

# Compilation Report of Snotrac's 2022 Snohomish County Subarea Mobility Surveys

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# Introduction

## About Snotrac

The Snohomish County Transportation Coalition (Snotrac) advocates for connecting people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation. We focus especially on the needs of people with disabilities, older adults, youth, low income individuals, people of color, immigrants & refugees, veterans, rural communities, and tribal nations.

Founded in 1999, Snotrac serves as Snohomish County's mobility management coalition to identify mobility gaps for priority populations and coordinate specialized transportation by convening transportation and human service providers.

Snotrac program priorities include:

1. Creating and coordinating mobility services
2. Education, outreach, and engagement
3. Planning and design of livable communities
4. Securing public support and funding
5. Emergency response coordination

For more information, visit [GoSnotrac.org](https://www.gosnotrac.org).

## About this Report

Snotrac conducted three surveys in the fall of 2022 to better understand the mobility gaps of people with disabilities, older adults, youth, low income individuals, and people of color within Mid, East, and South Snohomish County.

This report combines the results from those three surveys, providing a unique picture into the transportation needs of residents, and their hopes for improving transit, walking, and biking in the county.

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# Survey Methodology

Snotrac conducted three online surveys of Mid, East, and South Snohomish County from August 24, 2022 to November 3, 2022.

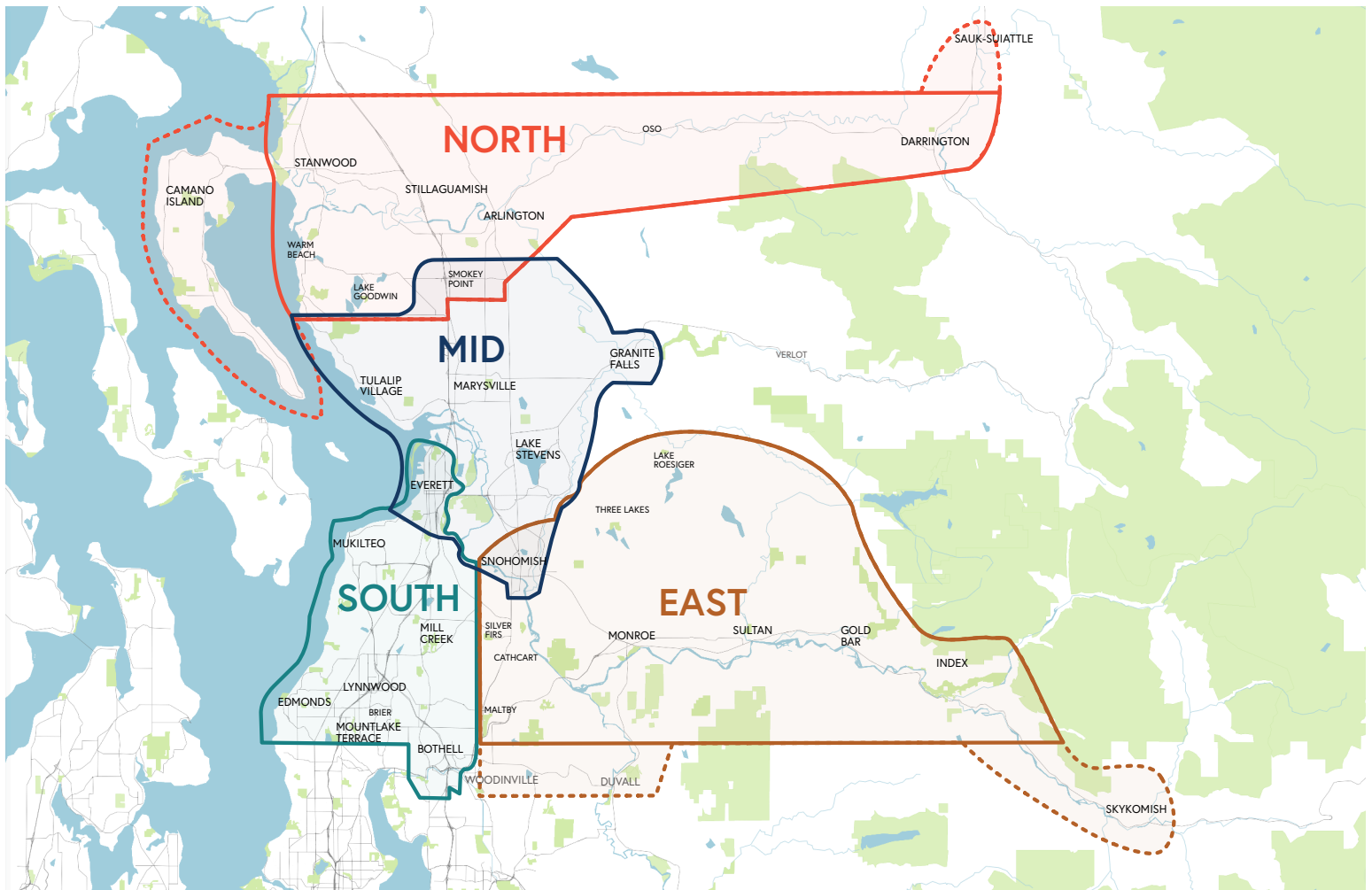
Snotrac previously surveyed the area of Camano Island, Stanwood, Warm Beach, and Arlington in 2020 and conducted another survey of the North Stillaguamish Valley in 2021. Because of the recency of these surveys, Snotrac did not survey the North County area in 2022.

The questions and answers of the three surveys conducted in 2022 were nearly identical. However, a few potential options for answering a question regarding solutions were tailored to the specific areas.

Snotrac, cities, and partner organizations promoted the surveys via e-newsletters and social media accounts. Snotrac made no effort to randomize who responded to the surveys.

The surveys overlap geographically. For example, the City of Everett is in both the Mid County and South County areas, and the City of Snohomish is in the Mid County and East County areas. In addition, some respondents answered the survey for an area they do not live in. By combining and de-duplicating the responses to the three surveys, the report provides a more complete picture at both the local and countywide levels.

## Map of Snotrac's Subareas of Snohomish County





# Overall: Combined Surveys

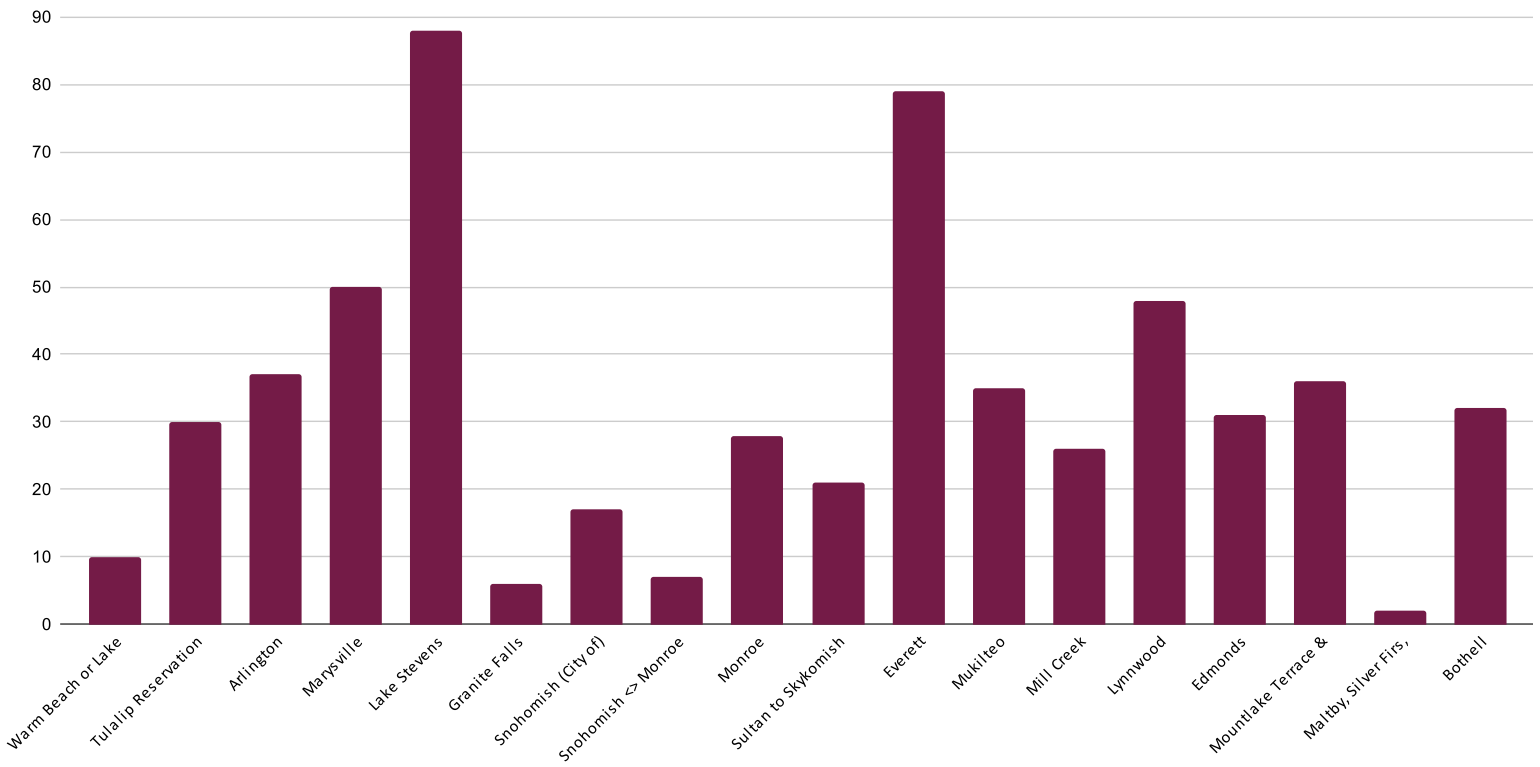
# Demographics

Between the three surveys for Mid, East, and South Snohomish County, there were 583 respondents.

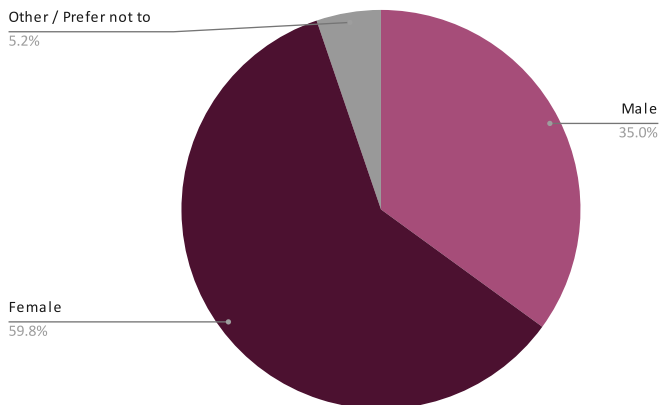
- Lake Stevens had the most respondents with 88.
- 60% of respondents were female.
- 73% of respondents were non-Hispanic, White, which compares to 68% of actual Snohomish County residents, according to the Census.
- 9% of respondents were Asian, which compares to 11% of actual Snohomish County residents.

- The median household income of respondents was \$100,001 to \$150,000, which compares to Snohomish County's actual median income of \$95,618 (2017-21).
- 85% of respondents reported they had driven a car within the last month.
- 52% of respondents reported they had ridden fixed-route transit, para transit, or non-emergency medical transportation service within the last month.

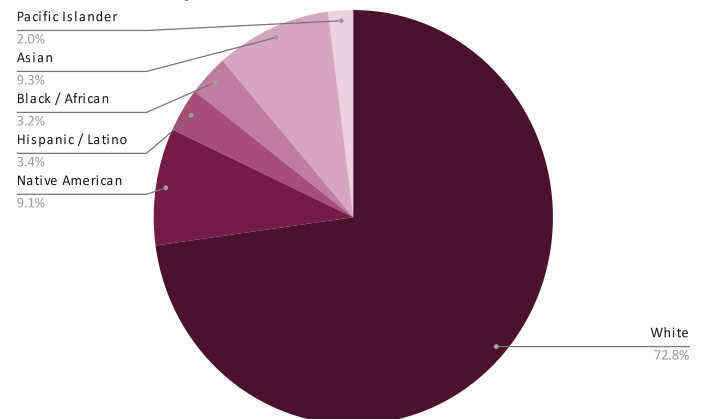
## Residence of Survey Takers



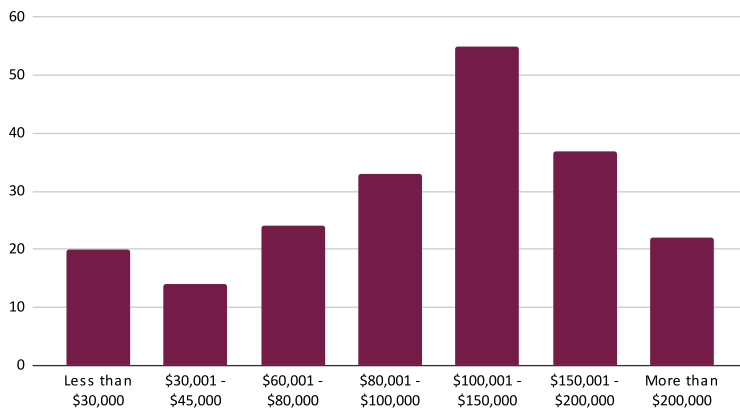
## Gender



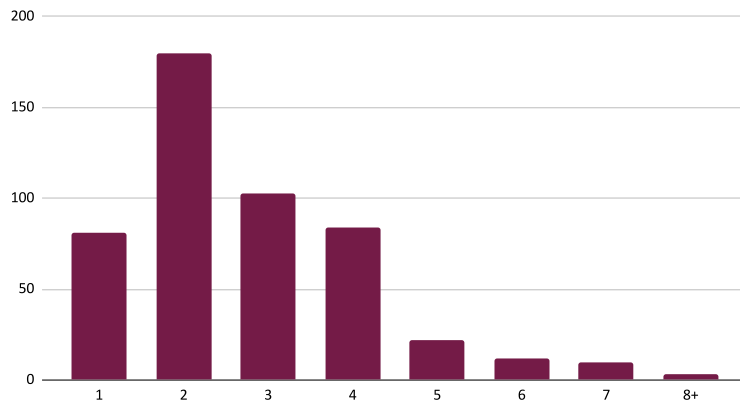
## Race / Ethnicity



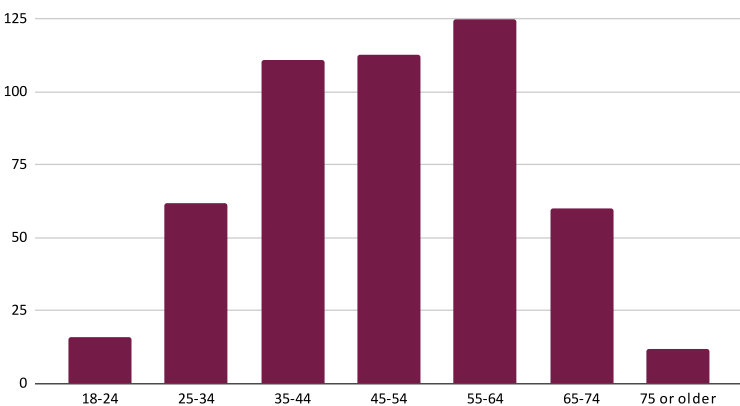
### Household Income



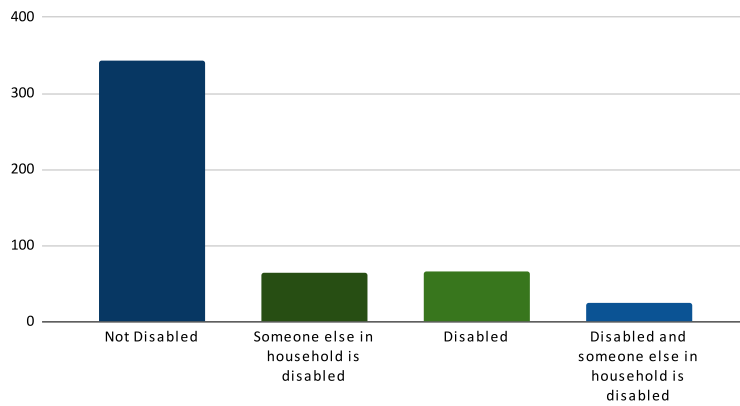
### Household Size



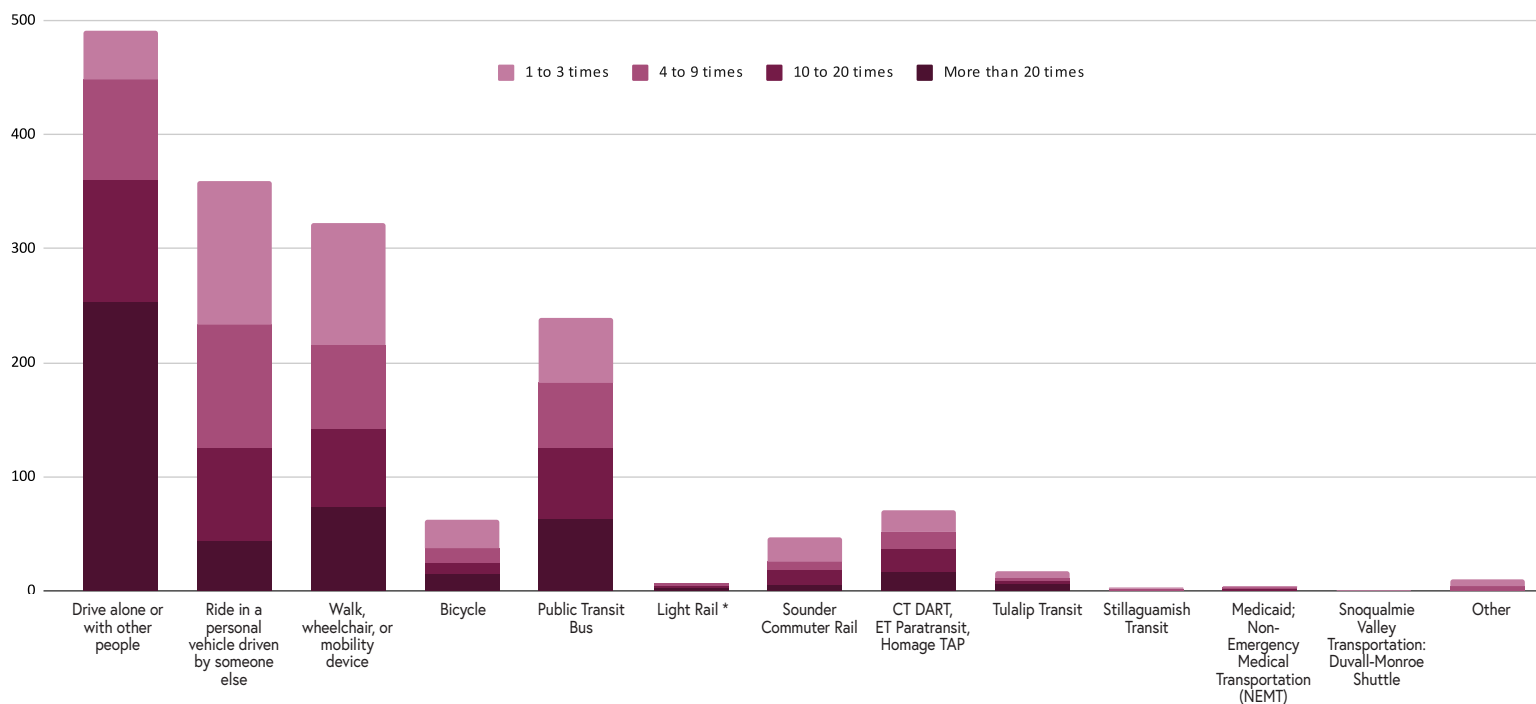
### Age



### Ability



### IN A TYPICAL MONTH, how often do you travel by the following transportation modes?



# Overall Combined Results

## Satisfaction with Transportation

Among all respondents, people were generally satisfied with being able to get where they need to go, with an average satisfaction rating of 3.66 on a 1-to-5 scale.

Indeed, 58% of respondents said they had no barriers to getting where they need and want to go by driving. In addition, 21% said they had no barriers to getting to where they want to go by some other form of non-driving transportation, such as walking, biking, rolling, or riding transit.

However, many people reported transportation barriers.

- 45% of respondents identified at least one form of barrier to driving.  
*Note: that respondents could both report that they both faced no barriers to driving and also identify a barrier.*
- 81% of respondents identified barriers to being able to get to where they need to go without driving.
- 58% of people said the transit service levels were a barrier, including frequency, speed, destination availability, and connections.
- 23% said that safety concerns or lack of amenities at bus stops were a barrier to using transit.
- 31% said streets were too unsafe to walk or bike.

**Overall, do you feel that you are consistently able to get to where you need to go?**

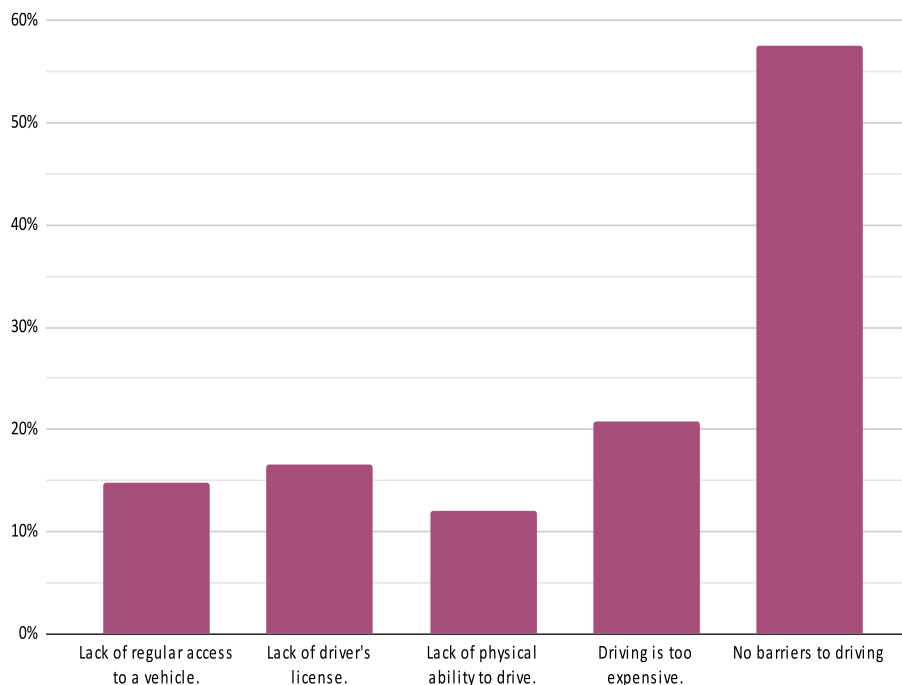
 3.66 / 5

*Converted into a percentage, this is equivalent to 66.5% satisfaction level.*

## Transportation Barriers

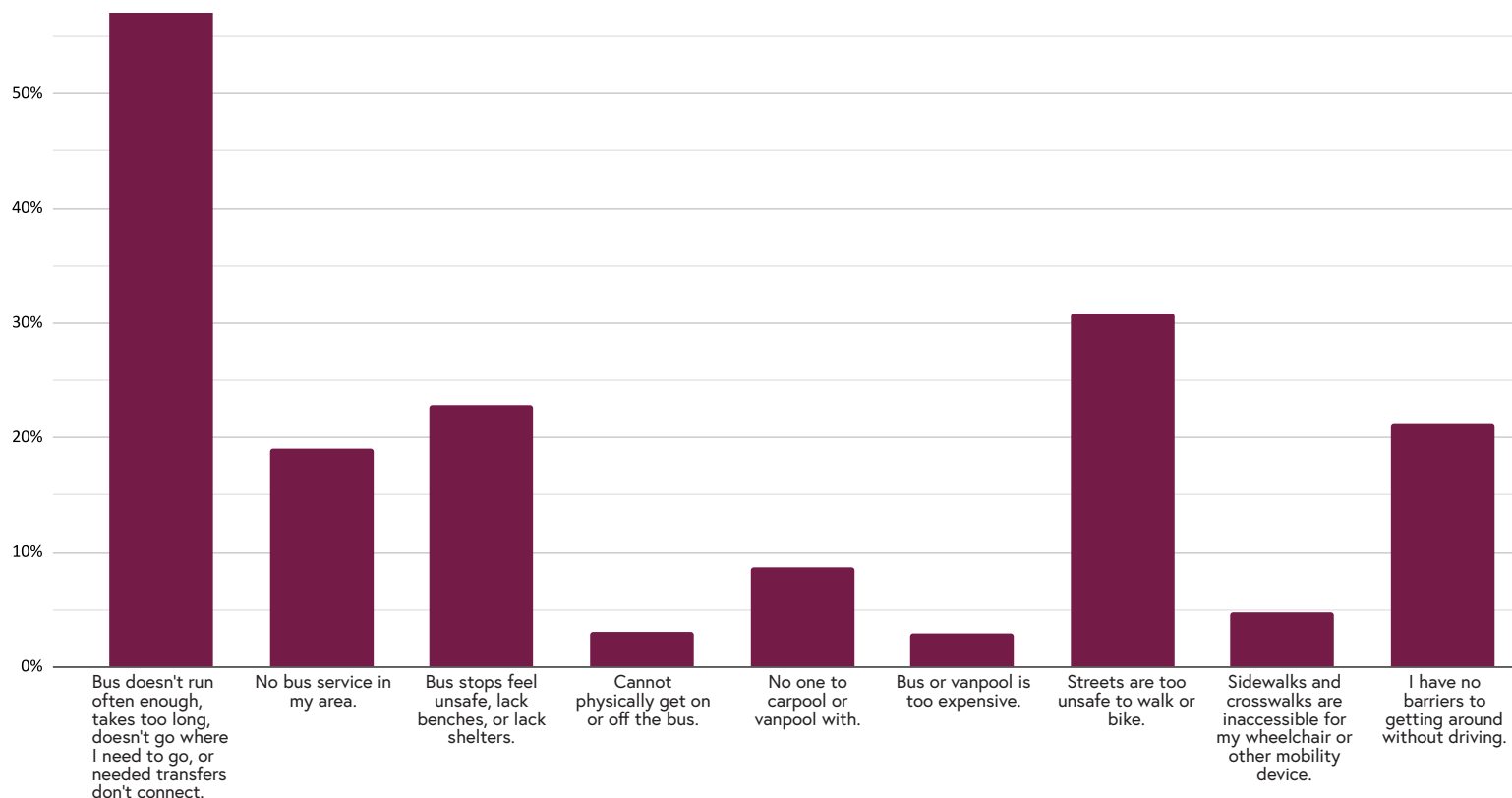
### Barriers to driving

*Do you, or someone else in your household, have any of the following barriers to driving to where you/they need and want to go?*



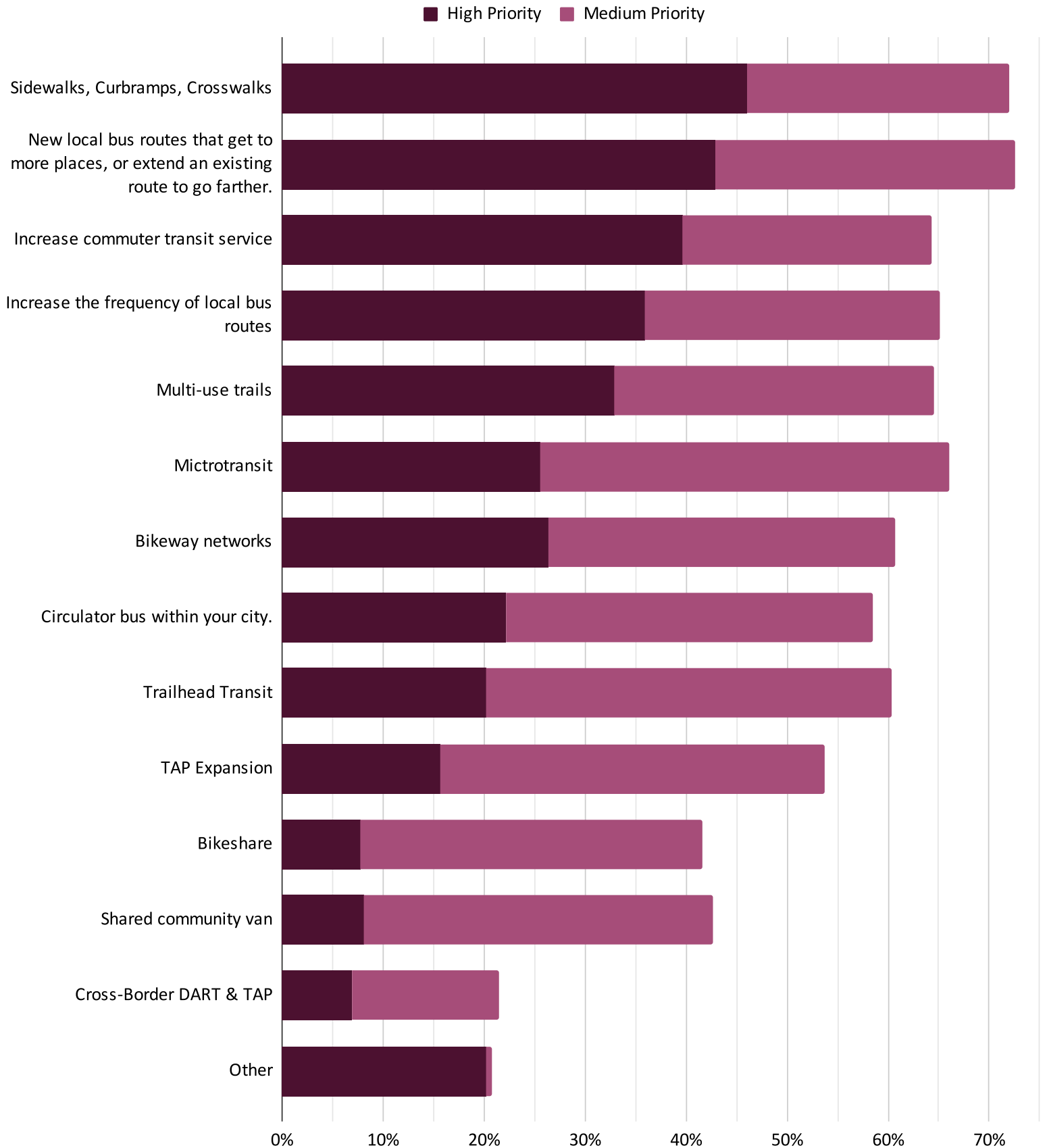
### Barriers to not driving

*Are any of the following additional transportation barriers for you or someone else in your household?*

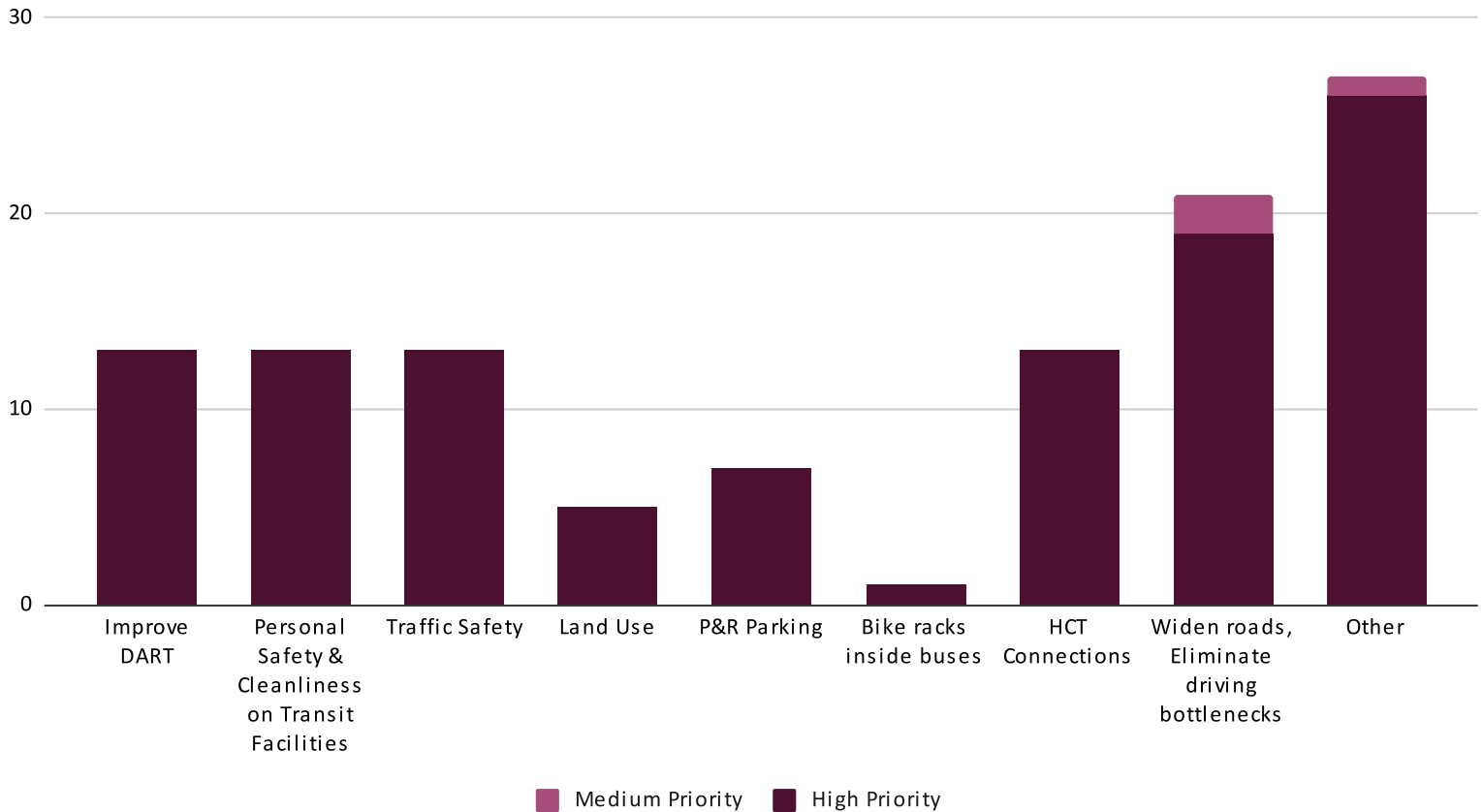


# Solutions

What potential new or expanded transportation services are important and should be prioritized?



