

SR 99/148th St SW Vic To Airport Rd Vic - Corridor Improvement

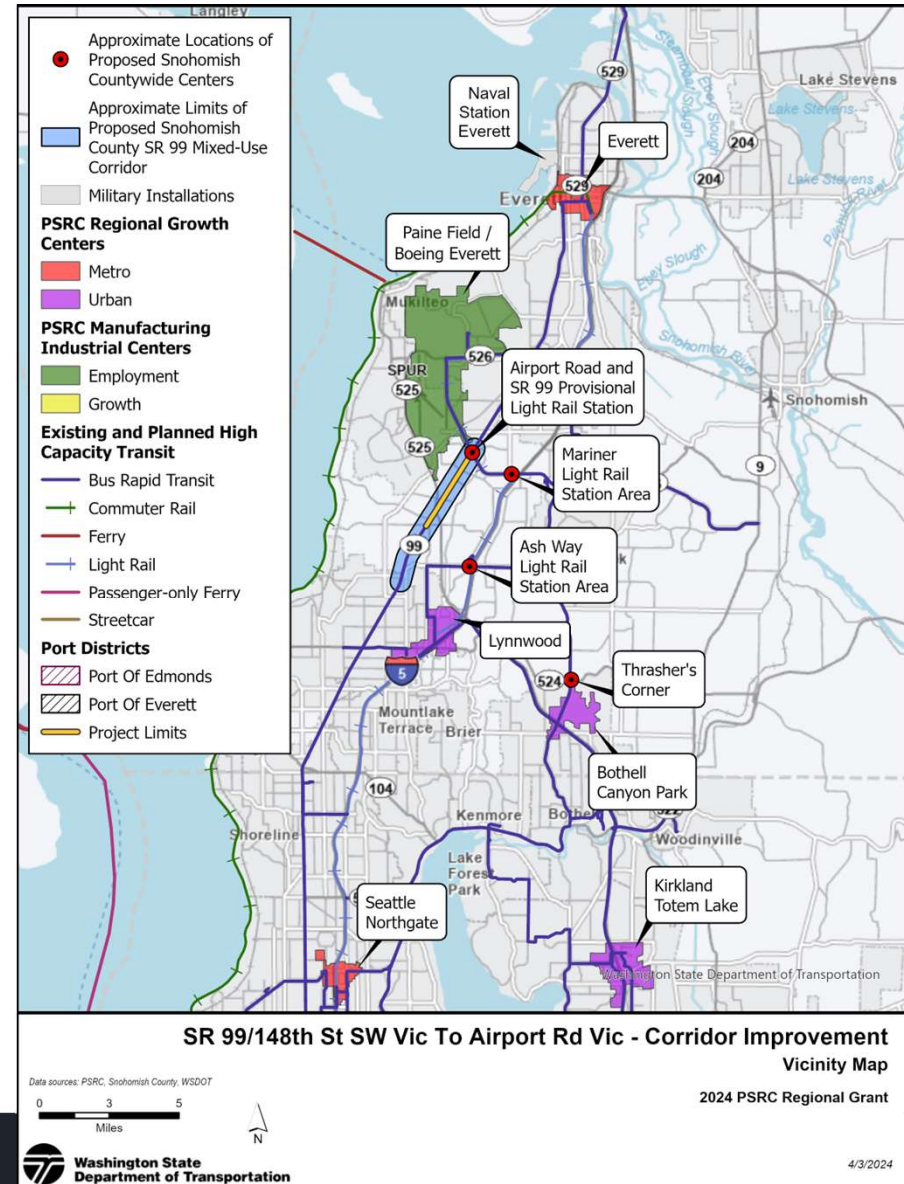
April Delchamps, AICP, Planning Manager

Josh Shippy, PE, Snohomish & Mt Baker Area Traffic Engineer

April 25, 2024

Project Location & Scope

- Location:
 - SR 99 from 148th Street SW (MP 50.20) to Airport Way (MP 52.27)
- Scope:
 - Business Access Transit (BAT) Lanes
 - ADA improvements
 - Bicycle and pedestrian facilities
 - New and improved signalized pedestrian crossings
 - Safety improvements
 - Transit speed and reliability improvements
 - Improved lighting



Relationship to Centers

- Regional Growth Centers
 - Everett Regional Growth Center – Metro
 - Lynnwood Regional Growth Center – Urban
- Manufacturing and Industrial Centers
 - Paine Field/Boeing Everett
- Candidate Countywide Centers:
 - Airport Road and Highway 99 Provisional Light Rail Station
 - Ash Way Light Rail Station Area
 - Thrasher's Corner
 - Mariner Light Rail Station Area
- Local Centers/Subarea:
 - Mixed-Use Corridor (MUC)
 - Urban Core Subarea



