



Agenda
City Council Workshop
February 26, 2026 | 5:00 PM

Stanwood-Camano School District, Admin. Building Board Room
26920 Pioneer Highway, Stanwood, WA 98292

- 1. Call to Order**
- 2. New Business**
 - a. SR 532 Corridor Study
- 3. Adjourn**



CITY OF STANWOOD CITY COUNCIL STAFF REPORT

ITEM NUMBER: 2.a.
DATE: February 26, 2026
SUBJECT: SR 532 Study Update
CONTACT PERSON: Patricia Love, Community Development Director
ATTACHMENT(S): 1 – SR 532 Corridor Plan Presentation Materials

PURPOSE

The purpose of this staff report is to present the draft findings of the SR 532 Corridor Plan prepared by Transpo Group prior to submittal to the Washington State Department of Transportation for formal review.

BACKGROUND

Included in the 2025/2026 workplan is funding for an SR 532 corridor study that includes the development of an Intersection Control Evaluation (ICE) for the major intersections along SR 532. The intent of the corridor plan is to create a long-term strategy for improving mobility, safety, and accessibility along the corridor. Transpo Group, the City's on-call traffic engineering firm, was selected to lead this study.

The purpose of the study is to assess current and future traffic operations at key intersections with the primary goal to plan for the long-term transportation and pedestrian/bicycle mobility needs along the corridor. The study analyzes various traffic control measures, including roundabouts and access management solutions, to improve traffic safety, and active transportation access along the corridor.

DISCUSSION

The study evaluated seven intersections along SR 532 within the City of Stanwood's jurisdictional limits. The analysis included existing and projected traffic volumes, Level of Service (LOS) under current conditions and at full buildout, and pedestrian/bicycle access and safety considerations. The goal was to identify corridor improvements and projects to address current and future transportation needs.

To support this effort, the City formed an advisory committee comprised of agencies that rely on SR 532 to deliver essential services. The committee included representatives from

Police, Fire, Community Transit, Island Transit, Snow Goose Transit, the Stanwood-Camano School District, and Public Works staff from both Snohomish and Island Counties.

Based on feedback from City staff and the advisory committee, a set of recommendations has been developed for Council consideration. The proposed improvements are organized into high, medium, and low-priority categories. The intent is to establish a long-term, phased strategy to improve traffic flow and enhance pedestrian access and safety along the corridor. Each intersection improvement is designed to function independently while also contributing to the overall performance and vehicle flow on the SR 532 corridor. This provides flexibility as funding opportunities and development timing evolve.

Paul Sharman and Patrick Lynch of Transpo Group will brief Council on the study methodology, findings and recommended improvements.

FINANCIAL IMPACT

The corridor study is currently in the early design phase; therefore, detailed cost estimates have not yet been developed. Staff anticipates that construction of roundabouts will likely require external funding support and will be pursued through state and/or federal grant opportunities. In contrast, the access management improvements may be achievable within existing or planned City and Washington State Department of Transportation (WSDOT) budget allocations, depending on final design and prioritization.

Completion of the intersection control evaluation positions the City to formally incorporate site specific projects into the Capital Improvement Plan (CIP) and Transportation Improvement Program (TIP). Inclusion of these projects on the CIP and TIP lists meets the eligibility requirements to compete for transportation funding opportunities through the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC), as many state and regional grant programs require projects to be included in adopted planning documents prior to award consideration.

RECOMMENDATIONS

Staff Recommendation:

Staff is seeking Council comments and suggestions on the draft study prior to submittal to the Washington State Department of Transportation for formal review.

RECOMMENDED MOTION

None; Discussion Item



SR 532 CORRIDOR STUDY

02/26/26 – City Council Presentation

transpogroup 
WHAT TRANSPORTATION CAN BE.

SR 532 CORRIDOR STUDY

1. Background and Project Needs
2. Existing Operations
3. Design Alternatives
4. Operational and Safety Performance Analysis
5. Next Steps

