

MAY 2021 DRAFT

CONNECT  
LYNNWOOD:

# ACTIVE & ACCESSIBLE TRANSPORTATION PLAN



# ACKNOWLEDGEMENTS

Special thanks to the members of the Lynnwood community who contributed through the **Connect Lynnwood** planning process. Your input and expertise shaped this plan and your continued involvement will make Lynnwood a more active and accessible community!

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## Photographs

All photographs courtesy of the project team or the City of Lynnwood unless otherwise noted.



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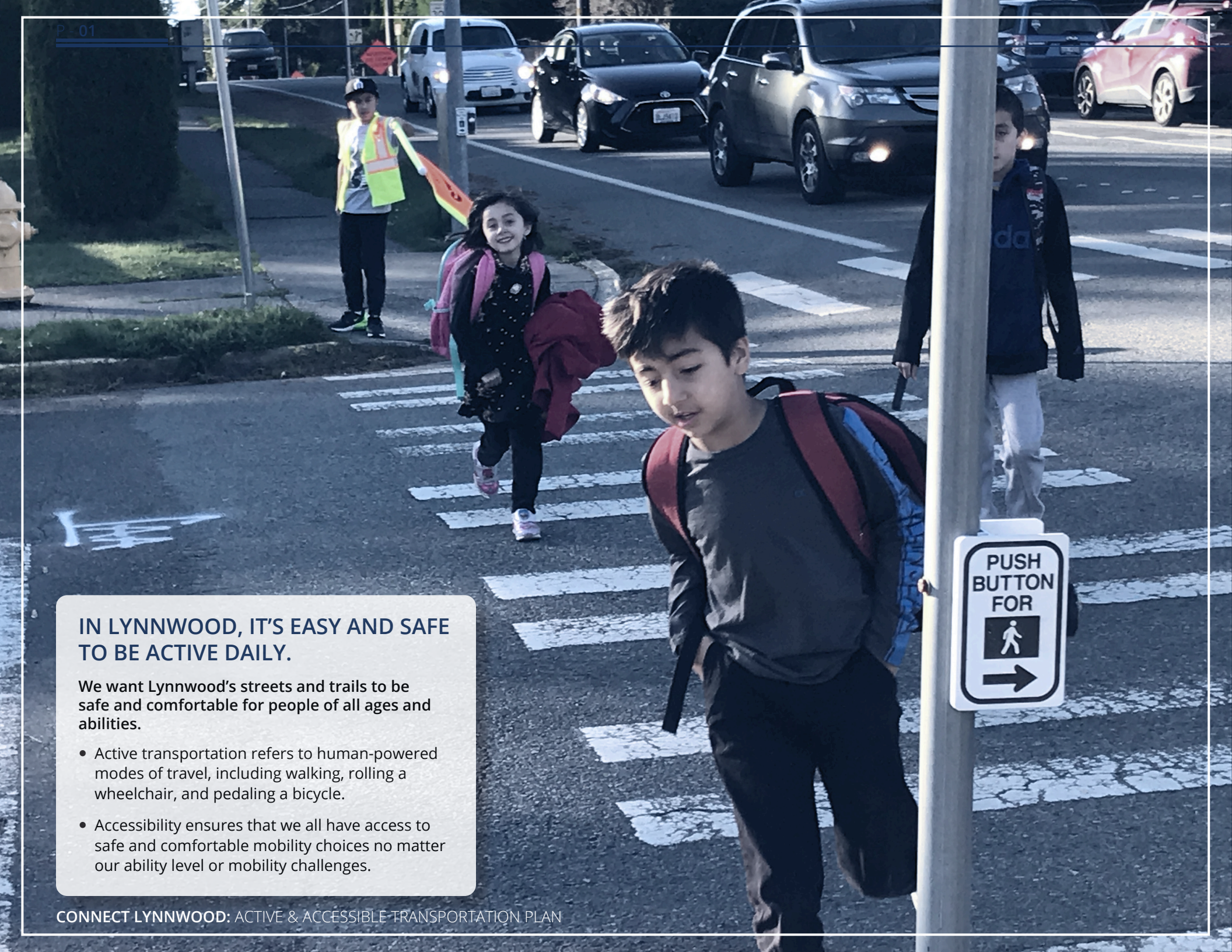




## IN LYNNWOOD, IT'S EASY AND SAFE TO BE ACTIVE DAILY.

We want Lynnwood's streets and trails to be safe and comfortable for people of all ages and abilities.

- Active transportation refers to human-powered modes of travel, including walking, rolling a wheelchair, and pedaling a bicycle.
- Accessibility ensures that we all have access to safe and comfortable mobility choices no matter our ability level or mobility challenges.







# 01

## INTRODUCTION

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**CONNECT LYNNWOOD IS OUR VISION FOR CONNECTED, COMFORTABLE WALKING AND BICYCLING NETWORKS.**

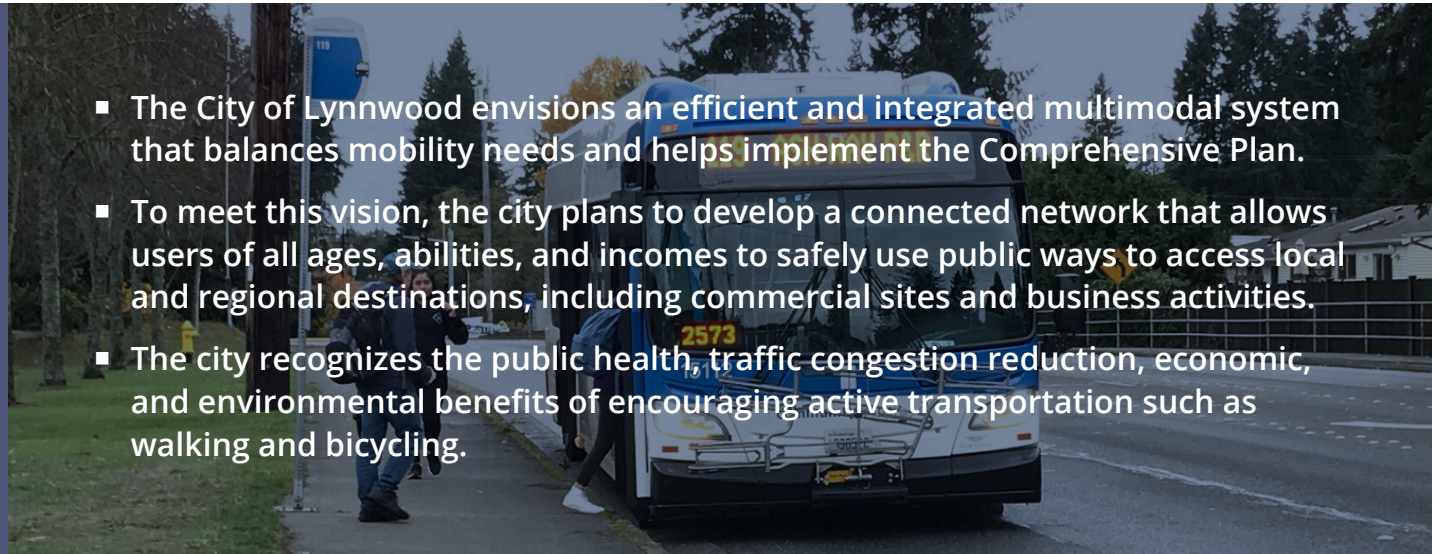
*Connect Lynnwood: Active & Accessible Transportation Plan (Connect Lynnwood)* is our long-term vision and near-term action plan for improving walking and bicycling.

With your feedback, we updated Lynnwood's walking and bicycling networks and identified which projects to build first. These projects will make it more convenient to walk, roll, and bicycle in our community.



# COMPLETE STREETS VISION

- The City of Lynnwood envisions an efficient and integrated multimodal system that balances mobility needs and helps implement the Comprehensive Plan.
- To meet this vision, the city plans to develop a connected network that allows users of all ages, abilities, and incomes to safely use public ways to access local and regional destinations, including commercial sites and business activities.
- The city recognizes the public health, traffic congestion reduction, economic, and environmental benefits of encouraging active transportation such as walking and bicycling.



## ACTIVE & ACCESSIBLE TRANSPORTATION PLAN GOALS



### BALANCE

Provide transportation options to meet Lynnwood mobility needs with an integrated multimodal system



### CONNECTIVITY

Create comfortable, complete walking and bicycling networks



### SAFETY

Create safer conditions for people walking and bicycling



### EQUITY

Address inequities and lack of access experienced by underserved and underrepresented communities



### HEALTH

Increase physical activity by making it easy and safe to be active on public ways



## MORE MOBILITY CHOICES ARE COMING TO LYNNWOOD!

*In 2024, Sound Transit Link light rail will open at Lynnwood City Center Station*

With a train arriving every 10 minutes and a half-hour travel time to Downtown Seattle, many Lynnwood and Snohomish County residents and workers will travel to Lynnwood's City Center station to board the train.

*Connect Lynnwood* is our plan to improve active transportation connections so everyone has more travel choices, including to our future light rail stations.

Balancing our mobility needs and how we use our streets is especially important over the next 15 years, until Everett's Link light rail stations open in 2036.

*We envision an integrated, multimodal transportation system with many ways for people to move, including driving, taking transit, walking, rolling a wheelchair, and riding a bicycle.*

### SOUND TRANSIT FUTURE SERVICE

#### Link Light Rail

Future service:

- Everett–Seattle–West Seattle
- Redmond–Seattle–Marinere

In service:

- Univ. of Washington–Angle Lake

#### Sounder Commuter Rail

In service:

- North Line (Everett–Seattle)

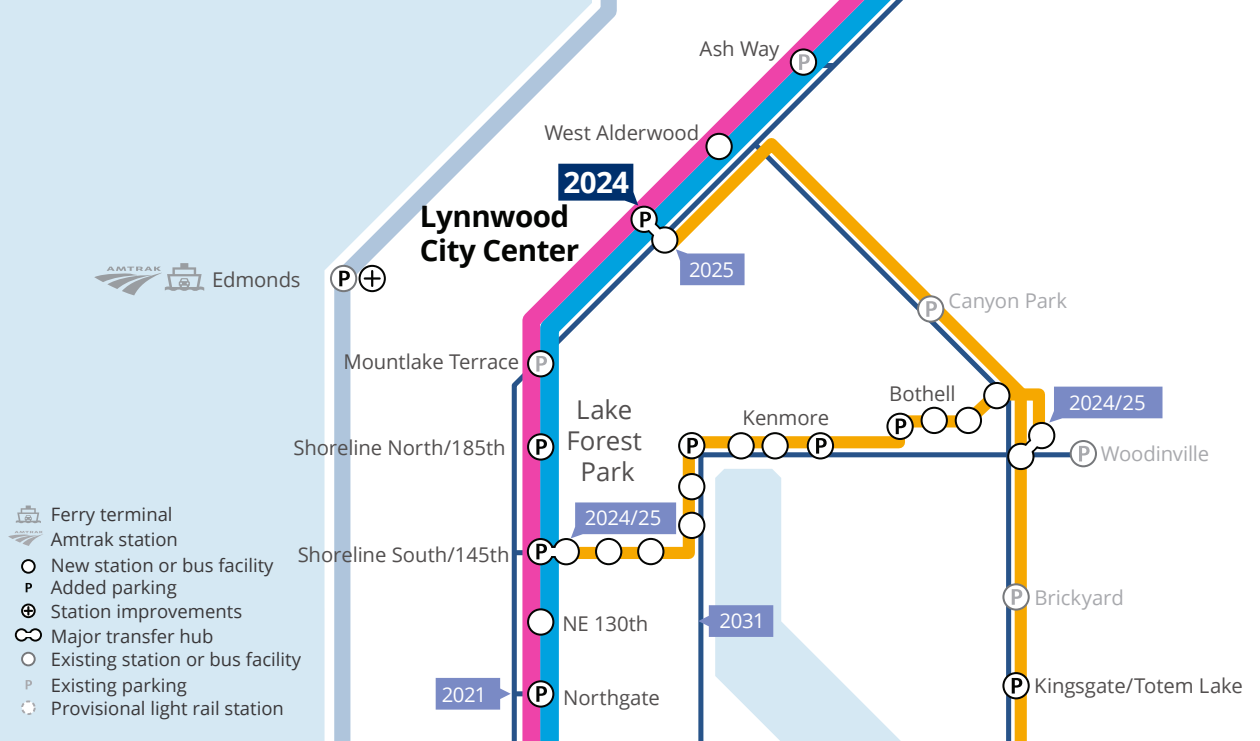
#### Bus

Future service:

- Bus Rapid Transit (BRT)

In service:

- ST Express bus



2021-2024 the City of Lynnwood is preparing for Sound Transit Link light rail service at the Lynnwood City Center station. 2024-2036 the City Center station will be the northern terminus of the Sound Transit system until the Everett Link light rail extension opens. Source: Sound Transit





## NEARLY ALL OF OUR TRIPS BEGIN OR END WITH A FORM OF ACTIVE TRANSPORTATION

Whether you're walking to or from your car while shopping, rolling to a bus stop, or bicycling to school, we want you to have choices for how you move in Lynnwood.





