

CITY COUNCIL WORKSHOP MEETING AGENDA



City of Lake Stevens Vision Statement

By 2030, we are a sustainable community around the lake with a vibrant economy, unsurpassed infrastructure and exceptional quality of life.

March 4, 2025 - 6:00 PM

In person: The Mill, Sawyers Room, 1808 Main Street, Lake Stevens

or Join Zoom Meeting: [Zoom Link](#)

or call in at (253) 215-8782

Meeting ID: 87895758488 Passcode: 740379

- 1. Call to Order**
- 2. Discussion Items**
 - A. The Mill 2024 Report Sarah Garceau
 - B. City Alcohol Policy Revision Sarah Garceau,
Tonya Woldridge
 - C. 2025 Q1 Code Amendment Status Update Russ Wright
 - D. 116th / 117th Avenue Pedestrian Project Alternatives Analysis Ben Romanaggi,
Kim Klinkers
- 3. Adjourn**

THE PUBLIC IS INVITED TO ATTEND

The City of Lake Stevens strives to provide accessible opportunities for individuals with disabilities. Please contact Human Resources, City of Lake Stevens ADA Coordinator, (425) 622-9400, at least five business days prior to any City meeting or event if any accommodations are needed. For TDD users, please use the state's toll-free relay service, (800) 833-6384, and ask the operator to dial the City of Lake Stevens City Hall number.

NOTICE: All proceedings of this meeting are audio recorded, except Executive Sessions.

CITY COUNCIL STAFF REPORT



Agenda Date: 3/4/2025

Subject: The Mill 2024 Report

Contact Person/Department: Sarah Garceau, Parks Department

Budget Impact:

Legal Review: No

RECOMMENDATION(S)/ACTION REQUESTED:

SUMMARY/BACKGROUND:

The Parks and Recreation Department has prepared a 2024 report for The Mill, which includes the number of rentals and a financial analysis.

After analyzing the available hours and usage of The Mill, it was determined that the building is available for public rental 70% of the time and reserved for City Business 30% of the time. Specifically, the Sawyers room is designated for City business only Monday through Thursday. Additionally, City staff can request additional use of the building and individual rooms for official city business. Expenses for the building and staff time for building maintenance and cleaning were calculated using the allocation of 70%.

There were a total of 159 public rentals, resulting in a total revenue of \$82,164. The breakdown of the number of times that the room types were rented are as follows:

- 16 - Hartford Hall
 - 5 - Hartford Hall & The Stack
 - 63 - The Stack
 - 52 - Sawyers Room
 - 23 - The Mill (full facility rental)
-

The expenses allocated to the public rental portion are \$23,327 for operating and \$90,794 for staffing. The building operated in the negative last year of \$31,957.

In 2025, it is anticipated that the public rental portion of The Mill will operate at a break-even. This is due to many factors, including fee increases in November 2024, policy adjustments, creating and implementing a marketing strategy, and analyzing staff time for efficiencies.

APPLICABLE CITY POLICIES:

ATTACHMENTS:

None

CITY COUNCIL STAFF REPORT



Agenda Date: 3/4/2025

Subject: City Alcohol Policy Revision

Contact Person/Department: Sarah Garceau, Tonya Woldridge, Parks Department

Budget Impact: Potential inflows due to increased rentals.

Legal Review: No

RECOMMENDATION(S)/ACTION REQUESTED:

Provide a consensus to allow staff to revise the current City Alcohol at Events Policy to allow all alcohol, without ABV % restriction, in The Mill and other City-owned recreational facilities.

SUMMARY/BACKGROUND:

The current City Alcohol at Events Policy limits service of alcohol to beer/wine under 15% ABV. This is more restrictive than comparable rental policies in surrounding municipalities.

Parks & Recreation had a potential event request asking permission to serve drinks containing spirits. After consultation with other City departments, including Risk Management, Planning, and Police, the recommendation is to allow all alcohol ABV % when the permit is event is located inside of The Mill or other City-owned recreational facilities.

APPLICABLE CITY POLICIES:

City of Lake Stevens Alcohol at Events Policy

ATTACHMENTS:

1. 2025.02.27 COLS Alcohol at Events Policy



City of Lake Stevens Alcohol at Events Policy

Overview

Rental facilities and parks managed by the City of Lake Stevens (“the City”) are available for public use. Events that desire to serve alcohol must obtain permits and follow City requirements, outlined below, in addition to obtaining Alcohol/Liquor Liability insurance with a minimum coverage of \$2,000,000.

Permits

An alcohol permit must be applied for with [Washington State Liquor and Cannabis Board \(WSLCB\)](#) *no less than 45 days prior to your event*. The City requires that a copy of your permit (including businesses using their Caterers license to fulfill this requirement) *be submitted no less than 30 days prior to the event*. **Failure to submit by the deadline will result in a denial of your City event permit.** All events including alcohol must have a copy of their permit posted in the service area during the entire event.

Service Requirements

Any violation of the below requirements will result in permits being immediately revoked and the event being shut down without a refund of fees or deposits.

Alcohol Service inside of The Mill for private events:

- Types of Liquor Permits Allowed: Banquet Permit, Caterers License, or Special Occasion License.
- Alcohol is strictly limited to beer and wine. Alcohol, regardless of type, over 15% ABV is not allowed and serving such will result in immediate termination of the event with no refund.
- Alcohol must be served inside of The Mill. Alcohol cannot be served or consumed under the overhang of the Outdoor Plaza, if rented. If doors are left open at The Mill, the area leading outside must be delineated to restrict public access.
- Alcohol may only be served to attendees of the private event.

