

1
2
3 **AGENDA**
4 **City of Lynnwood**
5 **Transportation Benefit District (TBD) Board**
6 **Council Chambers, City Hall**
7 **19100 44th Avenue W, Lynnwood, WA, 98036**
8

9 **Special Meeting**
10 **April 29, 2013**
11 **6:00 P.M.**

12 **10 Call to Order**

13
14 **20 Roll Call**

15
16 **30 Approval of Minutes – Special Meeting March 25, 2013**

17
18 **40 Presentation and Discussion: Transportation Planning, Funding and Community**
19 **Education/Outreach**

20
21 **50 Adjournment**
22

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

**City of Lynnwood
Transportation Benefit District Board**

Item 30

**Special Meeting
April 29, 2013
6:00 P.M.**

TITLE: Approval of Minutes – Special Meeting March 25, 2013

DEPARTMENT: Public Works

DEPARTMENT CONTACT: Jeff Elekes and David Mach

BACKGROUND: At the May 24, 2010 Business Meeting, the Lynnwood City Council approved Ordinance #2837, which amended the Lynnwood Municipal Code enacting a new chapter, Transportation Benefit District (TBD), effectively establishing the district. The governing board of the TBD is the Lynnwood City Council acting in an ex officio and independent capacity per RCW 36.73.020(3).

The March 25, 2013 TBD meeting was the most recent meeting of the TBD Board.

ACTION: Approve the meeting minutes from the March 25, 2013 Special Meeting.

ATTACHMENTS: March 25, 2013 Special Meeting Minutes

CITY OF LYNNWOOD
TRANSPORTATION BENEFIT DISTRICT BOARD MEETING MINUTES
March 25, 2013

1
2 10. CALL TO ORDER – The special meeting of the City of Lynnwood Transportation Benefit
3 District (TBD) Board, held in the Council Chambers of Lynnwood City Hall, was called to
4 order by Board President Simmonds at 6:00 p.m. on March 25, 2013.

5
6 20.

ROLL CALL

Board President Loren Simmonds
Board Member Kerri Lonergan-Dreke
Board Member Mark Smith
Board Member Van AuBuchon
Board Member Sid Roberts
Board Member Benjamin Goodwin
Board Member M. Christopher Boyer

OTHERS ATTENDING

Public Works Director Bill Franz
Deputy PW Director Elekes
Project Manager David Mach
Council Assistant Beth Morris

7
8
9 30. APPROVAL OF MINUTES – Regular Meeting October 8, 2012

10
11 *Motion made by Board Member Lonergan-Dreke, seconded by Board Member Smith, to*
12 *approve the minutes of the Regular Meeting of October 8, 2012 as presented. Motion passed*
13 *unanimously.*

14
15 40. ELECTION OF BOARD OFFICERS

16
17 *Motion made by Board Member Smith, seconded by Board Member Boyer, to nominate*
18 *Loren Simmonds for President. Motion passed unanimously.*

19
20 *Motion made by Board Member Smith, seconded by Board Member Boyer, to nominate Sid*
21 *Roberts for Vice President. Motion passed unanimously.*

22
23 50. PRESENTATION AND DISCUSSION: TRANSPORTATION PLANNING, FUNDING,
24 AND COMMUNITY EDUCATION/OUTREACH

25
26 Director Franz gave a presentation on transportation planning, funding, community
27 education, and outreach. He discussed the role of the Growth Management Act and PSRC's
28 Vision 2040 in planning for growth. In an effort to protect single-family areas and maintain
29 the 50/50 ratio of multifamily to single-family, some new key areas of growth were
30 identified in Lynnwood including the City Center and SR 99. Zoning and land use
31 ordinances allow for that type of development to occur in those areas. The acceptable Level
32 of Service (LOS) for transportation is determined by the City. He stated that the analysis of
33 what needs to be done in Lynnwood depends very heavily on the LOS standard.

34
35 Board Member Lonergan-Dreke asked for an explanation of cycle lengths for the signal
36 cycle wait. Director Franz noted that there is some variability in the cycle length, but he

1 doesn't think it is very dramatic. In general they try to keep the cycle in the 80-90 second
2 range no matter how much traffic there is. He indicated he would verify this with the traffic
3 engineer.
4

5 Director Franz explained that if you choose a higher LOS standard, it will cost more than the
6 City can afford and he is not sure they would even like the results. On the other hand, if you
7 don't want to spend as much money on capacity projects you can choose a much lower LOS.
8 This is more affordable, but then you'd have bad traffic and unhappy users. As an example,
9 Deputy Public Works Director Elekes noted that the original City Center Plan envisioned
10 improving the LOS level to D. Consequently, that dictated additional roads in the City
11 Center at an approximate cost of \$70-80 million. As a result of that, staff elected to come
12 back to Council and recommend changing the LOS back down to a range of affordability.
13 Director Franz reviewed the PM peak hour as the time that is analyzed for traffic impacts.
14 This is basically the highest hour between 4 and 6 p.m. Deputy Director Elekes pointed out
15 that this does not include the holiday season. Director Franz concurred and noted that if they
16 were to design for the heaviest holiday days, it would not be affordable, and they would end
17 up with a lot of lanes that aren't used most other times of the year.
18

19 Director Franz explained that the analysis shows the portions of the system that don't meet
20 the LOS standards. Out of that list comes the 20-year list of capacity projects in order to
21 make the city's transportation system meet the LOS standards over time. This accounts for
22 the first 19 projects on the 20-year list (in TID Board packets, page 50-6) totaling
23 \$166,864,616 over twenty years.
24

25 Board Member AuBuchon referred to a project on Larch Way at I-5 which he had not seen
26 before. Director Franz explained that would be further out than 20 years, but it would be a
27 crossing of I-5 at 40th and would come into the bottom side of the City Center area. Since
28 the growth isn't in that area yet, the project was pushed further out. Deputy Director Elekes
29 explained that the City Center has a growth target of 9.1 million square feet, but the long-
30 range plan is as much as 15 million square feet. If and when the City decides to take the cap
31 from 9.1 to something higher, it would trigger the need for that particular arterial. Board
32 Member AuBuchon spoke in support of this project since it could help improve traffic
33 congestion due to I-5. Bridging that area would ultimately allow the City to get more
34 commercial in and out of areas such as City Center and Alderwood Mall and would make
35 these areas more desirable for the intended development we are looking for. He
36 recommended moving it into the current 20-year list.
37

38 Director Franz continued to review the Traffic Impact Analysis. He noted that the analysis is
39 all built upon the previously-determined LOS standard, the land use zoning, and other city
40 plans. He cautioned that any changes to the LOS would necessitate starting the analysis
41 process over along with all the associated costs and at least an extra year of work.
42

43 Board Member Smith asked when the last time the levels of service were analyzed citywide.
44 Deputy Director Elekes thought it was done around 2006-2007 at the time the
45 *Transportation Business Plan* was put together. All that information was also analyzed
46 when the Traffic Impact Fee System was developed a few years. David Mach pointed out
47 that before there were levels of service C, D, and E, there was a level of service F

30-3

1 everywhere. When a better model was developed, the options and standards were further
2 explored. Board Member Smith thought it would be prudent to revisit and update the LOS at
3 some point in the future. Deputy Director Elekes concurred. He stated that when staff did the
4 first Transportation Business Plan, the plan was to come back every five or six years.
5 However, with the prioritization of limited resources, that got put on hold for a bit. If land
6 use is changed with the major Comprehensive Plan update coming up, the entire
7 infrastructure must be analyzed to make sure it can be supported, and this would include
8 transportation. Board Member AuBuchon supported Board Member Smith's proposal that
9 this be closely looked at more frequently. From his experience, transportation is a major
10 issue with the citizens.