## Other solutions suggested by survey takers:



## Findings

There is strong support for improving and expanding transit, walking, and biking infrastructure and services.

- 73% of respondents prioritized establishing new local bus routes that go to more places, with 43% making it a high priority.
- 65% prioritized increasing the frequency of fixed-route transit service, with 36% making it a high priority.
- 64% prioritized increasing commuter transit service, with 40% making it a high priority.
- 66% prioritized establishing new microtransit services, with 26% making it a high priority.
- 72% of residents prioritized building sidewalks, curb ramps, and crosswalks, with 46% making it a high priority.
- 64% prioritized building multi-use trails, with 33% making it a high priority.
- 61% prioritized building complete bikeway networks within cities, with 26% making it a high priority.

- 60% prioritized creating a transit service that would take people to trailheads. However, just 20% said it was a high priority.
- 21% said they had additional priorities for improving transportation, including 4% who said that widening roads and eliminating other driving bottlenecks were their priority.

Note that not all solutions were presented as options on all three surveys.

- Improving the cross-border connections of Community Transit's DART para transit service and Homage Senior Services' Transportation Assistance Program (TAP), was only available on the South County survey.
- The Skykomish-to-Monroe Flex-Route Transit Van was only an option available on the East County survey.
- In the East County survey, respondents could choose extending Community Transit's Route 270/271 from Gold Bar to Skykomish. In presenting the data, the option has been added to "new local bus routes that get to more places."

# Results by Ability

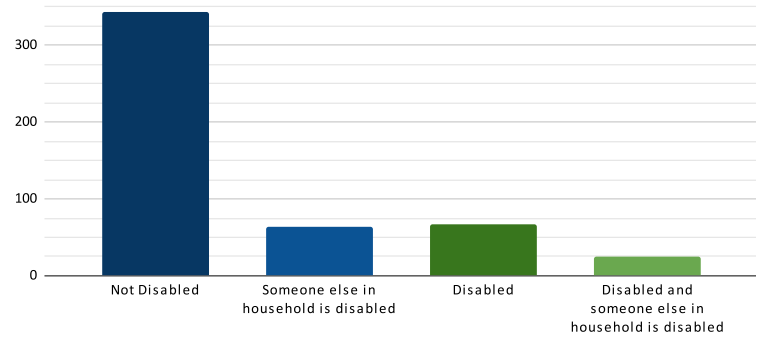
The survey asked respondents whether they or a household member had a disability that affected their mobility.

- 407 respondents reported they had no disability, of which 64 said someone else in their household did have a disability.
- 92 respondents reported they did have a disability, of which 25 said that someone else in their household also had a disability.

## Demographics of Respondents with Disabilities

- 56% of respondents with disabilities had incomes \$45,000 or less, while 45% of able-bodied respondents made more than \$100,000 per year.
- Only 32% of respondents with disabilities had full-time employment, compared with 73% of able-bodied respondents.
- While some people with disabilities did drive, they were much more likely to catch rides with other drivers, ride fixed-route and para transit services.

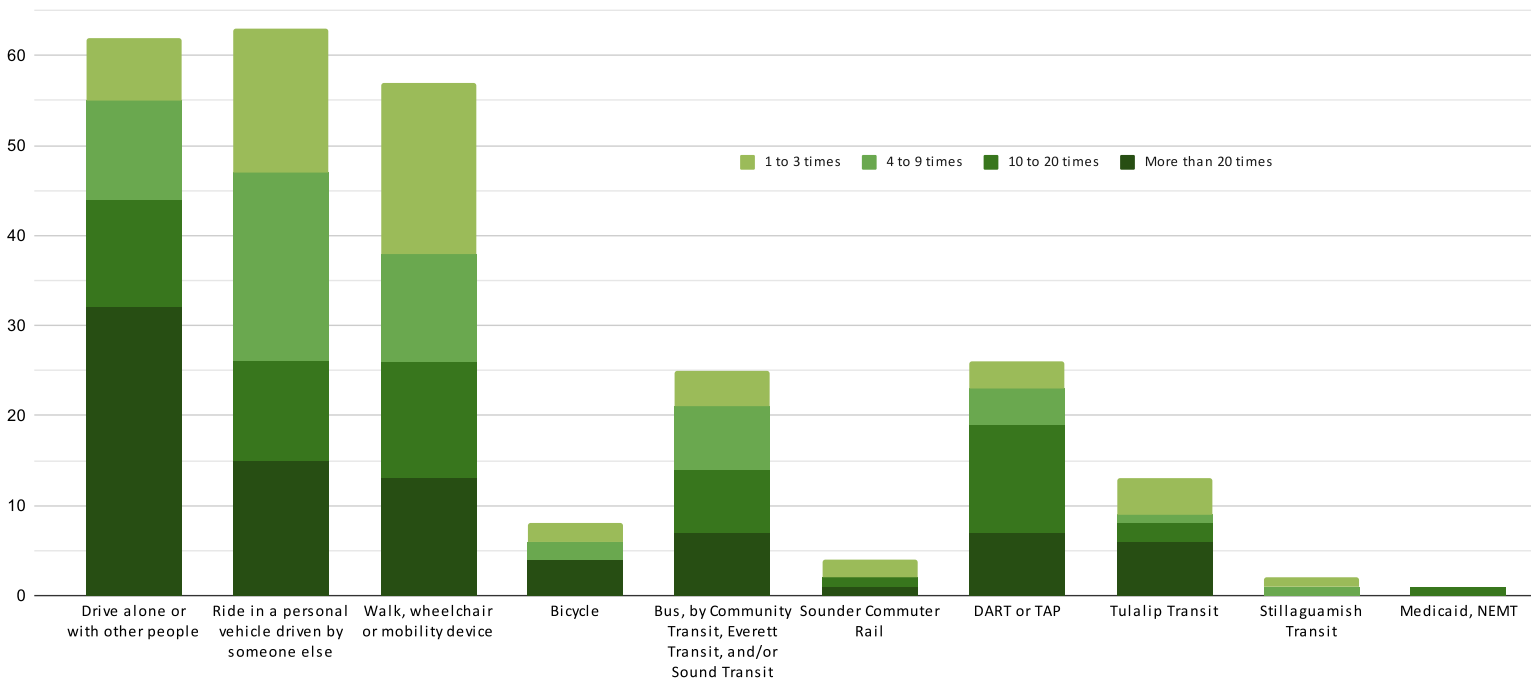
## Number of respondents by their reported ability



Notes:

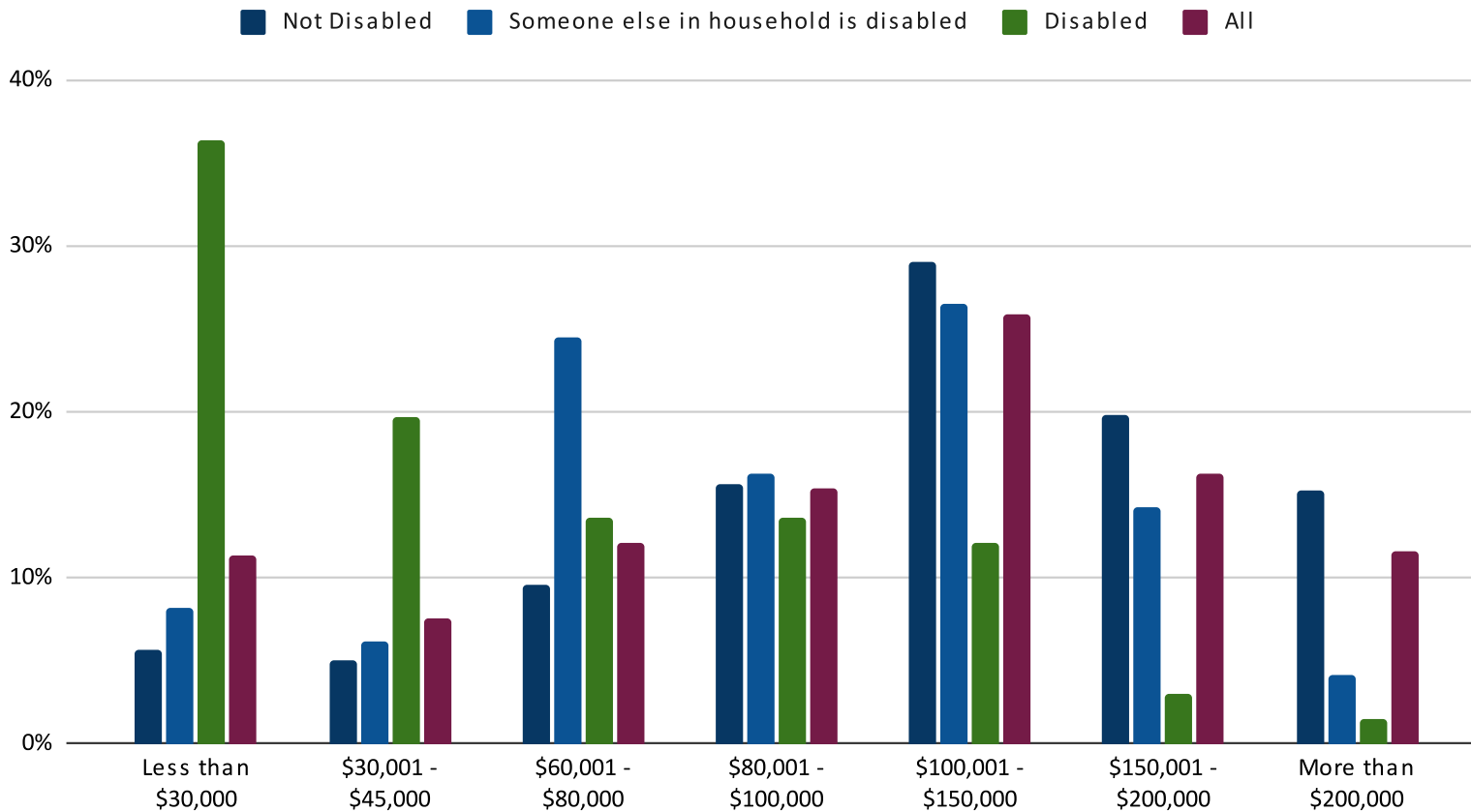
- In subsequent charts, "Disabled" and "Disabled and someone else in household is disabled" are combined.
- People who reported that "someone else in household is disabled" are not they themselves disabled.

## Modes of travel by people with disabilities

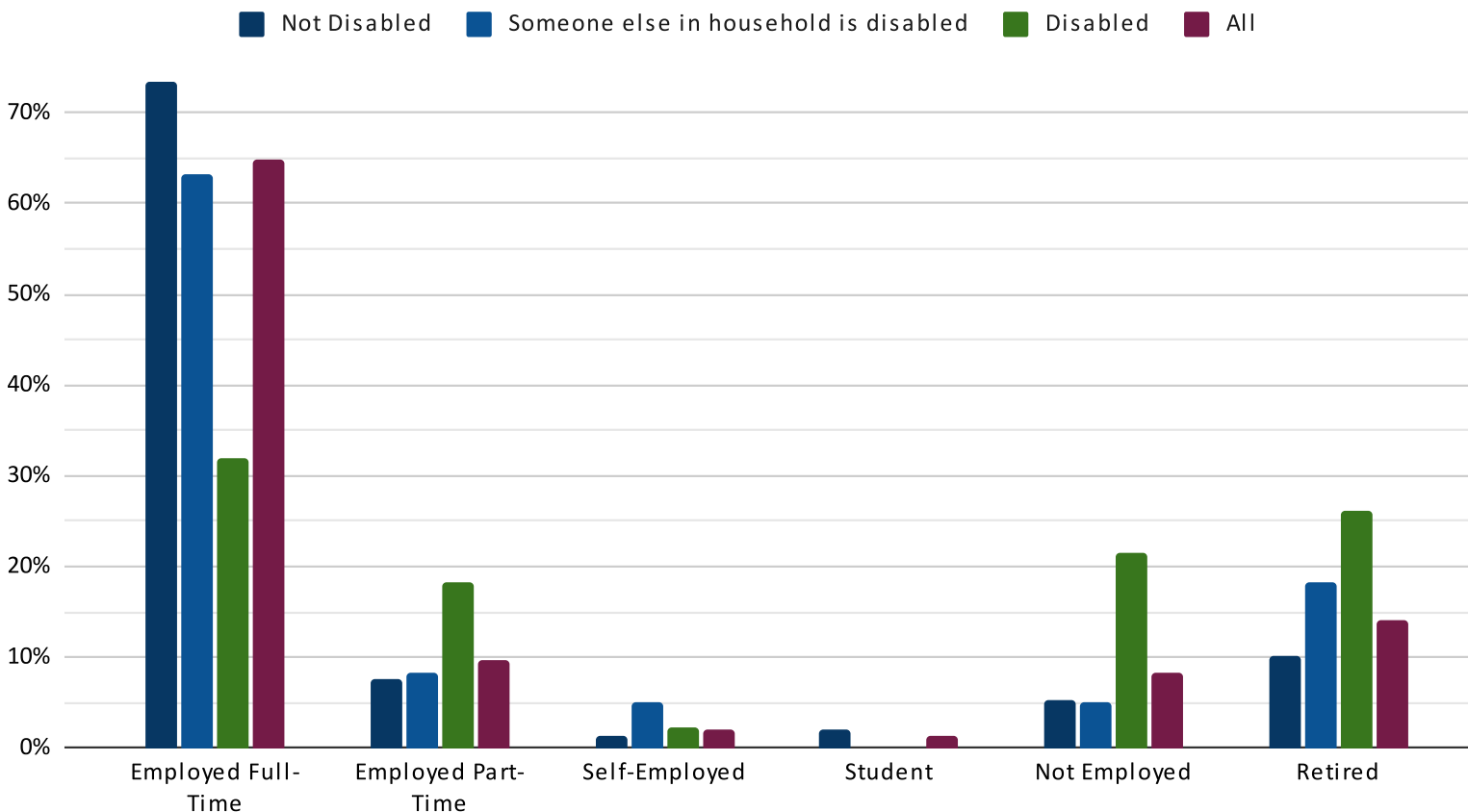




## Income by ability



## Employment status by ability



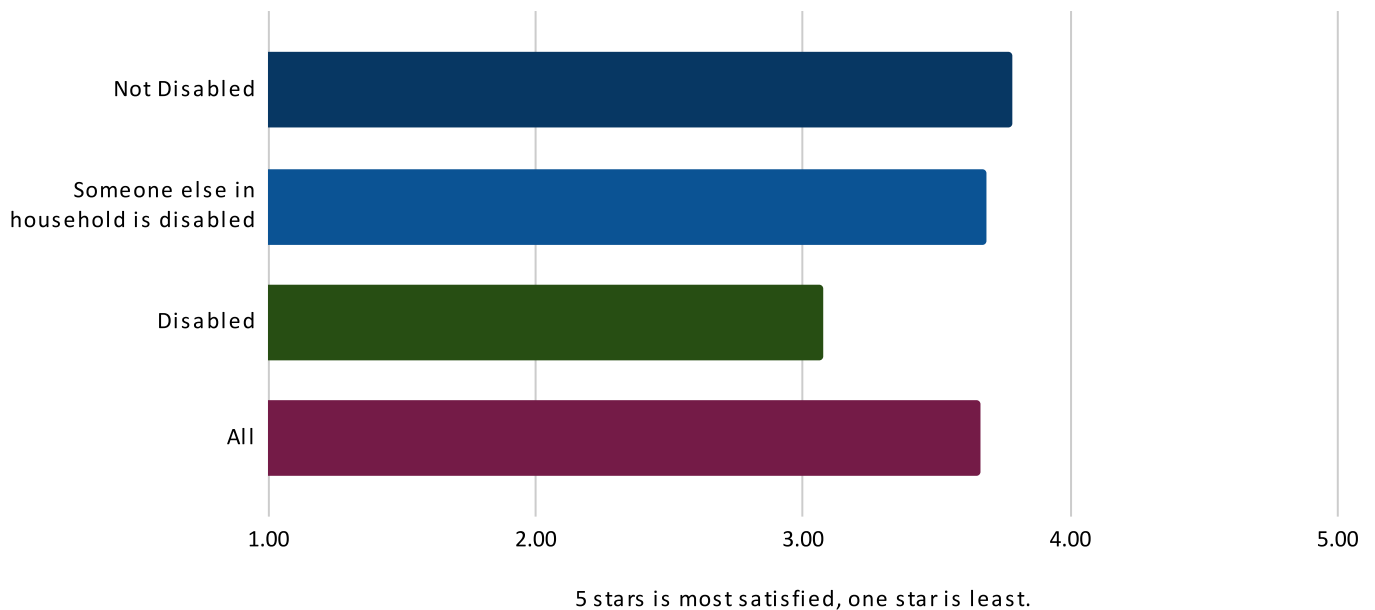
## Dissatisfaction with Transportation by People with Disabilities

People with disabilities are significantly less satisfied with their transportation options, scoring general satisfaction 25% lower than able-bodied respondents.

- Respondents with disabilities were nearly half as likely to say they had no barriers to driving, as compared to able-bodied respondents with no one at home who was disabled.
- Lack of physical ability and lack of a driver's license were the two biggest barriers to driving cited by people with disabilities.
- Despite being more income-restricted, respondents with disabilities were no more likely to say expense was a barrier to driving.

- A strong majority (55%) of respondents with disabilities said that the top barrier for them getting around without driving was the frequency, speed, destination availability, and connections of transit service. People with disabilities cited these issues as a barrier at nearly the same level as able-bodied respondents (58%).
- A much smaller percentage of respondents with disabilities cited a complete lack of bus service, the concerns for physical safety and the lack of benches and shelters at bus stops, and the lack of a physical ability to get on or off the bus as barriers to using transit. However, respondents with disabilities cited these concerns at far higher rates than able-bodied respondents.

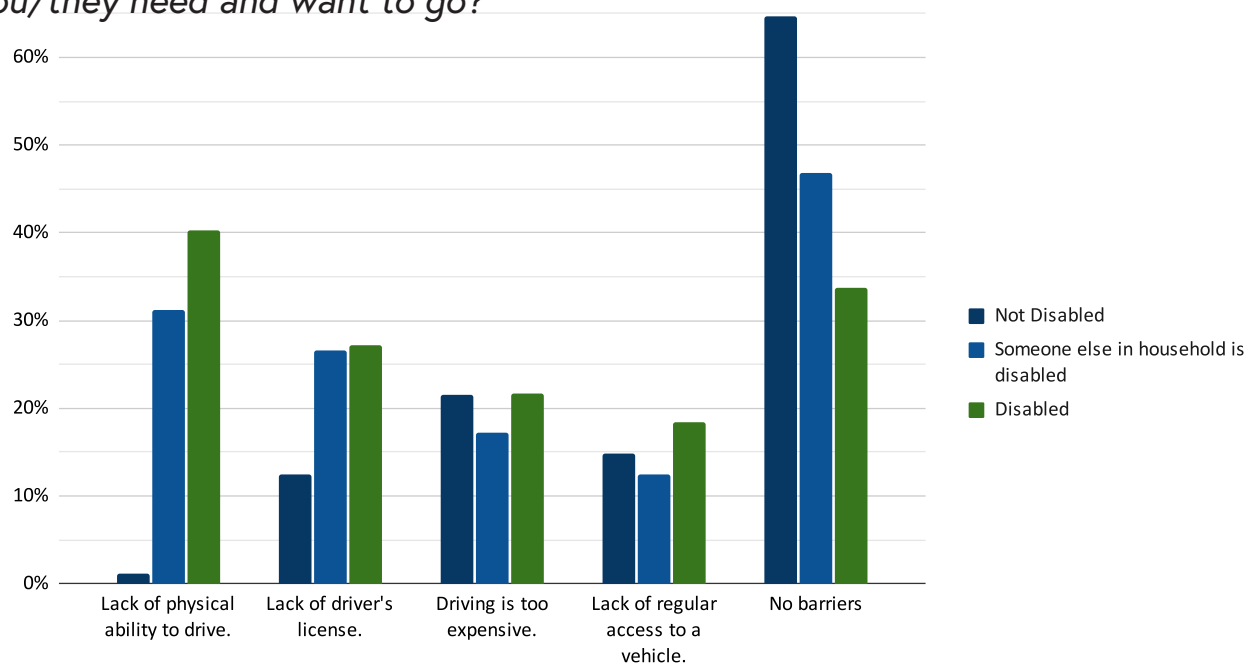
Overall, do you feel that you are consistently able to get where you need to go?



## Transportation Barriers by Ability

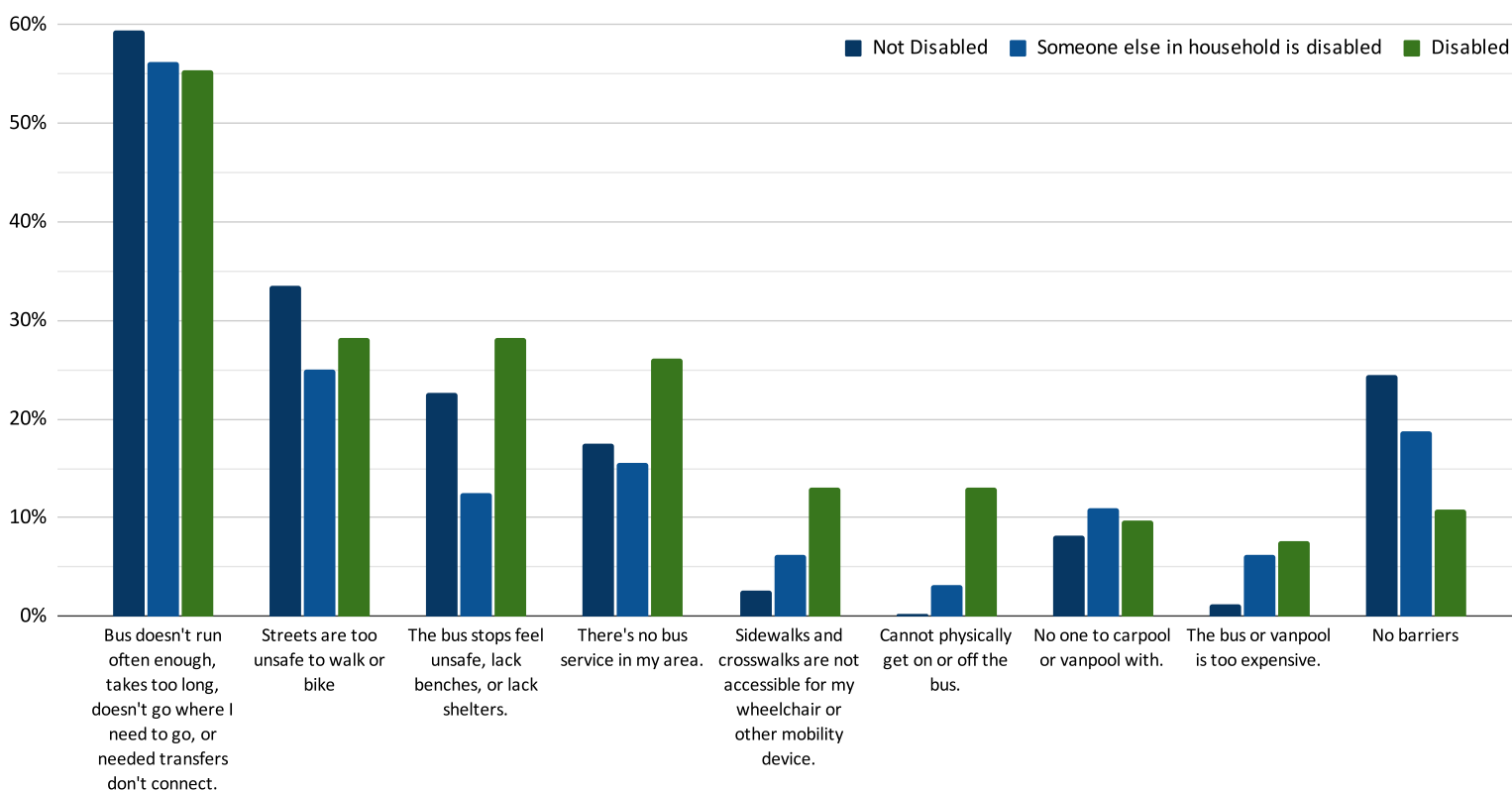
### Barriers to driving

*Do you, or someone else in your household, have any of the following barriers to driving to where you/they need and want to go?*



### Barriers to not driving

*Are any of the following additional transportation barriers for you or someone else in your household?*



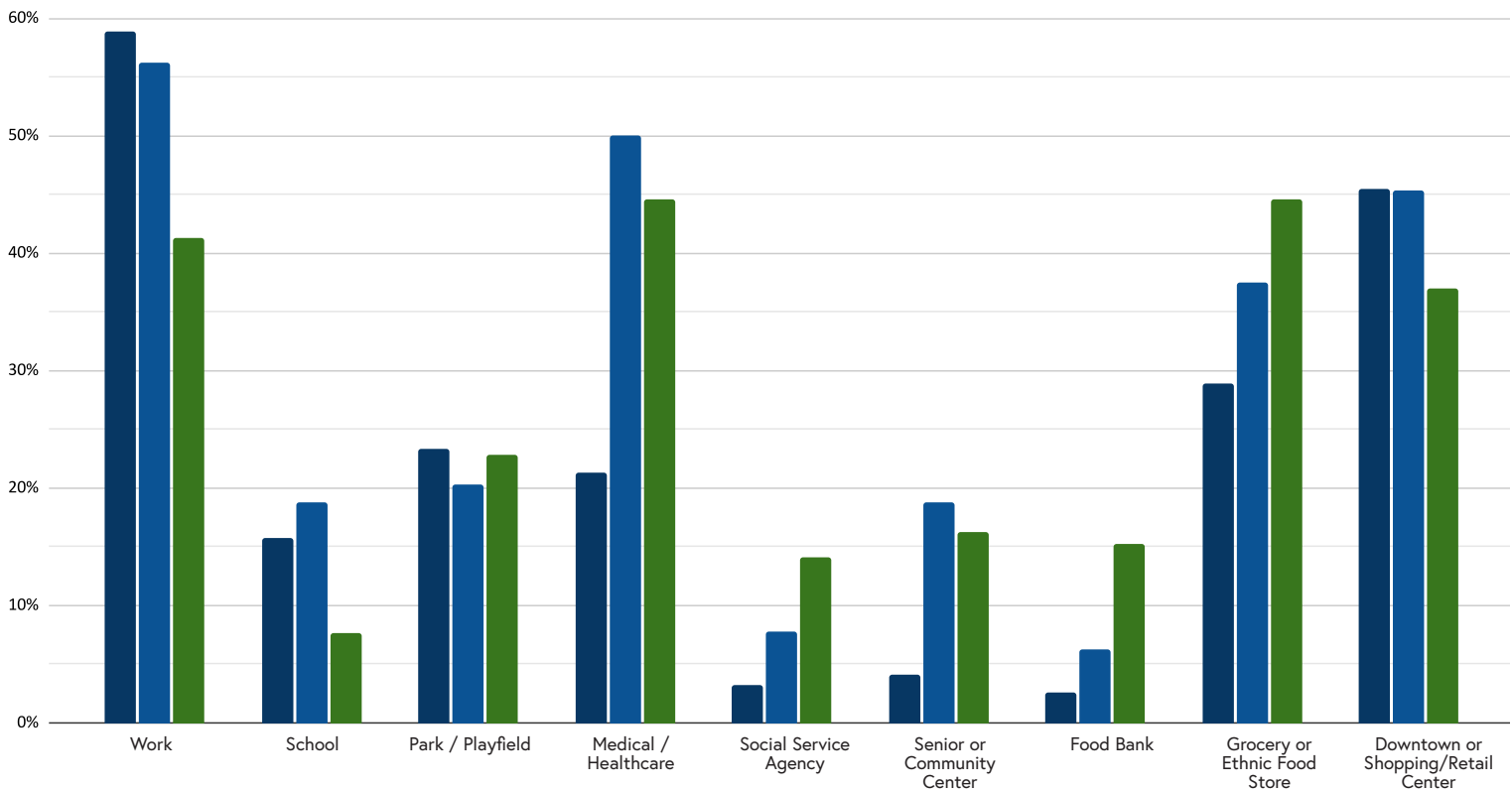
## Desired Destinations

The survey asked where people would like to go more easily without a car.

