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

Technical Working Group (TWG) Meeting 1

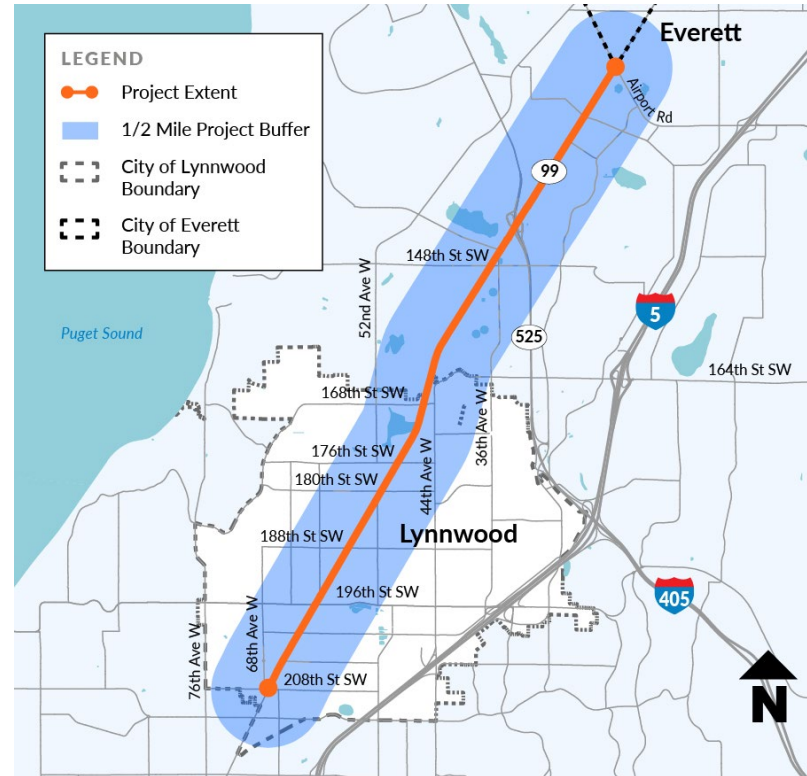
November 7, 2024

10:00-11:30PM PST

Location: MS Teams

AGENDA

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



SR 99 Study Corridor in Lynnwood and Snohomish County.

BACKGROUND

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
 - Supports transformative projects that look beyond transportation
 - Prioritizes Investing in People

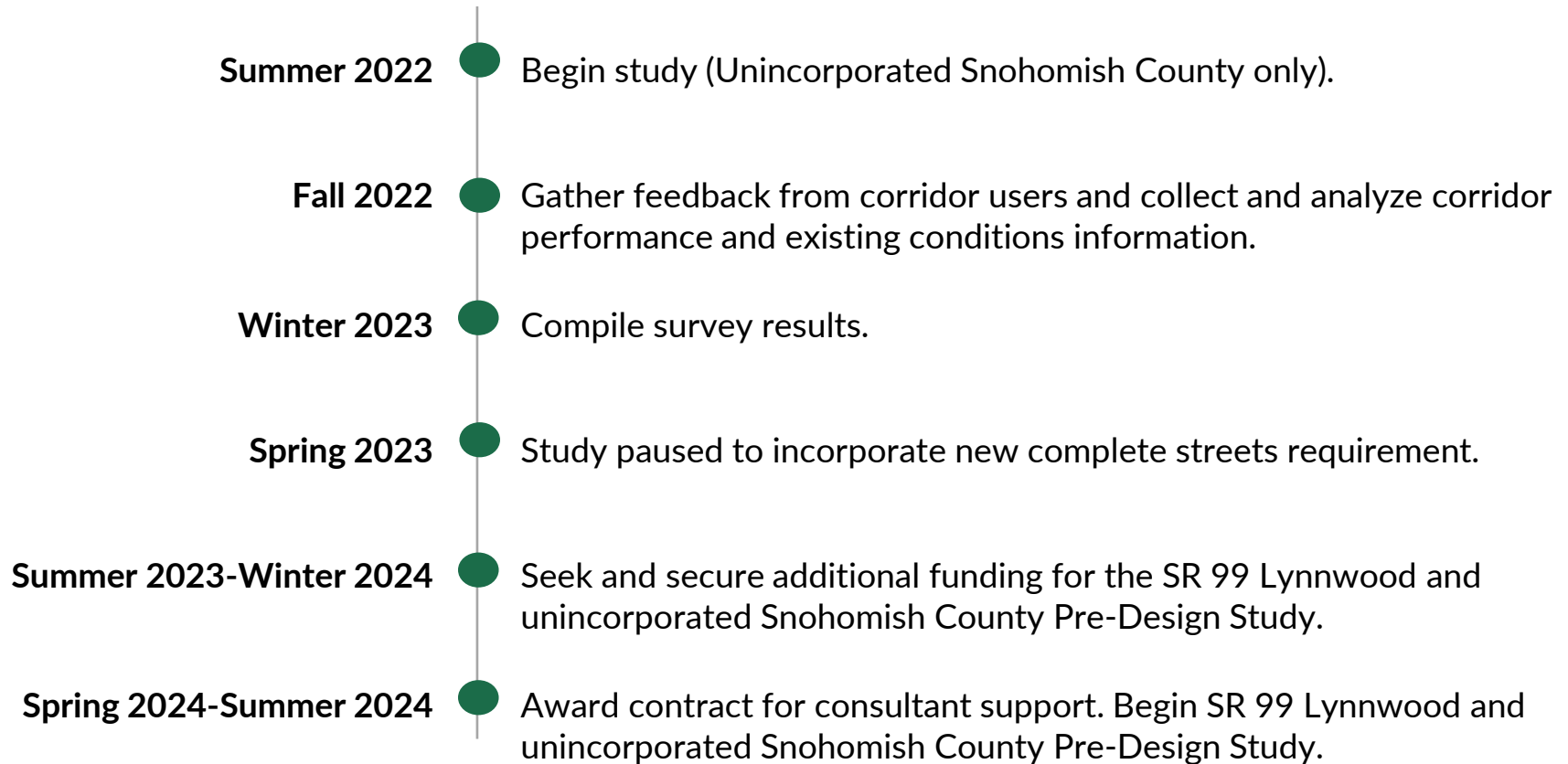
Unincorporated Snohomish County Study Area

- 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



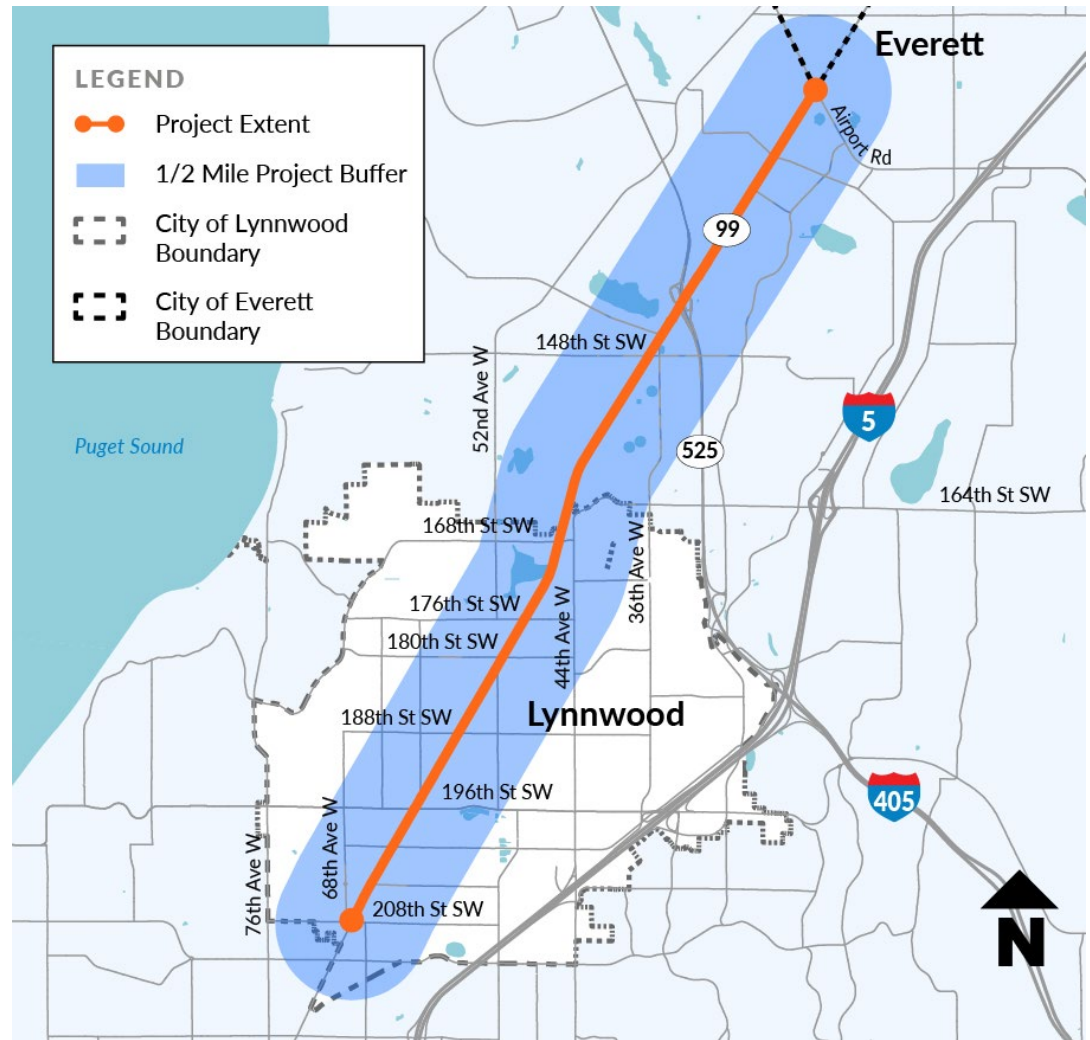
PROCESS OVERVIEW

POLICY

- RCW 47.04.280: Transportation system policy goals.
 - Preservation, Safety, Stewardship, Mobility, Economic vitality, and Environment
- WSDOT Strategic Plan
 - Mission to provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.
- Complete Streets
 - Making Streets For Everyone
 - Included in RCW 47.04.035 in 2022
- VMT Reduction
 - 2023 WSDOT Report
 - Reducing vehicle miles traveled per capita relates to climate, health safety and livability
- Healthy Environment for All (HEAL) Act
 - Passed in 2021
 - Creates a collaborative approach to Environmental Justice

SCOPE OF STUDY

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.

TWG MEETING OVERVIEW



Meeting #1* Project Kickoff

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

Meeting #2 Future Needs and Alternatives

- Future Conditions
- Initial Set of Strategies/ Alternatives,
- Confirm Purpose and Need
- Define Screening Methods

Meeting #3* Initial Screening of Alternatives

- Initial Alternatives Screening
- Elements of the Environment

Meeting #4 Alternative Tradeoffs and Modifications

- Potential Alternative Adjustments
- Alternative Trade-Offs and Adjustments

Meeting #5 Confirm Preferred

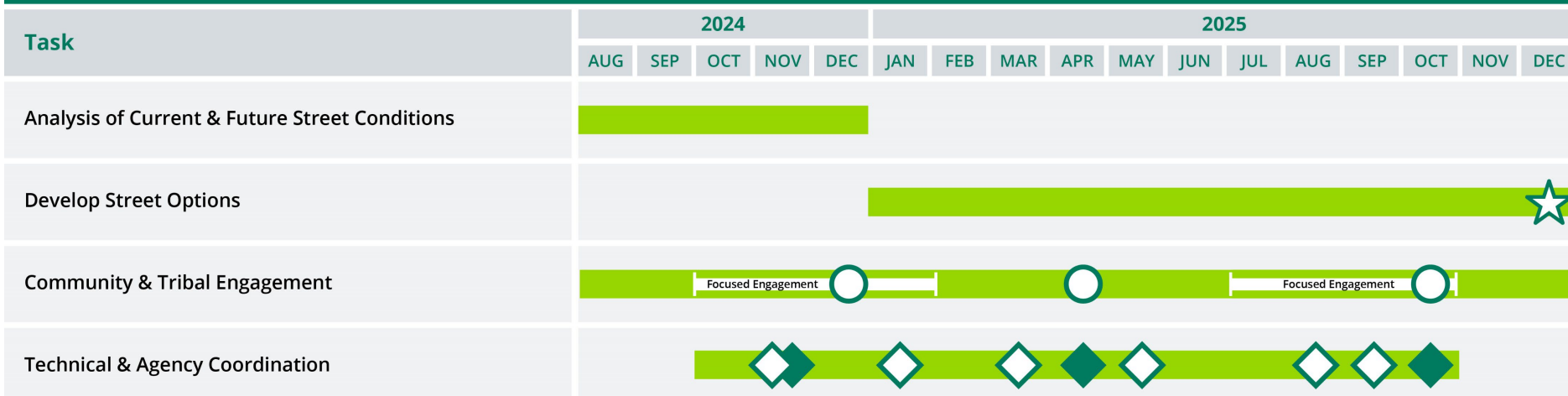
- Confirm Preferred Alternative
- Define Tradeoffs

