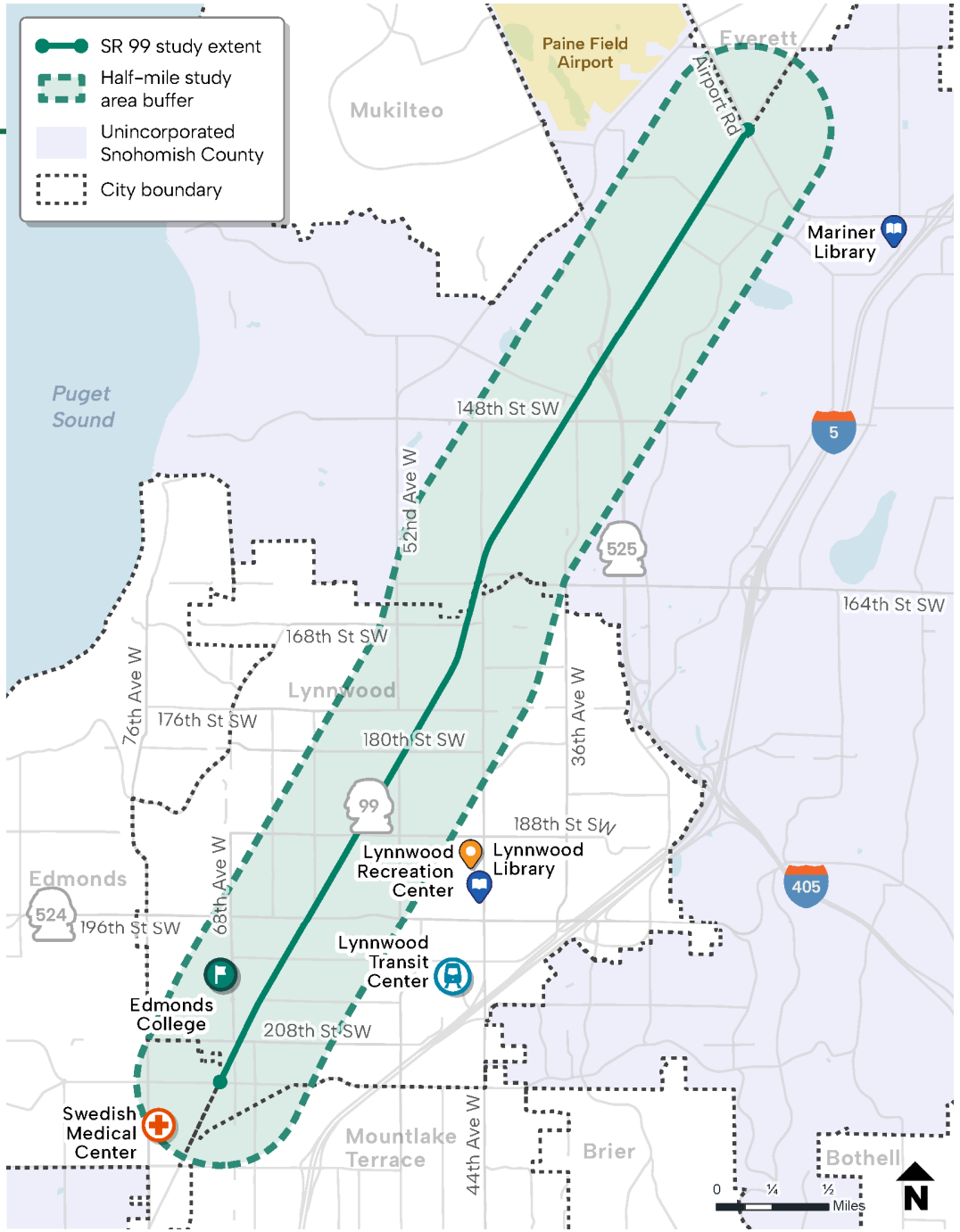
SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study

Technical Working Group Meeting #6

July 6, 2026

AGENDA

- **Welcome and Safety Moment**
  - Brief Introduction (via Teams Chat)
  - Safety Moment
- **Vision 2050 Award**
- **Prioritization Timeline**
- **Preliminary Prioritization and Results**
  - Level 1
  - Level 2
  - Level 3
- **Engagement**
- **Next Steps**



SR 99 Study Corridor in Lynnwood and Snohomish County.

Vision 2050 Award

Prioritization Timeline



Preliminary Prioritization Results

Prioritization Approach

Level 1 – Spot Locations Prioritization

- Spot location improvements are upgrades at intersections or midblock locations
- Can be implemented largely within existing right-of-way
- 38 spot locations in 5 groups by priority
- Include low-cost improvements that enhance safety for people walking, biking, or accessing transit

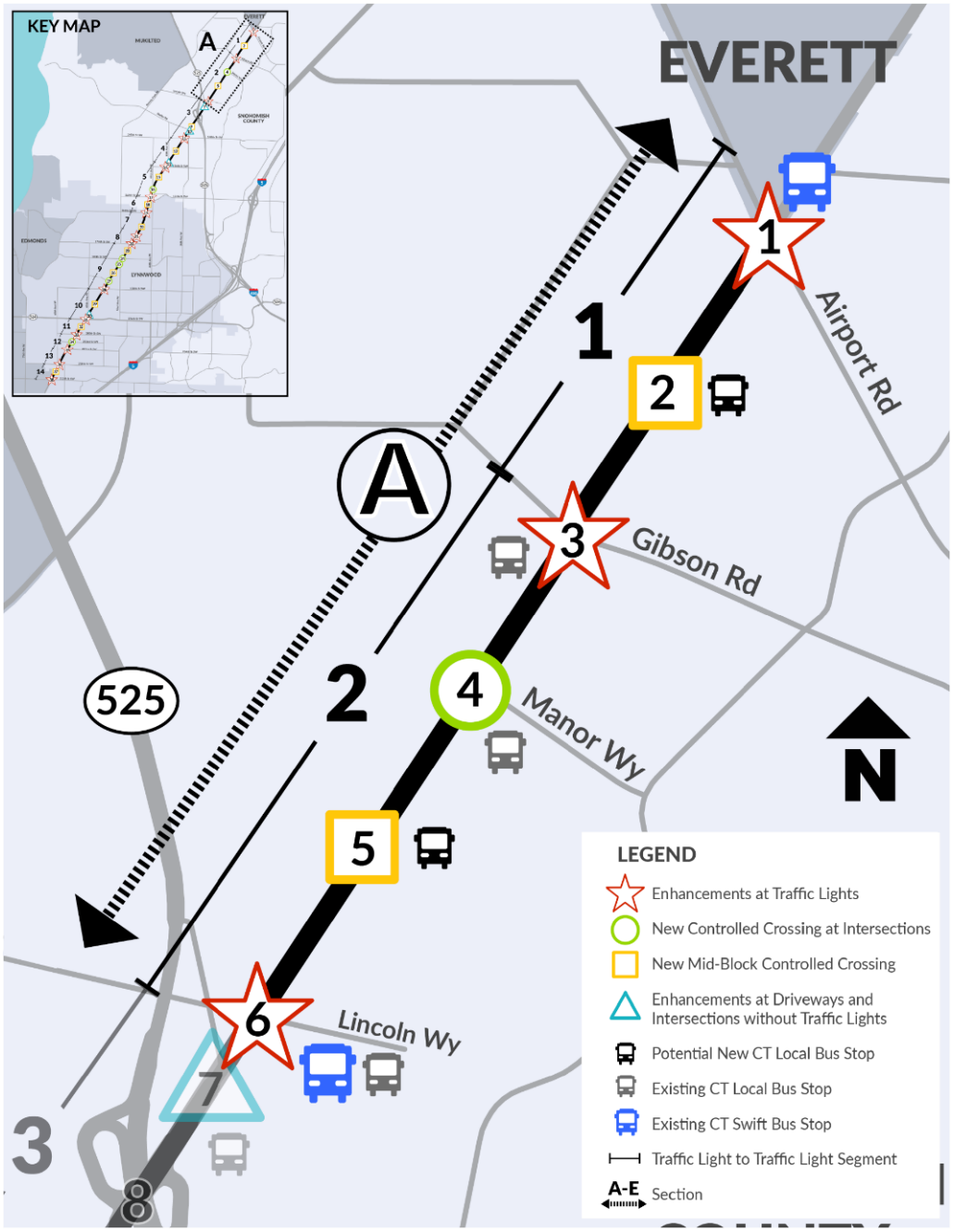
Level 2 – Prioritization Within Existing ROW