- Among able-bodied respondents, "work" was the top answer with 59%. However, only 41% of respondents with disabilities said work. This might be due to the disparity in the employment status between the two groups.
- Respondents with disabilities were more than twice as likely than able-bodied respondents to choose medical and healthcare facilities, 45% to 21%.
- Respondents with disabilities were also more likely to want to get to a grocery store (45% to 29%), senior or community center (16% to 4%), food bank (15% to 3%), and social service agency (14% to 3%).

## Where would you, or another household member, like the ability to get to more easily without a car?

■ Not Disabled ■ Someone else in household is disabled ■ Disabled



## Desired Solutions by People with Disabilities

Residents with disabilities are more interested in more and improved door-to-door transportation services.

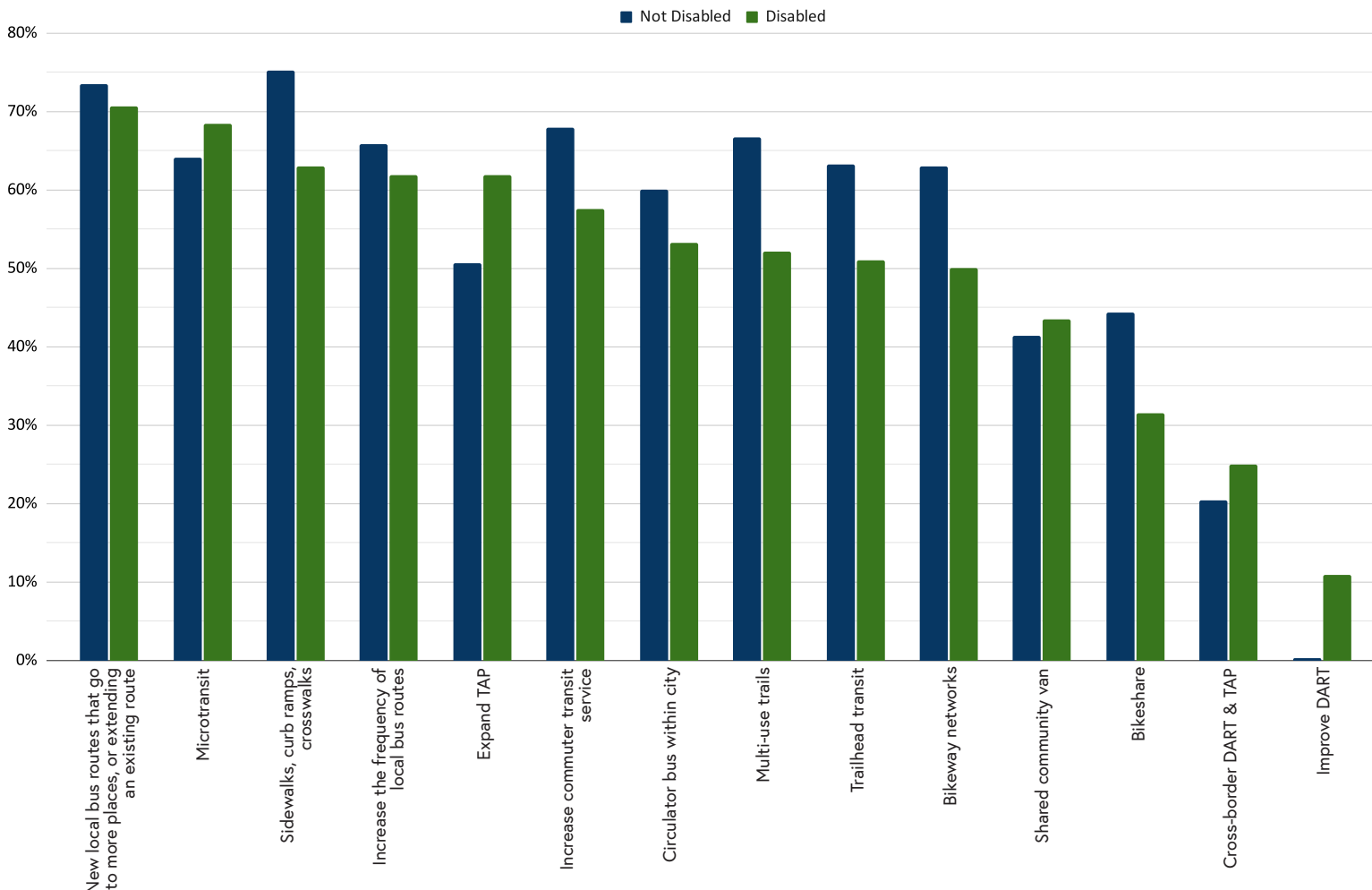
- Relative to able-bodied respondents, respondents with disabilities were more interested in prioritizing microtransit (69% to 64%), expanding Homage Senior Services Transportation Assistance Program (TAP) (62% to 51%), and improving cross-border connections by TAP and Community Transit's DART para transit service (25% to 20%).
- Unprompted, a substantial number of respondents with disabilities also wrote-in a need to address reliability issues with Community Transit's DART para transit service (11% of respondents with disabilities).
- Relative to able-bodied respondents, people with disabilities were slightly less interested in new or extended fixed-route transit lines, increased

frequency of local bus routes, increased commuter transit service, or new circulator bus routes.

- 63% of respondents with disabilities supported new sidewalks, curb ramps, and sidewalks, but this was surprisingly substantially less than able-bodied respondents (75%).
- Likewise, respondents with disabilities supported multi-use trails (52%), providing transit to trailheads (51%), and creating complete bikeway networks within cities (50%) — but all at significantly lower levels than able-bodied respondents.

Door-to-door services provide an unmatched freedom for people with disabilities to get around. In suburban contexts when many destinations are outside of a reasonable walking or rolling distance, people with disabilities stand to gain the most from transportation services that can quickly, efficiently get them to where they want to go.

## What potential new or expanded transportation services are important and should be prioritized?



# Results by Income

The survey asked for the annual household income range and number of household members of the respondents.

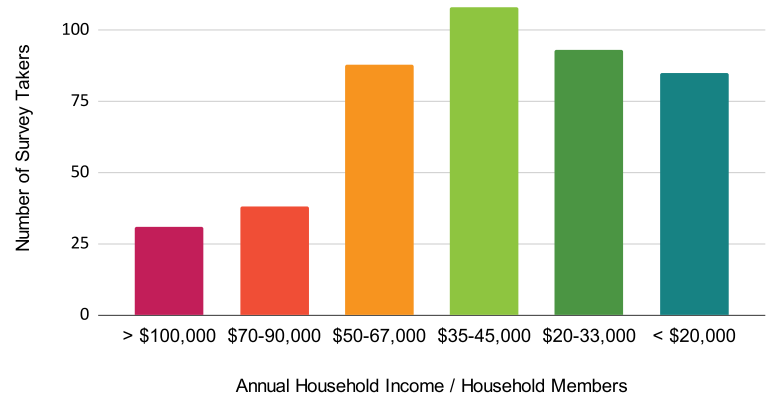
Using these answers, this section attempts to estimate the approximate per capita income for each respondent by dividing the median of their income range bracket with their number of household members. This is a different methodology for determining individuals annual incomes than used elsewhere in this report. Based on the household income divided by household members methodology:

- 31 had an income of \$100,000 or more.
- 38 had an income between \$70,000 and \$90,000.
- 88 had an income between \$50,000 and \$67,000.
- 108 had an income between \$35,000 and \$45,000.
- 93 had an income between \$20,000 and \$33,000.
- 85 had an income less than \$20,000.

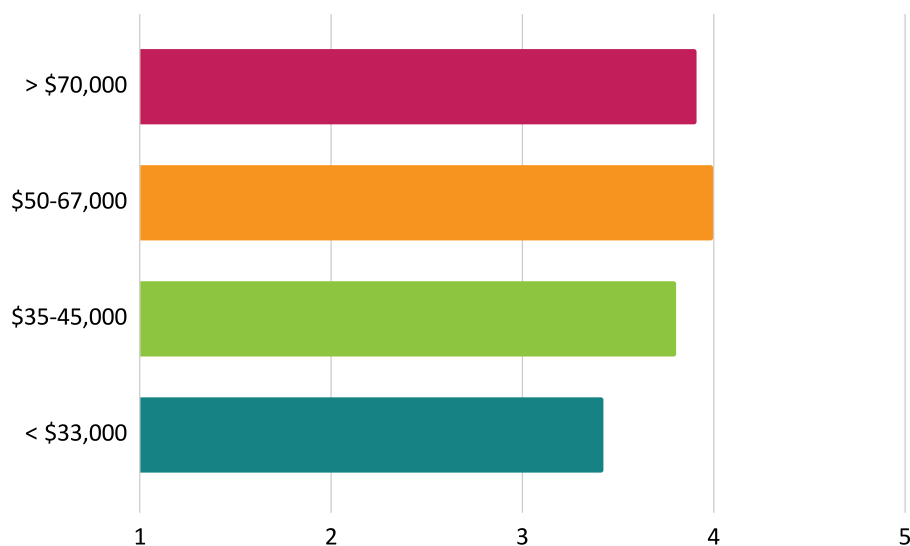
Individuals with an income of less than \$33,000 per year reported significantly lower satisfaction with their ability to get to where they need to go than others who earned more.

Those who made less than \$33,000 also reported driving less than others, walking or using a mobility device more often, and riding a paratransit service more often.

## Income of Survey Respondents

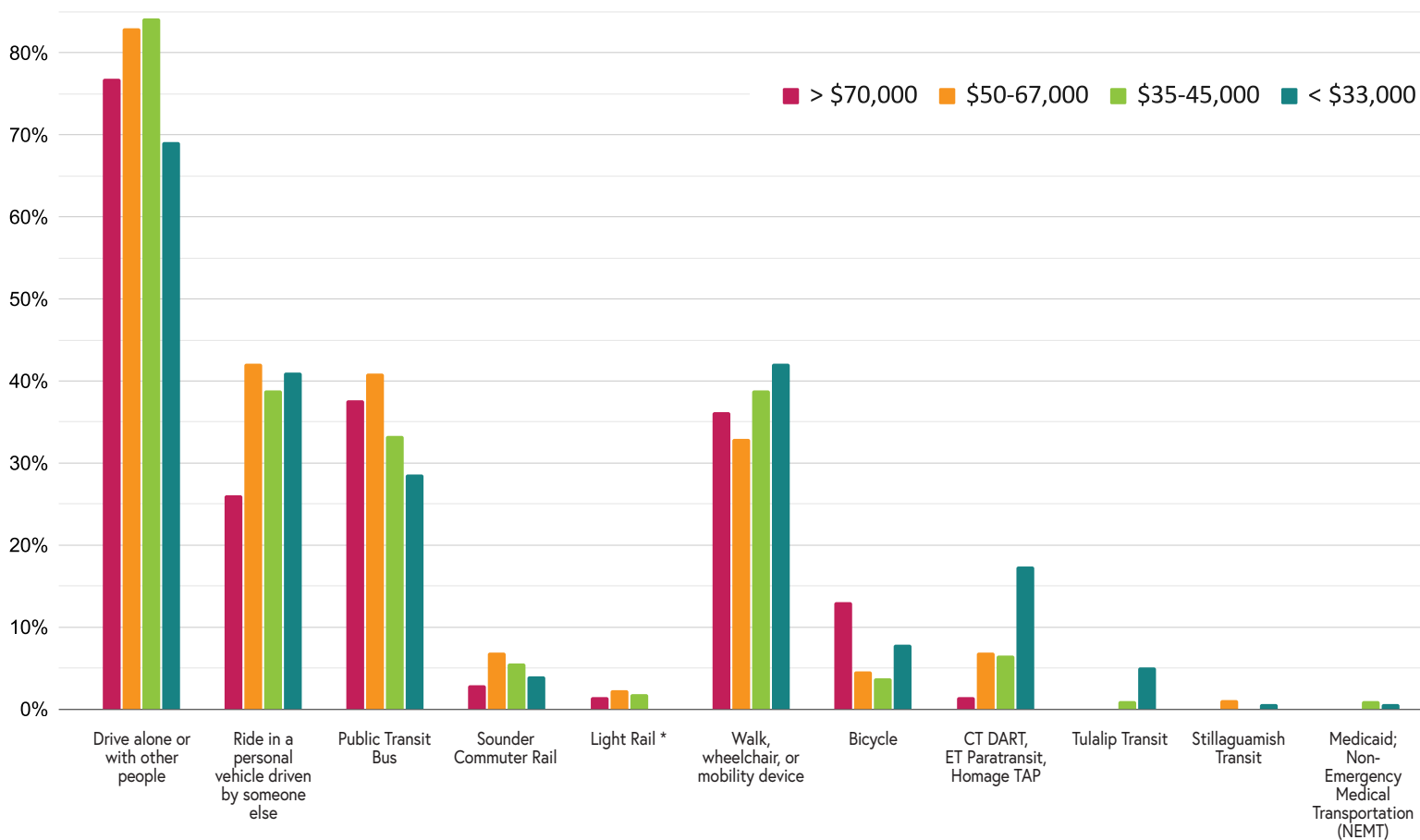


## Overall, do you feel that you are consistently able to get to where you need to go?



5 stars is most satisfied, one star is least

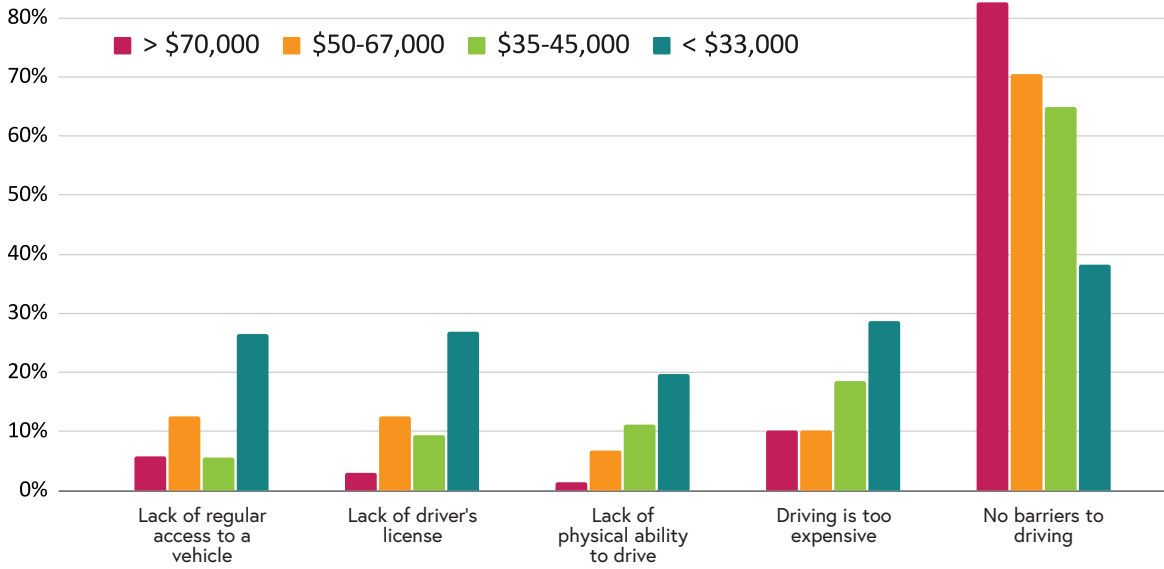
## In a typical month, which transportation modes do you travel at least four times?



# Transportation Barriers by Income

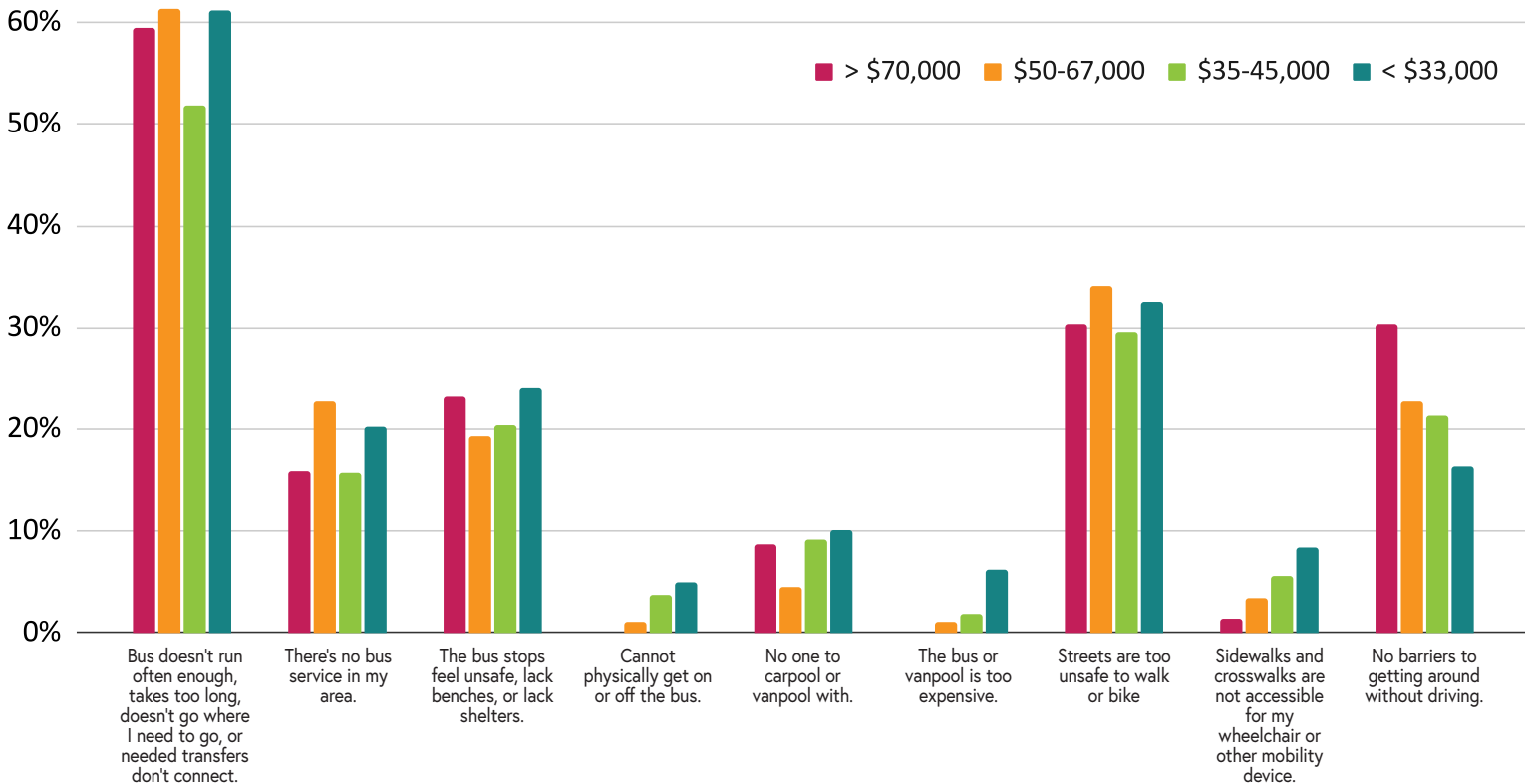
## Barriers to driving

Do you, or someone else in your household, have any of the following barriers to driving to where you/they need and want to go?



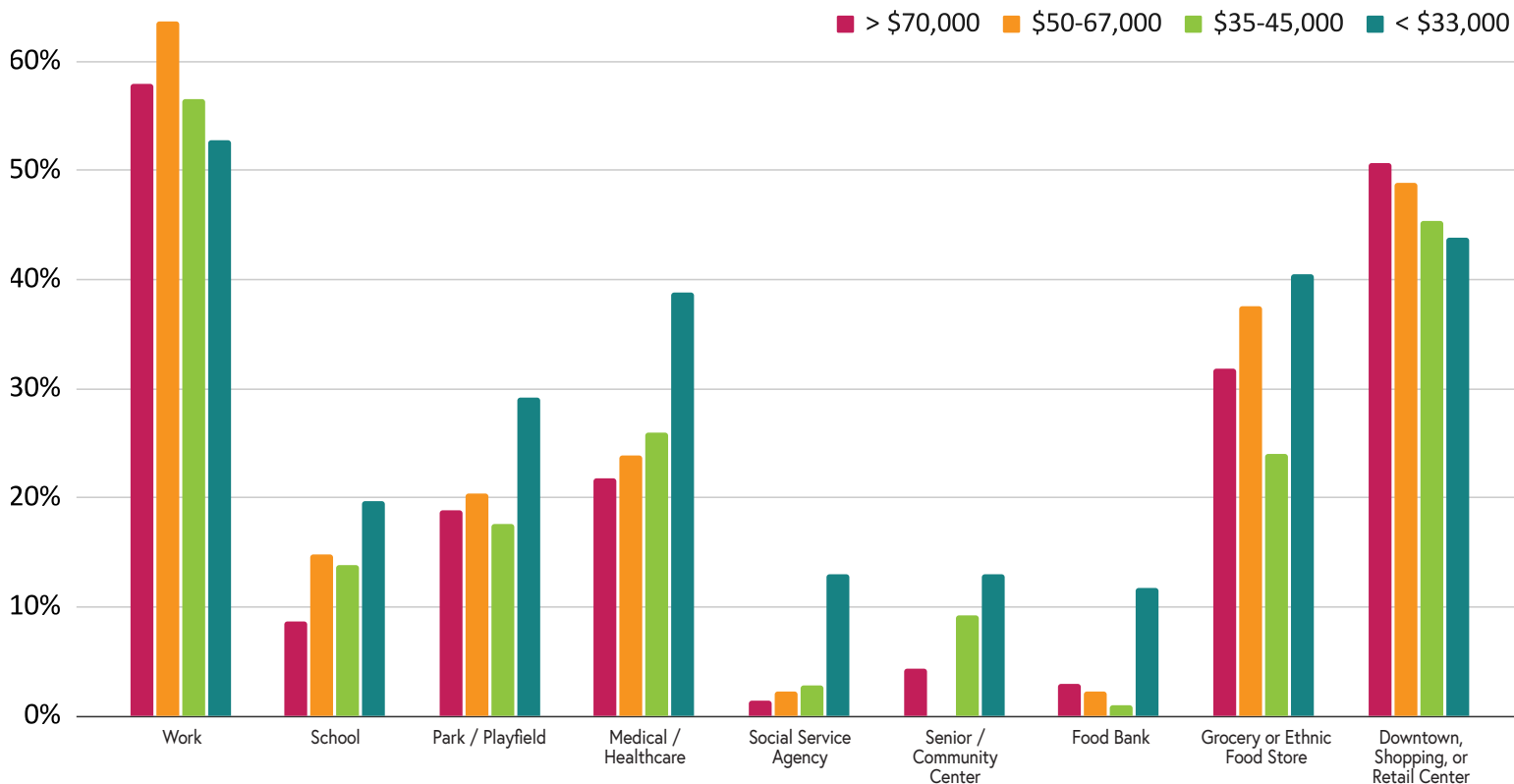
## Barriers to not driving

Are any of the following additional transportation barriers for you or someone else in your household?





## Where would you (or another household member) like the ability to get to more easily without a car?



Respondents with an annual income less than \$33,000 reported significantly more barriers to driving, as well as slightly more barriers to getting around without driving.

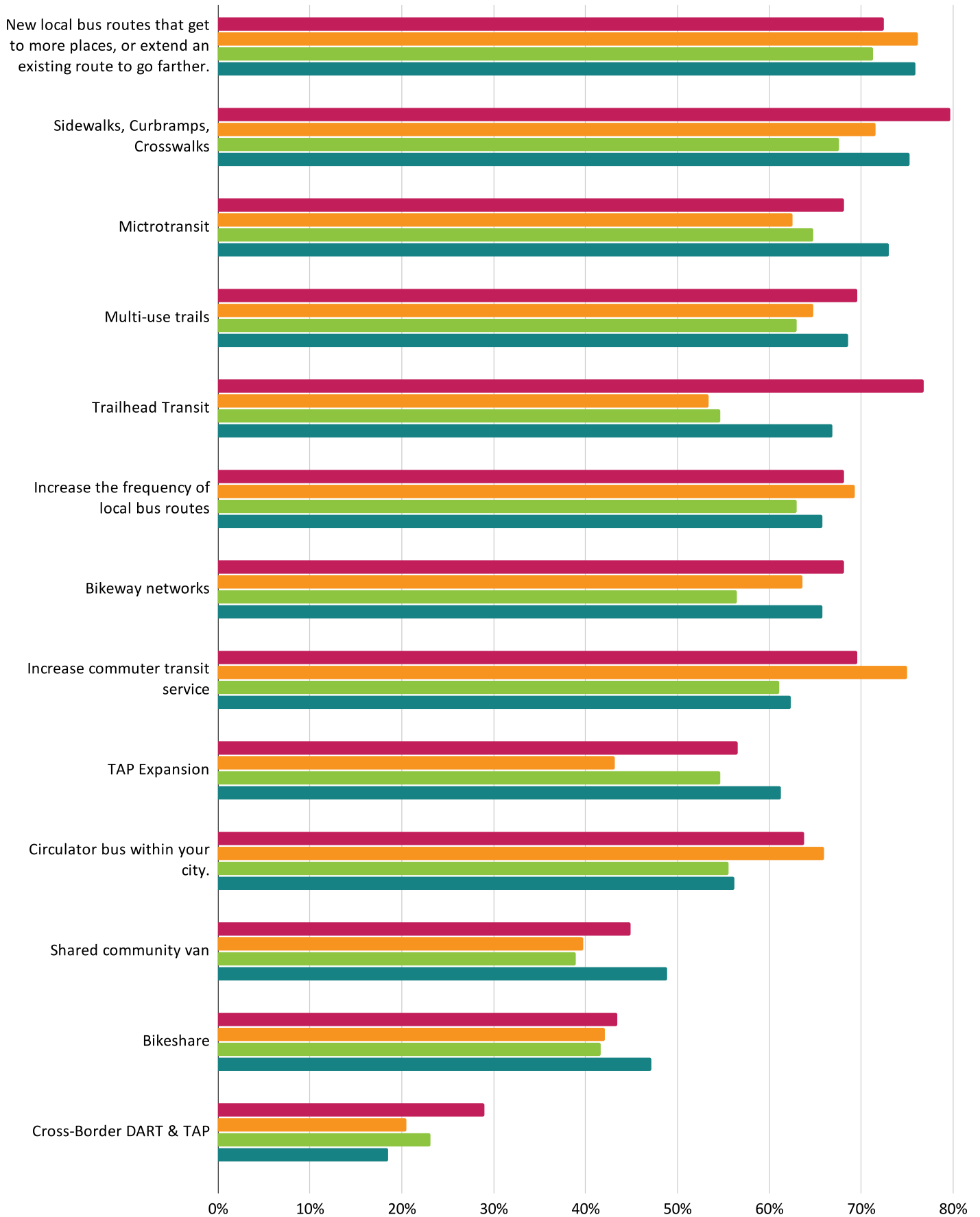
Similar to all respondents, the lowest earners found that the number one barrier to getting around without a car was that the bus does not run often enough takes too long, doesn't go where they need to go, or needed transfers do not connect. The safety of the streets to walk or bike to their destinations was also a significant barrier for those making less than \$33,000.

If they could reduce those barriers, the lowest earners top destination would be work, followed by downtowns and shopping centers, and then grocery stores.

The lowest earners reported a desire to reach medical and healthcare facilities and parks at much higher rates than higher earners.

# What potential new or expanded transportation services are important and should be prioritized?

■ > \$70,000  
 ■ \$50-67,000  
 ■ \$35-45,000  
 ■ < \$33,000



## Desired Solutions by Respondents with Lowest Incomes

Those with the lowest incomes reported similar — typically higher — interest in all solutions as the individuals with higher incomes.

Respondents with the lowest incomes were much more interested (approx. 10 percentage points higher than average) in expanding Homage Senior Services' Transportation Assistance Program (TAP), as well in creating new microtransit and community van services (8 percentage points higher than average).

Respondents with the lowest incomes were less interested in increasing commuter transit service (6 percentage points lower than average).

# Results for Young and Older Adults

The survey asked respondents for their age range. Below are the age breakdowns of respondents compared with the actual estimated population percentages for Snohomish County by the American Communities Survey (ACS) for 2017-2021.

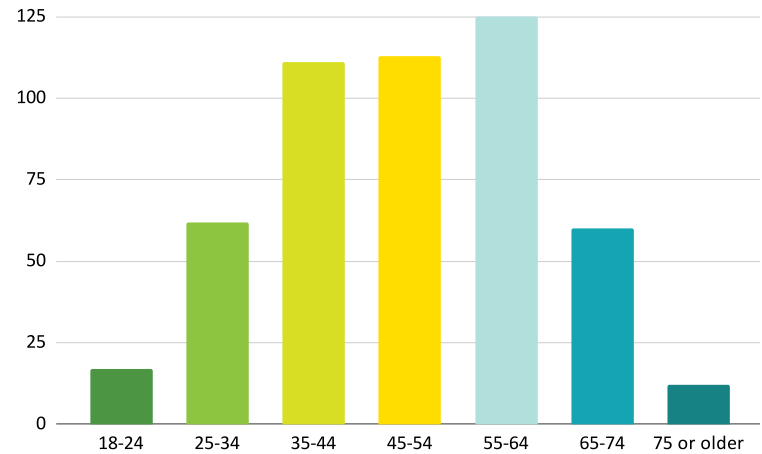
- 17 (3.4%) were age 18-24.
- 62 (12.4%) were age 25-34. The ACS estimates that Snohomish County's population age 18-34 is 22.3%.
- 111 (22.2%) were age 35-44, compared with 14.7% estimated by the ACS.
- 113 (22.6%) were age 45-54, compared with 13.4% estimated by the ACS.
- 125 (25.0%) were age 55-64, compared with 13.4% estimated by the ACS.
- 60 (12.0%) were age 65-74, compared with 8.7% estimated by the ACS.
- 12 (2.4%) were age 75 or older, compared with 4.9% estimated by the ACS.

In general, each age bracket was increasingly satisfied with their ability to get to where they need to go. This changed significantly for people age 75+, who were significantly less satisfied.

