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INTRODUCTION

WHY COMPLETE STREETS?

The City of Lynnwood is drafting a Complete Streets policy to:

- Implement the Comprehensive Plan goal to create a **balanced transportation system with mobility options for all people.**
- Make the **best use of limited City resources** by aligning project development and delivery processes to ensure each city transportation investment achieves multiple goals.
- Advance **incremental change toward a multimodal future.**
- Establish eligibility for **Complete Streets Award funding** from the state of Washington’s Transportation Improvement Board.

RELATIONSHIP BETWEEN COMPLETE STREETS AND AATP

<table>
<thead>
<tr>
<th>TEXT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Complete Streets Ordinance (to be adopted)</td>
</tr>
<tr>
<td>2. Street typology, process mapping, updated ped/bike standards (internal reference)</td>
</tr>
<tr>
<td>I. AAA network, walking/crossing priorities, public outreach, etc. (to be adopted)</td>
</tr>
</tbody>
</table>
1 COMPLETE STREETS ORDINANCE

The ordinance will achieve three things:

- Adopt support for complete streets into Lynnwood’s Municipal Code (LMC)
- Update LMC Title 12.12: Sidewalks and Walkways
- Adopt Connect Lynnwood, the city’s Active & Accessible Transportation Plan

Text of the ordinance for adoption is below.

ORDINANCE LANGUAGE

ORDINANCE NO. ________

An Ordinance of the City of Lynnwood Endorsing the Concept of Complete Streets

WHEREAS the City of Lynnwood is a municipal code city incorporated under the laws of the State of Washington and conducts planning under the Growth Management Act, chapter 36.70 RCW; and

WHEREAS the State of Washington adopted a Complete Streets Grant Program in 2011, RCW 47.04.320, to encourage local governments to design streets that are safe for all users with the goal of promoting healthy communities, improving safety, protecting the environment, reducing congestion, and preserving community character; and

WHEREAS funding from the Washington State Complete Streets Grant Program is only available to jurisdictions that have adopted a Complete Streets Ordinance; and

WHEREAS the Complete Streets concept is supported by the Institute of Traffic Engineers, American Planning Association, United States Centers for Disease Control and Prevention, and many other transportation, planning, and public health professionals; and

WHEREAS the City of Lynnwood has undertaken several planning efforts geared at enhancing livability, including the City Center Streetscape Guidelines, Active & Accessible Transportation Plan, 10-Minute Walk Campaign, Bike2Health, and South Lynnwood Subarea Plan; and

WHEREAS the City of Lynnwood contains regional growth areas and the Lynnwood City Center LINK light rail station will draw thousands of users when it opens in 2024 and Complete Streets can mitigate impacts of growth by providing mobility options other than driving, protecting quality of life; and

WHEREAS the City of Lynnwood envisions an efficient and integrated multimodal system that balances mobility needs and helps implement the Comprehensive Plan; and

WHEREAS the City of Lynnwood’s goal is to develop a connected network that allows users of all ages, abilities, and incomes to safely use the public right-of-way to access local and regional destinations, including commercial sites and business activities; and

WHEREAS The City of Lynnwood recognizes the public health, traffic congestion reduction, economic, and environmental benefits of encouraging active transportation such as walking and biking; now therefore
BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNNWOOD:

Section 1: Endorsement
The City of Lynnwood endorses the Concept of Complete Streets and endorses the following Complete Streets principles:

- **Serve all legal users and modes.** The City recognizes that people walking, riding bicycles, driving cars, and taking transit are legitimate users of the right-of-way and deserve safe facilities for travel. Serve all users of all abilities on networks identified in the Connect Lynnwood: Active & Accessible Transportation Plan.

- **Create complete networks.** All streets cannot serve all users; however, people traveling by all modes, particularly by walking and bicycling, benefit from a network of safe travel routes throughout the city.

- **Support livability and economy.** Lynnwood’s strengths include its family-friendly neighborhoods and robust commercial and retail presence. Complete Streets enhance livability by making places safer and more accessible. They support commercial activity by creating more mobility options to access business.

Section 2: Application & Exceptions

- Complete Streets principles apply to all publicly and privately funded projects on Lynnwood’s streets. The City of Lynnwood will take a complete networks approach linking new development to schools, parks, transit and commercial hubs, and other major destinations to incrementally enhance connectivity. This includes new construction, retrofit, and reconstruction projects. This ordinance applies to maintenance projects affecting street geometry or operations, such as repaving or signal modification, but does not include typical maintenance projects such as street sweeping. Not every street will support every mode, therefore Connect Lynnwood identifies an all ages and abilities bicycle network as well as priority walking streets.

- Projects will follow the complete streets approach to the maximum extent feasible. Infeasibilities will be documented, investigated, and approved by the city’s Public Works Director.

Section 3: Adoption of Connect Lynnwood

- The City of Lynnwood adopts the Connect Lynnwood: Active & Accessible Transportation Plan that includes the all ages and abilities bicycle network, priority walking streets, a list of capital projects that implement complete and connected networks.

