

City of Lynnwood

Lynnwood Transportation Business Plan

NonMotorized Skeleton System Development

Technical Memorandum #1- Existing Conditions

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INTRODUCTION

The City of Lynnwood has determined that an assessment and development of a skeleton non-motorized system is needed. This work effort is being conducted by Perteet, Inc. to develop the “skeleton” non-motorized system, and a list of projects and their priorities toward the development of the skeleton system. To develop a skeleton system, it will first be necessary to develop, or understand a larger or complete network of pedestrian and bicycle facilities that provide necessary connections to land uses, major activity centers, transit, and existing or planned non-motorized facilities both within the City and adjacent jurisdictions. A skeleton system for both pedestrian and bicycle facilities will then be developed based upon a thorough analysis of the complete networks using evaluation criteria. Ultimately, the development of skeleton systems will help the City to determine where priorities should be made for non-motorized investments, and make efficient use of available transportation and recreation funds.

The first step as part of the planning process is to identify the existing conditions for both pedestrian and bicycle facilities, and identify those projects that are already planned or programmed. This technical memorandum summarizes the existing non-motorized conditions within the City of Lynnwood, as well as current planning efforts that have identified future facilities and needs.

Background

On December 8, 2007, the Lynnwood City Council directed staff to develop a citywide multimodal nonmotorized transportation system. Known as the “skeleton system”, it would provide a skeleton framework of sidewalks, walkways, trails, paths, promenades and bikeways, appropriate to allow people to travel between most homes, schools, businesses, entertainment and other services, both public and private throughout the City of Lynnwood. In addition, the Council directed that staff use ranking criteria to identify the “skeleton” system, and the Council prioritized a number of criteria from a larger list developed by staff. The highest criteria recommended by the Council include:

- Proximity to schools/designated school routes
- Proximity to Senior Services
- Proximity to stores/businesses
- Proximity to City facilities/parks/trails/open space
- Does the segment provide an important link to other areas?
- Roadside safety elements/obstacles
- Midblock crossing safety
- Proximity to bus stops/routes
- Accident history
- Presence of existing sidewalk/sidewalk on one side of street
- Type of Street – Principal, Minor, Collector Arterial, Residential

The City last adopted a Non-Motorized Plan, titled “City of Lynnwood Pedestrian and Bicycle Strategy” in April 1996. Since then, numerous non-motorized capital facility projects have been completed within the City and adjacent communities. In addition, a number of local and regional planning efforts have been conducted that require that the City re-examine its non-motorized transportation needs.

Other Related Planning Efforts

The City is planning for a new, mixed use, high density and pedestrian friendly City Center, consistent with its designation as an Urban Center under PSRC’s Destination 2030 Plan, located to the southwest of Alderwood Mall near Interstate 5. The City Center Access Study has identified local transportation system improvements necessary to support the future growth of the City Center. Other land use and demographic changes have occurred throughout the City over the past decade. Regional planning efforts have been completed or are underway, such as the development of the SWIFT bus rapid transit (BRT) route along SR 99. Sound Transit is considering future High Capacity Transit (HCT) extensions to Lynnwood and beyond. Snohomish County has completed a Non-Motorized plan as part of its Transportation Element of the Comprehensive Plan. A review of all of these planning efforts is needed to understand the existing and future nonmotorized needs within the City of Lynnwood.

PEDESTRIAN FACILITIES

This section provides an overview of the existing and planned pedestrian facilities within the City of Lynnwood and within proximity to the City’s boundaries in adjacent jurisdictions.

Existing Pedestrian Facilities and Adjacent Land Uses

There is currently a fairly extensive system of sidewalks and trails throughout the City of Lynnwood. As of 2008, the City had 146 miles of sidewalk along arterials and local streets. **Table 1-1** shows a breakdown of sidewalk by roadway classification. In addition to sidewalks, the City has a number of trails within local parks and along rights of way. The Interurban Trail traverses through the City of Lynnwood, paralleling the Interstate 5 corridor. **Figure 1-1** shows existing pedestrian facilities within the City of Lynnwood and in adjacent jurisdictions.

While the City has an extensive sidewalk and trail system, there are areas where walking can be challenging. Often, sidewalks do not connect with each other, or with key destinations such as parks, schools, shopping or other community facilities. The City has focused on filling missing links along routes connecting schools, parks and communities.¹

¹ City of Lynnwood 2020 Comprehensive Plan, 2005 Update

Table 1-1: Existing Sidewalk Mileage

Classification	Potential Sidewalk (miles)	Existing Sidewalk (miles)			Percent
		Asphalt	Concrete	Total	
Principal Arterial	15.5	0.5	15	15.5	100%
Minor Arterial	33	4.5	26.5	31	94%
Collector Arterial	35	6.3	23.4	29.7	85%
Residential Street	122	10.4	58.9	69.3	57%
Citywide Total	206	21.7	123.8	145.5	71%

Source: Lynnwood Public Works Department, GIS Database, April 2008

The following sections describe the existing facilities by current roadway classification within the City of Lynnwood.

Principal Arterials

Of the sixteen miles of potential sidewalk along principal arterials within the City of Lynnwood, all of the sidewalk mileage is complete.

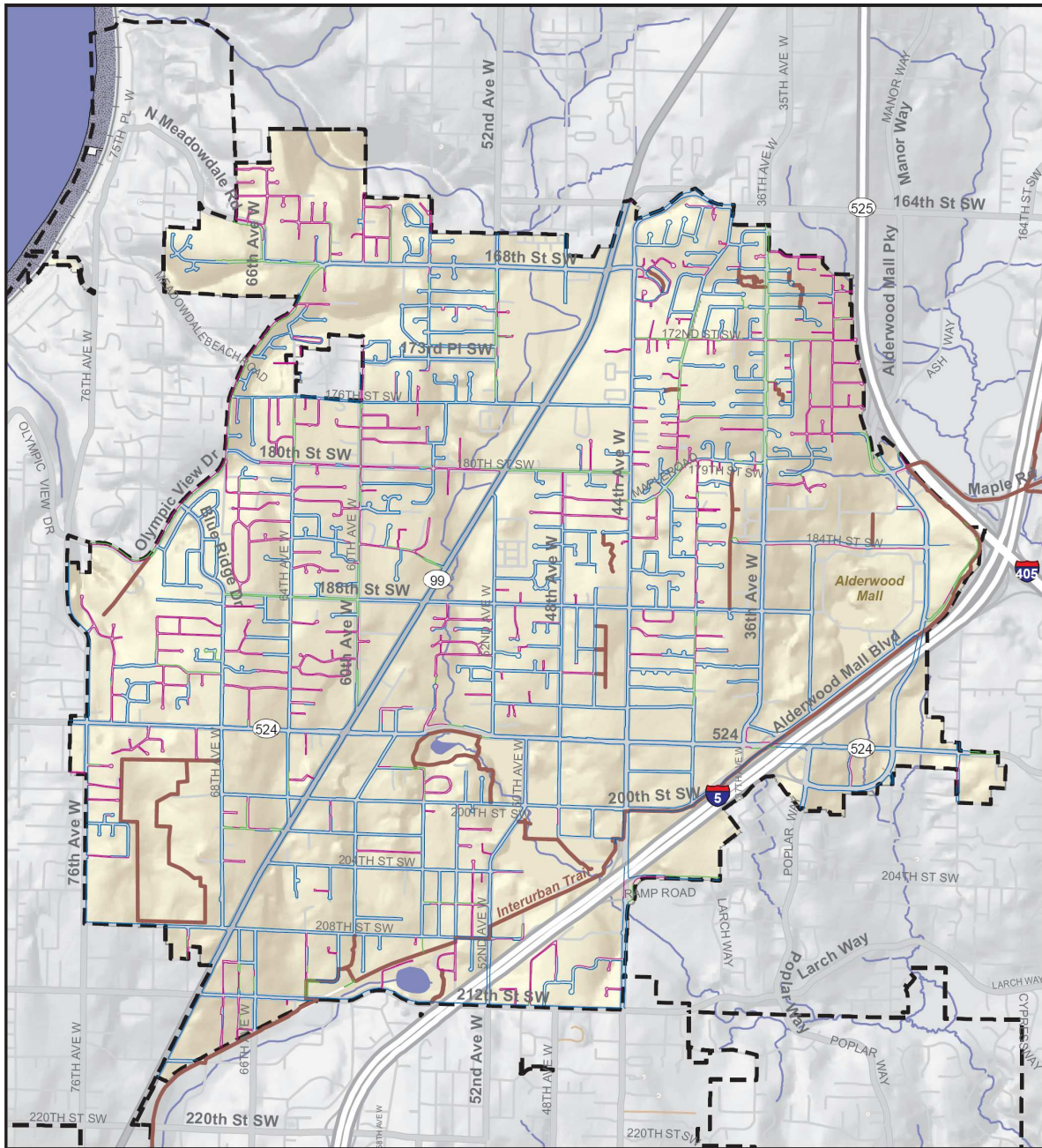
SR 99

Concrete sidewalks are currently along both sides of SR 99 its entire length through the City of Lynnwood. The highway is characterized by auto oriented commercial land uses its entire length. In many cases, the buildings are set back from the street and they lack good or direct pedestrian connections from the sidewalk to their entrances. In addition, there are residential areas to the east or west of the commercial land uses that are accessed from other roads, but have poor nonmotorized connectivity to SR 99 due to large block sizes or the lack of a roadway grid. SR 99 is also a major transit corridor for Community Transit.

The planned SWIFT Bus Rapid Transit line will traverse SR 99 linking Everett Station to the Aurora Village Transit Center in Shoreline, with Lynnwood stops located at 174th Street (SB)/176th Street SW (NB), 196th Street SW (SB)/200th Street SW (NB), 204th Street SW (SB), and 216th Street SW (NB and SB). A potential additional station may be developed at 164th Street SW in the future as land uses change and density increases at that location. Stations will have platforms approximately 10 feet wide and 70 feet long, with enhanced shelters. Buses will have interior bicycle racks for faster boarding. No bicycle facilities (racks or lockers) will be included at the stations themselves.

196th Street SW (Western City limits to Poplar Way)

Concrete sidewalks are along the majority of both sides of the roadway. An asphalt path is located on the south side in the vicinity of Scriber Lake Park. Missing sections are along the north side of the road at Wilcox Park (near 56th Avenue W), and along the both the north and south sides of the road in the vicinity of Interstate 5 (between 37th Avenue W and the bridge over Interstate 5). This highway is characterized by auto oriented commercial and institutional nearly its entire length, with some scattering of residential between 69th Place W and 74th Avenue W. Scriber Lake Park is located along the south



Existing Facilities

- Asphalt
- Concrete
- No Facility
- Trail

Lynnwood Transportation Business Plan

Existing Pedestrian Facilities

side of the highway between 52nd Avenue W and 56th Avenue W, and Wilcox Park is located across from Scriber Lake Park on the north side, just west of 52nd Avenue W. The Lynnwood Convention Center is located at the northwest corner of 196th Street SW and 37th Avenue W. Portions of 196th Street SW have transit service, especially west of SR 99 where the routes serve the Edmonds Community College area.

44th Avenue W / 164th Street SW (North of 168th Street SW)

Sidewalks are currently along both sides of the roadway's entire distance. Adjacent land uses are primarily residential (both single and multi-family), with commercial concentrated near 168th Street SW. The Swamp Creek Park & Ride lot is located further east along 164th Street (outside the City limits) near SR 525.

