

3/10/06 DRAFT

Aurora Business Team**Comment Matrix (tracking tool)**

11/30/05 meeting #1: Establishment of the ABT

12/13/05 meeting #2: Basics of NEPA and SEPA

1/18/06 meeting #3: Economics analysis discussion

2/1/06 meeting #4: Construction Tour

2/14/06 meeting #5: Access Management

Meeting	Issue	Comment	Response/Action Item
ABT #1	Economic Impacts	Businesses need to be protected-maintain parking, access and visibility.	Design features of the project, such as type and location of vegetation and installation of left and u-turn pockets, will help to provide access and visibility for businesses. Consolidation of driveways in conjunction with working to combine parking lots will also provide access.
ABT #1	Economic Impacts	Space is money.	The project design will minimize property takes through road alignment (The 32 Points, #6).
ABT #1	Economic Impacts	Keep businesses in business.	The project design works to minimize impacts to businesses by developing a design that minimizes property takes, allows for narrower lanes than WSDOT standards and City standards, medians and sidewalks in order to reduce land impacts and acquisition on existing businesses, installation of median breaks, preservation of visibility through type and location of vegetation, and development of alternate access plans by connecting parking lots and/or providing rear access to side streets.
ABT #1	Socioeconomic Impacts	Perform a better socioeconomic analysis.	The City will hire a consulting firm to research and include this in the discipline reports.
ABT #1	Pedestrian Safety	Improve safety for pedestrians across and along the street	The project adopted pre-design includes sidewalks along the length of Aurora. These sidewalks will be separated from the travel lane by a four foot utility/amenity zone. The preliminary design includes installation of two new signals in the northern two miles (N. 182nd and N. 195th), with improved pedestrian crossing facilities at all signalized intersections. Street lighting is included along Aurora and at intersections and countdown pedestrian leads, elevator buttons, audible signals and treated pedestrian crossings are included at intersections.
ABT #1	Public Participation	Utilize input from ABT to affect process.	The role of the ABT is to be advisory to staff, help problem solve and brainstorm issues. The ABT is one component of the City's longer overall outreach strategy for the northern two miles of Aurora.
ABT #1	Public Participation	All ABT members (including staff) be open to new ideas and fairly evaluate alternatives.	The ABT was established to provide staff with advice, feedback and act as a sounding board and staff is interested in hearing the feedback of members during the design process. Specific design parameters are established by outside agencies and cannot be modified by the ABT or the City. Any alternative designs of the project must work within these parameters.
ABT #1	Public Participation	Build relationships between staff and business/property owners.	Staff has met with almost all property owners and many business owners as part of the public outreach phase of this project in order to provide information about the project and hear their thoughts and concerns.
ABT #1	Public Participation	All interests and "cards" on the table up front.	All data collected for the project is public record. Data analysis and summary will be provided in discipline reports.
ABT #1	Project Design	Find the ultimate project compromise.	Improvements to Aurora are designed to be beneficial to all who utilize it, including residents, commuters, property and business owners, pedestrians, handicapped, transit riders, bicyclists, truckers and drivers. The project will be designed with all users in mind, within the specific design parameters established by outside agencies and consistent with "The 32 Points" and pre-design study adopted by the Shoreline City Council.

