



2018 Master Plan

# LYNNWOOD INTERURBAN TRAIL





# ACKNOWLEDGMENTS

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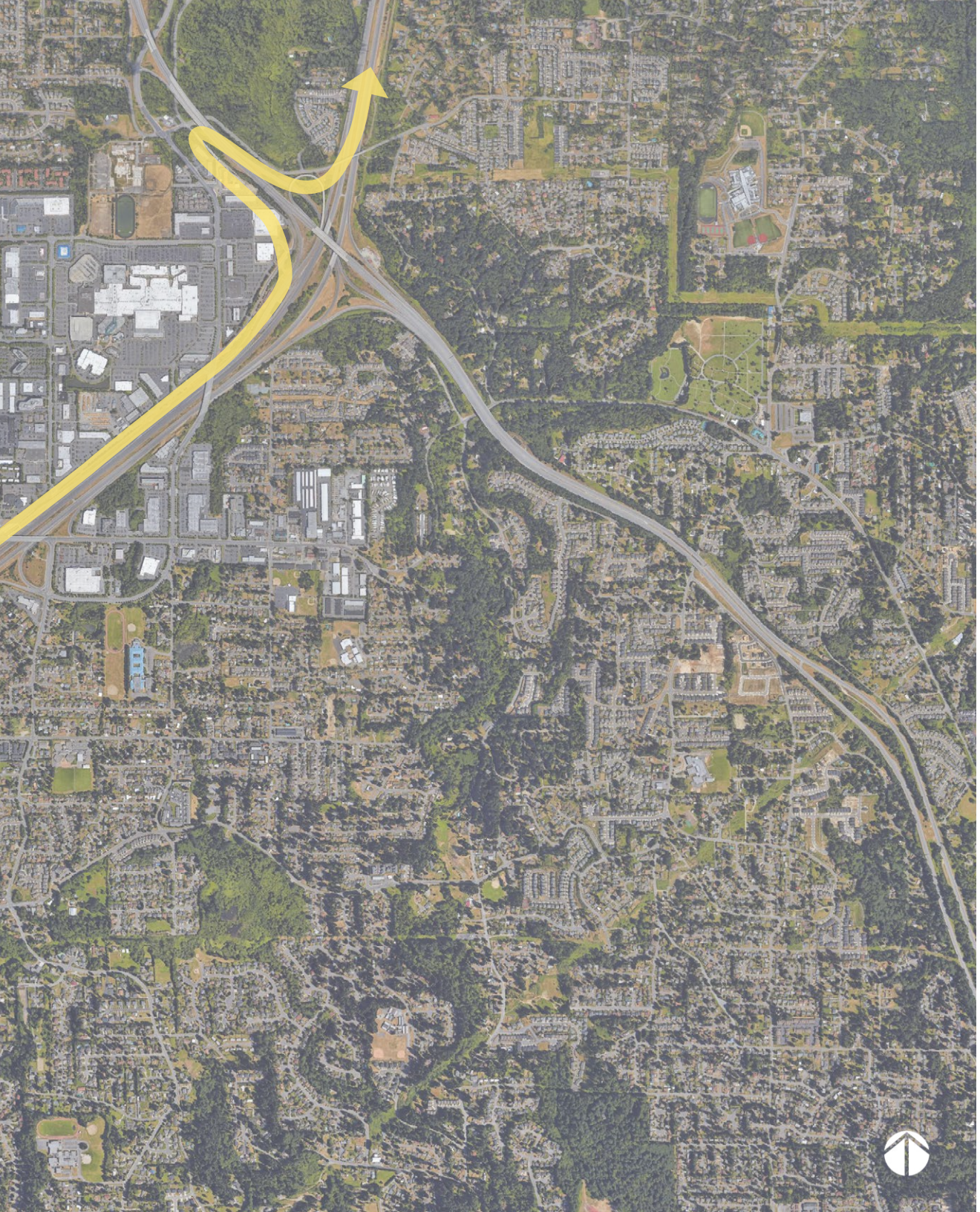
# EXECUTIVE SUMMARY

The Interurban Trail is a 24-mile, regional, non-motorized trail that stretches from Shoreline to Everett along the route once used by electric interurban rail cars. From 1910 to 1939, the Pacific Northwest Traction company ran Interurban trolleys between Ballard and Bellingham delivering both freight and passengers. Today, the Interurban Trail is a class I regional trail that occupies the Snohomish County PUD corridor and connects major cities in King and Snohomish Counties, providing access to parks, commercial areas, retail shopping, schools and park and ride lots.

Lynnwood's portion of the Interurban Trail is 3.8-miles long, continuing from Mountlake Terrace at the southern end of the city at 212th Street SW, and ending north of the Alderwood shopping mall where it continues on to Everett. The Trail connects to the Lynnwood Transit Center and future Sound Transit City Center light rail station creating an important multimodal connection and option to a regionally-serving transit hub.

Population growth, density of redevelopment in City Center and Alderwood neighborhoods, and the nearing of light rail put pressure on the City's existing infrastructure to support multi-modal connectivity and to provide opportunities for residents to be physically active. The purpose of this master plan effort was to better understand the community's needs of the Trail, how it can function better, and support improvements to be a community asset.





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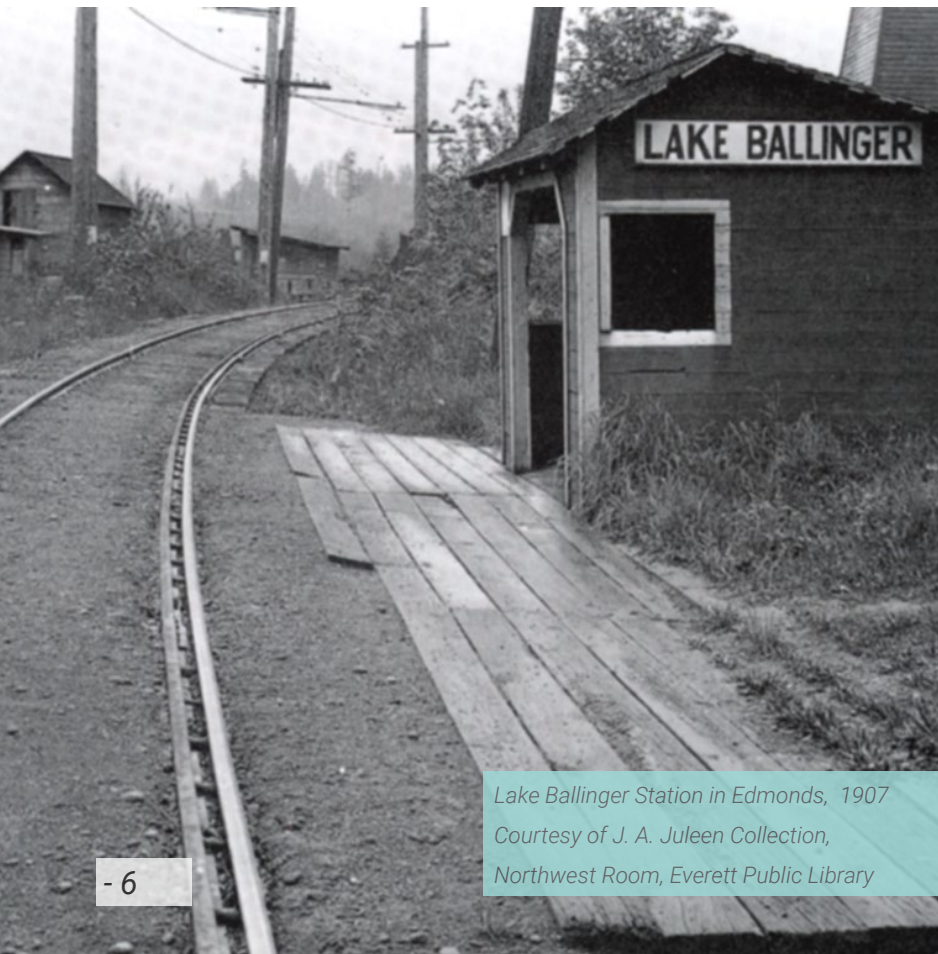


**BACKGROUND**



## HISTORY

Almost half a century ago, it took a little over an hour to go from Seattle to Everett on the Interurban. The electric cars reached 60 mph on the straight stretches. The Lynnwood segment of the Interurban provided transportation to numerous land and lakeside stations including names still familiar to us today: Martha Lake, Manordale, Intermanor, Alderwood Manor, Cedar Valley and Halls Lake. For 29 years, the Everett-Seattle Interurban connected passengers up to a distance of 29 miles.



*Lake Ballinger Station in Edmonds, 1907  
Courtesy of J. A. Juleen Collection,  
Northwest Room, Everett Public Library*



*Bitter Lake Station beside the amusement park Playland, 1939  
Courtesy of IMLS Digital Collections & Content and  
the Shoreline Historical Museum*





Interurban trolley traveling through Echo Lake, 1938  
 Courtesy of IMLS Digital Collections & Content  
 and the Shoreline Historical Museum

On February 20, 1939, the trolley left Everett for its last run. It was discontinued due to the ever-increasing competition of buses and cars, maintenance challenges, and declining ridership. In 1932, the Aurora Bridge opened and buses had speedy, direct, and more frequent routes into downtown Seattle that the trollies on the Interurban could not match. After the discontinuation of the Interurban, Puget Power kept the right-of-way and utilized the land for a power line corridor. Titles to segments of the corridor were transferred to Seattle City Light and Snohomish County Public Utility District No. 1.

