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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

<table>
<thead>
<tr>
<th>Classification</th>
<th>Potential Sidewalk (miles)</th>
<th>Existing Sidewalk (miles)</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Asphalt</td>
<td>Concrete</td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>15.5</td>
<td>0.5</td>
<td>15</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>33</td>
<td>4.5</td>
<td>26.5</td>
</tr>
<tr>
<td>Collector Arterial</td>
<td>35</td>
<td>6.3</td>
<td>23.4</td>
</tr>
<tr>
<td>Residential Street</td>
<td>122</td>
<td>10.4</td>
<td>58.9</td>
</tr>
<tr>
<td>Citywide Total</td>
<td>206</td>
<td>21.7</td>
<td>123.8</td>
</tr>
</tbody>
</table>

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

44\textsuperscript{th} Avenue W / 164\textsuperscript{th} Street SW (North of 168\textsuperscript{th} 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 168\textsuperscript{th} Street SW. The Swamp Creek Park & Ride lot is located further east along 164\textsuperscript{th} Street (outside the City limits) near SR 525.

44\textsuperscript{th} Avenue W (196\textsuperscript{th} 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 168\textsuperscript{th} Street SW and 76\textsuperscript{th} 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 168\textsuperscript{th} Street SW. The entrance to Lynndale Park is located along the south side of the road near 73\textsuperscript{rd} Avenue W. Outside the city limits (Snohomish County) is a small commercial area at 76\textsuperscript{th} Avenue W.

**168\textsuperscript{th} Street SW (62\textsuperscript{nd} 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 60\textsuperscript{th} Avenue W, commercial at 52\textsuperscript{nd} Avenue W and at SR 99, and residential (both single and multi-family) along other portions of the road.

**176\textsuperscript{th} Street SW (44\textsuperscript{th} Avenue W to 52\textsuperscript{nd} 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.

**196\textsuperscript{th} Street SW (Poplar Way to Eastern city limit)**
Concrete sidewalks are along both sides of the majority of this roadway. Between 18\textsuperscript{th} Avenue W and 24\textsuperscript{th} 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 24\textsuperscript{th} 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.
44<sup>th</sup> 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 209<sup>th</sup> Street SW and 212<sup>th</sup> Street SW).

52<sup>nd</sup> Avenue W (176<sup>th</sup> 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 169<sup>th</sup> Place SW and 170<sup>th</sup> Place SW, 172<sup>nd</sup> Place SW and 173<sup>rd</sup> Place SW, and a small section between 173<sup>rd</sup> Place SW and 176<sup>th</sup> Place SW. The land uses include single family, multi-family (near 176<sup>th</sup> Street SW and near 168<sup>th</sup> Street SW), commercial near 168<sup>th</sup> Street SW, and Beverly Elementary School (at the northwest corner of 52<sup>nd</sup> Avenue W and 168<sup>th</sup> Street SW).

76<sup>th</sup> Avenue W (Olympic View Drive to southern city limit)
76<sup>th</sup> 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 208<sup>th</sup> Street SW. Commercial is located near Olympic View Drive, and at 196<sup>th</sup> Street SW. College Place Middle School and Elementary School are located at the northeast corner of 76<sup>th</sup> Avenue W at 208<sup>th</sup> 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.

172<sup>nd</sup> Street SW (36<sup>th</sup> Avenue W to 44<sup>th</sup> 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 36<sup>th</sup> Avenue W and to the west of 37<sup>th</sup> 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 44<sup>th</sup> Avenue W and Spruce Way, and between 38<sup>th</sup> Avenue W and 39<sup>th</sup> Place W. The adjacent land use is primarily single family residential the entire length.

176<sup>th</sup> Street SW (Olympic View Drive to 52<sup>nd</sup> 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 176<sup>th</sup> Street SW / 64<sup>th</sup> 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. Scribe 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 mall 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 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 courthouse 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)
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 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)
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 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
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 52\textsuperscript{nd} Avenue W. Single family residential is between 52\textsuperscript{nd} Place SW and 56\textsuperscript{th} Avenue W. Multi-family residential is also located between 56\textsuperscript{th} Avenue W and 61\textsuperscript{st} 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 200\textsuperscript{th} Street SW / 64\textsuperscript{th} Avenue W. Additional multi-family residential is located along the west end of the corridor near 68\textsuperscript{th} Avenue W. Edmonds Community College is located at the west edge of the corridor, west of 68\textsuperscript{th} Avenue W.

