

First Part of March 24, 2008 U. S. 2 Safety Coalition Hearing

Re: U. S. 2 Safety Improvements (\$10m)

Monroe Library Conference Room

(Hearing will be continued at 7 PM, Mon., April 21st in the Monroe Library)

Notes on Transcription:

Because of the labor-intensive nature of performing a transcription, and the fact that it is produced entirely by volunteers, please know that the below transcription, while not a precise word-for-word transcription, does reflect all audible comments made by participants. The full audio of this hearing can be found at: www.us2safetycoalition.org

Whenever "Male" or "Female" is used for a speaker's comments, it's because an individual's voice cannot be identified. If "Voice" is used, the sex of the speaker was indeterminate.

ATTENDEES

[The affiliation(s) of attendee(s) have been given (if known) or as indicated on sign-in sheet. Names are listed in sign-in order. If others, who were in attendance but are not on this list wish to be added, please contact the Coalition: safetycoalition@seanet.com]

- **Ted Jackson**, Gold Bar
- **Donna Strom**, Gold Bar
- **Lorna Goebel**, Skykomish (on town council; board member of Stevens Pass Greenway)
- **Mark Fallgatter** (Coalition board member)
- **Josie Fallgatter** (Coalition board member)
- **Loretta Storm** (Coalition Secretary)
- **Donnetta Walser** (Coalition Vice-Chairman & Mayor of Monroe)
- **Fred Walser** (Coalition Chairman)
- **John Seehuus** (Coalition board member)
- **Jeffrey Beeler** (Coalition Treasurer)
- **Frank Roesler** (Startup resident and former Coalition [the then-Highway 2 Traffic Safety Coalition] member)
- **Nancy Roesler** (Startup resident and founding board member of the U. S. 2 Safety Coalition [the then-Highway 2 Traffic Safety Coalition])
- **Davey Roesler**
- **Lynne Hereth**, resident, Fern Bluff Road
- **Kathy Ulrich**
- **Ray Coleman**, Gold Bar resident and U. S. 2 Activist
- **Jay Prueher**, Gold Bar Councilman
- **Al White**
- **T. Boisen** (WSP Trooper)
- **Jim Kampmann** Monroe resident (and radio producer; see for U. S. 2-related audio interviews of victims and persons of note; see: www.ushighwaytwo.com)
- **Greg Stephens**, Maltby
- **Crystal D. Hill**, Mayor of Gold Bar
- **Joe Beavers**, Gold Bar Councilman and U. S. 2 Activist
- **Chris Bomberger**, resident, Fern Bluff Road
- **Katie Murdoch**, Reporter, Snohomish Tribune
- **Meghan Soptich**, WSDOT staff member

- **Cathy George**, WSDOT NW Regional Office
- **Sharif Shaklawan** WSDOT Traffic Engineer
- **Mike Swires**, WSDOT Staff Member
- **Lorena Eng** (Manager, WSDOT Northwest Regional office)
- **Jill McKinnie**, Aide for Congressman Rick Larsen

Audio File #1: Start of hearing, clarifications from WSDOT, info re RDP

Chairman F. Walser Now the reason most people came tonight. I want to try and keep this reasonable without a lot of [unintelligible] and fisticuffs and all that sort of stuff. But the purpose tonight is to get your input on where you think these safety projects, by priority, ought to start.

Lorena Eng I did bring staff to take notes for me. And Meghan Soptich is from our communications office. And Mong here is our traffic accident guru, so he knows all about – he’s the one tasked to study the accidents. So we want to hear your input. We have Joe’s [Beaver] information. We’ll take down this additional information and I think we’ll probably collect more information tomorrow [i.e., at the presentation/working group meeting sponsored by Washington’s Traffic Safety Commission.]

Chairman F. Walser Is anybody here from the Snohomish County Public Works? I don’t see any[body]. Just for the group’s information, I had a chance to talk to Steve Thompson, Director of Sno-county public works, about the Fern Bluff Road, particularly, and they’re interested in cooperating with some venture there, either closing off the road and putting in a turn-around cul-de-sac or something. Just so everybody knows that Snohomish County is also going to participate as far as Fern Bluff goes.

And the problem at Fern Bluff, as I saw it – and I mentioned this to Lorena and some of you folks who live there probably noticed this – but on high-traffic days like Sundays and holidays, 4th of July and Labor Day and all those days when traffic backs up at the infamous Sultan light at Old Owen Road – eastbound – people drive off onto Fern Bluff and go roaring down Fern Bluff Road and come out at the stoplight at Old Owen Road and hook a right. The problem with all that is that the traffic on the other side of the road backs clear up the hill up past, way past the Red Apple Market and on up the hill on the Old Owen Road and they cannot get out to make a left turn. And several times I got out of my patrol car there to flag traffic through the light and realized right away that that’s like the poor kid trying to stick a finger in a leading dike. And it just wasn’t working. So that’s the problem. And I made DOT aware of that. So that’s part of the issue. The traffic on Fern Bluff when you go up the hill four of them are crossovers?

Joe Beavers Two deaths. One accident, two deaths on crossover. My [unintelligible] didn’t go past ‘99 [unintelligible] previous two deaths were before that.

Chairman F. Walser All right. There were four crossovers, and a couple of injury crashes up there of the same type. So when we surveyed¹ the board, that came out Number One, is doing something about Fern Bluff. Okay. Now, Lorena, do you want to facilitate this?

Lorena Eng Well, this is your meeting.

Chairman F. Walser I will certainly hand it off to the DOT, because we’re gonna partner here.

Lorena Eng Yeah. And I just wanted to – if you go to tomorrow’s meeting, you’ll get a lot more traffic data. But what we just did for tonight is just to have a graphic of where the accidents occurred along the stretch that the Legislature asked us to look at for the \$10 million.

Coalition Brd. L. Storm Lorena, excuse me, is this in the RDP? [pauses] This graphic?

Female [WSDOT's Meghan Soptich?] This is a – yeah, this is just that small section [unintelligible].

Coalition Brd. L. Storm Do you have it in [unintelligible] somewhere?

Mong (WSDOT) That would be – it's somewhere on our website. And we can send it out.

Soptich (WSDOT)? We will have – yeah – we have, we have this [unintelligible] but this is fatal [unintelligible] by type.

Male And it's from milepost --

Soptich We did slightly longer. We did, I believe, 13.5 to [a man talking simultaneously; I believe he's saying it was done at Lorena's direction] 38.9.

Female In what period of time?

Soptich '99 to [unintelligible].

