**MEETING 31 Minutes** – **THURSDAY, MAR 16, 2017, 7:00PM**

HORSESHOE GRANGE, 16424 Broadway Ave, Clearview, WA 98296

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

Elected officials in attendance: Sam Low, County Councilmember district 5 (east of Hiway 9)

Snohomish County Roads Department: Jim Bloodgood

WSDOT representatives: Laura Claywell, Hung Huynh, Barbara Briggs

Residents:

Jeff Thomas Stefan Grunkmeier Lori McConnell

Jon Chi Rob Keasal Randall Carey

Virginia Carey Mark Lee Lori Lee

Eileen Canola Charlie Wozow Jayne Wozow

Annemarie Kaighin Terrie Hill Bryan Hinton

Kathy Lampert Mike Lampert Peter Bro

Barbara Bro

 **Approval of Agenda**, Order & Content

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.*

No public announcements made

7:15pm BUSINESS ITEMS

 **ROADS—with representatives from Washington State Department of Transportation and Snohomish County Roads department**

--Jim Bloodgood, P.E, Snohomish County Roads department, Traffic Operations Manager

--Laura Claywell, Design Project Manager, Clearview Hiway 9 project Laura Claywell, Design Project Manager

WSDOT was present at last June’s Association meeting and since that time has been in contact with many property owners.  The plan is that ultimately Highway 9 will have the 2nd northbound lane through Clearview, however it is not funded for construction yet.  There is funding for surveying, design work and some funding for land purchase as needed.  At the June meeting there was a design presented to the Association, and WSDOT heard about congestion on local roads due to the delay.  Unfortunately, that funding timeline for the full northbound lane is not yet known, but WSDOT has proposed other possible temporary fixes that can be done with present funding (i.e., it was found that Highway 9 signal timings were not optimized for efficient flow), with the idea that an interim proposal will alleviate some congestion from 180th St SE to 164th St SE.

3 options for an interim solution were presented to the community at an Open House at Glacier Peak in January.  Comments from that meeting and new ideas were collected, and residents were invited to write their comments in person or online on their preferred solution.  The results showed that the majority of the commenters favored the 2nd NB lane option.

While WSDOT is prepared to do what is necessary to move toward with an additional northbound lane, their goal in coming to this meeting was to make sure that the community was aware of the tradeoffs for constructing the 2nd NB lane from 180th to 156th.

1.   Narrow Lanes & shoulders- BecauseWSDOT is limited in the amount of new pavement we can add without triggering costly environmental requirements, this change will result in a narrowlane widths of 11 feet, and shoulder widthsof 4 feet.

2.   The NB and SB left turn pockets at 168th St will be eliminated

3.   The southbound right turn pocket at 164th will be eliminated

4.   The two way turn lane from 168th up to the 76 Gas Station will be eliminated
(left turn lane from 76 Gas Station up to 164th to remain)

5.   The exiting shoulders will have to be reconstructed to support full time traffic.

WSDOT asked if the community was willing to accept these tradeoffs in order to get the 2nd NB lane up to 156th.  The Association at this time can only reiterate the community’s decision via the comments made at the January meeting and online. The timing of this change would be summer 2018 due to the need to reinforce the road shoulders to withstand traffic burden. The project would be a completed as a nighttime project.

Additionally In the short term, the current signal at 164th will be adjusted to make crossing east/west coincident, allow traffic in both directions to cross at the same time.  A left-hand turn lane off of 164th (going east/west) was originally proposed at the open house, but upon further examination WSDOT believes that the signal changes alone will accomplish the traffic improvements on SR9 and left turn lanes from 164th will not be added.

Currently during the northbound evening commute, the build-up of cars waiting for a left hand turn off of Highway 9 onto Cathcart Way can be long enough to block the northbound lane.  A suggestion made by the public is to put in a flashing yellow turn light instead of/in addition to red/green.  Some discussion re: change lights at 176th and 164th to flashing lights as well, but concerns were raised that this may be more of a traffic hazard during commute times.

**Question from audience:**  Can the timing of the 180th and 176th lights be coordinated to improve flow?  Answer:  Yes and this is doable with present technology and will happen quickly.

**Question from audience:**  Discuss land negotiations and why they take such a long time to get the right of way for the final northbound lane fix.  Answer:  Access negotiations will take place with 140 property owners individually, and all will go through an “Access hearing” so that property changes go before a judge with legal property descriptions, etc.

**Question:**  As an alternate temporary solution, why not alternate direction of middle lane as is done on various other highways in the area?  Answer:  This is only done on Interstates at this time and involves complex controls with barriers due to serious safety issues.  It’s not clear how this would work on a highway like Highway 9 with numerous side access points.  Also daily operational cost/logistics very costly.   Side note:  a past-Arizona resident has experience with this—with ongoing accidents with people going into lane when they shouldn’t.

**Question:**  Why are there 2 lanes going south but not north on Highway 9 in Clearview?   Answer:  The extra south bound lane was added specifically as a truck-climbing lane.

**Discussion:**  Medians and turns lanes in the final design.  Current design plan is that north of 180th will be similar to the present case south of 180th St SE.  Audience request:  Can we get rid of median in CRC and return to the center turn lane from 180th to 164th?  Currently large trucks (and our local tow truck company) are using local (residential) roads to circle around when they cannot turn left into or out of a business, causing traffic hazards on the county roads. Removing the median in the 45 mph zone will also enable improved access into and out of commercial areas for customers.   WSDOT understands that access to homes/businesses seems more convenient, but it has proven to be less safe on a higher speed highway.  The volume of traffic, speed, and number of lanes on Hiway 9 create conflict points wherever there is a left turn opportunity. Studies have consistently shown that having a median and u-turns reduces conflict points and provides better overall traffic flow and safety.

**Question:** Do we know that the objective of reducing accidents along Hiway 9 will be met?  Answer:  South of 180th St SE the accident rate has reduced since the changes were completed.

Other Hiway 9 discussion: Funding for roads is from the state legislature as a line item.

How to make Hiway 9 more desirable than Broadway for trucks? Hopefully this will come with the long term solution.

**Discussion re:** Other local roads:

**Hiway 9 congestion causes burden on adjacent roads** – Broadway becoming dangerous for people living there, with big trucks going 50 mph. this is not just local trucks. Difficulty getting mail from mailboxes—its not safe. Snohomish Ave has same problem as a parallel road to Hiway 9.

Broadway—Radar trailer is currently there, but not yet running. Motorcycle police has been seen just one day. Can there can be a “no compression braking” sign? Jim B will look into possibilities for slowing traffic on Broadway….

Potholes—caused by weather (freeze/thaw and raining). This time of year all that can be done is patching, not final fix. County is working on catching up, with multiple potholes throughout the county.

Can Broadway shoulder be swept for bicycle safety? Jim B to address this.

Project in proposal state is an offset intersection project for 2020 at 164th and Broadway. Possibly a roundabout? The cost would be $3.3 M with $2.5 M coming from grants.

Audience comment: Recent Maltby meeting had a proposal for combining with a Clearview group to form a Clearview/Maltby/Cathcart committee for dealing with zoning/planning issues.

7:35pm **COUNCILMEMBER REPORTS**

Jeff, president

Karmel, VP online—The website is beginning to reflect our changes and will be updated again once we meet for training with web designer.

Stefan, VP operations

Lori, secretary

Jared, treasurer

8:00 pm **Adjournment –** next meeting April 20th, 2017

*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.*

7:45pm **OPEN PUBLIC FORUM for all things “Clearview”**

**2016/2017 CCA GOALS**affirmed by elected councilmembers 1-17-16

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