

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

Executive Advisory Group (EAG)

Meeting #3

Technical Working Group (TWG)

Meeting #5

December 11, 2025

03:00 PM PST

Location: MS Teams

Introductions

Organizations we invited today:

Boeing

Paine Field

Snohomish County

City of Everett

City of Edmonds

City of Lynnwood

City of Mukilteo

Community Transit

Everett Transit

Sound Transit

FHWA

School Districts

Economic Alliance of Snohomish County

PSRC

Port of Everett

Samish Tribe

Sauk-Suiattle Tribe

Snoqualmie Tribe

Stillaguamish Tribe

Suquamish Tribe

Tulalip Tribe

Yakama Tribe

Muckleshoot Tribe

Washington State Department of Health

Washington State Patrol

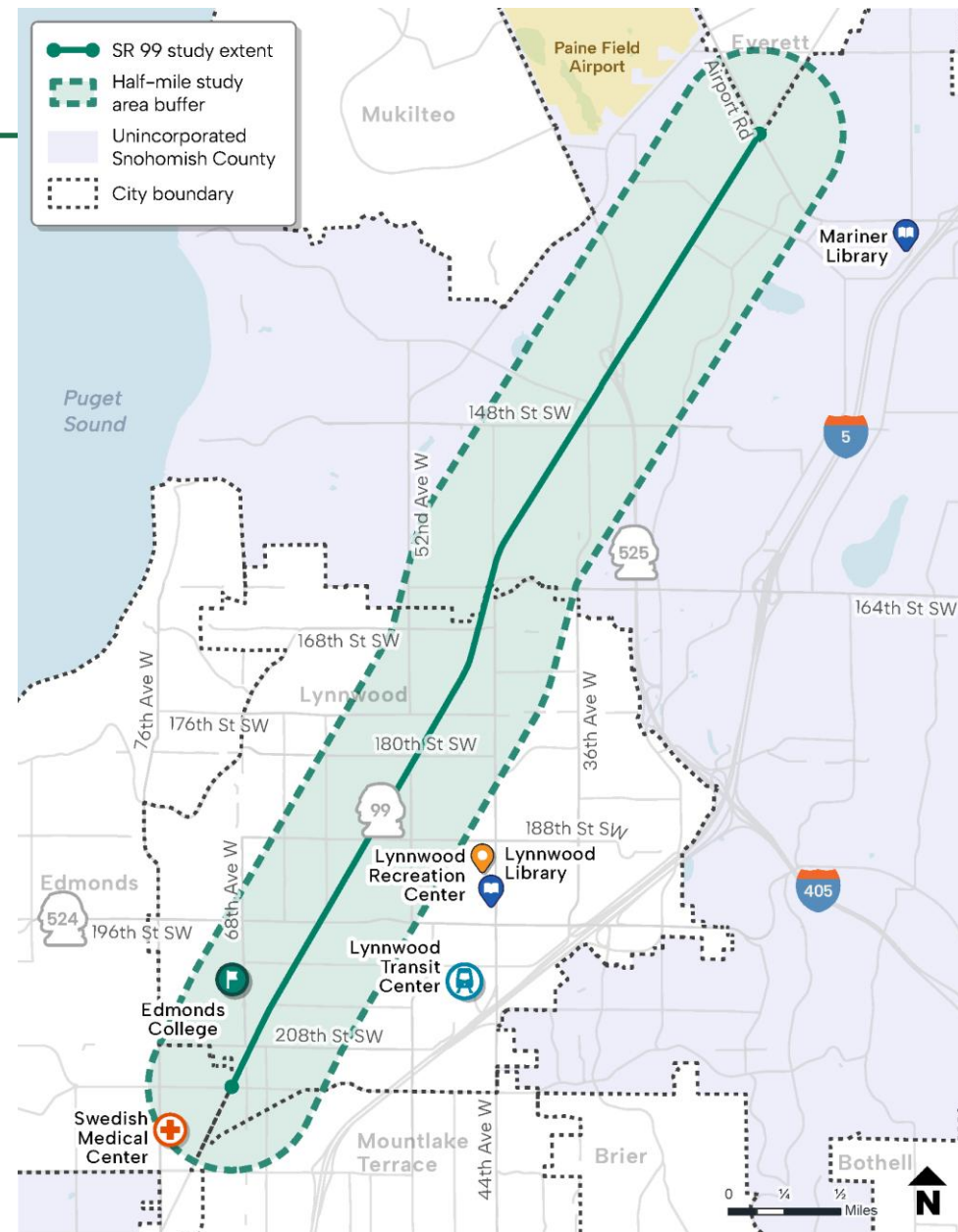
Washington State Transportation
Commission

Washington State Trucking Association

WSDOT

AGENDA

- **Welcome and Safety Moment**
 - Brief Introduction (via Teams Chat)
 - Land Acknowledgement
 - Safety Moment
- **Recommendations and Draft Report**
 - Corridor Wide Concepts
 - Spot Treatments
 - Policy Changes
 - Implementation
- **Engagement**
 - Draft Report and Review Process
- **Next Steps**



SR 99 Study Corridor in Lynnwood and Snohomish County.

Meeting Overview

Partner meetings (Community Transit, Everett, Lynnwood, Snohomish County, Sound Transit)



**TWG/EAG/EWG #1
Project Kickoff**

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

**TWG #2
Future Needs and Alternatives**

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

Community Focus Groups

**TWG #3/EAG #2
Initial Screening of Alternatives**

- Initial Alternatives Screening
- Elements of the Environment

Online Open House & Survey

Community Focus Groups

**TWG #4
Alternative Tradeoffs and Modifications**

- Potential Alternative Adjustments
- Alternative Trade-Offs and Adjustments

**TWG #5
EAG#3/EWG #2
Confirm Preferred**

- Confirm Preferred Recommendation
- Define Tradeoffs

Online Open House Notification of Draft & Comments

**TWG #6 (As Needed)
Draft Document and Recommendation**

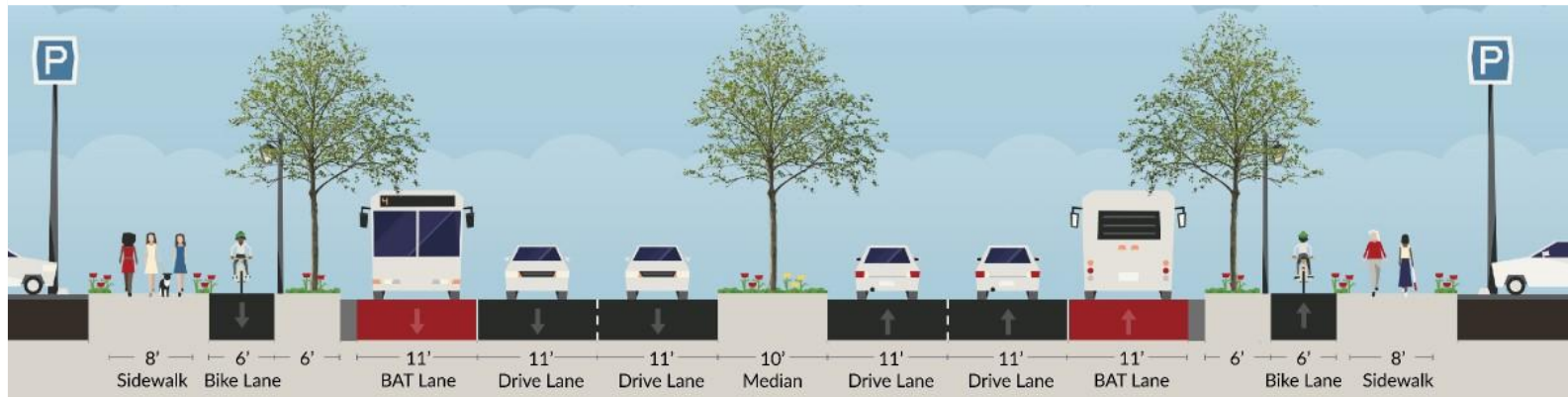
- Review Draft Report
- Next Steps

TWG = Technical Working Group
EAG = Executive Advisory Group
EWG = Equity Working Group

DRAFT REPORT & RECOMMENDATIONS

Concept 1 Separated Bike Lanes (125-foot ROW)

