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

Technical Working Group (TWG) Meeting 2: Future Needs & Alternatives Meeting

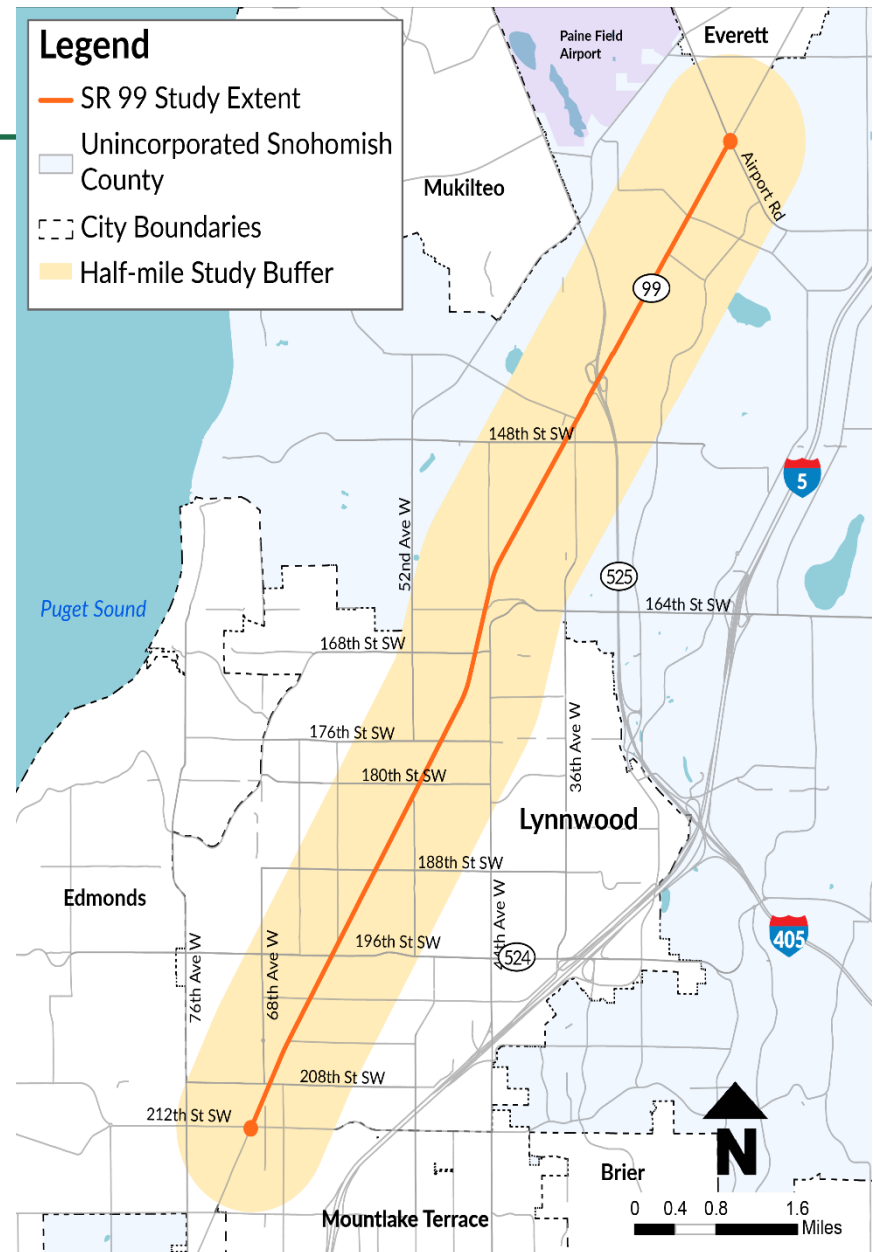
January 9, 2025

10:00-11:30AM PST

Location: MS Teams

AGENDA

- **Welcome and Safety Moment**
 - Brief Introduction (via Zoom Chat)
 - Land Acknowledgement
 - Safety Moment
- **Purpose & Need Discussion**
- **Existing & Future Conditions**
- **Initial Set of Strategies/ Alternatives**
- **Breakout**
- **Evaluation Framework**
- **Engagement Update**
- **Next Steps**



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 Alternative

- Confirm Preferred Alternative
- Define Tradeoffs

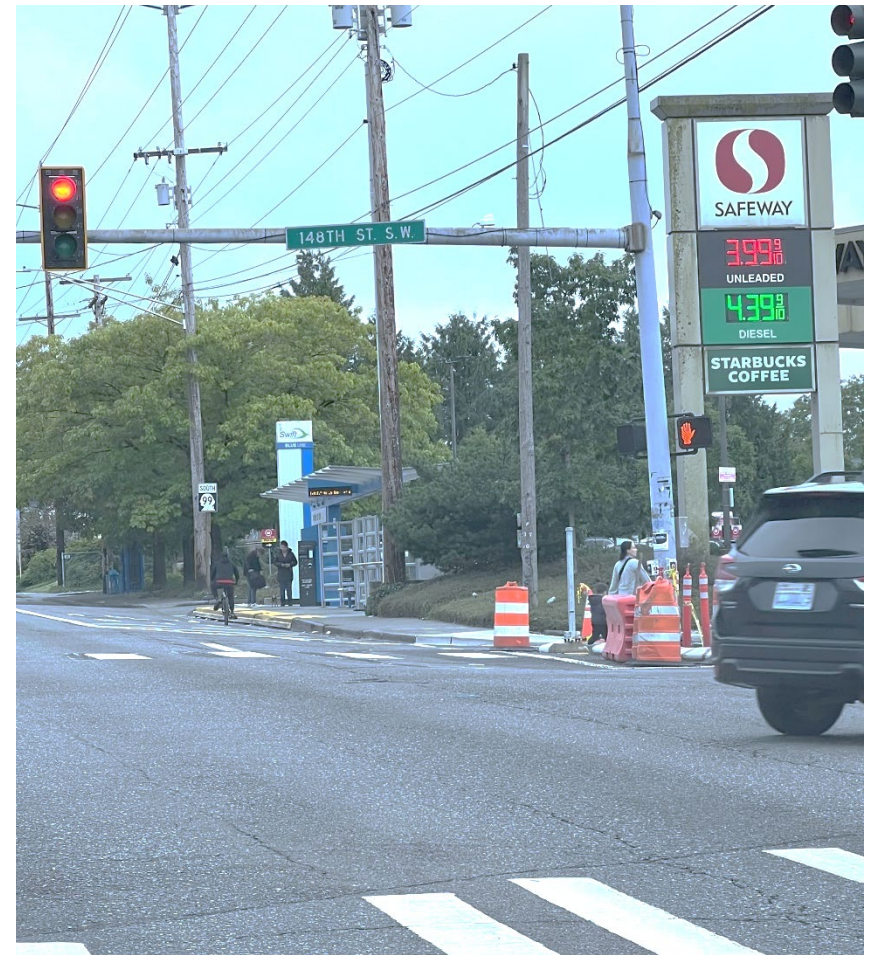
Meeting #6 Draft Document and Recommendation

- Review Draft Report
- Confirm Recommendations
- Next Steps

PURPOSE & NEED DISCUSSION

PURPOSE

The purpose of this Pre-Design Study is to develop improvement options that provide safe and convenient connections for active transportation users (people walking, biking, rolling and accessing transit) while prioritizing mobility needs of environmental justice populations (as defined by Federal and State guidance). This study includes SR 99 in Lynnwood and unincorporated Snohomish County between 212th Street Southwest and Airport Road.



NEED

- Reduce traffic stress for pedestrians and bicyclists traveling along and across the SR 99 study corridor.
- Enhance access to transit and destinations along SR 99 for those who walk, bike or roll.
- Eliminate fatal and severe injury crashes for all users and eliminate all crashes with pedestrians and bicyclists by changing the context of the SR 99 study corridor.
- Enhance access to and reliability of transit while maintaining access and reliability for vehicles, including freight.
- Provide more affordable transportation modes (bike facilities, transit, etc.) and convenient access to them for vulnerable populations and overburdened communities.



GOALS

- Partnership is a hallmark of the delivery of a corridor vision which may include undergrounding of utilities, frontage improvements, extension of transit exclusive lanes, and other opportunities as identified.
- Corridor embraces and is compatible with the longer term planned provisional light rail station at Airport Road.
- Access management in coordination with jurisdictions, businesses and the communities, improves safety and the operations of the corridor.
- Support consistency with local and regional land use and development plans for the SR 99 study corridor.
- Ensure the needs of residents, businesses, and other corridor users are met through an equitable and robust engagement process.
- Enhance the attractiveness, convenience, and reliability of transit by identifying potential improvements in transit infrastructure, services, and stops.
- Reduce vehicle miles traveled (VMT) by emphasizing the vital role of public transportation as part of the strategy to improve mobility in key corridors and ensure equitable access regardless of income or ability. (Washington Transportation Plan)
- Develop a strategy to construct corridor improvements as resources become available including near-term low-cost investments.

