Technical Memorandum No. 1: Public Involvement Plan

November 2007

Washington State Department of Transportation

LOCHNER

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Public Involvement Plan

1.0 Purpose

The purpose of the public involvement plan is to identify for the US 2 Route Development Plan Project the key stakeholders for the project, important milestones in the public involvement process, and methods to inform and involve a broad range of interested parties.

2.0 Goals of the Public Involvement Plan

The primary goal of the public involvement plan is to outline opportunities for users of US 2 and other interested parties to participate in the development of the US 2 Route Development Plan (RDP). In addition, the public involvement plan will identify the key stakeholders in the US 2 study corridor, document major public issues and concerns related to the RDP process, identify and address potential risks or obstacles that could hinder the successful completion of the RDP.

The involvement methods identified in this plan:

- Provide timely, useful and accurate information to respond to the concerns of affected parties
- Provide meaningful opportunities for the public to engage in the route development plan process
- Facilitate and encourage open, two-way communication between the affected communities along the corridor, the state, and the project team

3.0 project overview

The purpose of the US 2 Route Development Plan is to identify improvement projects that will address the safety and mobility needs of the study corridor. The projects identified in the plan will be implemented over the next 20 years as funding becomes available.

The US 2 RDP study is anticipating a Summer 2007 release of the final RDP. The following timeline identifies some of the important milestones of the project:

- December 2005
  - Agency interviews and Corridor Working Group kick-off
- June 2006
  - 1st round of open houses
  - Existing Conditions Report
- August 2006
  - Design charette
- September 2006
  - Local agency presentations
- December 2006
  - 2nd round of open houses
  - Corridor Working Group meeting
- Spring 2007
  - Draft Route Development Plan
  - Final list of improvement projects
- Summer 2007
  - Final Route Development Plan

Description of US 2 Community

The communities along US 2 includes the cities of Snohomish, Monroe, Sultan and Gold Bar and the towns of Index and Skykomish.

The targeted audience for public involvement includes:

- Users of US 2: commuters, residents, recreational users, and freight
- Businesses along US 2

- Residents living in the cities and towns along the project corridor
- Groups with an interest in this section of US 2 including Stevens Pass Greenway, BNSF, local chambers of commerce, etc.
- Decision-makers, including city and county councils, state legislators, and federal representatives

4.0 Public Involvement Activities

The following includes the methods that will be used throughout the US 2 Route Development Plan study to inform the public and receive public input. It is the goal of the US 2 RDP study to reach a broad representation of the identified target audience. The methods identified may be modified and supplemented throughout the project to respond to changing circumstances and feedback from members of the public.

4.1 Stakeholder Interviews

Stakeholder interviews will be held to supplement interviews previously conducted by WSDOT, to further identify concerns related to the study effort, and to document major public issues. Project information will be provided to the stakeholders at these interviews. Interviews will be summarized by the project team.

Interviewing stakeholders will provide a variety of perspectives that will be important to consider in the development of the route development plan.

Approximate Date	Locations	Purpose
June 2006	Gold Bar Monroe	Present information on accident data that is being used to develop the RDP and potential improvements that may be included in the RDP
December 2006	Gold Bar Monroe	Present draft improvement recommendations

4.2 Public Open Houses

Two rounds of public open houses will be held to inform the public at key project milestones. The purpose of these events will be to keep the public informed of the project's status and provide an opportunity for the public to give input on the process, development of alternatives, and final recommendations. Fact sheets and other informational materials about the project will be prepared and distributed to the public at the events. The open houses will be advertised in a variety of ways in order to maximize the number of affected parties in attendance at the events.

All open houses and workshops will be held in facilities that are accessible by transit, meet Americans with Disabilities Act requirements, have adequate free parking, and are close to the project study area or affected communities. Notification for open houses will be completed through various information materials, including newsletter or other mailing, poster, display advertisements, community displays, and press releases. An advertisement will be translated into Spanish and published in De la Raza, a local Spanish newspaper, and a Spanish translator will be available at each open house event. Study team members will be available to answer questions from the public at each of the open houses and workshops. All materials from open houses and workshops will be made available on the project website including a summary of public input received at the meetings. See Appendix A for a list of notification methods and media outlets.

4.5 Project Folio

Folios will be created to provide an update on major project milestones. The first folio will layout the issues associated with the corridor, while the second folio will communicate the draft improvement projects identified for each segment. Folios will be distributed at libraries along the corridor, at study briefings, and at fairs and festivals.

4.6 Web site

A project Web site, hosted by WSDOT, will be updated periodically to provide the most recent information regarding the US 2 Route Development Plan. The Web site provides a forum to post project

facts, meeting dates and locations, materials developed for open houses, Corridor Working Group meeting summaries, and general information about the project's progress. The Web site will also provide the opportunity for the public to comment on the project.

4.7 Corridor Working Group

The Corridor Working Group (CWG) includes technical staff of public agencies and jurisdictions along the US 2 study area. CWG members provide specific local expertise when requested, including identifying emerging local issues. They are responsible for briefing local decision-makers and are encouraged to keep their own councils, executives, elected officials, and other leaders informed on a regular basis. Project updates will be developed and sent to the Corridor Working Group members after major project milestones. See Appendix B for a list of Corridor Working Group members.

4.8 Design Charrette

Corridor Working Group (CWG) members and a planning commissioner from each jurisdiction will attend a two day design charette. The charette will be used to work through potential improvement options that will be included in the draft RDP.

CWG members and planning commissioners will be able to use their knowledge of specific areas to adjust and refine the improvement options developed by the project team.

4.9 Community Briefings

Community briefings include targeted presentations made to interested groups, such as the US 2 Safety Coalition. See Appendix C for a list of potential interested groups.

4.10 Fairs, Festivals & Informal Outreach Events

The project team will staff booths at area fairs and festivals and distribute information at shopping centers and other corridor locations in order to educate and involve as many interested parties as possible. Staffing a table at summer festivals will allow the project team to distribute information to a large number of people in a short time frame. See Appendix D for a list of proposed events.

4.11 Jurisdictional Briefings

The US 2 Route Development Plan study team will hold briefings with local jurisdictions in order to raise their awareness of the US 2 study and the proposed improvements in the route development plan. Appendix C includes a list of jurisdictions that will be briefed at key milestones.

4.12 Targeted environmental justice outreach

Minority, low-income, and limited English proficiency populations living along the corridor will also be targeted for outreach.

4.13 Traveling Display

A traveling display describing the draft improvement projects will be developed for distribution to locations along the corridor. Appendix A includes a list of potential locations.

APPENDIX A
NOTIFICATION METHODS & MEDIA OUTLETS

Regional Newspapers*
Seattle Times
Snohomish County Business Journal
Snohomish Tribune
Everett Herald

Local Newspapers*
The Valley Review
Monroe Monitor
De la Raza

TV
KING 5
KOMO 4
Q13
KIRO 7

Radio
KMPS
KOMO 1000
KRKO

***Display ads will run in these publications to announce open houses**

Postcard announcing the open houses to be distributed to people on the US 2 RDP mailing list and at locations along the corridor

Email announcement to mailing list and Snohomish County list-serve

Poster drop locations (traveling display locations identified in parentheses)

Snohomish County Offices
Snohomish Senior Center
Snohomish City Hall
Snohomish Chamber of Commerce
Snohomish Library (TD)
Snohomish Boys and Girls Club
Monroe Chamber of Commerce (TD)
City of Monroe
East County Senior Center
Monroe Boys & Girls Club
Monroe Library (TD)
Monroe Fred Meyer

Sultan Library (TD)
Sultan Boys and Girls Club
Sky Valley Chamber of Commerce
Sultan Bakery
Vinaccio Coffee
City of Gold Bar (TD)
Gold Bar Family Grocery Store
Startup Market
Index Town Hall
Index General Store
Skykomish Town Hall
Skykomish Library (TD)
Skykomish Post Office

Kevin Murphy (replaced by Robin Mayhew),
Puget Sound Regional Council
Brent Russell, Community Transit
Steve Thomsen, Snohomish County
John Davis, Snohomish County
David Gualtieri, King County
Tim Heydon, City of Snohomish
Hiller West, City of Monroe
Tom Gathmann, City of Monroe
Connie Dunn, City of Sultan
John Light, City of Gold Bar
Bill Cross, Town of Index
Charlotte Mackner, Town of Skykomish
Lorna Goebel, Town of Skykomish
Chris Picard, WSDOT
Nancy Boyd, WSDOT
Cathy George, WSDOT
Barbara Briggs, WSDOT

APPENDIX B CORRIDOR WORKING GROUP

APPENDIX C
INTERESTED PARTIES

Elected Officials – See attached contact list
City of Snohomish
City of Monroe
City of Sultan
City of Gold Bar
Town of Index
Town of Skykomish
Snohomish County
King County
Federal and State Legislators

Business
Sky Valley Chamber of Commerce
Monroe Chamber of Commerce
Leavenworth Chamber of Commerce
Everett Boeing Plant
Economic Development Council of Snohomish County

Interest Groups
Stevens Pass Greenway
National Parks Service – North Cascades National Park Service Complex
Stevens Pass Ski Area
Cascade Bicycle Club
US 2 Safety Coalition

Freight Groups
BNSF
Private Trucking Companies

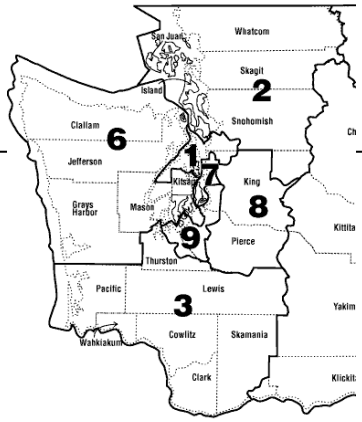
APPENDIX D
FAIRS, FESTIVALS & INFORMAL OUTREACH EVENTS

Sultan Shindig
Monroe Summer Fest
Snohomish Kla Ha Ya Days
Gold Bar Night Out Against Crime
Skykomish Art Train
Evergreen State Fair
Table at Stevens Pass ski area
Table at REI

Elected Officials Contact List

(last updated: 8/2/06)

Federal – House Representative

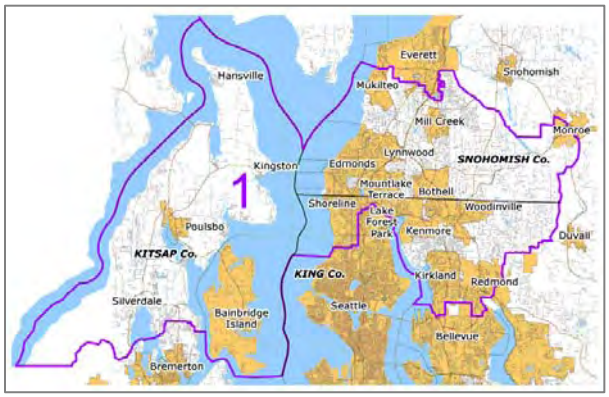


2nd Congressional District

Congressman Rick Larsen
2930 Wetmore Ave, Ste 9F
Everett, WA 98201
Phone: 425.252.3188
Toll-free: 800.562.1385
Fax: 425.252.6606

1st Congressional District

Congressman Jay Inslee
Shoreline Center
18560 1st Ave NE, Ste E-800
Shoreline, WA 98155
Phone: 206.361.0233
Phone: 206.275.3438
Fax: 206.361.3959



Federal - Senate

Senator Maria Cantwell
2930 Wetmore Avenue, Ste 9B
Everett, WA 98201
Phone: 425.303.0114
Fax: 425.303.8351

Senator Patty Murray
2930 Wetmore Ave, Ste. 903
Everett, WA 98201
Phone: 425.259.6515
Fax: 425.259.7152

State

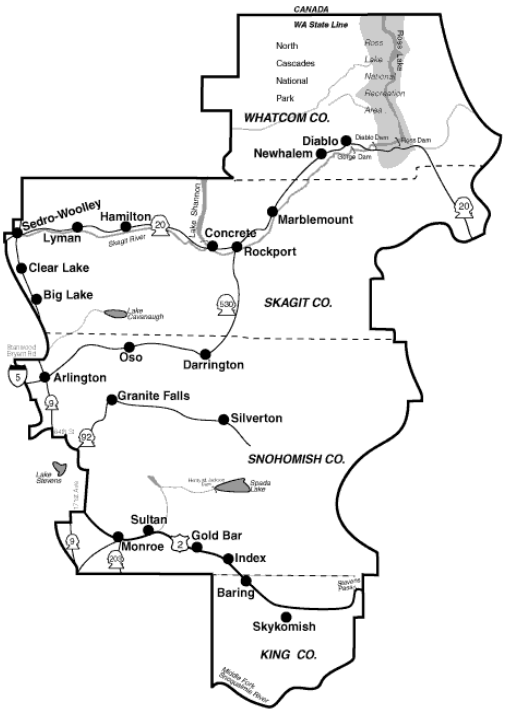
39th District

Senator Val Stevens
105 Irv Newhouse Building
PO Box 40439
Olympia, WA 98504
Phone: 360.786.7676
Fax: 360.786.1999

