

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

## Technical Working Group Meeting Summary

**Meeting title:** Technical Working Group Meeting #3

**Date:** 5/1/2025

**Time:** 10:00 AM PST

**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	Robert Rich	Community Transit
Corey Hert	City of Everett	Britton Kavanaugh	Community Transit
Dan Enrico	City of Everett	Kathryn Boris	Community Transit
Klayton Leingang	City of Everett	Morgan McGrath	Community Transit
Corey Hert	City of Everett	Chris Simmons	Community Transit
Yorik Stevens-Wadja	City of Everett	Jennifer Barnes	PSRC
Robert McFarlane	City of Everett/Everett Transit	Mohammad Uddin	Snohomish County
Paul Coffelt	City of Lynnwood	Nathan Howard	Snohomish County
David Kleitsch	City of Lynnwood	Max Phan	Snohomish County
Catherine Kato	City of Lynnwood	Stephen Phillips	Snohomish County
Karl Almgren	City of Lynnwood	Miranda Redinger	Sound Transit
Gael Fisk	City of Mukilteo		

## Study Team Attendees:

Name	Organization	Name	Organization
April Delchamps	WSDOT	Maraea Skeen	WSDOT
Joshua Shippy	WSDOT	Jeanne Acutanza	WSP
Zachary Howard	WSDOT	Dillon Zang	WSP
Sole Aranguiz	WSDOT	Maan Sidhu	Fehr and Peers
Craig Schoenberg	WSDOT	Henry Yates	Yates Consulting
Nick Menzel	WSDOT		

## Welcome and Safety Moment:

April Delchamps, WSDOT, welcomed everyone and shared a safety moment highlighting the importance of work zone safety with the coming construction season. April also did a land acknowledgement. April facilitated introductions via Teams and reviewed the agenda.

## Updates

April shared a schedule update explaining where in the process we are and what is coming next. April also provided an update on the high-level environmental screening process completed and gave a high-level overview of the screening topics.

## Community Engagement

Henry Yates, Yates Consulting, went over the focus groups and briefings that the study team has facilitated in the last couple of months. Henry then talked about the fairs and festivals the study team has attended and the ones they are planning on attending. Suggestions for events and groups to engage are welcome. April shared the public facing milestones that the study team has been sharing at the engagement opportunities.

## Level 1 Concepts, Treatments, & Screening

Josh Shippy, WSDOT, went through the level 1 screening explaining the three categories for improvements options. Josh then went over the criteria the options were screened with and summarized the results of the screening.

## Level 2 Options & Criteria

Josh went over the refined level 2 options. Josh reviewed the two corridor wide concept options and the proposed systemic treatments, before opening it up for discussion.

### ***Discussion on Corridor Wide Concepts and Systemic Discussion:***

- Karl Almgren, City of Lynwood, shared that they would need 5.5 ft minimum landscaping area for trees to grow
  - Josh replied that we would update sections with less than that area to not show trees.
- David Kleitsch, City of Lynwood, highlighted that expanding the ROW by 10 ft on one side will have lots of impacts on some properties as they are shallow due to the skew of SR 99.
  - April replied that the study team will be looking closely at where those impacts occurred
- Karl noted that Lynwood is developing a 13 ft Business Access and Transit (BAT) lane with narrower through lanes in another area. He also noted that he liked the cross-sections. Karl also noted there are a lot of driveways along SR 99 and that we should look at driveway consolidation
  - April replied that we are interested in supporting driveway consolidation
- Morgan McGrath, Community Transit, asked if we have concepts on how Swift stops will be integrated with the sections as those areas will likely require additional ROW
  - Josh and April replied that we had general concepts, but not site-specific ones and we can review as the study progresses.
- Robert Rich, Community Transit, seconded need for driveway consolidation as an issue that has been raised by Transit Operators.
  - April replied that WSDOT is looking at where we can bring SR 99 in line to meet current access management standards.
- Paul Coffelt, City of Lynwood, noted that he had been thinking about the speed limit on SR 99 and supports efforts to reduce it to 40 MPH
- Coret Hert, City of Everett, noted Everett lowered the posted speed from 50 mph to 40mph July 2022. While he does not consider a before and after collision analysis to be valid with recent increases in severe crashes statewide, a before and after speed analysis could help justify a speed change as an early adoption strategy. Everett is completing the after portion of a before/after study of revising the posted speed and would be willing to share results. He wasn't recommending this for our section of SR 99 (Evergreen), just noting it's an option to study if interested. Corey also said that Everett would be open to lowering to 35 MPH to match SR 99 if the study area ended up lowering to 35 MPH.
- Karl noted that there are high-capacity transmission lines along the corridor that should not be undergrounded but he supports trying to underground the other local utilities.
- Bertand Haus – asked about the raised medians and how tall they would be.
  - Josh replied that the median type and height still need to be determined.