EXISTING & FUTURE CONDITIONS

Existing Conditions Summary

LAND USE

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

FREIGHT & VEHICLE MOBILITY

- SR 99 classified T3
- Backup route to I-5
- Frequent driveways along SR 99

ENVIRONMENTAL CONTEXT

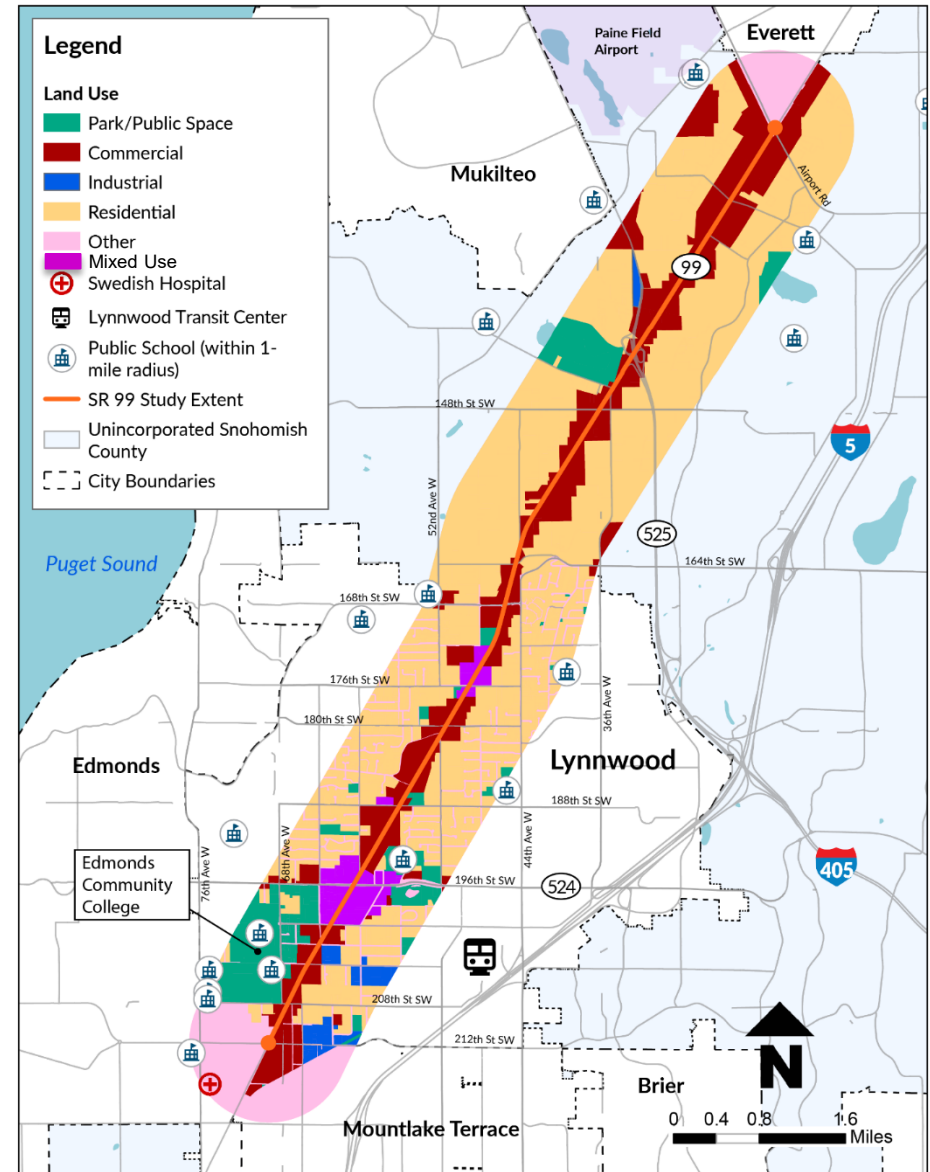
- Keeler's Corner
- 3 Fish Passages

LTS PEDESTRIAN AND BICYCLE

- LTS is 4 in study area
- On average, 1900' between protected crossings

TRANSIT

- 8 local routes, 3 Swift routes



Safety Summary

148th St SW
2 Total KSI
1 Ped KSI

2 Spots near 156th St SW
4 Total KSI
2 Ped KSI

164th St SW
2 Total KSI
1 Ped KSI

52nd Ave W
2 Total KSI

Mid Block/ Costco
3 Total KSI

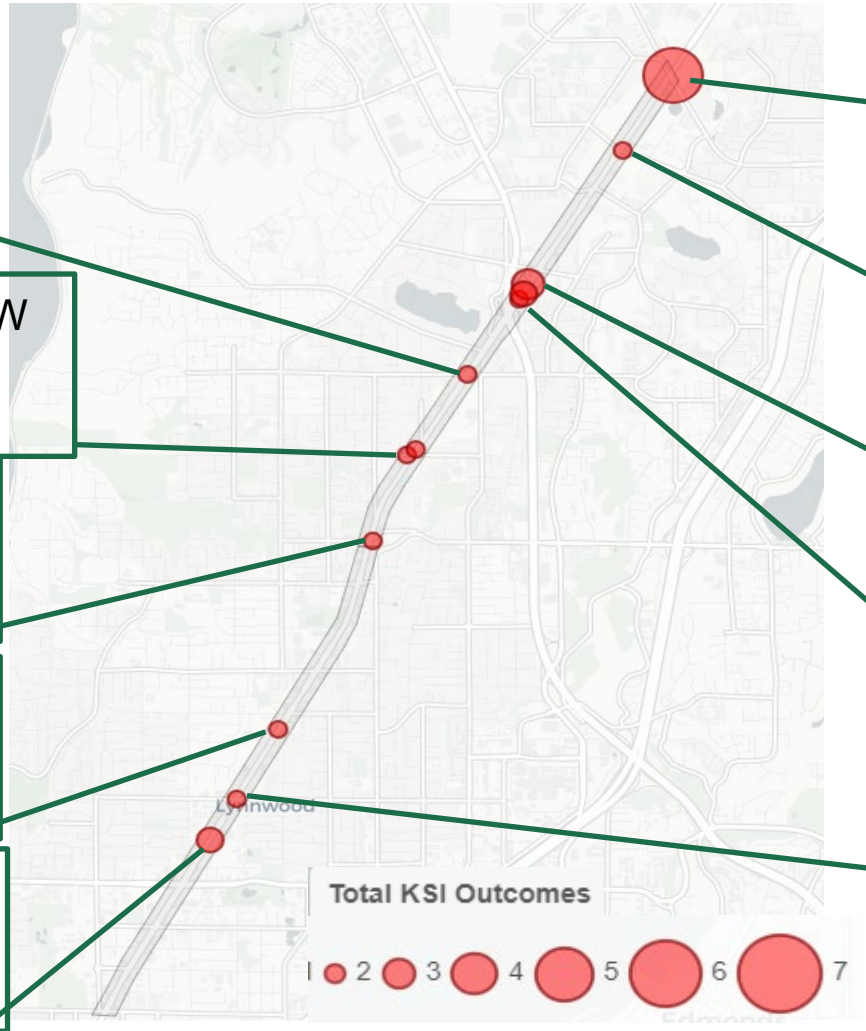
Airport Way
7 Total KSI
4 Ped KSI

Gibson Rd
2 Total KSI
1 Ped

31st Ave W
4 Total KSI

2 Spots Near SR525
On/Off Ramp
5 Total KSI
1 Ped KSI

188 St SW
2 Total KSI
1 Ped KSI



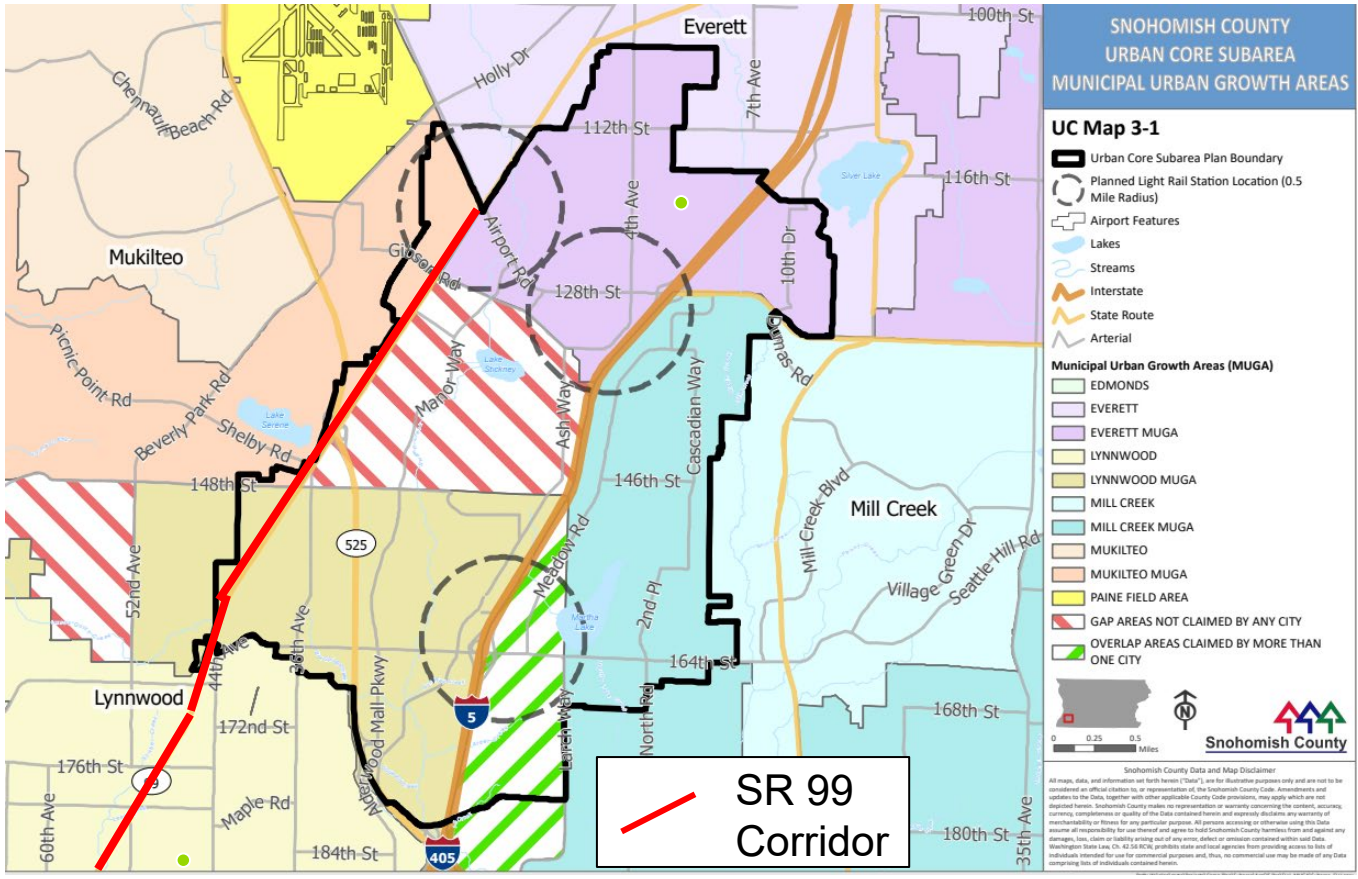
Please Note: Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not 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

Regional Demographic Growth

		Population			Employment		
		Base Population (2017)	Population Growth	Future Population (2044)	Base Employment (2017)	Employment Growth	Future Employment (2044)
Snohomish County		827,957	+308,352	1,136,309	295,816	+171,818	467,634
Lynnwood		38,568	+25,167	63,735	28,628	+21,912	50,540

Source: Imagine Lynnwood Comprehensive Plan (2024).

Snohomish County Future Land Use



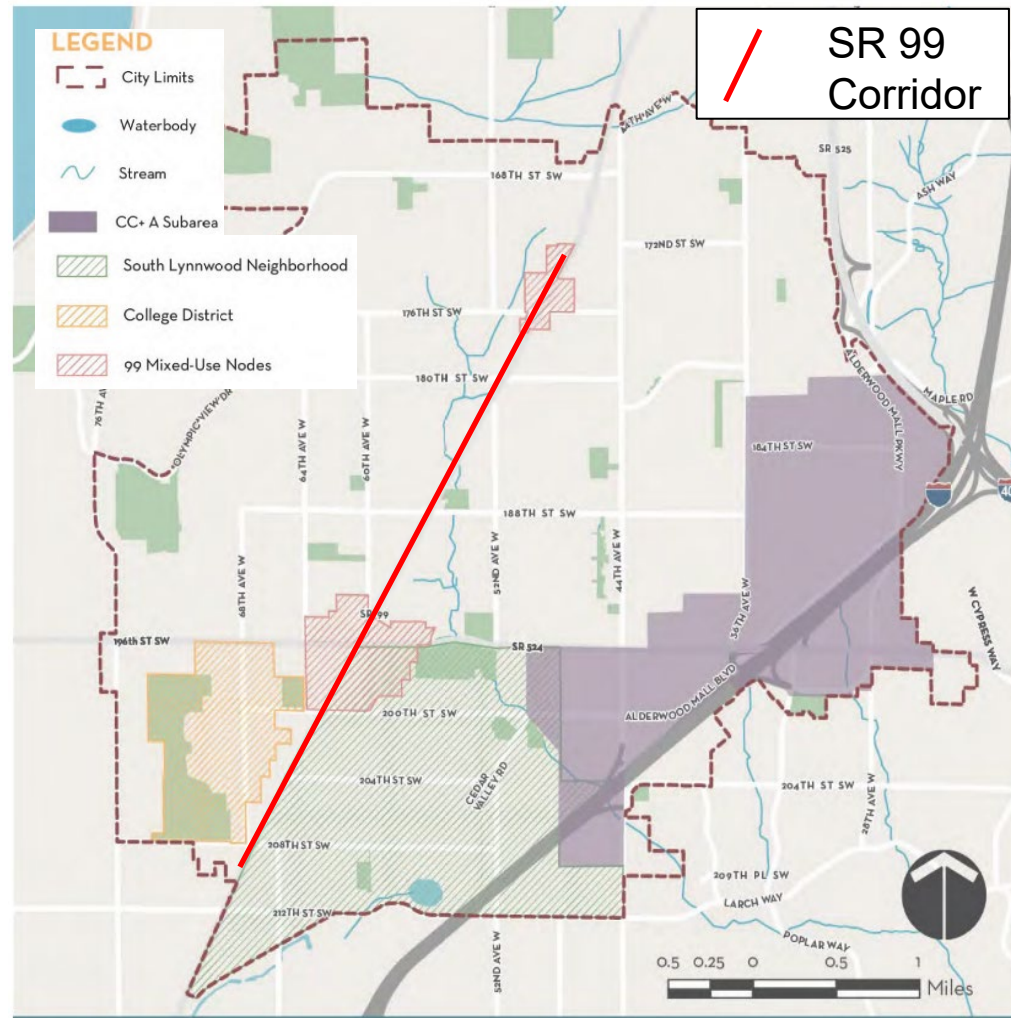
Source: Snohomish County Comprehensive Plan (2024).

Lynnwood Future Land Use

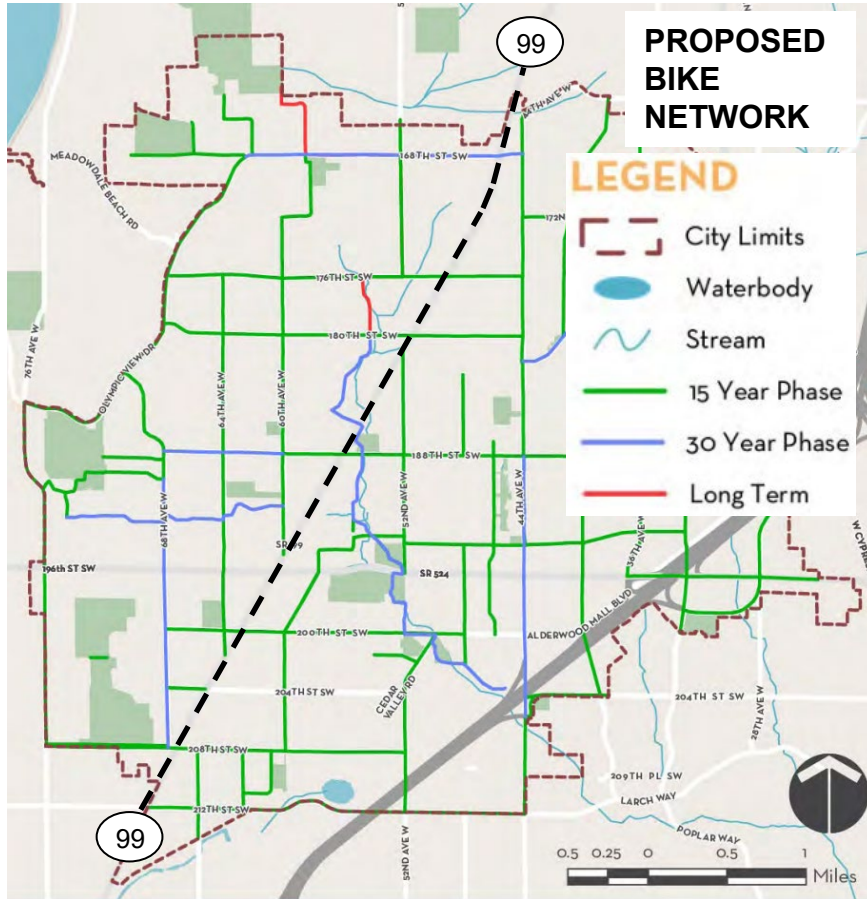
Regional Growth Center Plans Developed for

- Hwy 99 Mixed Use
- College District
- South Lynnwood

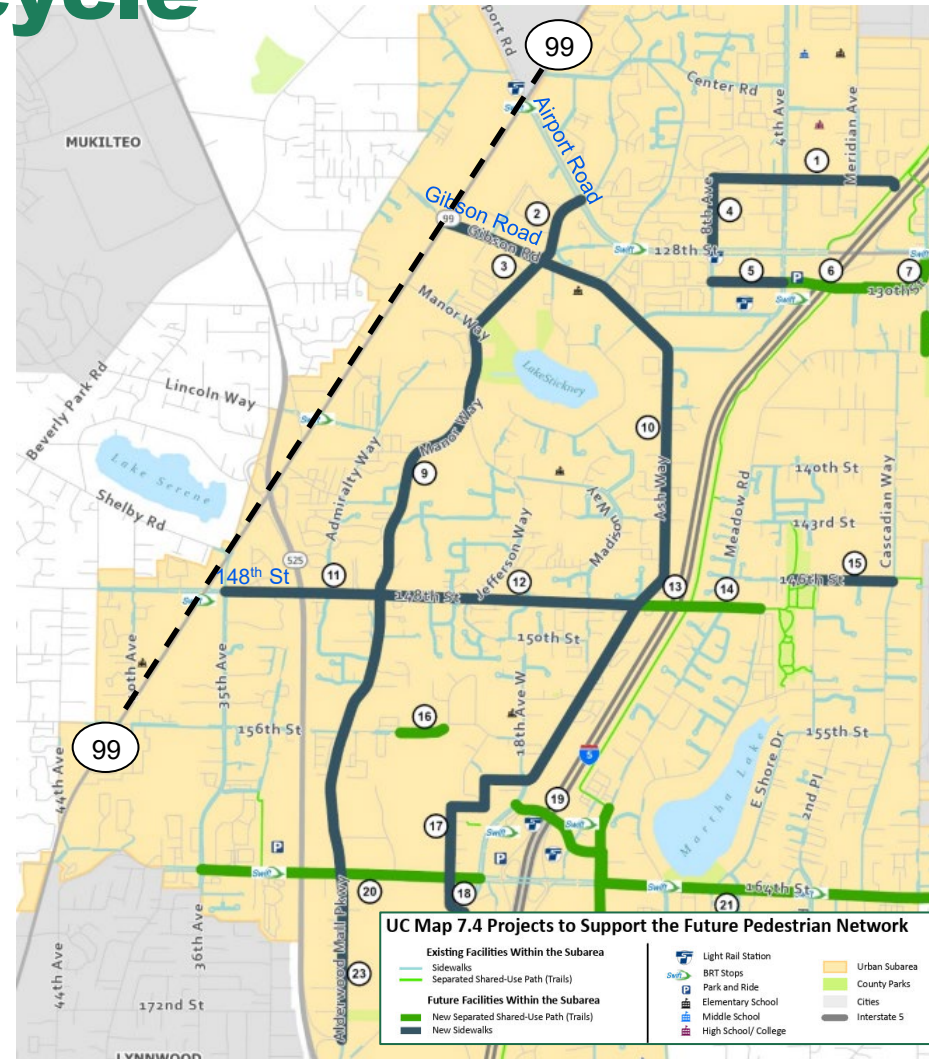
Source: *Imagine Lynnwood Comprehensive Plan (2024)*.