44th Avenue W (196th Street SW to I-5)

Concrete sidewalks are along both sides of the majority of the roadway. A missing section is along the west side between the Interstate 5 onramp and the Interstate 5 overpass. This portion of the roadway is characterized by auto oriented commercial uses its entire length.

Minor Arterials

Of the 33 miles of potential sidewalk along minor arterials within the City of Lynnwood, nearly all (94 percent) of the sidewalk mileage is complete.

Olympic View Drive

This road forms a portion of the western city boundary, adjacent to the City of Edmonds. The City is in the process of constructing sidewalks along both sides of Olympic View Drive between 168th Street SW and 76th Avenue W. Single family residential is along nearly the entire length of this road. An entrance to Meadowdale Middle School is located on the west side of the road, just south of 168th Street SW. The entrance to Lynndale Park is located along the south side of the road near 73rd Avenue W. Outside the city limits (Snohomish County) is a small commercial area at 76th Avenue W.

168th Street SW (62nd Avenue W to SR 99)

Concrete sidewalks are along both sides the entire stretch of this roadway. A mixture of land uses front this road, including Meadowdale High School at 60th Avenue W, commercial at 52nd Avenue W and at SR 99, and residential (both single and multi-family) along other portions of the road.

176th Street SW (44th Avenue W to 52nd Avenue W)

Concrete sidewalks are along both sides the entire stretch of this roadway. Multi-family residential is located adjacent to the majority of this road. Auto oriented commercial is located at the intersection with SR 99.

196th Street SW (Poplar Way to Eastern city limit)

Concrete sidewalks are along both sides of the majority of this roadway. Between 18th Avenue W and 24th Avenue W, the walkway along the south side of the road is mostly asphalt, and on the north side, the sidewalk ends just east of 24th Avenue W. East of the

City, the County and State have a project to widen the road to five lanes and add sidewalks and bike lanes. Auto oriented commercial is located adjacent both sides of the entire length of this segment.

212th Street SW (SR 99 to 44th Avenue W)

Concrete sidewalks are along both sides the entire stretch of this roadway. East of the Interurban Trail, this road forms the southern boundary of the City of Lynnwood and the City of Mountlake Terrace. This road is characterized by a mixture of land uses. Toward its western end between SR 99 and 61st Place W, land uses include commercial and light industrial / warehousing. Single family residential is located between along the north side between 60th Avenue W and 44th Avenue W. Multi-family housing is located along portions of the south side (within Mountlake Terrace) along this same stretch. Commercial uses are located at the intersection of 52nd Avenue W and 44th Avenue W.

Alderwood Mall Parkway (northern city limit to southern city limit)

Concrete sidewalk is located along both sides of the majority of this roadway. An asphalt walkway/shoulder is located along the west side of the road between 30th Place W and the northern city limit. Land uses are primarily auto oriented commercial or hotel (Marriott Residence Inn) the entire length. The Alderwood Mall is located along the west side north of Interstate 5. Single family residential is located at the far south side of this corridor on 28th Avenue W.

36th Avenue W (196th Street SW to northern city limit)

Concrete or asphalt walkways are along both sides of the majority of this roadway. Between SR 524 and Maple Road, concrete sidewalks are along both sides of the road, with the exception of a small missing link on the east side between 195th Place SW and 196th Street SW (in front of Lamps Plus). North of Maple Road, asphalt walkways are along both sides of the road the entire distance. There are a variety of land uses along this corridor. Between the north city limits and 180th Place SW, the uses are largely single family residential. Spruce Park is located on the west side of the road near 169th Street SW. Multi-family residential is concentrated between 180th Place SW and 188th Street SW. Pioneer Park is located on the west side of the road near 180th Place SW. South of 188th Street SW is a mixture of some open space, office and commercial, and single family residential. Auto oriented commercial is concentrated near 196th Street SW. In addition, a small commercial area is located at the northern end (within Snohomish County) at 164th Street SW.

44th Avenue W (196th Street SW to 168th Street SW)

Concrete sidewalks are along both sides the entire stretch of this roadway. This road is characterized primarily with single family residential. The Lynnwood Civic Center and Veterans Park is along the west side of the road, between 188th Street SW and 194th Street SW. The North Lynnwood Park entrance is located north of 188th Street SW along the west side. Lynnwood Elementary School is also located here, just south of the park. Auto oriented commercial is located along both sides of the road between 194th Street SW and SR 524. 44th Avenue W also serves a number of Community Transit routes between its northern end and 194th Street SW.

44th Avenue W (southern city limit to I-5)

Concrete sidewalks are along the majority of both sides the entire stretch of this roadway. There is a missing link along the west side of the road between the Interstate 5 overpass and the Interstate 5 offramp. Land uses surrounding this road include open space (to the southeast of I-5), commercial and office (west side just south of the I-5 offramp), and single family residential (between 209th Street SW and 212th Street SW).

52nd Avenue W (176th Street SW to northern city limit)

This road has concrete and asphalt sidewalks along both sides of most of its length. The west side of the road has an asphalt walkway separated from the travel lanes by an extruded curb. The east side of the road has a concrete sidewalk or asphalt walkway along the majority of the street, but there are missing pedestrian links between 169th Place SW and 170th Place SW, 172nd Place SW and 173rd Place SW, and a small section between 173rd Place SW and 176th Place SW. The land uses include single family, multi-family (near 176th Street SW and near 168th Street SW), commercial near 168th Street SW, and Beverly Elementary School (at the northwest corner of 52nd Avenue W and 168th Street SW).

76th Avenue W (Olympic View Drive to southern city limit)

76th Avenue W forms the western boundary of the City of Lynnwood and the City of Edmonds. Concrete sidewalks are along both sides the entire stretch of this roadway. Land uses are primarily residential and institutional. Multi-family residential is concentrated near 208th Street SW. Commercial is located near Olympic View Drive, and at 196th Street SW. College Place Middle School and Elementary School are located at the northeast corner of 76th Avenue W at 208th Street SW.

Collector Arterials

Of the 35 miles of potential sidewalk along collector arterials within the City of Lynnwood, most (85 percent) of the sidewalk mileage is complete.

172nd Street SW (36th Avenue W to 44th Avenue W)

The majority of the north side of this road has either a concrete sidewalk or asphalt walkway. Nearly the entire length of the north side is an asphalt walkway. A small segment between 36th Avenue W and to the west of 37th Avenue W includes a concrete sidewalk. The majority of the south side of the road is missing any pedestrian facility. An asphalt walkway is located within a small portion of the south side between 44th Avenue W and Spruce Way, and between 38th Avenue W and 39th Place W. The adjacent land use is primarily single family residential the entire length.

176th Street SW (Olympic View Drive to 52nd Avenue W)

Concrete sidewalks are along both sides the entire stretch of this roadway. The adjacent land use is primarily single family residential the entire length. St. Thomas More Elementary school is located at the northwest corner of 176th Street SW / 64th Avenue W.

180th Street SW (Olympic View Drive to 44th Avenue W)

Between 68th Avenue W and SR 99, large portions of this roadway are missing pedestrian facilities on both the north and south sides. The only portions that currently have a pedestrian facility include a concrete sidewalk on both sides just east of 68th Avenue W, an asphalt walkway on the south side just east of 64th Avenue W, and intermittent sections of either asphalt or concrete sidewalk on either side between 64th Avenue W and SR 99. East of SR 99, an asphalt walkway or shoulder is located along both sides to 44th Avenue W.

Maple Road (36th Avenue W to 44th Avenue W)

An asphalt walkway or concrete sidewalk are along most portions of either side of Maple Road. A missing link is located on the north side just west of 41st Place W, on the north side just east of 40th Place W, and on the south side between Spruce Way and 39th Avenue W.

184th Street SW (Alderwood Mall Parkway to 36th Avenue W)

A concrete sidewalk is located on the north side of this road the entire length. This sidewalk provides access to the Lynnwood Athletic Complex (which will close in 2009). The entire south side of the road, including the area adjacent to the Alderwood Mall, has no pedestrian facility. There is a pedestrian crosswalk across 184th Street SW, linking the north mall driveway (and sidewalk leading to the mall) to the athletic complex.

188th Street SW (33rd Avenue W to 68th Avenue W)

There are pedestrian facilities along both sides of the entire stretch of this roadway. Between 68th Avenue W and 60th Avenue W, the facilities are asphalt walkways. A small segment of concrete sidewalk is located on the north side near 62nd Place W. Between 60th Avenue W and 36th Avenue W, there are concrete sidewalks along both sides of the road. The majority of land uses adjacent this roadway are residential, with the exception of commercial at SR 99, and the civic center at 44th Avenue W. Two elementary schools are located on this roadway. The road also provides access to Alderwood Mall at its east end. A number of Community Transit routes operate along 188th Street SW between 44th Avenue W and the Alderwood Mall.

200th Street SW (44th Avenue W to 68th Avenue W)

There are concrete sidewalks along both sides of the entire stretch of this roadway. There are a variety of land uses along this roadway. Auto oriented commercial uses are located between 44th Avenue W and 48th Avenue W. Large multi-family apartment complexes are located on both sides between 48th Avenue W and 52nd Avenue W, and Scriber Creek Park is located nearby, off of 52nd Avenue W. Single family residential is between 52nd Place SW and 56th Avenue W. Multi-family residential is also located between 56th Avenue W and 61st Place W. The Senior Center is located nearby off of Scriber Lake Road. Auto oriented commercial is concentrated at SR 99. Gold Park is located at the northwest corner of 200th Street SW / 64th Avenue W. Additional multi-family residential is located along the west end of the corridor near 68th Avenue W. Edmonds Community College is located at the west edge of the corridor, west of 68th Avenue W. 200th Street

SW is a major transit corridor, with a number of routes serving the Lynnwood Transit Center, Lynnwood City Center, and Edmonds Community College.

Alderwood Mall Boulevard (Alderwood Mall Parkway to 44th Avenue W)

Concrete sidewalks are located along both sides of the road between 44th Avenue W and approximately 40th Avenue W. Just east of 40th Avenue W, there are no sidewalks on the north side of the roadway, until past the overpass over 196th Street SW. A concrete sidewalk then extends from this location along the north side of the road to Alderwood Mall Parkway. The Interurban Trail is located along the south side of the road between Alderwood Mall Parkway and approximately 40th Avenue W, where the trail merges into concrete sidewalk. Alderwood Mall Boulevard is a major transit corridor for both Sound Transit and Community Transit. Routes provide service between the Lynnwood Transit Center, Alderwood Mall, and the Ash Way Park & Ride lot. This roadway is characterized by auto oriented commercial its entire length. An entrance to the Alderwood Mall is located at the northwest corner of Alderwood Mall Boulevard and Alderwood Mall Parkway.

204th Street SW (52nd Avenue W to 68th Avenue W)

There are concrete sidewalks along both sides of the entire stretch of this roadway east of SR 99. West of SR 99, the City has a project to extend the road to 68th Avenue W, which will include sidewalks on both sides. There are a variety of land uses along the roadway. Single family residential is concentrated along the eastern end of the road between 52nd Avenue W and 56th Avenue W. Between 56th Avenue W and 61st Place W, multi-family residential is located along the north side, while light industrial / commercial is located along the south side. Between SR 99 and 61st Place W, commercial is concentrated near SR 99, and single family residential is clustered near 61st Place W.

204th Street SW (eastern city limit to 44th Avenue W)

A concrete sidewalk is located along the north side of the road between 44th Avenue W and extends approximately 250 yards, where it then becomes an asphalt walkway/shoulder. On the south side, an asphalt walkway/shoulder extends from 44th Avenue W / I-5 offramp to where the road turns eastward. From here, there is a missing link for approximately 200 yards. A concrete sidewalk is located on the south side of the road beginning at the adjacent Saint Mary's Coptic Orthodox church and extending almost to Larch Way. The western half of this road section traverses through wooded open space, while the eastern half includes a golf driving range, church, and commercial uses at the southwest corner of 204th Street SW and Larch Way.

