

Appendix C

SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study Existing and Future Conditions

January 6, 2026

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SUBJECT: SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study
MP 45.7 to 52.3

Purpose

This memorandum summarizes data and information from the State Route (SR) 99 corridor, including traffic counts, physical context and both current and future planning conditions. It also details programmed investments related to complete streets, mobility and access for all modes along SR 99, between Airport Road in unincorporated Snohomish County and 212th Street Southwest in Lynnwood. This memo provides a summary of the existing and future conditions of SR 99, including usage and safety, as part of a pre-design study for the Complete Streets Program.

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ATTACHMENT A ENVIRONMENTAL HEALTH DISPARITIES

ATTACHMENT B SEGMENT AND INTERSECTION SCHEMATICS

ACRONYMS AND ABBREVIATIONS

Acronym / Abbreviation	Definition
AADT	Average Annual Daily Traffic
AADTT	Annual Average Daily Truck Traffic
ADA	Americans with Disabilities Act
AGR	Annual Growth Rate
BAT	Business Access and Transit lanes
BLTS	Bicycle Level of Traffic Stress
BRT	Bus Rapid Transit
CPP	Countywide Planning Policies
CT	Community Transit
EHD	Environmental Health Disparities
FGTS	Freight and Goods Transportation System
HCT	High-Capacity Transit
HEAL (Act)	Health Environment for All Act
HOV	High Occupancy Vehicle
LOS	Level of Service
LTS	Level of Traffic Stress
MAP	Million Annual Passengers
mph/MPH	Miles Per Hour
OSPI	Office of Superintendent of Public Instruction
PLTS	Pedestrian Level of Traffic Stress
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
ROW	Right of Way
RTP	Regional Transportation Plan
SR/SRMP	State Route/State Route Mile Post
ST3	Sound Transit 3
TOD	Transit Oriented Development
USDOT	United States Department of Transportation
UGA	Urban Growth Area
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
Crash Data Abbreviations	Definition
K	Fatal
A	Suspected Serious Injury (SI)
B	Suspected Minor Injury
C	Possible Minor Injury

Acronym / Abbreviation	Definition
O	No Injury; Property Damage Only
KABCO	Fatal, Serious Injury, Minor Injury or No Injuries (Or All Crashes)
KABC	Fatal, Serious Injury and Minor Injury Crashes
KA	Serious Injury and Fatal Crashes
KSI per Mile	Fatal and Serious Injury (victims) per mile

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1 EXECUTIVE SUMMARY

This existing and future conditions memo collects data and information from State Route (SR) 99 between Milepost (MP) 52.3 in unincorporated Snohomish County to MP 45.7 in the city of Lynnwood. The data for this segment includes counts, physical context, future and existing planning conditions, and programmed investments related to complete streets, mobility and access for all modes. Existing conditions along the SR 99 corridor indicate it does not currently meet complete streets standards due to the high volumes, high speeds and lack of facilities for people walking, biking and rolling. In the future, growing transit and planned land use densification on the SR 99 corridor suggests that pedestrian counts will increase. There are currently no plans for regional bicycle facilities along the SR 99 corridor.

While WSDOT has the ultimate authority over the design of SR 99, within Lynnwood, the City is of adequate size, population greater than 32,500 according to RCW 47.24.020, to have authority over traffic signal operations. In the Snohomish County segment, WSDOT has authority over traffic signal operations. State Route 99 is also known as Evergreen Way in Snohomish County and Pacific Avenue in Lynnwood.

The assessment of the 6.6-mile SR 99 corridor was conducted first by dividing it into fourteen (14) segments between signal-controlled intersections. This memo describes the corridor conditions north to south for these fourteen (14) segments of which five (5) are in unincorporated Snohomish County and nine (9) are in Lynnwood. The SR 99 corridor characteristics, including frequent driveways, lack of median delineation, long distances between signal-protected crossings, a high posted speed of 45 miles per hour (mph), high vehicle volumes and the skew of each intersection, contribute to many of the needs identified in the Study Purpose and Need. While posted speeds are mostly 45 mph within the study area, posted speeds is 40 mph north of Airport Road and south of 208th Street Southwest.

Table 1 shows segments between signalized intersections in the unincorporated Snohomish County and Lynnwood in the SR 99 study area. Notably the segments between signal-controlled intersections in unincorporated Snohomish County are longer compared to the Lynnwood segment of SR 99. Similarly, fatal or serious injury crashes (KA) per mile is nearly double in the unincorporated Snohomish County segment compared to the Lynnwood segment. Pedestrian and bicycle related fatal and serious injury crashes are similar with the unincorporated Snohomish County portion having a greater per mile incidence as compared to Lynnwood. There are numerous driveways, creating conflicts in both the unincorporated Snohomish County and Lynnwood segments of SR 99.

Table 1. SR 99 Sections and Roadway Safety Attributes

Section Number	Section Length (feet)	Northbound Number of Driveways /Driveways per Mile	Southbound Number of Driveways /Driveways per Mile	Median or Turn Lane	Fatal and Serious Injury Victims (KSI) per Mile	Pedestrian and bicycle involved Fatal and Serious Injury Victims (KSI per Mile)
Unincorporated Snohomish County						
1 - Airport Rd to Gibson Rd	2725	12/23	11/21	Mixed	13.9 (43 KSI over 3.1 miles)	4.8 (15 KSI over 3.1 miles)
2 - Gibson Rd to Lincoln Way	4340	19/23	21/25	Mixed		
3 - Lincoln Way to 148th St SW	3815	7/9	5/6	Median		
4 - 148th St SW to 156th St SW	2920	19/34	14/25	Mixed		
5 - 156th St SW to 164th St SW	2925	12/21	7/12	2-way left turn lane		
<i>Snohomish County (average of 5 sections)</i>	3345	69/22	58/19	Mixed		
Lynnwood						
6 - 164th St SW to 168th St SW	1365	5/19	6/23	Mixed	6.6 (23 KSI over 3.5 miles)	2.6 (9 KSI over 3.5 miles)
7 - 168th St SW to 174th St SW	2180	11/26	5/12	Mixed		
8 - 174th St SW to 176th St SW	785	3/20	3/20	Median		
9 - 176th St SW to 188th St SW	4560	26/30	19/21	Mixed		
10 - 188th St SW to 196th St SW	3035	20/34	18/31	Mixed		
11 - 196th St SW to 200th St SW	1520	8/27	5/17	Median		
12 - 200th St SW to 204th St SW	1500	12/42	5/17	Median		
13 - 204th St SW to 208th St SW	1465	10/36	7/25	Mixed		
14 - 208th St SW to 212th St SW	1470	9/32	9/32	Mixed		
<i>Lynnwood (average of 9 sections)</i>	1986	104/30	77/22	Mixed		

Source: Section length is the distance between crosswalks. KA is fatalities and serious injury outcomes (victims) over the period 2019 thru 2023 (5 years).¹

¹ 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.

The existing cross-section of each SR 99 corridor section is summarized in Table 2. The SR 99 corridor is largely three lanes between curbs in each direction with the curb lane designated for transit or parking with sidewalks. Mid-block turning movements are permitted for roughly 70% of the SR 99 corridor, while raised medians are present in roughly 30% of the SR 99 corridor. Where they exist in Lynnwood, Business Access and Transit (BAT) lanes afford transit priority north and southbound on SR 99. Throughout the SR 99 corridor, controlled crosswalks are provided at signal-controlled intersections. Additionally, medians exist in adjacent signal-controlled intersections which allow U-turns.

Table 2. SR 99 Section and Facilities

Section Number	Southbound Curb Lane	Southbound Thru Lanes	Northbound Thru Lanes	Northbound Curb Lane	Sidewalks West/East	Average ROW Width (feet)
1 - Airport Rd to Gibson Rd	Bus Pullout and Parking	2	2	Bus Pullout and Parking	Complete/Complete	106
2 - Gibson Rd to Lincoln Way	Bus Pullout and Parking	2	2	Bus Pullout and Parking	Complete/Partial	106
3 - Lincoln Way to 148th St SW	Bus Pullout, Parking and Turn Lane	2	2	Bus Pullout and Parking	Partial/Partial	108
4 - 148th St SW to 156th St SW	Bus Pullout and Parking	2	2	Turn Lane, Merge/Diverge and Parking	Complete/Complete	105
5 - 156th St SW to 164th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	98
6 - 164th St SW to 168th St SW	BAT Lane	2	2	BAT Lane	Complete/Partial	108
7 - 168th St SW to 174th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	108
8 - 174th St SW to 176th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	108
9 - 176th St SW to 188th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	107
10 - 188th St SW to 196th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	107
11 - 196th St SW to 200th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	109
12 - 200th St SW to 204th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	109
13 - 204th St SW to 208th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	109
14 - 208th St SW to 212th St SW	BAT Lane	2	2	BAT Lane	Complete/Complete	100

Note: BAT is Business Access and Transit, ROW is Right of Way

Table 3 summarizes corridor traffic and transit activity by section. Available daily traffic ranges from about 28,000 to 40,000 vehicles. Directional peak hour volumes show higher northbound volumes in the afternoon, roughly 1,355 to 1,690, and higher southbound volumes in the morning, roughly 1,460 to 1,930. Bus service spans roughly 33 to 429 trips per weekday by segment. Boardings and alightings are highest near Airport Road to Gibson Road, 148th to 156th Street Southwest, 174th to 176th Street Southwest and 196th to 200th Street Southwest. Notably the distance between signal-controlled crossings frequently exceed 2,000 feet and, in some cases, can be as infrequent as 4,000 feet. The long distances between signal-controlled crossings can be extremely inconvenient for pedestrians. The right-of-way (ROW) width of between 95 and 110 feet is generally consistent throughout the SR 99 corridor with perpendicular roadway crossing lengths of 100' on average. Many intersections along SR 99 are skewed, resulting in even wider crossings. Taken together, the data describe a six-lane state route with consistently high traffic volumes and frequent transit activity, with activity clustering at major east-west streets and transfer points. Long blocks between signal-controlled crossings, high speeds and wide crossings result in a challenging crossing environment especially to access transit.

Table 3. SR 99 Vehicle and Transit Volumes

Section Number	Average Annual Daily Traffic Volume (2023)	Northbound AM / PM Peak Hour volume	Southbound AM / PM Peak Hour volume	Transit Service (buses per weekday)	Average Weekday Transit Boardings and Alighting
1 - Airport Rd to Gibson Rd	36,000	Unavailable	Unavailable	429	1602
2 - Gibson Rd to Lincoln Way	Unavailable	Unavailable	Unavailable	166	327
3 - Lincoln Way to 148th St SW	40,000	Unavailable	Unavailable	133	291
4 - 148th St SW to 156th St SW	28,000	Unavailable	Unavailable	266	851
5 - 156th St SW to 164th St SW	Unavailable	630/1,355	Unavailable	66	115
6 - 164th St SW to 168th St SW	29,000	625/1,370	1,460/1,010	33	37
7 - 168th St SW to 174th St SW	Unavailable	735/1,550	1,655/1,180	66	51
8 - 174th St SW to 176th St SW	Unavailable	690/1,475	1,585/1,165	266	714
9 - 176th St SW to 188th St SW	Unavailable	670/1,590	1,930/1,295	66	68
10 - 188th St SW to 196th St SW	32,000	740/1,620	1,850/1,170	266	565

Table 3. SR 99 Vehicle and Transit Volumes

Section Number	Average Annual Daily Traffic Volume (2023)	Northbound AM / PM Peak Hour volume	Southbound AM / PM Peak Hour volume	Transit Service (buses per weekday)	Average Weekday Transit Boardings and Alighting
11 – 196th St SW to 200th St SW	29,000	635/1,605	1,730/1,010	402	811
12 – 200th St SW to 204th St SW	Unavailable	Unavailable /1,690	1,730/1,100	98	69
13 – 204th St SW to 208th St SW	Unavailable	690/1,640	Unavailable /1,185	133	211
14 – 208th St SW to 212th St SW	Unavailable	735/1,445	1,705/1,095	99	48
Source: WSDOT, City of Lynnwood XX/XX: AM Peak Volume/PM Peak Volume *Minimum value indicated					

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2 INTRODUCTION

2.1 SR 99 Study Background

The SR 99 Lynnwood and unincorporated Snohomish County Pre-Design Study (Study) is intended to identify a long-term vision and near-term, forward-compatible investments that improve the safety and mobility for all users of the SR 99 corridor. The study seeks to establish complete streets strategies that can be operationalized alongside maintenance investments. In 2022, the Washington State Legislature introduced a Complete Streets requirement (Revised Code of Washington, RCW 47.04.035), mandating Washington State Department of Transportation (WSDOT) to incorporate complete streets principles in state projects with budgets of \$1,000,000 or more. This directive ensures that facilities provide access for all users, including pedestrians, bicyclists and public transportation users, while integrating state routes into the local network. By addressing safety and mobility needs, the study aims to develop improvement options that provide safe and convenient connections for people walking, biking, rolling and accessing transit. These improvements align with the safety goals outlined in WSDOT's Strategic Highway Safety Plan (2024) and Active Transportation Programs Design Guide (February 2024).

In Washington, SR 99 is an access-managed, principal arterial and extends 49 miles from Fife to Everett, passing through several incorporated cities including Lynnwood and Everett in Snohomish County. State Route 99 was originally a section of the US Route 99 and was the state's primary north-south highway before the construction of Interstate 5 (I-5). US Route 99 was ultimately replaced by the Tacoma-Everett section of I-5, which opened in stages between 1965 and 1969. The route was decertified in 1969, and SR 99 was created to keep segments of the highway under state control.

The study area includes two segments, one in unincorporated Snohomish County and the other within the Lynnwood. The Washington State Department of Transportation (WSDOT) secured state and federal grants in 2023 to fund the study. The Lynnwood segment is supported by a \$800,000 Sandy Williams Connecting Communities state grant, and the Snohomish County segment by a \$945,918 federal Puget Sound Regional Council (PSRC) grant (with a \$147,613 state match). Support for compensation for community engagement with overburdened communities and vulnerable populations was provided by a \$27,671.30 grant from the Washington State Office of Equity.

The SR 99 corridor experiences numerous challenges related to safety and connectivity, particularly for pedestrians and bicyclists, including those accessing transit. It lacks controlled crossings, sidewalks at certain segments and dedicated pathways for biking, making it difficult for people walking, biking, rolling and accessing transit to navigate the area. The goal of this Pre-Design Study is to address these deficiencies and identify complete streets improvements that enhance mobility and safety for all users, ensuring that future developments are integrated with ongoing maintenance, safety and capacity investments. The study will provide a comprehensive evaluation of opportunities to improve access to transit, promote active modes of transportation and align with long-term regional transportation plans.

2.2 Study Area

The study area (Figure 1) covers 6.6 miles of the SR 99 corridor from milepost (MP) 52.3 at Airport Road (Rd) to MP 45.7 at 212th Street (St) Southwest (SW). There are two sections within the study area including one in unincorporated Snohomish County spanning from Airport Road to 164th Street Southwest and one in Lynnwood from 164th Street Southwest to 212th Street Southwest. Within these limits, SR 99 functions as a principal arterial, supporting high volumes of traffic through a mix of urban and suburban environments.

Two study geographies or segments were used to assess the SR 99 corridor – unincorporated Snohomish County north of 164th Street Southwest and Lynnwood south of 164th Street Southwest. A 300-ft buffer zone was used for crash information as well as pedestrian, bicycle and transit facilities. However, a half-mile buffer zone around the corridor was used to identify land uses and environmental constraints. The corridor plays a vital role in connecting neighborhoods and businesses in Lynnwood and Snohomish County as it provides access to essential services such as schools, shopping centers and healthcare facilities. It supports regional transit, providing exclusive transit lanes for the Community Transit's (CT) Swift Bus Rapid Transit (BRT) Blue Line and other transit serving the corridor. With increasing developments, particularly around transit-oriented developments (TODs) linked to Lynnwood Link Extension and the growing Swift network, the corridor facilitates significant multi-modal demands, including public transit usage, pedestrian and bicycling traffic. The corridor also provides a high functioning corridor for freight, commuters and commercial traffic.

2.3 Purpose and Need

A statement of purpose and need was developed for the study and is documented in Appendix A.

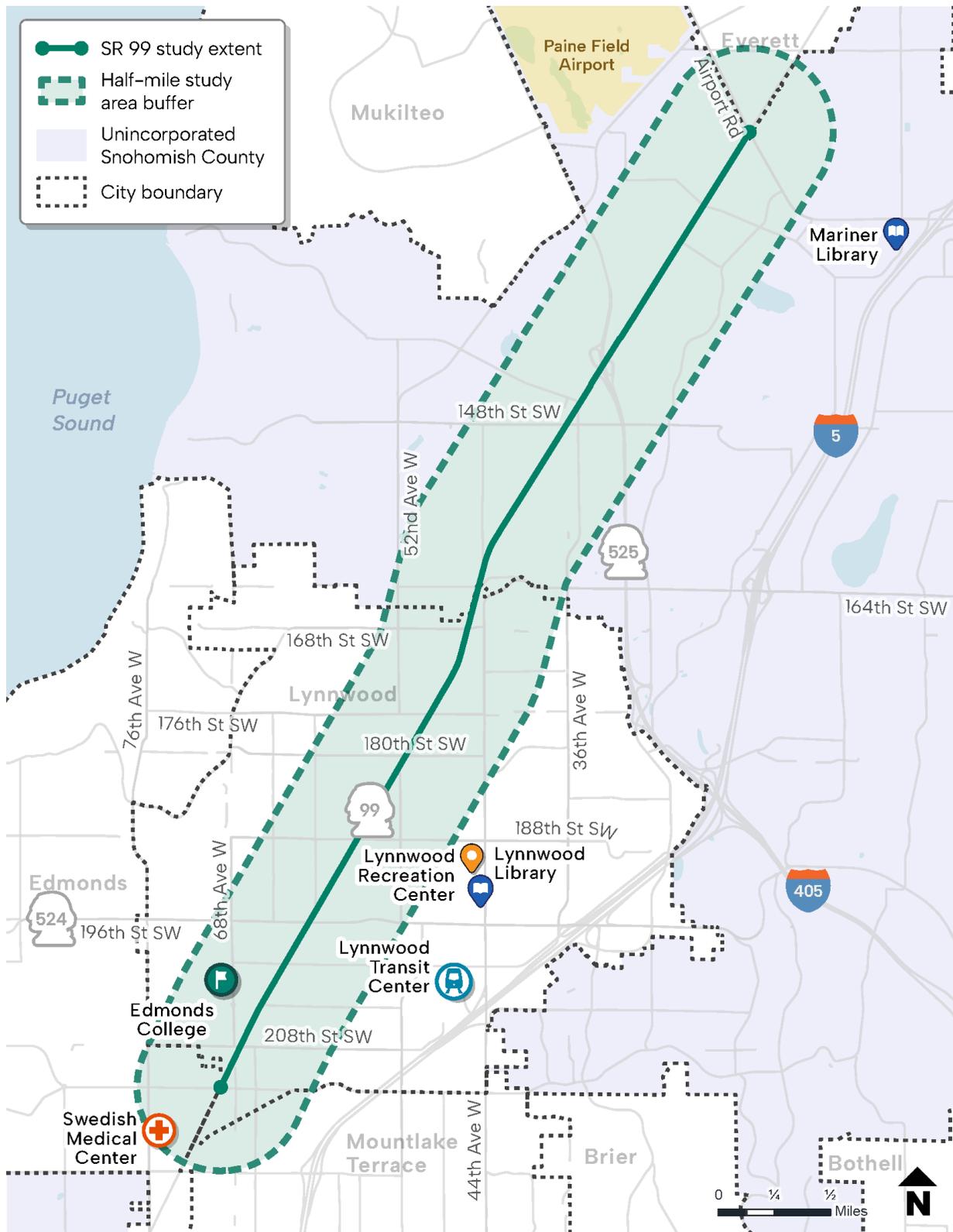


Figure 1. SR 99 Lynnwood and Unincorporated Snohomish County Study Area

3 EXISTING CONDITIONS

3.1 Existing Plans and Policies

WSDOT and partner local agencies have shared responsibility for the vision for the SR 99 corridor and a shared responsibility for planning and operation along the SR 99 corridor. Table 4, Table 5, Table 6 and Table 7 summarize relevant planning and policy documents and provide context to the study area.

Table 4. Unincorporated Snohomish County Existing Plans and Policies			
Agency	Plans/Policies	Year	Description
Snohomish County	Snohomish County Comprehensive Plan	2024	Defines an Urban Growth Area for potential Annexation to the City of Lynnwood that extends north and includes Municipal Urban Growth Areas that could be annexed to the City of Lynnwood. The area could extend the Lynnwood city limit to 148th Street SW
Snohomish County	Snohomish County Speed Limit Policy 11.16.020	Current	Designates speed limits on roadways in unincorporated Snohomish County as 35 miles per hour.
Snohomish County	Snohomish County Countywide Planning Policies	2011	County, cities and transit agencies in the Southwest Urban Growth Area should collaborate with transit agencies to ensure planning and right-of-way preservation for future light-rail corridor improvements including near Everett Station, with provisions for a possible station at Airport Road near SR 99.

Table 5. Lynnwood Existing Plans and Policies

Agency	Plans/Policies	Year	Description
City of Lynnwood	Imagine Lynnwood Draft Comprehensive Plan	2024	Identifies sub area plans along the SR 99 corridor, defines redevelopment potential along the corridor and describes implications of expansion north into the Municipal Urban Growth Area.
City of Lynnwood	Imagine Lynnwood Comprehensive Plan (2025)	2025	Strategies T-4.8 through T-4.11 direct safer, more complete pedestrian frontage. T-4.8 calls for a safe, well lit pedestrian walkway network across commercial development sites. T-4.9 extends walkways to site edges for present or future connections. T-4.10 requires adjacent right-of-way to be fully improved to current city standards, including sidewalks. T-4.11 upgrades existing streets that lack sidewalks, shoulders or similar features to full standards, prioritized by traffic volumes, safety and non-motorized activity levels. ²
City of Lynnwood	Highway 99 Sub Area Plan	2011	Lynnwood's Highway 99 Sub Area Plan encourages development and growth along the Lynnwood segments SR 99 from 148th St SW to 212th St SW. The plan encourages creation of nodes of activity, increased housing, enhanced community gathering spaces and improvements to public safety. ³
City of Lynnwood	The College District Plan	2002	Lynnwood plan encourages growth along the southwest segments of Lynnwood SR 99 corridor. Plan proposes primary intersections at SR and 99 196th St SW and 200th St SW, and secondary intersection at SR 99 and 202nd St SW.
City of Lynnwood	Lynnwood Speed Limit Policy and/or Operating Procedures	Current	Chapter 11.20.040 determined arterial street, SR 99 from the south city limits to the north city limits to set maximum speed at 45 miles per hour.
City of Lynnwood	Connect Lynnwood - Lynnwood Pedestrian (Active or Vulnerable User) Plan & Bike Plan	2022	<ul style="list-style-type: none"> Found that commercial hubs along SR 99 including 168th St SW, 196th St SW and 200th St SW to be important pedestrian and bicycle destinations.⁴

² City of Lynnwood, Imagine Lynnwood Comprehensive Plan, 2025: https://www.lynnwoodwa.gov/files/sharedassets/public/v/1/dbs/planning-amp-zoning/comprehensive-plan/2024-comprehensive-plan/lynnwood_comprehensive_plan_adopted_1272025.pdf

³ City of Lynnwood, Highway 99 Sub Area Plan, 2011. <https://www.lynnwoodwa.gov/files/sharedassets/public/v/1/dbs/planning-amp-zoning/subarea-plans/adopted-highway-99-subarea-plan-112221.pdf>

⁴ City of Lynnwood, Connect Lynnwood Active and Accessible Transportation Plan, 2022. [connect-lynnwood-final-plan-adopted_aug2022.pdf](https://www.lynnwoodwa.gov/files/sharedassets/public/v/1/dbs/planning-amp-zoning/transportation-plans/adopted-connect-lynnwood-final-plan-adopted_aug2022.pdf) (lynnwoodwa.gov)

Table 5. Lynnwood Existing Plans and Policies

			<ul style="list-style-type: none"> Found concentration of crashes according involving pedestrians and bicyclists at a higher rate on SR 99.⁵
City of Lynnwood	Lynnwood Complete Streets Ordinance	Current	Endorsement of Complete Streets principles and clarified application to include all of Lynnwood's streets to the maximum extent practical and feasible. ⁶
City of Lynnwood	Lynnwood Capital Facilities Plan and Transportation Improvement Program (2025-2030)	2025	Project number 202100002: Highway 99 Safety improvements include Driveway, and median improvements will be implemented to improve traffic safety in this corridor. ⁷

Table 6. Statewide Existing Plans and Policies

Agency	Plans/Policies	Year	Description
Washington State	Shared Responsibility for State Routes (RCW 47.24.020)	2013	Guidelines outlining Construction, Operations and Maintenance responsibilities.
Washington State	Access Management (WAC 468-52-040)	2003	Established an access control classification system consisting of five classes from most restrictive, class one, to the least restrictive, class five.
WSDOT	WSDOT State Route 99 Complete Streets Performance Metrics	2023	Identifies applicable performance metrics and methods for Complete Streets improvement evaluation of State Route 99, including Route Directness Index, Connectivity Index, pedestrian/bicycle Level of traffic Stress and experience at signals including wait times, roadway illumination, pedestrian/bicycle, transit interactions. ⁸
Washington State	Complete Streets Requirements (RCW 47.04.035)	2022	In 2022, the Washington State Legislature added a Complete Streets requirement in RCW 47.04.035. This directs WSDOT that "in order to improve the safety, mobility and accessibility of state highways, it is the intent of the Legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists and public

⁵ City of Lynnwood, Connect Lynnwood Active and Accessible Transportation Plan, 2022. [connect-lynnwood-final-plan-adopted_aug2022.pdf](https://www.lynnwoodwa.gov/files/sharedassets/public/v1/finance/budget-docs/2024-2029-capital-facilities-plan.pdf) (lynnwoodwa.gov)

⁶ City of Lynnwood, Ordinance No. 3424, 2022. [complete-streets-ordinance-no.-3424.pdf](https://www.lynnwoodwa.gov/files/sharedassets/public/v1/finance/budget-docs/2024-2029-capital-facilities-plan.pdf) (lynnwoodwa.gov)

⁷ City of Lynnwood, Capital Facilities Plan and Transportation Improvement Program, (2024-2029). <https://www.lynnwoodwa.gov/files/sharedassets/public/v1/finance/budget-docs/2024-2029-capital-facilities-plan.pdf>

⁸ WSDOT, WSDOT State Route 99 Complete Streets Performance Metrics, 2023. No link found.

Table 6. Statewide Existing Plans and Policies

Agency	Plans/Policies	Year	Description
			transportation users" and "integrate the state route into the local network" for "state transportation projects starting design on or after July 1, 2022 and that are \$500,000 or more. ⁹
Washington State	Healthy Environmental for All (HEAL) Act (RCW 70A.02)	2021	Establishes requirement for environmental assessment to be considered on significant agency actions. ¹⁰

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⁹ WSDOT, WSDOT Complete Streets Program, 2022. [Complete Streets | WSDOT \(wa.gov\)](#)

¹⁰ State of Washington, RCW 70A.02. <https://apps.leg.wa.gov/RCW/default.aspx?Cite=70A#:~:text=ENVIRONMENTAL%20HEALTH%20AND%20SAFETY.%20Chapters.%20NOTES:%20Asbestos.%20regulation%20of%20use:>

Table 7. Transit Existing Plans and Policies

Agency	Plans/Policies	Year	Description
Sound Transit	Sound Move 3 (ST 3)	2016	Identifies expansion of regional transit system to improve and expand the regional mass transit system by connecting the major cities in King, Pierce and Snohomish counties with light rail, Bus Rapid Transit (BRT), express bus and commuter rail. Sound Move 3 (ST 3) identifies extension of link light rail from Lynnwood to Everett and crossing SR 99 near Airport Road SW with a potential provisional crossing and maintenance facility
Community Transit	Journey 2050	2023	Responds to planned growth, anticipated regional transit investments and evolving technology specifically extension of light rail, micro-transit and zero-emission transition.
Community Transit	2024 and Beyond	2023	Planned service improvements for 2025–2026, including increased frequency and extended operating hours.

3.2 Demographic Profile

The community context of the SR 99 corridor, including the demographics of the people served by the corridor, is key to setting priorities for investments and ensuring equitable outcomes. Low-income communities often rely more heavily on transit for travel and access to opportunities, making equitable transportation investments critical in improving their quality of life. Demographic profiling ensures that transportation investments are aligned with the needs of the population, particularly for vulnerable and underserved groups, and guides effective community engagement in defining solutions that address the unique challenges of transit-dependent communities.

Demographic information was collected from the [United States Census Bureau](#) 2022 American Community Survey, 5-year data for 23 identified census tracts in the study area, including population age, race/ethnicity, income, home ownership, household computer use and internet subscription, languages spoken and Limited English Proficiency and vehicle ownership. Table 8 summarizes key characteristics that form a community profile of the study area. The total population can differ within each field, but generally the study area includes over 124,502 people and 49,864 households (full data sets are included in Attachment A).

The SR 99 study area spans Lynnwood and the unincorporated Lynnwood Municipal Urban Growth Area (MUGA). In 2020 the Lynnwood area had 74,220 residents, split between 38,568 inside the city and 35,652 in the unincorporated MUGA. Regional employment targets use a 2019 baseline. Lynnwood had 28,628 jobs in 2019 and the unincorporated Southwest UGA held 34,289 jobs in 2019. Key characteristics for the study are provided in Table 8.

Table 8. Key Characteristics and Community Profile of the Study Area

Key Characteristic	Community Profile of the Study area
Language spoken at home and Limited English Proficiency (5% or 1,000 people whichever is less)	<ul style="list-style-type: none"> • Spanish • Vietnamese
Race and Ethnicity	<ul style="list-style-type: none"> • Black or African American 8.1% • American Indian and Alaska Native 0.7% • Asian 17.3% • Native Hawaiian and Other Pacific Islander 0.8% • Hispanic or Latino 15.1%
Average Median Household Income	\$85,619
Age	<ul style="list-style-type: none"> • 22.8% of the population (~28,420) is 19 years old or younger. • 12.6% of the population (~15,721) is 65 years old or older.
Disability	12.4% of the population (or ~15,397/ people) reported experiencing a disability.
Vehicle access	3.2% of workers (16+ years old) (~2,131) have no car available.
Internet access	8.7% of households (~4,315) have no internet subscription service.

Additionally, there are two school districts in the study area: Edmonds and Mukilteo School Districts. For the 2023-24 school enrollment period, the Washington Office of Superintendent of Public Instruction (OSPI) data indicates that in Mukilteo and Edmonds School Districts, 56 percent and 44 percent of students are minorities, with 26 percent and 19 percent of households classified as English language learners.

According to the Washington State Department of Health [and Washington Environmental Health Disparities \(EHD\) Map](#), the health disparities rank for the census tracts in the study area ranges between 3 to 9 (with a higher number indicating the highest impact). This rank represents the potential for environmental health risk, driven by a combination of environmental hazards and community vulnerability factors. Figure 2 illustrates Environmental Health Disparities Index ranks of census block groups in the study area.