Planned and Programmed Pedestrian and Bicycle Improvements



Source: Imagine Lynnwood Comprehensive Plan (2024).



Source: Snohomish County Urban Core Subarea Plan, 2024

Regional Trail Plans

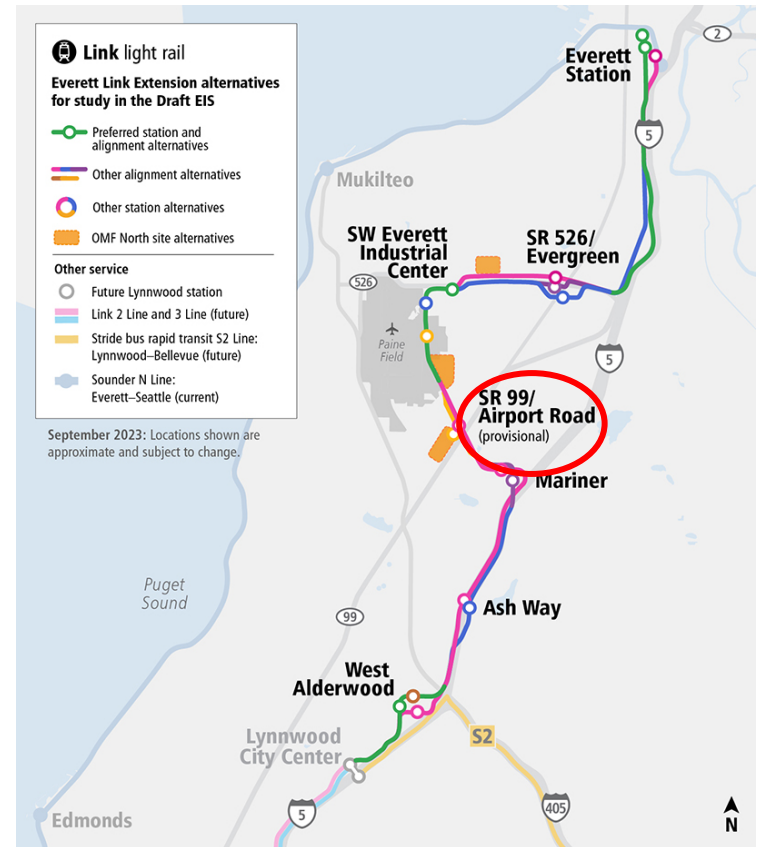


Planned and Programmed Transit Improvements

Community Transit: 4 improved routes



Sound Transit

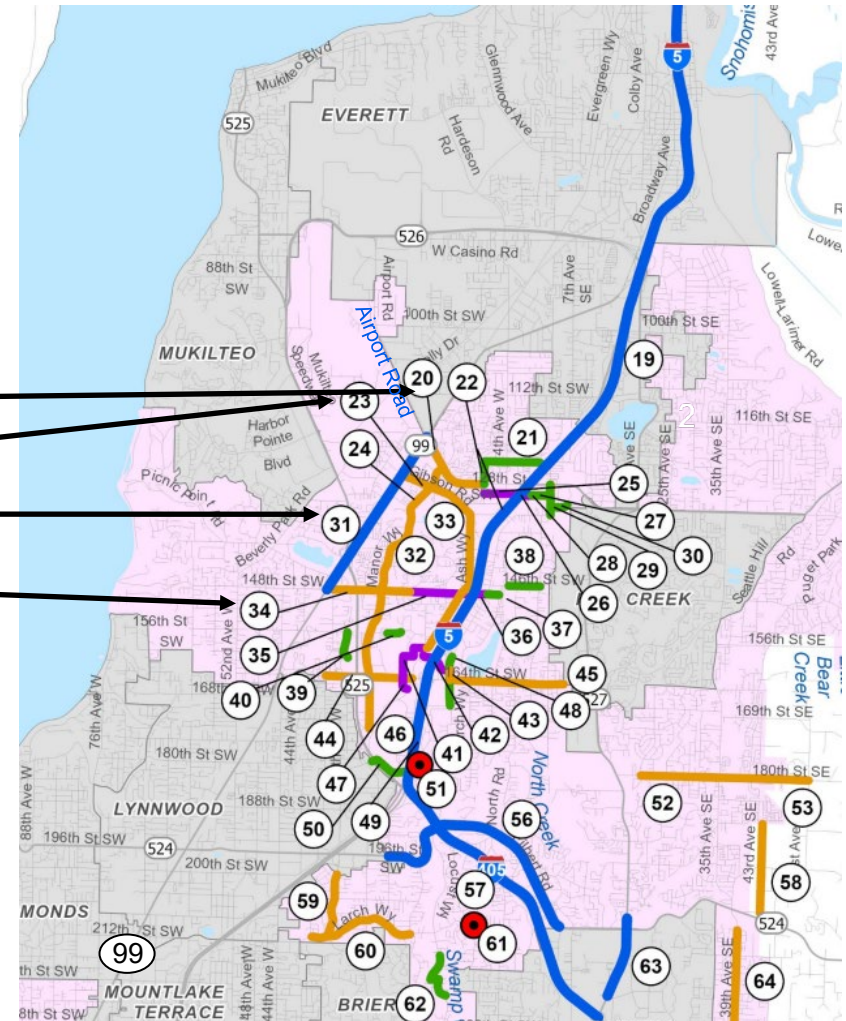


Source: Sound Transit.

Planned and Programmed Road and Traffic Improvements

Planned transportation projects in Unincorporated Snohomish County along or intersecting with SR 99

Map #	Project Name
20	128 th St SW/Airport Rd BAT Lanes
23	Gibson Rd Improvements
31	SR 99/ Evergreen Way BAT Lanes
34	148 th St SW Improvements



Planned transportation projects in Unincorporated Snohomish County. Source: Snohomish County Comprehensive Plan, 2024

Discussion on Future Conditions

- Are there additional future projects we should account for?
- Are there areas where you are anticipating increasing or changing development?
- Are there other trends we should be aware of?

INITIAL RANGE OF STRATEGIES/ALTERNATIVES

Alternatives Analysis Process



- Develop range of strategies and treatments
- Develop pass-fail criteria
- Identify spot locations for analysis

- Evaluate pre-alternatives on pass-fail criteria
- Develop screening framework aligned with goals

- Refine pre-alternatives into 3 distinct corridors alternatives
- Score alternatives with screening framework

- Select preferred alternative
- Develop preferred alternative

Types of Strategies

Spot Treatments

- Intersection Enhancements
- Midblock Crossings
- Driveway Treatments
- Transit Enhancements
- Increased Lighting

Systemic Treatments

- Access Management
- Speed Limit Change

Updated Cross Sections

- Shared Use Paths
- Buffers
- Sidewalks
- Medians
- Bike Lanes

Range of Spot Treatments



No Right on Red



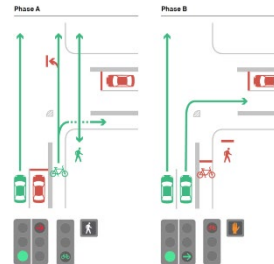
Pedestrian Hybrid Beacons (PHB)



High Visibility Crosswalks



Protected Crossing Islands



Protected Signal Phasing



Raised Crossings

Treatment image source (clockwise from top left): 1) Stopsignsandmore.com; 2) FHWA Pedestrian Hybrid Beacons; 3) NACTO Urban Street Design Guide: Conventional Crosswalks; 4) Traffic Choices Pedestrian Refuge Island; 5) NACTO Don't Give Up at the Intersection; 6) Road Safety Toolkit Pedestrian Crossing - Raised

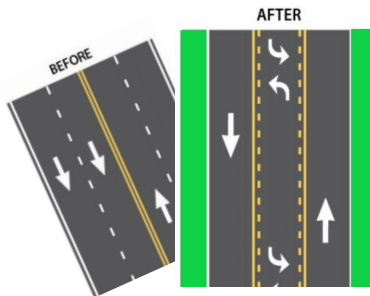
Range of Spot Treatments



Advance Stop Lines



Hardened Centerline/Turn Hardening



Lane Reduction or Reconfiguration



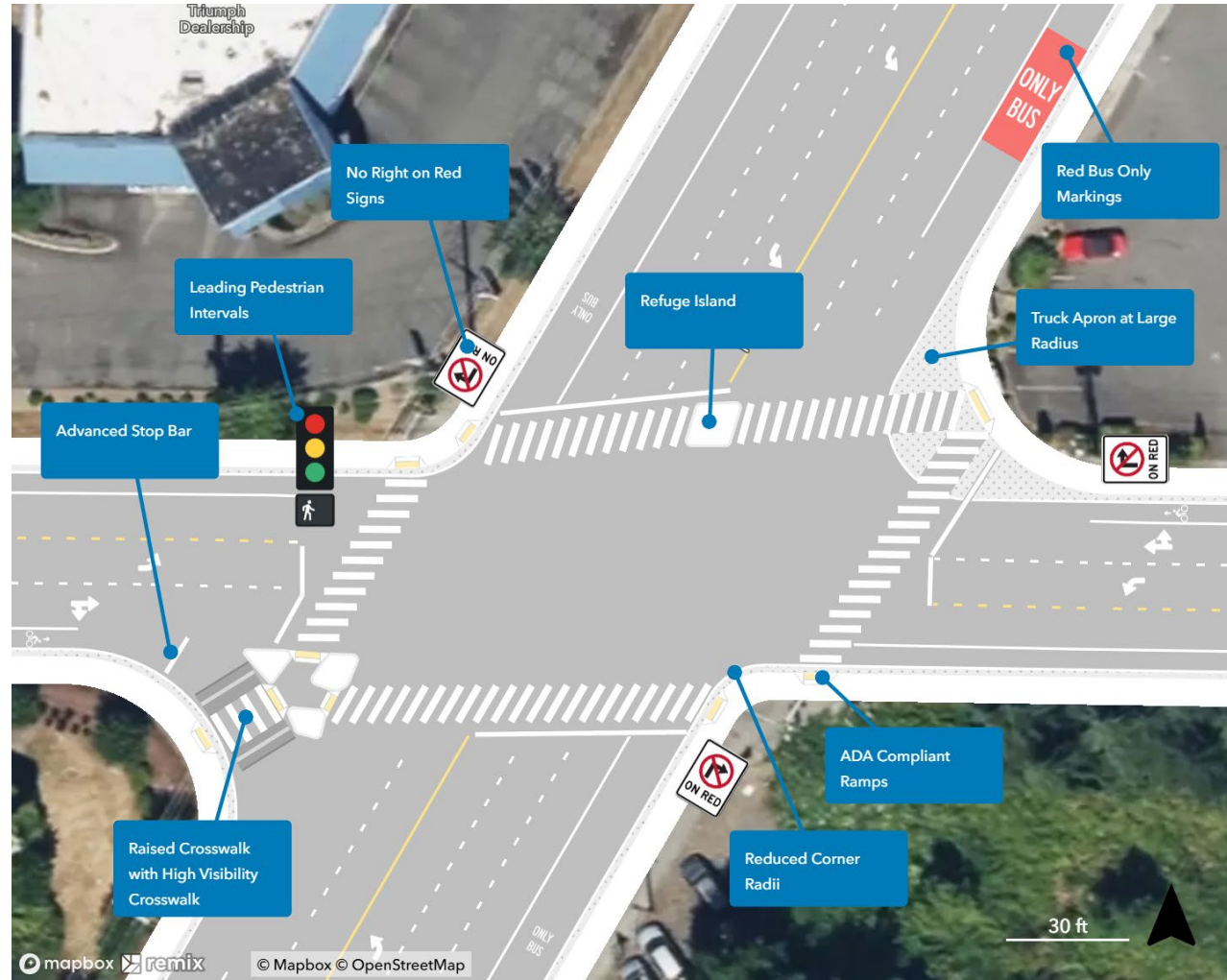
Leading Pedestrian Intervals

Treatment image source (clockwise from top left): 1) PedSafe AdvanceYield/ Stop Lines; 2) City of Portland New Vision Zero pilot project news blog; 3) City of Royal Oak 4- to 3-Lane Conversions; 4) NCDOT Intersection Safety for Pedestrians

