



Agenda
Public Works and Parks Committee Regular Meeting
January 5, 2026 | 5:30 PM

City Hall
10220 270th ST NW
Stanwood, WA 98292

This meeting will be conducted in person at the City of Stanwood City Hall Conference Room 10220 270th ST NW, Stanwood, WA 98292
<https://www.stanwoodwa.org>.

- 1. Call to Order**
- 2. Unfinished Business**
 - a. Multimodal Level of Service
- 3. New Business**
 - a. Electric Charging Stations Grant Application
 - b. Draft Haul Route and Weight Limit Ordinance
- 4. Adjourn**



City of Stanwood Public Works and Parks Committee Staff Report

Item Number: 2.a.
Date: January 5, 2026
Subject: Multimodal Level of Service
Contact Person: Patricia Love, Community Development Director
Attachments:
1. Stanwood MMLOS Evaluation Memo - Final
2. Stanwood TE Draft Project List 2025 Updates

ISSUE

The purpose of this staff report is to present the draft Multimodal Level of Service Methodology.

STAFF RECOMMENDATION:

Staff recommends that the Committee accept the proposed Multimodal Level of Service (MMLOS) methodology and direct staff to proceed with the necessary Comprehensive Plan amendments to implement the strategy. The proposed MMLOS framework is consistent with state requirements, implements the 2024-2044 Comprehensive Plan Transportation Element goals and policies, and provides a practical, flexible approach for improving multimodal accessibility over time while being sensitive to funding availability and development activity.

BACKGROUND:

As part of the City's 2025 Workplan, staff initiated the development of a Multimodal Level of Service (MMLOS) standard with technical support from TranspoGroup, the City's on-call traffic engineering consultants. This effort is in direct response to both a State mandate and the Comprehensive Plan's directive to provide a more inclusive approach to transportation planning. Traditional level of service standards have focused primarily on vehicular traffic and roadway capacity. In contrast, the MMLOS framework is intended to provide a transportation system that considers the needs of all travel modes, including motor vehicles, pedestrians, bicyclists, and transit users. The

objective of this work is to ensure that the City's transportation network supports safe, efficient, and comfortable mobility for people of all ages and abilities, by applying best practices and evolving state requirements.

Previously, the Committee reviewed several potential approaches for incorporating MMLOS into the City's existing level of service standard. Based on that feedback and further technical evaluation, staff and the consultant team developed a recommended approach that emphasizes an interconnected transportation network. Key elements of the proposed MMLOS approach include:

- Sidewalks on both sides of roadways to improve pedestrian safety, accessibility, and connectivity.
- Shared roadways for bicyclists, recognizing the City's relatively low vehicle speeds and constrained right-of-way; these shared facilities would be designated using shared lane markings ("sharrows").
- Widened pedestrian facilities along minor arterial and residential collector streets to accommodate pedestrian activity and comfort.
- Multipurpose paths along SR 532 and Pioneer Highway to support shared use by pedestrians and bicyclists and to improve connectivity.

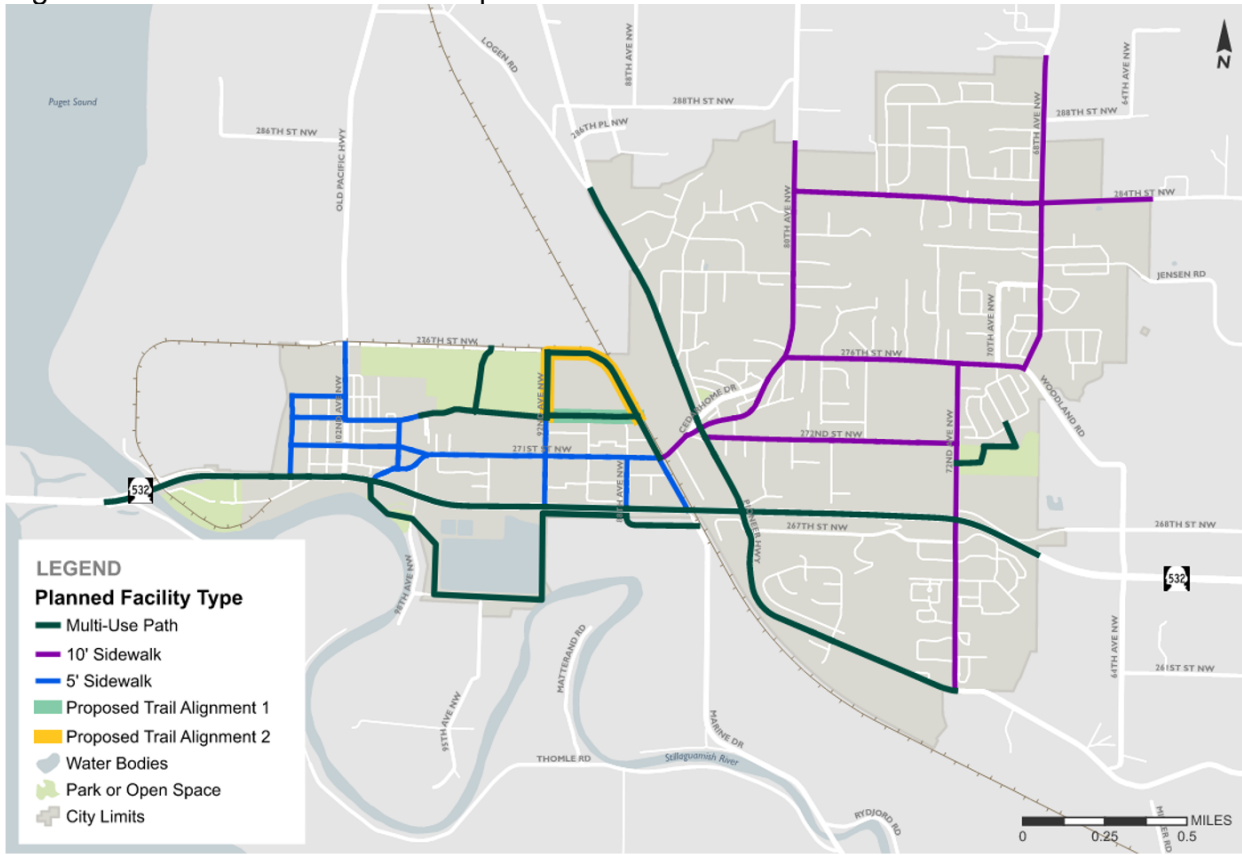
Attached is the final memorandum and associated project list, which together illustrate how this recommended approach is integrated into a cohesive MMLOS strategy for the City.

DISCUSSION:

The proposed MMLOS methodology allows the City to provide higher levels of separation and safety on major arterials and busy corridor while utilizing existing infrastructure more efficiently in neighborhoods and local commercial areas. The result is a cost-effective yet comprehensive pedestrian and bicycle network that balances infrastructure costs with funding realities.




The map below shows the proposed network with multimodal paths on SR 532 and Pioneer Highway, shared facilities in the downtown area and 10' sidewalks along residential collectors in the uptown area. As a reminder, the 10-foot sidewalk width requirement in the uptown areas was adopted as part of the Missing Middle Housing Ordinance package.

Figure 1. Planned Active Transportation Network



Level of service will be evaluated based on the following rating system:

Table 1. Active Transportation Levels of Service Overview

LOS	Rating	Standard	Example Facilities*
	Good	Roadway provides pedestrian/bicycle facilities in accordance with standards	<ul style="list-style-type: none"> • Sidewalks on both sides of the roadway • Multi-use path on one side of the roadway
	Acceptable	Roadway provides pedestrian/bicycle facilities, but does not fully meet standards	<ul style="list-style-type: none"> • Sidewalk along one side of the roadway, or sidewalks not built to standard
	Poor	No facilities exist	<ul style="list-style-type: none"> • No facilities exist

Applying the MMLoS methodology to the city's transportation network results in the following map which represents the existing baseline transportation network conditions. The map categorizes corridors by their current ability to serve pedestrians and

bicyclists, identifying where facilities meet standards, are acceptable but constrained, or are missing altogether.

Corridors Meeting Standard (Green):

Areas shown in green reflect streets with existing sidewalks, lower traffic speeds, or shared roadway conditions that already meet the MMLOS methodology.

Acceptable Corridors (Orange):

Orange segments indicate roadways that provide some level of accommodation for pedestrians and bicyclists but may have limitations such as narrower sidewalks, gaps in connectivity, or higher traffic volumes.

Missing Facilities (Red):

Red corridors highlight locations where active transportation infrastructure is currently lacking.



Overall, the map provides a clear roadmap for transitioning the City from a vehicle-dominated transportation system to a cohesive, citywide multimodal network that is consistent with the State mandate. The MMLOS maps will also function as a practical planning tool to identify critical gaps in the City’s active transportation network and guide the prioritization of infrastructure improvements. By directly linking MMLOS maps

to capital planning, the City can strategically allocate resources toward projects that deliver the greatest multimodal and community-wide benefits.