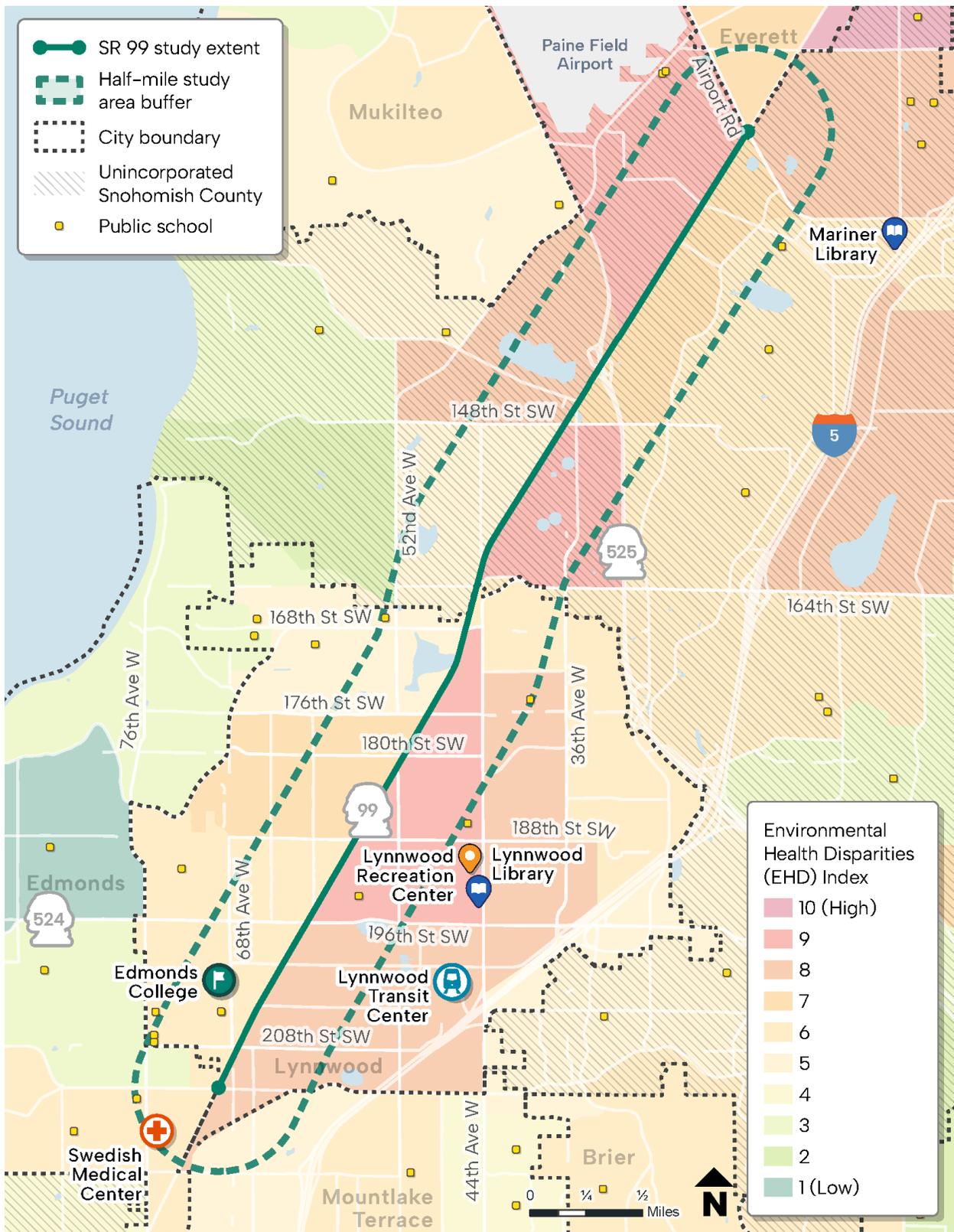


Figure 2. Environmental Health Disparities Index in Study Area

3.3 Corridor Context

To facilitate analysis, the 6.6 mile-long SR 99 corridor was partitioned into fourteen (14) sections. The unincorporated Snohomish County segment of SR 99 corridor include sections 1 to 5, and the Lynnwood segment of the SR 99 corridor are segments 6 to 14. The SR 99 corridor sections were partitioned by signal-controlled intersections shown in Table 9. Notably, the sections are of different lengths. Section lengths reflect the distance between signalized intersections with controlled crosswalks. The average section length in the Lynnwood segment is 3,345 feet while the average section length in the Lynnwood segment is 1,987 feet. The sections are shown in Figure 3.

More complete descriptions of the segments and sections including volumes and intersections

Section Number	Section Description	Section Length (feet)
1	Airport Rd to Gibson Rd	2,725
2	Gibson Rd to Lincoln Way	4,340
3	Lincoln Way to 148th St SW	3,815
4	148th St SW to 156th St SW	2,920
5	156th St SW to 164th St SW	2,925
Unincorporated Snohomish County average segment length		3,345
6	164th St SW to 168th St SW	1,365
7	168th St SW to 174th St SW	2,180
8	174th St SW to 176th St SW	785
9	176th St SW to 188th St SW	4,560
10	188th St SW to 196th St SW	3,035
11	196th St SW to 200th St SW	1,520
12	200th St SW to 204th St SW	1,500
13	204th St SW to 208th St SW	1,465
14	208th St SW to 212th St SW	1,470
Lynnwood average segment length		1,987

can be found in Attachment B, including schematic lane configurations, channelization and

cross sections, turning movement and section volumes, peak vehicle turn movements and pedestrian, bicycle counts at intersections, and transit stations and stops.

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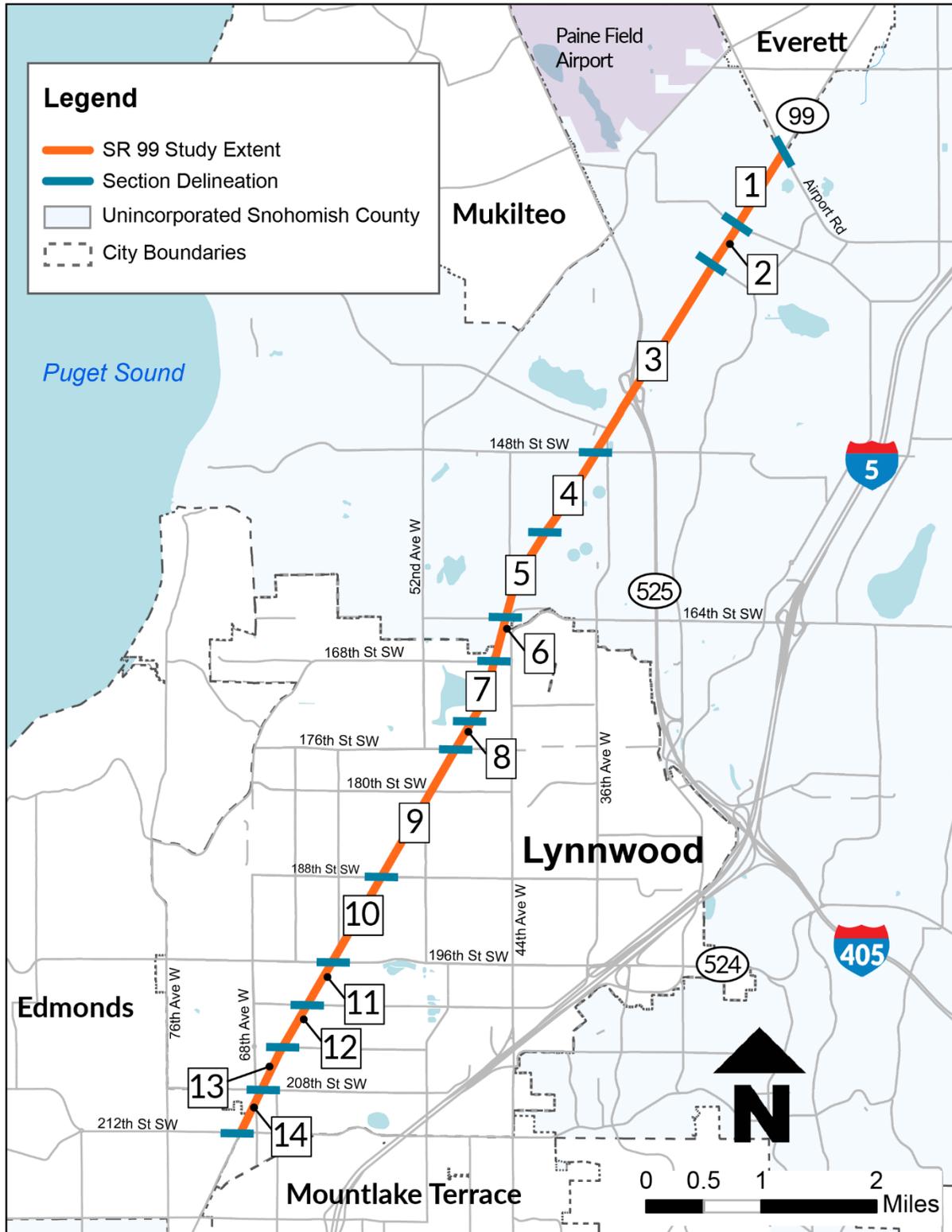


Figure 3. SR 99 Section Numbers

3.4 Land Use and Zoning

The land adjacent to the SR 99 corridor consists primarily of low-density commercial uses, often characterized by parking lots and driveways that directly connect to the SR 99. Beyond the immediate commercial zone, there is a mix of residential areas with varying densities, along with parks, open spaces and wetlands. Institutions, such as Edmonds College and Swedish Hospital, are located in the southern portion of the Lynnwood segment of SR 99. Zoning along the corridor is primarily commercial, as shown in Figure 4.

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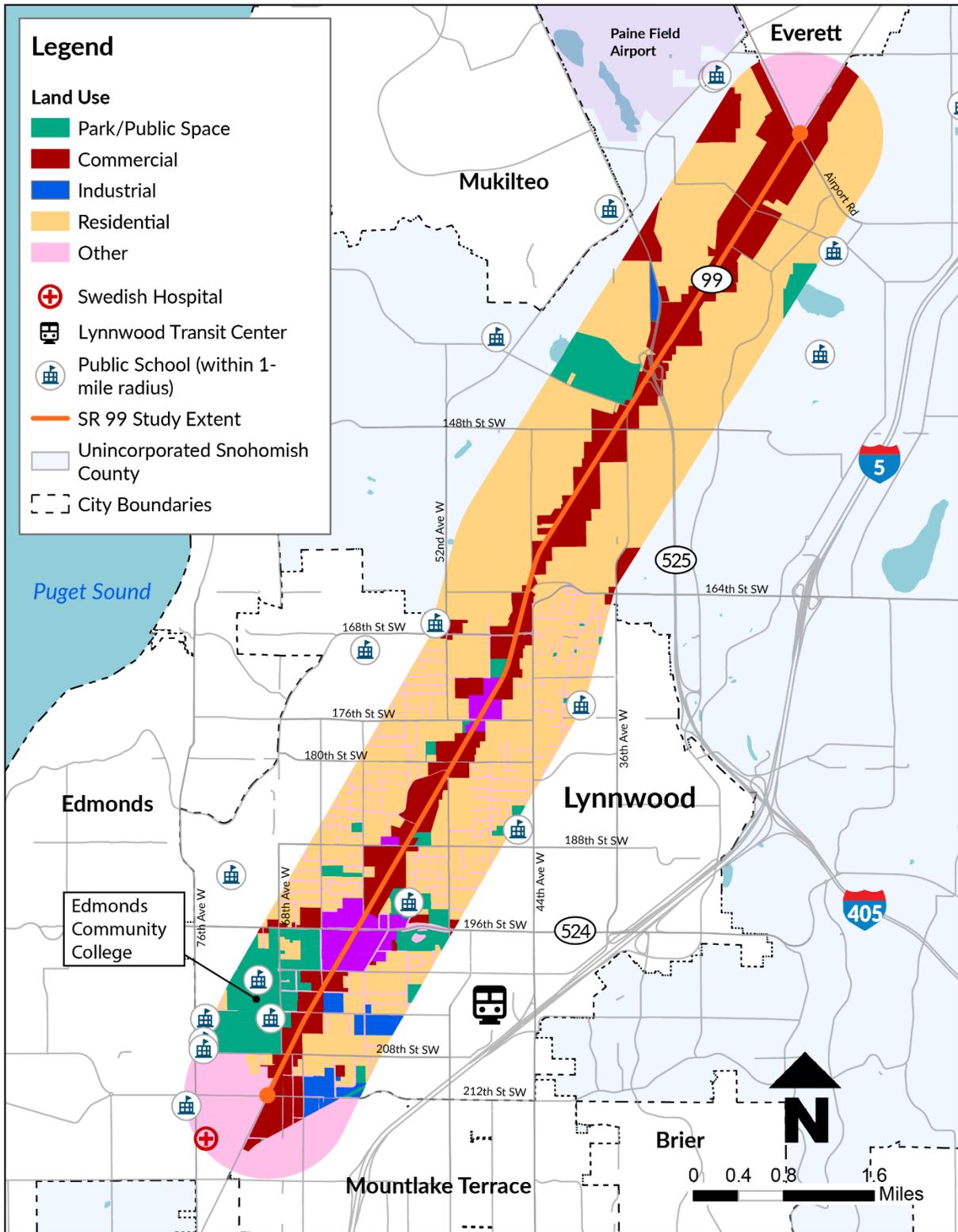


Figure 4. Land Use in Study Area

3.5 Pedestrian, Bicycle, Transit Facility and Parking Conditions

3.5.1 Pedestrian Facilities

The existing pedestrian facilities on the SR 99 corridor were assessed to understand the area’s walkability and non-motorized accessibility. These facilities, including sidewalk networks, curb ramps and crosswalks, are described in Table 10.

Table 10. Pedestrian Facilities: Segments between Signal-Controlled Intersections on SR 99

Segment Number	Sidewalks East	Sidewalks West	Signal Protected Crosswalk Spacing (feet)
1	6 feet	6 feet	2,725
2	6 feet, with gaps	6 feet	4,340
3	5-7 feet, with gaps	7 feet, with gaps	3,815
4	4-7 feet	7 feet	2,920
5	4-7 feet	5-7 feet,	2,925
6	7 feet	5-7 feet	1365
7	7 feet	4-7 feet	2,180
8	7 feet	7 feet	785
9	6-7 feet,	7 feet	4,560
10	7 feet,	7-8 feet,	3,035
11	7 feet	7-12 feet,	1,520
12	7 feet	7 feet	1,500
13	7 feet	7 feet	1,465
14	7 feet	7 feet	1,470

3.5.1.1 Sidewalk Network

Table 10 shows the sidewalks conditions and characteristics by segment. The sidewalks range in width from five to eight feet, with a typical width of seven feet, and are located along both sides of the roadway. However, there are existing gaps in the pedestrian network in some places such as Snohomish County segment 2 on the east side and segment 5 on both the east and west side. Most segments of the SR 99 corridor do not have a shoulder, except for a few

blocks in unincorporated Snohomish County which is being used as on-street parking. There is no dedicated on-street parking along the SR 99 corridor. There are many driveways along SR 99 that pedestrians and cyclists must cross to travel along the corridor. There are intermittent street trees along the SR 99 corridor, predominately located on private parcels. Community Transit provides and maintains local bus stops and Swift stations along the SR 99 corridor which provide transit travel options. However, as more riders choose transit there is an additional need for enhanced pedestrian facilities beyond transit stop locations.

The sidewalk pavement varies in condition – some sections contain newly constructed sidewalks while some are older with deteriorated conditions such as cracking and potholes. The entire SR 99 corridor is largely free of physical obstacles directly on sidewalk, but some sections contain overgrown foliage and utility poles. There are small portions of the sidewalk with a narrow patch of grass as a buffer between the road and sidewalk.

3.5.1.2 Americans with Disabilities Act (ADA) Compliance

Under the 1990 Americans with Disabilities Act (ADA), government agencies are mandated to complete self-evaluations of the public ROW to identify accessibility barriers including to its policies, programs and existing physical barriers. Additionally, government agencies including WSDOT prepare transition plans to prioritize removing barriers, develop phasing plans and develop cost estimates for removing the barriers. Both Snohomish County and Lynnwood have completed ADA Self-Evaluation Transition Plans, which serve as a framework for identifying and addressing pedestrian barriers such as curb ramps, pedestrian crossings, pedestrian signals and beacons and sidewalks.

The Lynnwood ADA Self-Evaluation and Transition Plan (2021) identified high-priority pedestrians access barriers along the SR 99 corridor, focusing on sidewalks and driveways. It also addresses curb ramps along the SR 99 corridor, where maintenance and operational activities are shared between Lynnwood and WSDOT. This assessment lists 182 curb ramps along SR 99 and SR 524 that will be addressed through WSDOT's pavement management program or through an alternate prioritization mechanism.¹¹

The Snohomish County ADA Self-Evaluation and Transition Plan (2019)¹² does not include SR 99 in its inventory but evaluates county infrastructure for ADA compliance. Both jurisdictions' plans emphasize their commitment to accessibility for all, covering curb ramps, sidewalks, crosswalks and pedestrian signals/beacons. Both plans provide frameworks for prioritizing upgrades and improvements, outline current practices and recommend strategies for ensuring ADA compliance.

¹¹ City of Lynnwood, City of Lynnwood ADA Self-Evaluation and Transition Plan, 2021.

<https://www.lynnwoodwa.gov/files/sharedassets/public/v/1/public-works/project-folders/ada-self-eval/city-of-lynnwood-ada-self-evaluation-and-transition-plan-final.pdf>

¹² ADA Self Evaluation and Transition Plan, City of Lynnwood, <https://www.lynnwoodwa.gov/files/sharedassets/public/v/1/public-works/project-folders/ada-self-eval/city-of-lynnwood-ada-self-evaluation-and-transition-plan-final.pdf>

WSDOT's 2024 ADA Transition Plan outlines the state's approach to identifying and removing accessibility barriers on state-owned transportation facilities. It prioritizes pedestrian facility upgrades, such as curb ramps and sidewalks, and includes collaboration with local agencies. The plan reflects WSDOT's commitment to achieving full ADA compliance.

3.5.1.3 Crossing SR 99

Per Washington State Legislature (RCW 46.61.240), all roadway intersections are legal crossings for pedestrians regardless of whether they have marked crossings or not, unless closed by the local agency or WSDOT.¹³ There are generally three types of crosswalks along the SR 99 corridor, the first of which are controlled crosswalks, which are defined as crosswalks that are marked with paint and signalized with pedestrian phasing. The second type are marked crosswalks, which are crosswalks marked with paint but are not signalized with pedestrian phasing. The third type is the unmarked crosswalk at intersections. State law treats the space that connects sidewalks across an intersection as a legal crosswalk even when it is not painted and has no pedestrian signal. Some of these legal crossings are open but not accessible because curb ramps are missing, sidewalks are blocked or uneven, or slopes exceed ADA limits. This limits use for people walking, biking at low speed and people rolling.

All crosswalks at signalized intersections along the SR 99 corridor are marked, except the southern edge of the 164th Street Southwest and SR 99 intersection. The SR 99 corridor features crosswalk lengths ranging from 88 feet to 121 feet. Where right-turn slip lanes are present, raised islands connect the uncontrolled crossing of the slip lane with the signalized crossing of the intersection. Crosswalk markings are largely present only at signalized intersections along the corridor with a few exceptions such as the 164th Street Southwest intersection shown in Figure 5. Most are marked and legible in daytime conditions.



Figure 5 Long crossings and crosswalk gaps along SR 99 at 164th Street Southwest

¹³ [Washington State Legislature. RCW.46.61.240.](https://leg.wa.gov/RCW/default.aspx?cite=46.61.240)

Many of the crosswalks parallel to SR 99 that cross unsignalized intersections are unmarked and do not have curb ramps. The unsignalized intersections also do not have marked or controlled crossings on SR 99. There are also no protected midblock crossings in the study area. The average distance between signalized intersections on the SR 99 corridor is 3,200 feet in unincorporated Snohomish County and 1,900 feet in Lynnwood. Controlled crosswalks are shown in the intersection schematics in Attachment B and summarized in Table 10.

3.5.1.4 Pedestrian Facilities and Level of Traffic Stress

The Pedestrian Level of Traffic Stress (PLTS) analysis for the SR 99 corridor was conducted following the guidelines outlined in the WSDOT Design Manual (Chapter 1510).¹⁴ The analysis assesses the safety, accessibility and overall comfort for pedestrians along the SR 99 corridor. The PLTS serves as a tool for evaluating existing conditions and identifying sections that may benefit from improvements to enhance the pedestrian experience. This analysis classifies roadway conditions into various levels of traffic stress (LTS), from LTS 1 to LTS 4, with each level indicating the degree of comfort and safety for pedestrians. According to WSDOT standards, roadway shoulders are not recognized as sidewalks or pedestrian facilities though pedestrians can use shoulders where they're not explicitly restricted.¹⁵ For shared-use paths, PLTS is based on meeting the Design Manual's separation and design criteria. Chapter 1515 states that a shared-use path that meets the requirements of that chapter is, by definition, an LTS 2 or better facility for both pedestrians and bicyclists.

Some sidewalks meet WSDOT Standard Plan F-30.10-04, but that does not guarantee a low-stress facility. The PLTS is context based and reflects speed, lanes and volumes, separation from traffic, driveway frequency and protected crossing spacing. A back-of-curb sidewalk next to a 45 mph six-lane road typically rates PLTS 3 or 4. Reaching PLTS 2 or better on SR 99 generally requires added separation, lower speeds, shorter and more frequent protected crossings and access control with raised medians.

The existing PLTS scores for the different segments of the study area were determined by following section 1510.02(5)(a) Pedestrian Level of Traffic Stress in the WSDOT Design Manual. The PLTS scores along the SR 99 corridor are all LTS 4 as shown in Table 11. The desired PLTS is 2, which is consistent with WSDOT targets on state facilities subject to the Complete Streets requirement and supports safe access for most users, including people rolling.

¹⁴ WSDOT Design Manual, Chapter 1510, <https://www.wsdot.wa.gov/publications/manuals/fulltext/m22-01/1510.pdf>

¹⁵ WSDOT, WSDOT Design Manual M 22-01.23, 151.07(4), <https://wsdot.wa.gov/publications/manuals/fulltext/M22-01/1510.pdf>

Table 11. Summary of PLTS Scores

Section Number	Number of Thru Lanes Per Direction	Sidewalk Width (ft)	Physical Separation	AADT (2023)	Posted Speed (mph)	PLTS Score
1	2	6	No	36,000	45	4
2	2	0-6	No	Unavailable	45	4
3	3	0-7	No	40,000*	45	4
4	3	7	No	28,000	45	4
5	3	7	No	Unavailable	45	4
6	3	0-7	No	29,000	45	4
7	3	7	No	Unavailable	45	4
8	3	7	No	Unavailable	45	4
9	3	7	No	Unavailable	45	4
10	3	7	No	32,000	45	4
11	3	7	No	29,000	45	4
12	3	7	No	Unavailable	45	4
13	3	7	No	Unavailable	45	4
14	3	7	No	Unavailable	40	4

Source: The AADT reflects the counts from the [2023 WSDOT Traffic Count Data](#) and Lynnwood.

* Maximum AADT on the segment

3.5.2 Bicycle Facilities

WSDOT categorizes bicycle facilities as conventional bike lanes, buffered bike lanes, separated bike lanes and shared-use paths. The SR 99 corridor does not have bicycle facilities. Bike lanes are designated on 5 streets crossing the SR 99 corridor. These bicycle crossings are shown in the Intersection Schematics in Attachment B.

In some locations the outside BAT lanes are signed as “right turn must turn right except buses and bicycles” suggesting the BAT lanes allow bikes as shown in Figure 6.

There are no regional trails near the study area. The Interurban Regional Trail provides regional long-distance travel for pedestrians and bicyclists and parallels SR 99 south of the project area but turns east toward I-5 south of the study limits.

3.5.2.1 Bicycle Level of Traffic Stress

The Bicycle Level of Traffic Stress (BLTS) analysis, per WSDOT Design Manual (Chapter 1520¹⁶), offers a detailed evaluation of the current conditions for cyclists along the SR 99 corridor. Like the PLTS, the BLTS categorizes roadway conditions into various levels of traffic stress (LTS), from LTS 1 to LTS 4, with each level indicating the degree of comfort and safety for cyclists with different experience levels. For shared-use paths, BLTS is determined by Chapter 1515. A shared-use path that meets that chapter’s design and separation criteria is considered an LTS 2 or better facility for bicyclists.

The criteria for each LTS level are detailed in the WSDOT Design Manual. The BLTS analysis considers the following factors:

- Presence and Type of Bicycle Facilities: Currently, the SR 99 corridor lacks dedicated bicycle facilities.
- Traffic Volume and Vehicle Speeds: Elevated vehicle speeds and increased traffic volume are generally associated with heightened traffic stress for cyclists.
 - Along the SR 99 corridor, the Average Annual Daily Traffic (AADT) is 33,000 vehicles. However, this number varies across the 6.6-mile SR 99 corridor.
 - The speed limit is 45 mph across all segments, except Section 14. This segment, partially located in the city of Edmonds, is posted 40 mph.



Figure 6. Business Access & Transit (BAT) Lane Sign Allowing Bicycle Use

¹⁶ [M22-01.21 Design Manual Chapter 1520 Roadway Bicycle Facilities.](#)

- Roadway Characteristics:** The configuration and dimensions of travel lanes are important in defining a cyclist's comfort level. The SR 99 corridor features at least two general purpose lanes in each direction; most are 11 feet wide. Rather than a center median with turn pockets that limit driveway accesses and conflicts, many segments feature a two-way left-turn lane, providing access to businesses along the SR 99 corridor. In Lynnwood, the road includes a 12-foot-wide BAT lane along the outside curb, which is designated for right turns except for transit vehicles at major intersections. In unincorporated Snohomish County, curb-side segments include transit-only segments near bus stops to allow buses to pull out of general traffic lanes at stops and merge back into traffic. Much of this unincorporated segment has wide paved shoulders, with some being used for parking; even if those lanes are signed as no-parking in some areas.
- There are no bicycle facilities along the SR 99 corridor, so the BLTS is determined using Exhibit 1520-5 Bicycle Level of Traffic Stress in mixed traffic (no bicycle facility) of the WSDOT Design Manual. For a speed of 45 mph, the table indicates a LTS of 4 across all segments. Section BLTS scores by segment are summarized in Table 12.

Table 12. Section BLTS Considerations

Section	Number of Thru Lanes Per Direction	Bike Facility Present	AADT (2023)	Speed Limit (mph)	BLTS Score
1	2	No	36,000	45	4
2	2	No	Unavailable	45	4
3	3	No	40,000*	45	4
4	3	No	28,000	45	4
5	3	No	Unavailable	45	4
6	3	No	29,000	45	4
7	3	No	Unavailable	45	4
8	3	No	Unavailable	45	4
9	3	No	Unavailable	45	4
10	3	No	32,000	45	4
11	3	No	29,000	45	4
12	3	No	Unavailable	45	4
13	3	No	Unavailable	45	4
14	3	No	Unavailable	40	4

Table 12. Section BLTS Considerations

Section	Number of Thru Lanes Per Direction	Bike Facility Present	AADT (2023)	Speed Limit (mph)	BLTS Score
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Source: The AADT reflects the counts from the [2023 WSDOT Traffic Count Data](#) and Lynnwood.

3.5.2.2 Bicycle Facility Gaps

WSDOT active transportation gaps are designated as segments identified as LTS 3 or 4.¹⁷ Under this designation, all segments are active transportation gaps.

Existing bicycle facilities on streets crossing the SR 99 corridor are conventional (class II, striped) bicycle lanes at the intersections of SR 99 and 208th Street Southwest, 204th Street Southwest, 200th Street Southwest, 188th Street Southwest, 148th Street Southwest & Airport Road. Bicycles along the SR 99 corridor often utilize Swift bus routes that feature center boarding areas and in-bus racks as shown in Figure 7.



Figure 7. Bicycle Accommodations on Swift Buses and Transit Station on SR 99

3.5.3 Transit Facilities

The SR 99 corridor is served by Community Transit, Everett Transit and Sound Transit. Community Transit provides public transit service in the south Snohomish County area and is currently operating over 350 buses on 46 routes across 19 cities. In 2023, Community Transit recorded 7.1 million boardings across all its services, a 23% increase from 2022.

¹⁷ [WSDOT Active Transportation Plan, 2020 and Beyond](#).

Community Transit's services include local and commuter fixed-route bus service, Swift bus rapid transit (BRT), vanpool, Dial-A-Ride Transportation (DART) paratransit and on-demand shuttles (Zip). Community Transit's Swift bus rapid transit service provides frequent buses every 10-12 minutes on weekdays and every 20 minutes during evening and weekends. In 2023, Swift BRT accounted for 35%, or 2.5 million, of all Community Transit boardings. A typical Swift station is shown in Figure 8.

Everett Transit operates fixed-route and paratransit services strictly within the city of Everett limits, just north and west of the SR 99 study corridor.



Figure 8. Swift Blue Line Station

3.5.3.1 Transit Routes

Currently there are 12 bus routes serving the SR 99 corridor, with Community Transit operating all except for one Everett Transit route. A list of all routes that operate on the SR 99 corridor or connect within 300 feet of the SR 99 corridor, as well as frequency and connection points, are included below in a map showing the relationship between transit routes and the SR 99 corridor is included below in Figure 9.

Community Transit operates a BRT type service in south Snohomish County along three lines, Blue, Green and Orange. Branded as Swift, this BRT-type service features frequent service, operating with transit priority at signals and within dedicated transit or BAT lanes. The Swift stations, while more dispersed, include off-board fare payment, real time arrival information and raised platforms that allow for level boarding at multiple doors, and are typically placed at intersections with signal-controlled crosswalks. Swift coaches are larger, with room to roll bikes on board.

In the study area, Community Transit’s Swift Blue Line provides frequent (every 10 minutes from 6 a.m. to 7 p.m.) north-south service along the SR 99 corridor, connecting Aurora Village Transit Center in Shoreline to Everett Station in Everett. Along the SR 99 corridor, the Blue Line operates in a mix of BAT lanes, transit designated lanes and general-purpose lanes. Two other Swift routes intersect with the study corridor: Swift Green Line and Swift Orange Line. The Swift Green Line travels along Airport Road from Seaway Transit Center near the Boeing-Everett plant, intersecting with Swift Blue Line and SR 99, to Canyon Park - Park & Ride in Bothell. The Swift Orange Line connects Edmonds College in Lynnwood, Lynnwood City Center Station and McCollum Park Park & Ride in Mill Creek and intersects the Swift Blue Line at the intersection of 196th Street Southwest and SR 99.

As of the August 2024 opening of Sound Transit Link Light Rail to Lynnwood, Community Transit has significantly restructured their service to eliminate redundant routes between Lynnwood and Downtown Seattle and increasing feeder service to rail. For this reason, the following routes were discontinued in 2024: 105, 107, 113, 115, 116, 196, 417 and 880. Route 120 was realigned and no longer intersects with the SR 99 corridor. Following the service change, local routes that serve the SR 99 corridor include: 101, 102, 103, 112, 114, 117, 119 and 166. Additionally, Everett Transit operates one route, Route 8, that intersects with the study corridor and other Community Transit Swift services at Airport Road.

Community Transit’s Swift Blue line and local route 101 are the only routes that travel the full SR 99 corridor, while all other routes intersect the SR 99 corridor. The intersection between routes and the SR 99 corridor, as well as route frequency, is listed in Table 13.

