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SR 99 - Lynnwood and Unincorporated Snohomish County Pre-Design Study Equity Working Group (EWG)

December 5, 2024

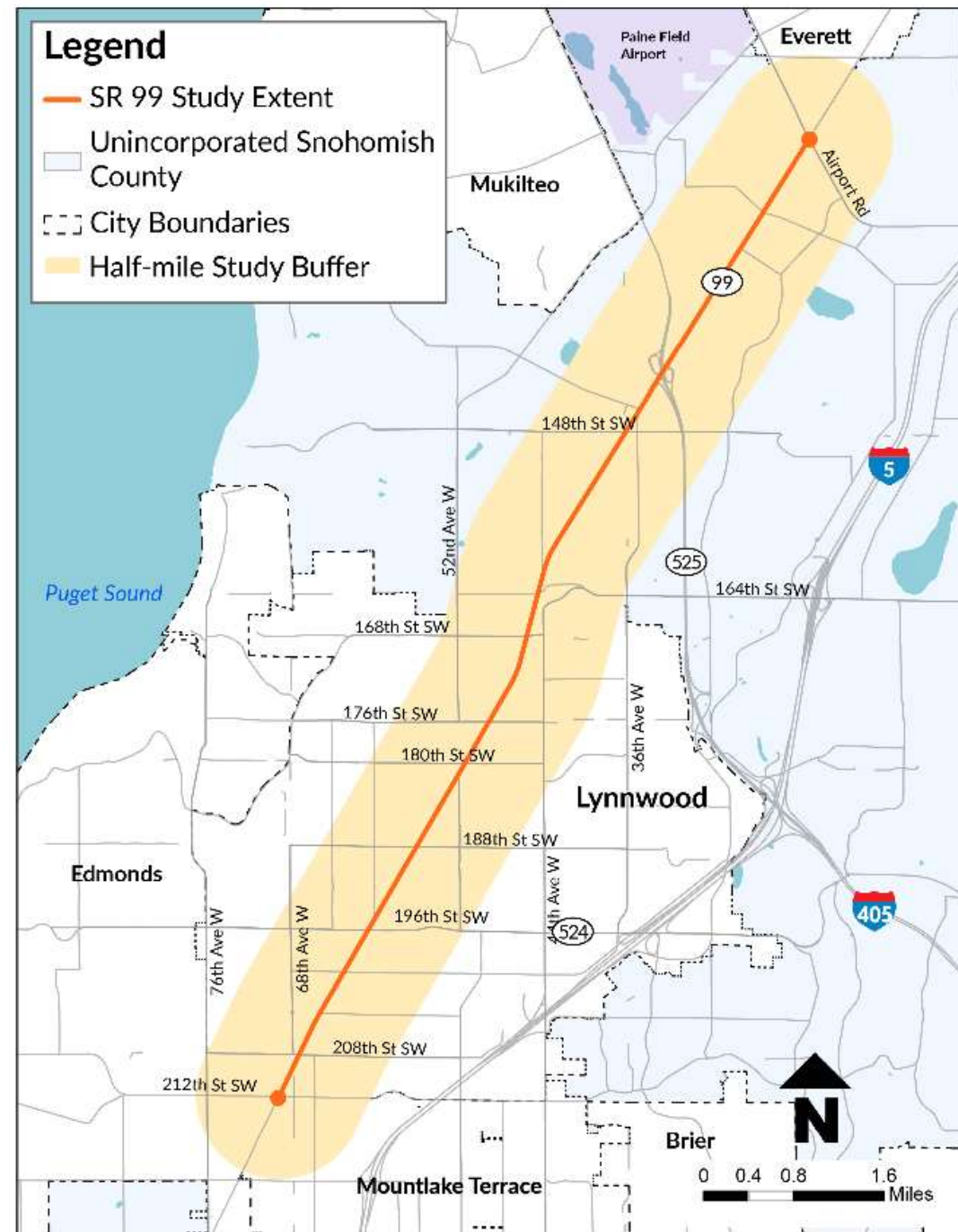
3:30PM-5:00PM PST

Location: Greater Trinity Baptist Church & Rise Up Academy

11229 4th Ave W, Everett, WA 98204

AGENDA

- **Welcome and Safety Moment**
 - Safety Moment
 - Land Acknowledgement
 - Introductions
 - What we need from you
- **Study Schedule & Milestones**
- **Purpose & Need Discussion**
- **Engagement**
- **Existing Conditions**
- **What We Need From You**



SR 99 Study Corridor in Lynnwood and Snohomish County.

FUNDING

Total funding for this corridor study is *\$1.9 million*. This funding comes from the following sources:

Lynnwood Study Area

- Sandy Williams Connecting Communities Grant (\$800,000, Washington State)
 - Focuses on Communities with high equity needs
 - Communities most affected by barriers to opportunity and environmental health disparities.
 - Supports transformative projects that look beyond transportation
 - Prioritizes Investing in People

Unincorporated Snohomish County Study Area

- Equity grant (\$945,918, PSRC)
- WSDOT funds (\$147,613, WSDOT)



