



Aurora Business Team Meeting #6  
Aurora Corridor Project (N 165<sup>th</sup> Street to N 205<sup>th</sup> Street)

June 7, 2006 (8:00-10:00 AM)  
Shoreline Center – Arden Room

## Agenda

Meeting Objective: The goals of this meeting are to 1) discuss the possibility of the ABT creating a project design concept, and 2) continue discussion of access management requirements.

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| 1. | Welcome/Agenda Review<br>-Handouts: updated issue matrix and 2/14/06 meeting summary | Kirk      | 8:00-8:10  |
| 2. | Does the ABT want to create a project design concept?                                | Kirk/Kris | 8:10-8:20  |
| 3. | Access Management Questions/Discussion   | Group     | 8:20-9:30  |
| 4. | Next Steps   | Kirk/Kris | 9:30-10:00 |
| 5. | Adjourn  | Kirk      | 10:00      |



Meeting summary: June 7, 2006

**Aurora Business Team (ABT)**  
**Aurora Corridor Project (N 165<sup>th</sup> Street to N 205<sup>th</sup> Street)**  
**Shoreline Center – Arden Room**

ABT: Rick Stephens, Larry Steele, Dan Mann, Mick Richards, Art Ellis, Evan Voltsis

Staff: Kris Overleese, Kirk McKinley, Julie Modrzejewski, John McKenzie (CH2MHill)

Guests: Washington State Department of Transportation: Ed Conyers, Gary McKee

Handouts: Agenda, 2/14/06 Meeting Summary, updated Issue Tracking Matrix/Comment Matrix, ABT Roadway Design Guidelines, WSDOT Accident Data (provided by Ed Conyers)

## Meeting Summary

Meeting started at 8:00 am; however, the discussion did not begin until approximately 8:40 am.

1. Welcome/Agenda Review/Handouts Kirk/Kris

The Issue Matrix has been worked on a lot since the last ABT meeting. Staff has extensively reviewed online access management literature and this information is referenced in the matrix. There is a binder with all of the studies and information referenced in the matrix. If any ABT member would like to review the binder or any of the studies, please call Kris. She can also mail you specific information or studies referenced in the matrix.

Purpose of the day's meeting is to discuss the state requirements for access management. WSDOT guests include Ed Conyers with WSDOT Local Programs and Gary McKee, Project Manager. Another goal of the meeting was to ask the ABT if they would like to create their own Aurora Corridor design concept.

2. Access Management Discussion Kirk/Kris

City staff reiterated that Highway 99 – Aurora Avenue N is a state highway and improvements to the highway need to meet state law and WSDOT design requirements. WSDOT has a significant role to play on the Aurora Corridor Project as they: manage federal and state funds that go to the project, are part of the environmental process for the project, and must approve the channelization of the project before it may proceed into design.

The project must meet current access management requirements. A center two-way left turn lane (TWLTL) is not an acceptable form of access management for the project. Access management must be “raised” in the form of: landscaped median with turn pockets (like first mile of Aurora project under construction), raised curbing, or jersey barriers. The goal of access management is to restrict conflicting turning movements. Access management will not allow left turns out of businesses.

Raised access management is necessary to improve safety on Aurora Avenue N as: the project includes three traffic lanes in each direction, over 29,000 traffic trips per day, over 35 mph speed limit, and the corridor contains WSDOT High Accident Locations (HALs) and Pedestrian Accident Locations (PALs). Mr. Conyers clarified that the BAT lane is a traffic lane as it carries buses and right in/out vehicles.

Is a curb running down the middle of the road with breaks in it acceptable for access management? Mr. Conyers said no - as left turns out of businesses would occur through the gaps in curbing and vehicles may also drive over the curb.

Ed Conyers handed out WSDOT societal cost/accident data. This data is separated out by intersection and mid block accidents. Mr. Conyers clarified that though there are a significant number of traffic accidents at intersections, there are as many (slightly more) mid block. Societal cost of accidents is also higher mid block. Intersection accidents can be reduced by providing adequate storage for vehicles turning left to avoid turning vehicles backing up (and waiting) in the through lanes.

Several ABT members stated that “visibility and access” are key business owner concerns. Members were interested in seeing different types of vegetation than in the first mile project to improve visibility. Vegetation is not required by WSDOT; however, it does help with storm water management. Several ABT members believe that access management appears to be an unchangeable requirement, so encouraged others to work as a team to maximize turning opportunities into businesses.

### 3. Next Steps

Kris

City staff is interested in working with ABT members to create a project design concept to take as far through the environmental process as feasible. The ABT created design concept must include: BAT lanes, two general purpose lanes in each direction, sidewalks, and raised access management. Two charette style meetings are scheduled: June 21 and June 28 (both 8-10am) to develop concepts. Staff handed out Design Guidelines to be studied by ABT members before the June 21 meeting. Design Guidelines include: lane width, lane taper information, signal left-turn storage demands, etc. The ABT design concept would be one of several concepts reviewed. The City staff is also working on a design concept that is consistent with the first mile and meets the 32 points requirement.

### 4. Adjourn

Kirk

Meeting ended at approximately 10:15 am.