Alcohol Service in Parks or The Mill for public events:

- Types of Liquor Permits Allowed: Special Occasions License or Caterers License.
- Obtain an Event Permit from the City in addition to the Alcohol Permit from the State.
- Alcohol is strictly limited to beer and wine. Alcohol, regardless of type, over 15% ABV is not allowed and serving such will result in immediate termination of the event with no refund.
- Permittee or their designated onsite event coordinator must be always present onsite to oversee the alcohol service operation.
- To ensure compliance, security staff must be provided at the ratio of 1:200 attendees inside of the event facility. The first security staff may be hired from a private licensed and bonded company. All additional security must be obtained from the Lake Stevens Police Department.
- Every exit/entry must have a “No one under 21 years of age allowed” sign posted and be staffed to ensure alcohol is not brought in or out.
- The permittee may not perform their duties under the influence. In addition, they may not consume alcohol at the event. The Permittee is also responsible for ensuring that all



staff/volunteers do not consume alcohol while on duty, or during their break if they will return for duty.

- The permittee can be stationed inside the main bar area of the venue only if the entire event area can be viewed and constantly monitored from this inside location.
- The operator of the beer or wine garden should have a plan in place to make transportation service available to participants.
- Provide free pitchers of water with cups for attendees.
- Provide at least two types of food items for purchase, which may be pre-packaged items. When more than 100 attendees are allowed, at least two substantial food items must be provided. (Substantial food is defined as food items prepared or cooked onsite that are considered a main course or entrée.)
- Alcohol Service Requirements:
 - Servers must check ID of 30 years or younger every time alcohol is served.
 - Limit two servings per person per purchase.
 - Limit 12 ounces serving size for beer and 5 ounces for wine.
 - Use different cups for alcohol to distinguish from non-alcoholic beverages.
 - Alcohol cannot be served to intoxicated customers. The permittee should be required to provide a plan of responsible service that will prevent over service of alcohol.
 - All alcohol service must stop at least 45 min before the event is scheduled to end.
 - All servers are required to be at least 21 years old and have their alcohol server permit. Not-For-Profit organizations may use volunteer servers without a server permit if their direct supervisor has a permit and provides training before their shift but must still meet the age requirement.
- Beer Garden Additional Requirements:
 - Must be confined to a designated, fenced area. Barrier must be at least 42-inches high and may be comprise of chain link, picket, or safety barrier fencing.
 - Fence lines must be kept free of people or items.
 - Event staff must ensure that attendees leave the beer garden to interact with people who are outside of the beer garden.

CITY COUNCIL STAFF REPORT



Agenda Date: 3/4/2025

Subject: 2025 Q1 Code Amendment Status Update

Contact Person/Department: Russ Wright, Community Development

Budget Impact: NA

Legal Review: No

RECOMMENDATION(S)/ACTION REQUESTED:

No formal action is required. Staff will provide periodic updates to council as each item progresses throughout the year.

SUMMARY/BACKGROUND:

BACKGROUND

At their January 28, 2025 meeting, the City Council approved the [2025 Long-Range Planning Work Program](#), which includes six development code update projects that cover a variety of different topics. Staff have started work on several of these projects during the 1st quarter of 2025, including the following highlights:

- **Process Code Update** – The Process Code update aims to streamline the processes identified in Chapters 14.16A and 14.16B LSMC along with a comprehensive review of processing requirements found throughout titles 14, 16 and 17. At their December 10, 2024 meeting, the City Council approved [Interim Ordinance 1192](#), which adopted temporary regulations to comply with SB 5290 for project permit review timelines. City Council held a public hearing on the interim ordinance (as required by state law) at their February 11, 2025 meeting. The interim regulations are in place until December 17, 2025 (one year from the effective date) or until permanent code language is adopted, which is anticipated to occur in the 3rd Quarter of 2025. The next phase of the project will address recent state legislation such as HB 1293 (design review) along with an extensive audit of process and decision-making language throughout the

municipal code. Staff will continue working with the Planning Commission on draft code language, with periodic check-ins with the City Council.

- **Streets and Sidewalk, Parking, Concurrency and Subarea Code** – As an implementation task to the Comprehensive Plan Transportation Element, staff have begun working with a consultant (Transpo Group) and the Public Works Department to update Chapters 14.38 Subareas, 14.56 Streets, 14.72 Parking, 14.110 Concurrency and 14.112 Traffic Impact Fees concurrently with updates to the city's Engineering Development and Design Standards (EDDS). The goal of the project is to ensure the city's code and standards reflect best practices for design and administration, promote multimodal traffic, ensure appropriate flexibility and are sustainable. Staff introduced the project to the Planning Commission at their [February 19 meeting](#), and is scheduled to provide an additional update on [March 5](#).
- **Critical Area Ordinance (CAO) Update** – Staff have begun the process of completing a mandatory update of Chapter 14.88 LSMC (Critical Areas), due by December 31, 2025, to ensure that our regulations incorporate the best available science and comply with approved state law (RCW 36.70A.172) and associated federal standards for wetlands, fish and wildlife conservation areas, frequently flooded areas, geologically hazardous areas and critical aquifers. Staff introduced the project to the Planning Commission at their February 19 meeting and will be issuing a request for proposals (RFP) for consultant assistance in early March. As a related project, staff are hoping to update its critical areas inventory map as resources allow.

Staff are available to discuss any of the above work plan items at the Council's March 4 meeting.