Signalized Intersections

Example

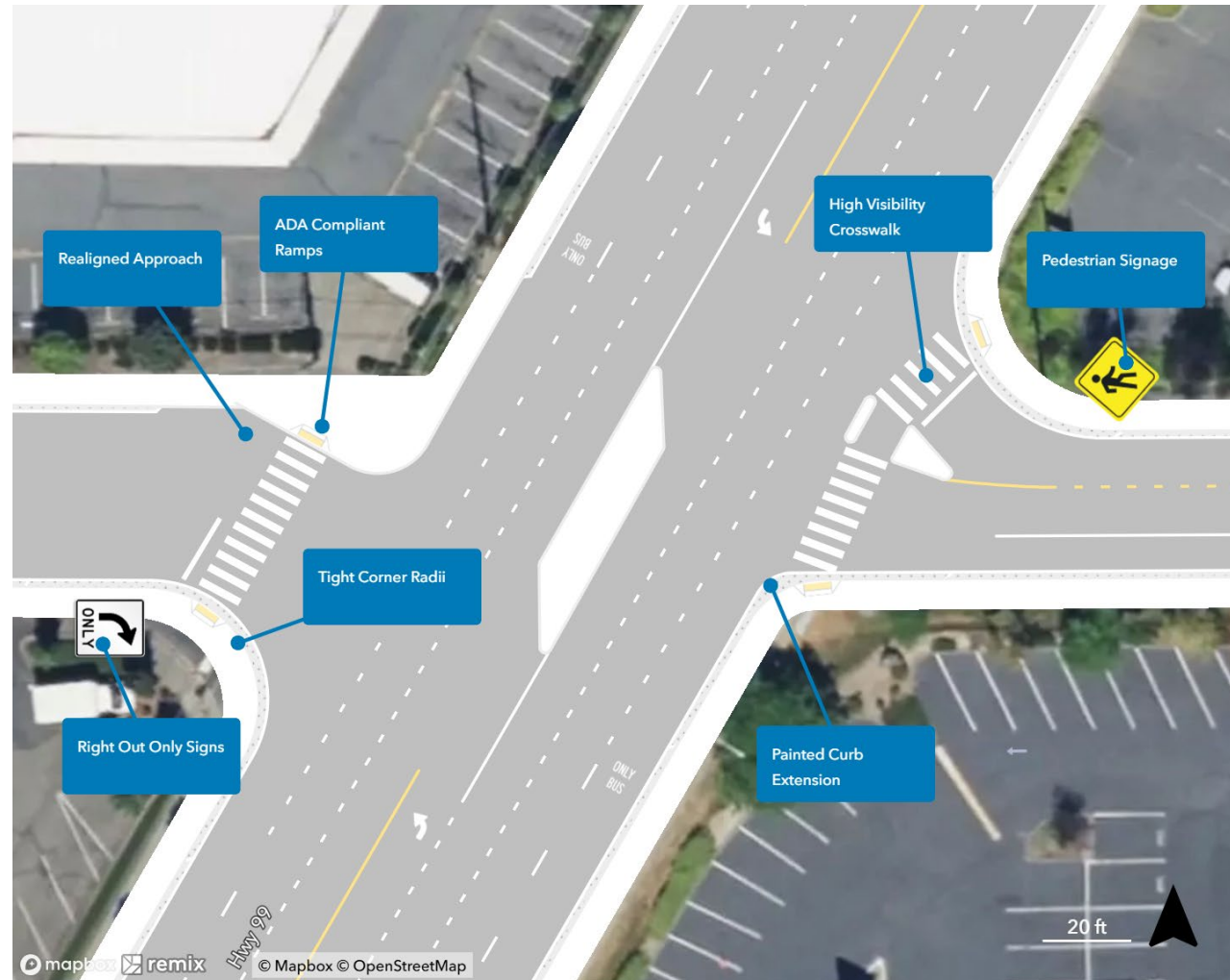
- Leading Pedestrian Interval LPI
- Truck Aprons
- Raised Crosswalks
- Slip Lane Elimination
- Painted Crosswalks
- Pedestrian Refuge Island
- No Right on Red
- Advanced Stop Bars
- Reduced Corner Radii
- ADA Compliant Ramps
- Realignment



Unsignalized Intersections

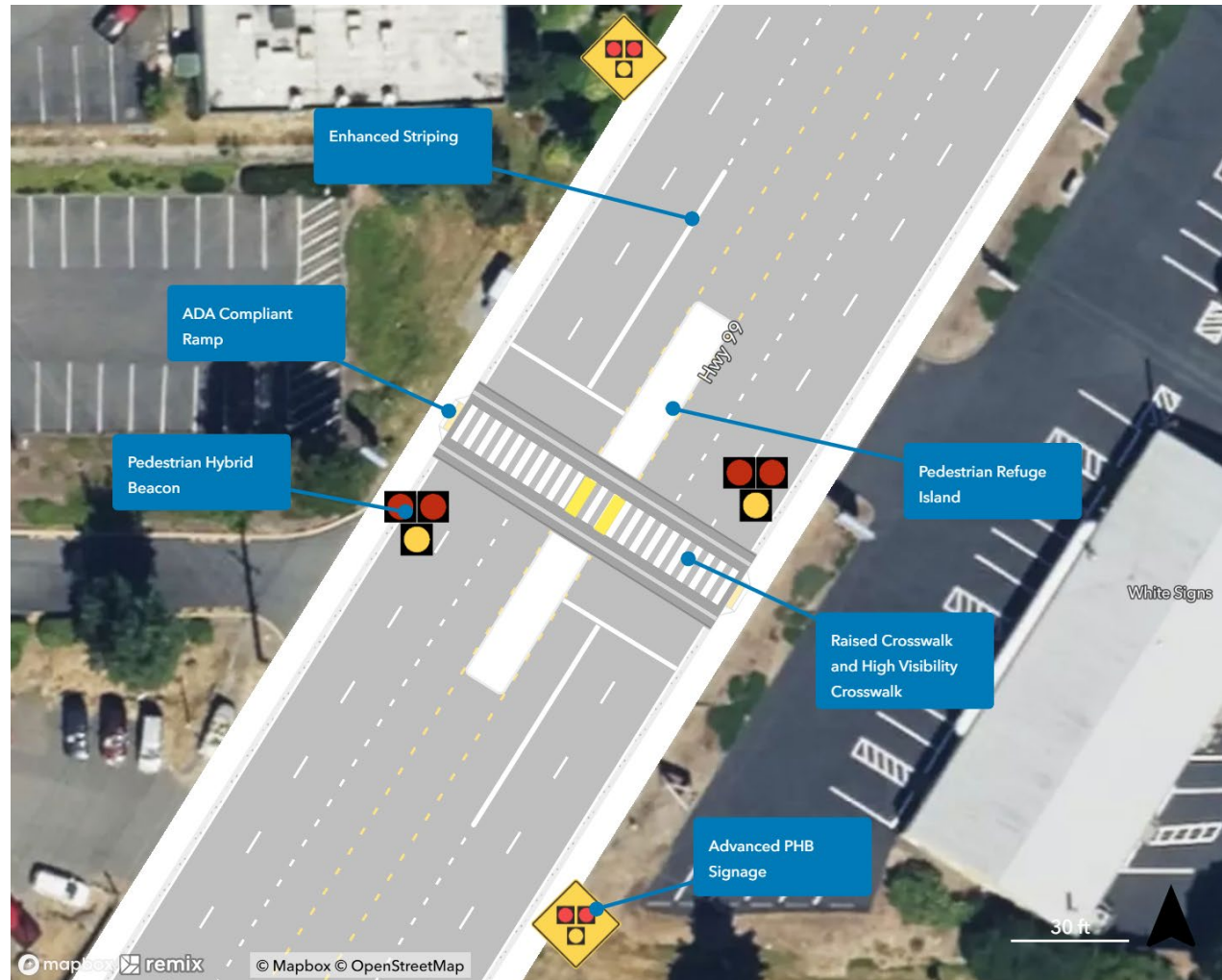
Example

- Slip Lane Elimination
- Painted Crosswalks
- Pedestrian Refuge Island
- Right Out Only
- Advanced Stop Bars
- Reduced Corner Radii
- ADA Compliant Ramps
- Geometric Realignment
- Add a half signal or Pedestrian Hybrid Beacon to allow pedestrian crossings



Mid Block Example

- Advanced Stop bar
- Signage
- Enhanced Striping
- Raised Crossing
- Pedestrian Refuge Island
- Half Signal or Pedestrian Hybrid Beacon
- Reduced Lane width



Driveway Treatments Example

- Narrow driveways
- Change type of driveway
- Right in right out only
- Realigning Driveways
- Eliminating redundant or unnecessary driveways



Cycle Track at Driveway – NACTO

Cambridge, MA
Photo: <http://westsideaction.wordpress.com/>

Transit Enhancements

- Bicycle Bus Stop Integration
- Queue Jumps
- Level boarding
- Hardened lane
- BAT lane signage/markings
- Intersection phasing

AASHTO | GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES, 5TH EDITION

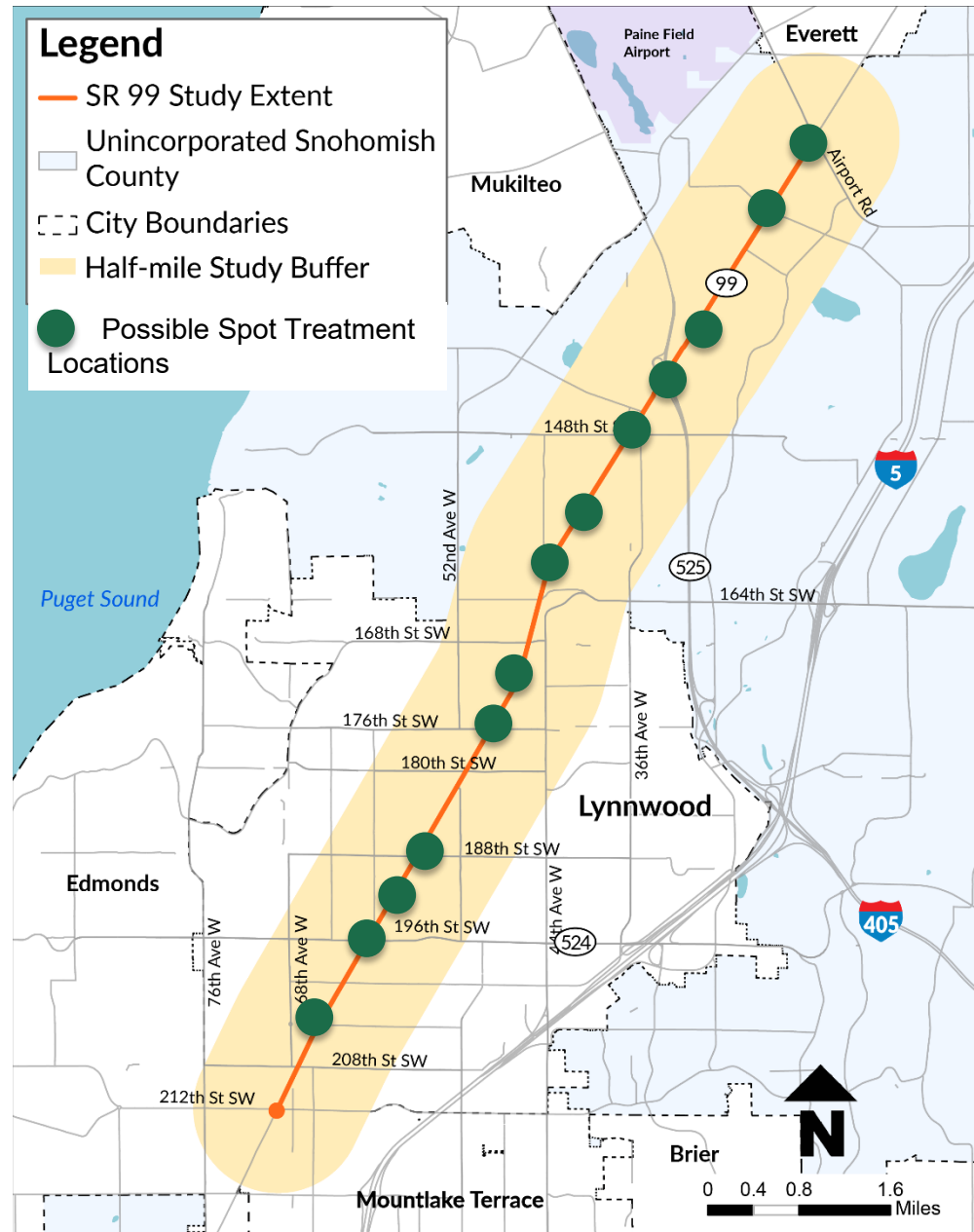


Figure 7-27: Example Configuration: Floating Transit Stop with Intermediate-Level Separated Bike Lane (Far-Side)