\textbf{208\textsuperscript{th} Street SW}

Bicycle lanes are provided along both sides of 208\textsuperscript{th} Street SW between 76\textsuperscript{th} 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.

\textbf{44\textsuperscript{th} Avenue W}

Bicycle lanes are provided along both sides of 44\textsuperscript{th} Avenue W between 168\textsuperscript{th} Street SW and to the north of 188\textsuperscript{th} Street SW. This road is characterized primarily with single family residential. The North Lynnwood Park entrance is located north of 188\textsuperscript{th} 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 188\textsuperscript{th} Street SW and 194\textsuperscript{th} Street SW.

\textbf{52\textsuperscript{nd} Avenue W}

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

\textbf{68\textsuperscript{th} Avenue W}

Bicycle lanes are provided along both sides of 68\textsuperscript{th} Avenue W between 188\textsuperscript{th} Street SW and 204\textsuperscript{th} Street SW. The land uses vary along the corridor. Single family residential is concentrated between 188\textsuperscript{th} Street SW and 196\textsuperscript{th} Street SW. South of 196\textsuperscript{th} Street SW is a cluster of multi-family residential. Edmonds Community College is located to the south of 200\textsuperscript{th} Street SW, on the west side of the road. Multi-family residential is also clustered near 204\textsuperscript{th} Street SW, and commercial uses are located along the east side near the intersection with 208\textsuperscript{th} Street SW. A post office and court house are located along the west side near 208\textsuperscript{th} Street SW.
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.
Figure 1-4

Lynnwood Transportation Business Plan
Planned Bicycle Facilities

Planned Facilities:
- Long Term Bike Facility
- Near Term Bike Facility
- Near Term Trail

0 0.2 0.4 Miles
2008

27
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 198th 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. Scribe 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)

### 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

### Major Retail (R)
1. Alderwood Mall
2. Lynnwood City Center
3. James Village Shopping Center
4. Lynnwood Center (Future)