Meeting #6* Draft Document and Recommendation

- Review Draft Report
- Confirm Recommendations
- Next Steps

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

STUDY TEAM RESPONSIBILITIES

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

TWG 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

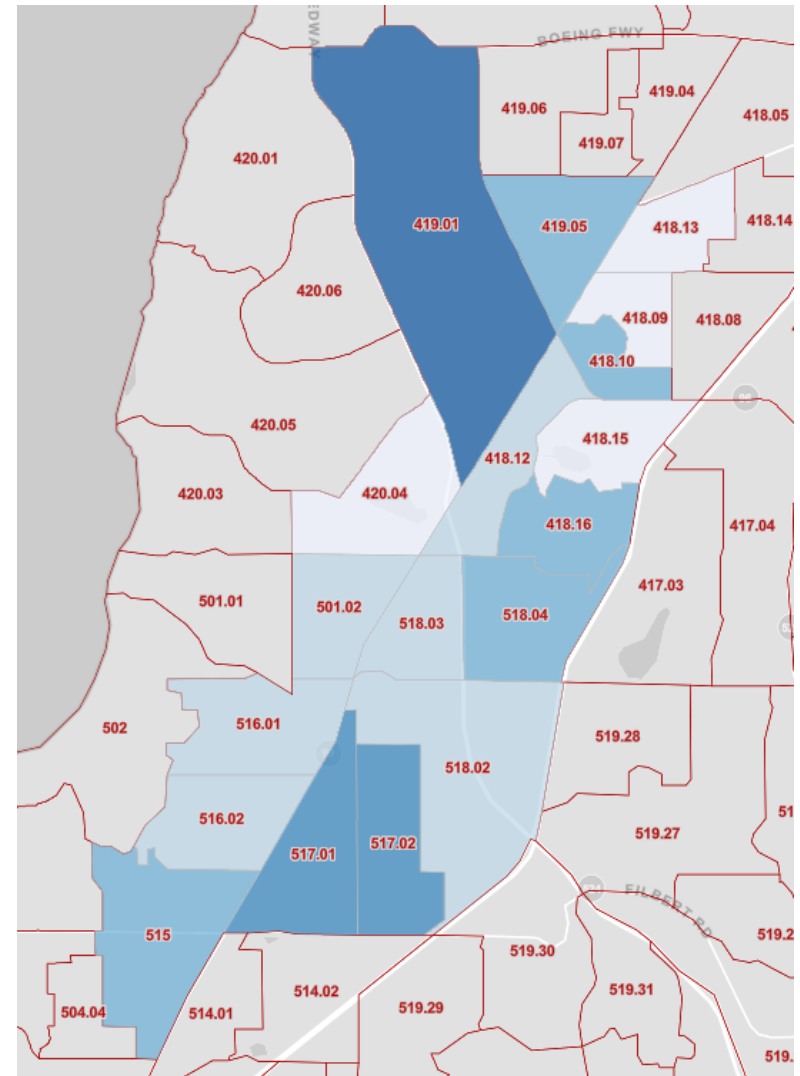
TWG ROLES AND RESPONSIBILITIES

- Review existing and future conditions
- Contribute to the development of improvement concepts
- Provide feedback throughout the study
- Participate in six meetings and provide pre- and post-meeting input on data, analysis frameworks, and alternative strategy development
- Share relevant information with your Executive Advisory Group (EAG)
- Support community engagement

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)

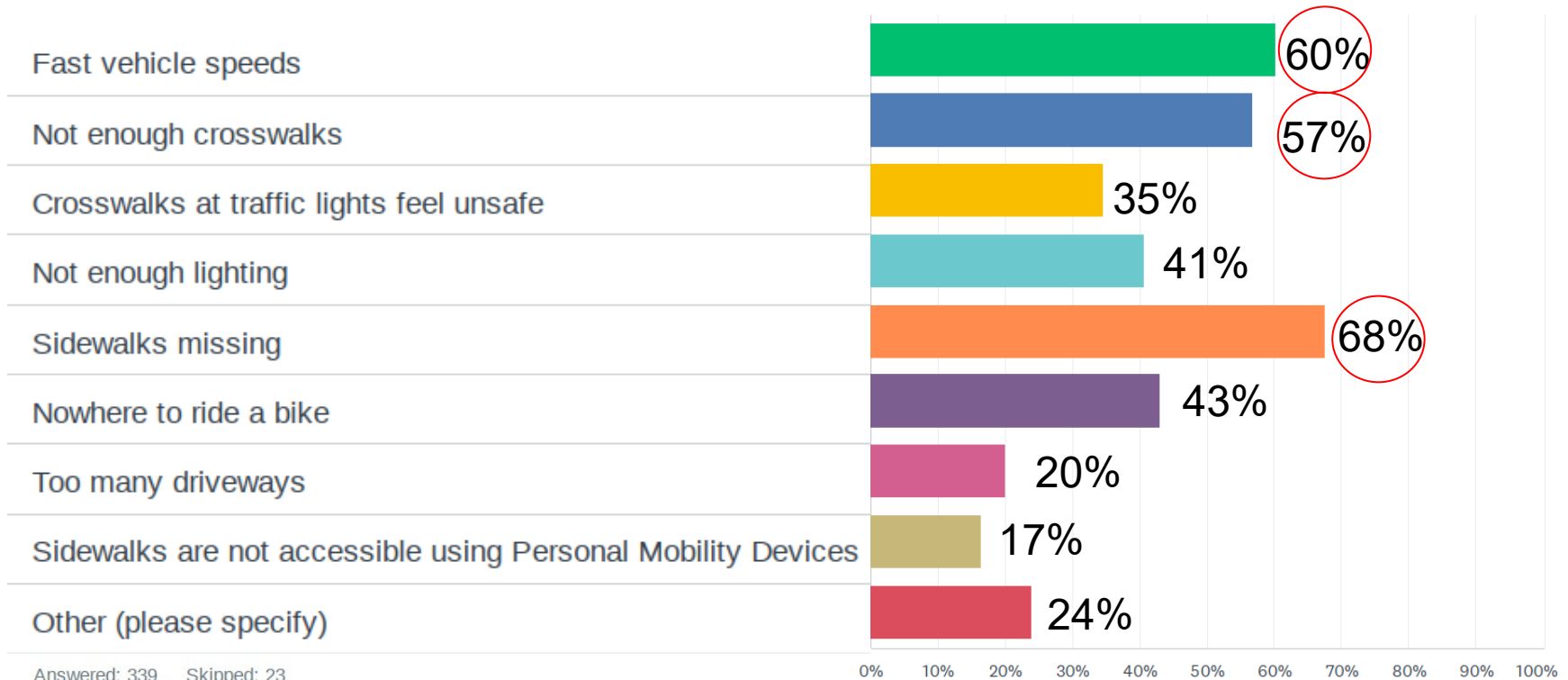
- ~ 350 people responded
- 98% used a private vehicle on the corridor
- 61% used an alternate mode, such as public transit, walking, or biking.
- 58% live within 0.5 mile of the corridor.
- 16% work within 0.5 mile of the corridor.

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

7% felt “**very safe**”

PREVIOUS ENGAGEMENT: 2022 SR 99 Study (148th St to Airport Road)

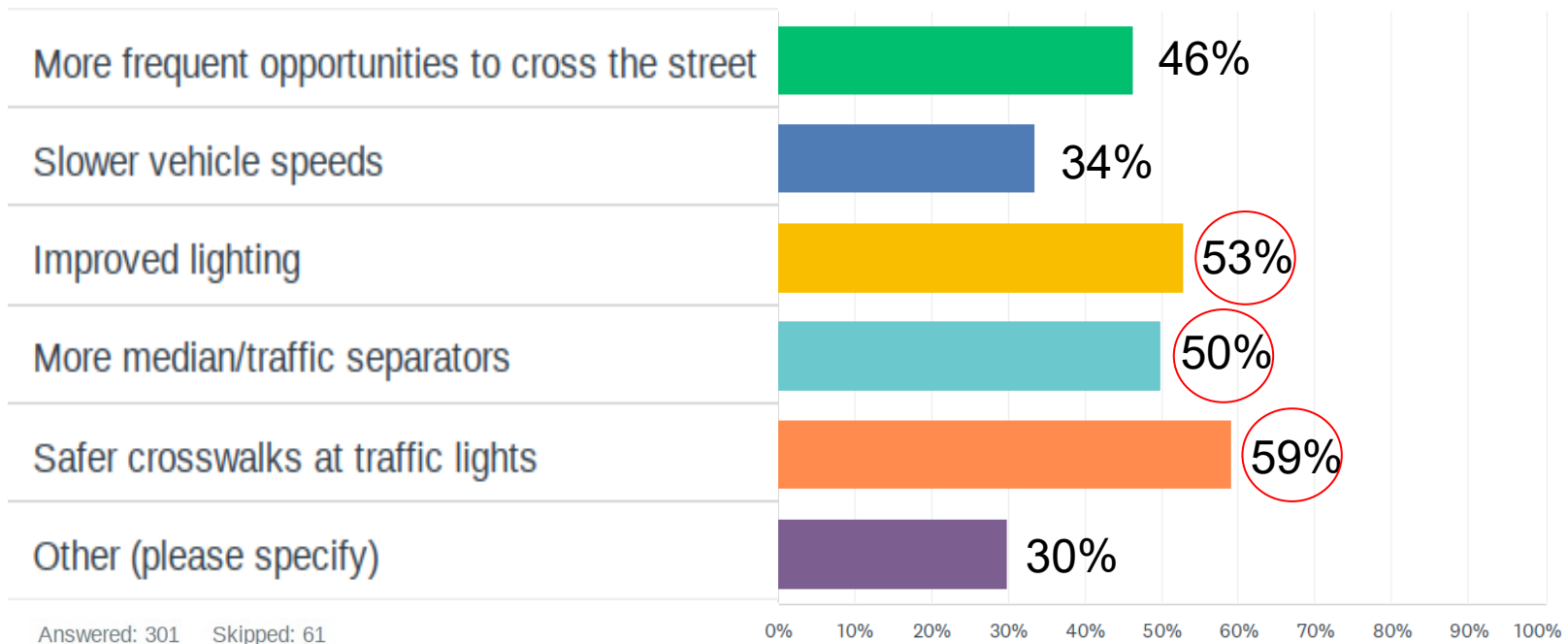
Q4: What conditions along the SR 99 corridor **make you feel unsafe** while walking, biking, or using a Personal Mobility Device? (select multiple)



Answered: 339 Skipped: 23

PREVIOUS ENGAGEMENT: 2022 SR 99 Study (148th St to Airport Road)

Q9: What **changes** would you most like to see along SR 99 in this area?
(Select all that apply)



CURRENT ENGAGEMENT TO DATE

- Attendance at last two Snohomish County Committee for Improved Transportation (SCCIT)
- Emails, phone calls and personal visits with more than 25 CBOs or government entities (Community Relations staff) near the study area
- Attendance at Lynnwood Light Rail Opening
- Scheduled to present at SCCIT, November 19
- Personal visit to area CBOs scheduled for Nov. 6 and 13
- Regular travel to study area to review conditions and meet with community & government representatives



Lynnwood Opening

WHO WE ARE ENGAGING

- Arc of Snohomish County*
- 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 Washington Snohomish
- 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 School District
- Futurewise
- Habitat for Humanity of Snohomish County
- Hand in Hand Kids
- Homage Senior Services
- Housing Authority of Snohomish County*
- Latino Educational Training Institute*
- Lynnwood Chamber of Commerce
- Mukilteo School District
- Northwest Immigrant Rights Project (NWIRP)
- Pioneer Human Services
- Refugee & Immigrant Services NW*
- Rise Up Academy*
- Sea Mar-Lynnwood Medical Clinic
- Sno-Isle Libraries
- Snohomish Chamber of Commerce#
- Snohomish County NAACP
- Trinity Mission Baptist Church*
- United Way of Snohomish County
- Western African Center*
- YMCA of Snohomish County
- YWCA of Snohomish County
- YWCA Homeward House

**Will serve on Equity Working Group*

COMMUNITY ENGAGEMENT PLAN

Engagement Strategies

- Two groups focusing on North and South
- Focus group
- Small group
- 1v1 meetings
- Engagement isn't limited to EWG
- In-Person Meetings

Plan Components

- Federal and State rules
- Demographics
- Focus on vulnerable populations and overburdened communities
- Living document
- Community engagement log

