

**TOWN OF HUNTS POINT**  
**SPECIAL COUNCIL MEETING**

**JANUARY 12, 2011**



**CALL TO ORDER**

Mayor Fred McConkey opened the meeting at 7:05 p.m. Councilmembers Dee Claypool, Jill Davis (via telephone), Ted Frantz and Kevin Hughes were present. Staff present were Assistant Town Attorney Margaret King, Town Engineer Joe Willis, and Town Administrator Jack McKenzie. Residents present included Ken Fisher, Marianne Jones, Pat Finnely, Annie Ottesen, David Bocek, Michael Heijer, Elaine Coles, Peter Powell and Henrik Nielsen. Also present was Amanda Cox of WSDOT.

**SWEARING IN OF NEW COUNCILMEMBER**

Mr. McKenzie administered the oath of office to Heather Smith the newly selected councilmember for position four.

**ON RAMP DESIGN SELECTION**

Mayor McConkey said he was at the Yarrow Point Council Meeting the night of the eleventh. They had a discussion and review of the on-ramp designs including the proposed flyover design. There was criticism of the handling of traffic on the side streets around the intersection of 84<sup>th</sup> Avenue NE and NE 28<sup>th</sup> Street. WSDOT addressed the problem saying they were turning design of the traffic controls and lanes over to the Points Communities.

Mayor McConkey said a Request for Proposals had been prepared by Clyde Hill and Medina to hire a traffic engineering firm to work with the communities on side street traffic design and also to review work by WSDOT for impacts on the communities. He proposed that Hunts Point join in the RFQ and participate in the decision process.

Discussion between the Mayor and Council ensued and it was stated that the Town Council of Yarrow Point had endorsed the flyover design for the westbound ramp of SR-520. Councilmember Frantz pointed out that Clyde Hill and Medina had earlier endorsed the flyover design. With the Yarrow Point endorsement a majority of the Points Communities had voted in favor of the flyover ramp design.

Councilmember Frantz voiced his support for the flyover design based on the need to show a consensus among the Points Communities. Councilmember Claypool said, since the other towns and cities have supported the flyover, that was now the preferred alternative and Hunts Point should join them. Councilmember Hughes said it appeared that was going to be the choice since the majority had already voted for it. Councilmember Smith felt Hunts Point should stay in sync with the other towns. Councilmember Davis approved of the flyover and felt the other towns had also put exhaustive effort into selecting the best possible on-ramp design.

**MOTION: The Town will write a letter to WSDOT stating the Town’s support for the flyover design first and the loop design second with consideration of five conditions developed by the Traffic Committee which are: When westbound Points Drive splits into two lanes the right lane will be designated for Hunts Point and HOV traffic; The sound wall near the Fairweather Basin shall be located as far south as possible with a minimum of eighteen feet between the retention ponds and the sound wall; Creation of a Hunts Point spur of the Loop Trail through the retention ponds on the maintenance road to allow direct access to the transit station on Evergreen Point Road; locate the Regional Bike Trail access so it does not encourage biking through the 84<sup>th</sup> Avenue Lid Park and that the Bike Trail crosses 84<sup>th</sup> Avenue under the lid. That it is understood that the half-diamond configuration of the onramp is not acceptable to Hunts Point. Moved by Frantz, seconded by Davis. Passed 5-0.**

**MOTION CARRIED**

**EXECUTIVE SESSION**

At 7:20 pm Mayor McConkey called a recess to the Special Meeting and announced there would be an Executive Session on personnel matters starting at 7:30 pm and taking approximately thirty minutes. This session ended at 8:00 pm.

**ADJOURNMENT**

Mayor McConkey adjourned the Special Meeting at 8:03 PM

\_\_\_\_\_ **APPROVED** \_\_\_\_\_