

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

Scriber Creek Trail (Phase 3)

B2. RTP ID#

N/A

B3. Sponsor

Lynnwood

B4. Co-Sponsor

B5. Certification Acceptance?

Yes

B6. CA Sponsor

C. Project Contact Information

C1. Name

Monica Lynn Thompson

C2. Phone

2067792212

C3. Email

mthompson@lynnwoodwa.gov

D. Project Description

D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The City of Lynnwood is proposing substantial improvements to the existing Scriber Creek Trail to upgrade and expand its classification into a shared use/multi-modal trail. The full scope of work for this trail project converts approximately one mile of narrow walking paths into a non-motorized transportation facility. The construction of this project has been divided into three phases:

Phase 1 – Currently being constructed by Sound Transit. The Scriber Creek Trail is a spur from the Interurban Trail at the southeast corner of the Lynnwood Transit Center and future light rail station and continues along the southwestern edge of the transit center to the entrance of Scriber Creek Park.

Phase 2 – This segment of trail connects the Transit Center/light rail station through Scriber Creek Park to approximately 100 feet north of 200th Street SW, within City right of way. This segment is fully permitted and funded with construction expected to begin May 2022.

Phase 3 – This segment is the focus of this grant request. The trail continues north within separated public right-of-way through Scriber Lake Park, improves the crossing at 196th St SW and 52 Ave W to terminate at

Wilcox Park. This segment has completed all necessary environmental permitting.

The proposed trail is designed as an accessible, hard surface to range in width from 10 to 12 feet with 2-foot shoulders. In wetland and stream areas, the trail will be constructed on elevated bridge or boardwalk with a durable and slip-resistant surface. The trail will be separated from adjacent roadways and will feature enhanced street crossings at the 196th Street SW/52nd Ave W intersection.

The current funding request is \$2M to fund construction of Phase 3.

D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

This project connects to and is an extension to the Phase 2 segment that will begin construction in 2022. The project will continue to improve and convert the existing trail to a multi-modal connection between Lynnwood's Puget Sound Regional Council (PSRC)—designated Regional Growth Center & City Center Sub-Area, the Interurban Regional Trail, the Lynnwood Transit Center, and the future Lynnwood Link light rail station (2023) to SWIFT bus-rapid transit routes on 196th Street SW (SR 524).

The existing condition of the Scriber Creek Trail cannot support any additional volume, is not suitable for biking, and is in poor condition for walking. The existing trail traverses through several city park wetland and natural areas which are frequently flooded, too narrow in width, and the surface materials and condition vary. The project will upgrade the existing walking path, widening the trail and establishing elevated structures where appropriate, and expand the trail facilities to connect to the transit center/light rail station.

The Phase 3 trail alignment provides dedicated space for transit center commuters that is separated from motor vehicle travel, driveways, and parking lanes. The completion of Phase 3 creates a connected bicycle network for the "Interested but Concerned" riders and offer/encourage this group to use cycling as a transportation option that they can confidently use. Additionally, the trail expansion better connects Scriber Lake Park and Wilcox Park, two parks just outside the City Center boundaries serving the diverse South Lynnwood Neighborhood. When complete, the bicycle accessible trail will accommodate a variety of uses and people of all ages and abilities and increase pedestrian and cyclist access to transit and Lynnwood's Regional Growth Center.

E. Project Location

E1. Location

Scriber Creek Trail from north of 200th at Sprague's Mini Park to Wilcox Park

E2. County/Counties

Snohomish

E3a. Beginning Landmark

200th Street SW

E3b. Ending Landmark

Wilcox Park

E4. Map and Graphics

[Scriber Creek Trail Phase 3-30 Plan Set.pdf \(3.78 MB\)](#)

[Illustration Elevated Trail through Wetland.jpg \(5.44 MB\)](#)

[SCT Vicinity Map Project Area Phasing.pdf \(1.11 MB\)](#)

[Typical Sections.pdf \(7.56 MB\)](#)

[SCT 3 Existing Photos.pdf \(1.98 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

Yes

F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

- 1) City of Lynnwood Comprehensive Plan
- 2) Transportation Element
- 3) 20 Year List, Page 5.45, Project 16

F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

G. Federal Functional Classification

G1. Federal Func. Class.

Not Applicable

G2. Rural Func.

G3. Urban Func.

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

Phase 1 and Phase 2 of the trail project originate in the Lynnwood Regional Growth Center at the Lynnwood Transit Center and extends west to the nearby South Lynnwood Neighborhood. Our project, Phase 3, is an extension of the trail project, extending north to connect travelers at 196th to the Growth Center and City Center.

The Scriber Creek Trail project constructs new pedestrian and bicycle facilities that advance active transportation modes by offering a safe alternative transportation route and an essential link to the multi-modal transportation network to Lynnwood's Regional Growth Center. The Lynnwood Transit Center is a major transit hub in Snohomish County with future light rail and I-405 Bus Rapid Transit services to begin in 2024, expecting to serve 18,000 riders daily by 2035. By offering a reliable and easy-to-use trail connection to the transit center, we will be providing an attractive transportation alternative for the residents living within a ½-mile walkshed who won't have to compete for limited parking (1,900 stalls for 18,000 daily riders).

This project invests in infrastructure that provides current and future residents, employees, and visitors with opportunities to live and move through the City without a vehicle. The trail improvements support a shorter-term vision to improve internal City Center and transit center circulation performance, as well as the long-term goals for transit-oriented development/compact urban development.

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

Within one-half mile from the Lynnwood Transit Center and future Sound Transit Link light rail station, there are currently 1,032 residential units and 2,788 jobs. The City Center, sub-area of the Regional Growth Center, is anticipated to develop more than 9.1 million square feet of dense, transit-oriented development which is

projected to accommodate an additional 3,000 residential units and 15,000 jobs. The Scriber Creek Trail is in the West End of City Center where development is proposed for 1,400 dwelling units, 500,000 square feet of office, and 207,000 square feet of retail. These last “one-mile” connections are critical in supporting transit-oriented development, encouraging safe non-motorized modes of travel. Additional connectivity from dense mixed-use development to surrounding recreational amenities ensure residents and employees can safely connect with healthy outdoor opportunities.

South Lynnwood is the only area of the City with the Light Industrial and Business/Technical Park zones. Within these zones, approximately 50 businesses are engaged in a diverse range of activities, including: manufacturers that produce water skis, automotive parts, furniture, and electronics; professional trades companies that lease or own facilities to store equipment, fabricate metal and wood products, or conduct concrete work; automotive restoration and repair; and food production.

Scriber Creek Trail’s connectivity to the Interurban Trail follows the City Center Sub-Area Policies for additional multimodal linkages to the Interurban Trail and other key bicycle routes. This additional linkage provides areas to quickly access the goods and services offered in the City Center and Regional Growth Center through multimodal connectivity. The importance of this connection was recognized in Lynnwood Transit Center (LTC) Multimodal Accessibility Report (2017) conducted with WSDOT, Community Transit and Sound Transit to focus on opportunity to support high levels of transit ridership LTC acknowledging limited parking and the need for robust multimodal options. Of the dozen projects studied in scenarios, the Scriber Creek Trail Redevelopment project rose as a key strategy. This finding was further adopted in the Sound Transit development agreement with the City for access improvements to the light rail station identifying Scriber Creek Trail as a key project to be developed to support access to light rail, transit, and supporting City Center.

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

Completing the replacement of the Scriber Creek Trail as a year-round, accessible, multimodal trail which connects to the City Center and the Lynnwood Transit Center directly supports numerous studies, recommendations, and policies to implement infrastructure that will make Lynnwood’s City Center a walkable, pedestrian-friendly place which supports transit-oriented development.

The addition of Link Light Rail to Lynnwood City Center is a significant catalyst to transit-oriented-development currently underway. Planning and policies to support an urban center as a transit-oriented, pedestrian-friendly neighborhood is adopted in the Lynnwood Center Sub-Area Plan (2007), City Center Prioritization Projects (2014), and reiterated in numerous studies including the FTA Transit-Oriented Development Technical Assistance Report (2016), Urban Land Institute National Study (2020) and the Lynnwood Transit Center Multimodal Accessibility Plan (2016). These policies are also articulated in the City’s Comprehensive Plan as Policy CC-18.12 – Continue to concentrate compact, mixed-use, walkable transit-oriented centers within the Regional Growth Center (which includes City Center).

The trail replacement will also support improved connectivity to and through the South Lynnwood Neighborhood. In the newly adopted South Lynnwood Neighborhood Plan, Policy 4.1 calls for enhancing pedestrian and bicycle infrastructure supported by Action 4.3.4 to target 196th St SW for a safe pedestrian crossing to improve access to schools and access to Scriber Lake Park [via Scriber Creek Trail].

NOTE: “I. Category-Specific Criteria” will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

With the completion of construction Phase I by Sound Transit and Phase 2 by Lynnwood by 2023, we are well-positioned to advance the completion of Phase 3, creating a 1-mile safe, comfortable, accessible, and road-separated facility for pedestrians and cyclists. The project directly connects people to public transit but will also provide a critical connection to the Interurban Trail creating recreational and commuter access at the center of the 19-mile regional trail connecting north to Everett (and future light rail stations at 164th and 128th) and south to Mountlake Terrace, Edmonds, Shoreline, and North Seattle.

However, Lynnwood has a much grander vision to extend the Scriber Creek Trail an additional 4 miles connecting the Transit Center through Lynnwood's western neighborhoods and Highway 99 District to over 200 acres of open space in Lund's Gulch and Meadowdale County Beach Park providing a "Center to Sound" experience. When realized, the Lynnwood Transit Center will be connected by two regional trails serving South Snohomish County and providing Lynnwoodians and visitors attractive choices to ditch their cars in favor of walking and biking.

I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

Level-of-service planning for the Lynnwood Transit Center completed in the LMAP (Lynnwood Multimodal Accessibility Plan) report measures bike level of stress (LTS), percentage of blocks within a 15-minute walk with adequate pedestrian facilities, and average intersection density within a 15-minute walk. Completing Scriber Creek Trail Phase 3 is the last phase of this highly weighted project which will improve all three of these performance measures for increasing access to and reducing vehicle trips to the station. This project will provide users a comfortable, all-ages and abilities facility to utilize and aid in a transition from the auto-centric environment that challenges Lynnwood's limited pedestrian and bicycle connectivity.

Currently, this trail has multiple surface types, is narrow, and not accessible or usable by individuals with disabilities. The City has developed an American with Disabilities Act Self-Evaluation and Transition Plan that identified no less than 22 barriers along this phase of the project that will be completely resolved. Existing non-compliant portions of the trail are noted as single barriers but (when totaled) measure almost the entire length of the trail and include running slopes of up to 15% and cross slopes upwards of 10%. Where this segment is at-grade, the trail will be redeveloped into 12-foot wide with 2-foot shoulders facility, and upgrades ADA ramps at street crossings.

In addition, much of the trail is located within natural areas that flood annually, rendering the trail impassable much of the year. Where the trail traverses flood plain, wetland, or stream, the trail will be constructed at 16-feet wide with an environmentally sensitive, slip-resistant, hard-surface. Elevating the trail from the floodplain will provide riders a high level of predictability when traveling to and from the station. Riders will no longer wonder if the trail is too muddy or if it is flooded. This high level of predictability encourages a consistent pattern for riders to walk, stroll, jog, and pedal to and from the station and between parks.

I3. Describe how the project addresses safety and security.

The existing safety issues are related to how users currently lack the sense of safety due to the narrow and winding trail and that at some places, at certain times of day or evening, there isn't enough activity to make everyone feel comfortable. The limited visibility creates the sensation of isolation and detours users from this access route. This project will address safety concerns by increasing capacity/use (accommodating year-round reliability) and substantially increasing the width of the trail; softening the trail bends and pulling back vegetation encroaching the trail to create higher visibility in the trail corridor. These design improvements will decrease the sensation of isolation and this transition from a woody pathway to a shared use path will further encourage people to utilize this route as part of their daily transportation needs – in particular,

residents in the South Lynnwood Neighborhood. Within a one-mile radius of the proposed project includes populations that are linguistically isolated, of low income, identify as minority, and have less than a high school education.

A portion of the existing trail utilizes a narrow, 2-foot rough-poured asphalt path adjacent to the south side of 196th. This segment is proposed to be realigned further south and upgraded to the 12-foot width (with 2-foot shoulders) shared-use path to accommodate road-separated bicycle and pedestrian access along this major thoroughfare route.

The trail will cross the street grid at 196th Street SW. The crossing at the intersection will be enhanced with improved pavement markings, signing, lighting and ADA curb ramps. The ADA curb ramps will be sized to accommodate high volumes of pedestrian and bicycle traffic.

14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

The project will redevelop the existing trail system into a regionally serving and safe alternative transportation route, connecting multiple transit modes and corridors as well as employment centers, and regionally serving trail systems through enhanced pedestrian and bicycle mobility.

Today, 15% of the 4,800-daily boarding's at the Lynnwood Transit Center are generated from pedestrians and cyclists. Demand is anticipated to significantly increase in the future with the development of Lynnwood Link light rail station, which is expected to attract 18,000 riders each weekday served by only 1,900 parking spaces. The remaining riders are expected to travel to the station by alternate means, including walking and biking. The Scriber Creek Trail will provide a safe route, by foot, bike, or mobility device, separated from the traffic impacts expected at the transit center.

The Lynnwood Transit Center currently serves 17 Community Transit routes and three Sound Transit express routes, collectively connecting every city in Snohomish County to the Seattle and Eastside metropolitan areas. Phase 3 will connect riders of the future high-capacity SWIFT bus-rapid transit route along 196th Street SW (SR 524), which is currently under construction, to transit connections at the Lynnwood Transit Center and Sound Transit Lynnwood Link light rail station.

Other infrastructure improvements are planned in the City Center Sub-Area including improvements to the Interurban Regional Trail system; a new Poplar Way Bridge creating a crucial multi-modal link crossing over I-5; and pre-design studies are under way for new grid streets planned to bisect super blocks, with connections to improve walkability and multi-modal access.

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

Lynnwood recently completed a Park and Trail Usage Study (2020) utilizing mobile device data to determine the number of visits or "trips" to each of our parks or along our trail corridors. From it, we have pulled the trail data for bicycle and pedestrian trips along the Scriber Creek Trail corridor from 2018 – 2020. The total number of trips was 490,742; although the trail's current users are mostly pedestrian which is to be expected for a narrow trail with mixed surfaces and regular flooding issues. Overall, the trips vary seasonally with lower usage in the winter and peak in the summer. Though the pandemic significantly changed use patterns at all our parks and trails, and we saw a significant spike of use in spring 2020 which was 55% higher than the total number of trips in 2019.

The Scriber Creek Trail project connects commuters to the transit center and the Interurban Trail supporting a vision of a walkable and livable City Center. When light rail begins operating in 2024, it will link Lynnwood residents and commuters to Seattle, Bellevue, and SeaTac and offer more transportation choices and equitable access for Lynnwood's diverse population who rely heavily on and are affected by transit.

4,000 people live within the Phase 3 segment's 10-minute walkshed. This project will benefit residents who will have an upgraded and year-round facility for additional physical activity opportunities. Adjacent to the

trail is the Beaver Cove Apartments, an affordable housing complex that includes 120 units. According to equity maps in our 2016 Parks, Arts, Recreation and Conservation Plan, South Lynnwood is the city's most racially diverse and underserved neighborhood. Over 63% of households are renter-occupied, meaning the Scriber Creek Trail is a key asset for residents without their own backyards.

This project will provide a crucial multi-modal connection through the South Lynnwood Neighborhood which is home to the City's industrial businesses and a residential area with more than 15% public transit commuters. Although not a standard metric, we want to note that the neighborhood school (Cedar Valley Community School, located less than .25 miles to the north) is the highest-need school in all the Edmonds School District. Of the 450 plus students, 82% are non-white, 40% are English Language Learners, and 79% are eligible for free or reduced lunch. Not only the trail but the 196th St SW intersection improvements will greatly increase safety for students who walk home afterschool; all of whom live south of 196th St SW.

Also near the Phase 3 segment is a newly constructed 296-unit senior housing complex many of whom need ADA compliant walking and mobility device infrastructure. This complex is classified as a transit-oriented development with lower parking minimums, meaning more residents rely on walking to the services connected by the Scriber Creek Trail.

16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

The residents of Lynnwood embrace their City's diversity and recognize its many benefits. Citywide, Lynnwood's 55+ age segment has grown 23% since 2004, making the City the third highest aging population in the region. A vital characteristic of the South Lynnwood neighborhood is its racial, ethnic, and linguistic diversity. Approximately half the population is white, and more than one quarter is Hispanic or Latino/Latinx. About half of children and 40% of adults speak a language other than English at home, including Spanish, Vietnamese, Arabic, Korean, and Russian.

The trail will serve as a key connection to the transit center from a residential neighborhood that has twice the rate of transit ridership than across the County at 15%. When compared to the State of Washington, this neighborhood is in the 92nd percentile of those that are linguistically isolated; 89th percentile for population with less than a high school education; 80th percentile for population of minority identification; and 75th percentile for low-income population (Source: EPA EJSCREEN). Within the census tract served by this trail, 15% of workers commute by transit so that by providing additional access to regional transit through the Scriber Creek Trail, these populations will have greater access to job opportunities and resources within the region and have a reduced dependency on the personal vehicles (source ACS 2018 5-year).

Transportation connections to transit stops must be safe for pedestrians and bicyclists to use them. This project invests in infrastructure that connects our lower-income communities to regional transit through the Scriber Creek Trail. The existing low-income and minority populations will have greater, safer access to job opportunities and resources within the region and have a reduced dependency on the personal vehicles.

17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

In a time of great regional prosperity, with light rail coming and anticipated and unprecedented City Center growth adjacent to the South Lynnwood neighborhood, there is a risk that not everyone will benefit equitably. The Scriber Creek Trail project leverages the oncoming changes and the City's commitment to the City's most diverse neighborhood and helps knit them together in a way that is responsive to the needs of current and future residents.

Home to 8,000 people – a little over 20% of Lynnwood's total population – South Lynnwood is higher in population density than the city as a whole. To ensure that our regional transit system is accessible and

supports all modes of ridership, commuters must be supported by infrastructure to the Lynnwood Transit Center (LTC) that can withstand our Pacific Northwest climate.

The need for improved accessibility to LTC is well-documented and was thoroughly studied by WSDOT in the 2016 Lynnwood Transit Center Multimodal Accessibility Plan (LMAP). Improving Scriber Creek Trail is a priority project outlined in the Plan because it opens additional access for cyclists and pedestrians living within a 1-mile of LTC. The LMAP plan recognizes that with the arrival of light rail, daily ridership will grow to approximately 18,000 which demands investment in transit, walking and bicycling facilities.

I. Category-Specific Criteria: Historic Resources Projects

I1. Describe the current or former transportation use of the facility.

I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

I3. Describe the planned use of the facility and the project's relationship to the transportation system.

I4. Describe how the project is part of a larger historic preservation plan.

I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I7. Describe the long-term preservation and/or maintenance plans for the facility.

I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

I. Category-Specific Criteria: Environmental Projects

I1. Describe the relationship of the project to the transportation system.

I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I3. Describe how well the project goes over and above what is normally required.

I4. Describe the long-term maintenance plans for the project.

I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

Yes

J2. Please provide the project's PSRC TIP ID.

LYN-53

K. PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2024	\$2000000
		\$
		\$

Total PSRC Funding Request:

\$2000000

Total Estimated Project Cost and Schedule

L. Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost:

\$0

Expected year of completion for this phase:**M. Preliminary Engineering/Design Phase**

Fund Type	Fund Source	Funding Status	Amount
State	Other State	Secured	\$236070
Local	Local	Secured	\$215000
Local	Local	Secured	\$215000
			\$
			\$

Total Preliminary Engineering/Design Phase Cost:

\$666070

Expected year of completion for this phase:

2023

N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost:

\$0

Expected year of completion for this phase:

N/A

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$2000000
Local	Local	Secured	\$1000000
Local	Local	Secured	\$4330000
			\$
			\$

Total Construction Phase Cost:

\$7330000

Expected year of completion for this phase:

2025

P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$7996070

Estimated Project Completion Date (month and year):

12/25

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

Design:

Local /Secured - 2016 WSDOT Pedestrian & Bicycle Grant (Design = \$236,070)

Local/Secured - City of Lynnwood Approved Capital Budget 2021-2022 (Design=\$215,000)

Local/Secured - ST2 Access Enhancement Fund Agreement (Design + Construction = \$215,000)

Construction (Phase in which PSRC Funds are Requested):

Local/Secured - ST2 Access Enhancement Fund Agreement (Design + Construction = \$1,000,000)

Local/Secured - City of Lynnwood Park Impact Fees (page 28, project #18=\$4,330,000 for construction)

R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[WSDOT fund authorization 900000.00 6-28-18.pdf \(341 KB\)](#)

[ST2 Access Enhancement Fund Ordinance.pdf \(383 KB\)](#)

[biennial-budget-book-2021-2022-final Parks CIP.pdf \(140 KB\)](#)

[COL Park Impact Fees Capital Facility Plan.pdf \(138 KB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

No

S2. What is the actual or estimated start date for preliminary engineering/design?

3/15/2018

S3. Is preliminary engineering/design complete?

No

S3a. What was the date of completion (month and year)?

S4. Have preliminary plans been submitted to WSDOT for approval?

No

S3b. 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.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

3/2023

T. Environmental Documentation

T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

T2. Has NEPA documentation been approved?

Yes

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

10/26/2021

U. Right of Way

U1. Will Right of Way be required for this project?

No

U2. What is the actual or estimated start date for right of way (month and year)?

U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

U5. What is the zoning in the project area?

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

[Scriber Creek Trail Phase 3 - 30 Cost Estimate.pdf \(177 KB\)](#)

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

SEPA - Acquired 3/31/2021

NEPA - Acquired 10/26/2021

HPA - Anticipated 2/28/2023

JARPA - Anticipated 2/28/2023

Construction Stormwater General Permit (CSWGP) - Anticipated 6/30/2023

V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

3/2023

V7. When is the project scheduled to go to ad (month and year)?

11/2023

W. Other Considerations

W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

Scriber Creek and its associated wetlands are critical to the City's stormwater drainage system. The City completed a Flood Reduction Study of the Scriber Creek corridor in 2017 which included a priority projects list to reduce urban flooding along the creek channel. This project will improve the natural hydrology and add stormwater capacity by removing the fill and at-grade trail infrastructure. This is an important environmental justice project for the neighborhood as several multifamily housing complexes immediately downstream and adjacent to the park have been subject to flood damage during significant rain events.

W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

Since March 2018, the existing trail conditions were assessed. Alternative alignments for the trail were identified with associated pros and cons for each. In identifying and evaluating alternative alignments, several elements were considered: potential cost, right of way acquisition needs, directness, critical area impacts, effects on access to and use of existing parks, visibility of trail use (safety and security of trail users), trail experience as a function of proximity to motor vehicles, number of road crossings, geotechnical challenges, and public acceptance.

Public outreach during preliminary design included an online survey, several external group focus meetings, an open house for community input an interdepartmental staff team, and numerous touchpoints with the City Council during council meetings. Final design has included the public comment periods during the SEPA and Section 4F review process, where the public, community and business groups, local and tribal governments, state agencies, and other entities with expertise can review and comment on SEPA documents.

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

[LMAP FINAL Report 113016.pdf \(8.67 MB\)](#)

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at kpearson@psrc.org to have it returned to you.

Exhibit B2. Parks Projects in Proposed 2018-2023 Capital Facilities Plan				
Row	Project Title	Total Expenses	% Added Capacity	Total Capacity Expenses
1	Town Square Park Acquisition	\$6,000,000	100%	\$6,000,000
2	Alderwood Middle School Site Acquisition	\$5,000,000	100%	\$5,000,000
3	Scriber Lake Park Renovation, Phase II & III	\$3,000,000	100%	\$3,000,000
4	City Center Village Green Park Acquisition & Development	\$3,000,000	100%	\$3,000,000
5	Strategic Acquisitions	\$1,500,000	100%	\$1,500,000
6	Scriber Creek Trail Extension, Acquisition & Development (aka Center to Sound Trail)	\$1,500,000	100%	\$1,500,000
7	Rowe Park Development	\$1,020,000	100%	\$1,020,000
8	Doc Hageman Park Development, Phase I	\$1,015,000	100%	\$1,015,000
9	Senior Center / Teen Center Expansion	\$500,000	100%	\$500,000
10	Historic Site Acquisition & Preservation	\$500,000	100%	\$500,000
11	Lund's Gulch OS Preservation, Phase IV	\$500,000	100%	\$500,000
12	South Lund's Gulch Trail Development	\$400,000	100%	\$400,000
13	188th St Mini Park Development	\$300,000	100%	\$300,000
14	Alderwood Transition Area Mini Park	\$250,000	100%	\$250,000
15	Tunnel Creek Trail	\$200,000	100%	\$200,000
16	Heritage Park, Phase IV - East Side Development	\$200,000	100%	\$200,000
17	Off-Leash Dog Area - Development	\$100,000	100%	\$100,000
18	Scriber Creek Trail Improvements	\$6,900,000	90%	\$6,210,000
19	Interurban Trail Missing Link	\$1,300,000	75%	\$975,000
20	South Lynnwood Park Improvements	\$1,300,000	50%	\$650,000
21	Recreation Center Parking Lot Expansion	\$1,100,000	50%	\$550,000
22	Heritage Park, Phase III - Water Tower Renovation	\$500,000	50%	\$250,000
23	Interurban Trail Improvements	\$300,000	50%	\$150,000
24	Park Central (Wilcox Park Improvements)	\$150,000	50%	\$75,000
25	Daleway Park Renovation, Phase II	\$250,000	25%	\$62,500
26	Lynndale Park Renovation, Phase IV	\$250,000	20%	\$50,000
27	Recreation Center Covered Walkway	\$200,000	0%	\$0
28	Scriber Creek Trail, Master Plan (aka Center to Sound Trail)	\$150,000	0%	\$0
29	Neon Sign Exhibit	\$200,000	0%	\$0
30	Meadowdale Playfields LED Lighting	\$1,750,000	0%	\$0
31	Deferred Park Maintenance & Capital Renewal	\$1,700,000	0%	\$0
32	Recreation Center Refresh	\$500,000	0%	\$0
33	Park Signage Program	\$50,000	0%	\$0
34	Seabrook Property Demolition	\$100,000	0%	\$0
35	Total	\$41,685,000		\$33,957,500
<u>Notes</u>				
For full project descriptions, please see Capital Facilities Plan.				



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 28, 2018

Mr. William Franz
Public Works Director
City of Lynnwood
PO Box 5008
Lynnwood, Washington 98046-5008

RECEIVED

JUL 02 2018

**CITY OF LYNNWOOD
PUBLIC WORKS DEPT.**

**City of Lynnwood
Scriber Creek Trail Improvements
Project Phase 1
HLP-PB17(018)
2017 Pedestrian & Bicycle Safety**

Dear Mr. Franz:

The above project has received fund authorization, effective June 20, 2018, as follows:

PHASE	TOTAL	STATE SHARE
Preliminary Engineering	\$900,000	\$675,000

Enclosed for your information and file is a fully executed copy of Local Programs State Funding Agreement LA-9389 between WSDOT and your agency. All costs exceeding those shown on this agreement are the sole responsibility of your agency.

All future correspondence relating to the project is to be submitted to your Region Local Programs Engineer, Mehrdad Moini.

Sincerely,

For: Stephanie Tax
Manager, Program Management
Local Programs

ST:jg:ml
Enclosures

cc: Mehrdad Moini, Northwest Region Local Programs Engineer, MS NB82-121



**Washington State
Department of Transportation**

AGENCY

Local Programs State Funding Agreement Work by Public Agencies		Agency and Address City of Lynnwood 19100 44th Ave W Lynnwood, WA 98036
Agreement Number 9389	Maximum Amount Authorized \$675,000.00	Location and Description of Work (See also Exhibit "A") Scriber Creek Trail - Interurban Regional Trail/Lynnwood Transit Center to Wilcox Park
Participating Percentage 100.00%	Project Number HL-PB17(018)	

This AGREEMENT is made and entered into this 20th day of JUNE, 2018 between the STATE OF WASHINGTON, Department of Transportation, acting by and through the Secretary of Transportation, hereinafter called the "STATE," and the above named organization, hereinafter call the "AGENCY."

WHEREAS, the AGENCY is planning the work shown above, and in connection therewith, the AGENCY has requested financial assistance for the project or program, and

WHEREAS, the AGENCY has requested funds for the above shown project or program, which has been selected by the STATE for funding assistance.

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performances contained herein, or attached and incorporated and made a part hereof, IT IS MUTUALLY AGREE AS FOLLOWS:

Type of Work		Estimate of Funding		
		(1) Estimated Total Project Funds	(2) Estimated Agency Funds	(3) Estimated State Funds
PE	a. Agency			
	b. Other			
	c. Other			
	d. State			
	e. Total PE Cost Estimate (a+b+c+d)	\$ 0.00	\$ 0.00	\$ 0.00
Right of Way	f. Agency	See Attachment- Exhibit B		
	g. Other			
	h. Other			
	i. State			
	J. Total R/W Cost Estimate (f+g+h+i)	\$ 0.00	\$ 0.00	\$ 0.00
Construction	k. Contract			
	l. Other			
	m. Other			
	n. Other			
	o. Agency			
	p. State			
	q. Total CN Cost Estimate (k+l+m+n+o+p)	\$ 0.00	\$ 0.00	\$ 0.00
	r. Total Project Cost Estimate (e+j+q)	\$ 0.00	\$ 0.00	\$ 0.00

I
General

The AGENCY agrees to perform the above described work in accordance with the Project Application attached hereto as "Exhibit A" and made a part of this AGREEMENT.

Plans, specifications, and cost estimates shall be prepared by the AGENCY in accordance with the current State of Washington Standard Specifications for Road, Bridge, and Municipal Construction and adopted design standards, unless otherwise noted. The AGENCY will incorporate the plans and specifications into the AGENCY's project and thereafter advertise the resulting project for bid and, assuming bids are received and a contract is awarded, administer the contract, or if the project is of a size which the AGENCY is authorized to perform with its own forces under the laws of the State of Washington, the AGENCY may proceed with its own forces.

All work performed under this AGREEMENT shall comply with the applicable provisions of state law.

II
Payment

The STATE, in consideration of the faithful performance of the work to be performed by the AGENCY, agrees to reimburse the AGENCY for the percentage of the actual direct and related indirect cost of the work shown above, up to the "MAXIMUM AMOUNT AUTHORIZED". The agency will comply with Governmental Accounting Auditing and Financial Reporting Standards and applicable state law and local regulations, policies and procedures. No payment will be made for work done prior to execution of this AGREEMENT.

Partial payments shall be made by the STATE, upon request of the AGENCY, to cover costs incurred. These payments are not to be more frequent than one (1) per month. It is agreed that any such partial payment will not constitute agreement as to the appropriateness of any item and that, at the time of the final audit, all required adjustments will be made and reflected in a final payment. The AGENCY agrees to submit a final bill to the STATE within forty-five (45) days after the AGENCY has completed work.

The AGENCY agrees that all costs in excess of the amount authorized and the AGENCY's matching funds shall be the responsibility of the AGENCY.

III
Audit

The AGENCY agrees that an audit may be conducted by the STATE. During the progress of the work and for a period not less than three (3) years from the date of final payment to the AGENCY, the records and accounts pertaining to the work and accounting thereof are to be kept available for inspection and audit by the STATE and copies of all records, accounts, documents, or other data pertaining to the project will be furnished upon request. If any litigation, claim, or audit is commenced, the records and accounts along with supporting documentation shall be retained until all litigation, claim, or audit finding has been resolved even though such litigation, claim, or audit continues past the three-year retention period.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT on the day and year last written below.

AGENCY

By: MS Smith

Title: Mayor

Date: 6/13/18

IV
Legal Relations

No liability shall attach to the AGENCY or the STATE by reason of entering into this AGREEMENT except as expressly provided herein.

V
Nondiscrimination

The AGENCY agrees to comply with all applicable state and federal laws, rules, and regulations pertaining to nondiscrimination and agrees to require the same of all subcontractors providing services or performing any work using funds provided under this AGREEMENT.

VI
Venue

For the convenience of the parties to this AGREEMENT, it is agreed that any claims and/or causes of action which the AGENCY has against the STATE, growing out of this AGREEMENT or the project or program with which it is concerned, shall be brought only in the Superior Court for Thurston County.

VII
Termination

The Secretary of the Department of Transportation may terminate this AGREEMENT if the funding becomes unavailable or if the Secretary determines that it is in the best interest of the STATE.

VIII
Final Report and Final Inspection

Within ninety (90) days following the completion of the project and submission of the final billing for the project, a final report and/or final inspection shall be submitted to the Director, Highways & Local Programs containing the following information:

Non-Capital Projects

1. A description of the project or program.
2. A summary of actual costs of the project or program.
3. An evaluation of the project or program. This should address aspects such as transportation and/or other benefits to the public.

Capital Projects

1. A final inspection is required.

IX
Supplement

This agreement may be modified or supplemented only in writing by parties.

STATE

By: [Signature]

Director, Local Programs

JUN 20 2018

Date: _____

Local Programs State Funding Agreement

Scriber Creek Trail

Exhibit A

LA-9389

HLP-PB17(018)

Location and Description of Work:

- Location: Scriber Creek Trail - Interurban Regional Trail/Lynnwood Transit Center to Wilcox Park
- Description of work: The project will complete 5,000 linear feet of shared use trail from the Interurban Regional Trail/Lynnwood Transit Center to Wilcox Park (intersection of 196th Street SW/52nd Avenue W).

Exhibit B

Agency: City of Lynnwood
 Project Title: Scriber Creek Trail Improvements Project Ph I
 Federal Aid # : **HLP-PB17(018)**
 PROJECT **LA-9389**
 DK

Type of Work			(1)	(2)	(3)
			ESTIMATED TOTAL PROJECT FUNDS	ESTIMATED AGENCY FUNDS	ESTIMATED STATE FUNDS
P.E. 100 % Federal Aid Participation Ratio for PE	a.	Agency	-		
	b.	Other __ Consultant Contract	675,000.00		675,000.00
	c.	Other __ Consultant Contract	165,000.00	165,000.00	
	c1.	Other __ Permit	30,000.00	30,000.00	
	d.	Other __ Contingency	30,000.00	30,000.00	
	d1.	State	-		
	e.	Total PE Cost Est. (a thru e)	900,000.00	225,000.00	675,000.00
Right of Way % Federal Aid Participation Ratio for RW	f.	Agency			
	g.	Other __			
	h.	Other __			
	i.	State			
	j.	Total R/W Cost Est. (f thru j)			
Construction % Federal Aid Participation Ratio for CN	k	Contract			
	l.	'Other __			
	m.	'Other __			
	m1.	'Other __			
	n.	'Other __			
	n1.	'Other __			
	o	Agency			
	p	State			
	q	Total Const. Cost Est. (k thru p)			
	r.Total Project Cost Estimate (e+j+q)		900,000.00	225,000.00	675,000.00



ORDINANCE NO. 3394

AN ORDINANCE OF THE CITY OF LYNNWOOD, WASHINGTON, APPROVING THE FIRST AMENDMENT TO THE DEVELOPMENT AND ACCESS ENHANCEMENTS FUNDING AGREEMENT BETWEEN THE CITY AND CENTRAL PUGET SOUND REGIONAL TRANST AUTHORITY REGARDING THE LYNNWOOD LINK LIGHT RAIL EXTENSION PROJECT; PROVIDING FOR SEVERABILITY, PUBLICATION AND AN EFFECTIVE DATE.

