

Connect Lynnwood: Appendix C

COMMUNITY OUTREACH OVERVIEW

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June 2022



CONNECT LYNNWOOD COMMUNITY OUTREACH OVERVIEW

INTRODUCTION

This memorandum summarizes the results of the community engagement efforts conducted in fall 2019 through summer 2021 for *Connect Lynnwood: Active & Accessible Transportation Plan*. The project team talked with members of the community and collected feedback through numerous methods, including:

- Engaging in-person with community members who attended The Fair on 44th, Lynnwood’s annual health and safety-focused blockparty
- An online survey that asked about travel behavior and ideas for improving walking and biking, including feedback specific to school neighborhoods and school travel
- A focus group of older adults who live in downtown retirement communities
- Presentation and discussion with members of Lynnwood’s Joint Boards & Commissions
- Interviews and discussions with staff of Edmonds School District, and administrative staff at elementary and middle schools across Lynnwood
- Engaging community members through an online open house and storymap
- Talking with people in-person at the Meet Me at the Parkevents
- Receiving emailed comments after members of the public had reviewed the draft plan content

PUBLIC INVOLVEMENT PLAN

As described in the Public Involvement Plan, the first round of engagement with the community focused on introducing *Connect Lynnwood* to the community, understanding existing active transportation conditions in Lynnwood, learning more about residents’ travel behaviors, and engaging the community to inform the drafting of AATP goals and priorities. The table below lists the research objectives and how they apply to and inform later phases of work in the AATP/School Access and Safety Plans, and Complete Streets policy. School outreach is presented as a separate section in the table.

Research Objective	Application to AATP
Understand the values people hold for mobility and how the community views the benefits of different transportation modes	<ul style="list-style-type: none">▪ Informs development of Complete Streets Policy▪ Informs draft goals and priorities, project evaluation framework, and AATP performance measures

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Research Objective	Application to AATP
Understand what types of facilities/designs would make it easier or more comfortable for people to walk or bike	<ul style="list-style-type: none"> ▪ Informs development of updated bicycle and pedestrian standards, such as design guidance and minimum designs for different street contexts ▪ Informs facility selection for priority walking/biking network
Document existing walking and bicycling networks and crash patterns	Design project recommendations, identify priority walking/biking network, informs recommended facility types, and
Understand the barriers that prevent people from using non-auto modes for travel (both behavioral barriers and those related to infrastructure, cost, and other factors)	Inform project and program recommendations, including recommended design treatments and high priority projects
Understand where people currently walk or bike and where they would like to walk or bike in the future	Informs development of priority walking/biking network and project evaluation framework
Present draft goals and priorities to Project Advisory Committee, Project Technical Advisory Team, and Joint Boards & Commissions for discussion and feedback	Refine and finalize goals and priorities to inform project screening and project evaluation framework, and AATP performance measures
School Outreach	
<ul style="list-style-type: none"> ▪ Understand access concerns related to the student journey and pick-up/drop-off risks ▪ Determine where safety improvements will benefit the most vulnerable students and promote increased travel by walking and rolling 	Informs project recommendations and design treatments for investments within school walksheds to separate modes of travel and create continuous walking pathways to school doors and reduce exposure to high traffic speeds and volumes.
Inventory current non-infrastructure safe routes to school activities, pick-up/drop-off management, and localized issues	Informs program and policy recommendations for the School Access and Safety Plans

COMMUNITY OUTREACH ROUND 1 – 2019-2020

Fair on 44th

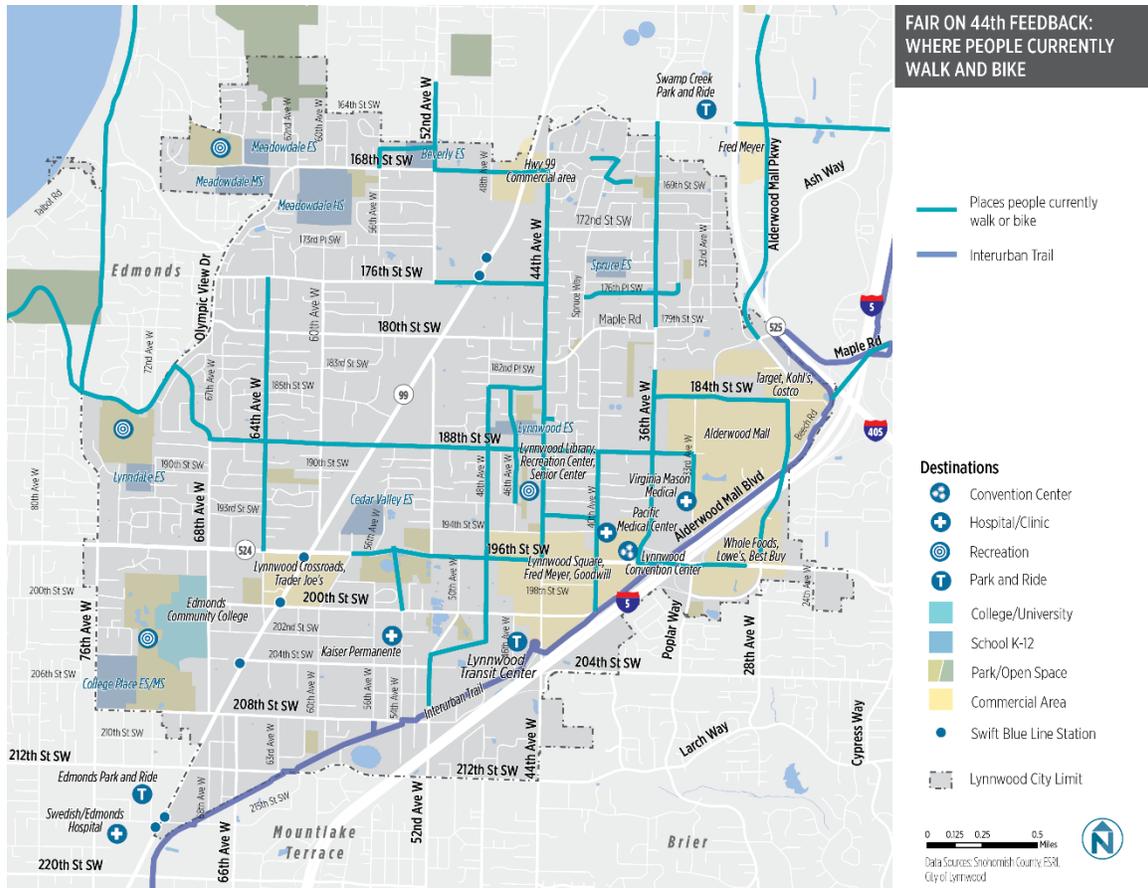
The project team, including City of Lynnwood staff, presented a set of engagement activities to the public at the Fair on 44th on September 7, 2019. The team gathered participants' feedback on several topics:

- Where they currently walk and bicycle
- Where they would like to walk and bicycle more easily, or places they find challenging to walk or bike
- Identifying the community's "mobility values," the most important characteristics of Lynnwood's ideal mobility network
- Types of walking and biking facilities that would make them feel safer as they travel around the community

Walking and Biking in Lynnwood Today

Participants marked on a printed map with colored tape to indicate the places where they walk and bike now. These places are shown in Figure 1. Many of these streets connect to or center on Lynnwood City Center and civic destinations, including 188th St SW, 44th Ave W, and 36th Ave W. Participants also indicated that they currently walk and bicycle on the Interurban Trail, but these lines are left off this map because the Interurban is already a well-developed resource.

Figure 1 Where People Currently Walk and Bike



Vision for Future Walking and Biking Network

Feedback on Facility Types

Participants were asked to identify those street features that would make them feel more comfortable walking and bicycling. Over 400 votes were collected. The features that received the most votes were:

- Sidewalks and buffers from traffic
- Multi-use trails
- Pedestrian/bicycle overcrossings
- Placemaking improvements, such as street furnishings and plantings
- Sidepaths along streets

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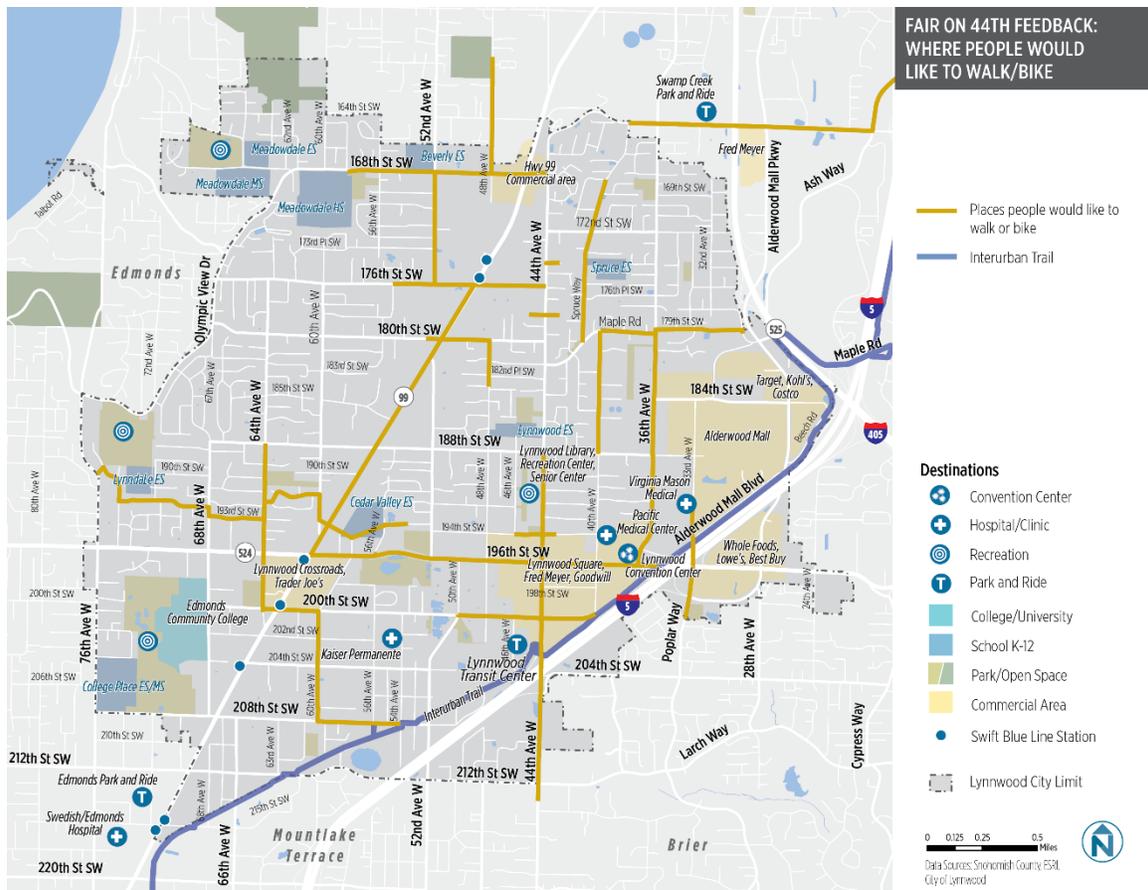
- Street lighting

These results indicate that people in Lynnwood want dedicated space to walk and more separation from traffic, and trails and sidepaths that offer space to bicycle that is physically separated from the mixed traffic environment in the street.

Where Would People Like to Walk and Bike?

Participants also indicated on the printed map the places they would like to walk or bike, but where they are reluctant to do so today. These include connections to schools (Lynnedale Elementary, Cedar Valley Community School, Beverly Elementary, Meadowdale High School), a long stretch of SR 99, and streets connecting to the Interurban Trail (33rd Ave W, 44th Ave W, 208th St SW, and 196th St SW).

