

5 TRANSPORTATION

1

2 INTRODUCTION

3 Transportation continues to play a major role in Lynnwood's development as the economic center of
 4 southwest Snohomish County. Lynnwood's unique geographic position, half way between Everett and
 5 Seattle at the convergence of I-5 and I-405, provides a very convenient location with easy access to the
 6 north, south and the East Side of Lake Washington. The Washington State Ferry System, only minutes
 7 away, is another link in the highway system that provides direct access to the Kitsap and Olympic
 8 Peninsulas. As part of its vision, "the City of Lynnwood will be a regional model for a sustainable,
 9 vibrant community". The City will "invest in efficient, integrated, local and regional transportation
 10 systems" by:

- 11 • improving pedestrian and bike flow, safety, and connectivity,
- 12 • providing adaptive, safe, well-maintained, state-of-the-art traffic management infrastructure,
- 13 • supporting the needs of commuters and non-commuters, and
- 14 • reducing traffic congestion

15 The City's goal for the transportation system is:

16 **To provide mobility options for residents, visitors and commuters through a**
 17 **balanced transportation system that supports the City's land use vision, protects**
 18 **neighborhoods from transportation impacts and minimizes adverse impacts on**
 19 **the environment.**

20 This element contains details of actions that the City should take in order to meet the Transportation
 21 Element requirements outlined in the Growth Management Act and Revised Code of Washington. In
 22 describing these actions, this element includes both: statements of actions to be taken ("policies") for the
 23 City of Lynnwood to support management of the existing transportation system, development of a multi-
 24 modal transportation options, and meet system concurrency requirements; and background discussions of
 25 those actions and the standards, rules, requirements and strategies needed to guide the implementation of
 26 the goals, objectives and policies stated in this element. These two components should be read together,
 27 and considered one whole. The policies are the action-oriented statements of initiatives that the City (or
 28 others) should take, and the background discussions state the context and procedures needed to support
 29 those actions. Together they describe the approach to be taken to achieve the goals and objectives of the
 30 City's Transportation policy.

31 PLANNING CONTEXT

32 GROWTH MANAGEMENT ACT

33 Transportation is one of the five Comprehensive Plan "elements" mandated by the Growth Management
 34 Act (GMA) of 1990. The State transportation goal is:

35 **"Encourage efficient multimodal transportation systems that are based on regional**
 36 **priorities and coordinated with county and city comprehensive plans."**

37 GMA sets forth the requirements for this element, including goals, inventories, levels of service
 38 standards, etc. This element has been developed to fully comply with those requirements, including the
 39 "concurrency" requirement that requires a financial commitment in place to provide necessary
 40 transportation system improvements within six years for a new development.

1 GMA requires each jurisdiction to determine whether it can provide adequate transportation facilities and
 2 services, timed to serve the growth that it is required to accommodate. The definition of what is adequate
 3 is a local decision.

4 Since the incorporated area of Lynnwood is now about 98-percent developed, the City is turning toward
 5 infill and the redevelopment of older areas. Its boundaries may also be expanded through annexation,
 6 which will add more miles of streets to improve and maintain.

7 GMA requires the following topics be addressed in the Transportation Element:

- 8 • An inventory of air, water, and ground transportation facilities and services, including transit
 9 alignments, state-owned transportation facilities, and general aviation airports. [RCW
 10 36.70A.070(6)(a)(iii)(A)]
- 11 • Adopted levels of service (LOS) standards for all arterials, transit routes and highways. [RCW
 12 36.70A.070(6)(a)(iii)(B), New in 1997]
- 13 • Identification of specific actions to bring locally-owned transportation facilities and services to
 14 established LOS. [RCW 36.70A.070(6)(a)(iii)(D), Amended in 2005]
- 15 • A forecast of traffic for at least 10 years, including land use assumptions used in estimating
 16 travel. [RCW 36.70A.070(6)(a)(i)] [RCW 36.70A.070(6)(a)(iii)(E)]
- 17 • A projection of state and local system needs to meet current and future demand. [RCW
 18 36.70A.070(6)(a)(iii)(F)]
- 19 • A pedestrian and bicycle component. [RCW 36.70A.070(6)(a)(vii), Amended 2005]
- 20 • A description of any existing and planned transportation demand management (TDM) strategies,
 21 such as HOV lanes or subsidy programs, parking policies, etc. [RCW 36.70A.070(6)(a)(vi)]
- 22 • An analysis of future funding capability to judge needs against probable funding resources.
 23 [RCW 36.70A.070(6)(a)(iv)(A)].
- 24 • A multiyear financing plan based on needs identified in the comprehensive plan, the appropriate
 25 parts of which serve as the basis for the 6-year street, road or transit program. [RCW
 26 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010]
- 27 • If probable funding falls short of meeting identified needs: a discussion of how additional funds
 28 will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will
 29 be met. [RCW 36.70A.070(6)(a)(iv)(C)]
- 30 • A description of intergovernmental coordination efforts, including an assessment of the impacts
 31 of the transportation plan and land use assumptions on the transportation systems of adjacent
 32 jurisdictions and how it is consistent with the regional transportation plan. [RCW
 33 36.70A.070(6)(a)(v)]

34 REGIONAL PLANNING STRATEGY

35 VISION 2040's transportation section is structured around three broad areas: (1) Maintenance,
 36 Management, and Safety, (2) Supporting the Growth Strategy, and (3) Greater Options and Mobility.
 37 These policy areas address getting more out of current systems and past investments, the critical link
 38 between transportation and land use, and an approach to improving mobility through a variety of viable
 39 travel choices.

40 The continued development and support of centers is a core component of the region's growth strategy.
 41 Regional growth centers are the focal points of cultural, civic, and economic activities within urban areas

- 1 and are connected to other centers by frequent and fast, high-capacity transit and other transportation
2 infrastructure.
- 3 Communities and neighborhoods surrounding centers should have easy access to the regional system
4 through transit, improved roadways, sidewalks, trails, and paths.
- 5 VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From
6 the materials we use in our jobs to the food we eat, the goods we transport use a complex system of
7 roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one
8 of the world's global gateways and a major entry point into North America, the freight system in the
9 Pacific Northwest reaches far beyond this region's boundaries and involves a mix of public and private
10 ownership.
- 11 To implement the Regional Growth Strategy, improvements and programs need to focus on establishing a
12 more sustainable, user-oriented, and balanced transportation system, along with maximizing existing
13 system capacity and managing demand on the system.
- 14 To develop and support a comprehensive transportation system, the region needs to concentrate on
15 transportation facilities and services, as well as on the factors that affect how travel choices are made.
16 These factors include a greater regional understanding of the true costs of transportation at the personal,
17 regional, and environmental levels.
- 18 Finally, VISION 2040 supports improvements to roads, ferries, transit centers and lines, walkways, bike
19 facilities, and other infrastructure to increase mobility and support different travel options.
- 20 VISION 2040 and the Metropolitan Transportation Plan are designed to address the region's
21 transportation challenges in compliance with federal and state transportation, air quality, and growth
22 management legislation.
- 23 VISION 2040 provides the policy framework and long-range direction for the region's functional
24 transportation plan. That plan identifies priorities and action steps for the region's major investment
25 decisions. Together, these long-range policy and action documents provide the mechanism through
26 which the region coordinates its approach to transportation planning and makes challenging, fiscally
27 constrained decisions about priorities and trade-offs.
- 28 **Maintenance, Management, and Safety**
- 29 VISION 2040 emphasizes efficient maintenance and management of the transportation system. Efficient
30 management of existing transportation facilities and services can affect how well the region's
31 transportation system performs. Federal transportation law and state transportation policy emphasize
32 making maintenance, preservation, safety, and optimization of existing transportation infrastructure and
33 services a high priority. These types of projects and programs are often the most cost-effective and help
34 to ensure that current assets continue to function properly, in order to sustain regional mobility into the
35 future.
- 36 System management strategies influence how different travel modes operate. They can increase the
37 capacity of transportation facilities without adding major new infrastructure. Transportation system
38 management activities include ramp-metering, priority lane access for transit and other high-occupancy
39 vehicles, traveler information, incident management, traffic signal optimization, road or lane pricing, and
40 advanced system technology. The Regional Council's Congestion Management Process, developed in
41 response to federal requirements, looks at where the region plans to grow, identifies congested and other
42 problem areas, evaluates different approaches to providing relief, and provides input for developing
43 solutions.
- 44 Transportation demand management is the term for strategies that influence how and when we travel.
45 Specifically, demand management strategies aim to increase transit ridership, vehicle occupancy,

1 walking, and bicycling, and reduce the duration of some trips — often by moving them to off-peak
 2 periods or eliminating them altogether. Demand management reduces the rate of growth — as well as the
 3 overall number — of people driving alone. This results in less traffic congestion, fewer vehicle
 4 emissions, and less fuel consumption.

5 The region has been at the forefront of using demand management strategies since the 1970s. Central
 6 Puget Sound boasts the largest vanpool program in the nation. This is supplemented with preferential
 7 treatment for vanpools and carpools on ferries, which reduces the space required for transporting cars, as
 8 well as vehicle traffic at both ends of the trip. The region’s ride-matching system, which helps people
 9 form and maintain carpools and vanpools, has been expanded to serve the entire state. The region is
 10 confronted with a growing population and the increasing costs of road construction. At the same time, the
 11 region is working to achieve goals for clean air, scenic beauty, and reduced fuel consumption. Strategies
 12 that reduce demand for drive-alone travel will continue to become even more important in the future.

13 The state’s Commute Trip Reduction program continues to be the primary transportation demand
 14 management strategy in the region. The program targets commutes in high-traffic areas, and includes
 15 strategies such as employee parking management and incentives for commuting by means other than
 16 driving alone.

17 Nationally, we are witnessing for the first time in decades a reduction of vehicle miles traveled per capita,
 18 according to Federal Highway Administration data. Analysts attribute this reduction to expanded public
 19 transportation, redevelopment and infill in urban areas, changing demographics, and increases in gas
 20 prices.

21 VISION 2040 emphasizes safety of the transportation system. Federal transportation planning guidelines
 22 call for increasing the safety and security of the transportation system for motorized and non-motorized
 23 users. Washington State has implemented programs to encourage safety and security statewide and
 24 throughout the region.

25 Safety issues address the design and operation of the system, as well as threats from harmful acts and
 26 natural disasters. Areas of primary concern are vehicle-related deaths and injuries, as well as pedestrian
 27 and bicyclist deaths and injuries. A safe and secure regional transportation system pays careful attention
 28 to design and operation of facilities, as well as multiagency coordination and communication. VISION
 29 2040 also addresses transportation activities and how they impact the natural and built environment and
 30 human health.

31 **Multicounty Planning Policies (MCP)**

32 VISION 2040’s transportation section is structured around three broad areas: (1) Maintenance,
 33 Management, and Safety, (2) Supporting the Growth Strategy, and (3) Greater Options and Mobility.
 34 These policy areas address getting more out of current systems and past investments, the critical link
 35 between transportation and land use, and an approach to improving mobility through a variety of viable
 36 travel choices.

37 The continued development and support of centers is a core component of the region’s growth strategy.
 38 Regional growth centers are the focal points of cultural, civic, and economic activities within urban areas
 39 and are connected to other centers by frequent and fast high capacity transit and other transportation
 40 infrastructure.

41 Communities and neighborhoods surrounding centers should have easy access to the regional system
 42 through transit, improved roadways, sidewalks, trails, and paths.

43 VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From
 44 the materials we use in our jobs to the food we eat, the goods we transport use a complex system of
 45 roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one
 46 of the world’s global gateways and a major entry point into North America, the freight system in the

1 Pacific Northwest reaches far beyond this region’s boundaries and involves a mix of public and private
 2 ownership.

3 To implement the Regional Growth Strategy, improvements and programs need to focus on establishing a
 4 more sustainable, user-oriented, and balanced transportation system, along with maximizing existing
 5 system capacity and managing demand on the system.

6 To develop and support a comprehensive transportation system, the region needs to concentrate on
 7 transportation facilities and services, as well as on the factors that affect how travel choices are made.
 8 These factors include a greater regional understanding of the true costs of transportation at the personal,
 9 regional, and environmental levels.

10 Finally, VISION 2040 supports improvements to roads, ferries, transit centers and lines, walkways, bike
 11 facilities, and other infrastructure to increase mobility and support different travel options.

12 **Countywide Planning Policies (CPP)**

13 At the countywide level, the Snohomish County Council adopts Countywide Planning Policies. These
 14 policies establish a framework for inter-jurisdictional transportation planning and coordination. This plan
 15 incorporates similar goals and policies. In particular, the City will continue to work with the County and
 16 nearby cities to promote transit and other alternatives to the single-occupant vehicle.

17 In order to achieve the long-term growth management goals that are established by Snohomish County
 18 Tomorrow, the following overarching principles should guide implementation of the CPPs for multimodal
 19 transportation.

- 20 • Provide a wide range of choices in transportation services to ensure that all citizens have the
 21 ability to travel regardless of age, sex, race, income, disability, or place of residence.
- 22 • Pursue sustainable funding and informed decision-making that recognizes the economic,
 23 environmental, and social context of transportation.
- 24 • Balance the various modes of travel in order to enhance person-carrying capacity, as opposed to
 25 vehicle-moving capacity.

26 Implement efficient levels of service for the various surface transportation modes (i.e., roadways,
 27 bikeways, transit, and freight) that are applied effectively to serve different intensities of land
 28 development.

29 Policies related to level of service, transportation location, and design need to be coordinated across state,
 30 regional, and local agencies to ensure effective and efficient transportation. We need to ensure that our
 31 countywide transportation systems are designed to support the level of land development we allow and
 32 forecast, while at the same time recognizing and responding to the context in which those systems are
 33 located.

34

1 **TRANSPORTATION INVENTORY**

2 **LYNNWOOD STREETS**

3 The City's arterial street network is classified into a hierarchy of four categories: Principal, Minor, and
 4 Collector Arterials, and Neighborhood Streets as shown in Table T-1 and on the Arterial Roadway
 5 System Plan (Figure T-5).

6 Principal Arterials connect major regional
 7 facilities (such as freeways) to the rest of the
 8 street network. The principal arterial system
 9 carries most of the trips entering and leaving
 10 the city, also travel between central business
 11 districts and residential communities or
 12 between major inner city destinations.

13 The Minor Arterial is the next highest
 14 arterial category, connecting principal
 15 arterials to other minor arterials, collector
 16 arterials and neighborhood streets. Minor
 17 Arterials provide for vehicular movements
 18 among the various areas within the City of
 19 Lynnwood. They accommodate trips of moderate length.

20 Collector Arterials collect traffic from the neighborhood streets and convey it to the Principal and Minor
 21 Arterials. Collectors also serve as connections between the smallest areas within the City providing safe
 22 and reasonable access between neighborhoods.

23 The majority of Lynnwood's traffic congestion is located at the intersections along the Principal and some
 24 Minor Arterials. The arterials are significantly affected by traffic passing through the City. As much as
 25 forty-five percent (45%) of the traffic on these arterials passes through the City primarily during the
 26 morning and afternoon rush hours.