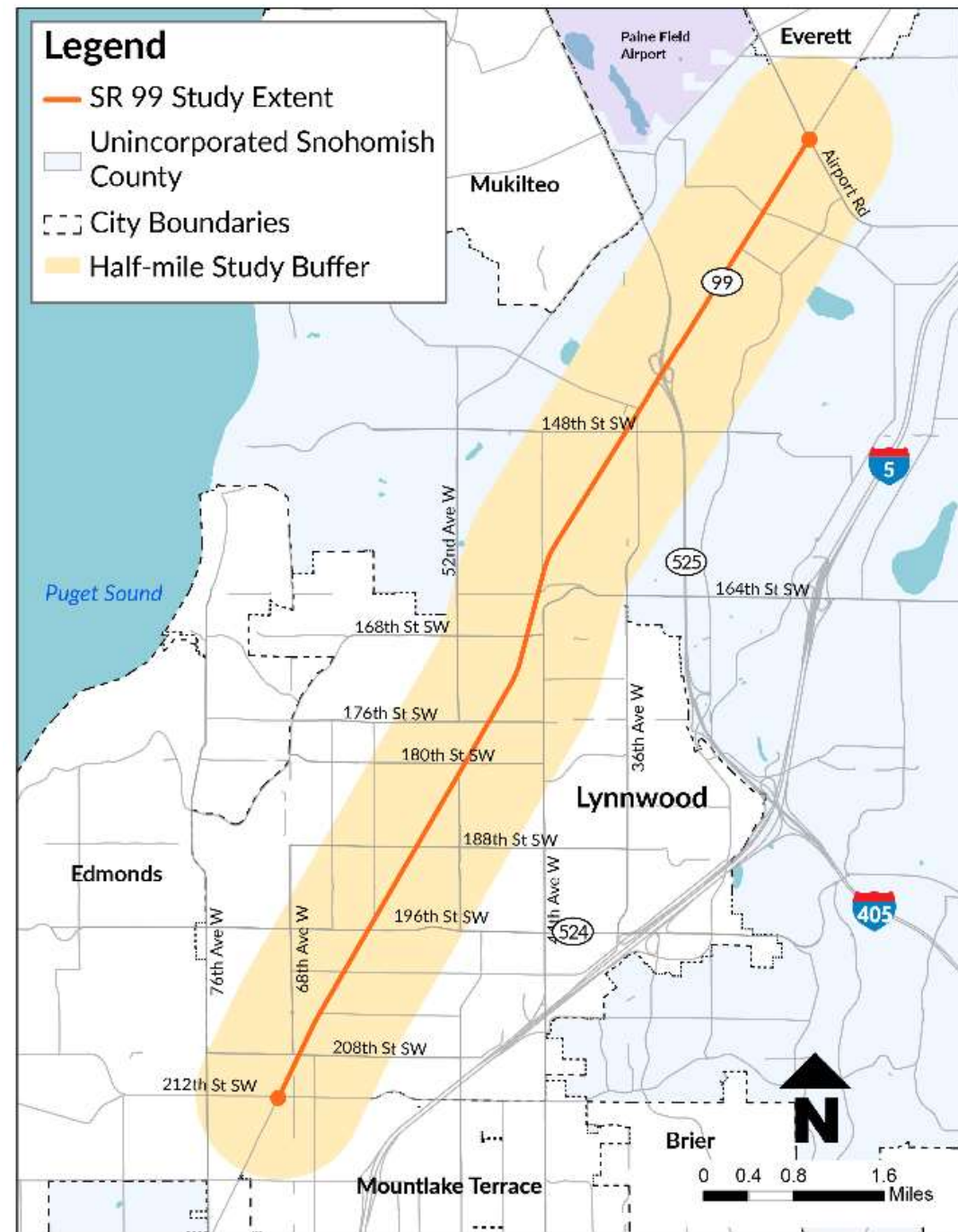
Photo of Sandy Williams, photographed July 7th, 2022 at the Carl Maxey Center in Spokane. (Young Kwak/ Crosscut)

HISTORY

- Summer 2022** ● Begin study (Unincorporated Snohomish County only).
- Fall 2022** ● Gather feedback from corridor users and collect and analyze corridor performance and existing conditions information.
- Winter 2023** ● Compile survey results.
- Spring 2023** ● Study paused to incorporate new complete streets requirement.
- Summer 2023-Winter 2024** ● Seek and secure additional funding for the SR 99 Lynnwood and unincorporated Snohomish County Pre-Design Study.
- Spring 2024-Summer 2024** ● Award contract for consultant support. Begin SR 99 Lynnwood and unincorporated Snohomish County Pre-Design Study.

SCOPE

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.

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
- Muckleshoot Tribe (Staff)

WHO WE ARE ENGAGING

- 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 Human Services
- Snohomish County NAACP
- Snohomish County Transportation Coalition
- Snoqualmie Tribe (Staff)
- 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

Are we missing anyone?

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

RESPONSIBILITIES

STUDY TEAM

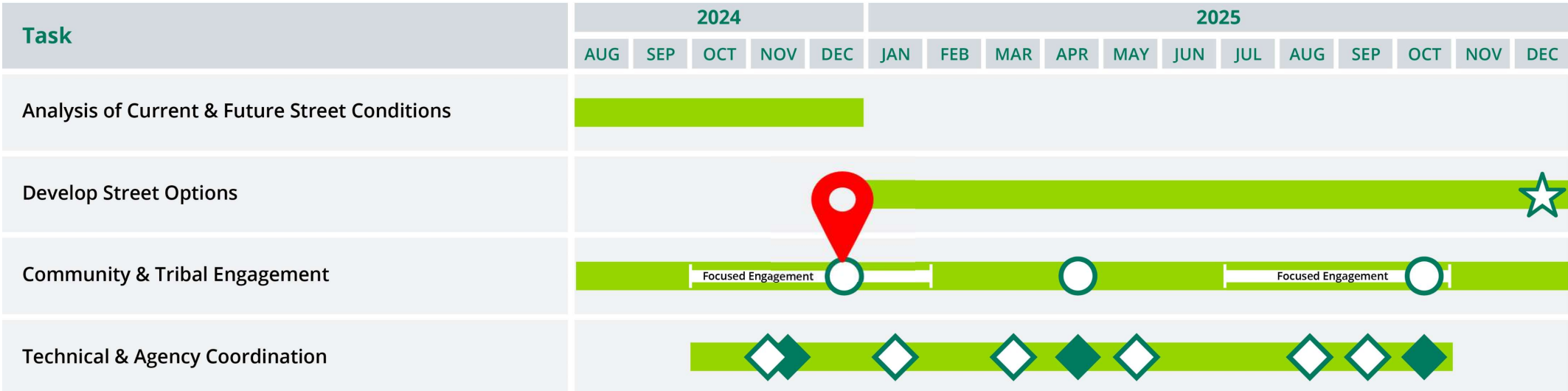
- Collect data
- Look at crash data and future plans
- Engage governments and the community and gather feedback and input
- Come up with options for improvements
- Incorporate feedback
- Keep the community and local governments updated

EQUITY WORKING GROUP

- Provide local insights, and feedback
- Extend outreach to the broader community
- Provide earnest feedback on the overall study and proposals