WHEREAS, Chapter 36.70B RCW authorizes local governments to enter into voluntary development agreements with property owners in order to specify development standards or regulations for the property, and to specify mitigation measures to be provided with development; and

WHEREAS, the City is a non-charter optional municipal code city incorporated under the laws of the State of Washington, with authority to enact laws and enter into agreements to promote the health, safety and welfare of its citizens and for other lawful purposes; and

WHEREAS, the Growth Management Act (RCW 36.70A) requires the City to plan for and encourage regional high capacity transportation facilities such as the Lynnwood Link Light Rail Extension Project (RCW 36.70A.020) and to accommodate within the City such essential public facilities (RCW 36.70A.200); and

WHEREAS, Central Puget Sound Regional Transit Authority ("Sound Transit") is a regional transit authority created pursuant to Chapters 81.104 and 81.112 RCW with all powers necessary to implement a high capacity transit system within its boundaries in King, Pierce, and Snohomish counties; and

WHEREAS, on April 8, 2019, the Lynnwood City Council passed Ordinance 3331 approving the Development and Access Enhancements Funding Agreement between the City of Lynnwood and the Central Puget Sound Regional Transit Authority (the "Agreement"); and

WHEREAS, on June 10, 2019, the Parties executed the Agreement; and

WHEREAS, Parties desire to amend the Agreement to provide consistency in the level of effort necessary to obtain Sound Transit Board approval for any of the Access Enhancement Projects; and

WHEREAS, on July 12, 2021, the City Council held a duly noticed public hearing on the proposed First Amendment to the Development Agreement and Access Enhancements Funding Agreement between the City of Lynnwood and the Central Puget Sound Regional Transit Authority regarding the Lynnwood Link Light Rail Extension Project; and

WHEREAS, the City Council has determined that the provisions of this Ordinance further the public health, safety and welfare, and are in the best interests of the City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD DO ORDAIN AS FOLLOWS:

Section 1. The First Amendment to the Development Agreement and Access Enhancements Funding Agreement between the City of Lynnwood and the Central Puget Sound Regional Transit Authority regarding the Lynnwood Link Light Rail Extension Project GA 0070-18, attached hereto as **Exhibit A** (the "First Amendment"), is hereby approved.

Section 2. The Mayor or her designee is authorized to finalize, conform and execute the First Amendment and administer the provisions of this Ordinance consistent with the Agreement, as amended by the First Amendment.

Section 3. If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 4. This Ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

PASSED BY THE CITY COUNCIL, the 2nd day of August, 2021.

APPROVED:

Nicola Smith

9/8/2021

Nicola Smith, Mayor

ATTEST/AUTHENTICATED:

Karen Fitzthum

Karen Fitzthum, City Clerk

APPROVED AS TO FORM:

Rosemary Larson

Rosemary Larson, City Attorney

74

Exhibit “A”

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First Amendment to the

77

Development and Access Enhancements Funding Agreement

**FIRST AMENDMENT TO THE
DEVELOPMENT AND ACCESS ENHANCEMENTS FUNDING AGREEMENT
BETWEEN THE CITY OF LYNNWOOD AND
THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
REGARDING THE LYNNWOOD LINK LIGHT RAIL EXTENSION PROJECT
GA 0070-18**

This FIRST AMENDMENT TO THE DEVELOPMENT AND ACCESS ENHANCEMENTS FUNDING AGREEMENT (“First Amendment”) is made by and between the City of Lynnwood, a Washington municipal corporation (the “City”) and the Central Puget Sound Regional Transit Authority (“Sound Transit”) for the purposes set forth below. The City and Sound Transit are collectively referred to as “Parties” or individually as a “Party”.

RECITALS

A. The Parties entered into the Development and Access Enhancements Funding Agreement between the City of Lynnwood and the Central Puget Sound Regional Transit Authority as of June 10, 2019 (the “Agreement”).

B. The Parties desire to amend the Agreement to provide consistency in the level of effort necessary to obtain Sound Transit Board approval for any of the Access Enhancement Projects.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the Parties agree to amend the Agreement as described below.

1. Section 4.6, Environmental Review, of the Agreement is hereby amended as follows:

The City is and shall serve as the “Lead Agency” for purposes of any required compliance with the State Environmental Policy Act (SEPA), Ch. 43.21C RCW, of both the Access Enhancement Projects and any other projects undertaken pursuant to Section 4 this Agreement. Where such environmental review has not been completed the City shall coordinate environmental review with Sound Transit, and provide Sound Transit with the opportunity for design review and coordination through construction of said improvements.

~~Prior to receiving Sound Transit Board approval for any of the Access Enhancement Projects, the City shall complete the required environmental documentation for SEPA and design and obtain the necessary permits to construct the Access Enhancement Projects.~~ The City will coordinate with Sound Transit in preparing environmental documents to ensure that SEPA review is adequate to support funding from Sound Transit dollars toward the Access Enhancement Projects. Sound Transit will cooperate with the City to complete the environmental documentation and secure the required permits but shall not be required to incur out of pocket costs (such as non-staff time) in connection with its efforts without the City providing reimbursement or a credit consistent with this Agreement. Nothing in this Section

4.6 shall be interpreted to amend the City's agreement to use the SEPA documentation for the Project unchanged in accordance with Section 3 of the Permitting Agreement.

2. Unless expressly revised by this First Amendment, all other terms and conditions of the Agreement shall remain in effect and unchanged by this First Amendment.

IN WITNESS WHEREOF, each of the Parties hereto has executed this First Amendment by having its authorized representatives affix her or his name in the appropriate space below:

SOUND TRANSIT

DocuSigned by:
By: Kimberly Farley
Kimberly Farley, Deputy Chief Executive Officer

Date: 9/7/2021

Authorized by Motion No. M2021-37

Approved as to form:

DocuSigned by:
By: Mattelyn Tharpe
D2C135A4833844B...
Mattelyn Tharpe, Legal Counsel 1

CITY OF LYNNWOOD

By: Nicola Smith
Nicola Smith, Mayor
Date: 9/8/2021

6. Fund Cost (summary):

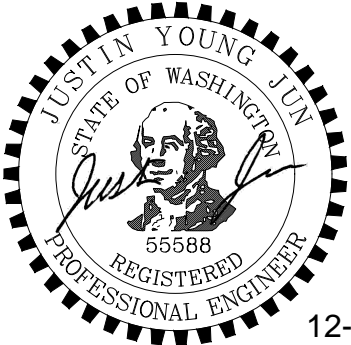
SOURCES & USES OF FUNDS	2018 Actual	2019 Actual	2020 Projection	2019-2020 Budget	2021-2022 Budget
REVENUES AND OTHER SOURCES:					
BEGINNING FUND BALANCES	\$ 469,485	\$ 458,204	\$ 422,887	\$ 490,519	\$ 219,627
REVENUES					
Grant Revenue	554,741	410,336	675,209	5,908,900	10,297,700
Total Revenues	<u>554,741</u>	<u>410,336</u>	<u>675,209</u>	<u>5,908,900</u>	<u>10,297,700</u>
OTHER FINANCING SOURCES					
Transfer from Capital Development	400,000	135,787	19,784	1,258,219	700,403
Transfer from Park Impact Fees	-	-	88,000	2,000,000	5,900,000
Transfer from Program Developer	17,500	-	-	-	-
Transfer from REET 1	-	124,650	608,875	700,000	-
Transfer from REET 2	64,900	-	-	293,000	1,999,373
Transfer from Hardware/Software L	938	-	-	-	-
Other Financing Sources	<u>483,338</u>	<u>260,437</u>	<u>716,659</u>	<u>4,251,219</u>	<u>8,599,776</u>
TOTAL REVS & OTHER SCRS	<u>\$1,507,564</u>	<u>\$ 1,128,977</u>	<u>\$1,814,755</u>	<u>\$ 10,650,638</u>	<u>\$ 19,117,103</u>
EXPENDITURES & OTHER USES					
CAPITAL EXPENDITURES					
City Center Parks Master Plan Upda	30,712	-	-	-	-
Deferred Park Maintenance and Ca	54,157	184,560	192,940	400,000	400,000
Golf Course Improvements	-	-	-	-	200,000
Heritage Park Phs. 3 Water Tower	-	13,970	86,030	363,700	411,700
Heritage Park Playground	-	113,847	-	-	-
Interurban Trail Improvements	39,273	-	-	-	-
Interurban Trail Design	-	-	-	-	200,000
McCrary Acquisition	-	-	173,350	-	-
Meadowdale Playfields	790,033	-	-	-	-
Parks ADA Upgrade	-	-	75,000	100,000	100,000
Park Impact Fee Project	2,250	-	-	-	-
Park Planner - Labor	-	-	125,000	-	300,403
Rec Center Refresh: Capital Upgrad	-	-	-	250,000	250,000
Rowe Park Development	-	-	-	50,000	150,000
Scriber Creek Trail Improvement PH	113,235	271,490	516,025	870,043	6,800,000
Scriber Lake Park Renovation	-	-	15,000	25,000	2,414,750
Seabrook Heights Demolition	-	-	100,000	100,000	100,000
Senior Center/Teen Center Expansi	-	-	-	150,000	250,000
South Lynnwood Park Renovation	19,700	122,223	119,133	3,300,472	2,240,250
Veteran's Park Upgrade	-	-	-	-	300,000
Town Square Park Acquisition and	-	-	68,000	4,450,000	5,000,000
Total Capital Expenditures	<u>1,049,360</u>	<u>706,090</u>	<u>1,470,478</u>	<u>10,059,215</u>	<u>19,117,103</u>
Revenues over (under)					
Capital Expenditures	\$ (494,619)	\$ (295,754)	\$ (795,269)	\$ (4,150,315)	\$ (8,819,403)
OTHER FINANCING USES					
Transfer to REET 1			124,650		
TOTAL EXPEND & OTHER USES	<u>\$1,049,360</u>	<u>\$ 706,090</u>	<u>\$1,595,128</u>	<u>\$ 10,059,215</u>	<u>\$ 19,117,103</u>
ENDING FUND BALANCES					
Reserved For:					
Parks & Recreation Capital	<u>458,204</u>	<u>422,887</u>	<u>219,627</u>	<u>591,423</u>	<u>-</u>
ENDING FUND BALANCES	<u>\$ 458,204</u>	<u>\$ 422,887</u>	<u>\$ 219,627</u>	<u>\$ 591,423</u>	<u>\$ -</u>
TOTAL EXPENDITURES, OTHER					
USES & FUND BALANCES	<u>\$1,507,564</u>	<u>\$ 1,128,977</u>	<u>\$1,814,755</u>	<u>\$ 10,650,638</u>	<u>\$ 19,117,103</u>

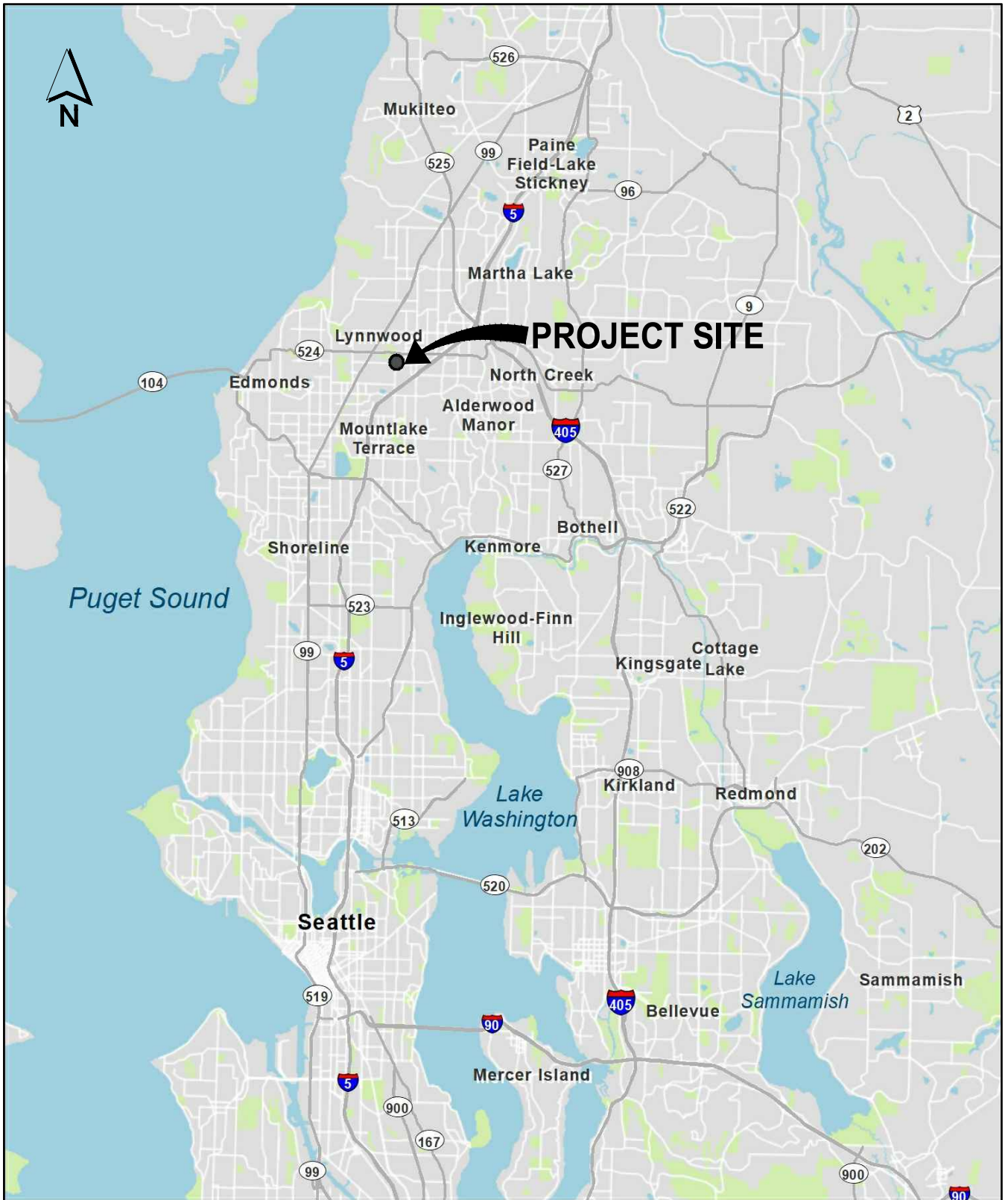


30% Engineer's Estimate
Project: Scriber Creek Trail
Project Limits: 200th St SW to SR 524
Approx Length of Trail: 0.35 miles
Date:12-01-2021

					Phase 3 - 0.35 miles		
					STA 200+00 - 218+15		
ITEM #	WSDOT STD ITEM #	SPEC SECTION	UNIT	DESCRIPTION OF ITEM	UNIT PRICE	TOTAL QTY	TOTAL PRICE
SECTION 1: PREPARATION							
1	0001	1-09	L.S.	MOBILIZATION	\$ 487,000.00	1	\$ 487,000.00
2	0025	2-01	ACRE	CLEARING AND GRUBBING	\$ 25,000.00	0.48	\$ 11,938.91
SECTION 2: GRADING							
3	0310	2-03	C.Y.	ROADWAY EXCAVATION INCL. HAUL	\$ 55.00	422	\$ 23,223.75
4	0408	2-03	TON	SELECT BORROW INCL. HAUL	\$ 40.00	1481	\$ 59,223.90
5	0470	2-03	C.Y.	EMBANKMENT COMPACTION	\$ 12.00	801	\$ 9,612.00
SECTION 5: STORM SEWER							
6	3091	7-05	EACH	CATCH BASIN TYPE 1	\$ 2,450.00	1	\$ 2,450.00
SECTION 8: STRUCTURE							
7	7169	6-13	S.F.	STRUCTURAL EARTH WALL	\$ 45.00	566	\$ 25,478.55
8	-	6-05	L.S.	PIN PILE FOUNDATION WITH LIGHTWEIGHT FILL FOR WALL	\$ 106,912.00	1	\$ 106,912.00
9	-	6-02	S.F.	OPEN GRATE DECK BOARDWALK (BOARDWALK #4)	\$ 152.00	499	\$ 199,886.08
10	-	6-02	S.F.	OPEN GRATE DECK BOARDWALK (BOARDWALK #5)	\$ 152.00	3925	\$ 596,545.28
11	-	6-02	S.F.	OPEN GRATE DECK BOARDWALK (BOARDWALK #6)	\$ 152.00	3823	\$ 612,718.08
12	-	6-02	S.F.	OPEN GRATE DECK BOARDWALK (BOARDWALK #7)	\$ 152.00	4272	\$ 853,632.00
13	-	6-02	S.F.	PEDESTRIAN BRIDGE #2	\$ 232.00	800	\$ 185,600.00
14	-	6-02	S.F.	PEDESTRIAN BRIDGE #3	\$ 232.00	640	\$ 148,480.00
SECTION 9: SURFACING							
15	5100	4-04	TON	CRUSHED SURFACING BASE COURSE	\$ 55.00	4	\$ 236.29
16	5120	4-04	TON	CRUSHED SURFACING TOP COURSE	\$ 50.00	531	\$ 26,536.78
SECTION 14: HOT MIX ASPHALT							
17	5766	5-04	TON	HMA CL. 3/8" PG 64-22	\$ 180.00	183	\$ 32,909.68
18	5767	5-04	TON	HMA CL. 1/2" PG 64-22	\$ 375.00	7	\$ 2,581.44
SECTION 17: EROSION CONTROL AND ROADSIDE RESTORATION							
19	6407	8-02	C.Y.	TOPSOIL TYPE A	\$ 60.00	107	\$ 6,436.59
20	6414	8-01	ACRE	SEEDING, FERTILIZING, AND MULCHING	\$ 8,000.00	0.20	\$ 1,595.85
21	-	8-02	ACRE	WETLAND MITIGATION AND PLANTING	\$ 222,000.00	0.64	\$ 142,080.00
SECTION 18: TRAFFIC							
22	6700	8-04	L.F.	CEMENT CONC. CURB AND GUTTER	\$ 60.00	79	\$ 4,740.00
23	6857	8-22	S.F.	PLASTIC CROSSWALK LINE	\$ 8.50	308	\$ 2,618.00
24	-	8-20	L.S.	196TH ST INTERSECTION IMPROVEMENT	\$ 343,750.00	1	\$ 343,750.00
SECTION 19: OTHER ITEMS							
25	7037	1-05	L.S.	STRUCTURE SURVEYING	\$ 14,000.00	1	\$ 14,000.00
26	7038	1-05	L.S.	ROADWAY SURVEYING	\$ 7,000.00	1	\$ 7,000.00
27	7055	8-14	S.Y.	CEMENT CONC. SIDEWALK	\$ 90.00	125	\$ 11,220.00
28	7058	8-14	EACH	TYPE A CURB RAMP	\$ 6,000.00	1	\$ 6,000.00
29	7058	8-14	EACH	TYPE B CURB RAMP	\$ 6,000.00	2	\$ 12,000.00
30	7089	8-12	L.F.	COATED CHAIN LINK FENCE TYPE 6	\$ 45.00	370	\$ 16,650.00
31	3080	7-05	EACH	ADJUST MANHOLE / CATCH BASIN	\$ 900.00	4	\$ 3,600.00
32	-	7-05	EACH	SLIP RESISTANT LID	\$ 1,200.00	4	\$ 4,800.00
				MISCELLANEOUS ITEM ALLOWANCE IN DESIGN (40%)			\$ 1,389,782.07
Total Estimated Construction Costs						Phase 2	\$ 5,351,237.23

Phase 3	
Total Estimated Construction Cost	\$5,351,237
Construction Cost Inflation (6% per year for 2024 Construction Year)	\$1,022,200
Total Estimated Construction Engineering & Administration (15%)	\$956,100
Total Project Costs (Construction, Engineering and Inflation)	\$7,330,000

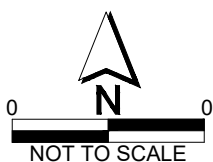




Parametrix

DATE: May 14, 2020

FILE: PS2499003F-01



Scriber Creek Trail Vicinity Map

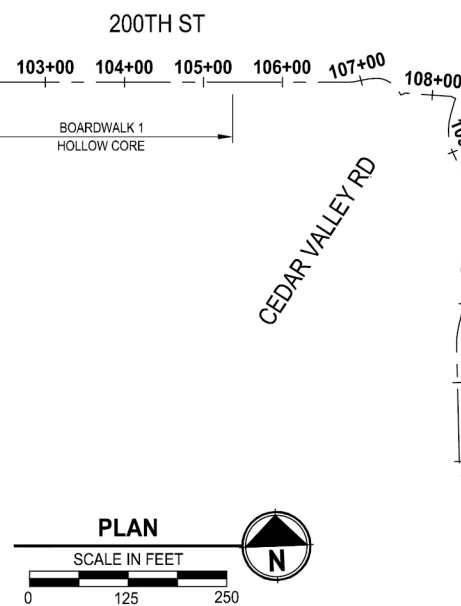
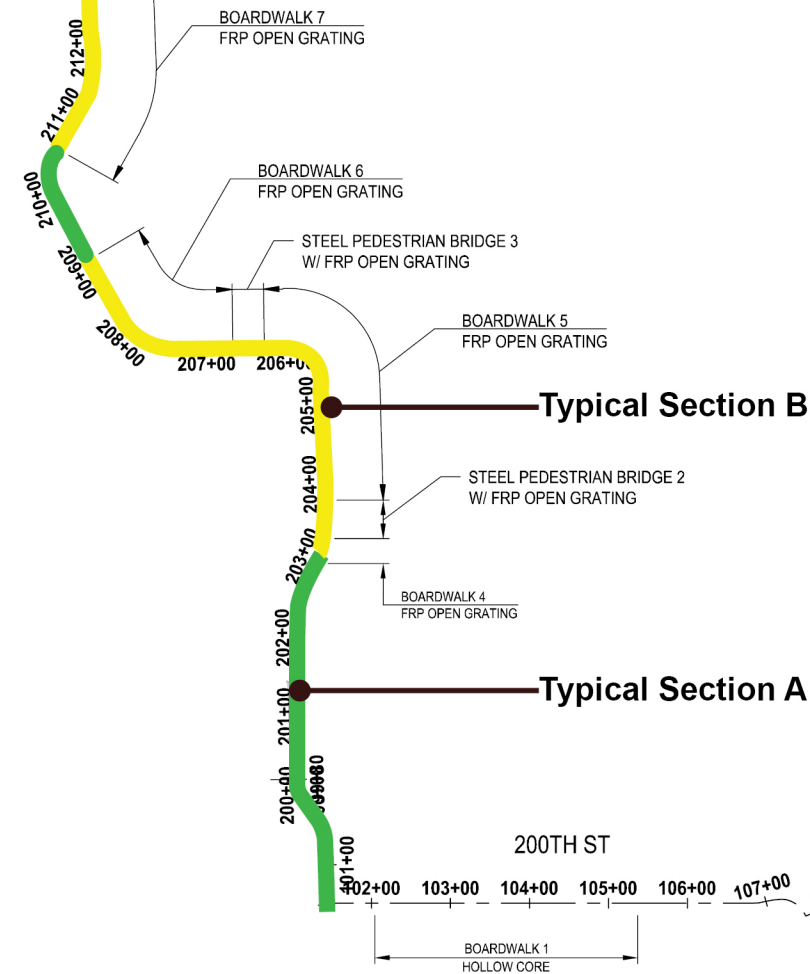
Project Phasing



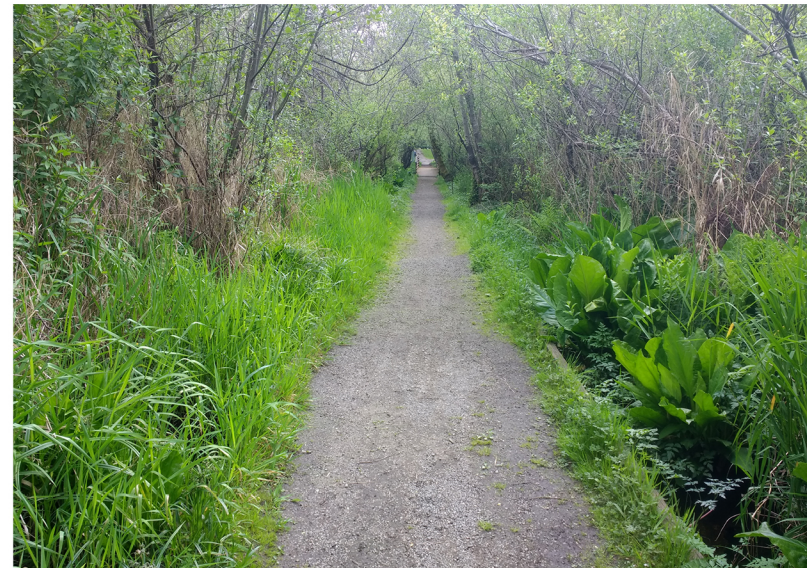


SBW 2021

**Improved Street Crossing @
196th Street SW (SR524) / 52nd Ave W**

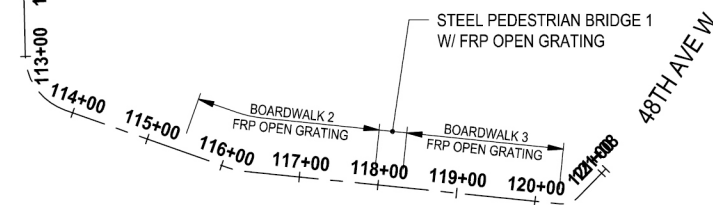


Existing Asphalt Trail Example Photo



Existing Gravel Trail Example Photo

Phase 2



Varies	5'-8' Wide Trail	Varies
Surfacing varies between asphalt and soft-surface		

**EXISTING AT-GRADE TRAIL
WITHIN CITY PROPERTY***

*(NOT ASSOCIATED WITH ROADWAY)

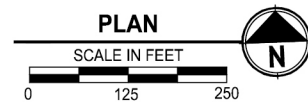
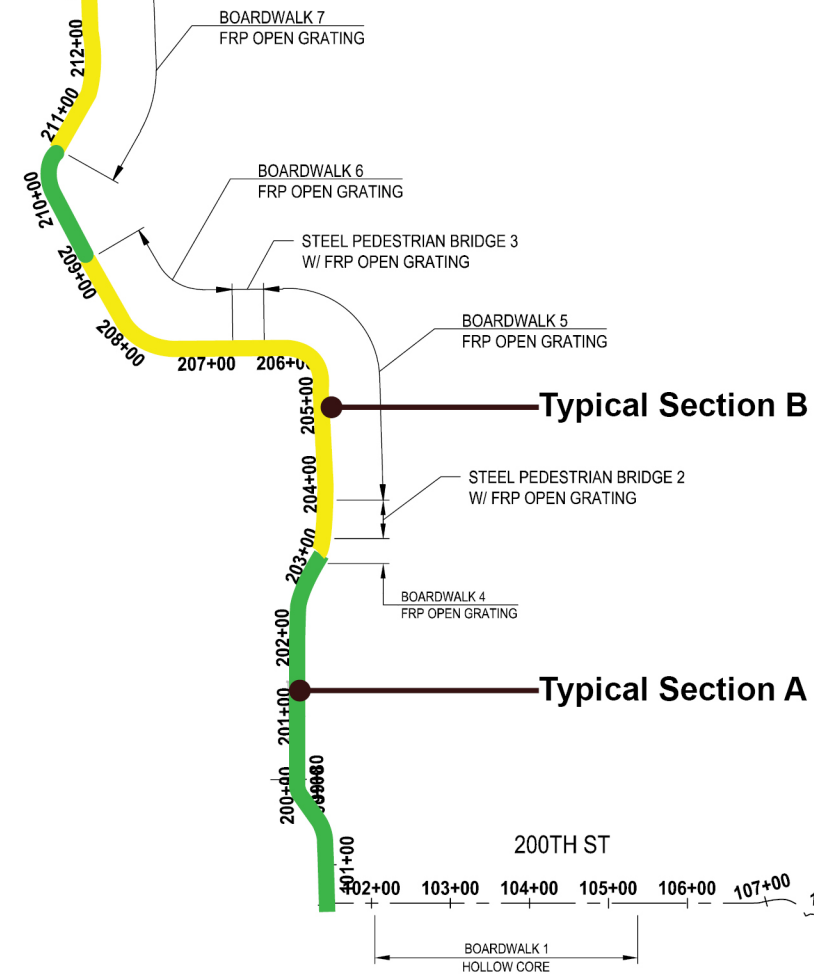


Width Varies, Typical	12' Wide Asphalt Trail	2' Wide Gravel Shoulders, Typical
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**PROPOSED AT-GRADE TRAIL
WITHIN CITY PROPERTY*
(TYPICAL SECTION A)**

*(NOT ASSOCIATED WITH ROADWAY)

**Improved Street Crossing @
196th Street SW (SR524) / 52nd Ave W**



Existing Bridge Example Photo



6' Bridge
Over Wetland / Floodplain

**EXISTING BRIDGE
WITHIN PARK PROPERTY**



16' Elevated Trail / Bridge
Over Wetland / Floodplain

**PROPOSED ELEVATED TRAIL / BRIDGE
WITHIN CITY PROPERTY
(TYPICAL SECTION B)
*(NOT ASSOCIATED WITH ROADWAY)**

SCRIBER CREEK TRAIL PHASE III



Phase 3 – Looking south at the connection point to Phase 2 (200th Street SW across from Sprague's Pond Mini Park)



Phase 3 – Looking north at existing stream crossing and connection to Beaver Cove Apartments (affordable housing, 120 units)



Phase 3 – Looking south along the existing trail at 2nd stream crossing (left) and water rushing over trail (right)

SCRIBER CREEK TRAIL PHASE III



Phase 3 – Scriber Creek Trail entrance (left). Looking south along the existing trail through Scriber Lake Park (right).



Phase 3 – Narrow, informal 2' wide asphalt path adjacent to 196th Street SW; looking east and west.



Phase 3 – Crossing at 196th Street SW; north and south sidewalk access. The posted speed along 196th St SW (SR534) is 35 mph.



Final Report

LYNNWOOD TRANSIT CENTER

MULTIMODAL ACCESSIBILITY PLAN



Prepared for
WSDOT

Prepared by
FEHR & PEERS

November 2016

| ACKNOWLEDGEMENTS

INTERAGENCY ADVISORY GROUP



SPECIAL APPRECIATION TO:



CONSULTANT TEAM



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Executive Summary

The Lynnwood Transit Center Multimodal Accessibility Plan (LMAP) was made possible through the Federal Highway Administration's Strategic Highway Research Program 2 and the collaborative efforts of WSDOT, City of Lynnwood, Sound Transit, Community Transit, and the Puget Sound Regional Council.

Context

The Lynnwood Transit Center will undergo significant changes with the new Link light rail station targeted to open in 2023. The Lynnwood Link Extension is projected to carry up to 74,000 riders each weekday in 2035, with approximately 17,900 accessing Link at the Lynnwood Transit Center. Improving multimodal access to the Lynnwood Transit Center will require additional investments in transit, walking, and bicycling-supportive infrastructure and land uses. Supporting investments in urban design and placemaking strategies will also be important to provide a quality environment to encourage use of modes other than driving alone. The City of Lynnwood is already implementing their City Center vision, which is a major redevelopment program for the area east and west of the Lynnwood Transit Center.



These photos illustrate the transformation from existing (top) to proposed future (bottom) Lynnwood Transit Center—improvements include light rail, expanded parking, and larger bus bays. Illustration Source: Sound Transit

The Multimodal Accessibility Plan had two purposes in mind:

1. Provide safe, balanced, and efficient multi-modal access to the Lynnwood Transit Center that adequately serves future transit ridership
2. Recommend an analytical framework and decision-making process for WSDOT to use for similar studies

WSDOT and City staff, stakeholders, and citizens helped identify several priorities for this study:

- Improve auto, bus, pedestrian, and bicycle access by Identifying multimodal improvement connections to the Lynnwood City Center, Transit Center, and the Interurban Regional Trail
- Reduce growing travel demand on I-5
- Reduce transportation-related greenhouse gas emissions
- Support the City Center Plan to facilitate a dense and walkable urban center
- Leverage WSDOT assets to further transit oriented development (TOD)
- Identify barriers to safe, efficient, multimodal travel, with consideration for people with special needs and economically disadvantaged populations
- Enhance the community and environment while improving the resiliency of critical transportation facilities

The primary study area includes the Lynnwood Transit Center and the designated City Center Plan Area. There is also a broader study area encompassing most of southwest Snohomish County to account for travelers accessing the Transit Center by auto or transit from jurisdictions outside of the City of Lynnwood.

Public Outreach

An Interagency Advisory Group (IAG) guided the project and review work products. The IAG helped to frame the goals and visions for the Lynnwood Transit Center area and this Multimodal Accessibility Plan. The group also reviewed potential accessibility strategies and the evaluation results.

Concurrently, a WSDOT Resource Group provided technical expertise and support to the Project Team. The WSDOT Resource Group was responsible for articulating WSDOT's goals, providing input on performance measures and strategies, and ensuring consistency with WSDOT's Practical Solutions process. The Group also provided insights into the requirements of the (SHRP2) grant and relationship with WSDOT plans and policies.

To increase project awareness of the need for improved multimodal accessibility, several community events occurred, including those sponsored by the Verdant Health Commission and Feet First. The project team also met with the City of Lynnwood Joint Board & Commission Meeting.

Development of Performance Measures

Performance measures were developed consistent with WSDOT's Practical Solutions process, including both baseline and contextual measures. The baseline measures shown in the table below address key needs and that can be quantitatively linked to ridership. These include:

- **Station-area measures** that capture the factors that determine ridership (i.e., land use and access by different travel modes), and will help stakeholders understand how well different projects and plan alternatives support the goal of increasing ridership.
- **Regional measures** that assess how changes in ridership will affect travel along the Interstate 5 corridor connecting Lynnwood to Seattle, and which can be used to compare the overall impact of the LMAP to other projects.

Contextual measures address community needs identified by stakeholders but are either not quantifiable or are not directly related to ridership. Contextual performance measures were qualitatively evaluated to help understand tradeoffs that may exist between future scenarios.

Baseline Performance Measures

Category	Measure Definition
Station Area Measures	
Ridership	Average weekday Link boardings at Lynnwood Transit Center
Land use	Number of jobs and housing units located within a half-mile (network distance) of the station
Bicycle access	Average level of traffic stress on key bicycle routes within 3 miles (a 15-minute ride) of the station
Pedestrian access	Average intersection density within a 15-minute walk of the station
Pedestrian access	Percent of blocks within a 15-minute walk of the station that have adequate pedestrian facilities
Transit access	Number of people, jobs, and college students located within a 15-minute bus ride from the station
Auto access	Number of intersections within a mile of the station exceeding city LOS standard during PM peak period
Auto access	Number of transit riders arriving by vehicle per station area parking stall
Regional Measures	
Mode Split	Vehicle trips and miles reduced due to transit
GHG and pollution	Greenhouse gas and pollutant emissions reduced due to strategies

Strategies Development

As part of the evaluation process, three scenarios were developed and evaluated against the defined performance metrics:

1. **Existing** - provides a frame of reference for current conditions.
2. **2035 Baseline** - includes projects assumed in the Sound Transit Link EIS and the projects planned by the City for implementation over the next six years.
3. **LMAP** – includes longer range planned projects and strategies developed as part of this study.

A map of the strategies is shown on the next page. Several key strategies are listed in the table below

Key Modal Strategies

Pedestrian Strategies

- Scriber Creek Trail Redevelopment
- Interurban Trail Access from the surrounding neighborhoods
- Pedestrian enhancements at the 44th Ave / I-5 underpass
- City Center street grid completion and streetscape improvements

Bicycle Strategies

- Completion of Bike2Health Network
- Bicycle facilities on key routes
- Wayfinding signage to the transit center and City Center
- Interurban and Scriber Creek Trail Upgrades; Center to Sound Trail extension
- Potential Bike Share program for local trips

Transit Strategies

- New SWIFT bus line on 196th St SW combined with transit-only lanes. Consider possible rerouting of SWIFT into the LTC
- Transit signal priority (TSP) along key transit corridors to improve speed and reliability

Auto Strategies

- Poplar Way Extension
- Larch Way/40th Ave W Crossing.
- Potential full interchange on 44th Ave W at I-5.