Table T-1. Miles of Road by Type

Classification	Mileage	Percent
Principal Arterial	9.7	9%
Minor Arterial	18.3	18%
Collector Arterial	19.3	19%
Neighborhood Streets	55.9	54%
TOTAL:	103.2	100%

Source: Lynnwood Dept. of Public Works, 2015

27 **STATE HIGHWAYS**

28 Lynnwood has three Principal Arterials that are also state highways:

- 29 • 196th Street SW (SR-524)
- 30 • 44th Avenue West (SR-524 Spur), south of 196th Street SW
- 31 • Highway 99 (SR-99)

32 Interstate-5, Interstate-405 and State Route-525 are located along the City's borders.

33 **BRIDGES**

34 The City is currently responsible for the maintenance and inspection of two bridges. They are the Scriber
 35 Creek Bridge at Wilcox Park, which has been closed to vehicular traffic since 1995, and the north bridge
 36 of the three bridges completed in 1999 that make up the Alderwood Mall Blvd. crossing over 196th Street
 37 SW. All other bridges within the City are maintained by the Washington State Department of
 38 Transportation.

NON MOTORIZED FACILITIES – MULTI-USE TRAILS, SIDEWALKS, PAVED SHOULDERS AND BICYCLE LANES

Like other cities that developed as a suburb, Lynnwood has an auto-oriented transportation system. More emphasis has been placed on getting to places by car and less emphasis has been placed on non-motorized connections. Table T-2 shows the percentage of streets, by classification, that have existing sidewalks.

Table T-2: Sidewalk Mileage

Classification	Potential Sidewalk (miles)	Existing Sidewalk (miles)	Percent
Principal Arterial	16	16	100%
Minor Arterial	33	31	94%
Collector Arterial	35	30	85%
Residential Street	122	70	57%
Citywide Total	206	146	71%

Source: Lynnwood Public Works Department, GIS Database, April 2008

INTERURBAN REGIONAL TRAIL

As the backbone of the skeleton systems, the Interurban Regional Trail is an important non-motorized transportation facility for both the City of Lynnwood and the region. Classified as a class 1 multi-use regional trail, it begins in Everett and heads south through Lynnwood, Mountlake Terrace, Edmonds, Shoreline, and north Seattle, for a total of approximately 24 miles. The entire length of the trail through the City of Lynnwood is paved and is generally 12-feet wide. The trail is mostly continuous and separated from roadways except for a few locations. Completion of the these “missing links” is planned. The Trail should be continuous, uninterrupted by major roads and road crossings and include lighting and other amenities in order to provide a safe and comfortable pedestrian environment.

SIGNAL SYSTEM

The Existing Traffic Signals Map (Figure T-6) shows the locations of signals throughout Lynnwood. The City currently owns and operates 55 traffic signals. Eleven additional signals are operated through interlocal agreements with Mountlake Terrace and Edmonds.

The City has aggressively pursued new technologies to improve signal operation, monitor traffic flow through the City, and respond to traffic incidents. At the end of 2015, the City will have installed over 420 video detection cameras and 57 Pan/Tilt/Zoom cameras for traffic flow and signal operations monitoring at 61 City of Lynnwood signals. Also by the end of 2015, the cities of Mountlake Terrace and Edmonds will respectively add 2 and 1 signals to Lynnwood’s central traffic communications network including video detection and Pan/Tilt/Zoom cameras.

The cameras are just one part of the Lynnwood Intelligent Transportation System (ITS) Program. This program is a citywide enterprise computer network, using fiber optic cable, linking all of the traffic signal controllers, video detection processors, backup power, emergency vehicle preemption, and fault monitors to a bank of central servers in City Hall. All of these components have been recently upgraded with the assistance of federal ITS grants. The Lynnwood ITS system will continue to allow City engineers to monitor traffic, collect data, reprogram signals, and respond to incidents all from the Traffic Management Center (TMC) at Lynnwood City Hall. In addition, signal components can communicate live functioning status to engineers and technicians, allowing faster trouble shooting, diagnosis, and repairs.

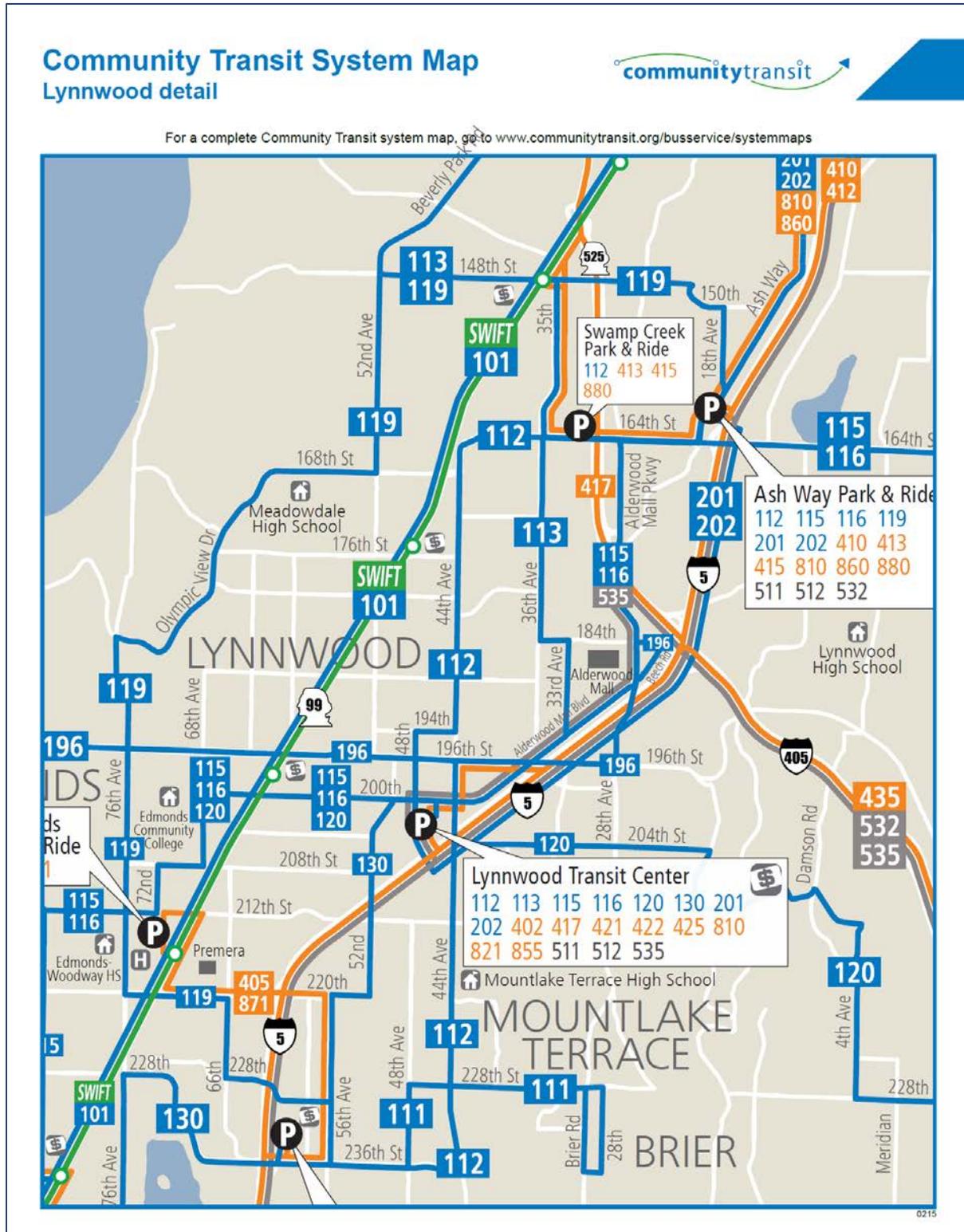
- 1 Since the first federal ITS grant in 2001, the city has accomplished the following technology projects to
 2 improve signal operation, respond to increasing demand at intersections, help with incident management,
 3 and provide information for management of regional emergencies and disasters:
- 4 • Fiber from City Hall to all Lynnwood traffic signals.
 - 5 • PTZ Cameras at all except four signals.
 - 6 • Fiber to 5 of 5 WSDOT signals.
 - 7 • Fiber to neighbor agencies Edmonds and Mountlake Terrace. Several signals in each jurisdiction
 8 and workstations in offices of traffic engineers were connected to Lynnwood’s central traffic
 9 operations system.
 - 10 • Fiber to Emergency Services Coordinating Agency (ESCA) in Brier and a shared fiber
 11 connection to Washington State Department of Emergency Management- Paine Field office.
 - 12 • Constructed a Traffic Operations Center with office space for engineers and technicians, a
 13 console with video wall for incident management, technical space for testing signal cabinets, and
 14 an electronics laboratory for troubleshooting/repairing equipment and inventing new equipment.
 - 15 • Battery backup and power conditioning with text message alerting for all Lynnwood signals.
 - 16 • Replaced incandescent Green, Yellow, Red bulbs with longer lasting, more efficient LED
 17 “bulbs.”
 - 18 • Upgraded MMU’s (conflict monitors) for all signals to accommodate Flashing Yellow Arrow and
 19 monitor LED failure.
 - 20 • Began replacing visible spectrum detection cameras with infrared to detect vehicles in low
 21 visibility conditions.
 - 22 • Central integration of video detection system to monitor status, provide reports, and send alerts of
 23 detection problems.
 - 24 • Upgraded all server hardware, all network equipment, and all fiber transceivers at central and
 25 field locations.
 - 26 • Upgraded all emergency vehicle pre-emption cards in signals to accommodate ID lockout and
 27 support GPS pre-emption/priority requests.
 - 28 • Central integration of EVP field device programming, status monitoring, and reporting.
 - 29 • Installed in-pavement wireless advanced detection at five locations where video detection was not
 30 feasible.
 - 31 • Built two interactive public kiosks for live traffic information including video at all Lynnwood
 32 signals, selected WSDOT signals, and selected signals in Edmonds and Mountlake Terrace.
 - 33 • Installed two speed feedback signs.
 - 34 • Equipped all public school speed zones with beacons programmable through cell phone network
 35 and Internet.
 - 36 • Various in-house projects to integrate disparate systems of field devices to achieve new or
 37 enhanced function, exchange data, or sense and report a condition.

1 **TRANSIT**

2 **Community Transit**

3 Community Transit's operations can generally be separated into fixed-route and flexible transit options.
 4 The fixed-route options are subdivided into Local service and Commuter Service and consist of the
 5 following type of routes:

- 6 • Local Transit Routes
- 7 • SWIFT BRT Service on SR 99
- 8 • In-County Commuter Routes (Boeing)
- 9 • Inter-County Commuter Routes (primarily serving Seattle and the Eastside)
- 10 • Commuter Service to the University District (University of Washington)
- 11 • The flexible transit options consist of both Vanpools and DART (Dial-A-Ride Transit). The
 12 Vanpool is a small group (5 to 10 people), commuter-organized van service to Snohomish
 13 County.
- 14 • Community Transit routes in effect as of February 2015 are shown in the following figure.



1
2

Figure T-1: Community Transit System Map

1 **Lynnwood Transit Center**

2 In the late 1990's, a Transit Center was completed within the City of Lynnwood. Most of the transit
3 service (both commuter and local) serving Lynnwood has stops at this location. The Lynnwood Transit
4 Center is operated by Community Transit and is served by Community Transit and Sound Transit.

5 Routes serving the site include:

- 6 • Community Transit 112, 113, 115, 116, 120, 130, 201, 202, 402, 417, 421, 422, 425, 810, 821,
7 855
- 8 • Sound Transit 511, 512, 535

9 Amenities on the site include:

- 10 • 1,368 parking spaces
- 11 • Bicycle racks and lockers
- 12 • Restrooms
- 13 • Pay phones
- 14 • Public art
- 15 • Ride store

16 **Park and Rides near City Limits**

17 Additional routes and park and ride locations are located in close proximity to the Lynnwood city limits.
18 While these locations also serve local routes, their primary purpose is to support commuter routes. Near
19 the southwest corner of Lynnwood, located on 72nd Ave W south between 212th Street SW and 216th
20 Street SW, is the Edmonds Park and Ride lot. This location offers service to one local route and seven
21 commuter routes. Near the northeast corner of Lynnwood, there are the Swamp Creek and Ash Way Park
22 and Ride lots, which are located along 164th Street SW between 36th Ave W and Interstate 5. Swamp
23 Creek offers service to four local routes and five commuter routes. The largest of the three is the Ash
24 Way Park and Ride, which offers service to six local and nine commuter routes.

25 **Sound Transit**

26 Sound Transit (ST) provides regional transit service in the central Puget Sound region. With a
27 combination of express buses, commuter rail service and light rail service, ST provides transit services
28 between Seattle and Everett (on the north), Tacoma (on the south) and Kirkland, Bellevue and other
29 communities to the east, as well as between urban centers throughout the region. In Lynnwood, ST
30 supplements bus services provided by Community Transit with three bus routes that stop at the
31 Lynnwood Transit Center.

32 **Transportation Demand Management**

33 Lynnwood's first Commute Trip Reduction (CTR) Plan and Ordinance (LMC 11.14) were adopted in
34 1993, in response to the 1991 State Commute Trip Reduction Act (RCW 70.94.521.551). The CTR Act
35 affected all employers in counties with a population of 100,000 or more which had 100 or more
36 employees regularly reporting to work between 6:00 a.m. and 9:00 a.m. weekdays. Affected employers
37 were required to prepare and submit for city approval a Commute Trip Reduction Program which set
38 target goals for reducing Single Occupant Vehicle (SOV) commute trips and commute trip Vehicle Miles
39 Traveled (VMT), along with strategies for achieving the goals. Employers were also required to
40 participate in bi-annual surveys (conducted by WSDOT) to determine if the CTR Programs were
41 working, and to cooperate with the city in revising their programs if they weren't.

1 In 2005, the State Legislature overhauled the 1991 CTR Act with the Commute Trip Reduction Efficiency
 2 Act (CTREA - ESSB 6566). The CTREA imposed new requirements for CTR planning on local
 3 jurisdictions, and also set more aggressive SOV and VMT goals for employers. In response, the City has
 4 developed a new CTR Plan and Ordinance. The new plan includes strategies for regional cooperation,
 5 especially with Community Transit, to help meet regional CTR goals and assist employers in developing
 6 and implementing their CTR Programs.

7 There are currently eight Lynnwood employers who meet the criteria set forth by State law. As of 2013,
 8 the State has not adopted new targets beyond 2011. Affected employers have developed the following
 9 programs in response to the City's Ordinance.

- 10 1. Developed Commute Trip Reduction programs by the completion of employee surveys,
 11 and assigning and training Employee Transportation Coordinators (ETC).
- 12 2. Conducted on-site employee educational efforts, e.g., CTR fairs, newsletters, voice mail
 13 reminders, to name only a few educational activities.
- 14 3. Placed "Commuter Option Boards" (information boards with bus schedules, carpool and
 15 vanpool information and other materials) in highly visible locations on-site.
- 16 4. Offered incentives to employees to not drive their cars by themselves to work, e.g.,
 17 subsidized bus passes, vanpool subsidy.
- 18 5. Reviewed the feasibility of offering work schedule modifications.

19 WSDOT reimburses local jurisdictions for their costs to administer CTR Programs. In 2008, the City of
 20 Lynnwood along with other affected cities in Snohomish County except Everett and Bothell entered into a
 21 contract with Community Transit (CT) under which the transit agency provides support services to the
 22 employers to help them develop, implement and monitor CTR programs. In return, the cities direct their
 23 WSDOT CTR funds to Community Transit. The City has final approval of employer Commute Trip
 24 Reduction programs, and still must adopt and enforce its locally adopted CTR ordinance.