SCHEDULE

SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study

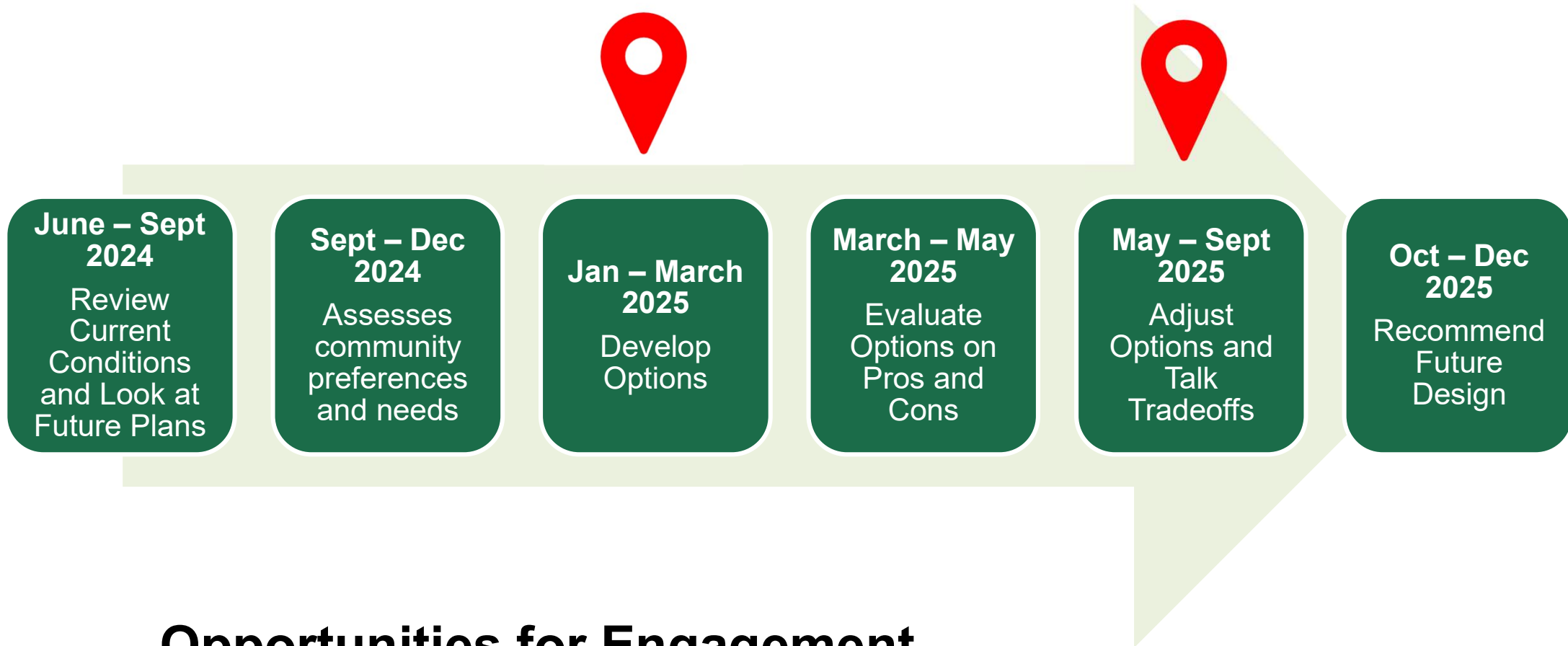


Legend

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

The Study will last for 17 months.

MILESTONES



Opportunities for Engagement

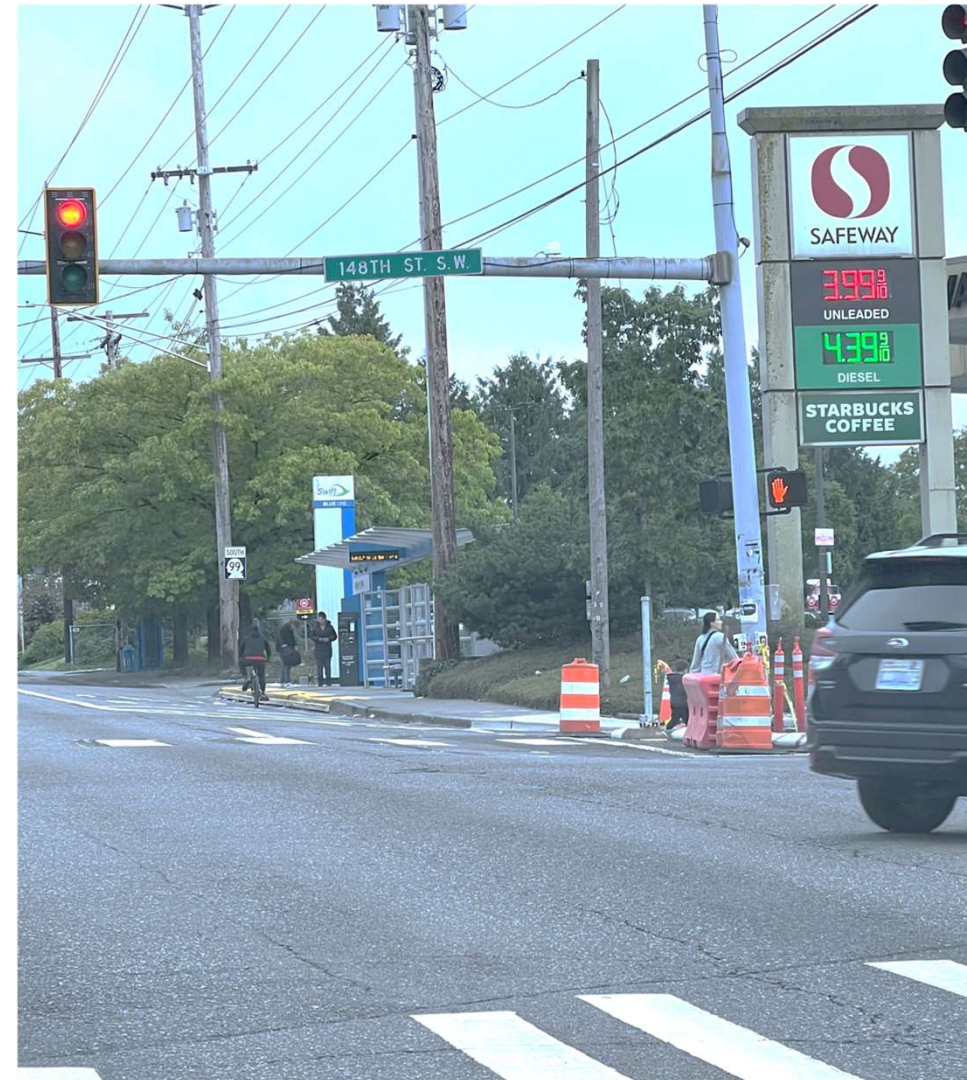
- Emails
- Workshops
- Individual meetings
- Community gatherings
- Community events
- Equity Working Group meetings (proposed at red markers)
- Others?

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 212th Street Southwest and Airport Road.

- **Planned Updates to the Purpose**
 - Address Environmental Justice/Equity
 - Address Transit Facilities (planned and existing)
 - Address Sustainability/ Resiliency



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.

