

SR 522

Paradise Lake Road to Snohomish River Bridge Interchange Improvements and Widening

Technical Advisory Committee #2

April 3, 2025

Chi-Fai Lee
Project Manager

Zachary Howard
Complete Streets Lead

Nick Menzel
Complete Streets Engineer

Amber Stanley
Community Engagement Lead

Agenda

- ❖ **Welcome**
- ❖ **Refresh: Project timeline and overview**
- ❖ **Engagement update**
- ❖ **Discussion: Draft evaluation criteria**
- ❖ **Discussion: Complete Streets design alternatives**
- ❖ **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

Nick Menzel

WSDOT, Complete Streets Planning Engineer

Amber Stanley

WSDOT, Community Engagement Lead

Project Timeline

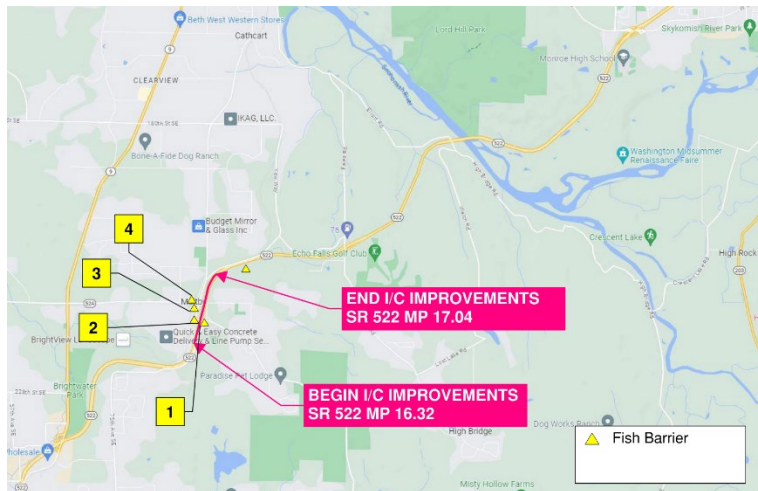
Milestone	Date
Design Phase Restart	September 2023
Preliminary Roadway Design Complete	2nd Qtr 2025
ROW Acquisitions and Public Hearings	September 2027
Environmental Permits Complete	October 2028
Projected AD Date (if CN funding is available)	December 2028
Construction Work Start (if CN funding is available)	June 2029

