



MINUTES

City Council Regular Meeting

6:00 PM - Tuesday, March 14, 2017

Council Chambers, 15728 Main Street, Mill Creek, WA 98012

Minutes are the official record of Mill Creek City Council meetings. Minutes document action taken at the council meeting, not what was said at the council meeting.

A recording of this City Council meeting can be found [here](#).

The agenda packet for this City Council meeting can be found [here](#).

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Pruitt called the meeting of the Mill Creek City Council to order at 6:00 p.m. and led the Pledge of Allegiance.

ROLL CALL

Councilmembers Present:

Pam Pruitt, Mayor

Brian Holtzclaw, Mayor Pro Tem

Sean Kelly, Councilmember

Donna Michelson, Councilmember

Vince Cavaleri, Councilmember

Mike Todd, Councilmember

Mark Bond, Councilmember

Councilmembers Absent:

Councilmember Michelson made a motion to allow Councilmember Todd to participate in the Council meeting telephonically due to extenuating circumstances and have full voting privileges. Councilmember Cavaleri seconded the motion. The motion passed with Councilmember Todd abstaining. (Councilmember Todd stated that he abstained in order to allow the remainder of the Council to vote on whether he had the ability to vote remotely.)

AUDIENCE COMMUNICATION

- A. Ms. Carolyn Drake addressed the Council regarding concerns about the routes being removed in Community Transit's expansion plan. She provided a handout for Council review.

Mr. Gordon LeBar addressed the Council regarding concerns about chip seal in the Wildflower subdivision. He provided a handout for Council review.

[Council Handout - Cathryn Drake](#)

[Council Handout - Gordon LeBar](#)

OLD BUSINESS

B. Council Discussion: Chip Seal Retrofit

City Manager Polizzotto presented information regarding alternative pavement preservation treatments for purposes of Council discussion.

As a homeowner in Heatherwood West, Mr. Paul Heise was asked by the Council to speak to the chip seal used in this subdivision in 2013. He expressed concerns regarding issues similar to those in the Wildflower and Mill Park Village neighborhoods and requested the overlay of Heatherwood West be included in the City's plan for 2017.

Councilmember Holtzclaw made the following motion:

Authorize staff to include Wildflower and Mill Park Village neighborhoods in the schedule for catch basin cleaning and CCTV inspection for 2017, with work to be scheduled in the June timeframe. To the extent the results of the catch basin cleaning and CCTV inspection do not indicate the need for material repair and / or replacement of the storm water pipes under the Wildflower and Mill Park Village roads, authorize staff to proceed with scheduling overlays for the Wildflower and Mill Park Village neighborhoods, for late Summer, tentatively August 2017. To the extent the CCTV inspections in these neighborhoods indicate a need for storm water repair, the work would be brought back to the Council as part of the CIP planning in 2017 for sequencing and updated cost analysis.

Further authorize staff Council authorizes staff to proceed with including 26th Ave. SE in the overlay work to be done, but only after such time that the storm water pipes have been replaced under 26th Ave SE, with the timing of such pipe replacement to be decided as part of the City's CIP planning in 2017.

Further authorize staff to proceed with an overlay project for the area known as the "race track" in Heatherwood West, sequencing the work such that if the CCTV inspection is completed and results do not show material repairs are necessary, that it be done at the first opportunity. If the inspection shows material repairs and replacement do need to occur, that they are sequenced and timed as part of the 2017 CIP planning, which would be brought back to the Council for review.

Councilmember Kelly seconded the motion. The motion passed unanimously.

NEW BUSINESS

- C. Communications Strategy & 2017-2018 Marketing and Communications Work Plan**
City Manager Polizzotto and Director of Communications and Marketing Joni Kirk presented the Communications Strategy and 2017-2018 Marketing-Communications Work Plan.

CONSENT AGENDA

- D. Approval of Checks #56606 through #56677 and ACH Wire Transfers in the Amount of \$1,042,091.27
(Audit Committee: Councilmember Cavaleri and Mayor Pro Tem Holtzclaw)
- E. Payroll and Benefit ACH Payments in the Amount of \$256,479.64
(Audit Committee: Councilmember Cavaleri and Mayor Pro Tem Holtzclaw)
Councilmember Cavaleri made a motion to approve the consent agenda. Mayor Pro Tem Holtzclaw seconded the motion. The motion passed unanimously.