In the 1990s, Snohomish County and the cities of Edmonds, Everett, Mountlake Terrace, and Lynnwood built a 13-mile pedestrian trail, the Interurban Trail. The Trail was extended 3 miles further when the City of Shoreline completed four additional segments of the corridor in the mid-2000s. Lynnwood continues to fill in the remaining missing links to further separate the trail from motorized traffic including a pedestrian bridge over 44th Ave W and a new direct connection to 212th St SW completed in 2018.

SEATTLE-EVERETT TRACTION COMPANY									
CASH FARE RECEIPT									
No. <b>07883</b> HALF FARE									
Retain this receipt as evidence of fare paid, between stations and in direction indicated by punch marks below.									
Form A 12									
CENTS PAID					TO FROM				
49	27	5	Everett Terminal						
50	28	6	Everett City Boundary						
51	29	7	Lowell Road						
52	30	8	Pinehurst						
53	31	9	Beverly Park						
54	32	10	Silver Lake						
55	33	11	M. & R. Crossing						
56	34	12	Martha Lake						
57	35	13	Forest Park						
58	36	14	Sub-Station No. 2						
59	37	15	Seattle Heights						
60	38	16	Esperance						
61	39	17	Lake Ballinger						
62	40	18	Echo Lake						
63	41	19	Richmond Highlands						
64	42	20	Ronald						
65	43	21	Henry						
66	44	22	Foy						
67	45	23	Bitter Lake						
68	46	24	North Park						
69	47	25	85 and Greenwood (Seattle City Lines)						
70	48		Seattle Terminal						
11	10	9	8	7	6	5	4	3	2
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AT SEATTLE TERMINAL									





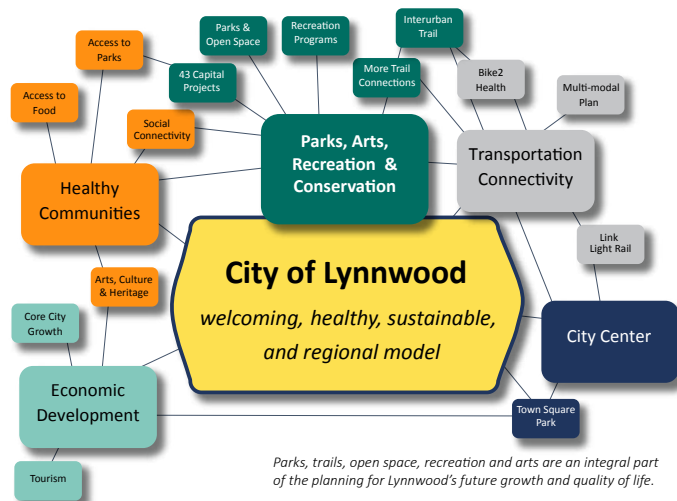




# PLANNING DOCUMENTS

Previous planning documents have shared goals that include trails as an integral component in contributing to Lynnwood's welcoming, healthy, sustainable, and regional model. Lynnwood's future transportation network includes the Interurban Trail, which is envisioned as safe, multi-modal, connected, efficient, and a contributor to community and economic health. The following previous planning documents below include studies, opportunities, challenges, and benefits relating to Lynnwood's comprehensive trail network:

- City Center Sub-Area Plan, 2007
- Lynnwood Transportation Business Plan, 2008
- City Center Streetscape Plan, 2014
- Economic Development Action Plan, 2015
- Healthy Communities Action Plan, 2016
- Parks, Arts, Recreation & Conservation Plan, 2016
- Multimodal Accessibility Plan, 2016
- Lynnwood Comprehensive Plan: PRCA Element, 2016



Relational Map of City Planning Efforts, PARC Plan







## Shared Goals of Previous Planning Documents:

- Enhance community, social, and economic health through improved community.
- Enhance Lynnwood's livability and unique sense of place.
- Improve the built environment to support and promote walking, biking, and participation in other physical activities.
- Transform the city center area into a dense urban activity center to create a compact, intense, and lively city center that offers community members new opportunities for culture, commerce, and habitation.
- Develop a network of pedestrian and bicycle trails to enable connections within and between parks, neighborhoods, public amenities, regional trail corridors, and transit.
- Encourage partnerships and participation in community events, creating civic pride, promoting healthy life styles, and promoting parks and cultural arts for economic growth.
- Improve trails with wayfinding, better signage, improved landscaping, and include lighting and other amenities to create a safe, accessible, and comfortable pedestrian environments.



## Trails for Connectivity

Trails provide people with valuable links between neighborhoods, parks, schools and other public facilities, commercial centers, and transit. The 12-foot wide Interurban Trail is the best-known route in the area, and directly supports local and regional connections. Many of the previous planning documents emphasize improving local connections and highlight goals to continue to enhance bicycle and pedestrian infrastructure citywide, with a particular focus on the missing links and the Interurban Trail. Currently, the City of Lynnwood, in collaboration with the Verdant Health Commission, is working to establish or enhance several key north/south and east/west corridor routes, complete the Interurban's missing links, connect major destinations, and provide wayfinding.

The Parks, Recreation and Open Space Element of the Comprehensive Plan contains two policies that focus on the implementation of the multi-modal transportation planning and overall walkability of the city with connections to existing and future regional trails: 1) design and construct trails to serve a variety of users at varying skill levels, and 2) develop additional non-motorized trails outside of parks to promote Lynnwood as a “walkable city.” The Parks Element also contains six strategies for enhanced trail connections. These include:

- integrate the siting of proposed trail segments into the development review process
- require development projects along designated trail routes to incorporate and construct trail segments as part of the project
- implement trail signage standards
- route and wayfinding signage for trails and associated facilities
- informational maps and materials identifying existing and planned trail facilities
- support inter-jurisdictional efforts to provide consistent and aesthetic improvements along the length of the Interurban Trail

As part of the Lynnwood City Center Sub-Area Plan's key concepts, multi-modal access must be improved through the expansion of existing trails. The City has identified the need for the Interurban Trail to be integrated into the City Center by providing small parks, green spaces, and trailheads where appropriate to connect the trail with the City Center. The Plan states that the trail itself should be continuous, uninterrupted by major roads and road-crossings, and include lighting and other amenities in order to include a safe and comfortable pedestrian environment.

All of these policies and strategies enhance the City's goals for better connections and the infrastructure to support a healthier community.



Photo Credit: AFAR Media

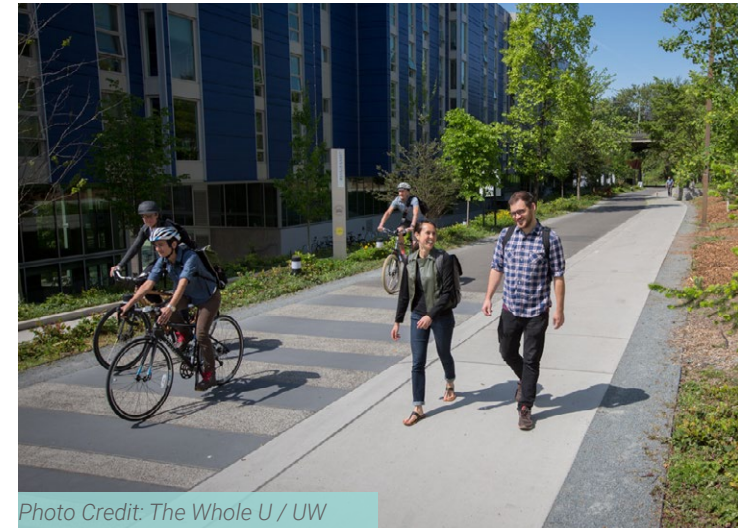


Photo Credit: The Whole U / UW







## Trails for Community Health

Lynnwood's Healthy Communities Action Plan recognizes the role of public infrastructure in affecting overall public health. The PARC Plan establishes a vision for an innovative, inclusive, and interconnected system of parks, trails and open spaces that promotes outdoor recreation, health, and environmental conservation as integral elements of community health.

A welcoming and accessible city plays a significant role in encouraging and supporting physical activity that promotes healthy active lifestyles. By building on existing infrastructure, creating interconnected systems, and incorporating recreational, storm, and greenway corridors, Lynnwood will become a safe, attractive, and accessible place to walk and bike. The City has adopted policies that will encourage or require better mobility and connections between land uses and destinations to support physical activity as part of a daily lifestyle. Social connection is also enhanced through improved community infrastructure and systems. Enhancing connections to public gathering spaces enable residents of all ages to come together, and promotes opportunities for people and communities to build relationships with each other.

A multi-modal alternative transportation network, compact neighborhoods, shared open space with mixed-use and integrated land uses as identified in the previous planning documents can support a full range of human activities: live, work, shop, play, learn and gather.