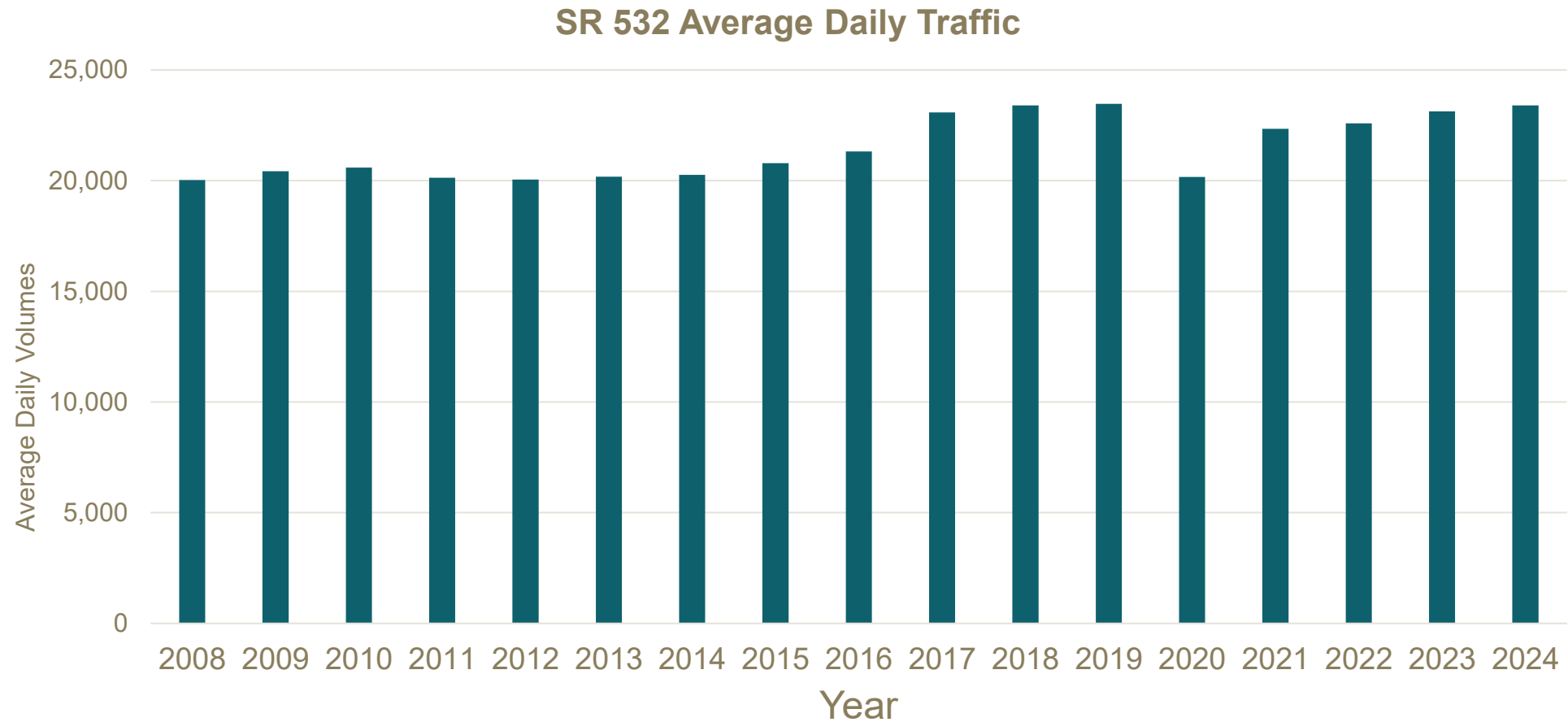


BACKGROUND AND PROJECT NEEDS



- Corridor has competing needs:
 - Regional travel route (Camano Island to I-5)
 - Downtown 'main street'
 - Local business access
- Vision for multimodal corridor that safely accommodates all modes

AVERAGE DAILY TRAFFIC ON SR 532



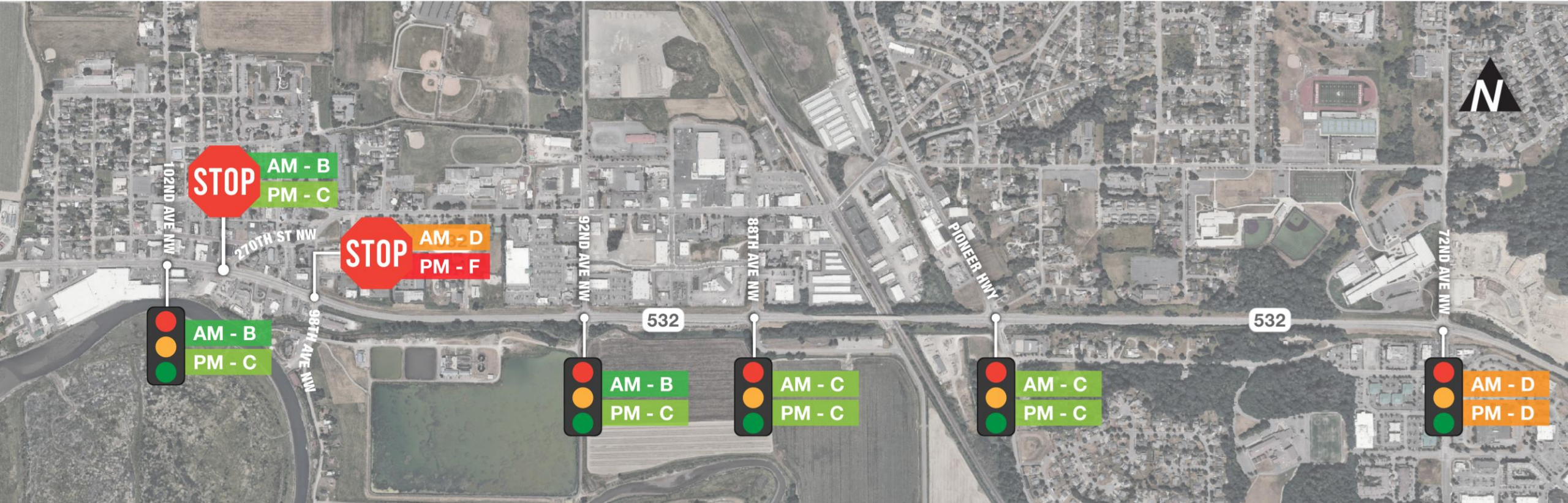
EXISTING MULTIMODAL FACILITIES



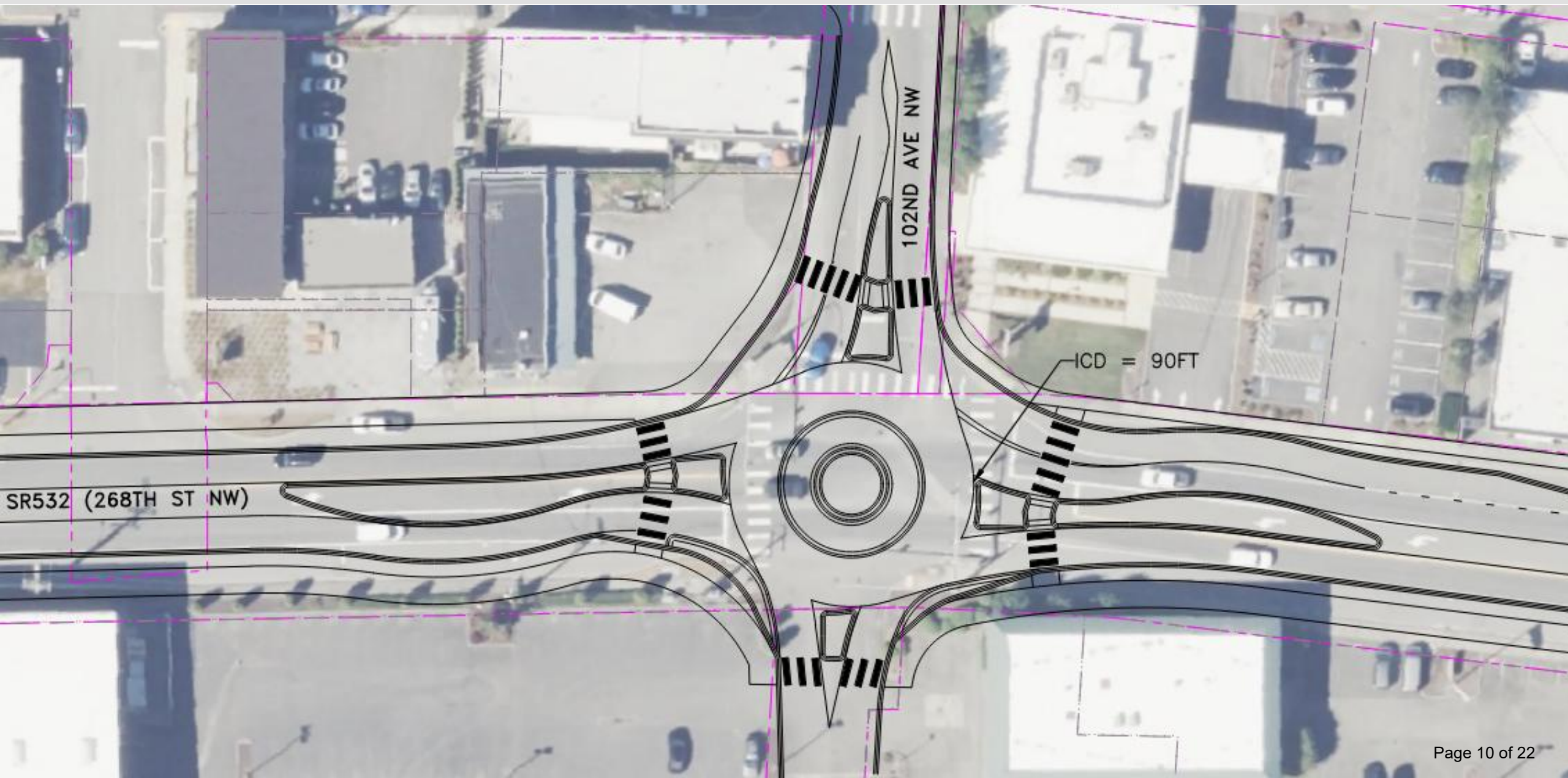
Vision for multimodal corridor that safely accommodates all modes