# 02

## WHAT'S IT LIKE TO WALK AND BICYCLE IN LYNNWOOD TODAY?

**OUR ACTIVE TRANSPORTATION NETWORK CONNECTS PEOPLE WALKING, ROLLING, AND BICYCLING TO MANY DESTINATIONS IN LYNNWOOD.**

*Connect Lynnwood* builds on our existing network of walkways, trails, street crossings, and bikeways. This chapter describes our current network, popular destinations, and the ways we travel.





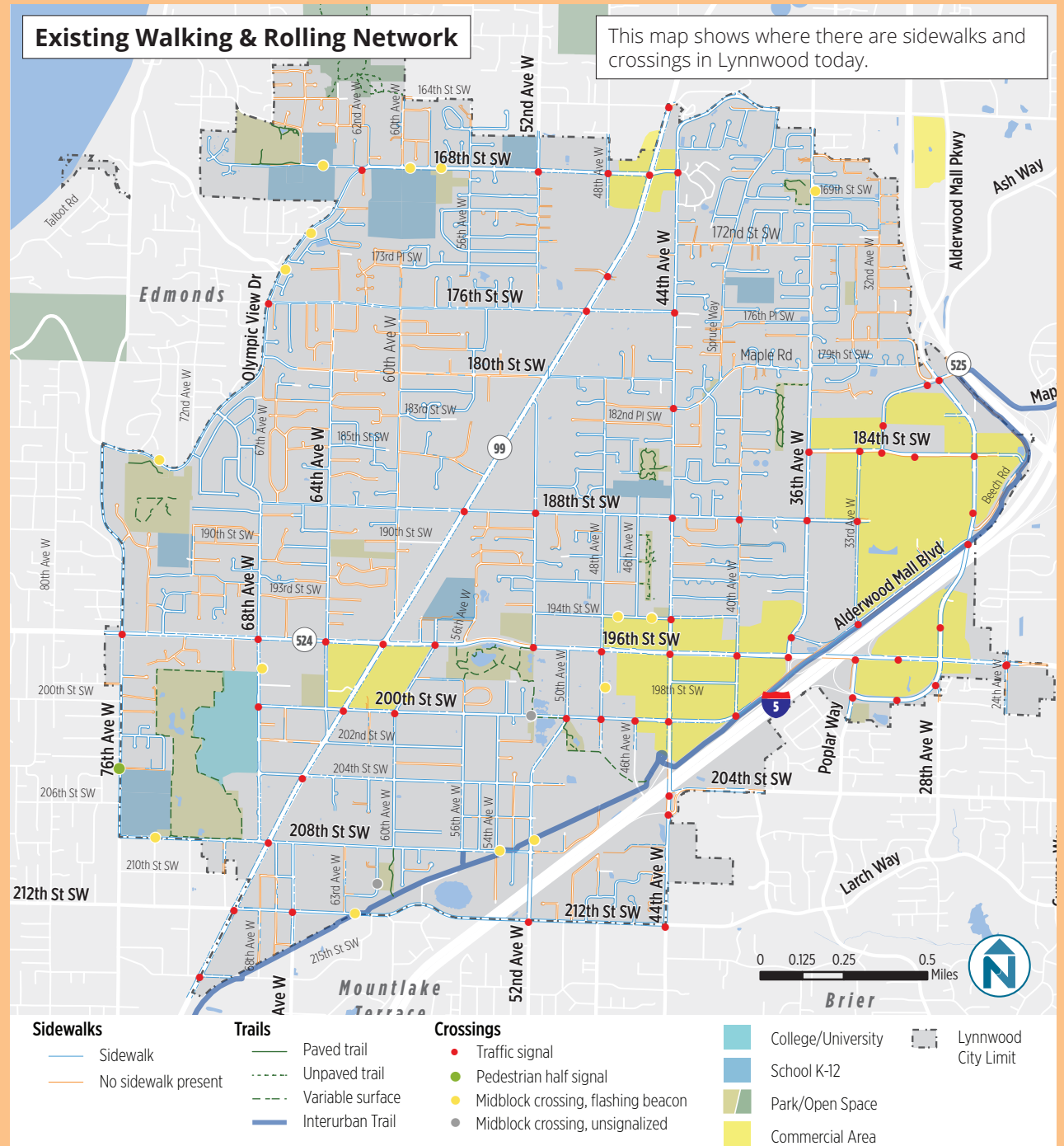
Most of our busy streets have sidewalk on both sides.



Some crosswalks are enhanced with flashing lights and median islands to support people crossing the street.



Some residential streets lack sidewalks.



## OUR WALKING AND ROLLING NETWORK INCLUDES SIDEWALKS, TRAILS, AND STREET CROSSINGS.

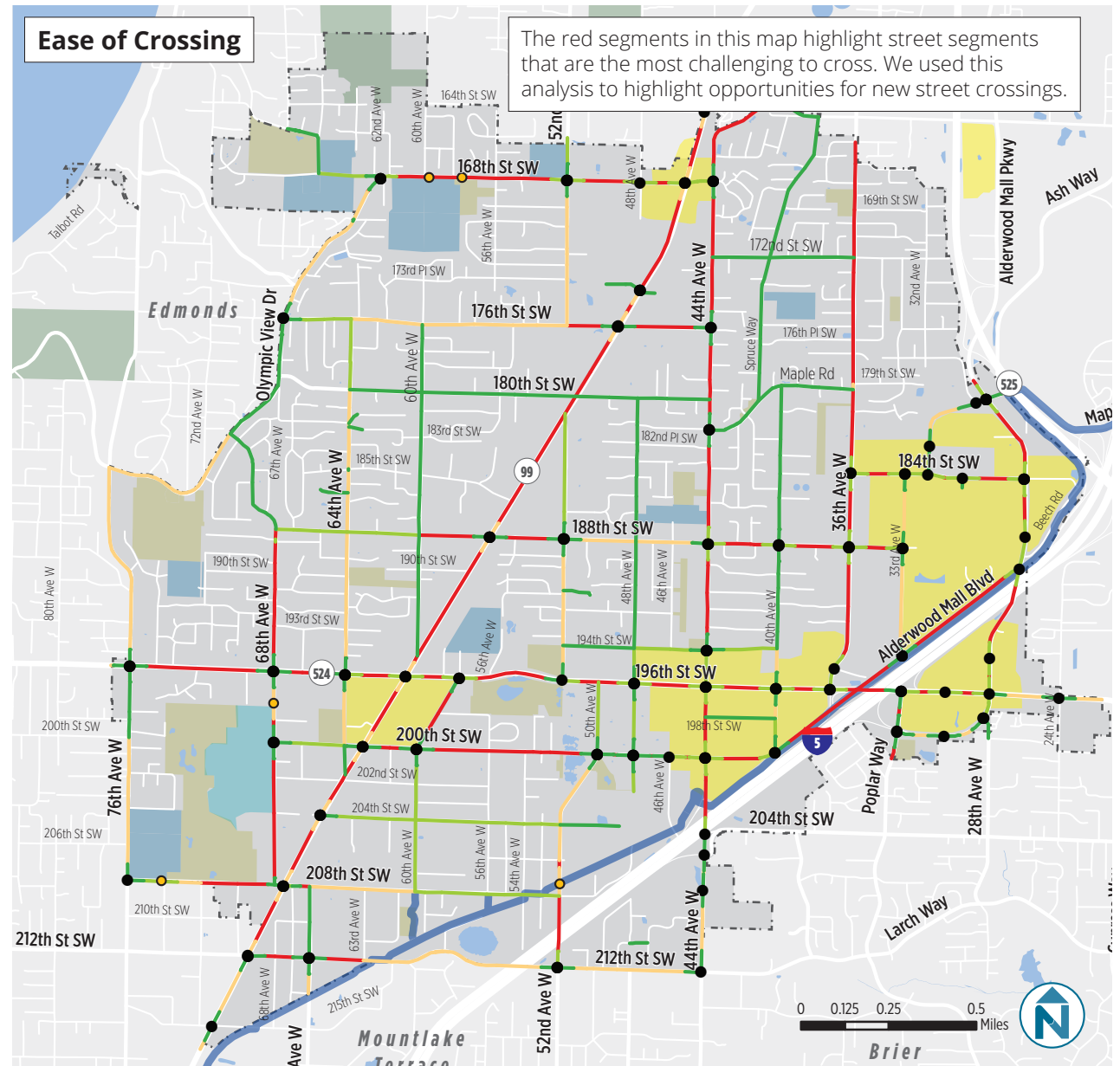
*We have 135 miles of sidewalk and nearly 15 miles of trails, including recreational soft surface trails.*

Connect Lynnwood identifies opportunities for new walkways and crossings to provide more connections to the places you want to walk and roll

## SOME STREETS ARE DIFFICULT TO CROSS.

*We've heard from you that it can be challenging to cross some of Lynnwood's busy streets.*

- Wide streets with many lanes make for long street crossings
- Long distances between signals or stop signs limit where people can comfortably cross the street
- Intersections and streets with a lot of traffic and higher speeds can be daunting to cross







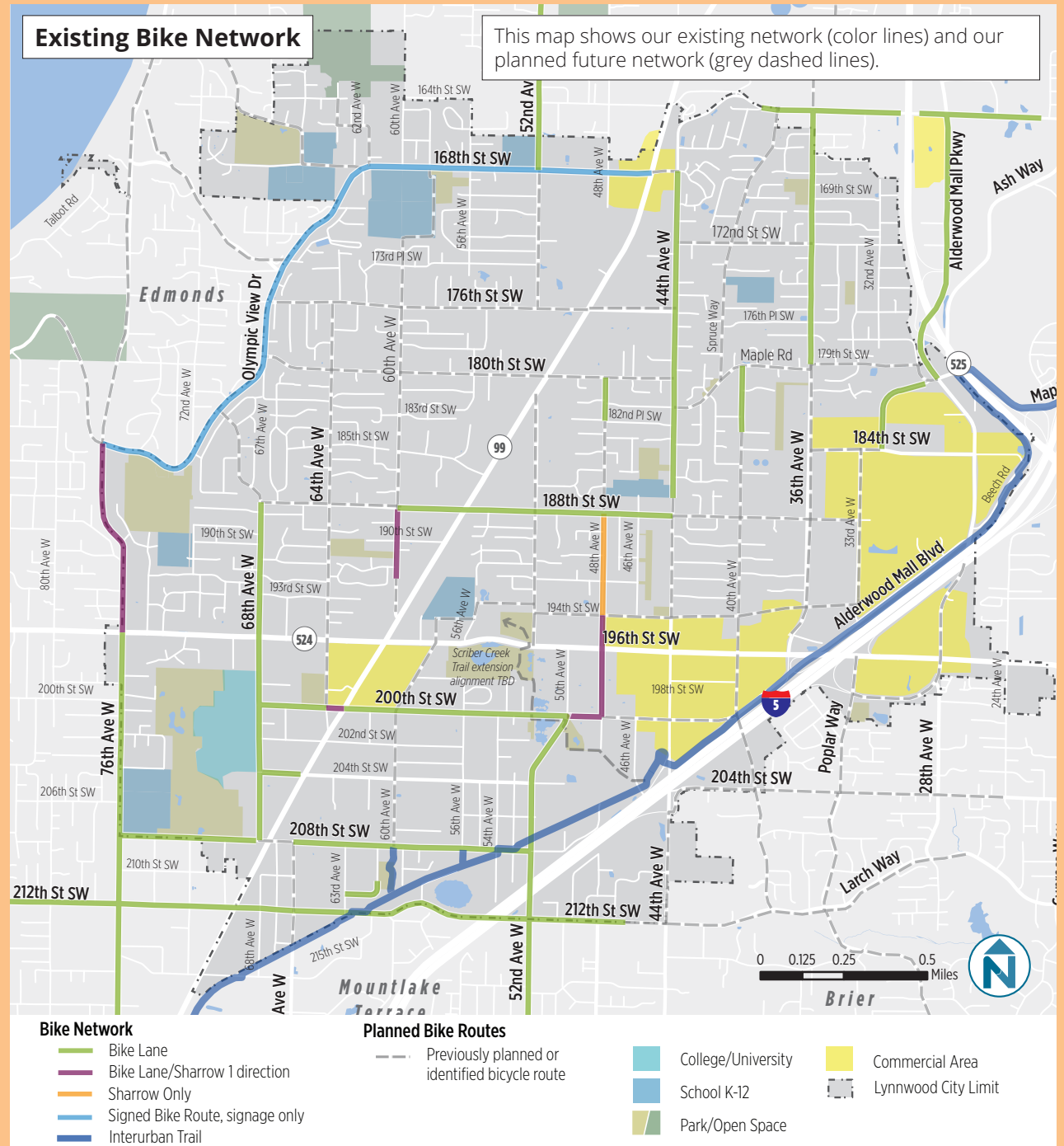
Most of our on-street bikeways include striped bike lanes with some shared lane markings (sharrows) and signed bike routes.