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

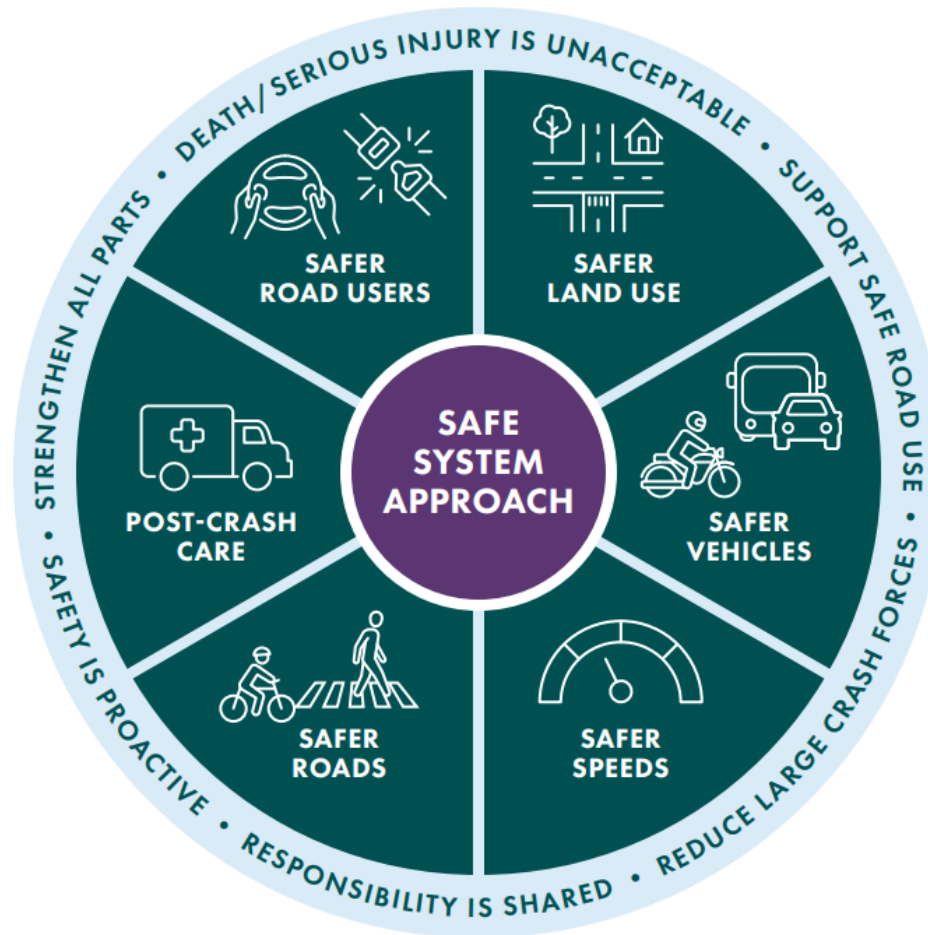
NEXT ENGAGEMENT STEPS

- Get ideas for further outreach from TWG
- Solicit feedback from Equity Working Group
- Look for others who should be engaged
- Personal visits to various organizations in or near study area
- Engagement is continuous throughout the study

BREAK

EXISTING CONDITIONS

SAFE SYSTEM FOR ALL



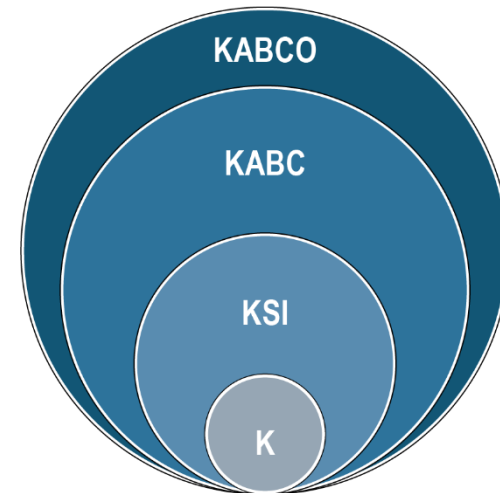
ROADWAY SAFETY METHODS

Data Collection

- Crash records from 2016 to 2023 with a focus on Killed or Seriously Injured (KSI)
- Crash Data will be overlaid with
 - WSDOT Crosswalk Data
 - Transit Stops
 - Driveway data

Measure of Effectiveness

- Safety interventions with Crash Modification Factor (CMF) in high crash areas
- Increased protected crossings of SR 99
- Post implementation study



Crash Data Filtering

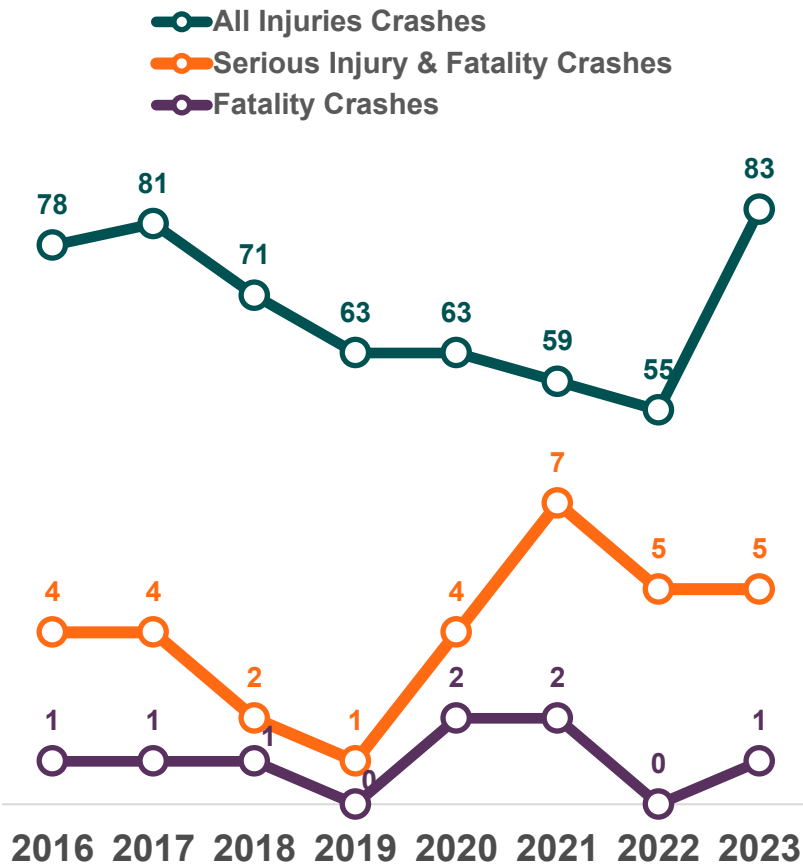
ROADWAY SAFETY: SEVERE CRASHES

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

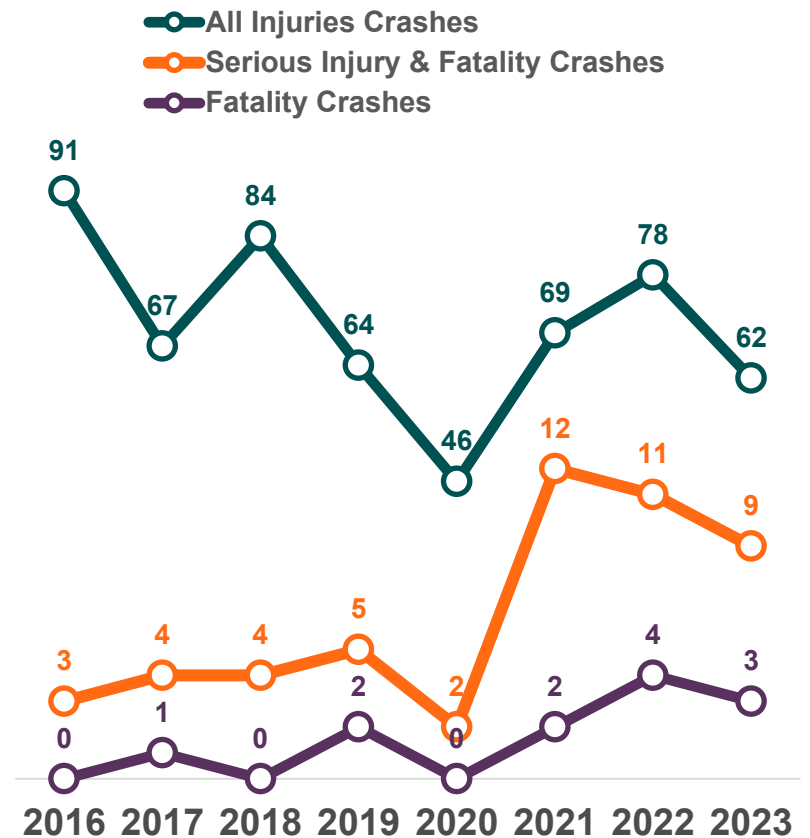
Injury Crashes by Severity (2019-2023)

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



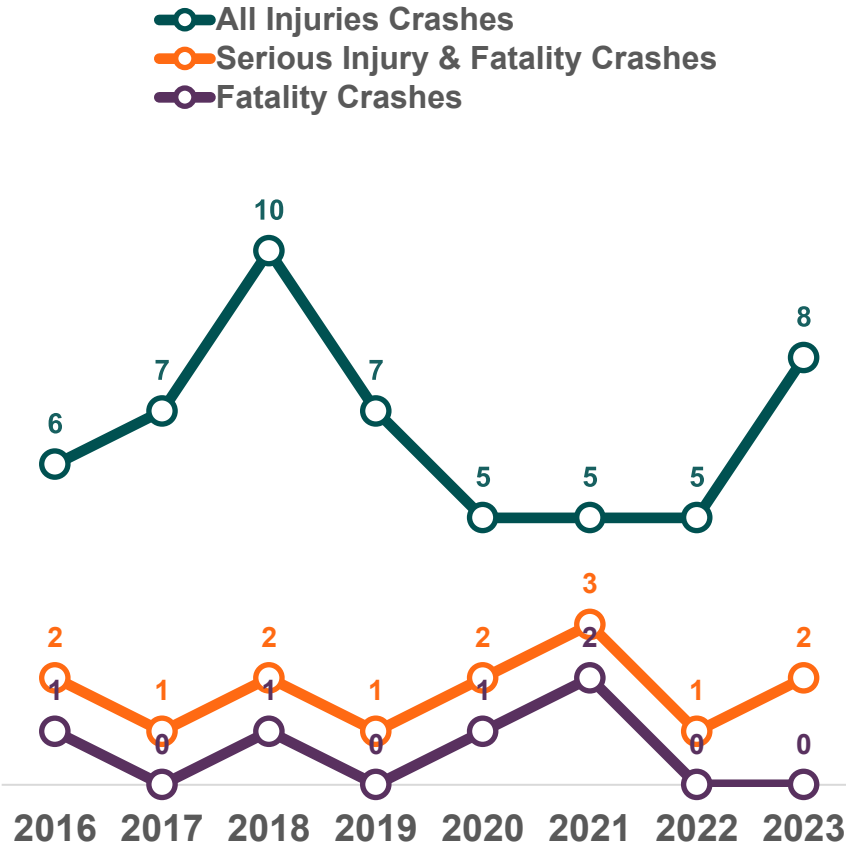
Lynnwood – Total Crash Trends



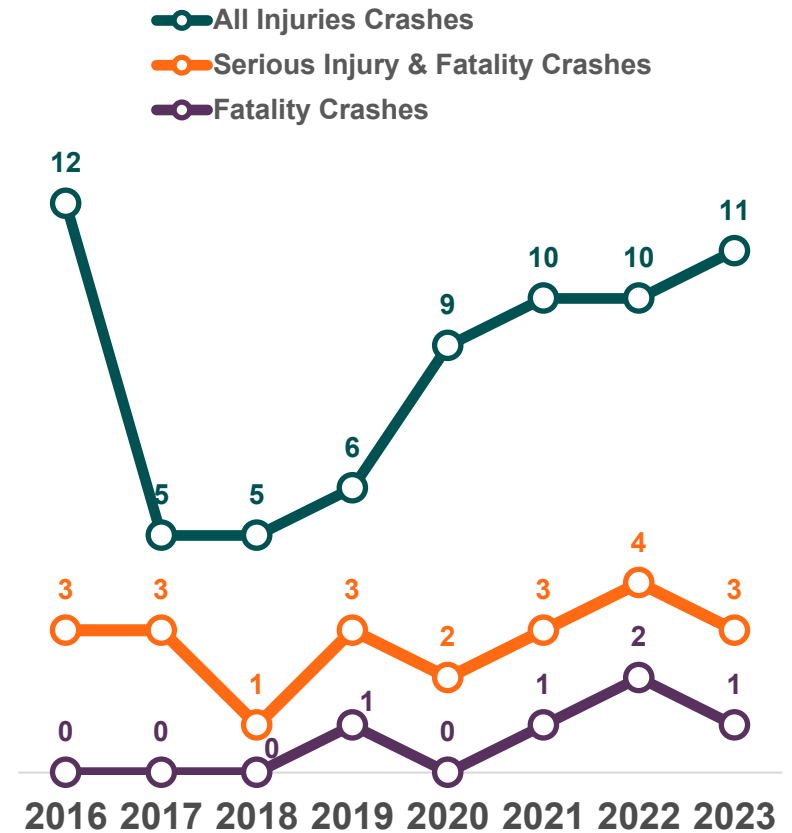
Unincorporated Snohomish County – Total Crash Trends