25 **LEVEL OF SERVICE STANDARDS**

26 GMA requires local jurisdictions to include level-of-service (LOS) standards for all arterials, public
 27 transit routes, and highways.

28 **LEVEL OF SERVICE FOR STATE OWNED TRANSPORTATION FACILITIES**

29 The 1998 legislation, commonly known as the Level of Service Bill, amended several laws including the
 30 Growth Management Act requiring local jurisdictions to include transportation facilities and services of
 31 statewide significance in their comprehensive planning. The State has been tasked with giving higher
 32 priority to correcting identified deficiencies on transportation facilities of statewide significance as they
 33 are deemed essential public facilities under GMA.

34 Level of service standards for state owned transportation facilities are to be set by WSDOT, Regional
 35 Transportation Planning Organizations and local jurisdictions through a collaborative process that process
 36 started in 2000. The intent of the new legislation is to recognize the importance of specific transportation
 37 facilities that are of statewide importance, from a state planning and programming perspective. These
 38 facilities are to be reflected within the local plan, and measures for monitoring consistency are required to
 39 promote local, regional and state plan integration and financial plan consistency.

40 WSDOT, in coordination with local and regional entities, periodically undertake major updates of
 41 Washington's Transportation Plan (WTP). The updated WTP will serve as a blueprint of how to support
 42 our state's transportation system through strategic investment decisions while working to maintain a

1 balance for a livable sustainable environment, vibrant communities and vital economy. Setting the LOS
 2 standard for state facilities are core work elements of the WTP update.

3 The current adopted level of service standard is LOS “E-mitigated” for highways not designated as
 4 Highways of Statewide Significance (HSS) within three miles of I-5 and I-405. The City limits currently
 5 exist within this three mile area.

6 **LEVEL OF SERVICE FOR CITY ARTERIALS**

7 The City of Lynnwood has developed a Level of Service standard to quantify and qualify the flow of
 8 traffic, and to measure the overall transportation system's ability to move people and goods. Realizing
 9 that there is a difference between City Center, state facilities, and the rest of the City, the City developed a
 10 different level of service for each.

11 The Highway Capacity Manual 2000 Edition defines level of service in terms of delay, rather than
 12 volume/capacity ratio, as a more direct measure of the effects of congestion. Table T-3 gives the criteria
 13 for Level of Service grades A-F.

14 **Table T-3. Level of Service Criteria**

Level of Service (LOS)	Signalized Intersection	Un-signalized Intersection/Roundabout	Expected Delays
	Control Delay (Seconds / Vehicle)	Control Delay (Seconds / Vehicle)	
A	≤ 10	≤ 10	Little or no delay
B	> 10-20	> 10-15	Short traffic delays
C	> 20-35	> 15-25	Average traffic delays
D	> 35-55	> 25-35	Long traffic delays
E	> 55-80	> 35-50	Very long traffic delays
F	> 80	> 50	Extremely long traffic delays

15 For assessment of LOS at the approach and intersection level, LOS is based solely on control delay.
 16 Source: 2000 Highway Capacity Manual (TRB 2000)

17 At signalized intersections, the delay measurement refers to the average delay experienced by all users of
 18 the intersection, since traffic signals tend to distribute the delay equally among all approaches. At un-
 19 signalized intersections the average delay refers only to the stopped approaches since the mainline
 20 approaches are not required to stop.

21 The level of service for streets in Lynnwood is generally determined by the intersections that control
 22 through travel; however, this presumes compliance with design standards to assure that the full potential
 23 of the street between intersections is maintained to serve traffic through major intersections, and to
 24 provide appropriately for pedestrian, bicycle, and transit modes.

25 The Growth Management Act only requires cities to manage level of service on arterials (including
 26 collector arterials) and not local streets. The City may however establish additional standards for local
 27 streets for its own purposes. In order to minimize traffic disturbance within neighborhoods, the LOS for
 28 local streets in Lynnwood is established as LOS “C” during the PM Peak Hour (weekdays 4-6 pm).

29 The LOS for the majority of the City arterials takes into consideration the need to protect neighborhoods
 30 from excessive pass-through traffic. The level of service for non-City Center arterials and non-State
 31 Highways is established as LOS “D” during the PM peak hour.

32 The City Center is expected to operate with more congestion. Not only are there more trip ends per acre
 33 in the City Center, there are more opportunities to move about without a car. Businesses are closer

1 together, making walking easier, and transit service is more frequent. The LOS for City Center arterials is
 2 LOS "E" for the City Center during the PM peak hour.

3 In order to make the Lynnwood Transportation Concurrency system more flexible, and to not allow one
 4 congested intersection to stop all development in an area, the City’s LOS standard allows 20% of the
 5 City’s intersections to be below their associated level of service before concurrency is considered to be
 6 failed, and for this purpose only signalized intersections will be considered.

7 **LEVEL OF SERVICE FOR TRANSIT FACILITIES**

8 **Community Transit**

9 Community Transit has adopted LOS guidelines describing appropriate level of service as it relates to
 10 population and employment density, infrastructure and travel demand.

11 **Sound Transit**

12 In early 2014, the Sound Transit Board adopted updated Service Standards and Performance Measures
 13 that include new passenger load guidelines for ST Express. The guidelines recognize that standing
 14 passengers during peak hours are an ongoing reality, and lists priorities for corrective action based on the
 15 severity of overcrowding and the amount of time passengers have to stand. Sound Transit staff
 16 continually monitors service and uses several service management tools to reduce overcrowding,
 17 including schedule adjustments to balance loads, assigning larger buses and adding extra bus trips if the
 18 budget allows.

19 **CONCURRENCY MANAGEMENT**

20 An important aspect of travel in Lynnwood is that traffic may and will choose alternative routes to avoid
 21 the most-congested locations and use less-congested locations, to accomplish most trips. A major
 22 distinction must also be made between signalized and un-signalized intersections. The latter may
 23 generally be upgraded to higher control levels at modest cost, and are not the central focus of concurrency
 24 in a citywide system. In order to make the Lynnwood Transportation Concurrency system more flexible,
 25 and to not allow one congested intersection to stop all development in an area, the City’s concurrency
 26 standard allows 20% of the City’s intersections to be below their associated level of service before
 27 concurrency is considered to be failed, and for this purpose only signalized intersections will be
 28 considered. LOS failures at un-signalized locations will be separately addressed under SEPA review of
 29 new developments. For the purpose of concurrency, a development is deemed significant if it generates
 30 ten or more peak hour trips.

31 When a significant development is proposed, the number of new trips generated is simply added to the
 32 Transportation Model for the concurrency pipeline case including all previous development proposals
 33 under review. If the model shows that the development does not bring the percentage of remedial
 34 intersections above 20%, the development is considered to have passed Concurrency. The development
 35 would pay its calculated mitigation fee (traffic impact fee) and the model is then updated to add the new
 36 trips into the background for future tests.

37 If the new development were to fail the threshold for the number of remedial intersections, the
 38 development would have to improve enough intersections to bring the percentage in line, or wait until the
 39 City had built enough new projects that would do the same. Intersection improvements for this purpose
 40 include improvements to adjacent approaches to the extent needed to assure the full functioning of the
 41 intersection as intended by the improvements.

42 **SEPA REVIEW**

43 All developments generating ten or more peak hour trips will also be evaluated for traffic impacts during
 44 the SEPA environmental review process. Such developments shall be asked to study traffic patterns for

1 the surrounding arterial system as well as on any adjacent neighborhood streets. To the extent that their
 2 impacts are mitigated by road improvements accounted for by payment of a Traffic Impact Fee (TIF), no
 3 additional mitigation is required. For other impacts on un-signalized intersections, non-motorized
 4 facilities, transit, traffic safety, physical obsolescence, and design standards, additional analysis for
 5 potential mitigation is required. If the development increases the volumes over the established LOS or
 6 other standards they will be required to propose and evaluate mitigation to provide alternatives which
 7 would reduce or eliminate their impact.

8 **Concurrency Mitigation**

9 If a development proposal fails the concurrency test, then mitigation is required to meet the concurrency
 10 standard. The developer may choose to reduce the size of the development; delay the development until
 11 the City or others provide the required improvement, or provide the required mitigation. Mitigation must
 12 be acceptable in form and amount, to assure compatibility with City plans and policies. Acceptable
 13 mitigation must:

- 14 1. Be consistent with the City's comprehensive plan and zoning.
- 15 2. Contribute to the performance of the transportation system.
- 16 3. Not shift traffic to a residential neighborhood.
- 17 4. Not shift traffic to other intersections resulting in a violation of the LOS standard without any
 18 possible mitigation.
- 19 5. Not violate accepted engineering standards and practices.
- 20 6. Not create a safety problem.

21 Evaluation characteristics include the level of service used in the initial determination as well as transit
 22 service, pedestrian facilities, bicycle facilities, safety and overall circulation. Each characteristic can help
 23 to reduce individual trips and mitigate the proposed development's impact to the arterial system.

24 Proposed mitigation may include system improvements or modifications involving one or more of the
 25 following categories:

- 26 1. **Transit Service:** Mitigation projects would include possible bus pullouts, transit stop
 27 improvements, better access routes to bus or a TDM program for the project. Projects could be
 28 both adjacent to the development and citywide.
- 29 2. **Pedestrian and Bicycle Facilities:** Pedestrian and bicycle facilities promote use of alternative
 30 modes of transportation thereby reducing vehicular trips. Improve sidewalk connections, new
 31 sidewalk routes and safer highway crossings could be used to promote pedestrian use. Shoulder
 32 pavement and revised channelization could assist bicyclists. Onsite storage facilities would
 33 promote use of bicycles.
- 34 3. **Safety:** Safety concerns within the city should be evaluated and projects selected that would
 35 reduce accidents and speed traffic. Improvements could reduce drivers' concerns at certain
 36 locations and encourage possible alternative routes.
- 37 4. **Street Circulation:** The overall street circulation would be looked at and projects developed that
 38 could change existing traffic patterns. Access points may change, turn lanes can be added or
 39 small street segments can be added or modified. If projects can be identified that will improve
 40 the transportation system, by reducing overall trips on the system or increasing system capacity,
 41 the impact of the development can then be reduced. An agreement with the project proponent as
 42 to scope of projects, development review and code compliance for site improvements could
 43 mitigation impacts.

- 1 5. **Transportation Demand Management:** As a mitigation measure, the developer may establish
 2 transportation demand management (TDM) strategies to reduce single occupant vehicle (SOV)
 3 trips generated by the development. The developer shall document the specific measures to be
 4 implemented and the number of trips generated by the development to be reduced by each
 5 measure. The environmental review may require performance monitoring and remedial measures
 6 if the TDM strategies are not successful in obtaining the predicted reduction in peak hour trips.

7 **TRAVEL DEMAND FORECASTS**

8 Beginning in 2003, the City began developing a new travel demand forecasting model. The new Base
 9 Transportation Model has land use information (trip beginnings and ends) for approximately 162 zones
 10 within the City, and 121 zones in surrounding King and Snohomish County.

11 The land use intensity can be altered in just one zone, representing a new major development, or across
 12 the board, representing background growth over time. Then, the model is run, resulting in new traffic
 13 loading on the street system based on the growth. Alternately, new street segments can be added, and the
 14 improvement in level of service can be identified.

15 The most important use of the model is to run it based on the expected 20-year growth in land use
 16 intensity, and to have portions of the street system that need improvements be identified. The 20-year
 17 Project List for transportation improvements (attached) is based on a 20-year forecast using the traffic
 18 model.

19 Another use of the traffic model is for concurrency management. A short-range growth forecast will be
 20 developed for each new development proposed in Lynnwood, testing the addition of that development to
 21 the pipeline of all other developments either constructed or in development review. Mitigation for the
 22 development will be based on the traffic model run for that case.

23 **LAND USE ASSUMPTIONS**

24 The following land use assumptions for the Transportation Element are based on those indicated in other
 25 elements, including the Land Use and Housing Elements:

- 26 1. The City of Lynnwood has the largest concentration of employment and housing in
 27 Southwest Snohomish County, including a designated Regional Growth Center.
- 28 2. High-density development, including increased densities in the City Center and Alderwood
 29 Mall areas, will influence the need for improved transit, vehicular and non-motorized
 30 transportation options.
- 31 3. The Highway 99 Mixed Use nodes will create higher density urban centers and will support
 32 expanded services by transit providers, especially near Sound Transit's SWIFT stations.
- 33 4. The future light rail stations developed by Sound Transit will create both opportunities and
 34 challenges. Development opportunities will be created by the increased land values and non-
 35 motorized accessibility near the urban stations, while traffic and parking challenges will be
 36 created by those commuters living outside the city and parking at the transit facilities served
 37 by park and rides.
- 38 5. While growth will be primarily focused within urban centers, non-motorized routes including
 39 bicycle and pedestrian links connecting existing neighborhoods to urban centers and transit
 40 facilities, will be important to create a connected community.

Near Term “Pipeline” Land Use Assumptions for Travel Demand Forecasting

Pipeline land use assumption include developments that have been issued a development permit based upon a passing concurrency evaluation and are either in design, under construction, but not yet generating actual traffic on the street system. The total housing dwelling units and employment in jobs for the pipeline condition within the city limits are shown in Table T-4. A total growth of 1,520 housing units and 1,492 jobs is expected within the city limits in the pipeline condition in the next 6 to 10 years.

Table T-4. Citywide Dwelling Units and Employment in Pipeline Conditions

Land Use	Residential (Dwelling Units)	Employment (Jobs)
2014 Land Use	15,166	26,823
<i>New Pipeline Developments</i>	<i>1,520</i>	<i>1,492</i>
Pipeline Land Use	16,686	28,315

In order to obtain relatively accurate land use data, different approaches and land use sources were applied for the areas around the city to account for regional growth around Lynnwood for the pipeline condition.

Outside of the city limits, land use data was obtained from the previous Lynnwood demand model and the Puget Sound Regional Council (PSRC) land use inventory for the period between 2010 and 2025.

Within the Snohomish County area, for those traffic analysis zones (TAZs) assigned a number less than 300, household dwelling units and employment data were interpolated from the previous Lynnwood demand model land use data between years 2005 and 2025. For TAZs numbered equal to 300 or greater, household dwelling units were interpolated from the PSRC land use data between years 2010 and 2025, and the employment data was interpolated from the Lynnwood land use data between years 2005 and 2025.

For remote King County and Snohomish County areas, for TAZs assigned a number greater than 400, both household dwelling units and employment data were interpolated from the PSRC land use data between years 2010 and 2030.

Long Range “2035” Land Use Assumptions for Travel Demand Forecasting

The Long Range 2035 land use assumptions are based upon the Land Use Element and the updated regional growth allocations. For the Lynnwood City Center area, the City Center consisting of a 9.1 million square-foot development (corresponding to 3,886 dwelling units and 18,322 jobs) was added to the pipeline model to derive the 2035 land use scenario. In addition, the proposed expansion of the existing park-and-ride lot located south of 200th Street SW between 46th Avenue W and 48th Avenue W, including the addition of 500 parking spaces, was added to the pipeline model to develop the 2035 land use scenario.

For other Lynnwood areas outside the City Center, the household dwelling units and employment data from the City’s 2032 travel demand model plus the City’s pipeline projects was used to develop the 2035 land use scenario. In addition, an additional 3,020 residential multi-family units were added to the Alderwood Mall Area in the 2035 demand model.

