

SR 522 Complete Streets Design

Technical Advisory Committee

Meeting title: Technical Advisory Committee Meeting #1

Date: Thursday, December 5th, 2024

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, Frank Gunderson,

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 first of four Technical Advisory Committee (TAC) meetings.

1. Project Overview:

- The Washington State Department of Transportation (WSDOT) reviewed the project timeline, noting that the project restarted the design phase in September 2023.
- 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.

2. Community Engagement:

- Timeline: The project will involve several stages of community outreach, starting with the launch of a website in the summer of 2024 and continuing with TAC Meetings, online surveys, an open house and focused public engagement.

3. Context & Existing Conditions:

- This project will incorporate the principles of complete streets with facilities that provide safe access to active transportation users by using a safe systems approach to roadway design.
- In Pre-design, we analyze the project's context, identify gaps, and collaborate with Traffic, the community, and subject matter experts to develop options that align with safety goals and enhance connectivity. Once a pre-design is finalized, the Complete Streets Management Team, which includes various stakeholders, reviews and makes a recommendation, informing the BOD before the project moves to design.
- This project will replace the existing SR 522 at-grade crossing at Paradise Lake Rd; acquire right-of-way and design a grade-separated interchange. 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)

Questions and Comments:

- Regarding the existing driveways on the two parcels [just north of Maltby Road between Elm Street and Broadway Ave](#),
 - Response: PEO will follow up with NWR Traffic Op and HQ Access Development teams to come up with a proposed driveway configuration.
- Regarding the existing roadway section between [W Bostian Road and Bostian Road](#):
 - Response: existing signalized intersection will be removed, through-traffic across SR 522 will no longer be allowed, existing pavement will be removed except for those that will continue to provide driving access to WSDOT maintenance facility at the northeast corner of W Bostian Road/Paradise Lake Road intersection, removed pavement will be reconstructed to match the surrounding terrain and accommodate for the proposed fish passage design; potential landscaping work may be included in the area.
- Regarding [Broadway Ave roadway section between SR 524 \(Maltby Road\) and Yew Way](#)
 - Response: Traffic from Broadway Ave to SR 524 will no longer be allowed, realignment of Broadway Ave roadway to connect to Elm Street is expected. PEO will coordinate with NWR Development Services team to ensure WSDOT roadway work will align with the developer's project just north to Maltby Café and Maltby Pizza & Pasta.

4. Project Needs & Complete Streets Concepts:

- Two baseline needs are identified:

- Baseline Need #1: Traffic safety. 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.
- Baseline Need #2: Traffic mobility. 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.
- Three contextual needs are identified:
 - Need #1: Create more connectivity for non-motorized modes of transportation throughout the area to ensure forward compatibility with future needs and projects.
 - Need #2: The economic vitality of the area is limited by the inadequacies of the existing infrastructure.
 - Need #3: There are 12 fish passage barriers within the project limits, that will be addressed.
- Three Complete Streets concepts were presented (slides 37-39).

Questions and Comments:

- 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.

4. Next Steps:

- Develop driveway access management
- Screen roundabout locations and limited access ROW
- Facility maintenance
- Community engagement
- Schedule Technical Advisory Committee Meeting #2