Guide for the Development of Bicycle Facilities– AASHTO

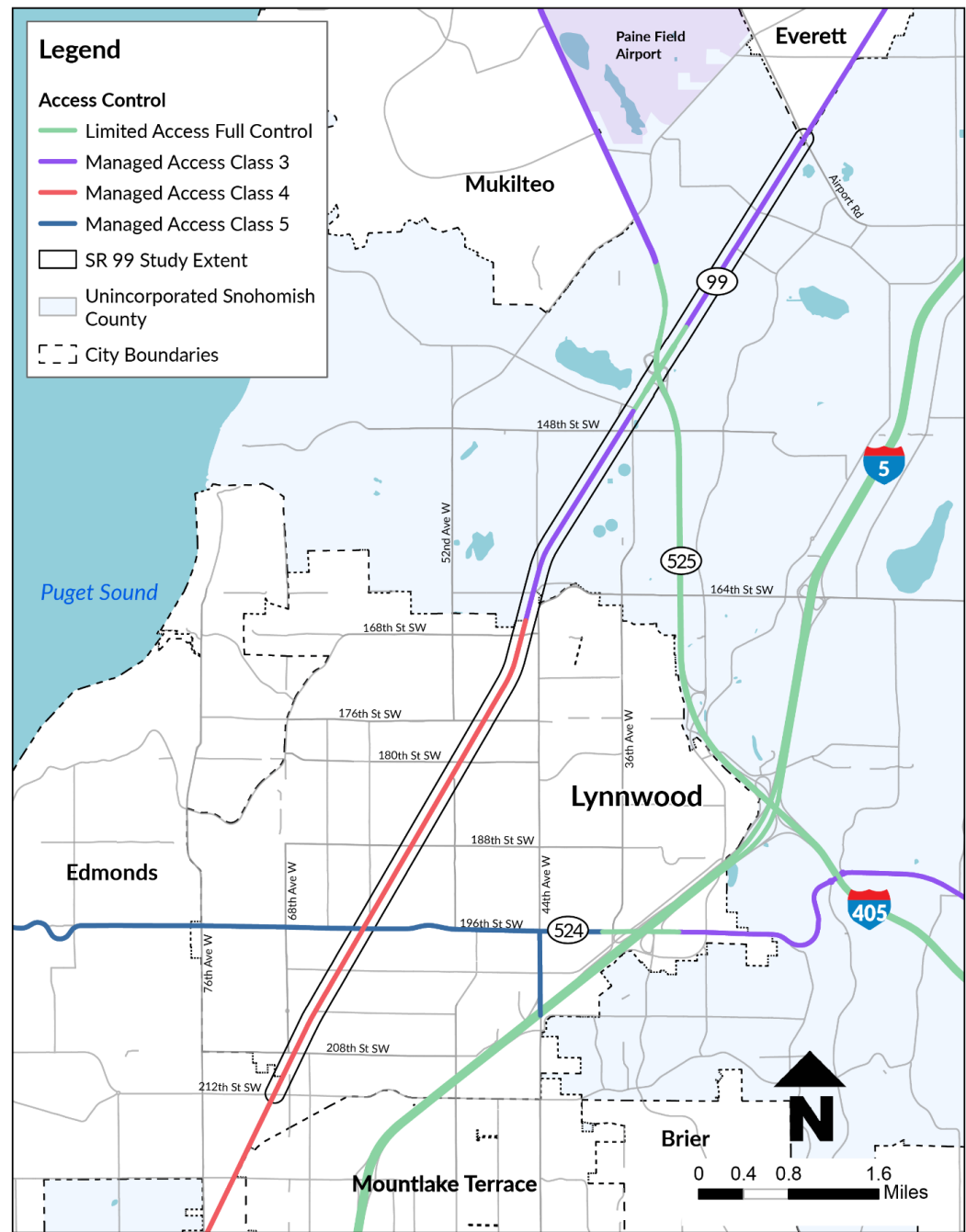
Possible Spot Treatment Locations

- Airport Road
- Gibson Rd
- Lincoln
- SR 525 Interchange
- 148th St SW
- Midblock near 40th Ave W
- 156th St SW
- 164th St SW
- 176th St SW
- 188th St SW
- Midblock Near Costco
- 196th St SW
- 202nd St SW



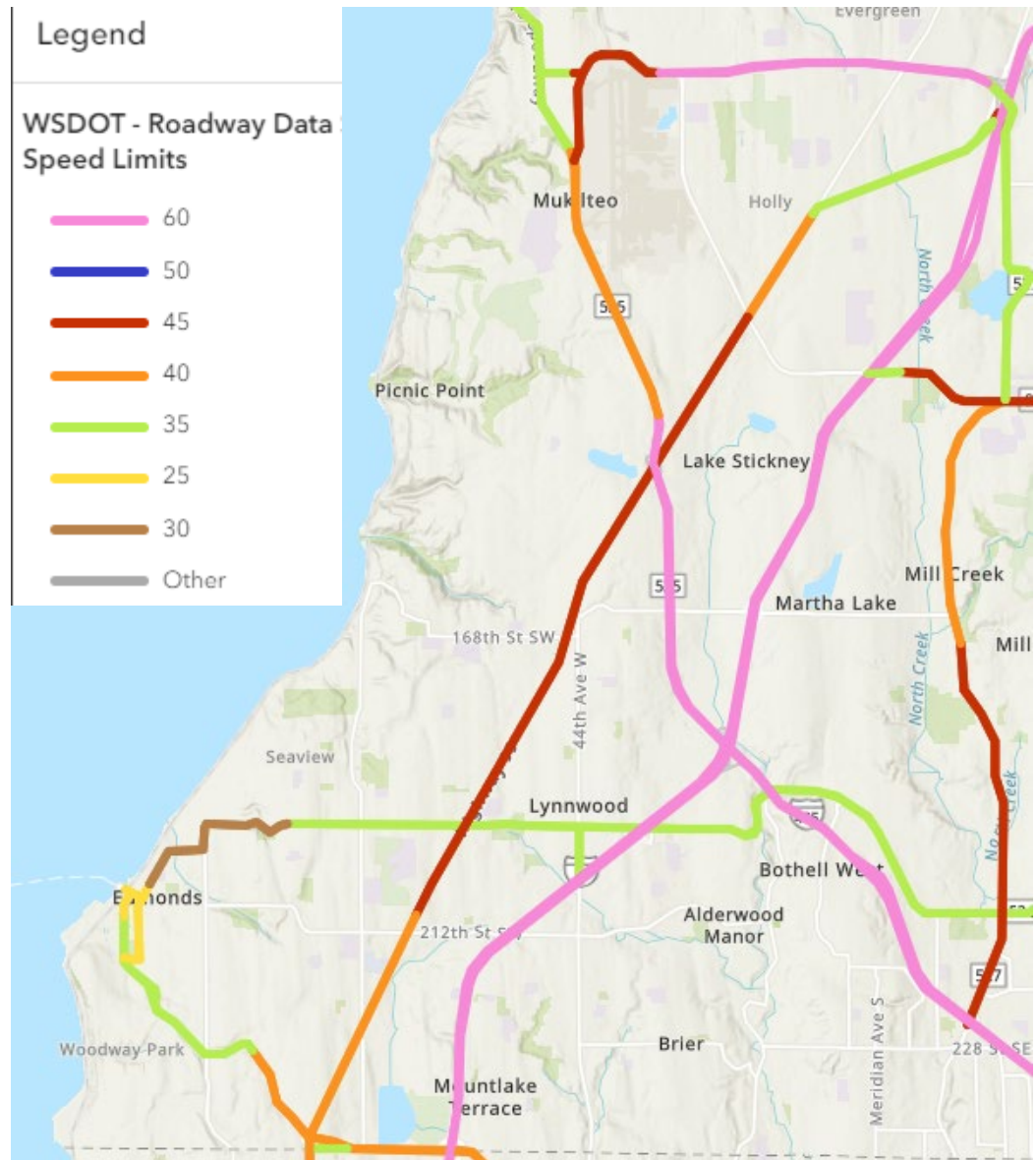
Access Management

- Limited Access Around SR 525
- Eliminating Two Way Left Turn Lane
- Coordination with local businesses needed
- Medians
- Driveway Consolidation
- U-Turns



Speed Limit Reduction

- Surrounding sections of SR 99 are at 40 MPH
- Certain stretches could be 35 MPH
- Will have to change the context to support changing speed limit
- Reducing the speed limit opens more treatment and cross section options



Cross Section Elements

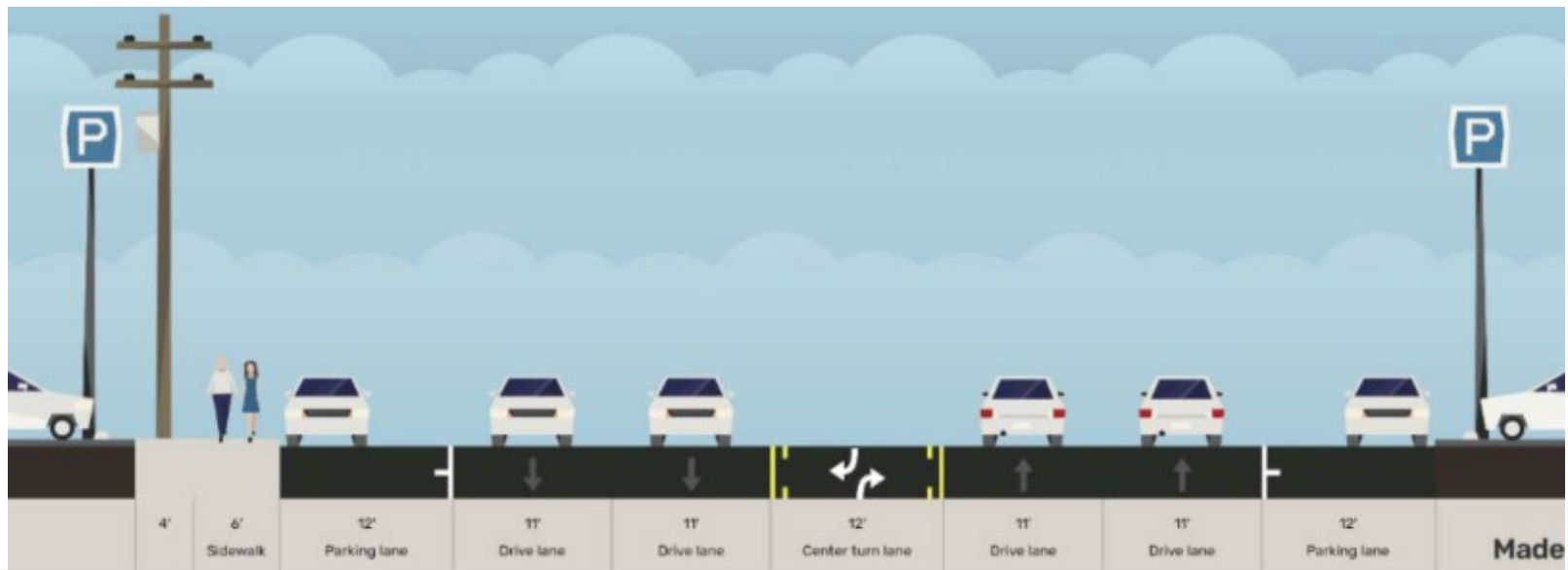
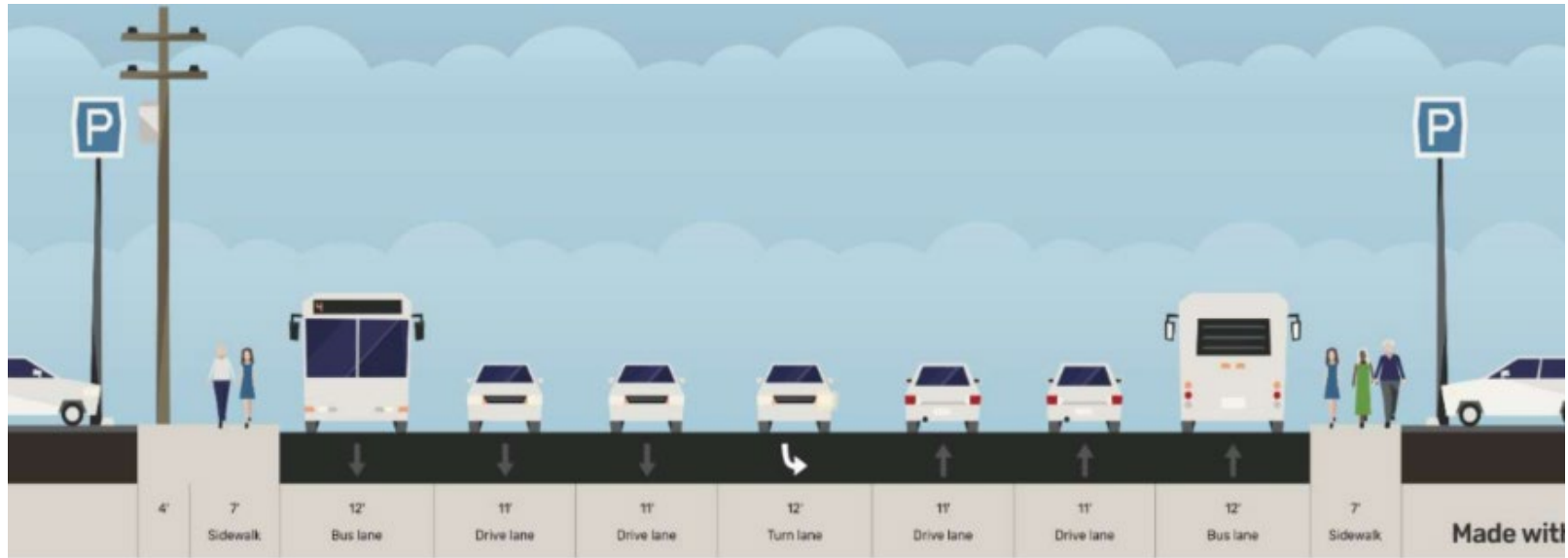
Curbside

- Sidewalks: 7 ft, 5 Ft Minimum
- Utility Zone: 1.5 ft or 0 If Undergrounded
- Two Way Separated Bike Lane: 10 Ft Lane 2 Ft Buffer
- Buffer/ Frontage Zone: 4 ft Minimum
- Shared Use Path: 12 ft path with 2 ft shoulders

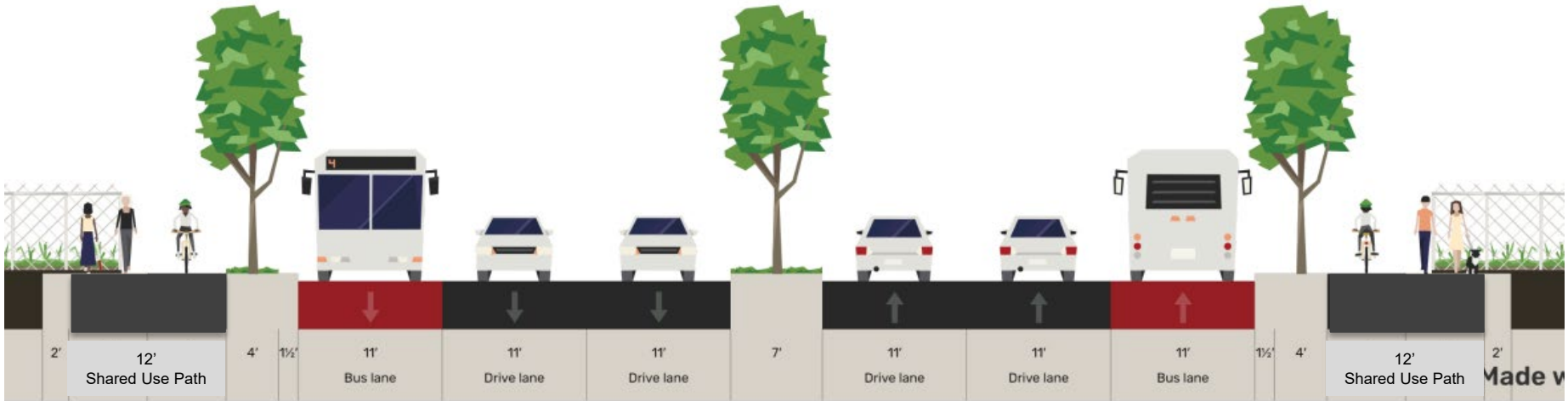
Curb to Curb

- Raised Medians: 4 - 11ft
- Median C Curb w/ Buffer: 1 ft 0.5 ft Buffer
- Curb and Gutter: 1.5 ft
- Separated Bike Lane: 5 ft Lane 2 ft barrier
- Through Lane: 11 ft at 40 -45 MPH 10ft at 35 MPH
- Turn Lane: 10ft
- BAT Lanes:11 ft