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ABT #1	Project Design	Improve aesthetics and safety along Aurora.	The project design includes elements to improve aesthetics, such as public art, landscaping, banners, unique bus shelters and street furniture. Safety is improved through the construction of the center raised median, installation of sidewalks, lighting and new traffic signals with improved pedestrian crossings.
ABT #1	Project Design	Think long term and be willing to spend the money to "do it right" as improvements will last 20+ years.	The project will have high quality materials and features to maximize their life span. The design of the project is being coordinated with neighboring jurisdictions, WSDOT and transit agencies to ensure these improvements meet their needs and are consistent with their future plans. All traffic modeling researches conditions for at least 20 years in the future.
ABT #1	Project Design	Design and build a grade separation at Aurora Avenue/N 185th Street.	This alternative will be evaluated in conjunction with the traffic modeling as part of the review of east-west traffic flow.
ABT #1	Project Design	Visibility and access balanced with aesthetics.	The project is designed to balance the needs of visibility, access and aesthetics. For example, vegetation selection and placement has been designed to minimize visual impacts to businesses while enhancing the aesthetic appeal of the street. Median breaks will be provided for accessibility.
ABT #1	Environmental Process	Do a full Environmental Impact Statement (EIS).	The City's funding partners (FHWA and FTA) will meet with the City and WSDOT to determine the appropriate level of environmental review. Public participation and thorough analyses will be undertaken regardless of the process chosen.
ABT #1	Environmental Process	Evaluate environmental impact on Echo Lake.	Echo Lake water quality and project stormwater system to be discussed in the stormwater discipline report.
ABT #2	Economic Impacts	What happens if a parcel is made unable to sell (uneconomic remnant) or a business is affected as a result of the project?	The need for property acquisition does not automatically raise the environmental documentation. A professional will be hired by the City to complete the Discipline Reports. If the community or citizens disagree with the findings within the Discipline Reports, any of those entities could hire a professional to review the Discipline Report or recommend addition of information to the report. If the two experts disagreed in their reports, FHWA would take a look as to whether the level of environmental review needs to be raised. All levels of environmental review use the same Discipline Reports. For example, the traffic discipline report will contain the same information whether created for a DCE, EA or EIS. It is only when there is a significant impact identified in the Discipline Reports that the level of environmental process is raised. There is no sharp threshold for determining significant impact; it is purposely left fuzzy to allow a closer look on a case to case basis. No project can leave an uneconomic remnant or piece of private property that cannot be used or developed. If the acquisition would result in an uneconomic remnant, the City must offer to purchase the entire parcel.
ABT #2	Project Design	Is it set in stone that property needed from approximately N 172 nd to 192 nd would be purchased from the east side?	Ordinance #326 established the western boundary of Aurora at its present location from N 172nd to 192nd. Staff are reviewing ordinance #326 and its implications within the project's environmental review process. A comprehensive plan amendment would be required to repeal the ordinance.
ABT #2	Environmental Process	Is it unusual for a SEPA EIS to be done with only a NEPA EA as the City did for the first mile of Aurora?	Per Trevin Taylor, it is not uncommon to do a SEPA EIS and a NEPA EA as was done with the first mile of Aurora. With the NEPA process, an EIS does not indicate a better process. Both processes require and begin with the same Discipline Reports which would include socio-economic analysis.
ABT #3	Project Phasing	Review economic impact of construction two miles at once or one mile at a time. Look at total duration of construction.	Will be reviewed within Economics discipline report
ABT #3	Economic impacts during construction	Is there data or case studies that show how business revenue is impacted during construction?	Staff are also working to collect baseline sales tax data for businesses within the Aurora N 145 - N 165th Street project for analysis of impacts during construction. See Access Management Bibliography reports 3, 7, 8, 11 and 12. Also see www.trb.org and www.ctre.iastate.edu .
ABT #3	Hiring of Economic expert to create NEPA Economics discipline report	ABT should have a role in selecting expert to establish the expert's credibility and give ABT member confidence analysis is sound.	Staff to discuss and report back.