Vice-Chair D. Walser Can you explain your key there? I forgot my glasses. It's a little hard to tell which –

Soptich This is similar to what we did on the RDP, so on the top it tells how many collisions – how many fatal or disabling collisions there were at that location. And the [unintelligible] on the bottom, these are the top three types of collisions; so “opposite direction” is the green circle, “fixed object” is the orange square, and the blue triangle is “pedestrian/bicycle, and “all others” are the green triangles. And Mong would have to explain those types.

Vice-Chair D. Walser Can you explain what you mean by a “fixed object”?

Mong Fixed object is any object that is fixed off the road or in the road – a tree or power pole, guardrails.

Soptich Typically it's right off the road [unintelligible] are classified as fixed object.

Donna Strom: Definition of “disabling”?

Mong Disabling collisions are when a driver has to be – has to be transported to a hospital. Typically.

Donna Strom: So accidents in which a person became disabled after the fact, you know, in my case, would not statistically be in there at all.

[pause]

Mong Were you transferred –

Donna Strom Nope. Not transferred. And didn't even call the police.

Mong Right. If you were transported – and there would also be, once they were transferred that maybe there was no problem –

[simultaneous comments, not transcribed]

Coalition Brd. L. Storm It's a very long-term disabling [unintelligible]. I found that out this summer. [unintelligible]

Chairman F. Walser The same with disable—uh-- People who died later, what is it? Ninety days? Is it?

Male Thirty days.

Chairman F. Walser Thirty days.

Female Oh, is that a disabling accident, then? [chuckles]

Chairman F. Walser Interestingly, it's classified as an injury collision, like the man that died of his injuries when he pulled out in front of a dump truck at 88th Street – or Bickford Avenue and Highway 2 and he died like a year later or nine months later, whatever it was. That wasn't traffic.

Coalition Brd. Jeff Beeler And the reason why this section was chosen was because this seemed to be the highest area of accidents outside the city of Monroe [unintelligible] –

Lorena Eng I – That was the legislature right now.

Coalition Brd. Jeff Beeler Okay. So that's not [unintelligible].

Lorena Eng We didn't have any input on it.

Coalition Brd. Jeff Beeler I'm looking at a map that you guys gave to us at the Traffic Safety Corridor group regarding accident rates along the Monroe to Stevens Pass. We've got other ones from Monroe west. But if you look here, no graph shows that there are a tremendous amount of accidents in comparison to the rest from Gold Bar to [unintelligible].

Lorena Eng We had higher traffic volumes, too, [unintelligible].

Male And actually, from an accident rate standpoint, the stretch east of Gold Bar has [unintelligible] in comparison to other similar highways had a higher rate, because it's a lower volume so it doesn't take as many collisions to [unintelligible]. There's a number of different ways of looking at it, but like Lorena said, we didn't have input on selecting this [unintelligible].

Chairman F. Walser So the \$10 million has to be from [for] a project Monroe east?

Lorena Eng Well, that's what they want, what the budget proviso says.

Vice-Chair D. Walser Monroe and Gold Bar.

Chairman F. Walser Monroe to Gold Bar.

Male Between Monroe and Gold Bar, these are [unintelligible].

Male Right.

Female Is there a possibility you could bring a copy of this tomorrow?

Soptich We do have a – we have a whole, the whole folder

Vice-Chair D. Walser Another thing you might want to look at [is] the projects on the **Route Development Planⁱⁱ**. But it's a little confusing. The ranking of the project is in the middle here. It says "Project Number," and then the segment. They've [unintelligible] the route development plan in three segments. And across...High Accident Corridor – or high –

Chairman F. Walser High Accident Location.

Vice-Chair D. Walser--location. And then the ranking. So when you're looking at this you maybe –

Lorena Eng Let me explain something about the ranking because I don't think that many people here were part of the Corridor Working Group. The Corridor Working Group during the development of the Route Development Plan were the ones who determined the ranking. And what that was was that every jurisdiction had a representative on the Corridor Working Group. So we didn't have, like, say, ten people from Monroe and one person from

Gold Bar and have 10 votes there. So every jurisdiction had a vote. And the ranking was based on safety, mobility and community support. And so what – and then all 56 projects were ranked, or were given scores. And everybody scored the 56 projects based on what they felt was mobility, safety and community development. And then they added all those numbers for each of those projects and that's how they came up with the ranking. What we're doing here is a little bit different, 'cause that was as if – you know, the ranking was if money, in essence was of no object. And that's why there are bigger projects that rank quite high. What we're trying to do here is we have \$10 million, we have a more defined corridor, and that is from Monroe to Gold Bar. And what we're doing [we're] not looking at capacity or increasing or—or reducing congestion. What we're looking at is safety. So that narrows down between what we're doing now and what was done during the route development plan. And so what we want to do is take all these ideas that we have and then look at the accident history of the location of the proposals that, you know, the ideas that you come up with. And then we're going to be able to respond: Well, would this address any of the past accident history or potential? I mean, this is something that looks like – I have three traffic engineers in here so that they can listen and hopefully in a future meeting shortly, that we're going to be able to respond and then we can move forward with it. Today we would like to get your input so that we could do that analysis.

Audio File #2 – Requested Clarification from Lorna Goebel

Lorna Goebel Clarification. I –

Coalition Brd. L. Storm Could – could I ask people to identify themselves when they make comments for the audio? That would be helpful later if they could do that. Thank you.

Lorna Goebel Okay. Lorna Goebel. And I have kind of a clarification of rumors like crazy. But anyhow. I hear that rumble strips are going to be installed throughout all the way up to Stevens Pass. And it's \$10 million.

Lorena Eng Oh, no, no, no, no, no.

Lorna Goebel Okay [laughs].

Lorena Eng Thank you for letting me clarify this. And actually, we have good news. Sharif [Shaklawan] is our project engineer who put out the rumble strip project, that is putting rumble strips for 47 miles from Monroe all the way up to Stevens Pass, is putting in the high-visibility paint stripe, a plastic paint stripe that hopefully, you know, when we have the winters and the sanding and stuff will hold up to that, and the fact they're going to be inlaid into the pavement. And what was interesting is as this, you know, this heightened awareness of U. S 2 came about and I got the call from the Secretary [of Transportation, Paula Hammond] asking me to accelerate the project – What was the original ad date?

Male It was next month.

