

Title VI Notice to Public It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

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

Executive Advisory Group (EAG) Meeting 1

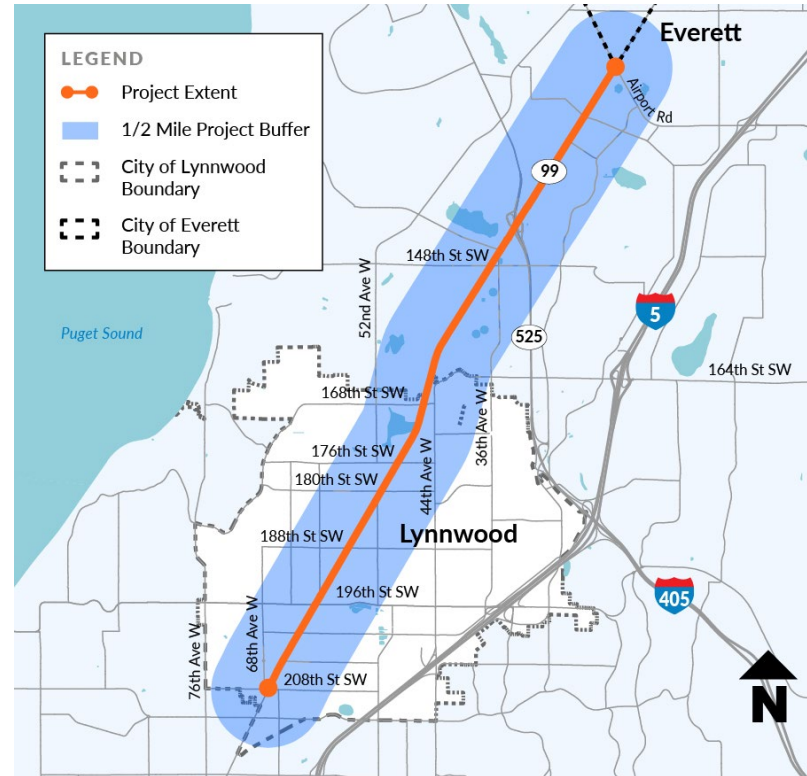
November 22, 2024

11:30AM-12:30PM PST

Location: MS Teams

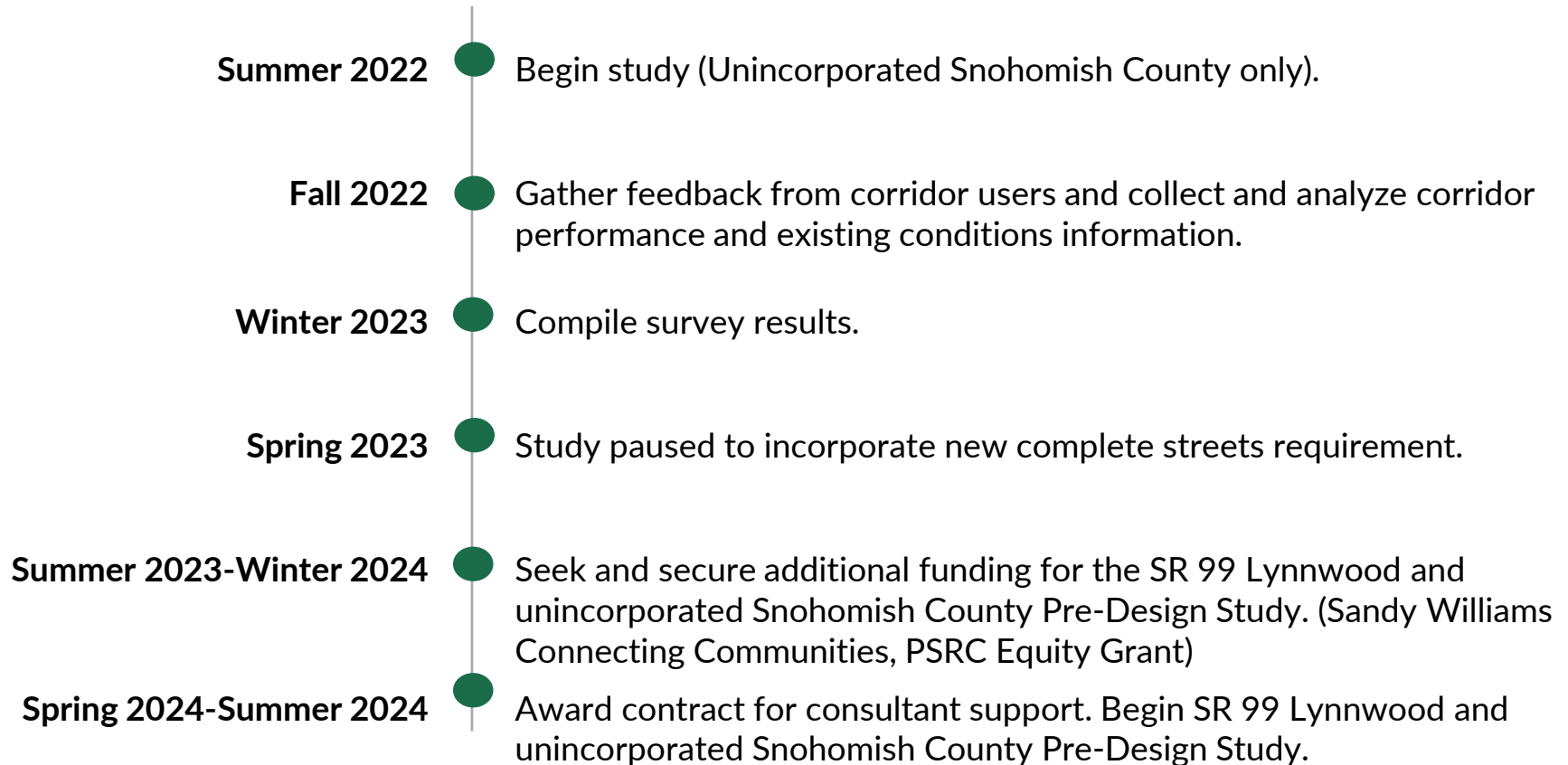
AGENDA

- **Welcome and Safety Moment**
 - Safety Moment
 - Land Acknowledgement
 - Teams Overview
 - Introduction (via Teams Chat)
- **Study Overview**
- **Engagement Strategies**
- **Existing Conditions**
- **Purpose & Need Discussion**