Figure 2 Where People Would Like to Walk and Bike



The Community’s Mobility Values

Participants selected from a set of choices to define their most important mobility values. The choices were grouped into the categories of Access to Destinations, Safety Improvements, and Improvements Focused on Specific Populations (communities of concern). Participants pasted together colored triangles of paper corresponding to their chosen values to form Lynnwood’s Mobility Values Tapestry. The project team collected 176 total votes from the community. The top choices at the Fair on 44th were:

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- Making safer, easier walking connections
- Connections to parks and recreation facilities
- Connections to transit centers and bus stops
- Creating safer, more comfortable bicycling routes
- Improvements focused on older adults



Participants select their Mobility Values



The responses were compiled to create the Mobility Values Tapestry

The Mobility Values were integrated into the AATP goals and priorities, and will inform the creation of an evaluation framework and evaluation criteria for AATP projects.

AATP Next Steps

- Examine the places people currently walk and bike and identify upgrades and improvements, such as filling sidewalk gaps and creating safer crossings
- Explore the places and connections people want to walk and bike to create projects for the AATP network
- Apply the facility types that people want in the proposed network and updated bike/pedestrian standards

Joint Boards and Commissions

The project team joined Lynnwood's Joint Boards & Commissions meeting on February 12, 2020, to present the *Connect Lynnwood* existing conditions analysis and lead discussion around the project's goals and priorities. The broad collection of decision makers and advisors present at the meeting provided valuable guidance in confirming and refining the draft goals and priorities.

Feedback on goals and focus areas

The project team directed discussion among groups at each table. Key ideas are detailed below.

How to Prioritize Investments

- Use ADA accessibility improvements to implement general active transportation safety improvements

Feedback on Goals/Priorities

- **Safety**—Create safer conditions for people walking and bicycling
 - Need well-lit roads and bus shelters to deal with dark Pacific Northwest weather and short winter daylight hours
 - Need physical separation of biking and walking paths from motor vehicles
 - Look for pedestrian and bicycle routes on neighborhood streets
 - Create highly visible street markings for pedestrian and bicycle crossings of streets
- **Equity**—Address inequities and lack of access experienced by underserved and underrepresented communities
 - Create complete neighborhoods, with services, parks, schools integrated
 - Prioritize improvements in and through lower-income areas
- **Connectivity**—Create comfortable, complete walking and bicycling networks
 - Existing city standards may limit options
- Live Polling graphs

Challenges to Active Transportation in Lynnwood

Joint Boards & Commissions members identified several challenges to creating a functional active transportation network in Lynnwood:

- Lack of street connectivity
- Land use/zoning that has resulted in concentrations of businesses and services that are difficult to access by modes other than driving; pockets of destinations scattered across the city would more effectively serve neighborhoods
- Need to create a culture shift that normalizes active transportation and empowers residents to walk and bicycle

AATP Next Steps

The feedback from the Joint Boards & Commissions group largely confirmed the draft goals and priorities. The goals and priorities will be the basis for drafting AATP performance measures and creating an evaluation framework for screening and prioritizing projects.

Older Adult Focus Group

On February 12, 2020, members of the project team convened a focus group with seven older adults living in Lynnwood Shady Acres. The discussion was organized to solicit detailed feedback on the same topics addressed at the Fair on 44th and the Community Survey (described below): current travel behavior, barriers to walking, and ideas for making Lynnwood more inviting for older adults to walk in the community.

The input from older adults is particularly useful for several reasons. First, seniors are very informative as the “design user:” if the network is comfortable and accessible for Lynnwood’s elders, then the network will be comfortable and accessible for most anyone. Their experiences in navigating the biking and walking network, and their insights into high priority improvements, are likely to benefit people of all ages and abilities. Second, participation by older adults in the

community survey was likely to be lower than by people in other age groups due to lower access to internet and comfort in using the survey technology.

Walking in Lynnwood Today

Where do you walk in Lynnwood, and why?

Participants indicated that they walk for many of their daily needs – they walk to the senior center, to bus stops, and to grocery stores and pharmacies. Some appreciate that they are able to live in the City Center and do not need to own a car.

What Makes Walking Difficult?

The group identified several common conditions that make it difficult for them to walk in the community:

- Slope of curb cuts across sidewalks makes it difficult to travel in a wheelchair
- Long distances between safe crossing opportunities on busy streets
- Lack of accommodation across construction sites, and frequent sidewalk closures
- Discontinuous street network creates longer trip distances
- Poor maintenance of sidewalks, including prominent seams and buckled surfaces

Vision for Future Walking Network

Ideas for Improving the Walking Network

The focus group participants shared ideas for making the walking network more inviting for older adults, including:

- Organize and lead engaging walks with seniors that offer educational/informational discussions
 - Lead walks to parks and open spaces
 - Introduce seniors to the Interurban Trail and install effective directional signage from senior housing
- Limit right turns on red at signalized intersections
- Create more enhanced crossings of major streets
- Create longer pedestrian crossing phases at signalized intersections, and add pedestrian push buttons
- Install traffic calming in areas outside of City Center
- New and rebuilt sidewalks should have buffer to create comfortable space between walking area and moving traffic
- Install more benches and places to sit along the street
- Add more lighting

AATP Next Steps

Feedback from the older adult focus group will be integrated with the other outreach and analysis to inform design standards and draft a list of walking improvement projects, programs, and policies.

School Outreach

The project team studied site access, circulation, and safety challenges for six elementary and middle school sites within the city of Lynnwood: Cedar Valley Community School, College Place Elementary, College Place Middle, Lynndale Elementary, Lynnwood Elementary, and Spruce Elementary. Information was collected using several methods:

- Telephone or email interviews with staff from Edmonds School District, City of Lynnwood, Lynnwood Police Department, and administrators and/or staff at each school
- School walk audits conducted in late October 2019, which involved on-site observation at pickup and/or dropoff times by members of the project team stationed at several locations at each school
- Walk audit follow-up meetings with the same administrators and staff at each school
- A portion of the citywide survey (described in greater detail below) that addressed school travel behavior, opinions about biking and walking to school, safety concerns regarding school travel, and ideas for improvements to access and circulation at all school sites in the city of Lynnwood

Overview of Conversations

The following summarizes common themes that emerged across the various conversations with City, school district, and school staff.

- School attendance boundaries citywide span across streets that are difficult to cross. Although school attendance boundaries are currently being redrawn, that situation is unlikely to change (i.e., some redrawn school attendance boundaries are likely to require students to cross streets that present challenges to safe travel).
- The ESD School Board recognizes that schools and their facilities are community assets and values sidewalks as a safety countermeasure that benefits not only the schools, but also neighbors using their sites.
- Low student walking rates can likely be attributed to large attendance boundaries; hazard busing; streets that are difficult to cross; and lack of walking infrastructure in some areas.
- In general, the appetite from school administrators to increase the number of students walking and biking to Lynnwood schools is low.

Existing School Travel Behavior and Conditions

Key findings from the community survey include:

- 137 total school responses
 - Responses skewed due to high percentage of respondents from Lynndale Elementary
- Half of trips to or from school are made by driving
- One-quarter of school trips are made by biking and walking
- More than half of respondents are uncomfortable or very uncomfortable with the idea of their student/s walking and/or biking to school
- Top barriers to walking and biking to school are **lack of sidewalks, busy streets and high traffic speeds, and intersections that are difficult to cross**

Existing biking, walking, and safety programs in schools are limited:

- Lynndale Elementary includes biking and walking safety in the physical education curriculum, and Cascade Bicycle Club conducts bicycle safety courses. Lynndale has also participated in Bike to School Day.
- Lynnwood Elementary has run a pickup valet program, and has participated in Walk and Bike to School days.
- Cedar Valley School has hosted a bicycle rodeo at the back to school fair, where students can practice bicycle skills and learn about bicycle safety.
- Teachers at some schools conduct walking field trips.

Key Findings for Future AATP Networks and Programs

- Top priority improvements are **more sidewalks, more crosswalks, and more enforcement of school zone speeds**
- Select comments:
 - “Increased speeds are a major problem during morning drop off.”
 - “68th needs more safe places for kids to cross. Many vehicles speed and don’t let pedestrians cross.”
 - “I live on the east side of 36th Ave and my child attends Lynnwood Elementary. We are not able to walk to school due to no safe place to cross 36th Ave (no crosswalks) and no sidewalks in parts of Maple Road.”

AATP Next Steps

The Active & Accessible Transportation Plan will advance many project concepts that emerged from the school engagement and integrate them with the updated citywide biking and walking network. In the long term this will create safer, more comfortable walking, biking, busing, and driving connections to all of Lynnwood’s schools.

The final AATP will have a chapter detailing School Access and Safety Plans for each school, which will describe and illustrate the access and safety recommendations that the team has refined in cooperation with ESD, City, and school staff. This chapter will describe a future in which many students choose to bike and walk safely to and from school.

Community Survey Summary

The Community Survey was available on the internet from early February to early April, 2020. See Attachment A for detailed results from the Community Survey.

COMMUNITY OUTREACH ROUND 2 – 2021

The second round of community outreach, conducted in 2021, gathered input on proposed project locations and types of improvements identified by the project team.

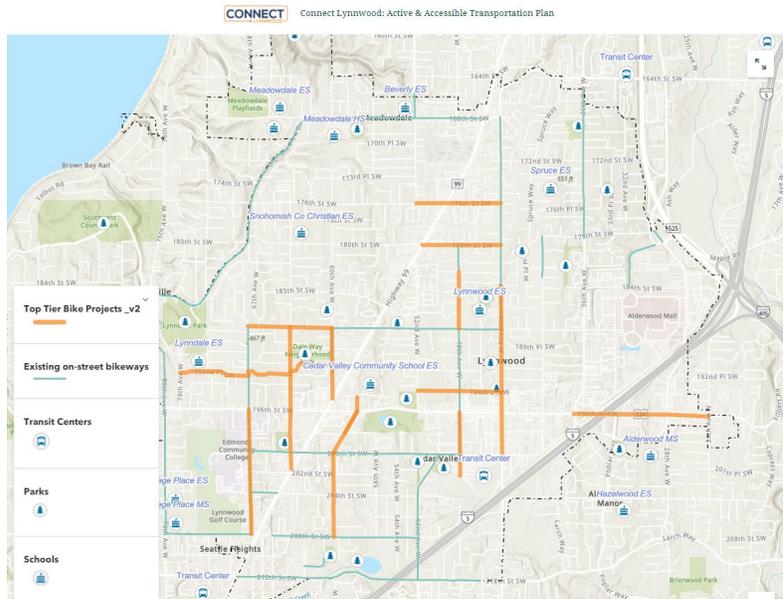
Connect Lynnwood Online Open House & Storymap

In May 2021, the project team created an online open house to present an overview of the project, show and describe the top scoring projects, and gather feedback on which projects to prioritize building first. The full open house and storymap is available [here](#), though the project prioritization questions have been removed since feedback has already been collected.

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Participants could explore a web map showing the locations and details of a set of top scoring crossing, walkway, and bikeway improvement projects.



These bicycle improvements scored the highest in our evaluation.

Explore the map to the left to learn more about high-scoring bicycle projects.

You can drag and scroll around the map. Each line is a potential bicycle improvement. Click on the lines to learn more about the projects. Click the button in lower left of the map to show the legend.

The next few pages share details on a few representative bicycle projects to give you a sense of the types of improvements.

A web map shows the locations and descriptions of the top scoring proposed bikeway projects.