208th Street SW (52nd Avenue W to western city limit)

There are concrete sidewalks along both sides of the entire stretch of this roadway. There are a variety of land uses along this corridor. The western end near the city limits includes multi-family residential along the south side, and the College Place Middle and Elementary School are located on the north side. The Lynnwood Municipal Golf Course is also located in this area adjacent the north side, as is a post office. Commercial uses are concentrated at SR 99. Multi-family residential is located between SR 99 and 63rd

Avenue W. Single family residential is concentrated between 63rd Avenue W and 52nd Avenue W.

Maple Road (Alderwood Mall Parkway to eastern city limit)

This short section of Maple Road includes a concrete sidewalk on the north side between Alderwood Mall Parkway and Ash Way. There are no pedestrian facilities on the south side. Commercial and open space is located at this location.

Poplar Way (196th Street SW to southern city limit)

A concrete sidewalk is located on the east side of this road the entire length, while on the west side, a concrete sidewalk is only located between 198th Place SW and the south city limits. A wide shoulder is located on the west side between 196th Street SW and 198th Place SW. Auto oriented commercial is located on the east side between 196th Street SW and 198th Place SW (opposite the ramps to Interstate 5). South of 198th Street SW, Heritage Park is located on the east side, while single family residential is located on the west side.

40th Avenue W (Maple Road to Alderwood Mall Boulevard)

Large segments of this roadway are missing pedestrian facilities. Between 188th Street SW and 196th Street SW on the west side, there is primarily an asphalt walkway, with a concrete sidewalk toward the southern end south of 194th Street SW. On the east side, is a concrete sidewalk between 196th Street SW and 194th Street SW. North of here, the facility is an asphalt walkway, but there is a large section between 189th Place SW and 192nd Street SW that is missing a link. North of 188th Street SW, virtually the entire west side is missing any pedestrian facility. The east side has nearly equal amounts of both sidewalk or asphalt path, and no facility at all. The land uses along the corridor are primarily single family residential. Multi-family residential is concentrated on the east side near 192nd Place SW. South of 192nd Place SW are commercial on both sides, and a post office.

Spruce Way (164th Street SW to Maple Road)

Large segments of this roadway are missing pedestrian facilities. Most of the missing links are between 172nd Street SW and Maple Road. No facilities exist on either side between 176th Street SW and just north of Maple Road. Asphalt walkways are located on both sides between 172nd Street SW and 176th Street SW, but with a missing link on the west side near 173rd Place SW. North of 172nd Street SW, there are concrete sidewalks on both sides along the majority of the segment. However, there are a few missing links along the west side. An asphalt walkway is located on the east side between 169th Street SW and 172nd Street SW. The land uses are primarily single family residential. Spruce Elementary School is located on the east side near 176th Street SW.

52nd Avenue W / Cedar Valley Road / 50th Avenue W (196th Street SW to 212th Street SW)

There are concrete sidewalks along both sides of the entire stretch of this roadway. Auto oriented commercial is clustered at 196th Street SW. To the south, multi-family residential extends along both sides of the road to 200th Street SW. Scriber Creek Park is

located at the southeast corner of 200th Street SW and Cedar Valley Road. From there, a mixture of light industrial, commercial and single family residential extends to the south city limits.

52nd Avenue W (SR 99 to 196th Street SW)

There are concrete sidewalks along both sides of the entire stretch of this roadway. Single family and multi-family residential is the primary land use along this corridor. The multi-family uses are concentrated north of 188th Street SW. Wilcox Park is located at the northwest corner of 52nd Avenue W and 196th Street SW, while a small commercial cluster is located at the northeast corner of this same intersection.

60th Avenue W (176th Street SW to SR 99)

Large segments of this roadway are missing pedestrian facilities. Nearly all of the western side of the corridor has either an asphalt walkway or concrete sidewalk, with the exception of some missing links between 181st Place and 183rd Street SW. Most of the west side is asphalt walkway, and there is a concrete sidewalk near SR 99. Most of the length along the east side of the road is missing a pedestrian facility. There are some segments near 181st Place SW, 188th Street SW, and near SR 99 that have an asphalt walkway. Most of the uses along the corridor are single family residential or institutional. Light industrial / warehouse is located at the southeast corner 60th Avenue W / 188th Street SW, and commercial is concentrated near SR 99. Daleway Park is located near 190th Street SW, and a future neighborhood park is located at on the west side at 187th Place SW.

66th Avenue W (208th Street SW to southern city limit)

This corridor has concrete sidewalks along both sides of the roadway. This corridor leads to the Interurban Trail, which crosses the street at the southern city limits. There are a mixture of uses along the corridor, including multi-family residential between 208th Street SW and 210th Street SW, and light industrial or commercial to the south.

68th Avenue W (188th Street SW to 208th Street SW)

There are concrete sidewalks along both sides of the entire stretch of this roadway. The land uses vary along the corridor. Single family residential is concentrated between 188th Street SW and 196th Street SW. South of 196th Street SW is a cluster of multi-family residential. Edmonds Community College is located to the south of 200th Street SW, on the west side of the road. Multi-family residential is also clustered near 204th Street SW, and commercial uses are located along the east side near the intersection with 208th Street SW. A post office and court house are located along the west side near 208th Street SW. 68th Avenue W is a major transit corridor, especially between 196th Street SW and 208th Street SW. These routes serve the Edmonds Community College Transit Center.

Blue Ridge Drive (188th Street SW to Olympic View Drive)

There are concrete sidewalks along both sides of Blue Ridge Drive. The land uses along this roadway are single family residential.

194th Street SW (40th Avenue W to 52nd Avenue W)

There are concrete sidewalks along both sides of 194th Avenue SW. The land uses include single family west of 48th Avenue W, and a multi-family building at the intersection of 194th Street SW/ 48th Avenue W. At the far west end of the road, Wilcox Park is located on the west side of 52nd Avenue W. East of 48th Avenue W, the land uses are more commercial or office in nature. A Fred Meyer department store is located at the southeast corner of 194th Street SW/ 48th Avenue W.

64th Avenue W (176th Street SW to SR 99)

There are concrete sidewalks along both sides of 64th Avenue W for most of its length. The exception is to the north of 180th Street SW, where an asphalt walkway is located on a portion of the west side, and portion of the east side. The land uses are primarily single family residential. The North Sound Christian School is located at the northeast corner of 64th Avenue W/ 180th Street SW. Dale Way Park is located on the east side of the road across from 190th Street SW. South of 193rd Street SW, land uses are more commercial in nature. Gold Park is located at the northwest corner of 64th Avenue W/ 200th Street SW.

Scriber Lake Road/60th Avenue W (196th Street SW to 208th Street SW)

There are concrete sidewalks on both sides of Scriber Lake Road. Along this roadway are commercial land uses and a number of senior citizen related uses, including the Lynnwood Senior Center, and three senior housing facilities. 60th Avenue W has concrete sidewalks along both sides the majority of the corridor. The exception is to the north of 202nd Street SW, where a sidewalk is missing on the east side of the road. Land uses are primarily residential to the north of 204th Street SW. These include multi-family, a mobile home park, and single family. Between 204th Street SW and 206th Street SW, land uses are commercial and industrial. South of 206th Street SW, the land uses are single and multi-family residential.

48th Avenue W (180th Street SW to Transit Center)

There are concrete sidewalks along both sides the majority of 48th Avenue W. Sidewalks are missing to the north of 183rd Pl SW. The City's Capital Facilities Plan includes a project to add sidewalks in this area. North of 194th Street SW, the land uses are single family residential. South of 194th Street SW, the land uses are primarily multi-family residential. Commercial land uses, including a Fred Meyer department store, are located between 194th Street SW and 196th Street SW. The Lynnwood Transit Center is located at the far south end of the corridor.

Local (Neighborhood Streets)

Local residential streets are too numerous throughout the City to provide a detailed description. However, it can be stated that the majority of streets within the City of Lynnwood that are missing pedestrian facilities are along local streets. Of the 122 miles of potential sidewalk along local streets within the City of Lynnwood, about half (57 percent) of the sidewalk mileage is complete.

Pedestrian Trails

Golf Course Trail

The Golf Course trail is located at the Lynnwood Municipal Golf Course, at 208th Street SW, west of 68th Avenue W. This soft surface trail follows most of the perimeter of the golf course, and is approximately 1.5 miles in length. The eastern perimeter also has connections to the Edmonds Community College, located east of the golf course.

Mesika Trail

The Mesika Trail is a north-south one-half mile gravel trail that is located within the open space area to the west of the Lynnwood Civic Center campus, between 44th Avenue W and 46th Avenue W. It also provides connections to 46th Avenue W.

Scriber Creek Trail

The Scriber Creek Trail is approximately 1.25 miles in length, and is a combination of soft surface and paved material. It parallels the Scriber Creek and connects the Interurban Trail to Scriber Lake Park.

Interurban Trail

The Interurban Trail is a regional hard-surfaced, non-motorized trail located in the PUD/PNW traction right-of-way. The trail follows the route once used by the Interurban Trolley that ran between Ballard and Bellingham until 1939. Portions of the trail have been completed through Shoreline, Mountlake Terrace, unincorporated Snohomish County, Everett and Lynnwood. In Lynnwood, the trail is 3.8 miles long and is mostly separated from motorized traffic. Portions of the trail use existing roadways or sidewalks where gaps exist with a class I trail. A gap is located between 40th Avenue W and to the west of 44th Avenue W. Going in a north to south direction, users are required to use Alderwood Mall Boulevard, cross 44th Avenue W, then traverse south along 44th Avenue W, before entering the trail again near the Lynnwood Transit Center and Park & Ride.

Another gap is located between 52nd Avenue W and 54th Avenue W. Going in a north to south direction, users are required to turn south on 52nd Avenue W, west on 208th Street SW, south on 54th Avenue W, before entering the trail again off of 54th Avenue W.

Finally, a gap is located between 61st Avenue W and 212th Street SW / 63rd Avenue W. At this portion, users are directed to the South Lynnwood Neighborhood Park, and then to 61st Avenue S, 211th Street SW, 63rd Avenue W, and 212th Street SW to reach where the trail begins again.

Other Pedestrian Trails

Other pedestrian trails within the City of Lynnwood, primarily within parks, are located at the following locations:

- Daleway Neighborhood Park Trail
- Lynndale Park Trail
- Meadowdale Playfields Trail
- North Lynnwood Neighborhood Park Trail
- Pioneer Neighborhood Park Trail

- Scriber Lake Park Trail
- South Lynnwood Neighborhood Park Trail
- Spruce Neighborhood Park Trail
- Meadowdale Neighborhood Park Trail

Planned / Programmed Pedestrian Facilities

This section describes pedestrian related projects that have been identified in either near term planning documents (such as a Transportation Improvement Program or Capital Facilities Plan) or longer term planning document (such as a Subarea plan, or Comprehensive Plan). The projects were identified both within the City of Lynnwood, and immediately outside the City in adjacent jurisdictions. It is important to identify planned facilities outside the City of Lynnwood, to understand where future pedestrian connections may be needed to those systems. All planned and programmed pedestrian facilities within the City of Lynnwood and in adjacent jurisdictions are shown in **Figure 1-2** and **Appendix A**.

