



Final Report

LYNNWOOD TRANSIT CENTER

MULTIMODAL ACCESSIBILITY PLAN

Prepared for
WSDOT

Prepared by
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| 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.

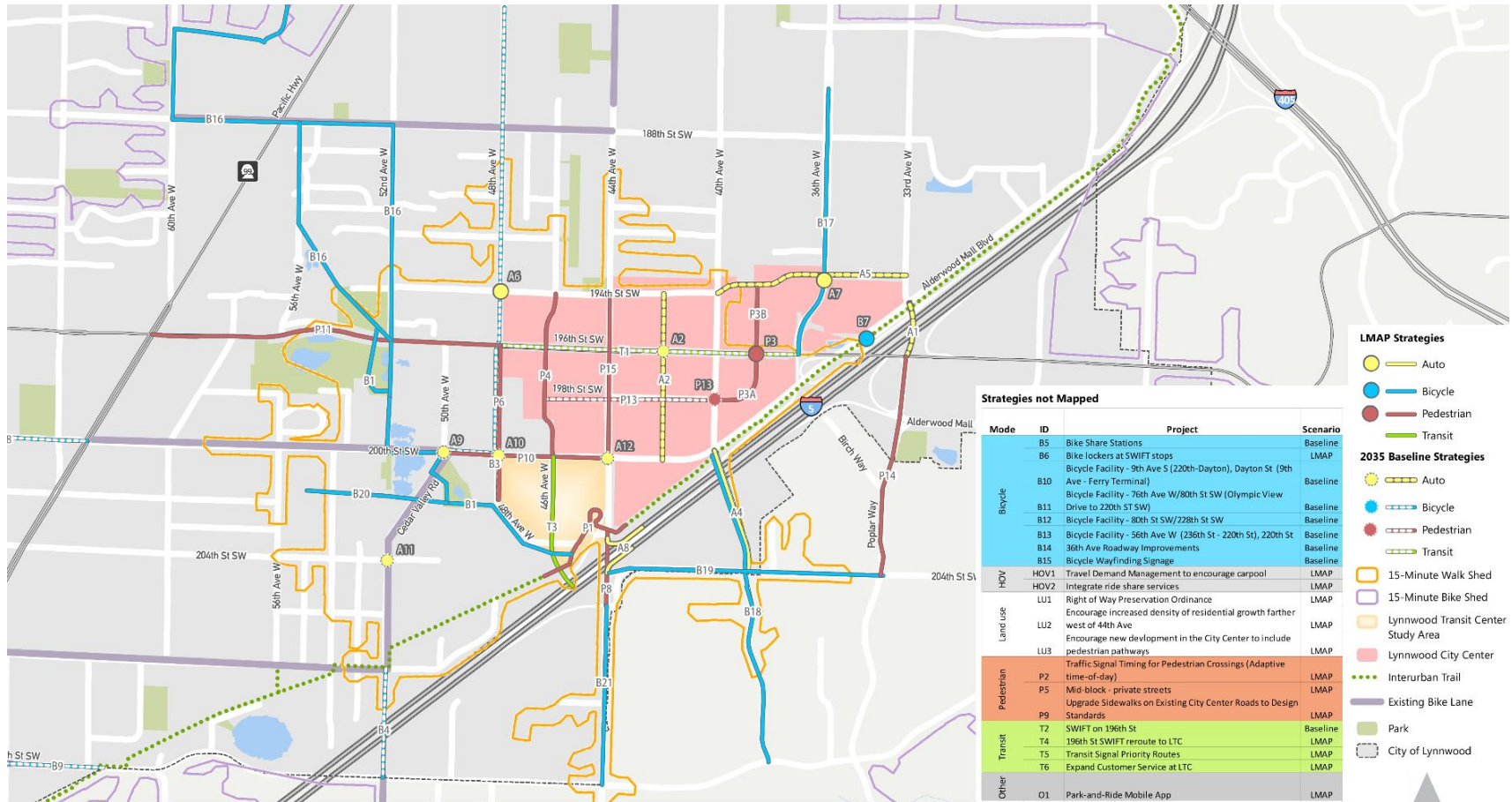
HOV Strategies

- 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 throughways
- Encourage increased density of residential growth farther west of 44th Ave W

Baseline and LMAP Strategies

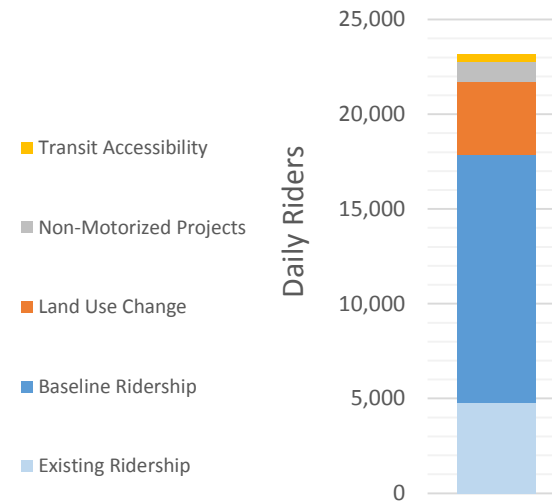


Evaluation Results

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.

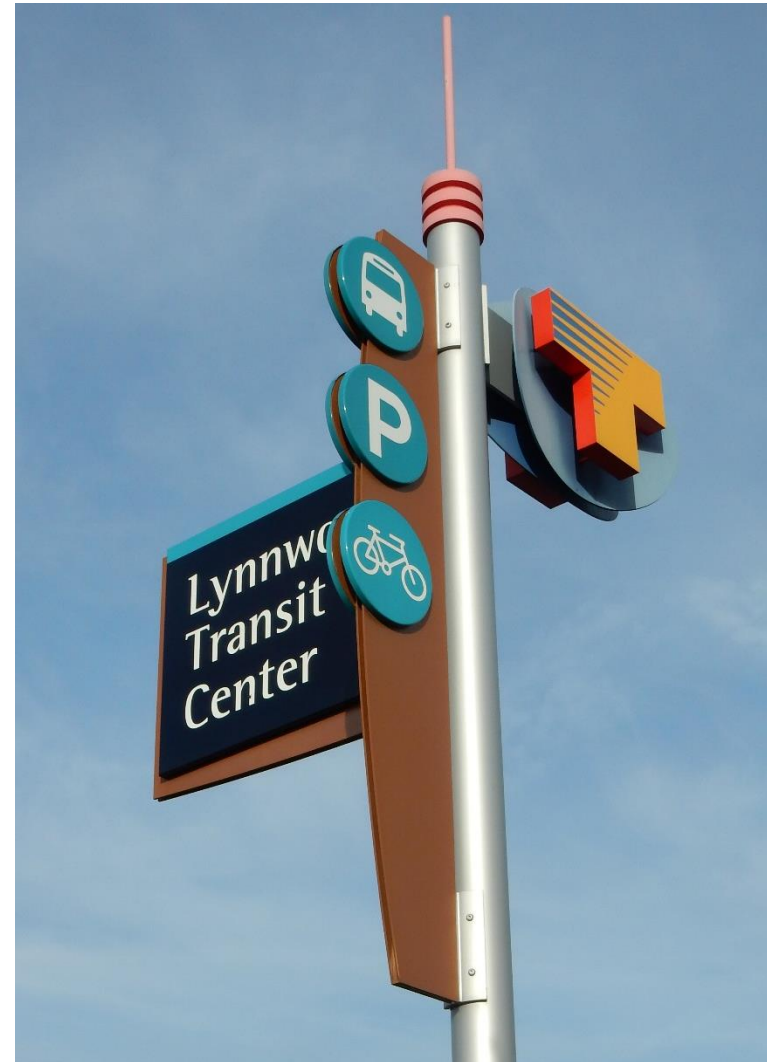
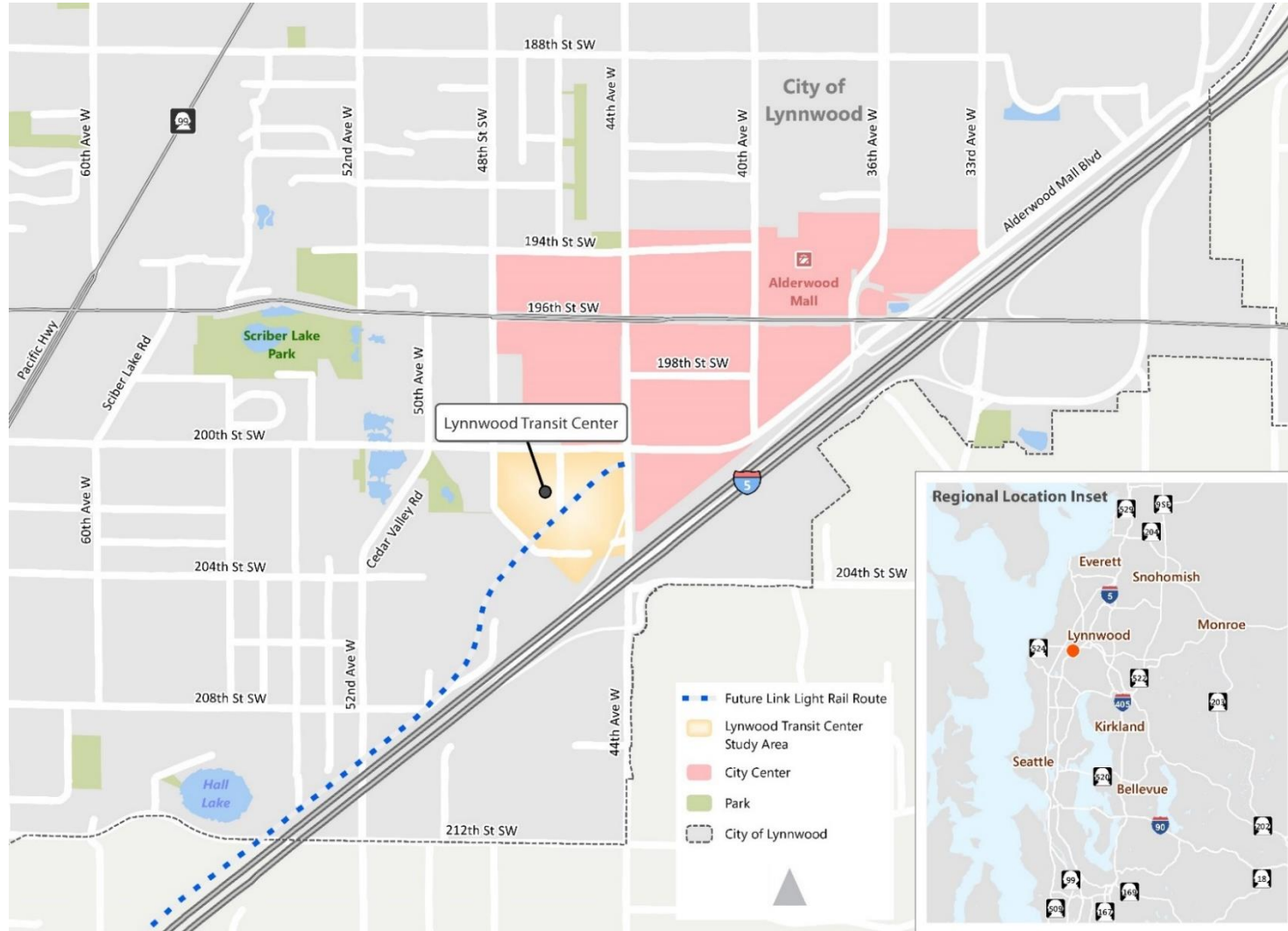


