

# **SR 99 - Lynnwood and Unincorporated Snohomish County Pre-Design Study**

## **Technical Working Group (TWG) Meeting 3**

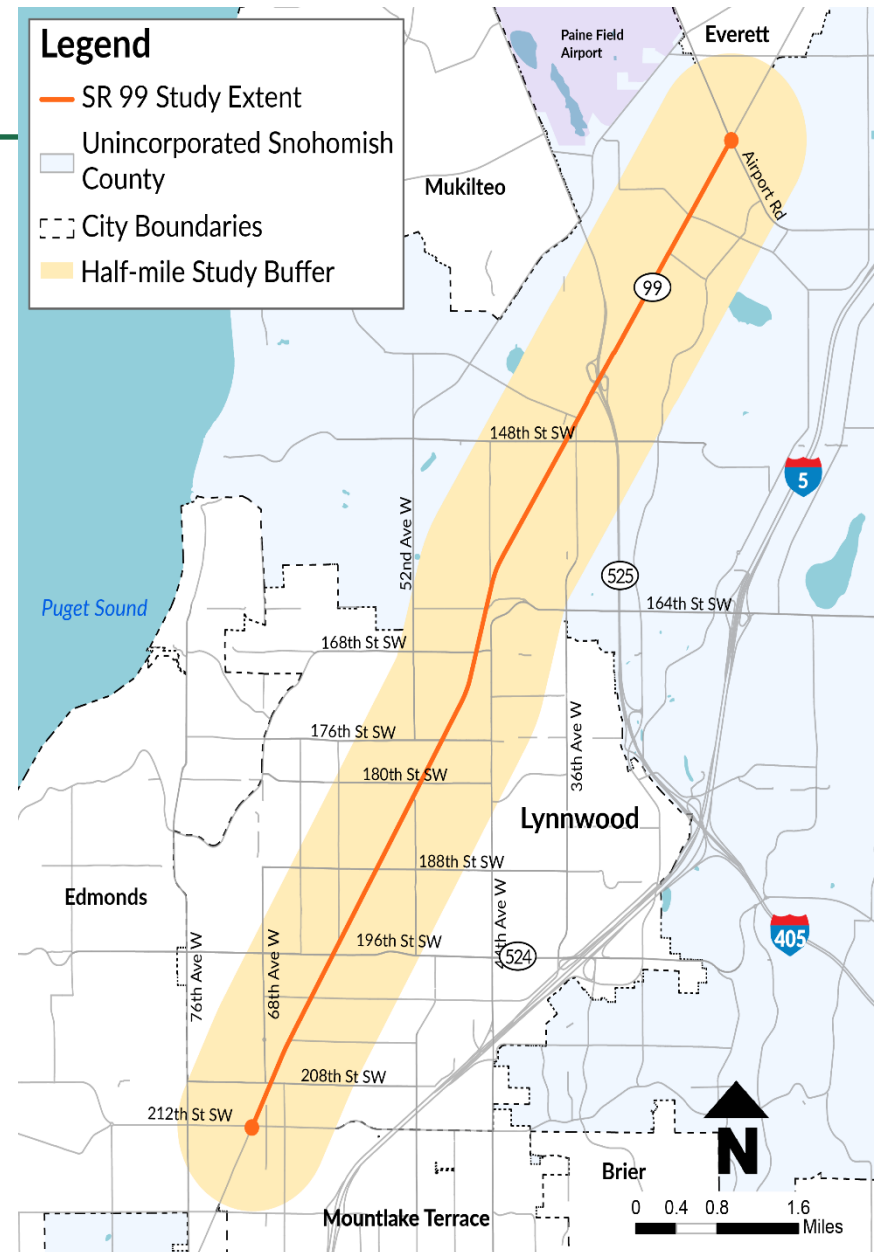
May 1, 2025

10:00 AM PST

Location: MS Teams

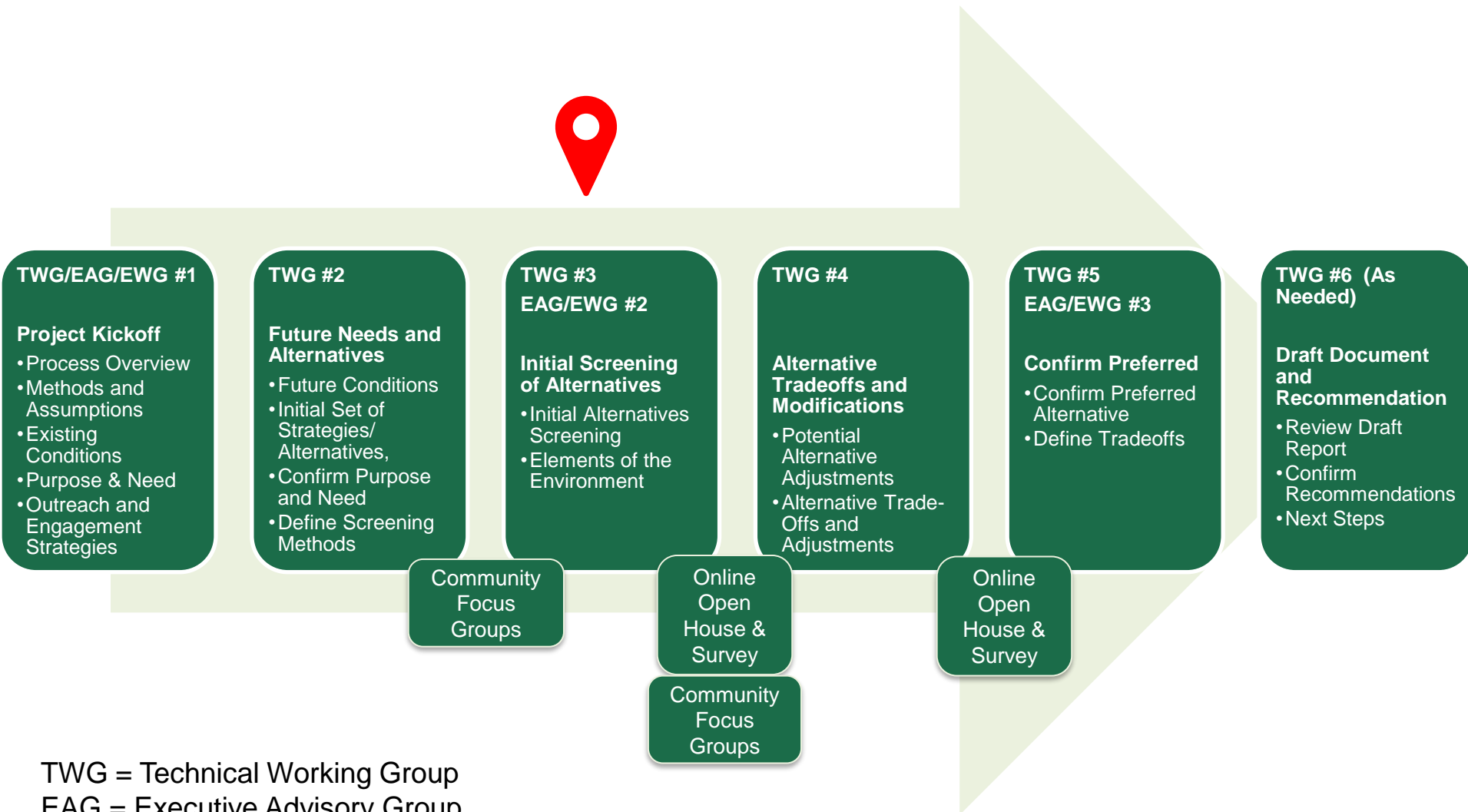
# AGENDA

- **Welcome and Safety Moment**
  - Brief Introduction (via Zoom Chat)
  - Land Acknowledgement
  - Safety Moment
- **Environmental Screening**
- **Community Engagement Update**
- **Level 1 Screening**
- **Level 2 Screening**
  - Corridor Wide Concepts
  - Systemic Treatments
  - Spot Treatments
- **Next Steps**



SR 99 Study Corridor in Lynnwood and Snohomish County.

# TWG Meeting Overview



TWG = Technical Working Group  
EAG = Executive Advisory Group  
EWG = Equity Working Group

# Environmental Screening Update

## Topics Covered

- Fish Passage Barriers
- Habitat Connectivity Priorities
- Chronic Environmental Deficiencies
- Wetlands, Streams, and Environmental Mitigation
- Stormwater Best Management Practice
- Noise Wall Retrofit Priorities
- Historic Bridges
- Hazardous Material Contamination Sites
- Greenhouse Gas Emissions
- Air Quality
- Climate Vulnerability
- Environmental Health Disparities
  - Community Demographics
  - Environmental Justice
- Section 4(f) Resources



*Fish Passage Inventory Map for the Study Area*

# **COMMUNITY ENGAGEMENT UPDATE**

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# Focus Groups & Briefings

- Focus Groups (9)
  - Refugee & Immigrant Center NW (Spanish, Ukrainian/Russian, Vietnamese, & Chuukese/Marshallese (Micronesian))
  - Latino Education Training Institute
  - Snohomish County Health Department
  - YWCA of Snohomish County
  - Snohomish County Black Heritage Committee
  - ARC of Snohomish County
- Briefings
  - Sno-Trac
  - Mukilteo School Dist.-Students & Superintendent
  - Snohomish County ADA PROW Public Advisory Committee
  - City of Mukilteo DEI Commission
  - Snohomish County Comm.-Improved Transportation





# Fairs and Festivals

## NOW UNTIL SUMMER (Tentative)

- MLK Day Events – 1/20
- Lunar New Year Events – 1/20-2/10
- Mexican Family Festival – 2/15
- Mariner Future Fest – 2/1 & 8/16
- Foundation for Edmonds School District – 2/28
- Everett District Street Fair – 6/18
- Casino Road Community Event – June
- ST Everett Link OH – June 5
- Juneteenth Events
- Kla Ha Ya Days – 7/18 & 19

## LATER IN THE YEAR

- Nubian Jam (7/26)
- Everett Food Truck Festival – 8/16
- Evergreen State Fair – 8/22 to 9/2
- Grand Opening of T&T Market (on SR 99) – summer, 2025
- Fair on 44th (Lynnwood) – 9/25
- Mukilteo Lighthouse Festival – 9/25
- Washington Western Africa celebration, Snohomish County – Fall date TBD

**ADDITIONAL SUGGESTIONS ARE  
WELCOME**

# WHO WE ARE ENGAGING

- Arc of Snohomish County
- All Aboard
- Asian Service Center
- BIKES Club of Snohomish County
- BIPOC Ed Coalition
- Boys & Girls Clubs of Snohomish County
- Cascade Bike Club
- Casino Road Kids Ministries
- Catholic Community Services of Western
- Center for Independence
- Community Foundation of Sno. County
- Connect Casino Road
- DEI and Accessibility Commission  
Edmonds
- DEI Commission – Mukilteo
- Disabled American Veterans - Snohomish  
County Chapter 13
- Economic Alliance Sno County
- Edmonds College
- Edmonds School District
- Everett Community College
- Everett Public Library
- Futurewise
- Hand in Hand Kids
- Greater Trinity Church
- Homage Senior Services
- Housing Authority of Snohomish County
- Korean Service Center
- Latino Educational Training Institute
- Lynnwood Chamber of Commerce
- Lynnwood DEI Commission
- Lynnwood Food Bank
- Mukilteo School District



# WHO WE ARE ENGAGING

- Refugee & Immigrant Center NW
- Pioneer Human Services
- Rise Up Academy
- Samish Tribe (Staff)
- Sauk-Suiattle Tribe (Staff)
- Sea Mar-Lynnwood Medical Clinic
- Sno-Isle Libraries
- Snohomish County Health Department
- Snohomish County Human Services
- Snohomish County NAACP
- Snohomish County Transportation Coalition
- Tulalip Tribe (Staff)
- United Way of Snohomish County
- Verdant Health Commission
- Volunteers of America
- WAGRO
- Washington Western African Center
- YMCA of Snohomish County
- YWCA of Snohomish County
- YWCA Homeward House

**ADDITIONAL SUGGESTIONS ARE  
WELCOME**

# Milestones Shared with Public



**June – Sept  
2024**

Review  
Current  
Conditions  
and Look at  
Future Plans

**Sept – Dec  
2024**

Assesses  
community  
preferences  
and needs

**Jan – March  
2025**

Develop  
Options

**March – May  
2025**

Evaluate  
Options on  
Pros and  
Cons

**May – Sept  
2025**

Adjust  
Options and  
Talk  
Tradeoffs

**Oct – Dec  
2025**

Recommend  
Future  
Design

# **LEVEL 1 CONCEPTS, TREATMENTS, & SCREENING**

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# Level 1: Options

## Corridor Wide Concepts

- Continuous Bicycle Facility
- Complete Sidewalk with buffer
- Landscaped Medians
- Lane Reduction
- Business Access and Transit Lanes
- Center Running Busses

## Systemic Treatments

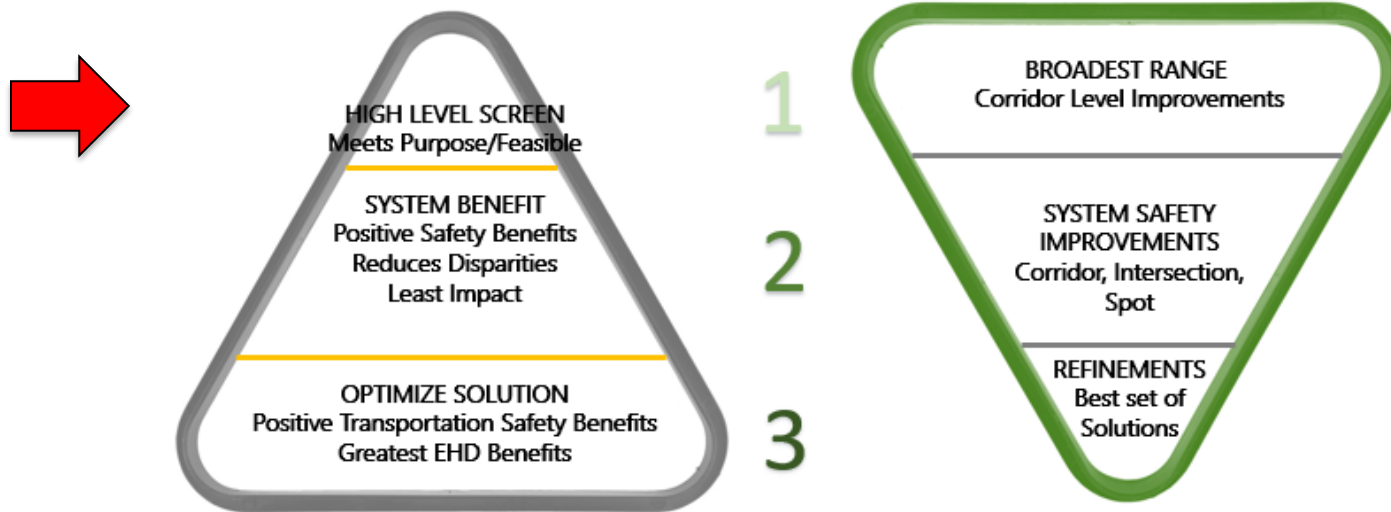
- Modify Access Management Classification
- Speed Limit Reduction
- Meet Access Management Designation
- Automated Enforcement
- Utility Undergrounding

## Spot Treatments

- Intersection Enhancements
- Driveway Treatments
- Transit Enhancements
- Protected Mid-Block Crossings
- Increased Lighting
- Signal Phasing Enhancements
- Grade Separated Crossing

# Level 1: Criteria

- **Meets Project Purpose/Objectives:** Would the concept reduce corridor congestion and accommodate future growth while improving safety.
- **Required Permits and Approvals:** Is the concept likely to receive required permits and approvals?
- **Cost-Effectiveness:** Is the scale of the concept consistent with the benefits that it provides, or can the function be served with a lower cost solution?



