**MEETING 35 MEETING NOTES** – **THURSDAY, Sept 21, 2017, 7:00PM**

HORSESHOE GRANGE, 16424 Broadway Ave, Clearview, WA 98296

**Elected Officials present:**

Sam Low, Snohomish County Council, District 5

**Candidates present**:

Kirstin Kelly, Candidate, Snohomish County Council, District 5

**Snohomish County personnel**:

Jim Bloodgood, Public Works

Douglas McCormick, Public Works

Eileen Canola, Development and Planning

Nathan Alanis, Snohomish County Sheriff’s office

**Attendees:**

Stefan Grunkmeier Lori McConnell Rennie Sawade

Bill Roth Roy DeSoto George G. Smith

Gene Whiteside Kathy Anderson

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**

**LAND DEVELOPMENT MEETING:**

**Snohomish County and Community Transit invited everyone to a meeting Thursday, October 12 between 5:30 and 7:30 pm at Willis Tucker Community Park, Gary Weikel Room.** The county planning to make the southwest corner of Cathcart Way and Hiway 9 available for Development, including a future park-and-ride facility – this is our Opportunity for review and input on the concept development. At this point the transit center will serve east/west transit only.

Questions:

How big is the area to be developed? 12 acres

Isn’t there wetland in that area? Yes, and it will be left alone.

How does it relate to the UGA? The UGA splits the property.

What else is possible besides a transit center? The non-wetland property is zoned for multi-family housing units.

How long until the development happens? Could be 3 years.

Residents followed up with concerns about getting transit into Clearview at the top of the hill and comments exchanged about the failure of earlier attempts to get the RTA expanded. The county expressed support for transit into Clearview if the voters make the effort to get it onto a ballot and a majority support it.

7:10pm BUSINESS ITEMS

1. **WSDOT Project Team—Updates on Highway 9 “Missing Link” improvements (180th St SE to Lowell-Larimer Road/Broadway/Hiway 96)**

Laura Claywell, Project manager for this work attended our meeting. The current situation with the 3 miles discussed is causing both morning and afternoon commuting congestion. State funds are available for the design work for improvements, but full construction funding is probably still some years away. Last year WSDOT realized that the necessary changes would be addressed sometime in the future, but the congestion problems are urgent now, so intermediate changes were proposed to the public and the public selected some intermediate changes.

Light synchronization at 172nd, 164th, and Cathcart Way in April 2017 has improved traffic flow, if not congestion. There was also an interim re-striping solution that would have narrowed lanes and shoulders and eliminated turn lanes to create the extra northbound lane throughout the 3 mile stretch, but that solution is now being reconsidered.

New modelling of the traffic on the “Missing Link” has now presented a new option as far as the sequence of construction. Previous assumptions were that the widening would start at 180th St SE and proceed northward. However, computer modelling indicates that starting the widening at the north end and widening as far south as possible should help the traffic flow. There is enough funds in the design budget to pay for approx. 5000 ft2 of new pavement, which will extend the widening for approx. 1500 ft, with the Highway widened by 4 ft on the west side and 3 ft on the east side (no median curb will be installed). By using this as an interim solution, the construction also avoids some constraints that exist in south end such as encroachment on environmentally sensitive areas. If it is pursued, this option would be implemented start approx. May 2018. Request for bids on the work will go out in December.

As a side note, Laura Claywell noted that there is funding already available for the Hiway 9 bridge across the Snohomish River from the Connecting Washington program.

**Audience questions:**

*What about shoulder use to further widen Hiway 9 (similar to 522)?* Closer examination indicates there is not enough room according to required standards.

*Given the funnel and intersection confusion that is created by the current situation between 180th and 176th, why not fix that, then go work on the rest of the project from the north end?* Project Manager will take that back for a closer look.

*Clearview business owner commented that the median curb between 176th and 180th causes havoc* with his towing company, causing delays to emergency response and causing large trucks to drive through residential areas to avoid turning left from/to his business on the west side of Hiway 9. He noted that the Fire Department requested that an opening in the median be provided every 1000 ft for emergency response and be labelled “Emergency Vehicles Only”.

WSDOT replies that the Fire Department was involved in original decision, agreed that they could just go up and over the curb with their trucks. WSDOT is still not convinced that the change is to more openings is appropriate.

*Why are the U-turns on Hiway 9 the size they are? Currently have to go to Snohomish to turn around.*  Design standard is UPS truck. Studies are done to determine what kind of vehicle is using the road—designs are done around majority of vehicles—otherwise is it cost-effective?

*Have there been recent studies on traffic on Highway 9?* It seems that it has changed a lot. Multiple studies have been done over the recent years.

*Snohomish County is the fastest growing county in the nation. Why isn’t highway 9 funding more important?*  Funding has been in the last two transportation packages in front of the state legislature. It just hasn’t been included in the final funding package.

1. **Clearview Frontier Phone/Internet attack:** Sargent Nathan Alanis from Snohomish County Sheriff on Frontier installation attack. There was $800,000 worth of damage, and it is being investigated as possible domestic terrorism. There was a break-in at the 180th St SE/Broadway facility where equipment was smashed, lines were cut, there was graffiti left on the walls with threatening words. This is an open investigation and top priority for south county police.

At the time of the meeting, an email from Eric List, director of Operations from Frontier indicated that all phone line sand internet should be repaired by Saturday, Sept 24.

**Questions/statements from audience:**

*There was a rumor that there was also an attack on a cell tower at Waverly and 198th.*

*Is there any connections with the Chevon station attempted break-in, the break-in at Mid-Way auto last year and possible attempted break-in at The Kushery?*

1. **Valley View Road signage missing** (from past meeting):

Doug McCormick from Public Works reported that signage is now appropriate for Valley View buildings location. Buildings are far enough back from Broadway that some signage usually seen around schools is not required.

8:15 pm **Adjournment –** next meeting November 16th, 2017. NO OCTOBER MEETING

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

**2017/2018 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