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SR 522

Paradise Lake Road to Snohomish River Bridge Interchange Improvements and Widening

Technical Advisory Committee #1

December 5, 2024

Chi-Fai Lee
Project Manager

Zachary Howard
Complete Streets Lead

Amber Stanley
Community Engagement Lead

Agenda

- ❖ **Welcome and introductions**
- ❖ **Project timeline and overview**
- ❖ **Engagement**
- ❖ **Existing conditions and context**
- ❖ **Project needs and Complete Streets concepts**
- ❖ **Next steps**

Introductions

Please introduce yourself in the Chat: Name, Organization, Role

Organizations invited today:

- City of Monroe
- City of Woodinville
- Community Transit
- Economic Alliance of Snohomish County
- Monroe School District
- Port of Everett
- Snohomish County
- Washington State Patrol

Presenter Introductions

Chi-Fai Lee

WSDOT, Project Manager

Zachary Howard

WSDOT, Complete Streets Lead

Amber Stanley

WSDOT, Community Engagement Lead

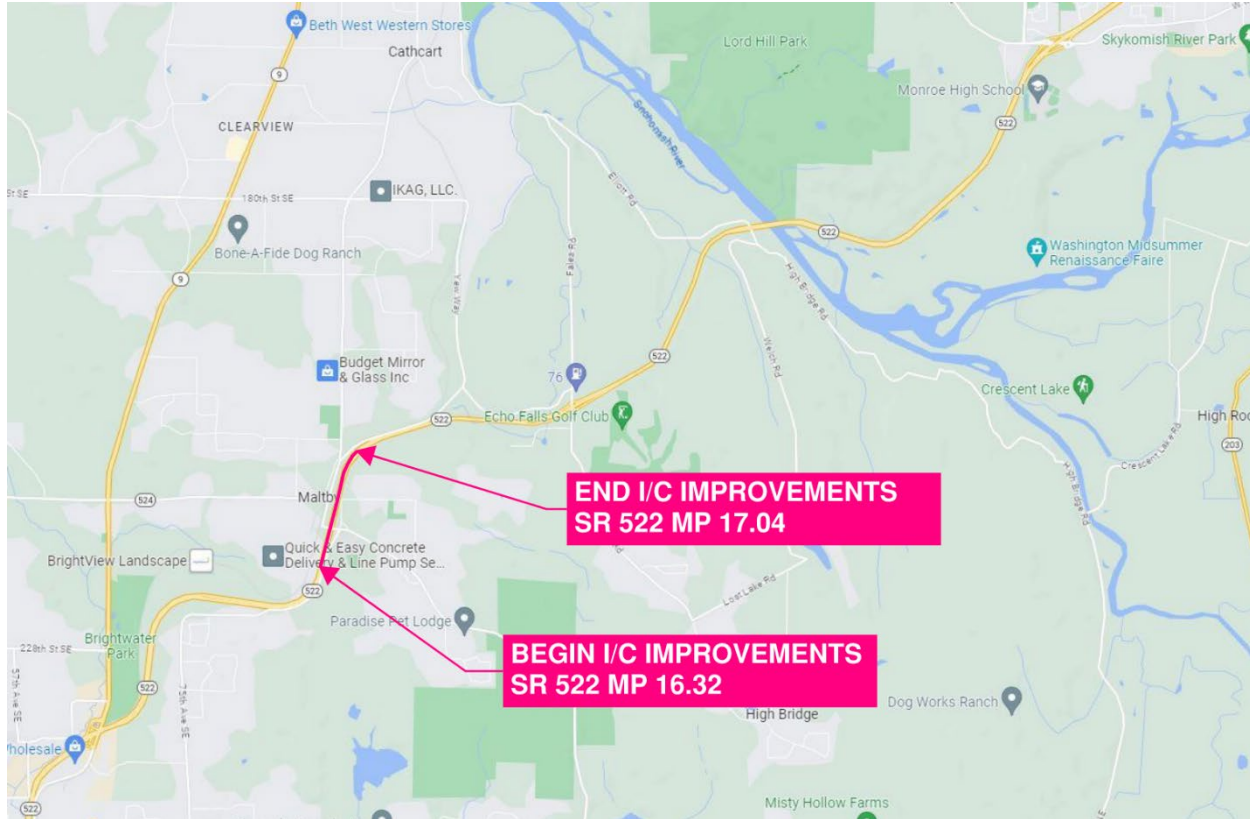
Project Timeline

Milestone	Date
Design Phase Restart	September 2023
Design Complete	TBD
ROW Acquisitions and Public Hearings	TBD
Environmental Permits Complete	June 2027
Projected AD Date (if CN funding is available)	November 1, 2027
Construction Work Start (if CN funding is available)	Spring 2028