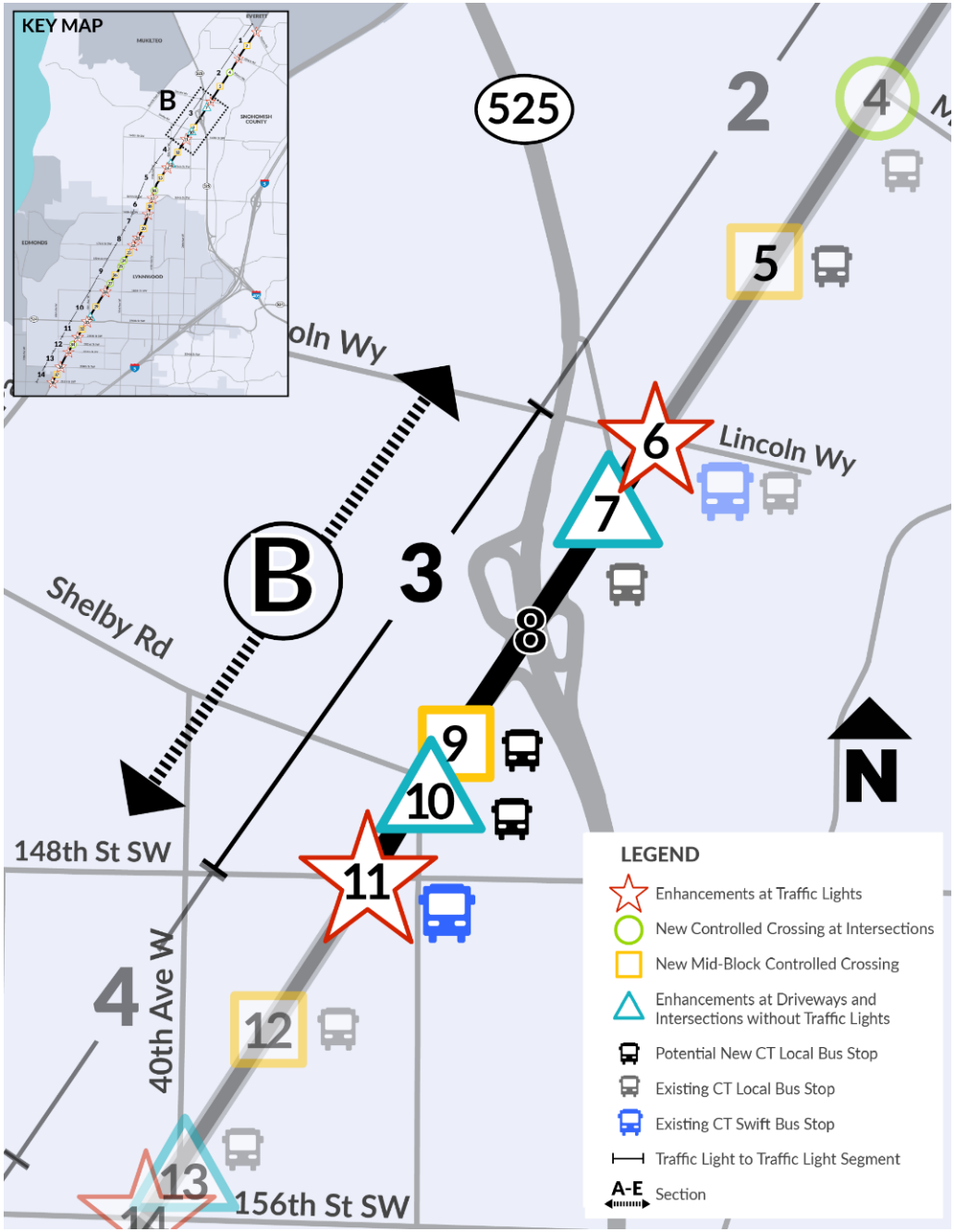
- Improvements between existing outside curbs, or the edge of shoulder in locations without curbs
- Moderately complex and typically require moderate funding compared to Level 3
- 14 segments bucketed into 5 groups based on priority
- Includes Level 1 improvements

Level 3 – Prioritization with Additional ROW

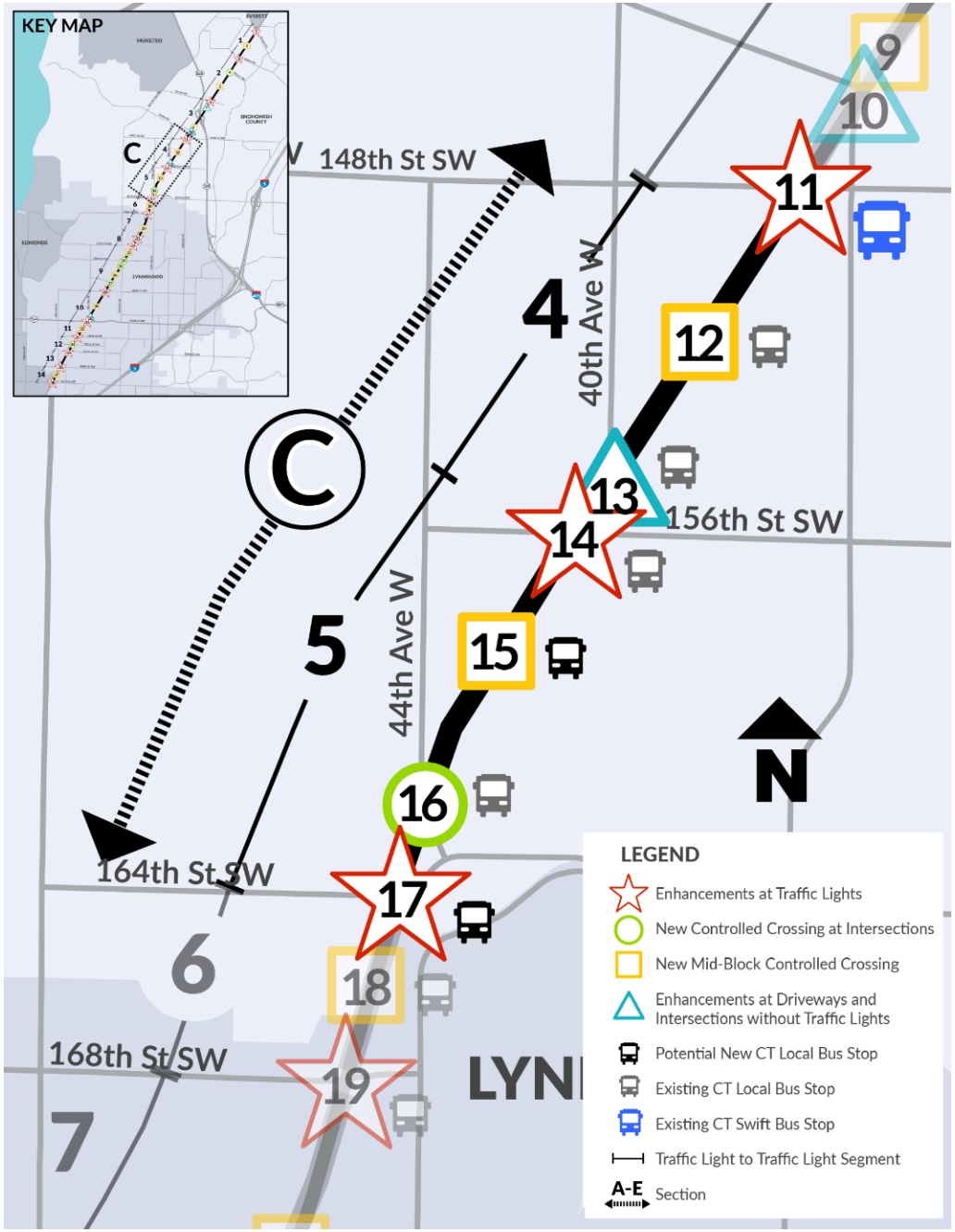
- Improvements outside the curbs, or the edge of shoulder in locations without curbs
- Highly complex and require high levels of funding
- 14 segments bucketed into 5 groups based on priority
- Includes Level 1 and Level 2 improvements