- Limited pedestrian and bicycle infrastructure today
- Corridor conceptual design to reduce gaps in network

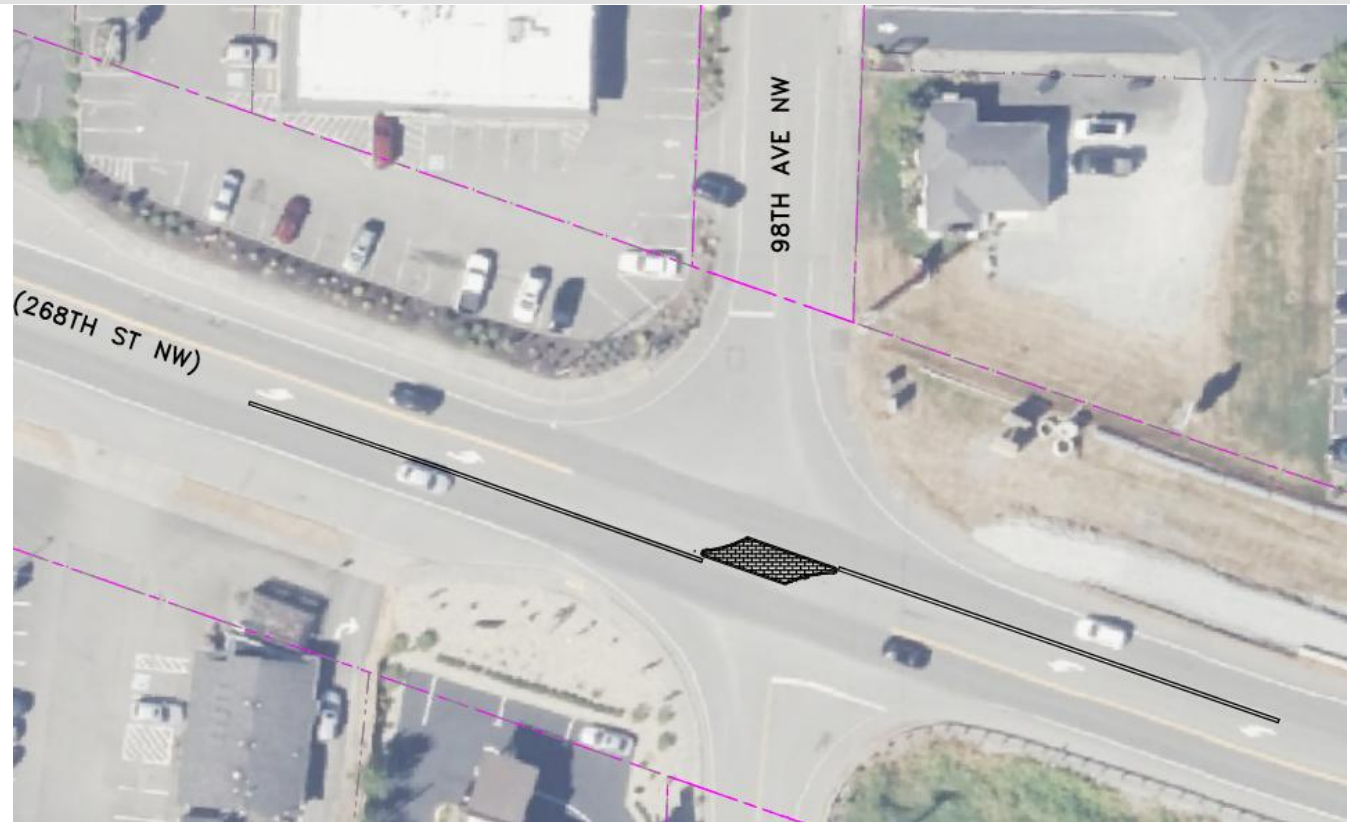
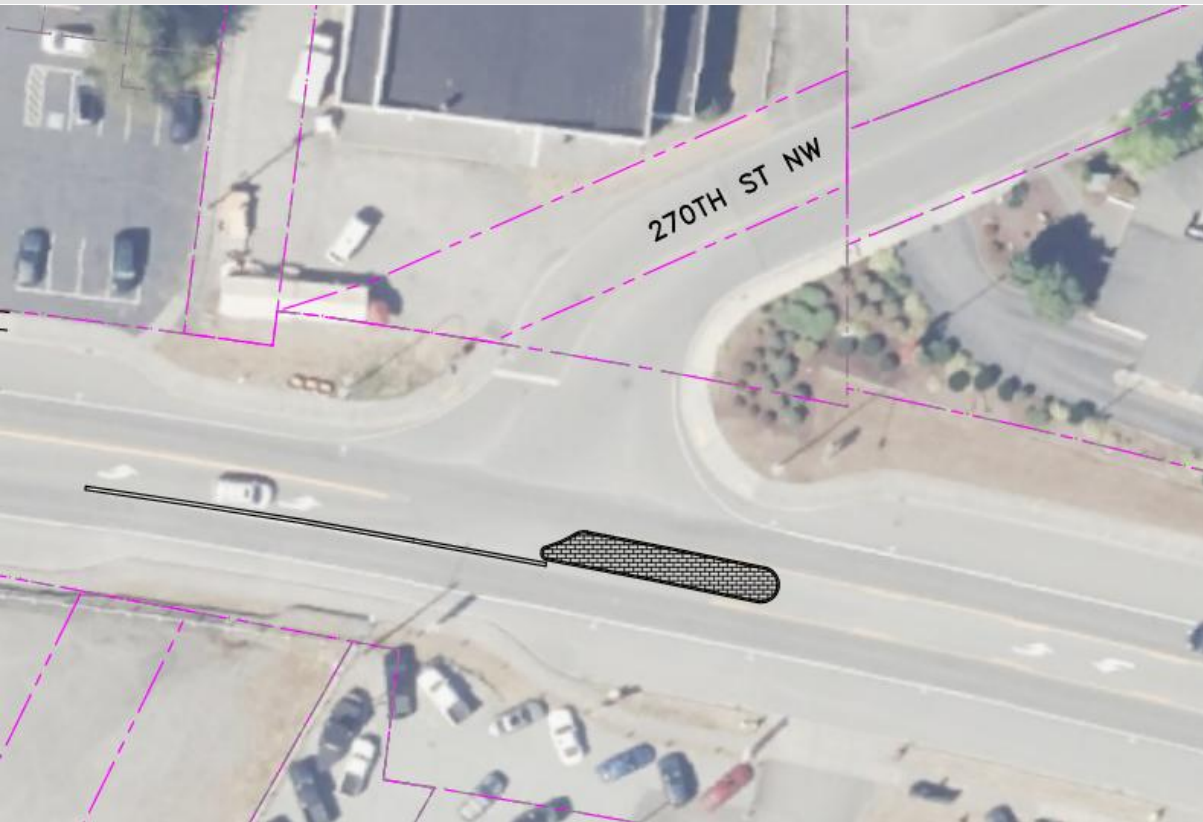
EXISTING LOS (AM/PM PEAK)