11
12 Director Franz reviewed the status of key transportation projects. He explained that many of
13 the capacity projects that will help alleviate growth, such as from Lynnwood Place, are not
14 only planned, but are underway. He explained that after the projects and programs are
15 determined, the funding mechanisms are addressed. This includes things such as impact
16 fees, mitigations, LIDs, and TBDs.

17
18 Board Member Roberts commented that once Lynnwood's traffic impact fees are fully
19 phased in, we will have the third highest traffic impact fees in the state. He asked for some
20 justification of the huge jump from zero to this amount. David Mach explained that when
21 they started to look at how to finance all the infrastructure of the City Center, staff realized
22 they were lacking traffic impact fees. What drives the rates is the state suggesting that the
23 City take a certain amount of growth. This converts to a certain type of land use coupled
24 with desired levels of service which begets a required level of investment. Deputy Director
25 Elekes added that the cost of projects is expensive in order to accomplish that. Board
26 Member Roberts expressed concern that the overall cost to do business in Lynnwood may
27 get too high. Deputy Director Elekes commented that when the Traffic Impact Fee Analysis
28 was done staff compared Lynnwood with other cities they were competing against for
29 growth. Rates were structured around cities that were developing in the same way such as
30 Bellevue, Federal Way, and Everett.

31
32 Director Franz noted that the TBD has already adopted the \$20 fees. They can go up to \$100
33 with a vote of the public or they can institute up to 0.20% of sales tax with a vote of the
34 public. Staff has talked with the Board in the past about how to approach the public and
35 when to perhaps gear up for some kind of voting measure if that is appropriate after talking
36 to the public. He stated the need to be very strategic in the timing of their outreach in order
37 to maximize their efforts. Director Franz discussed the need for the Board to determine a
38 schedule so staff can begin the process of community education and outreach. He informed
39 the Board that they should begin the process about a year ahead of time before heading out
40 to a public vote. Director Elekes reviewed a draft proposed schedule of activities leading up
41 to this point.

42
43 Board Member Lonergan-Dreke stated she believes it is important not to rush or move
44 forward on a possible ballot measure until they have heard from the citizens as to what they
45 want and what they are willing to spend. She acknowledged that the City has a lot of
46 transportation needs that need to be funded, but she emphasized the need to represent and
47 really listen to people. She feels that staff is possibly putting the cart before the horse.

1 Deputy Director Elekes concurred and stated that the emphasis of the program is the process
2 of hearing what the people want and checking back in with the Board to then set the strategy
3 of how to go forward. He said staff was trying to convey that whatever the outcome is, it's a
4 long process that will take a lot of staff time and resources. He welcomed further discussion
5 of this at another meeting.
6

7 *Motion made by Board Member Smith, seconded by Board Member Goodwin, to schedule a*
8 *Special Meeting on April 29 to resume this discussion. Motion passed unanimously.*
9

10 60. ADJOURNMENT

11
12 Board President Simmonds stated that the next meeting would be a Special Meeting held on
13 April 29 at 6 p.m. in the Council Chambers.
14

15 The meeting was adjourned at 6:57 p.m.
16
17
18
19

20 _____
Loren Simmonds, TBD Board President

21
22
23
24 _____
25 Lorenzo Hines, Jr.
26 Finance Director, acting as Board Treasurer

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47

**City of Lynnwood
Transportation Benefit District Board**

Item 40

**Special Meeting
April 29, 2013
6:00 P.M.**

TITLE: Presentation and Discussion: Transportation Planning, Funding and Community Education/Outreach

DEPARTMENT: Public Works

DEPARTMENT CONTACT: William Franz

BACKGROUND: The Citizens of Lynnwood have consistently stated the importance of the city's transportation system in past City-wide surveys. These surveys were related to all facets of city services and were not limited to transportation alone.

Staff has updated the Board on the state of the City's transportation infrastructure. Many elements, most noticeably pavement, are deteriorating and the City does not have sufficient funds to keep up with needed capital maintenance. A comprehensive funding plan is needed to address these issues. One of the recommendations identified by the Transportation and Traffic Task Force in their 2010 Final Report was to conduct a City-wide survey specific to transportation, including future funding options.