Representative Kirk Pearson
416 John L. O'Brien Building
PO Box 40600
Olympia, WA 98504-0600
Phone: 360.786.7816

District office:
720 Murdock St., Ste. 101
Sedro-Woolley, WA 98284
Phone: 360.856.3588

Representative Dan Kristiansen
404 John L. O'Brien Building
PO Box 40600
Olympia, WA 98504-0600
Phone: 360.786.7967



State

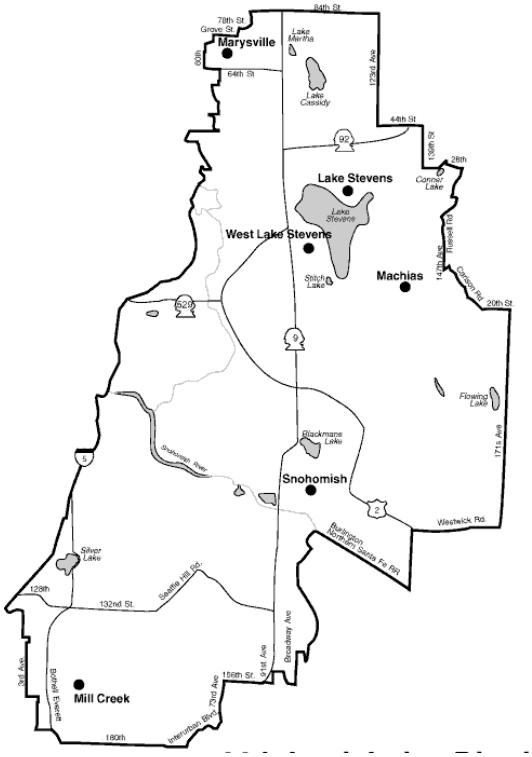
44th District

Senator Dave Schmidt
417 Legislative Bldg.
PO Box 40444
Olympia, WA 98504
Phone: 360.786.7686
Fax: 360.786.1999

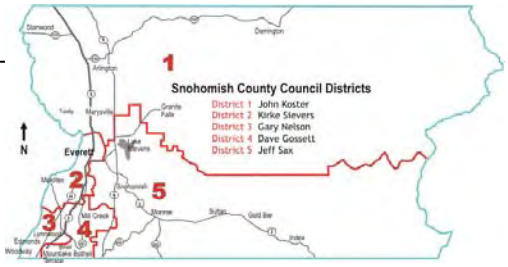
District Office:
1410 Bickford Ave, Ste B
Snohomish, WA 98290

Representative John Lovick
430 Legislative Building
PO Box 40600
Olympia, WA 98504
Phone: 360.786.7892

Representative Hans Dunshee
334 John L. O'Brien Bldg.
PO Box 40600
Olympia, WA 98504
Phone: 360.786.7804



Snohomish County Council



Kirke Sievers, Chair
District 2: Everett, Mukilteo
kirke.sievers@co.snohomish.wa.us

John Koster
District 1: Arlington, Darrington, Granite Falls, Lake Stevens, Marysville, Sauk-Suiattle Tribe, Stanwood, Stillaguamish Tribe, Tulalip Tribes.

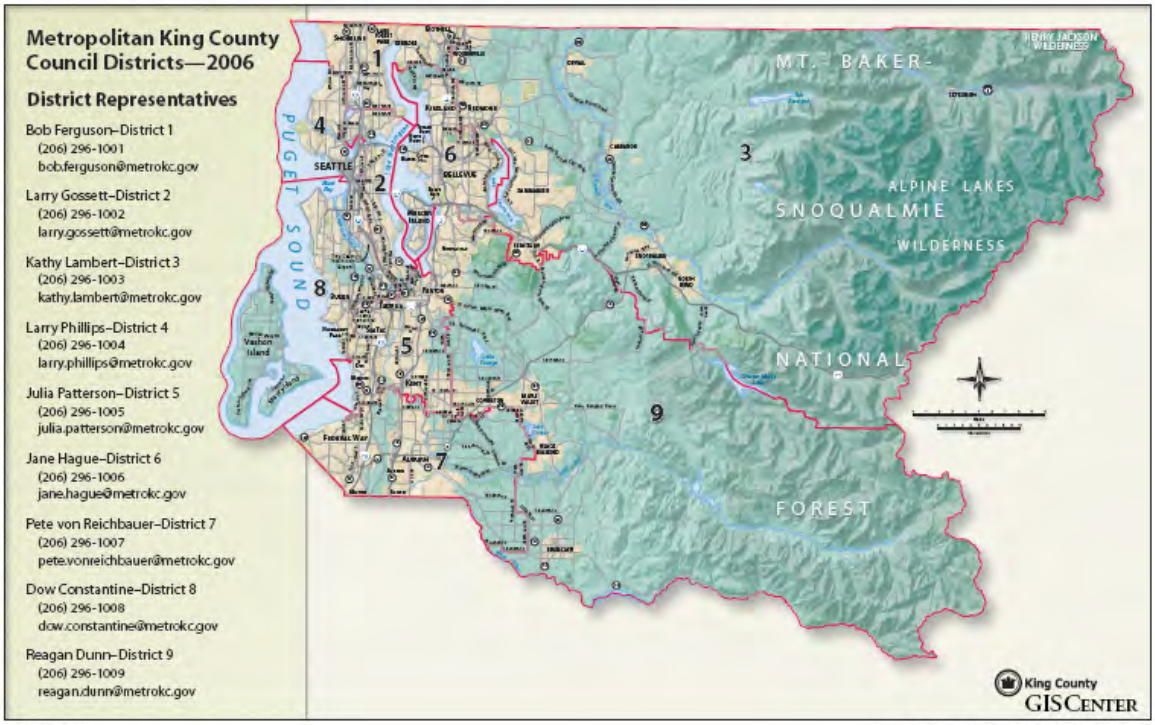
Dave Gossett, Vice Chair
District 4: Bothell, Brier, Lynnwood, Mill Creek, Mountalke Terrace
Dave.Gossett@co.snohomish.wa.us

Gary Nelson
District 3: Edmonds, Lynnwood, Mountlake Terrace, Woodway.

County Executive Aaron Reardon
3000 Rockefeller
M/S 407
Everett, WA 98201

Dave Somers
District 5: Lake Stevens, Monroe, Snohomish, Sultan, Gold Bar, and Index.
dave.somers@co.snohomish.wa.us

King County Council



District 1: Bob Ferguson
Bob.ferguson@metrokc.gov

District 2: Larry Gosset
Larry.gossett@metrokc.gov

District 3: Kathy Lambert
Kathy.lambert@metrokc.gov
(Skykomish)

District 4: Larry Phillips
Larry.Phillips@metrokc.gov

District 5: Julia Patterson
Julia.patterson@metrokc.gov

District 6: Jane Hague
Jane.hague@metrokc.gov

District 7: Pete von Reichbauer
Pete.vonreichbauer@metrokc.gov

District 8: Dow Constantine
Dow.Constantine@metrokc.gov

District 9: Regan Dunn
Reagan.dunn@metrokc.gov

City of Snohomish

Mayor Randy Hamlin

Councilmember Doug Throndike

Councilmember Lya Badgley

Councilmember RC "Swede" Johnson

Councilmember Melody Clemans

Councilmember Larry Countryman

116 Union Ave
Snohomish, WA 98290
Phone: 360.568.3115
Fax: 360.568.1375

Business Hours: 9:00am - 5:00pm
Council Meets: 1st & 3rd Tue - 7:00pm
County: Snohomish
Population: 8,700
Class: Code
Incorporation: 1890

City of Monroe

Mayor Donnetta Walser
dwalser@ci.monroe.wa.us

Councilmember Ken Berger
Note: term expires 12/09

Councilmember Chad Minnick
Note: term expires 12/07

Council "at large" member
Robert Zimmerman
Note: term expires 12/07

Councilmember
Tony Balk
Note: term expires 12/07

Councilmember
Jeff Frye
Note: term expires 12/07

Councilmember
Geoffrey Thomas
Note: term expires 12/09

Councilmember
Mitch Ruth
Note: term expires 12/09

806 W Main St
Monroe, WA 98272
Phone: 360.794.7400
Fax: 360.794.4007

Business Hours: 8:00am - 5:00pm
Council Meets: 1st & 3rd Wed - 7:00pm
County: Snohomish
Population: 15,920
Class: Code
Incorporation: 1903
Form of Government: Mayor-Council

City of Sultan

Mayor Ben Tolson

Councilmember Steve Slawson

Councilmember Jim Flower

Councilmember Ron Wiediger

Councilmember Derek Boyd

Councilmember Kristina Blair

Councilmember Bruce Champeaux

Councilmember John Seehuus

Student Representative Karsten Thot

319 Main St, Suite 200
PO Box 1199
Sultan, WA 98294
Phone: 360.793.2231
Fax: 360.793.3344

Business Hours: 9:00am - 5:00pm
Council Meets: 1st & 3rd Wed - 7:00pm
County: Snohomish
Population: 4,225
Class: Code
Incorporation: 1905
Form of Government: Mayor-Council
cityhall@ci.sultan.wa.us

City of Goldbar

Mayor Crystal HillCouncilmember Robert AmennCouncilmember Jerry WoodCouncilmember Rich NorrisCouncilmemberDorothy CroshawCouncilmember Lonn Turner

107 5th St
Gold Bar, WA 98251
Phone: 360.793.1101
Fax: 360.793.2282

Business Hours: 8:00am - 5:00pm
Council Meets: 1st & 3rd Tue - 7:00pm
County: Snohomish
Population: 2,085
Class: Code
Incorporation: 1910
Form of Government: Mayor-Council

City of Index

Mayor Kem HunterCouncilmemberBruce AlbertCouncilmemberBill BoardmanCouncilmemberDean JohnsonCouncilmemberSean PorstCouncilmemberPatrick Woods

511 Ave "A"
PO Box 88
Index, WA 98256
Phone: 360.793.2488
Fax: 360.793.7998

Business Hours: Mon & Tue
9:30am - 3:30pm
Council Meets: 1st Mon - 7:00pm
County: Snohomish
Population: 155
Class: Town
Incorporation: 1907
Form of Government: Mayor-Council

City of Skykomish

Mayor Charlotte L. MacknerCouncilmemberDarrel JoselynCouncilmemberCharlie BrownCouncilmemberBill GouldCouncilmemberLorna GoebelCouncilmemberHenry Sladek

119 4th St N
PO Box 308
Skykomish, WA 98288
Phone: 360.677.2388
Fax: 360.677.2407

Business Hours: 8:00am - 3:30pm
Council Meets: 2nd Mon - 6:30pm
County: King
Population: 210
Class: Town
Incorporation: 1909
Form of Government: Mayor-Council

June 2006 – Open Houses Summary

The Washington State Department of Transportation (WSDOT) US 2 Route Development Plan project team held two open houses from 5 pm – 8 pm on June 13th and 14th, 2006 with the purpose of soliciting comments on US 2 operations and issues important to businesses, residents, and users along the US 2 corridor. Attendees were able to learn about the Route Development Plan (RDP) process, expectations, progress, final product, as well as ways they could be involved throughout the project. Display boards showed information about the corridor divided into 4 segments.

Additionally, WSDOT invited and provided tables for the following groups to maximize the experiences of the attendees:

- US 2 Safety Coalition
- Washington State Patrol
- The Stevens Pass Greenway
- City of Monroe
- SR 9 and SR 522 Project Office

Attendees were asked to share their feedback, both written and verbal, on the information presented to them as well as suggest potential improvements to address specific issues. The US 2 Route Development Plan project team was available to answer questions and talk with open house attendees.

Seventy-two (72) people attended the Gold Bar open house, held at the Gold Bar Elementary School. Twenty-two (22) people filled out a comment form and twenty-six (26) comments were left on the flip charts. Fifty (50) people came to the open house in Monroe, held at the Monroe High School. Twenty (20) people filled out a comment form and there were forty-two (42) comments made on flip charts.

The majority of people noted that the display boards portrayed the traffic data fairly and accurately. Only a few noted that the data counts were lower than they believed to be accurate. A number of attendees thanked the US 2 Route Development Plan Project Team for holding the open houses and for asking their opinion. Some expressed their desire for WSDOT to start constructing projects rather than continue in the planning phase.

Comments from the two open houses are transcribed below. They are organized by the segment that they refer to and by topic.

General Corridor

There was an overall concern about traffic and safety along the entire length of the US 2 RDP study area.

Attendees were concerned about the safety of the corridor and suggested a number of ways to offer short-term safety improvements. Their suggestions included building jersey barriers, cable barriers, and rumble strips. Other people suggested adding more speed limit signs along the corridor. Some attendees suggested increasing the speed limit along the corridor to improve traffic flow, while others suggested lowering the speed limit in most areas to improve safety. A significant number of people suggested that US 2 be made into a 4-lane highway from Snohomish to Stevens Pass.

