



## MEMORANDUM

TO: Chris Holland - Planning Manager  
FROM: Jesse Hannahs, P.E. - Traffic Engineering Manager

**MARYSVILLE** DATE:  
**PUBLIC WORKS**  
(360) 363-8100

August 29, 2023

SUBJECT PA 23-010 - Ideal Industrial  
:

Public Works 80  
Columbia Avenue  
Marysville, WA 98270

I have reviewed the Ideal Industrial Shared Access with Undi for the proposed development of 14508/14821/14919 Smokey Point Blvd. & 3518/3528 150<sup>th</sup> 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:**

- b. Reconfiguring span wire signal heads to provide for fire signal operations only.
- c. 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 81<sup>st</sup> DR NE)
- d. 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.
- e. 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.

**Land Technologies Response:**

A new sheet titled Frontage Modification Plan details the RRFB and midblock crosswalk location and access driveway removal for unused access aprons. Existing span wire signal will be reconfigured for emergency operations only. Thank you. Further design details will be provided with civil construction plans.

All access points and proposed access points are located on this new sheet (Frontage modification Plan) Access locations are provided directly opposite of the west driveways where practical.

All existing curb cuts/driveway aprons will be removed.