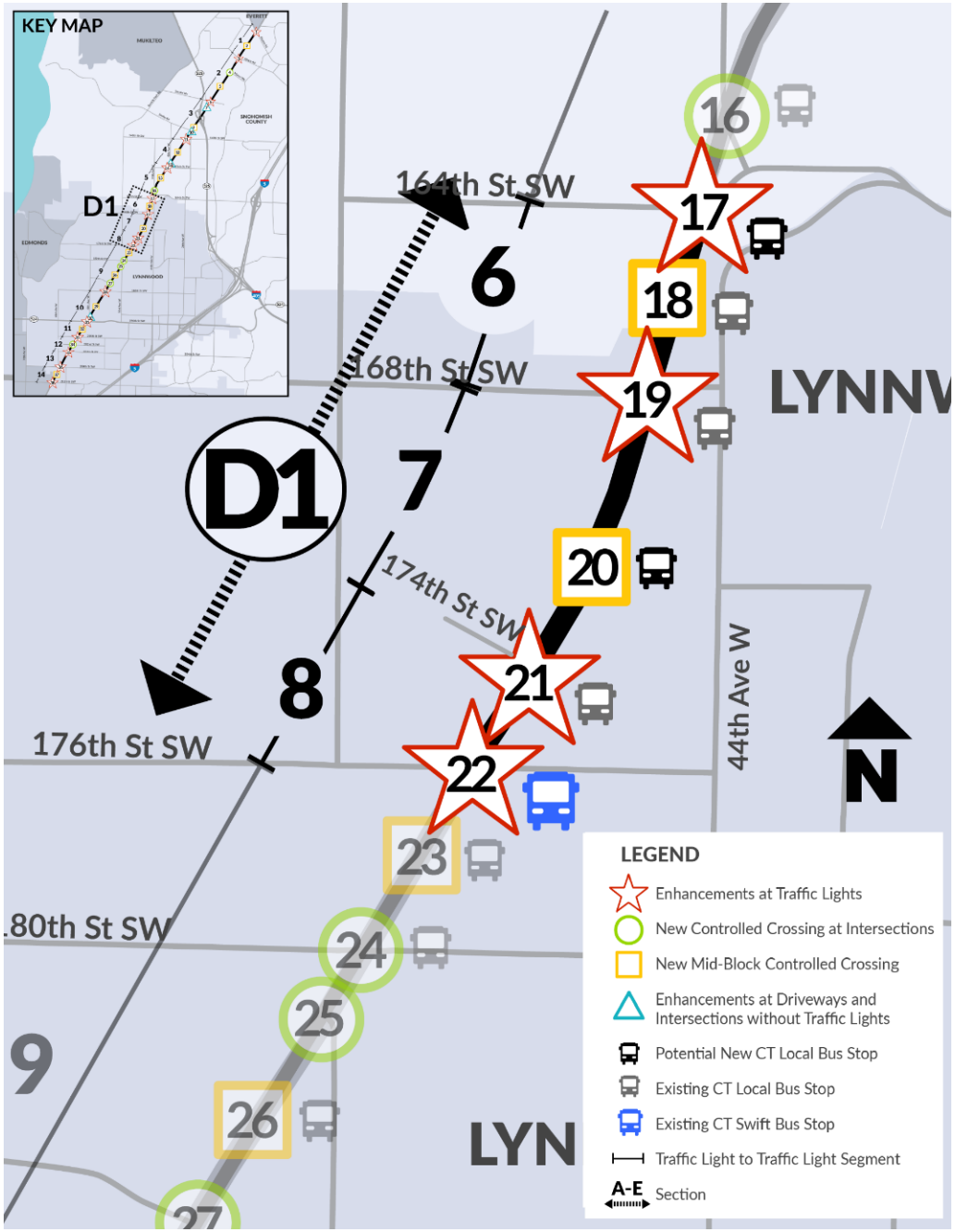
Segments & Spot Treatment Locations



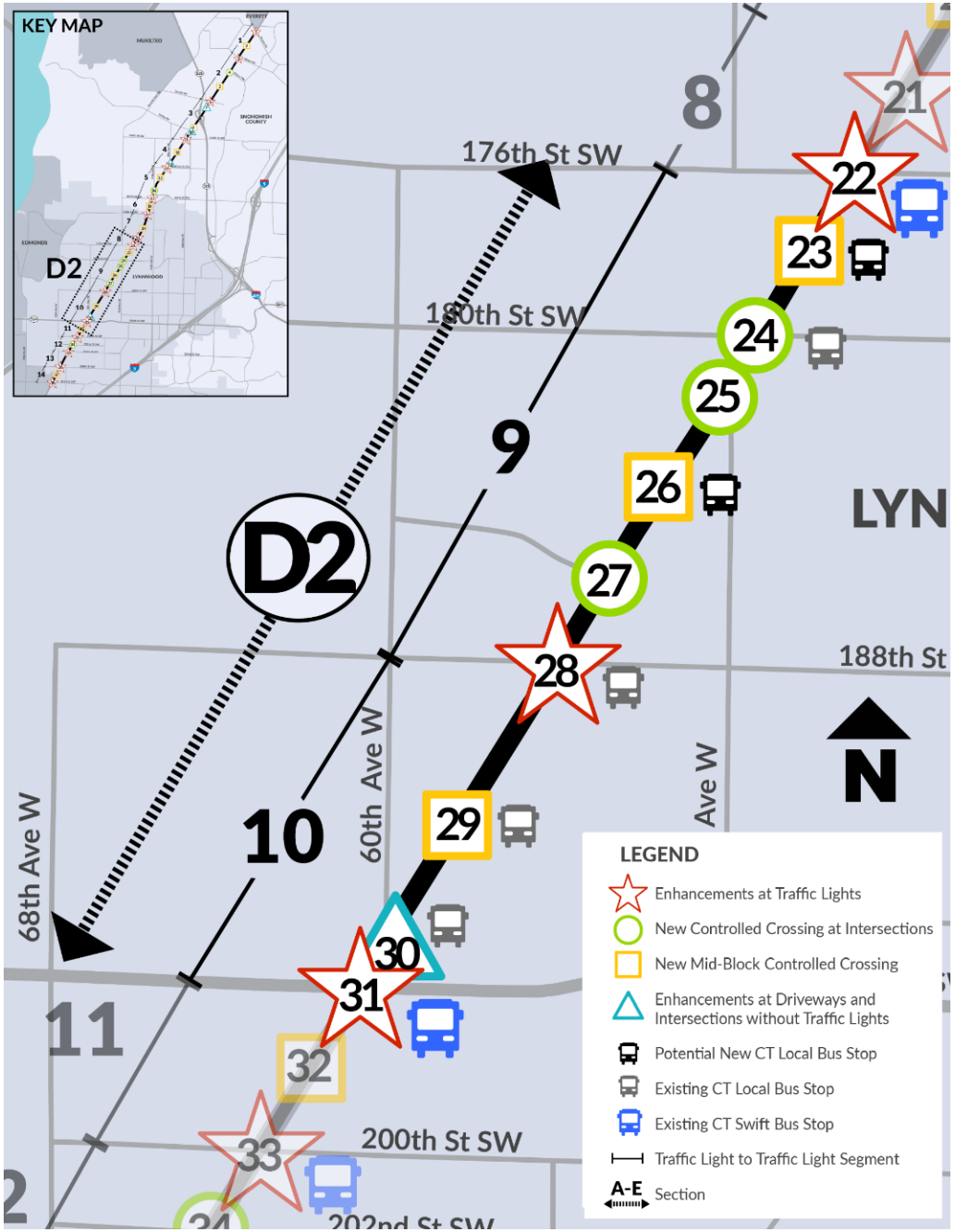


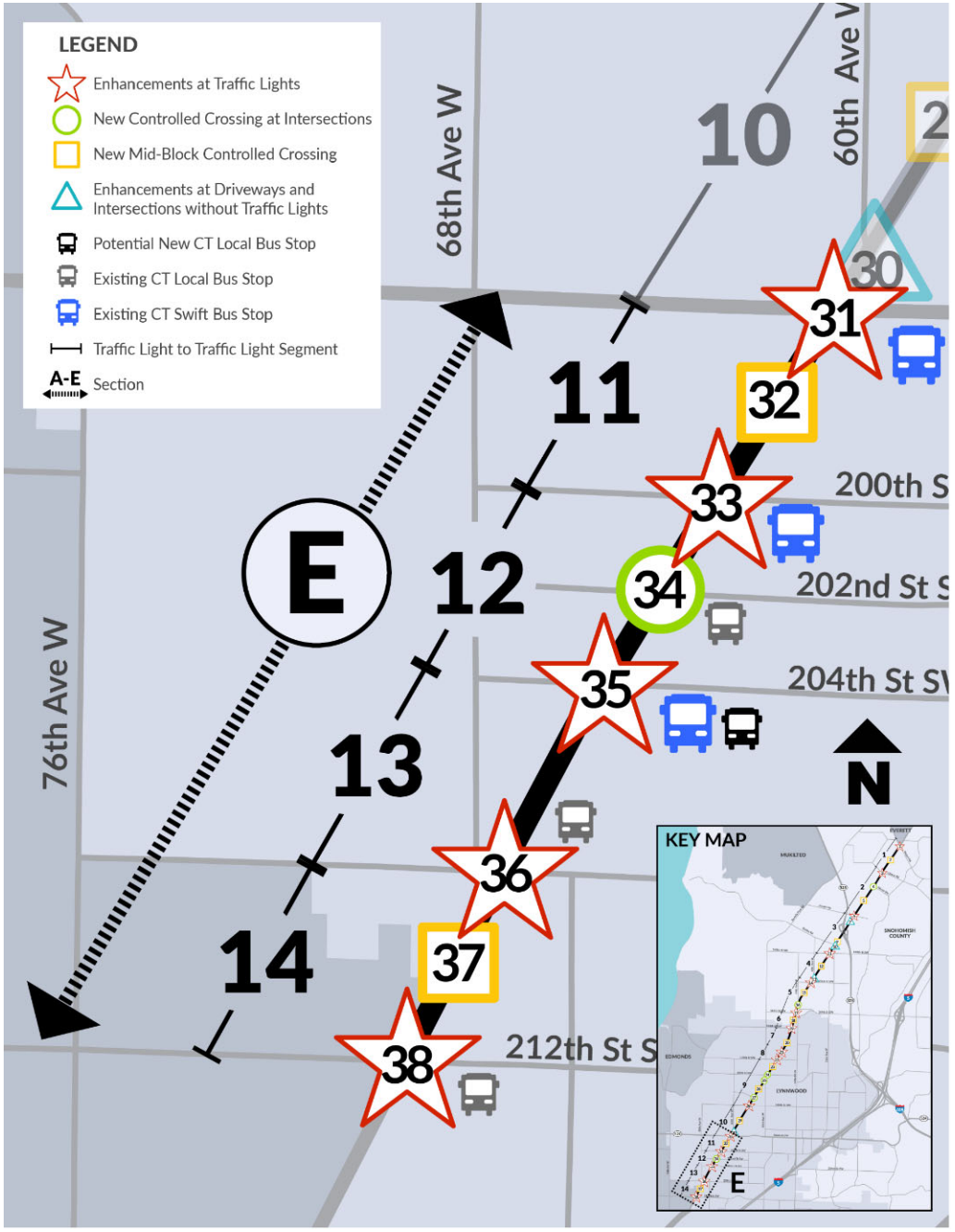
Segments & Spot Treatment Locations





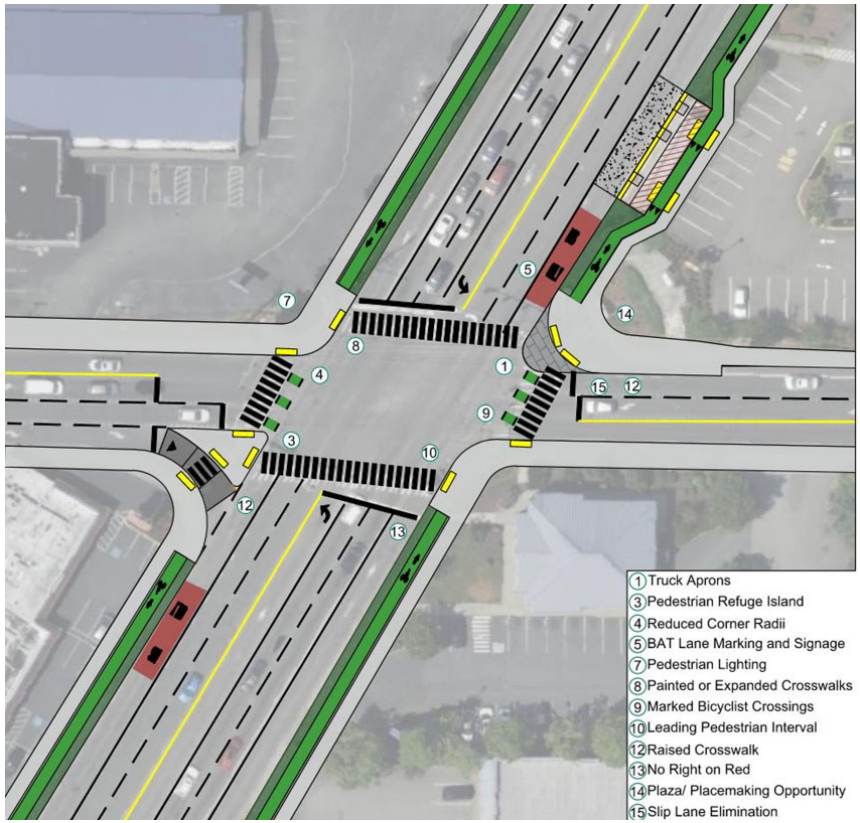
Segments & Spot Treatment Locations



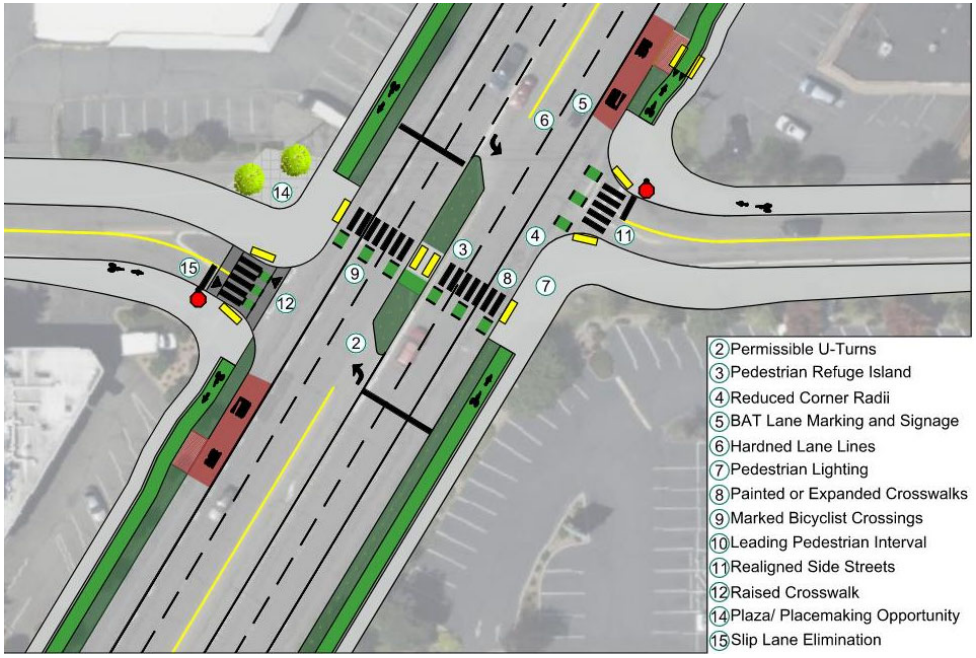


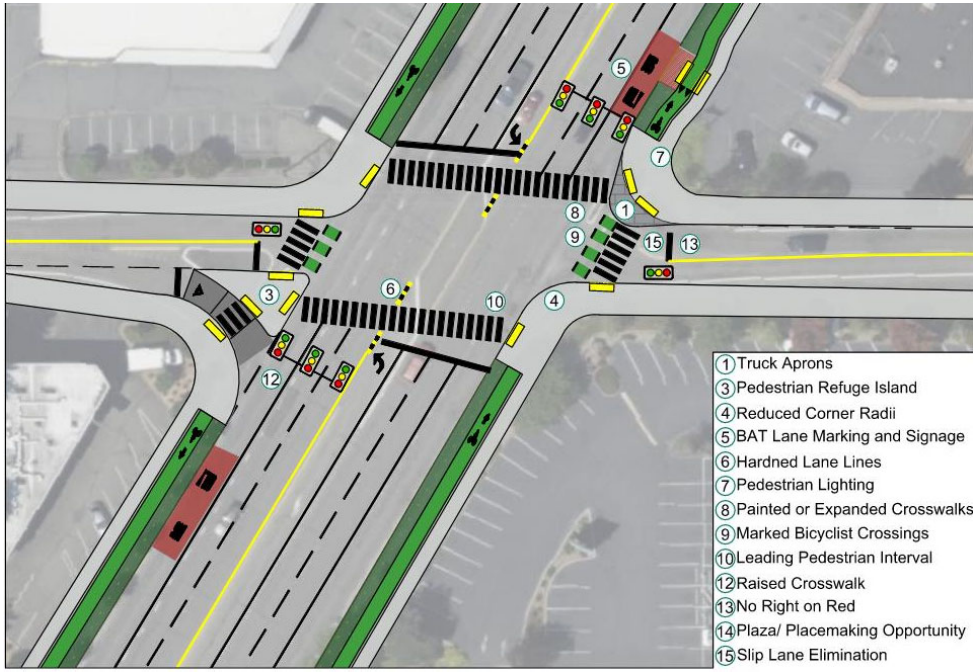
Level 1 - Spot Location Prioritization

Package 1: Enhancements at Traffic Lights



Package 2: New controlled Crossing at Intersections



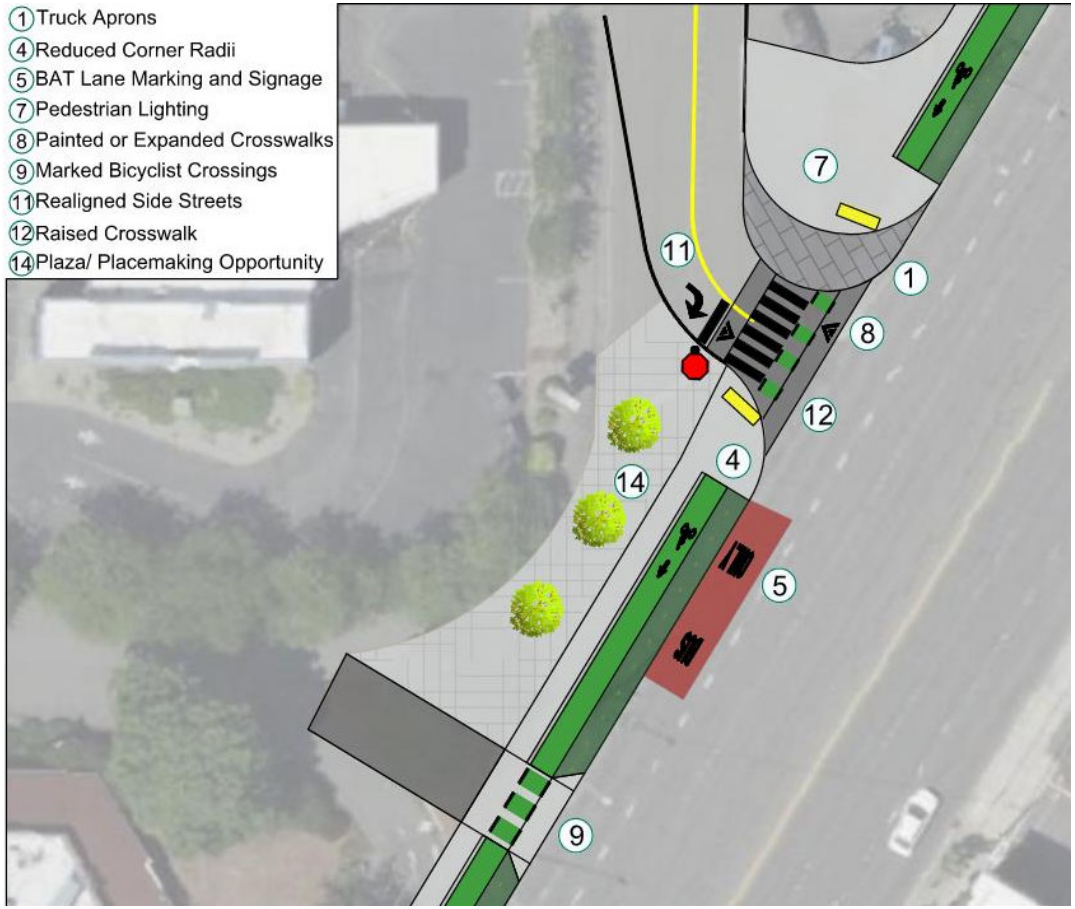


Level 1 - Spot Location Prioritization

Package 3: New Midblock Controlled Crossing



Package 4: Enhancements at Driveways and Intersections without Traffic Lights



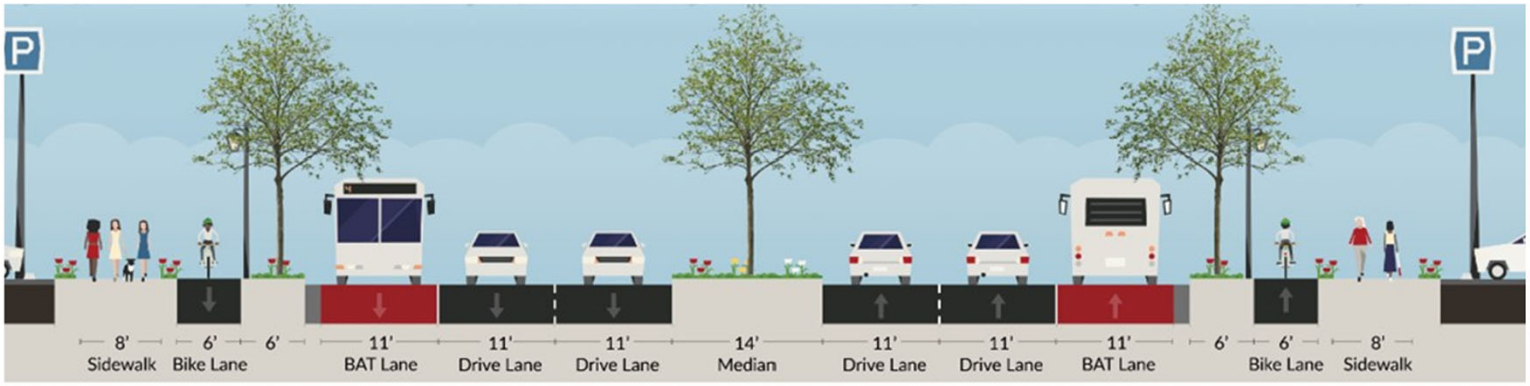
Level 2: Prioritization Within Existing ROW

- Includes Level 1 spot location improvements
- Additional improvements could include:
  - Raised center median with landscaping and access management (median openings for U-turns/left turns and crossings)
  - Lane restriping and narrowing (12-foot to 10–11-foot travel lanes)
  - Lowering speed limit
  - Continuous or enhanced BAT lane markings with red pavement, signage, bus pads, stop relocations (if crossing improvements are provided) and access management if driveways within 200’
  - Signal timing optimization and transit signal priority (TSP)
  - Minor sidewalk widening or landscape buffer addition using available right-of-way (curb-to-ROW line space) where feasible

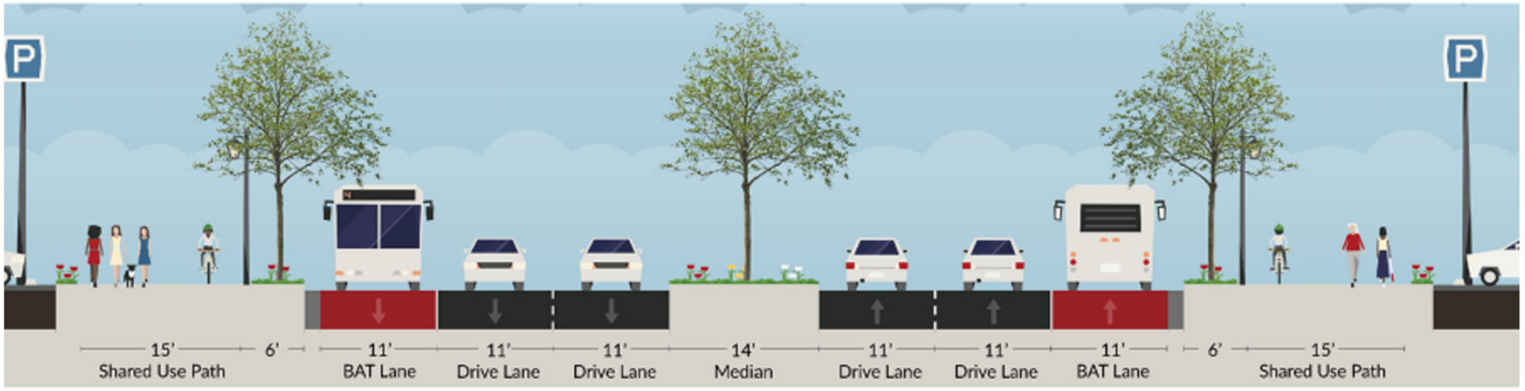
Level 3: Prioritization with Additional ROW

- Includes Level 1 and Level 2 improvements

Concept 2: Separated Bike Facilities (130 foot ROW)



Concept 3: Shared Use Paths (130 foot ROW)



Prioritization Criteria

Walking & Biking

- Level 1 Location of New/Improved Spot Location
- Level 2 and 3 More/Improved Controlled Crossings

Transit

- Access to Transit Stops
- Facilitates Efficient Transit Travel Time Reliability

Safety

- Reactive Safety (All Modes)
- VRU Reactive Safety
- Level 2 and 3 Predictive Safety (All Modes)

Implementation

- Level 1 and 2 Within existing ROW
- Level 3 Requiring ROW

General Purpose and Freight Travel

- Freight and General-Purpose Access
- Level 1 Regional Freight Mobility

Underserved Populations

- Investments Benefit Areas Ranked High Environmental Health Disparities (EHD)

Community Feedback