General comments applying to the entire study area are organized below into the following categories; the number of comments in that category are shown in parentheses:

- Emphasizing urgency (8)
- Collisions (3)
- Suggested improvements (44)
- Bypasses (10)
- Speed limit (8)
- Traffic/Congestion/Growth (7)
- Areas of concern (7)
- Enforcement/Safety (6)
- Other commuting options (9)
- Bicycle/Recreation (6)
- Wildlife (1)

Responding to "Have we captured the transportation issues along US 2 correctly?":
Yes (14)
No (4)
Thank you (4)

Emphasizing urgency

- Reiterated need for funding (3)
- We need action, not more studies.
- Do it now, don't wait 20 years, it will be less expensive to do it now than 20 years from now.
- We who live in Snohomish County and use US 2 know the problems as you are hearing. WSDOT and the USDOT need to find the solutions. The federal and state legislators MUST find the funding for safety and growth concerns.

- A band-aid. Please no more band-aids lets get a real solution.
- This is important to those of us who live here and we see people injured and dying here every week. It is good to know someone has noticed and there is a plan to do something about it.

Collisions

- Data clarified the number of collisions that occur other than head-on collisions.
- I would say you have unfortunately the deaths of Hwy 2 attract attention – and that is what it takes.
- Put articles in the paper more often and show differences in improvements verses accidents and fatalities.

Suggested improvements

- Highway 2 should be 4-lanes. (16)
- More roundabouts (6)
    - Consider roundabouts before stoplights.
- If you make more roundabouts, make them big enough for large trucks and/or RV's.
- Put lots of rumble strips now. (4)
- Reflectors (4)

  Reflectors on white stripes and center graves in middle of road so people wake up if they cross over into others lane.

  Paint and reflectors in middle and sides, especially in the winter when you can't see what lane you are in because of the rain.
- More center dividers (3)
- The cable preventing head-on collisions is a good idea but not enough proof in effectiveness.
- More turn lanes (3)
- Left turn lanes (2)
- Fix curves. (2)
- Shorter solution…we suggest you put a median all the way from Snohomish to Gold Bar. Jersey barriers or cable and post or rumple zones with left turn pockets as needed.
- Ban motor vehicles.
- Create movement areas for trucks. Main and SR 203 and US 2 troubled.

Bypasses

- Need bypass from Snohomish through or to Index. (4)
- Major thoroughfare like I-90 past North Bend.
- Keep speed limit so that commuters can get to work.
- Build highway bypass from Monroe to Gold Bar. (3)

- The solution to the problem is limited. Hwy 2 needs to be made into a second interstate (i.e. I-90) and making Hwy 2 accessible through business loops to an Interstate Hwy.
- Need a freeway for truckers of all kind to get around our small towns.
- We need back roads to get from Gold Bar to at least Sultan – Basin Road.

Speed limit

- Lower speed limits (3)
  -Speed limits should be 50 (never 55 or 60).
  -Reduce speed limit through Skykomish to 40 or 45 mph.
- Increase speed limit.
- Change the speed limit from 60 mph to 55 mph where areas become more populated and back to 60 mph in wide-open areas.
- Need more speed limit signs (all over the WA highways).
- Have signs that say "turn your lights on" and lots of signs.
- More left turn lanes/signals.

Traffic/Congestion/Growth

- Stop letting Sultan and Monroe grow so explosively and then be the main ones to cry about Hwy 2!
- Hwy 2 needs to be a free flowing road from Snohomish to Index. Future growth and increased traffic volume necessitates long range planning and not a piecemeal approach.
- The cities of Sultan & Monroe are as much to blame for a lot of these problems as anything else. They have absolutely no right to cry about the accidents, etc. when they refuse to curb their own growth.
- Our commutes should not be taking this long. Snohomish County and WSDOT waited too long and did not anticipate these problems. Why are you asking me what the problems are – don't we have professionals getting paid to do this? Doesn't the data speak for itself?
- Frustrating! - Impossible on Sundays going west. 40 minutes to get through Monroe on Saturdays.
- Regarding property taxes: equal funding for growth areas example, is that Gold Bar should allocate more funds.
- Give equal funding or priority funding to growth areas including Gold Bar, Sultan, and Monroe.

Areas of concern

- All of Hwy 2 is of concern – would like to identify every location on the map.
- The areas I've marked on the map are of concern because of narrow, windy blind spot curves. Below Index and Hwy 2 bridge and between Money

Creek and Skykomish, and anywhere along this 45 mile stretch of concern where people turn off Hwy 2 onto private driveways.
- I would like to see these spots have wider roads with a shoulder.
- Concentrate on Monroe to Sultan
- You have segmentized the areas but a comprehensive long-term plan needs to be considered. Hwy 2 is not just a country highway but also a major route to recreation from Seattle and a commute to Seattle.
- The whole corridor is of major concern. We have had deaths from Snohomish to the pass.
- Put a road in east of Gold Bar to Hwy 203. This will help those who work in Redmond/Kirkland as they will by-pass Monroe, SR 522, and Duvall.

Enforcement/Safety

- More policing to catch people speeding will help.
- A lot of out-of-towners need to realize the impact that they have on our small towns speeding is a huge issue especially along "4 lanes" where they cut you off all the time.
- Clear weeds and grass and trees on these pull on/off ramps so we can see if a vehicle is coming.
- Most of the collisions were caused by being intoxicated or falling asleep at the wheel, so how do we stop that besides getting people off of the road.
- I figure "people" race once a patrol passes, where wrecks happen it's usually of drunkenness, carelessness or drug usage. So it's impossible for most can tell a wreck before it happens. We don't have enough state patrols in general to cover all these mistakes; most of the alcoholics and drug attics are in this area. There are too many for our state patrol.
- My husband fell asleep at the wheel commuting and thank god didn't kill anyone. We as a family have made changes. He has to stay over in a motel or with friends and family on a long commute.

Other commuting options

- Commuter rail on BNSF track between Everett to Skykomish two times a day. (2)
- Add commuter rail on BNSF track between Everett to Skykomish two times a day. (2)
- From a family who has a driver constantly on Hwy 2 and 522 we are excited about the idea of rail commuting in our area to help alleviate traffic congestion. We also use community transit whenever possible.
- Need transit planning for commuter, residents.
- Rail commuting to prevent collisions in the winter months/to slow down rear-end collisions of people using Stevens pass.
- Burlington Northern, going from 32 to 50 plus daily trains (Tunnel at Summit may limit trains).
- Need transit planning for commuters and residents.

Bicycle/Recreation

- Need safe bike paths including bridges (3).
- In areas of high bicycle riding installation of rumble strips alongside of roadway should be postponed until the dev elopement of off road bicycle routes.
- When Hwy 2 is widened, ensure adequate shoulders for safe bicycling.
- How abut "safe" bike paths? Why not work out something with the railroad?
- Pedestrians/Bicycles complete the street.
- Add bicycle lanes.
  - Bike Corridor by the railroad.

Wildlife

- Also somehow people need to realize that the farther up you go, the more wildlife you have crossing the highway, particularly at night.

Segment 1: Snohomish to Monroe

Segment 1 from Snohomish to Monroe is characterized by 2 lanes of traffic in each direction and connects two growing cities. SR 522 and SR 9 absorb some of the traffic that would otherwise be routed to US 2 between Snohomish and Monroe. A number of attendees commented on the traffic on SR 522 and SR 9, specifically that SR 522 should be completed as a bypass to US 2.

The majority of comments related to Segment 1 suggest that 4 lanes be built between Snohomish and Monroe. A number of people noted that there is often traffic through Snohomish, especially on the weekends. Most of the general comments that could be applied to the length of the study area began in Snohomish and would also apply to this segment.

Open House attendees provided comments related to Segment 1 under the following topics:

- Suggested improvements (4)
- Traffic congestion (2)
- Bypass (1)

Suggested improvements

- Build 4-lanes
- Need minimum 2 lanes each way with turn lane.
- Passing between Snohomish and Monroe.
- Eliminate local ingress/egress between Snohomish and Monroe.

Traffic congestion

- The 522/US 2 intersection and traffic through Monroe demands state attention NOW.
- Complete 522. This will take a load off of Segment 1.

Bypass

- Build SR 522 bypass or business frontage roads.

Segment 2: Monroe

The comments received for Segment 2 were focused predominantly on traffic and congestion. Nineteen (19) people commented that they would like to see a bypass built around Monroe. Maintaining business access and alleviating congestion were two of the most common issues presented by attendees who commented on this segment.

Comments relating to Segment 2 fell under the following topics:

- Suggested improvements (1)
- Congestion/Traffic (4)
- Bypass (19)
- Areas of concern (3)

Suggested improvements

- Need longer left turn green light through Monroe.

Congestion/Traffic

- Traffic really bottlenecks at Fred Meyer to the Fairgrounds/Fryelands.
- Don't like medians in Monroe because they increase congestion.
- In Monroe it is very discouraging to be going east and having to go to a business on the left hand side of the road. I tend to not go anymore. I take my business out of the area – which is bad for the community. Put in a road to the left of Hwy 2 (between Hwy 2 and the theater) or divert Hwy traffic away from Hwy 2 and use the Hwy for business traffic.
- It is now more difficult for Aid Units to drive through Monroe with a sick patient. Sometimes the driver needs to go against traffic to get through town – this is more dangerous than before.

Bypass

- Bypass Monroe (4)
  - Bypass north and south of Monroe.
- Bypass south side of Monroe (3)
- Bypass north of Monroe (2)
- Desperately needs a bypass.
- 203 to Hwy 2 bypass east side of Monroe – 2 bridges required.

- Construction on SR 522 is currently regulating flow into Monroe…where finished Main St. and US 2 will be further impacted.
- Implement Hwy 2 bypass around Monroe as shown on maps from many years ago from airport to woods creek.
- Why was land purchased for bypassing the City of Monroe and then sold???
- Maybe the money spend "studying" whether or not Monroe needs to be bypassed could have gone towards the bypass project.
- Get the by-pass of Monroe done!!!
- Monroe bypass is sorely needed! This is both for Hwy 2 travelers and Monroe residents.
- Bypass Monroe like you did to Snohomish, Sultan, Startup and Gold Bar. Start to plan ahead for growth.
- Houses were moved from the north side of US 2 segment 1 in the mid 70s to make room for the bypass. How come we are going to waste another $750,000 for a "study" when we knew what to do 30 years ago? Spend the money on pavement! Segment 2 needs a bypass or Viaduct NOW, with segment 3 second in importance.

Areas of concern

- All of Segment 2!!!
- Look at intersection north of US 2 on Kelsey. (City plans right turn only).
- I have lived in Monroe for 18 years. When I moved here this issue was at the state it is now. Nothing has ever been done or accomplished since I moved here, yet the tax base (population) has tripled and my property taxes have tripled. When are we going to see something for our money?

Segment 3: East Monroe to West Gold Bar

A number of open house attendees highlighted Pickle Farm Road as an area of concern and suggested different improvements for that location. Other frequent comments include building a bypass around Sultan, building a 4-lane highway from Monroe to Gold Bar, and syncing traffic lights with Sultan. There were a number of concerns regarding the traffic through Sultan and the lack of available alternate routes. There were also a number of comments regarding the amount of growth in the area.

Comments were made for Segment 3 on the following topics; the number of comments made under each topic is noted in parentheses.

- Suggested improvements (16)
- Areas of concern (6)
- Congestion/Traffic (6)
- Growth (2)
- Wildlife (1)

Suggested improvements

- To prevent collisions, add stoplight at Pickle Farm Road or in Startup to slow cars to enter and leave Hwy 2.
- Need minimum 2 lanes each way with turn lane.
- 4-lanes from Monroe to Gold Bar.
- Make a 4-Lane Interstate with business loops to each town or city.
- Bypass Sultan (2)
  - Bypass north of Sultan.
- Sultan – Gold Bar bypass – add motorcycle lane.
- Bypass Sultan & Startup with exits if needed for the city.
- Install roundabouts at the 2 signal lights on Hwy 2 in Sultan.
- Eliminate local ingress/egress between Monroe and Sultan.
- Short-term improvements: median cement blocks, jersey barriers, rumble strips.
- Sync lights from Monroe to Sultan.
- Sync lights within Sultan.
- At Pickle Farm Road, create left turn pocket – make right turn (existing) into thru lane. (2)
  - Left turn pocket (eastbound) at Pickle Farm Road (east Gold Bar).

Areas of concern

- Fish hatchery
- Start-up
- From milepost 16 to 20 - there have been two major wrecks there recently. Since I know people live around that area, near the road, it is a danger to both the people in the car and near by the buses.
- Milepost 12 to 13 - most people street race or sprint on this part of Hwy 2 and it concerns me because 2 or more people race on both sides or 1 side and passes. I don't want anyone, even people I don't know, to get hurt. I would rather have someone in prison/ jail in safety than someone to get hurt or die.
- Sultan Basin Road to Old Owen Big Pass.
- Milepost 13 to 17 (Gold Bar) Westbound proposed foot bridge. Cut back the blackberries – the footpath is overgrown.