FINANCIAL IMPACT:

Adoption of the MMLOS methodology will have cost implications for transportation infrastructure improvements throughout the City. These impacts may include increased construction costs associated with wider sidewalks, as well as ongoing maintenance costs related to pavement markings, striping, and signage needed to support multimodal facilities.

A portion of these infrastructure costs can be offset through private development, either by requiring developers to construct improvements along their site frontages or through the collection of transportation impact fees. An updated list of street projects that reflects the MMLOS standard is attached and is proposed for inclusion in the Comprehensive Plan's Transportation section of the Capital Improvement Program.

Implementation of these projects is expected to result in an increase to the Transportation Impact Fee. However, the specific cost impacts cannot be determined at this time, as the Transportation Impact Fee is calculated based on the City's adopted Six-Year Transportation Improvement Program (TIP), which is updated through the biennial budget process, and as such the fee may fluctuate from year to year depending on which projects are identified for funding by year.

It is important to note that the Transportation Impact Fee will not capture the full cost of bringing the entire transportation system up to the adopted MMLOS standard at one time. Instead, improvements toward MMLOS compliance will occur incrementally as projects are added to the CIP, constructed through private development, or built by the City.

While the State requires local jurisdictions to adopt a multimodal level of service standard, there is no state-mandated timeline or requirement to immediately construct all improvements necessary to achieve a fully compliant MMLOS system. This allows the City to take a phased, incremental approach that aligns infrastructure investments with available funding, development activity, and community priorities. This approach enables steady progress toward a fully multimodal transportation network while maintaining fiscal sustainability and responsiveness to local conditions.

COMMITTEE OPTIONS:

The Committee may consider the following options:

1. Accept the MMLOS methodology and direct staff to proceed with the necessary

Comprehensive Plan amendments.

2. Request revisions to the MMLOS methodology and provide direction to staff on specific changes for further refinement prior to implementation.

MEMORANDUM

Date:	December 29, 2025	TG:	21010.00
To:	Patricia Love, Shawn Smith – City of Stanwood		
From:	Paul Sharman, Patrick Lynch – Transpo Group		
cc:			
Subject:	Stanwood Multimodal Level of Service Standards Evaluation		

The purpose of this memorandum is to summarize the active transportation (pedestrian and bicycle) and transit level of service (LOS) standards that are being adopted by the City of Stanwood. The City does not intend to adjust its intersection LOS standards. The following memorandum outlines the City’s vision for the active transportation network, as well as the approach and standard for evaluating the roadways within that network.

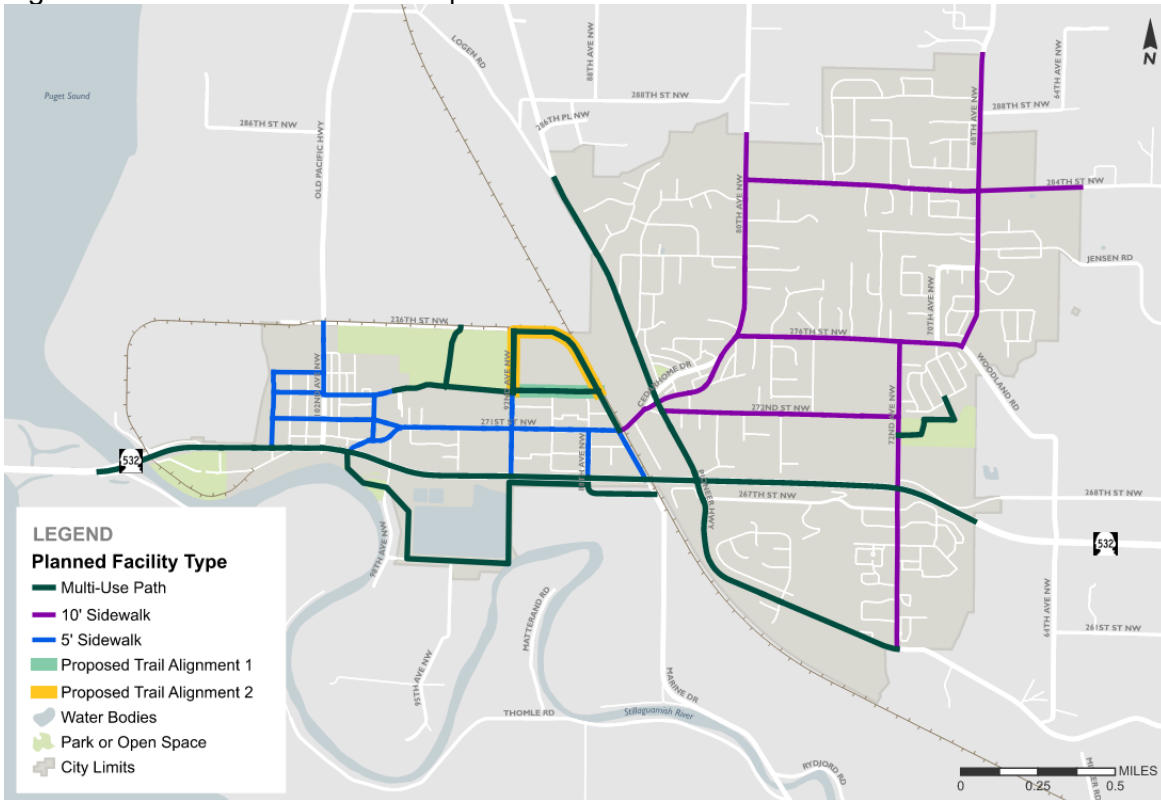
Active Transportation Network Vision

The City’s vision for the future roadway network is to provide active mode facilities on all roadways unless special circumstances make it prohibitive. The City’s Transportation Improvement Plan identifies numerous projects to install sidewalks to improve access for active transportation users along roadways within the City that currently lack active mode facilities.

As part of new development projects, the City requires that sidewalk facilities be constructed along internal streets and adjacent frontages in accordance with the design standards outlined in the City of Stanwood’s Street and Utility Standards. This has helped the City to achieve parts of the active transportation vision; however, reliance on developer-implemented improvements alone would result in gaps within the bicycle and pedestrian network. Additionally, the City has historically had minimal bicycle network facility standards, and recently updated their standards to include 10’ wide sidewalks on Minor Arterials (SR 532) and Residential Collector streets (primarily within the Uptown Area).

The Active Transportation Plan Network, shown in Figure 1, identifies the future vision for a comprehensive network of active transportation facilities. The city envisions an interconnected system of sidewalks and shared roadways (vehicles and bicycles share the roadway travel lane) in the downtown area, a network of 10’ wide sidewalks in Uptown (which would be available for bicyclists to use), and a network of off-street multiuse trails across the city. Bicycle facilities within Stanwood are expected to consist of shared roadways (sharrows) within the downtown area, possible bike lanes outside the downtown area, and shared use on both the 10’ sidewalks and the off-street multiuse paths. The planned network shown in Figure 1 does not specifically identify any bicycle facilities, as Stanwood expects that bicycles will primarily use the shared 10’ sidewalks and off-street paths and will share the road with vehicles in the downtown area as needed.

Figure 1. Planned Active Transportation Network






Active Transportation Level of Service Definition

The active transportation LOS approach is to evaluate the consistency of each roadway’s pedestrian facilities with the roadway design standards corresponding to the functional classification of the roadway. This approach uses consistency with the City’s Street and Utility Standards to evaluate each roadway instead of based on the presence of facilities on one vs. two sides of the roadway.

For this approach, the LOS standards that would be used to evaluate the active transportation network would be based on consistency with the roadway standards outlined in the City of Stanwood Street and Utility Standards. The LOS standards are shown in Table 1, along with example facilities and their associated LOS value.

Table 1. Active Transportation Levels of Service Overview

LOS	Rating	Standard	Example Facilities*
	Good	Roadway provides pedestrian/bicycle facilities in accordance with standards	<ul style="list-style-type: none">• Sidewalks on both sides of the roadway• Multi-use path on one side of the roadway
	Acceptable	Roadway provides pedestrian/bicycle facilities, but does not fully meet standards	<ul style="list-style-type: none">• Sidewalk along one side of the roadway, or sidewalks not built to standard
	Poor	No facilities exist	<ul style="list-style-type: none">• No facilities exist