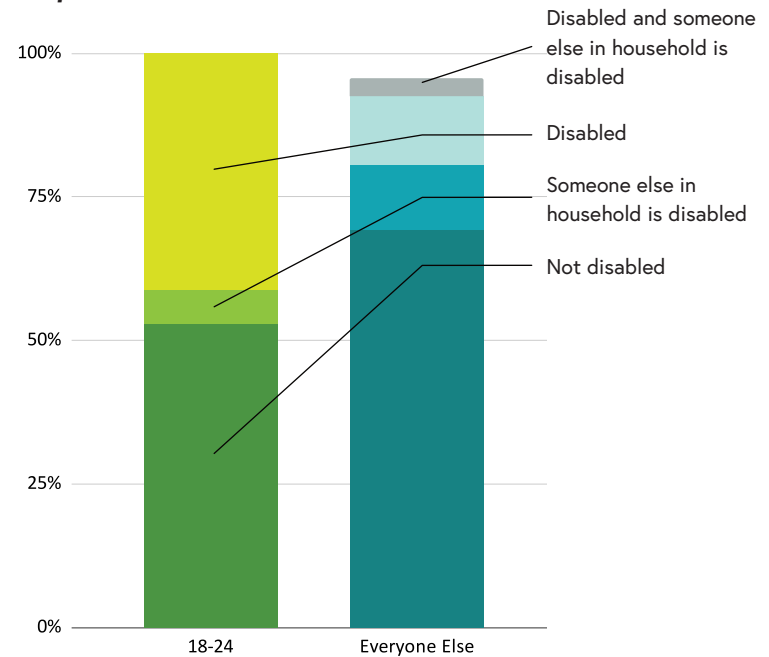
Young adults were significantly less likely to drive than anyone older than them, including those older than 75. The young adults instead relied on others to drive them and use paratransit. There was a significant overrepresentation of survey respondents age 18-24 who were disabled.

In analyzing the barriers and solutions by age of the respondents, this report only considers the responses of those age 18-to-24 and those 65 and older. This is in alignment with Snotrac's mission to focus on the needs of youth and older adults.

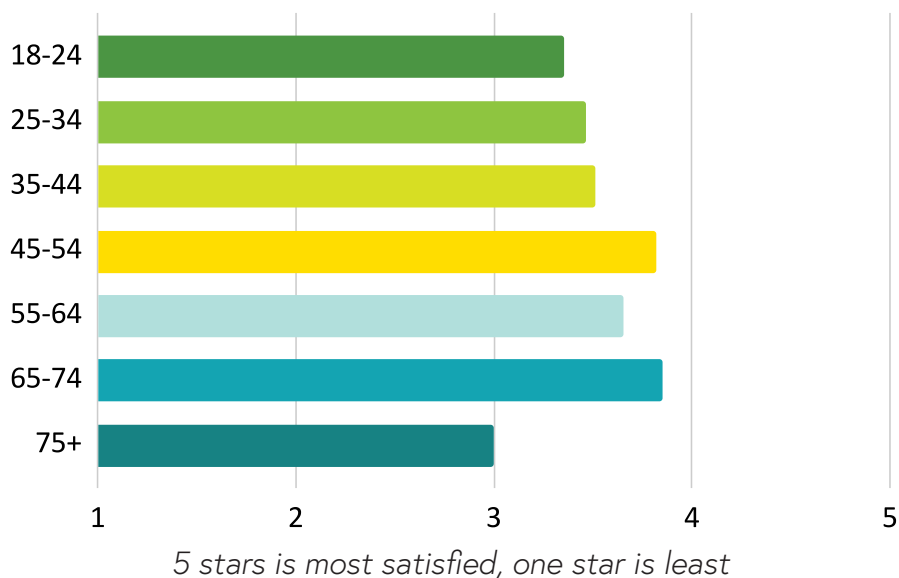
## Age of Survey Respondents



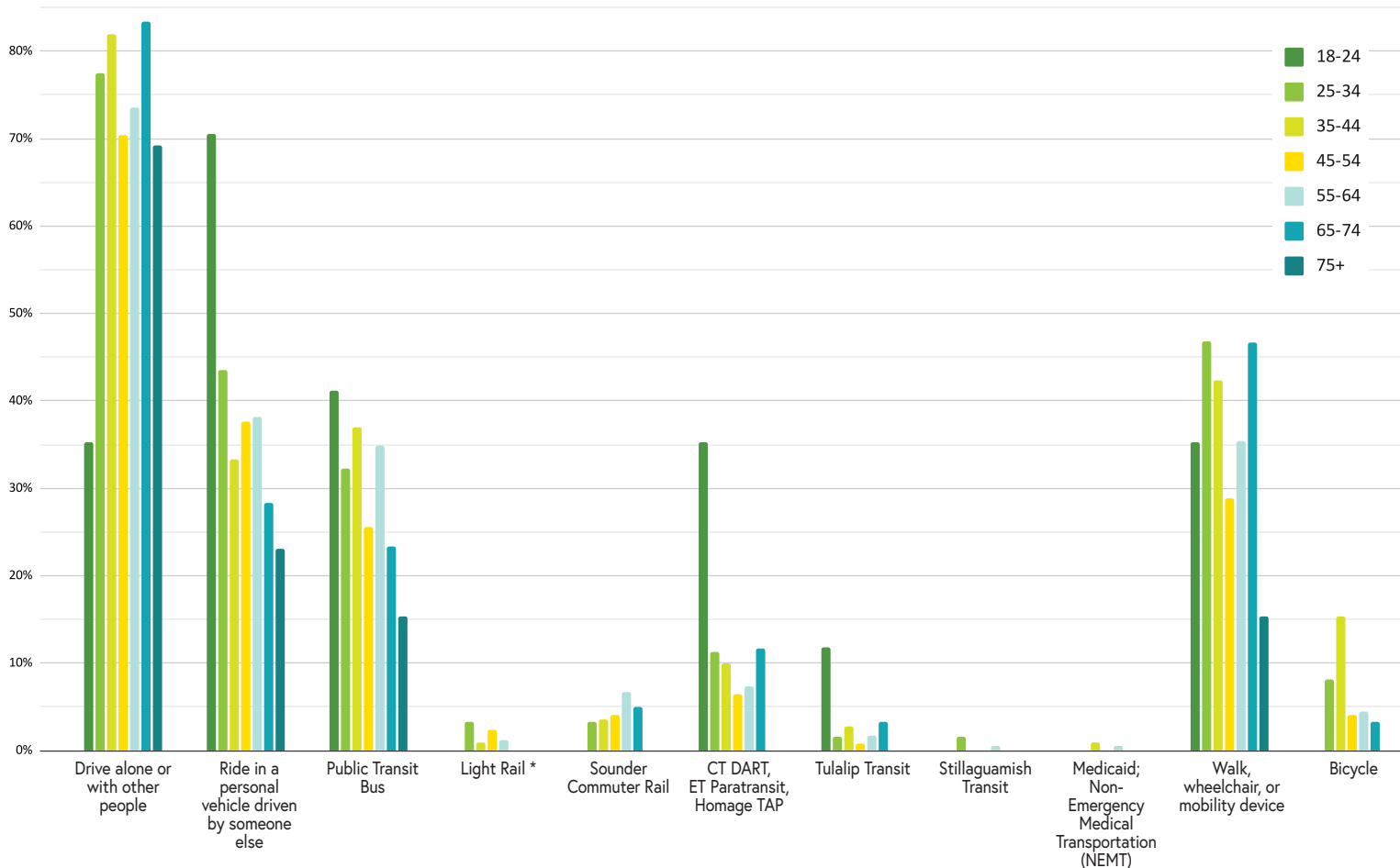
## A high percentage of the 18-24 year old respondents were disabled.



## Overall, do you feel that you are consistently able to get to where you need to go?



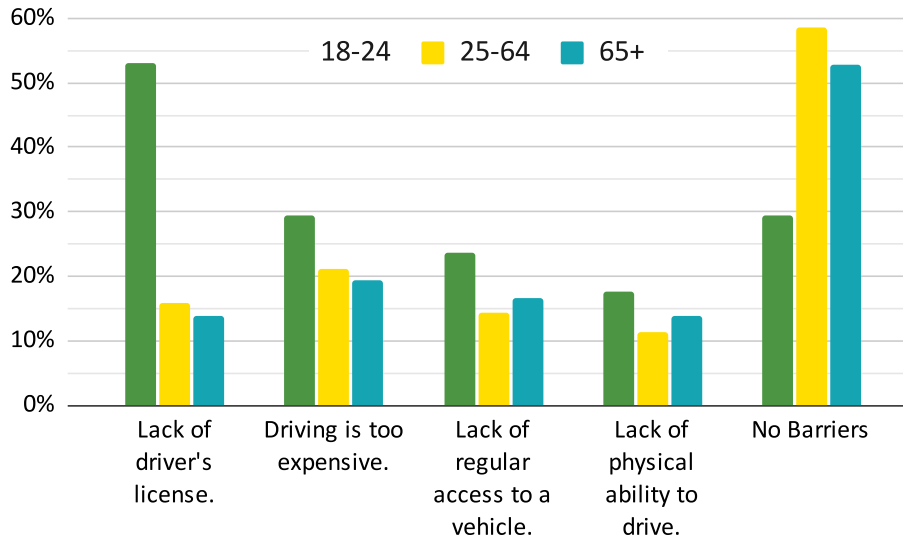
## In a typical month, which transportation modes do you travel at least four times?



# Transportation Barriers for Young and Older Adults

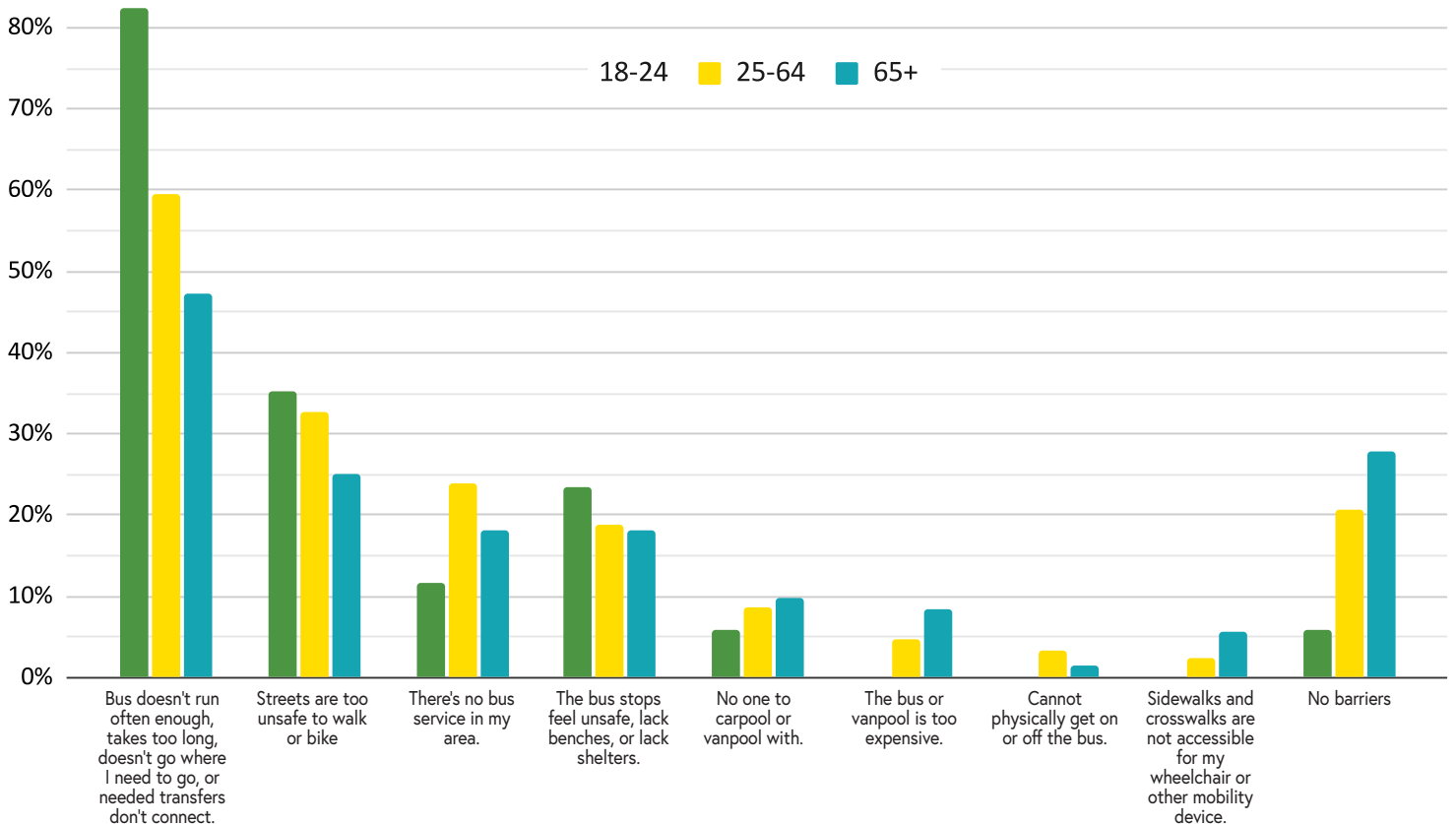
## Barriers to driving

*Do you, or someone else in your household, have any of the following barriers to driving to where you/they need and want to go?*

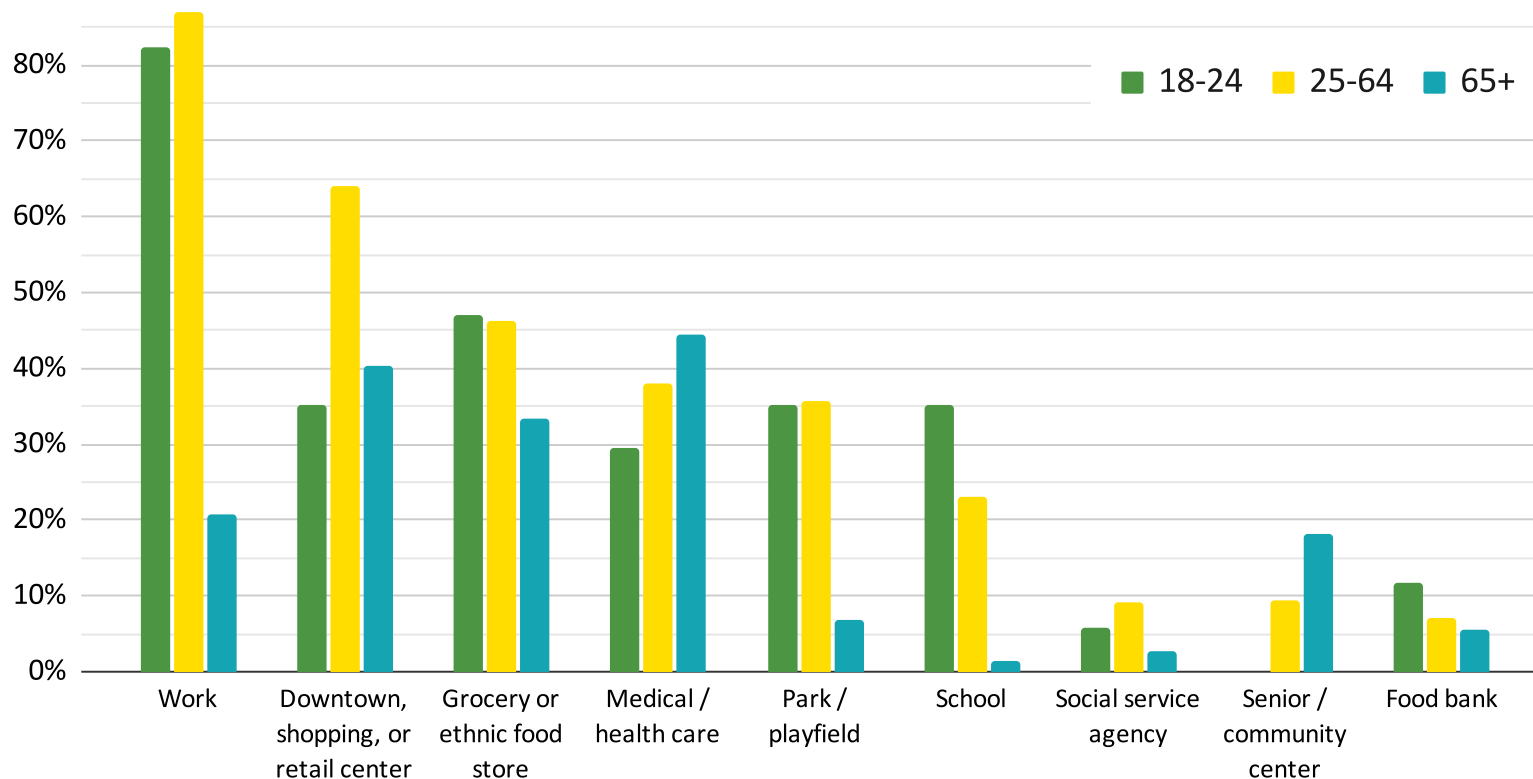


## Barriers to not driving

*Are any of the following additional transportation barriers for you or someone else in your household?*



## Where would you (or another household member) like the ability to get to more easily without a car?



Young adults reported more barriers to driving — as well as getting around without driving — than others. Meanwhile, the barriers reported by older adults were much more similar to those respondents age 25-to-64.

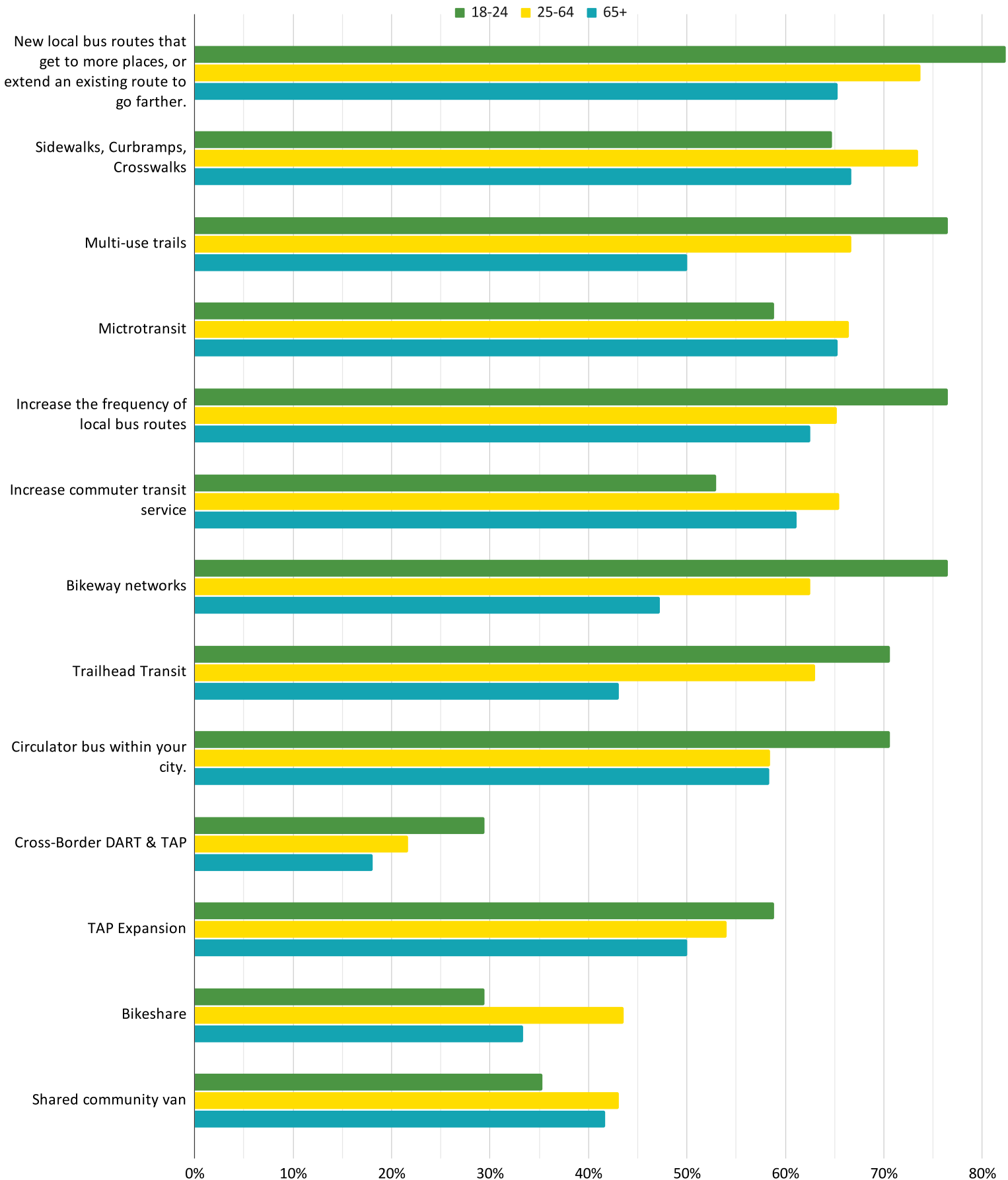
More than half of young adults reported that the lack of a license was a barrier to driving, which was much higher than the lack of the physical ability to drive. This is somewhat surprising considering that over 40 percent of young adults reported having a disability. This possibly suggests that many young adults are simply choosing not to get a driver's license to drive.

Despite being more transit-dependent, more than 80 percent of the young adults reported that bus service was a major barrier to getting to where they need to go. The safety of the streets to walk and bike was also a major concern for young adults.

The young adults reported a similar desire to get to work without a car as those age 25-64, but a stronger desire to get to school. Older adults reported a stronger desire to get to medical and healthcare facilities as well as senior and community seniors.

These three charts combined the responses of those age 65-to-74 and age 75 and older. If the charts were to show the responses of just those age 75 and older, their responses would show a pronounced lack of physical ability to drive, bus service levels and safety of the streets as significant transportation barriers, and a strong desire to get to healthcare and senior centers.

# What potential new or expanded transportation services are important and should be prioritized?





## Desired Solutions by Young and Older Adults

In general, young adults were more interested in the transportation solutions while the older adults were more skeptical.

Top solutions prioritized by those age 18-to-24 were improving bus service; pedestrian and bicycle infrastructure; and transit service to hiking trailheads.

While older adults still strongly supported improving bus service, support for prioritizing, trails, bikeways, and trailhead transit dropped below 50 percent.

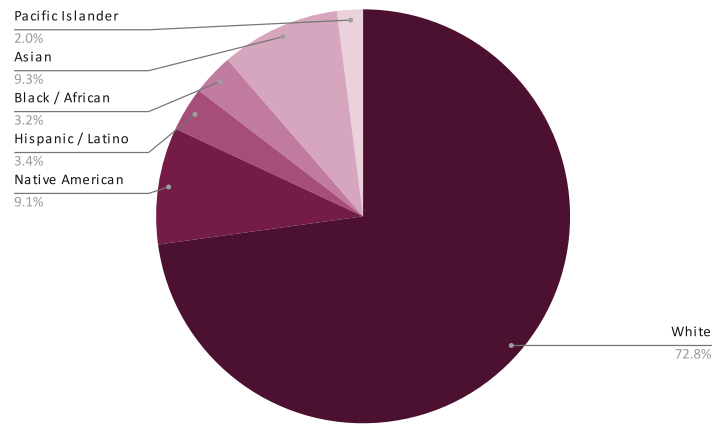
# Results by Race & Ethnicity

The survey asked for race or ethnicity of the respondents. Below are the age breakdowns of respondents compared with the actual estimated population percentages for Snohomish County by the 2020 Census.

- 72.8% identified as White, compared with 63.8% in the Census.
- 9.3% identified as Asian, compared with 12.2% in the Census.
- 9.1% identified as Native American, compared with 1.3% in the Census.
- 3.4% identified as Hispanic or Latino, compared with 11.6% in the Census.
- 3.2% identified as Black or African American, compared with 3.5% in the Census.
- 2% identified as Pacific Islander, compared with 0.6% in the Census.

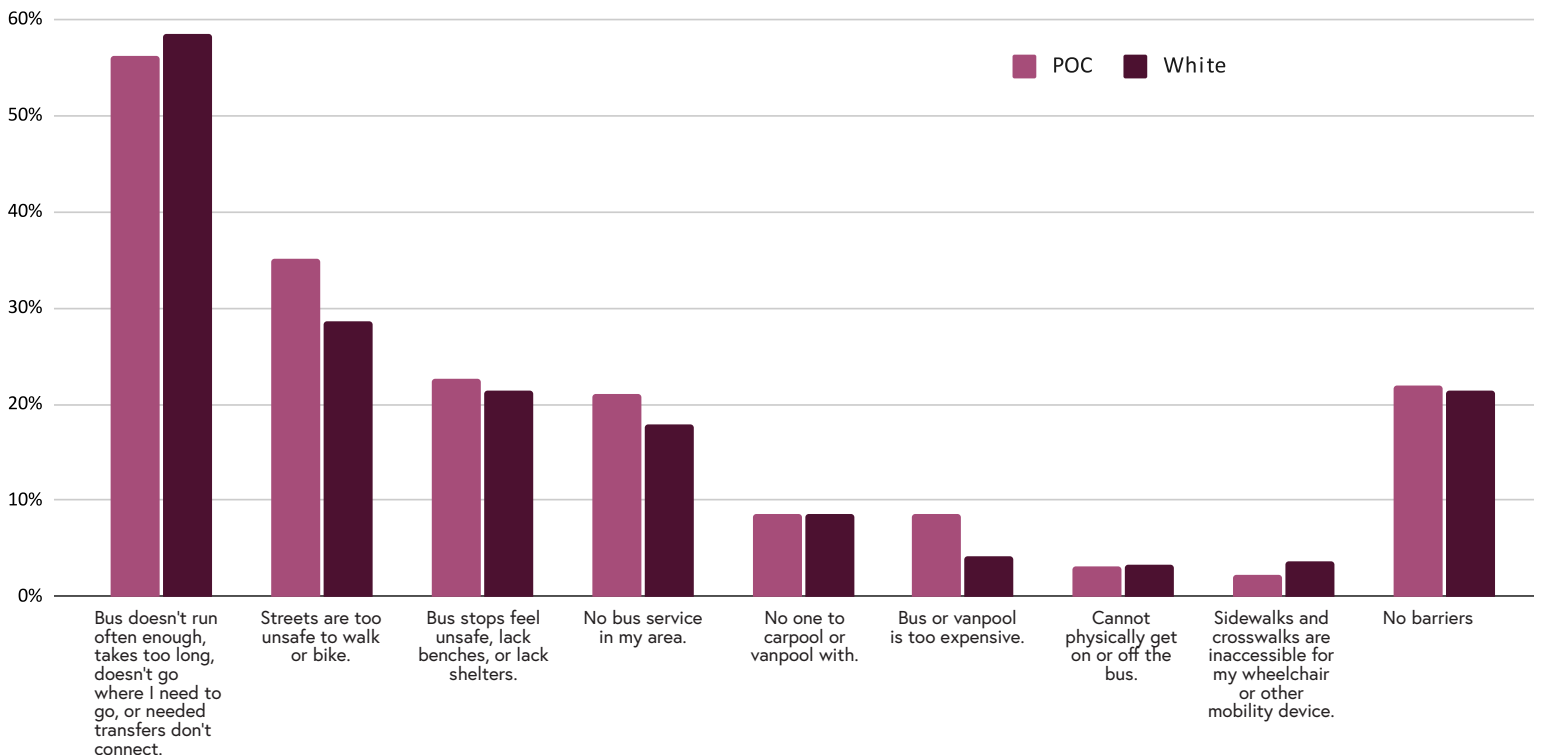
The analysis in this report has been simplified to Non-Hispanic White (White) vs. all People of Color (POC), as reported by the respondents.

## Number of respondents by race & ethnicity

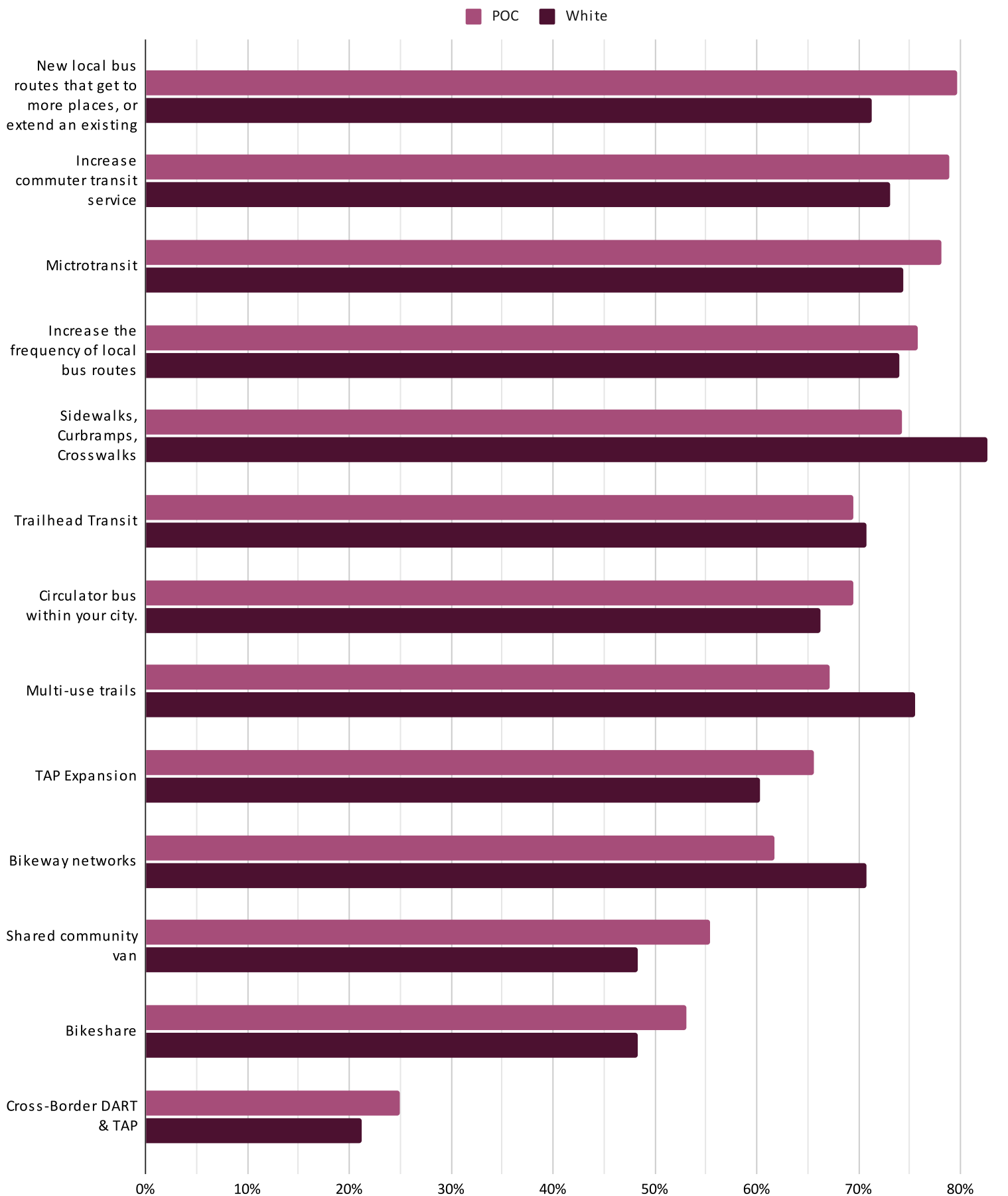


People of Color expressed similar barriers to getting where they want to go without driving. However, more People of Color reported that streets were too unsafe to walk or bike by 11 percentage points.