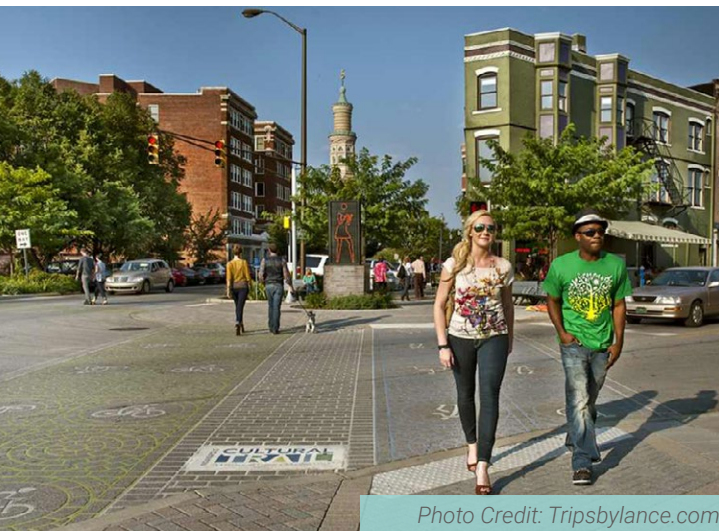


Photo Credit: Tripsbylance.com

## Trails for Economic Health

Trails, pedestrian pathways, and bicycle paths can contribute to local economies through job creation, tourism, commercial businesses, and increases in real estate value. A more connected comprehensive network of trails linked to public transit provides economic value by encouraging transit oriented development. An Economic Development goal from the Comprehensive Plan cites connections for pedestrians and bikes as important elements in enhancing livability and Lynnwood's unique sense of place. Furthermore, the Economic Development Action Plan (EDA) contains strategies and actions related to parks, trails, and open space and a prioritized project list that includes connections to the Interurban Trail. Key elements of those goals include:

- ensure multi-modal connectivity throughout the city
- foster quality open space to attract businesses and residents to Lynnwood
- enhance Lynnwood's unique sense of place



Livability and a strong, positive sense of place are recognized as a critical contribution to developing and maintaining a city's comparative advantage in the Puget Sound region. In addition to animating physical space and fostering greater community connection, place-making improves local business viability by drawing both residents and visitors to unique, diverse and vibrant commercial and mixed-use areas. Connectivity, Wayfinding and Signage, Better Neighborhoods, Community Services are targets within this goal to enhance livability.







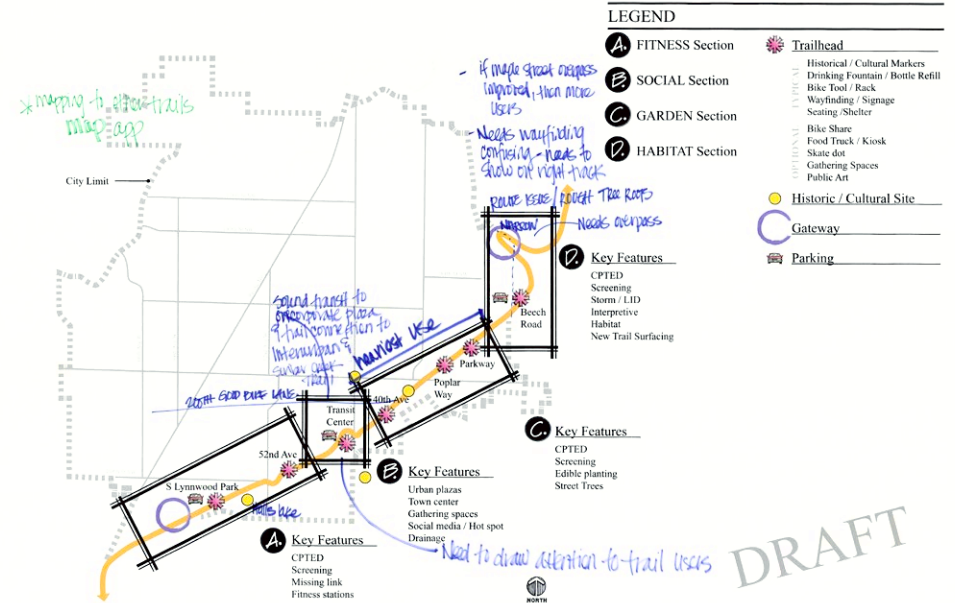
# SUMMARY OF DESIGN PROCESS

Recent efforts to improve the trail route through Lynnwood and further separate it from motorized traffic include the construction of pedestrian bridges across 44th Ave West at the Transit Center and a bridge connection over Interstate 5 at 196th St SW in 2010, as well as the road-separated improvement to connect Cedar Valley Road and 54th St SW in 2016. The last remaining missing link between South Lynnwood Park and 212th St SW was completed in September 2018. With the completion of these major projects, attention is shifting to other improvements such as landscaping, parking, and amenities that will improve the overall aesthetics, safety, and comfort of the trail to encourage greater use by community users.

In 2016, staff began a planning effort to create a master plan of improvements for the Lynnwood's segment of the Interurban Trail for the next twenty years. Planning began with a series of stakeholder meetings to gather staff and user feedback about the Trail's current conditions and desired improvements.

A draft version of the Master Plan was compiled and shared with stakeholders in the summer and fall of 2018 to gather additional feedback and reactions. In addition to sharing the plan with community members, Interurban Trail jurisdictions, and the Snohomish County PUD, the draft plan was presented to the Lynnwood Parks & Recreation Advisory Board on September 5th and to the Planning Commission on September 13th. Comments from these meetings have been included as appendices.

## Trail Concept



Community Design Charrette | Lynnwood Interurban Trail Master Plan

3/19/2016 HBB







# COMMUNITY DESIGN CHARRETTE

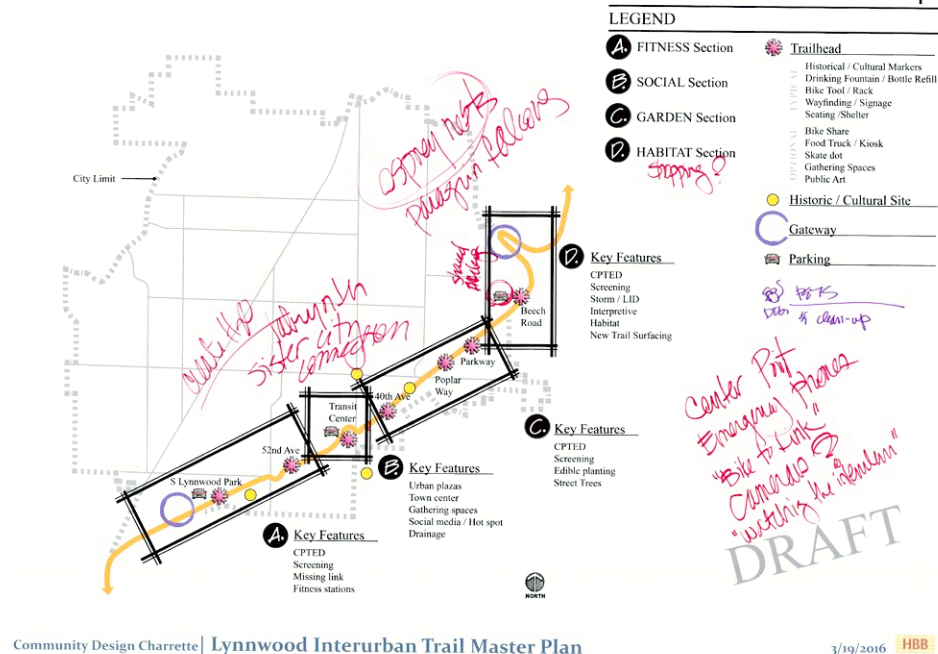
A community design charrette was held on March 19, 2016. The community meeting was promoted through the City website, eNews, as well as invitations sent to local cycling groups and individual trail users. The purpose of the Community Design Charrette was to gather feedback on the community's vision for development and improvements along the Interurban Trail. The main topics discussed were:

**connectivity/wayfinding.** A comprehensive and strategic plan for bicycle and pedestrian wayfinding to and from the Interurban Trail was a major part of the community's discussion. Alternative types of signs for destination, distance, educational, and designated usage were discussed as a way to encourage trail usage through navigation. Improvements and linkages to places like the city center, city parks, anchor businesses, and other local and regional trails are desired.

**safety and security.** Lighting, separation of users, addressing trail infrastructure improvements and areas of concern, and ways to reduce crime/perception of safety were discussed as ways to create a safe and secure trail.

**destination/use.** Improvements to existing uses included: places of respite for workers during lunchtime, berry picking, dog-walking, gathering, and picnicking. Sought after and discussed new uses included: larger spaces for a seasonal farmer's market, pop-up vendors, food trucks, outdoor theater, a dog park, and a skate park; and, smaller spaces for plazas, mini-parks, exercise stations, integrated skate features and play area(s).