Wayfinding signs along bicycle routes direct people to nearby destinations.



Between 2018 and 2020, Lynnwood trail counters on the Interurban Trail tallied nearly 279,000 people riding bicycles.



## OUR BIKE NETWORK INCLUDES ON-STREET BIKEWAYS, WAYFINDING SIGNS ALONG BIKE ROUTES, AND TRAILS.

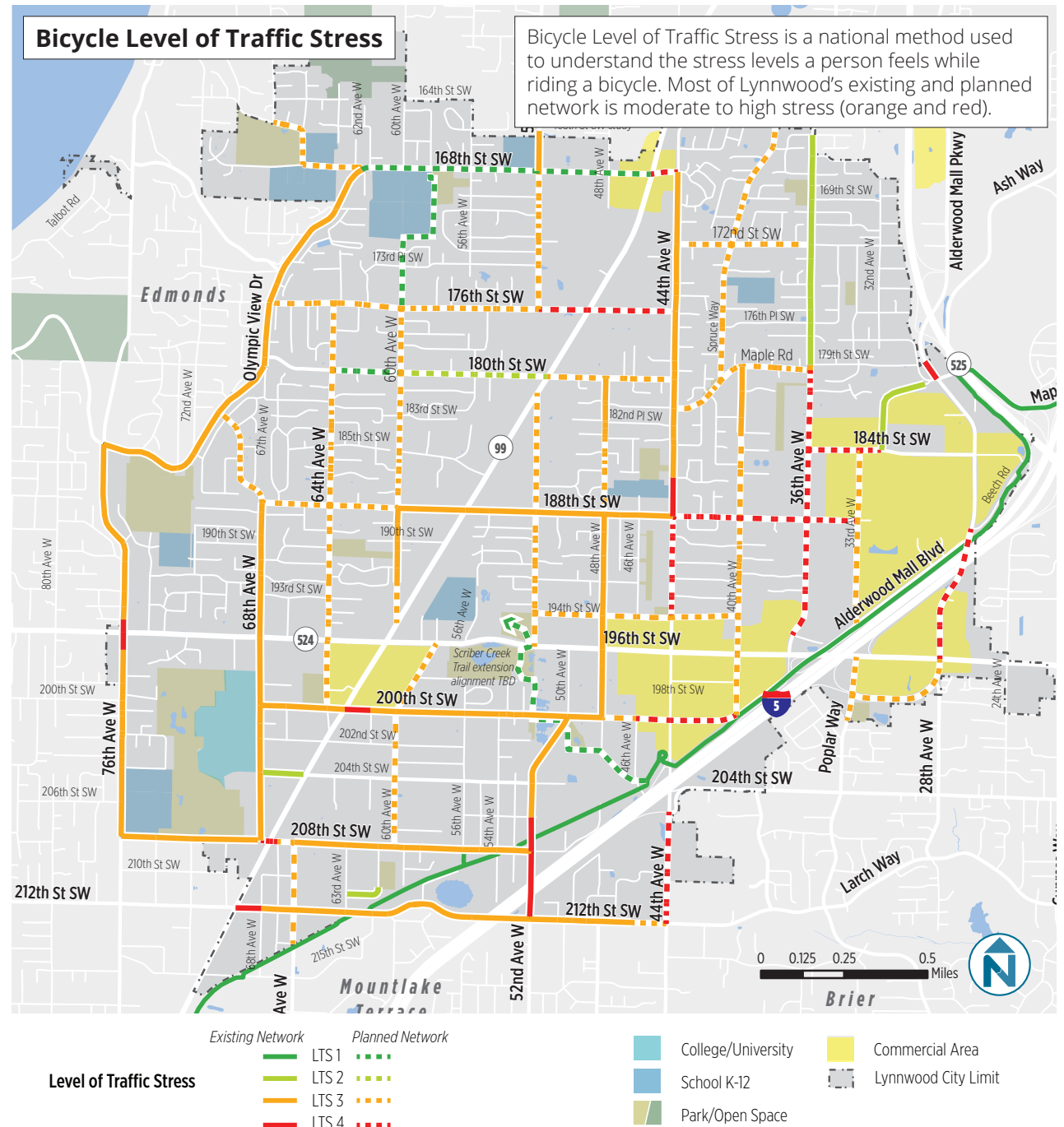
*Bikeways can be bike lanes, buffered bike lanes, or protected bike lanes on the street, paths beside a road, and trails like the Interurban Trail.*

Lynnwood has more than 100 miles of streets, including 19 total miles of bikeways. Four miles of the Interurban Trail, a major regional connection from Everett to Seattle, travels through Lynnwood.

A quarter of our bikeway network consists of signed routes, meaning there is signage alerting drivers the roadway is a bicycle route, but no street space dedicated to bicyclists.

## SOME OF OUR ON-STREET BIKEWAYS ARE STRESSFUL TO RIDE ALONG.

Of our 19 miles of bikeway, only **X** miles are “low-stress” [LTS 1 or 2], meaning they are comfortable for beginner riders or families. We’ve heard from you that riding a bike along busy streets can be uncomfortable, especially when bikeways are not separated from car traffic.





## WHERE CAN WE MAKE LYNNWOOD'S STREETS SAFER FOR PEOPLE WALKING AND BICYCLING?

*We analyzed where collisions involving people walking and bicycling occurred in Lynnwood between 2010-2018.*

Streets with a higher number of collisions involving people walking and bicycling include:

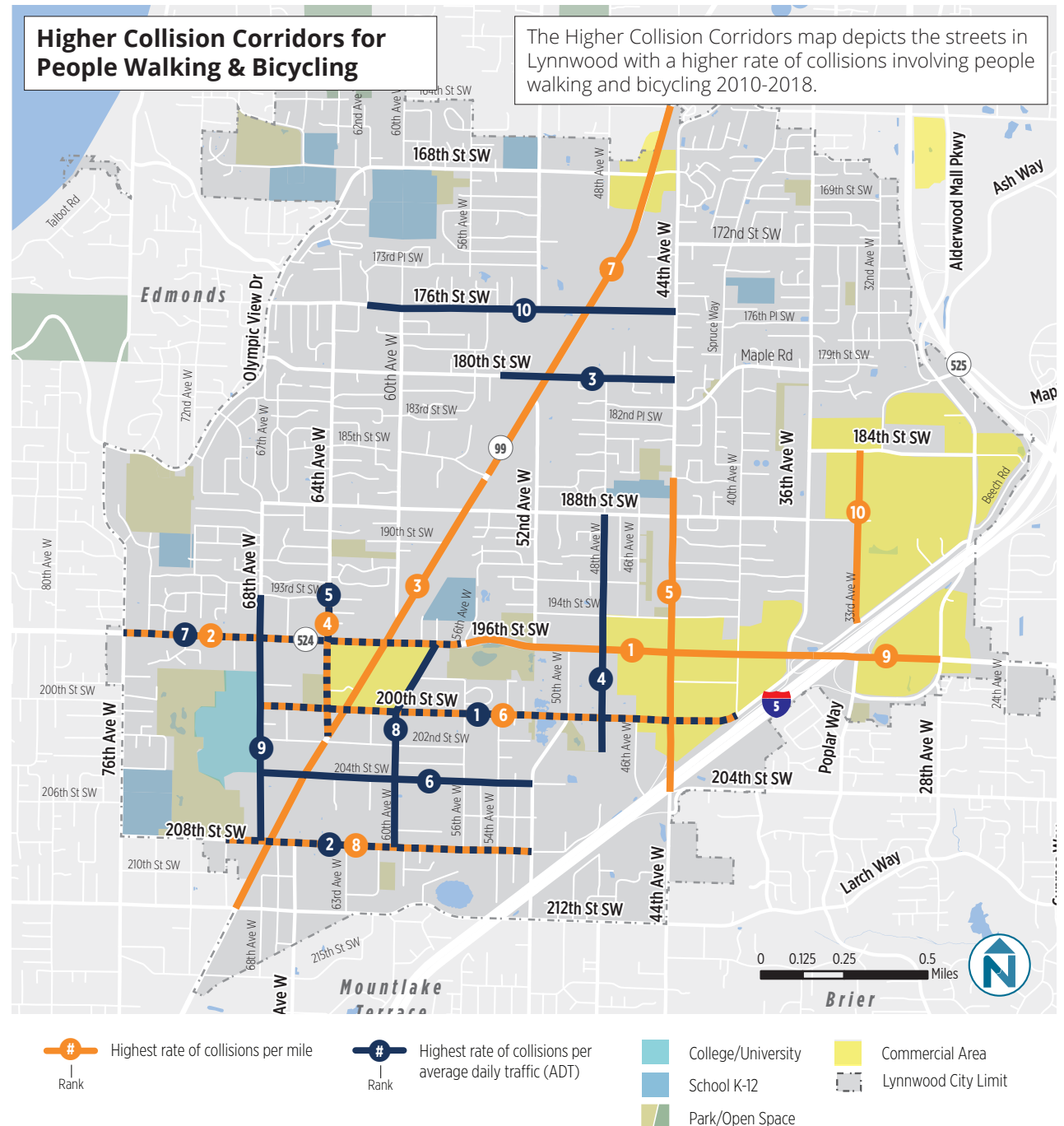
- State Routes: SR-99 and SR-524 (i.e., 196th St SW)
- Places where more people travel along our streets: Near Alderwood Mall, Lynnwood Square, and Edmonds College

We are prioritizing improvements along streets with a history of collisions involving people walking and bicycling.

*Walking and bicycling improvements along streets with more collisions involving people walking and bicycling will make Lynnwood even safer than it is today.*

### Higher Collision Corridors for People Walking & Bicycling

The Higher Collision Corridors map depicts the streets in Lynnwood with a higher rate of collisions involving people walking and bicycling 2010-2018.









## IN OUR EARLY COMMUNITY CONVERSATIONS, WE ASKED WHAT WOULD HELP YOU WALK AND BIKE MORE.

In our online survey and in-person outreach you shared the top five barriers to walking and bicycling in Lynnwood today:

- No sidewalks or narrow sidewalks in poor condition
- Busy streets with high speed traffic
- Intersections that are difficult to cross
- Lack of bikeways connecting to where you want to go

*You shared that walkways and bikeways that are separated from traffic would make active travel more comfortable and convenient.*

We asked what types of street design features would help you feel more comfortable walking, rolling, and bicycling. You ranked the features pictured below as most important.