The total dwelling units and employment for the 2035 land use scenario are summarized in Table T-5. A total growth of 7,674 housing units and 15,406 jobs is expected to occur by 2035 within the city limits, which meets the planned PSRC residential and job growth target for the City.

1

Table T-5. Citywide Dwelling Units and Employment in 2035

Analysis Period	Residential (Dwelling Units)	Employment (Jobs)
2014 Land Use	15,166	26,823
New Growth between 2014 and Pipeline	1,520	1,492
Pipeline Land Use	16,686	28,315
New Growth between Pipeline and 2035	6,154	13,914
New Growth between Existing and 2035	7,674	15,406
2035 Land Use	22,840	42,229

2 In the Snohomish County area, for TAZs numbered less than 300, household dwelling units and
 3 employment data were obtained from the previous Lynnwood 2032 demand model. For TAZs numbered
 4 equal to 300 or greater, household dwelling units were interpolated from the PSRC land use data for
 5 2035, and the employment data was obtained from the previous Lynnwood 2032 demand model.

6 In remote King County and Snohomish County areas, for TAZs numbered greater than 400, both
 7 household dwelling units and employment data were interpolated from the PSRC land use data for 2035.

8 **ACTIONS NECESSARY TO MEET LOS STANDARDS**

9 **SIX-YEAR TRANSPORTATION PROJECTS**

10 Transportation projects scheduled for completion during the upcoming six-year period are included in the
 11 Six-Year Transportation Improvement Program (TIP), which is updated annually and adopted by
 12 reference.

13 **TRANSPORTATION SYSTEM NEEDS TO ACCOMMODATE EXISTING TRAVEL DEMAND**

14 For the existing condition in the PM peak hour period, there are nine intersections that operate below the
 15 City’s LOS standard, of which five are signalized intersections, one is a four-way stop-controlled
 16 intersection, and three are two-way stop-controlled intersections. The signalized intersections that do not
 17 meet the City’s LOS criteria represent 8.1 percent (or 5 out of 62) of the signalized intersections within
 18 the city. This percentage meets the City’s citywide intersection LOS standard that allows up to 20 percent
 19 of the signalized intersections to operate below its LOS standard in the PM peak hour. *Lynnwood*
 20 *Roadway System Capacity Report*, (DEA 2015)

21 Table T-6 shows the intersections that have LOS below the City’s LOS standard for the existing condition
 22 in the PM peak hour. Most stop-controlled deficient intersections will be improved by future TIP
 23 projects. Some of the deficient signals could be improved by re-optimizing the signal timing and splits.

1 **Table T-6. Citywide Intersection LOS Deficiencies in Existing PM**

Int. #	Intersection	LOS Standard	Existing Condition PM			Potential Mitigation
			Traffic Control	LOS	Delay (sec/veh)	
14	196th St SW/76th Ave W	D	Signal	E	61.4	Monitor
16	196th St SW/SR 99	D	Signal	E	65.3	Monitor
12	196th St SW/76th Ave W	D	Signal	F	85.3	Re-optimizing signal timing
99	208th St SW/68th Ave W	D	Signal	E	74.1	Signal removed; changed to RI/RO/LI*
64	212th St SW/52nd Ave W	D	Signal	E	57.4	Monitor
44	212th St SW/60th Ave W	D	Four-Way Stop	F	54.2	Future signal - TIP#15
944	Alderwood Mall Blvd/28th Ave W	D	Two-Way Stop	E	35.9	Future signal - TIP#59
230	204th St S/SR 99	D	Two-Way Stop	F	92.1	Future signal constructed along with 204th St SW extension
891	Maple Rd/Ash Way	D	Two-Way Stop	F	90.9	Tolerate or signalize

2 *Right-in/Right-out/Left-in *Lynnwood Roadway System Capacity Report*, (DEA 2015)

3 **TRANSPORTATION SYSTEM NEEDED TO ACCOMMODATE NEAR-TERM, “PIPELINE”**
 4 **TRAVEL DEMAND**

5 The pipeline forecast demand model was built upon the City’s re-calibrated 2013 base demand model.
 6 The improvement projects listed in the City’s Six-Year Transportation Improvement Plan (TIP) were
 7 obtained from the City’s website.

8 The TIP projects and other short-term improvement projects, including eight (8) roadway segments and
 9 13 intersection improvements projects expected to be completed in the next six (6) years, were included
 10 in the pipeline demand model.

11 Those improvement projects are listed in Table T-7 and shown in Figure T-2.

1 **Table T-7. Short-Term Improvement Projects Added in Pipeline Demand Model**

Project Type	No.	TIP#	Project Title
New/Expanded Roads	1	57	36 th Avenue W widening from 164 th Street SW to SR 99
	2	56	36 th Avenue W widening from Maple Road to 164 th Street SW
	3	E	33 rd Avenue W new extension connecting Maple Road
	4	C	33 rd Avenue W new extension from 184 th Street SW to 30 th Place W
	5	D	Poplar Way new extension bridge from 196 th Street SW to AMB ²
	6	41	52 nd Avenue W widening from 168 th Street SW to 172 nd Street SW
	7	43	204 th Street SW new extension from 68 th Avenue W to SR 99
City Center New/Expanded Roads	8	68	196 th Street SW (SR 524) widening from 36 th Avenue W to 48 th Avenue W
Intersection Improvements	9		Access control placed with EB left turn allowed at AMP ¹ /182 nd Street SW
	10	59	A new traffic signal installed at 28 th Avenue W and AMB ¹
	11		A new roundabout installed at 36 th Avenue W/172 nd Street SW
	12		A new traffic signal installed at 36 th Avenue W/Maple Road
	13		A new traffic signal installed at 30 th Place/33 rd Avenue W Bypass
	14		A new traffic signal installed at Costco North Access/33 rd Avenue W Bypass
	15		A new traffic signal installed at Costco E-W Access/33 rd Avenue W Bypass
	16		A new traffic signal installed at 184 th St SW/33 rd Avenue W Bypass
	17		EB left-turn movement at Poplar Way Ext./196 th Street SW prohibited
	18	52	A new traffic signal installed at 52 nd Avenue W/176 th Street SW
	19	14	A new traffic signal installed at 48 th Avenue W/188 th Street SW
	20		A new traffic signal installed at SR 99/204 th Street SW
	21	15	A new traffic signal installed at 66 th Avenue W/ 212 th Street SW

¹Alderwood Mall Parkway (AMP)

²Alderwood Mall Boulevard (AMB)

2
3
4

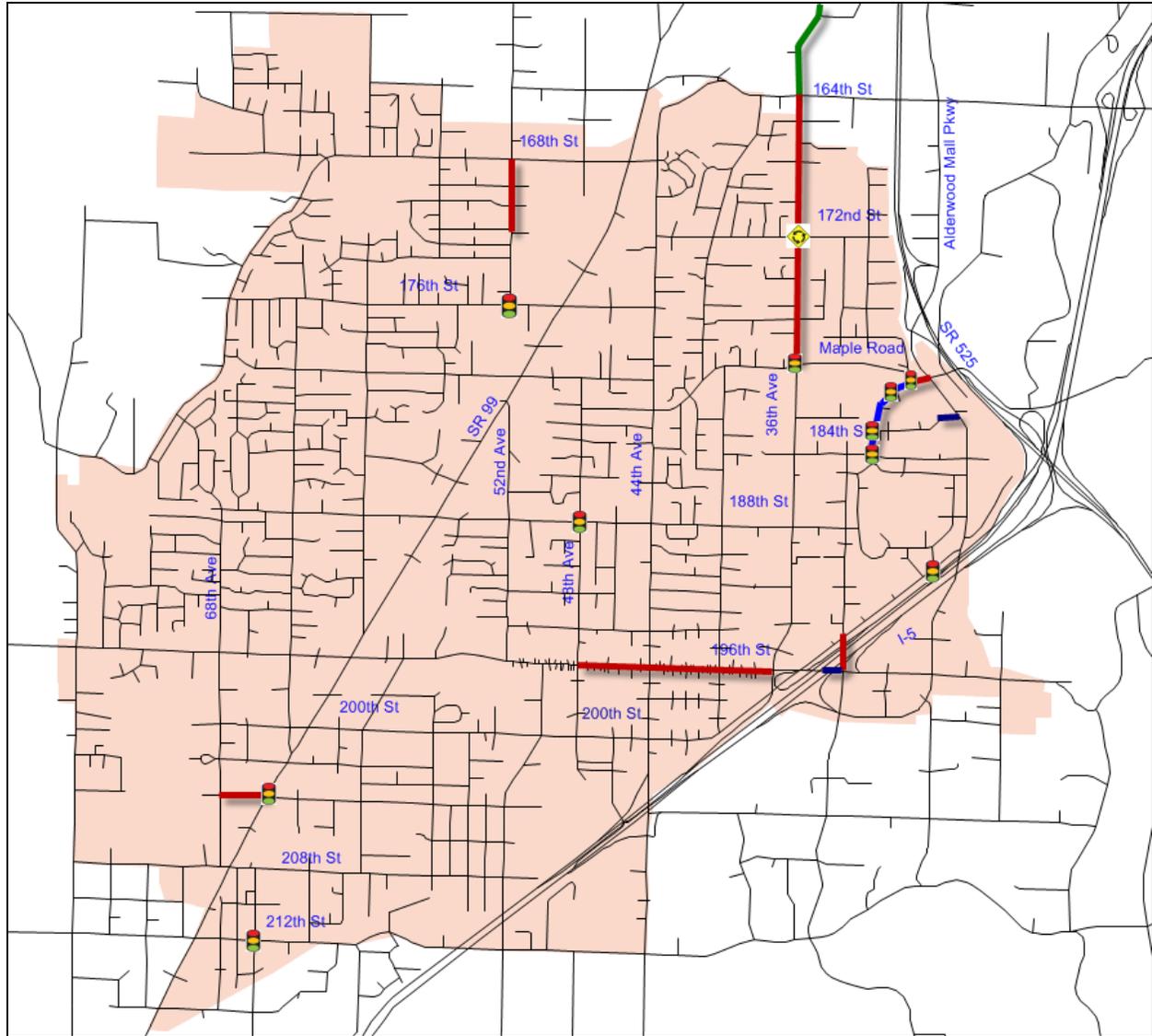


Figure T-2: Short-Term Transportation Improvement Projects

1
2
3
4
5
6
7
8

For the pipeline condition in the PM peak hour period, there are seven intersections that operate below the City’s LOS standard, of which six are signalized intersections and one is a two-way stop-controlled intersection. The signalized intersections that do not meet the City’s LOS criteria represent 8.3 percent (or 6 out of 72) of the signalized intersections within the city. This percentage meets the City’s citywide intersection LOS standard that allows up to 20 percent of the signalized intersections to operate below its LOS standard in the PM peak hour. *Lynnwood Roadway System Capacity Report, (DEA 2015)*

1 **Table T-8. Citywide Intersection LOS Deficiencies in Pipeline PM**

Int. #	Intersection	LOS Standard	Traffic Control	LOS	Delay (sec/veh)	Potential Mitigation
14	196th St SW/76th Ave W	D	Signal	E	67.7	Monitor
58	184h St SW/33rd Ave W	D	Signal	E	57.0	Re-optimizing signal timing
16	196th St SW/SR 99	D	Signal	E	72.4	Monitor
12	196th St SW/76th Ave W	D	Signal	F	82.2	Re-optimizing signal timing
64	212th St SW/52nd Ave W	D	Signal	E	64.1	Monitor
19	212th St SW/SR 99	D	Signal	E	64.5	Monitor
891	Maple Rd/Ash Way	D	Two-Way Stop	F	9999.0*	Tolerate or Signalize

2 *Delay cannot be calculated due to demand exceeding capacity. *Lynnwood Roadway System Capacity Report*, (DEA 2015)

3 **TRANSPORTATION SYSTEM NEEDS TO MEET LONG TERM “2035” TRAVEL DEMAND**

4 The 2035 demand model was built upon the re-calibrated 2013 demand model and the City’s available
 5 2025 demand model. Substantial transportation improvements within the city will be required by 2035 to
 6 meet the land use growth and traffic demand in the city. For purposes of travel demand forecasting,
 7 certain assumptions were included in the traffic forecasting demand model. Most of the improvement
 8 projects initially assumed were also described in the *Lynnwood City Center Access Study* (Perteet Inc.,
 9 September 2007).

10 The improvement projects listed in the pipeline demand model were all included in the 2035 demand
 11 model. In addition, the 2035 demand model includes additional long-range transportation improvement
 12 projects, including the City’s 20-year improvement projects.

13 Table T-9 lists the roadway improvements added to the 2035 demand model network in addition to the
 14 improvements assumed for the pipeline condition. More than nine (9) new roadway segments and more
 15 than 20 intersection improvements were included to provide additional road capacity to support traffic
 16 growth in 2035. The proposed City Center Private Grid System was also included in the 2035 roadway
 17 network. This grid system includes all new streets within the City Center area bounded by I-5, 194th
 18 Street SW, and 48th Avenue W, and includes those boundary streets.

19 The additional improvements beyond the pipeline condition assumed to be completed by 2035 are shown
 20 in Figure T-3.

