



2018 Master Plan

LYNNWOOD INTERURBAN TRAIL

ACKNOWLEDGMENTS

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Nicola Smith

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Sarah Olson, Deputy Director

Eric Peterson, Park Superintendent

Joel Faber, Recreation Superintendent

Elena Flesher, Administrative Assistant

Dustin Akers, City Center Program Manager (fmr.)

PARKS & RECREATION ADVISORY BOARD

Holly Hernandez

Kris Hildebrandt

Michael Megill

Mike Gladysz

Monica Thompson

Richard O'Connor

CONSULTANT

HBB Landscape Architecture

EXECUTIVE SUMMARY

The Interurban Trail is a 24-mile, regional, non-motorized trail that stretches from Shoreline to Everett along the route once used by electric interurban rail cars. From 1910 to 1939, the Pacific Northwest Traction company ran Interurban trolleys between Ballard and Bellingham delivering both freight and passengers. Today, the Interurban Trail is a class I multi-regional trail that occupies the Public Utility District #1 corridor and connects major cities in King and Snohomish Counties, providing access to parks, commercial areas, retail shopping, schools and park and ride lots.

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

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

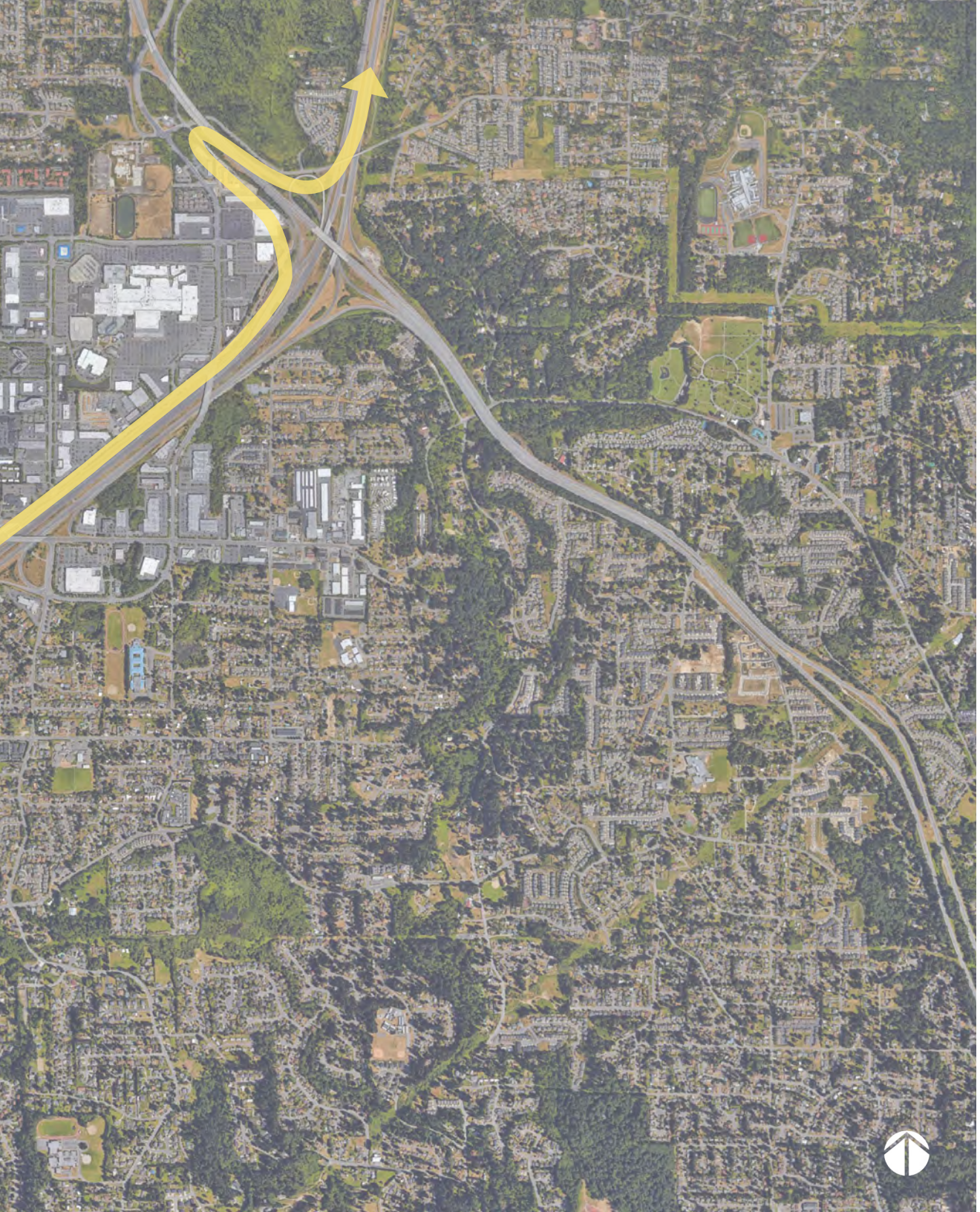
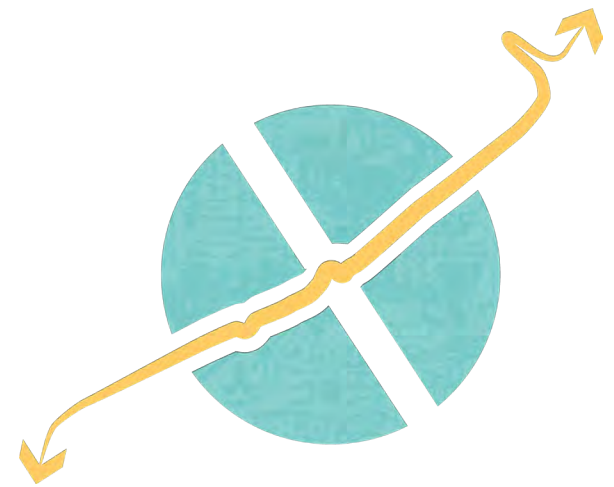


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BACKGROUND

HISTORY

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



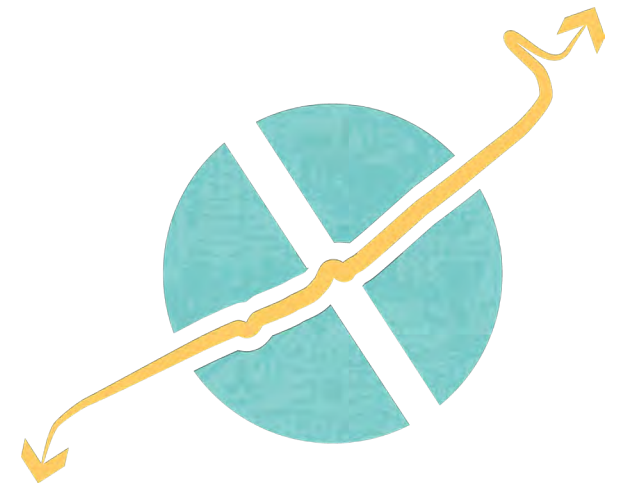


On February 20, 1939, the trolley left Everett for its last run. It was discontinued due to the ever-increasing competition of busses and cars, maintenance challenges, and declining ridership. In 1932, the Aurora Bridge opened and busses had speedy, direct, and more frequent routes into downtown Seattle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

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

SEATTLE-EVERETT TRACTION COMPANY									
CASH FARE RECEIPT									
No. 07883					HALF FARE				
Retain this receipt as evidence of fare paid in between stations and in direction of travel. No punch marks below.									
Form A 12					<i>W. J. Stewart</i> Manager				
CENTS PAID					TO FROM				
49	27	5	Everett Terminal						
50	28	6	Everett City Boundary						
51	29	7	Lowell Road						
52	30	8	Pinehurst						
53	31	9	Beverly Park						
54	32	10	Silver Lake						
55	33	11	M. & R. Crossing						
56	34	12	Martha Lake						
57	35	13	Forest Park						
58	36	14	Sub-Station No. 2						
59	37	15	Seattle Heights						
60	38	16	Esperance						
61	39	17	Lake Ballinger						
62	40	18	Echo Lake						
63	41	19	Richmond Highlands						
64	42	20	Ronald						
65	43	21	Henry						
66	44	22	Foy						
67	45	23	Bitter Lake						
68	46	24	North Park						
69	47	25	85 and Greenwood (Seattle City Limit)						
70	48	26	Seattle Terminal						

11	10	9	8	7	6	5	4	3	2	1	AT 50 AND DOWN
22	21	20	19	18	17	16	15	14	13	12	
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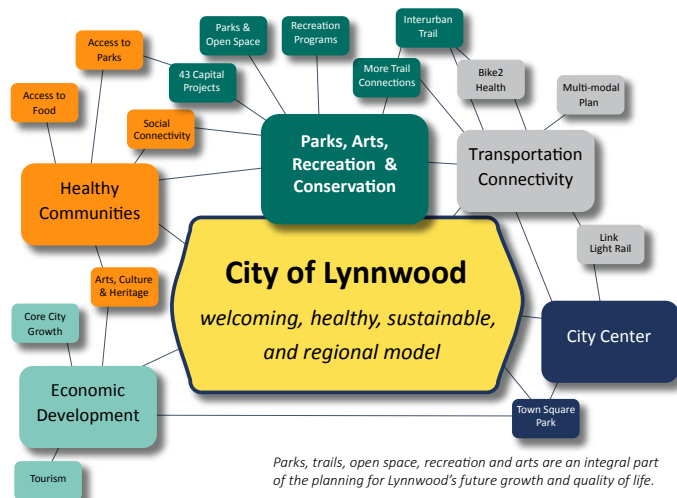


**PREVIOUS
PROCESS**

PLANNING DOCUMENTS

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

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





Shared Goals of Previous Planning Documents:

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

Trails for Connectivity

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

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

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

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

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



Photo Credit: AFAR Media



Photo Credit: The Whole U / UW





Trails for Community Health

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

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

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

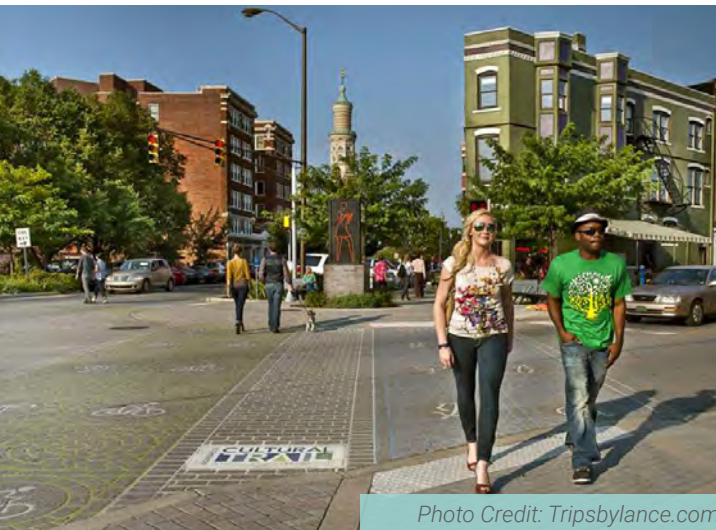


Photo Credit: Tripsbylance.com

Trails for Economic Health

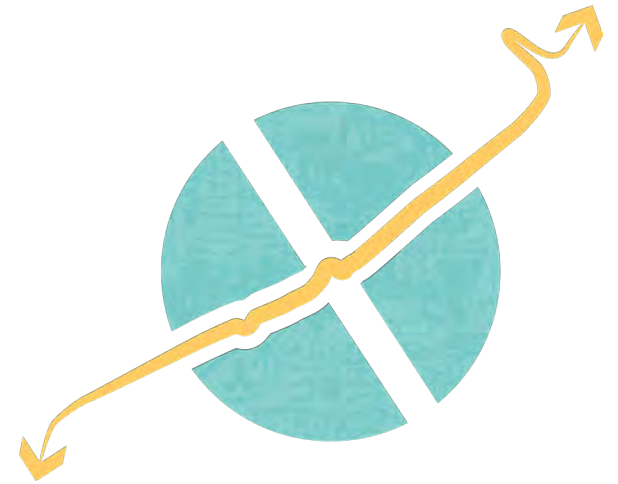
Trails, pedestrian pathways, and bicycle paths can contribute to local economies through job creation, tourism, commercial businesses, and increases in real estate value. A more connected comprehensive network of trails linked to public transit provides economic values by encouraging transit oriented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

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



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

DRAFT



DESIGN PROCESS

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- 16

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

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3/19/2016

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HARRIS BERKELEY BANK



COMMUNITY DESIGN CHARRETTE

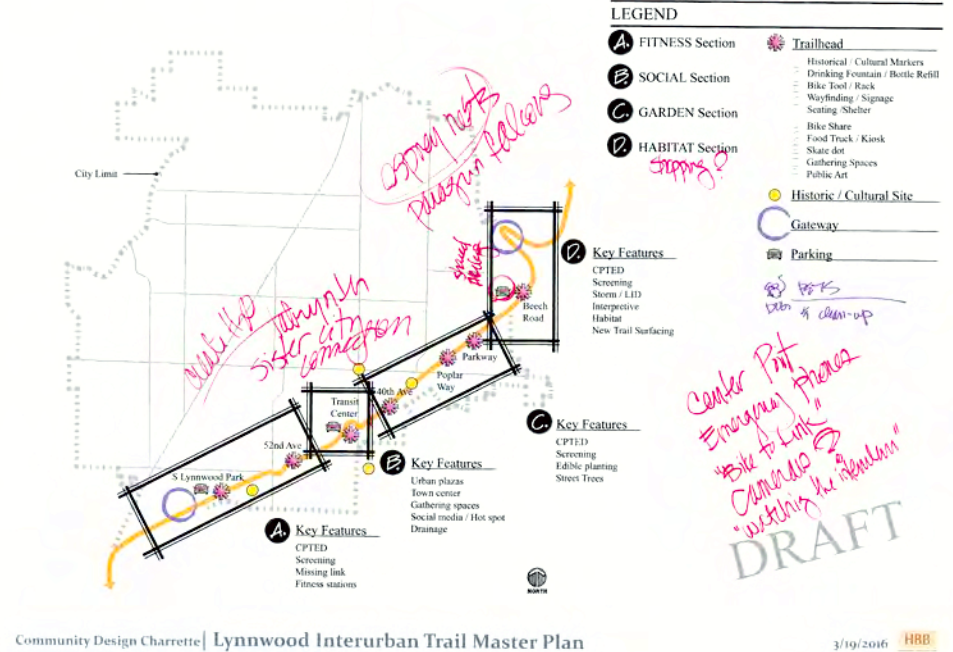
A community design charrette was held on March 19, 2016. The community meeting was promoted through the City website, eNews, as well as invitations sent to local cycling groups and individual trail users. The purpose of the Community Design Charrette was to gather feedback on the community's vision for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

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

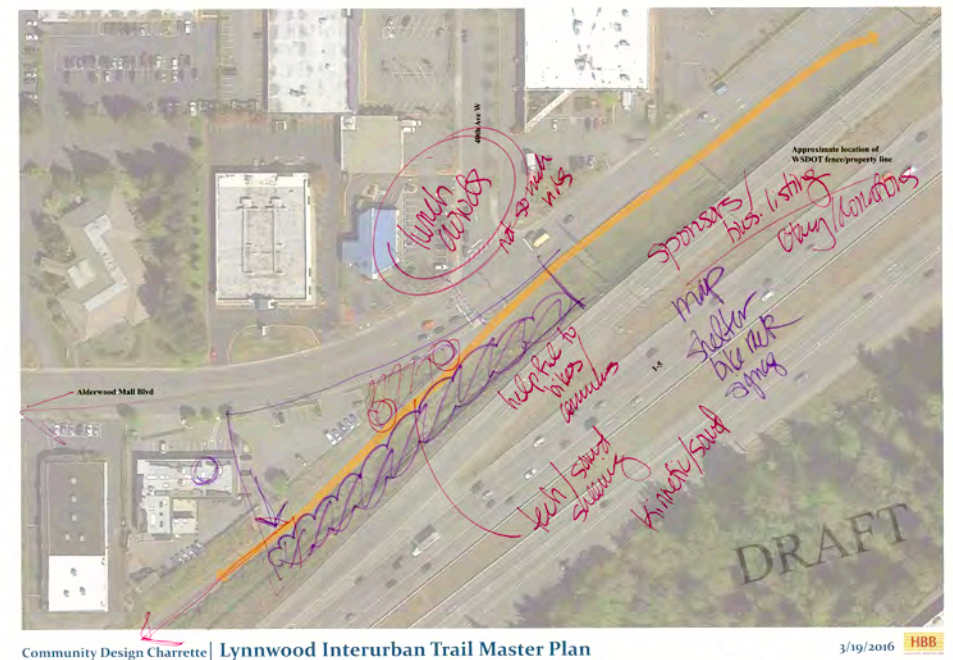
safety and security. Lighting, separation of users, addressing trail infrastructure improvements and areas of concern, and ways to reduce crime/perception of safety were discussed as ways to create a safe and secure trail.

