



SR 202 CORRIDOR WORKING GROUP MEETING SUMMARY

Tuesday, August 21, 2007
9:00 a.m. – 4:00 p.m.
Urban Planning Office, Conference Room 350
401 Second Avenue So., Seattle 98104

Attendees

WSDOT

Paul Bennett
Jean Mabry
Michell Mouton
Binh Nguyen
Christina Olson
Chris Picard
Rick Roberts
Kurt Sielbach
Randy Simonsen
Richard Warren

King County

David Mark

City of Sammamish

Jeff Brauns

PSRC

Robin Mayhew

Perteet

Michael Booth
Rory Cameron
Jeff Lundstrom

Welcome and Introductions

Jean Mabry, WSDOT

Jean welcomed the group and thanked them for coming. She asked the attendees to introduce themselves and the agency or organization they represent.

Jean reviewed the meeting objectives:

- Review highlights and follow-up items from SR 202 CWG kick-off meeting
- Review public outreach activities
- Select screening criteria
- Review environmental screening analysis and collision analysis
- Develop and select improvement options for screening analysis

Kick-off Meeting Highlights

Jean Mabry, WSDOT

Jean provided copies of the kick-off meeting summary and gave a brief overview of the summary. She also provided copies and gave a brief overview of the three decision actions from the kick-off meeting: Adopted Corridor Working Group (CWG) guidelines, Endorsed Vision and Goals, and eight intersections selected (8) for improvement options development.

She then provided the status of follow-up items. The first item was the request to find out if signs could be installed at the beginning and end of the study area as part of the outreach effort. She explained that this could not be done since signs are kept to a minimum due to safety and statutory requirements. Signs can be put up for educational reasons for safety such as safety corridor or construction projects.

The other item was the request to provide more information on unstable slopes in the corridor. There are five (5) slopes in the corridor that need geotechnical review. Three (3) of the slopes (1 near 8th Avenue SE and 2 near 292nd Avenue SE) are listed in WSDOT's Unstable Slope Management System (USMS). Two (2) other slopes (1 near Ames Lake Road, 1 near Tolt Hill Road) will be reviewed by Jim McBride of Maintenance and Chris Johnson of Materials Lab to see if they should also be on WSDOT's USMS geotechnical review list.

Discussion

- The CWG agreed that the summary had fully documented the kick-off meeting and that follow-up items had been addressed.

Public Outreach Summary

Jean Mabry, WSDOT

Jean provided an overview of public outreach activities to date and noted that an update on public outreach activities will be provided at each CWG meeting. Public outreach activities include setting up the project website; sending out notice of the project via a news release and WSDOT's Eastside list serve; articles in the City of Sammamish, Cascade Bicycle Club and Sammamish Chamber of Commerce electronic newsletters; booths at Snoqualmie Railroad Days, Festival at Mount Si and Sammamish Summer Music Nights; and contacting governmental agencies and community groups such as Lake Washington School District, Washington State Patrol, Eastside Fire & Rescue, Sammamish Chamber of Commerce and Cascade Bicycle Club. Displays with project overview handouts and comment forms have been set-up at the Sammamish City Hall and library. Jean provided the CWG with copies of the handout and comment form.

Jean then reviewed a summary of comments received from the public and requested that the CWG take the comments into consideration during development of potential improvements. Most comments received to date focused on safety with requests for adding turn lanes or signals at intersections. The intersections at Ames Lake Road, Tolt Hill Road and 218th Avenue NE received the most comments with a few comments received for Sahalee Way NE, NE 50th Street, 228th Avenue NE and 236th Avenue NE. Many comments have also been received from bicyclists concerned about safe bike travel on the corridor. Other comments include concerns on speed, both for vehicles traveling below or over the speed limit, concern about cross over traffic at night, and request for more transit.