### 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

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Project Description</th>
<th>Planning Document</th>
<th>Cost</th>
<th>Target Completion Date</th>
<th>Status</th>
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<tbody>
<tr>
<td>PK23C</td>
<td>Lands Gulch Trail, Trailhead and expand trail to connect with existing trail in Meadowdale Beach Park. (Alignment to be determined).</td>
<td>CFP</td>
<td>$200,000</td>
<td>2010</td>
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<td>PK25A</td>
<td>Scriber Creek Trail Master Plan, Plan for extending Scriber Creek Trail to the north from Scriber Lake Park</td>
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<td>Scriber Lake Park Renovation Phase I, Includes trail renovations.</td>
<td>CFP</td>
<td>$330,000</td>
<td>2009</td>
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<tr>
<td>PK46D</td>
<td>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</td>
<td>CFP</td>
<td>$1.8m</td>
<td>2013</td>
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<tr>
<td>PK46F</td>
<td>Scriber Lake Park Renovation Phase V, Includes upland trail development.</td>
<td>CFP</td>
<td>$2.2m</td>
<td>2017</td>
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<tr>
<td>PK59A</td>
<td>City Center Parks Acquisition, Includes promenade connecting parks and plazas in City Center.</td>
<td>TIP</td>
<td>$11.5m</td>
<td>2012</td>
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<tr>
<td>ST1A</td>
<td>Olympic View Dr. Expansion, Widens road to provide left turn lanes, bike lanes and sidewalks.</td>
<td>CFP, TIP</td>
<td>$8.0m</td>
<td>2010</td>
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<tr>
<td>ST15A</td>
<td>I-5/196th Interchange pedestrian facilities, Construct pedestrian route along north side of 196th St. SW bridge through interchange.</td>
<td>CFP, TIP</td>
<td>$5.0m</td>
<td>2008</td>
<td>Going to bid soon</td>
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<tr>
<td>ST18A</td>
<td>City-wide Sidewalk / walkway program, New asphalt shoulders, walkways or sidewalks throughout City.</td>
<td>CFP</td>
<td>$2.25m</td>
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<tr>
<td>ST18B</td>
<td>City-wide Sidewalk / walkway program, New ADA ramps throughout City.</td>
<td>CFP</td>
<td>$450,000</td>
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<tr>
<td>ST19A</td>
<td>Interurban Trail: 44th Ave W Bridge and trail, Construct pedestrian overpass/trail adjacent I-5 over 44th Ave connecting to Interurban trail at each end.</td>
<td>CFP, TIP</td>
<td>$3.7m</td>
<td>2009</td>
<td>Going to bid Winter 08</td>
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</tbody>
</table>
## Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Project Description</th>
<th>From</th>
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<th>Target Completion</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST36A</td>
<td>Maple Road Extension 32nd Ave. W   Alderwood Mall Pkwy</td>
<td>Construct new road (incl. Pedestrian facility)</td>
<td>CFP, TIP</td>
<td>$1.3m</td>
<td>2012</td>
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<tr>
<td>ST41A</td>
<td>52nd Ave W Sidewalks 16th St. SW 176th St. SW</td>
<td>Widen to 3 lanes and add sidewalks</td>
<td>CFP, TIP</td>
<td>$2.9m</td>
<td>2010</td>
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<tr>
<td>ST43A</td>
<td>204th St. SW 68th Ave. W SR 99</td>
<td>Build full width road (incl. Pedestrian facility)</td>
<td>CFP, TIP</td>
<td>$1.6m</td>
<td>2010</td>
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<tr>
<td>ST48A</td>
<td>SR 99/ 180th St. pedestrian signal</td>
<td>Pedestrian signal to allow ped access across SR 99</td>
<td>CFP</td>
<td>$260,000</td>
<td>2011</td>
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<tr>
<td>ST51A</td>
<td>48th Avenue West Extension 180th St. SW 182nd St. SW</td>
<td>Widen road to 40 ft. and construct curb, gutter, sidewalks</td>
<td>CFP, TIP</td>
<td>$637,000</td>
<td>2010</td>
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<tr>
<td>ST56A</td>
<td>36th Ave. W Expansion Maple Rd. 164th St. SW</td>
<td>Widen 36th Ave W to include 3 or 5 lanes, sidewalks and potentially bike lanes (3 lane alt.)</td>
<td>CFP, TIP</td>
<td>$12.6m</td>
<td>2012</td>
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<tr>
<td>ST67A</td>
<td>44th Ave. W Expansion 200th St. SW 198th St. SW</td>
<td>Construct new northbound lane (Incl. pedestrian facility)</td>
<td>CFP, TIP</td>
<td>$494,000</td>
<td>2013</td>
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<tr>
<td>ST68A</td>
<td>196th St. SW Expansion 48th Ave. W 37th Ave. W</td>
<td>Widen road to 7 lanes (incl. Pedestrian facility)</td>
<td>CFP, TIP</td>
<td>$15.2m</td>
<td>2012</td>
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<tr>
<td>ST69A</td>
<td>200th St. SW Expansion SR 99 48th Ave. W</td>
<td>Widen road to 5 lanes (incl. Pedestrian facility)</td>
<td>CFP, TIP</td>
<td>$20.9m</td>
<td>2012</td>
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<tr>
<td>ST73A</td>
<td>Pedestrian Promenade 44th Ave. W 40th Ave. W</td>
<td>Construct pedestrian promenade w/ paved surface, landscaping and street furniture</td>
<td>CFP, TIP, City Center</td>
<td>$4.5m</td>
<td>2012</td>
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<tr>
<td>ST74A</td>
<td>Pedestrian Promenade 45th Ave. W 40th Ave. W</td>
<td>Convert 198th St. SW to promenade including 2 travel lanes, parking, landscaped 18' sidewalks</td>
<td>CFP, TIP, City Center</td>
<td>$7.0m</td>
<td>2013</td>
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<tr>
<td>ST75A</td>
<td>New Grid Roads in City Center</td>
