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SR 522

Paradise Lake Road to Snohomish River Bridge Interchange Improvements and Widening

Technical Advisory Committee #3

July 30, 2025

Chi-Fai Lee
Project Manager

Zachary Howard
Complete Streets Lead

Amber Stanley
Community Engagement Lead

Agenda

- ❖ **Welcome**
- ❖ **Refresh: Project timeline and overview**
- ❖ **Engagement update**
- ❖ **Discussion: Complete Streets design alternatives review**
- ❖ **Discussion: Preliminary evaluation**
- ❖ **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
- Muckleshoot Tribe
- Sauk-Suiattle Tribe
- Snoqualmie Tribe
- Tulalip Tribes
- Yakama Nation

Presenter Introductions

Chi-Fai Lee

WSDOT, Project Manager

Zachary Howard

WSDOT, Complete Streets Lead

Amber Stanley

WSDOT, Community Engagement Lead

Project Timeline

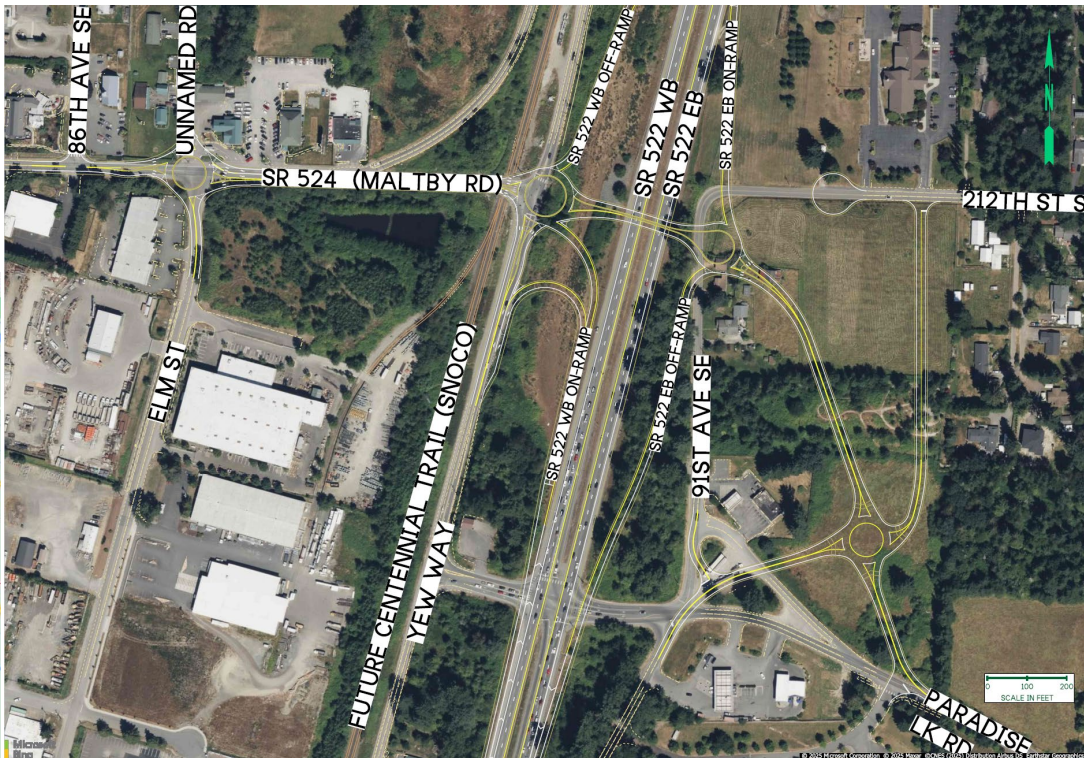
Milestone	Date
Design Phase Restart	September 2023
Preliminary Roadway Design Complete	4th Quarter 2025
ROW Acquisitions and Public Hearings	3rd Quarter 2027
Environmental Permits Complete	October 2028
Projected AD Date (if CN funding is available)	December 2028
Construction Work Start (if CN funding is available)	June 2029

