

TOWN OF HUNTS POINT

COUNCIL MEETING

AUGUST 2, 2010



EXECUTIVE SESSION

Mayor McConkey called an executive session to order at 6:35 p.m. to discuss litigation (Jones v. Town of Hunts Point) and potential litigation. Present were Councilmembers Claypool, Davis, Frantz and Hughes. Also present were Town Attorney Margaret King, attorney Robert Sterbank and Town Administrator Jack McKenzie. Adjournment called at 7:05 p.m.

CALL TO ORDER

Mayor Fred McConkey opened the meeting at 7:09 p.m. Councilmembers Dee Claypool, Jill Davis, Kevin Hughes and Ted Frantz were present. Councilmember Jim Nordstrom was absent and excused. Staff present was Assistant Town Attorney Margaret King, Officer Michael Girias of the Medina Police, Town Planner Mona Green, Town Engineer Joe Willis, Deputy Clerk Sue Israel and Town Administrator Jack McKenzie. Also present were Representative Ross Hunter of the State Legislature, Mayor Dave Cooper of Yarrow Point, Mayor George Martin of Clyde Hill, Daniel Babuca, Mike Cotten, Linda Mullen, Andrew Richardson and Michael Horntvedt of the Washington Department of Transportation and Jon Pascal and Dan McKinney, Jr. of the Transpo Group. Residents present were Molly McConkey, Peter Powell, Penny O'Byrne, Denise and Dan Niles, Annie Ottesen, Jan Deaton, Catherine and Ken Fisher, Jill and Michael Heijer, Jean and Russ Haehl, Dawn Jasper, Dick Davis, Jan Rogers, John Rudolf, Marianne and Pat Jones, Janice and Rod Olson, Allen Bauman, Genevieve Coburn, Pat Finnely, Juliet Vong, Mike Kurtz, Cindy and Jay Blasingame, Euni and Tom Pretlow, Greg Hubert, Gary Slotnik, Alvin Pearl, Claudia Gilleland, Vilma McComsey, Dan Temkin, Garth MacLeod, Ernie Norehad, Dave Bocek, Donna Shannon, Heather Smith, Chris and Gary Linden, Gary Eastes, Diane Fiduccia, Jim Haak, Nelson Adams, Rob Trickett, and Mary Keith Barton. Non-resident present Keats Landis.

APPROVAL OF MINUTES OF JULY 12, 2010

MOTION: Approve the minutes of the Town Council Meeting of July 12, 2010 as corrected. Moved by Frantz, seconded by Claypool. Passed 4-0.

MOTION CARRIED

POLICE REPORT

Officer Girias reported that there was very little police related activity in Hunts Point in July. He said that in 2005 there were three felonies in July, in 2010 there were none. In 2005 there were 13 misdemeanors, in July of 2010 there were none.

FIRE REPORT

Mayor McConkey reported there were four EMS calls in Hunts Point in June.

PUBLIC COMMENTS ON SR-520 PROJECT

Mayor McConkey opened a public comment period on the subject of the SR-520 Project by explaining the rules under which the meeting would be conducted. He said that they would be similar to a public hearing in that each speaker will be allotted three minutes to speak, extra time will be allotted, if requested, after everyone wishing to speak has done so. Mayor McConkey then announced that staff of the Washington State Department of Transportation would make a ten minute presentation.

Mr. Cotten the Design-Build Director for the 520 corridor spoke first. He said WSDOT was going to use the design-build process on the 520 project rather than the design-bid-build process as they have in the past. He noted that a Request for Qualifications (RFP) was issued in April. After review of the statements of the qualifiers their number was reduced to three. The environmental assessment was completed in May. The three successful teams were asked for statements of technical qualifications and a bid estimate to be delivered by mid-September. After evaluations the technical proposals will be ranked and then the price proposals will be evaluated. The evaluation process should be complete in late October so the selection can be completed in time for construction to begin in 2011.