<td>Build new grid of streets within City Center including landscaped 14’ sidewalks</td>
<td>CFP, TIP</td>
<td>$51.8m</td>
<td>Beyond 2013</td>
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<tr>
<td>ST76A</td>
<td>200th St. SW Expansion 48th Ave. W 40th Ave. W</td>
<td>Widen to 5 lanes with bike lanes and wide sidewalks</td>
<td>CFP, TIP, CCAS</td>
<td>$6.2m</td>
<td>2013</td>
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<tr>
<td>ST78A</td>
<td>196th St. SW / SR 99</td>
<td>Right turn lane (WB-NB) (Assume pedestrian improvement)</td>
<td>CFP, TIP</td>
<td>$600,000</td>
<td>2011</td>
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<tr>
<td>ST86A</td>
<td>196th St. SW/ Alderwood Mall Pkwy</td>
<td>Add new right turn lane (WB-NB), including sidewalk</td>
<td>CFP</td>
<td>$560,000</td>
<td>2013</td>
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<tr>
<td>ST87A</td>
<td>33rd Ave. W Extension 184th St. SW Alderwood Mall Pkwy</td>
<td>New road (Include Pedestrian facility)</td>
<td>CFP, TIP, CCAS</td>
<td>$13.1m</td>
<td>Beyond 2013</td>
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<tr>
<td>ST88A</td>
<td>Poplar Extension bridge 33rd Ave. W Poplar Way</td>
<td>Construct bridge across I-5 to connect Poplar and 33rd Ave W (incl. Pedestrian facility)</td>
<td>CFP, TIP, CCAS</td>
<td>$30m</td>
<td>2013</td>
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<tr>
<td>ST89A</td>
<td>40th Ave. W walkway Maple Rd. 188th St. SW</td>
<td>Build asphalt walkway w/ extended curb along one side of 40th Ave. W</td>
<td>CFP</td>
<td>$336,000</td>
<td>2007</td>
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</table>
## Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Project</th>
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<tbody>
<tr>
<td>ST92A</td>
<td>Beech Street Extensions</td>
<td>Alderwood Mall Pkwy</td>
<td>Ash Way</td>
<td>Construct 3 new roads: Beech Rd. to Ash Way; Beech Rd. to 184th St. SW; Beech Rd. to Sears entrance (Incl. Pedestrian facility)</td>
<td>CFP, TIP</td>
<td>$5.1m</td>
<td>2013</td>
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<tr>
<td>ST93A</td>
<td>60th Ave W. Sidewalks 2</td>
<td>200th St. SW</td>
<td>202nd St. SW</td>
<td>Install concrete sidewalks along east side of 60th Ave. W</td>
<td>CFP</td>
<td>$167,000</td>
<td>2008</td>
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<tr>
<td>ST94A</td>
<td>60th Ave W. Sidewalks 1</td>
<td>188th St. SW</td>
<td>SR 99</td>
<td>Install concrete sidewalk on west side, and widen SB lane for bike lane</td>
<td>CFP, TIP</td>
<td>$479,000</td>
<td>2009</td>
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<tr>
<td>ST95A</td>
<td>172nd Ave W – Phase 1</td>
<td>172nd St SW</td>
<td>Maple Rd</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST96A</td>
<td>60th Ave. W – Phase 1</td>
<td>176th St SW</td>
<td>180th St SW</td>
<td>Includes pedestrian improvements</td>
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<tr>
<td>ST97A</td>
<td>60th Ave. W – Phase 2</td>
<td>180th St SW</td>
<td>188th St SW</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST98A</td>
<td>64th Ave. W – Phase 1</td>
<td>176th St SW</td>
<td>180th St SW</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST99A</td>
<td>Maple Road</td>
<td>44th Ave W</td>
<td>36th Ave W</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST100A</td>
<td>Spruce Way – Phase 1</td>
<td>172nd St SW</td>
<td>Maple Rd</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST101A</td>
<td>Spruce Way – Phase 2</td>
<td>164th St SW</td>
<td>172nd St SW</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST102A</td>
<td>172nd St SW – Phase 1</td>
<td>44th Ave W</td>
<td>Spruce Way</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST103A</td>
<td>172nd St SW – Phase 2</td>
<td>Spruce Way</td>
<td>36th Ave W</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST104A</td>
<td>172nd St SW – Phase 3</td>
<td>36th Ave W</td>
<td>32nd Ave W</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST105A</td>
<td>180th St SW – Phase 1</td>
<td>SR 99</td>
<td>64th Ave W</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST106A</td>
<td>180th St SW – Phase 2</td>
<td>64th Ave W</td>
<td>60th Ave W</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
<td></td>
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<tr>
<td>ST107A</td>
<td>180th St SW – Phase 3</td>
<td>Olympic View Dr</td>
<td>64th Ave W</td>
<td>Includes pedestrian improvements</td>
<td>Comp Plan</td>
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<tr>
<td>ST108A</td>
<td>200th St. SW</td>
<td>SR 99</td>
<td>Develop pedestrian node at this location</td>
<td>College Dist. Plan</td>
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<tr>
<td>ST109A</td>
<td>212th St. SW Corridor –</td>
<td>52nd Ave W</td>
<td>44th Ave W</td>
<td>Includes pedestrian facilities</td>
<td>Comp Plan</td>
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<tr>
<td>ST110A</td>
<td>212th St. SW Corridor –</td>
<td>66th Ave W</td>
<td>52nd Ave W</td>
<td>Includes pedestrian facilities</td>
<td>Comp Plan</td>
<td></td>
<td></td>
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<tr>
<td>ST111A</td>
<td>212th St. SW Corridor –</td>
<td>76th Ave W</td>
<td>66th Ave W</td>
<td>Includes pedestrian facilities</td>
<td>Comp Plan</td>
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<tr>
<td>ST112A</td>
<td>40th Ave. W Undercrossing</td>
<td>Alderwood Mall Boulevard</td>
<td>204th St. SW</td>
<td>New road to connect to Larch Way (Includes pedestrian facility)</td>
<td>City Center Access Study</td>
<td>$42.3m</td>
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</tbody>
</table>
Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

