

**Upcoming City Council
Agenda Items
November 19**

6:00 p.m. Workshop:
Metropolitan Park
District Planning

**7:00 p.m. Regular
Meeting:**
Public Hearing for 2014
Budget (final hearing
and action)

Public Hearing for 16th
Street Annexation

Discussion for Police
Department Quarterly
Report

*The agenda list above is
partial and tentative. For
further information, click here
for the City website:*
[http://www.snohomishwa.gov/
AgendaCenter/City-Council-
Agendas-1](http://www.snohomishwa.gov/AgendaCenter/City-Council-Agendas-1)

Winter Weather Response Plan 2013-2014

City of Snohomish - Public Works

The City of Snohomish is committed to providing the best level of winter weather response it can with existing funding and resources. To help you understand what level of service we can provide and what to expect during winter weather events, we have prepared a winter weather snow and ice response plan. To view the 2013 - 2014 Snow & Ice Response Plan visit our new city web site at www.snohomishwa.gov or stop by City Hall at 116 Union Avenue to request a copy of the plan. If you have questions about the plan contact Public Works Operations at (360) 568-7070 (Mike Johnson, Public Works Services Manager).

Our first priority in winter weather response is to keep essential roads open for emergency response services, delivery of goods to and from the City, and access to essential services. The roads most commonly used for these purposes have been identified and assigned a priority of 1 or 2. Priority 1 and 2 routes will receive winter weather services before all other roads. During moderate to heavy winter weather events we may only be able to provide winter weather response services to Priority 1 and 2 routes. The route map is included on the fourth page of this Newsletter.

Snow Plowing. Plowing is primarily used to remove significant accumulations of snow from the road surface, just prior to applying sand and salt or other anti-icing agents. Plowing operations generally begin when snow accumulation has reached two inches or more. Plowing operations are limited by equipment availability (two plows).

Sanding. A 5-to-1 sand and salt mixture will be used on City streets to help reduce and remove ice formation in critical areas.

Sand is primarily used to provide traction at intersections, curves, and grades. Sanding operations begin when hills, sharp corners, and intersections become slippery and difficult to travel. Known problem areas are sanded (with salt added) routinely during snow and ice weather events. Adding salt to the sand helps to melt the underlying ice and break the bond between the ice and road surface.

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Application of Anti-Icing Agents. Anti-icing is the practice of applying chemicals to roadways to prevent frost and ice from forming. If it does, de-icer helps break the bond to keep it from compacting and bonding onto the roadway.

The City of Snohomish does not own anti-icing equipment, so arrangements have been made with Snohomish County Public Works to apply anti-icing agents on the surface of pre-designated City roadways and bridges when icy conditions have been forecast. Snohomish County Public Works will apply anti-icing agents for the City of Snohomish when the County is applying anti-icing agents to County roadways adjacent to City limits. This service is contingent upon the availability of Snohomish County personnel and equipment.

Hill Closures. Several roads in the City contain steep hills that are unsafe to travel during winter weather events. These hills will be closed while travel conditions on them are unsafe.

Puget Sound Partnership - Action Agenda

The **2013 State of the Sound** report is now available. Issued every two years, this report describes progress to restore Puget Sound. Inside the 2013 *State of the Sound* report you will find the status of Puget Sound recovery as measured by:

1. Progress on the Puget Sound Vital Signs
2. How regional partners are implementing the Puget Sound Action Agenda

Citizens, governments, tribes, nonprofits, communities, scientists and businesses contributed to this report. **The report is available at www.psp.wa.gov/sos.php.**

2013 Calendar:

Veterans Day
Monday, November 11
City Hall CLOSED

**Public Safety
Commission**
Tuesday, November 12
CANCELLED

Design Review Board
Wednesday, November 13
7 p.m. City Hall
Conference Room
116 Union Avenue

Visit the following websites for future updates to the 2013 Report:

Report Card: <http://gismanager.rco.wa.gov/ntaportal>

Updated quarterly

The Report Card tracks actions as outlined in the 2012 Action Agenda's *199 Near Term Actions*. Information can be filtered by Vital Sign, owner and other criteria.

Project Atlas: <http://gismanager.rco.wa.gov/ProjectAtlas>

Updated as new information is available.

