



Puget Sound Regional Council

# Funding Application

<b>Competition</b>	Regional FHWA
<b>Application Type</b>	Corridors Serving Centers
<b>Status</b>	submitted
<b>Submitted:</b>	April 8th, 2024 5:25 PM
<b>Prepopulated with screening form?</b>	No

## Project Information

- Project Title**  
Poplar Way: Larch Way to Lynnwood City Limits
- Regional Transportation Plan ID**  
N/A
- Sponsoring Agency**  
Snohomish County
- Cosponsors**  
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
Yes
- If not, which agency will serve as your CA sponsor?**  
N/A

## Contact Information

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## Project Description

- Project Scope**  
The scope of the Poplar Way: Larch Way to Lynnwood City Limits project is to complete a comprehensive design report and project design within preliminary engineering. This includes preparing right-of-way plans and evaluating environmental permitting, such as NEPA. Requested funding will be directed to this task.  
  
The proposed improvements include constructing two travel lanes along with a center turn lane, integrating bike facilities, curbs, planters, and sidewalks on both sides. Additionally, modifications to two existing signalized intersections and/or considering a roundabout to

enhance safety and operations will be explored.

A crucial aspect of the project's design will be preparing for the completion of the Poplar Way overcrossing by the City of Lynnwood in 2028. This improvement, facilitating vehicle, bicycle, and pedestrian connections across I-5, is expected to significantly increase traffic and active transportation demand for the entire corridor, including the project area. The current average daily trips (ADT) stand at 10,555 and are projected to increase to 16,000 by 2044.

The project outcome is to improve Poplar Way, an essential arterial corridor currently operating as a substandard two-lane roadway. The includes enhancing safety, completing the active transportation network, and optimizing traffic flow. These enhancements will bring the arterial up to current standards, addressing congestion and enhancing pedestrian and cyclist safety and connectivity. The ultimate goal is to create a more cohesive urban landscape in line with the County's vision of Complete Streets.

The project sets the stage for future right-of-way acquisitions and construction efforts scheduled between 2031 and 2033. The scope elements, particularly those related to safety and traffic management, align with eligibility for FHWA under PSRC's Surface Transportation Block Grant Program.

## 2. Project Justification, Need, or Purpose

The intent and purpose of the Poplar Way: Larch Way to Lynnwood City Limits project are to address the deficiencies of Poplar Way, an increasingly important arterial route currently operating as a substandard two-lane road. The primary goal is to enhance safety, complete the active transportation network, and optimize traffic flow along this corridor.

These enhancements are intended to alleviate congestion, enhance pedestrian and cyclist safety, and improve connectivity and mobility, and by doing so, creating a more cohesive urban landscape in alignment with the County's vision of Complete Streets.

Crucially, the project also prepares for the future completion of the Poplar Way overcrossing by the City of Lynnwood in 2028. This overpass is expected to significantly increase traffic and active transportation demand along the entire corridor.

By addressing the current average daily trips (ADT) and anticipating future growth, the project sets the stage for continued development and improvement, with future right-of-way acquisitions and construction efforts scheduled between 2031 and 2033.

## Project Location

### 1. Project Location

Poplar Way between Larch Way and Lynnwood City Limits

### 2. Please identify the county(ies) in which the project is located. (Select all that apply.)

N/A

### 3. Crossroad/landmark nearest the beginning of the project

Poplar Way and Larch Way

### 4. Crossroad/landmark nearest the end of the project

Larch Way and Lynnwood City Limits

### 5. Map and project graphics

20240304\_VicinityMap\_PoplarWayLarchWaytoLynnwoodCityLimits.pdf, 2024-03\_STBG\_SnoCoTypicalSection\_PoplarWayLarchWaytoLCL.pdf

## Local Plan Consistency

### 1. Is the project specifically identified in a local comprehensive plan?

Yes

### 2. If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.

General Policy Plan:

- 1.C.9.: Existing roadways shall be improved to meet adopted design standards in order to enhance the safety and mobility of pedestrians, transit users, bicyclists and motorized traffic as part of construction of frontage improvements by developments and by the county as funding

allows  
within the county's capital improvement program.