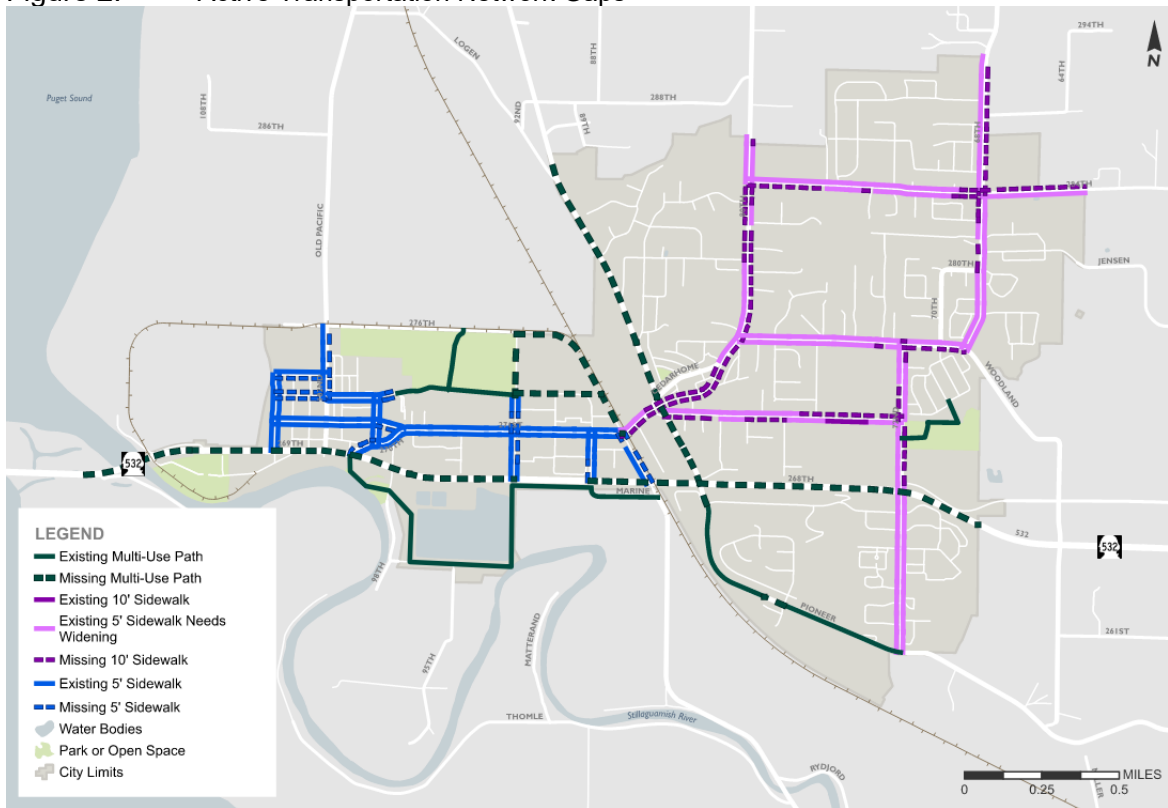
The LOS standards shown in Table 1 emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways, or along off-street corridors. The LOS designations are shown in green, orange, and red corresponding with good, acceptable, and poor LOS, respectively. The long-term vision for the City would be to have the Planned Network roadways achieve a green or good LOS; however, in the near-term, the objective would be to achieve, at minimum, an orange or acceptable LOS along these roadways.

Generally, a green/good LOS indicates a roadway provides the design specified pedestrian facilities for that functional classification, while an orange/acceptable LOS indicates that a pedestrian facility is provided but does not meet the appropriate design standard. A red/poor LOS generally indicates no designated facilities are provided for active transportation users and is considered unacceptable.

Note that the example facilities provided in Table 1 may correspond with different LOS values based on the functional classification of the roadway. For example, a 5' sidewalk on both sides of the roadway would align with the roadway standard for commercial and industrial collectors (corresponding with a green/good LOS) but would not fully meet the roadway design standard for a minor arterial or residential collector (corresponding with an orange/acceptable LOS).

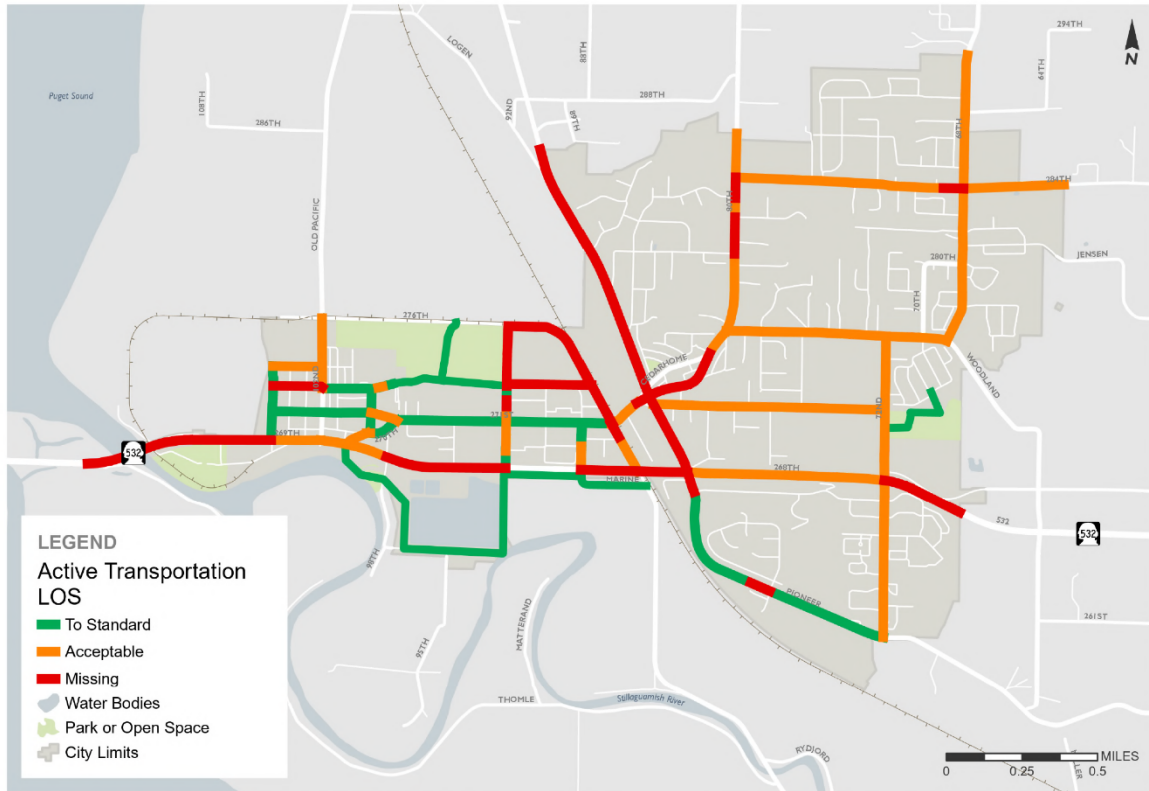
The active transportation system performance standards are meant to reinforce the City's recently updated multimodal street policies and design standards. The map of active transportation gaps (shown in Figure 2) is meant to guide the retrofit of older roadway infrastructure that was built with inadequate active transportation facilities (prior to the adoption of the existing design standards) to meet current expectations for system performance as it relates to bicycle and pedestrian travel.

Figure 2. Active Transportation Network Gaps



The gaps in the active transportation network identify where active transportation LOS is deficient. The active transportation LOS map is shown in Figure 3.

Figure 3. Active Transportation Level of Service



As shown in Figure 3, active transportation LOS generally shows **Good**, or **Acceptable** LOS in the downtown area, noting that some level of active mode accommodation generally exists. The uptown area of Stanwood generally has **Acceptable** LOS, meaning that sidewalk facilities generally exist but are not built to the city’s design standards. Active transportation LOS failures generally occur on SR 532, Pioneer Highway and along Cedarhome Drive.

Transit Level of Service Definition

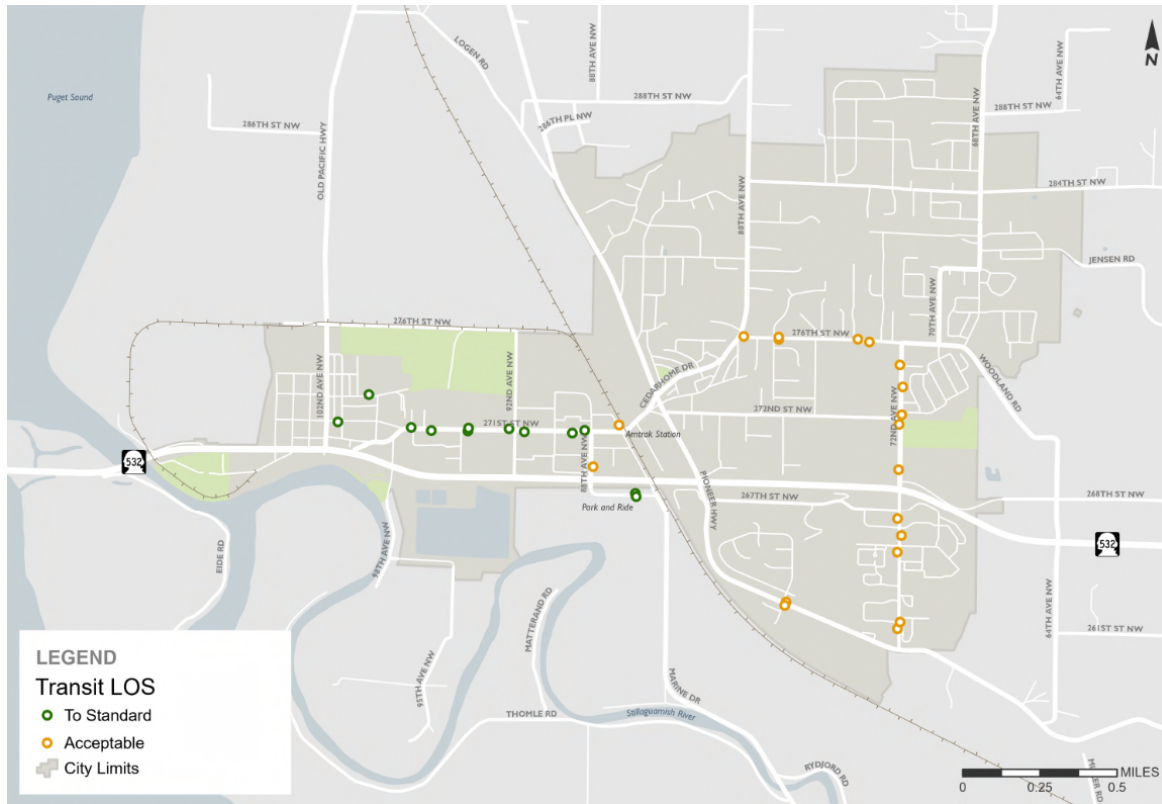
Within Stanwood, public transit service is provided by Island Transit, Community Transit, and Snow Goose Transit. Given that the City of Stanwood does not provide transit service and is therefore unable to control the frequency or routes available to residents, the City’s approach to transit LOS is to measure the degree to which bus stops are accessible to transit users. This approach reinforces the City’s commitment to providing pedestrian and bicycle facilities across the city’s roadway network. For this approach, the active transportation LOS standard for the roadway immediately adjacent to the bus stop are used for the transit level of service. The transit LOS standards are summarized in Table 2.

