



**CONNECT**  
LYNNWOOD

# ACTIVE & ACCESSIBLE TRANSPORTATION PLAN

ADOPTED AUGUST 15, 2022  
City Council Ordinance #3424

# 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

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## WHAT IS ACTIVE AND ACCESSIBLE TRANSPORTATION FOR LYNNWOOD?

- 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 options no matter our ability level or mobility challenges.

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





# 01

## INTRODUCTION

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**CONNECT LYNNWOOD IS THE CITY'S VISION FOR CONNECTED, COMFORTABLE WALKING AND BICYCLING NETWORKS.**

*Connect Lynnwood: Active & Accessible Transportation Plan (or simply, Connect Lynnwood)* is the City's long-term vision and near-term action plan for improving walking and bicycling. This Plan describes the types of walkways and bikeways for Lynnwood's future and maps out where they will be located.

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.
- 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, rolling, and bicycling.

## ACTIVE & ACCESSIBLE TRANSPORTATION PLAN GOALS



### BALANCE

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



### CONNECTIVITY

Create comfortable, complete walking and bicycling networks



### SAFETY

Create safer conditions for people walking, rolling, 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

Find more detail, including priority actions related to each goal, in Appendix A: Vision, Goals, & Priorities.

# MORE MOBILITY CHOICES ARE COMING TO LYNNWOOD!

*In 2024, Sound Transit Link light rail will begin operation 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-Mariner  
 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



Between 2021-2024 the City of Lynnwood is preparing for Sound Transit Link light rail service at the Lynnwood City Center station. From 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 around Lynnwood.



# 02

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

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**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.



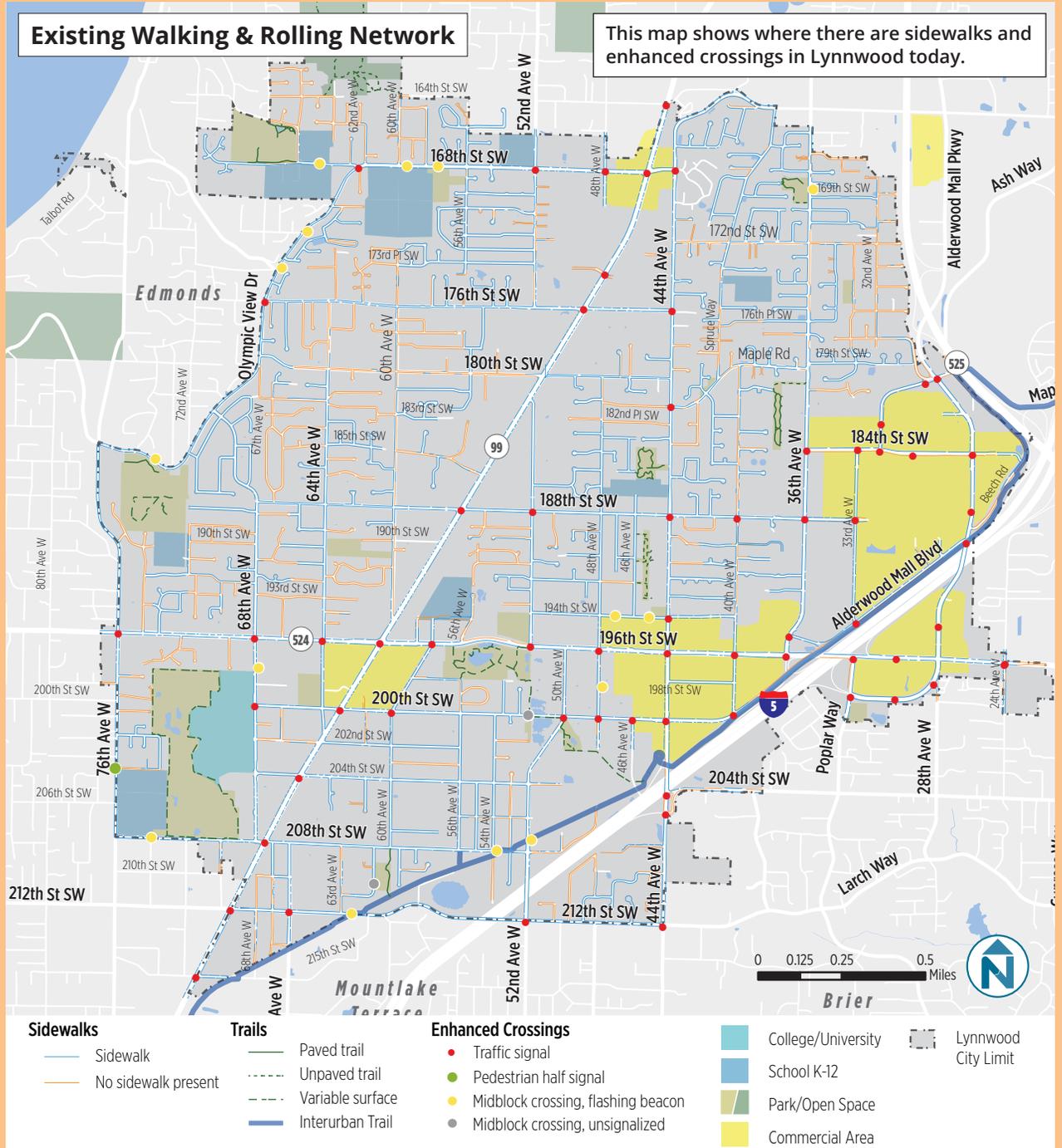
Most of our busy streets have sidewalk on both sides.



Some crossings 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 8 miles of corridor trails.*

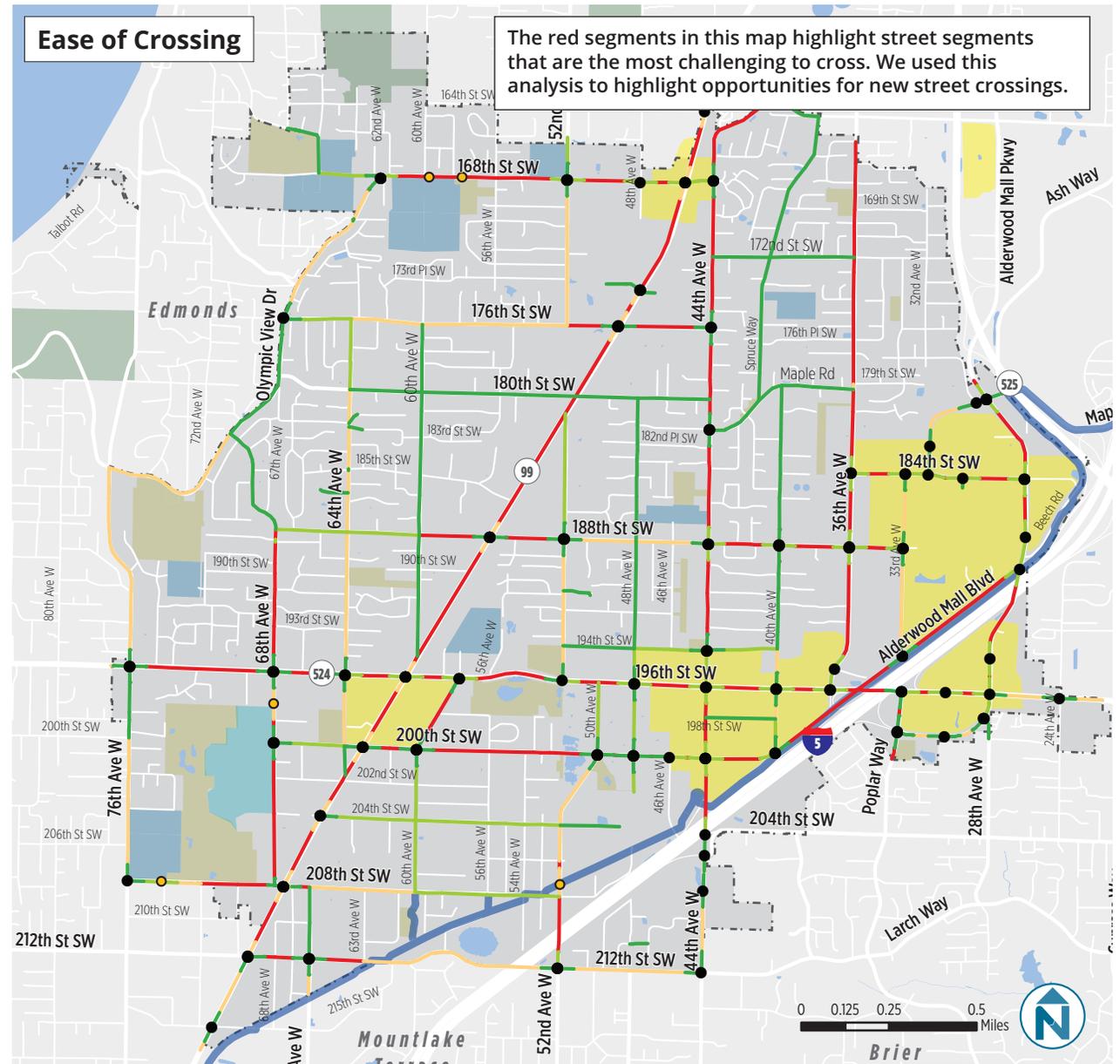
Connect Lynnwood identifies opportunities for new walkways and crossings to provide more connections to the places you want to walk and roll.

## 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

More detail can be found in Appendix D: Transportation Baseline Memo.



