



City Council Committee Meeting Agenda

Public Works / Parks Committee

This meeting will be conducted by telephone and online, connection information will be posted on the City Website calendar – <https://www.stanwoodwa.org>

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Meeting ID: 832 6826 4998
Passcode: 820755
Join by Telephone: (253) 215-8782

Monday, September 13, 2021 5:30 PM

1. SR 532 Survey Results



**CITY OF STANWOOD
PUBLIC WORKS/PARKS COMMITTEE
AGENDA STAFF REPORT**

DATE: September 13, 2021
SUBJECT: September PWC Agenda Topics
FROM: Patricia Love, Community Development Director

1. SR 532 Survey Results

Attached is the SR 532 Bypass Executive Summary prepared by Brett Schock, PE, with Transpo Group which discusses the results of the online open house SR 532 Stanwood Mobility Survey. This survey was prepared following the results of a 2019 traffic study in the SR 532 corridor which identified the intersection of SR 532 and 102nd Avenue as a major congestion point. The summary is now ready for review by staff and at the Public Works Committee.

MEMORANDUM

Date:	September 9, 2021	TG:	21010.03
To:	Patricia Love, City of Stanwood		
From:	Brett Schock, PE, AICP, RSP2i, Transpo Group		
cc:	Patrick Lynch, AICP, Transpo Group		
Subject:	Executive Summary: SR 532 Bypass and Downtown Corridor Project and Public Engagement		

The SR 532 Bypass and Downtown Corridor Project seeks to alleviate congestion in Downtown Stanwood and reimagine SR 532 through Downtown as a multimodal corridor. One of the proposed methods to improve the function of the SR 532 Downtown Corridor is to provide a bypass on the northwest side of Downtown. The project will prepare a plan for an alignment of the bypass roadway and a plan for the SR 532 corridor in Downtown based on an engineering feasibility analysis and the feedback of the public who will be affected by the transportation changes.

A 2019 study of traffic in the SR 532 corridor identified the intersection of SR 532 and 102nd Avenue NW as a major congestion point. The study identified that rather than widening SR 532 through Downtown, a bypass could divert as much as 20% of the corridor traffic away from Downtown. Diversion of traffic would help alleviate congestion and delay along the corridor. The reduced volume allows the existing section to be redesigned to better accommodate all modes, including improved walking and biking conditions, without reducing level of service for vehicle traffic.

SR 532 Stanwood Mobility Survey

The stakeholder and public engagement strategy was focused on an online open house format, linked from the City's website. An online open house allows the stakeholders and public to review project information and provide feedback at a time when it is convenient for them. The online open house helps to address barriers to public engagement from overlapping time commitments, child and family care concerns, and public speaking fears. In addition, online-based engagement meets the current public health guidance and requirements related to COVID-19. Online engagement does have barriers for those who are less familiar or comfortable in an online environment or those without easy access to high-speed internet. Paper copies of the survey and website information were made available and provided by the City upon request. The results of all responses are included in the public engagement data. The survey was advertised by the City through email blasts, posts on the City's website, and social media posts by the City. Advertising of the survey was conducted at the survey kickoff and a second round of advertising and announcements were made one week prior to the closure of the online survey. The project information remains available to the public, although the survey has been disabled.

The online open house was designed around three objectives:

1. Find out how the public feels SR 532 is functioning today
2. Learn about priorities and gather feedback on routing for a northwest SR 532 bypass
3. Learn about priorities and gather feedback on cross section options for SR 532 in Downtown

Summary of Responses

The online and paper survey received 107 total responses in the five weeks that the online survey was active (June 21, 2021 through July 24, 2021). Respondents self-identified their geographic location. Half of the 107 responses were received from Camano Island residents. Only 8-percent of responses were from those living in Downtown Stanwood. The remaining responses were split between Uptown Stanwood, unincorporated Snohomish County and a few identified as “other”. Because the majority of the responses came from outside of the City of Stanwood, both the total responses, and the responses broken down by self-reported geography were analyzed.

Project Goals

The project team, working with the City of Stanwood, identified four goals guiding the project. The public was asked to rank the importance of the goals. The project team’s goals include:

- Relief of traffic congestion along SR 532 in Downtown Stanwood
- Comfortable, safer walking and biking mobility within Downtown Stanwood
- Reduced travel times between Camano Island, Skagit County, and the I-5 Corridor
- Create a sense of community and commerce within Downtown Stanwood

Relief of congestion and reducing travel times through Stanwood ranked highest, and creating a safer multimodal environment and a sense of community in Downtown ranked lower. Considering the geographical split of responses, the distribution of support for the project’s goals is not unexpected.

The survey sought feedback on what is and is not working well on SR 532 under existing conditions. The public felt that SR 532 is currently functioning well as a roadway for regional traffic with good business access and parking. SR 532 falls short as an attractive point of community pride and as a safe and comfortable environment for pedestrians and cyclists.

A graphical summary of the responses on the project goals is included in the appendix.

SR 532 Bypass Alignment

Alignment Alternatives Design Process

Many factors were considered by the project team in the process of evaluating potential alternative alignments for the bypass. The range of considerations included, but was not limited to:

- Design speed for vehicle traffic, including measures to calm or otherwise limit high end vehicle speeds
- Alignment with future City roundabout, roadway, park and trail development plans
- Limiting impacts to existing residential and commercial development
- Limiting impacts of right of way acquisition to the function and utility of existing farms and potentially divided parcels
- Crossing or aligning with the BNSF right of way, and the potential for delays in construction timeline from negotiation with the railroad
- Environmental concerns for wetlands and waterways on the west side of Downtown

The design team created several possible alignments through three design areas:

- **Southern segment**, with alternative tie-in locations to SR 532 between the existing bridge and the future Ovenell park entrance and roundabout.
- **Central segment**, with alignments that had a range of potential impacts from right of way acquisition on the existing and future function of farm lands, and considered the environmental factors related to wetlands and waterways.

- **Northern segment**, with alternative tie-ins within the City of Stanwood, north into unincorporated Snohomish County, and several options for crossing, aligning with or avoiding the BNSF railroad.

Options within each segment were developed along with pros and cons for evaluation by the project team and the City. Based on City feedback, several alignments were chosen to advance to the public feedback stage of the project.

Alignment Design Factors

To determine the best alignment for a bypass, five factors were considered by the project team as the highest priority and were presented to the public for feedback:

1. Impacts to farmland and right of way acquisition
2. Crossing or following of the existing BNSF railroad right of way
3. Estimated project cost and complexity
4. Traffic speed, including both the travel time for the bypass and calming speeds to meet posted speed limits
5. Time to construct, including permitting complexity and grant funding possibilities

The public was asked to rate the design factors based on their level of concern. Overall, traffic speed and farmland/right of way impacts were of the most concern. Project cost and railroad-related issues were of least concern. Summary plots of the of the responses to design factors for the alignment are included in the appendix.

When looked at by geography, the highest concern factors change. Camano Island residents considered time to construct and traffic speed to be the most important. Snohomish County residents were most concerned with farmland/right of way and the railroad crossing. Downtown Stanwood residents were least concerned about cost but had traffic speed and farmland/right of way listed as high concerns.

Alignment Alternatives

Five conceptual alignments were developed based on the process and factors described above. A description of each alignment and descriptions of how each addressed the factors was provided to the public on the open house website. A depiction of each of the five alignments is included in the appendix.

Overall, bypass alignment B, which meets SR 532 at the future Ovenell park entrance roundabout, does not split existing farmlands, and meets 102nd Ave NW just south of the BNSF railroad, was preferred by the majority of respondents. The least preferred option was alignment E, which adds a new roundabout intersection, does require splitting of existing farms, follows/crosses the BNSF alignment, and intersects 102nd Ave NW north of the City limits. Camano Island respondents' preferences did match the totals, as did Downtown Stanwood. Snohomish County residents favored E as much as B, and uptown Stanwood actually preferred alignment A, which closely follows the existing Stanwood western City limits. Graphical summaries of the responses are included in the appendix.

In an open-ended follow up question on why the preferred alignment was selected, respondents cited alignment B's favorable balance of farmland and right of way impacts, compared to other alignments, and its compatibility with the planned roundabouts on SR 532 and future Ovenell Park.

SR 532 Downtown Section

Downtown Section Alternatives Design Process

Several types of bicycle facility were considered by the project team for the downtown segment between the roundabouts at the future Ovenell Park and 92nd Avenue NW. Regardless of the type of bicycle facility, maintaining or widening the existing sidewalks, adding street trees and improved plantings in existing planter strips, and installing curbed medians with street trees and other landscaping were considered for all alternatives. The reduction or elimination of on-street parking was considered for all revised sections.

Bicycle facility types considered included:

- Striped bicycle lanes, repurposing existing wide on-street parking
- Buffered bicycle lanes, with striped buffers and possible intermittent physical barriers in the buffer where not conflicting with driveways
- Shared use paths, widening and/or replacing existing sidewalks on one or both sides
- Raised cycle tracks, one- or two-way, on either the north or south side of the street
- Median-protected cycle tracks, one- or two-way on either the north or south side of the street

The design team considered not only the existing development and roadway infrastructure, but future City plans for parks and trails, including Ovenell Park, a trail connection near the 92nd Avenue NW roundabout, and potential future extension of the bicycle facilities east of 92nd Avenue NW.

Optional sections were developed along with pros and cons for evaluation by the project team and the City. Based on City feedback, several sections were chosen to advance to the public feedback stage of the project.

Section Design Factors

The survey asked respondents to also rate factors used to develop alternative sections for SR 532 through Downtown Stanwood. The five factors considered by the project team were:

1. Bicycle and pedestrian safety and comfort
2. On-street parking
3. Roadway aesthetics
4. Efficient vehicle throughput
5. Maintaining left turns and business access points (access management)

Overall, efficient vehicle throughput and maintaining left turns were rated as the highest concerns. Bicycle and pedestrian safety and comfort and on-street parking were rated as the least concerns. Summary plots of the of the responses to design factors for the Downtown section are included in the appendix.

Downtown Section Alternatives

Four conceptual sections for SR 532 through Downtown Stanwood were developed for the survey. The sections incorporate either painted bike lanes between the existing curbs or a median-separated two-way cycle track. Reducing the total number of lanes and increasing the number of street trees in the roadside planter strips and new curbed medians is common between all four sections. All downtown alternatives require the bypass to be constructed to operate within City standards for acceptable level of service. The four section figures can be found in the appendix.

The geographic differences for the factors for the Downtown section were more pronounced than for the bypass. Parking and active mode (bicycle and pedestrian) safety were the highest-rated factors for Downtown Stanwood respondents, while all other geographies rated parking and active mode factors of least concern. Camano Island residents were the only location to highly rate efficient vehicle throughput.

There was no clear choice, overall, for the Downtown section. The geographical concerns of the various respondents weighed heavily on the final selections. Sections A (bike lanes) and C (south side two-way cycle track) tied in the total votes, Downtown Stanwood respondents, who would likely most benefit from many of the improvements in any of the sections, preferred Sections B (buffered bike lanes) and D (north side two-way cycle track). The vote totals for each preferred section were nearly tied. Graphical summaries of the responses are included in the appendix.

In an open-ended follow up question on why the preferred section was chosen, Camano Island residents preferred dedicated separated bike facilities (two-way cycle tracks) to mixed-traffic striped bike lanes. While some respondents had concerns about a loss of on-street parking, primarily from areas outside of Downtown Stanwood, Downtown Stanwood residents favored sections that reduced or eliminated parking on SR 532.

General Public Comments

The survey concluded with open-ended questions about any other concerns, factors or suggestions for the project. A “word cloud” style assessment of the common words in the responses, and review of the individual comments yielded a few concerns for the project team to consider. A lack of viable solutions for westbound or southbound traffic was expressed. There was a general lower level of support for accommodation of active modes, especially from those on Camano Island and in Snohomish County. Several respondents spoke favorably of the future plan for roundabouts and expressed a desire for both the bypass and Downtown projects to integrate with roundabouts.

SR 532 Public Engagement Summary

Public engagement is an important component of the recommended bypass alignment and Downtown section for the project. The online open house was successful in obtaining feedback from the public on the project process and progress.

As a result of the feedback received, bypass alignment alternative B is proposed to be advanced as the recommended alternative for the SR 532 bypass.

The public feedback was not definitive on a preferred Downtown section. The preference for considering safety benefits expressed by Downtown Stanwood respondents favors the modally separated cycle tracks (Alternatives C and D). Further engineering analysis on the feasibility and impacts of the modally separated alternatives, compared to striped bike lanes, will be used to determine the recommended alternative.