FEEDBACK/QUESTIONS TO DATE

- Request to include equity more specifically in the purpose and need
- Importance of engagement with businesses and property owners along the corridor
- Questions on the outcome of the study
 - This study is not associated with any capital project.
 - The study is focused on creating a unified vision for SR 99 with the community and partners and working together to deliver that vision.
- Request to extend study to the southern limit of the City of Lynnwood
- Consider above ground utilities and transmission lines on SR99
- Airport Way/SR99 is a focus for Community Transit for security/safety and is an important intersection for regional transit
- Request for corridor operations 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 improve BAT lane facilities in Lynnwood
- Consider evaluating access management
- Question on Have we considered over or under passes for pedestrians
 - Next step is developing alternatives

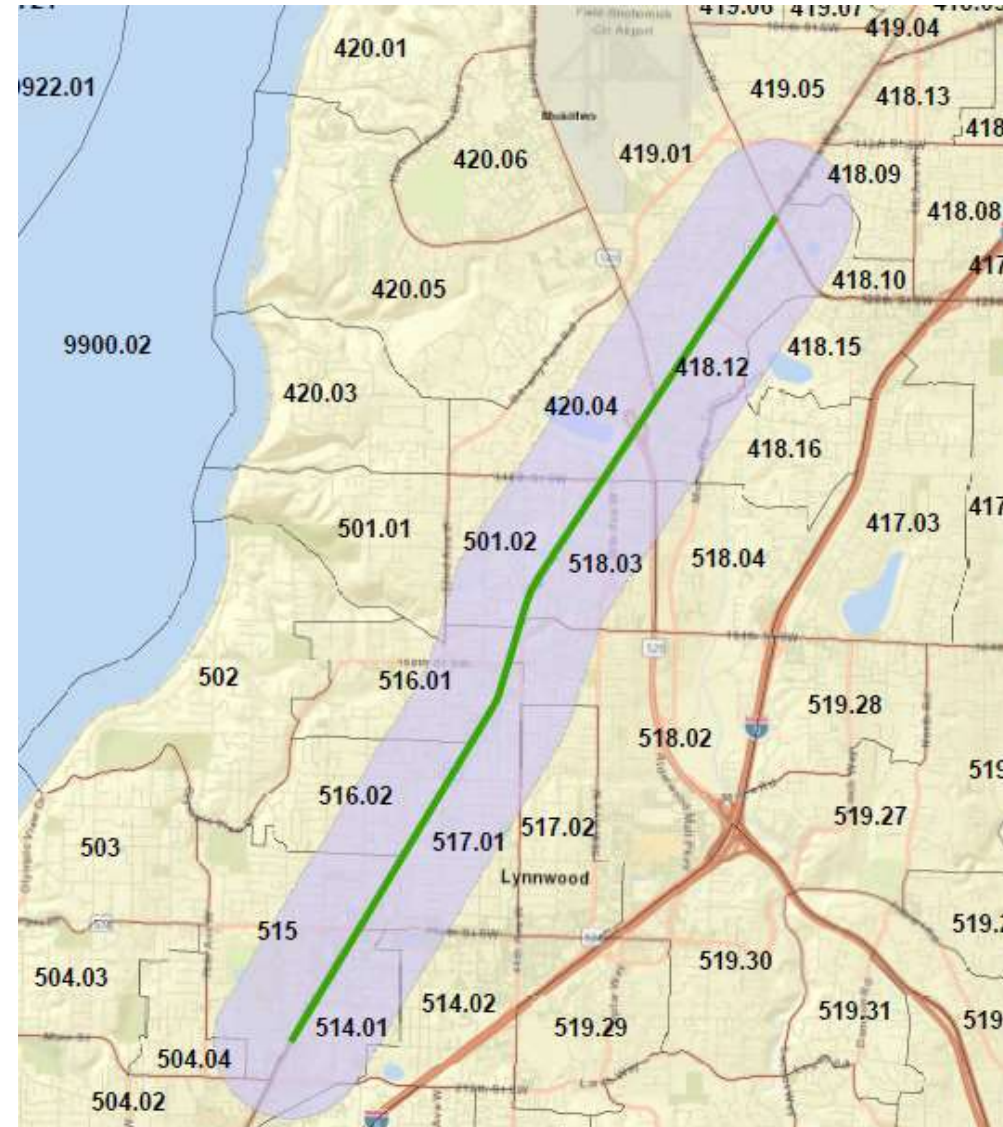
DISCUSSION

- Are there other needs that have not been identified?
- Are there specific needs that resonated with you?
- What other goals do you have for the area?
- Are there any modifications you would like to see made to the goals?
- Any other thought on any of the topics discussed so far?

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



Is this the community you see?

PREVIOUS ENGAGEMENT:

2022 SR 99 Study

(148th St to Airport Road)

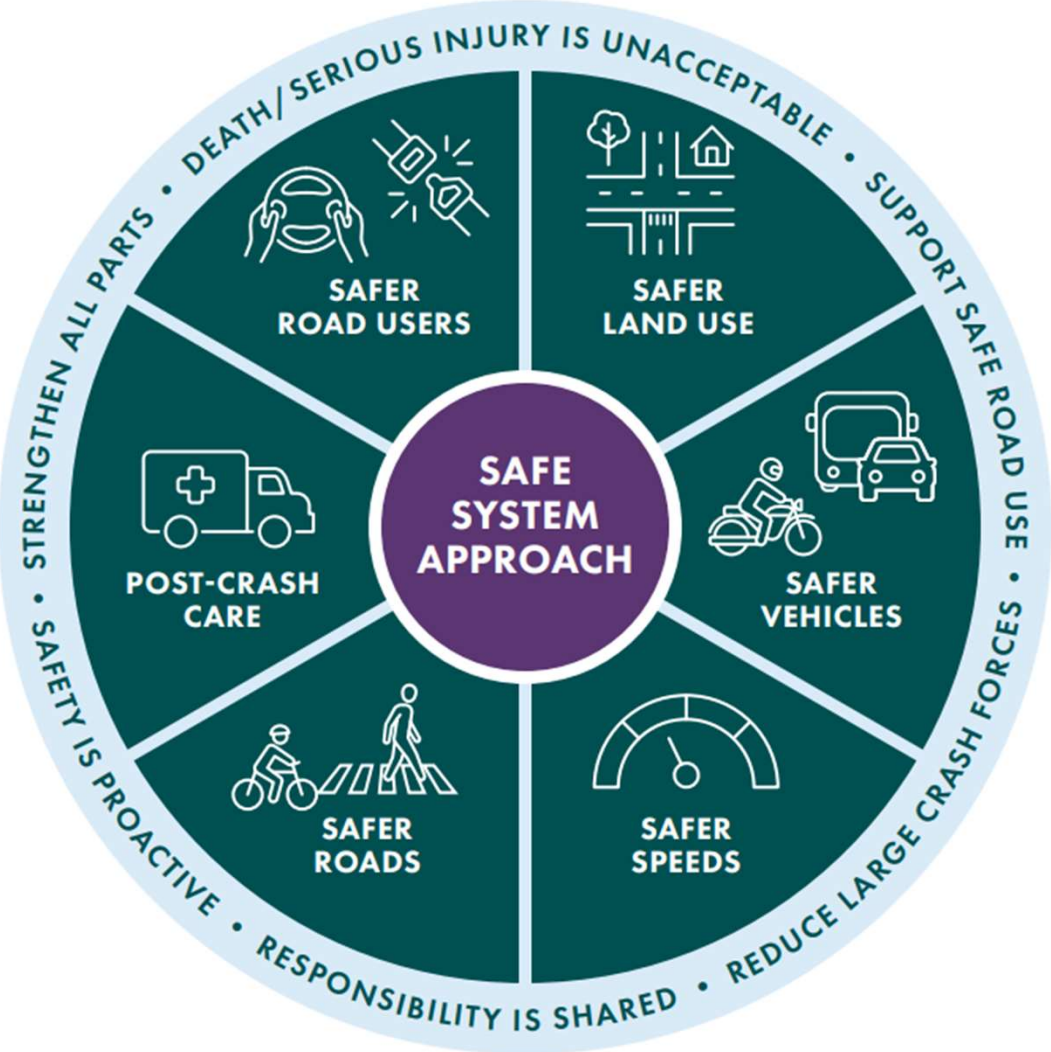
- ~ 350 people responded
- 98% used a private vehicle on the corridor
- 61% used an alternate mode, such as public transit, walking, or biking.
- 58% live within 0.5 mile of the corridor.
- 16% work within 0.5 mile of the corridor.