#### Comprehensive Plan Transportation Element:

- 2015 Transportation Element - Table 14 – Project ID W-15, Recommended County Arterial Projects, TSA F (Urban 3-Lane Standards with Bicycle & Pedestrian Facilities)
- Poplar Way: Larch Way to Lynnwood C/L is listed in the 2015 Snohomish County Comprehensive Plan – Countywide Bicycle Facility System as a proposed County Bikeway Transportation Improvement Program (TIP):
- Snohomish County Six-year 2024-2029 TIP. Project E.54, pg. 16/24 Transportation Needs Report (TNR):
- Snohomish County Transportation Needs Report, TNR ID W-082

#### Vision 2050:

- MPP-T-1: Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.
- 4 of 8
- MPP-T-16: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
- MPP-T-17: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections.

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

N/A

## Federal Functional Classification

1. **Functional class name**  
17 Urban Collector

## Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

This project creates a continuation of the Poplar Way overcrossing under construction by City of Lynnwood. It supports the Lynnwood regional growth center, which is located at the convergence of I-5 and I-405.

Other characteristics of the center include:

- Diverse employment base with medium density housing
- Higher density housing being developed in more recent years
- Lynnwood's main commercial areas
- Alderwood Mall

An array of transit opportunities exists, including Community Transit and Sound Transit bus service. These will be enhanced by the opening of the Lynnwood Link Light Rail. The center also has easy access to freeways.

## Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with**

**supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

The equity focus areas (EFAs) evaluated for the proposed project area include: People of Color; People with Low Incomes; People with Disabilities; Youth (Ages 5-17); Older Adults (Age 65+); and People with Limited English Proficiency (LEP).

People of Color: 41% of total population; regional average is 35.9%.

Note: Areas surrounding the project area have higher total populations of People of Color, including one that is as high as 55% to the west of I5 and the project area.

People with Low Incomes: 20% of total population; regional average is 20.7%.

People with Disabilities: 13% of total population; the regional average is 11%.

Youth (Ages 5-17): 15% of total population; the regional average of is 15.4%.

People with Limited English Proficiency (LEP): 10% of total population; the regional average is 8.5%.

Note: Areas surrounding the project area have higher percentages of People with Limited

Note: Youth (Ages 5-17) in the census tract areas surrounding the project and in close proximity is 17%.

Older Adults (Age 65+): 10% of total population; above the regional average of 13.4%.

Limited English Proficiency, including the area to the west where the percent of total population is 22%.

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

Based on the evaluation of the six categories of EFAs, the populations of focus within the project area that were above the regional average include:

- People of Color
- People with Disabilities
- People with Limited English Proficiency (LEP)

In addition, the total populations for People with Low Incomes as well as Youth (5-17) were both just under the regional average. And the total population of People of Color in areas surrounding the project were higher than the regional average. In particular, the areas west of Interstate 5 and the project was 55% for the total population.

## Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

This project will connect directly into the Lynnwood Regional Growth Center which is one of only two urban regional growth centers in Snohomish County. This will significantly improve the mobility into major employment along 196th ST SW and the areas of intense housing and employment growth in the Alderwood Mall area when Lynnwood completes the Poplar Way bridge extension soon.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

The City of Lynnwood has extensive plans to redevelop the Lynnwood Regional Growth Center, adding high density residential and commercial development. Once Lynnwood has completed the Poplar Way bridge extension, this will greatly increase the mobility of people

accessing that increased redevelopment, especially for active transportation users.

**3. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

The Poplar Way project, particularly its connection to the Lynnwood Regional Growth Center and the future completion of the Poplar Way overcrossing, will significantly expand access to high, middle, and living wage jobs for the Equity Focus Areas (EFAs) identified:

People of Color: 41% of total population; regional average is 35.9%.

Note: Areas surrounding the project area have higher total populations of People of Color, including one that is as high as 55% to the west of I5 and the project area.

People with Low Incomes: 20% of total population; regional average is 20.7%.

People with Disabilities: 13% of total population; the regional average is 11%.