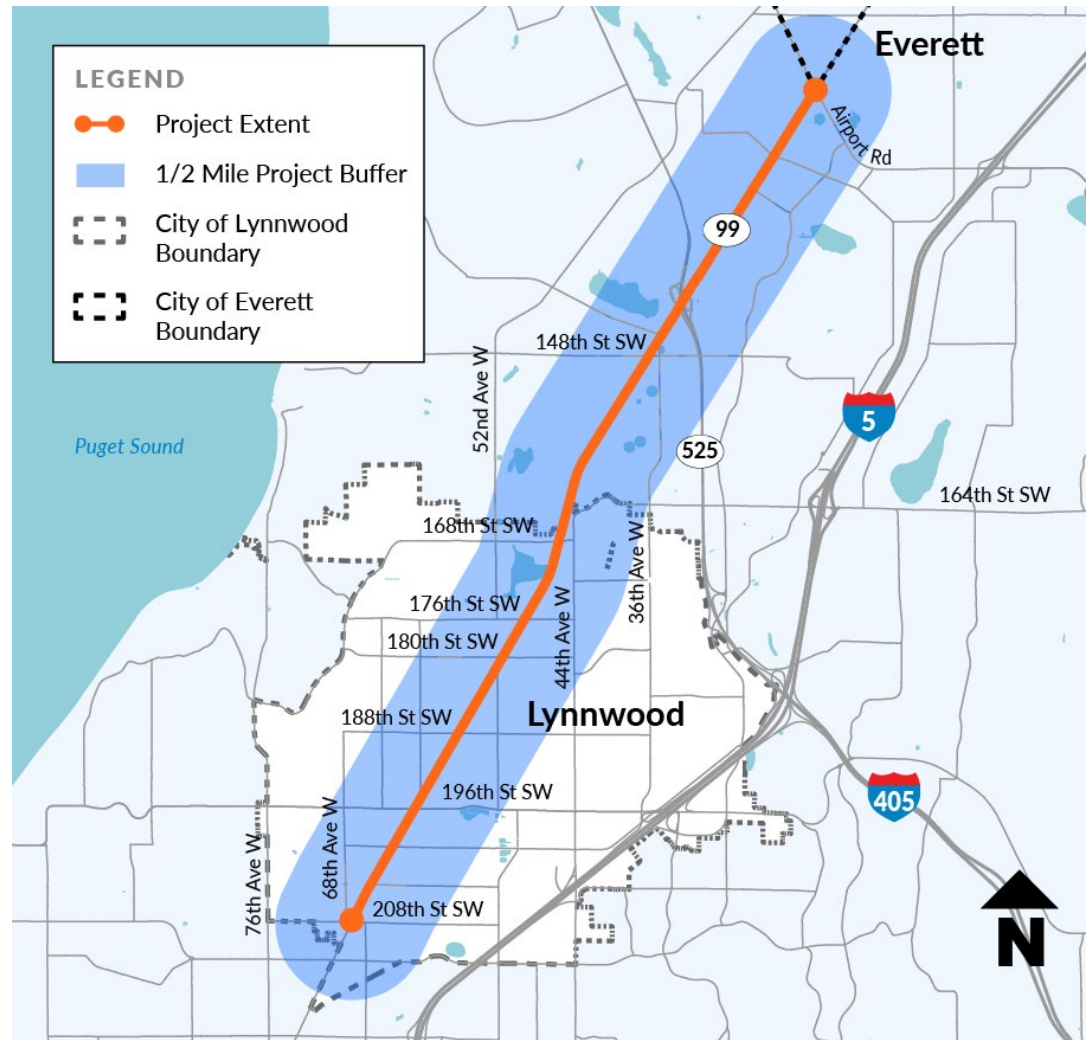
SR 99 Study Corridor in Lynnwood and Snohomish County.

HISTORY



SCOPE AND POLICY

Identify a long-term vision and near-term improvements that provide safe and convenient connections for all users (including *pedestrians, bicyclists, and public transportation users*) while *integrating state routes* into the local network.



SR 99 Study Corridor in Lynnwood and Snohomish County.

EAG MEETING OVERVIEW



Meeting #1

Project Kickoff

- Process Overview
- Methods and Assumptions
- Existing Conditions
- Purpose & Need
- Outreach and Engagement Strategies

Meeting #2

Initial Screening of Alternatives

- Initial Alternatives Screening
- Elements of the Environment

Meeting #3

Draft Document and Recommendation

- Review Draft Report
- Confirm Recommendations
- Next Steps

SCHEDULE

Is this the latest

SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study



Legend

- ◇ Technical Working Group Meetings
- ◆ Executive Advisory Group Meetings
- Equity Working Group Meetings
- ☆ Final Report

EAG INVITED PARTICIPANTS

- Boeing
- City of Edmonds
- City of Everett
- City of Lynnwood
- City of Mukilteo
- Community Transit
- Economic Alliance of Snohomish County
- Edmonds School District
- Muckleshoot Tribe
- Port of Everett
- PSRC
- Samish Tribe
- Sauk-Suiattle Tribe
- Snohomish County
- Snoqualmie Indian Tribe
- Sound Transit
- Stillaguamish Tribe
- Tulalip Tribes
- WSDOT
- Washington State Patrol
- Yakama Tribe

STUDY TEAM RESPONSIBILITIES

- Collect data
- Analyze existing and future conditions
- Engage the EAG, EAG, EWG and community and gather feedback and input
- Develop alternatives for review by EAG
- Incorporate feedback from EAG, EAG and EWG
- Inform the EAG, EAG and community on study progression

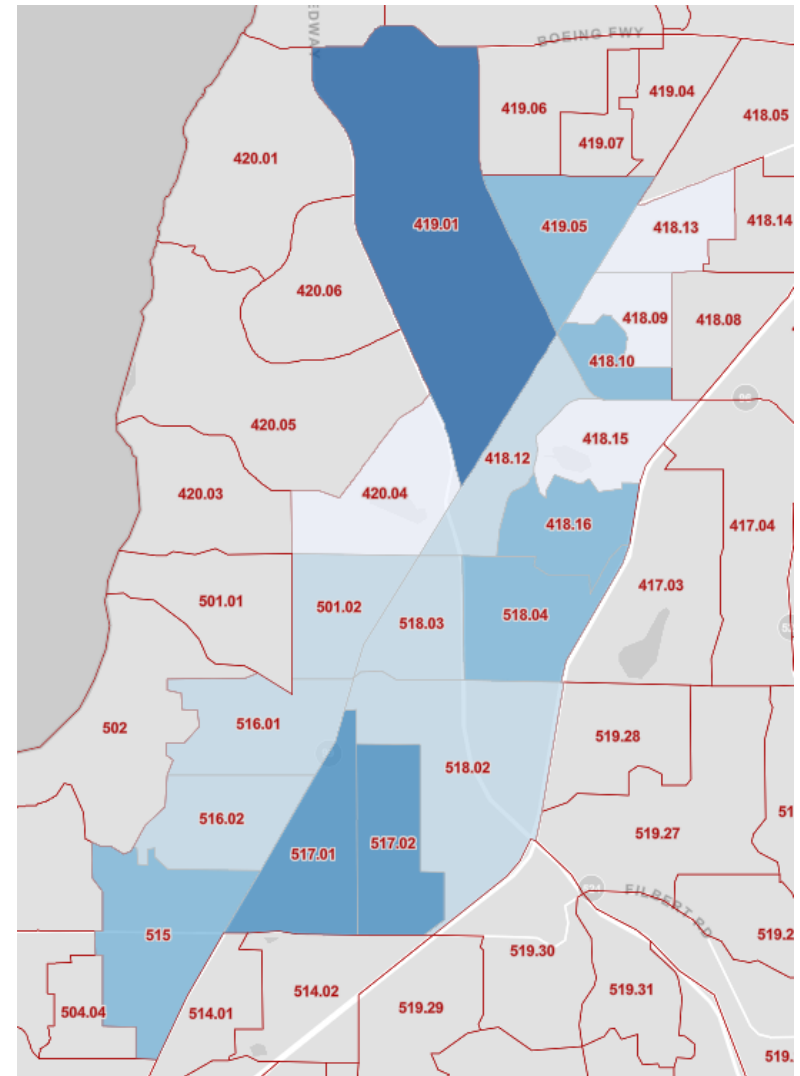
EAG ROLES AND RESPONSIBILITIES

- Provide policy-level insights, guidance, direction
- Resolve disputes
- Provide feedback throughout the study
- Participate in three meetings and provide pre- and post-meeting input on goals, frameworks, and alternatives/concept/strategy development
- The EAG will be supported by the Technical Working Group (TWG) consisting of public works, engineering, and planning staff

ENGAGEMENT

COMMUNITY PROFILE

- Project area: 101,000+ people; 37,000+ households
- 2 Translation needs: Spanish & Vietnamese
- 48% BIPOC
- 26% below federal poverty level
- 23% report a disability
- 7% of households without vehicle
- All tracts have one or more health disparities
 - 100% of tracts are at high risk for exposure to PM 2.5 concentration and proximity to hazardous waste treatment facilities



PREVIOUS ENGAGEMENT:

2022 SR 99 Study

(148th St to Airport Road)

- ~ 350 people responded
- 98% used a private vehicle on the corridor
- 61% used an alternate mode, such as public transit, walking, or biking.
- 58% live within 0.5 mile of the corridor.
- 16% work within 0.5 mile of the corridor.

50% felt “**very unsafe**” walking, biking, or using a personal mobility device on the SR 99 corridor.