City of Lynnwood Planned / Programmed Pedestrian Facilities

Programmed (Near Term) Pedestrian Projects

The City's 2008 – 2013 Capital Facilities Plan and 2009-2014 Transportation Improvement Program were used to identify near term programmed pedestrian projects.

Lund's Gulch Trail (PK 23C) – This project will construct a trailhead and trail to expand an existing trail in Meadowdale Beach Park to Lund's Gulch.

Scriber Creek Trail Extension (PK 25) – This project will plan, acquire land, and construct a multi-use trail from the existing trail which ends at Scriber Lake Park, north to Lund's Gulch. The existing trail will also be improved as a multi-use trail. An exact alignment has not been determined yet. (*Trail not shown on Figure 1-2*)

Scriber Lake Park Renovation (PK 46D) – This project includes crosswalk improvements at 196th Street SW and Scriber Road, and at 52nd Avenue, streetscape enhancements along 196th Street adjacent the park, upland trail development, and an extension of Scriber Creek Trail (multi-use) in the unopened 52nd Street ROW between 196th St SW and 200th St SW.

City Center Parks Acquisition (PK 59A) – This project constructs a promenade connecting parks and plazas in the City Center, and proposes connections to the Interurban Trail.

Olympic View Drive Expansion (ST 1A) – This project widens Olympic View Drive to provide left turn lanes, shared vehicle/bike lanes and sidewalks (Under construction – to be complete in 2010).

I-5/196th Interchange pedestrian facilities (ST 5A) – This project constructs a pedestrian route along the north side of the 196th St. SW bridge through the interchange with I-5.

Interurban Trail: 44th Ave W Bridge and Trail (ST 19A) – This project constructs a pedestrian overpass/trail adjacent I-5 over 44th Ave connecting to the Interurban Trail at the Transit Center, and a new section of trail from 44th Ave W to 40th Ave W.

Maple Road Extension (ST 36A) – This project constructs a new 2-lane road with sidewalks from 32nd Avenue W to Alderwood Mall Parkway.

52nd Avenue W Sidewalks (ST 41A) – This project widens 52nd Avenue W to 3 lanes and adds sidewalks and bike facilities on both sides between 168th Street SW and 176th Street SW.

204th St. SW (ST 43A) – This project builds a new road with sidewalks and shared bike facilities (14' curb lane) between SR 99 and 68th Avenue W. A new signal will be constructed at SR 99, and a signal or roundabout constructed at 68th Avenue W.

SR 99/ 180th St. pedestrian signal (ST 48A) – This project adds a pedestrian signal at the intersection to allow pedestrian access across SR 99.

48th Avenue West Expansion (ST 51A) – This project widens 48th Avenue W between 180th Street SW and 182nd Street SW to 40 feet and constructs curb, gutter, and sidewalks.

36th Avenue W Expansion (ST 56A) – This project widens 36th Ave W between Maple Road and 164th Street SW to include 3 or 5 lanes, sidewalks and potentially bike lanes (3 lane alt.).

44th Avenue W Expansion (ST 67A) – This project constructs a new northbound lane between 198th Street SW and 200th Street SW, which would include a sidewalk.

196th St. SW Expansion (ST 68A) – This project widens 196th Street SW to 7 lanes between 37th Avenue W and 48th Avenue W. It will include landscaped 12' side sidewalk improvements.

200th Street SW Expansion (ST 69A) – This project will widen 200th Street SW between SR 99 and 48th Avenue W from three lanes to five lanes. It will include sidewalks along both sides.

Pedestrian Promenade (ST 74A) – This project converts 198th St. SW to a pedestrian promenade between 40th Avenue W and 45th Avenue W, including 2 travel lanes, parking, and landscaped 18' sidewalks.

New Grid Roads in City Center (ST 75A) – This project builds a series of new grid streets within City Center including landscaped 14' sidewalks.

200th St. SW Expansion (ST 76A) – This project widens 200th Street SW between 40th Avenue W and 48th Avenue W to 5 lanes with bike lanes and wide sidewalks.

33rd Avenue W. Extension (ST 87A) – This project constructs a new 3-lane road from 184th Street SW to Alderwood Mall Parkway, and will include sidewalks.

Poplar Extension bridge (ST 88A) – This project constructs a bridge across I-5 between 33rd Avenue W and Poplar Way, and will include sidewalks.

Beech Road Extensions (ST 92A) – This project extends Beech Road to Ash Way and Beech Road to Alderwood Mall Parkway/Sears entrance, and will include sidewalks.

60th Avenue W Sidewalks (ST 94A) – This project will install a concrete sidewalk on the west side, and widen the southbound lane for a bike lane between 188th Street SW and SR 99.

Planned (Long Term) Pedestrian Projects

40th Avenue W (City Center Access Study) – This project constructs a new road under Interstate 5, connecting 200th Street SW to 204th Street SW / Larch Way. The project would include sidewalks.

60th Avenue W Improvements (Comprehensive Plan) – This project would include construction of sidewalks along both sides of 60th Avenue W between 176th Street SW and 188th Street SW in two phases.

64th Avenue W Improvements (Comprehensive Plan) – This project would redesign/construct 64th Avenue between 176th Street SW and 180th Street SW, and include sidewalks.

172nd Street SW Improvements, Phases 1 thru 4 (Comprehensive Plan) – This project would redesign/construct 172nd Street SW between 32nd Avenue W and 44th Avenue W, and would include pedestrian improvements. However, a wetland is located west of SR 99, so the portion west of SR 99 is unlikely to be built. A non-motorized trail may be feasible.

180th Street SW Improvements, Phases 1 thru 4 (Comprehensive Plan) – This project would redesign/construct 180th Street SW in four phases between Olympic View Drive and SR 99, and would include pedestrian improvements.

200th Street SW (College District Plan) – This project would develop pedestrian node at the intersection of SR 99 and 200th Street SW.

212th Street SW Corridor, Phases 1 thru 3 (Comprehensive Plan) – This project would redesign/construct 212th Street SW in three phases between 44th Avenue W and 76th Avenue W, and would include pedestrian improvements.

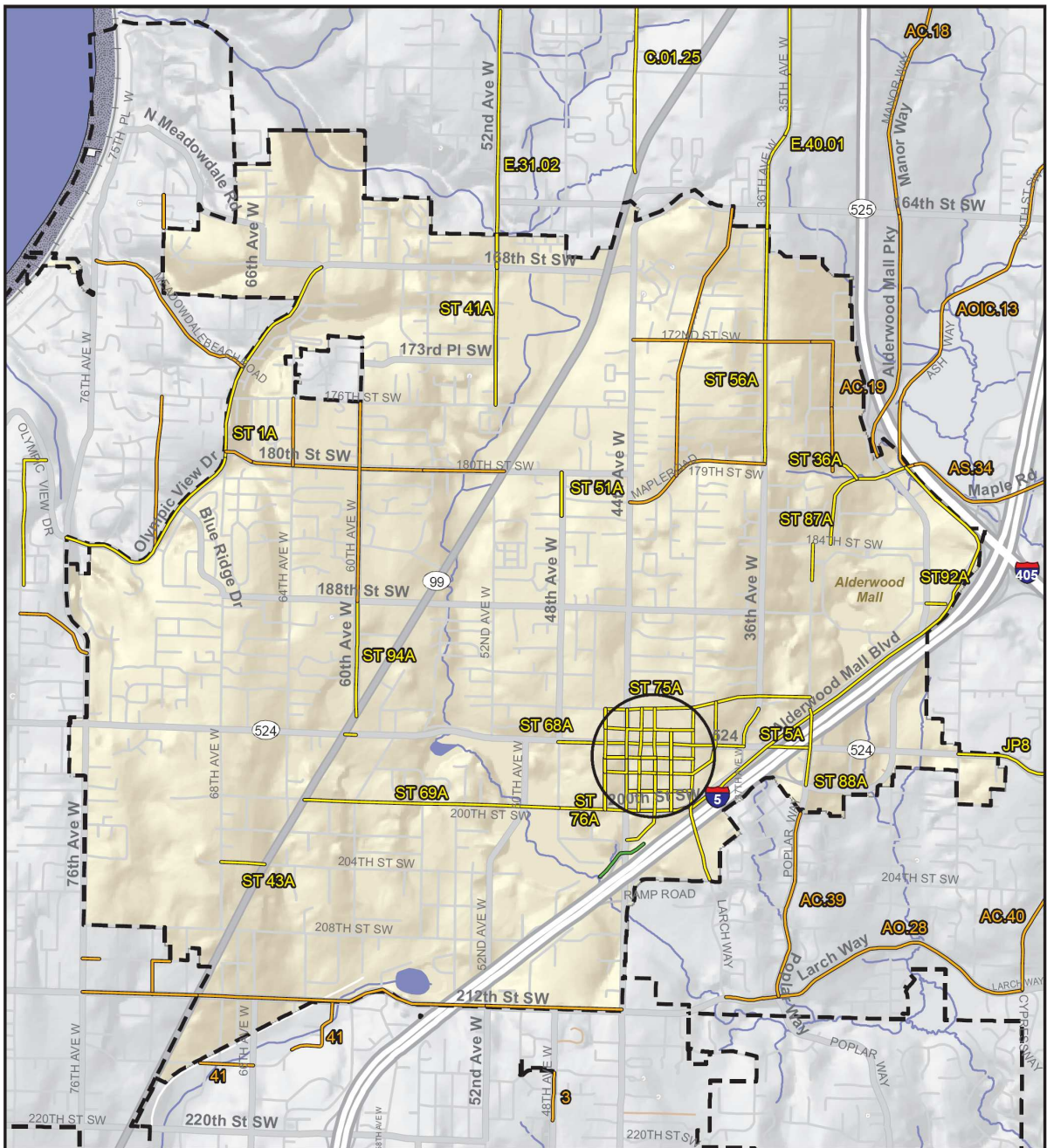
Maple Road Improvements, Phases 1 thru 2 (Comprehensive Plan) – This project would redesign/construct Spruce Way in two phases between 164th Street SW and Maple Road and would include pedestrian improvements.

Spruce Way Improvements (Comprehensive Plan) – This project would redesign/construct Maple Road between 36th Avenue W and 44th Avenue W and would include pedestrian improvements.

Planned / Programmed Pedestrian Facilities in Adjacent Jurisdictions

Other planned or programmed pedestrian facilities outside the City of Lynnwood are described in **Appendix A** and shown in **Figure 1-2**. The information was obtained from the following sources:

- Mountlake Terrace Transportation Master Plan, 2007
- Snohomish County Comprehensive Plan, 2006
- Snohomish County 2008-2013 Transportation Improvement Program
- City of Edmonds 2008-2014 Capital Investment Program
- City of Edmonds Comprehensive Walkway Plan, 2002



- Planned Pedestrian Facilities
Type of Project
- Long Term Pedestrian Facility
 - Near Term Pedestrian Facility
 - Near Term Trail
 - Pedestrian Crossing

Lynnwood Transportation Business Plan

Planned Pedestrian Facilities

BICYCLE FACILITIES

Existing Bicycle Facilities and Adjacent Land Uses

There are currently only limited bicycle facilities within the City of Lynnwood. The need for bicycle lanes must be balanced with the expense of widening roadways, loss of traffic lanes or on-street parking. The following section describes existing bicycle facilities by type. Existing bicycle facilities are shown in **Figure 1-3**.

Bicycle Trails (Class I Facility)

Bicycle trails are a bikeway that is physically separated from motorized vehicular traffic by an open space or barrier, and either within the right of way or within an independent right of way. They are typically 10 to 12' in width.

