

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

B6. CA Sponsor

B5. Certification Acceptance?

Yes

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 and 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-foot 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.

12. 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.

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

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

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

16. 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.