1 **Table T-9. Long-Range Transportation Improvement Projects Included in 2035 Demand Model**

Project Type	No.	TIP#	Project Title
New/Expanded Roads	1	92	Beech Road new extension from AMP to Ash Way
	2		33 rd Avenue W extension widening to a 5-lane roadway between AMP ² and 184 th Street SW
	3	A	33 rd Avenue W new extension from 33 rd Avenue W to 184 th Street SW
	4	69	200 th St SW widening from 64 th Avenue W to 48 th Avenue W
City Center New/Expanded Roads	5	71	194 th Street SW new extension from 33 rd Avenue W to 40 th Avenue W
	6	2	42 nd Avenue W new street from 44 th Avenue W to 194 th Street SW
	7		New City Center Private Grids
	8	67	44 th Avenue W widening from I-5 to 194 th Street SW
	9	76	200 th Street SW widening from 40 th Avenue W to 48 th Avenue W
Intersection Improvements	10	B	A new turn lane constructed at 196 th St SW/AMP ²
	11		Re-channelized at 33 rd Avenue W Bypass/184 th Street SW
	12		A new traffic signal installed at 33 rd Avenue W/194 th Street SW
	13		A new traffic signal installed at 36 th Avenue W/194 th Street SW
	14		A new traffic signal installed at 40 th Avenue W/194 th Street SW
	15		A new traffic signal installed at 42 nd Avenue/194 th Street SW
	16		A new traffic signal installed at 48 th Avenue W/194 th Street SW
	17		A new traffic signal installed at 42 nd Avenue W/196 th Street SW
	18		A new traffic signal installed at 50 th Avenue W/196 th Street SW
	19		A new traffic signal installed at 40 th Avenue W/198 th Street SW
	20		A new traffic signal installed at 44 th Avenue W/198 th Street SW
	21		A new traffic signal installed at 42 nd Avenue/200 th Street SW
	22		An additional left-turn-only lane added to the westbound approach and the signal phasing at 200 th Street SW/44 th Avenue W optimized
	23		Right-In/Right-Out control at the following intersections: <ul style="list-style-type: none"> • 44th Avenue W/195th Street SW • 44th Avenue W/197th Street SW • 44th Avenue W/199th Street SW • 44th Avenue W/200th Street SW Connector • 43rd Avenue W/200th Street SW • 43rd Avenue W/196th Street SW • 41st Avenue W/200th Street SW • 41st Avenue W/196th Street SW • 45th Avenue W/196th Street SW • 45th Avenue W/200th Street SW

¹Alderwood Mall Boulevard (AMB)

²Alderwood Mall Parkway (AMP)

2
3
4

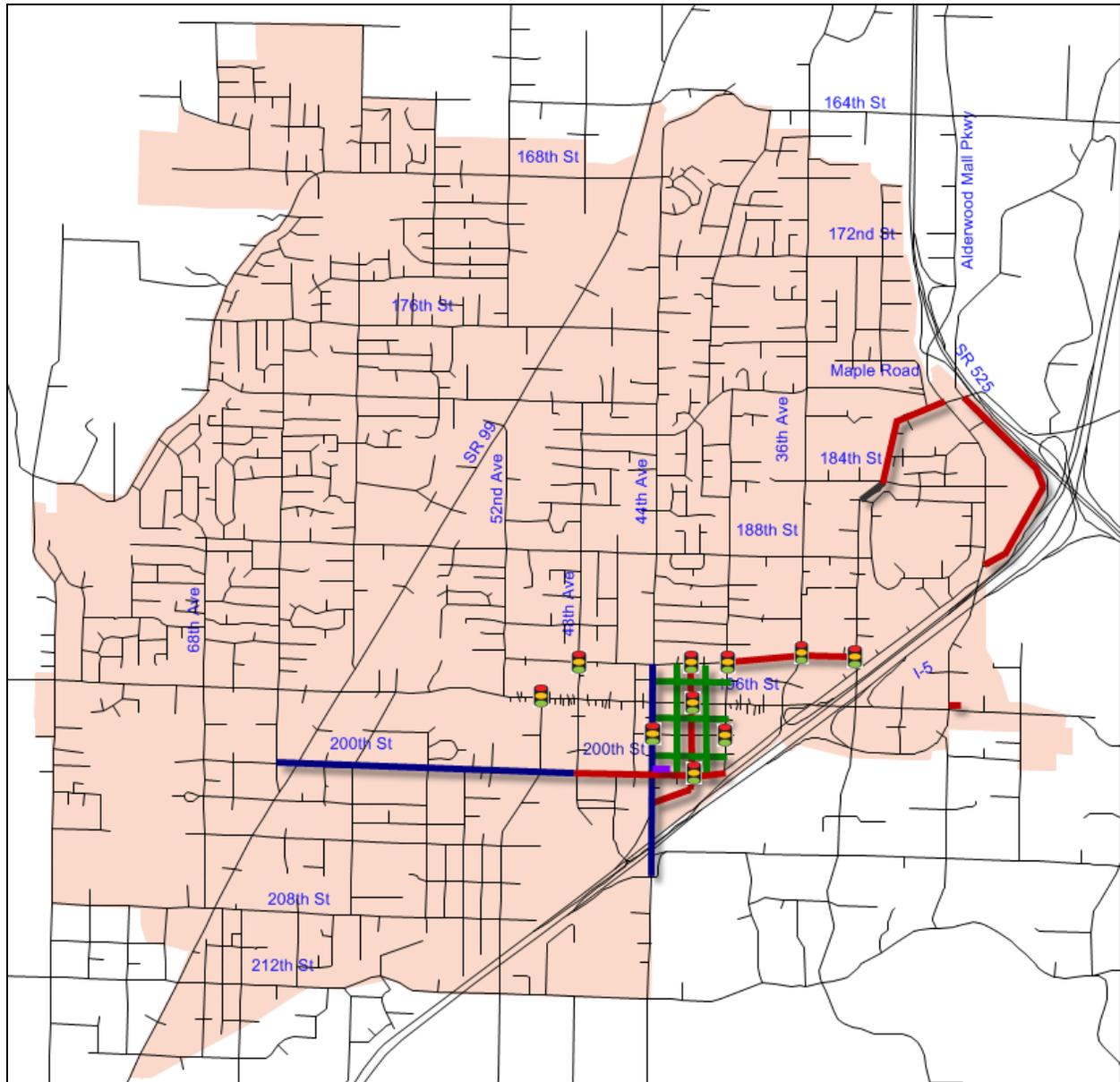


Figure T-3: Long-Range Transportation Improvement Projects

1
2
3
4
5
6
7
8

For the 2035 condition in the PM peak hour period, there are 18 intersections that operate below the City’s LOS standard, of which 14 are signalized intersections and four (4) are two-way stop-controlled intersections. The signalized intersections that do not meet the City’s LOS criteria represent 17.1 percent (or 14 out of 82) of the signalized intersections within the city. This percentage meets the City’s citywide intersection LOS standard that allows up to 20 percent of the signalized intersections to operate below its LOS standard in the PM peak hour. *Lynnwood Roadway System Capacity Report*, (DEA 2015)

1

Table T-10. Citywide Intersection LOS Deficiencies in 2035 PM

Int. #	Intersection	LOS Standard	Traffic Control	LOS	Delay (sec/veh)	Potential Mitigation
14	196th St SW& 76th Ave W	D	Signal	F	135.6	Tolerate
72	Maple Rd/Alderwood Mall Pkwy	D	Signal	F	84.1	Tolerate
53	188th St SW/33rd Ave W	D	Signal	E	77.1	Tolerate
56	188th St/44th Ave	D	Signal	E	66.8	Tolerate
15	188th St SW/SR 99	D	Signal	E	76.0	Tolerate
74	Alderwood Mall Blvd/33rd Ave W	D	Signal	E	76.7	Tolerate
29	196th St/40th Ave W	E	Signal	F	83.4	Tolerate
201 1	196th St/42nd Ave W	E	Signal	F	82.3	Tolerate
4	196th St/44th Ave W	E	Signal	F	105.3	Tolerate
16	196th St SW& SR 99	D	Signal	F	90.5	Tolerate
17	200th St SW/SR 99	D	Signal	E	70.1	Tolerate
61	212th St SW/44th Ave W	D	Signal	E	67.9	Tolerate
64	212th St SW/52nd Ave W	D	Signal	F	148.1	Tolerate
19	212th St SW/SR 99	D	Signal	E	64.8	Tolerate
95	196th St/56th Ave W	D	Two-Way Stop	E	36.6	Tolerate
63	208th St SW/52nd Ave W	D	Two-Way Stop	E	41.9	Tolerate
839	212th St SW/61st PL	D	Two-Way Stop	F	140.5	Tolerate
891	Maple Rd/Ash Way	D	Two-Way Stop	F	9999.0*	Tolerate or signalize

*Delay cannot be calculated due to demand exceeding capacity. *Lynnwood Roadway System Capacity Report*, (DEA 2015)

2
3
4

PROJECTED STATE NEEDS

Lynnwood has three Principal Arterials that are also state highways:

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

These state highways are included in the travel demand forecasts and LOS assessments. Existing Pipeline, and 2035 forecast volumes are included in the Lynnwood Roadway System Capacity Report, (DEA 2015)

Interstate-5, I-405 and SR-525 are located along the City's borders, and are directly fed by the City's arterial street system.

The city has included these facilities and associated WSDOT improvements in its travel demand forecasting model.

NON-MOTORIZED TRANSPORTATION

Walking and biking between destinations within Lynnwood can be a challenge. Sidewalks, where they exist, often do not connect with each other or with primary activity centers. As Lynnwood redevelops, an attractive pedestrian environment, which is a key element in a city center area economic development strategy, will become more predominant since most intense retail uses are heavily dependent on foot traffic to generate sales.

The lack of existing non-motorized connections between residential areas, transit facilities, schools, parks, shopping and other nearby activities limits opportunities to walk short distances. Still, many of the City's 95 miles of streets are without continuous pedestrian facilities on at least one side of the road. Most streets are without designated bike lanes.

PEDESTRIAN AND BICYCLE SKELETON SYSTEMS

The City of Lynnwood has developed a City-wide multi-choice transportation system, known as the skeleton system. The skeleton system provides a framework of sidewalks, walkways, trails, paths, promenades and bikeways to allow people the choice to travel between most 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% is complete today. The bicycle skeleton system includes a total of 70 miles of bike lanes/routes, of which 12 miles or 17% is complete today. Existing and future planned pedestrian and bicycle facilities are shown on the Pedestrian and Bicycle Skeleton System Maps.

As a means of prioritizing and ranking necessary fiscal expenditures and making decisions regarding placement, the City will continue to use the following criteria to evaluate missing non-motorized system segments throughout the City:

- Proximity to schools, designated school walk routes.
- Proximity to Senior Services.
- Proximity to stores, businesses, etc.
- Proximity to parks, trails and open space.
- Roadside safety elements/obstacles.
- Mid-block crossing safety.
- Proximity to federally designated low income census tracks
- Proximity to bus stops, bus routes.

- 1 • Pedestrian usage trends.
- 2 • Accident history.
- 3 • Neighborhood Connector.
- 4 • Presence of existing sidewalk/walkway on one side of street.
- 5 • Type of street – Principal, Minor, Collector Arterial, Residential
- 6 • Traffic volumes and speeds.
- 7 • Size of missing segment of walkway.
- 8 • Type of walkway in vicinity - concrete, asphalt, gravel
- 9 • Presence of ditches and/or other roadside obstacles.
- 10 • Right of way necessary to construct improvements.
- 11 • Potential for redevelopment of segment by private developer or capital project.
- 12 • Potential for other funding sources.
- 13 • Active Neighborhood groups

14 Bicycle facilities are added to existing streets when feasible. The need for bicycle lanes must often be
 15 balanced between the loss of traffic lanes and the loss of on street parking.

16 **STRATEGIES FOR REDUCING TRAVEL DEMAND**

17 **Commute Trip Reduction**

18 Lynnwood's first Commute Trip Reduction (CTR) Plan and Ordinance (LMC 11.14) were adopted in
 19 1993, in response to the 1991 State Commute Trip Reduction Act (RCW 70.94.521.551). The CTR Act
 20 affected all employers in counties with a population of 100,000 or more which had 100 or more
 21 employees regularly reporting to work between 6:00 a.m. and 9:00 a.m. weekdays. Affected employers
 22 were required to prepare and submit for city approval a Commute Trip Reduction Program which set
 23 target goals for reducing Single Occupant Vehicle (SOV) commute trips and commute trip Vehicle Miles
 24 Traveled (VMT), along with strategies for achieving the goals. Employers were also required to
 25 participate in bi-annual surveys (conducted by WSDOT) to determine if the CTR Programs were
 26 working, and to cooperate with the city in revising their programs if they weren't.

27 In 2005, the State Legislature overhauled the 1991 CTR Act with the Commute Trip Reduction Efficiency
 28 Act (CTREA - ESSB 6566). The CTREA imposed new requirements for CTR planning on local
 29 jurisdictions, and also set more aggressive SOV and VMT goals for employers. In response, the City has
 30 developed CTR Plan and Ordinance. The Plan includes strategies for regional cooperation, especially
 31 with Community Transit, to help meet regional CTR goals and assist employers in developing and
 32 implementing their CTR Programs.

33 The State CTR Plan 2015-2019 describes the statewide goals and targets and lists the three local options
 34 for setting goals and targets. A key change in the design of program goal setting is the relationship
 35 between state goals and targets and local goals and targets. In the past, state targets for goals were the
 36 minimum performance that a local plan could set and be considered “consistent” with the state program.
 37 Through the new performance design, the program has provided unprecedented local flexibility.
 38 Consistency with statewide goals is now understood as local program performance that makes a
 39 meaningful contribution to these goals and/or the purposes of the state program (reducing automobile-
 40 related emissions, fuel consumption, and traffic congestion).

41 There are currently eight Lynnwood employers who meet the criteria set forth by the new state law. The
 42 following table shows the affected employers, the number of affected employees, and their SOV and
 43 VMT reduction goals for 2011.

44 Affected employers have developed the following programs in response to the City's Ordinance.

- 1 1. Developed Commute Trip Reduction programs by the completion of employee surveys, and
- 2 assigning and training Employee Transportation Coordinators (ETC).
- 3 2. Conducted on-site employee educational efforts, e.g., CTR fairs, newsletters, voice mail
- 4 reminders, to name only a few educational activities.
- 5 3. Placed "Commuter Option Boards" (information boards with bus schedules, carpool and
- 6 vanpool information and other materials) in highly visible locations on-site.
- 7 4. Offered incentives to employees to not drive their cars by themselves to work, e.g.,
- 8 subsidized bus passes, vanpool subsidy.
- 9 5. Reviewed the feasibility of offering work schedule modifications.

10 WSDOT reimburses local jurisdictions for their cost to administer CTR Programs. In 2008, the City of
 11 Lynnwood along with other affected cities in Snohomish County entered into a contract with Community
 12 Transit (CT) under which the transit agency provides support services to employers to help them develop,
 13 implement and monitor CTR programs. In return, the cities direct their WSDOT CTR funds to
 14 Community Transit. The City has final approval of employer Commute Trip Reduction programs, and
 15 still must adopt and enforce its locally adopted CTR ordinance.

16 **Transit Oriented Development (TOD) City Center Subarea**

17 The City Center subarea has been planned as a high density mixed use TOD relying the extension of High
 18 Capacity Transit (HCT) into the City Center core to achieve planned mode split targets.

19 **Transit Oriented Development (TOD) Alderwood Mall Subarea**

20 The additional growth allocation required for this planning cycle has been accommodated outside the City
 21 Center with mixed use zoning adjacent to the Alderwood Mall to create opportunities for non-motorized
 22 trips between future residential and exiting office and retail uses. The extension of HCT beyond
 23 Lynnwood with an urban station in this location will further reduce SOV travel demand and complement
 24 the existing commercial and future residential uses.

25 **MULTI-YEAR FINANCING STRATEGY**

26 In the past, the City has been very successful in securing grants to help pay for its most pressing
 27 transportation needs; e.g., the I-5/196th Street Interchange project, Highway 99 improvement project,
 28 Hazardous Elimination Project (HES) funding, and the like. With the passage of various initiatives in the
 29 1990's and decreases in the state and federal grant programs, the availability of funds to support
 30 transportation has decreased. The reduction in the amount of funds available for transportation will mean
 31 smaller programs with fewer projects in the future. For a more detailed accounting of the financial
 32 sources and plan refer to the Capital Facilities Element. The following is a brief discussion of how this
 33 element meets the requirements of the GMA.

34 RCW 36.70A.070 (6)(c) outlines the requirements relating to the Transportation Element's ability to
 35 finance the identified needs in order to meet both the forecasted growth and fix the deficiencies that were
 36 found through this transportation planning effort. The requirements for financing this plan require the
 37 City to develop a three-step process, as follows.

38 **Step One:** RCW 36.70A.070 (6)(c)(i) calls for an analysis of the City's funding capacity to judge the
 39 needs against probable funding resources.

40 **Step Two:** RCW 36.70A.070 (6)(c)(ii) requires the City to develop a multiyear financing plan based on
 41 the needs identified in the Comprehensive Plan, the appropriate parts of which will serve as the basis for
 42 the six-year street, road, or transit program.

Step Three: RCW 36.70A.070 (6)(c)(iii) states that if probable funding falls short of meeting identified needs, a discussion will take place on how additional funding will be raised or how land use assumptions will be reassessed to ensure that the Level Of Service standards will be met.

