



City Council Committee Meeting Agenda

Public Works / Parks Committee

This meeting will be conducted in person at City Of Stanwood Public Works Wastewater Treatment Plant located at 26729 98th DR NW, Stanwood WA 98292

Monday, March 6, 2023, 5:30 PM

1. 6-year Transportation Improvement Plan (TIP) 2024-2029 Second Review
2. Capital Improvements Project List and Survey



**CITY OF STANWOOD
PUBLIC WORKS COMMITTEE
AGENDA STAFF REPORT**

ITEM: 1

DATE: March 6, 2023

SUBJECT: Six-Year Transportation Improvement Plan (TIP) 2024-2029
Second Review

CONTACT PERSON: Kevin Hushagen, Public Works Director

ATTACHMENTS: A – Map of Projects
B – 2024-2029 Project List- Draft
C – 2024-2029 Project cost spreadsheets- Draft
D – 20-Year Comp Plan Transportation Cost Estimates
E – 2023-2028 CIP By Department

PURPOSE

The purpose of this staff report is for the public works committee to review the current Six-Year TIP 2023-2028 and make recommendations for the 2024-2029 Six-Year TIP.

BACKGROUND

As required by RCW 35.77.010 the City of Stanwood is required to prepare and adopt a comprehensive transportation improvement plan (TIP) by July of each year for the ensuing six calendar years. In addition, the City of Stanwood's Six-Year TIP is required to be consistent with the adopted comprehensive plan and shall be filed with the Washington Department of Transportation as well as the Puget Sound Regional Council.

The purpose of the comprehensive transportation improvement plan is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The approved plan may at any time be revised by a majority vote of the council, but only after a public hearing(s) have been notice and held.

In 2015, the city comprehensive plan was adopted; Transpo Group developed the transportation element of the plan. As part of the transportation element a 20 year look ahead, and forecast is made and adopted in that plan. The Six-Year TIP is to create a more defined and attainable 6-year plan for adoption annually to be in line with finances and needs of the City while being consistent with the comprehensive plan. Projects seeking grant or outside funding need to be identified on the Six-Year TIP.

DISCUSSION

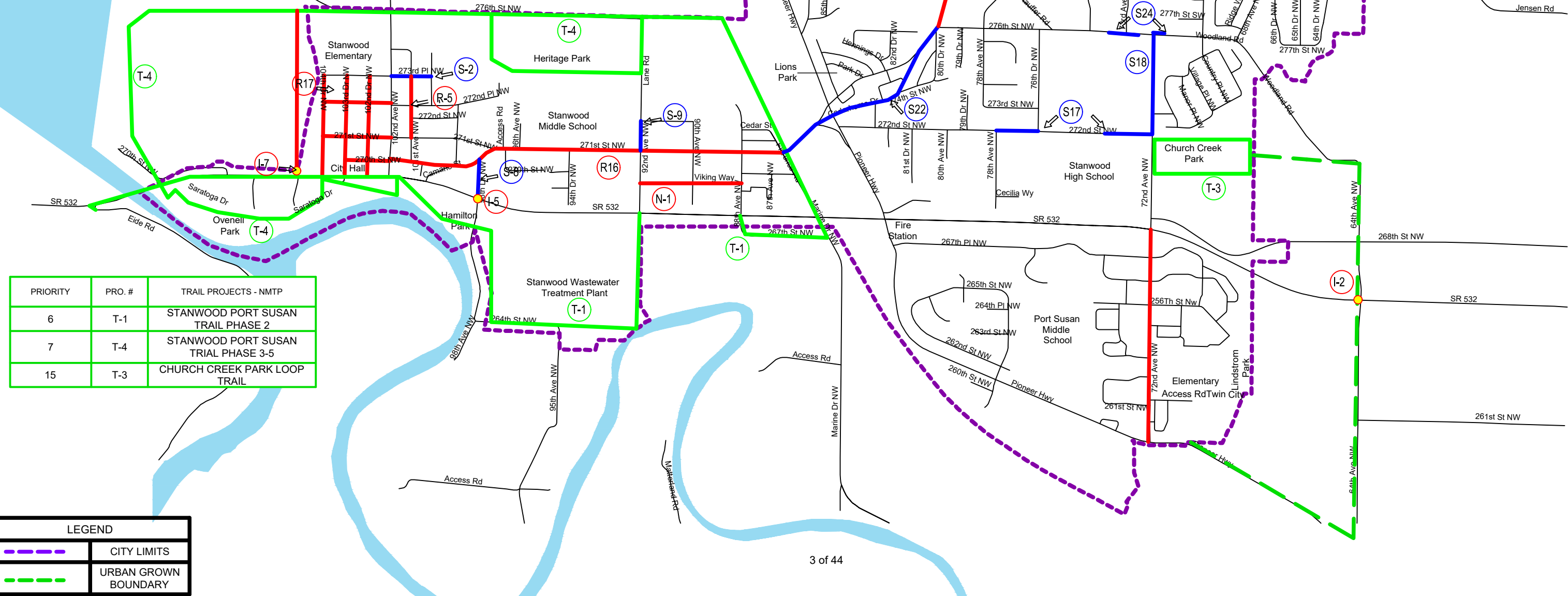
Review the Project Cost sheet. Review the priority levels of the projects from the 2023-2028 TIP.

Stanwood CIP Projects

City of Stanwood, WA

PRIORITY	PRO. #	STREET PROJECTS - CIP
1	R-2	80TH AVE RECONSTRUCTION PHASE 1
2	N-1	VIKING WAY-90TH AVE PHASE 2
3	I-2	64TH AND SR532 INTERSECTION
4	R-16	MAIN STREET BEAUTIFICATION
5	R-7	284TH ST IMPROVEMENTS
8	R-19	OVERLAY AND ADA IMPROVEMENTS
17	I-5	SR532/98TH DR NW HAMILTON ENTRANCE INTERSECTION
18	I-7	SR532 OVENELL PARK ENTRANCE AND 106TH AVE BYPASS
19	R-18	80TH AVE RECONSTRUCTION PHASE 2
20	R-5	101ST AVE RECONSTRUCTION & OVERLAY
21	R-17	WESTSIDE OVERLAYS

PRIORITY	PRO. #	SIDEWALK PROJECTS - NMTP
8	S-9	92ND AVE NW
10	S-2	273RD PL NW
11	S-18	72ND AVE NW
12	S-17	272ND ST NW
13	S-8	98TH DR NW
14	S-23	284TH ST NW-SOUTH
15	S-22	CEDARHOME DR NW
16	S-24	276TH SIDEWALK INFILL



Projects List 2024-2029 TIP - DRAFT					
Project Priority	Project Number	Name	Source	Notes	Questions for PWC
1	R-2	80th Ave Reconstruction Phase 1 with Widening	CIP		
2	N-1	Viking Way-90th Ave Phase 2	CIP		
3	I-2	64th and SR532 Intersection	CIP		
4	R-16	Twin city Mile/Downtown Renovation Project	CIP	Added in 2022- updated project name to match 2023-2028 CIP	Need a project description. This project is broken down into several sections, not all relate to the TIP- cant really get it to match up to the CIP is this ok?
5	R-7	284th ST Improvements	CIP		
6	T-1	Port Susan Trail Phase 2-5	NMTP	1. removed "Stanwood" to match CIP on 2023-2028 TIP these were split up. 2. I combined T-1 and T-4 (priority 6 and 7) to match CIP. Project is not broken into two phases on CIP.	Need to verify funds for this project are listed correctly on Cost Sheet (attachment C) since we will be merging these projects on CIP. (Kevin, Shawn, Carly or Alan?)
8	R-19	Overlay and ADA Improvements	CIP	Added 2022	
9	S-9	Sidewalk: 92nd Ave NW	NMTP		
11	S-18	Sidewalk: 72nd Ave NW	NMTP		
12	S-17	Sidewalk: 272nd ST NW	NMTP		
13	S-8	Sidewalk: 98th DR NW	NMTP		
14	S-23	Sidewalk: 284th ST NW- South	NMTP		
15	S-22	Sidewalk: Cedarhome DR NW	NMTP		
?	S-30	Sidewalk: 276th St NW-N		Added 2/6/2023 PWC	
?	S-31	Sidewalk: 276th St NW-S		Added 2/6/2023 PWC	
16	T-3	Church Creek Park Loop Trail	NMTP	Talked to Carly 2/23- this is in the budget for 2023/2024 she had asked for 650K but was given \$245K Parks has this project on her work plan for 2024. This will need to get put on the 2024 CIP.	
17	I-5	SR532/ 98th DR NW Hamilton Entrance Intersection	CIP		
18	I-7	SR532 Ovenell Park Entrance and 106th AVE Bypass	CIP	Added 2022	
19	R-18	80th Ave Reconstruction Phase 2 with Widening	CIP	Added 2022	
20	R-5	101st AVE Reconstruction & Overlay	CIP		
21	R-17	Westside Overlays	CIP	Added 2022	

Street & Road Projects- CIP		
Priority	Project No.	Description
1	R-2	80th Ave Reconstruction Phase 1 with Widening
2	N-1	Viking Way-90th Ave Phase 2
3	I-2	64th and SR532 Intersection
4	R-16	Main Street Beautification
5	R-7	284th ST Improvements
8	R-19	Overlay and ADA Improvements
17	I-5	SR532/ 98th DR NW Hamilton Entrance Intersection
18	I-7	SR532 Ovenell Park Entrance and 106th AVE Bypass
19	R-18	80th Ave Reconstruction Phase 2 with Widening
20	R-5	101st AVE Reconstruction & Overlay
21	R-17	Westside Overlays

Trail Projects- NMTP		
Priority	Project No.	Description
6	T-1	Stanwood Port Susan Trail Phase 2-5
16	T-3	Church Creek Park Loop Trail

Sidewalk Projects- NMTP		
Priority	Project No.	Description
9	S-9	Sidewalk: 92nd Ave NW
11	S-18	Sidewalk: 72nd Ave NW
12	S-17	Sidewalk: 272nd ST NW
13	S-8	Sidewalk: 98th DR NW
14	S-23	Sidewalk: 284th ST NW- South
15	S-22	Sidewalk: Cedarhome DR NW
?	S-32	Sidewalk: 276th St NW-N where it ends at at Pence development to 72nd Ave NW
?	S-31	Sidewalk: 276th St NW-S from Stanwood Senior Center to Housing Hope

Completed Projects Removing from 2024-2028 TIP			
Priority	Project No.	Description	Notes
10	S-2	Sidewalk: 273rd PL NW	This was completed in 2022 and is being removed from 2024-2028 TIP

Meeting Updates:

2/6/2023 Added: S-32
2/6/2023 Added: S-31
2/6/2023 Removed: S-2 Completed

Priority & Project No.	Transportation Capital Project		Funding	2023	2024	2025	2026	2027	2028	Fund Total
1	80th Ave Reconstruction Phase 1 with Widening		Other Grant Funding							\$ -
R-2	PE	\$ 50,000	TBD Funds	\$ 100,000						\$ 100,000
	ROW	\$ 50,000	WSDOT Funds							\$ -
	CN	\$ 1,300,000	TIB Grant Funding							\$ -
	TOTAL	\$ 1,400,000	PSRC/STP Funding							\$ -
	Comments: between approx.. 276th St to 280th PL NW. Road improvements including widening, intersection improvements, curb, gutter, sidewalk and planter strip.		Developer Funded							\$ -
			Local - City	\$ 1,300,000						\$ 1,300,000
			SUBTOTAL THIS PROJECT	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000
2	Viking Way-90th Ave Phase 2		Other Grant Funding							\$ -
N-1	PE	\$ 286,000	TBD Funds	\$ 76,000						\$ 76,000
	ROW	\$ 300,000	WSDOT Funds							\$ -
	CN	\$ 450,000	TIB Grant Funding							\$ -
	TOTAL	\$ 1,036,000	PSRC/RTCC funding	\$ 890,000						\$ 890,000
	Comments: project will construct a continuation of Viking Way from where the previous phase ended in 2020 to 92nd Ave, ultimately connecting 88th to 92nd eliminating an existing misalignment on 92nd. This new roadway will include curb, gutter, sidewalks, landscaping, street lighting, and underground utilities.		Developer Funded							\$ -
			Local - City	\$ 70,000						\$ 70,000
			SUBTOTAL THIS PROJECT	\$ 1,036,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,036,000
3	64th and SR532 Intersection		Other Grant Funding	\$ 500,000	\$ 100,000	\$ 3,600,000		\$ 3,600,000		\$ 7,800,000
I-2	PE	\$ 500,000	TBD Funds							\$ -
	ROW	\$ 100,000	WSDOT Funds							\$ -
	CN	\$ 7,200,000	TIB Grant Funding							\$ -
	TOTAL	\$ 7,800,000	PSRC/STP Funding							\$ -
	Comments: 64th & SR532. This project will include roundabout, curb, gutter, paving, and planter.		Developer Funded							\$ -
			Local - City							\$ -
			SUBTOTAL THIS PROJECT	\$ 500,000	\$ 100,000	\$ 3,600,000	\$ -	\$ 3,600,000	\$ -	\$ 7,800,000
4	Main Street Beautification		Other Grant Funding			\$ 2,300,000	\$ 5,000,000	\$ 4,500,000	\$ 3,000,000	\$ 14,800,000
R-16	PE	\$ 700,000	TBD Funds	\$ 100,000		\$ 200,000				\$ 300,000
	ROW		WSDOT Funds							\$ -
	CN	\$ 17,000,000	TIB Grant Funding							\$ -
	TOTAL	\$ 17,700,000	PSRC/STP Funding							\$ -
	Comments: Camano Street, 92nd Ave, Brick Road/102nd Ave, 271st Street: 84th-88th AVE, 270th Street: City Hall Park to 102nd Ave, 271st Street: Central District incudes beautification, Lighting, gateway features, landscaping.		Developer Funded							\$ -
			Local - City	\$ 2,150,000	\$ 450,000					\$ 2,600,000
			SUBTOTAL THIS PROJECT	\$ 2,250,000	\$ 450,000	\$ 2,500,000	\$ 5,000,000	\$ 4,500,000	\$ 3,000,000	\$ 17,700,000
5	284th St Improvements		Other Grant Funding		\$ 622,000					\$ 622,000
R-7	PE	\$ 1,000,000	TBD Funds	\$ 72,000						\$ 72,000
	ROW	\$ 622,000	WSDOT Funds							\$ -
	CN	\$ 4,078,000	TIB Grant Funding							\$ -
	TOTAL	\$ 5,700,000	PSRC/STP Funding							\$ -
	Comments: Reconstruction and widen 284th Street from 80th Ave NW to 68th Ave NW		Developer Funded			\$ 4,354,000				\$ 4,354,000
			Local - City	\$ 652,000						\$ 652,000
			SUBTOTAL THIS PROJECT	\$ 724,000	\$ 622,000	\$ 4,354,000	\$ -	\$ -	\$ -	\$ 5,700,000
6	Stanwood Port Susan Trail- Phase 2		Other Grant Funding	\$ 305,000						\$ 305,000
T-1	PE	\$ 5,000	TBD Funds							\$ -
	ROW		WSDOT Funds							\$ -
	CN	\$ 1,333,000	TIB Grant Funding							\$ -
	TOTAL	\$ 1,338,000	PSRC/STP Funding							\$ -
	Comments: Trail system: Phase 2 will include a 1.2 mile segment that runs from the Stanwood Park and Ride lot off of 88th Avenue and SR 532, around the waste water treatment plant, and along the Stillaguamish River to Twin City Foods. . The project would include: 6- 10 foot wide trail – width will vary on the waste water treatment plant dike to accommodate existing conditions, Gateway trail entry locations, River view and plaza area near the southeast corner of the looped trail, Wetland and buffer mitigation for trail impacts, Pedestrian bridge spanning Irvine Slough and Interpretive Signs.		Developer Funded							\$ -
			Local - City	\$ 1,033,000						\$ 1,033,000
			SUBTOTAL THIS PROJECT	\$ 1,338,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338,000
7	Stanwood Port Susan Trail- Phase 3- 5		Other Grant Funding		\$ 1,733,000					\$ 1,733,000
T-4	PE	\$ 505,000	TBD Funds							\$ -
	ROW		WSDOT Funds							\$ -
	CN	\$ 1,500,000	TIB Grant Funding							\$ -
	TOTAL	\$ 2,005,000	PSRC/STP Funding							\$ -
	Comments: Trail system: Phase 3-5 will include Continue the 10 foot wide multi-purpose trail around the perimeter of downtown Stanwood. Design will follow the concepts identified in Phase 2. This section includes the design and construction of the SPST Park just south of the WWTP.		Developer Funded							\$ -
			Local - City		\$ 272,000					\$ 272,000
			SUBTOTAL THIS PROJECT	\$ -	\$ 2,005,000	\$ -	\$ -	\$ -	\$ -	\$ 2,005,000
8	Overlay and ADA Improvement		Other Grant Funding							\$ -
R-19	PE	\$ 500,000	TBD Funds	\$ 59,300	\$ 41,000	\$ 51,000	\$ 45,000	\$ 50,000	\$ 50,000	\$ 296,300
	ROW	\$ -	WSDOT Funds							\$ -
	CN	\$ 2,136,800	TIB Grant Funding	\$ 329,500	\$ 369,000	\$ 459,000	\$ 383,000	\$ 400,000	\$ 400,000	\$ 2,340,500
	TOTAL	\$ 2,636,800	PSRC/STP Funding							\$ -
	Comments: Asphalt overlay and ADA upgrades on 68th from 280th ST NW to city limits, and 72nd Ave NW from SR532 to Pioneer Hwy		Developer Funded							\$ -
			Local - City							\$ -
			SUBTOTAL THIS PROJECT	\$ 388,800	\$ 410,000	\$ 510,000	\$ 428,000	\$ 450,000	\$ 450,000	\$ 2,636,800
9	Sidewalk: 92nd Ave NW		Other Grant Funding							\$ -
S-9	PE	\$ 50,000	TBD Funds	\$ 100,000						\$ 100,000
	ROW	\$ 100,000	WSDOT Funds							\$ -
	CN	\$ 100,000	TIB Grant Funding							\$ -
	TOTAL	\$ 250,000	PSRC/STP Funding							\$ -
	Comments: West side between north of 271st ST NW and 272nd ST NW.		Developer Funded							\$ -
			Local - City	\$ 150,000						\$ 150,000
			SUBTOTAL THIS PROJECT	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
10	Sidewalk: 273rd PI NW		Other Grant Funding							\$ -
S-2	PE	\$ 28,742	TBD Funds	\$ 72,452						\$ 72,452
	ROW		WSDOT Funds							\$ -
	CN	\$ 143,710	TIB Grant Funding							\$ -
	TOTAL	\$ 172,452	PSRC/STP Funding							\$ -
	Comments: Add sidewalks to the north side of 273rd PL NW. between 100th AVE and 102nd Ave NW		Developer Funded							\$ -
			Local - City	\$ 100,000						\$ 100,000
			SUBTOTAL THIS PROJECT	\$ 172,452	\$ -	\$ -	\$ -	\$ -		\$ 172,452