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

7% felt “**very safe**”

EXISTING CONDITIONS

SAFE SYSTEM FOR ALL



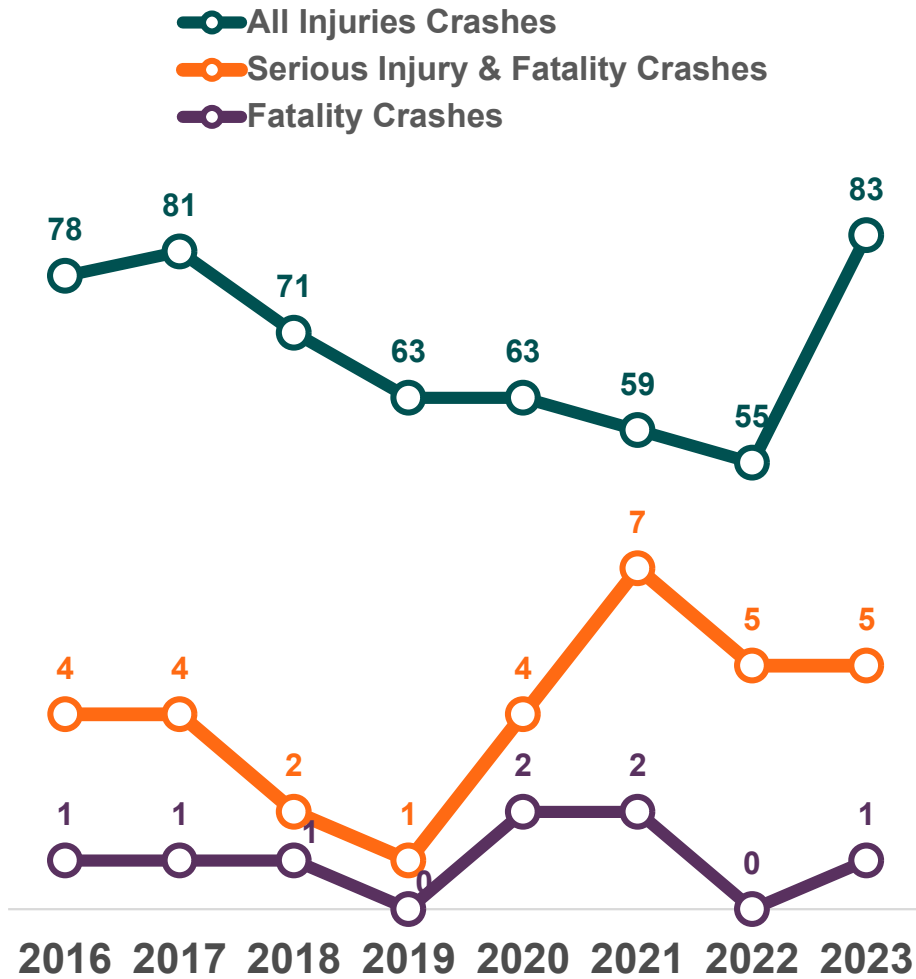
ROADWAY SAFETY: SEVERE CRASHES

Segment	Segment Length	All Injury and Fatality Crash	Serious Injury or Fatality Crash	Fatality Crash
Unincorporated Snohomish County	3.17	319	39	11
Lynnwood	3.39	347	23	5
Total	6.55	666	62	16

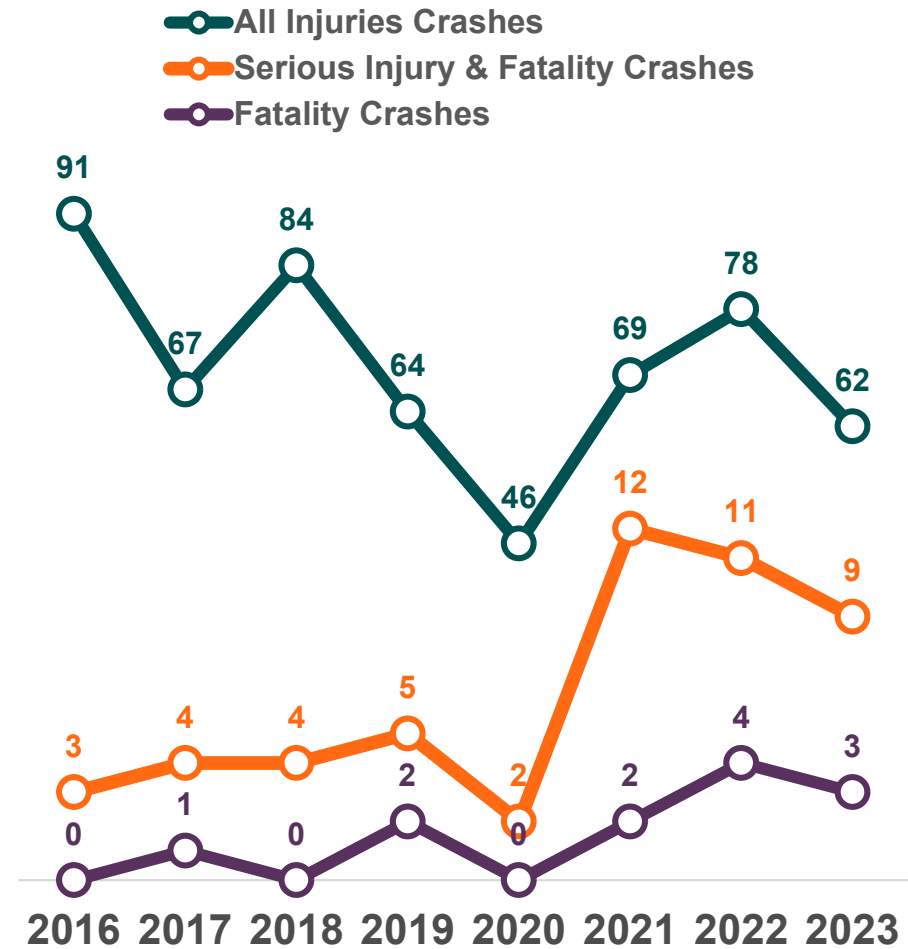
Injury Crashes by Severity (2019-2023)