Project Overview



Project Overview – Interchange Improvements



Project Overview – Roadway Widening



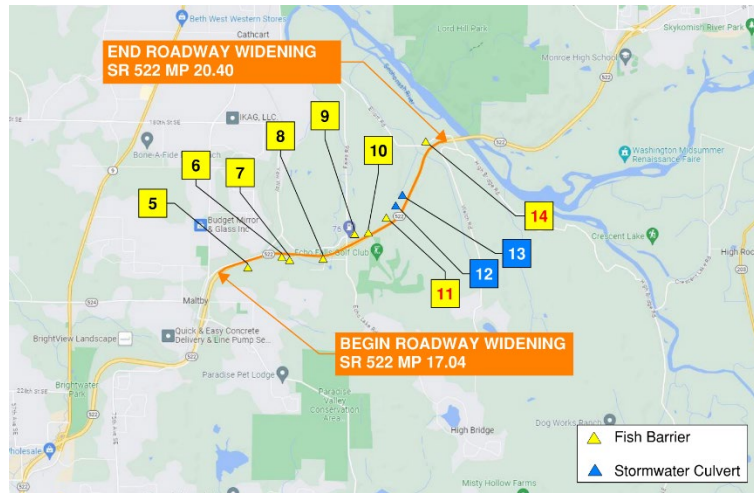
Project Overview - Interchange Improvements

- (4) Roundabouts
- (2) Bridge Structures
- (4) Fish Passages
- (24) Affected Private Parcels



Project Overview – Roadway Widening

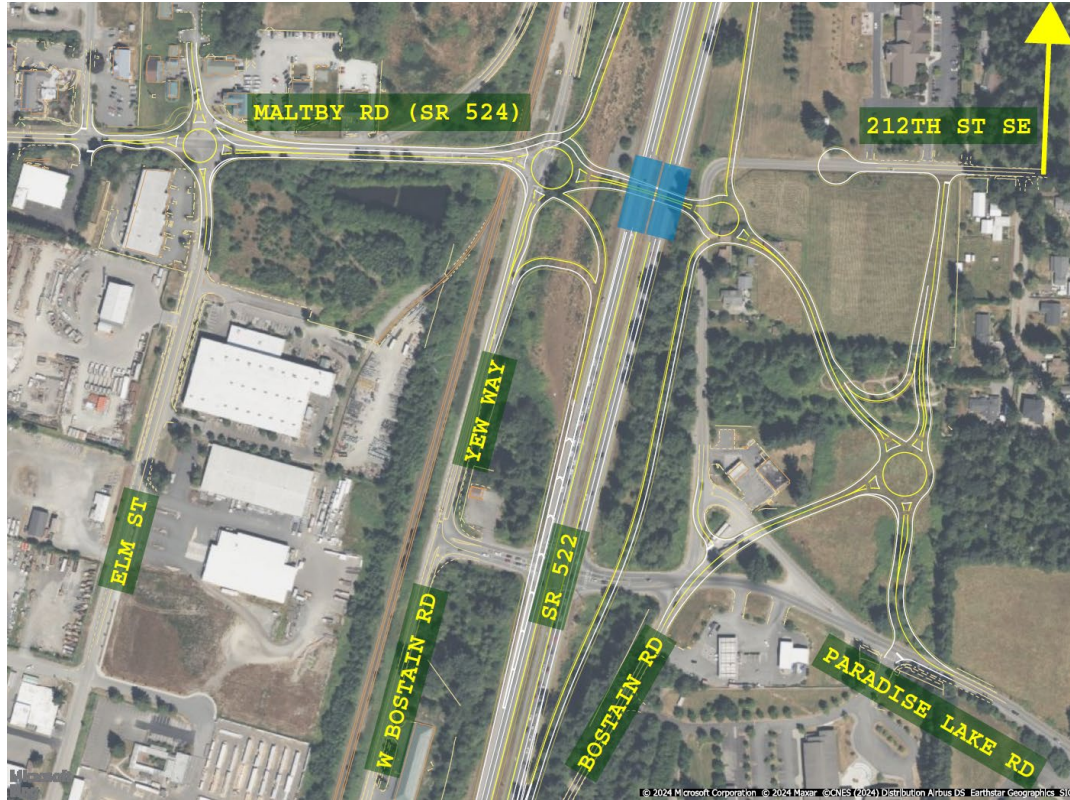
- (1) Bridge Structure
- (8) Fish Passages
- (2) Stormwater Culverts
- (16) Affected Private Parcels



Note: This portion of the project is on a limited access highway. Complete Streets does not apply in this area.



Project Overview – Complete Streets



Engagement

Technical Advisory Committee (TAC) Schedule

TAC Meeting #1

- Project update
- Existing active transportation conditions
- Complete Streets framework
- Needs and preferences
- Community engagement

TAC Meeting #2

- Draft screening criteria
- Preliminary Complete Streets alternatives

TAC Meeting #3

- Screening results
- Refined Complete Streets alternatives

TAC Meeting #4

- Screening results, recommended complete streets alternatives

Tribal and community engagement

Roles and Responsibilities

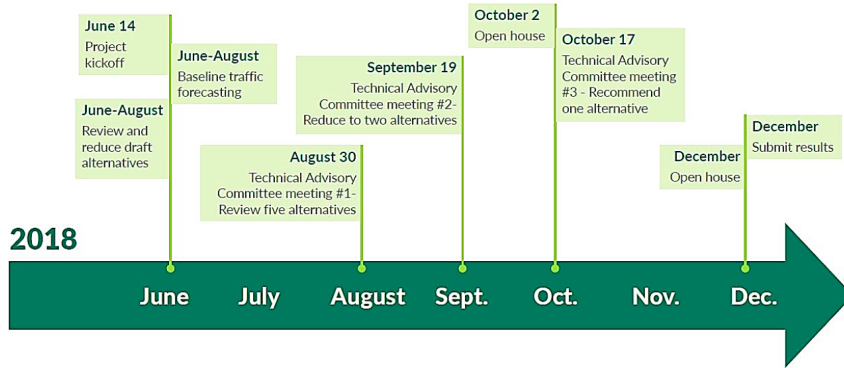
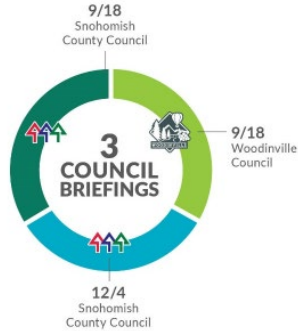
TAC Roles & Responsibilities:

- Attend or be represented at four (4) TAC meetings
- Review technical information provided by WSDOT before, during, and after meetings as needed
- Share information and gather feedback from your elected officials and/or leadership
- Help promote community engagement activities
- Provide strategic advice to WSDOT

Project Team Roles & Responsibilities:

- Provide background materials, data, and collect public input
- Be available to TAC members to answer questions and inform the discussion
- Provide materials and set guidelines for TAC review
- Report back to TAC members on:
 - What we hear from community engagement
 - How the study team considered and addressed TAC input

Previous Engagement



SR 522: Paradise Lake Road Interchange
Washington State Department of Transportation

Summary Report

March 2019



Complete Streets Community Engagement

Objectives:

- Ensure public input is meaningfully incorporated throughout the project
- Community engagement meets the intention and requirements of the HEAL Act to center engagement with vulnerable populations and overburdened communities for the project.
- Collaborate with study area agencies and jurisdictions to validate data and alternatives.

Community Engagement Plan

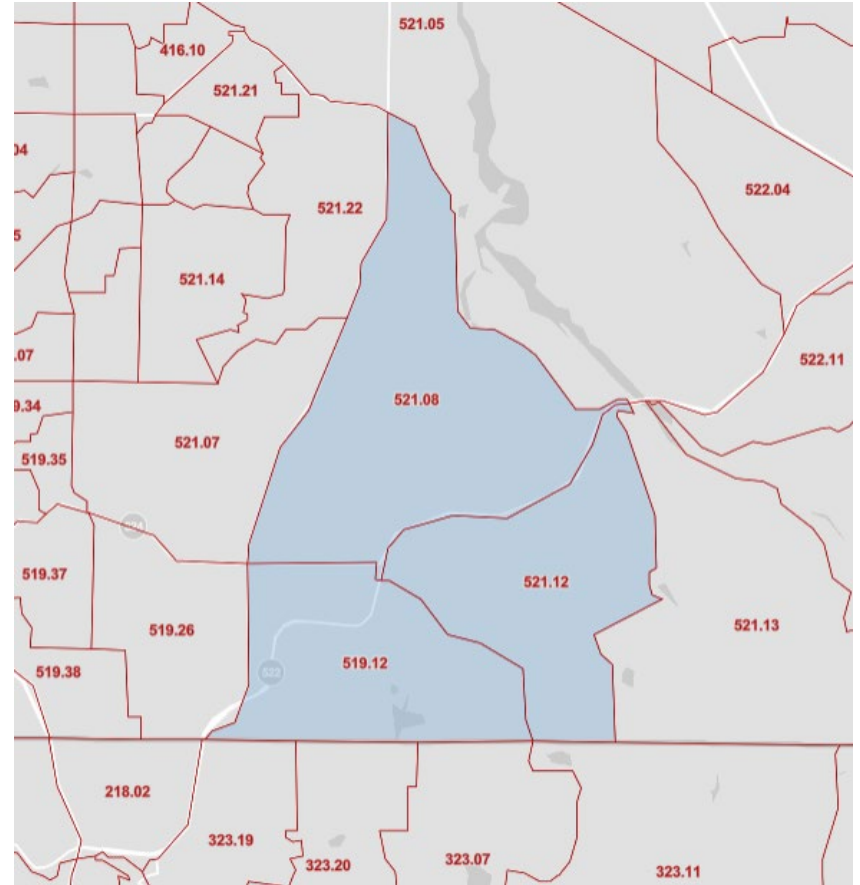
- Project webpage
- Online open house
- Online survey
- Listening sessions



Community Profile

- Project area: 10,000+ people; 3,700 households
- Translation needs: none identified
- 7.3% BIPOC (2.9% Asian, 3.5% Hispanic or Latino, 0.9% Black or African American)
- 3.5% below 200% federal poverty level
- 11% report a disability
- 1% of households without vehicle
- 67th percentile for transportation insecurity
- 70th percentile for health vulnerability

Sources: US Census 2022 American Community Survey; USDOT Equitable Transportation Community Explorer



Tribal Coordination

- **Legal Framework**

- Federal and Washington State laws for government-to-government tribal coordination
- Usual and accustomed areas and treaty rights
- **Not** initiating formal consultation under Section 106

- **Coordination Opportunities**

- Individual tribal meetings with WSDOT
- Invited membership in all Stakeholder Committees/Groups

Federally Recognized:

- Sauk-Suiattle Indian Tribe
- Snohomish Tribe
- Snoqualmie Tribe
- Stillaguamish Tribe of Indians
- Tulalip Tribes
- Yakama Nation

Non-Federally Recognized:

- Duwamish

Engagement Milestones

Timeline	Outreach Milestones
Summer 2024	<ul style="list-style-type: none">• Publish project website• Develop community engagement plan
Fall 2024	<ul style="list-style-type: none">• Develop community engagement plan• Establish and facilitate first Technical Advisory Committee (TAC) meeting
Winter 2025	<ul style="list-style-type: none">• Start focused engagement• Online open house and survey• Continued TAC meetings
Spring 2025	<ul style="list-style-type: none">• Online open house and survey• Continued TAC meetings

Community-based Organizations (CBOs)

- B.I.K.E.S. Club of Snohomish County
- The Church at Maltby
- First Congressional Church of Maltby
- Shepherd of the Hills Lutheran Church
- North Creek Christian Fellowship
- Seventh-Day Adventist Church
- Maltby Food Bank
- Nature Vision
- The TSF
- Sonna Etienne Foundation
- Others?