Project Overview



Project Overview - Interchange Improvements

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



Project Overview - Adjacent Development

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



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 #2 – What We Heard

April 3, 2025

- Snohomish County will continue to coordinate with WSDOT on the Centennial Trail extension and its interaction with the SR 524 Complete Streets facilities.
- General support for active transportation throughout the new roadway alignment.
- A question on how bike lanes would intersect with roundabouts.
- One statement of support for alternatives that showed a two-way bike facility on one side of the street, especially when compared with street level bike lanes on both sides.
- Request to consider future transit service compatibility with these alternatives.

CBO Listening Sessions (to date)

5 sessions total:

- 2/11: Shepherd of the Hills Lutheran Church
- 2/13: The Church at Maltby
- 2/19 & 4/23: Maltby Elementary School
- 2/26: BIKES Club of Snohomish County
- 4/23: Monroe School District

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• Continued TAC meetings
Spring/Summer 2025	<ul style="list-style-type: none">• Continue focused engagement• Community survey• Continued TAC meetings

Community-based Organizations (CBOs)

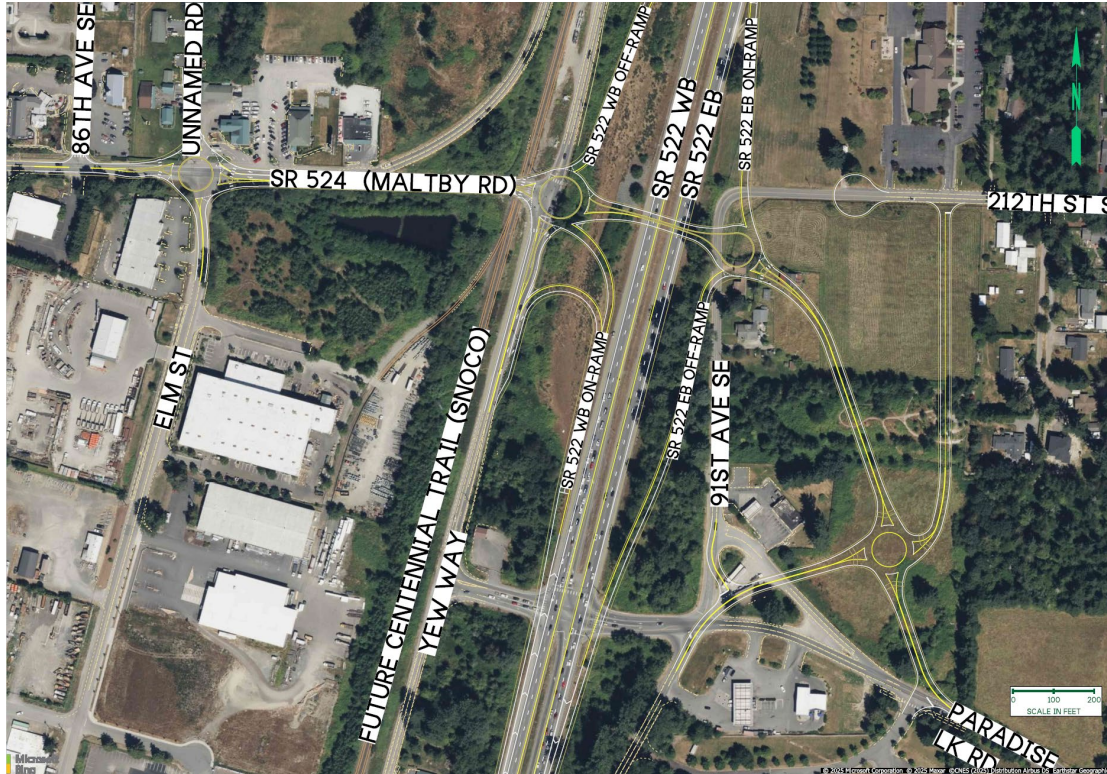
- B.I.K.E.S. Club of Snohomish County
- The Church at Maltby
- First Congressional Church of Maltby
- Shepherd of the Hills Lutheran Church
- North Creek Christian Fellowship Seventh-Day Adventist Church
- Maltby Food Bank
- Nature Vision
- The TSF
- Sonna Etienne Foundation
- Maltby PTO
- Maltby Café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