REPORTS

- F. Mayor/Council
Mayor Pruitt advised Council that F1s are due.

Councilmember Todd advised that Community Transit will be holding a meeting where they will be asking for public comment regarding the proposed service changes. He encouraged the Council and members of the public to attend and be heard.

Mayor Pro Tem Holtzclaw discussed the proposed changes to Community Transit services. He also asked staff to provide a recommendation to Council on whether the City should provide written comment to Community Transit on the proposed changes, as well as recommendation of what the comment would be.

- G. City Manager
Council Planning Schedule
Legislative Update
City Manager Polizzotto shared that she will be including legislative updates in Council meeting agenda packets as items impacting cities are presented.


AUDIENCE COMMUNICATION

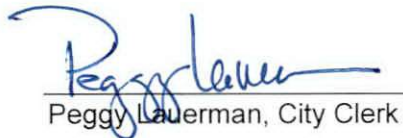
- H. Ms. Barb Heidel addressed the Council regarding concerns about the proposed route changes by Community Transit.

Mr. Gordon LeBar thanked the Council for the overlay decisions made at this meeting.

ADJOURNMENT

With no objection, Mayor Pruitt adjourned the meeting at 8:15 p.m.


Pam Pruitt, Mayor


Peggy Lauer, City Clerk

Community Transit's Expansion Routes

Thank you for the opportunity to speak tonight. My name is Carolyn Drake, and I can assure you that I'm *not* happy to be here. You are going to have another ballot box revolt if Community Transit's (CT) proposed "expansion" plans are implemented. Why? They eliminate popular service to two key areas: Mays Pond and the Bothell-Everett Highway (B/E) corridor north of 164th Street. Most Mill Creek residents who rely on Routes 106 and 115 to get to work, shop, or access services don't have a clue they are about to be cut off, and they will blame *you* for not protecting them.

The heart of the problem is that CT planners and Mike Todd don't actually ride the bus because they are well aware of CT's systemic dysfunction and don't personally want to suffer the consequences of poorly conceived and executed decisions. It has left me with comment fatigue, and I'm cranky.

If any of them actually rode the Route 106 bus in the evenings, they would know that most passengers use it to commute from the UW to Mays Pond. These passengers are glued to their mobile devices and will be livid when they discover their route to work has been eliminated. Few ~ if any ~ passengers disembark north of Mays Pond until the bus returns to B/E. The re-routing of Route 115 won't help these passengers get to work.

You all have been sold a bill of goods on Swift's Green line. I seriously doubt that many Boeing workers live within 1/4 mile of any of the proposed stops. This means they will either clog retail parking lots or continue to drive to work because they won't suffer CT's time-consuming, inconvenient transfer process.

Boeing workers would be better and more cost-effectively served if the frequency of runs on Route 105 is increased during peak hours and the duration of the route is extended to Boeing. It is significantly easier and more cost-effective to add a stop to Route 105 than any Swift line. The original Swift line was billed as a faster route to work, but the dearth of stops has instead created a magnet for drug addicts seeking a long, free ride and shelter from the elements. Mark Bond knows all about this. Do any of you seriously want B/E to become the new Highway 99?

In the long-run, Boeing and UW voters will be happier with the proposed expansion of Route 105 than the exceedingly expensive and disappointing Swift alternative.

If CT planners and Mr. Todd actually took Route 115, they would know that elimination of service between 132nd and 164th Streets would negatively impact seniors and/or disabled passengers, retail workers, and kids who attend Edmonds Community College. Route 115 is an essential lifeline for all of us. Yes, we can transfer at 164th Street, but Brian Holtzcraft is apparently oblivious about how his impatience at the intersection of 164th Street and B/E is inordinately perilous for CT passengers. Further, schedules for Routes 105 and 116 buses don't mesh.

The Safeway store has been vacant for years. Elimination of Route 115 will mean this site will no longer be viable for retail businesses because potential employees won't be able to get to work. How long can Mill Creek afford for this site to be vacant?

