

Appendix A

Memorandum – SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study Purpose and Need

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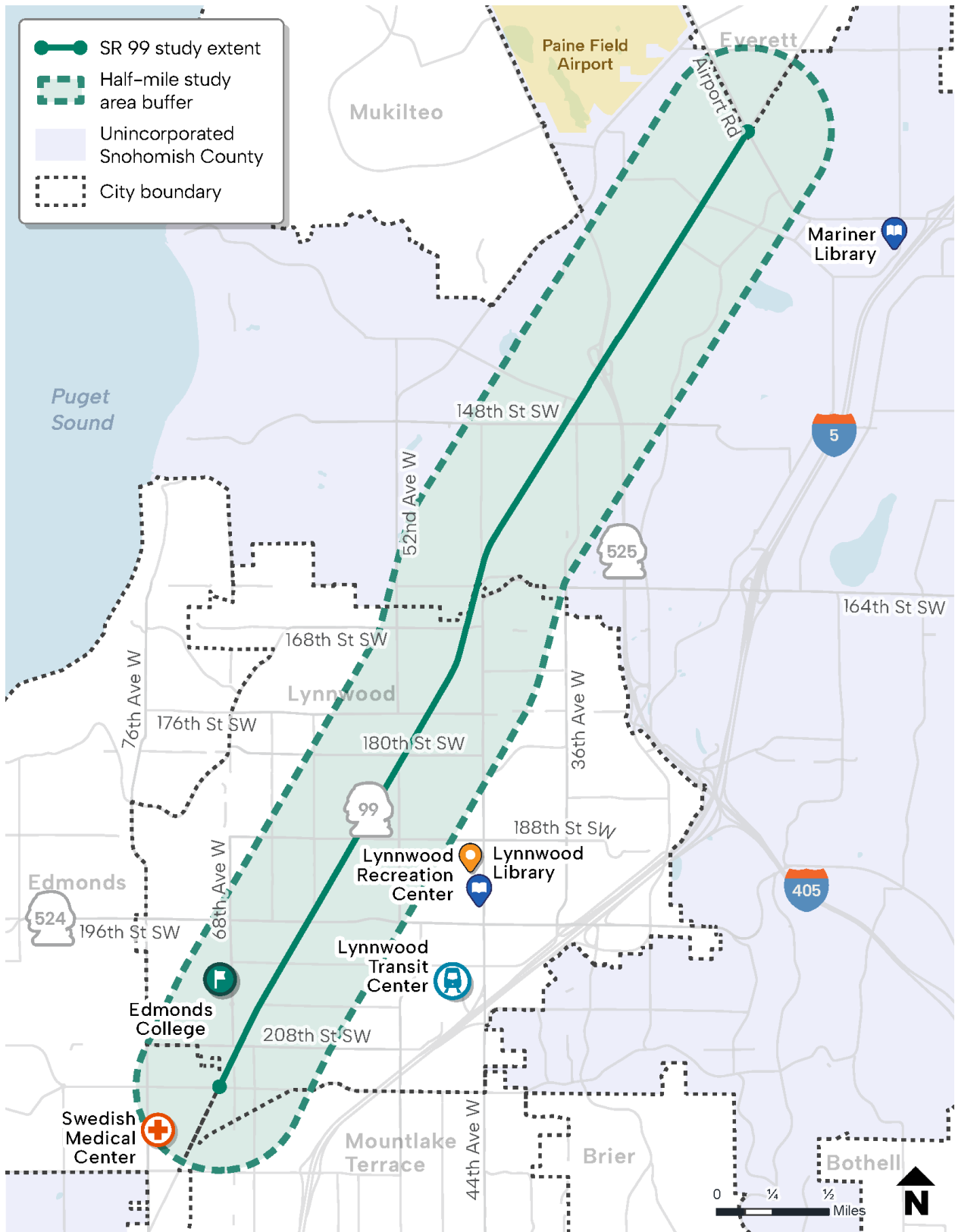
SUBJECT: SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study

PURPOSE

The purpose of the SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study (see Figure 1 for extents) is to develop improvement concepts and options that provide safe and convenient connections for people walking, biking, rolling, and accessing transit. The SR 99 Study prioritizes safety performance for all modes and the mobility needs of all communities served by SR 99. The study is needed to:

- Make walking and biking more comfortable and less stressful
- Provide continuous sidewalks and bike facilities
- Add more controlled and marked crossings
- Improve access to reliable transit:
- Balance freight needs with other needs
- Support affordable, healthy travel options for all communities

Figure 1. SR 99 Study Extents



NEEDS

The study is needed to:

Make walking and biking more comfortable and less stressful:

- SR 99 through Lynnwood and unincorporated Snohomish County (between 212th Street Southwest and Airport Road) is a six-lane, high-volume (average annual daily traffic of 32,000 to 39,000), 45-mph posted speed arterial roadway with a Level of Traffic Stress (LTS) 4 for both pedestrians and bicyclists, which represents the most stressful conditions. LTS is a performance metric that measures comfort for active transportation users, with 1 being the most comfortable and 4 being the least comfortable. WSDOT has set a goal of LTS 2 or better for all state facilities subject to the Complete Streets requirement.

Provide continuous sidewalks and bike facilities:

- While most of the SR 99 study corridor has sidewalks on both sides of the street, there are some gaps where pedestrians are not accommodated. Also, there is no buffer between the sidewalk and the travel lane. The lack of a buffer and sidewalk gaps impact vulnerable road users that rely on the corridor.
- No dedicated bicycle facilities exist along the corridor. Bicyclists and scooter riders currently must choose between traveling on the roadway itself and traveling on the sidewalk. Both options create conflicts between modes traveling at different speeds.

Add more controlled and marked crossings:

- Along the study corridor, there are distances of one quarter mile and more between signal-controlled crossings, and there are no controlled mid-block crossings. Because of these conditions, some pedestrians and bicyclists cross the six lane SR 99 mid-block or at unsignalized intersections, often without a median refuge or any other protection, to reduce their travel distance for accessing businesses, services, and transit.
- At signal-controlled crossings, pedestrians and bicyclists must cross wide distances (approximately 85 to 100 feet). Major intersections throughout the corridor have high volumes of turning traffic, increasing conflicts with pedestrian and bicycle travel. Due to the skewed angle of many intersections, right-turn slip lanes with refuge islands are often present. Pedestrian refuge islands reduce the crossing distance but increase the number of conflict points between pedestrians, bicyclists and vehicles when there is not a dedicated right turn lane present. Many of the slip lanes are not protected with signals.
- Reduce fatal and serious injury crashes: From 2019 to 2023, there were 23 fatal or serious injury crashes along the Lynnwood segment and 39 fatal or serious injury crashes along the unincorporated Snohomish County segment of the study corridor.

- Of those crashes, 9 involved pedestrians in Lynnwood and 14 involved pedestrians in unincorporated Snohomish County.
- None of the fatal and serious injury crashes in Lynnwood involved bicyclists. One fatal crash in unincorporated Snohomish County involved a bicyclist. Figure 2 and Figure 3 reflect trends in bicycle and pedestrian related crashes on SR 99 in unincorporated Snohomish County and Lynnwood

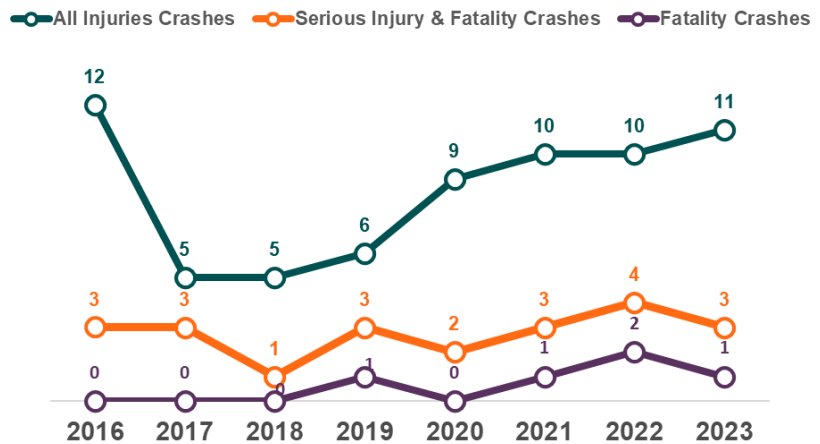


Figure 2. SR 99 Snohomish County Pedestrian and Bicycle Injury Trends

- Top contributing factors to these serious injury or fatality crashes include distracted driving, impaired driving, failure to yield, and speeding.
- The SR 99 study corridor is defined as a high-injury corridor within PSRC’s High Injury Network ([HIN Map Dashboard](#)). This is due to the average number of crashes per mile being greater than two per mile for the five-year period.

