**MEETING 37 MINUTES** – **THURSDAY, March 15, 2018, 7:00PM**

HORSESHOE GRANGE, 16424 Broadway Ave, Clearview, WA 98296

Resident Attendees:

Jeff Thomas Stefan Grunkmeier Lori McConnell

Leslie Foley Roy A. DeSoto Don Spivey

Elke Spivey Ann Good Jim Good

Carol Meyer Randy Carol Michael Collins

Gene Whiteside Brian Hinton Wendell Malmberg

Aimee Malmberg Kat Summers Tony Niolu

Nancy Reilly Bruce Caruthers Bill Jaques

George G Smith

7:00pm **Call to Order**, Flag Salute & Roll Call

 **Approval of Agenda**, Order & Content

*CCA officers may move agenda items around for additional consideration or to accommodate attendees. The councilmembers also add and take action on other items not listed on the agenda.*

7:05pm **PUBLIC ANNOUNCEMENTS/NEWS**

*This time provide opportunity for anyone to address the council on any Clearview-related subject. Please limit your comments to three minutes. Councilmembers may or may not take action.*

 **Snohomish County Council meeting April 2nd 6 to 7 PM at Brightwater.** Primarily for Maltby, but TownHall right after for everyone. County Council has a new program to move meetings around to make them more accessible to residents.

**New construction starting at SR9 (Highway 9) and 132nd St SE is a new, 7 acre facility for PAWS** – lost and injured animal shelter and much more. [Click here for more information.](https://www.paws.org/about/paws/)

**New county sign prohibiting unmuffled compression brakes now just north of 180th St SE on Broadway!**

7:10pm BUSINESS ITEMS

 1. SR9/ WSDOT Project manager Laura Claywell presented information on the SR9 Corridor project. She is the project manager on the project from 180th St SE on the south end to Lowell-Larimer/Broadway on the north.

Spin-off project (spun off of overall widening in order to address congestion): Last April, signals were changed at a few intersections that helped alleviate congestion. Community agreed at that point that those changes had helped. WSDOT re-ran their computer traffic modelling program based on new information gathered after the change in the lights. The modelling showed, instead of changing the intersection at 180th St SE (south end), that using available funding to widen lanes at the north end would provide the best benefit to traffic flow. [That information was shared at CCA’s September meeting (to see minutes, click this link)](https://www.dropbox.com/s/4ky2ozf9n0sw4t4/cca%20092117%20minutes.docx?dl=0). WSDOT has been proceeding with that plan since September, and has let its contract to Road Construction NW. The work is to begin in May.

**This north end construction** will extend a 2nd northbound lane starting at Montessori School Road to Broadway/Lowell-Larimer, where it will then meet the widened road across the valley. The shoulder on the eastside of SR9 (Highway 9) will be rebuilt first, with ecological constraints adding to cost and affecting the length. This will be a 20 working day, with days worked depending on weather. Dave Tschirgi, WSDOT inspector, will be the lead person on this project.

Money has been also been ok’d for design and for purchasing right-of-way on the rest of the SR9 corridor from 180th St SE to Broadway/Lowell-Larimer. This will impact just a few property owners along SR9—the project is making efforts to minimize the impact to homeowners and businesses.

**Questions from the audience/**answers from WSDOT**:**

**What is the situation with the limitations on use of impermeable pavement (asphalt)?**

A maximum of 5000 ft2 of additional impermeable pavement is all that is allowed for the project over the entire distance from 180th to Broadway/Lowell-Larimer Rd. The overall project will include considerable water management efforts due to the environmentally sensitive areas at both ends.

A maximum of 5000 ft2 of impermeable pavement (Asphalt) is all that is allowed (without significantly higher costs due the requirement to build stormwater treatment facilities/purchase land to put it on/other potential environmental impacts) over the distances from 180th to Broadway/Lowell-Larimer Rd.  The suggestion to use permeable pavement, is not a viable solution as it is not strong enough to withstand the heavy road use, not to mention Tthe cost of permeable pavement adds considerable cost to the project.  We have used it for sidewalks and parking lots, but unfortunately it isn’t an option for roadway use at this time.

**Is there a cost difference between a spin-off project that will be done at the north end vrs work to be done at the south end of the project?**

$1.1 million for north end work, $3.2 million for south end.

**Will there be more opportunities for public review and comment?**

WSDOT is planning on meeting with Jim Bloodgood from Snohomish County Public Works about county road impact soon. After that there will probably will be public review opportunity, no date set yet.

**Isn’t the Snohomish River Bridge the big bottleneck anyway?**

The Design/build project for improving the carrying capacity of the Snohomish River Bridge is now fully funded. There’s a good chance it will involve building a second bridge next to the present one.

**What happened to restriping from 180th St SE to the area in front of Simply Rocks?** [**Public input was sought at meeting with WSDOT at Glacier Peak High School last year, asking people to rate 3 options for their preferences.**](https://www.dropbox.com/s/c91hxwmz0nt9pm4/sr9_176thto96_commentsheet_ratetheoptions_12162016doc.doc?dl=0)  **There is belief from some community members that they took time to go to that meeting and give input, resulting in the south end project being preferred. Now they feel that their input is being ignored. They believe the south end project would more quickly relieve congestion by using available funds to move the rush hour choke point further north, allowing the SR9/180th St SE intersection to clear during rush hour.**

Traffic analysis results via computer modelling, done after the changes to the lights on SR9, indicated more benefit for traffic decongestion by doing the north end work from Montessori School Rd to Broadway/Lowell-Larimer than the original idea of starting at 180th St SE.

**During evening rush hour cars fill SR9/180th St SE intersection, getting in the way of people crossing Highway 9 on 180th ST SE.**  **Suggestion: change lane striping and move the sign for the merge to south of the intersection (people from East Coast said they’d seen this done successfully).**

There was also agreement that contacting the sheriff for better traffic enforcement at the intersection would help in the short run.

WSDOT project manager Laura Claywell will take the concerns expressed tonight about the project sequence back to her management for further discussion.

**Maltby interchange design** (Hiway 522 and Paradise Lake Rd): consultant is being hired for creating a design and cost estimate. Laura Claywell will be project manager.

 2. Volunteers needed:

 Blogger needed! For 500-600 word blogs on Clearview: businesses, people, kids, etc.

 Clean up crew: to make sure our community signs stay visible

 Photographer: Clearview businesses, people, kids, etc

7:45pm **COUNCILMEMBER REPORTS**

Jeff, president

Karmel, VP online

Stefan, VP operations

Lori, secretary

Jared, treasurer

7:55pm **Adjournment –** next meeting May 17, 2018: Agenda TBD

*Your CCA councilmembers welcome your attendance at monthly council meetings and invite you to participate by giving your comments or contacting any of five00 shown above.*

7:55 pm **OPEN PUBLIC FORUM for all things “Clearview”**

For discussion anytime:

**What kind of Businesses would you like to see come to Clearview?**

Does it all have to be locally owned? Small businesses? chain stores? What if Fred Myer wanted to come to our area? Or Trader Joe’s? Or an Outlet Mall? How about Cabela’s? If you have ideas or comments, please feel free to chat with one of our officers, or even our friendly County Long-term Planner, Eileen Canola, who is often at our meetings.

**2018/2019 CCA GOALS**

1. **GROW** an effective Neighborhood Watch program
2. **LAUNCH** online tools for all communication with members & prospects
3. **SIMPLIFY** association operations & infrastructure for future leaders
4. **HOST** the annual Town Hall in August and/or an annual “town family picnic”, and debut a Saturday night classic car event with music & food