Echo Lake Rd / Fales Rd interchange

- This area of the project is Complete Streets eligible *at ramp terminals*
- Snohomish County plan suggests WSDOT “complete construction” of intersection
- WSDOT is seeking information on County’s active transportation plans for this interchange
- WSDOT will review this intersection and recommend appropriate improvements



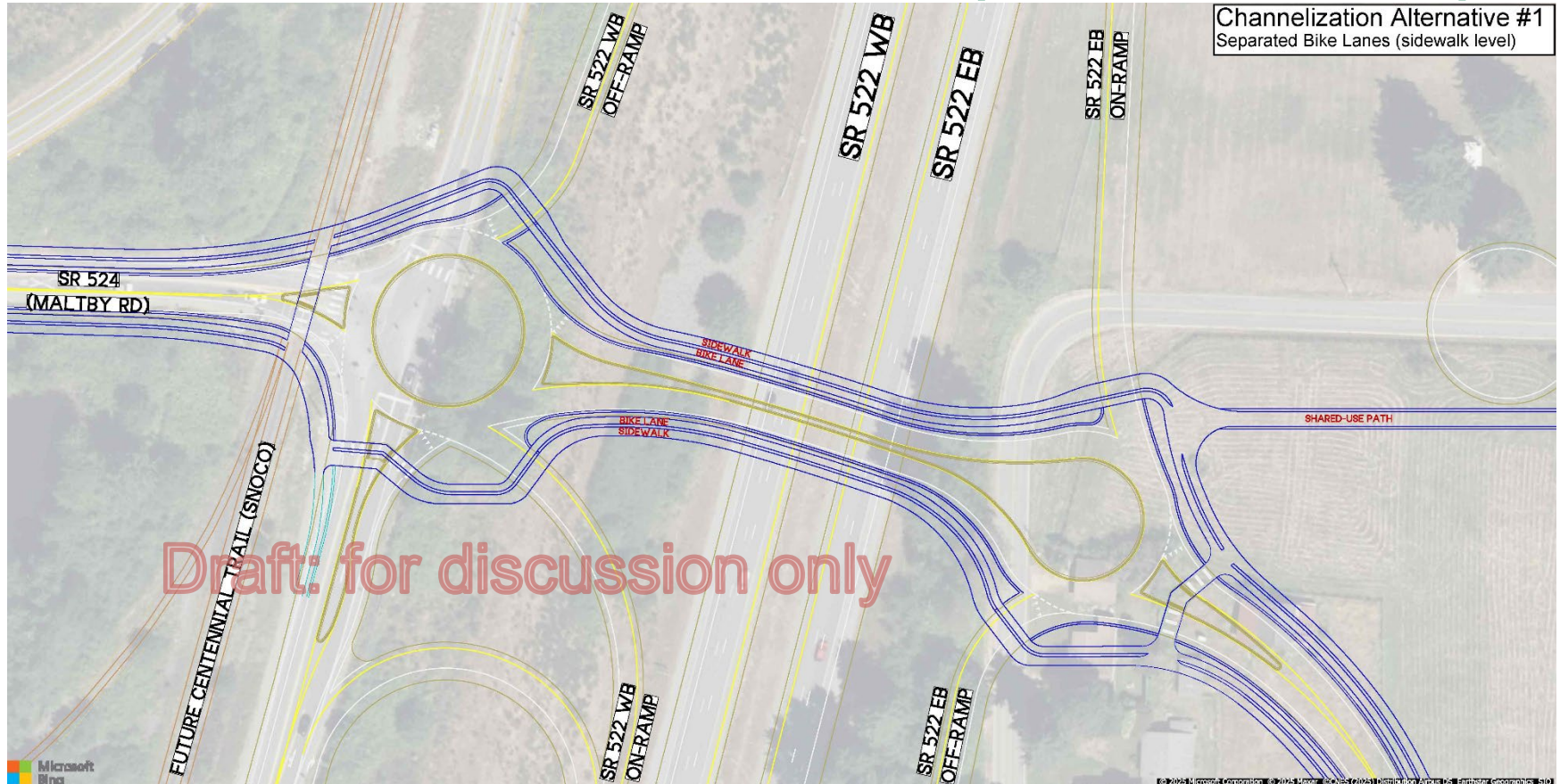
Paradise Lake Rd Interchange – Complete Streets Design Alternatives



