



Meeting summary: June 21, 2006

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

ABT: Kevin Reeve, Rick Stephens, Tim Morris, George Daher, Art Ellis, Dan Mann, Linda Minarcin, Larry Steele

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

Meeting Summary

Meeting started at 8:00 am.

1. Welcome/Agenda Review Kirk

Staff and members of the ABT introduced themselves. Kirk McKinley reviewed the agenda for this meeting, including a description of the current cross-section of Aurora, the proposed cross-section for the northern two miles and the likely impacts.

2. Aurora Cross-Section and Alignment Impacts Kirk/John

Kirk described that the current cross-section for Aurora under construction, as well as the proposed cross-section is 110 feet wide. This cross-section includes seven foot wide sidewalks, a four foot wide amenity zone between the sidewalk and BAT lanes, BAT lanes, two travel lanes in each direction and raised center medians with landscaping. Kirk explained that this cross-section is based upon the work in the pre-design study.

Staff distributed a handout that outlined the WSDOT roadway design guidelines. John McKenzie presented a roll plot that showed a centered alignment for Aurora with the 110 foot cross section. He explained that this centered alignment did not include any modifications or shifts east or west to maximize turn pocket location or minimize impacts to properties.

The ABT discussed their concerns about the design of the northern two miles of Aurora. Members emphasized concerns about visibility and access for properties. Members also discussed concerns about right-of-way acquisition and its impacts to property and business owners, as this is land that can no longer be used for business purposes. Several members felt that right-of-way should not be purchased for any reason and the roadway improvements should be accommodated within the existing right-of-way. The ABT and staff discussed the improvements that can be installed to transition from the roadway

to private property, including retaining walls, walkways and vegetation. John outlined design issues related to sidewalk width and design advantages of including a four foot amenity zone between the curb and the sidewalk. These include a zone for utilities, adequate width for underground utility vaults, separation buffer between pedestrians and vehicle traffic and an area for driveway aprons so pedestrians have a continuous level sidewalk rather than ramp up and down at each driveway. Discussion ensued about lowering the speed limit, installation of pervious concrete and installation of c-curb for access management.

John and Kirk explained that an alignment that has shifts to the west and east at various locations would result in lesser impacts to adjoining properties and would allow for maximized turn pocket location.

3. Next Steps Kirk

The ABT requested that staff provide a revised alignment that shows shifts to the east and west along the northern two miles to minimize impacts to properties and maximize turn pocket location. Staff confirmed that they would provide this alignment and the ABT could review it at its meeting on June 28, 2006.

4. Adjourn Kirk

Meeting ended at approximately 10:00 am.