# Level 1: Screening Summary

## Options Screened Out for this Design Study

- Elimination of SR 99 Through Lanes
- Center Running Transit
- Grade Separated Crossings

## Options Advanced to Level 2

- Complete streets compliant roadway within minimum right-of-way to include a shared-use pathway on one side and sidewalk on the other
- Complete streets compliant roadway utilizing additional corridor-wide right-of-way with bicycle and pedestrian facilities on both sides of SR 99
- Modified SR 525 Interchange
- All Other Level 1 Options



# **LEVEL 2 OPTIONS & CRITERIA**

# Level 2: Options

## Corridor Wide Concepts

- Concept 1 – Phased implementation of Shared Use Paths on both sides with a median
- Concept 2 – Separate bicycle and pedestrian facilities on both sides with a median

## Systemic Treatments

- Access Management Change
- Speed Limit Change from 45 MPH to 40 MPH
- Utility Undergrounding

## Spot Treatments & Concepts

- Packages of spot treatments at:
  - Signalized Intersections
  - Unsignalized Intersections
  - Mid-Block
- SR 525 Interchange Concepts
- 35th Avenue Concepts

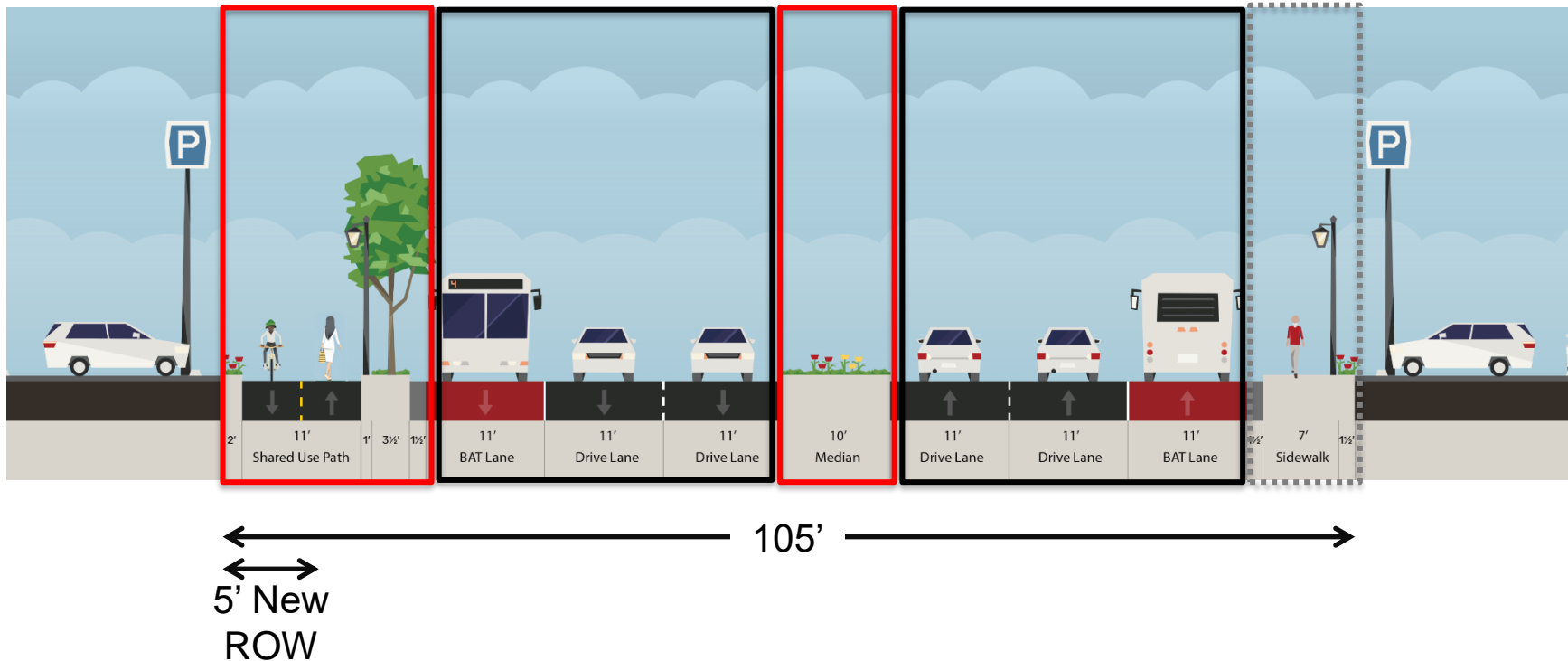
# Corridor Wide Concepts: Concept 1A (Near Term )

- Shared Use Path One Side
- Construction on one side and a median
- 5 ft of additional ROW on one side

Construction in Concept 1A

Mill/Overlay in Concept 1A

Existing Condition to Remain



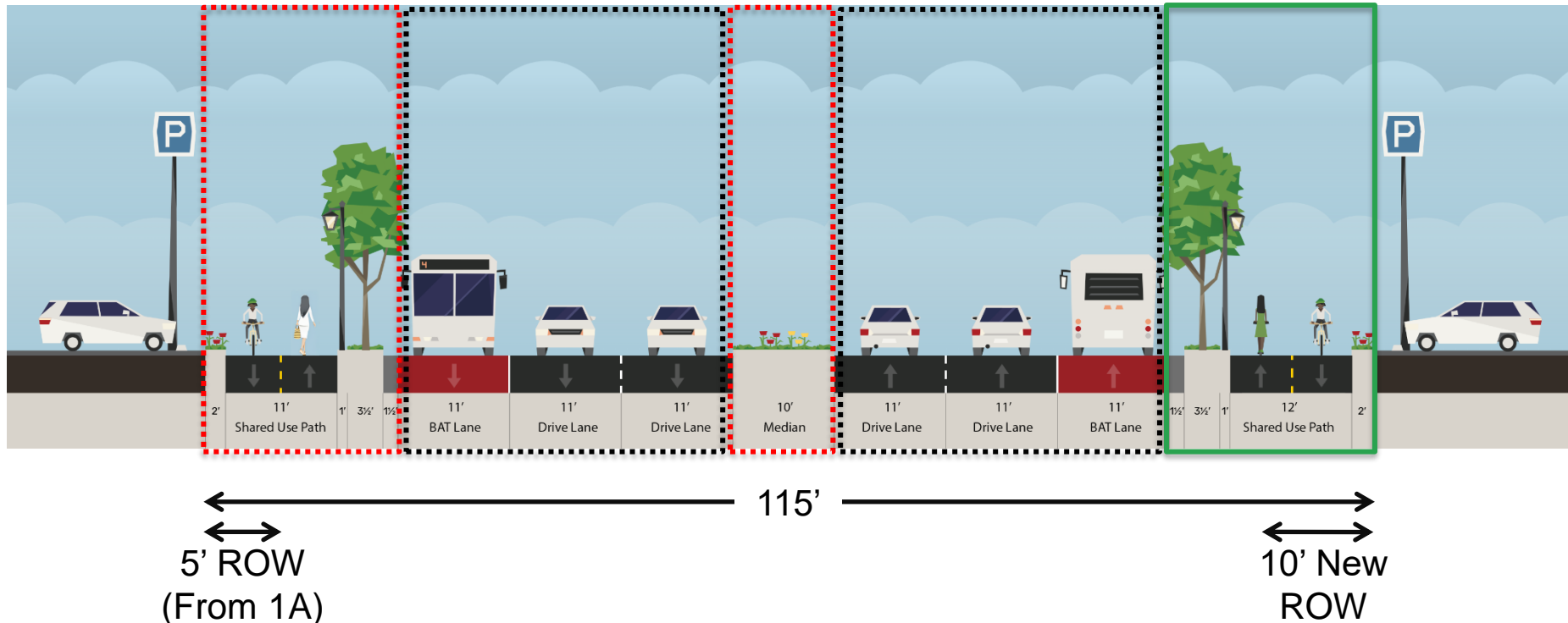
# Corridor Wide Concepts: Concept 1B (Long Term )

- Shared Use Path on both sides
- Construction on other side only
- 10 ft of additional ROW on other side

Construction in Concept 1A

Mill/Overlay in Concept 1A

Construction in 1B

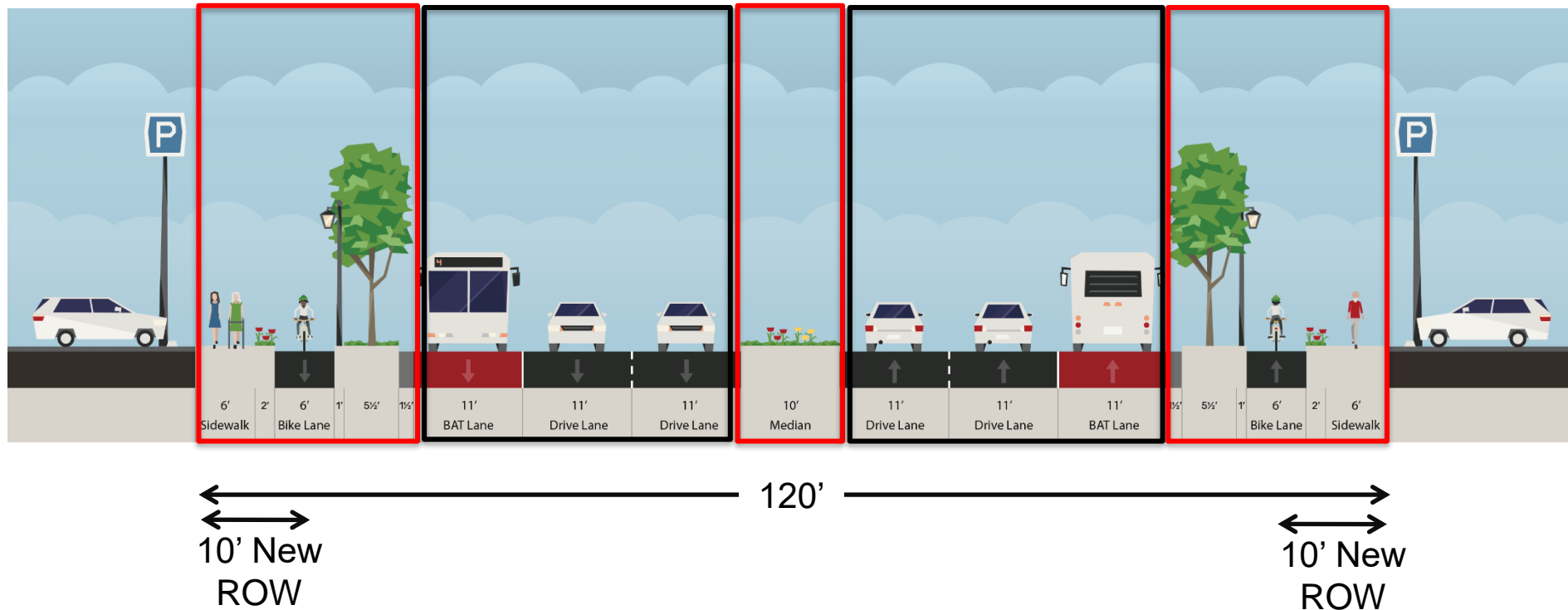


# Corridor Wide Concept: 2 Concept (Long Term)

- Separate bike lane and sidewalk on both sides
- Construction on both sides
- 10 ft of total additional ROW on both sides