Priority & Project No.	Transportation Capital Project			Funding	2023	2024	2025	2026	2027	2028	Fund Total
11	Sidewalk: 72nd AVE NW			Other Grant Funding - SRTS							\$ -
S-18	PE	\$	5,000	TBD Funds			\$ 75,000				\$ 75,000
	ROW	\$	20,000	WSDOT Funds							\$ -
	CN	\$	250,000	TIB Grant Funding							\$ -
	TOTAL	\$	275,000	PSRC/STP Funding							\$ -
	Comments: Include Curb, gutter and construct missing sidewalk panels from 272nd St - 276th St			Developer Funded							\$ -
				Local - City	\$ 25,000	\$ 45,000	\$ 130,000				\$ 200,000
				SUBTOTAL THIS PROJECT	\$ 25,000	\$ 45,000	\$ 205,000	\$ -	\$ -	\$ -	\$ 275,000
12	Sidewalk: 272nd St NW			Other Grant Funding							\$ -
S-17	PE	\$	20,000	TBD Funds	\$ 20,000	\$ 75,000					\$ 95,000
	ROW			WSDOT Funds							\$ -
	CN	\$	250,000	TIB Grant Funding							\$ -
	TOTAL	\$	270,000	PSRC/STP Funding							\$ -
	Comments: North side between 72nd Ave and West of 78th Ave. Add curbing, gutter, sidewalk, and ADA requirements to the north side of 272nd St NW			Developer Funded							\$ -
				Local - City		\$ 175,000					\$ 175,000
				SUBTOTAL THIS PROJECT	\$ 20,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 270,000
13	Sidewalk: 98th Dr. NW			Other Grant Funding							\$ -
S-8	PE	\$	20,540	TBD Funds		\$ 75,000					\$ 75,000
	ROW	\$	43,240	WSDOT Funds							\$ -
	CN	\$	59,460	TIB Grant Funding							\$ -
	TOTAL	\$	123,240	PSRC/STP Funding							\$ -
	Comments: Widening roadway and add sidewalk on east side of 98th Dr. NW between SR532 and 270th St.			Developer Funded							\$ -
				Local - City		\$ 48,240					\$ 48,240
				SUBTOTAL THIS PROJECT	\$ -	\$ 123,240	\$ -	\$ -	\$ -	\$ -	\$ 123,240
14	Sidewalk: 284th St NW- South			Other Grant Funding							\$ -
S-23	PE	\$	30,980	TBD Funds		\$ 75,000					\$ 75,000
	ROW	\$	65,220	WSDOT Funds							\$ -
	CN	\$	89,680	TIB Grant Funding							\$ -
	TOTAL	\$	185,880	PSRC/STP Funding							\$ -
	Comments: South side between 68th and east of 70th Ave			Developer Funded							\$ -
				Local - City		\$ 110,880					\$ 110,880
				SUBTOTAL THIS PROJECT	\$ -	\$ 185,880	\$ -	\$ -	\$ -	\$ -	\$ 185,880
15	Sidewalk: Cedarhome Drive NW			Other Grant Funding							\$ -
S-22	PE	\$	119,102	TBD Funds				\$ 75,000			\$ 75,000
	ROW	\$	250,740	WSDOT Funds							\$ -
	CN	\$	344,770	TIB Grant Funding							\$ -
	TOTAL	\$	714,612	PSRC/STP Funding							\$ -
	Comments: South side between 271st St and 276th St. Add curbs, gutter, sidewalk and ADA requirements.			Developer Funded							\$ -
				Local - City			\$ 639,612				\$ 639,612
				SUBTOTAL THIS PROJECT	\$ -	\$ -	\$ -	\$ 714,612	\$ -	\$ -	\$ 714,612
16	Church Creek Park Loop Trail			Other Grant Funding							\$ -
T-3	PE			TBD Funds				\$ 200,000			\$ 200,000
	ROW			WSDOT Funds							\$ -
	CN	\$	400,000	TIB Grant Funding							\$ -
	TOTAL	\$	400,000	PSRC/STP Funding							\$ -
	Trail system around church creek park			Developer Funded							\$ -
				Local - City			\$ 200,000				\$ 200,000
				SUBTOTAL THIS PROJECT	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ 400,000
17	SR532 Hamilton Entrance Intersection			Other Grant Funding				\$ 525,000	\$ 275,000	\$ 2,700,000	\$ 3,500,000
I-5	PE	\$	525,000	TBD Funds							\$ -
	ROW	\$	275,000	WSDOT Funds							\$ -
	CN	\$	2,700,000	TIB Grant Funding							\$ -
	TOTAL	\$	3,500,000	PSRC/STP Funding							\$ -
	Comments: SR532 to 98th Dr. NW. This project will include roundabout, curb, gutter, paving and planter			Developer Funded							\$ -
				Local - City							\$ -
				SUBTOTAL THIS PROJECT	\$ -	\$ -	\$ -	\$ 525,000	\$ 275,000	\$ 2,700,000	\$ 3,500,000
18	SR532 Ovenell Park Entrance and 106th Ave Bypass			Other Grant Funding				\$ 330,000	\$ 700,000	\$ 2,470,000	\$ 3,500,000
I-7	PE	\$	330,000	TBD Funds							\$ -
	ROW	\$	700,000	WSDOT Funds							\$ -
	CN	\$	2,470,000	TIB Grant Funding							\$ -
	TOTAL	\$	3,500,000	PSRC/STP Funding							\$ -
	Comments: On 106th Ave from SR532 to 276th St, then on 276th St from 106th to 102nd Ave, the project will include curb, gutter, paving and planter			Developer Funded							\$ -
				Local - City							\$ -
				SUBTOTAL THIS PROJECT	\$ -	\$ -	\$ -	\$ 330,000	\$ 700,000	\$ 2,470,000	\$ 3,500,000
19	80th Ave Reconstruction Phase 2 Widening with Calming Device			Other Grant Funding							\$ -
R-18	PE	\$	500,000	TBD Funds							\$ -
	ROW	\$	500,000	WSDOT Funds							\$ -
	CN	\$	4,000,000	TIB Grant Funding							\$ -
	TOTAL	\$	5,000,000	PSRC/STP Funding							\$ -
	Comments: between approx.. 280th St NW to 284th St NW. Road improvements including widening, intersection improvements, wrapping sidewalk around 283rd St., curb, gutter, sidewalk and planter strip.			Developer Funded						\$ 5,000,000	\$ 5,000,000
				Local - City							\$ -
				SUBTOTAL THIS PROJECT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
20	101st Ave Reconstruction & Overlay			Other Grant Funding - CDBG						\$ 2,640,000	\$ 2,640,000
R-5	PE	\$	660,000	TBD Funds							\$ -
	ROW			WSDOT Funds							\$ -
	CN	\$	1,980,000	TIB Grant Funding							\$ -
	TOTAL	\$	2,640,000	PSRC/STP Funding							\$ -
	Comments: This project will reconstruct 101st Ave NW between approximately 271st St NW and 273rd St NW. Project includes drainage, curb, gutter, and sidewalks both sides.			Developer Funded							\$ -
				Local - City							\$ -
				SUBTOTAL THIS PROJECT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,640,000	\$ 2,640,000
21	Westside Overlays			Other Grant Funding							\$ -
R-17	PE	\$	200,000	TBD Funds	\$ 89,775	\$ 70,470	\$ 79,425	\$ 63,023	\$ 43,020	\$ 41,625	\$ 387,338
	ROW			WSDOT Funds							\$ -
	CN	\$	574,675	TIB Grant Funding							\$ -
	TOTAL	\$	774,675	PSRC/STP Funding							\$ -
	Comments: Overlays on 104th DR NW, 103rd DR NW, 102nd DR NW, 273rd PL NW, 272nd PL NW, and 271st ST NW			Developer Funded							\$ -
				Local - City	\$ 89,775	\$ 70,470	\$ 79,425	\$ 63,023	\$ 43,020	\$ 41,625	\$ 387,338
				SUBTOTAL THIS PROJECT	\$ 179,550	\$ 140,940	\$ 158,850	\$ 126,045	\$ 86,040	\$ 83,250	\$ 774,675
TOTAL PROJECT COST ESTIMATE					\$ 8,283,802	\$ 4,332,060	\$ 11,327,850	\$ 7,523,657	\$ 9,611,040	\$ 16,343,250	\$ 57,421,659

Funding Overview								
	Other Grant Funding	\$ 805,000	\$ 2,455,000	\$ 5,900,000	\$ 5,855,000	\$ 9,075,000	\$ 10,810,000	\$ 34,900,000
	TBD Funds	\$ 689,527	\$ 336,470	\$ 405,425	\$ 383,023	\$ 93,020	\$ 91,625	\$ 1,999,090
	WSDOT Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TIB Grant Funding	\$ 329,500	\$ 369,000	\$ 459,000	\$ 383,000	\$ 400,000	\$ 400,000	\$ 2,340,500
	PSRC/STP Funding	\$ 890,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 890,000
	Developer Funded	\$ -	\$ -	\$ 4,354,000	\$ -	\$ -	\$ 5,000,000	\$ 9,354,000
	Local - City	\$ 5,569,775	\$ 1,171,590	\$ 209,425	\$ 902,635	\$ 43,020	\$ 41,625	\$ 7,938,070
TOTAL PROJECT COST ESTIMATE		\$ 8,283,802	\$ 4,332,060	\$ 11,327,850	\$ 7,523,657	\$ 9,611,040	\$ 16,343,250	\$ 57,421,659

Type	Project ID	Project Name	Total Cost Estimate	TIF Eligible?	TIF Eligible Percent ⁽¹⁾	TIF Eligible Cost	Potential Grant Percent ⁽²⁾	Potential Grants	General City Transportation Funds Percent	General City Transportation Funds Cost	Relative Priority	Time Frame
New Roadway	N-1	Viking Way 88th Avenue NW to 92nd Avenue NW	\$ 5,580,000	Partial	50%	\$2,790,000	50%	\$2,790,000	0%	\$0	High	Short
New Roadway	N-2	90th Avenue NW SR 532 to 271st Street NW	\$ 5,410,000	Partial	50%	\$2,705,000	50%	\$2,705,000	0%	\$0	High	Short
New Roadway	N-3	Downtown to East Residential Connectors	\$ 80,000	Yes	100%	\$80,000	0%	\$0	0%	\$0	Medium	Short
Pedestrian Network	P-1	Camano Street SR 532 to 271st Street NW	\$ 380,000	Partial	10%	\$38,000	0%	\$0	90%	\$342,000	High	Mid
Pedestrian Network	P-2	276th Street NW 76th Drive NW to 68th Avenue NW	\$ 780,000	Partial	10%	\$78,000	0%	\$0	90%	\$702,000	Medium	Long
Pedestrian Network	P-3	102nd Avenue NW 276th Street NW to SR 532	\$ 470,000	Partial	10%	\$47,000	0%	\$0	90%	\$423,000	Medium	Long
Pedestrian Network	P-4	Cedarhome South 276th Street NW to Florence Road	\$ 400,000	Partial	10%	\$40,000	0%	\$0	90%	\$360,000	Medium	Long
Pedestrian Network	P-5	276th Street NW (Lover's Lane) 92nd Avenue NW to 102nd Avenue NW	\$ 510,000	Partial	10%	\$51,000	0%	\$0	90%	\$459,000	Medium	Long
Bicycle Network	B-1	Pioneer Highway 288th Street NW to 72nd Avenue NW (Lindstrom Road)	\$ 5,200,000	Partial	10%	\$520,000	20%	\$1,040,000	70%	\$3,640,000	Medium	Mid
Bicycle Network	B-2	267th Street NW / 268th Street NW Pioneer Highway to 72nd Avenue NW (Lindstrom Road)	\$ 6,290,000	Partial	10%	\$629,000	20%	\$1,258,000	70%	\$4,403,000	Medium	Long
Bicycle Network	B-3	Cedarhome Drive 88th Avenue NW to 276th Street NW	\$ 3,460,000	Partial	10%	\$346,000	20%	\$692,000	70%	\$2,422,000	Medium	Long
Bicycle Network	B-4	271st St NW SR 532 (270th Street NW) to 88th Avenue NW	\$ 320,000	Partial	10%	\$32,000	0%	\$0	90%	\$288,000	Medium	Long
Bicycle Network	B-5	92nd Avenue NW SR 532 to 276th Street NW	\$ 2,660,000	Partial	10%	\$266,000	20%	\$532,000	70%	\$1,862,000	Medium	Long
Bicycle Network	B-6	276th Street NW (Lover's Lane) 92nd Avenue NW to 102nd Avenue NW	\$ 3,120,000	Partial	10%	\$312,000	0%	\$0	90%	\$2,808,000	Medium	Long
Bicycle Network	B-7	Rails to Trails Railroad line - Saratoga Dr to Lane Rd	\$ 1,110,000	Partial	10%	\$111,000	0%	\$0	90%	\$999,000	Medium	Long
Other Agency Improvements	O-1	Old Pacific Highway	n/a	No	0%	-	0%	-	0%		n/a	n/a
Other Agency Improvements	O-2	Pioneer Highway North	n/a	No	0%	-	0%	-	0%		n/a	n/a
Other Agency Improvements	O-3	268th Street NW	n/a	No	0%	-	0%	-	0%		n/a	n/a
Other Agency Improvements	O-4	Pioneer Highway South	n/a	No	0%	-	0%	-	0%		n/a	n/a
Other Agency Improvements	O-5	Marine Drive	n/a	No	0%	-	0%	-	0%		n/a	n/a
Citywide Programs	C-1	Small Capital Projects	\$ 2,050,000	No	0%	\$0	0%	\$0	100%	\$2,050,000	High	Ongoing
Citywide Programs	C-2	Maintenance & Operations	\$ 10,025,000	No	0%	\$0	0%	\$0	100%	\$10,025,000	High	Ongoing