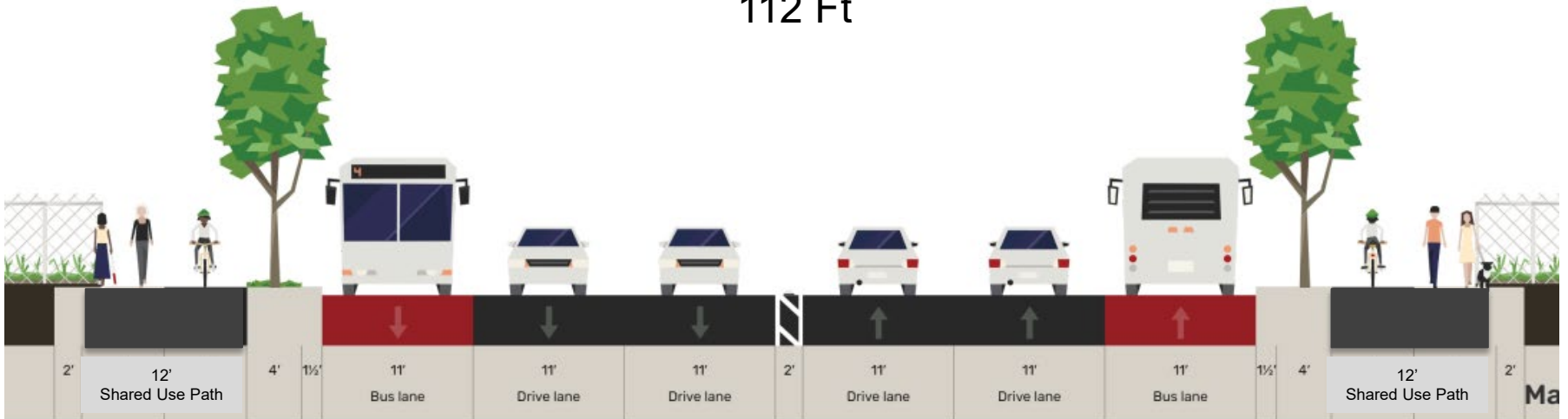
Existing - 100 ft



Alt 1 Shared Use Paths

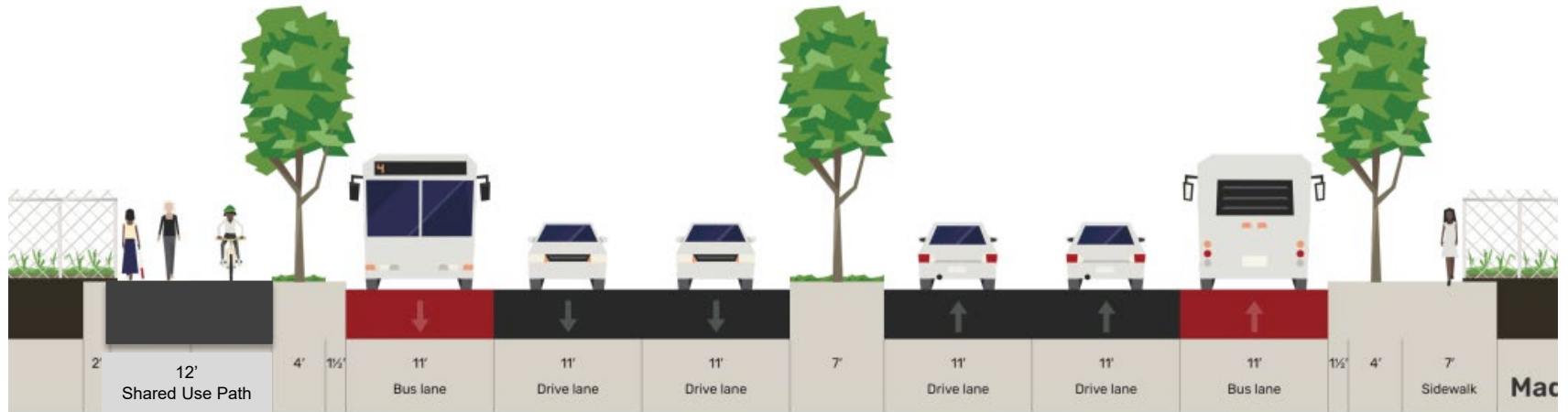


112 Ft

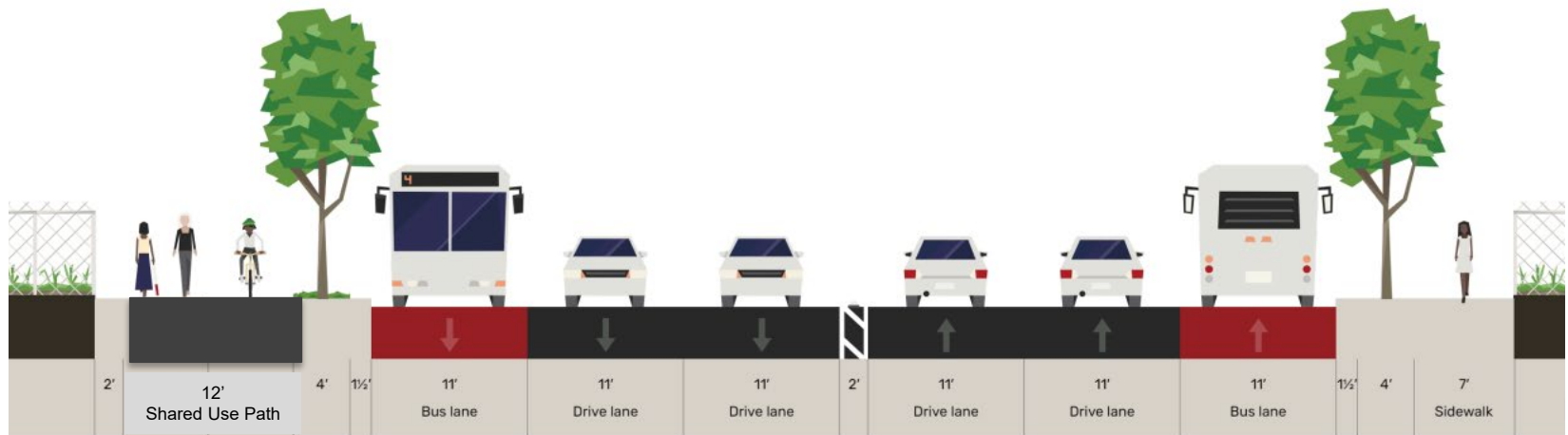


107 Ft

Alt 2 Shared Use Path

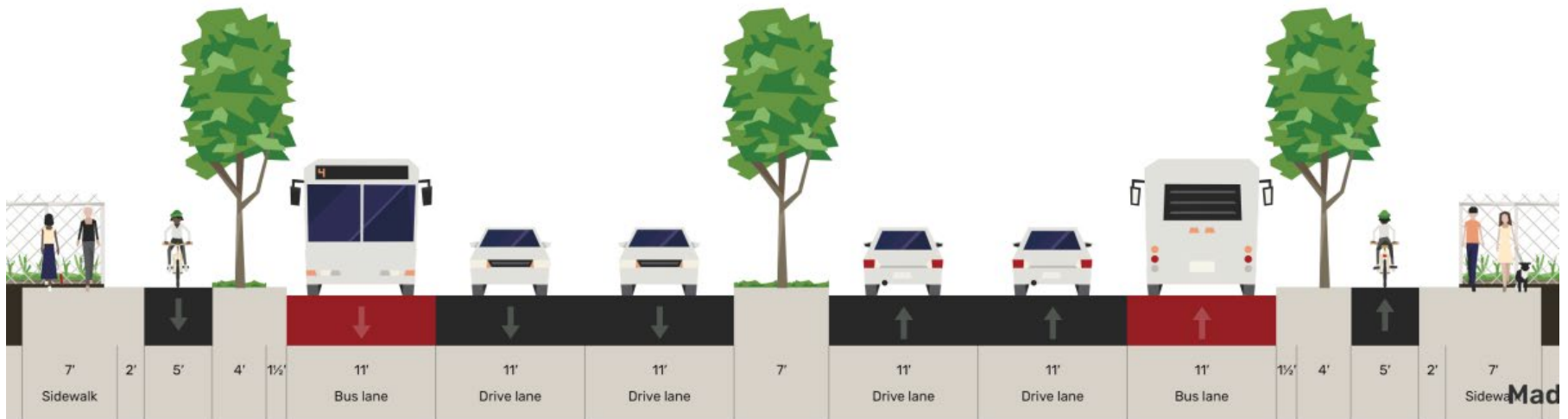


105 Ft

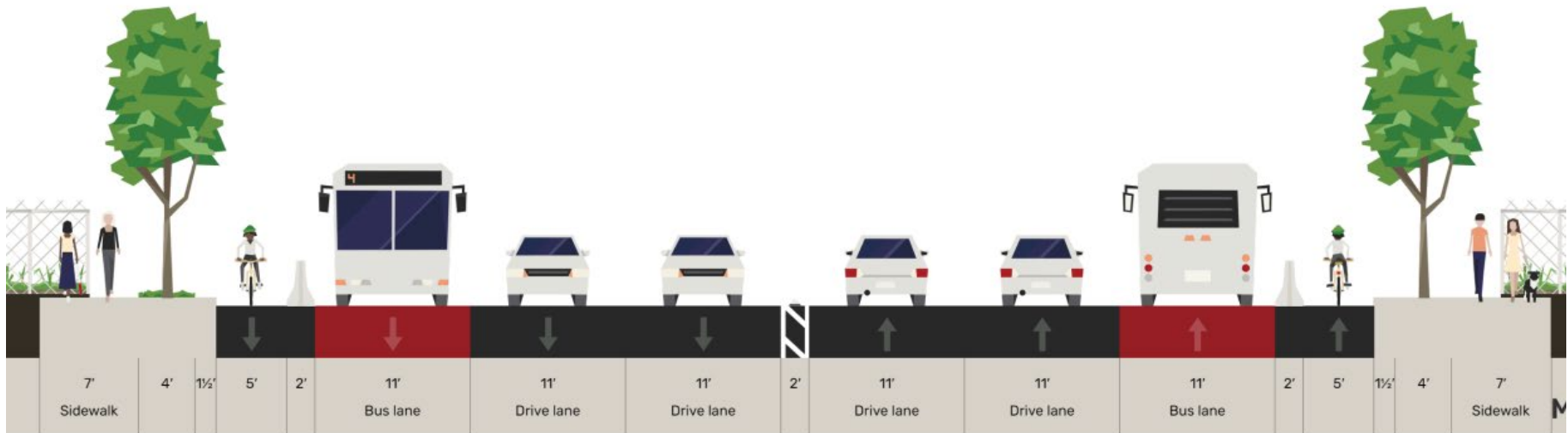


100 Ft

Alt 3 Separated Bicycle Lanes

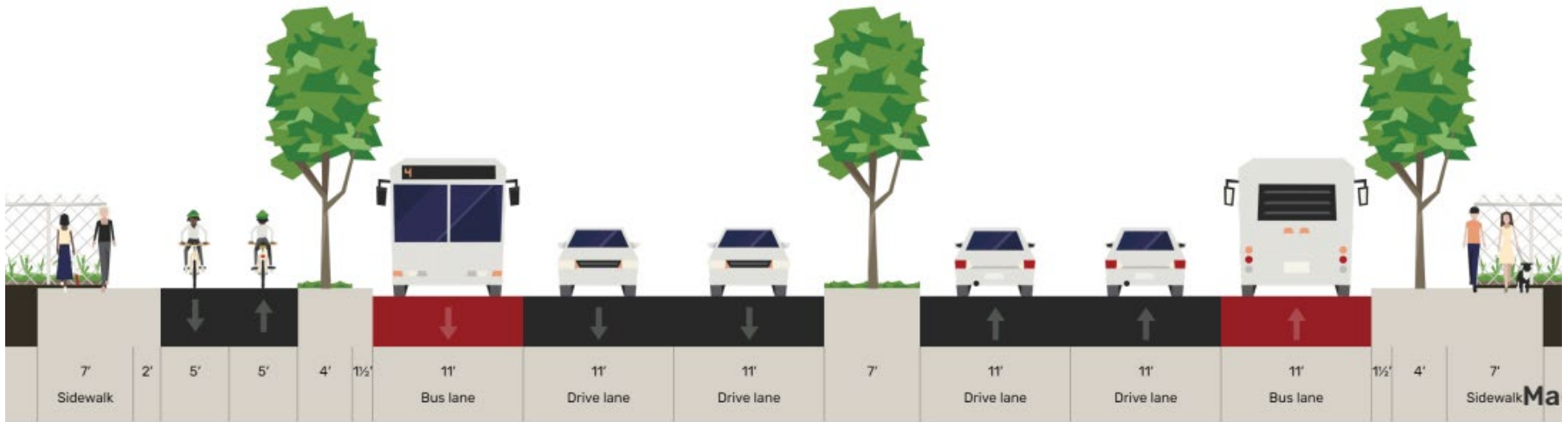


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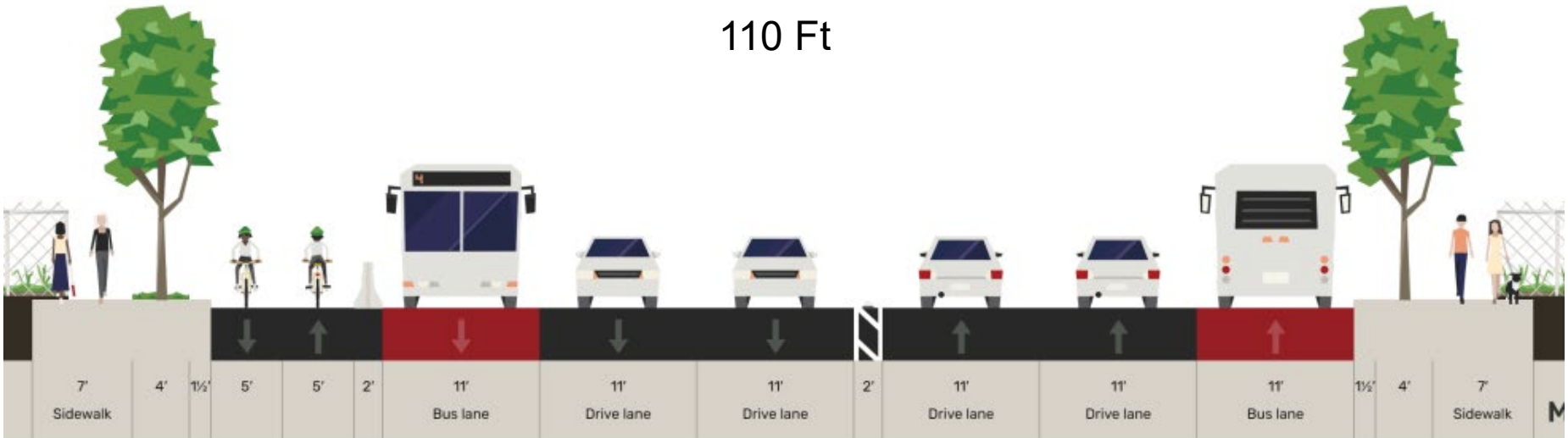


107 Ft

Alt 4 Two Way Bicycle Lanes

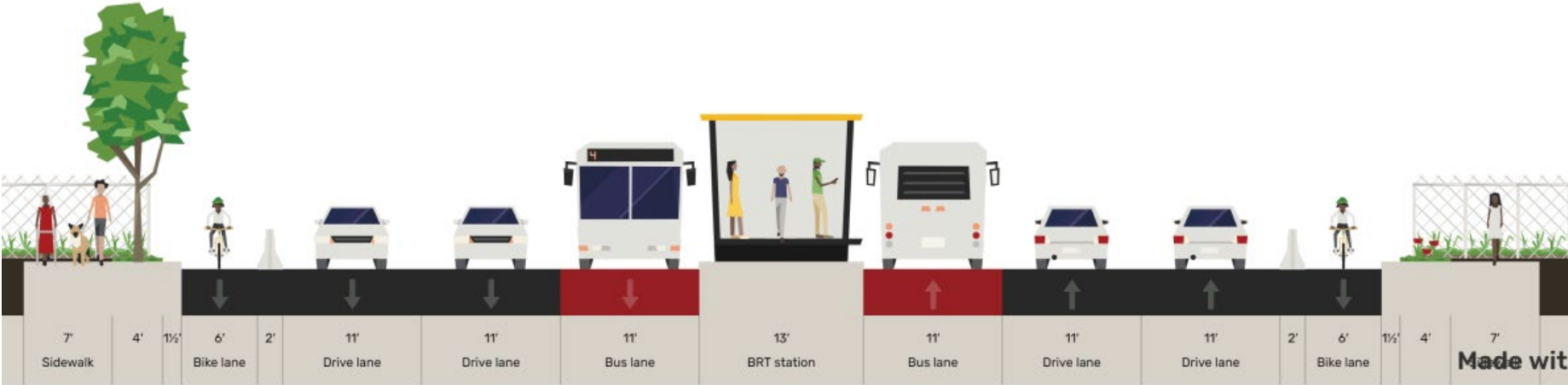


110 Ft



105 Ft

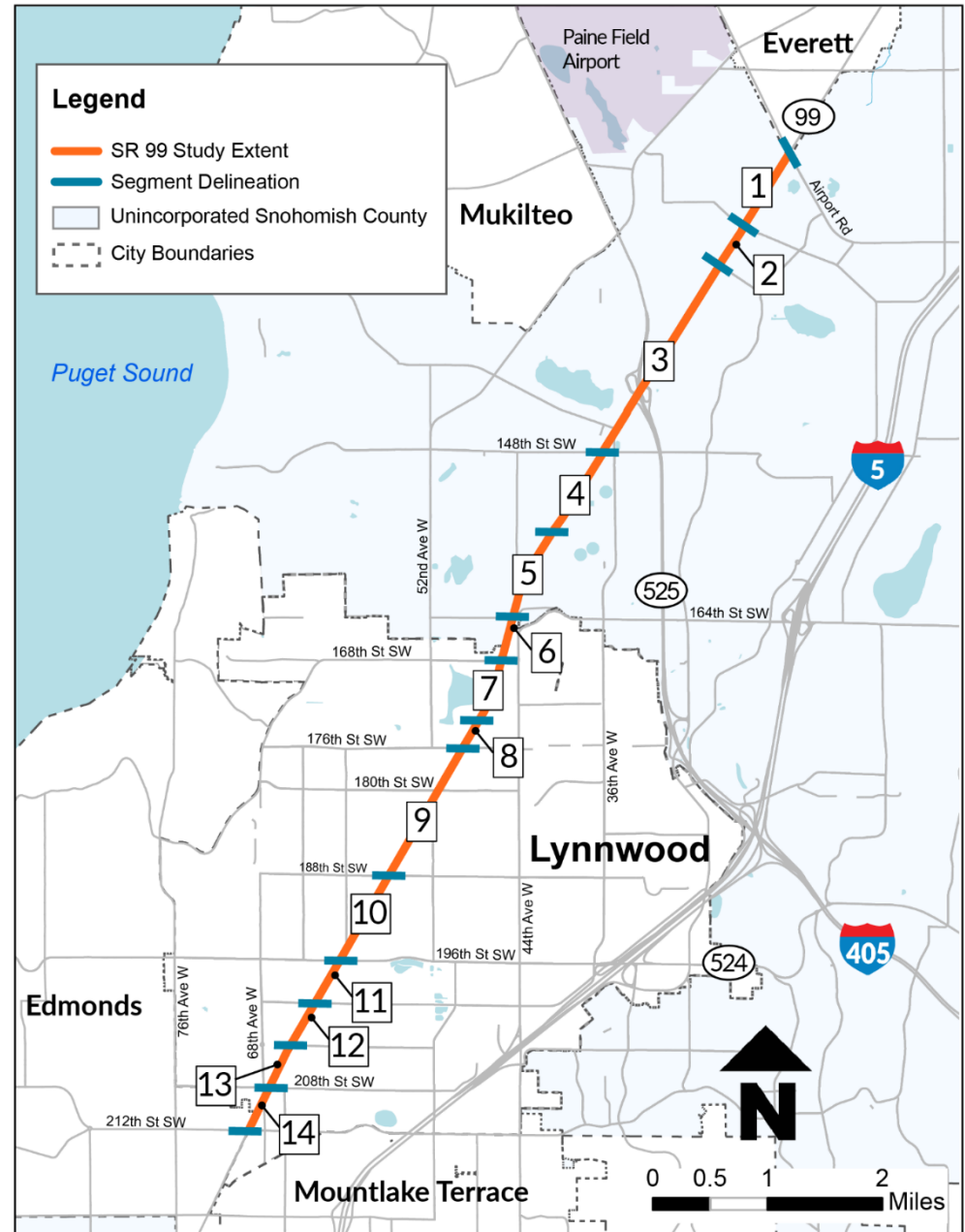
Alt 5 Center Running Bus



120 Ft

Cross Section Application

- Different Cross Sections will be applicable to different segments
- Can mix and match sections to match conditions



BREAKOUT

What other types of spot treatments would you like to see?

What other locations should we look at?

**What types of Access
Management would you like to
see?**

**Do you support speed limit
reduction? To what?**

**Are elements needed to lower
speeds?**

Are there missing cross section elements?