Congestion/Traffic

- The new Sultan lights slow down traffic too much. I am very disappointed to see that nothing will be done (as far as any sort of construction) till possibly Summer 2008 and summer is the busiest time of year as far as Friday-Sunday traffic plus is depends on money. I have anxiety over my commute because it is on the "death Hwy." It is very frustrating that it takes an hour or more to get home (Gold Bar) from Snohomish on a Friday.

- Two weeks ago a deadly accident happened just pass Kellogg Road in Startup, we were put on Kellogg to reach Sultan and just after we got through there was another accident on Kellogg that had all the traffic up. We also get a lot of broken windshields from the big vehicles throwing them but some small cars do also from the gravel on the highway.
- Please provide westbound 2 through Sultan relief on Sunday afternoons! Backups are miles long and delays are up to 60 minutes! Maybe a bypass, maybe just adjust the stoplights pattern on that day or start limiting access to Hwy 2.
- The weekend traffic, especially Sunday afternoon and early evening is always very slow or stop and go year round, especially from Gold Bar to Sultan. It gets a little busier earlier Friday afternoon and climaxes Sunday when everyone is coming home to points west of Sultan.
- Save us from Sunday afternoon westbound delays at Sultan please.
- The traffic through Gold Bar and Snohomish is not good at rush hour. Locals need the local roads that are taken over by travelers and weekend recreation goers. A by-pass route is the only real solution. Local population increases also require more lanes on existing roads.

Growth

- There needs to be planning for the continuing development of Sultan and Gold Bar. These cities will get bigger and we need to plan and do for the future.
- Some of the growth of Sultan and Gold Bar are going to get worse; you need to plan ahead so they don't turn into Monroe style problems.

Wildlife

- Create animal over passes.

Segment 4: East Gold Bar to Skykomish

The most common feedback given for Segment 4 was to widen the highway, add shoulders or increase the number of lanes. A few people suggested lowering the speed limit in this area, while others noted that they would keep it the same.

The comments for this segment are organized into the following categories; the number of comments related to the category is shown in parentheses.

- Suggested improvements (11)
- Areas of concern (3)

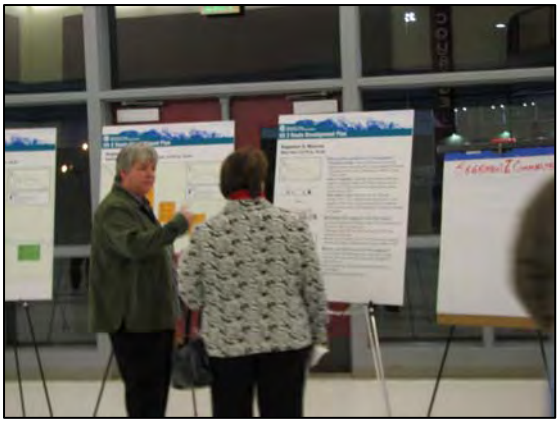
Suggested improvements

- Need 2 lanes each way. (3)
- Widen the highway.
- Provide 3 lanes from Gold Bar to Startup
- Provide shoulders in Segment 4
- Bridges need to be wider to accommodate wider cars and trucks – need shoulders; the highway has cars boxed in.
- Milepost 23: the speed zone (45 mph) safety for school buses entering Hwy 2 roadway attention getters (textures off side of road to wake drowsy drivers). Hwy 2 between Gold Bar and Index is too dangerous to have a 60 mph speed limit.
- No roundabouts – they cause more problems than they solve!
- Spend more time on traffic enforcement – the Hwy's 2 and 522 are good roads with too many idiot drivers on them and make talking on cell phones while driving illegal.
- 60 mph to great in the Anderson Creek area

Areas of concern

- Not a fair traffic count for Skykomish!
- Segment 4 from milepost 22 to 23 needs widening, including bridges and shoulders.
- Milepost 20 to 21
- Lanes heading west need more converging room before Big Bend turn off, it is an easy place to have head on collisions.

December 2006 – Open Houses Summary



The US 2 Route Development Plan (RDP) study team held open houses on December 6 and 7, 2006 to share with the public the progress made on the US 2 RDP study. Attendees were asked to provide the study team with feedback on the draft projects identified to address safety and capacity issues on US 2 from Snohomish to Skykomish. Display boards presented the safety and capacity projects for each of the four segments of the study corridor: Snohomish to Monroe, Monroe, Monroe to Gold Bar and Gold Bar to Skykomish.

The following groups also shared information with open house attendees:

- US 2 Safety Coalition
- The Stevens Pass Greenway
- City of Monroe

Attendees were encouraged to provide feedback, both written and verbal, on the information presented to them. The US 2 RDP study team was available to answer questions and discuss the proposed projects with open house attendees.

Twenty people attended the Gold Bar open house at Gold Bar Elementary School. Twenty people filled out a comment form and twenty-six comments were left on flip charts. Thirty-three people came to the open house in Monroe at Monroe High School. Twenty people filled out a comment form and there were forty-two comments made on flip charts.

Open house attendees were also asked to rank their top two safety projects and top capacity project for the study corridor. Safety was identified as the #1 priority for the US 2 RDP study. Project 5 (Double left-turn lanes at Kelsey Street) was identified as the top safety project and Project 52 (Monroe Bypass Phase I) was ranked as the most important capacity project. A number of people also noted the urgency of improving US 2 overall. Below are the results of the exercise including the explanation of the ranking where provided. The results are divided by: top two safety projects, #1 safety project, #2 safety project and #1 capacity

project. Appendix A includes comments submitted via comment form, on flip charts, or when speaking with the study team. The feedback provided in these forms supports the results of the project ranking and are included as an appendix for notation purposes.

Top Safety Projects (number of votes for either #1 or #2 safety project):

Project 5 (6) – Kelsey Street intersection improvement project

Project 8 (4) – Install median rumble strip between East Monroe and East Gold Bar

Project 40 (4) – Add westbound lane, median and two roundabouts through Sultan

Project 41 (4) – Add westbound lane, median and two roundabouts through Gold Bar

Project 39 (3) – Widen shoulders, install shoulder rumble strip, and make roadside safety improvements along the rural lengths of US 2 between East Monroe and East Gold Bar

Project 12 (2) – Add left and right turn lanes at Fern Bluff Road, west of Sultan

Project 19 (2) – Extend two way left-turn lane to existing left-turn lane at 17th Street in Gold Bar

Project 6 (2) – Intersection improvement at SR 203 in Monroe; double left-turn lanes northbound, right-turn lane eastbound

Project 38 (1) – Sidewalk improvements in Monroe

Project 32 (1) – Pedestrian improvements in Skykomish (per the school district)

Project 20 (1) – Install roundabout at Picklefarm Road

Project 16 (1) – Install left-turn lane, widen shoulder or prohibit left-turns at Startup Road near Sultan

Project 17 (1) – Intersection improvement at Fish Hatchery Road; add eastbound left-turn lane

Project 18 (1) – Install left-turn lane at Nugget Road

Project 22 (1) – Install centerline rumble strip on US 2 between East Gold Bar and Skykomish

Project 42 (1) – Add an eastbound lane through Gold Bar

Project 36 (1) – Add westbound over crossing and modify eastbound onramp at Bickford Avenue

Project 13 (1) – Install westbound passing lane

Segment 2 (3) – Vote to generally improve segment 2: Monroe

Segment 3 (3) – Vote to generally improve segment 3: East Monroe to East Gold Bar

#1 Safety Project (number of votes), comment or explanation in italics:

Project 5 (4)

- *Quantity of cars turning left, the signal is restrictive, 2 left turn lanes allow more cars in less time, increasing the opening time of westbound US 2 traffic, therefore more flow. This is in conjunction with #56.*
- *An issue every time I go from 522 to US 2 to shop locally, back up in traffic, safety problems from using alternatives.*
- *It's too hard crossing over traffic in Sultan.*
- *Access through Monroe is critical to the overall route along US 2 east and westbound.*

Project 8 (3)

- *Should be a solid barrier. Rumble strips are good, but not great.*

Project 6 (2)

- *Increases capacity at this east/west choke point and complement #5 done by city.*

Project 41 (2)

Project 38 (1)

- *Encourage non-motor travel by making it safer*

Project 19 (1)

- *Will require widening at choke point in Gold Bar which is a dangerous pedestrian crossing.*

Project 32 (1)

- *The safety of school children is affected and will be improved with the roundabout*

Project 20 (1)

Project 12 (1)

- *Fern Bluff area needs left turn lanes and to be widened. Lots of accidents here. Right turn lanes at Red Apple.*

Projects 16/17/18 (1)

- *Roundabout at 6th Street would move traffic and be safer. Need left turn at Fish Hatchery and McDaniel Mobil Park.*

Project 40 (1)

- *With westbound traffic the heaviest, two westbound lanes would help move traffic through the area more quickly until 4-lanes.*

Project 22 (1)

Segment 2 (3)

- *This is important because there are many collisions in Monroe because of unsafe roads. The safety project would calm drivers and help them to commute freely.*
- *Safety and accessibility; it's too hard to get through town.*

Segment 3 (1)

#2 Safety (number of votes), comment or explanation in italics:

Project 39 (3)

- *Can be quickly implemented in phases at low initial cost (centerline rumble strips).*
- *Solid barrier*
- *Shortening the eastbound access ramp is great.*

Project 40 (3)

- *Access through Sultan is also critical*
- *Congestion and backups in Sultan are terrible, especially Friday evening and Sunday afternoon. It will only get worse. Fix it before it's a nightmare.*

Project 41 (2)

Project 5 (2)

- *Move local business traffic through intersection faster and the flow of traffic through Monroe will ease congestion.*

Project 42 (1)
- *Increase traffic flow through Sultan, especially westbound.*

Project 12 (1)
- *Bad intersection; safety improvements badly needed.*

Project 19 (1)

Project 36 (1)

Project 8 (1)

Project 13 (1)

Segment 3 (2)
- *Many head on collisions and rear-end collisions have been seen here; very unsafe driving conditions.*
- *Deadly from Monroe to Gold Bar.*

#1 Capacity (number of votes), comment or explanation in italics:

Project 52 (7)
- *Phase 1 bypass will provide much better access to my neighborhood (Trombles), provide additional access routes (we have only 1 way in and out) and improve safety and traffic flow*
- *Monroe bypass will improve traffic flow and safely move than any of the other alternatives*
- *Reduce congestion in town (Monroe)*
- *Monroe congestion irritates too many people (but not me)*
- *Phase I may be good for some locals, but I need phase II to do me any good (traveling from Gold Bar)*
- *Phase 1 will relieve the major congestion issues the town of Monroe has been suffering from. Heavy trucking will have an impact to existing Hwy2 (weight).*

Projects 52 and 53 (6)
- *Enables traffic to flow through Monroe to points east, west and to growing region to north toward Lake Rosiger and Granite Falls*
- *I live in Baring but will be moving to Monroe. For both places, Monroe traffic backups and headaches affect us everyday because we use 522.*
- *Way too much congestion on US 2 in Monroe*

- *Extremely needed by-pass to move traffic more evenly and safer. Time saver for commuters.*
- *Can't drive through Monroe right now, this needs to be done first. It should be the highest priority.*

Project 53 (3)

Project 57/58 (2)

- *Bridges are old and unsafe. Roads through Sultan and Startup too narrow for the amount of traffic.*

Project 56 (1)

- *Two lanes westbound on US 2 are needed to funnel more traffic through this area. Signal at 179th restricts flow. More lanes equal more cars and less cars stopped in downtown Monroe.*

General Monroe Bypass (3)

- *Reducing congestion through Monroe is the starting point for everything else*
- *522 – extension and bypass – The Monroe solution should be the #1 project*
- *Since Monroe is central to people coming from Hwy 2 and 522, there is WAY too many people for these roads to hold.*

Appendix A: Comments by Segment

In addition to the project ranking results, other comments related to the US 2 RDP Study were submitted on comment forms, flip charts and in speaking with study team members. The comments received by segment are recorded below.

Segment 1: Snohomish to Monroe

Add more speed limit signs and provide westbound entrance lanes for Westwick so cars can accelerate to speed before merging.

At Bickford eastbound, make the acceleration lane extend to top of hill.

Existing Snohomish bypass, transition on east end needs redoing, it is currently too sharp.

Avoid construction during fair traffic. At the hospital, let buses go over the highway to avoid traffic, turning movements. Have a bus only lane (at least through Monroe so busses don't get stuck in traffic and can stay on schedule so people are not waiting in the cold). More frequent bus service from/ between Monroe to Sultan.

Add community transit park and ride @ Hwy 2 & 9

Project #36 is a low priority! – Route to Hwy 9 - too expensive for the benefit of only a few

Segment 2: Monroe

Include BNRR in bypass option. This would eliminate all crossings inside of Monroe and provide partner for better transportation.