Project Prioritization Feedback

Walkways

Open house participants ranked two projects as most important to build first:

- Sidewalk upgrades along 196th St SW near Scriber Lake Park
- Expanding the sidewalk along 44th Ave W near Lynnwood Elementary School

Rank your favorite high-scoring walkway improvements ★



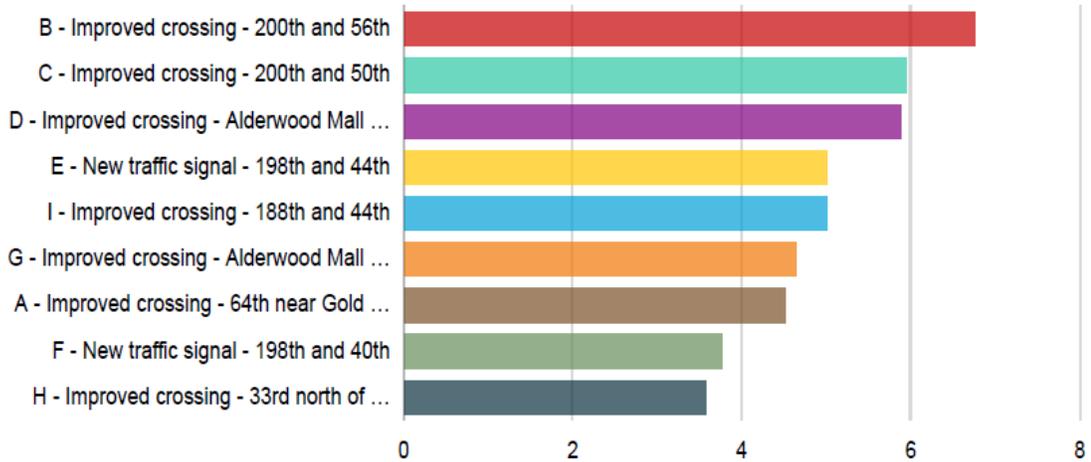
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Crossings

Community feedback indicated that the highest priority crossing improvements are:

- Crossings of 200th St SW at 50th Ave W and at 56th Ave W
- Improved crossing of Alderwood Mall Blvd east of 44th Ave W

Rank your favorite high-scoring crossing improvements *

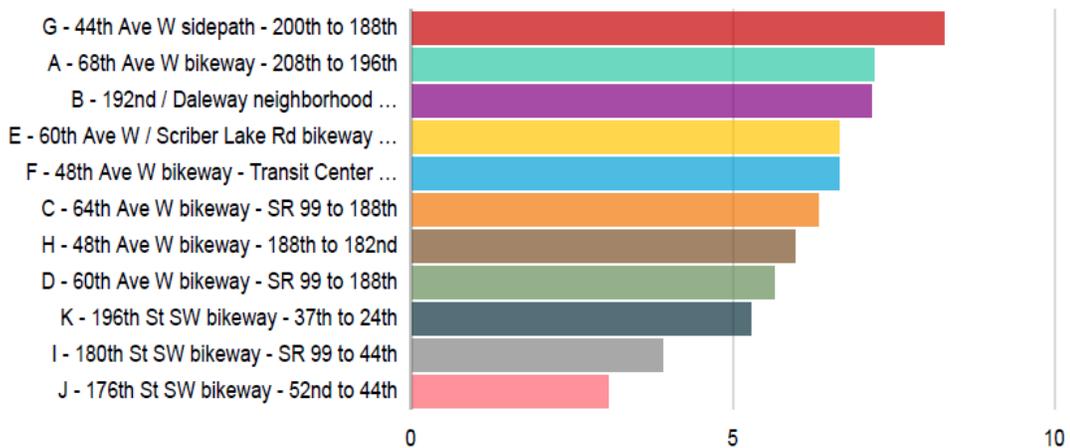


Bikeways

Survey participants indicated the most support for the following high priority bikeway projects:

- Sidepath along 44th Ave W from 200th St SW to 188th St SW
- Upgrading and installing a bikeway along 68th Ave W from 208th St SW to 196th St SW

Rank your favorite high-scoring bicycle improvements High-scoring Bicycle Projects *



Overall Project Support

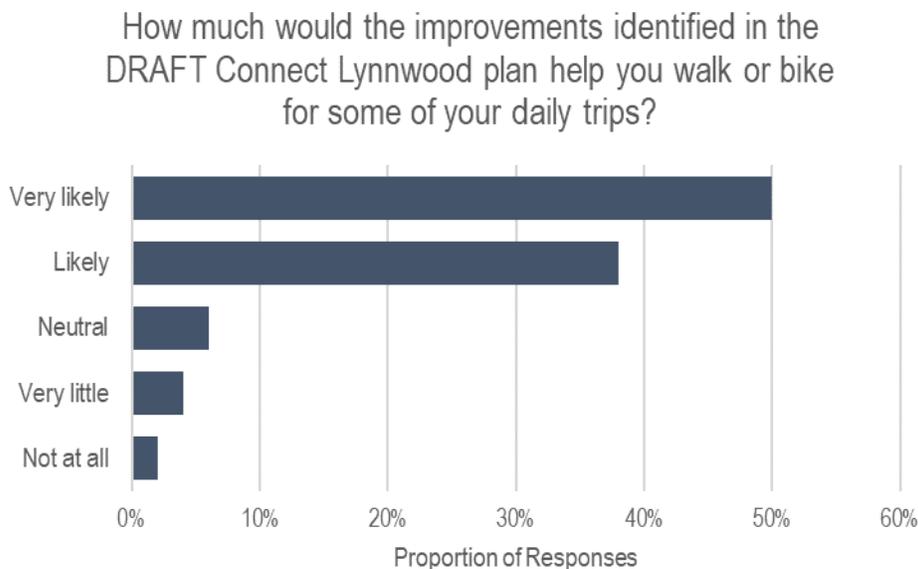
The final question asked participants whether or not they supported the overall direction and concepts in *Connect Lynnwood*. 82% of respondents expressed support, and 18% indicated that they have concerns about the project. Following are some highlights of the comments in response to the question:

- Support for improved crossings of SR 99 and 196th St SW
- Improvements to maintenance on existing bike trails
- Motor vehicle traffic should still be prioritized – it is unlikely that people will bike with groceries or home improvement materials no matter how wide the bike paths are
- Support for improving biking and walking along Spruce Way as a good alternative to 44th Ave W and 36th Ave W
- Strong support for the effort in *Connect Lynnwood* to connect parks, schools, public transit, businesses, and City Center with better walking and bicycling options
- Reduce speed limits on SR 99 and 36th Ave W, and install traffic calming features on 172nd St SW and Spruce Way

Summer Park Outreach

On July 20, City of Lynnwood staff joined the Meet Me at the Park Community Health and Resource Fair event in Wilcox Park. The team presented boards showing the locations of proposed walking and biking improvements, and welcomed input on two questions gauging general support for the proposed improvements. Community members also responded to flyers distributed in-person and online at Meet Me at the Park and other events.

Nearly ninety percent of respondents indicated that the proposed improvements would likely or very likely help them walk and bicycle for some of their daily trips.

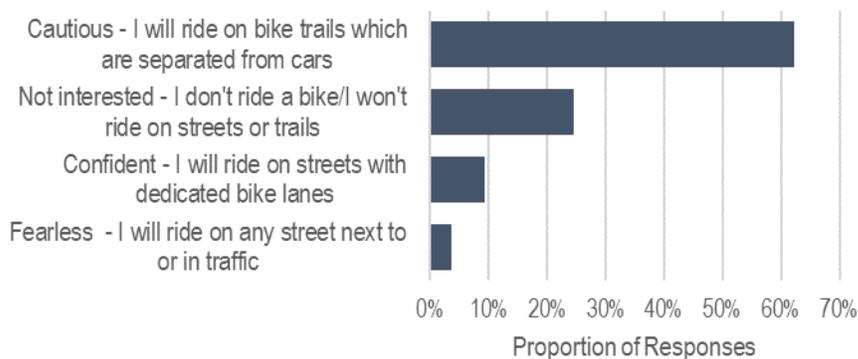


The second question sought to understand Lynnwood residents' current level of comfort with riding a bicycle on Lynnwood streets. Nearly two-thirds of respondents said they are cautious

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riders, and would ride on bike trails which are separated from motor vehicles. The next largest share (29%) said they do not ride a bicycle now and would not ride on streets or trails. Just two respondents indicated they currently ride on streets with or without dedicated bike lanes.

How comfortable are you riding a bike on or along
Lynnwood streets today?



Responses from summer park outreach attendees to the question of “What else could help you walk, roll, or bike for some of your daily trips?” are detailed below:

- Maple Road - The southern side going to the Mall doesn't have a sidewalk from 44th Ave W heading to 36th Ave W. There's also a blind spot by 40th Ave W.
- Riding bikes with my child.
- Help to identify lines, roads, crossroads for pedestrians and bicycles.
- Safe roads. It's hard to cross/walk along 196th St SW near Wilcox Park.
- Sidewalks along Admiralty Way [outside Lynnwood city limits].
- Community walks.
- I walk now to various sites. It would help to have sidewalks on the side streets.
- The sidewalks are in bad condition and dangerous.
- Signs and education to drivers. It is unclear what is happening for bicyclists at intersections. Need bike amenities to make it easier/safer feeling for kids.
- 196th St SW & 50th Ave W crossing.
- Concerns about vegetation near sidewalks blocking drivers' view.
- We need more trees and sidewalks.
- Add sidewalk on 189th to Rec Center on half of street (near 48th).
- Safety patrols for SR 99 and 196th St SW – concerned about right turns into people walking.
- Trimming bushes along the sidewalks of 30th Ave. Currently they are very narrow and bushes growing around makes them even narrower.
- Worried about recent motorcycle crashes. Need more signals to cross. Suggest adding signal at 52nd Ave W.
- Free activities or exercise classes.
- Bike service stations, and safe storage/parking areas near park & rides.

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- Bike lanes along the 44th Ave W/196th St SW/Scriber Lake Rd/208th Ave W.
- Crossing at 196th St SW & 50th Ave W.
- Clearing vegetation near sidewalks that blocks drivers' view.
- Cleaning up vegetation along sidewalks.
- No sidewalk on north side of 189th near 48th Ave W as walking to Lynnwood Recreation Center.
- Additional crosswalks connecting major streets and neighborhoods. Wider sidewalks and buffers from traffic.
- Very interested in the trail system that could connect to Meadowdale Beach Park for recreational family outings, jogging, etc.
- The crossing at Meadowdale Rd and 68th Ave W and sidewalks need improvement and would benefit our neighbor who lives at that intersection and uses a wheelchair.
- Improvement to Maple Rd bridge part of the Interurban Trail.
- Improve safety and sidewalk at Larch Way & 178th St SW intersection.
- Safe crossing of Interurban Trail and 13th Ave W [outside Lynnwood city limits].
- Separated sidewalks, wider sidewalks, separated bike lanes, stormwater infrastructure in neighborhoods (i.e., "greenstreets" in Seattle).

Comments on Draft Plan

Several community members submitted comments via email upon reviewing the plan draft.

Comments are shown below.

I have reviewed the links in the email sent regarding the improvements to Lynnwood's walking, biking and crosswalks. There were a lot of good recommendations that were outlined that I think would improve safety and mobility for bikes and pedestrians. I agree with all of them, yay! There are some details I would like to add regarding hwy 99 and also the duck pond.