Plan Consistency

REGIONAL TRANSPORTATION PLAN 2022-2050

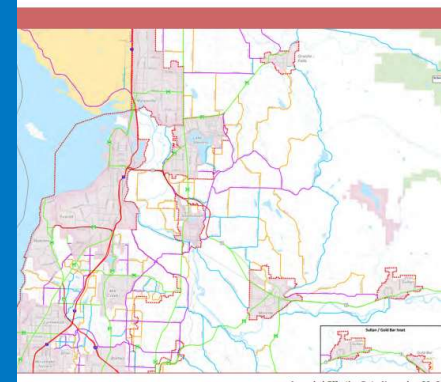
2022



Community Transit 2023-2028 Transit Development Plan

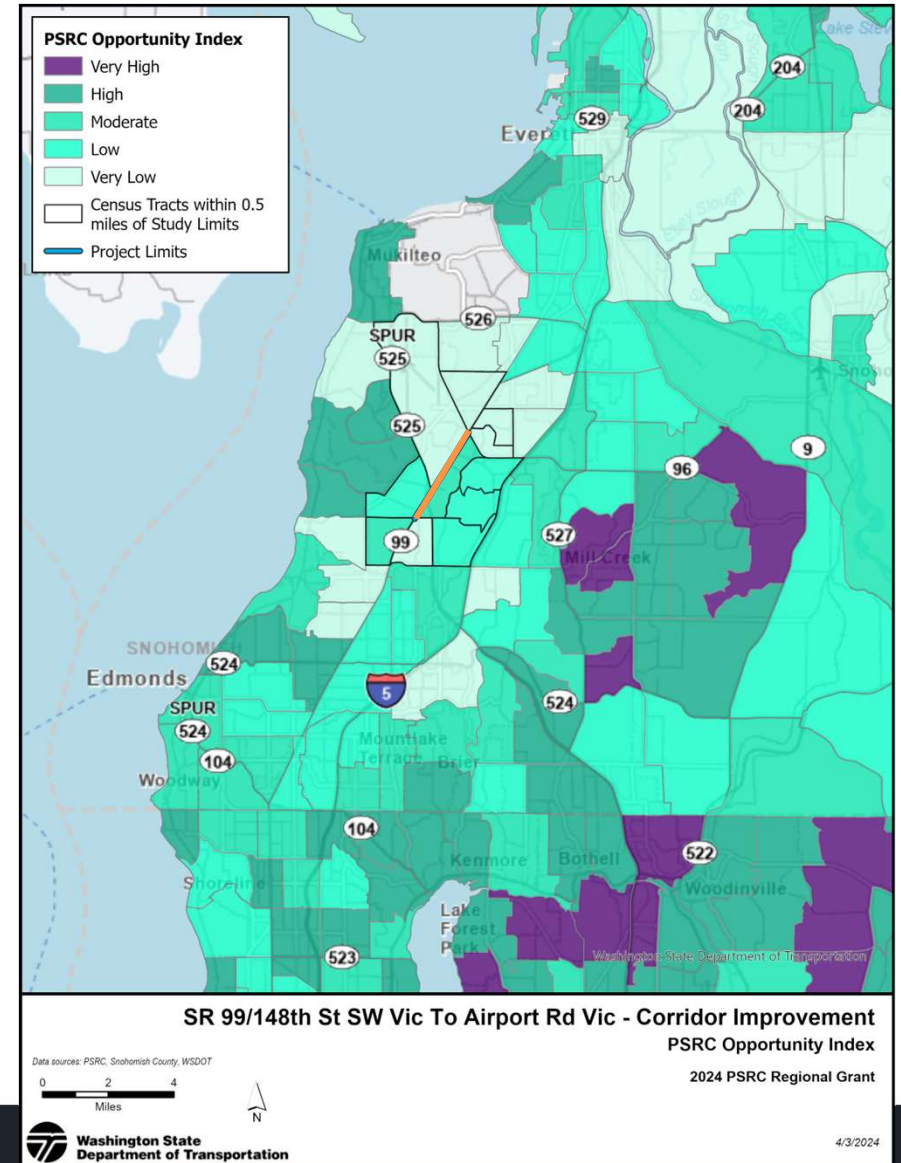
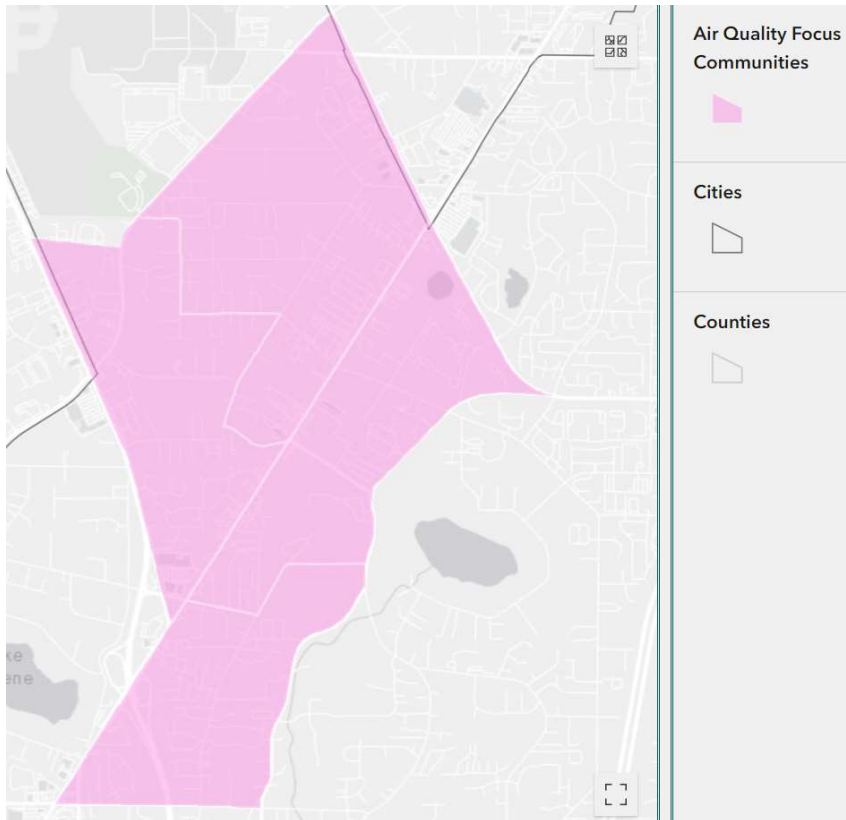


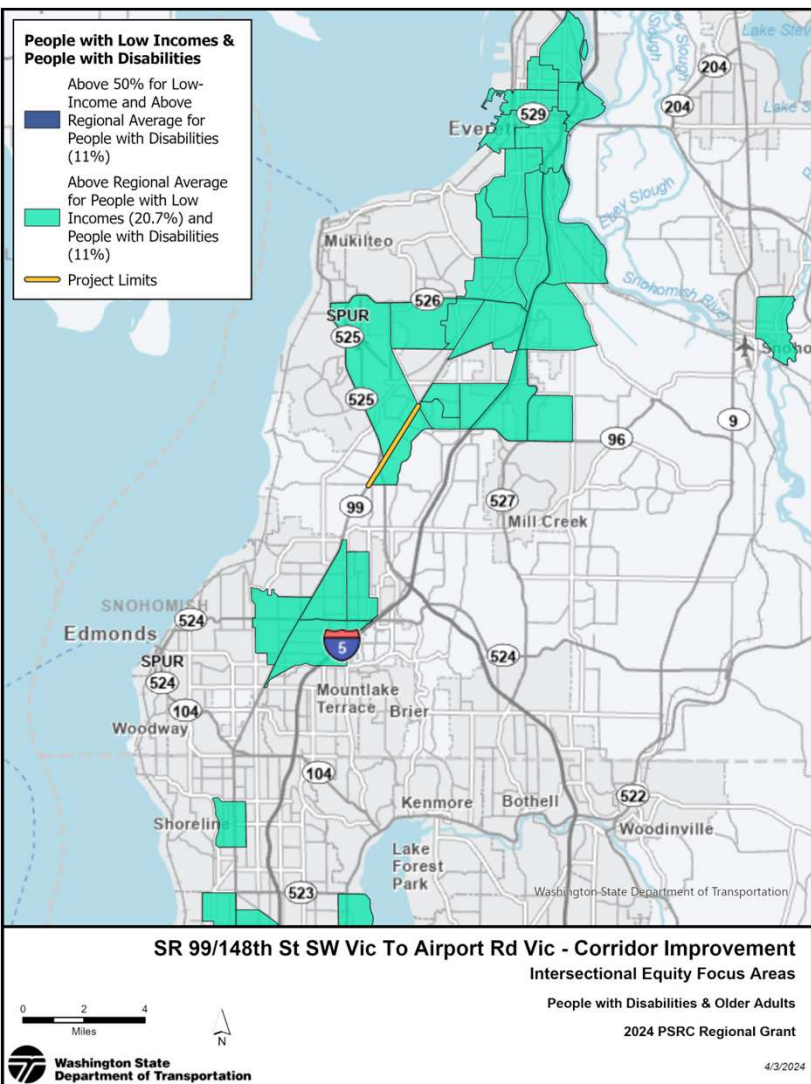
Transportation Element A Component of the GMA Comprehensive Plan