Project Overview

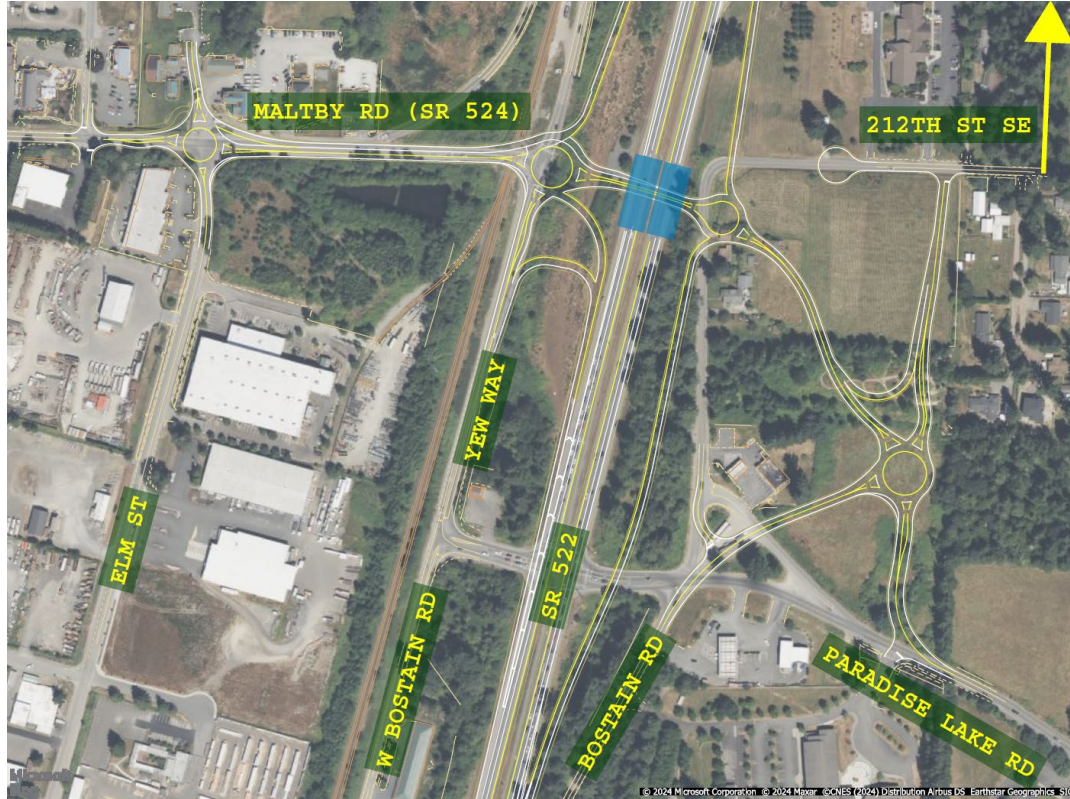


Project Overview - Interchange Improvements

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



Project Overview – Complete Streets



Engagement Update

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



TAC Meeting #1 – What We Heard

December 5, 2024

- The 522 corridor is an important commute route serving the City of Monroe.
- The Snohomish County Active Permit portal is a good source for ongoing development in the area.
- There is a strong interest in the trail facility for the railbanked rail corridor.
- There were some comments on how best to connect the Complete Streets facilities on SR 524 with the trail. One participant mentioned grade separation for the trail facility.
- There were comments on how best to manage conflicts on SR 524 between active transportation and the businesses on the north side of the street
- There were questions about the Broadway Ave alignment and potential conflicts with active transportation.

CBO Listening Sessions (to date)

4 sessions total:

- 2/11: Shepherd of the Hills Lutheran Church
- 2/13: The Church at Maltby
- 2/19: Maltby Elementary School
- 2/26: BIKES Club of Snohomish County

1 hour each:

- 15-minute project overview
- 4-6 discussion questions

What we heard:

- Currently, there are no safe pedestrian facilities
- Must use a car to access key/all destinations
- 100% of students arrive to school via bus or car, unable to safely walk or bike
- Need lighting
- The planned roundabouts will improve access to Maltby Elementary School

Engagement Milestones

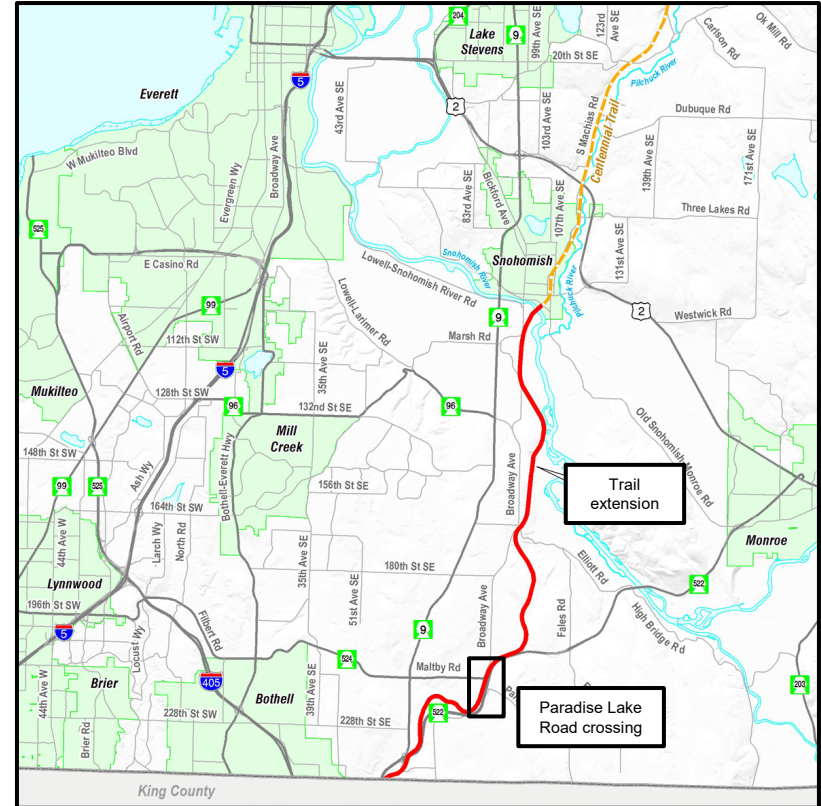
Timeline	Outreach Milestones
Summer 2024	<ul style="list-style-type: none">• Publish project website• Develop community engagement plan
Fall 2024	<ul style="list-style-type: none">• Develop community engagement plan• Establish and facilitate first Technical Advisory Committee (TAC) meeting
Winter 2025	<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">• Continue focused engagement• 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
- Maltby PTO
- Maltby Café
- Others?