### Ease of Crossing

— Less challenging

— Moderately challenging

— Challenging

— Very challenging to cross

● Signalized Intersection

● Pedestrian Flasher and Median Island

— Interurban Trail

■ College/University

■ School K-12

■ Park/Open Space

■ Commercial Area

■ Lynnwood City Limit



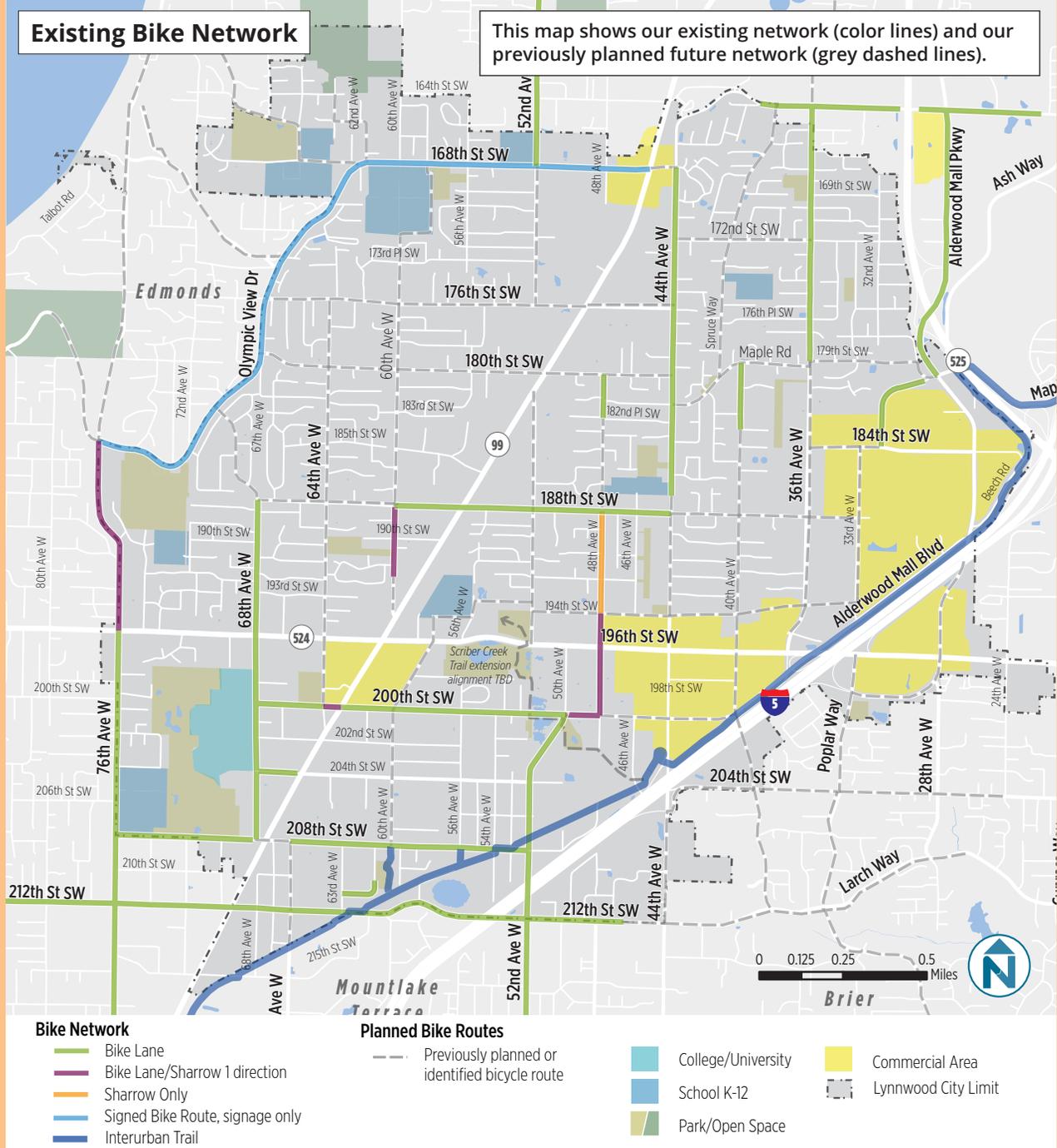
Most of our on-street bikeways are striped bike lanes, with some shared lane markings (sharrows) and signed bike routes.



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.

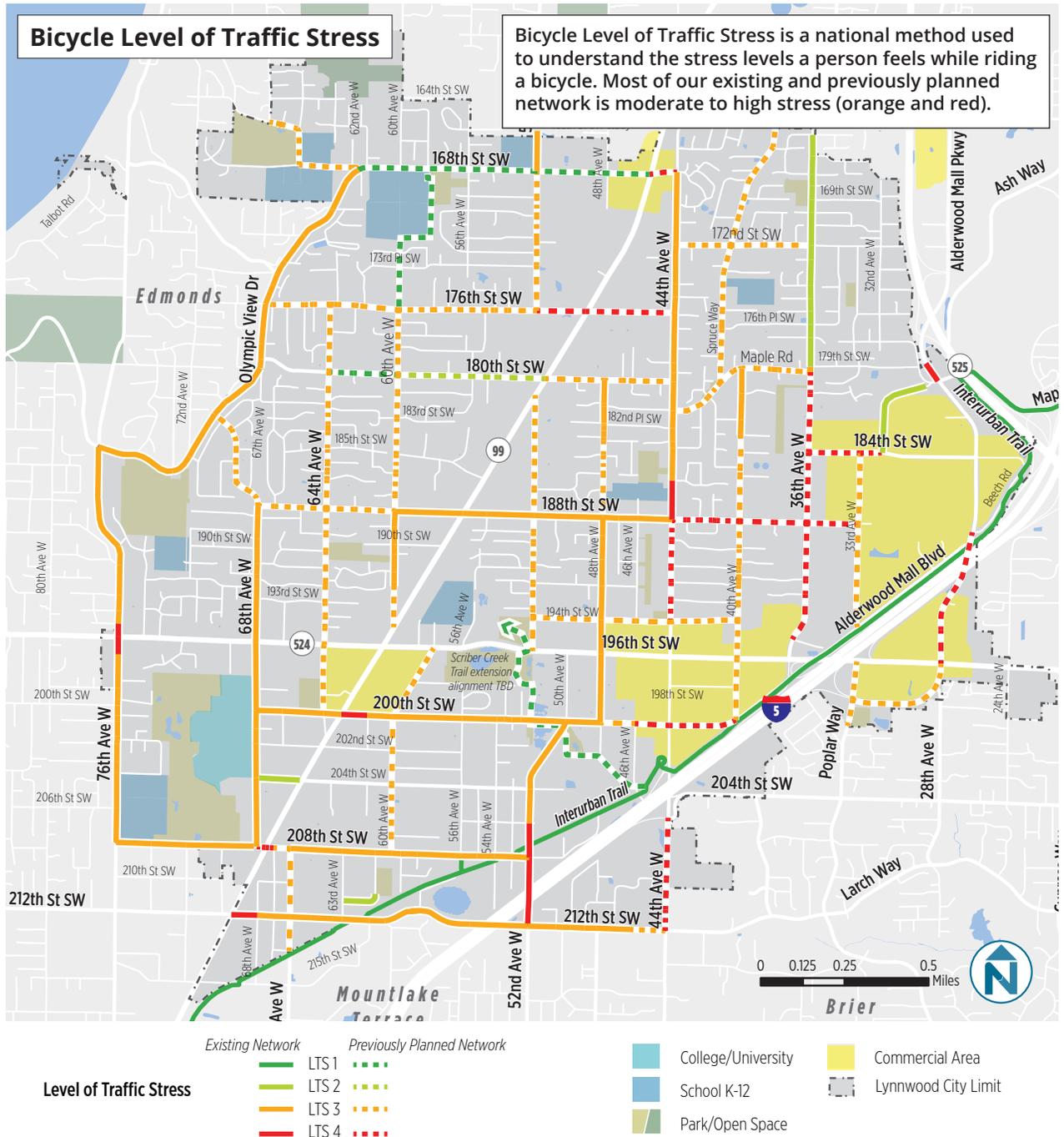
*Bikeways can be bike lanes, buffered bike lanes, or protected bike lanes on the street, paths beside a road, and trails like the Interurban Trail.*

Lynnwood has more than 100 miles of streets, including 15 total miles of on-street bikeways. Four miles of the Interurban Trail, a major regional connection from Everett to Seattle, pass through Lynnwood.

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

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

Of our 19 miles of bikeway, only 5.2 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?

