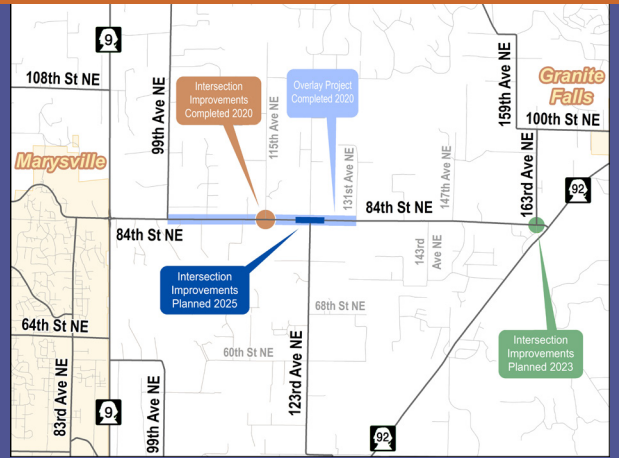


Frequently Asked Questions

84th St NE Corridor (SR 9 to SR 92)



This handout was developed in conjunction with the 84th St NE Corridor online public meeting held in November 2021. Additional project information is available on the Snohomish County website.

- [84th St NE and 115th Ave NE Intersection Improvements, plus Overlay Project](#)
- [84th St NE and 163rd Ave NE Intersection Improvements](#) (planned for 2023)
- [84th St NE and 123rd Ave NE Intersection Improvements](#) (planned for 2025)

1. What is Snohomish County doing along 84th Street NE from SR 9 to SR 92? Why so many projects?

The 84th Street NE corridor has seen an increase in traffic volume, including large commercial vehicles. This is complicated by the fact that traffic is moving at faster speeds and there are many adjoining intersections and driveways with limited sight distances. As a result, traffic accidents in the corridor have increased. Therefore, the county is working on both short-term and long-term improvements:

- Near-term improvements may include:
 - Advance warning beacons at critical intersections/driveways
 - Speed feedback signs
 - Restripe roadway for narrow lane widths and widen shoulder
 - Lower posted speed limits
 - Enhance enforcement for speeding and violations
- Long-term improvements may include:
 - Roundabouts at major intersections
 - Access control using raised curb or median barriers
 - Left-turn lanes at intersections and driveways

2. How does the county prioritize projects? It seems the 84th St NE and 123rd Ave NE intersection is much busier and should be completed first.

Snohomish County's process to prioritize projects is not a simple one. There are many factors leading up to our decision since we have multiple categories for projects to consider, including roads, bridges, non-motorized pathways and storm-water culverts. The intersection of 84th St NE & 163rd Ave NE became a priority on the 84th corridor due its high accident rate. Traffic and accident data was used in the submission for a safety grant in 2019, resulting in a successful grant award. The county is very pleased to have this project funded to build improvements to reduce collisions at this intersection. Funding was recently secured for this project and construction is tentatively planned for 2025-2026.

3. Is there any chance you could accelerate any of these projects?

Due to the many factors and steps that are needed to be accomplished prior to construction, the proposed dates are estimates. Snohomish County has numerous large construction projects occurring simultaneously that need to be considered during our planning process. Federally funded projects also require additional steps. So, it is unlikely that construction will happen sooner. The county does its best to get these projects to construction as quickly as possible and will keep webpages up to date. Please subscribe to the project webpages using the "Stay Informed" feature to receive updates on upcoming projects. See links on page 1.

4. Why does the county prefer so many roundabouts on 84th St NE?

Speeding is an ongoing issue along this corridor and this increases the risk for serious injury and fatal crashes. A long-term goal for this corridor is to reduce the speed and improve the safety of turning vehicles. Roundabouts are effective in reducing speed and providing better access from intersecting roadways without the need to install traffic signals. Roundabouts at a regular interval along the corridor will provide reduced speed and frequent U-turn opportunities. The combination of speed management and access control will reduce the number and severity of crashes, making roundabouts a preferred choice. In addition, roundabouts provide continuous/uninterrupted flow of traffic and reduce the amount of time drivers spend idling, which reduces gas and air pollution. Roundabouts also cost the county less to maintain.

5. Can you explain how a roundabout improves safety at intersections?

Due to circulating traffic flows and the angle of approach, a roundabout reduces intersection conflicts by 75 percent (from 32 to 8) compared to signal or stop control intersections. Reducing the type and number of conflicts reduces the possibility of severe crashes. In addition to reducing conflicts, roundabouts reduce speeds, provide for a continuous flow of traffic instead of queued traffic like at a traffic signal, and eliminate right angle and head-on collisions (reduce severity). These factors reduce the potential of collisions on high-volume roads where traffic routinely exceeds 55 mph or greater. For more information on roundabouts, see this [fact sheet](#).

6. Will there be sidewalks added along the 84th corridor to help with pedestrian safety?

Because 84th St NE is a rural corridor, there are no current plans for sidewalks to be installed along the road. The county is addressing ways to slow traffic and make other safety improvements such as widening shoulders and restriping lanes. Note that sidewalks are part of the roundabout designs for pedestrian safety at intersections.

7. There is a deep storm drain/trench along a portion of 84th St NE. Will the county be adding guardrails to some locations?

We assess the need for guardrails following the Washington State Department of Transportation (WSDOT) standards. The county will consider guardrails along with other safety roadway features like wider shoulders, roadside guideposts, textured edge striping, increased reflectivity and warning beacons, to name a few.

8. Could we see some of these short-term safety improvements sooner?

Yes, it is possible. We just received this funding and need to confirm a project delivery strategy. Resources are limited and we may need to package these improvements together and go through the competitive bid process. It is our intent to begin these safety improvements before larger, long-term projects like the recently funded 123rd intersection improvement.