Interurban Trail

The Interurban Trail is a regional hard-surfaced, non-motorized trail located in the PUD/PNW traction right-of-way. The trail follows the route once used by the Interurban Trolley that ran between Ballard and Bellingham until 1939. Portions of the trail have been completed through Shoreline, Mountlake Terrace, unincorporated Snohomish County, Everett and Lynnwood. In Lynnwood, the trail is 3.8 miles long and is mostly separated from motorized traffic. Portions of the trail use existing roadways or sidewalks where gaps exist with a class I trail. A gap is located between 40th Avenue W and to the west of 44th Avenue W. Going in a north to south direction, users are required to use Alderwood Mall Boulevard, cross 44th Avenue W, then traverse south along 44th Avenue W, before entering the trail again near the Lynnwood Transit Center and Park & Ride.

Other Parks Trails

There are some parks trails that allow for bicycle use. These include the following:

- Lynndale Park trails
- North Lynnwood Neighborhood Park trail
- Pioneer Neighborhood Park trail
- South Lynnwood Neighborhood Park trail
- Spruce Neighborhood Park trail
- Meadowdale Neighborhood Park trail

Bicycle Lanes (Class II Facility)

Bicycle lanes are a portion of the roadway that has been designated by striping, signage and pavement marking for the preferential or exclusive use of bicyclists. Bicycle lanes are typically 5' in width, but sometimes are slightly less when there is limited space available.

200th Street SW

Bicycle lanes are provided along both sides of 200th Street SW between SR 99 and 50th Avenue W. There are a variety of land uses along this roadway. Large multi-family apartment complexes are located on both sides between 50th Avenue W and 52nd Avenue

W, and Scriber Creek Park is located nearby, off of 52nd Avenue W. Single family residential is between 52nd Place SW and 56th Avenue W. Multi-family residential is also located between 56th Avenue W and 61st Place W. The Senior Center is located nearby off of Scriber Lake Road. Auto oriented commercial is concentrated at SR 99. Gold Park is located at the northwest corner of 200th Street SW / 64th Avenue W. Additional multi-family residential is located along the west end of the corridor near 68th Avenue W. Edmonds Community College is located at the west edge of the corridor, west of 68th Avenue W.

208th Street SW

Bicycle lanes are provided along both sides of 208th Street SW between 76th Avenue W and SR 99. The western end near the city limits includes multi-family residential along the south side, and the College Place Middle and Elementary School are located on the north side. The Lynnwood Municipal Golf Course is also located in this area adjacent the north side, as is a post office. Commercial uses are concentrated at SR 99.

44th Avenue W

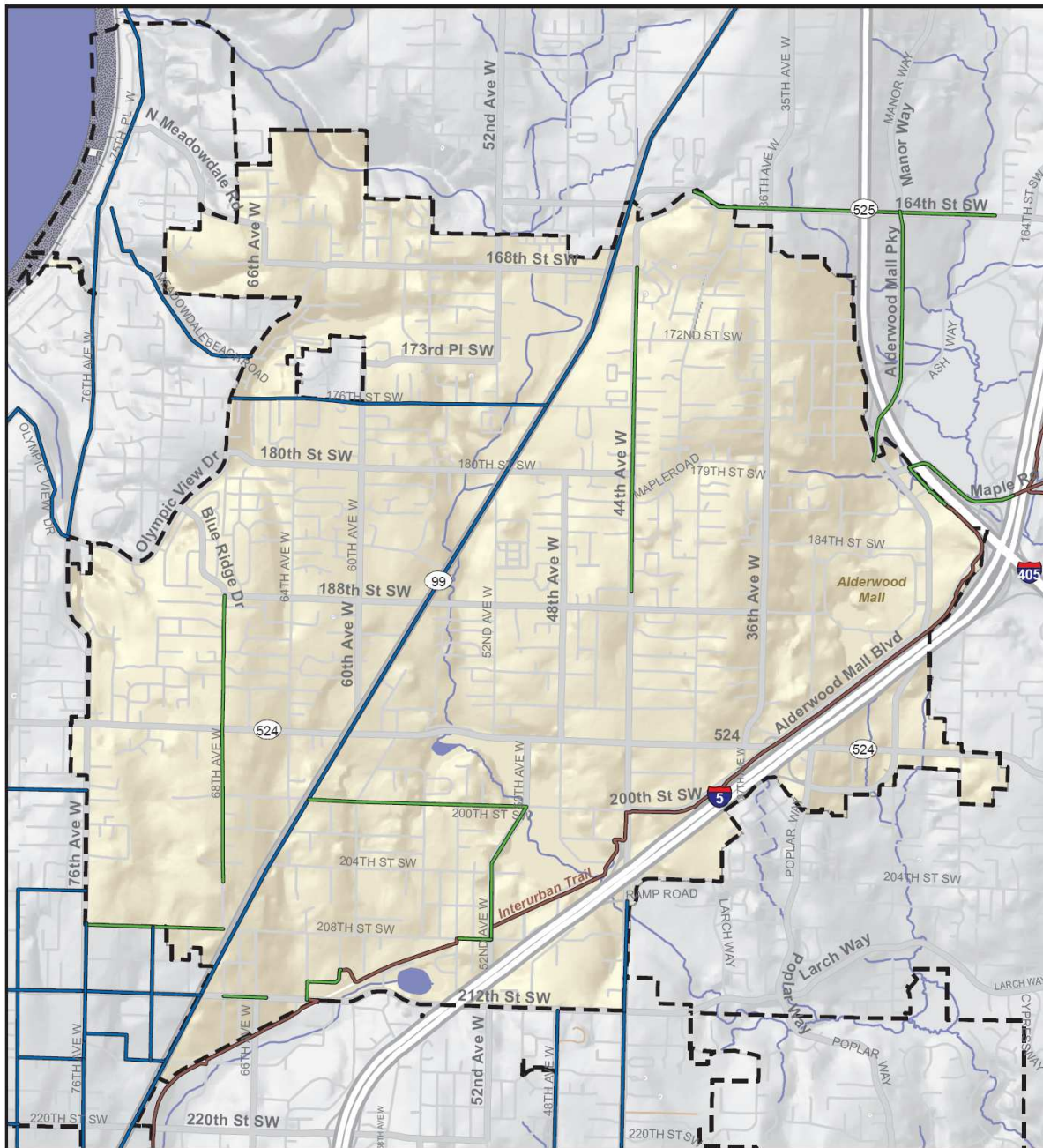
Bicycle lanes are provided along both sides of 44th Avenue W between 168th Street SW and to the north of 188th Street SW. This road is characterized primarily with single family residential. The North Lynnwood Park entrance is located north of 188th Street SW along the west side. Lynnwood Elementary School is also located here, just south of the park. Located to the south of where the bike lanes end, the Lynnwood Civic Center and Veterans Park is along the west side of the road, between 188th Street SW and 194th Street SW.

52nd Avenue W

Bicycle lanes are provided along both sides of 52nd Avenue W between 200th Street SW and 212th Street SW. Scriber Creek Park is located at the southeast corner of 200th Street SW and Cedar Valley Road. From there, a mixture of light industrial, commercial and single family residential extends to the south city limits.

68th Avenue W

Bicycle lanes are provided along both sides of 68th Avenue W between 188th Street SW and 204th Street SW. The land uses vary along the corridor. Single family residential is concentrated between 188th Street SW and 196th Street SW. South of 196th Street SW is a cluster of multi-family residential. Edmonds Community College is located to the south of 200th Street SW, on the west side of the road. Multi-family residential is also clustered near 204th Street SW, and commercial uses are located along the east side near the intersection with 208th Street SW. A post office and court house are located along the west side near 208th Street SW.



Bike Facilities
 Existing Lane
 Existing Route
 Existing Trail

Lynnwood Transportation Business Plan

Existing Bicycle Facilities

Bicycle Route (Class III Facility)

Bicycle routes are a road which is designated as being open to bicycle travel, typically shared with other transportation modes. They may be in the form of a wide curb lane (such as a 14' outside lane), or a striped shoulder, without pavement markings. They usually include directional and informational markers.

176th Street SW

176th Street SW between Olympic View Drive and SR 99 is designated by the City as a bicycle route. This road is a two lane road between Olympic View Drive and 52nd Avenue W, and four lanes between 52nd Avenue W and SR 99. The adjacent land use is primarily single family residential the entire length. St. Thomas More Elementary school is located at the northwest corner of 64th Avenue W. Auto oriented commercial is located at the intersection with SR 99.

SR 99

SR 99 was recently widened to seven lanes with a center left turn lane, and three lanes in each direction. The outer lanes are 14 feet wide. SR 99 is designated by the City as a bicycle route its entire length through the City. This highway is characterized by auto oriented commercial land uses its entire length.

Planned / Programmed Bicycle Facilities

This section describes bicycle related projects that have been identified in either near term planning documents (such as a Transportation Improvement Program) or longer term planning document, such as a Subarea plan, or Comprehensive Plan. The projects were identified both within the City of Lynnwood, and immediately outside the City in adjacent jurisdictions. It is important to identify planned facilities outside the City of Lynnwood, to understand where future pedestrian connections may be needed to those systems. Planned and programmed bicycle facilities within Lynnwood and adjacent jurisdictions are shown in **Figure 1-4**, and described in **Appendix B**.

City of Lynnwood Planned / Programmed Bicycle Facilities

Programmed (Near Term) Bicycle Projects

168th Street SW Shared Bike Lanes – This project restripes 168th Street SW between SR 99 and 62nd Avenue W to provide shared bike lanes. This project will begin in 2008.

188th Street SW Bike Lanes – This project restripes 188th Street SW between 44th Avenue W and 60th Avenue W to provide bike lanes and pavement markings. This project will begin in 2008.

208th Street SW Bike Lanes – This project restripes 208th Street SW between 52nd Avenue W and 66th Avenue W to provide bike lanes and pavement markings. This project will begin in 2008.

Scriber Creek Trail Extension (PK 25) – This project will plan, acquire land, and construct a multi-use trail from the existing trail which ends at Scriber Lake Park, north to Lund’s Gulch. The existing trail will also be improved as a multi-use trail. An exact alignment has not been determined yet.,.

Scriber Lake Park Renovation (PK 46D) – This project includes crosswalk improvements at 196th Street SW and Scriber Road, and at 52nd Avenue, and upland trail development, and an extension of Scriber Creek Trail (multi-use) in the unopened 52nd Street ROW between 196th St SW and 200th St SW.

Olympic View Drive Expansion (ST 1A) – This project widens Olympic View Drive to provide left turn lanes, shared vehicle/bike lanes and sidewalks (Under construction – to be complete in 2010).

Interurban Trail: 44th Ave W Bridge and trail (ST 19A) – This project constructs a pedestrian overpass/trail adjacent I-5 over 44th Ave connecting to the Interurban trail at the Transit Center, and a new section of trail from 44th Ave W to 40th Ave W.

Maple Road Extension (ST 36A) – This project constructs a new 3-lane road with sidewalks and bike facilities from 32nd Avenue W. to Alderwood Mall Parkway.

52nd Avenue W Sidewalks (ST 41A) – This project widens 52nd Avenue W to 3 lanes and adds sidewalks and bike facilities on both sides between 168th Street SW and 176th Street SW.

204th St. SW (ST 43A) – This project builds a new road with sidewalks and shared bike facilities (14’ curb lane) between SR 99 and 68th Avenue W. A new signal will be constructed at SR 99, and a signal or roundabout constructed at 68th Avenue W.

36th Ave. W Expansion (ST 56A) – This project widens 36th Ave W between Maple Road and 164th Street SW to include 3 or 5 lanes, sidewalks and potentially bike lanes (3 lane alt.).