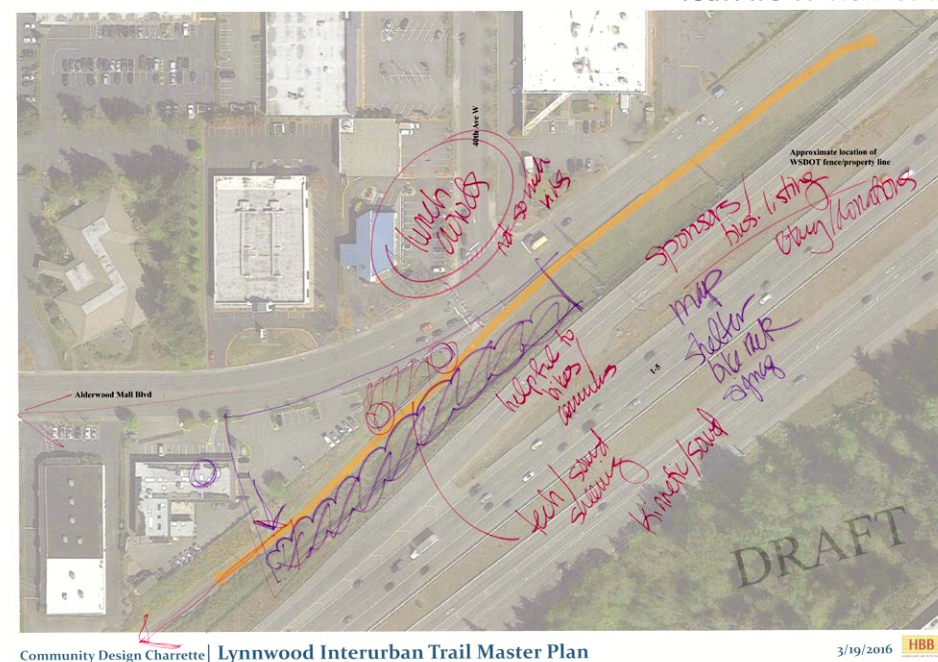
## Trail Concept



Community Design Charrette | Lynnwood Interurban Trail Master Plan

3/19/2016 HBB

## 40th Ave W Trailhead

Community Design Charrette | **Lynnwood Interurban Trail Master Plan**

3/19/2016 HBI



**FITNESS Section**

Handwritten annotations on the map include:

- Top left:** "To provide a bike facility" with an arrow pointing to a path.
- Top right:** "connect on existing in ground" with an arrow pointing to a path.
- Center:** "Remove this fence" with an arrow pointing to a fence line.
- Center:** "connection to bus route on trail" with an arrow pointing to a path.
- Center:** "Hills Lake" with an arrow pointing to a lake.
- Center:** "system of lake" with an arrow pointing to a lake.
- Center:** "how far to green" with an arrow pointing to a green area.
- Center:** "212th" with an arrow pointing to a path.
- Center:** "22nd (Diss) less than 900" with an arrow pointing to a path.
- Center:** "204th St SW" and "206th St SW" labels.
- Center:** "S Lynnwood Park" label.
- Center:** "52nd Ave" label.
- Center:** "Trailheads" label.
- Center:** "air" label.
- Center:** "DRAFT" label.
- Center:** "Google e" label.
- Center:** "204th St SW" and "206th St SW" labels.
- Center:** "S Lynnwood Park" label.
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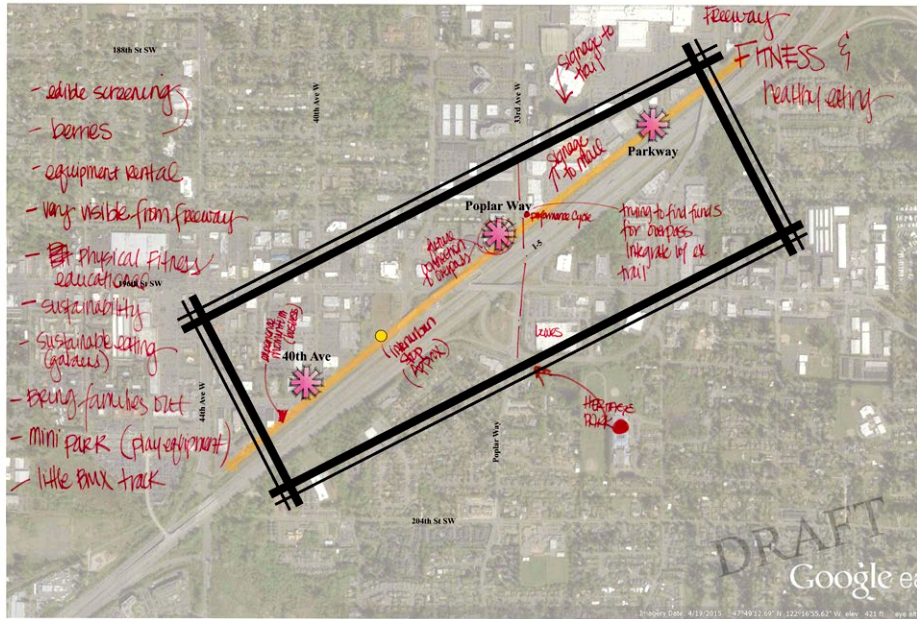
**trail character.** Desired amenities include shelters, restrooms, water stations, bike facilities (rentals, racks, and repair stations), art, and benches. To enhance the character of the trail and make it inviting, types of plantings and screening were discussed. For example, incorporating native vegetation to attract birds, and passive plantings. Dense buffer plantings and vertical elements were discussed as ways to screen the freeway.

Comments were captured from both meetings and used to create a conceptual master plan containing four trail sections, character, standards, opportunities for improvements, and a conceptual design for a trailhead improvement at 40th Ave W and Alderwood Mall Parkway.