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



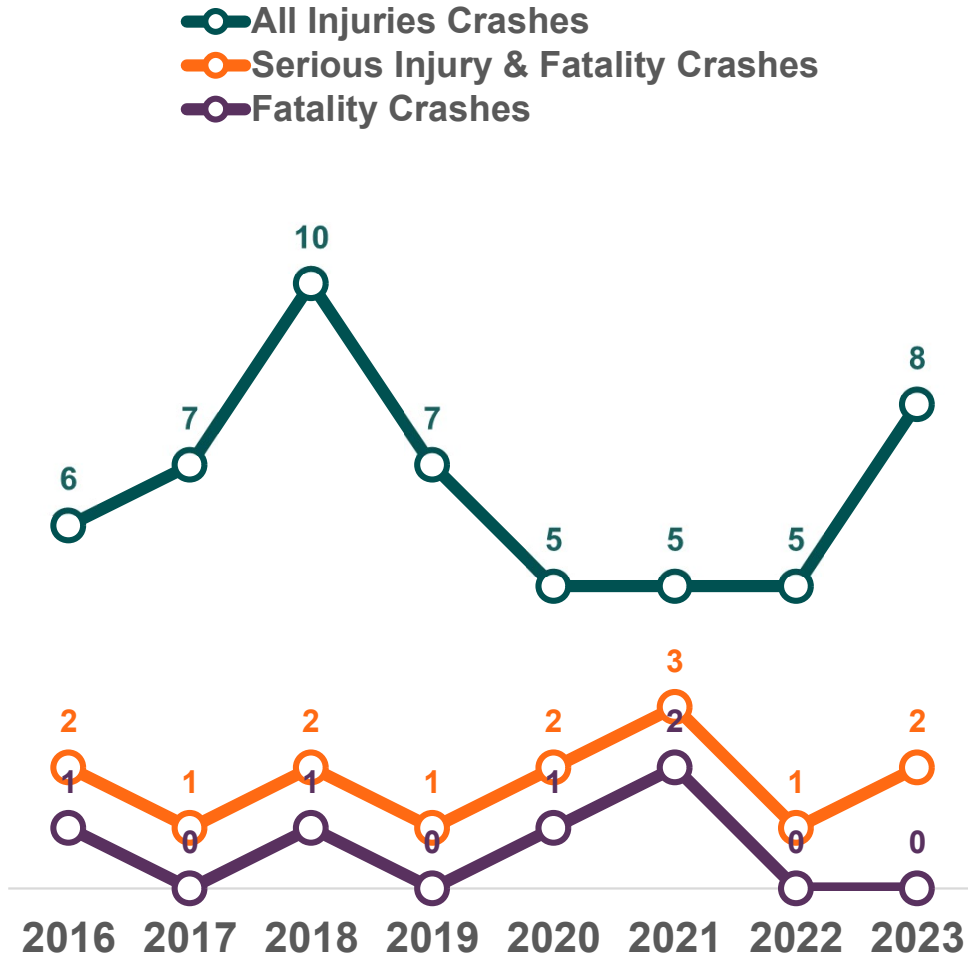
Lynnwood– Total Crash Trends



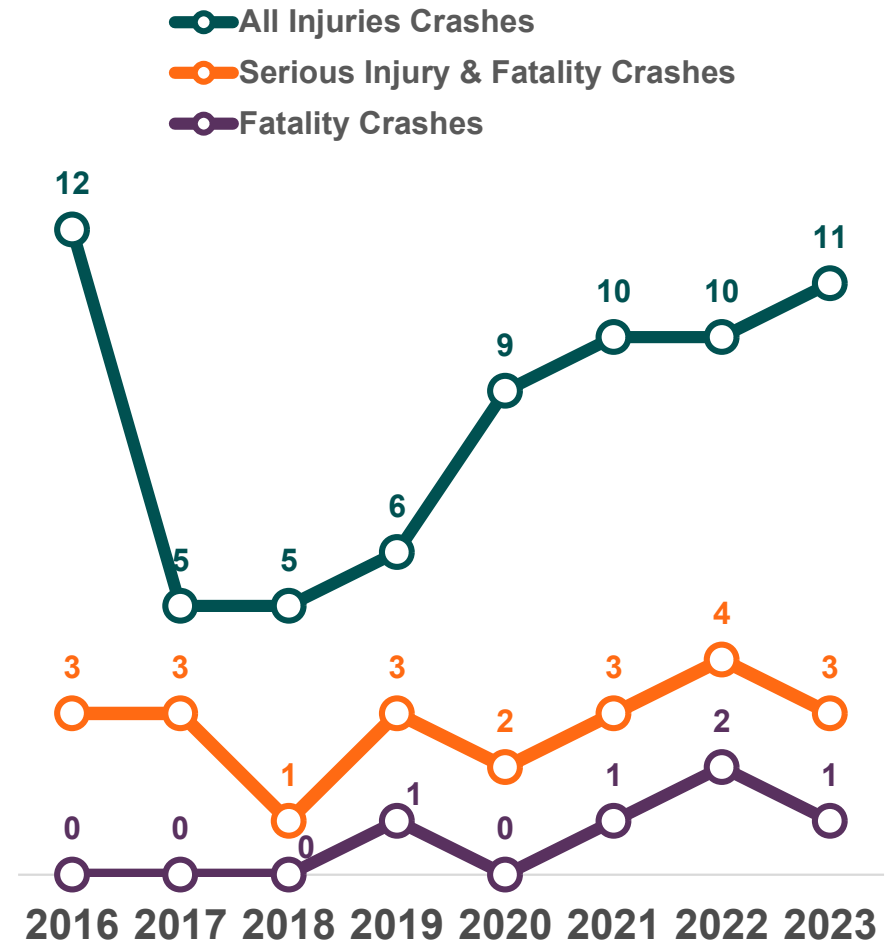
Unincorporated Snohomish County – Total Crash Trends