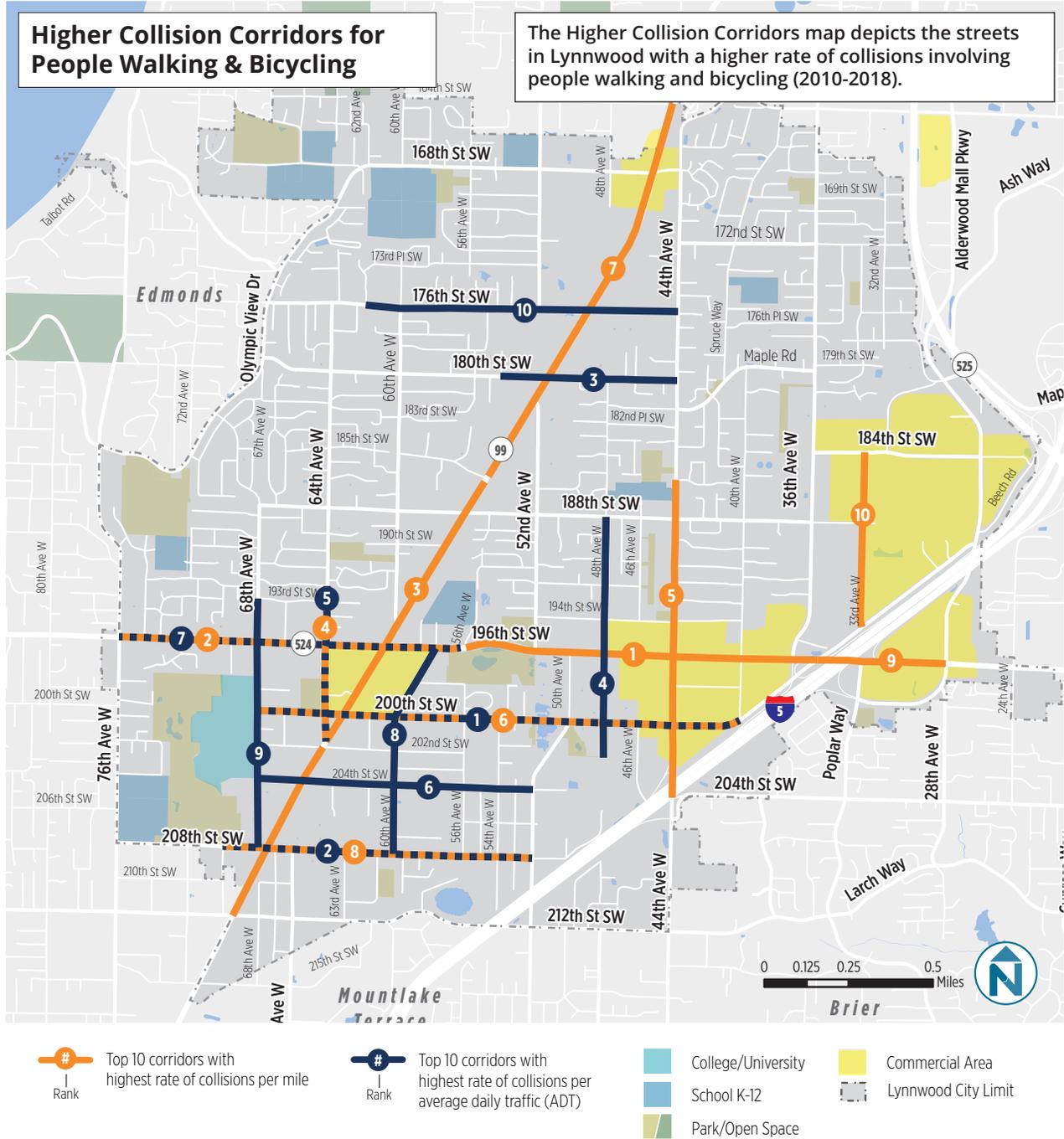
*We analyzed where collisions involving people walking and bicycling occurred in Lynnwood between 2010-2018.*

We adjusted the analysis to show where collisions are concentrated according to length of street and the number of drivers using the street. Streets with a higher rate of collisions involving people walking and bicycling include:

- State Routes: Hwy 99 and SR-524 (i.e., 196th St SW)
- Places where more people travel along our streets: near Alderwood Mall, Lynnwood Crossroads, 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.*



## WHERE DO PEOPLE WANT TO GO?

*Connect Lynnwood will complete missing links that connect to destinations in Lynnwood that you'd like to access on foot, in a wheelchair, or by bicycle.*

**LYNNWOOD IS HOME TO 10 PUBLIC SCHOOLS AND 17 PARKS, WHICH INCLUDE 8 MILES OF TRAILS.**

- We want it to be comfortable and convenient for you and your family to walk, roll, or bicycle to school and to parks.

**LYNNWOOD IS SERVED BY COMMUNITY TRANSIT AND SOUND TRANSIT BUSES, AND SOON WILL BE SERVED BY SOUND TRANSIT LINK LIGHT RAIL.**

- We want your experience of walking, rolling, or bicycling to and from transit to be pleasant and easy to navigate.

**LYNNWOOD'S COMMERCIAL HUBS AT ALDERWOOD MALL, IN CITY CENTER, AND ALONG HWY 99 ARE CENTERS OF ACTIVITY IN OUR COMMUNITY.**

- While our commercial hubs serve the region, we want Lynnwood residents and workers to have the option to walk, roll, or bicycle to work and shopping destinations.





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

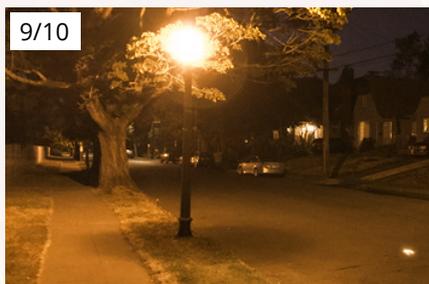
In our online survey and in-person outreach, you shared the top barriers to walking and bicycling in Lynnwood today:

- Lack of 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

*We heard from hundreds of people at community events and through our online community survey. We gathered nearly 400 comments and ideas left on the survey web map to help us identify locations for biking and walking improvements. Continue reading in Appendix C: Community Outreach Overview for more detail on the citywide survey.*

*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. Numbers indicate survey respondents' ranking of each element (10=more important, 1=less important).



9/10  
Street lighting, landscaping, and furnishings that make your walk more pleasant



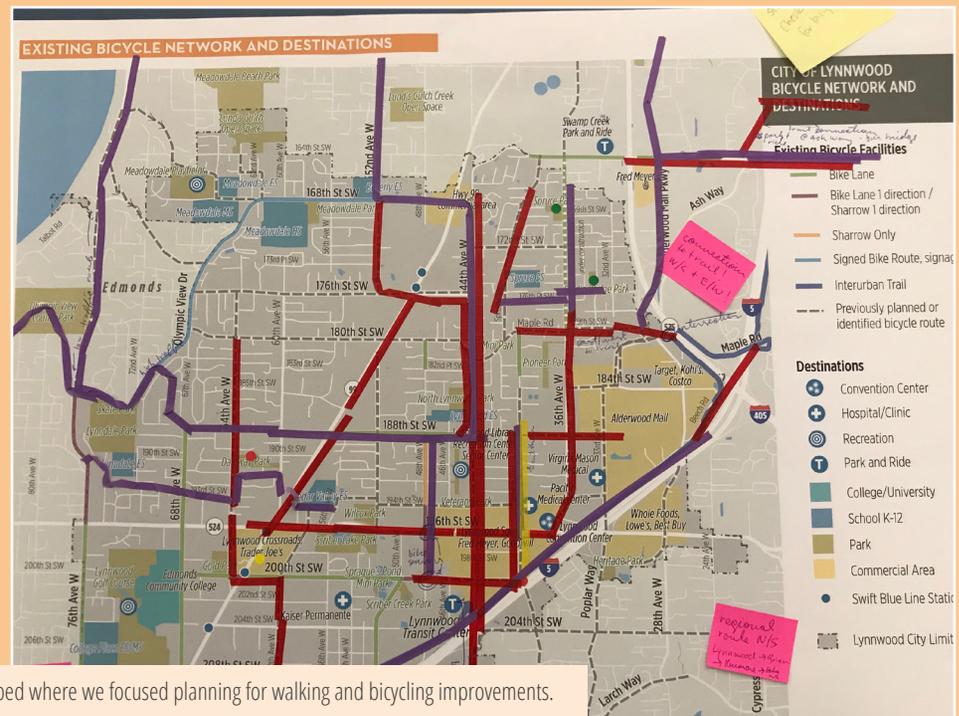
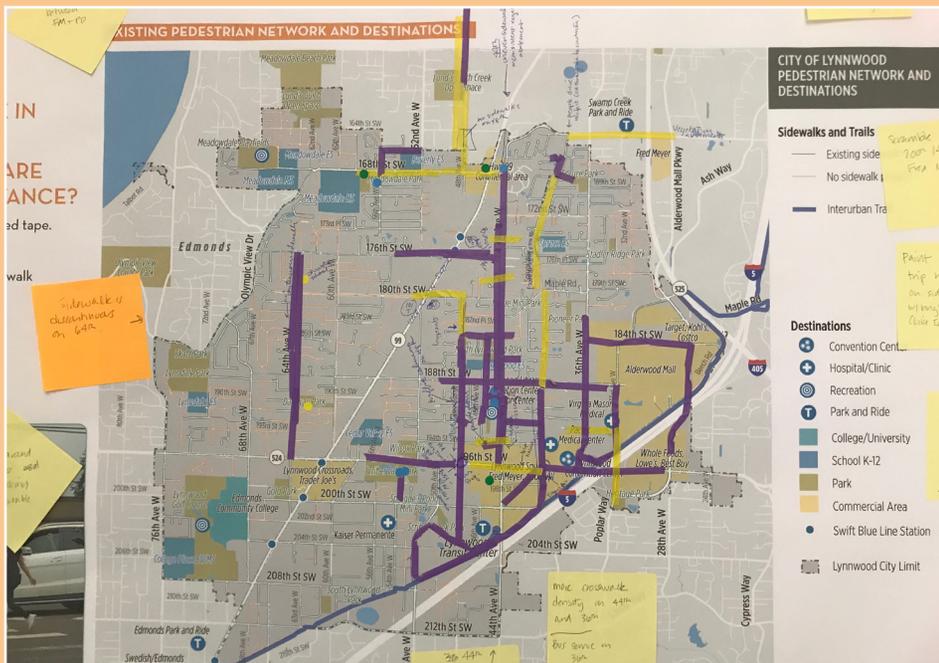
8/10  
Off-street multi-use trails and wide sidepaths that separate people on trails from busy streets



8/10  
Crosswalks that enhance the visibility and priority of people crossing the street



7/10  
Sidewalks with buffers that create space between people walking and rolling and people driving



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 planning for 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 Hwy 99, including 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.”