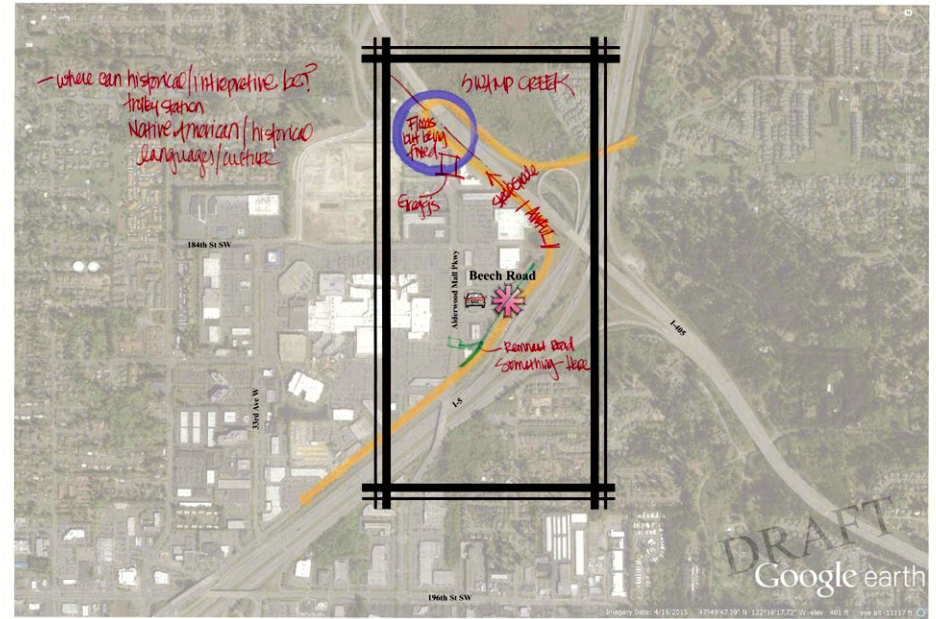
## GARDEN Section



Community Design Charrette | Lynnwood Interurban Trail Master Plan

3/19/2016 HBB

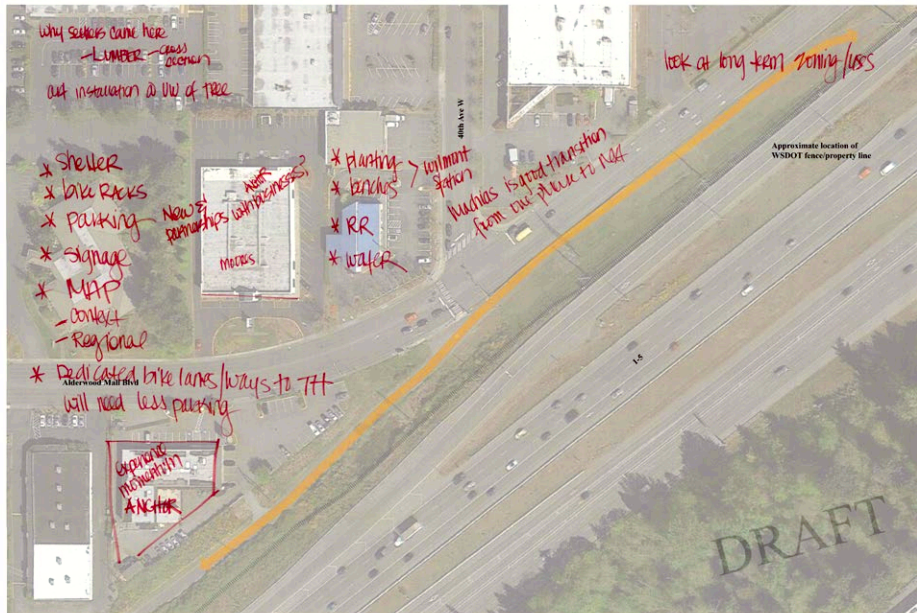
## HABITAT Section



Community Design Charrette | Lynnwood Interurban Trail Master Plan

3/19/2016 HBB

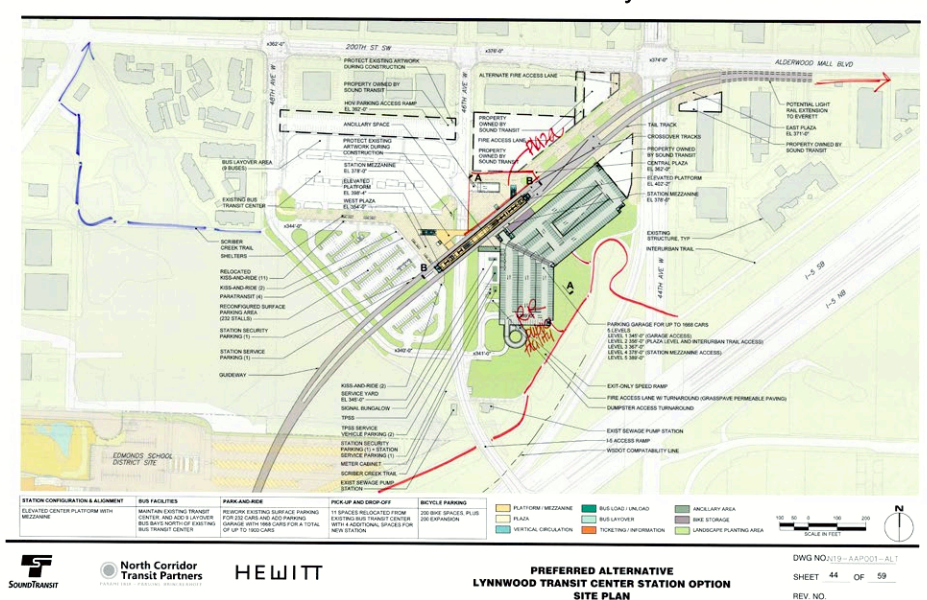
## 40th Ave W Trailhead



Community Design Charrette | Lynnwood Interurban Trail Master Plan

3/19/2016 HBB

## Sound Transit Lynnwood Link Extension



Sound Transit North Corridor Transit Partners

HEWITT

PREFERRED ALTERNATIVE  
LYNNWOOD TRANSIT CENTER STATION OPTION  
SITE PLAN

DWG NO. 119-APP01-ALT  
SHEET 44 OF 59  
REV. NO.

Community Design Charrette | Lynnwood Interurban Trail Master Plan

3/19/2016 HBB







## **FINAL MASTER PLAN**

# #1

Provide a connection to other trails and parks in the Lynnwood park system; anchor businesses, other regional trails; incorporate wayfinding and signage; provide additional bike lanes for connections to trails



# #2

Create opportunities for a variety of uses, activities, and events; enhance the entrances with plants and signs to attract visitors; provide amenities such as shelters, restrooms, benches, artwork, etc; respect historical significances and uses by creating gathering spaces and viewpoints



# GOALS

#1 ..... Connect

#2 ..... Activate

#3 Safe & Inviting

# #3

Increase accessibility to trails and improve sight-lines and visibility to increase sense of personal safety; incorporate lighting at appropriate locations throughout the trail; address areas of concern such as under bridges

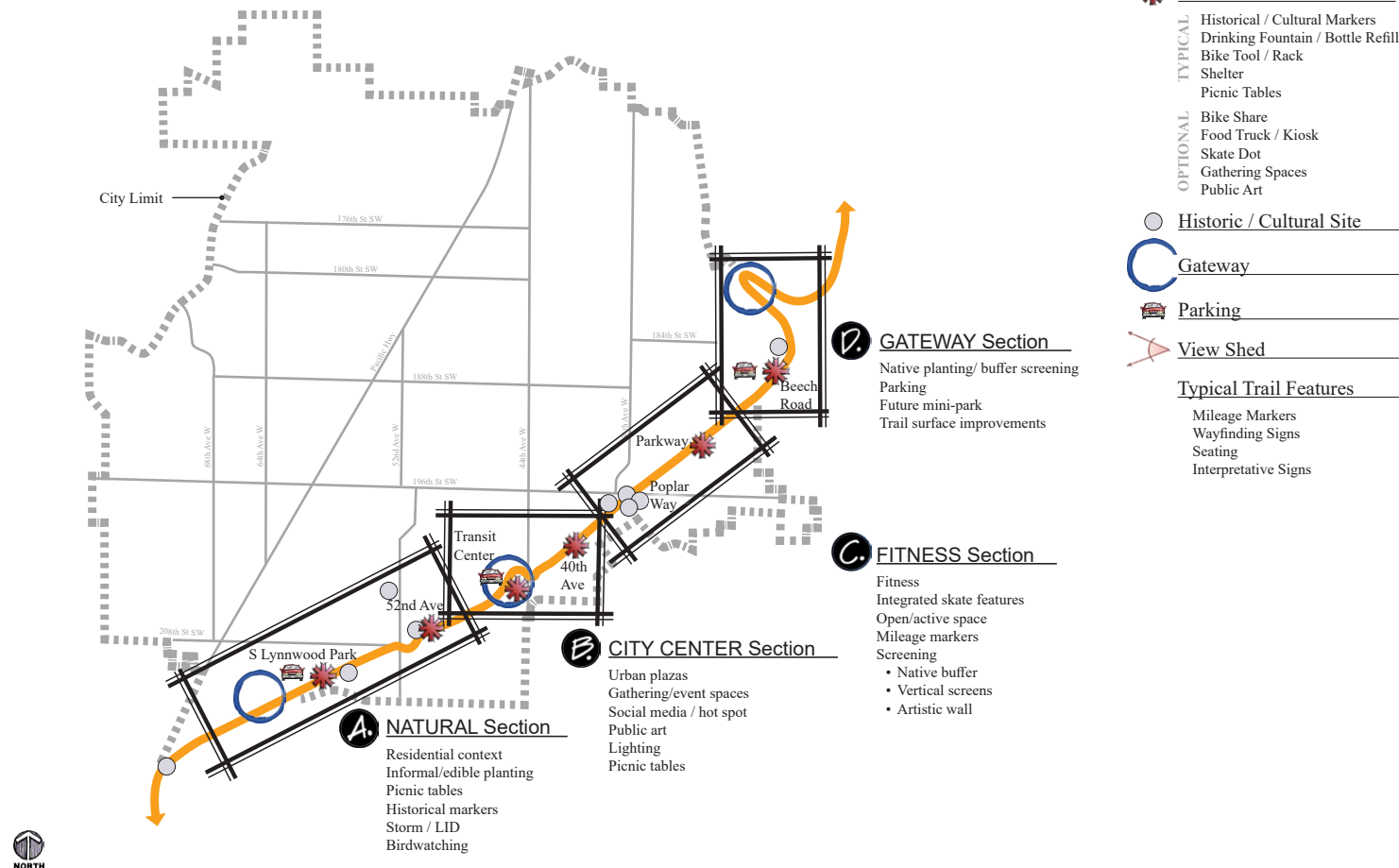




# MASTER PLAN DOCUMENTS

The following documents are a series of graphics included in the Master Plan. They include an overall trail concept diagram, typical trail sections and character, possible future improvement opportunities, and a concept design for the 40th Ave Trailhead.

## Trail Concept



# A. NATURAL SECTION

The “natural” section of the trail starts from 66th Ave W and ends at Lynnwood Transit Center. The character of this section responds to the residential context and would include features such as edible plantings, picnic tables, historical markers, natural stormwater interventions, and birdwatching. This section provides a unique opportunity to appeal to

people with disabilities since it is generally quieter and flat. Improvements may include special signage or pull-out locations.