Centennial Trail South update

- 12 miles of railway has been railbanked
- Snohomish County is early in the planning process
- Track infrastructure removal planned for next 1-2 years
- Concept: 12' paved path with shoulders
- Public outreach beginning Fall 2025



Draft Evaluation Criteria

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

Complete Streets Evaluation Criteria

When evaluating the Complete Streets alternatives, what criteria should WSDOT consider?

- **Safety impacts:** How well does each alternative protect the roadways most vulnerable users?
- **Meets established community needs:** How well each alternative reflects the needs identified through community engagement and public outreach.
- **Non-motorized connectivity:** How well does the alternative provide a contiguous route through the project area.
- **Operational impacts:** A review of how all each alternative modes of transport - general purpose traffic, freight, pedestrian, bicyclists, and transit user (where applicable)
- **Environmental compatibility:** Is the alternative compatible with fish passage projects in the area?
- **Complexity of implementation:** How complex would permitting, ROW acquisition, environmental documentation, and other factors contribute to the timeline of each alternative's implementation?
- **Cost:** Preliminary cost estimates for construction, maintenance, and operation of each alternative
- **What else?**

Complete Streets standard: All alternatives considered will meet PLTS and BLTS 2 or better on newly constructed and improved roadways (SR 522 mainline exempted). Route directness indicator will not vary significantly between considered alternatives.

Complete Streets Design Alternatives

Project Overview – Complete Streets



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Concept Review and Discussion

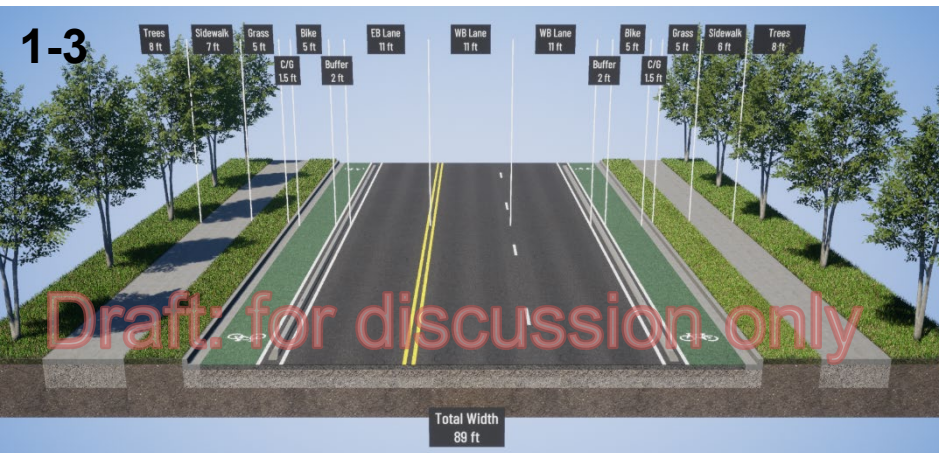
As we review the concepts for meeting Complete Streets, keep the following questions in mind:

1. Initial thoughts on these alternatives?
2. How well do you feel they access various destinations throughout the project area?
3. Are there any alternatives 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?