Sidewalks with buffers that create space between people walking and rolling and people driving



Off-street multi-use trails and wide sidepaths that separate people on trails from busy streets

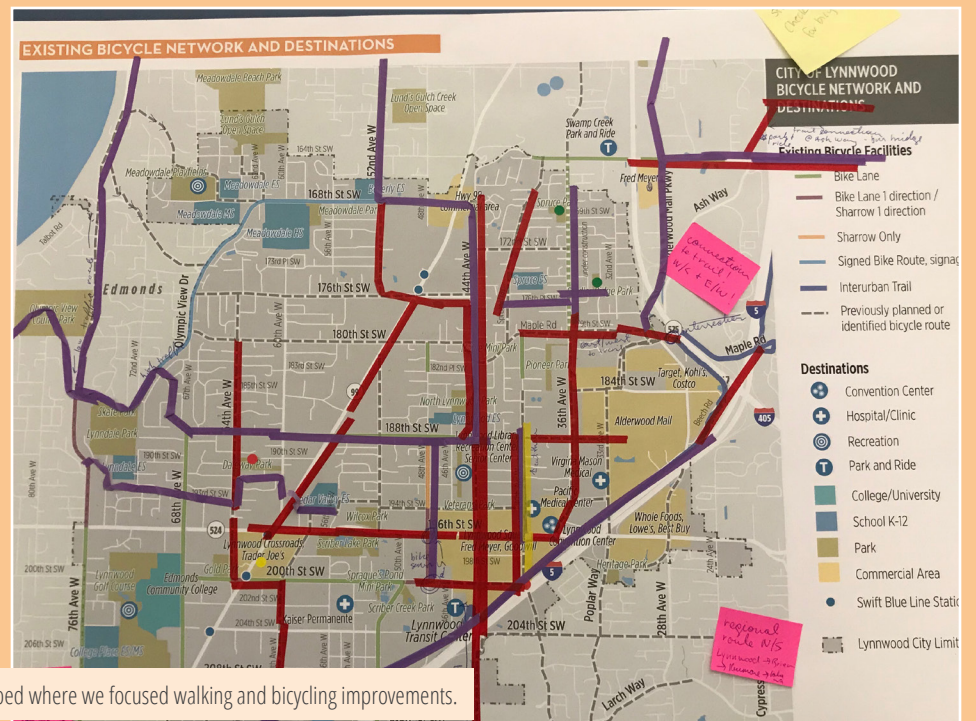
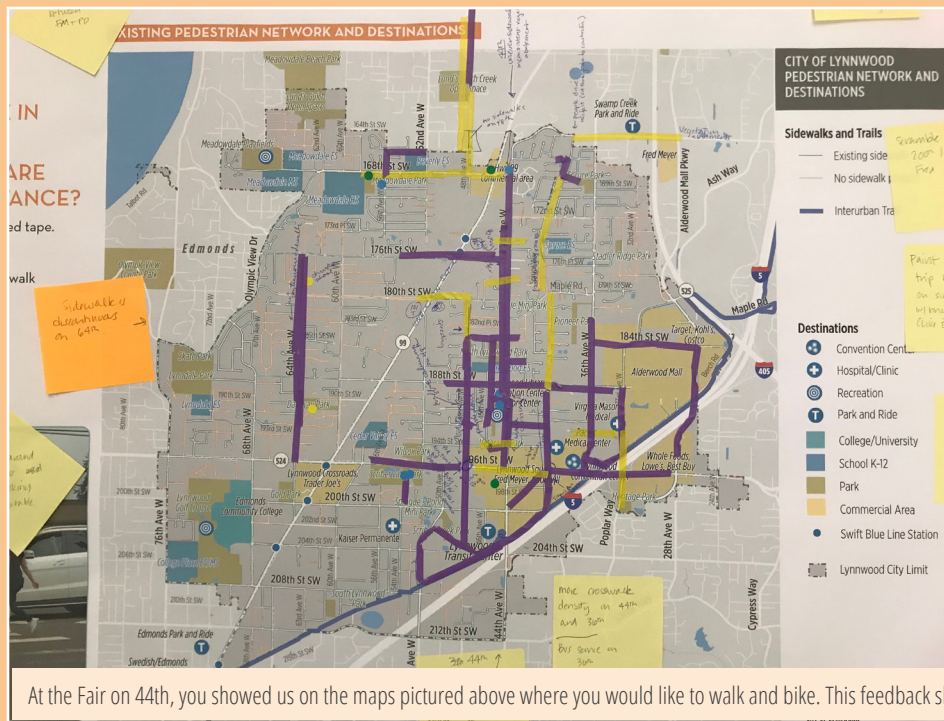


Crosswalks that enhance the visibility and priority of people crossing the street



Street lighting, landscaping, and furnishings that make your walk more pleasant





At the Fair on 44th, you showed us on the maps pictured above where you would like to walk and bike. This feedback shaped where we focused walking and bicycling improvements.

## CONNECTIONS TO SCHOOLS, PARKS, TRAILS, TRANSIT AND COMMERCIAL HUBS ARE IMPORTANT WALKING AND BICYCLING DESTINATIONS.

We asked you about the places you access on foot or by bicycle now, and the places you'd like to walk and bike in the future. You shared the destinations and corridors listed below.

- City Center, including the 196th St SW and 200th St SW corridors
- Lynnwood Transit Center
- Civic destinations along 44th Ave W: North Lynnwood Park, Lynnwood Elementary, the Recreation Center, Senior Center, City Hall, Lynnwood Library, and several grocery stores
- 40th Ave W in City Center: Busy transit stops, Goodwill, and new senior housing.

- Commercial hubs along SR 99, including Koreatown at 168th St SW, the Crossroads at 196th St SW, and 200th St SW.
- Edmonds College District along 68th Ave W near 200th St SW



**Make safe biking to new transit center a priority – better lighting, bike lanes. Multi-use trails are ideal."**





Photo source: City of Seattle Lifelong Recreation Program

## OLDER ADULTS IN LYNNWOOD WALK AND ROLL DAILY, ESPECIALLY NEAR CITY CENTER.

*In February 2020, we met with older adults at the Lynnwood Senior Center to learn about their experience walking and rolling in Lynnwood.*

These seven community members shared that they walk to meet their daily needs, including to the senior center, bus stops, and nearby grocery stores and pharmacies.

**The focus group of older adults shared these insights about their walking experience:**

- Steep curb cuts across sidewalks make it difficult to roll across in a wheelchair
- Frequent sidewalk closures or lack of accessible paths across areas under construction are barriers for those with mobility challenges
- Long distances between crossings of busy streets and a disconnected street network make for long trips
- Lack of sidewalk maintenance, including prominent seams and buckled surfaces, create hazards for people walking & rolling

We used the focus group's input to inform types of improvements. If Lynnwood's older adults feel comfortable walking and rolling, everyone in the community will feel more comfortable. Accessible street design benefits everyone.

**The types of improvements listed below would make a big difference improve older adults' walking and rolling trips.**

- Crossing enhancements such as pedestrian push buttons, longer phases with more time to cross the street, and limiting right turns on red for cars
- Buffers between the sidewalk and the street
- Well-maintained sidewalks
- Improved lighting and more benches and places to pause
- Wayfinding and safe routes for seniors that connect key destinations, including the Interurban Trail and the Senior Center

“

**I have medical issues. It's almost impossible to cross the street in the short amount of time given to cross the street.”**



## LYNNWOOD STUDENTS AND FAMILIES NEED MORE SIDEWALKS AND CROSSINGS TO FEEL COMFORTABLE WALKING TO SCHOOL.

*We worked with Edmonds School District to distribute a survey to families at Lynnwood's 10 public schools. We received 137 survey responses.*

We asked families about barriers for students walking, rolling, and bicycling to school and what types of improvements would make the biggest difference. They ranked the top barriers listed below.

- No sidewalks
- Busy streets with high traffic speeds
- Busy intersections that are difficult to cross

Families prioritized the types of improvements listed below.

- More sidewalks
- More crosswalks
- More enforcement of school zone speeds

Continue reading to learn more about the school access and safety improvements we recommended for each public school in Lynnwood!







WHERE CAN WALKING AND  
BICYCLING IMPROVEMENTS MAKE  
THE BIGGEST DIFFERENCE?



# 03

## ACTIVE & ACCESSIBLE TRANSPORTATION NETWORK

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### WHERE CAN WALKING AND BICYCLING IMPROVEMENTS MAKE THE BIGGEST DIFFERENCE?

This chapter describes how we identified opportunities for walking and bicycling improvements in line with *Connect Lynnwood* goals. We strive for all of Lynnwood's streets to be walkable and accessible to people of differing abilities. We envision a bike network that offers complete connections between Lynnwood destinations with a subset of bikeways that offer more separation from traffic.



## OVER TIME, ALL OF LYNNWOOD'S STREETS WILL BE WALKABLE AND ACCESSIBLE.

*All of Lynnwood's streets comprise our walking and rolling network.*

We will continue improving our streets with separated walkways and enhanced crossings to make them more comfortable and accessible.

We heard during outreach that you would like to walk or roll to the park, school, bus stops, and commercial hubs.

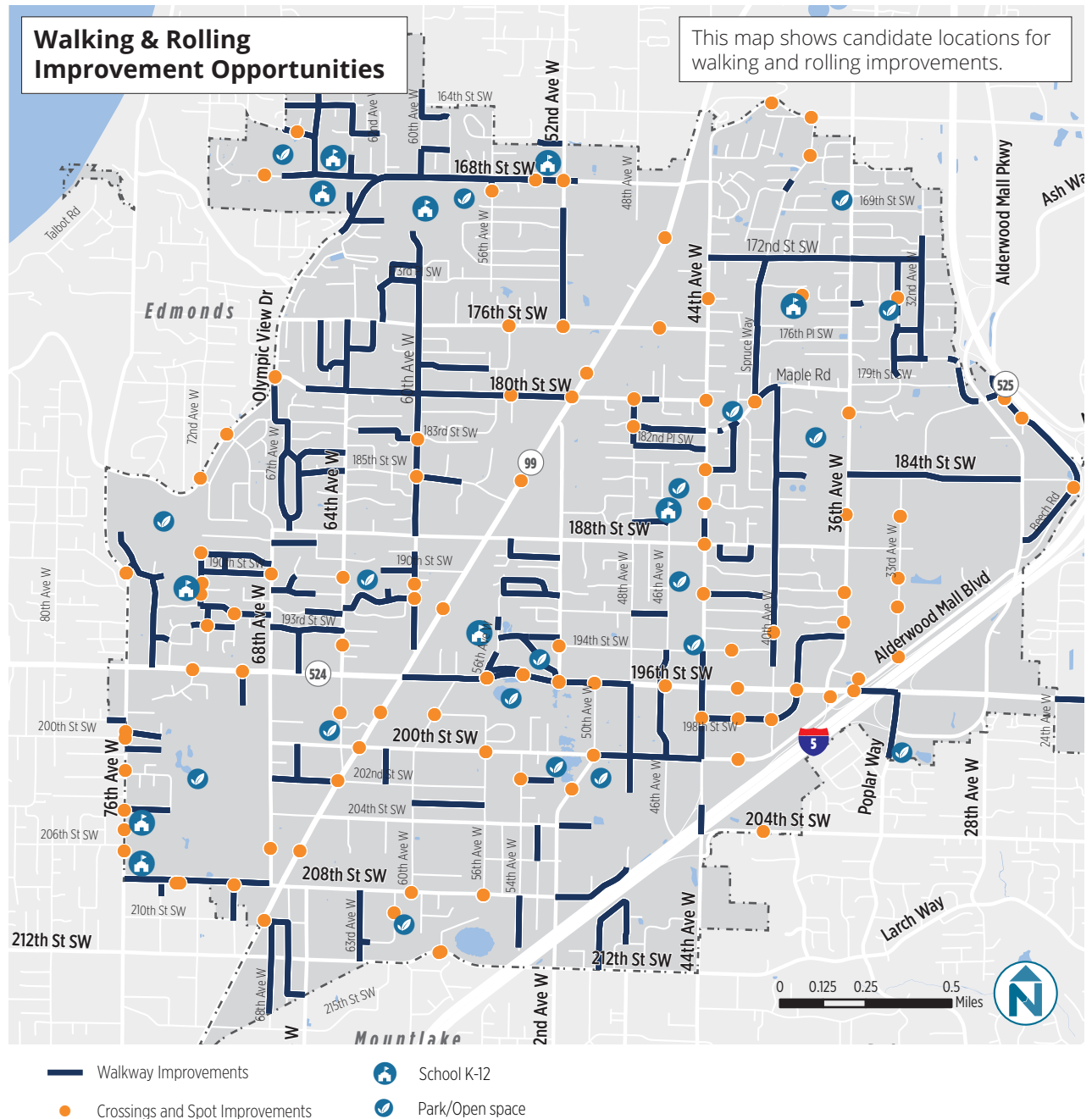
In the coming years, we will focus our improvements along streets connecting to these destinations first.