A: Equity Populations

- 2 Air Quality Focus Communities
- 2 Low & 7 Moderate Opportunity



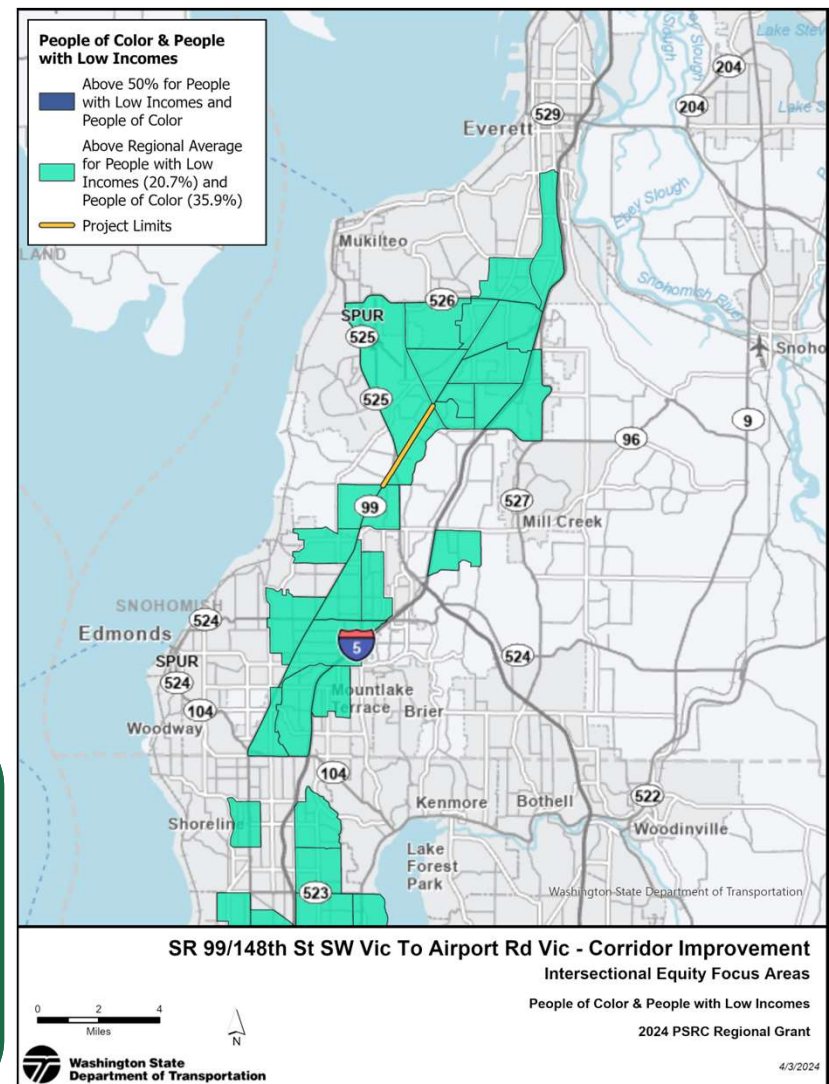


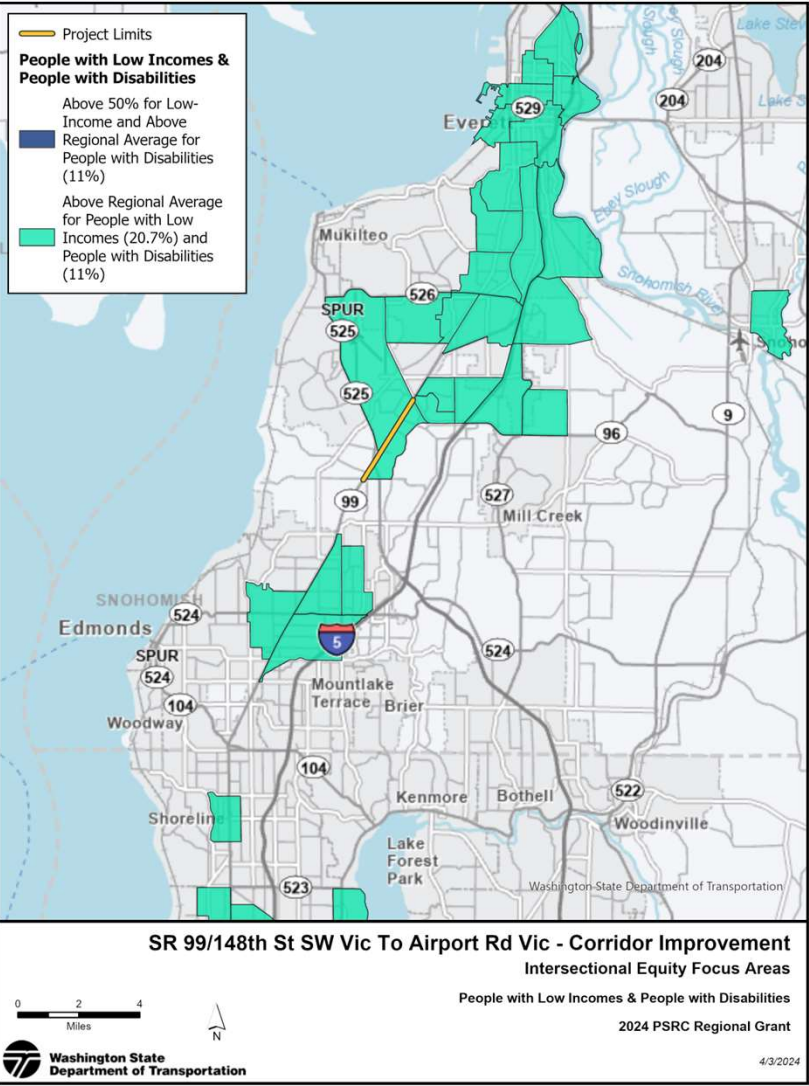
A: Equity Populations

- Equity Focus Areas (EFAs)
 - 5 EFAs: 2 Tracts
 - 4 EFAs: 5 Tracts
 - 3 EFAs: 1 Tract
 - 2 EFAs: 1 Tract
 - 1 EFA: 1 Tract