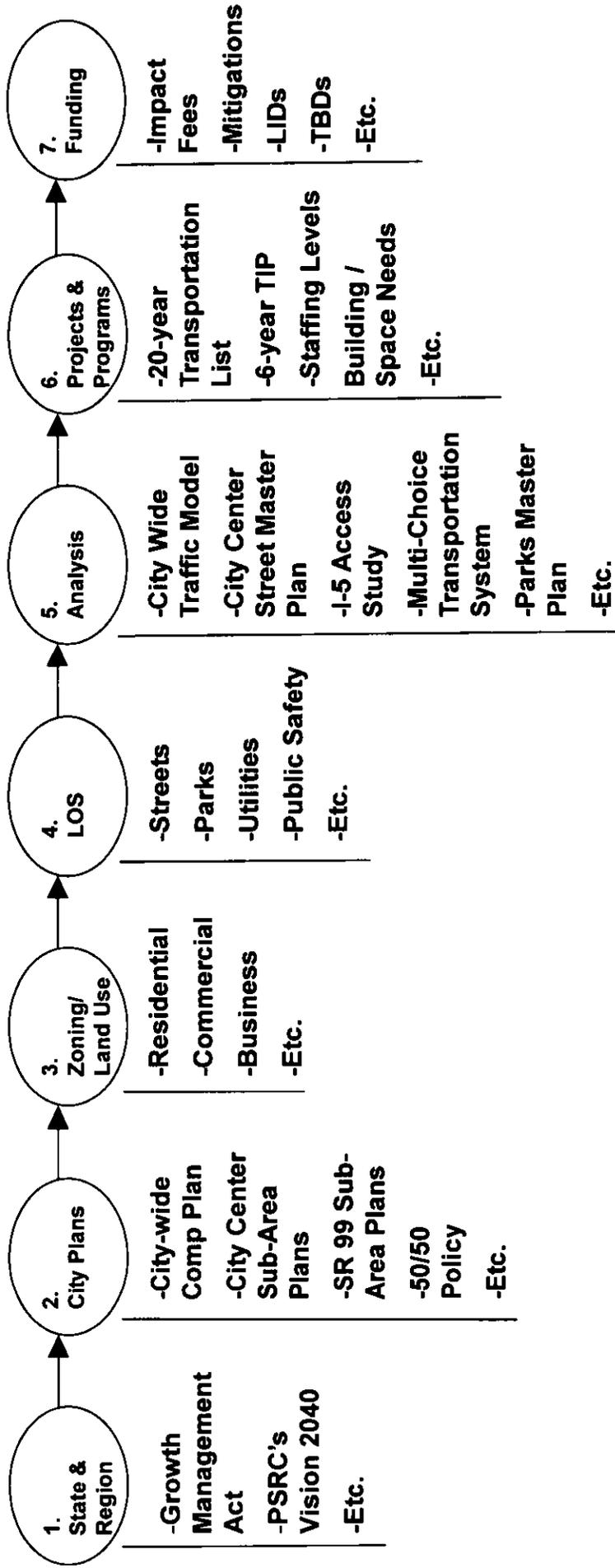
The results of surveying citizens and businesses would be very useful to the TBD Board in determining which transportation improvements to complete, how to prioritize them, and how to fund them. Staff recommends that a multi-tiered public outreach process be implemented in order to survey the stakeholders of Lynnwood's transportation system.

ACTION: Discussion and Board direction on the following policy questions:

- 1) Does the Board support staff's recommendation to conduct a Community Education and Outreach Plan as outlined herein?
- 2) Does the Board support staff's recommendation to reconvene the Transportation and Traffic Task Force as a focus group to provide guidance in implementing a Community Education and Outreach Plan?
- 3) Depending on the outcome of #2 above, should a City-wide survey specific to transportation be conducted? Staff recommends using a specialized consultant for this task.

ATTACHMENTS: Miscellaneous transportation planning, funding and community education/outreach documents

Public Works



Traffic Impact Analysis

TBD March 25, 2013

Much of Lynnwood's transportation planning policies are based on Washington's Growth Management Act (GMA) of 1990. GMA requires each agency (city, county, or state) to determine whether it can provide "adequate" transportation facilities, timed to serve the growth that it is required to accommodate. The definition of what is "adequate" is a local agency decision.

Most agencies use the A through F rating system for defining adequate level of service (LOS), with A being best and F being worst.

Level of Service Definitions for a Signalized Intersection

LOS	Signalized Intersection Control Delay/Vehicle	Intersection Delay
A	< 10 seconds	Never Stop
B	10 to 20 seconds	Only Hesitate
C	20 to 35 seconds	Short Wait
D	35 to 55 seconds	¼ Signal Cycle Wait
E	55 to 80 seconds	½ Signal Cycle Wait
F	> 80 seconds	1 Signal Cycle Wait

Lynnwood has identified "adequate" with the following LOS thresholds:

- 1) City Center - LOS E
- 2) Non City Center Arterials – LOS D
- 3) Local streets - LOS C

The City monitors existing and future LOS to verify compliance with these LOS thresholds. Changes in the following variables can have an effect on LOS:

- Population
- Employment
- Zoning
- Road Network

The challenge is to provide "adequate" transportation facilities to accommodate these changes and maintain the City's LOS thresholds.

1 **Traffic Mitigation**

2 Proposed developments in Lynnwood are reviewed by staff to determine if
3 they will have an impact on traffic. This is primarily determined by the amount
4 of P.M. peak hour trips the development will generate. P.M. peak hour trips
5 are defined as:

6 *The total vehicular trips entering and leaving a place of new*
7 *development activity on the adjacent public streets during the P.M.*
8 *peak hour. The P.M. peak hour is the highest volume of traffic for a*
9 *continuous hour between 4:00 p.m. and 6:00 p.m. on weekdays.*

10
11 For Lynnwood, P.M. peak hour is typically used (as opposed to A.M.)
12 because Lynnwood is primarily a retail base. Retail stores typically don't open
13 until later in the morning as opposed to other commercial developments such
14 as office and industrial which open around 8:00 A.M. As a result, Lynnwood's
15 A.M. peak is typically less intense than the P.M. peak.

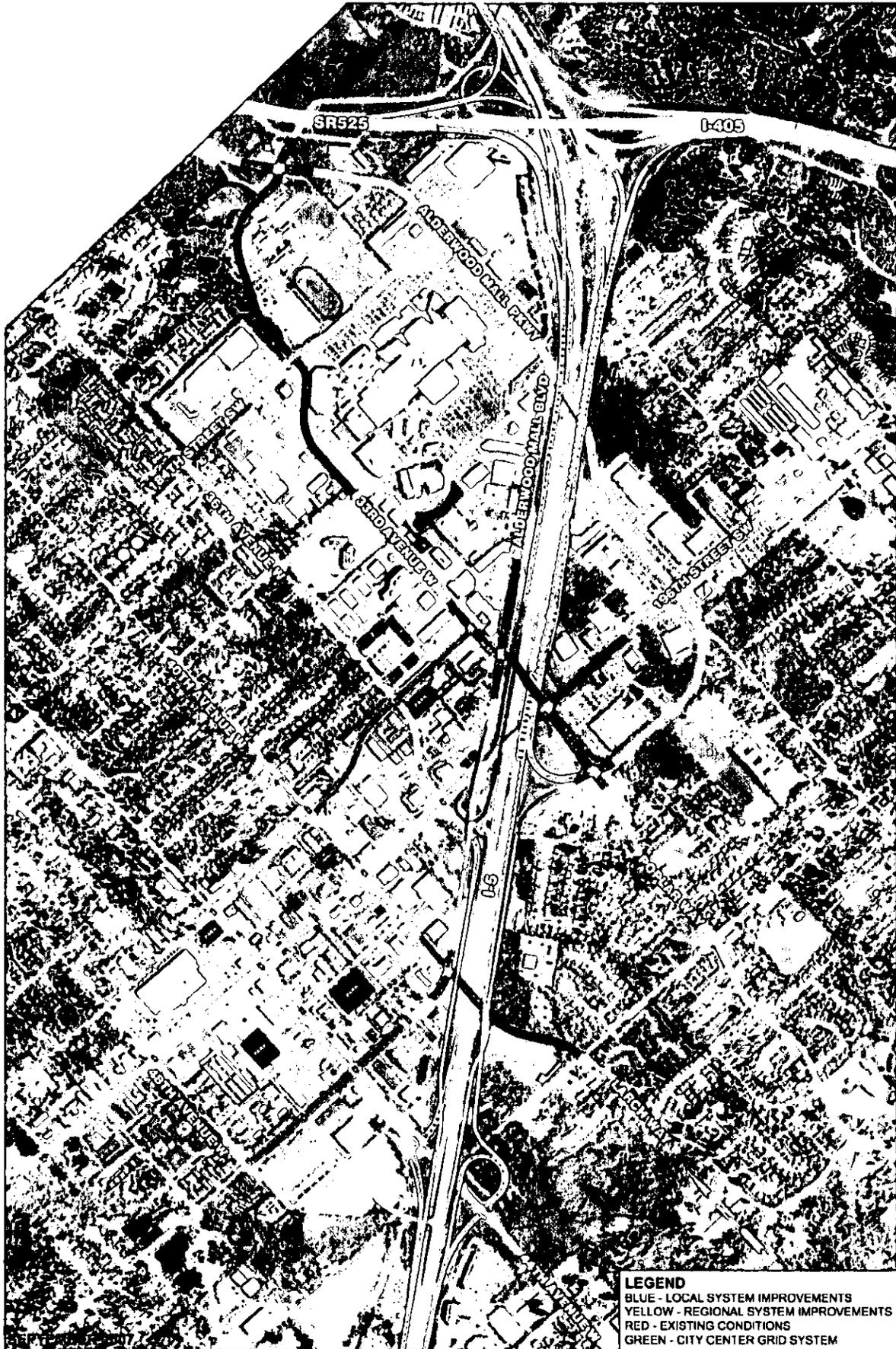
16
17 Trip generation is calculated based on the Institute of Transportation
18 Engineer's Trip Generation Manual. The Manual includes many different land
19 uses and their associated trip generation rates based on a national database
20 of existing traffic counts.

