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About Snotrac

The Snohomish County Transportation Coalition (Snotrac) coordinates existing transportation services and information, expands transportation options, brings assets to the region, and is a voice on transportation issues for people with transportation challenges.

Mission

Snotrac connects people and communities in Snohomish County and beyond with safe, equitable and accessible transportation.

Vision

By 2050, all people in Snohomish County — no matter their abilities or backgrounds — are able to easily access social, health, and economic services with a well-coordinated network of transportation services connecting all communities throughout the region.

Purpose

Snotrac advocates for improvement in transportation service and solutions through community engagement, coordination of resources, and strategic partnerships.
Values

We believe transportation is a fundamental need for all people.

How we show up in the community

• Collaborative
• Inclusive
• Intentional
• Just
• Representative
• Innovative
• Ambitious
• Pragmatic
• Unifying

How we work together

• Organized and Simple
• Transparent
• Ethical
• Empowered
• Committed
• Dedicated

Non-negotiable conditions

All decisions, strategies and actions that we make together in regards to transportation services will be:

• Rider-centered
  - Reliable
  - Accessible
  - Safe
  - User friendly
  - Affordable
• Efficient
  - Fiscally responsible with public funds
  - Dollars are maximized for mobility

Financial Supporters

• Everett Transit
• Community Transit
• Homage Senior Services
• Stillaguamish Tribe
• Workforce Snohomish (fiscal agent)

Executive Committee

• Tom Hingson (Chair)
  Everett Transit
• Roland Behee
  Community Transit
• Justin Bergener
  Medstar Transportation
• Mary Jane Brell Vujovic
  Snohomish County Human Services
• Susan Carter
  Hopelink
• Tom Dietz
  Stillaguamish Tribe of Indians
• Adrienne Fraley-Monillas
  Edmonds City Council
• Stephen McGraw, Homage Senior Services
• Stephanie Novacek
  Snohomish County Area Agency on Aging
• Julie Vess
  Stanwood Community & Senior Center,
• Open Seats
  - Snohomish County Council
  - Community Member

Staff

• Brock Howell, Executive Director
  (Apr. 2020-Present)
Organizational History

The State Legislature created the Agency Council on Coordinated Transportation (ACCT) in response to a statewide mandate in the 1998 legislative session. Its goal was to create a structure providing communication across organizational boundaries and to facilitate coordinated special needs transportation systems through collaborative state and community processes. The Snohomish County Department of Human Services received the first grant from the ACCT to provide funding for improving coordinated transportation throughout Snohomish County. The committee consisted of 4-6 members.

The acronym Snotrac (Snohomish County Transportation Coalition) was adopted in 1999. In 2001, a consultant was hired to find ways to spend accumulated grant funds (over $35K) and to facilitate ongoing planning for the fledgling coalition. The first organizational plan (2003-5) identified needs for a website and referral line, hiring of a mobility manager and several other small projects. The committee grew to over 20 members.

In 2005, grant monies were allocated to launch the Information and Referral Line (prototype of the 211 Network) staffed by Volunteers of America. In addition, VOA hired the first mobility manager and was able to grow the 211 network.

By 2009, three new projects were launched and a new fiscal manager, Homage Sr. Services (nee-Sr. Services of Snohomish County), managed grant funds. Pay Your Pal, a volunteer driver program allowing reimbursement for mileage travelled was created to fill the gap when para transit was unavailable; Ride Around the Sound, providing a travel-training program providing trip planning and monthly excursions for seniors and others via transit. Its goal was to familiarize riders with the major transit providers and encouraging greater mobility and accessibility. In addition, the Transportation Assistance (TAP) program began. Using additional federal funding, the program purchased accessible buses that provide door-to-door service outside of the ¾-mile para transit boundary, filling the gap for those needing non-emergency medical transportation.

Today, Snotrac includes four grant sponsors (Everett Transit, Community Transit, the Stillaguamish Tribe of Indians, and Homage Senior Services) who support the coalition with the 20% matching funds required by the Federal Transit Administration for Section 5310 grant funds.

It also encompasses a growing group of more than 25 partner agencies and organizations who serve vulnerable populations as well as underserved areas in Snohomish County and including business, education and elected officials.

This 2021-2025 Strategic Plan gives us direction for the next four years.

Many of our partner organizations have managed the fiscal agency for Snotrac staff position and coalition work:

- 1999 Snohomish County Public Works
- 1999-2005 Snohomish County Human Services
- 2005 Stillaguamish Tribe of Indians
- 2005-2009 Volunteers of America
- 2009-2017 Homage Senior Services
- 2017-2019 Everett Transit
- 2019-Present Workforce Snohomish
Background: Demographics
A Growing County

Over the last 30 years, Snohomish County’s population has grown by grown by 364,872 to 830,500 people. That’s an increase of 78% over the 1990 population level.

The regional plan — Vision 2050 — to be adopted in November 2020 by the Puget Sound Regional Council’s General Assembly, Vision 2050 targets Snohomish County to grow by another 424,000 people over the 2017 population (382,900 people over 2020 level), to bring the total county population to more than 1.2 million people. That’s an increase of 46% over today’s population level.

The growth put new pressures on the ability to build communities in a manner that supports all people — no matter their race, national origin, sex, gender, age, physical ability, wealth, veteran status — to thrive economically and socially.

Automobile traffic and congestion have increased. For example, the percentage commuters who spent more than an hour traveling increased from 10 to 15% from 2010 to 2017, according to the American Communities Survey. This came on the heals of hundreds of millions of dollars spent on roadway expansion projects funded by the 2003 “Nickel” Package and 2005 Transportation Partnership Program that spent $11 million on projects statewide.

Transit agencies have struggled through recessions but were able to expand service with voter-approved ballot measures to increase tax revenues for Everett Transit, Community Transit, and Sound Transit. Voters passed the ballot measure to create Sound Transit in 1996 and the agency began serving Snohomish County with express bus and commuter rail in 1999.

Despite some land use planning efforts to direct growth toward areas with higher levels of transit service, most development has been more rural, exurban, and suburban in pattern than experienced in King County to the south.

Snapshot

- Median Household Income: $83,501
- Gross County Product: $43.5 Billion
- Employed
  - as of Aug. 2019: 428,834
  - as of Aug. 2020: 406,579
- Unemployment
  - as of Aug. 2019: 3%
  - as of Aug. 2020: 8.4%
  - Median home sale price is a 14.7% increase year-over-year.
- Real Estate Vacancy Rates (2020 Q2):
  - Office: 5.6%
  - Industrial: 3.1%
  - Retail: 3.8%
  - Vacancy rates for industrial & retail are lower in 2020 than 2019.
- On-time H.S. Graduation Rate
  - 2017-2018 86.6%
  - 2018-2019 80.5%
  - California: 23.6%
  - Oregon: 5.3%
  - Texas: 4.7%
  - Florida: 6.2%
  - Idaho: 1.6%
  - Other States: 51.9%
  - International: 6.6%

Snapshot data is from Economic Alliance Snohomish County’s “Economic Indicators” dashboard PDF, accessed Sept. 29, 2020.
Age, Disability, & Veterans

Snohomish County’s population is aging quicker than the state as a whole.

The Washington State Office of Financial Management estimates the number of people who are age 65 or older is currently 14.87% and will rise to 22.28% by 2040.

The percentage of people over age 60 who live in rural cities of Darrington, Gold Bar, Granite Falls, Index, Stanwood, and Sultan is nearly the same as the percentage countywide (approximately 18%), according to Snohomish County’s 2020-2023 Area Plan on Aging. This aging population in rural settings presents unique challenges for ensuring these individuals receive quality care and have easy access to basic needs without mobility challenges.

Population Distribution by Age, 2020 v. 2040

<table>
<thead>
<tr>
<th>Age Group</th>
<th>2020</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4</td>
<td>-20,000</td>
<td>0</td>
</tr>
<tr>
<td>5-9</td>
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<td>20,000</td>
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<tr>
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<td>15-19</td>
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<td>25-29</td>
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<td>35-39</td>
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<td>40-44</td>
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<td>65-69</td>
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<td>75-79</td>
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<tr>
<td>80-84</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>85+</td>
<td>0</td>
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</tr>
</tbody>
</table>

Snohomish County’s 2020-2023 Area Plan on Aging. This aging population in rural settings presents unique challenges for ensuring these individuals receive quality care and have easy access to basic needs without mobility challenges.

Snapshot

Age 60+

- 13.0% are minorities.
- 54.1% are female
- 45.9% are male

Disabilities:

- 8.2% of people under age 65 have a disability, whether cognitive, sight, auditory, or ambulatory.

Veterans:

- 6.4% of people under age 65 are veterans.
- 18.7% of people age 60+ are veterans.

The above data is a mix of 1-year and 5-year averages for 2017, 2018 from the American Community Survey.
Racial & Ethnic Demographics

The Tulalip, Stillaguamish, Sauk-Suiattle, Skykomish, and Snohomish peoples called home to the geopolitical area now named Snohomish County.

During World War II, a large number of Black Americans moved to Everett for manufacturing jobs as part of the war effort.

Today, the population is largely White, with growing numbers of people with ancestry from Central America and Asia.

Snohomish County will be "majority minority" by the year 2045, according to the National Equity Atlas, a project of PolicyLink and the USC Equity Research Institute.

Percent of Residents in Census Tracts who are People of Color

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>White alone</td>
<td>68.1%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>10.6%</td>
</tr>
<tr>
<td>2 or More Races</td>
<td>4.8%</td>
</tr>
<tr>
<td>Native Hawaiian &amp; Pacific Islander</td>
<td>0.7%</td>
</tr>
<tr>
<td>Asian</td>
<td>12.0%</td>
</tr>
<tr>
<td>American Indian &amp; Alaska Native</td>
<td>1.6%</td>
</tr>
<tr>
<td>Black</td>
<td>3.7%</td>
</tr>
</tbody>
</table>

Map: Wash. Environmental Health Disparities
Map: Wash. St. Dept. of Health
Racial Distribution

The Weldon Cooper Center for Public Service at the University of Virginia mapped the residence and race of every U.S. resident, as reported through the 2010 census. This "Racial Dot Map" provides a clear visual for the geographic distribution of Snohomish County residents.