102ND AVE NW / SR 532 RAB DESIGN



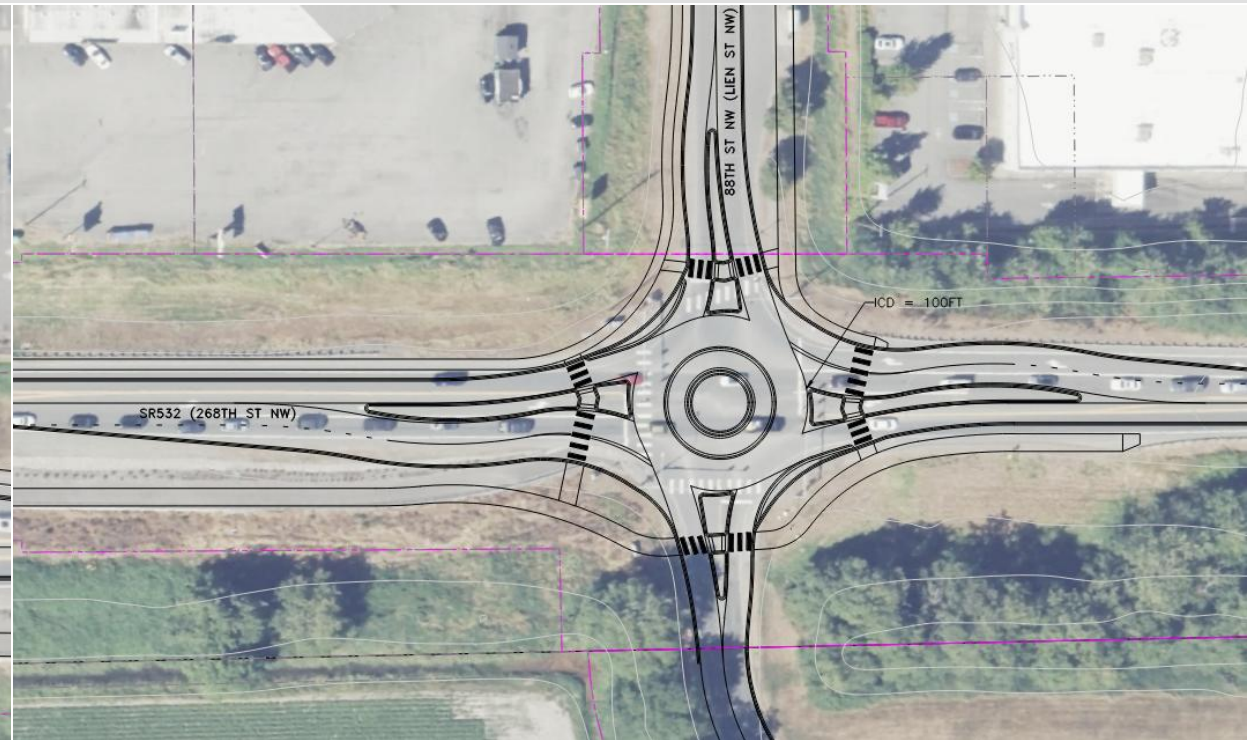
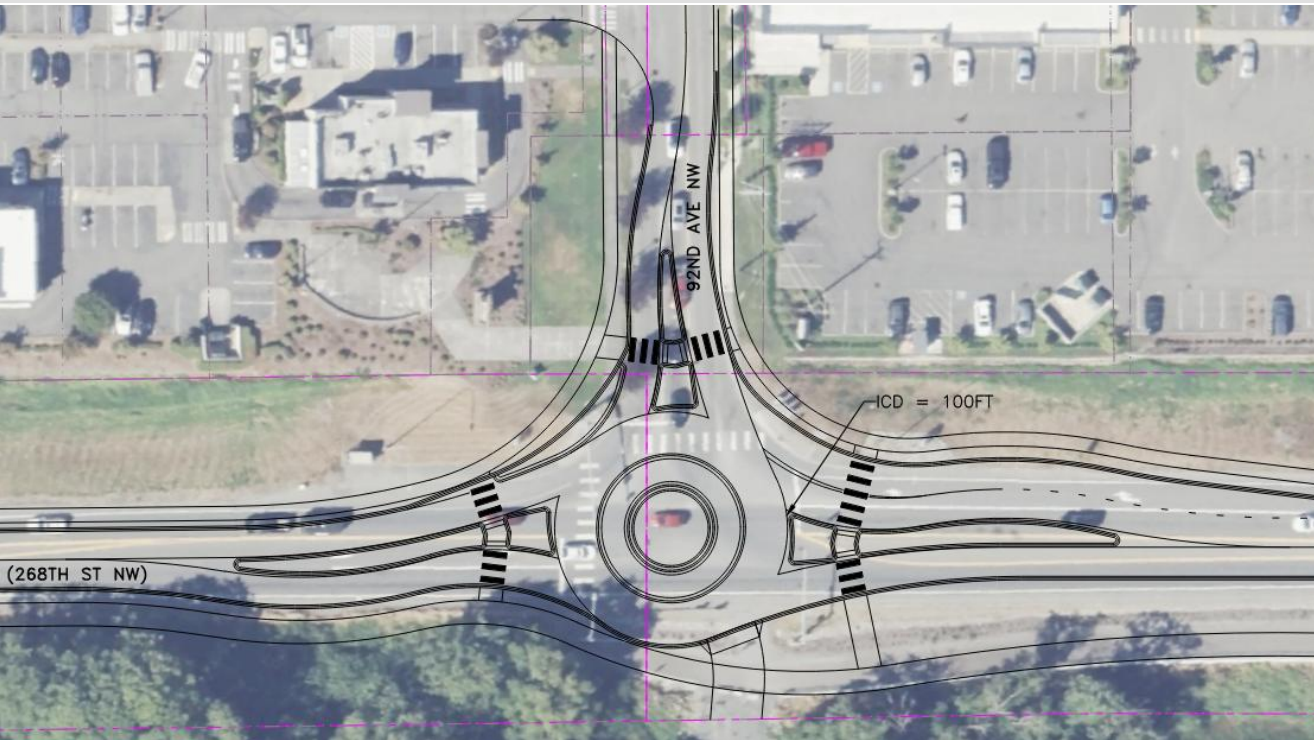
RIGHT OUT RESTRICTIONS