## 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 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 Americans with Disabilities Act (ADA)-compliant 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. Designing streets to accommodate people with mobility challenges benefits everyone.

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

- Crossing enhancements such as pedestrian push buttons with beacons, longer traffic signal phases with more time to cross the street, and limiting right turns on red for cars
- Buffers between the sidewalk and the vehicle lane
- 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 robust feedback from across the city, including representation from all schools.*

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.

- Missing sidewalks
- Busy streets with high traffic speeds
- Busy intersections that are difficult to cross

Families prioritized the types of improvements listed below.

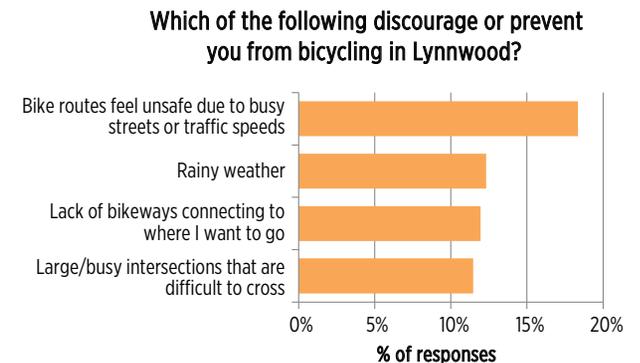
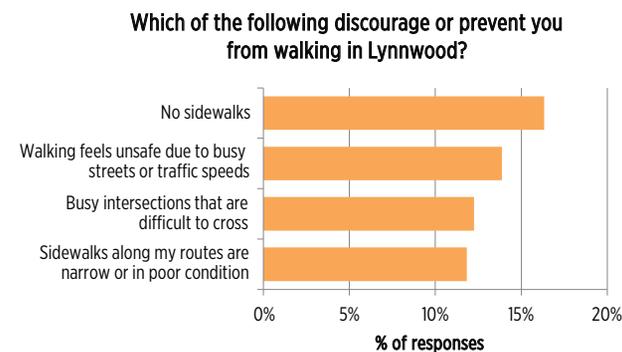
- More sidewalks
- More crosswalks
- More enforcement of school zone speeds

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



## BARRIERS TO ACTIVE TRAVEL CITYWIDE

Survey respondents indicated the biggest challenges to walking and biking. We used this feedback to focus our analysis and recommend locations for biking and walking improvements.





**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 BECOME 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.

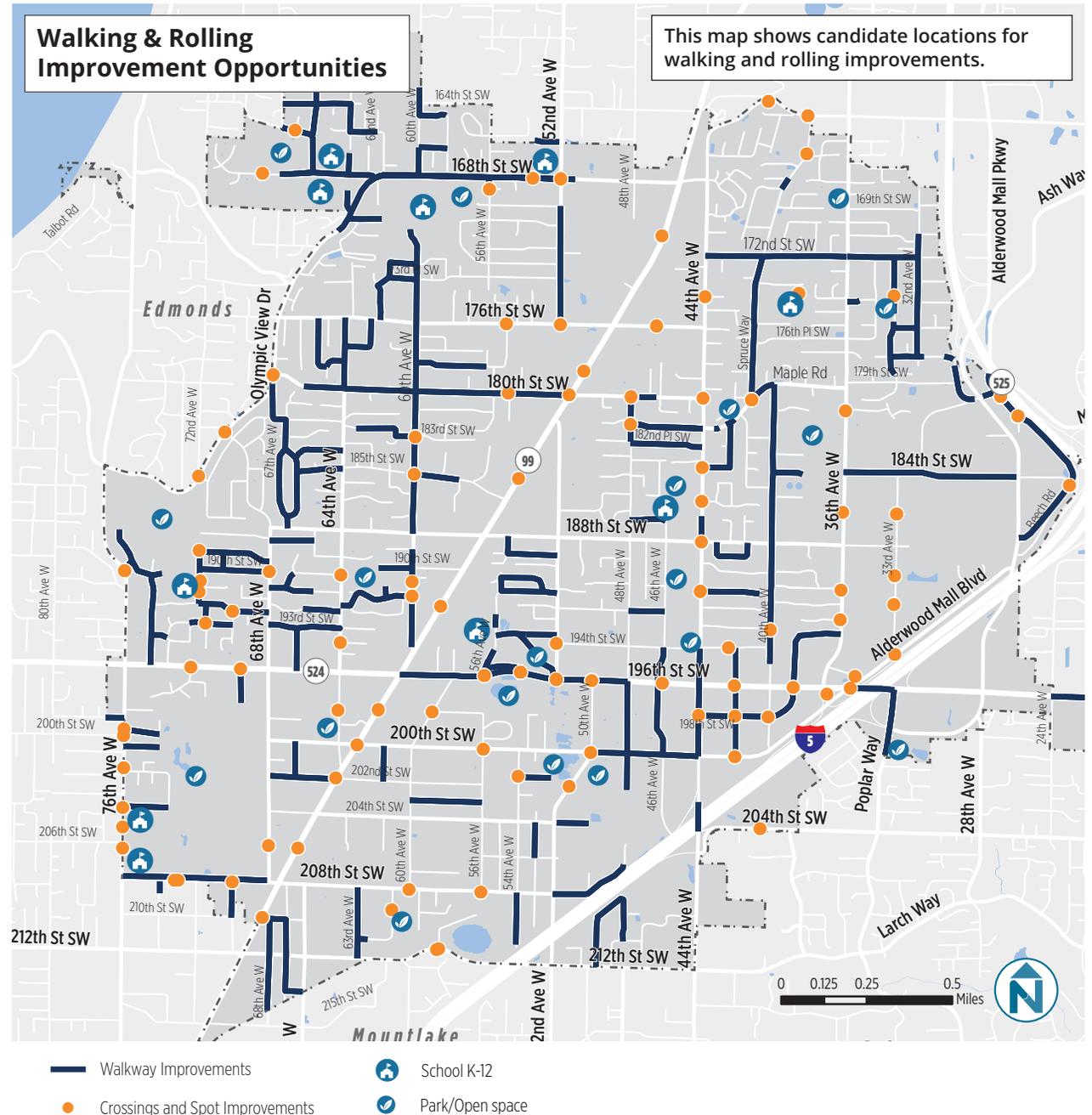
In the coming years, we will focus our improvements along streets connecting to these destinations first.

### 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



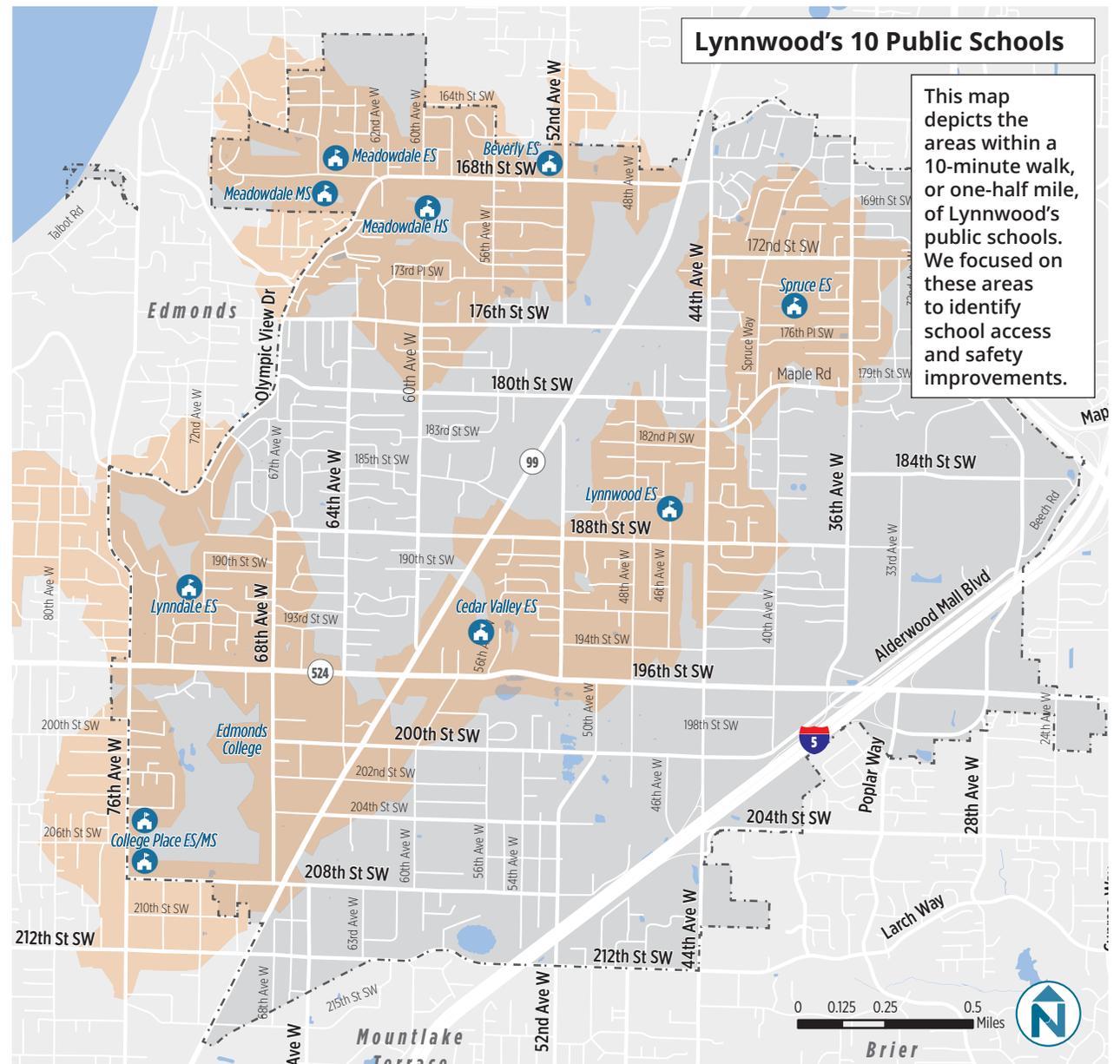
## REMOVE BARRIERS FOR STUDENTS AND FAMILIES WALKING AND BICYCLING TO LYNNWOOD'S PUBLIC SCHOOLS.