APPLICABLE CITY POLICIES:

ATTACHMENTS:

None

CITY COUNCIL STAFF REPORT



Agenda Date: 3/4/2025

Subject: 116th / 117th Avenue Pedestrian Project Alternatives Analysis

Contact Person/Department: Ben Romanaggi, Kim Klinkers, Public Works

Budget Impact: The 2025 budget includes \$300,000 for the 117th Ave NE Sidewalk (20th to 26th St NE). This capital project is the fourth sidewalk project listed in the Transportation Benefit Program. An estimate of \$1,200,000 in 2026 was forecast for the construction of a shared-use path along the west side of 117th Ave. An alternatives analysis was completed to explore the impacts and cost benefits of implementing a one-way couplet along 116th Ave and 117th Ave in 2025. These road segments are also slated for pavement preservation and ADA curb ramp improvements funded through the Annual Pavement Preservation Program budget.

Legal Review: No

RECOMMENDATION(S)/ACTION REQUESTED:

Staff to present a summary of the traffic analysis memorandum and upcoming project phases. Council is welcome to ask questions and provide feedback.

SUMMARY/BACKGROUND:

Public Works staff hired a consultant to provide engineering and traffic analysis services for the 117th Ave NE Sidewalk Project. The project would modify 117th Ave NE and 116th Ave NE between 20th St NE and 26th St NE in order to provide for a more pedestrian friendly environment, perhaps with a one-way couplet. See attached Figure 1 for the project area. As shown, there are several schools in the area, generating significant demand for pedestrians. The attached Traffic Analysis Memorandum documents data collected, analysis completed, and initial recommendations for corridor modifications.

Phase 1 has developed alternatives for the project and will provide a design for a

temporary “pilot” program to be implemented this Spring. A public open house and additional public outreach are planned prior to implementing the pilot program. Public engagement and feedback will continue through the pilot program, with the intent to implement permanent improvements this Summer.

Please refer to the project website for

updates: <https://lakestevenswa.civilspace.io/en/projects/117th-116th-st-ne-pedestrian-project>

APPLICABLE CITY POLICIES:

City of Lake Stevens 2024 Comprehensive Plan

ATTACHMENTS:

1. 117th Ave Traffic Memo

To: Ben Romanaggi, PE, City of Lake Stevens
Kim Klinkers, PE, City of Lake Stevens

From: Maria Tribelhorn, PE PH Consulting
Pablo Para, PE PTOE PH Consulting

Subject: 117th Ave NE Sidewalk – Phase 1
Draft Final Traffic Analysis Memorandum

Date: February 28, 2025

INTRODUCTION

PH Consulting (PH) was tasked with providing engineering and traffic analysis services for the 117th Ave NE Sidewalk Project – Phase 1 in the City of Lake Stevens (“City”), WA. The project would modify 117th Ave NE and 116th Ave NE between 20th St NE and 26th St NE in order to provide for a more pedestrian friendly environment, perhaps with a one-way couplet. See **Figure 1** for the project area. As shown, there are several schools in the area, generating significant demand for pedestrians.

Phase 1 of the project will develop alternatives for the project and provide a design for a temporary “pilot” implementation. This Traffic Analysis documents data collected, analysis completed, and initial recommendations for corridor modifications.

PH focused the study on the following six (6) intersections:

- 116th Ave NE & 20th St NE
- 116th Ave NE & 25th St NE
- 116th Ave NE & 26th St NE
- 117th Ave NE & 20th St NE
- 117th Ave NE & 22th St NE
- 117th Ave NE & 26th St NE

