



MARYSVILLE
PUBLIC WORKS

MEMORANDUM

TO: Chris Holland – Planning Manager
FROM: Jesse Hannahs, P.E. – Traffic Engineering Manager
DATE: August 29, 2023
SUBJECT: PA 23-010 – Ideal Industrial

I have reviewed the Ideal Industrial Shared Access with Undi for the proposed development of 14508/14821/14919 Smokey Point Blvd. & 3518/3528 150th PL NE and have the following comments:

- 1) Per EDDS 3-301, access management standards shall apply.
 - a. Proposed southern shared access point aligns with northern unsignalized Marysville Fire District driveway with a span wire traffic signal installation.
 - i. Access location is only 30-40' from the existing traffic signal.
 - ii. A deviation would not be supported by Public Works Traffic Division for a full access at subject location with a traffic signal as currently exists given the conflict between northbound Smokey Point Blvd. traffic and trucks exiting the Industrial Developments.
 - iii. Public Works Traffic Division would potentially support a variance if the development were to provide for one of the following options:
 1. Modification of the existing traffic signal to include signalization of the proposed shared driveway within the signal layout.
 - a. TIA would need to be performed to evaluate signal LOS assuming east/west split phasing with the east & west legs not aligned.
 - b. Existing span wire signal installation might need to be fully replaced and/or new signal poles with mast arms be installed to accommodate new signal heads necessary.
 - c. Channelization modification to Smokey Point Blvd. would be required.
 - d. Signal installation/modification would be required to meet current MUTCD and ADA guidelines.
 - Or
 2. The existing traffic signal would need to be reduced to an Emergency Fire Signal only by:

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270

- a. Reconfiguring span wire signal heads to provide for fire signal operations only.
- b. Relocating the existing pedestrian crosswalk contained within the traffic signal operations to the north or south with the installation of a marked two-stage offset mid-block crosswalk with RRFB systems.
 - i. Fully built-out Pedestrian Median Refuge Island will be required with pedestrians having a 2-stage RRFB system with a non-direct through pedestrian path to encourage viewing of oncoming traffic. (See example at Grove ST & Bayview Trail west of 81st DR NE)
- c. CT Bus Stops on both east and west side of Smokey Point Blvd. will need to be relocated to be near relocated crosswalk with RRFB.
- d. Location of proposed pedestrian crosswalk with RRFB shall be located to provide for the least negative impact to utilization of the existing two-way left turn lane.