*Edmonds 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.

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

Learn more about school access and safety improvements for each public school in Appendix E: School Access & Safety Plans and in Appendix H: 168th St SW Corridor Study Final Report.



 School K-12

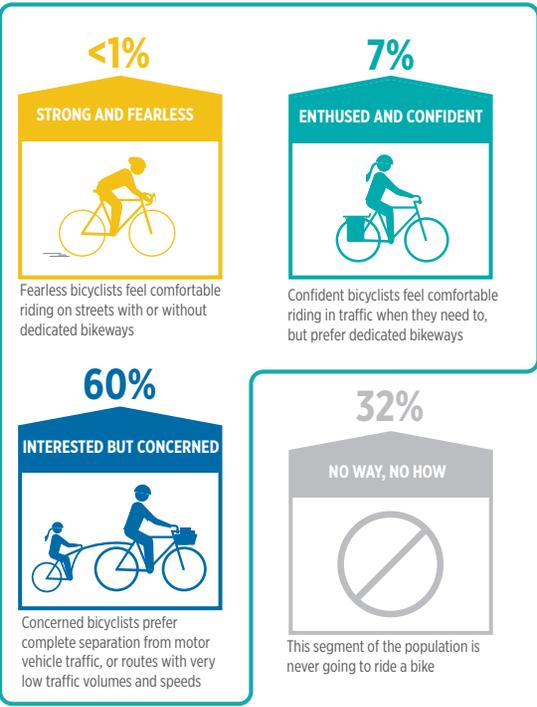
 10-minute Walking Distance

# BUILD BIKEWAYS COMFORTABLE FOR ALL AGES AND ABILITIES.

## Types of Bicyclists

We use categories to define how comfortable people feel riding a bicycle. Bikeways designed for people of "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.



*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.*

## Types of Bikeways

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



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.



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.

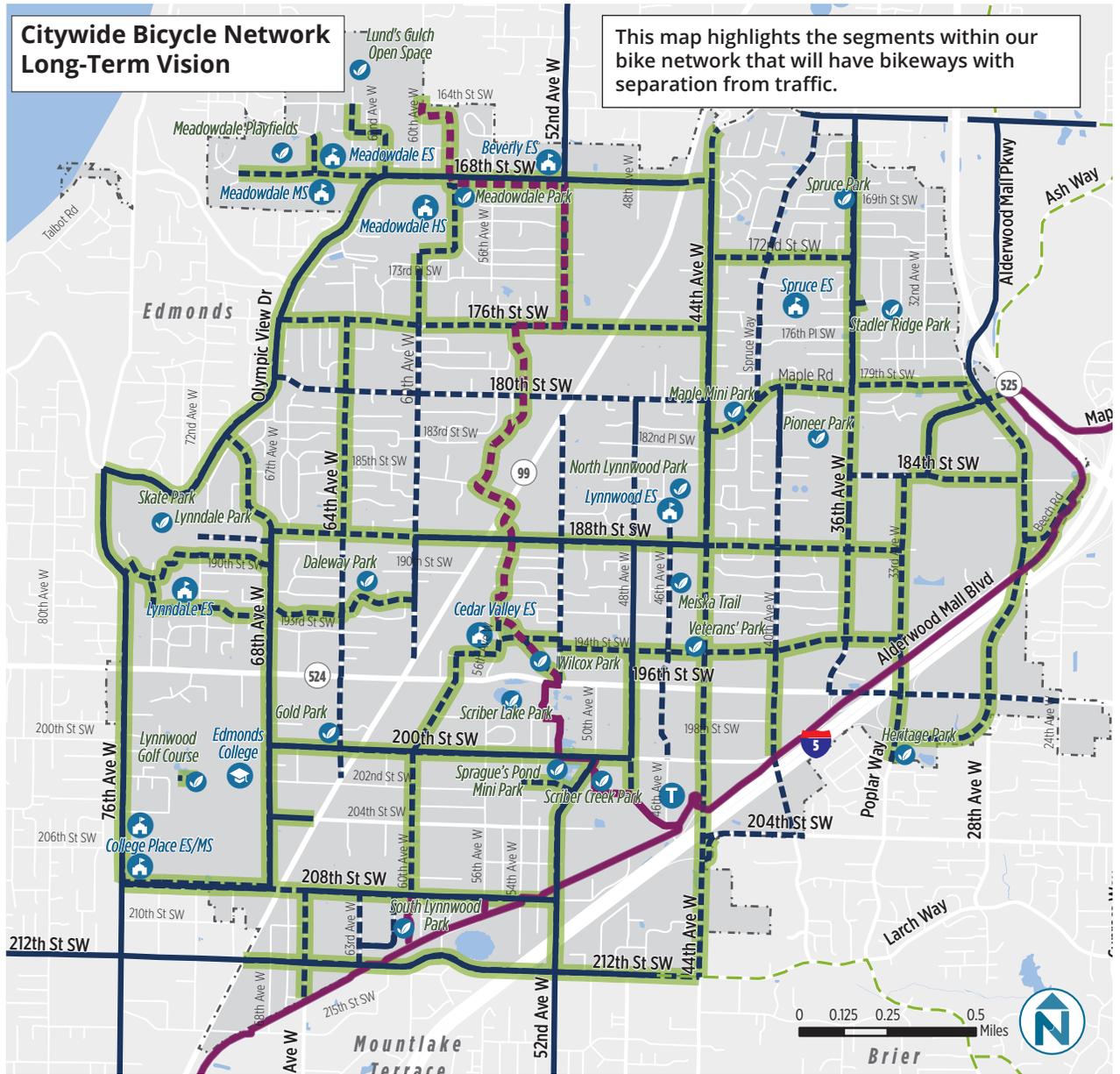
# CREATE AN ALL AGES AND ABILITIES (AAA) NETWORK FOR LYNNWOOD.

While Lynnwood's current bike network safely connects people to destinations, you shared that it would help you ride more if bikeways offered more separation from traffic.

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 more community members.

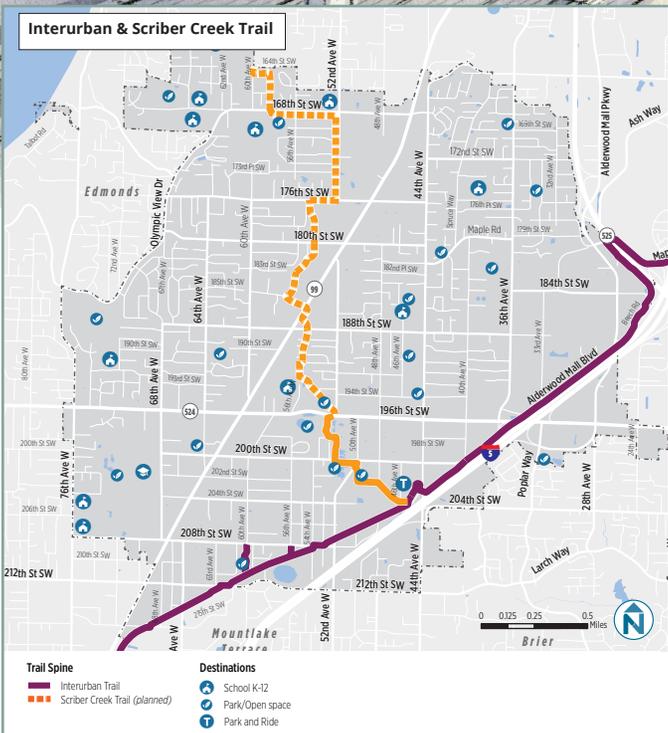
The long-term vision of *Connect Lynnwood* will be a citywide bike network (shown at right) that connects people biking with destinations, and includes sidepaths and buffered bike lanes in addition to Lynnwood's existing bikeways. These AAA bikeways offer greater separation from traffic. The citywide bike network includes existing routes and future connections, for a total of 56 miles of bikeways, with 38 miles of AAA network.