200th St. SW Expansion (ST 76A) – This project widens 200th Street SW between 40th Avenue W and 48th Avenue W to 5 lanes with bike lanes and wide sidewalks.

60th Ave W. Sidewalks (ST 94A) – This project will install a concrete sidewalk on the west side, and widen the southbound lane for a bike lane between 188th Street SW and SR 99.



Planned (Long Term) Bicycle Projects

40th Avenue W (City Center Access Study) – This project constructs a new road under Interstate 5, connecting 200th Street SW to 204th Street SW / Larch Way. The project would include sidewalks. Bike facilities are likely, but have not been confirmed to date.

The City of Lynnwood has identified a number of other future bike routes (which may include bike lanes, to be determined) as identified in the City's Comprehensive Plan. However, one of the purposes of this study will be to identify the most feasible long term bicycle system that provides the necessary connections to transit, schools and between other major activity centers. Therefore, this study may ultimately recommend a proposed system that differs from the planned routes currently identified in the Comprehensive Plan.

The planned bicycle routes identified in the Comprehensive Plan include the following:

- Meadowdale Road / 66th Avenue W / 168th Street (west of Olympic View Drive)
- 56th Avenue W / 60th Avenue W to Lund's Gulch (North of 168th Street)
- 180th Street SW (between Olympic View Drive and 44th Avenue W)
- Maple Road including future extension (between 44th Avenue W and Alderwood Mall Parkway)
- 188th Street SW (between 60th Avenue W and 68th Avenue W)
- 188th Street SW (between 40th Avenue W and 44th Avenue W)
- 188th Place SW (between 68th Avenue W and Lynndale Park)
- Blue Ridge Drive (between Olympic View Drive and 188th Street SW)
- 194th Street SW (between 40th Avenue W and 52nd Avenue W)
- 198th Street SW / 56th Avenue W (between Scriber Lake Road and 200th Street SW)
- 200th Street SW (between 68th Avenue W and SR 99)
- 200th Street SW (between Cedar Valley Road and 44th Avenue W)
- 204th Street SW (between 44th Avenue W and east city limit)
- 212th Street SW (between the Interurban Trail and 44th Avenue W)
- Alderwood Mall Parkway (between Poplar Way and the Interurban Trail)
- 76th Avenue W (between Olympic View Drive and 212th Street SW)
- 60th Avenue W (between 176th Street SW and 188th Street SW)
- 60th Avenue W (between 200th Street SW and 208th Street SW)
- 52nd Avenue W (between north city limit and 176th Street SW)
- 48th Avenue W (between 180th Street SW and 194th Street SW)
- Spruce Way (between 164th Street SW and Maple Road)
- 40th Avenue W (between Maple Road and SR 524)
- 36th Avenue W (between 179th Street SW and 195th Place SW)
- Poplar Way (between 196th Street SW and south city limit)
- Scriber Creek Trail extension (from Transit Center to Lund's Gulch)

Planned / Programmed Bicycle Facilities in Adjacent Jurisdictions

Other planned or programmed bicycle facilities outside the City of Lynnwood are described in **Appendix B** and shown in **Figure 1-4**.

- Mountlake Terrace Transportation Master Plan, 2007
- Snohomish County Comprehensive Plan, 2006
- Snohomish County 2008-2013 Transportation Improvement Program
- City of Edmonds Bikeway Plan, 2002

SAFETY / ACCIDENT ANALYSIS

Collision data was provided by the City of Lynnwood. The data was compiled for a four year period (between 2003 and 2006). During the four year period, there were 67 collisions that involved pedestrians or cyclists. These collisions resulted in a total of 47 injuries, and four fatalities. A significant proportion (24) of the collisions occurred in the afternoon period (3pm to 6pm).

2003 – 2006 Accident Data

The following section describes those locations that had the highest number of nonmotorized accidents during the four year period.

SR 99

A total of 12 collisions occurred along SR 99 resulting in eight injuries and three fatalities. These collisions occurred between the vicinity of 168th Street SW and 208th Street SW, with four occurring in the immediate vicinity of 168th Street SW. Two occurred at 174th Place SW, and two occurred at 188th Street SW. Two collisions occurred in the vicinity south of 52nd Avenue W, and all of the fatalities occurred at this location.

168th Street SW

A total of nine collisions occurred along this roadway. Of the nine accidents, five occurred within the immediate vicinity of 52nd Avenue W resulting in 4 injuries.

196th Street SW

A total of six collisions occurred along 196th Street SW resulting in four injuries. Most of these occurred in the area between SR 99 and 44th Avenue W, with two occurring in the vicinity of 48th Avenue W.

184th Street SW

A total of five collisions occurred along this roadway. Two of the five collisions occurred at 33rd Avenue W, and two occurred at Alderwood Mall Parkway.

200th Street SW

A total of four collisions occurred along 200th Street SW resulting in four injuries. There was no single concentrated location along this roadway that the collisions occurred.

City of Lynnwood Pedestrian and Bicycle Accident Reports (2005 – 2007 Data)

A pedestrian report compiled by the City for pedestrian related collisions for the years 2005 thru 2007 resulted in the following findings:

- There were 13 pedestrian related collisions
- Four of the collisions occurred on a Sunday
- Four of the collisions were a result of a pedestrian crossing an intersection without a crosswalk
- Two of the collisions occurred as a result of a pedestrian standing/working in the roadway
- Two of the collisions occurred as a result of a pedestrian falling into the path of a vehicle

A bicycle report compiled by the City for bicycle related collisions for the years 2005 thru 2007 resulted in the following findings:

- There were four bicycle related collisions
- All four collisions were the result of the bicyclist crossing or entering the traffic way.
- One collision occurred within a marked crosswalk

MAJOR ACTIVITY CENTERS

It is important to understand the land uses and major activity centers within the City of Lynnwood in order to identify a pedestrian and bicycle network and skeleton systems. An inventory of major activity centers was collected. The types of facilities inventoried are listed below, and shown in **Table 1-2** and **Figure 1-5**.

- Schools / Colleges
- Senior Centers
- Senior Housing
- Parks and Recreation areas (Existing and proposed)
- Community Facilities (City Hall, libraries, community centers, hospitals)
- Major employers
- Transit routes and stops
- Transit Centers and Park & Ride lots
- Major shopping areas

Table 1-2: Major Activity Centers in Lynnwood (Existing and Planned)

Community Facilities (C)

- 1 - Lynnwood Civic Center
- 2 - Lynnwood Library
- 3 - Post Office / Courthouse
- 4 - Lynnwood Convention Center
- 5 - Stevens Hospital

Senior Centers and Housing (SH)

- 1 - Lynnwood Senior Center
- 2 - Alderwood Court
- 3 - Scriber Gardens
- 4 - Pepperwood Sr. Apartments
- 5 - Clare Bridge
- 6 - Sunrise Assisted Living
- 7 - Brighton Court
- 8 - Alderwood Retirement Manor

Schools and Colleges (S)

- 1 - Edmonds Community College
- 2 - Meadowdale High School
- 3 - Lynnwood High School (To Close)
- 4 - Alderwood Middle School
- 5 - College Place Middle School
- 6 - Meadowdale Middle School
- 7 - Beverly Elementary School
- 8 - College Place Elementary School
- 9 - Hazelwood Elementary School
- 10 - Lynndale Elementary School
- 11 - Lynnwood Elementary School
- 12 - Meadowdale Elementary School
- 13 - Spruce Elementary School
- 14 - Cedar Valley Community School
- 15 - Soundview School (Private)
- 16 - Brighton School (Private)
- 17 - St. Thomas More School (Private)
- 18 - Paladin Academy (Private)
- 19 - North Sound Christian School (Private)

Major Retail (R)

- 1 - Alderwood Mall
- 2 - Lynnwood City Center
- 3 - James Village Shopping Center
- 4 - Lynnwood Center (Future)

Parks and Recreation (P)

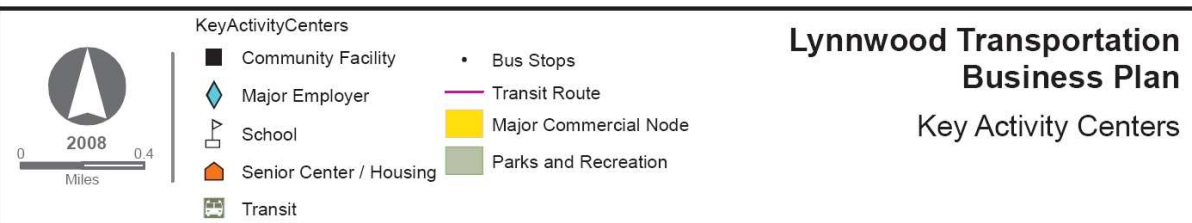
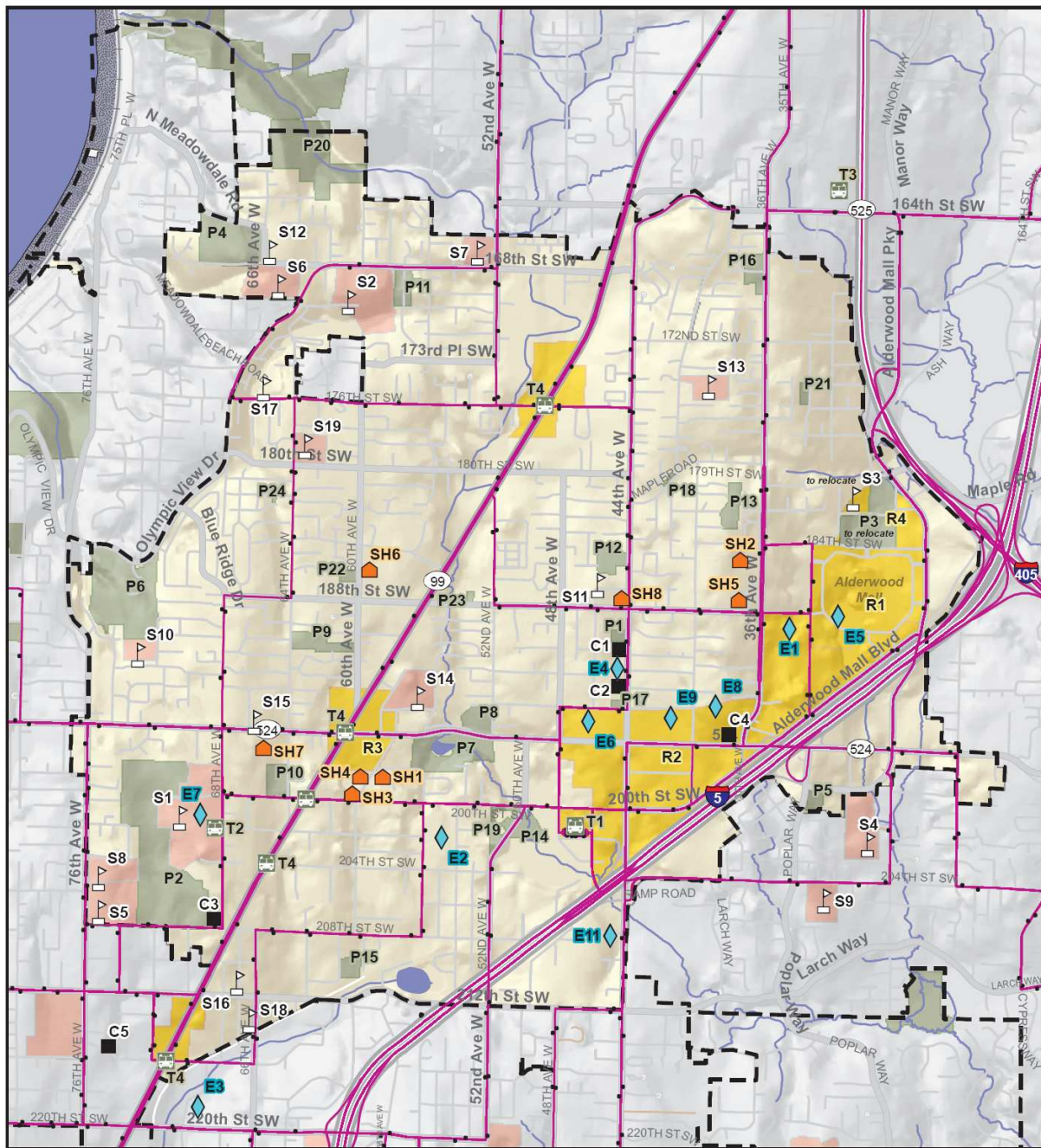
- 1 - Lynnwood Recreation Center
- 2 - Municipal Golf Course
- 3 - Lynnwood Athletic Complex (To Close)
- 4 - Meadowdale Playfields
- 5 - Heritage Park / Visitor Center
- 6 - Lynndale Park
- 7 - Scriber Lake Park
- 8 - Wilcox Park
- 9 - Daleway Park
- 10 - Gold Park
- 11 - Meadowdale Park
- 12 - N. Lynnwood Neighborhood Park
- 13 - Pioneer Park
- 14 - Scriber Creek Park
- 15 - South Lynnwood Park
- 16 - Spruce Park
- 17 - Veterans Park
- 18 - Maple Mini Park
- 19 - Sprague's Pond Mini Park
- 20 - Lund's Gulch (Open Space)
- 21 - Stadler Ridge Park (Future)
- 22 - Rowe Park (Future)
- 23 - Future Mini Park Site
- 24 - Future Mini Park Site