In order to meet the **Step One** requirement the City has identified the following existing potential funding sources. Additionally, due to the City's strategic location, in the Regional Transit Authority System, there may be extra funding sources to assist Lynnwood in meeting its transportation needs.

ANALYSIS OF FUTURE FUNDING CAPABILITY

The following funding sources are currently available for transportation facilities. Most require a local match from the Arterial Street Fund, a general fund source or private sector funding such as a local improvement district. Large transportation improvements usually require two or more grant sources with a local match.

1. HUD Block Grants: Federal funds used for sidewalks and compliance with Americans with Disabilities Act.
2. Hazardous Elimination and Safety Program (HES): Federal gas tax funds used to eliminate hazards on the transportation network.
3. Transportation Improvement Board Urban Sidewalk Program provides funding for projects that address safety, access to generators, and system connectivity. All projects must be transportation related on a federally classified route and be consistent with the American with Disabilities Act (ADA).
4. Transportation Improvement Board Urban Arterial Program funds projects in the areas of Safety, Growth and Development, Mobility, and Physical Condition.
5. Public Works Trust Fund (PWTF): A State sponsored loan program requiring repayment using local funds for a specific project.
6. General Obligation Bonds: Bonds supported by the City's general fund for repayment.
7. Revenue Bonds: Bond financing requiring a dedicated source of tax revenue.
8. Developer Contribution: TrIF funds supplied by the developer.
9. Local Improvement District (LID): Special taxing district of established by those parties most affected by the improvement.
10. Washington State Department of Transportation (WSDOT): WSDOT is responsible for the maintenance of State facilities within the City limits. They may also be a funding partner for major improvements to state facilities.
11. Moving Ahead for Progress in the 21st Century (MAP-21) Federal gas tax grants for transportation projects.
12. Arterial Street Funds: State gas tax funds distributed to cities on a per capita basis restricted to the construction and improvement of designated arterial roads.
13. Interlocal Agreement: Agreements between government agencies.
14. Commute Trip Reduction planning funds: State funding to support the planning in meeting the state Commute Trip Reduction Act.
15. DCTED Community Development Grant: State funding to support community improvements that link transportation with land uses.

- 1 16. Sound Transit (ST) - Transit Development Funds: Regional funds dedicated to support transit
2 station development and other land uses related to the Regional Transit plan, Sound Move.
- 3 17. The City TBD Board adopted TBD Ordinance #2 enacting a \$20 vehicle registration fee (for each
4 eligible vehicle registered in Lynnwood). The \$20 vehicle registration fee went into effect on
5 July 1st 2011 and generates approximately \$500,000 annually for transportation projects. This
6 fee could be increased with voter approval.

7 **TRAFFIC IMPACT FEES**

8 The Capital Facilities Element of this Plan identifies transportation improvements made necessary by
9 growth forecast to the year 2025, and the Financial Element identifies public revenues likely to be
10 available for those improvements. A Transportation Impact Fee (TrIF) shall be paid by new
11 developments to account for the cost of transportation improvements reasonably related to the demand
12 created by the development. The TrIF shall provide only for improvements on the Arterial System
13 (including collector arterials) needed for growth, and not including mitigation of existing deficiencies.

14 The TrIF was calculated by use of the Base Transportation Model 20-year forecast to determine what
15 percentage of growth in traffic will be due to development within the City. New development will then
16 be assigned to pay for that same percentage of the City's 20-year Transportation Improvement Plan (TIP).
17 Each new trip generated by in-City development, will pay for a share of development's percentage of the
18 TIP.

19 Every two years the Public Works staff will recalculate the cost of the TIP, and the expected share of that
20 that development is expected to pay for. The per-trip fee will then be adjusted, if necessary. All projects,
21 except those listed here, are subject to the TrIF, based upon the net number of trips generated by their
22 development in the PM peak hour.

23 The City met the **Step Two** requirement by developing its short-term and long-term multiyear
24 transportation improvement program based on the ability of existing funding sources to meet the
25 identified needs. The City met the **Step Three** requirement by evaluating the impacts of significant
26 development and redevelopment as part of the SEPA environmental assessment. Mitigation is proposed
27 that utilizes demand management strategies to reduce peak hour traffic impacts and multi-modal
28 solutions.

29 The City also recognizes that there are certain circumstances under which a facility will be constrained.
30 This means that the City will not be able to fix the problem to the Level of Service standard during peak
31 periods. In that event, the City will strive to lower the impacts to the overall system by alternative
32 improvements or strategies to provide additional capacity in alternative locations, or by demand
33 management strategies.

34 **FUNDING SHORTFALL STRATEGY**

35 Transportation improvement projects are often highly significant in terms of their impact on the
36 surrounding environment, their physical complexity and their cost. They often must be constructed in
37 linked phases over the course of time. Major planning, environmental and design studies must often
38 precede actual construction. Similarly, the funding for transportation projects is often based on a complex
39 package emanating from a number of sources, such as city funds, grants and local improvement district
40 funding. Identifying and securing funding requires careful prior planning and an ongoing commitment to
41 advocating projects. Due to the long lead time involved in bringing transportation projects to fruition, a
42 long-term approach to planning, designing and funding the transportation program is both necessary and
43 desirable.

44 The selection of projects from the twenty-year planning horizon for the six-year transportation
45 improvement program is also designed to provide policy guidance for the pursuit of transportation grants.

1 A significant portion of the TIP and the twenty year long range transportation plan consists of
 2 discretionary grant revenues from state or federal sources. City efforts to obtain grants shall be consistent
 3 with the TIP and twenty year long range transportation plan.

4 As development proceeds, it is expected that the City will continue to identify and secure the financial
 5 resources needed to implement the transportation plan in support of the adopted land use plan. However,
 6 many factors related to facility planning and funding are beyond the City's immediate control, such as the
 7 growth in traffic from areas outside the City, general availability of grant revenues at the regional and
 8 state level, fluctuations in local revenue, and broad changes in society's travel patterns.

9 The following funding shortfall strategy will be used to balance the City's transportation needs and its
 10 transportation concurrency requirement under GMA. These actions are listed in order of precedence.

11 1. Reduce transportation funding needs.

- 12 • Reevaluate the need for projects
- 13 • Promote transportation demand management actions to reduce vehicle trips
- 14 • Re-scope project needs and downsize where possible

15 2. Develop new revenue options.

- 16 • Increase revenues by using existing resources
- 17 • Participate in regional funding strategy development
- 18 • Seek new or expanded revenue sources
- 19 • Pursue private/public partnerships
- 20 • Impose Transportation Impact Fee on new developments

21 3. Change the City's level of service standard. Options include:

- 22 • Adjust the LOS to allow additional development
- 23 • Adjust the LOS to allow limited additional development
- 24 • Adjust the LOS to phase growth
- 25 • Do nothing and allow the LOS standard to determine whether development is allowed

26 4. Change the City's land use and zoning.

- 27 • Revise the land use plan to modify growth patterns to reduce traffic growth
- 28 • Adjust the target forecast for the City's growth
- 29 • Delay development until facilities are in place to meet the LOS standard

30 **INTERGOVERNMENTAL COORDINATION AND IMPACT ASSESSMENT**

31 The city will continue to participate in special purpose sub-regional and regional forums with other local
 32 agencies and transportation providers convened to deal with specific issues of concern to Lynnwood.

33 These agencies include:

- 34 • WSDOT
- 35 • Snohomish County
- 36 • Neighboring Cities
- 37 • Snohomish County Infrastructure Coordinating Committee (ICC)
- 38 • Regional Project Evaluating Committee (RPEC) at PSRC
- 39 • Snohomish County Committee for Improved Transportation (SCCIT)
- 40 • WSDOT quarterly meetings
- 41 • Snohomish County Tomorrow (SCT).
- 42 • Sound Transit
- 43 • Community Transit

1 **TRANSPORTATION GOALS, OBJECTIVES AND POLICIES**

GOAL

To provide mobility for residents, visitors and commuters through a balanced system of transportation alternatives that supports the City’s land use vision, protects neighborhoods from transportation impacts and minimizes adverse impacts on the environment.

2
3 **STREET SYSTEM**

4 **Policy T-1** Provide a City system of streets for the safe, efficient, and economical movement of
5 people and goods to local and regional destinations.



7 **Strategy T-1.1** Monitor traffic patterns and accident histories to formulate solutions that reduce the
8 potential for serious accidents. In cooperation with the Police Department, analyze
9 statistics for citywide traffic, pedestrian and bike accidents on a monthly basis.

10 **Strategy T-1.2** Conduct bi-monthly meetings of the traffic safety committee to evaluate proposals
11 for traffic system improvements.

12 **Strategy T-1.3** Work with communities to evaluate traffic problems and provide appropriate traffic
13 calming solutions based on available funding and relative need.

14 **Strategy T-1.4** Provide for the inspections of City owned bridges as required by Federal and State
15 law.

16 **Strategy T-1.5** Recommend an annual overlay program supported by the City’s Pavement
17 Management System. Identify the implications of deferred maintenance if funding
18 levels fall below recommended levels.

19 **TRAFFIC SIGNAL SYSTEM**

20 **Policy T-2** Operate and maintain a traffic signal system that provides safe movement through
21 intersections and a responsive level of service during off peak hours for the residents
22 moving within the City limits.



24 **Strategy T-2.1** Review status of all existing traffic signal equipment on regular basis (i.e. traffic
25 signal rebuild program) and prepare the annual budget with recommended
26 improvements and/or replacements.

27 **Strategy T-2.2** Operate, maintain and enhance the Intelligent Transportation System (ITS), including
28 Transportation Management Center (TMC) and all field infrastructure.

29 **PUBLIC TRANSIT SYSTEM**

30 **Policy T-3** Work with the transit providers to make transit an attractive travel option for local
31 residents, employees and users of regional facilities.



33 **Strategy T-3.1** Work with the transit providers to establish a hierarchy of transit services focused on
34 three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-
35 community and regional services.

36 **Strategy T-3.2** Continue working with Sound Transit on the development of the improvements to the
37 Park and Ride Lot and future urban stations in City Center and the mall subarea.

- 1 **Strategy T-3.3** Work with the transit providers to develop an operational procedure for the use of
2 transit signal priority during peak travel hours. (ongoing)
- 3 **Strategy T-3.4** Monitor public transit operations through the City and the related impacts to east-
4 west mobility and traffic progression during peak travel hours.
- 5 **Strategy T-3.5** Work with private development and transit agencies to integrate transit facilities and
6 pedestrian and bicycle connections to residential, retail, manufacturing, commercial
7 office and other types of development.
- 8 **Strategy T-3.6** Insure that Sound Transit’s approved light rail service under ST 2 to Lynnwood
9 includes one light rail station in the Core District of the City Center, serving the City
10 Center, and a separate station at the Lynnwood Transit Center, serving commuters.
11 Lynnwood will partner with Sound Transit to implement and secure funding for this
12 extension. Construction of the City Center station should be completed within the
13 original 2023 timeframe.
- 14 **Strategy T-3.7** The City will work with ST, Snohomish County and SW Cities to select a route and
15 station locations for completing the line to Everett. The City will also work with
16 these parties to advance funding for this project by bringing “ST3” to the voters as
17 soon as feasible. An urban station near the Alderwood Mall should be included in
18 the route to support additional residential densities and mixed use around the mall.

NON-MOTORIZED TRANSPORTATION SYSTEMS

- 20 **Policy T-4.1** The City will strive to complete an integrated safety-orientated pedestrian, school
21 walkway and bicycle system to provide mobility choices, reduce reliance on
22 vehicular travel and provide convenient access from residential areas to schools,
23 recreational facilities, services, transit and businesses.
- 24 ■ ■ ■
- 25 **Strategy T-4.1** Develop an integrated non-motorized “skeleton” transportation system of sidewalks
26 and bicycle facilities that link neighborhoods, businesses, parks, schools and activity
27 centers.
- 28 **Strategy T-4.2** Establish clear policies and priorities to guide the planning for and construction of
29 public sidewalks throughout the City.
- 30 **Strategy T-4.3** Public sidewalks on project frontages shall be required of all new development,
31 including residential subdivisions.
- 32 **Strategy T-4.4** Non-motorized facilities shall be included in the design and construction of all future
33 arterial streets.
- 34 **Strategy T-4.5** The highest priority for public walkways on non-arterial streets shall be those that
35 connect parks, recreational areas, schools or other public facilities, or that are needed
36 to correct a unique safety concern(see list of criteria previously listed in the Non-
37 Motorized Facilities section).
- 38 **Strategy T-4.6** The City shall provide public walkways within residential neighborhoods only when
39 funded through a Local Improvement District (LID), grant, participation program or
40 other private funding sources.
- 41 **Strategy T-4.7** Paved pedestrian walkways should be provided on corner development sites from
42 street to building entrances to encourage walking between businesses, especially at
43 signalized intersections, to reduce development traffic impacts.

- 1 **Strategy T-4.8** A safe, well lit pedestrian walkway network should be provided throughout
2 commercial development sites.
- 3 **Strategy T-4.9** At appropriate locations, walkways should be extended to the edge of development
4 sites to connect to existing walkways on adjacent property or allow for future
5 connections when adjacent property is developed or redeveloped.
- 6 **Strategy T-4.10** Street right-of-way adjacent to development sites should be fully improved to current
7 City standards, including the provision of sidewalks, to reduce traffic impacts.
- 8 **Strategy T-4.11** Existing streets lacking sidewalks, shoulders, or other features required of new streets
9 shall be upgraded to full standards on a priority basis that considers at least traffic
10 volumes, safety concerns, and non-motorized activity levels.
- 11 **Strategy T-4.12** The Municipal Code requires installation of public improvements as part of
12 development or redevelopment of property. In some cases, the requirements of Code
13 may not prescribe sufficient improvements to adequately address issues related to
14 traffic, access, connectivity, pedestrian facilities, bike facilities, etc. that may be
15 needed to support, sustain and serve the development and surrounding community
16 and mitigate the impacts of the development. In such cases, the City may require
17 additional improvements and/or other mitigation, provided that such requirements are
18 related to the impact of the proposed development and the costs of the improvements
19 and/or mitigation is generally consistent with the relative scale and potential impact
20 of the development on the existing transportation system and infrastructure.
- 21 **Strategy T-4.13** The City will develop funding policies that support construction of a minimum,
22 “skeleton system” of non-motorized improvements.
- 23 **Strategy T-4.14** Continue the program of linking schools and parks with sidewalks in accordance with
24 a prioritized master plan.
- 25 **Strategy T-4.15** Review and update the City's sidewalk program each year prior to budget
26 development.
- 27 **Strategy T-4.18** City shall evaluate codes with regards to operation and maintenance of sidewalks and
28 develop the appropriate policies to ensure adequate, long-term maintenance of
29 facilities.
- 30 **Strategy T-4.19** City should continue its public outreach program to educate residents about the
31 benefits of walking, biking, and physical exercise.

CONSISTENCY AND CONCURRENCY

33 **Policy T-5** The City will have a transportation plan that is consistent with and supportive of the
34 land use plan, and that assures the provision of transportation facilities and services
35 concurrent with development, which means the improvements or strategies are in
36 place at the time of development, or that a financial commitment is in place to
37 provide the needed facilities within the next six years.



39 **Strategy T-5.1** Adopt a concurrency ordinance meeting the requirements of RCW 36.70A.