- Community support

Walking and Biking

Metric	Definition	Rating/Range
Location of New/Improved Spot Location	Level 1 (Spot Locations) Evaluates the location of spot improvements relative to transit stops, high-density residential areas, and community resources.	• **5** – Protected crossing provided near relocated or existing Swift stops AND high density residential or community resources (college/schools/hospitals) • **3** – Protected crossing provided near relocated or existing Swift stops OR residential and/or community resources (college/schools/hospitals) • **1** – Protected crossing not located near Swift stops or residential and/or community resources (college/schools/hospitals)
More/Improved Controlled Crossings	All Levels Evaluates frequency and quality of signal-protected or beacon-controlled pedestrian crossings. Considers crossing spacing, presence of median refuge, signal type, ADA compliance, and proximity to pedestrian demand generators.	• **5** – Adds new protected crossing (signal/PHB) with raised median refuge; ≤1,500' spacing; within 200' of Swift station, school, park, or activity center; ADA curb ramps and accessible pedestrian signals • **3** – Enhances existing crossing OR adds crossing in moderate-demand location; 1,500–2,500' spacing; moderate proximity to demand generators • **1** – Minor crossing enhancements (signage, pavement markings) without reducing crossing distance or adding protected crossing time

Transit

Metric	Definition	Rating/Range
Access to Transit Stops	All Levels Evaluates improvements to pedestrian/bicycle access to Swift Blue Line and local bus routes. Considers controlled crossing proximity to transit stops, ADA-compliant paths, and far-side stop placement.	• **5** – Crossing within 200' of Swift/Link station + continuous ADA path + far-side stop placement • **3** – Crossing 200–400' from local bus stop OR partial ADA improvements with some out-of-direction travel reduced • **1** – Crossing >400' from stops OR ADA upgrades only without addressing crossing proximity
Facilitates Efficient Transit Travel Time Reliability	All Levels Provides opportunities to improve transit reliability through continuous BAT lane implementation, transit stop relocations (e.g., far-side placement), and transit signal priority.	• **5** – Multiple operational improvements: Extends BAT lanes AND relocates stop to far-side AND/OR adds TSP • **3** – Single operational improvement: Enhances BAT markings OR adds TSP OR relocates stop with limited benefit • **1** – No improvement; does not address operational delay sources