Mr. Cotten explained the WSDOT Staff was at the Council Meeting because they had heard the residents of Hunts Point had concerns about the design of the SR 520 on-ramp at 84th Avenue NE. He introduced WSDOT Transportation Manager Michael Horntvedt.

Mr. Horntvedt offered a video presentation showing the movement of traffic before and after the change from the present ramp configuration. He went on to address those factors that cause congestion in the present configuration and how the new design eases those problems. He also addressed the problem caused by the surface level bicycle crossing at 84th Avenue NE and explained the delays that will be caused by a redesign of this segment of the project.

Mr. Babuca closed out the WSDOT presentation by pointing out the sound wall location on maps of the project. He also discussed the sound reduction benefits of the sound walls. He said a reduction of six to thirteen decibels could be expected as a result of the sound walls. He addressed the differences in sound between the loop on-ramp and the half diamond on-ramp using data from two different studies.

Mayor McConkey provided background information on the history of the SR 520 Project and the relationship of the cities and towns of the Points Communities and their officials. He then introduced Mayor George Martin of the City of Clyde Hill, Mayor David Cooper of the Town of Yarrow Point and State Representative Ross Hunter of the 48th Legislative District.

Mayor Martin spoke in favor of the improvements that will result from implementation of the plan now established for the 84th Avenue NE and NE 28th overpass and on-ramp and said the City of Clyde Hill felt the same way. Mayor Cooper agreed with Mayor Martin and said that Yarrow Point is satisfied with the design and does not want to see it changed. Representative Hunter addressed the

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fact that it takes longer than thirty minutes to travel from NE 24th to the loop on-ramp at rush hour. He went on to explain the process the Legislature has gone through to move the 520 Project along. He said the project as presently constituted cannot be interrupted or opened up without costing at least \$100 million to create a change in design. He closed by saying that the project is now underway and moving forward.

Mayor McConkey told the audience he had retained an independent transportation engineer to help the Town with an analysis of the design. He introduced Mr. McKinney who has substantial work for the City of Medina. Mr. McKinney outlined his plan for a review of the factors related to the design of the on-ramp at 84th Avenue NE. Specifically he stated that it was important to measure the impact of activities on the mainline as they affect the street serving the on-ramp. He also stated that, if the design of the on-ramp was only 30% complete, it should not be too difficult make changes.

Mayor McConkey announced the start of the public comment period by calling upon the first speaker.

Peter Powell, 3151 Fairweather Place, showed a proposed design for the 84th Avenue NE intersection with SR 520 that would ease the traffic flow through the area by separating the bicycle traffic from the auto traffic with an underpass for the bicycles. He criticized the traffic lanes designated by WSDOT as being complicated and confusing. He also said he did not support the lid over 520 because the Town does not need additional parkland.

Dan Niles, 3033 Fairweather Place, said he did not feel there is a need for an additional park nor the lid. He expressed concern for the bicycle-automobile conflict built into the design of the intersection and the number of stops required in moving south from the traffic circle to the NE 28th St. intersection.

Annie Ottesen, 3007 Hunts Point Circle, asked that the Council not approve, and the Mayor not sign the General Conditions Agreement with WSDOT. She also proposed the formation of a committee to continue to work on changing the design of the intersection. Her recommendation included a membership of two councilmembers and three residents.

Jan Deaton, 3010 80th Avenue NE, addressed her concerns with the two filtration ponds at the south end of Fairweather Canal and the one in the Fairweather Nature Preserve. Her strongest concern was for the clear cutting of trees for the construction of the pond in the Fairweather Nature Preserve.

Ken Fisher, 3100 8th Avenue NE, encouraged the Town to educate its residents on the pros and cons of the half diamond on-ramp design. He particularly felt that the negative impacts of the design were not well understood.

