

**Snohomish City Council Workshop Minutes
February 19, 2019**

1. **CALL TO ORDER:** Mayor Kartak called the Snohomish City Council Workshop to order at 5:00 p.m., Tuesday, February 19, 2019, in the Snohomish School District Resource Service Center, George Gilbertson Boardroom, 1601 Avenue D, Snohomish, Washington.

COUNCILMEMBERS/MAYOR PRESENT

Larry Countryman
Steve Dana
Karen Guzak
Tom Merrill
Linda Redmon
Jason Sanders
Lynn Schilaty
John Kartak, Mayor

STAFF PRESENT

Pat Adams, HR Manager/City Clerk
Debbie Burton, Finance Director
Yoshihiro Monzaki, City Engineer
Steve Schuller, City Administrator

2. **DISCUSSION ITEM:** Pedestrian Crossing and Sidewalk Repair Program; and Transportation Benefit District Program and Intersection Improvements

City Engineer Yoshihiro Monzaki stated he will present two programs at tonight's workshop, the Pedestrian Crossing and Sidewalk Repair Program and the Transportation Benefit District (i.e. Pavement Preservation) Program. He noted, intersection improvements will also be discussed, and staff will be requesting Council's direction on the programs and project priorities.

Pedestrian Crossing and Sidewalk Repair Program

Mr. Monzaki indicated the City has received requests for pedestrian crossing improvements and sidewalk repairs. The City has constructed bulb-outs, traffic signal improvements and has worked with the Snohomish County Public Utility District to improve lighting at crosswalks. Completed projects were discussed by Mr. Monzaki and have been identified in the Pedestrian Crossing/Sidewalk Repairs Array.

In response to reports of damaged sidewalk areas, the City marks those areas with orange paint. If the sidewalk panel has lifted, due to tree roots or other causes, the City grinds down the concrete, if able, to remove possible tripping hazards. Damaged sidewalk areas have been removed and replaced with asphalt in some areas. The City has partnered with the Snohomish School District and property owners to remove and replace damaged sidewalks.

Mr. Monzaki stated the need for sidewalk repairs and pedestrian improvements exceed available revenues. However, the \$60,000 approved by the City Council for 2018 was put to good use and did complete a number of important improvements.

During the 2019-2020 budget process, the Council approved \$120,000 for sidewalk repairs and pedestrian improvements in the Street Maintenance Budget. In prior years, during and following the great fiscal crisis, funding was not specifically allocated for this task. Options for pedestrian improvements include bulb-outs, rectangular rapid flashing beacons (RRFB) at crosswalks, or some other method to alert motorists of a pedestrian crossing and to improve pedestrian visibility. A list of pedestrian crossing improvements and sidewalk repairs have been provided to the Council. Most of the proposed pedestrian crossing improvements were completed near schools where there are higher pedestrian volumes.

Mr. Monzaki explained due to the cost of the crosswalk improvements and sidewalk repairs identified, they all cannot be completed at one time. The Street Maintenance budget can fund a few of the identified projects annually. City staff will work with the City Council and the Snohomish School District (SSD) in prioritizing and scheduling these projects.

Councilmember Sanders inquired about the intersection at Fourth Street and Avenue C. He has received complaints regarding the crosswalk configuration. Mr. Monzaki replied vehicles are supposed to yield to pedestrians at the intersection.

Councilmember Dana indicated the City should configure the crosswalks with four ADA compliant ramp crossings at each intersection. He emphasized there should definitely be a crosswalk at Fourth and Avenue D. Mr. Monzaki believes ADA ramps were installed at that location.

Mayor Kartak indicated the City needs to be careful where new crosswalks are installed. The City has to comply with national standards, and cannot arbitrarily install crosswalks at any given location because it feels like there should be one there. This opens the City up to increased liability. Mr. Monzaki added the City hasn't removed any crosswalks. If there are no crosswalks at an existing location, there are no ADA ramps.

Councilmember Dana stated City policy should direct four ADA compliant ramps be installed at each intersection.

City staff has discussed crosswalk improvements with the School District. The SSD provided a list of recommended improvements and indicated crosswalks at elementary schools would be their priority. The list was briefly discussed by Mr. Monzaki and has been incorporated into the Pedestrian Crossing/Sidewalk Repairs Array. In 2019, the proposed sidewalk areas to be repaired are on Union Avenue, north of Central Elementary School, and possibly Tenth Street east of Pine Avenue. These areas were selected based on the sidewalk condition and complaints received by the City. A Rectangular Rapid Flashing Beacon (RRFB) was installed by the City's Street Department near Snohomish High School at the Sixth Street crosswalk on Avenue D in January 2019.

Councilmember Sanders stated when the light beacons are flashing, visibility is fantastic. He also favors the bulb-outs.

Councilmember Redmon inquired about the cost of the RRFB project. Mr. Monzaki stated the whole system cost approximately \$10,000.

Mr. Monzaki reviewed 2020 proposed crosswalk improvements as follows:

- Fifth and Avenue D. There is an existing crosswalk just south of the high school where the School District has requested bulb-outs.
- Maple and Sixth Street. A new crosswalk was requested connecting the Interurban Trail with the Centennial Trail, and the Aquatic Center just south of this location. Instead of installing a flashing beacon, the City would use a pedestrian activated traffic signal.

Councilmember Redmon asked why a light couldn't be installed at Ford instead of the Aquatic Center, because children cross the street at this location when enroute to the Aquatic Center.

Mr. Monzaki stated as the process unfolds, input will be sought on the best locations to install the beacons. He noted sight distance will play a large part in where it will be installed. Councilmember Redmon commented a signal further south might help with both pedestrian and vehicular traffic.