Regarding the suggestion to install some kind of crosswalk at 99 and 202nd St SW? There are currently major lights and crossings at 200th St, 204th and 208th and 99. The convenience factor has to be weighed with mobility for traffic on highway 99. Highway 99 is terribly inefficient for automobile traffic and is the next major corridor 2nd behind I-5 for moving traffic. In this year, 2022, technology has risen to the level that long stretches of lights like this should be timed for maximum efficiency to move auto traffic down the highway 99 corridor. This coincides with concerns over climate change and fuel usage especially with current gas prices at \$5/ a gallon. With proper timing of traffic lights, the flow of traffic and fuel efficiency could be maximized and speeds stabilized for further fuel efficiency. In addition, if pedestrian installments occur between major intersections they should also be timed with adjacent signals so that traffic does not need to be stopped again when pedestrian's need to cross. (Should we install pedestrian crossings in between major signals on a high volume road such as 99?) This should be considered for any pedestrian improvements that cross Hwy 99.

Another one that is missing from current upgrades is the crosswalk at the duck pond at 200th St SW. This crosswalk is difficult to cross and should have a flasher as well. It does connect Scriber Lake Park to the duck pond and is frequently used by bikes and pedestrians. It currently has orange flags which are continually stolen and vandalized and not available for pedestrians to use. I scratch my head because Lynnwood installed a super duper crosswalk with flashers for the parking area at Scriber Lake Park which has very little traffic and is slower traffic due to the 90 degree turn just before the park. That kind of crosswalk should be at the duck pond.

I would appreciate serious consideration of the points that I outlined above. Part of the reason I am closely following these action items now, is because of the complete debacle from the adding of the light at 46th Ave W for the park and ride. The obvious bottlenecks created on 200th St SW because of this project have made coming and going from my home absolutely miserable. The \$100,000 studies done regarding this project outlined the problems with this layout

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and somehow this was the project that was decided on by the city council and public? This area, I would also point to as desperately needing a smart traffic light improvement where traffic lights are timed to maximize flow on 200th St SW.

Please keep me apprised of future developments. Thank You for your review and consideration.

As a Lynnwood resident for the past 8 years and father of three children, I'm concerned about Lynnwood's future – particularly regarding safe, maintained, and protected pedestrian and bicycle thoroughfares. My children ride their bikes to school, we walk to the nearby parks, and I commute by bicycle, and safety is always a concern, as we have been almost struck by cars on multiple occasions.

Throughout Lynnwood there are some bicycle lanes, but many of them do not connect. For example, when my 8 year old and I cycle to his piano lesson, we have bicycle lanes for the first 25% of it, but the lanes disappear altogether, especially as we get closer to higher-traffic areas where they are most needed (e.g. 196th). And when we arrive, there are no pedestrian paths or bike racks available.

Our 1-mile bike ride becomes virtually impossible due to the safety concerns associated with riding in traffic on a busy road and the lack of non-car-centered infrastructure. This then forces us to drive, increasing the already overflowing traffic in our area.

The lack of bike-friendly infrastructure in the Lynnwood core not only forces more people onto the roads – increasing traffic -- but decreases the sustainability of local businesses to compete with larger chains, which is especially concerning given the plan for the rebuilding of downtown. For example: when biking to work, a person will stop at the local business on their way for coffee. However, when forced to drive a car, that same person will likely opt for a coffee shop outside of their neighborhood as the ease to reach it is increased substantially – thereby increasing traffic yet again.

Ultimately what I am hoping for is to understand the plan for non-car-based infrastructure within Lynnwood's core, and to have some ideas about how I can get involved. If you could kindly forward my message along and/or send me resources, I would greatly appreciate it!

I recently learned about the Connect Lynnwood plan and just wanted to say what a great and necessary plan it is. I live near 176th St and 56th so I'm particularly excited to see the plans being discussed for putting in bike lanes on 176th, and also the proposed paths that would connect us down towards the Interurban and the light rail.

Are there more upcoming meetings or events planned for this? I would love to learn more about it and what I as a citizen can do to support and accelerate the plan. For example, if the 15- and 30-year planning timelines are driven by cost/budgets, or are there other constraints? This is such a great opportunity, particularly with the City Center/Light Rail work also taking place.

I also came across the below program from the Washington State DOT. I'm sure this is something the city is already aware of, but sharing just in case.

Pedestrian & Bicycle program call for projects | WSDOT (wa.gov)

COMMUNITY OUTREACH OVERVIEW ATTACHMENT A: COMMUNITY SURVEY OVERVIEW





Community Survey Overview



CONNECT
LYNNWOOD

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Survey Overview

- Purpose was to collect feedback from Lynnwood community on:
 - Walking and biking behavior
 - Barriers to walking and biking
 - Preferences for infrastructure improvements
 - Walking and biking ideas and concerns in specific locations
 - School travel patterns and access/safety concerns
- Survey publicized through printed insert in mailed utility bills and social media
 - Was also distributed through some school communications
- Target audience any and all residents of Lynnwood
 - Survey was translated into Spanish to increase reach
- Included a mix of multiple choice, range/ranking, open-ended comments, and map-based comments

Walking Improvement Options

What would help you feel more comfortable walking in Lynnwood? Tell us how important each of these options is by dragging the slider.



Traffic signals with more time to cross

Not at all important Very important



Bicycling Improvement Options

What would help you feel more comfortable bicycling in Lynnwood? Tell us how important each of these options is by dragging the slider.



Protected bikeways

Not at all important Very important



Connect Lynnwood Survey #1 - Results

- Survey open
February 9 – April 1, 2020
- 337 total participants
 - Participation may have been suppressed due to coinciding with beginning of COVID-19 work, school, and lifestyle changes
- 375 comments and ideas left on the map
- 137 school-specific responses

Key Findings

- Barriers to active transportation are consistent whether biking, walking, or accessing schools:
 - Lack of sidewalks and bikeways
 - Large busy intersections that are difficult to cross
 - High traffic speeds and volumes make walking and biking feel unsafe
- Respondents want to see improved crossings, better lighting, and more multi-use trails
- Survey sample underrepresented communities of color, and overrepresented higher-income residents and middle-age people

WALKING



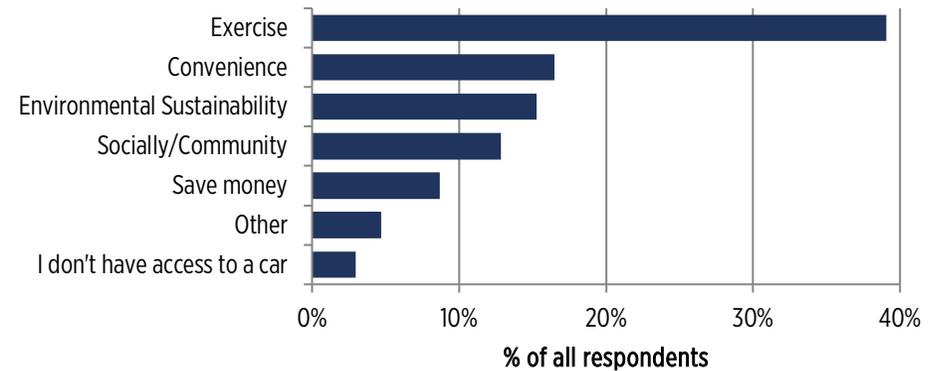
Walking

- Top priority improvements:
 - Street lighting
 - Enhanced crosswalks
 - Pedestrian/bicycle overcrossing

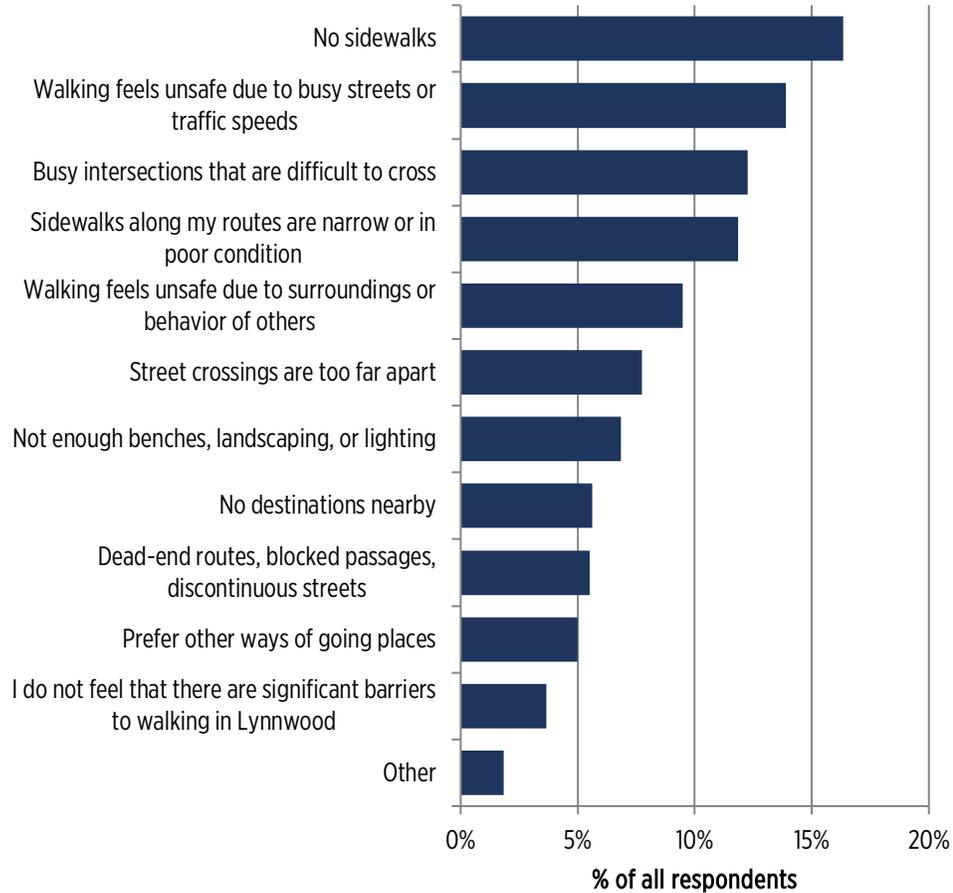
Walk Improvements - Average score (10 = most important)



Why do you choose to walk?



Which of the following discourage or prevent you from walking in Lynnwood?



Walking

- Top 5 most common barriers:
 - No sidewalks
 - Busy streets and traffic speeds
 - Intersections that are difficult to cross
 - Sidewalks are narrow or in poor condition
 - Walking feels unsafe due to surroundings or behavior of others

SELECTED WALKING COMMENTS

Enhancing sidewalks is great, but would prefer you first focus on adding sidewalks to arterials without sidewalks at all (Spruce Way between the school and Maple Road).

We desperately need more overcrossings, mid block crosswalks, and lower speed limits on Hwy 99. We have lost too many people on that road, and most recently, a 14 year old. Lynnwood should look to Shoreline for a model for how to engineer this road through a populous area.

Retail is so heavily concentrated in one area, and that area is dangerous for pedestrians. To make walking viable, retail and housing need to be integrated.

Put a signal at 180th and 99.

It takes WAY too long to cross over streets like 196th St SW.

Retail and housing are too far apart. Lynnwood's basic planning discourages walking.