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ROADWAY SAFETY: PED + BIKE



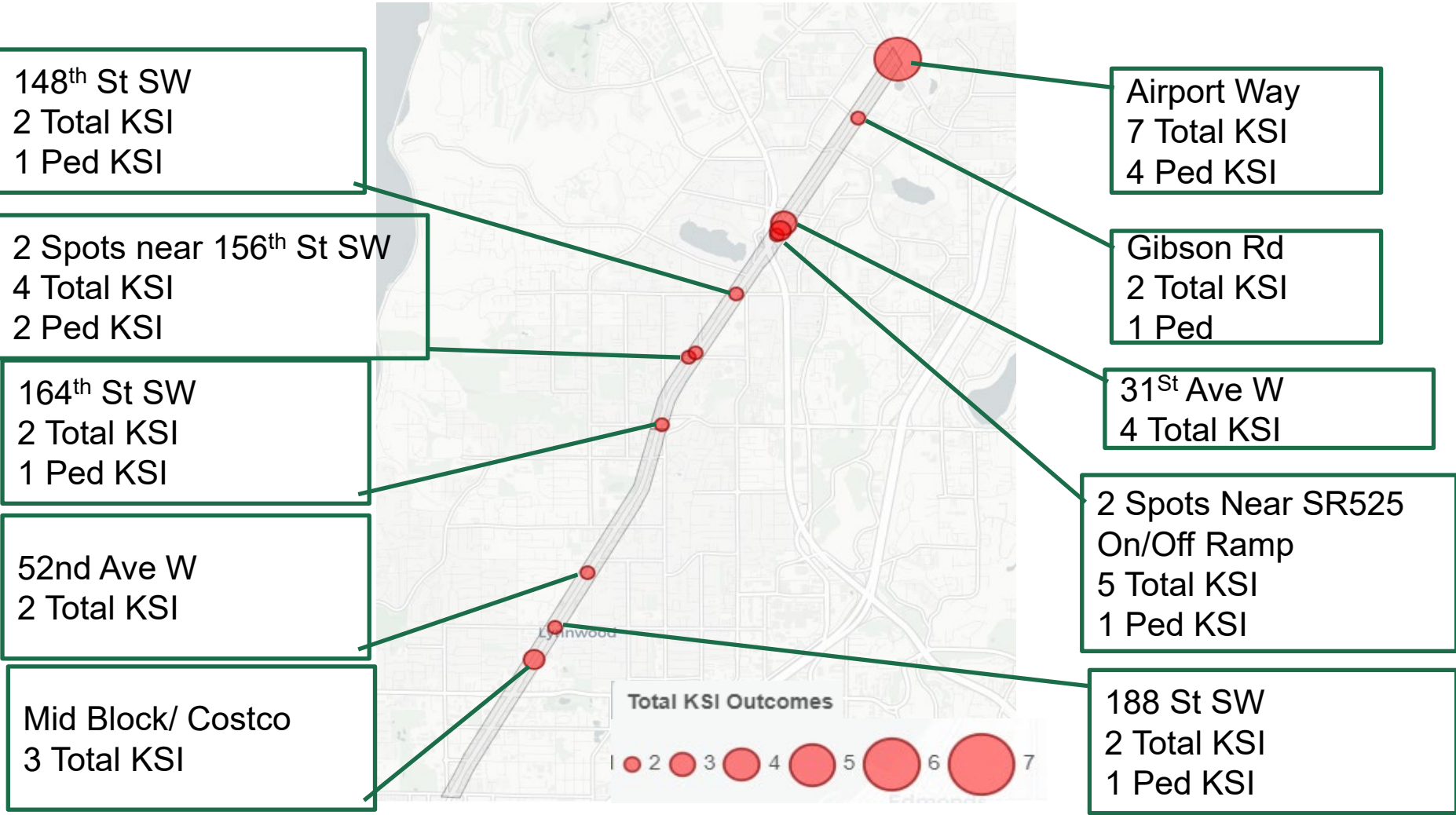
Lynnwood – Pedestrian & Bicycle Crash Trends



Unincorporated Snohomish County – Pedestrian & Bicycle Crash Trends

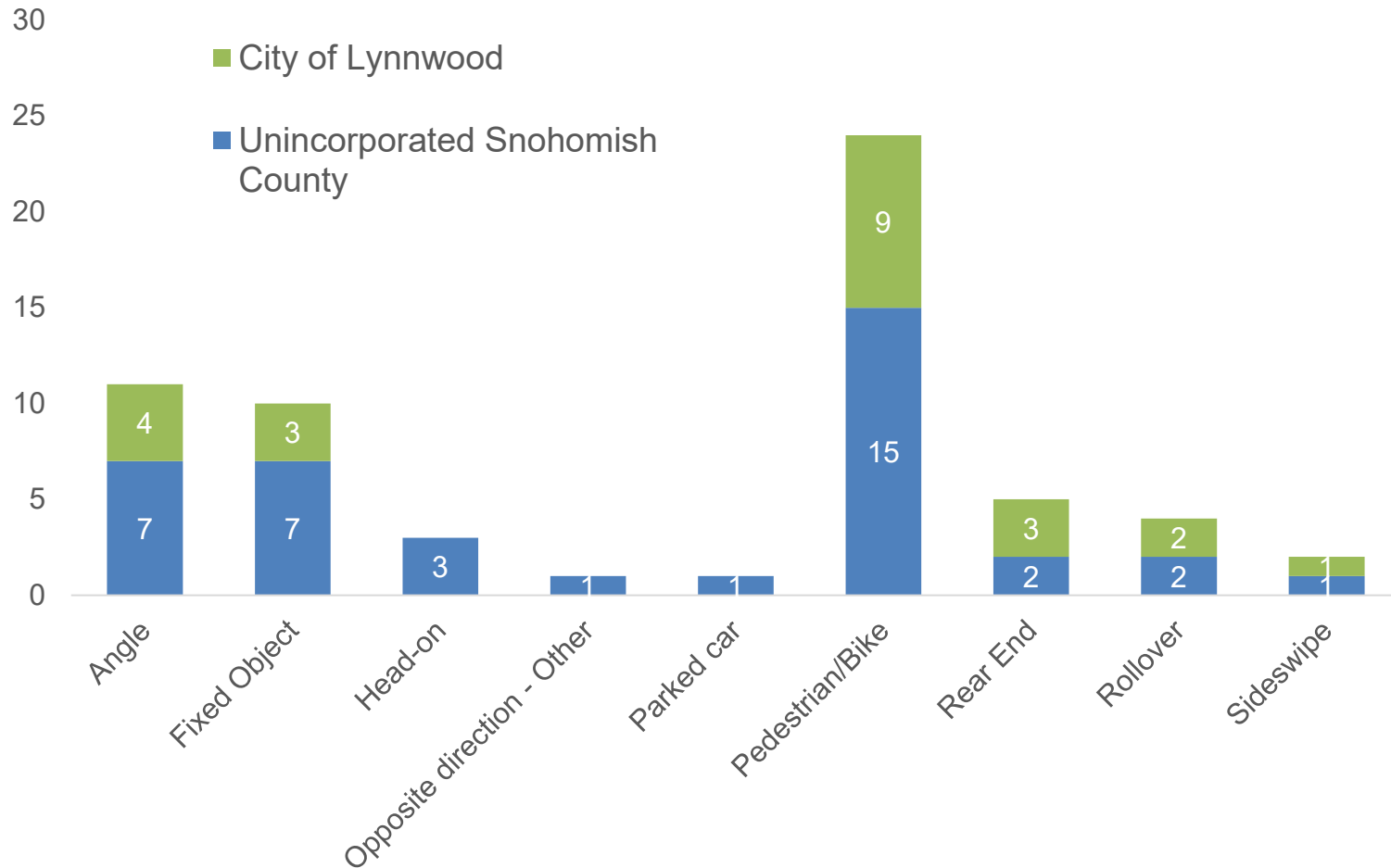
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HIGH-CRASH KSI LOCATIONS



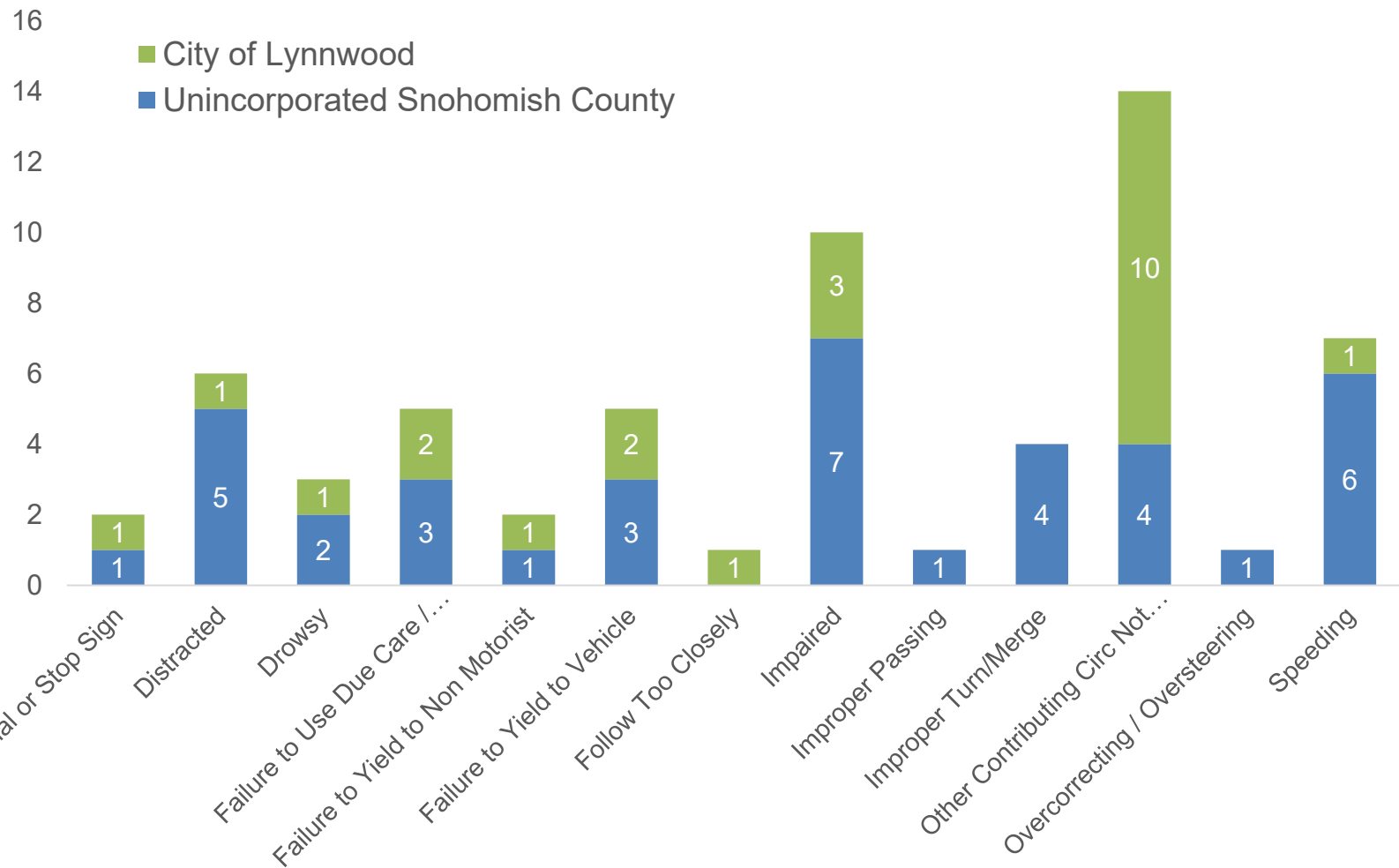
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COLLISION TYPE: KSI



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

CONTRIBUTING FACTORS: KSI



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

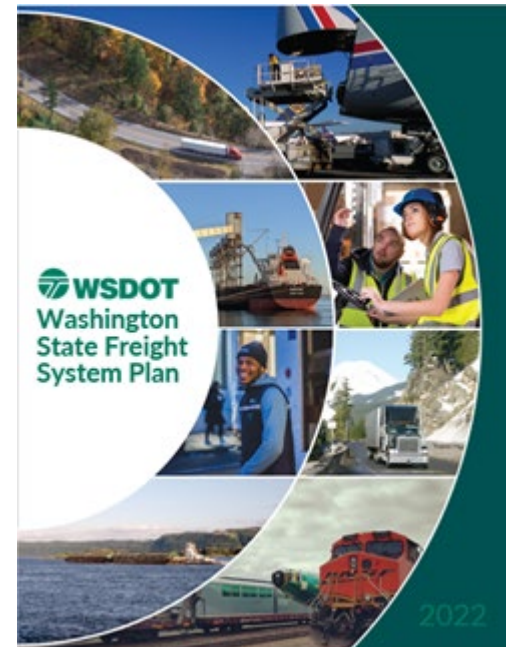
FREIGHT AND VEHICULAR MOBILITY - METHODS

Data Collection

- AADT - WSDOT's Traffic Count Database System (TCDS) and the Regional Traffic Count (RTC) Database
- WSDOT's Freight and Goods Transportation System (FGTS) - truck percentages and freight classification
- Available turning movement counts
- Speed data - WSDOT and other sources
- Trip lengths from big data sources