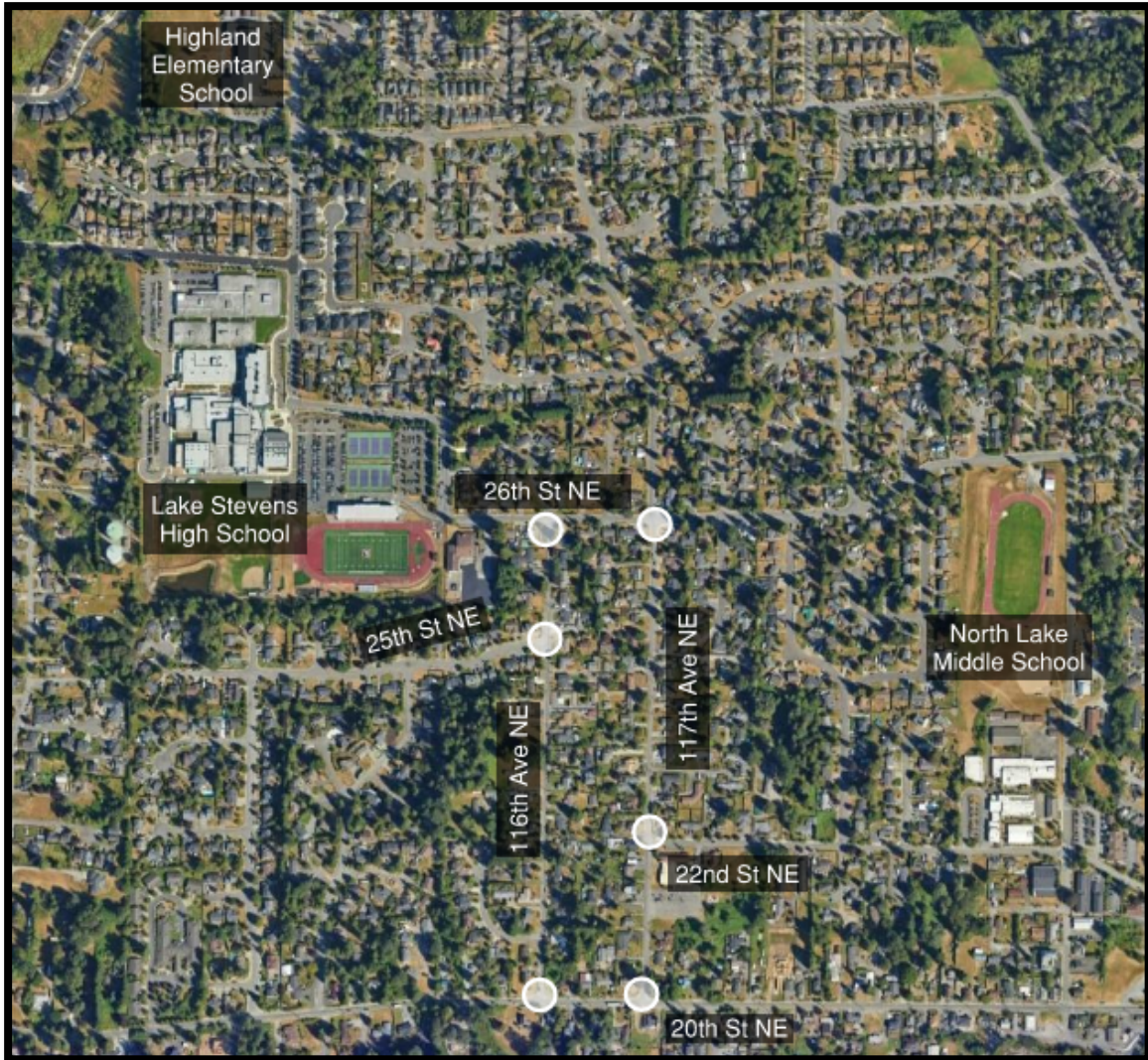


Figure 1: Project Area

The following sources of information were collected to inform this study:

- City of Lake Stevens Engineering Design and Development Standards, 2019,
- City of Lake Stevens Traffic Calming References, 2019,
- FHWA Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition December 2023,
- Idax Data Solutions traffic counts, 2025,
- Lake Stevens School District Elementary School Boundary Map, 2022,
- Lake Stevens School District Suggested Walking Area Maps, 2022,
- Seattle Right-of-Way Improvements Manual, accessed 2025,
- Small Town and Rural Multimodal Networks, FHWA, 2016,
- Urban Street Design Guide, NACTO, accessed 2025, and
- WSDOT Design Manual Chapter 1260 Sight Distance, September 2024

EXISTING CONDITIONS

PH reviewed various data provided by the City. This project falls within the Highland Elementary School area, per the Lake Stevens Elementary School Boundary Map. The suggested walk path for this school includes 26th St NE. Elementary students south of 26th St NE on 116th Ave NE and 117th Ave NE are outside of the current walk area boundary. Other nearby schools include North Lake Middle School (one of two middle schools) and Lake Stevens High School.

There are five (5) school bus routes with stops on 116th Ave NE and 117th Ave NE, and approximately a dozen school bus routes that use these roads as through routes. Lake Stevens School District is willing to reroute buses as needed by this project. Additionally, if an accessible walking route is provided on these roads, Lake Stevens High School, North Lake Middle School, and Highland Elementary School students living on these roads will fall within the one mile walk boundary and will no longer need bus service.

Community Transit serves this area along 20th St NE, with eastbound and westbound stops near 116th Ave NE. Emergency services requires 20 feet of pavement along the road, and 26 feet at hydrants.

The City reported that there have been frequent requests for sidewalks and traffic calming measures in the area. Speeding on 116th Ave NE and 117th Ave NE is reportedly a problem, with some drivers travelling at excessive speeds.

Field Review

On Thursday, January 30th, 2025, PH visited the study area during the afternoon with the City to review existing traffic conditions, collect field data, and document safety issues/challenges.

During the field review PH staff observed the following at each location:

1. The roadways are straight, with some vertical dips/crests.
2. The roadways are narrow, without sidewalks or suitable shoulders for pedestrians or bicycles.
3. PH observed a number of pedestrians along 26th St NE as well as 116th Ave NE and 117th Ave NE.
4. During the school PM peak period, there is significant traffic using 26th Street NE, with eastbound queues reaching back around the corner of 115th Ave NE.
5. During the school PM peak period, there is a significant volume of pedestrians using 26th St NE.

Traffic Data Collection

On Thursday January 30, 2025, Idax Data Solutions collected 12 hour turning movement traffic counts at each of the six (6) study intersections, with some supplemental data collected on Tuesday, February 11. They also collected traffic volume, classification, and speed data for 117th Ave NE south of 24th Pl NE and 116th Ave NE south of 25th St NE from January 28 to January 30, 2025 and from February 21 to February 24, for a total of seven (7) days. The data includes northbound and southbound traffic volumes for 24 hours a day for the mid-week period (Tuesday through Thursday). The full set of traffic data is included in **Appendix A**.

Traffic Volumes

The midweek Average Daily Traffic (ADT) is approximately 1,400 on 116th Ave NE, and 1,800 on 117th Ave NE. 53% of traffic travelling on 116th Ave NE is northbound while 57% of traffic on 117th Ave NE is northbound.

Turning movement counts for the school PM Peak show that more vehicles are travelling northbound on 117th

Ave NE compared to 116th Ave NE and more vehicles are travelling southbound on 116th Ave NE compared to 117th Ave NE.