Lorena Eng -- [unintelligible] – but anyway, so Sharif said, “Okay, I am accelerating the project. I'm going to have it done in eight – I'm going to have it out to bid – the contract was in April – and I said, “No, that's not good enough. It's February.” So Sharif did it in February. We awarded the contract to Wilder Construction today. [applause] It will have to wait for better weather, you know, it's going to be snow up there. We can't stripe in, you know plastic striping in a cold temperature, but you will see that work. And we have had success with the rumble strips. And, you know, I understand there are divots in the centerline, but in 2004 we did the stretch from Everett to Monroe and we experienced a 40% decrease in crossover collisions, so

that's something that.. But that is in addition to the \$10 million. The \$10 million, we have not spent a penny of.

Chairman F. Walser Okay.

Lorna Goebel Thanks for the clarification.

Audio File #3 – Fern Bluff residents Hereth & Bomberger

Chairman F. Walser Somebody had their hand [up].

Hereth Yes. Lynne Hereth. I live on Fern Bluff and I'd just like to know if there's a cost difference between putting in the left turn lanes or closing off Fern Bluff and creating a dead-end – if there's an analysis there to be able to do that.

Lorena Eng We have not done an analysis as far as cost, but what I could tell you [is] that it's a lot cheaper just to close off – but we would still have to build a cul-de-sac so if people come down the road, they could be able to turn around. So there'd be some type of cost there. When you put in the channelization at the intersection we look at a thousand to – How much was that?

Male For channelization? Yeah, at least two, three hundred [unintelligible comments] About twenty –

Lorena Eng Four million dollars. So it is quite more expensive and widen the highway to put in the turn lanes.

Chris Bomberger A follow-up of her question [unintelligible] left turn lanes. What does the concept look like for the westbound traffic? Because the concern, I believe, is the crossover, cars – hanging at that intersection making a left through the right-of-way, because if it's on a fairly fast [sounds sort of like, "and blind turn to keep the speed out of Sultan"] does the widening for the left-hand turn lanes include those west- and eastbound [unintelligible] at the intersection? In concept. Make sense?

Lorena Eng So you're talking about going west on – taking a left turn lane so people could go south?

Chris Bomberger Not necessarily. More what I'm concerned about it right now the road itself is simply the two-lane width, okay? And the westbound traffic and they cross the line regardless of what's happening. It's a high-speed corner as you head west. It sounds to me that they're discussing a left turn lane onto – I guess you'd call it upper Fern Bluff –

Male Yeah.

Chris Bomberger – or proposing the ability to turn...onto lower Fern Bluff. So the question had is what does that—given those options, what does that look like to the westbound driver? [It] doesn't provide any wider road or any offset to traffic.

Male Say the westbound driver –

Chris Bomberger Yes.

Male -- if we put in a left turn pocket for the eastbound driver [simultaneous comments] there is a widened space on the other side. [unintelligible] tapers out. There's also an option that we do with some intersections where there [unintelligible] intersections, so there's only one connecting road, a four-lane intersection or a three-lane intersection. But we had put

in a refuge for those [unintelligible] so there's a [unintelligible] pocket, if you will. That would extend it further. So those are things to be considered.

Chris Bomberger [unintelligible] certainly have --

Chairman F. Walser Sir would you identify yourself please? Folks, everybody here, we are recording everything that's said. And it is important that we hear and are able to transcribe. So if you would stand when you ask a question and give your name, I'd greatly appreciate it.

Chris Bomberger Certainly. My name's Chris Bomberger. I'm a Fern Bluff intersection. I drive through the intersection [unintelligible] times every day.

Male What part of Fern Bluff?

Chairman F. Walser You live on the south side or the north side?

Chris Bomberger I live on lower Fern Bluff or the river side. Okay, so to finish that, the line of thinking was to clarify the options between closing the intersection to a right turn into lower Fern Bluff, or providing a left turn lane, with the concern in my mind the traffic heading westbound. So I'm not clear in my mind. It wasn't a question or a statement. That causes me to lean more toward the left-turn lane option over the closing option, because the closing option doesn't sound like it provides any change for the westbound driver on that turn.

Coalition Brd. John Seehuus See, 'cause this concern --

Lorena Eng Well, wait. I—I—I need to know what project -- what—what is your request? That there is an eastbound left-turn lane to upper Fern Bluff Road?

Male Yes.

Chairman F. Walser Project #10.

Chris Bomberger See, I don't have a copy to refer to.

Chairman F. Walser Yeah, it's -- actually, I'll read you Project 10. It says "Intersection improvement. Add left turn and right turn lanes, Milepost 20.10 to 20.15, Fern Bluff Road." And it has a \$5 million price tag and it is a HAC (High Accident Corridor). Okay?

Hereth Just to finish what I had begun -- and we are neighbors -- my concern was originally I was in favor of the left-turn lane. But now that I think about that, if we make it easier for people to turn onto Fern Bluff, that increases the traffic, and already in my mind, the option for speeding, which is -- I don't have a [sounds like, "counter"] out there -- but I hear the roar -- and I'm concerned about the speed of traffic, not only the volume, but we encourage to use Fern Bluff.

Coalition Brd. John Seehuus By improving the intersection?

Hereth By improving the intersection. Right.

Chairman F. Walser I would just interject there. You're right. And the problem not only then becomes a problem at Fern Bluff, it also becomes a problem at the Old Owen Road and U. S. 2 [voices agreeing] and it increases the collision rate capability at the Old Owen Road because of people making quick rights and left turns and this type of thing -- and road rage -- all of which I've witnessed. So when you are considering that option of closing Fern Bluff Road to traffic, that should reduce the collision rate both on Fern Bluff and on the Old Owen Road.

Coalition Brd. John Seehuus Wouldn't that also decrease congestion on those holidays? Because I'll tell you I've been stuck millions of times on Highway 2 because of all the people trying to cut in off lower Fern Bluff Road, they're actually slowing down Highway 2.

[unintelligible] around and it's actually [unintelligible] congestion because you can't go through the intersection.

Chairman F. Walser And that was the reasoning we used when we said Fern Bluff and block off the intersection.

Chris Bomberger What impacts does that second proposal that we have that you're talking about now, does not include a left turn lane, however?

Chairman F. Walser No turns lanes whatsoever. It just takes and slices off those roads. And for your folks that live there, it will force you to use only the Old Owen Road access to U. S. 2.

Chris Bomberger [talking over; first few words indiscernible] that aspect for the same reason that my neighbor speaks of. And I find that very appealing. It's just the consideration does that really affect the safety of that intersection? Preventing the cars from turning right would be a great benefit to me and my children playing on Fern Bluff, so I'm all for that. But it doesn't seem like it actually results in an improvement to the risk of the intersection except perhaps for someone coming out from lower Fern Bluff and trying to turn across the freeway (sic).

Chairman F. Walser It's not going to eliminate a crossover.

