

SR 99/Lynnwood and Unincorporated Snohomish County Pre-Design Study

Technical Working Group Meeting Minutes

Meeting title: Technical Working Group Meeting #1

Date: November 07, 2024

Time: 10:00 - 11:30 a.m.

Location: MS Teams

Purpose: Discuss process overview, methods and assumptions, existing conditions, purpose and need, engagement strategies.

TWG Attendees:

Name	Organization	Name	Organization
Bertrand Hauss	City of Edmonds	Karl Almgren	City of Lynnwood
Klayton Leingang	City of Everett	Matt Nienhuis	City of Mukilteo
Yorik Stevens-Wajda	City of Everett	Chris Simmons	Community Transit
Robert McFarlane	City of Everett	Kathryn Boris	Community Transit
David Mach	City of Lynnwood	Robert Rich	Community Transit
David Kleitsch	City of Lynnwood	Jennifer Barnes	Puget Sound Regional Council
Paul Coffelt	City of Lynnwood	Mohammad Uddin	Snohomish County
Ben Wolters	City of Lynnwood	Miranda Redinger	Sound Transit
Catherine Kato	City of Lynnwood	John Evans	Sound Transit

Study Team Attendees:

Name	Organization	Name	Organization
April Delchamps	WSDOT	Jeanne Acutanza	WSP
Joshua Shippy	WSDOT	Dillon Zang	WSP
Zachary Howard	WSDOT	Chris Ell	WSP
Sole Aranguiz	WSDOT	Henry Yates	Yates Consulting
Nick Menzel	WSDOT	Josh Hartley	Fehr and Peers
Amber Stanley	WSDOT	Maan Sidhu	Fehr and Peers

Welcome and Safety Moment:

WSDOT welcomed everyone and shared a safety moment as well as a land acknowledgement. WSDOT facilitated introductions vis Teams and reviewed the agenda.

Background

WSDOT reviewed project funding, highlighting the Sandy Williams Grant and a PSRC equity grant with matching funds from WSDOT. WSDOT also reviewed earlier study efforts that began in 2022 and brought the group up to date on the current study status.

Process Overview

WSDOT presented policies guiding the study, highlighting the 2022 Complete Streets legislation and the Healthy Environment for All (HEAL) Act. The study scope from Airport Way to 208th St SW along SR 99 was defined with the study vision. The TWG meeting timeline, study schedule, study team, and the TWG participants were presented.

Engagement

WSDOT reviewed the community profile for the study area and previous engagement from 2022, highlighting the feelings of unsafety. Henry Yates, Study Team, discussed current engagement the study team is doing and who they are engaging with. The engagement plan consisting of an Equity Working Group (EWG), smaller group meeting and ongoing communication was explained.

Discussion on the Process and Engagement:

- David Kleitsch, City of Lynwood, suggested including Edmonds College and Volunteers of America in the engagement process.
- Paul Coffelt, City of Lynwood, asked if there will there be an open house?
 - April responded that they are looking into an online open house.
- Ben Wolters, City of Lynwood, asked about what engagement with businesses and property owners has happened? Also mentioned that they had done a bit of engagement in the area for the comprehensive plan.
 - Henry answered that they had talked with the Snohomish Chamber of Commerce and had reached out to the Lynnwood Chamber. There is also ongoing communication with Snohomish County Committee for Improved Transportation (SCCIT) which includes some representation from the Lynnwood Chamber.
 - Ben offered to share contact information with local businesses and that it would be worth following up with the Lynnwood Chamber.
- Karl Almgren (City of Lynwood) and David Kleitsch (City of Lynwood) asked about the planned outcome of the study and how the study fit into broader plans or capital projects. They questions what level of collaboration WSDOT was looking for and mentioned that the City was looking to start planning efforts on their SR 99 in a couple years (past this study timeline).