Section 1



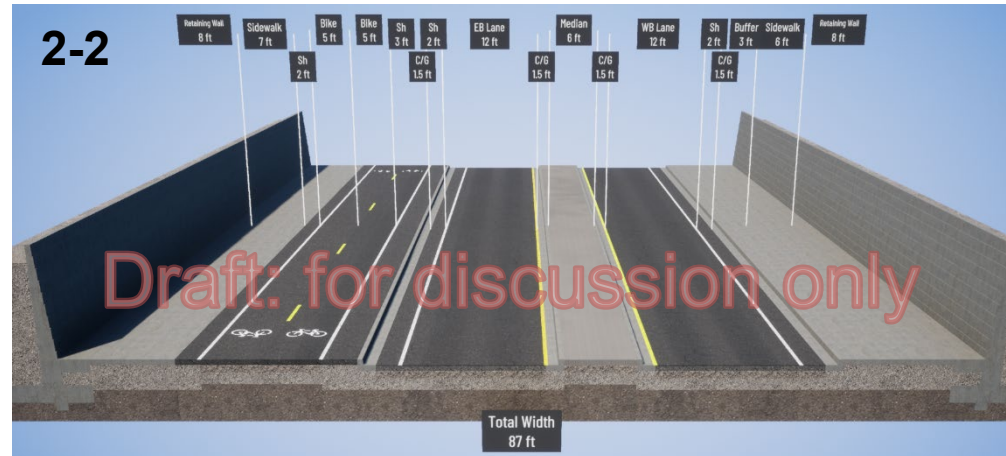
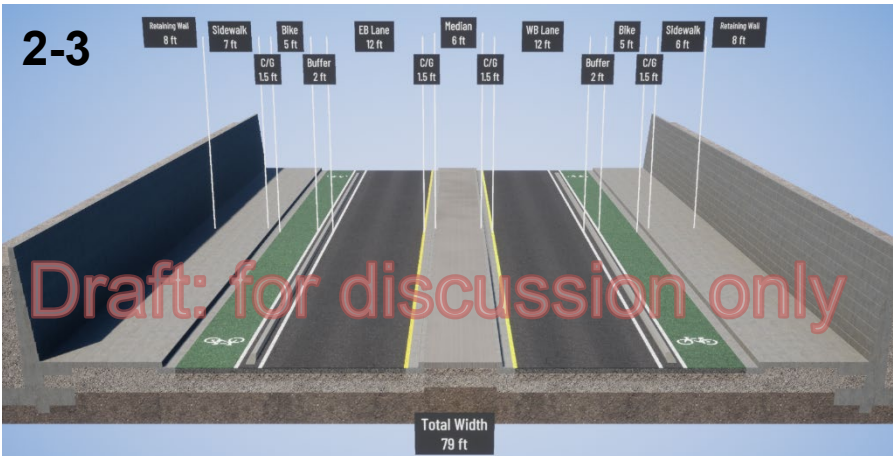
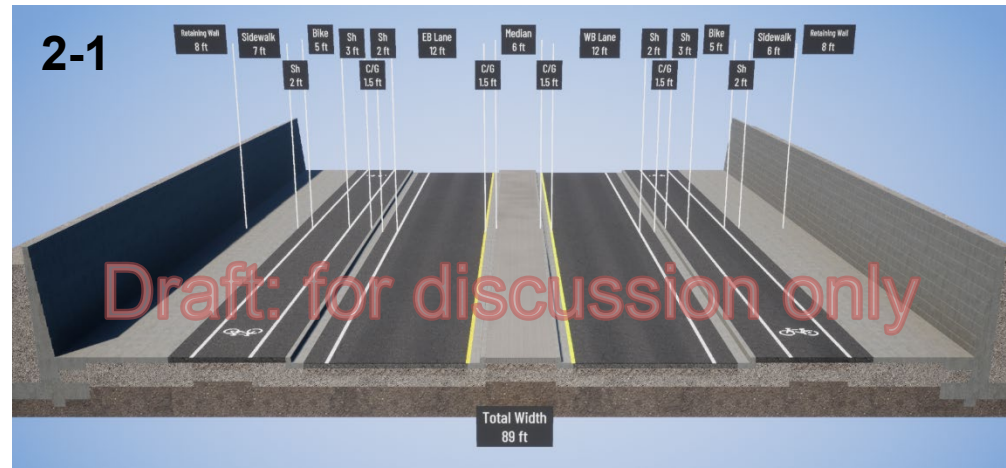
Section 1 Alternatives