Concept 1: Separated Bike Facilities (125 foot ROW)

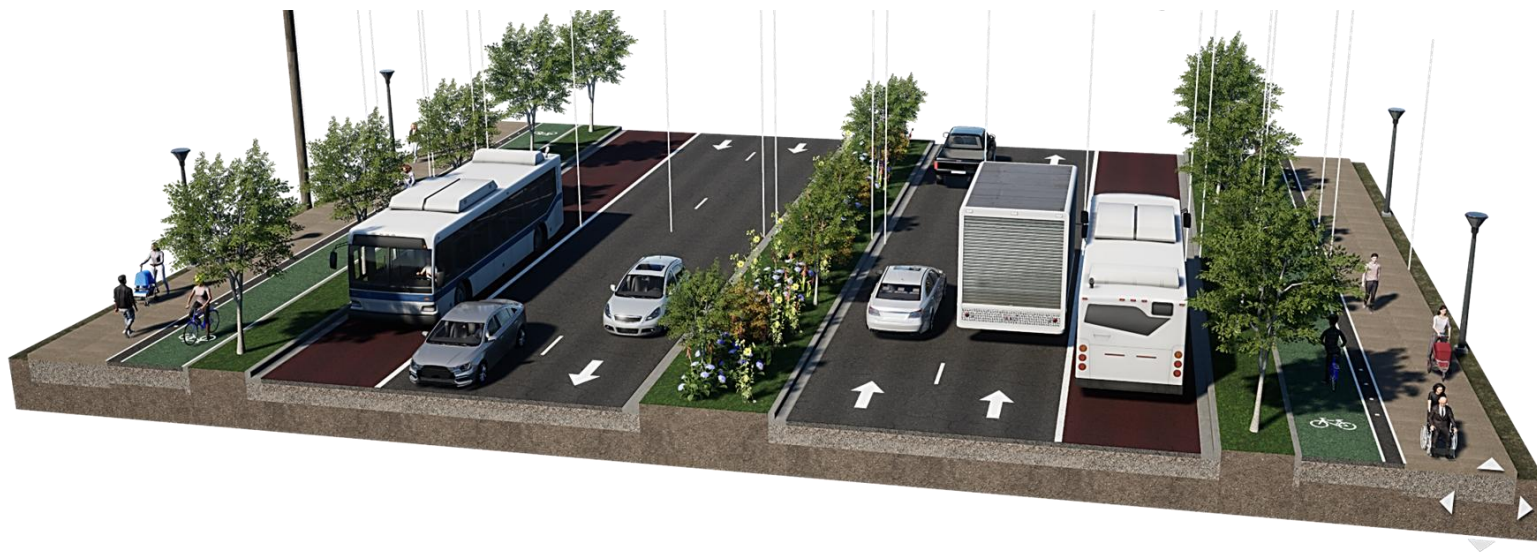
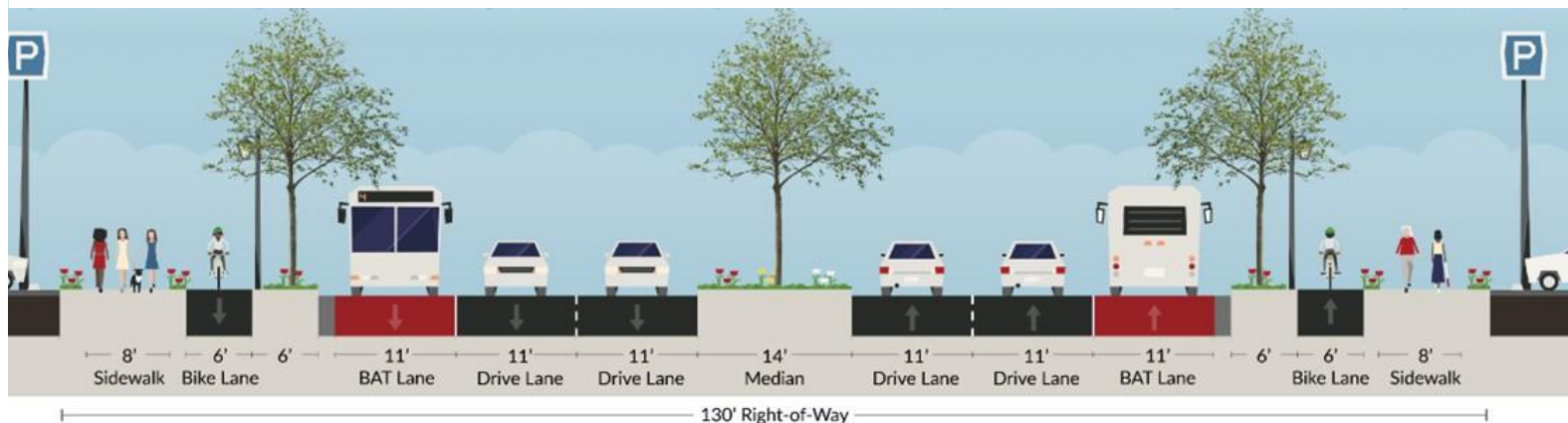


125' Right-of-Way



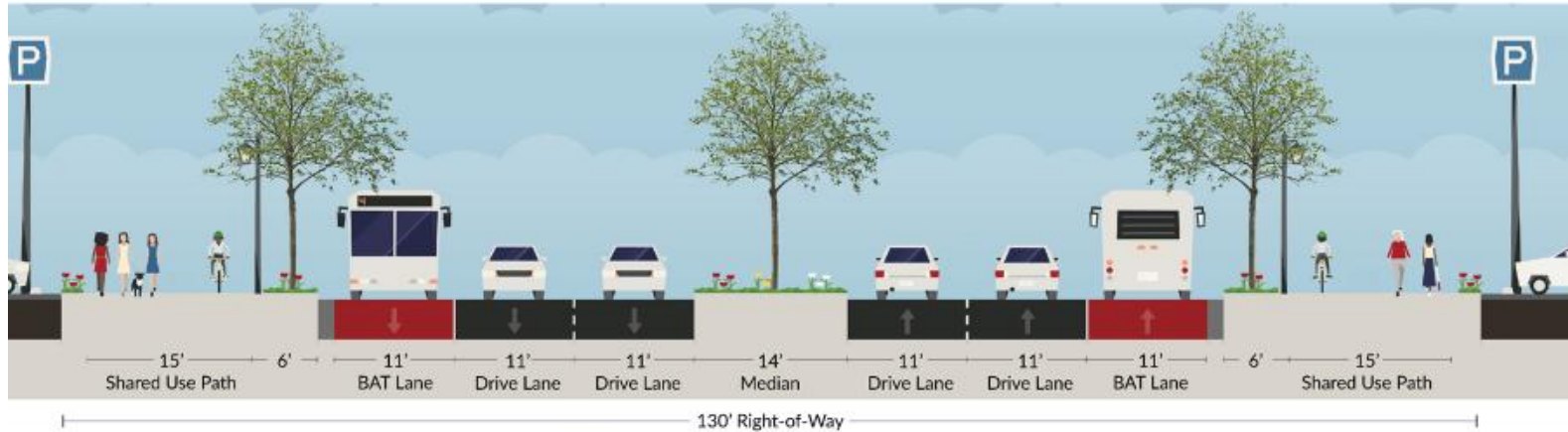
Concept 2 Separated Bike Lanes (130-foot ROW)

Concept 2: Separated Bike Facilities (130 foot ROW)



Concept 3 Shared Use Path (130-foot ROW)

Concept 3: Shared Use Paths (130 foot ROW)



