

SR 522 Complete Streets Design

Technical Advisory Committee

Meeting title: Technical Advisory Committee Meeting #3

Date: Wednesday, July 30, 2025

Time: 2:00-3:30

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), Matt Ojala (Snohomish County), Emily Griffith (Snohomish County), Chris Simmons (Community Transit), Nathan Howard (Snohomish County Public Works), Stephen Phillips (Snohomish County PDS), Raechel Morera (Economic Alliance Snohomish County), Doug McCormick (Snohomish County PW), Mohammad Uddin (Snohomish County), Ben Davis (Snohomish PUD), Matt McReynolds (Snohomish PUD)

Summary:

Washington State Department of Transportation (WSDOT) hosted the third 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.

2. Community Engagement Update:

- Five listening sessions have been held with community members to provide an overview of the project and solicit feedback regarding active transportation facilities.
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- 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.
- A community survey will be launched at the end of summer to seek feedback. An update will be shared at the next TWG meeting.

3. Echo Lake Rd / Fales Rd Interchange:

- The project includes some improvements to SR 522 ramps at the interchange with Echo Lake Rd and Fales Rd, east of the Paradise Lake Road interchange. WSDOT is seeking to understand whether Snohomish County has any future active transportation plans for Echo Lake Rd or Fales Rd. This ensures that WSDOT can design in a way that is forward compatible with the county's plans.
- Comments from participants:
 1. Snohomish County: There are no projects planned for the Echo Lake Rd / Fales Rd corridor.

4. Paradise Lake Rd Interchange – Complete Streets Design Alternatives

- Comments from participants:
 1. Public Utilities: Would like to coordinate a separate meeting with WSDOT regarding their transmission line.
 1. Action item: WSDOT will follow up to coordinate a meeting.
- The yellow lines shown comprise the baseline roadway alignment of the project (slide 17) to replace Paradise Lake Rd with an interchange, underpass and roundabouts. Those roads are eligible for Complete Streets.

5. Alternatives Discussion:

- Alternative 1: Separated Bike Lanes (sidewalk level)
 - Places bike lanes flush with sidewalks, separating all active transportation users from roadway traffic.
- Alternative 2: Separated Bike Lanes (street level)
 - Places bike lanes at the street level, providing a buffer between pedestrians and higher-speed modes.
- Alternative 3: Separated Two-Way Bike Lanes
 - Provides a two-way bike lane system that allows for more passing opportunities for cyclists traveling at different speeds.
- Alternative 4: Shared-Use Path
 - Provides a narrower footprint compared to Alternative 3, but mixes bikes and pedestrians on a single facility. Sidewalks will still be present on other side of streets.

4. Discussion:

- Five questions were posed to TWG members:
 - Do you have any concerns about the 4 alternatives?
 - Are there hybrid or additional complete streets alternatives you think should be considered?

- Any feedback/concerns with potential impacts (Right-of-Way, Maintenance, Stormwater / Hydraulics, Environmental, Utilities)?
- What do you think is the primary destination for roadway users?
- What is or could be the primary destination for people walking and biking?
- Participant questions and comments:
 - Snohomish County:
 1. What is the width of Alternative 4?
 1. WSDOT response: it would be 12' width plus 2' of shoulder on each side, 16' total.
 2. Noted Alternative 4 is a good option due to the smaller footprint compared to the other options and fits well with the Centennial Trail.
 3. Noted liking the shared use path and leans toward options with bike facilities on at least one side, indicating it would reduce bike traffic on both sides. Having it on the north side makes sense due to greater connectivity compared to the south side.
 4. Would like sidewalks on both sides.
 - Community Transit:
 1. Has an analysis been done regarding the size or auto-turn of the roundabouts?
 1. WSDOT response: Not yet. We will do that analysis when alternatives are refined.
 2. Action item: WSDOT will reach out to Community Transit to confirm the proper vehicle specifications before conducting its auto-turn analysis.
 - City of Monroe:
 1. Has there been talk about moving all sidewalk and bike to one large shared path on one side of the road, perhaps providing for more greenspace buffer between the path and travel lanes, and reducing the number of crossings with the mainline? Said differently, no sidewalk on the south side of SR524 between the roundabouts.
 1. WSDOT response: WSDOT prefers designs with pedestrian infrastructure on both sides where feasible. The benefit of a two-way cycle track is that it allows for easier passing for cyclists travelling at different speeds, which is not typically a concern for pedestrians. If there is community feedback demonstrating a preference for one-sided facilities, or some impact to the feasibility of a both-sides design, WSDOT will consider it. This analysis was done with both sides being active for multimodal use.

5. Preliminary Evaluation:

- Baseline Needs: Two baseline needs have been identified regarding traffic safety and mobility issues.
 - Baseline need 1: Address traffic safety issues.
 - 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.
- Baseline need 2: 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.
- Contextual Needs: Three contextual needs have been identified so far.
 - Contextual need 1: Create more connectivity for non-motorized modes of transportation throughout the area to ensure forward compatibility with future needs and projects.
 - Contextual 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.
 - Contextual 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.

6. Complete Streets Evaluation Criteria

- **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 each alternative affects various 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 be to the timeline of each alternative's implementation?
- **Cost:** Preliminary cost estimates for construction, maintenance, and operation of each alternative

7. Preliminary Qualitative Pre-Screening Results

- All projects meet LTS 2 for pedestrians and bicyclists

- The shared-use path alternative has fewer crossings and conflict points than the other alternatives.
- WSDOT is still developing more information about environmental, community needs and complexity.

3. **Next Steps:**

- Prepare for further discussion regarding:
 - Driveway access management
 - Connections to existing network – specifically WSDOT is interested in compatibility with Snohomish County's own Complete Streets initiatives
 - Roundabout locations and limited access right of way
 - Facility maintenance
- Continue community engagement
- Schedule Technical Advisory Committee Meeting #4