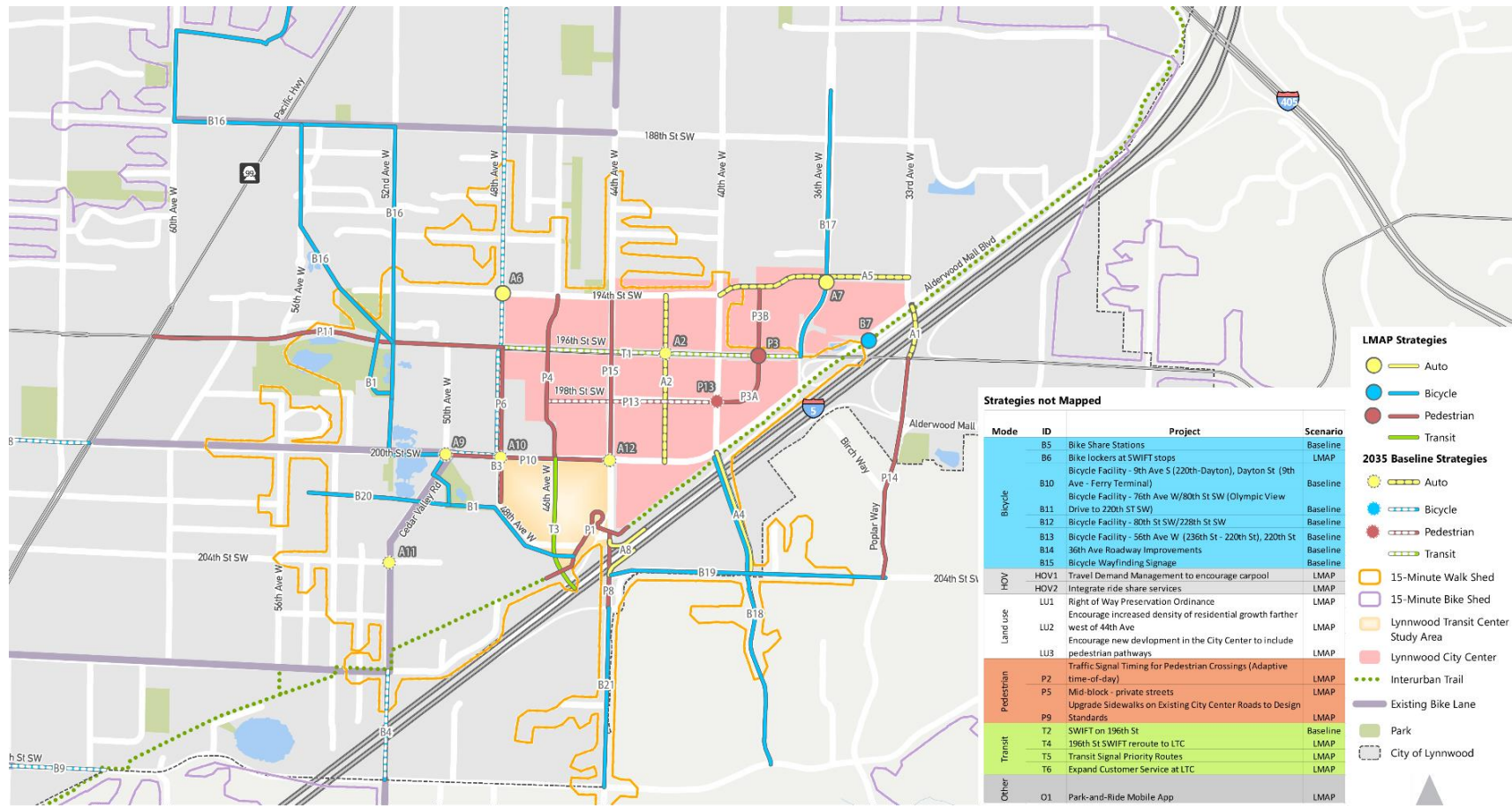
HOV Strategies

- Transit center parking management for carpools
- Mobile application- identify parking spaces available and travel options

Land Use Strategies

- Right of Way Preservation Ordinance
- Encourage new development in the City Center to include pedestrian thoroughways
- Encourage increased density of residential growth farther west of 44th Ave W

Baseline and LMAP Strategies

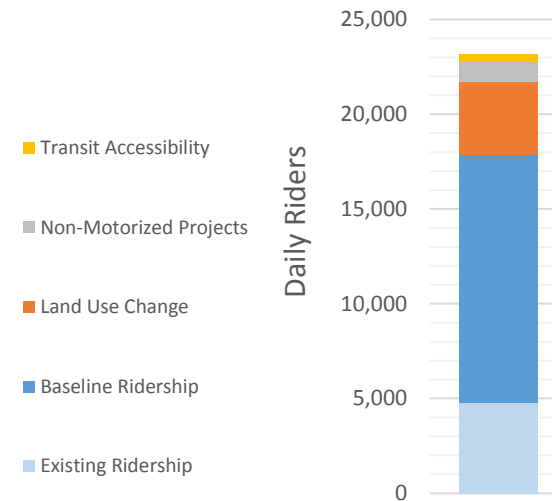


Evaluation Results

The overall goal of the LMAP is to support high levels of transit ridership at the Lynnwood Link transit station. The Sound Transit Lynnwood Link EIS forecasts 17,900 daily riders in 2035. In order to realize this vision with the limited number of parking spaces, people need to be able to travel to the station by bus, bicycling, and walking. The LMAP scenario assumes a higher level of growth as identified in the City Center Subarea Plan. The projected higher population and employment totals are the main drivers to increased transit boardings in the 2035 LMAP scenario.

The LMAP scenario could further increase ridership by approximately 5,000 daily riders, as shown in the chart. This increase is primarily due to the additional projected land use growth (72 percent), with approximately 20 percent attributed to the non-motorized improvements and 8 percent due to improved transit access.

Transit Ridership



Chapter 5 describes the results of the evaluation for each of the other station-area performance measures.

On a regional level, the evaluation examined changes in *vehicle miles traveled reduced due to transit* and the resulting effects on *Greenhouse Gas Emissions (GHG)*. By helping shift trips from driving to transit, the LMAP will reduce GHG and criteria pollutant emissions, contributing toward meeting both the state's climate action goals and regional air quality goals. The incremental reduction in emissions due to the LMAP strategies equate to less than a one percent reduction below I-5 corridor-level GHG emissions from passenger vehicles. This is not surprising given the localized nature of the LMAP strategies compared to total travel along the I-5

corridor. The methodology could be applied to other WSDOT projects at a larger corridor or subarea level.

Implementation

The multimodal accessibility strategies can be implemented over a number of years as funding becomes available. Lynnwood has committed to many of these strategies, has identified projects associated with these strategies within the Capital Improvement Program and Capital Investment Plan, and is working in partnership with Sound Transit, Community Transit, WSDOT and Verdant Health Commission to implement specific projects.

In order to put the LMAP strategies into context with the baseline strategies, the study team qualitatively rated the individual strategies using the following metrics:

- **Economic Development**– Supports the land use vision to transform the City Center area to an urban, dense, activity center. A transportation network that supports an urban environment encourages development in the area, which will in turn increase ridership at the transit center.
- **Accessibility**– Improved access to the transit center can encourage ridership at the future station.
- **Ease of Implementation**– Provides context on a strategy's relative cost, its readiness for implementation, and its level of complexity.

The ratings included all strategies, both in the 2035 Baseline and LMAP scenarios. Each of the strategies was selected to help improve multimodal accessibility, so it is not surprising that the individual strategy ratings were all quite good. Many of the higher rated strategies are already identified for implementation and are included in the Baseline scenario. For the LMAP strategies, there is a cluster of

the city center street/connection projects that are squarely in the mid-priority rating consistent with the city's vision.

Another way to look at the strategies is how well they group together as possible implementation packages. The study prepared several packages that could fit well together as part of a funding program or grant application. Each package could be implemented together or logically phased as funding is available.

How to Use this Document

This Multimodal Accessibility Plan sets a framework for understanding, prioritizing, measuring, and creating a multimodal network to support the Lynnwood Transit Center and City Center enhancements. This document includes the following sections:

EXECUTIVE SUMMARY

Provides an overview of the projects purpose, stakeholder priorities, performance measures, and findings.

Chapter 1: Planning Context

Describes the purpose of the Multimodal Accessibility Plan, planning requirements, current opportunities and challenges identified by previous planning efforts, and current travel characteristics at the Lynnwood Transit Center.

Chapter 2: Public Outreach

Describes the public outreach process including interactions with stakeholders and community members.

Chapter 3: Land Use

Describes existing and future land use and summarizes development standards that influence the character of Lynnwood's City Center.

Chapter 4: Mode Profiles

Describes existing and planned projects by mode.

Chapter 5: Recommended Strategies

Describes recommendations for multimodal accessibility strategies.

Chapter 6: Implementation Plan

Identifies ratings of strategies and possible strategy packages.



Sound Transit Link light rail in operation. Service to Lynnwood expected by 2023 and anticipated to serve up to 74,000 weekday passengers by 2035. Source: Sound Transit, Link Light Rail

Chapter 1: Planning Context

This Chapter describes the regional and local context for the Lynnwood Transit Center and the role of the Multimodal Accessibility Plan. It provides a summary of how people access the station today and identifies the opportunities, challenges, and shared goals from previous studies. Specific modal information is provided in subsequent chapters.

Study Origins

The Lynnwood Multimodal Accessibility Plan was led by WSDOT in partnership of the City of Lynnwood, Community Transit, Sound Transit, and FHWA. The project integrates WSDOT's practical solutions process with the Strategic Highway Research Program (SHRP 2) performance measures. WSDOT plans to use this project as a case study for future multimodal projects.

Role of the Multimodal Accessibility Plan

The Multimodal Accessibility Plan had two purposes in mind:

- Provide safe, balanced, and efficient multi-modal access to the Lynnwood Transit Center that adequately serves future transit ridership.
- Recommend an analytical framework and decision-making process for WSDOT to use for similar studies.

Guidance from City staff, stakeholders, and citizens helped identify several priorities:

- Improve auto, bus, pedestrian, and bicycle access to the future light rail station at the Lynnwood Transit Center, reduce

growing travel demand on I-5, and reduce transportation-related greenhouse gas emissions;

- Identify multimodal improvements to connect the Lynnwood City Center, Transit Center, and the Interurban Regional Trail;
- Support the City Center street grid and traffic movement to facilitate a dense and walkable urban center;
- Leverage WSDOT assets to further transit oriented development at the existing transit center;
- Identify barriers to safe, efficient, multimodal travel, with consideration for people with special needs and economically disadvantaged populations;
- Enhance the community and environment while improving the resiliency of critical transportation facilities;

Case Study: Transit Center and SHRP 2 Integration

This planning effort serves as a case study for integrating a local-scale accessibility plan with multimodal performance measures that can be applied statewide. Using the SHRP 2 planning framework, the plan identifies and evaluates projects that will improve multimodal access to the Lynnwood Transit Center. This framework was further integrated into WSDOT's practical solutions process.

What is WSDOT's Practical Solutions Process?

WSDOT's practical solutions process is a two-part strategy that integrates least cost planning and practical design principles. WSDOT is undertaking the practical solutions process to enable more flexible and sustainable transportation investment decisions. It encourages this by increasing the focus on project purpose and need throughout all phases of project development.

What is the SHRP 2 Planning Framework?

The SHRP 2 planning framework focuses on improving highway safety, reducing congestion, and improving methods for renewing roadways and bridges. There are five main areas of concern within the SHRP 2 planning framework – transportation, environment, economic, community, and cost – and 18 specific factors. Within each factor, there are a set of prescribed performance measures that can be used within a decision making process as a type of evaluation criterion.

The SHRP 2 planning framework provided a good starting point for identifying performance measures that can be used to evaluate access to station areas. However, given that the framework traditionally focuses on evaluating major capacity expansion projects, this project offered an opportunity to examine additional measures that are relevant for evaluating multimodal travel strategies. To fully capitalize on the SHRP 2 performance measure framework, the study team considered planning contexts across a broad range, from a micro-level in Lynnwood to a macro-level that considered a statewide planning perspective.

Project Study Area

The study area for the Multimodal Accessibility Plan was selected based on how people chose to travel (mode) and a representative travel distance for that mode. As seen in **Figure 1**, the primary study area included the Lynnwood Transit Center and the designated City Center Plan Area. There was also a broader study area encompassing most of southwest Snohomish County to account for travelers accessing the Transit Center by auto or transit from jurisdictions outside of the City of Lynnwood.

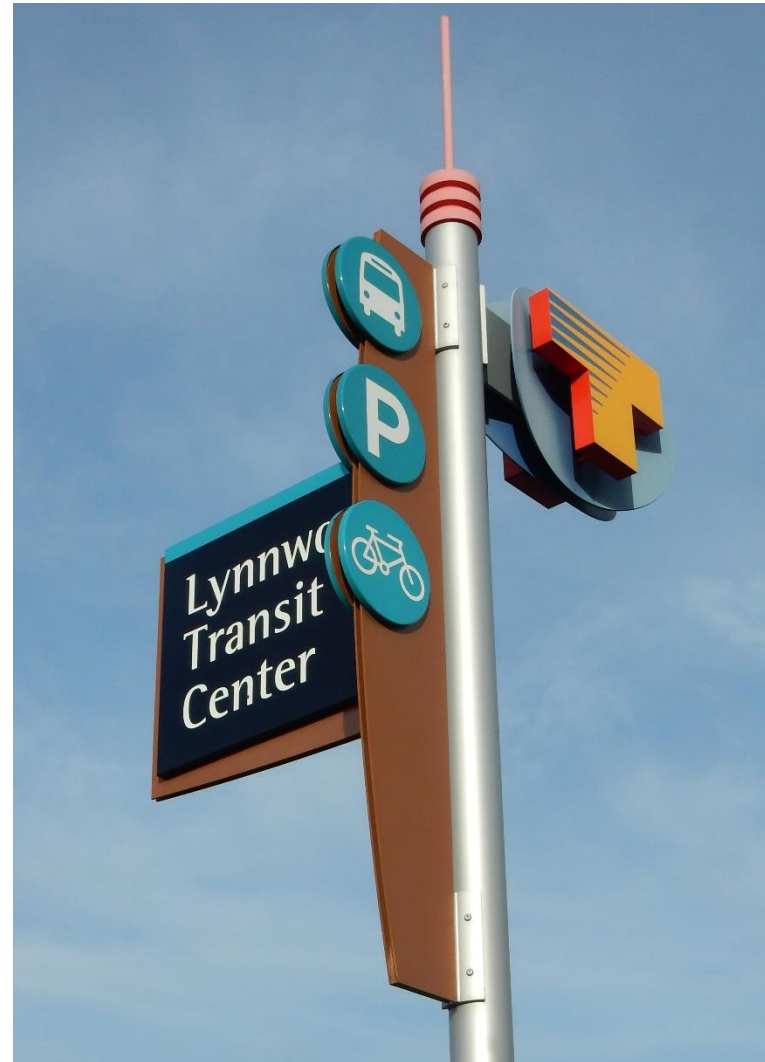
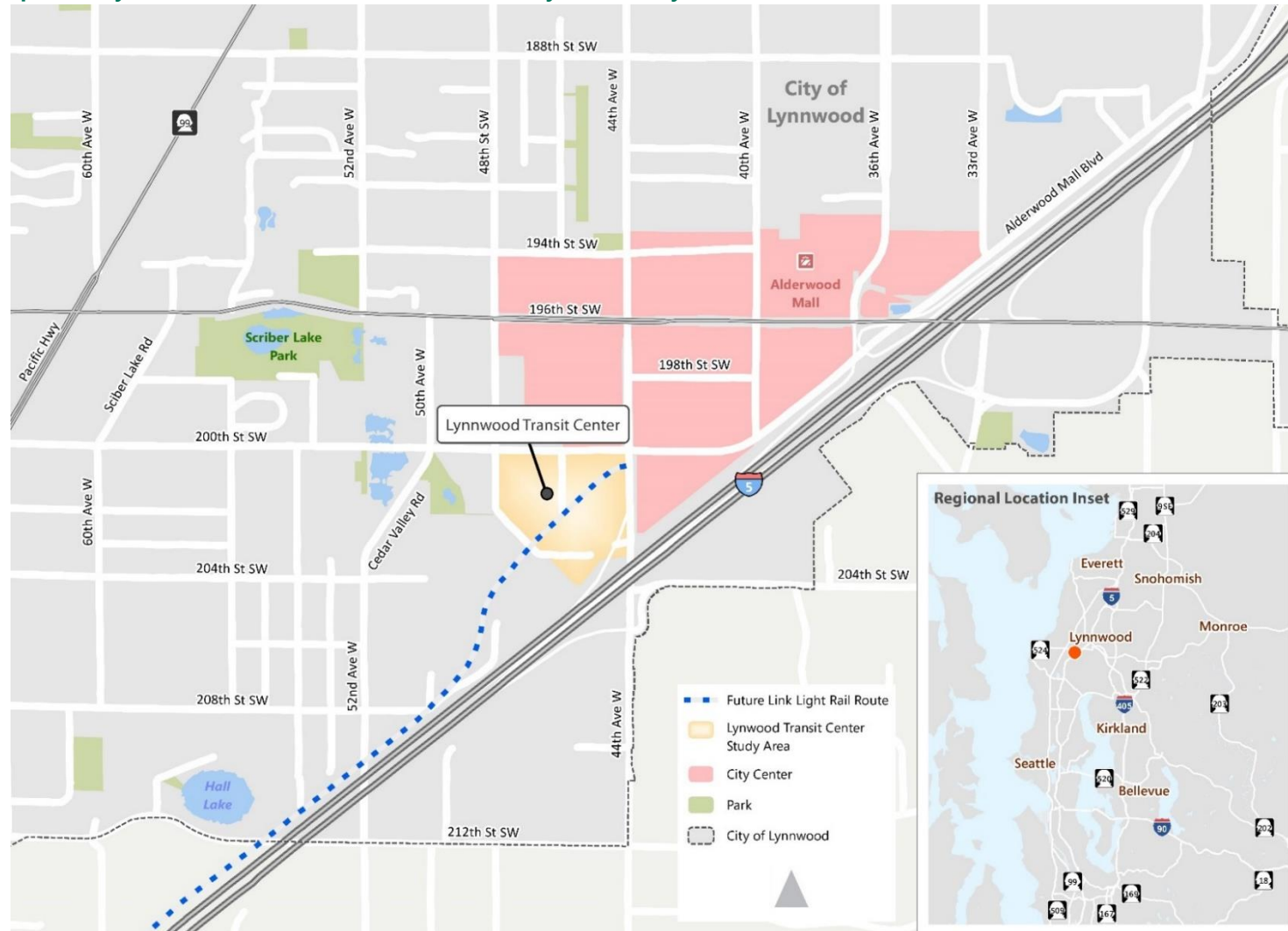


Figure 1. Map of the Lynnwood Transit Center in Relation to the Lynnwood City Center


Lynnwood Transit Center

The Lynnwood Transit Center is a major transit station and park-and-ride served by Community Transit and Sound Transit. There were approximately 4,800¹ daily boardings at the Lynnwood Transit Center in 2014, expected to increase to 17,900² daily boardings by 2035 when Link Light Rail is operational (expected opening in 2023).

The arrival of Link light rail provides opportunities to restructure Community Transit and Sound Transit bus services to move people more efficiently, producing savings that could be reinvested elsewhere in the transit system.

The Lynnwood Transit Center attracts many trips because of its important role as a transfer station, as well as the growing number of employment and retail destinations accessible from the transit center.



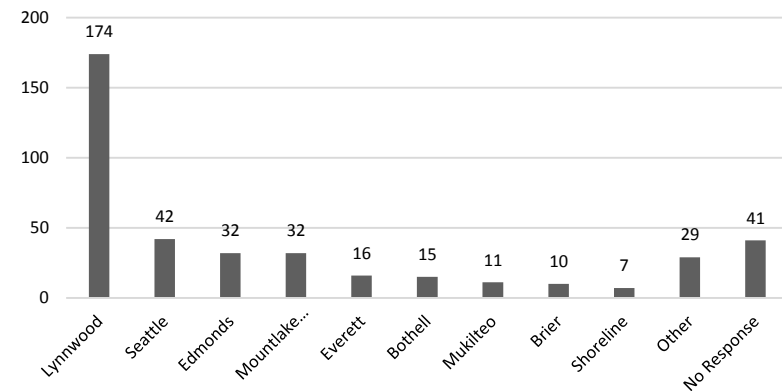
Lynnwood Transit Center light rail station rendering. Source: Sound Transit.

¹ Community Transit Survey, 2014

² Sound Transit Lynnwood Link Extension EIS (2015)

Figure 2 summarizes Community Transit's 2006 survey data, which asked where people come from to reach the transit center. This chart shows that Lynnwood was the primary market area (origin) for the transit center trips, (43 percent of people surveyed).

Figure 2. Where did you come from to get to the Lynnwood Transit Center



Source: Community Transit, 2006.

Over half of people access the Lynnwood Transit Center by taking transit. The Lynnwood Transit Center also provides 1,370 dedicated parking spaces in a large surface parking lot south of Bus Bay. The parking lot is commonly full by 8 AM on weekdays.

Approximately 52 percent of Lynnwood Transit Center's park-and-ride users originate within 2 ½ miles of the Lynnwood Transit Center; this travel shed includes other park and rides including Swamp Creek, Edmonds, and Mountlake Terrace. Ash Way Park and Ride is the largest park and ride located just outside the 2 ½ mile range. Source: Community Transit, 2013.

What Did Previous Studies Find?

Findings and data from several studies were compiled to identify common themes and assess data gaps to support the desired performance measures for this study. A summary of opportunities, challenges, and shared goals was compiled from the following documents:

Study Area Plans

City of Lynnwood

- Lynnwood Comprehensive Plan, 2015
- Lynnwood City Center Gateway Concept, 2014
- Lynnwood City Center Streetscape Plan, 2014
- Lynnwood Link City Center Extension Study, 2011
- Lynnwood City Center Subarea Plan, 2007
- City Center Access Study (Part 1 and 2), 2007
- City Center Street Master Plan, 2009

Sound Transit

- Lynnwood Link Extension Final Environmental Impact Statement, 2015

Regional Plans

- Sound Transit Regional Transit Long Range Plan, 2015
- Transportation 2040: Metropolitan Transportation Plan for the Central Puget Sound Region, 2014 Update
- PSRC Growing Transit Communities
- King County Metro Non-Motorized Connectivity Study
- Community Transit Long Range Plan, 2011
- Bike2Health Project, Verdant Health Commission, 2014

Lynnwood was also selected by the Federal Transit Authority to receive transit-oriented development (TOD) technical assistance from Smart Growth America. The program is providing guidance on strategies to develop the City Center into a mixed-use transit-oriented urban neighborhood (Final Report, 2016).

Opportunities

The Lynnwood Transit Center is surrounded by the Lynnwood City Center, which is considered the commercial center of southwest Snohomish County. The City Center is a subarea of the Lynnwood Regional Growth Center, designated by PSRC. Located nearby in the Regional Growth Center is Alderwood Mall, a large regional shopping center, areas of retail development along major arterials, Edmonds Community College, and a variety of diverse employment centers.

Increased employment and housing density within the study area will provide an opportunity for more concentrated trips that can be supported by alternative modes of travel such as walking, biking and transit. Previous planning efforts have identified several opportunities to support alternative modes of travel by enhancing Lynnwood's City Center.

The Lynnwood City Center Subarea Plan identifies three concepts to improve multimodal access to the Lynnwood Transit Center and increase transit ridership:

1. **Secondary Streets:** These will support a grid network that will create more east-west and north-south connections, reduce the length of city blocks, provide more choices for traffic circulating, and make the City Center more walkable and bicycle friendly. Several new streets and roadway extensions are planned within the study area over the next 20 years.

2. **Gateways:** Major intersections and access points can be treated as gateways to provide orientation and identity for the City Center. Gateways will support a sense of place and create a supportive environment for walking and biking. One example of a gateway that has been proposed near the Lynnwood Transit Center is the Lynnwood City Center Gateway on 44th Avenue.
3. **Expansion of Existing Trails:** The Interurban Trail supports regional connections by walking and biking. To create a safe and comfortable environment for biking and walking, the City has identified the need for the trail to be continuous, uninterrupted by major roads, and to include lighting. Redevelopment of a spur trail, Scriber Creek Trail, from a local walking trail into a fully-accessible bicycle and walking corridor will provide an important connection to the west.

This transportation network provides opportunities for providing improved accessibility to the Lynnwood Transit Center.

Challenges

Improving multimodal access to the Lynnwood Transit Center will require additional investments in transit, walking, and bicycling-supportive infrastructure and land uses. Supporting investments in urban design and placemaking strategies will also be important to

provide a quality environment to encourage use of modes other than driving alone.








Lynnwood's position within the region supports good access to I-5, attracting substantial amounts of auto traffic. This includes people passing through the City to other destinations, which adds to congestion in the City Center and near the Lynnwood Transit Center, especially during peak commute hours.

Lynnwood's existing roadway network has large blocks that can impede multimodal circulation and access. Many streets in the City Center have sidewalks that are narrow, next to busy streets, and lack trees and vegetation that provide a pleasant walking and bicycling experience.

Shared Goals of Previous Studies

Lynnwood's future transportation network is envisioned as safe, multimodal, connected and efficient. These goals align closely with the City of Lynnwood's Comprehensive Plan and vision to be a regional model for a sustainable and vibrant community. In addition, several studies identified the need to create a sense of place within the community that supports human-centered design. **Table 1** summarizes several of these shared goals and objectives.

Table 1. Shared Goals and Objectives Identified in Previous Planning Efforts

	<ul style="list-style-type: none"> • Develop a distinct, strong identity for Lynnwood, especially in the City Center. • Concentrate commercial activity to achieve a “critical mass” with substantial intensity and many choices within close proximity.
	<ul style="list-style-type: none"> • Work with transit providers to make transit an attractive travel option for local residents, employees, and users of regional facilities. • Make service improvements to more effectively serve the City Center employment core and increase transit ridership by minimizing transfers, restructuring routes, and increasing service frequency.
	<ul style="list-style-type: none"> • Humanize the streets. Ensure that streets within the City Center are lined with sidewalks (of generous width) and street trees, to provide a strong, consistent visual character and encourage activity. • Create safe and connected pedestrian walkways throughout the City.
	<ul style="list-style-type: none"> • Create a regional bicycle network that establishes several key north/south and east/west corridor routes. • Improve connections to key destinations, such as the Lynnwood Transit Center, and provide facilities such as bicycle lanes and bicycle route signage.
	<ul style="list-style-type: none"> • Provide a system of streets that support safe, efficient, and economical movement of people and goods to local and regional destinations. • Reduce congestion along City streets and within the I-5 corridor.
	<ul style="list-style-type: none"> • Address the critical transportation function of moving freight. • Implement efficient levels of service for the various surface transportation modes, including freight, that are applied effectively to serve different intensities of land development.
	<ul style="list-style-type: none"> • Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian conflicts. • Minimize parking spillover from commercial areas, parks and other facilities encroaching on residential neighborhoods.

Chapter 2: Public Outreach

This chapter summarizes the stakeholder involvement and public outreach activities supporting this project. A combination of prior and new outreach efforts was used to build the public comment profile.

The success of the Lynnwood Transit Center will rely on an integrated multimodal transportation system. Stakeholder participation is critical to the development and implementation of this and other area plans.

Stakeholder Meetings

At the beginning of the study, the team conducted interviews with key stakeholders, including community leaders in Lynnwood and surrounding areas. The interviews provided perspectives on the specific accessibility needs related to the Lynnwood Transit Center. Interviews were conducted with the City of Lynnwood, Community Transit, Sound Transit, and the Verdant Health Commission.

An Interagency Advisory Group (IAG) was formed and met seven times (from July 2015 to September 2016) to guide the study and review work products. This team included representatives from the following agencies:

- City of Lynnwood
- Community Transit
- Sound Transit
- Puget Sound Regional Council
- Washington State Department of Transportation
- Federal Highway Administration

The IAG helped to frame the goals and visions for the Lynnwood Transit Center area and this Multimodal Accessibility Plan. The group also reviewed potential accessibility strategies and the evaluation results.

Concurrently, a WSDOT Resource Group provided technical expertise and support to the Project Team. The WSDOT Resource Group was responsible for articulating WSDOT's goals, providing input on performance measures and strategies, and ensuring consistency with WSDOT's Practical Solutions process. The Group also provided insights into the requirements of the (SHRP2) grant and relationship with WSDOT plans and policies.



The Interagency Advisory Group included Community Transit, City of Lynnwood, Puget Sound Regional Council, Sound Transit, FHWA, and WSDOT staff. This group identified multimodal programs, policies, and strategies to address the needs in the study area.

Public Participation

Stakeholders and the IAG identified increased public participation as a goal for this project. To increase project awareness of the need for improved multimodal accessibility, the following events occurred:

- Interurban Trail Improvements Public Meeting (March 2016)
- Healthy Communities Action Plan Stakeholder Meeting (March 2016)
- Walk and Talk: Led by Feet First and sponsored by Verdant Health Commission (April 2016)
- City of Lynnwood Project Open House (May 2016)
- City of Lynnwood Joint Board & Commission Meeting (May 2016)

A summary of public involvement comments is shown in **Figure 3**

Outreach efforts identified that improved pedestrian environments were needed along 44th Ave W under I-5, along Scriber Creek Trail and the Interurban Trail, and more direct walkways were needed. Along with wider sidewalks along key roadways, there is a desire for improved bicycle facilities and connections to reach the transit center.



Figure 3. Summary of Public Involvement Comments and Issues

Lynnwood Link Station Accessibility Priorities



Chapter 3: Land Use

This chapter describes existing and future land use within the study area and how the extension of Link light rail to Lynnwood will influence local and regional travel behavior.

The places where people live, work, learn, and play are impacted by how a city and surrounding communities guide development to occur. One way the City of Lynnwood guides development is through its zoning and land use planning efforts. Zoning allows a city to encourage specific development, such as homes and businesses, to occur in targeted areas of the city, such as the City Center. It is important to consider land use when planning for transportation because it provides insight into areas where more people may concentrate their travel.

Regional Growth Center

Lynnwood is located midway between Seattle and Everett and is the commercial and retail hub of southwest Snohomish County. PSRC's VISION 2040 designates Lynnwood as a Regional Growth Center, with expectations for more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. The Lynnwood Transit Center is located within the Lynnwood Regional Growth Center. **Figure 4** summarizes the expected growth for the City for Lynnwood by 2035.

Figure 4. City of Lynnwood– Population, Employment and Housing Targets



Sources: *Countywide Planning Policies for Snohomish County, Appendix B, June 2008 (Sno. Co. Amended Ord. 08-054) and June 2013 (Sno. Co. Amended Ord. 13-032). Lynnwood Comprehensive Plan, 2015.*

Lynnwood City Center

The Lynnwood City Center is an area that concentrates high residential and economic development, roughly bounded by I-5, 48th Ave W, and 194th St SW. The Lynnwood Transit Center is located in the southwest portion of the City Center, which means that future employment and residential growth can access this destination using transit, walking, and biking.

HALF MILE RADIUS AROUND TRANSIT CENTER: FAST FACTS

As of 2010, the half mile radius area around the Lynnwood Transit Center had the following characteristics:

Jobs: 2,788

Residential units: 1,032

Rental vs. Ownership

- Owned units: $\frac{1}{4}$
- Rental units: $\frac{3}{4}$

Housing types

- Multifamily residential: 86%
- Condominium: 7%
- Single family residential: 7%

Densities

- 13 dwelling units per residential acre
- 12 people per acre (population and jobs)

Source: (PSRC Growing Transit Communities Existing Conditions Report, 2010 Census Data, and PSRC Covered Employment Database 2010).

The immediate $\frac{1}{2}$ -mile area surrounding the Lynnwood Transit Center includes a diverse mix of land uses, including commercial, industrial, institutional, public, residential, and vacant properties. Most of the residential land uses surrounding the station are low-medium density, including single-family residences and duplexes, with some multi-unit apartment buildings.

The City's goal is to create a compact, intense and lively City Center that offers Lynnwood new opportunities for culture, commerce and

habitation. The area is planned to accommodate state and regionally designated growth in an attractive and dense development pattern. This helps preserve resources and existing residential areas from higher intensity infill redevelopment. New infrastructure, attractions and amenities will be needed to support the growth and mix of uses in the existing commercial center. The City Center Subarea Plan includes implementation strategies, project prioritization, and development guidelines (design guidelines, streetscape standards, and building heights).



The City Center Plan is to create a compact, intense and lively area that offers new opportunities for culture, commerce and habitation. This plan provides an area to focus growth close to high quality transit.

Source: Station Area Transit-oriented Development Potential Report, 2013, and Lynnwood Link Extension FEIS, 2015.



Existing strip malls, like this one on 44th Ave W near the Lynnwood Transit Center, provide space for small local businesses.



Approximate location of 42nd Ave W, a proposed street that would help break the superblock between 44th Ave W and 40th Ave W. Large blocks limit the opportunities for all modes to circulate and access businesses, often requiring more out-of-direction travel.



Existing multifamily residences such as those on 50th Ave W provide higher density residential uses within walking distance of the Lynnwood Transit Center.

Growth and Development

Over half of Lynnwood's population growth by 2035 is expected to be located in the City Center. The Lynnwood City Center Subarea Plan states that redevelopment of the City Center could provide 6.6 million square feet of new development, including 3,000 new multiple family dwelling units by 2032, representing a population of about 5,400 new residents.

Similarly, employment growth is expected to concentrate in the City Center Subarea. The Subarea Plan states that redevelopment of this area could create about 9,000 new jobs by 2032.

Streetscapes

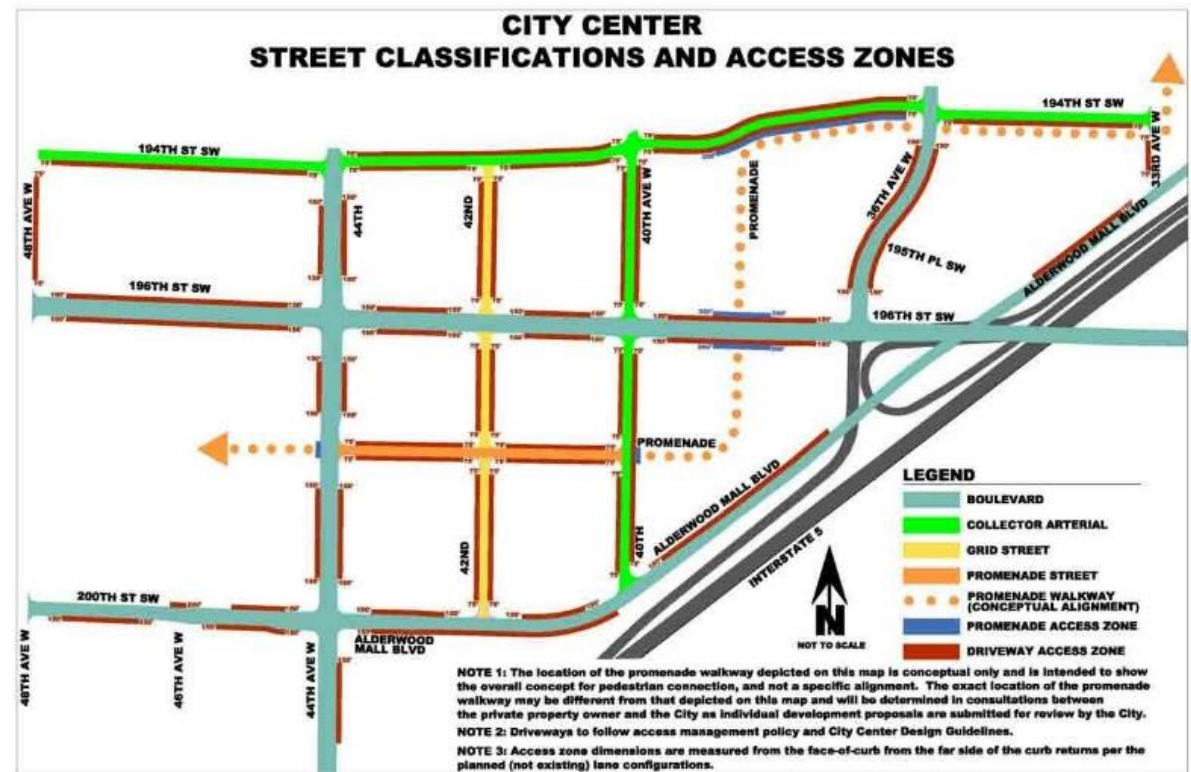
The City has designated street types for the City Center, as shown in **Figure 5**. Development of the designated streets is required to implement the current City Center street standards (LMC Table 21.60.4). In many cases, this means adding street trees between the sidewalk and street, a major improvement to current conditions. Because this happens with redevelopment over time, the sidewalk may jog in a piecemeal fashion until all portions of a street have redeveloped.

Boulevards and Collector Arterials will see 12-foot wide sidewalks (except 40th Ave W, where 16 feet is required), including 5 feet for tree wells by the street. A wider landscaped buffer on Boulevards and Collector Arterials would aid the pedestrian environment.

Grid Streets and Promenade Streets will see 16-foot sidewalks, including 5 feet for trees by the street. This is adequate space for the expected pedestrian traffic on these streets and will help development feel more pedestrian oriented.

Notably, the streets closest to the Transit Center are Boulevards (200th St SW and 44th Ave W). The City Center Streetscape Plan also designates roadway standards for 48th Ave W, while no designations have been made for a future 46th Ave W. Given the expected levels of pedestrian traffic, adequate sidewalk width should be explored in this area.

Figure 5. Lynnwood Designated Street Types



INFLUENCE OF DEVELOPMENT STANDARDS

The City Center development standards will play an important role in shaping the future transportation environment within the City Center and the Transit Center accessibility.