### Busy streets missing sidewalks

- Busy streets without sidewalk on both sides
- Residential streets without a walkway on at least one side

### Places where it's difficult to cross the street

- Street segments with long distances between signals and stop signs
- Wide, busy streets with long crossing distances
- Locations that you shared are challenging to cross



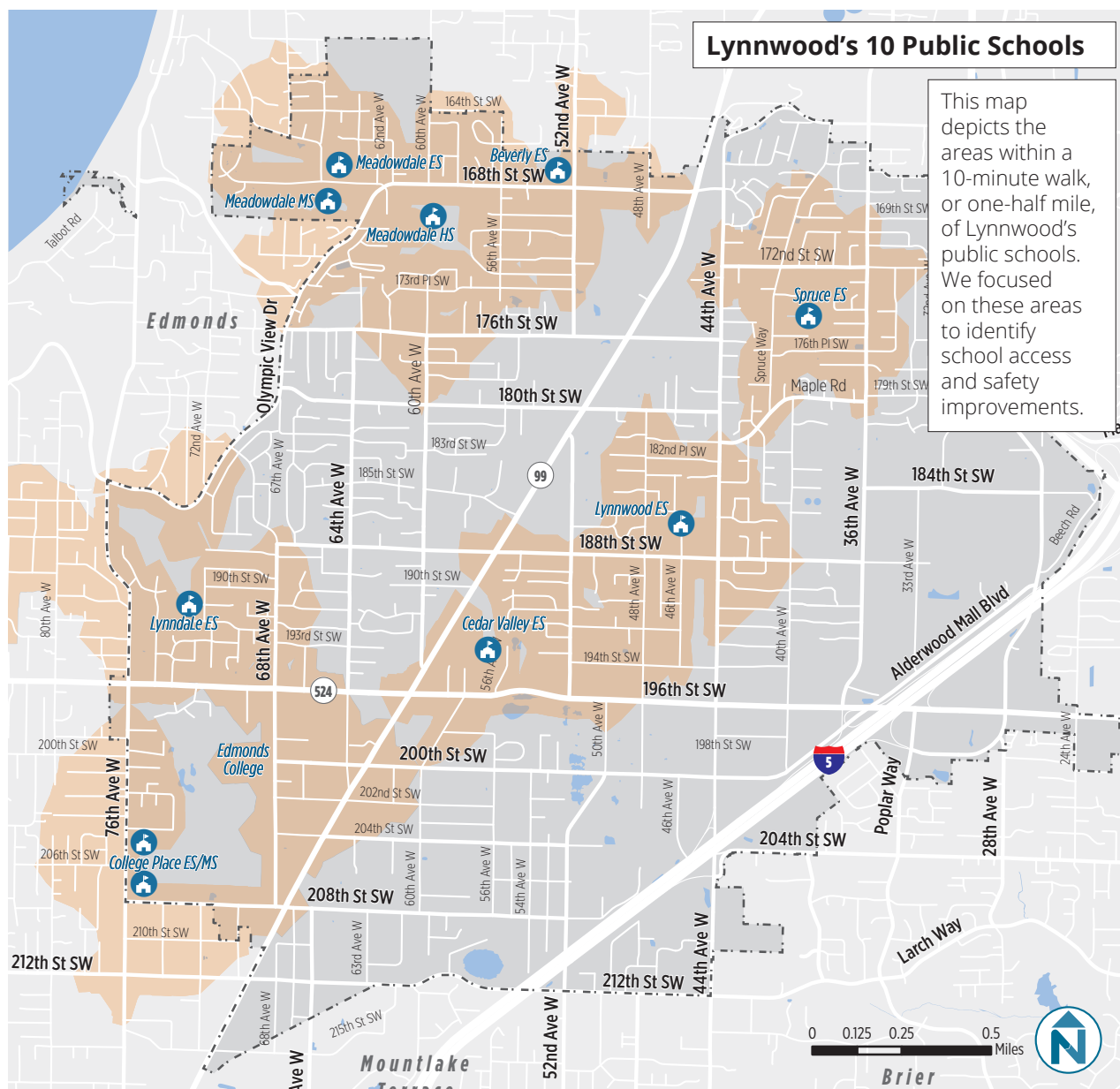
**REMOVE BARRIERS FOR STUDENTS AND FAMILIES WALKING AND BICYCLING TO LYNNWOOD'S PUBLIC SCHOOLS.**

*Edmond School District students, families, and administrators helped identify walking and bicycling improvements to support active student travel to school.*

We aim to serve the most students by focusing improvements close to school entrances, along Edmonds School District's suggested walking routes and within existing student catchment areas. Improvements separate students arriving on foot or bicycle from conflicting car pickup and dropoff routes.

Learn more about school access and safety improvements for each public school in *Connect Lynnwood* Appendix E.

Partnership with Edmonds School District staff, administrators, and the families of Lynnwood's students was important in developing *Connect Lynnwood*.



School K-12

### 10-minute Walking Distance



## BUILD BIKEWAYS COMFORTABLE FOR ALL AGES AND ABILITIES.

### Types of Bicyclists

There are four types of bicyclists. bikeways designed for “All Ages and Abilities” can accommodate 68% of the population.

Our all ages and abilities bike network will be comfortable for 68% of the population.

<1%

STRONG AND FEARLESS



Fearless bicyclists feel comfortable riding on streets with or without dedicated bikeways

7%

ENTHUSED AND CONFIDENT



Confident bicyclists feel comfortable riding in traffic when they need to, but prefer dedicated bikeways

60%

INTERESTED BUT CONCERNED



Concerned bicyclists prefer complete separation from motor vehicle traffic, or routes with very low traffic volumes and speeds

32%

NO WAY, NO HOW



This segment of the population is never going to ride a bike

### Types of Bikeways

Today, the bulk of Lynnwood bikeways are signed route or 5'-wide bike lanes. But we heard from you that bikeways separated from traffic will encourage you to ride.



Existing Bike Lane

Lynnwood's current bike lanes are 5' wide and directly next to traffic.



Neighborhood greenway

Neighborhood greenways, or low-speed, low-traffic residential streets where people walking and bicycling have priority. Design elements can include traffic calming. Photo source: Seattle Department of Transportation



Buffered Bike Lane

Buffered bike lanes, or bike lanes with painted buffers that separate people riding from adjacent traffic. Photo source: NACTO Urban Bikeway Design Guide



Protected Bike Lane

Protected bike lanes, or bike lanes with both vertical and horizontal features (e.g. bollards) that separate people riding from adjacent vehicle traffic. Photo source: NACTO Urban Bikeway Design Guide



Trail

Trails such as the Interurban Trail and Scriber Creek Trail. Photo source: City of Shoreline



Sidepath

Sidepaths, or wide sidewalks shared by people walking and bicycling next to the street. Lynnwood has sidepaths where the Interurban Trail meets 208th St SW and 212th St SW.

*All Ages and Abilities (AAA) means a bikeway feels comfortable for a range of people, from an 8-year-old to an 80-year-old, from a beginner to an expert bicyclist.*

The citywide bike network (dark blue lines and grey dashed lines in the map to the right) will include bike routes and bike lanes, similar Lynnwood's existing bikeways. The citywide bike network includes existing routes and future connections, for a total of **X** miles of bikeways.

We identified a subset of the citywide bike network that will welcome people of all ages and abilities. Our All Ages and Abilities network (highlighted in green) will include bikeways that offer offer more separation from traffic, for a total of X miles of our bike network.

We know designing walkways for people with mobility challenges makes walking and rolling easier for all of us. In the same way, designing bikeways for All Ages and Abilities makes bicycling enjoyable for all.







Rendering of Scriber Creek Trail planned improvements.



## OUR ALL AGES & ABILITIES BIKE NETWORK CONNECTS LYNNWOOD'S TRAILS—INTERURBAN TRAIL AND SCRIBER CREEK TRAILS.

*Lynnwood's trails are beloved community assets where people walk, roll, bicycle, and play. We have future plans to expand the Scriber Creek Trail to the north. Our All Ages and Abilities bike network complements our trail plans to optimize connections for you and your family to ride to, from, and along our trails.*



## CONNECT LYNNWOOD IMPROVES ACCESS TO PARKS AND GREEN SPACES.

*Our 10-Minute Walk Campaign is a commitment to ensure everyone has access to a high-quality park in Lynnwood.*

Connect Lynnwood supports the 10-Minute Walk Campaign by identifying opportunities to improve walkways, trails, street crossings, and bikeways connecting to Lynnwood's parks. We prioritized walking and rolling improvements along busy, difficult-to-cross streets near parks.

We identified improvements that remove barriers to safe and comfortable walking, rolling, and bicycling access to parks to improve access for residents living within walking or bicycling distance of a park.

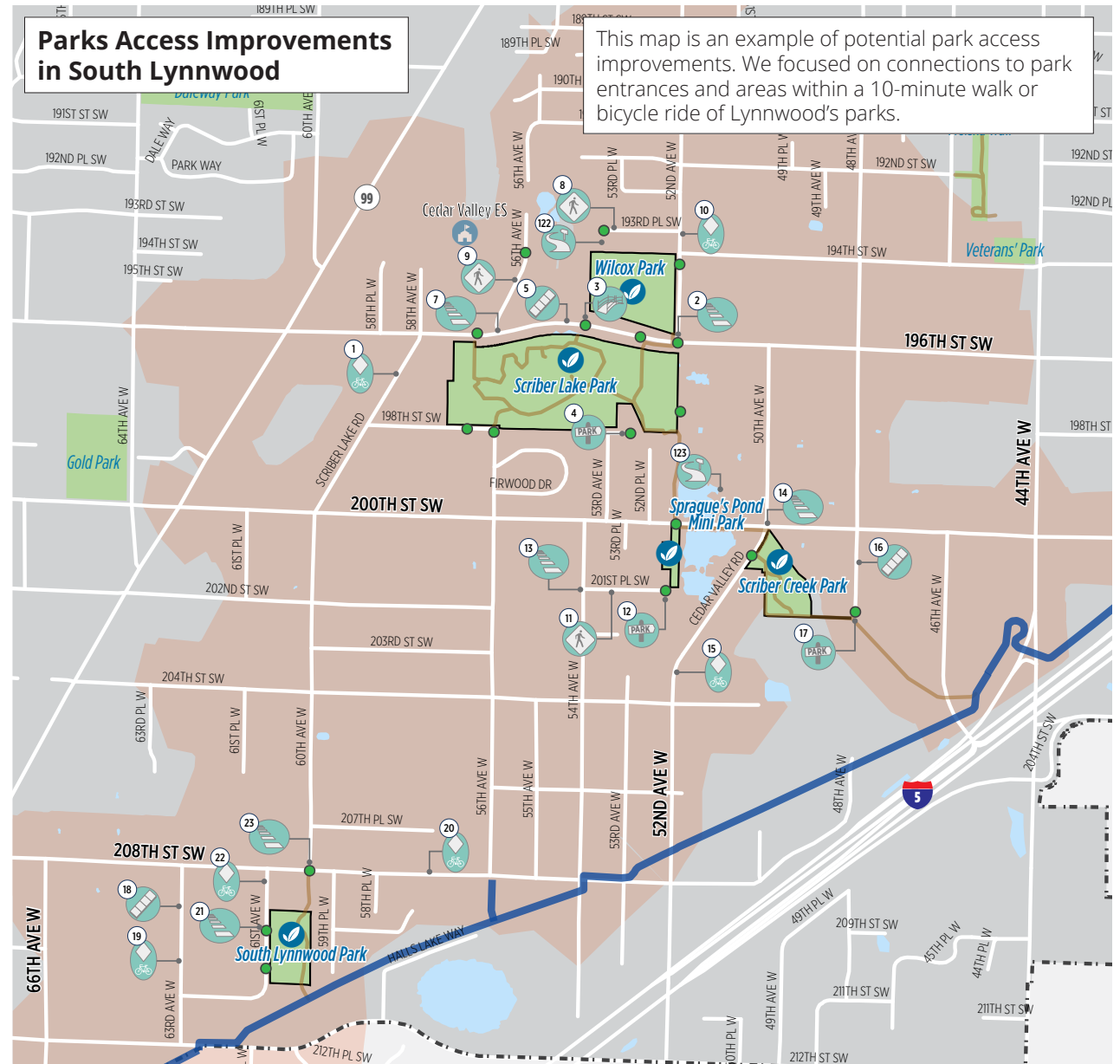
Learn more about access improvements for each of Lynnwood's parks and the Interurban Trail in *Connect Lynnwood* Appendix F.