My concerns are congestion in Monroe and the safety of driving between Monroe and Sultan

Bypass Monroe at SR 522 and US 2. A terrible bottleneck on both ends. Monroe growth needs to be addressed.

Bypass Monroe

Monroe Bypass Phase 1 and Phase 2, Hwy 522 and US 2 bypass projects are the most visionary projects in at least twenty years to get traffic moving through Monroe.

Monroe Bypass. Get traffic that doesn't want to stop in Monroe around Monroe, this will decongest Monroe, both on existing US 2 as well as on Main St. the alternative to getting through Monroe.

City of Monroe looks to have very good plans for traffic congestion relief. Work together with the state to plan projects in a coordinated fashion.

Capacity project for segment #2 Monroe is the most important because there are too many commuters in that area for safe driving conditions right now.

Project #5- Short term best solution if bypass is not built

Project #52 (Monroe Bypass Phase I) - The best solution if money is funded or approved- our long term prayer for traffic congestion and safety for all travelers

Segment 3: Monroe to East Gold Bar

More lanes through cities (Sultan, Startup, Gold Bar) to alleviate congestion.

Improve street lighting between 4-lane Sultan to Nugget Road (Gold Bar) to improve safety
Improve left hand turn lane heading west into park and ride
Project #19: Great! Also make provisions for pedestrian safety along US 2
Project #20: Praise to this is a left turn lane project - very good. Why not extend project #19 to cover this. Then forget the roundabout.
No roundabouts!
Lighting between Nugget Road (Gold Bar) and 4 lanes at Sultan - Dark areas have caused many near-misses (close calls hitting pedestrians crossing Hwy2). 4-lane to rest area is a dark area. Leaving town of Startup people coming up from river when dark just before Wallace River Bridge - between fish hatchery to Nugget Road (Gold Bar).
After the Monroe Bypass, next of importance is safety projects in segment #3 because I have seen many collisions happen in the segment both head on and rear end. I feel unsafe when I drive in these areas.
Project #40 (Add westbound lane, median and make improvements at Main St.) - Most important helping the most citizens in Sky Valley

Segment 4: East Gold Bar to Skykomish

Extend tight curve at last chance espresso.
Project limits change limited sight distance and change westbound high speed due to straight away.
Why not barriers vs. median rumble strips.
No roundabouts.

Corridor-wide or US 2 RDP Study:

How long will it be until gas is $5 per gallon, are we planning ahead well by building more roads? Maybe we should look at mass transit alternatives, like rail?
Roundabouts don't work. Sit at 124th south of Duvall on SR 203 and see this anytime. Or educate the public to help them work. Double the budget for fire and police to handle accidents in roundabouts – they are not large enough for cars and semis.
Excellent presentations with clearly answered responses to questions. Kudos to WSDOT!!!
There is only one solution – 4 lanes from Everett to Wenatchee.
Thank you for having these community input opportunities. I really appreciate being able to express my feelings about safety on Hwy2 because I drive it everyday. I would feel concerned if decisions were made by those that do not feel unsafe on Hwy2 everyday. Please take the communities word because we truly know what life is like living on the "Hwy of death."
Short term safety projects because any significant capacity improvements will take decades and people will continue to die on US2. For example: centerline rumble strips, signage, and heavy handed traffic law enforcement.

US 2 Route Development Plan
Corridor Working Group Meeting

December 19, 2005

Monroe Library (1070 Village Way, Monroe)

Attendees

Partners in attendance:

- Kevin Murphy - Puget Sound Regional Council
- Brent Russell - Community Transit
- Mark Melroy - King County
- Larry Ingalls - City of Snohomish
- Hiller West, Tom Gathmann - City of Monroe
- John Light - City of Gold Bar
- Bill Cross - Town of Index
- Mayor Charlotte Mackner - Town of Skykomish
- Renee Zimmerman, Chris Picard, Richard Warren - WSDOT Urban Planning Office
- Tom Simpson, Mike Mansfield, Rick Mitchell - WSDOT Northwest Region

Partners not in attendance:

- Steve Thomsen - Snohomish County
- Connie Dunn - City of Sultan

Others in attendance:

- Steve Lewis, Bob Munchinski - HW Lochner
- Kristine dos Remedios - EnviroIssues
- Jeff Lundstrom - Perteet

Welcome and Introductions

Renee Zimmerman, WSDOT, welcomed the group to the meeting and thanked them for coming. She asked the attendees to sign in and confirm their contact information. Attendees introduced themselves and the agency they were representing

Renee reviewed the agenda with the group. The purpose of the meeting was to outline the US 2 Route Development Plan (RDP) scope, schedule, and key milestones, and establish the roles and responsibilities of the US 2 Corridor Working Group (CWG). The CWG partners were asked to help the US 2 team define the study area

boundaries and appropriate corridor segments for analysis. The status of the data collection activities to date was also reviewed and a brief summary of the local agency interviews was provided.

Discussion:

- None

US 2 RDP Scope, Schedule, Milestones and Expected Outcomes

Steve Lewis, HW Lochner, went over the US 2 RDP scope, schedule and milestones, and expected outcomes for the project. Steve referred to the second handout in the packet of materials distributed to the partners labeled "Major Milestones."

The project is currently in the existing conditions/data collection phase. The initial partner interviews, that each agency participated in between the end of November until mid-December, was part of this phase. Data collection for existing traffic conditions will be completed by the first or second week of February 2006. The first technical report on existing conditions will be issued in the middle of May 2006.

Business community open houses will be held in March 2006 and the first round of local agency presentations will be held in July. The Draft RDP will be completed toward the end of September 2006. When the draft is released the team will host a second round of open houses and local agency presentations. The Corridor Working Group partners will also convene to review the draft.

The team is working towards two outcomes. First, a list of short-term projects, that the CWG partners can support and jointly seek funding for design and construction in the near term, will be developed. Second, a long-term vision for the corridor, that incorporates the short-term solutions, will be outlined to guide future transportation improvements on US 2.

Discussion:

- Hiller West, City of Monroe, asked if there was a schedule for the modeling work that will be done for the US 2 RDP. Steve said that there would be no modeling completed as a part of the RDP work. The US 2 team is going to rely on the model being generated by the City of Monroe through their current transportation planning efforts as well as supplementary information from the PSRC model. The team will also conduct a spreadsheet analysis for weekend peaks. The travel demand component will be completed by the middle of February.
- Tom Gathmann, City of Monroe, said that the model Monroe is developing does not have weekend peak information. Steve said that the US 2 team is collecting specific data available for

weekend traffic to identify any patterns in weekend and seasonal traffic compared to weekday traffic. Snohomish County will also conduct weekend turning counts in January to help with this analysis. WSDOT also conducted 7-day counts at ten locations along the corridor in order to observe the difference between weekend and weekday traffic. Supplemental information gathered by the US 2 team will be provided to Monroe's transportation consultants.

- Kevin Murphy, PSRC, asked if the team was going to write up a methodology for forecasting so that the CWG partners could review it before the work is complete. Steve said the methodology and data sources would be outlined in a supplemental document to the RDP.

CWG Roles and Responsibilities

Renee led the discussion on the Corridor Working Group Roles and Expectations document, which was the third handout in the packet given to the partners. The document was also emailed to the group on Friday, December 9th, to give the partners some time to review the document before the kick-off meeting. Renee did acknowledge that this was not much time for review, so the document would be reviewed as a group and the partners would be given more time after the meeting to submit comments to the project team.

Renee highlighted the more important sections and responsibilities of the CWG Partners, WSDOT and the consultant team and solicited feedback from the group. The partners did agree to the ground rules, roles and responsibilities, and communication protocol for the CWG. Specifically the CWG agreed to act as an advisory body to the WSDOT and consultant team to identify needs, priorities, and recommended solutions for transportation issues along US 2. The CWG partners also agreed that the group would strive to meet the interests of all partners regarding recommendations for US 2, but at minimum, be willing to "live with" the recommended actions in the final RDP.

The main contact for each agency was also clarified. It is still unclear who will be representing Snohomish County at this time. Hiller West and Tom Gathmann will both equally represent the City of Monroe. Bill Cross will be the representative for the Town of Index instead of Lisa Stowe. Chris Yates will serve as the contact for Skykomish but Mayor Charlotte Mackner will attend the CWG meetings.

Discussion:

- Tom G. noted that each jurisdiction might have a different definition of local access, which should be reflected in the vision statement. Renee noted his comment.

- Kevin Murphy asked that cost-effectiveness be added to the list of factors to consider when evaluating projects for inclusion in the final RDP. The attendees agreed to this addition and Renee noted his comment.
- In relation to the outcomes, or measures of success, Chris Picard said that he was concerned that the need for a phasing plan may give the public and elected officials the wrong idea. If funding becomes available for a project that is labeled as a long-range project in the RDP, WSDOT and the partners would be willing to implement the project, even if the short-range projects had not been completed first. It is important that the implementing agencies do not get locked into a phasing plan that dictates a succession of projects.
- Hiller asked if the US 2 RDP would be adopted by the affected jurisdictions. Chris Picard said that is not something that is normally done, but is something to consider. It is important to detail the parties that are responsible for implementing the projects. Hiller agreed and noted that the RDP would have "more teeth" if it is adopted into each jurisdictions' comprehensive plan.
- Kevin noted that there are regional processes that must be considered before larger agencies such as WSDOT and PSRC sign off on an RDP. By sitting at the US 2 CWG table, PSRC is committed to getting the final US 2 RDP incorporated into the regional plan. It would be beneficial to keep the PSRC policy board informed of the US 2 project as it progresses to facilitate this process.
- Bill Cross, Town of Index, asked if the project team thought that funding might be available for a Monroe bypass in the next 10 to 15 years. Chris said that the Monroe bypass has been considered as a legitimate project for a while but it is competing for funding with other projects like I-405 and SR 520. While funding is possible, Chris would not say it is probable. The RDP document may help to show the need for a Monroe bypass. It is important to hear how committed Snohomish County is to a Monroe bypass project, as they can help promote the importance of a Monroe bypass.
- Richard Warren, WSDOT, noted the ground rule of respecting each other's time and commitment to the US 2 RDP project. He noted that WSDOT is committed to providing ample time for document review prior to meetings and that WSDOT will expect the partners to stay within the timeline for providing comments.
- Hiller said that a project status report or summary that is updated periodically, would be helpful when he briefs his elected officials or city council on the US 2 RDP project. Renee said that she would commit to producing and updating this kind of summary sheet and would send it out to all of the partners to use.

Local Agency Interview Results

Kristine dos Remedios, EnviroIssues, provided a brief overview of the common themes that emerged from the initial partner interviews conducted between the end of November and mid-December. Ten individual agency interviews were held between WSDOT staff, and members of its US 2 RDP consultant team, in order to identify agency issues and concerns regarding US 2 and to establish a basis throughout the US 2 RDP project.

Agency representatives answered questions about how US 2 has changed over the years, the improvements they would like to see made to US 2, and what the partners would like to see result from the US 2 RDP. The partners also identified their community's greatest needs for pedestrian and non-motorized facilities. WSDOT staff also asked the partners if they could provide any recent traffic data and/or local reports, plans or studies that should be consulted during the US 2 RDP process. The partners also helped WSDOT identify local events or festivals that staff should attend to conduct public outreach, and when their local elected officials and city councils meet, so WSDOT staff could attend to provide briefings about the US 2 RDP.

The partners identified many common themes regarding how US 2 has changed over the years and the improvements that the agencies would like to see made to the corridor. Kristine reviewed common themes for the group, as noted below:

- **Safety** – All partners identified safety as the most important issue to address along US 2. Safety has always been an issue for the corridor but has become a major focus in the last ten years.
- **Growth** – Communities along US 2 are growing. With this growth comes an increase in traffic and development (curb cuts). For some communities, US 2 is their "main street," and capacity is needed to accommodate both local and through traffic.
- **Traffic Congestion** – With the recent and anticipated growth along US 2, traffic congestion has become and will continue to be a major issue, especially during weekends and on holidays.
- **Intersection Improvements** – Each agency identified specific locations within their community where improvements need to be made to improve safety and traffic flow along US 2.
- **Access and Turning Management** – Management of turning movements, and access into and out of businesses and residential developments, is necessary to improve safety and traffic flow.
- **Capacity** – Every agency said that increased capacity along US 2 is already necessary and will be even more important as communities grow. An assessment of how much capacity can

be accommodated within the existing right-of-way of US 2 should be conducted, in order to identify whether or not there is a need for another east-west alternative route or bypass of US 2.

- **Financing Plan** – Clear financing, phasing, and prioritization plans should be detailed in the final RDP to serve as a strategy for the US 2 partners to jointly implement the recommended projects.
- **Pedestrians and Bikes** – Partners want to see safe, designated places for pedestrians and cyclists along the US 2 corridor; either on wide shoulders or on alternate parallel local routes. School children, recreational users and local residents all walk and bike on US 2, which in some areas is not safe.
- **Bridges** – Bridges are an important part of the transportation system for the communities within the US 2 corridor, and are important to maintain. Bridges serve as emergency evacuation routes and links to necessary services such as medical care for the residents who live along US 2.
- **Enforcement** – Partners noted that increased enforcement, specifically the enforcement of speed limits, is necessary to increase safety along US 2.
- **Short- and Long-Term Solutions** – Partners want to see clear solutions to address safety and mobility issues along US 2 in both the short- and long-term. Communities should not have to wait 10 or even 20 years to see congestion relief and increased safety along US 2.