The maps show not just segregation of White and non-White neighbors, but in some cases separation of Latino/Hispanic residents from Asian residents.
Besides English, Spanish is the most common language to be spoken in Snohomish County (6.7%), followed by Korean (1.5%), Vietnamese (1.5%), and Russian (1.4%). In total, languages other than English are spoken in households of 20.6% of county residents, according to 2018 American Community Survey data.

The map below illustrates the percent of residents within a census tract who have limited English proficiency. In some tracts, the percent is higher than 25%.
**Income & Poverty**

The median household income in Snohomish County was $83,501, according to the American Community Survey.

More than 161,000 Snohomish County residents (21%) live below 200% of the federal poverty level, which is an annual income of $24,980 for an individual. A single adult living in Snohomish County requires an estimated annual income of $29,689 (or $14.06 hourly) in order to meet basic needs, including housing, food, healthcare, and transportation. A single parent with one preschool aged child requires an estimated annual income of $56,065. (Snohomish County Special Needs Assessment, 2019)

The bottom-left map is a heat map of households at or below 185% of the federal poverty level, and the bottom-right map is a heat map of childhood poverty.

In some parts of Everett and Marysville, more than half the residents live below the 185% of poverty level. By contrast, in Edmonds, fewer than 15% of the residents live below the 185% of poverty level.

Where childhood under the age of 18 who experience poverty live close tracks the geographic distribution of household poverty. The highest concentration is along Casino Road and SR-99 in South Everett where 40-55% of the children may experience poverty worse than the federal standard.

Overall, 8.8% of Snohomish County residents live below the federal poverty line.
Countywide, 66.8% of housing units are owner-occupied, according to the American Community Survey (2018). Areas with high percentages of rental units are along the SR-99 and I-5 Corridors from Downtown Marysville to King County.

Educational attainment is a key determinant for economic success. The lowest rates for earning a high school diploma are along the I-5 and SR-99 corridor from Marysville to Lynnwood.

Unlike most other issues, the geographic distribution of unemployment has less of a consistent pattern and does not closely follow the SR-99 and I-5 corridors to the same extent. Parts of Everett, the Tulalip lands, Smokey Point, and east Snohomish County are the most affected. Data is pre-COVID-19 pandemic.

Although earning a high school education is relatively strong in North and East Snohomish County of the Snohomish River, a significant number of people start but do not finish college in these more rural areas.
Percentage of Snohomish County Residents by Demographic at or below 100% of the Federal Poverty Line
Household Expenses

Housing and transportation are two of the most costly household expenses, especially for lower income households.

By federal policy, housing is considered affordable when it is no more than 30% of household income. The Center for Neighborhood Technology (CNT) has added to this analysis by adding in transportation costs and mapping the affordability across all census tracts. CNT uses establishes an affordability threshold of 45% of household income for the combined cost of housing and transportation.

The average cost of owning a car was $10,742 annually, according to the U.S. Department of Labor for 2019. As a result, the most affordable places to live in Snohomish County are those with lower car ownership rates and greater access to transit — Downtown Everett and along the SR-99 and I-5 corridors.
Health

How people move affects their physical health.

Engaging in active transportation such as bicycling or walking, whether for recreation or to get to school, work, or somewhere else, can improve the cardiovascular system and reduce the risk of diseases such as diabetes.

Transportation can also have a negative affect on physical health. Pollution from vehicles can affect respiratory systems and cause cancer.

Two indicators of physical health are body mass index (BMI) and cardiovascular disease.

To map per capita BMI the Washington State Department of Health used height and weight data from drivers' licenses. Youth ages 16-19 are represented in the bottom-left map and adults ages 20+ are represented in the bottom-right map.

The worst health outcomes in Snohomish County are largely experienced in more rural areas, on the Tulalip lands, and areas with high levels of poverty.
Background:
Land Use Patterns, Transportation Infrastructure, Commute Patterns, and Related Issues
Land Use Patterns

By acre, most of Snohomish County is forest, farmland, or rural. Within the urbanized areas, the vast majority is detached single-unit residential development, often taking the form of what land use planners describe as “sprawl” — low density development that requires an automobile to get to and from home. The commercial spaces are also largely designed to prioritize mobility by automobile with large parking lots.

Whether it’s a budget for calories, fuel, time, or employee hours, great distances with few destinations is a major challenge for walking, biking, and fixed-route transit. For people with physical disabilities, these challenges are even more acute.

Compact development connected to other areas by fixed-route transit helps support active lifestyles, supports people aging in place, and increases property values to make providing public services more financially sustainable.

Downtown Everett has the smallest block sizes and greatest residential and commercial densities. Downtown Marysville, certain areas along SR-99, and Downtown Edmonds also have decent levels of density.
Urban Growth Area

The Washington State Growth Management Act requires counties to establish urban growth areas (UGAs) within which population and employment growth are to be encouraged and outside of which development. This framework aims to protect farms and forests, preserve rural lifestyles, and better provide public services more efficiently with a higher quality of life within urban settings.

Counties must make good faith efforts to direct population growth. To measure progress, population targets are set at regional, county, and city levels. Currently Snohomish County is tasked with

The region’s land use plan (“Vision”) and Snohomish County’s comprehensive plan are discussed at greater length later in this document.

Snohomish County Urban Growth Areas
Recent Growth Trends

The map below, produced as part of Community Transit’s Travel Demand Market Evaluation Report (Feb. 2020), depicts new residential development since 2010.

Population growth has exceeded the County’s target by 25%. Nearly half of the new housing has been built in the County’s unincorporated portion of the UGA, especially in southwest Snohomish County near Lynnwood, Mill Creek, and Bothell.

A significant portion (10%) has also been built in the unincorporated rural and resource land areas, surpassing the County’s desired level. The County will be challenged to directing development away from rural areas and into existing cities.
County-Designated Arterial Roads

Map depicts Snohomish County’s arterial road network, as adopted in the Snohomish County Comprehensive Plan (Nov. 29, 2018).
Traffic Volume

Demand-Response Transit

Map depicts demand-response transportation services provided by public transit agencies, tribes, senior centers, and other organizations.
Top Transit Corridors for Ridership

Community Transit Travel Demand Market Evaluation Report
(Feb. 2020)

Map depicts the ten highest transit ridership corridors within
Community Transit’s service area.
Map depicts the transit mode share split for the highest transit ridership corridors within Community Transit and Sound Transit’s overlapping service areas.
Transit System Performance

The “AllTransit Performance Score,” a transit performance index created by the Center for Neighborhood Technology (CNT), measures transit systems’ connectivity, access to land area and jobs, and frequency of service on a 1-10 scale (10=best, indicated in darker shades).

In Snohomish County, 5.2% of households live in an area with high connectivity (rated 7.5 or higher), while 34.4% of households live in an area with very low connectivity (rated less than 2.5).

![CNT All Transit Performance Score Map](image)

- Rating of 0: 11.2%
- Rating of 0-2.5: 23.2%
- Rating of 2.5-5: 31.40%
- Rating of 5-7.5: 29.1%
- Rating of 7.5+: 5.2%
Getting to Work

While Seattle and King County have seen significant reductions in the amount of driving alone to work, single-occupancy vehicle (SOV) driving has stagnated in Snohomish County around 72-76% over the last decade with no significant changes to the amount of carpooling, transit ridership, walking, or bicycling to work (measured as a percentage of overall commuting), according to the latest American Community Survey data.

The Center for Neighborhood Technology has modeled transit ridership by census tract and the number of jobs accessible within a 30 minute transit ride. As indicated in the map in the bottom right, the low transit commute share is likely due in large part to how few households have access to jobs within a 30 minute transit ride (high access to jobs indicated in darker brown colors).

As can be seen in bottom-left map, areas with high access to jobs by transit have higher transit ridership (higher transit ridership indicated by lighter brown colors).
Driving Rates and Impact

Downtown Everett has among the lowest drive alone commute rate in the state (near or below 50%) while parts of Lake Stevens, Marysville, and Stanwood are among the highest (above 80%), as shown in the top-right map (dark blue indicates low SOV commuting, dark red indicates high SOV commuting).

As shown in the other maps created by the Center for Neighborhood Technology, the higher SOV driving results in a higher number of vehicle miles traveled and greenhouse gas emissions per household.

Unsurprisingly, areas with higher driving rates also own more cars per household.
Despite having the lowest driving rates, Downtown Everett and communities in the southeast portion of the county along the I-5 corridor are the most impacted by bad air quality caused by heavy roadway traffic.

Communities along the I-5 corridor from Everett to the King County boarder are the most densely populated. Nitrous oxides emitted from diesel vehicles and other small particulate matter from other vehicle emissions likely contribute to higher rates of asthma and cardiovascular diseases for these populations.
Traffic Violence in Snohomish County

From 2014-2018, an average of 35,784 lost their life due to a roadway traffic crash, according to the National Highway Traffic Safety Administration. Approximately 34 percent of those who died were outside of a vehicle, such as on a motorcycle or bike or walking.

According to the Snohomish Health District’s Community Health Assessment (PDF), 424 people were hospitalized as a result of a traffic crash in 2018, a rate of 50.7 people per 100,000.

Trends for Snohomish County Traffic Fatalities, 2015-2019

Data from WSTSC online dashboard

Impairments for Traffic Incidents Resulting in Fatalities

Traffic Fatality Rate

Deaths by Age

Fatalities by Mode of Travel
Traffic Crashes Resulting in Fatality or Serious Injury Per Capita

Bicycle Network

Map produced by Community Transit
Bicycle Heat Map
Heat map of where people bike the most
(Strava Metro)
Background:
Special Needs Transportation Services Inventory
Section Introduction

As a mobility management coalition, Snotrac is most focused on improving transportation for people with special needs. This section highlights the specific transportation services provided for people with special needs.