The City Center development standards are tied to the designated street types shown in Figure 5. These standards may have some important effects on the accessibility to the transit center, including:

- 1. In the City Center zones, the requirement to locate buildings at the front property line (rather than forcing a setback) will create stronger street edges, activating sidewalks and making the walking environment more interesting and comfortable.*
- 2. On Boulevard Streets in the City Center, the allowed 17-foot setback would provide the space for a much better buffer between heavily trafficked streets, such as 196th St SW and 44th Ave W, and the sidewalk. The current city standards require a 12-foot wide sidewalk area including a 5-foot wide zone for tree wells along the curb. A wider landscape buffer, made possible through the allowed setback, would provide better protection and sense of safety for pedestrians, as well as potentially serve as green stormwater infrastructure.*
- 3. In the City Center zones, not requiring side or rear yard setbacks will encourage "cheek-to-jowl" (i.e., zero-lot-line) development along streets. This creates a livelier and more attractive street edge for a better pedestrian and mixed-use environment.*

Incentives for City Center Development

Developers may increase the allowable floor area ratio (FAR) by providing bonus features such as LEED certification, office uses above the ground floor, underground and structured parking, public plaza, implementation of the Promenade Walkway, residential uses, street level retail, and donation to public park fund.

The Promenade Walkway encourages the breakdown of certain superblocks and addition of pedestrian-oriented streets. Other favored amenities include residential uses in vertically mixed-use buildings, street level retail, and donation to the public park fund.



198th St SW looking west. As the "Promenade," the proposed center of activity for Lynnwood, street standards require this street to redevelop with a much enhanced pedestrian environment.

Chapter 4: Mode Profiles

This Chapter summarizes the current conditions of the Lynnwood Transit Center area by mode.

Transit

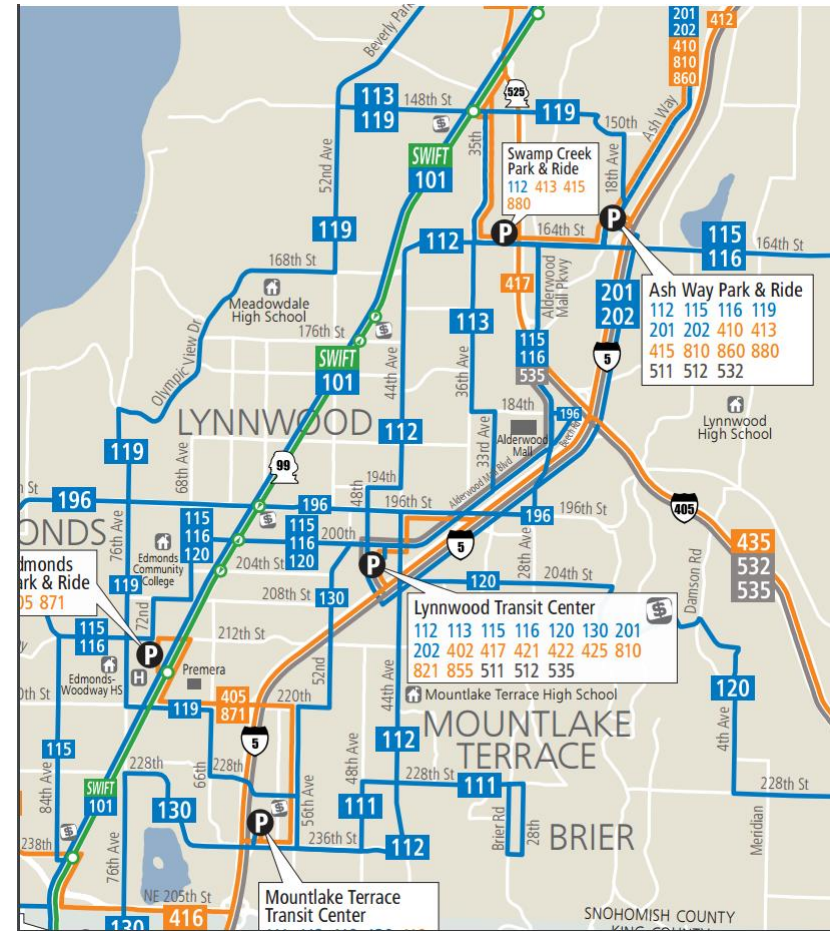
Existing Facilities, Services, and Conditions

The Lynnwood Transit Center offers many rider amenities, including 1,370 parking spaces, bicycle racks and lockers, restrooms, payphones, public art, and a ride store. Nearly 500 commuter and local buses pass through the Lynnwood Transit Center per day, providing service to many parts of the region. **Figure 6** shows the existing transit service.

More than 40 percent of Community Transit's bus routes serve the Lynnwood Transit Center, with a bus passing through the transit center approximately every 3 minutes during peak periods. Sound Transit also provides bus service at the Lynnwood Transit Center, with all-day service between Seattle, Bothell, and other destinations.

Typical headways are 15-30 minutes on each route serving the transit center during peak and midday hours and 30-40 minute headways in the evenings. On weekends, headways are typically 60 minutes. More detailed information about the existing transit service is found in **Appendix A**.

Figure 6. Existing Transit Service, 2016



Source: Community Transit.



The Lynnwood Transit Center is a major hub for bus transfers to/from the regional transit network.

How People Access the Lynnwood Transit Center Today

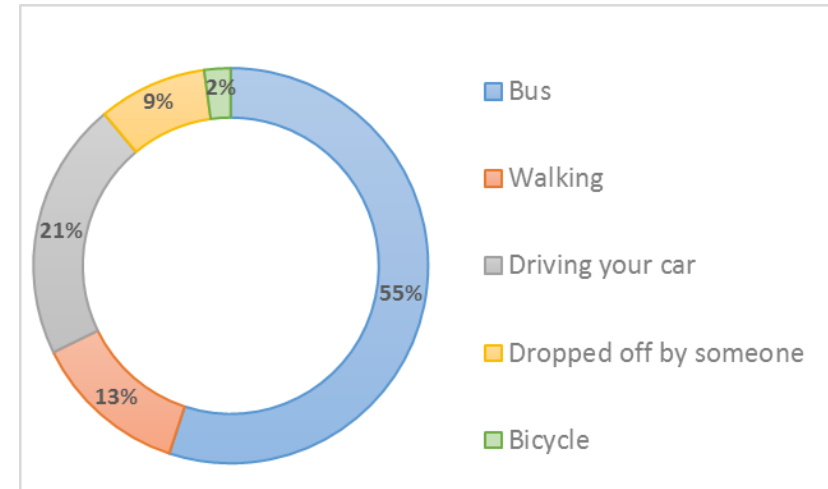
Because of its important role as a transfer station, as well as the growing number of employment and retail destinations accessible from the transit center, Lynnwood Transit Center increasingly functions as an attraction transit center.

The average number of people with trips originating (boarding) at the Lynnwood Transit Center in 2014 was approximately 1,420 during the morning peak period (7:00 to 10:00 AM), and 740 during the evening peak period (4:00 to 7:00 PM). There were approximately 4,800³ daily boardings at the Lynnwood Transit Center in 2014.

As illustrated in **Figure 7**, 55 percent of people access the Lynnwood Transit Center by taking transit. Approximately 30 percent of users access the station by driving their car or being dropped off, while walking and biking support 15 percent of the trips to/from the transit center.

The Lynnwood Transit Center also provides 1,370 dedicated parking spaces in a large surface parking lot south of the Bus Bay. The parking lot is commonly full by 8 AM on weekdays.

Figure 7. Mode of Access to the Lynnwood Transit Center



Survey also found Drop off by DART (Dial-A-Ride-Transit) or TAP (Transportation Assistance Program) = (<1%); Carpool = (0%).

Source: Community Transit Survey, 2006.

³ Community Transit Survey, 2014.

Planned Improvements

The Lynnwood Transit Center will undergo substantial redevelopment with the opening of Lynnwood Link light rail in 2023. The station area design of the Lynnwood Link Station is displayed in **Figure 8**. The major changes that will impact transit access include:

- Significant increase in buses accessing the transit center during peak hours (from a bus every 3 minutes to a bus every 45 seconds)
- Bus/HOV only access along 46th Avenue West
- Pick up, drop off, and parking access along 48th Avenue West
- Relocation of kiss-and-ride (private vehicle dropping off passenger to board transit)

Community Transit plans to increase service in the future, which will include more buses in the midday and more trips on the weekend. The SWIFT 3 line is planned to connect Paine Field/Boeing with Canyon Park/Bothell and could begin operating as early as 2018.

Up to 17,900 daily boardings are anticipated for the Lynnwood Transit Center by 2035. Sound Transit's Lynnwood Link Extension project forecasts approximately 85% of riders arriving by transit, bicycle, or walking. This study recommends multimodal strategies to support Link ridership.

Transit service is one aspect of performance. Another is transit reliability. Since 2013, Community Transit, Sound Transit and WSDOT have partnered to improve transit speed and reliability on I-5 HOV lanes between Seattle and Everett.

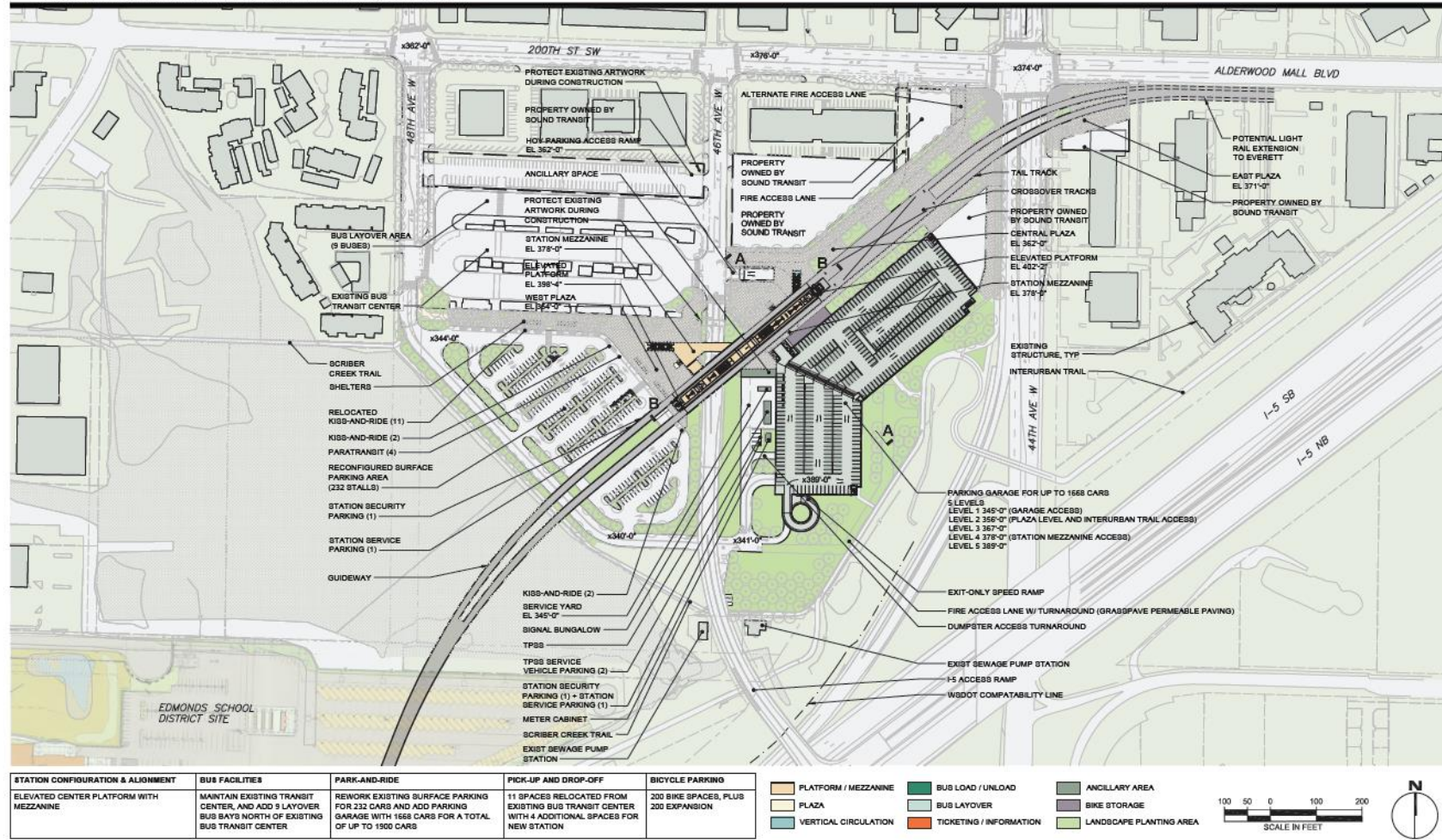
Several projects are currently being considered including:

- Restricting weaving zones between Everett and Northgate. Initial target locations being investigated along Southbound I-5 between Ash Way Park & Ride and Mountlake Terrace Freeway Station.
- Adding transit queue jumps for buses at Mountlake Terrace Freeway Station.
- Piloting bus shoulders on I-5 between Lynnwood Transit Center and Mountlake Terrace Freeway Station.



Community Transit Route 116 enroute to Lynnwood Transit Center

Figure 8. Lynnwood Link Station Area Design Concept
SOUND TRANSIT LYNNWOOD LINK EXTENSION


HEWITT

PREFERRED ALTERNATIVE
LYNNWOOD TRANSIT CENTER STATION OPTION
SITE PLAN

DWG NO:19-AAP001-ALT

SHEET 44 OF 59

REV. NO. _____

Source: Sound Transit

Pedestrian

Existing Facilities and Conditions

In 2008, the City of Lynnwood developed a non-motorized skeleton system. The skeleton network serves as a framework for identifying existing needs and prioritizing multimodal improvements between homes, schools, businesses, entertainment and other services throughout the City of Lynnwood without using their cars. The pedestrian skeleton system includes a total of 104 miles of sidewalks, paths, and trails, of which 85 miles or 82 percent is complete today. For the purpose of this study, the skeleton network provides a starting point for identifying existing needs and prioritizing multimodal improvements within the Lynnwood Transit Center walkshed.

Overall, there is a fairly extensive system of sidewalks and trails throughout the City of Lynnwood. As of 2015, the City has 146 miles of sidewalks. Sidewalks are generally available along principal arterials and most minor arterials. Lynnwood offers a number of trails within local parks and along rights-of-way. Many of these trails, such as the Interurban Trail and planned upgrade to the Scriber Creek Trail, provide multimodal connections to destinations such as the Lynnwood Transit Center.

Despite having a relatively well connected network of sidewalks, few sidewalks are wider than five feet and buffered from the roadway, creating a potentially unsafe and uncomfortable walking environment. Lynnwood's trail network also faces infrastructure and environmental challenges. Trails such as Scriber Creek are susceptible to flooding, which creates natural barriers to walking. Some residents and commuters perceive the trails as isolating and unsafe.

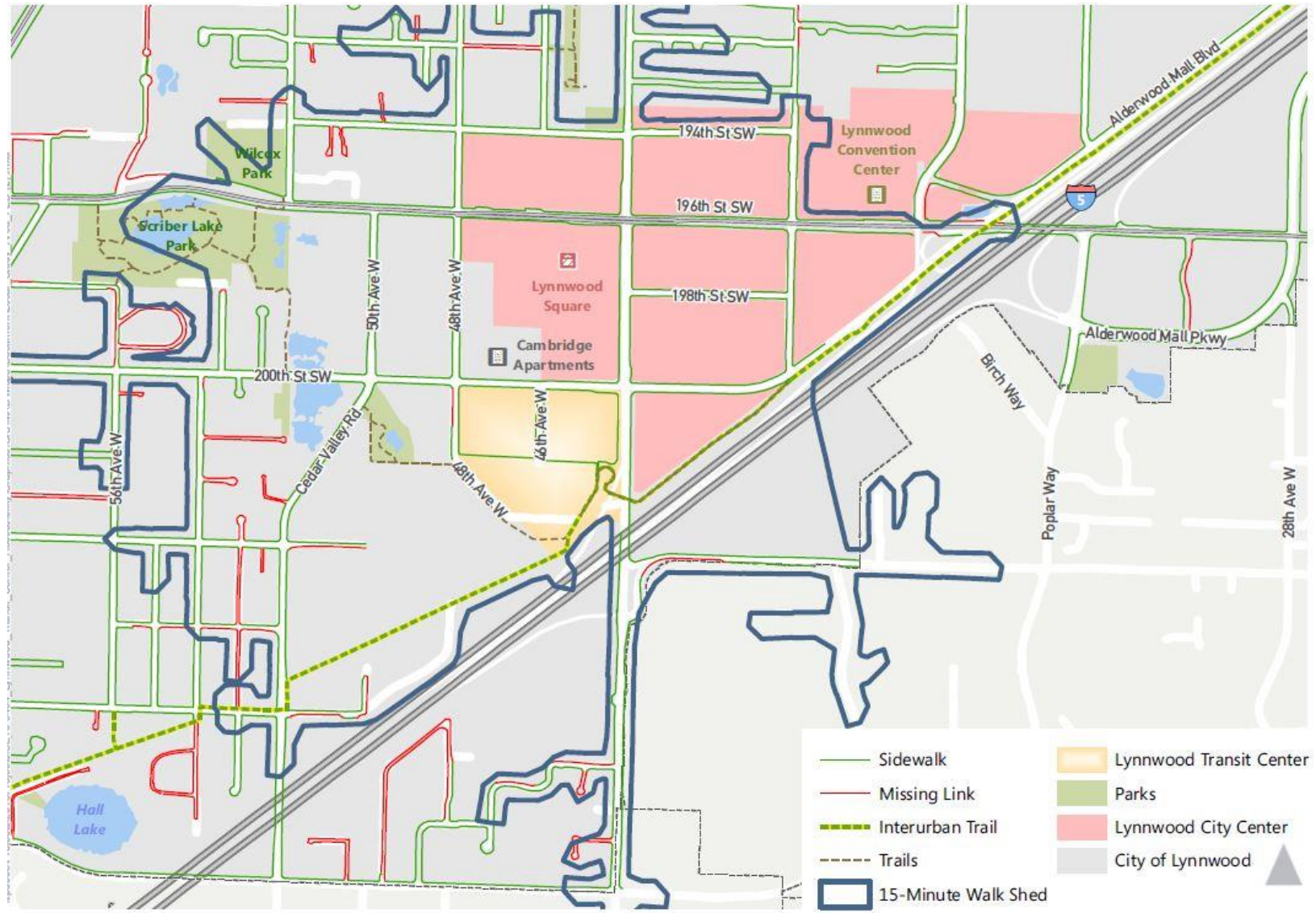
Existing sidewalks within a 15-minute walkshed of the Lynnwood Transit Center are summarized in **Table 2** and displayed in **Figure 9**. Approximately thirteen percent of Lynnwood Transit Center users access the station by walking. All of the surrounding streets provide sidewalks and marked crosswalks at intersections with major roadways. Pedestrian signal heads, audible warnings, and pedestrian push buttons are provided at most signalized intersections.

While patrons access the Lynnwood Transit Center from all of the surrounding streets, the majority of users originate from areas to the northwest and access the station along 48th Ave W and 200th St SW. Pedestrians accessing the Lynnwood Transit Center southeast of 44th Ave W travel underneath the I-5/44th Ave W interchange then over the Interurban pedestrian bridge to access the station. Walking under the I-5 interchange creates an uncomfortable experience for pedestrians. The area has been described as dark, uninviting, and poorly connected.

Table 2. Existing Sidewalks within 15-Minute Walkshed of the Lynnwood Transit Center

Classification	Potential Sidewalk (miles)	Existing Sidewalk (miles)	Percent	Citywide Percent
Principal Arterial	2.0	2.0	100%	100%
Minor Arterial	1.8	1.8	100%	94%
Collector Arterial	2.4	2.4	100%	85%
Residential Street	2.3	2.3	100%	57%
Walkshed Total	8.5	8.5	100%	71%

Source: Lynnwood Department of Public Works

Figure 9. Existing Pedestrian Facilities


Planned Improvements

The City prepared a Pedestrian Skeleton Network that serves as means of prioritizing future pedestrian improvements in the City of Lynnwood. These were considered for the LMAP process. The City Center Streetscape Plan shown previously in Figure 5 includes future gateway projects and sidewalk upgrades that will enhance the pedestrian experience.



44th Ave W Pedestrian Bridge/Interurban Connection



I-5 and 44th Ave W Interchange

Bicycling

Existing Facilities and Conditions

Existing bicycle facilities within a 15-minute bikeshed of the Lynnwood Transit Center are summarized in **Table 3** and displayed in **Figure 10**. Over one-third of the citywide bicycle facilities are located within the bikeshed. Approximately 2 percent of Lynnwood Transit Center users access the station by biking.

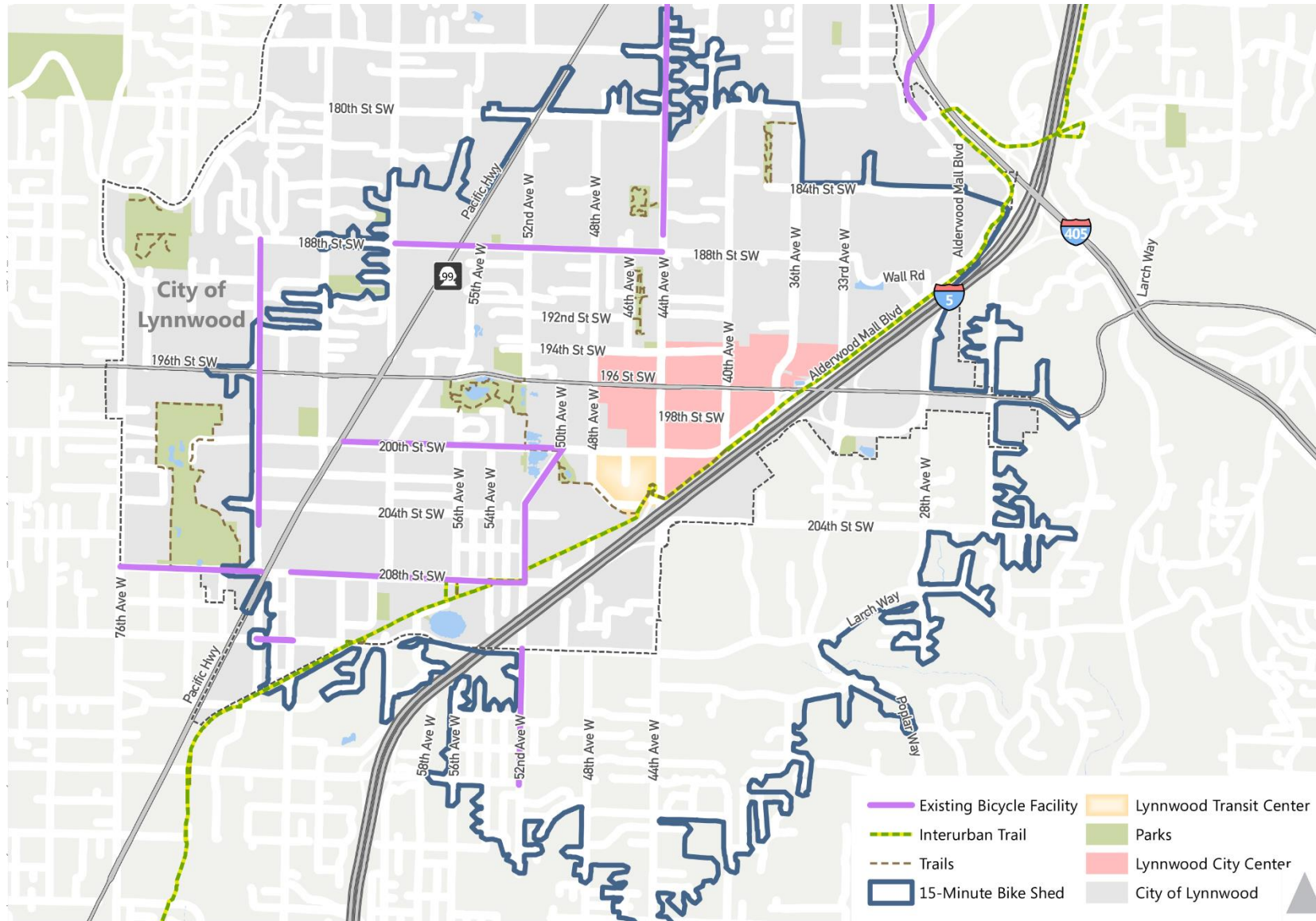
Table 3. Existing Bicycle Facilities within 15-Minute Bikeshed of the Lynnwood Transit Center

Facility Type	Bikeshed Facilities (miles)	Percent of Citywide Facilities
Existing Lane	3.9	43%
Planned with Improvements	12.0	31%
Future Interurban	1.4	100%
Bike Shed Total	17.3	36%

Source: Lynnwood Department of Public Works

The City's bicycle skeleton system includes a total of 70 miles of bicycle lanes/routes, of which 12 miles or 17% is complete today. Overall, the bicycle network within Lynnwood is segmented and lacks connections to key destinations. The City of Lynnwood is working to increase bicycle access throughout the City by building bicycle facilities citywide, as detailed in the Comprehensive Plan.

The bicycle facilities surrounding the Lynnwood Transit Center are limited to bicycle lanes along 200 Street SW (between SR99 and 50th Avenue West) and Cedar Valley Road (between 208th Street SW and 200th Street SW). The majority of bicycle users access the Lynnwood Transit Center from the Interurban Trail, Scriber Creek Trail, and 48th Avenue West.

Figure 10. Existing Bicycle Facilities


Interurban Trail

The Interurban Trail serves as an important nonmotorized transportation facility for both the City of Lynnwood and the region. The Interurban Trail is classified as a class one multi-use regional trail. The trail begins in Everett and travels south through Lynnwood, Mountlake Terrace, Edmonds, Shoreline, and north Seattle, for approximately 24 miles. The portion of the Interurban Trail that connects through Lynnwood is paved and is generally 12-feet wide. The trail is mostly continuous and separated from roadways through Lynnwood, except for one missing link between 212 Street SW and South Lynnwood Park.

Scriber Creek Trail

The Scriber Creek Trail also provides important connections for the pedestrian and bicycle skeleton systems. The Scriber Creek Trail connects to the Interurban Trail at the Lynnwood Transit Center and provides 1.5 miles of multiuse trail (0.82 miles hard surface, 0.68 miles soft surface). The trail generally follows the Scriber Creek corridor and is approximately eight-feet wide. The Scriber Creek Trail is prone to flooding, alternates between paved and unpaved surfaces, and lacks wayfinding, making it less attractive for bicycle users. The City plans to redevelop the trail into a class one multi-use trail.



Interurban Trail, Access Point to the Lynnwood Transit Center



Scriber Creek Trail, Access Point to the Lynnwood Transit Center

Planned Improvements

The City developed a Bicycle Skeleton Network, which identifies proposed future bicycle improvements. These were considered for the LMAP process

Bike2Health

In 2015, Lynnwood joined the Cities of Edmonds and Mountlake Terrace to complete a regional bicycle network in a collaborative effort called Bike2Health. Several key north/south and east/west corridors (**Figure 11**) will connect to key destinations such as employment centers and transit locations, including the Lynnwood Transit Center. Bike2Health will complete 11 critical missing links of the existing regional bicycle network in south Snohomish County.

Figure 11. Regional Bicycle Network evaluated as part of Bike2Health



Source: Verdant Health Commission

Auto

The following section provides a discussion of existing auto access conditions and planned improvements. Based on 2006 Community Transit survey data, approximately 30 percent of daily transit riders access the Lynnwood Transit Center via auto (21% drive alone, 9% dropped off).

Existing Roadway System

Access to the station's parking lot and pick-up/drop-off area is via 46th Ave W and 48th Ave W via 200th St SW. Regional access to the Station is provided via I-5 to the north and south. An HOV direct access ramp provides I-5 access to the Lynnwood Transit Center for buses, carpools, vanpools, and motorcycles. In addition to freeway/highway access to Lynnwood via I-5, I-405 and SR 525, the City has three Principal Arterials that are state highways:

- 196th Street SW (SR-524)
- 44th Avenue West (SR-524 Spur), south of 196th Street SW
- Highway 99 (SR-99)

Traffic Conditions

Traffic conditions in urban areas like Lynnwood are affected more by the operations at the intersections than by the capacities of the local streets, because traffic control devices (signals and stop signs) at intersections control the capacity of the street segments.

Lynnwood's existing Level of Service (LOS) policy, per the 2015 Comprehensive Plan, is as follows:

- LOS "D" for non-City Center arterials and non-State Highways during the PM peak hour
- LOS "E" for City Center arterials during the PM peak hour

As part of the Lynnwood Link Extension EIS, analysis of peak-hour traffic conditions were conducted at 20 intersections within the City of Lynnwood. All study intersections would continue to meet the LOS standard after Link Light Rail is constructed.



Typical mix of autos and transit on city streets



HOV/transit direct access ramp to I-5 north/south

Parking

The Lynnwood Transit Center currently provides 1,370 dedicated parking spaces in a large surface parking lot. This area is accessible via 46th Ave W and 48th Ave W. The parking lot is commonly full by 8 AM on weekdays. There is a small number of on-street parking spaces near the transit center (10 spaces) that have a 100 percent utilization rate.⁴ There are approximately 3,720 off-street parking spaces within 1/4 mile of the Lynnwood Transit Center, with 65 percent utilization during the midday. Five hundred additional parking spaces will be added with the construction of the Lynnwood Link station.

Pick Up and Drop Off Locations

Currently, there are no designated pick-up/drop-off areas at the Lynnwood Transit Center. However, based on field observations, the primary drop-off location is just south of the bus bay in the main park-and-ride lot, with some drop-off activity along 46th Ave W. Pick-ups/drop-offs along these roadways create conflicts between pedestrians and buses, shuttles, and passenger cars. The future station area designates a kiss-and-ride location just south of this location, and will only be accessible by 48th Ave W.

Planned Improvements

Several study area roadway projects are identified in the 20 year project list of Lynnwood's Comprehensive Plan. The projects include additions to the city center street grid (e.g. 194th St SW, 42nd Ave W), roadway and intersection widening along 200th St SW, and

construction of transit lanes on 196th St SW. These projects were considered for input to the LMAP process.



Parking at the Lynnwood Transit Center



Lynnwood Transit Center

⁴ Data collected in May 2012 between 9-11AM and 1-4PM. Source: Station Area Transit-oriented Development Potential Report, Sound Transit, April 2013.

Chapter 5: Recommended Strategies

This chapter first identifies the access objectives by mode, leading to a list of performance measures. Through community outreach and coordination with the IAG, proposed strategies were identified to improve access to the transit center and support future Link ridership. The proposed strategies were integrated into three defined scenarios and evaluated against the performance measures to evaluate how well the proposed strategies support transit ridership.

Access Objectives

This section outlines the Lynnwood Transit Center access objectives by mode. These objectives were developed through coordination with the IAG and community stakeholders, and they assisted in defining the performance metrics to analyze proposed access improvement projects.

Transit

The over-arching transit access objective is to increase ridership at the Lynnwood Transit Center. Supporting objectives related to feeder transit services to the Lynnwood Transit Center include:

1. Maintain or improve travel times, route directness, and increase transit (bus/shuttle) service frequency.
2. Minimize impacts of traffic congestion and drop-offs/pick-ups on transit.
3. Provide convenient and safe connections between local and regional transit.

Pedestrian

In anticipation of the increased pedestrian demands at the Lynnwood Transit Center, the pedestrian objectives include:

1. Provide safe, efficient connections within a 15-minute walk shed of the Lynnwood Transit Center.
2. Provide safe crossing opportunities, particularly of arterials surrounding the site (200th St, 48th Ave W, 46th Ave W, and 44th Ave W).
3. Enhance safety and comfort for pedestrians to encourage non-auto access.

Bicycle

Based on the anticipated increase of bicycle access associated with a shift to non-motorized access modes, the bicycle access objectives include:

1. Provide safe and efficient connections between the Lynnwood Transit Center and adjacent streets within a 3-mile catchment area.
2. Provide safe and well-lit bicycle crossings of arterial streets.
3. Connect local bicycle facilities to the regional bicycle system.

Auto

Based on existing conditions and anticipated automobile access needs to the at the Lynnwood Transit Center, the objectives for auto access include:

1. Provide convenient access to the parking facility.
2. Provide safe separation from non-motorized users.
3. Manage parking to reduce peak vehicular demands.

Performance Measures

Performance measures were developed consistent with WSDOT's Practical Solutions process, including both baseline and contextual measures. The measures are summarized below, with additional details provided in **Appendix C**.

Baseline Measures

The baseline measures, as shown in **Table 4** address key needs and that can be quantitatively linked to ridership. These include:

- **Station-area measures** that capture the factors that determine ridership (i.e., land use and access by different travel modes), and will help stakeholders understand how well different projects and plan alternatives support the goal of increasing ridership.
- **Regional measures** that assess how changes in ridership will affect travel along the Interstate 5 corridor connecting Lynnwood to Seattle, and which can be used to compare the overall impact of the LMAP to other projects.

Contextual Measures

Contextual measures address community needs identified by stakeholders but are either not quantifiable or are not directly related to ridership. The measures shown in **Table 5** reflect the measures important to this study. Community values are reflected in the evaluation process. Contextual performance measures were qualitatively evaluated to help understand tradeoffs that may exist between future scenarios.

Table 4. Baseline Performance Measures

Category	Measure Definition
Station Area Measures	
Ridership	Average weekday Link boardings at Lynnwood Transit Center
Land use	Number of jobs and housing units located within a half-mile (network distance) of the station
Bicycle access	Average level of traffic stress on key bicycle routes within 3 miles (a 15-minute ride) of the station
Pedestrian access	Average intersection density within a 15-minute walk of the station
Pedestrian access	Percent of blocks within a 15-minute walk of the station that have adequate pedestrian facilities ²
Transit access	Number of people, jobs, and college students located within a 15-minute bus ride from the station
Auto access	Number of intersections within a mile of the station exceeding city LOS standard during PM peak period
Auto access	Number of transit riders arriving by vehicle per station area parking stall
Regional Measures	
Mode Split	Vehicle trips and miles reduced due to transit
GHG and pollution	Greenhouse gas and pollutant emissions reduced due to strategies

² "Adequate" refers to streets with 12' sidewalks on both sides of streets that match Streetscape Design Standards (where applicable).

Table 5. Contextual Measures

Performance Measure Category	Contextual Need or Issue
Safety	<ul style="list-style-type: none"> High-conflict locations for bikes/pedestrians/transit near station Safety along Scriber Creek and Interurban trails
Environmental Justice	<ul style="list-style-type: none"> Existing affordable housing development near station Viability of existing businesses serving local population
Social / Community	<ul style="list-style-type: none"> Downtown encourages urban living (mix of uses, compact development)
Urban Design	<ul style="list-style-type: none"> Surrounding streets are uncomfortable and uninteresting for walking
Economic development	<ul style="list-style-type: none"> Support for market-rate development
Environmental	<ul style="list-style-type: none"> Impacts to wetlands Flood risk due to limited stormwater manag (Scriber Creek focus)⁵
Implementation	<ul style="list-style-type: none"> Ability to leverage WSDOT and other resources
Public Health	<ul style="list-style-type: none"> Opportunities for active transportation to encourage personal fitness

⁵ Maximize green stormwater management options (i.e., Low Impact Development and Green Infrastructure) that support existing and provide additional community values and natural resource benefits (e.g., place making, flood reduction, etc.)

Strategies Development

As part of the evaluation process, three scenarios were developed and evaluated against the defined performance metrics:

- **Existing** - provides a frame of reference for current conditions.
- **2035 Baseline** - includes projects assumed in the Sound Transit Link EIS and the projects planned by the City for implementation over the next six years (**Figure 12**)⁶.
- **LMAP** – includes longer range planned projects and strategies developed as part of this study (**Figure 13**).

Figure 14 shows the combined strategies. The existing conditions were described in chapters 2 and 3. The remainder of this chapter describes the strategies included in the 2035 Baseline and LMAP scenarios. A full strategy list is provided in **Appendix B**.

⁶ This study looked only at Sound Transit improvements in the context of ST2, as ST3 was not approved by voters until after the technical work was completed.