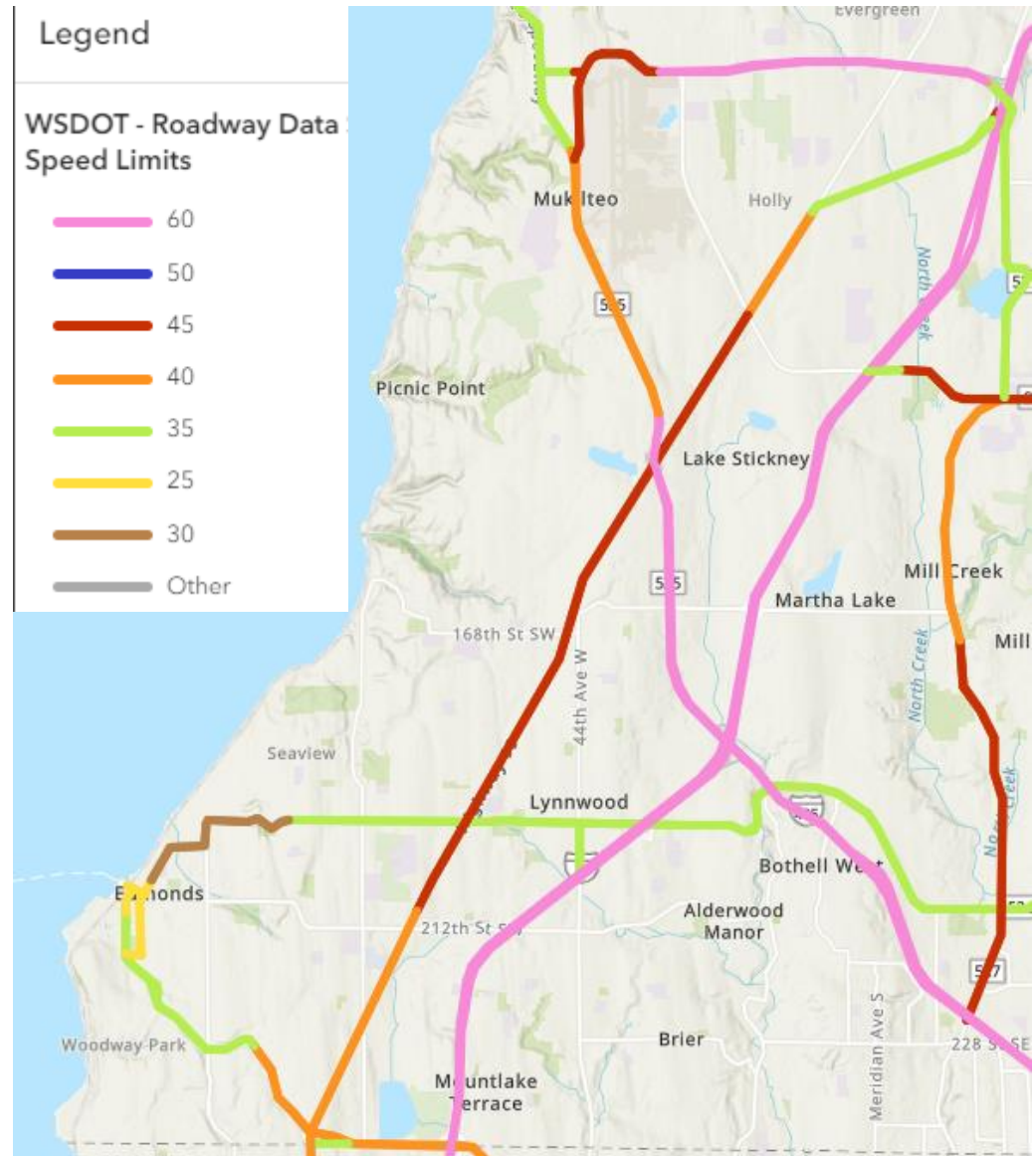
Construction in Concept 2

Mill/Overlay in Concept 2



# Systemic Treatments:

- Reduce posted speed from 45 to 40 MPH
- Underground Utilities
- Change Access Management Classification Around SR 525 Interchange



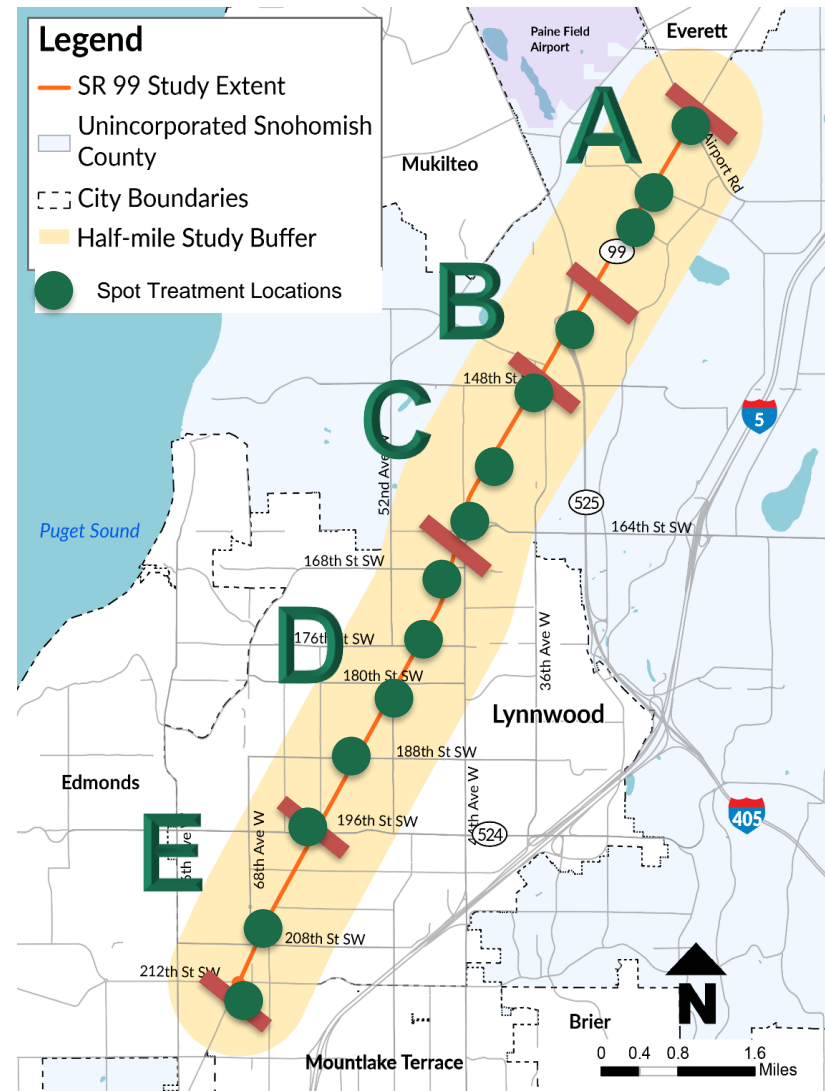


# Corridor Wide Concepts and Systemic Discussion

- Any comments or questions?
- What locations fit with which concepts?
- What are the potential challenges/ opportunities with undergrounding utilities?
- How can we encourage compliance with the speed limit?

# Spot Treatments: Overview

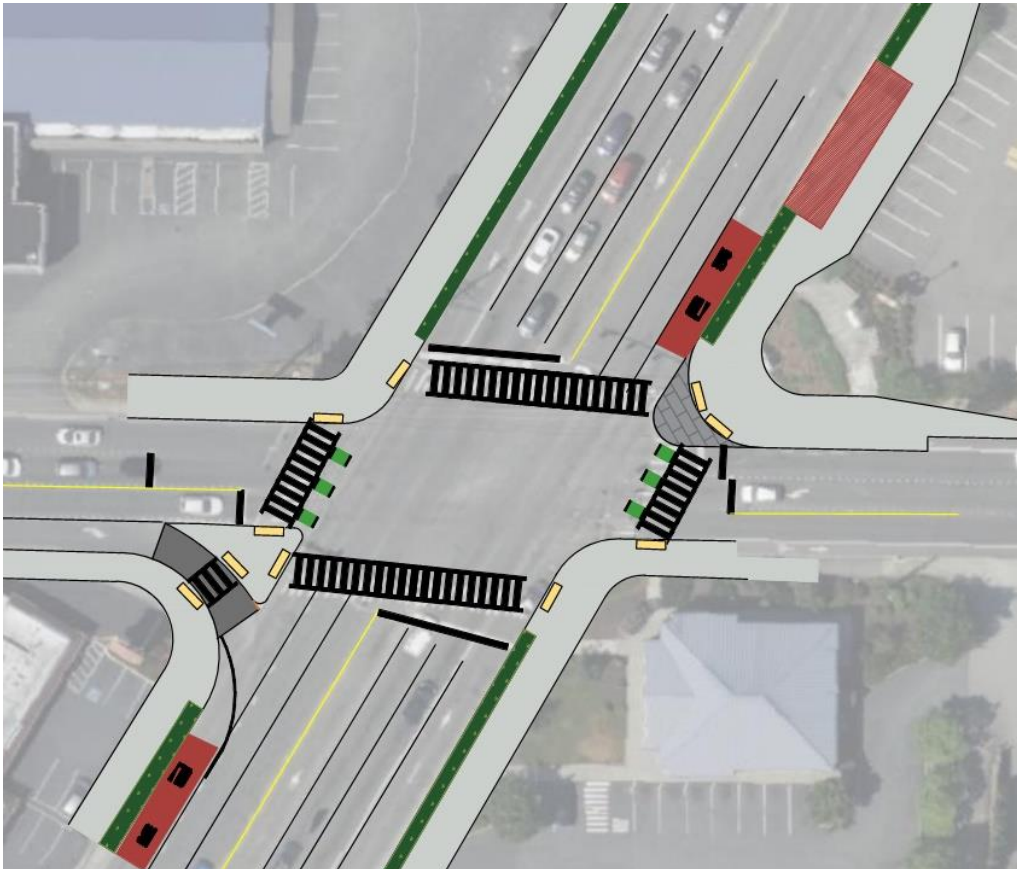
- Broke down corridor into 5 Sections A to E
- Section B includes the SR525/SR 99 Interchange and has unique options
- Developed improvement packages that include various treatments
- Locations for improvements driven by existing conditions, analysis, TWG feedback and community feedback



# Spot Treatments: Package 1



## Complete Street Modifications at Existing Signal Controlled Intersections

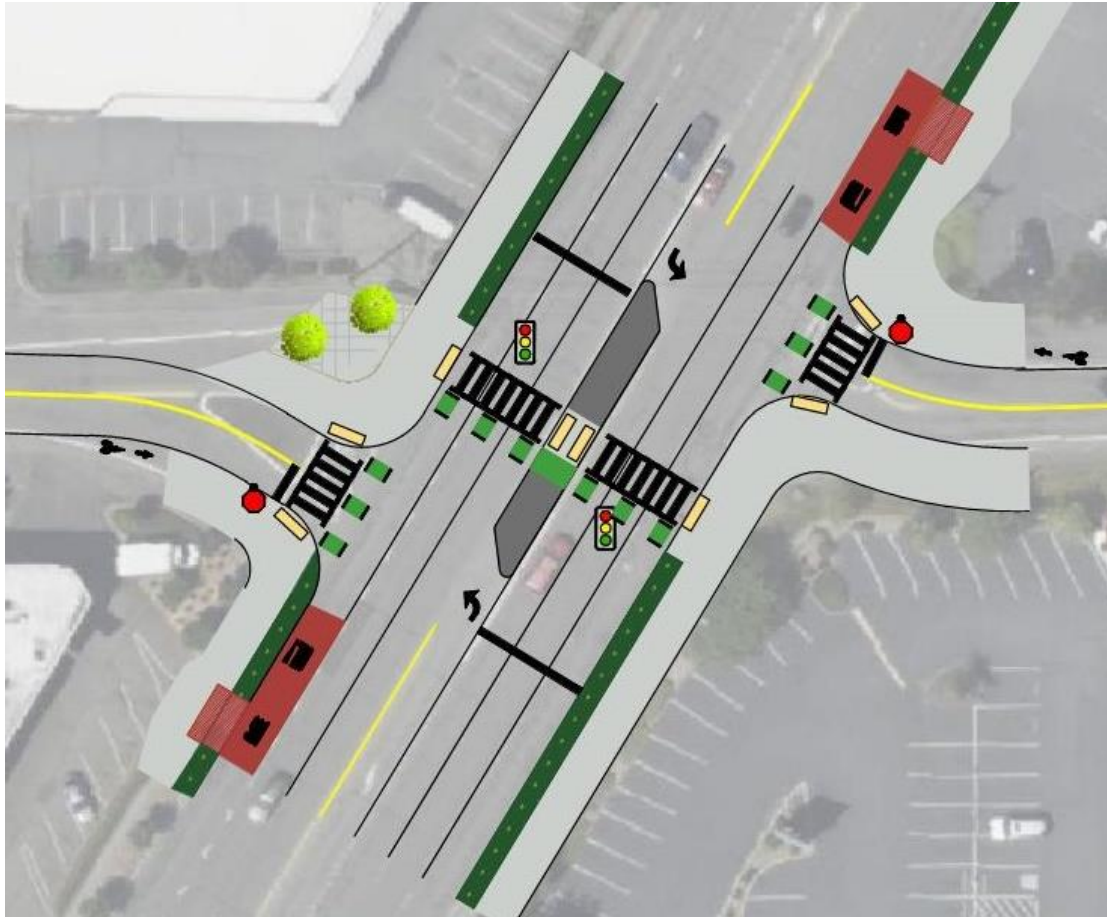


- Leading Pedestrian Interval
- Truck Aprons
- Raised Crosswalks
- Slip Lane Elimination
- Slip Lane Narrowing w/ Raised Crosswalk
- Painted or Expanded Crosswalks
- Pedestrian Refuge Island
- No Right on Red
- Advanced Stop Bars
- Reduced Corner Radii
- ADA Compliant Ramps
- Lighting
- BAT Lane Markings
- Marked Bicyclist Crossings

# Spot Treatments: Package 2



## New Pedestrian Half Signal at Unsignalized Intersections



- Realigned Side Streets
- Permissible U-Turns
- Truck Aprons
- Raised Crosswalks
- Painted or Expanded Crosswalks
- Pedestrian Refuge Island
- Half Signal
- Advanced Stop Bars
- Hardened Lane Line
- Reduced Corner Radii
- ADA Compliant Ramps
- Lighting
- Marked Bicyclist Crossings
- Plazas
- BAT Lane Markings