Type	Project ID	Project Name	Total Cost Estimate	TIF Eligible?	TIF Eligible Percent ⁽¹⁾	TIF Eligible Cost	Potential Grant Percent ⁽²⁾	Potential Grants	General City Transportation Funds Percent	General City Transportation Funds Cost	Relative Priority	Time Frame
Intersection / Operations	I-1	Viking Way / 90th Avenue NW Intersection	\$ 970,000	Partial	75%	\$727,500	0%	\$0	25%	\$242,500	High	Short
Intersection / Operations	I-2	SR 532 / 64th Ave N Intersection	\$ 1,160,000	Partial	50%	\$580,000	0%	\$0	50%	\$580,000	Medium	Mid
Intersection / Operations	I-3	272nd Street NW / 72nd Ave N (Lindstrom Road) Intersection	\$ 360,000	No	0%	\$0	0%	\$0	100%	\$360,000	High	Short
Intersection / Operations	I-4	SR 532 / 270th Street NW Intersection	\$ 110,000	Partial	50%	\$55,000	0%	\$0	50%	\$55,000	Medium	Mid
Intersection / Operations	I-5	SR 532 / 98th Drive NW Intersection	\$ 1,400,000	Partial	50%	\$700,000	0%	\$0	50%	\$700,000	Medium	Mid
Widening / Reconstruction	R-1	72nd Avenue NW Improvements 268th Street NW to 276th Street NW	\$ 5,280,000	Partial	30%	\$1,584,000	50%	\$2,640,000	20%	\$1,056,000	High	Short
Widening / Reconstruction	R-2	80th Avenue NW Improvements 276th Street NW to 288th Street NW	\$ 7,030,000	Partial	30%	\$2,109,000	50%	\$3,515,000	20%	\$1,406,000	High	Short
Widening / Reconstruction	R-3	68th Avenue Reconstruction 280th Street to 288th Street	\$ 4,300,000	Partial	30%	\$1,290,000	50%	\$2,150,000	20%	\$860,000	High	Short
Widening / Reconstruction	R-4	272nd Street NW Reconstruction 72nd Avenue NW to Pioneer Highway	\$ 8,820,000	Partial	30%	\$2,646,000	50%	\$4,410,000	20%	\$1,764,000	High	Short
Widening / Reconstruction	R-5	101st Avenue NW Reconstruction 270th Street NW to 274th Place NW	\$ 2,640,000	Partial	30%	\$792,000	0%	\$0	70%	\$1,848,000	Medium	Short
Widening / Reconstruction	R-6	270th Street NW Reconstruction 102nd Avenue NW to Camano Street	\$ 12,360,000	Partial	30%	\$3,708,000	50%	\$6,180,000	20%	\$2,472,000	Medium	Short
Widening / Reconstruction	R-7	284th Street NW Improvements 68th Avenue NW to 80th Avenue NW	\$ 6,220,000	Partial	30%	\$1,866,000	50%	\$3,110,000	20%	\$1,244,000	Medium	Short
Widening / Reconstruction	R-8	102nd Avenue NW Overlay SR 532 to 276th Street NW	\$ 310,000	Partial	30%	\$93,000	0%	\$0	70%	\$217,000	Medium	Short
Widening / Reconstruction	R-9	98th Drive NW Reconstruction 268th Street NW to 271st Street NW	\$ 1,920,000	Partial	30%	\$576,000	0%	\$0	70%	\$1,344,000	Low	Long
Widening / Reconstruction	R-10	SR 532 Flood Berm Marine Drive and 92nd Avenue NW	\$ 2,700,000	No	0%	\$0	50%	\$1,350,000	50%	\$1,350,000	High	Short
Widening / Reconstruction	R-11	Pioneer Highway Slide REET 1	\$ 50,000	No	0%	\$0	0%	\$0	100%	\$50,000	Low	Short
Widening / Reconstruction	R-12	Cedarhome Drive Improvements Triangle Drive to 276th Street NW	\$ 250,000	Partial	30%	\$75,000	30%	\$75,000	40%	\$100,000	Low	Mid
Widening / Reconstruction	R-13	288th Street NW Reconstruction 80th Avenue NW to Pioneer Highway	\$ 7,250,000	Partial	30%	\$2,175,000	0%	\$0	70%	\$5,075,000	Low	Mid
Widening / Reconstruction	R-14	64th Avenue NW / Woodland Road SR 532 to 68th Ave NW	\$ 7,250,000	Partial	30%	\$2,175,000	0%	\$0	70%	\$5,075,000	Low	Mid
Widening / Reconstruction	R-15	64th Avenue SR 532 to Pioneer Hwy	\$ 5,720,000	Partial	30%	\$1,716,000	0%	\$0	70%	\$4,004,000	Low	Long

Department	Request Title	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Parks Capital	Johnson Farm Park Version 2	\$485,000		\$50,000	\$200,000			\$735,000
	Church Creek Park Version 2	\$240,000	\$250,000	\$150,000	\$150,000	\$200,000	\$200,000	\$1,190,000
	Downtown Park Version 2	\$100,000	\$100,000	\$900,000				\$1,100,000
	Heritage Park Version 2	\$400,000	\$400,000	\$225,000	\$225,000	\$75,000	\$325,000	\$1,650,000
	Port Susan Trail Version 2	\$1,838,000	\$100,000	\$1,200,000	\$100,000	\$200,000	\$200,000	\$3,638,000
	Cedarhome Area Park	\$70,000						\$70,000
	Raplee Property (271st/270th Triangle)	\$85,000	\$60,000	\$550,000				\$695,000
	Ovenell Park				\$70,000			\$70,000
	Hamilton Landing Park & Boat Launch	\$1,000,000						\$1,000,000
Total Parks Capital		\$4,218,000	\$910,000	\$3,075,000	\$745,000	\$475,000	\$725,000	\$10,148,000
Public Works	City Hall/Police Station Remodel	\$890,000						\$890,000
Total Public Works		\$890,000	\$0	\$0	\$0	\$0	\$0	\$890,000
Sewer Capital	Sewer System Plan	\$280,000						\$280,000
	Sewer main replacement on 78th and Cecelia	\$700,000						\$700,000
	Sewer Main Replacement on 79th Dr	\$280,000						\$280,000
	Sewer Rate Study	\$40,000					\$50,000	\$90,000
	Sewer Basin 1 Pipe replacement program	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
	Inflow and Infiltration Study						\$125,000	\$125,000
	Grit Removal		\$150,000	\$150,000				\$300,000
	Fine Screen Rebuild/Second Screen		\$150,000	\$150,000				\$300,000
	Biosolids Removal and Utilization	\$600,000	\$5,000,000					\$5,600,000
	Pioneer Hills Lift Station Upgrade		\$50,000	\$200,000				\$250,000
	274th Sewer Main Replacement			\$700,000				\$700,000
	Cedarhome Dr. Sewer Main Replacement			\$1,285,000				\$1,285,000
	SR532 and Pioneer Hwy Sewer Crossing	\$360,000						\$360,000
	Pioneer Hwy and SR532 Sewer Main			\$600,000				\$600,000
	72nd Ave Sewer Main Replacement			\$1,925,000				\$1,925,000
	Cedarhome Collection System		\$175,000					\$175,000
	68th Sewer Main Replacement			\$1,000,000				\$1,000,000
Total Sewer Capital		\$2,560,000	\$5,825,000	\$6,310,000	\$300,000	\$300,000	\$475,000	\$15,770,000
Stormwater Capital	Drainage Rate Updates	\$40,000					\$60,000	\$100,000
	Skagit Bay Dike Repair	\$6,000,000						\$6,000,000
	Floodwall- Florence Rd.	\$714,000						\$714,000
	Stormwater Comprehensive Plan Update	\$250,000						\$250,000
	Irvine Slough Pump Station Building		\$100,000	\$250,000				\$350,000
	Drainage System Receiving Station		\$400,000					\$400,000
	Irvine Slough Drainage	\$3,800,000		\$4,000,000		\$4,000,000		\$11,800,000
Total Stormwater Capital		\$10,804,000	\$500,000	\$4,250,000	\$0	\$4,000,000	\$60,000	\$19,614,000

Department	Request Title	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Street Construction	City Beautification Projects	\$35,000	\$35,000	\$30,000	\$30,000	\$30,000	\$30,000	\$190,000
	Westside Overlays		\$320,490	\$158,850	\$126,045	\$86,040	\$83,250	\$774,675
	101st Ave Reconstruction & Overlay						\$2,640,000	\$2,640,000
	80th Ave Reconstruction Phase 2						\$5,000,000	\$5,000,000
	SR532 Ovenell Park Entrance Roundabout				\$1,030,000	\$2,470,000		\$3,500,000
	SR532 Hamilton Entrance Intersection				\$3,500,000			\$3,500,000
	Sidewalk: Cedarhome Drive NW				\$714,612			\$714,612
	Sidewalk: 272nd St NW		\$270,000					\$270,000
	Sidewalk: 72nd AVE NW	\$25,000	\$45,000	\$205,000				\$275,000
	Sidewalk: 92nd Ave NW	\$390,000						\$390,000
	Overlay and ADA Improvements	\$388,800	\$410,000	\$510,000	\$428,000	\$450,000	\$450,000	\$2,636,800
	284th Street NW Improvements			\$5,700,000				\$5,700,000
	64th and SR532 Intersection			\$500,000	\$100,000	\$3,600,000		\$4,200,000
	Viking Way- 90th Ave Phase 2	\$1,036,000						\$1,036,000
	80th Ave NW Reconstruction Phase 1	\$1,400,000						\$1,400,000
	Sidewalk: 98th Dr. NW Copy Ver 2			\$123,240				\$123,240
	Twin City Mile Downtown Renovation Project Version 2	\$1,616,000	\$739,000	\$1,600,000	\$371,000	\$371,000	\$5,440,000	\$10,137,000
	Sidewalk: 284th St NW- South Version 2		\$0	\$185,880				\$185,880
Total Street Construction		\$4,890,800	\$1,819,490	\$9,012,970	\$6,299,657	\$7,007,040	\$13,643,250	\$42,673,207
Water Capital	Water System Plan	\$125,000						\$125,000
	Water System Telemetry Upgrade	\$350,000						\$350,000
	Water Rate Study	\$70,000					\$70,000	\$140,000
	Annual Water Main Improvements	\$100,000	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$400,000
	Water Treatment Plant/Cedarhome WellUpgrades	\$75,000						\$75,000
	Meter Replacement	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$330,000
	Water Treatment Plant Media Replacement	\$500,000						\$500,000
Total Water Capital		\$1,275,000	\$155,000	\$105,000	\$105,000	\$105,000	\$175,000	\$1,920,000
Total Departments		\$24,637,800	\$9,209,490	\$22,752,970	\$7,449,657	\$11,887,040	\$15,078,250	\$91,015,207



CITY OF STANWOOD PUBLIC WORKS COMMITTEE

AGENDA STAFF REPORT

MEETING DATES:	March 6, 2023
SUBJECT:	Capital Improvements Project List and Survey
CONTACT PERSON:	Patricia Love, Community Development Director
ATTACHMENTS:	2015 Capital Improvement Plan Capital Improvements Project Survey Results Complete Capital Improvements Project Survey Results Summarized

20-Year Capital Improvement Project List

While the City Council adopts a capital budget each year, the planning and actual expenditure of funds for capital projects generally occur over a period of years. The City's plans identify the capital improvements needed to serve existing residents and maintain levels of service as new residents and businesses move into the City. The Capital Improvement Project List is a long-term list of needed infrastructure improvements such as sidewalks, roads, trails, stormwater drainage, and other issues that impact the City. This list allows the Mayor and City Council to prioritize and budget infrastructure projects over a 20-year timeframe and is referred to as the Capital Improvement Plan (CIP).

The 20-year CIP is the foundational document that informs and produces the 6-Year Capital Improvement Project Lists. Projects should be identified on the 20-year CIP and migrated to the 6-year Project Lists for design, construction, and implementation as funding and priority allows. Part of staff's work will include outlining criteria and procedures to assist the migration of projects from the 20-year CIP to the 6-year project lists.

2015 Capital Improvement Plan

The existing 20-year CIP was adopted with the 2015 Comprehensive Plan Update. The 20-year CIP is broken into five separate documents addressing transportation, stormwater, sewer, water, and parks independently. This makes it difficult for staff and community members to be able to comprehensively review the CIP. One goal of the 2024 update is to centralize the five individual CIP's into a single, cohesive document.