40 **Strategy T-5.2** The level of service for non-City Center arterials and non-State Highways is
41 established as LOS “D” during the PM peak hour. The City Center is expected to
42 operate with more congestion. Not only are there more trip ends per acre in the City
43 Center, there are more opportunities to move about without a car. Businesses are
44 closer together, making walking easier, and transit service is more frequent. The

- 1 level of service for the City Center is established as LOS "E" during the PM peak
- 2 hour.
- 3 **Strategy T-5.3** The transportation impacts of projects already permitted, under construction or
- 4 otherwise legally vested prior to adoption of the new concurrency ordinance will be
- 5 evaluated and mitigated in accordance with the City's policies and procedures.
- 6 **Strategy T-5.4** The LOS for City arterials takes into consideration the need to protect neighborhoods
- 7 from excessive pass through traffic.
- 8 **Strategy T-5.5** Traffic generated by new and redevelopment projects should be evaluated to
- 9 determine the impact on the operation of surrounding intersections and street
- 10 network. Projects that create ^{adverse} traffic impacts should include measures
- 11 demonstrated to mitigate those impacts.
- 12 **Strategy T-5.6** Maintain the City's traffic model for various planning purposes. Review land use
- 13 changes and development patterns on a continuing basis for additions or changes to
- 14 the assumptions used in the traffic model. Re-calibrate the base year model at least
- 15 every five years. Maintain a concurrency pipeline model that is regularly updated to
- 16 account for all development activity on a continuing basis, to give a short-range
- 17 forecast useful for six-year priority programming. Update the 20-year forecast model
- 18 at least every five years, to maintain the 20-year improvement list and related plans.

SYSTEM MANAGEMENT AND SAFETY

- 20 **Policy T-6** Maximize the functionality and safety of the local circulation system to guide the
- 21 design of all transportation facilities, incorporating new materials and technology and
- 22 responding to the needs of neighborhoods, visitors and businesses.
- 23 □ □ □
- 24 **Strategy T-6.1** Control the location and spacing of commercial driveways and the design of parking
- 25 lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.
- 26 **Strategy T-6.2** Driveways shall be located to provide adequate sight distance for all traffic
- 27 movements and not interfere with traffic operations at intersections.
- 28 **Strategy T-6.3** On-site traffic circulation shall be designed to ensure safe and efficient storage and
- 29 movement of driveway traffic.
- 30 **Strategy T-6.4** Driveway access onto all classifications of arterial streets should be located to
- 31 minimize impacts on the adjacent street system.
- 32 **Strategy T-6.5** Shared vehicle access between adjacent commercial and industrial development sites
- 33 should be provided where feasible or provisions made to allow for future shared
- 34 access to reduce development traffic impacts on adjacent streets.
- 35 **Strategy T-6.6** Access to properties should be oriented away from properties that are used, zoned or
- 36 shown on the Comprehensive Plan less intensively.
- 37 **Strategy T-6.7** Enhance the safety of residential streets and the livability of neighborhoods.
- 38 **Strategy T-6.8** Non-local and bypass traffic on local neighborhood streets shall be discouraged.
- 39 Discourage through traffic on local access streets.
- 40 **Strategy T-6.9** Traffic calming measures and innovative street design features shall be required
- 41 where traffic analysis indicates that a development will introduce traffic on local
- 42 streets that exceeds the design volume of the local street.

- 1 **Strategy T-6.10** Local street networks shall be linked through subdivisions to provide efficient local
2 circulation, as appropriate.
- 3 **Strategy T-6.11** Place high priority on the access needs of public safety vehicles.
- 4 **Strategy T-6.12** Encourage directing increased traffic volumes onto streets with sufficient capacity to
5 provide safe and efficient traffic flow or where adequate traffic improvements will be
6 provided in conjunction with the development, require adequate vehicular and non-
7 motorized access to new developments, and minimize non-motorized -vehicular
8 conflict points.
- 9 **Strategy T-6.13** Encourage land uses (in designated areas) that would generate relatively low volumes
10 of traffic, or complementary peak traffic periods, or would have the potential to
11 increase the use of public transportation systems.
- 12 **Strategy T-6.14** Institute a citywide Neighborhood Traffic Calming Program to address traffic issues
13 on local streets and to afford continued protection to neighborhoods.
- 14 **Strategy T-6.15** Existing curb cuts and parking areas shall be consolidated during development and
15 redevelopment to the greatest extent possible.
- 16 **Strategy T-6.16** Require the construction and operation of transportation facilities and services to
17 meet the standards of the Americans with Disabilities Act (ADA).
- 18 **Strategy T-6.17** Ensure that all transportation facilities will accommodate the needs of physically
19 challenged persons.

ENVIRONMENTAL FACTORS

- 21 **Policy T-7** Minimize the impacts of the transportation system on the City’s environment and
22 neighborhood quality of life.
23 □ □ □
- 24 **Strategy T-7.1** Minimize consumption of natural resources and reduce carbon emissions through the
25 efficient coordination of traffic flow, the promotion of non-motorized alternatives,
26 and the use of public transit.
- 27 **Strategy T-7.2** Minimize spillover parking from commercial areas, parks and other facilities
28 encroaching on residential neighborhoods.
- 29 **Strategy T-7.3** Preserve the safety of residential streets and the livability of residential
30 neighborhoods by discouraging non-local traffic on streets classified as residential
31 streets.
- 32 **Strategy T-7.4** Develop a strong neighborhood traffic control program to discourage cut-through
33 traffic on non-arterial streets.
- 34 **Strategy T-7.5** Design new residential streets to discourage cut-through traffic, while providing for
35 connectivity.

FUNDING

- 37 **Policy T-8** Develop a Multi-modal Funding Plan and contingency plans for funding needed
38 transportation improvements.
39 □ □ □

- 1 **Strategy T-8.1** Establish ongoing condition assessments and funding plans for transportation related
- 2 programs including street overlays, sidewalks, traffic signal rebuild, street
- 3 maintenance and operations, and other multi-modal transportation options.
- 4 **Strategy T-8.2** Assure adequate funds to provide local match for grant opportunities in order to
- 5 maximize the benefits to Lynnwood of all funding sources.
- 6 **Strategy T-8.3** Utilize creative funding mechanisms to facilitate development of new transportation
- 7 infrastructure.
- 8 **Strategy T-8.4** Charge Traffic impact fees to fund growth related transportation system
- 9 improvements.

SUPPORT IMPLEMENTATION OF SUBAREA PLANS

- 11 **Policy T-9** Support the implementation of specific subarea plans such as the City Center Subarea
- 12 Plan.
- 13 □ □ □
- 14 **Strategy T-9.1** Prioritize funding for transportation investments that support and incentivize the
- 15 development of the City Center Subarea. Do this by investing in pre-design studies
- 16 for City Center infrastructure projects to build public support and improve the ability
- 17 to secure grant funds for project development.
- 18 **Strategy T-9.2** Work with appropriate community stakeholders to develop effective means to
- 19 support implementation of the Edmonds Community College Master Plan and the
- 20 plan for the surrounding neighborhood.
- 21 **Strategy T-9.3** Strive to achieve by 2035 a non-single-occupancy vehicle (transit, bicycling,
- 22 walking, car/vanpooling, telecommuting, or other “virtual” commute) mode split of
- 23 35 percent for peak period trips in the City Center Subarea. Do this by providing a
- 24 pedestrian- and transit-supportive environment, developing supportive land uses,
- 25 working with regional transit agencies to provide expanded transit options, including
- 26 light rail and bus rapid transit, enhancing transportation demand management
- 27 strategies, and implementing a parking development and management plan.

FACILITATE INTERGOVERNMENTAL COORDINATION

- 29 **Policy T-10** Develop a strategy to coordinate effectively with other local, regional, state and
- 30 federal agencies.
- 31 □ □ □
- 32 **Strategy T-10.1** Attend regular meetings of long-standing forums such as Snohomish County
- 33 Infrastructure Coordinating Committee (ICC), Regional Project Evaluating
- 34 Committee (RPEC) at PSRC, and Snohomish County Committee for Improved
- 35 Transportation (SCCIT), WSDOT quarterly meetings and Snohomish County
- 36 Tomorrow (SCT).
- 37 **Strategy T-10.2** Participate in special purpose sub-regional and regional forums convened to deal with
- 38 specific issues of concern to Lynnwood.

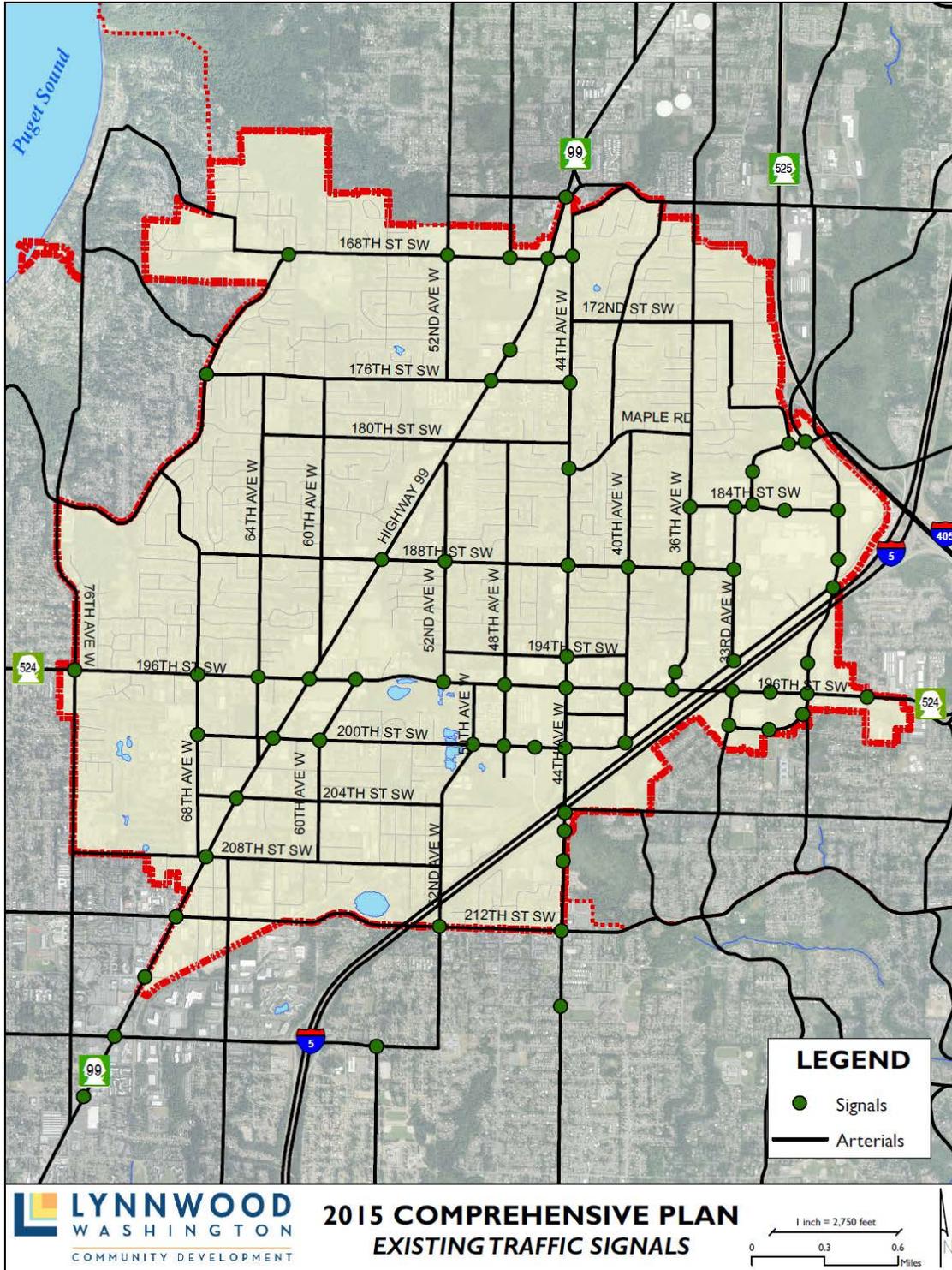
SUSTAINABLE TRANSPORTATION

- 40 **Policy T-11** The City should implement programs that help to reduce the negative effects of
- 41 transportation on the environment and human health.
- 42 □ □ □



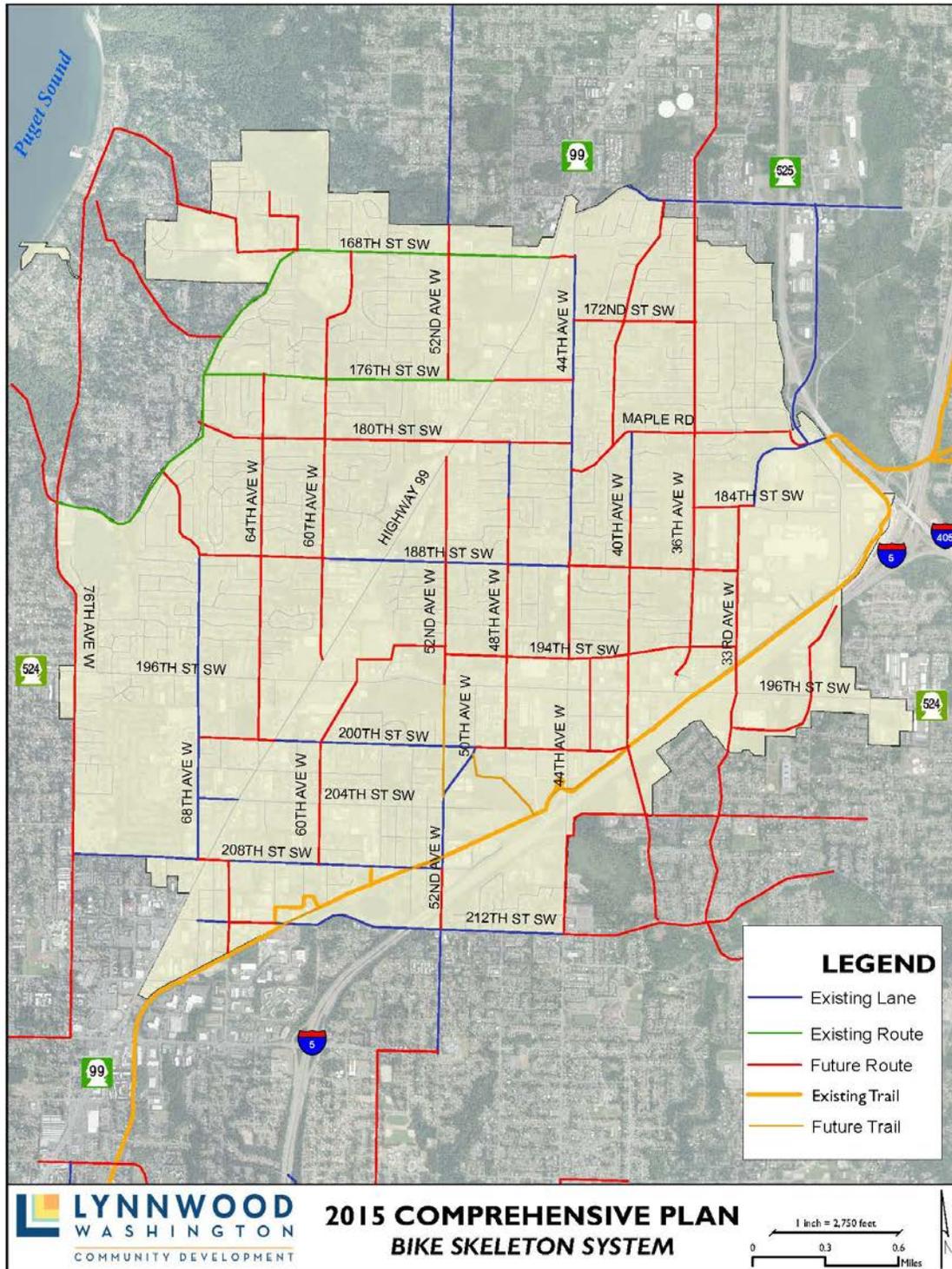
Figure T-5: Arterial Roadway System Plan