Eliminate left turns from 270th (Camano) & 98th Ave onto SR 532

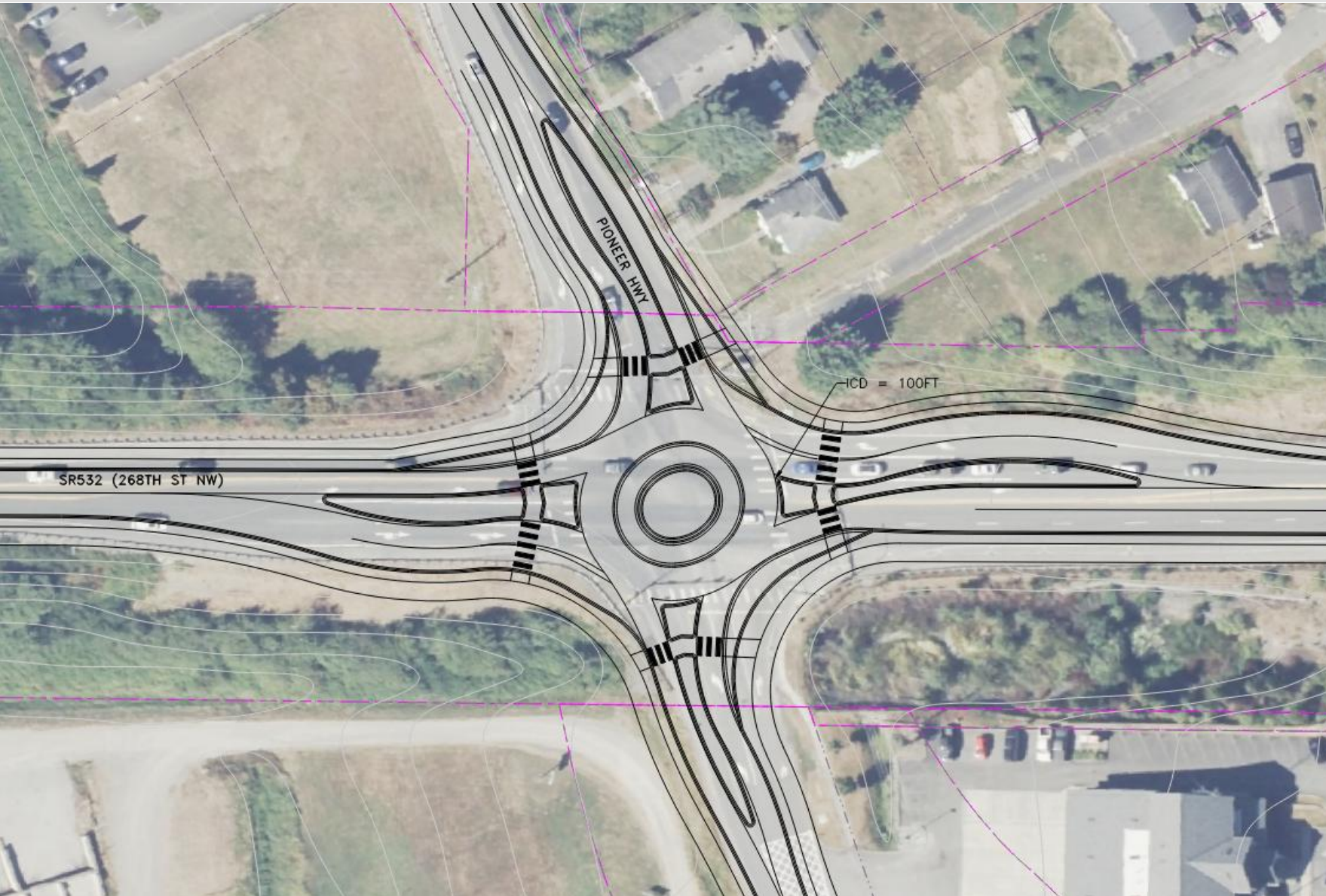
- Improve traffic operations, and reduce conflicts (improve safety)