EFAs:

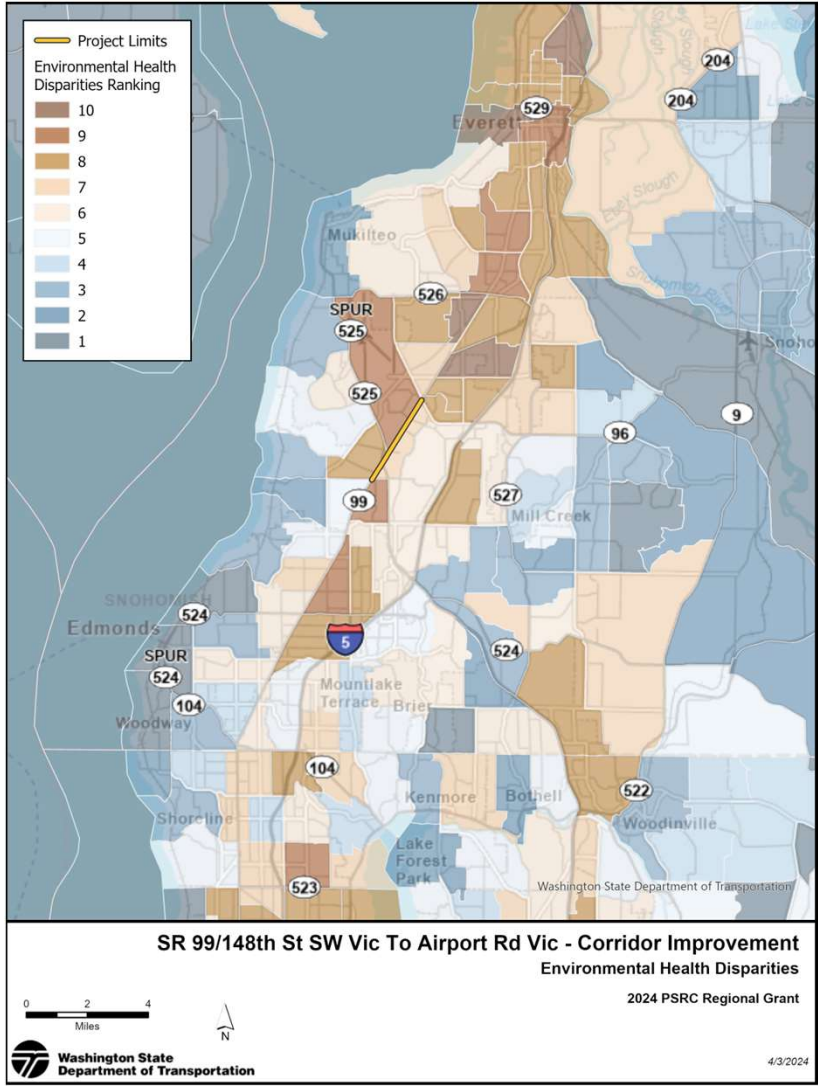
- People of color,
- People with low incomes,
- Older adults,
- Youth,
- People with disabilities, &
- People with limited English proficiency.





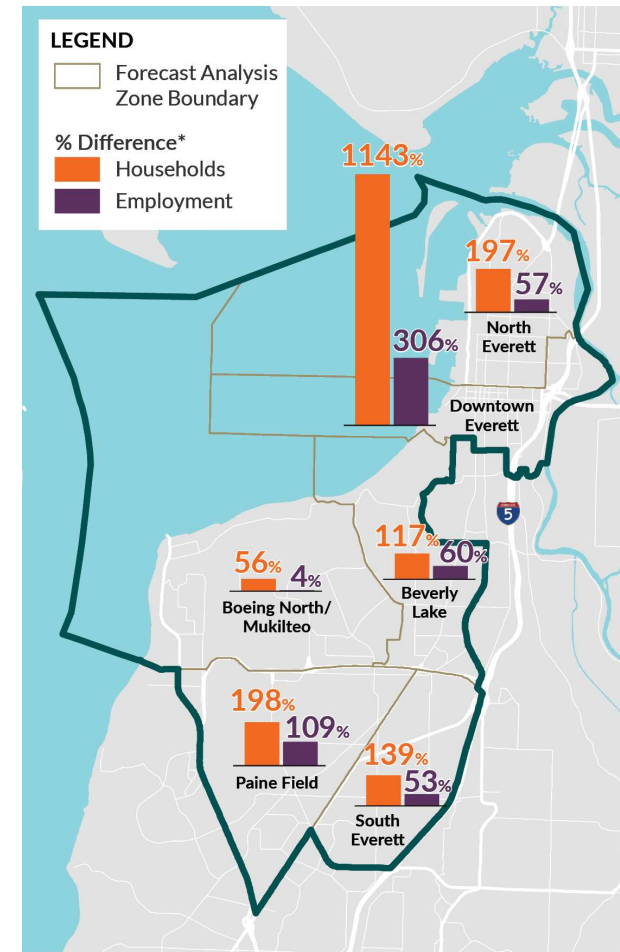
A: Equity Populations

- Environmental Health Disparity Ratings
 - 9: 2 Tracts
 - 8: 3 Tracts
 - 7: 2 Tracts



B: Development of RGCs/MICs – Population & Employment Growth

- Everett Area Growth
 - Population: 158,319 (2020) to 244,002 (2044)
 - Employment: 106,229 (2019) to 175,473 (2044)
- Lynnwood Area Growth:
 - Population: 74,220 (2020) to 119,170 (2044)
 - Employment: 33,695 (2019) to 58,548 (2044)
- Mukilteo Area Growth:
 - Population: 37,122 (2020) to 48,378 (2044)
 - Employment: 14,006 (2019) to 19,252 (2044)
- Paine Field Unincorporated Area Growth
 - Employment: 6,371 (2019) to 7,955 (2044)



