

TOWN OF WOODWAY
COUNCIL MEETING AGENDA

TUESDAY, JANUARY 16, 2024
6:00 P.M.

Woodway Town Hall | 23920 113th Place W. | Woodway, WA

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|-----------|-----|---|
| 6:00 P.M. | | Call to Order, Flag Salute, & Roll Call |
| 6:00 P.M. | I | Presentation – Port of Edmonds |
| 6:20 P.M. | | Public Comments* |
| 6:25 P.M. | II | Approval of Payments – <i>December 31, 2023 Claims;</i>
<i>January 16, 2024 Claims</i> |
| 6:30 P.M. | III | Council Reports |
| 6:35 P.M. | IV | Mayor’s Report |
| 6:40 P.M. | V | Town Administrator’s Report |
| 6:45 P.M. | VI | Twin Maples Pedestrian Safety |
| 7:00 P.M. | VII | Representatives to Regional Organizations |
| 7:15 P.M. | | Public Comments* |
| 7:20 P.M. | | General Council Discussion – Choice of Subjects |
| 7:25 P.M. | | Meeting Ends |

Council agendas are subject to change before or during the council meetings upon motion. All times are approximate.

**Anyone with a disability requiring special accommodations or anyone wishing to make a public comment for this meeting via video or audio connection should contact the Town Clerk's Office at Town Hall or call (206)542-4443 before 1:00 p.m. the Thursday preceding the Council Meeting. For TDD relay service, call (206)587-5500, or outside the Seattle area #1-800-833-6388.*



City Council Agenda Item

MEMORANDUM

Meeting Date: January 16, 2024

To: Town of Woodway Mayor and Council

Subject: Port of Edmonds North Portwalk & Seawall Reconstruction Project
Request for Letter of Support

Background/History

The Port of Edmonds is a Special Purpose Municipal Government. The Port was created in 1948 by a vote of the citizens of the Port district. The district encompasses portions of the City of Edmonds and all the Town of Woodway. Five elected Port Commissioners, elected to four-year terms, serve as the governing body of the Port. The Port of Edmonds mission is to provide value to the community through economic development, marina and commercial operations, waterfront public access, and environmental stewardship.

A key aspect of the Edmond's waterfront is its public walkway and marina access located at the Port of Edmonds, known as the "Portwalk," which spans nearly half of the downtown waterfront. It is utilized by hundreds of individuals daily as an integral portion of the waterfront.

Engineering reports have stated the north part of this portwalk will become unsafe for public access within five years and has come to the end of its operational life due to the failing seawall.

The North Portwalk & Seawall Reconstruction Project is a comprehensive project that will repair this critical infrastructure, provide resiliency, and enhance public access.

The Port of Edmonds is in the process of applying for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program and is seeking a letter of support from the Town of Woodway Mayor and Council.

Recommendation

Provide the Port of Edmonds with a letter of support for the North Portwalk & Seawall Reconstruction Project for their application to the U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (**RAISE**) discretionary grant program.

Narrative

Known locally as the "Portwalk," the boardwalk at the Port of Edmonds marina is frequented by hundreds of visitors each day. The Portwalk is an integral part of the downtown Edmonds waterfront, connecting the Port of Edmonds marina, local businesses, the Washington State Ferries terminal, Washington State Fishing Pier, and city parks. Numerous businesses based at

the Port of Edmonds also depend on the Portwalk for access to the marina, which is the only protected moorage in the highly populated 30-mile stretch between Seattle and Everett. The seawall and main support system for the northern, wood-plank portion of the Portwalk is in dire need of rehabilitation. Built in 1968, a recent condition survey revealed that the seawall has an estimated five years remaining in its lifespan. Significant rot has been observed on 90% of the timber piles and lateral movement has been detected in 50% of piles. The risks from inaction are incredibly high. In addition to the businesses and other economic activity that would be highly impacted by the failure of the seawall, the Port and nearby areas are in FEMA-designated high-risk flood zone. The surrounding infrastructure, and more than \$55 million in Port assets alone, would be jeopardized by the failure of the seawall.

The North Portwalk & Seawall Reconstruction Project is essential to the protection of the Edmonds community from flood and tsunami risks, as well as the continued operation of the Port and its ability to fulfill its mission of economic development, environmental stewardship, and public access for the Edmonds and Woodway communities. The Portwalk provides immense public benefits and access to the waterfront that should not be interrupted.

The North Portwalk & Seawall Reconstruction Project permitting, and design process was started in 2021. The project will:

- Repair the deteriorating seawall.
- Improve and repair pedestrian walkways.
- Install new marina railings and dock gates.
- Create a new public plaza, featuring public art features, signage, and new public restrooms.

Construction is anticipated to begin in 2025, pending identification of funding, and procurement of all applicable permits. The project is estimated to cost \$25 million. State and Federal funding are critical to ensuring the project can be completed prior to the seawall's failure.

The Washington State Recreation and Conservation Office's Aquatic Lands Enhancement Account (ALEA) has provided \$500,000 towards the project and the Port is seeking additional state funding opportunities.