# Spot Treatments: Package 3



## New Mid Block Protected Crossing



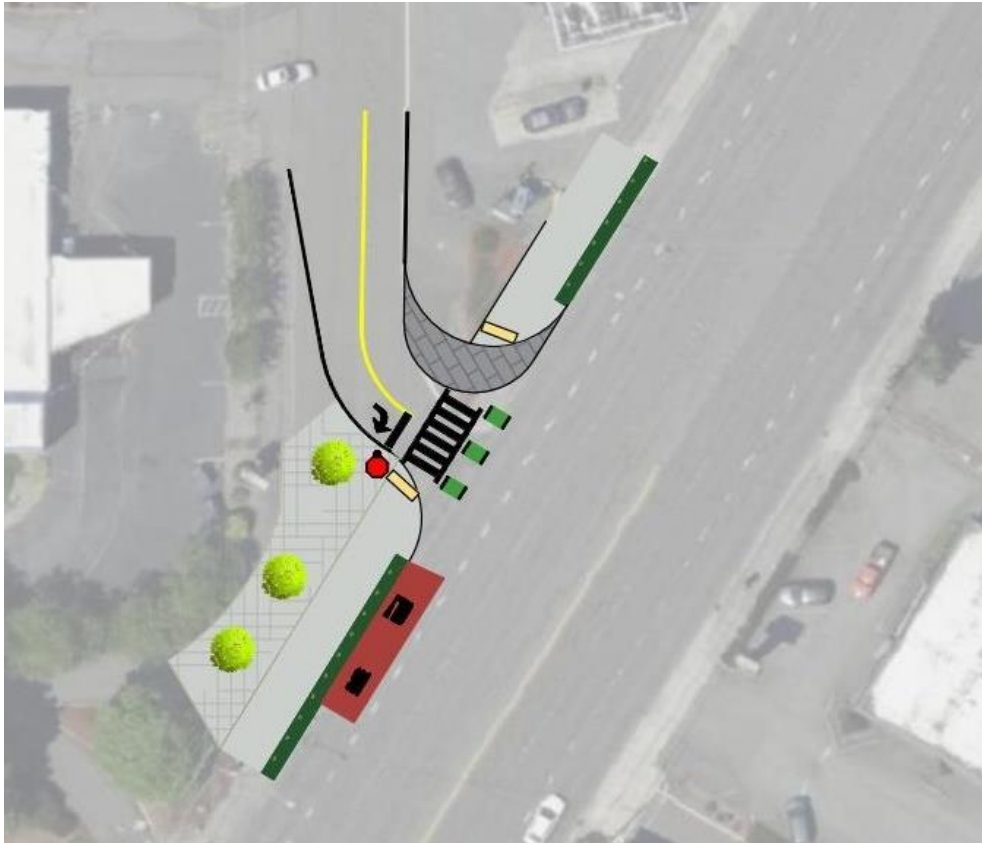
- Pedestrian Refuge Island
- Hardened Lane Lines
- Painted or Expanded Crosswalks
- Advanced Stop Bars
- ADA Compliant Ramps
- Lighting
- Pedestrian Hybrid Beacon or Half Signal
- Marked Bicyclist Crossing



# Spot Treatments: Package 4



## Complete Street Modifications at Unsignalized Intersections



- Realigned Side Streets
- Truck Aprons
- Painted or Expanded Crosswalks
- Advanced Stop Bars
- Reduced Corner Radii
- ADA Compliant Ramps
- Lighting
- Marked Bicyclist Crossings
- Plazas
- BAT Lane Markings



# Spot Treatments: Section A

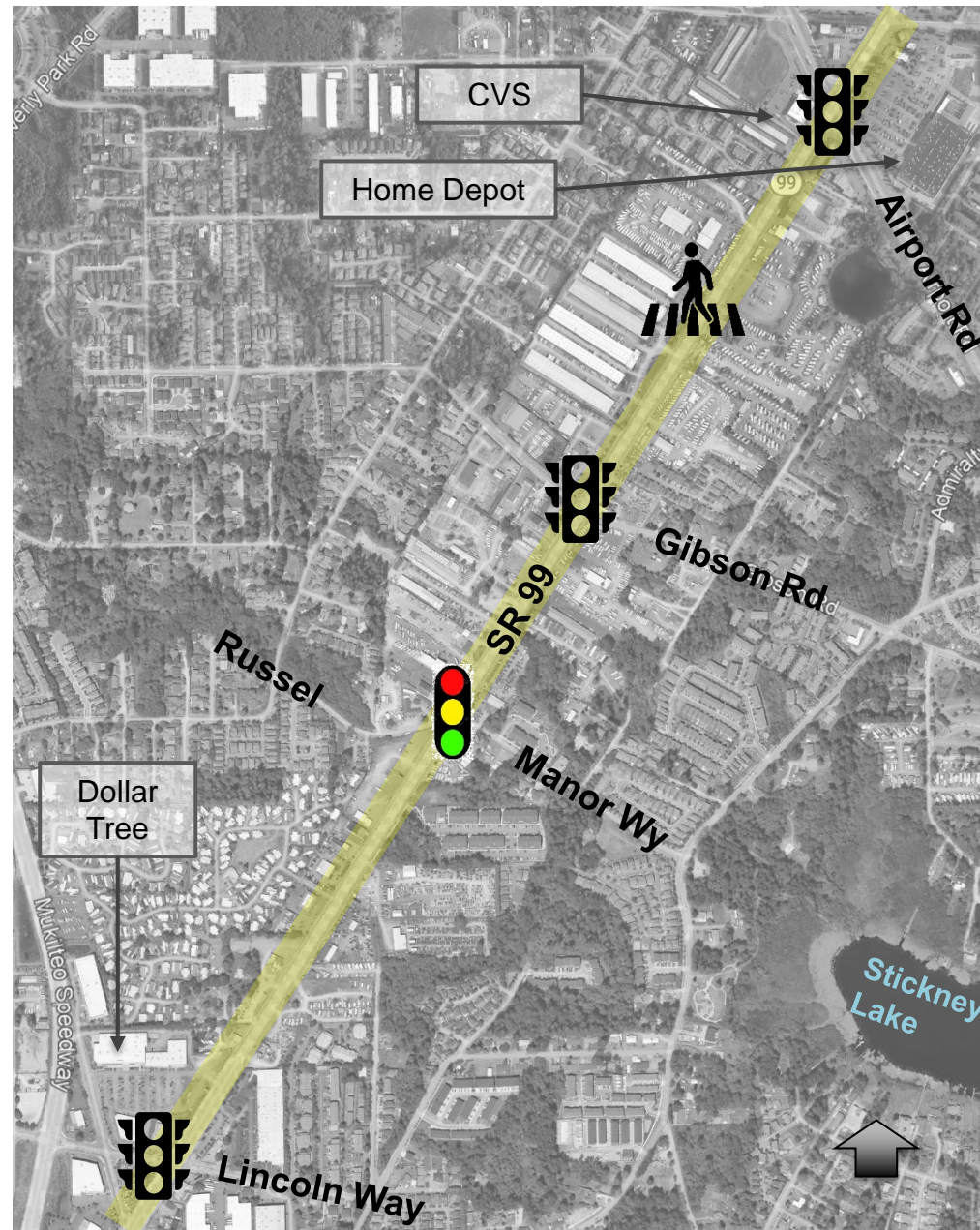
## Airport Rd to Lincoln Way Snohomish County

### Challenges

- Wide intersections with high-speed slip lanes
- Limited pedestrian facilities, no dedicated bike facilities
- Long distances between protected crossings of SR 99

### Community Comments

- Desire for safer sidewalks with lighting and wider walkways
- Lower speeds
- Midblock crosswalk at Russell Way/Manor Way
- Better transit stops (secure, restrooms), with possible transit-only lanes
- Improve pedestrian crossings
- Grade-separated pedestrian crossing for transit transfers at Airport Way
- Crossings that meet the needs of those with disabilities



# Spot Treatments: Section B

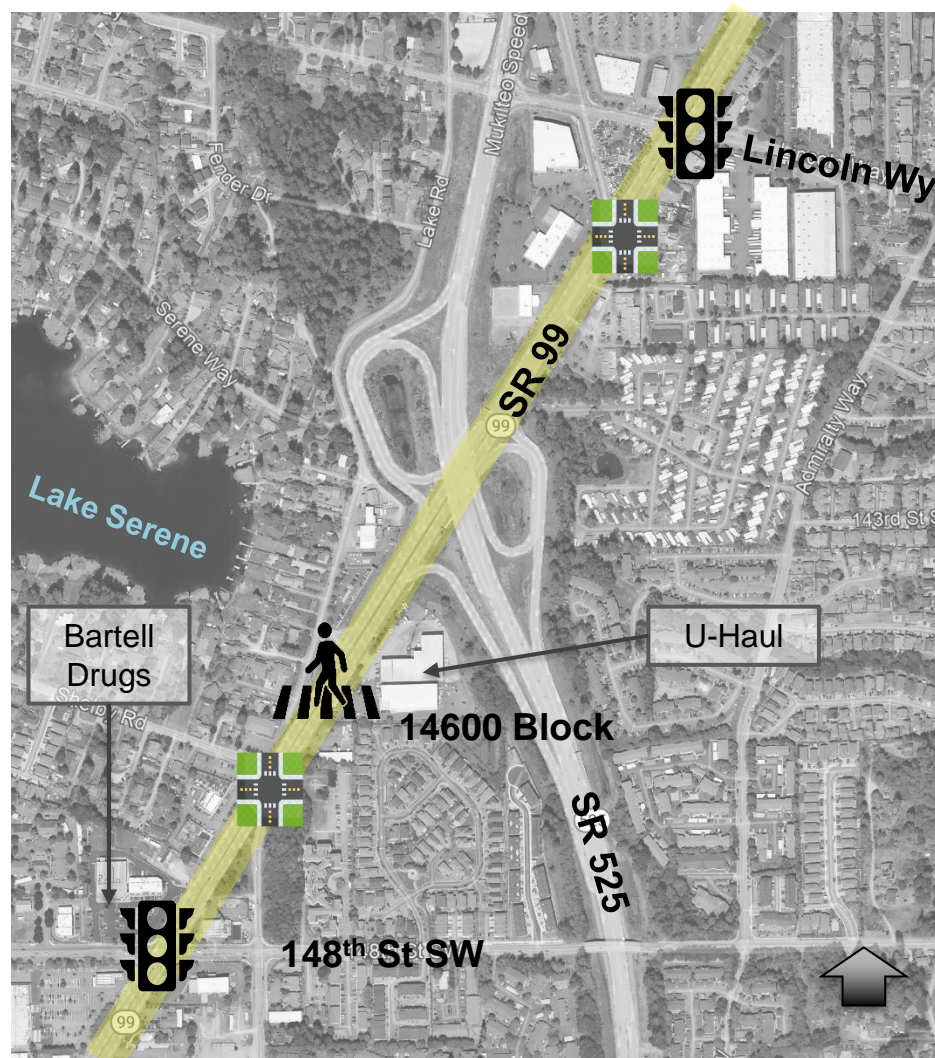
## Lincoln Way to 148th Snohomish County

### Challenges

- SR 525 Interchange lacks good lighting, has high-speed ramps
- Gaps in sidewalk network, particularly around ramps
- Motorists exiting at high speed from SR 525 to SR 99
- Indirect or long travel paths for pedestrians and wheelchair users

### Community Comments

- Enhanced pedestrian safety under SR 525 (improved lighting, crossing facilities)
- Lower speeds near interchange; better visibility for those with disabilities
- Add transit lanes with colored delineation; more bus stop amenities
- Restrict right turns on red near transit stops
- Better signage and markings for walking/biking





# Spot Treatments: Section C

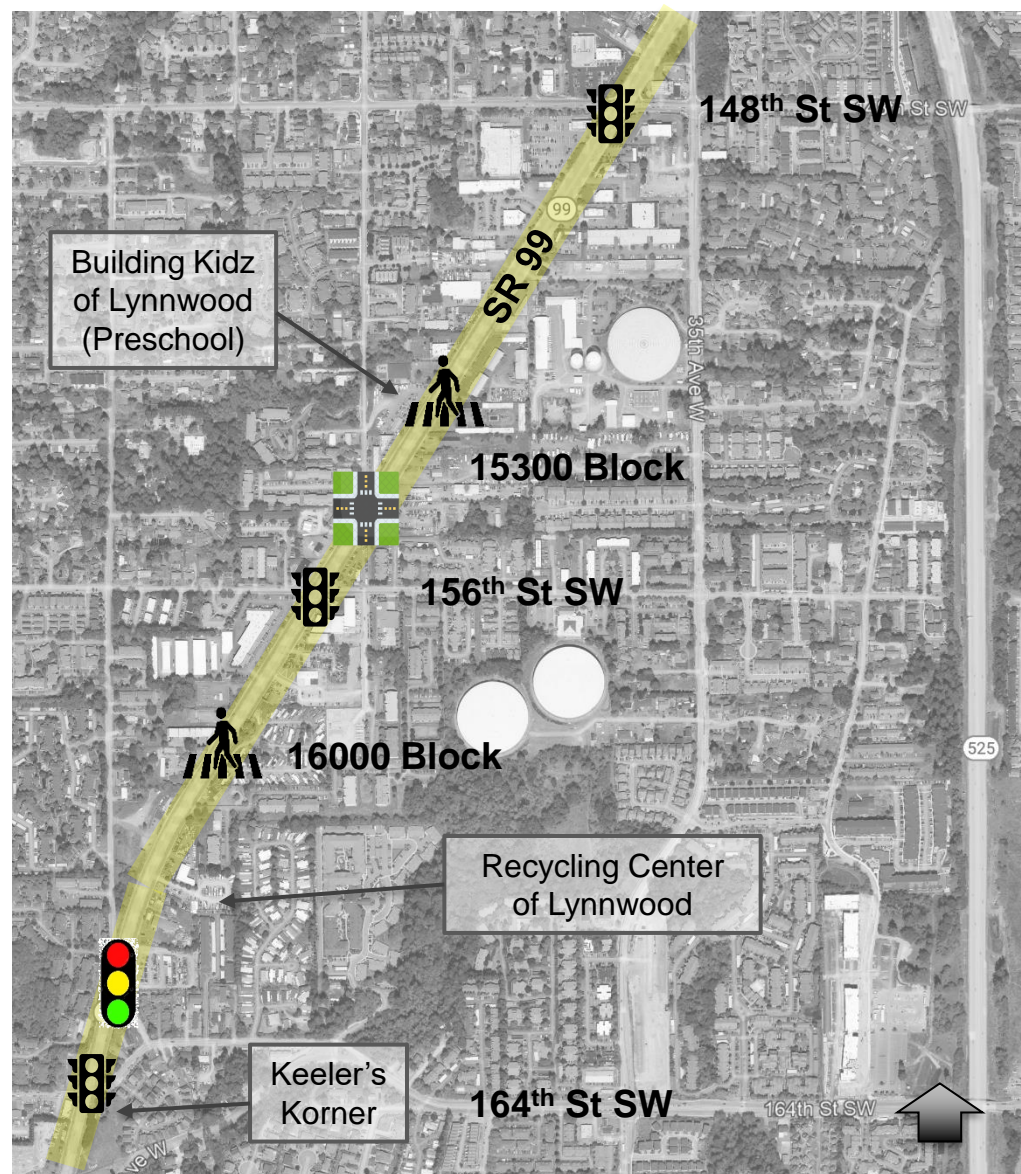
## 148th to 164th Snohomish County

### Challenges

- Minimal pedestrian infrastructure
- No dedicated bike facility
- No midblock crossings
- Higher-speed facility

