

**CITY OF LAKE STEVENS
CITY COUNCIL WORKSHOP MEETING MINUTES**

Tuesday, April 25, 2017

Lake Stevens School District Educational Service Center (Admin. Bldg.)
12309 22nd Street N.E. Lake Stevens

CALL TO ORDER: 6:00 p.m. by Mayor John Spencer

ELECTED OFFICIALS PRESENT: Councilmembers Kim Daughtry, Gary Petershagen, Kurt Hilt, Todd Welch, Rauchel McDaniel, Kathy Holder, Marcus Tageant (6:13 p.m.)

ELECTED OFFICIALS ABSENT: None.

STAFF MEMBERS PRESENT: City Administrator Gene Brazel, Finance Director/City Clerk Barb Stevens, Public Works Director Eric Durpos, City Engineer Mick Monken, Deputy City Clerk Kathy Pugh and Police Commander Ron Brooks, City Engineer Mick Monken

OTHERS: Senator Steve Hobbs; Fire Chief Kevin O'Brien, John White, Washington State Department of Transportation ("WSDOT") Assistant Regional Manager for Snohomish and King Counties, Cathy George, WSDOT Engineering Manager, Lindsay Yamane, WSDOT Consultant, SR 9/SR 204 Project Manager and WSDOT Consultant Colleen Gants, SR 9/SR 204 Communication Lead

At Mayor Spencer's request the Councilmembers introduced themselves to the WSDOT team.

John White, Washington State Department of Transportation ("WSDOT") Assistant Regional Manager for Snohomish and King Counties introduced himself and the members of the team: Cathy George, WSDOT Engineering Manager, Lindsay Yamane, WSDOT Consultant, SR 9/SR 204 Project Manager and WSDOT Consultant Colleen Gants, SR 9/SR 204 Communication Lead.

Mr. White said the goal of the SR 9/SR 204 project is to maintain and improve the commute on SR 9 while at the same time improving the conditions at SR 9/SR 204 and the nearby intersections. In addition to improving the commute experience it will also improve access to the surrounding properties. This will allow the City to achieve its land use and development goals. This includes improving connectivity for all modes of transportation including pedestrian, bike, transit, as well as motor vehicles.

Mr. White reviewed the project scheduling and said the project is funded at \$69.5 million. Currently there are several alternatives under consideration to improve the intersection and the hope is to identify the preferred alternative by June or July. Mr. White also said the team is reviewing things that can be accomplished in advance of building the larger project and this will help to move all elements forward. The larger project is scheduled for buildout in 2019.

Mr. White said the Stakeholder Advisory Group (“SAG”) is providing input on the various design elements of this project and is comprised of a number of members representing the community including the Chamber, property owners on both sides of the SR 9 corridor, Kimco and a business owner on the west side of SR 9. This provides for a balance of perspectives. Also participating are representatives from Snohomish County, Community Transit, Cascade Bicycle Club, Boeing and the Washington Trucking Association.

Mr. White reviewed the community engagement process to date and said there will be an open house on May 11 to review the design options under consideration. There will be another community meeting in July to review the preferred design option. The team will make itself available to any interested community groups. The web page is also a good resource for project information.

Mr. White next reviewed the performance metrics and performance needs for the intersection improvement. Considerations in selecting options include improved safety, mobility include both intersection level of service and through-put for commuters, economic vitality, visibility, commercial viability of the land use for properties surrounding the intersection, ingress and egress from properties that connect to these two highways, walkability and bi-modal forms of transportation.

Mr. White said that there were originally fifteen options under consideration and those have now been narrowed to five options. These options are Option C which is a minimalist approach, Option G2B which has eastbound 204 crossing under 91st Avenue and under SR9 and then merges with northbound 9 and including a right in/out at 4th Street NE and Frontier Village Road, Option E which is a tight diamond interchange with the north/south commuter lanes travelling under the intersection of SR 9/SR 204, Option H which is similar to Option E but has a roundabout at the SR 9/SR 204 intersection, and Option B which includes multiple roundabouts, however this option exceeds the currently available funding.

Mr. White next reviewed the upcoming process including group meetings and open houses. He said it is important to identify early start ideas that have minimal impacts such as addressing wetlands.

Mr. White then responded to Councilmembers questions.

Referencing a green road shown on the drawings and located on the Frontier Village property, which is private property, Mr. White said that road is currently in the construction estimates and the team is trying to come up with a core scope that fits with the funding. WSDOT would work with the property owners on this.

Mr. White then reviewed how many lanes would be added added to SR 9 with the various options.

Mayor Spencer pointed out the difficulties with Vernon and Davies Roads.

Mr. White responded to a question on how to approach Kimco regarding development of an interior roadway on private property in support of the project.


Discussion ensued, and Mr. White, Ms. George and Mr. Yamane responded to questions, including the proposed lane configurations, access to properties and to the highways, the

frontage road and pedestrian options given that SR 9 bisects the City, in the different options that are being presented.

Councilmember Petershagen asked about resurfacing the westbound Trestle lanes and Councilmember Holder commented the lanes are currently very dangerous and in need of repair and resurfacing.

Adjourn:

There being no further business the meeting adjourned at 6:50 p.m.



John Spencer, Mayor



Kathy Pugh, Deputy City Clerk