7% felt “**very safe**”

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
- DEI and Accessibility Commission Edmonds
- DEI Commission – Mukilteo*
- Dept. of Health – Sno County
- Disabled American Veterans - Snohomish County Chapter 13
- Economic Alliance Sno County
- Edmonds College
- Edmonds School District
- Everett Community College
- Everett Public Library
- Futurewise
- Greater Trinity Church
- Homage Senior Services
- Housing Authority of Snohomish County*
- Latino Educational Training Institute*
- Lynnwood Chamber of Commerce
- Lynnwood DEI Commission
- Lynnwood Food Bank
- Mukilteo School District
- Muckleshoot Tribe (Staff)
- Mukilteo DEI Commission
- Northwest Immigrant Rights Project (NWIRP)
- Pioneer Human Services
- Refugee & Immigrant Services NW*
- Rise Up Academy*
- Samish Tribe (Staff)
- Sauk-Suiattle Tribe (Staff)
- Sea Mar-Lynnwood Medical Clinic
- Sno-Isle Libraries
- Snohomish Chamber of Commerce
- Snohomish County Health Department
- Snohomish County Transportation Coalition

WHO WE ARE ENGAGING

- Snohomish County Transportation Coalition (SNOTRAC)
- Snoqualmie Tribe (staff)
- Snohomish County Human Services
- Snohomish County NAACP
- Stillaguamish Tribe (Staff)
- Tulalip Tribe (Staff)
- United Way of Snohomish County
- Verdant Health Commission
- Volunteers of America
- WAGRO
- Western African Center*
- Yakama Tribe (Staff)
- YMCA of Snohomish County
- YWCA of Snohomish County
- YWCA Homeward House

****We will serve on the Equity Working Group***

EQUITY WORKING GROUP

Goals

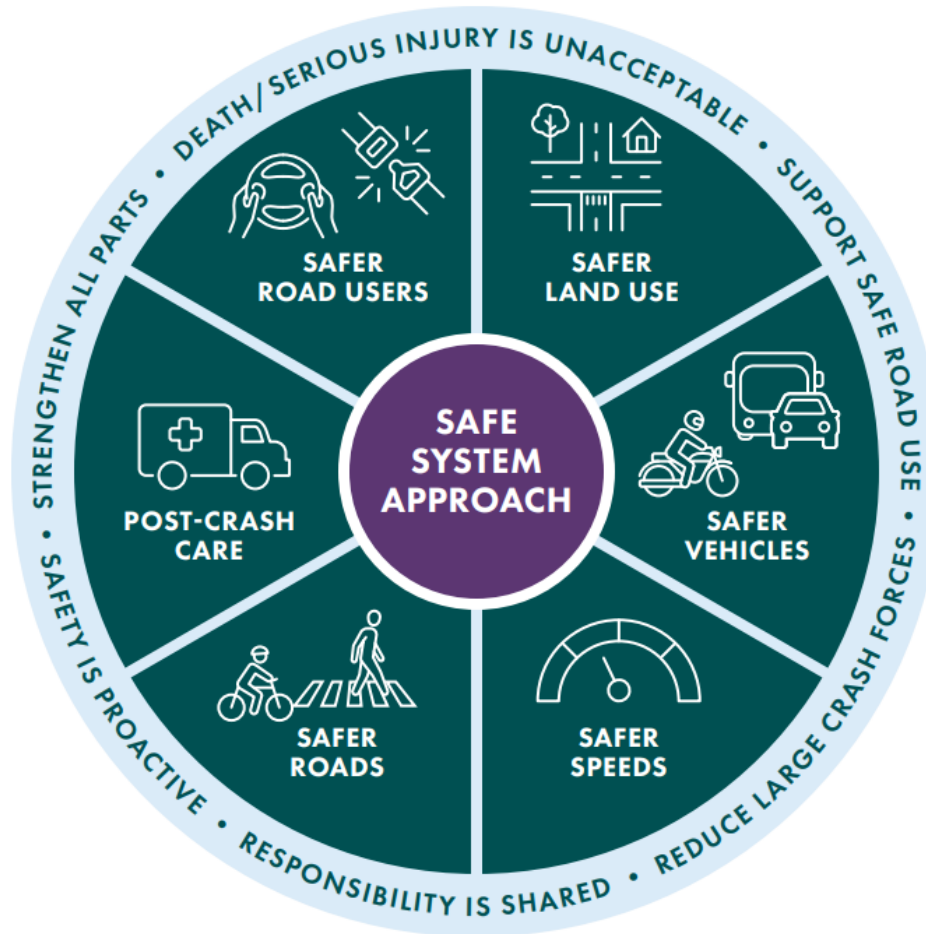
- Provide feedback on proposed plans
- Connect us with those impacted daily by SR 99
- Ensure an equity lens is present in our discussions and decisions
- Ensure we do not overlook any option for making the thoroughfare better for the public

Participant groups

- Youth
- Senior citizens
- African American community
- Asian American community
- Hispanic American community
- African Diaspora immigrant community
- People with disabilities
- Indigenous community
- Educational institutions
- Small businesses
- Service providers

EXISTING CONDITIONS

SAFE SYSTEM FOR ALL



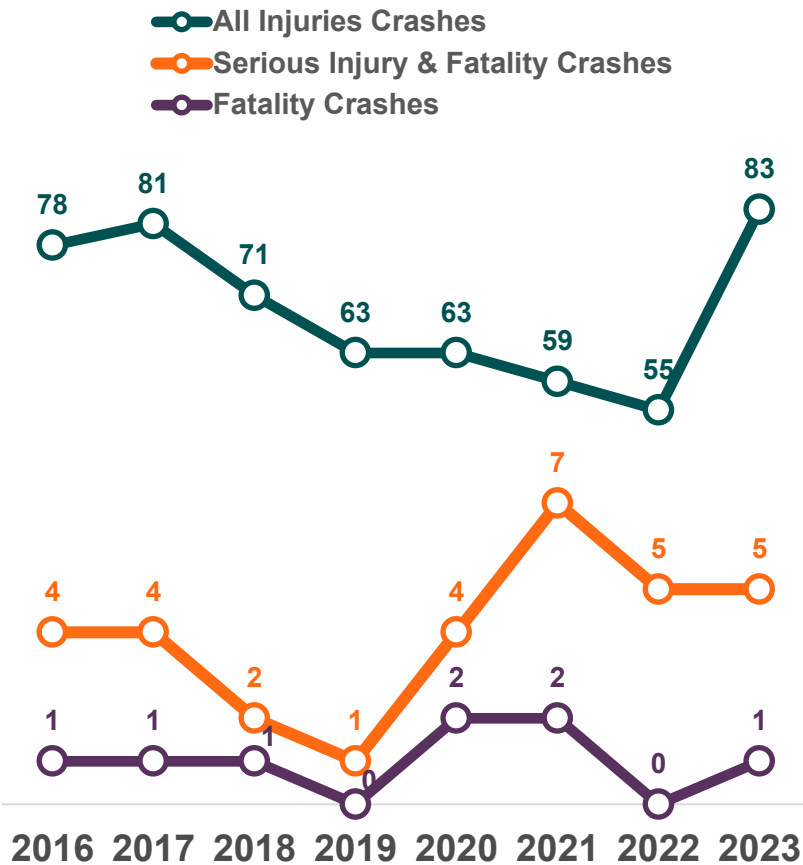
ROADWAY SAFETY: SEVERE CRASHES

Segment	Segment Length	All Injury and Fatality Crash	Serious Injury or Fatality Crash	Fatality Crash
Unincorporated Snohomish County	3.20	319	39	11
Lynnwood	3.23	323	22	5
Total	6.43	642	61	16