Table 2. Transit Levels of Service Overview

LOS	Rating	Standard
	Good	Pedestrian and bicycle access to the bus stop is provided as outlined in the planned active transportation network
	Acceptable	Some level of pedestrian and bicycle access to the bus stop is provided, but not as outlined in the planned active transportation network
	Poor	No pedestrian and bicycle facilities exist for safe access to the bus stop

The resulting transit LOS map is shown in Figure 4.

Figure 4. Transit Level of Service



Within Stanwood, transit LOS is generally **Good** in the downtown area along 271st Street, with bus stops along 276th St NW and 72nd Avenue having **Acceptable** transit LOS. The transit LOS measure could be used by the city to help prioritize active transportation enhancements such that the city may choose to prioritize active transportation investments along a transit route ahead of investments on a nearby street that does not provide transit access.

Transportation Improvement Projects and Programs

City of Stanwood Transportation Element Update

Type	Project ID	Project Name	Project Description
Intersection / Operations	I-1	SR 532 / 64th Ave N Intersection	Install a roundabout or signal in coordination with WSDOT
Intersection / Operations	I-2	272nd Street NW / 72nd Ave N (Lindstrom Road) Intersection	Intersection improvement to accommodate bus turning movements and operations. Upgrade to All-Way Stop Control
Intersection / Operations	I-3	272nd Street NW / High School Access Intersection	Intersection control to be upgraded to a signal with new planned development. Specific traffic controls to be determined.
Intersection / Operations	I-4	SR 532 / 98th Drive NW Intersection	Install a roundabout as eastern gateway to downtown area and improve access management in area
Intersection / Operations	I-5	SR 532 / Future Ovensell Park Road Entrance Intersection	Install a roundabout as western gateway to downtown area and improve access management in area
Widening / Reconstruction	R-1	SR 532 Downtown Corridor Future Ovensell Park Road Entrance to 98th Dr NW	Reconfigure corridor between roundabouts to improve access management and downtown walkability. Improvements subject to WSDOT approval.
Widening / Reconstruction	R-2	Twin City Mile Phase 1 103rd Dr NW to 102nd Ave NW	Contract improvements as part of Twin City Mile. Includes 270th St NW/102nd Ave NW intersection.
Widening / Reconstruction	R-3	Twin City Mile Phase 2 102nd Ave NW to 99th Ave NW	Contract improvements as part of Twin City Mile
Widening / Reconstruction	R-4	Twin City Mile Phase 3 99th Ave NW to 96th Ave NW	Contract improvements as part of Twin City Mile
Widening / Reconstruction	R-5	Twin City Mile Phase 4 96th Ave NW to 90th Ave NW	Contract improvements as part of Twin City Mile
Widening / Reconstruction	R-6	Twin City Mile Phase 5 90th Ave NW to 84th Ave NW	Contract improvements as part of Twin City Mile
Widening / Reconstruction	R-7	72nd Avenue NW Improvements 268th Street NW to 276th Street NW	Reconstruct and widen 72nd Avenue NW, including sidewalks on both sides at missing locations. Three-lane cross-section south of 272nd St NW, two-lane cross-section north.
Widening / Reconstruction	R-8	80th Avenue NW Improvements 276th Street NW to 288th Street NW	Reconstruct and widen 80th Avenue NW, including sidewalks on both sides
Widening / Reconstruction	R-9	68th Avenue Reconstruction 288th Street to 288th Street	Reconstruct 68th Avenue NW, including a sidewalk on one side
Widening / Reconstruction	R-10	272nd Street NW Reconstruction 72nd Avenue NW to Pioneer Highway	Reconstruct and widen 272nd Street NW, including sidewalks on both sides
Widening / Reconstruction	R-11	101st Avenue NW Reconstruction 270th Street NW to 274th Place NW	Reconstruct 101st Avenue NW, including sidewalks on both sides
Widening / Reconstruction	R-12	284th Street NW Improvements 68th Avenue NW to 80th Avenue NW	Reconstruct and widen 284th Avenue NW, including sidewalks on both sides
Widening / Reconstruction	R-13	98th Drive NW Reconstruction 268th Street NW to 271st Street NW	Reconstruct and widen 98th Avenue NW, including sidewalks on both sides
Widening / Reconstruction	R-14	288th Street NW Reconstruction 80th Avenue NW to Pioneer Highway	Reconstruct and widen 288th Street NW, including sidewalks on both sides
Widening / Reconstruction	R-15	64th Avenue NW / Woodland Road SR 532 to 68th Ave NW	Reconstruct and widen 64th Avenue NW, including sidewalks on both sides
Widening / Reconstruction	R-16	64th Avenue SR 532 to Pioneer Hwy	Reconstruct and widen 64th Avenue NW, including sidewalks on both sides
New Roadway	N-1	Viking Way 88th Avenue NW to 92nd Avenue NW	Construct a new road, including sidewalks on both sides
New Roadway	N-2	Downtown to East Residential Connectors	Feasibility study for a new roadway between downtown and east residential areas
Pedestrian Network	P-1	276th Street NW 76th Drive NW to 68th Avenue NW	Construct sidewalk on south side of the street and complete gaps in sidewalk on the north side of the street
Pedestrian Network	P-2	276th Street NW Cedarhome South 276th Street NW to Florence Road	Construct sidewalk on both sides of the street
Pedestrian Network	P-3	276th Street NW (Lover's Lane) 92nd Avenue NW to 102nd Avenue NW	Construct sidewalk on both sides of the street
Pedestrian Network	P-4	284th Street NW Cedarhome Rd to eastern city limits	Widen sidewalk to 10 feet on both sides of the street
Pedestrian Network	P-5	84th Avenue NW to Triangle Drive Cedarhome Dr	Widen Sidewalk to 10 Ft on both sides of street
Pedestrian Network	P-6	272nd Pl NW 104th Dr NW to 102nd Ave NW	Construct 5 ft sidewalk on both sides of street
Pedestrian Network	P-7	84th Ave NW Cedarhome Dr NW to 270th St NW	Construct 5 ft sidewalk on both sides of street
Pedestrian Network	P-8	92nd Ave NW 271st St NW to 272nd St NW	Construct 5 ft sidewalk on east side of street
Pedestrian Network	P-9	273rd Pl NW 102nd Ave NW to 104th Dr NW	Construct 5 ft sidewalk on south side on street
Pedestrian Network	P-10	102nd Ave NW 270th St NW to 272nd Pl NW	Construct 5 ft sidewalk on west side of street
Pedestrian Network	P-11	271st St NW 99th Ave NW to 270th St NW	Construct 5 ft sidewalk on south side of street
Pedestrian Network	P-12	270th St NW SR 532 to 99th Ave NW	Construct 5 ft sidewalk on north side of street
Pedestrian Network	P-13	88th Ave NW Viking Way to SR 532	Construct 5 ft sidewalk on west side of street
Pedestrian Network	P-14	92nd Ave NW 271st St NW to AutoZone Entrance	Construct 5 sidewalk on west side on
Pedestrian Network	P-15	Off Street Trail between 276th and Stanwood Amtrak Station	Build off-street Multiuse Path (alignment A or B)
Bicycle Network	B-1	Pioneer Highway 288th Street NW to 72nd Avenue NW (Lindstrom Road)	Install bicycle facility on Pioneer Highway from the existing pathway south of 267th Place NW to the future County bicycle connection north of the city limits
Bicycle Network	B-2	267th Street NW / 268th Street NW Pioneer Highway to 72nd Avenue NW (Lindstrom Road)	Install bicycle facility on 267th Street NW and 268th Street NW from the existing pathway south of 267th Place NW to the future County bicycle connection east of the city limits
Bicycle Network	B-3	Cedarhome Drive 88th Avenue NW to 276th Street NW	Install bicycle lanes and accommodations at the new roundabout intersections
Bicycle Network	B-4	276th Street NW (Lover's Lane) 92nd Avenue NW to 102nd Avenue NW	Widen shoulder in both directions
Bicycle Network	B-5	Rails to Trails Railroad line - Saratoga Dr to Lane Rd	Widen shoulder in both directions
Other Agency Improvements	O-1	Old Pacific Highway	Snohomish County bike route
Other Agency Improvements	O-2	Pioneer Highway North	Snohomish County bike route
Other Agency Improvements	O-3	268th Street NW	Snohomish County bike route
Other Agency Improvements	O-4	Pioneer Highway South	Snohomish County bike route
Other Agency Improvements	O-5	Marine Drive	Snohomish County bike route
Citywide Programs	C-1	Small Capital Projects	Ongoing funding for small capital projects
Citywide Programs	C-2	Maintenance & Operations	Ongoing funding for small capital projects