## Do you, or someone else in your household, have barriers to where you/they need and want to go? Barriers to getting around without driving



### What potential new or expanded transportation services are important and should be prioritized?





## Desired Solutions among People of Color

Almost all proposed solutions were supported by more than 50 percent of the respondents identifying as People of Color.

At the top-end, People of Color were more likely than White respondents to support improving bus service, and less likely to support pedestrian infrastructure. However, bus service, microtransit, and sidewalks were all supported by more than 70 percent of People of Color.

# East Snohomish County

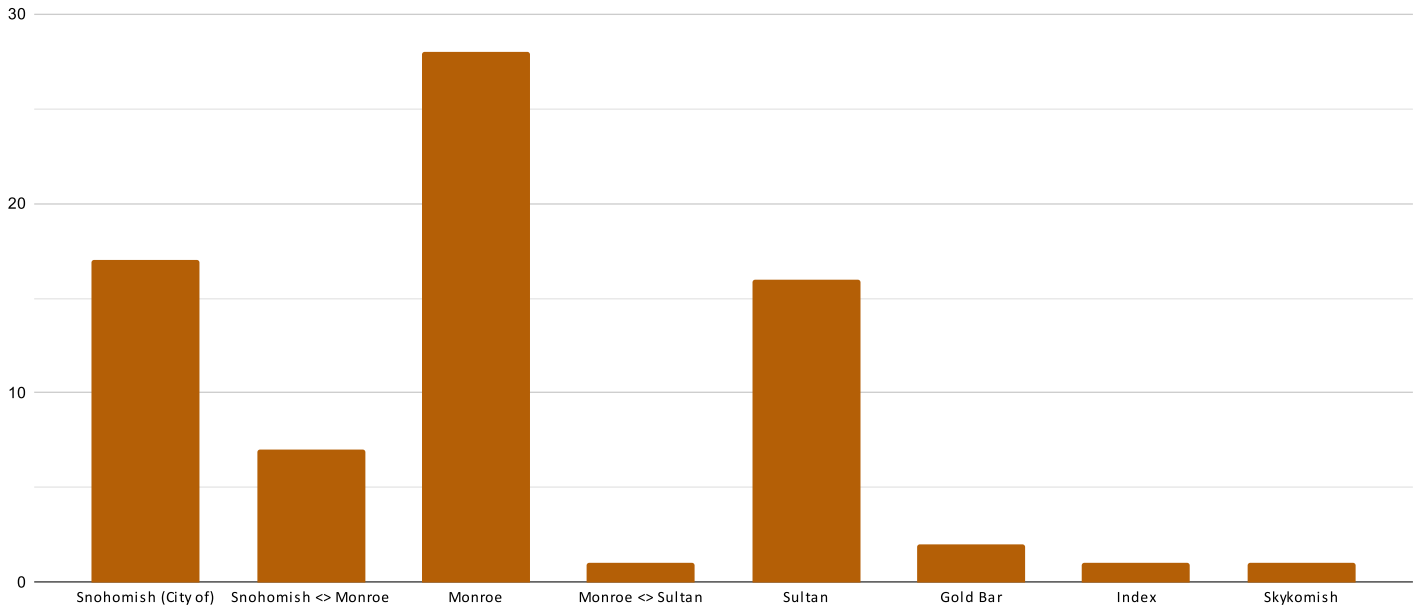
# Who took the surveys from East Snohomish County

Between the three surveys for Mid, East, and South Snohomish County, there were 72 respondents from the area along the US 2 Corridor from the City of Snohomish to the Town of Skykomish.

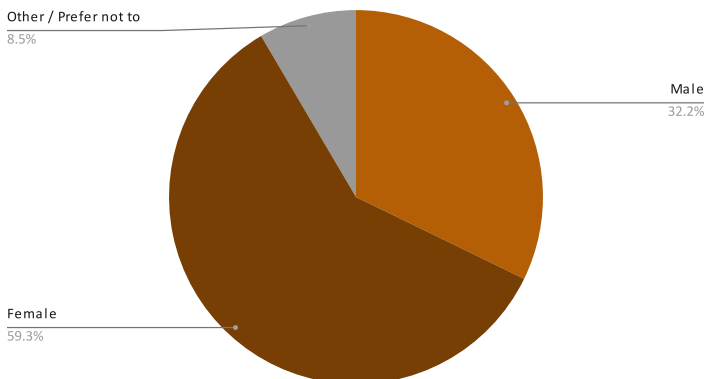
- Monroe had the most respondents with 28.
- 59% of respondents were female.
- 86% of respondents were non-Hispanic White, which compares to 68% of actual Snohomish County residents according to the Census.

- The median household income was \$80,001 to \$100,000, which compares to Snohomish County's actual median income of \$95,618 (2017-21). This was lower than the countywide survey results.
- 59% of respondents reported they drive a vehicle at least once in a typical month. This was substantially lower than the countywide survey results (85%).
- 15% of respondents reported they rode fixed-route transit or DART in a typical month. This was substantially lower than the countywide survey results (52%).

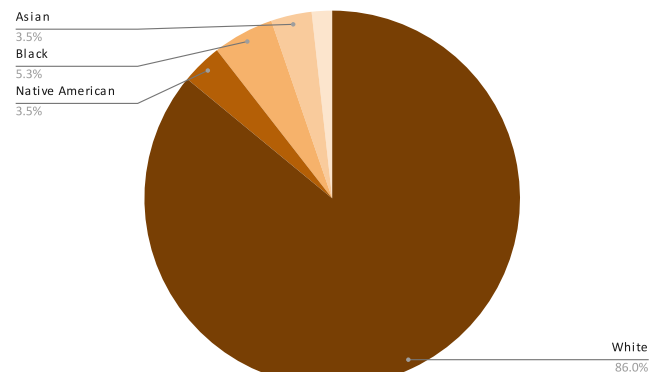
## Residence of Survey Takers



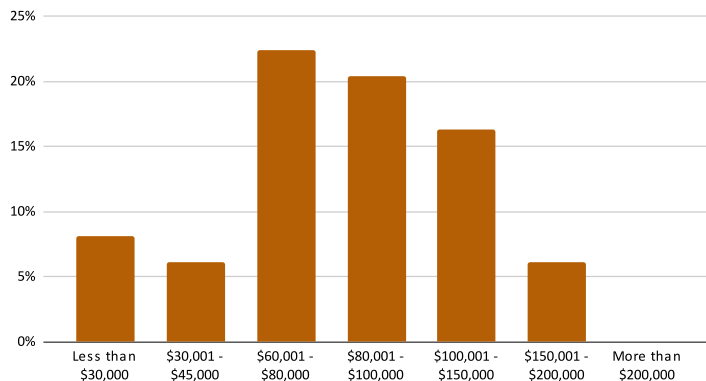
## Gender



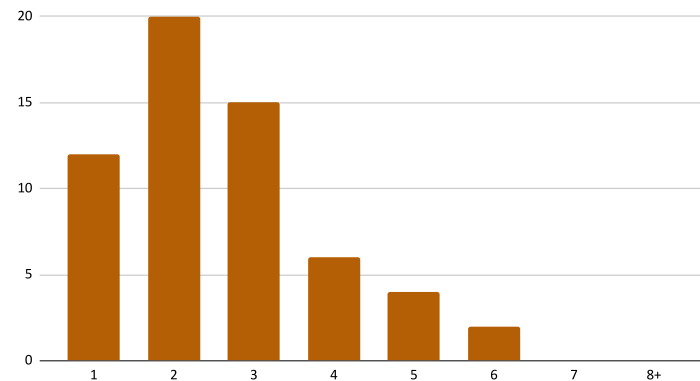
## Race / Ethnicity



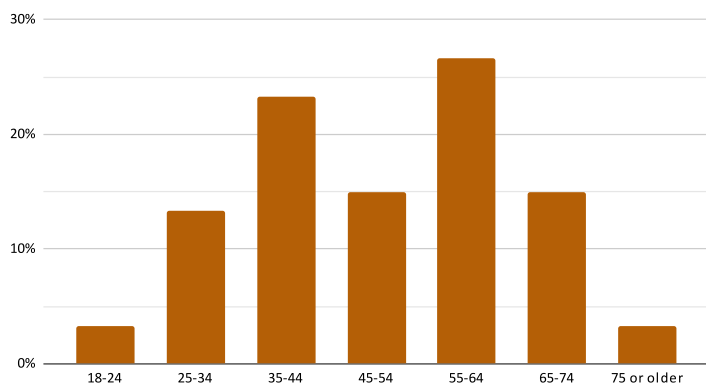
### Income



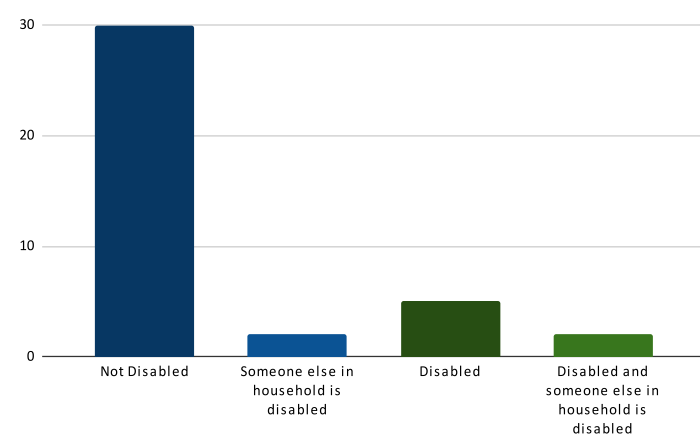
### Household Size



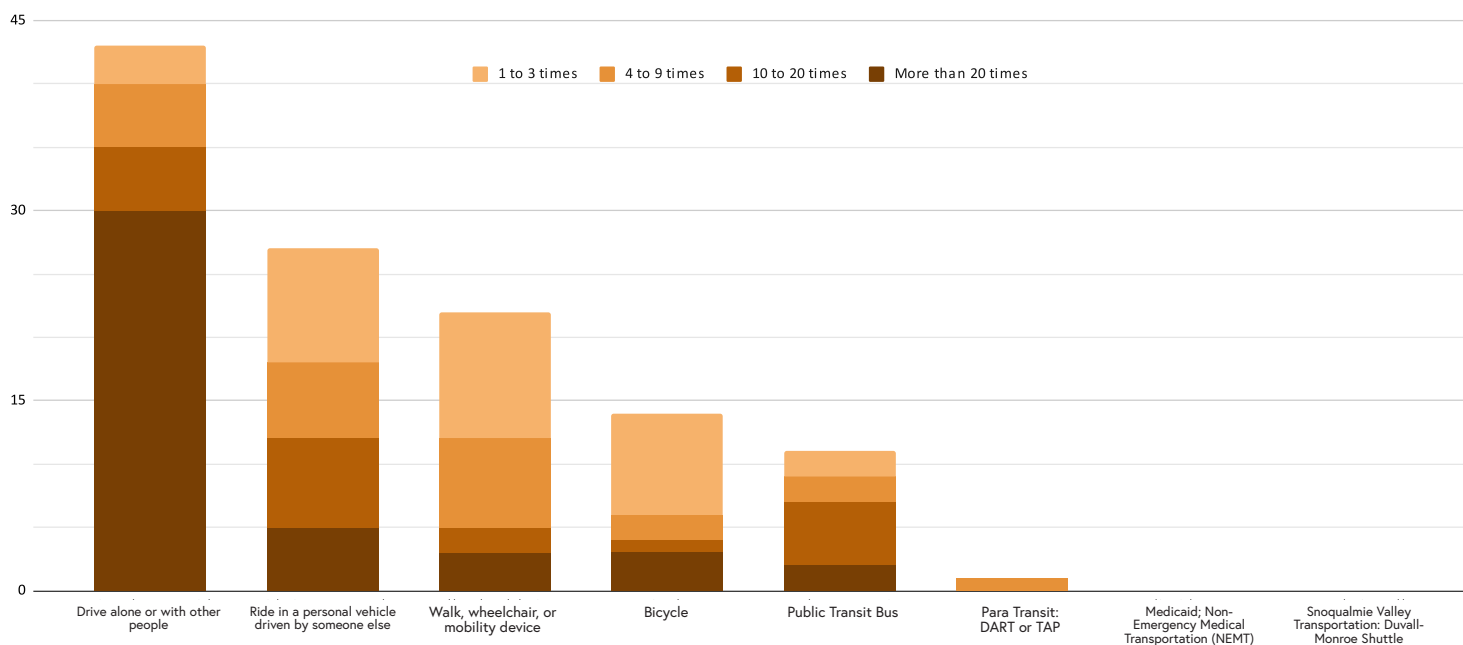
### Age



### Ability



### IN A TYPICAL MONTH, how often do you travel by the following transportation modes?



# Results for East Snohomish County

Overall, do you feel that you are consistently able to get to where you need to go?

★ ★ ★ ★ ★ 3.33 / 5

## Satisfaction with Transportation

Among all respondents, people were generally satisfied with being able to get where they need to go, with an average satisfaction rating of 3.33 on a 1-to-5 scale. This was worse than the countywide average.

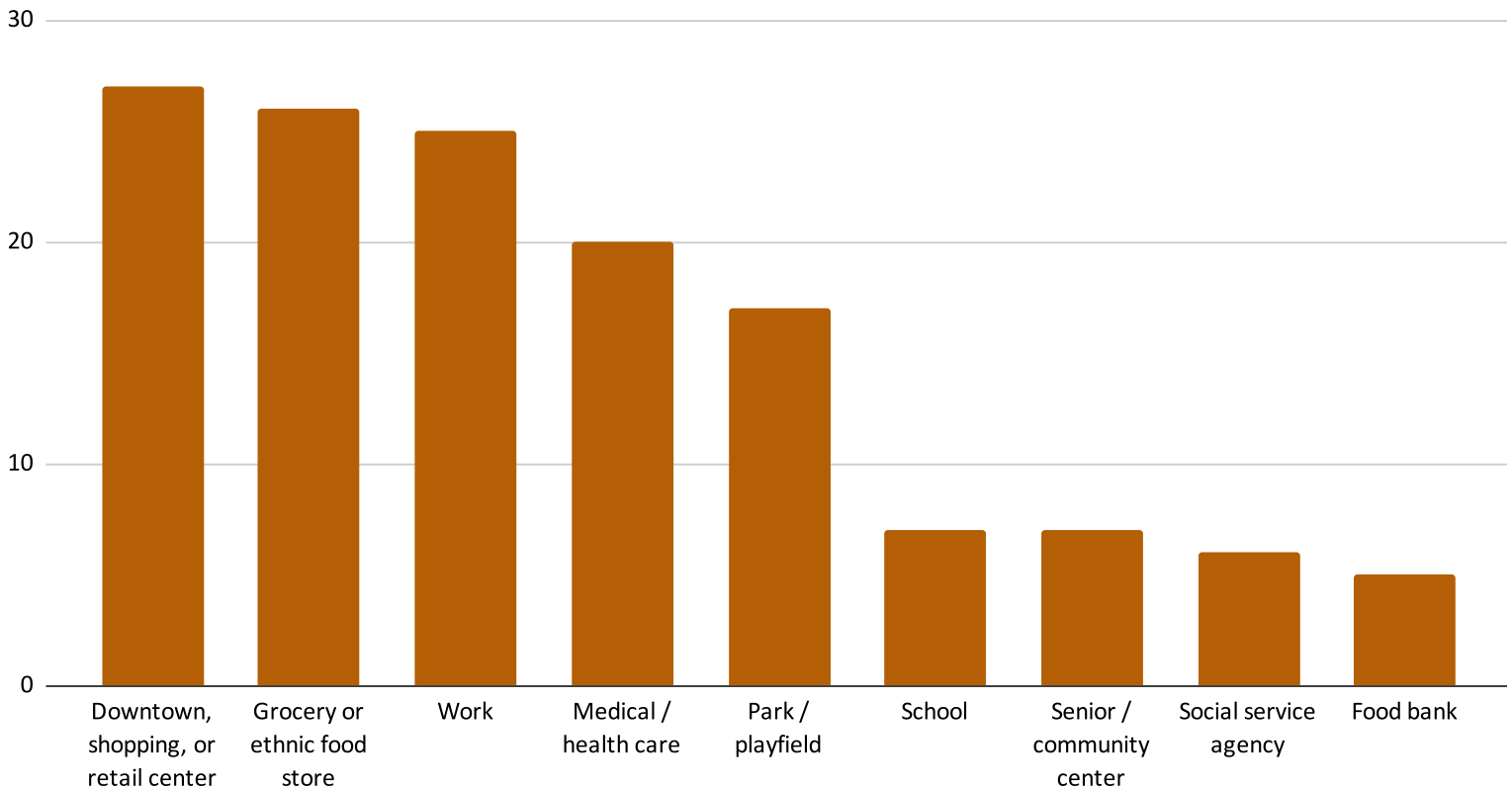
Indeed, 59% of respondents said they had no barriers to getting where they need and want to go by driving. And 19% said they had no barriers to getting to where they want to go by walking, biking, rolling, or riding transit, taking some other form of non-driving transportation.

- However, 41% of respondents identified at least one form of barrier to driving.

*(note that respondents could both say they faced no barriers to driving and they could also identify a barrier)*

- And 83% of respondents identified barriers to being able to get to where they need to go without driving.
- 65% of people said service levels of transit was a barrier to being able to get around without a car was the service levels of transit: frequency, speed, destination availability, and connections.
- 27% said that safety concerns or lack of amenities at bus stops were a barrier to using transit.
- 38% said streets were too unsafe to walk or bike.

Where would you, or another household member, like the ability to get to more easily without a car?

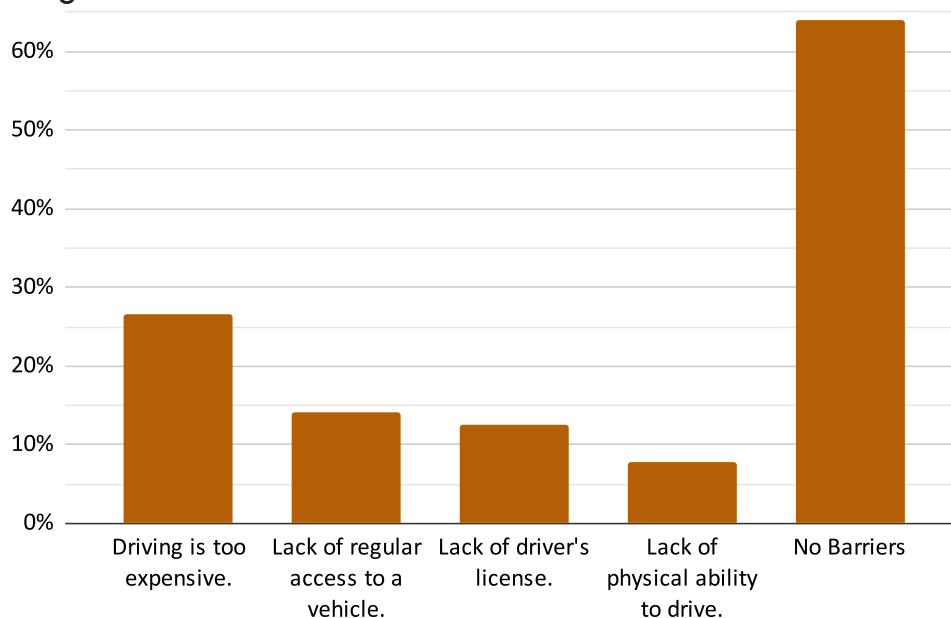




## Transportation Barriers

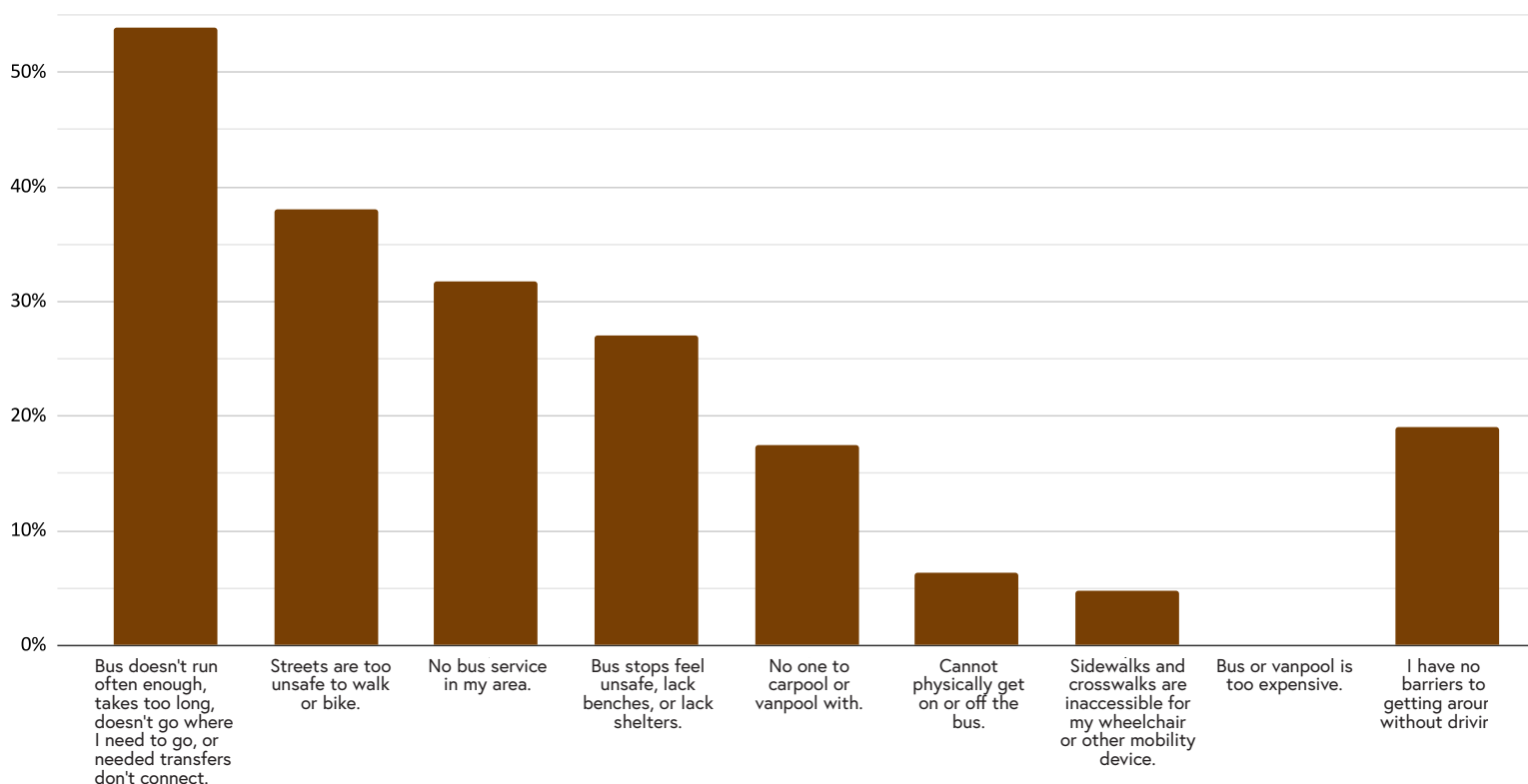
### Barriers to driving

*Do you, or someone else in your household, have any of the following barriers to driving to where you/they need and want to go?*



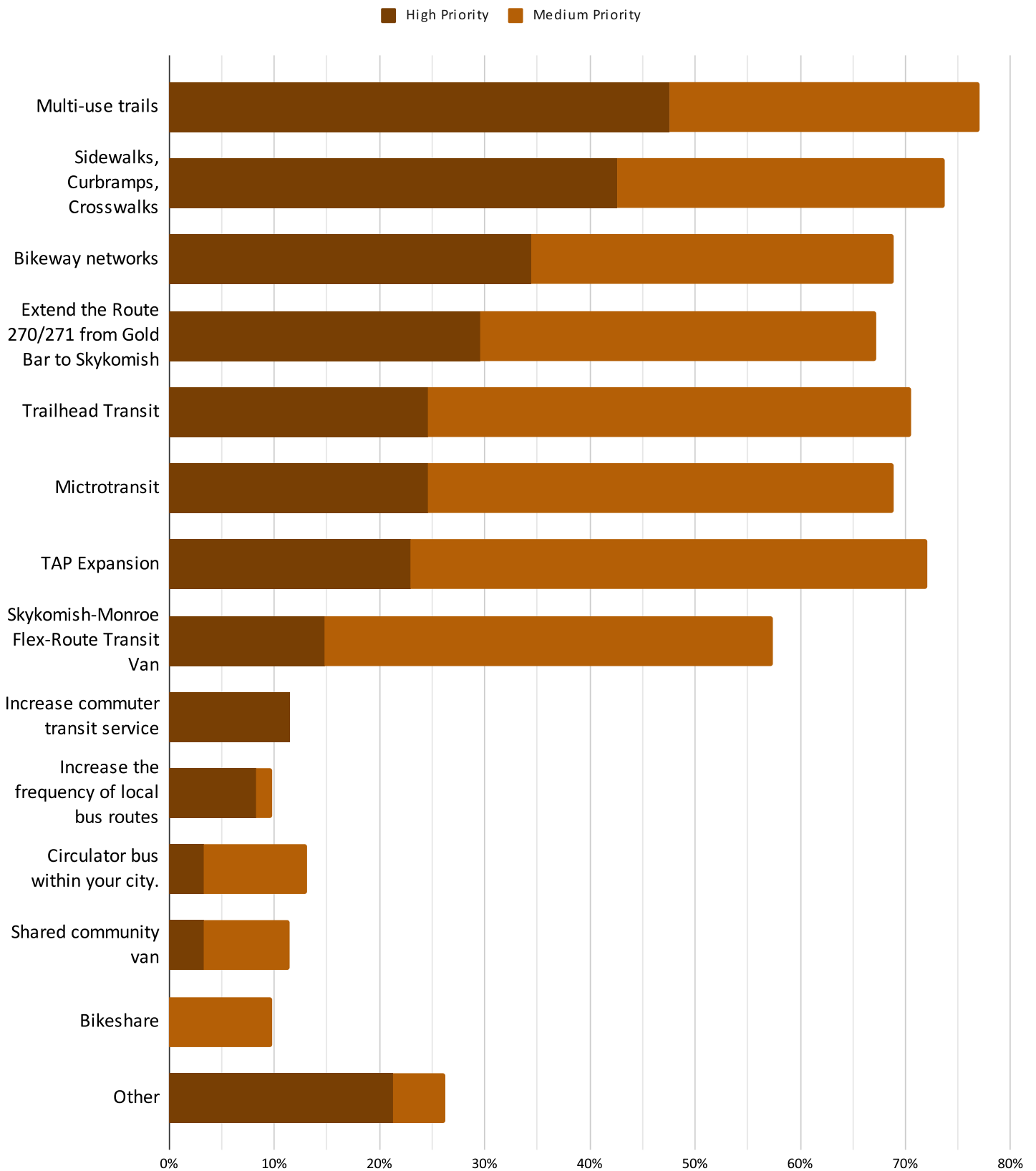
### Barriers to not driving

*Are any of the following additional transportation barriers for you or someone else in your household?*



# Solutions

What potential new or expanded transportation services are important and should be prioritized?



## Findings for East Snohomish County

There is strong support for creating new multi-use trails, as well as building walking and bicycling infrastructure.

- 77% of respondents prioritized building multi-use trails with 48% making it a high priority.
- 74% prioritized new sidewalks, curb ramps, and crosswalks, with 43% making it a high priority.
- 69% supported creating complete bikeway networks within cities, with 34% making it a high priority.

Respondents are very interested in having transit connect to trailheads, but it's not the highest priority.

- 70% prioritized trailhead transit, but just 25% made it a high priority.

Many respondents see the need to serve the upper valley with better transportation options.

- 72% prioritized expanding Homage Senior Services' Transportation Assistance Program (TAP) to include more places currently not served.
- 69% prioritized creating a new microtransit service.
- 67% prioritized extending Community Transit's Route 270/271 from Gold Bar to Skykomish, with 30% making it a high priority.
- 57% supported creating a new flex-route van service to run between Monroe and Skykomish.

*Notes:*

- The East County survey included options for people to prioritize a multi-use trail between Sultan, Monroe, and Snohomish, and a multi-use trail between Snohomish and Woodinville and/or Monroe and Duvall. All respondents provided the same responses to these two options. The Mid County and South County surveys only provided one generic option for multi-use trails. For these reasons, all multi-use trail answers were combined.
- With so few survey respondents up valley, the needs of people from Sultan to Skykomish are likely underrepresented in the survey results.

# Recommendations for East Snohomish County

1. Continue to explore the best way to provide transportation services, both for able-bodied people and for people from Monroe to Skykomish.

Possible mobility solutions include:

- Homage Transportation Assistance Program (TAP)
- Extend Community Transit Route 230/271
- Microtransit
- Skykomish-Monroe Flex-Route Van

2. Champion multi-use trails to provide transportation and recreational opportunities between East Snohomish County and East King County communities.

Trails to champion include:

- City of Snohomish to Sultan Trail
- Monroe to Duvall Trail
- City of Snohomish to Woodinville Trail (Centennial Trail to Eastrail Connector)

3. Explore the creation of transit service to summer trails and winter skiing.

- The service could be modeled after King County Metro's Trailhead Direct.

4. Advocate for cities to plan and seeking funding for ADA Transition Plans, sidewalks, crosswalks, bikeway networks, pedestrianized areas, and safer streets.