Since the 20-year CIP was adopted eight years ago, many identified projects have been completed or are in progress of being completed. Some memorable examples of projects identified in the CIP that have been completed since 2015 are as follows;

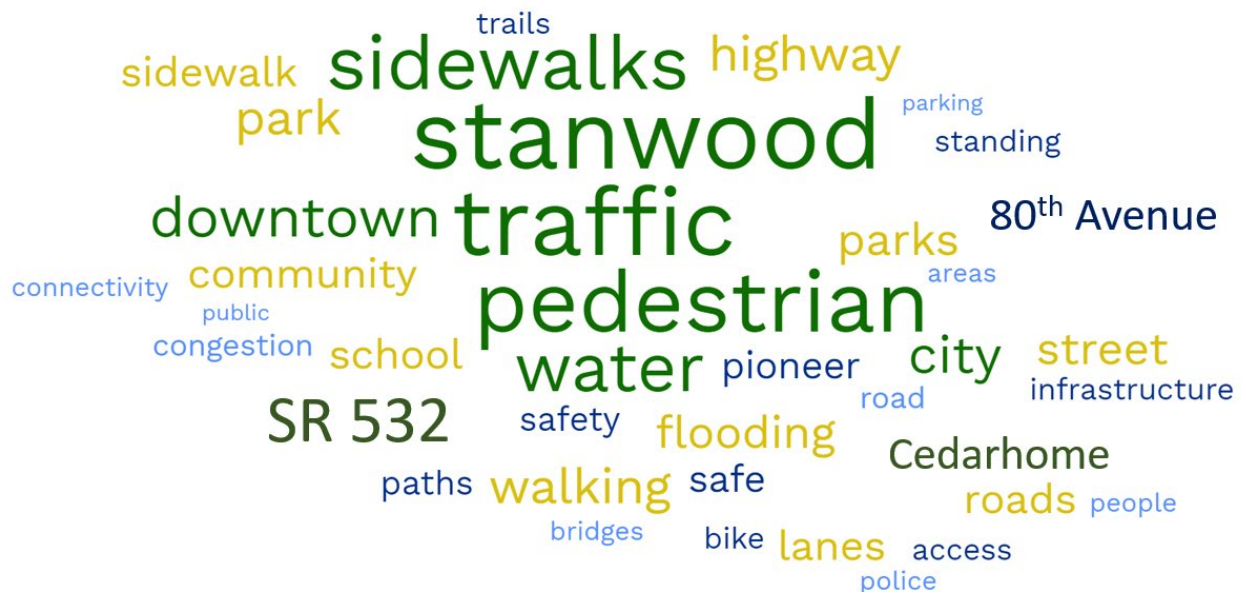
- Viking Way Construction
- SR 532 Flood Berm and Trail Construction
- Standing Water and Flooding issues identified in the 2015 community survey
- Sewer Main Lift Station Upgrades

- Bryant Well Facility Improvements
- Heritage Park Drainage
- And many other projects

Capital Improvement Project List Survey

City Staff launched a Capital Improvement Plan Questionnaire in November 2022 in order to survey the community on what parts of Stanwood need maintenance or improvements which remained open through the end of January. The Questionnaire is intended to help the city identify community infrastructure concerns, needs, and desires regarding roads, parks, and drainage systems. Information gathered from this survey will be used to update the 20-year Capital Improvement Plan list that is included in the Capital Facilities Element of the Comprehensive Plan.

Information gathered from this survey will be used to update the 20-year Capital Improvement Plan list that is included in the Capital Facilities Element of the Comprehensive Plan. Staff is working with each of the city departments to review the 2015 Comprehensive Plan CIP list and will remove projects that have been completed and generate a new CIP list for inclusion in the 2044 Comprehensive Plan.



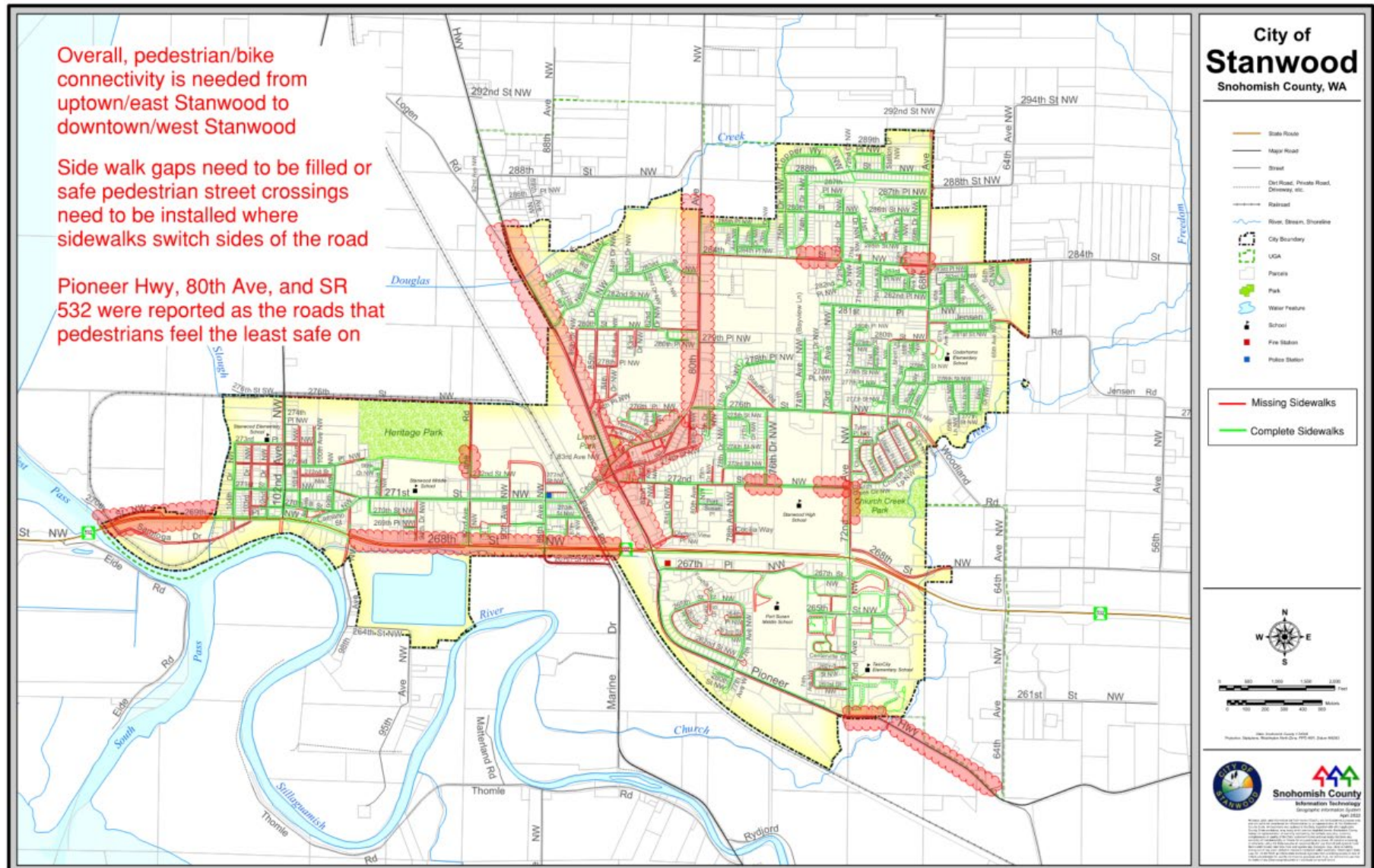
Comments from the Advisory Group on the Capital Improvements Project List are as follows;

- Identification of partner funding sources (ie grants and other sources of funding) should be in each CIP list
- The Capital Facility Element's goals and policies should include guidance on moving projects from the 20-year list to the 6-year list
- What determines project priority?
- There are lots of sidewalk gaps in Stanwood. How can we fill these gaps? Bond opportunities? Should the City create an annual sidewalk fund to chip away at the gaps slowly?
- Where do locals take their friends to "show off" Stanwood?
- Emphasize murals

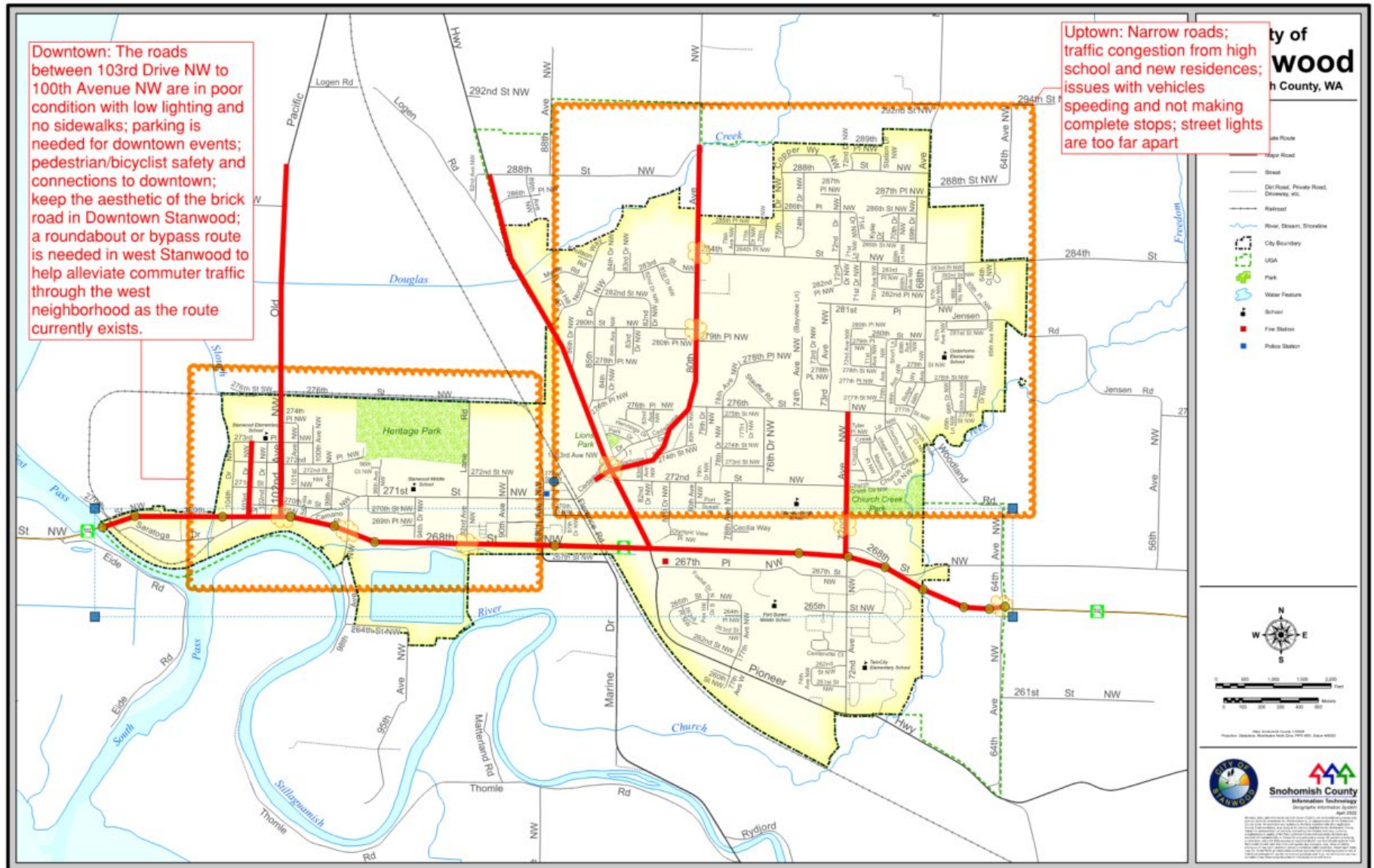
Comments from the Stanwood-Camano School District are as follows;

- Stanwood High School: Concern about student safety crossing Hwy 532 before and after school. Bus drivers have witnessed a number of near misses.
- Twin City Elementary School
 - Students walking from Fox Hills neighborhood have a stretch with no sidewalks and poor lighting/overgrown brush along Pioneer Hwy approaching the intersection with 72nd. There are no curbs at the crosswalk where students wait to cross
 - Traffic speed concerns. Flashing school zone light would be beneficial.
- Stanwood Elementary School
 - Excessive speed typical on 102nd
 - The neighborhoods around the school have limited sidewalks.
 - Making the westernmost couple of parking spots on the north side of 273rd “No Parking” so busses can swing right to make the turn onto 104th would be beneficial.
- Cedarhome Elementary School: It would help to paint the curb in the no parking zone, or stripe where the signs recently went up.
- Stanwood Middle School: Blinking signs should be added at crosswalks.

City of Stanwood Map – Sidewalk/Bike Lane/Trail Comments Summarized



City of Stanwood Map – Road Comments Summarized



City-Wide Road Comments:

- The majority of roads servicing Stanwood residents are, and have been, in need of repair
- Increasing growth is increasing road congestion throughout Stanwood and residents have concerns about traffic congestion preventing emergency responders from responding in a timely manner to emergencies. Increasing traffic flow impacts road maintenance, reduces access to businesses in all areas of town, and increases accidents; roads need to be widened with better lighting and striping; concerns about winter road maintenance
- Road repairs, including pothole repairs, should be done properly and high quality to prevent future short term repairs
- EV charging stations are needed throughout the City
- New roundabouts should include landscaping, changes in elevation, and be well lit to provide visual and aesthetic separation from the road
- In school areas, width of roads is narrowed when vehicles are parked awaiting child pickup. This restricts and backs up traffic in school areas; pedestrian street crossings are needed in many places due to the City's disjointed sidewalk system

In addition to receiving comments on the subject of bike lanes, sidewalks, trails, bridges, city hall, the police station, drainage, water, sewer, environment, flooding, standing water, parks, and roads; the City also received responses on items that should be a community priority including the following:

- Pedestrian path connectivity plays a vital role in the overall health of our community to get people outside walking and riding bikes on well-built trails.
- Cable and internet infrastructure should be improved as Stanwood grows.
- All other improvements are nice to have but pale in relative importance to the main highway and infrastructure issues.
- Maintaining pride in the Stanwood community by maintaining existing infrastructure including roads and sidewalks
- Increasing the walkability and safety of the community, especially for children who walk to/from school.
- Stanwood is a desirable place to live for people of all ages. It is cost effective to promote aging in place. Many people in our community have mobility issues and require safe places to walk that are accessible to mobility aide devices.
- Prioritize keeping commercial spaces in town affordable for small businesses to survive and thrive
- Desire for a town square
- Collaboration between the City and other agencies to improve the quality of SR 532
- Supporting the City's parks offers incredible advantages to the mental, physical, and emotional wellbeing of the surrounding community. When people are given more opportunities to enjoy nature and breathe fresh air, they become happier, healthier individuals.

Next Steps:

Staff is working with each of the city departments to review the 2015 Comprehensive Plan CIP list, the community responses to the 2022 Capital Improvement Plan Questionnaire and will remove projects that have been completed to generate a new CIP list for inclusion in the 2044 Comprehensive Plan.



2015 CAPITAL IMPROVEMENT PLAN PROJECT LIST

The Capital Improvement Project List is a list of needed infrastructure improvements such as sidewalks, roads, trails, stormwater drainage, and other issues that impact the City. This list allows the Mayor and City Council to prioritize and budget infrastructure projects over 6-year and 20-year timeframes and is referred to as the Capital Improvement Plan (CIP).