Coalition Brd. John Seehuus It just eliminates –

Chairman F. Walser The rumble bars [strips] that will be put in may help mitigate the crossover potential there. But what it will do was—is eliminate all of the problems that I've heard about from you residents that live along that Fern Bluff road and it will also eliminate the congestion that Mr. Seehuus just talked about. And that's obvious on the high-use holiday weekends. Does that -- ?

Chris Bomberger Yes. That answers my question.

Chairman F. Walser Okay.

Audio File #4 – Ray Coleman, Hereth – retain “emergency” access to Fern Bluff

Ray Coleman Ray Coleman on the same subject. I'm in favor of blocking off that intersection, but I don't want to see it such that it would eliminate emergency vehicles or an alternate route, you know? If you have an accident between that point and the Red Apple, right? You got the highway block off right there? Okay, that lower Fern Bluff Road is an alternate route for people to get around that accident, right? If it's blocked off, make sure that that blockade is something that can be unlocked so that that can be used in the case of an emergency. Think about it, Fred.

Chairman F. Walser I have. People have done that. And the Old Owen Road was the alternative whenever there's a crash blocking U. S. 2.

Ray Coleman I know. But you gotta – from that point you gotta go way back to get on Old Owen.

Male If there's a crash at milepost –

Female If you're traveling east.

Male -- twenty-point, uh....about 20.4 – and somebody got out and [unintelligible] that –

Chairman F. Walser Oh, I understand. If you're going eastbound.

Male Going eastbound, yeah.

Male [unintelligible] turn around and go back –

[simultaneous comments, talking over]

Chairman F. Walser We don't accomplish anything if we do that.

[simultaneous comments]

Male What's wrong with unlocking it, you know? That sort of thing?

[pause]

Hereth Lynne Hereth again. There is a private crossing there.

Chairman F. Walser One of the problems on U. S. 2 is crashes that block the road, and what do you do with the traffic? That's a good point.

Audio File #5 – Nancy Edwards (153rd access, MP 18.30)

Chairman F. Walser Who else?

Nancy Edwards Can we jump to a different....?

Chairman F. Walser Just give your name and your five cents worth.

Edwards Nancy Edwards. I am a resident of 153rd Place SE, right off Highway 2. My question is actually just getting clarification where it says on Project #8 Intersection improvement. I can understand "add eastbound left turn lane" [unintelligible], but what—what do they—what are we talking about with intersection improvement?

[pause]

Female [unintelligible] Milepost 18.30.

Chairman F. Walser Fourth one up from the bottom of the first page, people.

[pause, mumblings]

Male I don't know if I have an answer for that because I didn't participate in that fully. But there's—there's other things that they can mention, other things previously as far as intersection such as sight distance, to be able to see ahead and see a stopped vehicle. There might be some vegetation removal or something different with a curb that we might do, there might be signing, there might be striping or [sounds like "cable"] markings.

Lorena Eng Here. This is – "Add eastbound left turn lane and widen eastbound shoulder."

[pause; mumblings]

Edwards So it's just widening the shoulder and –

Female And adding a [unintelligible] turn.

Male It's a dangerous spot.

Female Yeah. I deal with it.

Male I know. Even people who don't live up there deal with it.

Edwards Yeah. And that's—that's the whole thing, because when I hit that flashing light, that's when I turn on—turn my left turn signal on and I start slowing down. And I still have [unintelligible. Sounds like, "rue day when I lose that leg"] or that I'm going to get [unintelligible], 'cause people, where the line passed on the shoulder, they don't slow down enough.

Joe Beavers I have a question. Are you one of those drivers on 153rd that I saw that looks for an opening whips over to the north shoulder and drives east on the north shoulder to get to their exit? I saw that. I thought that was pretty clever because [*snickering, unintelligible comments*].

Male They're doing what?

Joe Beavers Coming down the road, opening in the traffic, okay? You know you've got this long north shoulder – you got this farmhouse or something and we got one big [unintelligible] – whips over to the north shoulder and [unintelligible] a hole in the traffic and drives east along the north shoulder – you know, where the east traffic's – or the west traffic [unintelligible], and then turns off. I think that's pretty cool.

Edwards I will let you know there's probably 13 residences. [unintelligible] And we have a relatively new resident that tends to throw some interesting parties. I picked up half a dozen grocery bags full of empty beer cans that had been dumped on my property. I called the county's – I called the sheriff, county sheriff. They [sic] didn't get a return phone call about it. But I would imagine it's one of those associates that's [unintelligible] because none of the people that have lived there for a length of time do that.

Chairman F. Walser No, that's why we're adding six more troopers out there to share autographs with those types of people.

Edwards [unintelligible; simultaneous comments].

Audio File #6 – Frank & Nancy Roesler re Startup Road's western incursion on U. S. 2

Chairman F. Walser Frank?

Frank Roeslerⁱⁱⁱ I'm Frank Roesler and I live on the Sultan-Startup Road --

Nancy Roesler Startup, by the way, is not listed on this map, but it's very much there even though we are unincorporated.

Frank Roesler Between Sultan and [unintelligible]. But anyhow, we started – when we first started – was to get a left-turn lane on the Sultan Startup Road, and I don't think anybody here's old enough to remember, except me. And the old road twisted up through the valley. And then in about '50 they put a new road in. So we're not only talking about Fern Bluff Road, we're talking about other roads along the way. And we wanted a left-turn lane right there on that Sultan-Startup Road. Which we got, finally. We also wanted this end closed [*referring to startup-Sultan Road's westernmost intersection*], which we didn't get. And people come down this way or the hill way [and] if somebody stops there to make a left turn, it blocks the highway. And sometimes they haven't got time to stop if the road's wet and slip(pery) and what-not. But they told us at the time that it's almost impossible to close the road. And...we never could figure out why, when it's safer to close this end of this road off [*westernmost intersection closest to Sultan*], and put a left-turn lane in here with people – I personally don't use that anymore because it just isn't safe. I go around the other way. And so the only reason I can see why they

might not want to close it off is you go back to the deal [that] if you have an accident in this area right here, they sometimes divert the traffic around on the road that we live on. But also when we get Sunday night coming down that road, then the same problem that Fred said and Joe [Beavers] had it marked on his map there that that road actually ended there and then they put it just a little closer [unintelligible]. But people, because of the stop-and-go along there, think, "I can gain a little here," just like they do on Fern Bluff Road, and they come roaring down on the old country road down there, which is just barely enough for two cars to pass on, and just a game maybe, hopefully they'll let them in when they get to the other end. So I think if you took a serious look at blocking off some of them roads that it'll be a lot cheaper than putting in a left turn lane.