Table 13. Transit Routes

Agency	Route	To/From	Route Frequency	Limits on SR 99
Community Transit	Swift Blue Line	Everett Station to Aurora Village Transit Center	Peak: 10-minute headways Off-peak: 20-minute headways Weekend: 15-minute headways	Travels the entirety of SR 99 corridor
Community Transit	Swift Green Line	Seaway Transit Center to Canyon Park (Park & Ride)	10-minute headways (all)	Intersects with study corridor at Airport Road

Table 13. Transit Routes

Agency	Route	To/From	Route Frequency	Limits on SR 99
Community Transit	Swift Orange Line	McCollum Park (Park & Ride) to Edmonds College Transit Center	Weekday: 10-minute headways Weekend: 20-minute headways	Intersects with study corridor at 196th St SW
Community Transit	101	Mariner Park & Ride to Aurora Village	30-minute headways (all)	Travels the entirety of SR 99 corridor
Community Transit	102	Edmonds Station to Lynnwood City Center Station	30-minute headways (all)	Intersects with study corridor at 212th St SW
Community Transit	103	Hardeson Road via Seaway Transit Center to Lynnwood City Center Station	Peak: 20-minute headways Off-peak: 30-minute headways Weekend: 30-minute headways	Intersects with study corridor at 148th St SW
Community Transit	112	Ash Way Park & Ride to Montlake Terrace Station	Peak: 20-minute headways Off-peak: 60-minute headways Weekend: 30-minute headways	Intersects with study corridor at 166th PI SW
Community Transit	114	Aurora Village Transit Center to Lynnwood City Center Station	Peak: 20-minute headways Off-peak: 30-minute headways Weekend: 30-minute headways	Intersects with study corridor at 200th St SW
Community Transit	117	Mukilteo Ferry to Lynnwood City Center Station	Peak: 30-minute headways Off-peak: 60-minute headways Weekend: -minute headways	Intersects with study corridor at SR 525
Community Transit	119	Ash Way Park & Ride to Montlake Terrace Station	Peak: 30-minute peak Off-peak and weekends: 60-minute headways	Intersects with study corridor at 148th St SW
Community Transit	166	Edmonds Station to Silver Firs	Peak: 30-minute headways Off-peak: 60-minute headways Weekend: 30-minute headways	Intersects with study corridor at SR 524
Everett Transit	8	Everett Station; Seaway Transit Center; Paine Field Airport	60-minute headways (all)	Intersects with study corridor at Airport Road



Figure 10. Unincorporated County Transit Stop

Green line at Airport Road and two serving the Orange line at 196th Street Southwest, while 12 Blue line stations are dispersed along the entirety of the SR 99 study corridor.

3.5.3.2 Bus Stops

There are 55 bus stops within 300 feet of the SR 99 corridor, and approximately one to four stops per segment and per direction of traffic. Of these, 23 of the bus stops are located within unincorporated Snohomish County and 32 are located within Lynnwood. A typical Swift stop is shown in Figure 10. Bus stops along the SR 99 corridor in unincorporated Snohomish County are shown in . Bus stops in the city of Lynnwood are shown in . Schematics showing Swift and local Community Transit stops are provided in Attachment B.

Of the stops along the SR 99 corridor, 16 are Swift stations, spaced between a half-mile and two miles. Notably Swift stations are located adjacent to signal-controlled intersections, which improves safety for pedestrians accessing transit.

To accommodate transfers between Swift lines, there are two Swift stations serving the

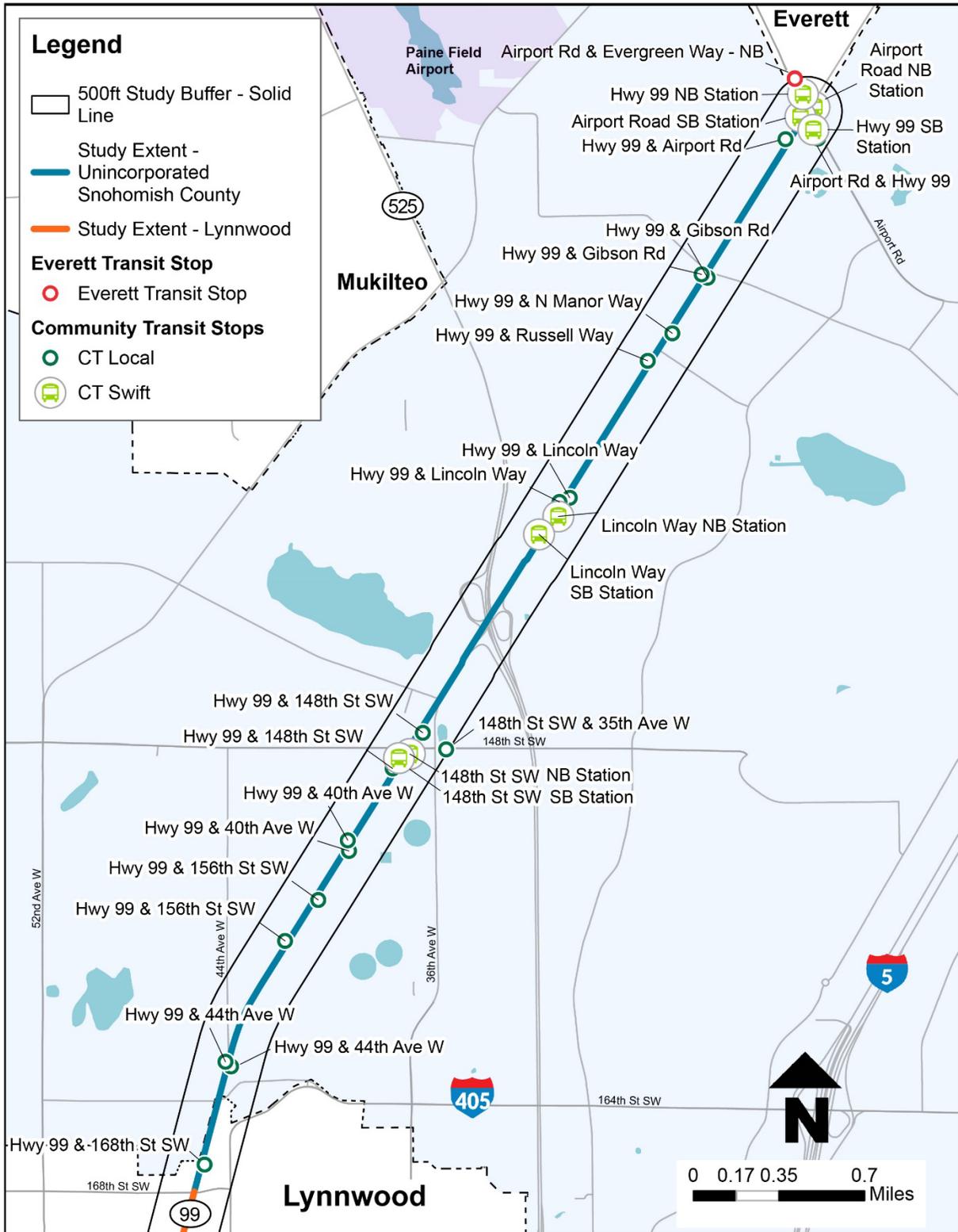


Figure 11. Transit Stops in unincorporated Snohomish County

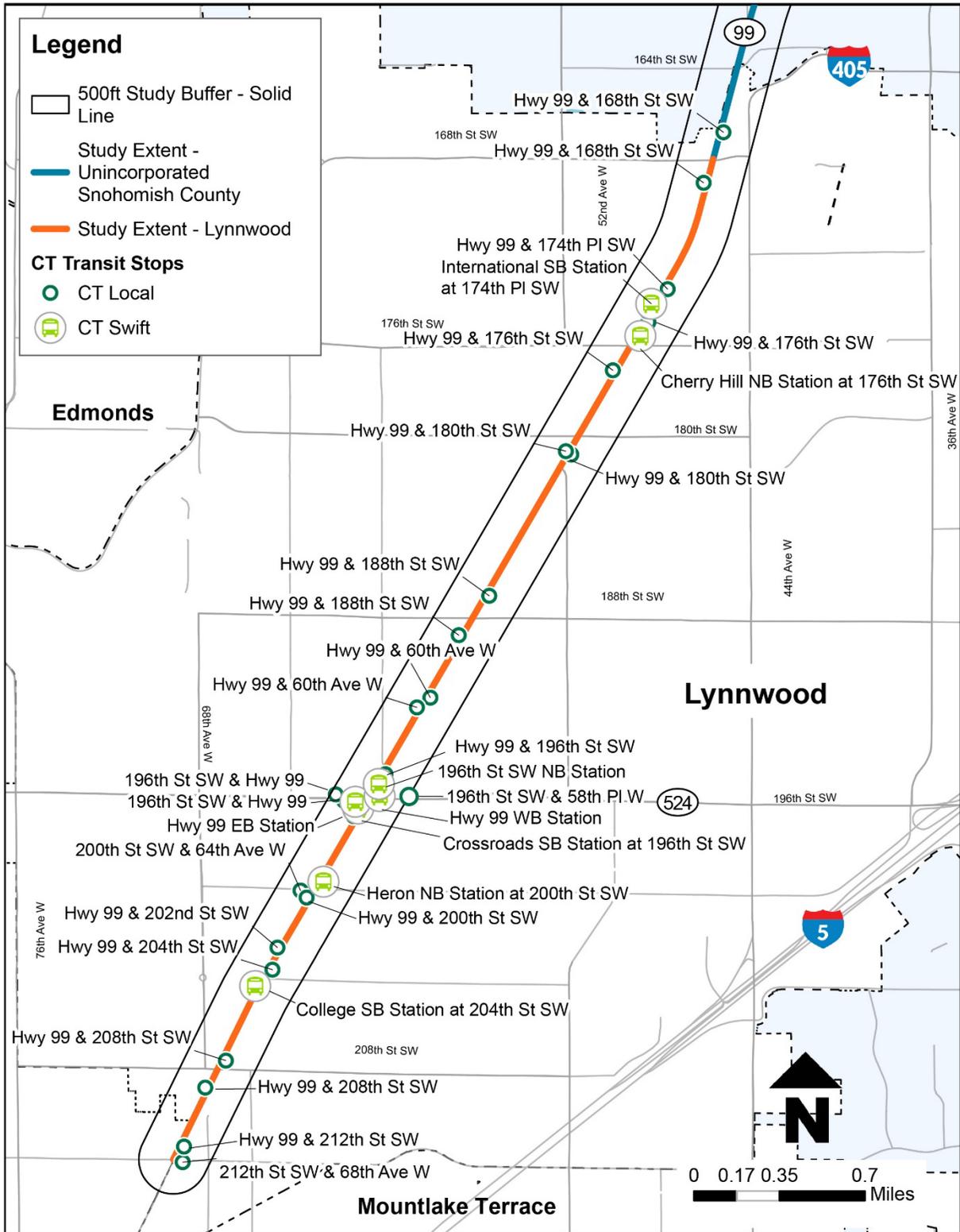


Figure 12. Transit Stops in Lynnwood

The frequency of buses traveling along or intersecting the SR 99 corridor varies by route and by segment. shows the total number of buses per segment in one day that intersect with the SR 99 corridor. This information might suggest which segments along the corridor see the greatest number of transit riders in a day.

As shown in Table 14 using 2019 and 2024 Community Transit data, total passenger boardings and departures, also known as boardings and alighting, peak at 1,602 weekday boardings and alighting on average in Segment 1. Segment 1 contains the intersection of two Community Transit Swift routes, one Community Transit local route and one Everett Transit route near or on Airport Road, and as a result, nearly 430 buses travel through Segment 1 every day. This means that on an average day, 1,602 transit users are on the sidewalks and streets in this segment waiting for buses, walking to buses or transferring between buses.

The next highest combined average weekday boardings and alightings (851) occurs in Segment 4 where approximately 266 buses travel every day. Segment 11, 8 and 10 also all contain weekday boardings and alightings that exceed 500 per day, with 811, 714 and 565, respectively. Additionally, over 250 buses per day travel through each of these segments (Segment 4, 8 and 10), while 402 buses travel through Segment 11 daily. The lowest number of bus trips per segment is 33 through Segment 6, and the lowest average total boardings and alighting at a bus stop is 37, also in Segment 6. The total average weekday boardings and alighting, as well as bus trips per weekday is located in .

The experience of a passenger at a bus stop along the SR 99 corridor will vary depending on the type of transit (Swift or local route), as well as the access to each stop. Access to transit stops within the fourteen segments were measured by completeness of sidewalk infrastructure that allows a user to walk or roll safely to the stop or station.

Sidewalk data along the SR 99 corridor shows that while ten segments have complete sidewalks, four of the 14 segments (Segments 2, 3, 10 and 14) do not contain a complete sidewalk network granting transit users, specifically any with disabilities, access to bus stops along the segment. Hundreds of transit users board or depart buses in these four segments every day (44, 574, 565 and 48 average total weekday boardings and alighting per Segments 2, 3, 10 and 14), and do not have access to walking infrastructure that helps them arrive or depart from transit stops within these segments.

Table 14. SR 99 Corridor Transit Stops and Service

Segment Number	Number of Northbound Stops	Number of Southbound Stops	Complete Sidewalk*	Total Bus Trips per Weekday – West (SB)	Total Bus Trips per Weekday – East (NB)	Total Boardings and Alighting per Weekday – West (SB)	Total Boardings and Alighting per Weekday – East (NB)	Total Boardings and Alighting per Weekday – West (SB) & East (NB)
1	2	3	Yes	198 Swift, 33 Local	198 Swift	815	786	1602

Table 14. SR 99 Corridor Transit Stops and Service

Segment Number	Number of Northbound Stops	Number of Southbound Stops	Complete Sidewalk*	Total Bus Trips per Weekday – West (SB)	Total Bus Trips per Weekday – East (NB)	Total Boardings and Alighting per Weekday – West (SB)	Total Boardings and Alighting per Weekday – East (NB)	Total Boardings and Alighting per Weekday – West (SB) & East (NB)
2	4	3	No	33 Local	100 Swift, 33 Local	44	283	327
3	1	1	No	100 Swift	33 Local	265	26	291
4	3	3	Yes	100 Swift, 33 Local	100 Swift, 33 Local	428	422	851
5	1	2	Yes	33 Local	33 Local	77	38	115
6	1	0	Yes	None	33 Local	0	37	37
7	1	1	Yes	33 Local	33 Local	35	16	51
8	2	2	Yes	100 Swift, 33 Local	100 Swift, 33 Local	358	356	714
9	2	2	Yes	33 Local	33 Local	24	44	68
10	4	2	No	33 Local	200 Swift, 33 Local	26	539	565
11	2	4	Yes	202 Swift, 67 Local	100 Swift, 33 Local	595	216	811
12	1	3	Yes	65 Local	33 Local	45	25	69
13	1	1	Yes	100 Swift	33 Local	165	46	211
14	2	1	No	33 Local	66 Local	32	16	48

*Note: A complete sidewalk classification of “yes” indicates no gaps in the sidewalk network for the given segment.

3.5.3.3 Transit Priority Treatments

Transit priority treatments provide travel time advantages for buses and transit passengers by allowing them to bypass traffic queues at signalized intersections. Specific treatments are noted below:

- BAT lanes are provided on SR 99 extending south of the study limits at 212th Street Southwest in Lynnwood to 148th Street Southwest in unincorporated Snohomish County. These lanes can be used by vehicles accessing driveways along the corridor as well as serve as a right-turn lane at intersections for non-transit vehicles. Transit vehicles, traveling in the rightmost thru lanes, can bypass

queued vehicles at signalized intersections. These lanes are generally signed “Right-turn only except for buses”.

- Airport Road, which crosses SR 99, includes high-occupancy vehicle (HOV) lanes restricted to vehicles with 2 or more passengers by time of day. Restrictions on the lanes occur on weekdays between 5:30 to 8:30 in the morning in northbound direction and 2:30 to 5:30 in the afternoon in the southbound direction.
- North of 148th Street Southwest, the SR 99 corridor includes transit-only pullout lanes adjacent to bus stops and stations. These do not afford any travel time advantage for transit but provide refuge for buses to pull out of travel lane.
- Where the Swift Orange line crosses the Swift Blue line, queue jumps are marked on 196th Street Southwest on the eastbound and westbound approaches and on southbound SR 99 that allows buses to bypass queues as shown in Figure 13.



Figure 13. Example of Bus Queue Jump Lane

3.6 Vehicle Mobility Conditions

SR 99 is classified as an "Urban Other Principal Arterial" according to WSDOT's functional classification system. This designation reflects the roadway's critical role in facilitating significant through traffic movement, while providing access to local properties. The functional classification serves as a guiding framework for understanding vehicle mobility conditions along the corridor and informs decisions related to traffic operations, driveways and access management, parking and freight movement. The functional classification of roadways in the area is shown in Figure 14.

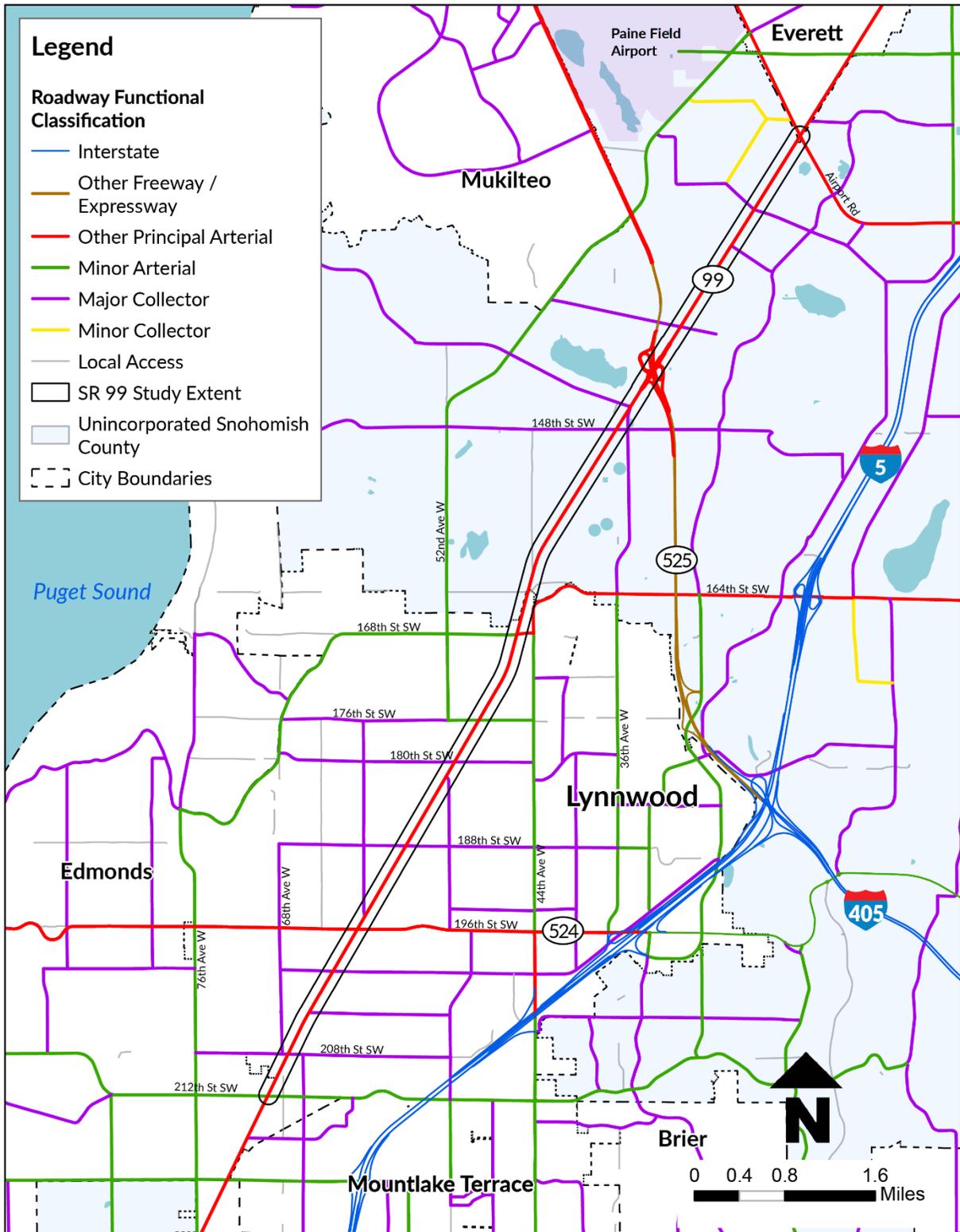


Figure 14. SR 99 State Route Functional Classification

3.6.1 Review of Existing Traffic Operations

Intersection and traffic operations are not the primary focus of the SR 99 Study. However, traffic volumes will be considered when evaluating potential changes to intersection channelization. Recent AADT and 2023 peak hour traffic volumes at signal-controlled intersections along the SR 99 corridor were collected from WSDOT and Lynnwood. Recent AADT, AM and PM peak hour volumes and peak hour truck volumes by segments are shown in Table 15, with detailed schematics and available intersection data, including traffic turn movements, pedestrian and bicyclist volumes, provided in Attachment B.

Table 15. SR 99 Sections and Volumes			
Section Number	Average Annual Daily Traffic Volume (2023)	Northbound AM / PM Peak Hour volume	Southbound AM / PM Peak Hour volume
1 - Airport Rd to Gibson Rd	36,000	Unavailable	Unavailable
2 - Gibson Rd to Lincoln Way	Unavailable	Unavailable	Unavailable
3 - Lincoln Way to 148th St SW	40,000*	Unavailable	Unavailable
4 - 148th St SW to 156th St SW	28,000	Unavailable	Unavailable
5 - 156th St SW to 164th St SW	Unavailable	630/1,355	Unavailable
6 - 164th St SW to 168th St SW	29,000	625/1,370	1,460/1,010
7 - 168th St SW to 174th St SW	Unavailable	735/1,550	1,655/1,180
8 - 174th St SW to 176th St SW	Unavailable	690/1,475	1,585/1,165
9 - 176th St SW to 188th St SW	Unavailable	670/1,590	1,930/1,295
10- 188th St SW to 196th St SW	32,000	740/1,620	1,850/1,170
11 - 196th St SW to 200th St SW	29,000	635/1,605	1,730/1,010
12 - 200th St SW to 204th St SW	Unavailable	Unavailable /1,690	1,730/1,100
13 - 204th St SW to 208th St SW	Unavailable	690/1,640	Unavailable /1,185
14 – 208th St SW to 212th St SW	Unavailable	735/1,445	1,705/1,095

Source: WSDOT, City of Lynnwood
 XX/ (XX): AM Peak Volume/ (PM Peak Volume)
 *Maximum AADT on the segment

3.6.2 Existing Intersection Operations

Peak hour intersection turning movement counts at Lynnwood intersections are provided in the Intersection Schematics in Attachment B. These counts indicate high vehicle volumes of through traffic, ranging from 1215 -1850 vehicles southbound in the morning peak hour and 1365 – 1900 vehicles northbound in the afternoon peak hour. The turning movement counts also suggest high volumes of turning vehicles, with both the SR 99 at 148th Street Southwest and at 168th Street Southwest signalized intersections featuring dual left-turn lanes onto SR 99. The SR 99/Airport Road intersection features dual left-turn lanes southbound from Airport Road to southbound SR 99.

Although this study will not conduct a detailed operational analysis at these intersections, a review applying the critical lane method may be considered where modifications to accommodate Complete Streets improvements are proposed. Additionally, for any proposed changes to speed limits or signal timing (e.g., introducing new signal-protected crosswalks), an assessment of signal progression will be conducted.

There are fifteen (15) signalized intersections located in unincorporated Snohomish County and Lynnwood along the SR 99 corridor. Five (5) signalized intersections, from Airport Road to 156th Street Southwest are located in unincorporated Snohomish County and ten (10) are between 164th Street Southwest and 212th Street Southwest within Lynnwood. The intersection at 164th Street Southwest marks Lynnwood’s northern city limit.

3.6.3 Driveways and Access

Access management is a strategy to regulate where access to local properties can be granted. The goal is to balance local access needs, such as driveways, with the roadway’s primary function of providing efficient through movement. Within the hierarchy of access control, some roadways prioritize mobility as compared to access to property. This balance involves a tradeoff, with the highest level of access control applied to interstates, where through movement is prioritized. For principal arterials like the SR 99 corridor, the emphasis remains on facilitating through traffic rather than providing frequent local access. Figure 15 illustrates this tradeoff, placing SR 99 on the left side of the curve, where major arterials prioritize mobility and have fewer access points compared to local roads.

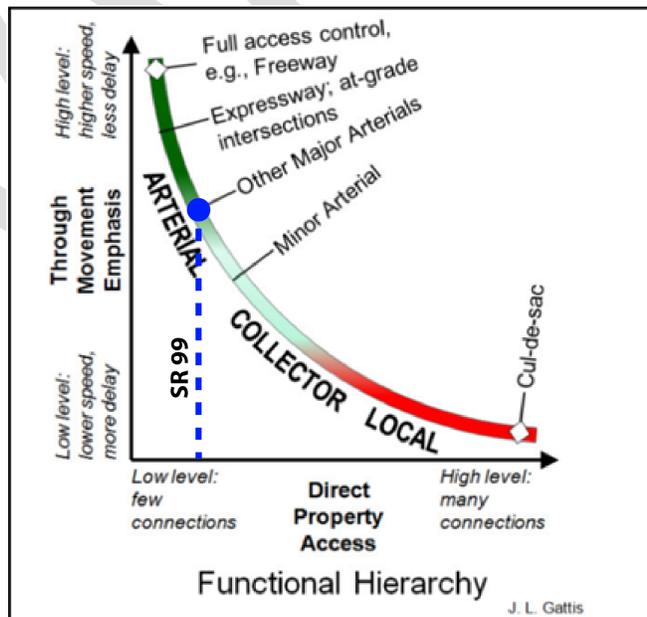


Figure 15. Access Management - Functional Hierarchy

According to WSDOT Design Manual Chapter 540, the classification system for state managed access highways consists of five classes. The classes are arranged from the most restrictive, Class 1, to the least restrictive, Class 5.¹⁸ SR 99 is classified as a Class 4 Access-Managed

¹⁸ WSDOT [M22-01.21 Design Manual Chapter 540, 2024](#)

Arterial within Lynnwood, where the desired access spacing is 250 feet between driveways and streets, and as a Class 3 Access-Managed Arterial in unincorporated Snohomish County, with a spacing of 330 feet. While mobility is prioritized in both classifications, these spacings allow for greater flexibility in property access compared to Class 1 facilities, promoting a balance between mobility and local access. Note that SR 99 between 35th Avenue West and Lincoln Avenue (about 0.6 miles), at the interchange of SR 525, is categorized as Limited Access Fully Controlled. illustrates the different access control types on the SR 99 corridor. Access control of SR 99 between Lincoln Avenue and 35th Avenue West is fully within WSDOT jurisdiction. State Route 525 is access-controlled where it extends north from Interstate 405 to just north of SR 99 where it becomes an Access Managed Class 3 facility connecting to the Mukilteo Ferry terminal. At the interchange, this access control continues onto SR 99 between 35th Avenue West and Lincoln Avenue.

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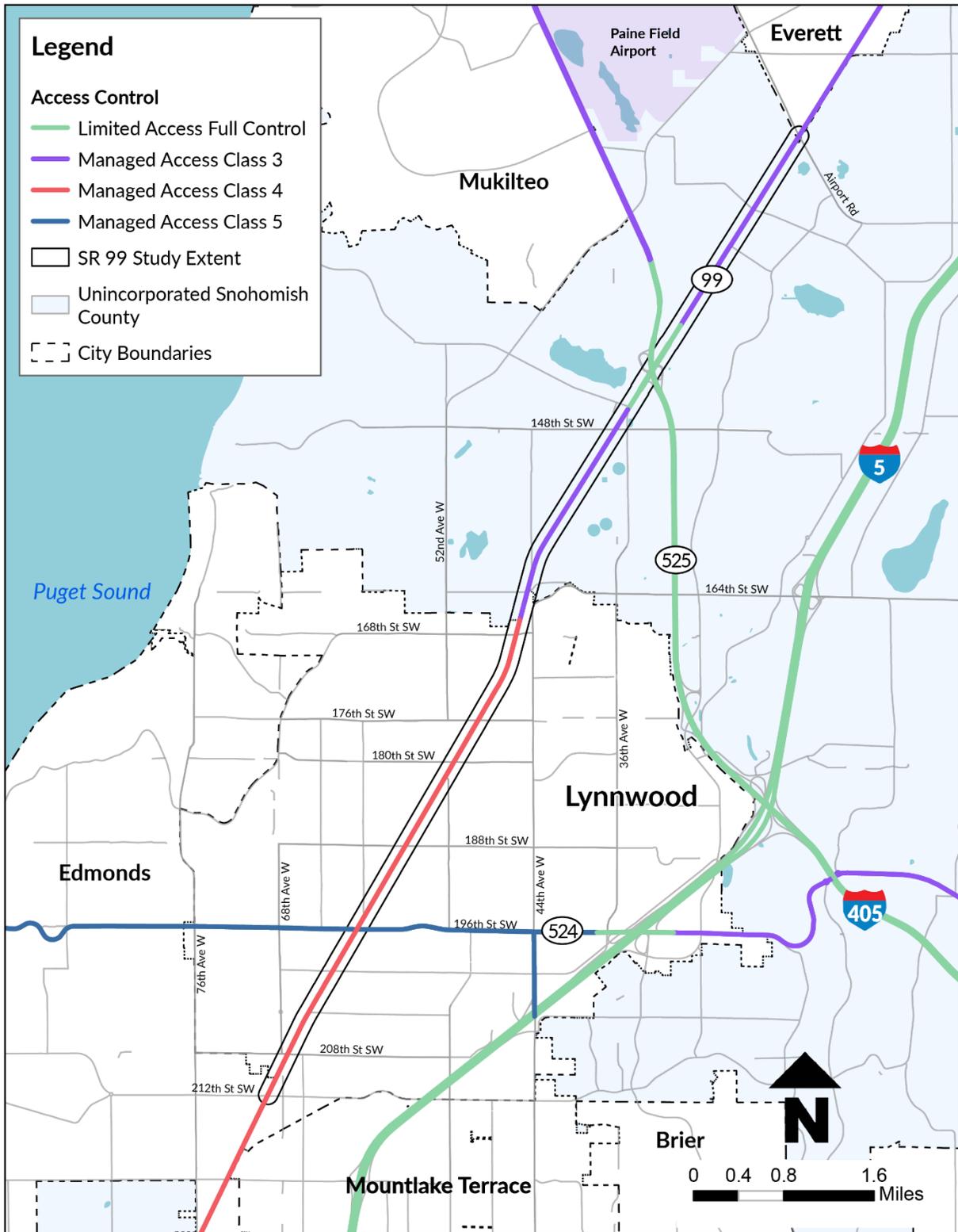


Figure 16. Access Control

SR 99 has a significant number of legacy driveways, many of which predate current access management standards, and will likely remain a part of the roadway context until future redevelopment occurs. This is largely because many parcels facing the SR 99 corridor lack alternative access routes and solely rely on SR 99 for ingress and egress. It should be noted that some parcels have multiple driveways, and some parcels have abandoned access points that may contribute to dense or confusing access environment.

WSDOT’s current standards emphasize limiting driveway density to minimize conflicts between vehicles entering or exiting driveways and mainline traffic. The Washington State Department of Transportation (WSDOT) Design Manual Chapter 1340 (Driveways) states that If a WSDOT project proposes to alter, relocate, consolidate or close a driveway, regardless of whether the driveway is permitted, grandfathered or unpermitted, it is required that a new access connection permit be issued for any driveways that are to remain. Under RCW 47.50.030, vehicular access to state highways is regulated to ensure public safety, while RCW 47.24.020 gives cities the authority to manage access connections on state highways within city limits.