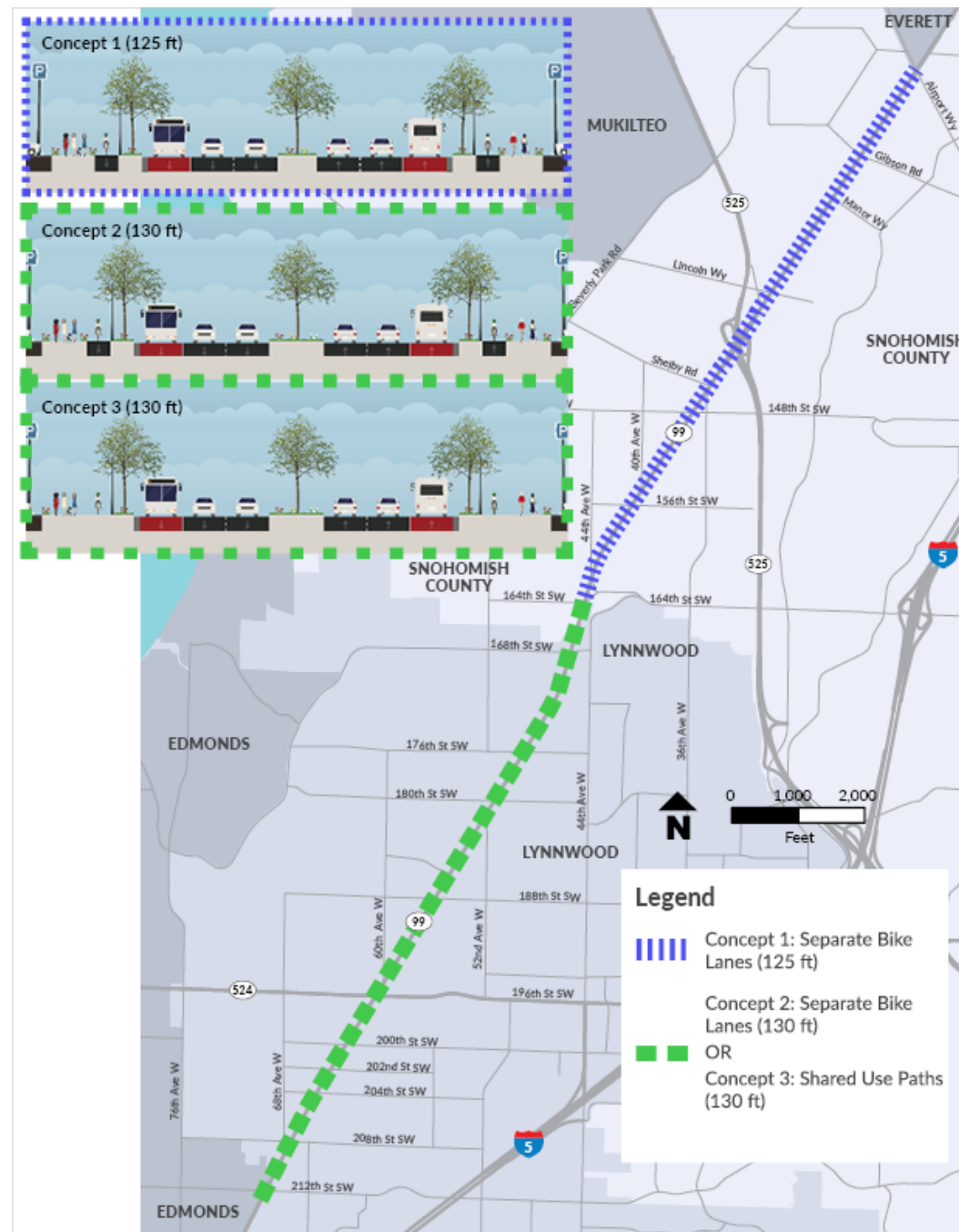
Corridor Wide Recommendations

Unincorporated Snohomish County

- Concept 1 Recommended
- Considerations:
 - Long blocks and less frequent destinations
 - Lack of consistent existing curb location
 - Physically constrained at SR 525 interchange

Lynnwood

- Concept 2 or 3 Recommended
- Considerations:
 - Matches existing curb line locations (median width may need to vary to match at some locations)
 - Flexibility to adapt to changing land use and development
 - Flexibility to match fit to the variety of block lengths



Phased Implementation in Lynnwood

- All Concepts have similar width behind the curb (23 to 24 feet)
- Concept 2 and 3 have the same curb line location
- If only one side is being developed can start with a shared use path
- Easy to evolve from shared use path to separate bike lanes



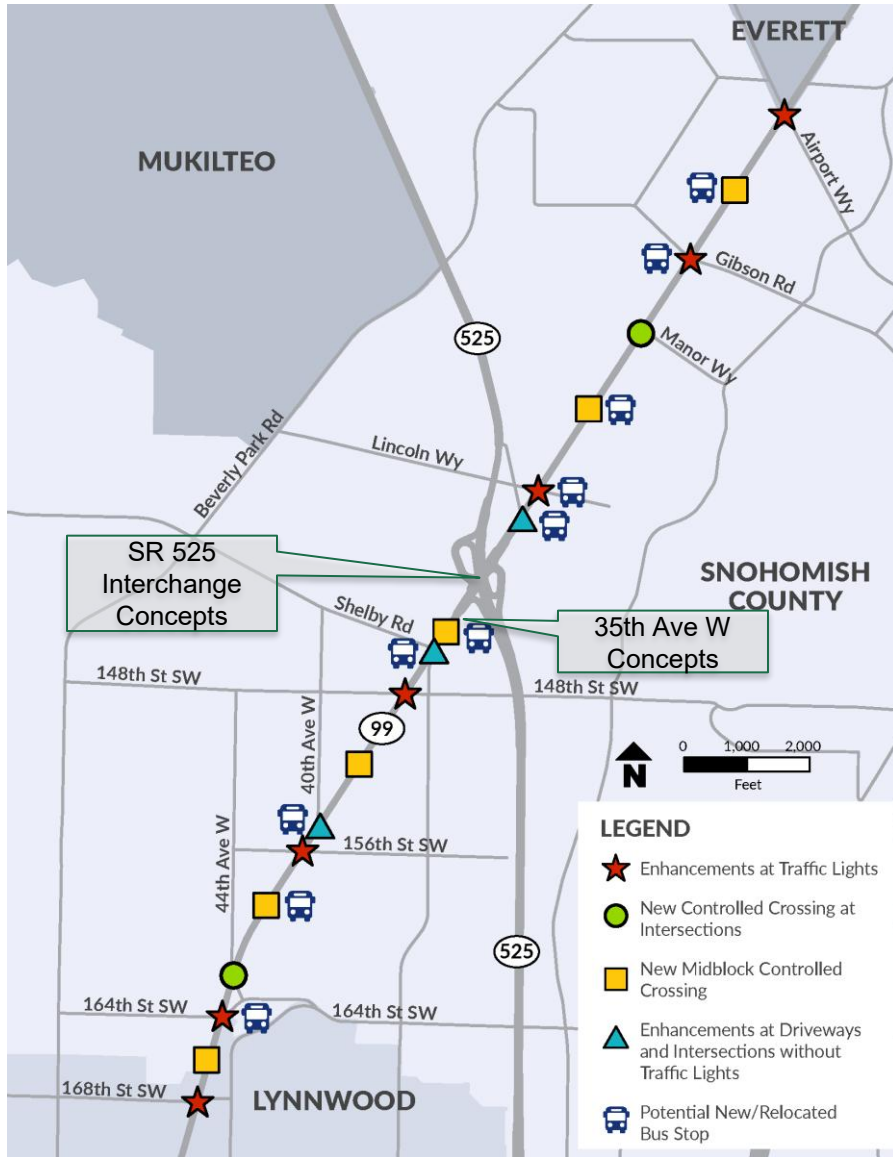
Similarities

- 1 BAT Lane
- 2 Landscaped Buffer
- 4 Pedestrian Lighting
- 5 Two General Purpose Lanes

Differences

- 3 Landscaped Median Width
- 6 Shared Use Path
- 7 Sidewalk
- 8 Separate Bike Lane

Spot Treatment Recommendations:





Package 1: Enhancements at Traffic Lights

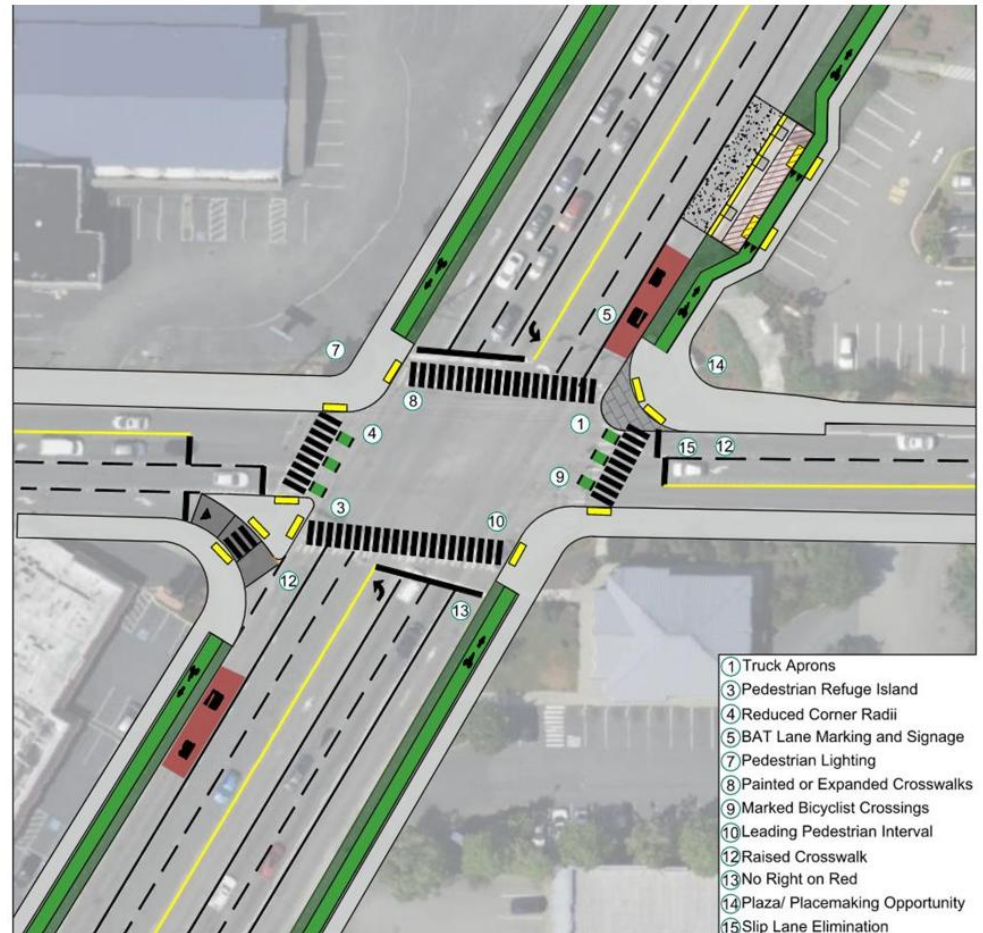


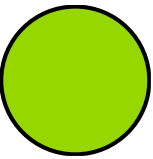
Locations:

- All 15 existing traffic signals

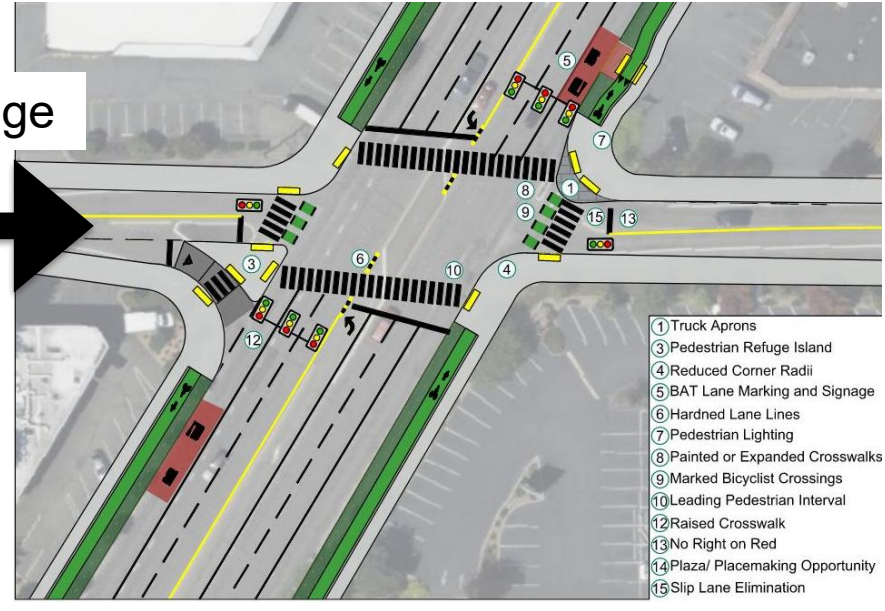
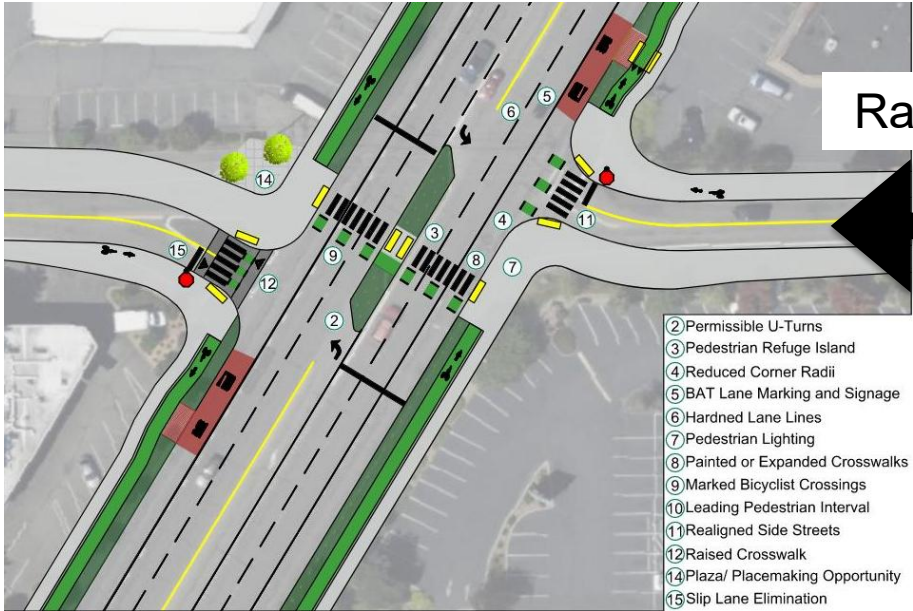
Considerations:

- Further traffic analysis is needed at each location to include no right on red
- U-turns needs to be evaluated at each location
- Location with Swift stops require further coordination with Community Transit when stations are impacted





Package 2: New controlled Crossing at Intersections



Locations

- At 6 existing unsignalized intersections
- Locations are where there are large gaps between existing signals, destinations and/or local bus stops
- Control options include full signal, pedestrian half-signal or pedestrian hybrid beacon

Considerations

- Evaluate whether through movements should be restricted or be allowed
- A full signal would require going through the ICE process and all control types would go through a warrant process