Jean noted that upcoming activities include booths at the Sammamish Safety Fair and Issaquah Salmon Days. She invited the CWG to attend the public open house that will be held at the Sammamish City Hall on Tuesday, September 25. Potential intersection and corridor improvements developed by the CWG will be presented at the open house.

Discussion

- Several members of the CWG asked what outreach would be done to encourage attendance at the open house. Jean responded that advertisements would be placed in local newspapers; news release and Eastside List serve emails would be sent out;

invitational postcards would be placed at the city hall and library displays; invitational letters to all elected officials representing the area encompassed by the study would be sent out; and governmental agencies and community groups would be contacted to invite them to the open house. The group agreed that this was an appropriate level of outreach.

Draft Screening Criteria

Jean Mabry, WSDOT

Jean explained that the draft criteria were developed to directly tie to the vision and goals and that the criteria would be used to evaluate how well a potential improvement would fulfill the corridor vision and each of the project goals. All improvements would be screened for three criteria: 1) good benefit to cost, 2) effect to environmental conditions, and 3) consistency with Growth Management Act, local comprehensive plans, and regional and state policies.

Safety improvements would also be screened for addressing high accident locations or corridors and design deficiencies; mobility improvements for 2030 level of service, reducing growth in intersection delay and backups, supporting access management, and addressing multimodal needs; and preservation improvements for addressing preservation needs. Jean noted that criteria for public involvement would not be used for screening improvements but for evaluating the study's outreach activities. She then provided the group with a screening matrix that showed the relationship between vision and goals, screening criteria, identified deficiencies and constraints, and potential corridor and intersection improvements.

Discussion

- The CWG requested that the environmental criteria be reworded to capture both impacts and benefits.
- Jean suggested that criteria under mobility for non-motorized be changed to multi-modal; the group jointly agreed to the change.
- Jean also suggested that the second criteria under preservation be removed since it wasn't applicable to the potential projects; the CWG jointly agreed to the change.
- Michell Mouton suggested that follow-up on public comments be added to public outreach criteria; the group jointly agreed to the change.
- Robin Mayhew asked that financial feasibility be included in the criteria. The CWG agreed and requested that the Outcomes portion of the vision and goals be added to the screening matrix with related criteria. The CWG also discussed that feasibility may be a criteria used for ranking of the short and long-term project lists.
- The group discussed freight and jointly agreed that existing criteria covered freight needs. Jean will follow-up with the gravel companies in the corridor to get their input and to see if they can provide more information on the number of trucks they have using the corridor.

Improvement Options

Michael Booth & Rory Cameron, Perteet

Michael provided an overview of environmental conditions at the eight intersections selected by the CWG for improvement options development. He noted that the information was not site specific and has not been field verified. The information was being provided for consideration during development of the potential improvements.

Rory provided a review of other information for the CWG to use during development of potential improvements for the eight intersections: 1) overview of collisions; 2) identified deficiencies; and

3) 2030 baseline forecasts. He then led the discussion on potential intersection and corridor improvements.

Potential corridor improvements to address safety include widening shoulders to 4' design standard, evaluating and replacing guardrail as needed, and evaluating and installing signage and pullout improvements as needed in coordination with partner agencies. Corridor mobility improvements include shared or alternative access and encouraging Commute Trip Reduction Programs. Corridor preservation improvements include evaluating and repairing as needed side slopes, drainage structures and culverts.

Potential Intersection improvements include:

1. Adding an eastbound through lane at Sahalee Way NE;
2. Adding two-way left turn lane (TWLTL) at NE 50th Street & 218th Avenue NE or consider a roundabout.
3. Extending left turn lane east past the gas station and nursery at 244th Avenue NE;
4. Adding a signal at NE Ames Lake Road or consider a roundabout;
5. Providing auxiliary lanes for merging traffic at NE Tolt Hill Road; and
6. No operational improvements at 236th Avenue NE, SE 8th Street, and 292nd Avenue SE.