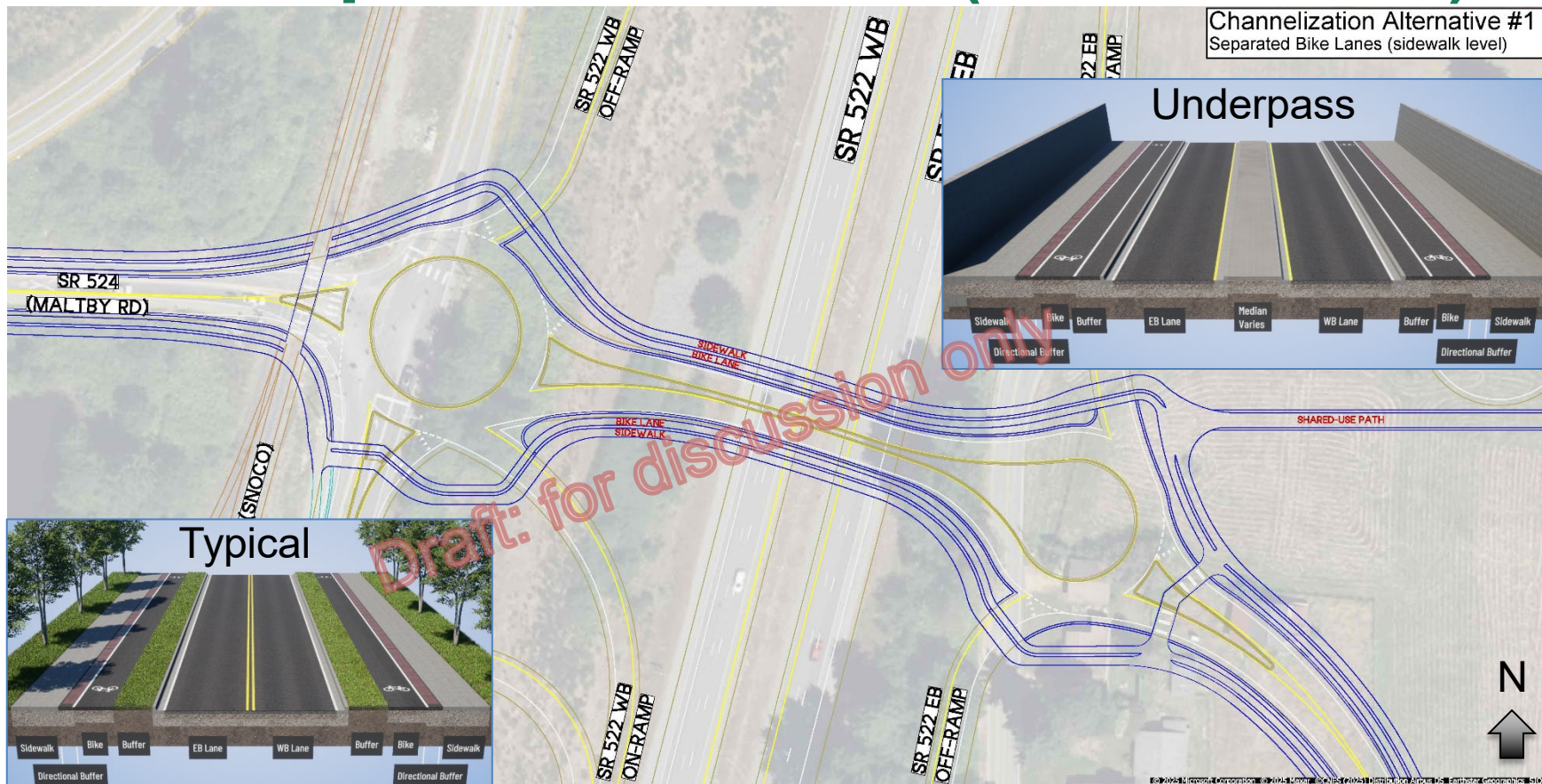
Alternatives discussion

1. Do you have any concerns about the 4 alternatives?
2. Are there hybrid or additional complete streets alternatives you think should be considered?
3. Any feedback/concerns with potential impacts (Right-of-Way, Maintenance, Stormwater / Hydraulics, Environmental, Utilities)?
4. What do you think is the primary destination for roadway users?
5. What is or could be the primary destination for people walking and biking?

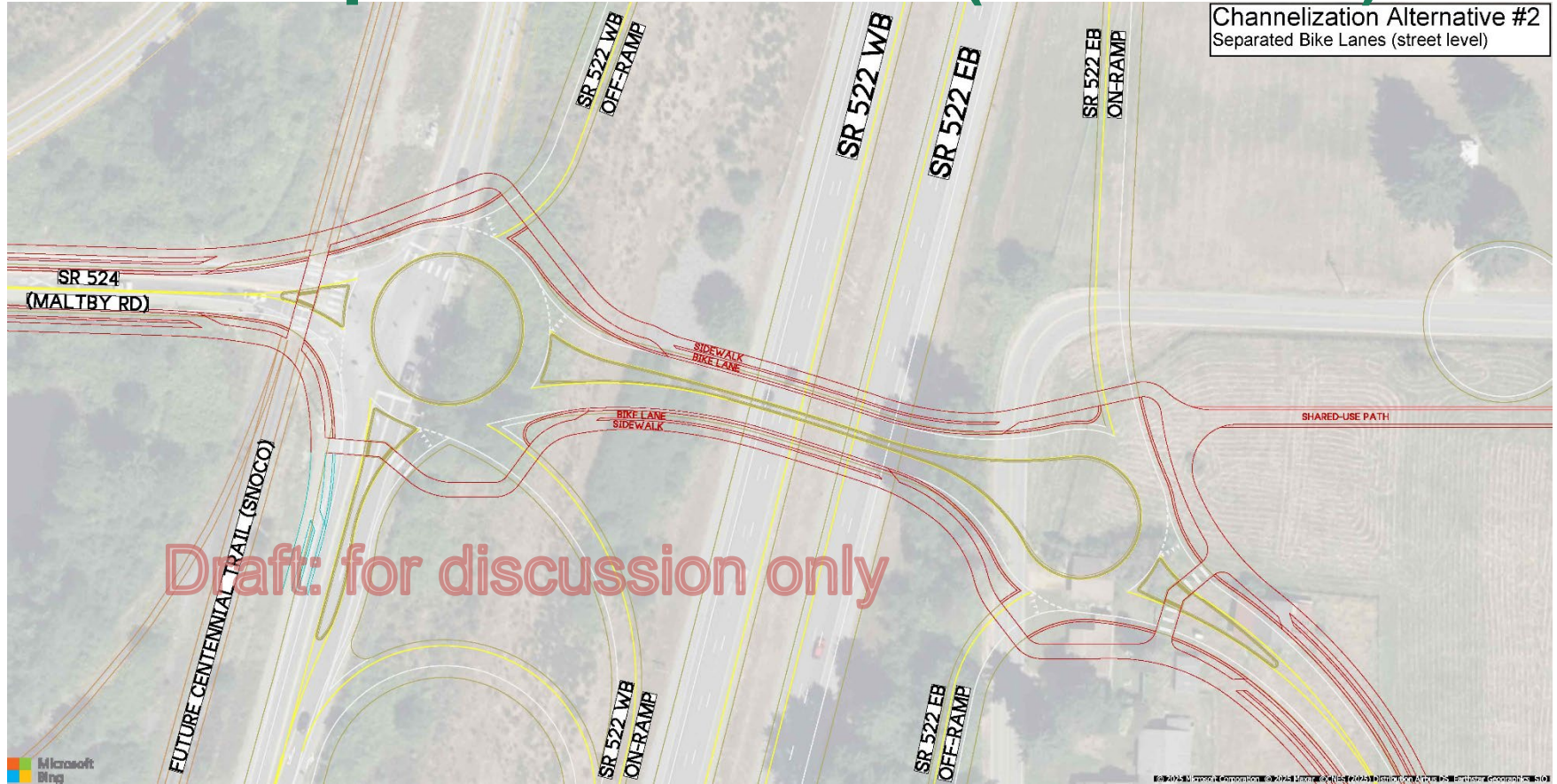
Alt. #1 – Separated Bike Lanes (Sidewalk Level)