West Side		
	HOUSEHOLDS	EMPLOYMENT
2018	44,000	104,400
2050	150,000	194,400
% Difference*	+241%	+86%

* from 2018 to 2050

B: Development of RGCs/MICs – Industry Clusters Snohomish County

Aerospace:

- 45,000 employees
- Paine Field area & SR 99 corridor

Maritime, Military, and Transportation & Logistics:

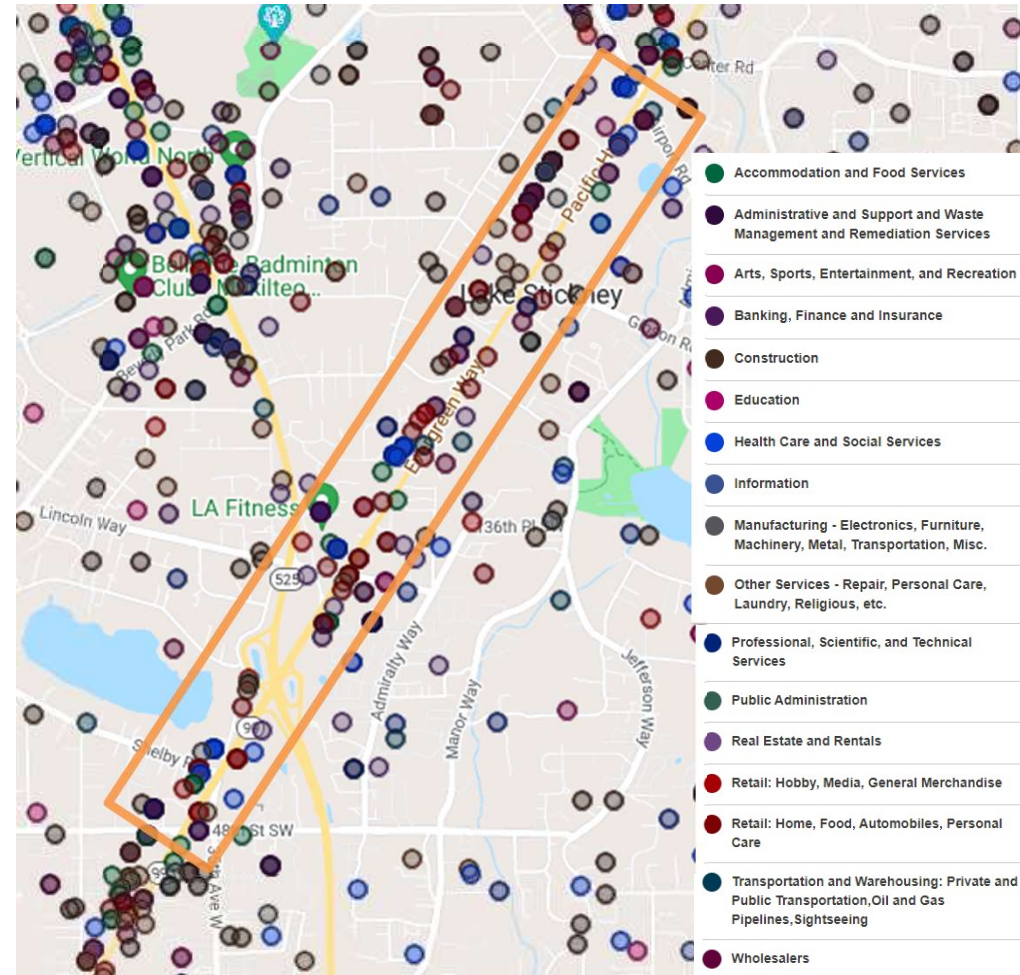
- 3,000 maritime, 6,000 military, & 1,400 transportation & logistics employees
- Port of Everett/Naval Station Everett & Paine Field

Clean & Information/Communication Technology:

- 11,000 clean technology & 3,000 information & communication technology employees
- Paine Field Area & in Lynnwood near the I-5/I-405

