

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

Equity Working Group Meeting Summary

Meeting title: Equity Working Group

Date: December 17, 2025

Time: 10:00 – 11:00 a.m.

Location: MS Teams

Purpose: Discuss study progress and draft plan

EWG Attendees:

Name	Organization
Christina Strand	Community Transit; Transportation Advisory Council (city); nonprofit bicycling group 'Sharing Wheels.'
Cristina Ciupitu-Plath	Snohomish County Health Department, Healthy Communities Program Supervisor
Brandon Park	Snohomish County Health Department, Healthy Communities Specialist
Ilona Van Duser	Mukilteo Diversity, Equity & Inclusion Commission
Leigh Spruce	The Arc of Snohomish County
Luis Burbano	City of Everett, City Council District 4 (elect)
Mary Schroeder	North Sound at Pioneer Human Services, Regional Director
Steve Woodard	Volunteers of America Western Washington; City of Mountlake Terrace Councilmember
Tarseny Aphkas	Refugee & Immigrant Services
Terry Lott	Sno-Isle Libraries, Community Project Lead

Study Team Attendees:

Name	Organization	Name	Organization
Joshua Shippy	WSDOT	Dillon Zang	WSP
		Riya Debnath	WSP
		Henry Yates	Yates Consulting

Welcome and Safety Moment

WSDOT welcomed participants and facilitated introductions. The meeting opened with a land acknowledgement noting WSDOT's government-to-government commitment and reference to the Centennial Accord and RCW 43.376. A safety moment recognized ongoing flooding impacts and emphasized following emergency warnings and evacuation directions.

Meeting Overview

This meeting was described as the second Equity Working Group meeting. The team summarized engagement to date, including focus groups, tabling at fairs and festivals, an online open house, and coordination with agency partners (Community Transit, City of Everett, City of Lynnwood, Snohomish County, and other transit partners as referenced).

The meeting focus was to review initial recommendations and the draft report framework, with an additional online open house planned through mid-January following the release of the draft.

Engagement Update

Key themes heard through outreach were summarized as:

- Better transit service: Reliability, schedule adherence, and easier access to bus stops.
- Pedestrian amenities and lighting: Improved lighting, welcoming streetscape, landscaping, and trees.
- Slower traffic speeds: Community concerns about speeding where walking activity is present.
- More frequent controlled crossings: Need for additional controlled crossings near commercial and activity centers.

Cross Sections

Josh presented three “visionary” cross-section concepts:

- **Concept 1:** Separated bike facility with an assumed 125-foot right-of-way, maintaining existing lanes and adding separated directional bike lanes, buffered from travel lanes, with sidewalks outside.
- **Concept 2:** Separated bike facility with an assumed 130-foot right-of-way, allowing a wider median and holding curb lane locations constant to simplify and reduce the cost of construction.
- **Concept 3:** Shared use path on the outside with an assumed 130-foot right-of-way, with flexibility to convert to directional bike lanes in the future (using striping or materials).

Corridor-wide recommendation:

- **Unincorporated Snohomish County segment:** Concept 1 emphasized due to longer blocks, fewer frequent destinations, inconsistent curb conditions, and constraints near SR 525.
- **City of Lynnwood segment:** Concept 2 or Concept 3 recommended to preserve flexibility for evolving land use and to maintain curb line consistency where feasible.

Discussion

- Ilona requested that the presentation be provided as a PDF for easier review and printing. The team indicated materials would be shared after the meeting.

Spot Treatments

Josh presented four spot treatment “packages” and how they apply across the corridor:

1. Enhancements at existing traffic signals (15 signalized intersections referenced), including tools such as reduced corner radii and truck aprons, potential “no right turn on red” (subject to analysis), raised median and U-turn considerations, and transit-related features (including Swift station considerations, pending coordination).
2. New controlled crossings at intersections (six unsignalized locations referenced), with control ranging from full signal to pedestrian-focused controls (subject to further analysis).
3. New midblock controlled crossings (12 midblock locations referenced), intended to reduce long gaps between crossings and better align crossings with destinations and bus stops.
4. Driveway and unsignalized intersection enhancements, including driveway reconstruction and narrowing, improved markings, potential raised crossings, and placemaking opportunities where space is reclaimed.

Discussion

- Henry asked the team to explain “ICE” and clarify what was meant by “active transportation users.”
 - Josh explained ICE as WSDOT’s Intersection Control Evaluation process used when considering changes in control, including WSDOT’s roundabout-first evaluation requirement.
 - Josh defined active transportation users as people walking or rolling, including bicyclists and other non-motorized users.
- Ilona asked why roundabouts are evaluated first and whether that is safety-driven or cost-driven.
 - Josh noted that roundabouts reduce conflict points and can reduce long-term maintenance and equipment costs compared to signals.