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



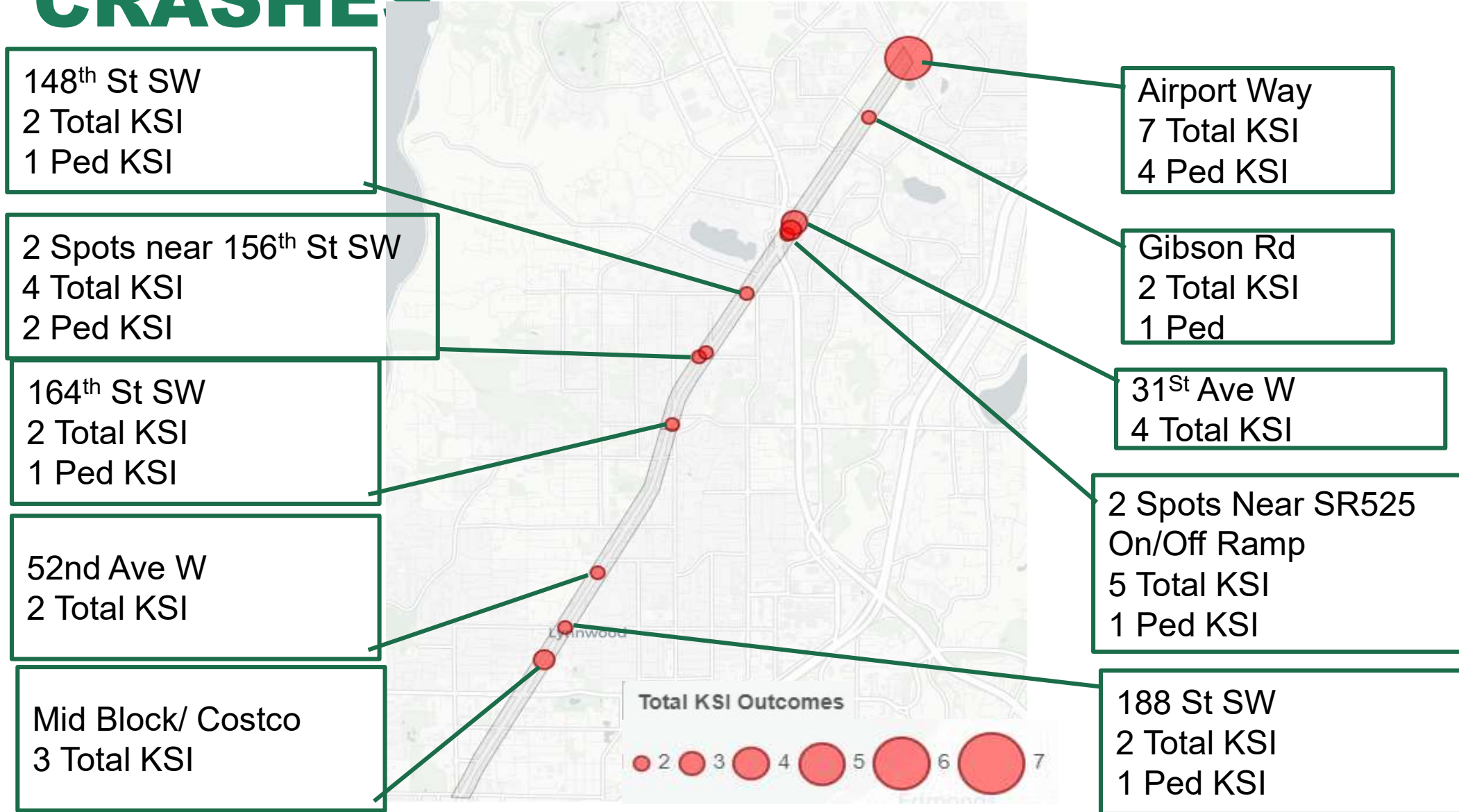
Lynnwood – Pedestrian & Bicycle Crash Trends



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

DEATH & SERIOUS INJURY CRASHES



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

- Frequent driveways along the corridor
- No parking in Lynnwood
- Limited parking in Snohomish County
- SR 99 is a common truck route especially north of SR 525
- Primary backup route to I-5 for North/South travel



LAND USE

- New developments along SR 99
- More dense housing
- Lynnwood working on updating zoning around transit hubs
 - Hwy 99 Plan
 - South Lynnwood Neighborhood Plan
 - College District Plan

Institutions

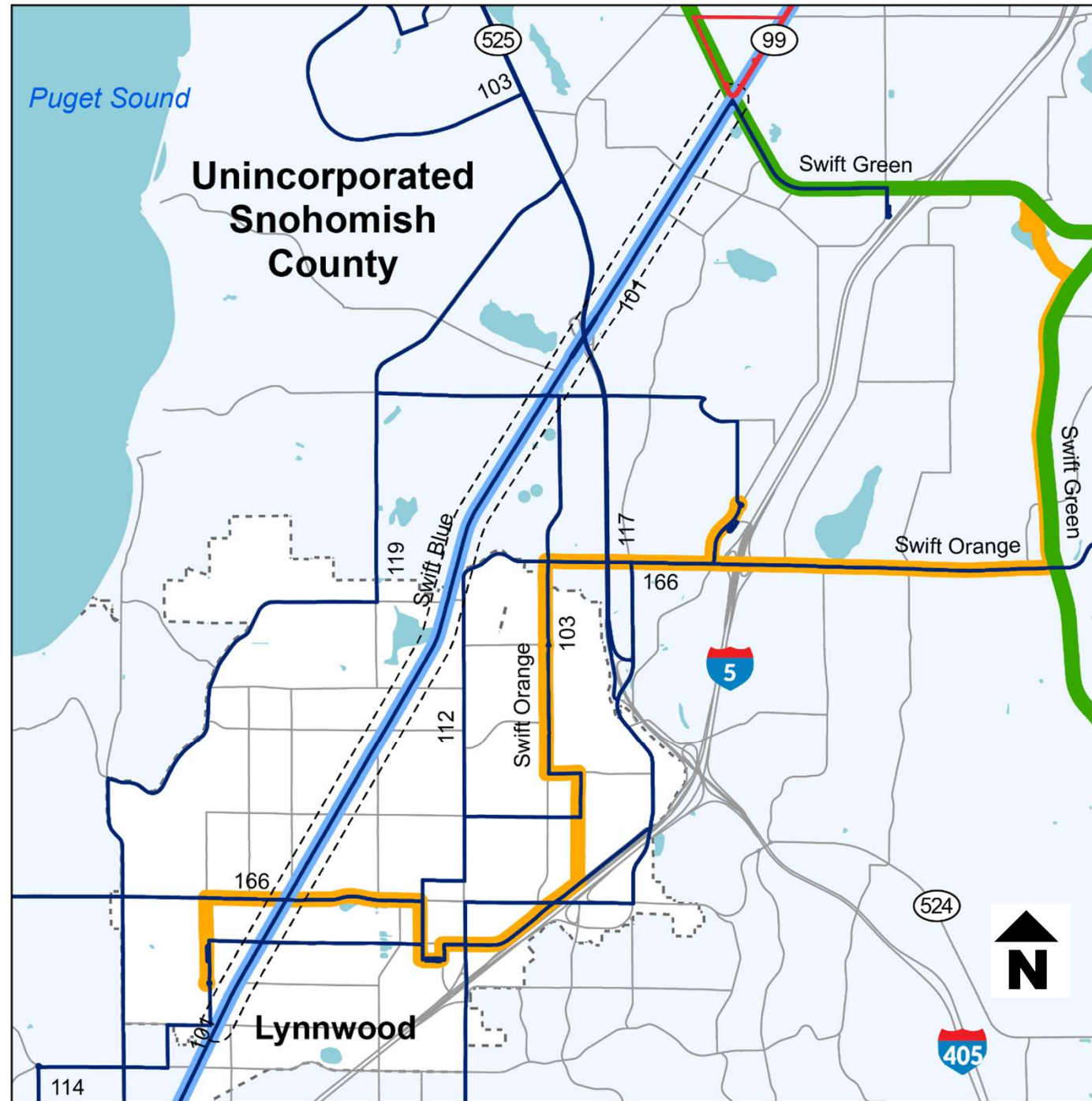
- Paine Field Airport
- Swedish Hospital
- Edmonds College
- Edmonds Woodway HS
- Lynnwood Transit Center