Learn more about how we identified and prioritized potential projects in **Appendix B: Active & Accessible Network Identification Methodology.**





Rendering of Scriber Creek Trail planned improvements (Illustration by Stephanie Bower)



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

*Lynnwood's trails are beloved community assets where people walk, roll, bicycle, and play. We have future plans to extend 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.*

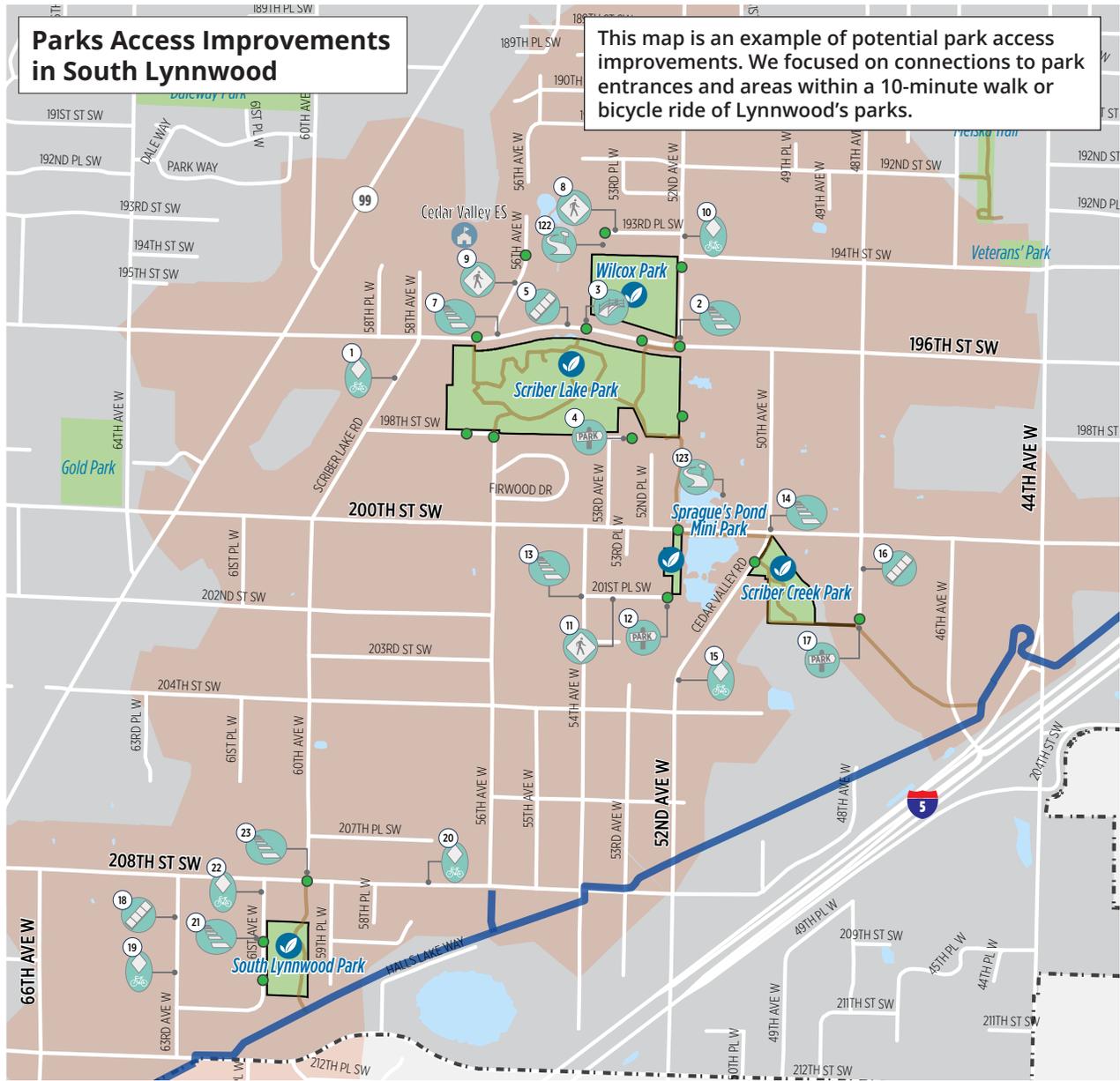
# CONNECT LYNNWOOD IMPROVES ACCESS TO PARKS AND GREEN SPACES.

*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: Parks Access Improvements.



**Park Access Improvement Types**

- Park signage & wayfinding  

- Bikeway  

- Trail connection  

- Sidewalk  

- Crosswalk  

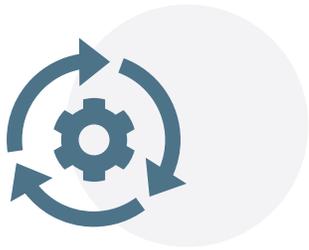
- Enhanced crossing  

- Grade-separated crossing  


 10-minute walking distance to park entrance



**WHICH PROJECTS DO WE BUILD FIRST?**



# 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.

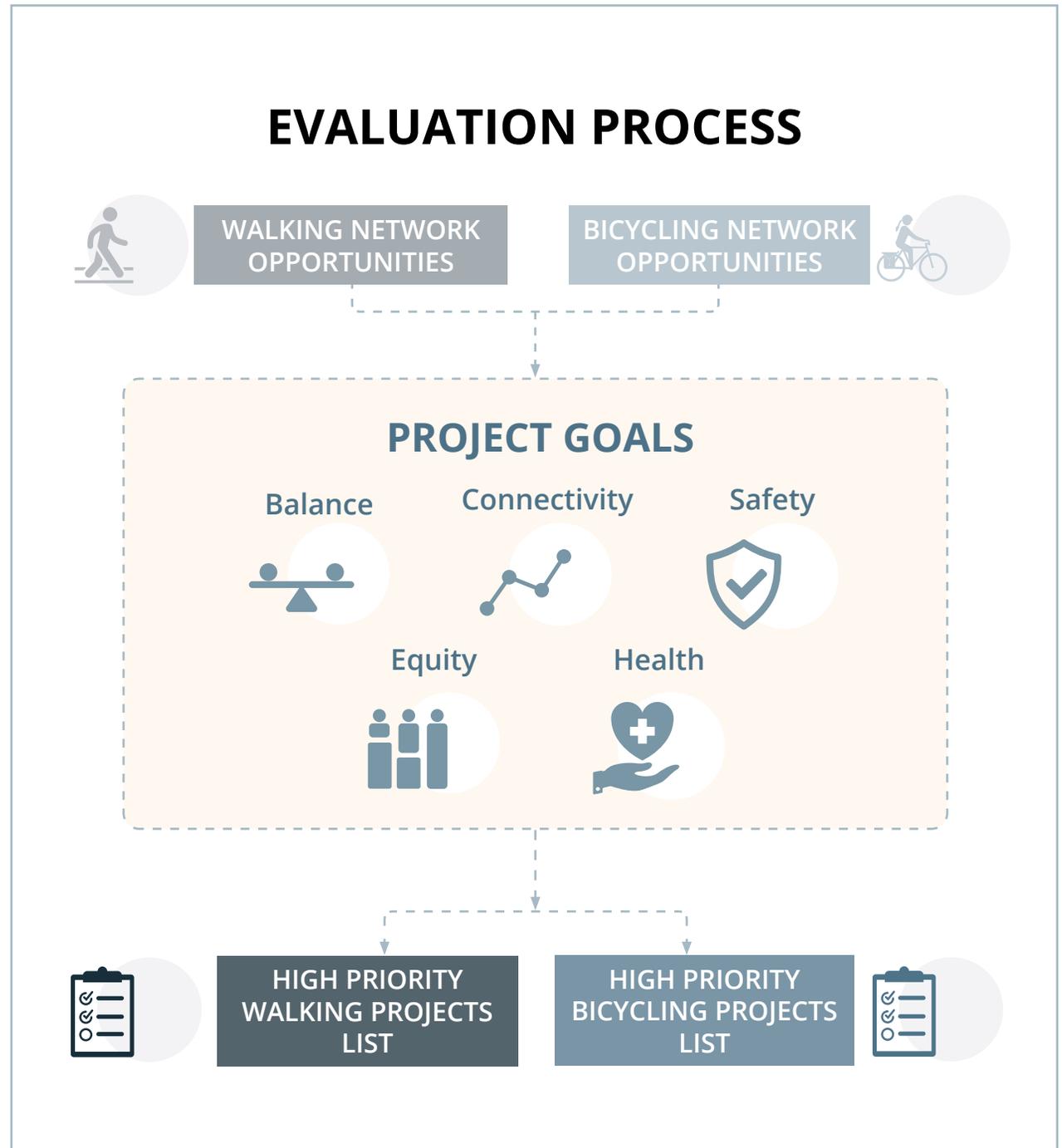
## WE EVALUATED WHERE PROJECTS WILL HAVE THE GREATEST POSITIVE IMPACT IN THE NEAR TERM.

*We used our Connect Lynnwood goals to evaluate and prioritize 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.

