understanding the construction process, people are more patient and tolerant.
- Did accident rates go down during construction? Presence of police may have made a difference.
- Night time construction would help speed up the timeline. Get it done as soon as possible.
- Stop construction for two months during the holidays to help minimize impacts to businesses.
- Will new sidewalks installed by businesses be ripped up during construction?
- Have strings of lights to demarcate driveways - provides a channel.
- Variable message boards to direct traffic to I-5 when Aurora is crowded.
- Identify delay length and when there are heavy delays.
- The more information the better.
- Information is very helpful.
- Color coded delay information, like homeland security levels.
- Consistent placement of "business open" signs at driveways (north or south side) and u-turn/left turn pockets.
- Difficult to identify the location of left turn pockets during construction.
- Public viewing areas for construction.
- Do not force people on to side streets unnecessarily - try to discourage that actively.
- Temporary and permanent ramps for driveways need to be appropriately angled.
- Survey businesses to find out when they would like a break in construction or if they would like a break.
- Get rid of barrels, use something else, something that is easier for the driver.
- "Bash the Barrel" event with the first mile ribbon cutting.
- Cyclone fencing used to protect pedestrians.
- Police, fire, Medic One being able to navigate during construction. Lack of communication with the City about how that occurs. First responders do not know how they will deploy vehicles because they don't know how they will navigate the roadway.
- Good restriping every time lanes change.
- Better direction for pedestrians and temporary walkways for pedestrians.
- Need to be sensitive to the costs associated with traffic control.
- More attention to users other than vehicles, more direction when there are gaps in connections.
- One problem is the close spacing of the driveways - it is a significant challenge. May be able to use plastic jersey barriers for driveways.
- Use tape to cluster barrels and block off empty space.

- Transit riders are close to the street. Something better to protect riders at bus stops and education for them about safety.
- Next two miles is significant because there are significant loading areas (Park and Ride).
- Put rider information on the bus about safety.
- Better protection when asphalt cuts are made to prevent people from driving into them.
- Did the City encounter any significant issues during construction? Bring in a construction management firm to identify potential problems.
- Staff has done an internal debrief, will do the same with contractors.
- Love the trees and the underground utilities.
- School buses - coordinate with contractor.
- Awareness of blocking intersections.
- Be aware of construction worker safety as frustration increases.
- Signs designating heavy construction periods and alternate routes.
- Should the City notify when alternate routes are designated?
- Meridian cannot take much more traffic during rush hour.
- Send traffic northbound on Meridian, southbound on Fremont as a general detour route.
- Both roads have significant school routes.
- The City has tried hard to mitigate impacts to businesses and that should be recognized.
- Have signals timed for shorter cycles that are more frequent.
- Do we have an obligation to educate people passing through the City? Include announcements on the bus.
- Many derogatory comments in North City were from pass through drivers.
- Pass through drivers do not know the City.
- Use electronic message boards to notify people.
- Pass through commuters already use side streets.
- Like red/tinted crosswalks.
- WSDOT has a construction website with current update and traffic conditions. Chamber thinks the City should do both miles only when all funding is secured and do one side then the other.
- City made efforts to talk with property owners and businesses throughout the project-very appreciated.
- Bus pads are a different color as well. Should be included in the next two miles.
- A business went eight hours without access (Goldie's). A truck blocked one entrance while the other entrance was worked on.
- A number of businesses failed during construction due to lack of access. The City worked with the Chamber of Commerce and should keep trying.