Transportation Plan

Type	Project ID	Project Name	Total Cost Estimate	Relative Priority	Time Frame
Intersection / Operations	I-1	Viking Way / 90th Avenue NW Intersection	\$970,000	High	Short
Intersection / Operations	I-2	SR 532 / 64th Ave N Intersection	\$1,160,000	Medium	Mid
Intersection / Operations	I-3	272nd Street NW / 72nd Ave N (Lindstrom Road) Intersection	\$360,000	High	Short
Intersection / Operations	I-4	SR 532 / 270th Street NW Intersection	\$110,000	Medium	Mid
Intersection / Operations	I-5	SR 532 / 98th Drive NW Intersection	\$1,400,000	Medium	Mid
Widening / Reconstruction	R-1	72nd Avenue NW Improvements (268th Street NW to 276th Street NW)	\$5,280,000	High	Short
Widening / Reconstruction	R-2	80th Avenue NW Improvements (276th Street NW to 288th Street NW)	\$7,030,000	High	Short
Widening / Reconstruction	R-3	68th Avenue Reconstruction (280th Street to 288th Street)	\$4,300,000	High	Short
Widening / Reconstruction	R-4	272nd Street NW Reconstruction (72nd Avenue NW to Pioneer Highway)	\$8,820,000	High	Short
Widening / Reconstruction	R-5	101st Avenue NW Reconstruction (270th Street NW to 274th Place NW)	\$2,640,000	Medium	Short
Widening / Reconstruction	R-6	270th Street NW Reconstruction (102nd Avenue NW to Camano Street)	\$12,360,000	Medium	Short
Widening / Reconstruction	R-7	284th Street NW Improvements (68th Avenue NW to 80th Avenue NW)	\$6,220,000	Medium	Short
Widening / Reconstruction	R-8	102nd Avenue NW Overlay (SR 532 to 276th Street NW)	\$310,000	Medium	Short

Widening / Reconstruction	R-9	98th Drive NW Reconstruction (268th Street NW to 271st Street NW)	\$1,920,000	Low	Long
Widening / Reconstruction	R-10	SR 532 Flood Berm (Marine Drive and 92nd Avenue NW)	\$2,700,000	High	Short
Widening / Reconstruction	R-11	Pioneer Highway Slide (REET 1)	\$50,000	Low	Short
Widening / Reconstruction	R-12	Cedarhome Drive Improvements (Triangle Drive to 276th Street NW)	\$250,000	Low	Mid
Widening / Reconstruction	R-13	288th Street NW Reconstruction (80th Avenue NW to Pioneer Highway)	\$7,250,000	Low	Mid
Widening / Reconstruction	R-14	64th Avenue NW / Woodland Road (SR 532 to 68th Ave NW)	\$7,250,000	Low	Mid
Widening / Reconstruction	R-15	64th Avenue (SR 532 to Pioneer Hwy)	\$5,720,000	Low	Long
New Roadway	N-1	Viking Way (88th Avenue NW to 92nd Avenue NW)	\$5,580,000	High	Short
New Roadway	N-2	90th Avenue NW (SR 532 to 271st Street NW)	\$5,410,000	High	Short
New Roadway	N-3	Downtown to East Residential Connectors	\$80,000	Medium	Short
Pedestrian Network	P-1	Camano Street (SR 532 to 271st Street NW)	\$380,000	High	Mid
Pedestrian Network	P-2	276th Street NW (76th Drive NW to 68th Avenue NW)	\$780,000	Medium	Long
Pedestrian Network	P-3	102nd Avenue NW (276th Street NW to SR 532)	\$470,000	Medium	Long
Pedestrian Network	P-4	Cedarhome South (276th Street NW to Florence Road)	\$400,000	Medium	Long
Pedestrian Network	P-5	276th Street NW / Lover's Lane (92nd Avenue NW to 102nd Avenue NW)	\$510,000	Medium	Long
Bicycle Network	B-1	Pioneer Highway (288th Street NW to 72nd Avenue NW/Lindstrom Road)	\$5,200,000	Medium	Mid
Bicycle Network	B-2	267th & 268th Street NW (Pioneer Highway to 72nd Ave/Lindstrom Road)	\$6,290,000	Medium	Long
Bicycle Network	B-3	Cedarhome Drive 88th Avenue NW to 276th Street NW	\$3,460,000	Medium	Long
Bicycle Network	B-4	271st St NW (SR 532/270th Street NW to 88th Avenue NW)	\$320,000	Medium	Long
Bicycle Network	B-5	92nd Avenue NW (SR 532 to 276th Street NW)	\$2,660,000	Medium	Long
Bicycle Network	B-6	276th Street NW / Lover's Lane (92nd Avenue NW to 102nd Avenue NW)	\$3,120,000	Medium	Long
Bicycle Network	B-7	Rails to Trails Railroad line (Saratoga Dr to Lane Rd)	\$1,110,000	Medium	Long
Other Agency Improvements	O-1	Old Pacific Highway	n/a	n/a	n/a
Other Agency Improvements	O-2	Pioneer Highway North	n/a	n/a	n/a
Other Agency Improvements	O-3	268th Street NW	n/a	n/a	n/a

Other Agency Improvements	O-4	Pioneer Highway South	n/a	n/a	n/a
Other Agency Improvements	O-5	Marine Drive	n/a	n/a	n/a
Citywide Programs	C-1	Small Capital Projects	\$2,050,000	High	Ongoing
Citywide Programs	C-2	Maintenance & Operations	\$10,025,000	High	Ongoing

Comprehensive Stormwater System Plan

Type	CIP Ranking	Project ID	Project Name
Flooding	1	57	Irvine Slough Stormwater Separation System (Irvine Slough)
Flooding	1	4	Irvine Slough Stormwater Separation System (96th & 271st)
Standing Water	2	63	92nd Ave @ SR 532 Pipe Replacement
Improperly Sized Pipe	3	64	271st Street NW, 102nd Avenue, & 270th St Trunk Upsize
Erosion	4	6	85th & Pioneer Hwy Drainage Improvements - Pioneer Hwy & 85th Drive catch basins
Flooding	4	58	85th & Pioneer Hwy Drainage Improvements - 85th Street runoff conveyance
Failed Infrastructure	5	18	270th St Improvements between 88th Ave / Florence
Improperly Sized Pipe	6	65	Augusta Street Pipe Upsize
Improperly Sized Pipe	7	66	101st, 102nd, 103rd Improvements and 271st Pipe Upsize
Flooding	8	34	271st @ Florence Pipe Upsize
Failed Infrastructure	9	17	7 tiny tubes; old stillaguamish flood release culvert slip line
Standing Water	10	54	85th st drainage improvements
Flooding	n/a	40	water across 86th drive down pioneer
Flooding	n/a	21	limited irvine slough pump capacity
Failed Infrastructure	n/a	33	pumps not keeping up at irvine slough
Flooding	n/a	25	flow from stillaguamish across sr 532 to downtown
Flooding	n/a	26	stillaguamish river floods park and ride
Failed Infrastructure	n/a	55	irvine slough electrical and controls rehab
Failed Infrastructure	n/a	56	isps new pumps
Flooding	n/a	20	douglas creek outfall
Flooding	n/a	24	larsen dam east side of 92nd
Flooding	n/a	51	96th ave water flowing from row to private property
Flooding	n/a	1	272nd st water flowing into 76th drive backyards
Flooding	n/a	2	76th drive flooding
Flooding	n/a	5	lovers lane flooding
Standing Water	n/a	45	non-functioning storm drain 76th

Flooding	n/a	37	wstanding water on roadway 271st and 84th
Flooding	n/a	38	stauffer road flooding
Flooding	n/a	39	stauffer road flooding
Flooding	n/a	43	non-functioning storm drain 90th
Standing Water	n/a	47	72nd ave flooding
Standing Water	n/a	48	272nd and 81st standing water
Standing Water	n/a	50	cedarhome dr standing water
Flooding	n/a	52	94th drive flooding
Flooding	n/a	35	84th drive flooding
Standing Water	n/a	36	non-functioning storm drain 80th
Standing Water	n/a	62	103rd drive standing water
Failed Infrastructure	n/a	30	aging stormwater pipe
Flooding	n/a	42	102nd drive flooding
Flooding	n/a	60	lindstrom pond at haggens
Flooding	n/a	22	risk of wwtp flooding
Failed Infrastructure	n/a	23	stormwater runoff routed to wwtp
Failed Infrastructure	n/a	27	adverse pipe slope 92nd ave
Failed Infrastructure	n/a	19	pioneer hills south pond constrol structure repair
Failed Infrastructure	n/a	31	pioneer hills pond not providing flow control
Failed Infrastructure	n/a	32	kylie park l detention pond not providing flow control
n/a	n/a	61	comp plan
Habitat	n/a	44	frogs
Flooding	n/a	59	misc drainage improvements
Flooding	n/a	46	nonfunctioning storm drain 271st
Flooding	n/a	3	floe rd dike
Flooding	n/a	28	agriculture flooding
Failed Infrastructure	n/a	29	lovers lane culvert
Flooding	n/a	53	86th dr flooding

Comprehensive Sewer System Plan

Type	Project ID	Project Name	Total Cost Estimate
Pipeline Improvements	EX1	Sewer Drainage Basin 1 Pipe Replacement Program	\$5,763,000
Pipeline Improvements	EX2	Collector/Interceptor System Flow Monitoring and Video	\$353,000
Pipeline Improvements	EX3	270th St NW Pipe Construction	\$100,000

Pipeline Improvements	EX4	272nd St NW & 76th Dr Gravity Main Replacement	\$643,000
Pipeline Improvements	EX5A	Churck Creek Collection System Construction	\$1,025,000
Pipeline Improvements	EX5B	Cedarhome Collection System Construction	\$175,000
Pipeline Improvements	EX13	99th Ave NW & 272nd St NW Gravity Main Existing Deficiencies	\$236,000
Pipeline Improvements	EX14	94th Dr NW & 271st NW Gravity Main Existing Deficiencies	\$1,690,000
Pipeline Improvements	EX15	Sewer Drainage Basin 1 Primary Interceptor Existing Deficiencies	\$271,000
Pipeline Improvements	EX16	Upper Pioneer Hwy Interceptor Existing Deficiencies	\$572,000
Pipeline Improvements	EX17	Pioneer Hwy Interceptor Existing Deficiencies	\$559,000
Pipeline Improvements	EX18	Lower Pioneer Hwy Interceptor Existing Deficiencies	\$569,000
Pipeline Improvements	EX19	72nd Ave NW & 261st St NW Interceptor Existing Deficiencies	\$717,000
Pipeline Improvements	EX20	265th St NW Gravity Main Existing Deficiencies	\$145,000
Facility Improvements	EX6	misc improvements	\$665,000
Facility Improvements	EX7	telemetry system upgrades	\$275,000
Facility Improvements	EX8A	long-term biosolids utilization study	\$110,000
Facility Improvements	EX8B	long-term biosolids utilization modifications	\$1,925,000
Facility Improvements	EX8C	biosolids removal and utilization	\$500,000
Facility Improvements	EX9	grit removal unit installation	\$203,000
Facility Improvements	EX10	UV disinfection system energy efficiency & recycle pump upgrades	\$48,000
Facility Improvements	EX11	sheet pile installation	\$4,900,000
Facility Improvements	EX12	main lift station (#4) force main upgrades	\$486,000
Planning & WWTP Improvements	M1	Inflow and Infiltration Study	\$100,000
Planning & WWTP Improvements	M2	Comprehensive Sewer System Plan Update	\$232,000
Planning & WWTP Improvements	M3	Sewer Rate Study	\$50,000
Planning & WWTP Improvements	M4	Comprehensive Sewer System Plan & Wastewater Facility Plan Updates	\$200,000
Planning & WWTP Improvements	M5	Wastewater Treatment Plant Update and Expansion	\$11,498,000
Developer Funded Improvements	DF1A	main lift station (#4) alternatives analysis	\$54,000
Developer Funded Improvements Pre-2021	DF1B	main lift station (#4) rehabilitation	\$1,544,000
Developer Funded Improvements Pre-2021	DF2	72nd ave gravity main replacement	\$193,000
Developer Funded Improvements Pre-2021	DF3	Church Creek Loop Main Replacement	\$423,000
Developer Funded Improvements Pre-2021	DF4	68th Ave Gravity Main Replacement	\$321,000
Developer Funded Improvements Pre-2021	DF5	90th Ave & Viking Way Pipe Construction	\$514,000
Developer Funded Improvements Pre-2021	DF6	Lift Station 8 Construction	\$1,842,000
Developer Funded Improvements Pre-2021	DF7	Lift Station 9 Construction	\$1,769,000
Developer Funded Improvements Pre-2021	DF8A	Lift Station 10 Construction	\$1,927,000
Developer Funded Improvements Pre-2021	DF8B	Taylors Landing (Lift Station 5) Pipe Construction	\$481,000

Developer Funded Improvements Pre-2021	DF9	Lift Station 11 Construction	\$1,875,000
Developer Funded Improvements Pre-2021	DF10A	Lift Station 12 Construction	\$2,099,000
Developer Funded Improvements Pre-2021	DF10B	Lindstrom (Lift Station 7) Pipe Construction	\$420,000
Developer Funded Improvements Pre-2035	DF11	271st St NW Monitoring & Potential Pipe Replacement	\$1,397,000
Developer Funded Improvements Pre-2035	DF12	274th ST NW Gravity Main Replacement	\$130,000
Developer Funded Improvements Pre-2035	DF13	Lift Station 13 Construction	\$2,099,000

Comprehensive Water System Plan

Type	Project ID	Project Name	Total Cost Estimate
Water Main Improvements	WM1	Annual Water Main Replacement Program	\$53,979,000
Water Main Improvements	WM2	Corrosion Improvements in 100th, 272nd, & 99th	\$466,000
Water Main Improvements	WM4	Water Main South of SR 532 from 92nd to 84th	\$1,461,000
Water Main Improvements	WM5	Water Main from Bryant Wells to 84th	\$1,614,000
Water Main Improvements	WM6	Water Main from Hatt Slough Springs to SR 532	\$5,637,000
Water Main Improvements	WM7	Pionner Hwy Water Main from 72nd to 64th	\$600,000
Pressure Zone Improvements	PZ4	Conversion of Middle Pressure Zones to 245 Zone	\$1,350,000
Pressure Reducing Station Improvements	PRV1	252 Zone PRV Replacement	\$100,000
Pressure Reducing Station Improvements	PRV2	Additional 297/125 Zone PRV on Miller Rd	\$95,000
Pressure Reducing Station Improvements	PRV3	Pressure Relief Valve in the 245 Zone	\$55,000
Facility Improvements	F1	Knittle Reservoir No. 2 Recoating	\$540,000
Facility Improvements	F2	Cedarhome Reservoir Recoating	\$380,000
Facility Improvements	F3	Cedarhome Well Study	\$60,000
Facility Improvements	F4	Cedarhome Well Improvements	\$100,000
Facility Improvements	F5	Bryant Well Field Treatment Facility Sewer	\$99,000
Facility Improvements	F6	Bryant Well Treatment Facility Pilot Study for Additional Flow	\$30,000
Facility Improvements	F7	Bryant Well Treatment Facility Improvements for Additional Flow	\$405,000
Facility Improvements	F8	Bryant Well No. 2 Monitoring Well Modifications	\$23,000
Facility Improvements	F9	Decommission Fure Well	\$30,000
Facility Improvements	F10	Telemetry Improvements PLC Upgrades	\$10,000
Facility Improvements	F11	Telemetry Improvements Extend Life of Existing Telemetry System	\$16,000
Facility Improvements	F12	Telemetry Improvements Radio System Equipment	\$33,000
Facility Improvements	F13	Long Term Water Supply Study	\$100,000
Facility Improvements	F14	Cedarhome Booster Pump Station Generator	\$250,000

Facility Improvements	F15	Knittle Booster Pump Station Generator	\$260,000
Facility Improvements	F16	Knittle Booster Pump Station Improvements	\$945,000
Facility Improvements	F17	Hatt Slough Springs Evaluation	\$25,000
Facility Improvements	F18	297 Zone Reservoir Design and Construction	\$2,000,000
Facility Improvements	F19	Decomission Sill Well	\$15,000
Facility Improvements	F20	Bryant Well No. 3	\$550,000
Miscellaneous Improvements	M1	Update water system standards	\$4,000
Miscellaneous Improvements	M2	misc corrosion improvements	\$21,000
Miscellaneous Improvements	M3	water use efficiency program	\$50,000
Miscellaneous Improvements	M4	cross connection control program	\$42,000
Miscellaneous Improvements	M5	wellhead protection program	\$50,000
Miscellaneous Improvements	M6	emergency response plan update	\$10,000
Miscellaneous Improvements	M7	comprehensive water system plan update	\$310,000
Miscellaneous Improvements	M8	machinery and equipment	\$525,000
Developer Funded Improvements	DF1	central 365 zone water main	\$1,220,000
Developer Funded Improvements	DF2	southeast 297 zone water main (UGA addition 2)	\$1,954,000
Developer Funded Improvements	DF3	schenk packing area water main	\$812,000
Developer Funded Improvements	DF4	northwest 365 zone water main	\$806,000
Developer Funded Improvements	DF5	maple court apartment expansion water main	\$522,000
Developer Funded Improvements	DF6	297 zone water main for UGA addition 1	\$522,000
Developer Funded Improvements	DF7	365 zone water main for UGA Addition 1	\$470,000