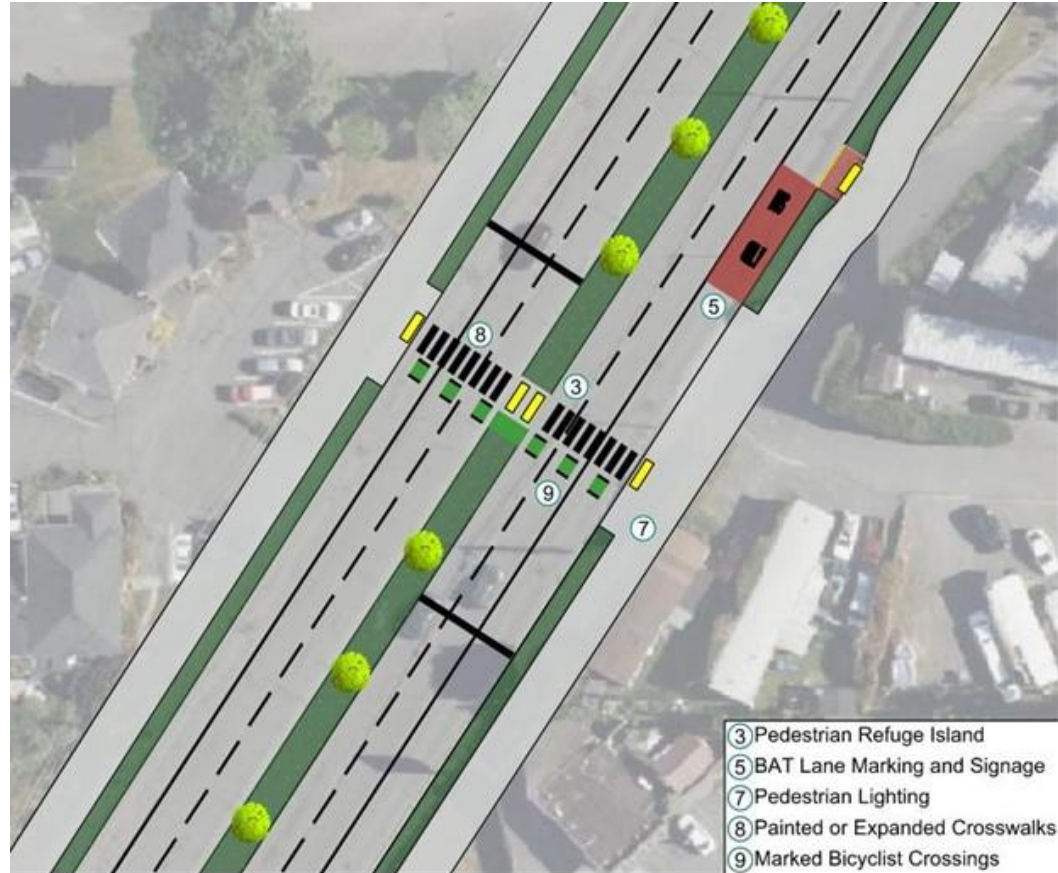
Package 3: New Midblock Controlled Crossing

Locations:

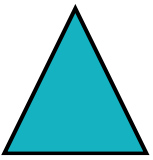
- At 12 midblock locations
- Locations selected based on bus station locations, major destinations and large distance between intersections

Considerations:

- Shift nearby bus stops too new controlled crossings
- Options for controlled crossing include: half pedestrian signal or a pedestrian hybrid beacon



- ③ Pedestrian Refuge Island
- ⑤ BAT Lane Marking and Signage
- ⑦ Pedestrian Lighting
- ⑧ Painted or Expanded Crosswalks
- ⑨ Marked Bicyclist Crossings



Package 4: Enhancements at Driveways and Intersections without Traffic Lights

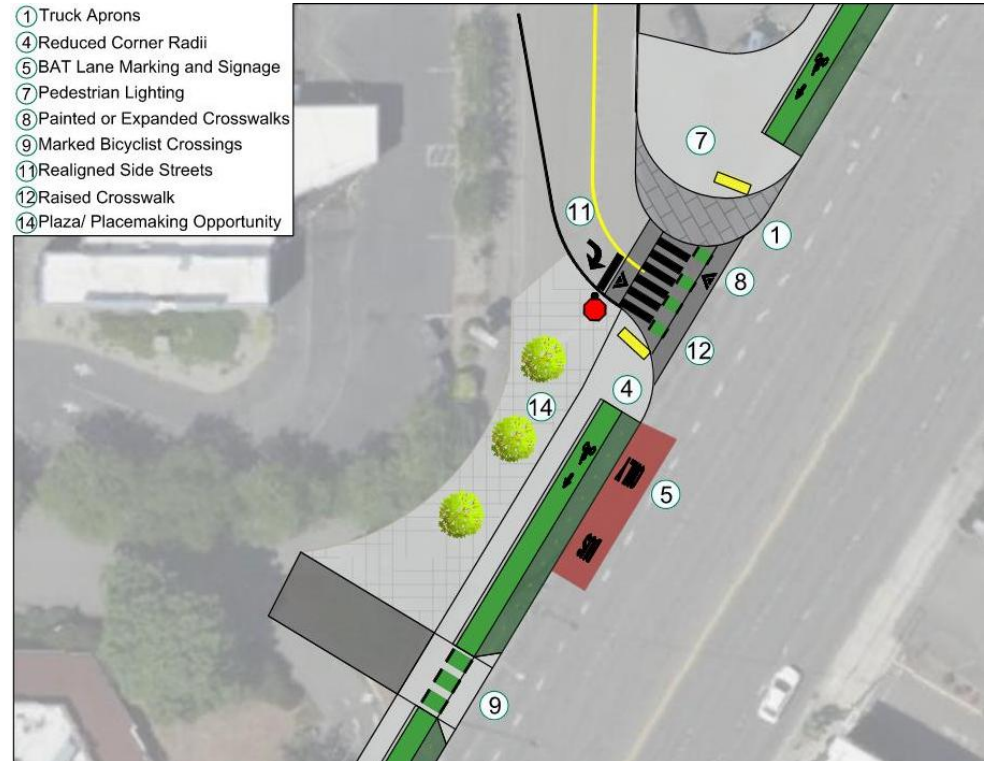


Locations:

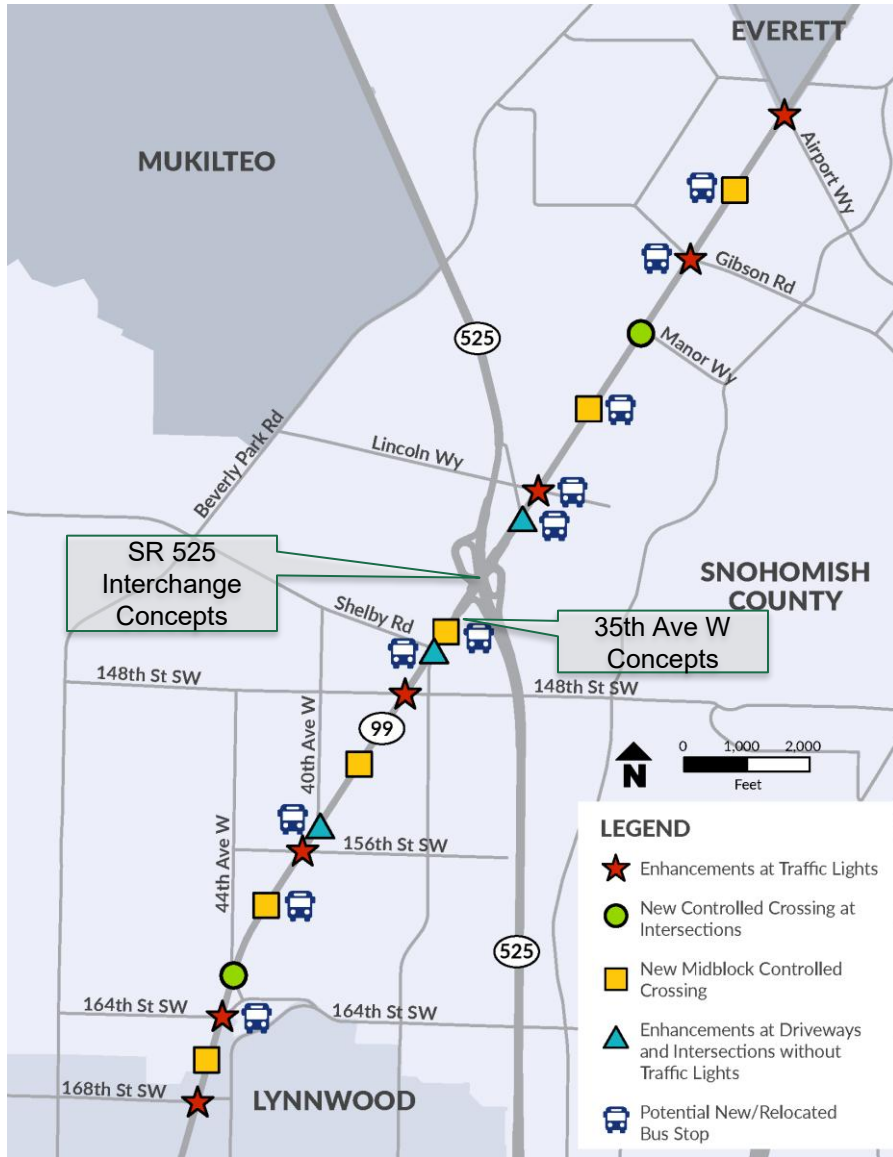
- At 4 existing intersections
- Locations selected based on long crossing distance for active transportation users travelling along SR 99
- At all new or reconstructed driveways