Table 16 provides an overview of number of driveways and driveway density (driveways per mile) along the 14 segments of the SR 99 corridor. Driveway density is highest on Segment 10 (188th Street Southwest to 196th Street Southwest) followed closely by Segment 14 (208th Street Southwest to 212th Street Southwest) and Segment 13 (204th Street Southwest to 208th Street Southwest).

Table 16. SR 99 Segments and Driveways

Segments	Segment Length (feet)	Number of Driveways Northbound	Number of Driveways Southbound	Driveways Per Mile Northbound	Driveways Per Mile Southbound
1 - Airport Rd to Gibson Rd	2,725	12	11	23	21
2 - Gibson Rd to Lincoln Way	4,340	19	21	23	25
3 - Lincoln Way to 148th St SW	3,815	7	5	9	6
4 - 148th St SW to 156th St SW	2,920	19	14	34	25
5 - 156th St SW to 164th St SW	2,925	12	7	21	12
6 - 164th St SW to 168th St SW	1,365	5	6	19	23
7 - 168th St SW to 174th St SW	2,180	11	5	26	12
8 - 174th St SW to 176th St SW	785	3	3	20	20
9 - 176th St SW to 188th St SW	4,560	26	19	30	21
10 - 188th St SW to 196th St SW	3,035	20	18	34	31

Table 16. SR 99 Segments and Driveways

Segments	Segment Length (feet)	Number of Driveways Northbound	Number of Driveways Southbound	Driveways Per Mile Northbound	Driveways Per Mile Southbound
11 - 196th St SW to 200th St SW	1,520	8	5	27	17
12 - 200th St SW to 204th St SW	1,500	12	5	42	17
13 - 204th St SW to 208th St SW	1,465	10	7	36	25
14 - 208th St SW to 212th St SW	1,470	9	9	32	32

3.6.4 Parking

Most commercial development along the study corridor includes off-street parking. On-street parking is not permitted on SR 99 in Lynnwood. Portions of SR 99 in unincorporated Snohomish County include a paved shoulder currently being used for on-street parking. Both directions of SR 99 through the SR 525 interchange are signed “no parking”. Beneath the SR 525 overpass, along wide shoulders there are still sometimes trucks parked northbound and southbound as shown in Figure 17. Notably, there are severe truck parking shortages, including overnight truck parking in the region. “Washington state does not have sufficient truck parking spaces and is ranked among the lowest in the country for truck parking availability.”¹⁹



Figure 17. Truck Parking Underneath the SR 525 Overpass

¹⁹ [Truck parking plans | WSDOT](#)

North of the SR 525 interchange and merge lanes, SR 99 widens to two (2) through lanes and a paved shoulder. Vehicles are often parked on the east side of SR 99 between Lincoln Way and Gibson Road. This same area has sections that do not include sidewalks or storm drainage. Vehicles can park in some sections on the west side of SR 99 between Airport Road and the SR 525 Interchange. Some sections with width for parking on the east side of SR 99 are signed No Parking Any Time.

3.6.5 Freight Mobility Conditions

The Washington State Freight and Goods Transportation System (FGTS) classifies freight corridors by mode on a scale of 1 through 5, based on the amount of annual freight tonnage moved, where Class 1 representing the highest tonnage and Class 5 the lowest. The entire SR 99 corridor is classified FGTS Class T-3, indicating it handles 300,000 to 4 million tons of truck freight per year. The FGTS classification is shown in Figure 18.

According to WSDOT's 2023 FGTS database, the SR 99 corridor moves 2,610,000 truck tonnage from the intersection of SR 99 and 208th Street Southwest to the intersection of SR 99 and SR 525. North of SR 525 to Airport Road the truck tonnage increases to 3,130,000. Annual Average Daily Truck Traffic (AADTT) also increases along the SR 9 Corridor as the road travels north. From SR 99 at 208th Street Southwest to SR 525, the AADTT is 1,000 and increases to 1,200 north of SR 525 to Airport Road.

Freight traffic accounts for a consistent 3.5 percent of the total traffic volume throughout the SR 99 corridor. State Route 99 serves as a parallel route to I-5 (FGTS Class T-1) and offers an alternative for both commuters and freight traffic when I-5 experiences congestion, especially for north-south travel between Seattle and Everett. This section of SR 99 has a history of conflicts between freight, personal vehicles, cyclists and pedestrians, with some crashes resulting in fatalities, road closures and spilled loads.

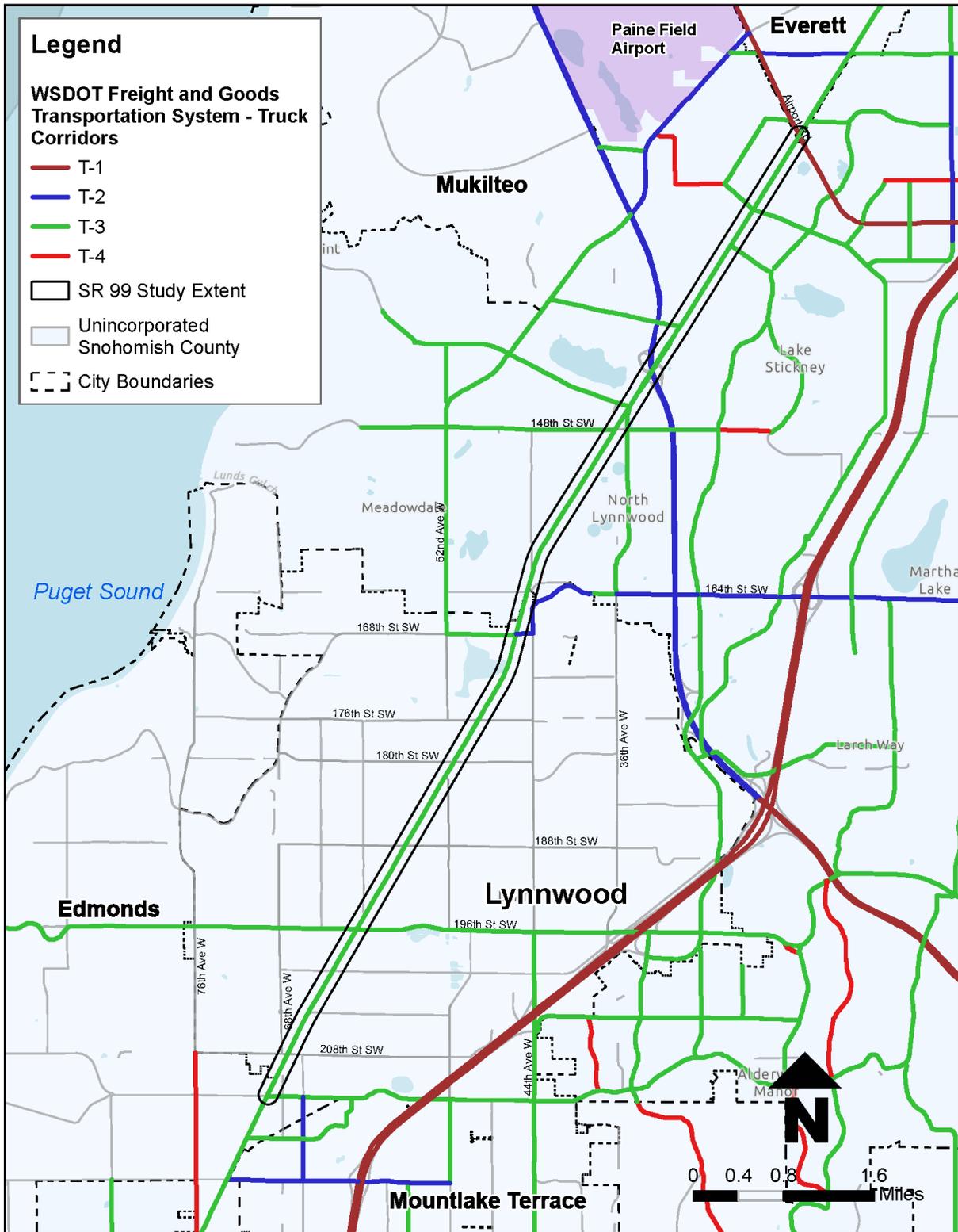


Figure 18. SR 99 FGTS Truck Corridors²⁰

3.7 Safety Analysis/Assessment

WSDOT crash data were analyzed for the SR 99 corridor. A crash trends analysis was performed to identify historic crash information over an eight-year period from 2016 to 2023. A closer look at the five year period from 2019 through 2023 provides insight into the more recent crash history of the corridor. Safety data and analysis results provided herein are subject to 23 U.S. Code § 148 and 23 U.S. Code § 407 (see right).

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.

3.7.1 Approach and Terminology

This safety analysis considers all reported injury and fatal crashes (KABC) for the eight-year (2016 - 2023) trend period and five-year (2019 - 2023) analysis period; property damage only crashes are excluded from any crash analysis to focus on reducing fatalities and injuries.

To ensure clarity throughout this safety analysis, the following terms and classifications are used:

- Unless otherwise noted, the analysis in this report uses crashes as a unit rather than individual fatalities and injuries. This is because crashes are independent events and analysis focusing on individual injuries can bias study findings and next steps.
- The crash severity classification is dictated by the most severe injury sustained by the involved people in the crash. For example, a fatal crash, also known as a K crash, resulted in at least one fatality. Similarly, a suspected serious injury crash involved at least one suspected serious injury and no fatalities. For details regarding injury classifications, please refer to the Model Minimum Uniform Crash Criteria, also known as MMUCC (6th Edition, NHTSA, crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813525).

 - K crash: Fatal crash
 - A crash: Suspected serious injury crash
 - B crash: Suspected minor injury crash
 - C crash: Possible injury crash.
 - PDO or O crash: Property damage only crash.

²⁰ WSDOT Freight Data Freight and Goods Transportation System, Truck Corridors, <https://geo.wa.gov/datasets/WSDOT::wsdot-freight-data-freight-and-goods-transportation-system-truck-corridors/about>

- **KABC:** Fatal and injury crashes, in other words, crashes that include any type of injury including fatalities.
- **KA crashes per mile:** Number of fatal and serious injury crashes per mile.
- **Pedestrian/Bicyclist Involved Crashes:** Crashes involving at least one pedestrian or bicyclist, whether or not they died or sustained an injury in the crash.
- **Contributing Factors:** Circumstances or behaviors reported in the crash data that likely played a contributing role in the crash. It is common for crashes to have multiple likely contributing factors.
- **Target Zero Emphasis Areas:** A set of categories of areas identified in the 2024 Washington State Strategic Highway Safety Plan (SHSP): Target Zero, including high-risk behaviors, crash types, road users by age and road users by mode of travel characteristics.
- **Crash Types:** Vehicle crash patterns, such as angle, rear-end, head-on or fixed-object crashes.
- **High Injury Network:** A High-Injury Network (HIN) represents the corridors with the highest concentration of traffic-related fatalities and serious injuries (victims) in an area for a designated time frame. In 2025, the Puget Sound Regional Council published the Regional Safety Action Plan including a High Injury Network map covering the King, Kitsap, Pierce and Snohomish Counties.²¹
- **Single-Vehicle vs. Multi-Vehicle Crashes:** Single-vehicle crashes involve only one moving vehicle, while multi-vehicle crashes involve interactions between two or more vehicles.

For clarity in this safety analysis, trends and most comparative analysis will refer to roadway crashes occurring within a 300' buffer of the corridor centerline. Crash victims are also considered, to reflect that each crash may result in more than one fatal or injury outcome. Analysis will be described with the term "victims" where the analysis reflects numbers of fatalities or those injured in crashes. "Crash" is used to reflect the data related to crashes irrespective of the number of fatalities or injuries.

Updated in 2024, the Washington Traffic Safety Commission (WTSC) and WSDOT have published the Washington State Highway Safety Plan: Target Zero that identifies strategies to improve Washingtonians' safety as they travel across the state. It describes emphasis areas for the state. As part of WSDOT's implementation of the Target Zero SHSP and the Safe System Approach, the primary focus of safety related investments and considerations are those crashes that result in fatalities and serious injuries. In addition, WSDOT also considers all crashes involving pedestrians and bicyclists because these crashes could easily have resulted in death or serious injuries of these users. The most recent plan also aligns with the United States

²¹ https://www.psrc.org/depts/data/website_data/hin-map/hin-map_dashboard.html

Department of Transportation (USDOT) Safe System Approach which highlights a focus on Safer Users, Safer Vehicles, Safer Speeds, Safer Roads and Post Crash Care while expanding to include Safer Land Use as shown in Figure 19. The plan acknowledges that death and serious injury is unacceptable, safety is proactive and responsibility is shared. Additionally, the plan supports safe road use and calls for strengthening all parts of the transportation system and to reduce large crash forces.



Figure 19. Washington State Safe System Approach

3.7.2 Key Findings

Table 17 summarizes the total number of crashes over the 5-year period (2019–2023) and Table 18 summarizes the total of all pedestrian and bicycle involved crashes notably including crashes that did not result in an injury.

Table 17. 2019-2023 (5 Years) Crash Summary Fatal and all Injury by Segment and Severity

Segment	Fatal & All Injury Crashes	Fatal & Serious Injury Crashes	Fatal Crashes
Unincorporated Snohomish County	319	39	11
Lynnwood	347	23	5
Total Corridor Crashes	666	62	16

Source: WSDOT Engineering Crash DataMart

Table 18. 2019-2023 (5 Years) Pedestrian Bicyclist Crash Summary Statistics by Segment and Severity				
Segment	Pedestrian / Bicyclist Involved All Crashes	Pedestrian / Bicyclist Involved Fatal & All Injury Crashes	Pedestrian / Bicyclist Involved Fatal & Serious Injury Crashes	Pedestrian / Bicyclist Involved Fatal Crashes
Unincorporated Snohomish County	45/7	40 / 6	14 / 1	5 / 0
Lynnwood	27/9	24 / 7	9 / 0	3 / 0
Total Crashes (including Property Damage Only)	72/16	64 / 13	23 / 1	8 / 0
Source: WSDOT Engineering Crash DataMart				

Over the 5-year study period, the combined SR 99 corridor experienced a total of 666 injury crashes which resulted in 875 fatalities or injuries (see Table 19). Notably, 62 of those crashes resulted in 66 fatalities or serious injuries. Of these, 16 crashes resulted in 17 fatalities. The Lynnwood segment experienced a greater number of all injury crashes (347) as compared to the unincorporated Snohomish County segment (319). However, the unincorporated Snohomish County segment experienced more fatal and serious injury crashes and more than double the number of fatal crashes as compared to the Lynnwood segment (Table 19).

To evaluate the corridor in the context of PSRC’s High Injury Network, data related to the number of victims per mile is presented in Table 19, which shows the victim counts for each injury severity category. The unincorporated Snohomish County segment experienced an average of 13.9 fatalities and serious injuries per mile versus 6.6 fatalities and serious injuries per mile in Lynnwood for the five-year study period. In the recently published Puget Sound Regional Council State of Safety in the Region report, a threshold of 2 fatalities and serious injuries per mile was used to identify corridors in the region that are high-injury corridors. Both segments exceed the regional high-injury network screening threshold of 2 fatalities and serious injuries per mile.

Where analysis reflects fatalities or multiple injuries of a crash, they will be referred to as “victims” noting fatalities and all injuries. Where analysis is specifically calling out statistics related to crashes they will be referenced with the term “crashes”.

Table 19. 2019-2023 (5 Years) Victim Summary Statistics by Segment and Severity

Segment	Fatalities & All Injuries	Fatalities & Serious Injuries	Fatalities
Unincorporated Snohomish County	430	43	12
Lynnwood	445	23	5
Total Victims	875	66	17

Source: WSDOT Engineering Crash DataMart

3.7.2.1 PSRC Regional High-Injury Network

In 2025, the Puget Sound Regional Council adopted its first Regional Safety Action Plan that also defined a High Injury Network (HIN), defining corridors with higher concentrations of fatalities and serious injuries. Long stretches of SR 99 through Snohomish, King and Pierce counties are included on the Region’s HIN, specifically the SR 99 corridor between 212th Street Southwest and Airport Road in Lynnwood and unincorporated Snohomish County.²²

3.7.2.2 Segment Analysis

The historic crash review indicates that the density of fatal and serious injury crashes for the different segments for the analysis period (2019 through 2023) are higher per mile in unincorporated Snohomish County at more than double the amount than was observed in the Lynnwood segment:

Statistics for all victims:

- The segment of SR 99 in unincorporated Snohomish County had **13.9 fatalities and serious injuries per mile**, based on 43 fatalities and serious injuries resulting from 39 KA crashes over the 3.1-mile segment.
- The segment of SR 99 in Lynnwood had **6.6 fatalities and serious injuries per mile**, based on 23 fatalities and serious injuries resulting from 23 KA crashes over the 3.5-mile segment.

3.7.3 Fatal and Injury Crash Trends (2016-2023, 8-Years)

Trends analyses are useful for road safety professionals and policymakers to understand the history of crashes along the SR 99 corridor. Crash trend analysis considered information about crash severity along the SR 99 corridor over an eight-year period from 2016 to 2023. Crash trends were identified for crash severity groupings, including KABC, KA and K, and developed to understand differences between all victims and pedestrian and bicyclist victims alone.

Crash trends consider all recorded injuries that were involved in the crash.

²² Puget Sound Regional Council, State of the Region, <https://psrc-rsap.infocommunity.org/wp-content/uploads/psrc-state-of-the-region-report-2024.pdf>

Unincorporated Snohomish County Segment: All Vehicle Crash Trends (2016-2023, 8 Years)

From 2016 to 2023, eight full years, the unincorporated Snohomish County section of SR 99 has experienced a relatively consistent number of crashes. There were fewer observed crashes in 2020, likely due to a decrease in driving during the COVID-19 pandemic. For fatal and serious injury crashes, however, there was an increase in observed average crash frequency for the period 2020-2023 when compared to the period 2016-2019. This pattern mirrors a regionwide trend observed in the past 13 years throughout the central Puget Sound region²³.

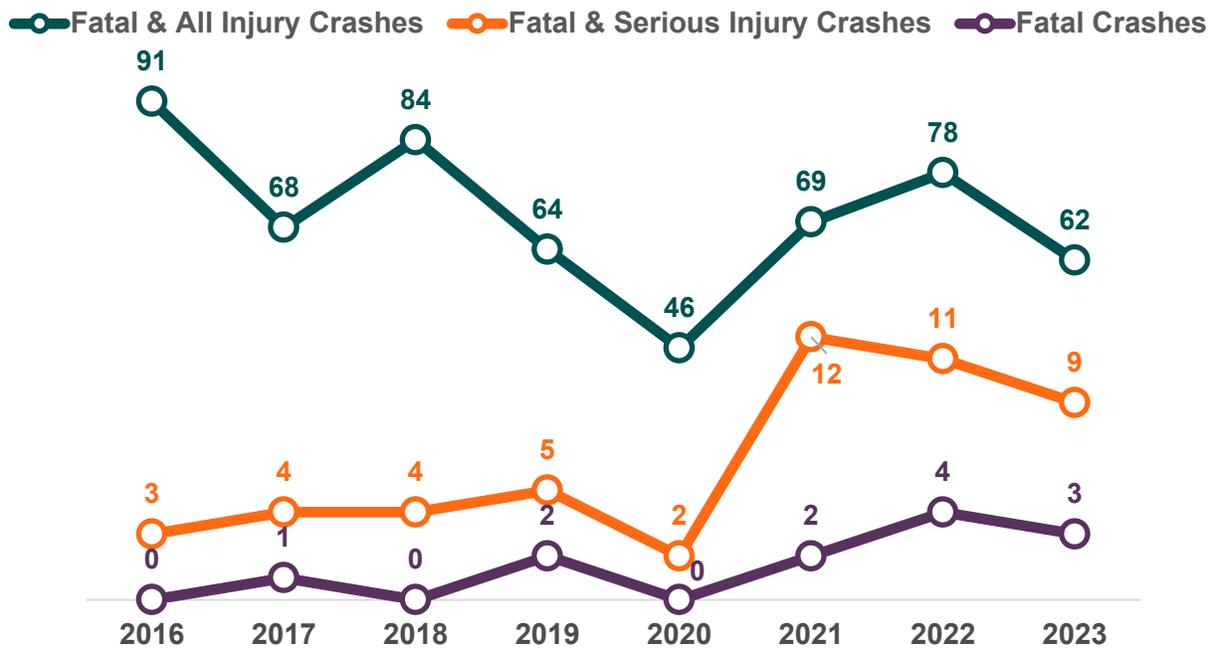


Figure 20. Unincorporated Snohomish County Segment: Crash Trends All Victims (2016-2023, 8-Years)

Lynnwood Segment: All Vehicle Crash Trends (2016-2023, 8 Years)

As shown in Figure 21. From 2016 to 2023, eight full years, the number of crashes resulting in injury within the Lynnwood segment of SR 99 have remained relatively consistent during the study period. For fatal and serious injury crashes, however, there was an increase in observed

²³ Puget Sound Regional Council, State of the Region, <https://psrc-rsap.infocommunity.org/wp-content/uploads/psrc-state-of-the-region-report-2024.pdf>

average crash frequency for the period 2020-2023 when compared to the period 2016-2019.

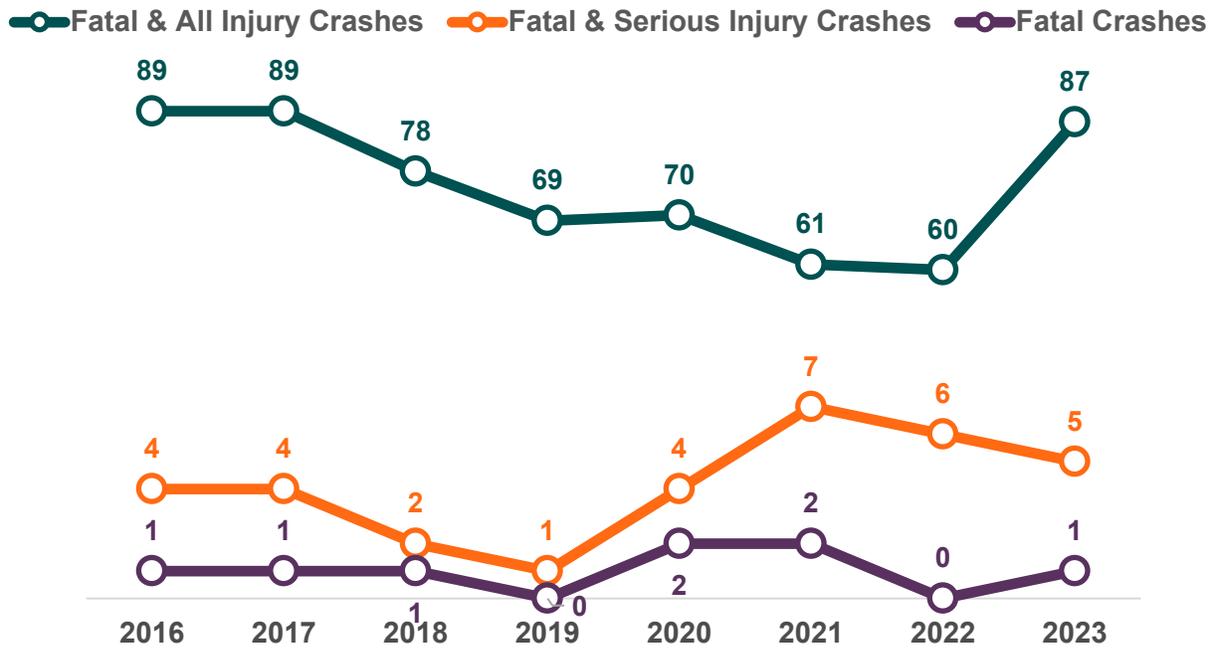


Figure 21. Lynnwood Segment: Crash Trends All Victims (2016 – 2023, 8-Years)

3.7.3.2 Pedestrian and Bicycle Related Crash Trends (2016-2023, 8 Years)

Crash trends of pedestrian and bicycle crashes are shown in Figures 24 and 25 for unincorporated Snohomish County and Lynnwood, respectively.

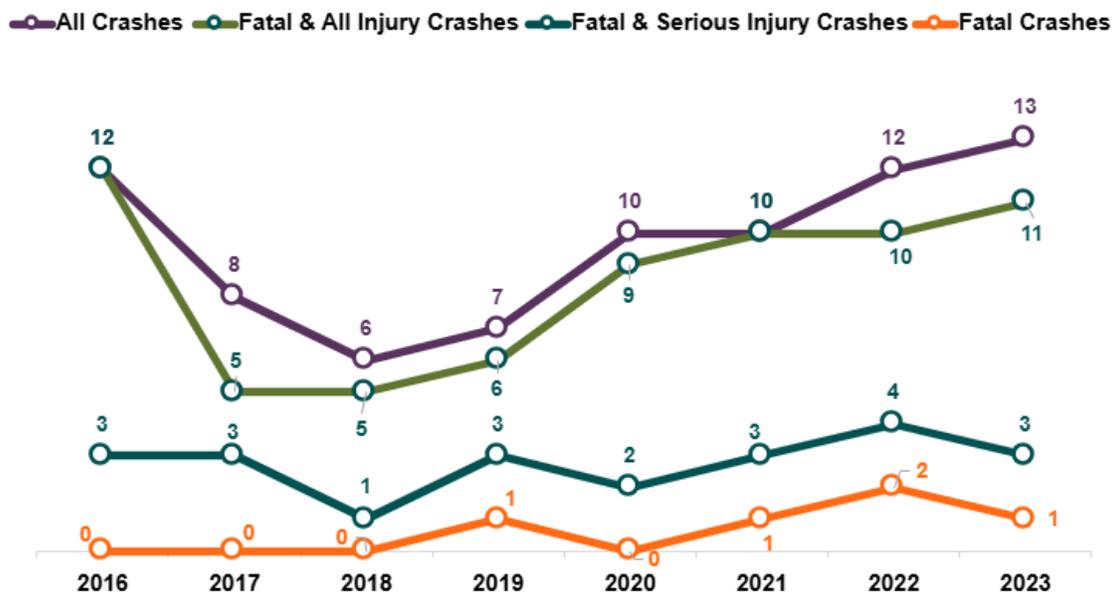


Figure 22. Unincorporated Snohomish County Segment: Pedestrian/Bicyclist-Victim Crash Trends (2016-2023, 8-Years)

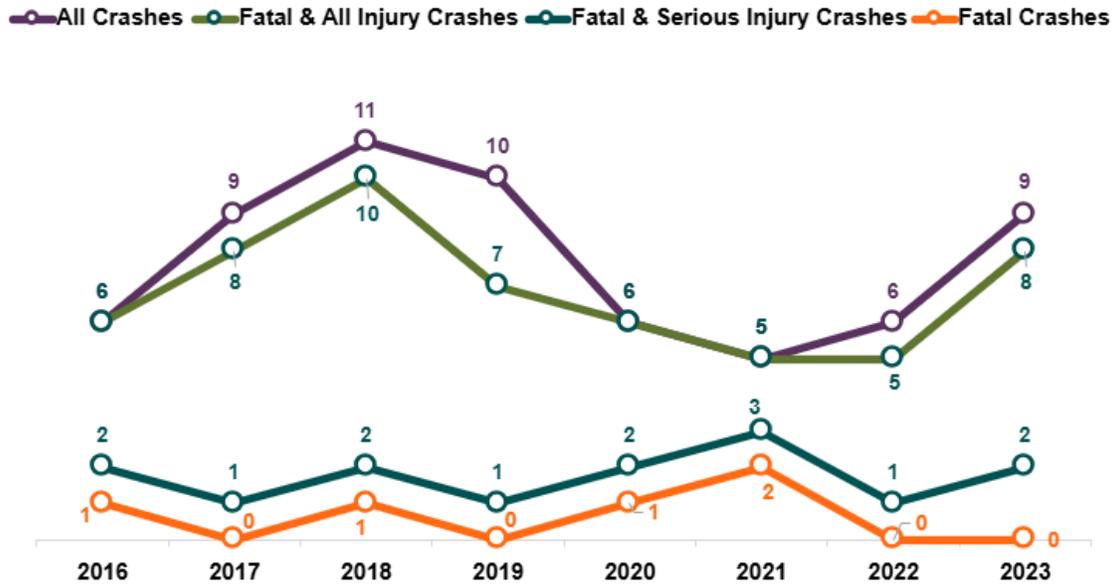


Figure 23. Lynnwood Segment: Pedestrian/Bicyclist-Victim Crash Trends (2016-2023, 8-Years)

3.7.4 Crash History Summary (2019-2023, 5-Year Period)

The tables in this section summarize findings of crash data by segment including:

- an overall crash summary by segment and crash severity
- top reported contributing factors for drivers in fatal and all injury crashes
- top reported contributing factors of drivers in fatal and all injury crashes involving pedestrians and bicycles
- top reported contributing factors for pedestrians and bicyclists in fatal and serious injury crashes
- top crashes across the 2024 Target Zero SHSP emphasis areas
- top crash summary by segment and crash type
- overview of fatal and serious injury crashes
- top reported contributing factors attributed to pedestrians and bicyclists in fatal and injury crashes involving pedestrians and bicyclists
- top reported fatal and injury crashes related to the 2024 Washington State Highway Safety Plan: Target Zero emphasis areas
- fatal and all injury crashes by crash type
- overview of high-crash locations

3.7.4.1 Contributing Factors for Driver Violations All Crashes (2019-2023, 5-Year Period)

Unincorporated Snohomish County Segment

During the study period from 2019-2023, the top four contributing factors associated with driver violator crashes resulting in fatalities and serious injuries within the unincorporated Snohomish County segment of SR 99 are shown below in Table 20. The top contributing factors accounted for over half of all serious injury and fatal crashes and accounted for 9 of the 11 crashes resulting in fatalities.

Table 20. Unincorporated Snohomish County: Top 4 Crash Contributing Factors for Driver Violator - All Crashes

Contributing Factors	Total of All Injury Crashes	Share of All Injury Crashes	Total Serious Injury & Fatal Crashes	Share of Serious Injury & Fatal Crashes	Total of Fatal Crashes	Share of Fatal Crashes
Distracted	45	14%	5	13%	2	18%
Impaired	34	11%	7	18%	3	27%
Improper Turn/Merge	23	7%	4	10%	2	18%
Speeding	67	21%	6	15%	2	18%
Total Segment Crashes	319		39		11	

Source: WSDOT Engineering Crash DataMart

“Impaired driver” accounted for 7, or about 18% of serious injury or fatal crashes along the unincorporated Snohomish County segments. “Speeding” was assigned as a contributing factor in 6 or 15% of serious injury or fatal crashes. “Distracted driver” showed to be a contributing factor in 45 or 14% of all injury crashes and accounted for 13% of serious injury or fatal crashes. Additionally, “improper turn or merge” accounted for 10% of crashes resulting in serious injury or fatal crashes and 18% of fatal crashes.

Lynnwood Segment: Contributing Factors by Drivers – All Crashes

As noted in Table 21, during the study period from 2019-2023 (5 years), the top crash contributing factors for Lynnwood segment of SR 99 included:

- Other Contributing Circumstances Not Listed
- Impaired
- Failure to Use Due Care / Reckless
- Failure to Yield to Vehicle
- Failure to Yield to Non-Motorist

“Other Contributing Circumstances Not Listed” accounted for 11, or about 48% of serious injury or fatal crashes along the Lynnwood segment. The use of “Other Contributing Circumstances Not Listed” demonstrates an issue with different jurisdictions’ process and data reliability with assigning contributing factors after a crash has occurred.