PROS Plan

Park	Six-Year	20-Year
Heritage	Drainage evaluated and improved	RV hook-ups
	Four-field lighted facility capable of hosting regional baseball and other sport tournaments	
	New playground and loop trail	
	Additional parking, potential RV parking	
Church Creek	New playground, improved visibility, new trail to the creek, better drainage, improved ball field	n/a
	Master Plan Update	

Trails	Sidewalk connectivity projects included in bi-annual budgets	Three or four main loop/connection trails (separate from sidewalk system) should be established and designated that interconnect the city's community and neighborhood parks and connect Pioneer Highway/Marine Drive to the downtown and eventually to Camano Island and eastern Snohomish County
	Lighting added to selected trails	Add parking near developed trail system (future)
	Trail information kiosk installed near the train station	Develop designated bike routes.
	Trail within city owned property along the 532 Berm	Rest stops for bicycles/walkers (restrooms, drinking fountains, benches).
		Trail signage system.
Hamilton Landing	First local access point to the Stillaguamish River in recent memory	Complete park construction including non-motorized boat launch
	Cleaned up ; motorized boat launch, restroom and parking installed	
	Remainder of the park designed, engineered and partially under construction	
Ovenell Park	Cleaned up and secured	Complete park construction including water access and waterfront trail (east on south side of SR-532).
	Interim restroom, utilities and parking	
	Tours and approved programs and events	
	Design and engineering completed	
	Construction will start in the last year of the six-year plan	
Lindstrom Park	Maintenance only, no major improvements	Park design and development
City Hall Park	Maintenance only, no major improvements	Park design and development
Lions Park	Maintenance only, no major improvements	Park improvements

Note: Strikethrough indicates project has been completed



2024 CAPITAL IMPROVEMENT
PROJECT LIST SURVEY RESULTS
SUMMARIZED COMMENTS

The City of Stanwood is in the process of updating its Comprehensive Plan. A comprehensive plan is a document that describes the history, current state, and future vision of the community. It acts as a road map to guide future growth and development while promoting people's health, safety, and general welfare. Comprehensive Plans address many issues which affect a city, including:

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- Housing
- Economic Development
- Transportation and Mobility
- Infrastructure and Utilities
- Parks, Natural Resources, and the Environment

This questionnaire aims to help the City identify community infrastructure concerns, needs, and desires regarding roads, parks, and drainage systems. As residents of the City, you use the City's roads and parks daily; we want to hear about any physical improvements that may be needed to improve your quality of life in the city.

The information gained from this questionnaire will be used to create a list of needed infrastructure improvements. This list then forms the basis for the Mayor and City Council to prioritize and budget city-wide improvements over the next 6-year and 20-year timeframes. The final list approved by the City Council is referred to as the Capital Improvement Plan. The City received 70 electronic responses to this questionnaire. The City is also gathering responses from other agencies including the City's boards and commissions, the school district, and other applicable agencies. Below is a condensed summary of the comments received.

School District Comments

- Stanwood High School
 - Concern about student safety crossing Hwy 532 before and after school. Bus drivers have witnessed a number of near misses.
- Twin City Elementary School
 - Students walking from Fox Hills neighborhood have a stretch with no sidewalks and poor lighting/overgrown brush along Pioneer Hwy approaching the intersection with 72nd. There are no curbs at the crosswalk where students wait to cross
 - Traffic speed concerns. Flashing school zone light would be beneficial.

- Stanwood Elementary School
 - Excessive speed typical on 102nd
 - The neighborhoods around the school have limited sidewalks.
 - Making the westernmost couple of parking spots on the north side of 273rd “No Parking” so busses can swing right to make the turn onto 104th would be beneficial.
- Cedarhome Elementary School
 - It would help to paint the curb in the no parking zone, or stripe where the signs recently went up.
- Stanwood Middle School
 - Blinking signs should be added at crosswalks.

Bike Lanes / Sidewalks / Pedestrian Trails

- Lack of safe pedestrian and bike access to downtown from North Stanwood, South Stanwood and East Stanwood, and public transit stops.
- Sidewalks are generally lacking. Many streets have them on only one side or sidewalks switch sides mid-block.
- Better sidewalk connectivity for school students. Sidewalk needed along Cedarhome Rd for high school students
- Heritage Park trail abruptly transitions from grass to concrete and ends at 92nd Ave with nowhere to go
- Existing sidewalks in SR 532 overpasses are narrow and immediately next to vehicle lanes - no buffer space.
- Pioneer Highway northbound has no sidewalks and no safe way to transition down the hill into downtown.
- Pedestrian access (either biking or walking) is needed from the fairgrounds to Pioneer Highway.
- There are no bike lanes or shoulders along the SR 532 bridges with vehicle speed limits at 50 mph putting bicyclists at risk. There is not space to walk a bicycle over the bridges.
- Along 80th Avenue and in uptown Stanwood, sidewalks are on different sides of the roads without a safe pedestrian crossing and they end abruptly at random points.
- A complete sidewalk located on at least one side of 80th Avenue is needed
- Existing sidewalks have poor accessibility putting disabled people, children, and all pedestrians at greater risk.
- Old Pacific Highway does not have bike lanes or shoulders making bike-travel dangerous. Improved bike lanes can decrease the need for vehicular travel and parking.
- Many areas in the city have inadequate or incomplete safe walking paths. In areas without proper separation from vehicles, pedestrian safety decreases. A lack of pedestrian safety prevents residents from walking to stores.
- More walking trails all throughout the City
- There are many sidewalk gaps on busy streets forcing pedestrians to cross vehicular lanes of travel in order to continue walking on the sidewalk.
- Unsafe walking conditions for school students
- Existing sidewalks are too narrow and don't encourage pedestrian use.
- Need sidewalks in west downtown Stanwood
- Pedestrian paths are needed along to highway to Camano Island
- Pedestrian paths should have connectivity to public transit stops

- Longer length trails desired
- Trails and pedestrian paths from east Stanwood to west Stanwood are needed
- Safe pedestrian access is needed along the length of SR 532
- Concerns about the safety of students walking to school and/or events
- Pedestrian paths needed to downtown and local parks
- Stanwood is very auto-oriented, needs more walkability
- Providing complete bike lanes will encourage non-motorized travel to local shops and restaurants
- Pedestrian access to Camano Island is needed
- Sidewalk connectivity needed along 284th Street NW
- Pedestrian crossings across 272nd Street NW
- The trails up near McDonalds need lots of maintenance to fix trail surfaces and vegetation
- If trails and bike lanes aren't expanded and maintained, non-motorized traffic will be forced into vehicle travel lanes
- Tree roots are causing sidewalks to uplift along 73rd Drive NW
- More walking trails that allow dogs

Bridges

- Consider adding pedestrian-only bridges along SR 532
- Lack of bridge capacity as population grows causing bottle neck
- The City should plan for a potential future need to elevate bridges including funding

City Hall / Police Station

- City Hall is nondescript and doesn't create a focal point for the community to be proud of
- Concerns regarding police capacity to serve the growing population of the City and the larger Stanwood-Camano region
- Concerns about increasing crime rates as population grows
- Keep police well funded, trained, and with the appropriate resources necessary to keep Stanwood safe
- Police are not staffed or resourced for the additional growth of apartments. Concerns about crime rates associated with multi-family housing
- The City should invest in the police station to attract high-quality officers
- Police department should have enough resources through all hours of the day to serve and protect Stanwood's residents and businesses.
- Lack of police capacity could lead to "priority" calls decided only on location or severity; potentially leaving "non-priority" residents in unsafe situations.

Drainage / Sewer / Water

- Sewer bills are high
- Concerns about old water pipe infrastructure failing near north Pioneer Hwy
- Copper Station water pressure has gone down
- The lots in Copper Station were stripped down to the clay; all the topsoil was taken and sold by developers leaving the homeowners with soggy back yards and expensive drainage problems.
- Rising water/sewer bills that keep rising. People in Stanwood can't keep up with the rising cost of this issue.

- Concerns about bleach and fluoride contamination of water supply
- Water main is always breaking and flooding near 103rd Drive NW resulting in unexpected disruption of water service
- Concerns about hard water impacts on infrastructure and public health
- Lack of street drains on 272nd Street causing annual flooding
- Plans for extending sewer and water to 300th Street NW as population grows

Environmental

- Development needs to be environmentally sustainable
- Poison hemlock is pervasive throughout the City. Residents aren't aware of it resulting in children and pets touching and potentially ingesting this toxic plant.
- Concerns about smell pollution from Schenk Packing, Dettling Dairy, and Lenz Enterprises
- Earth-friendly practices should be implemented city-wide
- Desire for salmon restoration projects
- Present day planning should consider climate change and sea level rise

Flooding / Standing Water

- Stillaguamish River flooding downtown, damaging property, and interrupting food bank services
- Keep up efforts to reinforce the levees that protect west Stanwood
- Consider acquiring land in floodplain via eminent domain
- Concerns about flooding north of downtown if the dike fails and community fear over the dike system
- Concerns about the susceptibility of flooding from the Stillaguamish River and the condition/stability of levees. Levee failure could potentially result in flooding of downtown buildings and farmland
- Standing water north of pioneer hills
- Standing water in downtown Stanwood and neighboring streets
- Catch basins along 101st Avenue are not properly maintained resulting in flooding and standing water
- Concerns about the amount of new development occurring in the floodplain
- Flooding events are increasing in frequency and intensity and the dike system may not be prepared to handle large flooding events
- The high school field behind the stadium floods every winter. Standing water from the field then goes down the hill and floods the yards along the fence line
- Concerns about minor and major flooding of downtown
- Concerns about the cost of flood remediation
- 7300 Pioneer Hwy and 267th St east of the fire station have standing water covering the sidewalks after the rain, and when temps are near freezing in the fall/winter, these areas do not receive enough sunlight to melt the ice created by the standing water.
- East of the fire station along 267th Street NW, standing water covers the sidewalks when it rains and freezes in the winter without enough sunlight to melt the ice
- Concerns about flooding cutting off access from Camano Island to the mainland

Parks

- Heritage Park trail abruptly transitions from grass to concrete and ends at 92nd Ave with nowhere to go
- The City is growing fast and needs more parks
- Desire for public shoreline access on the Stillaguamish River
- Smaller, neighborhood parks are needed. Consider alternative funding sources such as community donations to get a bench dedicated, etc
- Lack of sidewalk connectivity and accessible pedestrian paths from residential neighborhoods to parks (ex. Church Creek Park)
- Desire for more infrastructure at city parks including playgrounds and restrooms
- Concerns about wasteful spending on parks as opposed to economic development
- City Hall Park needs improvements
- Pedestrian amenities such as benches should be placed along paths to parks
- Desire for a Parks and Recreation department
- Ovenell Park provides an opportunity for marine science-based education activities and events and should continue being developed
- Improve Heritage Park soccer fields and lighting
- A new public park site in the Cedarhome area should be considered due to the large amount of new housing developments in Uptown
- Church Creek Park needs more parking and a pedestrian crossing across 72nd
- Park management and park projects need more oversight and comprehensive planning to avoid potential conflicts between park uses and safety
- City parks should offer more than active recreational activities. Passive activities are lacking in Stanwood's parks. Examples of desired passive activities include water features, paths with looped trails, pavilions and shade structures, central gathering spaces, community garden, public art, and an amphitheater or sloped lawn for concerts.
- Heritage Park needs more parking for games

Roads

- City-wide
 - The majority of roads servicing Stanwood residents have been in need of repair
 - Increasing growth is increasing road congestion throughout Stanwood
 - Concerns about traffic congestion preventing emergency responders from responding in a timely manner to emergencies
 - Road repairs, including pothole repairs, should be done properly and high quality
 - EV Charging stations needed
 - New roundabouts should include landscaping, changes in elevation, and be well lit
 - Existing roads do not have the capacity to handle increasing population growth
 - Increasing traffic flow impacts road maintenance, reduces access to businesses in all areas of town, and increases accidents
 - Roads need to be widened with better lighting and striping
 - Concerns about winter road maintenance
 - In school areas, width of roads is narrowed when vehicles are parked awaiting child pickup. This restricts and backs up traffic in school areas.
 - Pedestrian street crossings are needed in many places due to the City's disjointed sidewalk system

- Uptown
 - Lots of roads are too narrow in the Cedarhome and Pioneer Hills area
 - The high school has caused traffic congestion on local, residential roads
 - Vehicles exceed posted speed limits, fly through stop signs, and make wide turns to avoid slowing down. Speed control measures are needed for pedestrian, pet, and vehicle safety.
 - Street lights are placed too far apart to sufficiently provide light
 - North side of Jensen Road has a very large parking strip, appears to be striped incorrectly causing a driving hazard
 - 276th Street needs continuous sidewalks
- Downtown
 - 103rd Drive NW has no curbs or sidewalks. Adding them would improve parking and provide safe walking paths.
 - 102nd Avenue NW should not be a through street to Pioneer Highway. 102nd and Old Pacific were not designed for heavy traffic.
 - The roads between 103rd Drive NW to 100th Avenue NW are in poor condition with low lighting and no sidewalks
 - Parking is needed for downtown events
 - Pedestrian/bicyclist safety and connections to downtown
 - Consider roundabouts near the 92nd intersection and 102nd intersection to mitigate traffic congestion
 - Keep the aesthetic of the brick road in Downtown Stanwood
 - A roundabout or bypass route is needed in west Stanwood to help alleviate commuter traffic through the west neighborhood as the route currently exists.
- 72nd Avenue NW
 - The high school causes a bottle neck with traffic congestion.
 - Concerns about drivers using 72nd Ave as an alternative route to SR 532
 - Sidewalks needed along Church Creek Park
 - Need sidewalk connectivity the entire length of 72nd
 - Concerns about traffic backup from left turns
- 80th Avenue NW
 - People walking and on bikes on 80th and Pioneer HWY and it's not safe. There's no shoulder and limited sight for drivers.
 - Too narrow and becoming more congested with residential growth in Stanwood
 - Many pedestrians walk along 80th and it is dangerous
 - A complete sidewalk on at least on side of 80th is needed
 - Risk of pedestrians getting hit by a car due to lack of sidewalks and low visibility from the hill
 - Poor sight distance at intersection of 80th Ave and 280th Street NW
 - The size and slope of the roundabout at 284th and 80th doesn't seem right and causes banking to the outside. The roundabout is poorly lit, disorienting, and not at all aesthetically pleasing to see no distinction in that center area of the roundabout.
- Cedarhome Road
 - Dangerous walking conditions due to lack of sidewalks
- Pioneer Highway
 - Sidewalks are needed, not just shoulder areas

- Pioneer Highways should be improved to route traffic off of 102nd Avenue NW and Old Pacific Highway.
- Pedestrian staircase at the triangle is in poor condition with steps uneven and needing repair making it difficult for pedestrians.
- Sidewalk connectivity is needed
- SR 532
 - The highway needs improvements.
 - Significant safety issues from I-5 to Stanwood with existing level of development, new development will worsen the problem
 - Community members will continue to be injured or die, have their property damaged and continue to have a financial and emotional impact related to highway accidents
 - Not investing in the highway infrastructure will divert traffic onto local roads which is a safety concern, damages city streets, and increases congestion
 - Lack of safe pedestrian and bike access across overpasses
 - Need a roundabout at intersection of SR 532 and 98th Drive NW (Jimmy's Pizza)
 - Traffic congestion bottle necks at the bridges and is worsened if there is an accident
 - The narrowness of the bridges forces highway traffic through downtown Stanwood when incidents occur on the highway.
 - SR 532 is a decade past due for significant improvement. Four lanes are needed from I-5 through Stanwood.
 - SR 532 should be divided with a barrier
 - Continue the walking trail on the south side of SR 532
 - Even with low speeds, it is difficult and high risk to get onto SR 532 from a side street
 - Concerns about high school students crossing SR 532
 - SR 532 needs more lanes
 - Synchronizing the traffic lights would alleviate traffic congestion and create a smoother flow of traffic
 - Potholes and deteriorating pavement and roadbed causing tire blowouts and damaging vehicles
 - Major issue is the lack of traffic flow in the afternoon. The timing on the lights and strategies established to move traffic are not working.
 - SR 532 was intended to be a bypass but the 5-6 traffic lights slow traffic. Roundabouts and fewer left turns may help improve traffic flow.
 - Concerns about traffic accidents at the 64th intersection
 - Turning left from any of the neighborhood streets without stoplights onto SR 532 also becomes a long waiting game during rush hour traffic.
 - To create a more walkable and neighborhood friendly environment in the historic district around 102nd, addressing the pass through traffic on SR 532 is necessary.