Alt. #1 – Separated Bike Lanes (Sidewalk Level)



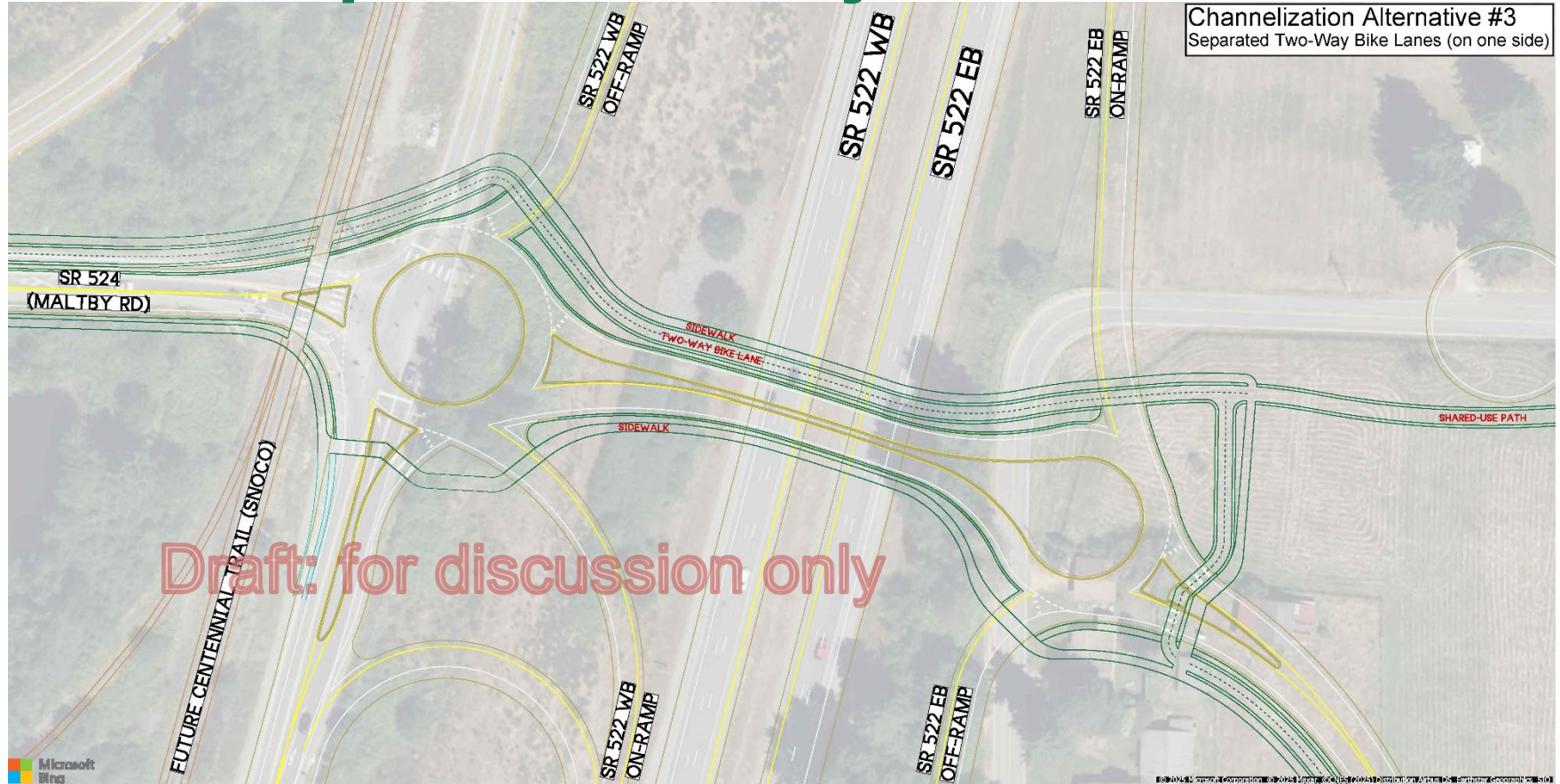
Alt. #2 – Separated Bike Lanes (Street Level)