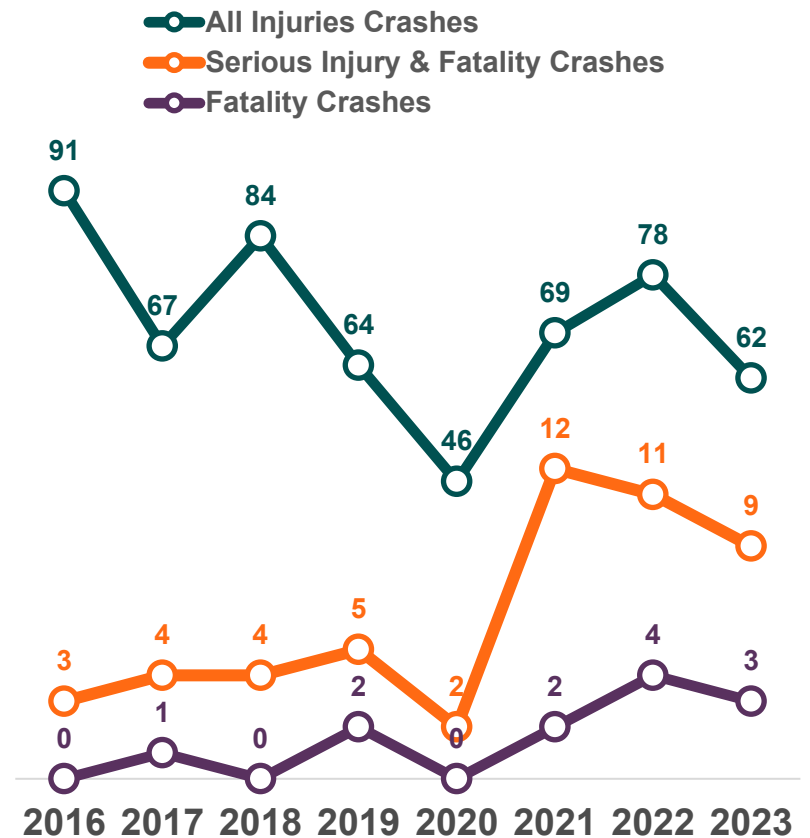
Injury Crashes by Severity (2019-2023)

Please Note: Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data

ROADWAY SAFETY TRENDS



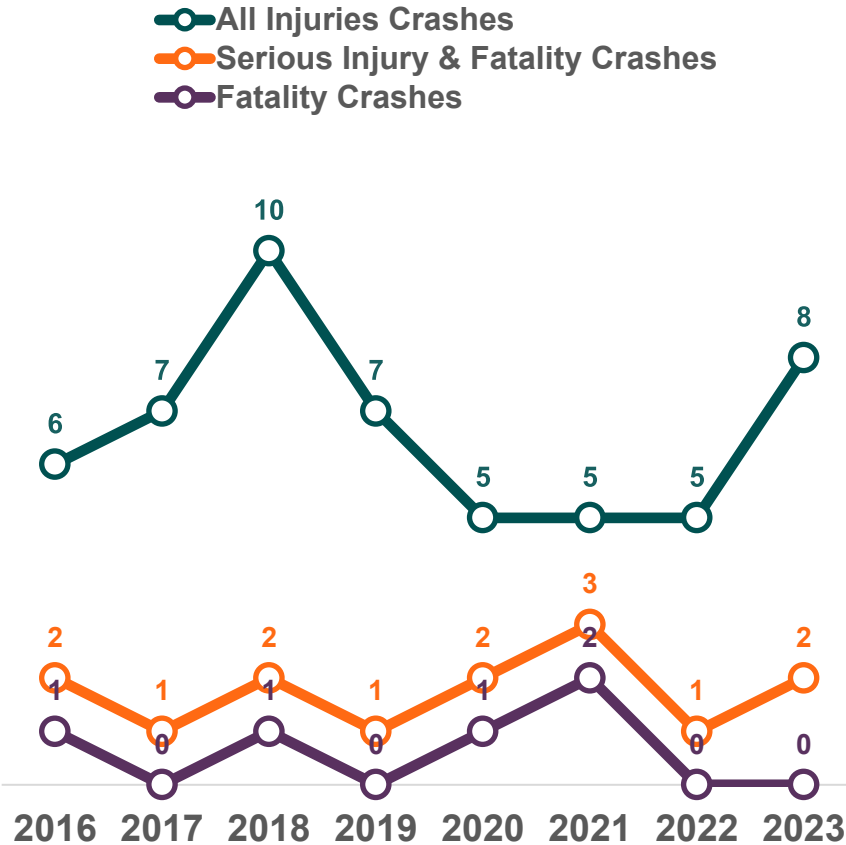
Lynnwood – Total Crash Trends



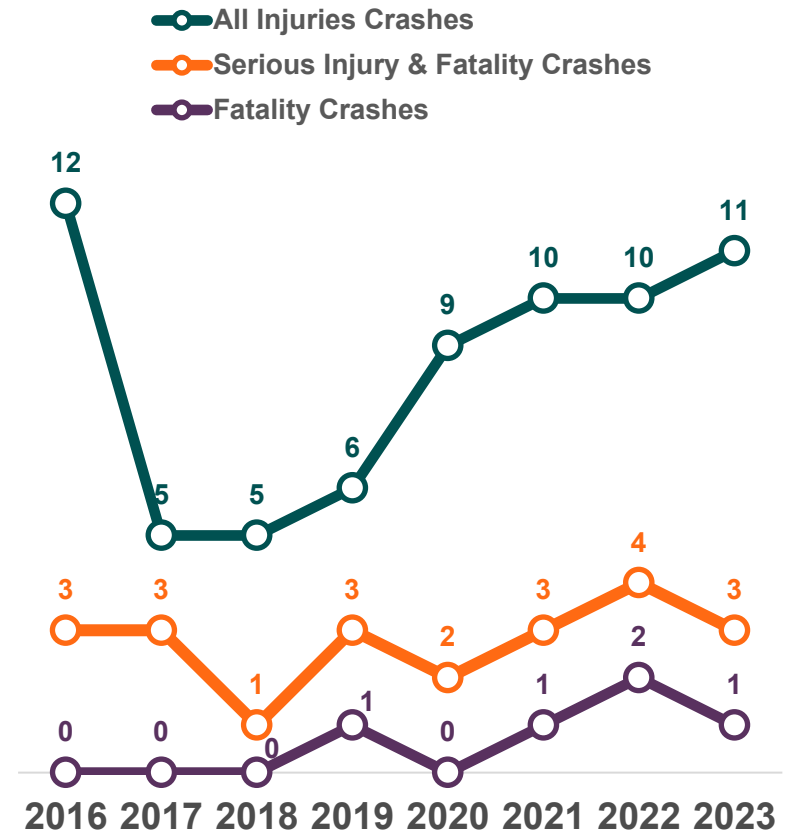
Unincorporated Snohomish County – Total Crash Trends