City of Stanwood Public Works and Parks Committee Staff Report

Item Number: 3.a.
Date: January 5, 2026
Subject: Electric Charging Stations Grant Application
Contact Person: Aaron Weinberg, Business & Community Relations
Attachments: None

ISSUE

The purpose of this item is for the Public Works Committee to learn about a Snohomish PUD grant that City staff plans to apply for to fund 100% two level three fast-charging electric vehicle charging stalls at each of the public downtown parking lots.

STAFF RECOMMENDATION:

Staff recommend pursuing Snohomish PUD's Electric Pathways for Transportation Grant to cover 100% of the project. The grant, due March 21, 2026, provides up to \$350,000 for electric transportation and mobility projects.

BACKGROUND:

In late 2025, Snohomish PUD contacted City of Stanwood Community Development staff to encourage the City to apply for its Electric Pathways for Transportation Grant. Funded through Washington State's Clean Fuels Standard, the grant is available to non-residential customers for transportation and mobility projects. The program can cover up to 100% of eligible costs related to studying, planning, promoting, or deploying electric transportation technology and does not require a local match.

In prior years, the City had explored installing EV charging stations in public parking areas due to the limited availability of charging services within city limits. Currently, there is only one publicly accessible EV charging location in Stanwood, located at the ARCO gas station on 104th Drive NW. Following the PUD's outreach and a review of

the grant opportunity, City staff determined that this is an appropriate time to revisit the potential installation of public EV charging infrastructure.

City staff looked at potential sites for EV chargers and concluded its two downtown public parking lots are ideal locations due to proximity to local small businesses and convenience for drivers and pedestrians.

DISCUSSION:



The proposed project aims add capacity to charge to EVs at both the east and west downtown City public parking lots (four parking stalls total dedicated to EV charging). The project aligns with the City’s Comprehensive Plan, particularly the Economic Development Element, emphasizing strengthening Downtown, Uptown, and other commercial areas through targeted infrastructure investments. Access, amenities, and modern infrastructure play an important role in supporting local businesses and encouraging visitation.

Public EV charging is increasingly a standard amenity influencing where people choose to stop, spend time, and conduct business. Stanwood's limited EV charging availability constrains options for residents without access to home charging and reduces the City’s ability to attract visitors who travel by electric vehicle. Installing chargers in centrally located public parking lots addresses this gap while directly supporting established commercial areas. The project supports economic development goals by encouraging longer visits and increased foot traffic to nearby businesses. EV charging stations located within downtown parking areas provide a reason for drivers to remain in the area while charging, translating to activity at local shops, restaurants, and services. It may also capture drivers otherwise using the area as a pass-through. This approach is consistent with the Comprehensive Plan’s emphasis on supporting downtown vitality and tourism-related activity.

From an infrastructure and transportation standpoint, the project accommodates evolving transportation technologies and improves access to commercial centers. Public EV charging is increasingly part of baseline transportation infrastructure.

Providing it in existing public facilities allows the City to modernize services without expanding development or acquiring additional property.

One staff concern for the project is ongoing maintenance and administrative work once the EV charging stations are installed. In a meeting with PUD staff between City Community Development and Public Works staff, it was noted that some EV charging vendors manage those processes, lessening the burden on City staff. For instance, vendors offer utility coordination & energy management, network management, maintenance and repairs, customer service, and payment processing and revenue management.

FINANCIAL IMPACT:

The maximum grant award – and therefore maximum budget for this project – is \$350,000. This project is not budgeted and must be 100% covered by the grant.

To provide power to the two downtown public parking lots, Snohomish PUD has advised the City to anticipate a one-time new service construction cost of about \$40,000 for the west downtown parking lot and \$45,000 for the east downtown parking lot, leaving about \$265,000 to work with for charging equipment, installation, and other direct costs.

Preliminary research and discussions with EV charging vendors indicates that total costs for equipment and installation vary widely depending on charger type, brand, and included features. Current estimates range from \$170,000 to \$320,000. The primary cost differences are driven by optional features—such as touchscreens, cloud-based management platforms, and advanced connectivity—that are not necessary to meet the City's project goals. Staff time – such as research, writing the proposal, administering and reporting the grant, managing construction, and more — is the main indirect cost of this project.

It's important to note that completely accurate costs of this project won't be fully known until the procurement process and PUD's design process.

COMMITTEE OPTIONS:

The Committee has the option to recommend staff pursue the grant. If awarded, staff will present the grant award to City Council for approval.



City of Stanwood Public Works and Parks Committee Staff Report

Item Number: 3.b.
Date: January 5, 2026
Subject: Draft Haul Route and Weight Limit Ordinance
Contact Person: Patricia Love, Community Development Director
Attachments: 1. Haul Route Ord v1

ISSUE

The purpose of this item is for the Council Committee to consider a draft amendment to the Municipal Code adopting a citywide commercial truck haul route, road weight limits, and preservation of the City's brick roads.

STAFF RECOMMENDATION:

The attached preliminary draft ordinance has been prepared based on Council feedback regarding priorities for brick road reconstruction. Staff recommends proceeding with the code amendment process and conducting outreach to west-end businesses to solicit input on the proposed weight limits and construction-related restrictions affecting the City's brick roads. Feedback received will be used to refine and modify the proposed standards as appropriate.

BACKGROUND:

At the November 13, 2025 Council Workshop, the City Council met with local business owners to discuss roadway design alternatives for 270th Street, commonly referred to as the "Brick Road." As a result of that discussion, the Council established a phased action plan to guide future efforts:

- Immediate (0-3 Months): Actions that can be implemented with minimal cost and no construction.
- Near Term (4-12 Months): Actions that improve safety, manage traffic, and enhance visibility in the West End.

- Mid-Term (1-2 Years): Finalize engineering design and prepare the corridor for construction.
- Construction (3-5+ Years): Construction of the brick road.

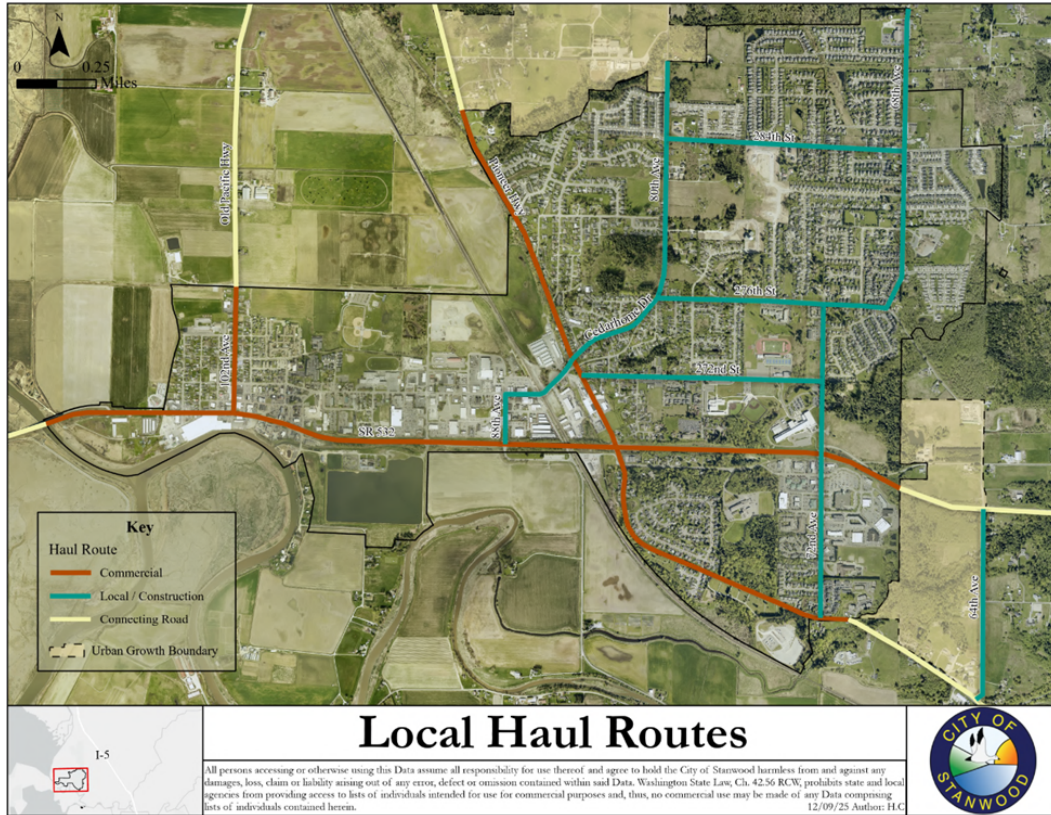
This item addresses one of the Immediate Action items: adoption of a commercial truck weight limit on the Brick Road, with the overarching goal of preserving and protecting the City's historic brick roadways from damage. Adoption of a roadway weight limit also requires consideration of how commercial vehicles access and supply local businesses. To that end, staff has prepared a preliminary draft ordinance addressing truck haul routes, roadway weight limits, and long-term preservation of the City's brick roads.

