

Multimodal Accessibility Analysis for the Lynnwood Transit Center

WSDOT is requesting CONSULTANT services to assist in using SHRP2 products to produce a multimodal mobility plan for the Lynnwood Transit Center, a future light rail station.

The Performance Measurement (<https://fhwaapps.fhwa.dot.gov/planworks/Application/Show/3>) and Greenhouse Gas Emissions (<https://fhwaapps.fhwa.dot.gov/planworks/Application/Show/15>) SHRP2 products will be used to identify options to improve auto, transit, bicycle and pedestrian accessibility to the Lynnwood Transit Center, reduce growing travel demand on I-5, and reduce transportation-related greenhouse gas emissions.

The planning effort will build off previous plans, analyses and initiatives including: the [Lynnwood Link Extension Final Environmental Impact Statement](#) completed in 2015, the [Lynnwood City Center Streetscape Plan](#) completed in 2014, the [Lynnwood City Center Gateway Concept](#) completed in 2014, the Puget Sound Regional Council's [Growing Transit Communities](#), and the [Non-Motorized Connectivity Study](#).

The CONSULTANT will work with stakeholders to:

1. Produce a Multimodal Accessibility Plan

- Refine the scope of the collaborative planning effort to:
 - Improve auto, bus, pedestrian, and bike access to the future light rail station at the Lynnwood Transit Center, reduce growing travel demand on I-5, and reduce transportation-related greenhouse gas emissions;
 - Identify multimodal improvements to connect the Lynnwood City Center, Transit Center, and the Interurban Regional Trail;
 - Support the City Center street grid and traffic movement to facilitate a dense and walkable urban center;
 - Leverage WSDOT assets to further transit oriented development at the existing transit center;
 - Identify barriers to safe, efficient, multimodal travel, with consideration for people with special needs and economically disadvantaged populations; and
 - Enhance the community and environment and improve the resiliency of critical transportation facilities.
- Define performance objectives, measures and targets.
- Identify opportunities and constraints.
- Collect baseline data and information, including a summary of relevant roadway, traffic and safety characteristics on streets and intersections proximate to the station.
- Develop and apply a decision-making process to consider tradeoffs between performance objectives.
- Identify and evaluate strategies that optimize performance across selected objectives.

- Document all stakeholder engagement to satisfy requirements of 23CFR §§ 450.212 or 450.318 for the purpose of linking planning and the National Environmental Policy Act.
- Develop an implementation plan for recommended strategies, including next steps if appropriate for project delivery.

2. Present Recommendations to WSDOT

The CONSULTANT will document the multimodal accessibility analysis as a case study and present recommendations to WSDOT's Least Cost Planning Work Group to help WSDOT answer the following questions:

- What performance measures are appropriate to identify and evaluate multimodal strategies for improving accessibility on a highway corridor and how do they connect to regional performance measures?
- What types of performance measurements and tools will best support an analysis of greenhouse gas emissions in a corridor?
- Does WSDOT have access to the data required for selected performance measures and tools?
- Is an accessibility analysis an effective tool for identifying and evaluating multimodal strategies for improving capacity on a highway corridor?
- Can WSDOT integrate the [SHRP2 Performance Measure Framework](#) into its planning process, or what additional information or changes would be required to be useful to WSDOT planners and engineers?
- What are the factors to consider when determining to what extent WSDOT should consider greenhouse gas emissions in corridor plans?
- How should WSDOT share information about greenhouse gas emissions with the public and other stakeholders?
- How should the outcomes of a planning-level greenhouse gas emission evaluation be included in the decision-making process?
- How does a greenhouse gas emission analysis affect the outcomes of a planning process?
- Can WSDOT integrate the [SHRP2 Greenhouse Gas Emissions Framework](#) into WSDOT's planning process, or what additional information or changes would be required to be useful to our planners and engineers?

Expected Deliverables:

1. Technical Memos Recommending:

- Community/Stakeholder Engagement Approach;
- Performance Objectives, Measures and Targets;
- Analysis Methods and Data Resources; and
- Strategies to Address Performance Objectives.

2. Final Multimodal Accessibility Plan Documenting:
 - Analysis of Performance Gaps and Tradeoffs;
 - Evaluation of Potential Strategies to Address Performance Gaps;
 - Decisions and Analyses Transferable to the Environmental Process; and
 - Implementation Plan for Preferred Strategies.

3. WSDOT Recommendations Including:
 - Multimodal Accessibility Planning Process Case Study; and
 - Presentation of Recommendations.

Schedule:

The CONSULTANT must complete the work by October 31, 2016.