*This section may be updated in the future with additional information.*
<table>
<thead>
<tr>
<th>Description</th>
<th>Fixed-Route Transit Agencies</th>
<th>Community-Provided Door-to-Door and Demand Response Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>In addition to fixed-route service connecting many communities in Snohomish County, contracts with Transdev to operate paratransit service (&quot;DART&quot;) for areas within 3/4 mile of its non-commuter, all-day service fixed routes.</td>
<td>In addition to fixed-route service, provides paratransit to qualifying individuals on Camano &amp; Whidbey Island.</td>
<td>Provides transportation services to areas of the Tulalip Tribes Reservation.</td>
</tr>
<tr>
<td>Provides paratransit to qualifying individuals on Camano &amp; Whidbey Island.</td>
<td>Provides transportation services for individuals, families, and the Sillagunishamish Community.</td>
<td>Manages three transportation programs: Pay Your Pa!, the Transportation Assistance Program (&quot;TAP&quot;), and Ethic.</td>
</tr>
<tr>
<td>Provides paratransit to qualifying individuals on Camano &amp; Whidbey Island.</td>
<td>Provides transportation services to areas of the Tulalip Tribes Reservation.</td>
<td>Senior &amp; Community Centers</td>
</tr>
<tr>
<td>Provides paratransit to qualifying individuals on Camano &amp; Whidbey Island.</td>
<td>Provides transportation services for individuals, families, and the Sillagunishamish Community.</td>
<td>Includes special event trips (volunteer drivers). Also contracts with Hopelink to provide additional service for Medicaid-eligible trips.</td>
</tr>
<tr>
<td>Provides paratransit to qualifying individuals on Camano &amp; Whidbey Island.</td>
<td>Provides transportation services for individuals, families, and the Sillagunishamish Community.</td>
<td>Provides wheelchair accessible transportation to connect seniors (55+) in Stanwood to appointments (paid drivers), and organizes special event trips (volunteer drivers).</td>
</tr>
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</tr>
</tbody>
</table>
Background:
Community Desire and Transportation Needs Assessments
**Section Introduction**

Several recent surveys and studies provide an understanding of people’s perspectives of and needs for transportation in Snohomish County. This section provides selected results from:

- Snotrac’s 2019 Transportation Needs Assessment
- North County Transportation Coalition (NCTC)’s 2020 Community Survey
- Snohomish County’s 2019 Low Income Community Needs Assessment
- Council on Aging’s 2019 Survey
- Community Transit’s Travel Demand Market Evaluation
- Community Transit’s Lynnwood Pilot Project Survey

**Snotrac 2019 Transportation Needs Assessment Survey**

In 2018-2019, Snotrac contracted with Northwest Research Group to conduct a survey to identify transportation needs in Snohomish County. Using a randomized addressing approach, 524 people were surveyed, and results were weighted to match representation from areas that are well-served and under-served by transit.

Of the Snohomish County residents surveyed, the assessment found:

- People in areas underserved by fixed-route transit were 3.5x more likely to have missed work in the last 30 days due to transportation issues.
- People who are transit-dependent took nearly 3x fewer discretionary (non-commute) trips in the last week.
- People who are transit-dependent are 3x more likely to have ridden transit within the last 30 days than people who are transportation independent.

These findings reinforce the need to improve transportation options for people with disabilities and who are in more rural settings throughout the county.
The Snotrac 2019 Transportation Needs Assessment Survey considered why people did not ride fixed-route transit.

Findings included:

- People in areas served by fixed-route transit were much more likely to consider using transit in the future. Only 10 percent of people in served areas said they would never use transit whereas 24 percent of people in underserved areas said they would never consider it.
- Top considerations for why people did not use fixed-route transit all related to the service level: time of travel, distance to get to the stop, the service not going where the person wants to go, the frequency, the availability of the service when it is needed, and transfer issues.
- For areas underserved by fixed-route transit, a major consideration for why people didn’t ride transit was the lack of any service.
- People with disabilities had unique challenges to riding fixed-route transit compared to the general population, including difficulty getting on and off buses, the lack of seating or shelters at stops, the cost to ride a bus, and concerns about physical safety at stops.

These findings highlight the need to continue to find ways to expand transportation services to more areas and improve fixed-route transit service within currently served areas.

In addition, capital investments to improve buses and stops are important to ensuring all people no matter their physical ability are able to use the transit systems safely and comfortably.
NCTC 2020 Community Survey

Snotrac has helped lead a collaborative effort to identify mobility gaps and solutions for the Camano Island and North Snohomish County area over the last two years.

Under the banner “North Counties Transportation Coalition,” the Camano Center, Community Resource Center of Stanwood-Camano, Community Transit, Island Regional Transportation Planning Organization, Stanwood Community & Senior Center, Stillaguamish Tribe, and others have met regularly. On behalf of the coalition, the Stanwood Community & Senior Center secured a grant to further study the potential for a mobility project to fill transportation gaps within the geographic area.

The coalition contracted with Triangle Associates who conducted a community survey of 335 residents, primarily seniors within the geographic area of Camano and Stanwood during July-August 2020, to identify their transportation needs.

A large percentage of the respondents lived on Camano Island. Among people who were most likely to use a transit service, their top destination was Stanwood. Respondents reported their top places they wanted to go were grocery stores, medical care, and retail.

In addition to having problems getting to locations much farther away, respondents also reported having difficulties getting to Stanwood, Smokey Point, Arlington, and Arlington.

Where potential transit riders go most frequently

Where potential transit riders want to go but have difficulties getting to
The North Counties Transportation Coalition Community Survey also asked people whether they experienced any barriers in getting where they need to go. More than three-fifths of people stated they experienced transportation barriers. The survey then asked people to identify what those barriers are.

Many people said that their ability to carpool was limited by not knowing someone to carpool with. The high percentage of people indicating an openness to carpool if only they knew someone to ride with likely reflects a psychological bias to try a new transportation mode most similar to one a person currently uses — just a moderate step up from driving alone to driving with someone else.

The next top identified five transportation barriers all related to transit service being insufficient: not running frequently enough, not running when needed, needed transfers not connecting, not going to the desired destination, and taking too long. These responses indicate an overwhelming need to improve transit service, whether fixed-route or demand-service, in the Camano-Stanwood area.
Respondents to the North Counties Transportation Coalition Community Survey indicated a strong dissatisfaction with public transit service and walking and bicycling infrastructure.

Camano is rural in character and Stanwood is a significant distance from other major population centers in Snohomish County. Because of these attributes, public transit service levels are lower than in the more urbanized areas of the region. In addition, there are few sidewalks and bike lanes on Camano Island. For these reason, perhaps it is not surprising that more than 35 percent of respondents were dissatisfied with the transit service and more than 53 percent were dissatisfied with the walking and bicycling infrastructure.

However, given that people in rural areas may have a lower expectation for public transit service levels and the provision of bike lanes and sidewalks, these results also indicate that there is strong interest from residents to improve transit, walking, and biking in the Camano-Stanwood area.
The Snohomish County Human Services Department conducts periodic Low Income Community Needs Assessments (CNAs) to better understand the needs of low-income households and inform poverty reduction efforts and resiliency in Snohomish County. In 2019, the CNA surveyed 1,145 low-income households.

The 2019 CNA asked a handful of questions relating to transportation. Forty-seven percent of respondents reported transportation as "extremely important" (the seventh highest response), and 27 percent reported transportation as a service that is "very hard to get" (the sixth highest response).

With these two questions cross-referenced together, the 2019 CNA found transportation to be one of seven issues or services to be rated as both important but scarce. This reflects that low-income residents in Snohomish County believe transportation remains one of the most pressing concerns.

### Proportion of low-income respondents who rated service categories as extremely important

<table>
<thead>
<tr>
<th>Service Category</th>
<th>Percents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>76</td>
</tr>
<tr>
<td>Medical care</td>
<td>67</td>
</tr>
<tr>
<td>Dental care</td>
<td>67</td>
</tr>
<tr>
<td>Food</td>
<td>64</td>
</tr>
<tr>
<td>Help getting benefits</td>
<td>59</td>
</tr>
<tr>
<td>Help with utilities</td>
<td>53</td>
</tr>
<tr>
<td>Transportation</td>
<td>47</td>
</tr>
<tr>
<td>Mental health</td>
<td>46</td>
</tr>
<tr>
<td>Disabilities</td>
<td>43</td>
</tr>
<tr>
<td>Seniors</td>
<td>41</td>
</tr>
<tr>
<td>Basic education</td>
<td>37</td>
</tr>
<tr>
<td>Help finding a job</td>
<td>37</td>
</tr>
<tr>
<td>Legal help</td>
<td>35</td>
</tr>
<tr>
<td>Basic finance</td>
<td>35</td>
</tr>
<tr>
<td>Childcare</td>
<td>32</td>
</tr>
<tr>
<td>Job training</td>
<td>32</td>
</tr>
<tr>
<td>Preschool</td>
<td>30</td>
</tr>
<tr>
<td>Birth to age 3</td>
<td>25</td>
</tr>
<tr>
<td>Drug/alcohol</td>
<td>25</td>
</tr>
<tr>
<td>Domestic violence</td>
<td>24</td>
</tr>
</tbody>
</table>

### Proportion of low-income respondents who rated service categories as very hard to get

<table>
<thead>
<tr>
<th>Service Category</th>
<th>Percents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>46</td>
</tr>
<tr>
<td>Legal help</td>
<td>35</td>
</tr>
<tr>
<td>Dental care</td>
<td>34</td>
</tr>
<tr>
<td>Help with utilities</td>
<td>30</td>
</tr>
<tr>
<td>Disabilities</td>
<td>27</td>
</tr>
<tr>
<td>Transportation</td>
<td>27</td>
</tr>
<tr>
<td>Childcare</td>
<td>24</td>
</tr>
<tr>
<td>Mental health</td>
<td>24</td>
</tr>
<tr>
<td>Help getting benefits</td>
<td>24</td>
</tr>
<tr>
<td>Seniors</td>
<td>24</td>
</tr>
<tr>
<td>Help finding a job</td>
<td>23</td>
</tr>
<tr>
<td>Help with basic finance</td>
<td>22</td>
</tr>
<tr>
<td>Job training</td>
<td>21</td>
</tr>
<tr>
<td>Medical care</td>
<td>21</td>
</tr>
<tr>
<td>Food</td>
<td>20</td>
</tr>
<tr>
<td>Domestic violence</td>
<td>18</td>
</tr>
<tr>
<td>Drug/alcohol</td>
<td>16</td>
</tr>
<tr>
<td>Preschool</td>
<td>14</td>
</tr>
<tr>
<td>Basic education</td>
<td>14</td>
</tr>
<tr>
<td>Birth to age 3</td>
<td>13</td>
</tr>
</tbody>
</table>
2019 CNA: Barriers to Services

Additional findings from the 2019 CNA included:

• 25% of respondents reported having difficulty accessing public services due to a lack of transportation. Transportation was the second highest reason behind computer access.