Other

- Concerns about re-zoning residential neighborhoods
- Growth should be planned thoughtfully and intentionally. Infrastructure should be developed at the same pace as private construction projects to support those developments.
- Concerns about Stanwood losing its identity amid growth
- Stanwood should put thought into the visual impact of new development projects.
- Promote infill of downtown Stanwood between the west and east ends

- Tall vegetation or concrete stamped noise walls along the highway would help reduce road noise encouraging a more walkable neighborhood feel.

Community Priorities

- Pedestrian path connectivity plays a vital role in the overall health of our community to get people outside walking and riding bikes on well-built trails.
- Cable and internet infrastructure should be improved as Stanwood grows.
- All other improvements are nice to have but pale in relative importance to the main highway and infrastructure issues.
- Maintaining pride in the Stanwood community by maintaining existing infrastructure including roads and sidewalks
- Increasing the walkability and safety of the community, especially for children who walk to/from school.
- Stanwood is a desirable place to live for people of all ages. It is cost effective to promote aging in place. Many people in our community have mobility issues and require safe places to walk that are accessible to mobility aide devices.
- Prioritize keeping commercial spaces in town affordable for small businesses to survive and thrive
- Desire for a town square
- Collaboration between the City and other agencies to improve the quality of SR 532
- Supporting the City's parks offers incredible advantages to the mental, physical, and emotional wellbeing of the surrounding community. When people are given more opportunities to enjoy nature and breathe fresh air, they become happier, healthier individuals.



2024 CAPITAL IMPROVEMENT
PROJECT LIST SURVEY RESULTS
COMPLETE COMMENTS

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- Stanwood High School
 - Concern about student safety crossing Hwy 532 before and after school. Bus drivers have witnessed a number of near misses.
- Twin City Elementary School
 - Students walking from Fox Hills neighborhood have a stretch with no sidewalks and poor lighting/overgrown brush along Pioneer Hwy approaching the intersection with 72nd. There are no curbs at the crosswalk where students wait to cross
 - Traffic speed concerns. Flashing school zone light would be beneficial.

- Stanwood Elementary School
 - Excessive speed typical on 102nd
 - The neighborhoods around the school have limited sidewalks.
 - Making the westernmost couple of parking spots on the north side of 273rd “No Parking” so busses can swing right to make the turn onto 104th would be beneficial.
- Cedarhome Elementary School
 - It would help to paint the curb in the no parking zone, or stripe where the signs recently went up.
- Stanwood Middle School
 - Blinking signs should be added at crosswalks.

Bike Lanes

- The 532 bridge over the train tracks is a deathtrap for bicycles. It's not even possible to walk a bike across it. Please consider a pedestrian bridge. It would make Stanwood a lot more walkable.
- It would be nice to have a sidewalk/bike lane/trail from the neighborhoods in uptown-north to a bus stop and to town.
- I've seen people walking and on bikes on 80th and Pioneer HWY and it's not safe. There's no shoulder and limited sight for drivers.
- Lack of safe pedestrian and bike access to down town.
- If I want to bike to down town events then I have to go up pioneer hwy to either Triangle Dr or Cedarhome Dr and then cut down through their to cross the tracks. That route has its risks as due to lack of sidewalks. Being able to bike from S. Stanwood to downtown via the 532 overpass would be convenient, save time, and eliminate having to cross RR tracks.
- I would love to be able to bike to/from the fair grounds.
- No bike lanes or shoulders on SR 532 overpass bridge and the speed limit is 50 mph at some places. Bikes using the roadway on a curvy, high speed road are subject to collisions with cars.
- I am concerned for my safety when riding my bike around town on Old Pacific Highway- even a shoulder would do, but the arterials in this area are scary. I could decrease the need for parking and driving if I could get around on bike better.
- East stanwood is growing at a rapid rate, yet the pedestrian/ bicyclist access to beautiful downtown is limited and at times a little scary. Walking/biking between downtown and the expanding housing in northeast stanwood should be encouraged especially to improve safety and reduce parking shortages during fantastic downtown events. This little town deserves to be connected more and supported pedestrian and cyclist pathways can help do that.
- Not enough bike lanes connecting to downtown from uptown and everywhere.
- We need bike lanes to encourage non motorized travel to shops and restaurants.
- Bicycling is fun and healthy. Less pollution. Less impact on traffic and parking. Easier to navigate Parks, restaurants, and businesses.
- Need to be able to bike without being next to/in traffic. If trails aren't expanded and maintained, non- motorized traffic will be forced into vehicle traffic lanes.

Bridges

- SR 532 bridge is not safe for pedestrians or bicyclists. Consider adding pedestrian bridge (bridge over traintracks)

- Lack of bridge capacity due to a failure to plan and forecast growth. Bottle neck that only gets worse as the high density housing is permitted.
- What engineering studies have identified costs associated with raising the causeway to different elevations? The cost of raising a causeway, especially if it must become a long bridge, could become prohibitive or infeasible. What are the limits? Bond issues or state and federal funding for highways and bridges will become a competitive problem for every community at some point as other issues become pressing. How far in advance can such a thing as the need to raise the causeway be anticipated?

City Hall

- City Hall and the "park" next door are just sad. Visit any other city, and their City Hall is something to be proud of and more of a focal point. Most people in town don't even realize the nondescript building is actually City Hall.

Drainage

- All the houses in Copper Station were stripped down to the clay; all the topsoil taken and sold by developers. So all of the homeowners are left with soggy back yards and have to pay for extra drainage.
- There is no street drain on 272nd St NW. This has caused annual flooding on my property along with my neighbor's.

Environmental

- The lack of trees and farmland causing this town to no longer be a small farm town but instead another "suburb" of Everett.
- As we develop the city we need to put the environment at the forefront and make sure that we do so in an environmentally sustainable way.
- Poison hemlock floods our area - we cant keep up on it. It goes to seed and spreads everywhere and is extremely toxic both to the touch and to ingest. People dont know about it and children play all around it.
- Is there anything being done to address the smell pollution from Schenk Packing, Dettling Dairy, and Lenz Enterprises?
- We need to do our best to have earth friendly practices city wide.

Flooding

- Stillaguamish river overrunning near downtown Stanwood. Causes property damage, interruption of food bank services. Floods are dangerous, elementary school is nearby
- Old part of west Stanwood is at great risk for catastrophic floods. Businesses, churches and Josephine facilities could be wiped out by a flood. I know you're working on a bypass drainage system.
- Please keep up efforts to reinforce the levees that protect west Stanwood. Maybe even buy land through eminent domain. It just might save the town someday.
- I am concerned that the dike may fail anytime and flood that area. The houses north of town would likely flood as would downtown Stanwood.
- The entire dike system is terrifying

- We are susceptible to flooding if the conditions are right from the Stilly. The condition and stability of the old levee is really unknown and failure could occur at anytime when the rivers are high.
- Levee failure would mean massive flooding for downtown buildings and acres and acres of farmland.
- 101st Ave floods every year. We only have 2 catch basins and 1 is completely covered with someone's lawn
- Still lots of development happening in flood zone.
- We plan and prepare but the next flood could be larger than we've prepared for with dikes. Floods and especially larger than seen events are rare but as we've seen over the last decade are possible.
- The high school field behind the stadium floods every winter. The field builds up water and floods, which then goes down the hill and floods the yards along the fenceline
- There is always a concern of minor and major flooding in downtown
- Flooding costs a lot of money because we have to manually pump it out. In addition, some have to worry about water damage/mold underneath their house.
- The total polar ice in the world is 25 feet of sea water. How much will melt? Enough could drown Stanwood. Present day planning must take into account the unique condition of being a community at or near sea level. Waiting until whatever results may create a situation in which homes and businesses could be built only to be condemned for high water destruction. A lot of lawsuits could result and expensive relocations. Studying science now can help create better long term anticipation.

Parks

- City is growing and needs more parks
- Besides major park projects, some neighborhood mini-parks would be beneficial. Just fill in some unused spaces and call it a park. People could donate \$ and have a bench named for them.
- Additional housing is coming in fast, having additional parks for kids to play with working bathrooms would make Stanwood a more versatile and family friendly area
- We have great parks, but no river access. I know it has been talked about, but hasn't happened yet.
- We also need more parks with playgrounds preferable closer to my house
- Stop spending all of your time and resources on parks. People don't visit Stanwood specifically to go to our parks, they come to shop, eat, and enjoy events. If the rest of the city looks run down, they won't want to come at all.
- I would like to safely walk from one part of Stanwood to another, as well as from park to park. And more parks. And benches to rest along the way.
- Please create a Parks and Recreation Department
- What is the plan for Ovenell Park? Will it ever get built? It could be home base for exploring and studying all of the surrounding estuaries! It could bring in events, visitors, and overlap with climate change.
- More investment needed into soccer fields than Baseball fields at Heritage and add lighting to lengthen use and rental of the facilities.
- Stanwood needs a City Park in the Cedarhome area as this is where all of our housing growth has occurred and will continue to occur. There are no City Parks in this area, and one should be included in the planning for this area. City Parks are a vital part of any community, and as Stanwood's population continues to increase, our Parks capacity has not kept up, particularly in

the Cedarhome area where most of the development has occurred and is planned to occur in the future.

- Finish Ovenell park
- Ovenell Park needs to be redone for a safe place for kids to play. Splash pad, swings, picnic
- Church Creek Park needs more parking that isn't across the street. If so, then add a crosswalk at the entrance to the park. Not up the street at the small intersection.
- City Parks management is haphazard, with decisions being acted on without adequate oversight and planning.
- We do not have adequate Park Management. Projects are being permitted without the development of a comprehensive strategy. One project may be allowed that seriously impacts or creates danger for other usages. Disc golf was allowed, without proper consideration of potential impact to other usages going on simultaneously and now we have the potential for traumatic injuries. We need a full-time Parks Manager on staff to provide proper management and oversight of our Parks projects, rather than the inadequate and haphazard way we currently operate. Disc Golf decisions were made that actually violate the regulations regarding wetland buffer zones required for Church Creek. We need someone who is knowledgeable and has the time to ensure that decisions follow current guidelines and correct procedures.
- As we move into our fall and winter weather patterns, the access trail down to Church Creek gets wetter and more and more muddy and slippery. This trail could be improved, with drainage management and a surface that is safe to navigate in wet weather, and Citizens could safely get down to the creek. Citizens are taking a risk if they choose to go down to the creek and unfortunately what happens is many people stop going down there due to potential risk.
- City parks should offer more than recreational activities. Some of the things somewhat lacking in Stanwood's parks include a pond with water features, paths with loop trails, pavilions and shade structures, central gathering spaces, community garden, public art, a rose garden or similar and an amphitheater or sloped lawn for concerts.
- The existence of parks offers incredible advantages to the mental, physical, and emotional wellbeing of the surrounding community. When people are given more opportunities to enjoy nature and breathe fresh air, they become happier, healthier individuals.
- Need more parking at Heritage Park for the many games

Police Station

- I am concerned with aggressive growth overwhelming law enforcement, healthcare, and schools.
- Is one police station enough for both Stanwood and Camano Island? Increases in crime rates in recent years
- Crime. Allow police to do what they are trained to do. Work together to find ways to impress on thieves, burglars, and druggies that Stanwood will not tolerate crime. People do not want to live here. They are becoming fearful.
- Keep police well funded
- Police are not staffed or resourced for the additional growth of apartments. They bring more crime to every area they are built and we've not added more resources.
- With all of the development going on, Stanwood will need more officers. If you want to hire quality officers and not the ones that have to settle for Stanwood, you need a building where they can work comfortably. If the population grows, crime will also grow. Hiring quality officers to provide public safety will be vital if you want residents to stay in Stanwood.

- Our community should be able to trust we have safety and protection and see a police presence throughout the city. Enough resources through all hours of the day to serve/protect our residents and businesses.
- If we don't have officers available, or they have to make hard decisions to respond to multiple "priority" calls decided only on location or severity; citizens could be in unsafe situations.

Roads

- The highway needs improvements. I realize this is a state highway, but it has significant safety issues from I-5 to town and if we are going to build in town, we need to invest in the infrastructure of HWY 532 (first).
- If we do not invest in improving the safety of 532 community members will continue to be injured or die, have their property damaged and continue to have a financial and emotional impact related to accidents. Not investing in the infrastructure will divert traffic into town which is a safety concern as well and damages our city streets. The traffic congestion is a frustration.
- The majority of roads servicing Stanwood residents have been in need of repair
- Lack of safe pedestrian and bike access to down town.
- Poor roads. Narrow roads. Cedarhome area; Pioneer Hills; Ect.
- 80th is too narrow and too many developments will lead to more congestion
- There needs to be a roundabout at Jimmy's pizza its a horrible intersection and people go to fast and dont pay attention. We have seen multiple collisions at the 532 traffic area near Jimmy's.
- Curbs and roads would improve the neighborhood around 103rd Drive
- The highway bridge over the train tracks is a traffic choke point- especially if there is an incident on the bridge
- Because the bridge is so narrow, any incident forces traffic through the downtown- as an aside, this is one reason that no part of the downtown main street should be made one way.
- 102nd Ave should not be a through street to Pioneer Hwy. 102nd and Old Pacific were not designed for heavy traffic. Pioneer Hwy. should be improved to handle the traffic. It's a hazard to downtown pedestrians and schoolchildren, and it ruins the tranquility of our farmlands.
- SR 532 is a decade past due for significant improvement. Four lanes are needed from I-5 through Stanwood.
- The traffic is absurd for a place with such a small population, and it has a negative effect on the quality of life in the area.
- 532 is, at the very least, a nuisance and unsafe toward I-5, where it should be divided with a barrier.
- The corner of 280th st nw and 80th ave nw is a terrible corner because of the house and trees right there. If you are on 280th and stop you have to pull out far passed the stop sign to see if anyone is coming.
- We have two major routes Hwy 532 and Pioneer Hwy...we've funneled all traffic those routes and with High School now have a major issue uptown. The traffic issues could prevent aid, fire and police from responding in a timely manner. Also puts students at risk while walking to and from school or events.
- Marine drive is covered in "repaired" pot holes but the road is horrible. The repairs are extremely sloppy and the road is extremely bumpy
- Roads are terrible between 103rd dr to 100th, low lighting, no sidewalks and the pavement is all broken with many potholes and are very narrow. Potholes are bad for the cars, sidewalks for safety and to make the neighborhood look nicer and more inviting