Context & Existing Conditions

Complete Streets is how WSDOT designs corridors

RCW 47.04.280, Transportation Policy

Goals:

- Preservation
- Safety
- Stewardship
- Mobility
- Economic vitality
- Environment

RCW 47.04.035, Complete Streets:

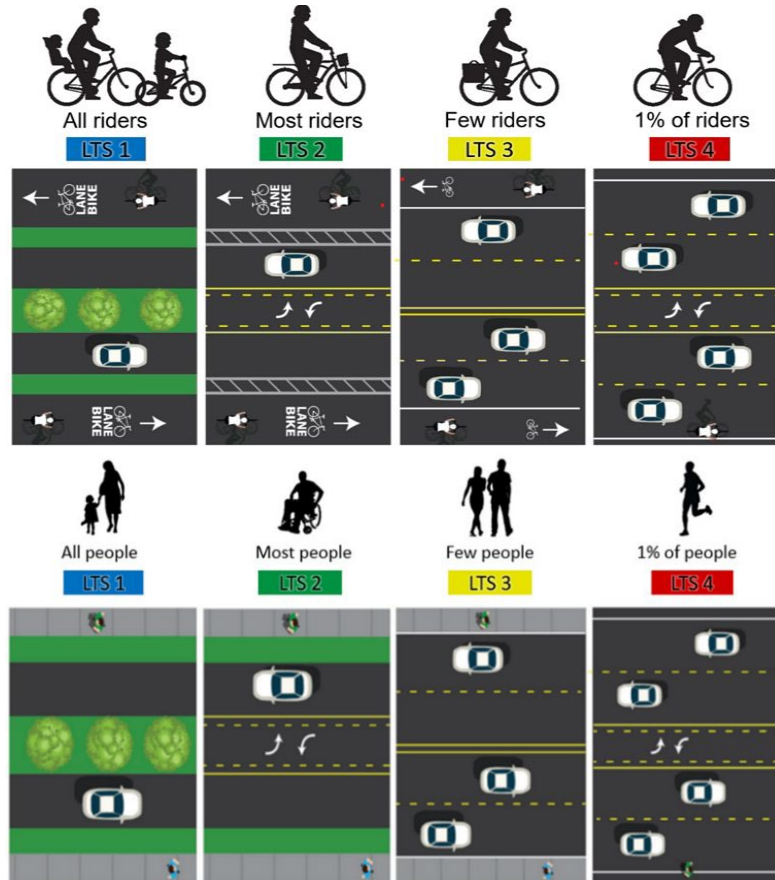
- The department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users.
- For state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or more



Level of Traffic Stress

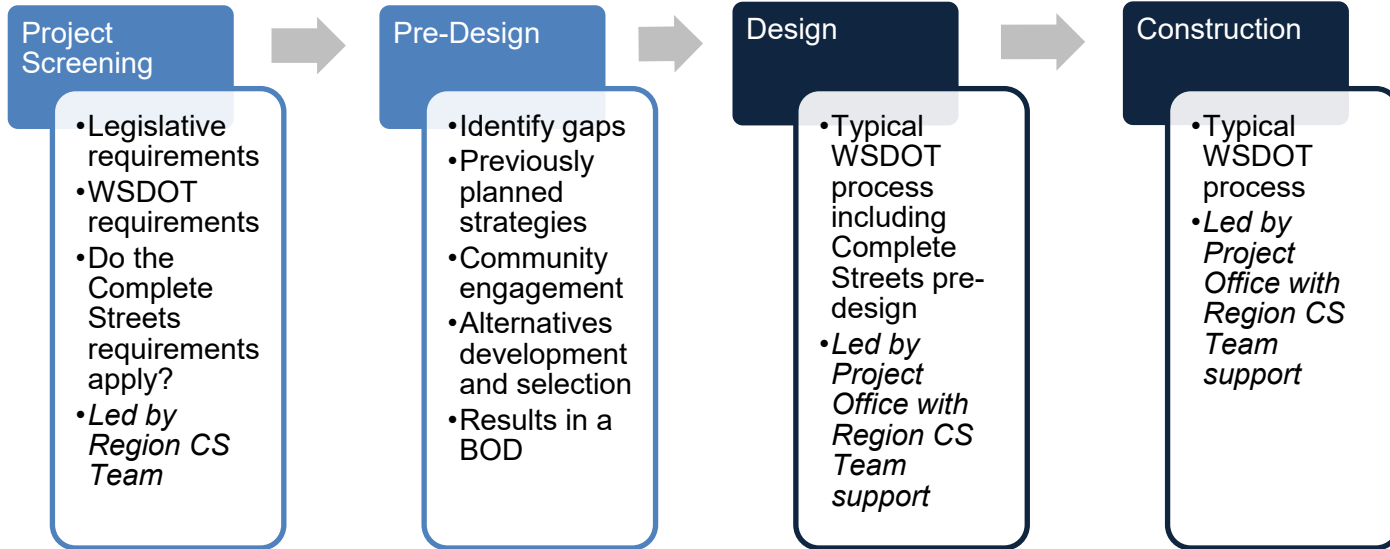
Improve the comfort and safety of active transportation users by:

- Decreasing pedestrian/bicyclist **exposure**
- Decreasing motor **vehicle speed**
- Increasing **conspicuity** for bicyclists and pedestrians
- Increasing **predictability** of movement of all users through the intersection
- Increasing **separation in time and space** between motorists, pedestrians, and bicyclists



Our Complete Streets Delivery Process

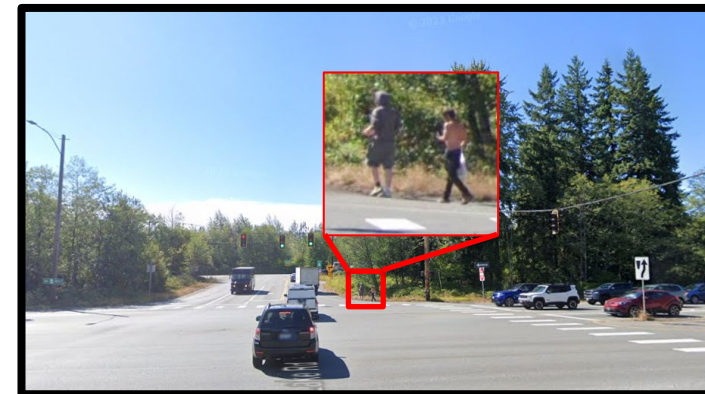
NWR Complete Streets Team Interdisciplinary Team, Program Management, Planning, Traffic, Maintenance, Project Offices, Engineering Services, Landscape Architecture, Real Estate Services (Bridge and Lighting when needed)



SR 522 Paradise Lake

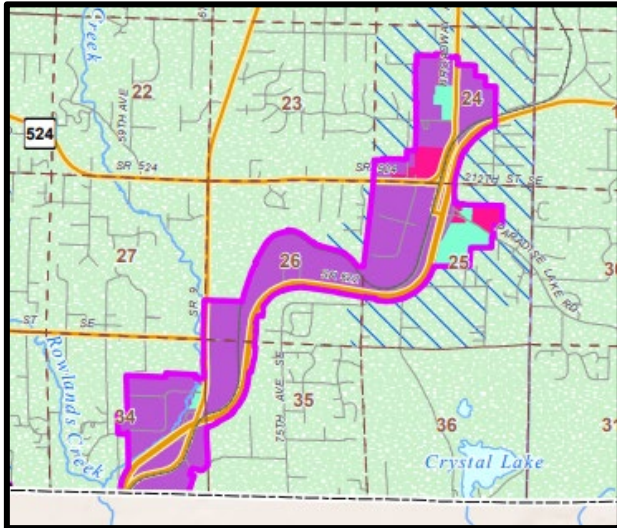
- **Purpose:** Replace the existing SR 522 at-grade crossing at Paradise Lake Rd; acquire right-of-way and design a grade-separated interchange.
- **Work:**
 - Remove existing signal near SR 524 and Paradise Lake Road elevating SR 522 near SR 524/Maltby Road
 - Convert the SR 522 and Paradise Lake Road intersection to an interchange with new on- and off-ramps and roundabouts at the ramp and Paradise Lake Road intersections
 - Remove a portion of the existing Paradise Lake Road
 - Realign Paradise Lake Road to connect to SR 524/Maltby Road underneath the new elevated SR 522
- **Complete Streets:** Newly constructed and improved roadways will meet Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level Traffic Stress of 2 or better. (SR 522 mainline exempted)










Existing conditions



<u>Category</u>	<u>SR 522</u>	<u>SR 524</u>
AADT	35,000 AADT	13,000 AADT
Posted Speed Limit	55/60 mph	35 mph
Functional Classification	Urban Other Freeway/Expressway	Urban Minor Arterial
Access Control	Limited Access Fully Controlled	Managed Access – Class 3
Freight Classification (% Trucks)	T-2 (8.2%)	T-2/T-3 (2.6-12.8%)

Planning context



-  Urban Growth Area Boundary
-  Rural/Urban Transition Area Overlay
-  Public/Institutional
-  Recreational Land
-  Rural Freeway Service
-  Clearview Rural Commercial
-  Reservation Commercial
-  Urban Commercial
-  Urban Industrial

Snohomish County GMA Comprehensive Plan, Future Land Use, Oct 2021.

Growth Area	2011	2035	% Change 2011 - 2035
Employment			
Arlington UGA	8,660	20,884	141%
Darrington UGA	500	886	77%
Gold Bar UGA	223	666	199%
Granite Falls UGA	760	2,276	199%
Index UGA	20	25	25%
Lake Stevens UGA	4,003	7,821	95%
Maltby UGA	3,190	6,374	100%
Marysville UGA	12,516	28,113	128%
Monroe UGA	7,779	11,781	51%
Snohomish UGA	4,871	6,941	42%
Stanwood UGA	3,456	5,723	66%
Sultan UGA	866	2,081	140%
SW County UGA	187,653	279,479	49%
Rural Areas	14,693	23,323	59%
Total	248,990	396,373	59%

Rail context

- Rail line has been rail-banked
- Very unlikely that a railroad would re-establish the track
- WSDOT in talks with Snohomish County on potential uses
- Current rail infrastructure to be dismantled
- Will not be considered a railroad for purposes of this project's design alternatives



Adjacent Projects

1. Stessa Business Park
2. Moray Village Development
3. Centennial Trail South
4. Snohomish Garden Townhomes

Others to be aware of?