Figure 1. Map of the Lynnwood Transit Center in Relation to the Lynnwood City Center



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.

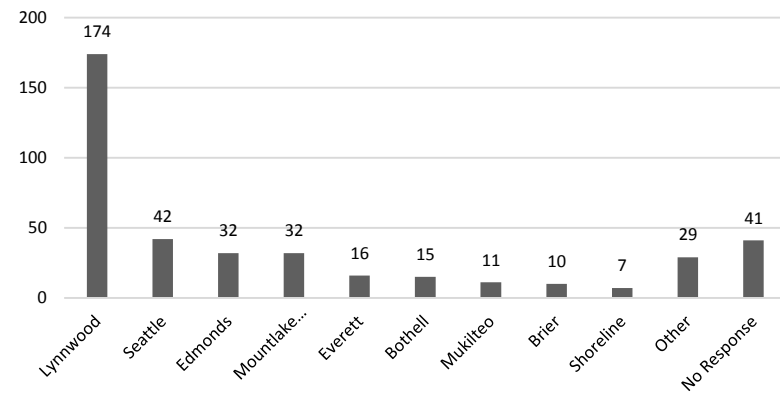
The Lynnwood Transit Center attracts many trips because of its important role as a transfer station, as well as the growing number of employment and retail destinations accessible from the transit center.



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

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.

¹ Community Transit Survey, 2014

² Sound Transit Lynnwood Link Extension EIS (2015)

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

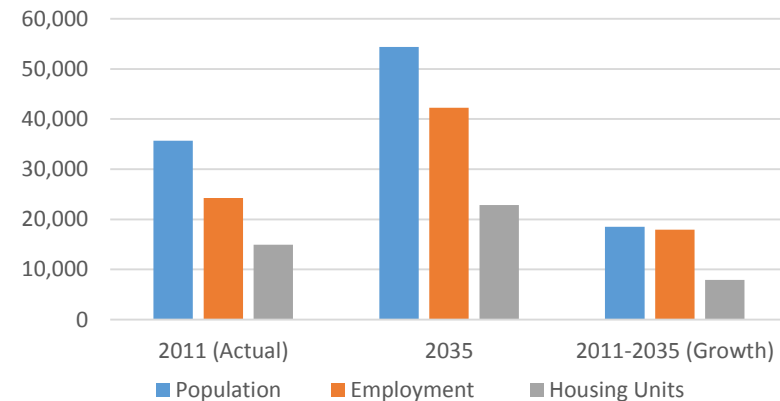
This chapter describes existing and future land use within the study area and how the extension of Link light rail to Lynnwood will influence local and regional travel behavior.

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: ¼
- Rental units: ¾

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 ½-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

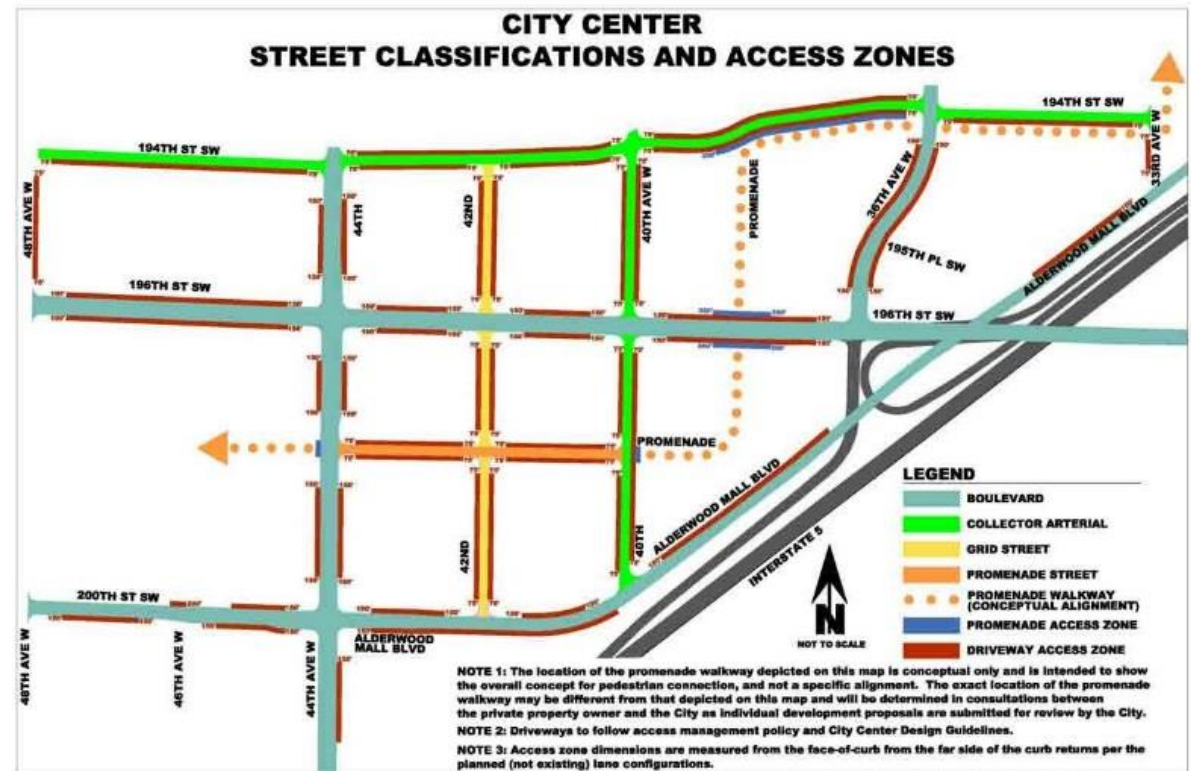
The City has designated street types for the City Center, as shown in **Figure 5**. Development of the designated streets is required to implement the current City Center street standards (LMC Table 21.60.4). In many cases, this means adding street trees between the sidewalk and street, a major improvement 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