21
22 In Lynnwood, if a proposed development generates more P.M. peak hour trips
23 than in the before condition, the developer is required to pay transportation
24 impact fees for the difference in trips. Lynnwood's 2013 rates are \$3,064/trip
25 for Zone A (city center and mall) and \$4,766/trip for Zone B (remainder of
26 city).

27
28 These rates are based on a rate study which was developed for the city by a
29 traffic consultant in 2010. The rates are based on the cost of various street
30 improvements which will be needed to maintain the city's LOS standards.
31 The study identified \$167,000,000 of street improvements will be needed to
32 accommodate 14,705 future P.M. peak hour trips (over the next +/-20 years).

33
34 From time to time, a larger development is required to prepare an
35 environmental impact study. As part of the study, a traffic analysis is
36 conducted to determine how level of service is impacted at signalized
37 intersections surrounding the development. Depending on the severity of the
38 impacts, offsite mitigation may be required such as adding new turn lanes or a
39 new traffic signal.

LYNNWOOD CITY CENTER ACCESS STUDY



LEGEND
BLUE - LOCAL SYSTEM IMPROVEMENTS
YELLOW - REGIONAL SYSTEM IMPROVEMENTS
RED - EXISTING CONDITIONS
GREEN - CITY CENTER GRID SYSTEM

Transportation Projects - 20 Year List

#	Project Title	Beginning Cross Street	Ending Cross Street	Project Description	BaseYrCost
TrIF Capacity Projects					
1	36th Ave W Improvements	Maple Road	164th St SW	Turn lanes, bike lanes, sidewalk	\$ 12,596,000
2	Poplar Extension Bridge	196th St SW	AMB	5/6 lane bridge over I-5 (new connect	\$ 38,408,000
3	33rd Ave W Extension	184th St SW	AMP	New road through old high school	\$ 6,415,000
4	33rd Ave W Extension	33rd Ave W	184th St SW	New road through mall or H-Mart	\$ 9,257,000
5	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd Extension	\$ 2,559,000
6	52nd Ave W Improvements	176th St SW	168th St SW	Add turn lanes, bike lanes, sidewalk	\$ 2,447,000
7	Beech Road Extension	AMP	Ash Way Underpass	Continuous road behind Kohls and T	\$ 3,158,000
8	44th Ave W Improvements	I-5	194th St SW	Add lanes	\$ 13,281,000
9	42nd Ave W Improvements	200th St SW	194th St SW	New road	\$ 17,648,924
10	204th St SW Extension	68th Ave W	SR 99	New road	\$ 2,031,000
11	Maple Road Extension	32nd Ave W	AMP	New road	\$ 1,662,000
12	196th St SW Improvements	48th Ave W	36th Ave W	Add lanes	\$ 15,911,815
13	200th St SW Improvements	48th Ave W	40th Ave W	Add lanes	\$ 10,860,072
14	194th St SW Improvements	40th Ave W	33rd Ave W	New road	\$ 26,936,805
15	Intersection Improvements	28th Ave W	AMB	NB Lt turn pocket and traffic signal	\$ 1,174,000
16	Intersection Improvements	Sears	AMP	SB Rt turn pocket and reconstruct si	\$ 1,109,000
17	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (D	\$ 800,000
18	Lynnwood Link Trolley Feas. Study	ECC, Transit Center, CC, Alderwood		Feasibility study for trolley (ECC to M	\$ 100,000
19	Tran Element/Tran Bus Plan	City-Wide	City-Wide	Misc. planning documents	\$ 510,000
TrIF Capacity Projects Total					\$ 166,864,616
Non-Motorized Improvements					
20	Sidewalk and Walkway-ADA Ramps	City-Wide	City-Wide	Bring deficient locations into complia	\$ 700,000
21	60th Ave W	176th St SW	188th St SW	Pedestrian project P23	\$ 2,460,150
22	180th St SW	56th Ave W	44th Ave W	Pedestrian project P74	\$ 2,370,690
23	202nd St SW	68th Ave W	SR 99	Pedestrian project P100	\$ 629,160
24	72nd Ave W/188th Pl SW	192nd Pl SW	68th Ave W	Pedestrian project P4	\$ 263,200
25	60th Ave W	188th St SW	SR 99	Pedestrian project P22	\$ 294,000
26	56th Ave W/191st St SW	52nd Ave. W	Trail off 56th Ave	Pedestrian project P28	\$ 322,500
27	Spruce Rd	172nd St SW	Maple Rd	Pedestrian project P50	\$ 1,699,740
28	181st Pl SW/Maple Road	48th Ave W	36th Ave W	Pedestrian project P77	\$ 1,107,380
29	184th St SW	40th Ave W	AMP	Pedestrian project P79	\$ 681,600
30	192nd Pl SW / Dale Way	68th Ave W	60th Ave W	Pedestrian project P85	\$ 483,750
31	192nd Pl SW	52nd Ave. W	46th Ave W	Pedestrian project P86	\$ 133,300
32	196th St SW	SR 99	48th Ave W	Pedestrian project P92	\$ 805,140
33	74th Ave W/191st St SW/190th St	196th St SW	76th Ave W	Pedestrian project P3	\$ 498,800
34	64th Ave W	176th St. SW	188th St. SW	Pedestrian project P17	\$ 817,920
35	62nd Ave W/165th Pl SW/64th Ave	Lunds Gulch	168th St. SW	Pedestrian project P25	\$ 215,000
36	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	Pedestrian project P38	\$ 124,000
37	48th Ave W	180th St. SW	192nd Pl SW	Pedestrian project P40	\$ 728,460
38	40th Ave W	188th St. SW	194th St SW	Pedestrian project P48	\$ 1,175,760
39	180th St SW	Olympic View	56th Ave W	Pedestrian project P73	\$ 2,262,060
40	185th St SW/186th Pl SW	64th Ave W	SR 99	Pedestrian project P76	\$ 481,600
41	56th Ave W/198th St SW	Scriber Lake Rd	208th St. SW	Pedestrian project P26	\$ 357,000
42	172nd St SW	44th Ave W	33rd Pl W	Pedestrian project P67	\$ 2,217,330
43	193rd Pl SW/194th St SW/58th Ave	196th St SW	52nd Ave W	Pedestrian project P88	\$ 107,500
44	168th St/66th Ave/Meadowdale Rd	West city limit	Olympic View Dr	Pedestrian project P112	\$ 1,027,340

