2020 FHWA REGIONAL COMPETITION: PROJECT SPONSOR FOLLOW-UP QUESTIONS

AGENCY: Lynnwood
PROJECT: 42nd Avenue W Improvements

Question #1: Please elaborate on the references in the application to shorter trips resulting from the project.

Answer #1: The project results in reduced and shorter trips by acting as a catalyst to spur redevelopment in the City Center. Redevelopment includes becoming a transit-oriented area with improved non-motorized connectivity to the Lynnwood City Center Station, ST 405 BRT and CT SWIFT. This type of development is consistent with the region’s plan for concentrated growth in regional centers with centers connected by high capacity transit. Instead of vehicles needing to travel longer distances to reach the fringe communities, TOD development will result in shorter trips and more active modes of transportation.

Additionally, the project results in shorter trips by completing a completely new street connection in the city center core. This new connection will redistribute existing vehicular trips in the area by providing a new more direct route between origins and destinations. Currently, vehicular trips require traveling extended distances around the large blocks within the project area. The project will reduce these block sizes thereby resulting in shorter, more direct trips.

Question #2: The grant request is for ROW Phase 1; please explain the remaining ROW needs for the project, and the segmentation plan.

Answer #2: Due to the sizable overall cost of the project ($30M), the city plans to implement the project in two segments. Segment 1 extends from the southern limit of the project at Alderwood Mall Blvd and runs north to 196th St SW. Segment 2 runs from 196th to the northern limit of the project at Veterans Way. The current funding request will fund ROW acquisition for segment 1. The remaining ROW needs would be limited to Segment 2. Segment 2 requires full acquisition of one parcel and partial acquisition of a second including compensation and damages for approximately 20 parking stalls. The estimated ROW cost for segment 2 is $6M.

The segmentation plan includes initially completing design and environmental phases for both segment 1 and 2, followed by ROW acquisition and construction of segment 1, lastly followed by ROW acquisition and construction of segment 2. This will allow the City to manage the cost of the ROW/construction phases and at the same time comply with FHWA funding obligation time requirements. We've received written confirmation from PSRC that this “segmented” approach is acceptable.
Question #3: The application states that “this area of the city experiences some of the highest collision rates in Snohomish County.” Please elaborate, and provide details on collisions within the project area.

Answer #3: The project will complete a new street so it is not possible to provide actual collisions along the project. That said, this sub-area does have some of the highest collision rates the Snohomish County. The following is a crash heat map for the years 2015 through 2019 for the City of Lynnwood. The map shows the highest number of collisions occur near the project vicinity.

![Lynnwood Crash Data Heat Map Years 2015-2019](image)

Collisions data within the area bounded by Veterans Way to the north, 44th Ave W to the west, Alderwood Mall Blvd to the south, and 40th Ave W to the east for the years 2015-2019 are summarized as follows:

- 322 Total Collisions
- 83 Injuries
- 0 Fatalities
- 4 Pedestrian
- 0 Bicycle

The above heat map and collision spreadsheet has also been included with this response.
**Question #4:** What is the $11m “Other” phase for this project?

**Answer #4:** The $11m “Other” is to fund Segment 2 (196th St to Veterans Way) ROW and construction phases. For more information, see response to question #2.