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

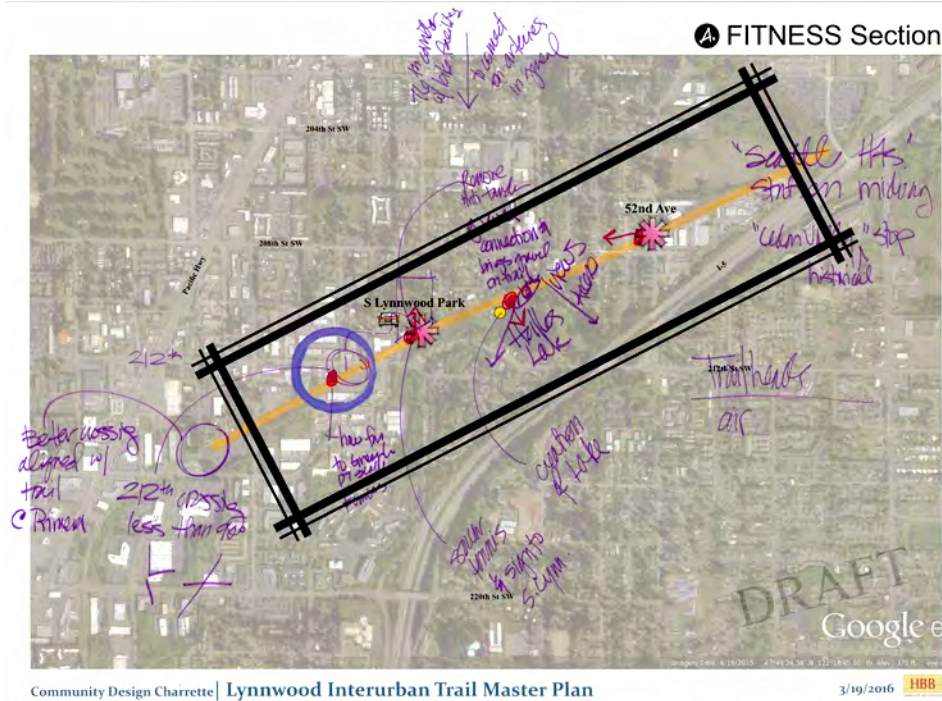
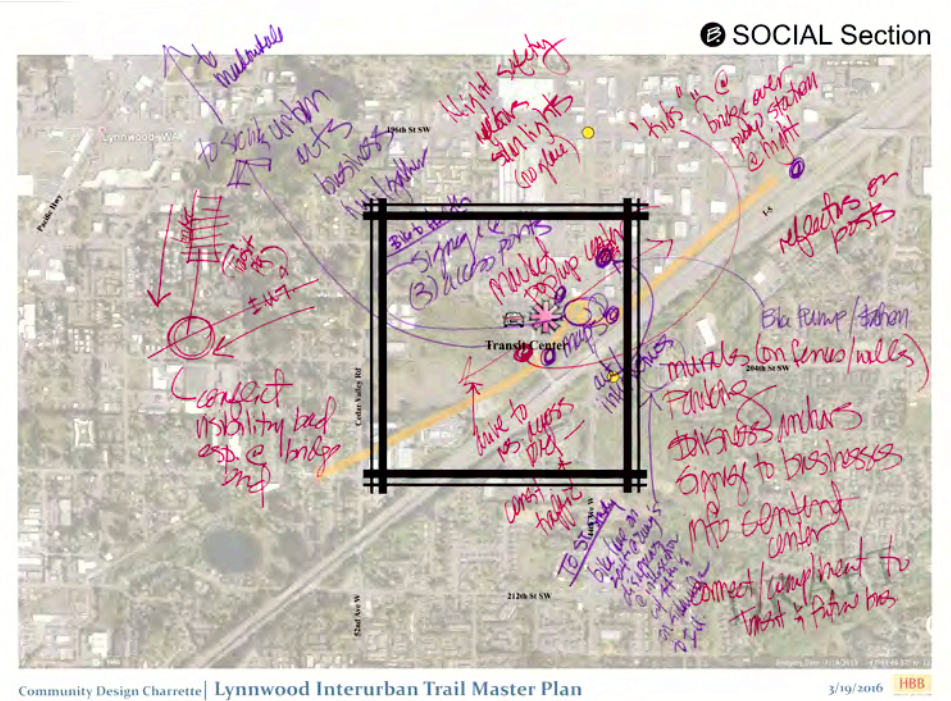
Trail Concept



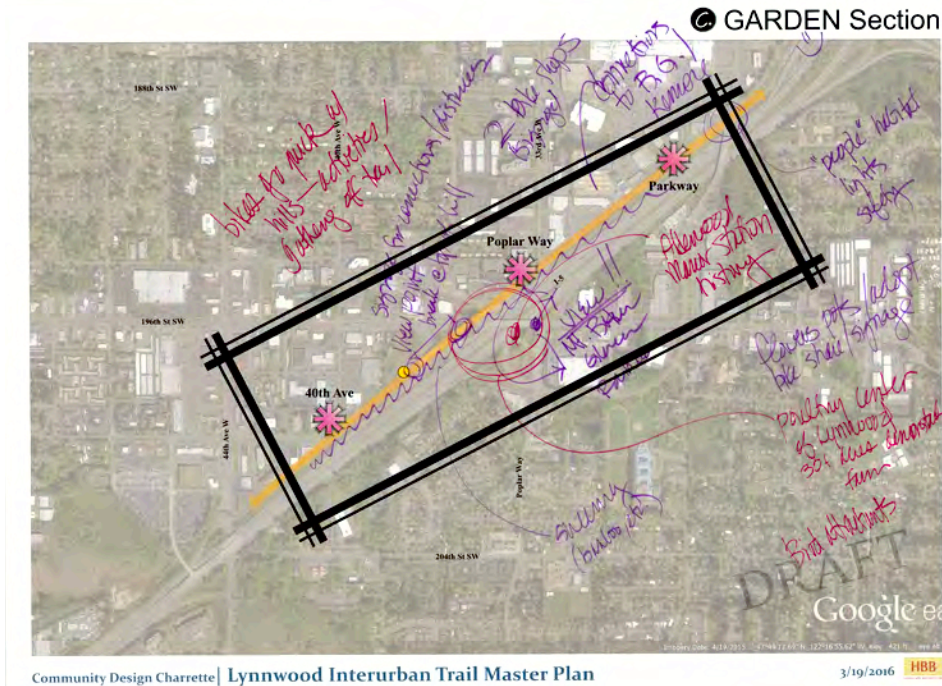
40th Ave W Trailhead



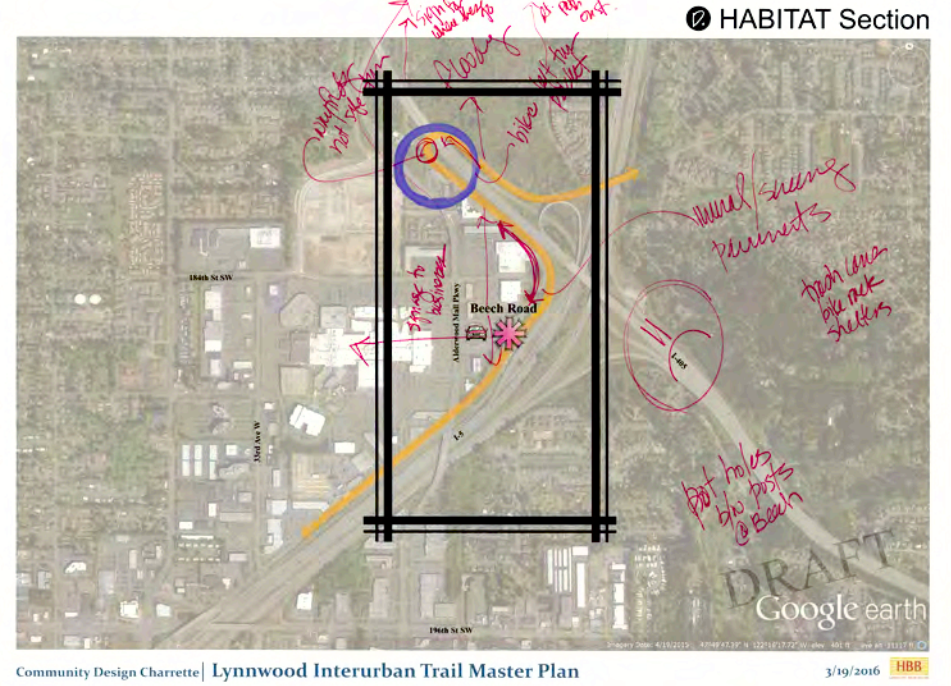
A. FITNESS Section

**SOCIAL Section**

GARDEN Section

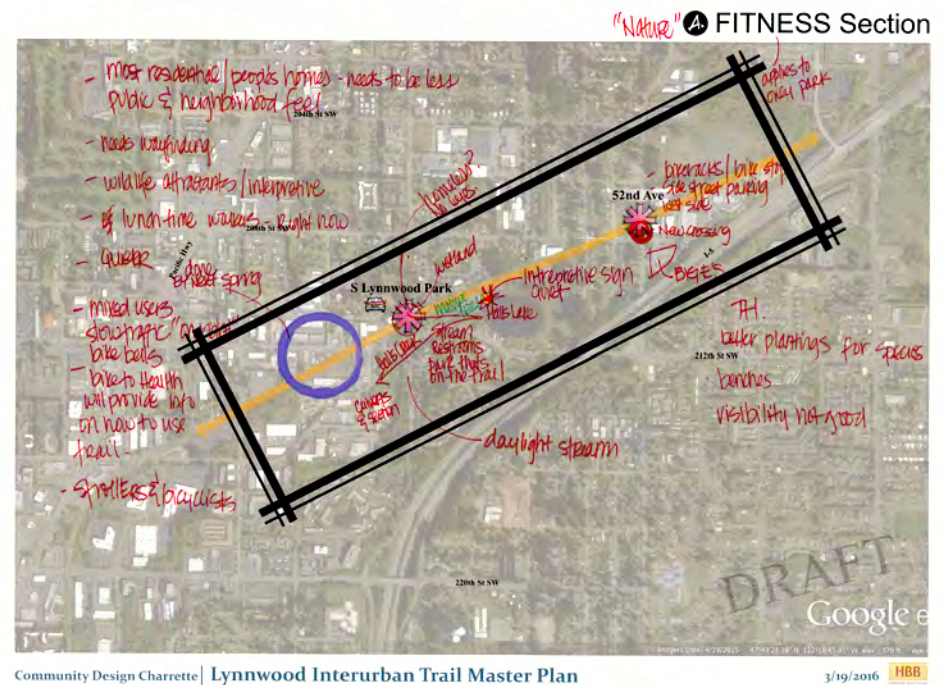


HABITAT Section



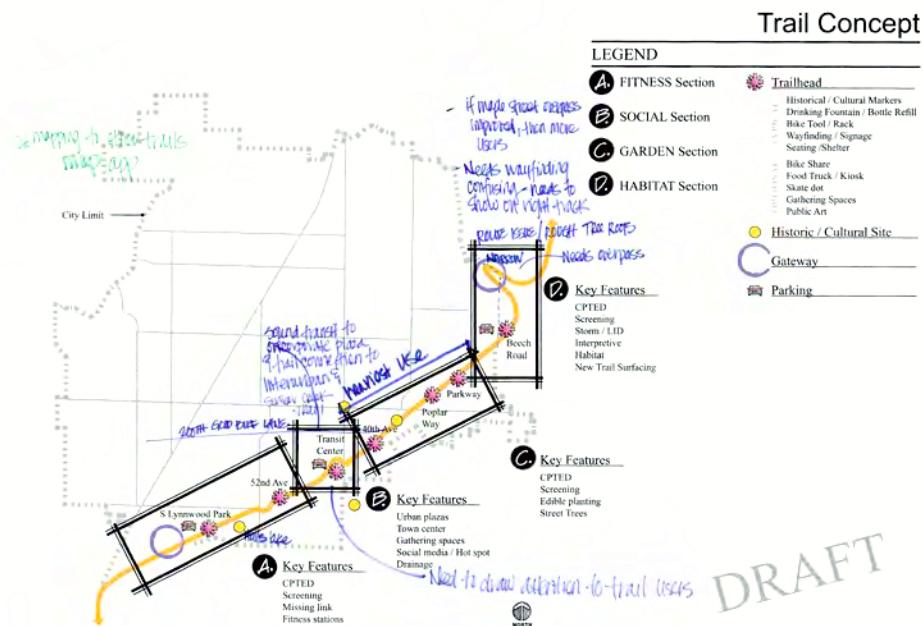
trail character. Desired amenities include shelters, restrooms, water stations, bike facilities (rentals, racks, and repair stations), art, and benches. To enhance the character of the trail and make it inviting, types of plantings and screening were discussed. For example, incorporating native vegetation to attract birds, and passive plantings. Dense buffer plantings and vertical elements were discussed as ways to screen the freeway.

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



Community Design Charrette | Lynnwood Interurban Trail Master Plan

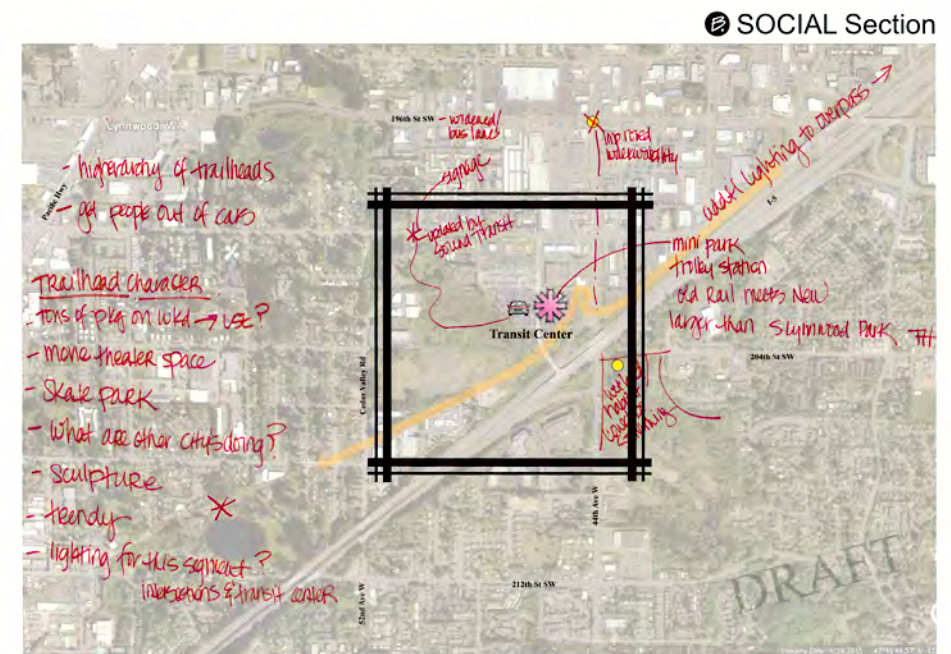
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Trail Concept

Community Design Charrette | Lynnwood Interurban Trail Master Plan

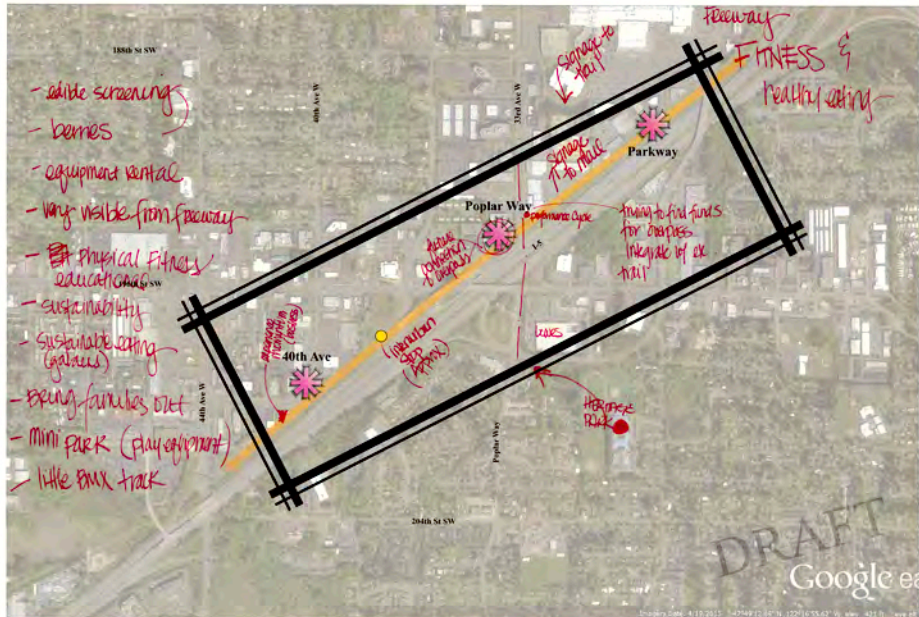
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**B SOCIAL Section**

Community Design Charrette | Lynnwood Interurban Trail Master Plan

3/19/2016 HBB

GARDEN Section



Community Design Charrette| Lynnwood Interurban Trail Master Plan

3/19/2016 HBB

HABITAT Section



Community Design Charrette| Lynnwood Interurban Trail Master Plan

3/19/2016 HBB

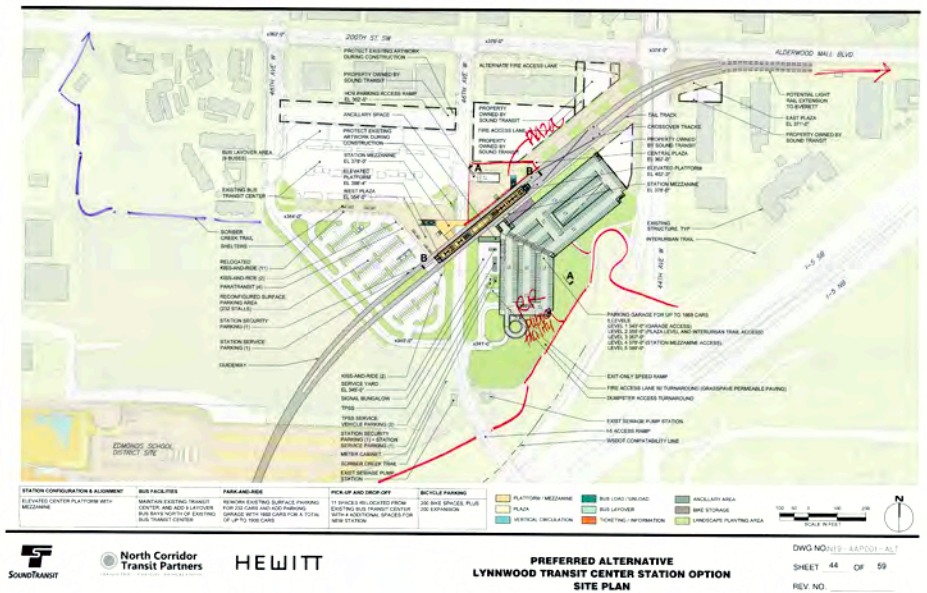
40th Ave W Trailhead



Community Design Charrette| Lynnwood Interurban Trail Master Plan

3/19/2016 HBB

Sound Transit Lynnwood Link Extension



Sound Transit

North Corridor
Transit Partners

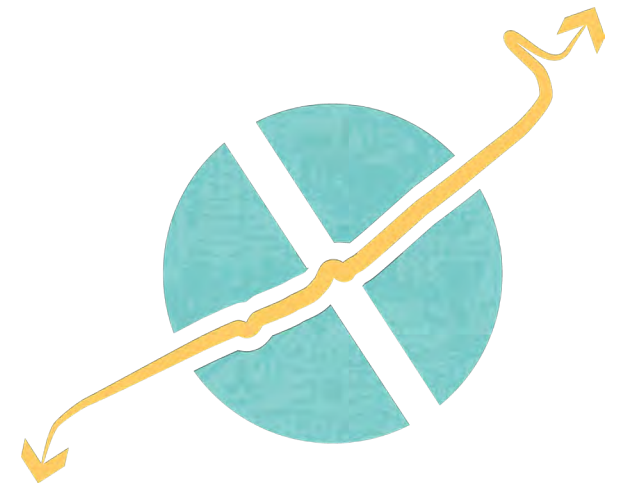
HEWITT

PREFERRED ALTERNATIVE
LYNNWOOD TRANSIT CENTER STATION OPTION
SITE PLAN

DWG NO: 1111111111
SHEET 44 OF 59
REV. NO.