### Community Comments

- Desire for midblock crosswalks (e.g., near 40th Ave W or 44th Ave W)
- Improve lighting and visibility for safer pedestrian travel
- Lower speeds and potential enforcement; better signage for U-turns
- More bus shelters, benches, and ADA-accessible stops



# Spot Treatments: Section D (North)

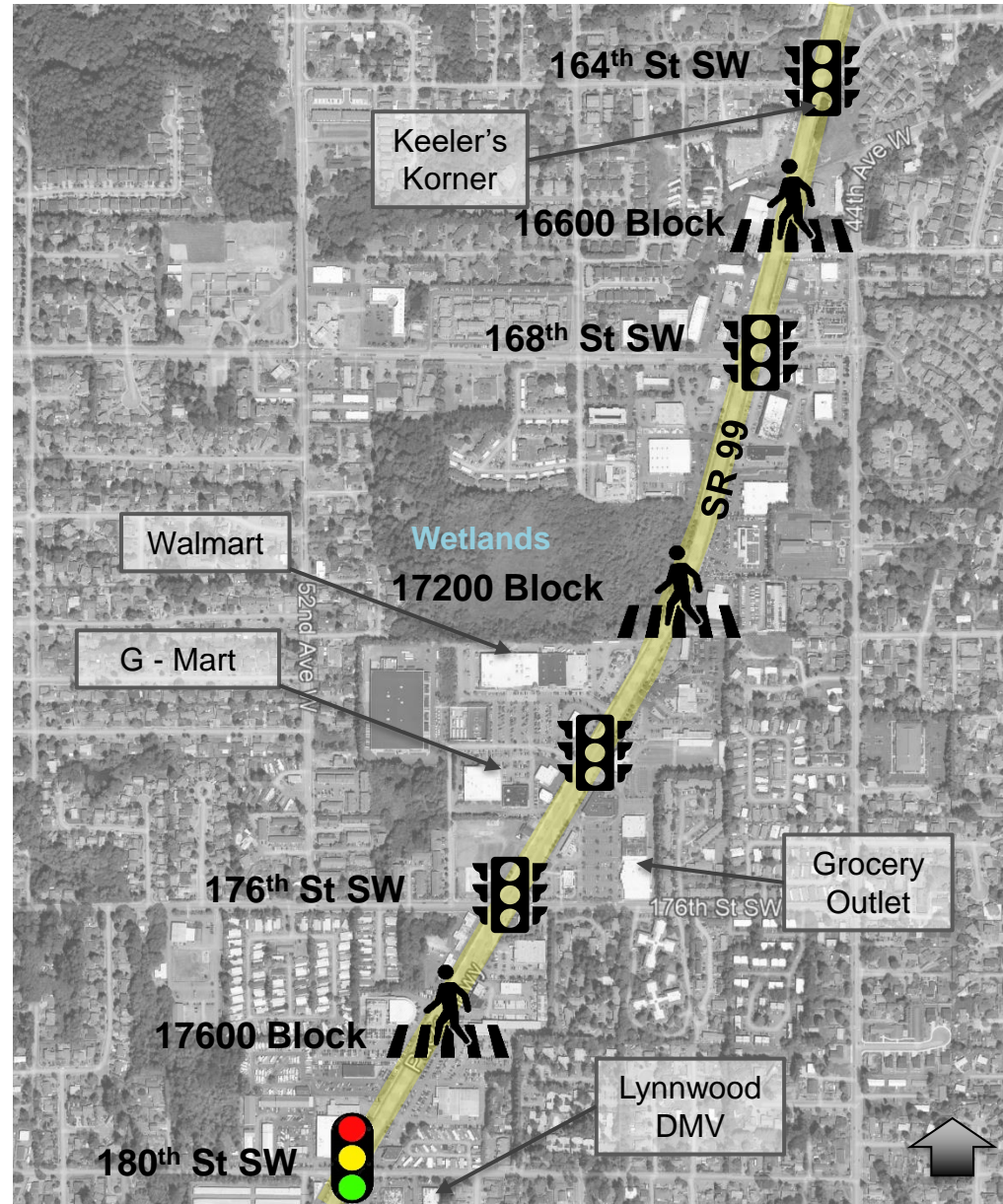
## 164th to 180th Lynnwood

### Challenges

- Frequent driveways
- Long crosswalk lengths
- Gap in sidewalk network at 164<sup>th</sup> St SW
- Long blocks
- No dedicated bike facility

### Community Comments

- Desire for better bike lane connections
- Pedestrian crossings are difficult due to high speeds
- More signage and lighting requested
- Crosswalk requested at 180<sup>th</sup> St SW





# Spot Treatments: Section D (South)

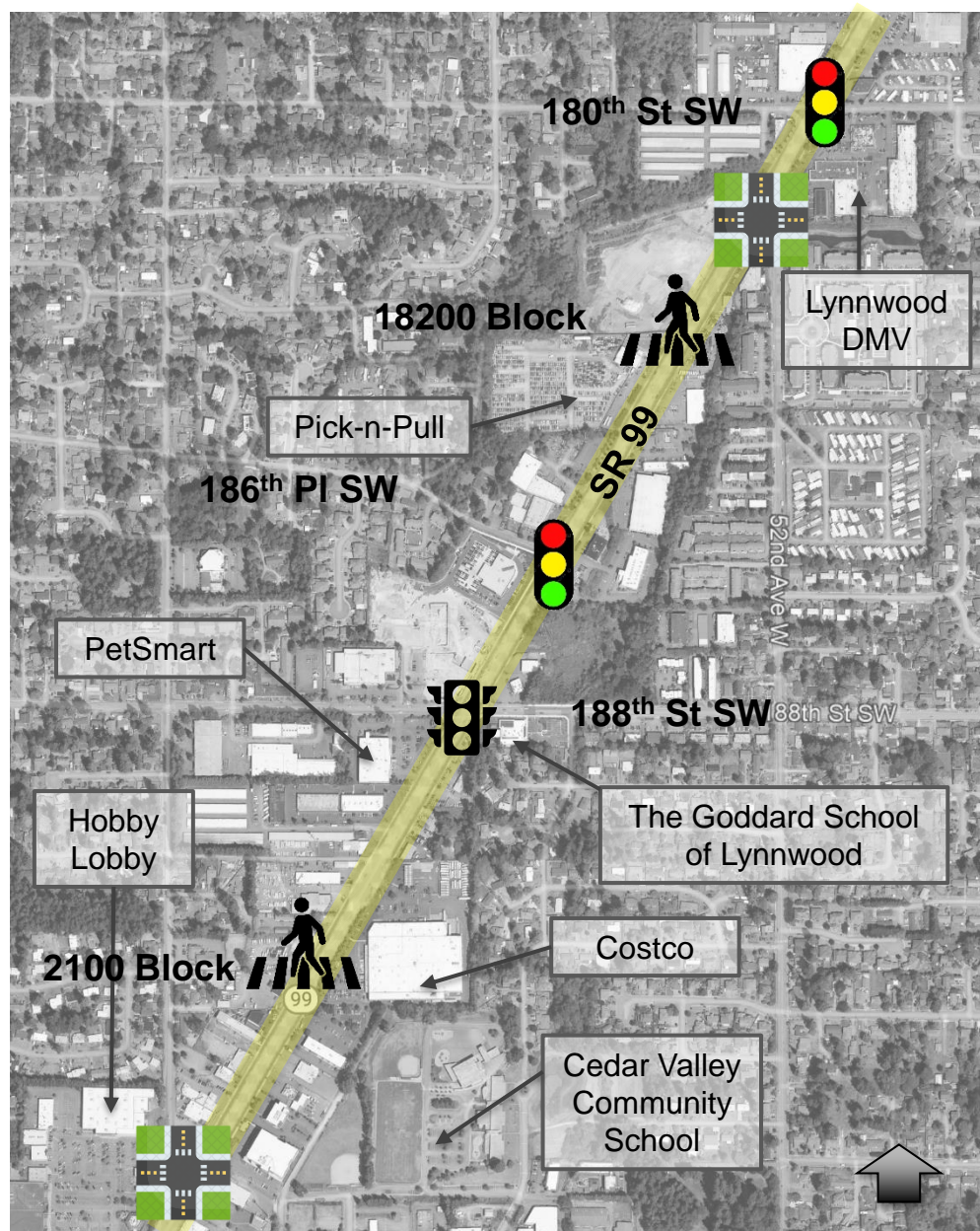
180th to 196th  
Lynnwood

## Challenges

- Frequent driveways
- Long crosswalk lengths
- Long blocks
- No dedicated bike facility
- High crash location at Costco

## Community Comments

- Desire for better bike lane connections
- Pedestrian crossings are difficult due to high speeds
- More lighting requested
- Mid-Block crossing requested at Costco
- Clearer transit lane signage for drivers



# Spot Treatments: Section E

196th to 212th  
Lynnwood

## Challenges

- Frequent Driveways
- Long crosswalk lengths
- 3 pedestrian/ bicyclists KSI crashes
- No dedicated bike facility
- Frequent transit transfers at 196th St SW

## Community Comments

- Restrict right turns on red at 196th St SW
- Sidewalk and ADA upgrades needed at intersections
- More lighting requested
- Protected bike lanes requested





# Spot Treatments and Concepts Discussion

- Any comments or questions?
- What locations should be a priority?
- Are there locations that we missed?

# **LEVEL 2 SPOT CONCEPTS: SR 525 INTERCHANGE & 35TH AVE**

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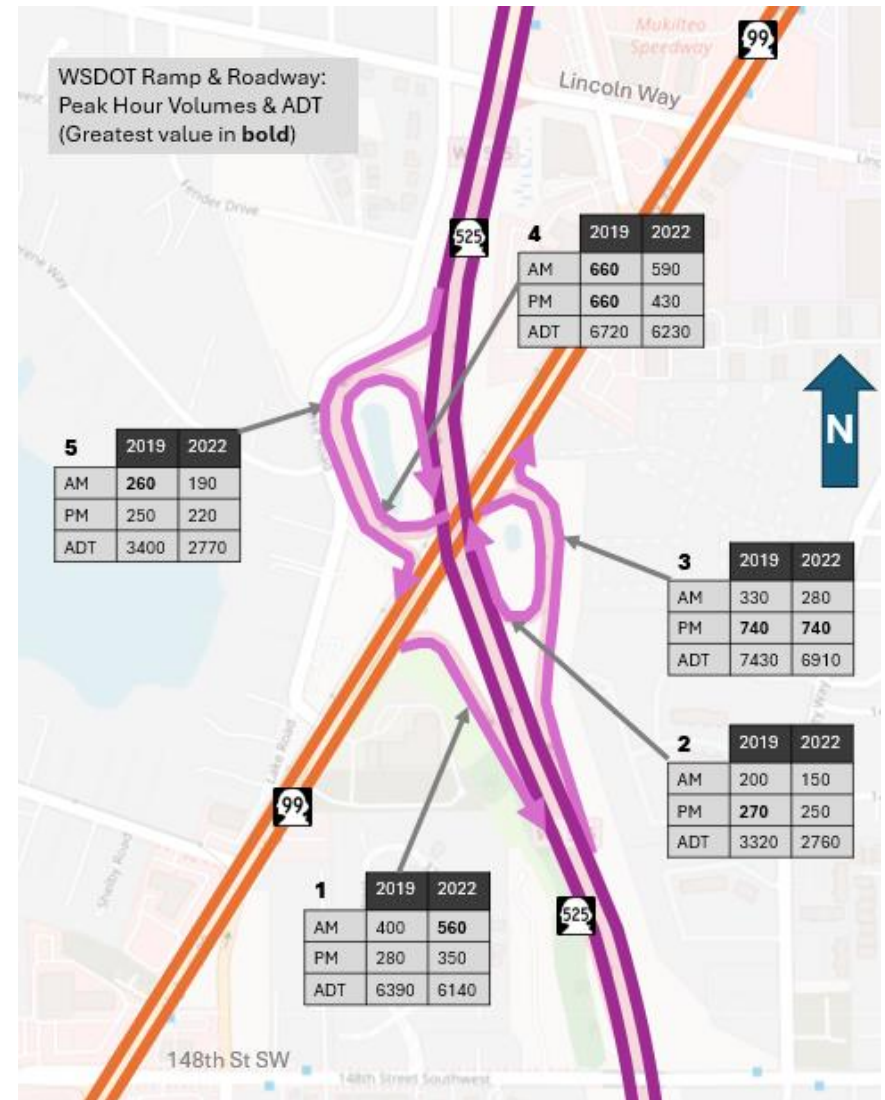
# SR 525 Existing Conditions

## Existing Conditions

- No BAT lanes
- No Pedestrian Facilities
- No Bicycle Facilities
- High Speed Slip Lanes
- Freight Parking
- Acceleration – Deceleration Lanes
- Limited Space Between Bridge Columns

## To Meet Swift BRT and Complete Streets Requirements the following are needed:

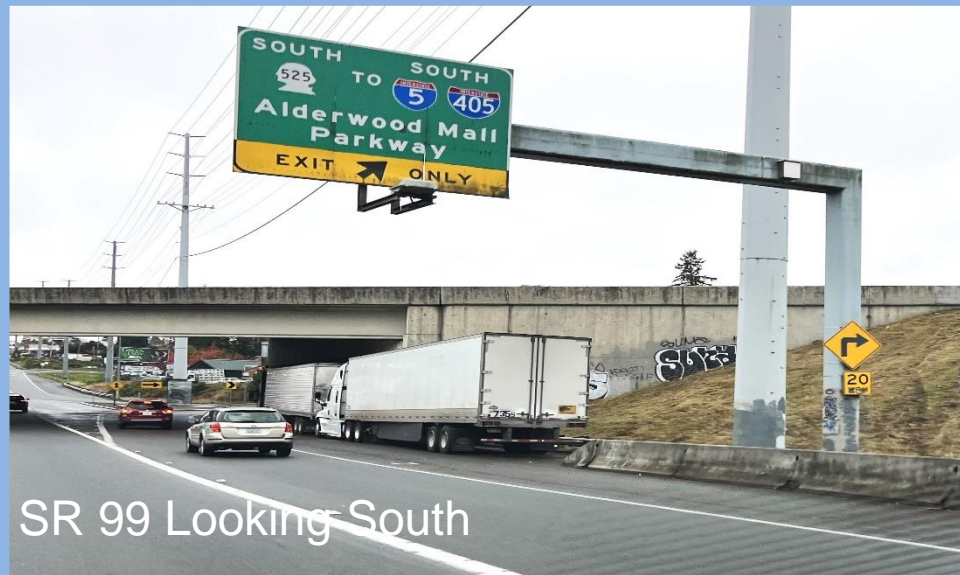
- Additional Controlled Intersections
- Revised Alignments
- Reallocation of roadway