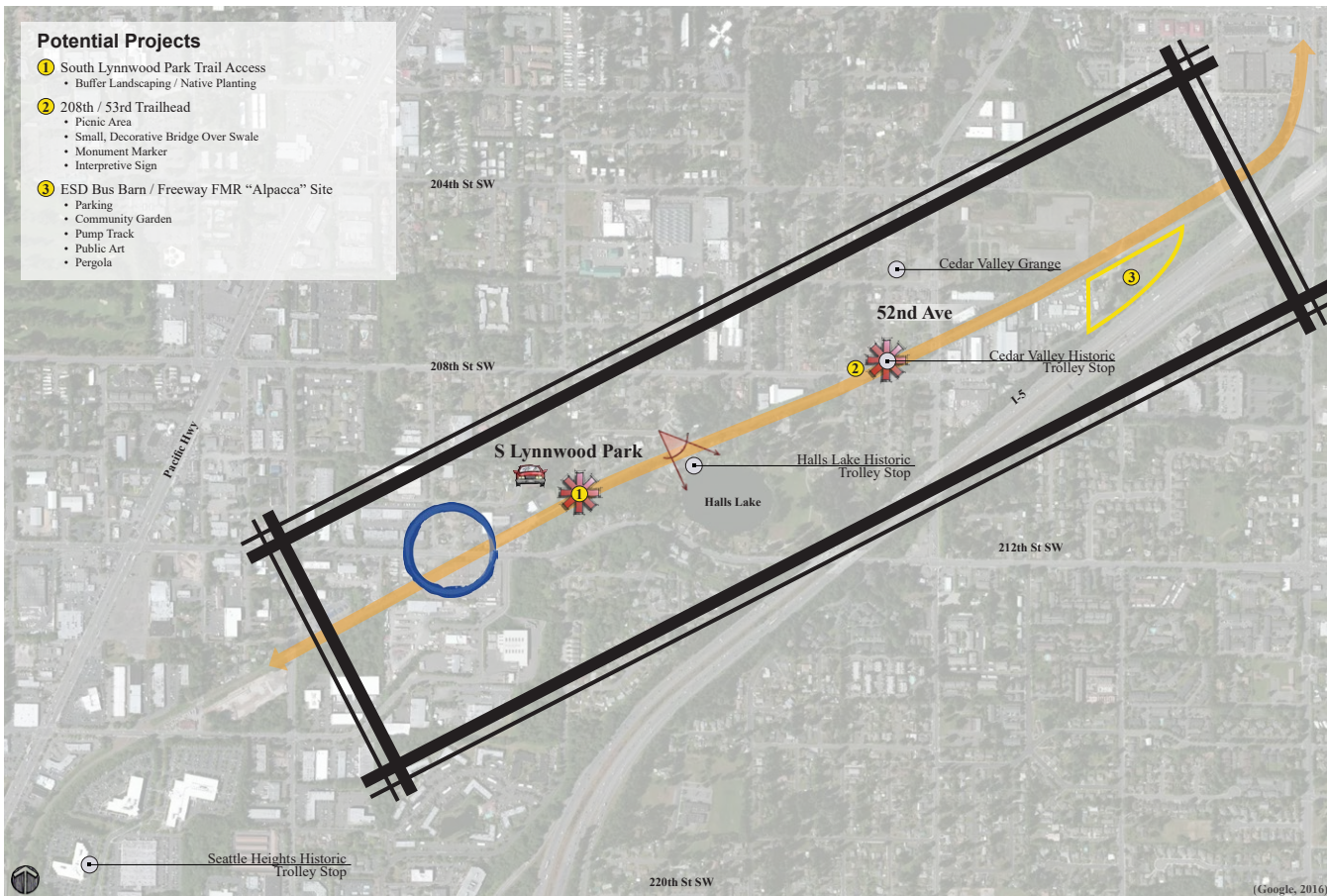
## Potential Projects

**#1 - South Lynnwood Park Trail Access** - With the completion of the 212th Street missing link completed, the Interurban Trail will no longer detour through South Lynnwood Park (SLP). However, SLP houses the only near-trail, public restroom and is an important amenity serving trail users. Public outreach and design for SLP began in Spring 2017 to improve, enhance, and integrate the Trail with the Park. Future improvements include clearing invasives, restoring the creek and riparian buffer; installing site furnishings such as a bike service station, seating, and new drinking fountain. A future phase includes creating and connecting to a new pump track. If funded, the construction of park improvements is anticipated to be completed fall 2020.

**#2 - 208th / 53rd Trailhead** - When the missing link connecting the Interurban Trail from 52nd to 53rd was completed in 2016, it created an off-road trail segment and added several on-street parking stalls. The trail now traverses a swath of land that opens a new opportunity to create a formal trailhead (supported by parking), a picnic area, and art elements.

**#3 - Edmonds School District Bus Barn / Freeway FMR “Alpaca Site”** - The area along the Interurban Trail tucked between the freeway and bus barn site is expansive and sunny, borders the Scriber Creek wetlands, and will be the first view of Lynnwood that riders on the Lynnwood Link light rail line will see when entering the city. This area will provide an important vista of the city and could be supported and framed with upgrades to the landscaping and additional (possibly lit) artistic features.

## A. NATURAL Section

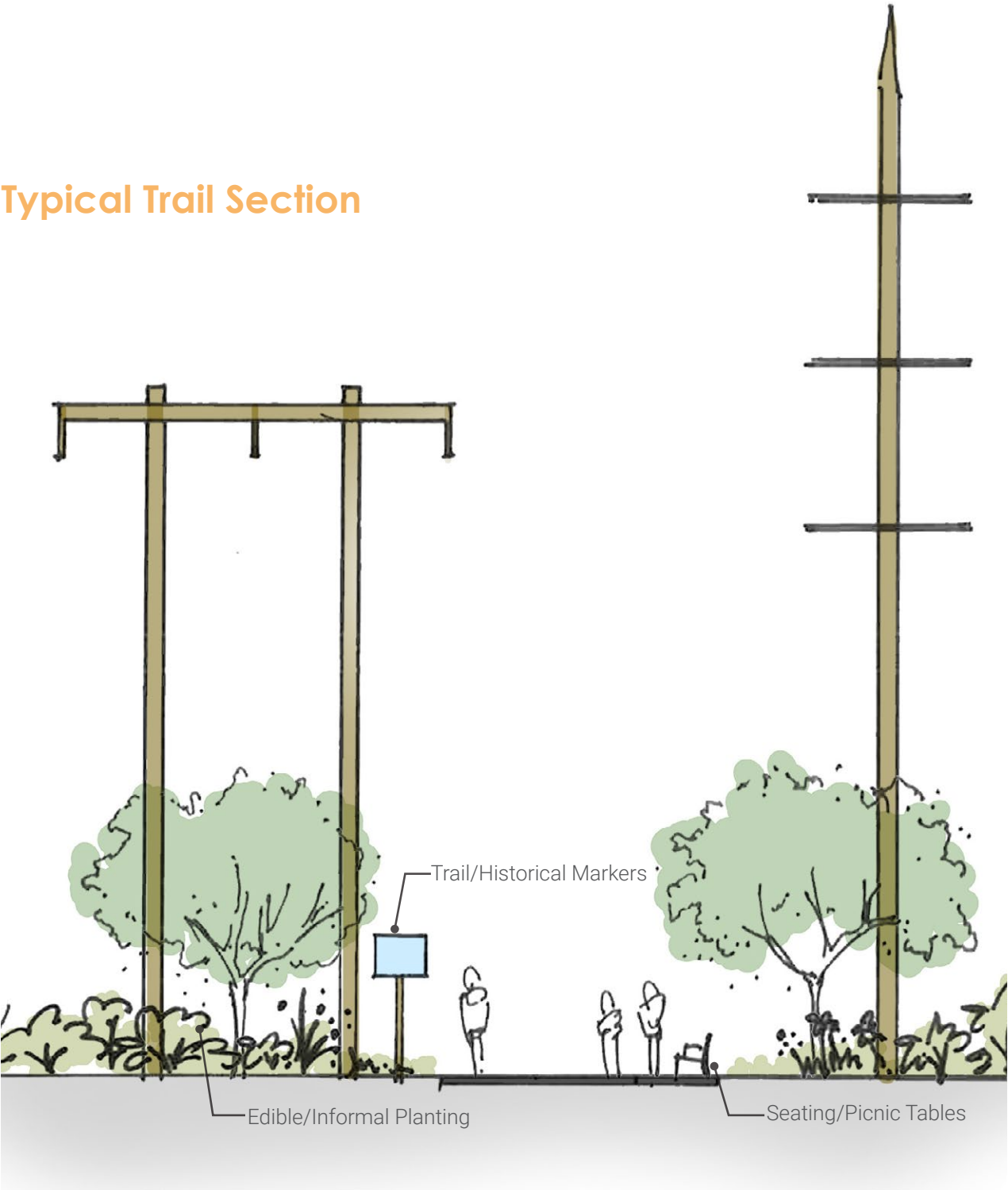




Trail Character Images



Typical Trail Section





## CITY CENTER SECTION

The “city center” section of the trail includes the Lynnwood Transit Center and ends approximately at the intersection of Alderwood Mall Blvd and 40th Avenue West. Features of this section include urban plazas/ gathering spaces, hot spots, public art, lighting, and picnic tables. It is a priority to have pedestrian connections to and from this area.