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ABT #3	Economic impacts of project long term	What are long term financial gains from project: existing businesses and new development. Any data or case studies?	Data to be researched and included in Economic discipline reports. See Access Management Bibliography reports 2, 3, 5, 7, 8, 9, 11 and 12. Also see www.trb.org and www.ctre.iastate.edu .
ABT #5	Economic Impacts	Freight mobility impacts	To be researched and included in Economics and traffic discipline reports.
ABT #3	Project Funding	Will the City need to post bonds for construction? Should we look into them in case funding doesn't come through?	Bonds have not been discussed. To date the City has been successful in securing funding for the project and will continue to pursue outside funds.
ABT #3	Access Management	Is there data or case studies that show how business patrons behave with access management (medians)?	Presentation by WSDOT on access management impacts. Staff will look for case studies to provide to ABT. See Access Management Bibliography reports 7 and 9. Also see www.trb.org and www.ctre.iastate.edu .
ABT #3	Access Management	Has SeaTac's accident rate increased because of u-turns (188th/Hwy 99)?	The intersection at 188th was improved between 1996-1998. Staff received accident rate information for this intersection from the state from 1993-1996 and 1999-2005. Data from 1997-1998 is not available from the state. From 1993-1996, this intersection averaged 28 accidents per year. From 1999-2005, this intersection averaged 22 accidents per year.
ABT #3	Access Management	What is difference between a center left turn lane and two lanes in each direction vs. three lanes in each direction?	The difference is the number of conflict points. See binder for a diagram indicating conflict points.
ABT #3	Business Access	How do we maintain access to businesses during construction and after?	During construction, signage and cones are used to delineate driveway aprons. The City works with individual property owners to ensure that access is always available by maintaining open driveways (1/2 driveway open when only one driveway is on a property, 1 driveway open when more than one driveway on a property). Upon project completion, all driveways will be open.
ABT #3	Vehicle mobility	How is mobility enhanced by project?	To be discussed in traffic analysis economic discipline report.
ABT #3	Capacity	How is vehicle capacity added by project?	To be discussed in traffic analysis economic discipline report.
ABT #3	Neighborhoods	Analyze impacts to neighborhoods from traffic	Traffic analysis in discipline report will discuss impacts to neighborhoods. Existing traffic problems in neighborhoods may be improved by the Aurora project. Existing problems should be discussed with City traffic engineer Rich Meredith to be addressed prior to Aurora construction through the Neighborhood Traffic Action Plan. The City performed baseline counts from 145th-165th and continues to monitor traffic counts in this area. The City will do baseline neighborhood counts for 165th-205th in 2007 and continue monitoring in the future.
ABT #3	Signal Level of Service	What is the current LOS and predicted future LOS?	To be reviewed with the traffic analysis and included in discipline reports.
ABT #3	Societal Cost	What is the societal financial cost to accidents on Aurora?	To be researched and included in Economics and traffic discipline reports. The City has the data for all three miles from WSDOT. According to the societal cost data provided by the state from 2002-2004 and eleven months of 2005 from north of 165th to 205th, there were a total of 597 accidents, with a total societal cost of \$29.4 million. See binder for a breakdown of this data by mileposts (intersection and mid-block), total number of collisions, total societal costs, type of collision and societal costs associated with different types of collisions.
ABT #3	Data	Use it honestly. Be more specific with analysis. Who gets to see it?	All data collected for the project is public record. Data analysis and summary will be provided in discipline reports.
ABT #3	Ordinance #326	Is it repealable? (See ABT #2)	Staff are reviewing ordinance #326. A comprehensive plan amendment would be required to repeal the ordinance.
ABT #3	Visibility	Concern that trees impact visibility to businesses	The City's adopted project design requires trees to be planted on Aurora. During design, tree placement is discussed with business owners. Three types of trees will be planted, all of which are maples, deciduous and columnar. Trees are the lowest priority and the last item after driveways, light poles, hydrants, etc. to be placed.
ABT #3	Human environment	What is project impact to human environment?	The goal of SEPA and NEPA is to analyze project impacts to the human and natural environment. This is done by creating discipline reports on air quality, traffic impacts, economic impacts, environmental justice review, noise, etc. Please see the list of discipline report topics in the "ABC's of SEPA and NEPA" provided at Meeting #2.