Project Atlas tracks restoration projects intended to affect the Vital Signs. Information can be filtered by Vital Sign or location.

Vitals Signs: <http://www.psp.wa.gov/vitalsigns/index.php>

Updated as new information is available

Vital Signs are twenty-one indicators built around the six goals in the Partnership's founding legislation: healthy human population, human quality of life, species and food web, protection and restoration of habitat, water quality, and water quantity.


City of Snohomish Wins Competitive Transportation Grant!

Funds will be used to complete design work for the 30th Street widening project at SR 9

Snohomish voters passed the Transportation Benefit District (TBD) sales tax measure in August 2011 approving a two-tenths of one percent (0.2%) local sales tax rate increase, which generates an estimated \$660,000 annually for 10 years to support annual street preservation projects and two intersection improvements. These funds also provide significant advantages to the City in competing for state and federal transportation grants.

One of the two TBD intersection projects is to improve the 30th Street and SR 9 intersection. In the spring of 2013, the City submitted an application for a competitive federal grant in the amount of \$199,000 to fund the majority of the design costs. This week, the City received the award letter for the full amount requested allowing us to begin final design of this important project. The improvement project consists of adding a combination through/right turn lane on the eastbound leg of 30th Street as you approach SR 9. The existing eastbound lane will be dedicated to left turns onto SR 9. TBD funding of \$51,000 was used as the City's match for the grant. The project will require coordination with the State Department of Transportation and Snohomish County, each of which owns a portion of the intersection.

Below is one of the slides from our presentation to the grant board including an area map.



City Center Corridor
(30th/56th Street)
Heavily traveled
Between
Existing City Center,
Future UGA Area
and
Snohomish Station

Snohomish Station
(Local Town Center)
Over 450,000 SF
Of Commercial Buildings
Featuring - Home Depot,
Fred Meyer, Kohl's & more

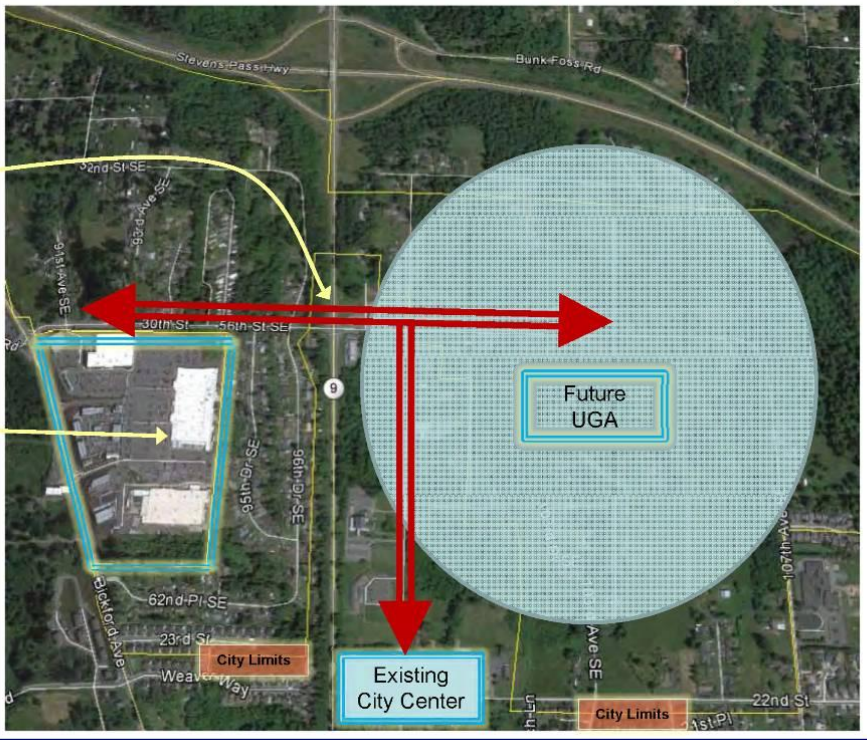
Corridor Deficiency
No free Thru Lane
or
Right Turn Lane
for
Eastbound 30th/56th Street
Traffic

City of Snohomish

Rural Town Centers Grant – Regional Presentation

30TH STREET WIDENING PROJECT

June 7, 2013



CITY OF SNOHOMISH