Chairman F. Walser The road he's speaking about – for the DOT – is the west end of the Sultan-Startup Road right below the city limits, east city limits of Sultan. It's on a hill. And I've been to, I think, half a dozen crashes right there at that location. And we did, as a matter of fact, the Coalition years ago, tried to get that road blocked off and there was resistance, I believe, from the county at the time. Might want to check on that again with Steve Thompson because the same situation exists, and that's – I think if you run your accident stats there where he [Frank Roesler] just pointed, you'll see some crash statistics right in that vicinity. So thanks for bringing that up because that's a great point.

Frank Roesler But there's other ones –

Chairman F. Walser You can even see this – you'll see that the black skid marks on the highway where people jam on the breaks to avoid some of these stops [unintelligible] in there.

Coalition Brd. L. Storm Yeah, right now they've actually got – that's project #14 to install a left turn lane there so people could turn even easier, which makes *no sense* at all.

Male Makes no sense at all.

Female It's a blind turn that if you make it –

Chairman F. Walser It says, "Or prohibit left turns" and that should be the opposite.

Joe Beavers Chief Barry Ruchty, our sheriff in Gold Bar, was unable to make it tonight. I did talk to him, and he said, "Oh, it would be so wonderful – " --this is a county guy – "so really wonderful from the standpoint of law enforcement safety to shut that road off." And he also was in favor of shutting the lower Fern Bluff Road west entrance off. He said it just simply becomes an impact on the county sheriff's [unintelligible].

Chairman F. Walser And WSP. I think both agencies would agree with that. Although I won't speak for either one. Nancy?

Nancy Roesler Nancy Roesler of Startup. Fred, when we [referring to the Coalition] denied being able to shut off the west end of the Sultan-Startup Road, was that the county that made that decision? That was a county decision?

Chairman F. Walser That was resistance, yes.

Nancy Roesler So-o-o, are we still dealing with the county, then, where these road closures are concerned?

Chairman F. Walser Well, there's also different...folks involved now. I know Steve – Lorena's talked to Steve Thomsen and he's probably amenable to doing some of these for safety reasons. So it's a different – different group we're dealing with.

Nancy Roesler Okay. All right.

Audio File 7 – Lorna Goebel re close call at Fern Bluff

Lorna Goebel All of the talk has been about of lower Fern Bluff Road. I almost had an accident turning left on—going eastbound onto upper Fern Bluff Road many years ago. And then coming out, I saw a—a—an opening and I gunned the car real fast and got into the opening and totally upset the driver that I got in front of [*chuckles*]. And so something about – because if you’re coming westbound, you cannot see if you’re going to make a left turn onto the upper Fern Bluff, at least with a vehicle as large as mine. And I had to make this slow turn, else you’d be sideways on your—on your side on the road.

Chairman F. Walser That’s the area of 153rd, I believe, that you’re talking about.

Lorna Goebel No. It’s, uh...lower Fern--Fern Bluff comes in, and then there’s an upper Fern Bluff, too.

Male Where it crosses over the highway.

Male It’s the same point that I was making to – when you’re talking about closing it off and the left turn lane. She’s turning about the left turn when you’re onto upper Fern Bluff from west –

Lorna Goebel Eastbound.

Male Oh, I see. Okay.

Lorna Goebel Yeah. Yeah.

Male I understand what she’s [unintelligible].

Lorna Goebel You can’t align those very much because you’ve got the railroad right there.

[Simultaneous comments]

Chairman F. Walser In law enforcement, we called them “East Fern Bluff” and “West Fern Bluff.” The East Fern Bluff is the one you’re talking about and West Fern Bluff is the other end. It had been – there’s a pocket lane there.

[*simultaneous comments*]

Chairman F. Walser We got dispatched to quite a few crashes at Old Owen Road and Highway 2 that were in Monroe and not Sultan, and vice-versa. So even the dispatchers get confused.

Audio File 8 – Eliminate proposed passing lane one mile west of Sultan city limits

Chairman F. Walser Who else? Ray?

Ray Coleman One thing not to do right now in my opinion. The newspaper that advertised this, maybe tonight, and today’s paper, “FYI” it says something about putting in that passing lane. And I say forget it. I’m talking about the passing lane from the Red Apple towards the Chapel, you know. That’s... I think that money is better spent on things like 153rd and closing off these other ones. I thought that was really good. So I say “No” on that passing lane.

Chairman F. Walser I see a lot of heads bobbing up and down there, so – How many of you agree with that? Give me a show of hands? Okay. *[No verbal count was given, but many hands were raised.]*

Audio File 9 – Others weigh in on passing lane

Chairman F. Walser We got a [WSP] trooper back there folks.

WSP Trooper Boisen From my enforcement standpoint –

Chairman F. Walser Could you stand up and give your name?

WSP T. Boisen Trooper Boisen. From an enforcement standpoint, adding a passing lane would greatly help our enforcement, because the majority of where we have to turn our vehicles, that portion of road is not conducive for us to make a quick turn [unintelligible] car. More room on the road would greatly help us with enforcement.

Ray Coleman What's wrong with the weigh station there? That's a lot of room.

WSP T. Boisen That's right outside of the city and there's not a lot – I do use that area, but that is not where you're going to get your [unintelligible] speed, because people are either done [unintelligible] or they haven't built it up. In order to really [unintelligible] with enforcement, having a larger road[way] to turn around [in] is key. That area is almost like a gold mine. That is, it's hard to enforce it in that area, simply because the fact that it's not wide enough...to get turned around on cars quickly. We have to do it in split seconds.

Chairman F. Walser Do they still train your troopers to do bootleg turns?

WSP T. Boisen Oh, yeah. And it's scary.

Chairman F. Walser Piece of cake!

WSP T. Boisen At 60 miles an hour. So if you're going to make that turn in one swift movement, it greatly helps. You bring more troopers out here is great, but if you really want to maximize our enforcement, somehow – whether it be a passing lane or not – widening the roads just a little bit would greatly help.

Ray Coleman Are you guys taking the same notes? One of you says passing lane and one says no.

Coalition Brd. Jeff Beeler I wouldn't speak on the passing lane side of things versus the no-passing lane for a couple of reasons. And Lorena even brought this up when she announced it last month and that was by creating a passing lane just outside of Sultan, it takes what the officers run into all the time with road rage. When people get backed up behind two or three slower cars, and there is no passing lane – that is, other than crossing the yellow line when it's dashed in that direction – at which point you can't really even exceed the speed limit, and that's a different thing for a trooper [unintelligible] – and it creates a situation where you can relieve some of that stress, the strain on the drivers that are wanting to get around that vehicle that's heading 5 to 7 miles underneath the speed limit. It allows them to get through. Because the other westbound passing lane that you have is – wait a – it's gotta be back before –

Chairman F. Walser Coming into Sultan. Used to be. It used to not matter.