92ND & 88TH RAB DESIGNS



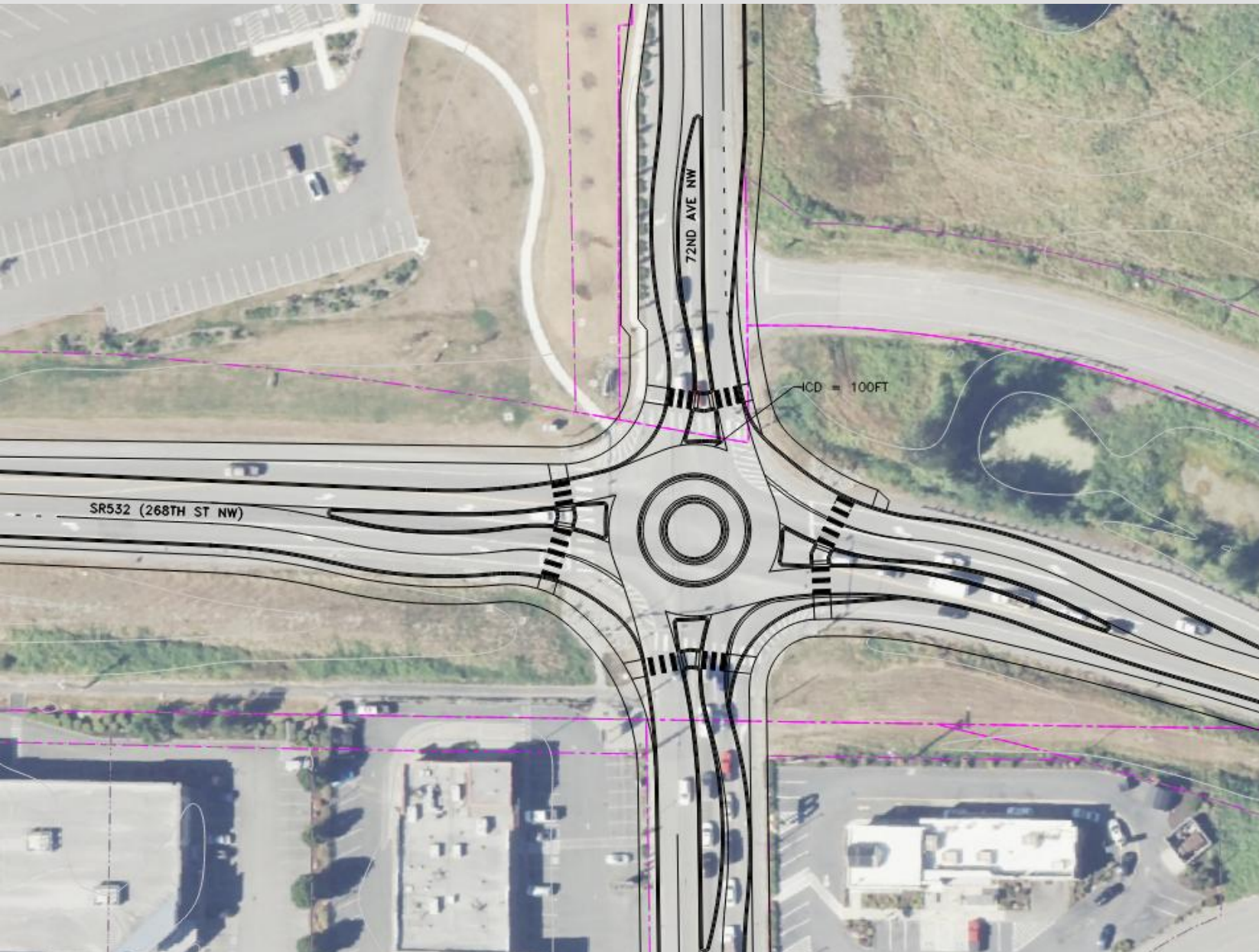
Limited right-of-way, environmental or design constraints

PIONEER HWY / SR 532 RAB DESIGN



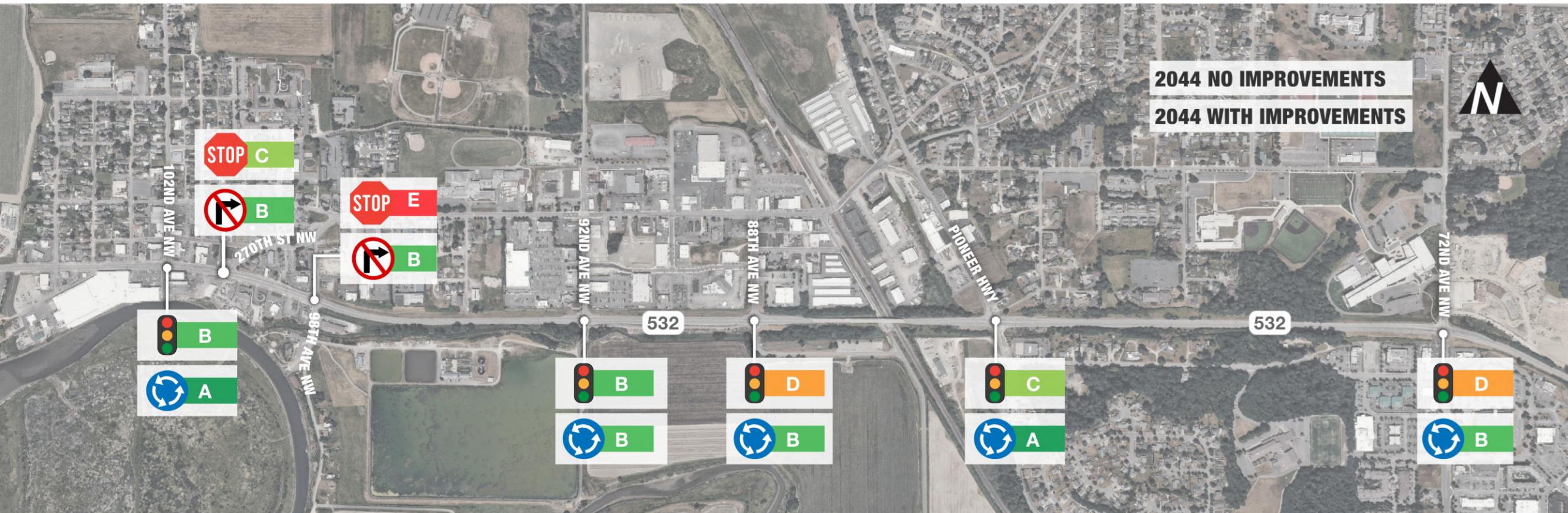
- Westbound and eastbound right turn lanes
- Truck aprons to accommodate larger vehicle turns
- Pedestrian actuated RRFB or beacon