116th Ave NE & 26th St NE has the highest traffic volumes crossing the west crosswalk during both the AM and School PM peak. The north crosswalk has the highest pedestrian volumes. The west crosswalk has higher pedestrian volumes than the east crosswalk.

117th Ave NE & 26th St NE has the highest traffic volumes crossing the south crosswalk during the AM peak and the east crosswalk during the School PM peak. The north crosswalk has the highest pedestrian volumes. Very few pedestrians were observed on other crossings.

In general there is high usage of the sidewalk on 26th St NE for pedestrians. Pedestrians were observed on other study roadways but in smaller numbers. There were a couple of bikes using 20th St NE and 26th St NE, but none observed on 116th Ave NE or 117th Ave NE. Experience in the field showed that there is a high level of traffic stress, which is likely why many pedestrians don't use the shoulders along 116th Ave NE and 117th Ave NE. It is quite possible that there is latent pedestrian demand.

Speed

See **Table 1** for the speed data summary on 117th Ave NE. In the northbound direction, the mean and 50th percentile speed are approximately 29mph. The 85th percentile speed is 32mph. In the southbound direction, the mean and the 50th percentile speed is approximately 30mph and the 85th percentile speed approximately 34mph.

Table 1: Speed on 117th Ave NE

Speed Metric	Northbound	Southbound
Mean Speed	28.2 mph	29.6 mph
Median (50th Percentile) Speed	28.0 mph	29.5 mph
85th Percentile Speed	32.0 mph	33.8 mph
10 mph Pace Range	23.4-33.4 mph	24.6-34.6 mph
Percent in Pace	83.7 %	79.2 %

Table 2: Speed on 116th Ave NE

Speed Metric	Northbound	Southbound
Mean Speed	27.7 mph	28.5 mph
Median (50th Percentile) Speed	28.0 mph	28.4 mph
85th Percentile Speed	30.9 mph	32.2 mph
10 mph Pace Range	22.5-32.5 mph	23.5-33.5 mph
Percent in Pace	84.4 %	81.8 %

See **Table 2** for the speed data summary for 116th Ave NE. In the northbound direction, the mean and the 50th percentile speed is approximately 28mph. The 85th percentile speed is approximately 31mph. In the southbound direction, the mean and the 50th percentile speed is about 28mph and the 85th percentile speed is about 32mph.

Both corridors are posted at 25mph and a large percentage of vehicles travel within the 10mph pace, which does exceed the posted speed limit on the high end. About 6% of total vehicles travel 35mph (10mph over the speed limit) or faster on 117th Ave NE and about 4% do so on 116th Ave NE. This includes a few vehicles travelling at speeds exceeding 50mph.

Sight Distance Analysis

PH evaluated the Stopping Sight Distance (SSD) for the major street approach at the study intersections. PH also evaluated the Entering Sight Distance (ESD), also known as Intersection Sight Distance (ISD), at each study intersection to determine whether certain directions of travel would be more advantageous than others on the two study corridors.

The following sight distance analysis is provided in accordance with the American Association of State Highway and Transportation Officials (AASHTO), the WSDOT Design Manual, and the City of Lake Stevens Engineering Design and Development Standards (EDDS). The ESD and ISD requirements are based on a posted speed of 25 mph, corresponding to a design speed of 30 mph, using passenger car gap needs for all studied roadways.

This ESD analysis focused on the minor street approach impacted by this project. This is especially important for the stop-controlled approach on a one- or two-way stop-controlled intersection. For the two intersections on 26th St NE, ESD is not as crucial as these intersections are all-way stop controlled, but this was reviewed for completeness. WSDOT ISD was also reviewed for locations not meeting Lake Stevens ESD standard. **Table 3** shows the results of the analysis. As shown, with a reduced setback most locations meet the City ESD standard. The locations that do not meet the ESD standard also do not meet the WSDOT ISD standard.

Table 3: Entering Sight Distance Analysis

Location	Classification	City Standard Entering Sight Distance		Sight Distance Provided	
		Left Turn	Right Turn	Left Turn	Right Turn
116th & 26th (Northbound)	Collector	250'	250'	385'+	234'
116th & 25th (Eastbound)	Collector	250'	250'	296'	300'
116th & 20th (Southbound)	Minor Arterial	375'	375'	475'	490'
117th & 26th (Northbound)	Collector	250'	250'	415'+	326'
117th & 22nd (Westbound)	Collector	250'	250'	353'	623'+
117th & 20th (Southbound)	Minor Arterial	375'	375'	570'	274'
Notes: 1. 20th St is assumed to follow Lake Stevens Arterials standards, while all other streets follow Local Access Streets standards 2. 30mph Design Speed assumed 3. Reduced setback of 10' assumed as most locations didn't meet the entering sight distance for 20' setback 4. Green background indicates movements that meet Lake Stevens Entering Sight Distance standards 5. Bold text indicates movements that do not meet WSDOT ISD standards					

SSD requirements vary by location due to grade, and ranged from 180 feet to 230 feet required. PH observed stopping sight distances in excess of 300 feet for all six (6) study intersections on the major approach, which meets the minimum required stopping sight distance.

IMPROVEMENT CONCEPTS

PH evaluated three (3) improvement concepts, as described below.

Concept 1: One-Way Couplet

To provide multimodal facilities on both 116th Ave NE and 117th Ave NE, PH considered the One-Way Couplet concept. See **Figure 2** for a sample cross section view. See **Figure 3** for a high level representation of what this option would look like.