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

Selected Project Ideas from Map - Walking

- **Install a bike/walk path across the golf course**
- **Add signalized crossing of SR 99 at 180th**
- **Complete sidewalk along 60th**
- **Add speed calming and sidewalks on 193rd between 68th and 64th**
- **Wider sidewalks on 64th to encourage walking to SR 99 commercial node**
- **Add new crossing on 64th with construction of the community center**
- **Improve crossings of freeway ramps in City Center**
- **More crossings of 36th between 194th and 188th**
- **More crossings of SR 99**
- **Fill in sidewalk gaps on 184th near mall, and add safe crossing between mall and Costco**
- **More safe crossing of Alderwood Mall Blvd between Interurban Trail and shops/housing on north side**
- **Complete sidewalks along east end of 196th**
- **Add signalized crossing of 196th at 50th**
- **Signal at 52nd/194th**
- **Make the east-west connection through Spruce ES property official**
- **Add mid-block crossing on 33rd between 188th and 184th**
- **Ban right-turn-on-red at problem intersections**
- **Improved crossing at Spruce Way/Maple Rd**

Selected Project Ideas from Map - Walking

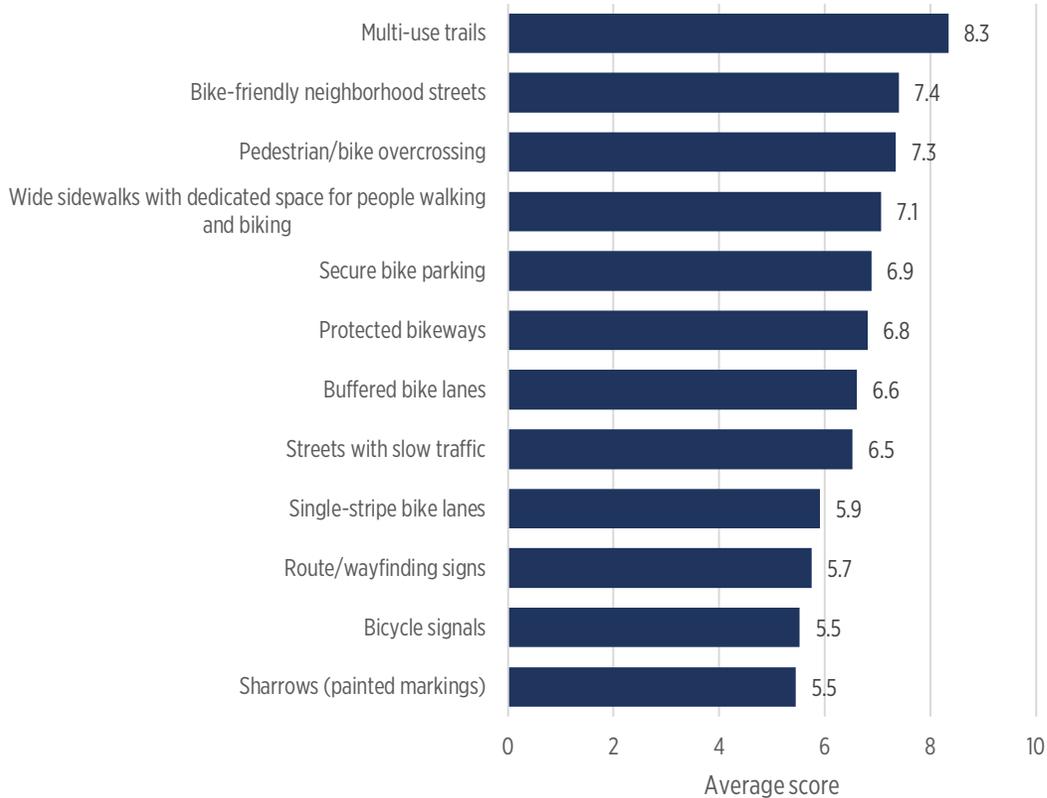
- **52nd between 176th and 168th: Reduce speed limit and add crossings**
- **Build sidewalk along 180th**
- **Add sidewalk buffers along SR 99**
- **Add signal at 176th/52nd**
- **Add lighting around the Transit Center on 44th, 40th**
- **Complete sidewalk along 33rd around Stadler Ridge Park**
- **Add sidewalk buffer on 188th to make walking more comfortable**
- **Address curve blind spot on Dale Way**
- **Make 44th Ave W more friendly for walking**

BICYCLING



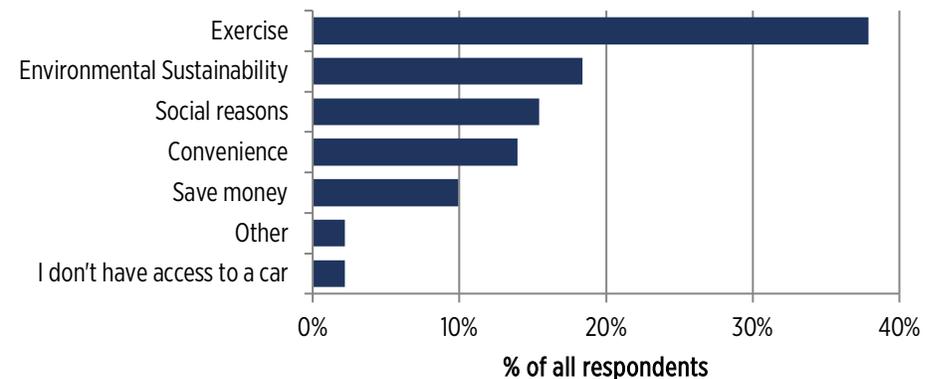
Bicycling

Bike Improvements - Average score (10 = most important)

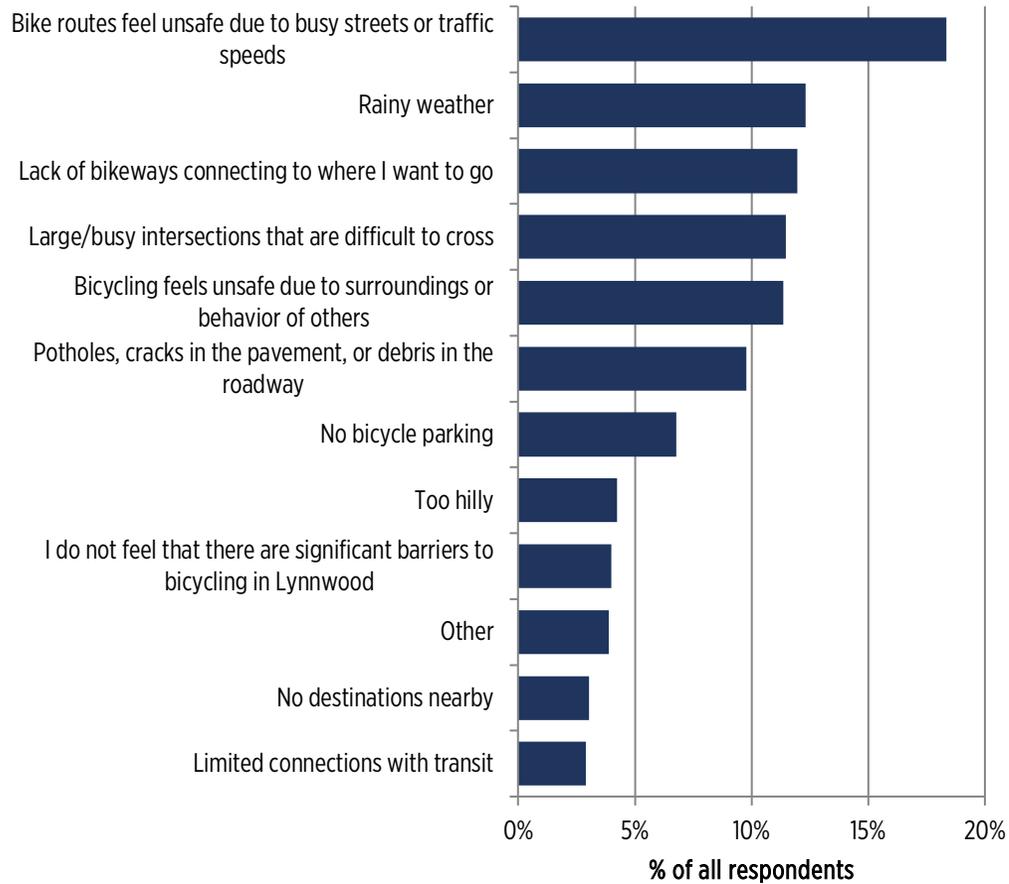


- People choose to bike primarily for exercise, followed by environmental sustainability
- Top priority improvements:
 - Multi-use trails
 - Bike-friendly neighborhood streets
 - Pedestrian/bicycle overcrossing

Why do you choose to bicycle?



Which of the following discourage or prevent you from bicycling in Lynnwood?



Bicycling

- People choose to bike primarily for exercise, followed by environmental sustainability
- Barriers:
 - Busy streets and traffic speeds
 - Rainy weather
 - Lack of bikeways

Selected Bicycling Comments

Maintain the Interurban trail. It seems to be a very low priority. Cracks are not repaired, and encroaching plants (blackberries, mainly) are cut back only once a summer.

I think consistency is the biggest obstacle to overcome. Bicycle and pedestrian facilities in Lynnwood are often patchwork and involve weaving in and out of traffic, on and off sidewalks and shoulders. Having consistent, uninterrupted routes like 200th st could be a baby step to build a rudimentary (at the very least) pedestrian and bicycle network.

I would like to see more wider sidewalks with dual purpose for cyclists and walkers.

Neighborhood streets should be dominated by walking and cycling and drivers should feel anxious driving there.

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

Increase sidewalk width to integrate bikes and put landscaping in between higher speed areas.

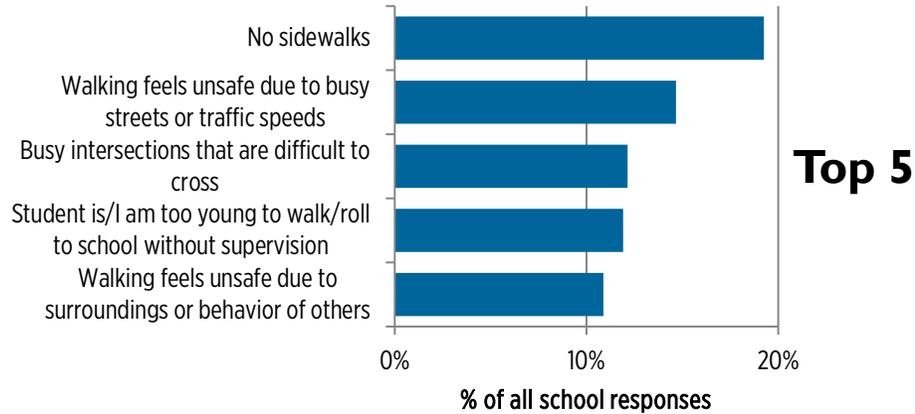
Selected Project Ideas from Map - Bicycling

- **Install a bike/walk path across the golf course**
- **Alderwood Mall: Add lots of bike parking and improve connections to Interurban Trail**
- **Create two-way cycletrack on one side 188th St SW**
- **Install protected or buffered bike lanes on 48th connecting to Transit Center**
- **Where bike lanes are striped next to parking lanes, put bike lane at the curb and parking next to general purpose lane**
- **Require bike parking to be constructed in new residential buildings**
- **Improve 188th/48th intersection for bikes**
- **Better bike connections to Lynndale ES**
- **Install bike lane or path on 172nd**
- **Add bike lanes to 52nd south of 168th**
- **Improve maintenance: remove debris from on-street bike lanes; repave Interurban Trail where roots have buckled surface**
- **Consider citywide bikeshare**
- **Add signal on SR 99 at 180th**
- **Make Olympic View Dr safer and more inviting for biking – narrower lanes, lower speed limits**
- **Install bike lockers at the Transit Center**

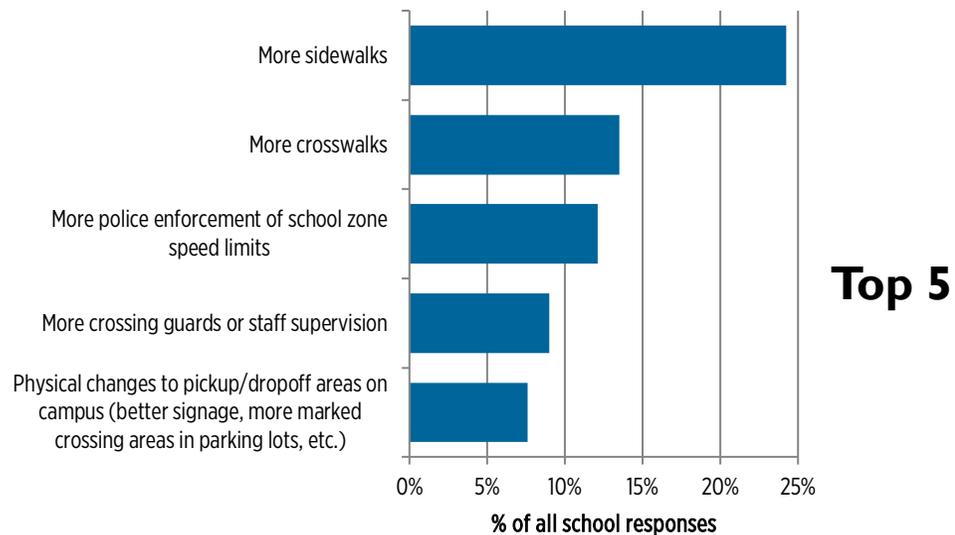
SCHOOLS



Are there barriers to walking, biking, or skateboarding to/from your school? If so, what are they?