Considerations:

- Reconstruct driveways to width of standards
- Look for opportunities to claim space for plazas or other amenities

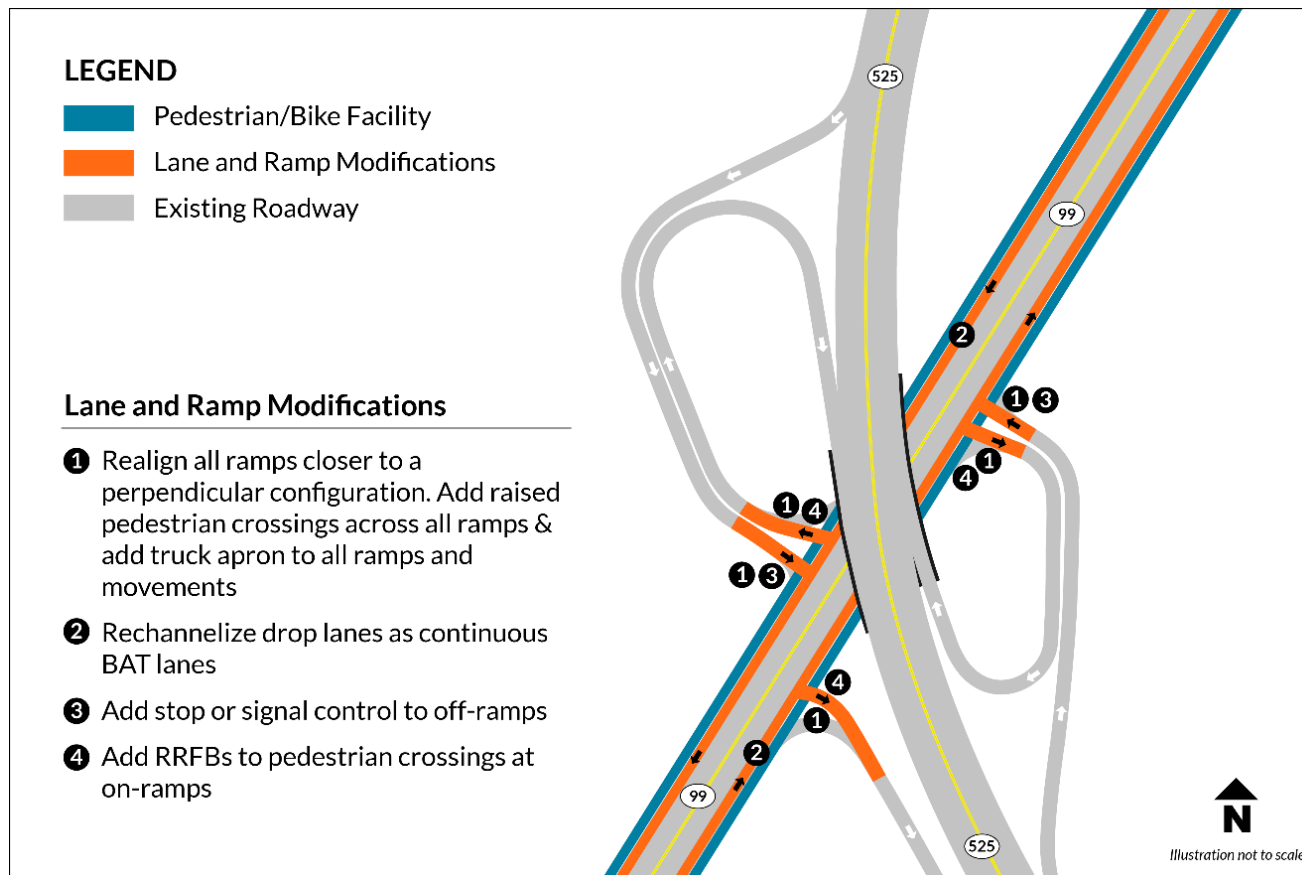


Spot Treatment Recommendations:



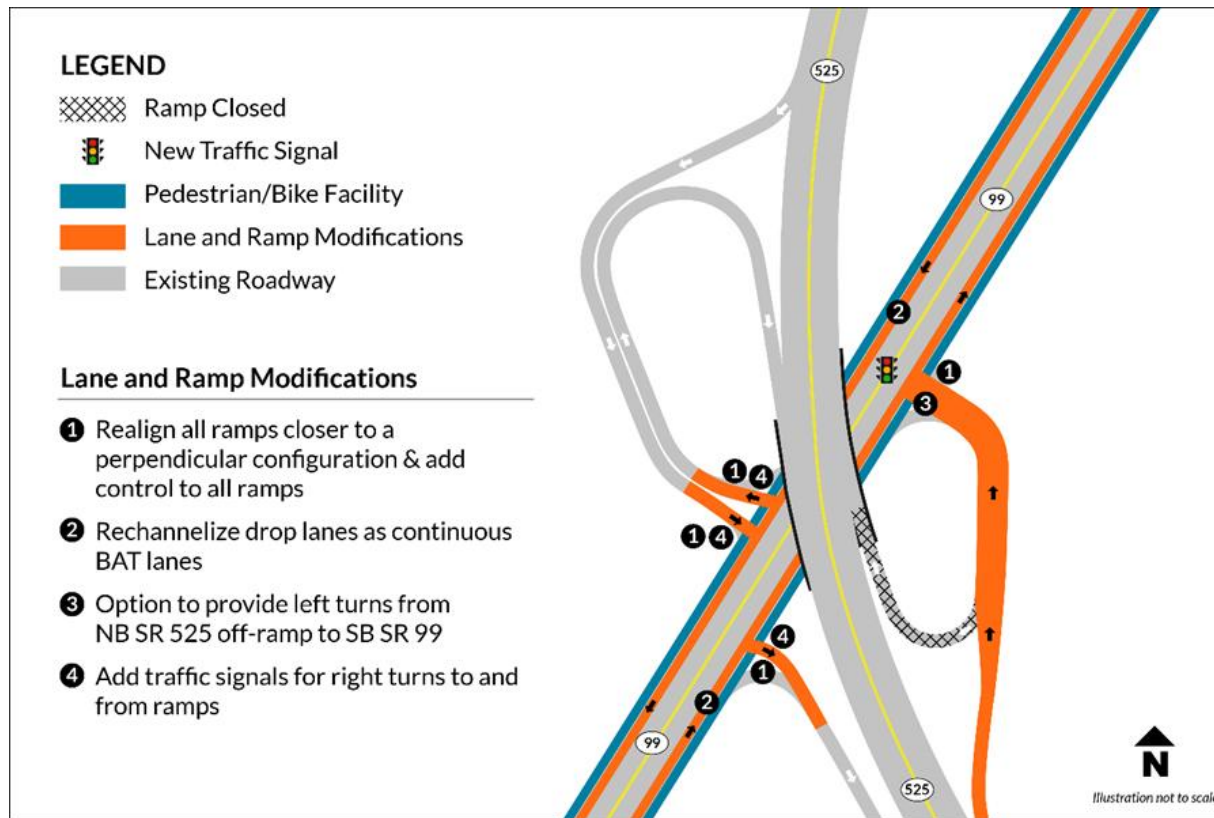
SR 525 Interchange Baseline Recommendation Concept 1: Enhanced Ramp Crossings

- Adds protections for pedestrians and bicyclists crossing ramps
- Removes high speed merge/diverge and creates space for pedestrians, bicycles and BAT Lanes
- Maintains existing ramps