• 31% of people who had difficulty in getting or keeping a job reported that a lack of transportation was the primary reason. Transportation was the second highest reason behind physical or mental disability.

• Lack of transportation was a major reason for people not being able to access medical services. Transportation was the third highest reason for not accessing medical care & prescriptions and for not accessing drug & alcohol treatment & counseling.

The 2019 CNA also held four focus groups with target populations in Everett, Lynnwood, Monroe, and Stanwood. The CNA reported the following from the groups:

• Urban participants indicated bus passes were regularly available.

• Residents of more rural areas talked about how difficult it is to use public transportation. They have limited or infrequent bus routes that don't coincide with work or childcare schedules.

• Some Lynnwood participants wanted to ride the bus to Downtown Seattle but were uncomfortable riding the bus alone and unsure how to ride the bus. They expressed interest in a training.

Two pull quotes from the focus groups included:

• “Traveling to Smokey Point for counseling, it’s tough. We’ve had to miss appointments because we couldn’t afford the gas to be able to go. But I have no clue where to turn.”

• “It’s completely unpractical to leave Stanwood to go do something and then come back. It’s about an hour and a half bus ride. If you have to... Like I said, daycare gets out at 6:30. There’s no possible way for me to ride a bus from Skagit to here and be able to get my kids. In the morning, it’s the same problem. Daycare’s only open at 6:30.”

Do you or anyone in your household have difficulty accessing services for any of the following reasons?

- Don't have a computer: 31%
- Need transportation: 25%
- Don't have a phone or minutes: 12%
- Language barriers: 11%
- Other: 8%
- Don't have ID: 6%
- Citizenship/immigration status concerns: 5%

The percentages of respondents who said the lack of transportation was a reason why they didn't get to particular medical services

The CNA asked low-income residents who didn't receive medical care what the barrier(s) was. The biggest barriers were cost, lack of insurance, and fear or nervousness of the experience. Rating third or fourth on the list (sixth for dental), was “no transportation.”

Medical Care & Prescriptions: 29%
Dental Services: 21%
Mental Health: 34%
Drug & Alcohol Treatment Counseling: 38%
Council on Aging Survey

Snohomish County’s Council on Aging conducts a regular survey addressing the issues facing older adults. A survey of 2,138 people, 89.5 percent of whom were age 60 or older, was conducted between March 31 and June 30, 2019.

Transportation-related findings included:

• 24% of respondents said transportation was a top need.
• The top challenges for older adults to get around were: having to rely on others to get around (17.1%), not being able to afford the cost of a vehicle (14.7%), and not being comfortable/able to drive (12.8%).
• Transportation was a bigger problem for older adults in East Snohomish County.

Other transportation challenges for older adults that were identified included:

• Traveling at night
• Traveling long distances
• Not having enough accessible public transportation

<table>
<thead>
<tr>
<th>Top Needs of Older Adults</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access to health care</td>
<td>40.3%</td>
</tr>
<tr>
<td>Enough money to pay basic needs</td>
<td>37.4%</td>
</tr>
<tr>
<td>Housing</td>
<td>32.9%</td>
</tr>
<tr>
<td>Socialization</td>
<td>32.5%</td>
</tr>
<tr>
<td>Transportation</td>
<td>24.0%</td>
</tr>
<tr>
<td>Dental care</td>
<td>23.0%</td>
</tr>
<tr>
<td>Knowing whom or where to call when I have a problem</td>
<td>18.8%</td>
</tr>
<tr>
<td>Vision care and eye glasses/contacts</td>
<td>17.3%</td>
</tr>
<tr>
<td>Enough food</td>
<td>13.2%</td>
</tr>
<tr>
<td>Hearing aids</td>
<td>7.2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Top Transportation Challenges for Older Adults</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do not like having to rely on others for transportation</td>
<td>171%</td>
</tr>
<tr>
<td>Cannot afford gas, parking, insurance, and other costs associated with a car</td>
<td>14.7%</td>
</tr>
<tr>
<td>Not comfortable driving/cannot drive</td>
<td>12.8%</td>
</tr>
<tr>
<td>Not familiar with transportation services that are available</td>
<td>9.2%</td>
</tr>
<tr>
<td>No bus service in my area</td>
<td>8.0%</td>
</tr>
<tr>
<td>Do not have someone to drive me</td>
<td>5.7%</td>
</tr>
<tr>
<td>Do not know who to call for help</td>
<td>4.3%</td>
</tr>
</tbody>
</table>
**Community Transit Travel Demand Market Evaluation**

On behalf of Community Transit, Fehr & Peers conducted a detailed analysis of ridership and mode share capture throughout Community Transit’s service area, published in February 2020 as the “Community Transit Travel Demand Market Evaluation” report.

Based on its analysis, Fehr & Peers made several recommendations, listed below.

<table>
<thead>
<tr>
<th>Type of Opportunity</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Markets to Connect to Regional Transit</td>
<td>Create more direct east-west connections to future Link stations, particularly Lynnwood Transit Center which would benefit both Link and Stride.</td>
</tr>
<tr>
<td></td>
<td>Explore improvements for North Creek connection to BRT and/or Link light rail or a park &amp; ride.</td>
</tr>
<tr>
<td></td>
<td>Explore a park &amp; ride in the vicinity of SR 522 and Paradise Lake Road, including feeder routes to boost ridership, potentially by restructuring Route 424 service.</td>
</tr>
<tr>
<td>Fixed Route Expansion</td>
<td>Consider PTBA expansion in the Maltby/SR 9 corridor area.</td>
</tr>
<tr>
<td></td>
<td>Expand Stanwood-Marysville service with reconfigured Route 240.</td>
</tr>
<tr>
<td></td>
<td>Focus investments on higher density areas in the southwestern county and service gaps in the south county area such as North Road and Meadow Road.</td>
</tr>
<tr>
<td>Alternate Service Methods</td>
<td>Consider replacing Brier to Mountlake Terrace service (Route 111) with a ridehailing partnership.</td>
</tr>
<tr>
<td></td>
<td>If financial partnership with local businesses is feasible, consider autonomous shuttle service in Canyon Park. Autonomous shuttles may also be feasible at Paine Field and Boeing, if partners at those locations are able to share some of the costs.</td>
</tr>
<tr>
<td>Land Use Advocacy</td>
<td>Advocate for denser land use at strategic nodes along Route 116 west of SR 99 and east of SR 527, around Alderwood Mall, at the 164th/1-5 interchange, along the 128th and 132nd Street corridor from I-5 to SR 9, and within Snohomish, Lake Stevens, Arlington, and Marysville.</td>
</tr>
<tr>
<td></td>
<td>Advocate for denser land use at along Route 119 at 220th Street near SR 99, along 148th Street, and near Ash Way.</td>
</tr>
<tr>
<td></td>
<td>Advocate for denser land use along the Swift Green Line in Mill Creek and around Paine Field</td>
</tr>
<tr>
<td>Park &amp; Ride Connections</td>
<td>Increase feeder route frequency and improve directness and access into residential neighborhoods.</td>
</tr>
<tr>
<td></td>
<td>Advocate for improved access paths for pedestrians and bicycles.</td>
</tr>
<tr>
<td></td>
<td>Consider ridehailing partnerships at Mountlake Terrace and Ash Way park &amp; rides.</td>
</tr>
<tr>
<td>Transfer Improvements</td>
<td>Reallocate service hours from 400 and 800 series buses to increase span, frequency and coverage in dense areas in the southwestern county to provide all-day connections to Link and Swift.</td>
</tr>
<tr>
<td></td>
<td>Reconfigure Route 120 to travel along SR 527 before looping through Canyon Park to improve transfers to Swift Green Line and Stride BRT.</td>
</tr>
</tbody>
</table>
Lynnwood Pilot Project Survey

In 2019 on behalf of Community Transit, Triangle Associates conducted a survey of 863 people and a Spanish-language focus group to identify mobility gaps in Lynnwood. The purpose of this study was to inform a potential mobility project to improve transportation within the city and access to the Lynnwood Transit Center.

Key findings:

- Top destinations for where people wanted to go included the Lynnwood Transit Center and Alderwood Mall.
- People who lived outside of Lynnwood were more likely to want to go to Edmonds College.
- Three of the top five barriers to using a transportation mode other than driving alone related to the quality of the public transit service: bus trip duration, times of day that the bus runs, and where the bus goes.
- People of color were twice as likely to say a lack of knowledge of the transportation options was a barrier.
- People age 19-24 were most impacted by cost of transit.
- People were open to carpooling if they knew someone to ride with, and might bike or walk more if they felt safe.
- Nearly all people surveyed had some access to the internet or smartphone in order to plan a transportation trip.