# Mid Snohomish County

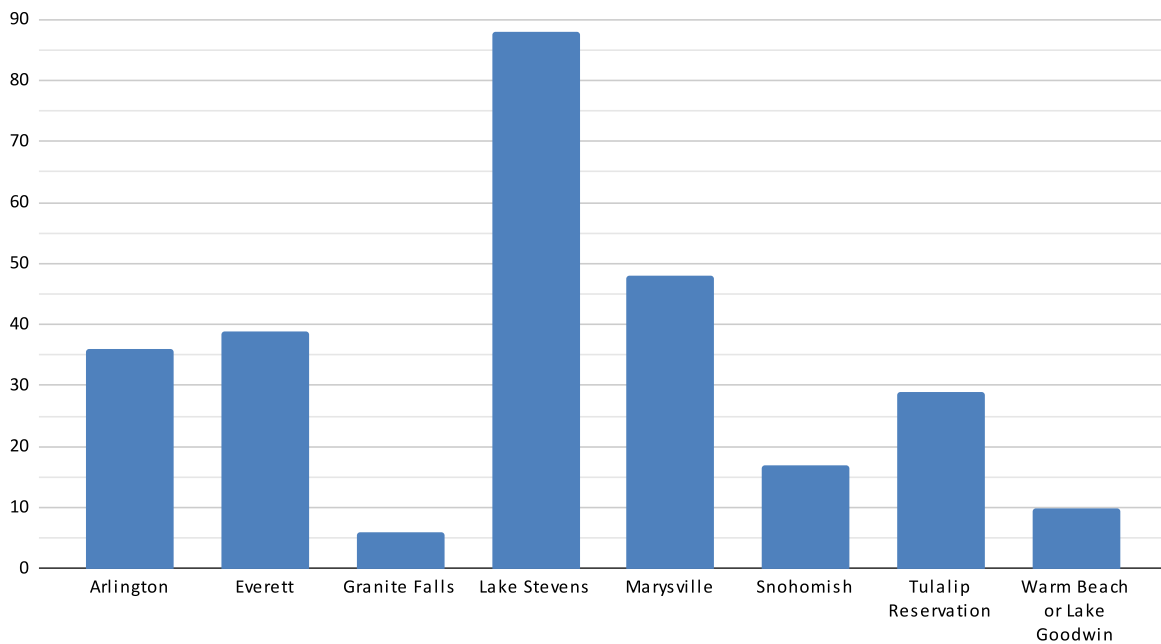
# Who took the surveys from Mid Snohomish County

Between the three surveys for Mid, East, and South Snohomish County, there were 273 respondents from the area of mid county, which includes Warm Beach, Lake Goodwin, Tulalip Reservation, Arlington, Marysville, North Everett (98201 zip code), Lake Stevens, and Snohomish (City of). It does not include Stanwood, South Everett, Mill Creek, or Monroe.

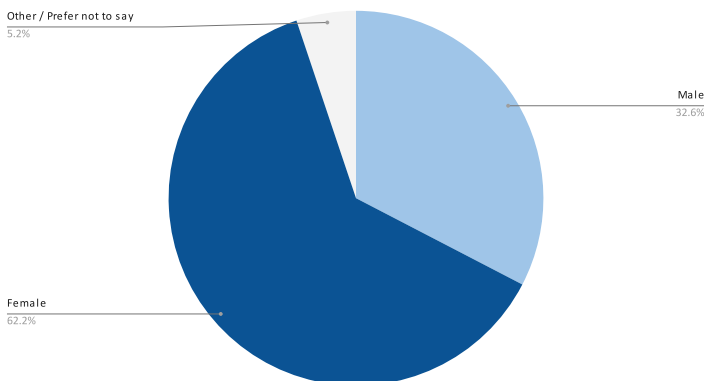
- Lake Stevens had the most respondents with 88.
- 62% of respondents were female.
- 67% of respondents were non-Hispanic White, which compares to 68% of actual Snohomish County residents according to the Census.

- The median annual household income of respondents was \$80,001 to \$100,000 (likely close \$100,000), which compares to Snohomish County's actual median income of \$95,618 (2017-2021).
- 93% of respondents reported they drive a vehicle at least once in a typical month. This was higher than the countywide survey results (85%).
- 39% of respondents reported they rode fixed-route transit or DART in a typical month. This was substantially lower than the countywide survey results (52%).

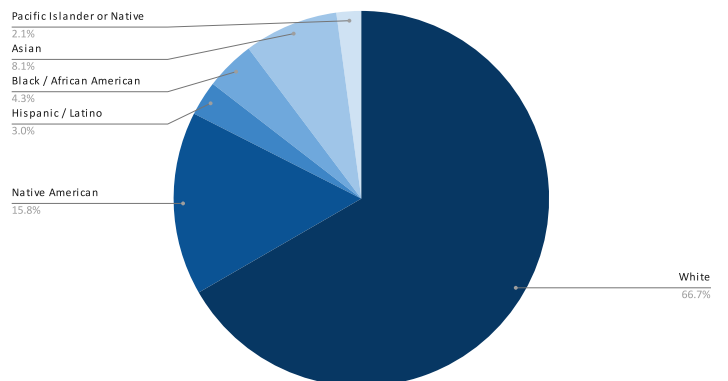
Residence of Survey Takers



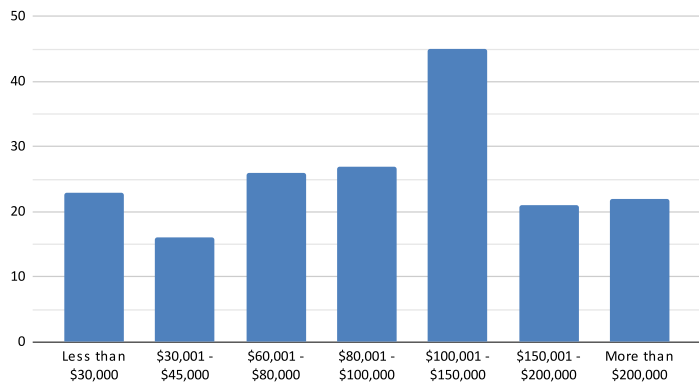
Gender



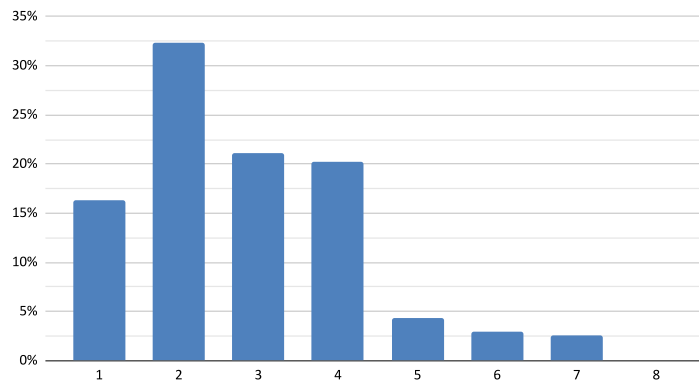
Race & Ethnicity



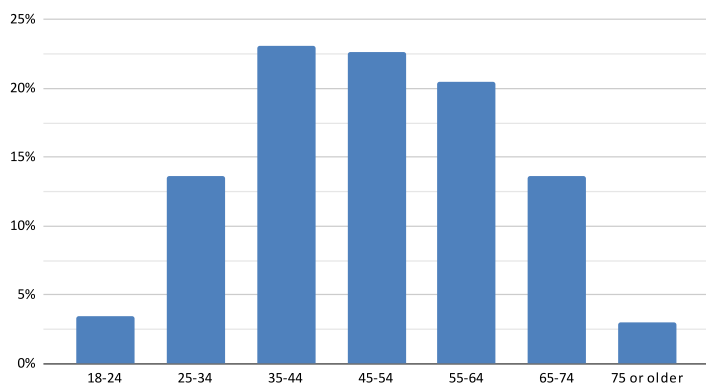
### Household Income



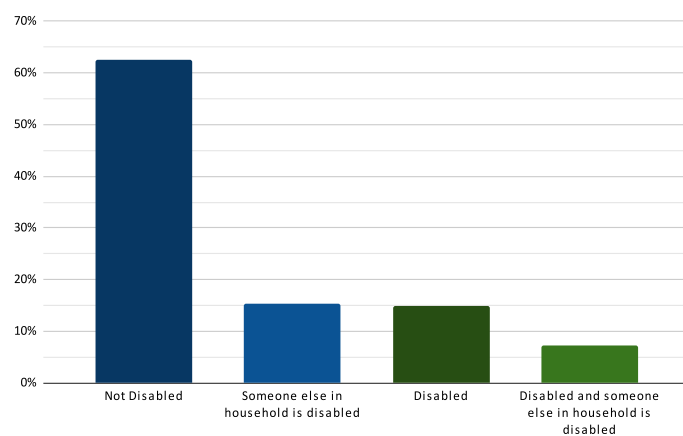
### Household Size



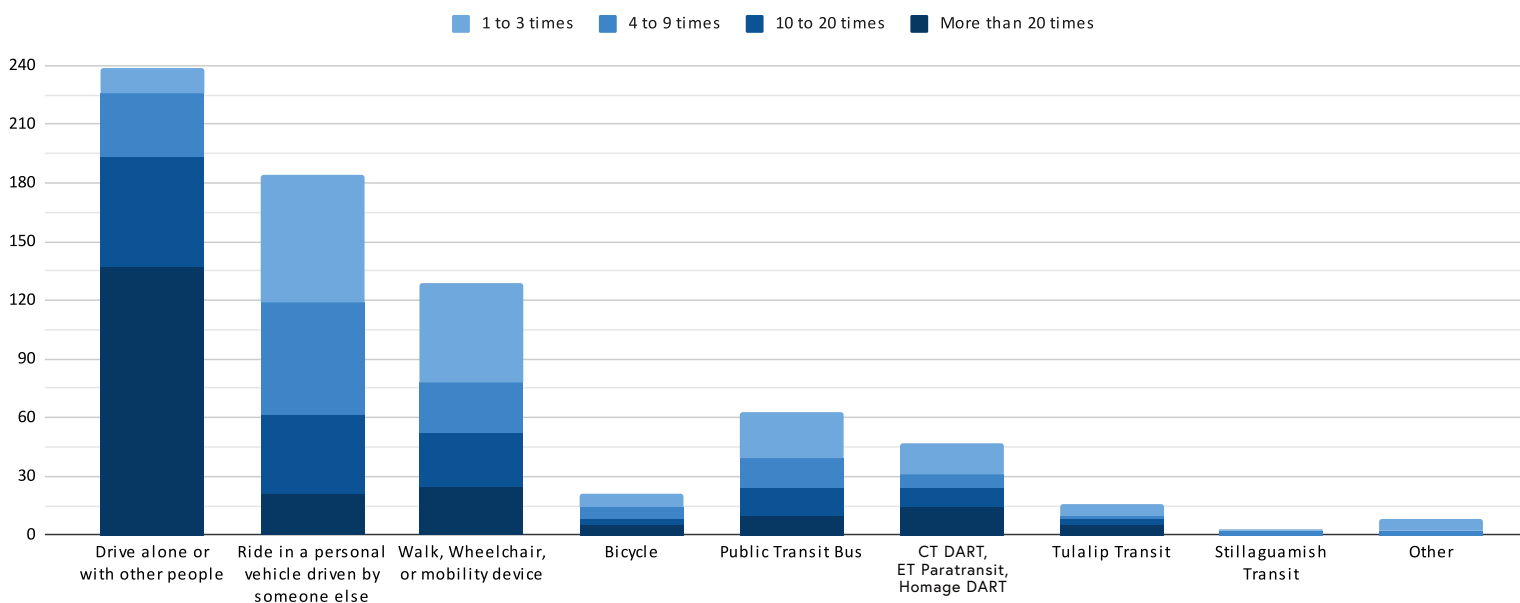
### Age



### Ability



### IN A TYPICAL MONTH, how often do you travel by the following transportation modes?



# Results for Mid Snohomish County

Overall, do you feel that you are consistently able to get to where you need to go?

★★★★☆ 3.69 / 5

## Satisfaction with Transportation

Among all respondents, people were generally satisfied with being able to get where they need to go, with an average satisfaction rating of 3.69 on a 1-to-5 scale. This was better than the countywide average.

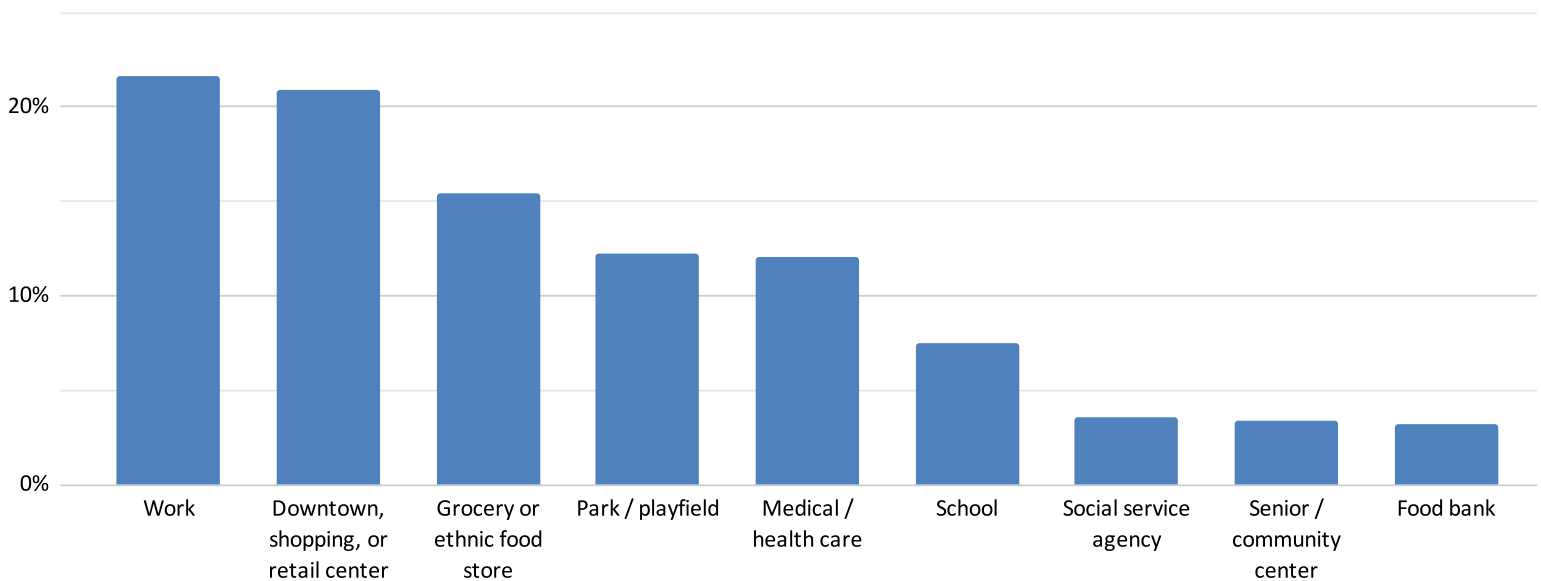
However, fewer than half (48%) of respondents said they had no barriers to getting where they need and want to go by driving. And 23% said they had no barriers to getting to where they want to go by walking, biking, rolling, or riding transit, taking some other form of non-driving transportation.

- However, 45% of respondents identified at least one form of barrier to driving.

(note that respondents could both say they faced no barriers to driving and they could also identify a barrier)

- And 80% of respondents identified barriers to being able to get to where they need to go without driving.
- 58% of people said service levels of transit was a barrier to being able to get around without a car was the service levels of transit: frequency, speed, destination availability, and connections.
- 25% said that safety concerns or lack of amenities at bus stops were a barrier to using transit.
- 37% said streets were too unsafe to walk or bike.

Where would you, or another household member, like the ability to get to more easily without a car?

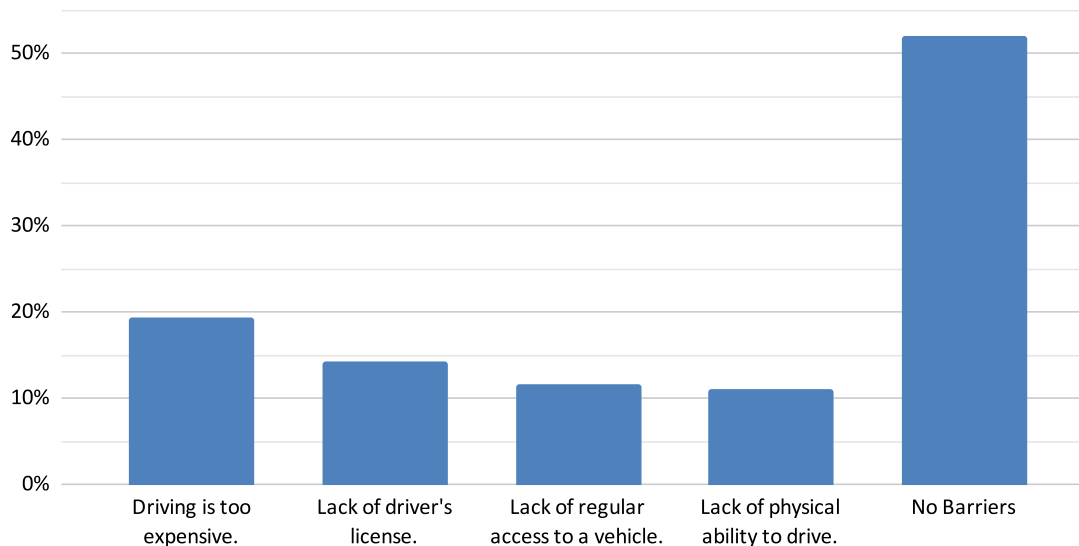




## Transportation Barriers

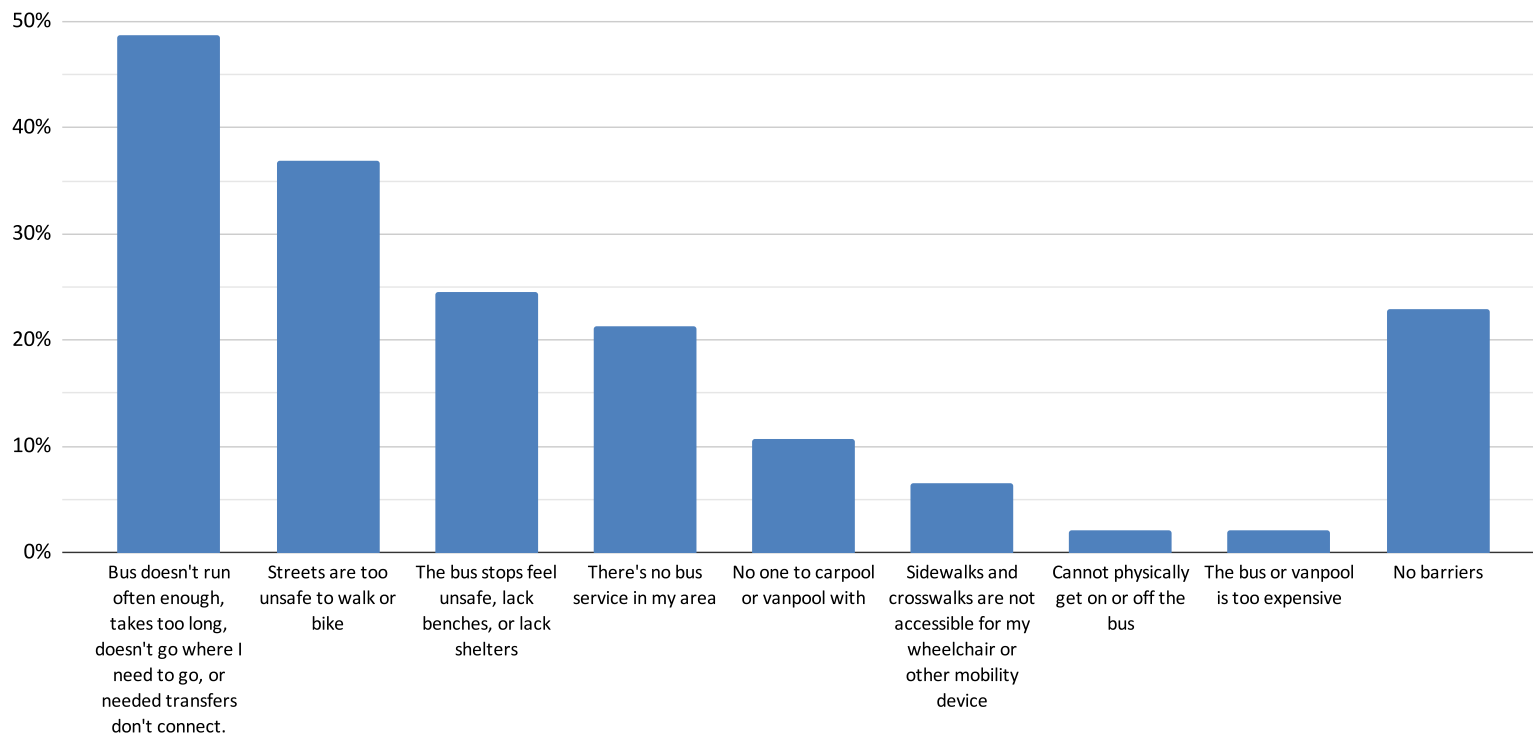
### Barriers to driving

*Do you, or someone else in your household, have any of the following barriers to driving to where you/they need and want to go?*



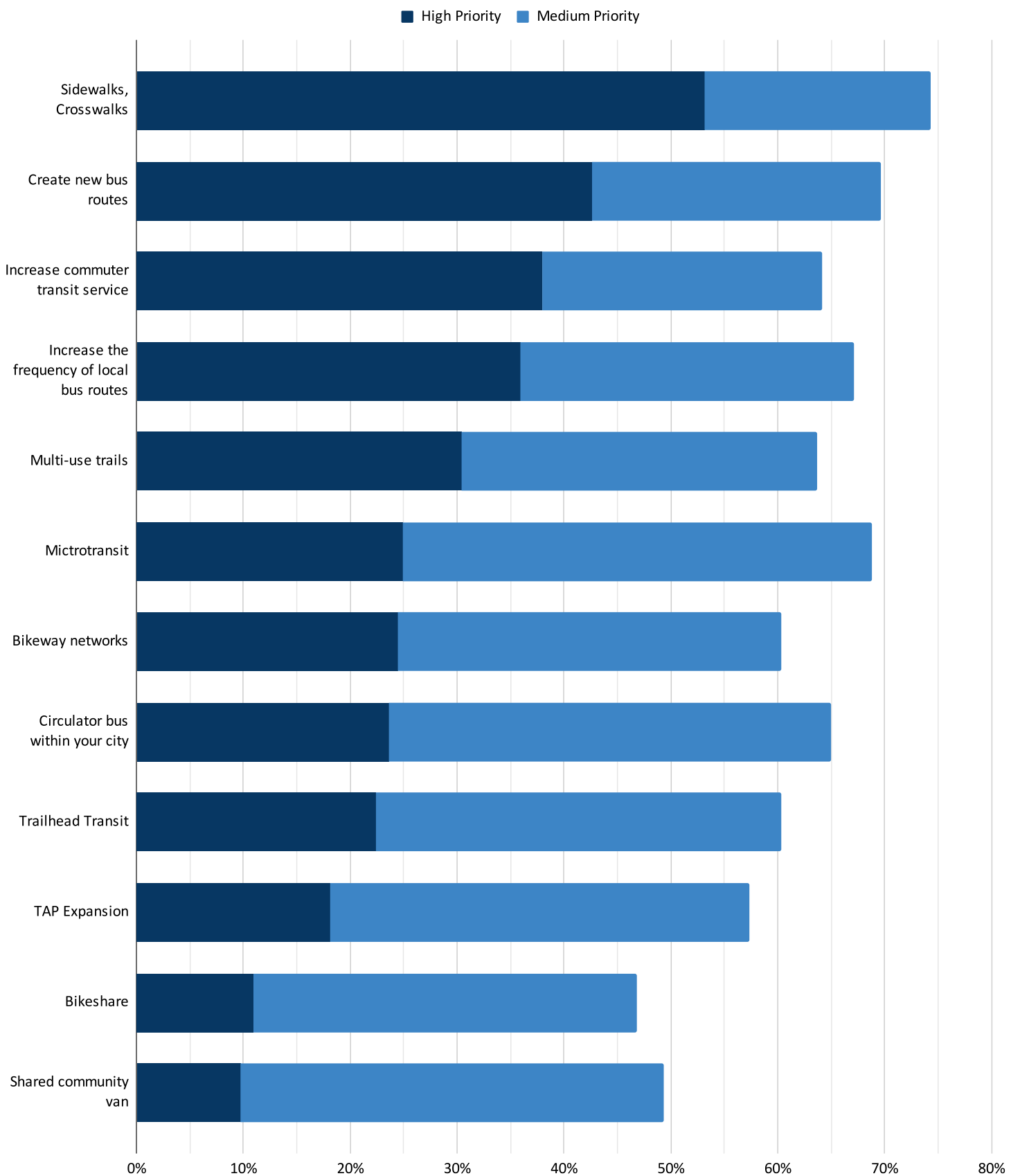
### Barriers to not driving

*Are any of the following additional transportation barriers for you or someone else in your household?*



# Solutions

What potential new or expanded transportation services are important and should be prioritized?



## Findings for Mid Snohomish County

There is strong support for improving pedestrian infrastructure, as well as improving bikeway networks.

- 74% prioritized new sidewalks, curb ramps, and crosswalks, with 53% making it a high priority.
- 63% of respondents prioritized building multi-use trails with 30% making it a high priority.
- 60% supported creating complete bikeway networks within cities, with 24% making it a high priority.

There is strong support for improving all forms of transit.

- 70% prioritized expanding creating new bus routes in their communities.
- 67% prioritized increasing the frequency of local bus routes.
- 65% prioritized adding a circulator bus route within their community. However, just 24% said this was a high priority.
- 64% prioritized increasing commuter transit service.

Respondents are very "microtransit curious."

- 69% prioritized microtransit, but just 25% said this was a high priority. With on-demand microtransit being so new, we expect that many people are interested in this innovative transportation service, but lack enough understanding of it to rank it as a high priority.

# Recommendations for Mid Snohomish County

- 1. Advocate for policies that support building pedestrian-focused cities.**
  - ADA Transition Plan implementation
  - Complete Streets Policies & implementation
  - Comprehensive Plan updates
  - Safe Routes to School
  - Vision Zero and Safe Systems Approach
  - Ability- and age-friendly community land use policies.
- 2. Advocate for improved transit route networks and commuter lines.**
  - Create network of local transit routes, especially between Arlington, Marysville, Lake Stevens, and Granite Falls.
  - Increase frequency of transit routes.
  - Support implementation of an effective *Swift* Gold line.
- 3. Support piloting of innovative transportation services, include microtransit.**
  - Community Transit's Arlington and Lake Stevens projects.

# South Snohomish County

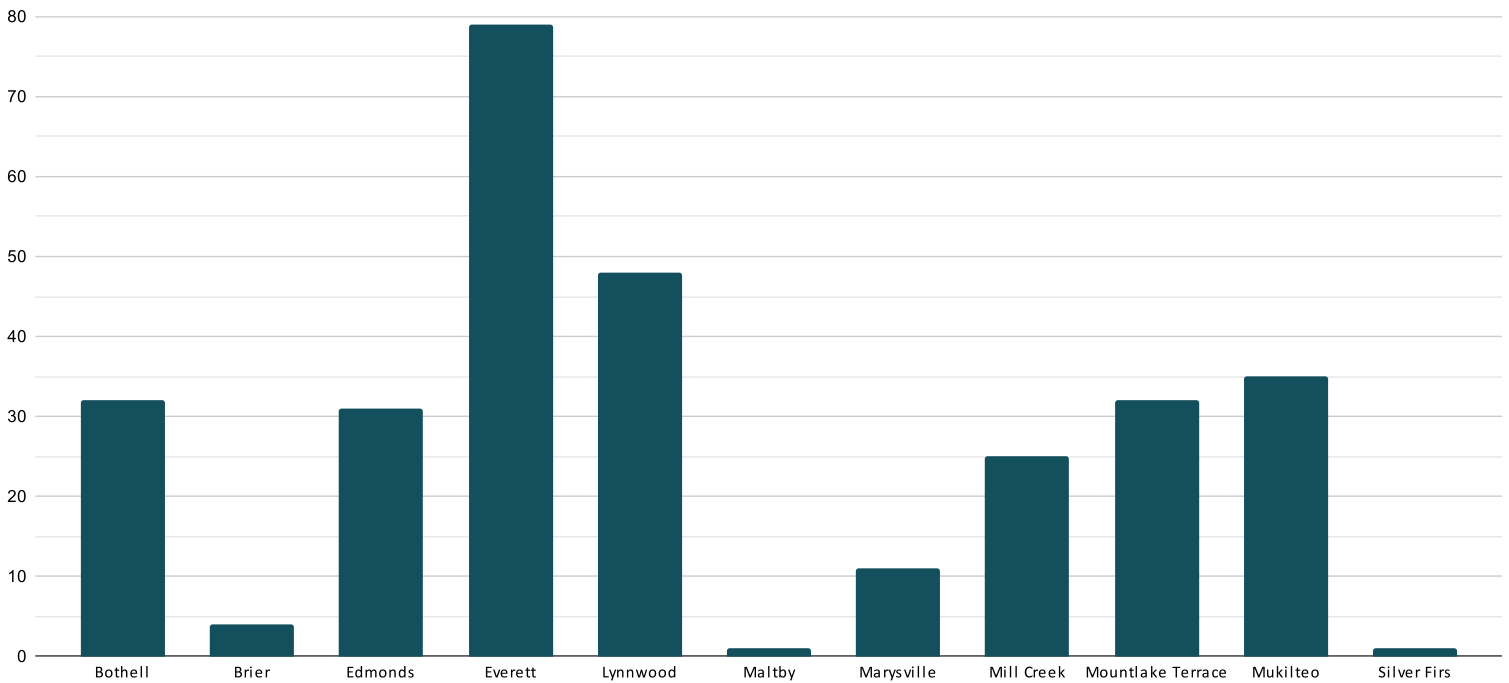
# Who took the surveys from South Snohomish County

Between the three surveys for Mid, East, and South Snohomish County, there were 291 respondents from the area of south county, which includes Everett, Mukilteo, Lynnwood, Edmonds, Mountlake Terrace, Brier, Mill Creek, and Bothell.

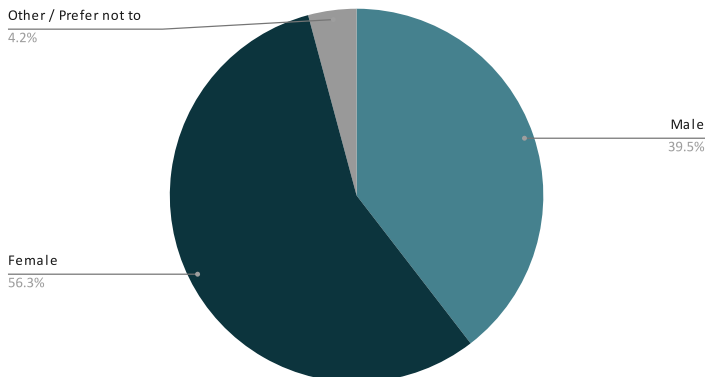
- Everett had the most respondents with 89.
- 56% of respondents were female.
- 74% of respondents were non-Hispanic White, which compares to 68% of actual Snohomish County residents according to the Census.