DISCUSSION:

Attached for Council's consideration is a preliminary draft ordinance that establishes a citywide commercial truck route and restricts alteration of the City's brick roads in order to support their long-term preservation. The preliminary draft is intended to introduce the proposed approach for managing commercial truck traffic while balancing the operational needs of local businesses. Early review by the Council provides an opportunity to comment on key provisions and the overall direction of the ordinance before staff proceeds with the formal adoption process.

Truck Route Provisions:

Two types of truck routes are being proposed: Commercial Through Truck Route and Local Heavy Vehicle Routes. Commercial through routes would be limited to SR 532, 102nd Avenue and Pioneer Highway. Whereas, Local Heavy Vehicles would be limited to the City's collector and arterial roadways. When destinations are not immediately adjacent to the designated truck route, drivers will be required to use the most direct route once leaving the designated truck route. No cut-through traffic on local streets would be allowed. Exceptions are provided for local deliveries, garbage collection, postal service, police, fire, EMS, local and regional transit services and residents. Use of unmuffled compression brakes would be prohibited.



Weight Limits on City Streets:

With the exception of transit vehicles, emergency service vehicles, public utilities, and solid waste collection vehicles, the proposed ordinance establishes a maximum gross vehicle weight of 15,000 pounds on streets that are not designated as arterial or collector streets. In addition, a more restrictive gross vehicle weight limit of 10,000 pounds is proposed for the City’s brick roads, unless prior approval is granted by the Public Works Director. The recommended weight limits are based on a review of similar regulations adopted by other Washington cities, including Lake Stevens and Monroe, as well as other sample draft ordinance language. For comparison, the City of Lake Stevens allows a maximum gross vehicle weight of 20,000 pounds, while the City of Monroe has adopted a 15,000-pound gross vehicle weight limit on applicable roadways.

For reference, the image below provides a general comparison of typical vehicle weights to assist in understanding the proposed limits.

Class 1 6,000 lbs and less



Minivan



Cargo Van



SUV



Pickup Truck

Class 2a 6,001 to 8,500 lbs **Class 2b** 8,501 to 10,000 lbs



Minivan



Cargo Van



Full-size Pickup Truck



Step Van

Class 3 10,001 to 14,000 lbs



City Delivery Truck



Heavy-Duty Pickup Truck



Sprinter Van

Class 4 14,001 to 16,000 lbs



Walk-in Delivery Truck*



Box Truck*



City Delivery Truck*

Class 5 16,001 to 19,500 lbs



Bucket Truck



Large Walk-in Truck



Large City Delivery Truck

Class 6 19,501 to 26,000 lbs



Single-axle Truck



School Bus*

Class 7 26,001 to 33,000 lbs



Refuse Truck*



Furniture Truck



City Bus*



Truck Tractor*

Class 8 33,001 lbs and over



Cement Truck



Dump Truck*

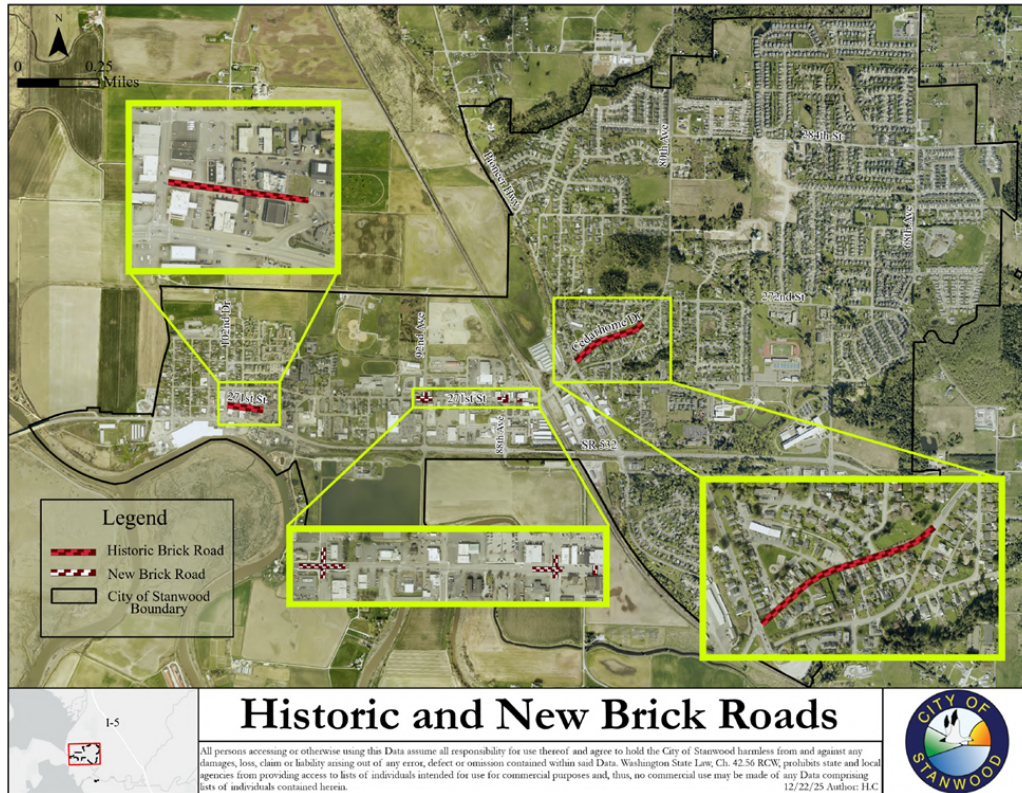


Sleeper

Preservation of the City's Brick Roads:

Preservation of the City's brick roads is important to the community because they reflect the City's historic character. Over time, portions of these brick roads have been

paved over, cut, and patched to accommodate utility installations and routine street maintenance. To protect the remaining brick roadway segments, the City is proposing new Brick Road Preservation Standards. These standards would limit construction-related impacts and require that any unavoidable damage be repaired using comparable brick materials, rather than asphalt or concrete. The proposed standards would apply not only to the City's historic brick roads, but also to new brick roadway segments constructed as part of the City Beautification and Twin City Mile initiatives.



The following standards are being proposed:

- Brick streets must remain exposed and may not be paved over with asphalt or concrete unless expressly approved by City Council.
- Any street or utility work affecting brick roads must minimize impacts, salvage and reuse existing bricks whenever possible, and ensure that replacement materials closely match the original bricks in size, color, texture, and pattern.
- Restored areas must match the surrounding brick layout, and utility cuts are required to avoid brick streets to the greatest extent practicable.
- In emergency situations, temporary repairs may be made to protect public safety or restore essential services; however, permanent restoration of the brick roadway must occur within six months.

FINANCIAL IMPACT:

None

COMMITTEE OPTIONS:

1. Provide direction on any desired amendments and recommend that staff proceed with the code amendment process.
2. Recommend that no action be taken on the proposed amendments at this time.

