

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

Technical Working Group Meeting Summary

Meeting title: Technical Working Group Meeting #4

Date: 9/22/2025

Time: 10:30 AM PST

Location: MS Teams

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

TWG Attendees:

Name	Organization	Name	Organization
Bertrand Hauss	City of Edmonds	Robert Rich	Community Transit
Dan Enrico	City of Everett	Kathryn Boris	Community Transit
Catherine Kato	City of Lynnwood	Morgan McGrath	Community Transit
Karl Almgren	City of Lynnwood	Chris Simmons	Community Transit
David Mach	City of Lynnwood	Christopher Silveira	Community Transit
Maisha Mahmud	City of Lynnwood	Clara Cheeves	WSDOT, Sandy Williams Connecting Communities
Monica Thompson	City of Lynnwood	Eric Widstrand,	Sound Transit
Jennifer Barnes	PSRC	Ian Fabik	Sound Transit
Bertrand Hauss	City of Edmonds	Elisabeth McLoughlin	Sound Transit
Mohammad Uddin	Snohomish County	John Evans	Sound Transit
Nathan Howard	Snohomish County		

Study Team Attendees:

Name	Organization	Name	Organization
April Delchamps	WSDOT	Zach Grubb	WSP
Joshua Shippy	WSDOT	Jeanne Acutanza	WSP
Zachary Howard	WSDOT	Dillon Zang	WSP
Nick Menzel	WSDOT	Henry Yates	Yates Consulting
		Zach Wieben	Concord

Welcome and Safety Moment:

April Delchamps, WSDOT, welcomed everyone and shared a safety moment and a land acknowledgement. April facilitated introductions via Teams and reviewed the agenda.

April provided the meeting overview and shared where we are currently at in the schedule. April asked about combining Technical Working Group (TWG) 5 and Executive Advisory Group (EAG) 2 and evaluating whether a sixth TWG meeting is needed.

Engagement Update

April shared the list of all the focus groups, briefings, fairs and festivals that have been held. The results of the Online Open House were shared highlighting the responses to questions on high frequency of travel on SR 99, modal breakdown, unsafe conditions, trip purposes, and desired changes. April also reviewed coordination meetings with agency partners and the consensus takeaways.

Systemic Improvements

Josh shared an overview of the systemic improvements considered and April reviewed specific feedback from the community and partner agencies on these improvements. Josh shared the recommendation:

- reduce posted speed from 45 to 40 MPH,
- underground local utilities,
- assess access management including driveway consolidation, and
- changing access management classification around SR 525 interchange

Discussion:

Chris Simmons asked for clarification on the access management change around the SR 525 interchange.

- Josh responded that currently there is limited access in that area and WSDOT will look to change that to match the reconfiguration of the interchange.

Clara Cheeves asked about the Safe System Approach and further lowering speeds below 35 MPH for some areas.

- April indicated that the study is not looking at lower than 40 MPH, or 35 MPH if significant land use context change, as part of the study. This is partly since we don't have the data – but it could be considered in the future in a design phase
- Clara added, I have seen some communities implement protected bus lanes to help address some of the challenges. Happy to share more information if you are interested.

Does WSDOT have any particular methodology or approach in mind for driveway consolidation?

- Josh replied WSDOT will look to follow standards while acknowledging changes will have to come with development.

Cross Sections

Josh walked through the cross sections that have been previously discussed. April shared the feedback that has been received, highlighting the preference for mode separation and landscaping. Josh shared the visionary 125-foot cross sections for both a separated bike facility and shared use path. The recommendation is for a shared use path from 148th to Airport Way and for advancing both concepts through Lynnwood for design phase to assess dependent of context

Discussion:

Eric Widstrand asked where the study ends around Airport Way

- April shared that this is just a study and there is not a project yet for the whole corridor, but the Business Access Transit (BAT) lane project will go up to Airport Road. April will confirm the project limits.

David Mach asked about the curb-to-curb width and implementation of the cross section.

- April indicated that is something that we will want to tackle in the design stage, we will look to try and maintain one curb line, but we don't have enough information to fully assess in the study
- David asked about implementation and noted it may be easier for developers if curb lines stay the same.
- David also noted that a hurdle may be getting grant funds for undergrounding utilities.
- April replied that in the visionary cross section one curb is being held, but which curb that is still needs to be decided.
- David added that Lynnwood will need to work with their code/ zoning team to figure out what information to provide to developers
- David appreciates WSDOT presenting a consistent section for the whole corridor

Spot Treatments

April shared the feedback received on the spot treatments including from the online open house. Josh reviewed the details of the different spot treatment packages. April shared the location specific comments received from the community and online open house. Josh shared a map showing o proposed spot locations.

Discussion

Christopher Silveira asked if Pedestrian Hybrid Beacons be a two-stage crossing for Package 3

- Josh indicated it would be dependent on the width available in the median and traffic analysis. April added that there can be compliance issues with a two-stage and community preference for one-stage. For each location, we will have to navigate tradeoffs

Robert Rich asked about bus stop location in relation to crossings

- Josh replied we have some examples of those changes coming up

Interchange

April shared some of the feedback on the interchange highlighting the desire for active transportation and confusion around the merge lanes. Josh walked through the three concepts for SR 525 and shared the baseline recommendation of concept 1.

Christopher Silveira asked about sightlines for 35th Avenue West and whether cars will have to creep out past the peds and bike crossing

- Josh said yes that would have to be considered in design. Cars will likely have to move out

Robert Rich asked what the combined width of the ROW available for BAT and bike lanes is under SR 525? Is there enough room for a buffer between bus and bike lanes?

- April responded that yes there is enough room for a buffer, but a tradeoff may be needed to reduce the ROW needs

Transit

April shared the feedback on transit lanes highlighting some confusion with the public with how the lanes should be used. Josh shared the high-level analysis on the transit delay impacts of some of the proposed treatments. Josh also shared some opportunities for locating specific transit stops and recommendations on incorporating bike lanes and shared use paths with bus stations.

Discussion

Robert Rich appreciates that the lanes are behind the station in the transit integration examples

Policy and long-term improvements

April discussed the feedback received on policy and long-term improvements before reviewing the recommendations.

Next Steps

The next steps for WSDOT are to develop the draft report and prepare for the next phase of community engagement. The next steps for the TWG group are to review and provide comments on the preliminary recommendations by October 7th.