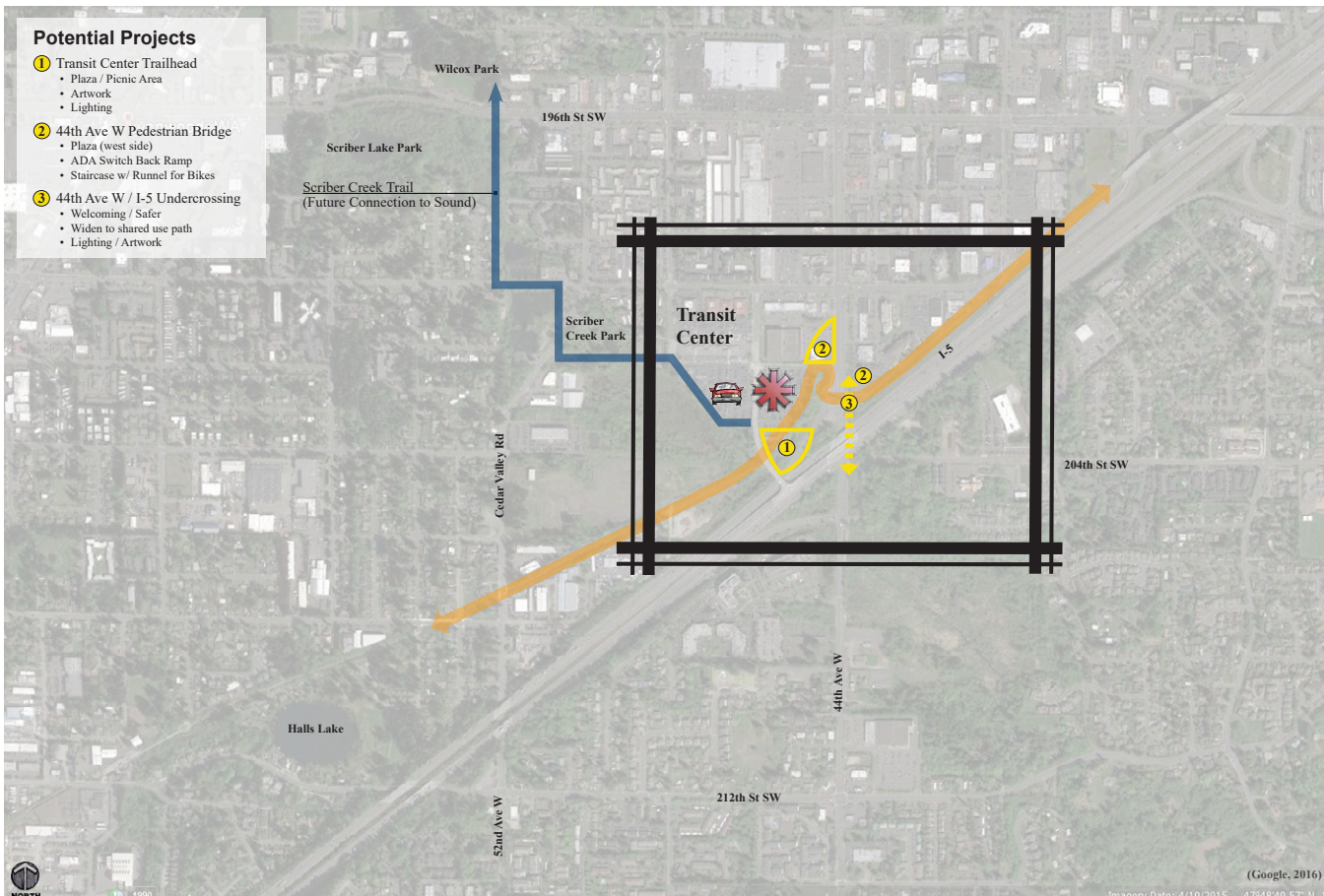
### CITY CENTER Section

## Potential Projects

**#1 - Lynnwood Transit Center Trailhead** - Upon completion of the Lynnwood Link light rail station at the Lynnwood Transit Center, the Interurban Trail will make a new connection to a reconstructed Scriber Creek Trail that extends to the northwest 1.5-miles to Wilcox Park. The trail segment along the southeast corner of the station that will become a shared use path with the fire lane boarding the creek which will be daylight and restored providing a natural view as riders enter the station. Here, there is an opportunity to create a new picnic area at the trailhead to the south and add new wayfinding signage.

**#2 - 44th Avenue West Pedestrian Bridge** - The pedestrian bridge that crosses 44th Avenue provides a critical safe crossing for trail users across a busy road which will become 8-lanes wide with the completion of the light rail station. Currently, the ADA pedestrian ramp on the east side of 44th is not adequately serving users – especially cyclists. Plans are to improve this ramp connection to provide a stair with runnel for bikes that is a direct access for users.

**#3 - 44th Avenue West / I-5 Undercrossing** - Pedestrians and cyclists approaching Lynnwood from the south to make a connection to the Trail must use a narrow, dark and unwelcoming sidewalk under the freeway. Currently under design is a plan to widen this shared use path and enhance it with lighting and art to make it a welcoming and safer connection.





# Trail Character Images



# Typical Trail Section



# **FITNESS SECTION**

The “fitness” section starts from 40th Avenue West intersection and ends approximately at Alderwood Mall Parkway. The character of this section includes open and active space with screening in the form of native buffers and artistic walls. Fitness features, integrated skate features, and mileage markers could be placed along the trail.

## **Potential Projects**

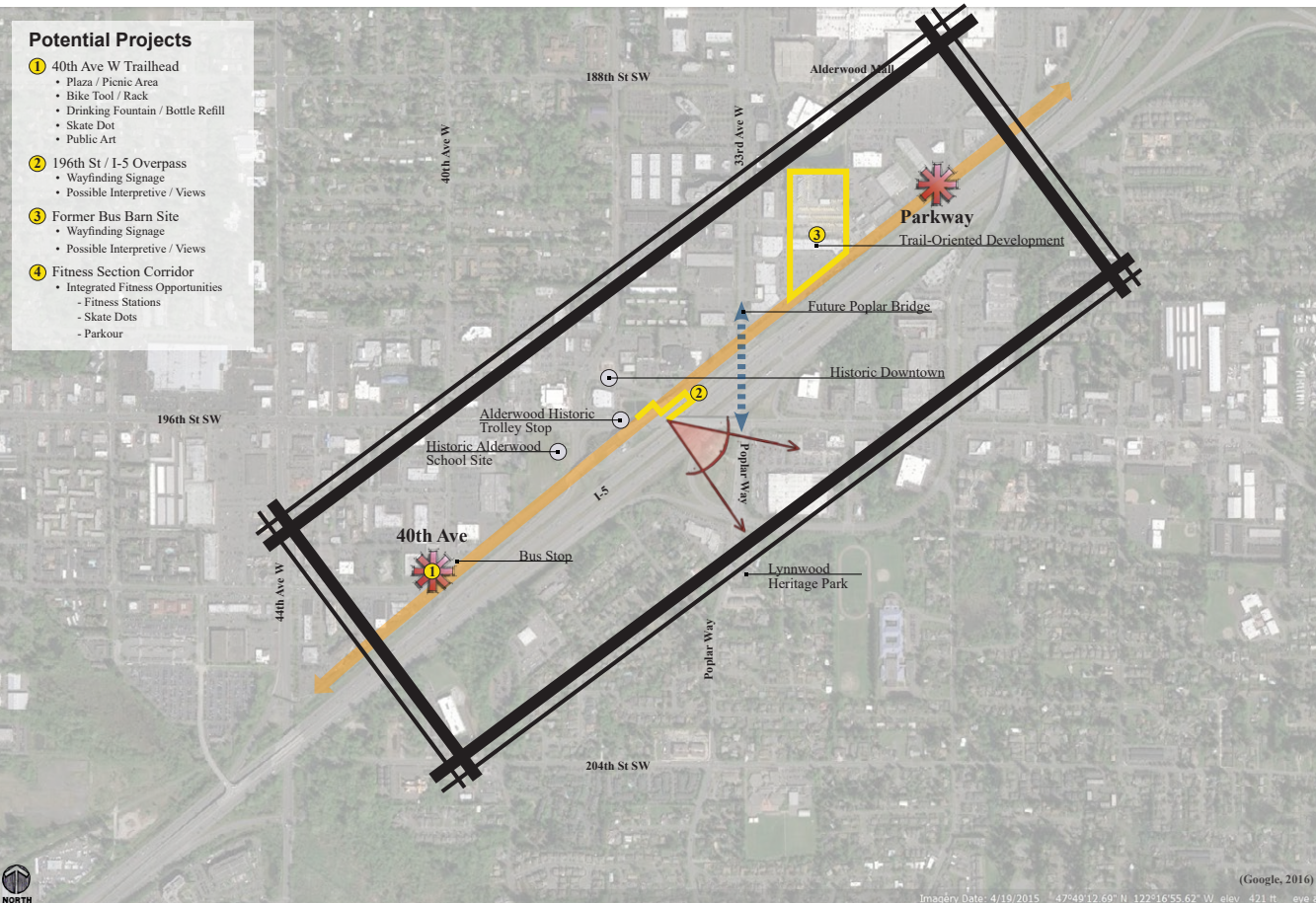
**#1 - 40th Avenue West Trailhead** - Currently under construction is a trailhead enhancement project to install a plaza with bench seating, picnic area, fitness equipment, drinking fountain, and an informational kiosk. A phase two project could add a skateboard or bike ramp with mini skate features along the trail.

**#2 - 196th Street/I-5 Overpass** - Some of the best views in the city of the Olympic and Cascade Mountains can be found at the top of this overpass. Improvement opportunities include adding Interpretive signage to show the mountain range peaks and an enhanced connection to 196th St.

**#3 - Former Bus Barn Site** - This site is slated for residential redevelopment and will bring new community members into a commercial zone lacking parks. Goals to work with the developer to create natural and pedestrian connections to the Interurban Trail and the Alderwood Mall would enhance the pedestrian experience and give new residents opportunities for physical activity. Improvements may include a new at-grade crossing of Alderwood Mall Boulevard to create an additional opportunity to get on the trail between the span of 33rd and 28th Avenues.

**#4 - Fitness Section Corridor** - This section has the most potential to add or improve amenities along the trail segment that not only enhances the aesthetic quality, but also adds fitness opportunities. These improvements may include vegetative screening or artistic elements to enhance the freeway fencing.

## **FITNESS Section**





Trail Character Images



Typical Trail Section



# GATEWAY SECTION

The “gateway” section encompasses the northernmost segment of the trail. Lynnwood’s trail ends at the intersection of Maple Road and Ash Way. The features along this section include native planting and buffer screening, parking, a future mini-park, and trail surface improvements.

## Potential Projects

**#1 - Alderwood Mall Parkway Tunnel** - The existing Interurban Trail tunnel under the Parkway provides improvement opportunities to reduce vandalism and seem more safe. Ideas include adding art, a mural, lighting, and incorporating CPTED (crime-prevention through environmental design) principles to the surrounding landscape.

**#2 - Alderwood Trailhead** - A trailhead at or near this location would be considered as part of the Beech Road realignment project. Improvement opportunities include enhancing the area with landscaping and adding parking.

**#3 - Beech Road Mini-Park** - When plans to realign Beech Road are completed, a portion of the street will be added to the adjacent property aligned to the trail corridor providing an opportunity to partner with future development to construct a mini-park or enhanced trailhead. A mini-park could include parking, a small play structure, fitness zone, and/or a picnic area.