After the discussion Josh talked through the four spot treatment packages. He then walked through the sections of SR 99 noting the unique characteristics of each section and where spot treatments were proposed. He then opened the meeting for discussion about spot treatments.

### ***Discussion on Spot Treatments and Concepts***

- Karl shared that Lynwood had looked at the intersection with 52nd Avenue. The 52nd leg of the intersection often experiences significant queues for vehicles making right-turns.
  - Jeanne Acutanza asked if a signal would help.
  - Karl said he would look at a recent study, but there were backups no matter what intersection control was applied.
- Miranda Redinger, Sound Transit, asked about Airport Road and if this study is looking at a roundabout at that location.
  - Josh responded that at some point an Intersection Control Evaluation (ICE) study will need to be done for the intersection with any modifications. This analysis typically considers roundabouts. He can share additional information on that.
  - Miranda said it would be great to have a follow-up meeting with WSDOT, ST, CT, County, and Everett to discuss the SR 99/Airport Road intersection and understand potential design options, roles, and timelines. She shared that Sound Transit is working on 10% design as part of their Everett Link Extension (EVLE) project Environmental Documentation.
  - April responded that she would try to set up a meeting to discuss. She noted WSDOT does not have a design yet for the intersection.
  - Everyone will share with April who should attend the meeting, and April will work on setting up a follow-up meeting soon.
- Paul noted that Lynwood is doing adaptive coordination at the signals along the corridor including transit signal priority. New pedestrian signals would have to be synchronized with that system, and they have already started looking at that possibility.
  - Josh responded that that was exciting, and they can look into connecting to Edmonds system as well.
- Bertrand noted that they are working with the Lynwood on 212th Street Southwest intersection at SR 99 and removing the split phasing to make east-west movements concurrent. He also shared that there is a bike lane that connects to the Interurban Trail that ends 1 block west of SR 99 and that we should work on making that connection to the Interurban Trail.
  - Josh responded that we would look at that
- Chris Simmons, Community Transit, said that the traffic patterns at Airport/SR 99 have hallmarks that remind me of SR 9/SR 204 and the current project to restripe the roundabout given the traffic patterns that developed. I would recommend caution in the assumptions around overall improvements at that intersection with a roundabout, especially given the volume of pedestrian crossings.

### **Level 2 Spot Concepts: SR 525 Interchange & 35th Ave**

Josh shared the concepts developed for the SR 525 interchange including high-level analysis of traffic volumes and intersection levels of service. Josh also explained the options for 35th Avenue West entering SR 99.

### ***Discussion on SR525***

- Karl had concerns for capacity at the Lincoln Way intersection noting for the northbound SR 99 to northbound SR 525 movement, the loop provides significant time savings. He doesn't think the SR99/Lincoln Way intersection has the capacity to provide this movement without significant impact to capacity. He agreed it is a difficult section, and he likes the 90-degree approaches for the ramps.

### **Next Steps**

April shared the next steps for WSDOT and asked the TWG team to review the PowerPoint and provide comments on the improvement options in two weeks.