Reasons why respondents ride transit

<table>
<thead>
<tr>
<th>Main form of transportation</th>
<th>28%</th>
</tr>
</thead>
<tbody>
<tr>
<td>To commute to work</td>
<td>46%</td>
</tr>
<tr>
<td>To avoid parking or traffic</td>
<td>45%</td>
</tr>
<tr>
<td>Special events like a game or concert</td>
<td>40%</td>
</tr>
<tr>
<td>Other</td>
<td>21%</td>
</tr>
</tbody>
</table>

Resources that people have to access transportation

- Internet: 93%
- Smartphone or device: 91%
- Valid driver’s license: 86%
- Personal car: 80%
- ORCA card (bus pass): 73%
- Rideshare/Ridehail app: 46%
- Bicycle: 43%
- Carpool app: 15%

Where people want to go in Lynnwood

Barriers to using transportation modes other than driving alone

- Physical mobility: 21%
- Use a smartphone: 13%
- Knowledge of options: 15%
- Hills in my area: 15%
- Working from home: 15%
- Safety: 18%
- Cost: 21%
- Knowledge of bus schedule: 23%
- Lack of bike lanes: 24%
- Discomfort riding with strangers: 26%
- Weather: 27%
- In case of emergency: 27%
- Need car during day: 27%
- Distance to walk: 28%
- Where the bus goes: 31%
- Feel safe biking or walking: 31%
- No one to share a ride with: 28%
- Bus trip duration: 28%
Background:
Existing Plans & Policies for the Future
Section Introduction

Many plans, policies, and investments will influence the future of transportation in Snohomish County. This section provides an overview of select plans, policies, and infrastructure investments, including:

- VISION 2050
- Regional Transportation Plan
- Light Rail Extensions
- Bus Rapid Transit Extensions
- Long-Term Future of Bus Systems
- Street Design Standards
- PSRC Coordinated Transit-Human Services Transportation Plan
VISION 2050

VISION 2050 is a regional plan adopted by the Puget Sound Regional Council General Assembly to serve as a framework for coordinating actions across jurisdictional boundaries to manage growth to achieve a shared vision of:

- increasing housing choices and affordability,
- providing opportunities for all,
- sustaining a strong economy,
- significantly reducing greenhouse gas emissions,
- keeping the region moving,
- restoring Puget Sound health,
- protecting a network of open space, and
- growing in centers and near transit.

VISION 2050 is implemented through its Multicounty Planning Policies, which includes nine sections: regional collaboration, Regional Growth Strategy, environment, climate change, development patterns, housing, economy, transportation, and public services.

The Regional Growth Strategy targets Snohomish County to grow by 424,000 residents and 225,000 workers by 2050.

VISION 2050 growth targets for Snohomish County cities and communities

Population and employment growth from 2017 baseline

Executive Board Recommendation

VISION 2050
A Plan for the Central Puget Sound Region

DRAFT – September 24, 2020

Puget Sound Regional Council
VISION 2050 prioritizes new development to occur near high-capacity transit stations and away from rural areas. By focusing growth near light rail, commuter rail, and bus rapid transit, the region’s increasing population can have a minimal impact on greenhouse gas emissions, on stormwater runoff, and on loss of resource lands. The transit-oriented development can also enable more people to live without a car, freeing up space within communities for more housing, jobs, retail, restaurants, and public services within biking and walking distances. As the region’s population ages, creating compact communities will be increasingly important.

As cities update their comprehensive plans as part of their update due in 2023, the cities will be expected to adopt new land use policies and other programs to implement the VISION 2050 priority of locating population and employment growth near transit.

Selection of VISION 2050 Multicounty Planning Policies Related to Transportation

MPP-DP-1 Develop high-quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

MPP-DP-3 Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.

MPP-DP-15 Design communities to provide safe and welcoming environments for walking and bicycling.

MPP-DP-17 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

MPP-DP-22 Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

MPP-DP-23 Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.

MPP-DP-31 Promote transit service to and from existing cities in rural areas.

MPP-DP-52 Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

MPP-DP-53 Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs — both in assessment and mitigation.

MPP-DP-54 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.

MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

MPP-T-2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

MPP-T-4 Improve the safety of the transportation system and, in the long term, achieve the state’s goal of zero deaths and serious injuries.

MPP-T-5 Develop a transportation system that minimizes negative impacts to, and promotes, human health.

MPP-T-6 Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.

MPP-T-7 Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system.

MPP-T-8 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-9 Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.

MPP-T-10 Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.

MPP-T-11 Design, construct, and operate a safe and convenient transportation system for all users while accommodating the movement of freight and goods, using best practices and context sensitive design strategies.
MPP-T-12 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-T-13 Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.

MPP-T-14 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

MPP-T-15 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

MPP-T-16 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-17 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections.

MPP-T-18 Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

MPP-T-19 Design transportation programs and projects to support local and regional growth centers and high-capacity transit station areas.

MPP-T-20 Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-21 Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-22 Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

MPP-T-23 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-24 Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

MPP-T-25 Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.

MPP-T-26 Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, efficiency, and mobility, and prepare for continuing growth in freight and goods movement.

MPP-T-27 Coordinate regional planning with rail line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

MPP-T-28 Promote coordinated planning and effective management to optimize the region’s aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.

MPP-T-29 Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.

MPP-T-30 Provide infrastructure sufficient to support widespread electrification of the transportation system.

MPP-T-31 Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.

MPP-T-32 Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.

MPP-T-33 Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.
Regional Transportation Plan

The Regional Transportation Plan, which is a required document by federal and state law for planning transportation infrastructure in the Central Puget Sound region, establishes three integrated strategies for addressing: (1) congestion and mobility, (2) the environment, and (3) transportation funding. Most importantly, it builds on VISION 2050 to help prioritize federal and state dollars to transportation projects in the region.

The plan also includes several mode-specific plans, including:

• Coordinated Transit-Human Services Transportation Plan
• Active Transportation Plan
• Regional Transportation Demand Management Action Plan
• Regional Capacity Projects List (see also the Regional Capacity Project Map)
• State Facilities Action Plan

The Regional Transportation Plan was last updated in 2018, and the plan will soon undergo a major update.
Lynnwood Link Extension

After the Northgate extension opens in 2021, Sound Transit will extend light rail to Lynnwood City Center. In addition to the new northern terminus at Lynnwood City Center, the 8.5 mile extension will connect four other stations, including Seattle NE 130th, Shoreline South/145th, Shoreline North/185th, and Mountlake Terrace. During peak hours, trains will run on 4-6 minute headways. Estimated travel time from Lynnwood to Downtown Seattle is 28 minutes, and from Mountlake Terrace to Downtown Bellevue is 48 minutes. Projected ridership is 47,000 – 55,000 daily riders by 2026.

Everett Link Extension

The 16.3-mile extension of light rail from Lynnwood to Everett is funded by the 2016 ST3 ballot measure. When Sound Transit opens the extension in 2036, six new stations will come on line. The Lynnwood City Center, SW Everett Industrial Center, SR 526/Evergreen Way, and Downtown Everett will be connected with 4-6 minute headways at peak hours. Estimated travel times from downtown Everett are 33 minutes to Lynnwood and 60 minutes to Downtown Seattle.

Realignment

The financial fallout of the COVID-19 Pandemic severely impacted transit agencies, including the collection of tax revenues to fund the projects promised by the ST3 ballot measure. As a result, the Sound Transit Board is evaluating cost-delaying and cost-saving measures that could affect the alignment, design, and timeline of ST3 projects, such as the Everett Link Extension.
**Stride**

In 2024, Sound Transit will enter into service three new Stride bus rapid transit routes: Lynnwood City Center to Bellevue, Bellevue to Burien, and Shoreline to Bothell.

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**Swift Orange Line**

Community Transit will open its third Swift bus rapid transit line in 2024, connecting Edmonds Community College, the Lynnwood City Center Light Rail Station, Alderwood Mall, Ash Way Park & Ride, and Mill Creek.

The Swift Orange Line will have buses every 10 minutes on weekdays, and fast boarding with three doors per bus, off-board payment, and real-time arrival reader boards. Fast boarding—Buses stop for about 10 seconds per station. Buses will have signal priority at key intersections and dedicated bypass lanes to keep the buses on schedule.

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**Future Swift Network**

In 2024, Community Transit will also extend the southern terminus of the Swift Blue Line to connect with the Shoreline North/185th Light Rail Station.

Community Transit is also planning additional potential Swift lines, including new routes from Everett Station to Smokey Point (variously called the “Red” or “Gold” line) and from Seaway Transit Center to Mill Creek (shown as gray on the map).

- Everett Transit
- Long Range Plan
- Transit Development Plan
- ReThink Transit
- North Counties Transportation Coalition
- I-5 Ramps
- WSDOT Projects
- Practical Design, etc.
- SR-2 Westbound
Long-Term Future of Bus Service


As its plan is now ten years old, Community Transit will be updating its plan in 2021. This will be an opportunity to continue to chart the course forward for its Swift lines, reorient routes to make connections to the future light rail lines, and to explore new first/last mile mobility options in both urban and rural settings. In addition, the new plan will be able to better reflect the financial situation of the agency in light of the COVID-19 pandemic.

While Everett Transit's plan was adopted more recently and with ambitious goals to significantly improve transit service, financial pressures and political conversations mean that its plan remains mostly aspirational. The City of Everett is currently in phase 2 of its Rethink Transit evaluation of whether to merge with Community Transit, contract services with Community Transit, or remain a stand-alone agency.

These options have different possible revenue scenarios, including the current sales tax rate of 0.06 cents per dollar or higher rates of 0.09 or 0.12 (the latter being Community Transit’s rate). An increase in the sales tax will likely necessitate a public vote in Everett, perhaps in 2022.

