

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

Tuesday, August 22, 2017

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

CALL TO ORDER: 5:47 p.m. by Mayor John Spencer

ELECTED OFFICIALS PRESENT: Councilmembers Kim Daughtry, Gary Petershagen, Kurt Hilt, Todd Welch (6:05 p.m.), Raichel McDaniel, Marcus Tageant

ELECTED OFFICIALS ABSENT: Councilmember Kathy Holder

STAFF MEMBERS PRESENT: City Administrator Gene Brazel, Finance Director/City Clerk Barb Stevens, Community Development Director Russ Wright, Cory Nau, Senior Engineer, Police Chief John Dyer, Deputy City Clerk Kathy Pugh,

OTHERS: Washington State Department of Transportation Team Members: John White, Assistant Regional Manager, Cathy George, Engineering Manager, Michael Horntvedt, Parsons/Project Team Transportation Program Manager, Danika Frank; Project Coordinator and Diana Barreto, WSDOT Communications

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**Call to Order:** Mayor Spencer called the meeting to order and requested Council and staff and the Washington State Department of Transportation ("WSDOT") team members introduce themselves.

Mr. White reviewed the history of the SR 9 / SR 204 intersection project, including the goals for the project and the community and stakeholder engagement process. Mr. White reviewed the project timeline noting that in mid-2017 the project is at the point of selecting the preferred alternative. Once the preferred alternative is selected the goal is to have active construction of the project beginning in the early part of 2019.

Mr. White recapped that this project is funded at \$69.5 million dollars. He anticipated that construction would take place during the 2019-2021 time period.

WSDOT is continuing to hold briefing meetings with community groups including the Kiwanis, Lyons Club, Chamber of Commerce, and also private business owner briefings. Additionally a business forum comprised of business owners and tenants surrounding the intersection were invited to a briefing. There have also been three open houses with the most recent being last week.

The Stakeholder Advisory Group ("SAG") and WSDOT have been communicating with each other throughout the process. The intention is to continue with the SAG throughout the process.

Mr. White reviewed that originally there were sixteen alternatives, that were narrowed to five, and now there are two short-listed alternatives. He reviewed the various options that were

considered, and why they were not selected. As WSDOT continued with the public outreach in consideration of the various alternatives, there was a lot of opposition to making the north access road a cul de sac. Also of concern were issues in traffic routing to access SR 204.

It became apparent that by improving the SR 9 / Marketplace intersection and taking the regional traffic out of the SR 9 / SR 204 intersection, the SR 9 / SR 204 intersection meets WSDOT's traffic operations goals for 2040.

The proposal, known as E2B, is to add lanes and capacity on SR 9 beginning south of Market, improve the Market intersection, keep the added capacity from Market through the intersection with SR 204 and allow that traffic to pass under the SR 9 / SR 204 intersection. This proposal also includes adding capacity for better right-in, right-out access to Frontier Village, maintaining the Vernon frontage road, and completing some modest improvements at Vernon and Davies Roads, as well as other modest improvements. Based on the criteria set early on in this project, this alternative meets all of the identified goals and objectives. The cost for this proposal is estimated at just shy of \$60 million, so it is well within the funding level of \$69.5 million.

E2B is the preferred alternative and is unanimously endorsed by SAG. WSDOT is seeking the Council's endorsement this evening. He noted at last week's open house there were 120 attendees by the end of the evening and no negative comments were submitted regarding this alternative. The WSDOT team has actively reached out to business owners and citizens and no significant concerns have been expressed regarding the recommended preferred alternative. Mr. White believes the concerns that have been expressed will be addressed as the project moves forward.

The next step, pending Council's endorsement, is to move forward with the environmental review process including wetland and sensitive area impacts, and right-of-way and construction impacts, as well as stormwater impacts. This will ultimately lead to a design contract.

WSDOT is still looking at some small 2018 construction actions that could be taken ahead of this project. WSDOT is also continuing to work on community engagement strategies that will allow the community to envision the project.

In response to Mayor Spencer's question, Mr. White explained how people traveling east on SR 204 will access northbound SR 9 in the new intersection. He then reviewed how the other accesses to and from SR 9 will operate.

Discussion ensued regarding pedestrian safety, especially due to the proximity of Hillcrest Elementary to the Marketplace intersection improvements. The possibility of returning a free righthand turn from 91<sup>st</sup> onto SR 204 was discussed, and Mr. Horntvedt explained the complexities of adding a free righthand at this intersection.

There was discussion about the need to understand where the traffic is coming from and going to, and how it impacts the intersection.

Mr. White provided an update on the Interchange Justification Report ("IJR") regarding the westbound U.S. Trestle. Various funding and tolling programs are under review. Mr. White commented the focus is on resolving the east-end access difficulties without creating a problem on I-5 with increased traffic flow from the east. Possible funding approaches are being reviewed

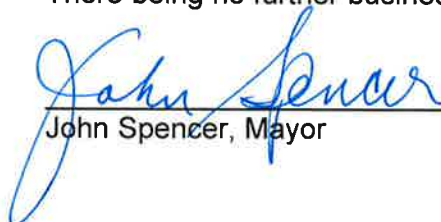
and there is a kickoff meeting scheduled close to Labor Day weekend. The IJR is due to the state legislature in January 2018.

Mr. White and Mr. Horntvedt then responded to Councilmembers' questions regarding the location of the sewer line passing under Highway 9 at approximately Davies and Vernon Roads, and the schedule for resurfacing the westbound lanes of the Trestle.

Following Mr. White's presentation, there was consensus by Council to amend the regular meeting agenda, immediately following this workshop, to add consideration of an endorsement for the preferred alternative presented this evening.

**Adjourn:**

There being no further business, the meeting was adjourned at 6:35 p.m.



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John Spencer, Mayor



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Kathy Pugh, Deputy City Clerk