

SR 522 Complete Streets Design

Technical Advisory Committee

Meeting title: Technical Advisory Committee Meeting #2

Date: Thursday, April 3, 2025

Time: 10:00-11:30

Location: MS Teams

Attendees:

WSDOT: Chi-Fai Lee, Zack Howard, Amber Stanley, April Delchamps, Mike Crimmins, Yan Kuang, Greg Cook, Nick Menzel, Aidan Cassidy

Invitees: Scott Peterson (City of Monroe), Lance Bailey (City of Monroe), Kate Tourtellot (City of Monroe), Kevin Futhey (Community Transit), Rashid Dolor (Community Transit), Shawn Nakano (Community Transit), Sophie Luthin (Community Transit), Gary Clark (Snohomish County Economic Alliance), Mike Birch (Monroe School District), Garrett Jenson (Port of Everett), Mohammad Uddin (Snohomish County), Michael Dobesh (Snohomish County), Glynda Steiner (Snohomish County), Nathan Howard (Snohomish County), Mike McCray (Snohomish County), Jay Larson (Snohomish County), Doug McCormick (Snohomish County), Matt Ojala (Snohomish County), Emily Griffith (Snohomish County), Kelly Snyder (Snohomish County), Steve Dickson (Snohomish County),

Summary:

Washington State Department of Transportation (WSDOT) hosted the second of four Technical Advisory Committee (TAC) meetings.

1. Project Timeline & Overview:

- The Washington State Department of Transportation (WSDOT) reviewed the project timeline, noting that the project restarted the design phase in September 2023 and that construction is anticipated to begin June 2029, pending funding.
 - The project is divided into two main sections – the interchange improvements and the roadway widening sections.
 - Within the interchange improvements section of the roadway, the existing SR 522 and SR 524/Paradise Lake Road intersections will be reconstructed to a new interchange with roundabout ramp terminals and intersections. Two new bridge structures will be constructed for the eastbound and westbound SR 522 mainline traffic movement; removal of 4 fish barriers will be included. Approximately 24 parcels are subject to various level of impacts, in terms of ROW acquisition and/or temporary/permanent construction easements.
 - Within the roadway widening section, a new bridge will be constructed just south of the existing bridge at the Echo Lake Road interchange for the westbound SR 522 traffic. The existing “north” bridge will be restriped to accommodate for the westbound traffic. 8 fish barriers will be removed; approximately 16 parcels will be impacted.
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2. Community Engagement Update:

- Four listening sessions have been held with community members to provide an overview of the project and solicit feedback regarding active transportation facilities.
- Summary of community feedback: Currently, there are no safe pedestrian facilities, a car is necessary to access key/all destinations. 100% of students arrive via bus or car; despite living close, they are unable to safely walk or bike. There is a need for lighting. The planned roundabouts will improve access to Maltby Elementary School.

3. Draft Evaluation Criteria:

- This project has two baseline needs that are identified regarding traffic safety and mobility issues.
- The 1st Baseline need is to address the traffic safety issue. There is a need to reduce the risk of serious collisions and improve the traffic 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. For measuring the safety performance of this project (how well the project is satisfying the needs), the number of fatal and serious injury crashes per year will be evaluated.
- The 2nd Baseline need is regarding traffic mobility. The identified baseline need is to reduce traffic congestion and delays. The section of 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. Level of service will be evaluated for the mobility performance.
- Three contextual needs are identified so far:
 - Need 1: Create more connectivity for non-motorized modes of transportation throughout the area to ensure forward compatibility with future needs and projects. To measure performance, complete non-motorized route through the project limits.
 - Need 2: The economic vitality of the area is limited by the inadequacies of the existing infrastructure. The performance metric will be the travel times for vehicles crossing SR 522.
 - Need 3: There are 12 fish passage barriers within the project limits, that will be addressed. For performance metric, fish-passable water crossing facilities will be used.
- 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

4. Complete Streets Design Alternatives:

- Project overview – Complete Streets:
 - The focal point for today's meeting is about Complete Streets implementation at the Paradise Lake Road interchange. Divided interchange into 3 sections (red lines on slide 21).
- Section 1:
 - We recognize other details will need to be managed such as driveways and crossings at RAB's but want to seek feedback on are these the correct alternatives to assess and are we missing any alternatives that meet the LTS2 standards. There are three different facility types per section that we want to share and seek feedback on that all meet WSDOT LTS2 standards.
- Section 1 Alternatives:
 - No. 1 is a separated sidewalk and directional bike lanes on both sides.
 - No. 2 is a separated sidewalk on both sides, and two-way bike facility on one side.
 - No. 3 is a separated sidewalk and street level bike lanes on both sides.
 - Note, dimensions are preliminary, to show minimums for WSDOT standards.
- Section 2:
 - Is under the proposed bridges of SR 522.
- Section 2 Alternatives:
 - No. 1 is a separated sidewalk and directional bike lanes on both sides.
 - No. 2 is a separated sidewalk on both sides, and two-way bike facility on one side.
 - No. 3 is a separated sidewalk and street level bike lanes on both sides.
 - Note, dimensions are preliminary, to show minimums for WSDOT standards.
- Section 3:
 - Is located east of SR 522.
- Section 3 Alternatives:
 - No. 1 is a separated sidewalk and directional bike lanes on both sides.
 - No. 2 is a separated sidewalk on both sides, and two-way bike facility on one side.
 - No. 3 is a separated sidewalk and street level bike lanes on both sides.
 - Note, dimensions are preliminary, to show minimums for WSDOT standards.
- Concept Discussion Questions:
 - Discussion Questions:

1. Initial thoughts on these alternatives? Do any seem to rise to the top?
 - TAC member comment: Positive comments for alternatives that are “-2” for each option. Some concerns for the “-3” options long-term due to paved areas between curbs.
 - TAC member comment: How do the bike lanes intersect with the roundabout segments?
 - WSDOT response: The concepts shown are high-level, we’re aware of how they’ll need to interact with roundabouts for safety and will bring those options to the TAC.
2. How well do you feel they access various destinations throughout the project area?
 - No comments shared during meeting.
3. Are there any alternatives we’re missing that you’d like to see us develop?
 - No comments shared during the meeting.
4. Are there other opportunities or constraints we need to be aware of in the project area?
 - TAC member comment: Considering possibilities into the future re: transit, this area is not currently in Community Transit’s service area, it could be in the future, designs that do not interact with boarding/alignment zones in the future are preferred.

Questions

1. The elimination of the north leg of the intersection to Broadway Ave. brought about how it will be realigned?
 - WSDOT response: WSDOT staff will keep this in mind while planning and continue to keep the TAC informed; the connection for Broadway will be shifted down, past the Maltby Café.

4. Next Steps:

- Prepare for further discussion regarding:
 - Driveway access management
 - Roundabout locations and limited access ROW
 - Facility Maintenance
 - Develop driveway access management
- Continue community engagement
- Schedule Technical Advisory Committee Meeting #3