

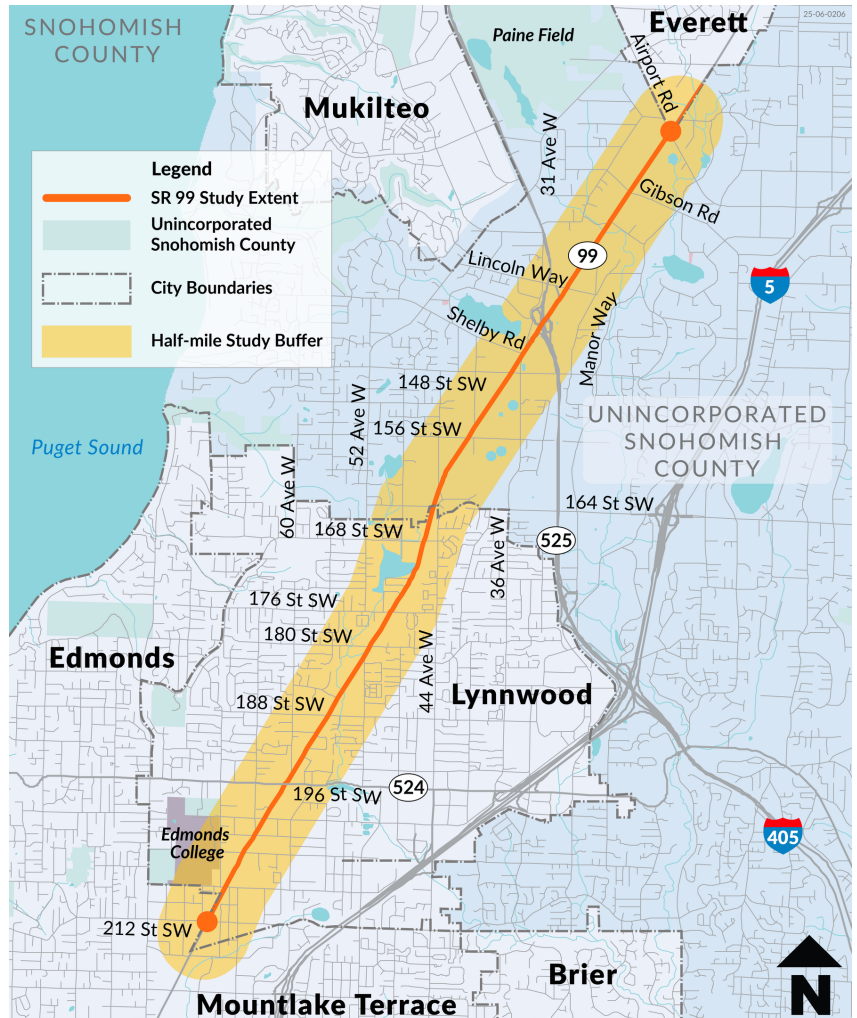
SR 99

Lynnwood and Unincorporated Snohomish County Pre-Design Study

What is the purpose of this study?

The purpose of the SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study is to identify long- and near-term improvements that meet Complete Streets requirements, develop concepts that would provide safe and convenient connections for travelers walking and biking, improve access to transit on SR 99 via walking, rolling and biking, and increase the safety and mobility for all modes of transportation through the corridor.

This study is focused on identifying Complete Streets improvements that can be implemented with maintenance, safety and capacity investments. The study will be conducted for SR 99 between 212th Street Southwest and Airport Road in Lynnwood and unincorporated Snohomish County.



Map of the SR 99 Study Area from Airport Road in Everett to 212th Street in Lynnwood

We want to hear from you!

For more information, contact Amber Stanley
Amber.Stanley@Wsdot.WA.gov or at 206-817-8833



Spot Treatments

This project will include spot treatments, which are targeted improvements implemented at specific locations, such as intersections, road segments or transit stops to address identified issues such as safety or operational inefficiencies. This study corridor has been divided into five sections with four different packages for improvements.