The same issues apply to the developer of the sports complex. They'll have a rugged launch if potential customers and employees can only access the site via routes from the UW to Boeing. Will these folks walk from the Route 109 stops near Lowe's? Probably not. The intersection is too dangerous.

Mr. Todd knew that 170 people were livid that McCollum P&R was closed to local service without notice or an opportunity to be heard, and he didn't care. He didn't care that dozens of disabled tenants at Heatherwood were compelled to relocate to places with better transportation linkages, and I'm fairly certain he is oblivious to the fact that this resulted in a huge spike in crime at the complex because management had a tough time recruiting desirable tenants to all those vacant apartments.

History will repeat itself if retail workers are cut off from vital transportation links to Alderwood Mall. I'm not looking forward to the inevitable spike in crime, and I'm fairly certain that the Mill Creek police department isn't either.

Route 109 should be of similar concern to you. Mill Creek has invested heavily in development along 132nd Street which will be less viable if this route is eliminated due to low volume. When I take this bus, I am frequently the only passenger on the entire run. Why? The route was inordinately poorly planned and implemented. There are too few stops, no disability seating at stops, and the schedule assumes that passengers commute to work during traditional peak times. Again, if CT planners and Mr. Todd actually rode this bus, they would know it should be a vital transportation link for retail and service workers, seniors, and people who live in affordable housing units.

Route 109 stops at the north end of McCollum P&R on the Lake Stevens run. It is an exceedingly dangerous stop because bus drivers can't see waiting passengers unless we stand in the roadway. Further, there is a dip in the roadway where impatient drivers illegally change lanes to exit at Dumas Road. The stop isn't very accessible to disabled passengers. Route 109 doesn't stop at McCollum on the run to Ash Way. The closest stop is at Fred Meyer which is a mile from my apartment. Again, this entails crossing a dangerous intersection as well as a trek along 132nd Street which doesn't have street lights and is prone to storm debris. It is an exceedingly dangerous route for me to take home with my walker at night.

Routes 105, 106, 109, and 115 should have a more viable connection. They would if there was a stop on 132nd Street near Safeway. The excuses CT makes for failing to create this stop are not credible.

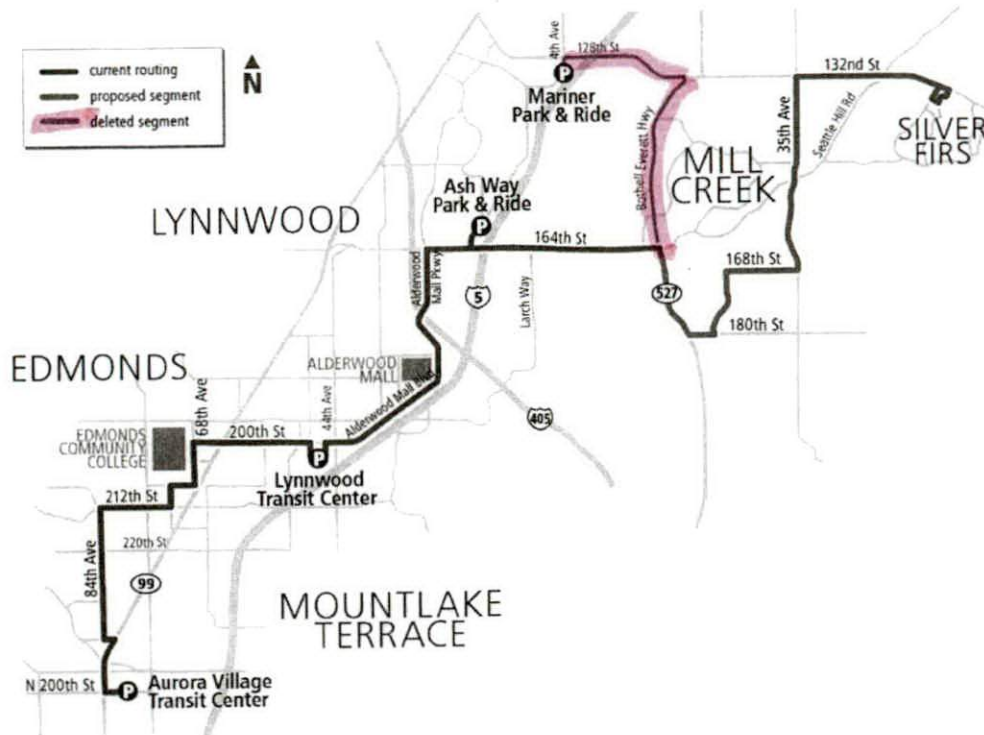
If CT planners and Mr. Todd actually rode the bus, they would know that a more viable alternative would be to increase service on Route 106 via 35th Avenue to Mays Pond with viable connections to Routes 109 and 116. If they took the bus, they would know that most 116 buses are empty between B/E and Silver Firs during non-peak hours. Will the re-routing of Route 115 actually pick up enough passengers to offset the sacrifice for existing passengers along B/E? It is highly doubtful.