Discussion

- Christina requested that data sources be noted for the environmental inventory. Michael responded that the sources would be documented in the environmental memo. Jean noted that the memo would be sent to Christina and NWR Environmental for review.
- David Mark noted that the growth in the model that KC developed for the study was “scattered” and was not concentrated as planned for Sammamish Town Center. He asked that the project team confirm if there are significant differences between the study’s future forecasts and the City’s forecasts at Sahalee, 244th and 292nd. Jeff Brauns said he would provide the City’s forecasts to the project team.
- Corridor Improvements: The group jointly agreed to all the potential corridor improvements. The CWG requested that the access management strategy be reworded to more clearly communicate the strategy. The group discussed and agreed to add moveable digital speed monitors and “Share the Road” signs to the list of corridor improvements to address public comments about speed and bicyclists. They also discussed whether illumination, centerline and/or shoulder rumble strips, or recessed pavement markers should be added to address public comments on cross over traffic. In order to help the group make a final decision on these items, Rick Roberts requested that the project team provide more collision data at the next CWG meeting:
 1. Off road or cross over collision areas and if there are specific areas identified where might rumble strips or illumination are needed;
 2. Where fatalities have occurred and data on those collisions;
 3. Number and locations of disabling accidents;
 4. Data on collisions with buses and trucks; and
 5. Behavioral data such as number of alcohol related collisions.
- Sahalee Way NE: The group jointly agreed that the additional eastbound through lane should be the improvement screened at this intersection. No other improvements will be screened for Sahalee.
- NE 50th Street/218th Avenue NE: The CWG discussed the advantages and impacts of a TWLTL compared to a roundabout and jointly agreed that the TWLTL was the best option since it addresses operational needs, would have less environmental impact, and lower cost. Screening will focus on the TWLTL. They also discussed whether an option to block

access at 50th should be considered. They asked the project team to provide more information on volumes and collisions at 50th at the next CWG meeting to help the CWG determine if any additional improvements might be added at this intersection.

- 244th Avenue NE: The group jointly agreed that extending the left turn lane addresses the high accident corridor in this location. Since the signal installed at 244th has reduced the high accident location at this intersection, the group agreed that no other improvements will be screened for 244th.
- NE Ames Lake Road: The CWG discussed the advantages and impacts of a signal compared to a roundabout and jointly agreed that a signal was the best option since it addresses operational needs, would have less environmental impact, and lower cost. Screening will focus on the signal.
- NE Tolt Hill Road: The group discussed adding auxiliary lanes compared to realigning the “Wye” intersection to a “T” intersection. They jointly agreed that adding auxiliary lanes was the best option since it addresses operational needs, would have less environmental impact, and lower cost. They also discussed whether a westbound right turn lane should be added but jointly agreed that it was not needed. Screening will focus on the auxiliary lanes.
- 236th Avenue NE, SE 8th Street, and 292nd Avenue SE: The CWG jointly agreed that operational improvements were not needed at these intersections. The group discussed whether a recommendation might be needed to limit access to 8th to right-in / right-out. The CWG also discussed whether a recommendation might be needed to limit access to the businesses at the northwest corner of 236th. They asked the project team to provide more information on collisions at 8th and 236th at the next CWG meeting to help the CWG determine if any recommendations might be added for these two (2) intersections.
- The group jointly agreed that all potential corridor and intersection improvements would be presented at the open house.

Next Steps

Jean Mabry, WSDOT

Jean reviewed the follow-up items for the next CWG meeting: requested edits to screening criteria and potential improvements, documenting environmental sources, providing additional collision and traffic data and analysis, and contacting gravel companies.

Action Items

- Project team will write and email the meeting summary to the CWG.
- Project team will revise screening criteria for review at next CWG meeting.
- Project team will document data sources for environmental data in environmental memo.
- Project team will revise access management strategy for review at meeting.
- Project team will provide additional collision and traffic data and analysis at the next meeting.
- Project team will contact gravel companies and provide information at next meeting.