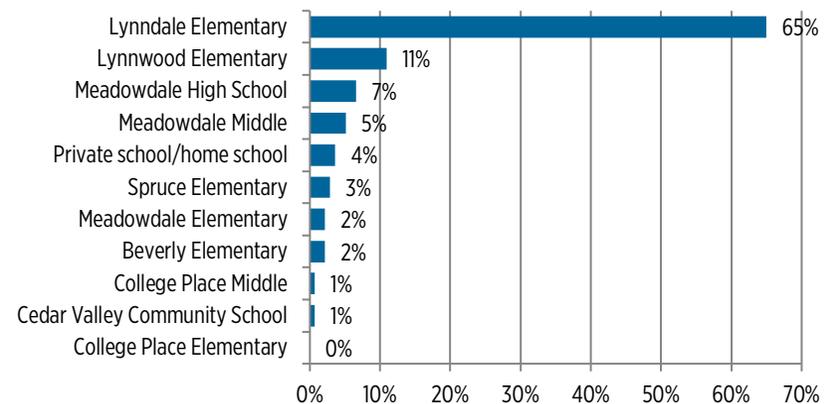
What improvements NEAR your school would make it safer and easier for students to walk or roll to school?



Schools Summary

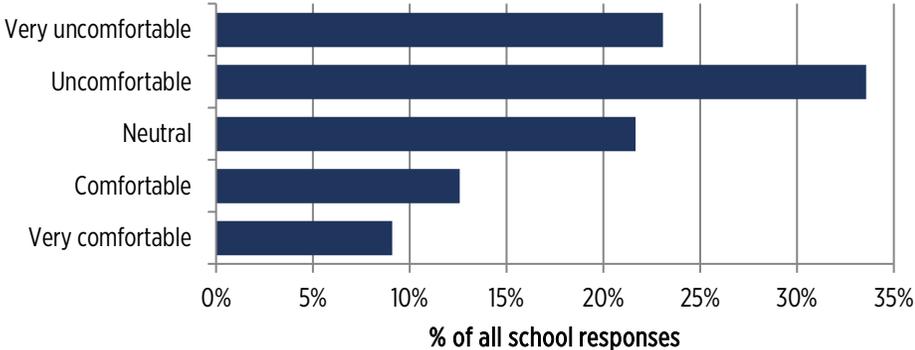
- 137 total school responses
- 89 from Lynndale Elementary (65% of all school responses)
- Barriers:
 - No sidewalks
 - Busy streets and high traffic speeds
 - Intersections that are difficult to cross
- Top priority improvements:
 - More sidewalks
 - More crosswalks
 - More police enforcement of school zone speeds

Your school?

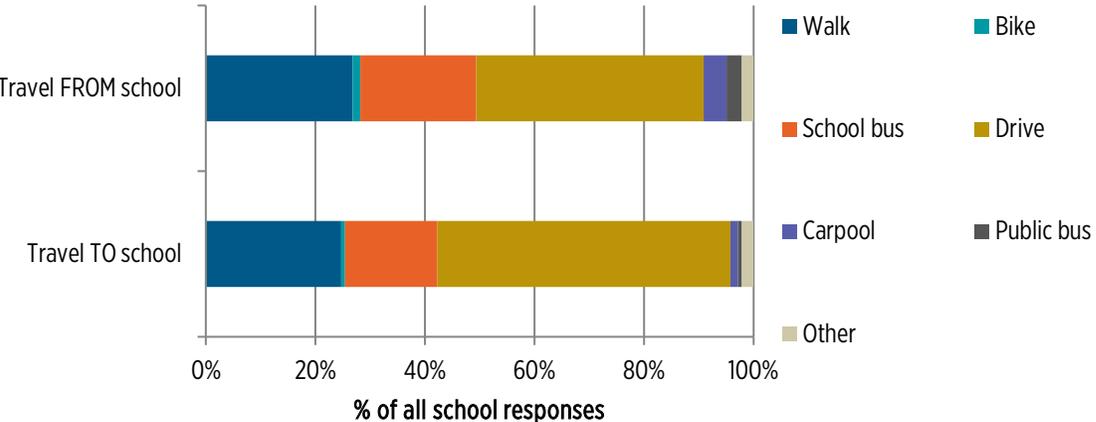


Schools Summary

What feelings do you associate with walking, biking or skateboarding (rolling) to school?



How do you/your student get to and from school MOST days?



- Over half of respondents are uncomfortable or very uncomfortable with the idea of their students walking / biking / rolling to school
- Among respondents, half of trips to or from school made by driving
 - Driving is more common TO school than FROM school
- One quarter of school trips are made by walking or biking
 - Likely skewed by the high percentage of Lynndale responses

Selected School Comments

More sidewalks and crosswalks in residential neighborhoods allowing safe walking route to elementary schools. I live on the east side of 36th Ave and my child attends Lynnwood Elementary. We are not able to walk to school due to no safe place to cross 36th Ave (no crosswalks) and no sidewalks in parts of Maple road.

It is so unsafe for kids to walk that the drop off route is backed up into the neighborhoods.

Increased speeds are a major problem during morning drop off.

68th needs more safe places for kids to cross. Many vehicles speed and don't let pedestrians cross.

No sidewalks available on busy 180th.

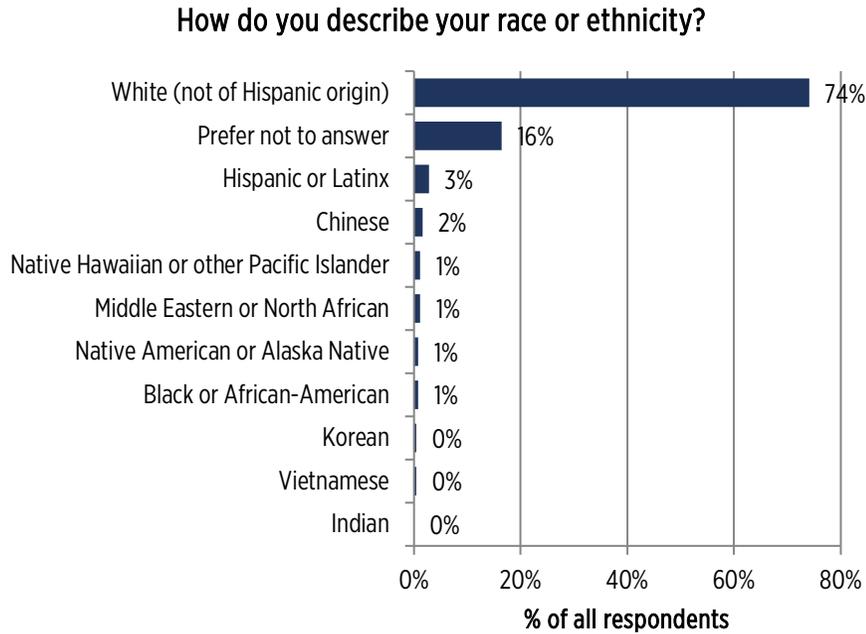
For students who live in the neighborhood south of the school I would think a better crosswalk over 196th near Wilcox park would be good.

Respondent Profile

How does the survey sample compare with Lynnwood overall?

- Sample under-represents communities of color as compared with overall city population
- Only one survey was completed in Spanish

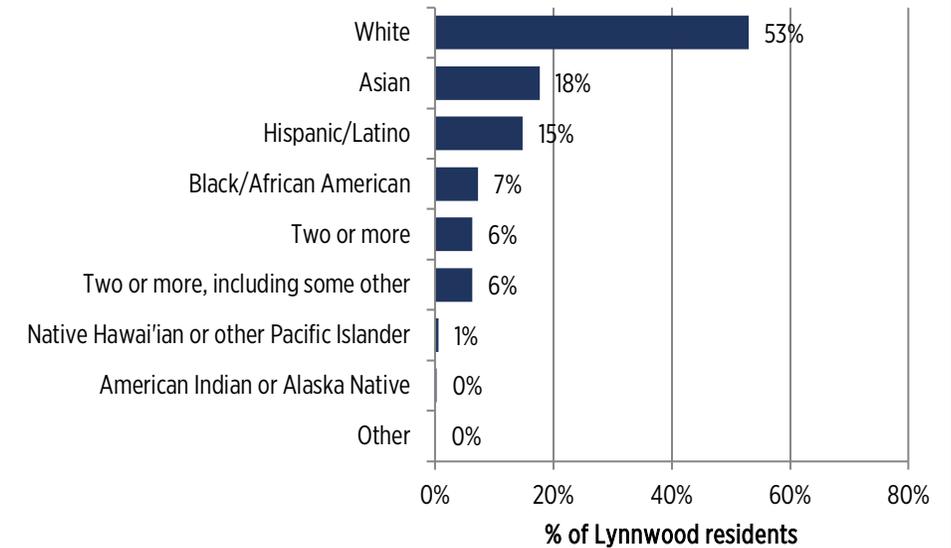
Survey Respondents



All Lynnwood Residents

Source: 2018 5-year American Community Survey

Lynnwood Demographic Profile

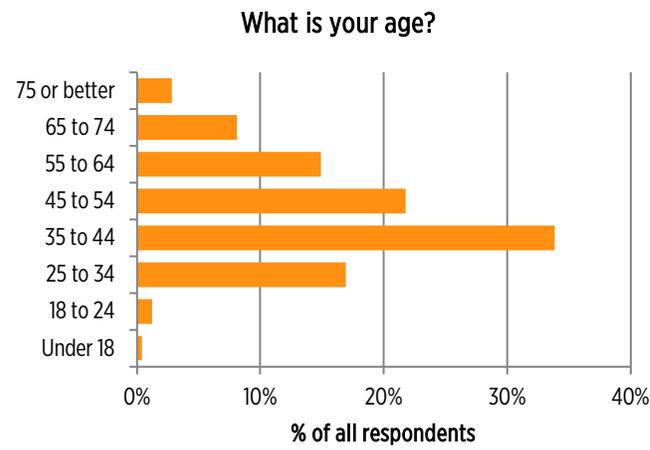
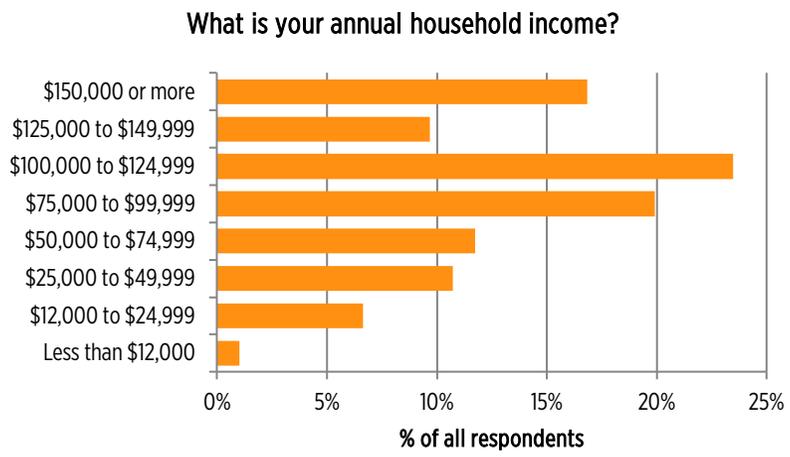


Respondent Profile

How does the survey sample compare with Lynnwood overall?