Alt. #2 – Separated Bike Lanes (Street Level)



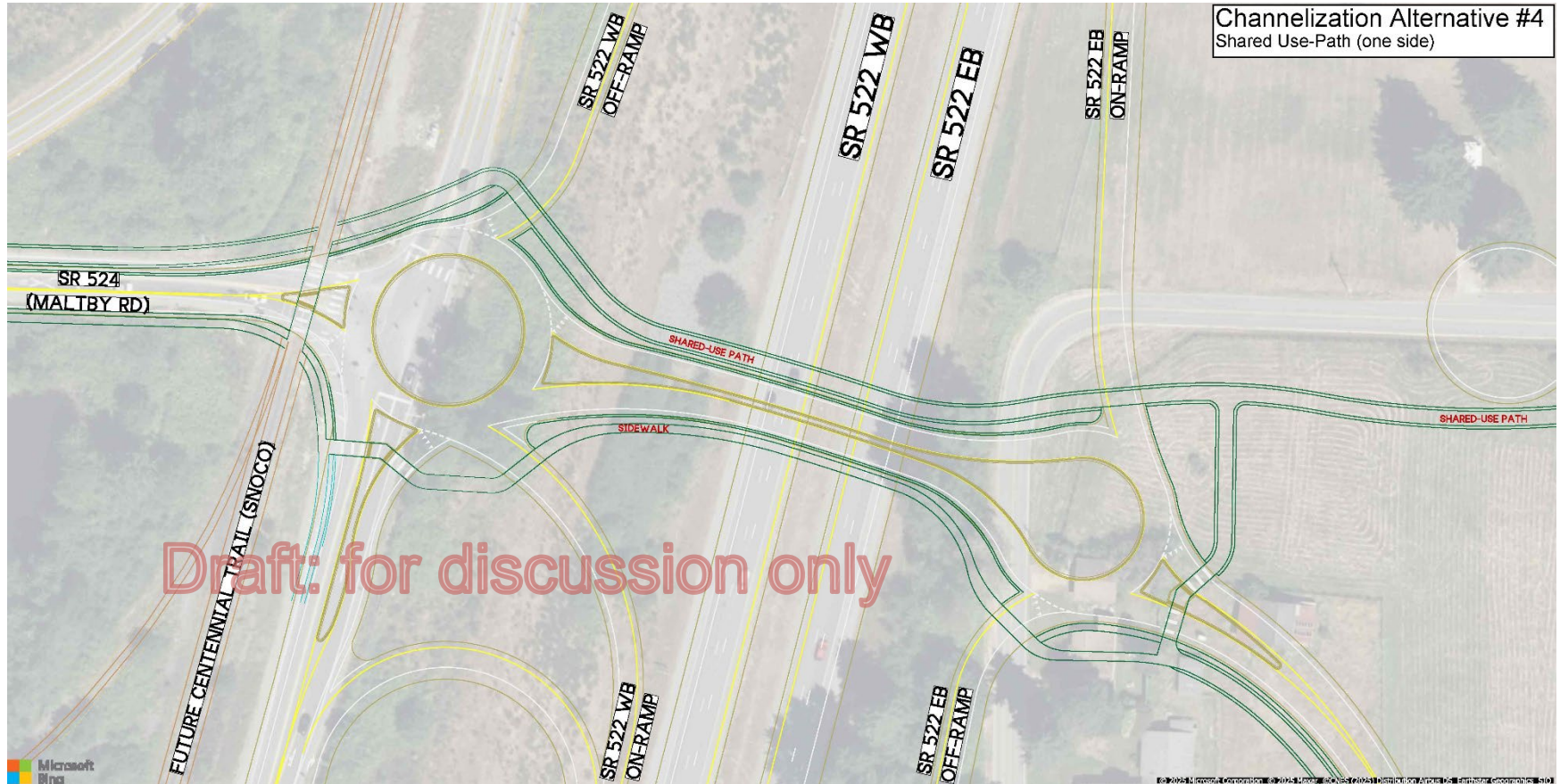
Alt. #3 – Separated Two-Way Bike Lanes



Alt. #3 – Separated Two-Way Bike Lanes



Alt. #4 – Shared-Use Path



Alt. #4 – Shared-Use Path



Alternatives discussion

1. Do you have any concerns about the 4 alternatives?
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Preliminary Evaluation

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?

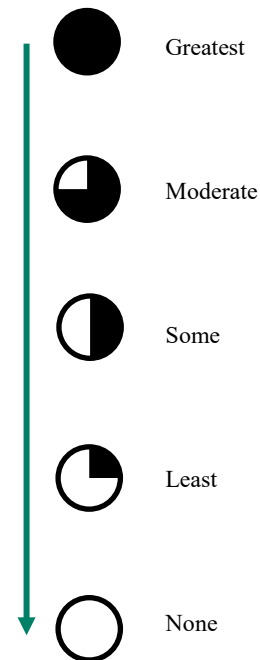
- **Safety performance:** How well does each alternative protect the roadways most vulnerable users?
- **Meets established community needs:** How well each alternative reflects the needs identified through community engagement and public outreach.
- **Non-motorized connectivity:** How well does the alternative 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.

Preliminary qualitative pre-screening results

Pre-Screening Criteria	Alternative #1 Separated Bike Lanes (sidewalk level)	Alternative #2 Separated Bike Lanes (street level)	Alternative #3 Separated Two- Way Bike Lanes	Alternative #4 Shared-Use Path
Safety	LTS 2 or better for bikes/peds	LTS 2 or better for bikes/peds	LTS 2 or better for bikes/peds	LTS 2 or better for bikes/peds
Cost – planning level cost estimates, excludes ROW	~ \$4.0 M	~ \$4.9 M	~ \$3.4 M	~ \$3.5 M
Non-motorized connectivity				
Operational impacts – Does it impact general traffic operations?				
Environmental	<i>Under development</i>			
Community needs – based on preliminary feedback; this will be refined as we conduct broader public outreach	<i>Under development</i>			
Complexity – Impact of permitting, ROW, maintenance, other agreements on project timeline		<i>Under development</i>		

Legend - Performance
relative to other
alternatives:



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Tribal and community engagement

Topics for further discussion

- Driveway access management
- Connections to existing network
- 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 Engineer | Nick.Menzel@wsdot.wa.gov
- **Amber Stanley**, Community Engagement Lead | Amber.Stanley@wsdot.wa.gov