Learn more about our 10-Minute Walk Campaign [here](#).



### Parks Access Improvements in South Lynnwood

This map is an example of potential park access improvements. We focused on connections to park entrances and areas within a 10-minute walk or bicycle ride of Lynnwood's parks.



#### Park Access Improvement Types

Park signage & wayfinding



Bikeway



Trail connection



Sidewalk



Crosswalk



Enhanced crossing



Grade-separated crossing



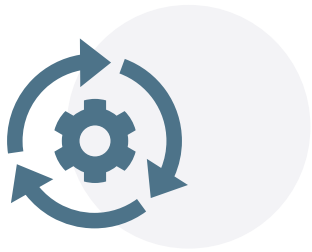




## WHICH PROJECTS DO WE BUILD FIRST?

CONNECT LYNNWOOD: ACTIVE & ACCESSIBLE TRANSPORTATION PLAN





# 04

## PHASED IMPLEMENTATION PLAN

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### WHICH PROJECTS DO WE BUILD FIRST?

Building the improvements identified in *Connect Lynnwood* will take time. We evaluated the opportunities identified in Chapter 3 to understand which projects have the most benefit in the short term. We tailored this list based on your input and available resources, resulting in a realistic, phased plan of projects for the next 30 years.



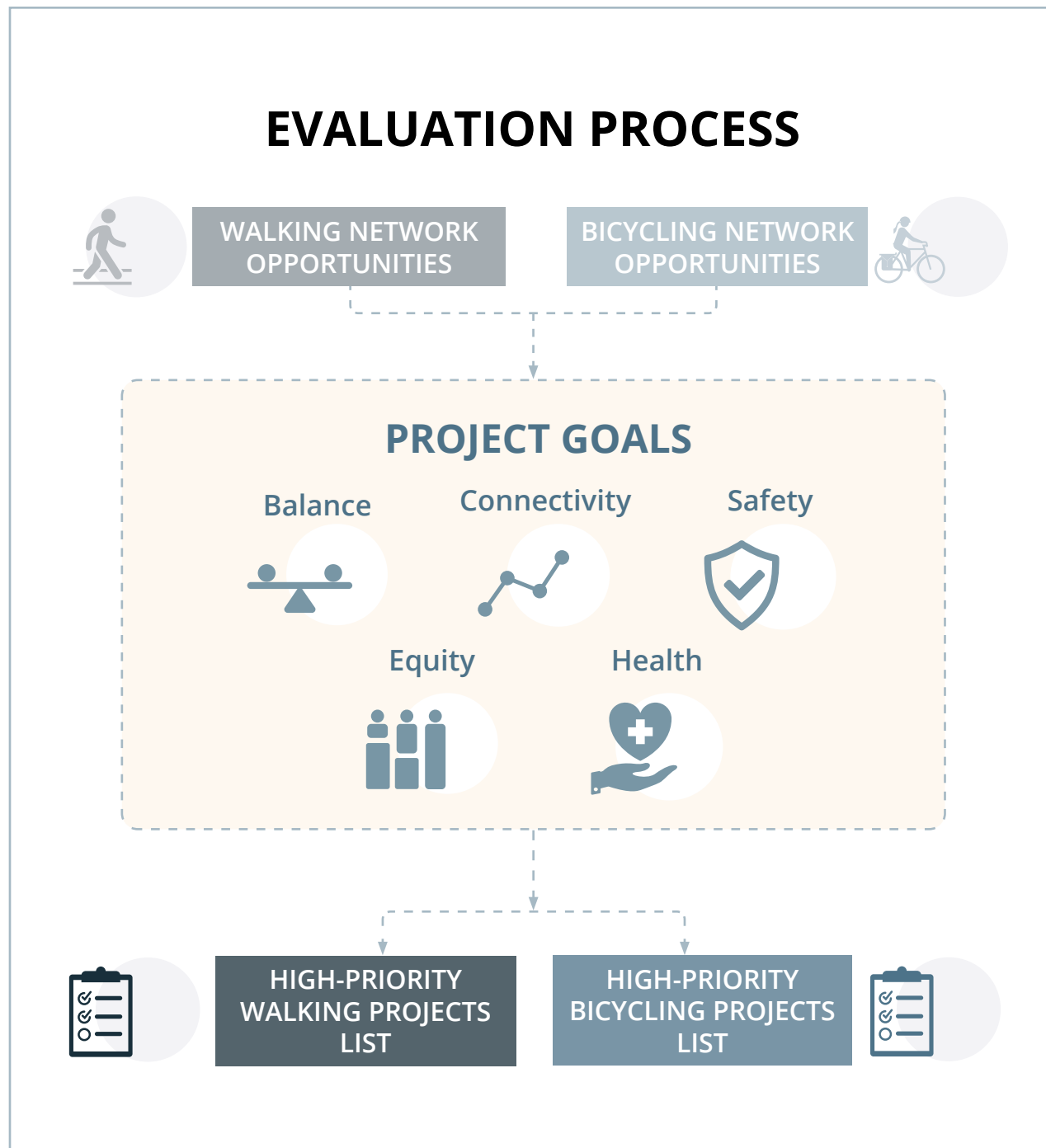
## WE EVALUATED WHERE PROJECTS WILL HAVE THE GREATEST POSITIVE IMPACT IN THE NEAR TERM.

*We used our Connect Lynnwood goals to evaluate walking and bicycling opportunities.*

Using our goals to evaluate opportunities helps us understand which investments can have the greatest impact in the near term and make best use of limited resources.

The graphic at the right shows the process we used to refine opportunities identified in Chapter 3 and develop a defined list of projects for community input.

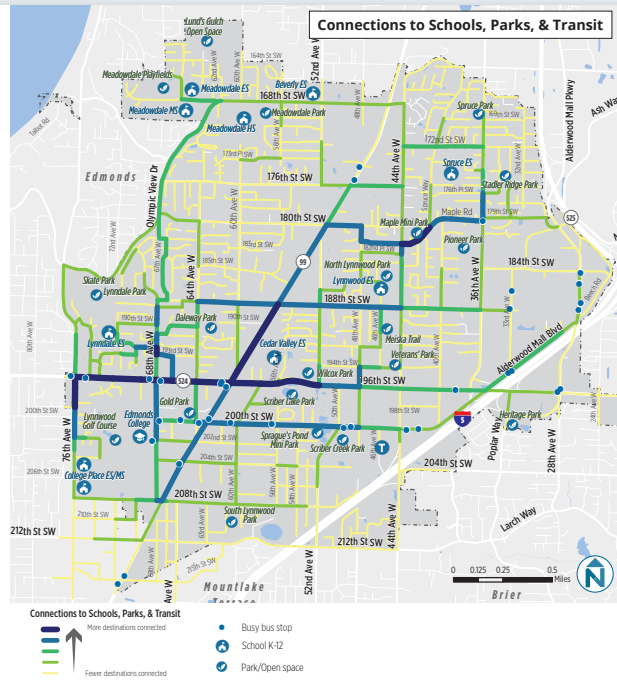
The maps on the facing page show outputs from the goal-based evaluation.





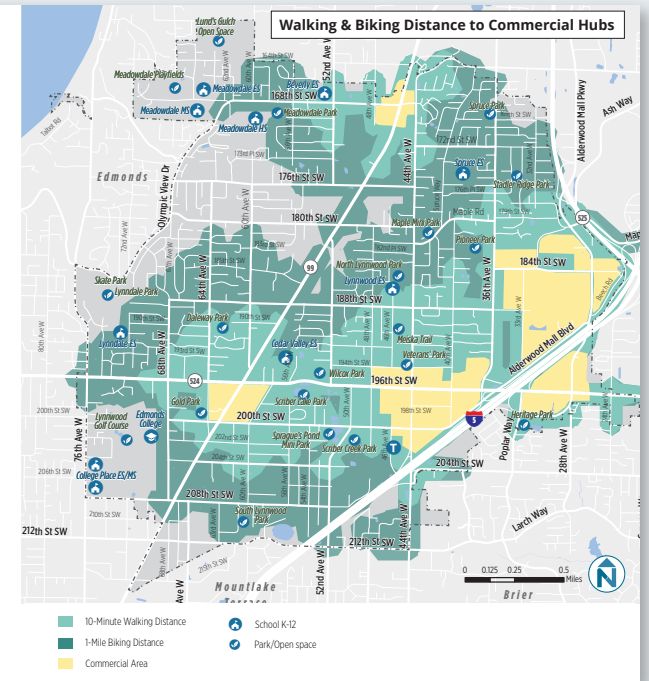
## Connect Schools, Parks, & Transit

The Connections to Schools, Parks, and Transit map depicts the streets that connect the most destinations. The darker the color of the street, the more destinations that street connects.



## Connect Commercial Hubs

Lynnwood City Center, Alderwood Mall, the Crossroads at SR 99/196th St SW, and Koreatown at SR 99/168th St SW are some of Lynnwood's most vibrant commercial hubs. The Connections to Commercial Hubs map depicts the areas within a ten-minute walk or bicycle ride from these hubs.



## Improve Safety

The Improve Safety map depicts streets with a higher rate of collisions involving people walking and bicycling 2010-2018. Improvements along these streets will make Lynnwood even safer than it is today.



## Advance Equity

The Advance Equity map depicts the areas of Lynnwood with a higher proportion of residents that may rely on walking and bicycling for transportation (i.e., people with low incomes, older people, young people, people of color, and households without access to a vehicle).



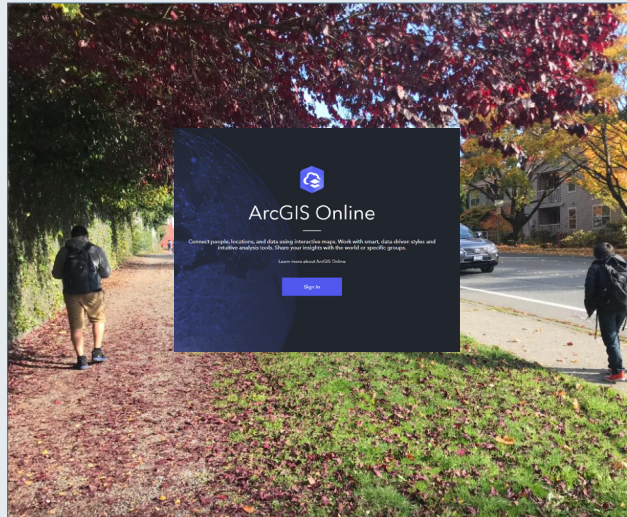


## YOU TOLD US WHICH WALKING AND BICYCLING PROJECTS ARE YOUR TOP PRIORITY.

In spring 2021, you ranked the high-scoring walking and bicycle projects from our evaluation. The high-scoring projects are listed to the right in order of priority based on the community feedback. Your feedback shapes the projects we plan, design, and build first.

## OUR FUTURE OPPORTUNITIES

When Everett's Link light rail stations open for service in 2036, we anticipate traffic volumes around City Center will decline as some people shift to using Everett's station. This provides an opportunity to further build out our All Ages and Abilities network and complete our vision of an integrated, multimodal transportation system with many ways for people to move, including driving, taking transit, walking, rolling a wheelchair, and riding a bicycle.



## Connect Lynnwood: Active & Accessible Transportation Plan

Online Open House

May 7, 2021

### All Ages & Abilities Bike Network Projects

Rank your favorite All Ages & Abilities bicycle network projects

On the previous slide we introduced the projects that will create All Ages & Abilities network connections within the next 15 years.