Coalition Brd. Jeff Beeler It's not there now.

Chairman F. Walser [unintelligible]

Coalition Brd. Jeff Beeler It relieves that stress.

[unintelligible comments]

Donna Strom May I respond?

Coalition Brd. Jeff Beeler Absolutely.

Donna Strom Donna Strom, Gold Bar. I don't buy it. I don't know if you've ever been at Zeke's – up around Zeke's up on a Sunday. But the passing lane only becomes a lane of confusion. It means that the people who want to go fast will pass you on the right, and then try to re-merge. What this is going to do is going to relieve for a nanosecond the stress of the signal at Sultan at the Red Apple, and it's going to shoot the people down the right-hand side—coming down the right-hand side, and then they're going to have merge back in, and there'll be more accidents, more rage, more people. It's a waste of my tax dollars. I can see no value.

Ray Coleman The most recent fatality was probably because of that.

Donna Strom Yeah. Yes. Yeah.

Coalition Brd. Jeff Beeler Well, I think there's one major difference that you have between the Sultan, you know, plan versus what is located out of Zeke's, is that you've got miles and miles of backup, and everybody knows that that passing lane is going to -- you're going 50 already or 55, I forget what the speed limit is in there –

Male 60.

Coalition Brd. Jeff Beeler And they hit the downhill slope. Everybody speeds up. And so the slower cars – and this is a WSDOT design – I don't know why they do this – but they use that right lane, [unintelligible] has to merge left at the end. Well, I'm against that. Because the truckers shouldn't have to merge into the traffic. They should make the speeders – or the fast-lane guys – merge in with the truckers. That way that right lane is the slow lane but it becomes back to a regular lane, okay? Now the outside [lane] over by Zeke's, everybody's already trying to get there to get around those guys. They hit the downhill and zoom they go. And you know, you try to pass somebody, next thing [you know], you're looking at a speedometer and you're going 75 and you're going, "I gotta get past these people!" Versus in Sultan, you're already at 35, you probably had to stop at the Red Apple. You've got a big dump truck in the right-hand lane – because he's going to either use the weigh station or he's gotta stay right anyway. You start to accelerate and the slow traffic's going to start slower, because that's what they're doing. And so the traffic that wants to get around it won't be going 75 to get around it, they'll just be accelerating at a faster [unintelligible].

Coalition Brd. John Seehuus I'd take a little different take on it. I think it may turn into a drag strip outside of Sultan. [unintelligible] doing 35, or if the light turns green and you're creeping along, I've seen [unintelligible], if they're not already rolling at 55 or 60, it's gonna be a race.

Male [unintelligible] million dollars and spend it elsewhere.

Coalition Brd. L. Storm I also think the assumption that the gravel trucks or logging trucks are going to be in the right-hand lane is *really* faulty.

Male They're gonna be side-by-side.

Chairman F. Walser Yeah.

Coalition Brd. L. Storm Yep.

Donna Strom And no one's doing 75 on Sunday afternoon, you know. *[laughter]* I don't know about where you live, but where I live.... *[unintelligible]*.

Chairman F. Walser Okay, folks. We – I want to let everybody speak. Sir?

Al White Al White, I live in Gold Bar. You can just kind of look at them and *[unintelligible]*. If you're going eastbound just before you get out of Sultan where you got the two lanes, okay? If you move over to the right lane and everybody starts speeding on the left lane, and you get to the point where you gotta merge back over to where McDonald's is, sometimes you have a hard time merging over 'cause those people that's in the left lane will not let you in. I don't know how many times I've seen a very close accident happen because of that reason up there. This is going to happen the same thing that it's gonna happen down there in Sultan.

Male I guarantee it.

Al White It's gonna be the same problem.

Chairman F. Walser Sir?

Jay Prueher I was going to – I was going to make his speech exactly. I don't drive in the slow lane. I do 49 miles an hour in the fast lane. Because they won't let me back in to the regular lane in traffic.

Jeff Beeler Exactly. Exactly.

Jay Prueher I won't happen. Honestly, it happens so often that it doesn't happen. Another point, we just did it the other day. Pulled out of Sultan, we got past. You were with me. We got past. When we got to Monroe, we were side-by-side with a guy that went around us at 70 minimum miles an hour.

Chairman F. Walser But he was the first to stop at that stop light?

[laughter]

Jay Prueher It's not going – It's not going to get better. But I have a little list of things. Double the fines within the safety corridor. This is gonna happen nine months from now. Declare the whole 64 miles a construction zone tomorrow morning *[enthusiastic laughter]*. All you gotta do is put the sign at the start, and at the other end. Real reflective paint down the center line and fog line of Highway 2. This is a *[unintelligible]* issue –

Chairman F. Walser That's going to happen.

Jay Prueher -- on the way –

Chairman F. Walser That's part of the safety improvements already.

Jay Prueher Very good. But it was just on my list. You gotta work off my list here. *[laughter]* Safe driving signs –

Chairman F. Walser Spoken like a pure bureaucrat.

Jay Prueher I'm a Republican. We have some safe driving signs, and these were made by Mr. Coleman. He is very good at this sort of thing, and he didn't get an opportunity to show them to you – for each fatality site of Highway 2. We have – we have what we think are the green posts that are stomped into the side of the road and every—everybody has started thinking of them as being—as being marks for fatalities. But this would take away the guesswork. We need to address the turn at the Monroe Water Gardens. I notice Monroe seems to be an issue all the way up Highway 2.

Vice-Chair E. Walser We're not responsible for that. DOT allowed that.

Jay Prueher This thing is a real hazard. If you go out there, there is four [unintelligible] skid marks from the last couple of weeks from that. That that wide spot in the road, which is a bus stop, could be the start of his new driveway.

Beavers And he could pay for it.

Jay Prueher And he could pay for his driveway once he gets off the road. Right now the citizens are paying with fear and there have been—there has been more than one accident there at that site. I have seen personally more than one of them. I can't have possibly been to all of them. **I'm a survivor of Highway 2. That highway handles more traffic... The issue is, everybody wants to be in the same place at the same time. They want to occupy the same space. And when that happens, people like me, who have no absolutely no option of taking care of themselves, end up spending five months of their lives – Donna Strom and I at the same spot – and it's not on your [WSDOT's] map.**

Coalition Brd. L. Storm Really?

Donna Strom Yeah. Sultan Basin.