Active Transportation – existing conditions

Paradise Lake Rd is identified as a “rural arterial with urban traffic”, meaning:

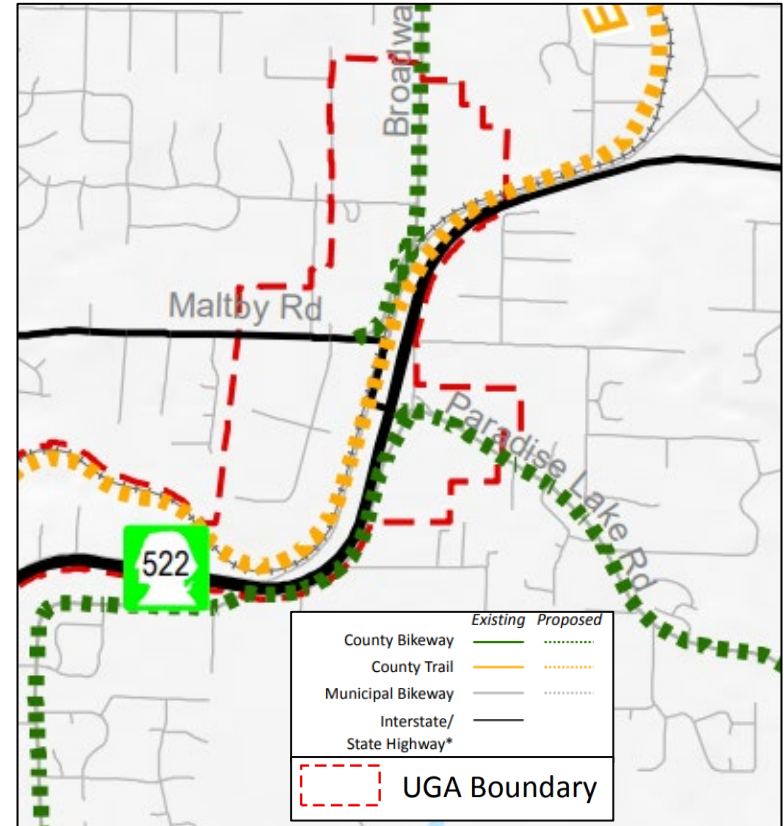
- provides direct connections between UGAs and/or rural areas of more intensive commercial development;
- provides an opportunity for urban-oriented traffic to feed rural arterials with urban traffic from a UGA, rural areas of more intensive development, or Highways of Statewide Significance;
- exhibits ADT higher than the thresholds for urban arterials not designated as ultimate capacity arterials.

Paradise Lake Rd, Bostian Rd, and Broadway Ave are all identified as proposed County Bikeways by the Snohomish County Comprehensive Plan (dotted green line at right).

Centennial Trail South, a 12-mile trail corridor for pedestrians and bicyclists is still under development (dotted yellow line at right).

Nearby active transportation destinations:

- Hidden River Middle School
- Maltby Elementary School
- Paradise Valley Conservation Area
- Maltby Community Park



Project Needs & Complete Streets Concepts

Baseline needs

BN1:

- Reduce the risk of serious collisions and improve the safety.
- There were 232 vehicle crashes within the project limits during 2013 to 2017.
- Of these crashes, 45 resulted in possible injuries, eight resulted in suspected minor injuries, and four resulted in suspected serious injuries.
- **Metric:** Number of fatal and serious injury crashes per year (CPY).

BN2:

- Reduce traffic congestion and delays.
- SR 522 from Paradise Lake Road to the Snohomish River experiences severe congestion and long travel delays during peak commute hours of the day.
- The current level of service (LOS) at the intersection of SR 522 and SR 524/Paradise Lake Rd is LOS E in the morning peak hour and F in the afternoon peak hour.
- SR 522 serves as a primary access route to the US 2/Stevens Pass Highway from the Seattle Area.
- **Metric:** LOS

Contextual needs

CN1:

- Create more connectivity for non-motorized modes of transportation throughout the area to ensure forward compatibility with future needs and projects.
- **Metric:** Complete non-motorized route through the project limits.

CN2:

- The economic vitality of the area is limited by the inadequacies of the existing infrastructure.
- **Metric:** Travel times for vehicles crossing SR 522.