Discussion:

- None

Corridor Definition

Steve Lewis asked the partners to help the US 2 project team with two decisions: the beginning and ending points of the US 2 study area and how to break the corridor into segments for analysis, based on the corridor's geography and the characteristics of each area along the US 2 corridor.

Study Area

To begin the discussion on the study area boundaries, Steve proposed that the study area extend from Bickford Road in the City of Snohomish to 5th Street in the Town of Skykomish. After some discussion, the group decided that the US 2 RDP study area should extend from Bickford Road in the City of Snohomish to the east limit of the town of Skykomish

Discussion:

- Mayor Charlotte Mackner, Town of Skykomish, said that the study area should include the entire Town of Skykomish. The main street going into town is 5th Street, but the town extends beyond that. She asked the team to change the east boundary to the east limits of Skykomish.

Corridor Segments

The US 2 RDP study area is approximately 45 miles in length. For the purposes of analysis, the entire corridor is difficult to consider as a whole, especially because various areas of the corridor are different in character and have different needs than other areas. The project team asked the partners to provide some insight on how to segment US 2 for analysis.

The partners agreed to the following three segments for analysis:

- Segment 1: Bickford Road to the west city limits of Monroe
- Segment 2: The west city limits of Monroe to the east city limits of Gold Bar
- Segment 3: The east city limits of Gold Bar to the east city limits of Skykomish

Discussion:

- Hiller said that the urban areas of Monroe and Sultan are closely linked. They generate a lot of traffic through this length of US 2 and recommended that they are included in the same segment.
- Steve Lewis asked if Gold Bar generated the same type of linked traffic that Monroe and Sultan generate, and asked if Gold Bar should be included in the same segment as Monroe and Gold Bar. Hiller agreed that this would make sense.

Data Collection Update

Bob Munchinski, HW Lochner, provided the partners an update on the data collection activities for the project. Bob referred to the last two handouts in the packet given to the CWG partners, which included a list of eleven (11) intersections the team plans to analyze during the data collection stage and a map of the intersection locations. This information would be supplemented by the information provided from Monroe's current study for its transportation plan update. He asked the partners to provide comments on the list of identified intersections.

Bob also noted that the team was in the process of collecting any relevant plans and reports from the local agencies that should be considered during the US 2 planning process. This effort includes collecting each jurisdiction's comprehensive plans, right-of-way plans, and bridge condition reports.

An inventory of pedestrian trails, bike lanes and other non-motorized facilities will also be conducted in order to identify deficiencies and develop recommendations for non-motorized facilities.

Summary tables of the information collected will be given to the partners.

Discussion:

- John Light, City of Gold Bar, said that Pickle Farm Road and US 2 should be added to the list of intersections to be analyzed. John believed that WSDOT already had a project planned for that intersection but that should be confirmed.
- Kevin Murphy noted that all functionally classified facilities that intersect US 2, such as Highway 9, State Route 522, and State Route 203, should be added to the list of intersections for analysis.
- Tom Gathmann said that it would be useful to have a list of all of the intersections that will be analyzed as a part of the study, including the intersections where Snohomish County will conduct weekend and weekday counts and the intersections where the US 2 team will rely on the Monroe study for traffic data. Bob agreed to make this comprehensive list and note how the data would be collected for each intersection (US 2 project team, Snohomish County, or City of Monroe)
- Bill Cross asked about the source of the ADT counts noted on the map of US 2. Bob said that the counts on the map were made in August and were taken over a 72-hour period. The counts were not adjusted for seasonal variations.
- Larry Ingalls, City of Snohomish, asked how communities like Startup would be consulted during the US 2 RDP process. He recognized that Steve Thomsen from Snohomish County should be the one to represent the interests of these communities, as they are a part of unincorporated Snohomish County.

Comments from Observers

Discussion:

- None

Next Steps

The community open houses are planned for March 2006. The next time the US 2 CWG will get together as a group will be in June 2006 for the two-day Design Charette sessions. Between now and then, the project team will use email to have the partners review and comment on project documents and technical information. Renee said that she will depend on the partners to keep their elected officials and city councils up to date on the planning process, but will plan to come out at least twice during the next 12-18 months to hold briefings.

Action Items:

- Partners will send the name and contact information of community groups that the project team should contact, or at minimum add to the email outreach list, regarding the US 2 RDP to Renee (zimmerR@wsdot.wa.gov). Likewise, if people contact the partners about the RDP project, their comments and contact information should also be sent to Renee.
- Partners will send open house and meeting location ideas to Kristine (kdosremedios@enviroissues.com)
- Renee will develop and regularly update a project summary for the partners to use to brief their elected officials and city councils on the US 2 RDP.
- Renee will send the agency interview summaries to the respective agencies for their review and comment before they are finalized.
- Renee will incorporate comments from the partners from the kick-off meeting into the Goals and Expectations document and send a revised version to the partners for their comments.
- Bob will update the list of intersections that will be analyzed to include intersections in Monroe where existing traffic data will be used, and the intersections where Snohomish County will conduct traffic counts and send a revised version to the partners for their comments.
- Partners will provide any additional comments on the Goals and Expectations document by December 30, 2005
- Partners will provide any additional comments on the selected intersections for analysis by December 30, 2005
- Mark Melroy, King County, will check on the availability of getting weekend turning movement counts through King County.

Handouts

- CWG Kick-off Session Agenda
- US 2 RDP Major Milestones
- US 2 CWG Draft Goals and Expectations
- US 2 RDP Draft Study Limits
- Preliminary List of Intersections on US 2 to be Analyzed
- Map of Intersection Locations on US 2 and Corridor Weekday/Weekend ADTs

US 2 Route Development Plan
Corridor Working Group Meeting

Monday, November 13, 2006
9:30 a.m. – 12:30 p.m.
Monroe Library (1070 Village Way, Monroe)

Welcome and Introductions

Renee Zimmerman welcomed the group and asked everyone to introduce themselves.

Corridor Working Group members

Brent Russell, Community Transit
Connie Dunn, City of Sultan
Lorna Goebel, Town of Skykomish
John Light, City of Gold Bar
Robin Mayhew, Puget Sound Regional Council
Hiller West, City of Monroe
Tom Gathmannn, City of Monroe
Tim Heydon, City of Snohomish
John Davis, Snohomish County
Bill Cross, Town of Index
Mayor Donnetta Walser, City of Monroe

Study team members

Renee Zimmerman, US 2 RDP Project Manager
Steve Lewis, US 2 RDP Study Project Engineer
Chris Picard, WSDOT
Cathy George, WSDOT
Richard Warren, WSDOT
Brian Walsh, WSDOT
Barbara Briggs, WSDOT
Yong Zhu, HW Lochner
Gerry Wilhelm, HW Lochner
Kristine Edens, EnviroIssues
Clair Leighton, EnviroIssues

Members of the public

Loretta Storm, US 2 Safety Coalition

Overview

Renee Zimmerman provided an update on the US 2 RDP study process:

- Design Charrette in July with the Corridor Working Group and planning commissioners from local jurisdictions to develop the proposed safety and capacity projects.
- Summer fairs and events where the study team talked to over 1,600 people
- Updates to town councils on the US 2 RDP process and draft projects
- Upcoming open houses on December 6 and 7
- Web site will be updated with the proposed projects by the afternoon of November 13th

Renee asked the group to remember the 3 primary goals of the US 2 RDP study:

1. Addressing safety issues is the number one priority
2. No throw away projects
3. Keep within the vision of the corridor

Renee Zimmerman emphasized that the goal for today's meeting is to reach a consensus on the proposed improvement projects.

Origin and Destination Study

Steve Lewis introduced the Origin & Destination Study. He noted that additional money was given to complete an Origin & Destination study on traffic moving through the Monroe area. The results of the study would show the benefits of a Monroe bypass for considering if the bypass was built.

To determine traffic movement, video cameras were placed at five locations within the study area, including:

- Between Sultan and Gold Bar on US 2
- Between Sultan and Monroe on US 2
- South of Monroe on SR 203
- West of Monroe on US 2
- South of Monroe on SR 522

The video cameras photographed license plates in each travel lane. A computer program matched license plates from other video camera locations during select peak periods. The number of matching plates between each of the video camera locations provided the entering and exiting locations of trips within the US 2 study area and the length of those trips.

The Origin & Destination study showed that today the bypass would carry 4,000 weekday through trips and 5,000 weekend through trips. In 2030 projections show that the bypass would carry approximately 10,000 weekday through trips and 13,000 weekend through trips.

Steve noted that the study results suggested the following:

- Traffic has grown substantially because of the growth in Monroe and the number of local trips within Monroe
- There needs to be more capacity on US 2 within the Monroe corridor
- Local street networks are inadequate, forcing drivers to use US 2 to make local trips
- Improvements need to be made to the local street network and to US 2 simultaneously
- Taking the traffic off US 2 to the bypass does improve the level of service (LOS) on US 2 by reducing wait times, not necessarily the level of congestion.

Comments/ Questions

Hiller West, asked to clarify that an improvement in travel time by 77% on weekends and 45% on weekdays was correct and if so that today's 10 minutes commute could be reduced to a 2.5 minute one?

Steve Lewis noted that yes that percentage is correct, but the LOS may not change for the intersection. LOS F to LOS F is still failing but just not as badly. He clarified that there is more LOS modeling being done in the City of Monroe to look at this.

Bypass Discussion

Tom Gathmann verified that the bypass would be at each end and that no other connections would be made. He noted that the models for the bypass that were developed by the City of Monroe include connections, which increase the number through trips on the bypass dramatically.

Steve noted that Phase I of the proposed Monroe Bypass extends SR 522 north to a new roundabout. Phase II would extend the bypass east to a new roundabout on US 2 east of Monroe. He clarified that this proposal uses a roundabout as a future interchange that would connect the Phase I portion to the eastbound extension proposed for Phase II.

Steve emphasized that Phase I is proposed as a short-term improvement which could help with traffic associated with the Evergreen State Fair as well. Phase II is proposed as part of the long-term vision to extend the bypass from the roundabout interchange, east to US 2 east of Monroe.

Steve clarified that the roundabout would function like an interchange and would be cheaper than a flyover interchange. The eastbound extension of the bypass would still be limited access, with no local access and no driveway connections allowed. He explained that this would address the issue of traffic from the north coming down through Monroe to SR 522.

John Davis asked if this proposal considers growth of businesses, etc.

Steve Lewis noted that you don't have to limit growth if you limit the connections made to the roundabout.

Tom Gathmann noted that everything around the roundabout is owned by the DOT and county or already residential so there is no vacant land that could be developed.

Mayor Donnetta Walser asked if the roundabout would be sufficient for gravel trucks. She noted that there needs to be an alternative to going through commercial areas.

Steve verified that roundabouts would definitely be sufficient for gravel trucks and that they even function better for the truck drivers because they don't have to stop and start again.

John Davis asked Steve to clarify if a roundabout instead of a flyover interchange is only a cost issue.

Steve noted that no, it is also a design issue.

Renee Zimmerman noted that the roundabout is an incremental design and that it could change into an interchange in the future.

Tom Gathmann noted that there is a bypass around Monroe included in the Regional Transportation Investment District (RTID) proposal but there is a lot of competition for RTID funding.

Steve noted that RTID presents a unique opportunity for funding to come from the voters (through RTID) rather than WDOT. He suggested that RTID could fund Phase I because it can be used for congestion relief projects, although it doesn't exclude safety projects.

Chris Picard agreed that RTID is a potential funding source for Phase I of the bypass and that the bypass could be on the front end of RTID, especially with lower cost option of Phase I rather than a complete bypass.

Donnetta Walser noted that there are other improvements proposed for US 2, SR 9 and the Snohomish County transportation system within RTID.

Chris Picard noted that the US 2 Trestle could be packaged with projects proposed today by the US 2 study team.

Projects and Costs

Steve Lewis introduced the list of projects proposed for the study corridor. He explained that the table provided to each member breaks down the projects, 58 total costing just shy of 1 billion dollars. He emphasized that the estimated cost is for 0% design and noted that the costs listed in the table are only gut-check costs.

Chris Picard reiterated that they are only planning level estimates, for instance the rumble strips are cost here without knowing if the shoulder will have to be rebuilt as part of their installation.

Steve Lewis posed the question of how to implement the projects proposed for the US 2 RDP study. He provided two examples, including:

- SR 522 - study went on for a decade before the communities got together and took the lead to develop smaller projects and get them funded.
- South SR 99 where business and communities joined together to get projects funded

Chris noted that for both groups, the communities came together and prioritized what needed to be done along the corridor. He emphasized that the communities were in step with each other and agreed on what needed to be done.