Catherine Fisher, 3100 80th Avenue NE, spoke to her concerns about changes in the design of the interchange from the time the Environmental Impact Statement study started and when it was finished. She also had concerns about the noise from SR 520

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not being appreciably reduced in spite of the construction of large, high sound walls along the freeway.

Michael Heijer, 3015 Fairweather Place, said he was stunned by the size and height of the sound walls at the end of Fairweather Bay. He also pointed out that he understood the bicycle path was to be on the south side of 520 and now is planned for the north side at an elevation of fourteen feet thus robbing residents of their privacy. He expressed an opinion that, because of the design, the paths will provide a convenient place for vagrants of “hang out when it was raining.” Mr. Heijer thought the design of the bicycle path route would be an invitation for bicyclists to enter Hunts Point and case it for criminal activity. He also supported formation of the proposed committee.

Jan Rodgers, 8314 Hunts Point Circle, (read by Pat Jones). Ms. Rodgers favored the loop ramp’s design because of safety concerns over bicyclists mixing with cars crossing 84th Avenue NE. She stated that her friends in the other Points Communities are concerned about the half-diamond on-ramp configuration. She also said she is opposed to the removal of trees in support of road construction.

John Rudolf, 3257 Hunts Point Road, (read by Pat Jones). Mr. Rudolf favors the loop ramp because he is a bicyclist and wants to keep the bicycle path separate from the Points Loop Trail and from automobile traffic. He said he supports a bicycle tunnel under 84th Avenue NE as a way to provide separation. He supports the formation of a committee.

Patrick Jones, 8301 Hunts Point Circle, spoke to his concern for the property rights of individuals who will be impacted by the SR 520 Project as currently designed. He said it should be a concern of the Town that the State will be taking private property and it is obvious that the half diamond ramp will require the taking of more property than the loop.

Marianne Jones, 8301 Hunts Point Circle, found fault with the Environmental Impact Statement because it was tainted from a lack of community input as a result of Mayor McConkey’s desire for a half-diamond on-ramp. Ms. Jones stated her belief that Mayor McConkey has conspired to deliberately withhold information from the Planning Commission and the residents regarding the SR 520 Project.

Janis Olson, 3645 Hunts Point Road and 3001 Hunts Point Circle, expressed her support for the loop on-ramp. She said her reasoning resulted from the necessity for the State to take private property if the half-diamond ramp is built. She also stated her concern for the safety of bicycle if it path crosses 84th Avenue NE on grade.

Rod Olson, 3645 Hunts Point Road and 3001 Hunts Point Circle, expressed concern over the height of the sound walls. Further, he doesn’t like the access to the neighborhood and he doesn’t want any private property taken. He was in favor of the creation of a committee.

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Jill Heijer, 3015 Fairweather Place, decried the loss of privacy by the residents of Fairweather Basin with the elevated bicycle path passing by their homes.

Pat Finnely, 8326 Hunts Point Circle, said he doubts the simulations of traffic on 520 and the side streets provide an accurate reflection of the reality that will occur after construction. He mentioned some of the problems he perceived and said they would not occur if the loop ramp were kept.

Greg Hubert, 3111 Hunts Point Circle, thought the bicycle crossing on grade at 84th Avenue NE was dangerous and provided an example of the difficulties in crossing the Burke Gilman Trail near the University of Washington. He said he needed better proof than had been offered that the half-diamond ramp would perform as advertised.

Richard Herzberg, 4064 Hunts Point Road, talked about the impact traffic cheaters trying to short cut the line on 84th Avenue NE will have on residents exiting Hunts Point to the south. He provided a humorous description of the multiple stops and goes as one exits Hunts Point if the half-diamond intersection is built. He also posed a question asking whether the HOV on-ramp would be for two passenger or three passenger cars.

Denise Niles, 3033 Fairweather Place, wanted an independent evaluation of both the loop on-ramp and the half-diamond ramp.