- The median annual household income was \$100,001 to \$150,000, which compares to Snohomish County's actual median income of \$95,618 (2017-21).
- 80% of respondents reported they drive a vehicle at least once in a typical month. This was lower than the countywide survey results (85%).
- 71% of respondents reported they rode fixed-route transit or DART in a typical month. This was substantially higher than the countywide survey results (52%).

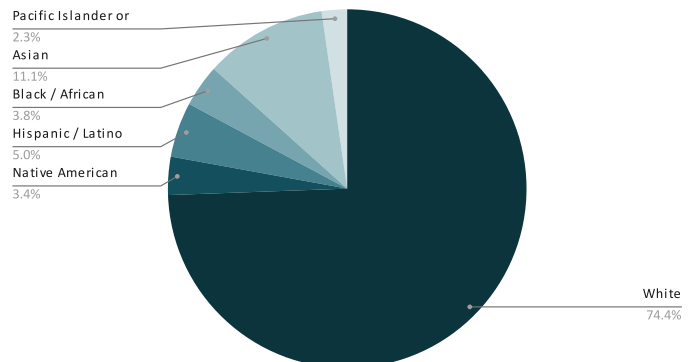
## Residence of Survey Takers



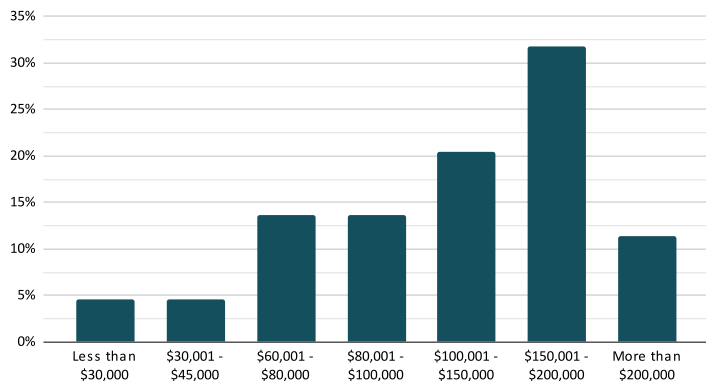
## Gender



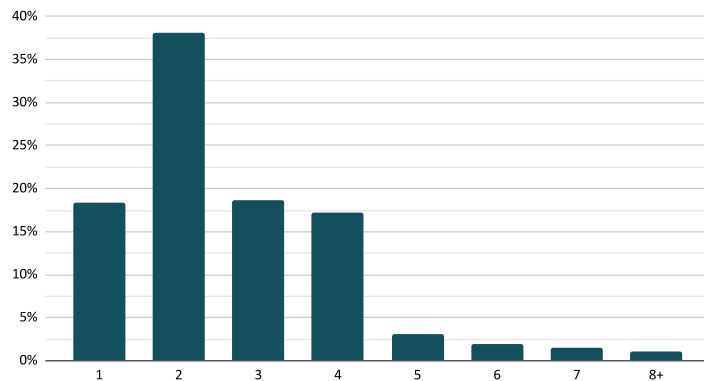
## Race & Ethnicity



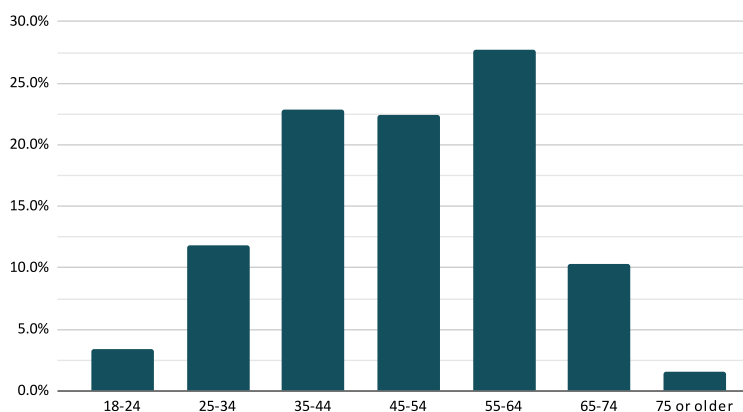
### Income



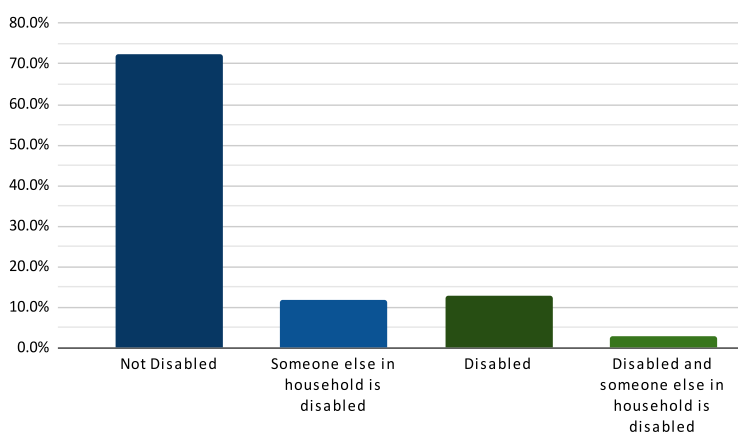
### Household Size



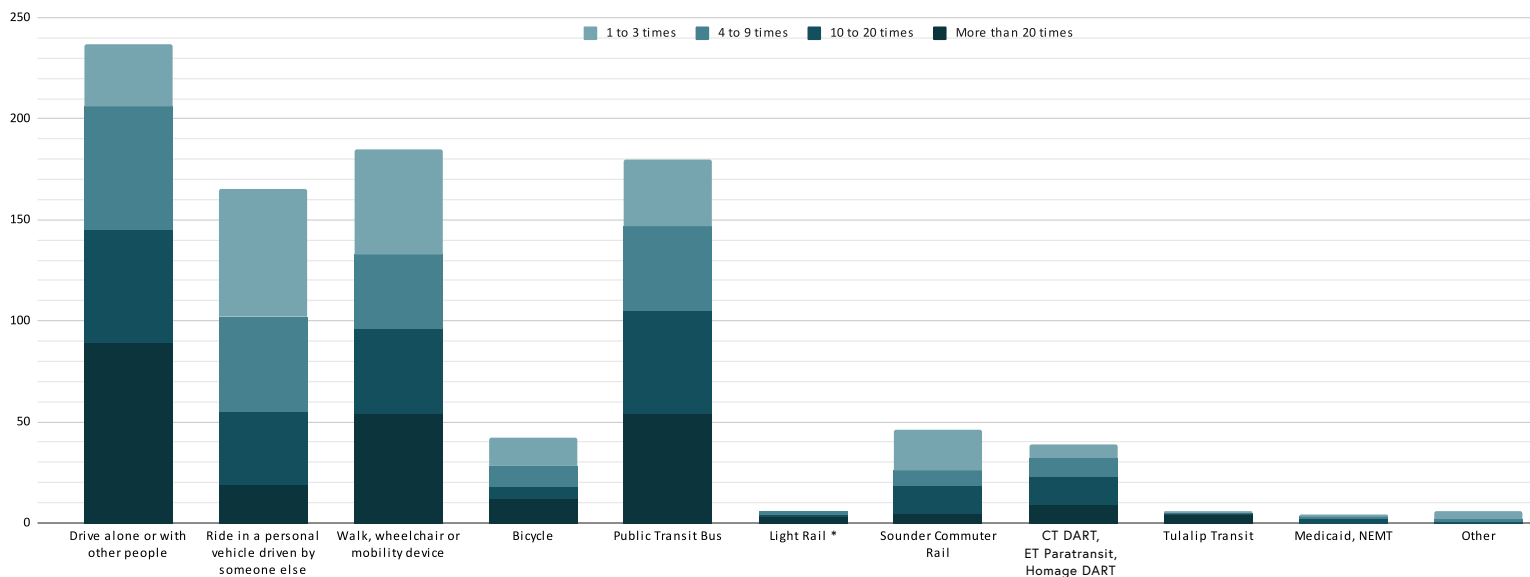
### Age



### Ability



### IN A TYPICAL MONTH, how often do you travel by the following transportation modes?



# Results for South Snohomish County

Overall, do you feel that you are consistently able to get to where you need to go?

★ ★ ★ ★ ☆ 3.64 / 5

## Satisfaction with Transportation

Among all respondents, people were generally satisfied with being able to get where they need to go, with an average satisfaction rating of 3.64 on a 1-to-5 scale. This was slightly below the countywide average.

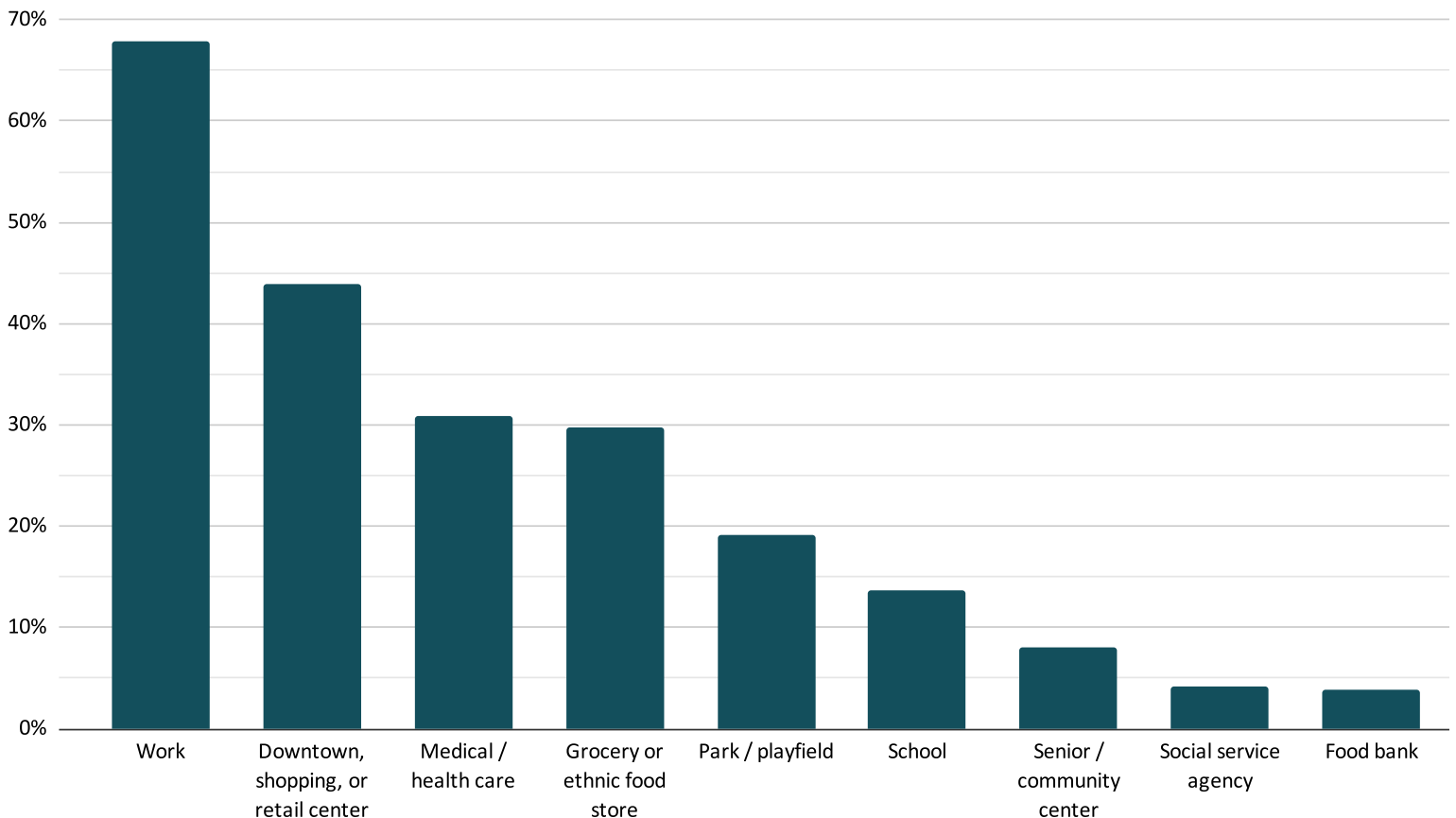
More than half (55%) of respondents said they had no barriers to getting where they need and want to go by driving. And 19% said they had no barriers to getting to where they want to go by walking, biking, rolling, or riding transit, taking some other form of non-driving transportation.

- However, 43% of respondents identified at least one form of barrier to driving.

(note that respondents could both say they faced no barriers to driving and they could also identify a barrier)

- And 83% of respondents identified barriers to being able to get to where they need to go without driving.
- 75% of people said service levels of transit was a barrier to being able to get around without a car was the service levels of transit: frequency, speed, destination availability, and connections.
- 21% said that safety concerns or lack of amenities at bus stops were a barrier to using transit.
- 26% said streets were too unsafe to walk or bike.

## Where would you, or another household member, like the ability to get to more easily without a car?

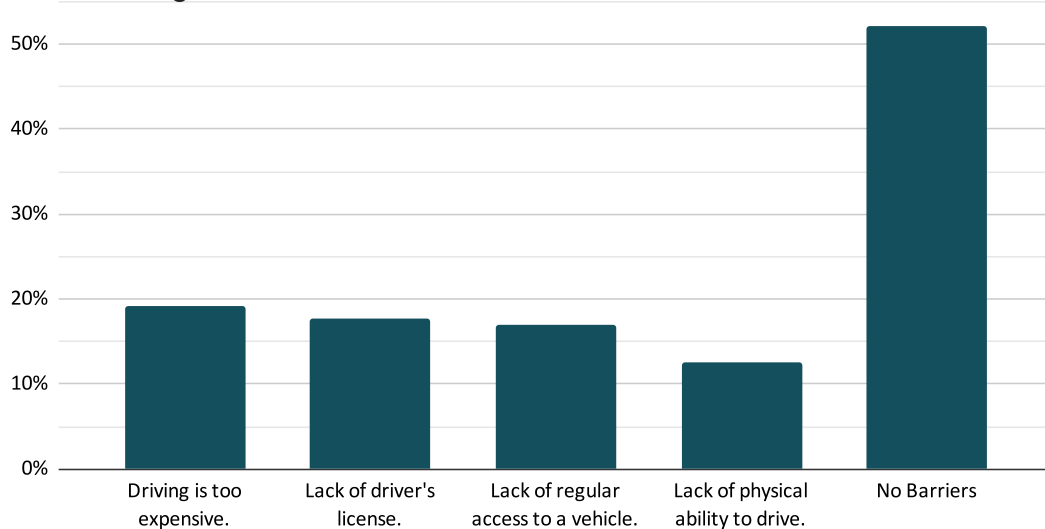




# Transportation Barriers

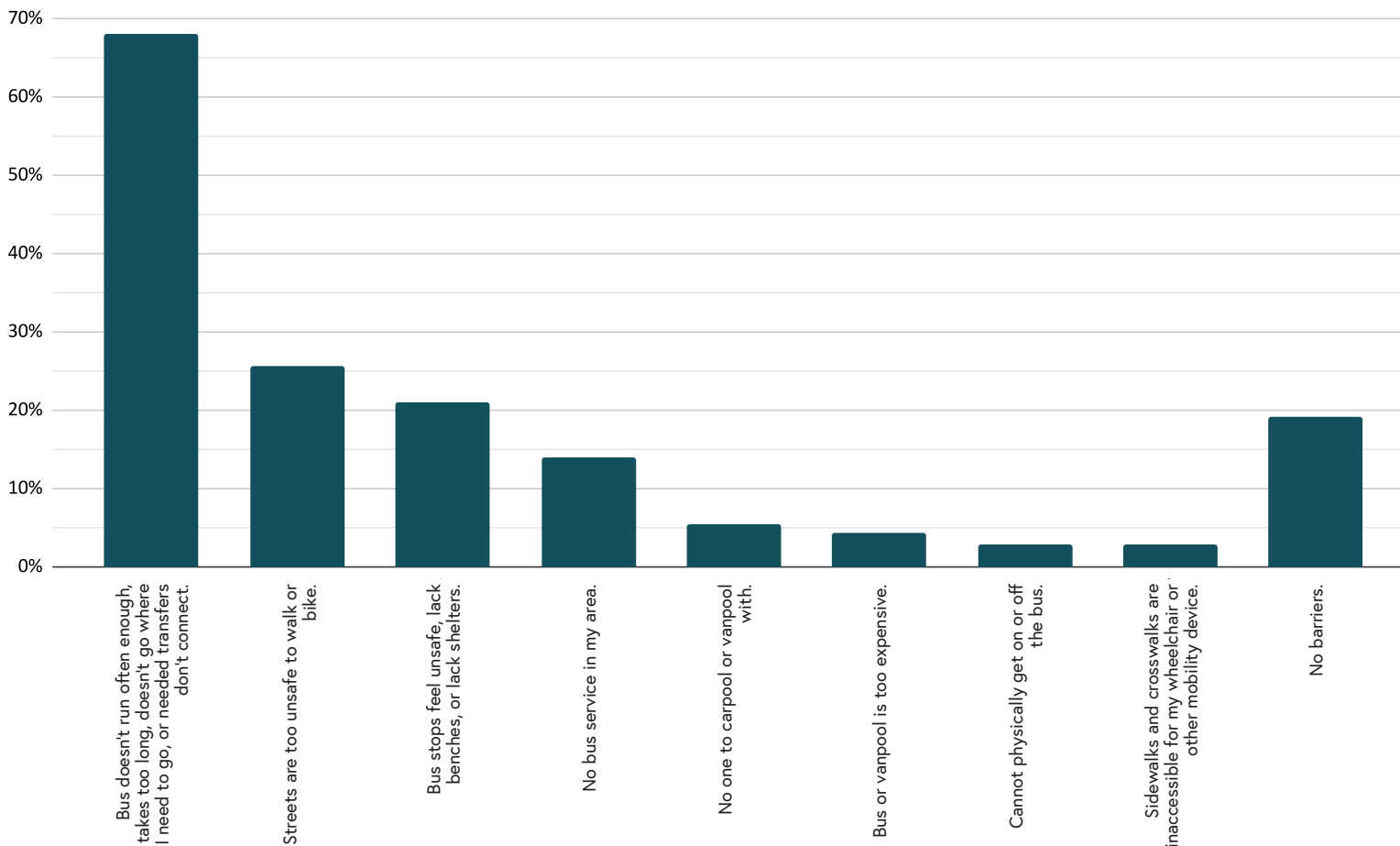
## Barriers to driving

*Do you, or someone else in your household, have any of the following barriers to driving to where you/they need and want to go?*



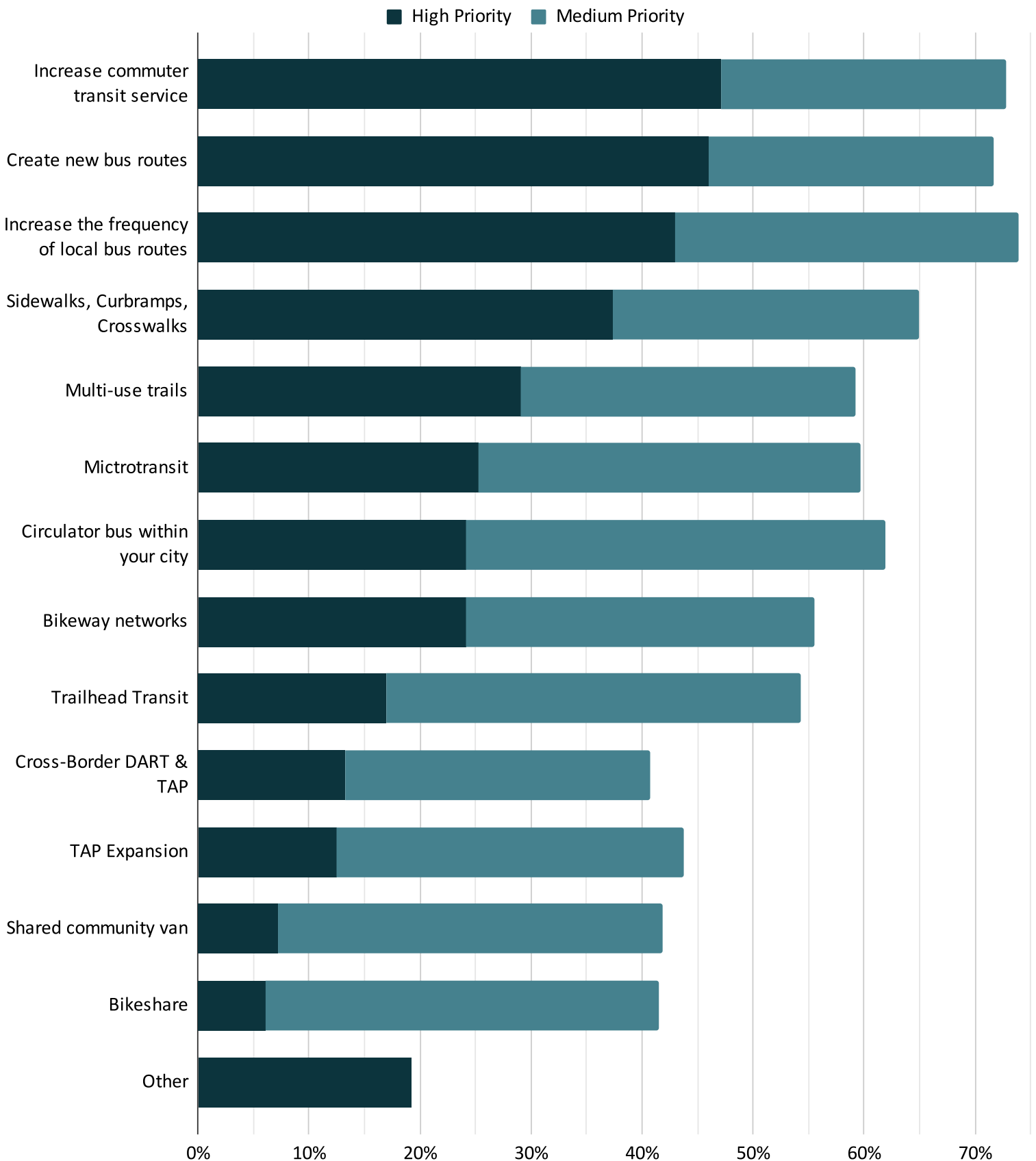
## Barriers to not driving

*Are any of the following additional transportation barriers for you or someone else in your household?*



# Solutions

What potential new or expanded transportation services are important and should be prioritized?



## Findings for Mid Snohomish County

### There is strong support for improving all forms of traditional fixed-route transit service

- 76% prioritized increasing commuter transit service, with 49% saying it's a high priority.
- 76% prioritized increasing the frequency of local bus routes, with 45% saying it's a high priority.
- 74% prioritized creating new bus routes , with 47% saying it's a high priority.

### There is support for alternative transit services.

- 65% support adding a circulator bus within their city, with 25% saying it's a high priority.
- 63% support adding microtransit service, with 26% saying it's a high priority.

### There is strong support for improving pedestrian infrastructure.

- 77% prioritized new sidewalks, curb ramps, and crosswalks, with 38% making it a high priority.
- 60% of respondents prioritized building multi-use trails with 30% making it a high priority.
- 56% supported creating complete bikeway networks within cities, with 25% making it a high priority.


### Improving DART and TAP is an important need.

- While just 15.9% of respondents identified as having a disability and another 11.8% said they were able-bodied but someone else had a disability in their household, 55% said expanding TAP was a priority, and 41% said improving cross-border connections for DART and TAP was a priority.
- Nine people specifically identified the need to address reliability problems with DART service.

# Recommendations for South Snohomish County

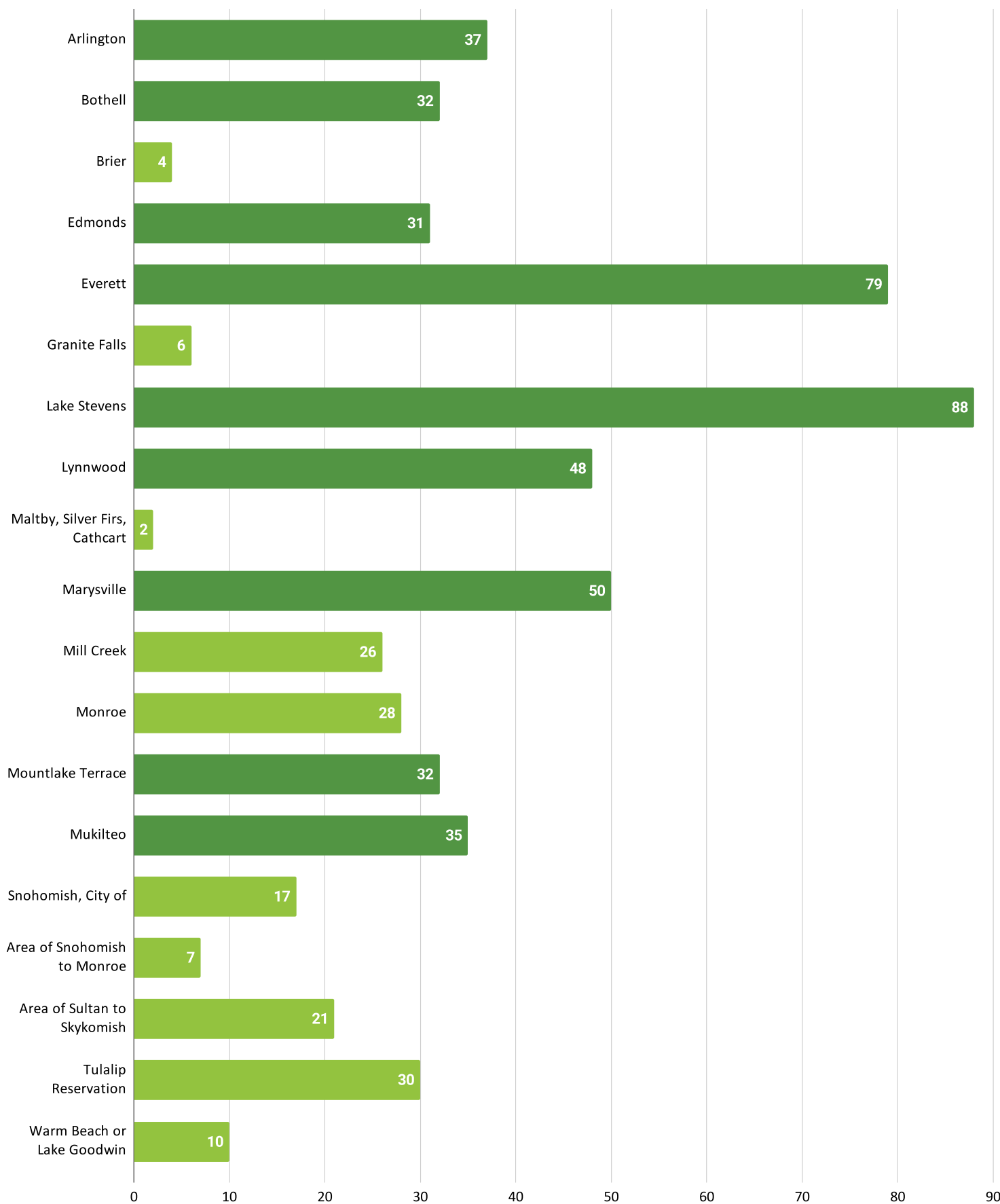
- 1. Advocate for improved transit route networks and commuter lines.**
  - Support agencies in building Lynnwood Link and Everett Link to be built as quickly as possible, with station locations that maximize pedestrian-oriented development.
  - Support Community Transit in completing Swift Orange Line, Blue & Green Line Extensions, and Silver Line.
  - During long-range planning exercises and 6-year transit development plan process, advocate for an urban grid network of fast, frequent transit service.
- 2. Support piloting and evaluating innovative transportation services, especially microtransit.**
  - Support continuation and evaluation of Community Transit's Alderwood Zip microtransit project.
  - Support Community Transit in identifying additional geographies for piloting microtransit.
- 3. Seek improvements to paratransit services.**
  - Advocate for greater flexibility in state grant agreements and inter-local agreements for improving cross county border connections.
  - Support Community Transit in addressing reliability concerns of DART.
  - Be a thought-leader in shifting paratransit services toward a service delivery model of on-demand services through technology integration.
- 4. Advocate for building pedestrian-focused cities.**
  - Advocate for cities to take a more comprehensive and prioritized approach for implementing ADA Transition Plans, Complete Streets Policies, Safe Routes to Schools infrastructure, Vision Zero, and the Safe Systems Approach.
  - Through comprehensive plan updates, advocate for ability- and age-friendly community land use policies.