Community Design Charrette| Lynnwood Interurban Trail Master Plan

3/19/2016 HBB



FINAL MASTER PLAN

#1

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



#2

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



GOALS

#1 Connect

#2 Activate

#3 Safe & Inviting

#3

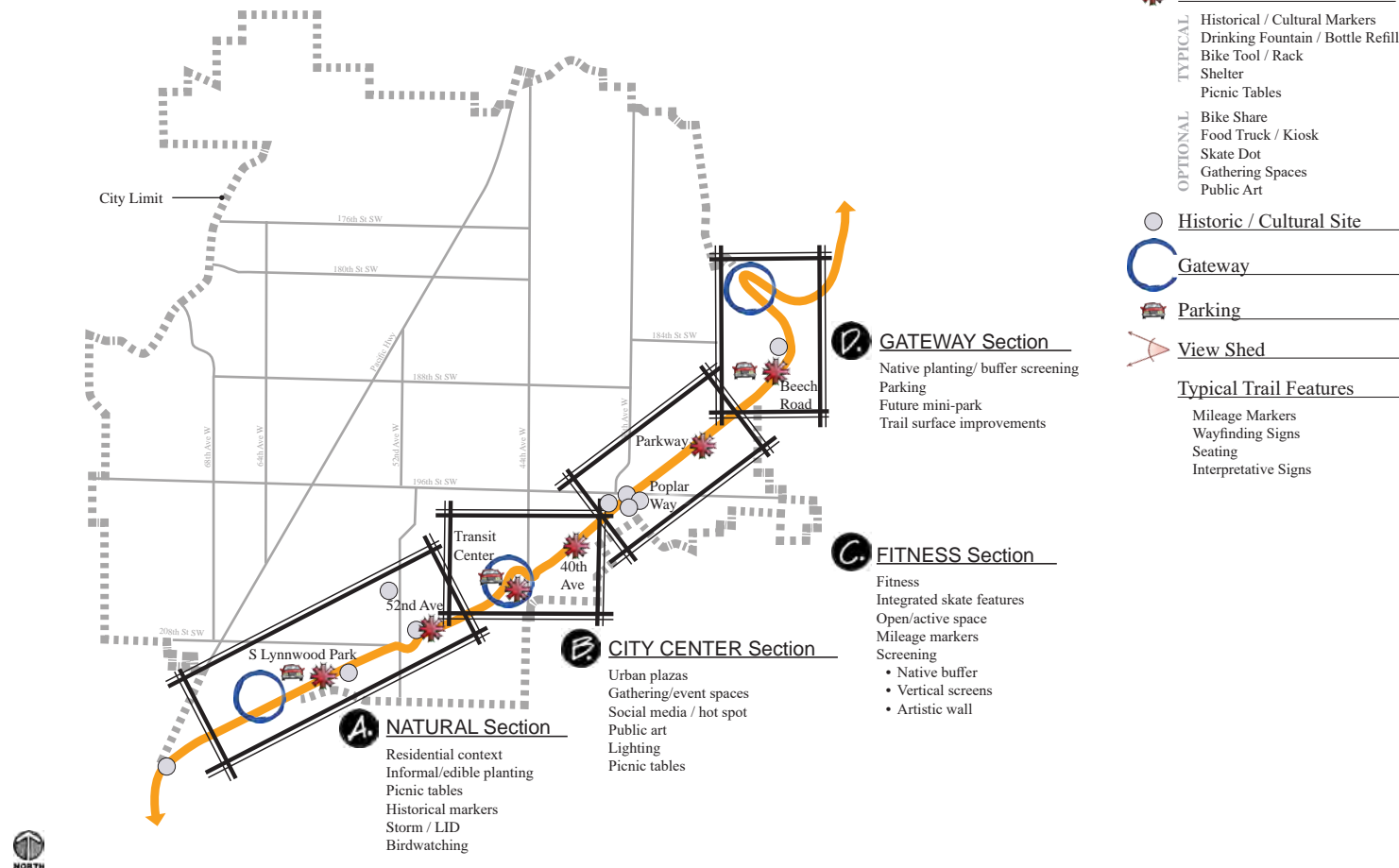
Increase accessibility to trails and improve sight-lines and visibility to increase sense of personal safety; incorporate lighting at appropriate locations throughout the trail; address areas of concern such as under bridges



MASTER PLAN DOCUMENTS

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

Trail Concept





NATURAL SECTION

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

A. NATURAL Section

Potential Projects

- ① South Lynnwood Park Trail Access
 - Buffer Landscaping / Native Planting
- ② 208th / 53rd Trailhead
 - Picnic Area
 - Small, Decorative Bridge Over Swale
 - Monument Marker
 - Interpretive Sign
- ③ ESD Bus Barn / Freeway FMR “Alpacca” Site
 - Parking
 - Community Garden
 - Pump Track
 - Public Art
 - Pergola



Potential Projects

#1 - South Lynnwood Park Trail Access - With the completion of the 212th Street missing link projected for fall 2018, the Interurban Trail will no longer detour through South Lynnwood Park (SLP). However, SLP houses the only near-trail, public restroom and is an important amenity serving trail users. Public outreach and design for SLP began in Spring 2017 to improve, enhance, and integrate the Trail with the Park. Future improvements include clearing invasives, restoring the creek and riparian buffer; installing site furnishings such as a bike service station, seating, and new drinking fountain. A future phase includes creating and connecting to a new pump track. If funded, the construction of park improvements is anticipated to be completed fall 2020.

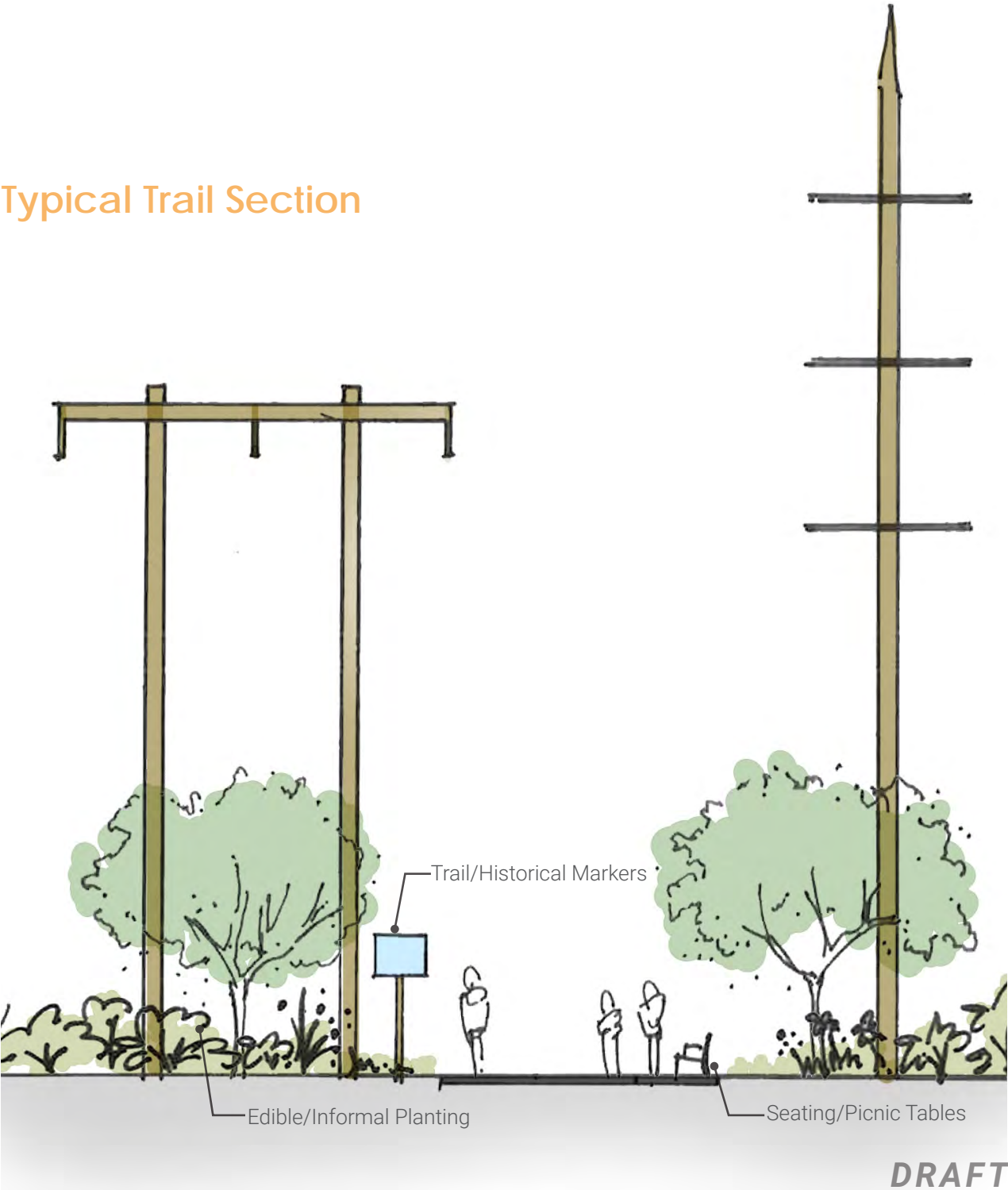
#2 - 208th / 53rd Trailhead - When the missing link connecting the Interurban Trail from 52nd to 53rd was completed in 2016, it created an off-road trail segment and added several on-street parking stalls. The trail now traverses a swath of land that opens a new opportunity to create a formal trailhead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

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

Trail Character Images



Typical Trail Section





CITY CENTER SECTION

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

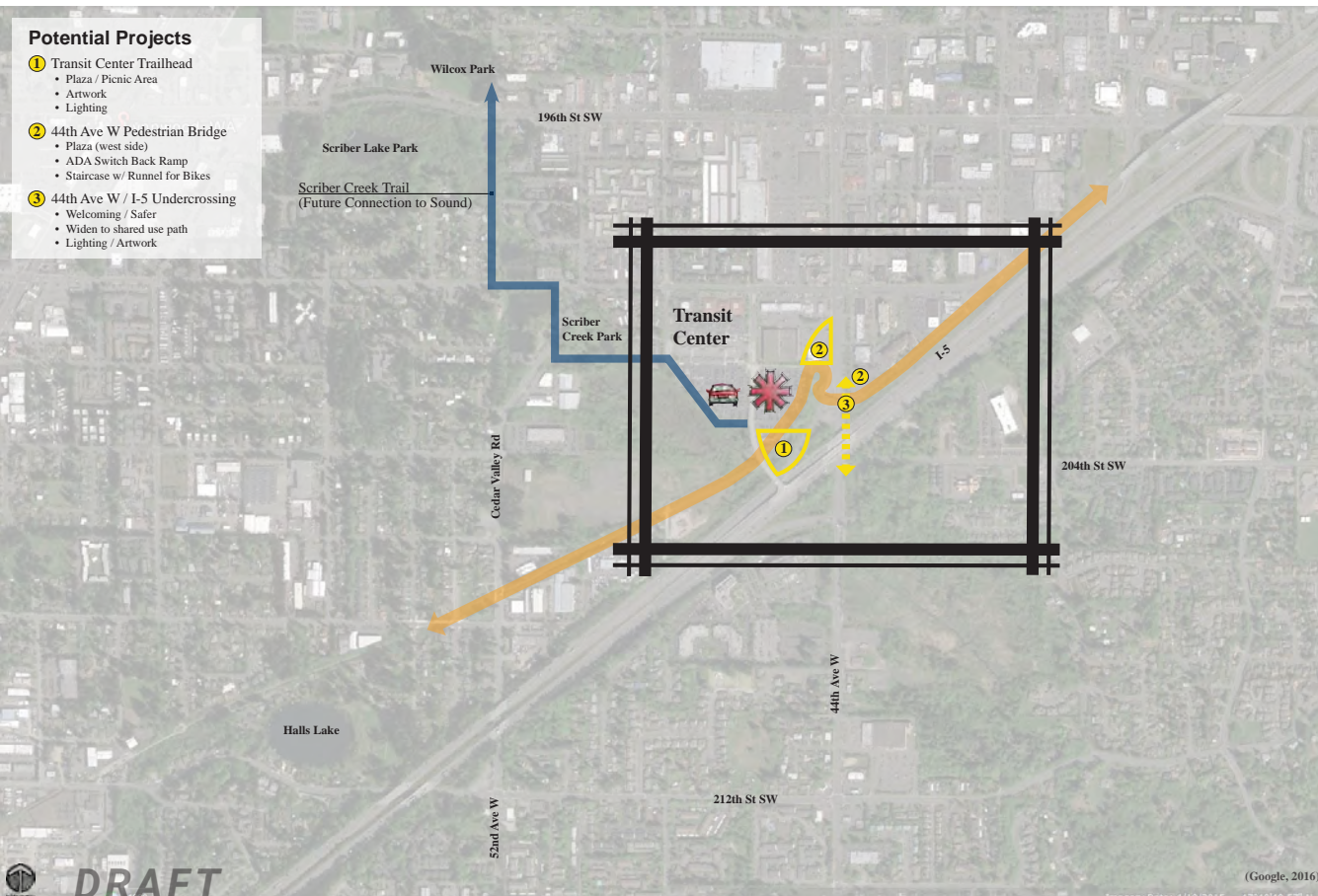
CITY CENTER Section

Potential Projects

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

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

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

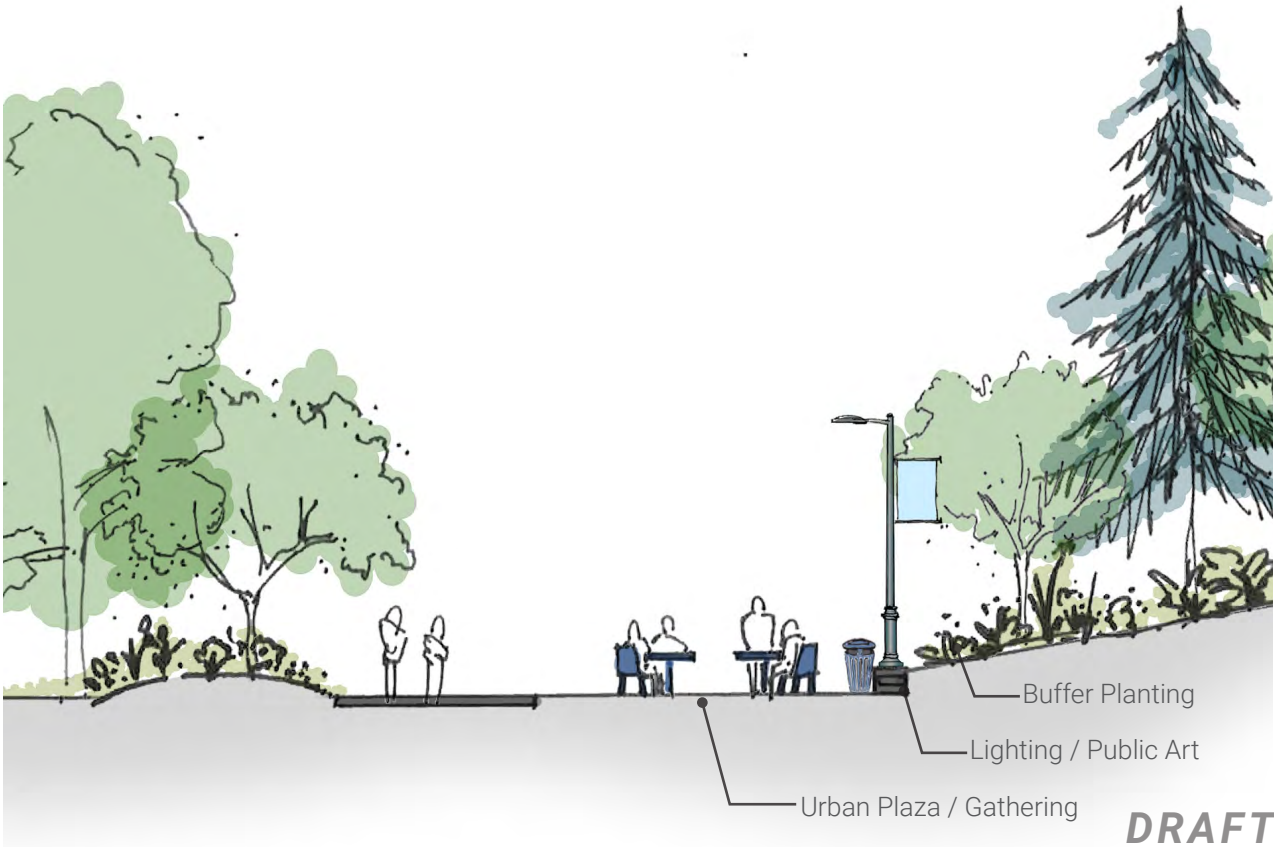


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Trail Character Images



Typical Trail Section



FITNESS SECTION

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

Potential Projects

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

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

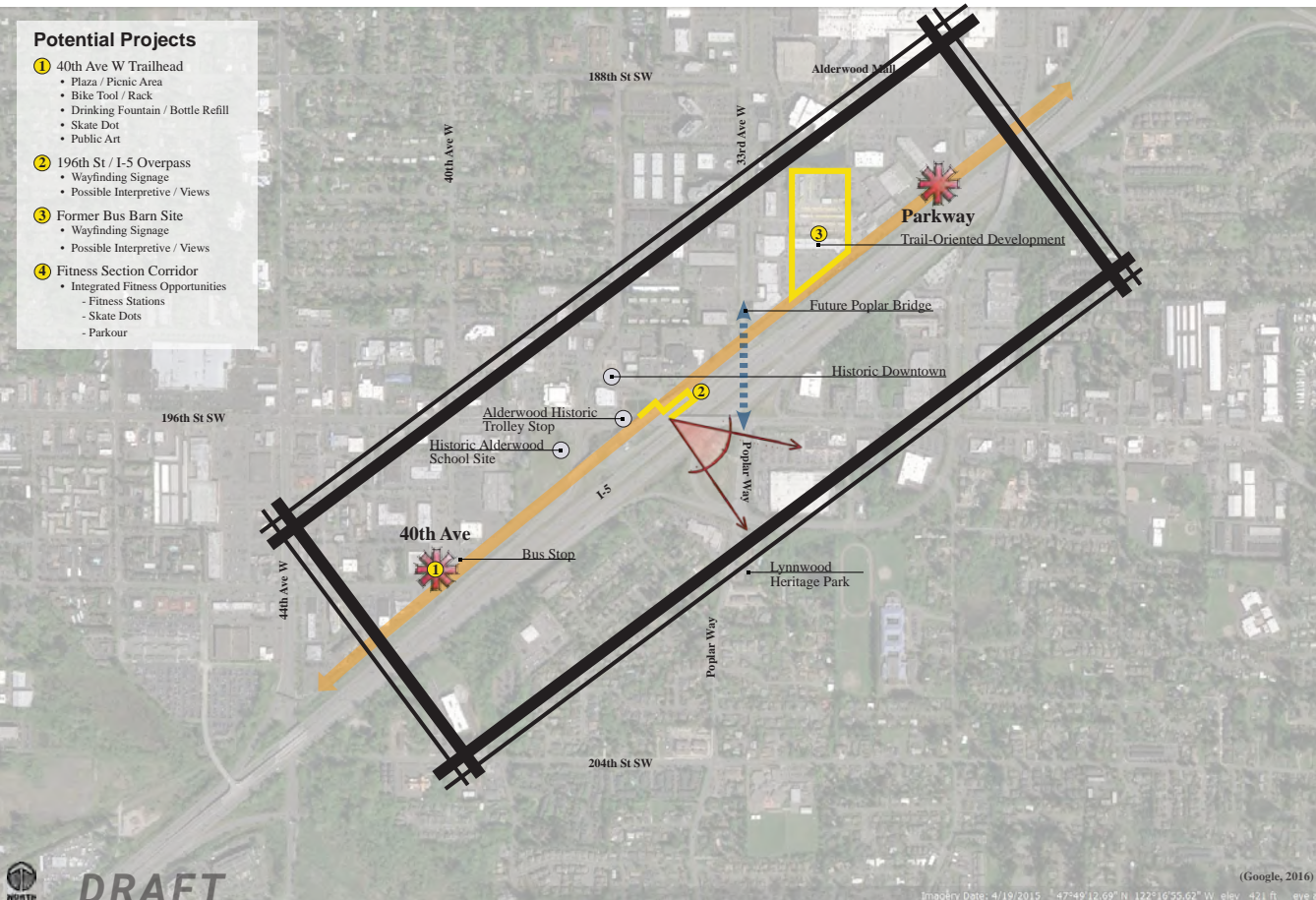
#3 - Former Bus Barn Site - This site is slated for residential redevelopment and will bring new community members into a commercial zone lacking parks. Goals to work with the developer to create natural and pedestrian connections to the Interurban Trail and the Alderwood Mall would enhance the pedestrian experience and give new residents opportunities for physical activity.

#4 - Fitness Section Corridor - This section has the most potential to add or improve amenities along the trail segment that not only enhances the aesthetic quality, but also adds fitness opportunities.