CN3:

- There are 12 fish passage barriers within the project limits.
- **Metric:** Fish-passable water crossing facilities

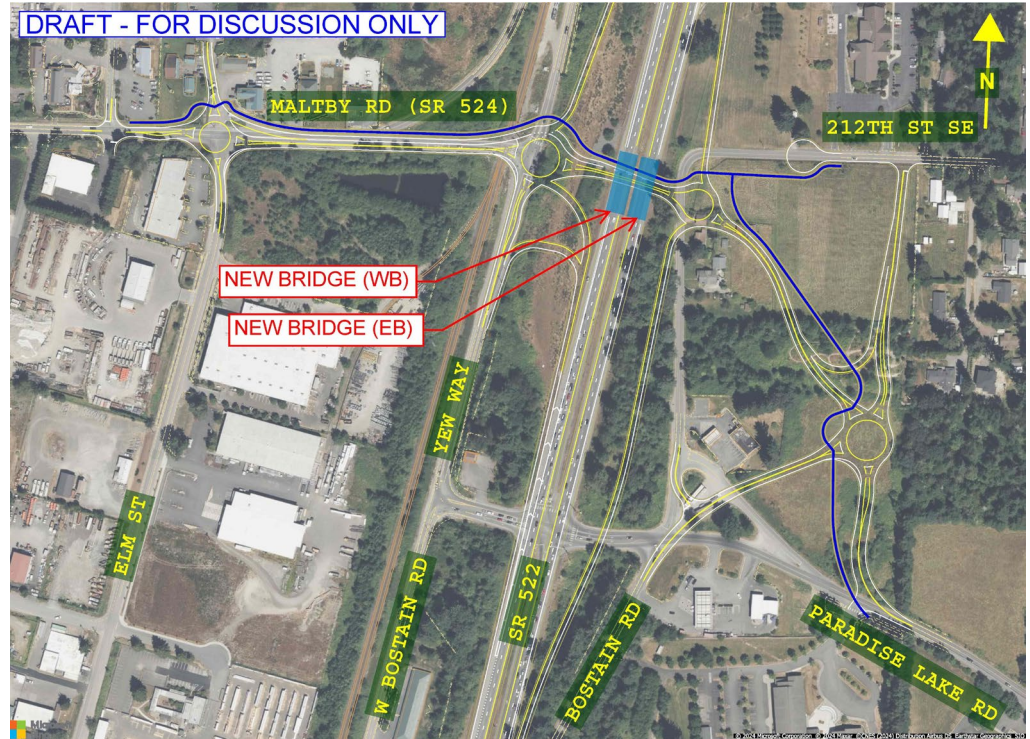
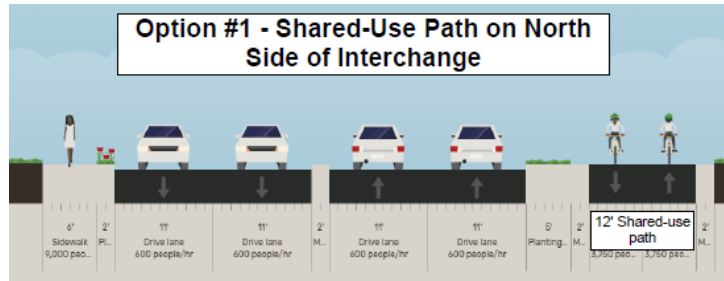
Concept Review and Discussion

As we review the concepts for meeting Complete Streets, keep the following questions in mind:

1. Initial thoughts on these concepts?
2. How well do you feel they access various destinations throughout the project area?
3. Are there any concepts we're missing that you'd like to see us develop?
4. Are there other opportunities or constraints we need to be aware of in the project area?

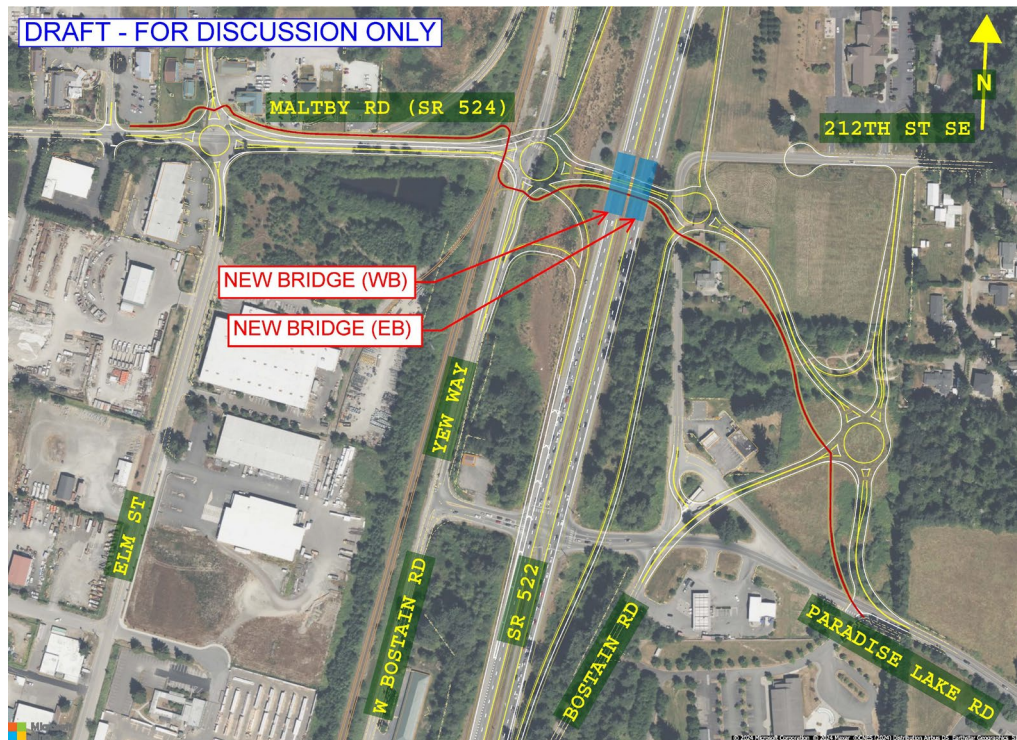
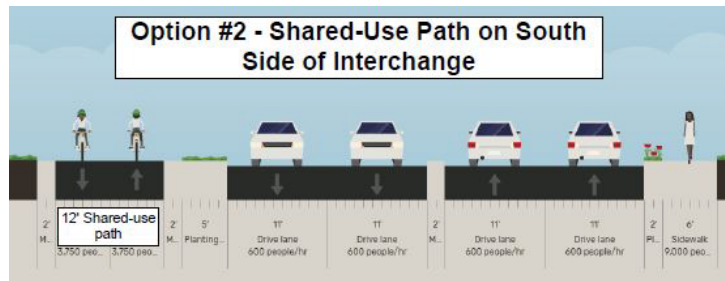
Complete Streets Discussion