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<thead>
<tr>
<th>Project No.</th>
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<th>Status</th>
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<tbody>
<tr>
<td><strong>City of Mountlake Terrace</strong></td>
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<tr>
<td>3a</td>
<td>48th Ave. W</td>
<td>216th St. SW</td>
<td>219th St. SW</td>
<td>Sidewalk improvement for 620'; Project ranked priority 1 in the Transp Master Plan</td>
<td>TMP</td>
<td>$169,000</td>
<td>Long Term</td>
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<tr>
<td>3b</td>
<td>48th Ave. W</td>
<td>214th St. SW</td>
<td>216th St. SW</td>
<td>Sidewalk improvement for 450'; Project ranked priority 2 in the Transp Master Plan</td>
<td>TMP</td>
<td>$123,000</td>
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<td>3c</td>
<td>48th Ave. W</td>
<td>218th St. SW</td>
<td>219th St. SW</td>
<td>Sidewalk improvement for 180'; Project ranked priority 3 in the Transp Master Plan</td>
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<td>41a</td>
<td>61st Pl. W</td>
<td>212th St. SW</td>
<td>215th St. SW</td>
<td>Sidewalk improvement for 820'; Project ranked priority 61 in the Transp Master Plan</td>
<td>TMP</td>
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<td>Long Term</td>
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<td>41b</td>
<td>215th St. SW</td>
<td>61st Pl. W</td>
<td>216th St. SW</td>
<td>Sidewalk improvement for 750'; Project ranked priority 55 in the Transp Master Plan</td>
<td>TMP</td>
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<td>Long Term</td>
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<tr>
<td>41c</td>
<td>216th St. SW</td>
<td>215th St. SW</td>
<td>Interurban Trail</td>
<td>Sidewalk improvement for 910'; Project ranked priority 19 in the Transp Master Plan</td>
<td>TMP</td>
<td>$202,000</td>
<td>Long Term</td>
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<tr>
<td><strong>City of Edmonds</strong></td>
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<tr>
<td>80th Ave W/180th St. SW</td>
<td>Olympic View Dr.</td>
<td>188th St. SW</td>
<td>Construct walkway (dependent on receiving Safe Route to School grant)</td>
<td>08-14 CIP</td>
<td>$400,000</td>
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<tr>
<td>Meadowdale Beach Rd.</td>
<td>76th Ave. W</td>
<td>Olympic View Dr.</td>
<td>Study and design concept for pedestrian needs</td>
<td>08-14 CIP</td>
<td>$30,000</td>
<td>2013</td>
<td></td>
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<tr>
<td>76th Ave. W</td>
<td>at 206th St. SW</td>
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<td>Bulbouts on north approach crosswalk; Elim. South approach crosswalk to reduce ped accidents.</td>
<td>08-14 CIP</td>
<td>$15,000</td>
<td>2008</td>
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<tr>
<td>Olympic View Dr.</td>
<td>76th Ave. W</td>
<td>168th St. SW</td>
<td>Construct walkway on Edmonds side as part of larger scale road project to provide access to Meadowdale schools and parks.</td>
<td>08-14 CIP; Comp Plan</td>
<td>$125,000</td>
<td>2008</td>
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<tr>
<td>Meadowdale Beach Rd.</td>
<td>76th Ave. W</td>
<td>6915 MB Rd.</td>
<td>Sidewalk improvement; Priority 1 project</td>
<td>Comp Plan</td>
<td>$448,000</td>
<td>By 2022</td>
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</table>
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<tbody>
<tr>
<td>Meadowdale Beach Rd.</td>
<td>6903 MB Rd.</td>
<td>Olympic View Dr.</td>
<td>Sidewalk improvement; Priority 1 project</td>
<td>Comp Plan</td>
<td>$92,000</td>
<td>By 2022</td>
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<tr>