FITNESS Section

Potential Projects

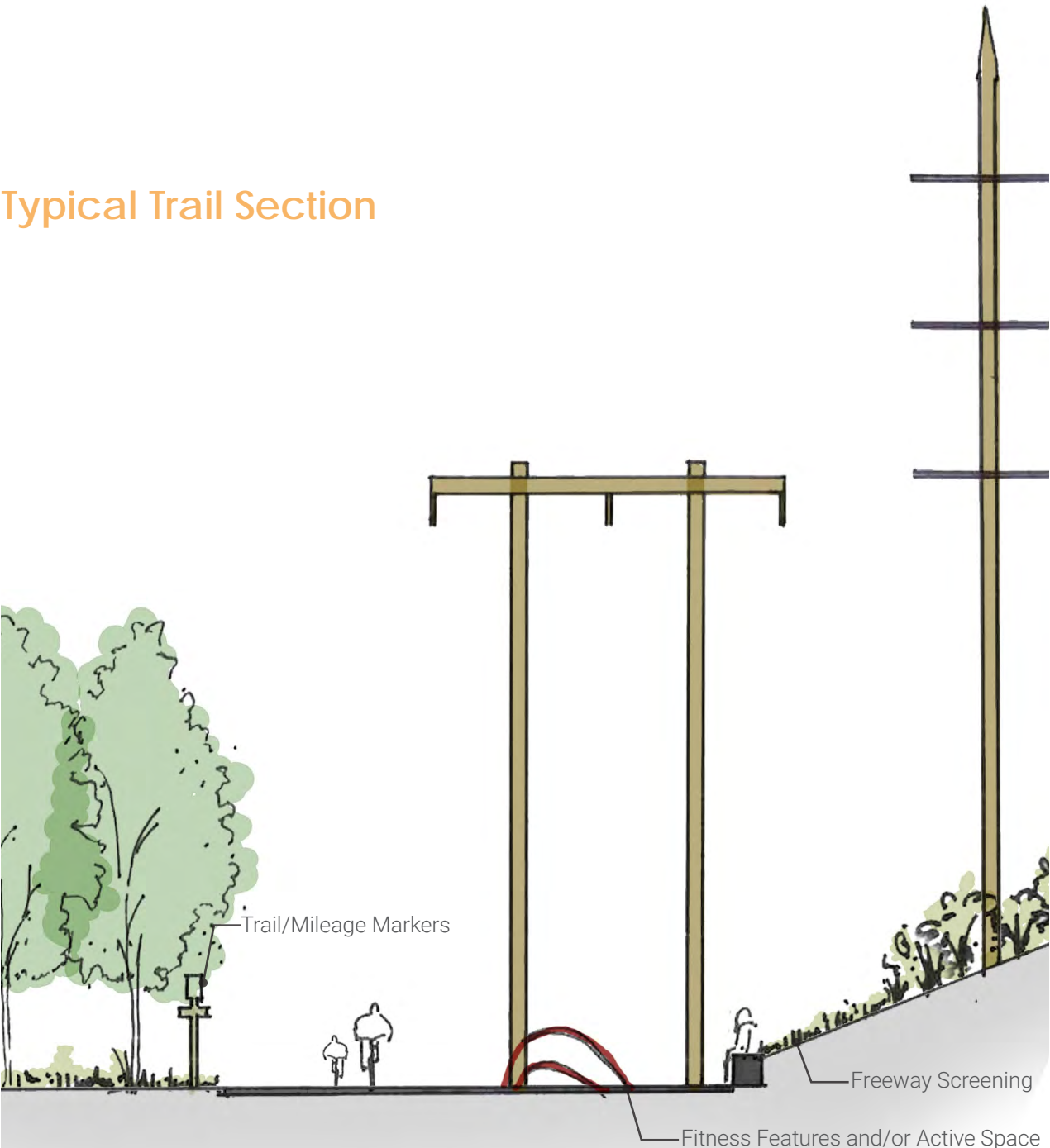
- ① 40th Ave W Trailhead**
 - Plaza / Picnic Area
 - Bike Tool / Rack
 - Drinking Fountain / Bottle Refill
 - Skate Dot
 - Public Art
- ② 196th St / I-5 Overpass**
 - Wayfinding Signage
 - Possible Interpretive / Views
- ③ Former Bus Barn Site**
 - Wayfinding Signage
 - Possible Interpretive / Views
- ④ Fitness Section Corridor**
 - Integrated Fitness Opportunities
 - Fitness Stations
 - Skate Dots
 - Parkour



Trail Character Images



Typical Trail Section



Trail Character Images



Typical Trail Section

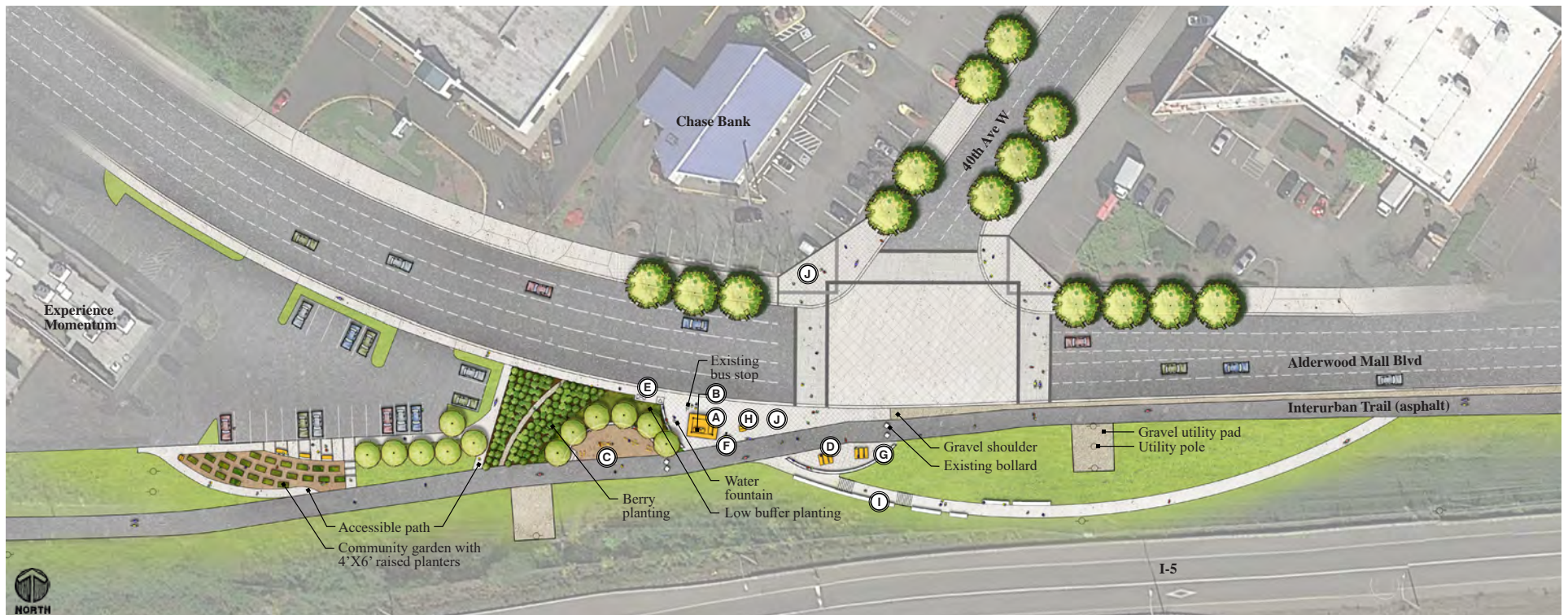


40TH AVE TRAILHEAD

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

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

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





(A) Monument/Kiosk

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



(B) Rest Bench

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



(C) Fitness Feature(s)

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



(D) Picnic Table

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



(E) Art

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



(F) Bicycle Repair Station

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



(G) Concrete Seatwall

Wood-capped seatwalls form and protect gathering space.



(H) Interpretive/Wayfinding

An interpretive / wayfinding sign provides directions or other information.



(I) Skate Feature

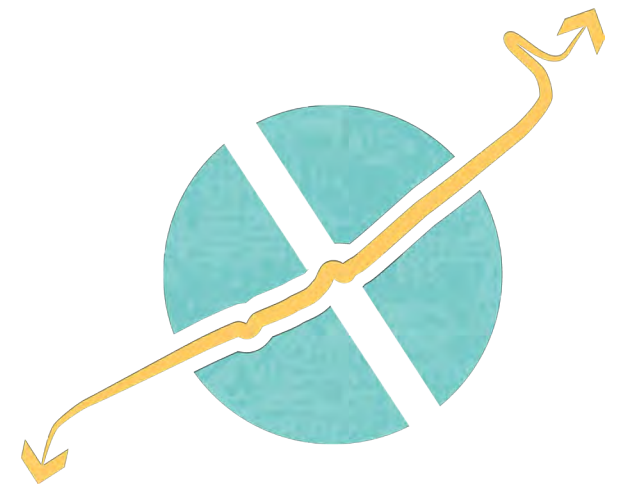
Skate features integrated into the loop trail allow another user group to benefit.



(J) Specialty Paving

Specialty paving at the intersection and crosswalks.

DRAFT

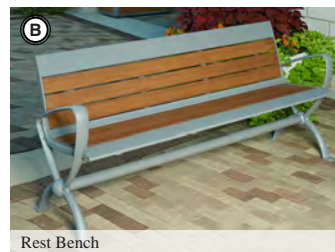


APPENDIX

40th Avenue Trailhead



Shelter



Rest Bench



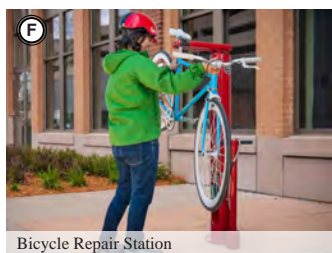
Fitness Feature(s)



Picnic Table



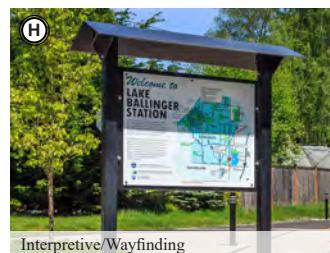
Art - Wrapped Utility Boxes (installed 2017)



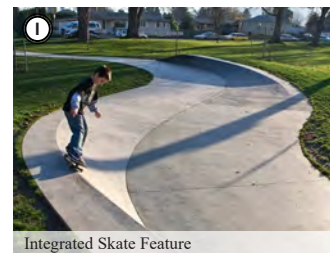
Bicycle Repair Station



Concrete Seatwall W/ Wood Cap



Interpretive/Wayfinding



Integrated Skate Feature

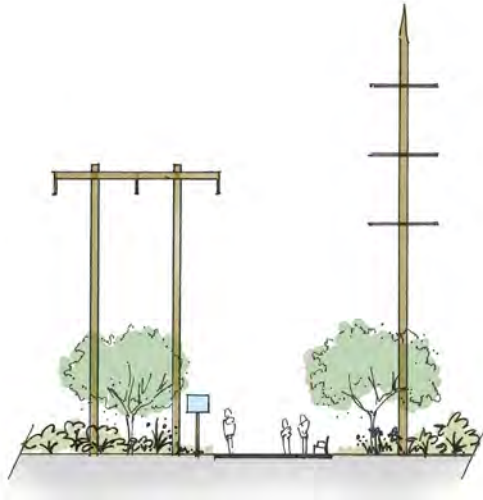


Speciality Paving

Typical Trail Sections

A. NATURAL Section

Residential context
Informal/edible planting
Picnic tables
Historical markers
Storm/LID
Birdwatching



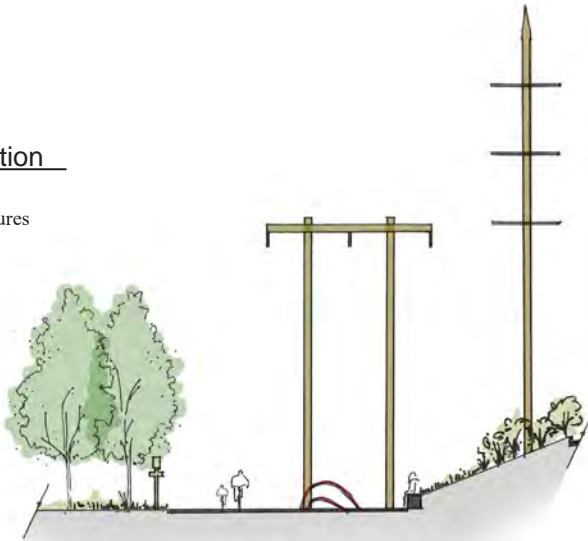
B. CITY CENTER Section

Urban plazas
Gathering/event spaces
Social media/hot spot
Public art
Lighting
Picnic tables



C. FITNESS Section

Fitness
Integrated skate features
Open/active space
Mileage markers
Screening
• Native buffer
• Vertical screens
• Artistic wall

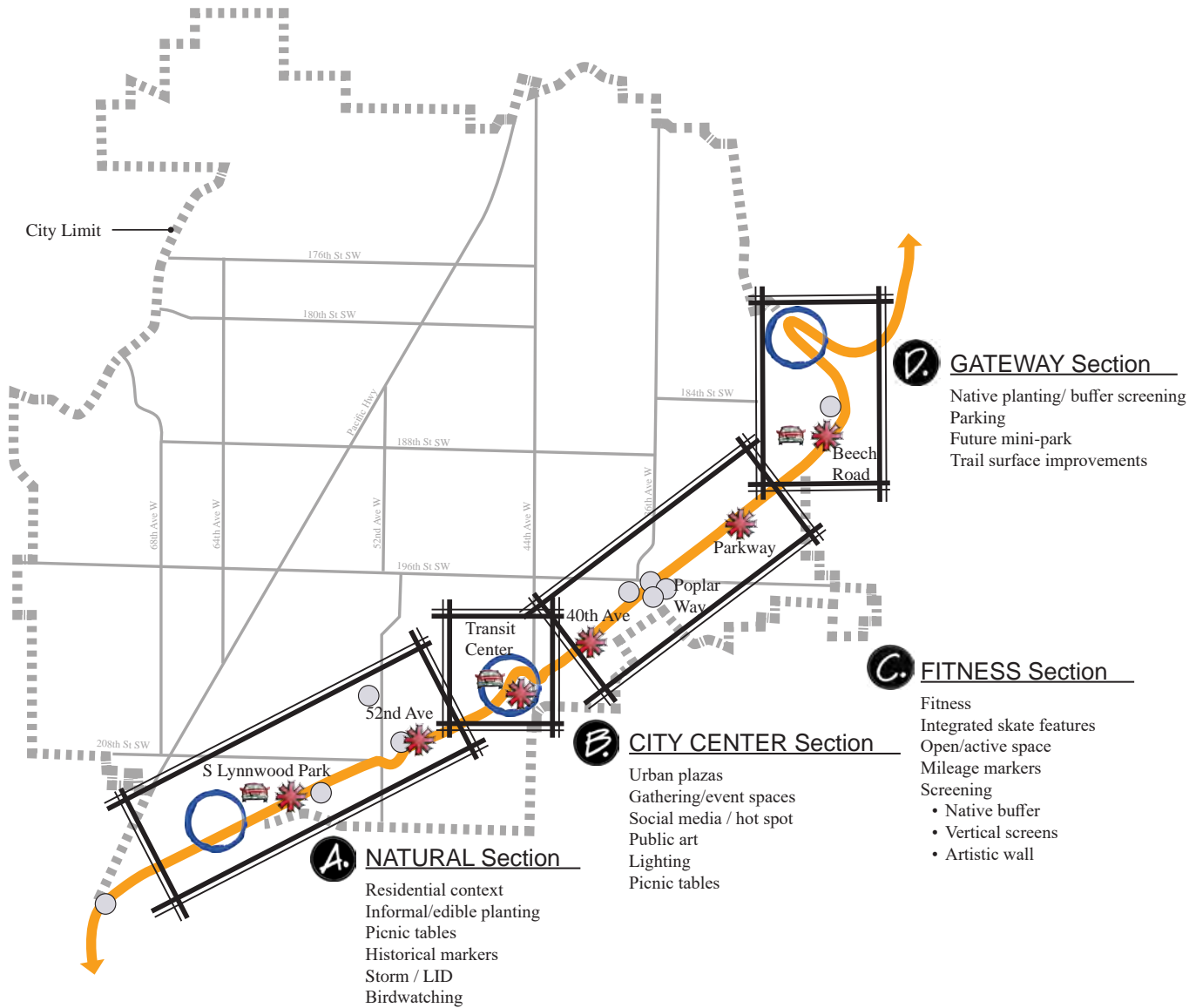


D. GATEWAY Section

Native planting/buffer screening
Parking
Future mini-park
Trail surface improvements