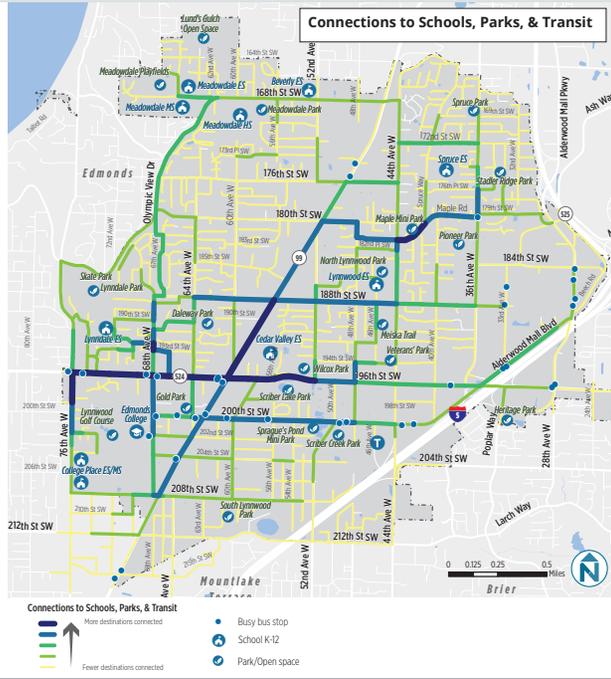
The maps on the facing page show outputs from the goal-based evaluation. Not all goals have corresponding geographic layers, but projects that score highly in Connectivity, Safety, and Equity all naturally contribute to overall network goals of multimodal balance and community and individual health.





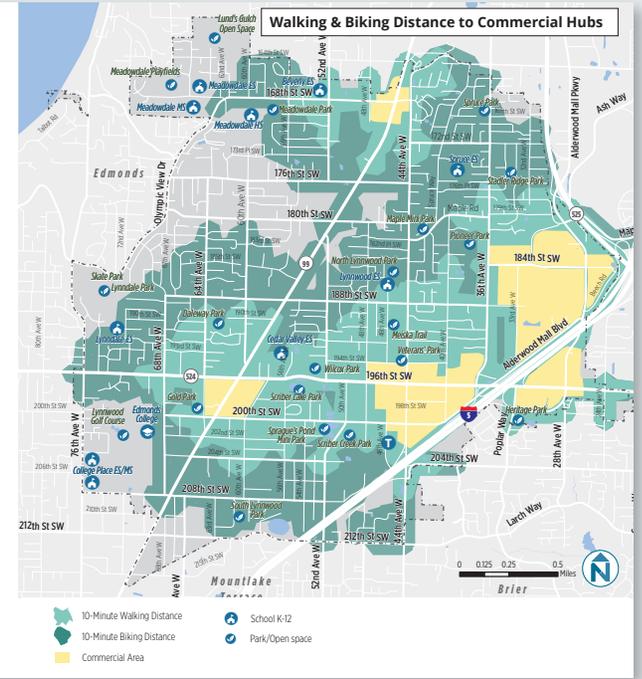
## Connect Schools, Parks, & Transit

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.



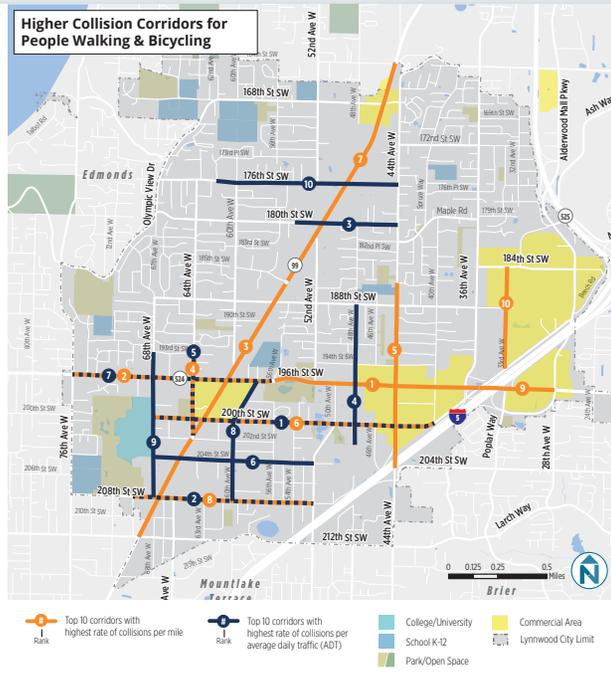
## Connect Commercial Hubs

Lynnwood City Center, Alderwood Mall, the Crossroads at Hwy 99/196th St SW, and Hwy 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 help 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).



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

We are committing resources to begin making Connect Lynnwood a reality. We asked you what improvements would make the biggest difference to help you walk, roll, or bike for some of your daily trips. We also evaluated potential improvements consistent with our goals to understand how to have the greatest positive impact with our limited resources.

The projects listed below and pictured to the right ranked the highest based on your feedback and our evaluation. Over the next 15 years, we will plan and develop improvement projects in these locations with your continued engagement.

### Walkways & Crossings

- A** Sidewalk upgrade along 196th St SW
- B** Sidewalk expansion along 44th Ave W connecting to Lynnwood Elementary
- C** Sidewalk upgrade along 48th Ave W
- D** Sidewalk installation along 202nd St SW
- E** Walkway improvements along 42nd Ave W from 194th St SW to Alderwood Mall Blvd
- F** Sidewalk improvements along 196th St SW
- G** Widen sidewalks along 200th Ave W
- H** Improved crossing at 200th St SW / 56th Ave W
- I** Improved crossing at 200th St SW/50th Ave W
- J** Improved crossing at Alderwood Mall Blvd east of 44th Ave W
- K** New traffic signal at 198th St SW and 44th Ave W



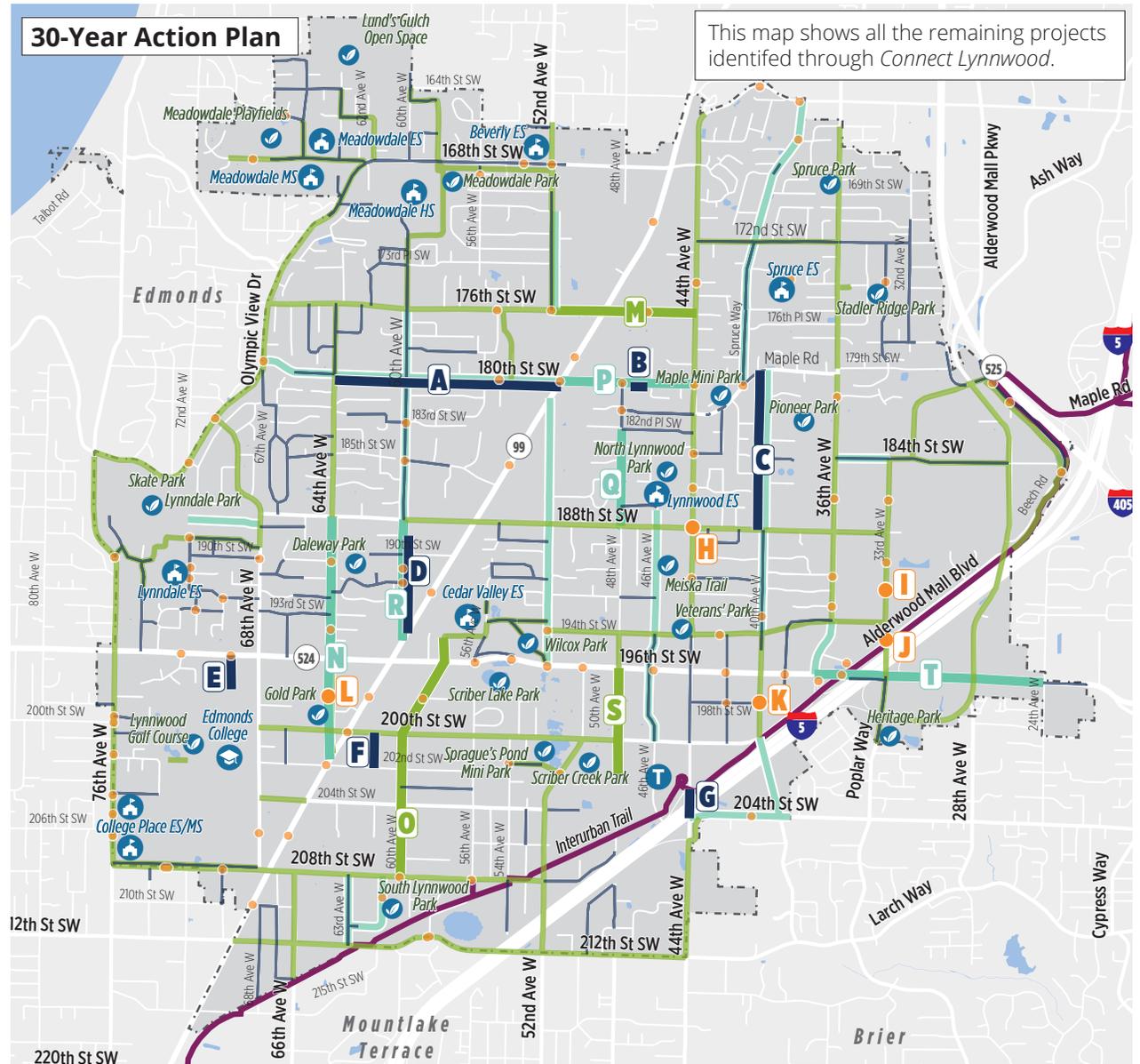
# WE WILL KEEP MOVING TOWARD OUR VISION FOR A WALKABLE, BIKEABLE LYNNWOOD

During the next 30 years, we will seek funding and move toward implementing improvements at locations we identified during the development of Connect Lynnwood. Our 30-Year Action Plan includes:

- Completing our long-term vision for our Citywide Bike Network, including bike lanes and all ages and abilities (AAA) bikeways
- Separated walkways along busy streets with missing sidewalks
- Crossing improvements at places where it's difficult to cross the street
- Safe Routes to School (SRTS) & parks access and safety improvement projects

There are projects that ranked highly in our evaluation that we do not have the resources to implement in our 15-Year Action Plan. Our 30-Year Action Plan will begin with these high-ranking projects first. The map to the right depicts the remaining locations for improvements after our 15-Year Action Plan, with special emphasis (projects marked with wider lines and alphabet labels) on high-ranking projects.