Please Note: Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data

ROADWAY SAFETY: PED + BIKE



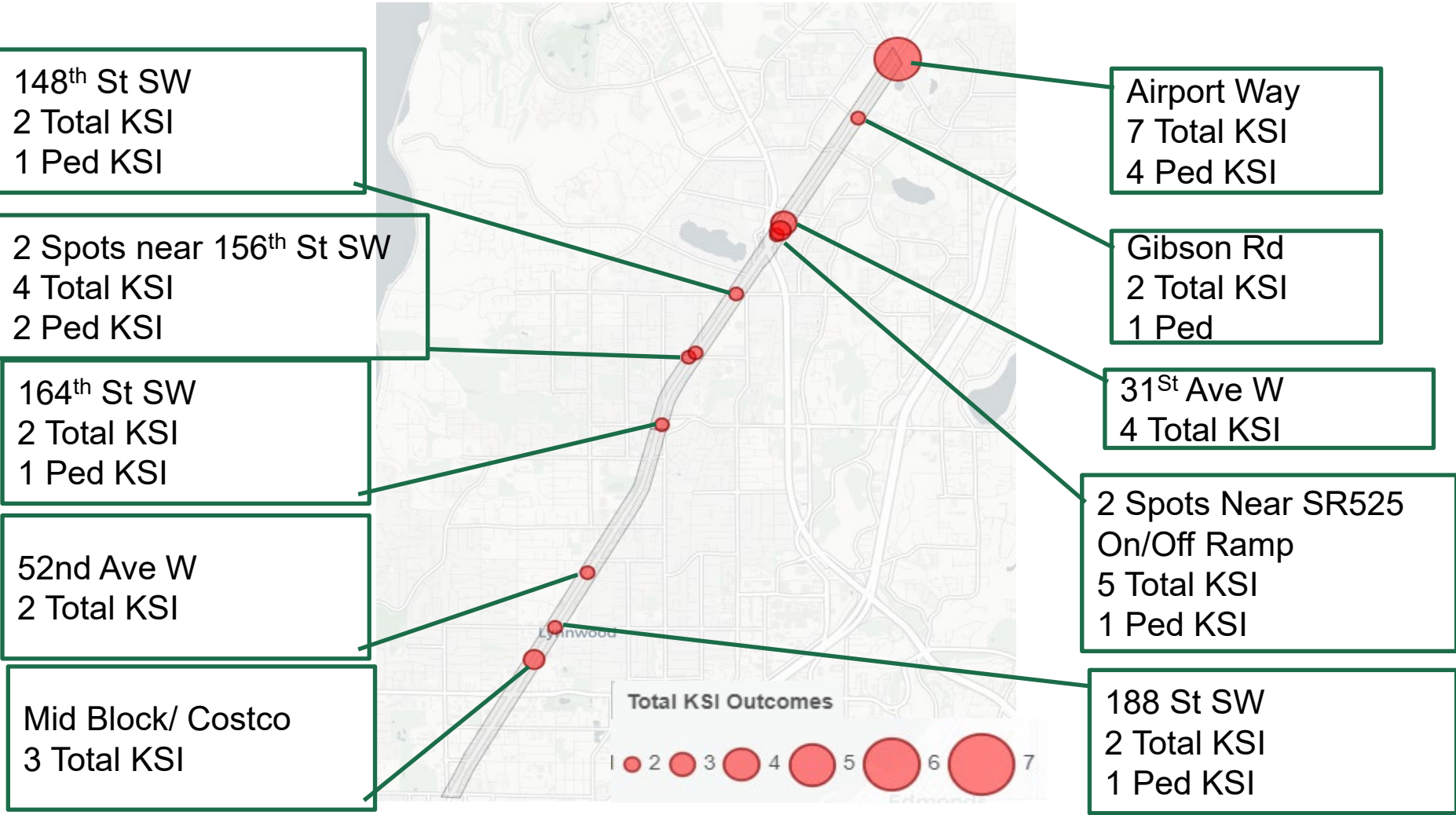
Lynnwood – Pedestrian & Bicycle Crash Trends



Unincorporated Snohomish County – Pedestrian & Bicycle Crash Trends

Please Note: Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data

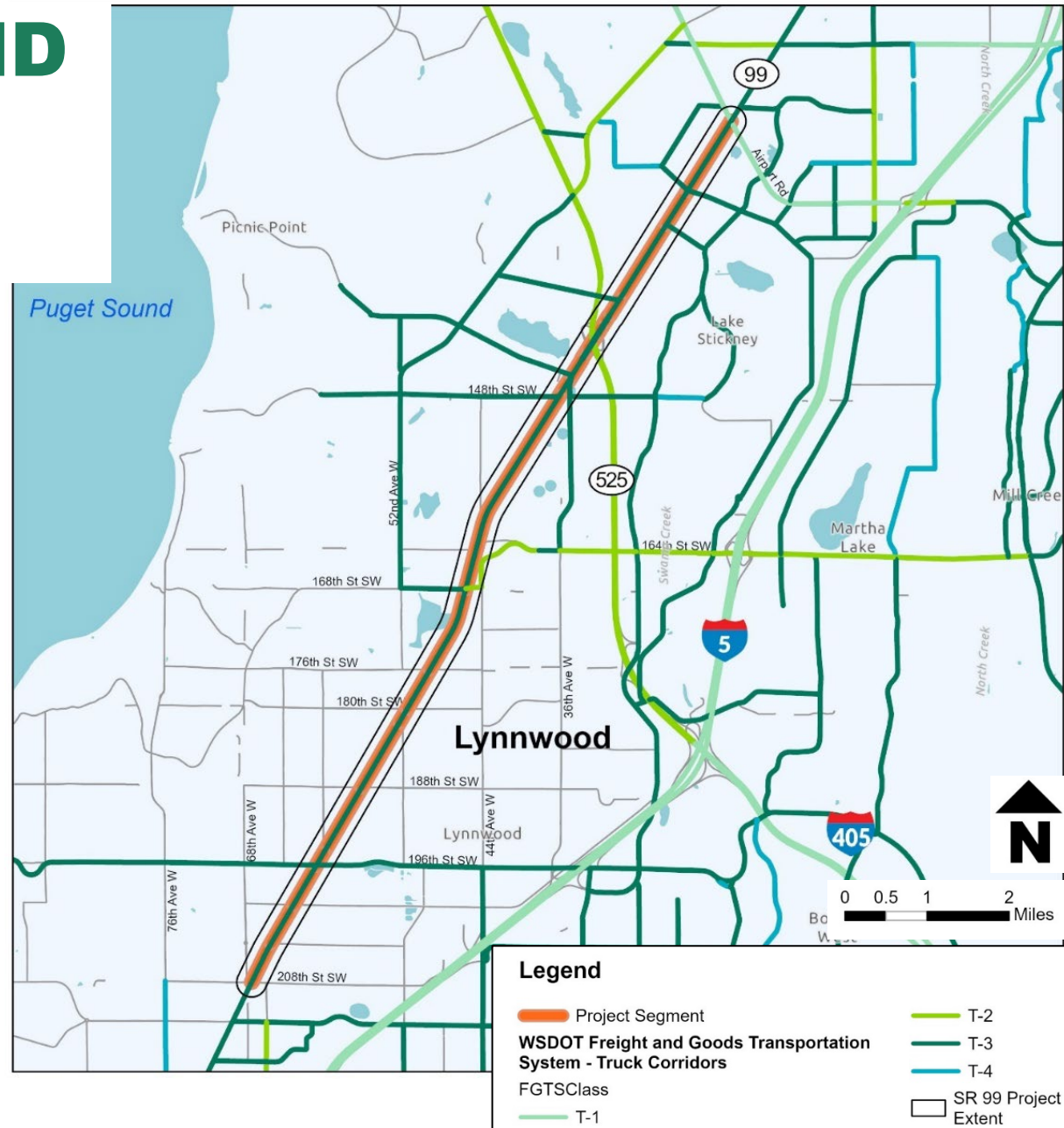
HIGH-CRASH KSI LOCATIONS



Please Note: Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data

FREIGHT AND VEHICLE MOBILITY

- SR 99 classified T3
- Annual Average Daily Truck Traffic (AADTT) is 1000 South of SR 525 and 1200 North of SR 525
- Primary backup route to I-5 for North/South travel
- Classified as Urban Other Principal Arterial
- Frequent driveways along the corridor
- No parking in Lynnwood
- Limited parking in Snohomish County
- Access Management



LAND USE

Key takeaways

- Majority (86%) of SR 99 frontage is commercial

Institutions:

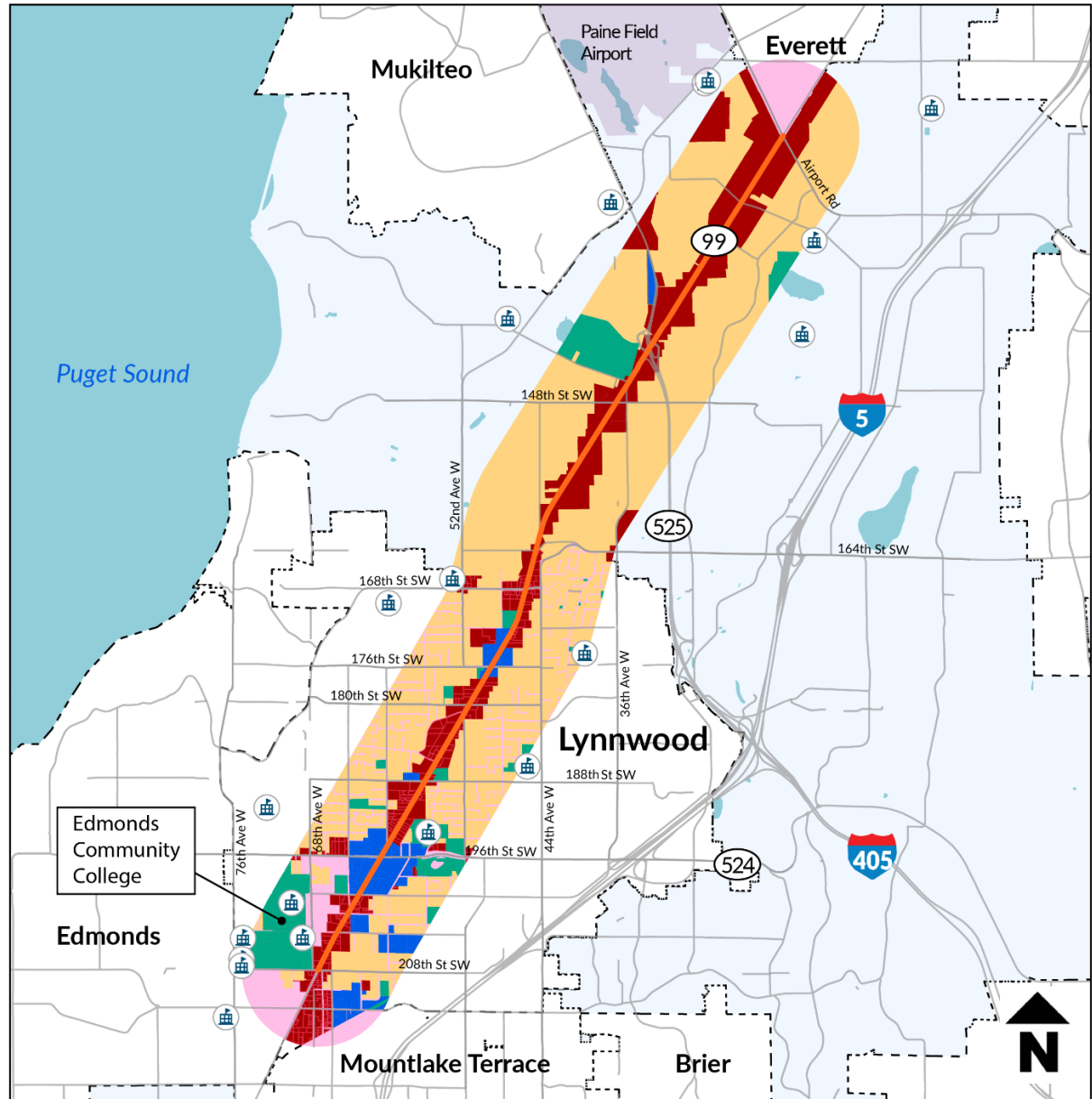
- Paine Field Airport
- Swedish Hospital
- Edmonds College
- Edmonds Woodway HS
- Lynnwood Transit Center

Legend

Land Use

- Public Space/Park
- Commercial
- Industrial
- Residential
- Other

- Public School (within 1-mile radius)
- SR 99 Study Extent
- Unincorporated Snohomish County
- City Boundaries

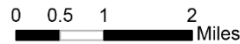
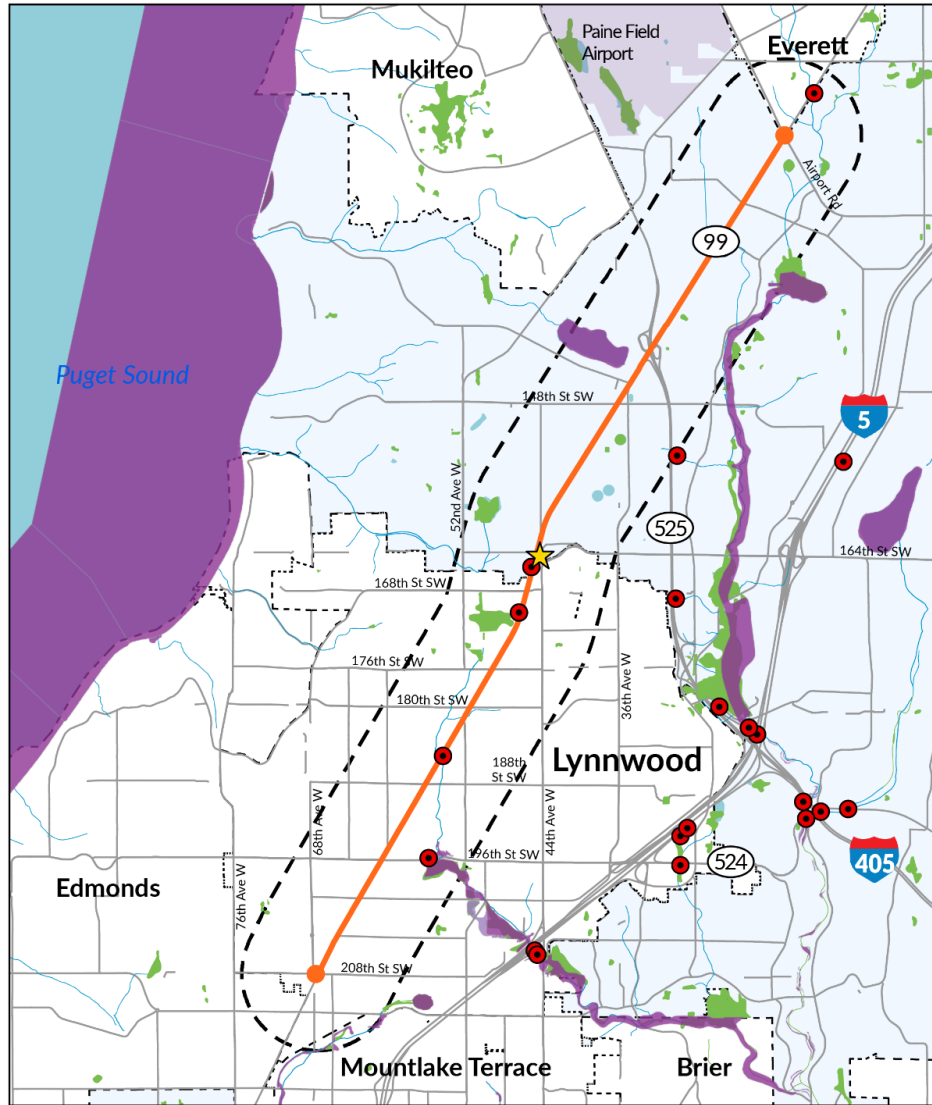


ENVIRONMENTAL CONTEXT

- 3 Fish Passages
- Keeler's Corner
- Minimal Wetlands



Keeler's Corner



Legend

- | | | |
|---------------------------------------|--------------------|---------------------------------|
| Special Flood Hazard Area (Nov, 2023) | Wetland | Half-mile Study Buffer |
| 0.2% Annual Chance Flood Hazard | River | Unincorporated Snohomish County |
| 1% Annual Chance Flood Hazard | Fish Passage | City Boundaries |
| | Keeler's Corner | |
| | SR 99 Study Extent | |

COMPLETE STREETS REQUIREMENT

As of 2022, WSDOT must incorporate complete streets principles in state projects with budgets of \$500,000 or more, for the safety, mobility, and accessibility of pedestrians, bicyclists, and public transportation users

(RCW [47.04.035](#). Street access—Principles of complete streets—Requirements.)