Male Sultan Basin Road. Her accident was the Sultan Basin Road before it was reconfigured and his was there after it was reconfigured.

[a couple of brief, unintelligible comments]

Male I have one short thing I'd like to say. One is safety –

Chairman F. Walser Give your name, will you?

Al White Al White, as far as safety, I think from Monroe until you get past Zeke's, as far as I'm concerned [unintelligible] there should be no spots where they can pass. They get the idea they could pass at this spot, they can figure they can try somewhere else. If you make the whole length [of the] road where there's no passing, we can switch over into the right lane and [unintelligible]. Let's do away with it completely.

Chairman F. Walser Yeah. Good point.

Audio File 10 – Statement by Greg Stephens re better use of tax dollars

Chairman F. Walser Man in back?

Greg Stephens Greg Stephens from Maltby. I use Highway 2 all the time even though I don't live on it, like most of the [unintelligible]. It seems to me that the money is best spent in fixing the problem spots, the intersections and the turns, so that the general traffic flow of the entire highway goes up, simply because it's not having periodic slowdowns for these left turn problems so that there would be less inclination for people who have been going slow because of multiple slow-downs, they would be going faster anyway. So they would be less inclined to speed up when they have to change. So that by eliminating our occasional problem spots, we increase the traffic flow for the whole road and make it *[sounds like, "first and easier"]* if they don't have to deal with occasional speed-ups in between traffic stops. So I think out money is better spent increasing the general traffic speed and traffic flow by eliminating these bottleneck points, as opposed to one passing lane [unintelligible] like we're talking about, just a drag-race lane. And putting all of our enforcement on one drag race spot. Spread it out, increase the flow [unintelligible] bottlenecks, and use the money better for the whole road instead of just one spot.

Audio File 11 – Consideration of agricultural interests

Chairman F. Walser Lynne, you have a comment?

Hereth Lynne here. I would just like to speak for those who aren't represented here tonight because they open [unintelligible] would be there's an agriculture [unintelligible] in those areas. And whatever decisions that are made regarding Highway 2, that we keep in mind their needs and they necessary slowness that they create in these problems as well, that it's their business. I was a little bit scared that this whole idea of a passing lane, I'm thinking that if you get farm equipment out on the highway and you have passing lanes and you have these increased speeds, and that's still another problem. So just – I don't have a solution, I don't have anything else to add other than let's remember that they—they're still working their business.

Audio File 12 – “No Left Turn” sign at Monroe Water Gardens

Chairman F. Walser Josie, you have a --

Coalition Brd. Josie Fallgatter I do have a comment. And, Joe, I really agree with your comments especially as far as the left turn lanes go. And it seems to me long term is what we want is a full-lane divided highway. And those left turns, I think, are one of the first things in beginning to limit the access to U. S. 2. And I would say on that project #9, which is the nursery driveway, how expensive could it be to just stick up a “No left turn” sign and just eliminate the left turns there?

Ray Coleman There isn't anything safe going in and out of there. I was just at –

Coalition Brd. Josie Fallgatter I agree with that. But I don't think we can just cut off the guy's driveway at this point. But I do think something needs to be done to prevent these retail situations from cropping up along the highway without them paying some sort of mitigation fee, you know? And, Ray, I'm just as far from the Right as you, why are we subsidizing these [unintelligible] accesses to U. S. 2? But, you know, a No Left Turn lane sign—or a No Left Turn can't be that expensive. And I would just say do that right away, and reserve that money for widening the highway.

Coalition Brd. Jeff Beeler I've a question about No Left Turn lane signs there. If you put in a bunch of No Left Turn signs up, then wouldn't you have to create something for them to go turn around to get back to? And that's a concern of cost of a U-turn. I understand and respect everything, because we all want the four-lane divided limited access. And there are points where, yes, we can't go down [sounds like either, “point-nine miles” or “twenty-nine miles”] to turn left to loop around on that road. But in a situation where you've got that nursery, I'm not in favor of him at all, but I'm just saying if you put in a left turn, you've got to create something for them to come back on. And that's like 153rd: If you – you've got several driveways before 153rd. And I keep thinking stop the left-hand turns into those driveways, and create 153rd as a U-turn/Left-turn. And I know she's [Lorena Eng] giving me a big “No, [unintelligible] that.” But I mean you've got people that stop, go around on the shoulder on those driveways for those single residences and you could resolve several issues with something like that.

Female Yeah, and maybe have a school bus letting off children right there when that car is turning into [unintelligible]. That's why I'm saying no.

Coalition Brd. Jeff Beeler I know. But that could be something in design that could be [sounds like "but"] a school bus turnout area that is not affected by a U-turn. If your whole intersection was changed so that school bus safety was good, left turn safety was good, you didn't have five, six, seven driveways up to that left turn, you could solve a lot of safety issues at one point in time, would that be something meaningful?

Female [Unintelligible] that could be something we could look at. But speaking for the residents of 153rd Place SE, because of our own fears getting off the street, we are very aware of the people that are turning into those driveways. We are probably a little bit more aware of those people.

Coalition Brd. Jeff Beeler Absolutely.

Audio File 13 – Risks at Monroe Water Gardens & Nursery near Fern Bluff Rd. & reasons why legislature confined \$10 million expenditure to Monroe-to-Gold Bar corridor

Jay Prueher I would like to respond to that Monroe Water Gardens again. The cost of a non-fatality accident is well over \$200,000. I don't believe any citizen in this room or in Snohomish County owes Monroe Water Gardens \$200,000. Unless, of course, he puts the pond in. His driveway down at the other end – and there is a left-turn lane there, the road is wider there – he would lose some cropland running his driveway down alongside of Highway 2. He would have a better line of sight for the people because that is deceptive there. And I'm sorry, the cost of getting into a rear-end accident, even if it's not a fatality, is staggering.

Coalition Brd. Josie Fallgatter I absolutely agree with you. And if I say anything that makes you think otherwise, no, I absolutely agree with you.

Jay Prueher I didn't think you had said anything evil. I wanted to make sure that you understood that the cost to the citizen, even though he doesn't end up on the map, is unbelievable. And his driveway is evil. When you drive out there, take a look at the skid marks.

Coalition Brd. Josie Fallgatter And we've seen the accidents there as well. We've seen the cars being hauled away.

Coalition Brd. L. Storm Lorena, can I ask you two questions real quick? Is it a legal requirement that WSDOT, if you put up a left-turn – no left turn lane [sign], you do have to legally put in access somewhere else?