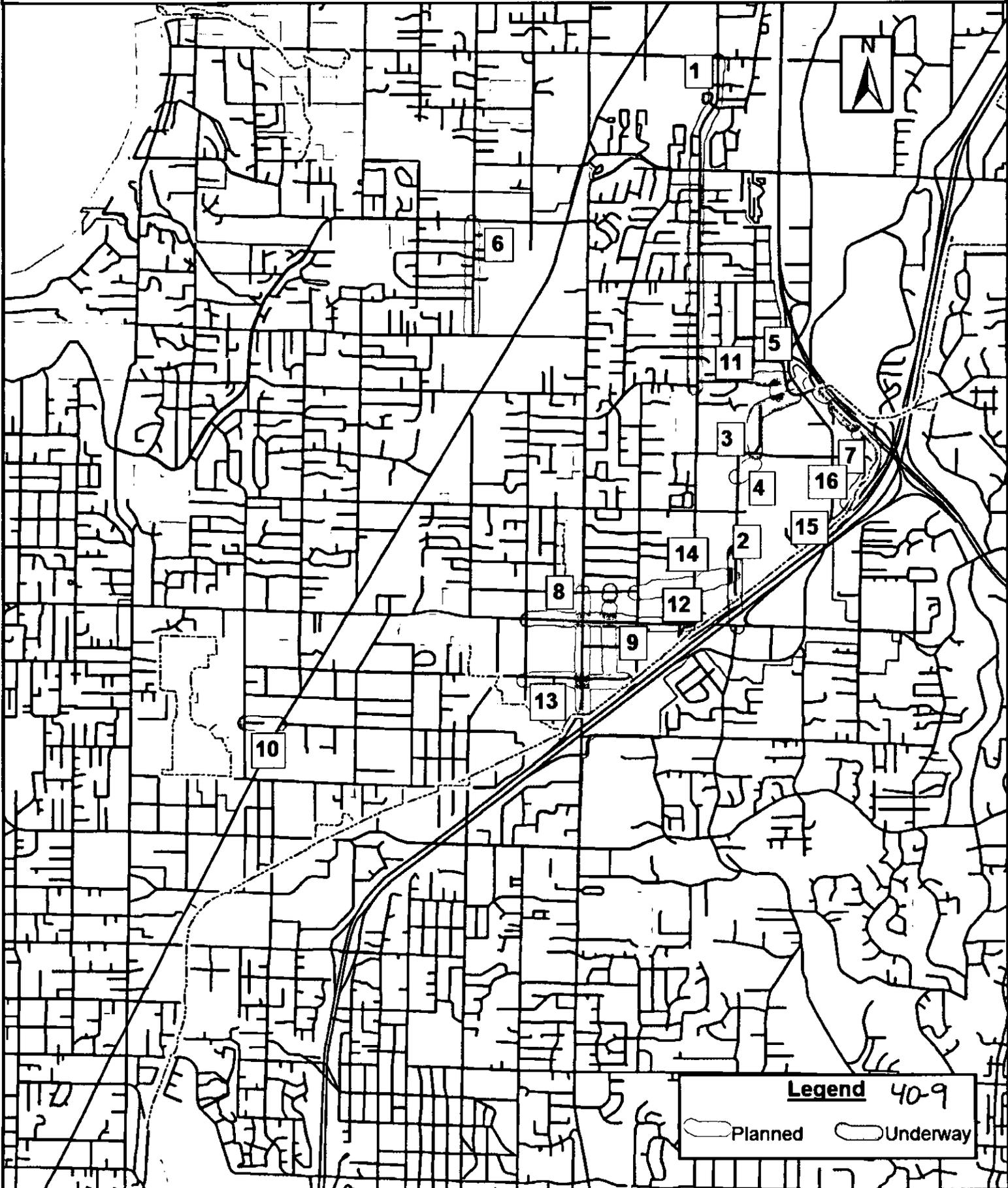
Transportation Projects - 20 Year List

#	Project Title	Beginning Cross Street	Ending Cross Street	Project Description	BaseYrCost
45	60th Ave W	168th St SW	176th St. SW	Pedestrian project P24	\$ 225,750
46	188th St SW	68th Ave W	SR 99	Pedestrian project P81	\$ 1,674,180
47	40th Ave W	Maple Rd	188th St. SW	Pedestrian project P49	\$ 1,509,250
48	196th St SW	33rd Ave W	E City limit	Pedestrian project P95	\$ 595,200
49	Spruce Rd	164th St SW	172nd St SW	Pedestrian project P51	\$ 298,200
50	58th Pl W	196th St SW	Prop. E-W trail	Pedestrian project P114	\$ 156,800
51	68th Ave W	208th St. SW	196th St SW	Bicycle project B9	\$ 9,869
52	52nd Ave W	SR 99	196th St SW	Bicycle project B34	\$ 72,675
53	200th St SW	SR 99	48th Ave W	Bicycle project B98	\$ 447,020
54	208th St SW	SR 99	52nd Ave W	Bicycle project B106	\$ 288,400
55	212th St SW	SR 99	52nd Ave W	Bicycle project B107	\$ 68,544
56	52nd Ave W	204th St. SW	S city limit	Bicycle project B32	\$ 19,890
57	48th Ave W	192nd Pl SW	200th St SW	Bicycle project B39	\$ 30,447
58	168th St SW	52nd Ave. W	44th Ave W	Bicycle project B63	\$ 324,450
59	188th St SW	44th Ave W	33rd Ave W	Bicycle project B83	\$ 2,566,760
60	194th St SW	52nd Ave. W	44th Ave W	Bicycle project B89	\$ 39,780
61	200th St SW	Edmonds CC	SR 99	Bicycle project B97	\$ 24,174
62	52nd Ave W	N City limit	176th St. SW	Bicycle project B36	\$ 621,530
63	44th Ave W	Maple Rd	194th St SW	Bicycle project B44	\$ 1,398,740
64	176th St SW	54th Ave W	44th Ave W	Bicycle project B70	\$ 36,567
65	Alderwood Mall Pkwy	Poplar Way	196th St SW	Bicycle project B96	\$ 32,895
66	212th St SW	52nd Ave. W	44th Ave W	Bicycle project B108	\$ 39,780
67	216th St SW	SR 99	Interurban Trail	Bicycle project B110	\$ 10,251
68	66th Ave W	S City limit	208th St. SW	Bicycle project B12	\$ 31,365
69	60th Ave W/Scriber Lake Rd	196th St SW	208th St. SW	Bicycle project B21	\$ 1,121,848
70	62nd Ave W/165th Pl SW/64th Ave	Lunds Gulch	168th St. SW	Bicycle project B25	\$ 8,500
71	44th Ave W	204th St. SW	212th St SW	Bicycle project B43	\$ 1,521,310
72	36th Ave W	Maple Rd	194th St SW	Bicycle project B52	\$ 79,560
73	204th St SW	44th Ave W	E City Limit	Bicycle project B104	\$ 230,860
74	64th Ave W	176 th St SW	200 th St SW	Bicycle project B17	\$ 396,942
75	33rd Ave W	184th St SW	194th St SW	Bicycle project B55	\$ 2,242,310
76	180th St SW	56th Ave W	44th Ave W	Bicycle project B74	\$ 892,500
77	184th St SW	33rd Ave W	36th Ave W	Bicycle project B79	\$ 663,320
78	188th St SW	68th Ave W	SR 99	Bicycle project B81	\$ 1,896,230
79	193rd Pl SW/194th St SW/58th Ave	196th St SW	52nd Ave W	Bicycle project B88	\$ 8,500
80	194th St SW	44th Ave W	33rd Ave W	Bicycle project B90	\$ 915,670
81	68th Ave W/Blue Ridge Dr	196th St SW	Olympic View Dr	Bicycle project B10	\$ 32,436
82	60th Ave W	188th St SW	SR 99	Bicycle project B22	\$ 509,320
83	60th Ave W	176th St SW	188th St SW	Bicycle project B23	\$ 925,820
84	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	Bicycle project B38	\$ 105,400
85	Maple Road	44th Ave W	36th Ave W	Bicycle project B77	\$ 702,100
86	40th Ave W	188th St. SW	194th St SW	Bicycle project B48	\$ 449,820