- There needs to be some type of barrier between Candle Ridge and Chandlers Reserve, already the through traffic in candle ridge is high, to add another 100 residences will add to the issue. People are flying through stopsigns and swinging wide turns to avoid slowing down. Pets and kids are near the roadways, some vehicles far exceed the posted 25mph making it dangerous to get out of your driveway at times, and even ride your bumper as you're trying to slow down to pull in/back in to your driveway. Should consider proposals to make the connection a fire access point only.
- SHS traffic forced onto residential streets as a result of poor ingress/egress planning at SHS
- Quality of life impact for homeowners, safety concerns with increased traffic, damage to roads from over use. This increased traffic is more than a morning rush and afternoon release, people come and go all day and seem to avoid the 532 intersection.
- Every intersection is high risk and even with lower speeds getting onto 532 from a side street is dangerous and challenging with the volume of traffic.
- Cars go up to 2X the speed limit on 272nd, 276th, and 76th, and it's dangerous! Kids drag race on these roads, or speed excessively. It's dangerous for pedestrians. Also, the street lights are spaced too far or non-existent.
- Traffic flow downtown is awful. Can't get out of Orchard's to turn left, I stopped going there. More lanes and higher speed on 532. It's not a country road anymore.
- Jensen Rd mid road striping looks like it was done by a drunken sailor from the west end of the road to where it meets the county midline stripe 2 blocks later. The width of the space allotted to the parking spaces on the north side of the road is far wider than any other parking in the city. It is a driving hazard especially when there are children playing in the road. After reducing the width of the parking area, a one step adjustment in the yellow middle stripe would be a big improvement.
- Twice a day, traffic is jammed. Synchronizing the traffic lights would solve this. Roundabouts would not, and would not provide breaks in the traffic to allow traffic to/from Stanwood to access Hwy 532
- Need EV Charging stations.
- Support local transportation. Support weekend day trippers from Seattle.
- Drivers are adapting to a new roundabout (80th and 284th) and the total lack of any elevation or landscaping in the center is a missed opportunity to take pride in our town. The planning of the roundabout is also sort of strange. Something with the size and slope of the road doesn't seem right, it causes a kind of banking to the outside. It's all compounded by the fact that it's poorly lit. It's disorienting and not at all aesthetically pleasing to see no distinction in that center area of the roundabout. An elevated bed with a tree and/or landscaping would be a great improvement. Last week there was a shopping cart parked in the middle of it. Stanwood should put thought into the visual impact of new development projects. Perhaps volunteers would help improve that space if the city took initiative.
- We have more cars than roads creating traffic jams and collisions
- So many housing developments being allowed with open land without additional routes in/out of the area compounding with higher population on Camano as well. Traffic flow impacts road maintenance, reduces access to businesses in all areas of town, and increased accidents.
- We need a traffic circle and bypass of the west end of Stanwood to improve traffic flow on and off the island to and from the north towards Mt Vernon
- Traffic flow impacts road maintenance, reduces access to businesses in all areas of town, and increased accidents.
- Too much traffic on 532

- Need to help to reduce traffic congestion through town. Possibly a side street could be expanded.
- Roads need to be widened to allow for more traffic due to increases population. And it needs to be better lighted and better road markings. There needs to be better plowing because the way it's plowed now is terrible and causes a build up of ice which is worse than snow. There are more ways to treat the roads than plowing. Try some methods they use in Canada.
- There have been many accidents and head on collisions. A lot of fatalities. Also, people should be able to drive from their homes in difficult weather conditions without having accidents. They should at least be able to get to work after a storm and it isn't possible here.
- Potholes on SR 532. I've had 2 blowouts due to potholes in the last year.
- Please consider roundabouts along SR 532 at the 92nd intersection and 102nd intersection. People pull out from side streets (with stop lights) continually. I have a student driver and it's a constant fear for him.
- 532 needs several improvements. The major issue is the lack of traffic flow in the afternoon. The timing on the lights and strategies established to move traffic are not working. 532 was intended to be a bypass—with 5-6 traffic lights slowing traffic, it is a boondoggle. Perhaps roundabouts and fewer left turns would improve the flow. I'm not an engineer, but some common sense could be implemented to improve our commute and reduce congestion. Additionally, the pavement and roadbed are deteriorating rapidly and will damage vehicles in the future.
- Lots of accidents at the SR 532 and 64th intersection
- Need wider roads to improve traffic flow. Turning south on 72nd and immediate backup of left lane for vehicles turning east onto 267th
- Width of roads is narrowed when vehicles are parked awaiting child pickup. This restricts and backs up traffic in school areas.
- Impatient drivers take significant risks in getting through/around the gridlock.
- Our roads are getting better all the time. Let's keep working on them to make them safer. Because our population is growing, traffic is also increasing. We need to continue the effort to improve traffic flow and safety.
- 532 needs more lanes, badly. This town's population is growing at far too fast a pace to have that little highway be the only in and out. It creates congestion because some individuals drive way too slow and on the flip side causes road rage and unsafe driving to get around the slow moves by those who want to go at a more reasonably fast speed
- I love the old brick roads and don't want to see them disappear. They honestly were what attracted me to the town to begin with
- Traffic from SR 532 on and off Camano Island can get backed up significantly. Drivers heading on and off Camano tend to exceed the speed limit by either anticipating the increase in speed over the bridge or not slowing down fast enough off the bridge. The area of concern is from 98th Ave towards 104th Ave along SR 532. Turning left from any of the neighborhood streets without stoplights onto SR 532 also becomes a long waiting game during rush hour traffic.

Sewer

- Sewer bills are high
- Rising sewer bills that keep rising for no apparent reason except they can. People in Stanwood can't keep up with the rising cost of this issue. I have never lived in a place where the water bill is so high and keeps going up. Most if Stanwood can't afford this. It is time this issue was addressed and fixed.

- The plans for sewer need to be created now to meet the needs to house the growth over the next 30 years along 300th.

Sidewalks

- Sidewalks are generally lacking. Many streets have them on only one side.
- More sidewalks would be safer for school kids. Might allow more kids to walk to school and get some fresh air.
- Cedarhome Rd. is a busy street near the high school, and kids are using it. Adding a sidewalk would make it safer.
- It would be nice to have a sidewalk/bike lane/trail from the neighborhoods in uptown-north to a bus stop and to town.
- The existing sidewalks in the overpass are narrow and immediately next to vehicle lanes - no buffer space. Pioneer hwy N. B has no sidewalks and no safe way to transition down the hill into downtown.
- I would love to be able walk to/from the fair grounds. In the As-Is state walking is not an option. I did walk it once with my son and swore "never again".
- Along 80th and in uptown Sidewalks are on different sides of the roads without a safe crossing, and they end abruptly at random points.
- The accessibility is not good for disabled folks or for kids attempting safety. I'm an adult and want to walk to stores as much as possible, but it's more risky than it should be.
- There are plenty of areas of the city with inadequate sidewalks. 80th St. is one example, parts of Pioneer Highway. I walk my dogs around town and where there is no separation from vehicles it can be quite dangerous. A lack of pedestrian safety keeps people from waking to stores.
- Missing sidewalks on busy streets (284th south of copper station) where people have to cross the street to get to the sidewalk. Not safe for kids walking to school. People walk on the busy road and cars have to go around them.
- Sidewalks are too narrow and don't encourage pedestrian use.
- 103rd Dr NW has no curbs or sidewalks. Adding them would improve parking and provide a safe place to walk out of the road.
- Many people walk 80th Ave and it's very dangerous.
- Would like to see sidewalk on at least one side of the whole length of 80th With the new housing `developments, more people are walking and we have to walk on the road.
- There is a high chance of getting hit by a car due to lack of sidewalks and low visibility due to the hill walking down 80th
- There need to be sidewalks from the new development (284th st Nw/80th ave nw) all the way to 80th ave nw and 276th st nw.
- Stanwood has the wackiest sidewalks of any city I've ever lived in. Some streets don't have them. Some streets they switch sides mid road.
- While use is limited, walking on Cedarhome Road is very dangerous
- Pedestrian staircase going downtown off of Pioneer highway near 272nd st NW is in a poor state of repair, with uneven steps making it difficult to walk downtown from the uptown residential area
- Honestly just walking everywhere. If I walk with my kids to the nearest park there is no sidewalks once I cross 532. I wished there were more sidewalks heading into downtown as well.
- Some of the side streets have sidewalks some don't in west stanwood

- I walk frequently with my daughter, and we have almost been run over multiple times by people driving too fast. I've also seen kids crossing to the high school almost run down as well.
- Lack of sidewalk on east side by church creek park. People cannot walk to church creek park safely, especially those who push strollers or are in wheel chairs.
- Pioneer Hwy west of 72nd and west of 77th need true sidewalks, not just a shoulder of the road to walk on.
- Connecting the new Cedarhome developments to the high school/downtown area with safe, well-lit sidewalks is my concern. Most specifically, 80th Ave NW. A great deal of families are moving into the Cedarhome area and we need to have safe and well lit sidewalks for them to travel back towards the high school or downtown. The gaps in sidewalk access throughout Stanwood is a risk to anyone trying to walk in this town.
- Between weather conditions, low sunlight in the winter and distracted drivers it seems irresponsible to not make sure pedestrians do not need to walk in the street.
- It is cost effective to promote aging in place. Many people in our community have mobility issues and require safe places to walk/scooter.
- Walkability scores are desirable for home values. The higher the score, the more life and community to an area. We don't want anyone to feel shut in or disconnected. Strong walkability could encourage decreased dependence on cars/fossil fuel.
- There are no sidewalks along parts of 284 st nw (Wahl rd) to connect the neighborhood sidewalks, same on 80th Ave nw between the new roundabout and downtown. I see older folks walking on the road as well as students walking that road toward SMS and back, and it doesn't look safe with so many drivers not paying attention.
- I would like a sidewalk or opening to cedar home park that is accessible from the crosswalk on 272nd
- Trees breaking up sidewalks on 73rd Drive making it dangerous to walk on them. It is a hazard anytime and especially when sidewalks are impacted by rain or ice.
- Stanwood Citizens and Parents have been begging for sidewalks on 80th for over 60 years. It's a dangerous street to walk along, it's a street that connects different areas of Stanwood, and the new developments are creating an even heavier and faster moving flow of traffic.
- The mobility and interconnectivity of Stanwood Citizens is limited by the inability to safely walk in this uptown area. The City states that we want people active and engaged in healthy outdoor activities, but then neglect to provide safe sidewalks. Parents wanting to take children on walks and bike rides do not have a convenient and safe outdoor route. You get my point.
- Impossible to completely walk down one side of 72nd on the sidewalk.
- 276th Street between 68th Avenue Northwest and 74th Avenue Northwest needs continuous sidewalks
- There are no sidewalks leading to Church Creek Park
- I wish the sidewalk/ shoulder extended further down toward the fairgrounds on Pioneer Hwy
- no safe sidewalks on Pioneer Hwy near Les Schwab. You're forced to cross back and forth across pioneer to be semi- safe walking in that area. It would again provide more space for leisurely walks, or exercise.
- There should be sidewalks provided at all city parks on the same side of the street for safety

Standing Water

- Standing water north of pioneer hills
- Standing water in downtown Stanwood and neighboring streets

- 7300 Pioneer Hwy and 267th St east of the fire station have standing water covering the sidewalks after the rain, and when temps are near freezing in the fall/winter, these areas do not receive enough sunlight to melt the ice created by the standing water.
- Pioneer Hwy 86th to Nordic Way the standing water and run off from the hillside across Pioneer Hwy freezes and refreezes causing hazardous conditions, has been a problem for years.

Trails

- There is a trail that stops suddenly from concrete to grass at Heritage Park. The other side of the trail shoots out into the street/sidewalk at 92nd Ave with nowhere to go from there. It is unsafe for anyone wanting to bike or walk. Also, it does not help with having a physically healthy community.
- It would be nice to have a sidewalk/bike lane/trail from the neighborhoods in uptown-north to a bus stop and to town.
- I would like walking trails anywhere around Stanwood
- Highway to camano bridge trail
- Being able to take a long walk in safety would be really nice. As well it would be nice to be able to walk around that side of town with some trails to the north and east like opening Logen Road all of the way through.
- Continue the walking trail on the south side of 532 so that people can access south side businesses safely on foot. A trail from the east to west end of the city would be great.
- Right now you have to walk all the way to the west end of town to cross with a stoplight. If there were a trail one could use any of the lights through town to cross the highway and walk to businesses on a trail or sidewalk.
- I've lived in cedarhome since April and can't find a park with a walking trail. I can't walk outside of my neighborhood because there are no sidewalks on any of the streets leading out, just steep drops.
- Not enough walking trails connecting to downtown from uptown and everywhere.
- Need better and safer ways to get back and forth between Stanwood and Camano- bikes, walking and boating
- Residents of Cedarhome and North Stanwood should be able to walk safely from these areas to downtown Stanwood, and groomed dedicated trails and sidewalks would benefit the entire community.
- The trails up near McDonalds need lots of maintenance to fix trail surfaces and vegetation. It appears no one pays attention to these trails.
- I would like to see more trails that people could walk their dogs off leash
- More trails to walk equate to better health of the community. Better health means longer lives and longer lives means longer tax paying capability

Water

- The water pipes coming my direction are ancient and I am concerned that they will fail sometime. I along with other people could be without water.
- Rising water/ sewer bills that keep rising for no apparent reason except they can. People in Stanwood can't keep up with the rising cost of this issue. I have never lived in a place where the water bill is so high and keeps going up. Most if Stanwood can't afford this. It is time this issue was addressed and fixed.
- Too much bleach, fluoride

- Water main is always breaking and flooding causing unexpected disruption of water service on 103rd Drive
- City water is hard. Hard water wears on fixtures and pipes. Hard water is also not really good for people to be drinking or showering in
- The plans for water need to be created now to meet the needs to house the growth over the next 30 years along 300th.

Other

- With weather becoming more extreme and less predictable, flooding prevention needs to be a 15 year goal not a 50 year goal.
- I'm not opposed to growth, but I would like to see this city do so thoughtfully.
- Too many houses, not enough services, roads antiquated, Stanwood losing its identity.
- cable and internet is poor. keeps doing downhill each time another development goes in.
- All other improvements are nice to have but pale in relative importance to the main highway and infrastructure issues
- The re-zoning of residential neighborhoods is unconscionable but I suspect those benefitting aren't impacted to the degree those neighborhoods are.
- How to bring business to the middle between east and west Stanwood.
- Beyond keeping up with repairs and added population, we need a town square. We have East/West Stanwood, with odds and ends in-between. There is absolutely no place to gather either casually, or for events...the make shift Farmers Mkt and music in the streets just does not serve us in any kind of beautiful way. We've had so many urban planner inputs over the years, and yet nothing cohesive happens. I lived in North Stanwood for 35 years, and have downsized to Camano...Terry's Corner is a small model of what we need in the middle of East/West Stanwood. Why is this such an ignored issue?
- Keeping spaces in town affordable for small businesses to survive and thrive and not being forced out.
- With all the new construction, city infrastructure seems to be developing slower than construction projects. Would like to see infrastructure outpace construction
- I understand the City wants to beautify and connect the two downtown areas. To create a more walkable and neighborhood friendly environment in the historic district around 102nd St, I believe addressing the pass through traffic on SR 532 is necessary. I suggest adding a roundabout at key intersections instead of stop lights (like Highway 99 has done near Snohomish) and placing a roundabout near the entrance to Orchard's Nursery, or the planned intersection of the new Pioneer Highway detour. This would slow traffic down along the corridor that is entering and exiting Camano Island and help reduce wait times exiting the neighborhood streets. Any tall vegetation or concrete stamped noise walls along the highway in this area to block road noise would also encourage a more walkable neighborhood feel. Downtown events planned in this area like street concerts and festivals would be more pleasant without the background noise of highway traffic. Has there been any conversations with WSDOT about the traffic in this area?