Underserved Populations

Metric	Definition	Rating/Range
Enhances Areas with EHD Rank	All Levels Uses WA State DOH Environmental Health Disparities (EHD) Index composite rank. Incorporates diesel particulate matter exposure, heavy traffic proximity, limited English proficiency, people of color, low educational attainment, and socioeconomic vulnerability.	• **5** – Serves census tracts with EHD composite rank 9–10 • **3** – Serves census tracts with EHD composite rank 7–8 • **1** – Serves census tracts with EHD composite rank 6–1

Community Feedback

Metric	Definition	Rating/Range
Responses through Public Engagement	All Levels Measures feedback to initial prioritization received through public engagement including focus groups, online open house, and other strategies.	• **5** – General support for proposed improvements measured through multiple engagement strategies • **3** – Mostly support with some opposition for proposed improvements • **1** – Some support and potentially greater opposition for proposed improvements

Safety

Metric	Definition	Rating/Range
Reactive Safety (All Modes)	All Levels Addresses documented crash locations using proven countermeasures; measured by fatal and serious injury crashes (KA) from 2019–2023 WSDOT crash data.	• **5** – Addresses location with ≥3 KA crashes • **3** – Addresses location with 1–2 KA crashes or ≥5 injury crashes • **1** – Addresses location with no KA crash and <5 injury crashes
VRU Reactive Safety	All Levels Addresses locations with documented pedestrian and bicyclist KA crashes. Priority given to locations in census tracts with high EHD.	• **5** – Addresses location with ≥1 pedestrian or bicyclist KA crash • **3** – No ped/bike KA but ≥1 ped/bike non-KA injury or PDO crash • **1** – No pedestrian/bicyclist KA or injury crashes
Predictive Safety	Level 2 & 3 Estimates future crash reduction using HSM predictive methods, SPF, and CMFs from the FHWA CMF Clearinghouse.	• **5** – Countermeasure with CMF ≤0.75 (≥25% crash reduction) • **3** – Countermeasure with CMF 0.76–0.90 (10–24% crash reduction) • **1** – Countermeasure with CMF >0.90 (<10% crash reduction)