“Failure to yield to vehicles” was identified as a contributing factor in 92 fatal and all-injury crashes and accounted for 9% of serious injury or fatal crashes. Impaired driving was assigned in three crashes, representing 13% of serious injury or fatal crashes. Notably, although failure to yield to non-motorists accounted for only one serious injury or fatal crash, it is a contributing factor involving crashes with people walking, biking or rolling.

The top contributing factors for the Lynnwood segment for fatal and serious injury crashes point to a pattern of crashes related to driver behavior along the corridor.

Table 21. Lynnwood: 2019-2023 (5 Years) Crash Contributing Factors by Drivers – All Crashes

Contributing Factors	Fatal & All Injury Crashes	Share of All Injury Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Fatal Crashes	Share of Fatal Crashes
Failure to Use Due Care / Reckless	5	1%	2	9%	1	20%
Failure to Yield to Non-Motorist	7	2%	1	4%	1	20%
Failure to Yield to Vehicle	92	27%	2	9%	0	0%
Impaired	21	6%	3	13%	0	0%
Other Contributing Circumstances Not Listed	42	12%	11	48%	2	40%
Total Segment Crashes	347		23		5	

Source: WSDOT Engineering Crash DataMart

3.7.4.2 Contributing Factors by Drivers in Pedestrian and Bicycle Crashes (2019-2023, 5-Year Period)

Unincorporated Snohomish County Segment: Contributing Factors by Drivers in Pedestrian and Bicycle Crashes

During the study period from 2019-2023 (5 years), the top 3 driving-related factors contributing to pedestrian or bicyclist in the unincorporated Snohomish County segment of SR 99 included (Table 22):

- Failure to Yield to Non-Motorist
- Distracted
- Other Contributing Circumstances Not Listed

Failure to yield to non-motorists was identified as a top contributing factor with 9 all-level injury and fatal crashes, one of which was a serious injury crash. Distracted driving accounted for one KA crash which resulted in a fatality. Similarly, one serious injury or fatal crash attributed to “Other Contributing Circumstances Not Listed” was also fatal. This indicates a high likelihood of death for pedestrians or bicyclists involved in crashes with distracted drivers or in cases where the reporting agency could not identify the driving-related contributing factor.

Table 22. Unincorporated Snohomish County Segment: 2019-2023 (5 Years) Top Contributing Factors by Drivers – Pedestrian/Bicyclist-Victim Crashes

Contributing Factors	All Crashes	Share of All Crashes	Fatal & All Injury Crashes	Share of Fatal & All Injury Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Fatal Crashes	Share of Fatal Crashes
Distracted	2	4%	2	4%	1	7%	1	20%
Failure to Yield to Non-Motorist	11	21%	9	20%	1	7%	0	0%
Other Contributing Circumstances Not Listed	3	6%	2	4%	1	7%	1	20%
Total Segment Crashes	52		46		15		5	

Source: WSDOT Engineering Crash DataMart

Lynnwood Segment: Contributing Factors by Drivers in Pedestrian and Bicycle Crashes

As shown in Table 23, during the study period from 2019-2023 (5 years), the top factors that contributed to the injuries or fatalities of pedestrians and bicyclists on the Lynnwood segment of SR 99 included:

- Other Contributing Circumstances Not Listed
- Failure to Yield to Non-Motorist
- Distracted

The “Other Contributing Circumstances Not Listed” factor was involved in six all-injury crashes, two of which resulted in serious injuries. “Failure to yield to non-motorists” contributed to seven crashes involving pedestrians and bicyclists, including one serious injury crash that proved fatal.

Table 23. Lynnwood Segment: 2019-2023 (5 Years) Contributing Factors by Drivers – Pedestrian/Bicyclist-Victim Crashes

Contributing Factors	All Crashes	Share of All Crashes	Fatal & All Injury Crashes	Share of Fatal & All Injury Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Total of Fatal Crashes	Share of Fatal Crashes
Distracted	7	19%	6	19%	1	11%	0	0%
Failure to Yield to Non-Motorist	7	19%	7	23%	1	11%	1	33%
Improper Turn/Merge	1	3%	1	3%	0	0%	0	0%
Other Contributing Circumstances Not Listed	8	22%	6	19%	2	22%	0	0%
Total Segment Crashes	36		31		9		3	

Source: WSDOT Engineering Crash DataMart

3.7.4.3 Contributing Factors By Pedestrian/Bicyclist – Pedestrian/Bicyclist-Victim Crashes (2019-2023, 5-Year Period)

This section focuses on contributing factors attributed to pedestrians and bicyclists in crashes where these road users were reported as injured or fatally injured.

Unincorporated Snohomish County Segment: Contributing Factors by Pedestrians/Bicyclists – Pedestrian/Bicyclist-Victim Crashes

Table 24 provides the full list of factors assigned to pedestrians or bicyclists during the study period from 2019-2023 (5 years). The top factors assigned to pedestrians or bicyclists that resulted in injuries or fatalities of this non-motorist group on the unincorporated Snohomish County segment of SR 99 included:

- Failure to Yield to Vehicle
- Other Contributing Circumstances Not Listed
- Failure to Use Crosswalk

“Failure to yield to vehicles” accounted for 8 KA crashes, about 53% of serious injury and fatal crashes along the unincorporated Snohomish County segment. “Other contributing circumstances not listed” contributed to 2 fatal and serious injury crashes, 1 of which was fatal. Failure to use a crosswalk was identified as a top contributing factor with six KABC-level crashes (13%) and one KA-level crash (7%). No fatal crashes were attributed to this factor.

Table 24. Unincorporated Snohomish County Segment: 2019-2023 (5 Years) Contributing Factors by Pedestrians/Bicyclists – Pedestrian/Bicyclist-Victim Crashes

Contributing Factors	All Crashes	Share of All Crashes	Fatal & All Injury Crashes	Share of Fatal & All Injury Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Total of Fatal Crashes	Share of Fatal Crashes
Failure to Yield to Vehicle	20	38%	16	35%	8	53%	3	60%
Other Contributing Circumstances Not Listed	6	12%	6	13%	2	13%	1	20%
Failure to Use Crosswalk	7	13%	6	13%	1	7%	0	0%
Impaired	5	10%	4	9%	1	7%	0	0%
Distracted	3	6%	3	7%	1	7%	0	0%
Disobey Signal or Stop Sign	2	4%	2	4%	1	7%	0	0%
Failure to Use Due Care / Reckless	3	6%	1	2%	0	0%	0	0%
Wrong Way / Non-Motorist	1	2%	1	2%	0	0%	0	0%
Total Segment Crashes	52		46		15		5	

Source: WSDOT Engineering Crash DataMart

Lynnwood Segment: Contributing Factors by Pedestrians/Bicyclists – Pedestrian/Bicyclist-Victim Crashes

Table 25 summarizes non-motorist related factors contributing to pedestrian or bicyclist injuries. During the study period from 2019-2023 (5 years), the top 4 non-motorist related factors contributing to pedestrian or bicyclist injuries on the Lynnwood segment of SR 99 included:

- Failure to Yield to vehicle
- Other Contributing Circumstances Not Listed
- Distracted
- Disobey signal or stop sign

Detailing in Table 25, “Failure to Yield to Vehicle” was identified in four serious injury crashes, representing 44%, with no fatal crashes recorded under this factor. “Other Contributing Circumstances Not Listed” accounted for three KA crashes, two of which were fatal. Distraction or inattention contributed to five all-injury crashes, including two serious injury crashes. “Disobey

Signal or Stop Sign” was assigned in one serious injury or fatal crash, which was also a fatal type.

Table 25. Lynnwood Segment: 2019-2023 (5 Years) Contributing Factors by Pedestrians/Bicyclists – Pedestrian/Bicyclist-Victim Crashes

Contributing Factors	All Crashes	Share of All Crashes	Fatal & All Injury Crashes	Share of Fatal & All Injury Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Total of Fatal Crashes	Share of Fatal Crashes
Disobey Signal or Stop Sign*	2	6%	2	6%	1	11%	1	33%
Distracted	6	17%	5	16%	2	22%	0	0%
Equipment	1	3%	1	3%	0	0%	0	0%
Failure to Yield to Vehicle	7	19%	7	23%	4	44%	0	0%
Impaired	1	3%	1	3%	0	0%	0	0%
Other Contributing Circumstances Not Listed	10	28%	8	26%	3	33%	2	67%
Total Segment Crashes	36		31		9		3	

* Disobey signal or stop sign by a non-motorist represents a pedestrian/bicyclist crossing or riding against the signal

Source: WSDOT Engineering Crash DataMart

3.7.4.4 Emphasis Areas for Crashes (2019-2023, 5-Year Period)

The emphasis areas highlighted here represent a mix of high-risk behaviors, crash types and road user characteristics, consistent with the Emphasis Areas identified in the 2024 Washington State Strategic Highway Safety Plan: Target Zero.

This analysis considers all recorded injuries and fatalities between 2019-2023 (5 years) across all modes. Metrics discussed in this section refer to the number of crashes for all victim types given an emphasis area.

Unincorporated Snohomish County Segment: Emphasis Areas

Table 26 details on the top emphasis areas for all injury and fatal crashes from 2019 to 2023 along the unincorporated Snohomish County segment. The top emphasis areas on this segment include:

- Impaired Involved Person
- Distracted Involved Person
- Speeding Driver
- Hit and Run
- Single-Vehicle on Surface Streets
- Young Driver, Aged 16-25

Impairment-related crashes represent the largest share of fatal crashes (36%), followed by distraction-related, speeding-driver and hit-and-run crashes (each at 18%) and single-vehicle crashes on surface streets (9%). While not fatal, crashes that involved young drivers were the most common among all emphasis areas, accounting for 34% of all-injury crashes.

Many driver behaviors that contribute to crashes, such as distraction and speeding, are difficult to document after the fact, even though they are known to play a significant role in injury outcomes. The prevalence of single-vehicle crashes further suggests that driver behavioral factors are a major underlying factor in crashes along the SR 99 corridor. The “young driver” category is well documented to be disproportionately involved in injury crashes.

Table 26. Unincorporated Snohomish Segment: 2019-2023 (5 Years) Top Emphasis Areas – All Crashes						
Emphasis Areas	Fatal & All Injury Crashes	Share of Fatal & All Injury Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Total of Fatal Crashes	Share of Fatal Crashes
Distracted Involved Person*	48	15%	6	15%	2	18%
Driver Age 16-25	109	34%	6	15%	0	0%
Hit and Run	42	13%	4	10%	2	18%
Impaired Involved Person*	43	13%	9	23%	4	36%
Single Vehicle on Surface Streets	20	6%	8	21%	1	9%
Speeding Driver	67	21%	6	15%	2	18%
Total Segment Crashes	319		39		11	
* Emphasis areas with “involved person” refer to all personnel involved in the crashes, not just drivers Source: WSDOT Engineering Crash DataMart						

Lynnwood Segment: Emphasis Areas

Table 27 details the top emphasis areas for all injury and fatal crashes from 2019-2023 (5 years) along the Lynnwood segment of SR 99. The top emphasis areas on this segment include:

- Young Driver, Aged 16-25
- Distracted Involved Person
- Impaired Involved Person
- Single Vehicle on Surface Streets
- Hit and Run
- Speeding Driver

Young-driver crashes account for the largest share of all-injury and fatal crashes on the Lynnwood segment (31%) and were the only emphasis area that resulted in fatalities, representing 20% of all fatal crashes. Distraction-related, impairment-related and single-vehicle crashes were the second most common emphasis areas associated with KA crashes (each at 13%), followed by hit-and-run and speeding-related crashes (each at 9%).

Emphasis Areas	Fatal & All Injury Crashes	Share of Fatal & All Injury Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Total of Fatal Crashes	Share of Fatal Crashes
Distracted Involved Person*	89	26%	3	13%	0	0%
Driver Age 16-25	108	31%	4	17%	1	20%
Hit and Run	37	11%	2	9%	0	0%
Impaired Involved Person*	23	7%	3	13%	0	0%
Single Vehicle on Surface Streets	8	2%	3	13%	0	0%
Speeding Driver	28	8%	2	9%	0	0%
Total Segment Crashes	347		23		5	

* Emphasis areas with “involved person” refer to all personnel involved in the crashes, not just drivers
 Source: WSDOT Engineering Crash DataMart

3.7.4.5 Crash Types (2019-2023, 5-Year Period)

This analysis considers all recorded injuries and fatalities between 2019-2023 (5 years) across all modes. Metrics discussed in this section refer to the number of crashes for all crash types.

Unincorporated Snohomish County Segment: Crash Types

Table 28 presents the predominant crash types associated with injury and fatal crashes from 2019 to 2023 along the unincorporated Snohomish County segment. Within this segment, head-on crashes, pedestrian and bicyclist crashes, and fixed-object crashes were the leading crash types associated with serious injury and fatal outcomes. About 1 out of 3 head-on crashes resulted in a fatality. Within the 5-year study period, 29 crashes involved a fixed object. Of the fixed object crashes, 1 in 4 resulted in serious injury or fatal crashes, and 9% of fatal crashes were associated with a crash with a fixed object.

Crashes involving a pedestrian or bicyclist were the most commonly occurring type of fatal or serious injury crashes. Notably, one out of every nine pedestrian or bicyclist crashes resulted in a serious injury or fatality. These modes are by far the largest crash type for both fatal and serious injury (38%) and fatal (45%) crashes. This can be attributed to a variety of factors including driver speed and distraction but also pedestrians crossing at midblock locations or at unsignalized intersections. With signalized intersections up to a half mile apart and long cycle lengths on SR 99 signals, pedestrians may take more risks to avoid long walks to locations with a signal and long delays at signals.

Head-on crashes, which are generally linked to speeding, reckless driving, distraction and loss of vehicle control, account for 18% of fatal crashes and 8% of fatal and serious injury crashes. Fixed object crashes represent 21% of KA crashes and 9% of fatal crashes on the unincorporated Snohomish County segment; these are often indicative of single vehicle crashes.

Table 28. Unincorporated Snohomish County Segment: 2019-2023 (5 Years) Top Crash Types – All Crashes

Crash Type	Fatal & All Injury Crashes	Share of Fatal & All Injury Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Total of Fatal Crashes	Share of Fatal Crashes
Fixed Object	29	9%	8	21%	1	9%
Head-on	6	2%	3	8%	2	18%
Pedestrian/ Bicyclist	46	14%	15	38%	5	45%
Total Segment Crashes	319		39		11	

Source: WSDOT Engineering Crash DataMart

Lynnwood Segment: Crash Types

Table 29 presents the predominant crash types associated with fatal and all injury crashes from 2019 to 2023 along the Lynnwood segment. Across this segment, crashes involving pedestrians or bicyclists, angle crashes and fixed-object crashes were the leading crash types associated with fatalities and serious injuries.

Crashes involving pedestrians or bicyclists play an outsized role on this segment, accounting for 60% of all fatal crashes and 39% of all fatal and serious injury crashes. Across both study segments, this crash type consistently accounts for the highest number of fatal and serious injury crashes, disproportionately affecting people walking, biking or rolling. On the Lynnwood segment specifically, one in three pedestrian- or bicyclist-involved crashes results in a serious injury or fatality.

Angle crashes are the most frequently reported crash type within the fatal and all injury crash group (42%). They also represent 40% of fatal crashes and 26% of fatal and serious injury

crashes, typically reflecting failures to approach intersections at appropriate speeds or to exercise due care.

Fixed-object crashes, which generally involve a single vehicle losing control without the influence of other vehicles, account for 26% of fatal and serious injury crashes and 40% of fatal crashes on this segment, underscoring their role in fatal and serious injury outcomes.

Table 29. Lynnwood Segment: 2019-2023 (5 Years) Top 3 Crash Types – All Crashes

Crash Type	Fatal & All Injury Crashes	Share of All Injury & Fatal Crashes	Fatal & Serious Injury Crashes	Share of Fatal & Serious Injury Crashes	Fatal Crashes	Share of Fatal Crashes
Angle	145	42%	6	26%	2	40%
Fixed Object	22	6%	6	26%	1	20%
Pedestrian/ Bicyclist	31	9%	9	39%	3	60%
Total Segment Crashes	347		23		5	

Source: WSDOT Engineering Crash DataMart

3.7.4.6 Locations with multiple fatal or serious injury crashes

A summary of locations that resulted in at least two fatal or serious injury crashes between 2019-2023 (5 years) across all modes is provided in Table 30. These are locations that experienced two or more fatal and serious injury crashes within a 100-foot radius from each other.

Table 30. Locations with multiple fatal or serious injury crashes: 2019-2023 (5 Years)			
Location SR 99 near	Fatal & Serious Injury Crashes	Fatal Crashes	Pedestrian and Bicyclist Crashes
Unincorporated Snohomish County			
Airport Road	7	4	4
Gibson Road	2		1
Manor Way	2		
North of Lincoln Way	2		
31st Avenue West	2	1	
Near Lynnwood Food Mart Entrance	3		1
148th Street Southwest	2		1
156th Street Southwest	3	1	1
164th Street Southwest	2		1
Lynnwood			
52nd Avenue West	2		
188th Street Southwest	1		1
Costco/UHAUL Driveway	3	1	
200th Street Southwest	2	1	2
208th Street Southwest	2		1
Source: WSDOT Engineering Crash DataMart			

3.8 Maintenance and Preservation

The SR 99 corridor has been the subject of various maintenance and preservation activities to ensure the safety, accessibility and longevity of both the roadway and pedestrian pathways. Maintenance activities were primarily conducted between SR MP 45.7 and 52.3, focusing on key sections of the SR 99 corridor. Over the past several years, these activities have addressed both vehicular surfaces and pedestrian infrastructure, ensuring that the corridor meets both ADA standards and WSDOT maintenance requirements. Since 2019, a total of 196 maintenance

activities were recorded along the SR 99 corridor. Below is a summary of the key maintenance activities documented for both pavement and sidewalk/ADA compliance along this corridor:

- **Hand Patch (Pavement):** A total of 180 activities were conducted to address localized pavement issues using hand-applied patches, ensuring that the surface remained free of cracks and potholes. This operation was crucial for extending the life of the pavement and preventing further deterioration.
- **Mill and Fill Patch (Pavement):** A total of seven activities focused on removing and replacing damaged pavement sections using mill and fill techniques. These operations were essential for resurfacing sections of the roadway, providing a smoother driving surface and improving overall roadway quality.
- **Sidewalk & ADA Maintenance:** A total of 10 activities were dedicated to maintaining sidewalks and ensuring ADA compliance, including repairing cracks, addressing uneven surfaces and updating curb ramps to meet accessibility standards.

Maintenance and preservation activities along the SR 99 corridor have varied significantly over the past several years. In 2019, 32 activities were recorded, followed by a slight increase in 2020 with 39 activities, marking one of the most active periods for maintenance on the SR 99 corridor. In 2021, the number of activities remained consistent at 32, before peaking again in 2022 with 37 recorded operations. A dip occurred in 2023, with 26 activities. By 2024, 30 activities were conducted. This fluctuating pattern of maintenance highlights how the intensity of work on SR 99 adapts to the evolving conditions of the corridor.

4 FUTURE CONDITIONS

4.1 Regional Growth and Demographics

The south Snohomish County area, including Lynnwood, is set for substantial growth, particularly with the 2024 extension of the Link light rail into Snohomish County and the expansion of Community Transit’s Swift BRT lines. These investments link communities and stations, significantly improving convenience and affordability in accessing the region’s opportunities. Accessing transit for the growing number of those walking or biking will refocus attention on providing safe and convenient options for those modes of travel. This emphasis is reflected in many plans and policies of local and regional jurisdictions in their latest round of planning documents as part of Growth Management Act updates. Growth policies, guided by the PSRC, focus on preserving open spaces and natural resources while directing development to areas that can support it sustainably. As the Metropolitan Planning Organization for the four-county region, PSRC has adopted VISION 2050, a regional growth strategy that aims for 65% of the population growth and 75% of employment growth to occur in designated regional growth centers, with a focus on locations within walking distance of High-Capacity Transit (HCT).

In south Snohomish County, growth will be supported by the expansion of regional and local transit services. Lynnwood, designated as a core city, is surrounded by areas classified as HCT communities. Sound Transit plans to extend Link light rail to Everett by 2041, further encouraging development in housing and employment sectors. The light rail extension will cross the SR 99 corridor near Airport Road, enhancing mobility options in the region.

This increased availability of transit options in south Snohomish County will support greater mobility, diversify housing opportunities and encourage walking and biking as viable alternatives for accessing transit. These transit options present affordable mobility choices for commuters. Notably, the updated comprehensive plans for 2024 emphasize equity, a focus that was less pronounced in previous planning documents. Section 3.1 provides a summary of the documents referenced for future conditions.

4.1.1 Population and Employment Projections

As compared to 2020, the four-county region is expected to grow in population by 1.5 million people and in employment by 1.1 million jobs for the forecast year of 2044. In Snohomish County, population growth projections are 308,352 between the years 2020 and 2044. This reflects roughly 21% of the regional, four-county population growth. More than half of the county’s population growth is anticipated to occur in HCT communities like Lynnwood. Similarly, 17% of the region’s employment growth, or 171,818 employees, are expected to occur in Snohomish County from 2020 to 2044. Planned growth in employment and population in Snohomish County and Lynnwood is reflected in Table 31.

Jurisdiction	2020 Base Population	Population Growth	2044 Anticipated Population	2020 Base Employment	Employment Growth	2044 Anticipated Employment
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)

4.1.2 Anticipated Land Use and Zoning Changes

4.1.2.1 Snohomish County

The Snohomish Comprehensive Plan (2024) envisions a future in which:

“We’re all in this together. In 2044 Snohomish County is a resilient, vibrant, and inclusive place to live with a high-quality of life where all residents can thrive.”

This vision is reflected in the county’s strategic planning for urban growth. The most recent county plan divides the Southwest Urban Growth Area (SWUGA) into Municipal Urban Growth Areas (MUGAs), showing where each city may annex areas in the future. Lynnwood’s MUGA, shown in Figure 24. Snohomish County’s Municipal Urban Growth Areas, extends to roughly 148th Street Southwest, and includes the SR 99 corridor alongside the Mukilteo MUGA.

Snohomish County’s commitment to monitoring growth potential is evident through its Buildable Lands Report, published every five years, with the most recent edition released in 2021. This report identifies parcels within Lynnwood’s City Center and along SR 99 as having significant redevelopment potential. Figure 25 highlights these re-developable parcels in blue along the SR 99 corridor, showcasing opportunities within both the Lynnwood and Mukilteo MUGAs to accommodate future growth and support regional development goals.

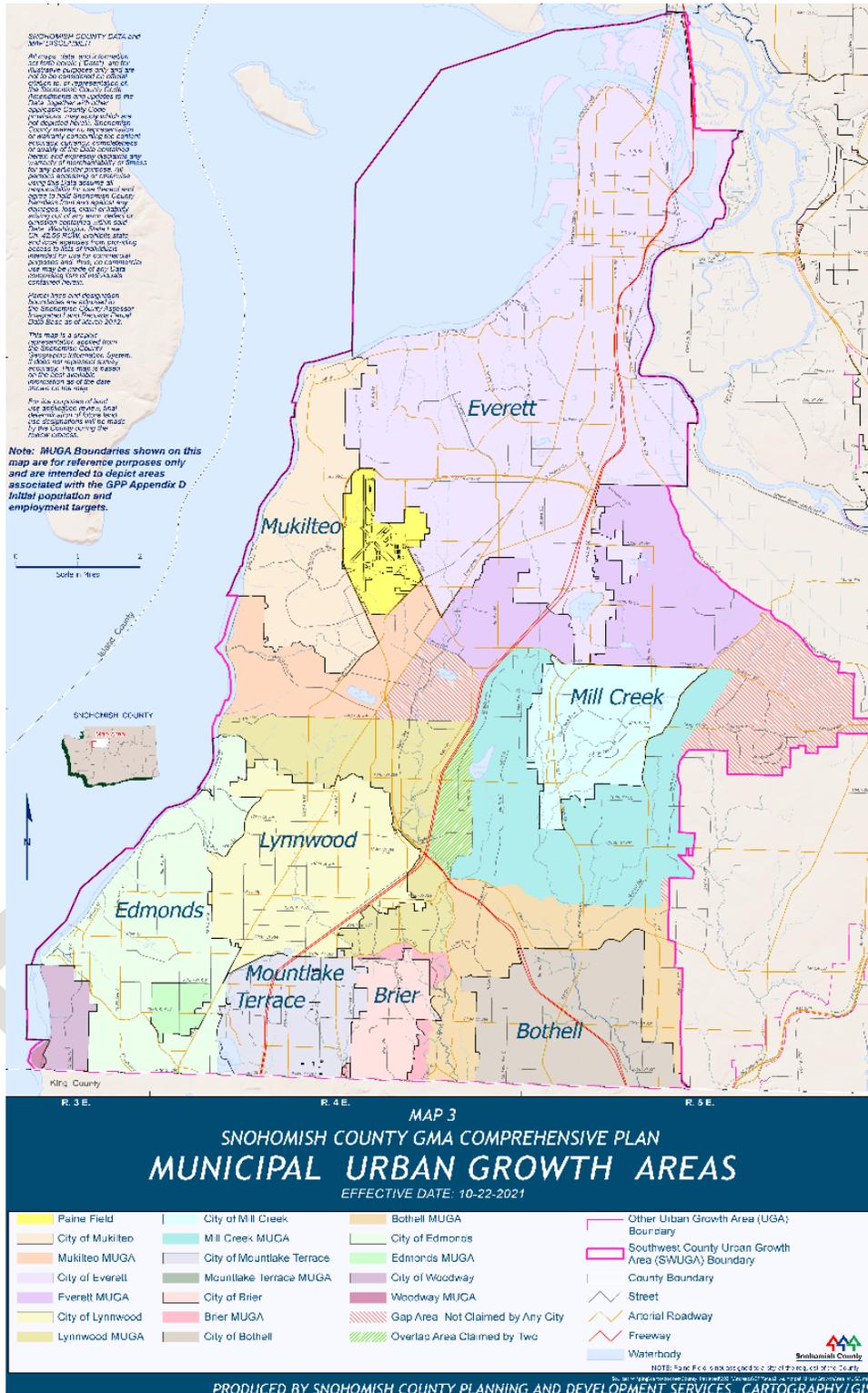
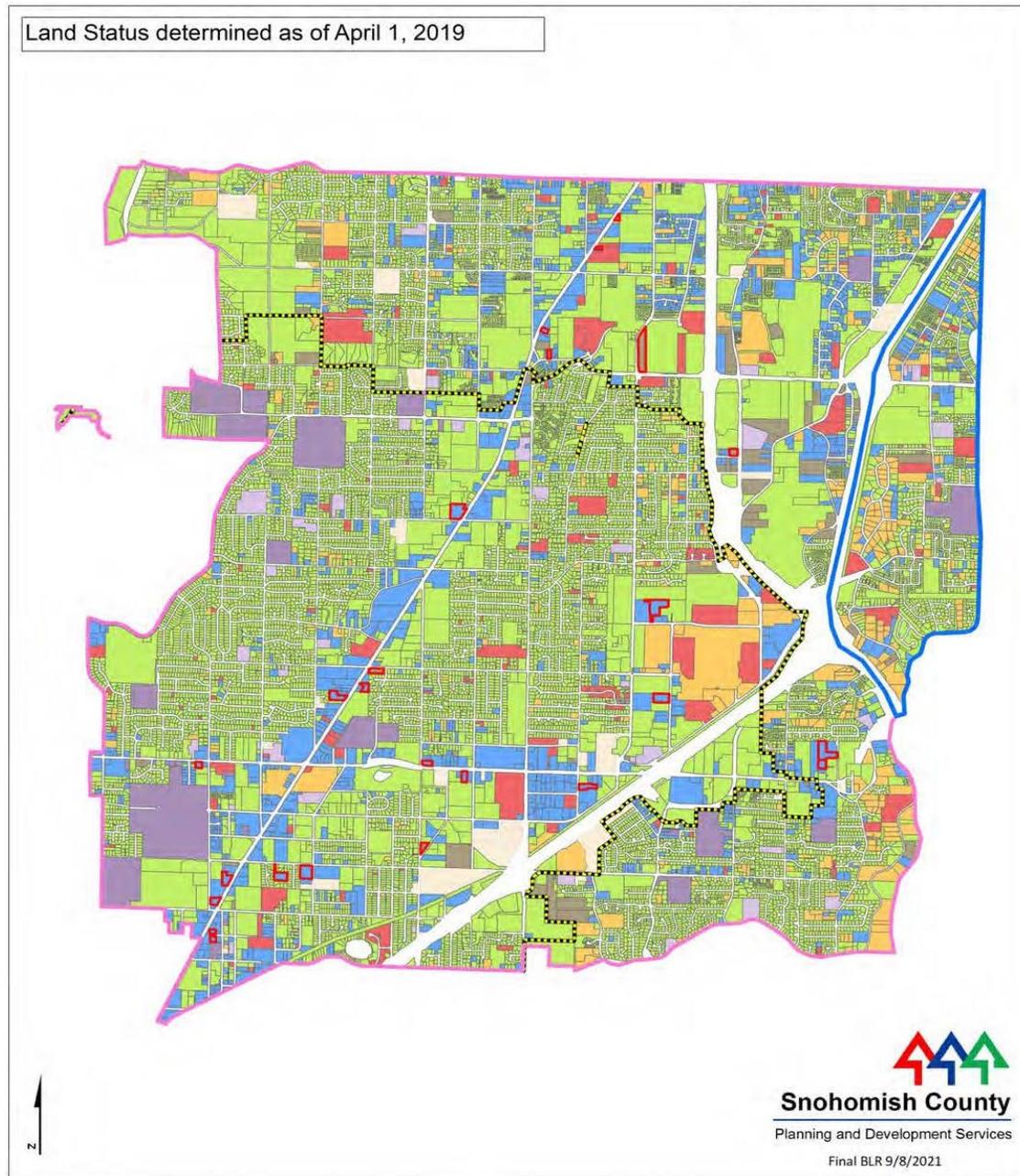


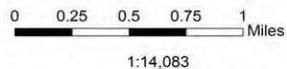
Figure 24. Snohomish County's Municipal Urban Growth Areas

Source: Snohomish County Comprehensive Plan, 2024



Legend

- | | | |
|------------------------|--------------------|---------------|
| Larch Way Overlap Area | Land Status | Redevelopable |
| MUGA Boundary | Religious Use | School |
| City Boundary | Constant | Special |
| Market Ready | Partially-Used | Vacant |
| | Pending | |



All maps, data, and information set forth herein ("Data"), are for illustrative purposes only and are not to be considered an official citation to, or representation of, the Snohomish County Code. Amendments and updates to the Data, together with other applicable County Code provisions, may apply which are not depicted herein. Snohomish County makes no representation or warranty concerning the content, accuracy, currency, completeness or quality of the Data contained herein and expressly disclaims any warranty of merchantability or fitness for any particular purpose. All persons accessing or otherwise using this Data assume all responsibility for use thereof and agree to hold Snohomish County harmless from and against any damages, loss, claim or liability arising out of any error, defect or omission contained within said Data. Washington State Law, Ch. 42.56 RCW, prohibits state and local agencies from providing access to lists of individuals intended for use for commercial purposes and, thus, no commercial use may be made of any Data comprising lists of individuals contained herein.