Please rank the projects listed below based on what would make the biggest positive difference for you and your community. Which bikeways should we build first? Drag the most important projects to the top.

☐ A - Scriber Creek Trail from 196th St SW to 180th St SW

☐ B - Buffered bike lanes along 188th St SW

☐ C - Buffered bike lanes along Maple Rd/179th St SW

☐ D - Sidepath or wide sidewalk along the side of 44th Ave SW

☐ E - Sidepath along the side of 168th St SW

### Now, we need your feedback on the All Ages & Abilities bicycle improvements we should build first.

Please drag the projects on the left into the order that you would like to see them built. You can rank your favorite projects at the top of the list.



# XXX

Respondents



# XXX

Respondents

## What walkway and street crossing improvements should we build first?

The map at the right shows the high priority list of projects through our evaluation process. We asked which of these projects is your top priority. This helps us phase projects and match investments with funding levels.



## Your Highest Priority Walkway Projects



## Your Highest Priority Crossing Projects

## What bikeway projects should we build first?

You ranked the high-scoring bike lanes in our planned bike network in the order of priority listed to the right. These projects will connect destinations and bike lanes and trails in our existing bike network to make it more convenient to bike in Lynnwood.



## Your Highest Priority Bicycling Projects On The AAA Network



## Your Highest Priority Bicycling Projects On The Citywide Network



## WE WILL TACKLE YOUR HIGH PRIORITY PROJECTS DURING THE NEXT 15 YEARS

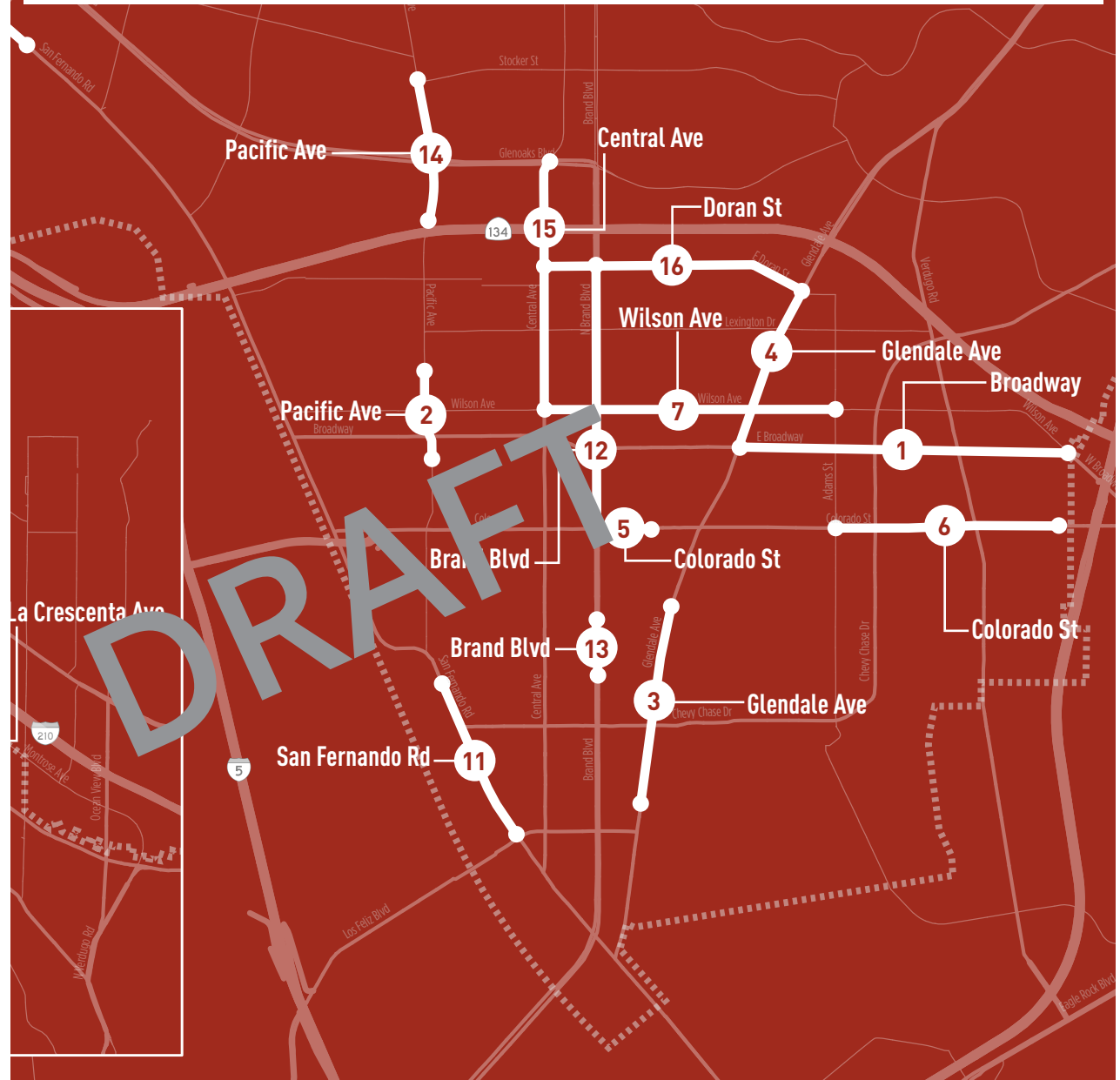
We are committing resources to begin making *Connect Lynnwood* a reality. In the next five years, you will see us tackle walk and bicycling projects shown on the map and project list below. In 15 years, we aim to complete the projects you said are your top priority, also shown in the map.

### Near-Term Walkway and Bicycling Projects

#### 5-Year Projects

#### 15-Year Projects

## EXAMPLE OF FEATURE MAP STYLE FOR NEAR-TERM ACTION PLAN

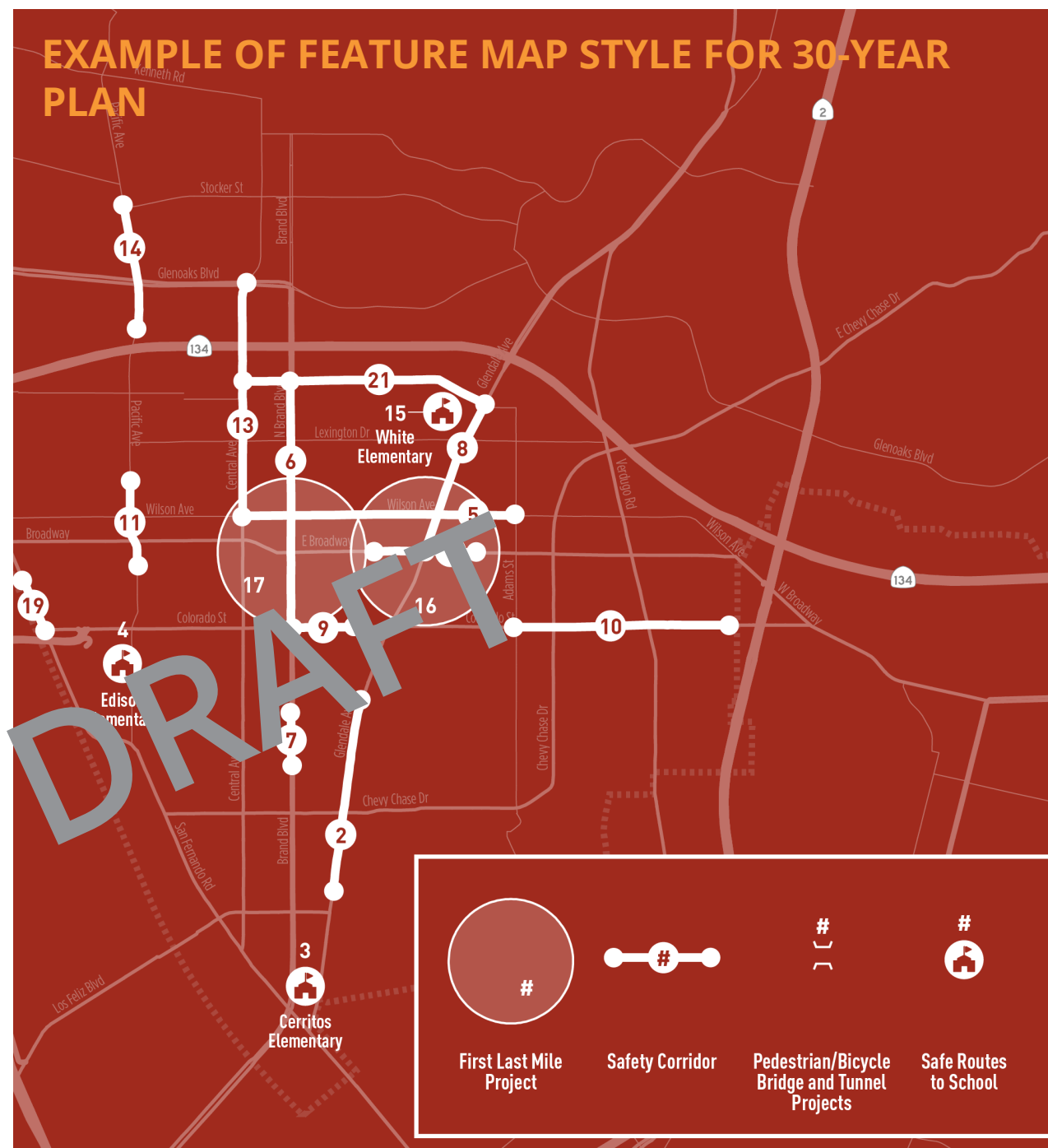


## WE WILL KEEP MOVING TOWARD OUR VISION FOR A WALKABLE, BIKEABLE LYNNWOOD

During the next 30 years, we will work to obtain funding and move toward implementing the remaining AAA bicycle network and high-priority citywide bike lane projects. We will make Lynnwood more walkable by taking on high-priority walkway and crossing projects

### Long-Term Walkway and Bicycling Projects

#### 30-Year Projects





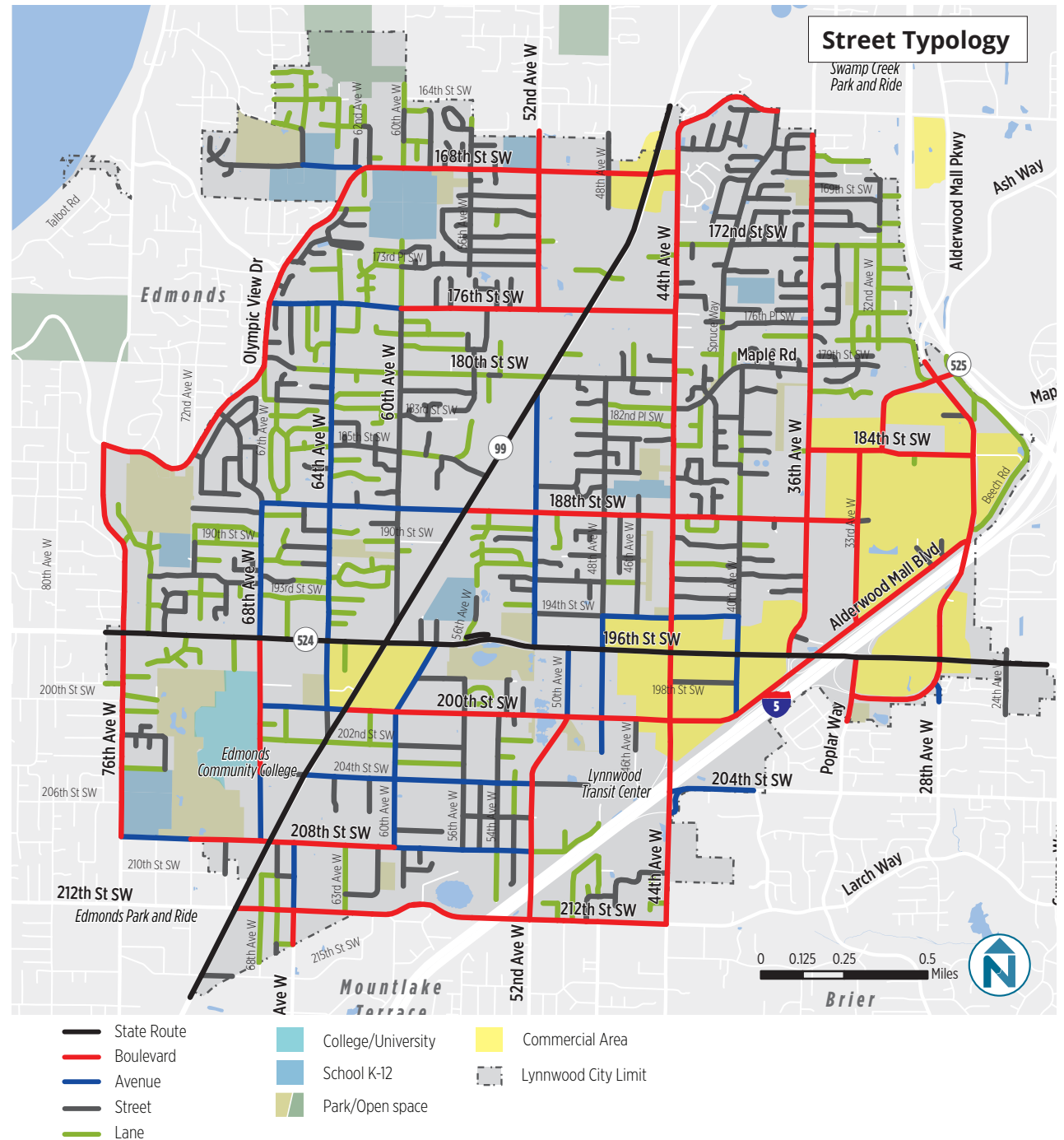
## WHAT TYPES OF FACILITIES CREATE COMFORTABLE WALKING AND BICYCLING CONDITIONS?