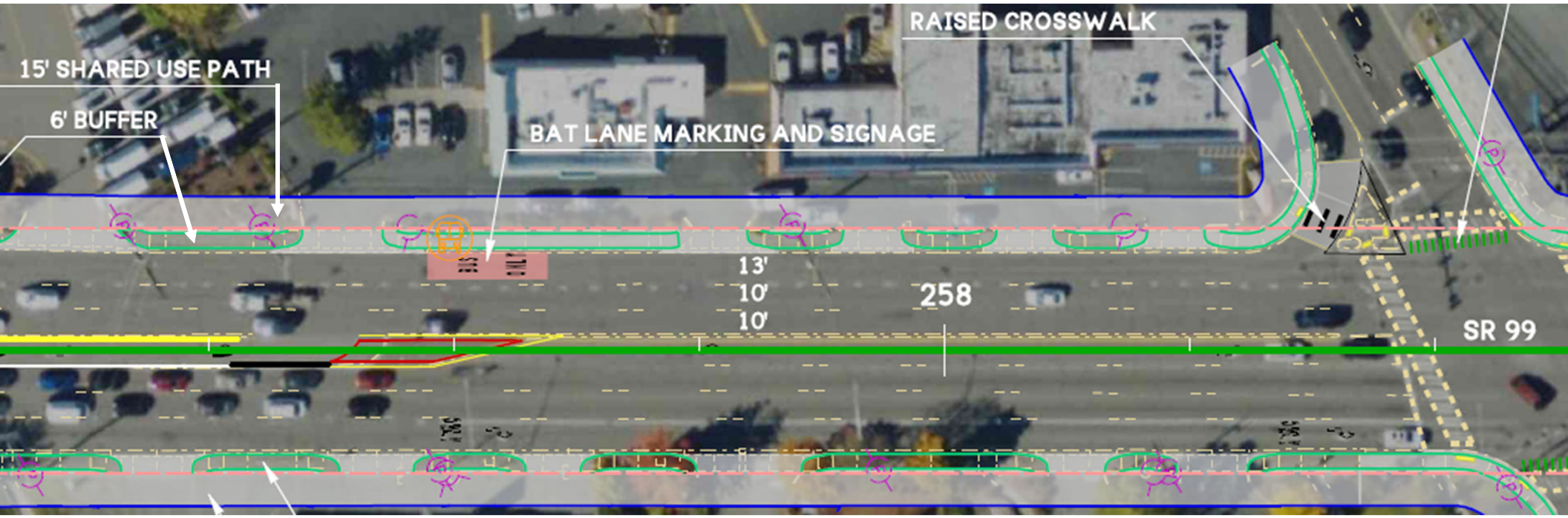
Implementation

Metric	Definition	Rating/Range
Implementation (Level 1 & 2)	Level 1 & 2 Evaluates implementation feasibility for improvements within existing ROW, considering ROW needs, utility constraints, and permitting.	• **5** – No additional ROW required • **3** – Minor ROW with modest impacts to properties and no known third-party permits required. Additional analysis needed (ICE, ARR, or similar documentation) • **1** – Minor additional ROW with some permits or impacts to local properties
Implementation (Level 3)	Level 3 Evaluates implementation feasibility for improvements requiring additional ROW, considering ease of acquisition, constructability, and permitting.	• **5** – Minimal constraints for ROW acquisition, minor property impacts and limited permits • **3** – Minor property impacts including walls, and modest impacts to properties or requirements for additional permits • **1** – Impacts to buildings and/or required permits

Implementation

Assessing Impacts:

- Environmental
- ROW
- Structures
- Utilities



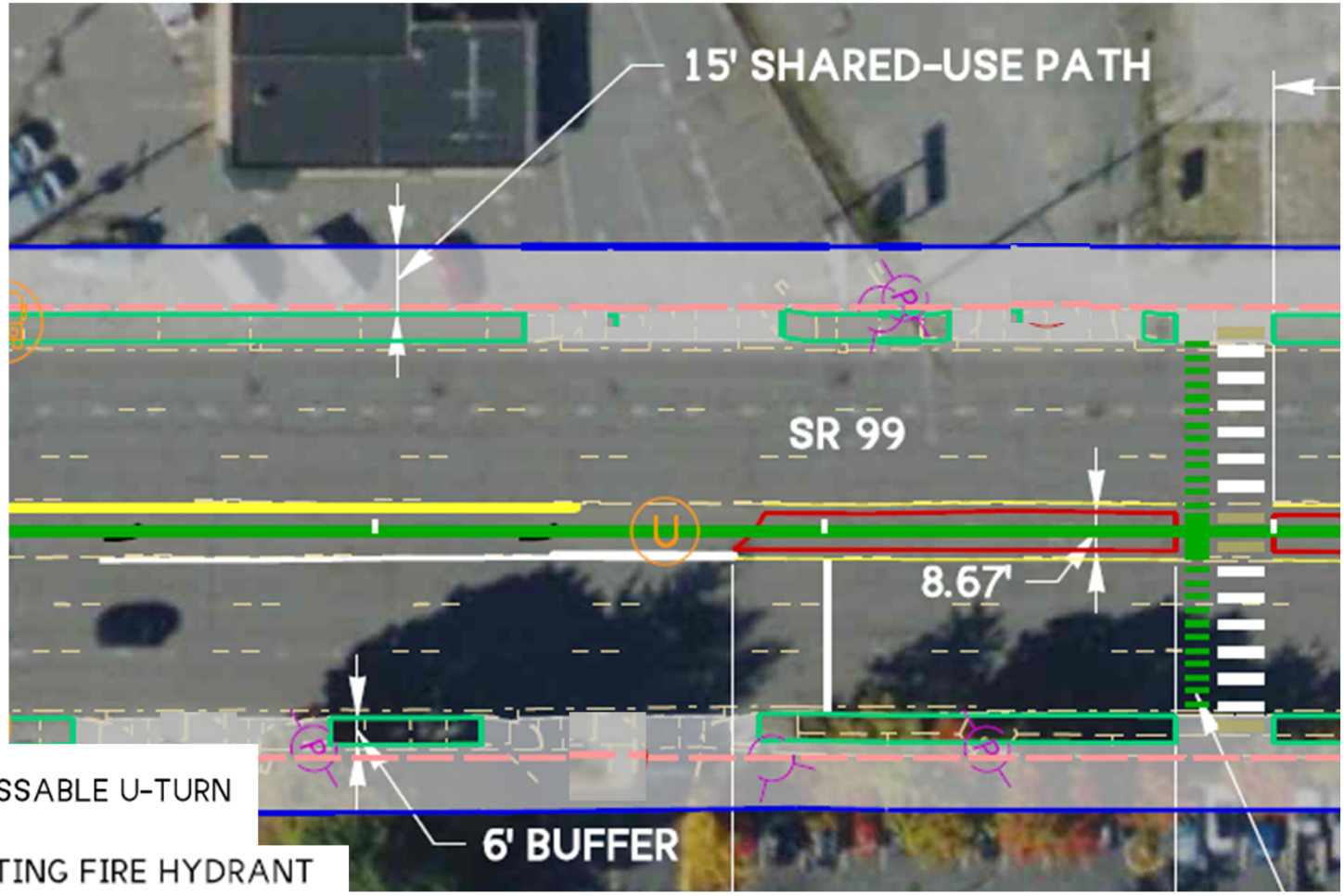
General Purpose and Freight Travel

Metric	Definition	Rating/Range
Maintains Freight and General-Purpose Access	Level 2 & 3 Assesses whether improvements maintain access for freight and general-purpose vehicles, measured by U-turn opportunity distance from removed median opening.	• **5** – U-turn opportunity within ¼ mile (≈1,320 ft) of removed median opening • **3** – U-turn opportunity within ¼ to ½ mile (1,320–2,640 ft) • **1** – U-turn opportunity greater than ½ mile, or no reasonable U-turn accommodation
Regional Freight Mobility	Level 1 (Spot Locations) Evaluates whether the intersecting road with SR 99 is a freight route and what level. If freight route differs on either side, higher level is used.	• **5** – T-1 or T-2 Freight Route intersects the corridor • **3** – T-3, T-4, or T-5 Freight Route intersects the corridor • **1** – No freight route intersects the corridor