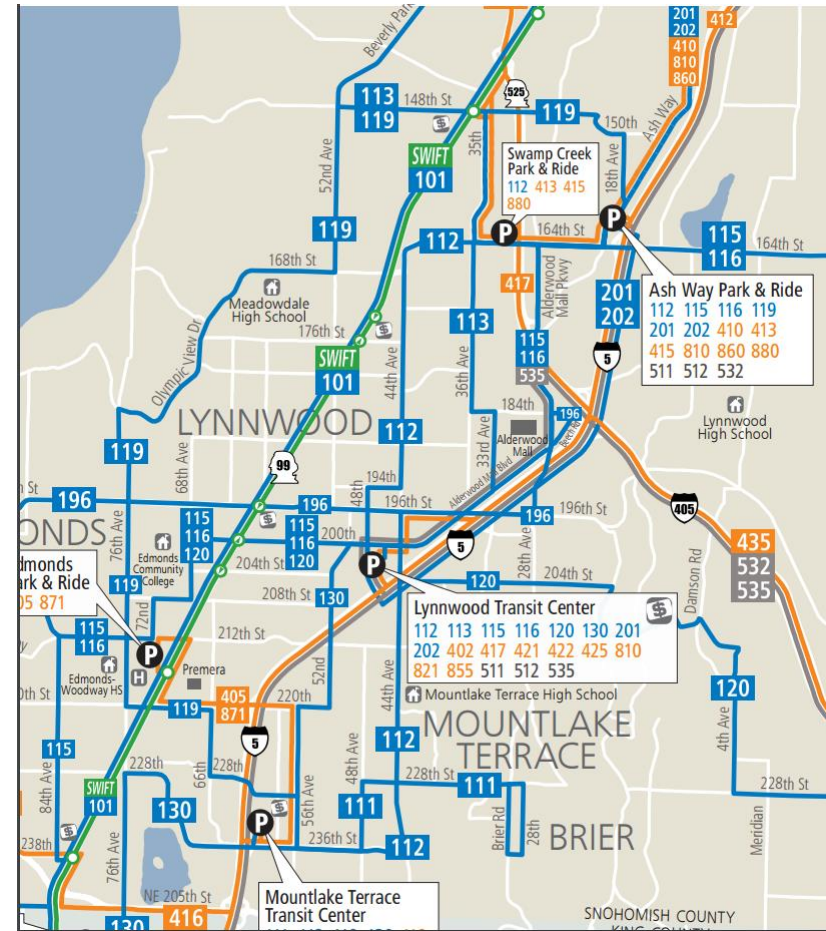
Existing Facilities, Services, and Conditions

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

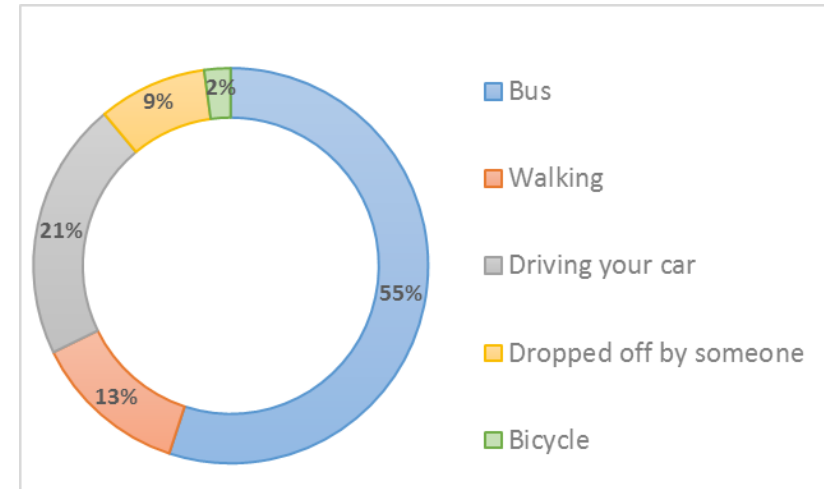
Because of its important role as a transfer station, as well as the growing number of employment and retail destinations accessible from the transit center, Lynnwood Transit Center increasingly functions as an attraction transit center.

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.

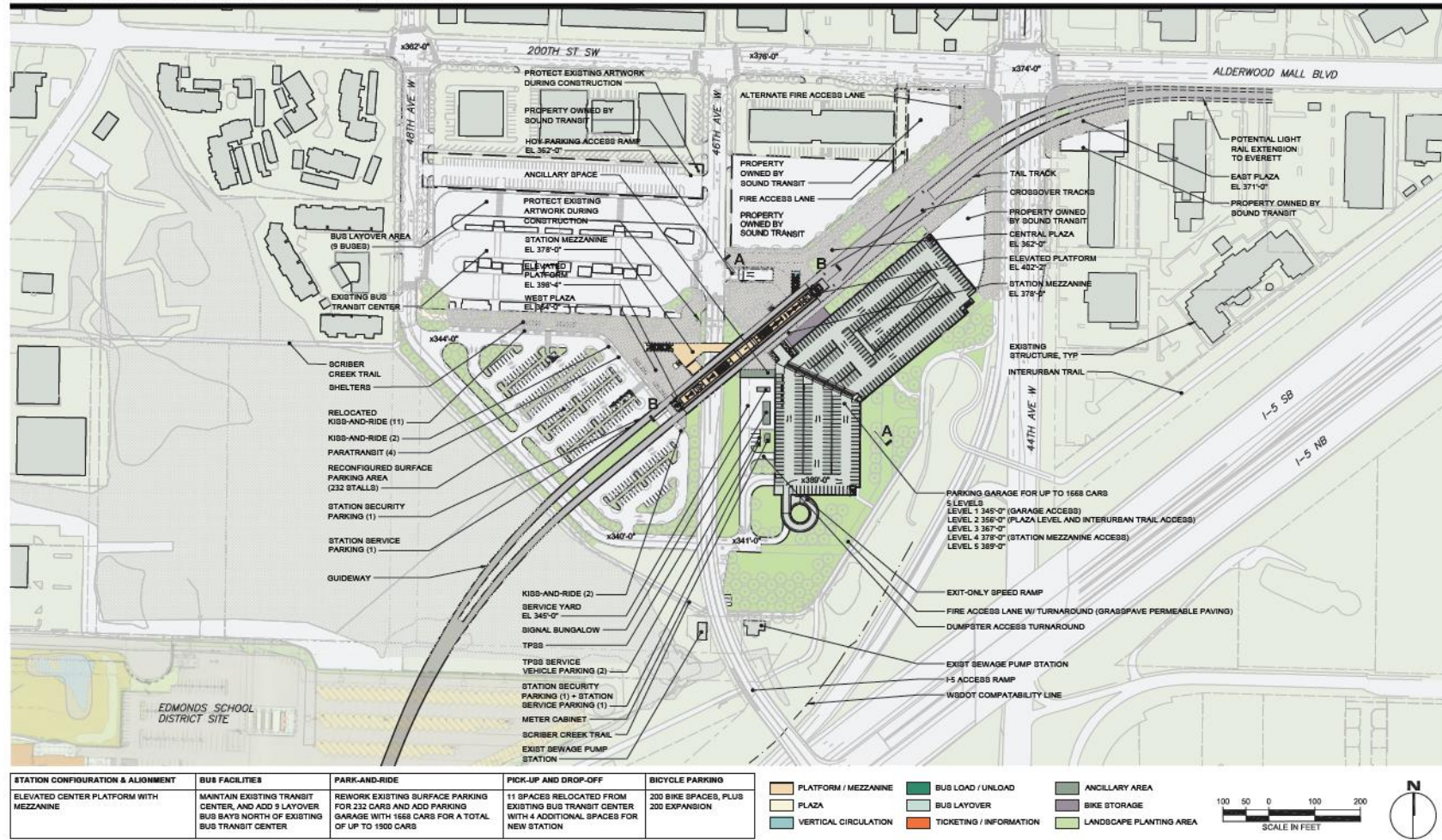
Several projects are currently being considered including:

- 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



PREFERRED ALTERNATIVE
LYNNWOOD TRANSIT CENTER STATION OPTION
SITE PLAN

DWG NO: N19-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.