Youth (Ages 5-17): 15% of total population; the regional average of is 15.4%.

Note: Youth (Ages 5-17) in the census tract areas surrounding the project and in close proximity is 17%.

Older Adults (Age 65+): 10% of total population; above the regional average of 13.4%.

People with Limited English Proficiency (LEP): 10% of total population; the regional average is 8.5%.

Note: Areas surrounding the project area have higher percentages of People with Limited English Proficiency (LEP).

Access will be expanded in the following ways.

**Connectivity to Major Employment Areas:** By linking directly to the Lynnwood Regional Growth Center, which houses significant employment opportunities along 196th St SW and Alderwood Mall, the project provides easier access to these job centers for residents of the EFAs. This direct connection improves transportation options for individuals from diverse backgrounds, including people of color, those with disabilities, low-income individuals, and those with limited English proficiency.

**Enhanced Active Transportation Network:** The project aims to complete the active transportation network by integrating bike facilities, curbs, planters, and sidewalks. This infrastructure improvement not only ensures safer pedestrian and cyclist travel but also expands access to job opportunities for individuals who rely on alternative modes of transportation due to economic or physical constraints.

**Alleviation of Congestion:** Addressing deficiencies in Poplar Way, a crucial arterial route, will alleviate congestion along the corridor. Reduced congestion improves overall traffic flow, making commuting to work more efficient for residents of EFAs who may rely on public transportation or personal vehicles to access employment opportunities.

**Preparation for Future Traffic Demand:** Anticipating the completion of the Poplar Way overcrossing by the City of Lynnwood in 2028, the project is designed to accommodate increased traffic and active transportation demand. This forward-looking approach ensures that the transportation infrastructure can adequately support the future growth of job centers, benefiting individuals from EFAs who seek employment opportunities in these areas.

**4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

The Lynnwood Regional Growth Center is the largest commercial area in that part of south Snohomish County. This project will greatly improve mobility, both in the efficiency of vehicular traffic, and safer and more comfortable active transportation routes. This project also connects into 196th St SW, which has a mix of large- and small-scale retail and businesses.

**5. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

The relatively dense neighborhoods around Poplar Way have significant congestion issues connecting into the Lynnwood Regional Growth Center. This project will increase mobility for commuters and residents connecting into the employment areas of the growth center. Bringing Poplar Way up to roadway standards and improving the two intersections will significantly reduce congestion and improve mobility along Poplar Way into the Lynnwood Regional Growth Center. This will allow freight trucks to have more direct access north-south in this area.

## Criteria: Mobility and Accessibility

1. **Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

Poplar Way lacks bicycle facilities and has major sidewalk gaps. This project will complete an important north-south bicycle connection in this region and improve the safety and comfort for active transportation users. When Lynnwood completes the Poplar Way bridge, this project will provide direct access for bicyclists, pedestrians, freight, and commuters into the Lynnwood Regional Growth Center.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

Bringing Poplar Way up to standards and improving two intersections provides improved mobility and reduced congestion for this important corridor into the Lynnwood Regional Growth Center as well as improved multimodal access to Link light rail. This is part of a long-term strategy to improve mobility into this region. Currently, transit doesn't operate along Poplar Way, however at both ends of this corridor are transit routes. Improving the mobility, especially by providing safe and comfortable bicycle and pedestrian facilities, will help people connect into that transit. Poplar Way, especially after Lynnwood builds the Poplar Bridge extension, may provide an alternate route for north-south transit buses in neighborhoods that currently lack sufficient transit facilities.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

The City of Lynnwood Overcrossing Project will connect to the county's Poplar Road. Once completed, it will have a significant increase in traffic volumes. The current average daily trips (ADT) are 10,555 and is forecasted to increase to 16,000 by 2044. Specifically, the plan entails the incorporation of two travel lanes plus a center turn lane, designated bike facilities, curbs, planters, and sidewalks on both sides of the thoroughfare. Modification of two existing signalized intersections is possible, but still to be determined. As a result, this will optimize traffic flow, enhance pedestrian and cyclist safety, and foster a more cohesive urban landscape that meets the vision of Complete Streets.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