# SR 525/SR 99 Interchange



SR 99 Looking North



SR 99 Looking South

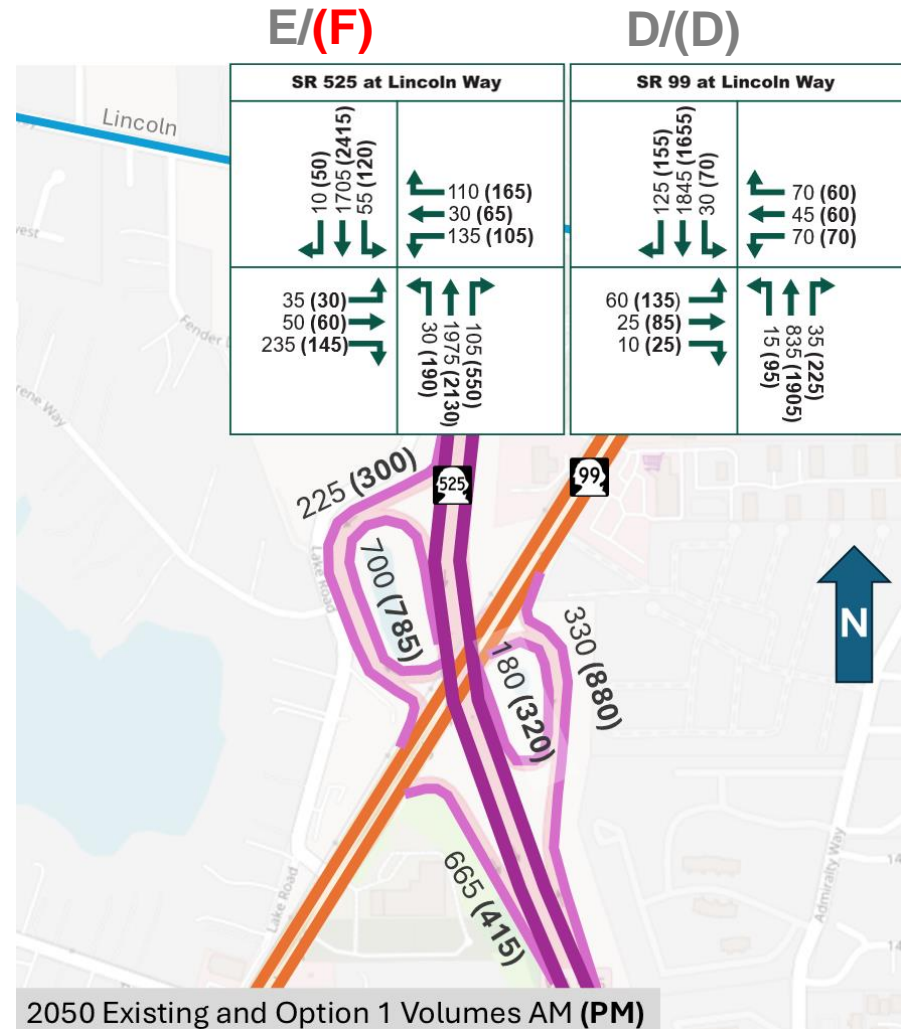


35th Avenue W



# 2050 No Action

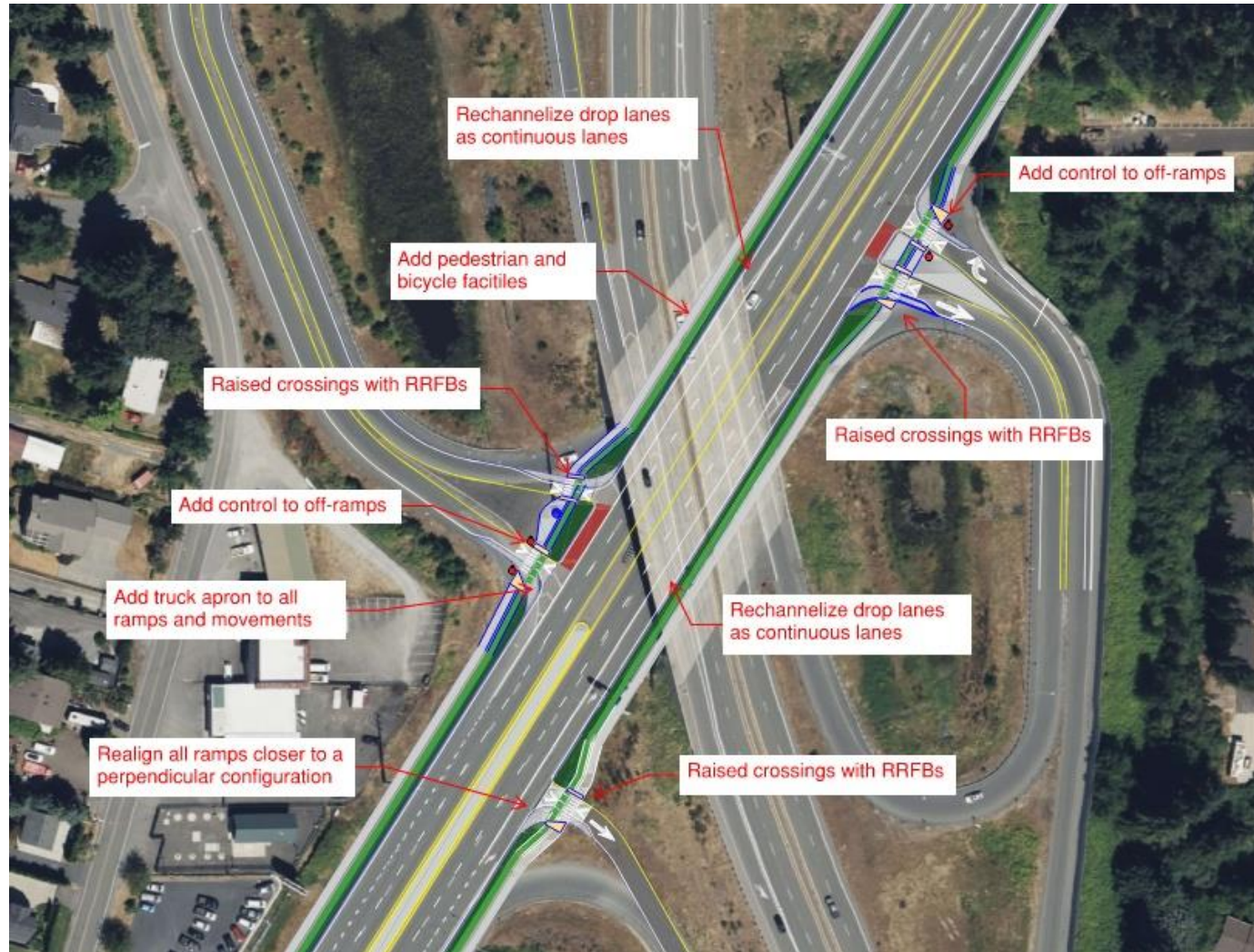
- Volumes grown from WSDOT 2023 Ramp and Roadway and available turning movement counts from WSDOT and Snohomish County
- PSRC Soundcast Traffic Growth to 2050
- Assumes Everett Link Extension
- No Provisional Station at Airport Rd



LOS AM/(PM)

# SR 525 Interchange: Concept 1

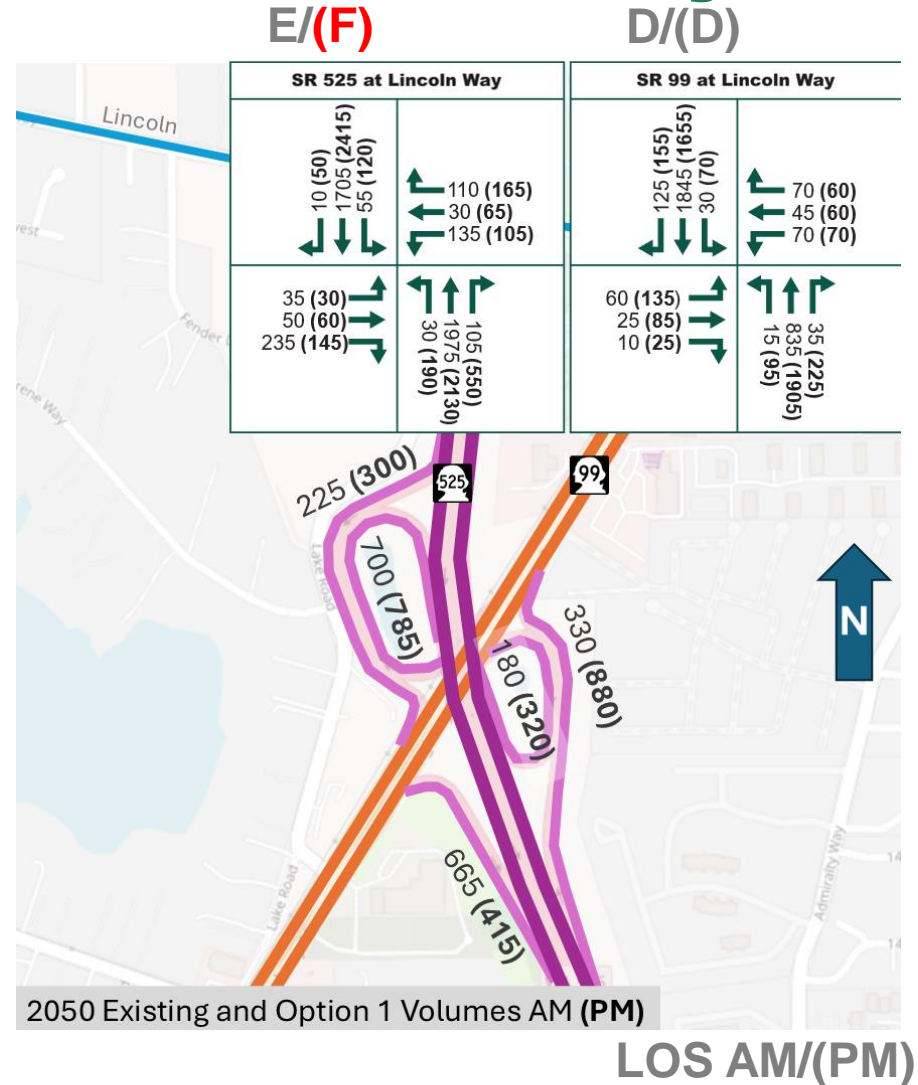
- Remove shoulder and truck parking; add pedestrian and bicycle facilities with raised crossings
- Realign connections to be perpendicular
- Rechannelize accel/decel lanes as continuous thru lanes for transit
- No ramps added or removed – traffic patterns largely maintained



# 2050 Concept 1

## Volumes and Critical Movement Analysis

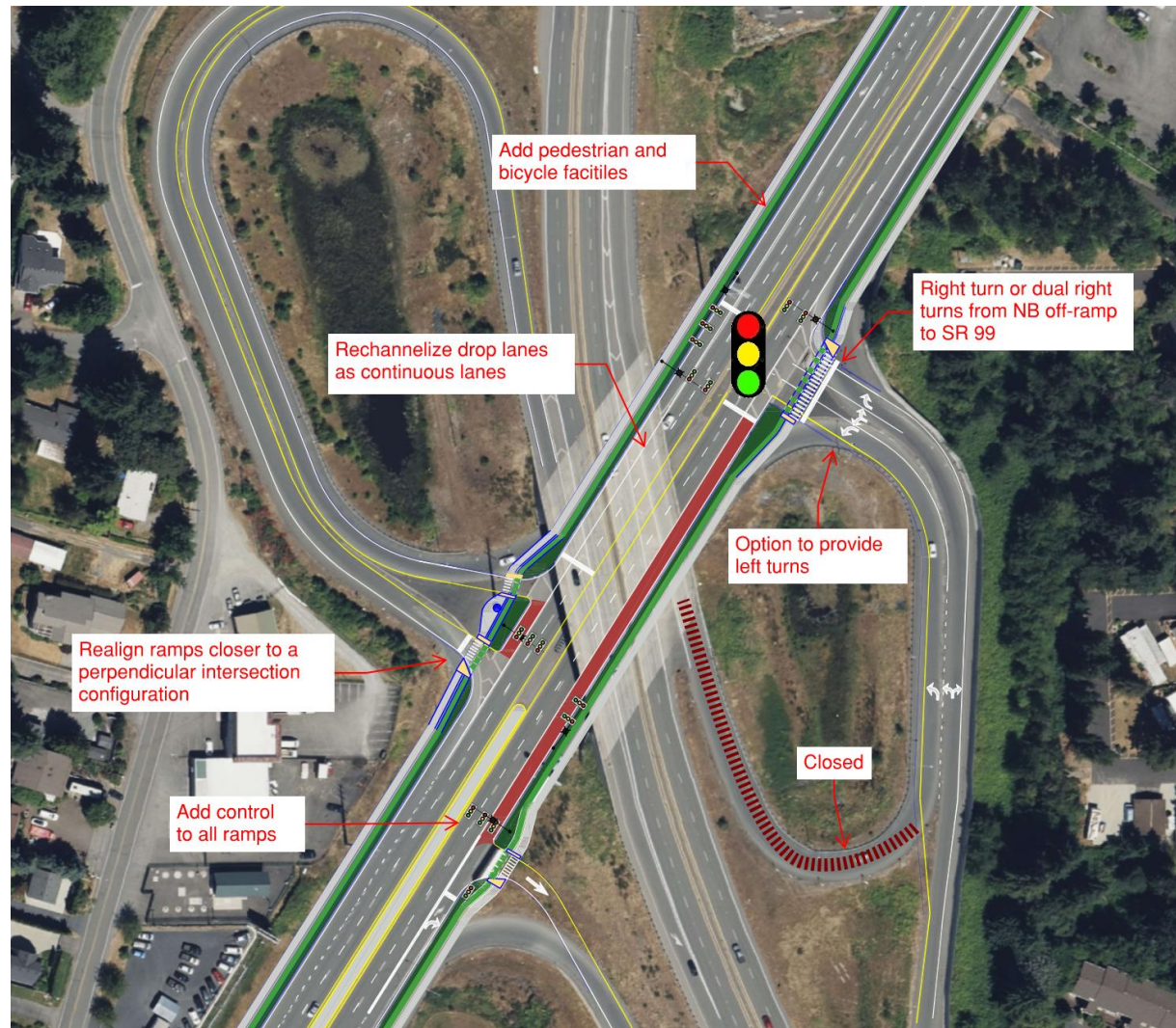
- **Concept 1:**
  - No change in ramps; no volumes displaced