Ernie Norehad, 3655 Hunts Point Road, made three comments; bicyclists and automobiles drivers do not have a good track record of relationships, with the half-diamond ramp it will require waiting to two lanes of traffic to turn left to the on-ramp before one can leave Hunts Point and he doesn't like the idea of more park so easily available to the general public because it will become a gathering place for undesirable people right in Hunts Point.

Dan Temkin, 3415 Hunts Point Road, urged caution in making choices due to the long-term effect they will have. He said he favors the formation of a committee. One of his concerns is the validity of some of the studies done by WSDOT. He said he doesn't live in an area that will be benefited by the sound walls.

Heather Smith, 8488 Hunts Point Lane, said she is concerned by the loop on-ramp and its negative impact on the residents of Hunts Point Lane by causing the loss of the lid. She pointed to Representative Hunter's comment about the increased cost of any delay in the construction process.

Jim Haak, 8520 Hunts Point Lane, proposed a loop on-ramp keeping the lid in place over the loop.

Russ Haehl, 3216 Hunts Point Road, inquired about the comparative costs of the two different ramp proposals. Mayor McConkey committed to obtain that information from WSDOT and provide it to any interested parties. Mr. Haehl questioned the problems with changes fitting in with the rest of the SR 520 Project.

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Peter Henning, 8485 Hunts Point Lane, said he had heard a lot at this meeting and it raised some questions. He first mentioned that bicycles cross 84th Avenue NE now and wondered what the difference would be in the future. He then offered the opinion that delays must be avoided to keep from losing funding.

Marianne Jones (cont.) said it is not too late to make changes. She proceeded to relay information about WSDOT Meetings and her perception that the residents of Hunts Point were not informed of the design changes.

Dan Temkin, (cont.) continued his discussion of sound from SR 520. He stated that, as a bicyclist he favors the bike path even though Hunts Point will see a large increase in bicycle traffic.

Don Jasper, 3445 Hunts Point Road, endorsed the idea of keeping the loop on-ramp configuration and placing it under a lid.

John Torode, 3135 Fair Weather Place, said his family is bicycle intensive with 1.75 bicycles per family member. He addressed the tendency of bicyclists to go kamikaze when riding and they do not stop. He urged avoiding mixing bicycles with auto traffic due to potential conflicts.

Denise Niles addressed the potential for heavy backups on the 84th Avenue NE overpass.

Peter Henning issued a challenge to the residents to accept the obligation to work through the process.

Jan Deaton said she had spoken with the West Side Coordinator of the SR 520 Project who told her there will be four lanes at the west end of the bridge.

Gary Eastes, 4009 Hunts Point Road, provided a description of trying to cross the Burke Gilman Trail in a car because bicyclists would not yield.

Peter Powell provided a description of the worst case scenario in the movement of traffic through the one-half diamond intersection with bicycles.

Pat Finnely complained that the lid was shifted to the east to accommodate the one-half diamond on-ramp unlike the plan reviewed in 2007.

Mayor McConkey invited the members of the Council to join the discussion and offer the thoughts expressed by the members of the audience.

Councilmember Claypool asked WSDOT Staff about cost comparisons for the two designs. Mr. Cotten said there is a need to hedge the estimates in larger amounts when there is uncertainty caused by the amount of design work done.

Councilmember Frantz recognized the problems the half diamond caused by the bicycle route on grade through the intersection. He stated support for a change in

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the bike trail. He would like to go back to the point in the design process reached in 2007. He endorsed the idea of a committee.

Councilmember Hughes spoke to the need to back the process up to a point where the design of the ramps can be reviewed.

Councilmember Davis expressed her surprise and appreciation to the residents for their hard work on this project. She also endorsed the formation of a committee to review the designs.

Mayor McConkey spoke about the amount of work that has gone into the SR 520 Project to date and reiterated that the will of the residents will be done.

Denise Niles stated that the task was to get the Mayor and Council of Hunts Point and the other Points Communities aboard the effort to make these changes. She stated that she wanted action.