Complete Streets – Concept 1



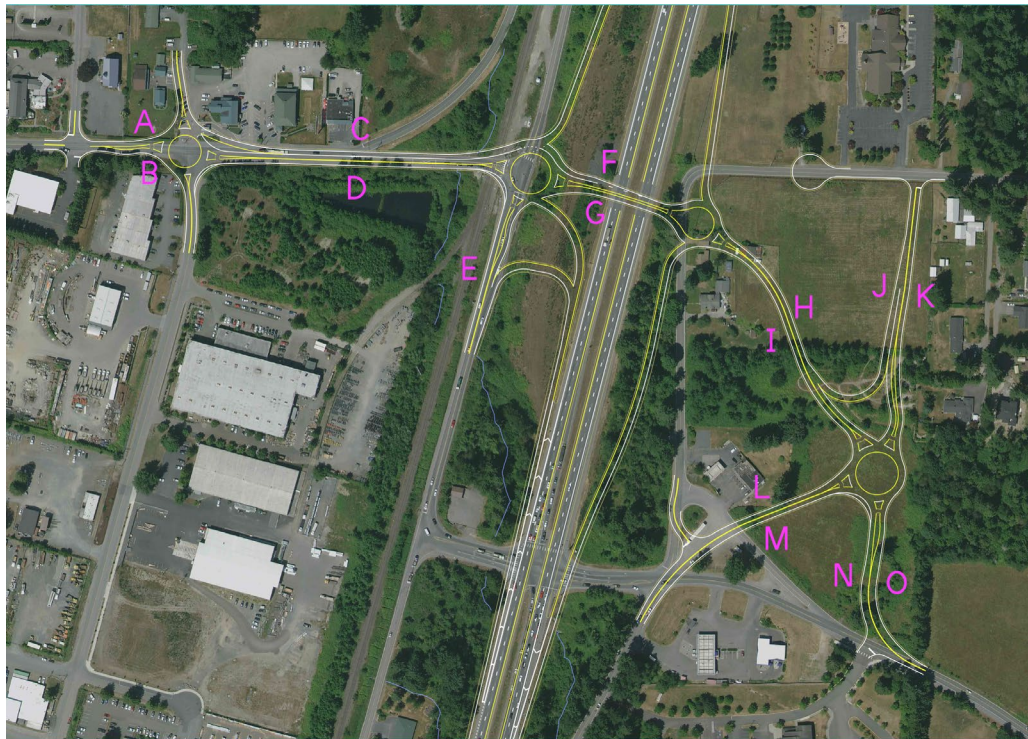
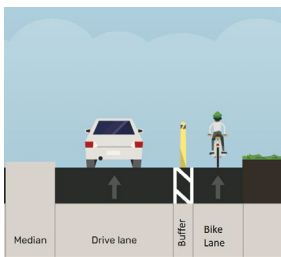
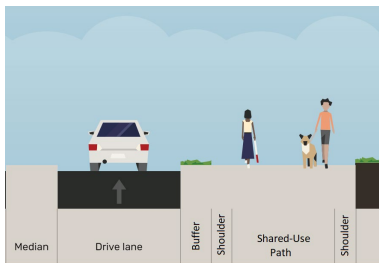
Complete Streets Discussion

Complete Streets – Concept 2



Complete Streets Discussion

Complete Streets – Basic Conceptual Elements



Concept Discussion

1. Initial thoughts on these concepts?
Do any seem to rise to the top?
2. How well do you feel they access various destinations throughout the project area?
3. Are there any concepts we're missing that you'd like to see us develop?
4. Are there other opportunities or constraints we need to be aware of in the project area?

**Join at [menti.com](https://www.menti.com) | use code:
9515 4558**



Technical Advisory Committee (TAC) Schedule

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TAC Meeting #4

- Screening results, recommended complete streets alternatives

Tribal and community engagement

Topics for further discussion

- Driveway access management
- Roundabout locations and limited access ROW
- Facility maintenance
- Others?

Questions?

- **Greg Cook**, Project Engineer | Gregory.Cook@wsdot.wa.gov
- **Yan Kuang**, Assistant Project Engineer | Yan.Kuang@wsdot.wa.gov
- **Chi-Fai Lee**, Project Manager / Point of Contact | Chi.Lee@wsdot.wa.gov
- **Zachary Howard**, Complete Streets Planning Lead | Zachary.Howard@wsdot.wa.gov
- **Amber Stanley**, Community Engagement Lead | Amber.Stanley@wsdot.wa.gov