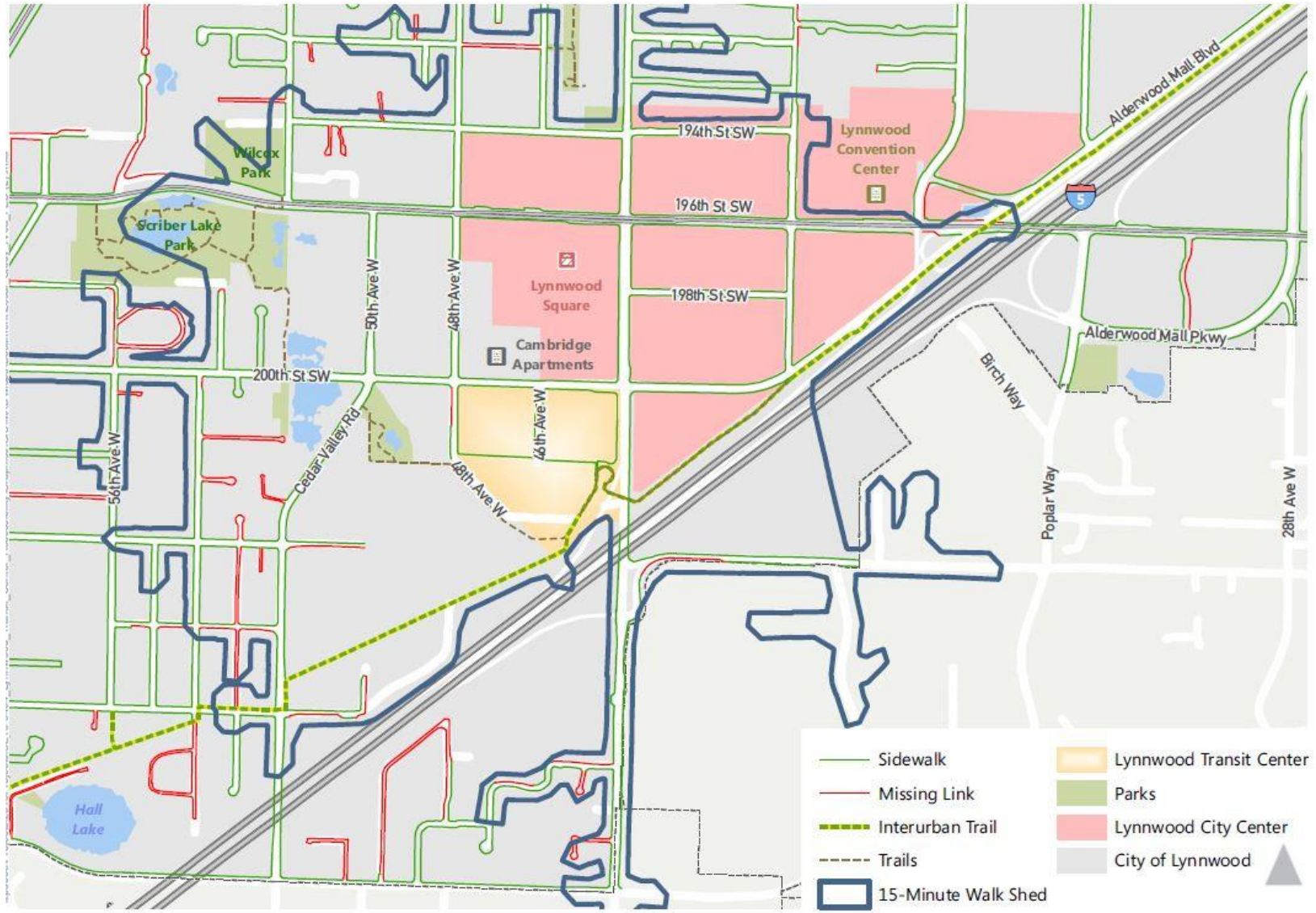
While patrons access the Lynnwood Transit Center from all of the surrounding streets, the majority of users originate from areas to the northwest and access the station along 48th Ave W and 200th St SW. Pedestrians accessing the Lynnwood Transit Center southeast of 44th Ave W travel underneath the I-5/44th 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

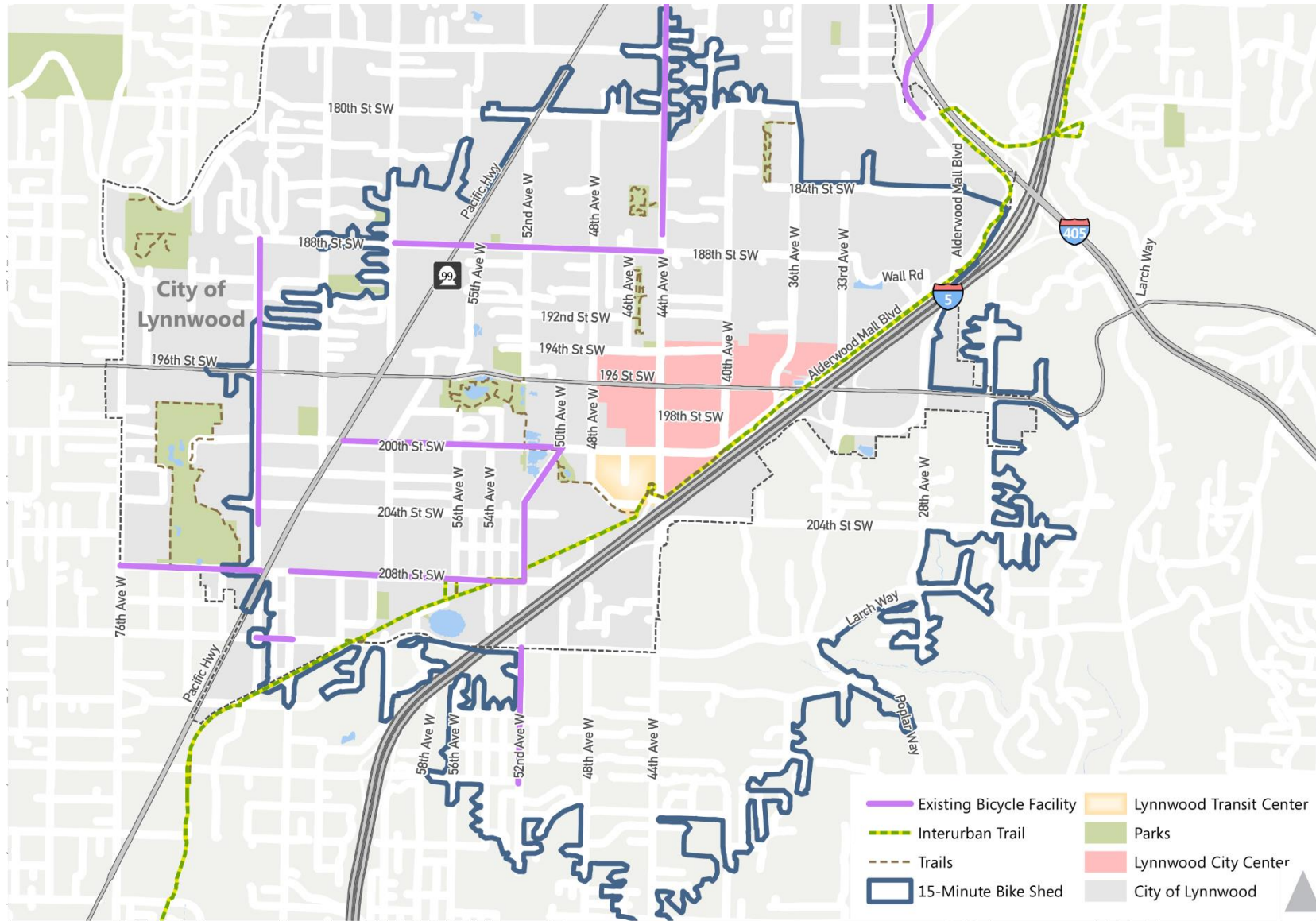
Facility Type	Bikeshed Facilities (miles)	Percent of Citywide Facilities
Existing Lane	3.9	43%
Planned with Improvements	12.0	31%
Future Interurban	1.4	100%
Bike Shed Total	17.3	36%