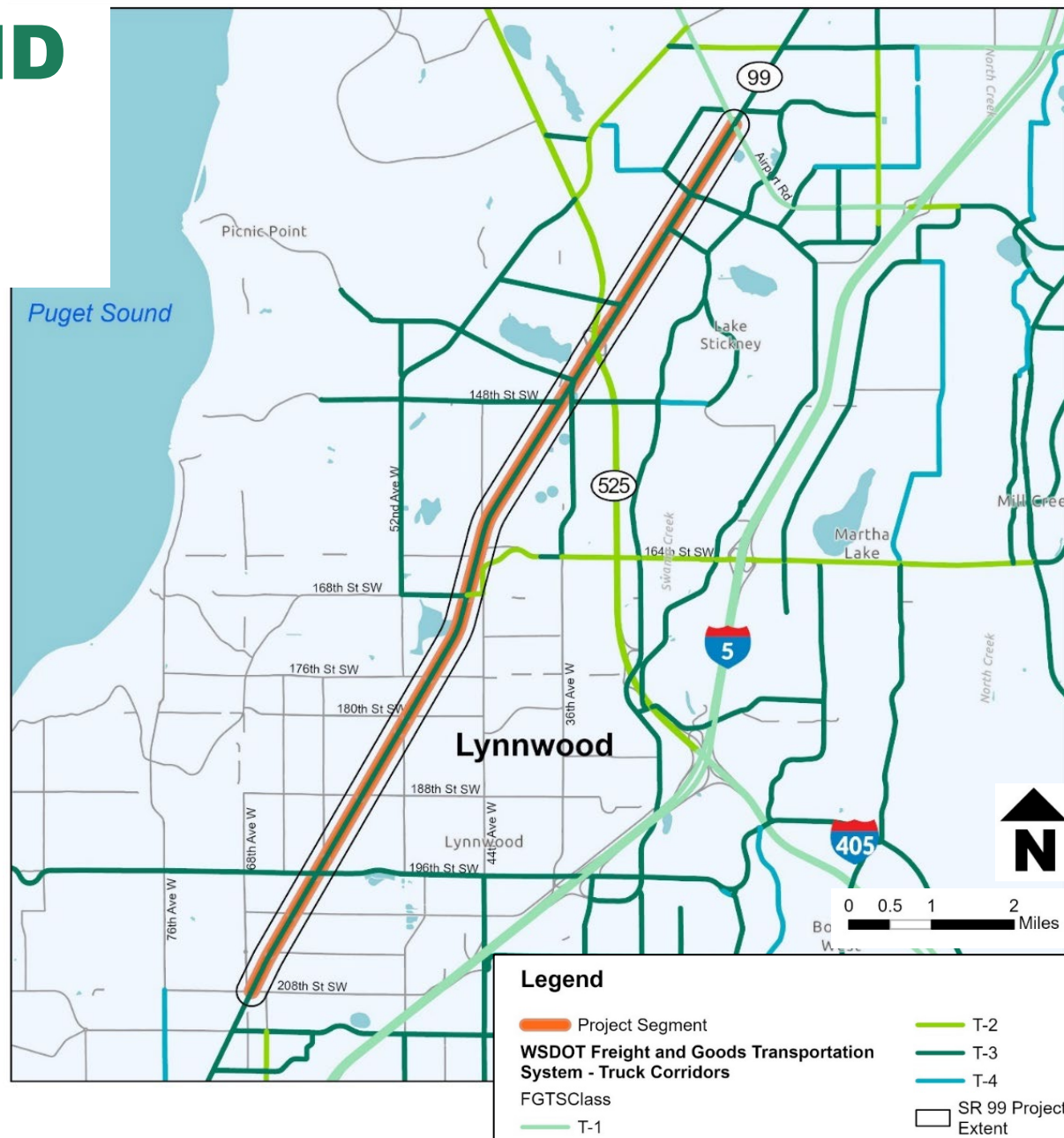
Measure of Effectiveness

- Maintain through travel lanes
- Freight and vehicle operations NOT part of this study



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:

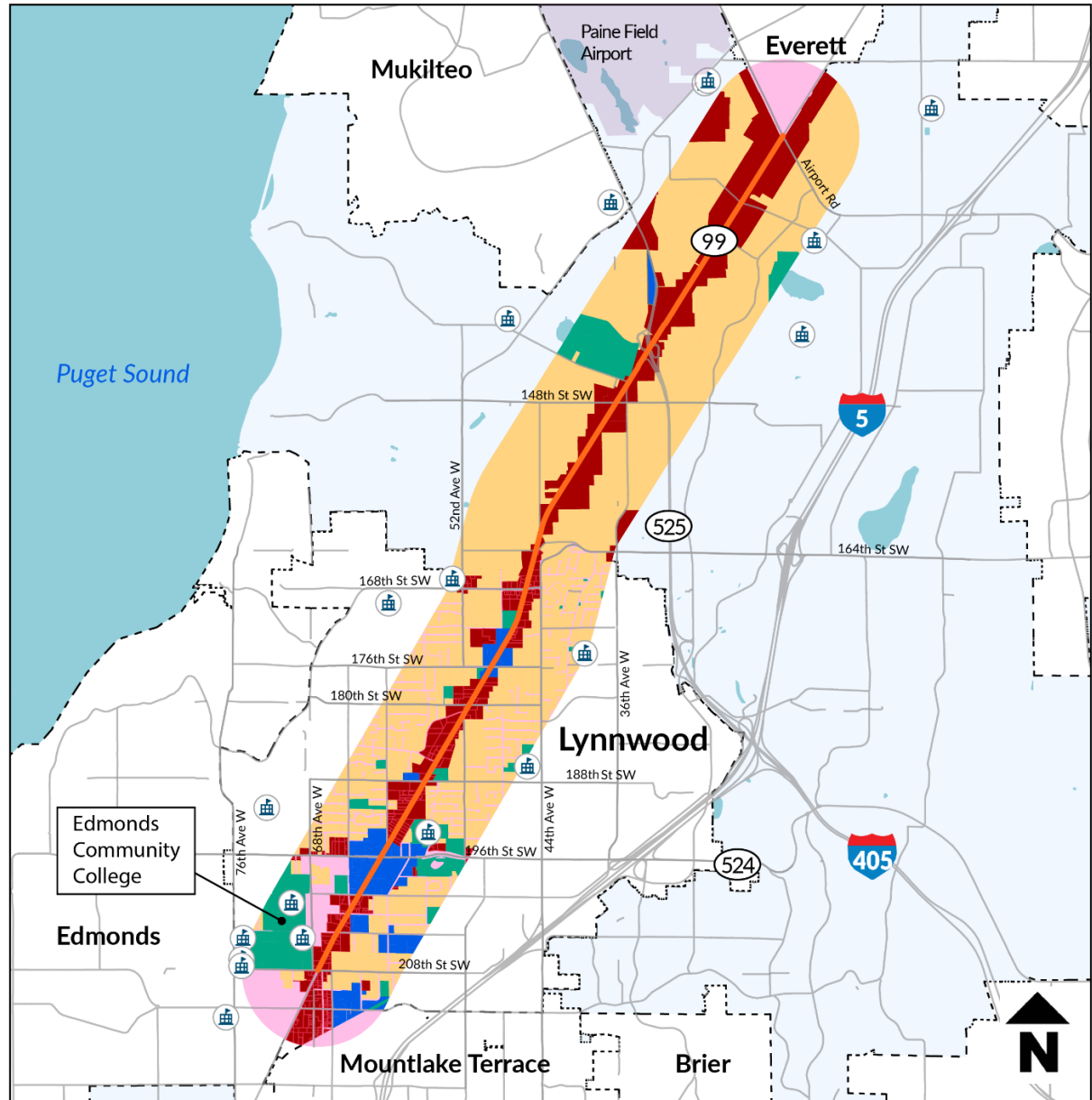
- Paine Field Airport
- Swedish Hospital
- Edmonds College
- Edmonds Woodway HS
- Lynnwood Transit Center

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

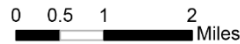
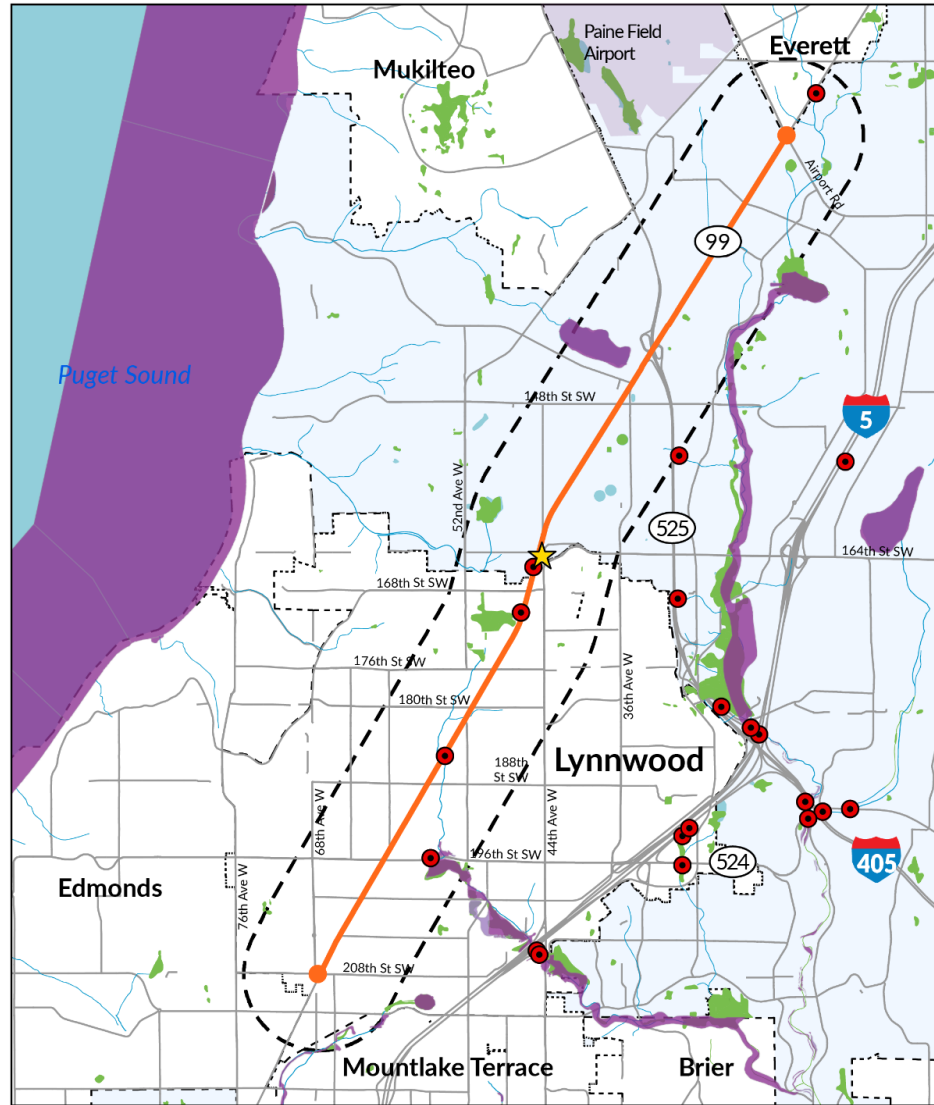


ENVIRONMENTAL CONTEXT

- 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



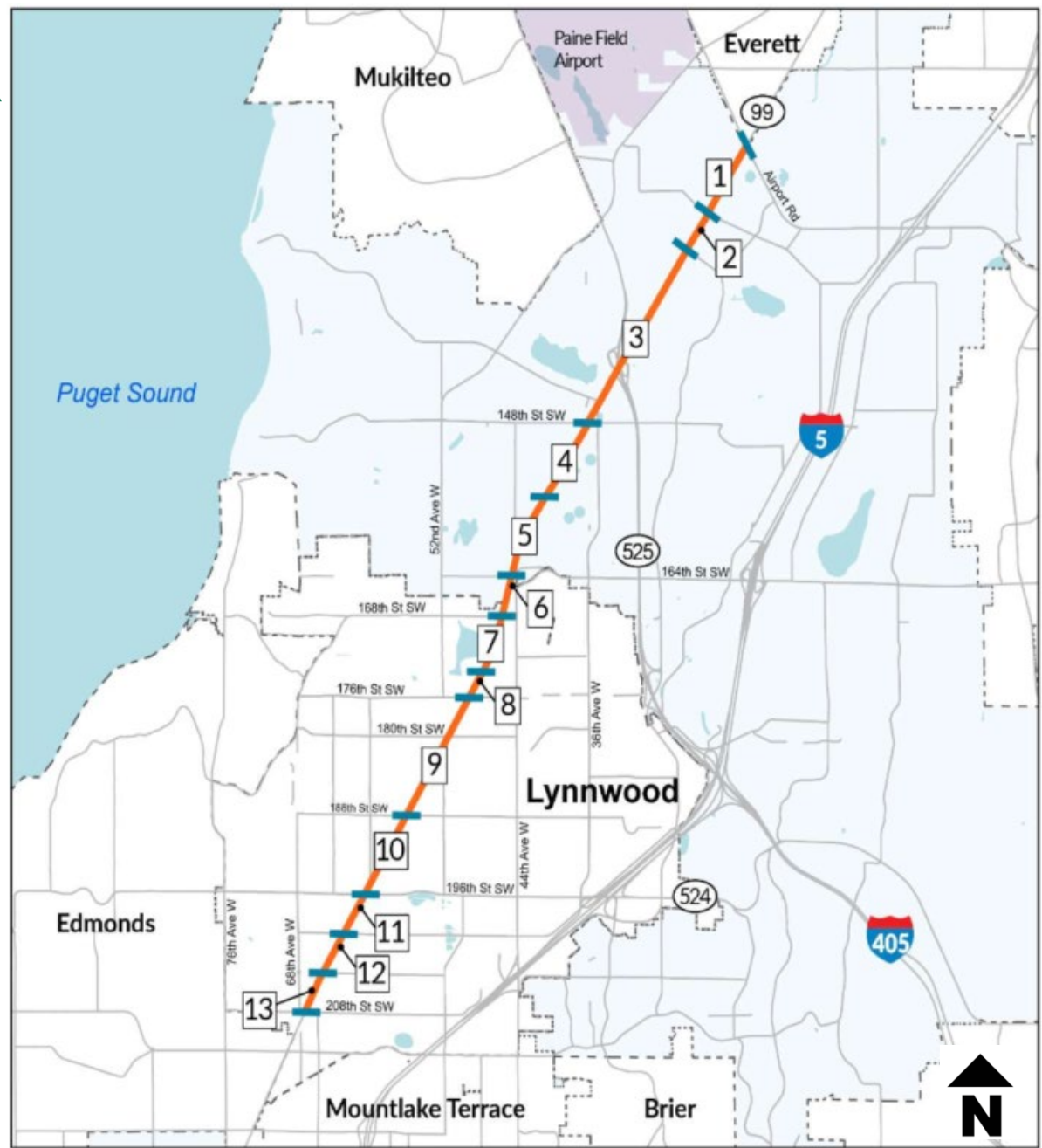
Adjust & modify



Plan, design & construct

CORRIDOR CONTEXT

- Broken into Segments between signalized intersections



Legend

- SR 99 Study Extent
- Segment Delineation
- Unincorporated Snohomish County
- City Boundaries