Poplar Way currently lacks bicycle facilities and has large sidewalk gaps. Poplar Way weaves around the neighborhood, which further decrease the comfort and feeling of safety for bicycle users. This project will improve the safety and comfort for active transportation users, encouraging more people to walk and bike, which can greatly improve the health of residents in the area.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

There are currently no bicycle facilities within the vicinity of this project. The nearest bicycle facility is across I-5. At present, the connections into the major transit centers in Lynnwood are limited. These are major disparities in transportation mobility to an in an area that has 41 percent people of color, 13 percent people with disability, 20 percent people with low income, and 10% people with Limited English Proficiency. The improvements built as part of this project will help with access and mobility to those major transit centers. This project will also add bicycle facilities which will connect into the regionally important Interurban Trail.

## Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

The Poplar Way project has been in the Transportation Element of the Snohomish County Comprehensive Plan since 2005. a planning document for which a public input process is

required. This Comprehensive Plan also went through a public input process for the 2015 and 2024 updates.

More outreach is planned going forward. The following are elements of the Snohomish County process which are implemented as appropriate.

- A thorough demographic analysis of the project area using U.S. Census Bureau, American Community Survey, and school data to evaluate limited English proficiency populations within and around the project area.
- This includes use of PSRC's equity focus areas (EFAs) guide. EFAs evaluated for the proposed project area include: People of Color; People with Low Incomes; People with Disabilities; Youth (Ages 5-17); Older Adults (Age 65+); and People with Limited English Proficiency (LEP).
- Notices with contact information in alternate languages when developing outreach materials.
- Open houses, online surveys, postcards, and social media posts.
- Providing the Public Involvement Form in six languages - in addition to English - to seek feedback from the public during outreach and engagement materials.
- As requested, providing interpreters/translators.
- Seeking input and engaging in co-design with community-based organizations as opportunity allows.

## 2. **Describe how this outreach influenced the development of the project.**

One of the primary benefits of outreach is building sustainable connections with communities and community-based organizations. This allows the county to inform our processes in a more systemic way rather than just a project basis.

Specific ways in which outreach and engagement shapes the overall process and project development:

- A more informed understanding of the populations of focus served by our work
- Vision and planning documents
- More informed development of goals that improve the county's economy
- Project specific elements that improve livability as well as safety and accessibility for residents to work, school, shopping, and recreation.

## 3. **Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

The Housing Opportunities by Place (HOP) typology associated with the location of the project is Increase Access to Single Family Housing. These communities are considered to have higher access to opportunity and lower displacement risk.

The policies that apply within each category in the typology are as follows:

Supply: encourage middle density housing

Stability: alternative home ownership options

Subsidy: use local revenue tools

## Criteria: Safety and Security

### 1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:**

The Poplar Way: Larch Way to Lynnwood City Limits project addresses safety and security concerns through various measures, incorporating FHWA's Proven Safety Countermeasures while focusing on protecting vulnerable users of the transportation system and reducing

reliance on enforcement by designing for decreased speeds. Here's how:

#### Proven Safety Countermeasures:

- Two-way left turn lane: Construction of a two-way left turn lane helps reduce incidents of rear-end crashes, enhancing safety for all road users.
- Addition of lighting: Installing lighting along the route decreases nighttime crashes in frequency and severity, improving visibility and safety.
- Roundabout at 204th St: Roundabouts are proven to reduce the severity and frequency of crashes, particularly at intersections, enhancing safety for motorists, pedestrians, and cyclists. Note: The feasibility of a roundabout will be determined in the design process.

#### Protecting Vulnerable Users:

- Continuous sidewalk and shared-use path: Constructing sidewalks and shared-use paths provides safer facilities for pedestrians and cyclists, reducing the likelihood of crashes involving motor vehicles.
- Crosswalk visibility enhancements: Improving visibility at crosswalks enhances safety for pedestrians, making them more visible to motorists and reducing the risk of collisions.
- Green conflict striping: Enhancing visibility with green conflict striping at arterial intersections improves safety for cyclists and motorists, reducing potential conflicts.
- ADA improvements: Installing compliant curb ramps and pedestrian push buttons ensures safer crossings for pedestrians, particularly those with disabilities, enhancing accessibility and safety.