General characteristics include:

1. One-way traffic would be allowed on both study roadways,
2. 116th Ave NE southbound one-way traffic,
3. 117th Ave NE northbound one-way traffic,
4. Pedestrian facility on east side of 116th Ave NE (strong recommendation),
5. Pedestrian facility on east side of 117th Ave NE (lower priority recommendation, can be further informed by design process),
6. Temporary application would be implemented with striping and possibly glue-on flexible delineators or bolt-down temporary curb,
7. Permanent application could consist of:
 - a. At-grade pathway demarcated with thickened striping, rumble strip, extruded curb, or armadillos, and could have textured asphalt, different color asphalt, or different paving material,
 - b. Raised sidewalk with mountable curb to allow emergency vehicles to use full roadway width if needed,
8. Permanent application could also include a physical barrier at the beginning of the pedestrian area, such as bollards or extruded curb, to stop vehicles from entering.

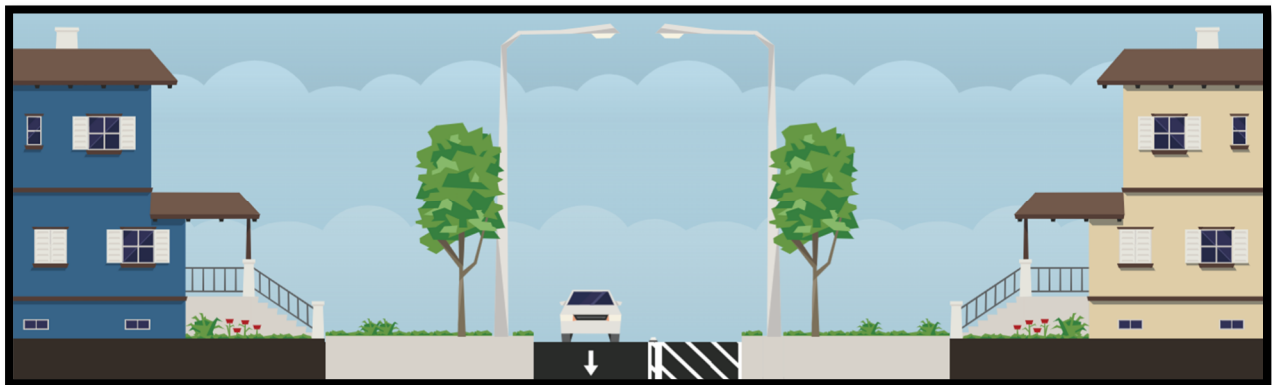


Figure 2: Concept 1 Cross Section

Discussion of Treatment:

1. Justification for direction of One-Way Couplet
 - a. Entering sight distance is better for southbound 116th Ave NE at 20th St NE than 117th Ave NE at 20th St NE,
 - b. There is overall more northbound traffic on 117th Ave NE, which would result in lower volumes of re-routed traffic overall,
 - c. During the School PM peak period there is more traffic travelling northbound on 117th Ave NE and more traffic travelling southbound on 116th Ave NE. This is generally the highest peak for the study area and thus most likely to have traffic impacts with greater re-routing,
2. Justification for Multimodal Path Placement
 - a. The 26th St NE crosswalk with highest vehicular volume is the west leg of 116th Ave NE, so routing pedestrians to the northern sidewalk before this intersection or to the east leg of this intersection is desirable, both from an operations perspective and a safety perspective, and
 - b. More pedestrians were observed using the east side of 117th Ave NE than the west side.
3. Considerations:
 - a. Note that per the Small Town and Rural Multimodal Networks document, an at grade “pedestrian lane” is recommended as an interim or temporary application rather than a permanent treatment,
 - b. For the permanent application, intersection control could be evaluated for both of the intersections on 26th St NE. A revision from all-way stop control to two- or one-way stop control may be possible to enhance efficient traffic operations. Note that this is dependent on multiple factors such as traffic volumes for the new condition, sight distance, as well as multimodal characteristics.