What facility types do you prefer?

Are there certain segments that make sense with certain sections?

One-way Bicycle Lanes & Transit Stops

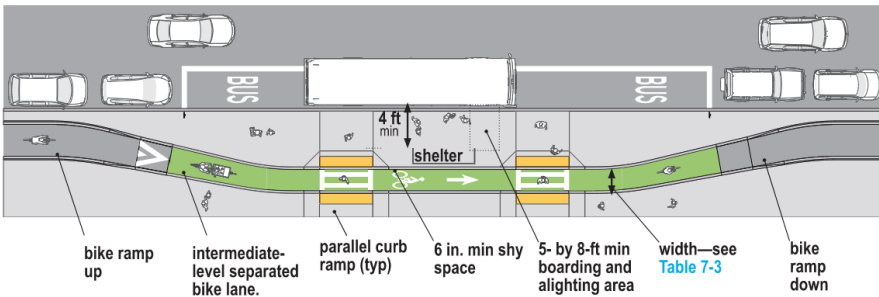
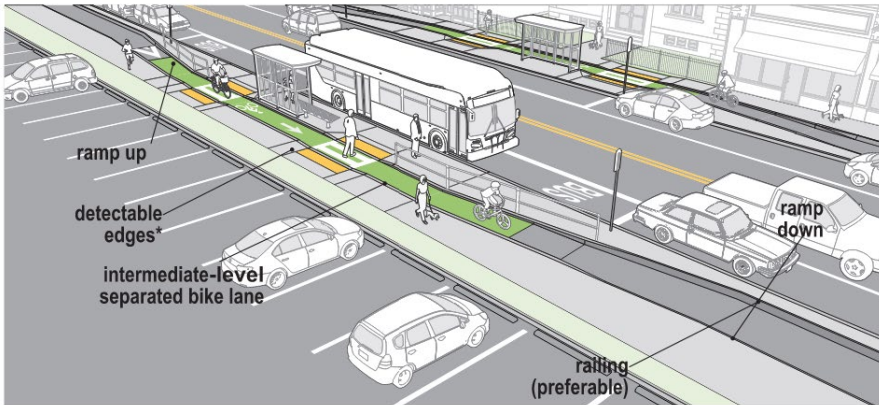


Figure 7-26: Example Configuration: Floating Transit Stop (Mid-Block)



The City Line (Spokane Transit) on W Riverside Dr (Spokane, WA)

One-way Bicycle Lanes & Transit Stops



The Vine Red (C-Tran) on Mill Plain Blvd (Vancouver, WA)



The LX2 (Tri-Met) on SE Division St (Portland, OR)

Two-way Separated Bicycle Lanes (Street Level) & Transit Stops



Figure 7-27: Example Configuration: Floating Transit Stop with Intermediate-Level Separated Bike Lane (Far-Side)



Local Routes (KC Metro) on E Green Lake Dr N (Seattle, WA)

Two-way Separated Bicycle Lanes (Sidewalk Level) & Transit Stops



Local Routes (KC Metro) on 156th Ave NE (Redmond, WA)



Local Routes (KC Metro) on 156th Ave NE (Redmond, WA)

Shared Use Paths & Transit Stops



Local routes (KC Metro) on NW Market St (Seattle, WA)



Local routes (KC Metro) on NE 40th St (Redmond, WA)