Spot Treatments: Package 1



Complete Street Modifications at Existing Signal Controlled Intersections



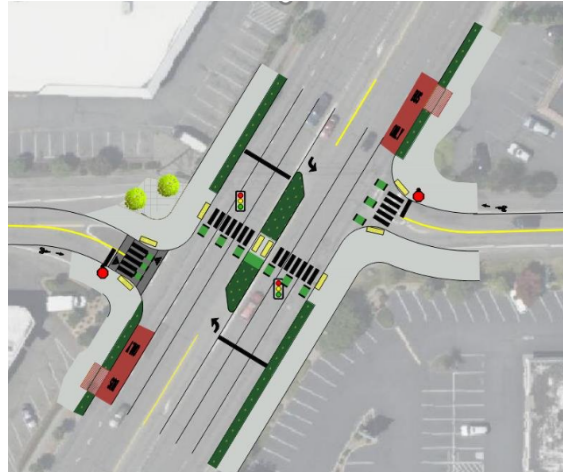
Spot treatments include:

- Leading Pedestrian Interval
- Truck Aprons
- Raised Crosswalks
- Slip Lane Elimination
- Slip Lane Narrowing
- Pedestrian Refuge Island
- Lighting
- No Right on Red
- BAT Lane Markings
- Reduced Corner Radii
- Marked Bicyclist Crossings
- ADA Compliant Ramp
- Painted or Expanded Crosswalks

Spot Treatments: Package 2



New Pedestrian Signal at Unsignalized Intersections



Spot treatments include:

- Realigned Side Streets
- Permissible U-Turns
- Truck Aprons
- Raised Crosswalks
- Pedestrian Refuge Island
- Pedestrian Signal
- Advanced Stop Bars
- Painted or Expanded Crosswalks
- Reduced Corner Radii
- ADA Compliant Ramps
- Lighting
- Marked Bicyclist Crossings
- Plazas
- BAT Lane Markings
- Hardened Lane Line

Spot Treatments: Package 3



New Mid Block Protected Crossing



Spot treatments include:

- Pedestrian Refuge Island
- Hardened Lane Lines
- Advanced Stop Bars
- Painted or Expanded Crosswalks
- ADA Compliant Ramps
- Lighting
- Marked Bicyclist Crossing
- Pedestrian Hybrid Beacon or Pedestrian Signal

Spot Treatments: Package 4



Complete Street Modifications at Unsignalized Intersections/Driveways



Spot treatments include:

- Realigned Side Streets
- Truck Aprons
- Painted or Expanded Crosswalks
- Advanced Stop Bars
- Reduced Corner Radii
- Reduced Corner Radii
- ADA Compliant Ramps
- Lighting
- Marked Bicyclist Crossings
- Plazas
- BAT Lane Markings