# SR 525 Interchange: Concept 2

- Builds upon Concept 1
- Adds traffic signals to control conflicts
- Remove ramp from NB SR 99 to NB SR 525. Assign trips to Lincoln Way
- Provide dual right turns from NB SR 525 to NB SR 99
  - Option to provide lefts to SB SR 99

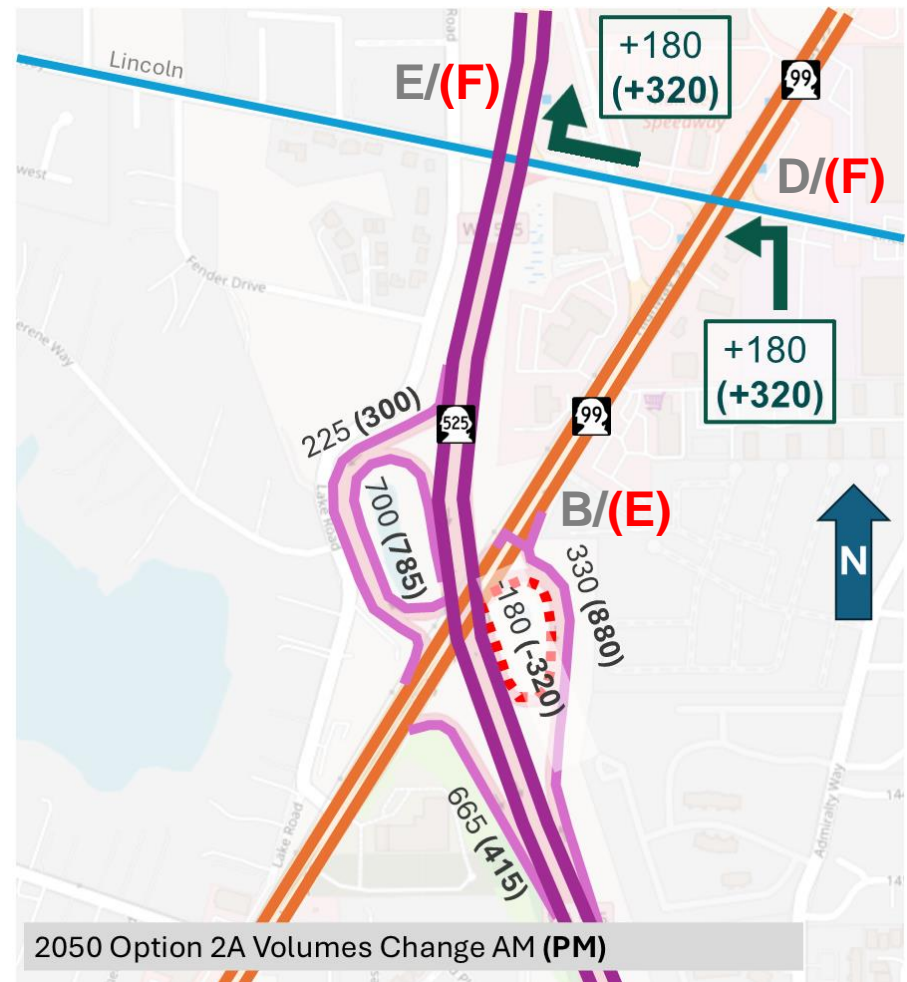




# 2050 Concept 2A

## Volumes and Critical Movement Analysis

- **Concept 2A:**
  - Volumes from closed loop ramp assigned to Lincoln Way
  - At a planning-level, LOS will be below D during the PM peak hour

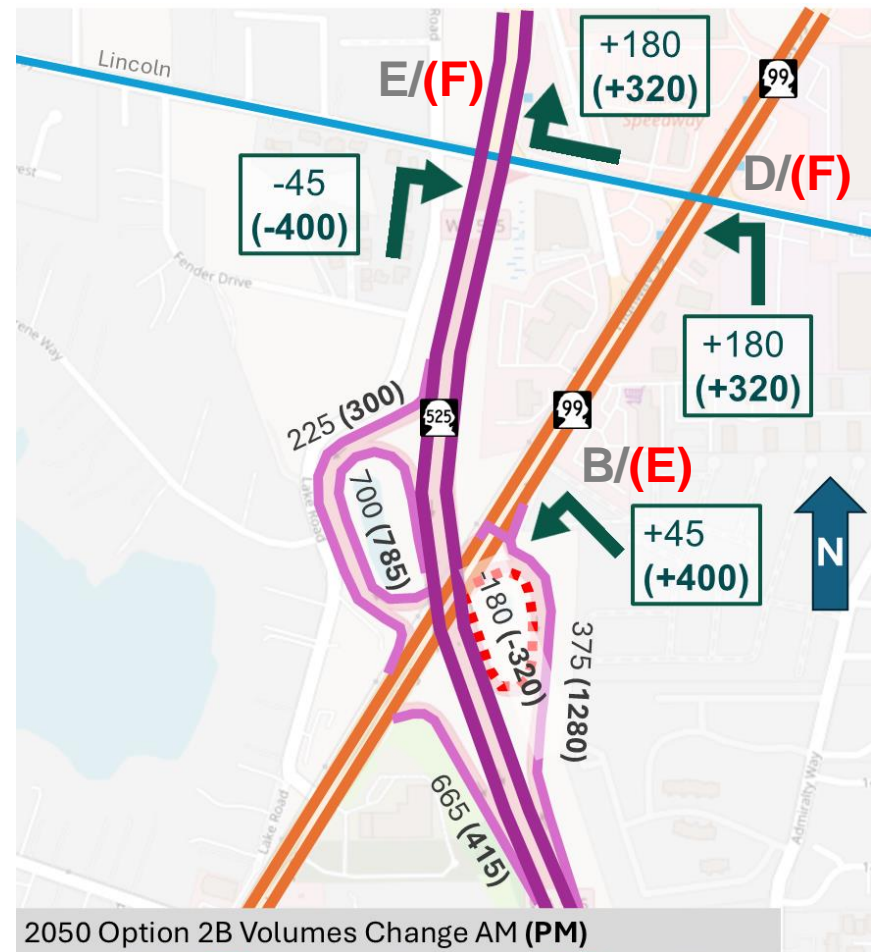


LOS AM/PM

# 2050 Concept 2B

## Volumes and Critical Movement Analysis

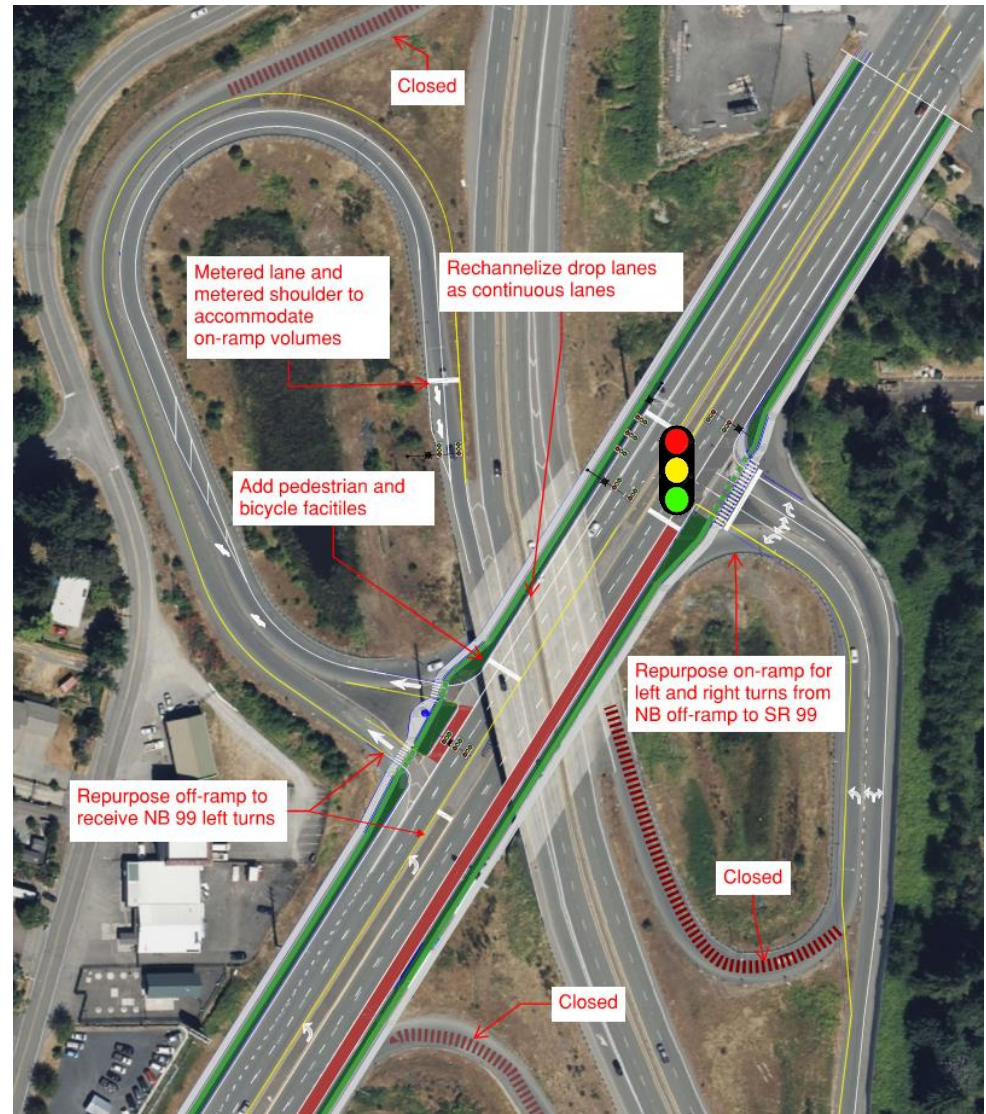
- **Concept 2B:**
  - Similar to 2A, but adds left turns from the NB off-ramp to SB SR 99.
  - Traffic removed from EB Lincoln Way
  - At a planning-level, LOS will be below D during the PM peak hour



LOS AM/PM

# SR 525 Interchange: Concept 3

- Builds upon Concept 2
- Removes the NB SR 99 to SB SR 525 ramp, eliminating a potential pedestrian conflict point.
  - Movement served with a proposed left turn from NB SR 99 to the loop on-ramp
- Repurpose off-ramp from SB SR 525 to SB SR 99 to receive left turning traffic and provide storage for a metered lane and metered shoulder.