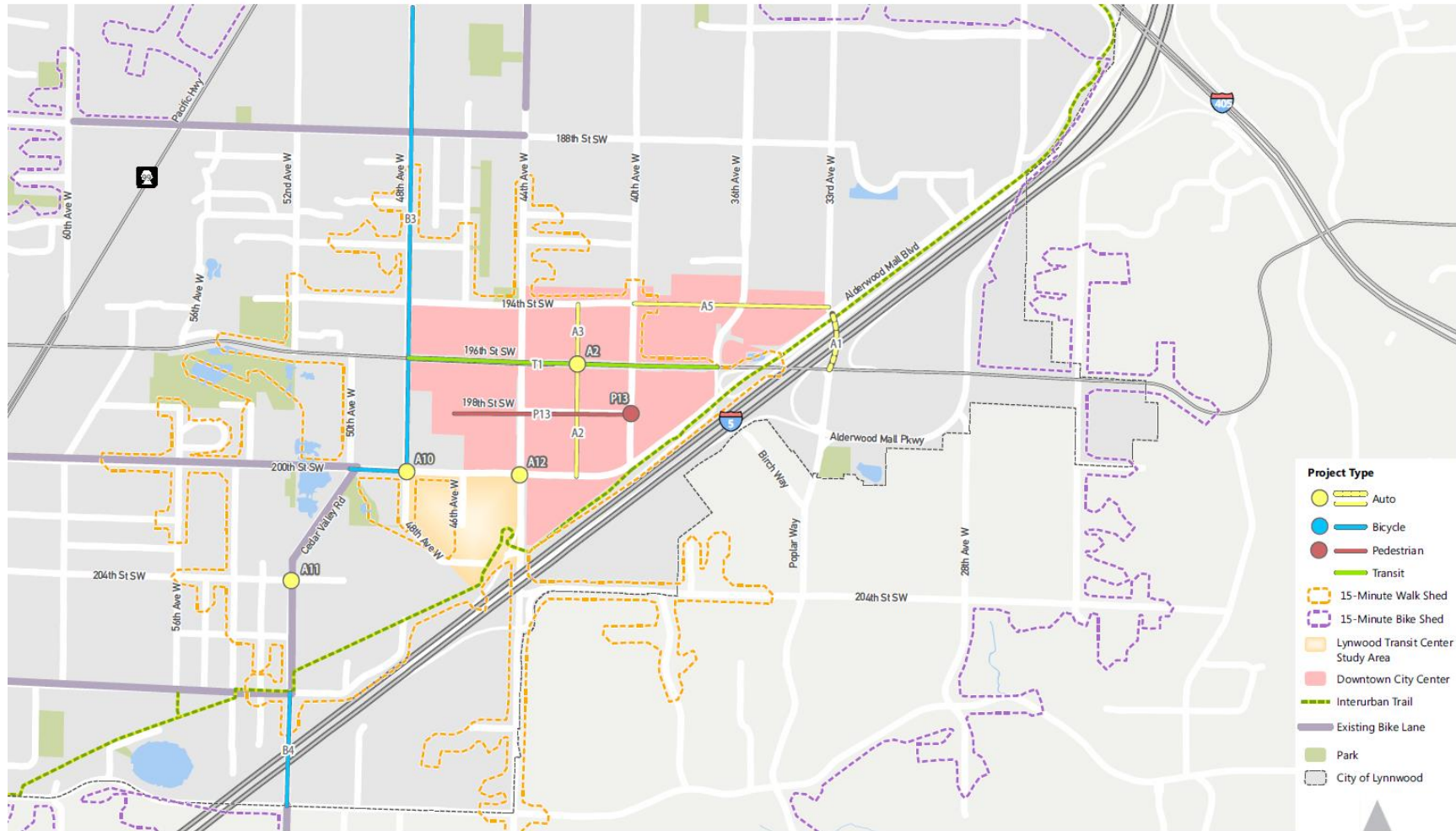
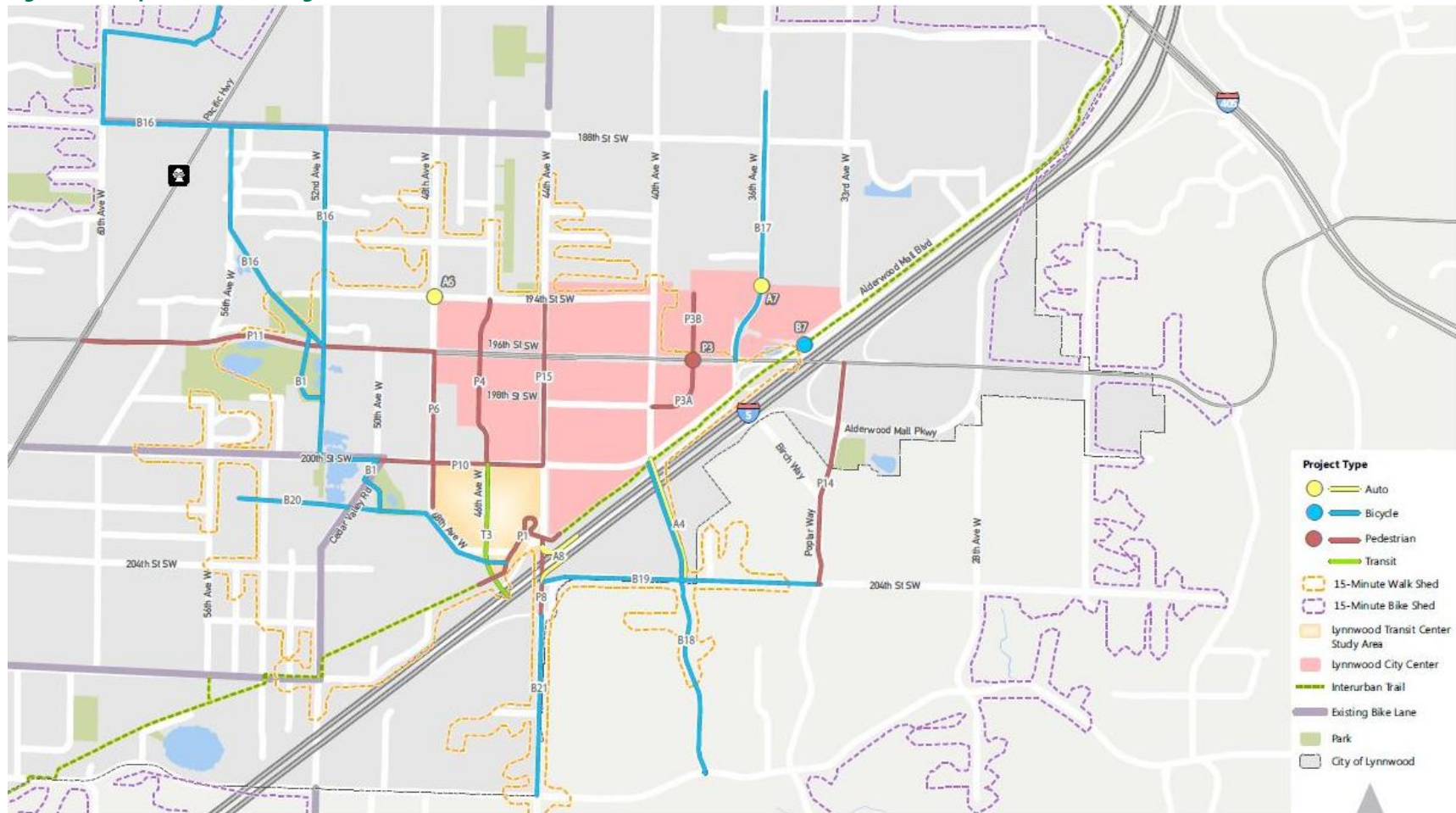
Figure 12. Map of 2035 Baseline Strategies


Figure 13. Map of LMAP Strategies


LMAP Strategies

- Auto
- Bicycle
- Pedestrian
- Transit

2035 Baseline Strategies

- Auto
- Bicycle
- Pedestrian
- Transit
- 15-Minute Walk Shed
- 15-Minute Bike Shed
- Lynnwood Transit Center Study Area
- Lynnwood City Center
- Interurban Trail
- Existing Bike Lane
- Park
- City of Lynnwood

Strategies not Mapped

Mode	ID	Project	Scenario
Bicycle	B5	Bike Share Stations	Baseline
	B6	Bike Lockers at SWIFT shops	LMAP
	B10	Bicycle Facility - 9th Ave S (220th-Dayton), Dayton St (9th Ave - Ferry Terminal)	Baseline
	B11	Bicycle Facility - 76th Ave W/80th St SW (Olympic View Drive to 220th St SW)	Baseline
	B12	Bicycle Facility - 80th St SW/228th St SW	Baseline
HOV	HOV1	Travel Demand Management to encourage carpool	LMAP
	HOV2	Integrate ride share services	LMAP
	LU1	Right of Way Preservation Ordinance	LMAP
Land Use	LU2	Encourage increased density of residential growth farther west of 44th Ave	LMAP
	LU3	Encourage new development in the City Center to include pedestrian pathways	LMAP
	LU3	Traffic Signal Timing for Pedestrian Crossings (Adaptive time-of-day)	LMAP
Pedestrian	P2	Mid-block - private streets	LMAP
	P5	Upgrade Sidewalks on Existing City Center Roads to Design Standards	LMAP
	P9	Standards	LMAP
Transit	T2	SWIFT on 190th St	Baseline
	T4	196th St SWIFT reroute to LTC	LMAP
	T5	Transit Signal Priority Routes	LMAP
	T6	Expand Customer Service at LTC	LMAP
Other	O1	Park-and-Ride Mobile App	LMAP

Pedestrian Strategies

Pedestrian strategies are listed in **Table 6**. The LMAP strategies provide improved pedestrian access to the transit station to support projected LINK ridership. Given the location of the transit station, the focus of the strategies was on improving pedestrian access to the regional Interurban Trail and the connecting Scriber Creek Trail.

Pedestrian strategies to support the expected land use growth were also identified, such as upgrading streets to Promenade streetscape standards, as well as the breaking up superblocks to allow for more direct pedestrian travel.

Key pedestrian strategies include:

- Scriber Creek Trail Redevelopment
- Interurban Trail Access from the surrounding neighborhoods
- Pedestrian enhancements at the 44th Ave / I-5 underpass
- City Center street grid completion and streetscape improvements

Table 6. Pedestrian Strategies

ID	Strategy
2035 Baseline Strategies	
P13	198th St SW Promenade (40th Ave W - 44th Ave W)
LMAP Strategies	
P3	Promenade Connection (198th St SW/38th Ave W)
P1	Interurban Trail Improvements near Station
P2	Traffic Signal Timing for Pedestrian Crossings (Adaptive time-of-day)
P3	Promenade Connection (198th St SW/38th Ave W)
P3A	Promenade Connection (38th Ave W)
P4	Mid-block - New 46th St W (200th St SW - 194th St SW)
P5	Mid-block - private streets
P6	48th Ave W Reconstruction (Transit Station - 196th St SW)
P8	44th Ave W/I-5 Underpass
P9	Upgrade Sidewalks on Existing City Center Roads to Design Standards
P10	200th St SW Widen Sidewalks (50th Ave W - 44th Ave W)
P11	196th St SW Sidewalk Upgrade (SR 99 to 48th Ave W)
P14	Poplar Way Non-motorized Improvements (196th St SW - 204th St SW)
P15	44th Ave W Pedestrian Zone (200th St SW-194th St SW)

Bicycle Strategies

Bicycle strategies are listed in **Table 7**. Similar to the pedestrian strategies, the focus of bicycle treatments is to improve the bicycle network and provide key access routes to the multiuse trails and the transit station. Key linkages include the Interurban Trail and Scriber Creek Trail. Regional bicycle routes have been identified through the Bike2Health project. Additional LMAP strategies strive to provide higher quality delineated bicycle facilities between activity nodes such as the City Center, 44th Civic Center, Group Health, and Edmonds Community College. Strategies also include safer crossings to reduce conflicts with vehicles.

Key bicycle strategies include:

- Completion of Bike2Health Network
- Bicycle facilities on key routes
- Wayfinding signage to the transit center and City Center
- Interurban and Scriber Creek Trail Upgrades; Center to Sound Trail extension
- Potential Bike Share program for local trips

While the specific design of the bicycle facilities will occur in later studies, where possible the city will seek to provide protected or buffered bicycle facilities, rather than standard striped bicycle lanes or sharrows.

Table 7. Bicycle Strategies

ID	Strategy
2035 Baseline Strategies	
B3	48th Ave W Sharrow/Bicycle Lane (200th St SW - 194th St SW)
B4	52nd Ave W Bicycle Connection (212th St SW - 208th St SW)
B5	Bike Share Stations
B8	200th St SW Bicycle Facility (SR 99 - 64th Ave W)
B9	Bicycle Facility on 212th St SW/Bowdoin (61st Pl - 9th Ave S)
B10	Bicycle Facility - 9th Ave S (220 th St SW-Dayton St), Dayton St (9th Ave - Ferry Terminal)
B11	Bicycle Facility - 76th Ave W/80th St SW (Olympic View Drive to 220th St SW)
B12	Bicycle Facility - 80th St SW/228th St SW
B13	Bicycle Facility - 56th Ave W (236th St SW - 220th St SW)
B15	Bicycle Wayfinding Signage
LMAP Strategies	
B1	Scriber Creek Trail Redevelopment (Transit Center to Wilcox Park)
B6	Bike lockers at SWIFT stops
B7	Interurban Trail Connection Improvement at 195th Pl SW Cul-de-sac
B16	Center to Sound Trail (Scriber Creek Trail North Extension)
B17	36th Ave W
B18	Larch Way / 204th St SW
B19	204th St Facility
B20	At-grade crossing & 201st Pl Greenway
B21	44th Ave W Bicycle Facility W (204th St SW - 212th St SW)

Note: Strategy P15 (44th Ave W Pedestrian Zone) may also include bicycle facilities

Transit Strategies

Transit strategies are listed in **Table 8**. As part of the 2035 Baseline, Community Transit will reroute several existing bus routes to serve the new Link system. This will provide improved coverage and frequency of local bus service for Lynnwood residents. The LMAP strategies build on these services to help create simple and straightforward transfers from bus to rail.

Key transit strategies include:

- New SWIFT bus line on 196th St SW combined with transit-only lanes. Consider possible rerouting of SWIFT into the LTC.
- Transit signal priority (TSP) along key transit corridors to improve speed and reliability.

Table 8. Transit Strategies

ID	Strategy
2035 Baseline Strategies	
T1	196th St SW Widening (I-5 to 48 th Ave W)
T2	SWIFT on 196th St SW
LMAP Strategies	
T4	196th St SW SWIFT reroute to LTC
T5	Transit Signal Priority Routes
T6	Expand Customer Service at LTC

Auto Strategies

The city does not plan major roadway expansions but has several new roadway connections planned as part of the 2035 Baseline (**Table 9**). LMAP strategies include additional traffic signals near the LTC to improve traffic flow and facilitate pedestrian crossings, and completion of the City Center street grid.

The LMAP includes new access roadways across the I-5 barrier, such as the Poplar Way Extension and the Larch Way/40th Ave W crossing. The plan also identifies further examining the potential for a full interchange on 44th Ave W at I-5.

Table 9. Auto Strategies

ID	Strategy
2035 Baseline Strategies	
A1	Poplar Way Extension Bridge (Poplar Way - 33rd Ave W)
A2	42nd Ave W (Alderwood Mall Blvd. - 194th St SW)
A5	194th St SW Extension (40th Ave W - 33rd Ave W)
A9	200th St SW/50th Ave W Intersection Improvement
A10	200th St SW/48th Ave W Intersection Improvement
A11	204th St SW/52nd Ave W Intersection Improvement
A12	200th St SW/44th Ave W Intersection Improvement
LMAP Strategies	
A4	40th Ave W Crossing of I-5
A6	Traffic Signal - 194th/48th Ave
A7	Traffic Signal - 194 th St SW/36th Ave W
A8	44th Ave W/I-5 Interchange

Note: Strategy P4 (New 46th Ave W midblock connection) may also be designed for auto and/or transit use.

HOV Strategies

Given the limited parking supply at the transit station, proposed High Occupancy Vehicle (HOV) strategies support parking management at the transit center with preferential treatment for carpools. Under current review by Sound Transit, this strategy could be established through designating a portion of the stalls for permitted carpool vehicles. Another strategy focuses on integrating ride share services to encourage carpooling to the Link station.

Another strategy would launch a mobile application that identifies how many parking spaces are filled at the station. This application could also identify expected travel times to reach the station via other modes such ridesharing, transit, or walking/bicycling.

Land Use Strategies

The transportation network needs to support the increased growth envisioned for the City Center. Several complementary land use strategies (**Table 10**) were also identified. The LMAP scenario includes the assumption that the city's vision for additional population and employment in the City Center would be realized. Proposed strategies to support this vision include policies to encourage non-motorized travel within the City Center along with improved access to the transit center. The City of Lynnwood's City Center policies are a good start to support pedestrian throughways and smaller block sizes.

Table 10. Land Use Strategies

ID	Strategy
2035 Baseline Strategies	
LU1	Right of Way Preservation Ordinance
LU3	Encourage new development in the City Center to include pedestrian throughways
LMAP Strategies	
LU2	Encourage increased density of residential growth farther west of 44th Ave

Visualizing the Recommended Strategies

The modal strategies work together to improve accessibility to the Lynnwood Transit Center. One of the key corridors for access is along 44th Ave W. **Figure 15** shows how the various pedestrian and bicycle strategies could be integrated throughout this corridor.

44th Ave W/I-5 Underpass Conceptual Design

One of the important strategies is the improvement of pedestrian and bicycle connections under I-5 (LMAP project P-8). **Figure 16** illustrates a potential multimodal facility on the north side of 44th Ave W.

The renderings illustrate a range of artistic treatments and lighting improvements aimed at making this new trail more inviting to pedestrians and bicyclists⁷. Other possible treatments have been examined by the city as part of the *City Center Streetscape Plan*.

48th Ave W Conceptual Design

Another key access corridor is 48th Ave W from the Transit Center to 196th St SW. The LMAP envisions rebuilding the road with wider sidewalks and buffered bicycle lanes⁸. **Figure 17** illustrates a possible cross-section design for this roadway and a rendering of how the roadway might look.

⁷ For the multi-use trail concepts shown, the final width of the trail will be determined by the location of the retaining wall. Separate bike and pedestrian pathways, either through grade change or paving treatment, are preferred by the City of Lynnwood, if there is adequate width to accommodate this design.

⁸ The conceptual design assumes that street improvements will be limited to the existing 60' right-of-way (ROW). Should additional ROW become available (e.g. through redevelopment) the City would be interested in pursuing a protected bike lane.

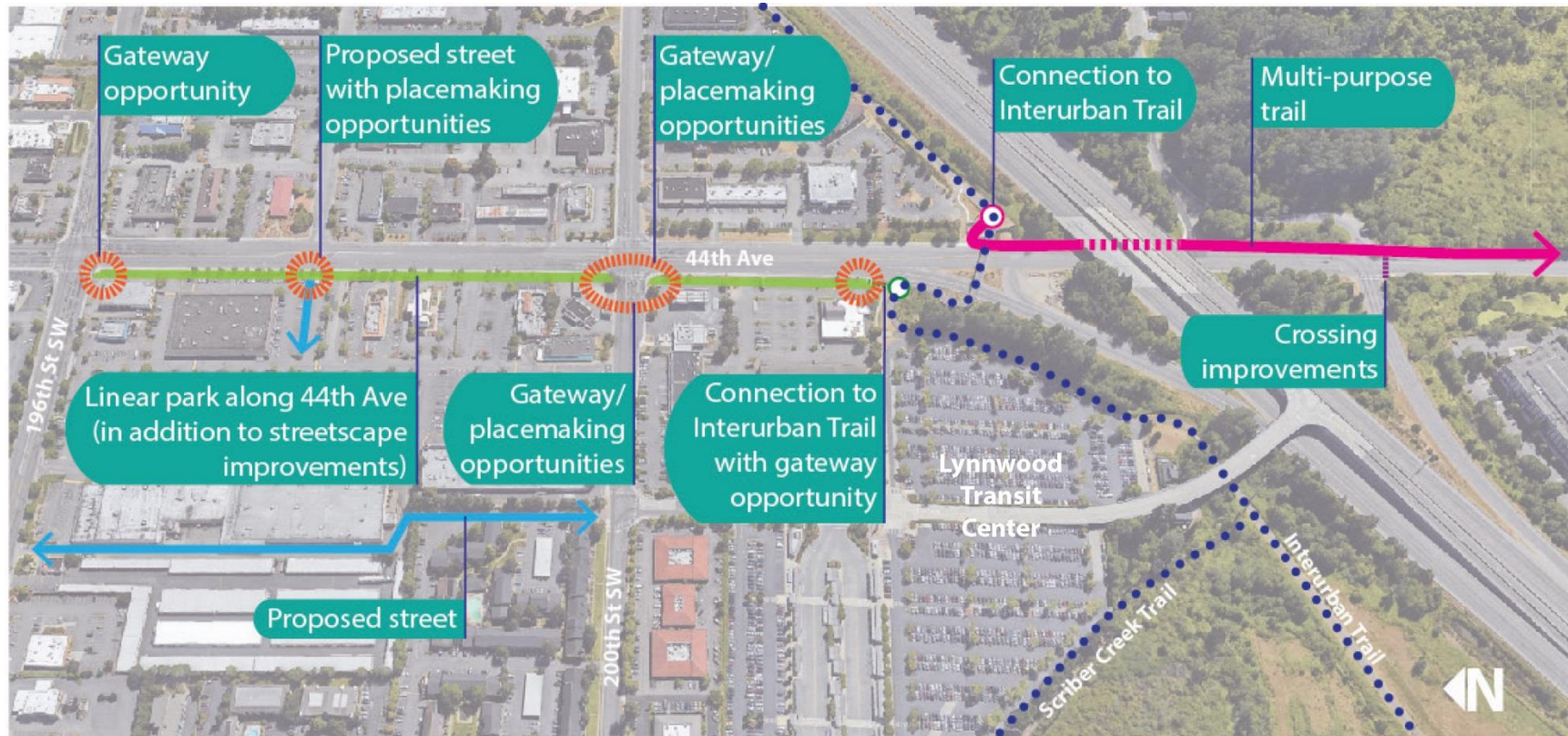
Figure 15. Interaction of Modal Strategies along 44th Ave W

Figure 16. 44th Ave W/I-5 Underpass Conceptual Designs

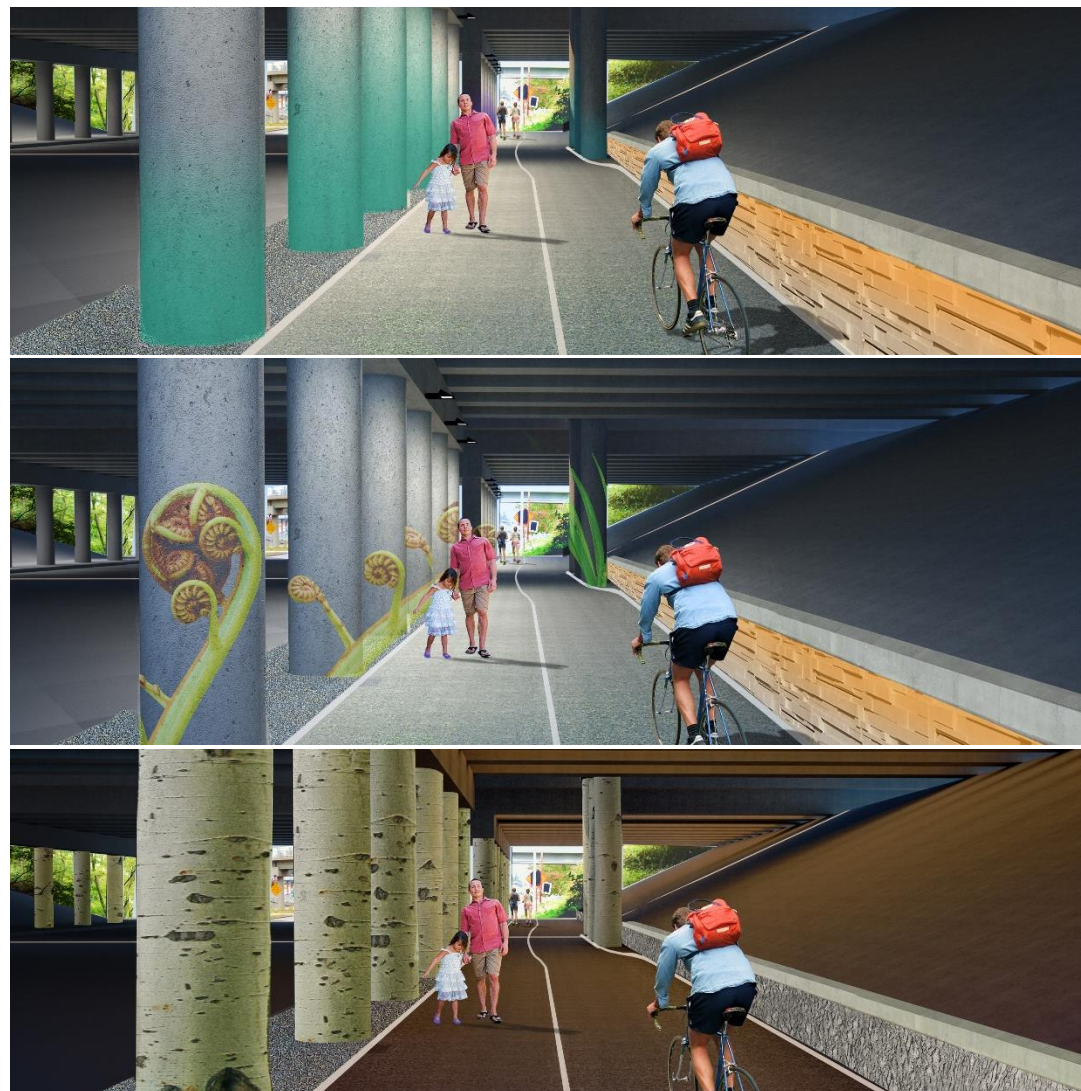
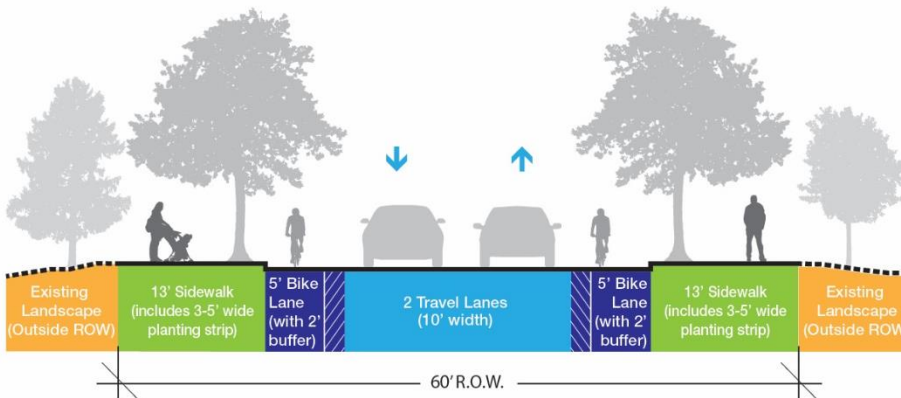
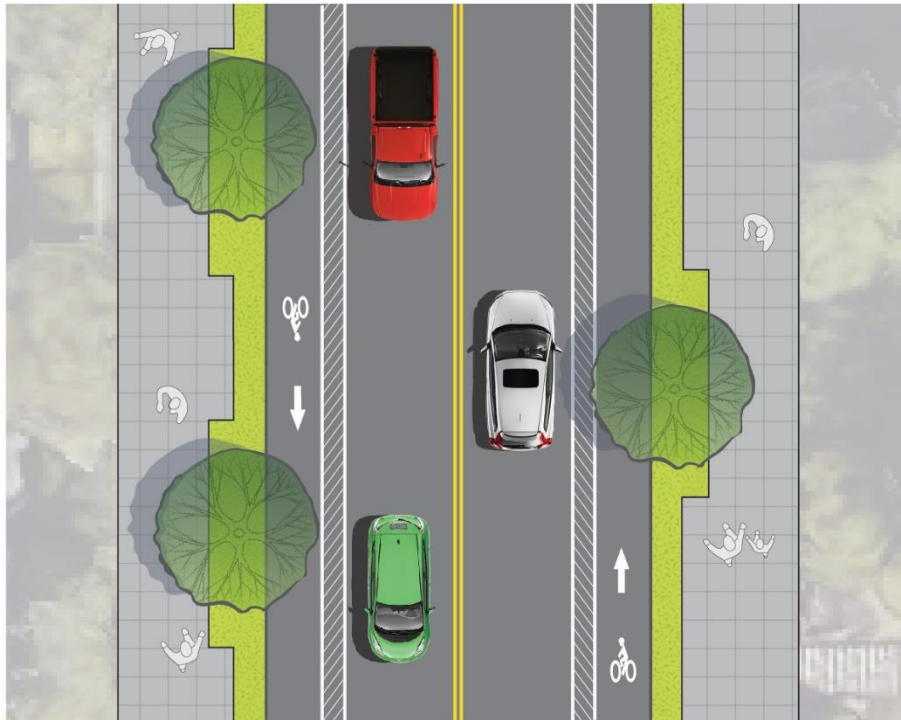


Figure 17. 48th Ave W Conceptual Design



Evaluation Results

Once the strategies were identified, they were grouped into three scenarios: Existing, 2035 Baseline, and 2035 LMAP. These three scenarios were evaluated against the identified performance measures. The following sections describe the results of the evaluation.

Station Area Measures

The overall goal of the LMAP is to support high levels of transit ridership at the Lynnwood Link transit station. Sound Transit forecasts a large growth in transit ridership once Link is completed to Lynnwood. In order to realize this vision with the limited number of parking spaces, people need to be able to travel to the station by bus, bicycling, and walking.

The first set of performance measures focused on access to the station area. The following sections provide a description of each performance measure and the analysis results for the three scenarios. The five categories of station area baseline measures listed below—land use, bicycle access, pedestrian access, transit access, and auto access—provide insights into understanding the extent to which different groups of strategies help increase ridership. The two categories of regional baseline measures—mode split and greenhouse gas / pollutant emissions—estimate the regional benefits of the ridership changes.

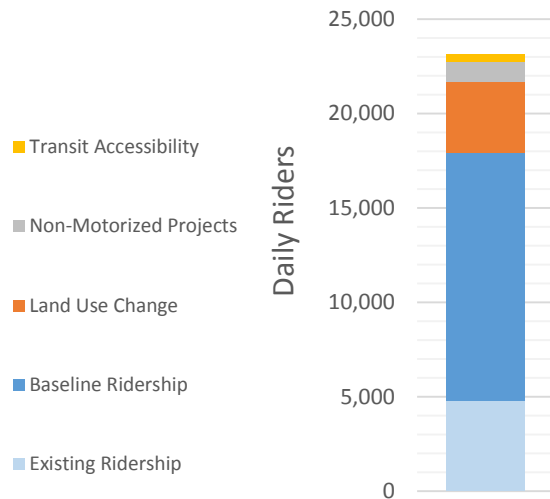
Ridership

This ridership measure is the *average weekday transit boardings at the Lynnwood Link station*, consistent with the Lynnwood Link Extension EIS methodology, as shown in **Table 11**. The Sound Transit

Link EIS forecasts 17,900 daily riders in 2035. The LMAP scenario could increase ridership by approximately 4,700-5,800 daily riders. This increase is primarily due to the additional projected land use growth (72 percent), with approximately 20 percent attributed to the non-motorized improvements and 8 percent due to improved transit access. **Figure 18** illustrates how the various components of transit ridership would be combined.

Table 11. Ridership Measure

Category	Measure Definition	Existing	2035 Baseline	2035 LMAP
Ridership	Average weekday Link boardings at Lynnwood Transit Center	Ridership: boardings on non-local Community Transit and Sound Transit buses	Ridership: Link ridership forecasts in EIS	Ridership: revised Link ridership forecasts based on land use and access measures (see below) and other local data
Results		4,800	17,900	Non-Motorized projects: 950 - 1,200 Land Use: 3,420 – 4,180 Transit Access: 350 – 450
Source		CT 2006 Survey	ST Link EIS	Project Analysis

Figure 18. Daily Ridership


Land Use

This measure focused on the *number of jobs and population located within a half-mile (network distance) of the station via the street network (roughly a ten-minute walk) of the transit center (Table 12)*. Research shows that people who work and live near transit are significantly more likely to use it, so locating ample jobs and housing near the Lynnwood Transit Center is crucial to making sure that ridership goals are met.

The 2035 Baseline Scenario includes the regionally adopted land use forecasts used in the Sound Transit Lynnwood Link EIS. As shown in **Figure 19.**, the LMAP scenario assumes a higher level of growth as identified in the City Center Subarea Plan. The projected higher population and employment totals are the main drivers to increased transit boardings in the 2035 LMAP scenario.

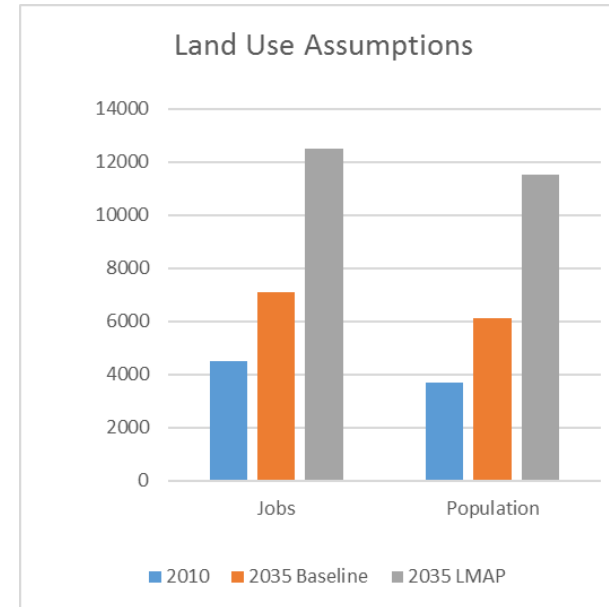
Figure 19. Comparison of Jobs and Population by Scenario


Table 12. Land Use Measure

Category	Measure definition	Data sources (current)	Data sources (future EIS Reference)	Data sources (future LMAP)
Land use	Number of jobs and housing units located within a half-mile (network distance) of the station	Jobs and housing units: Local land use data (from the city and/or MPO)	Jobs and housing units: EIS land use forecasts (constrained)	Jobs and housing units: Land use forecasts in the LMAP (from unconstrained city and/or MPO forecasts)
Results		Jobs: 4,500 Pop: 3,700	Jobs: 7,100 Pop: 6,100	Jobs: 12,500 Pop: 11,500
Source		2010 estimate. ST TOD Report, 2013.	2035 estimate. ST Link FEIS, 2015	Lynnwood Comp Plan, 2015

Bicycle Access

The bicycle access measure (**Table 13**) examines whether bicyclists can safely and conveniently reach the Lynnwood Transit Center. The *average level of traffic stress on key bicycle routes within 3 miles (a 15-minute ride) of the station*, builds off of recent work to define a level of traffic stress measure for bicycle routes.⁹ This evaluates the suitability of a facility for bicycling based on traffic speed, roadway functional classification, and bicycle lane provision.

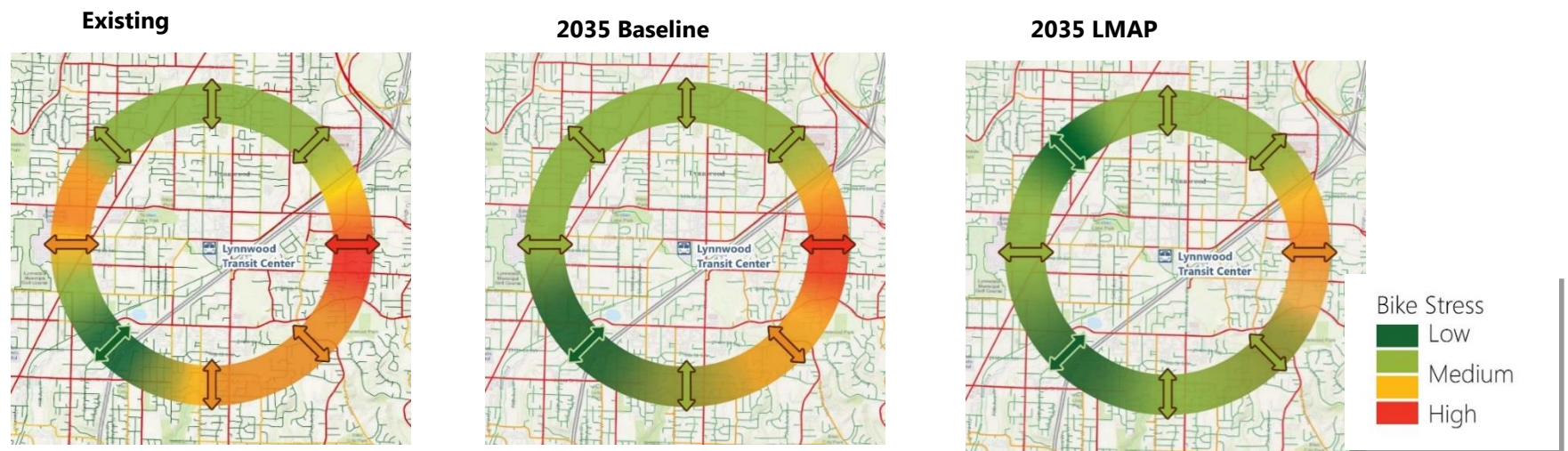
Bicycle stress score ranges from a Low Stress bicycle ride (1) to a High Stress bicycle ride (4). Most jurisdictions aim to have a bike stress level lower than 2.0. The existing bike stress score is 1.9, which is reasonably good, reflecting the benefits of the Interurban Trail. Excluding the trail produces a stress level between 2 and 3. The proposed bicycle strategies in the Baseline and LMAP scenarios slightly improve the bicycle environment. **Figure 20** graphically shows which cardinal directions around the station have a change in bicycle stress given the strategies assumed under each scenario.