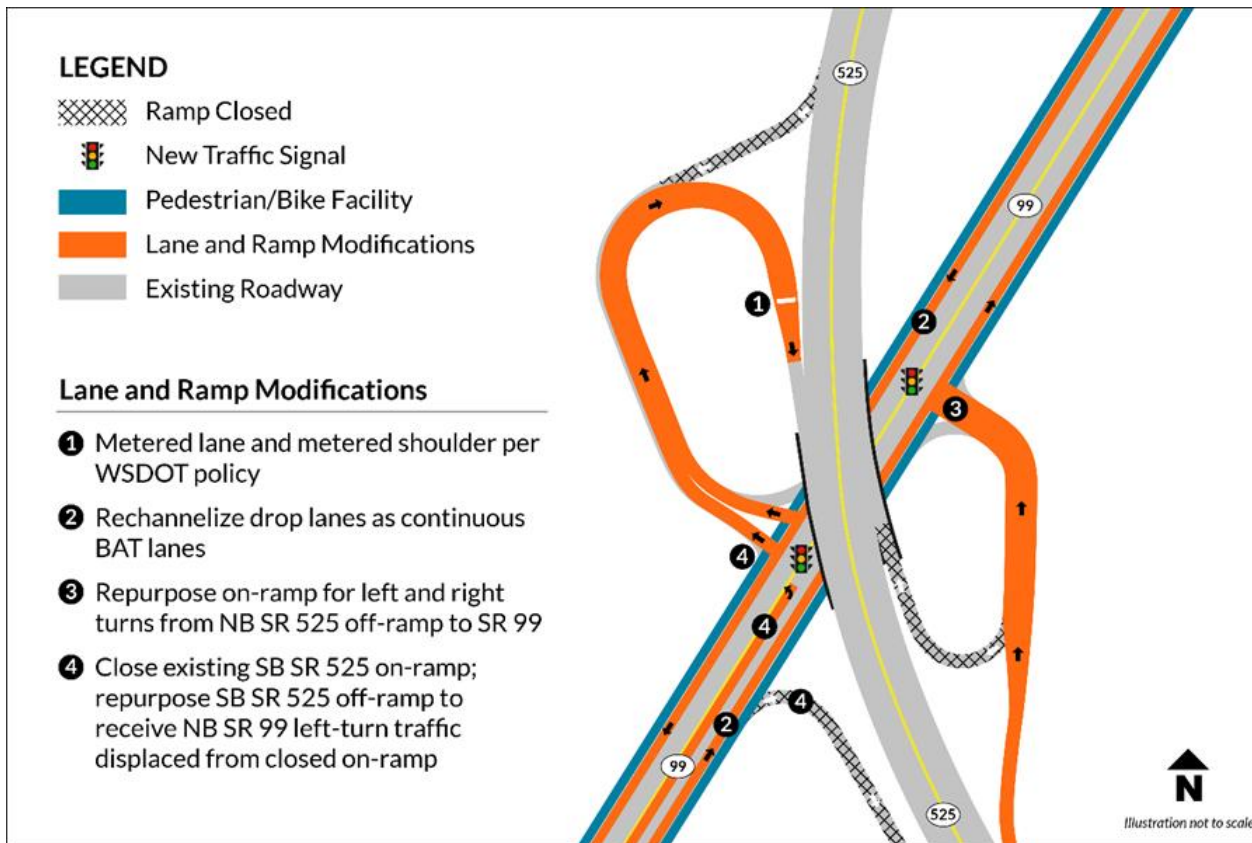
SR 525 Interchange Concept 2A/2B: Ramp Reconfiguration

- Closes the northbound (NB) 99 to NB 525 loop ramp and implements signal control at the northbound ramp
- Could increase volumes at Lincoln Way
- Signal allows for control for both right turns and potentially left turns (Concept 2B) from the ramp
- Removes high speed merge/diverge and creates space for pedestrians, bicycles and BAT Lanes



SR 525 Interchange Concept 3: Consolidated Ramp Movements

- Removes multiple ramps and adds an additional signal
- Consolidates access to two signal controlled intersections
- Greatest change to interchange including increased volumes at Lincoln Way intersection
- Removes high speed merge/diverge and creates space for pedestrians, bicycles and BAT Lanes



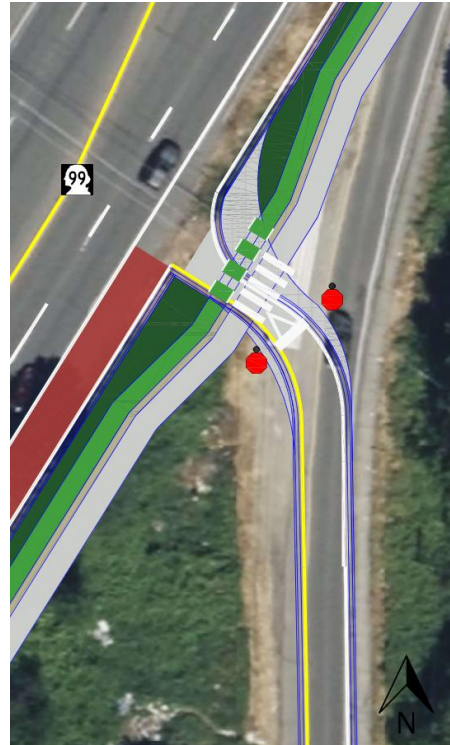
35th Avenue West Concepts

Further study needed to identify recommended concept



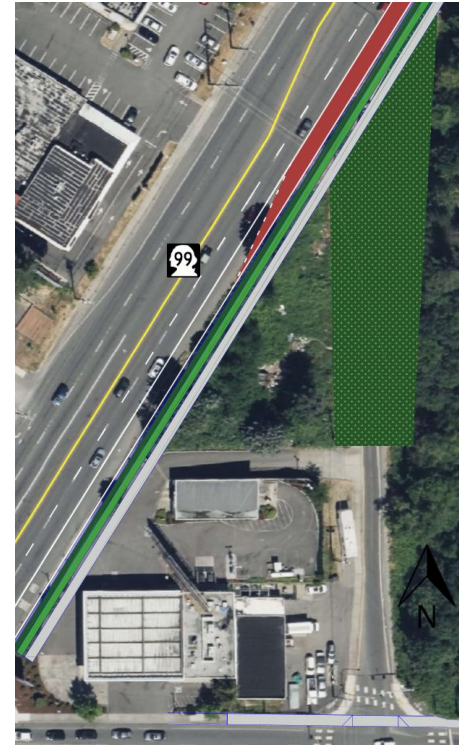
Concept 1

- Signal system to manage the shorter merging distance



Concept 2

- Stop Control
- Realignment requires additional grading



Concept 3

- Closes 35th avenue west to vehicles
- Only a pedestrian and bicycle connection

SR 525 Interchange and 35th Ave W Considerations

SR 525 Interchange

- Concept 1 is the baseline recommendation
- All concepts require an Intersection Control Evaluation (ICE)
- Concepts 2 and 3 add signals requiring meeting warrants and Access Revision Report (ARR)
- Additional traffic analysis is needed to determine the impact to nearby intersections and ramps
- Concept 3 could introduce additional environmental impacts due to the widening of the ramp

35th Avenue West

- All concepts need to consider final design of SR 525 Interchange
- Concept 3 would require additional traffic analysis to determine impact of closing 35th Avenue West on 148th Street Southwest.



Enhancements for Transit Stops/Stations

Station/Stop Location

- Locate stops to far-side
- Implement transit signal priority treatments when feasible
- Locate stops close to new controlled crossings OR locate crossings close to existing stops
- When new controlled crossings are added consider opportunities for new stops

Station/ Stop Integration

- Route people walking, biking and rolling behind stations
- Assess potential inclusion of concrete bus pads at Swift stations in roadway
- Develop strategies for stations where ROW is limited



Cost Estimate

Construct Recommendations - \$660 - \$780 million

Recommended Cross Section	Segment	Estimate (millions)
Concept 1 (125-foot ROW)	Airport Road to 164th Street Southwest (unincorporated Snohomish County)	\$310 to \$390
Concept 2 OR Concept 3* (130-foot ROW)	164th Street Southwest to 212th Street Southwest (City of Lynnwood)	\$350 to \$390

Additional Costs

- Right of Way Acquisition
- Updating the fish passage culverts
- Undergrounding local utilities
- Maintenance Costs