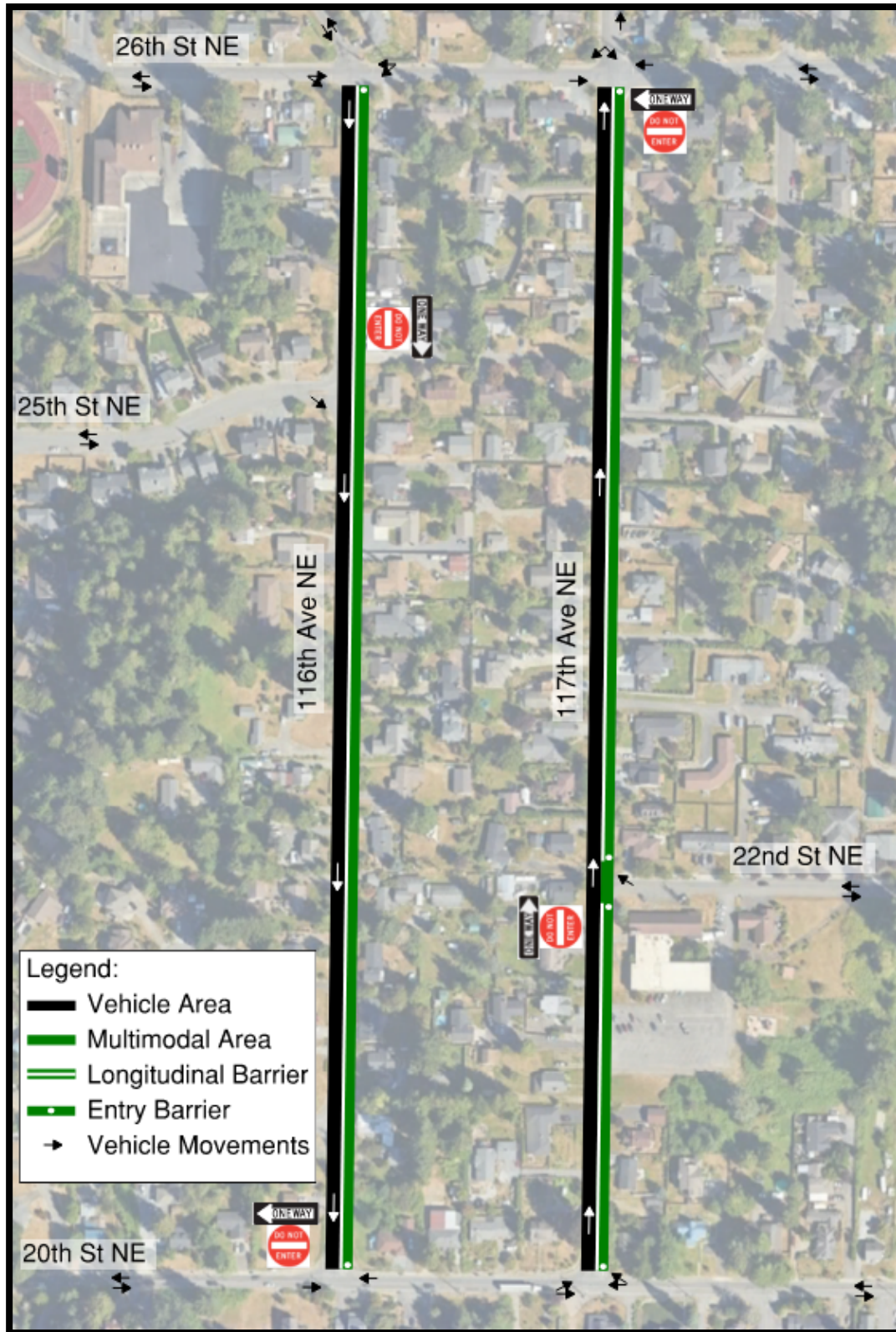


Figure 3: Concept 1 – One-Way Couplet

Concept 2: Modified Yield Roadway

A Yield Roadway is a facility that serves all users in a slow-speed travel area. A typical application for a Yield Roadway is on a low speed, low volume roadway with parking (low to medium demand) on one or both sides of the road. Yield Roadways often do not have pavement markings, although some may have markings to demarcate parking. The space dedicated to two-way vehicular traffic is as narrow as 10 feet, requiring drivers to pull over into a multipurpose area to yield space to drivers travelling the opposite direction.

See **Figure 4** for a sample cross section view of a Modified Yield Roadway application. See **Figure 5** for a high level representation of what this option would look like. The typical application would be modified by demarcating the multipurpose area for multimodal use rather than parking.

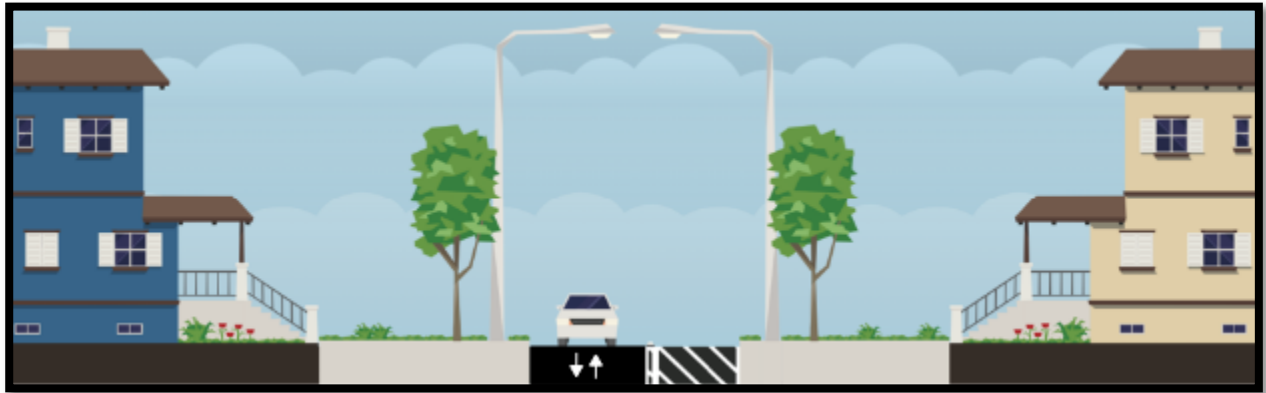


Figure 4: Concept 2 Cross Section

The general characteristics would include:

1. Two-way traffic on both roadways,
2. Vehicle traffic lane 11' wide with adjacent multipurpose area,
3. Multipurpose area demarcated from the two-way vehicular path with textured asphalt, different color asphalt, or different paving material, or simply striping,
4. For some intervals, the multipurpose area could be demarcated from the two-way vehicular path with rumble strip or extruded curb to provide physical barrier between vehicular and multimodal traffic. For these intervals, drivers would be required to pay close attention to oncoming traffic and choose when to pull over into the multipurpose area to yield space to oncoming traffic,



Figure 5: Concept 2 – Modified Yield Roadway

Discussion of Treatment:

1. Per the Small Town and Rural Design Guide, this treatment is potentially appropriate for the traffic volumes and speeds of 116th Ave NE and 117th Ave NE. However, the preferred application would be for lower volume characteristics and for local residential roadways without significant through traffic.
2. PH provided the Modified Yield Roadway concept as an option as the standard Yield Roadway would not meet the goals of the project (providing better pedestrian walking routes), and current pedestrian and bicycle volume appear to be low enough to not be able to exert pressure on vehicles to yield space to pedestrians,
3. Placement of multipurpose area on west or east side of road on 117th Ave NE should be further evaluated.