On the federal level, the Port is in the process of applying for \$14 million in funding from the U.S. Department of Transportation's FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

The Port is seeking a letter of support for this project from Town of Woodway Mayor Quinn and the Council to include with the RAISE application, and will request letters in the future for other funding opportunities.



TOWN OF WOODWAY
CLAIMS APPROVAL

“I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claim is a just, due, and unpaid obligation against the Town of Woodway, Snohomish County, Washington, and that I am authorized to authenticate and certify to said claims.”

Clerk Treasurer

The following transactions are approved for 2023 payment:

Claims checks #14409 through 14420 and EFTs #1715, 1728, & 1729\$12,713.97

This 31st day of December 2023.

Mayor

Councilmember

Councilmember

Councilmember

*The credit card bill is split with 2024 (will be paid on February 5, 2024). The three largest charges on the credit card bill are:

- 1. 2023 - Postage: \$330.00
- 2. 2024 – Postage: \$660.00
- 3. 2024 – Training registration – H. Napolitano: \$675.00



TOWN OF WOODWAY
CLAIMS APPROVAL

“I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claim is a just, due, and unpaid obligation against the Town of Woodway, Snohomish County, Washington, and that I am authorized to authenticate and certify to said claims.”

Clerk Treasurer

The following transactions are approved for 2024 payment:

Claims checks #14421 through 14427\$163,381.13

This 16th day of January 2024.

Mayor

Councilmember

Councilmember

Councilmember

*Note: one large item is being paid
• \$157,270.47 for Q.1 2024 Fire/EMS

MEMORANDUM

TO: Town Council
FROM: Terry Bryant, Public Works Director
SUBJECT: Twin Maples Pedestrian Safety Discussion Follow Up
DATE: January 16, 2024
CC: Mayor Mike Quinn and Town Administrator Eric Faison

Background

At the first Council meeting in December, I presented information on Twin Maples pedestrian safety strategies. The focus of the presentation was on visibility, pedestrian improvement projects, and traffic calming. Some of the identified strategies included:

1. Vegetation maintenance (including alternative plantings);
2. Installing a walking path, either in front of or behind the gardens at the corner of 239th and 110th;
3. Turning 239th into a one-way street with a pedestrian walkway and bike lanes;
4. Restricting traffic at the corner of 239th and 110th to one car at a time; and
5. Installing a rubber/plastic speed hump.

Council narrowed the list of strategies about which they were interested and asked that I provide additional information on potential implementation costs. All costs shown below are estimates and do not reflect bid information.

1. Vegetation Maintenance

The cost to enhance maintenance of the plantings with more regular pruning would be additional staff cost paid for by the Town's Stormwater Utility. However, pruning the existing plantings may adversely affect water absorption. The cost to install new low-growing, water-absorbing plants within the raingarden varies, depending on type and availability. See the following table for plant options:

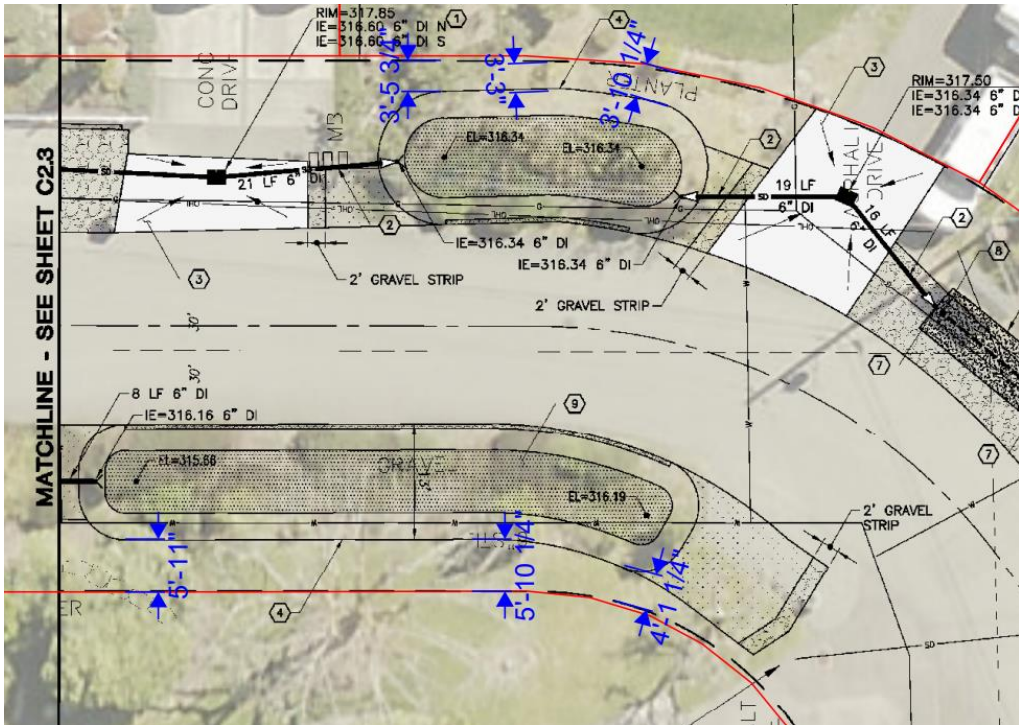
(https://www.piercecd.org/DocumentCenter/View/3060/RainGardenHandbook_Plants). If removing and disposing of existing plants and planting of new vegetation is required, the cost estimate is as follows:

- 72 plants +/- \$20 per - \$1,440
- 80 hours of labor for installation - \$3,200
- 20 hours of traffic control - \$745
- 5% contingency - \$270
- Contractor fee - \$4,085

Total - \$9,740

2. Installing a Walking Path

For walking path projects, I have assumed a width of approximately four feet, a length of approximately 100 feet, and a depth of approximately four inches. I also have assumed no excavation of soils and a path built four inches higher than grade.



