

In Attendance

CWG Members

Robin Mayhew, PSRC
Jennifer Lindwall, King County Department of Transportation
Maria Koengeter, City of Bellevue
Bob Brock, City of Issaquah
Kirk Holmes, City of Snoqualmie
Jim Arrowsmith, King County Metro Transit
Gary Costa, City of Issaquah

WSDOT Staff

Carol Hunter, Urban Planning Office
Richard Warren, Urban Planning Office
Zak Griffith, WSDOT
Rick Roberts, WSDOT King County Traffic Engineer
Chris Picard, Urban Planning Office

Consultant Team

Don Sims, HDR
Sharon Wright, HDR
Torsten Lienau, CH2M Hill
Kirsten Hauge, PRR
Brycie Philbin, PRR

Not in Attendance

CWG Members

Andrea Tull, Sound Transit
Don Petersen, FHWA
Jim Christian, FHWA
Jeff Brauns, City of Sammamish
John Cunningham, City of Sammamish
Ron Garrow, City of North Bend
Elizabeth Stratton, WSDOT Freight Office
Barbara Briggs, WSDOT
Michell Mouton, WSDOT
Rosario Revilla, WSDOT
Theresa Greco, WSDOT

Meeting Agenda

I. WELCOME & MEETING OBJECTIVES - *Richard Warren, WSDOT*

Meeting Objectives:

- Discuss feedback on Environmental and Traffic Analysis Overviews
- Review Screening Criteria
- Review key highlights of Public Involvement Plan

II. INTRODUCTION TO SCREENING CRITERIA - *Sharon Wright & Don Sims, HDR*

HDR reviewed that the I-90 Corridor Study's goals and objectives have been approved by the Corridor Working Group (CWG) and are now final. The project team used the goals and objectives to develop draft screening criteria, which will ultimately be used to help determine which alternative is most suitable for the corridor.

Using EMME/2 modeling, the goal is to initially have two alternatives per segment of the corridor, each of which will be "scored" using the screening criteria.

In addition to creating alternatives for the corridor, the team plans to develop fatal flaw criteria to help assess the preferred alternative for the corridor.

The proposed screening criteria include the following five categories:

1. Operations (moving people and goods)
2. Transit/HOV operations (travel time, safety, consistency with local planning and capacity for all modes)
3. Freight operations (what will relieve congestion and increase reliability)
4. Constructability (construction impacts, access and length of time)
5. Natural and built environment factors (seismic, landslide and floodplain red flags)

The proposed approach to implementing the screening criteria is as follows:

- Evaluate the corridor's limitations and alternatives
- Break-up the corridor in segments and identify two alternatives for each segment
- Conduct a fatal flaw screening
- Quantify benefits of each alternative using screening criteria

The project team encouraged the CWG to submit comments and suggestions regarding the screening criteria by June 29, 2007.

III. COMMENTS ON THE SCREENING CRITERIA – All

Chris Picard suggested that in order to adequately manage expectations and maximize existing funding, the project team should employ the screening criteria via a three-tiered, short term/long term approach:

1. How can we make the existing highway more efficient?
2. Where are the existing choke points that need to be addressed?
3. Where do we need more capacity?

He believed the approach would allow the project team to develop low-cost safety and capacity strategies, in addition to a long-term plan for the corridor.

Carol Hunter commented that in order to address access to real-time information regarding delays, detours, closures, etc. amongst truckers who use the corridor, the project team should explore various technologies to assist freight mobility. Carol also suggested that under ‘constructability’ within the screening criteria spreadsheet, the team may need to reconsider using the duration of road closures as a criterion – perhaps it should be considered a “challenge” instead.

Richard Warren pointed out that construction impacts are less about the duration of detours, closures, etc. and more about how those impacts affect the local community. Perhaps the team should add “community support” as a screening criterion under ‘constructability’ or under ‘consistency with local planning’.

In addition, the CWG recommended that the project team conduct a more in-depth analysis of potential cultural and historic red flags along the corridor (see below for details).

IV. INTRODUCTION TO THE ENVIRONMENTAL OVERVIEW – Sharon Wright, HDR

Sharon Wright noted that at the last CWG meeting the team invited comment on the Environmental Overview and addressed any subsequent comments within the body of the document. There were no comments that affected the red flag analysis *per se*. Some comments received were editorial, and most others identified additional public service facilities. A spreadsheet of all of the comments is available for CWG review. To date, the Environmental Overview is still in draft form.