84th St NE and 163rd Ave NE Improvement Project

1. What is Snohomish County Public Works doing at this intersection?

To improve traffic flow and reduce the risk of collisions, Snohomish County Public Works is planning to construct a roundabout at 84th St NE and 163rd Ave NE, a block west of State Route 92 near Granite Falls. The technical details of this roundabout include:

- A 55-foot diameter center island
- A 15-foot-wide inside truck apron and a 20-foot circulating roadway
- Outside truck aprons would be added to the northeast, northwest, and southwest edges of the circulating lane to accommodate long combination hauling vehicles
- The approach lanes would be 12 feet wide with chicanes designed to reduce approach speeds
- Shared-use concrete sidewalks with a buffer strip to be used by both bicycles and pedestrians in the roundabout. The number of lanes would remain the same, but the intersection would be realigned and slightly raised for proper drainage

2. Why has Public Works selected a roundabout as the preferred alternative for this intersection?

Four alternatives were evaluated by Public Works to improve the 84th St NE and 163rd Ave NE intersection. The four options were ranked based on the anticipated reduction in traffic incidents, the traffic flow benefits for vehicles on 163rd Ave NE, and the upgrades for non-motorized users. The roundabout option was found preferable since it offers the best combination of speed management and reduction in the number and severity of crashes, while maintaining an overall level of service (LOS) A grade for the intersection. Read more in the [design report](#).

3. Will the roundabout improve safety at this intersection?

As noted above, roundabouts have been shown to reduce conflict points and lessen the number and severity of accidents. By reducing speed and maintaining a continuous flow of traffic in the same direction, a roundabout offers a safer option than a traditional four-way signalized intersection. For more information on roundabouts, see this [fact sheet](#).

4. How will the roundabout work with the traffic signal at the intersection of 84th St NE and SR 92?

Roundabouts promote a continuous flow of traffic and there is enough separation between the two intersections that there shouldn't be an impact to the other's traffic operations. A Snohomish County traffic study in 2019 calculated a maximum queue of 432 feet for the eastbound lane of 84th St NE in the afternoon commute. The distance between these intersections is about 560 feet, providing plenty of space for queuing vehicles. If excessive queuing into the roundabout becomes recurring, Snohomish County can work with the Washington State Department of Transportation (WSDOT) on signal timing adjustments.

5. I worry the roundabout on 163rd Ave NE will not address the backup that occurs when westbound drivers need to make a left into Getchell Station during heavy traffic. Traffic is sometimes backed up through the light.

The short distance between the signaled intersection on SR 92 and 84th St NE and Getchell Station may make a turn lane difficult to plan for, but we will investigate the concern and look at the options. The new roundabout at 84th St NE and 163rd Ave NE would allow westbound traffic to move continuously past Getchell Station, providing the option for drivers to navigate the roundabout and approach Getchell station from the east where they can make a right turn safely. Or, instead of making a left turn from 84th, traffic can right turn into the station from SR 92.

6. How will the roundabout accommodate heavy trucks that use this intersection?

The 84th St NE corridor is one of the county’s major truck routes, apart from state highways. The roundabout will have an inside truck apron and outside truck aprons on the northeast, northwest, and southwest edges of the circulating lane to accommodate long combination hauling vehicles. The feedback and recommendations that were received from the trucking industry for the Granite Falls Alternate Route (GFAR) were also considered in the layout of the roundabout.

7. Will right of way need to be purchased for the 84th St NE and 163rd Ave NE project?

As part of the intersection improvements, Snohomish County will need to purchase right of way from several property owners in the area. Those property owners will be contacted by a Snohomish County Right-of-Way Agent. A right-of-way plan was approved by Snohomish County Council in 2021. Learn more about the [right-of-way process](#).

84th St NE and 123rd Ave NE Improvement Project

1. Has the county finalized plans for a roundabout at 84th St NE and 123rd Ave NE intersection?

Snohomish County prefers the use of a roundabout at this intersection for the same reasons as the 84th St NE & 163rd Ave NE project – to reduce speed and improve traffic flow. Plans are not finalized. Funding was recently secured for this project and construction is tentatively planned for 2025-2026.

2. How will it work if my driveway is part of the approach to the proposed 123rd Ave NE roundabout. I am not sure how I can get out of my driveway. Will I be compensated?

The roundabout design for 123rd Ave NE is still very preliminary and we will be taking into account various properties and access points before we land on a final design or create a right-of-way plan. One option for driveway access can be to create a break in the splitter island that would allow for a car to go through, if this can be achieved safely. In some cases, this could mean that you have to access the roundabout to travel in any direction safely. If any actions involve your property, the county will discuss right-of-way needs with you. There is a right-of-way process and fair market compensation is included.

3. Have you determined if any right of way needs to be purchased for this project?

A right-of-way plan will not be completed until design plans are further along. If you have any concerns about your property near the proposed project site, please reach out to the county. Email road@snoco.org or call 425-388-ROAD (7623). Learn more about the [right-of-way process](#).

Title VI: Interpreter and translation services for non-English speakers and accommodations for persons with disabilities are available upon request. Call 425-388-7623. For questions regarding Public Works' Title VI Program, contact our Title VI Coordinator via email at spw-titlevi@snoco.org, or phone 425-388-6660. Hearing/speech impaired call 711.

Si los solicita, hay disponibles servicios de interpretación y traducción para personas que no hablan inglés y adaptaciones para personas con discapacidades. Llame al 425-388-7623. Si tiene preguntas sobre el Programa de Obras Públicas del Título VI, comuníquese con nuestro Coordinador del Título VI por correo electrónico a spw-titlevi@snoco.org, o por teléfono al 425-388-6660. Las personas con dificultades auditivas/del habla deben llamar al 711. (Spanish)