Trail Concept

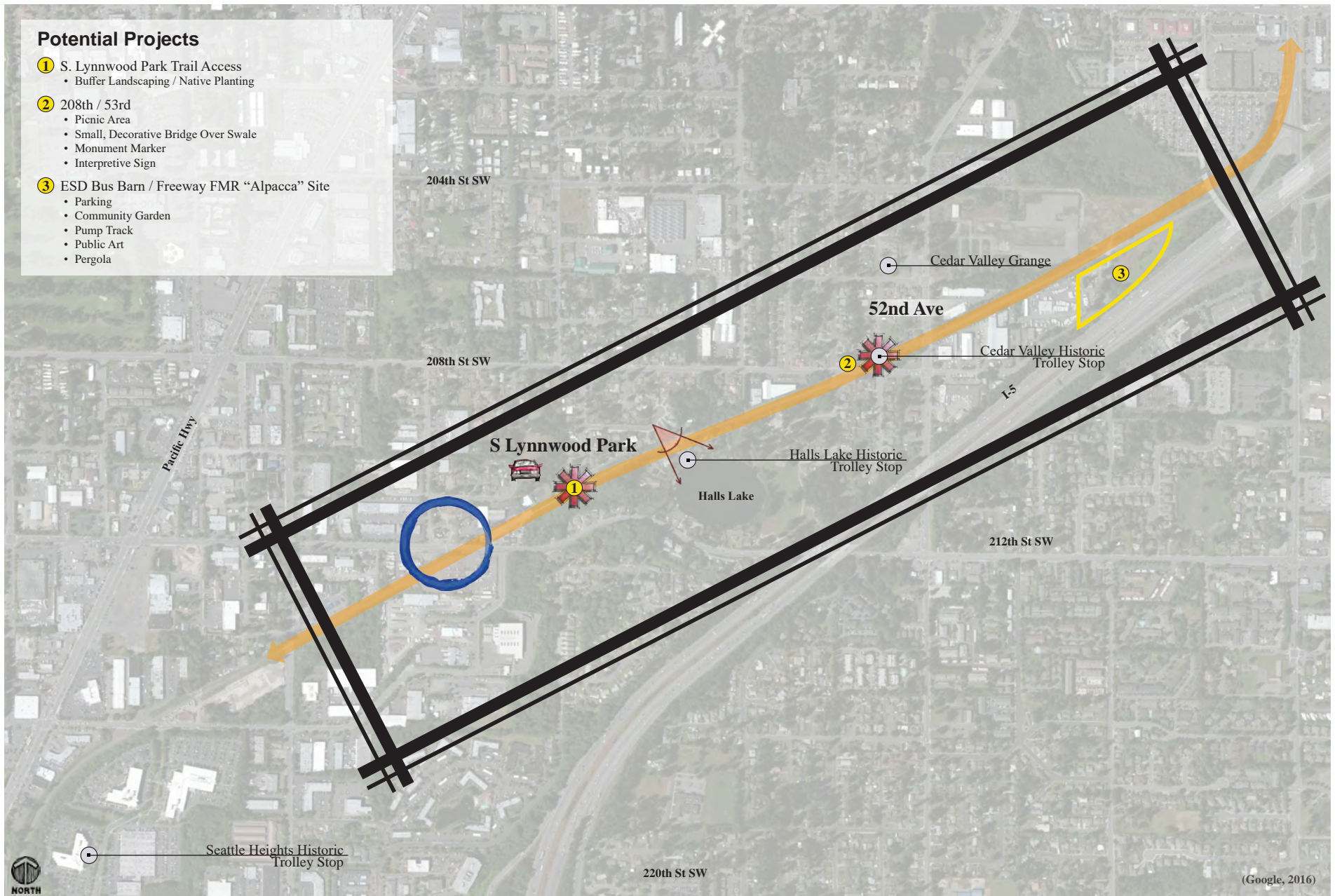


LEGEND

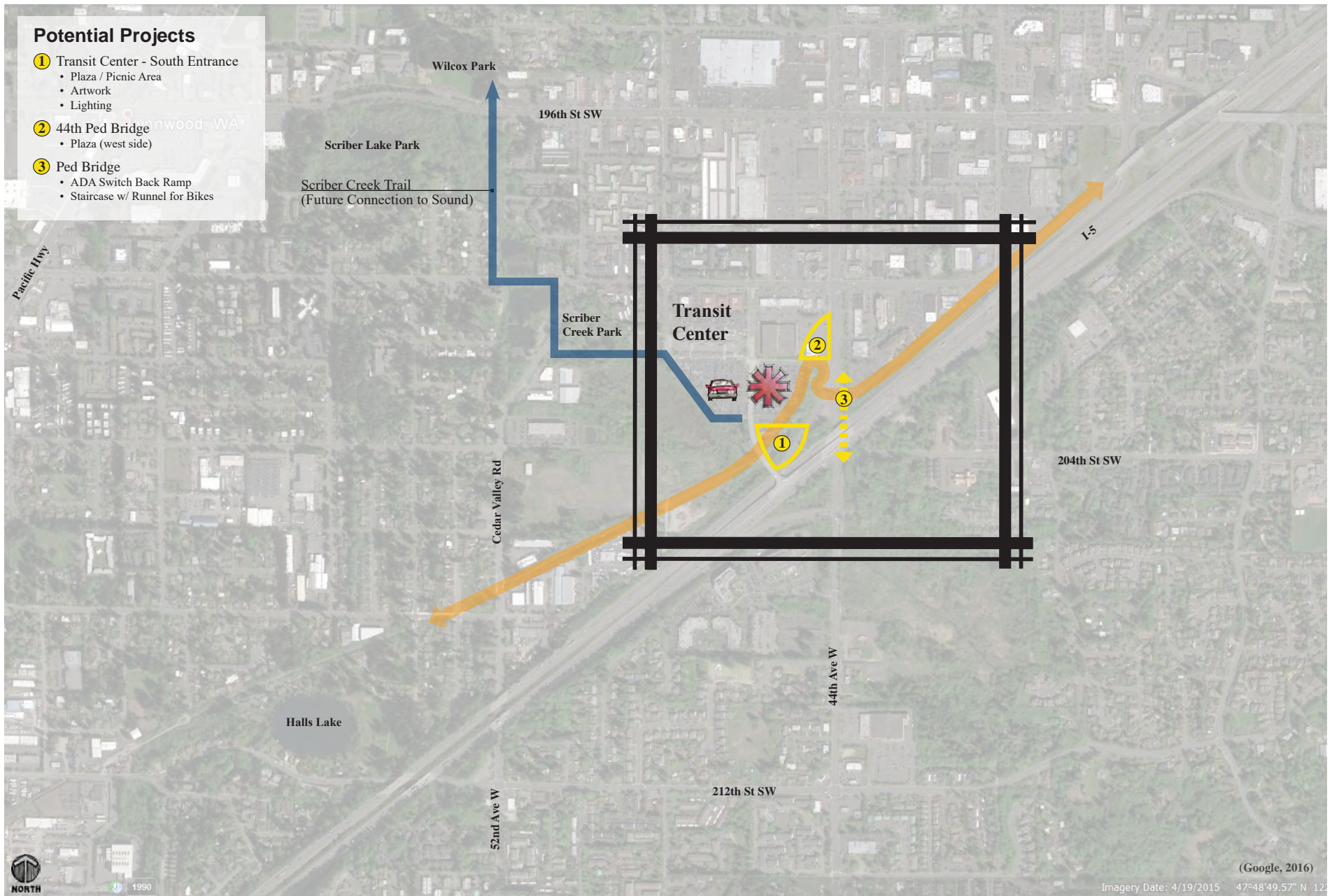
- Trailhead**
- TYPICAL**
 - Historical / Cultural Markers
 - Drinking Fountain / Bottle Refill
 - Bike Tool / Rack
 - Shelter
 - Picnic Tables
- OPTIONAL**
 - Bike Share
 - Food Truck / Kiosk
 - Skate Dot
 - Gathering Spaces
 - Public Art
- Historic / Cultural Site**
- Gateway**
- Parking**
- View Shed**
- Typical Trail Features**
 - Mileage Markers
 - Wayfinding Signs
 - Seating
 - Interpretative Signs

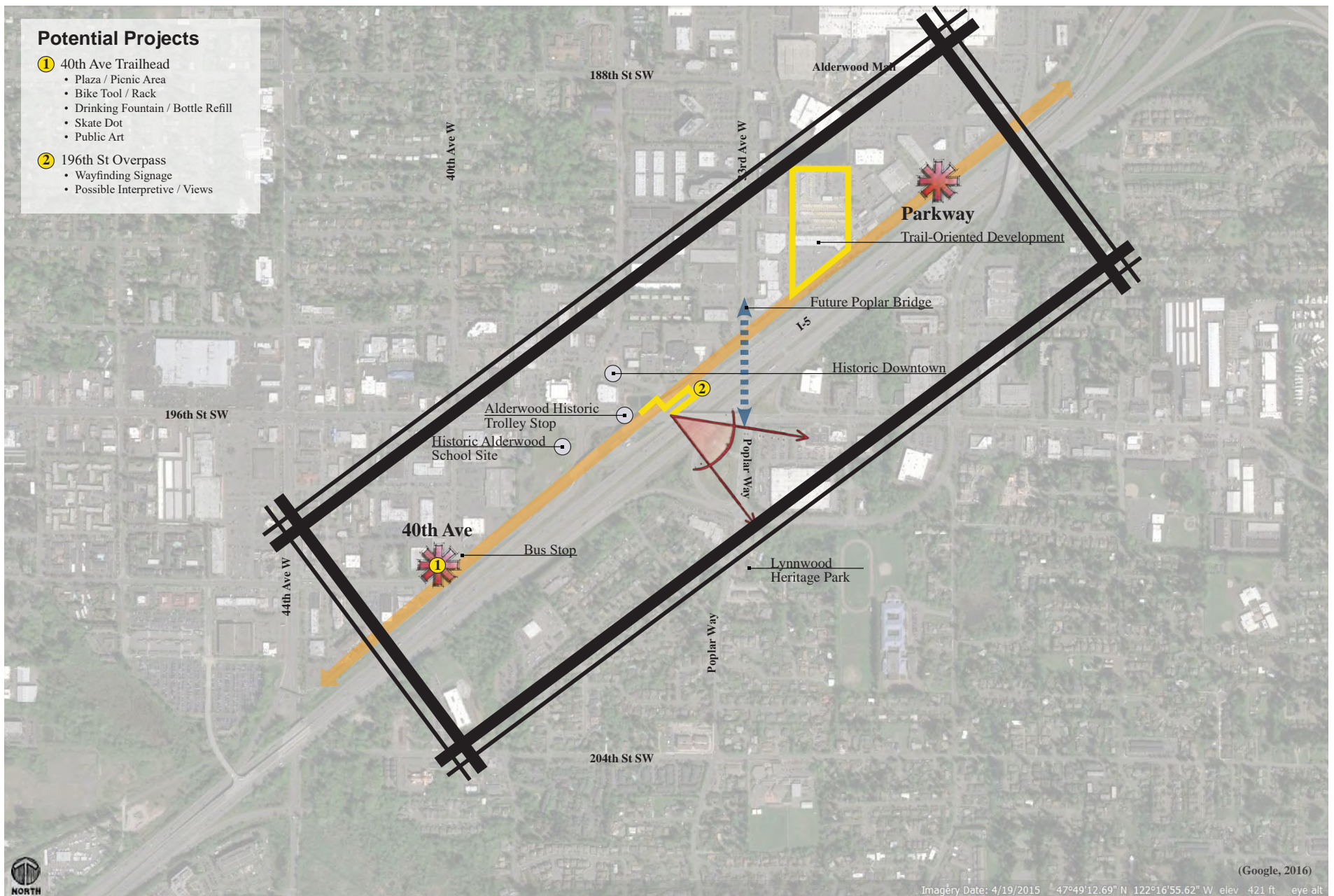


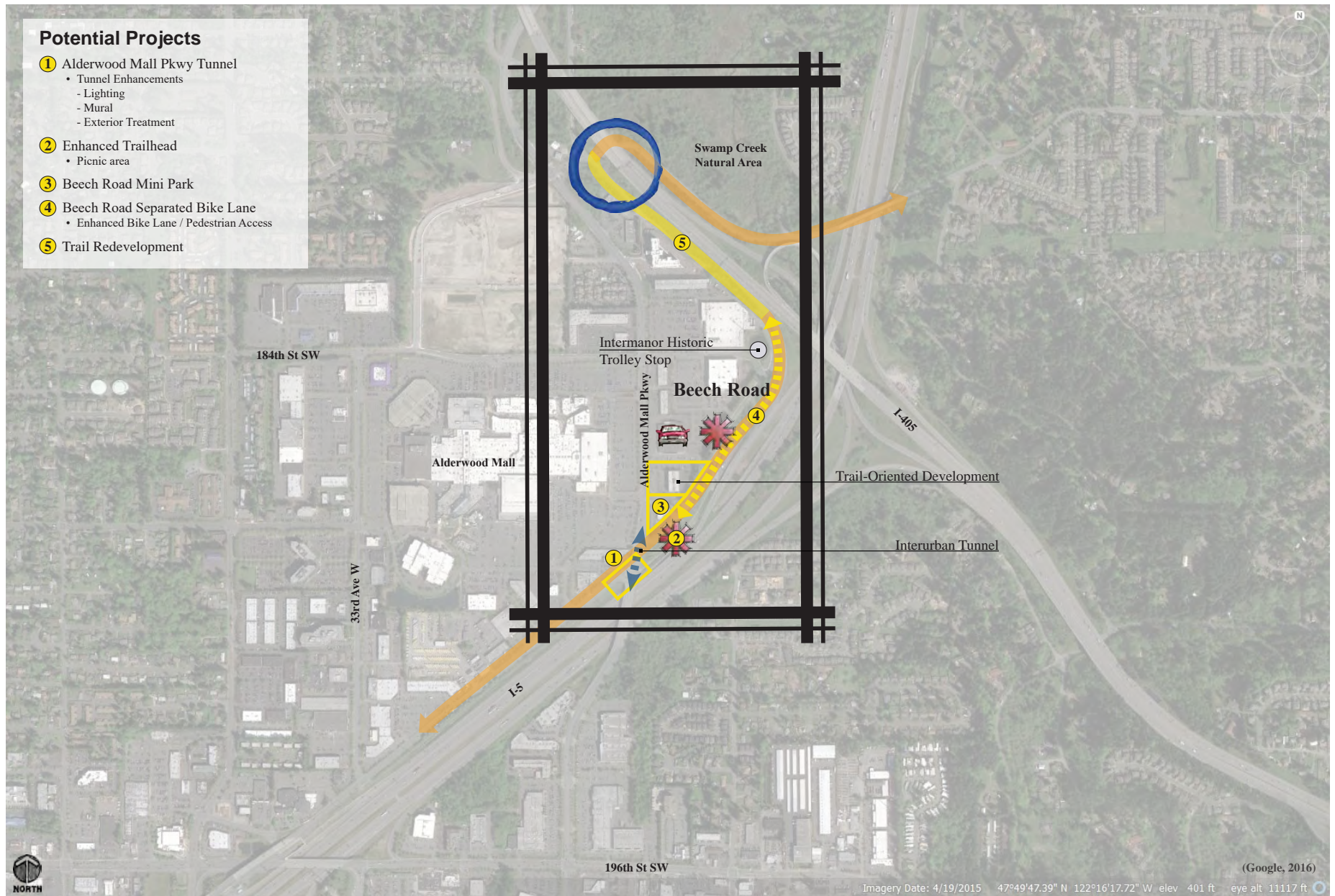
A. NATURAL Section



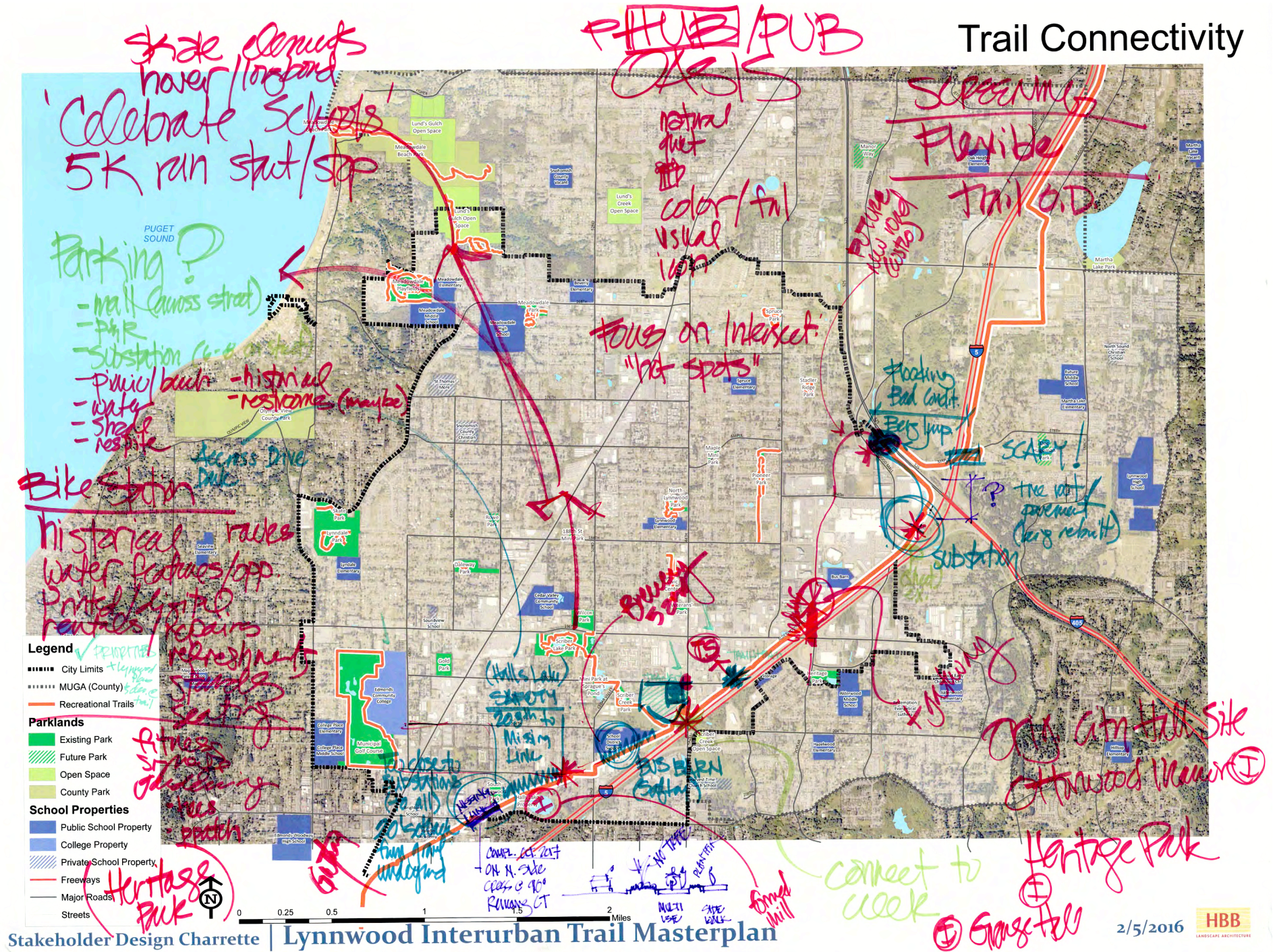
CITY CENTER Section







Trail Connectivity





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Seattle, WA 98109-5217

206.682.3051 Phone
206.682.3245 Fax
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Seattle | Boise

Meeting Notes

Date	06.2.2016
Project No.	2015-22
Project Name	Lynnwood Interurban Trail Master Plan

Attendees	
Juliet Vong – HBB Landscape Architecture	
Monica Thompson – HBB Landscape Architecture	
Lynnwood City Staff	

Items Discussed

Lynnwood Interurban Trail Masterplan Introductory Design Charrette Comment Summary
Charrette Date: February 5, 2016

Challenges:

- Maple area – city boundary to MUGA portion of Interurban is very dangerous
- Is there a way to partner with county to improve segment?
- Trees at Target are undermining the pathway
- PUD push back regarding trail- Setback from substation– 20' from edge of gravel (Mandatory setback)
 - Rubberized pathway material is one way to accommodate trail within setback
- Is lighting an option along unsafe areas?
near new bus barn, Walls Lake (resident access property over trail) area, along 208th
- CPTED

Connectivity

- Transit center will be built 2023
- New road at Costco – 39th (also the city, MUGA node)
- New overpass – trail to go under gateway to city center
- 208th node connects to EDCC
- 2 breweries in Lynnwood can be considered destinations
- Bicycle facilities on 52nd
- 5k in October on trail starts at mall "celebrate schools" turkey trot and runs a length along trail
- Parking availability prohibits large/more events -mall and transit parking only large parking lot options (and are used/offered during Turkey Trot)
- Would like 5-6 spaces at a few places along trail
- College events and users could connect to trail
- 3000 new residents in city center planned

Support Facilities

- Embedded art elements similar to Shoreline can provide continuity throughout trail corridor
- Add artwork, cultural elements at nodes
- Halls Lake? Lends to interpretive signage



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- Heritage Park – houses restored train
- Grange
- Trail can be a place to post/boast general information about city
- Threshold opportunities at either end
- City center segment to house standard furnishings (document) while segments do not need to have same character
- Lynnwood has monotonous feel – need to use this process to help add a sexiness
- Use healthy communities (use this as focus) lead the way with active identity
- What will you see when landing at Lynnwood Light Rail terminus?
- Natural but developed oasis – green, nice landscape, quiet
- Color = feeling = visual arts
- Bollard lighting within city center, people would feel more walkable and useable at night
- Hot spots that are inviting
- Mapping and wayfinding is very important
- "HUB" as a creative driver
- Rail – car – rail as design concept
- Lift station at site of original city hall site

Amenities

- Historical interpretation
- Water feature
- Multiple kinds of interpretation hard signs + digital
- Rent a bike/repairs
- Benches for sitting along trail
- Picnicking near parking
- Restrooms at transit center (Beach Road – mini park?)
- Gardening trees (edible) or community garden – "Experience momentum" next to trail and wants to be integral
- Skateboard rails or other features to lure users. Other example uses rails (historical) little features

Copy to: Sarah Olson, File

Signed Monica Thompson, ASLA
Landscape Architect

Trail Concept

LEGEND

A. FITNESS Section

B. SOCIAL Section

C. GARDEN Section

D. HABITAT Section



Trailhead

TYPICAL
Historical / Cultural Markers
Drinking Fountain / Bottle Refill
Bike Tool / Rack
Wayfinding / Signage
Seating / Shelter
OPTIONAL
Bike Share
Food Truck / Kiosk
Skate dot
Gathering Spaces
Public Art