Figure 25. Snohomish County Land Use Status - 1

Source: Snohomish County Comprehensive Plan, 2024

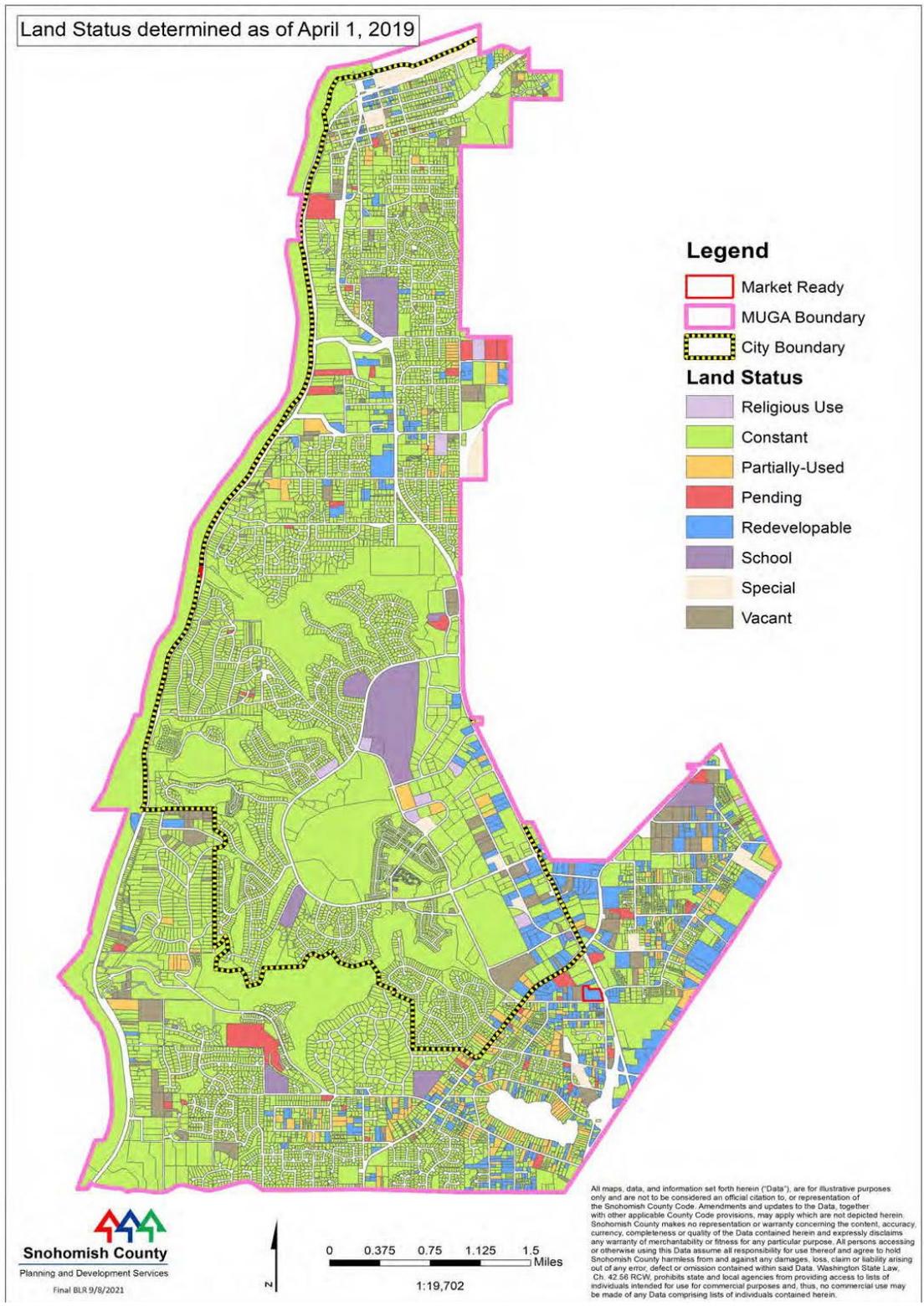


Figure 26. Snohomish County Land Use Status - 2
Source: Snohomish County Comprehensive Plan, 2024

Countywide Growth Centers, as designated in the Countywide Planning Policies (CPPs), serve as nodes for the concentration of jobs, housing, shopping and recreational opportunities. These centers should be compact and walkable, concentrating jobs, housing, shopping and recreational opportunities within a radius of 0.25 to 0.5 miles. By supporting transit, pedestrian and bicycle infrastructure, Countywide Growth Centers aim to integrate land use and mobility. For the SR 99 corridor, the Airport Road and Highway 99 Provisional Light Rail Station has been designated as a Countywide Growth Center by the County (Figure 27). This designation prioritizes planning and investment to make the area an important node for development and connectivity.

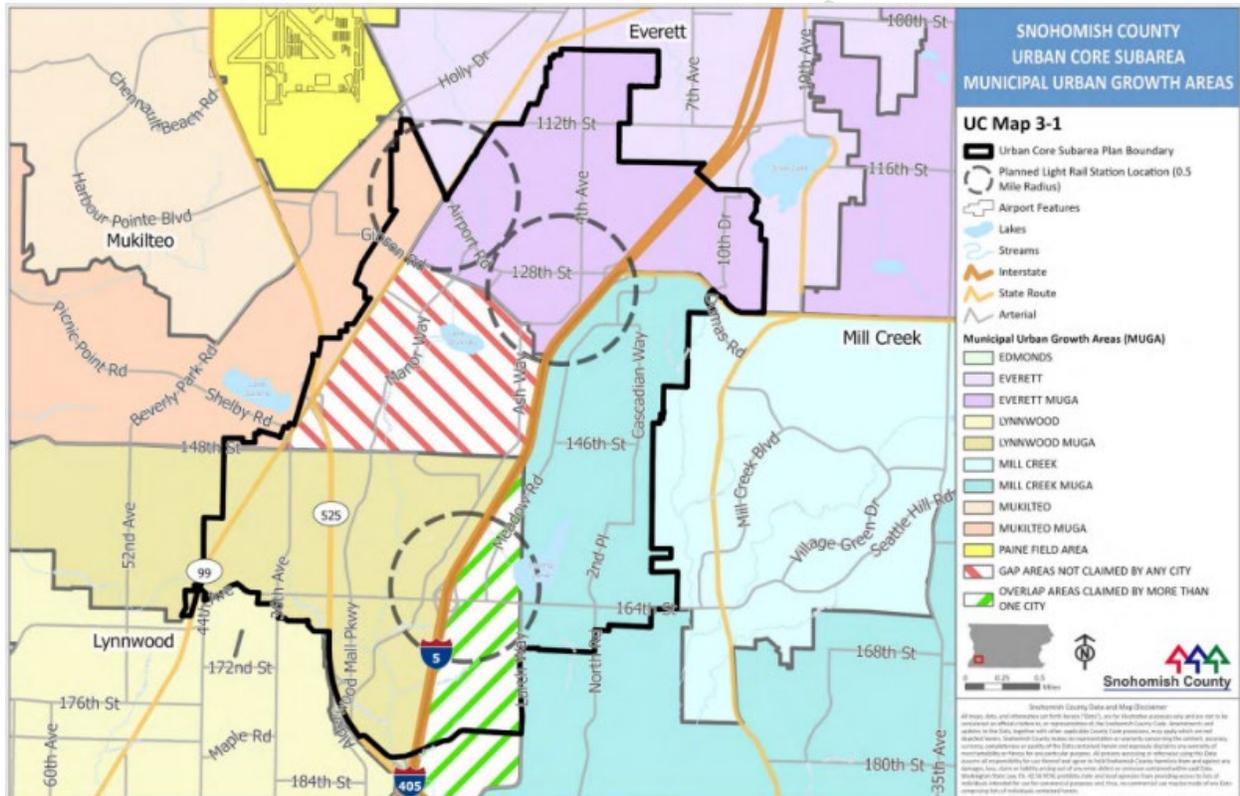


Figure 27. Provisional Light Rail Station Overlaid with Snohomish County MUGAs

Source: Snohomish County Comprehensive Plan, 2024

Under the Snohomish County Comprehensive Plan update, much of the corridor will be redesignated from Urban Commercial to Mixed Use Corridor, creating opportunities for higher-density development. Between Gibson Road and Airport Road, the land use will shift from Urban High-Density Residential to Light Rail Community, due to its proximity to the planned, yet unfunded, light rail station.

4.1.2.2 Lynnwood

As per Imagine Lynnwood Comprehensive Plan (2024), Lynnwood is projected to account for 8% of the overall county's growth projections for 2044. However, current zoning indicates a potential shortfall in the city's capacity to accommodate up to 8,014 new jobs and 5,590

residents. Many parcels along SR 99 and within the City Center are identified as prime opportunities for redevelopment to address these capacity challenges.

Lynnwood's MUGA covers approximately 2.9 square miles, extending north to approximately 148th Street Southwest and east to North Road and Cypress Way. The MUGA features a mix of land uses, predominantly residential, commercial and mixed-use developments, with small commercial nodes located along arterial roads and key intersections. Along SR 99, many of these parcels remain underutilized. Redevelopment of these parcels is expected to shift the corridor from an auto-oriented, low-density area to a vibrant, mixed-use hub aligned with regional growth goals.

The northern section of the MUGA, near the planned Ash Way Link Light Rail Station, presents significant development opportunities, making it a priority for future annexation. However, if the city moves forward with annexation, it must address compatibility with Paine Field Airport, located less than two miles from the MUGA's northern edge. Development codes will need to balance growth with airport-related constraints, such as noise restrictions and land-use compatibility.

With the adopted 2024 Comprehensive Plan, Lynnwood aims to maintain and enhance this diversity while preserving affordable housing and commercial and industrial spaces. The plan also focuses on improving transit, pedestrian and bicycle connections throughout the area, particularly with the new Lynnwood City Center Station, which opened in August 2024.

4.1.3 Lynnwood Related Sub Area Plans

Within the planning context, Lynnwood has developed subarea plans for SR 99 (also known as Highway 99), the College District around Edmonds College and South Lynnwood. These planned growth areas are shown in Figure 28.

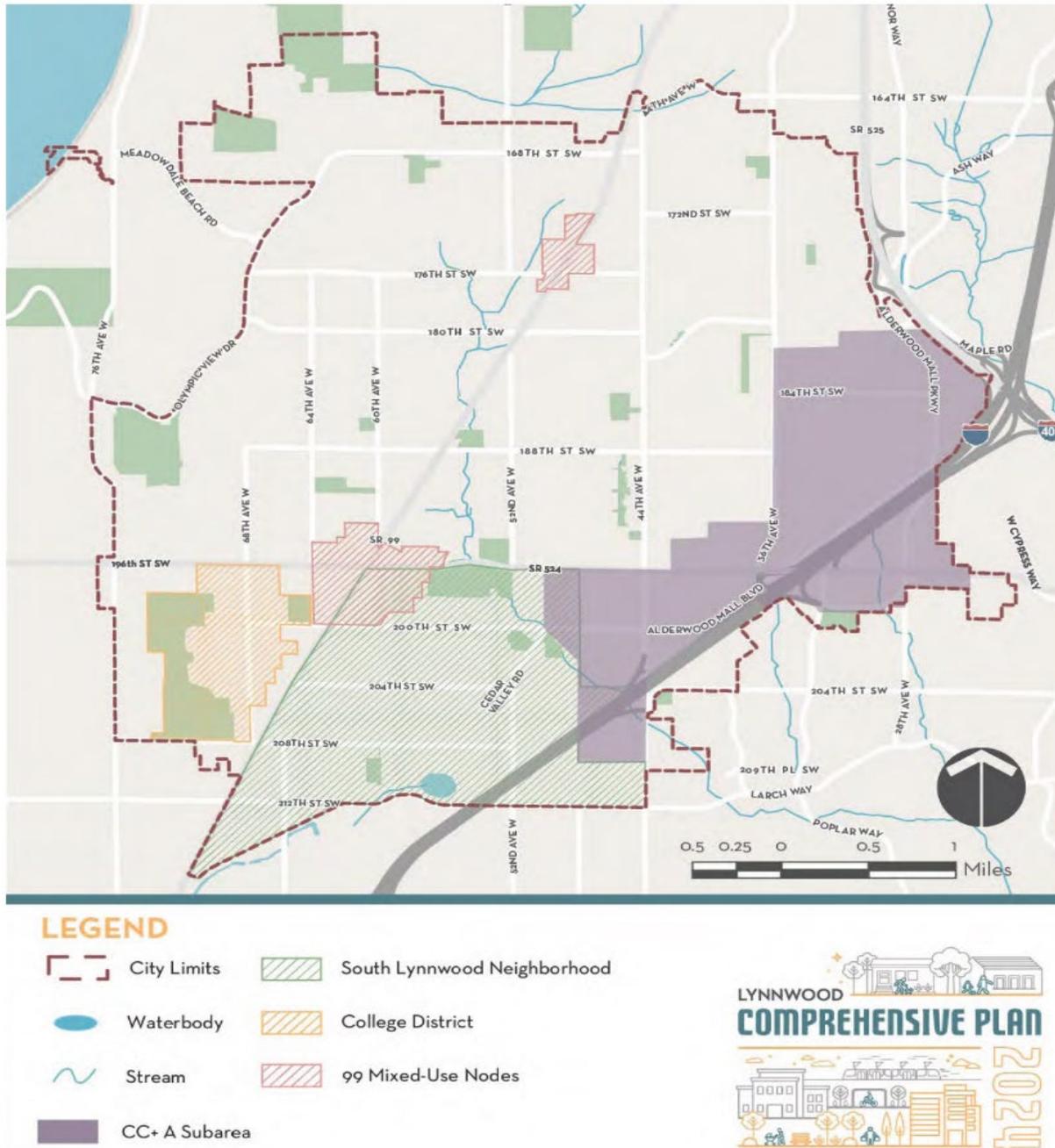


Figure 28. Lynnwood Regional Growth Centers

Source: Snohomish County Comprehensive Plan, 2024

Highway 99

SR 99 serves as Lynnwood's primary commercial corridor and a key north-south transportation route through the city. Historically, properties along SR 99 have been underutilized. In response, the city initiated a strategic plan in 2006 to revitalize and redevelop the SR 99 corridor, identifying two major hubs: the northern hub at the 176th Street Southwest intersection and the southern hub at the SR 524/196th Street Southwest intersection.

Current land uses along SR 99 primarily consist of strip malls, auto-oriented businesses, industrial and warehousing facilities, hotels and some mixed-use or multi-family developments. Lynnwood's 2024 comprehensive plan update aims to encourage further redevelopment and revitalization of SR 99, focusing on mixed-use projects. Areas along SR 99 serviced by Swift BRT can support mid-rise, transit-oriented development. The corresponding zone for this land use is Highway 99 Mixed Use (HMU). Approximately 113.51 acres are planned for redevelopment, reflecting only 2.3% of Lynnwood's total land area.

College District

The College District, centered around Edmonds College, includes commercial and residential neighborhoods, as well as the Lynnwood Municipal Golf Course. Since adopting the College District Plan in 2002, the City has actively promoted the redevelopment of single-family properties into multi-family and mixed-use developments. This initiative aims to offer convenient and affordable housing for Edmonds College students while enhancing local amenities and services. Lynnwood's 2024 comprehensive plan update further seeks to improve transit accessibility, connecting the area to other city amenities.

South Lynnwood Neighborhood

The South Lynnwood Neighborhood is the city's largest subarea, spanning approximately 1.5 square miles. It includes seven land-use categories: Residential, Manufactured Home Park, Local Commercial, Mixed-Use Commercial, Highway 99 Node, Industrial and Public/Institutional. This variety provides diverse housing, job opportunities and amenities for residents and visitors.

4.1.4 Other Institutional Development Plans

4.1.4.1 Paine Field Airport

Paine Field Airport has been a key asset for the aviation industry in Snohomish County since 1936. In 2019, it resumed commercial passenger service, marking a new chapter in its development. Located on approximately 1,300 acres near the northern boundary of the SR 99 corridor, Paine Field is planning for significant growth under its 2040 Master Plan, with passenger volumes expected to be between 3 and 5.5 million annual passengers (MAP) by 2040.

Paine Field is connected to regional transit networks, including planned extensions of Sound Transit's Link light rail (Everett Link Extension) and the existing Community Transit Swift Green Line, which will eventually extend to Bothell. These improvements will enhance the airport's integration into the region's transit system, increasing connectivity and driving higher travel demand along SR 99. This will make SR 99 a critical corridor for passengers and employees traveling to and from Paine Field.

4.1.4.2 Edmonds College

The Facilities Master Plan for Edmonds College (2016) outlines structural and organizational changes within the campus, including relocating the transit center. Initially situated in the parking area, the transit center was moved to the northeast edge of the campus (closer to SR 99) to enhance accessibility. Reopened in Spring 2024, it now serves as a terminus for Community Transit's Swift Orange Line, which provides east-west connections between Edmonds College and McCollum Park Park and Ride. The Swift Orange Line intersects the Swift Blue Line at SR 99 and 196th Street Southwest, creating a major transfer hub. The enhanced transit center is expected to attract more users to SR 99 and increase pedestrian and transit activity along the corridor.

4.1.4.3 Sound Transit 3

The Sound Transit 3 (ST3) System Plan aims to significantly enhance and expand the regional mass transit network, connecting major cities in King, Pierce and Snohomish counties through light rail, BRT, express bus and commuter rail services. Approved by voters in 2016, this phase of regional transit development will double the light rail system to 116 miles, with over 80 stations. Light rail will extend north to Everett, south to Federal Way and Tacoma, east to downtown Redmond, south to Kirkland and Issaquah, and west to Ballard and West Seattle.

In addition to light rail, ST3 includes investments in Stride BRT in two key corridors: connecting Lynnwood to Burien via I-405 and SR 518, and along SR 522 between Bothell and Shoreline. The plan also outlines an expansion of Sounder commuter rail, with a new extension to Tillicum that will serve Joint Base Lewis-McChord and DuPont.

The Everett Link light rail extension is slated for completion by 2041, marking one of the final projects under the ST3 funding plan. Although planning includes a provisional station at Airport Road, funding for this station is not yet secured.

4.1.4.4 Community Transit

Community Transit, officially known as the Snohomish County Public Transportation Benefit Corporation, is the primary public transit authority for most of Snohomish County. It operates local bus, paratransit, vanpool and on-demand micro-transit services throughout the county, excluding the city of Everett.

In 2023, the system served 7.1 million riders, averaging about 28,100 passengers per weekday as of the third quarter of 2024. This makes it the fourth-largest transit agency in the Puget Sound region. In 2023, Community Transit released an update to its long-range plan, Journey 2050, which outlines the agency’s priorities for the next 25 years. The plan details how Community Transit will adapt to regional growth, integrate with the expanded Link light rail system and respond to the evolving transportation landscape. Key components of Journey 2050 include aligning service with Sound Transit’s Link light rail expansion into Snohomish County, which currently reaches Lynnwood and will eventually extend to Everett. The plan also highlights the future of Swift BRT, including the recent extension of the Blue Line and the upcoming opening of the Orange Line, which will intersect the Blue Line at SR 99 and 196th Street Southwest. Additionally, the plan outlines the expansion of the Green Line and the implementation of the Gold Line. As part of its commitment to sustainability, Community Transit aims to transition to a zero-emission fleet by 2044 and is embracing emerging mobility solutions, such as Zip - an on-demand micro-transit service that fills gaps in mobility across the region (Figure 29).



Figure 29. Zip Micro-Transit Service

Source: Community Transit

4.1.4.5 Everett Transit

Everett Transit is in the midst of updating their long-range plan. The initial phase of work indicated public interest in the expansion of Everett Transit’s coverage area, increased connections to other transit options and increased frequency of service. Other requested improvements include the addition of service earlier and later in the day as well as on weekends and holidays. The planning effort, known as Connecting Everett in 2045, addresses Everett Transit’s long-term growth plan to meet the changing needs of their community.

4.2 Planned and Programmed Improvements

This section describes planned and programmed investments into the transportation system including investments in local roadways, pedestrian and bicyclist facilities and transit.

4.2.1 Pedestrian and Bicycle Facility Improvements

The SR 99 corridor is expected to see increased density and pedestrian and bicyclist activity as part of regional growth plans. Several planning documents influence the future of the SR 99 corridor including the updated Snohomish County Comprehensive Plan (2024), Imagine Lynnwood Comprehensive Plan (2024), the City of Lynnwood Highway 99 Sub Area Plan and the Edmonds College Sub Area Plan and South Lynnwood residential plan.

4.2.1.1 Snohomish County

Snohomish County emphasizes active transportation improvements to enhance walkability and bicycle connectivity across urban growth areas.

To guide active transportation improvements, the County defines reasonable walking distances to key destinations:²⁴

- Bus/BRT: ¼ mile (5-minute walk).
- Light Rail: ½ mile (10-minute walk).
- Elementary Schools: ½ mile (10-minute walk).
- Middle Schools: ¾ mile (15-minute walk).
- High Schools/Colleges: 1 mile.

The County also relies on the LTS rating system to evaluate bicycle facilities. While Snohomish County does not directly plan for SR 99 itself, it rates parallel facilities, such as the 35th Avenue and Manor Way/Alderwood Mall Parkway, which currently have a BLTS score of 3. Crossings at Gibson Road and 148th Street Southwest are also rated BLTS 3, while Airport Road scores BLTS 4 due to higher speeds and traffic volumes (Figure 32). These ratings inform priorities for future bicycle infrastructure improvements.

The County's recent comprehensive plan includes investments in sidewalks, shared-use paths and other facilities to enhance non-motorized travel along key corridors like SR 99. These projects aim to improve pedestrian access near high-capacity transit stations, schools and urban centers.

Proposed improvements to the pedestrian network include new sidewalks and shared-use paths, as shown in Figure 33. However, the plan does not identify bike facilities or shared-use pathways parallel to SR 99.

²⁴ Snohomish County, Snohomish County Comprehensive Plan, Urban Core Subarea Plan, 2024, <https://www.snohomishcountywa.gov/DocumentCenter/View/108990/Attachment-A---Narrative-Subarea-Plan--061223?bidId=>

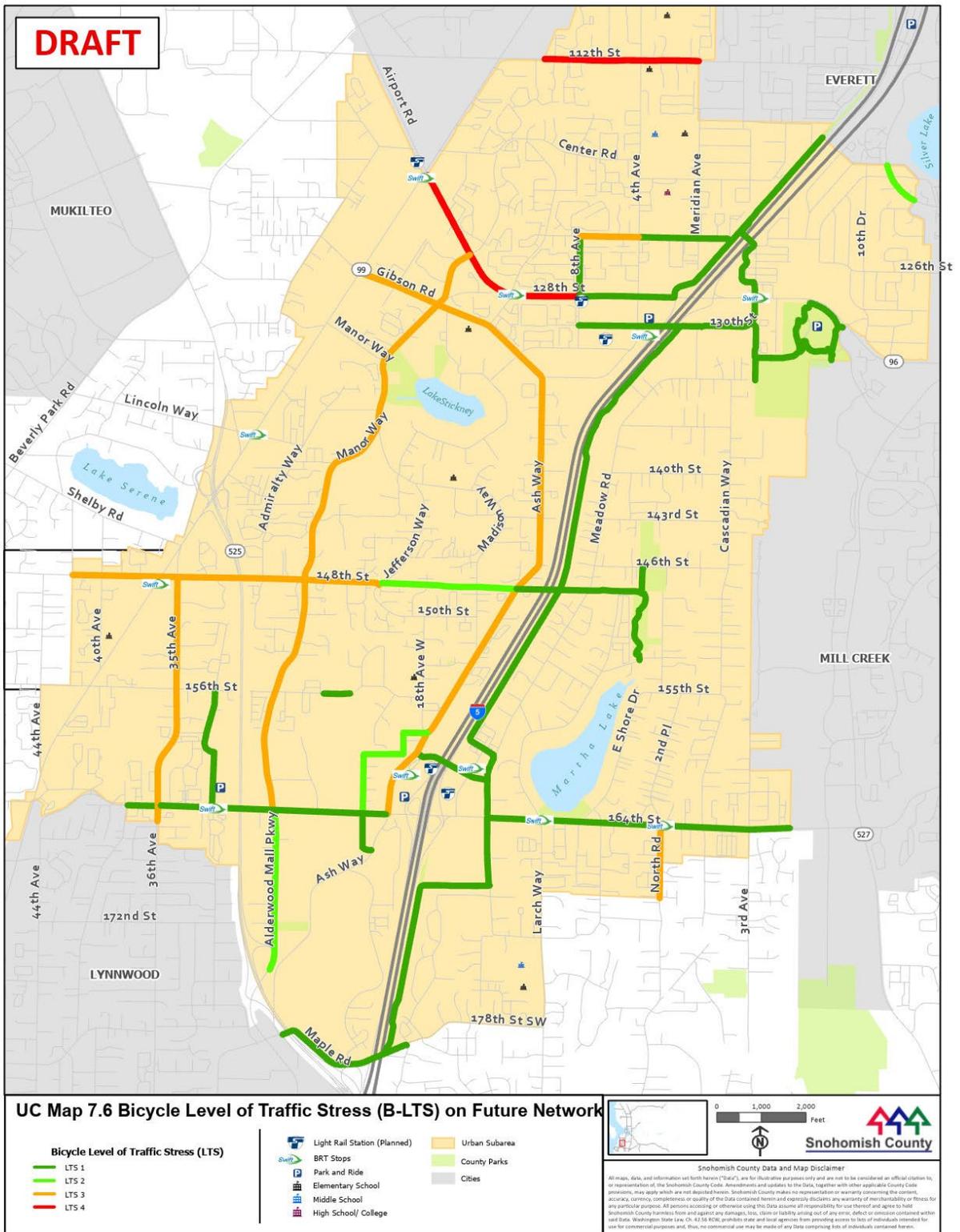


Figure 30. Bicycle Level of Traffic Stress on Future Network

Source: Snohomish County Comprehensive Plan, 2024

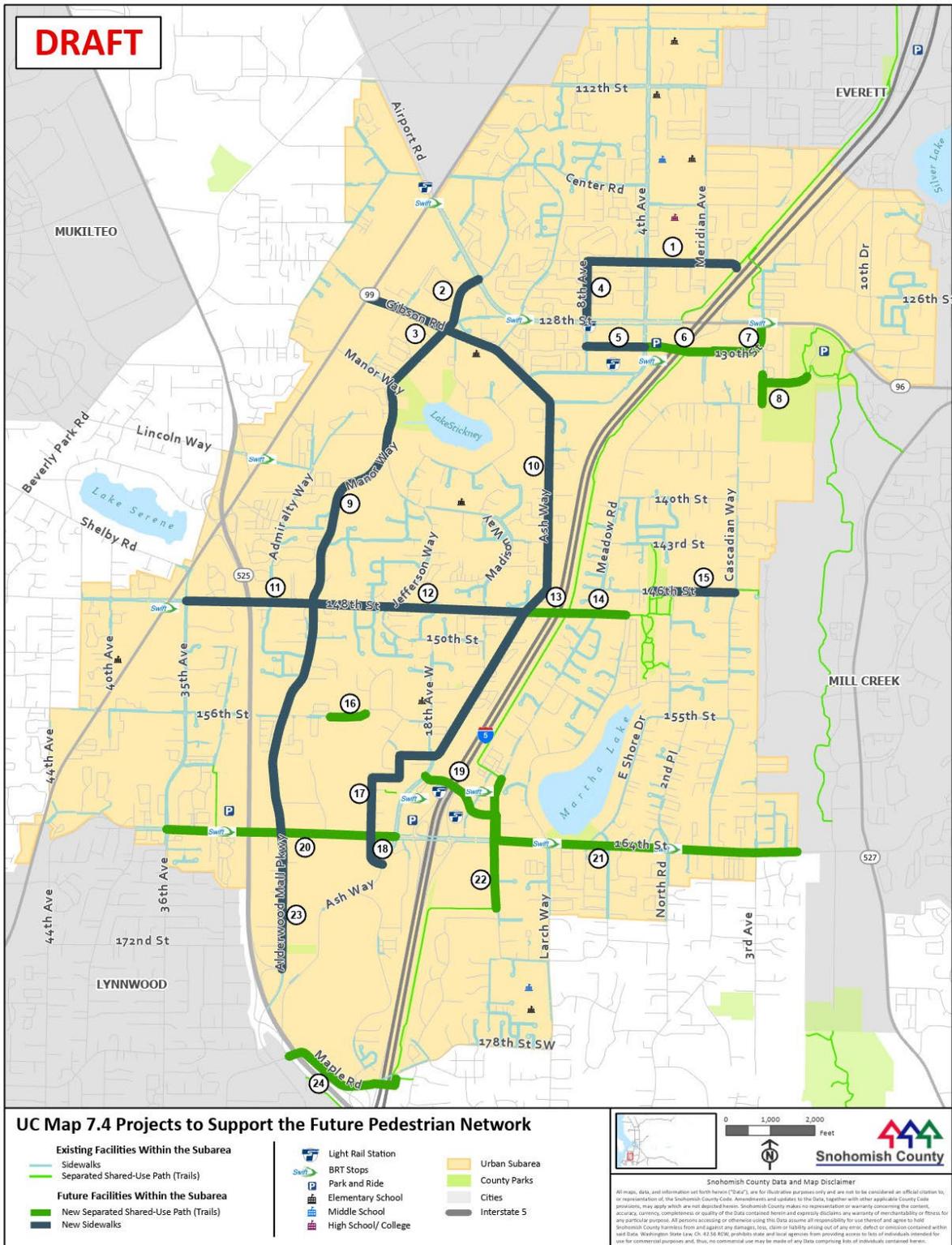


Figure 31. Planned Pedestrian Facilities in Snohomish County

Source: Snohomish County Comprehensive Plan, 2024

4.2.1.2 Lynnwood

Connect Lynnwood, published in 2022, is the City of Lynnwood’s Active and Accessible Transportation Plan with both a long-term vision and near-term action plan to improve walking and bicycling infrastructure. The plan includes an inventory of Lynnwood’s walking and bicycling networks and identifies project priorities.

One of the major regional projects identified in the plan, as shown in Figure 34, is the Scriber Creek Trail. This project will transform approximately three miles of mixed-condition pathways, including walking paths, sidewalks, undeveloped ROW and asphalt trails, into a continuous, non-motorized transportation corridor. The trail will connect the Interurban Trail to Lund’s Gulch Open Space. Planned as a 12-foot-wide, fully paved path, the Scriber Creek Trail will be separated from roadways wherever possible, enhancing safety and accessibility. Figure 32 also provides details on the existing Interurban Trail.



Figure 32. Scriber Creek Trail Intersecting SR 99 North of 188th Street

Source: Connect Lynnwood, 2022

Lynnwood’s Imagine Lynnwood Comprehensive Plan (2024) also prioritizes active transportation projects to support growth near the City Center and Alderwood areas. While the City currently maintains 135 miles of sidewalks and 8 miles of corridor trails, additional pedestrian and bicycle facilities are planned to enhance mobility.

The comprehensive plan outlines a phased approach for developing Lynnwood's bike network, with completion targets set for 15-year, 30-year and long-term horizons, as shown in Figure 33. While SR 99 is not directly included in the proposed bike network, several planned bike routes are designed to intersect or terminate at key points along the corridor.