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ABT #3	Echo Lake	Concerned about water quality and car washing in area impacting lake. Concerned about water quality during construction.	Water quality to be discussed in the stormwater discipline report.
ABT #3	Condemnation Ordinance	Condemnation ordinance when row phase begins is threatening. How will condemnation process be handled?	This concern will be discussed later in project development process during right of way acquisition. Explore renaming "condemnation" with a less threatening term.
ABT #3	Data	Don't trust accident data	The City and state have traffic data and they aren't the same. The state accident data for intersections includes queues associated with the intersection and staff has been told 50' feet along side streets, whereas the City's accident data for intersections includes only accidents that occur within the intersection. All data used by staff is available. Map posted for ABT retrieval on March 17, 2006 contains WSDOT accident data.
ABT #3	Construction change orders	How are they managed?	Change orders are part of construction and are typically for unforeseen conditions, adjustment of quantities, changing scope to perform work more efficiently and design flaws.
ABT #3	Contractor fines	Can we fine contractors for not following specs? Specifically requirements for keeping business driveways open.	Yes, the City can fine contractors for not following specs. Staff to discuss pros and cons.
ABT #5	Data	Safety data on U-turns-are they safe? How do they compare with center left turn lane?	Staff will research and report in the discipline reports. See Access Management Bibliography reports 1, 4, 6, 8 and 10. Also see http://www.accessmanagement.gov/pdf/420NCHRP.pdf and http://www.accessmanagement.gov/pdf/nchrp_rpt_524.pdf . Also see www.trb.org and www.ctre.iastate.edu .
ABT #5	Access Management	Before and after economic analysis as described in the WSDOT video – what corridors were studied, etc.	Staff performing research for case studies regarding economic impacts before and after raised access management is installed.
ABT #5	Access Management	Why can't Shoreline's section of Aurora look like Everett's SR 99 project?	Staff spoke with Brian Jones at the City of Everett in February 2006 about improvements to SR 99 in Everett. He explained that the majority of improvements on SR 99/Evergreen Way consist of 3 lanes in each direction with a continuous center left turn lane. This cross section was approved prior to the change in the WSDOT requirements for medians for a project of this type. In the mid to late 90s, the City of Everett submitted a project to WSDOT for improvements on SR 99 from 112th to Airport Road. This project had the same cross section (3 lanes in each direction with a continuous left turn lane) and it was rejected by WSDOT (the requirements for medians had changed). The City of Everett opted not to construct improvements to this section of SR 99. WSDOT has confirmed that Everett's current project design requires access management in the form of raised medians.
ABT #5	Access Management	When medians were installed by the City of Portland on MLK Blvd, it forced all of the businesses to go out of business. When the City removed the medians, businesses returned to the area.	In February 2006, staff spoke with Dan Layden at the City of Portland Department of Transportation about improvements to NE MLK Blvd, an arterial street in Portland. In the early 1980s, MLK was an ODOT facility consisting of two lanes in each direction, with no center left turn lane. Designated left turns were available only at major intersections and on-street parking was available on both sides of the street. ODOT constructed improvements to the roadway, which included removal of the on-street parking and construction of a center lane with medians and a two-way left turn lane in commercial areas. About 15 years later, the City of Portland made additional improvements to the roadway. The four through lanes were narrowed and on-street parking was reinstalled. One or two of the medians were removed. However, the removal of the two way left turn lane and installation of the median was required in some areas in order to accommodate the reinstallation of the on-street parking. Mr. Layden explained that from the 1970s through the 1980s, this neighborhood of Portland was considered a very economically challenged area and the overall economy of Oregon was fairly poor. The area had problems with prostitution, which was often associated with the on-street parking. It was felt that the ODOT project improved access to businesses along the street because improved left turn access was installed. However, the loss of all on street parking was a significant issue for the businesses. It is unknown exactly why the businesses on the street have struggled but, it appears to be a mixture of factors, not just the median or the economy.
ABT #5	Project Design	How will access management make intersections safer?	Access management in the form of left turn lanes for vehicles at intersections substantially reduces rear-end crashes by taking turning vehicles out of the through lanes. Most signalized intersections from N. 165th to N. 205th currently have dedicated left turn lanes. Providing enough capacity in left turn lanes to keep vehicles from spilling into the through lanes also helps.

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ABT #5	Data	Provide accident map and all back up data	Staff will provide this information. Posted for ABT retrieval on March 17, 2006.
ABT #5	Data	Accident analysis should count for side street data and diverted traffic that causes accidents	Staff will provide this information.
ABT #5	Data	Data comparing left turns across 3 lanes: What is the data for center left turn lane vs. focused turn pockets? What is the accident data related to left turns out (since the median will eliminate them – how many accidents are left turn out related?)	Staff will provide this information.
ABT #5	Data	What is the number of conflict points in a diverted trip through a neighborhood vs. center left turn lane	Staff will research this topic.
ABT #5	Data	Find similar situations to our project (volumes, lanes, land uses, etc.) and compare before and after scenarios for economics, safety, etc.	Staff will research this information.