- Community Transit Long Range Transit Plan
- Everett Transit Long Range Transit Plan
Street Design Standards

The design and engineering of streets, roads, and highways has a profound impact on the safety and comfort of the people using the rights-of-way.

As required by their profession and state regulation, transportation engineers principally rely on three manuals for engineering streets: the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) of the Federal Highway Administration, the “A Policy on Geometric Design of Highways and Streets (known as the “Green Book”) by the American Association of State Highway and Transportation Officials (AASHTO), and the Transportation Engineering Manual by the Institute of Transportation Engineers (ITE). The Washington State Department of Transportation (WSDOT), publishes its own design manual.

Traditionally, the four design manuals have recommended engineering standards that prioritize the speed, throughput, and safety of drivers over the safety, comfort, and convenience of people, walking, biking, and rolling. As a result, many urban transportation engineers and safe streets advocates have developed and pushed alternative and additional street design standards and principles. These include “Complete Streets,” “Vision Zero,” and several design manuals published by the National Association of City Transportation Officials.

Complete Streets Policies

The organization Smart Growth America encourages local jurisdictions to adopt Complete Streets policies through resolution and ordinance. The intent of a Complete Streets policy is to direct transportation planners and engineers to design streets to account for all users, including people walking, biking, riding transit, and driving, no matter their age or ability. There is no one mandated, specific design, and each Complete Streets Policy may be slightly different. It’s a set of principles with the intent to best accommodating all users rather a prescribed outcome.

In Snohomish County, the following jurisdictions have adopted Complete Streets resolutions and ordinances:

- Snohomish County
- Bothell
- Edmonds
- Everett
- Lake Stevens
- Mill Creek
- Monroe
- Mukilteo

WSDOT also has a Complete Streets program.

Vision Zero

Most municipal and statewide efforts on improving traffic safety and reducing traffic violence focus on the five “Es” of engineering, enforcement, education, encouragement, and evaluation. Instead of this broad approach, several European cities—most notably Sweden—focused almost exclusively on engineering roadways and vehicles to eliminate traffic fatalities altogether. Since adopting its Vision Zero policy in 1997, Sweden has halved its annual traffic fatalities. Now many cities across the U.S. and world are adopting similar Vision Zero policies.

Fundamental to Vision Zero is a principal that some level of human error is inevitable and the error can be minimized to be near zero through the design of the street. Instead of public education campaigns to encourage bicyclists to wear helmets, drivers to drivers to slow down, or passengers to wear seatbelts, jurisdictions instead focus only on right-sizing the number of vehicle travel lanes, building protected bike lanes, timing signalized intersections to prioritize pedestrians, and other similar actions. Likewise, enforcement shifts from policing toward compliance through design and toward automation, such as speed and red light cameras.

In Washington state, Bellevue and Seattle have adopted Vision Zero policies with a goal of eliminating traffic fatalities and serious injuries on their streets by 2030. WSDOT has also updated its Target Zero program to focus more heavily on engineering-based strategies to reduce traffic violence on state highways. No city in Snohomish County has adopted a Vision Zero policy yet.

NACTO Design Guides

The National Association of City Transportation Officials (NACTO) has published several design guides to provide encouragement and alternative guidance to urban transportation engineers who wish to prioritize people walking, biking, rolling, and riding transit, over driving.

WSDOT and the cities of Moses Lake, Seattle, Spokane, and Tacoma have endorsed the use of the NACTO guides by its transportation engineers. No city in Snohomish County has endorsed the use of the NACTO guides yet.
PSRC Coordinated Transit-Human Services Transportation Plan

Regional Goals

The Regional Coordinated Transit - Human Services Transportation Plan (CTHSTP), as adopted by the Puget Sound Regional Council Board in the 2018 Regional Transportation Plan, establishes the following three goals for mobility management for special needs transportation:

Goal #1: Put People First (Quality)

People should be able to afford transportation, use it safely and get to where they need to go without an overly burdensome process or trip time. Providers should ensure fairness, justice and equity in delivering transportation programs and services.

Goal #2: Move People Efficiently (Efficiency)

Resources for regional special needs transportation should be maximized through coordination in planning, service delivery and reporting. Networks should be created that are seamless for the customer, but operationally and organizationally sound for providers. Coordination creates efficiencies that enable more trips within available funds. Coordinating regional trips offers the greatest potential for efficiency, with fewer vehicles on the road and more people in each vehicle. Agencies can also coordinate such things as driver training, purchasing, standards, requirements, eligibility determinations and technology.

Goal #3: Move More People (Mobility)

To meet current and future demand, the region must develop the capacity to deliver more trips for people with special transportation needs within a constrained funding environment.

Regional Strategies

The CTHSTP establishes six high priorities and ten other priorities for mobility management in the Central Puget Sound.

High Priority Strategies

1. Promote customer-friendly travel training and information referral and assistance services to educate people with special transportation needs on available mobility options and how to use them to meet their mobility needs.

2. Provide convenient and reliable special needs transportation service to connect rural residents with services.

3. Develop a comprehensive regional access to healthcare and associated critical services, targeting people who are not eligible for Medicaid Non-Emergency Medical Transportation (NEMT) or complementary ADA paratransit services.

4. Promote increased coordination between transportation providers and human service agencies to provide more seamless service and increase mobility options.

5. Diversify and expand funding sources that support existing programs and expand special needs transportation programs to address needs and gaps.

6. Support countywide mobility management coalitions that advance implementation of the region’s Coordinated Plan and other countywide plans.

Other Strategies

1. Improve accessibility to transportation options.

2. Create new and maintain existing partnerships that address the needs and gaps in the Coordinated Plan and result in service improvements.

3. Include transportation for special needs populations in program planning, funding applications and program budgets.

4. Improve reliability and timeliness of connections to and within the regional transportation system.

5. Develop and deploy innovative technology that includes assistive technologies (e.g., universally accessible traveler information and mobile technology for easy rideshare) which makes it easier for individuals with special transportation needs to fulfill their transportation needs.

6. Increase efficiency of providing special needs transportation comparing similar type of transportation services.

7. Maintain or replace vehicles, equipment, and other assets including passenger facilities according to agency adopted transit asset management plans, group asset management plans, and/or FTA guidance.
Snotrac's 2021-2025 Goals, Initiatives, & Strategies
Snotrac 2021-2025 Goals

Quality: Put People First
People should be able to afford transportation, use it safely and get to where they need to go without an overly burdensome process or trip time. Providers should ensure fairness, justice and equity in delivering transportation programs and services.

Efficiency: Move People Efficiently
Resources for regional special needs transportation should be maximized through coordination in planning, service delivery and reporting. Networks should be created that are seamless for the customer, but operationally and organizationally sound for providers. Coordination creates efficiencies that enable more trips within available funds. Coordinating regional trips offers the greatest potential for efficiency, with fewer vehicles on the road and more people in each vehicle. Agencies can also coordinate such things as driver training, purchasing, standards, requirements, eligibility determinations and technology.

Mobility: Move More People
To meet current and future demand, the region must develop the capacity to deliver more trips for people with special transportation needs within a constrained funding environment.

Snotrac Initiatives & Strategies

Initiative 1.
Creating & Coordinating Mobility Services
Strategy 1.1 - Facilitate information sharing for the coordination and integration of fixed-route transit services in the Greater Snohomish County Area, including between Community Transit, Everett Transit, Sound Transit, Skagit Transit, Island Transit, King County Metro, and tribal and community-based transit services, to improve reliability, timeliness, and coverage of connections to and within the interconnected transportation systems.

Strategy 1.2 - Identify gaps in fixed-route, planned, and on-demand transit services to destinations of employment centers, educational institutions, social services, essential shopping, healthcare, and community spaces — and develop innovative mobility service projects among coalitions and partnerships to close the gaps.

Geographic Focus Areas:
- North Snohomish County to Camano Island
- Snohomish County to Skagit and Whatcom Counties
- East Snohomish County
- Snoqualmie Valley: Monroe to North Bend
- Greater Lynnwood
- South Snohomish County to North King County
- Greater Bothell

Population Focus Areas:
- Tribes
- Rural
- Low income
- ESL
- Older Adults
- People of Color
- Disabled
- Veterans
- Medicaid
- Youth

Priority Coalitions:
- North Counties Transportation Coalition
- Snoqualmie Valley Transportation Coalition
- New coalitions tied to Community Transit Mobility Pilot Projects
- Regional Alliance for Resilient and Equitable Transportation
- North King County Mobility Coalition

Strategy 1.3 - Create sub-coalition working groups for improving mobility services within specific sectors (or participate in existing working groups if they exist), including:
- Community centers, senior centers, and food banks
- Healthcare and social services
- Universities and community colleges
- K-12 schools
- Tribes
- Job access and workforce development, including
Strategy 1.4 - Lead community and stakeholder engagement in planning mobility solutions for connecting people to new high-capacity transit stations, especially the Sound Transit Lynnwood Link Extension and the Community Transit Swift lines.

Strategy 1.5 - Be a thought leader in Snohomish County for new mobility technologies and solutions, including app-based micro-transit services, autonomous vehicles, bike and scooter share, and clean fuels and vehicle electrification.

**Initiative 2.**
Education, Outreach, and Engagement

Strategy 2.1 - Distribute mobility brochures and maps to social service providers, libraries, community centers, senior centers, and other institutions.

Strategy 2.2 - Advocate and support the implementation of a One-Call, One-Click system for mobility services in the Central Puget Sound Region as an innovative technology which makes it easier for individuals with special transportation needs to travel.

Strategy 2.3 - Speak at community and city council meetings about the need for improved transportation options for all people.

Strategy 2.4.A - Conduct assessment of existing travel training programs in Snohomish County, survey best practices in other regions, and write a recommendation report.

Strategy 2.4.B - Assist training staff at senior centers and social service providers on how to train their clients for understanding travel options, trip planning, riding a bicycle, and feeling safe while walking.