<td>72nd Ave. W.</td>
<td>Olympic View Dr.</td>
<td>180th St. SW</td>
<td>Sidewalk improvement; Priority 1 project</td>
<td>Comp Plan</td>
<td>Design</td>
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<tr>
<td>72nd Ave. W.</td>
<td>180th St. SW</td>
<td>176th St. SW</td>
<td>Sidewalk improvement; Priority 1 project</td>
<td>Comp Plan</td>
<td>Design</td>
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<tr>
<td>210th St. SW</td>
<td>76th Ave. W</td>
<td>7508 210th St. SW</td>
<td>Sidewalk improvement; Priority 1 project</td>
<td>Comp Plan</td>
<td>$16,000</td>
<td>By 2022</td>
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<td>Dellwood Dr.</td>
<td>79th Ave. W</td>
<td>191st St. SW</td>
<td>Sidewalk improvement; Priority 1 project</td>
<td>Comp Plan</td>
<td>$111,000</td>
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<tr>
<td>Dellwood Dr.</td>
<td>191st St. SW</td>
<td>76th Ave. W</td>
<td>Sidewalk improvement; Priority 2 project</td>
<td>Comp Plan</td>
<td>$10,000</td>
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<td>70th Ave. W</td>
<td>212th St. SW</td>
<td>210th St. SW</td>
<td>Sidewalk improvement; Priority 2 project</td>
<td>Comp Plan</td>
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<tr>
<td>189th Pl. SW</td>
<td>80th Ave. W</td>
<td>79th Ave. W</td>
<td>Sidewalk improvement; Priority 2 project</td>
<td>Comp Plan</td>
<td>$18,000</td>
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<tr>
<td>210th St. SW</td>
<td>70th Ave. W</td>
<td>7030 210th Ave. W</td>
<td>Sidewalk improvement; Priority 2 project</td>
<td>Comp Plan</td>
<td>$8,000</td>
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<td>72nd Ave. W.</td>
<td>164th St. SW</td>
<td>165th Pl. SW</td>
<td>Sidewalk improvement; Priority 2 project</td>
<td>Comp Plan</td>
<td>$46,000</td>
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<td>Snohomish County</td>
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<tr>
<td>E.31.02 AC-15</td>
<td>52nd Ave. W</td>
<td>Lynnwood CL</td>
<td>148th St. SW</td>
<td>Widen to 3 lanes and sidewalk and bike lanes</td>
<td>08-13 TIP Comp Plan</td>
<td>$3.1m</td>
<td>2009</td>
<td>Constr.</td>
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<tr>
<td>JP-8</td>
<td>SR 524</td>
<td>Lynnwood CL/24th Ave W</td>
<td>SR 527 (Bothell)</td>
<td>WSDOT led project to widen to 5 lanes with sidewalks and bike lanes</td>
<td>WSDOT / Comp Plan</td>
<td>2008</td>
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<tr>
<td>C.01.25</td>
<td>44th Ave. W</td>
<td>148th Ave. SW</td>
<td>SR 99</td>
<td>Walkway</td>
<td>08-13 TIP</td>
<td>$536,000</td>
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<tr>
<td>E.40.01 AC-17</td>
<td>35th/36th Ave. W</td>
<td>Lynnwood CL</td>
<td>164th St. SW</td>
<td>Build to 3-lane urban standards (Sidewalks and bike facility)</td>
<td>08-13 TIP Comp Plan</td>
<td>$8.4m</td>
<td>2013</td>
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<tr>
<td>AC-19</td>
<td>28th Ave. W</td>
<td>164th St. SW</td>
<td>SR 525 offramp</td>
<td>Build to urban 5-lane standards (sidewalk and bike facility)</td>
<td>Comp Plan</td>
<td>Short Range</td>
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<tr>
<td>AC-39</td>
<td>Poplar Way</td>
<td>Lynnwood CL</td>
<td>Larch Way</td>
<td>Build to urban 2-lane standards (Sidewalk and bike facility)</td>
<td>Comp Plan</td>
<td>Long Range</td>
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<tr>
<td>AC-40</td>
<td>Cypress Way</td>
<td>Larch Way</td>
<td>SR 524</td>
<td>Build to urban 3-lane standards (Sidewalk and bike facility)</td>
<td>Comp Plan</td>
<td>Long Range</td>
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### Appendix A: Planned and Programmed Pedestrian Facilities (Cont.)