McCollum P&R was closed to local service ostensibly because it was inefficient. Drivers at the end of routes blamed the stop for missing their rest breaks. However, the true culprits remain: the inordinate inefficiency of Ash Way P&R and traffic over I-5 from Mariner P&R during rush hour as well as schedules which are perpetually unrealistic.

If CT board members, executives, and planners seriously gave a damn about service and passenger welfare, they'd surrender their car keys for a week and exclusively rely on public transit. They'd quickly resolve the dysfunction, and passengers wouldn't be compelled to do their due diligence work for them.

I'm beyond done with the dysfunction and callous indifference. If the proposed changes are implemented, I'll file a complaint with the U.S. Department of Transportation, vote and campaign against *all* of you, and take *all* my business to Everett where ParaTransit treats people with dignity and respect. Enough already! The residents ~ especially senior citizens ~ of Mill Creek deserve better.

Carolyn Drake, MBA/JD



**Rider Alert:
115 Service will be eliminated
at this stop**

Community Transit intends to eliminate service on the **115 Route** at this stop.

Service on the **105 Route** will be extended to Boeing from 5-8:00 AM and 1:45 to 6:00 PM.

Please take the time to make public comments if this will impact you:

ProposedService@commtrans.org

425-353-RIDE (7433)

Community Transit, 7100 Hardeson Rd., Everett @ 3:00 PM, April 6

Mill Creek 2016 Chipseal – Unique Problem

MC Citizens CONCERNS / ISSUES

<u>Prior to Aug. 2016</u>	<u>After Aug. 2016 Chipseal Application</u>
<p>Mill Creek : Roads - Original non-restored, aging </p> <p><u>Level of Usability and Citizens Satisfaction</u></p> <p>Aesthetics: No issues 😊 _____ →</p> <p>Usability: No issues 😊 _____ →</p> <p>Nuisance: No Issues 😊 _____ →</p> <p>Home Values: No issues 😊 _____ →</p> <p>Urgency for Repairs: Low 😊 _____ →</p> <p>SUMMARY: Citizens Satisfaction - 😊😊😊😊😊 _____ →</p>	<p>Mill Creek (except Wildflower, Mill Park): Roads - Original non-restored, aging </p> <p><u>Level of Usability and Citizens Satisfaction</u></p> <p>No change</p> <p>No change</p> <p>No change</p> <p>No change</p> <p>No change</p> <p style="color: red;">Wildflower, Mill Park: Roads – Degraded by Chipseal</p> <p></p> <p><u>Level of Usability and Citizens Satisfaction</u></p> <p>Surface Changes: Immediate Downgrade ☹️</p> <p>Aesthetics: Poor ☹️</p> <p>Usability: Rendered Useless for Scootering, skate boarding, blades, skates, bare feet ☹️</p> <p>Nuisance: High: Tar / loose rocks ☹️</p> <p>Home Values: Immediate Drop ☹️</p> <p>Urgency for Repairs: Summer 2017 ☹️</p> <p>Error Ownership: City of Mill Creek</p> <p>SUMMARY: Citizens Satisfaction - ☹️☹️☹️☹️☹️</p>

Courtesy of G. LeBar 14 Mar. 2017