Strategy 2.5 - Encourage affordable non-motorized transportation options by partnering with other organizations on Bike to Work Day, Bike to School Day, Bike Month, Transit Month, and commute challenges, especially for low income workers and students.

Strategy 2.6 - Promote inclusive engagement strategies and tactics among government agencies.

Strategy 2.6.A - Collect, monitor, and share data on the demographics of Snohomish County and cities, including on income, race, language, education, employment, disability, and military service.

Strategy 2.6.B - With partner organizations, develop an equitable engagement handbook tailored for Snohomish County.

Strategy 2.6.C - Provide the data and handbook to transit agencies and cities for their engagement efforts, as well as to trusted institutions within the community, such as the Communities of Color Coalition, Leadership Snohomish County, United Way Snohomish County, Homage Senior Services, The Arc of Snohomish County, and VOA Washington, for their advocacy and accountability efforts.

Strategy 2.7 - As a transportation thought leader in Snohomish County, host a series of monthly public panel discussions and speakers about important, relevant mobility topics.

**Initiative 3.**
Planning & Design of Livable Communities: Improve mobility to enhance the quality of life in communities

Strategy 3.1 - Work with Snohomish County, cities, transit agencies, and other stakeholders to improve pedestrian infrastructure and expand non-motorized transportation options, especially focused on the needs of people with disabilities, low income, and ESL, and especially to access fixed-route transit.

Strategy 3.2 - Research and advocate for best practices and policies for developing communities that enable older adults to age in place, reduce traffic fatalities, reduce greenhouse gas emissions and other pollution, and increase the number of people engaged in active transportation.

Strategy 3.3 - Work with Snohomish County, cities, transit agencies, and other stakeholders to encourage land use patterns and building forms that promote walking, bicycling and other mobility options without the need for personally driving or the assistance of someone else to drive, increasing the range of economic, educational, and social opportunities for people within a short distance of their residence with affordable and reliable transportation options to get to additional services farther away.

Strategy 3.4 - Partner with organizations such as The Arc of Snohomish County, Homage Senior Services, Disability Rights Washington, Northwest Universal Design Council, and Washington Council of the Blind to raise awareness of the unique mobility challenges faced by people with disabilities.

Strategy 3.5 - Work with school districts, PTAs, colleges, city transportation departments, parks departments, and police departments to improve their Safe Routes to Schools programming, School Zone infrastructure and enforcement, and Safe Routes to Parks programs and infrastructure.

**Initiative 4.**
Securing Public Support & Funding

Strategy 4.1 - Participate in "Olympia days," including those organized by The Arc of Snohomish County, Transportation Choices Coalition, Snohomish County Committee for Improved Transportation, and Washington State Transit Association.

Strategy 4.2 - Regularly communicate with elected officials in Snohomish County who serve at the city, county, regional, state, and federal levels about the importance of funding transit and mobility services, especially for special needs populations especially prior to and during program planning, funding application, and program budget decisions.
Strategy 4.3 - Be a member of Transportation Choices Coalition, the Community Transportation Association NW, and the Washington State Transit Association to stay up-to-date on the latest state and federal policy initiatives.

Initiative 5.
Emergency Response Coordination

Strategy 5.1 - Participate in the Regional Alliance for Resilient and Equitable Transportation, and maintain regular communication of regional emergency management issues and efforts to Snotrac partners.

Strategy 5.2 - Assist emergency managers in Snohomish County in sharing information and resources about existing transportation services and assist in coordination as requested.

Performance Tracking

The tables on the following pages outline how Snotrac will measure progress for individual strategies. These measurements will feed-up into evaluating overall performance of the organization.

Tracking Overall Performance

Overall performance of Snotrac will be based on the metrics listed in the table below. These performance metrics are consistent with standards adopted by the PSRC Special Needs Transportation Committee to evaluate success of mobility management coalitions.

By accomplishing our individual and overall strategies, we expect to make an impact toward reducing transportation gaps for people with special needs, improving integration of transportation options—especially at high-capacity transit centers, creating better regional connections, and improving the overall quality of life.