Identify



Consult



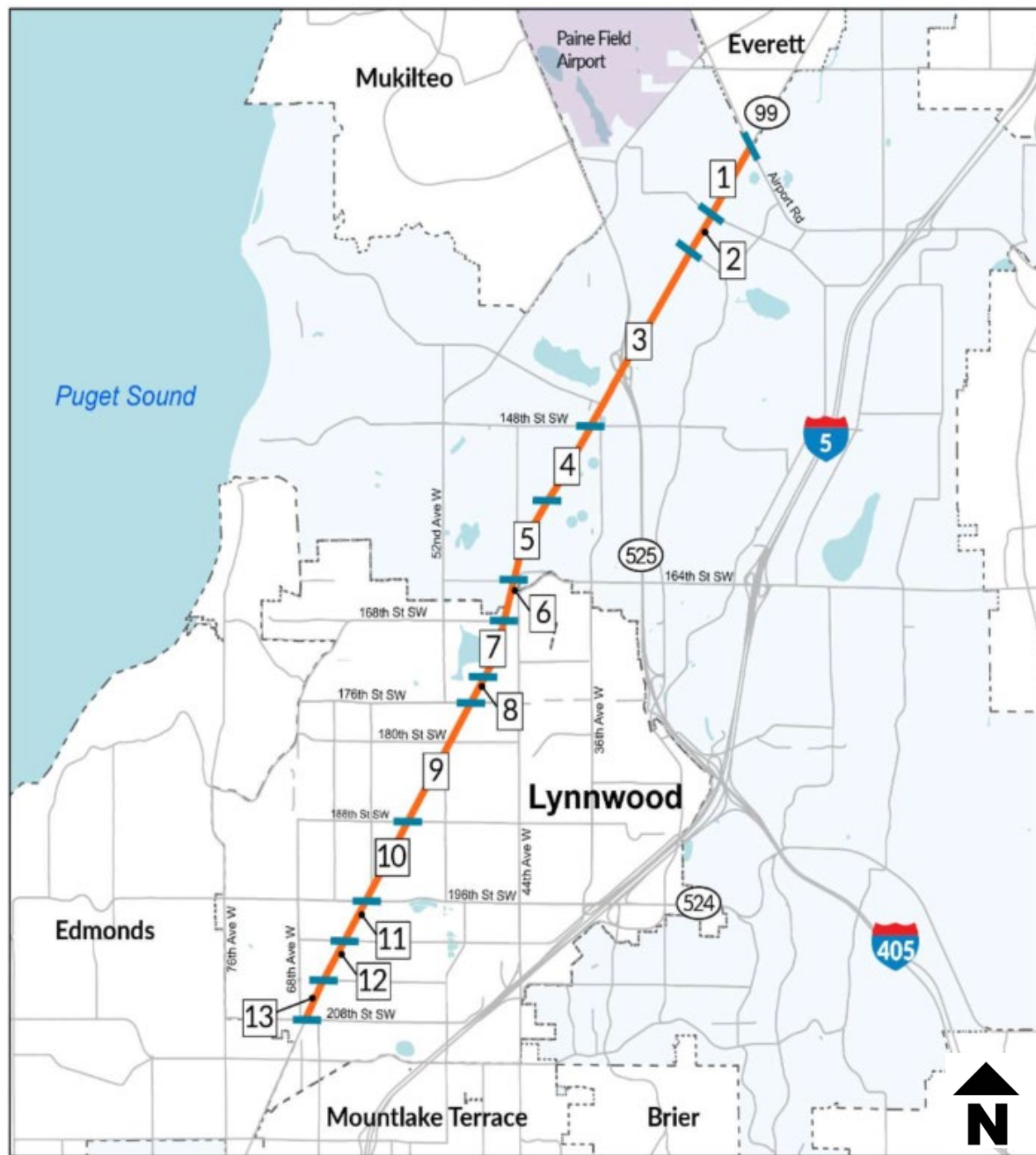
Adjust & modify



Plan, design & construct

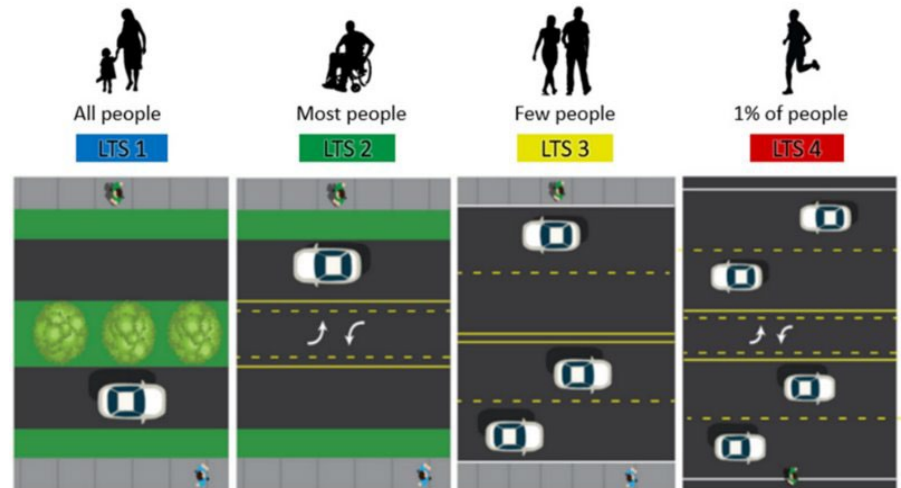
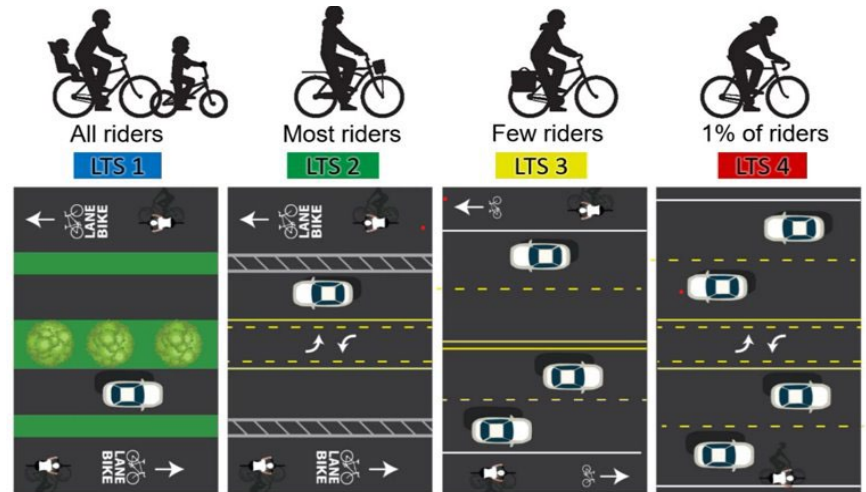
CORRIDOR CONTEXT

- Broken into Segments between signalized intersections
- Per TWG request going to add segment 14 to transition to Edmonds after TWG



