



Aurora Business Team Meeting #5
Aurora Corridor Project (N 165th Street to N 205th Street)

February 14, 2006 (8:00-10:00 AM)
Fire Station - 1016 N 175th Street

Agenda

Meeting Objective: The goal of this meeting is to learn more about street access management: definition, uses, standards, and benefits. Washington State Department of Transportation employees Barb De Ste. Croix, P.E. and Steve Chestnut will give an “Access Management 101” presentation and answer questions.

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|----|---|------------|------------|
| 1. | Welcome/Agenda Review | Kirk | 8:00-8:10 |
| 2. | Review of Aurora traffic volume and accident maps | Kris | 8:10-8:15 |
| 3. | Access Management “101” | Barb/Steve | 8:15-9:00 |
| 4. | Access Management Questions/Discussion | Group | 9:00-9:40 |
| 5. | Next meetings
-Tour of other projects with access mgmt.
-Traffic analysis | Kris | 9:40-10:00 |
| 6. | Adjourn | Kirk | 10:00 |

Coffee and breakfast snacks will be provided



Meeting summary: February 14, 2006

Aurora Business Team (ABT)
Aurora Corridor Project (N 165th Street to N 205th Street)
Shoreline Fire Dept. Headquarters (8:00-10:00 a.m.)

ABT: Rick Stephens, Andy Milliken, Larry Steele, Perry Murlless, Linda Minarcin, Dan Mann, Mick Richards, Tim Morris, Greg Olson

Staff: Kris Overleese, Kirk McKinley, Alicia Sherman, John McKenzie (CH2MHill)

Speakers: Washington State Department of Transportation: Barb De Ste. Croix, Chris Schroedel, Steve Chestnut, Sam Schuyler

Handouts: Agenda, 1/18/06 Meeting Summary, Draft City of Shoreline 2005 Traffic Flow Map, Comment Matrix, Capital Project Archives Slide Show, Chapter 47.50 RCW Highway Access Management, Chapter 1435 Design Manual, Chapter 468-51 WAC Highway Access Management Access Permits-Administrative Process, SR 99 Collisions matrix.

Meeting Summary

Meeting began at approximately 8:00 am.

1. Welcome/Agenda Review Kirk

Purpose of the day's meeting is to discuss the state requirements for access management. Representatives from WSDOT will make a presentation to the ABT and answer questions about access management. Discussion also includes a review of City traffic volumes and accident maps for Aurora.

2. Review of Aurora traffic volume and accident maps Kris

Staff distributed a draft 2005 Traffic Flow Map for the City of Shoreline. This map shows traffic volumes on several city arterials and roadways, including Aurora Avenue North. Traffic volumes are one piece of information that will be used as the City develops traffic modeling for the Aurora Corridor improvements. CH2MHill, the City's design consultants for Aurora, prepared an accident map that displayed number and type of accidents on Aurora Avenue North in Shoreline from 2002 through 2004. Discussion ensued about the type and location of accidents, including accidents where raised curbing is currently in place and accidents at intersections. Members of the ABT requested a copy of the map and supporting information. Staff committed to providing a copy to members (follow up...email sent to ABT members to retrieve accident map from website on March 17, 2006. Hard copy was provided to Rick Stephens per his request).

3. Access Management “101”

Barb/Steve/Chris

Staff introduced Barb De Ste. Croix, Access/Hearing Manager for the Washington State Department of Transportation (WSDOT) and members of her staff Steve Chestnut and Chris Schroedel. They presented two videos, one prepared by the Federal Highway Administration and one prepared by WSDOT, addressing the topic of access management. They also distributed Chapter 47.50 RCW Highway Access Management, Chapter 1435 Design Manual, Chapter 468-51 WAC Highway Access Management Access Permits-Administrative Process, which outline the requirements for access management on state highways.

4. Access Management Questions/Discussion

All

There was lengthy discussion about access management. Topics included projects in other jurisdictions, safety, economic impacts, traffic volumes and capacity, impacts to neighboring areas, freight and delivery impacts and the criteria for requiring access management. ABT members requested information regarding before and after impacts to local businesses, research on the safety of u-turns and traffic accident details for the Aurora Corridor. This information will be provided by WSDOT. (follow up...on 3/10/06 ABT members were emailed accident data information provided by Ms. De Ste Croix).

5. Next Meetings

Kris Overleese

The ABT members were asked if they were interested in taking a tour of completed SR 99 projects in SeaTac, Des Moines and Federal Way for the next ABT meeting. A tour of this type would take approximately four hours and could be either during the week or the weekend. Members were not interested in a tour. The next ABT meeting was not scheduled.

6. Adjourn

Kirk McKinley

Meeting ended at approximately 10 am.