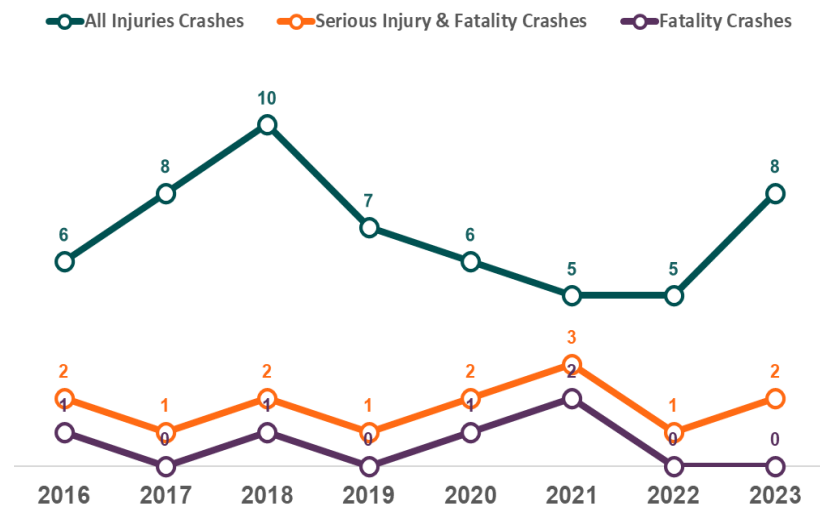


Figure 3. SR 99 Lynnwood Pedestrian and Bicycle Injury Trends

Improve access to reliable transit:

- The study area is currently served by multiple Community Transit bus routes (Figure 4). Route 101, a local service, and Swift Blue Line, a Bus Rapid Transit line with high ridership and frequent, reliable service, travel on SR 99. Routes that cross the SR 99 study corridor include the Swift Orange Line on 196th Street Southwest/SR 524, Swift Green Line on Airport Road, local routes 103 and 119 on 148th Street Southwest, and local routes 14 and 166 on 200th Street Southwest. Everett Transit’s Route 8 uses the Airport Road/SR 99 intersection.
- Portions of the study corridor have transit-preferential treatments. On the southern half of the corridor, there are business access transit (BAT) lanes in both directions of SR 99 between 148th Street Southwest and 212th Street Southwest. Additionally, there are transit