Considerations:

1. To apply this treatment, additional traffic calming measures beyond the typical measures used on collectors would ideally be used,
2. The mixed space in this treatment would provide less comfort to pedestrians compared to Concept 1, as the pedestrian space will be encroached upon by vehicles,
3. Even with modification, this may not be the most appropriate application for a collector roadway as it emphasizes multimodal transportation and provides for reduced throughput for through traffic.

Concept 3: Advisory Shoulder

Another option to provide multimodal facilities on both 116th Ave NE and 117th Ave NE is an Advisory Shoulder. See **Figure 6** for a sample cross section view. See **Figure 7** for a high level representation of what this option would look like. **Figure 8** shows an example of an Advisory Shoulder in Hanover, NH.

General characteristics include:

1. Two-way traffic on both roadways,
2. Vehicle traffic lane 10 to 11 feet wide with 4.5 to 5 feet shoulders on both sides,
3. Vehicle traffic passes pedestrians and bicycles carefully due to oncoming traffic and uses shoulder to yield space to oncoming traffic,
4. Typically dashed striping or different pavement color is used to demarcate shoulder.

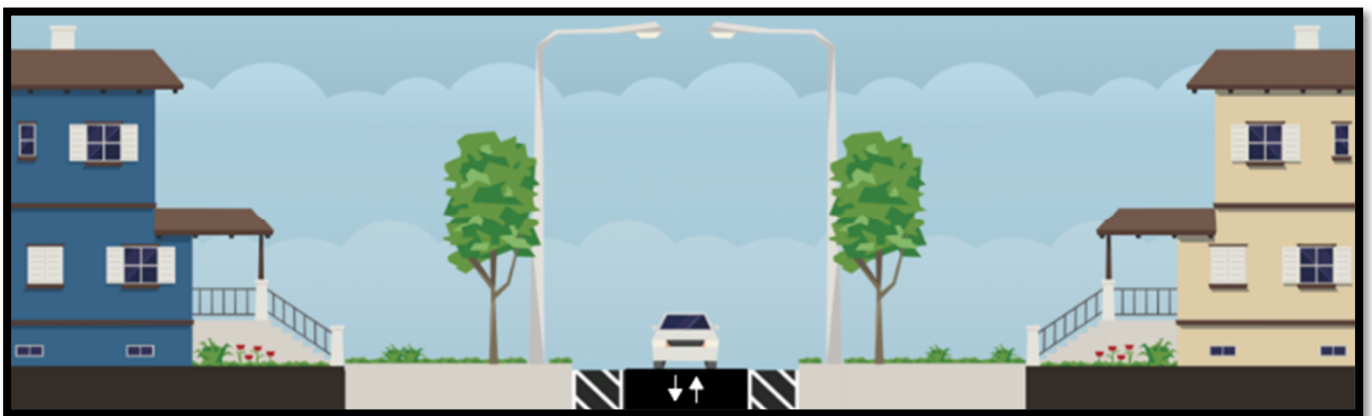


Figure 6: Concept 3 Cross Section



Figure 7: Concept 3 – Advisory Shoulder



Figure 8: Advisory Shoulder Example

Photo from Western Transportation Institute, Accessed from RuralDesignGuide.com

Discussion of Treatment:

1. Per the Small Town and Rural Design Guide, this treatment is appropriate for the traffic volumes, speeds, and roadway classification of 116th Ave NE and 117th Ave NE,

Considerations:

1. **Note that this is a new treatment in the United States and that the FHWA must approve a Request to Experiment in order to apply this treatment.** See Section 1A.10 of the 2009 MUTCD (section 1B.08 of the MUTCD 11th Edition),
2. The mixed space in this treatment would provide less comfort to pedestrians compared to Concept 1, as the pedestrian space will be encroached upon by vehicles.

RECOMMENDATIONS

PH recommends applying Concept 1 for the pilot study. Concept 1 best meets the goal of the project which is to enhance the multimodal network. Concept 3 would provide a better facility for multimodal users than currently exists while maintaining two-way traffic, which may be desirable in the long term. However, it would not provide the same level of pedestrian comfort as Concept 1.

Additional traffic calming measures that can be considered include:

1. Chokers (as recommended by City of Lake Stevens for collector streets). Further applicability would be evaluated in the design phase as this application would already be narrowing the roadway considerably. Possible choker locations could include 25th St NE on 116th Ave NE and 22nd St NE on 117th Ave NE.

Additional considerations for the pilot implementation:

1. While intersection control can be evaluated further for Concept 1 once the pilot design is in place, for the pilot application PH recommends keeping intersection control the same, and covering conflicting signage.
2. For any area that is intended for use by pedestrians, ADA requirements should be met to the maximum extent possible. For a permanent pedestrian path to be considered an accessible route, it should be designed to meet ADA standards.
3. Appropriate signage, such as one-way signs, no left turn signs, etc. should be added to provide guidance to drivers.
4. A physical barrier at the entry to the pedestrian lane could be added to prevent vehicle entry. Treatments for this could include items such as bollards or flexible delineators.