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

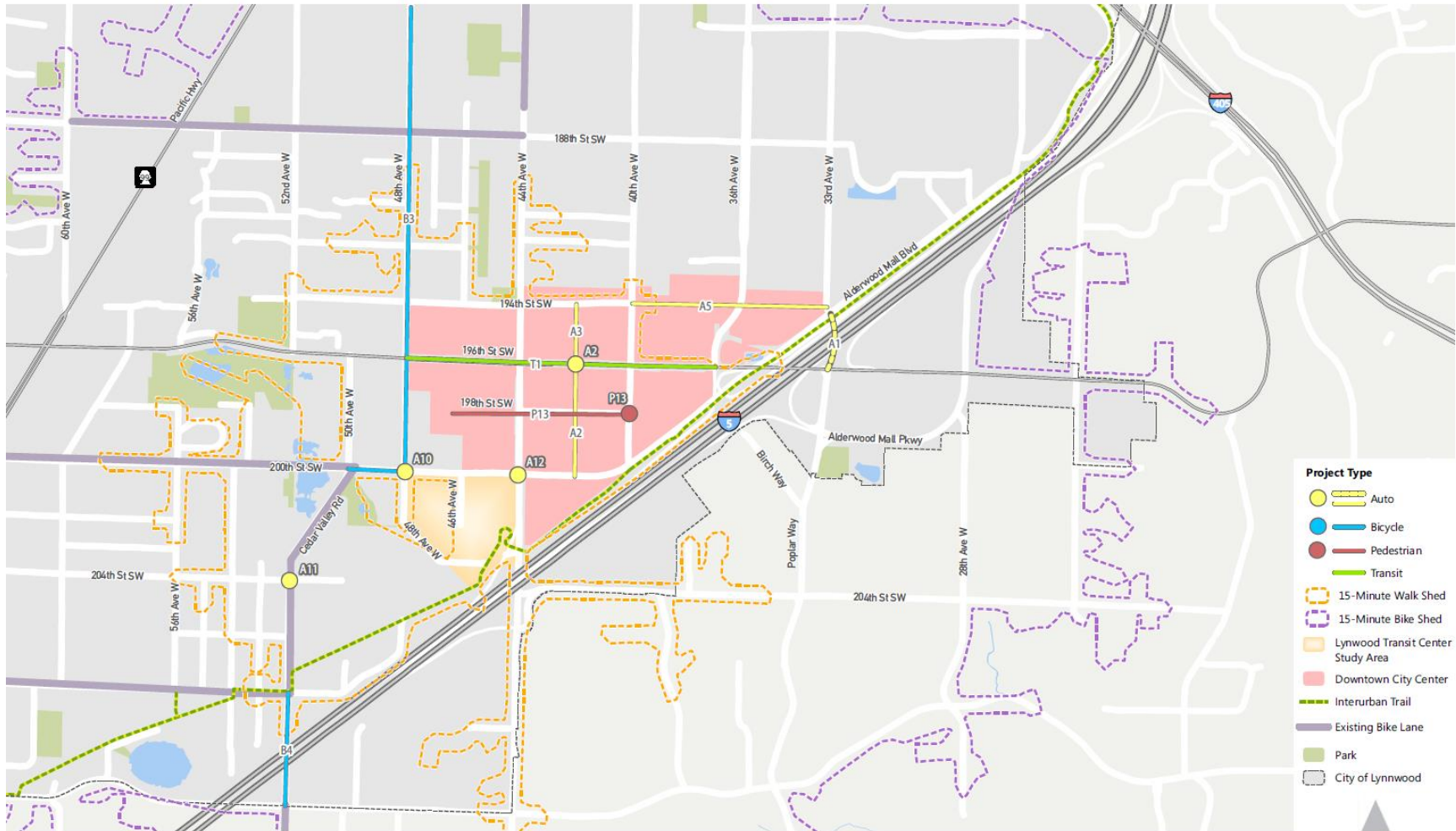


Figure 13. Map of LMAP Strategies

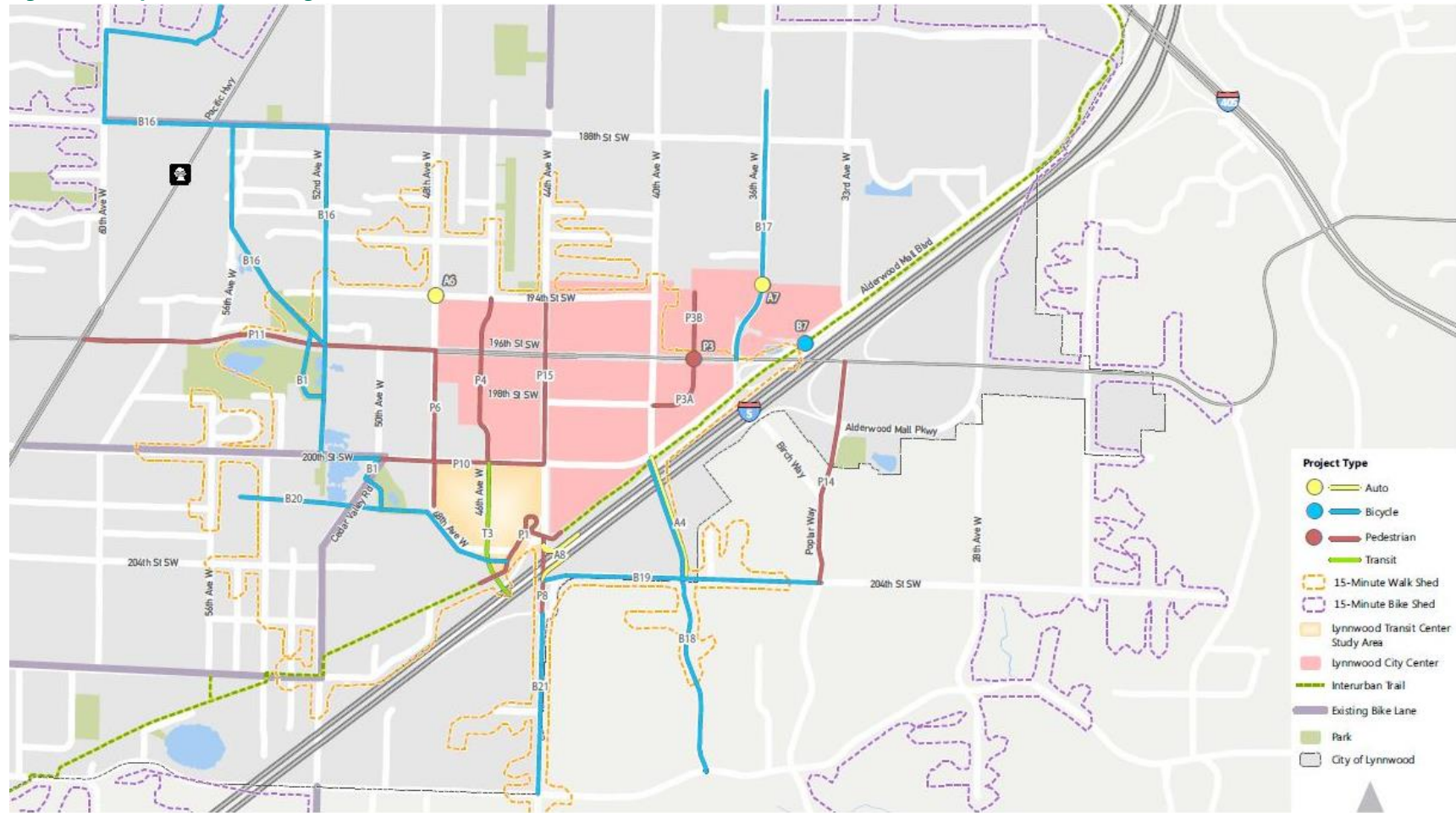
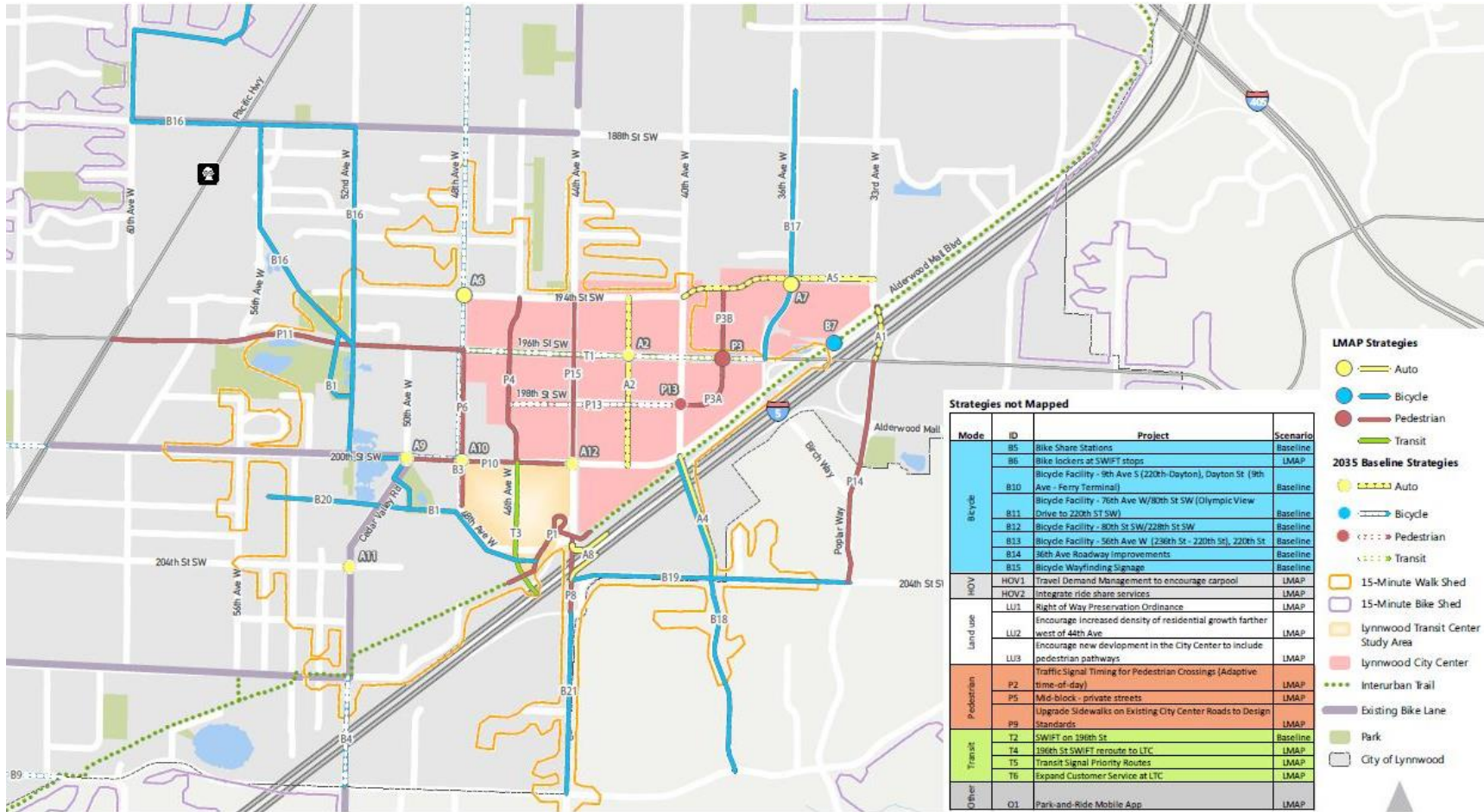