Lorena Eng We're not required to do that. But, I mean, Mayor Walser knows about the issues that we went through when we cut off left turn—on the two-way left turn lane in Monroe. It is – it gets to be a pretty contentious issue with the businesses.,

Coalition Brd. L. Storm Thank you. And the other question was that you said that the legislature had given you the guidelines on restraining the \$10 million from Monroe to Gold Bar. Do you know politically why, or how the decision was made, or -- ? [slight pause] And you won't say. [laughter]

Lorena Eng I really don't know. They didn't call me up and ask me.

Chairman F. Walser I do know, yeah.

Coalition Brd. L. Storm Why?

Chairman F. Walser Because that's the section of road that Judy Clibborn talked to Ray Coleman and Joe Beavers on. And that had the most impression on the Transportation

Committee. She told me that. She said, "We're going to make those safety improvements between Monroe and Gold Bar because those folks are out where people are getting killed." And it was a great – You can sit here and cynically say, "Oh, why would she do that?" She was trying to respond to what they did. And bless her heart, because she didn't have to do it. And that made an impression on her, Big Time. So that's why they took Monroe to Gold Bar. Because that's where that group had stationed themselves.

Ray Coleman I'd like to make a slight correction there. Judy got out and talked to Jay Prueher there at Fern Bluff Road, not me. I was in costume in an inaccessible [unintelligible].

Chairman F. Walser You were the Grim Reaper.

Ray Coleman But I would like to comment about the passing lanes, you know, is that the right lane is a slow lane, the left lane is the fast lane. And when you get to the end of it, the fast lane has preference over the slow lane. And you pointed that out. It should be the other way around. The fast lane should merge into the slow lane and why don't they do that?

Audio File 14 – Feedback from Donna Strom (victim of U. S. 2) & Adjournment

Chairman F. Walser We got five minutes. And this lady hasn't given hers yet.

Donna Strom I know. And here's my list. And a lot of it is done over, but I think if you hear it enough times then you'll know that a lot of us have the same ideas. Okay mine is **reduce the speed limit between Monroe and Sultan from 55 to 45**. I can see no reason – To do the math is -- from what I hear – 90 seconds difference, 90 seconds, if you drop it from 55 to 45. If you don't have 90 seconds in your day, you're living too fast for life. **Reduce the speed from Sultan to Startup, and then from Startup to Gold Bar**. We go from 35 to 50 for a tiny – I mean coming into Gold Bar, and then it drops down to 40. Make it 40. If we're going to stay 40, why go to 50? Why go to 55? **They said 18 inches of paint?** It's [unintelligible] inches of paint. Wherever a dotted yellow line is on the highway, that's what we have. That's what we have, nothing in between but paint. **Double the fines**. That's what I said in the tape. *[Interview by Jim, Kampmann re "U. S. 2 Stories."]* Double the fines. Guess what? We're making money for the State. We've got six new cops coming out there to write tickets. Double it up, you know? We can pay for what we do. The real reflective paint thing [unintelligible]. I don't think you know how bad it is in the rain driving down the highway. **You cannot see the center line. Cannot see it**. You can see the fog line but not the center. Okay, this was mine. We have effective signs that are on the highways that say, "Don't drink and drive in memory of..." **Can we have safe driving signs?** I talked to some of the families of the victims. Some are in favor of it, some say, "I don't want to know." I have a friend who doesn't [unintelligible] driving. Her daughter does [unintelligible] anymore. But she said she'd for her husband's death – she made an educational statement. So **an anonymous sign** would be okay for her. [unintelligible] And with – [unintelligible] – **"In Memory Of...."** I say make all 64 miles "No Passing." And I, I just – if you live here long enough you see some of the craziest passing you'll ever see in your life and it scares you. Again, address Monroe Water Gardens and address the Fern Bluff Road issue. Here's this one, I don't know if this is part of the education: **Beef up the Defensive Driving [education] at the high school level, with special training directed at Highway 2**, dangerous [unintelligible]. I don't know what Sultan High and Monroe High and maybe Snohomish High have around education for Highway 2 in particular, but I see [unintelligible]. And I would like to see, when they reconfigure Sultan Basin Road, they eliminated the right-hand – or the rear-end danger from going...eastbound by putting in a signal. Now what they have done – and I had my accident, I was rear-ended before they put the signal up – now what

they've done is they have made it a westbound hazard. Because the Park and Ride, they eliminated a left-hand turn. You can't go down [unintelligible] – *[loud noises]*

Chairman F. Walser You ready to lock up?

Voices Yeah, I'm sorry. I know you can't hear the announcements [to close] in here but we did close out there.

Donna Strom [continuing] So put a left-hand turn lane in.

Chairman F. Walser Okay. We're going to have to conclude our meeting. Do you have a statement you want to make?

Vice-Chair D. Walser I was just going to say one thing that we need to look at, is lighting. Even with reflective tape and...the lighting is so poor, especially if it's raining and at night. And I've driven it many a time and I was almost paralyzed because I could not see.

Chairman F. Walser Okay, Lorena, how – what kind of timeline are we dealing with here?

Lorena Eng Well, you know, the longer we take on this, the longer it'll take to build, so...

Chairman F. Walser Do you want to do one more input meeting next month? Regular meeting next month which is April 21st? *[loudly, to group breaking up]* Okay, April 21st -- We will continue this hearing until our next regular meeting, which is April 21st, If you want to tell your fiends and neighbors if they want to come and give any input at the April 21st meeting?

Lorena Eng I mean, how – I mean, like Joe's list was perfect because it was very specific and it was written down. Our scribes took it – did a great job, but if you have a written list, why don't you give it to us

Chairman F. Walser I'll give you Joe's copy.

Coalition Brd. John Seehuus Move to adjourn.

Vice-Chair D. Walser Second

Chairman F. Walser All in favor?

Voices Aye.

Chairman F. Walser We will continue the meeting until April 21st.

[End of this part of the hearing, end of transcription.]

ⁱ Two surveys were performed in 2006: The survey commissioned by WSDOT, "Strategies 360," was in participation of the RTID ballot issue, and another survey performed by the U. S. 2 Safety Commission from mid-summer 2006 through the winter of 2007 of the drivers and users of U. S. 2. Links to both surveys can be found on the Coalition's "Links" and "Documents" pages.

ⁱⁱ The entire Route Development Plan (including planning level cost estimates for each project) is also posted on the Coalition's website on the "Documents" page.

ⁱⁱⁱ Nancy (& Frank) Roesler were founding members of the U. S. 2 Safety Coalition in 1996/97, then-named the Highway 2 Traffic Safety Coalition, and were instrumental in securing funding for the left-turn-only lanes and two-way left turn lanes from Monroe through Gold Bar.