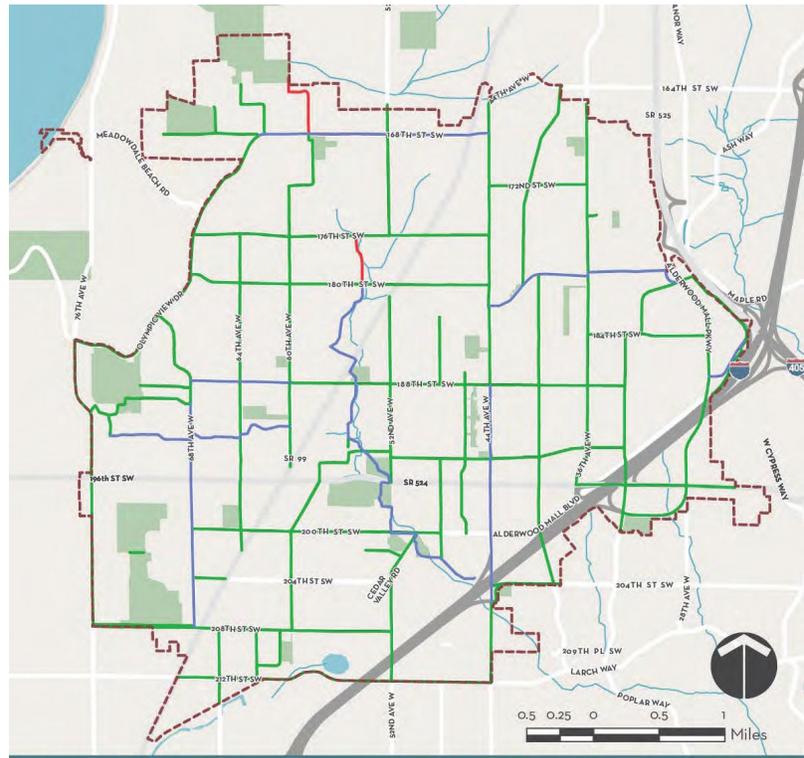
Within the next 15 years, bike routes on 208th Street Southwest, 200th Street Southwest, 188th Street Southwest, 180th Street Southwest and 176th Street Southwest are planned to cross SR 99, enhancing east-west connectivity. Longer-term projects, including crossings at 168th Street Southwest and the Scriber Creek Trail near 188th Street Southwest, are slated for completion within 30 years. Additionally, bike routes along 204th Street Southwest, 64th Avenue West, 60th Avenue West, 52nd Avenue West and 44th Avenue West are planned to terminate at intersections with SR 99, providing critical connections to this transit-oriented corridor.

Level of Service

The Imagine Lynnwood 2024 Comprehensive Plan has developed a Level of Service (LOS) standard to quantify and qualify the flow of traffic, and to measure the overall transportation system's ability to move people and goods. Realizing that there is a difference between City Center, state facilities and the rest of the city, the city developed a different level of service standard reflective of the type of local development and tolerance congestion for each.

Pedestrian LOS measures whether infrastructure meets the goals outlined in Connect Lynnwood, which include:

- Creating safe walking routes within 1 mile of schools and ½ mile of HCT stations.
- Improving “difficult-to-cross arterials” that experience high pedestrian volumes, enhancing safety and accessibility.



LEGEND

- City Limits
- Waterbody
- Stream
- 15 Year Phase
- 30 Year Phase
- Long Term



Figure 33. Lynnwood's Proposed Bike Networks

Source: Imagine Lynnwood Comprehensive Plan (2024)

Bicycle LOS focuses on developing a cohesive and accessible bike network that:

- Aligns with the goals of Connect Lynnwood, completing a core network connecting schools, parks, transit hubs and commercial areas.
- Prioritizes the completion of planned bike facilities within 2 miles of Light Rail Stations, supporting multimodal connections.
- Addresses safety concerns on arterials with high bike volumes, reducing barriers to cycling in busy areas.

The plan also introduces the concept of Mode Choice Adjustment Factors, which help evaluate and calibrate how people choose their mode of transportation (e.g., car, transit, walking, biking). These factors are critical in identifying areas where improvements to active transportation and transit infrastructure can influence travel behavior and reduce car dependency.

The Mode Choice Adjustment Map (Figure 34) identifies Zone 5, including the SR 99 BRT corridor, as heavily reliant on auto travel, with a Vehicle Trip Generation Adjustment Factor of 0.90 and a Multimodal Factor of 0.10 (as detailed in Figure 35). This reflects the corridor's auto-centric nature but highlights opportunities for improvement. In Zone 5, improvements to BRT facilities and connecting sidewalks or bike lanes can incrementally shift travel behavior toward multimodal options.

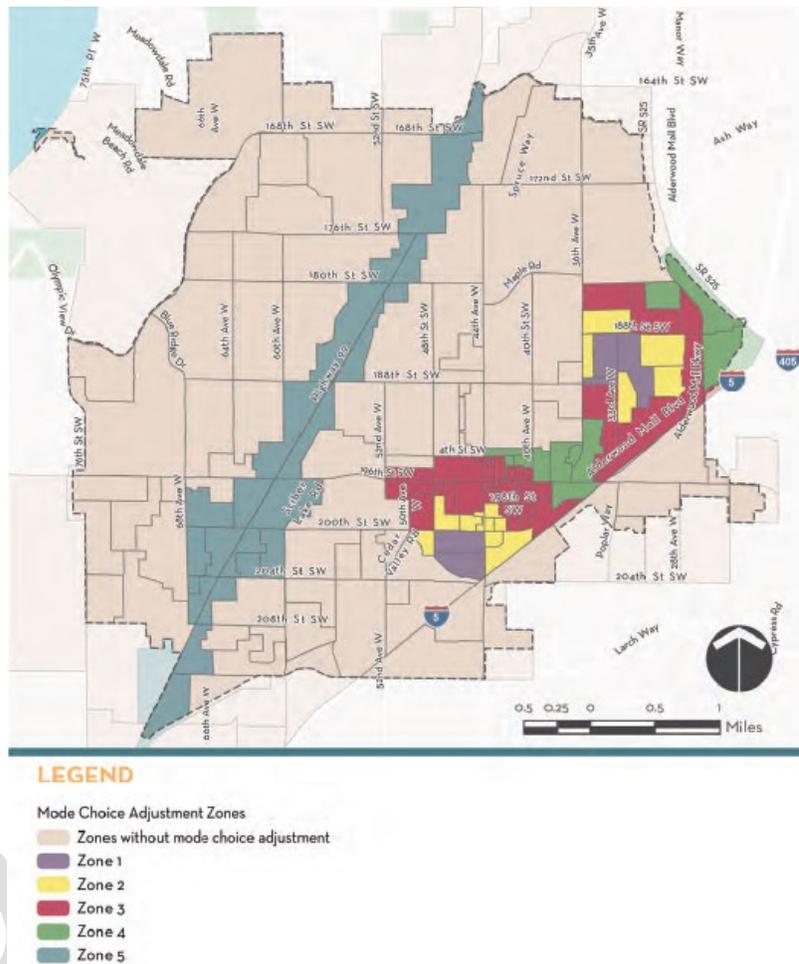


Figure 34. Mode Choice Adjustment Zones in Lynnwood

Source: Imagine Lynnwood Comprehensive Plan (2024)

2044 VEHICLE TRIP GENERATION ADJUSTMENT FACTORS MODE CHOICE ADJUSTMENT ZONE	TRANSPORTATION ANALYSIS ZONE LOCATION	VEHICLE TRIP GENERATION ADJUSTMENT FACTORS ⁴	MULTIMODAL FACTOR ⁵
1	Lynnwood Transit Center and Alderwood West LRT Stations	0.585	.332
2	Regional Growth Center within 1/4 Mile of LRT station	0.60	.32
3	Regional Growth Center within 1/2 Mile of LRT station	0.75	.20
4	Regional Growth Center beyond 1/2 Mile radius from LRT	0.85	.12
5	SR 99 BRT Corridor	0.90	.10

⁴ Vehicle trip generation rate adjustments are applied to calibrated baseline vehicle trip generation rates.

⁵ Multimodal Factor is determined by assumed trip generation occurring through other demands including walking, bicycling, or accessing transit as part of a completed transportation network.

Figure 35. Vehicle Trip Generation Adjustment and Multimodal Factor for SR 99

Source: Imagine Lynnwood Comprehensive Plan (2024)

4.2.2 Transit Improvements and Investments

Traffic congestion significantly impacts transit speed and reliability. The County has identified congestion choke points and planned the designation of BAT lanes, primarily to support BRT by reserving a lane for transit use. Other projects to support BRT include new I-5 overcrossings with exclusive transit lanes at 130th and 164th Streets. These overcrossings will improve transit performance by bypassing congested I-5 interchanges. Several BRT projects supported by the County include SR 99 (from 148th Street to Airport Road) and 128th Street Southwest/Airport Road (from SR 99 to 8th Avenue West).

4.2.2.1 Sound Transit

Sound Transit’s regional expansion plans are a cornerstone of transit development in Snohomish County, supported by voter-approved initiatives like Sound Transit 2 (2008) and Sound Transit 3 (2016). These initiatives fund the development of light rail and BRT systems, improving regional mobility and connectivity.

The Link light rail extension to Everett, as shown in Figure 36, is one of the most significant transit projects affecting the SR 99 corridor. Planned to reach the Southwest Everett Industrial Center by 2037 and Everett Station by 2041, this extension will bring high-capacity transit to the SR 99 corridor. Additionally, the construction of an Operations and Maintenance Facility in 2034 will support expanded service.

The plan also includes a provisional light rail station at Airport Road which is not funded but is being studied in environmental documents. These investments are expected to promote transit-oriented development and increase activity along SR 99, particularly near key intersections and transfer points most notable at the SR 99/Airport Road intersection.

The opening of the Link light rail extension to Lynnwood in 2024 marked a significant milestone, connecting Lynnwood to the broader light rail network and reducing car dependency in the region. Future extensions to Everett will build on this progress, enhancing transit accessibility and supporting mixed-use redevelopment along SR 99.

4.2.2.2 Community Transit

Community Transit services complements Sound Transit’s efforts by focusing on improving local and regional bus services along the SR 99 corridor. According to Transit Changes in 2024 and Beyond (2023), several route enhancements are planned for 2025–2026, including increased

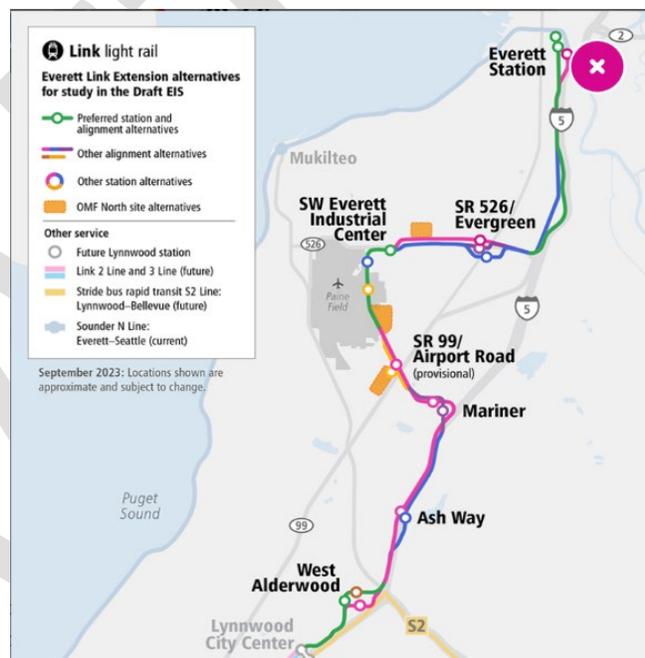


Figure 36. Everett Link Extension Alternatives and Proposed Stations

Source: Sound Transit

frequency and extended operating hours. These changes aim to provide better connectivity and accessibility for riders while supporting multimodal integration within the study corridor.

Planned service improvements for 2025–2026 will significantly enhance transit along the SR 99 corridor. These improvements include increased frequency and extended operating hours for several local bus routes, providing better connectivity and accessibility for riders. The detailed service changes for affected routes are outlined in Table 32.

Table 32. Community Transit Route Improvements				
Route ID	Route	Intersects SR 99 at	Service Changes	Community Transit Line Connections
103	Seaway to Lynnwood	148th Street SW	Increased frequency and extended operating hours	Swift Blue, Swift Green, Swift Orange
117	Mukilteo to Lynnwood	SR 525	Extended operating hours	Swift Blue, Swift Orange
119	Ash Way to Mountlake Terrace	220th Street SW and 148th Street SW	Increased frequency	Swift Blue, Swift Orange
166	Edmonds to Silver Firs	200th Street SW	Increased frequency and extended operating hours	Swift Blue, Swift Green, Swift Orange

Source: 2024 and Beyond (2023) by Community Transit

These enhanced services are expected to increase transit activity along SR 99, improving access to high-capacity transit systems like light rail and BRT services while promoting multimodal connectivity.

Additionally, the Swift Orange Line, launched in 2024, provides critical east-west connections between Edmonds College and McCollum Park Park & Ride, intersecting the Swift Blue Line at 196th Street Southwest. This intersection creates a major regional transfer hub that enhances both transit accessibility and pedestrian activity along SR 99.

To further support transit growth, Snohomish County is collaborating with Community Transit, WSDOT and others to extend BAT lanes along SR 99 between Airport Road and 148th Street Southwest. These upgrades will improve transit reliability, expand multimodal connections and reduce car dependency within the SR 99 corridor. In addition to fixed route transit, Community Transit plans expansion of their Zip micro transit on-demand service.

4.2.2.3 Lynnwood

Lynnwood is a focal point for transit development in the region, with several projects aimed at integrating high-capacity transit into the local transportation network, including the SR 99 corridor. Lynnwood recently completed improvements along 196th Street Southwest between 48th Avenue West and 36th Avenue West that include BAT lanes, enhancing transit speed and reliability for service including the Swift Orange Line. Lynnwood plans to extend BAT lanes and signal priority along the corridor to SR 99 where the Swift Orange Line meets the Swift Blue Line.

The city’s Transit LOS evaluates whether the transportation network provides seamless walk and roll access to stops and hubs with continuous sidewalks, ADA ramps, lighting and protected crossings. It assesses whether transit receives reliable travel time through BAT lanes, queue jumps and signal priority, and whether transfers are convenient with short, direct paths, clear

wayfinding and controlled crossings. It also considers whether service frequency and span match adjacent land use and demand and whether first- and last-mile connections are strengthened with bikeways, shared-use paths and direct routes between opposite-direction stops.

The Imagine Lynnwood Comprehensive Plan (2024) identifies several transit priorities, including improvements to the Lynnwood Transit Center and last-mile connections to major hubs. Lynnwood is also exploring innovative solutions through the Lynnwood Trolley Feasibility Study, which assesses the potential for a trolley system connecting key activity centers while complementing existing transit services.

4.2.3 Road and Vehicle Traffic Investments

The Growth Management Act established the concepts of concurrency and level of service to support local agencies in assessing effects of land use on capacity. The PSRC, in cooperation with WSDOT, has adopted LOS standards for Regionally Significant State Highways (regional). The LOS for regional highways varies with the intensity and form of development in a given area. Facilities such as SR 99, designated as “Inner urban areas,” are defined by PSRC as comprising a three-mile buffer around the most heavily traveled freeways and all designated urban centers and are designated as “E-mitigated”.

The Snohomish County 2025-2030 Capital Improvement Program identifies traffic safety and intersection improvements along SR 99 in Lynnwood and Edmonds and along Airport Road as noted in Figure 37.

Snohomish County’s long range plan notes that WSDOT has planned 17 state route improvements within the County’s unincorporated area. Even after all 17 of these improvements have been completed, Snohomish County’s planning-level analysis suggests 30 of these 102 state route segments will still operate beyond their LOS target in 2044. Snohomish County arterials rely on the functionality of state route network. In fact, the County’s CMS analysis indicates that most county arterials “at risk of going into arrears” are flagged due to LOS conflicts at intersections and interchanges with state highways. The Snohomish County comprehensive plan indicates that in the forecast year 2044, SR 99 from SR 525 to Evergreen Way will operate beyond LOS based on a service standard of E Mitigated. Transportation improvement projects identified in the Snohomish County unincorporated area are shown in Figure 38. These projects include improvements to SR 99 between Airport Road and 148th Street Southwest.

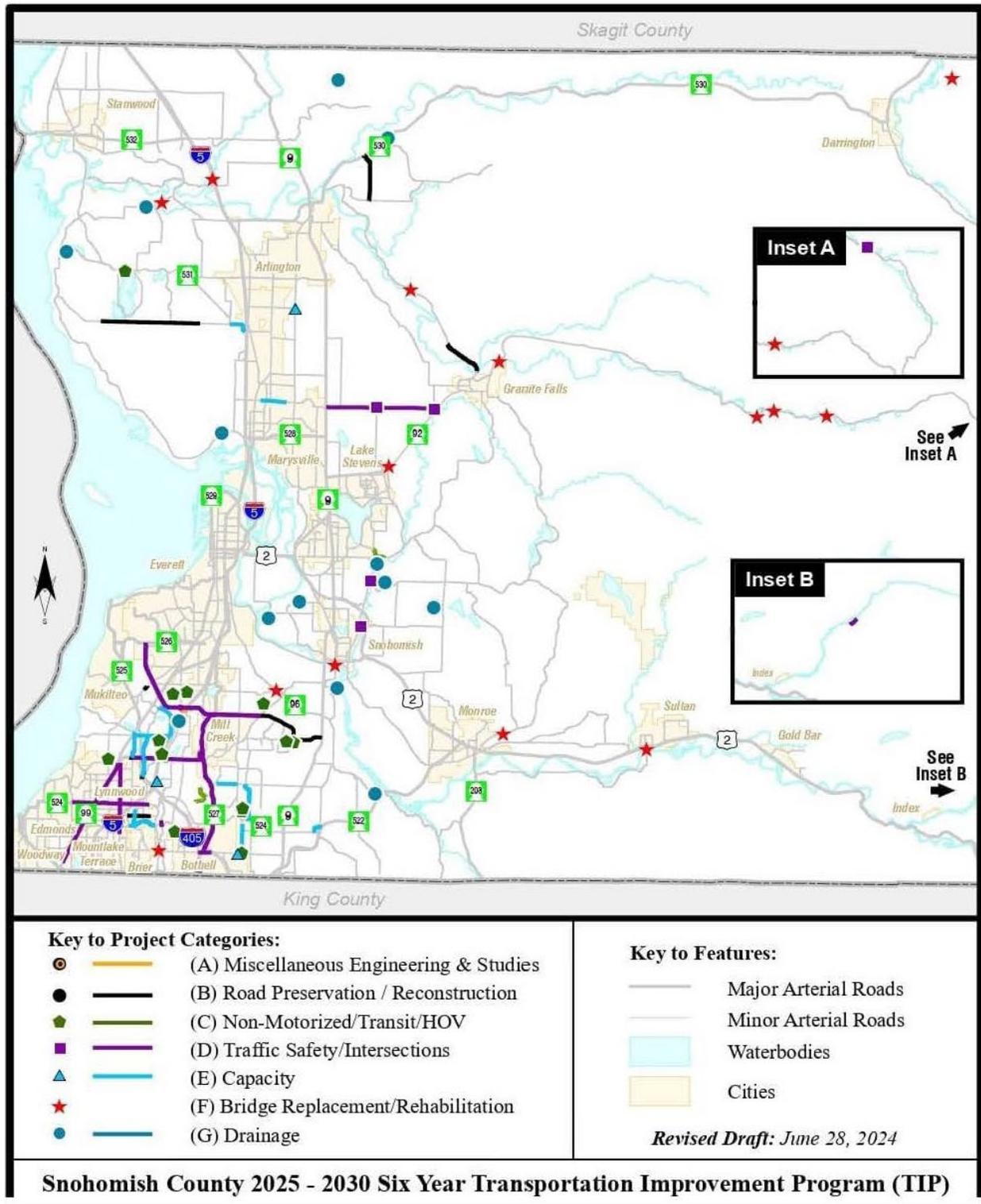


Figure 37. Snohomish County Surface Transportation Projects, 2025 - 2030

Source: Snohomish County 2025 - 2030 Capital Improvement Projects

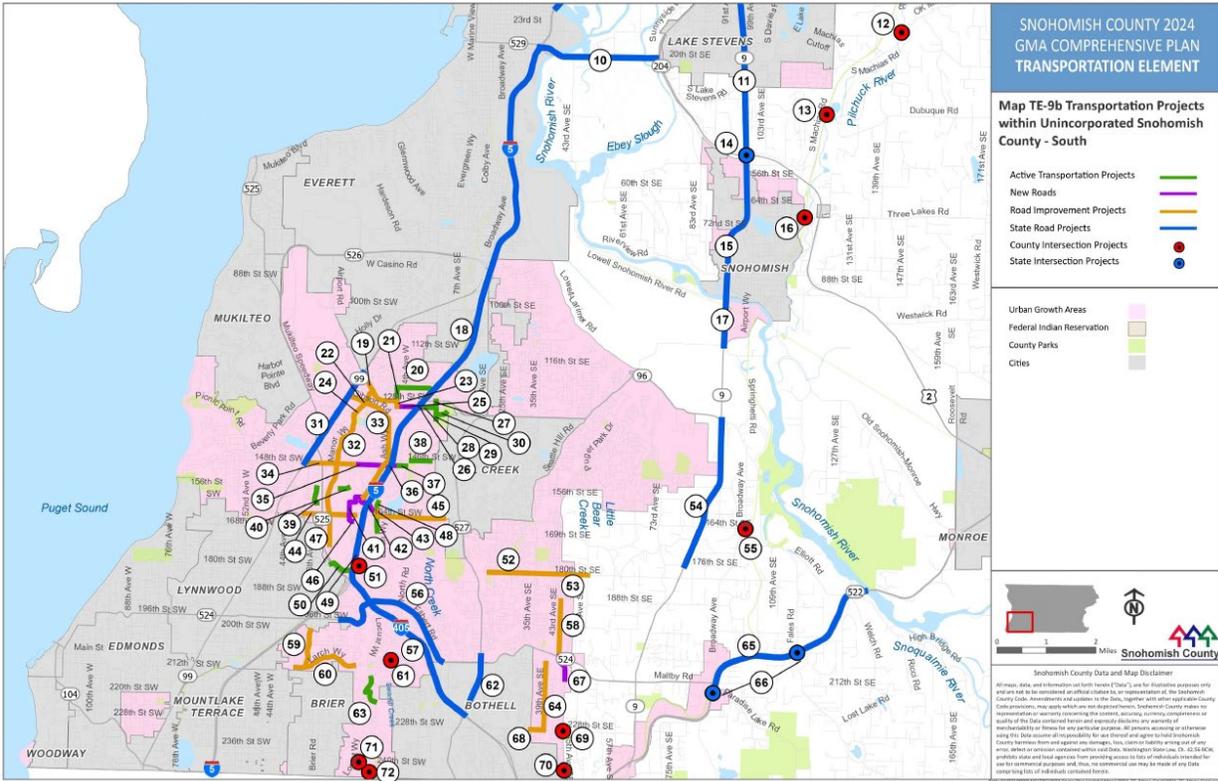


Figure 38. Planned Transportation Projects in Unincorporated Snohomish County
 Source: Snohomish County Comprehensive Plan, 2024

4.2.3.1 Lynnwood

The Lynnwood Capital Facilities Plan and Transportation Improvement Program 2024-2029 describes the Scriber Creek trail planning and improvements, identifies intersection improvements for safety along SR 99 as well as proposed turn lane improvements at the intersection of SR 99 and 212th Street Southwest in Edmonds. The Capital Facility Plan also lists the staged investments to improve Scriber Creek and Lunds Gulch to include trail improvements.

The minor-approach stop-controlled intersection of SR 99 & 52nd Avenue West (#90) operates with PM peak hour LOS F in all 2044 scenarios. Eliminating westbound left-turns will reduce intersection delay, but the intersection will continue to operate at LOS F due to westbound right-turn delay. These improvements may be identified in the 2024-2029 TIP project, Highway 99 Safety Improvements (#202100002).

The Imagine Lynnwood comprehensive plan indicates a very long term (30 year) bike link along Scriber Creek between the Interurban Trail and 180th Street with a longer-term connection to Lunds Gulch at 176th Street.

Other projects in the city's 20-year Transportation Improvement Plan (TIP) include extension of BAT lanes on 196th Street between SR 99 and 48th Avenue West (TIP Projects 104 and 105) - (along the current Orange line route). Other projects include a study of safety and access management improvements and a Lynnwood Trolley feasibility study.

Connect Lynnwood is an action strategy focused on improving pedestrian and bicycle infrastructure. The 30-year action plan includes:

- Sidewalk improvements on 60th Avenue West near SR 99.
- Bike lanes near SR 99 on 64th Avenue West, 180th Street Southwest and 60th Avenue West.

A portion of Scriber Creek Trail Connection is currently under construction and expected to be completed by the end of 2024. This project will transform approximately three miles of mixed-condition pathways (including walking paths, sidewalks, undeveloped rights-of-way and asphalt trails) into a continuous, non-motorized transportation corridor. The trail will:

- Link the Interurban Trail (near the I-5/SR 525 interchange) to Lund's Gulch Open Space.
- Be 12 feet wide, fully paved and separated from roadways where possible.

Additional projects to support active transportation include new sidewalks near 60th Avenue West and bike lanes along 64th Avenue West, 180th Street Southwest and 60th Avenue West.

4.3 Future Traffic Forecasts

Future traffic projections for SR 99 provide insight into anticipated travel demand and inform the development of infrastructure plans. Travel demand forecasts have been prepared using both the Snohomish County Model and the PSRC SoundCast model. The Snohomish County model has a base year of 2019 with projections to the year 2044, while the SoundCast model has a base year of 2018 with projections to 2050. SoundCast is an activity-based model while the Snohomish County model is a traditional four-step model. These models integrate anticipated land use changes, expanded transit options (e.g., Link light rail and Swift BRT) and shifts in travel modes over the coming decades. Both models project a multi-hour peak demand. SoundCast provides four AM and three PM peak hours. Forecasts shown reflect the highest hour within those generally 8-9 AM and 5-6 PM. The Snohomish County model creates three-hour peak forecasts, 6 - 9 AM and 3 - 6 PM and factors to a single peak AM and PM peak hour. While both forecasts project modest annualized growth the higher growth is seen in the non-peak direction (northbound in the AM and southbound in the PM) and likely reflects near capacity conditions in the peak direction.

The Snohomish County Model projects mixed growth patterns in AM and PM peak hour traffic volumes along SR 99 between 2019 and 2044. Annual growth rates vary, with northbound PM peak showing modest increases (e.g., 0.22% to 1.49%), while some segments, particularly southbound AM peak, experience slight declines (e.g., -0.52% south of Airport Road). Notable growth is concentrated near high-traffic areas such as North of 164th Street Southwest (2.25% AM peak growth). The SoundCast model projects steady growth in AM and PM peak-hour traffic along SR 99 from 2018 to 2050, with annual growth rates ranging from 0.05% to 1.69%, indicating moderate increases in both southbound and northbound volumes, particularly around high-demand intersections such as Airport Road and 176th Street Southwest. Table 33 and Table 34 summarize existing traffic volumes (2018 and 2019) and forecasts (2044 and 2050) along SR 99 at key segments by direction. They also highlight the estimated annual growth rates for AM and PM peak hours for each segment.