Historic / Cultural Site



Gateway



Parking



trash



clean-up

D. Key Features

CPTED
Screening
Storm / LID
Interpretive
Habitat
New Trail Surfacing

C. Key Features

CPTED
Screening
Edible planting
Street Trees

B. Key Features

Urban plazas
Town center
Gathering spaces
Social media / Hot spot
Drainage

A. Key Features

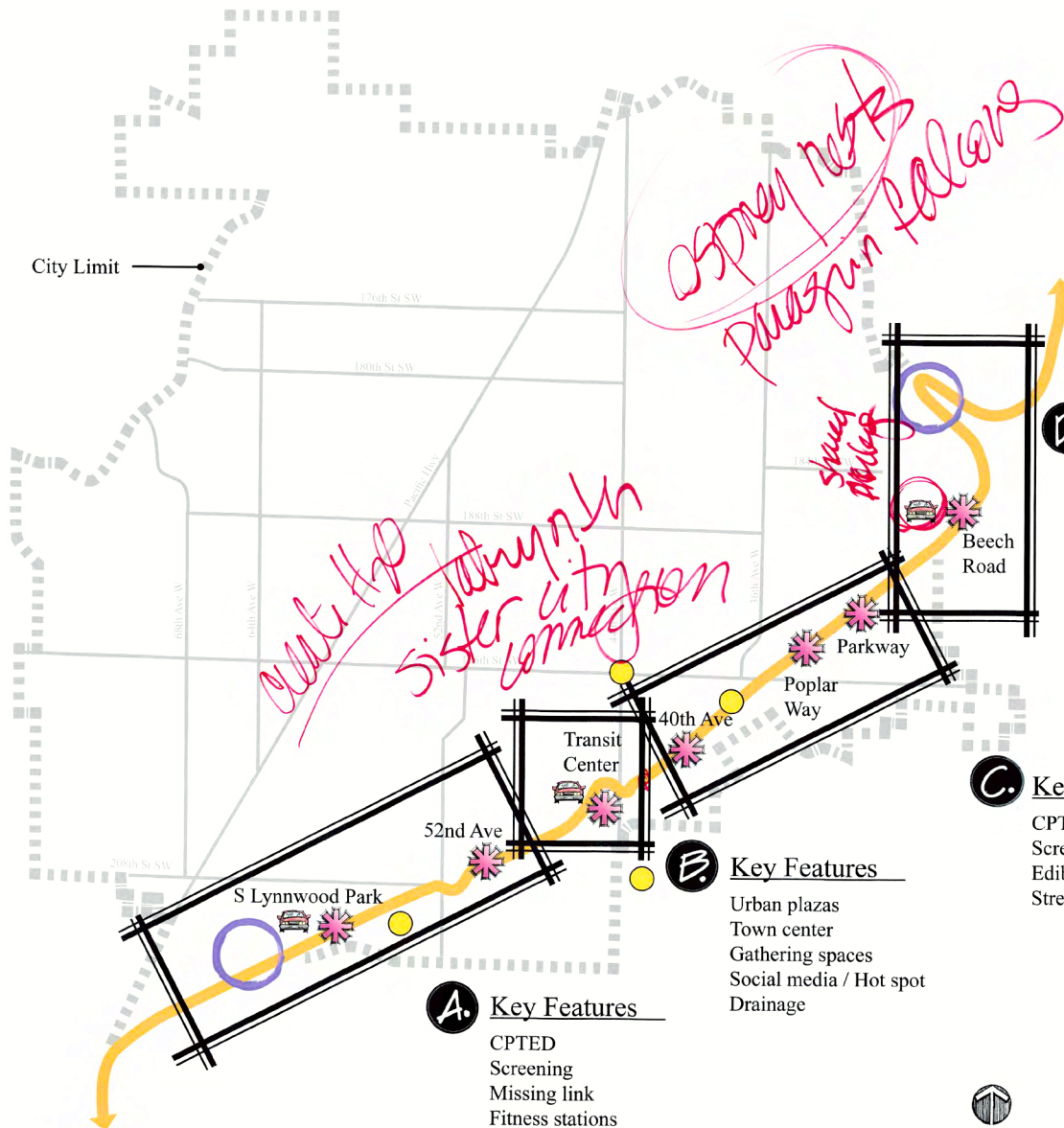
CPTED
Screening
Missing link
Fitness stations



NORTH

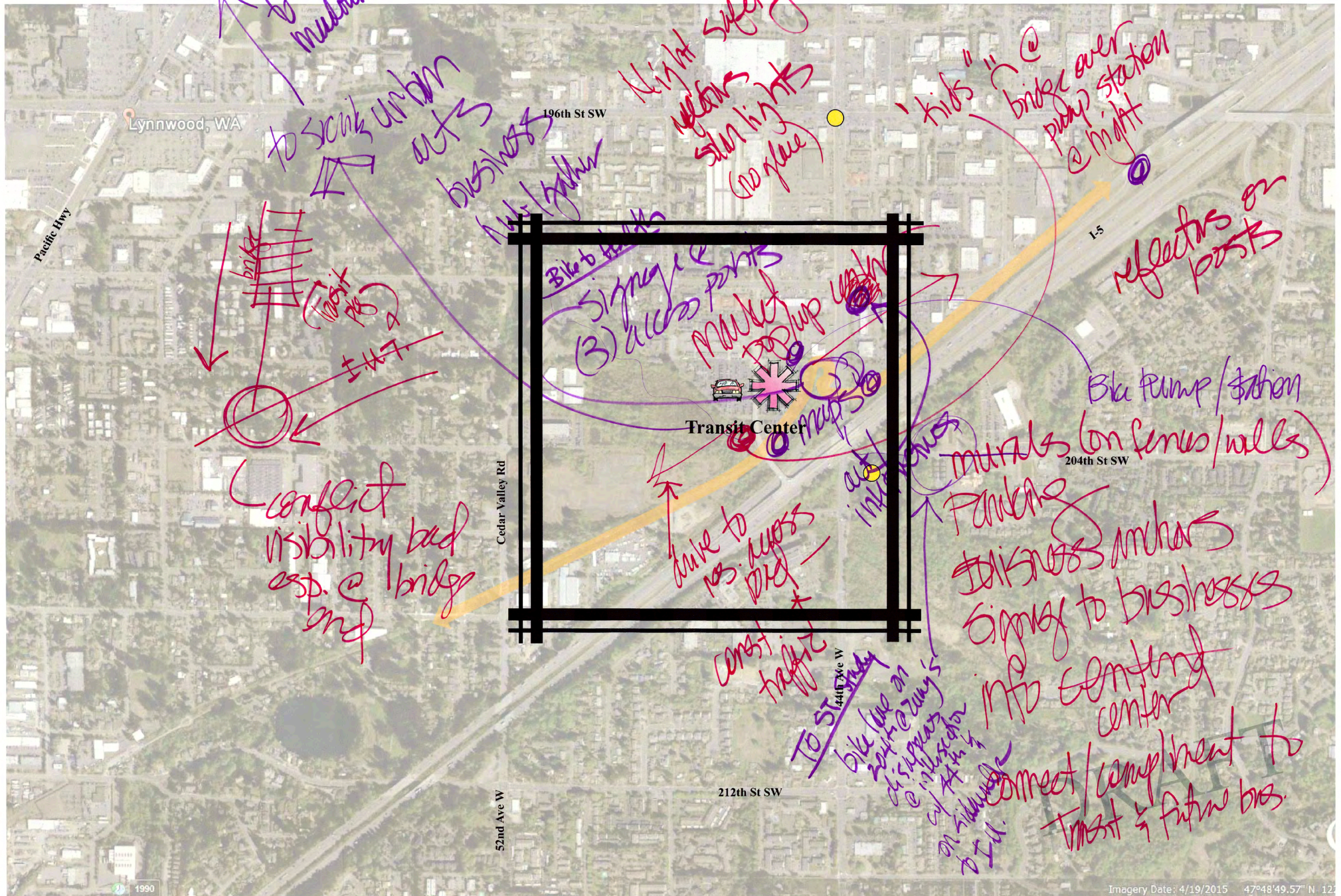
*Center Point
Emergency Phones
"Bike to Link"
Cameras
"watching the interurban"*

DRAFT



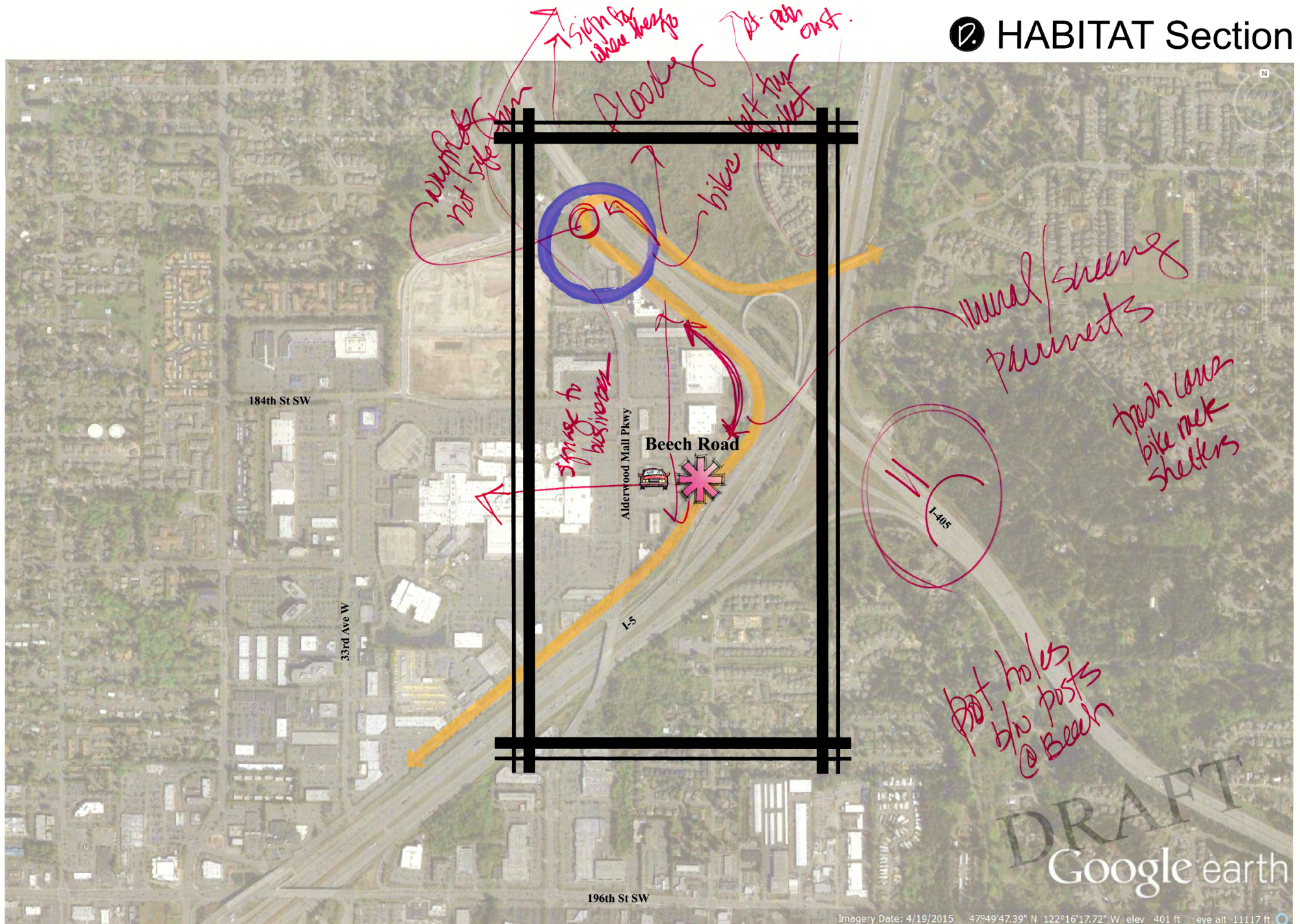
A.



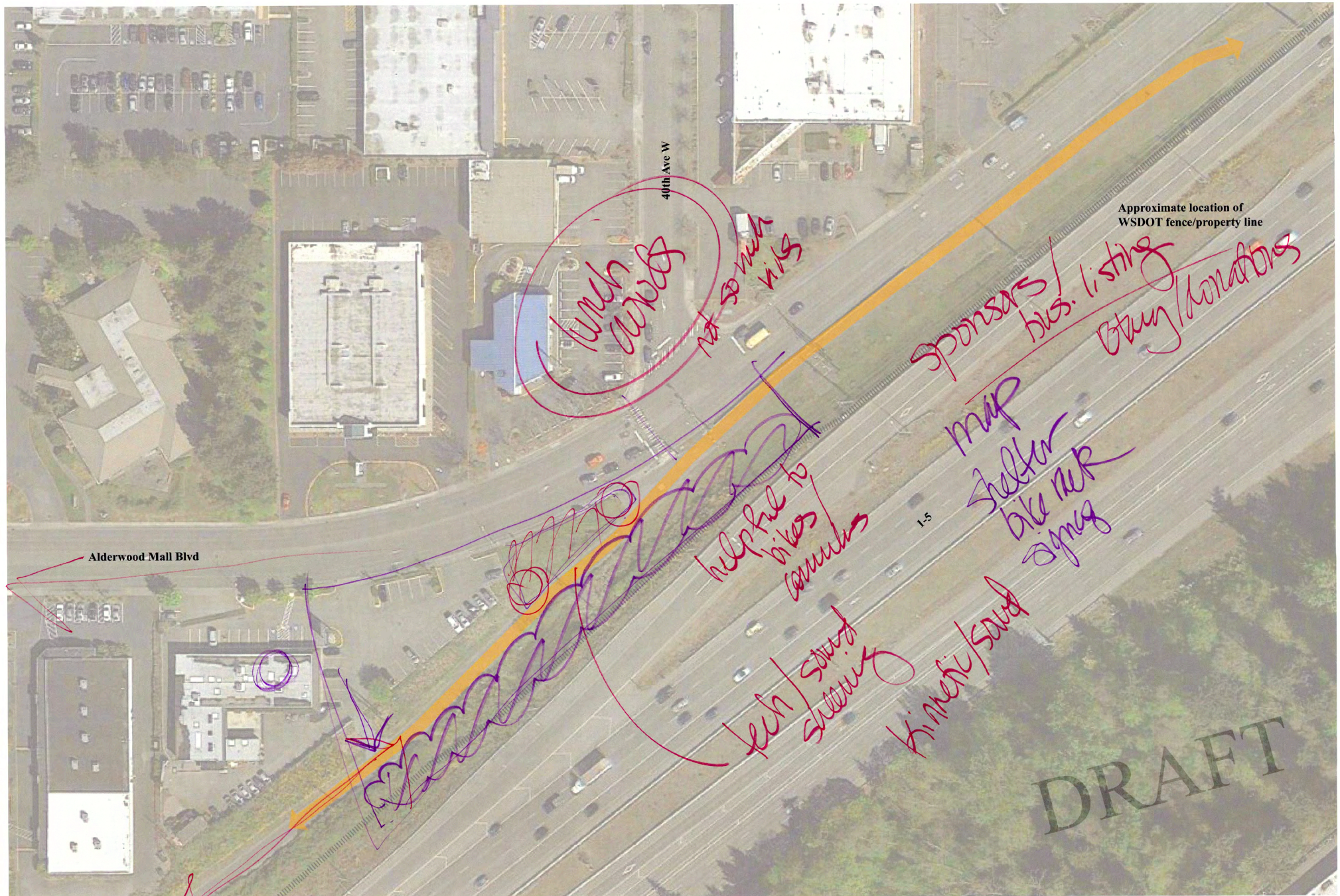




HABITAT Section



40th Ave W Trailhead



Trail Concept

LEGEND

A. FITNESS Section

B. SOCIAL Section


C. GARDEN Section

D. HABITAT Section


 **Trailhead**

TYPICAL
Historical / Cultural Markers
Drinking Fountain / Bottle Refill
Bike Tool / Rack
Wayfinding / Signage
Seating / Shelter

OPTIONAL
Bike Share
Food Truck / Kiosk
Skate dot
Gathering Spaces
Public Art

 **Historic / Cultural Site**

 **Gateway**

 **Parking**

D. **Key Features**

CPTED
Screening
Storm / LID
Interpretive
Habitat
New Trail Surfacing

C. **Key Features**

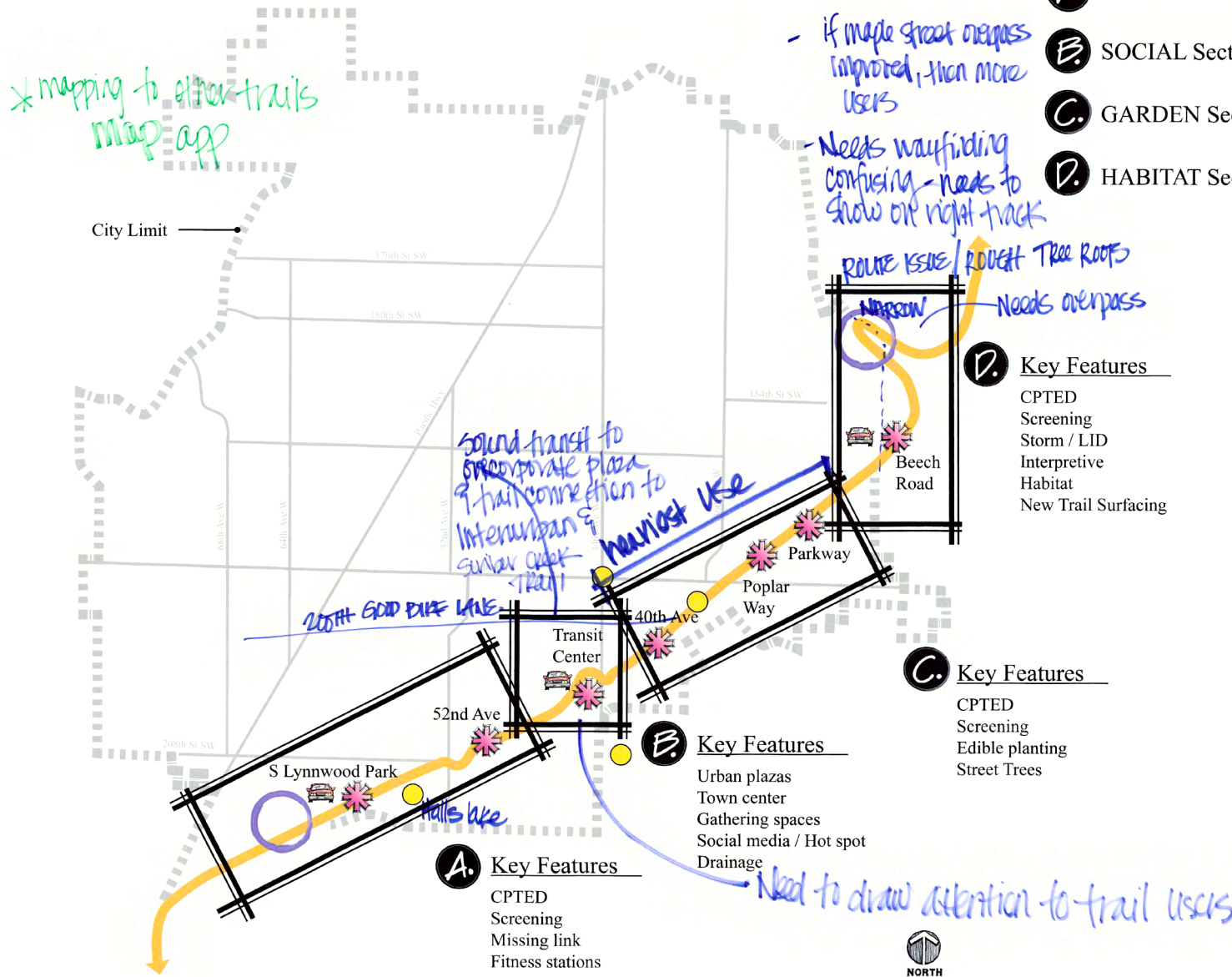
CPTED
Screening
Edible planting
Street Trees