Examples of spot treatment options



Advance Stop Lines



Restricted Right on Red



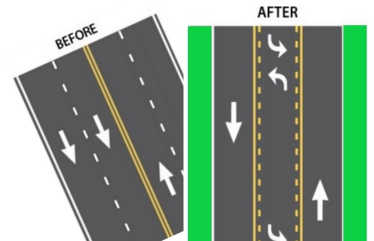
Crossings for Pedestrians



High Visibility Crosswalks



Hardened Centerline/Turn Hardening



Lane Reduction or Reconfiguration



Protected Crossing Islands



Protected Bike Signals



Raised Crossings



Leading Pedestrian Intervals



Raised Truck Aprons

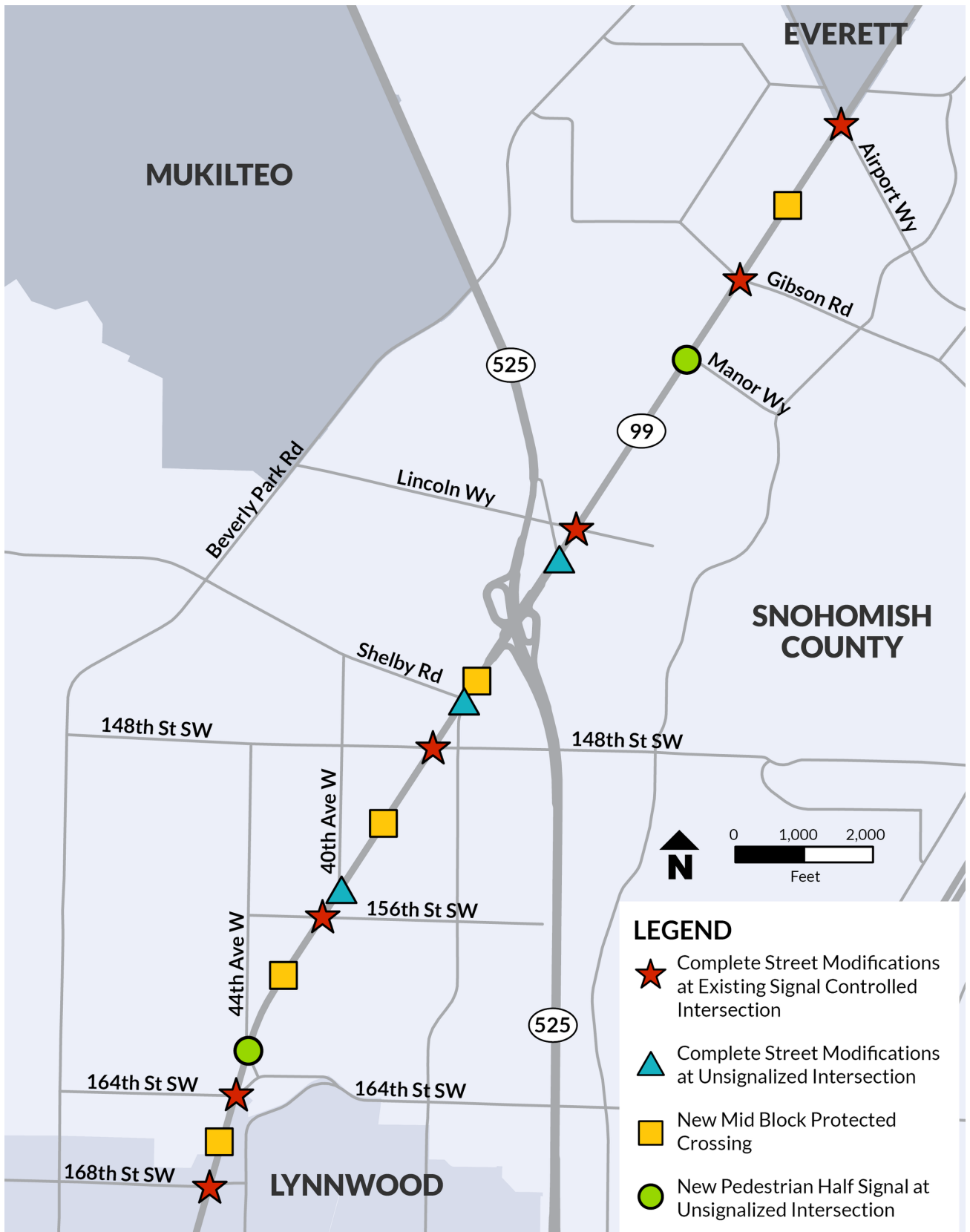


Reduced Corner Radii

Spot treatment locations in the city of Lynnwood



Spot treatment locations in Unincorporated Snohomish County



How should we improve the SR 99/SR 525 Interchange Area?

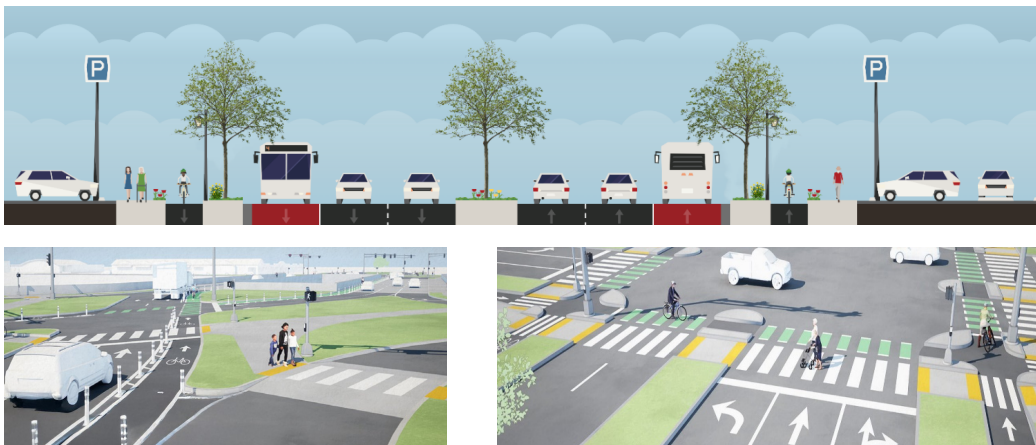
Early in the study, the SR 99/SR 525 interchange and 35th Avenue West were identified as needing safety and transit improvements. Currently, we are considering the following options to change the interchange:

- Converting merge lanes to bus lanes instead of widening SR 99
- Converting shoulder to pedestrian and bicycle facilities
- Requiring vehicles to stop before turning onto SR 99 instead of merging without stopping
- Adding traffic lights at the on and off ramps
- Removing and adjusting on and off ramps

CONCEPT 1 – SHARED USE PATHS



CONCEPT 2 – SEPARATE BICYCLE LANES



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