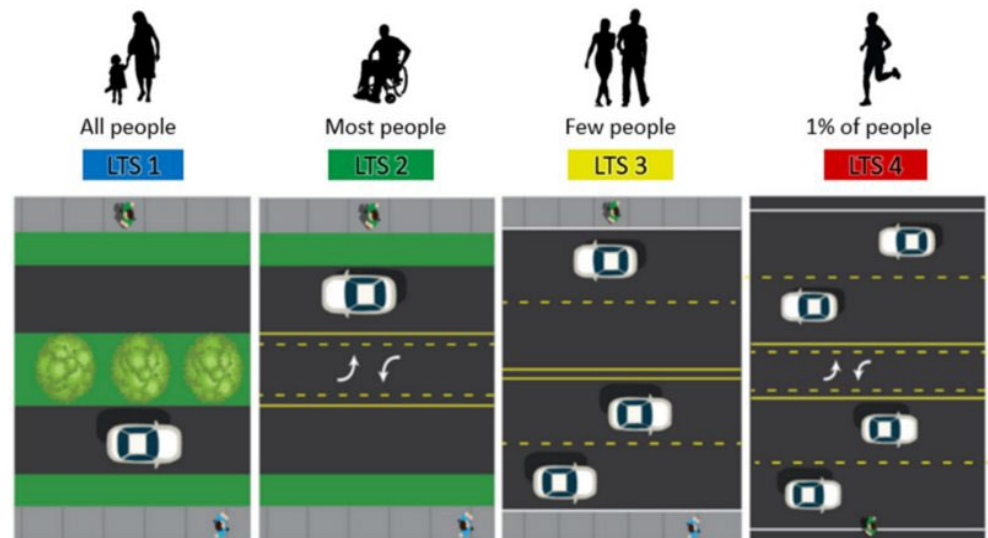
PEDESTRIAN FACILITIES - METHODS

Data Collection

- Recent and historic counts
- Automated Passenger Count (APC) data
- WSDOT Geoportal and Aerial Mapping
- Snohomish County and Lynwood ADA Transition Plans
- Route Directness Index Tool

Measure of Effectiveness

- Improve Level of Traffic Stress for Pedestrians
- Increase the number of ADA compliant facilities
- Improve Crosswalk Frequency
- Reduce Gaps in Pedestrian network



PEDESTRIAN FACILITIES

- 1,900 ft average distance between protected SR 99 crossings in City of Lynwood
- 3,200 ft average distance between protected SR 99 crossings in Snohomish County
- No physical separation from the street leads to high Pedestrian Level of Traffic Stress
- High (poor) Route Directness Index (RDI)

Summary of PLTS Scores						
Segment	# of Lanes	Sidewalk Width (ft)	Physical Separation	AADT	Posted Speed (mph)	PLTS Score
1	2	6	No	36,000	45	4
2	2	0-6	No		45	4
3	3	0-7	No	40,000	45	4
4	3	7	No	28,000	45	4
5	3	7	No		45	4
6	3	0-7	No	29,000	45	4
7	3	7	No	29,000	45	4
8	3	7	No		45	4
9	3	7	No		45	4
10	3	7	No	32,000	45	4
11	3	7	No	29,000	45	4
12	3	7	No		45	4
13	3	7	No		45	4

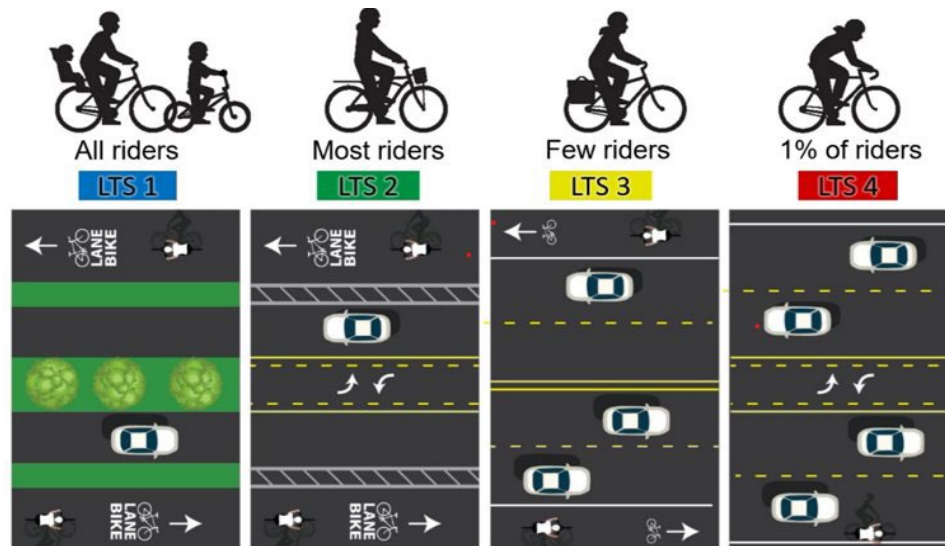
BICYCLE FACILITIES METHODS

Data Collection

- Recent and historic counts
- Automated Passenger Count (APC) data
- WSDOT Geoportal and Aerial Mapping
- Crash data from WSDOT and PSRC

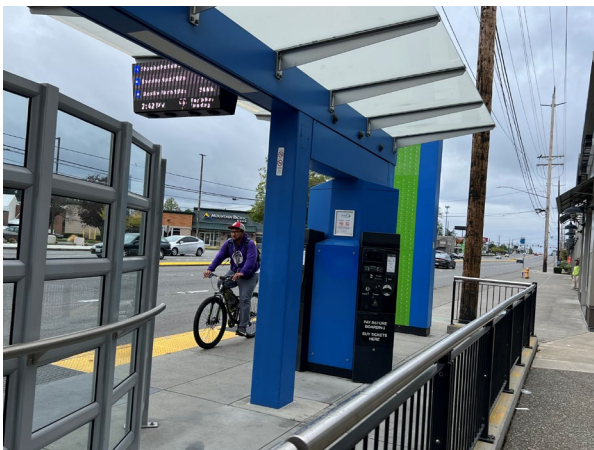
Measure of Effectiveness

- Decrease Level of Traffic Stress for Bicyclists
- Continuous Bicycle network



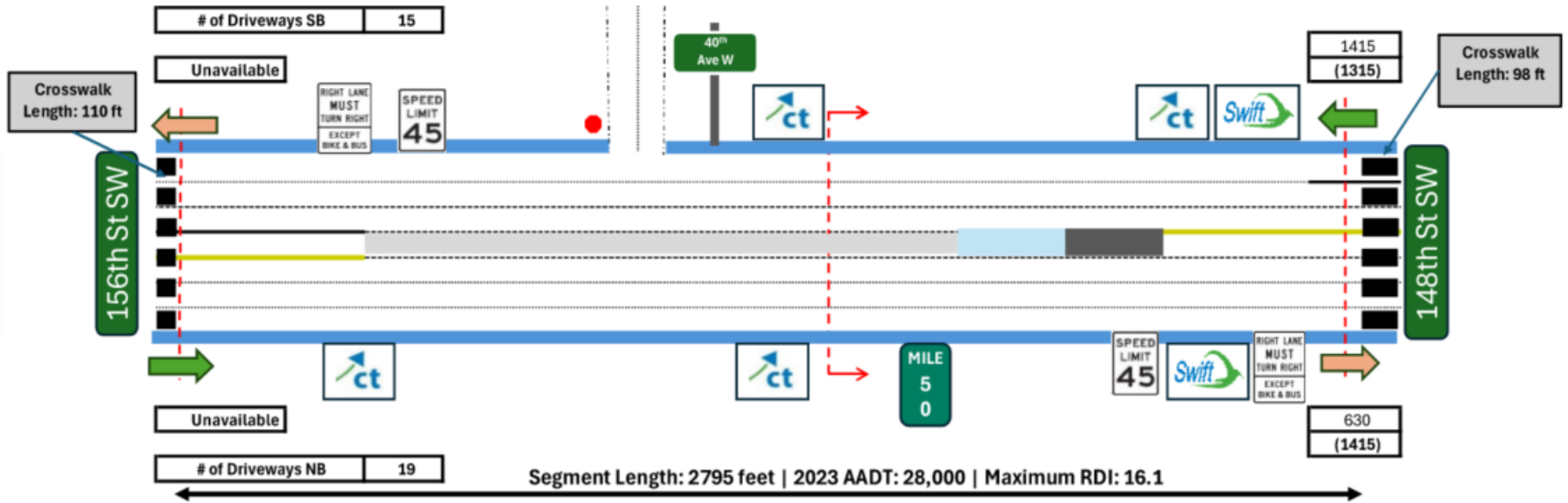
BICYCLE FACILITIES

- All segments are active transportation gaps
- Painted bicycle lanes along the intersecting streets at SR 99 and 208th St SW, 204th St SW, 200th St SW, 188th St SW, 148th St SW & Airport
- The Interurban regional trail is the closest long distance trail



Summary of BLTS					
Segment	# Thru Lanes	Bike Facility Present	AADT	Speed Limit (mph)	BLTS Score
1	2	No	36,000	45	4
2	2	No		45	4
3	3	No	40,000	45	4
4	3	No	28,000	45	4
5	3	No		45	4
6	3	No	29,000	45	4
7	3	No	29,000	45	4
8	3	No		45	4
9	3	No		45	4
10	3	No	32,000	45	4
11	3	No	29,000	45	4
12	3	No		45	4
13	3	No		45	4

ROADWAY SCHEMATICS:



Section 4: 148th St SW to 156th St SW



LEGEND

- Two-way Left-Turn Lane
- Left-Turn Pocket
- Raised Median
- Sidewalk
- Landscaped Sidewalk
- Parking Lane
- Protected Crosswalk
- Raised C-Curb
- Stop Sign
- City Boundary
- Community Transit Bus Stop
- Swift Bus Station
- Screenline
- Volume Entering Segment AM Peak (PM Peak)
- Volume Exiting Segment AM Peak (PM Peak)

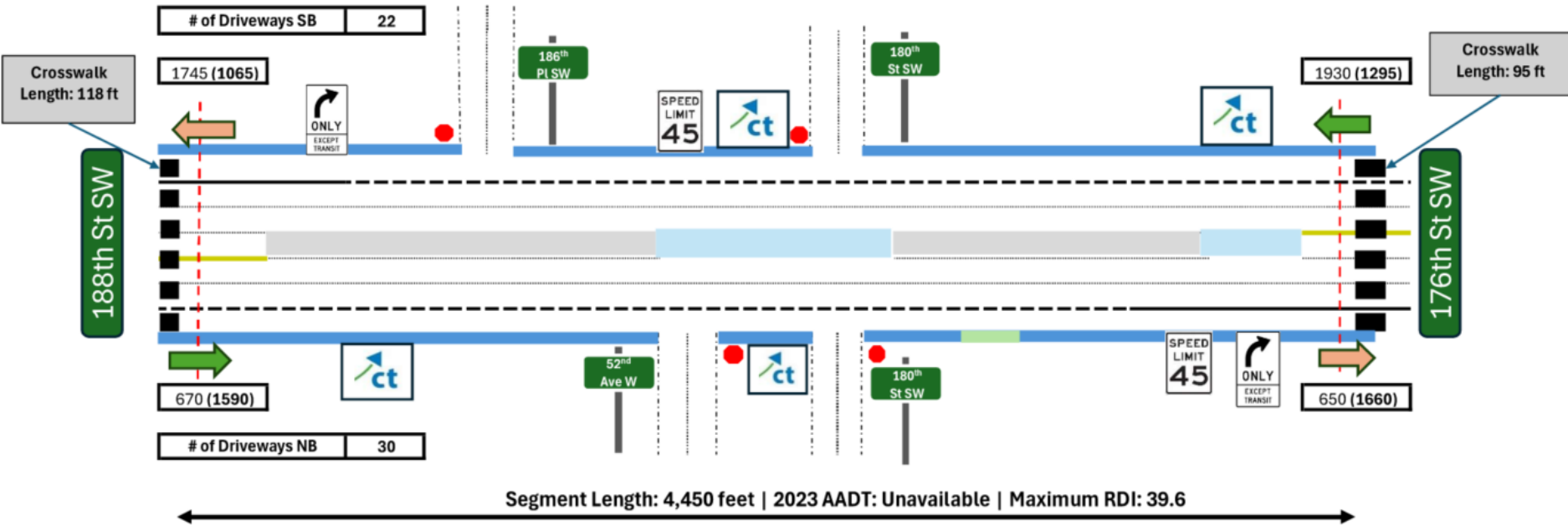
XX (XX) = AM Peak Volume (PM Peak Volume)