ATTACHMENT A

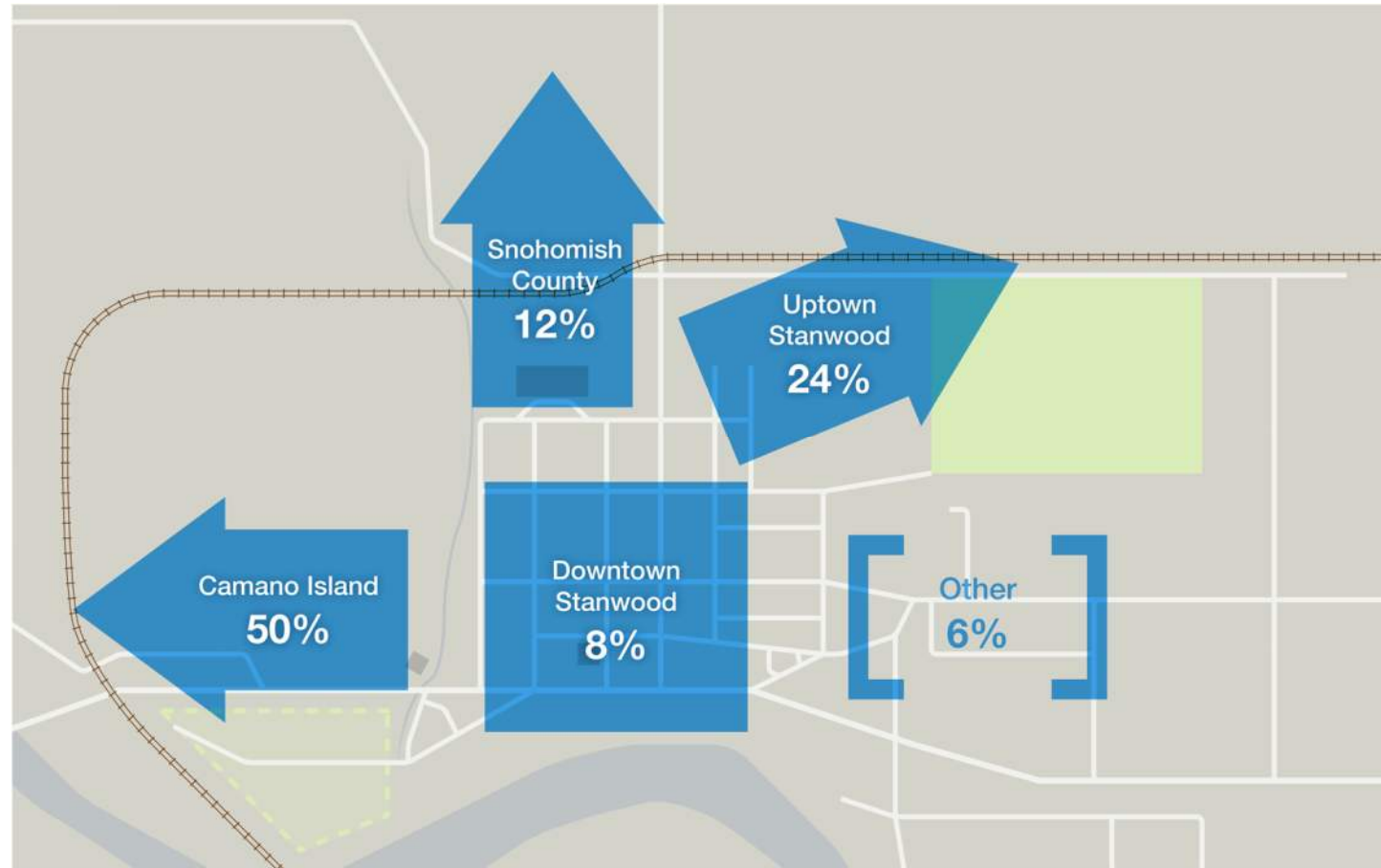
Respondent Geographical Distribution

Project Goals Feedback

SURVEY DESIGN

Survey Respondents

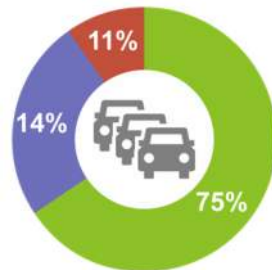
107 Total Responses



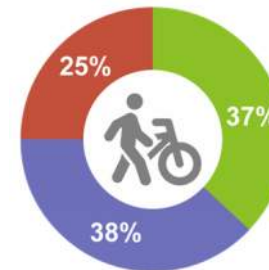
SR 532 BYPASS GOALS

Participants
were asked:

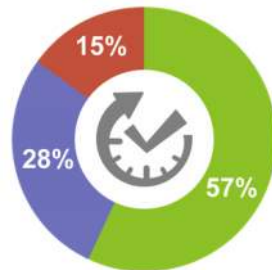
*How important
are the following
project goals
to you?*



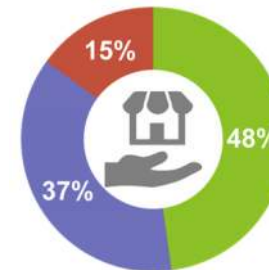
Relief of traffic
congestion along
SR 532 in downtown
Stanwood



Comfortable, safer walking
and biking mobility within
downtown Stanwood



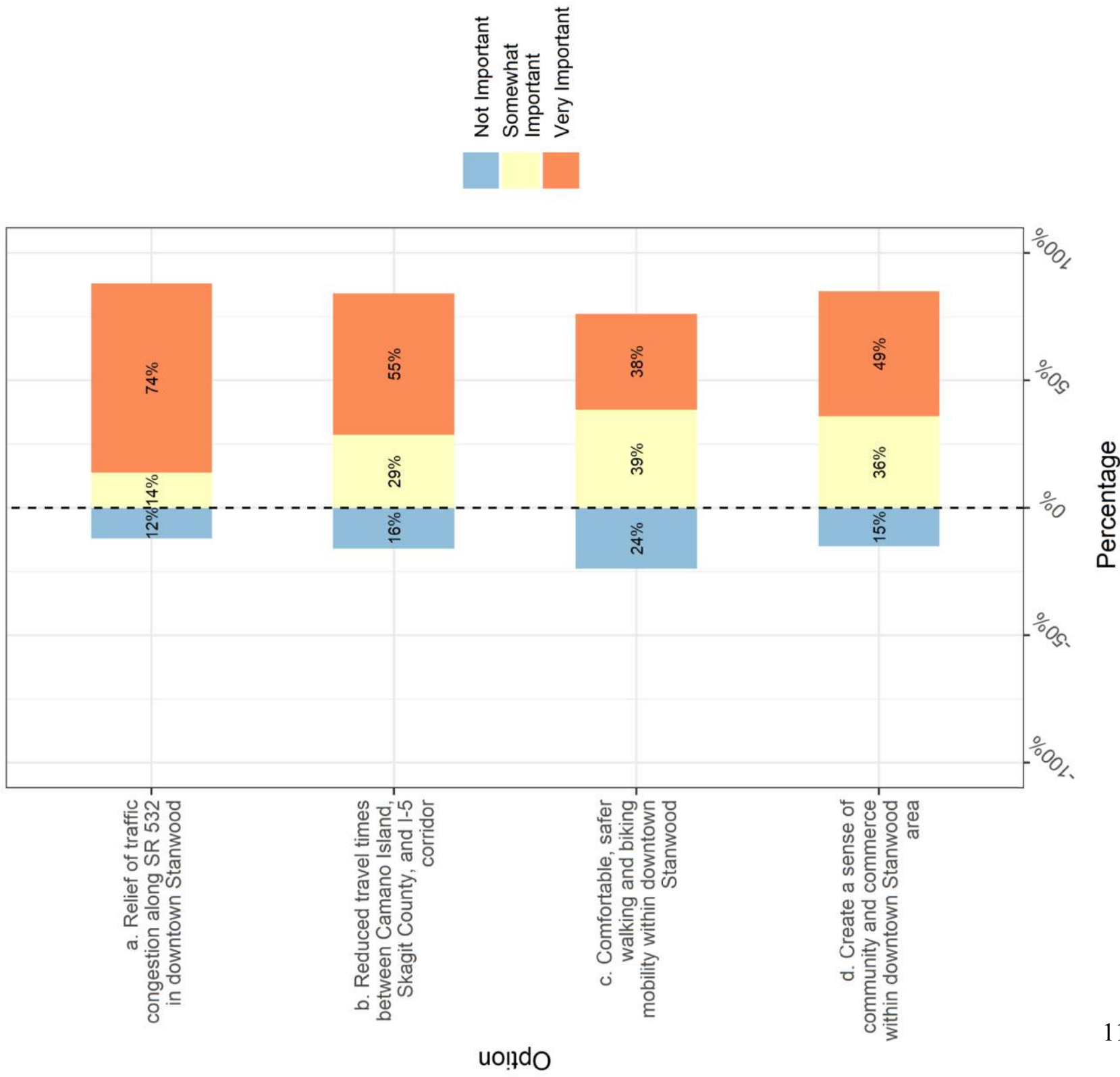
Reduced travel times
between Camano
Island, Skagit County,
and the I-5 Corridor



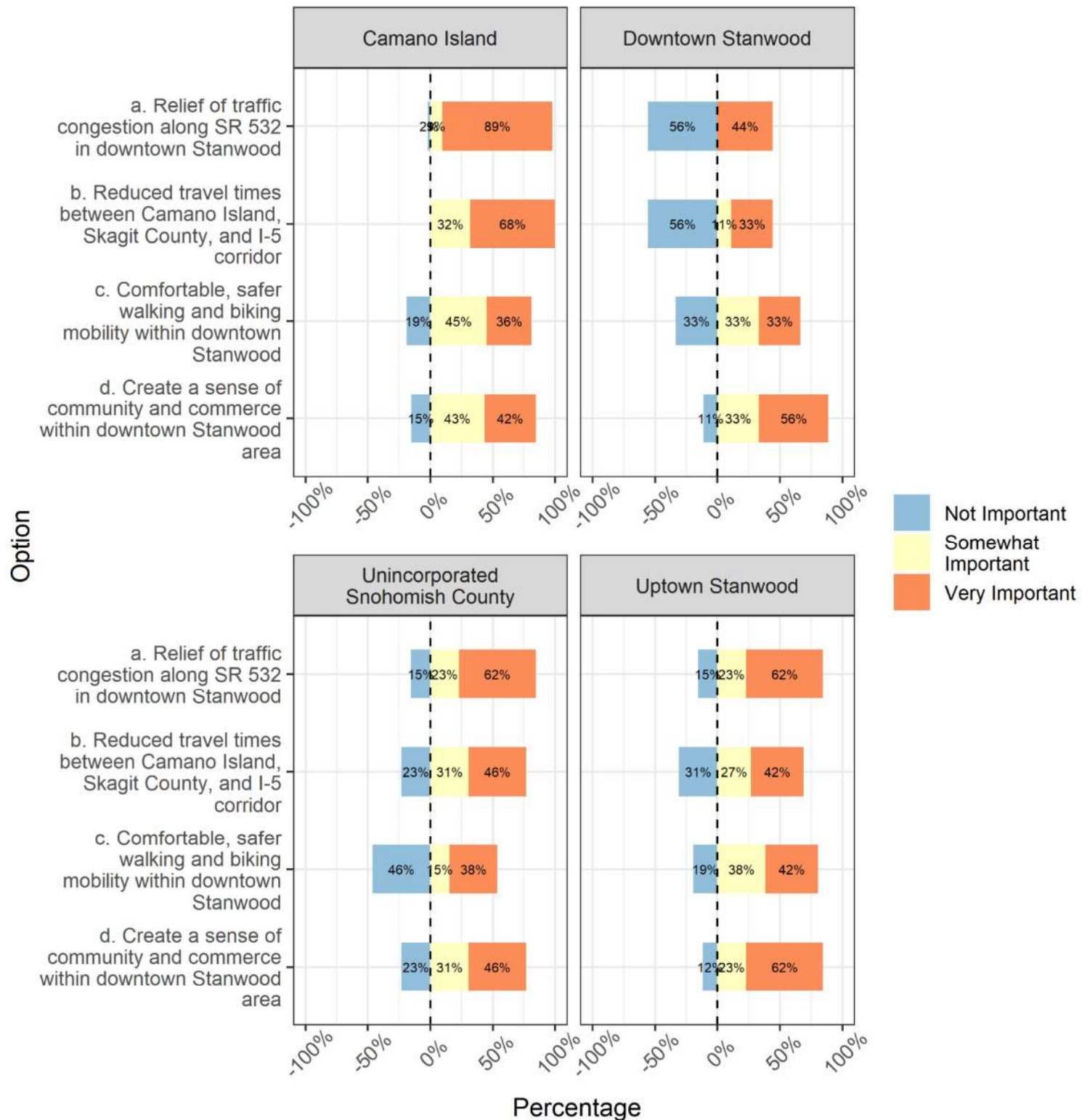
Create a sense of community
and commerce within
downtown Stanwood