Lynnwood has many types of streets ranging from quiet cul-de-sacs to busy arterials. Lynnwood's arterial network has the highest level of connectivity, meaning these busy, wide streets are the most direct way to get from place to place. A family may feel comfortable bicycling together along a quiet street with slow speeds, but will avoid arterials with more traffic and people driving at higher speeds.

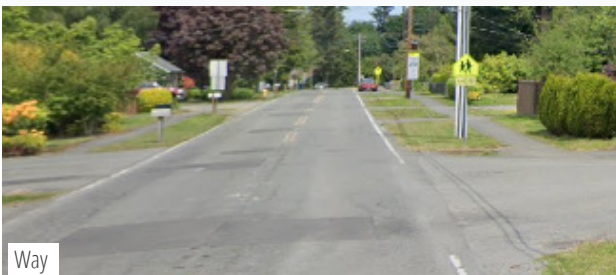
*Connect Lynnwood* considers context and recommends facility types based on what is needed to make people feel comfortable. A street typology framework takes the approach that more separation is needed between people walking and bicycling from people driving. More separation from traffic will encourage people to walk and bike more and maximize return on infrastructure investment.

We categorized Lynnwood's streets into five types based upon traffic characteristics affecting comfort and safety: traffic volumes, posted speed limit, number of lanes, and functional classification (see map to the right).

Facility types for each street type are shown on the facing page (state routes are not owned by Lynnwood and therefore have no associated facility types). These set the minimums needed to appeal to the widest range of people.



## LYNNWOOD'S STREET TYPES



### Facility Types on the All Ages and Abilities Cycling Network

| Street Type | Level of Separation | Minimum Facility for AAA | Design Menu - Bicycling |           |                    |                     |                            |
|-------------|---------------------|--------------------------|-------------------------|-----------|--------------------|---------------------|----------------------------|
|             |                     |                          | Neighborhood Greenway   | Bike Lane | Buffered Bike Lane | Protected Bike Lane | Sidepath / Shared-Use Path |
| Boulevard   |                     | Protected Bike Lane/Path |                         |           |                    |                     |                            |
| Avenue      |                     | Buffered Bike Lane       |                         |           |                    |                     |                            |
| Street      |                     | Bike Lane                |                         |           |                    |                     |                            |
| Way         |                     | Neighborhood Greenway    |                         |           |                    |                     |                            |

### Facility Types on the Walking and Rolling Network

| Street Type | Level of Separation | Walking & Rolling Improvements     | Design Menu - Walking |               |                   |                            |
|-------------|---------------------|------------------------------------|-----------------------|---------------|-------------------|----------------------------|
|             |                     |                                    | Sidewalk              | Wide Sidewalk | Sidewalk + Buffer | Sidepath / Shared-Use Path |
| Boulevard   |                     | Sidewalk + Buffer                  |                       |               |                   |                            |
| Avenue      |                     | Wide Sidewalk or Sidewalk + Buffer |                       |               |                   |                            |
| Street      |                     | Sidewalk                           |                       |               |                   |                            |
| Way         |                     | None                               |                       |               |                   |                            |



## POLICIES & PROGRAMS TO SUPPORT INFRASTRUCTURE INVESTMENT

Policies translate goals into operational standards and practices. Programs develop a culture around active transportation and can also make it fun and educational. The section below introduces policies and programs that complement infrastructure investment and can be considered for adoption into city procedures.

### POLICIES

- **Vision Zero.** Adopt a Vision Zero policy target of zero traffic safety deaths by 2050. Vision Zero is a global movement based on the idea that traffic incidents are not “accidents” but are preventable.
- **Adopt *Connect Lynnwood*.** Adopt *Connect Lynnwood* into the next Comprehensive Plan update to serve as the active transportation element.
- **Equity Zones.** Develop formal equity zones building on *Connect Lynnwood* analysis and use as a prioritization tool in future projects.
- **Project Delivery.** Integrate decision trees into city Project Flow Chart that implement *Connect Lynnwood* by including prompts to consider whether projects can realize the AAA network.
- **Complete Streets Funding.** Develop a rolling list of projects from *Connect Lynnwood* for inclusion in grant applications.
- **20-Minute Neighborhoods.** Integrate the concept of 20-minute neighborhoods into the next Comprehensive Plan update to further link land use and transportation. The concept is that a person should be able to access basic services within a 20-minute walk from their home.
- **Crosswalk Markings.** **Update crosswalk marking guidance per Paul Coffelt updates**
- **Concurrency.** Revise concurrency standard to find alternate means of accommodating growth without increasing roadway and intersection capacity.
- **Bicycle Parking.** Include bicycle parking requirements in zoning code for new developments.
- **Connected Developments.** Enforce LMC Title 19 so developers build future connections over time. Develop map of where new connections can be made and reference in development review to incrementally add connectivity to the network.
- **Active Transportation Factors.** Include active transportation factors into project delivery and evaluation, such as what is the bike level of traffic stress on this facility? What is the current crossing spacing?
- **Transportation Planner.** Seek funding for a transportation planner position. This position will bridge planning and public works and provide the transportation lens to development.
- **Low-Impact Design Palette.** Create a landscaping palette focused on low-impact design and low-maintenance plant species and apply to all projects. This reduces maintenance burden and helps the city meet National Pollutant Discharge Elimination System (NPDES) goals.





## PROGRAMS

- **Safety programming** helps to build the community's confidence walking and bicycling and encourage people to try or continue their habits. Programming examples include:
  - ▶ Bike rodeos – Expanding existing programs to all Lynnwood schools
  - ▶ Walk and bike to school day
- **Education programming** can provide details on how to care for infrastructure or take part in walking and bicycling in a fun and engaging way. Education examples include:
  - ▶ Bike on bus - How to put your bike on the bus demos at Fair on 44th
  - ▶ Traffic playgrounds – Provide space for children to learn traffic rules in parking lots
  - ▶ Property owner education – Teach people about sidewalk maintenance, stormwater drain clearance, and avoiding blocking bike lanes during trash collection, for example.
- **Encouragement programs** encourage walking and bicycling by tapping into peoples' competitive natures. Examples include:
  - ▶ Bicycle/walk to work day for city employees
  - ▶ Bicycle commute challenge month
  - ▶ Bicycle donation drive
- **Infrastructure programming** provides opportunities for the community to take ownership over a place or installation. Examples include:
  - ▶ Adopt a park program
  - ▶ Bicycle rack program, where people can call to request bike rack installation





## HOW WILL WE REPORT ON OUR PROGRESS?

To help Lynnwood make progress toward our integrated multimodal transportation system, it is important to establish indicators that can be tracked and reported over time. The indicators listed below link *Connect Lynnwood's* goals and use data that are easy to gather, simple to analyze, and straightforward to communicate, both internally and to the community.

We will report on progress each year, establishing a baseline and monitoring the paces and impact of our bicycling and walking improvements.



### SAFETY

- Rolling three-year full engineering analysis of collisions involving people walking and bicycling, especially on our higher-crash corridors.



### BALANCE

- Activity of people walking, bicycling, and driving at key corridor screenline locations and intersections.
- Existing bike lanes planned for improvement or upgrade.



### CONNECTIVITY

- Miles of bike lanes constructed, by type.
- Miles of walkway improvements.
- Number of new street network connections.



### EQUITY

- Number of improved street crossings by location.



### HEALTH

- Pedestrian and bicycle counts on Interurban Trail and future Scriber Creek Trail segments
- Annual count of students walking and bicycling to school.

## FUNDING

### CONNECT LYNNWOOD

Funding *Connect Lynnwood* will take a coordinated effort of funding partners and sources. While many transportation funding sources are competitive, Lynnwood has been successful in securing funding and grants in the past. We will continue this trend by aligning projects with the funding sources for which they are best suited. Taking a creative approach to leveraging multiple funding sources such as those described on this page and collaborating with eligible partners will allow Lynnwood to build priority projects and implement new programs.

## LOCAL FUNDING

### LOCAL CITY FUNDS

Funding from the city's annual budget for implementing improvements identified in *Connect Lynnwood*.

### TRANSPORTATION BENEFIT DISTRICT

Our transportation benefits district (TBD) generates nearly \$2.5 million annually through a 0.1% sales tax. TBD funding can support *Connect Lynnwood* implementation through street operations, maintenance, and reconstruction projects.

## PRIVATE FUNDING

### PUBLIC BENEFITS AGREEMENTS

Negotiated agreements for developers to provide benefits to the public.

## SOUND TRANSIT NONMOTORIZED STATION ACCESS ALLOWANCE

The Sound Transit 3 System Plan (ST3) created an access allowance to create safe, direct walking and bicycling routes connecting future Link light rail stations to surrounding community destinations. As Lynnwood welcomes Link light rail in the coming years, *Connect Lynnwood* improvements near to future Sound Transit stations could be eligible for funding partnership through the nonmotorized access allowance.

## STATE FUNDING

### WSDOT BICYCLE AND PEDESTRIAN PROGRAM

The purpose of the Washington State Department of Transportation (WSDOT) Pedestrian and Bicycle Program is to eliminate fatal and serious injury traffic crashes involving people walking and bicycling, and build low-stress walking and bicycling networks. Improvements along the higher-crash corridors and All Ages and Abilities bike network identified in *Connect Lynnwood* could be candidates this funding source.

### WSDOT SAFE ROUTES TO SCHOOL PROGRAM

The purpose of the WSDOT Safe Routes to School Program is to increase the number of students walking and bicycling to school safely. WSDOT prioritized *Connect Lynnwood* improvements near College Place Elementary in 2020. Additional school access and safety improvements identified in *Connect Lynnwood* are eligible in future funding.

## TIB COMPLETE STREETS AWARD PROGRAM

The Transportation Improvement Board's (TIB) Complete Streets Award Program is a funding opportunity for local governments that have adopted a complete streets ordinance. Lynnwood can be nominated for funding *Connect Lynnwood* implementation by demonstrating planning and implementation of streets that serve people walking, bicycling, accessing transit, and driving.

## FEDERAL FUNDING

### USDOT RAISE GRANTS

The U.S. Department of Transportation (USDOT) recently created the discretionary grant funding program, Rebuilding American Infrastructure with Sustainable and Equity (RAISE). Local governments can compete for funding for multimodal transportation projects, such as the improvements identified in *Connect Lynnwood*.

### FEDERAL TRANSIT ADMINISTRATION (FTA) CAPITAL INVESTMENT GRANTS

*Connect Lynnwood* identifies walking and bicycling improvements connecting to our busiest bus stops and transit center. The City of Lynnwood and our regional transit provider, Community Transit could partner for FTA grants that fund access to transit improvements.