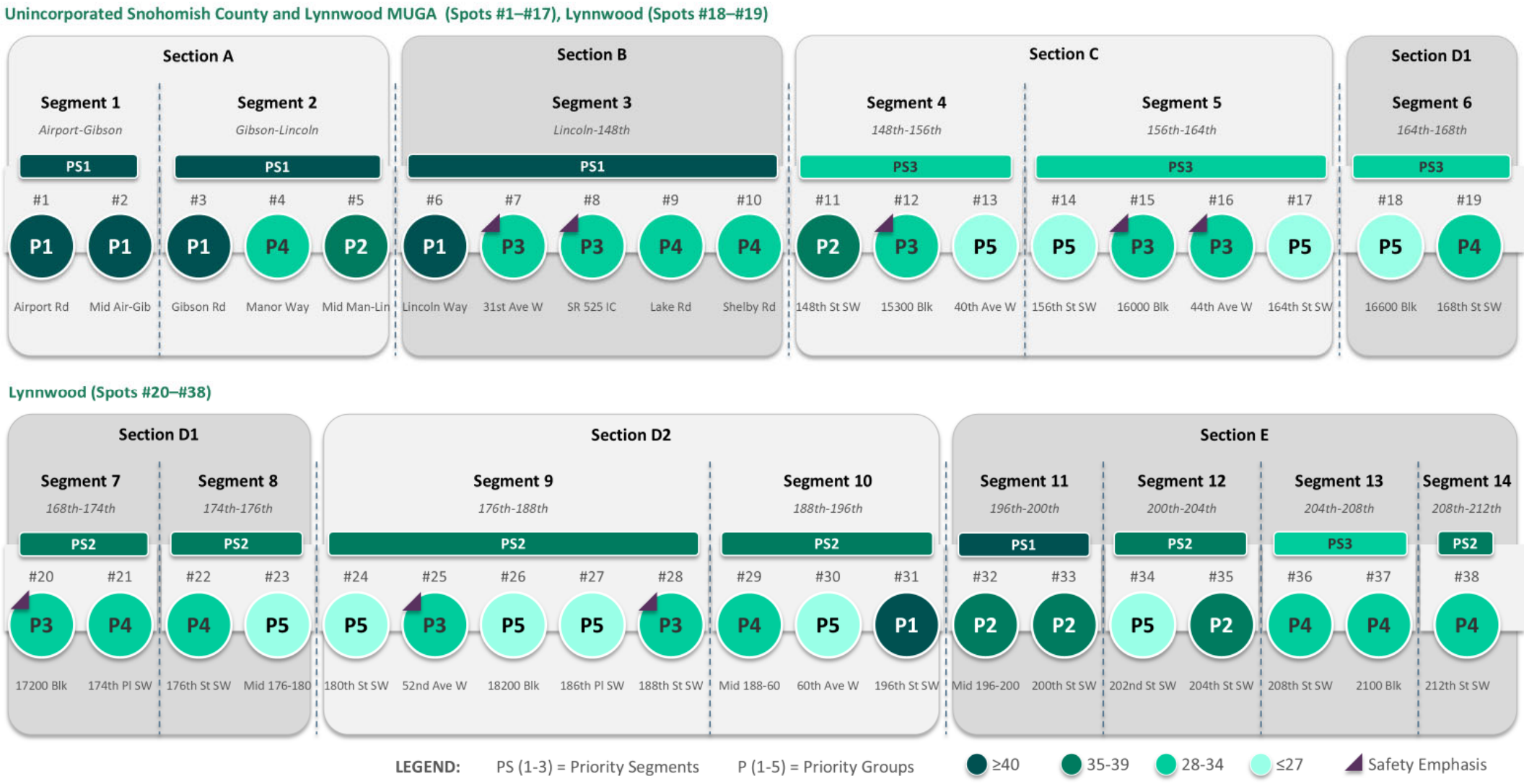
Maintains Freight and General-Purpose Access

Assessing potential:

- New medians
- Traffic impacts
- U-turn locations



Preliminary Level 1 & Level 2 Prioritization Summary Results



Preliminary Level 1 & 2

Unincorporated Snohomish County and Lynnwood MUGA



Legend

PS (Priority Segments 1-3)

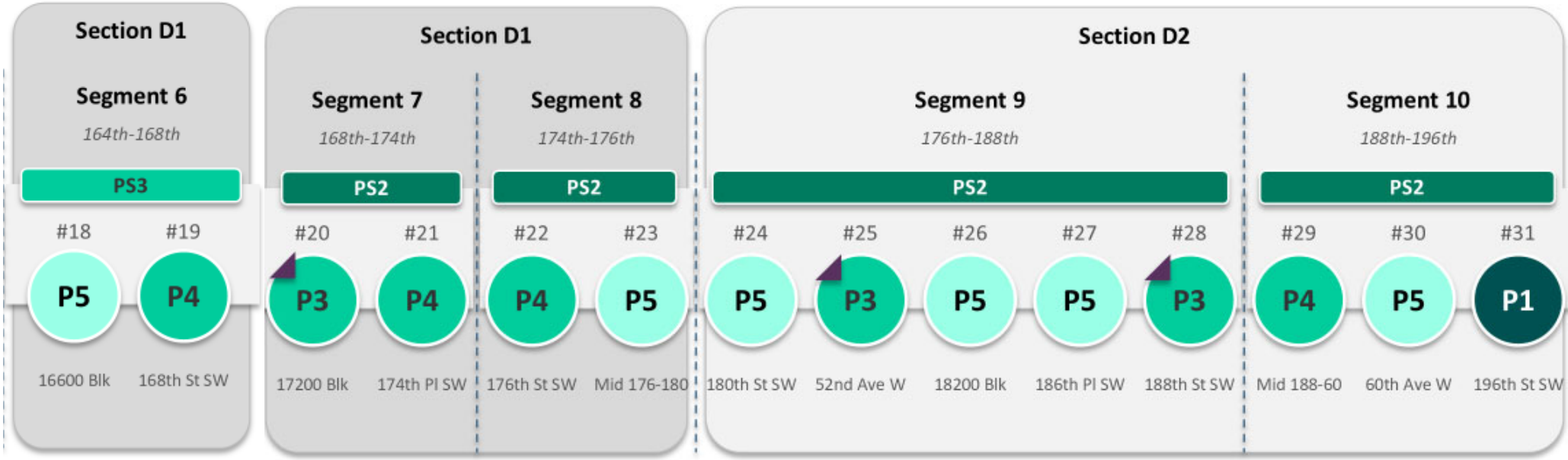
PS1 PS2 PS3

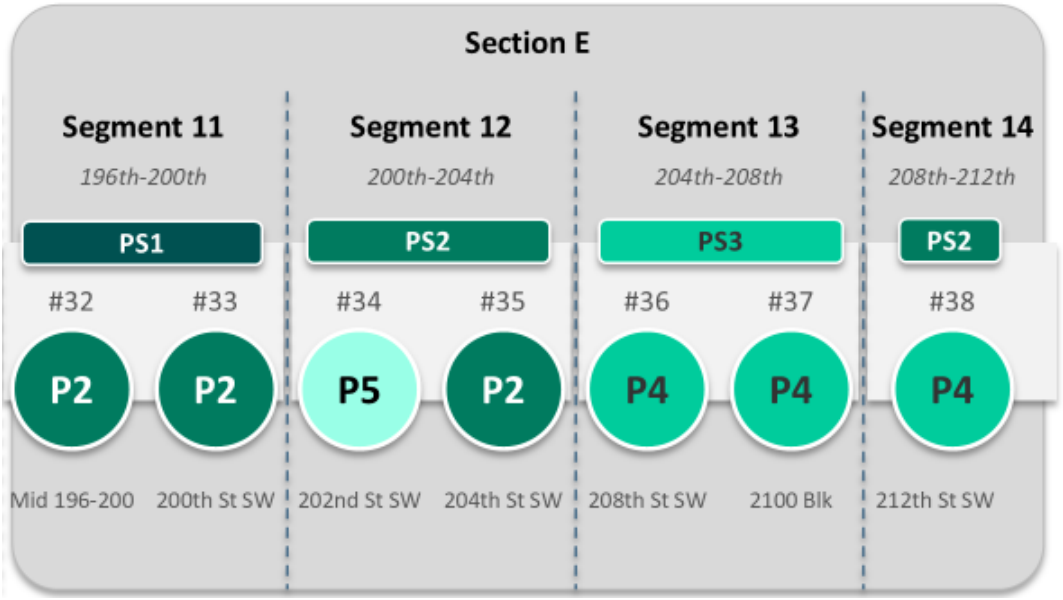
P (Priority Groups 1-5)

- ≥40
- 35-39
- 28-34
- ≤27
- Safety Emphasis

Preliminary Level 1 & 2

Lynnwood





Legend

PS (Priority Segments 1-3)

PS1 PS2 PS3

P (Priority Groups 1-5)

- ≥40
- 35-39
- 28-34
- ≤27
- Safety Emphasis

Spot Improvements Summary

Unincorporated Snohomish County and Lynnwood MUGA

Spot Location #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Location	Airport Road	Midblock from Airport Road and Gibson Road	Gibson Road	Manor Way	Midblock from Manor Way to Lincoln Way	Lincoln Way	31st Ave West	SR 525 Interchange	Lake Road	Shelby Road	148th St SW	15300 Block	40th Ave West	156th St SW	16000 Block	44th Ave West	164th St SW
Walking & Biking: Location of New/Improved Spot Location																	
Walking & Biking: More/Improved Controlled Crossings																	
Transit: Access to Transit Stops																	
Transit: Facilitates Efficient Transit Travel Time Reliability																	
Safety: Reactive Safety (All Modes)																	
Safety: VRU Reactive Safety																	
Implementation (Level 1 & 2)																	
Regional Freight Mobility																	
Underserved Populations: EHD Rank																	
Community Feedback																	

Spot Improvements Summary

Lynnwood

Spot Location #	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
Location	16600 Block	168th St SW	17200 Block	174th Pl SW	176th St SW	Midblock from 176th St SW to 180th St SW	180th St SW	52nd Ave West	18200 Block	186th Pl SW	188th St SW	Midblock from 188th St SW to 60th Ave West	60th Ave West	196th St SW	Midblock from 196th and 200th	200th St SW	202nd St SW	204th St SW	208th St SW	2100 Block	212th St SW
Walking & Biking: Location of New/Improved Spot Location																					
Walking & Biking: More/Improved Controlled Crossings																					
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Regional Freight Mobility																					
Underserved Populations: EHD Rank																					
Community Feedback																					