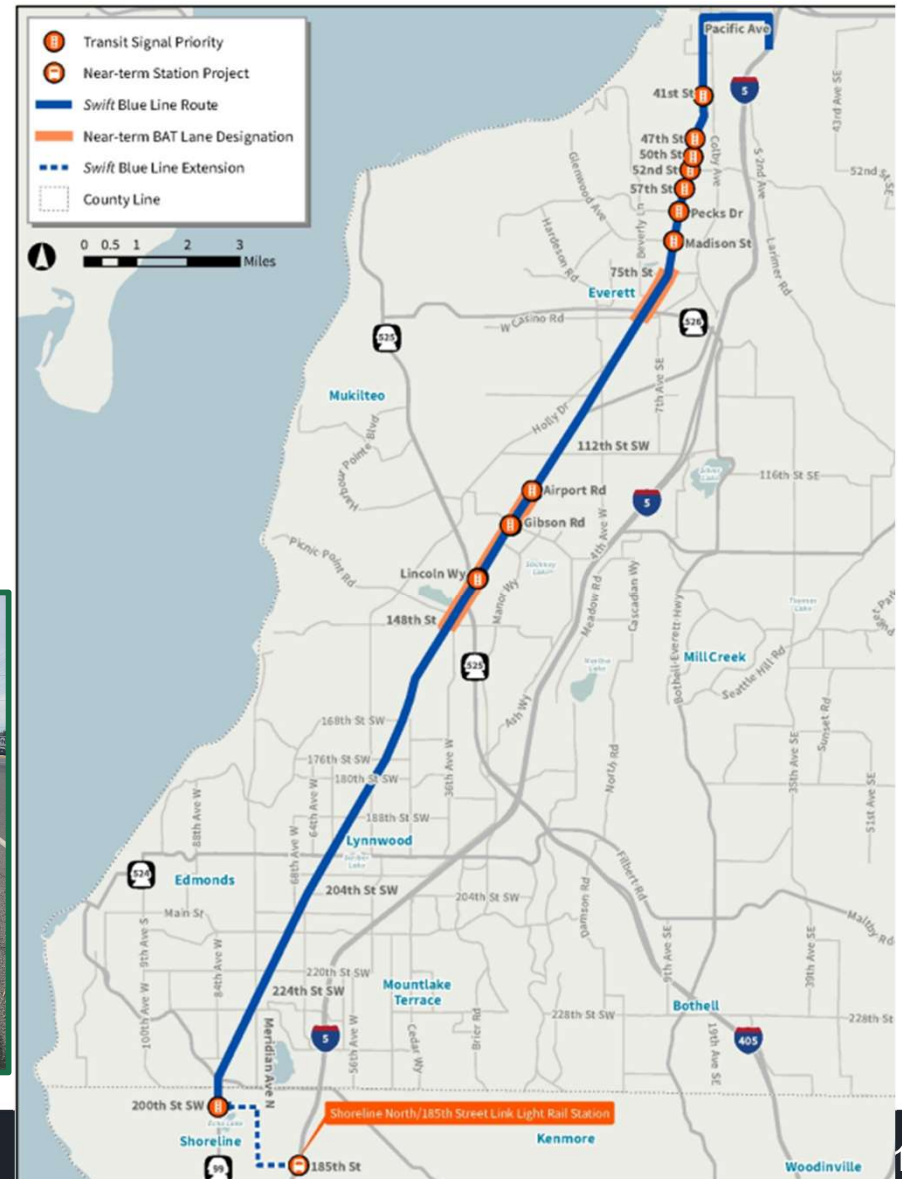
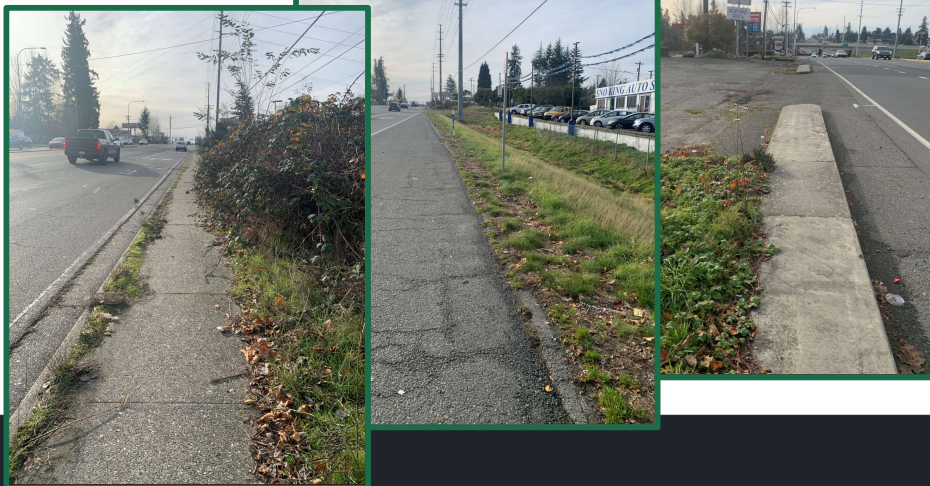
Ethnic Goods and Service Providers:

- 25+ ethnic grocery stores & 27 places of worship that serve specific languages or ethnicities



C: Mobility and Accessibility – Multimodal Gaps & Needs

- BAT lane gap
- Insufficient transit speed and reliability
- No bicycle facilities
- No or insufficient pedestrian facilities
- Insufficient signalized pedestrian crossings (0.5-0.8 mile spacing)
- Insufficient active transportation facilities at existing intersections
- Lack of ITS/TSMO



C: Mobility and Accessibility - Benefits

BAT lane & transit speed and reliability improvements

- Improve transit on-time performance for residents and commuters
- Improve reliability and connectivity for transit transfers

Bicycle and pedestrian facilities

- Improve active transportation access to transit and community destinations for equity populations (EFAs)
- Improve mobility for equity populations
- Increased safety of vulnerable users and equity populations

New signalized pedestrian crossings & improved active transportation facilities at existing intersections

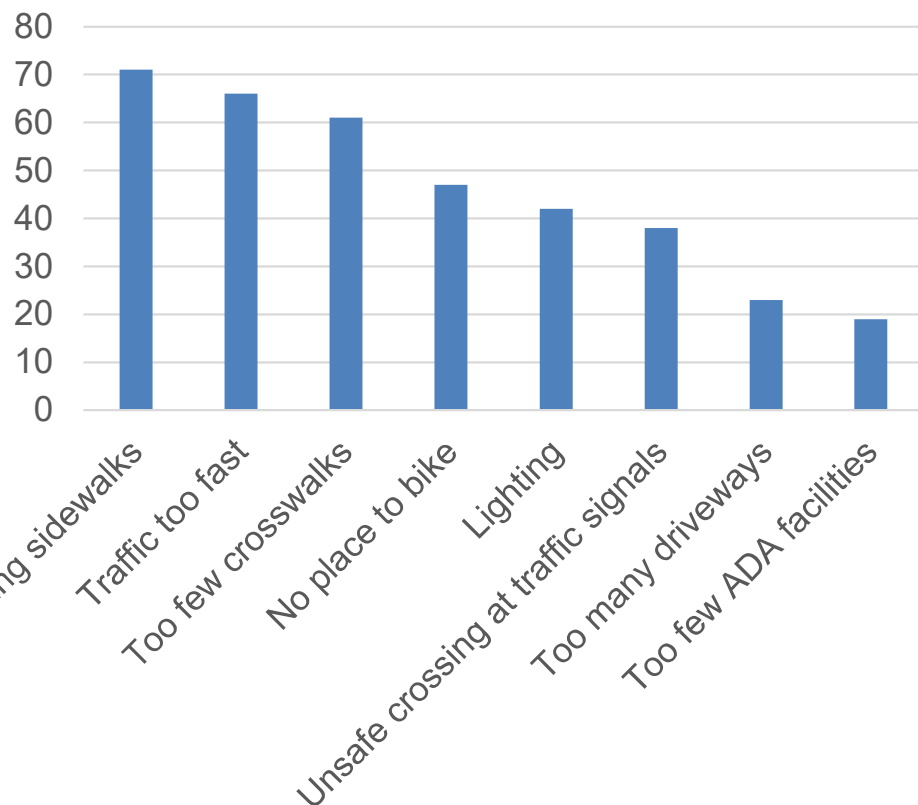
- Improve safety of vulnerable users and equity populations
- Address SR 99 as a barrier to active transportation access to high-capacity transit and community destinations

ITS/TSMO

- Improve mobility for all modes
- Improve freight speed and reliability
- Increase person throughput