B. **Key Features**

Urban plazas
Town center
Gathering spaces
Social media / Hot spot
Drainage

A. **Key Features**

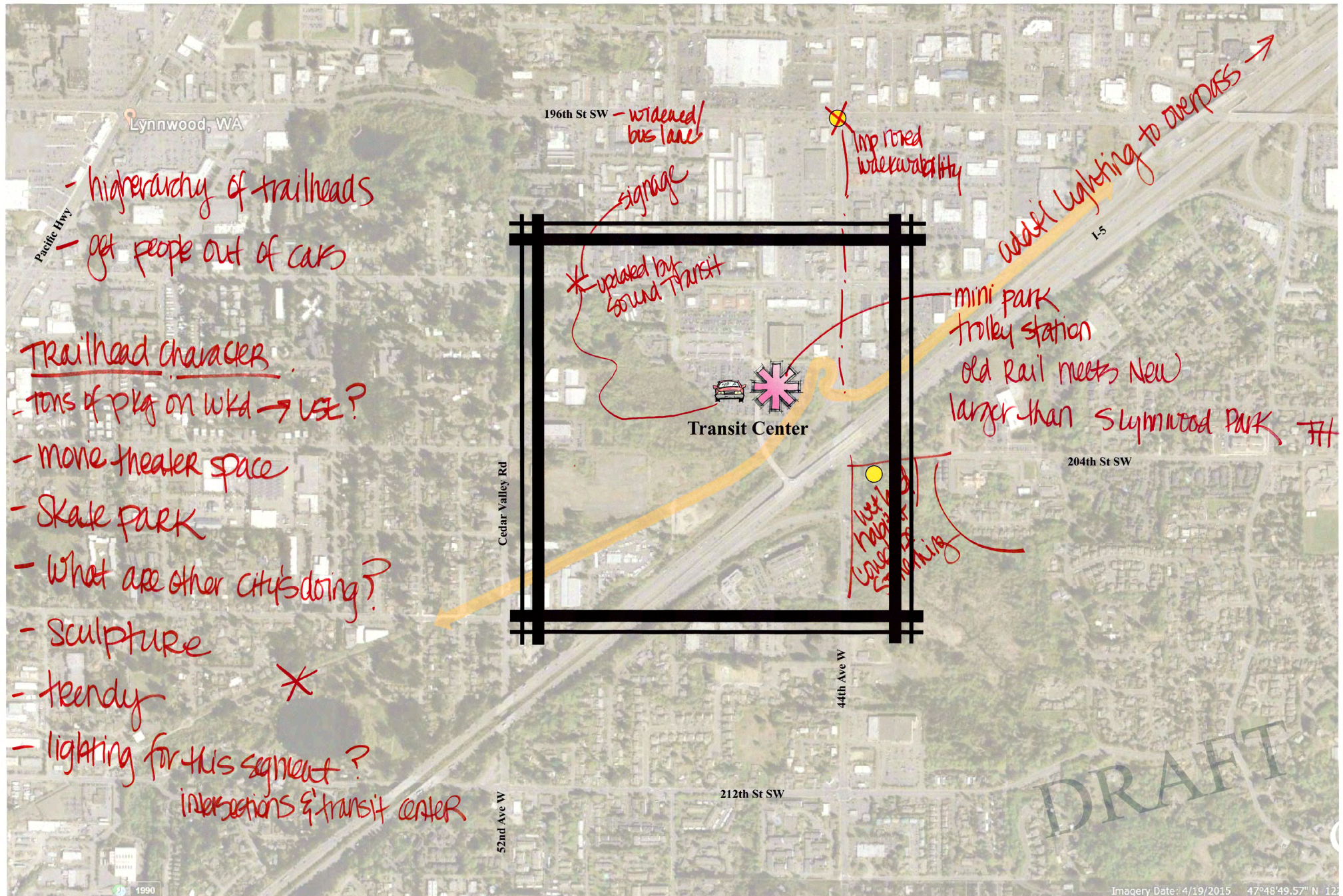
CPTED
Screening
Missing link
Fitness stations



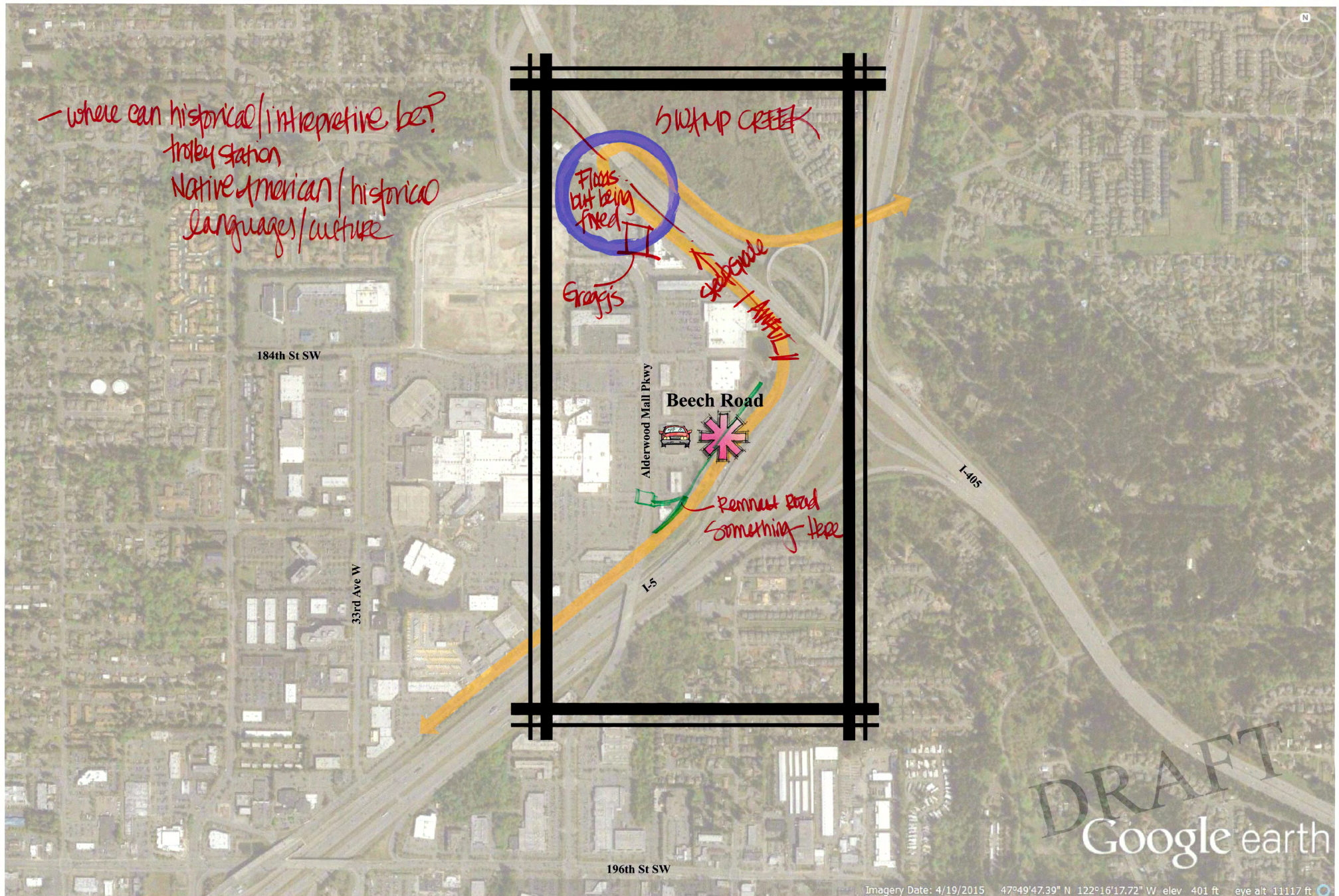
DRAFT

"Nature" A. FITNESS Section

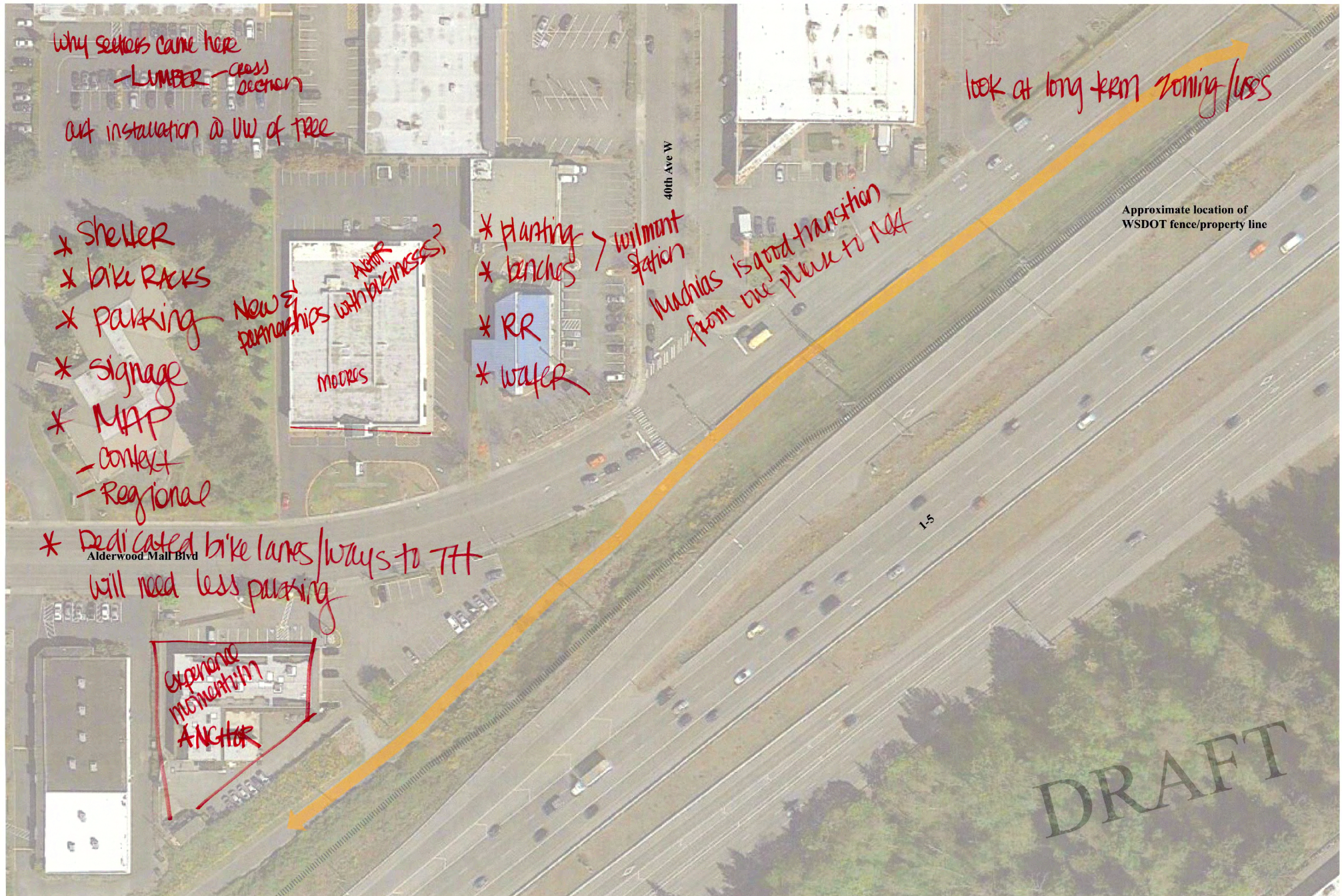




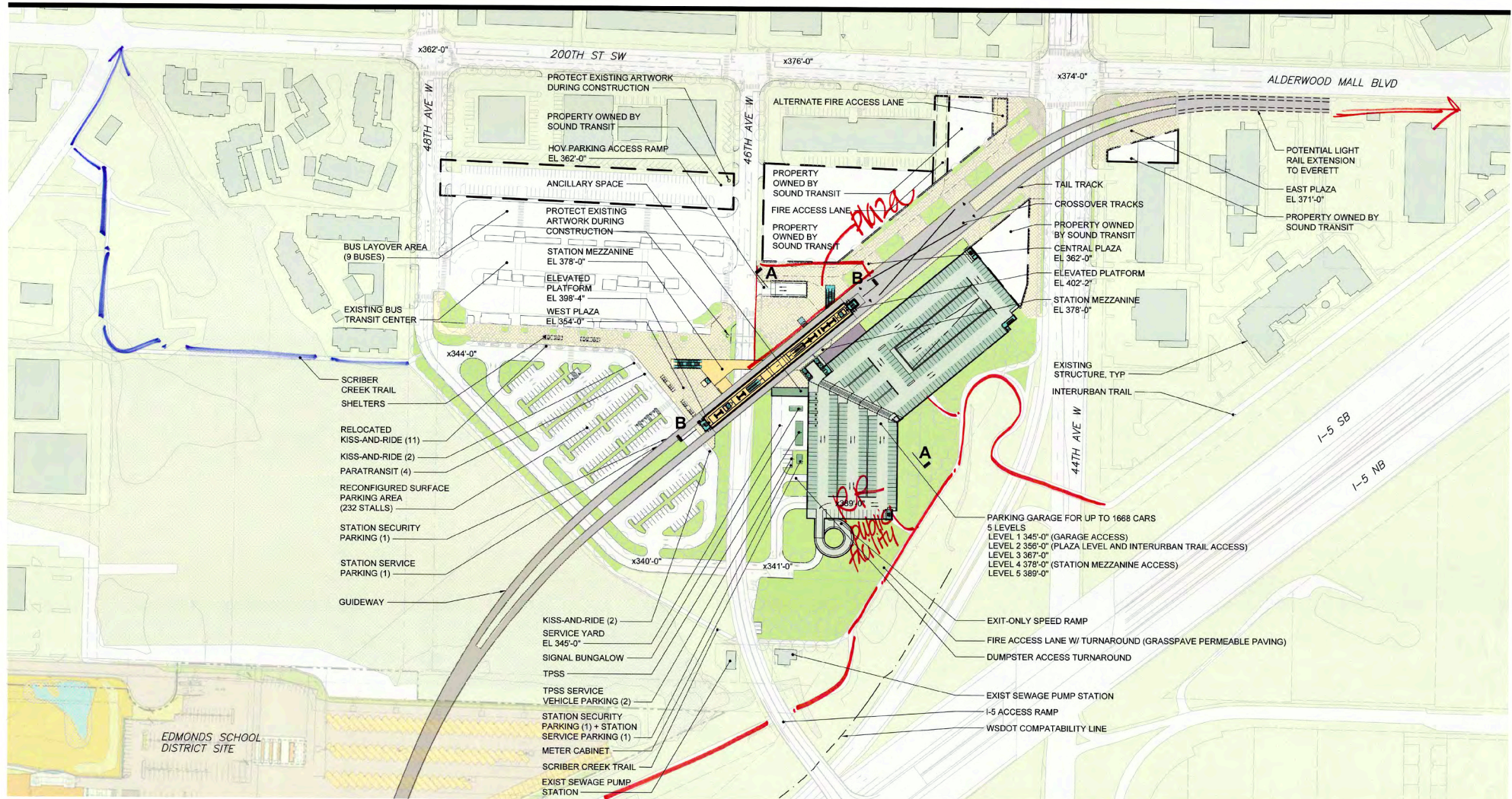




40th Ave W Trailhead

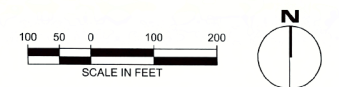


Sound Transit Lynnwood Link Extension



STATION CONFIGURATION & ALIGNMENT	BUS FACILITIES	PARK-AND-RIDE	PICK-UP AND DROP-OFF	BICYCLE PARKING
ELEVATED CENTER PLATFORM WITH MEZZANINE	MAINTAIN EXISTING TRANSIT CENTER, AND ADD 9 LAYOVER BUS BAYS NORTH OF EXISTING BUS TRANSIT CENTER	REWORK EXISTING SURFACE PARKING FOR 232 CARS AND ADD PARKING GARAGE WITH 1668 CARS FOR A TOTAL OF UP TO 1900 CARS	11 SPACES RELOCATED FROM EXISTING BUS TRANSIT CENTER WITH 4 ADDITIONAL SPACES FOR NEW STATION	200 BIKE SPACES, PLUS 200 EXPANSION

PLATFORM / MEZZANINE	BUS LOAD / UNLOAD	ANCILLARY AREA
PLAZA	BUS LAYOVER	BIKE STORAGE
VERTICAL CIRCULATION	TICKETING / INFORMATION	LANDSCAPE PLANTING AREA



HEWITT

PREFERRED ALTERNATIVE LYNNWOOD TRANSIT CENTER STATION OPTION SITE PLAN

DWG NO. N19-AAP001-ALT

SHEET 44 OF 59

REV. NO. _____



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215 Westlake Avenue North
Seattle, WA 98109-5217

206.682.3051 Phone
206.682.3245 Fax
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Meeting Notes

Date	05.2.2016
Project No.	2015-22
Project Name	Lynnwood Interurban Trail Master Plan

Attendees	
Juliet Vong – HBB Landscape Architecture	
Monica Thompson – HBB Landscape Architecture	

Items Discussed

The purpose of the Community Design Charrette for the Lynnwood Interurban Trail Master Plan was to gather feedback on the community's vision for the development of the Interurban Trail. The comments received are summarized below.

Potential Activities to be included:

- Signs
 - Regional signs
 - Interpretive signs
 - Street signs to direct traffic to trail
- Improve travel on trail for safety pedestrians/bicycle
- Center line for trail
- Walkability of sidewalks and connects to the trail
- Investigate other commuter trail ideas
- Commuting by bicycle or on foot
- Picnicking
- Shelters
- Historical / interpretive signs
- Restrooms
- Sculptures
- Benches
- Pop-up vendors or markets / food trucks
- Exercise stations
- Berry picking
- Solar / other lighting
- Safety
- Gardens
- Bike / other rentals
- Water stations
- Bike racks
- Destination / group hubs
- Access parking
- 5k run
- "Crawls" samples along trail – food/beverage/other



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- Anchor business
- Dog walking
- Street fair
- Dog park
- Hard surface and soft surface
- Exercise / kid friendly learning to ride area
- Different events that relate to children and/or bicyclists
- Attracting bicyclists
 - Visibility
 - Wayfinding signs
 - Connections
 - Business
 - Other streets
 - "Safety"
- Compliment of uses
 - Designated signage
 - Bicycle
 - Walkers
- Virtual instruction / riding guidelines QR

For questions on abbreviations → scribe: Dustin Akers

- Tandem bike access > 7'
- SLP – bollards - xcross
- Distance signage
- History and heritage
- Dogs and pet owners

Trail Concepts

1. Overpass, 11 signage to identify areas
 - Connections to other regional trails
 - Maps or APPs
- A. Halls Lake – historic connection
 - Monument signs at entrances and street connections
 - Native plantings, interpretive signs, South Park
 - Passive plantings, interpretive signs, natural station
 - Improve visibility
 - Most used good connections
- B. Transit Center Plaza – Scriber Creek connections
 - Trolley station at Transit Center, mini park
 - Transportation trailhead, restrooms
 - Scriber Creek Trail updates and connections
 - New meets of signage historical connections
- C. Edible screens, directional signage
 - Equipment rental
 - Fitness station, play area, BMX track, trail measurements
 - Parks
- D. Trail needs repair, replacement
 - Needs better connections

Area A

- Antitandem



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Seattle, WA 98109-5217

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- Crossing 212th (90 degree turn is required) < 90 degree at 212th crossing
- South end crossing – crosswalk at BCRS
- Gravel coming onto trail at 90 degree turn from trucks
- 76th connections and other arteries: 208th, 212th
 - 1. Bike2health to assist with improvements
- Halls Lake – not visible or accessible
 - o City owns 1 parcel (stormwater)
 - o Views or on elevated overlook
- South Lynnwood Park – soccer users, wayfinding to highlight park after realignment
- LTC – bike repair, air station
- Seattle Heights and Cedar Valley stops historical
- 212th – destination distance signs
- Mile markers like on interstates
- Then and now history pics

Area B

- Outdoor theater, weekend events, gatherings
- Skate park
- Mini plaza
- Sculptures
- Lighting
- Parking
- Business anchors
- Farmers market
- Info center - MAPS
- Traffic control at ESD bus barn
- Connect/compliment City Center parks/plaza
- Safety under Inter Trails and HOV bridge (night time kids/drugs)
- Solar lights/reflectors on trail posts/bollards
- Murals (graffiti on fence)
- South end of parking lot – views blocked by bush (dangerous)
- More urban and art focus
- Westbound bike lane ends on 204th approaching 44th
 - o SHRPZ study input
- Access points at 44th – directional
 - o Bike2Health
- Scriber Lake and Creek Trail – feature and access

Area C

- 196th crossover → viewpoint at landing
 - o Signage for trail direction
 - o 3 mountain view at east side of I-5
- Dark/wet underpass on north end
 - o Dangerous/littering/dark
- Signage at ALL trailheads
- Natural screening from I-5 (noise)
- Alderwood Manor Station “demonstration farm (30 acres) at 196th and I-5
 - o Poultry feature and history
- Vegetation to attract birds for bird watching
- Coordinate with master gardeners

- Burke-Gilman connections
- Bike shops (2 to highlight)
- Lake Ballinger (planters from home owners)
- Bikes at hotels for guests
- Public art throughout (off trail to prevent ped/bike conflict)

Area D

- Parking, picnic
- Repair roots in trail
- Slope adjustment
- Historical signs on all sections and station stops
- Cultural connections with arts
- Identify past industry
 - o Poultry
 - o Lumber
 - o Timber
- Beech Road – potholes at bollards (currently dark green)
- Bright mural on back of buildings at Target
- Wayfinding at bottom of hill
- WB under I-5 – left turn ?????
- PARKING AVAILABLE
- Destination signage on 2nd wetland trails and trail on west side of I-5
- Signage for Mall/Businesses for shopping
- Racks and trash cans

40th Avenue

- Maps, master maps
- Bike racks, water-drinking fountain
- Bike lane connections
- Parking possible partners from community public/private
- Shelters – bike station
- Plantings
- Business connections
- Screen I-5 → sound screening
- ALL trailhead improvements
- Sponsorship → signage
- Place for workers/lunchtime
- 200th busy road
- Emergency boxes and security cameras in vulnerable areas
- Signage consistency
- Osprey nests?
- Water feature

We believe the above record to be an accurate summary of decisions and related discussions. We would appreciate notification of exceptions to this record within ten (10) days of its receipt. Failing such notification, we will consider this a statement of fact with which you concur.