V. COMMENTS ON THE ENVIRONMENTAL OVERVIEW – All

Jennifer Lindwall suggested that the project team take a closer look at cultural and historical resources along the corridor – namely Snoqualmie Falls and other waterways that the Snoqualmie Tribe may consider as sacred sites. She said that King County

recently obtained a grant to develop a cultural resource database that allows them to explore those resources that are not necessarily registered on the national database. Carol suggested that Jennifer work with WSDOT's cultural liaison to view potential red flags, especially streams and Native American trails.

Chris Picard and Zak Griffith mentioned that there is a potential wildlife corridor red flag area near Exit 27 on WSDOT's right-of-way plan. Sharon Wright will follow-up on this.

Kirk Holmes added that the City of Snoqualmie's Planning Department will submit a couple of paragraphs for the City of Snoqualmie section in the Environmental Overview.

VI. TRAFFIC ANALYSIS UPDATE – *Torsten Lienau, CH2MHILL*

Torsten Lienau discussed that the Traffic Analysis is currently being reviewed by WSDOT and will be ready for review at the next CWG meeting.

Maria Koenigter said the City of Bellevue would like to see more traffic data from Factoria to Eastgate. Torsten responded that the lack of data was due to the fact that the monitoring system on this segment was not functioning on the day the team chose as the 'average day on the corridor' for their analysis.

VII. PUBLIC INVOLVEMENT PLAN – *Kirsten Hauge, PRR*

Kirsten Hauge introduced the public outreach approach for the I-90 Corridor Study as described in the Public Involvement Plan (PIP). To involve and engage the public throughout the corridor study process, the following are the outreach activities outlined in the PIP:

- Provide project information and updates to businesses and community groups (identified in the PIP) who represent various interests along the corridor such as neighborhood associations, service organizations, recreation and business groups. These groups will constitute the target audiences for the corridor.
- Conduct briefings with interested groups and stakeholders.
- Participate in community outreach events, such as fairs and festivals, to increase awareness about the corridor study and obtain public feedback.

Kirsten noted that the CWG also served as a valuable resource to inform the project team about their respective constituencies and welcomed input regarding the target audiences and proposed community outreach events.

Jennifer Lindwall commented that the PIP should include the King County Council District. Kirk suggested the City of Snoqualmie's Town Hall event as a potential project outreach opportunity. It was also suggested that PRR combine the list of community groups and neighborhood associations.

VIII. CWG ROUNDTABLE DISCUSSION – A//

Gary Costa reported on a conversation with the City of Issaquah's Planning Director regarding the construction of a pedestrian over-crossing between SR 900 and Front Street (near Costco, Target and Safeway). This project is in early planning stages but Gary suggested that the CWG keep it on their radar.

Chris Picard noted that there are three sources of funding currently being used for state transportation projects. The funds will largely be used to support preservation, maintenance and operations of existing transportation modes; they are fully-bonded and it will be awhile before similar funding will be available again.

Chris believes that RTID may pass due to a poll that revealed 60 percent of voters are in favor of the investment. Between RTID and Sound Transit, \$20 billion will be available for future state transportation funds. However, it is not enough for all the upcoming projects. Therefore, the project team should not only come up with low cost solutions for the project to adequately manage expectations, but also to maximize the existing funds.

Torsten agreed that it is imperative to come up with low cost solutions but also to maintain a big picture perspective that spurs innovation and sets a compelling vision for the I-90 Corridor.

IX. NEXT STEPS (deadline: June 29, 2007)

- Send out a link to FEMA's draft floodplain plan (PRR)
- Follow-up on the potential wildlife red flag area near Exit 27 in the WSDOT right-of-way area (Sharon/HDR)
- Work with WSDOT's cultural liaison to identify potential cultural and historical red flags along the corridor (Jennifer Lindwall and WSDOT)
- The City of Snoqualmie's Planning Department will submit content for the City of Snoqualmie's section of the Environmental Overview (Kirk Holmes)
- Add the King County District Council to the PIP and reorganize the community group table (PRR)

Homework for CWG:

- Review (PIP and Screening Criteria): comments are due **June 29, 2007**
- Respond to PRR's request for availability for next the CWG meeting (in September)

Questions about the meeting, additional materials or the Corridor Working Group can be addressed to Brycie Philbin (now Brycelaine Self), bself@prrbiz.com or 206-623-0232 x245.