⁹ Mineta Transportation Institute, Low-Stress Bicycling and Network Connectivity, <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

Table 13. Bicycle Access Measure

Category	Measure definition	Existing	2035 Baseline	2035 LMAP
Bicycle Access	Average level of traffic stress* on key bicycle routes within 3 miles (a 15-minute ride) of the station	Level of traffic stress: local street network data Key bicycle routes: based on LSBP and updated to reflect stakeholder feedback	Level of traffic stress: local street network data and EIS analysis of transportation impacts and improvements (funded routes) Key bicycle routes: based on LSBP and updated to reflect stakeholder feedback	Level of traffic stress: local street network data plus additional strategies included in the LMAP Key bicycle routes: based on LSBP and updated to reflect stakeholder feedback
Results		With Interurban Trail: 1.9 (Exclude Interurban Trail: 2.6)	1.8 2.2	1.6 1.9
Source		Bike stress evaluation	Bike stress evaluation	Bike stress evaluation

*Stress factors include traffic speed, functional classification, and bike lane provision. Assumed 7mph speed.

Figure 20. Bicycle Stress Analysis


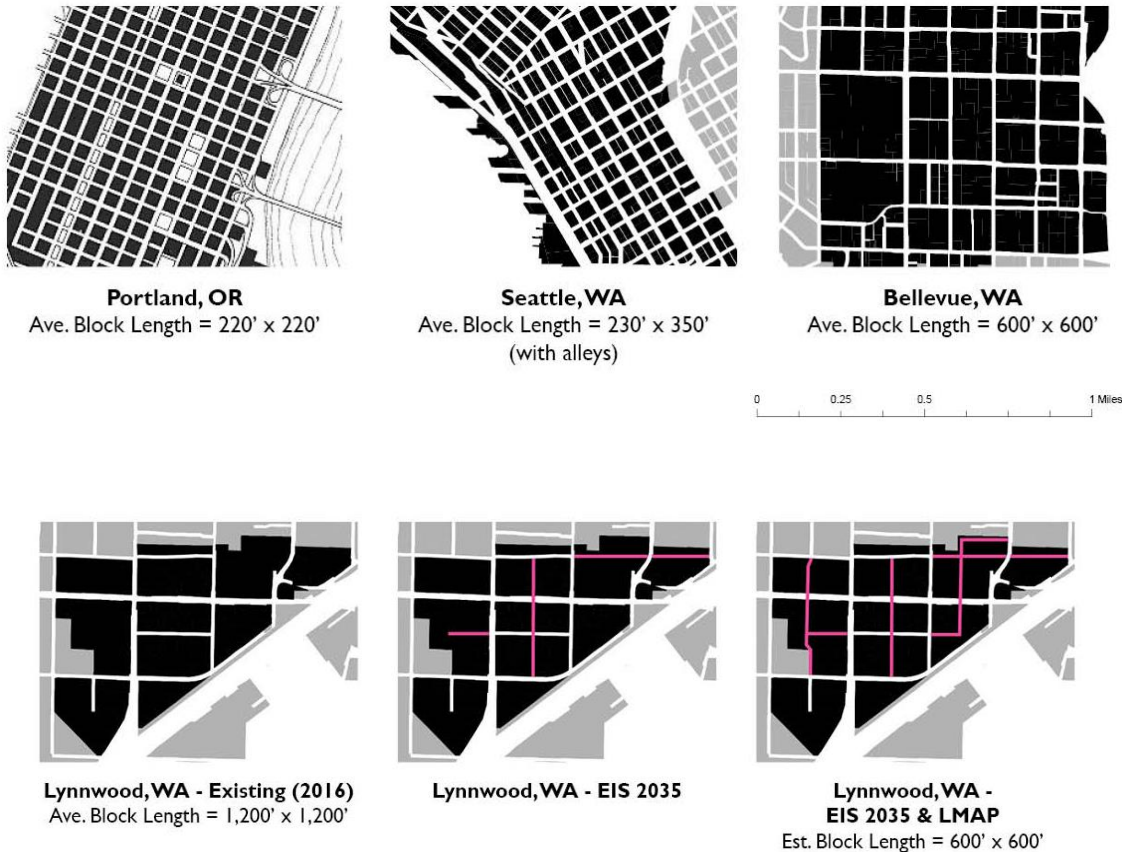
Pedestrian Access

Pedestrian access measures examined whether people can safely and conveniently walk to the Lynnwood Transit Center. Since everyone is a pedestrian for part of their trip, whether they walk to the station from their parked car, their locked bike, or the nearest bus stop, creating a pedestrian-accessible station will help all transit riders stay safe.

The first measure (**Table 14**) is the *average intersection density within a fifteen-minute walk (about 0.6 miles) of the station*: This commonly-used measure to assess the pedestrian environment captures how directly pedestrians can access their destinations. It captures strategies that reconfigure the street grid or build new trails. Results below show that reducing the size of the Center City superblocks results in an intersection density of about 130 intersections per square mile. This is the lower end of ideal intersection density range of 150 to 480 intersections per square mile, as illustrated in comparison with other jurisdictions in the region (Refer to **Figure 21**)

Table 14. Pedestrian Access Measure #1

Category	Measure definition	Existing	2035 Baseline	2035 LMAP
Pedestrian Access	Average intersection density within a 15-minute walk of the station	Pedestrian network: local street network data	Pedestrian network: local street network data, updated with ped improvements from the EIS	Pedestrian network: local street network data, updated based on LMAP strategies
Results		Walk Shed: 90 City Center: 107	Walk Shed: 96 City Center: 121	Walk Shed: 100 City Center: 132
Source	Local street data			

Figure 21. Comparison of Block Densities for Regional Jurisdictions


- Ideal center city block widths are 240' – 600' , with total perimeter < 1,800' (*Source: Douglas C Allen Institute*)
- Ideal density ranges from 150 to 480 intersections / sq. mi (600 x 300 ft. to 240 x 240ft. sized blocks)

The second pedestrian access measure (**Table 15**) is the *percent of blocks within a 15-minute walk of the station that have adequate pedestrian facilities*: This measure complements the intersection density measure by capturing improvements to existing streets. "Adequate facilities" are defined as either:

- Streets that are included in and meet the designated standards in the Lynnwood City Center Streetscape Plan
- Streets that are not included in the Streetscape Plan, but meet the Plan's sidewalk width standards for Streetscape Type 2 (12' sidewalks on both sides) and intersection standards for Prominent Intersections (crosswalks at all intersection crossings).

Table 15. Pedestrian Access Measure #2

Category	Measure definition	Existing	2035 Baseline	2035 LMAP
Pedestrian Access	Percent of blocks within a 15-minute walk of the station that have adequate pedestrian facilities	Pedestrian network: local street network data (no new survey)	Pedestrian network: local street network data, updated with pedestrian improvements from the EIS	Pedestrian network: local street network data, updated based on LMAP strategies
Results		City Center: 0% Non City Center Arterials: 15% Trails: 60%	City Center: 40% Non City Center Arterials: 17% Trails: 60%	City Center: 100% Non City Center Arterials: 40% Trails: 100%
Source	LMAP Project Analysis, Google Street View			

The Baseline scenario substantially improves the City Center rating, which increases to 100% with the full implementation of the city's streetscape standards in the LMAP scenario. Outside of the city center, the LMAP scenario improves the quality of the pedestrian environment, but a majority of the arterials will not meet the adequacy definition.

Transit Access

Local transit enables people who live outside of bicycling and walking distance from the transit center to connect to Link without driving. The performance measure (**Table 16**) is the *number of people, jobs, and college students located within a 15-minute bus ride from the station*, reflects the emphasis on both removing choke points on local bus routes serving the station and increasing the number of people who can access the station via a brief local transit trip.

The 15-minute shed includes time for people to walk to a bus stop, wait for the bus, and ride the bus to the Transit Center. It accounts for both frequency of service and geographic coverage. When calculating the number of people served, the model weights the totals based on the number of 5 minute increments that meet the criteria. For example, at the extreme, a bus service with 60 minute headways would only meet the criteria for 1 out of every 12 time periods, so the person count would be factored down by 1/12.

Table 16. Transit Access Measure

Category	Measure Definition	Existing	2035 Baseline	2035 LMAP
Transit access	Number of people, jobs, and college students located within a 15-minute bus ride from the station	Bus stops: Community Transit GIS data Current average transit speeds: Community Transit data People and jobs: Local land use data/Census data College students: Edmonds CC enrollment	Bus stops: Community Transit GIS data for future service, supplemented with new stops in EIS Average transit speeds: Community Transit data, adjusted based on EIS strategies People and jobs: EIS land use forecasts College students: Edmonds CC enrollment, adjusted for growth	Bus stops: Community Transit GIS data for future service, supplemented with new stops in LMAP Average transit speeds: Community Transit data, adjusted based on LMAP strategies People and jobs: Land use forecasts in the LMAP College students: Edmonds CC enrollment, adjusted for growth
Results		Population: 20,200 Jobs: 13,900 College: 5,300	Pop: 38,700 Jobs: 26,200 College: 6,880*	Pop: 47,800* Jobs: 31,200* College: 6,880**
Source		GIS Analysis	GIS Analysis	GIS Analysis

*Both the 2035 Baseline and the 2035 LMAP analysis assumed the same land use growth assumed in the Sound Transit EIS. This is to illustrate how transit service expansion from LMAP strategies compare to the 2035 Baseline scenario. Accounting for the land use growth in the LMAP scenario would add 5,400 population and jobs to the total.

**College is based on Edmonds CC enrollment being within all 12 sheds for the EIS and the LMAP scenarios

Transit sheds for the scenarios are shown in **Figure 22**. The colors represent the average quality of the transit service measured by the proportion of the hour that users have 15-minute access to the LTC. The dotted circle represents a two and half mile radius around the LTC, within which over half of the current park-and-ride users reside. The overlaid transit shed shows that a substantial number of these people have convenient bus access to the transit center with improvements anticipated in both the Baseline and LMAP scenarios. The LMAP both expands the travel shed (e.g.

along SR 524 to Edmonds) and improves quality of the service due to the benefits of Transit Signal Priority and other transit travel time enhancements. The hatched area to the south of Lynnwood illustrates the approximate transit catchment area for the Mountlake Terrace Link station. People living in that area would likely travel to Mountlake Terrace rather than Lynnwood to catch the train.

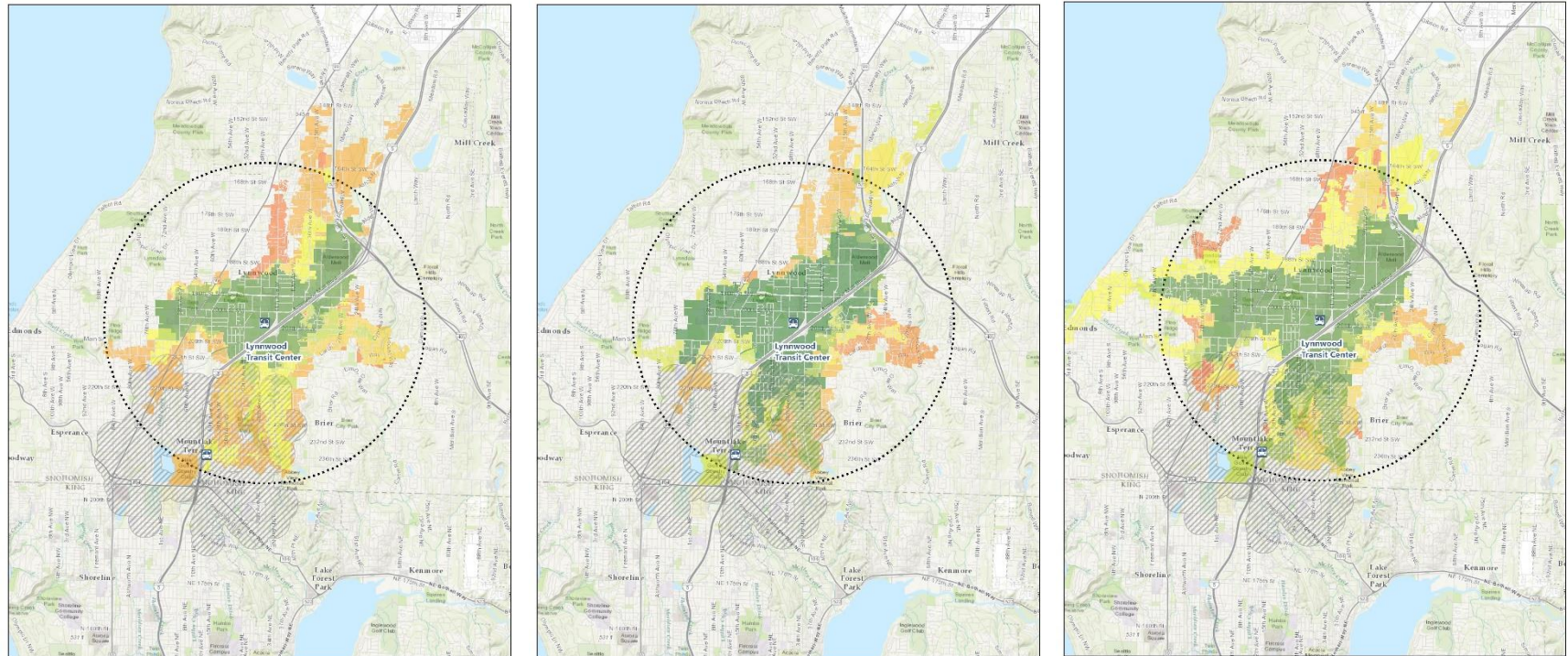
Figure 23 shows the composite change in travel shed for the 2035 LMAP compared to the existing conditions. The blue shaded area illustrates that the strategies will expand the transit travel she substantially to the west compared to existing transit conditions.

Accessibility for Disadvantaged Populations

In order to examine the transit accessibility for disadvantaged populations in Lynnwood, the transit travel sheds were superimposed onto a GIS map showing concentrations of disadvantaged populations within the City of Lynnwood¹⁰. The results are shown in **Figure 24**.

The red shading illustrates a composite equity score, considering such factors as poverty, non-English speakers, race, and income. There is a correlation of good transit accessibility and disadvantaged population densities within this area. Some geographic areas of medium equity scores to the north and east of the study area illustrate the need to further improve transit access for those populations.

¹⁰ Data were only available for the City of Lynnwood and some portions of Southwest Snohomish County for this analysis.

Figure 22. Transit Travel Sheds
Existing Transit Shed
2035 Baseline
2035 LMAP

 Transit Access Shed
 Frequency Index*

High
Medium
Low

Transit Travel Sheds



Transit Centers



Coverage from MLT Station



2.5 Mile P&R Access Shed

*Ability to reach the Lynnwood Transit Center within 15 minutes via Transit

Figure 23. Increase in Transit Travel Shed Between 2035 LMAP and Existing.

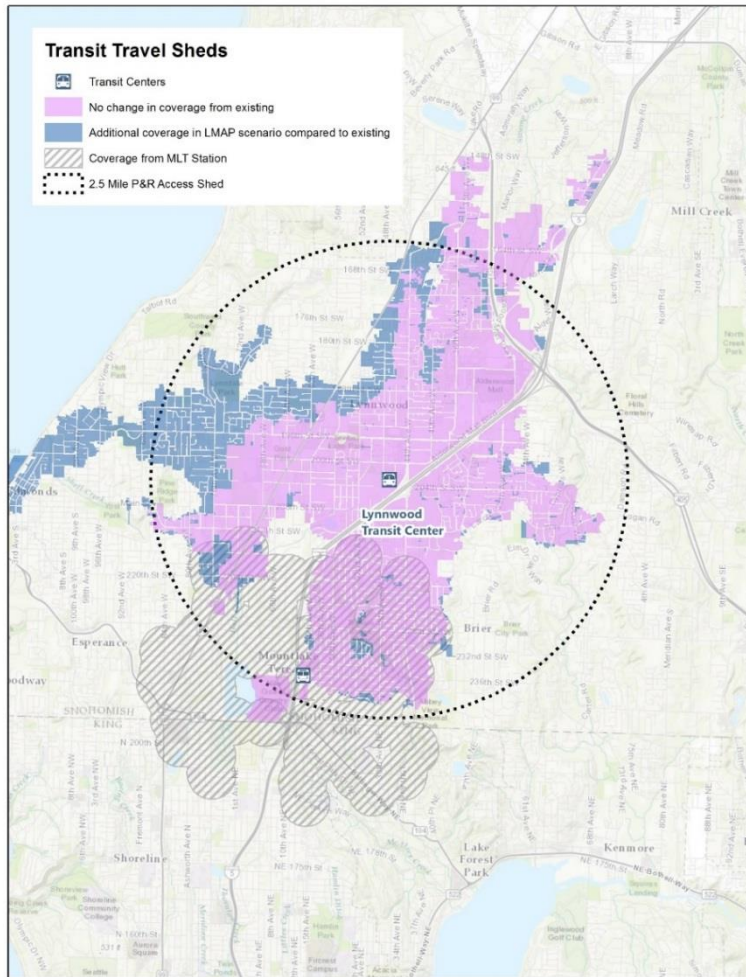
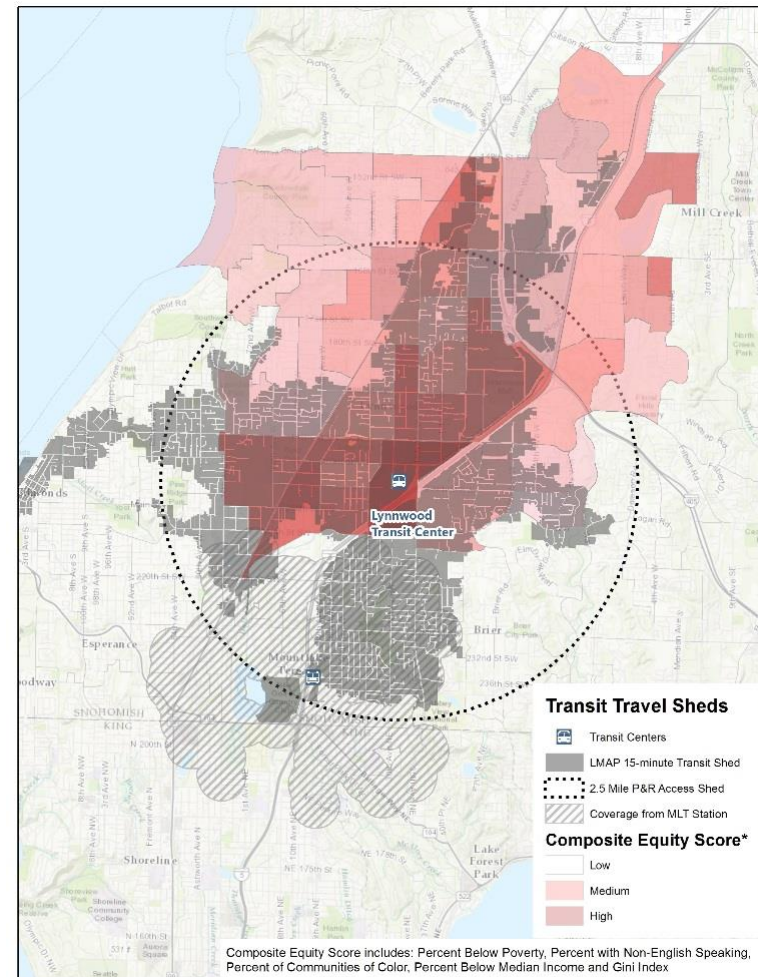


Figure 24. Transit Accessibility for Disadvantaged Populations in Lynnwood



Auto Access

Automobile access to transit stations is an important factor influencing ridership, particularly in suburban areas like Lynnwood. However, the Lynnwood Link Station will have a limited number of parking spaces, so encouragement of carpooling will be a priority.

The first auto performance measure (**Table 17**) directly addresses traffic congestion¹¹ affecting vehicular access--*the number of intersections within a mile of the station exceeding the city level of service (LOS) standard during the PM peak period*. Intersection LOS is a commonly-used measure of vehicle delay in transportation plans and environmental studies. The 2035 Baseline results from the Sound Transit Link EIS show that congestion will worsen by 2035 with actions proposed by Sound Transit to improve conditions at two intersections. The LMAP analysis qualitatively examined the likely effects of the LMAP strategies on traffic patterns within the study area; an extensive new analysis of traffic performance was not conducted.

Few LMAP strategies directly focused on improving vehicular LOS. Completion of the City Center street grid and new traffic signals will improve local traffic flow but are unlikely to affect the overall levels of congestion. The completion of the 44th Ave/I-5 interchange would shift freeway traffic from the 196th Street interchange to 44th Avenue. This would likely result in slight improvements in traffic flow along 196th St; however, traffic would increase along 44th Ave in the vicinity of the transit center. The net improvement is expected to be minimal.

Table 17. Auto Access Measure #1

Category	Measure definition	Existing	2035 Baseline	2035 LMAP
Auto access	Number of intersections within a mile of the station exceeding city LOS standard during PM peak period	Current LOS: City Synchro network	Future LOS: Lynnwood Link Extension EIS; future City Synchro network	Future LOS: Lynnwood LMAP strategies affecting intersection LOS
Results		Two intersections	No Action: 11 intersections Sound Transit Mitigation: Nine intersections (improves two intersections)	Overall minimal improvements
Source		2013, City Synchro Network	City Synchro Network	

¹¹ Level of Service was calculated for the highest volume hour during the PM peak period

The second measure evaluated (**Table 18**) was the *number of transit riders arriving by vehicle per station area parking stall*. This measure looks at the average occupancy of vehicles parked at the station. Higher results mean that more people are carpooling or ridesharing to the station instead of driving alone. The 2035 Baseline scenario assumed no parking management strategies would be implemented. In the 2035 LMAP scenario, parking preference could be given to carpools, resulting in an increase in average vehicle occupancy for parked vehicles.

Table 18. Auto Access Measure #2

Category	Measure definition	Existing	2035 Baseline	2035 LMAP
Auto access	Number of transit riders arriving by vehicle per station area parking stall	Current occupancy: Community Transit; Sound Transit counts	Future occupancy: Lynnwood Link Extension EIS	Future occupancy: Lynnwood LMAP strategies affecting ridesharing
Results		1.0	1.0	1.2
Source		2006 CT Survey	Lynnwood Link FEIS, 2005	King County Long Range Plan – Park and Ride Study

Regional Measures

Mode Split

The Sound Transit Lynnwood Link Extension will help to reduce the number of vehicles traveling between Lynnwood and Seattle. Addressing mode split captures this benefit. A mode split measure was defined as *vehicle trips and miles traveled reduced due to transit*, which was calculated by multiplying Link ridership by the percentage of riders who would otherwise drive along I-5. Reductions in vehicle miles traveled (VMT) were calculated by multiplying the number of vehicle trips due to transit by the average trip length. Results are presented in **Table 19**.

Table 19. Mode Split Measure Results

Variable	Existing	Future baseline	LMAP		
Mode Split	-	-	Min	Mean	Max
Transit ridership (boardings per weekday)	4,800	17,900	22,620	23,175	23,730
Weekday Vehicle Trips Reduced	2,110	7,875	9,950	10,200	10,440
Weekday VMT Reduced	18,290	68,205	86,190	88,305	90,420

The LMAP data are shown in ranges around a mean value. This was done to indicate that there can be a range of expected values given the planning level of analysis conducted for this study. The vehicle trips reduced were calculated by applying a mode shift factor to translate increased transit trips into decreased vehicle trips. The mode shift factor (0.47) is based on surveys that look at modes that people used before they shifted to taking a new transit service. In this application it means that roughly one in two transit trips displaces a vehicle trip.

GHG and Pollution

By helping shift trips from driving to transit, the LMAP will reduce GHG and criteria pollutant emissions, contributing toward meeting both the state's climate action goals and regional air quality goals. Measuring the impact of the LMAP on emissions will help WSDOT understand how station area planning strategies compare to other emissions reduction measures. The selected measure- *GHG and criteria pollutant emissions reduced due to transit*, is consistent with the GHG-related measure in WSDOT's Handbook for *Corridor Capacity Evaluation*.¹² It was analyzed with the following pollutants:

- Greenhouse gases (in terms of carbon dioxide, or CO₂)
- Carbon monoxide (CO)
- Fine particulate matter (PM_{2.5})
- Nitrous oxides (NO_x)
- Volatile organic compounds (VOC)

Table 20 provides the results of the analysis.

Table 20. Greenhouse Gas and Criteria Pollutants Measure Results

Variable	Current	Future baseline	Total impact due to LMAP		
Emissions avoided due to transit (kg/day)			Min	Mean	Max
Greenhouse Gases -Carbon dioxide (CO2)	4,810	17,930	22,660	23,215	23,770
Carbon monoxide (CO)	29.9	111.7	141.1	144.6	148.1
Nitrous oxides (NOx)	1.8	6.8	8.6	8.8	9.0
Fine particulate matter (PM2.5)	0.15	0.56	0.71	0.72	0.74
Volatile organic carbon (VOC)	0.27	1.00	1.26	1.29	1.32

¹² http://wsdot.wa.gov/publications/fulltext/graynotebook/CCR14_methodology.pdf

The incremental reduction in emissions due to the LMAP strategies¹³ equate to less than a one percent reduction below I-5 corridor-level GHG emissions from passenger vehicles. This is not surprising given the localized nature of the LMAP strategies compared to total travel along the I-5 corridor. Another way to examine the LMAP results is to compare the findings from the Lynnwood Link EIS. The EIS found no effects on GHG for the full Lynnwood Link project. This was because long-term reductions in GHGs due to more people taking transit would be offset by GHGs generated by light rail construction and operations. The LMAP strategies could provide incremental GHG reductions due to the increased transit ridership produced with minimal changes needed in transit infrastructure or operations. However, overall the GHG impacts would be small.

Contextual Measures






















The contextual measure results are summarized in **Figure 25**. As previously indicated, the primary purpose of the contextual measure evaluation is to ensure that important community needs are being addressed by the proposed strategies. The qualitative evaluation compared the 2035 Baseline and LMAP scenarios against existing conditions.

The results show that the contextual measures are being addressed in a satisfactory manner by both scenarios. These needs are met by a combination of the transportation strategies and the land use densities and patterns envisioned in Lynnwood's Comprehensive Plan.






Overall, the LMAP scenario does a more complete job of meeting the contextual needs particularly in the areas of safety, environmental justice, society/community and economic development. The LMAP completes Lynnwood's City Center plan by adding of key pedestrian and bicycle facilities along with increasing the amount of housing and employment close to the transit center. These actions align well with the contextual needs expressed by the community.

¹³ Represents the incremental changes between the total LMAP strategies and the Future Baseline data.

Figure 25. Contextual Measures Results

			2035 Baseline		2035 LMAP	
Category	Contextual need or issue	Measure	Results	Comments	Results	Comments
Contextual Measures						
Safety	High-conflict locations for bikes/pedestrians/transit near station	Does the strategy reduce the potential for conflicts and crashes in the station area?		Improves crossings and nonmotorized facilities near station		Improves nonmotorized facilities within walk and bike shed. Better safety for transit connections.
	Safety along Scriber Creek and Interurban Trails	Does the strategy include measures to protect trail users from crime?		Some upgrades to Interurban Trail near station		Improves trail conditions and adds lighting
Environmental Justice	Existing Affordable housing development near station	Does the strategy improve access between the station and areas with high concentrations of disadvantaged populations?		Most improvements are within City Center; some transit extensions to affected populations		Expands accessibility in walk, bike, and transit travel sheds
	Viability of existing businesses serving local population	Does the strategy include policies, land uses or programs that support local small businesses ?		Supports vision for City Center Plan		Adds more housing and employment that would support businesses
Social / Community	Downtown encourages urban living (mix of uses, compact development)	Does the strategy mix residential, commercial, and retail uses?		Partially includes land uses envisioned in City Center Plan		Fully supports City Center Plan
Urban Design	Surrounding streets are uncomfortable and uninteresting for walking	Does the strategy improve visual quality or tree coverage or add amenities such as street furniture and public space?		Street connections and frontages consistent with City Center Streetscape Plan		Provides additional connections tied to City Center Plan; encourages focus on visual quality
Economic Development	Support for market-rate development	Does the strategy improve the market for development in the station area?		Link Station will be catalyst for development		Provides additional accessibility to new Link station fully supports City Center Plan
Environmental	Impacts to wetlands	Does the strategy improve or preserve wetlands?	NA	Specific mitigations not specified		Scriber Creek Trail improvements focussed on wetland preservation
	Flood risk due to limited stormwater management ⁽¹⁾	Does the strategy include elements to manage runoff?		Tied to station area improvements		Focus on Scriber Creek and Interurban Trail upgrades; stormwater management along Scriber Creek
Implementation	Ability to leverage WSDOT and other agency resources	Is the strategy funded or supported by multiple agency partners?		Most improvements are funded within next 6 years		Strategies in LMAP supported by key funding agencies
Public Health	Opportunities for active transportation to encourage personal fitness	Does the strategy offer benefits for active fitness by users?		Short term strategies focus on bicycle and pedestrian actions		Completes City Center pedestrian system and nonmotorized connections to transit center

⁽¹⁾ Maximize green stormwater management options (i.e., Low Impact Development and Green Infrastructure) that support existing and provide additional community values and natural resource benefits (e.g., place making, flood reduction, wetland enhancement/restoration, esthetics, outdoor recreation, fish and wildlife habitat, environmental education, etc.)

Legend				
				
Poor	Fair	Moderate	Good	Very Good

Chapter 6: Implementation Plan

Strategy Ratings

The multimodal accessibility strategies will be implemented over a number of years as funding becomes available. Lynnwood has committed to many of these strategies, has identified projects associated with these strategies within the Capital Improvement Program and Capital Investment Plan, and is working in partnership with Sound Transit, Community Transit, WSDOT and Verdant Health Commission on implementation opportunities for specific projects. The 2035 Baseline strategies represent a broad cross-section of multimodal projects that are expected to be implemented over the next 5-10 years. The LMAP strategies consist of additional multimodal projects and programs needed to achieve Lynnwood's vision for the City Center and transit center.

In order to put the LMAP strategies into context with the baseline strategies, the study team qualitatively rated the individual strategies using the following metrics:

- **Economic Development**– Supports the land use vision to transform the City Center area to an urban, dense, activity center. A transportation network that supports an urban environment encourages development in the area, which will in turn increase ridership at the transit center.
- **Accessibility**– Improved access to the transit center can encourage ridership at the future station.
- **Ease of Implementation**– Provides context on a strategy's relative cost, its readiness for implementation, and its level of complexity.

Descriptions of the rating scheme are shown in **Table 21**. The category ratings were weighted with accessibility and ease of implementation given higher weightings given the emphasis of the study on implementing multimodal accessibility strategies. These ratings are not meant to substitute for broader criteria used by the City of Lynnwood or partner agencies to set investment decisions; rather, they are used to clarify how accessibility strategies compare with each other. A more detailed rating table is located in **Appendix D**.

Table 21. Rating Criteria

Category	Criteria	Higher ✓✓✓	Medium ✓✓	Lower ✓
Economic Development (Weight=1)	Supports City Center Land Use Vision	Within City Center or transit station	Adjacent to City Center or transit station	Outside
	Improves access to LTC and improves ridership	Measurable change	Some change	Minimal change
Accessibility (Weight=3)	Serves multiple modes	3+ modes	2 modes	1 mode
	Connectedness	Completes missing links	Improves an existing facility	No change
Ease of Implementation (Weight=2)	Cost	Lower Cost (<\$5 million)	Low – High Cost (\$5-10 million)	Higher Cost (>\$10 million)
	Project Readiness	Ready to go. Identified time line and/or has funding committed	Some or all design complete	Minimal or some initial planning completed
	Level of Complexity	Simple design	Design needed but straight forward project	Complex design, may need multiple entities involved

The ratings included all strategies, both in the 2035 Baseline and LMAP scenarios. **Table 22** shows the results, with the strategy list sorted from high to lower rating. There are about 12 strategies at the higher and lower part of the ratings and many more in the middle rating. Overall there was not a large spread between the higher and lower ratings, but the table gives some perspective on how the strategies performed.

Many of the higher rated strategies are already identified for implementation as part of the Baseline scenario (see red-checked ratings). Most of the remaining Baseline strategies are clustered within the mid-range ratings. For the LMAP strategies (blue check marks), there is a cluster of the city center street/connection projects that are squarely in the mid-priority rating consistent with the city's vision. Most of the Bike2health projects are also clustered in a mid-range group. These scored well on implementation (ready-to-go), but several are located some distance away from the city center and therefore rated somewhat lower on economic development or accessibility.