Copy to: File

Signed Monica Thompson, ASLA
Landscape Architect



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Meeting Notes

Date	05.02.2016
Project No.	2015-22
Project Name	Lynnwood Interurban Trail Master Plan

Attendees	
Juliet Vong – HBB Landscape Architecture	
Monica Thompson – HBB Landscape Architecture	

Items Discussed

The purpose of the Community Design Charrette for the Lynnwood Interurban Trail Master Plan was to gather feedback on the community's vision for the development of the Interurban Trail. The comments received are summarized below.

Connectivity/Wayfinding

- Signs
 - Regional signs
 - Interpretive signs
 - Eleven sign worthy landmarks within Lynnwood
 - Historical/landmark/heritage
 - environmental
 - Street signs to direct traffic to trail
 - Monument signs at entrances and street connections
 - Wayfinding APP
 - Sponsorship signage
 - Signage consistency
 - Mile markers
 - Along trail
 - To destinations
 - Trailhead signage
 - Designated usage signage
 - Bicyclists
 - Pedestrians
- Additional bike lanes for connections to trail
- Connections / signage to anchor businesses
- Connections / signage to other regional trails
- Connect/compliment City Center parks/plaza
- Bikes at hotels for guests



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- Parking
 - Possible partners from community public/private for additional parking spaces

Safe and Secure

- Trail improvements
 - South end crossing – crosswalk at BCRS
 - 76th connections and other arteries: 208th, 212th
 - Westbound bike lane ends on 204th approaching 44th
 - Access points at 44th – make directional
 - Crossing 212th (90 degree turn is required) to 90 degree at 212th crossing
 - Gravel coming onto trail at 90 degree turn from trucks
 - 76th connections and other arteries: 208th, 212th
 - Bike2health to assist with improvements
 - Traffic control at Edmonds School District Bus Barn
 - Bollards at South Lynnwood Park prevent tandem bicyclists
 - Beech road – potholes at bollards (currently dark green)
 - Roots in trail especially at north end
 - Steep slope adjustment
 - Improve sightlines/visibility
- Lighting
 - Solar lights/reflectors on trail posts/bollards
- Separation of users
 - Centerline for trail
- Areas of concern
 - Under bridges (night time kids/drugs)
 - Underpass at north end (dark/loitering)
 - South end parking lot – views blocked by bushes
- Virtual instruction/riding guidelines
- Hard surface and soft surface
- Emergency boxes and security cameras in vulnerable areas
- Mural to prevent graffiti

Destination/Use

- Destinations
- Business anchors
- Uses
 - Place for workers/lunchtime
 - Farmers market
 - Skate park
 - Mini plaza
 - Mini park
 - Picnicking
 - Dog walking
 - Street fair
 - Dog park
 - Exercise stations/areas
 - Kid friendly learning to ride area
 - Different events that relate to children and/or bicyclists
 - "Crawls" samples along trail - food/beverage/other
 - 5K run



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- Berry picking
- Pop up vendors / food trucks
- Outdoor theater
- Weekend events
- Gathering
- Equipment rental
- Play area
- BMX track
- Tandem bike access >7'
- Viewpoints
 - Elevated overlook toward Halls Lake
 - Three mountain view from overpass at 196th
- Historical
 - Halls Lake
 - Seattle Heights
 - Cedar Valley
 - Then and now history pictures
 - Signage at all historical station stops
 - Cultural connections through art
 - Alderwood Manor Station (poultry demonstration farm- 30 acres- 196th and I-5)
 - Past industry
 - Poultry
 - Lumber
 - Timber
- Amenities
 - Shelters
 - Restrooms
 - Water stations
 - Bike rentals
 - Bicycle racks
 - Sculpture/art
 - Benches
 - Bike repair/air station

Inviting/Character

- Plantings
 - Vegetation to attract birds for bird watching
 - Coordinate with master gardeners
 - Native plantings near Hall's Lake
 - Passive plantings
- Screening
 - Screen freeway (visual and auditory)
 - Mural on back of large big box buildings
 - Edible

We believe the above record to be an accurate summary of decisions and related discussions. We would appreciate notification of exceptions to this record within ten (10) days of its receipt. Failing such notification, we will consider this a statement of fact with which you concur.

Copy to File

Signed Monica Thompson, ASLA
Landscape Architect

Lynnwood Interurban Trail Master Plan



Let us know what you think! Please write down any comments you have about the Master Plan for the Lynnwood Interurban Trail.

*Trail in Everett, Snohomish County, Everett - Snohomish, IL, etc.
 Everett & I-5 would be added after long exposure in Everett
 Everett & Snohomish would be the extension of the trail
 Everett & Snohomish*

Town Center Everett Village

Section A: Everett Trail Network



LYNNWOOD
WASHINGTON

For more information or if you have any questions, please contact:

Sarah Olson at Lynnwood Parks Recreation & Cultural Arts Department at (425) 670-5503 or at solson@cd.lynnwood.wa.us

03/19/16

Lynnwood Interurban Trail Master Plan



Let us know what you think! Please write down any comments you have about the Master Plan for the Lynnwood Interurban Trail.

Lynnwood needs to work with Snohomish County to improve the Interurban crossing on Maple St over I-5. This would remove the "wall" in the middle of the Interurban corridor through the county. This would also improve alternative transport from Everett & Mill Creek areas to the new Light Rail station and shopping opportunities in Lynnwood.



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WASHINGTON

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03/19/16

Lynnwood Interurban Trail Master Plan

- A31



Let us know what you think! Please write down any comments you have about the Master Plan for the Lynnwood Interurban Trail.

Lots of good ideas - a learning experience for me as a neighbor to Lynnwood (Brier). Has anyone approached Brier to get involved in creating better biking in their environs? One thought for trail improvements → think safety. Some sections of the trail are very isolated for



LYNNWOOD
Parks, Recreation & Cultural Arts Department

For more information or if you have any questions, please contact:
Sarah Olson at Lynnwood Parks, Recreation & Cultural Arts Department at (425) 670-5603 or at solson@ci.lynnwood.wa.us

03/19/16

to solo
walkers
thanks

Lynnwood Interurban Trail Master Plan



Let us know what you think! Please write down any comments you have about the Master Plan for the Lynnwood Interurban Trail.

Will continue to speak favorably about the importance of our parks and recreation services. Staff continue to do exemplary work.

Ho Prec!!



LYNNWOOD
Parks, Recreation & Cultural Arts Department

For more information or if you have any questions, please contact:
Sarah Olson at Lynnwood Parks, Recreation & Cultural Arts Department at (425) 670-5603 or at solson@ci.lynnwood.wa.us

03/19/16

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Map at each access point
Historic pictures of the location



LYNNWOOD
RECREATION

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• Careful of planting edibles adjacent to

I-5 and major arterials

• Interurban trail will have added use in the dark hours as the light rail comes on line. Light crossings + major Corridorways.



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- GREAT MEETING! GLAD TO SEE A MASTER PLAN APPROACH.
- INTERPRETIVE SIGNS AT HISTORICAL/CULTURAL/NATURAL POINTS OF INTEREST
- REPLICIA TROLLEY STATION(SHELTER) AT TRAILHEAD(S) TO DRAW ATTENTION TO & HIGHLIGHT HISTORICAL ASPECTS OF THE INTERURBAN TROLLEY SYSTEM. WILL ALSO DRAW PEOPLE TO THE TRAIL.

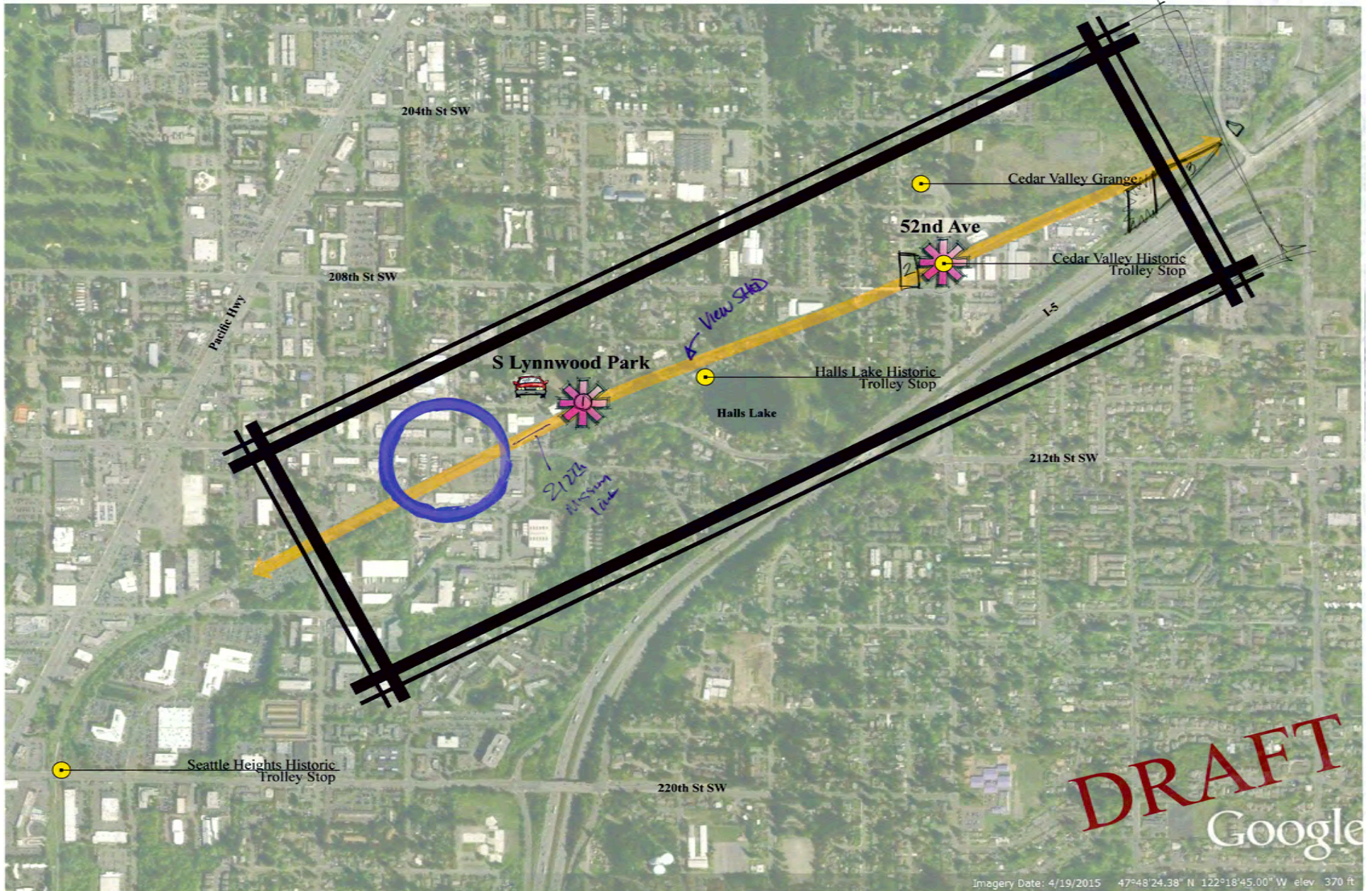


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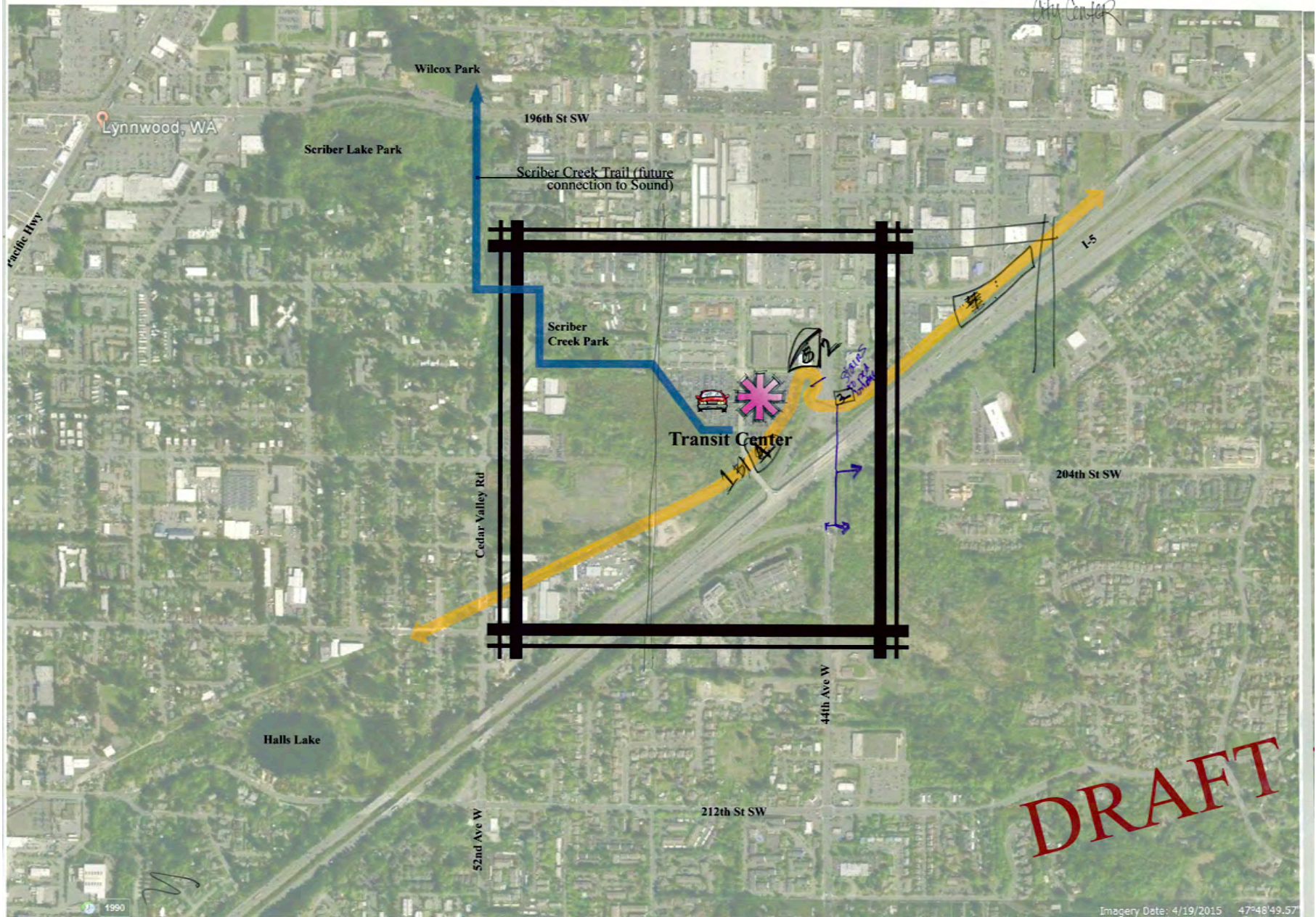
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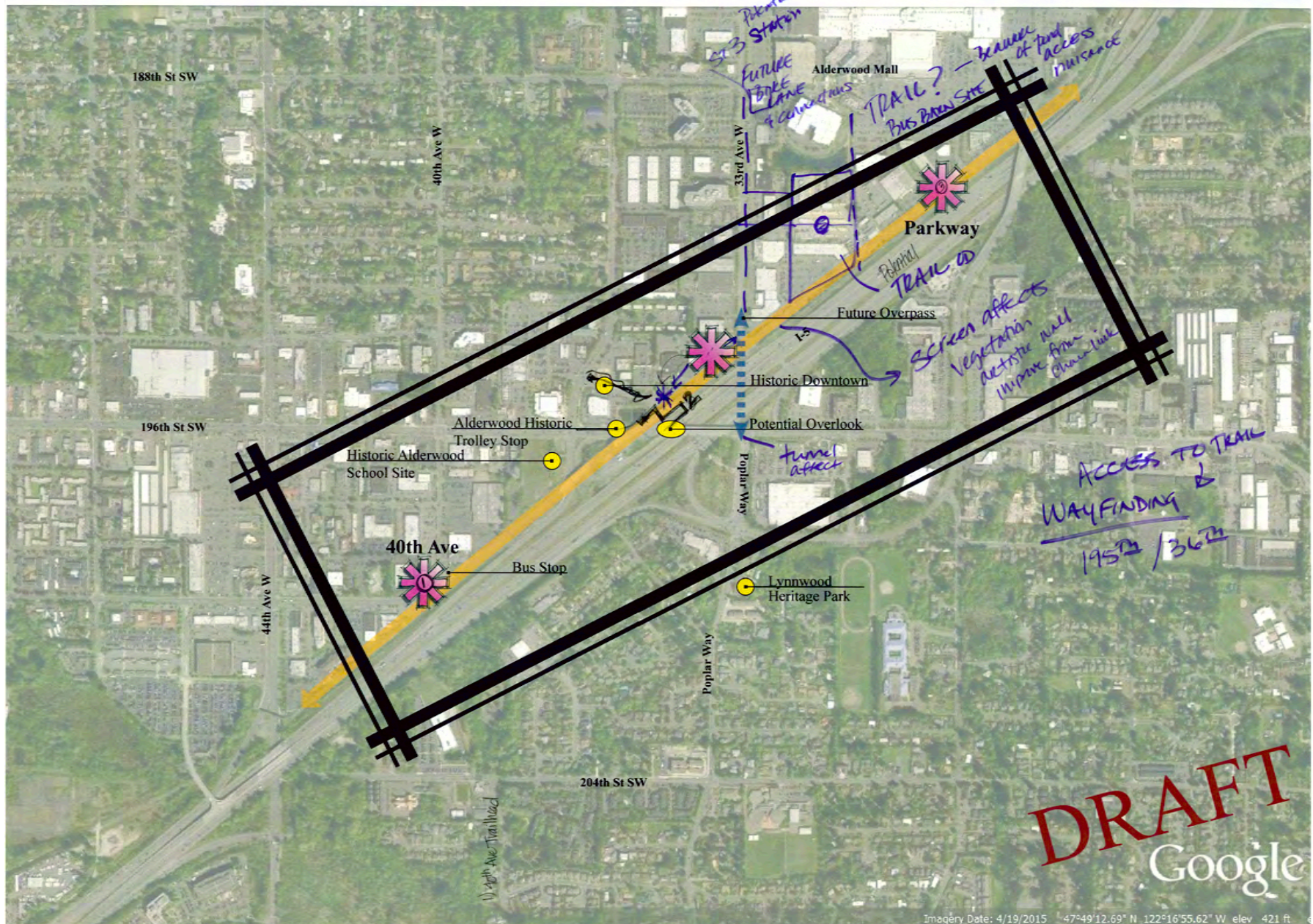
A. NATURAL Section



Lynnwood Interurban Trail Master Plan

8/3/2016 LYNNWOOD WASHINGTON





Lynnwood Interurban Trail Master Plan