Figure 14. Map of Combined Baseline and LMAP Strategies



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), 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 as 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

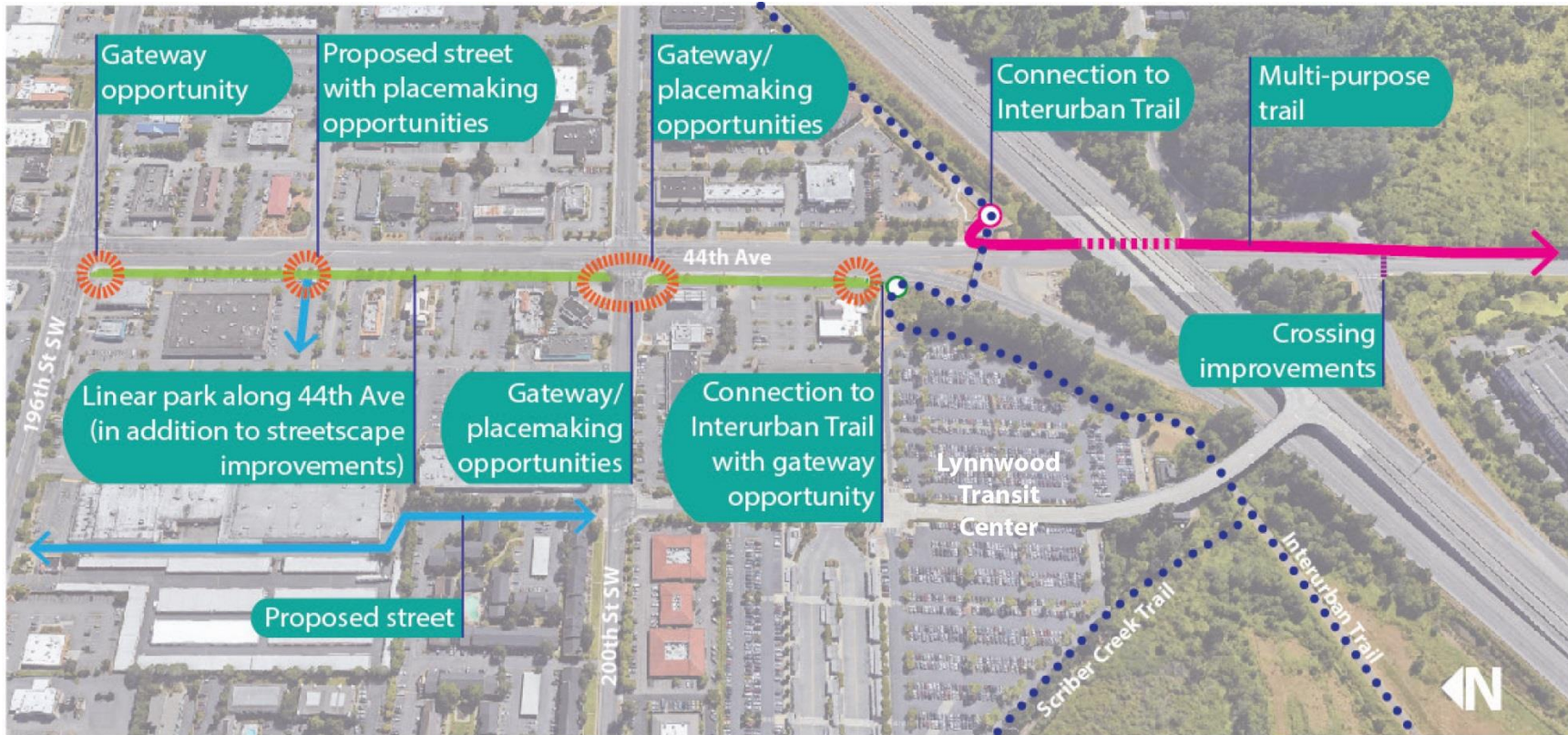
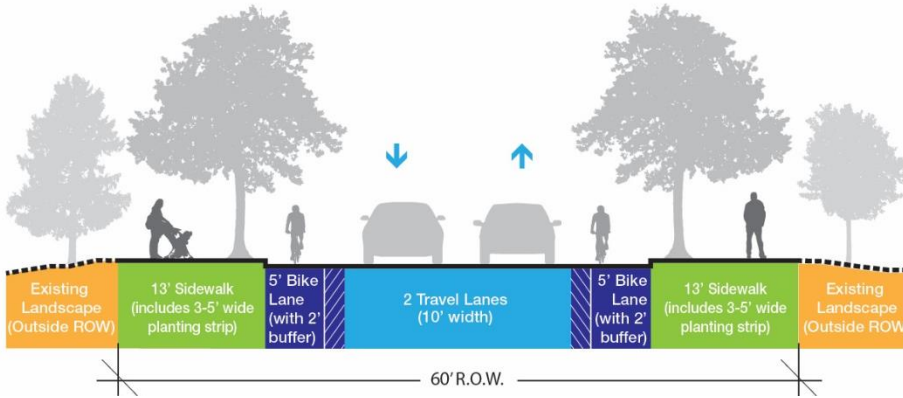
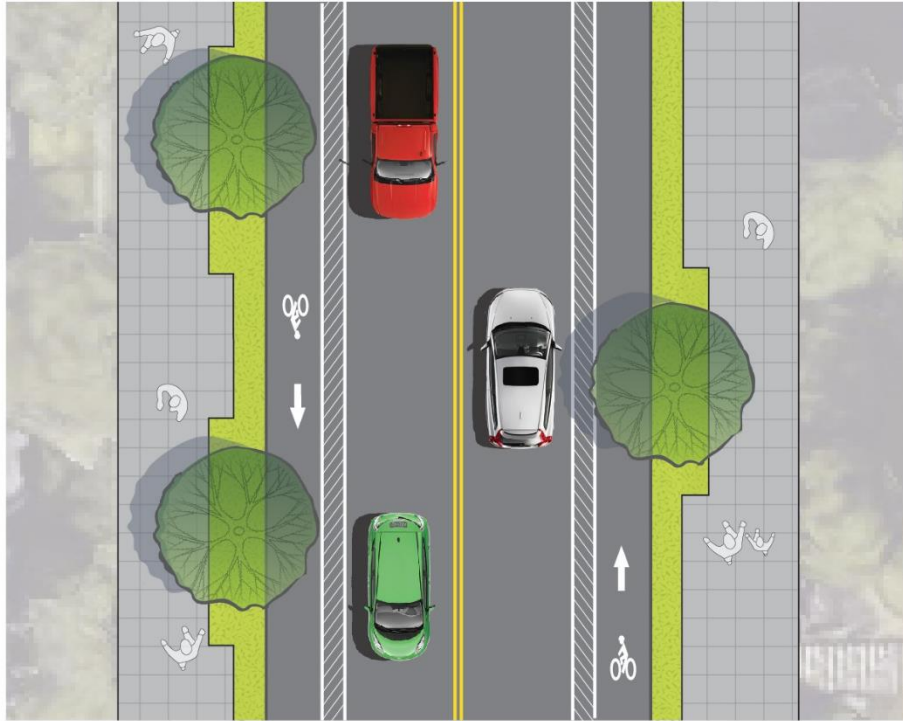


Figure 16. 44th Ave W/I-5 Underpass Conceptual Designs



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

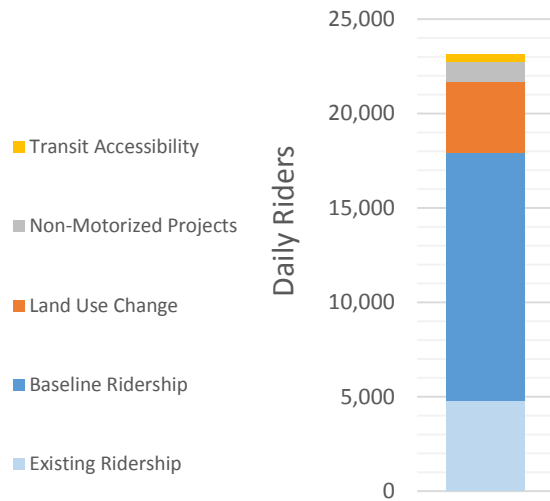
This ridership measure is the *average weekday transit boardings at the Lynnwood Link station*, consistent with the Lynnwood Link Extension EIS methodology, as shown in **Table 11**. The Sound Transit