#### Reducing Reliance on Enforcement and Decreasing Speeds:

- Reduced speed limits and lane widths: Lowering speed limits and narrowing lane widths help decrease vehicle speeds, reducing the severity of crashes when they occur. This design approach promotes safer conditions for all road users, particularly pedestrians and cyclists.
- Traffic calming measures: Implementing appropriate traffic calming measures, as described in FHWA's Traffic Calming Primer, helps reduce speeds and enhance safety without relying solely on enforcement.

Overall, these measures not only improve safety and security for all road users but also specifically target vulnerable populations within the project area, including people of color, people with disabilities, and those with limited English proficiency. By incorporating proven safety countermeasures and designing for decreased speeds, the project aims to create a transportation system that is safer, more accessible, and more comfortable for everyone.

## 2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

The Poplar Way: Larch Way to Lynnwood City Limits project will enhance safety and address safety concerns experienced by communities within the Equity Focus Areas (EFAs) identified, which include People of Color, People with Low Incomes, People with Disabilities, Youth (Ages 5-17), Older Adults (Age 65+), and People with Limited English Proficiency (LEP). Here's how the project improves safety for these communities:

- Two-way left turn lane: Constructing a two-way left turn lane helps reduce the risk of rear-end crashes, benefiting all road users, including those in EFAs such as People of Color, People with Low Incomes, and People with Disabilities.
  - Lighting enhancements: The addition of lighting along the route reduces nighttime crashes, particularly beneficial for vulnerable road users from EFAs who may rely more on walking or cycling during darker hours.
  - Roundabout at 204th St: Roundabouts improve safety at intersections, potentially reducing accidents and injuries, thus benefiting all community members, including those from EFAs.
- Pedestrian and Cyclist Safety Enhancements:**
- Continuous sidewalk and shared-use path: Constructing sidewalks and shared-use paths provides safer walking and cycling options, particularly for vulnerable road users from EFAs such as People of Color, People with Low Incomes, People with Disabilities, and Youth.
  - Crosswalk visibility enhancements: Improved visibility at crosswalks enhances safety for



pedestrians, especially those from EFAs, making them more visible to motorists and reducing the risk of collisions.

- Green conflict striping: Enhanced visibility for cyclists at arterial intersections benefits all road users, including those from EFAs, by reducing potential conflicts between motorists and cyclists.

Accessibility Improvements:

- ADA improvements: Installing compliant curb ramps and pedestrian push buttons enhances accessibility and safety for People with Disabilities and Older Adults, ensuring safer crossings for all pedestrians, including those from EFAs.

- Reduced speed limits and lane widths: Lowering speed limits and narrowing lane widths help reduce vehicle speeds, improving safety for pedestrians and cyclists, particularly in areas with higher concentrations of vulnerable road users from EFAs.

**3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

Snohomish County has a Road Safety Plan, which uses the Safe System Approach that recommend and implement countermeasures to develop road safety projects. The key policies in the Road Safety Plan that informed the development of this project include Placemaking in Traffic Safety Initiatives and Neighborhood Slow Zones, both of which follow the safer roads element of the SSA. This includes separating users in space, managing vehicle speeds, reducing intersection conflicts.

**4. (not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

Snohomish County is committed to planning and implementing actions under the Safe System Approach, which will be integral in updating our Road Safety Plan and will continue to be an important element in developing our Road Safety Program. Reducing fatal and serious injuries is a primary goal of the Road Safety Plan.

Snohomish County plans to update our Road Safety Plan to include the following elements:

- A significant outreach element to obtain public feedback on the plan and to help inform the prioritization element of the plan.
- A data-driven prioritization framework and list of projects for implementation. The prioritization framework and projects will emphasize reducing fatal and serious injuries.
- An equity analysis of policies and projects in the plan to help inform the prioritization element of the plan.