Walking path behind an existing raingarden

Using woodchips (ADA approved material)

- 80 hours of labor for installation - \$3,200
- 20 hours of traffic control - \$745
- 5% contingency - \$197
- Contractor fee - \$3,945
- Materials provided at no cost by tree removal companies - \$0

Total - \$8,087

Using pea gravel

- 80 hours of labor for installation - \$3,200
- 20 hours of traffic control - \$745
- 5% contingency - \$214
- Material \$42 per ton, covers 100 square feet to a depth of two inches - \$336
- Contractor fee \$4,495

Total - \$8,990

Using asphalt

- 80 hours of labor for installation - \$3,200
- 20 hours of traffic control - \$745
- 5% contingency - \$214
- Material \$30 per square foot, covers one square foot at a depth of four inches - \$12,000.
- Contractor fee - \$16,159

Total - \$32,318

Walking path in front of an existing raingarden

As shown in the illustration above, the Town’s raingardens are installed in close proximity to the street. The design takes into account the roadway grade and overall depth to meet the water flow objectives. As a result, installing a walking path in front of an existing raingarden likely would require reducing the width of the street or relocating the raingarden. Moreover, it is unlikely that all plantings will survive a relocation. This project requires traffic control.

- Install a new raingarden - \$50,000
- Demo of the existing raingarden - \$2,500
- 5% contingency - \$2,625

Total – 55,125

3. Turning 239th into a One-way Street

This project consists of installing three “one way” signs, three “do not enter” signs, and one “right turn only” sign. Steel poles and cement will be used for sign placement.

This is not recommended by the Town’s traffic engineer.

- 7 signs - \$700
- 7 poles - \$0 (have poles in inventory)
- 350 pounds of cement - \$42
- 8 hours of labor - \$320
- 8 hours of traffic control - \$298
- Contractor fee - \$1,360
- 5% contingency - \$68

Total - \$2,788

4. Restricting Traffic at the Corner of 239th and 110th to One Car at a Time

This project consists of removing asphalt and installing two “one lane road ahead” signs and two “yield” signs. Steel poles and cement will be used for sign placement.

This is not recommended by the Town’s traffic engineer.

- 4 signs - \$400
- 4 poles - \$0 (have poles in inventory)
- 200 pounds of cement - \$24
- 14 hours of labor - \$560
- 14 hours of traffic control - \$521
- Asphalt disposal - \$500
- Contractor fee - \$2,006
- 5% contingency - \$201

Total - \$4,212

5. Installing one plastic/rubber speed hump and two warning signs.

- Rubber speed hump - \$2,239
- Two (2) poles - \$0 (have poles in inventory)

- Two (2) Speed Hump Signs - \$200
- 100 pounds of cement - \$20
- 4 hours of labor - \$160
- 4 hours of traffic control - \$150
- Contractor fee - \$2,769
- 5% contingency - \$138

Total - \$5,676

Town of Woodway
Representatives to Regional Organizations

2024					
	Location	Meeting date	Rep (1)	Rep (2)	Alternate Rep
Mayor Pro Tem		n/a	E. Mitchell	Brock	
Richmond Beach Community Association	in-person		Brock		
Salmon Recovery Council	online	Every other month, 3rd Thursday	Brock	Willett	
Sno Co Department of Emergency Management		Quarterly	Willett		
Snohomish County 911 Small City Caucus Rep.		Once per year	Willett		
Alliance for Housing Affordability		Quarterly - before one of the SCT meetings on a fourth Wednesday (January, April, July, October)	Brock	E. Mitchell	
Snohomish County Housing Affordability Task Force (HART)		two meetings per year	Willett	S. Mitchell	
Snohomish County Cities and Towns		Third Thursday of each month	Thakur	all others rotate	
Conservation Futures Board - appointed through SCC organization			Quinn		
Snohomish County Housing and Community Development Policy Advisory Board - appointed through SCC organization			E. Mitchell		
Snohomish County Housing and Community Development Technical Advisory Committee		as needed, february and mid-year plus more if necessary	Willett	Brock	
Snohomish County Tomorrow - Steering Committee		Fourth Wednesday of each month, 6 to 8 pm	Thakur	Brock	
Solid Waste Advisory Committee		2nd Wednesday of each month	S. Mitchell		
South County Mayors		First Wednesday of each month	Quinn		
State Audits of Town		n/a			All Council Members
Washington Cities Insurance Authority (WCIA)		n/a	Napolitano	E. Mitchell	Thakur