See Appendix G (the project list) for more detail on these projects.



This map shows all the remaining projects identified through Connect Lynnwood.



## WHAT TYPES OF FACILITIES MAKE WALKING AND BICYCLING COMFORTABLE?

Lynnwood has many types of streets ranging from quiet cul-de-sacs to busy, wide streets. Different types of facilities can make walking and bicycling comfortable along different types of streets. Generally, having places to walk and bicycle with more separation from traffic along busy streets makes active trips more attractive and comfortable.

*Connect Lynnwood* considers street conditions and context as we study and recommend walking and bicycling facilities. Our goal is to include design features that will help people of all ages and abilities feel comfortable. Our planning and design are guided by the principles listed below.

- Create more separation for people walking and bicycling from people driving along busy streets
- Apply different design treatments along smaller, quieter streets that slow and reduce traffic, and increase visibility and comfort of people walking and bicycling
- Customize walking and bicycling facilities based on street conditions and context

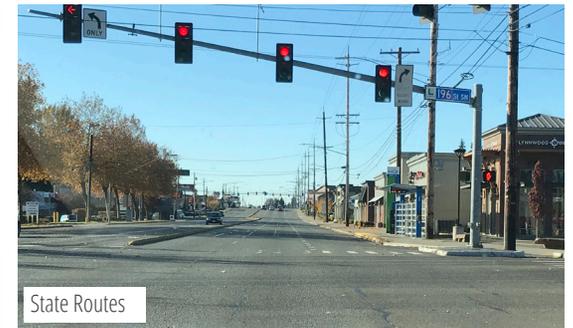
Lynnwood's arterial street network connects to the most places. This means busy, wide streets are the most direct way to get where you want to go. Yet, these busy, wide streets may not be the most comfortable for people walking and bicycling despite their direct connections to destinations.

People bicycling with children may feel comfortable traveling together along a quiet street with slow speeds to avoid streets with more traffic and people driving at higher speeds. Similarly, a walking trip to the grocery store along a busy street may feel most comfortable with wide sidewalks and landscaping along the curb.

When we tailor our street designs to create the most comfortable facilities for people walking and bicycling, more people have the choice to make an active trip. This maximizes the benefits of our street improvement investments.

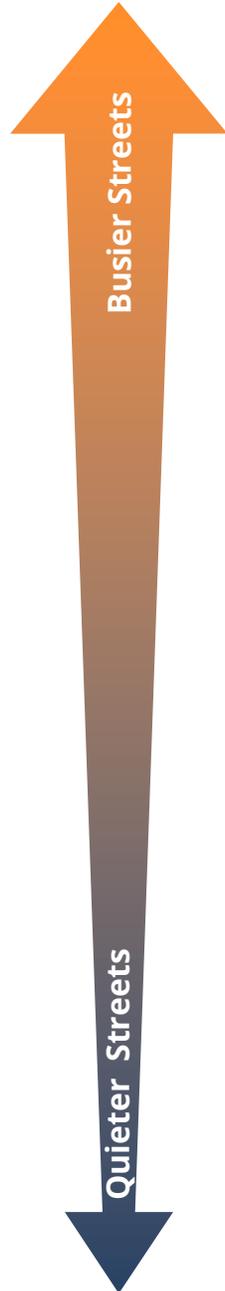
*The photos to the right show a range of typical street conditions in Lynnwood, from busier state routes to quieter local streets. Most streets in Lynnwood are owned and operated by the City, but making improvements to state routes will require coordination with Washington State Department of Transportation.*

Busier Streets



Quieter Streets

The photos to the right are examples of the types of walking and bicycling facilities that can match street characteristics to create a comfortable, inviting active trip for everyone.



### BICYCLING FACILITIES

### WALKING FACILITIES



Sidepath



Wide buffer with street trees



Protected bike lane



Buffered sidewalk



Buffered bike lane



Sidewalk with no buffer



Neighborhood Greenway



Shoulder with curb protection

## RECOMMENDED IMPLEMENTATION STRATEGIES

Implementation strategies translate goals and project ideas into actionable and tangible improvements. The section below introduces initial strategies for the City of Lynnwood to move from planning into action.

### ORGANIZATIONAL ENHANCEMENTS

- **Adopt and Maintain *Connect Lynnwood*:** Update the plan every eight years to correspond with the regular updates of the Lynnwood Comprehensive Plan. Updates may include adjusting the network based on implementation, and revisions to the 15-year priority network. This will ensure that *Connect Lynnwood* is reflective of the Comprehensive Plan and community needs.
- **Identify Staffing Needs:** Appropriate staffing is critical to implementation of *Connect Lynnwood*. This may include a dedicated position for transportation planning and project management. By centralizing these responsibilities, the position can coordinate between departments and improve project delivery efficiency.

- **Apply Active Transportation Evaluation:** Create active transportation metrics to evaluate project feasibility, impact on the overall transportation network and required improvements, level of traffic stress, and other factors impacting Lynnwood's transportation network.
- **Update Project Delivery Systems:** Integrate a bicycle and pedestrian facility decision process into the City's Right-of-Way Project Flow Chart to implement *Connect Lynnwood* through both capital and private development when appropriate. Develop additional tools such as a project priority map and facility standards to support smooth project delivery.
- **Capitalize on Existing Programs:** Coordinate project implementation with existing projects such as the annual paving program to add bike facilities where appropriate. Use this program as a tool to implement the network through signage and roadway striping.



## PROGRAMS & POLICIES

- **Equity Zones:** Develop a program that evaluates geographic areas for future investments to address inequities in access to safe walking and bicycling facilities.
- **Pedestrian & Bicycle Level of Service:** Develop and adopt level of service standards for people walking and biking to evaluate facility and capacity needs independent of motorized vehicle capacity.
- **Transportation Impact Fees:** Review the fee ordinance to incorporate pedestrian and bicycle level of service into cost sharing determinations for capacity project funding.
- **Connected Developments:** Use a prioritized map to ensure property developers are either building, or dedicating land for, future pedestrian and bicycle facilities that incrementally add connectivity to the network.
- **Service Connections:** Review active transportation connections to identify neighborhood populations within a one-mile walk of everyday destinations. Consider tracking this as a metric of convenience as the Lynnwood Regional Growth Center and Highway 99 densify.
- **Crosswalk Markings:** Implement the City of Lynnwood's marked crossing guidance: marked crossings will be paired with vehicle control such as stop or yield signage, beacons, or signals. Evaluate existing policies and practices that determine crosswalk location to improve walkability.

- **Target Zero/Vision Zero:** Adopt a Vision Zero policy with a target of zero traffic deaths by 2050. Vision Zero is a global movement based on the idea that traffic incidents are not "accidents," but are preventable.
- **Bicycle Parking:** Amend the Lynnwood Municipal Code (LMC) to require bicycle parking for new private development.

## EDUCATION & ENCOURAGEMENT

- **Safety programming** helps to build the community's confidence and comfort with walking and bicycling and encourages people to try or continue active travel as a habit. Programming should be sensitive to cultural differences around walking and biking and should be tailored to fit the audience. Programming examples include:
  - ▶ Bike rodeos – Expanding existing programs to all Lynnwood schools
  - ▶ Walk and bike to school day
  - ▶ Walk to Parks Day
- **Education programming** can provide details on how to take part in walking and bicycling or how to care for infrastructure in a fun and engaging way. Education examples include:
  - ▶ Bike on bus - How to put your bike on the bus demonstrations 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

## 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 capital budget for implementing improvements identified in *Connect Lynnwood*. Local funds could include Transportation Impact Fees and Park Impact Fees for eligible projects included in the City's Transportation Improvement Plan and Park & Trail Capital Projects Plan.

#### TRANSPORTATION BENEFIT DISTRICT

Our transportation benefit 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.

### 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 future Sound Transit stations could be eligible for funding partnership through the nonmotorized access allowance.

### PRIVATE FUNDING

#### DEVELOPMENT AGREEMENTS

Negotiated agreements for developers to provide benefits to the public.

### STATE FUNDING

#### WSDOT PEDESTRIAN AND BICYCLE 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 the All Ages and Abilities bike network identified in *Connect Lynnwood* could be candidates for this funding source.

#### WSDOT SAFE ROUTES TO SCHOOL PROGRAM

The purpose of the WSDOT Safe Routes to School (SRTS) Program is to increase the number of students walking and bicycling to school safely. WSDOT prioritized *Connect Lynnwood* improvements near College Place Elementary and Middle schools in 2020. Additional school access

and safety improvements identified in *Connect Lynnwood* are eligible in future SRTS funding cycles.

### 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.

### RECREATION & CONSERVATION GRANTS

Washington State has a robust and competitive programs for providing grant funding for park and trail projects. With the Scriber Creek Trail serving as part of the spine for the *Connect Lynnwood* plan, the City could plan and seek funds for trail acquisition and development projects.

### FEDERAL FUNDING

#### USDOT RAISE GRANTS

The U.S. Department of Transportation (USDOT) recently created the discretionary grant funding program, Rebuilding American Infrastructure with Sustainability 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.



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