72ND AVE NW / SR 532 RAB FEASIBILITY



- Westbound and eastbound right turn lanes
- Truck aprons to accommodate larger vehicle turns
- Pedestrian actuated RRFB or beacon

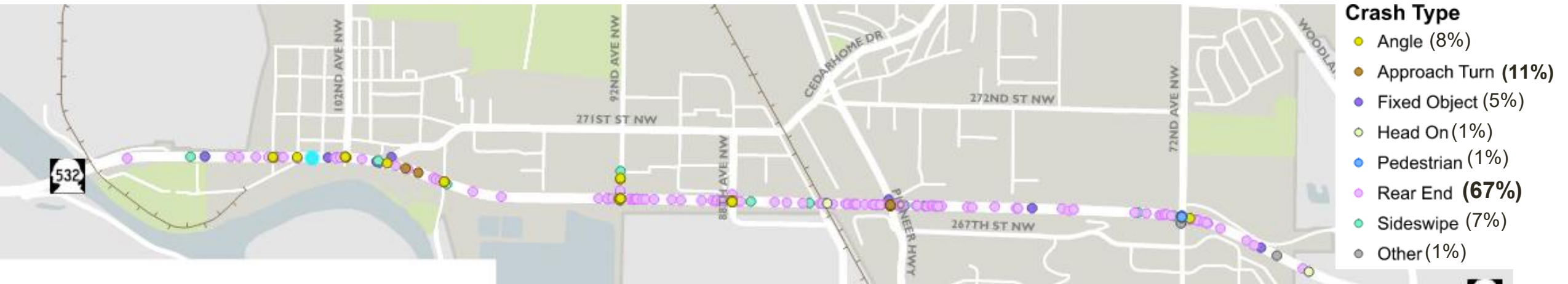
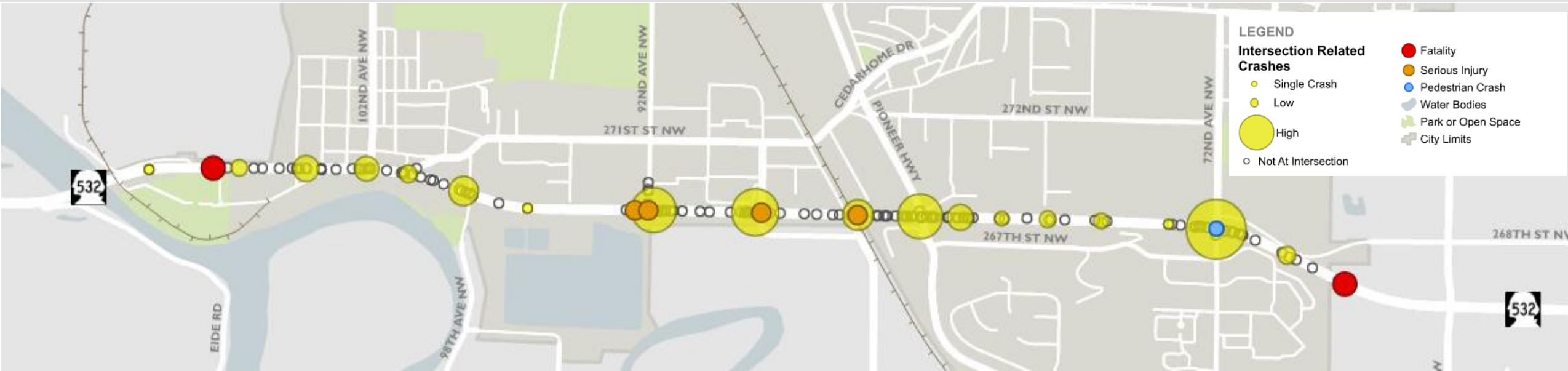
AM PEAK – 2044 BASELINE / WITH IMPROVEMENTS



PM PEAK – 2044 BASELINE AND WITH PROJECT



TRAFFIC SAFETY (2020-2024)



TRAFFIC SAFETY

Table 4. Five-Year Collision Summary – 2020 to 2024

Location	Traffic Control	Number of Collisions					Total	Annual Average	PDO ¹ /		
		2020	2021	2022	2023	2024			Minor Injury	Serious Injury	Fatalities
<i>Intersections</i>											
1. SR 532/102nd Ave	Signalized	4	1	0	1	1	7	1.40	7	0	0
2. SR 532/270th St NW	Unsignalized	1	0	0	1	1	3	0.60	3	0	0
3. SR 532/98th Dr NW	Unsignalized	1	0	2	4	2	9	1.80	9	0	0
4. SR 532/92nd Ave NW	Signalized	2	2	4	4	5	17	3.40	16	1	0
5. SR 532/88th Ave NW	Signalized	1	2	3	4	3	13	2.60	12	1	0
6. SR 532/Pioneer Hwy	Signalized	4	1	2	2	3	12	2.40	12	0	0
7. SR 532/72nd Ave NW	Signalized	2	4	6	6	2	20	4.00	20	0	0

- Signal -> Roundabout conversion anticipates an ~21% reduction in collisions
- Roundabouts provide safer crossings for peds / bikes by narrowing crossing distance, median islands, and reducing speeds

ALTERNATIVES COMPARISON

- RABs / right-out changes provide better operations, improve safety and active mode accommodation but come at significant increased capital cost.
- RABs have lower annual maintenance costs

	No Build	Build
Operations		X
Safety		X
Active Mode Accommodation		X
Cost	X	

DRAFT RECOMMENDATIONS

Long term goal to convert signals to roundabouts

High Priority:

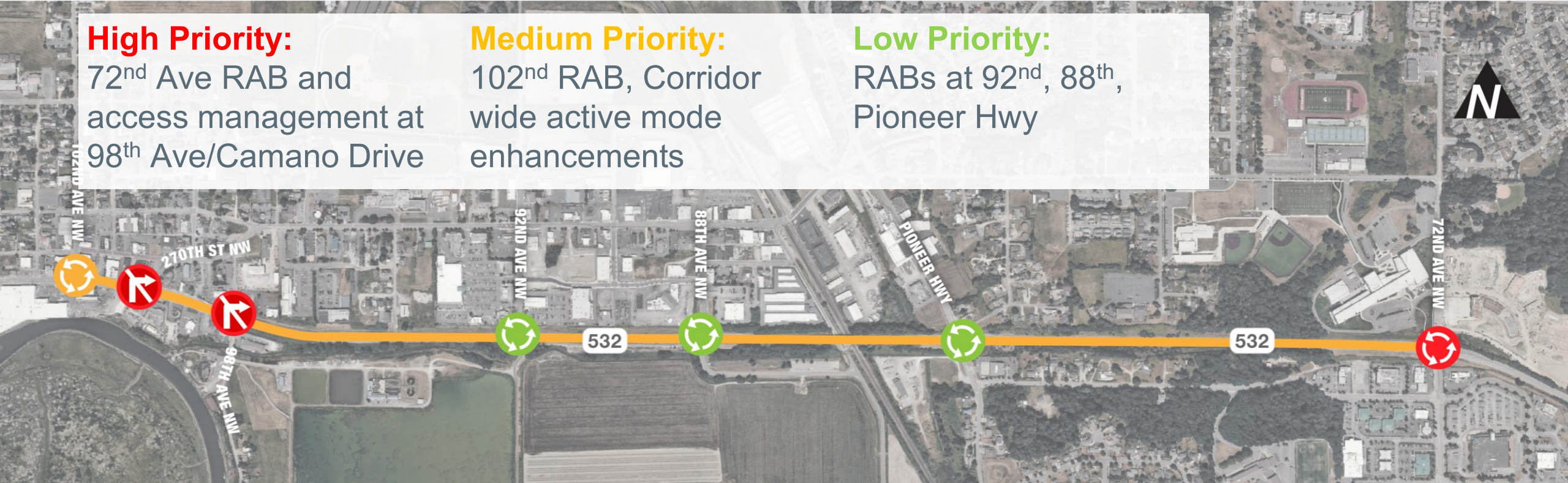
72nd Ave RAB and access management at 98th Ave/Camano Drive

Medium Priority:

102nd RAB, Corridor wide active mode enhancements

Low Priority:

RABs at 92nd, 88th, Pioneer Hwy

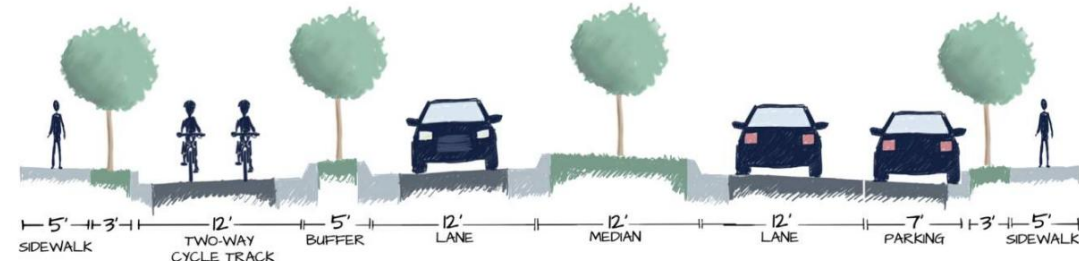
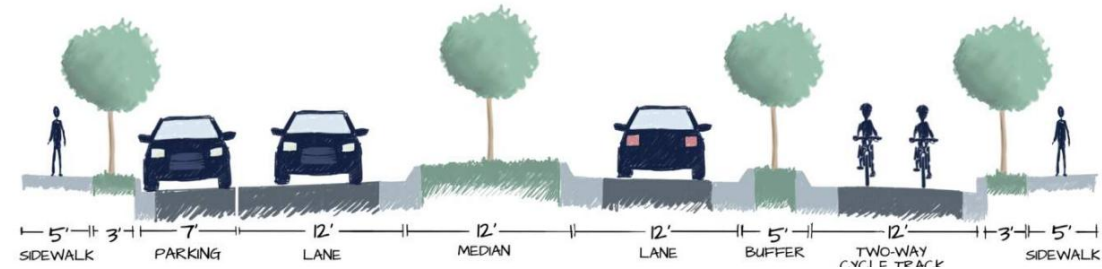
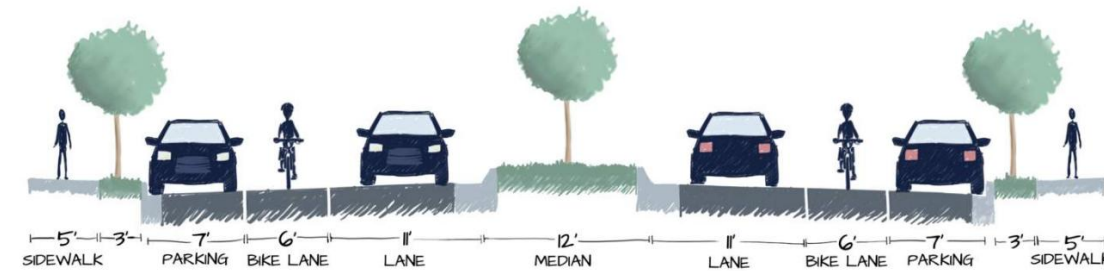


NEXT STEPS: CORRIDOR CONCEPTUAL DESIGN

Corridor wide (102nd to 72nd) conceptual design to include:

- Recommended intersection improvements (including active mode accommodation & crossings)
- Active mode facilities for LTS 2 or better based on WSDOT LTS methodology
 - Buffered bike lanes, sidewalks, multiuse path, mid-block crossings, etc.
- Planning level cost estimates

Potential cross sections identified in previous studies



QUESTIONS?