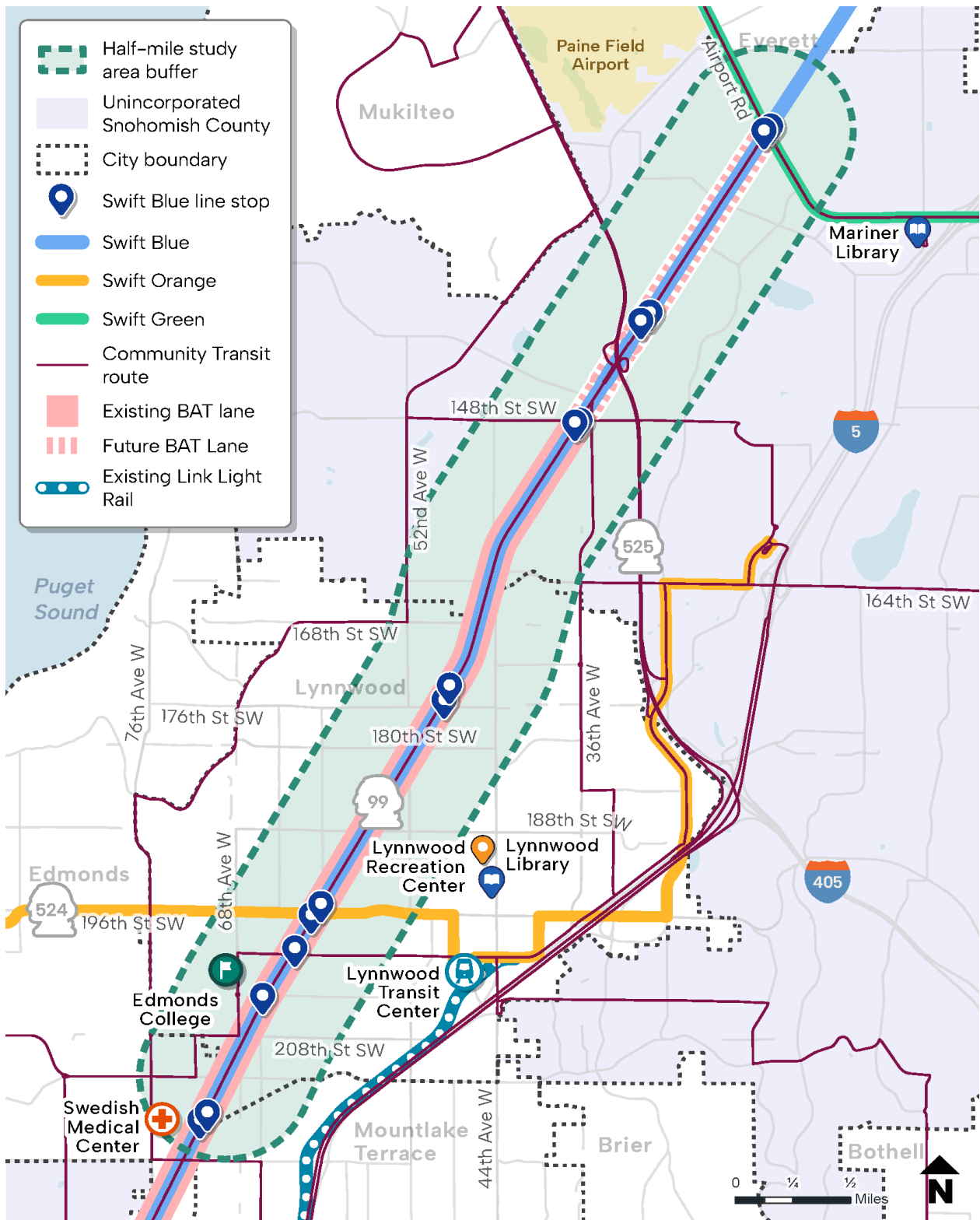
queue jumps on SR 99 at 196th Street Southwest and Airport Road. North of 148th Street Southwest, there are a range of transit treatments including exclusive lanes at Airport Road and north and south of Lincoln Road and pullouts for a local stop south of Airport Road. Extending BAT lanes from 148th Street Southwest to Airport Road are programmed by WSDOT in the 2027-2029 biennium.

- Some transit stops have poor sidewalk access and high RDI indicating inconvenient connections to pedestrian networks.
- Varied and inconsistent transit arrivals and long transfer times between local and regional service may result in transit passengers taking risks to access transit if they don't have sufficient time to cross the street at signalized locations.

Balance freight needs with other needs:

- The SR 99 corridor is identified as a T3 corridor on the Washington Freight and Foods Transportation System (FGTS) carrying over 1,000 daily trucks per day. Trucks use the corridor to access many nearby businesses and industries. Maintaining reliable travel times for transit, trucks and vehicles using the corridor is critical for the local and regional economy.

