

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

Technical Working Group Meeting Minutes

Meeting title: Technical Working Group Meeting #2

Date: January 9, 2025

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

Location: Zoom

Purpose: Discuss purpose and need, options engagement strategies.

TWG Attendees:

Name	Organization	Name	Organization
Corey Hert	City of Everett	Karl Almgren	City of Lynnwood
Dan Enrico	City of Everett	Gael Fisk	City of Mukilteo
Klayton Leingang	City of Everett	Matt Nienhuis	City of Mukilteo
Robert McFarlane	City of Everett/Everett Transit	Britton Kavanaugh	Community Transit
Paul Coffelt	City of Lynnwood	Kathryn Boris	Community Transit
David Kleitsch	City of Lynnwood	Mohammad Uddin	Snohomish County
Paul Coffelt	City of Lynnwood	Nathan Howard	Snohomish County
Catherine Kato	City of Lynnwood	Miranda Redinger	Sound Transit

Study Team Attendees:

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

Welcome and Safety Moment:

April Delchamps, WSDOT, welcomed everyone and shared a safety moment as well as a land acknowledgement. April facilitated introductions using Zoom chat and reviewed the agenda.

Background

WSDOT reviewed the anticipated upcoming TWG meetings and process to date.

Purpose and Need

April Delchamps reviewed the updated Purpose and Need statement with a listing of study goals and including comments received to date. A draft Purpose and Need Statement was shared with the TWG committee.

Existing and Future Conditions

Josh Shippey and Zach Howard, WSDOT, reviewed revisions to the Existing Conditions and provided a review of Future Conditions including recently drafted or approved Comprehensive Plans, sub area plans impacting the area, bicycle and pedestrian improvements, regional trails, transit improvements and other arterial traffic improvements including extending Business Access and Transit (BAT) lanes in Unincorporated Snohomish County.

Discussion

- Karl Almgren, City of Lynnwood, noted comment in chat regarding recent ped fatality on SR 99 at 176th Street Southwest.
- Corey Hert, Traffic Engineer for City of Everett, noted that the City of Everett is planning a signalized crossing at SR 99 Evergreen Way and Center Rd just north of the project. We may have some grant funding that can be reallocated and may be able to construct in 2 to 3 years. It will require coordination with WSDOT, signal permit, channelization plan approval, etc.

Initial Set of Strategies and Analysis

Josh Shippey and Zach Howard reviewed the schedule for the alternatives analysis process and identified the three strategy categories – spot treatments, systemic treatments and different crosswalks. WSDOT described spot treatments and showed examples applied at signal-controlled intersections, unsignalized intersections, mid-block crosswalks, driveway treatments and enhancements for transit. WSDOT identified potential locations for spot treatments. Systemic improvements were described including access management and reducing speed limits. Various cross-sections were described including adding bike lanes or shared use path, medians, BAT lanes and center-running transit.

Discussion:

- Paul Coffelt, City of Lynnwood, noted the City is in process of updating signal communications upgrade using GPS for Transit Signal Priority and Emergency vehicles.
- Mohammad Uddin, Snohomish County, noted that they are considering transit signal priority applications on 164th Street SW project.

- Karl Almgren asked if 11' lane width assumes median shy distance.

Discussion During Breakouts:

Lynnwood Breakout

- Consider bike lanes by direction (not shared use or cycle track with bidirectional lanes).
- Look to 196th Street corridor recently completed by City of Lynnwood for applications including protected crosswalks. Not raised and assume no median refuge for pedestrians.
- Raised pavement could be used away from the SR 99 corridor (side street crossings for example) but not recommended on SR 99.
- City would promote high visibility crosswalk.
- Recommend using consistent protected crosswalks and not mixing yellow-flashing/hybrid beacon.
- City of Lynnwood applies leading pedestrian intervals in other areas of the city
- City is interested in more medians and access management.
- The 196th Street SW corridor has 13' outside lane widths and 11' inside. Consider signal crossings at existing unsignalized intersections like 180th Street SW
- Consider treatments at 200th Street SW, 204th Street SW, 208th Street SW
- Consider consolidation of driveways to reduce conflicts with a bike lane
- Would concur with no right-on-red in Lynnwood
- Considering posted speed is 40 mph north and south of the study segment agree that 40 mph posted speed is feasible for the corridor. Changing speed may result in a small reduction in capacity.
- Consider speed and reliability of the Blue line with any changes to operations .
- Consider speeds when selecting a protected bike treatment. Adjust bike lane width to reflect speeds.
- Jersey barrier should have a 2' shy distance,

Unincorporated Snohomish County Breakout

- Truck aprons should be considered in this segment, but the frequent heavy vehicles will have to be factored in.
- Mohammad Uddin suggested looking into dynamic no right turn on red signs, especially when a ped call is activated. Also consider LPI treatments at signalized intersections. There was a discussion on the benefits of static vs dynamic right turn on red signs, with static being more predictable, but dynamic are more conspicuous.
- Nathan Howard, Snohomish County, suggested looking at curb extensions to narrow crossings, but noted this may be difficult on SR 99 itself and that raised crossings on SR99 would also be difficult due to the high traffic and speed on SR 99.
- Klayton Leingang, City of Everett, asked about widening the median throughout the corridor and there was discussion about how we can widen the medians and provide access management and turning movements where necessary.
- Britton Kavanaugh, Community Transit, asked that medians be designed to be compatible with the possibility of future center running busses and to consider the ROW impacts.