**CITY OF STANWOOD
WASHINGTON**

ORDINANCE NO. 15XX

AN ORDINANCE OF THE CITY OF STANWOOD, WASHINGTON, ADOPT A NEW CHAPTER OF THE STANWOOD MUNICIPAL CODE, CHAPTER 10.30, TRUCK HAUL ROUTES AND STREET WEIGHT LIMITS, ADOPT A NEW CHAPTER OF THE STANWOOD MUNICIPAL CODE CHAPTER 11.14, HISTORIC BRICK STREETS PRESERVATION, AND ESTABLISHING SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the City of Stanwood’s brick streets are historic public assets that contribute to the community’s character and identity; and

WHEREAS, the City desires that the brick roads be preserved and maintained in a manner consistent with their historic character; and

WHEREAS, brick roads differ from modern asphalt or concrete pavements in structure, load response, and repair methods; and

WHEREAS, brick roads are more susceptible to displacement, settlement, damage, and vibration-related impacts when subjected to frequent heavy truck traffic, repeated turning movements, braking, or acceleration; and

WHEREAS, adoption of brick road preservation standards is necessary to ensure maintenance, repair, and restoration work is conducted in a manner consistent with the City’s Comprehensive Plan historic preservation goals; and

WHEREAS, the City is authorized to adopt ordinances and regulations to manage and protect its public rights-of-way and to preserve City transportation assets for current and future users; and

WHEREAS, establishing designated truck haul routes and street weight limits is a reasonable and necessary means to reduce heavy-haul impacts to the City’s brick roads and other infrastructure by directing heavy vehicles to streets designed and maintained for such loads where feasible; and

WHEREAS, designating specific haul routes based on engineering considerations and land-use compatibility promotes public safety and economic activity while reducing adverse impacts; and

WHEREAS, the City Council finds that a haul-route designation system is necessary to ensure that heavy-haul activity occurs in a manner that is safe, coordinated, and consistent with the City’s infrastructure capacity; and

WHEREAS, the City of Stanwood SEPA Responsible Official has reviewed the proposed amendments to the Stanwood Municipal Code, determined that the amendments are categorically exempt from SEPA, and memorialized those conclusions under file number 2025-00xx; and

WHEREAS, the Stanwood Community Development Committee reviewed the draft ordinance at their [REDACTED], 2026; and

WHEREAS, all persons desiring to either provide written testimony or speak for or against the ordinance were given the opportunity to do so before City Council; and

WHEREAS, the City Council held a public hearing on the draft code amendment on [REDACTED], 2026, and accepted public comment; and

WHEREAS, the City Council of Stanwood has authority under RCW 36.70A to adopt plans and regulations related to development and operations within the City of Stanwood; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANWOOD, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Truck Haul Routes and Street Weight Limits. Stanwood Municipal Code Chapter 10.30, Truck Haul Routes and Street Weight Limits, is hereby adopted to read as provided in Exhibit A attached to this ordinance and incorporated herein by reference as if set forth in full.

Section 2. Historic Brick Street Preservation. Stanwood Municipal Code Chapter 11.14, Historic Brick Streets Preservation, is hereby adopted to read as follows as provided in Exhibit B attached to this ordinance and incorporated herein by reference as if set forth in full.

Section 3. Citation Corrections. The Codifiers of this ordinance are here by instructed to make any and all appropriate code citation references, cross-references, and formatting adjustments necessary to ensure consistency with the amendments and revisions adopted by this ordinance.

Section 4. Authority to Make Necessary Corrections. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's clerical errors, references, ordinance numbers, section/subsection numbers and any references thereto.

Section 5. Severability. The various parts, sections and clauses of this ordinance are hereby declared to be severable. If any part, sentence, paragraph, section or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

Section 6. Effective Date. This Ordinance shall take effect five days after its passage and publication as required by law.

PASSED and APPROVED this ____ day of _____, 2026.

CITY OF STANWOOD:

Sid Roberts, Mayor

Attest:

Lisa Sokolik, City Clerk

Approved as to Form:

Nikki Thompson, City Attorney

Date of Publication: _____

Effective Date: _____

EXHIBIT A

Title 10 – Vehicles and Traffic

New Chapter 10.30 - Haul Routes and Commercial Vehicle Weight Limits

Chapter 10.30

Truck Routes and Weight Restrictions

- 10.30.010 Purpose**
- 10.30.020 Definitions**
- 10.30.030 Designated Truck Routes**
- 10.30.040 Weight Limit on City Streets**
- 10.30.050 Compression Breaks**
- 10.30.060 Reduced Weight Maximums on Specific Roads**
- 10.30.070 Liability For Damage To City Streets**
- 10.30.080 Enforcement and Penalties**

10.30.010 Purpose

The purpose of this chapter is to regulate commercial truck vehicle traffic on City streets to promote the safe and efficient movement of vehicles while preserving the integrity of the City’s transportation network.

10.30.020 Definitions

For the purposes of this chapter, the following definitions shall apply:

“Through Truck Traffic” means commercial truck traffic that does not originate or terminate in Stanwood.

“Truck” for the purpose of this chapter truck means any motor vehicle designated or used for the transportation of commodities, merchandise, produce, hazardous cargo, freight or animals.

“Commercial Through-Truck Route” means a designated route intended for freight trucks traveling through the area, providing a continuous, efficient connection between major highways and regional destinations.

“Local Heavy Vehicle / Construction Route” means a designated roadway corridor intended for heavy vehicles with a local origin or destination such as construction or agricultural vehicles.

10.30.030 Designated Truck Routes

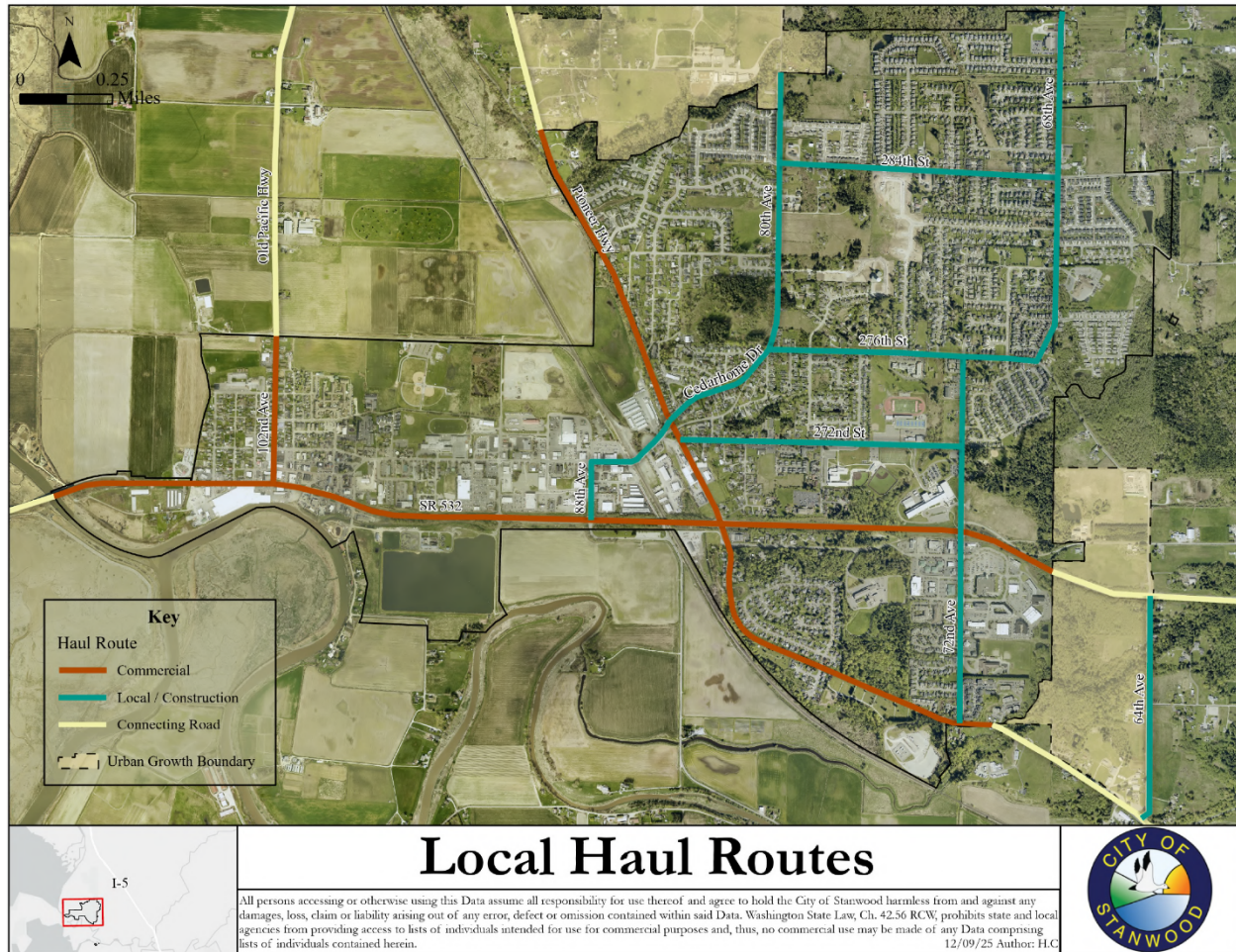
- (1) The following streets shall be designated as an approved Commercial Through Truck Route.
 - (a) SR 532
 - (b) 102nd Avenue NW north of SR 532
 - (c) Pioneer Highway

- (2) The following streets shall be designated as an approved Local Heavy Vehicle / Construction Route.
 - (a) 80th Avenue NW
 - (b) 72nd Avenue NW
 - (c) 68th Avenue NW
 - (d) 284th Street NW
 - (e) 276th Avenue NW
 - (f) 272nd Avenue NW
 - (g) Cedarhome Drive

- (3) Destinations: When destinations are not immediately adjacent to the designated truck route, drivers shall use the most direct route once leaving the designated truck route. No cut-through traffic is allowed on local streets.