- Three quarters of respondents between ages 25 and 54
 - Only one respondent under age 18
- Half have household income over \$100,000
 - Median household income in Lynnwood is \$59,400

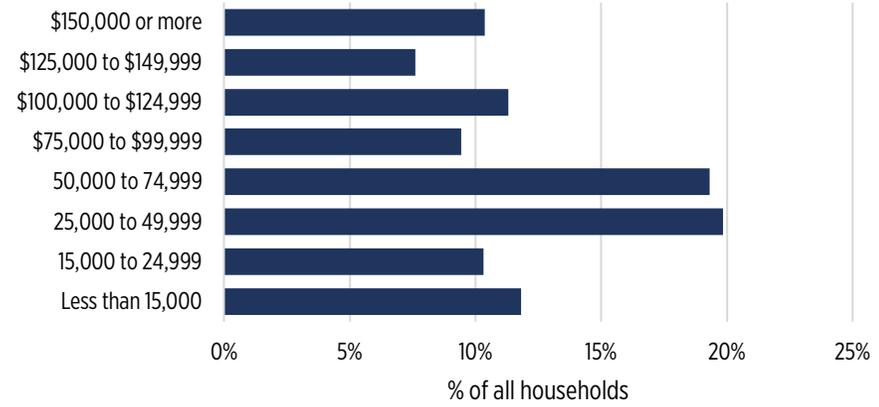
Survey Respondents



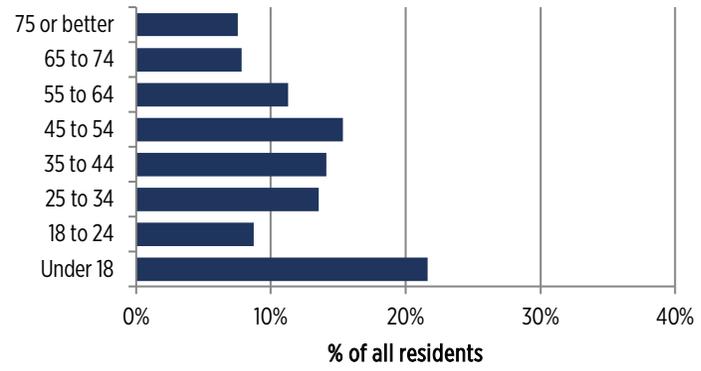
All Lynnwood Residents

Source: 2018 5-year American Community Survey

Lynnwood Household Income



Lynnwood Age Profile



Survey Comments

The issue I have is **lack of sidewalks and long stretches of road with no place to cross. The farther from the city center the worse it is.**

Why bother with any of these costly "improvements" until there are traffic signals where they need to be and sidewalks on ALL 30 mph roads.

Protect people walking near fast roads and **develop a culture** where people are expected to be in the street in neighborhoods using it for walking, playing or just standing there talking to neighbors. **Prioritize walking** - that means when there is a choice and we can't do both, the cars get less and the people get more. Keep making that choice consistently and in a decade you have progress.

We desperately need more overcrossings, mid block crosswalks, and lower speed limits on **Hwy 99**. **We have lost too many people on that road.**

Retail is so heavily concentrated in one area, and that area is dangerous for pedestrians. To make walking viable, retail and housing need to be integrated. Less parking lots and busy intersections.

I think **consistency** is the biggest obstacle to overcome. Bicycle and pedestrian facilities in Lynnwood are often **patchwork** and involve weaving in and out of traffic, on and off sidewalks and shoulders. Having **consistent, uninterrupted routes** like 200th st could be a baby step to build a rudimentary (at the very least) pedestrian and bicycle network.

**COMMUNITY OUTREACH OVERVIEW ATTACHMENT B:
ONLINE OPEN HOUSE &
STORYMAP SURVEY RESPONSES**



Online Open House & Storymap Responses

Rank your favorite All Ages & Abilities bicycle network projects



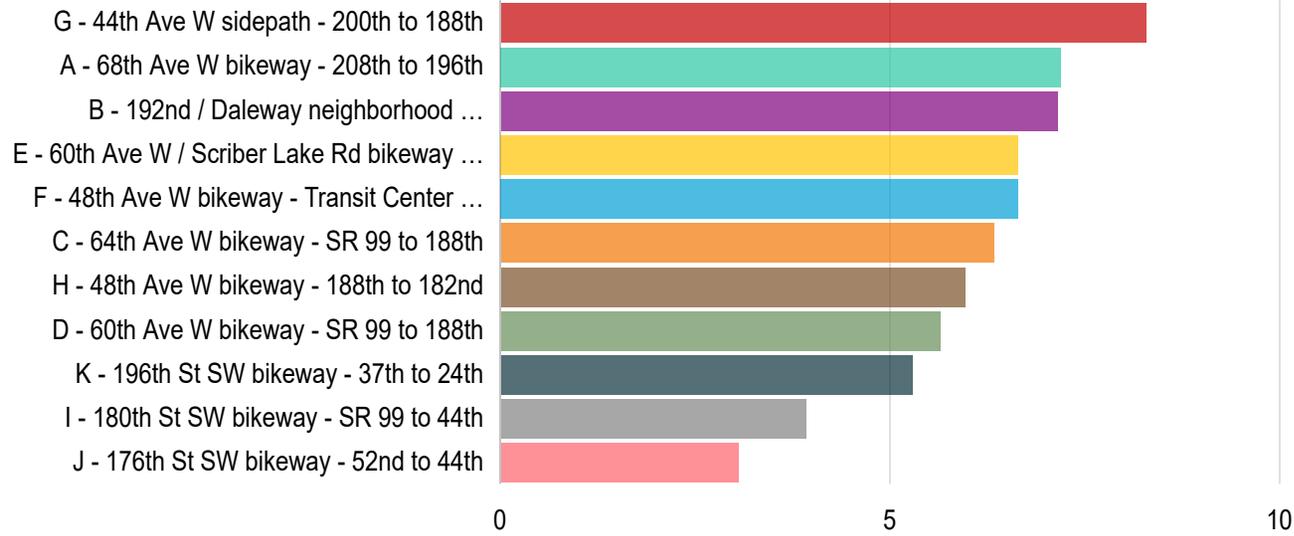
Rank	Answers	1	2	3	4	Average score
1	A - Scriber Creek Trail from 196th St SW to 180th St SW	62.96% 17	11.11% 3	14.81% 4	3.7% 1	7.41% 4.19 2
2	D - Sidepath or wide sidewalk along the west side of 44th Ave W	14.81% 4	44.44% 12	11.11% 3	14.81% 4	3.30

		11.11%	10.52%	44.44%	22.22%	11.11%
3	B - Buffered bike lanes along 188th St SW	2	5	12	6	2.96 ²
4	C - Buffered bike lanes along Maple Rd/179th St SW	3.7%	14.81%	22.22%	40.74%	2.44
		1	4	6	11	
5	E - Sidepath along the south side of 168th St	11.11%	11.11%	7.41%	18.52%	51.85%
		3	3	2	5	2.11 ¹⁴

Answered: 27 Skipped: 1

AATP Survey Question 2

Rank your favorite high-scoring bicycle improvements High-scoring Bicycle Projects *



Rank	Answers	1	2	3	4	5	6	Average score
6	C - 64th Ave W bikeway - SR 99 to 188th	4.55%	13.64%	22.73%	0%	0%	22.73%	6.32
7	H - 48th Ave W bikeway - 188th to 182nd	4.55%	4.55%	4.55%	18.18%	13.64%	18.18%	5.95
		9.09%	9.09%	9.09%	9.09%	4.55%	0%	9.09%

8	D - 60th Ave W bikeway - SR 99 to 188th	0%	0%	4.55%	13.64%	22.73%	13.64%	1	5.64
		0	0	1	3	5	3		
9	K - 196th St SW bikeway - 37th to 24th	9.09%	9.09%	9.09%	0%	9.09%	13.64%	2	5.27
		2	2	2	0	2	3	2	
10	I - 180th St SW bikeway - SR 99 to 44th	0%	4.55%	4.55%	9.09%	9.09%	0%		3.91
		0	1	1	2	2	0		

Answered: 22 Skipped: 0

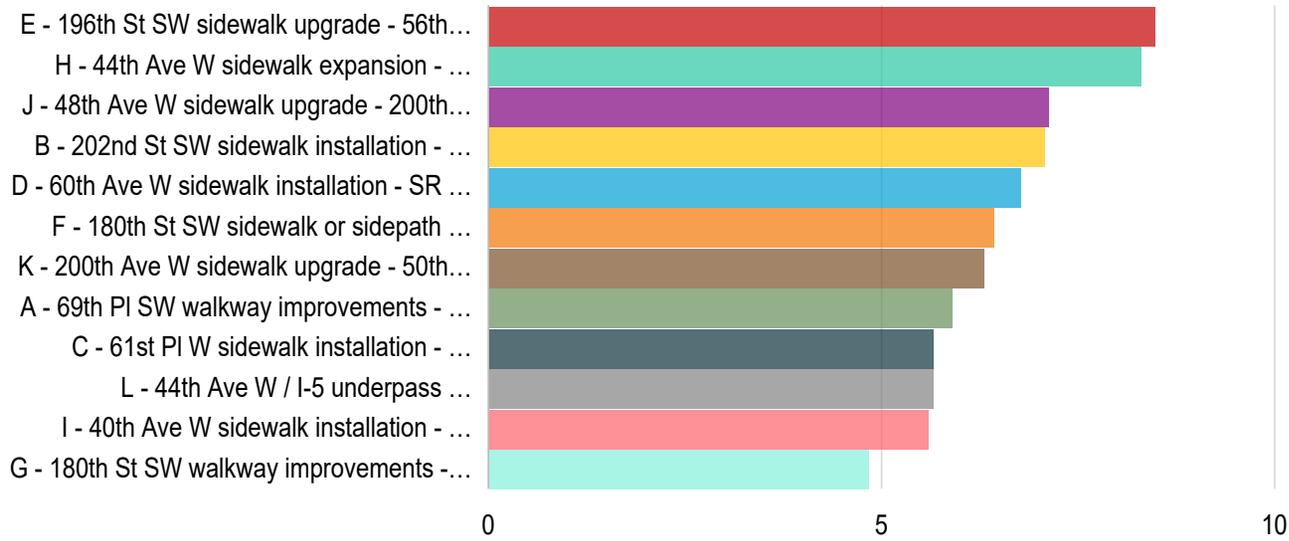
Other project feedback

The word cloud requires at least 20 answers to show.