## Criteria: Air Quality and Climate Change

**1. Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities

## Air Quality and Climate Change: Roadway / Intersection / ITS

**1. What is the length of the project?**

Larch Way to Lynnwood C/L is (0.965 - 0.245) = 0.72 miles.

**2. What is the average daily traffic before the project?**

2023 ADT before the project measured north of Larch Way = 9,300 vehicles per day (vpd) north of Larch Way.

**3. What is the average daily traffic after the project?**

North of Larch Way = 15,000 vpd

**4. What is the average speed before the project?**

A travel speed study performed in 2022 calculated the worst average speed was 13 mph travelling southbound during the PM period. This was calculated starting inside the City of Brier and ending inside the City of Lynnwood.

**5. What is the average speed after the project?**

Modeled travel speeds north of Larch Way: AM period (6:00 – 9:00 AM) Northbound 29 mph, Southbound 30 mph  
 Modeled travel speeds north of Larch Way: PM period (3:00 – 6:00 PM) Northbound 27 mph, Southbound 26 mph

6. **What is the level of service before the project?**  
 The LOS before the project from the 2022 travel speed study is LOS “E”.
7. **What is the level of service after the project?**  
 Using HCM methodology for arterial level of service and the computed speeds from the county’s travel demand model the corridor will operate at LOS “B” with the project improvements
8. **What are the existing number of lanes (total, both directions)?**  
 Currently one through lane in each direction for a total of 2 lanes.
9. **How many lanes are being added (total, both directions)?**  
 No additional travel lanes are being added. One two-way center turn lane is proposed.
10. **How many intersections are along the length of the project?**  
 Two intersections – Poplar Way and Larch Way & Poplar Way and 204th St SW.
11. **How many intersections are being improved?**  
 Two intersections are being improved.
12. **What is the percentage of freight truck traffic on the facility?**  
 Using the traffic count from 2023 north of Larch way and only counting 3 axles or more = 0.8%
13. **Will the project result in shorter trips and reduced VMT? If so, please explain.**  
 The project will improve travel time, reduce delay and reduce number of vehicle stops for the corridor.
14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**  
 Data sources include Traffic Operations sources – Travel Time Study and Traffic Count Data and the current draft of the county’s Poplar Way feasibility study.  
  
 The county’s travel demand model was used to estimate future year average speeds, travel times and ADT forecasts for project data.
15. **What is the average daily transit ridership along the corridor?**  
 N/A
16. **How many daily peak period transit trips service the corridor?**  
 N/A
17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**  
 N/A
18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**  
 N/A
19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**  
 N/A
20. **What are the ITS improvements being provided?**  
 N/A
21. **What is the expected improvement to average vehicle delay?**  
 N/A
22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**  
 N/A

## Air Quality and Climate Change: Bicycle and Pedestrian Facilities

### 1. Describe the facilities being added or improved

Full frontage improvements including curb, gutter, planting strip, and sidewalk on the west side and curb, gutter, planting strip, and a shared use path on the eastside.

### 2. What is the length of the proposed facility?

0.72 miles

### 3. Describe the connections to existing bicycle/pedestrian facilities and transit.

There is a Community Transit Bus route that runs east-west on 204th St SW that intersects Poplar Way.

Travelling north into Lynnwood, there is a connection with the Interurban Trail on the north side of the intersection of Poplar Way and SR 524/196th St SW.

### 4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

Please refer to PSRC regional data.

### 5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

Please refer to PSRC regional data.

### 6. What is the average bicycle trip length?

Please refer to PSRC regional data.

### 7. What is the average pedestrian trip length?

Please refer to PSRC regional data.

### 8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

Please refer to PSRC regional data.