1. How important are the project goals to you:



1. How important are the project goals to you:



ATTACHMENT B

SR 532 Bypass Design Factors

EXISTING CONDITIONS: SR 532 BYPASS CONCERNS

MOST CONCERNED



**TRAFFIC
SPEED**



**FARMLAND
IMPACTS/ROW**

LEAST CONCERNED

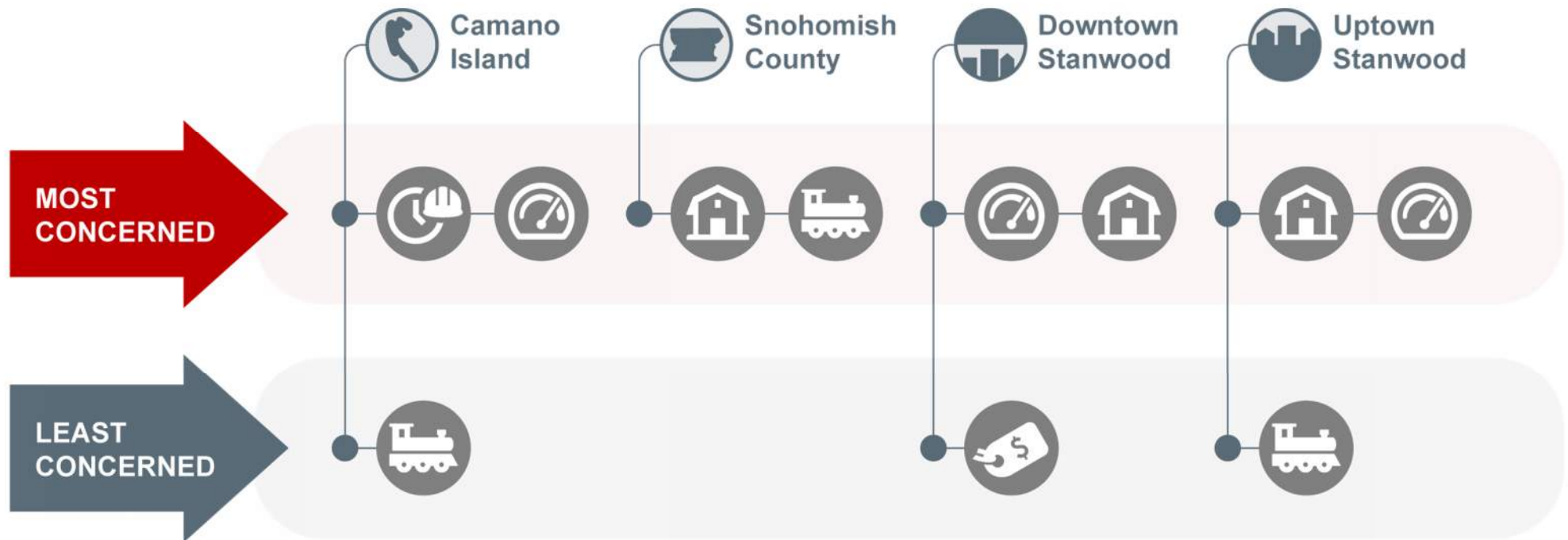


COST

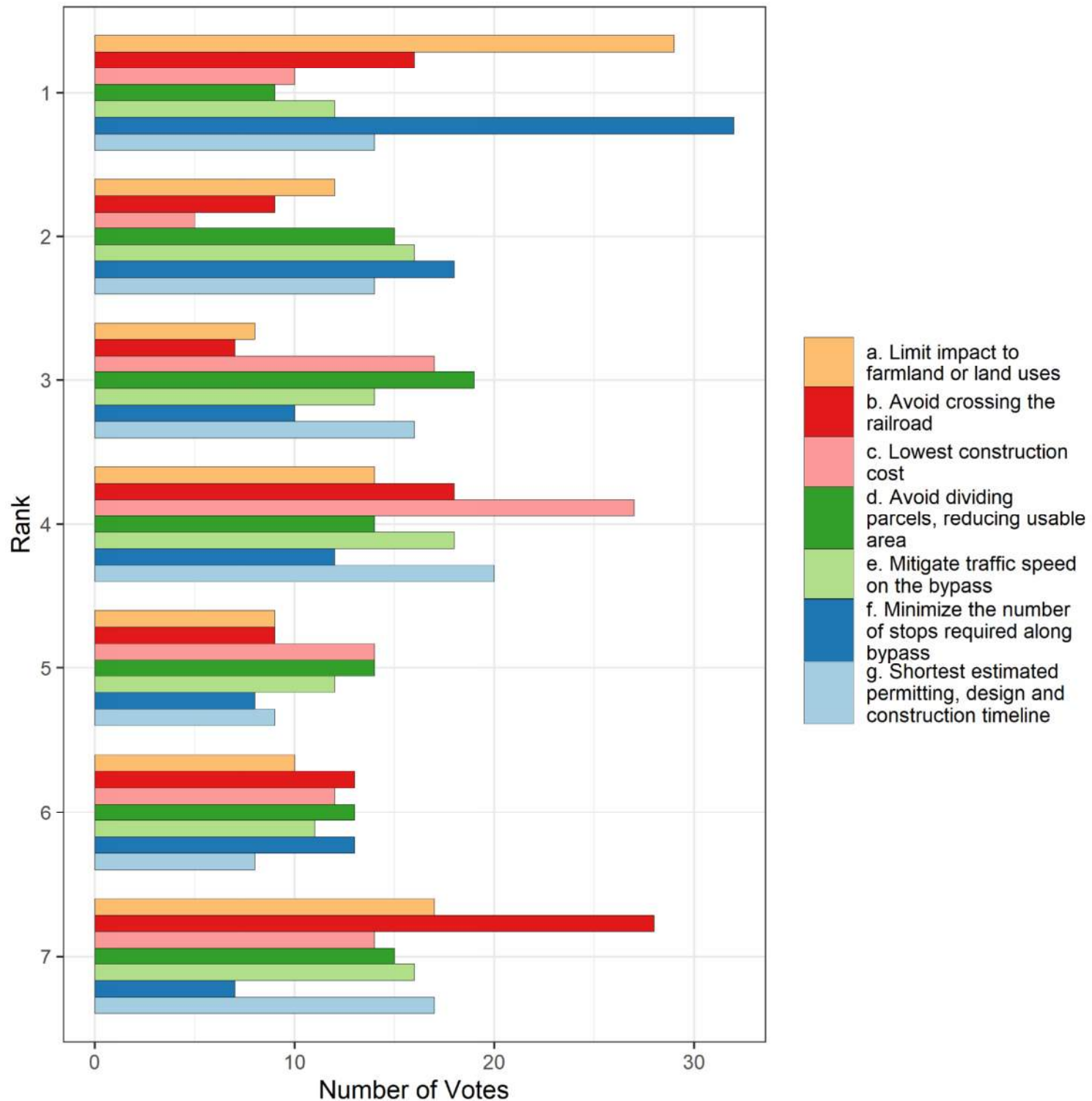


**RAILROAD
CROSSING**

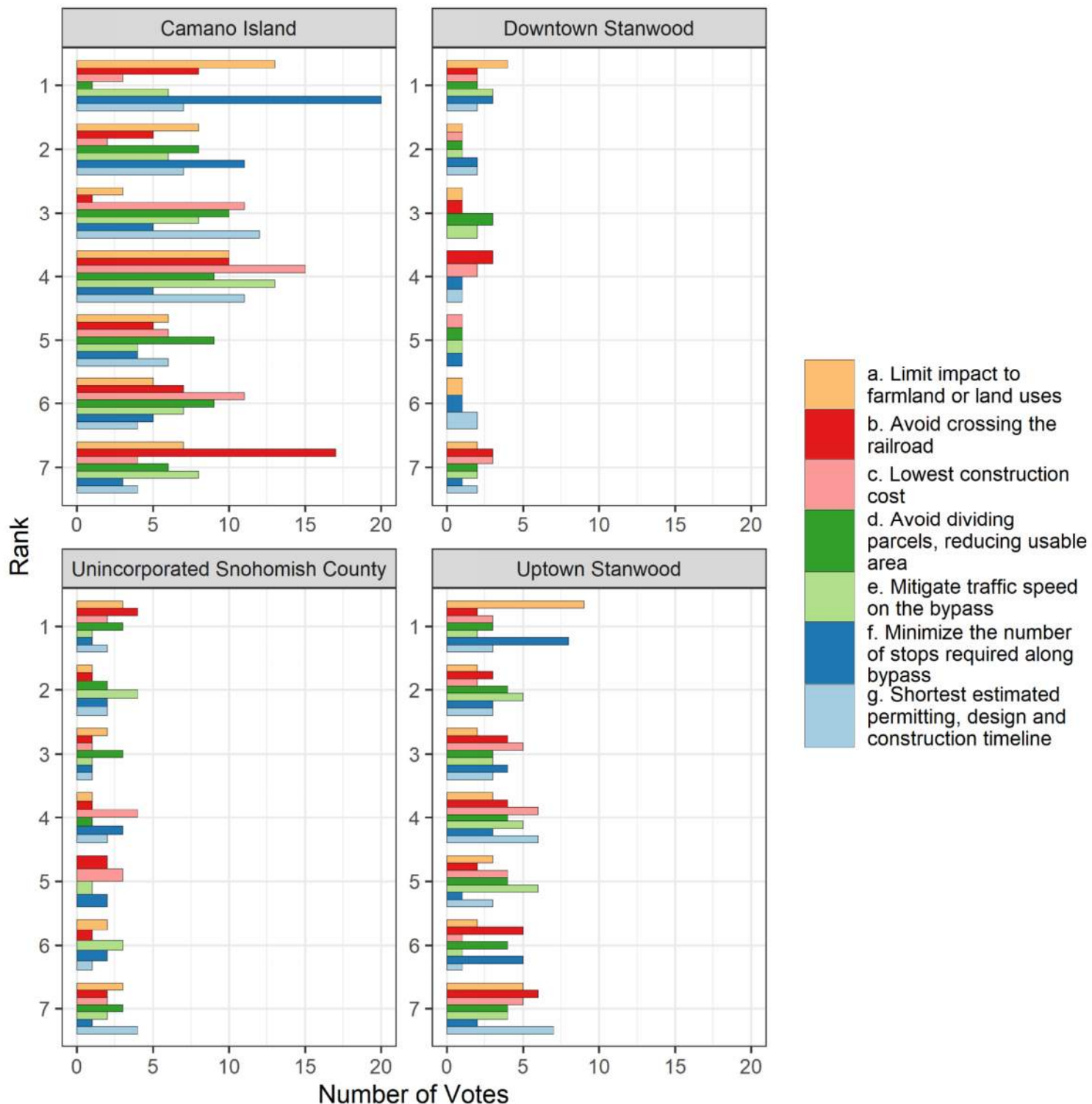
SR 532 BYPASS CONCERNS: BY LOCATION



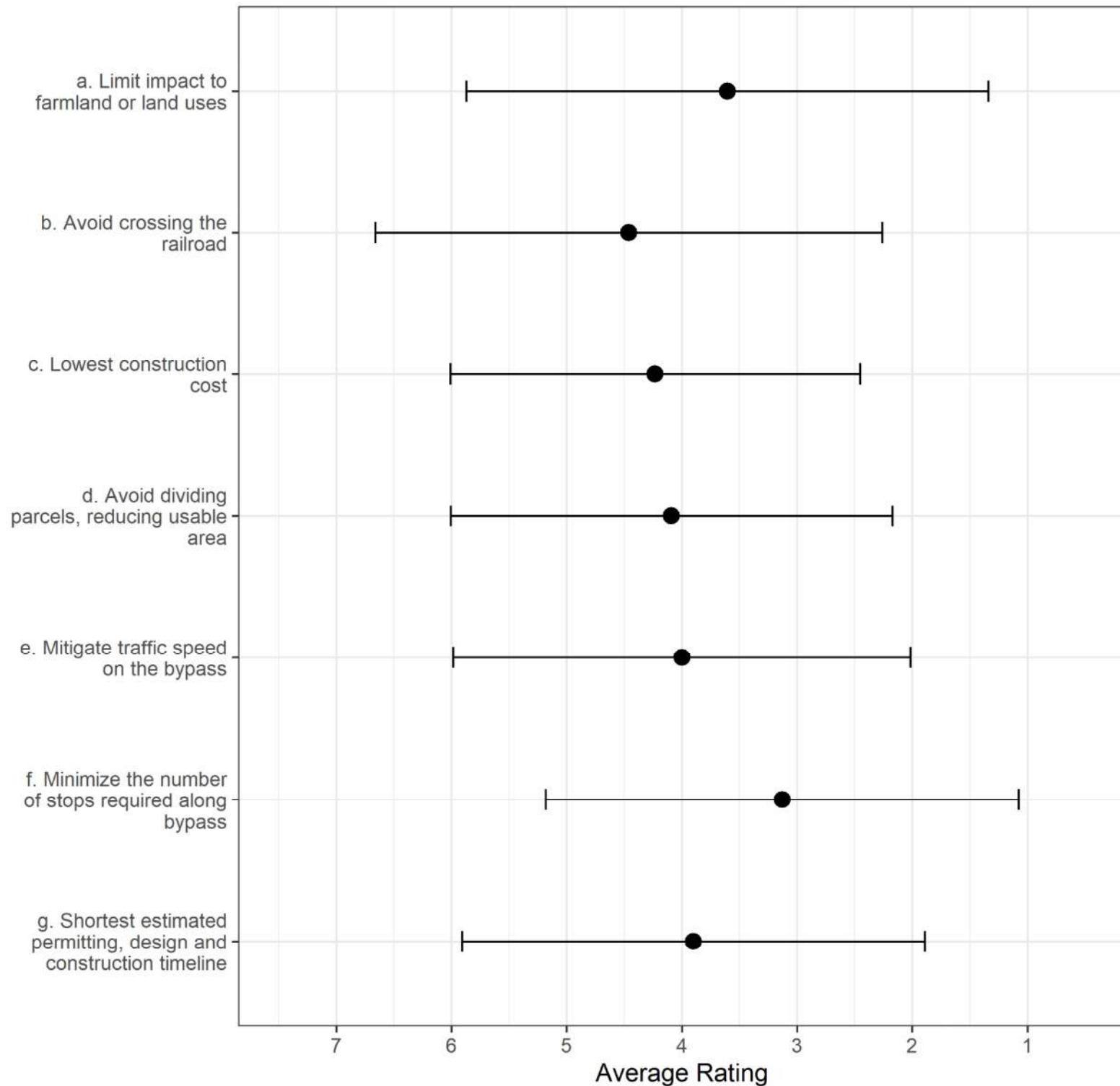
3. Please rank the design criteria about the BYPASS concept from your highest concern to your least concern:



3. Please rank the design criteria about the BYPASS concept from your highest concern to your least concern:



3. Please rank the design criteria about the BYPASS concept from your highest concern to your least concern:



ATTACHMENT C

SR 532 Bypass Alternatives

SR 532 Bypass Alternatives Feedback

IMPROVEMENT CONCEPTS



IMPROVEMENT CONCEPTS



IMPROVEMENT CONCEPTS



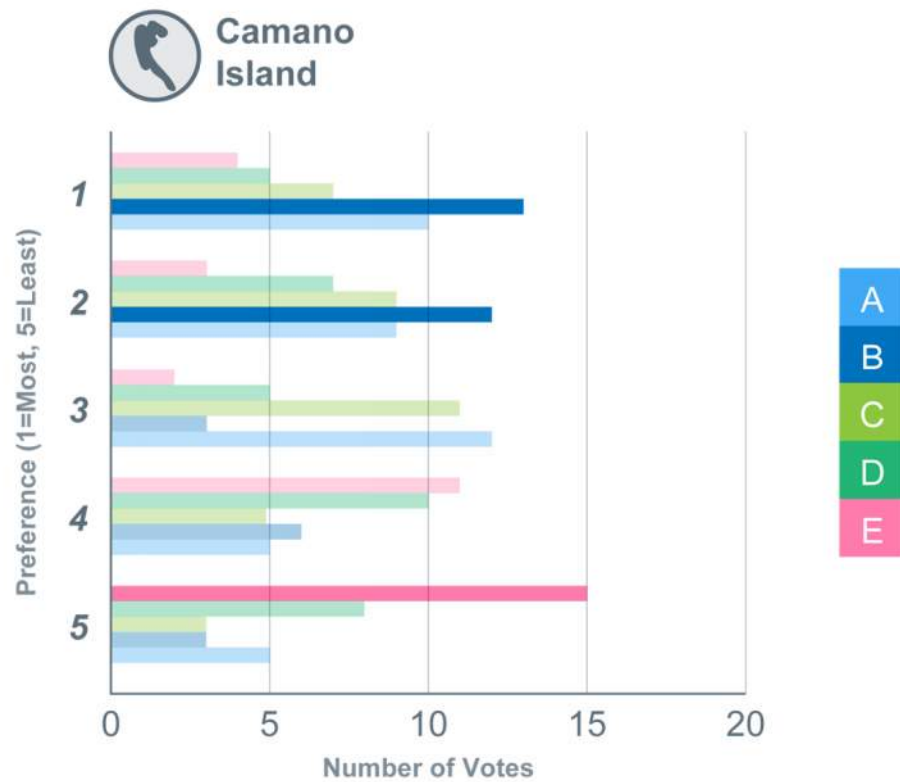
IMPROVEMENT CONCEPTS



IMPROVEMENT CONCEPTS



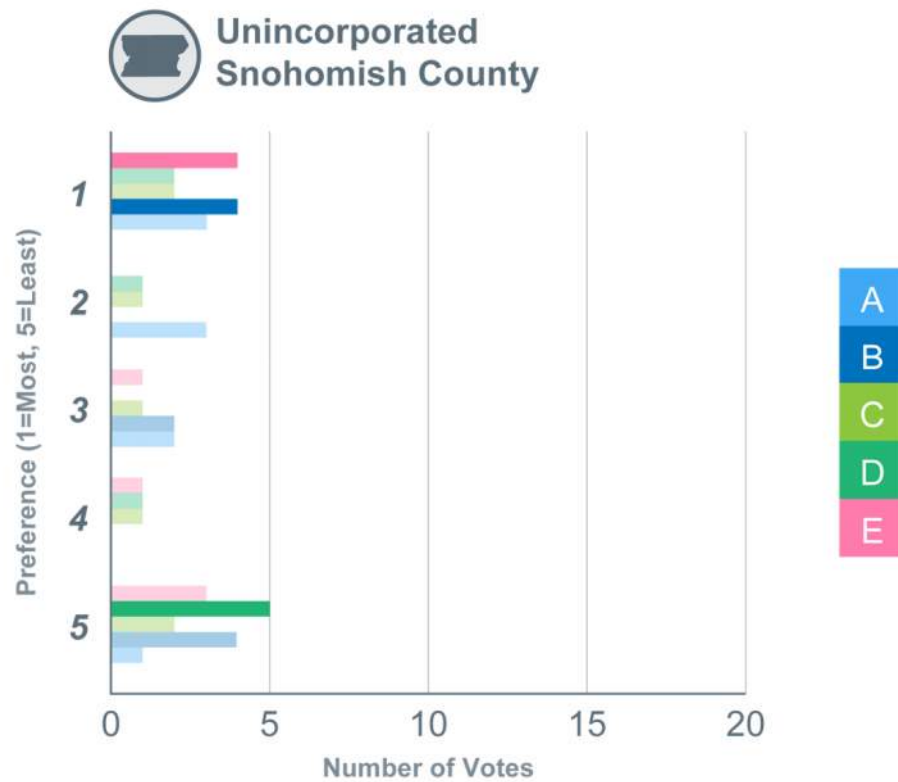
BYPASS PREFERENCE: BY LOCATION



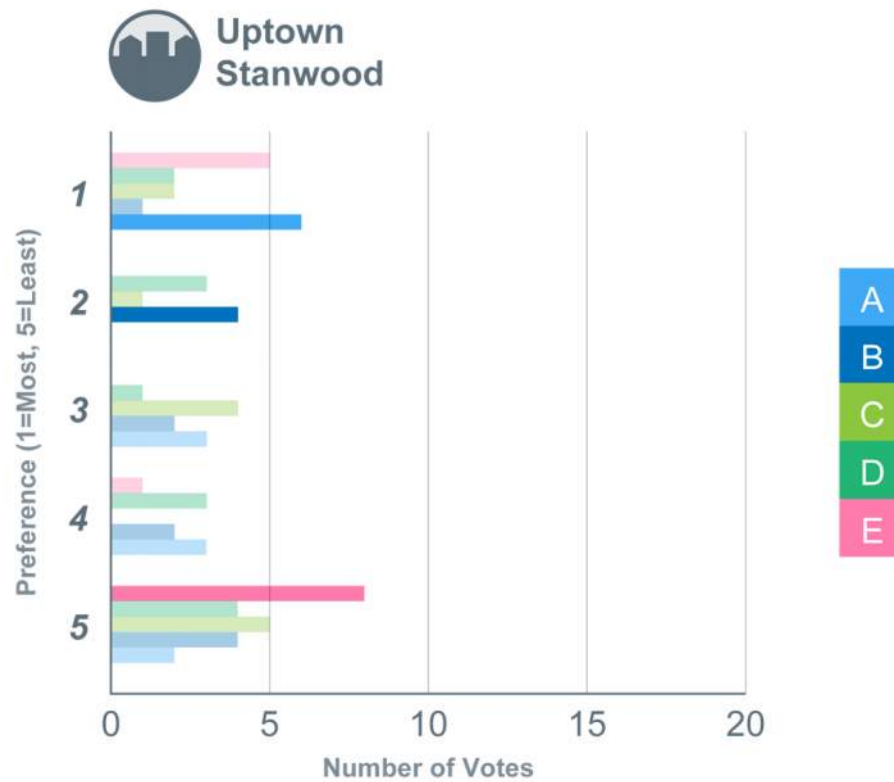
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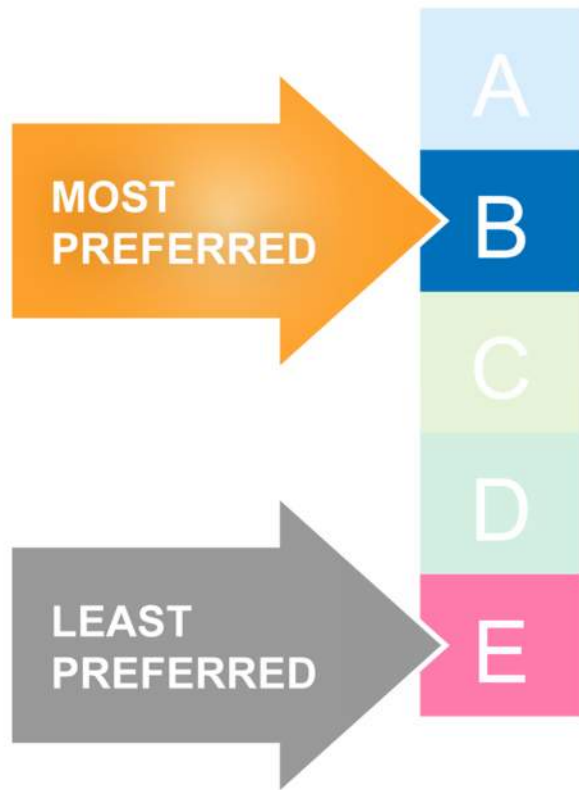
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BYPASS PREFERENCE: BY LOCATION