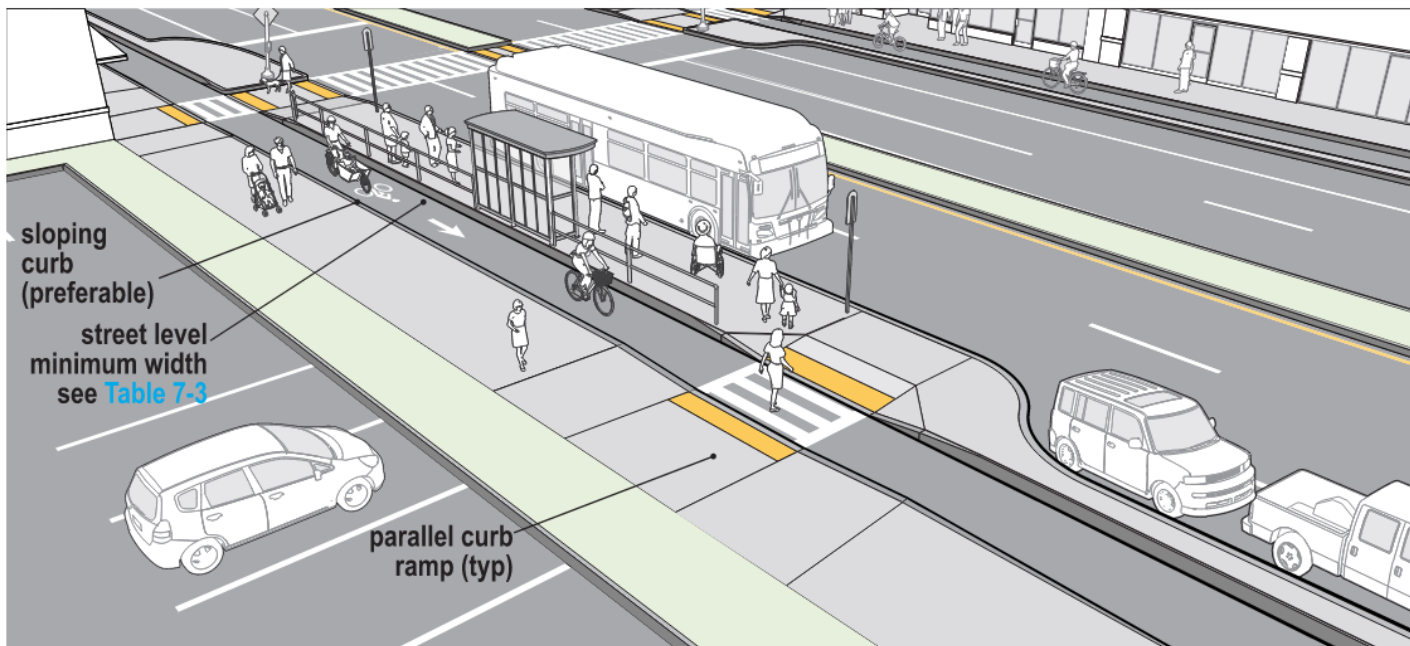
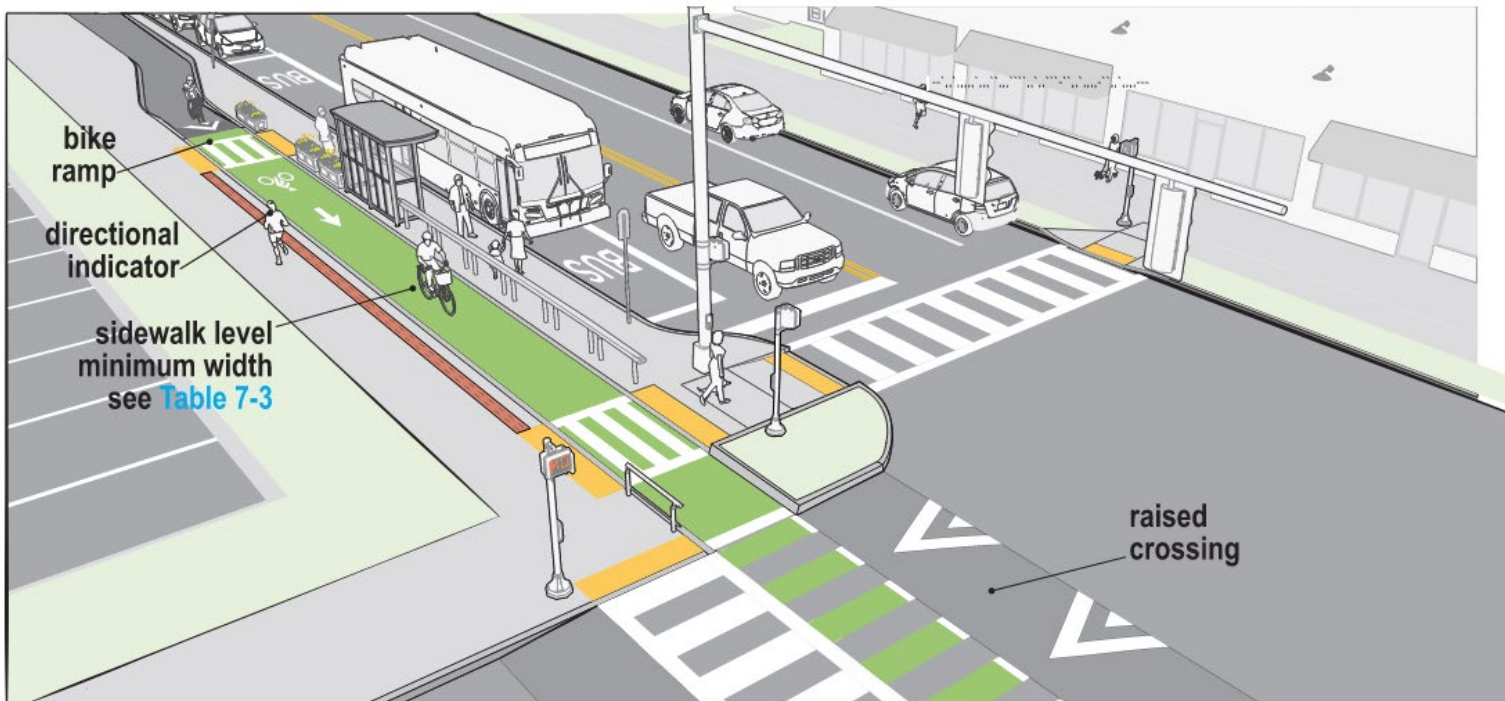
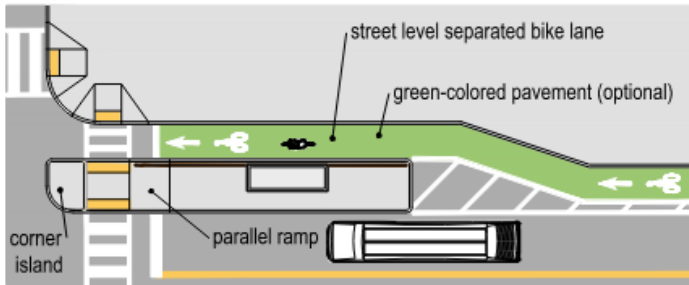
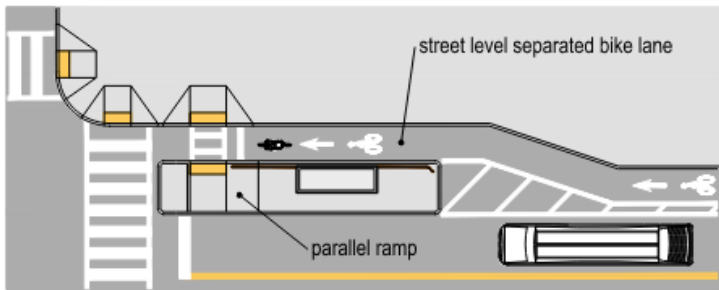


Figure 7-28: Example Configuration: Floating Transit Stop with Street-Level Separated Bike Lane (Mid-Block)

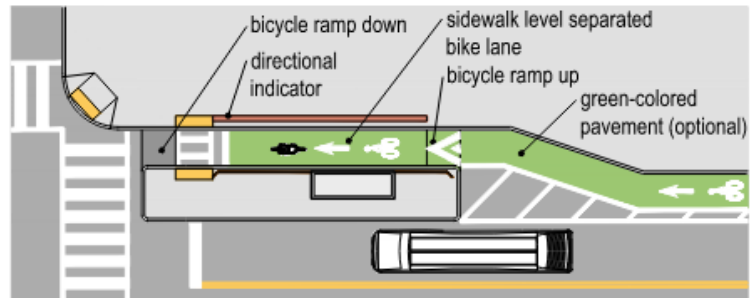




ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 3

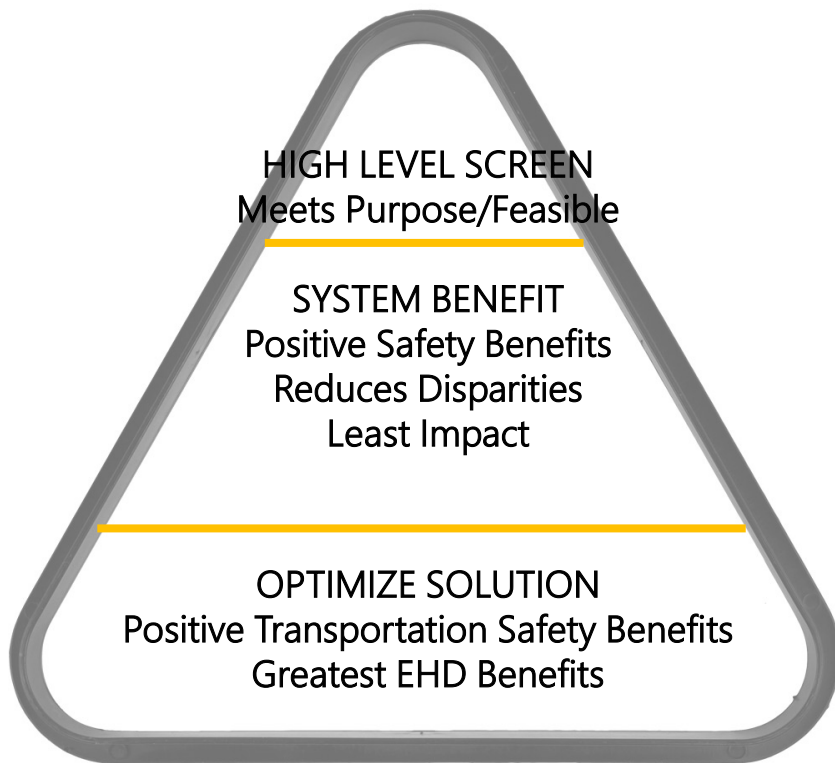
Figure 7-31: Example Configurations: Floating Transit Stop (Near-Side)

EVALUATION FRAMEWORK

Criteria

- Equity
- Pedestrian Stress and Connectivity
- Bicyclist Stress and Connectivity
- Transit Access, Environment, and Reliability
- Safety
- Arterial Reliability
- Freight Movement and Access
- Land Use

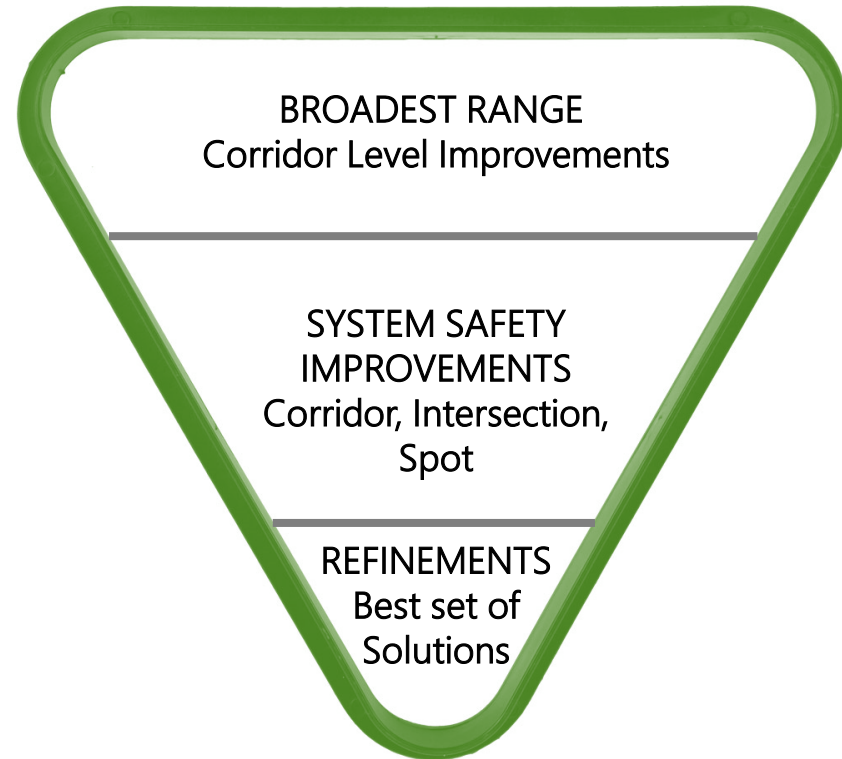
Evaluation Framework



1

2

3



COMMUNITY ENGAGEMENT

Equity Working Group (EWG)

- Meeting #1 – December 5, Trinity Baptist Church & Rise Up Academy, Everett
 - Nine Attendees, Seven Organizations
 - Snohomish County Health Department
 - City of Lynnwood
 - Casino Roads Kids Ministry
 - Community Leaders
 - YWCA (Snohomish County)
 - BIKES Club Snohomish County
 - Trinity Baptist Church & Rise Up Academy

Comments on SR99

Improvements/Challenges

- Many dangerous points for crossing – near Skate & Bowl and Airport Road at SR99, fatalities have occurred at these intersections
- Not enough places to cross for pedestrians
- Enhance ADA compliance & accommodate wheelchairs
- Address bike rider safety concerns due to heavy traffic
- Install skybridges for safer street crossings
- Extend pedestrian green light durations
- Allocate more time for pedestrians w/ strollers and small children to cross streets
- Prevent bikers and scooters from overcrowding pedestrian spaces
- Consider dedicated bus lane emergency vehicles can use – concern of Emergency Room reps.
- Bus stop placement should consider respiratory & environmental health issues in high density housing areas
- More secure places for bike storage – for many, bikes are only form of transportation, especially for immigrants
- Increase engagement with faith-based groups
- Address immigrant fears due to deportation concerns

Current/Future Outreach Plans

Immigrant Rights Project

- (4 different languages) – visit w/ leadership mid-Dec., other meetings scheduled for January

Washington West African Center

- Visited mid-Dec., other meetings scheduled for January

Sno-Trac

- Met w/ E.D. early Jan. further coordination in next few months

Asia Resource Center

- Discussion with E.D. in January

Other Community-Based Organizations and businesses will be added as feedback is received

Your thoughts about who we also should contact would be helpful

FAIRS AND FESTIVALS WE ARE ANTICIPATING

NOW UNTIL SUMMER

- Everett Farmers Markets – Feb through April
- MLK Day Events – 1/20
- Lunar New Year Events – 1/20-2/10
- Mexican Family Festival – 2/15
- Transition Resource Fair – 3/18
- Cinco de Mayo events – 5/5
- Everett District Street Fair – 6/18
- Casino Road Community Event – June
- Juneteenth Events
- Kla Ha Ya Days – 7/18 & 19

ADDITIONAL SUGGESTIONS ARE WELCOME

LATER IN THE YEAR

- Everett Food Truck Festival – 8/16
- Evergreen State Fair – 8/22 to 9/2
- Grand Opening of T&T Market (on SR99) – summer, 2025
- Fair on 44th (Lynnwood) – 9/25
- Mukilteo Lighthouse Festival – 9/25
- Washington Western Africa celebration, Snohomish County – Fall date TBD

NEXT STEPS & ACTION ITEMS

- **SCHEDULE TWG 3 (Tentatively March 6 or 13)**
- **PROVIDE COMMENTS ON EXISTING AND FUTURE CONDITIONS**
- **REVIEW METHODS AND ASSUMPTIONS (WILL RECEIVE BY END OF JANUARY)**
- **CONTINUED ENGAGEMENT**
 - **SNO-TRAC**
 - **PLANNING FOR UPCOMING EVENTS**
 - **ONGOING BRIEFINGS WITH COMMUNITY**
- **ACTION ITEMS**