## Total Estimated Project Cost and Schedule

### 1. Estimated project completion date

2034

### 2. Total project cost

\$18,668,140.00

## Funding Documentation

### 1. Documents

2024-03\_STBG\_2024-2029SnoCoAdoptedTIP\_PoplarWayLarchWaytoLynnwoodCityLimits.pdf

### 2. Please enter your description of your financial documentation in the text box below.

Attached: Snohomish County 2024-2029 Adopted TIP, Project E.54, pg. 16/24

Phase	Year	Alternate Year	Amount
PE	2027		\$2,000,000.00

Total Request: \$2,000,000.00

## Project Readiness: PE

### PE

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	\$2,000,000.00

Local	Secured	\$312,140.00
		<hr/>
		\$2,312,140.00

**Expected year of completion for this phase:** 2030

## ROW

Funding Source	Secured/Unsecured	Amount
Local	Unsecured	\$4,775,000.00
		<hr/>
		\$4,775,000.00

**Expected year of completion for this phase:** 2030

## Construction

Funding Source	Secured/Unsecured	Amount
Local	Unsecured	\$11,581,000.00
		<hr/>
		\$11,581,000.00

**Expected year of completion for this phase:** 2033

## Summary

- Are you requesting funds for ONLY a planning study or preliminary engineering?**  
Yes
- What is the actual or estimated start date for preliminary engineering/design?**  
2024
- Is preliminary engineering complete?**  
No
- What was the date of completion (month and year)?**  
N/A
- Have preliminary plans been submitted to WSDOT for approval?**  
No
- Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**  
2025: Complete 30% design report  
2029: Complete 30% and 60% design reports
- When are preliminary plans expected to be complete?**  
2030

## Project Readiness: NEPA

- Documents**  
2024-03\_STBG\_2024-2029SnoCoAdoptedTIP\_PoplarWayLarchWaytoLynnwoodCityLimits.pdf
- Please enter your description of your financial documentation in the text box below.**  
Attached: Snohomish County 2024-2029 Adopted TIP, Project E.54, pg. 16/24

## Project Readiness: Right of Way

- Will Right of Way be required for this project?**

Yes

2. **What is the actual or estimated start date for right of way?**

2026

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

December 2027

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

During design and right of way phase, the right of way area required for the project will be determined.

Permanent and temporary rights will be necessary.

5. **What is the zoning in the project area?**

Business and residential.

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

While the possibility of condemnation is always a possibility, the county has internal expertise and experience, and would hire consultative support as needed.

7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

Yes

8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

- True cost estimate will be done after plans are developed to a minimum of 30%. If necessary, we will develop a relocation plan at 30 - 60%.

- Right of Way acquisitions will proceed upon approved right of way plans and environmental permits.

- Obtain necessary WSDOT approval.

- ROW certification, audit, relocation certification, and FTA concurrence will be completed once all rights have been acquired.

Grand Totals		2024 - 2029	2024	2025	2026	2027	2028	2029	All projections are in \$1,000's
		239,776	52,086	46,297	51,561	35,144	29,201	25,487	
A. Miscellaneous Engineering and Studies									
Group Totals		2024 - 2029	2024	2025	2026	2027	2028	2029	
		1,482	1,107	75	75	75	75	75	
A.01 1660	Preliminary Engineering: General		TSA N/A	Cncl Dist All	Type 07	LFC All	FFC All	Mgr SG	Preliminary engineering for unanticipated projects.
		2024 - 2029	2024 PE	2025 PE	2026 PE	2027 PE	2028 PE	2029 PE	
County		180	30	30	30	30	30	30	
		180	30	30	30	30	30	30	
A.02 XA02	Right of Way: General		TSA N/A	Cncl Dist All	Type N/A	LFC All	FFC All	Mgr MRP	General right of way activities.
		2024 - 2029	2024 RW	2025 RW	2026 RW	2027 RW	2028 RW	2029 RW	
County		60	10	10	10	10	10	10	
		60	10	10	10	10	10	10	
A.03 1212	Project Close Out and Funding Audit		TSA N/A	Cncl Dist All	Type N/A	LFC N/A	FFC N/A	Mgr BJT	Minor expenses associated with project close-out or audits.
		2024 - 2029	2024 CE	2025 CE	2026 CE	2027 CE	2028 CE	2029 CE	
County		90	15	15	15	15	15	15	
		90	15	15	15	15	15	15	
A.13 XA13	Contribution to WSDOT Projects		TSA N/A	Cncl Dist All	Type N/A	LFC SR	FFC SR	Mgr MAO	Contributions to and coordination with WSDOT for countywide projects.
		2024 - 2029	2024 PE	2025 PE	2026 PE	2027 PE	2028 PE	2029 CN	
County		90	15	15	15	15	15	15	
		90	15	15	15	15	15	15	
A.13.08 1777	SR 524 Widening at Yew Way: Paradise Lake Rd to SR 524		TSA N/A	Cncl Dist 5	Type 05	LFC SR	FFC 07	Mgr SG	Widen SR 524 between Yew Way and Paradise Lake Road from the existing 2 lane section to a 3 lane section with 1' shoulders on both sides
		2024 - 2029	2024 CE CN	2025	2026	2027	2028	2029	
County		7	7						
		7	7						