Word	Count
bike	11
lanes	6
cyclists	4
Interurban	3
traveling	3
unsafe	3
traffic	3

AATP Survey Question 3

Rank your favorite high-scoring walkway improvements *

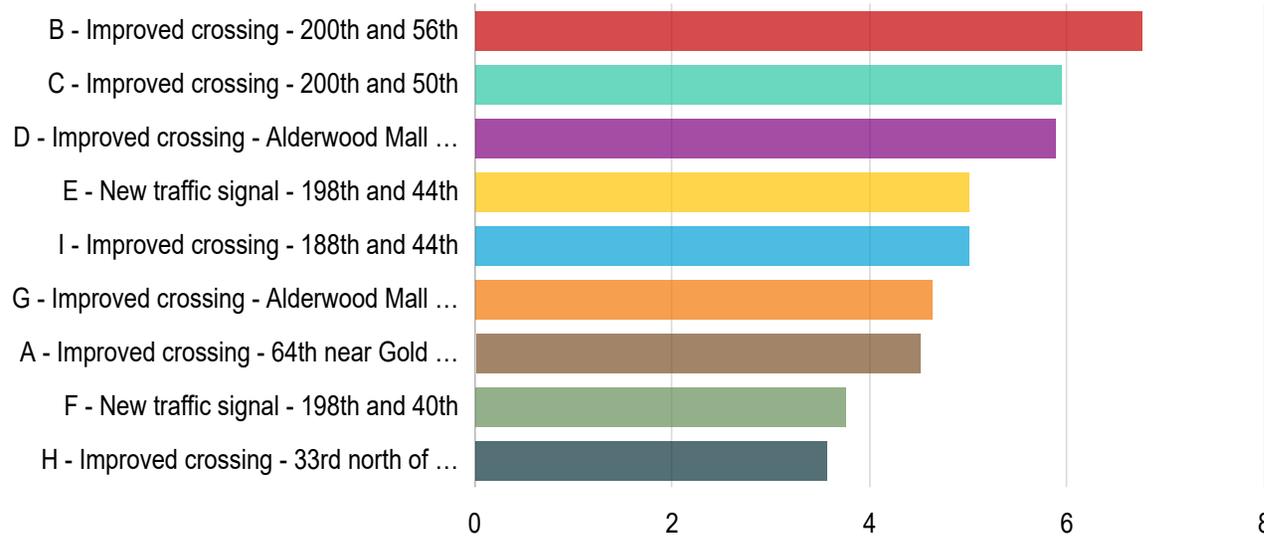


Rank	Answers	1	2	3	4	5	6	Average score
2	H - 44th Ave W sidewalk expansion - Lynnwood Elementary to 188th	23.53%	5.88%	5.88%	23.53%	5.88%	0%	8.29
3	J - 48th Ave W sidewalk upgrade - 200th to 196th	5.88%	17.65%	11.76%	11.76%	5.88%	11.76%	7.12
								0%

4	B - 202nd St SW sidewalk installation - SR 99 to 68th Ave W	1	3	2	2	1	2	7.06
		0%	11.76%	11.76%	5.88%	11.76%	11.76%	
5	D - 60th Ave W sidewalk installation - SR 99 to 189th	0	2	2	1	2	2	6.76
		5.88%	11.76%	5.88%	11.76%	0%	0%	
	F - 180th St SW sidewalk	1	2	1	2	0	0	

Answered: 17 Skipped: 0

Rank your favorite high-scoring crossing improvements *



1	B - Improved crossing - 200th and 56th	31.25% 5	18.75% 3	12.5% 2	18.75% 3	0% 0	0% 0	6.25% 6.75 1	
2	C - Improved crossing - 200th and 50th	6.25% 1	18.75% 3	31.25% 5	12.5% 2	6.25% 1	6.25% 1	5.94	
3	D - Improved crossing - Alderwood Mall Blvd east of 44th	12.5% 2	6.25% 1	6.25% 1	31.25% 5	25% 4	12.5% 2	6.25% 5.88 1	
4	E - New traffic signal - 198th and 44th	6.25% 1	6.25% 1	6.25% 1	18.75% 3	25% 4	18.75% 3	5.00	
5	I - Improved crossing - 188th and 44th	25% 4	18.75% 3	6.25% 1	0% 0	0% 0	6.25% 6.25% 1	5.00	
	G - Improved crossing -								

Answered: 16 Skipped: 1

Other feedback

The word cloud requires at least 20 answers to show.

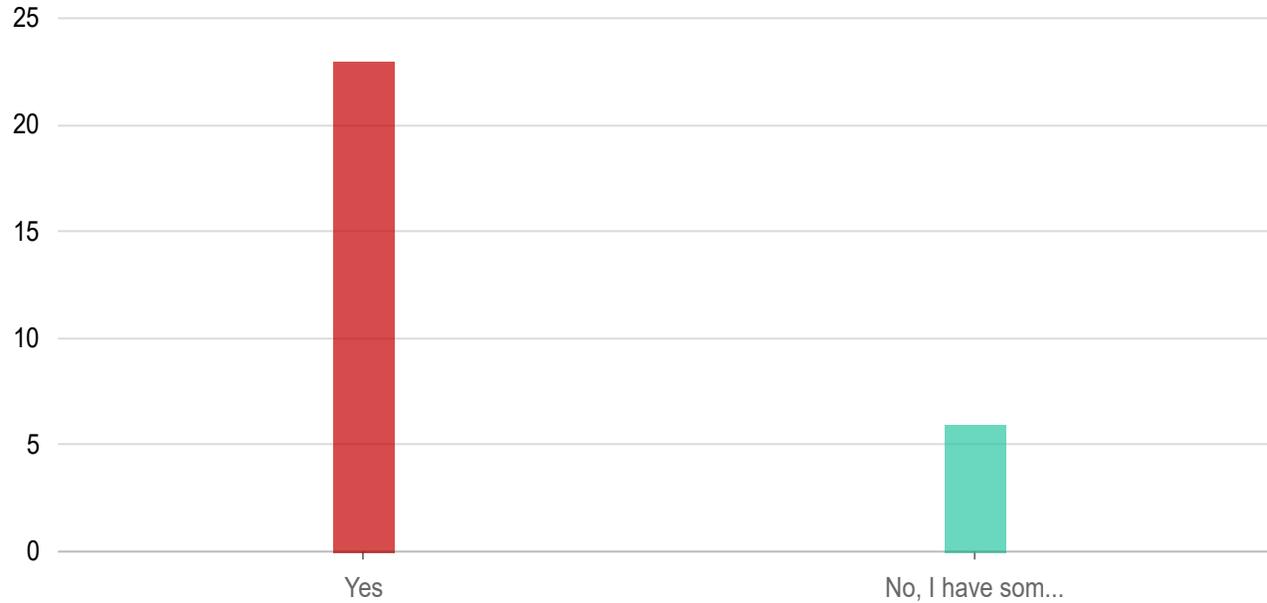
Word

Count

pedestrian	5
Road	5
traffic	4

AATP Survey Question #4

Support for Connect Lynnwood



Answers	Count	Percentage
Yes	23	82.14%
No, I have some suggestions	6	21.43%

Answered: 27 Skipped: 1

Tell Us More

<p>You should provide for bicycle use on Hwy 99, especially for bicycle commuters and with more people using e bikes. With the wide curbside lanes it is actually fairly safe to ride and would be safer if the speed limit in that lane were reduced Please work with other communities to provide for better connectivity (e.g. Olympic View Drive in Edmonds) Is it feasible to avoid having the Interurban Trail cross I-5 (could the one long section north of the mall be located to the west side of I-5?) I found it difficult to respond to some of your questions (e.g. I support the direction you are going but still have some suggestions).</p>	1
<p>Yes. Please make it easier to bike around town and specifically crossing 196 and Highway 99.</p>	1
<p>Very much appreciate all this work; thank you for putting community first and prioritizing access.</p>	1
<p>Vehicle traffic in Lynnwood is horrible. I've lived in the same house in Lynnwood for 60 years so I've watched Lynnwood grow from first a zillion strip shopping centers spread out everywhere to now a zillion new apartment complexes. Same amount of streets. Very little to mitigate traffic. The 196th improvements are only going to move the bottleneck from 36th to 48th. BFD! Any bike lane or walking path improvements that involve reducing vehicle lanes is not money well spent. I don't care how wide a sidewalk or bike lane you build, 99% of the people are going to drive their car from their home to the grocery, or any other store (mall) for that matter. It's a bitch carrying six sacks of groceries 10 blocks or riding your bike with 3, 2x4s over your shoulder.</p>	1
<p>Still need improvements in crossing SR99. Crossings are sparse, and lights take a long time to change</p>	1
<p>Really great progress! I'm excited to see these improvements!</p>	1
<p>New development in the city center should make the connection improvements</p>	1
<p>Maintain the current and future bike paths. Sweep them, refresh painted signage (e.g., the bike rider icons), fix cracks and potholes. The current paths seem to be ignored once they are installed.</p>	1
<p>Lynndale elementary needs either a stop sign or a light at the entrance to the drop off loop. Way too congested, people take a left turn out of the school during drop off and pickup, it is unsafe. We have been putting out cones for a couple of years. there are no crosswalks or sidewalks either. Something more permanent needs to be done for safety sake.</p>	1

<p>It would be awesome to get sidewalks on Spruce way so people don't have to bike on the road. Spruce is an excellent bike path road because 44th and 36th are somewhat busier. Side walks on Spruce way will also be safer for kids walking/biking to/from Spruce school. I support this any anything that will make it safer/easier to get to and from the new Light Rail station or connect different areas of Lynwood via bike paths. This would make it more encouraging to get around on a bike!</p>	1
<p>I support the direction of the Connect Lynnwood plan to make getting to public parks and trails, public transit hubs, businesses, schools, and the city center more friendly to walking, and other non-motorized methods of transportation.</p>	1
<p>I noticed that the area around Lynndale Elementary has not been included in this plan. 189th is a busy street, with a blind corner at the top. This street has many walkers to the park, the school, and just out on evening walks. A sidewalk on at least one side of the street is needed for safety. For students walking/biking to school, once they get to the bottom of the street (72nd), there is no safe walking path to the sidewalk that leads to the school. Please reconsider.</p>	1
<p>I just really wanted to stress the importance that Manor Way from 168th to 148th is in desperate need of a sidewalk. Currently people are walking along the side of the road and it is especially dangerous during twilight/dusk/evening. Also, I didn't see any park improvements or ideas to add parks but it would be so lovely to have a dog park for the communities along this road mentioned earlier (Manor Way from 168th to 148th) that is within walking distance for several of the neighboring communities! Thank you</p>	1
<p>I got half-way through the survey and it wouldn't advance when I clicked next. I'll try again later.</p>	1
<p>I appreciate the extra effort to help residents who lack vehicles, while planning ahead to interconnect the city to the Light Rail station.</p>	1
<p>Facilitating walking and bicycling everywhere in Lynnwood will make our community safer and friendlier. I look forward to a day when visitors will park their cars and move about more freely.</p>	1

Buses won't pick up kids if they live over a mile from their school. So they walk or ride. There needs to be a safe option for them. There has to be sidewalks available in a mile radius of all schools. School budgets maybe should help too.

1

All good so far, but PLEASE improve the road surface on 48th Ave W to the west of Fred Meyer! I would also appreciate easier access to some of the other bike trails in the area such as the Burke Gilman, but I know that would also require working with other cities to get that done.

1

1) Reduce vehicle speeds on all city streets. Pedestrians and cyclists will never feel safe if cars continue to pass them at high speeds. 2) Focus on slowing 99. That road is treacherous for pedestrians. 3) Install speed bumps or other traffic calming infrastructure along 172 Street SW, between 36th and 44th Ave. W. 4) Install speed bumps or other traffic calming infrastructure along Spruce Way, between Maple Road and 164th St. SW 5) Slow traffic on 36th Ave. W between 524 and 164th St. SW.

1

0

Answered: 20 Skipped: 8