Section 4: Update to LMC 12.12 Sidewalks and Walkways

- The City of Lynnwood amends LMC 12.12 to say ... TEXT FROM DAVID M

Section 5: Implementation
This adoption of a Complete Streets approach will be operationalized in the following ways:

- **A Street Typology** is a framework for identifying street types and the design elements appropriate to each type. The street typology will be housed in the city’s Project Flow Chart, referenced in capital, maintenance, and development projects.

- **A design decision-making tree** referencing Connect Lynnwood, including the all ages and abilities bicycle network and walking and rolling network, will be housed in the city’s Project Flow Chart, referenced in capital, maintenance, and development projects.
Updated street standard plan drawings for design elements on the all ages and abilities bicycle network and walking and rolling network will be housed in the city's Standard Plans and linked to drawings 3-02 Typical Roadway Section – Arterial and 3-03 Typical Roadway Section – Neighborhood Street.

Connect Lynnwood: Active & Accessible Transportation Plan, adopted in this ordinance, will be further endorsed through adoption into the city's Comprehensive Plan update.

An amendment to LMC 12.12 – Sidewalks and Walkways, adopted in this ordinance, will...

STATE PURPOSE

PASSED BY THE CITY COUNCIL ON ________________ 2021
2 IMPLEMENTATION

Implementation elements:
- Street Typology
- Project Flow Charts
- Updated Pedestrian and Bicycle Street Standards
- Updated Lynnwood Municipal Code

STREET TYPOLOGY

The types of streets in communities support different functions based on land uses, density, etc. Traditional functional classification

![44th Ave ADT: 15,000-16,000](image)

![76th Ave ADT: 9,100](image)

Commented [SW3]: use a better example
Figure 2  Attracting more users means changing facility types

Source: WSDOT

Lynnwood’s Street Types
Figure 3  Street Typology Inputs (Functional Classification, Average Daily Traffic, Speed Limit, Number of Lanes)
<table>
<thead>
<tr>
<th>Mobility Type</th>
<th>F. Class</th>
<th>ADT</th>
<th>Speed Limit</th>
<th># Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Routes</td>
<td>Principal Arterial</td>
<td>&gt;20,000</td>
<td>35-45 mph</td>
<td>5-7</td>
</tr>
<tr>
<td>Boulevard</td>
<td>Minor Arterial – Collector</td>
<td>8,000-30,000</td>
<td>30-35 mph</td>
<td>3-5</td>
</tr>
<tr>
<td>Avenue</td>
<td>Collector</td>
<td>5,000-8,000</td>
<td>25-30 mph</td>
<td>2-4</td>
</tr>
<tr>
<td>Street</td>
<td>Residential</td>
<td>1,000-7,000</td>
<td>25 mph or less</td>
<td>2</td>
</tr>
<tr>
<td>Way</td>
<td>Residential – curbless</td>
<td>&lt;2,000</td>
<td>25 mph or less</td>
<td>2</td>
</tr>
</tbody>
</table>
Figure 5  AATP and Complete Streets Alignment

AATP shows the WHERE (AAA bike, walking TBD) and Typology guides the WHAT (facility type)

Figure 6  Facility Selection – All Ages and Abilities Bicycling Network

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Level of Separation</th>
<th>Minimum Facility for AAA</th>
<th>Design Menu - Bicycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard</td>
<td>More</td>
<td>Protected Bike Lanes/path</td>
<td>Bike Lane, Buffered Bike Lane, Buffered Bike Lane, Sideshield/Sideshield for All</td>
</tr>
<tr>
<td>Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Way</td>
<td></td>
<td>Neighborhood Greenway</td>
<td></td>
</tr>
</tbody>
</table>

Commented [SW4]: updateu

Commented [SW5R4]: ensure I have the latest and greatest AAA map
what to do about walking?
just use the mobility function map on right, didn’t integrate LU as a decision factor

Commented [SW6]: Paul would like to add additional bike options
Figure 7  Facility Selection – Walking and Rolling Network

Complete Streets Policy & Implementation
City of Lynnwood

Figure 8  Existing Flow Charts
Complete Streets Policy & Implementation
City of Lynnwood

Figure 9  Flow chart for Bicycling Facilities

Operationalize: Decision flow chart for bicycling

- Capital or Maintenance Projects
- Developement Projects

1. Is project located on Citywide bike network? (consult AAPT)
2. Is project on AAA bike network? (consult AAPT)
3. Does AAA facility fit today?
4. Can design of street be modified to fit AAA facility? (consult AAPT)
5. Enter planning & design phase
6. Construct AAA facility

- No bike facility needed

Figure 10  Flow chart for Walking Facilities

Operationalize: Decision flow chart for walking

- Capital or Maintenance Project
- Development Projects

1. Determine street type (consult street typology)
2. Are there sufficient sidewalks for this street type?
3. Are sidewalks or paths present today?
4. Will desired walking facility fit?
5. Implement project to code