- Corey Hert asked about restricting crossings where they make sense, closing them off to pedestrians. May present a political challenge, but when watching cameras, he is concerned about pedestrian crashes.
- Corey Hert said City of Everett doesn't plan to use pedestrian hybrid signals, but half signals are open for consideration. Considering a target speed of 35 MPH, they plan to choose that as the target speed in their segment. A six lane segment also matches what the city of Everett thinks is necessary for the transit and vehicle needs. Asked if the outside lanes would be BAT lanes and WSDOT said yes they would be. The City of Everett is also worried about the distance between crossings too great in there segment as well.
- WSDOT noted that half signals would be supported and that the new MUTCD makes it easier to warrant pedestrian signals
- Access Management along the corridor will be looked at in the study. Mohmmad Uddin stated there are a lot of development projects coming near SR 99 and was concerned about access control changes on SR 99 impacting the development
- Access Management depends on future conversations with target speeds and density of driveways in the future. Looking at cross-section alternatives for the corridor will be the first task to determine what is needed for access management at specific locations.
- Currently there is a Two Way left turn lane for much of the corridor, but there are safety concerns due to this lane and turning movements. Will want to consider removal of that lane, where feasible, to address this concern. Will need to discuss with community and other agencies to determine specific treatments.

Transit Breakout

- Kathryn Boris, Community Transit began by talking about cross-sections. She noted that the "cross-section" on SR 99 is 100 feet and that additional right-of-way would be needed for improvements. The discussion ended with all agreeing that cross-sections and specific treatments will be evaluated based on further feedback.
- Kathryn Boris noted that "bike lanes are low hanging fruit." She also stated that having the grade separated by a buffer would be ideal. She talked about the benefit of concrete barriers or flexible bollards for cyclists, but also said that they might create issues for the bus reaching the curb. Craig Schoenberg, WSDOT, noted (citing some examples) that the preference would likely be for the active transportation facility to wrap around the back of the bus stop, removing any need for buses to cross bicycle lanes and/or interact with barrier types.
- Kathryn Boris indicated that a "Shared Use Path (SUP)" should be included and be separated. She said the SUP is fine on one side of the street or the other and must have a sidewalk.
- April Delchamps mentioned that a speed limit reduction to 35 mph in some sections is under consideration. Robert MacFarlane, Everett Transit noted that the reduction is good for safety, but it raises concerns about longer transit run times. However, both Kathryn Boris and Robert MacFarlane acknowledged that safety benefits from lower speeds could outweigh the operational impacts. Kathryn Boris said it would be good to see what the impact of 35 mph and even 40 mph would be. April said that WSDOT would conduct an analysis and follow-up with her.
- April Delchamps mentioned an important focus of the study would be on improving pedestrian crossings, particularly near bus stops. Mid-block crossings and potential conflicts with bus

stops are mentioned as areas for further analysis. The preference for far-side bus stops is noted, as they provide better visibility for pedestrians. The group also discussed using traditional pedestrian signals instead of hybrid beacons, if feasible.

- Kathryn Boris noted that local routes will continue to operate on SR 99, and will likely have more frequent stops than the Swift line.
- April Delchamps stated that there are no community Transit standards for bus stops or structures and she and Kathryn Boris agreed that the two agencies must work together. Craig Schoenberg noted that the new AASHTO Guide for the Development of Bicycle Facilities, and this project, could create the opportunity for the agency to develop new standards for bus stop and active transportation facility interactions.
- The importance of managing access points along the corridor to improve safety and traffic flow was highlighted. Consolidating driveways, especially near bus stops, was seen by Kathryn Boris and Rob MacFarlane as beneficial for safety and efficiency. Some data analysis on driveways will be conducted to identify potential consolidation opportunities
- Rob MacFarlane noted that speed reductions are more important for Sound Transit compared to Community Transit
- Kathryn Boris talked about the future of transit along the corridor, noting that center-running bus lanes are of interest to the agency. However, this is considered a long-term vision, and the immediate goal is to implement standard bus lanes. Transitioning to center lanes would require significant investment in fleet and infrastructure.
- April Delchamps also stated that driveway “treatments” will be necessary. Both Rob MacFarlane and Kathryn Boris like the idea of consolidating driveways.
- Craig Schoenberg stated that Metro just initiated a Rapid Ride line (G Line on Madison Ave) with both side and center platforms, using buses with doors on either side; Craig suggested that running different types of stops (center in Seattle and Lynnwood, side in Edmonds and Shoreline) would likely be feasible.
- April Delchamps asked if Rob MacFarlane or Kathryn Boris had consideration for bus stops and their placement on their radar. Kathryn Boris was interested in seeing the KSI numbers and how they correlate with mid-block crossings. April said she’d get the information to her.
- Kathryn Boris noted that there sometimes can be long distances for crosswalks near bus stops
- Kathryn Boris noted that the current plan is for CT to use curb side bus stops on SR 99 in the vicinity of the future Airport Road Link Light Rail station, instead of entering an off-street transit center.

Evaluation Framework

April Delchamps described the evaluation criteria and the importance of equity as well as pedestrian stress and connectivity, bicycling stress and connectivity, transit access environment and reliability, safety, arterial reliability, freight movement and access and land use.

Outreach Feedback from EWG

Henry Yates, Yates Consulting, reviewed outreach to the Equity Working Group (EWG) that was held on December 5th and subsequent meetings with organizations including the Immigrant Rights Project, Washington West African Center, Sno-Trac and the Asia Resource Center. Henry also listed upcoming fairs and festivals to reach out to the public.

Next Steps

April Delchamps went over action items and scheduling for the next meeting. Next meeting would be March 6 or 13.