Attached: 2/15/06 follow up letter from Barb De Ste Croix to ABT
9/3/04 letter from Secretary of Transportation Doug MacDonald
4/19/04 letter from Secretary of Transportation Doug MacDonald



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

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February 15, 2006

Aurora Business Team
Shoreline, WA

Dear Business Team Members:

Thank you for the opportunity to attend your Aurora Business Team meeting on February 14, 2006. I appreciate hearing your views and concerns as business owners and residents. I was invited to your meeting to discuss access management policies and principles; I was not prepared to discuss the details of your project. In reflecting on the meeting, I believe I may have left you with the wrong impression about the requirement of medians as part of the City's Aurora Corridor Project. I want to take this opportunity to reference previous correspondence from WSDOT to Shoreline to restate WSDOT's position on access management for Highway 99 within Shoreline.

As State Secretary of Transportation, Doug MacDonald, stated in his letter of April 19, 2004 (attached), to the City of Shoreline, raised medians are required for the City's Aurora Corridor Project (N 145th Street to N 205th Street). Raised medians are used for protection of pedestrians, to protect left-turn movements, and to allow increased mobility through the corridor. Since the Secretary's letter, there have been no changes to legislation or design parameters that change the Secretary's direction.

Safety on this corridor is of paramount concern for WSDOT and the City of Shoreline. With the volume of daily traffic, three proposed lanes in each direction, driveway concentration, and accident history, the plans for this project must include a raised median. Because of these factors, there is no location along Highway 99 within your project limits where a two-way-left-turn lane would be accepted by the State. During the design process, there will be an opportunity for you to provide input for driveway design, driveway location and the location of left and u-turn pockets.

During the meeting, the items listed below were requested:

- Before and after impacts to local businesses
- Research on the safety of U-turns
- Traffic Accident Details for this corridor

These will be forwarded to you as soon as they are available.

Thank you, again, for taking time from your schedules to let us know of your concerns.

Sincerely,

Barb De Ste. Croix, P.E.
WSDOT Access/Hearing Manager

SF06-014

Enclosure: Letter from Secretary MacDonald dated April 19, 2004

cc: Kirk McKinley, Aurora Corridor Project Manager
Sam Schuyler, WSDOT Local Programs



**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

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City Manager's Office

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• FULL COUNCIL	X
• CITY MANAGER	X
• STAFF	Bob D.
	Paul H.
	Kirk M.
• FILE	X

Massic B.
Joyce

FYI

September 30, 2004

Honorable Ron Hansen
Mayor, City of Shoreline
17544 Midvale Avenue North
Shoreline, WA 98133-4921

Dear Mayor Hansen:

Thank you for your letter of, August 23, 2004, inviting us to attend a meeting with your City Council to discuss WSDOT's design requirements for the City's Aurora Avenue North Corridor project. I respectfully decline. Because WSDOT has already responded to the issues you raise, I do not believe further discussion of these issues would lead to different answers or be productive.

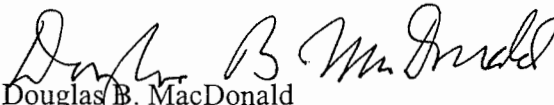
WSDOT is a partner with the City on this project. WSDOT fully supports the project's goals of improving safety and traffic flow along this important state highway. We have been clear from the beginning of the project development that access management, and specifically raised medians, are required for the project to receive design approval from WSDOT. We have worked closely with City staff to develop a design that balances our commitment to safety, improves mobility for transit and vehicular traffic, and provides reasonable access to properties along Aurora.

The process has been iterative, culminating in our recent approval of the channelization and landscaping plans for the project. At this point, further revisions in the approved design would not be productive or cost effective.

The project has been well planned and Shoreline is to be commended for achieving a balanced design. During the development process, the City conducted a most comprehensive and exhaustive public involvement process. I appreciate your exceptional efforts to meet with community members, listen to their comments and suggestions and make revisions to address concerns.

We look forward to the day this project is built and improvements to this essential regional corridor are a reality.

Sincerely,


Douglas B. MacDonald
Secretary of Transportation

cc: Paula Hammond
Ron Pannanen
Lorena Eng



**Washington State
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April 19, 2004

Ronald B. Hansen, Mayor
City of Shoreline
17544 Midvale Avenue N
Shoreline WA 98133

Dear Mayor Hansen:

I understand that the Aurora project in Shoreline has recently passed the 60% design milestone and is now proceeding toward final design and property acquisition. I congratulate you and the City on moving forward with this important safety and capacity project. WSDOT is committed to working with Shoreline toward a successful conclusion to these long-awaited improvements.

I also understand that the WSDOT position on medians for this project continues to be questioned. RCW 47.50.090 and WAC 468-52-040 govern access management on State highways. The access management standards were adopted to balance the need for access with safe and efficient travel.

I would like to clearly reiterate what I have stated verbally, and what our staff has communicated in writing, that medians are required on this project. While there are a number of complex design, safety, and regulatory reasons for this decision, the primary reasons are the necessity for vehicles to cross three lanes of traffic when turning left, the high volume of vehicles on the portion of Aurora in Shoreline, and the high accident history.

I trust this provides useful clarification. I look forward to a continued productive partnership on this and other projects in your City and region.

Sincerely,

Douglas B. MacDonald
Secretary of Transportation