Table 33. SR 99 Segments Peak Hour as per Snohomish County Model

SR 99 Link	SB (AM Peak Hour)	SB (AM Peak Hour)	SB (AM Peak Hour)	NB (AM Peak Hour)	NB (AM Peak Hour)	NB (AM Peak Hour)	SB (PM Peak Hour)	SB (PM Peak Hour)	SB (PM Peak Hour)	NB (PM Peak Hour)	NB (PM Peak Hour)	NB (PM Peak Hour)
	2019	2044	AGR									
North of Airport Road	2,023	2,199	0.33%	1,671	2,417	1.49%	2,331	2,801	0.74%	2,517	2,660	0.22%
South of Airport Road	1,643	1,440	-0.52%	1,502	1,908	0.96%	1,598	2,004	0.91%	1,927	1,864	-0.13%
North of Lincoln Way	1,840	1,814	-0.06%	1,709	1,906	0.44%	1,811	2,103	0.60%	2,128	2,151	0.04%
South of Lincoln Way	1,229	1,279	0.16%	1,446	1,724	0.71%	1,320	1,606	0.79%	2,148	2,122	-0.05%
North of SR 525	1,246	1,338	0.28%	1,486	1,780	0.73%	1,423	1,777	0.89%	2,148	2,193	0.08%
South of SR 525	1,549	1,537	-0.03%	1,656	1,878	0.50%	1,810	1,972	0.34%	1,958	1,884	-0.15%
North of 148th St. SW	1,593	1,602	0.02%	1,384	1,507	0.34%	1,826	2,015	0.39%	1,708	1,688	-0.05%
South of 148th St. SW	1,558	1,572	0.04%	1,130	1,433	0.95%	1,479	1,575	0.25%	1,895	1,810	-0.18%
North of 164th St. SW	1,928	2,147	0.43%	1,234	1,605	1.06%	1,642	1,870	0.52%	2,508	2,612	0.16%
South of 164th St. SW	1,161	2,026	2.25%	0	1,493	NA	2,268	1,710	-1.12%	0	2,362	NA
North of 176th St. SW	1,865	1,862	-0.01%	1,142	1,440	0.93%	1,667	1,762	0.22%	2,035	1,990	-0.09%
South of 176th St. SW	2,232	2,257	0.05%	1,219	1,558	0.99%	1,894	2,047	0.31%	2,486	2,541	0.09%
North of 188th St. SW	2,032	1,983	-0.10%	1,065	1,401	1.10%	1,628	1,735	0.25%	2,159	2,031	-0.24%

Table 33. SR 99 Segments Peak Hour as per Snohomish County Model

SR 99 Link	SB (AM Peak Hour)	SB (AM Peak Hour)	SB (AM Peak Hour)	NB (AM Peak Hour)	NB (AM Peak Hour)	NB (AM Peak Hour)	SB (PM Peak Hour)	SB (PM Peak Hour)	SB (PM Peak Hour)	NB (PM Peak Hour)	NB (PM Peak Hour)	NB (PM Peak Hour)
	2019	2044	AGR									
South of 188th St. SW	2,175	2,124	-0.09%	1,193	1,576	1.12%	1,699	1,847	0.34%	2,270	2,216	-0.10%
North of 196th St. SW	2,318	2,300	-0.03%	1,396	1,902	1.24%	1,983	2,267	0.54%	2,618	2,579	-0.06%
South of 196th St. SW	2,194	2,162	-0.06%	1,288	1,697	1.11%	1,671	1,937	0.59%	2,159	2,135	-0.04%
North of 208th St. SW	2,208	2,216	0.02%	1,392	1,870	1.19%	1,884	2,175	0.58%	2,433	2,477	0.07%
South of 208th St. SW	1,933	1,928	-0.01%	1,281	1,750	1.26%	1,819	2,066	0.51%	2,342	2,251	-0.16%

Note: AGR stands for Annual Growth Rate

Table 34. SR 99 Segments Peak Hour as per PSRC SoundCast Model

SR 99 Link	SB (AM Peak Hour)			NB (AM Peak Hour)			SB (PM Peak Hour)			NB (PM Peak Hour)		
	2018	2050	AGR									
North of Airport Road	2,364	2,808	0.54%	1,233	2,108	1.69%	1,490	2,550	1.69%	2,086	2,554	0.64%
South of Airport Road	2,202	2,363	0.22%	1,569	2,407	1.35%	1,823	2,508	1.00%	2,216	2,412	0.26%
North of Lincoln Way	2,449	2,660	0.26%	1,736	2,397	1.01%	2,003	2,646	0.87%	2,452	2,622	0.21%
South of Lincoln Way	1,827	2,093	0.43%	1,598	2,216	1.03%	1,399	2,093	1.27%	2,271	2,522	0.33%
North of SR 525	1,827	2,093	0.43%	1,598	2,216	1.03%	1,399	2,093	1.27%	2,043	2,302	0.37%
South of SR 525	1,887	2,133	0.38%	1,790	2,403	0.92%	1,804	2,493	1.02%	2,043	2,302	0.37%
North of 148th St. SW	2,063	2,321	0.37%	1,555	2,091	0.93%	1,766	2,460	1.04%	1,952	2,245	0.44%
South of 148th St. SW	2,174	2,410	0.32%	1,398	1,956	1.05%	1,581	2,339	1.23%	2,227	2,542	0.42%
North of 164th St. SW	2,380	2,647	0.33%	1,195	1,674	1.06%	1,474	2,105	1.12%	2,540	2,801	0.31%
South of 164th St. SW	2,333	2,597	0.34%	1,166	1,636	1.06%	1,427	2,034	1.11%	2,460	2,723	0.32%
North of 176th St. SW	2,711	2,790	0.09%	1,043	1,552	1.25%	1,364	2,089	1.34%	2,415	2,558	0.18%
South of 176th St. SW	3,099	3,157	0.06%	1,062	1,639	1.37%	1,591	2,327	1.19%	2,700	2,794	0.11%
North of 188th St. SW	2,651	2,692	0.05%	942	1,598	1.66%	1,492	2,132	1.12%	2,768	2,817	0.06%

Table 34. SR 99 Segments Peak Hour as per PSRC SoundCast Model

SR 99 Link	SB (AM Peak Hour)	SB (AM Peak Hour)	SB (AM Peak Hour)	NB (AM Peak Hour)	NB (AM Peak Hour)	NB (AM Peak Hour)	SB (PM Peak Hour)	SB (PM Peak Hour)	SB (PM Peak Hour)	NB (PM Peak Hour)	NB (PM Peak Hour)	NB (PM Peak Hour)
	2018	2050	AGR									
South of 188th St. SW	2,728	2,721	-0.01%	1,014	1,592	1.42%	1,427	2,094	1.21%	2,531	2,569	0.05%
North of 196th St. SW	2,784	2,871	0.10%	1,065	1,645	1.37%	1,641	2,319	1.09%	2,541	2,695	0.18%
South of 196th St. SW	2,412	2,522	0.14%	1,060	1,513	1.12%	1,438	1,929	0.92%	2,458	2,499	0.05%
North of 208th St. SW	2,300	2,358	0.08%	997	1,623	1.53%	1,374	2,047	1.25%	2,337	2,525	0.24%
South of 208th St. SW	2,139	2,239	0.14%	867	1,531	1.79%	1,300	1,879	1.16%	2,273	2,374	0.14%

Note: AGR stands for Annual Growth Rate

ATTACHMENT A ENVIRONMENTAL HEALTH DISPARITIES

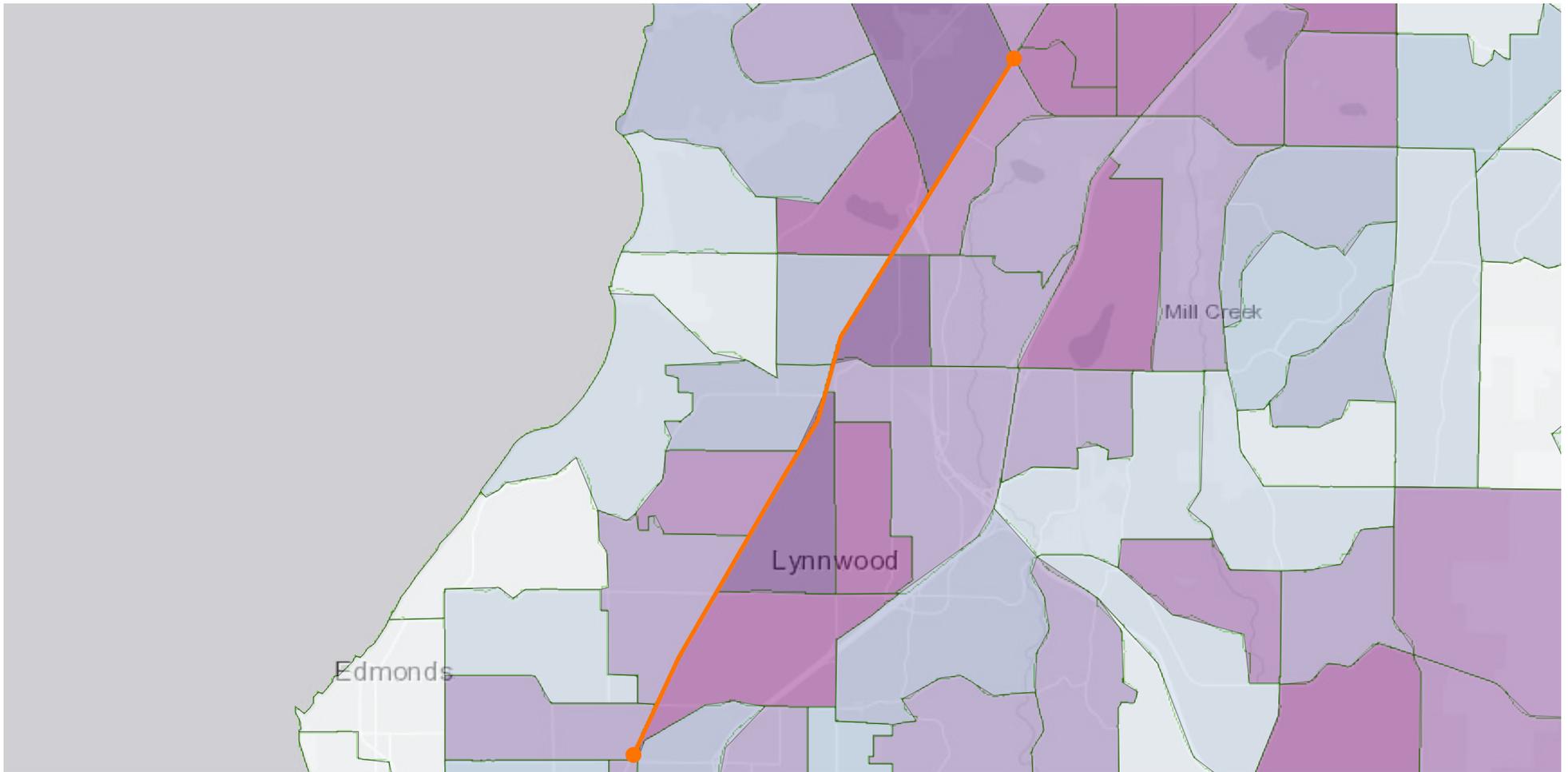
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**Washington Environmental Health Disparities Map
(Source Link)**

Version 2.0, July 2022

for Environmental Health Disparities, Car Ownership,
People of Color, Persons under Poverty)

Environmental Exposures, Environmental Effects, Socioeconomic Factors, Sensitive Populations



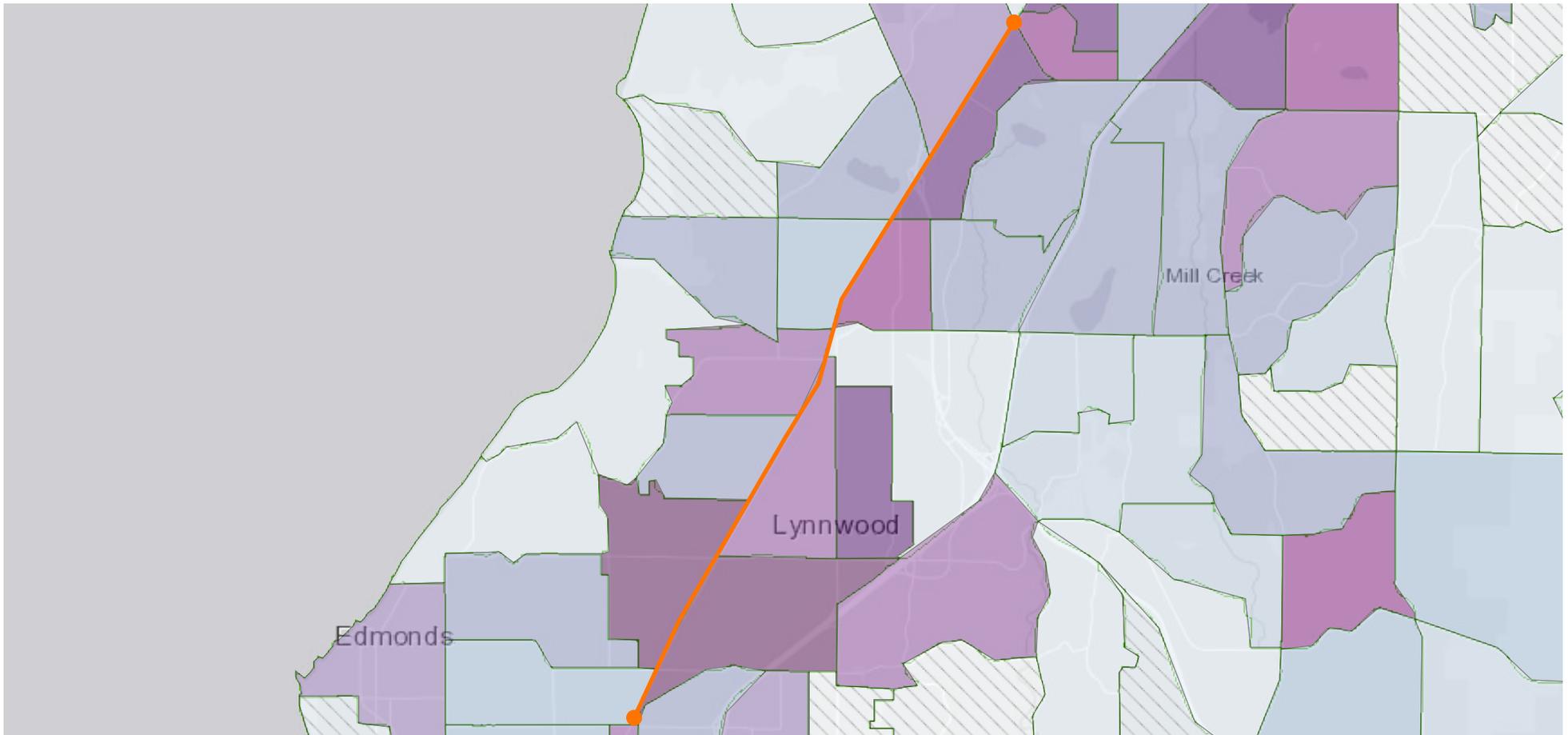
SR 99 Study Extent

Selection:

Date: 12/30/24

Social Vulnerability Index -> Housing Type & Transportation -> No Access to a Private Vehicle (%)

Legend: (High) 10 9 8 7 6 5 4 3 2 1



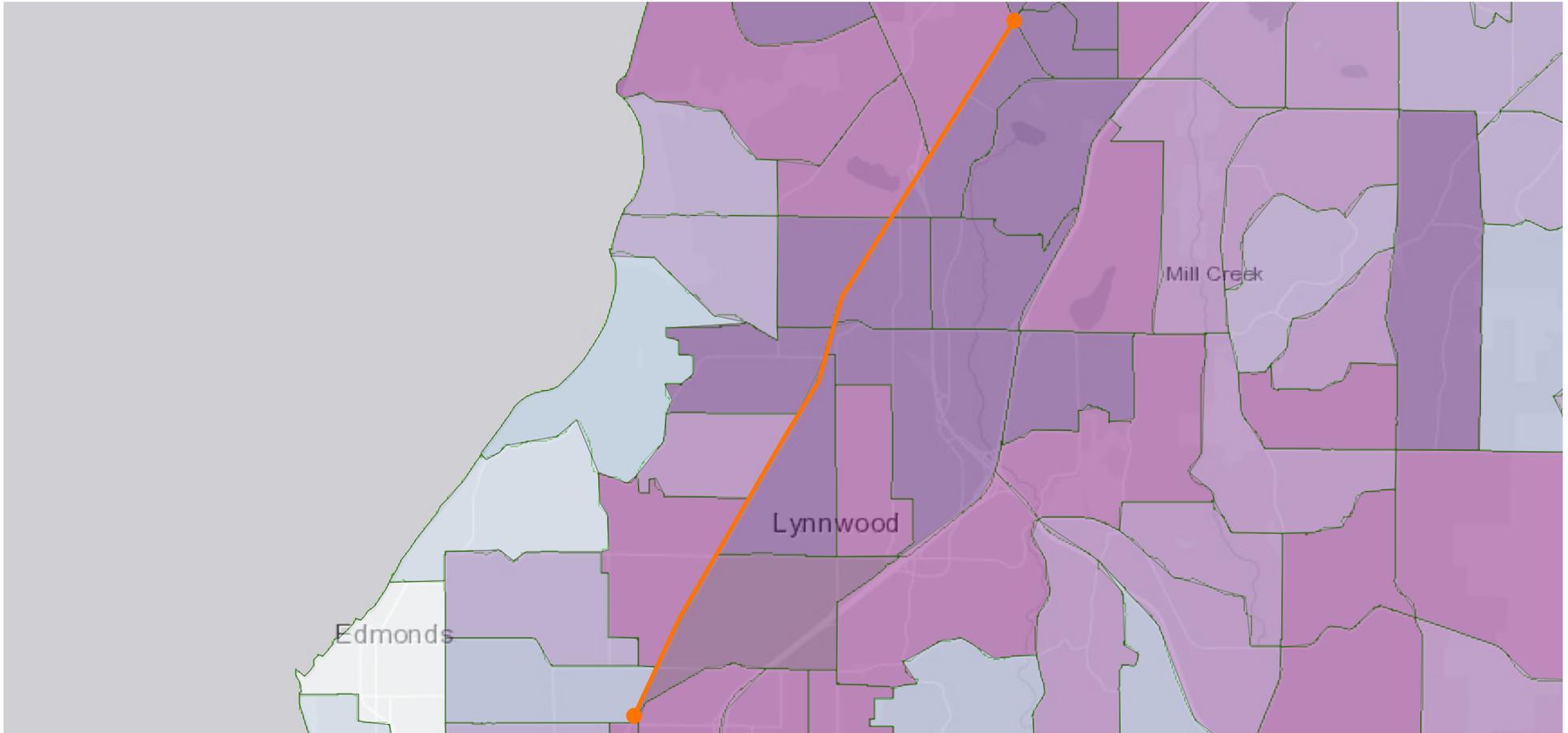
SR 99 Study Extent

Selection:

Date: 12/30/24

Social Vulnerability Index -> Race, Ethnicity, & Language -> People of Color (Race/Ethnicity)

Legend: (High) 10 9 8 7 6 5 4 3 2 1



SR 99 Study Extent

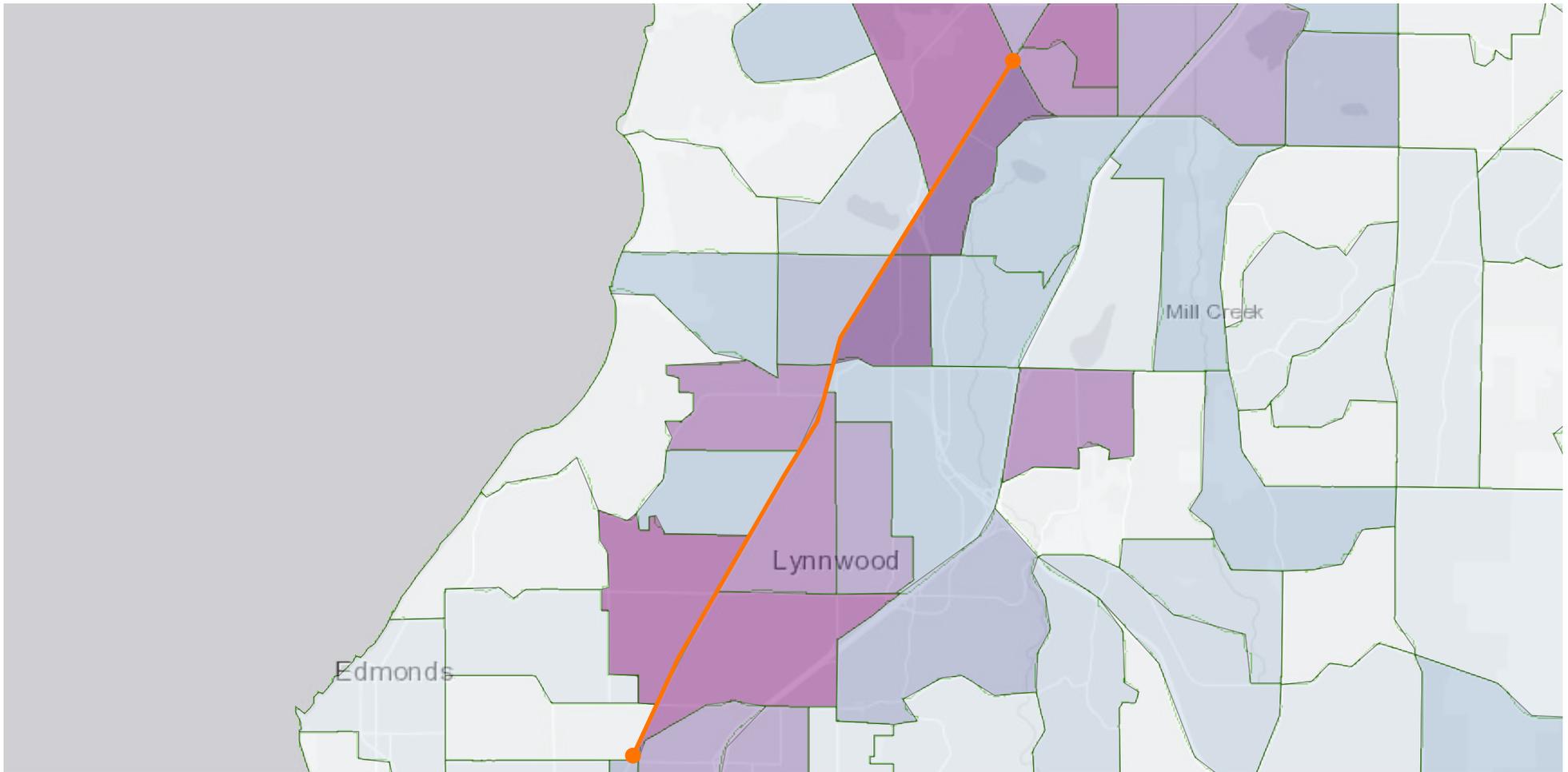
Selection:

Date: 12/30/24

Environmental Health Disparities V 2.0 -> Socioeconomic Factors -> Population Living in Poverty

Poverty Level (%)

Legend: (High) 10 9 8 7 6 5 4 3 2 1

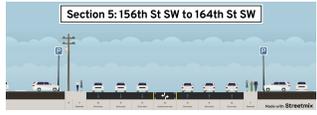
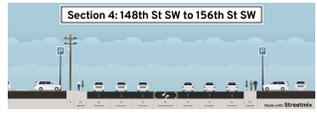
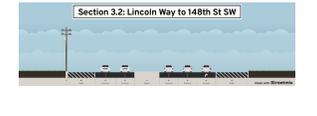
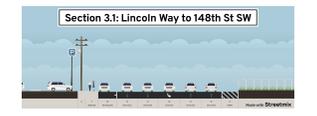
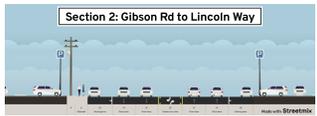
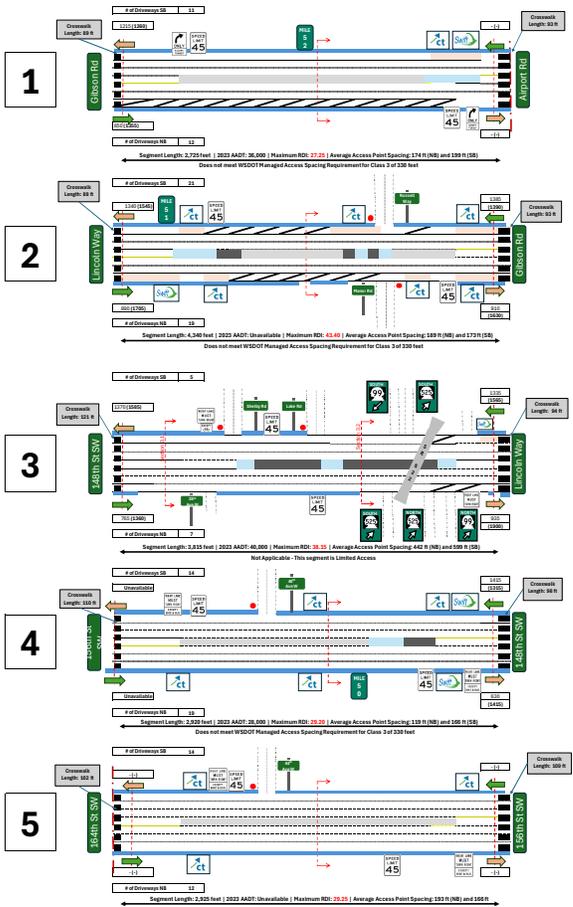


SR 99 Study Extent

ATTACHMENT B SEGMENT AND INTERSECTION SCHEMATICS

DRAFT

SR 99 Unincorporated Snohomish County and Lynnwood Complete Streets Pre-Design Study: Roadway Schematics



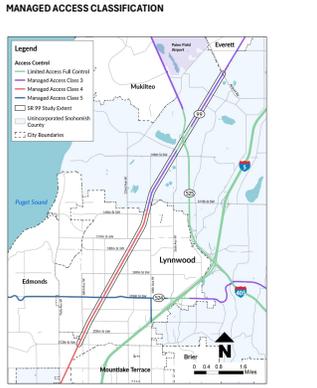
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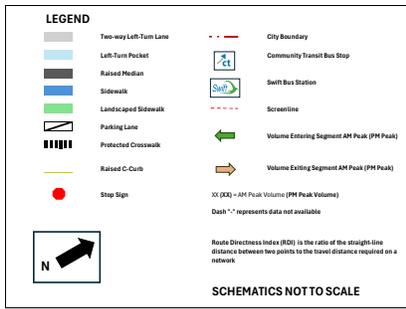
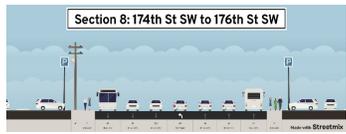
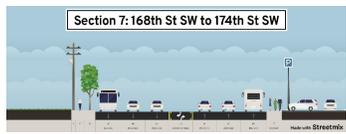
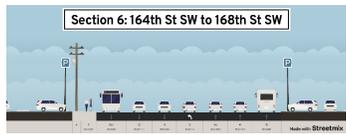
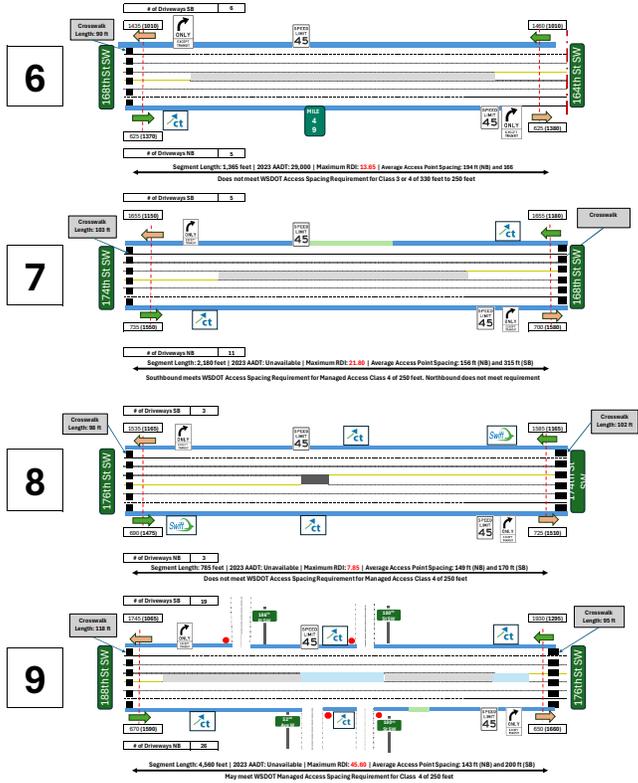
- Two-way Left-Turn Lane
- Left-Turn Pocket
- Raised Median
- Sidewalk
- Landscaped Sidewalk
- Parking Lane
- Protected Crosswalk
- Raised C-Curb
- Stop Sign
- City Boundary
- Community Transit Bus Stop
- Swift Bus Station
- Screenline
- Volume Entering Segment AM Peak (PM Peak)
- Volume Exiting Segment AM Peak (PM Peak)
- XX (XX) = AM Peak Volume (PM Peak Volume)
- Dash "*" represents data not available
- Route Directness Index (RDI) is the ratio of the straight-line distance between two points to the travel distance required on a network

SCHEMATICS NOT TO SCALE



CLASS	FUNCTION	ACCESS POINT SPACING	LIMITATIONS
Class 1	Mobility is the primary function	1,320 feet	One access only to contiguous parcels under same ownership Private access connections not allowed unless no other reasonable access exists; must use local road network system if possible
Class 2	Mobility is favored over access	660 feet	One access connection only to contiguous parcels under same ownership unless heritage > 1,200 ft Private access connections not allowed unless no other reasonable access exists; must use local road network system if possible
Class 3	Balance between mobility and access to areas with less than maximum buildout	330 feet	One access connection only to contiguous parcels under same ownership Private access connections for subdivisions preferred; private connections allowed, with justification
Class 4	Balance between mobility and access to areas with less than maximum buildout	250 feet	One access connection only to contiguous parcels under same ownership, except with justification
Class 5	Access needs may have priority over mobility	125 feet	More than one access connection per ownership, with justification



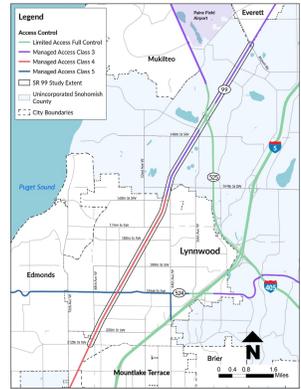


SEGMENT GUIDE

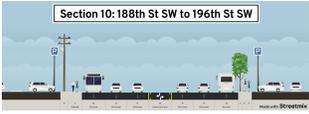
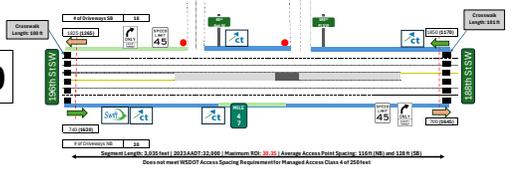


CLASS	FUNCTION	ACCESS POINT SPACING	LIMITATIONS
Class 1	Mobility is the primary function	1,320 feet	• One access only to contiguous parcels under same ownership • Private access connection not allowed unless no other reasonable access exists (must use local road/street system if possible)
Class 2	Mobility is favored over access	660 feet	• One access connection only to contiguous parcels under same ownership unless frontage > 1,200 ft • Private access connection not allowed unless no other reasonable access exists, must use local road/street system if possible
Class 3	Balance between mobility and access in areas with less than maximum buildout	330 feet	• One access connection only to contiguous parcels under same ownership • All access connections for subdivisions performed, private connection allowed, with justification
Class 4	Balance between mobility and access in areas with less than maximum buildout	250 feet	• One access connection only to contiguous parcels under same ownership, except with justification
Class 5	Access needs may have priority over mobility	125 feet	• More than one access connection per ownership, with justification

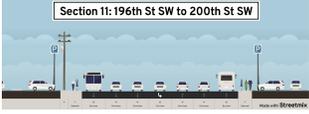
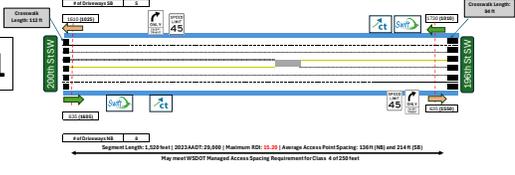
MANAGED ACCESS CLASSIFICATION



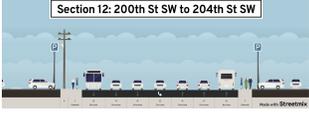
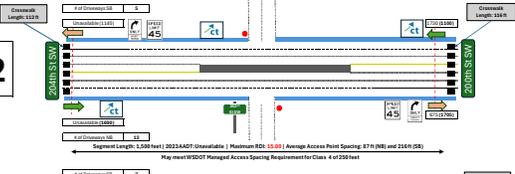
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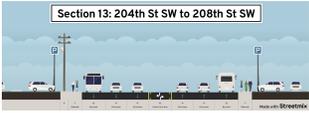
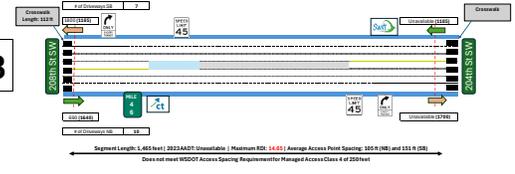
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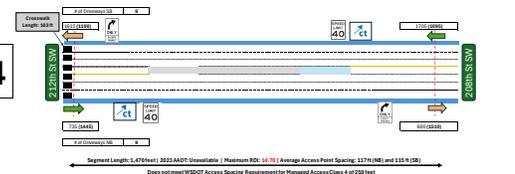
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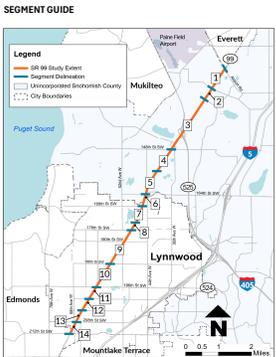
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LEGEND

- Two-way Left-Turn Lane
- Left-Turn Pocket
- Subway Median
- Sidewalk
- Landscaped Sidewalk
- Parking Lane
- Protected Crosswalk
- Raised C-Curb
- Stop Sign
- City Boundary
- Community Transit Bus Stop
- SETR Bus Station
- Scorelines
- Volume Entering Segment AM Peak (PM Peak)
- Volume Entering Segment AM Peak (PM Peak)
- XX (2) = AM Peak Volume (PM Peak Volume)
- Dash "-" represents data not available
- Route Diversion Index (RDI) is the ratio of the straight-line distance between two points to the travel distance required on a network

SCHEMATICS NOT TO SCALE



CLASS	FUNCTION	ACCESS POINT SPACING	LIMITATIONS
Class 1	Mobility is the primary function	1,200 feet	One access only to contiguous parcels under same ownership Private access connection is not allowed unless no other reasonable access exists (distance based upon approved guidelines)
Class 2	Mobility is favored over access	600 feet	One access connection only to contiguous parcels under same ownership (area of coverage 1,200 ft) Private access connection not allowed unless no other reasonable access exists (distance based upon approved guidelines)
Class 3	Balance between mobility and access in areas with less than maximum building	300 feet	One access connection only to contiguous parcels under same ownership Private access connection for residential parcels private connection allowed, not prohibited
Class 4	Balance between mobility and access in areas with less than maximum building	250 feet	One access connection only to contiguous parcels under same ownership, except with justification
Class 5	Access needs may have priority over mobility	125 feet	More than one access connection per ownership, with justification