87	Spruce Rd	172nd St SW	Maple Rd	Bicycle project B50	\$ 633,080
88	Alderwood Mall Pkwy	Interurban Trail	196th St SW	Bicycle project B58	\$ 908,460
89	180th St SW	Olympic View	56th Ave W	Bicycle project B73	\$ 659,260
90	168th St/66th Ave/Meadowdale Rd	N Meadowdale Rd	Olympic View Dr	Bicycle project B112	\$ 428,400
91	76th Ave. W	196th St SW	208th St. SW	Bicycle project B2	\$ 60,282
92	60th Ave W	168th St SW	176th St. SW	Bicycle project B24	\$ 259,420
93	48th Ave W	180th St. SW	192nd Pl SW	Bicycle project B40	\$ 313,740

Transportation Projects - 20 Year List

#	Project Title	Beginning Cross Street	Ending Cross Street	Project Description	BaseYrCost
94	172nd St SW	44th Ave W	36th St SW	Bicycle project B67	\$ 616,420
95	76th Ave W	Olympic View	196th St SW	Bicycle project B1	\$ 57,987
96	Spruce Rd	164th St SW	172nd St SW	Bicycle project B51	\$ 135,044
97	40th Ave W	Maple Rd	188th St. SW	Bicycle project B49	\$ 694,960
Non-Motorized Total					\$ 49,955,396
Other (Non-Capacity, Safety, or TrIF Ineligible)					
98	Intersection Improvements	66th Ave W	212th St SW	Traffic signal	\$ 615,000
99	Intersection Improvements	52nd Ave W	176th St SW	Traffic signal	\$ 453,000
100	Intersection Improvements	AMP	196th St SW	Add turn pockets and reconstruct sig	\$ 652,000
101	Intersection Improvements	61st PI W	212th St SW	Traffic signal	\$ 580,000
102	Intersection Improvements	50th Ave W	196th St SW	Traffic signal	\$ 580,000
103	Intersection Improvements	44th Ave W	172nd St SW	Traffic signal	\$ 580,000
104	Intersection Improvements	44th Ave W	180th St SW	Traffic signal	\$ 580,000
105	Intersection Improvements	AMP	182nd St SW	Traffic signal	\$ 580,000
106	SR 99 Corridor Safety Program	164th St SW	218th St SW	Access management	\$ 200,000
107	Pedestrian Signal	SR 99	180th St SW	Pedestrian signal	\$ 504,000
108	Traffic Signal Reconstruction	Scriber Lake Road	196th St SW	Periodic repair of traffic signals	\$ 325,000
109	Neighborhood Traffic Calming	City-Wide	City-Wide	Misc. traffic calming projects	\$ 600,000
Other Total					\$ 6,249,000
Operation and Maintenance (total over 20-years)					
110	Overlay	City-Wide	City-Wide	Pavement overlay	\$ 24,000,000
111	Traffic Signal Rebuild	City-Wide	City-Wide	Fully reconstruct signal	\$ 12,000,000
112	Sidewalk and Walkway - O & M	City-Wide	City-Wide	Periodic repair of sidewalks	\$ 1,000,000
Operation and Maintenance Total					\$ 37,000,000
Long Term or Non Lynnwood Funding					
113	Intersection Improvements	48th Ave W	188th St SW	Traffic signal	\$ 615,000
114	Intersection Improvements	40th Ave W	198th St SW	Traffic signal	\$ 615,000
115	Intersection Improvements	AMP	Poplar Way	Traffic signal	\$ 615,000
116	200th St SW Improvements	64th Ave W	48th Ave W	Add lanes	\$ 7,172,000
117	196th St SW Improvements	Scriber Lake Road	48th Ave W	Add lanes	\$ 15,911,815
118	40th Undercrossing of I-5	204th St SW/Larch	AMB/40th Ave W	New connection across I-5	\$ 47,000,000
119	I-5/44th Ave W Interchange	I-5	44th Ave W	NB ramps and two braids	\$ 150,000,000
120	NB I-5 Braided Ramps	196th St SW	I-405	One braided ramp	\$ 50,000,000
Long Term/Non-Lynnwood Total					\$ 271,928,815
Grand Total					\$ 531,997,827