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

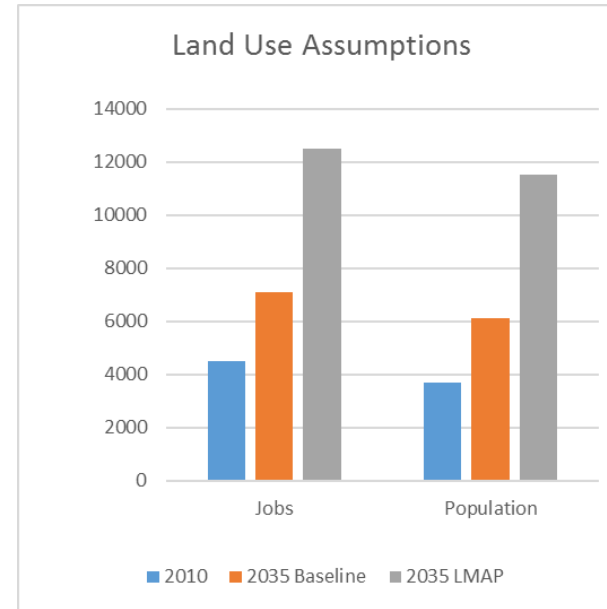


Table 12. Land Use Measure

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.

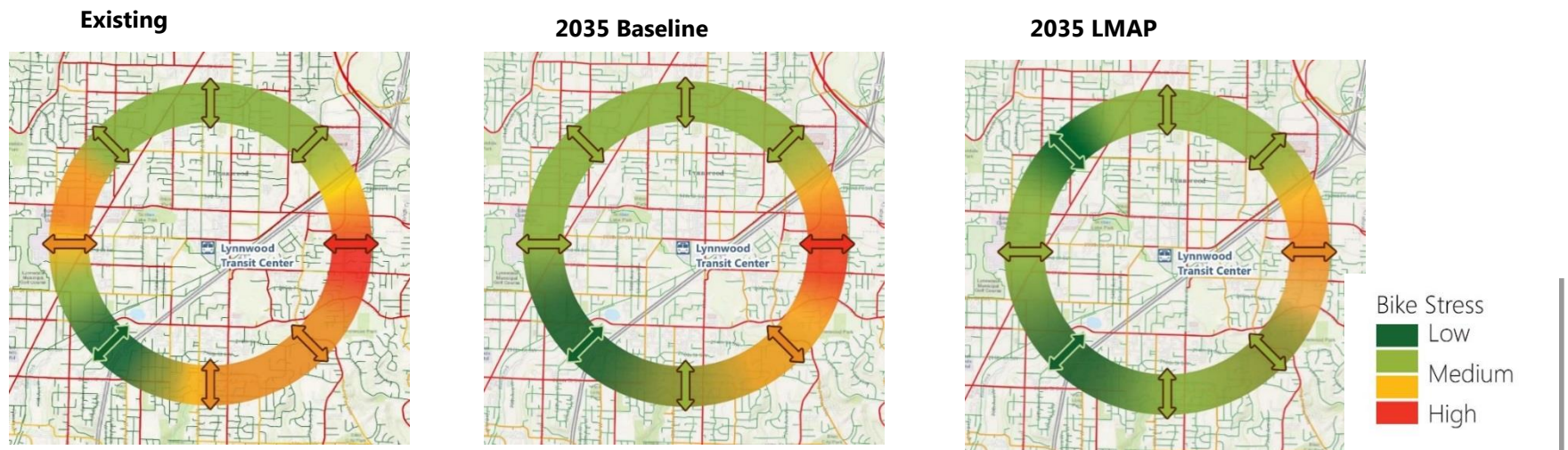
⁹ Mineta Transportation Institute, Low-Stress Bicycling and Network Connectivity, <http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf>.

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

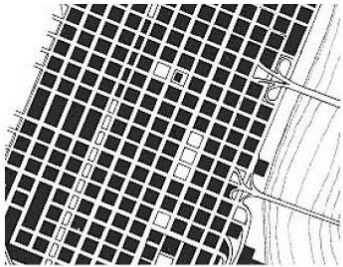
Pedestrian access measures examined whether people can safely and conveniently walk to the Lynnwood Transit Center. Since everyone is a pedestrian for part of their trip, whether they walk to the station from their parked car, their locked bike, or the nearest bus stop, creating a pedestrian-accessible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

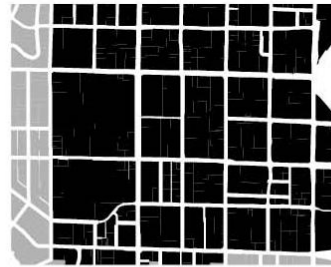
Figure 21. Comparison of Block Densities for Regional Jurisdictions



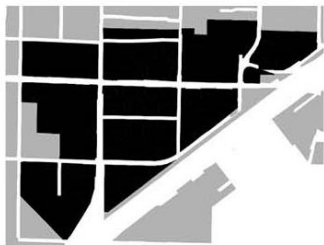
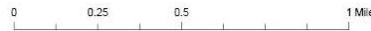
Portland, OR
Ave. Block Length = 220' x 220'



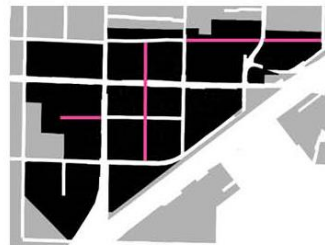
Seattle, WA
Ave. Block Length = 230' x 350'
(with alleys)



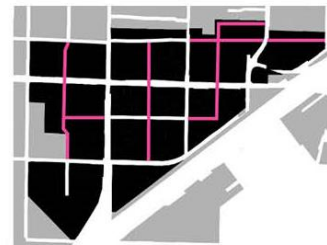
Bellevue, WA
Ave. Block Length = 600' x 600'



Lynnwood, WA - Existing (2016)
Ave. Block Length = 1,200' x 1,200'



Lynnwood, WA - EIS 2035



Lynnwood, WA - EIS 2035 & LMAP
Est. Block Length = 600' x 600'

- 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	<p>Bus stops: Community Transit GIS data</p> <p>Current average transit speeds: Community Transit data</p> <p>People and jobs: Local land use data/Census data</p> <p>College students: Edmonds CC enrollment</p>	<p>Bus stops: Community Transit GIS data for future service, supplemented with new stops in EIS</p> <p>Average transit speeds: Community Transit data, adjusted based on EIS strategies</p> <p>People and jobs: EIS land use forecasts</p> <p>College students: Edmonds CC enrollment, adjusted for growth</p>	<p>Bus stops: Community Transit GIS data for future service, supplemented with new stops in LMAP</p> <p>Average transit speeds: Community Transit data, adjusted based on LMAP strategies</p> <p>People and jobs: Land use forecasts in the LMAP</p> <p>College students: Edmonds CC enrollment, adjusted for growth</p>
Results		<p>Population: 20,200</p> <p>Jobs: 13,900</p> <p>College: 5,300</p>	<p>Pop: 38,700</p> <p>Jobs: 26,200</p> <p>College: 6,880*</p>	<p>Pop: 47,800*</p> <p>Jobs: 31,200*</p> <p>College: 6,880**</p>
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.