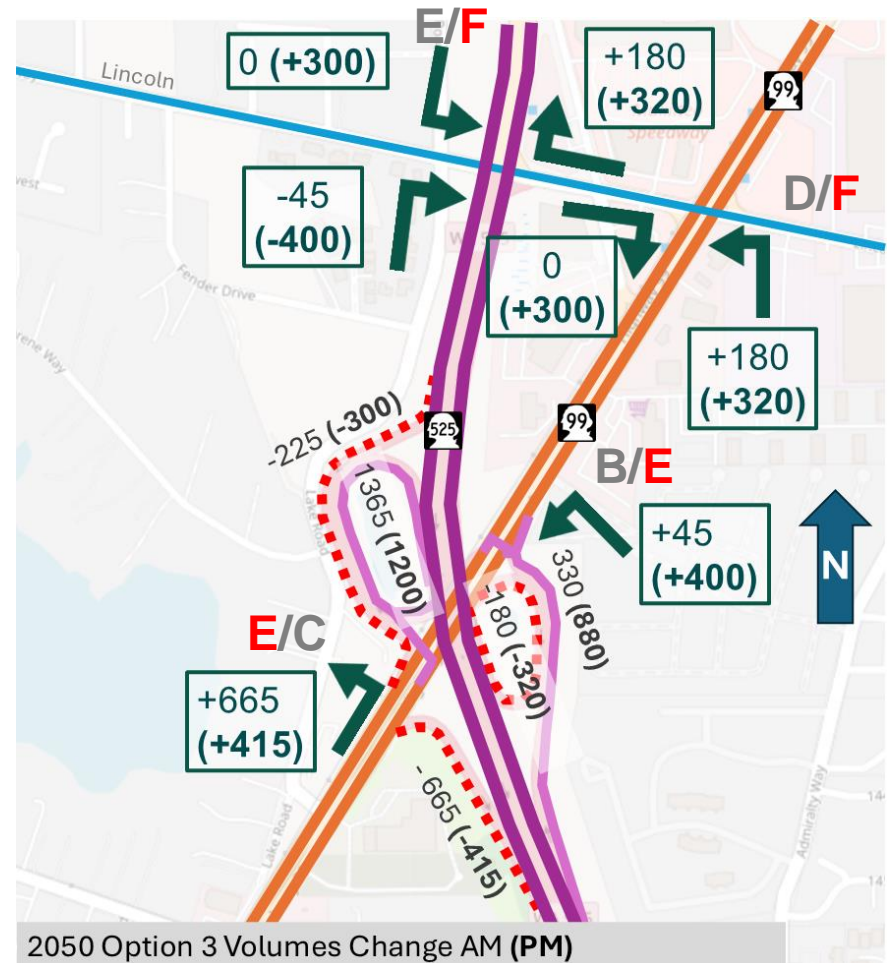




# 2050 Concept 3

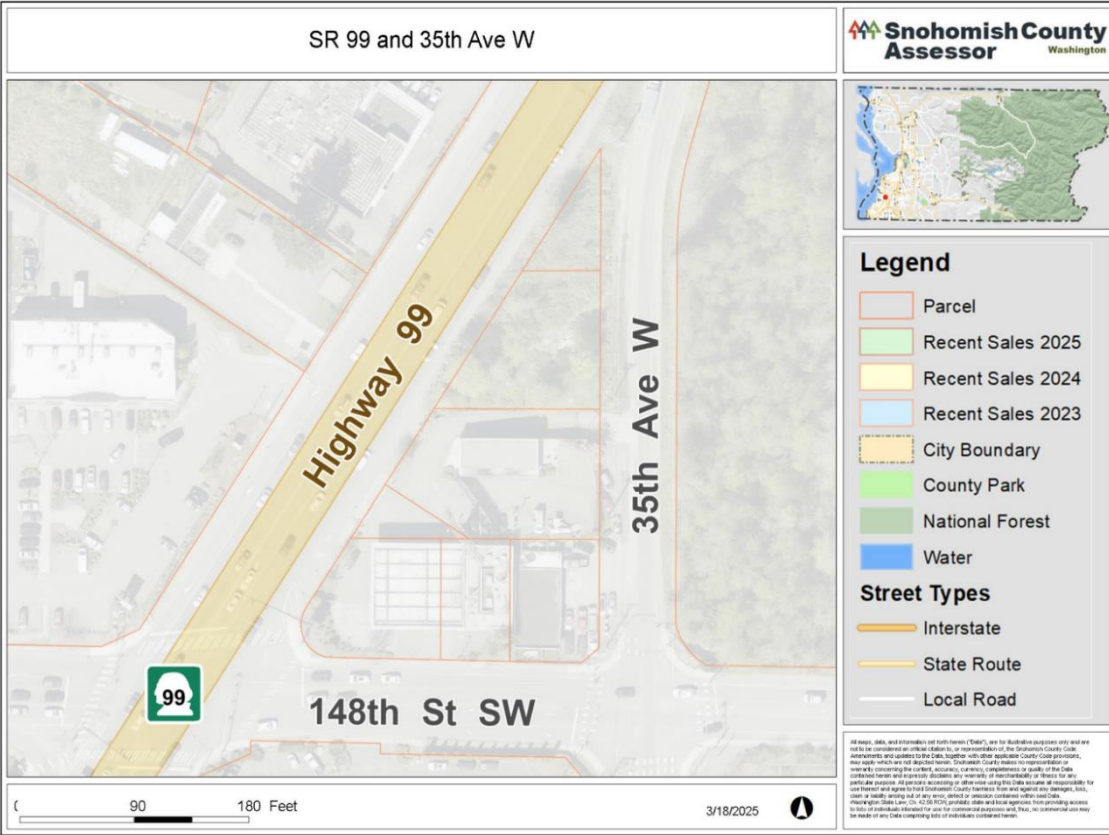
## Volumes and Critical Movement Analysis

- **Concept 3:**
  - Traffic is added back to EB Lincoln Way with the closure of the off-ramp from SB SR 525 to SB SR 99
  - Traffic from the closed SB on-ramp will use a proposed left turn from NB SR 99 to the loop on-ramp
  - At a planning-level, LOS would be below D during the AM peak hour for SR 525/Lincoln Way and SR 99/Loop on-ramp to SB SR 525
  - LOS will be below D during the PM peak hour



LOS AM/PM

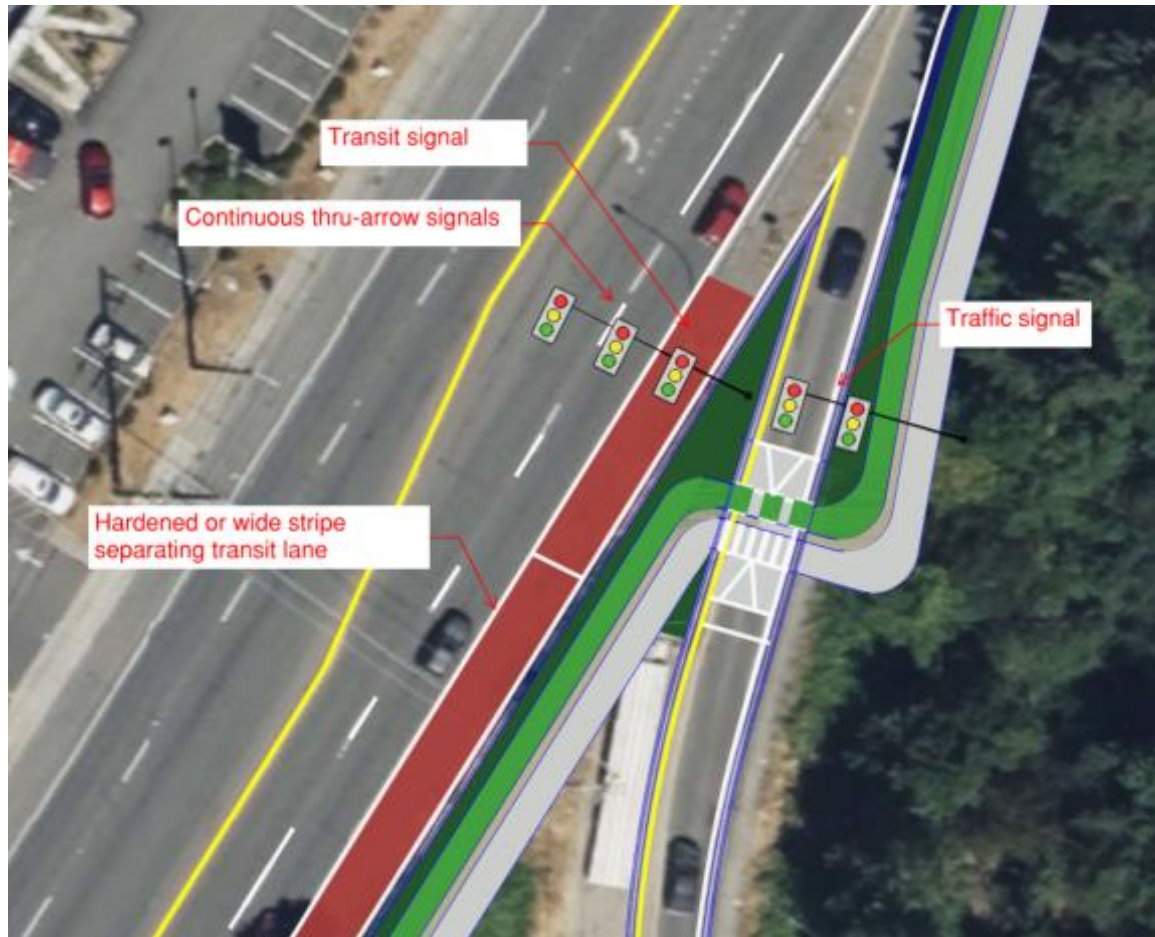
# 35th Avenue West: Existing





# 35th Avenue W: Concept 1

- Maintain approach to SR 99
- Signalize transit and slip lane
- Control pedestrian crossing



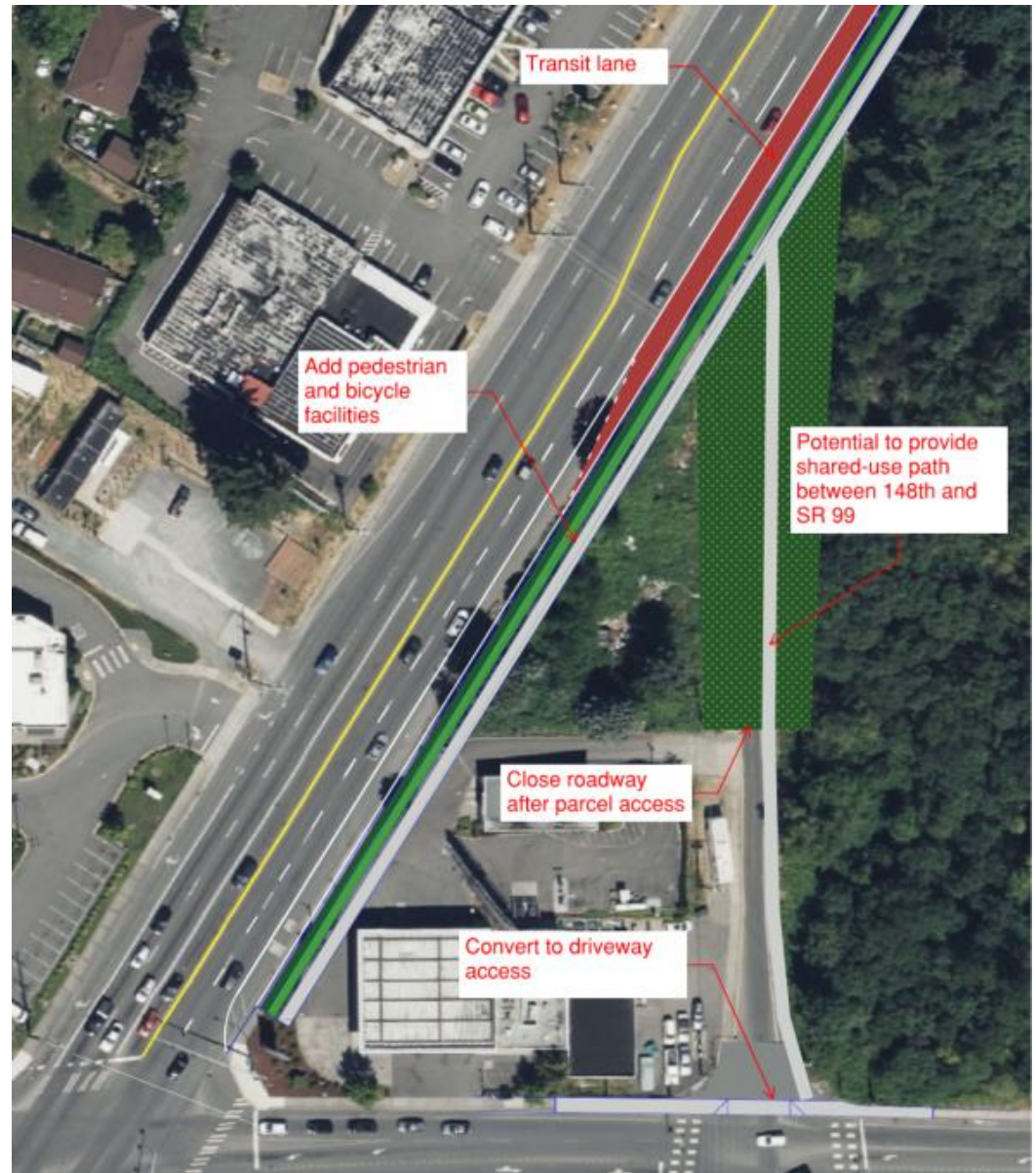
# 35th Avenue W: Concept 2

- Perpendicular approach to SR 99
- Stop controlled
- Raised pedestrian crossing



## 35th Avenue W: Concept 3

- Close access to SR 99 from 35th Avenue W
- Potential to provide shared-use path from 148th Street SW to SR 99



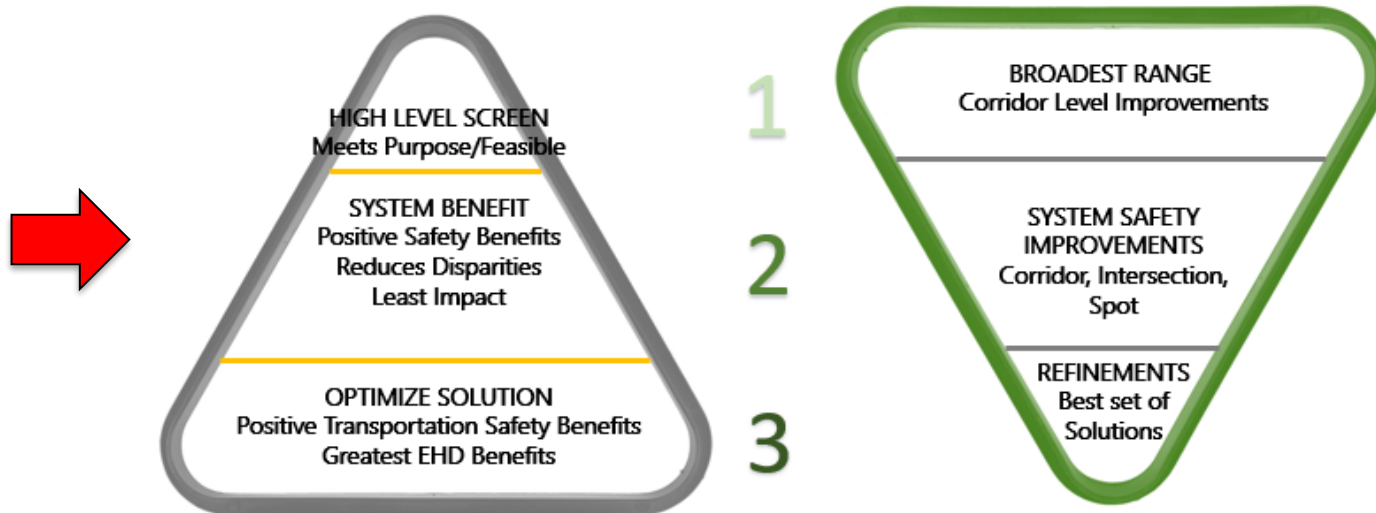


# SR525 and 35<sup>th</sup> Ave Discussion

- What concepts do you prefer?
- Any comments or questions on operations?
- What additional items should be considered?

# Level 2: Criteria

- **Complete Streets**
  - BLTS
  - PLTS
  - RDI
  - Exposure
- **Transit Continuity**
- **Practicality**
  - Phasing
  - ROW Required
  - Agency Coordination
  - Cost Effectiveness
- **Land Use Compatibility**
- **Environmental Constraints**



# NEXT STEPS & ACTION ITEMS

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## TWG

- **Provide comments on Level 2 Options**
  - **DUE: 5/15/2025**

## WSDOT

- **Schedule Executive Advisory Group Meeting**
- **Prepare for Online Open House**
- **Continued Engagement with Community-based Organizations and groups**

# CONTACT INFO

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