PEDESTRIAN AND BICYCLE LEVEL OF TRAFFIC STRESS

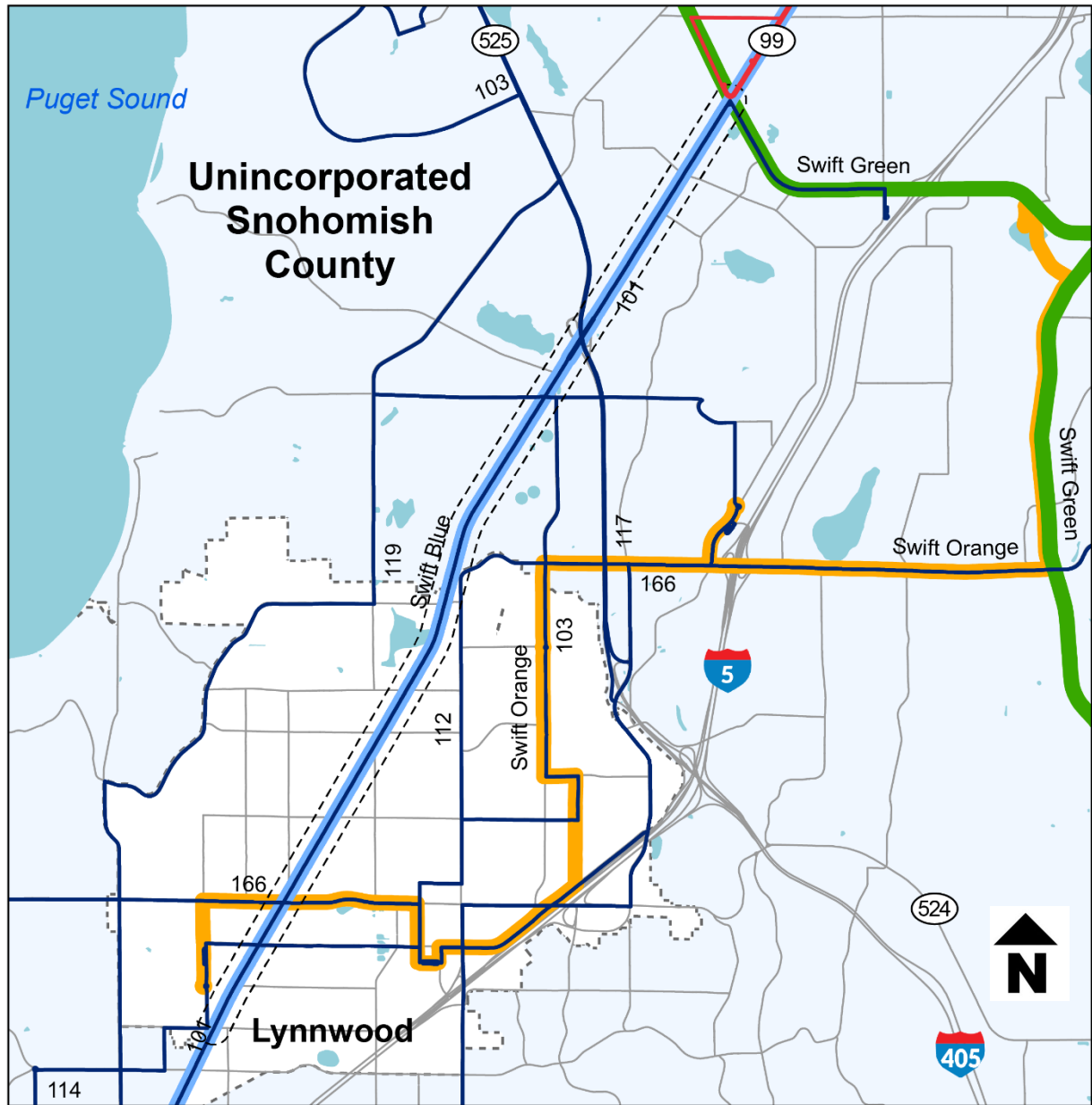
- LTS is measured based on number of lanes, AADT, physical separation, and posted speed
- In the study area Pedestrian and Bicycle level of traffic stress is 4
- There are no bicycle facilities along the corridor.
- There are an average of 1900 ft between protected crossings



TRANSIT:

Legend

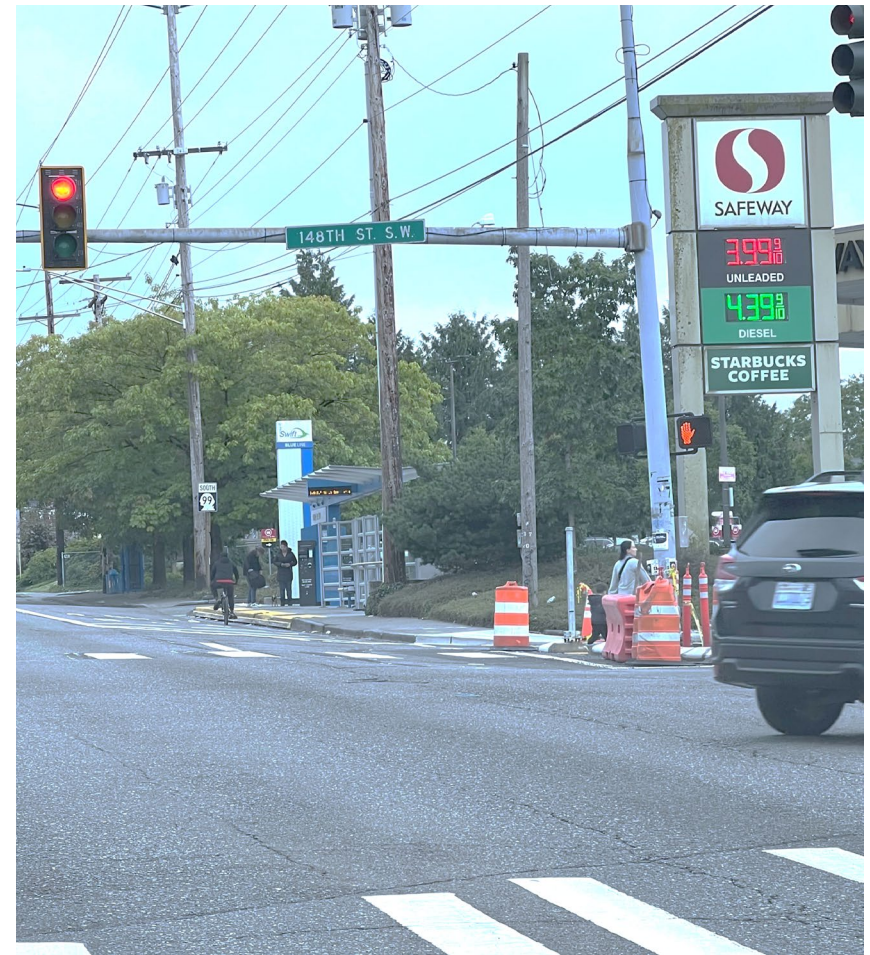
- Everett Transit 8
- Swift Green
- Swift Blue
- Swift Orange
- SR 99 Study Extent - dashed buffer
- 101
- 103
- 112
- 114
- 117
- 119
- 166



PURPOSE & NEED DISCUSSION

PURPOSE

Develop improvement options that provide safe and convenient connections for active modes (people walking, biking, rolling and accessing transit) along the approximately 6.3-mile SR 99 corridor in Lynnwood and unincorporated Snohomish County between 208th Street Southwest and Airport Road.



NEED

- Reduce traffic stress and improve safety for pedestrians and bicyclists
- Enhance access to transit and vital destinations along SR 99 for those that walk, bike or roll
- Decrease fatal and severe injury crashes along the study corridor by changing the context of the corridor.
- Provide a continuous and connected regional facility for pedestrians and bicyclists
- Enhance speed and reliability for transit while maintaining reliability for vehicles, including freight



GOALS

- Support consistency with local and regional land use and development plans for the SR 99 study corridor.
- Develop a design vision that integrates pedestrian and bicyclist safety and comfort, with a focus on special treatments for areas with the most serious collisions involving vulnerable road users.
- Provide transportation benefits to vulnerable populations and underserved communities.
- Consider the needs of residents, businesses, and other corridor users through an equitable and robust engagement process.
- Identify potential transit service improvements and connections, as well as safety and security improvements (e.g., at transit stops).
- Develop a strategy to construct corridor improvements as resources become available.

TWG FEEDBACK/QUESTIONS

- Engagement with businesses and property owners along the corridor will be important and the TWG can help make those connections.
- Questions on the outcome of the study
 - 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.
- Request to extend study to the southern limit of the City of Lynnwood
- SR 99 in the study area has above ground utilities and transmission lines that may impact design alternatives
- The intersection with Airport Way is an area of focus for Community transit when it comes to security and roadway safety.
- Request for operations of the corridor to be considered in design recommendations, specifically pedestrian crossing time and transit priority
- Consider adding sustainability as a goal or metric related to VMT Reduction and CO2 Reduction
- Request to consider improving BAT lane facilities in Lynnwood

NEXT STEPS & ACTION ITEMS

- **UPCOMING ACTIVITIES**
- **CONTINUED ENGAGEMENT**
- **TIMING OF FUTURE MEETINGS**
- **ACTION ITEMS**