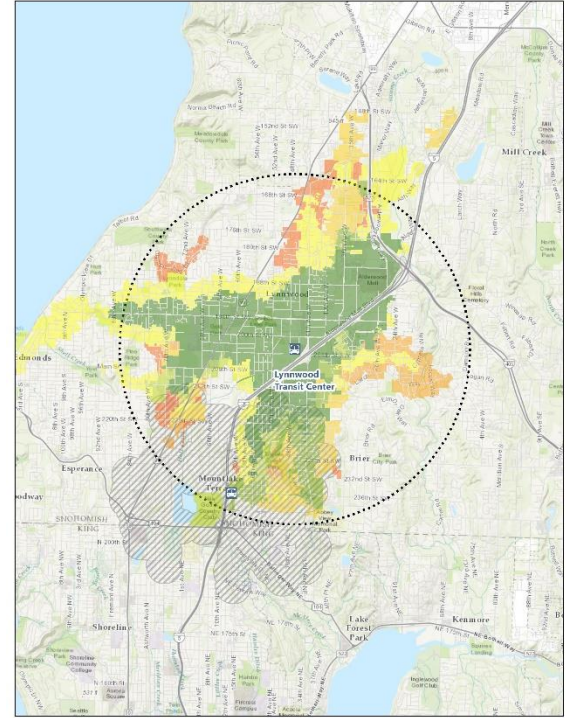
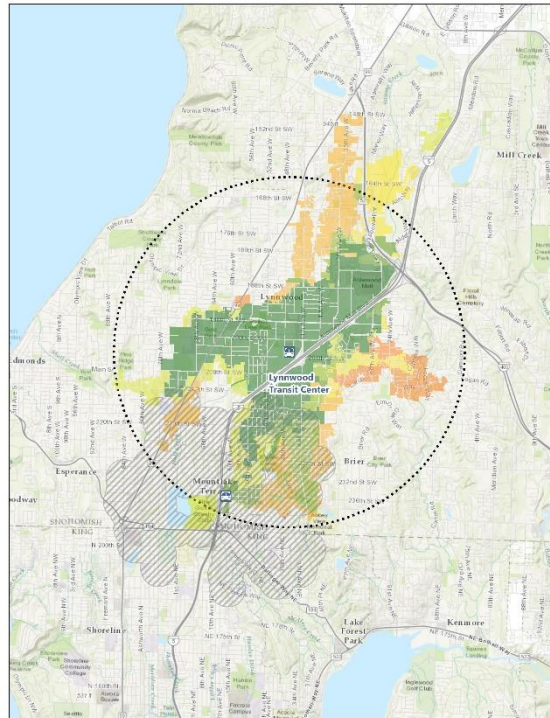
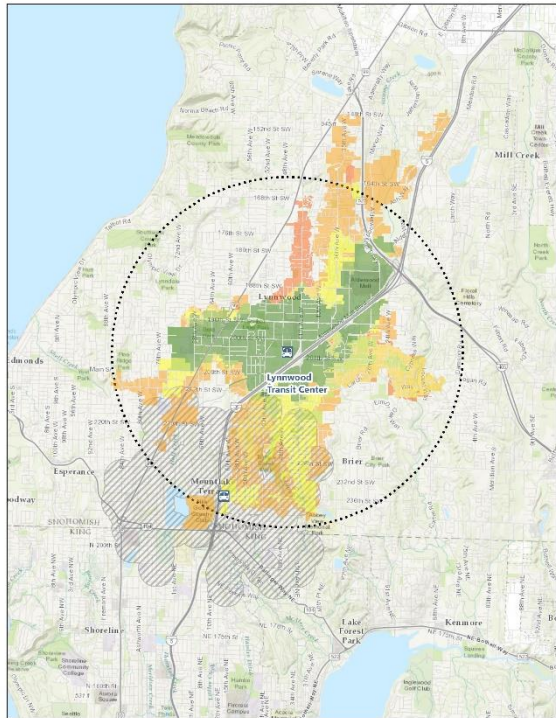
¹⁰ Data were only available for the City of Lynnwood and some portions of Southwest Snohomish County for this analysis.

Figure 22. Transit Travel Sheds

Existing Transit Shed

2035 Baseline

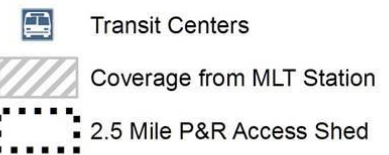
2035 LMAP



Transit Access Shed
Frequency Index*



Transit Travel Sheds



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

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

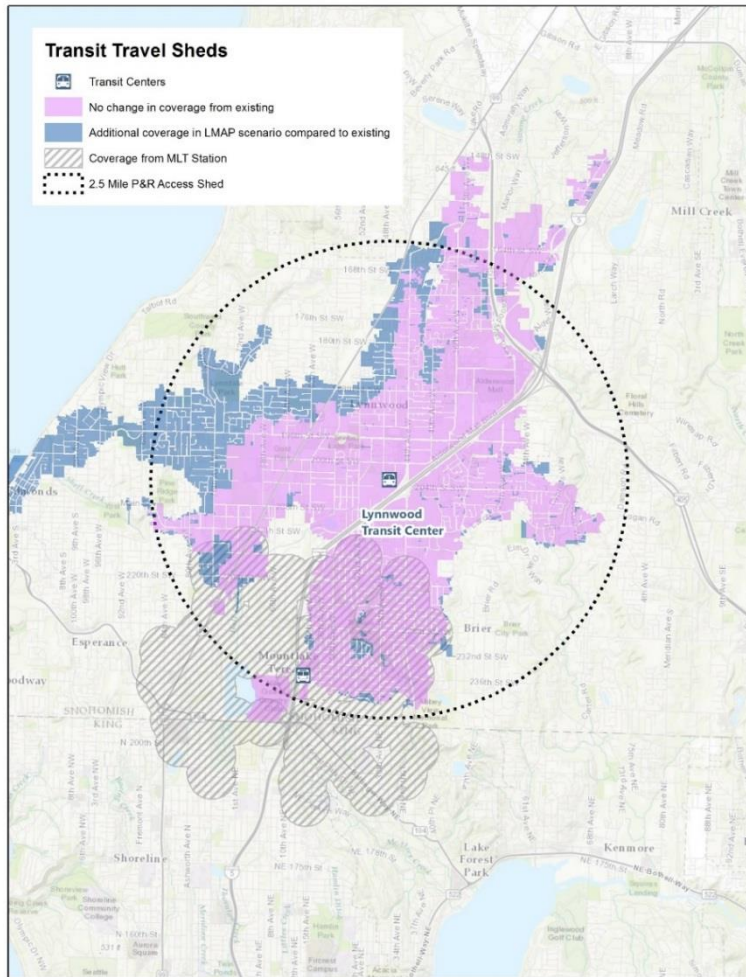
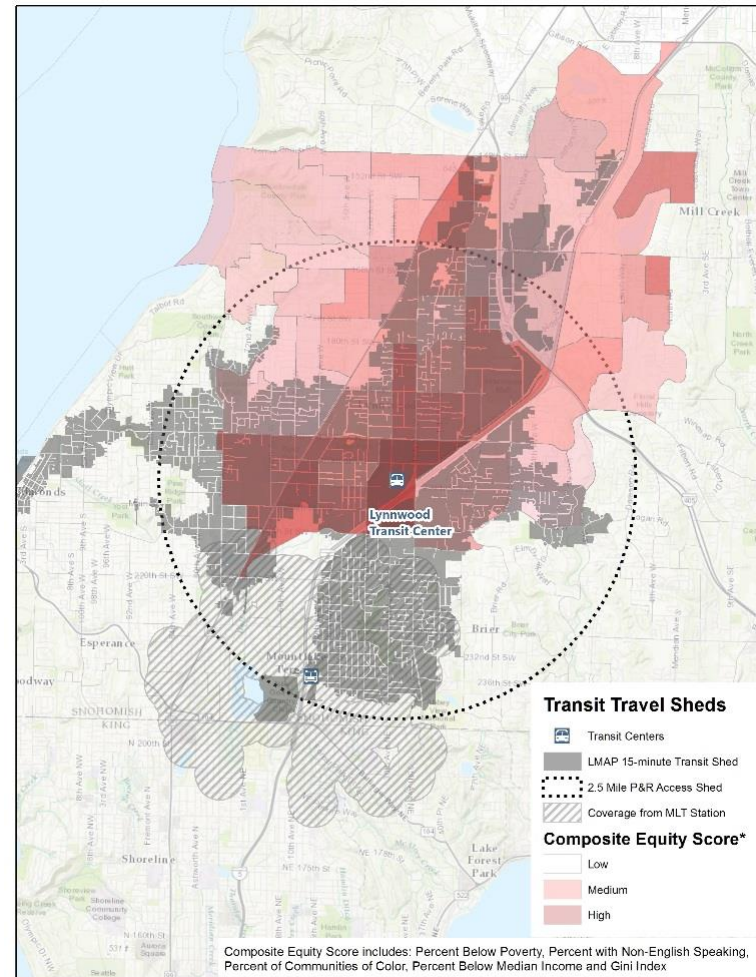


Figure 24. Transit Accessibility for Disadvantaged Populations in Lynnwood



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		
			Min	Mean	Max
Mode Split	-	-			
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		
			Min	Mean	Max
Emissions avoided due to transit (kg/day)					
Greenhouse Gases -Carbon dioxide (CO ₂)	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 (NO _x)	1.8	6.8	8.6	8.8	9.0
Fine particulate matter (PM _{2.5})	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

Category	Contextual need or issue	Measure	2015 Baseline		2015 LMAP	
			Results	Comments	Results	Comments
<i>Contextual Measures</i>						
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
	Cost	Lower Cost (<\$5 million)	Low – High Cost (\$5-10 million)	Higher Cost (>\$10 million)
Ease of Implementation (Weight=2)	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

ID	Project	Source	1	2	3	<--
			Economic Development	Accessibility	Implementation	WEIGHT
			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

ID	Project	Source	1	2	3	Weighted Rating
			Economic Development	Accessibility	Implementation	
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

ID	Project	Source	1	2	3	Weighted Rating
			Economic Development	Accessibility	Implementation	
P14	Poplar Way Non-motorized Improvements (196th St SW - 204th St SW)		✓	✓✓	✓✓	✓
B20	At-grade crossing on Cedar Valley Rd/201st PI & 201st PI 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.