D: Outreach/Displacement – Previous WSDOT/Snohomish County & Planned Community Engagement

WSDOT SR 99 Study Survey



- Community events, meetings, and informal gatherings
- Focused workshops and activities
- Flyers and utilize social media
- Online open house and survey
- Engage with community-based organizations (CBO)
- Field visits and interviews (bus stops, businesses, etc.)
- Translation and Interpreters
- Compensate community members

E: Safety & Security

2019 – 2023 All Crashes

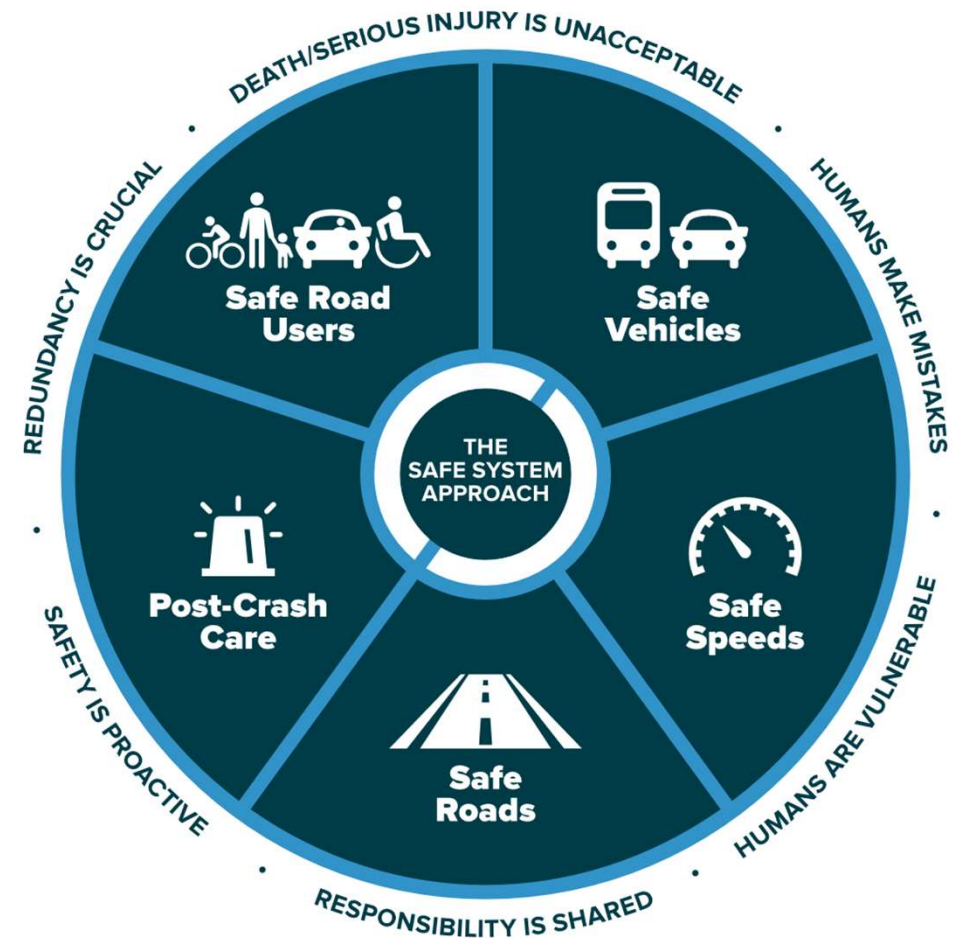
- Total: 694
- Fatal: 4
- Severe Injury: 19

2019 – 2023 Active Transportation Crashes

- Pedestrian: 26
 - Fatal: 1
 - Severe Injury: 6
- Bicycle: 2

Contributing Causes

- Rear end (38%)
- Opposite Direction (18%)
- Enter at angle (12%)
- Fixed Object (7%)
- Other (20%)



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.

F: Air Quality/Climate Change

- Benefits

BAT lane
Transit speed and
reliability improvements

Bicycle and pedestrian
facilities
New signalized pedestrian
crossings
Improved active
transportation facilities at
existing intersections

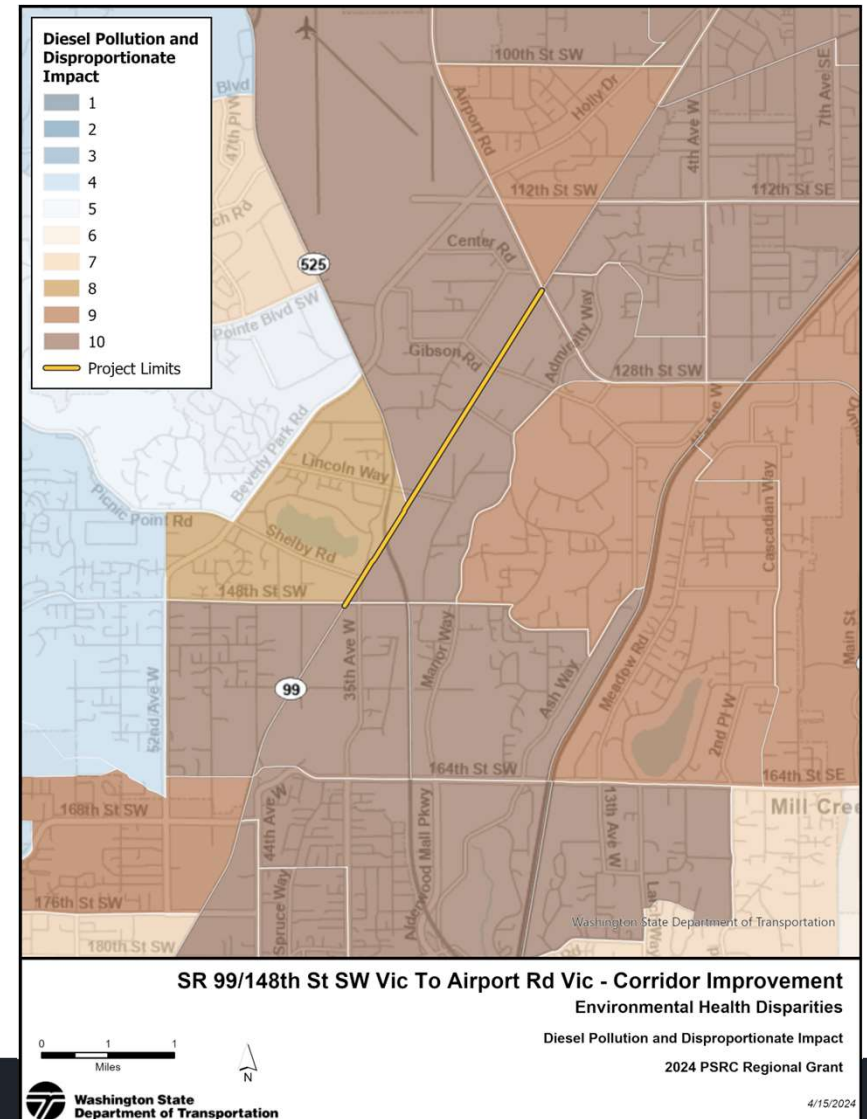
ITS/TSMO

Eliminating vehicle
trips

Inducing a mode
shift away from
single occupant
vehicles (SOVs)