1
2
3



1
2

Figure T-6: Existing Traffic Signals



1
2

Figure T-7: Bike Skeleton System

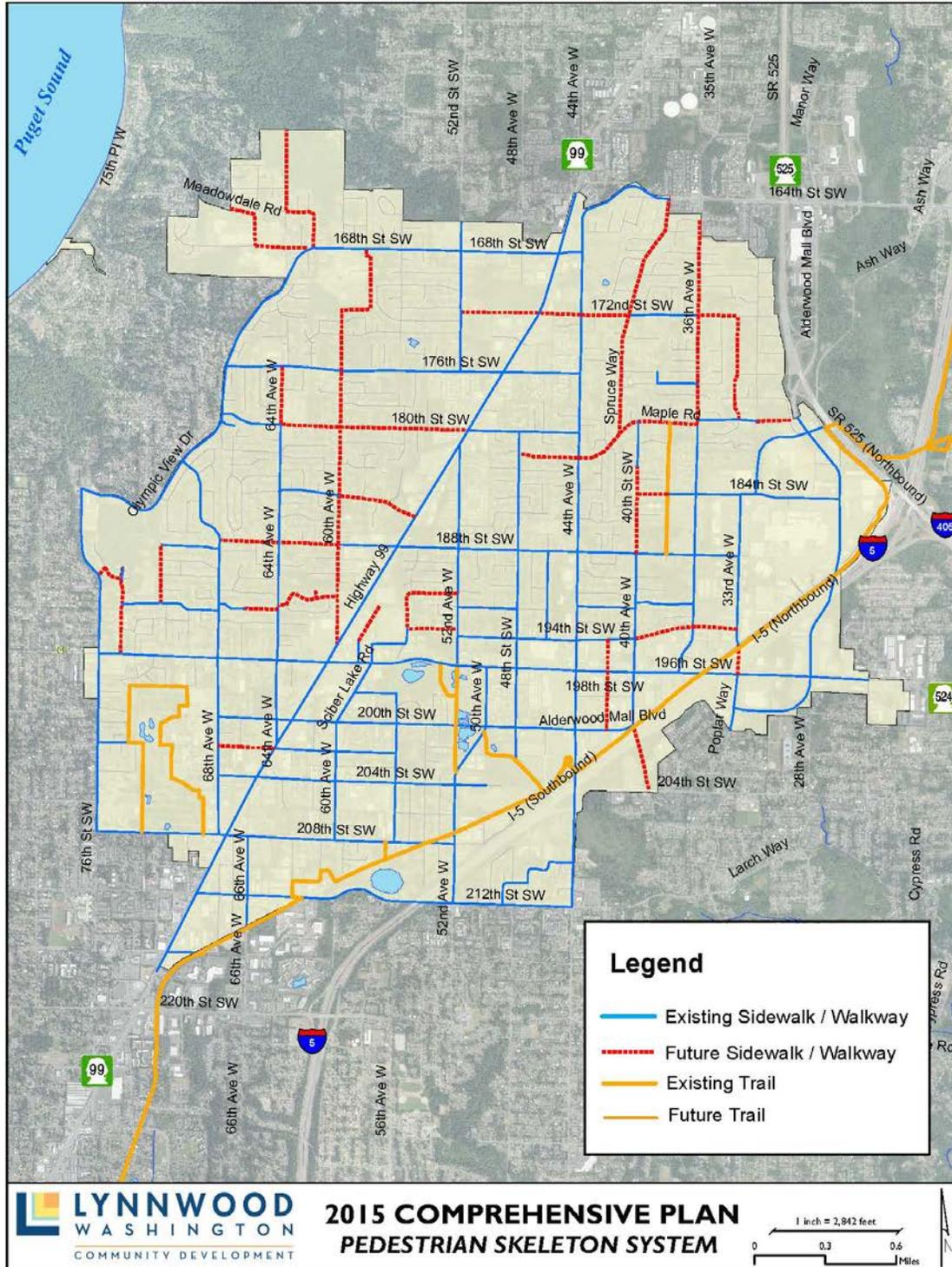


Figure T-8: Pedestrian Skeleton System

1
2
3



Figure T-9: Walking Distance to Planned Light Rail Stations

1
2
3
4

1

20 Year List

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
1	60th Ave W	176th St SW	188th St SW	Pedestrian project P23
2	180th St SW	56th Ave W	44th Ave W	Pedestrian project P74
3	202nd St SW	68th Ave W	SR 99	Pedestrian project P100
4	72nd Ave W/188th Pl SW	192nd Pl SW	68th Ave W	Pedestrian project P4
5	60th Ave W	188th St SW	SR 99	Pedestrian project P22
6	56th Ave W/191st St SW	52nd Ave. W	Trail off 56th	Pedestrian project P28
7	Spruce Rd	172nd St SW	Maple Rd	Pedestrian project P50
8	181st Pl SW/Maple Road	48th Ave W	36th Ave W	Pedestrian project P77
9	184th St SW	40th Ave W	AMP	Pedestrian project P79
10	192nd Pl SW / Dale Way	68th Ave W	60th Ave W	Pedestrian project P85
11	192nd Pl SW	52nd Ave. W	46th Ave W	Pedestrian project P86
12	196th St SW	SR 99	48th Ave W	Pedestrian project P92
13	74th Ave/191st St/190th St	196th St SW	76th Ave W	Pedestrian project P3
14	64th Ave W	176th St. SW	188th St. SW	Pedestrian project P17
15	62nd Ave/165th Pl/64th Ave	Lunds Gulch	168th St. SW	Pedestrian project P25
16	Scriber Creek Trail	Interurban Trail	Scriber Lk Park	Pedestrian project P38
17	48th Ave W	180th St. SW	192nd Pl SW	Pedestrian project P40
18	40th Ave W	188th St. SW	194th St SW	Pedestrian project P48
19	180th St SW	Olympic View	56th Ave W	Pedestrian project P73
20	185th St SW/186th Pl SW	64th Ave W	SR 99	Pedestrian project P76
21	56th Ave W/198th St SW	Scriber Lk Rd	208th St. SW	Pedestrian project P26
22	172nd St SW	44th Ave W	33rd Pl W	Pedestrian project P67
23	193rd Pl/194th St/58th Ave	196th St SW	52nd Ave W	Pedestrian project P88
24	168th/66 th /Meadowdale Rd	West city limit	OVD	Pedestrian project P112
25	60th Ave W	168th St SW	176th St. SW	Pedestrian project P24
26	188th St SW	68th Ave W	SR 99	Pedestrian project P81
27	40th Ave W	Maple Rd	188th St. SW	Pedestrian project P49
28	196th St SW	33rd Ave W	E City limit	Pedestrian project P95
29	Spruce Rd	164th St SW	172nd St SW	Pedestrian project P51
30	58th Pl W	196th St SW	Prop. E-W trail	Pedestrian project P114
Non-Motorized Bicycle Improvements				
31	68th Ave W	208th St. SW	196th St SW	Bicycle project B9
32	52nd Ave W	SR 99	196th St SW	Bicycle project B34
33	200th St SW	SR 99	48th Ave W	Bicycle project B98
34	208th St SW	SR 99	52nd Ave W	Bicycle project B106
35	212th St SW	SR 99	52nd Ave W	Bicycle project B107
36	52nd Ave W	204th St. SW	S city limit	Bicycle project B32
37	48th Ave W	192nd Pl SW	200th St SW	Bicycle project B39

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
38	168th St SW	52nd Ave. W	44th Ave W	Bicycle project B63
39	188th St SW	44th Ave W	33rd Ave W	Bicycle project B83
40	194th St SW	52nd Ave. W	44th Ave W	Bicycle project B89
41	200th St SW	Edmonds CC	SR 99	Bicycle project B97
42	52nd Ave W	N City limit	176th St. SW	Bicycle project B36
43	44th Ave W	Maple Rd	194th St SW	Bicycle project B44
44	176th St SW	54th Ave W	44th Ave W	Bicycle project B70
45	Alderwood Mall Pkwy	Poplar Way	196th St SW	Bicycle project B96
46	212th St SW	52nd Ave. W	44th Ave W	Bicycle project B108
47	216th St SW	SR 99	Interurban Trail	Bicycle project B110
48	66th Ave W	S City limit	208th St. SW	Bicycle project B12
49	60th Ave W/Scriber Lk Rd	196th St SW	208th St. SW	Bicycle project B21
50	62nd Ave/165th Pl /64th	Lunds Gulch	168th St. SW	Bicycle project B25
51	44th Ave W	204th St. SW	212th St SW	Bicycle project B43
52	36th Ave W	Maple Rd	194th St SW	Bicycle project B52
53	204th St SW	44th Ave W	E City Limit	Bicycle project B104
54	64th Ave W	176 th St SW	200 th St SW	Bicycle project B17
55	33rd Ave W	184th St SW	194th St SW	Bicycle project B55
56	180th St SW	56th Ave W	44th Ave W	Bicycle project B74
57	184th St SW	33rd Ave W	36th Ave W	Bicycle project B79
58	188th St SW	68th Ave W	SR 99	Bicycle project B81
59	193rd Pl/194th St/58th Ave	196th St SW	52nd Ave W	Bicycle project B88
60	194th St SW	44th Ave W	33rd Ave W	Bicycle project B90
61	68th Ave W/Blue Ridge Dr	196th St SW	OVD	Bicycle project B10
62	60th Ave W	188th St SW	SR 99	Bicycle project B22
63	60th Ave W	176th St SW	188th St SW	Bicycle project B23
64	Scriber Creek Trail	Interurban Trail	Scriber Lk Park	Bicycle project B38
65	Maple Road	44th Ave W	36th Ave W	Bicycle project B77
66	40th Ave W	188th St. SW	194th St SW	Bicycle project B48
67	Spruce Rd	172nd St SW	Maple Rd	Bicycle project B50
68	Alderwood Mall Pkwy	Interurban Trail	196th St SW	Bicycle project B58
69	180th St SW	Olympic View	56th Ave W	Bicycle project B73
70	168th /66th Ave/Meadowdale	Meadowd. Rd	OVD	Bicycle project B112
71	76th Ave. W	196th St SW	208th St. SW	Bicycle project B2
72	60th Ave W	168th St SW	176th St. SW	Bicycle project B24
73	48th Ave W	180th St. SW	192nd Pl SW	Bicycle project B40
74	172nd St SW	44th Ave W	36th St SW	Bicycle project B67
75	76th Ave W	OVD	196th St SW	Bicycle project B1
76	Spruce Rd	164th St SW	172nd St SW	Bicycle project B51
77	40th Ave W	Maple Rd	188th St. SW	Bicycle project B49

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Non-Motorized Miscellaneous Improvements				
78	I-5/196th St SW Ped Imp.	36th Ave W	Poplar Way	East/west ped route through interchange
79	Sidewalk - ADA Ramps	City-Wide	City-Wide	Bring deficient locations into compliance
80	Pedestrian Signal	SR 99	180th St SW	Pedestrian signal
Intersection Improvements				
81	Intersection Improvements	28th Ave W	AMB	NB Lt turn pocket and traffic signal
82	Intersection Improvements	Sears	AMP	SB Rt turn pocket and reconstruct signal
83	Intersection Improvements	48th Ave W	188th St SW	Traffic signal
84	Intersection Improvements	66th Ave W	212th St SW	Traffic signal
85	Intersection Improvements	52nd Ave W	176th St SW	Traffic signal
86	Intersection Improvements	AMP	196th St SW	Add turn pockets and reconstruct signal
87	Intersection Improvements	61st Pl W	212th St SW	Traffic signal
88	Intersection Improvements	50th Ave W	196th St SW	Traffic signal
89	Intersection Improvements	44th Ave W	172nd St SW	Traffic signal
90	Intersection Improvements	44th Ave W	180th St SW	Traffic signal
91	Intersection Improvements	40th Ave W	198th St SW	Traffic signal
92	Intersection Improvements	AMP	Poplar Way	Traffic signal
93	Intersection Improvements	AMP	182nd St SW	Traffic signal
North/South Capacity Improvements				
94	36th Ave W Improvements	Maple Road	164th St SW	Turn lanes, bike lanes, sidewalk
95	Poplar Extension Bridge	196th St SW	AMB	5/6 lane bridge over I-5 (new connection)
96	33rd Ave W Extension	184th St SW	AMP	New road through old high school
97	33rd Ave W Extension	33rd Ave W	184th St SW	New road through mall or H-Mart
98	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd Extension
99	52nd Ave W Improvements	176th St SW	168th St SW	Add turn lanes, bike lanes, sidewalk
100	Beech Road Extension	AMP	Maple Road	Continuous road behind Kohls and Target
101	40th Undercrossing of I-5	204th St/Larch	AMB/40th Ave	New connection across I-5
East/West Capacity Improvements				
102	204th St SW Extension	68th Ave W	SR 99	New road
103	Maple Road Extension	32nd Ave W	AMP	New road
104	196th St SW Improvements	SR 99	Scriber Lk Rd	Add lanes
105	196th St SW Improvements	Scriber Lk Rd	48th Ave W	Add lanes

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
106	188th St SW Improvements	68th Ave W	60th Ave W	Add turn lanes, bike lanes, sidewalk
City Center Improvements				
107	196th St SW Improvements	48th Ave W	36th Ave W	Add lanes
108	200th St SW Improvements	64th Ave W	48th Ave W	Add lanes
109	200th St SW Improvements	48th Ave W	40th Ave W	Add lanes
110	42nd Ave W Improvements	200th St SW	194th St SW	New road
111	194th St SW Improvements	40th Ave W	33rd Ave W	New road
112	44th Ave W Improvements	I-5	194th St SW	Add lanes
Freeway Improvements				
113	I-5/44th Ave W Interchange	I-5	44th Ave W	NB ramps and two braids
114	NB I-5 Braided Ramps	196th St SW	I-405	One braided ramp
115	New Ramp	SB I-5	WB SR525	New Interchange Ramp
Maintenance Programs				
116	Overlay	City-Wide	City-Wide	Pavement overlay
117	Traffic Signal Rebuild	City-Wide	City-Wide	Periodic repair of signals
118	Sidewalk - O & M	City-Wide	City-Wide	Periodic repair of sidewalks
Other Projects				
119	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (DMS)
120	Neighborhood Traffic Calming	City-Wide	City-Wide	Misc. projects
121	Lynnwood Link Trolley	ECC, LTC, CC, Alderwood		Feasibility study
122	SR 99 Corridor Safety	164th St SW	218th St SW	Access management
123	Tran Element/Tran Bus Plan	City-Wide	City-Wide	Misc. planning documents

1
2