Dash "-" represents data not available

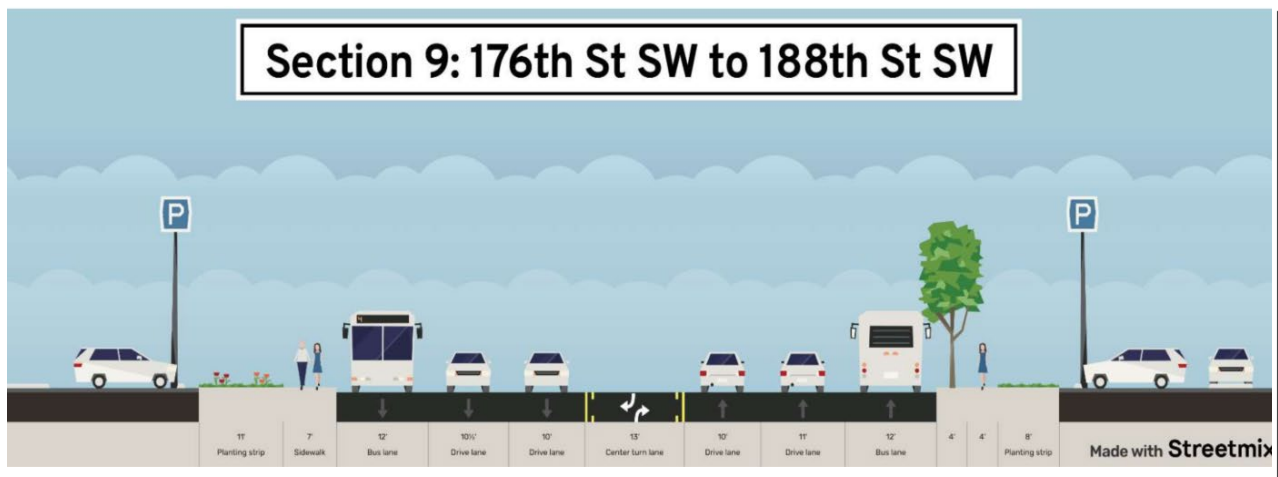
Route Directness Index (RDI) is the ratio of the straight-line distance between two points to the travel distance required on a network

SCHEMATICS NOT TO SCALE

ROADWAY SCHEMATICS



Section 9: 176th St SW to 188th St SW



LEGEND

- Two-way Left-Turn Lane
- Left-Turn Pocket
- Raised Median
- Sidewalk
- Landscaped Sidewalk
- Parking Lane
- Protected Crosswalk
- Raised C-Curb
- Stop Sign
- City Boundary
- Community Transit Bus Stop
- Swift Bus Station
- Screenline
- Volume Entering Segment AM Peak (PM Peak)
- Volume Exiting Segment AM Peak (PM Peak)

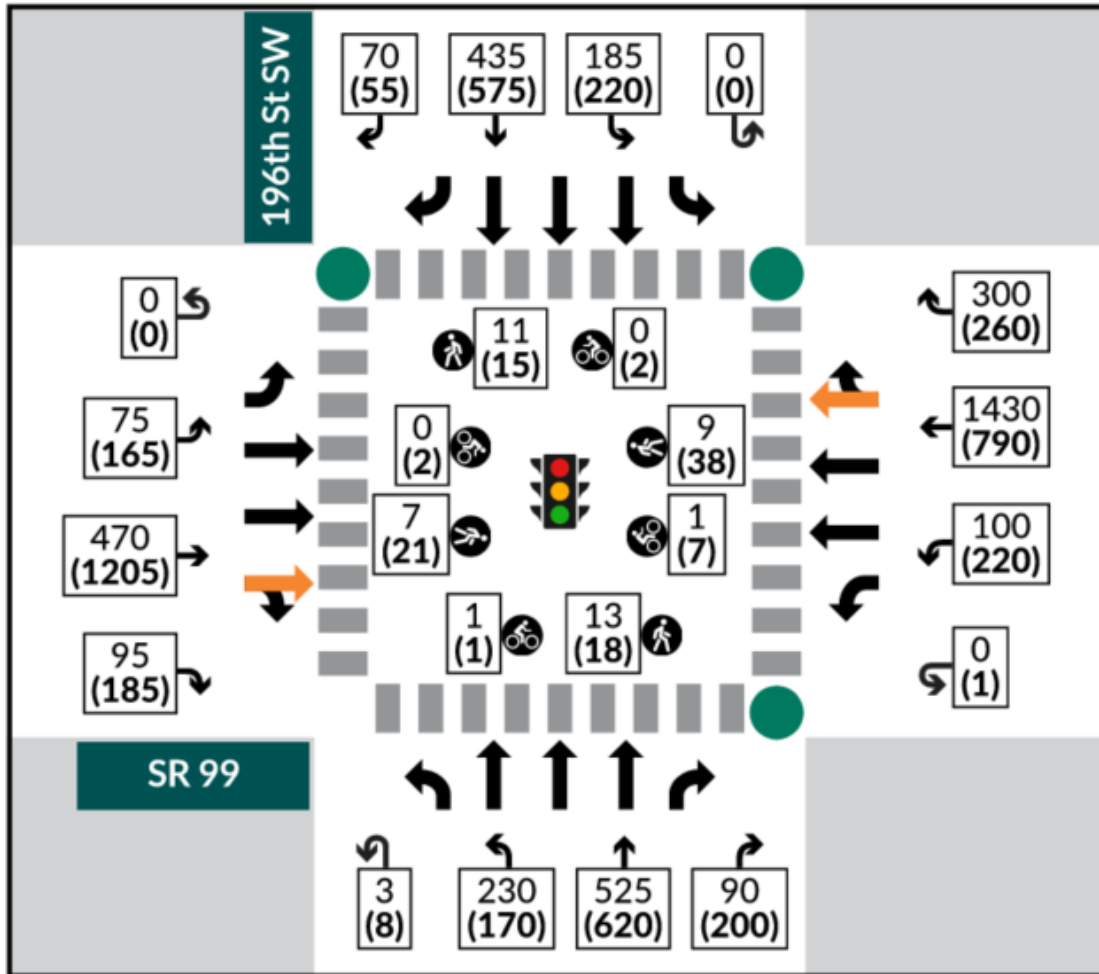
XX (XX) = AM Peak Volume (PM Peak Volume)

Dash "-" represents data not available

Route Directness Index (RDI) is the ratio of the straight-line distance between two points to the travel distance required on a network

SCHEMATICS NOT TO SCALE

INTERSECTION SCHEMATICS:



LEGEND

- ↔ ↑ ↔ Lane configuration
- ↑ Through movement allowed for buses only
- ↔ ↔ ↔ ↔ Turning movement
- Right turn slip lane with pedestrian refuge island
- - - Bicycle lane
- | | |
|-------|------------------|
| XXX | AM Peak volume |
| (XXX) | (PM Peak volume) |
- Dash (-) indicates data unavailable

TRANSIT METHODS + ASSUMPTIONS

Data Collection

- Community Transit and Sound Transit databases
- General Transit Feed Specification (GTFS) feeds and WSDOT Geoportal
- Ridership patterns from Automated Passenger Count (APC) data
- BAT lane locations from WSDOT



Zip Micro Transit

Measure of Effectiveness

- Increased mileage of BAT or other Transit focused lanes
- Reduced transit travel times
- Improved Access to Transit