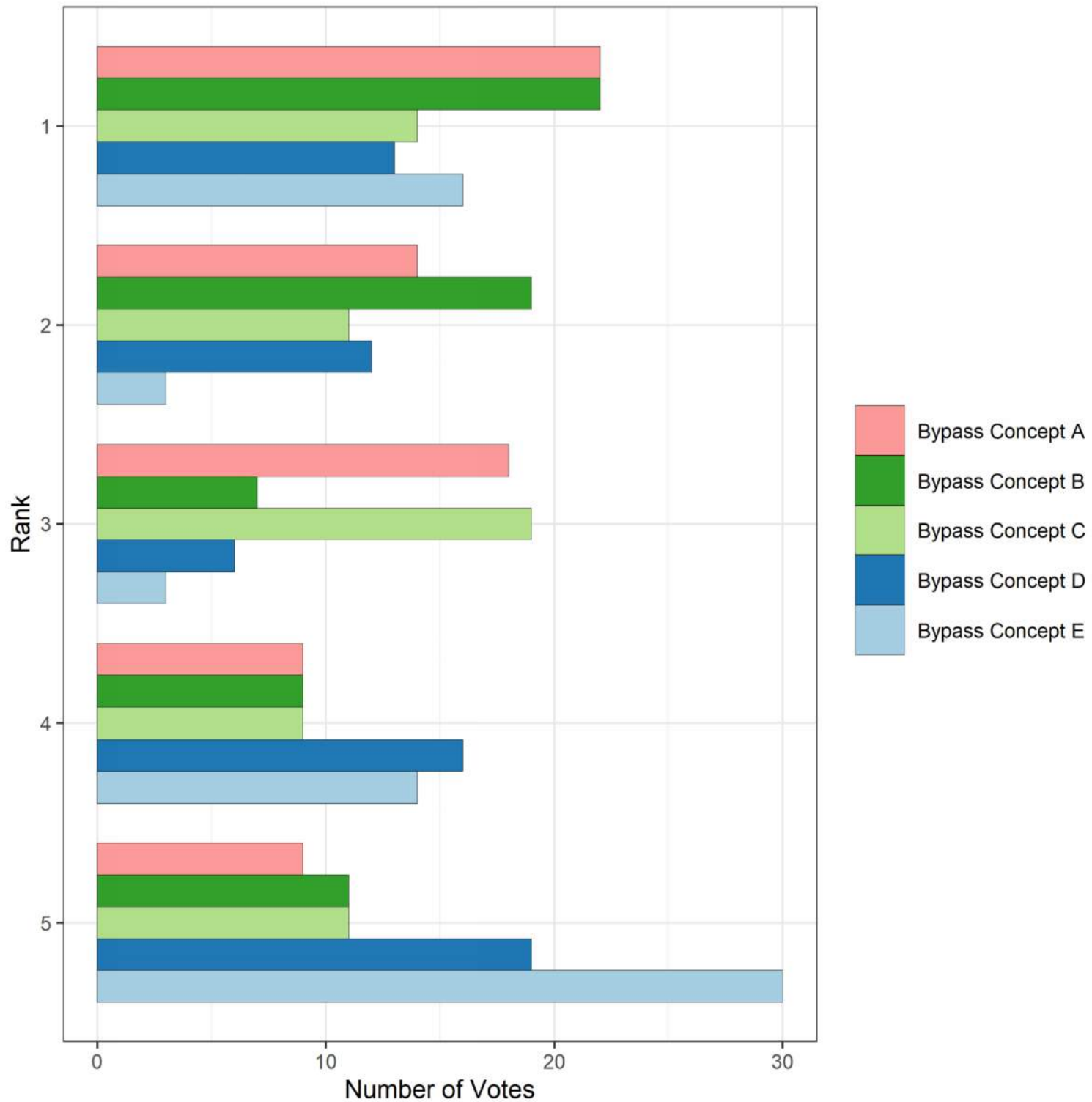


BYPASS PREFERENCES: TOTAL

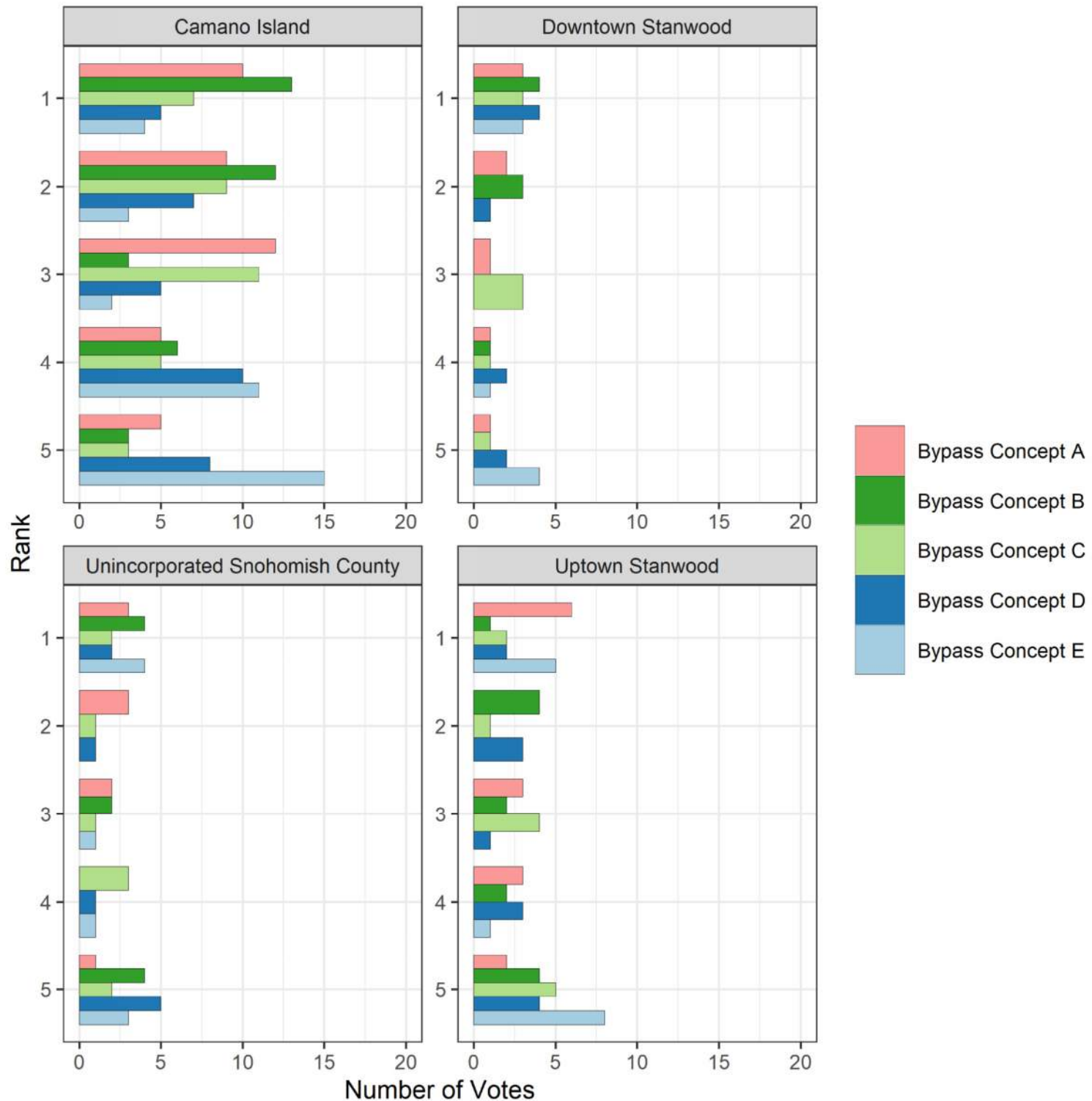


Respondent location does skew total data

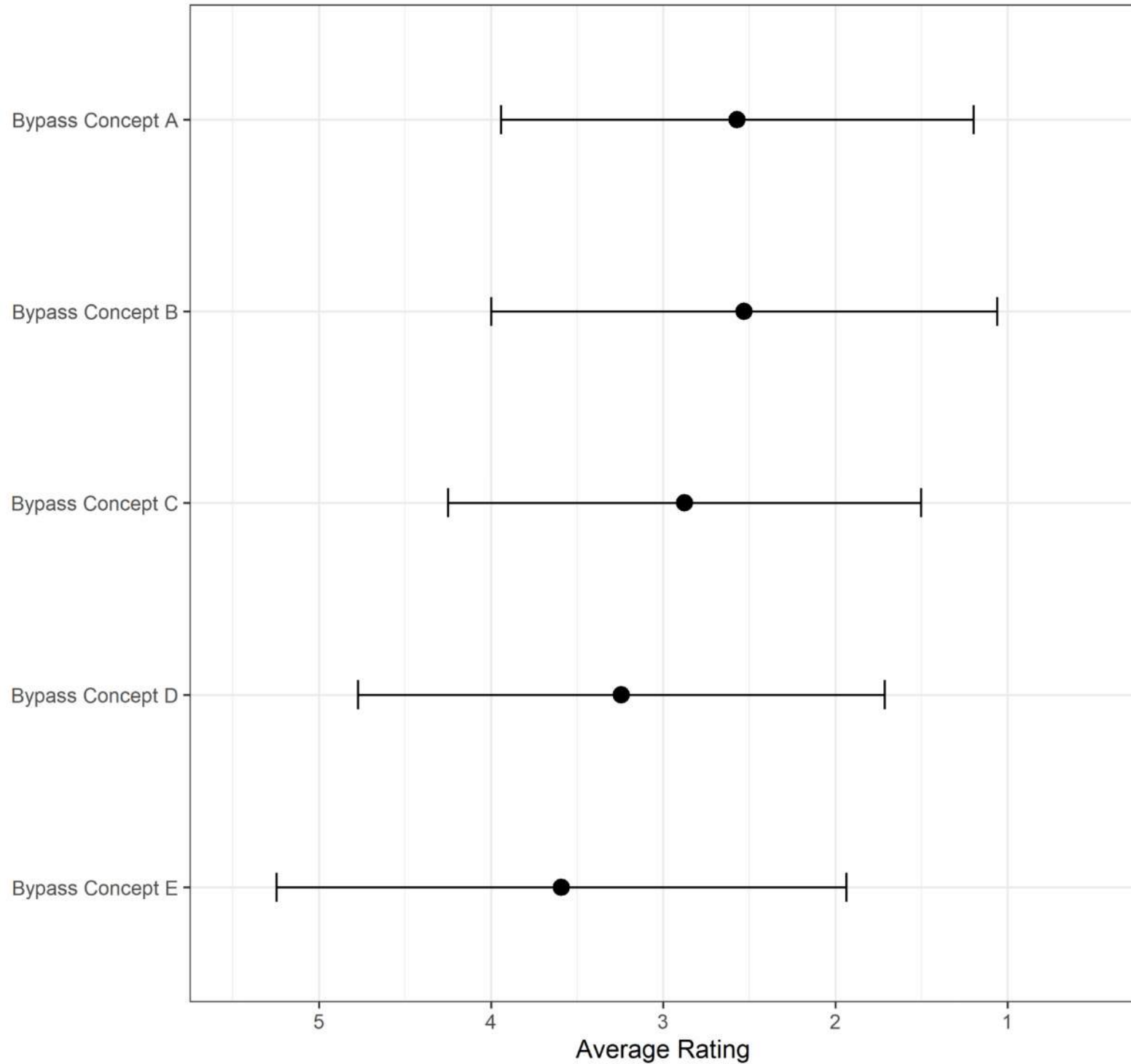
8. Please rank the preliminary options for the BYPASS concept we developed your most preferred to your least preferred:



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ATTACHMENT D

SR 532 Downtown Section Design Factors

DOWNTOWN CONCERNS OVERALL

MOST CONCERNED



**EFFICIENT VEHICLE
THROUGHPUT**



**LEFT-TURNS &
BUSINESS ACCESS**

LEAST CONCERNED

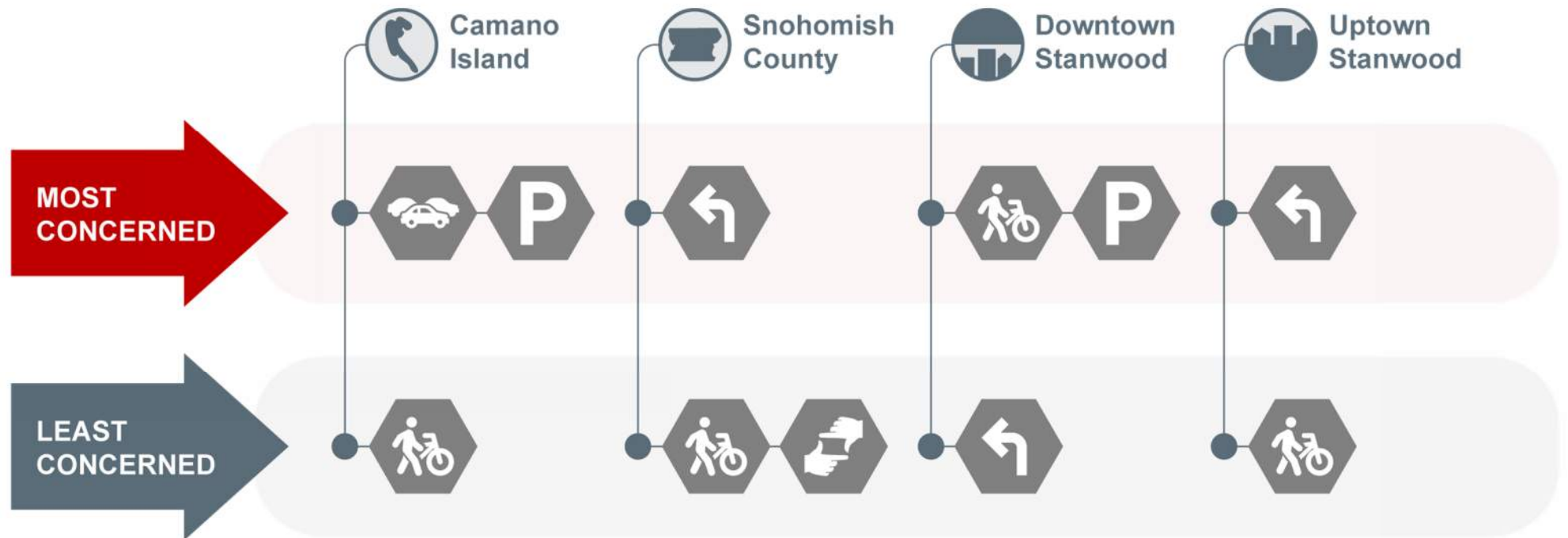


PARKING

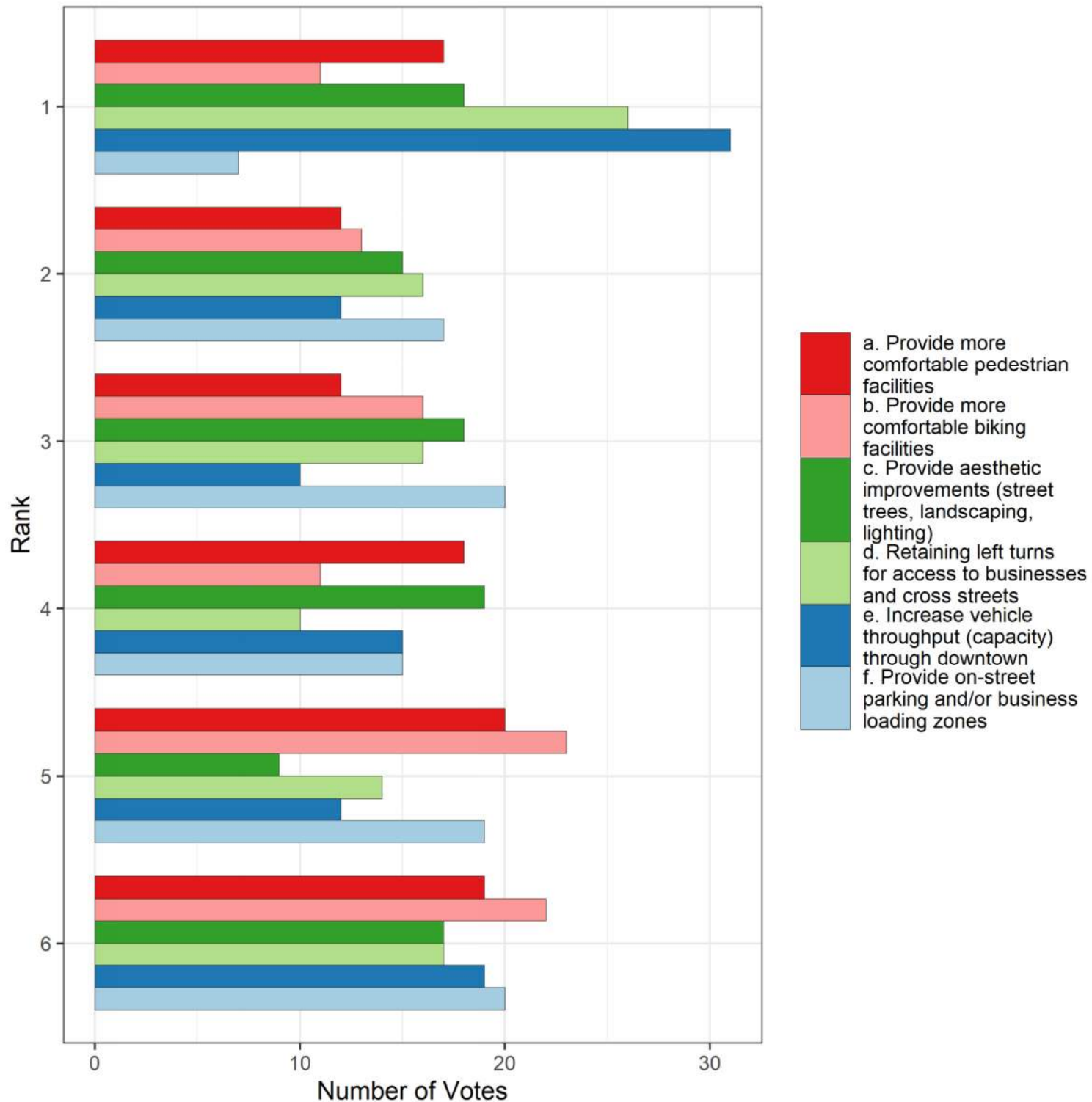


**PED/BIKE SAFETY
& COMFORT**

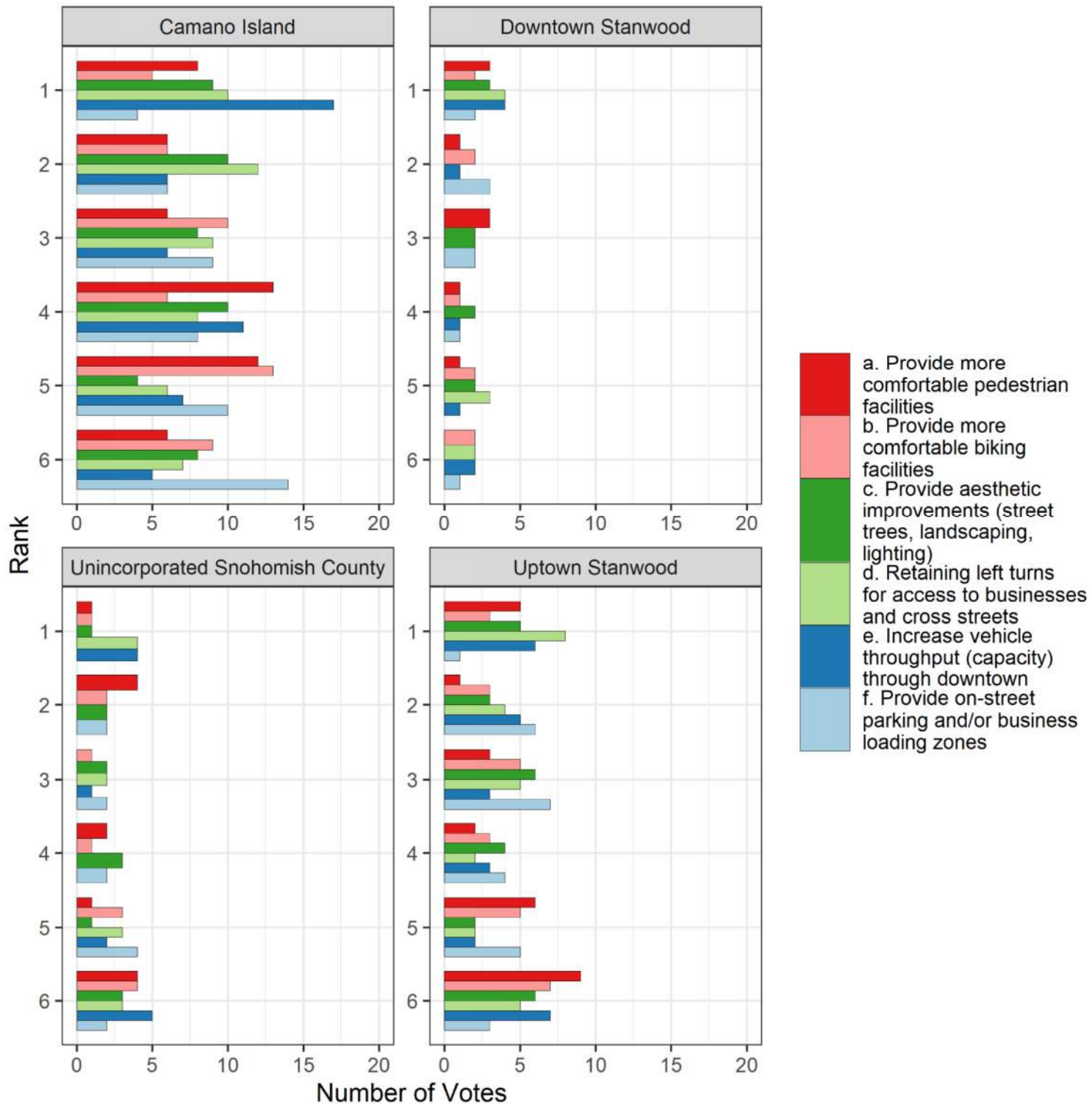
DOWNTOWN CONCERNS: BY LOCATION



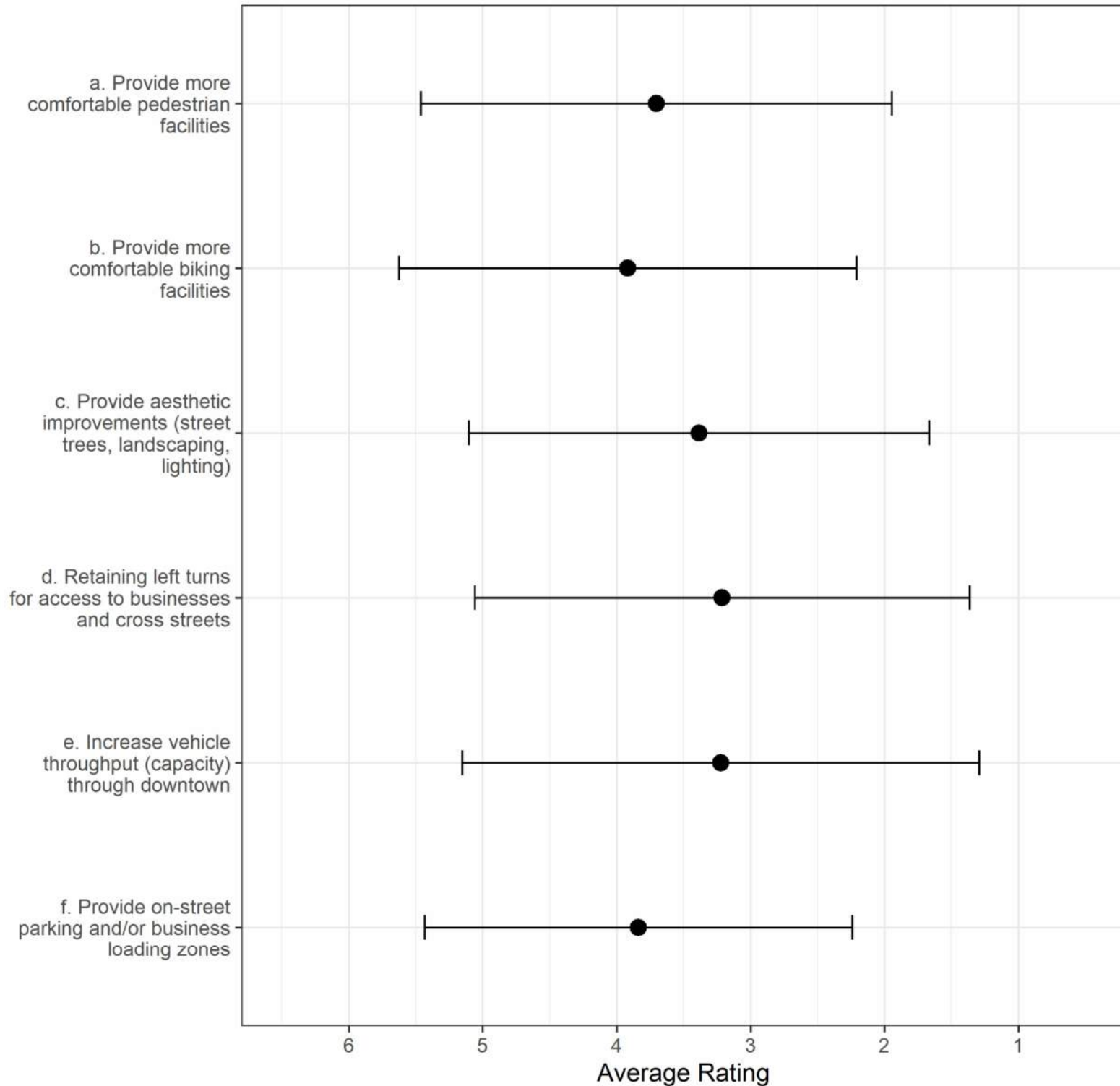
5. Please rank the design criteria for the DOWNTOWN CORRIDOR from your concern to your least concern:



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5. Please rank the design criteria for the DOWNTOWN CORRIDOR from your highest concern to your least concern:

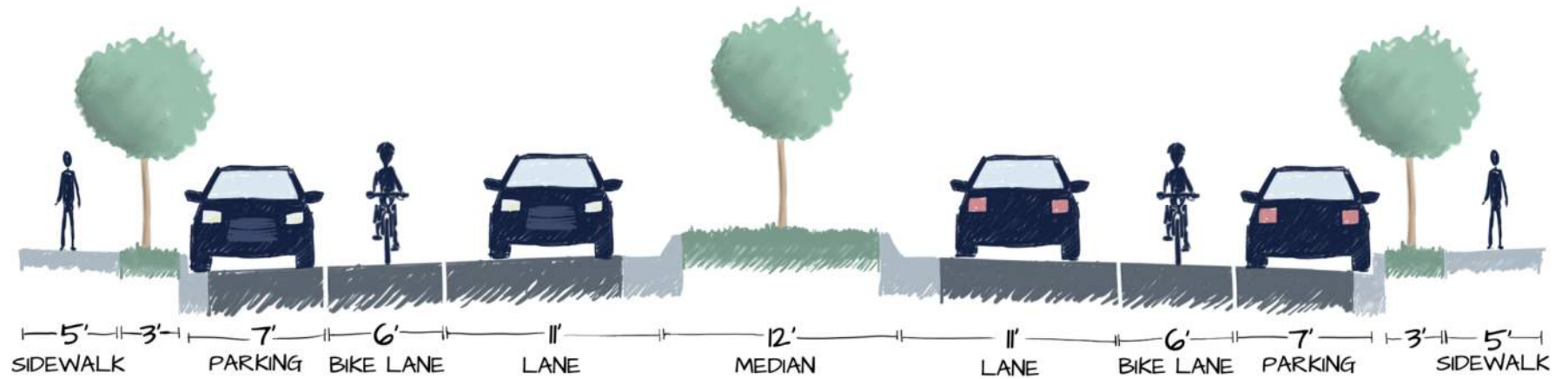


ATTACHMENT E

SR 532 Downtown Section Alternatives

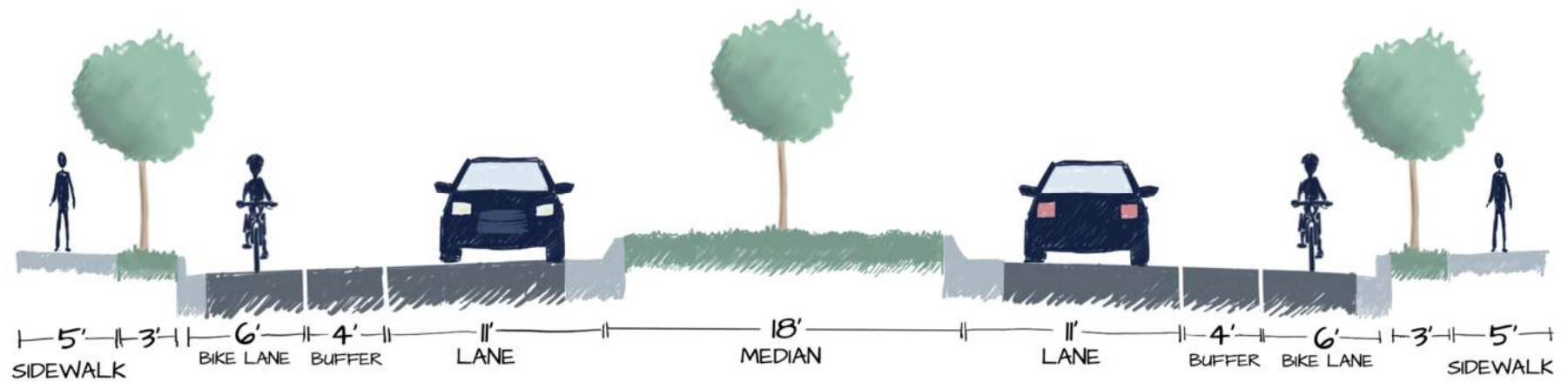
SR 532 Downtown Section Alternatives Feedback

