

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

## Executive Advisory Group (EAG) and Technical Working Group (TWG) Meeting Summary

**Meeting title:** Executive Advisory Group (EAG) Meeting #3/ Technical Working Group (TWG) Meeting #5

**Date:** 12/11/2025

**Time:** 03:00 PM PST

**Location:** MS Teams

**Purpose:** Discuss process overview, methods and assumptions, existing conditions, purpose and need, engagement strategies.

### EAG / TWG Attendees:

Name	Organization	Name	Organization
Karl Almgren	City of Lynnwood	Chris Simmons	Community Transit
Catherine Kato	City of Lynnwood	Kathryn Boris	Community Transit
David Mach	City of Lynnwood	Melissa Cauley	Community Transit
Sabina Araya	City of Everett	Robert Rich	Community Transit
Ben Zarlingo	City of Everett	Jennifer Barnes	PSRC
Dan Enrico	City of Everett	Deborah Bell	Snohomish County
Tom Hood	City of Everett	Mohammad Uddin	Snohomish County
Bertrand Hauss	City of Edmonds	Nathan Howard	Snohomish County
Jenna Nand	City of Edmonds		
Vivian Olson	City of Edmonds		

### Study Team Attendees:

Name	Organization	Name	Organization
Amber Stanley	WSDOT	Nick Menzel	WSDOT
April Delchamps	WSDOT	Sole Aranguiz	WSDOT
Cameron Kukes	WSDOT	Zachary Howard	WSDOT
Craig Schoenberg	WSDOT	Dillon Zang	WSP
Joshua Shippy	WSDOT	Jeanne Acutanza	WSP

Kyengo Ndile	WSDOT	Riya Debnath	WSP
Maraea Skeen	WSDOT		

**Welcome and Introductions:**

April Delchamps, WSDOT, welcomed everyone and thanked them for joining before introducing Cameron Kukes, WSDOT, for the opening remarks. Cameron provided an overview of the project and led the roll call introduction. Vivian Olson (City of Edmonds Councilmember), Ben Zaringo (City of Everett Councilmember), and Robert Leutwyler (City of Lynnwood Councilmember) were in attendance.

**Agenda**

Josh Shippy, WSDOT, began the agenda overview with a land acknowledgement and safety moment regarding the historic flooding and the importance of following safety notices.

**Engagement Update**

Josh shared the study timeline that summarizes TWG/EAG/Equity Working Group (EWG) milestones from kickoff through confirming preferred recommendations and drafting the report.

**Corridor Wide Concepts**

Josh presented three cross-section concepts for the corridor, including two options with separated bike lanes (one with a 125-foot right-of-way and one with a 130-foot right-of-way) and a third option featuring a shared use path within a 130-foot right-of-way. Josh explained that Concept 1 is recommended for unincorporated Snohomish County, while Concepts 2 or 3 are recommended for Lynnwood due to their compatibility with existing curb lines and flexibility for future development. He also described how phased implementation in Lynnwood would allow the corridor to evolve from a shared use path to separated bike lanes, as all concepts provide similar widths behind the curb, making it easier to adapt as development occurs.

*Discussion:*

Deborah Bell, Snohomish County, asked whether the 125-ft ROW in unincorporated Snohomish County would need to be purchased or is already available. April confirmed ROW would need to be obtained and that processes with the County would be discussed. A variety of ways will be explored to acquire the ROW, including opportunities to acquire space via development.

**Spot Treatments**

Josh provided an overview of the spot treatment recommendations for the corridor, describing a series of packages that address safety and accessibility at intersections, midblock crossings, and driveways. Josh explained that Package 1 focuses on enhancements at all existing traffic signals; Package 2 introduces new controlled crossings at unsignalized intersections; Package 3 adds midblock controlled crossings at key locations; and Package 4 targets enhancements at driveways and intersections without traffic lights. Josh then presented the SR 525 Interchange concepts, including the baseline recommendation (Concept 1: Enhanced Ramp Crossings), as

well as alternative ramp reconfigurations (Concepts 2A/2B and 3). All concepts would improve facilities for pedestrians, bicyclists, and transit users. He also reviewed three concepts for 35th Avenue West, ranging from signal management to full closure for vehicles. Enhancements for transit stops and stations were highlighted, emphasizing the importance of integrating these improvements with the corridor's active transportation facilities.

*Discussion:*

Vivian raised concerns about the tightened curb lines being hit by cars, citing experience at a Sound Transit station in Mountlake Terrace. April responded that design work is ongoing and that would be a consideration as design advances. April also expressed a commitment to continued collaboration as design advances.

## **Costs Estimate**

Josh reviewed the cost estimate for constructing the recommended improvements, noting a total range of \$660–\$780 million, with segment-specific estimates and additional costs for right-of-way acquisition, fish passage culvert updates, and undergrounding utilities.

## **Policy Changes/ Implementation**

Josh discussed proposed policy changes, including speed limit reductions and revisions to access management, alongside the need to update local and WSDOT plans to align with the corridor recommendations. Several grant opportunities were highlighted, such as WSDOT's Active Transportation Funding Programs, Safe Routes to School, and regional grants, which could help support project funding. The status of WSDOT's programmed projects was reviewed, noting that while some paving and corridor improvements are scheduled, there are funding gaps that prevent full implementation of the study's recommendations. April noted the programmed WSDOT projects team was on the call, emphasizing the paving project extends into Edmonds, where the city has been developing its own SR 99 vision.

Josh identified areas for further study, including the potential for center-running bus rapid transit (BRT) and a pedestrian overpass at Airport Road, both of which have strong community and agency interest and will require additional analysis. Implementation of the recommended improvements is expected to be phased over time or as local development occurs, with WSDOT and agency partners coordinating on initial steps to move the SR 99 Study recommendations forward.

*Discussion*

Ben Zarlingo, City of Everett, asked whether a pedestrian bridge is linked to the provisional station at Airport Road. April replied that it requires further study and coordination. She also noted that there was consistent feedback supporting a pedestrian bridge, and it is included in the study recommendations to reflect that interest.

## **Engagement/ Next Steps**

Josh reviewed the upcoming opportunities for engagement. The draft report will be available for public comment from mid-December to mid-January. An online open house, which will be available in eleven languages and include a brief survey, will be available for a similar timeline. Additional engagement will occur through an Equity Working Group meeting and continued one-on-one agency meetings. April requested letters of support for the report and emphasized continued collaboration as the pre-design for the preservation project progresses.