Strategy Type Key						
Pedestrian	Bicycle	Transit	Auto	Land Use	HOV/ Carpool	Other

Table 22. Strategy Ratings

Legend

✓ Lower Ranking ✓✓✓ Higher Ranking

✓✓ Strategies assumed in 2035 Baseline

✓✓ Strategies added as part of LMAP scenario

			1	2	3	<--
			Economic Development	Accessibility	Implementation	WEIGHT
ID	Project	Source	Supports Land Use Vision	-Improves Access to LTC & Improves Ridership -Serves Multiple Modes -Connectedness	-Leverages Partnerships -Project Readiness -Level of Complexity	Weighted Rating
LU3	Encourage new development in the City Center to include pedestrian pathways	LMAP	✓✓✓	✓✓✓	✓✓	✓✓✓
B15	Bicycle Wayfinding Signage	City/ Bike2 Health	✓✓✓	✓✓	✓✓✓	✓✓✓
A1	Poplar Way Extension Bridge (Poplar Way - 33rd Ave W)	City	✓✓	✓✓✓	✓✓	✓✓✓
A12	200th St/44th Ave W Improvement	ST EIS	✓✓✓	✓✓	✓✓✓	✓✓✓
B1	Scriber Creek Trail Redevelopment (Transit Center to Wilcox Park)	City	✓✓✓	✓✓	✓✓✓	✓✓✓
P1	Interurban Trail Improvements near Station	LMAP	✓✓✓	✓✓	✓✓✓	✓✓✓
P10	200th St Widen Sidewalks (50th Ave W - 44th Ave W)	LMAP	✓✓✓	✓✓	✓✓✓	✓✓✓
B3	48th Ave Sharrow/Bicycle Lane (200th St SW - 194th St SW)	Bike2 Health	✓✓✓	✓✓	✓✓✓	✓✓✓
A10	200th St/48th Ave W Improvement	ST EIS	✓✓✓	✓✓	✓✓✓	✓✓✓
B6	Bike lockers at SWIFT stops	LMAP	✓✓✓	✓✓	✓✓✓	✓✓✓
B16	Center to Sound Trail (North Scriber Creek Trail Extension)	City	✓	✓✓✓	✓✓	✓✓✓
P6	48th Ave Reconstruction (Transit Station - 196th St SW)	LMAP	✓✓✓	✓✓✓	✓	✓✓✓
P4	Mid-block - New 46th St (200th St SW - 194th St SW)	LMAP	✓✓✓	✓✓	✓✓	✓✓
T1	196th St Widening (I-5 to 48th)	City	✓✓✓	✓✓	✓✓	✓✓

Table 22. Strategy Ratings

Legend

✓ Lower Ranking ✓✓ Higher Ranking

✓✓ Strategies assumed in 2035 Baseline

✓✓ Strategies added as part of LMAP scenario

			1	2	3	<--
			Economic Development	Accessibility	Implementation	WEIGHT
ID	Project	Source	Supports Land Use Vision	-Improves Access to LTC & Improves Ridership -Serves Multiple Modes -Connectedness	-Leverages Partnerships -Project Readiness -Level of Complexity	Weighted Rating
A2	42nd Street (Alderwood Mall Blvd. - 194th St SW)	City	✓✓✓	✓✓	✓✓	✓✓
A5	194th St Extension (40th Ave W - 33rd Ave W)	City	✓✓✓	✓✓	✓✓	✓✓
LU1	Right of Way Preservation Ordinance	LMAP	✓✓✓	✓✓	✓✓	✓✓
LU2	Encourage increased density of residential growth farther west of 44th Ave	LMAP	✓✓✓	✓✓	✓✓	✓✓
P2	Traffic Signal Timing for Pedestrian Crossings (Adaptive time-of-day)	LMAP	✓✓✓	✓✓	✓✓	✓✓
P3A	Promenade Connection (198th St/38th Ave W)	City	✓✓✓	✓✓	✓✓	✓✓
P3B	Promenade Connection (38th Ave)	City	✓✓✓	✓✓	✓✓	✓✓
P5	Mid-block - private streets	LMAP	✓✓✓	✓✓	✓✓	✓✓
P9	Upgrade Sidewalks on Existing City Center Roads to Design Standards	LMAP	✓✓✓	✓✓	✓✓	✓✓
P13	198th St Promenade (40th Ave W - 44th Ave W)	City	✓✓✓	✓✓	✓✓	✓✓
P15	44th Ave W Pedestrian Zone (200th - 194th St)	TOD Technical Advisory Group	✓✓✓	✓✓	✓✓	✓✓
T2	SWIFT on 196th St	Community Transit	✓✓✓	✓✓	✓✓	✓✓

Table 22. Strategy Ratings

Legend

✓ Lower Ranking ✓✓ Higher Ranking

✓✓ Strategies assumed in 2035 Baseline
 ✓✓ Strategies added as part of LMAP scenario

			1	2	3	<-- WEIGHT
			Economic Development	Accessibility	Implementation	
ID	Project	Source	Supports Land Use Vision	-Improves Access to LTC & Improves Ridership -Serves Multiple Modes -Connectedness	-Leverages Partnerships -Project Readiness -Level of Complexity	Weight ed Rating
T5	Transit Signal Priority Routes	LMAP	✓✓✓	✓✓	✓✓	✓✓
A4	40th Ave W Crossing of I-5	City	✓✓	✓✓✓	✓	✓✓
B4	52nd Ave W Bicycle Connection (212th St SW - 208th St SW)	Bike2Health	✓	✓✓	✓✓✓	✓✓
B8	200th St Bicycle Facility (SR 99 - 64th Ave W)	Bike2Health	✓	✓✓	✓✓✓	✓✓
B9	Bicycle Facility on 212th St SW/Bowdoin (61st Pl - 9th Ave S)	Bike2Health	✓	✓✓	✓✓✓	✓✓
B10	Bicycle Facility - 9th Ave S (220th-Dayton), Dayton St (9th Ave - Ferry Terminal)	Bike2Health	✓	✓✓	✓✓✓	✓✓
B11	Bicycle Facility - 76th Ave W/80th St SW (Olympic View Drive to 220th ST SW)	Bike2Health	✓	✓✓	✓✓✓	✓✓
B12	Bicycle Facility - 80th St SW/228th St SW	Bike2Health	✓	✓✓	✓✓✓	✓✓
B13	Bicycle Facility - 56th Ave W (236th St - 220th St), 220th St	Bike2Health	✓	✓✓	✓✓✓	✓✓
T4	196th St SWIFT reroute to LTC	LMAP	✓✓✓	✓✓	✓✓	✓✓
HOV 1	Travel Demand Management to encourage carpool	ST/ Commun	✓✓✓	✓✓	✓✓	✓✓

Table 22. Strategy Ratings

Legend

✓ Lower Ranking ✓✓ Higher Ranking ✓✓✓

✓✓ Strategies assumed in 2035 Baseline

✓✓ Strategies added as part of LMAP scenario

			1	2	3	<--
			Economic Development	Accessibility	Implementation	WEIGHT
ID	Project	Source	Supports Land Use Vision	-Improves Access to LTC & Improves Ridership -Serves Multiple Modes -Connectedness	-Leverages Partnerships -Project Readiness -Level of Complexity	Weighted Rating
		ity Outreach				
HOV 2	Integrate ride share services	LMAP	✓✓✓	✓✓	✓✓	✓✓
A9	200th St/50th Ave W Improvement	ST EIS	✓	✓✓	✓✓✓	✓✓
O1	Park-and-Ride Mobile App	LMAP	✓✓✓	✓✓	✓✓	✓✓
A6	Traffic Signal - 194th/48th Ave	City	✓✓✓	✓✓	✓✓	✓✓
T6	Expand Customer Service at LTC	Community Transit	✓✓✓	✓✓	✓✓	✓✓
P8	44th Ave/I-5 Underpass	City/Community outreach	✓✓	✓✓	✓✓	✓
A7	Traffic Signal - 194th/36th Ave	City	✓✓	✓✓	✓✓	✓
B7	Interurban Trail Connection Improvement at 195th Pl SW Cul-de-sac	LMAP	✓✓	✓✓	✓✓	✓
B21	44th Ave W Bicycle Facility W (204th St SW - 212th St SW)	LMAP	✓✓	✓✓	✓✓	✓
B17	36th Ave W (196th St SW – 184th Pl SW)	City	✓✓	✓✓	✓✓	✓
B5	Bike Share Stations	LMAP	✓✓✓	✓✓	✓	✓

Table 22. Strategy Ratings

Legend

✓ Lower Ranking ✓✓ Higher Ranking

✓✓ Strategies assumed in 2035 Baseline

✓✓ Strategies added as part of LMAP scenario

			1	2	3	<-- WEIGHT
			Economic Development	Accessibility	Implementation	
ID	Project	Source	Supports Land Use Vision	-Improves Access to LTC & Improves Ridership -Serves Multiple Modes -Connectedness	-Leverages Partnerships -Project Readiness -Level of Complexity	Weight ed Rating
P14	Poplar Way Non-motorized Improvements (196th St SW - 204th St SW)		✓	✓✓	✓✓	✓
B20	At-grade crossing on Cedar Valley Rd/201st Pl & 201st Pl Greenway	LMAP	✓	✓✓	✓✓	✓
P11	196th St Sidewalk Upgrade (SR 99 to 48th Ave W)	City- Comp Plan	✓	✓✓	✓✓	✓
B18	Larch Way / 204th St SW	City	✓	✓✓	✓✓	✓
A11	204th St/52nd Ave W Improvement	City	✓	✓✓	✓✓	✓
B19	204th St Facility (44th Ave - Poplar Way)	LMAP	✓	✓✓	✓✓	✓
A8	44th Ave/I-5 Interchange	WSDOT	✓✓	✓✓	✓	✓

Packaging

Another way to look at the strategies is how well they group together as possible implementation packages. **Table 23** identifies some potential packages of strategies consisting of both Baseline and LMAP strategies. Looking at packages can help with grouping strategies that fit well together as part of a funding program or grant application. Each package could be implemented together or logically phased as funding is available. Some lower rated strategies are included, since grouping them with other strategies could increase their value. A brief rationale is also provided for each package.

Table 23. Potential Strategy Packages

Package	Rationale	Project #	Project Description	Rating
Direct Non-motorized Access Improvements	<i>Close proximity to station area; early win opportunity</i>	P1	Interurban Trail Improvements near Station	✓✓✓
		B1	Scriber Creek Trail Improvement (Transit Center to Wilcox Park)	✓✓✓
		P8	44th Ave/I-5 Underpass	✓✓
		P10	200th St Widen Sidewalks (50th Ave W - 44th Ave W)	✓✓✓
Southeast Bicycle and Auto Access Improvements	<i>Provides bike network and new connections</i>	A1	Poplar Way Extension Bridge (Poplar Way – 33rd Ave W)	✓✓✓
		A4	40th Ave W Crossing of I-5	✓✓
		B19	204th St Facility (44th Ave - Poplar Way)	✓
		B18	Larch Way / 204th St SW	✓
Northwest Bike Access Package	<i>Completes key bike network connections</i>	B6	Bike lockers at SWIFT stops	✓✓✓
		B16	Center to Sound Trail (Wilcox Park to SR 99)	✓✓✓
		B20	At-grade crossing on Cedar Valley Rd/201st Pl & 201st Pl Greenway	✓
		B17	36th Ave W (196th St SW – 184th Pl SW)	✓
Transit Package	<i>Completes transit connections to station area with good traveler information</i>	T1	196th St Widening (I-5 – 48th Ave)	✓✓
		T2	SWIFT on 196th St	✓✓
		T4	196th St SWIFT reroute to LTC	✓✓
		T5	Transit Signal Priority Routes	✓✓
		T6	Expand Customer Service at LTC	✓
Land Use/Policy Package	<i>Logical grouping of land use policies supporting City Center</i>	LU3	Encourage new development in the City Center to include pedestrian pathways	✓✓✓
		LU1	Right of Way Preservation Ordinance	✓✓
		LU2	Encourage increased density of residential growth farther west of 44th Ave	✓✓

City Center Street Grid Project	<i>Completes City Center grid and streetscapes. Support for development</i>	A2	42nd Street (Alderwood Mall Blvd. - 194th St SW)	✓✓
		A5	194th St Extension (40th Ave W – 33rd Ave W)	✓✓
		P13	198th St Promenade (40th Ave W - 44th Ave W)	✓✓
		p9	Upgrade Sidewalks on Existing Center City Roads to Design Standards	✓✓
		P3A/B	Promenade Connection (198th St/38th Ave W)	✓✓
		P4	Mid-block - New 46th St (200th St SW - 194th St SW)	✓✓
		P6	48th Ave Reconstruction (Transit Station - 196th St SW)	✓✓✓

Next Steps

The partner agencies can use the information in this report to seek funding for the identified strategies and to coordinate the phasing of implementation. This process would benefit from additional community outreach to various transit center users, such as bicycling organizations, disadvantaged populations, schools, employers and health organizations.

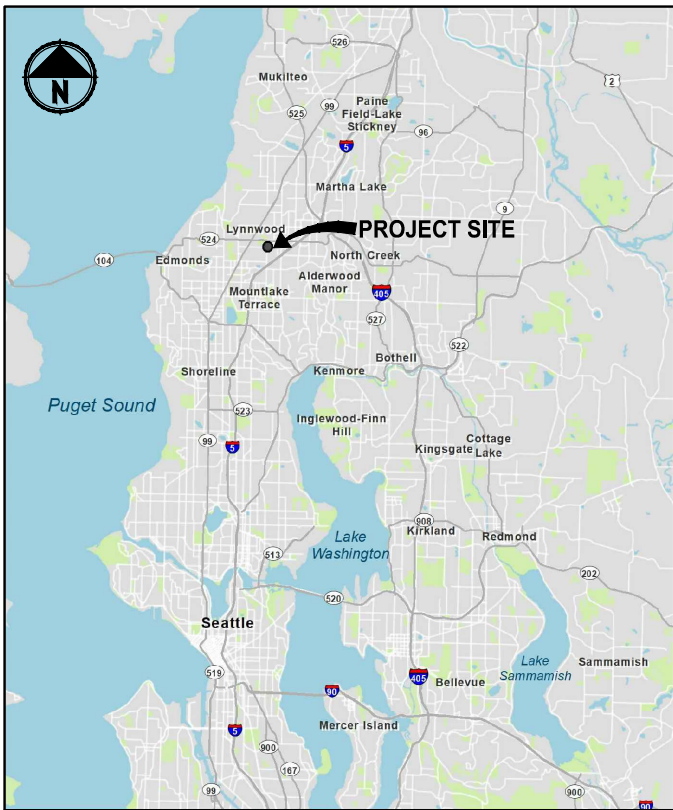
Once Link Light Rail is open to Lynnwood, travel patterns will change for all transit users, within and outside of Lynnwood. Providing additional modal options, other than driving to the station, will be critical to handling the high levels of demand expected at the Link station.



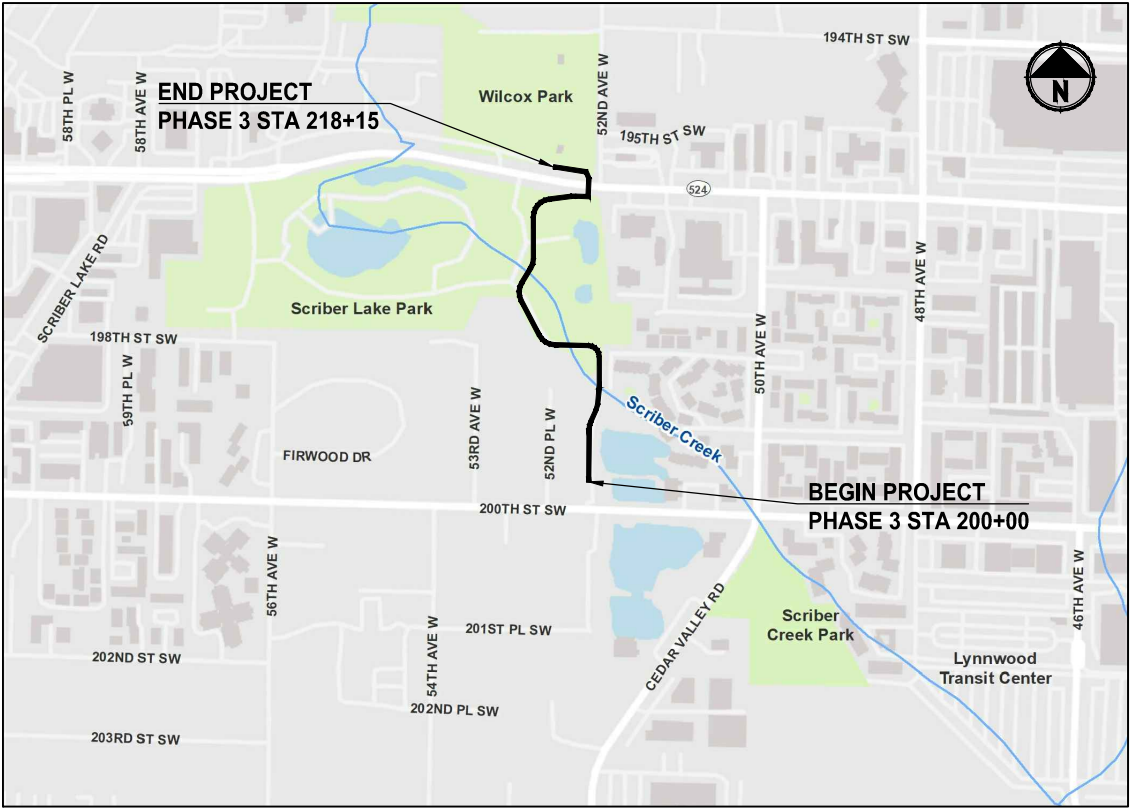
SCRIBER CREEK TRAIL

PHASE 3

LYNNWOOD, SNOHOMISH COUNTY, WASHINGTON
CONTRACT NO.



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

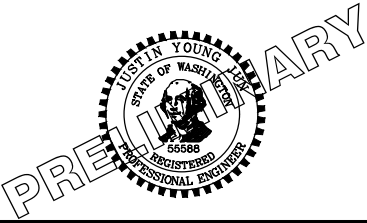
UTILITY CONTACT INFORMATION:

NOTE TO REVIEWER:
CITY PLEASE PROVIDE UTILITY
CONTACT INFORMATION

SEPA PLAN SET (PRELIMINARY DESIGN) SUBMITTAL
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY	DESIGNED
			T. MASTERSON
			DRAWN
			B. PURGANAN
			CHECKED
			J. JUN
			APPROVED
			Y. HO

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME
PS2499003G-01
JOB No.
554-2499-003
DATE
DECEMBER 2020



PROJECT NAME
SCRIBER CREEK TRAIL WILCOX PARK TO LYNNWOOD TRANSIT CENTER LYNNWOOD, WASHINGTON

COVER SHEET

DRAWING NO. 1 OF 8
G1

LAYOUT: G2 PATH: U:\PSO\Projects\Clients\2499-CityOfLynnwood\554-2499-003 Scriber Creek Trail\995\cadd\DWG-SEPA PLOTTED BY: purgbutt DATE: Wednesday, December 1, 2021 11:07:42 AM

ABBREVIATIONS:

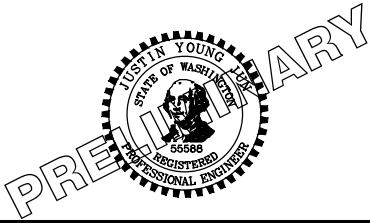
ACP	ASPHALT CONCRETE PAVEMENT	PG	PAVING GRADE
APPROX	APPROXIMATE	PT	POINT OF TANGENT
BOC	BACK OF CURB	P/L	PROPERTY LINE
BOW	BACK OF SIDEWALK	PUD	PUBLIC UTILITY DISTRICT
BVCE	BEGIN VERTICAL CURVE ELEVATION	PVI	POINT OF VERTICAL INTERSECTION
BVCS	BEGIN VERTICAL CURVE STATION	ROW or R/W	RIGHT-OF-WAY
CB	CATCH BASIN	SD	STORM DRAIN
C&G	CURB AND GUTTER	SDMH	STORMWATER MANHOLE
C/L	CENTERLINE	SE	SOUTHEAST
CO	CLEANOUT	SEC	SECTION
CONC	CONCRETE	SHLDR	SHOULDER
CONST	CONSTRUCTION	SS	SANITARY SEWER
CMP	CORRUGATED METAL PIPE	STA	STATION
CP	CONCRETE PIPE	T	TELEPHONE
CSTC	CRUSHED SURFACING TOP COURSE	TDA	THRESHOLD DISCHARGE AREA
DIA	DIAMETER	TEL	TELEPHONE
DI, DIP	DUCTILE IRON PIPE	TESC	TEMPORARY EROSION AND SEDIMENT CONTROL
E	EAST, EASTING	TYP	TYPICAL
EL, ELEV	ELEVATION	UD	UNDERDRAIN
EOA	EDGE OF ASPHALT	VERT	VERTICAL
EVCE	END VERTICAL CURB ELEVATION	W	WATER
EVCS	END VERTICAL CURB STATION	WM	WATER METER
EOG	EDGE OF GRAVEL	WS	WATER SERVICE
EOP	EDGE OF PAVEMENT	WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
EX, EXIST	EXISTING		
FIG	FIGURE		
FOC	FACE OF CURB		
FL	FLANGE, FLOWLINE		
G	GAS		
GB	GRADE BREAK		
HMA	HOT MIX ASPHALT		
HORIZ	HORIZONTAL		
ID	IDENTIFICATION		
IE	INVERT ELEVATION		
IN	INCHES		
LF	LINEAR FEET		
LP	LOW POINT		
LT	LEFT		
MAX	MAXIMUM		
ME	MATCH EXISTING		
MH	MANHOLE		
MIN	MINIMUM		
MON	MONUMENT		
N	NORTH, NORTHING		
N.I.C.	NOT IN CONTRACT		
NO.	NUMBER		
NST	NOT STEEPER THAN		
NW	NORTHWEST		
O.C.	ON CENTER		
PC	POINT OF CURVE		

INDEX TO DRAWINGS		
DWG NO.	SHT NO.	SHEET TITLE
GENERAL 1 2 3	G1 G2 G3	COVER SHEET ABBREVIATIONS AND INDEX LEGEND
TYPICAL SECTIONS 4	CS1	TYPICAL CROSS SECTIONS
PLAN & PROFILE 5 6 7 8	AL1 AL2 AL3 AL4	ALIGNMENT & DRAINAGE PLAN AND PROFILE ALIGNMENT & DRAINAGE PLAN AND PROFILE ALIGNMENT & DRAINAGE PLAN AND PROFILE ALIGNMENT & DRAINAGE PLAN AND PROFILE

SEPA PLAN SET (PRELIMINARY DESIGN) SUBMITTAL
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY	DESIGNED
			T. MASTERSON
			DRAWN B. PURGANAN
			CHECKED J. JUN
			APPROVED Y. HO

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME PS2499003G-01
JOB No. 554-2499-003
DATE DECEMBER 2020



PROJECT NAME
SCRIBER CREEK TRAIL WILCOX PARK TO LYNNWOOD TRANSIT CENTER LYNNWOOD, WASHINGTON

ABBREVIATIONS AND INDEX

DRAWING NO. 2 OF 8
G2

LEGEND

DESCRIPTION	PROPOSED	EXISTING
RIGHT OF WAY		
PROPERTY LINE		
CITY BOUNDARY		
FOUND MONUMENTS		
REBAR & CAP		
HUB & TACK		
PK NAIL		
FOUND MAG NAIL		
SET MAG NAIL		
PROPERTY CORNER		
STREAM		
EDGE OF WATER		
WETLAND FLAG		
ORDINARY HIGH WATER MARK		
100-YEAR FLOODPLAIN BOUNDARY		
DITCH		
STORM DRAIN		
CULVERT/STORM DRAIN PIPE		
UNDERDRAIN PIPE		
INFILTRATION TRENCH		
CATCH BASIN, TYPE 1		
CATCH BASIN, TYPE 2		
CATCH BASIN W/ SOLID LID		
SANITARY SEWER LINE		
SANITARY SEWER MANHOLE		
SANITARY SEWER VAULT		
CLEANOUT		
CONTOURS MAJOR		
CONTOURS MINOR		
CLEARING AND GRUBBING LIMITS		
CLEARING LIMITS		
FILL LINE		
CUT LINE		
SAWCUT LINE		
ASPHALT EDGE		
CONCRETE LINE		
CURB AND GUTTER		
EDGE OF PATCH		
EDGE OF GRAVEL		
BARBWIRE FENCE		
SPLIT RAIL FENCE		
BOARD FENCE		
CHAIN LINK FENCE		
WOOD GUARDRAIL		

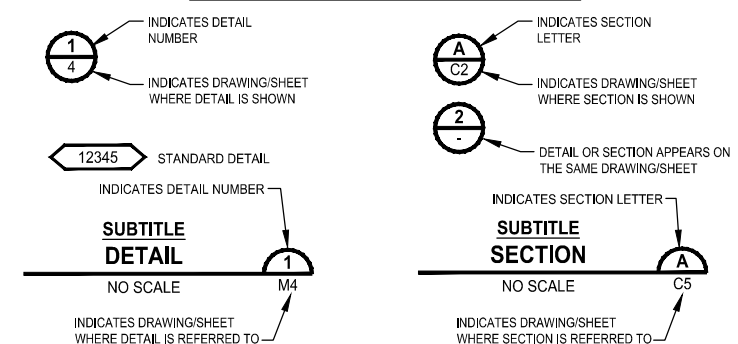
LEGEND

DESCRIPTION	PROPOSED	EXISTING
GUY ANCHOR		
POWER POLE WITH LIGHT		
FLOOD LIGHT		
UTILITY POLE		
PP W/ UG DROP		
PP W/ UG DROP & XMFR		
OVERHEAD POWER		
POWER		
POWER VAULT		
POWER TRANSFORMER		
POWER MANHOLE		
POWER HANDHOLE		
POWER CABINET		
POWER RISER		
POWER METER		
SOLID LID J-BOX		
LUMINAIRE		
TELEPHONE VAULT		
TELEPHONE RISER		
TELEPHONE MANHOLE		
TELEPHONE		
TV RISER		
TV		
GAS VALVE		
GAS METER		
GAS		
WATER LINE		
FIRE HYDRANT		
WATER METER		
WATER VALVE		
AREA DRAIN		
ROOF DRAIN		
WATER BLOW OFF VALVE		
WATER POST INDICATOR		
SPRINKLER HEAD ROT=90		
IRRIGATION CONTROL VALVE		
TRAFFIC SIGNAL POLE W/ LAMP		
TRAFFIC SIGNAL POLE		
TRAFFIC CONTROL LOOP (SQ)		
TRAFFIC CONTROL CABINET		
PEDESTRIAN POLE		
MONITORING WELL		
SURFACE POST		
SIGN		

LEGEND

DESCRIPTION	PROPOSED	EXISTING
SKIP LANE LINE		
SOLID LANE LINE		
FOG LINE		
LTO ARROW		
STO ARROW		
RTO ARROW		
MAILBOX		
DECIDUOUS TREE		
CONIFEROUS TREE		
WETLAND SYMBOL		
WETLAND BOUNDARY		
WETLAND BUFFER		
VEGETATION		
STRUCTURAL EARTH WALL		
RIP RAP		
ROCKERY		
HANDICAPPED SYMBOL		
WHEELCHAIR RAMP		
BUILDING LINE		
CONSTRUCTION CENTERLINE		

DETAIL AND SECTION DESIGNATION



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▷	REVISIONS	DATE	BY	DESIGNED T. MASTERSON
				DRAWN B. PURGANAN
				CHECKED J. JUN
				APPROVED Y. HO

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FILE NAME	PS2499003G-01
JOB No.	554-2499-003
DATE	DECEMBER 2020



PROJECT NAME

**SCRIBER CREEK TRAIL
WILCOX PARK TO
LYNNWOOD TRANSIT CENTER**

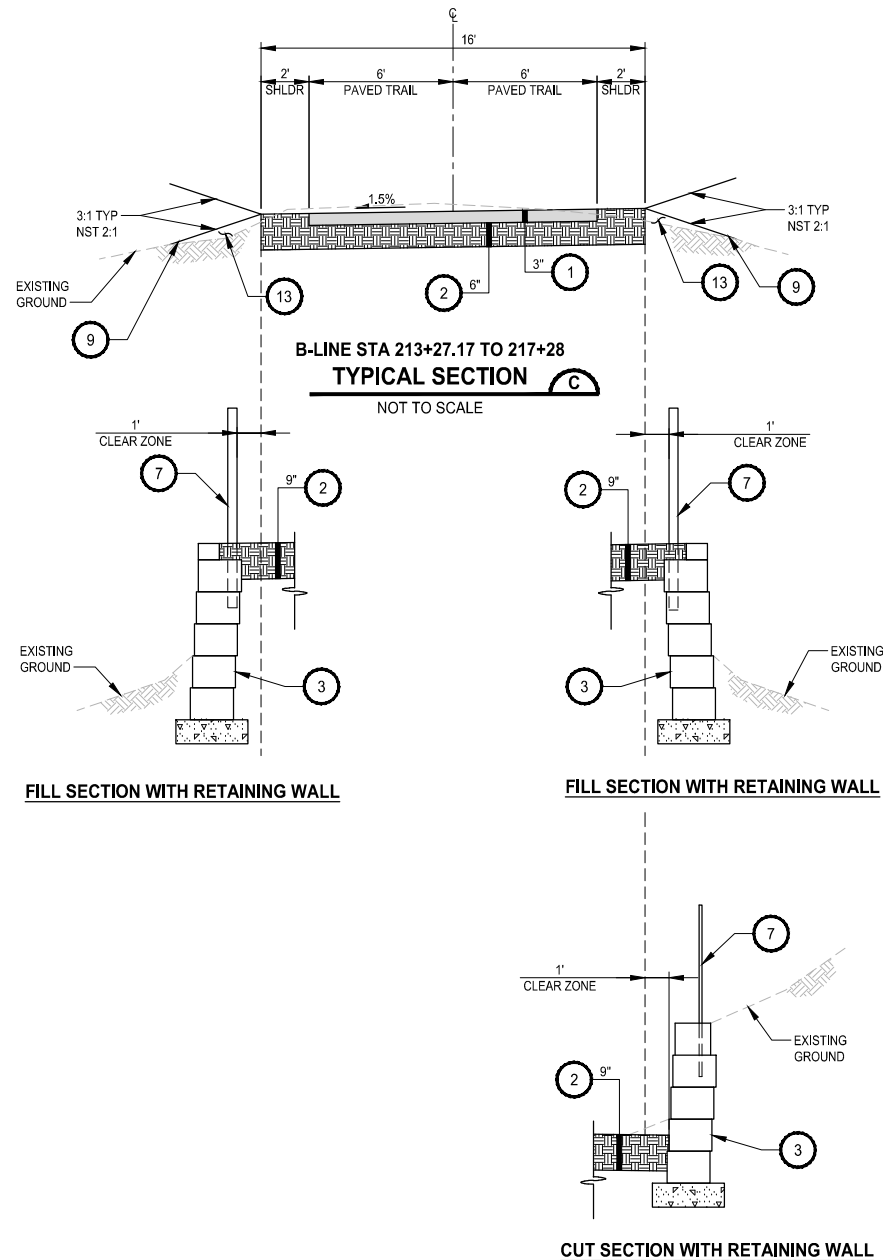
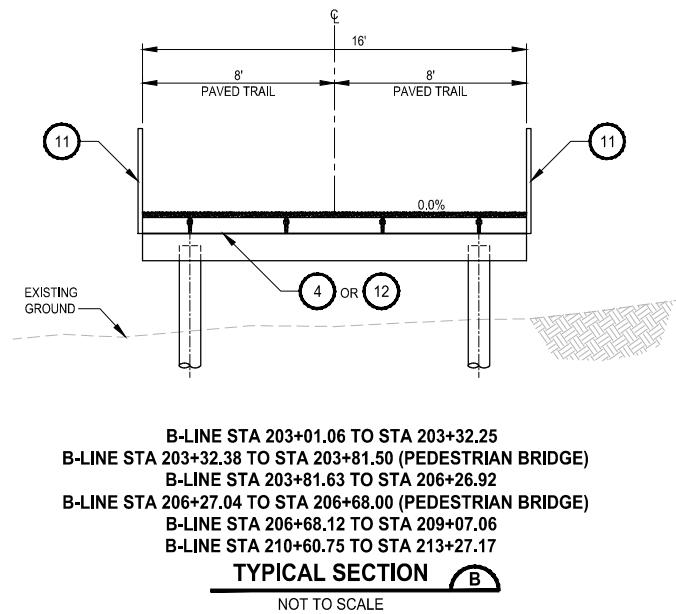
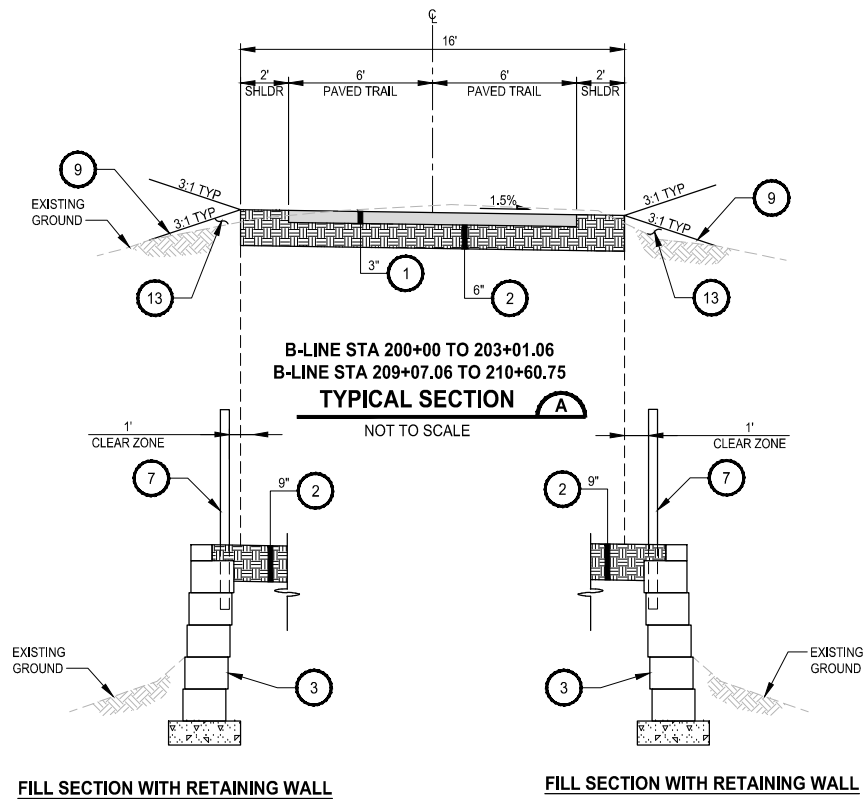
LYNNWOOD, WASHINGTON

LEGEND

DRAWING NO.
3 OF 8

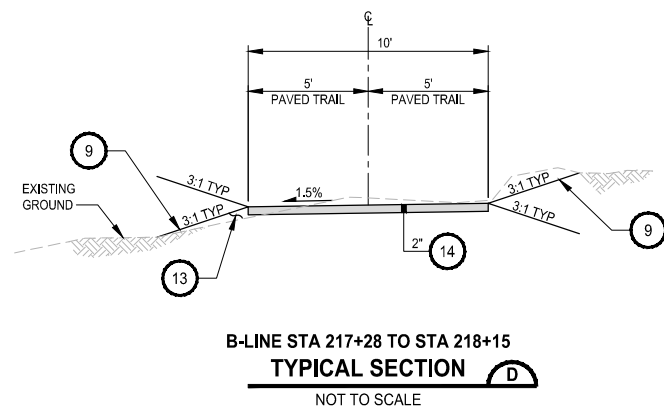
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CONSTRUCTION NOTES:

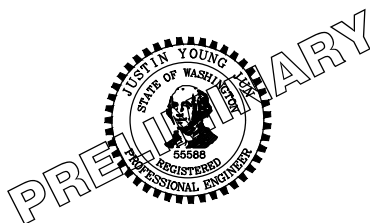
- 1 HMA CL, 3/8" PG 64-22.
- 2 CRUSHED SURFACING TOP COURSE.
- 3 RETAINING WALL, SEE AL SHEETS FOR LOCATIONS.
- 4 OPEN GRATE DECK BOARDWALK STRUCTURE.
- 5 NOT USED.
- 6 NOT USED.
- 7 4-FOOT COATED CHAIN LINK FENCE TYPE 6.
- 8 NOT USED.
- 9 SIDESLOPE:
4" TOPSOIL A AND SEEDING AND MULCHING.
PLANTER STRIP:
6" TOPSOIL TYPE A AND SEEDING, FERTILIZING,
AND MULCHING.
- 10 NOT USED.
- 11 PEDESTRIAN RAILING.
- 12 PEDESTRIAN BRIDGE.
- 13 SELECT BORROW INCL. HAUL.
- 14 2-IN PLANING OF EXISTING ASPHALT WITH 2-IN HMA CL 1/2 IN. PG 64-22 OVERLAY.