Key Transportation Projects



Legend 40-9

— Planned — Underway



Legend

-  Planned
-  Underway
-  Before/After
-  Level of Service

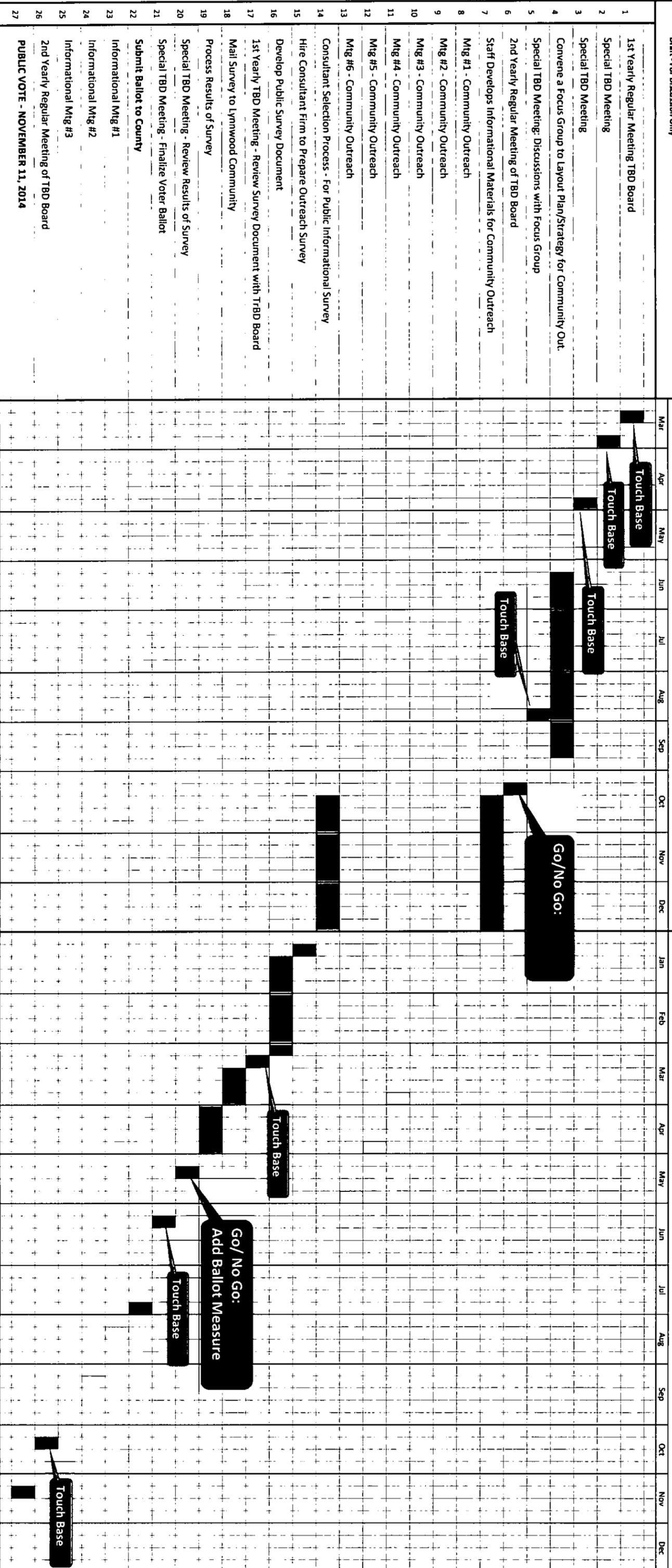
Key Transportation Projects

LYNNWOOD WASHINGTON 40-10

Transportation Benefit District - Major Funding Initiative
 Possible Schedule to get to a Ballot Measure
 Public Vote November 2014
 Draft - For Discussion Only

2013

2014



1 **COMMUNITY EDUCATION & OUTREACH PLAN**
2 **TRANSPORTATION BENEFIT DISTRICT**

3
4 **WHAT AND WHY - Transportation Related Needs in Our Community**

5
6 **Areas of Need:**

- 7 • **Pavement Overlay Program**
8 ➤ Pavement Aging Curves
9 ➤ Indicators of Failing to Failed Pavements
10 ➤ Treatment Methods (i.e. Chip Seal, Double Chip Seal, Thin Overlay, Overlay,
11 Reconstruction)
12 ➤ What we have in Lynnwood (Residential, Collectors, Arterials, Principles, State
13 Routes)
14 ➤ General Cost Info for Standard Treatment Methods
15 ➤ Current Funding Limitations (Gas Tax, TBD, Utility, Other)
16 ➤ What happens if we Don't keep them up?
17 ➤ The 12 Year Cycle of Sustainability
18 ➤ The Cost of the 12 Year Cycle
19 ➤ The Cost per Average Resident and How that is leveraged (Sales Tax vs. License Tab
20 Fee)
21 ➤ Long Range Schedule for 12 Year Cycle of the Overlay Program
22
23 • **Traffic Signal Rebuild Program**
24 ➤ Background - 55 traffic signals, 20 lighted pedestrian crossings...
25 ➤ Purposes of the signal system
26 ➤ Components of a signal system (cabinets, poles, heads, electronics...)
27 ➤ Central Network Infrastructure/Traffic Management Center
28 ➤ Life cycle (duration) and costs various of components and overall program
29
30 • **Multi-Modal, Multi-Choice System (Sidewalks, Trails, Bike Lanes, etc)**
31 ➤ Background -- How the skeleton systems were developed, miles complete today and
32 miles yet to be completed, prioritization process
33 ➤ Various alternatives (concrete sidewalk, planter, asphalt walkway, bike lanes...)
34 ➤ Cost to complete
35 ➤ Maintenance responsibilities (city vs. private)
36
37 • **Transportation Projects**
38 ➤ 36th/35th Avenue W - Maple Road to 164th Street SW
39 ➤ Poplar Way Overpass - 196th Street SW to 33rd Avenue W
40 ➤ 52nd Avenue W - 176th to 164th Street SW
41 ➤ 60th Avenue W - 188th to 176th Street SW
42 ➤ 64th Avenue W - 188th to 176th Street SW
43 ➤ 180th Street SW - 64th Avenue W to SR 99
44 ➤ City Center Project - 194th Street SW - 40th Avenue W to 33rd Avenue W
45 ➤ City Center Project - 42nd Avenue W - 194th Street SW to Alderwood Mall Blvd
46 ➤ City Center Project - 196th Street SW - 48th Avenue W to 37th Avenue W
47