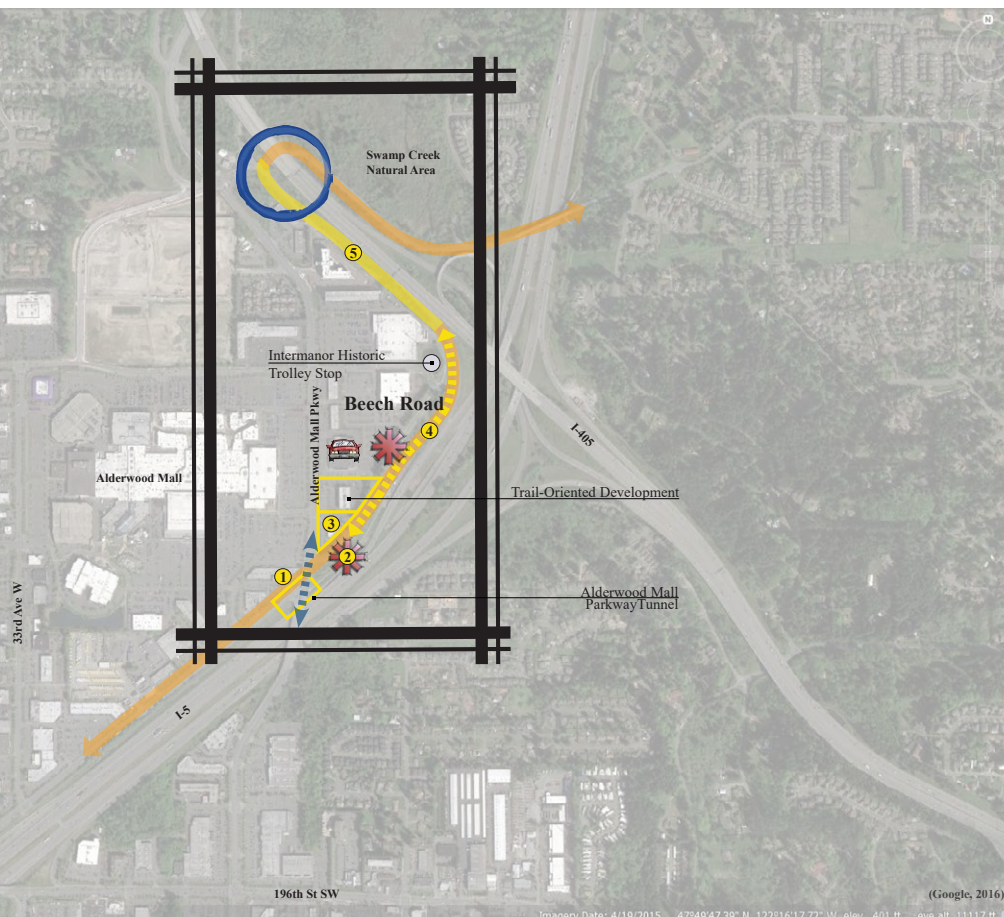
**#4 - Beech Road Improvement Project** - A planned residential tower on this road will bring hundreds of new residents to this commercial zone lacking parks. The realignment of Beech Road (part of this private development) will create a new multiuse path connection to the Interurban Trail from Alderwood Mall Parkway. The reconstruction of the entire “Beech Corridor” from Alderwood Mall Parkway to Maple Road would create an improved bike lane, and a better, more connected non-motorized trail experience.

**#5 - Trail Redevelopment (at Target)** - Trail users have identified the section of trail that borders the Target property in the most need of reconstruction due to years of damage cause by tree root intrusion. Users are eager for selective tree removal and new landscaping appropriate for the trail corridor and a reconstruction of this trail segment.

**#6 - Work with Snohomish County** - Just beyond this segment, trail users have to traverse the narrow Maple Bridge I-5 overpass and is a frequent complaint of users. Staff will commit to collaborate with Snohomish County and Washington State DOT to propose adding a new pedestrian overpass to the Maple Bridge. Staff will also work with Snohomish County Parks to identify and potentially partner to develop a new trail connection through Swamp Creek to Ash Way.

## GATEWAY Section

- Potential Projects**
- ① Alderwood Mall Parkway Tunnel
    - Tunnel Enhancements
    - Lighting
    - Mural / Exterior Treatment
    - Landscape Enhancements (CPTED)
  - ② Alderwood Trailhead
    - Picnic area
  - ③ Beech Road Mini-Park
  - ④ Beech Road Improvement Project
    - Enhanced Bike Lane / Pedestrian Access
  - ⑤ Trail Redevelopment (at Target)





Trail Character Images



Typical Trail Section

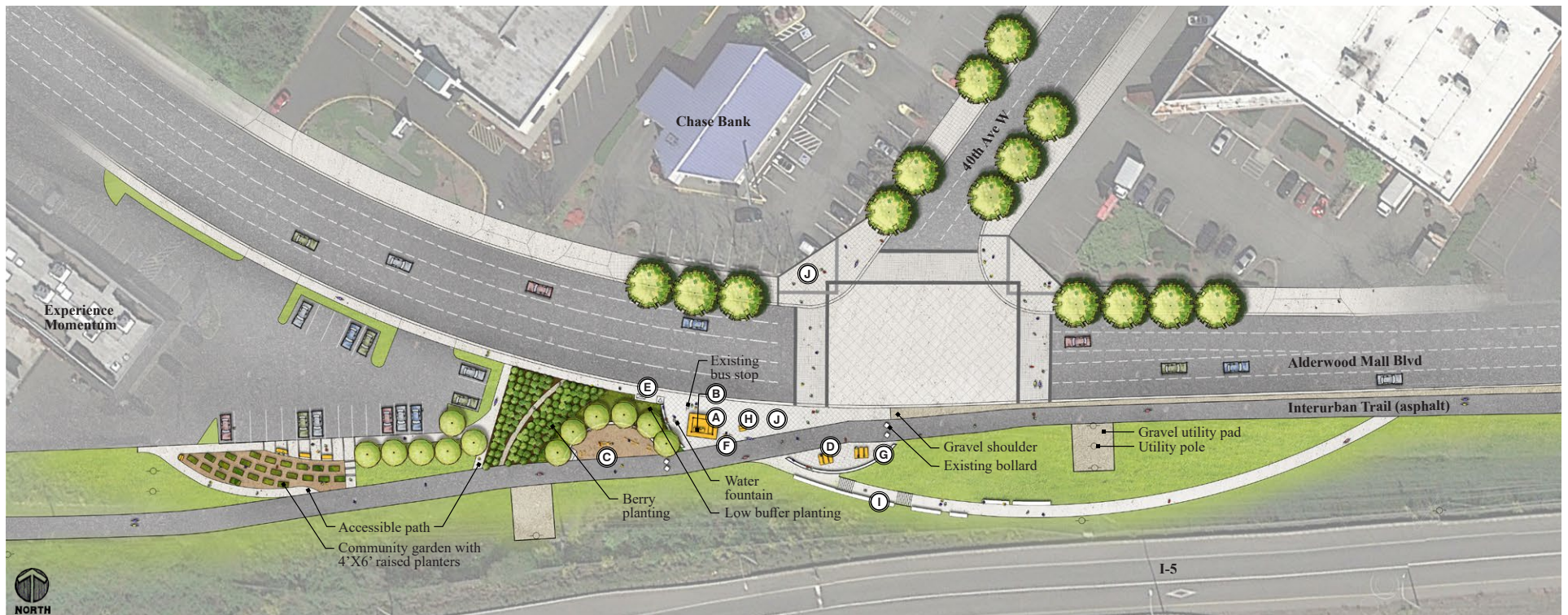


# 40TH AVE TRAILHEAD

The 40th Avenue Trailhead is located at the intersection of 40th Ave West and Alderwood Mall Boulevard. The master plan process identified this trailhead as a priority project with improvements funded by a local grant, and an opportunity for the Parks Department to partner with the City's Public Works Department. The trailhead concept incorporates Lynnwood's streetscape standards and

the City Center's urban feel within the "fitness sections" function and features. A monument kiosk/shade structure located near the existing bus stop formalizes the entrance and houses benches and wayfinding signage. A water fountain, bicycle station, and interpretive/wayfinding signage is located in the same plaza. Across the trail to the south, a mini-plaza is shaped by a seatwall and encompasses picnic tables. A path stems from the mini-plaza

towards the east to create a loop with integral skate features. To the west of the main plaza, an accessible fitness station area is provided. Furthest west, a p-patch style garden stewarded by Experience Momentum and its employees incorporates raised planters, an elevated plaza, and benches. Masses of edible blueberries encourage bicyclists and pedestrians to stop, and provides a destination for neighbors to visit.







### (A) Monument/Kiosk

A shade structure placed behind the existing bus stop formalizes the entrance and houses wayfinding signage.



### (B) Rest Bench

The rest bench provides a place for trail users to pause.



### (C) Fitness Feature(s)

Multi-use outdoor exercise equipment is provided along the trail.



### (D) Picnic Table

Accessible and movable picnic tables are located in the mini-plaza south of the trail.



### (E) Art

Wrapped utility boxes offer an opportunity to reflect the history of the trail.



### (F) Bicycle Repair Station

A fixed repair station allows trail users a place to prepare or fix a bicycle.



### (G) Concrete Seatwall

Wood-capped seatwalls form and protect gathering space.



### (H) Interpretive/Wayfinding

An interpretive / wayfinding sign provides directions or other information.



### (I) Skate Feature

Skate features integrated into the loop trail allow another user group to benefit.



### (J) Specialty Paving

Specialty paving at the intersection and crosswalks.