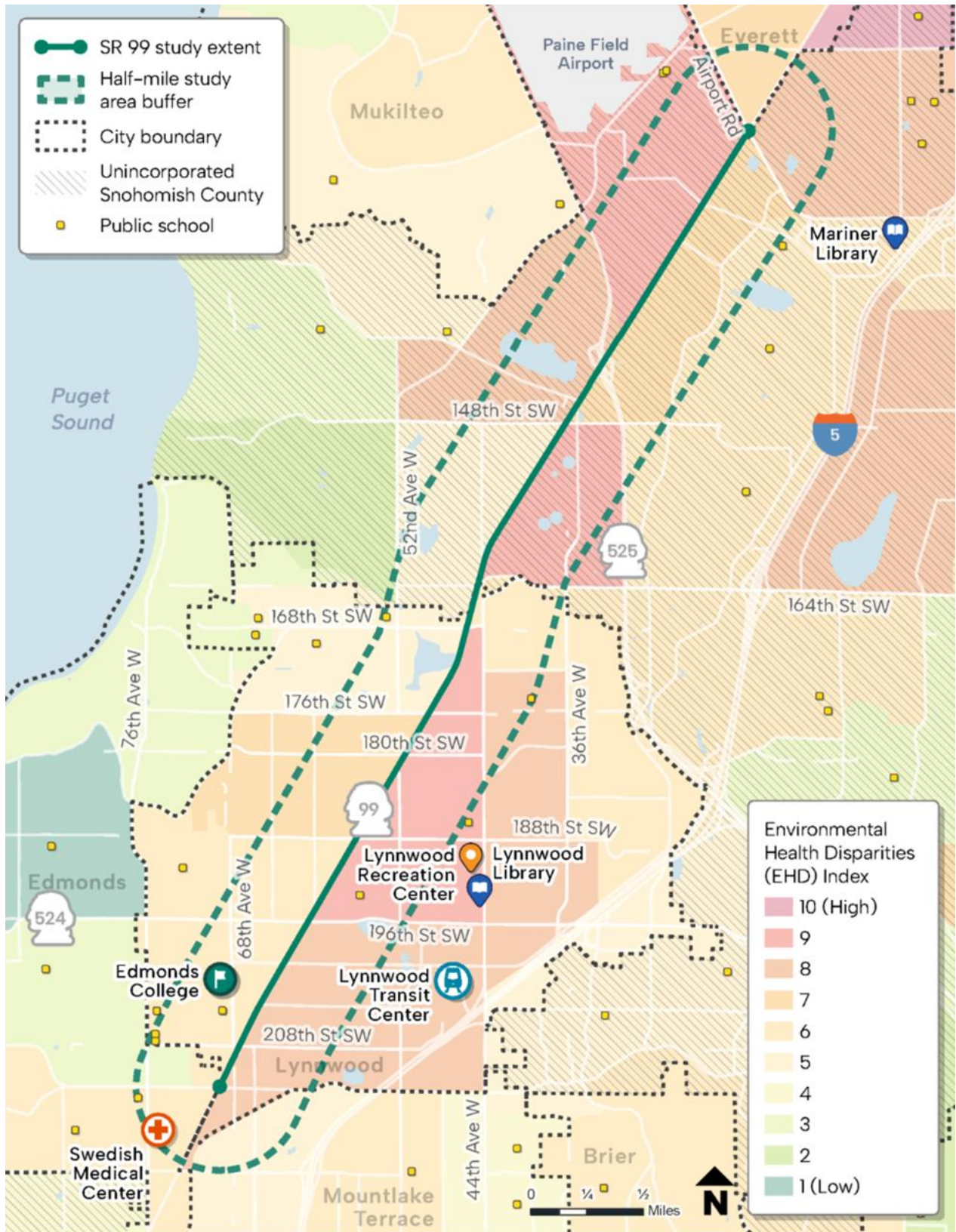
Figure 4. Transit Network in the SR 99 Study Area



Support affordable, healthy travel options for all communities:

- 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 5 illustrates the EHD Index ranks of census block groups in the study area.
- The Washington State Department of Health and Washington EHD Map identify areas along the SR 99 corridor with a health disparity rank of 9 out of 10. High-disparity areas include the segments between SR 525 and the SR 99 interchange and Airport Road, between 164th Street Southwest and 148th Street Southwest in unincorporated Snohomish County, and between 196th Street Southwest and 168th Street Southwest in Lynnwood.
- The EHD map also indicates a higher social vulnerability index for tracts along SR 99 between 212th Street Southwest and 196th Street Southwest in Lynnwood, between 164th Street Southwest and Airport Road in unincorporated Snohomish County with many residents lacking access to private vehicles.

Figure 5. Washington Environmental Health Disparity (EHD) Index in Study Area



GOALS

The following goals translate the purpose and need into clear direction for design, evaluation, phasing, and funding decisions:

- **Partnership:** Partner with other agencies to implement the study recommendations and vision, including undergrounding local utilities when feasible, transportation improvements or right-of-way dedication as part of new development, the extension of the BAT lanes, and other opportunities.
- **Light Rail Connection:** Consider the long term planned provisional (unfunded) light rail station at Airport Road.
- **Access Management:** Consider access management in coordination with the City of Lynnwood, Snohomish County, businesses and the communities to improve safety, transit access and the traffic operations on the corridor.
- **Local Plans:** Support consistency with local and regional land use and development plans for the SR 99 corridor.
- **Equitable Engagement:** Ensure the needs of residents, businesses, and other corridor users are addressed through an equitable and robust engagement process.
- **Transit:** Enhance attractiveness, convenience, and reliability of transit by identifying potential improvements in transit infrastructure, services, and stops. Ensure equitable access regardless of income or ability.
- **Implementation Strategy:** Develop a strategy to construct recommendations as funding becomes available