SR 525 Interchange

Josh presented three concepts for the SR 525 interchange area and stated a baseline recommendation.

- Concept 1 (baseline recommendation): “Enhanced ramp crossings,” including geometry changes to improve sightlines and reduce speeds (more square ramp terminal alignments where feasible), raised crossings, truck aprons, continuous bike lane channelization, and potential RRFBs depending on configuration. Concept 1 maintains existing ramp functions while reducing high-speed merge and diverge characteristics.
- Concept 2A/2B: Close the northbound SR 99 to northbound SR 525 loop ramp and introduce signal control at the ramp terminal. Additional traffic analysis would be required to assess diversion effects, including impacts near the Lincoln Way triangle area referenced.

- Concept 3: Build on Concept 2 with an additional ramp closure and signalization changes, with further traffic analysis required to assess redistribution of movements and network effects.

Discussion

- Ilona noted recurring observed conflicts between drivers and people running or walking near the interchange and expressed concern about severe crash risk. Ilona indicated they would review materials and follow up after additional study.
- Henry stated the SR 525 interchange issue was not resolved at this stage and that the team would keep participants informed as additional analysis is performed.
- Josh noted that in addition to ICE documentation, the interchange would require an additional process due to state route connectivity, including Access Revision Reports (ARR), which include outreach.

35th Avenue West

Josh presented three concepts for the 35th Avenue West area south of SR 525:

- Concept 1: Signal control at the ramp terminal to manage merges near the future BAT lane and improve pedestrian and bicycle visibility via raised crossings and markings.
- Concept 2: Stop-controlled realignment option with raised crossings and visibility treatments.
- Concept 3: Ramp closure, creating a placemaking opportunity and retaining a pedestrian and bicycle connection.

The team indicated additional study is needed to determine which concept to advance, including consideration of how the 35th Avenue West recommendation integrates with the final SR 525 interchange configuration and nearby intersection impacts (148th Street SW referenced).

Transit

The team summarized transit stop integration direction and coordination with Community Transit:

- Preference for far-side stop placement to reduce delay and improve signal progression (where feasible).
- Pairing stops with controlled crossings where possible.
- Routing directional bike lanes behind stations to reduce conflict at boarding areas.
- Evaluating concrete bus pads at Swift stations to improve pavement performance and maintenance outcomes.
- Developing strategies for constrained right-of-way segments where redevelopment is not imminent.

Cost, Policy, and Long-Term Improvements

Preliminary cost estimates (2025 dollars, as presented):

- Airport Road to 164th segment: **\$310M to \$390M** (includes right-of-way acquisition, fish passage culverts, utility considerations).
- Lynnwood segment: **\$350M to \$390M**.
- Total corridor range: **\$660M to \$780M**.

Policy and long-term recommendations discussed:

- Reduce posted speed from 45 MPH to 40 MPH, with potential to study 35 MPH in some areas based on context.
- Evaluate and update the design guidance application for bike lanes and BAT lane markings by context.
- Consider “no right turn on red” and leading pedestrian intervals where appropriate.
- Access management, including movement restrictions and a U-turn strategy where raised medians are proposed.
- Pair bus stops with controlled crossings and prioritize improvements based on crash history, land use change, and cost-benefit screening.
- Preserve the “visionary” right-of-way through redevelopment processes and re-evaluate driveway quantity and locations as parcels redevelop.
- Consider future study of center-running BRT after outside-running BAT improvements are in place.
- Include a recommendation for a pedestrian overpass near Airport Road in coordination with the provisional light rail station concept referenced.

Plans, Funding, and Near-Term Projects

The team described implementation as a long-range effort requiring coordination, plan updates, phased capital programming, and grant pursuit. Funding sources mentioned included WSDOT active transportation programs, Safe Routes to School, Connecting Communities, Highway Safety Improvement Program, Transportation Improvement Board programs (including urban and active transportation programs), and PSRC opportunities.

Upcoming projects referenced:

- SR 99 paving and ADA compliance project with a stated start in spring 2026 (mill and fill, striping updates, ADA curb ramp upgrades impacted by resurfacing).
- Corridor improvements project in the 148th to Airport Road vicinity with predesign referenced as spring 2028, including BAT lanes and active transportation elements. The team noted that available funding does not cover the full implementation of all predesign recommendations.

Next Steps

WSDOT stated the next steps include finalizing and posting the draft report and opening a public comment period, followed by a second online open house open through mid-January. The second online open house will include 11 languages and is intended to be more streamlined than the first.

The team committed to sending:

- The presentation materials (PDF) to attendees.
- Contact information for WSDOT and consultant team members for follow-up questions.

Discussion

- A participant asked when implementation and construction would begin. The team clarified that there is no corridor-wide construction timeline at this stage because this is a pre-design study. Implementation would occur through future funded projects, redevelopment timing, and successful grants, with limited near-term elements potentially included in already programmed projects.