- April answered that complete streets legislation triggered the study and that the study is meant to get ahead of repaving and other projects that are coming down the pipeline for this segment of SR 99. She clarified that this is a study and not associated with any capital project. The study is about creating a unified vision for the future and that WSDOT is looking to collaborate with partners in the area to figure out what that vision will be and ultimately fund the implementation.
- David noted when Lynnwood initiated BAT lanes in the early 2000s they did nothing related to other items such as access. They did not follow City of Shoreline or City of Edmonds strategies on SR 99 (that includes streetscape, utilities etc).
- Mohammed Uddin (Snohomish County) asked if this study is a continuation of the Shoreline and Edmonds projects on SR 99?
 - April responded that it will be evaluated separately and at this point we don't know how the corridor will look. The study will look for compatibility with other segments of SR 99 and the transitions in and out of the study area.
- Karl asked if the study area can be extended to the south border of Lynwood with Edmonds.
 - April answered that she can look into it, but there is funding tied to the limits. Part of the study will be evaluating the transition into the study area at both the north and south end and that discussions on how to tie it into the Edmonds segment will be important. Karl mentioned that Lynwood may be willing to partner to extend the study.
- Ben Wolters (City of Lynwood) asked if the study team had received Lynwood's sub area plans and reviewed Lynwood's back of curb standards and other standard plans.
 - Jeanne Acutanza, WSP Study Team, answered that the team will review the plans and that the standards would help inform the alternatives development.

Existing Conditions

WSDOT discussed roadway safety, WSDOT's safe system approach, and the methods and assumptions for the safety analysis for the corridor, highlighting killed and serious injury (KSI) crashes. WSDOT discussed: freight and vehicular mobility; the land use, major institutions, and environmental context of the study; the complete streets requirements and application for this study; levels of traffic stress for the existing pedestrian and bicycle facilities; and the roadway and intersection schematics created to analyze segments of the study area. Community Transit reviewed the transit routes and stops in the study area, and the boarding and alighting data.

Discussion of the Existing Conditions:

- David K noted that there are some areas shown as industrial in the land use map that are mixed use.
 - Jeanne responded that the study team will look into it and update the map.
- Robert McFarlane, City of Everett, asked if driveway density was a factor in the level of traffic stress?

- Zach replied that it is not one of the factors that contribute to the level of traffic stress but is something that is considered when evaluating pedestrian safety. The study will look at driveway density as it develops alternatives.
- Chris Simmons mentioned that Community Transit has had security concerns around Airport Way and that there is an unhoused population/ drug use in the area and that it may be related to some of the roadway safety issues.
 - Yorik Stevens-Wajda, City of Everett, noted there are behavioral issues including impairment that can be linked to some of the safety results. He wants to know if the crash data informs that? He noted that this is important because he often hears people attribute the concentration of KSI on SR 99 to behaviors such as jaywalking and impairment. Does impairment on this corridor have a higher propensity of serve injury and crashes as compared to other similar places. This issue needs further investigation and discussion.
- David K noted that when considering alternatives and widening the sidewalk it is important to consider that this is an above ground utility corridor and improvements must consider these transmission lines.
- Chris Simmons noted that the Swift Blue line is the highest ridership route in Community Transit's network and has 7K riders per day. The route 101 is an underlay route along SR 99 and connects lower ridership locations to the Swift stations. Airport Rd safety and security issues for Swift are a priority and CT is expanding transit ambassadors and working on fare payment.
- Paul Coffelt noted that one of Lynnwood's SR 99 ped fatalities within 5 years was an impaired person crossing 100 feet away from a signalized crosswalk.

Purpose and Need

WSDOT talked through the purpose of the study, the preliminary needs, and the preliminary goals. The preliminary needs and goals are based on the existing conditions analysis and the initial community engagement.

Discussion on the Purpose and Need:

- Karl asked if a sustainability goal could be part of the study. It could be related to Vehicle Miles of Travel (VMT) per capita or greenhouse gas emissions.
 - April responded that this was a good idea and that the study team would look into it.
- Robert Rich, Community Transit, asked for the operations of the corridor be considered in design recommendations, specifically how the signal timing impacts crossing pedestrians while ensuring person-throughput along the corridor via reliable progression of high- capacity transit vehicles.

- Chris S asked if the study area was designated as high priority by the HEAL act and what standards would apply?
 - April responded that HEAL is related to environmental justice and that when a project reaches pre-design or design it will have to go through additional reviews related to the HEAL act.

Next Steps

WSDOT went over action items and scheduling for the next meeting.

Discussion on the Next Steps:

- Karl said that Catherine Kato - Lynnwood Senior Planner will be the POC for Lynnwood to coordinate with Public Works and Development & Business Services. She will be working on a list of additional engagement groups as well as collect comments from Lynnwood. Please feel free to reach Catherine at ckato@lynnwoodwa.gov
- Chris S is connecting this meeting with their BRT group and that Morgan McGrath (morgan.mcgrath@commtrans.org) should be added to future conversations.
- Mohammad asked that Jay Larson jay.larson@co.snohomish.wa.us from Snohomish County be included in future conversations.