- (4) Local Access Exemption:
 - (a) Local deliveries, garbage collection, postal service, and residents are exempt from through-truck restrictions but must meet posted weight limits.
 - (b) Police, fire, and EMS
 - (c) Local and regional transit services

Figure 10.30.030-1 Designated Truck Route Map



10.30.040 Weight Limit on City Streets

- (1) Excluding transit, emergency service, public utility, and solid waste disposal vehicles, no person may operate a vehicle exceeding **15,000 pounds gross weight** on any street that is not designated an arterial street or collector per the City's Comprehensive Plan.
- (2) No person may operate or move any vehicle or load upon a City right-of-way that exceeds applicable vehicle weight limits unless the driver first obtains an **overweight vehicle permit** issued by the City. Operation in violation of this requirement, or contrary to permit conditions, is unlawful.

10.30.050 Compression Brakes

With the exception of emergency vehicles, no person operating a motor vehicle shall use unmuffled compression brakes on city streets unless being applied in an emergency and where necessary for the protection of persons or property.

10.30.060 Reduced Weight Maximums on Specific Roads

- (1) No person shall operate a vehicle in **excess of 10,000 pounds gross weight** on the City's brick roads without approval from the Public Works Director.
 - (a) 270th Street Between 102nd Avenue and Camano Street
 - (b) Cedarhome Drive NW
- (2) Notice of the weight restriction under this section shall be posted on the roadway by placing a sign at each end of that section of road on which the allowable weight limit is reduced, as deemed necessary by the Public Works Director

10.30.070 Liability For Damage To City Streets

- (1) Anyone who travels or drives a vehicle on a City street, or moves an object on a City street, is liable for any damage they cause to the street or related structures if:
 - (a) They operate the vehicle illegally, or
 - (b) They move or park a vehicle that is over the allowed weight limits, or
 - (c) They drive or move illegally, negligently, or without authorization by the City.
- (2) Anyone driving a vehicle, but is not the owner of the vehicle, is also liable for any damage caused by negligent driving.

10.30.080 Enforcement and Penalties

- (1) Violations of this chapter, including unauthorized operation of vehicles in excess of posted limits, shall be civil infractions enforceable under SMC 1.12, General Penalty and other applicable provisions of the Stanwood Municipal Code.

EXHIBIT B

Title 11 Streets and Public Rights-of-Way New Chapter 11.14 - Brick Road Preservation Standards.

Chapter 11.14 Historic Brick Road Preservation Standards

- 11.14.010 Purpose**
- 11.14.020 Definitions**
- 11.14.030 Designated Brick Streets**
- 11.14.040 Preservation Requirements**
- 11.14.050 Design and Streetscape Improvements**

11.14.010 Purpose

- (1) The purpose of this chapter is:
 - (a) To preserve Stanwood’s brick road segments as unique public assets;
 - (b) Protect the structural integrity of the brick surface;
 - (c) Regulate construction and utility work within the right-of-way; and
 - (d) Authorize the Public Works Director to establish vehicle operational restrictions necessary to prevent long-term damage.

11.14.020 Definitions.

For the purposes of this chapter, the following definitions shall apply:

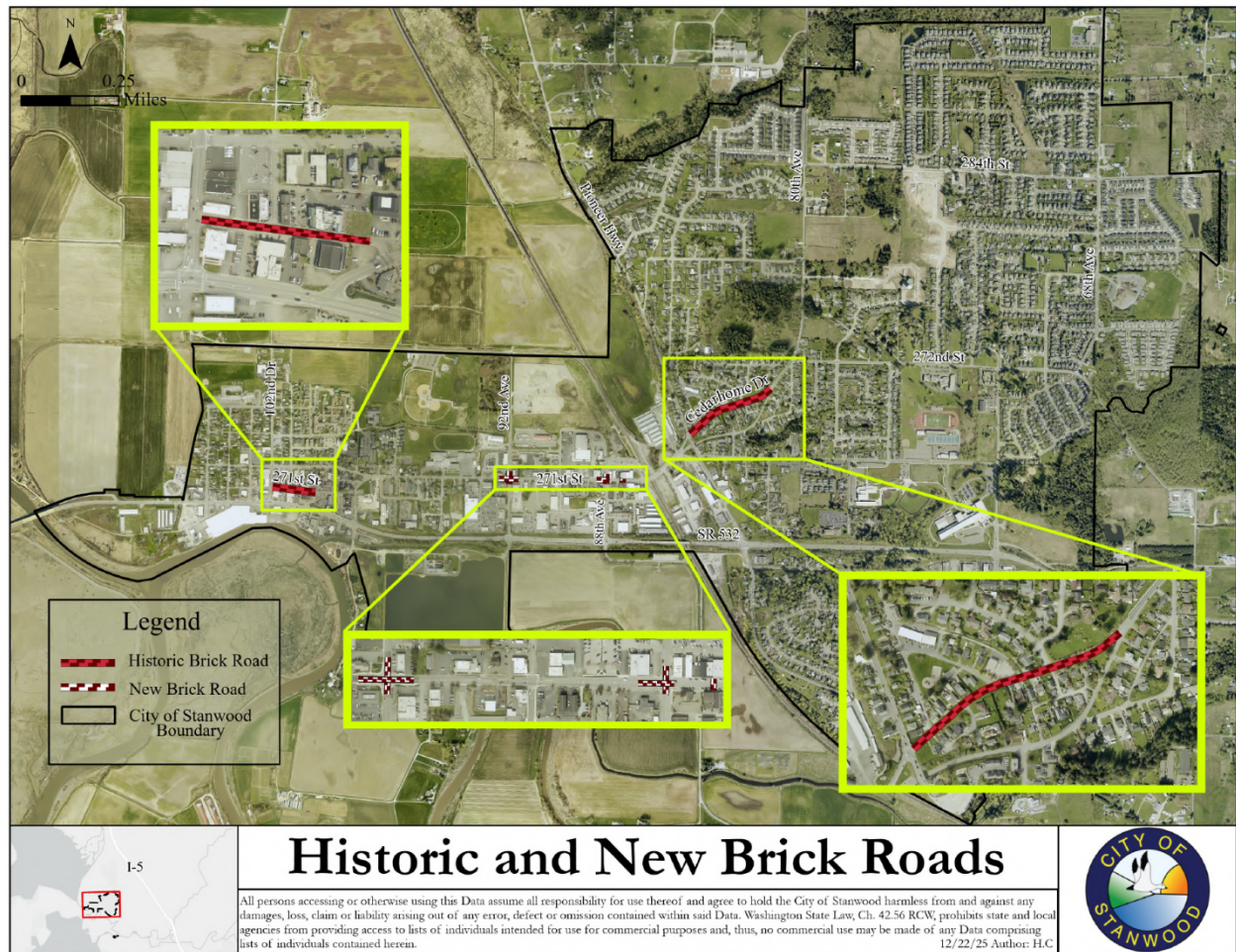
“Brick Road or Street” means those portions of city streets which are paved, or partially paved, with exposed brick.

11.14.030 Designated Brick Roads

- (1) The following road segments are designated as Historic Brick Roads:
 - (a) 270th Street NW between 102nd Avenue NW and Camano Street.
 - (b) Cedarhome Drive NW between Pioneer Highway and Cedarhome Drive NW (brick-paved segment).
- (2) The following road segments are designed as new or future Brick Roads:

- (a) 271st Street NW between 98th Drive NW and 84th Avenue NW (Florence Road).
- (b) 270th Street and SR 532 Intersection.
- (3) Additional brick street segments may be added to or removed from the list of Brick Streets by ordinance of the City Council.

Figure 11.14.303-1 Brick Road Street Map



11.14.040 Preservation Requirements

- (1) Brick Streets shall be preserved and maintained in a manner that retains their appearance, alignment, and pattern, while providing a safe and functional surface for vehicular, bicycle, and pedestrian use.
- (1) Brick Must Remain Exposed. Brick Streets shall remain surfaced in exposed brick. Paving over brick with asphalt or concrete is prohibited unless specifically authorized by City Council.
- (2) Repair and Replacement Standards. All street and utility maintenance, repair or replacement work shall comply with the following standards:

- (a) When brick pavement is disturbed or damaged, brick units shall be salvaged, cleaned, and re-used to the maximum extent practicable.
 - (b) If existing bricks are damaged and cannot be salvaged, they must be replaced to match the existing bricks in size, color range, texture, and pattern to the extent reasonably practicable, as approved by the Public Works Director.
 - (c) Restored areas must match the adjacent brick pattern (e.g., running bond, herringbone).
 - (d) Utility cuts shall use alternative routes to the maximum extent possible to avoid disturbance to Brick Roads. The Public Works Director may require trenching or alternate alignments to protect brick pavement.
 - (e) The Public Works Director shall maintain standard details for brick street restoration.
- (3) Emergency Work. In the event of an emergency, repairs necessary to protect public health and safety or restore critical utility service, temporary measures may be taken without full compliance with this chapter; provided that permanent restoration of the Historic Brick Road shall occur within 6 months or as soon as practicable thereafter. The estimated cost of permanent repairs shall be bonded for at the time of the emergency repair.

11.14.050 Design and Streetscape Improvements

Any capital improvement project, streetscape enhancement, or major reconstruction on a Brick Road shall be designed to preserve the exposed brick pavement.