Section 2



Section 2 Alternatives

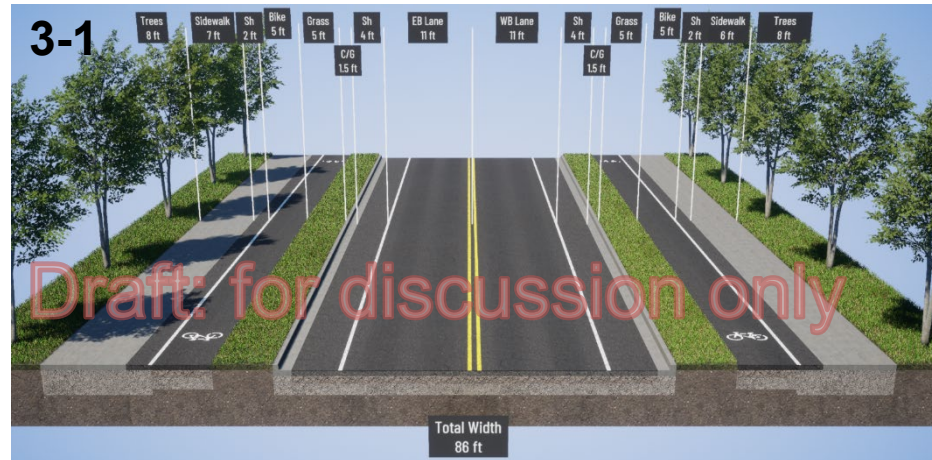


Section 3

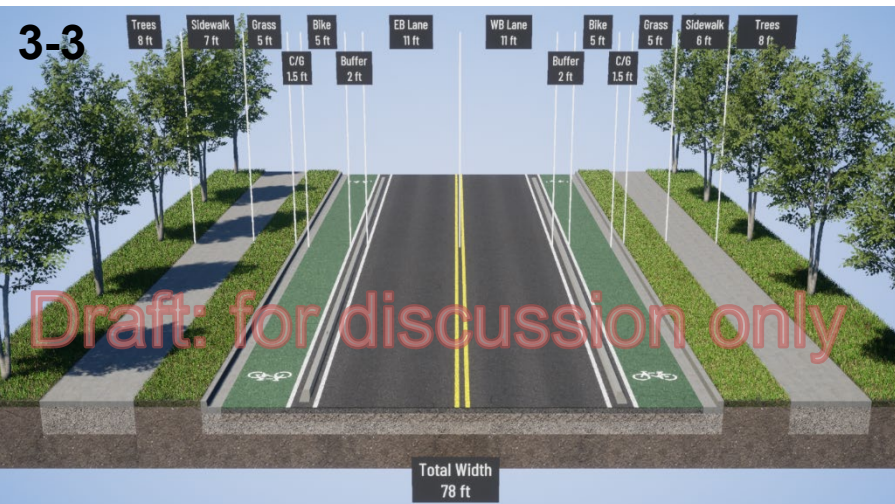


Section 3 Alternatives

3-1



3-3



3-2



Concept Discussion

1. Initial thoughts on these alternatives?
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 alternatives 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?

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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
- **Nick Menzel**, Complete Streets Planning Engineer | Nick.Menzel@wsdot.wa.gov
- **Amber Stanley**, Community Engagement Lead | Amber.Stanley@wsdot.wa.gov