DOWNTOWN ALTERNATIVES



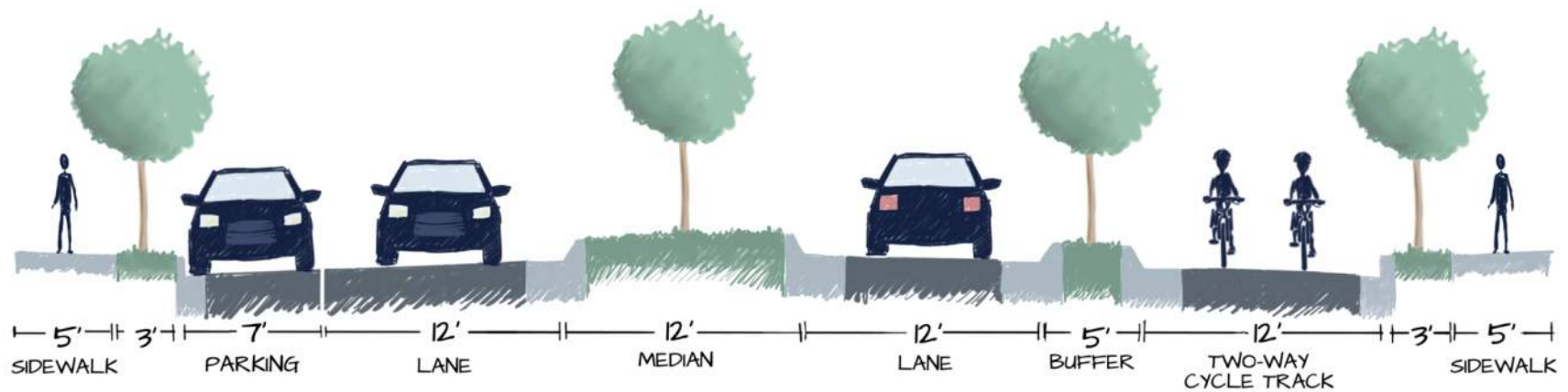
A

— DOWNTOWN ALTERNATIVES

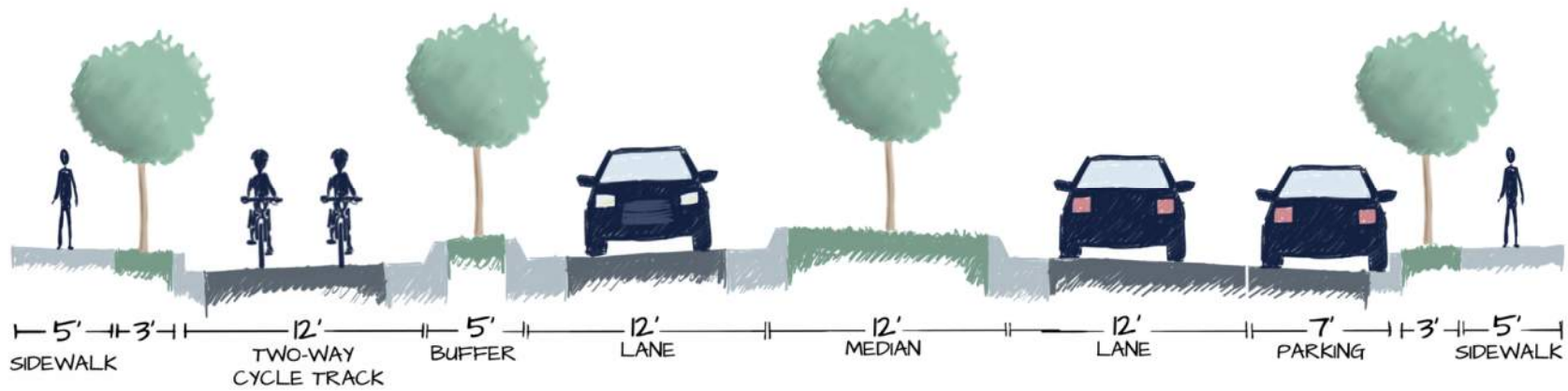


B

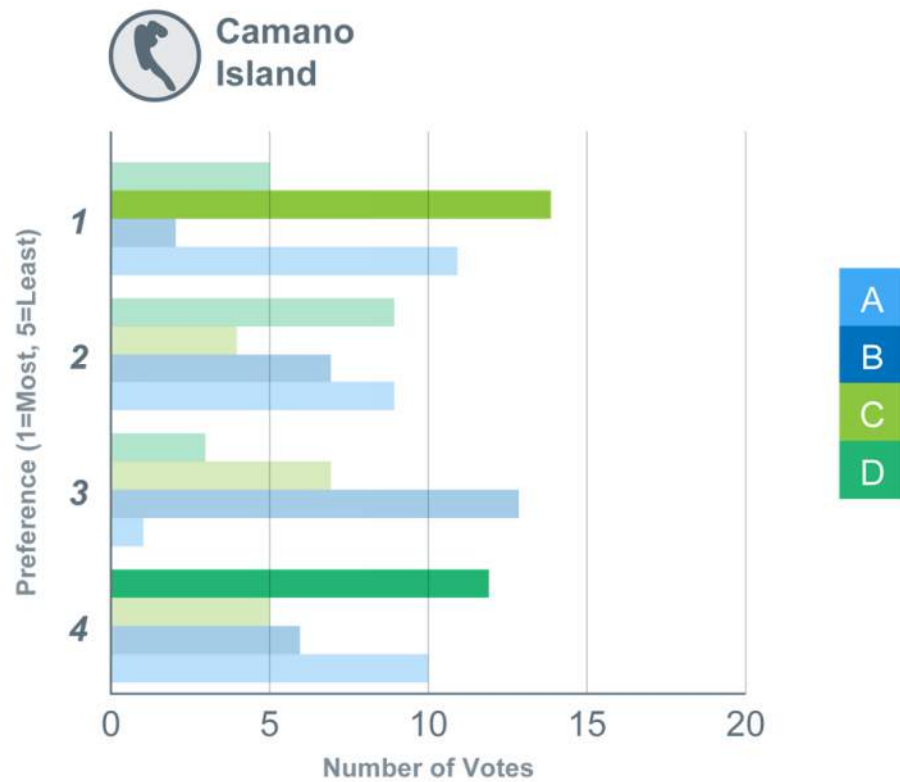
DOWNTOWN ALTERNATIVES



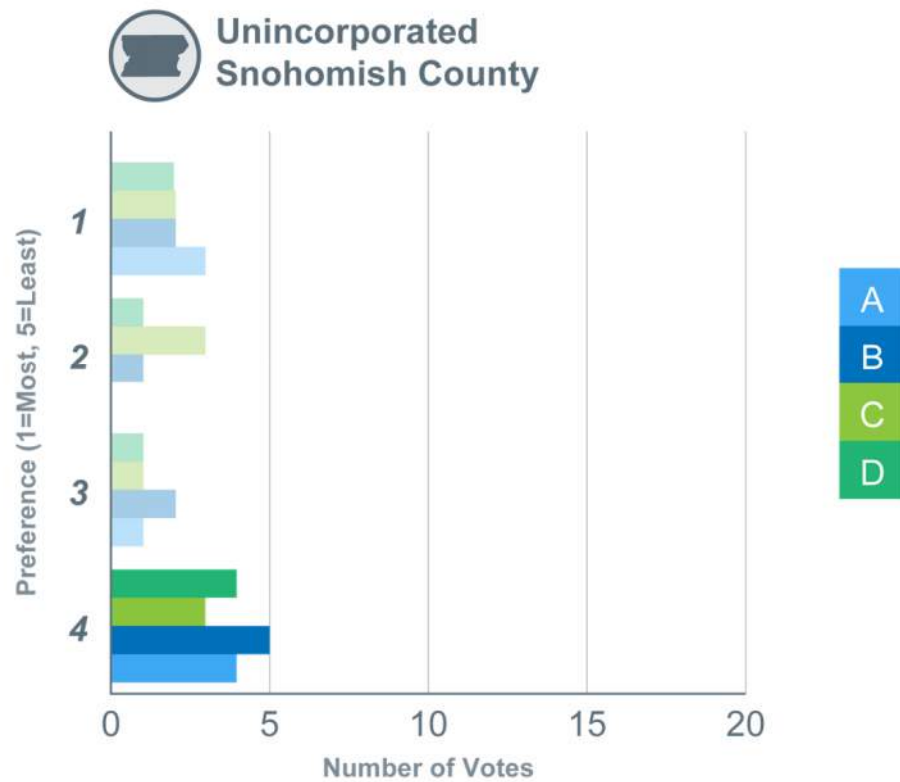
DOWNTOWN ALTERNATIVES



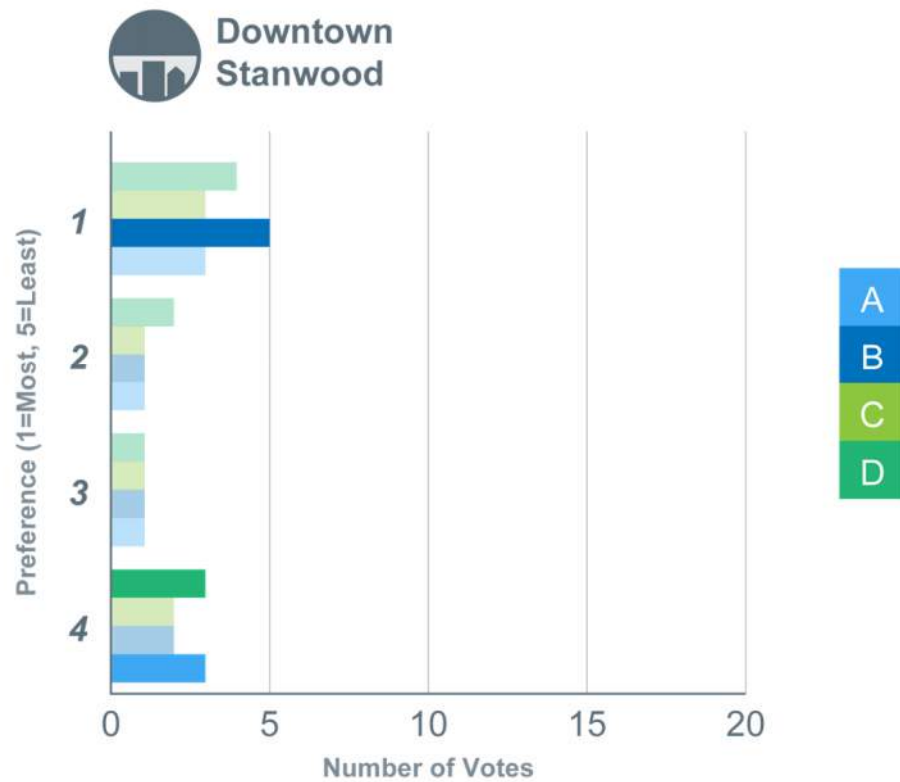
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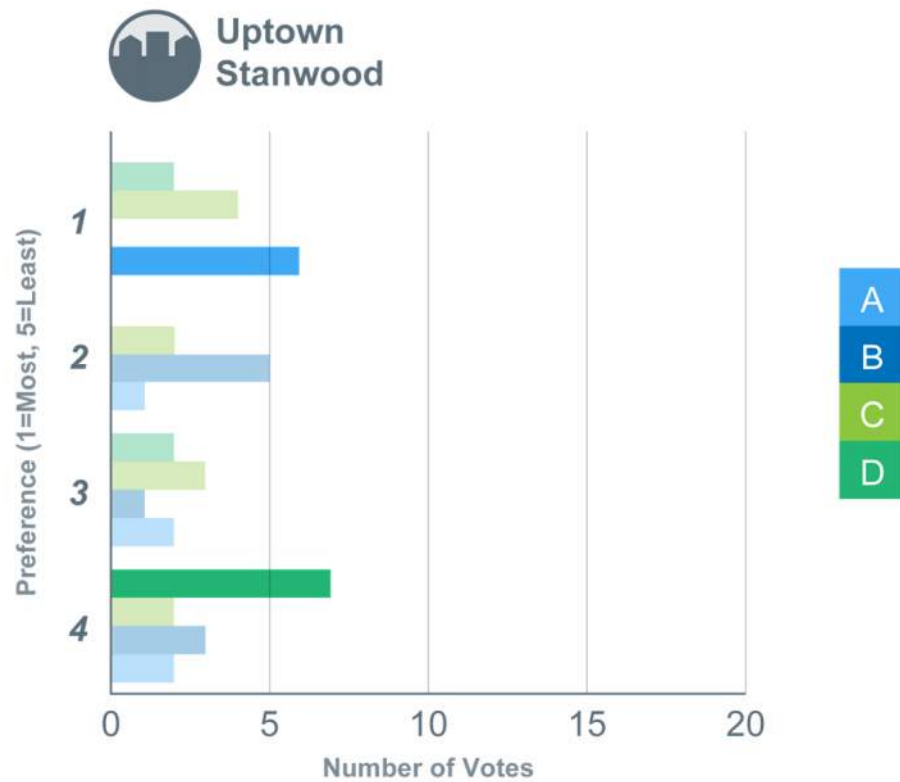
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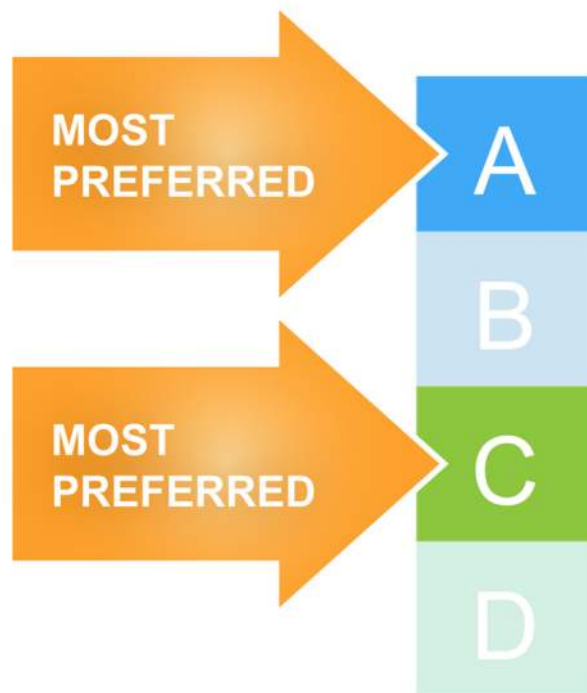
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DOWNTOWN PREFERENCE: BY LOCATION