- Park Avenue and 22nd Street. Mr. Monzaki stated the City considered installing flashing beacons last year at this location, but held off and submitted a grant application. Unfortunately, the City did not receive a grant award, but will apply again later this year. The project will involve constructing bulb-outs just south of Cascade View Elementary.
- Maple and Pine. Mr. Monzaki explained due to a skewed intersection, the crossing lanes are extended on Pine Avenue. Therefore, crosswalk improvements will be suspended

until the future intersection configuration is determined as part of the Transportation Master Plan.

Councilmember Guzak thinks this would be an appropriate Transportation Benefit District (TBD) project. Councilmember Sanders agreed.

- Third and Pine. Mr. Monzaki stated now that the Hal Moe Building is demolished and the location has been designated as a park area, there have been requests from park users to install a new crosswalk at Pine Avenue.
- Third and Union. Mr. Monzaki indicated this location is near Central Elementary and the School District has requested bulb-outs.

Additional locations requested for crosswalk improvements included Second Street and Avenue J and Bickford Avenue and Weaver Road. These locations are associated with capital projects.

The cost for the 2019 projects is approximately \$85,000, which includes the cost of the RRFB. Future projects in 2020 will be selected and discussed with the City Council.

Transportation Benefit District (TBD) Program

Mr. Monzaki explained In August 2011, the TBD was approved by the City voters. The TBD increased the local sales tax rate two tenths of one percent (0.2%) and is in effect for ten years (2012 to 2021). In January 2012, the City sales tax rate was increased from 8.6% to 8.8%, and in March 2012, the City began to receive the initial allotment of TBD revenues. Collection of this revenue will end in 2021. In 2020, the Council must begin discussions regarding the need to continue the TBD program, and for the citizens of Snohomish to consider voting on the TBD program reauthorization in 2021.

Two capital improvement intersection projects (15th Street/Avenue D Roundabout and 30th Street Widening Project) were included in the TBD program. The 15th Street/Avenue D Roundabout was completed in April 2015, and the 30th Street Widening Project was completed in early 2017. With the completion of the two intersection projects, TBD funding will be used for street pavement preservation projects.

Since 2012, the City has collected approximately \$5.6 million from the TBD. Approximately \$2.1 million of TBD funds have been spent to preserve approximately 4.3 miles of roadway and complete the two intersection projects. The City has been awarded approximately \$4.7 million from State and Federal grant programs for the TBD pavement preservation and intersection projects. Mr. Monzaki emphasized the City has done a great job leveraging its local funds with grant dollars.

Mr. Monzaki stated over the next two years, approximately \$1.6 million in TBD funds will be collected for street preservation projects, or about \$800,000 per year. The TBD Priority Array identifies the completed projects, 2019 projects and recommended projects to be completed in the future. All of the road segments within the City identified for preservation will not be paved due to limited funding. The costs for some of the future projects assume that grant funding will be available in those future years. If grant funding is not available, those projects may not be completed, or other projects may be delayed.

Mr. Monzaki explained year 2021 will be the last year TBD revenues will be collected under this 10-year levy. This means there will be funds available in 2022 and possibly 2023 to complete projects. The number of projects will depend on the construction costs, oil prices (effect on asphalt costs), inflation and grant funding availability.

During the TBD program, staff has submitted pavement preservation grant applications for City streets that have been designated with a statewide highway functional classification by the Washington State Department of Transportation. These are the City collector and minor arterial streets. It is imperative for the City to take advantage of the pavement preservation

grant programs when they are available. There is no guarantee that these programs will be funded every year. The grant funding allows the City to increase the use of the TBD funds.

The City was awarded pavement preservation funding for the following streets. The TBD will provide the matching funds for these grants.

Street	From	To	Grant Amount	TBD Match	Total Cost	Award Year	Construction Year
Bickford Avenue	SR 9 Overpass	Weaver Road	\$384,000 (Federal Grant)	\$116,000	\$500,000	2016	2019

In addition to paving Bickford Avenue between the SR 9 Overpass and Weaver Road in 2019, the City will pave Terrace Avenue between Stone Ridge Drive and North City Limits, Cypress Lane (east of Pine Avenue) and Emerson Street (west of Pine Avenue). The paving projects at Cypress Lane and Emerson Street are associated with utility projects. Water and drainage improvements will be completed on Cypress Lane in association with the Aldercrest Water District. Sewer and drainage improvements will be completed on Emerson Street.

The City will continue to search for grant opportunities to supplement the TBD funds. Staff will present to the City Council (i.e. the TBD Board) the recommended streets identified for preservation each year for discussion and direction. The Pavement Management Program spreadsheet is a working document and will change as additional street information is collected and costs, including inflation, are updated.

Intersection Improvements

Mr. Monzaki stated the City was awarded \$216,200 of Federal funds through the Rural Town Center grant program for the design of the Bickford Avenue/Weaver Road Intersection Improvement Project. City traffic impact fees were used for the grant match in the amount of \$33,800, for a total project design cost of \$250,000. This project consists of traffic signal installation, ADA improvements, sidewalk, curb and gutter, paving, striping, drainage and other items. Consultant selection and design will begin in spring 2019. Design is expected to be completed in 2020. Construction funds have not been obtained. Staff will be submitting grant applications later this year for construction. The construction schedule for this project cannot be determined until construction funds are obtained.

In 2018, a permissive left turn signal was installed on the south to east bound left turn lane of Avenue D at the Tenth Street intersection. Also, a traffic camera was installed at the 30th Street/Bickford Avenue intersection.

3. **ADJOURN** at 5:59 p.m.

APPROVED this 5th day of March 2019

CITY OF SNOHOMISH

ATTEST:

John Kartak, Mayor

Pat Adams, City Clerk