Segments Summary

Segment #	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Segment	Airport Rd to Gibson Rd	Gibson Rd to Lincoln Way	Lincoln Way to 148th St SW (incl. SR 525)	148th St SW to 156th St SW	156th St SW to 164th St SW	164th St SW to 168th St SW	168th St SW to 174th Pl SW	174th Pl SW to 176th St SW	176th St SW to 188th St SW	188th St SW to 196th St SW	196th St SW to 200th St SW	200th St SW to 204th St SW	204th St SW to 208th St SW	208th St SW to 212th St SW
Jurisdiction	Unincorporated Snohomish County					City of Lynnwood								
Associated Spot Locations	#1, #2	#3, #4, #5	#6, #7, #8, #9, #10	#11, #12, #13	#14, #15, #16, #17	#18, #19	#20, #21	#22, #23	#24, #25, #26, #27, #28	#29, #30, #31	#32, #33	#34, #35	#36, #37	#38
Walking & Biking: More/Improved Controlled Crossings														
Transit: Access to Transit Stops														
Transit: Facilitates Efficient Transit Travel Time Reliability														
Safety: Reactive Safety (All Modes)														
Safety: VRU Reactive Safety														
Safety: Predictive Safety														
Implementation (Level 1 & 2)														
GP & Freight: Maintains Access														
Underserved Populations: EHD Rank														
Community Feedback														

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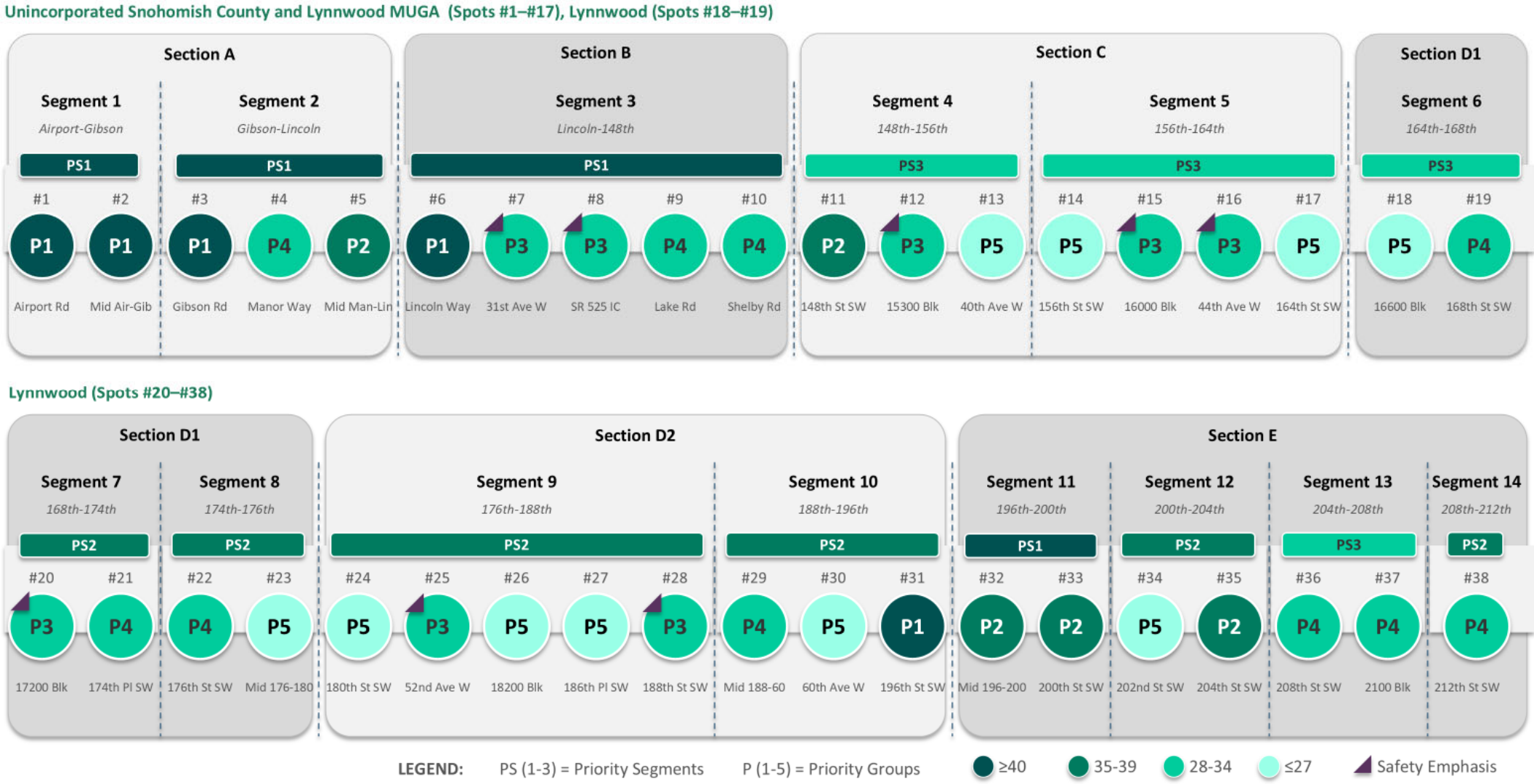


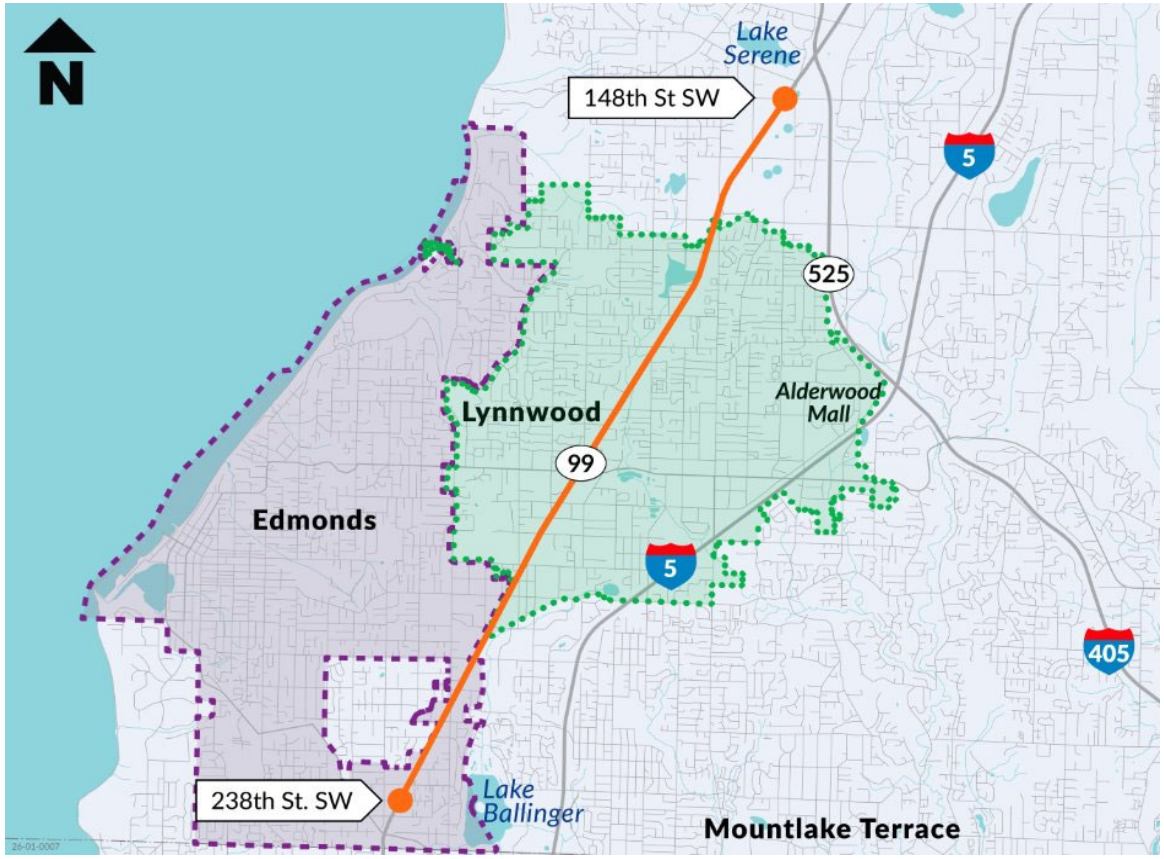
Questions

- Does the preliminary priority ranking align with your priorities and planned investments in the corridor?
- Are there locations or segments you feel are under- or over-prioritized?

SR 99 / 238th St SW to 148th St SW – Paving & ADA project

- Paving & ADA project in pre-design
- Design team laying out spot improvements and Shared Use Path to help determine feasibility for inclusion in project
- Budget: $62.2 million
- Advertisement for construction: Spring 2028

- WSDOT PE: Kyengo Ndile
- WSDOT APE: Steve Wu



SR 99 – 238th St SW to 148th St SW Vic - Paving & ADA Compliance | WSDOT

Prioritization Timeline



Next Steps

Preliminary Draft Priority List Review

- TWG Feedback: Due 7/15
- One-on-one meetings with partners as requested
- WSDOT incorporate TWG feedback
- WSDOT finalize prioritization criteria

Community Engagement: Late July to mid-August

- Online Open House
- Tabling events: Nubian Jam and Mariner Fest
- Focus groups
- Business intercept

Draft Priority List

- Community feedback on draft priority list
- WSDOT incorporate community feedback to develop final priority list