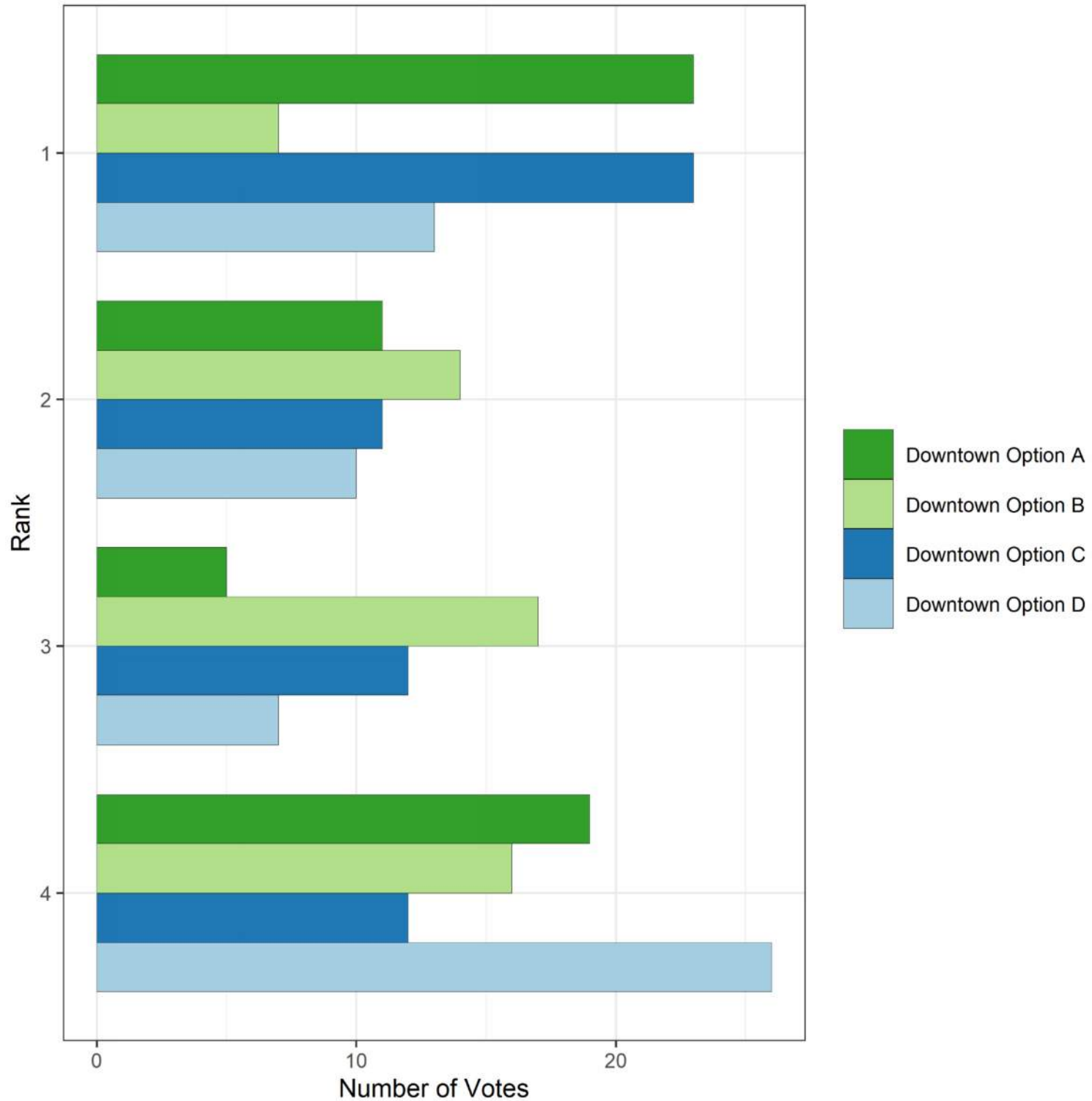


DOWNTOWN PREFERENCES: TOTAL

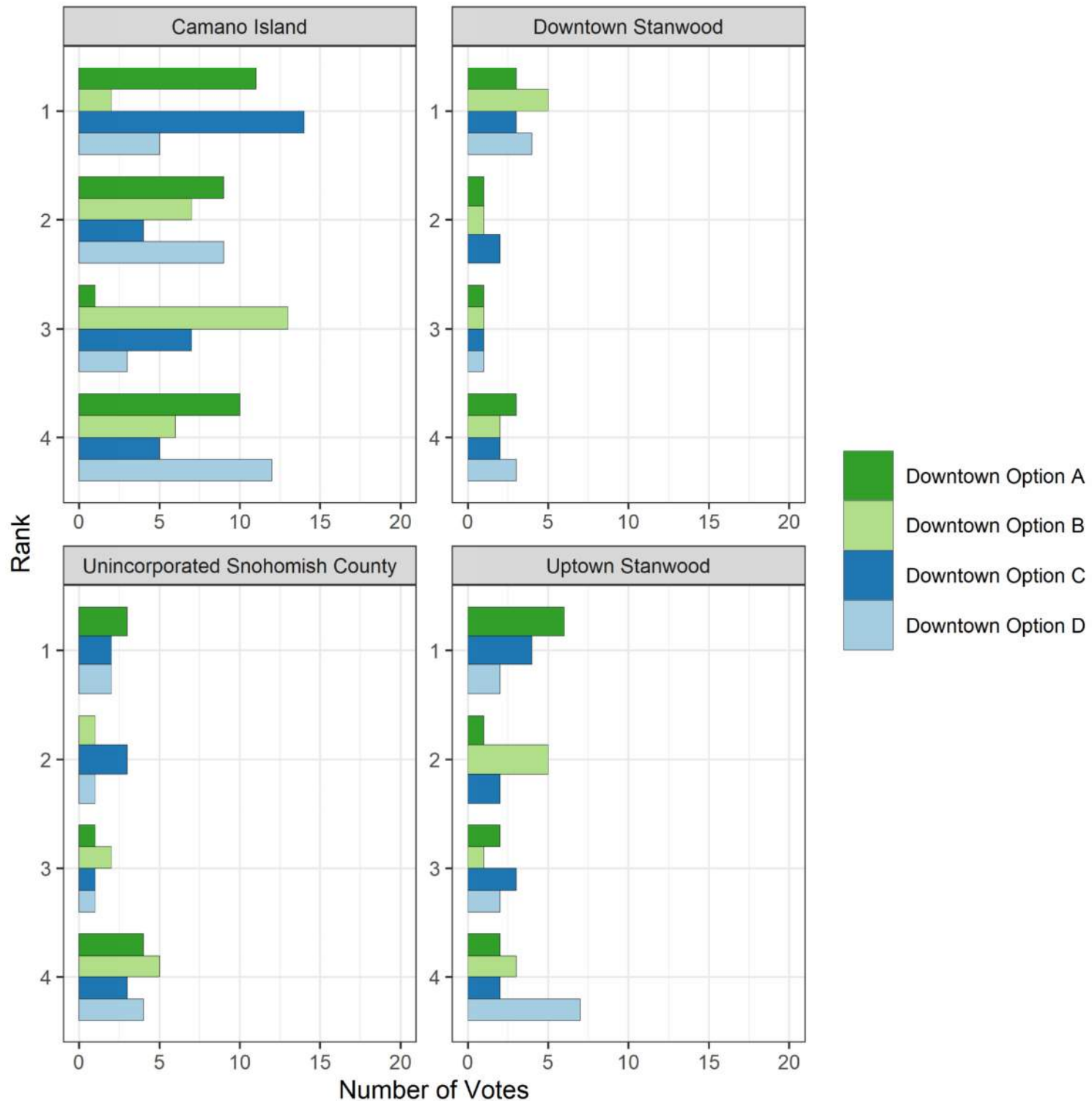


Respondent location
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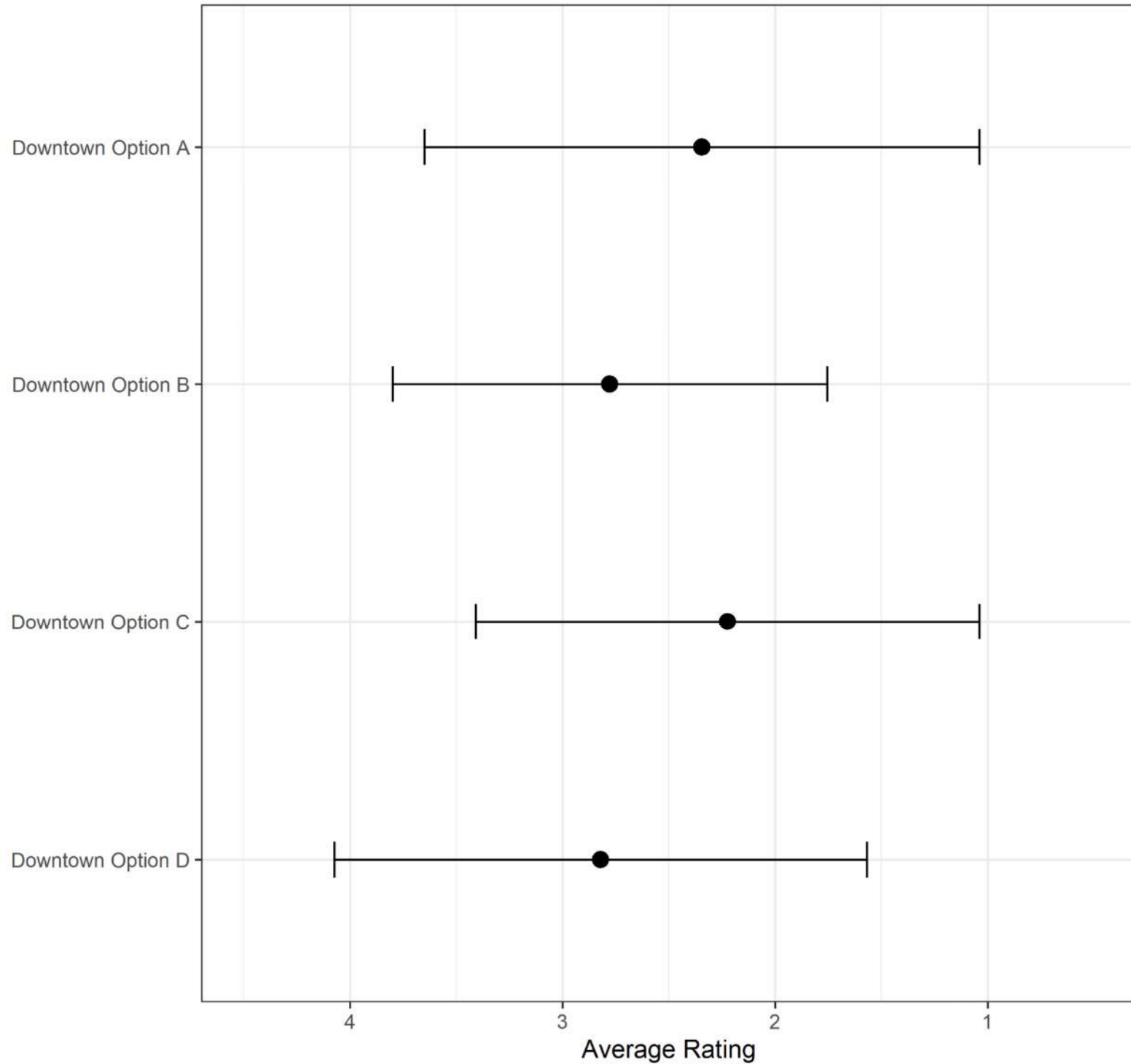
10. Please rank the preliminary options for the DOWNTOWN CORRIDOR we from your most preferred to your least preferred :



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10. Please rank the preliminary options for the DOWNTOWN CORRIDOR we developed from your most preferred to your least preferred :



ATTACHMENT F

General Project Comments

GENERAL COMMENTS

Do you have any other comments or information we should know?



GENERAL COMMENTS



- Lack of solutions for westbound or southbound traffic
- Accommodations for active modes a lower priority
- Favorable reaction to roundabouts