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

CCAS - City Center Access Study  
CFP - 2008 - 2014 Capital Facilities Plan  
TMP - Mountlake Terrace Transportation Master Plan
### Appendix B: Planned and Programmed Bicycle Facilities

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Description</th>
<th>Planning Document</th>
<th>Cost</th>
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<tr>
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<td>City of Lynnwood</td>
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<tr>
<td>168th St. SW</td>
<td></td>
<td>62nd Ave. W</td>
<td>SR 99</td>
<td>Restripe to provide bike lanes and signage</td>
<td></td>
<td></td>
<td>2008</td>
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<tr>
<td>188th St. SW</td>
<td></td>
<td>60th Ave. W</td>
<td>44th Ave. W</td>
<td>Restripe to provide bike lanes and signage</td>
<td></td>
<td></td>
<td>2008</td>
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<tr>
<td>208th St. SW</td>
<td></td>
<td>66th Ave. W</td>
<td>52nd Ave. W</td>
<td>Restripe to provide bike lanes and signage</td>
<td></td>
<td></td>
<td>2008</td>
<td></td>
</tr>
<tr>
<td>PK25A</td>
<td></td>
<td>Scriber Creek Trail</td>
<td>SR 99</td>
<td>Plan for extending Scriber Creek Trail</td>
<td>CFP</td>
<td>$50,000</td>
<td>2011</td>
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<tr>
<td>PK25B</td>
<td></td>
<td>Scriber Creek Trail</td>
<td>SR 99</td>
<td>Acquisition of property for Scriber Creek Trail ext.</td>
<td>CFP</td>
<td>$500,000</td>
<td>2012</td>
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<tr>
<td>PK25C</td>
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<td>Scriber Creek Trail</td>
<td>SR 99</td>
<td>Construct Scriber Creek Trail extension (alignment to be determined)</td>
<td>CFP</td>
<td>$500,000</td>
<td>2013</td>
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<tr>
<td>PK46B</td>
<td></td>
<td>Scriber Lake Park</td>
<td>SR 99</td>
<td>Includes trail renovations</td>
<td>CFP</td>
<td>$330,000</td>
<td>2009</td>
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<tr>
<td>PK46F</td>
<td></td>
<td>Scriber Lake Park</td>
<td>SR 99</td>
<td>Includes upland trail development</td>
<td>CFP</td>
<td>$2.2m</td>
<td>2017</td>
<td></td>
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<tr>
<td>ST1A</td>
<td></td>
<td>Olympic View Dr.</td>
<td>169th St. SW</td>
<td>Widens road to provide left turn lanes, shared bike lanes and sidewalks.</td>
<td>CFP, TIP</td>
<td>$8.0m</td>
<td>2010</td>
<td></td>
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<tr>
<td>ST19A</td>
<td></td>
<td>Interurban Trail: 44th Ave W Bridge and trail</td>
<td>40th Ave. W</td>
<td>44th Ave. W</td>
<td>Construct pedestrian overpass/trail adjacent I-5 over 44th Ave connecting to Interurban trail at each end</td>
<td>CFP, TIP</td>
<td>$3.7m</td>
<td>2009</td>
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<tr>
<td>ST36A</td>
<td></td>
<td>Maple Road Extension</td>
<td>Alderwood Mall Pkwy</td>
<td>Construct new road (including Bike facilities)</td>
<td>CFP, TIP</td>
<td>$1.3m</td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>ST43A</td>
<td></td>
<td>204th St. SW</td>
<td>SR 99</td>
<td>Build full width road including shared bike lanes</td>
<td>CFP, TIP</td>
<td>$1.6m</td>
<td>2009</td>
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<tr>
<td>ST56A</td>
<td></td>
<td>36th Ave. W Expansion</td>
<td>SR 99</td>
<td>Widen 36th Ave W to include 3 or 5 lanes, sidewalks and potentially bike lanes (3 lane alt.)</td>
<td>CFP, TIP</td>
<td>$12.6m</td>
<td>2009</td>
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<tr>
<td>ST69A</td>
<td></td>
<td>200th St. SW Expansion</td>
<td>SR 99</td>
<td>Widen road to 5 lanes (Bike facilities?)</td>
<td>CFP, TIP</td>
<td>$20.8m</td>
<td>2012</td>
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</table>
## Appendix B: Planned and Programmed Bicycle Facilities (Cont.)