Tim Heydon noted that he was part of the SR 99 project and suggested that US 2 is different because it is a limited access highway and it goes around the City of Snohomish. He suggested that his concern focuses on Bickford Avenue is Snohomish, so he doesn't consider it the same type of study as SR 99.

Chris noted that may be the case for him but not for other communities which may wish to come together.

Hiller asked if there would be any PSRC funding or any federal funds that they could get.
Chris noted that in a couple years that would be another set of federal funds available.
Robin noted that in two years there will be another cycle of federal fund and another opportunity for regional projects to be funded through these grants.

Steve shared the following lists of projects (see Appendix A for complete set of lists):

1. Safety projects under $5 million
2. Safety projects over $5 million
3. Capacity projects

Steve explained that since the first goal of the US 2 RDP study is to address safety issues the study team listed safety and capacity projects separately.

Tim Heydon asked how about projects that could be considered both were classified?
Steve noted that it depended on the project.

Tim asked whether Bickford Avenue was considered a safety or capacity improvement.
Steve noted that the team characterized it as a safety project in this case.

Steve explained that for the rest of the time the group would go through the projects and then Gerry and Young would go through some of the technical aspects.

Segment Visions

Steve presented the study team's long-term vision for each segment:

Segment 1: 4-lane limited access facility with a hardened barrier or median down the center
Segment 2: Monroe Bypass
Segment 3: 4-lane facility from Monroe to Sultan with 8-foot shoulders and a 4-foot median rumble strip (to help with cross over traffic) and side rumble strips; the US 2 corridor in Sultan and Gold Bar would change to an urban design with a curb and sidewalks on the north side. Traffic signals would be kept in Sultan for the short-term and roundabouts would be proposed for a short-term improvement in Gold Bar. Between Sultan and Gold Bar the highway vision returns to rural design. Interim proposed improvements include 2 westbound lanes and 1 eastbound lane.
Segment 4: 2-lane facility with 4-foot centerline rumble strips, edge rumble strips and 8-foot shoulders.

Lorna Goebel noted that 40% (using the cost of improvements) of safety projects are in segment 4.
Steve noted that the right turn lane at index and the roundabout at 5th street into Skykomish would help with traffic flow as well.

Specific Project Discussion

(See Appendix A for the list of projects reviewed by the group. Below are clarifications and comments made regarding specific project.)

Steve introduced the list of specific projects and explained that high accident location (HAL) and high accident corridor (HAC) defines how the study team determined if these projects fall into those categories. Steve showed a chart of the corridor where high accident locations (HAL) exist.

John Davis asked why there is an eastbound right-turn lane proposed at Sofie Road but not a westbound right-turn lane.
Gerry Wilhelm noted that it is a T intersection to the south.

Chris Picard reminded the group again that the cost estimates are not refined and are planning level estimates based on 0% design.
Steve noted that the study team will be working more with WSDOT towards the end of the year to refine project cost estimates.

Donnetta Walser asked if some of the bridges have a higher priority than others.
Steve noted that all of them have issues which should be addressed.

Tom Gathmann asked why sidewalks are included in safety projects over 5 million when the cost estimate is $715,000.
Steve noted that sidewalk improvements should be included in the projects under $5 million.

Steve explained that when the study team met with Snohomish County, the county explained that the centennial trail expansion has plans for an alternate bicycle route through Monroe, so there did not seem to be a need to include a bicycle lane on US 2 through Monroe.

Projects 52, 53: Hiller West noted that the RTID package has $159 million listed for the Monroe Bypass, he asked if WSDOT knew where that number came from.
Chris Picard suggested that RTID probably pulled that number from a 2003 proposal that WSDOT had developed.
Steve noted that the cost estimate on the project list does not include anything to the west of SR 522.

Hiller clarified that the RTID version of the bypass extends around Monroe, while the bypass proposed for the US 2 RDP does not.

John Davis asked if there is a reason that the proposed bypass does not extend westbound?
Steve noted that it is not justifiable at this level of planning because there are not enough through trips projected through 2030 to justify it.

Steve noted that there would have to be an Environmental Impact Statement Analysis done before any decisions could be made. He explained that any funding through RTID for the bypass would be important to moving it forward.

John Davis asked to clarify why the study does not include a bypass west of Monroe since it is his understanding that this alignment is on the books and WSDOT already has the right of way.

Steve noted that the alignment is under consideration right now and that ultimately WSDOT will have to make a decision regarding alignment and will have to go through an alternatives analysis as part of the (EIS) analysis.

John Davis asked that the US 2 RDP include a note regarding a possible westbound bypass alternative.

Chris Picard noted that it will be hard to get RTID funding for that.

Steve reviewed the segment 2 capacity projects.

Tom Gathmann noted that the $2 million for US 2 eastbound double left at Kelsey Street came out of the Kelsey Street Development budget.

Brian Walsh clarified that the analysis for capacity projects includes peak hours comparison.

Connie suggested that the City of Sultan and WSDOT will need to address some of the issues with the bridge at Sultan because it is adjacent to the Sultan lift station, power lines and sewer lines.

Steve asked the group to consider what projects they would like to see happen first since there is only limited funding. He noted that one option would be to have the US 2 RDP recommend safety projects and capacity projects like the Monroe Bypass could be considered for RTID or other dedicated funding sources.

Hiller West asked if the criteria used to evaluate these projects could focus more on safety and if this could help them get funding through Puget Sound Regional Council (PSRC) sources.

Robin Mayhew noted that PSRC will be looking for input from studies like the RDP, but it will also consider the efficiency of projects that address both capacity and safety. Other considerations that PSRC makes when evaluating projects are partnerships, land use and development impacts.

Steve Lewis asked if private sector funding is allowed in the PSRC grant application.

Robin noted that safety will be a higher priority and that working together is a wise approach.

Chris Picard suggested that there are opportunities for county funding as well.

Donnetta Walser noted that the US 2 Safety Coalition is a very active group and is comprised of members from all of the cities along the US 2 study corridor. She suggested that it is uncommon for a state highway to be the main street for three cities.

Chris clarified that it is actually pretty common for a state highway to be the main street for cities, but that it is not as common to have so much congestion.

Steve asked the group if they would like to leave the meeting today with a prioritized list of projects or if they would rather clarify the process for prioritization. He noted that it may be more efficient to develop a process today and then meet again to prioritize the projects.

Brent Russell asked if the study team has been able to prioritize within the safety projects and then focus on pedestrian crossings and head-on collisions.
Steve noted that these should be considerations, but an important safety issue is added enforcement due to the number of impaired drivers.

Steve reviewed the planning level cost estimates by segment reiterating again that they are very preliminary pre-design cost estimates.

Cathy George noted that WSDOT does have a request into the state legislature for the next session to fund safety improvements on a stretch of US 2.

John Davis asked as WSDOT moves through the cost/benefit stage whether they will need to move forward with design.
Chris noted that they don't necessarily need to design more to revise the cost estimates.

John Davis suggested that the group use WSDOT criteria to prioritize the projects and then factor in potential local funding.
Chris noted that WSDOT does include the potential for local funding, but that local dollars are sometimes hard to find.

John Davis noted that having local funding already allocated could help move projects through the legislative funding process. He also noted that in the Snohomish County agreement with WSDOT, any developments have to contribute to projects.
Chris noted that this is true, any sort of already allocated funding does help.

John Davis suggested identifying some basic unit costs that the study team used to identify the cost estimates.
Steve explained that there are a number of unit costs and that the study team was consistent in how it cost out the proposed projects.

John asked if the team used per mile costs.
Steve and Chris both noted that the cost estimates are not in per mile costs.

Hiller suggested that there will be several criteria for prioritizing the projects; safety, local funding and packaging projects together. He noted that the City of Monroe went through a weighting exercise for different projects for the city.
Steve replied that he has also prioritized using weighted criteria, but noted that safety still needs to be outweighed as the group's number 1 concern.

Tim Heydon noted that it is a frustration that you need to have a "recent' fatality in order to be high on the prioritization list. He noted that the Bickford Avenue intersection has not had a recent fatality.

Steve Lewis explained that the next step will be to start the cost effectiveness analysis, he noted that the study team could share that with the CWG members to help the group prioritize projects.

Chris Picard noted that this could be a good approach and that he agrees with the criteria that have been proposed. He added that he would include environmental factors and community support as part of the criteria for prioritization.

Renee Zimmerman suggested the next CWG meeting take place the week after the open houses.

John Davis asked if he could see the data that was used to develop the proposed projects before the group meets to prioritize the projects.
Steve Lewis noted that most of the data came from the Existing Conditions Report which was sent to the CWG for their comments and review. He agreed to share a list of factors used to develop the projects.

Tom Gathmann suggested that the criteria be well defined so that each project could be evaluated in 3 to 5 minutes.

John Davis reiterated that if the data used to develop the projects was shared with the group before the meeting that each member could rate the projects for themselves and come ready to discuss.
Steve agreed to provide a description of the analysis to the group prior to the meeting.

Tim Heydon asked if the expectation will be for each jurisdiction to provide one set of prioritized projects.
Steve noted that the study team would like to receive one per jurisdiction. He clarified that the team will provide each member with more information on the analysis as well as the cost benefits, so that they could begin scoring the projects.

Next Steps

Renee Zimmerman made the following closing announcements:

- CWG members should submit any comments on the Existing Conditions Report to her as soon as possible.
- If any of the jurisdictions or agencies would like to host a table at the December 6 and 7 open houses they should let Clair Leighton (cleighton@enviroissues.com) know.
- The study team is aiming to have the draft RDP ready for review in February or March, 2007 and the final RDP complete in late spring 2007.
- The new date for the next CWG meeting to prioritize the projects will be scheduled by the end of the week.
- Steve will send out the criteria matrix by the end of November

Renee thanked the group for coming and for their participation in the study.

US 2 Route Development Plan
Corridor Working Group Meeting

Monday, December 11, 2006
9:30 a.m. – 12:30 p.m.
Monroe Library (1070 Village Way, Monroe)

Welcome and Introductions

Renee welcomed the group and asked everyone to introduce themselves.

Corridor Working Group members

Brent Russell, Community Transit
Jon Stack, City of Sultan
Lorna Goebel, Town of Skykomish
Gary West, Town of Skykomish
Hiller West, City of Monroe
Tom Gathmann, City of Monroe
Tim Heydon, City of Snohomish
John Davis, Snohomish County
Bill Cross, Town of Index
Mayor Donnetta Walser, City of Monroe
Chief Fred Walser, US 2 Safety Coalition
David Gualtieri, King County

Study team members

Renee Zimmerman, US 2 RDP Project Manager
Steve Lewis, US 2 RDP Study Project Engineer
Chris Picard, WSDOT
Cathy George, WSDOT
Richard Warren, WSDOT
Barbara Briggs, WSDOT
Gerry Wilhelm, HW Lochner
Kristine Edens, EnviroIssues
Clair Leighton, EnviroIssues
Dan Hansen, Perteet
Michael Booth, Perteet
Mike Swires, WSDOT

Members of the public

Loretta Storm, US 2 Safety Coalition
Steve Don, Citizen of Monroe
Gayle Parry, Citizen of Monroe
Mark Master, Citizen of Gold Bar
Harriet Mater, Citizen of Gold Bar
Dennis MsNamaba, Citizen of Monroe

Overview

Steve Lewis stated that the goal of the meeting would be to prioritize all 58 projects proposed for the US 2 Route Development Plan (RDP). One prioritization sheet was submitted by each jurisdiction including Snohomish County, City of Snohomish, City of Monroe, City of Sultan, City of Gold Bar, Town of Index, and Town of Skykomish. King County, WSDOT, the Puget Sound Regional Council (PSRC) and Community Transit did not submit a worksheet because they believed the prioritization process should be left to local communities along the corridor. However, Community Transit did submit comments concerning the mobility criteria for each project.

Steve reviewed the handouts provided to each Corridor Working Group (CWG) member:

- 8.5 x 11 sheet showing how the jurisdictions scored the projects
- 11 x 17 sheet showing the project ranking by number
- 11 x 17 sheet showing the project ranking by "consumer index"

Steve noted that most jurisdictions prioritized the projects with numbers rather than the "consumer report" index. He explained that in order to identify the high priority projects for the group, he looked for a pattern in the safety and capacity rankings.

Steve reviewed the results of the CWG's numerical ranking of safety projects under $5 million.

See Appendix A for numerical ranking sheet of safety projects under $5 million, safety projects over $5 million and capacity projects.

Comments/ Questions

Hiller West asked if there are multiple cost estimates for Bickford Avenue.

Tim Heydon noted that the City of Snohomish produced a $14 million cost estimate.

Chris Picard clarified that WSDOT produced a cost estimate in 2000, but this would no longer be applicable. He noted that the flyover ramp proposed may also change and the cost estimate would then need to be adjusted.

Renee Zimmerman asked the group to remember that the cost estimates are planning level estimates in today's dollars.