<b>E.52.05</b> XE5205	<b>Ash Way/Gibson Rd Phase 2: Admiralty Way to 134 St SW</b>			TSA D	Cncl Dist 3	Type 04	LFC 17	FFC 17	Mgr OF	Construct intersection improvements and widen corridor to 3 lane urban standards with bike lanes including a culvert being upgraded to current fish passage standards.
<b>2024 - 2029</b>		<b>2024</b> RW	<b>2025</b> PE RW		<b>2026</b> PE CE CN		<b>2027</b> CE CN		<b>2028</b> CE CN	<b>2029</b>
County 4,892		3,034	1,394				464			
MIT FUND 149		149								
REET II 2,538			462		538		1,000		538	
STP(U) 2,598					2,598					
TDM/DD 402			193		107		102			
TIB-UAP? 5,736					2,075		3,661			
TIF-D 6,586		1,317	1,258		1,634		1,715		662	
22,901		4,500	3,307		6,952		6,942		1,200	
<b>E.53.01</b> 1590	<b>148 St SW: 35 Ave W to Jefferson Way</b>			TSA D	Cncl Dist 3	Type 05	LFC 17	FFC 17	Mgr DL	Prepare design report and right of way plan to widen corridor to 3 lane urban standards with bike lanes.
<b>2024 - 2029</b>		<b>2024</b>	<b>2025</b>		<b>2026</b>		<b>2027</b>		<b>2028</b>	<b>2029</b> PE
County 68										68
STP(U)? 432										432
500										500
<b>E.53.02</b> XE5302	<b>148 St SW: Jefferson Wy to Ash Wy</b>			TSA D	Cncl Dist 3	Type 01	LFC 17	FFC 17	Mgr TBA	Construct new urban three-lane with bike lanes, curb, gutter, and sidewalk.
<b>2024 - 2029</b>		<b>2024</b>	<b>2025</b>		<b>2026</b>		<b>2027</b>		<b>2028</b>	<b>2029</b> PE RW
TIF-D 1,005										1,005
1,005										1,005
<b>E.54</b> XE54	<b>Poplar Way: Larch Way to Lynnwood City Limits</b>			TSA F	Cncl Dist 3	Type 04	LFC 17	FFC 17	Mgr TBA	Prepare design report and right of way plan for 3 lane urban standards.
<b>2024 - 2029</b>		<b>2024</b> PE	<b>2025</b> PE		<b>2026</b> PE		<b>2027</b> PE		<b>2028</b> PE	<b>2029</b> PE RW
TIF F-BOTHELL 107		82	5		5		5		5	5
TIF-F 1,082		228	95							759
1,189		310	100		5		5		5	764
<b>E.55</b> XE55	<b>39 Ave SE: 228 St SE to 207 St SE</b>			TSA E/F	Cncl Dist 4	Type 04	LFC 16	FFC 16	Mgr TBA	Prepare design report and right of way plan to widen to three lane urban standards.
<b>2024 - 2029</b>		<b>2024</b>	<b>2025</b>		<b>2026</b>		<b>2027</b>		<b>2028</b>	<b>2029</b> PE
County 73										73
TIF-E 27										27
100										100

## Snohomish County

### Poplar Way: Larch Way to Lynnwood City Limits

April 2024