SEPA PLAN SET (PRELIMINARY DESIGN) SUBMITTAL
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY	DESIGNED
			T. MASTERSON
			DRAWN
			B. PURGANAN
			CHECKED
			J. JUN
			APPROVED
			Y. HO

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FILE NAME PS2499003CS-01
JOB No. 554-2499-003
DATE DECEMBER 2020

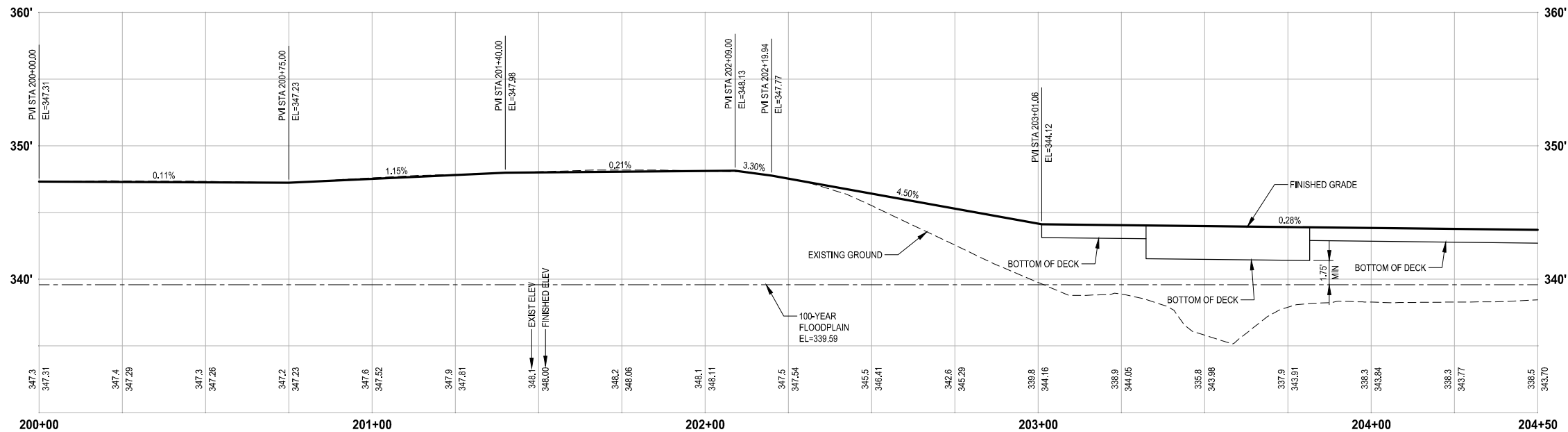
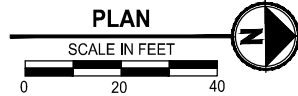
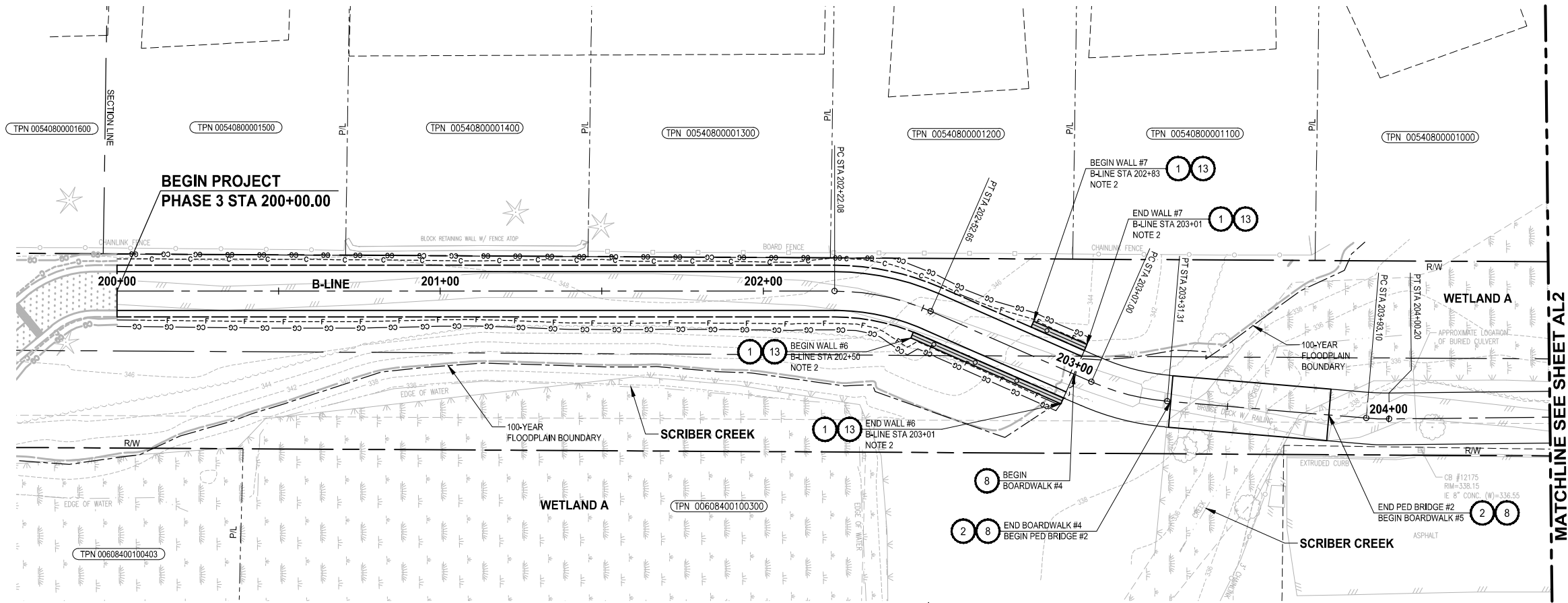


PROJECT NAME
SCRIBER CREEK TRAIL WILCOX PARK TO LYNNWOOD TRANSIT CENTER LYNNWOOD, WASHINGTON

TYPICAL CROSS SECTIONS

DRAWING NO. 4 OF 8
CS1

PATH: U:\P50\Projects\Clients\2499-CityOfLynnwood\554-2499-003 Scriber Creek Trail\995\Drawings\554-2499-003 SEPA CADD\DWG-SEPA
LAYOUT: AL1
PLOTTED BY: purgubut DATE: Wednesday, December 1, 2021 11:08:26 AM



PROFILE

HORIZ: 1"=20'
VERT: 1"=5'

CIVIL CONSTRUCTION NOTES:

- RETAINING WALL DETAILS TO BE SHOWN ON FUTURE SUBMITTAL.
- PEDESTRIAN BRIDGE, SEE S SHEETS.
- CEMENT CONCRETE CURB AND GUTTER, PER CITY OF LYNNWOOD STD3-6.
- TYPE A CURB RAMP, PER CITY OF LYNNWOOD STD3-13.
- TYPE B CURB RAMP, PER CITY OF LYNNWOOD STD3-14.
- TYPE D CURB RAMP, PER CITY OF LYNNWOOD STD3-15A.
- CROSSWALK, PER CITY OF LYNNWOOD STD7-20A.
- OPEN GRATE DECK BOARDWALK STRUCTURE, SEE S SHEETS.
- HOLLOW CORE CONCRETE BOARDWALK STRUCTURE, SEE S SHEETS.
- PEDESTRIAN CUT-THROUGH.
- CONCRETE RESIDENTIAL DRIVEWAY, PER CITY OF LYNNWOOD STD3-12. SEE DP SHEETS FOR DETAILS.
- COMMERCIAL AT-GRADE DRIVEWAY WITH GREEN BELT, NO RAMP, PER CITY OF LYNNWOOD STD3-12D, SEE DP SHEETS.
- 4-FOOT COATED CHAIN LINK FENCE TYPE 6.
- SPLIT RAIL FENCE.
- YELLOW FLASHING BEACON, DETAILED DESIGN TO BE SHOWN ON FUTURE SUBMITTAL.
- FIXED BOLLARD.
- REMOVABLE BOLLARD.
- EXTRUDED CURB, PER CITY OF LYNNWOOD STD3-8.
- WHITE EDGE LINE, PER CITY OF LYNNWOOD STD7-18.
- TWO WAY LEFT TURN RPM, PER CITY OF LYNNWOOD STD7-17.
- LANE RPM, PER CITY OF LYNNWOOD STD7-17.
- STOP BAR, PER SNOHOMISH COUNTY FIG. 7-100.
- DOTTED EXTENSION LINE, PER WSDOT STD PLAN M-20.10-02.
- CEMENT CONCRETE PEDESTRIAN CURB, PER WSDOT STD PLAN F-10.12-03.
- TRAFFIC ARROWS, PER WSDOT STD PLAN M-24.40-02.
- LOW PROFILE BARRIER CURB TYPE 3, PER WSDOT PLAN TB-15.
- TYPE C CURB RAMP, PER CITY OF LYNNWOOD STD3-15.

STORMWATER CONSTRUCTION NOTES:

- CONNECTION TO DRAINAGE STRUCTURE.
- CATCH BASIN TYPE 1, PER CITY OF LYNNWOOD STD4-2.
- CATCH BASIN TYPE 2, PER CITY OF LYNNWOOD STD4-4.
- SCHEDULE A 12" STORM SEWER PIPE.
- ADJUST MANHOLE AND REPLACE WITH SLIP RESISTANT LIDS.
- SCHEDULE A 18" STORM SEWER PIPE.
- 12" PVC PIPE.

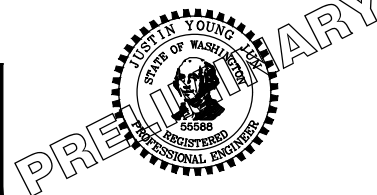
GENERAL NOTES:

- STORMWATER CONVEYANCE SYSTEMS DEPICTED IN THE DRAFT 30 PERCENT PLANS ARE FOR PRELIMINARY DESIGN PURPOSES. STORMWATER CONVEYANCE SYSTEM DESIGN MAY CHANGE DURING FINAL DESIGN IF CONFLICTS WITH EXISTING UTILITIES.

SEPA PLAN SET (PRELIMINARY DESIGN) SUBMITTAL
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY	DESIGNED
			T. MASTERSON
			B. PURGANAN
			CHECKED
			J. JUN
			APPROVED
			Y. HO

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME PS2499003AL-01
JOB No. 554-2499-003
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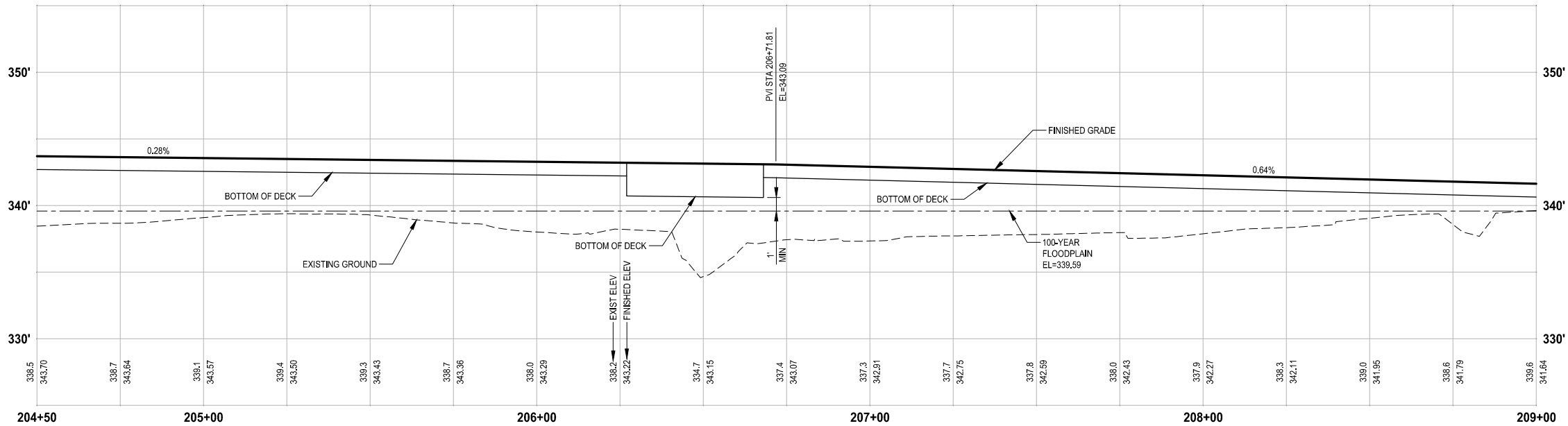
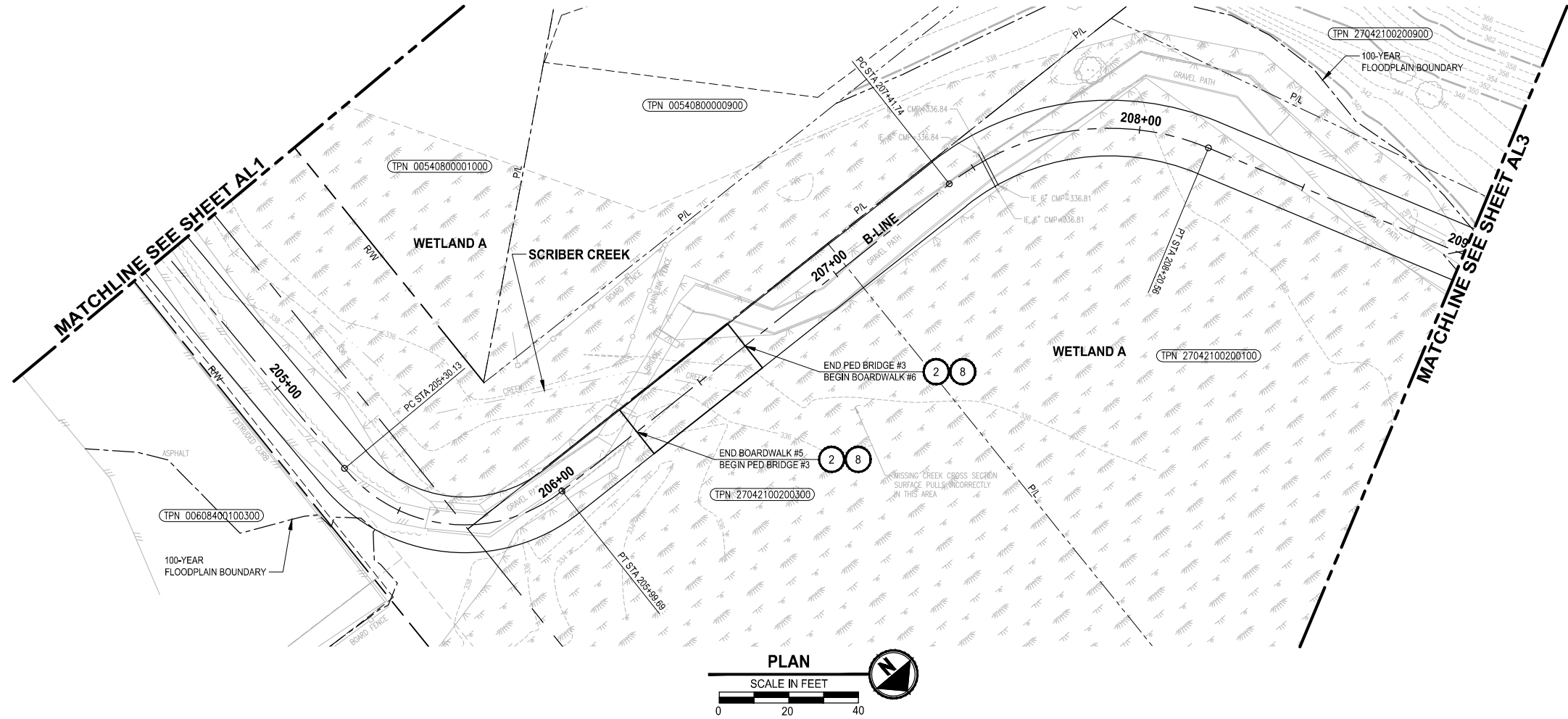


PROJECT NAME
SCRIBER CREEK TRAIL WILCOX PARK TO LYNNWOOD TRANSIT CENTER LYNNWOOD, WASHINGTON

ALIGNMENT & DRAINAGE PLAN AND PROFILE
--

DRAWING NO. 5 OF 8
AL1

U:\P50\Projects\Clients\2499-CityOfLynnwood\554-2499-003 Scriber Creek Trail\995\Drawings\CADD\CWP-SEPA
LAYOUT: AL2
PATH: U:\P50\Projects\Clients\2499-CityOfLynnwood\554-2499-003 Scriber Creek Trail\995\Drawings\CADD\CWP-SEPA
PLOTTED BY: purgubut DATE: Wednesday, December 1, 2021 11:06:35 AM



PROFILE

HORIZ: 1"=20'
VERT: 1"=5'

CIVIL CONSTRUCTION NOTES:

- 1 RETAINING WALL DETAILS TO BE SHOWN ON FUTURE SUBMITTAL.
- 2 PEDESTRIAN BRIDGE, SEE S SHEETS.
- 3 CEMENT CONCRETE CURB AND GUTTER, PER CITY OF LYNNWOOD STD3-6.
- 4 TYPE A CURB RAMP, PER CITY OF LYNNWOOD STD3-13.
- 5 TYPE B CURB RAMP, PER CITY OF LYNNWOOD STD3-14.
- 6 TYPE D CURB RAMP, PER CITY OF LYNNWOOD STD3-15A.
- 7 CROSSWALK, PER CITY OF LYNNWOOD STD7-20A.
- 8 OPEN GRATE DECK BOARDWALK STRUCTURE, SEE S SHEETS.
- 9 HOLLOW CORE CONCRETE BOARDWALK STRUCTURE, SEE S SHEETS.
- 10 PEDESTRIAN CUT-THROUGH.
- 11 CONCRETE RESIDENTIAL DRIVEWAY, PER CITY OF LYNNWOOD STD3-12. SEE DP SHEETS FOR DETAILS.
- 12 COMMERCIAL AT-GRADE DRIVEWAY WITH GREEN BELT, NO RAMPS, PER CITY OF LYNNWOOD STD3-12D, SEE DP SHEETS.
- 13 4-FOOT COATED CHAIN LINK FENCE TYPE 6.
- 14 SPLIT RAIL FENCE.
- 15 YELLOW FLASHING BEACON. DETAILED DESIGN TO BE SHOWN ON FUTURE SUBMITTAL.
- 16 FIXED BOLLARD.
- 17 REMOVABLE BOLLARD.
- 18 EXTRUDED CURB, PER CITY OF LYNNWOOD STD3-8.
- 19 WHITE EDGE LINE, PER CITY OF LYNNWOOD STD7-18.
- 20 TWO WAY LEFT TURN RPM, PER CITY OF LYNNWOOD STD7-17.
- 21 LANE RPM, PER CITY OF LYNNWOOD STD7-17.
- 22 STOP BAR, PER SNOHOMISH COUNTY FIG. 7-100.
- 23 DOTTED EXTENSION LINE, PER WSDOT STD PLAN M-20.10-02.
- 24 CEMENT CONCRETE PEDESTRIAN CURB, PER WSDOT STD PLAN F-10.12-03.
- 25 TRAFFIC ARROWS, PER WSDOT STD PLAN M-24.40-02.
- 26 LOW PROFILE BARRIER CURB TYPE 3, PER WSDOT PLAN TB-15.
- 27 TYPE C CURB RAMP, PER CITY OF LYNNWOOD STD3-15.

STORMWATER CONSTRUCTION NOTES:

- 1 CONNECTION TO DRAINAGE STRUCTURE.
- 2 CATCH BASIN TYPE 1, PER CITY OF LYNNWOOD STD4-2.
- 3 CATCH BASIN TYPE 2, PER CITY OF LYNNWOOD STD4-4.
- 4 SCHEDULE A 12" STORM SEWER PIPE.
- 5 ADJUST MANHOLE AND REPLACE WITH SLIP RESISTANT LIDS.
- 6 SCHEDULE A 18" STORM SEWER PIPE.
- 7 12" PVC PIPE.

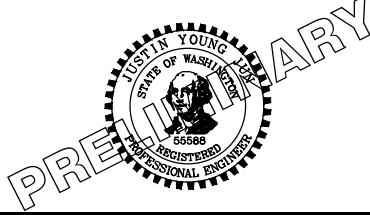
GENERAL NOTES:

1. STORMWATER CONVEYANCE SYSTEMS DEPICTED IN THE DRAFT 30 PERCENT PLANS ARE FOR PRELIMINARY DESIGN PURPOSES. STORMWATER CONVEYANCE SYSTEM DESIGN MAY CHANGE DURING FINAL DESIGN IF CONFLICTS WITH EXISTING UTILITIES.

SEPA PLAN SET (PRELIMINARY DESIGN) SUBMITTAL
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REVISIONS	DATE	BY	DESIGNED
			T. MASTERSON
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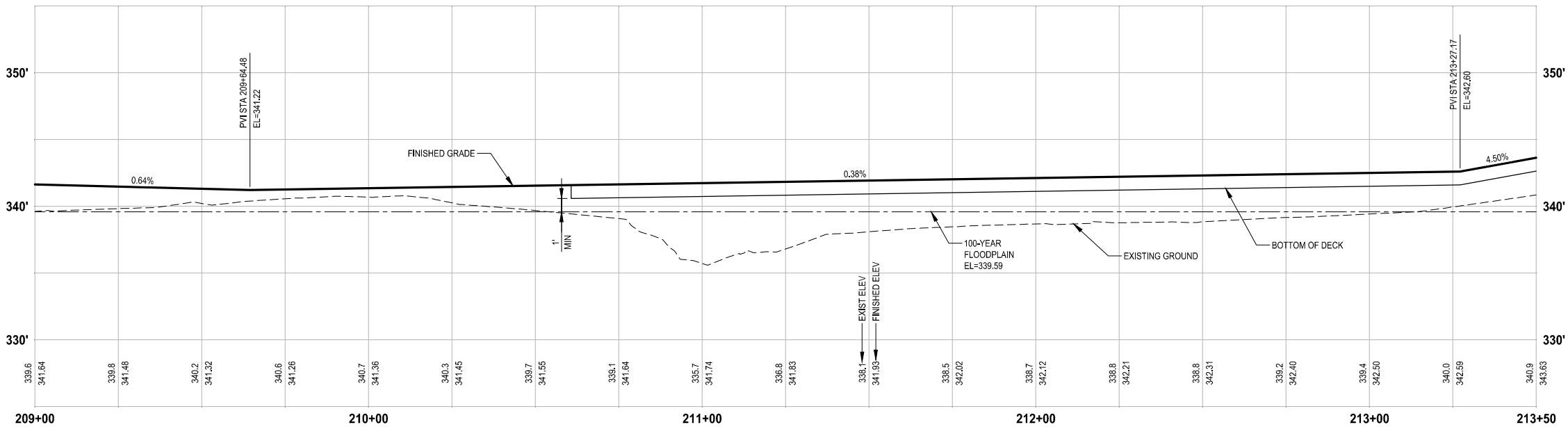
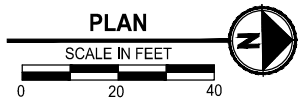
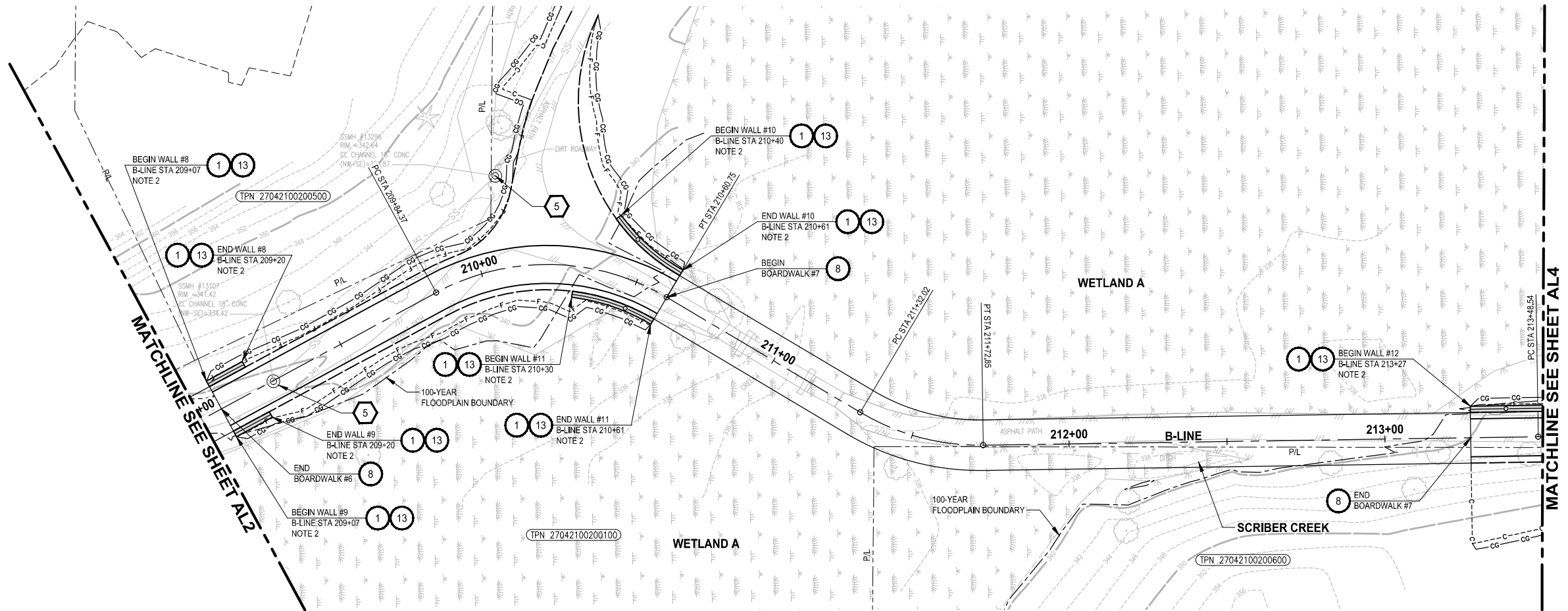


PROJECT NAME
SCRIBER CREEK TRAIL WILCOX PARK TO LYNNWOOD TRANSIT CENTER LYNNWOOD, WASHINGTON

ALIGNMENT & DRAINAGE PLAN AND PROFILE
--

DRAWING NO. 6 OF 8
AL2

PATH: U:\P50\Projects\Clients\2499-CityOfLynnwood\554-2499-003 Scriber Creek Trail\995ves\CADD\DWG-SEPA PLOTTED BY: purgabut DATE: Wednesday, December 1, 2021 11:06:46 AM LAYOUT: AL3



PROFILE

HORIZ: 1"=20'
VERT: 1"=5'

CIVIL CONSTRUCTION NOTES:

- 1 RETAINING WALL DETAILS TO BE SHOWN ON FUTURE SUBMITTAL.
- 2 PEDESTRIAN BRIDGE, SEE S SHEETS.
- 3 CEMENT CONCRETE CURB AND GUTTER, PER CITY OF LYNNWOOD STD3-6.
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- 27 TYPE C CURB RAMP, PER CITY OF LYNNWOOD STD3-15.

STORMWATER CONSTRUCTION NOTES:

- 1 CONNECTION TO DRAINAGE STRUCTURE.
- 2 CATCH BASIN TYPE 1, PER CITY OF LYNNWOOD STD4-2.
- 3 CATCH BASIN TYPE 2, PER CITY OF LYNNWOOD STD4-4.
- 4 SCHEDULE A 12" STORM SEWER PIPE.
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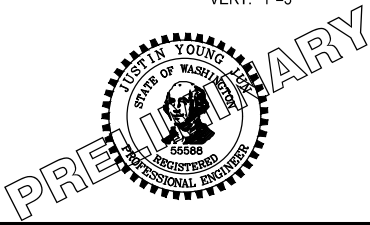
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			T. MASTERTSON
			B. PURGANAN
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			APPROVED
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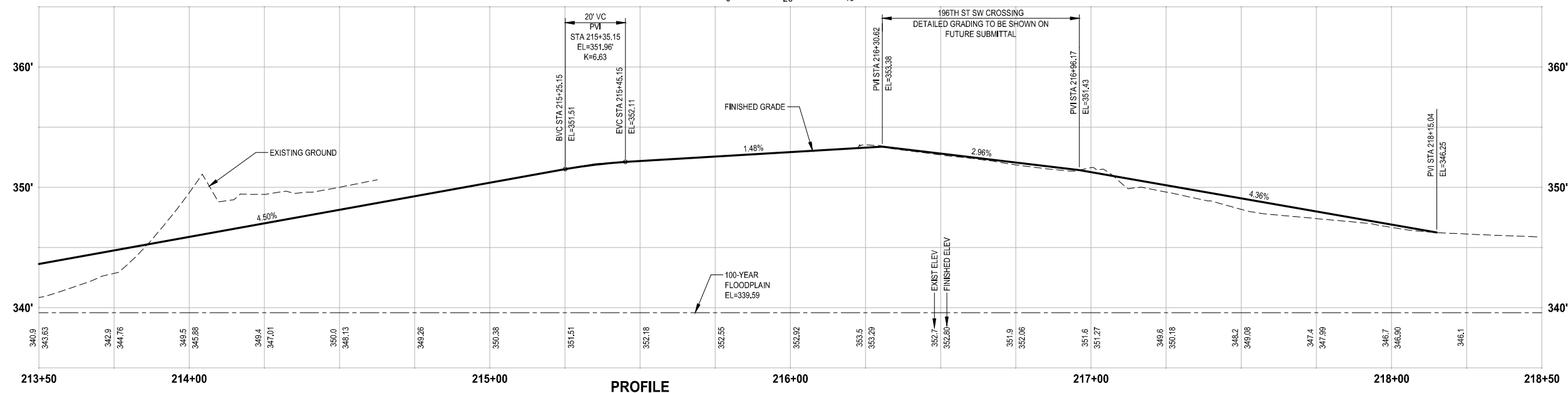
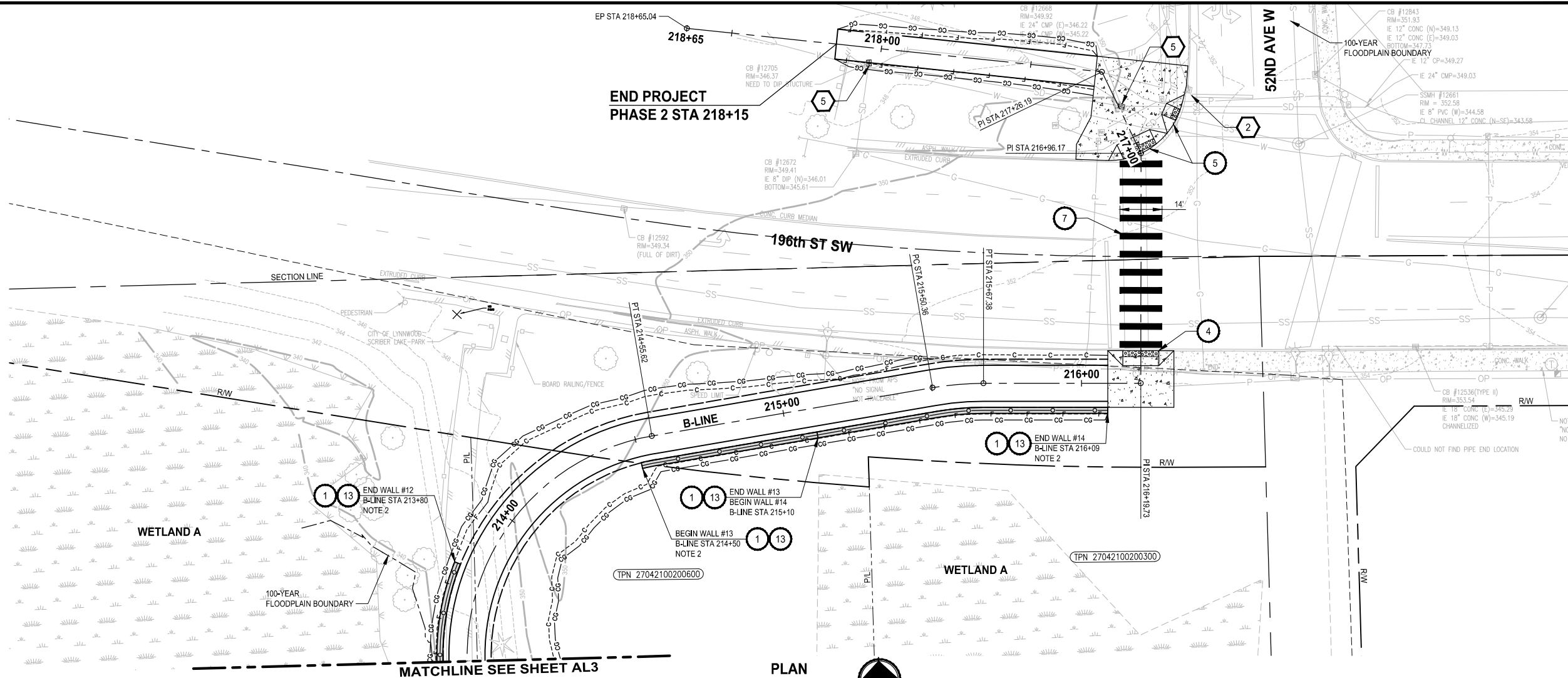


PROJECT NAME
SCRIBER CREEK TRAIL WILCOX PARK TO LYNNWOOD TRANSIT CENTER LYNNWOOD, WASHINGTON

ALIGNMENT & DRAINAGE PLAN AND PROFILE
--

DRAWING NO. 7 OF 8
AL3

PATH: U:\P50\Projects\Clients\2499-CityOfLynnwood\554-2499-003 Scriber Creek Trail\995\Drawings\CADD\CW-SEPA
LAYOUT: AL4
PLOT BY: purgabat DATE: Wednesday, December 1, 2021 11:06:55 AM



CIVIL CONSTRUCTION NOTES:

- 1 RETAINING WALL DETAILS TO BE SHOWN ON FUTURE SUBMITTAL.
- 2 PEDESTRIAN BRIDGE, SEE S SHEETS.
- 3 CEMENT CONCRETE CURB AND GUTTER, PER CITY OF LYNNWOOD STD3-6.
- 4 TYPE A CURB RAMP, PER CITY OF LYNNWOOD STD3-13.
- 5 TYPE B CURB RAMP, PER CITY OF LYNNWOOD STD3-14.
- 6 TYPE D CURB RAMP, PER CITY OF LYNNWOOD STD3-15A.
- 7 CROSSWALK, PER CITY OF LYNNWOOD STD7-20A.
- 8 OPEN GRATE DECK BOARDWALK STRUCTURE, SEE S SHEETS.
- 9 HOLLOW CORE CONCRETE BOARDWALK STRUCTURE, SEE S SHEETS.
- 10 PEDESTRIAN CUT-THROUGH.
- 11 CONCRETE RESIDENTIAL DRIVEWAY, PER CITY OF LYNNWOOD STD3-12, SEE DP SHEETS FOR DETAILS.
- 12 COMMERCIAL AT-GRADE DRIVEWAY WITH GREEN BELT, NO RAMPS, PER CITY OF LYNNWOOD STD3-12D, SEE DP SHEETS.
- 13 4-FOOT COATED CHAIN LINK FENCE TYPE 6.
- 14 SPLIT RAIL FENCE.
- 15 YELLOW FLASHING BEACON, DETAILED DESIGN TO BE SHOWN ON FUTURE SUBMITTAL.
- 16 FIXED BOLLARD.
- 17 REMOVABLE BOLLARD.
- 18 EXTRUDED CURB, PER CITY OF LYNNWOOD STD3-8.
- 19 WHITE EDGE LINE, PER CITY OF LYNNWOOD STD7-18.
- 20 TWO WAY LEFT TURN RPM, PER CITY OF LYNNWOOD STD7-17.
- 21 LANE RPM, PER CITY OF LYNNWOOD STD7-17.
- 22 STOP BAR, PER SNOHOMISH COUNTY FIG. 7-100.
- 23 DOTTED EXTENSION LINE, PER WSDOT STD PLAN M-20.10-02.
- 24 CEMENT CONCRETE PEDESTRIAN CURB, PER WSDOT STD PLAN F-10.12-03.
- 25 TRAFFIC ARROWS, PER WSDOT STD PLAN M-24.40-02.
- 26 LOW PROFILE BARRIER CURB TYPE 3, PER WSDOT PLAN TB-15.
- 27 TYPE C CURB RAMP, PER CITY OF LYNNWOOD STD3-15.

STORMWATER CONSTRUCTION NOTES:

- 1 CONNECTION TO DRAINAGE STRUCTURE.
- 2 CATCH BASIN TYPE 1, PER CITY OF LYNNWOOD STD4-2.
- 3 CATCH BASIN TYPE 2, PER CITY OF LYNNWOOD STD4-4.
- 4 SCHEDULE A 12" STORM SEWER PIPE.
- 5 ADJUST MANHOLE AND REPLACE WITH SLIP RESISTANT LIDS.
- 6 SCHEDULE A 18" STORM SEWER PIPE.
- 7 12" PVC PIPE.

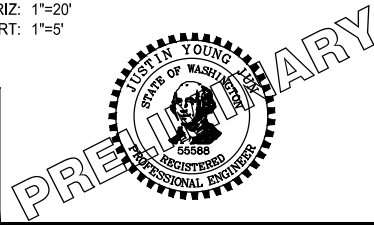
GENERAL NOTES:

1. STORMWATER CONVEYANCE SYSTEMS DEPICTED IN THE DRAFT 30 PERCENT PLANS ARE FOR PRELIMINARY DESIGN PURPOSES. STORMWATER CONVEYANCE SYSTEM DESIGN MAY CHANGE DURING FINAL DESIGN IF CONFLICTS WITH EXISTING UTILITIES.

SEPA PLAN SET (PRELIMINARY DESIGN) SUBMITTAL
NOT FOR CONSTRUCTION

REVISIONS	DATE	BY	DESIGNED
			T. MASTERSON
			B. PURGANAN
			CHECKED
			J. JUN
			APPROVED
			Y. HO

ONE INCH AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY
FILE NAME
PS2499003AL-01
JOB No.
554-2499-003
DATE
DECEMBER 2020



PROJECT NAME
SCRIBER CREEK TRAIL
WILCOX PARK TO
LYNNWOOD TRANSIT CENTER
LYNNWOOD, WASHINGTON

ALIGNMENT & DRAINAGE
PLAN AND PROFILE

DRAWING NO.
8 OF 8
AL4