- 1 • Street Fund Operation and Maintenance

2

3 **Transportation Funding:**

- 4 • Current Funding Explained
5 • Transportation Benefit District
6 ➤ Licensing fee
7 ➤ Sales tax
8 • Levy Lid Lift
9 • Other voted measures

10

11 **HOW - Outreach Communication Strategies**

12

- 13 • Questions to be asked
14 ➤ What is your greatest area of concern?
15 ➤ What level should programs be funded? Level of service?
16 ➤ What types of funding for which type of projects?
17 • Web Site Information
18 ➤ Upcoming Meetings, Dates, and Locations
19 ➤ Presentation Information
20 ➤ Comments Received from Each Meeting
21 • Press Releases
22 ➤ One for each meeting
23 • Articles in the Newspaper
24 • Major Event at the Convention Center
25 • Neighborhood Meetings at Key Locations throughout the City (6 to 8 sites)
26 • Independent Scientific Validated Community Survey
27 • Articles in "Inside Lynnwood"
28 • Interview on Lynnwood TV
29 • Interview with TV Stations
30 • Separate - Special Mailer to ALL Lynnwood Residents and Business License Holders (2
31 Mailers)
32 • Host a Pancake Breakfast at the Fire Station or Convention Center
33 • Both/Kiosk at the Mall, Major Retail Center

34

35 **WHO - Stakeholders in the Community**

36

- 37 • Residents
38 • Business Community
39 • Retail Customers
40 • Schools
41 • Churches
42 • Transportation and Traffic Task Force

43

44 **WHEN – See potential schedule on next page**

45

1 **Background Material from Transportation and Traffic Task Force (Excerpt)**
2

3 The Citizens of Lynnwood have consistently stated the importance of the city's
4 transportation system in past City-wide surveys. These surveys related to all facets
5 of city services and were not limited to transportation alone. One of the
6 recommendations identified by the Transportation and Traffic Task Force in their
7 2010 Final Report was to conduct a City-wide survey specific to transportation.
8

9 The results of surveying citizens and businesses would be very useful to Council and
10 the TBD Board in determining which transportation improvements to complete, how
11 to prioritize them, and how to fund them. Staff recommends that a multi-tiered public
12 outreach process be implemented in order to survey the stakeholders of Lynnwood's
13 transportation system.
14

15 Staff recommends that the following four primary topics be included as a part of the
16 outreach program:
17

18 **1) Education**

19 It is critical that the stakeholders of Lynnwood's transportation system have a better
20 understanding of the system and the efforts underway and required to maintain and
21 improve it. This is especially true if the citizens are called upon to pass fee or taxing
22 measures in the future to fund critical transportation projects and programs. Once
23 citizens understand the importance of our transportation system and the genuine
24 hard work and thoughtful efforts by staff and elected officials, a much higher level of
25 support is possible.
26

27 A brief description of each of the following should be provided:

- 28 • The City's level of service policies, plans for future growth, and the capacity
- 29 projects needed to support this growth
- 30 • The City Center and the transportation improvements needed to support it
- 31 • The pedestrian and bicycle skeleton systems and how they were developed
- 32 • The magnitude of the City's maintenance and operation responsibilities
33

34 **2) Planned Projects**

35 The 20-year list of projects and how they get prioritized into the 6-year
36 Transportation Improvement Plan (TIP) should be discussed. More information
37 should be provided about the TIP projects so that the public has real tangible
38 knowledge of the type of projects planned for Lynnwood in the near term.
39

1 **3) Prioritization**

2 An opportunity should be provided for the public to rank and prioritize various types
3 of transportation improvements such as:

- 4 • Roadway Capacity (additional through/turn lanes, new street connections, other)
- 5 • Major Freeway Improvements (new crossings, new/modified interchanges,
6 other)
- 7 • City Center (increasing capacity of existing roads, adding new grid streets,
8 other)
- 9 • Non-Motorized - Pedestrian (sidewalks, trails, other)
- 10 • Non-Motorized - Bicycle (bicycle lanes, pavement markings, other)
- 11 • Street Maintenance (street crews, pavement preservation, traffic signals, other)
- 12 • Safety (center medians, traffic calming features, other)
- 13 • Intelligent Transportation (smarter traffic signals, traffic flow notifications, other)

14
15 **4) Funding**

16 The public should be informed of where their current tax dollars go and how
17 Lynnwood's transportation projects are currently funded. After they gain a better
18 understanding of the significant transportation funding shortfall, they will be better
19 equipped to provide constructive feedback as to how best to fund transportation
20 projects.

21
22 Funding strategies should also be discussed. These strategies include using grant
23 dollars to fund projects which typically score well in funding competitions and using
24 local funds to fund projects which may not. Low scoring grant projects typically
25 include:

- 26 • Maintenance (pavement overlay, traffic signal rebuild, other)
- 27 • Operation (street crew and support staff)
- 28 • Residential non-motorized improvements (sidewalks, paths, other)

29
30 The outreach should include a brief summary of the various funding alternatives
31 available to fund transportation projects. An opportunity should be provided for the
32 public to rank and prioritize the various types of transportation funding alternatives
33 such as:

- 34 • Transportation Impact Fees
- 35 • Transportation Benefit District – Vehicle registration fee
- 36 • Transportation Benefit District – Sales tax increase
- 37 • Levy Lid Lift
- 38 • Local Improvement Districts

1 **Distribution**

2 The following are various methods available to conduct the public outreach plan and
3 distribute the various information:

- 4 • Discuss at TBD Board meetings
- 5 • Discuss with the Lynnwood Transportation and Traffic Task Force (TTTF)
- 6 • Discuss with the Lynnwood Chamber of Commerce
- 7 • Publish an article in the Inside Lynnwood Newsletter
- 8 • Hold multiple public open houses, potentially in various areas around the City.
9 This could include meeting with the various neighborhood groups which were
10 involved in the various neighborhood traffic calming improvements completed
11 over the past few years.
- 12 • Press release to the Everett Herald and Lynnwood Enterprise
- 13 • Develop a webpage
- 14 • Mail info/survey with utility billings to the entire city
- 15 • Provide info/survey to the Edmonds School District
- 16 • Provide info/survey at City Hall, Library, Recreation Center, Edmonds
17 Community College
- 18 • Provide info/survey to the following bicycle groups: Edmonds Bike Group,
19 B.I.K.E.S. Club of Snohomish County, Cascade Bicycle Group, Boeing Bike
20 Club, Bicycle Alliance of Washington, others
- 21 • Other