- No additional sidewalk needed

UPDATED PEDESTRIAN AND BICYCLE STREET STANDARDS

• Bike lane
Complete Streets Policy & Implementation
City of Lynnwood

• Midblock
• Intersection
• Buffered bike lane
  • Midblock
  • Intersection
• Shared-Use path
  • Midblock
  • Intersection
• Wide sidewalk
• Sidewalk with buffer
Figure 11  Updated Typical Roadway Section - Arterials

NOTES
2. CONSTRUCTION TRENCHES IN SURFACES, CRUSHED SURFACING, AND HARDENING ARE REQUIRED. LOCATIONS AND NUMBER OF CONSTRUCTION TRENCHES WILL BE DETERMINED BY THE PROJECT MANAGER. THE CONTRACTOR WILL BE RESPONSIBLE FOR CRUSHED SURFACING AND HARDENING.The number of construction trenches will be determined by the City of Lynnwood.
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Complete Streets Policy & Implementation
City of Lynnwood

Figure 12  Updated Typical Roadway Section – Neighborhood Streets

NOTES
1. IN WORKING AREAS, THE EXISTING PAVEMENT EDGE SHALL BE HEALED BY A 5000 LB. ROLLER WITH A FRICTION STRIP TO PROTECT THE EXPOSED EDGE. A ROLLER COAT OF HOT, FRESH ASPHALT SHALL BE APPLIED TO THE EXPOSED EDGE BEFORE NEW PAVEMENT IS PLACED. ANY PAVEMENT REMOVED DUE TO DAMAGE DURING WORKING AREA WORK SHALL BE REPLACED BY KIND, OR AS DIRECTED BY THE PUBLIC WORKS DIRECTOR.
2. COMPLIANCE WITH HANDLEBAR, CRUSHED SURFACE, AND BUILT-IN REBAR REQUIREMENTS AND NUMBER OF COMPRESSION TESTS WILL BE DECRISTED BY THE CITY ENGINEER. ALL TESTING SHALL BE PERFORMED BY A LICENSED TESTING LABORATORY. COMPLIANCE REQUIREMENTS FOR CRUSHED SURFACE ARE AS FOLLOWS: IN THE MOST CURRENT VERSION OF ADOPTED STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
3. 15S6570 DECEMBER 1993 ON GRADES, MONUMENTS, CABLES, VALVES BOXES, ETC. SHALL BE THE RESPONSIBILITY OF THE CONSTRUCTION CONTRACTOR.
4. CONCRETE CURBS AND CURTAIN WALLS SHALL BE SUPPLIED BY THE CITY OF LYNNWOOD THE CONTRACTOR.
5. CURB AND CURTAIN WALLS INSTALLATION IS IN THE HANDS OF THE CONTRACTOR.
6. 4" CRUSHED SURFACING TOP COURSE, 3" OF 1" CRUSHED SURFACING, 1" OF 6" MAX. 1.57 PSF, WITH 2% SLOPE REQUIRED.
7. SUPERVISOR ARE TYPICALLY 12" IN PERC. COMPRRESSIBILITY, 7" IN CERTAIN ZONES (i.e., CITY CENERS.
8. GRADE TO BE CONSTRUCTED AS REQUIRED BY THE INCUBED GEOTECHNICAL ENGINEER. UNSTABLE MATERIAL TO BE REPLACED WITH SUITABLE MATERIAL.
9. FOR STREETS WHERE A CYCLE FACILITY IS REQUIRED BY CITY COMPLETE STREETS POLICY, SEE STANDARD PANS #20 THROUGH #44 FOR DETAILS.
Bike Lane Standard

Buffered Bike Lane Standard

1. FOR FAULTED SECTION AND WIDTH DETAILS SEE:
   NEIGHBORHOOD STREETS FILE 3
   NEIGHBORHOOD STREETS FILE 5

2. BUFFER WIDTH IS 2 FOOT MINIMUM UNLESS FIBER REINFORCED PLASTIC LANE MARKERS ARE PROVIDED. VERTICAL SEPARATION AT MAXIMUM OF 5 FOOT MINIMUM BETWEEN EDGES OF BUFFER AND VERTICAL ALIGNMENT SHALL BE PROVIDED. TYPICAL BUFFER WIDTH SHALL BE, VERIFIED AGAINST MANUFACTURER PROVISED DIMENSIONS AND THIS STANDARD.
   BUFFER TYPE UPON SELECTION
   PRECAST CURB 1/2 MINIMUM
   CARFAC CURB 1/2 MINIMUM

3. BUFFER STANDARD FOR RECYCLED LAMINATED MR JAMIE HIRIART 6/14

4. CONSIDER USE OF GREEN PAVEMENT MARKERS PER CRITERIA IN WSDOT DESIGN MANUAL FOR SECTION 1022 KEEP
Shared-Use Path Standard

Wide Sidewalk Standard

Buffered Sidewalk Standard

**UPDATED LYNNWOOD MUNICIPAL CODE**

As part of this project process, updates were made to LMC 12.12.030 Sidewalks and Walkways – Required for New Development.

**Summarize changes**