Although as a coalition Snotrac can only measure our own success by the quantity of our conversations and efforts, the eventual actions taken by other organizations will be tangible and measurable, and we can share progress toward them in narrative form in our quarterly and biennial reporting.
<table>
<thead>
<tr>
<th>#</th>
<th>Initiative / Strategy</th>
<th>Measurement</th>
<th>Target</th>
<th>Timeline</th>
<th>Methodology</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Creating &amp; Coordinating Mobility Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Facilitate information sharing for the coordination and</td>
<td># of Snotrac partner &amp; executive meetings</td>
<td>12 per year</td>
<td>Monthly</td>
<td>Calendars, meeting agendas &amp; minutes, and recorded videos</td>
</tr>
<tr>
<td></td>
<td>integration of fixed-route transit services and tribal</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>and community-based transit services.</td>
<td># of Snotrac meeting participants, excluding Snotrac staff</td>
<td>130 total per year</td>
<td>Annual</td>
<td>Recording attendance at meetings.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of unique agencies represented at the meetings</td>
<td>30</td>
<td>Annual</td>
<td>Recording attendance at meetings.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of Snotrac monthly newsletters</td>
<td>12 per year</td>
<td>Monthly</td>
<td>Saving sent monthly newsletters</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of emails sent via Snotrac Partner Google Group</td>
<td>30 per year</td>
<td>Ongoing</td>
<td>Saving sent monthly newsletters</td>
</tr>
<tr>
<td>1.2</td>
<td>Identify gaps in fixed-route, planned, and on-demand</td>
<td>Qualitative narratives of progress and outcomes</td>
<td>Ongoing</td>
<td></td>
<td>Qualitative annual assessment as part of grant reporting</td>
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<td></td>
<td>transit services and develop innovative mobility service</td>
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<td></td>
<td>projects with coalitions to close the gaps.</td>
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<td></td>
<td></td>
<td># of meetings</td>
<td>18 per year</td>
<td>Annual</td>
<td>Calendars, meeting agendas &amp; minutes, and recorded videos</td>
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<tr>
<td></td>
<td></td>
<td># of meeting participants</td>
<td>120 total</td>
<td>Annual</td>
<td>Recording attendance at meetings.</td>
</tr>
<tr>
<td>1.3</td>
<td>Create sub-coalition working groups for improving</td>
<td></td>
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<tr>
<td></td>
<td>mobility services within specific sectors.</td>
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<td></td>
<td></td>
<td># of sub-coalition working groups established</td>
<td>6 by 2025</td>
<td>2020-2025</td>
<td>List of sub-coalition working groups will be published to website</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of Sub-Coalition working group meetings</td>
<td>6 per year</td>
<td>Annual</td>
<td>Calendars, meeting agendas &amp; minutes, and recorded videos</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of sub-coalition action plans created</td>
<td>8 by 2025</td>
<td>2020-2025</td>
<td>Action plans will be posted to website</td>
</tr>
<tr>
<td>1.4</td>
<td>Lead and participate in community and stakeholder</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>engagement for planning mobility solutions for</td>
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<td></td>
<td>connecting people to new high-capacity transit</td>
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<td>stations.</td>
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<td></td>
<td></td>
<td># of HCT First/Last Mile Mobility Projects</td>
<td>3 by 2025</td>
<td>2020-2025</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td># of meetings</td>
<td>TBD</td>
<td>2020-2025</td>
<td>Calendars, meeting agendas &amp; minutes, and recorded videos</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Qualitative narratives of progress and outcomes</td>
<td>TBD</td>
<td>2020-2025</td>
<td>Qualitative annual assessment as part of grant reporting</td>
</tr>
<tr>
<td>1.5</td>
<td>Be a thought leader in Snohomish County for new</td>
<td></td>
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<tr>
<td></td>
<td>mobility technologies and solutions.</td>
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<tr>
<td></td>
<td></td>
<td># of presentations and similar forums hosted on new mobility technologies</td>
<td>8 by 2025</td>
<td>2020-2025</td>
<td>Calendars, saved powerpoints, and recorded videos</td>
</tr>
<tr>
<td></td>
<td>and solutions.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td># of articles and events shared</td>
<td>TBD</td>
<td>2020-2025</td>
<td>Counting the number of links included within newsletters, emails, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>webpages.</td>
</tr>
<tr>
<td>#</td>
<td>Initiative / Strategy</td>
<td>Measurement</td>
<td>Target</td>
<td>Timeline</td>
<td>Methodology</td>
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<tr>
<td>2</td>
<td><strong>Education, Outreach, and Engagement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Distribute mobility brochures and maps.</td>
<td>Mobility map/brochure published</td>
<td>1 map</td>
<td>2022</td>
<td>Save a copy and post to website</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of locations the map is distributed to</td>
<td>50</td>
<td>2022-2023</td>
<td>Spreadsheet of distribution locations</td>
</tr>
<tr>
<td>2.2</td>
<td>Advocate for the implementation of a One-Call, One-Click system.</td>
<td>Participate in regional one-call, one-click meetings</td>
<td>Ongoing</td>
<td></td>
<td>Calendars, meeting agendas &amp; minutes, and recorded videos</td>
</tr>
<tr>
<td>2.3</td>
<td>Speak at community and city council meetings about the need for improved transportation options for all people.</td>
<td># of community and city council meetings provide comment or presentation at</td>
<td>12 per year</td>
<td>Annual</td>
<td>Spreadsheet that summarizes comment/presentation provided at meetings.</td>
</tr>
<tr>
<td>2.4 A</td>
<td>Conduct assessment of existing travel training programs, survey best practices in other regions, and write a recommendation report.</td>
<td># of interviews of travel training program staff in Snohomish, King, Pierce, Thurston, and Whatcom Counties</td>
<td>10</td>
<td>2023-2024</td>
<td>Save notes from each interview</td>
</tr>
<tr>
<td>2.4 B</td>
<td>Assist staff at senior centers and social service providers on best practices for travel training.</td>
<td># of trainings of travel trainers</td>
<td>15</td>
<td>2024-2025</td>
<td>Spreadsheet to record when &quot;train the trainer&quot; trainings&quot; are held</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of trainers trained</td>
<td>20</td>
<td>2024-2025</td>
<td>In &quot;train the trainer&quot; spreadsheet, record the number of people trained during each training</td>
</tr>
<tr>
<td>2.5</td>
<td>Partner with organizations to support Bike to Work Day, Bike to School Day, Bike Month, Transit Month, and commute challenges.</td>
<td># of instances of online promotion (email, social media)</td>
<td>15 per year</td>
<td>Annual</td>
<td>Count # of links shared in emails and on social media accounts.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of events/activities assisted with</td>
<td>5 per year</td>
<td>Annual</td>
<td>Spreadsheet to record the events/activities assisted with.</td>
</tr>
<tr>
<td>2.6</td>
<td>Promote inclusive engagement strategies and tactics among government agencies.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.6 A</td>
<td>Collect, monitor, and share demographic data.</td>
<td>Create and update resource webpage for inclusive engagement strategies</td>
<td>1</td>
<td>Ongoing</td>
<td>Webpage exists</td>
</tr>
<tr>
<td>2.6 B</td>
<td>Develop an equitable engagement handbook.</td>
<td>Handbook created</td>
<td>1</td>
<td>2022</td>
<td>Save a copy and post to website</td>
</tr>
<tr>
<td>2.6 C</td>
<td>Provide the data and handbook to transit agencies, cities, and other organizations.</td>
<td># of organizations participating in creating handbook</td>
<td>10</td>
<td>2021-2022</td>
<td>Spreadsheet to record which organizations participated in provided input into the handbook.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of organizations the handbook is distributed to.</td>
<td>30</td>
<td>2022</td>
<td>With the handbook emailed to organizations, track which organizations which organizations receive the emails.</td>
</tr>
<tr>
<td>2.7</td>
<td>Host a series of monthly public panel discussions and speakers.</td>
<td># of panel discussions and speaker forums held.</td>
<td>12 per year</td>
<td>Monthly</td>
<td>Spreadsheet to track the # of panel discussions and speaker forms held and briefly describes each.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of attendees</td>
<td>200 per year</td>
<td>Annual</td>
<td>Spreadsheet to record the number of attendees at each panel discussion or speaker forum using sign-in forms or number of log-ins for webinars.</td>
</tr>
<tr>
<td>#</td>
<td>Initiative / Strategy</td>
<td>Measurement</td>
<td>Target</td>
<td>Timeline</td>
<td>Methodology</td>
</tr>
<tr>
<td>---</td>
<td>-----------------------</td>
<td>-------------</td>
<td>--------</td>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>3</td>
<td><strong>Planning &amp; Design of Livable Communities: Improve mobility to enhance the quality of life in communities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Work with stakeholders to improve and expand non-motorized transportation options, especially to access fixed-route transit.</td>
<td># of staff-level meetings to discuss planning and design of livable communities</td>
<td>6 per year</td>
<td>Ongoing</td>
<td>Spreadsheet to record when staff-level meetings are held and the subject matter.</td>
</tr>
<tr>
<td>3.2</td>
<td>Research and advocate for best practices and policies for developing communities that enable older adults to age in place, reduce traffic fatalities, reduce pollution, and increase the number of people engaged in active transportation.</td>
<td># of memos and white papers written on related topics.</td>
<td>3 per year</td>
<td>Ongoing</td>
<td>Save copies and post to website.</td>
</tr>
<tr>
<td>3.3</td>
<td>Work with stakeholders to encourage land use patterns and building forms that promote walking, bicycling and other mobility options.</td>
<td># of staff-level meetings to discuss planning and design of livable communities</td>
<td>6 per year</td>
<td>Ongoing</td>
<td>Spreadsheet to record when staff-level meetings are held and the subject matter.</td>
</tr>
<tr>
<td>3.4</td>
<td>Partner with organizations to raise awareness of the unique mobility challenges faced by people with disabilities.</td>
<td># of public forums held</td>
<td>1</td>
<td>2022</td>
<td>Agenda, minutes, and/or video of forum.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of attendees at public forum</td>
<td>50</td>
<td>2022</td>
<td>Spreadsheet will record the number of attendees at the public forum based on sign-in sheet or webinar log-ins.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of white papers recommending county and city comprehensive plan amendments and other policy adoptions that would support better universal design</td>
<td>1</td>
<td>2023</td>
<td>Save copies and post to website.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of jurisdictions the white paper / memo is distributed to</td>
<td>12</td>
<td>2023</td>
<td>With the white papers / memos emailed to jurisdictions, track which organizations which jurisdictions receive the emails.</td>
</tr>
<tr>
<td>3.5</td>
<td>Work with school and parks stakeholders to improve Safe Routes to Schools programming, School Zone infrastructure and enforcement, and Safe Routes to Parks programs and infrastructure.</td>
<td># of meetings held</td>
<td>6</td>
<td>2024</td>
<td>Calendars, meeting agendas &amp; minutes, and recorded videos</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of white papers or similar guides published</td>
<td>2</td>
<td>2024</td>
<td>Save copies and post to website.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of jurisdictions &amp; school districts the white paper is distributed to</td>
<td>15</td>
<td>2024</td>
<td>With the white papers / memos emailed to jurisdictions &amp; school districts, track which organizations which jurisdictions &amp; school districts receive the emails.</td>
</tr>
<tr>
<td>#</td>
<td>Initiative / Strategy</td>
<td>Measurement</td>
<td>Target</td>
<td>Timeline</td>
<td>Methodology</td>
</tr>
<tr>
<td>----</td>
<td>---------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
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<td>----------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>4</td>
<td>Securing Public Support &amp; Funding</td>
<td># of Olympia days participate in</td>
<td>2 per year</td>
<td>Annual</td>
<td>Save registration information</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of workshops led at Olympia days</td>
<td>1 per year</td>
<td>Annual</td>
<td>Save presentations, recorded video, and/or event schedule books</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of attendees from partner organizations recruited to attend</td>
<td>10 per year</td>
<td>Annual</td>
<td>Track who RSVP’s yes to recruitment strategies via phone calling and emailing</td>
</tr>
<tr>
<td>4.1</td>
<td>Participate in other organizations' &quot;Olympia days&quot; to share information about Snotrac’s values and information related to transportation in Snohomish County.</td>
<td># of emails &amp; phone calls with elected officials</td>
<td>TBD</td>
<td></td>
<td>Save emails to elected officials and track phone calls with spreadsheet or similar tracking mechanism</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of annual state legislative session principles adopted</td>
<td>1 per year</td>
<td>Annual</td>
<td>Save the adopted annual state legislative session 1-pagers and post to website.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of issues for which a comment letter or email was sent to express Snotrac's principles/values related to it.</td>
<td>6 per year</td>
<td>Ongoing</td>
<td>Save comment letters and emails.</td>
</tr>
<tr>
<td>4.2</td>
<td>Communicate with elected officials about the importance of funding transit and mobility services.</td>
<td># of coalitions that Snotrac is considered a member</td>
<td>3</td>
<td>Ongoing</td>
<td>Save paid dues receipts.</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of broader coalition meetings attended</td>
<td>12 per year</td>
<td>Ongoing</td>
<td>Save calendars and/or meeting agendas &amp; minutes</td>
</tr>
<tr>
<td>4.3</td>
<td>Be a member of coalitions to stay up-to-date on the latest state and federal policy initiatives.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Emergency Response Coordination</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1</td>
<td>Participate in RARET, and maintain regular communication of regional emergency management issues and efforts to Snotrac partners.</td>
<td># of regional meetings attended</td>
<td>4 per year</td>
<td>Annual</td>
<td>Save calendars and/or meeting agendas &amp; minutes</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of Snohomish County RARET meetings facilitated</td>
<td>4 per year</td>
<td>Annual</td>
<td>Calendars, meeting agendas &amp; minutes, and recorded videos</td>
</tr>
<tr>
<td>5.2</td>
<td>Assist emergency managers in Snohomish County in sharing information and resources about existing transportation services and assist in coordination as requested.</td>
<td>Qualitative narrative</td>
<td></td>
<td>Annual</td>
<td>Qualitative annual assessment</td>
</tr>
<tr>
<td>Measurement</td>
<td>Target</td>
<td>Timeline</td>
<td>Methodology</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------------------------------------------------</td>
<td>--------</td>
<td>----------</td>
<td>----------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td># of Snotrac-led meetings</td>
<td>40</td>
<td>Annual</td>
<td>Calendars, meeting agenda &amp; minutes, and recorded videos</td>
<td></td>
<td></td>
</tr>
<tr>
<td># of participants in Snotrac-led meetings &amp; forums</td>
<td>450</td>
<td>Annual</td>
<td>Track who RSVP's yes to recruitment strategies via phone calling and emailing</td>
<td></td>
<td></td>
</tr>
<tr>
<td># of unique agencies and organizations represented at Snotrac-led meetings</td>
<td>40</td>
<td>Annual</td>
<td>Meeting minutes, RSVPs, sign-ins, online log-ins, and spreadsheet tracking</td>
<td></td>
<td></td>
</tr>
<tr>
<td># of presentations &amp; workshops-led by Snotrac</td>
<td>25</td>
<td>Annual</td>
<td>Calendars, saved PPTs, and recorded videos</td>
<td></td>
<td></td>
</tr>
<tr>
<td># of meetings/events Snotrac staff participates</td>
<td>300</td>
<td>Annual</td>
<td>Calendars, and meeting agendas &amp; minutes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of work program strategies for time period implemented</td>
<td>100%</td>
<td>Annual</td>
<td>Assessment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of work program targets for time period met</td>
<td>90%</td>
<td>Annual</td>
<td>Assessment</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>