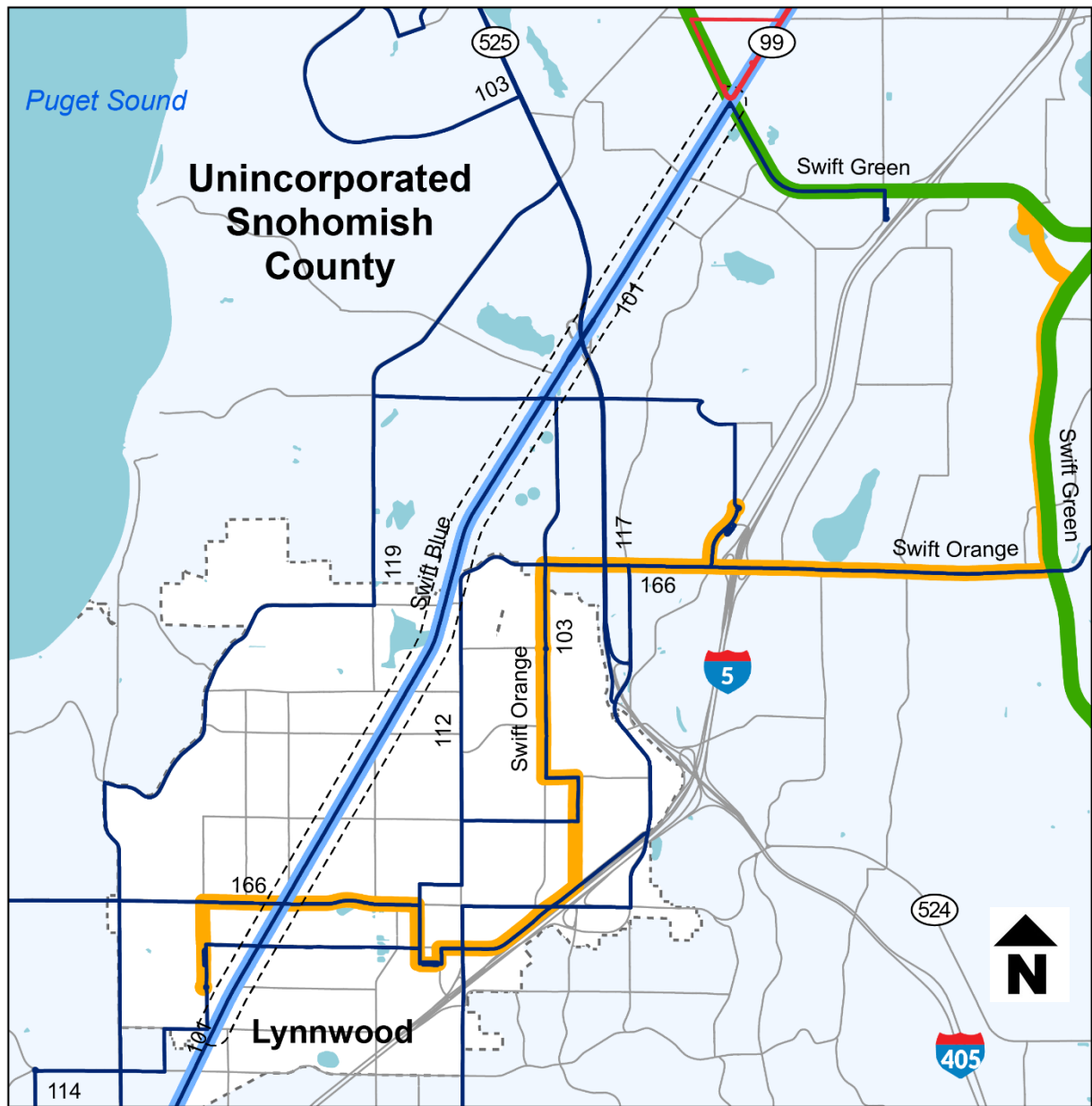


Swift BRT

TRANSIT: Routes

Legend

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




TRANSIT: Stops

Legend

Everett Transit Stop

 Everett Transit Stop


 SR 99 Study Extent

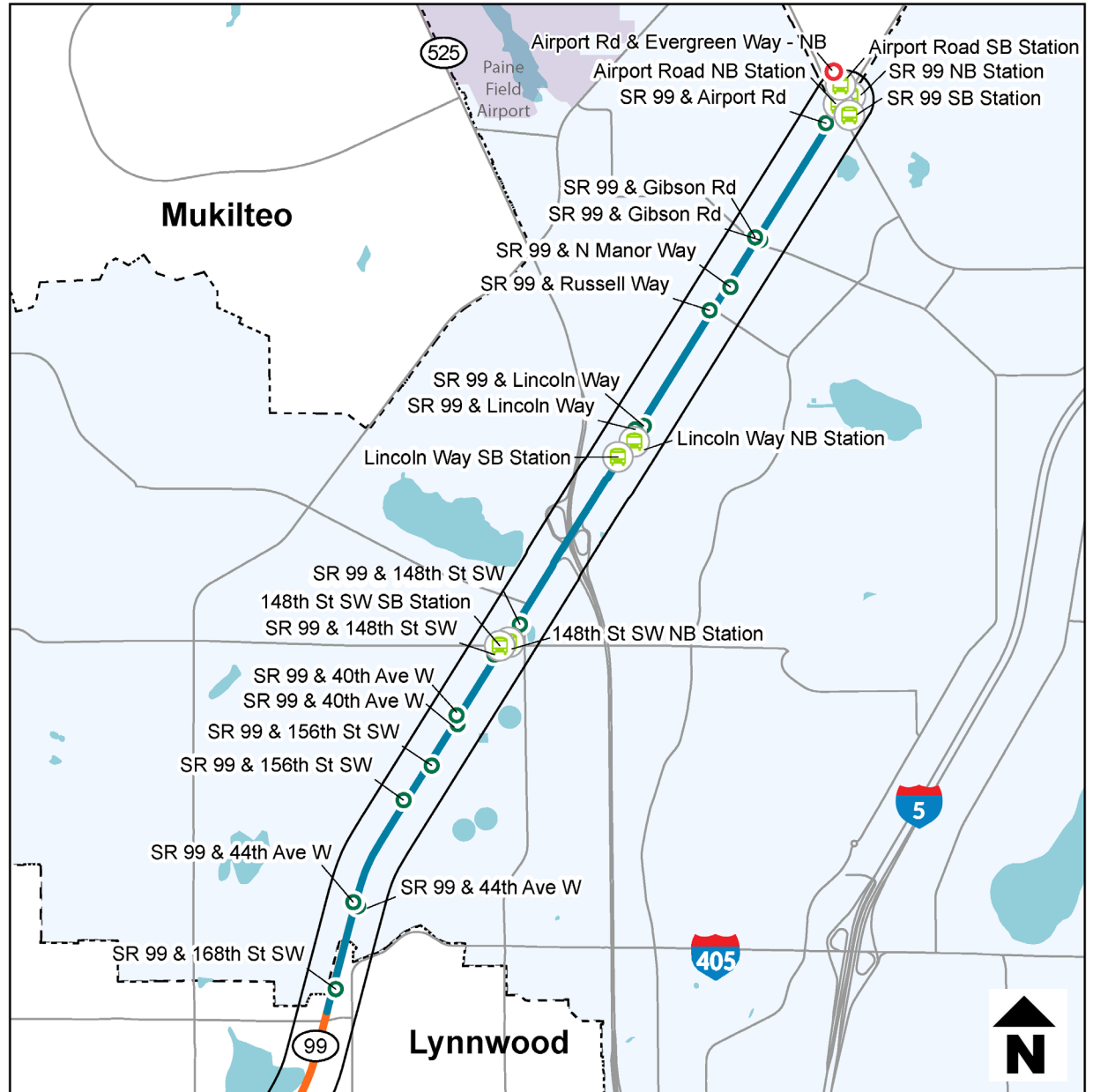
 Unincorporated
Snohomish County
Study Extent

 Lynnwood Study
Extent

SR 99 Transit Stops

 CT

 Swift





TRANSIT: Stops

Legend

Everett Transit Stop

 Everett Transit Stop

 SR 99 Study Extent

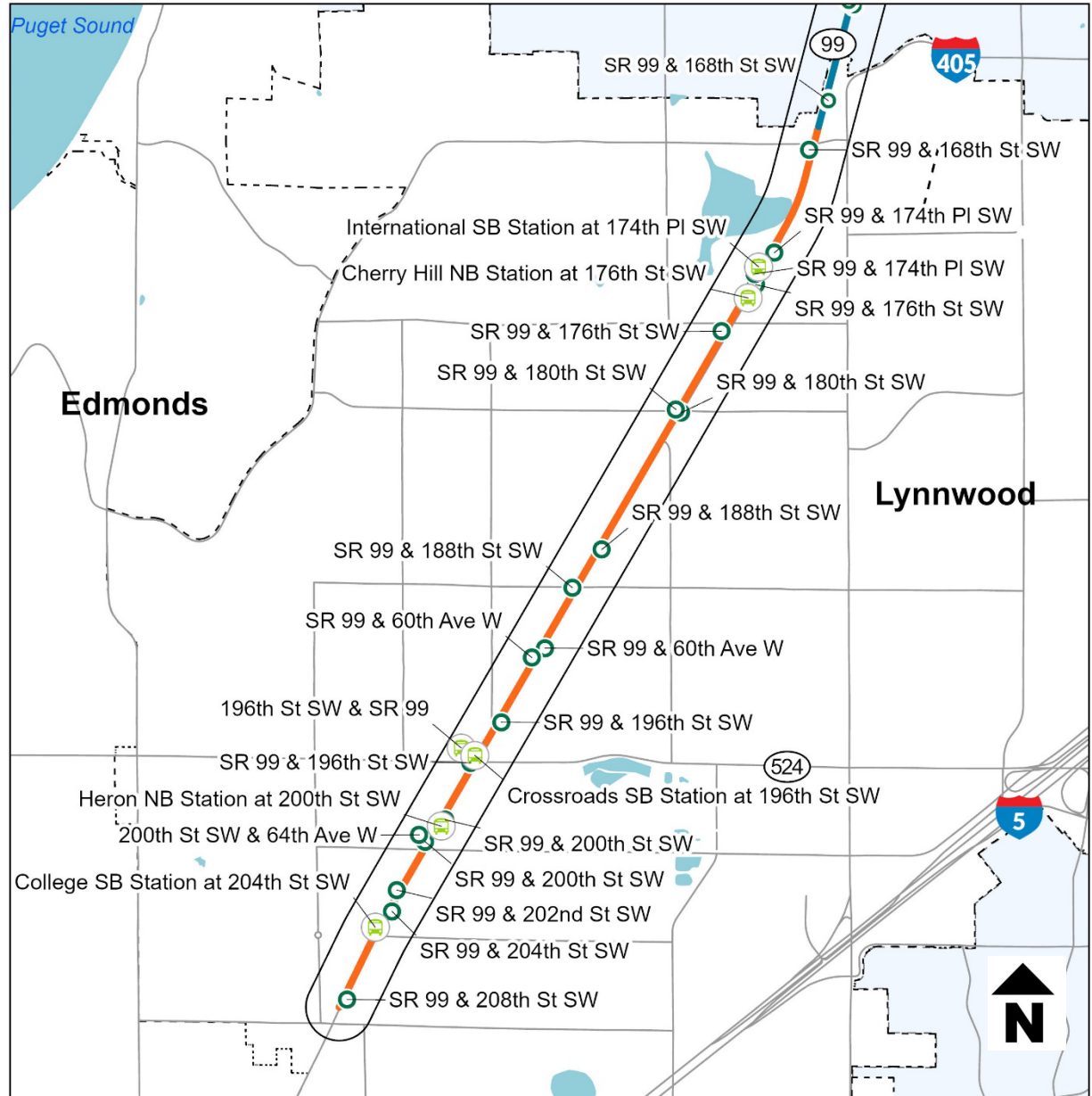
 Unincorporated
Snohomish County
Study Extent

 Lynnwood Study
Extent

SR 99 Transit Stops

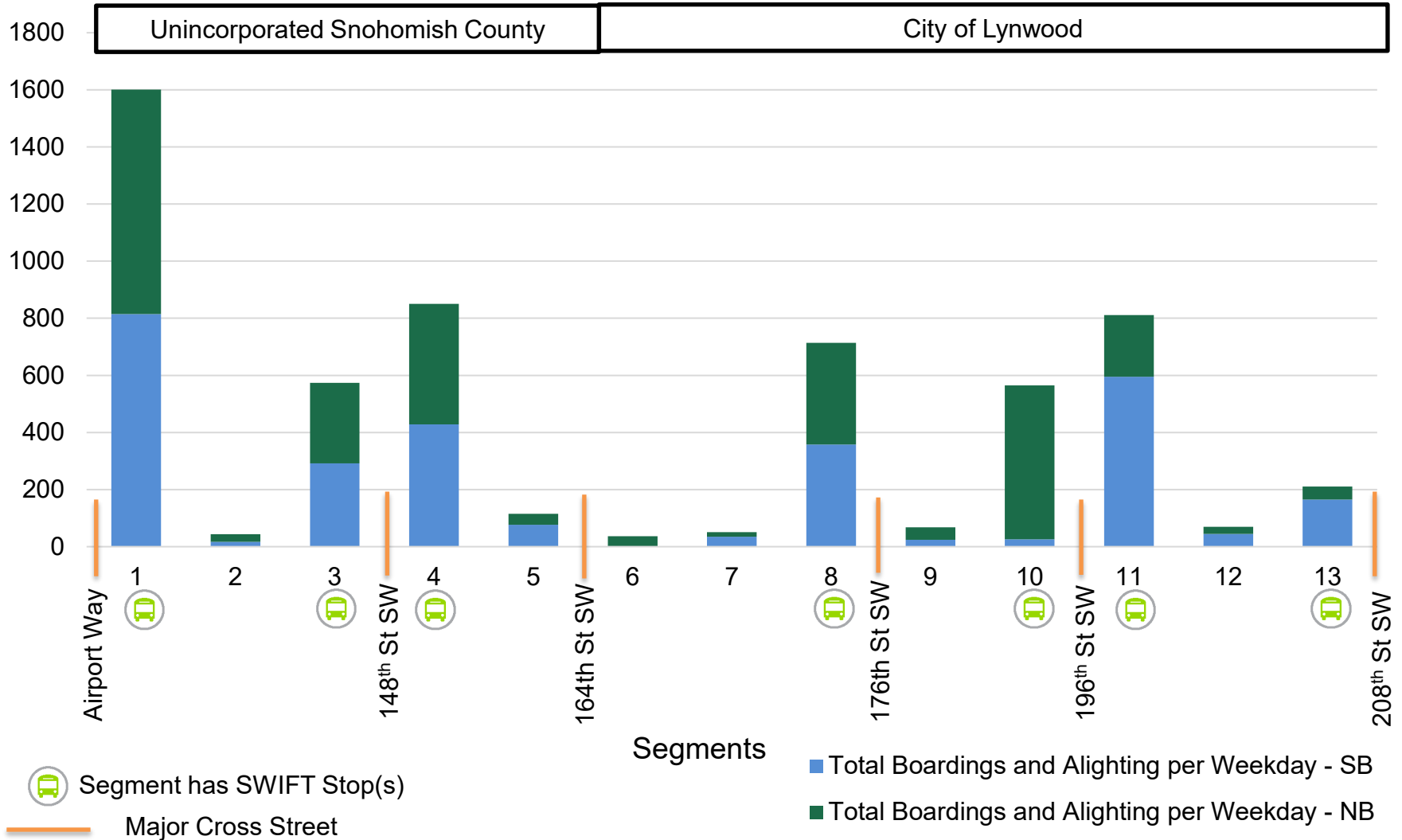
 CT

 Swift



TRANSIT

Boardings and Alightings



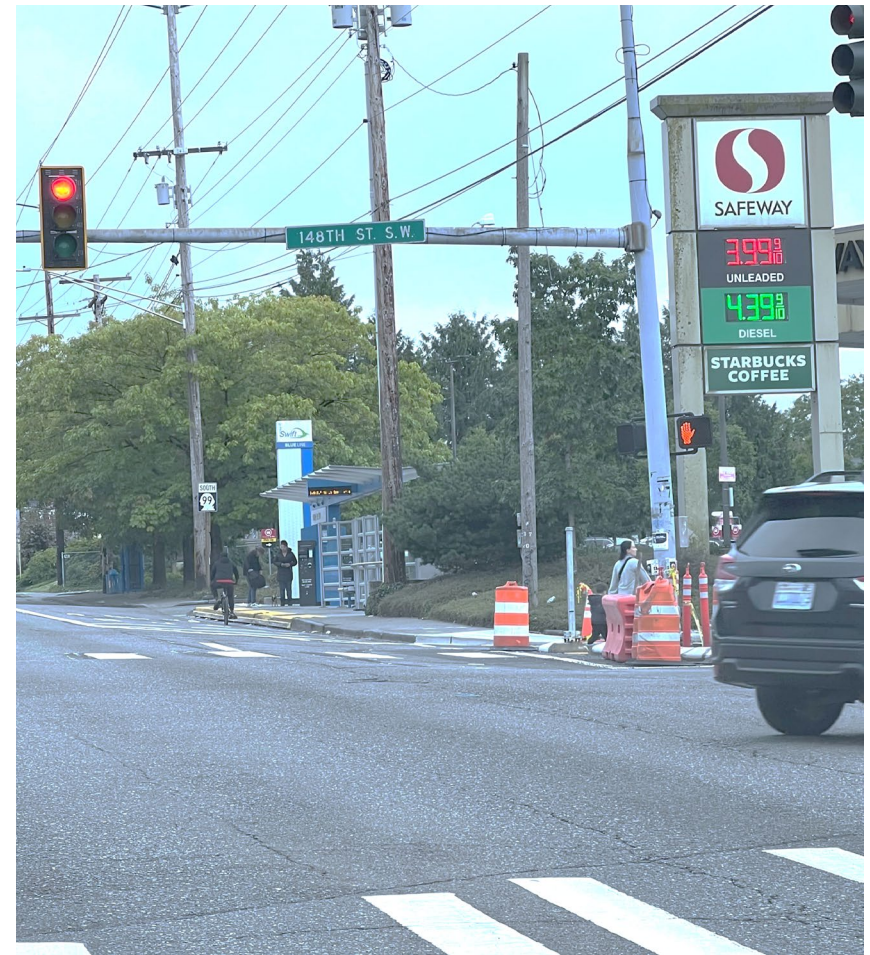
FUTURE ASSUMPTIONS

- Population Growth around study area
- Zoning changes encouraging greater density and uses
- More transit options and transit use
- Increase in pedestrian and bicycle activity

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.

DISCUSSION

- Any feedback on the identified needs and goals?
- Are the needs or goals missing other concerns?
- Other data sources we need to consider?
- What other community-based organization or groups should we talk to?

NEXT STEPS & ACTION ITEMS

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