Major Employers (E)

- 1 - Fisher Business Center
- 2 - Group Health Cooperative
- 3 - Primera Blue Cross
- 4 - Lynnwood Civic Center
- 5 - Alderwood Mall
- 6 - Fred Meyer
- 7 - Edmonds Community College
- 8 - Lynnwood Corporate Center
- 9 - Sparling Tech Center
- 10 - Cosmos Building
- 11 - Quadrant Building

Transit Facilities (T)

- 1 - Lynnwood Transit Center
- 2 - Edmonds Community College Transit Center
- 3 - Swamp Creek Park & Ride
- 4 - Future SWIFT BRT Stop



Appendix A: Planned and Programmed Pedestrian Facilities

Project No.	Project	From	To	Description	Planning Document	Cost	Target Completion	Status
PK23C	Lands Gulch Trail	Lund's Gulch	Meadowdale Beach Park	Trailhead and expand trail to connect with existing trail in Meadowdale Beach Park. (alignment to be determined)	CFP	\$200,000	2010	
PK25A	Scriber Creek Trail Master Plan	Scriber Lake Park	Northward through City to Lund's Gulch	Plan for extending Scriber Creek Trail to the north from Scriber Lake Park	CFP	50,000	2011	
PK25B	Scriber Creek Trail Acquisition	Scriber Lake Park	Northward through City to Lund's Gulch	Acquisition of property for Scriber Creek Trail ext.	CFP	\$500,000	2012	
PK25C	Scriber Creek Trail Development	Scriber Lake Park	Northward through City to Lund's Gulch	Construct Scriber Creek Trail extension (Alignment to be determined)	CFP	\$500,000	2013	
PK46B	Scriber Lake Park Renovation Phase I			Includes trail renovations	CFP	\$330,000	2009	
PK46D	Scriber Lake Park Renovation Phase III			Crosswalk improvements at 196th St./Scriber Lake Rd. and 52nd Ave; Streetscape enhancements along 196th from Scriber Lake Rd. to NW Entrance	CFP	\$1.8m	2013	
PK46F	Scriber Lake Park Renovation Phase V			Includes upland trail development	CFP	\$2.2m	2017	
PK59A	City Center Parks Acquisition			Includes promenade connecting parks and plazas in City Center	TIP	\$11.5m	2012	
ST1A	Olympic View Dr. Expansion	76th Ave. W	169th St. SW	Widens road to provide left turn lanes, bike lanes and sidewalks.	CFP, TIP	\$8.0m	2010	
ST5A	I-5/196th Interchange pedestrian facilities	37th Ave. W	Poplar Way	Construct pedestrian route along north side of 196th St. SW bridge through interchange.	CFP, TIP	\$5.0m	2008	Going to bid soon
ST18A	City-wide Sidewalk / walkway program			New asphalt shoulders, walkways or sidewalks throughout City.	CFP	\$2.25m		
ST18B	City-wide Sidewalk / walkway program			New ADA ramps throughout City	CFP	\$450,000		
ST19A	Interurban Trail: 44th Ave W Bridge and trail	40th Ave. W	44th Ave. W	Construct pedestrian overpass/trail adjacent I-5 over 44th Ave connecting to Interurban trail at each end	CFP, TIP	\$3.7m	2009	Going to bid Winter 08

Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

Project No.	Project	From	To	Description	Planning Document	Cost	Target Completion	Status
ST36A	Maple Road Extension	32nd Ave. W	Alderwood Mall Pkwy	Construct new road (incl. Pedestrian facility)	CFP, TIP	\$1.3m	2012	
ST41A	52nd Ave W Sidewalks	168th St. SW	176th St. SW	Widen to 3 lanes and add sidewalks	CFP, TIP	\$2.9m	2010	
ST43A	204th St. SW	68th Ave. W	SR 99	Build full width road (incl. Pedestrian facility)	CFP, TIP	\$1.6m	2010	
ST48A	SR 99/ 180th St. pedestrian signal			Pedestrian signal to allow ped access across SR 99	CFP	\$260,000	2011	
ST51A	48th Avenue West Extension	180th St. SW	182nd St. SW	Widen road to 40 ft. and construct curb, gutter, sidewalks	CFP, TIP	\$637,000	2010	
ST56A	36th Ave. W Expansion	Maple Rd.	164th St. SW	Widen 36th Ave W to include 3 or 5 lanes, sidewalks and potentially bikelanes (3 lane alt.)	CFP, TIP	\$12.6m	2012	
ST67A	44th Ave. W Expansion	200th St. SW	198th St. SW	Construct new northbound lane (Incl. pedestrian facility)	CFP, TIP	\$494,000	2013	
ST68A	196th St. SW Expansion	48th Ave. W	37th Ave. W	Widen road to 7 lanes (Incl. Pedestrian facility)	CFP, TIP	\$15.2m	2012	
ST69A	200th St. SW Expansion	SR 99	48th Ave. W	Widen road to 5 lanes (incl. Pedestrian facility)	CFP, TIP	\$20.9m	2012	
ST73A	Pedestrian Promenade	44th Ave. W	40th Ave. W	Construct pedestrian promenade w/ paved surface, landscaping and street furniture	CFP, TIP, City Center	\$4.5m	2012	
ST74A	Pedestrian Promenade	45th Ave. W	40th Ave. W	Convert 198th St. SW to promenade including 2 travel lanes, parking, landscaped 18' sidewalks	CFP, TIP, City Center	\$7.0m	2013	
ST75A	New Grid Roads in City Center			Build new grid of streets within City Center including landscaped 14' sidewalks	CFP, TIP	\$51.8m	Beyond 2013	
ST76A	200th St. SW Expansion	48th Ave. W	40th Ave. W	Widen to 5 lanes with bike lanes and wide sidewalks	CFP, TIP, CCAS	\$6.2m	2013	
ST78A	196th St. SW / SR 99			Right turn lane (WB-NB) (Assume pedestrian improvement)	CFP, TIP	\$600,000	2011	
ST86A	196th St. SW/ Alderwood Mall Pkwy			Add new right turn lane (WB-NB), including sidewalk	CFP	\$560,000	2013	
ST87A	33rd Ave. W Extension	184th St. SW	Alderwood Mall Pkwy	New road (Include Pedestrian facility)	CFP, TIP, CCAS	\$13.1m	Beyond 2013	
ST88A	Poplar Extension bridge	33rd Ave. W	Poplar Way	Construct bridge across I-5 to connect Poplar and 33rd Ave W (Incl. Pedestrian facility)	CFP, TIP, CCAS	\$30m	2013	
ST89A	40th Ave. W walkway	Maple Rd.	188th St. SW	Build asphalt walkway w/ extruded curb along one side of 40th Ave. W	CFP	\$336,000	2007	

Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

Project No.	Project	From	To	Description	Planning Document	Cost	Target Completion	Status
ST92A	Beech Street Extensions	Alderwood Mall Pkwy	Ash Way	Construct 3 new roads: Beech Rd. to Ash Way; Beech Rd. to 184th St. SW; Beech Rd. to Sears entrance (Incl. Pedestrian facility)	CFP, TIP	\$5.1m	2013	
ST93A	60th Ave W. Sidewalks	200th St. SW	202nd St. SW	Install concrete sidewalks along east side of 60th Ave. W	CFP	\$167,000	2008	
ST94A	60th Ave W. Sidewalks	188th St. SW	SR 99	Install concrete sidewalk on west side, and widen SB lane for bike lane	CFP, TIP	\$479,000	2009	
	32 nd Ave W	172 nd St SW	Maple Rd	Includes pedestrian improvements	Comp Plan			
	60th Ave. W – Phase 1	176 th St SW	180 th St SW	Includes pedestrian improvements	Comp Plan			
	60th Ave. W – Phase 2	180 th St SW	188 th St SW	Includes pedestrian improvements	Comp Plan			
	64th Ave. W – Phase 1	176 th St SW	180 th St SW	Includes pedestrian improvements	Comp Plan			
	Maple Road	44 th Ave W	36 th Ave W	Includes pedestrian improvements	Comp Plan			
	Spruce Way – Phase 1	172 nd St SW	Maple Rd	Includes pedestrian improvements	Comp Plan			
	Spruce Way – Phase 2	164 th St SW	172 nd St SW	Includes pedestrian improvements	Comp Plan			
	172 nd St SW – Phase 1	44 th Ave W	Spruce Way	Includes pedestrian improvements	Comp Plan			
	172 nd St SW – Phase 2	Spruce Way	36 th Ave W	Includes pedestrian improvements	Comp Plan			
	172 nd St SW – Phase 3	36 th Ave W	32 nd Ave W	Includes pedestrian improvements	Comp Plan			
	180 th St SW – Phase 1	SR 99	64 th Ave W	Includes pedestrian improvements	Comp Plan			
	180 th St SW – Phase 2	64 th Ave W	60 th Ave W	Includes pedestrian improvements	Comp Plan			
	180 th St SW – Phase 3	Olympic View Dr	64 th Ave W	Includes pedestrian improvements	Comp Plan			
	200th St. SW	SR 99		Develop pedestrian node at this location	College Dist. Plan			
	212 th St SW Corridor – Phase 1	52 nd Ave W	44 th Ave W	Includes pedestrian facilities	Comp Plan			
	212 th St SW Corridor – Phase 2	66 th Ave W	52 nd Ave W	Includes pedestrian facilities	Comp Plan			
	212th St SW Corridor – Phase 3	76th Ave W	66th Ave W	Includes pedestrian facilities	Comp Plan			
	40th Ave. W Undercrossing	Alderwood Mall Boulevard	204th St. SW	New road to connect to Larch Way (Includes pedestrian facility)	City Center Access Study	\$42.3m		

Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

Project No.	Project	From	To	Description	Planning Document	Cost	Target Completion	Status
City of Mountlake Terrace								
3a	48th Ave. W	216th St. SW	219th St. SW	Sidewalk improvement for 620'; Project ranked priority 1 in the Transp Master Plan	TMP	\$169,000	Long Term	
3b	48th Ave. W	214th St. SW	216th St. SW	Sidewalk improvement for 450'; Project ranked priority 2 in the Transp Master Plan	TMP	\$123,000	Long Term	
3c	48th Ave. W	218th St. SW	219th St. SW	Sidewalk improvement for 180'; Project ranked priority 3 in the Transp Master Plan	TMP	\$49,000	Long Term	
41a	61st Pl. W	212th St. SW	215th St. SW	Sidewalk improvement for 820'; Project ranked priority 61 in the Transp Master Plan	TMP	\$182,000	Long Term	
41b	215th St. SW	61st Pl. W	216th St. SW	Sidewalk improvement for 750'; Project ranked priority 55 in the Transp Master Plan	TMP	\$167,000	Long Term	
41c	216th St. SW	215th St. SW	Interurban Trail	Sidewalk improvement for 910'; Project ranked priority 19 in the Transp Master Plan	TMP	\$202,000	Long Term	
City of Edmonds								
	80th Ave W/180th St. SW	Olympic View Dr.	188th St. SW	Construct walkway (dependent on receiving Safe Route to School grant)	08-14 CIP	\$400,000		
	Meadowdale Beach Rd.	76th Ave. W	Olympic View Dr.	Study and design concept for pedestrian needs	08-14 CIP	\$30,000	2013	
	76th Ave. W	at 206th St. SW		Bulbouts on north approach crosswalk; Elim. South approach crosswalk to reduce ped accidents.	08-14 CIP	\$15,000	2008	
	Olympic View Dr.	76th Ave. W	168th St. SW	Construct walkway on Edmonds side as part of larger scale road project to provide access to Meadowdale schools and parks.	08-14 CIP; Comp Plan	\$125,000	2008	
	Meadowdale Beach Rd.	76th Ave. W	6915 MB Rd.	Sidewalk improvement; Priority 1 project	Comp Plan	\$448,000	By 2022	

Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

Project No.	Project	From	To	Description	Planning Document	Cost	Target Completion	Status
	Meadowdale Beach Rd.	6903 MB Rd.	Olympic View Dr.	Sidewalk improvement; Priority 1 project	Comp Plan	\$92,000	By 2022	
	72nd Ave. W.	Olympic View Dr.	180th St. SW	Sidewalk improvement; Priority 1 project	Comp Plan			Design
	72nd Ave. W.	180th St. SW	176th St. SW	Sidewalk improvement; Priority 1 project	Comp Plan			Design
	210th St. SW	76th Ave. W	7508 210th St. SW	Sidewalk improvement; Priority 1 project	Comp Plan	\$16,000	By 2022	
	Dellwood Dr.	79th Ave. W	191st St. SW	Sidewalk improvement; Priority 2 project	Comp Plan	\$111,000		
	Dellwood Dr.	191st St. SW	76th Ave. W	Sidewalk improvement; Priority 2 project	Comp Plan	\$10,000		
	70th Ave. W	212th St. SW	210th St. SW	Sidewalk improvement; Priority 2 project	Comp Plan	\$69,000		
	189th Pl. SW	80th Ave. W	79th Ave. W	Sidewalk improvement; Priority 2 project	Comp Plan	\$18,000		
	210th St. SW	70th Ave. W	7030 210th Ave. W	Sidewalk improvement; Priority 2 project	Comp Plan	\$8,000		
	72nd Ave. W.	164th St. SW	165th Pl. SW	Sidewalk improvement; Priority 2 project	Comp Plan	\$46,000		
Snohomish County								
E.31.02 AC-15	52nd Ave. W	Lynnwood CL	148th St. SW	Widen to 3 lanes and sidewalk and bike lanes	08-13 TIP Comp Plan	\$3.1m	2009	Constr.
JP-8	SR 524	Lynnwood CL/24th Ave W	SR 527 (Bothell)	WSDOT led project to widen to 5 lanes with sidewalks and bike lanes	WSDOT / Comp Plan		2008	
C.01.25	44th Ave. W	148th Ave. SW	SR 99	Walkway	08-13 TIP	\$536,000	2013	
E.40.01 AC-17	35th/36th Ave. W	Lynnwood CL	164th St. SW	Build to 3-lane urban standards (Sidewalks and bike facility)	08-13 TIP Comp Plan	\$8.4m	2013	
AC-19	28th Ave. W	164th St. SW	SR 525 offramp	Build to urban 5-lane standards (sidewalk and bike facility)	Comp Plan		Short Range	
AC-39	Poplar Way	Lynnwood CL	Larch Way	Build to urban 2-lane standards (Sidewalk and bike facility)	Comp Plan		Long Range	
AC-40	Cypress Way	Larch Way	SR 524	Build to urban 3-lane standards (Sidewalk and bike facility)	Comp Plan		Long Range	

Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

Project No.	Project	From	To	Description	Planning Document	Cost	Target Completion	Status
Snohomish County								
AO/C-13	Ash Way	164th St. SW	Maple Road	Build to urban 3-lane standards (Sidewalk and bike facility)	Comp Plan		Long Range	
AO-28	Larch Way	212th St. SW	Cypress Way	Build to urban 3-lane standards (Sidewalk)	Comp Plan		Long Range	
AS-34	178th St. SW/ Maple Rd.	Larch Way	Ash Way	Build to urban 2-lane standards (Sidewalk and bike facility)	Comp Plan		Long Range	

CCAS - City Center Access Study
CFP - 2008 - 2014 Capital Facilities Plan
TMP - Mountlake Terrace Transportation Master Plan

Appendix B: Planned and Programmed Bicycle Facilities

Project No.	Project	From	To	Description	Planning Document	Cost	Target Completion	Status
City of Lynnwood								
	168th St. SW	62nd Ave. W	SR 99	Restripe to provide bike lanes and signage			2008	
	188th St. SW	60th Ave. W	44th Ave. W	Restripe to provide bike lanes and signage			2008	
	208th St. SW	66th Ave. W	52nd Ave. W	Restripe to provide bike lanes and signage			2008	
PK25A	Scriber Creek Trail Master Plan	Scriber Lake Park	Northward through City to Lund's Gulch	Plan for extending Scriber Creek Trail	CFP	50,000	2011	
PK25B	Scriber Creek Trail Acquisition	Scriber Lake Park	Northward through City to Lund's Gulch	Acquisition of property for Scriber Creek Trail ext.	CFP	\$500,000	2012	
PK25C	Scriber Creek Trail Development	Scriber Lake Park	Northward through City to Lund's Gulch	Construct Scriber Creek Trail extension (alignment to be determined)	CFP	\$500,000	2013	
PK46B	Scriber Lake Park Renovation Phase I			Includes trail renovations	CFP	\$330,000	2009	
PK46F	Scriber Lake Park Renovation Phase V			Includes upland trail development	CFP	\$2.2m	2017	
ST1A	Olympic View Dr. Expansion	76th Ave. W	169th St. SW	Widens road to provide left turn lanes, shared bike lanes and sidewalks.	CFP, TIP	\$8.0m	2010	
ST19A	Interurban Trail: 44th Ave W Bridge and trail	40th Ave. W	44th Ave. W	Construct pedestrian overpass/trail adjacent I-5 over 44th Ave connecting to Interurban trail at each end	CFP, TIP	\$3.7m	2009	Going to bid Winter 08
ST36A	Maple Road Extension	32nd Ave. W	Alderwood Mall Pkwy	Construct new road (including Bike facilities)	CFP, TIP	\$1.3m	2012	
ST43A	204th St. SW	68th Ave. W	SR 99	Build full width road including shared bike lanes	CFP, TIP	\$1.6m	2010	
ST56A	36th Ave. W Expansion	Maple Rd.	164th St. SW	Widen 36th Ave W to include 3 or 5 lanes, sidewalks and potentially bikelanes (3 lane alt.)	CFP, TIP	\$12.6m	2012	
ST69A	200th St. SW Expansion	SR 99	48th Ave. W	Widen road to 5 lanes (Bike facilities?)	CFP, TIP	\$20.9m	2012	

Appendix B: Planned and Programmed Bicycle Facilities (Cont.)

Project No.	Project	From	To	Description	Planning Document	Cost	Target Completion	Status
ST74A	Pedestrian Promenade	45th Ave. W	40th Ave. W	Convert 198th St. SW to promenade including 2 travel lanes, parking, landscaped 18' sidewalks	CFP, TIP, City Center	\$7.0m		
ST76A	200th St. SW Expansion	48th Ave. W	40th Ave. W	Widen to 5 lanes with bike lanes and wide sidewalks	CFP, TIP	\$6.2m	2013	
ST94A	60th Ave W. Sidewalks	188th St. SW	SR 99	Install concrete sidewalk on west side, and widen SB lane for bike lane	CFP, TIP	\$479,000	2009	
	40th Ave. W	200th/Alderwood Mall	204th St. SW	New road to connect to Larch Way (May include Bike facilities)	City Center Access Study	\$42.3m		
City of Mountlake Terrace								
	66th Ave. W	Interurban Trail	228th St. SW	Install bike lanes (north of 220th if a 3-lane configuration accommodates traffic volumes).	Transportation Master Plan			
	52nd Ave. W.	212th St. SW	220th St. SW	SB bike lane; NB bike route; High traffic volumes eliminate parking on west side of street for uphill bike lane	Transportation Master Plan			
Snohomish County								
E.31.02 AC-15	52nd Ave. W	Lynnwood CL	148th St. SW	Widen to 3 lanes and sidewalk and bike lanes	08-13 TIP Comp Plan	\$3.1m	2009	Construct.
JP-8	SR 524	Lynnwood CL/24th Ave W	SR 527 (Bothell)	WSDOT led project to widen to 5 lanes with sidewalks and bike lanes	WSDOT / Comp Plan		2008	
E.40.01 AC-17	35th/36th Ave. W	Lynnwood CL	164th St. SW	Build to 3-lane urban standards (Sidewalks and bike facility)	08-13 TIP Comp Plan	\$8.4m	2013	
AC-19	28th Ave. W	164th St. SW	SR 525 offramp	Build to urban 5-lane standards (sidewalk and bike facility)	Comp Plan		Short Range	
AC-39	Poplar Way	Lynnwood CL	Larch Way	Build to urban 2-lane standards (Sidewalk and bike facility)	Comp Plan		Long Range	
AC-40	Cypress Way	Larch Way	SR 524	Build to urban 3-lane standards (Sidewalk and bike facility)	Comp Plan		Long Range	
AO/C-13	Ash Way	164th St. SW	Maple Road	Build to urban 3-lane standards (Sidewalk and bike facility)	Comp Plan		Long Range	
AS-34	178th St. SW/ Maple Rd.	Larch Way	Ash Way	Build to urban 2-lane standards (Sidewalk and bike facility)	Comp Plan		Long Range	

ENDORSEMENT

The Staff Advisory Team has reviewed this technical memorandum, and concurs with it.

Staff Advisory Team	Initial
David Mach, PE - Project Manager	
Jeff Elekes, PE - Deputy Public Works Director	
Dick Adams, PE - Traffic Engineer	
Les Rubstello, PE - Operations & Maintenance Mgr.	
Laurie Cowan - Parks Planner	
David Kleitsch - Director	