TRANSIT:

Legend

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



COMPLETE STREETS - A New Way to Design

Complete Streets Policy

- Must incorporate complete streets principles in state projects
- Prioritizes pedestrians, bicyclists, and public transportation users
- Promotes safety, mobility, economic vitality and the environment

Process

- Consult with the community
- Work together to produce a new vision
- Incorporate feedback



PEDESTRIAN AND BICYCLE LEVEL OF TRAFFIC STRESS (LTS)

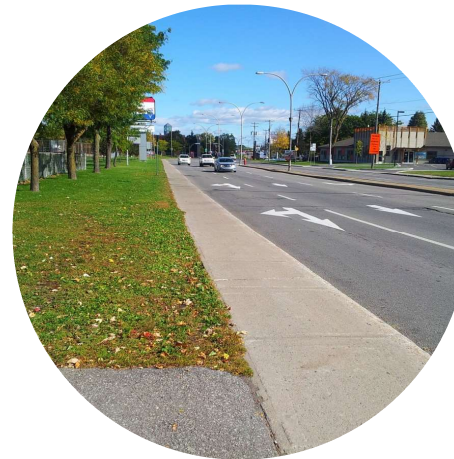
- LTS is measured based on number of lanes, AADT, physical separation, and speed limit
- In the study area Pedestrian and Bicycle level of traffic stress is 4
- There are no bicycle facilities along the corridor.
- There is an average of 1900 ft between crossings with a light



LTS 1
Buffered and Wide



LTS 2
6' or Greater



LTS 3
Minimum 5'



LTS 4
No Sidewalk



MILESTONES

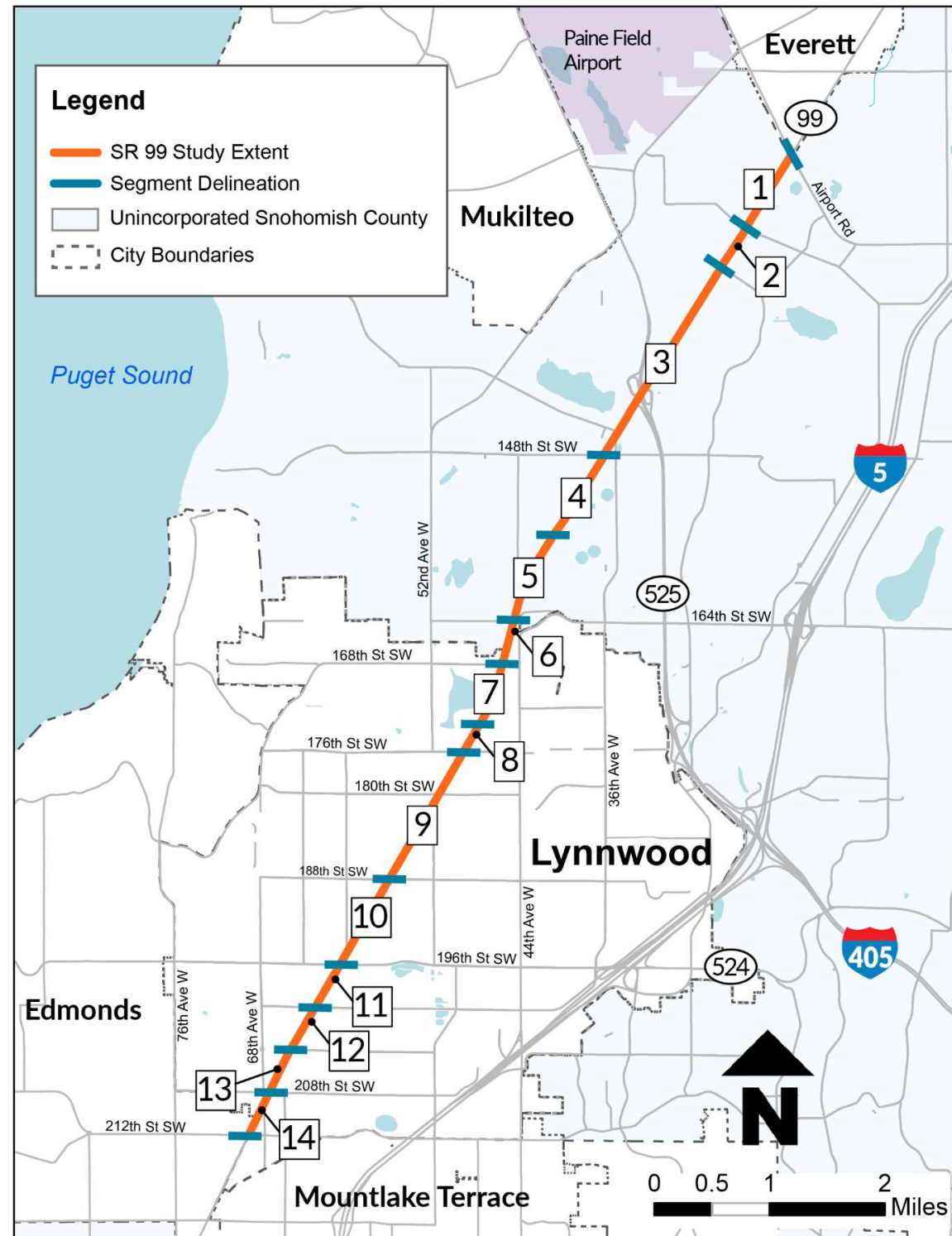


Opportunities for Engagement

- Emails
- Workshops
- Individual meetings
- Community gatherings
- Community events
- Equity Working Group meetings (proposed at red markers)
- Others?

LOOKING AHEAD

- Broken into Segments between signalized intersections
- Developing Range of Options for these segments
- Developing options for specific intersections and spots



What we need from you

- **Feedback on the best ways to keep community informed**
- **Where do you want to be most involved in the process?**
- **How would you and communities you serve like to be involved?**
- **Spread the word to others**

CONTACT INFO

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