Agency Rankings by Category

Steve presented the rankings of all of the agencies. He noted that he looked for patterns in the group's ranking. He explained that there were 7 agencies involved in the ranking and that the Monroe Bypass Phases 1 and 2 were ranked high by all of the agencies. He noted that in some cases there is more than one number for the agency because it had more than one project receiving the same high score.

Comments/ Questions

Chris Picard asked Steve to clarify the bottom row of the grid.

Steve explained that he used a 1 to 5 scoring system. He noted that the total possible score would be 21scores of 5. For example 19 agencies gave a score of 5 to Project 52 and Project 53.

Project Ranking Discussion

Steve explained that from a capacity standpoint there seems to be a consensus that agencies and citizens want project 52 and project 53. He noted that there is not really a clear consensus for safety projects over $5 million or safety projects under $5 million.

Comments/ Questions

Tim Heydon raised the possibility that there may not be a consensus for safety projects since each jurisdiction has a higher stake in their own segment.

Steve agreed and suggested that because of this problem he prefers the consumer report system of scoring. He explained that the symbols group the values together and help identify consistencies.

Project Ranking Discussion – Safety Projects under $5 million

Steve reviewed the ranking for capacity projects and noted that the Monroe Bypass received the highest ranking.

Steve explained that he would like to focus on projects with the highest rankings to reach a consensus on those first.

John Davis stated that he agreed but noted that he would also like to look at projects with a lower score that the group may want to reconsider.

Steve Lewis agreed and provided project 27 as an example of a low cost project that the group may want to assign a higher ranking.

Brent Russell clarified that the score for the top capacity projects received the highest scores overall, but they may not actually be the most important.

Steve agreed that the group should address this issue but within the categories of capacity projects, safety projects over $5 million and safety projects under $5 million.

Hiller asked if the Route Development Plan document will include these categories.

Steve replied that the Route Development Plan would document the prioritization within these categories.

Mayor Walser noted that she doesn't see a clear separation between capacity and safety projects. She noted that breaking up the two is difficult because capacity issues have led to safety issues.

Steve agreed, especially in the case of looking at collisions in Monroe, where there is a greater number of collisions. He noted that for cases like this, the study team looked at some spot improvements to reduce collisions.

Mayor Walser explained that she is concerned that when SR 522 is completed there will be a higher number of vehicles traveling out to this point and this will create more issues.

Steve agreed that more vehicles do imply more safety or capacity issues.

Gary West asked if there is a way to adjust the scope of the projects; for example if project 46 could be broken up for less money.

Steve replied that the projects are not set and that many of them could be broken up.

Tom Gathmann asked if there is a difference in how projects are ranked based on their cost estimates.

Chris asked to clarify if the group considered cost effectiveness in their ranking of the projects.

Steve noted that aside from Tom, the group did not consider cost estimates in their prioritization of the projects. He clarified that Perteet will be finalizing the cost effectiveness evaluation which considers 4 criteria. He explained that the cost effectiveness analysis would also be included with the prioritization results in the RDP.

Chief Walser asked why there is a differentiation between the number of collisions and the number of fatal collisions.

Dan Hansen clarified that the cost effectiveness evaluation has gotten away from the dollar amount assigned for a fatality. But that state law dictates how the analysis is completed.

Chief Walser noted that the US 2 Safety Coalition is working on legislation for high accident corridors (HAC) where state funds would be allocated for safety improvements on HACs.

Mayor Walser noted that the cities from Monroe, east have joined together to combine medic systems and this has cut down on the number of fatalities which would affect the cost effectiveness evaluation.

Tim Heydon stated that you still have a difference if you have a crash on a 60 mph stretch of road verses a 25 mph stretch of road and this should also be considered.

Steve clarified that WSDOT will have to stay within the state guidelines.

Hiller asked how the cost effectiveness will be factored into the prioritization. He asked to clarify if it would be an additional piece of information or if it would be included in the prioritization.

Steve replied that it will be an added piece of information unless it alters the prioritization significantly and then he would ask the CWG to look at the projects again. He noted that the project team would have to be careful when looking at the cost effectiveness results.

Chris Picard noted that travel time should be included in the cost effectiveness evaluation of capacity projects and that the number of collisions should be included in that of safety projects.

Steve clarified that the project team will look at the projected travel time savings for capacity projects but not safety projects.

Tim Heydon asked whether safety projects that also have projected travel time savings could have travel time savings included in their cost effectiveness evaluation.

Chris Picard clarified that this would be his recommendation.

Cathy George clarified that she has concerns about the cost estimate for project #1. Constructing a 4-foot rumble strip could require redoing the existing shoulders which would increase the cost.

Tom Gathmann suggested combining projects 2 and 1 for efficiency, but noted that this would affect the category of the project.

Steve noted that he spoke with someone at an open house who is making an improvement to a private driveway and he asked to clarify with the group if it would like to allow this improvement or block driveway access.

Chris noted that if a driveway is in place already and permitted already, it would be hard to go back and require an improvement. If there is a change in use and WSDOT could revisit the permit then WSDOT could require that they also put money toward improvements.

Chief Walser noted that there is a change in use permit in process at the query.

Gary West noted that where the property holder could be held responsible he considered this part of community support, for instance with gravel pit operators.

Tom Gathmann noted that the top ranked project here is already funded and asked that there be a note in the RDP indicating this, since one reason that the projects are prioritized is to get funding.

Steve responded that there will be a note associated for such projects.

John Davis asked if there are actually pedestrian accidents at the location of project 32 in Skykomish and whether the safety issues could be addressed with pedestrian improvements worth a higher ranking. He asked the group to reconsider the ranking of project 32.

Renee Zimmerman clarified for John Davis that neither pedestrian incident occurred in that segment.

Gary West noted that there have been many near misses at this location. He suggested that the proposed sidewalk improvements combined with a roundabout at this location would help address the safety issues.

Steve explained that the study team identified 3 problems at this location. There is a family that has to cross US 2 to get to Skykomish, kids who must cross US 2 to catch the school bus, and the south side sidewalk. He explained that this project came out of WSDOT operations, because people are using this location as a pick up point for carpooling to Stevens Pass.

Chief Walser noted that speed is also a big issue at this location and that a roundabout may reduce or mitigate a lot of the issues that this location experiences.

John Davis asked the group to look at the Index-Galena Road Project because he was unsure why it was scored so low by the other agencies since it is a relatively low cost project and there have been some issues there.

Gerry Wilhelm noted that the project is meant to eliminate the driveway access that currently exists.

Steve noted that there were 13 collisions at this location which makes it a relatively dangerous intersection.

Project Ranking Discussion – Safety Projects over $5 million

John Davis noted that he was happy to see project 3 be identified as a priority since it will help the City of Gold Bar. He asked that a footnote be included in the RDP clarifying that WSDOT will look at its policies in regard to parking access. He emphasized that parking access is a big deal for the businesses in Gold Bar and that he would encourage WSDOT to continue discussing their policies on provided parking.

Steve suggested that there could also be an additional footnote for this project that notes the discussion regarding the location of the roundabout in Gold Bar, 5th Street or 6th Street. He noted that 5th Street is the traditional high capacity entrance and exit for the City, but 6th Street is the intersection with the gas station. He noted that Gold Bar had agreed to 6th Street, but only if improvements were also make to 2 additional sub-standard streets.

Chief Walser suggested that there also be a roundabout at 17th Street because traffic could then funnel through the city.

Steve agreed with this suggestion and clarified that the study team will suggest roundabouts at 1st and 6th streets for business access and also 20th street since 17th street has a relatively low traffic volume.

Mayor Walser stated that she is concerned about the cost estimate for project 36, Bickford Avenue, because it is much higher than the group had heard earlier and it is not at a high accident location (HAL).

Steve clarified that while it is not at a HAL, it is a safety improvement at a location where there was 1 fatality and 13 collisions.

Chief Walser agreed that it is a very dangerous location that should have an overpass.

Steve clarified that for those who have concerns regarding the cost estimates, they must remember that the cost estimates are planning level only.

Steve continued down the list and clarified that for project 44, bridge improvements, the cost estimates would need reconsideration as well.

Renee Zimmerman emphasized that the cost estimates will continue to be refined as the study team moves forward. She encouraged the group to not get caught up on the cost estimates when having this discussion.

Jon Stack asked the group if they could share how the u-turns in Monroe have been operating.

Mayor Walser noted that she is not sure how they are working, but she knows that the businesses hate them.

Chief Walser stated that he thinks the number of collisions has decreased.

John Davis suggested that from an engineering perspective, the number of collisions has most likely decreased.
Chief Walser suggested that it is more a business problem because the businesses are upset by the u-turns.

Gary West asked if it would be possible to extend the US 2 study area to milepost 51 where additional WSDOT work was done in the past.
Renee Zimmerman noted that the study area for the US 2 RDP will not be extended but she explained that WSDOT will look at this within the project itself (project 43).

John Davis asked the group to refer to project 47 because he does not see how this project addresses access to businesses.
Steve noted that this is a good point and stated that since the summer, the study team has shifted the location of the roundabout to the north which will help business access. He also noted that there had been some concern from the town of Skykomish regarding roundabout operations with the snow.

Steve asked for other questions regarding projects on this list.

Project Ranking Discussion – Capacity Projects

Steve asked the group to refer to the list of capacity projects. He noted that there are some redesign issues that are being led by the City of Monroe.

John Davis noted that the design concept for Snohomish to Monroe is for a limited access highway. He noted that for project 48, milepost 12.7 takes you into Monroe and this has the potential to be a throw-away project if phase 3 of the bypass is constructed.
Steve responded that in previous meetings the study team had discussed that these alternatives could be included in an Environmental Impact Statement (EIS). He clarified that the study team sees these projects as proposed alternatives that will be studied further and decided on at a later date. Right now they are all proposed for this area as possible improvements.
John asked that this be communicated in the RDP.

Steve referred the group to project 58. He clarified that Sultan wants to keep their traffic lights, so the roundabouts in Sultan are proposed as a long-term project.
Jon Stack noted that there is not a lot of space between the businesses and the railroad so the roundabouts would impact the city because of the loss of space.
Steve suggested that there is no easy solution and noted that there is an additional issue of the bridge at the west end of town and there would need to be an additional bridge as well.

John Davis asked where the additional bridge was included in the project list.
Steve replied that the study team would go back and confirm where each bridge falls into the cost estimates.

Mayor Walser asked Jon Stack if he would recommend the bridge as a higher priority than roundabouts for Sultan.
John replied that he hadn't thought about it, but that yes he would.

Steve noted that the bridges will become chokepoints when the highway transitions into 4-lanes.
John Davis agreed, but noted that bridge improvement or replacement projects would be big and costly so there could be a tendency to adopt the widening projects before the bridge projects. He asked if the bridge in Sultan has been the location of enough accidents to deserve a safety project.

John Davis asked for clarification between projects 55 and 56.
Steve stated that he did not believe there to be an overlap and clarified that project56 includes an additional eastbound lane.

Cathy George asked to clarify why safety is included in the analysis of capacity projects.
Steve clarified that this is what Chris suggested the study team remove from the cost effectiveness analysis, not the prioritization.

Brent Russell asked to note the costs for the priorities identified in each category. The priority safety projects under $5 million add up to $15,620,000. The priority safety projects over $5 million add up to $290,600,000. The priority capacity projects add up to $383,500,000.

Next Steps

Steve explained that the study team will continue to revise the cost estimates in 0% design, emphasizing again that the current cost estimates are truly planning level estimates.

Renee Zimmerman asked the group to share any comments, concerns or questions.

Tom Gathmann asked if there would still be a draft prioritized list ready for the legislative session.
Renee noted that she would try to have something to the group in the next 3 to 4 weeks. She asked the group to consider what format would be most helpful, and explained that this would be a 1 to 2 page summary of the study and the prioritized projects.
Chief Walser clarified that this type of summary is what the Safety Coalition would like to have and stated that this would be very helpful for them.
Mayor Walser noted that Tom Gathmann did an information sheet on the bypass that could be a good format for the piece.

Gary West suggested that the aerial drawings of the projects would also be helpful.
Steve stated that there are a number of pieces that could be provided including the 1-2 page legislative piece, the RDP executive summary and the technical pieces including the studies and drawings.

Tom Gathmann suggested that RTID has adopted a standard 2 page format for project descriptions.
Renee agreed that this would be a good format to follow.

Renee reviewed the upcoming schedule for the US 2 RDP study:

- Draft RDP in Spring 2007
- CWG has 3-4 weeks of review
- Final RDP available to everyone in mid to late Spring 2007

Renee asked if the members of the public in attendance had any questions.

One person noted that it is strange that rumble strips cost more than extra lanes.
Steve replied that the cost estimates include adding space n either side and widening shoulders which can be more than adding extra lanes.

Loretta Storm asked if the bridges on the corridor meet military classifications.
Tom Gathmann suggested that every bridge has a rating that is documented at WSDOT in Olympia.
Richard Warren suggested that Federal Highway Administration may also know.

Renee Zimmerman thanked everyone for their attendance.