<table>
<thead>
<tr>
<th>No.</th>
<th>Project</th>
<th>From</th>
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<th>Planning Document</th>
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<th>Target Completion</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>ST74A</td>
<td>Pedestrian Promenade</td>
<td>45th Ave. W</td>
<td>40th Ave. W</td>
<td>Convert 198th St. SW to promenade including 2 travel lanes, parking, landscaped 18' sidewalks</td>
<td>CFP, TIP, City Center</td>
<td>$7.0m</td>
<td></td>
<td>Completi...</td>
</tr>
<tr>
<td>ST76A</td>
<td>200th St. SW Expansion</td>
<td>48th Ave. W</td>
<td>40th Ave. W</td>
<td>Widen to 5 lanes with bike lanes and wide sidewalks</td>
<td>CFP, TIP</td>
<td>$6.2m</td>
<td>2013</td>
<td></td>
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<tr>
<td>ST84A</td>
<td>60th Ave W. Sidewalks</td>
<td>188th St. SW</td>
<td>SR 99</td>
<td>Install concrete sidewalk on west side, and widen SB lane for bike lane</td>
<td>CFP, TIP</td>
<td>$479,000</td>
<td>2009</td>
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<tr>
<td></td>
<td></td>
<td>40th Ave. W</td>
<td>200th/Alderwood Mall</td>
<td>204th St. SW</td>
<td>New road to connect to Larch Way (May include Bike facilities)</td>
<td>City Center Access Study</td>
<td>$42.3m</td>
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</table>

### City of Mountlake Terrace

<table>
<thead>
<tr>
<th>Project</th>
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<th>Target Completion</th>
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</thead>
<tbody>
<tr>
<td>6th Ave. W</td>
<td>Interurban Trail</td>
<td>228th St. SW</td>
<td>Install bike lanes (north of 220th if a 3-lane configuration accommodates traffic volumes).</td>
<td>Transportation Master Plan</td>
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<tr>
<td>52nd Ave. W</td>
<td>212th St. SW</td>
<td>220th St. SW</td>
<td>SB bike lane; NB bike route; High traffic volumes eliminate parking on west side of street for uphill bike lane</td>
<td>Transportation Master Plan</td>
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### Snohomish County

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<thead>
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<tbody>
<tr>
<td>E.31.02 AC-15</td>
<td>52nd Ave. W</td>
<td>Lynnwood CL</td>
<td>148th St. SW</td>
<td>Widen to 3 lanes and sidewalk and bike lanes</td>
<td>08-13 TIP Comp Plan</td>
<td>$3.1m</td>
<td>2009 Construct.</td>
</tr>
<tr>
<td>JP-8</td>
<td>SR 524</td>
<td>Lynnwood CL/24th Ave W</td>
<td>SR 527 (Bothell)</td>
<td>WSDOT led project to widen to 5 lanes with sidewalks and bike lanes</td>
<td>WSDOT / Comp Plan</td>
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<td>2008</td>
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<tr>
<td>E.40.01 AC-17</td>
<td>35th/36th Ave. W</td>
<td>Lynnwood CL</td>
<td>164th St. SW</td>
<td>Build to 3-lane urban standards (Sidewalks and bike facility)</td>
<td>08-13 TIP Comp Plan</td>
<td>$8.4m</td>
<td>2013</td>
</tr>
<tr>
<td>AC-19</td>
<td>28th Ave. W</td>
<td>164th St. SW</td>
<td>SR 525 offramp</td>
<td>Build to urban 5-lane standards (sidewalk and bike facility)</td>
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<td>Short Range</td>
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<td>AC-39</td>
<td>Poplar Way</td>
<td>Lynnwood CL</td>
<td>Larch Way</td>
<td>Build to urban 2-lane standards (Sidewalk and bike facility)</td>
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<td>Long Range</td>
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<tr>
<td>AS-34</td>
<td>178th St. SW</td>
<td>Maple Rd.</td>
<td>Larch Way</td>
<td>Build to urban 2-lane standards (Sidewalk and bike facility)</td>
<td>Comp Plan</td>
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ENDORSEMENT

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

<table>
<thead>
<tr>
<th>Staff Advisory Team</th>
<th>Initial</th>
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<tbody>
<tr>
<td>David Mach, PE - Project Manager</td>
<td></td>
</tr>
<tr>
<td>Jeff Elekes, PE - Deputy Public Works Director</td>
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<tr>
<td>Dick Adams, PE - Traffic Engineer</td>
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<tr>
<td>Laurie Cowan - Parks Planner</td>
<td></td>
</tr>
<tr>
<td>David Kleitsch - Director</td>
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</tbody>
</table>