Reducing vehicle
miles traveled
(VMT)

Improving traffic
flow (e.g., through
signal coordination
or by removing a
bottleneck)





Request

- Phase: Preliminary Engineering
- Year: 2028
- Request: \$4,275,122 (STP)
- Match: \$6,016,918 (Move Ahead WA)



Questions?



April 3, 2024

Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

RE: PSRC's FHWA Funds – WSDOT SR 99 BAT Lane, 148th Street SW to Airport Road, Design Application

Dear Mr. Brown:


Community Transit is pleased to submit this letter of support for the Washington State Department of Transportation (WSDOT) State Route (SR) 99 Business Access / Transit (BAT) Lanes Design Study application for the 2024 PSRC Transportation Improvement Program (TIP) Surface Transportation Block Grant (STBG) funding, PROJECTS IN REGIONAL GROWTH CENTERS.


Community Transit's partnership with WSDOT is instrumental in advancing regional projects that bolster the state's transportation infrastructure and expand mobility options for residents. Our continued collaborative partnership enhances accessibility, improves connectivity, and contributes to the overall well-being and mobility of the region. The project corridor provides BAT Lane and associated multimodal mobility for communities within one candidate countywide center and one local center and serves as a critical connection for communities to employment opportunities in the Everett Regional Growth Center – Metro, the Seattle Northgate Center – Metro, and at Paine Field/Boeing Everett Manufacturing Industrial Center. The Swift Blue Line operates on the study corridor, and the Swift Green line and multiple other Community Transit routes cross SR 99 providing transfer opportunities. The corridor is home to about 64,000 people of which all are in PSRC Equity Focus Areas.

The project is a critical step in giving SR 99 the facilities necessary to support the community identified land use centers in this vital portion of the region. While filling an important gap in SR 99's BAT lanes, for more consistent and predictable transit travel times, the project will provide new and improved multimodal facilities in-line with State policy, law, and the findings of a Pre-Design Study now underway. Among the anticipated results will be low-stress pedestrian and bicyclist facilities; frequent, comfortable and enhanced crossings for bicyclist and pedestrians; crossings opportunities for motorists to access destinations; simpler and more comfortable transit transfers at Airport Road; injury minimization in support of WSDOT's Target Zero and FHWA's Safe Systems Approach; ADA and Limited English Proficiency provisions; and the ability to store and charge electric bicycles and scooters.


If funded, this proposed project will establish a working example for center-based, multimodal design in the SR 99 corridor, applying equitable community input and technical review. We fully support WSDOT as they seek resources for this critical project. Thank you for considering their application for PSRC's FHWA STBG Funding.

Sincerely,


Ric Ilgenfritz
Chief Executive Officer
Community Transit



2312 W Casino Rd. Everett, WA 98204 ph (425) 348-7100 TTY Relay: 711 communitytransit.org



3201 Smith Ave, Ste 200 | Everett WA 98201

April 4, 2024

Josh Brown, Executive Director
Puget Sound Regional Council
1201 3rd Ave, Suite 500
Seattle, WA 98104

RE: PSRC's FHWA Funds – WSDOT SR 99 BAT Lane, 148th Street SW to Airport Road, Design Application

Dear Mr. Brown:

Connect Snohomish County (Connect SnoCo) is a sibling organization of the Washington State Department of Transportation (WSDOT) State Route (SR) 99 Business Access / Transit (BAT) Lanes Design Study application for the 2024 PSRC Transportation Improvement Program (TIP) Surface Transportation Block Grant (STBG) funding, PROJECTS IN REGIONAL GROWTH CENTERS.

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- Low-stress pedestrian and bicyclist facilities;
- Frequent, comfortable and enhanced crossings for people biking and walking;
- Crossing opportunities for motorists to access destinations;
- Simpler and more comfortable transit transfers at Airport Road;
- Injury minimization in support of WSDOT's Target Zero and FHWA's Safe Systems Approach;
- ADA and Limited English Proficiency provisions; and
- The ability to store and charge electric bicycles and scooters.

If funded, this proposed project will establish a working example for center-based, multimodal design in the SR 99 corridor, applying equitable community input and technical review.

Connect SnoCo fully supports WSDOT as they seek resources for this critical project. Thank you for considering their application for PSRC's FHWA STBG Funding.

Sincerely,



Brock Howell
Executive Director
206-8546-4788
brock@connectsnoco.org


The study corridor provides multimodal mobility for communities within one candidate countywide center and one local center and serves as a critical connection for communities to employment opportunities in the Metro, the Seattle Northgate Center – Metro, and at Paine Field/Boeing Everett Manufacturing Industrial Center. The Swift Blue Line operates on the study corridor, and the Swift Green line and multiple other Community Transit routes cross SR 99 providing transfer opportunities. The corridor is home to about 64,000 people of which all are in PSRC Equity Focus Areas.

Snohomish County's SR 99 / Evergreen corridor is a critical step in giving SR 99 the facilities necessary to support the community-identified land use centers in this vital portion of the region. While filling an important gap in SR 99's BAT lanes, for more consistent and predictable transit travel times, the project will provide new and improved multimodal facilities in-line with State policy, law, and the findings of a Pre-Design Study now underway. Among the anticipated results will be low-stress pedestrian and bicyclist facilities; frequent, comfortable and enhanced crossings for bicyclist and pedestrians; crossings opportunities for motorists to access destinations; simpler and more comfortable transit transfers at Airport Road; injury minimization in support of WSDOT's Target Zero and FHWA's Safe Systems Approach; ADA and Limited English Proficiency provisions; and the ability to store and charge electric bicycles and scooters.

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Sincerely,


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