Councilmember Frantz again endorsed the creation of a committee and asked for information from WSDOT Staff. Mr. Cotton said a big problem was the loop ramp not being approved in the Environmental Impact Statement and described the steps and consideration required to accomplish the design of the loop ramp. Members of the audience questioned the process.

Dan Niles suggested reaching out to the elected representatives for meetings to solicit their help in the effort.

Councilmember Frantz proposed the formation of a committee to work on the process, including providing information to all of the residents and reaching out to WSDOT and the elected.

MOTION: Form a committee with two councilmembers and three residents to continue the outreach to key parties to gain acceptance of a change in the ramp design to better serve the residents of Hunts Point. Moved by Frantz, seconded by Hughes. Passed 4-0. MOTION CARRIED

Mr. McKinney said the current data should provide information that can be used to evaluate the choices. Councilmember Frantz suggested that there would be value in having a traffic engineer look at the key points such as the bicycle trail and the pedestrian crossing and impacts on the arterial streets serving the on-ramp.

Councilmember Hughes asked for a show of hands of those who would like to serve on the new committee. A number of hands were raised. Councilmember Hughes suggested Peter Powell, Pat Finnely and Dan Temkin would be appropriate members.

Mayor McConkey asked for a motion to hire the Transpo Group to support the committee.

MOTION: Authorize expenditure of up to \$15,000 to pay for the services of Transpo Group in analyzing the design and engineering of the SR 520 Project and its impact on the connecting arterials between 80th Avenue NE and 88th Avenue NE

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and from NE 24th ST. to the traffic circle in Hunts Point. Moved by Frantz,
seconded by Claypool. Passed 4-0. **MOTION CARRIED**

MOTION: Appoint Councilmembers Frantz and Hughes to serve on the committee formed to work on change in the design of the 84th Avenue NE westbound on-ramp configuration. Moved by Claypool, seconded by Davis. Passed 4-0.
MOTION CARRIED

Mr. Powell suggested that the committee report to the Council at a Special Council Meeting on August 30, 2010 at 7:00 PM.

MOTION: Call a Special Council Meeting for August 30, 2010 at 7:00 PM. Moved by Frantz, seconded by Davis. Passed 4-0. **MOTION CARRIED**

Mayor McConkey thanked everyone for attending. He promised to help the residents reach the goal they wish for. He apologized for being short with people for the last few weeks.

HUNTS POINT ROAD SHOULDER REPAIR

Mr. McKenzie described a process for cleaning up the shoulders on Hunts Point Road where it has not been possible to establish a grass shoulder. He said the process will include preparing the surface, laying down 5/8" minus crushed rock and compacting it with a roller. Triple R Aggregate, who has done the shoulder work on Hunts Point Road for the last six years presented a bid of \$7,365.00 plus tax of \$700.00 for a total of \$8,065.00.

MOTION: Authorize the Town Administrator to sign an agreement with Triple R Aggregate to clean up and gravel the shoulders on Hunts Point Road at a cost not to exceed \$8,065.00. Moved by Hughes, seconded by Frantz. Passed 4-0.
MOTION CARRIED

PAGODA REPAIRS

Mr. McKenzie said there were six mail pagodas that had been identified by Annie Ottesen as needing to be reroofed after a survey of condition last year. Town handyman Trent Jackson has proposed to reroof these pagodas at a cost of \$2,418.00.

MOTION: Authorize the reroofing of six mail pagodas that are suffering damage due to the failure of the roofs at a cost not to exceed \$2,418.00. Moved by Davis, seconded by Hughes. Passed 4-0. **MOTION CARRIED**

AUDIT OF ACCOUNTS

Vouchers Nos. 148441 through 148472 in the amount of \$59,686.17 dated August 3, 2010 were presented for review, approval and signatures. Approval granted.

ADJOURNMENT

Mayor McConkey adjourned the meeting at 9:53 PM.

Jack McKenzie, Town Administrator

APPROVED _____