All estimates are in 2025 dollars

Policy Changes

Policy	Details
 Speed Limit Reduction	<ul style="list-style-type: none">- Reduce from 45 mph to 40 mph- Further study areas to reduce to 35 mph
 Review Design Guidelines	<ul style="list-style-type: none">- Evaluate bike lane and BAT lane markings- Evaluate no right on red and leading pedestrian intervals
 Review Access Management Policies	<ul style="list-style-type: none">- Evaluate access requirements considering intersections and bus stops- Evaluate movement restrictions
 Study U-Turn Locations	<ul style="list-style-type: none">- Look to maintain vehicle access- Include Traffic Analysis
 Transit Stop Integration	<ul style="list-style-type: none">- Pair bus stops with controlled crossings- Route pedestrians and bikes behind bus stops
 Prioritization of Improvements	<ul style="list-style-type: none">- Prioritize based on crash history and land use changes- More detailed cost and benefit analysis
 Implement Cross-section Improvements with Development	<ul style="list-style-type: none">- Set aside space for cross-section recommendation- Reevaluate driveway locations
 Study Other Long-Term Options	<ul style="list-style-type: none">- Consider center-running BRT with improvements- Study pedestrian bridge at Airport Road as part of potential Sound Transit station

Update Plans and Apply for Grants

Plans Updates for Recommendation and Policy

Local Plans

- Comprehensive Plans
- Transportation Plans
- Capital Improvement Plans
- Active Transportation Plans

WSDOT Plans

- Statewide Multimodal Transportation Plan
- Active Transportation Plan

Potential Grant Opportunities

- WSDOT's Active Transportation Funding Programs
 - Pedestrian/Bicyclist Program (PBP)
 - Safe Routes to School Program (SRTS)
 - Sandy Williams Connecting Communities Program (SWCC)
- WSDOT's Highway Safety Improvement Program (HSIP)
 - County Safety program
 - City Safety program
- Transportation Improvement Board Grants
 - Urban Arterial Program/ Arterial Preservation Program
 - Urban Active Transportation Program
 - Complete Streets Program
- Puget Sound Regional Council Grants

WSDOT Programmed Projects

SR 99/238th St SW to 148th St SW Vic - Paving & ADA Compliance

- Limits: 238th Street Southwest to 148th Street Southwest
- Scope:
 - Mill and fill the pavement between MP 45.86 to 50.45 excluding the two-way left turn lane areas and the SR 99/SR 524 intersection between MP 46.84 to MP 46.87.
 - Update the roadway delineation to current WSDOT requirements and existing pedestrian curb ramps that are impacted by resurfacing work to be ADA compliant.
- Schedule: Start Pre-Design in Spring 2026
- Study recommendations will be assessed and prioritized for inclusion. Sufficient funding is NOT available to implement the full study recommendation.

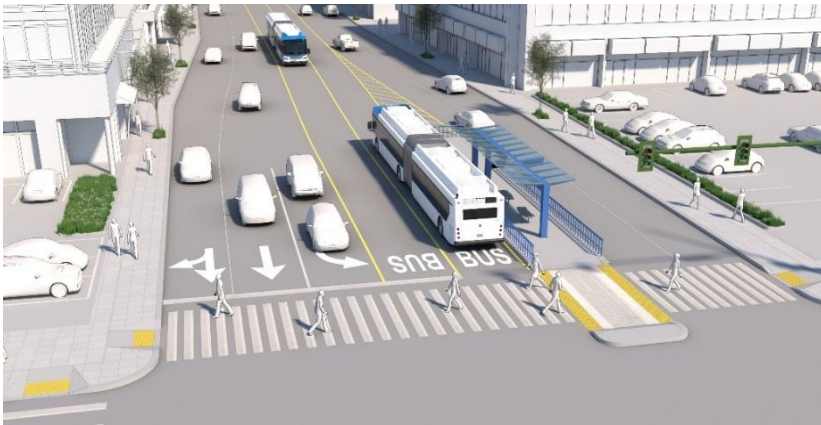
SR 99 148th Street SW Vic to Airport Road Vic - Corridor Improvement

- Limits: 148th Street Southwest to Airport Road
- Scope:
 - Add Business Access Transit Lane, active transportation, bus pads, retaining walls, drainage and striping.
- Schedule: Start Pre-Design in Spring 2028
- Sufficient funding has NOT been identified to implement the full study recommendation.

Further Study

Center Running BRT

- Corridor wide concepts considered potential Center Running BRT
- Median width may need to be adjusted at stations



Example: Rendering from Center Running Transit Lane Swift Gold Line (Community Transit)

Pedestrian Overpass Bridge

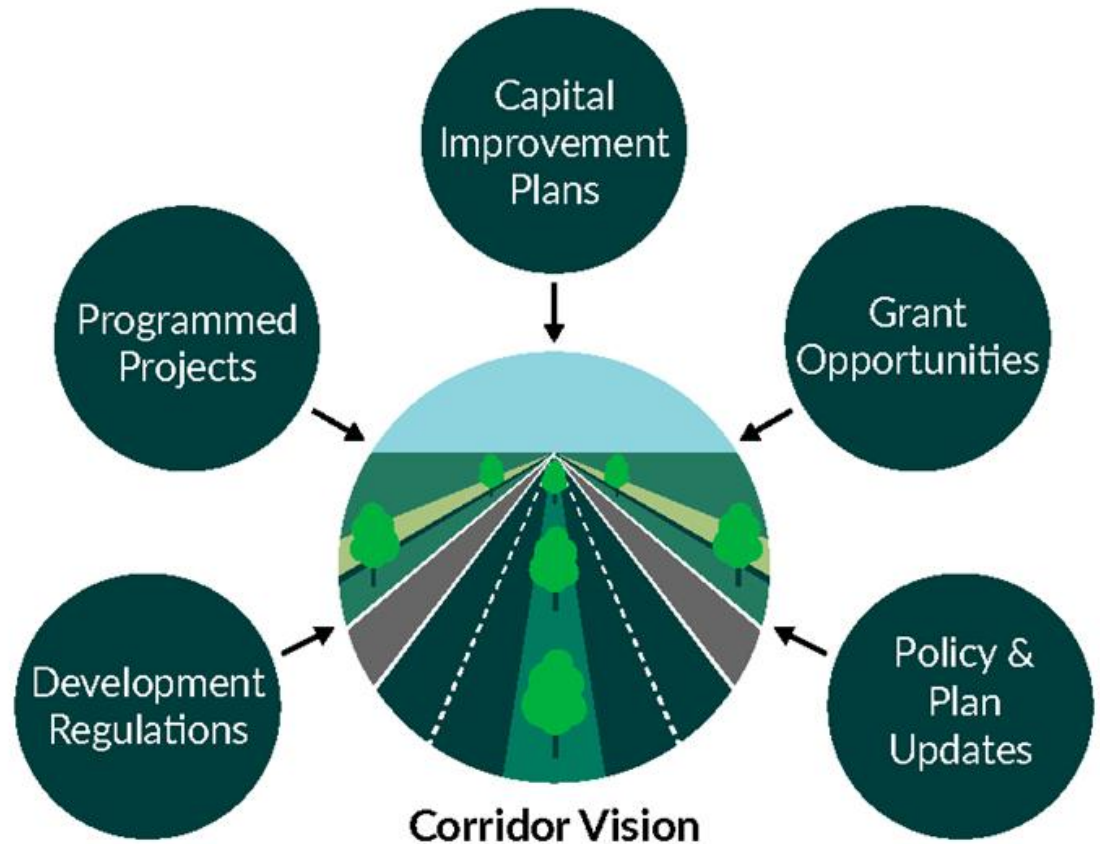
- Strong community and agency interest and support
- Recommended at Airport Road with the Link light rail provisional station



Example: Wilburton Station the Eastrail Northeast 8th Street bridge in central Bellevue will provide a critical pedestrian and bicycle crossing over Northeast 8th Street (Sound Transit)

Implementation

Improvements are likely to be phased over time or with changes in local development. WSDOT and agency partners are coordinating on initial steps to implement the SR 99 Study recommendations.



Engagement

Draft Report

- Public Comment Period – Mid-December to Mid-January

Online Open House on Recommendations

- Mid-December to Mid-January
- Available in eleven languages
- Brief survey

Meetings & Briefings

- Equity Working Group Meeting(s)
- Continued one-on-one agency engagement

Next Steps

December 2025

- Launch online open house
- Release draft report for public comment
- Seek Letters of Support
- Engaging with Equity Working Group (EWG)
- Scheduling community and agency briefings

January/February 2026

- Develop online open house summary
- Review and address draft report comments
- WSDOT process to Approve Final Report
- Final TWG if needed
- Hold community and agency briefings