# City Results

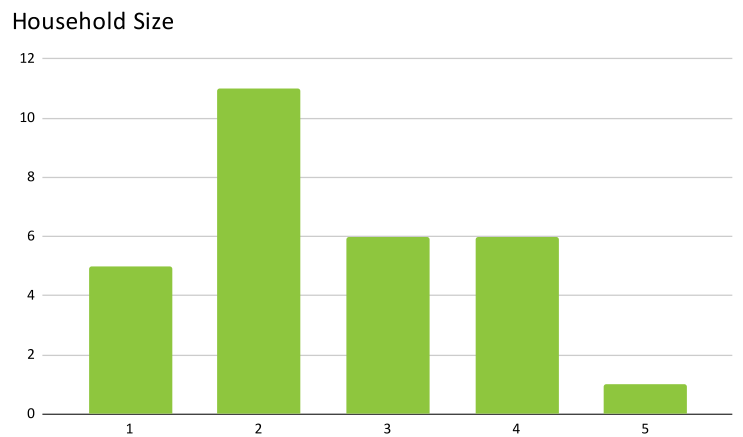
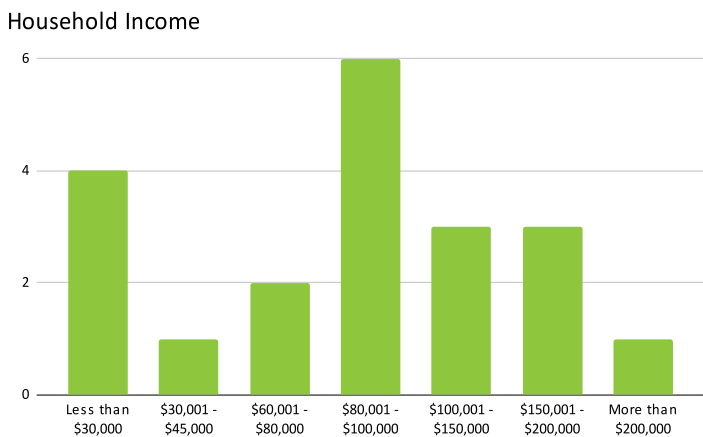
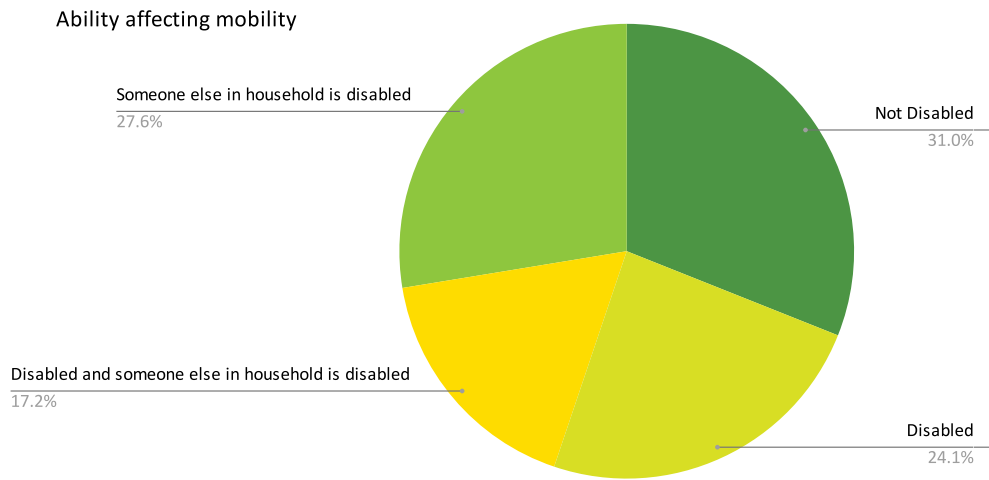
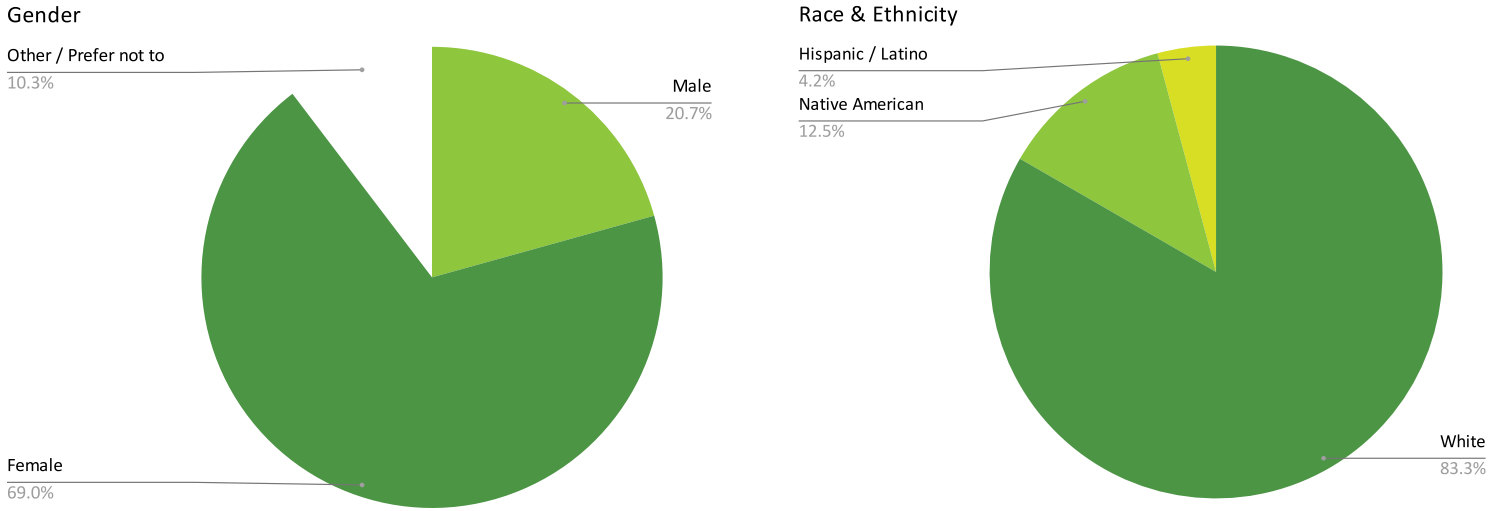


This section provides the survey results for the residents of cities that had more than 30 respondents.

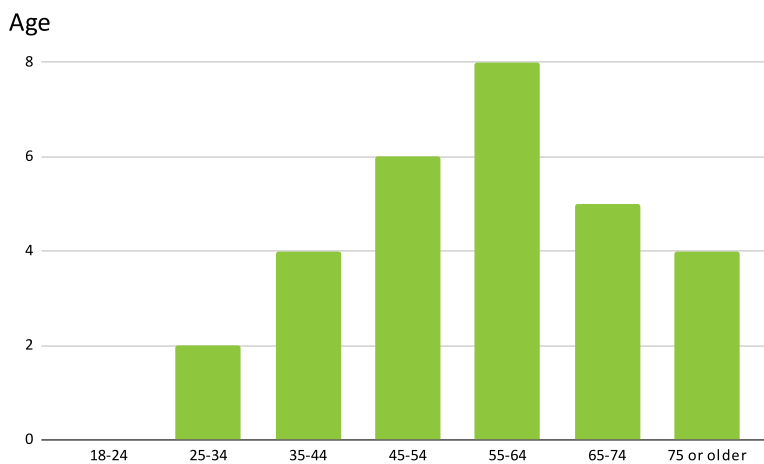
# Residence of Survey Respondents



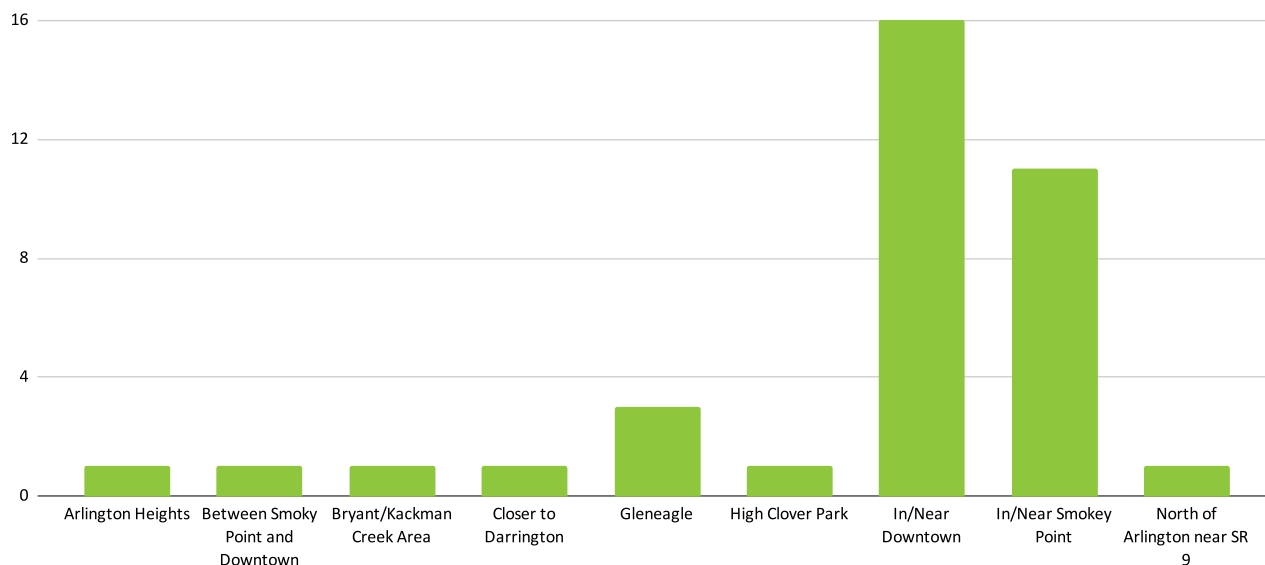
# Results: Arlington



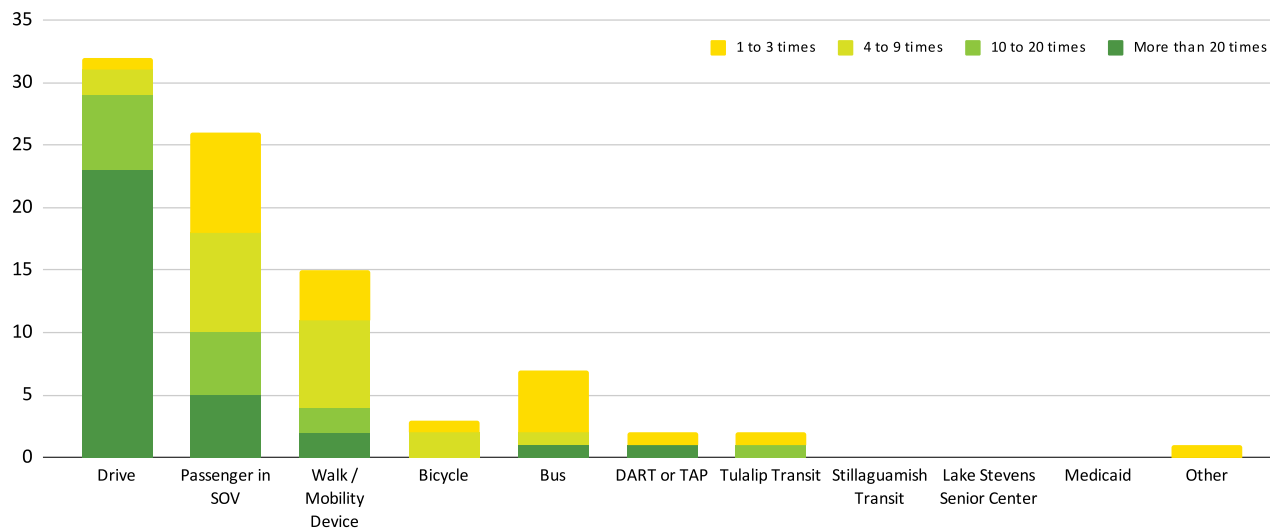




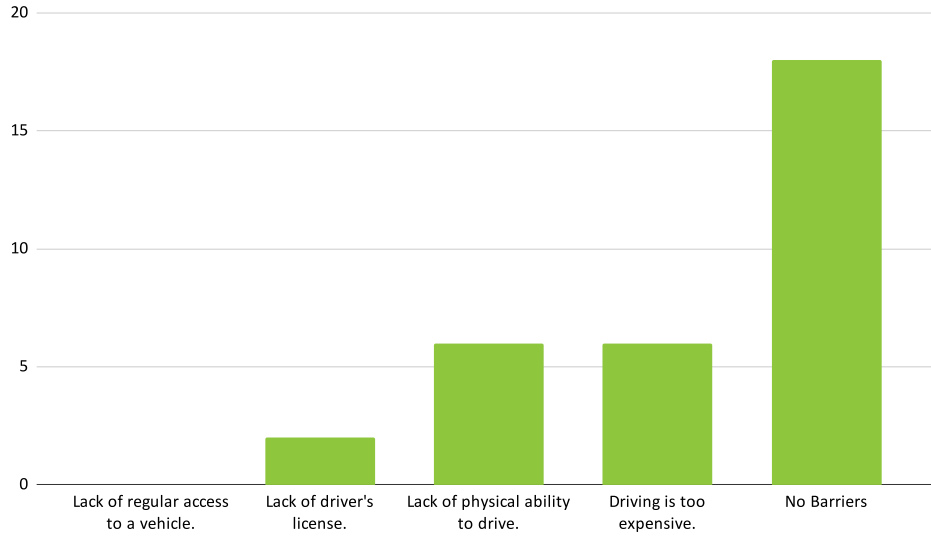
### Where do you live?



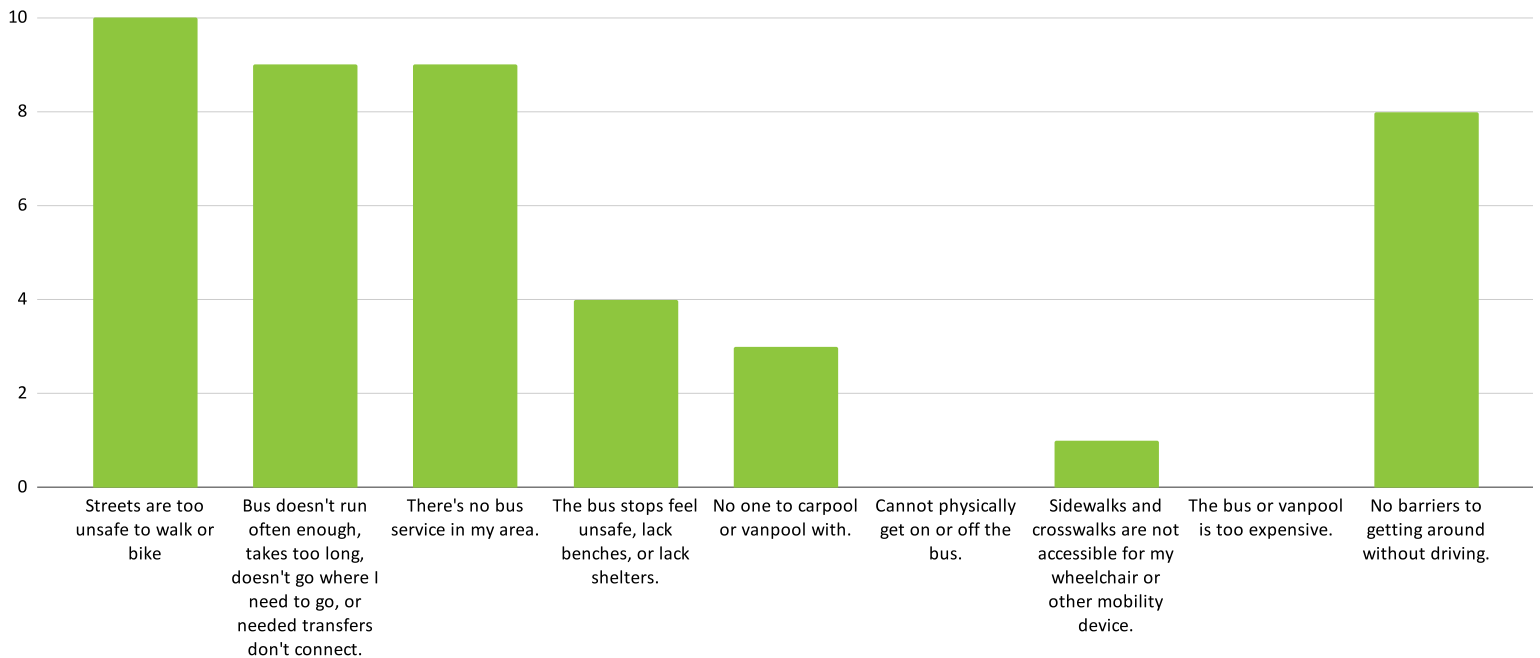
### In a typical month, how often do you travel by the following transportation modes?



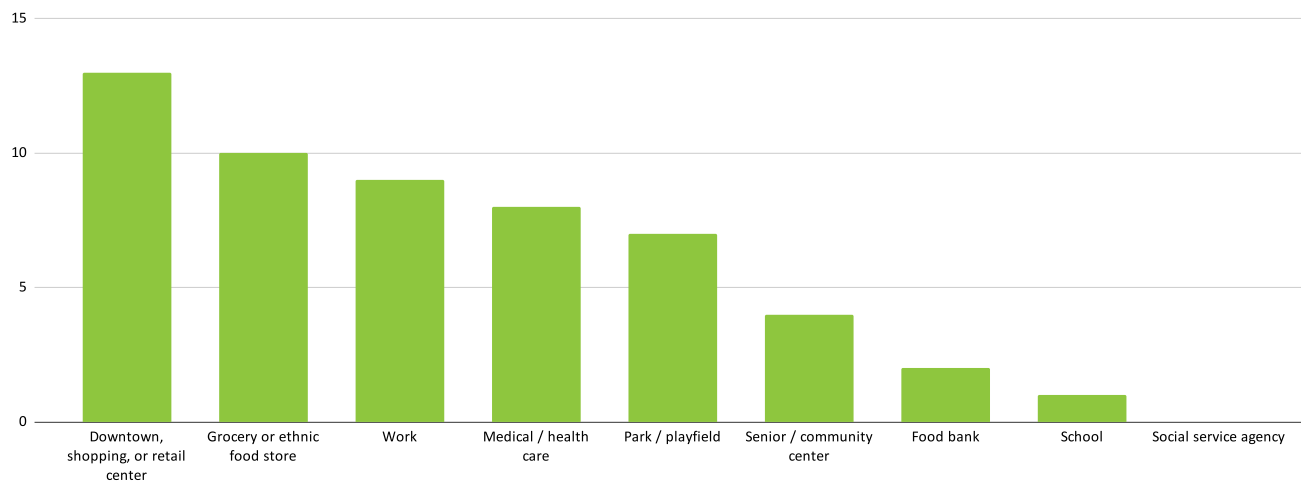
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



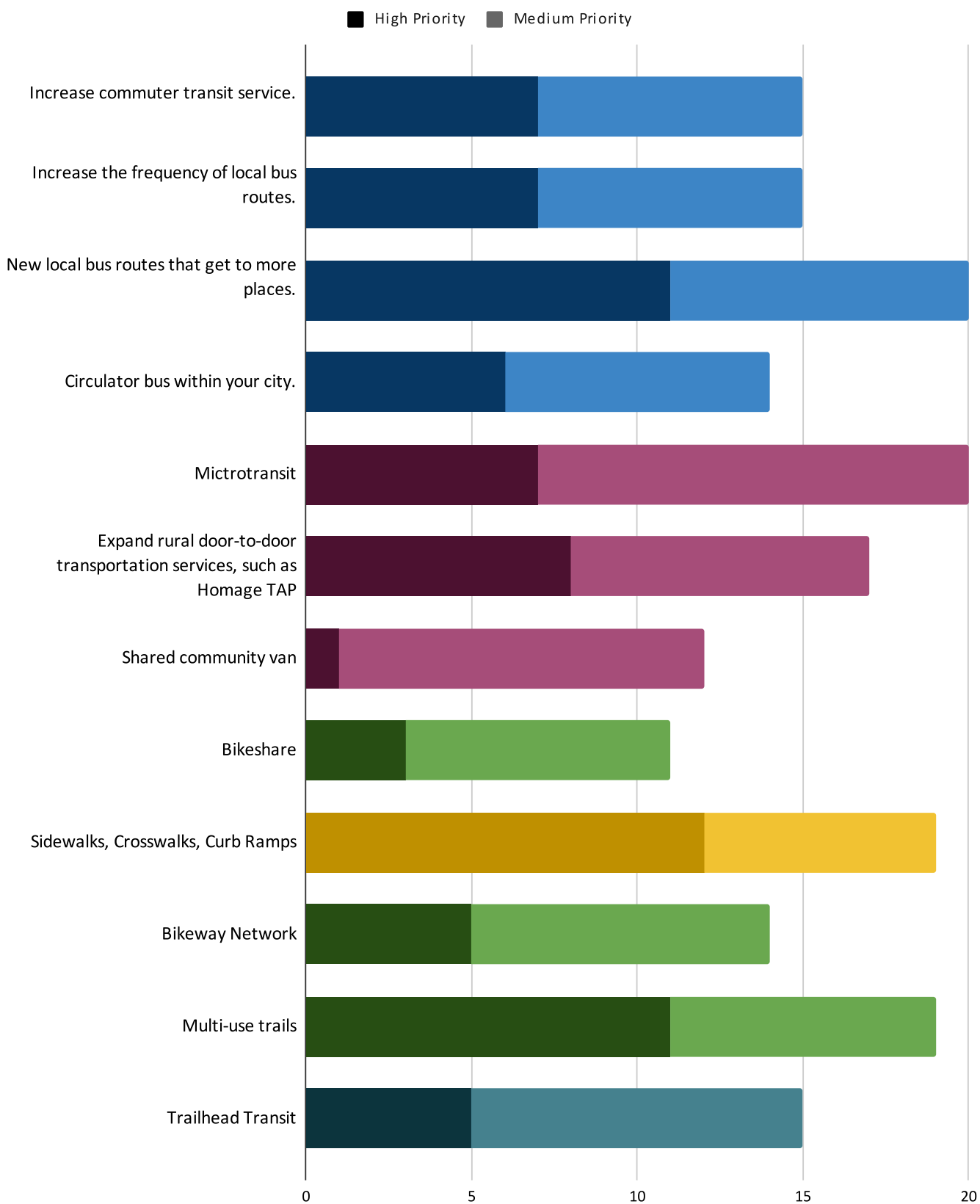
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



Where would you (or another household member) like the ability to get to more easily without a car?

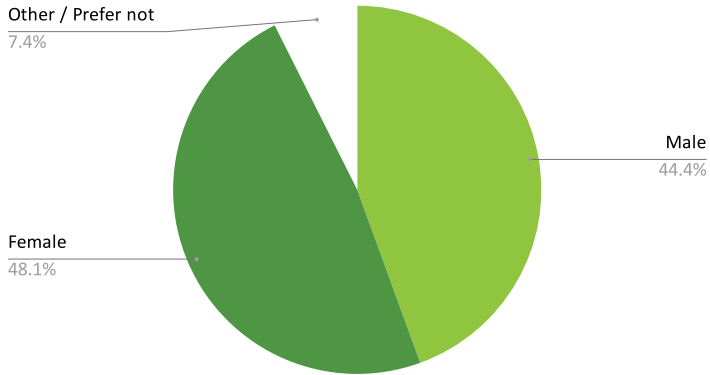


## In your opinion, what of the following potential new or expanded transportation services are important and should be prioritized?

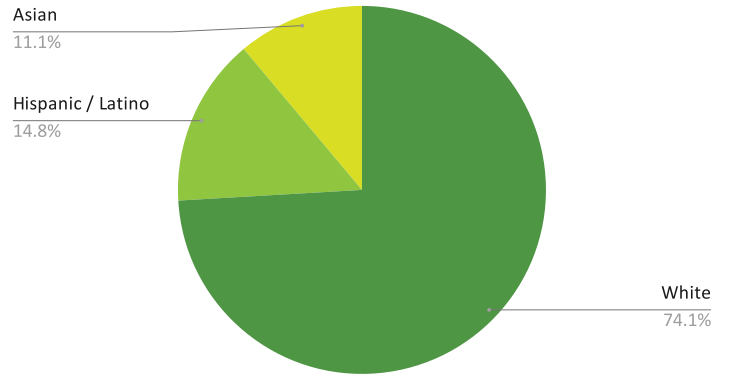


# Results: Bothell

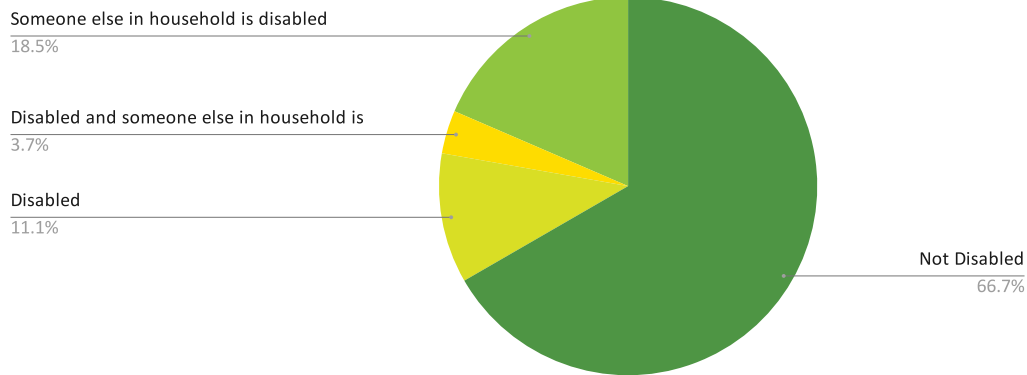
## Gender



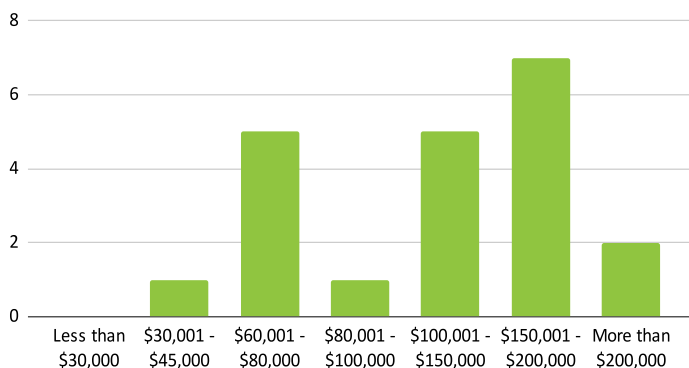
## Race & Ethnicity



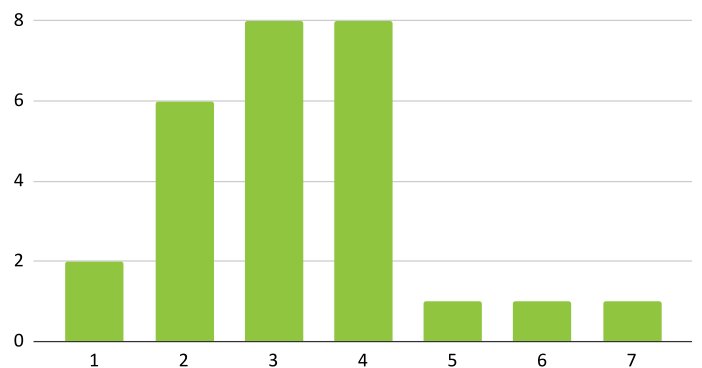
## Ability affecting mobility



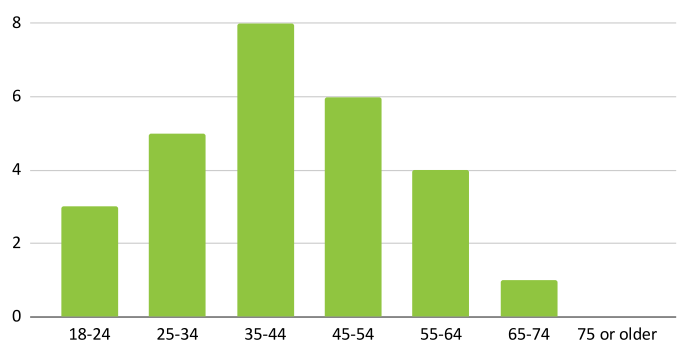
## Household Income



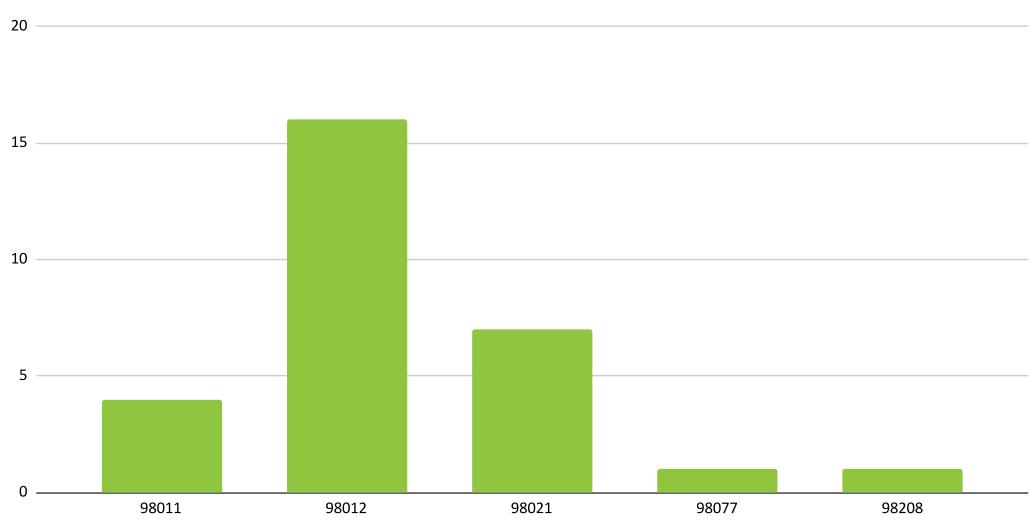
## Household Size



### Age

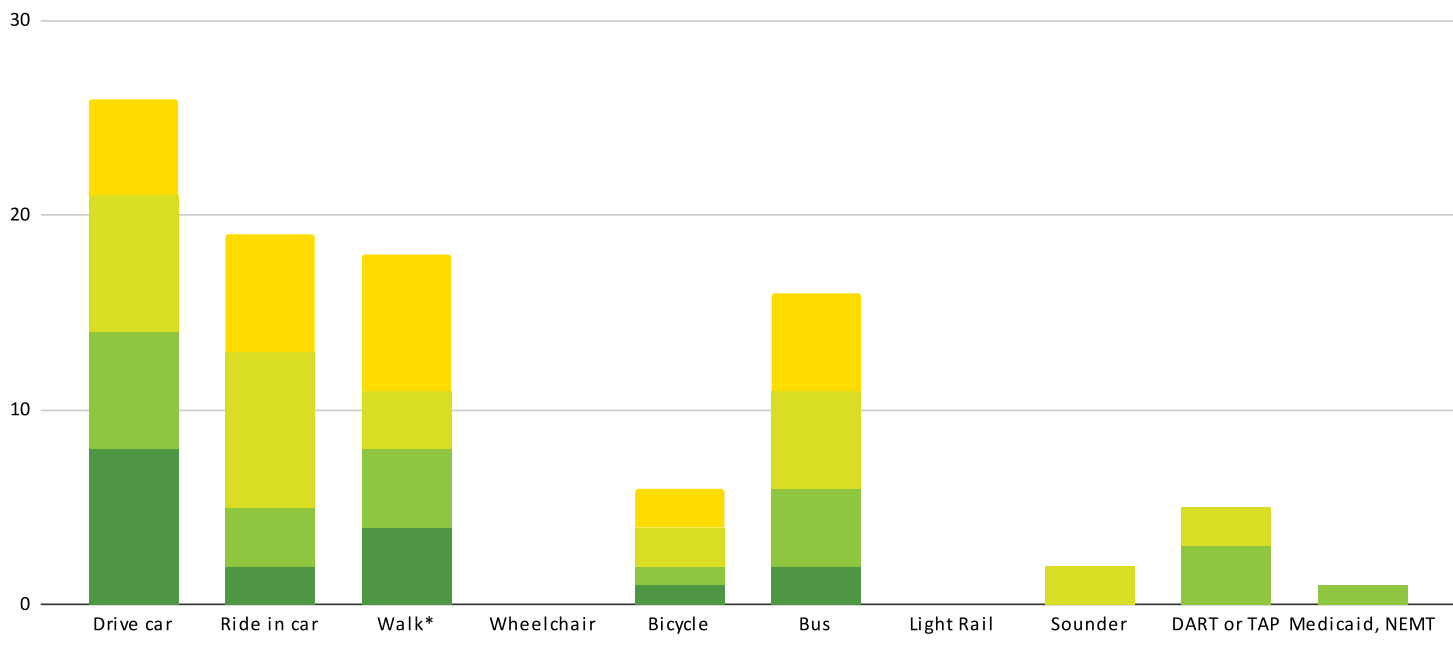


### Where do you live?

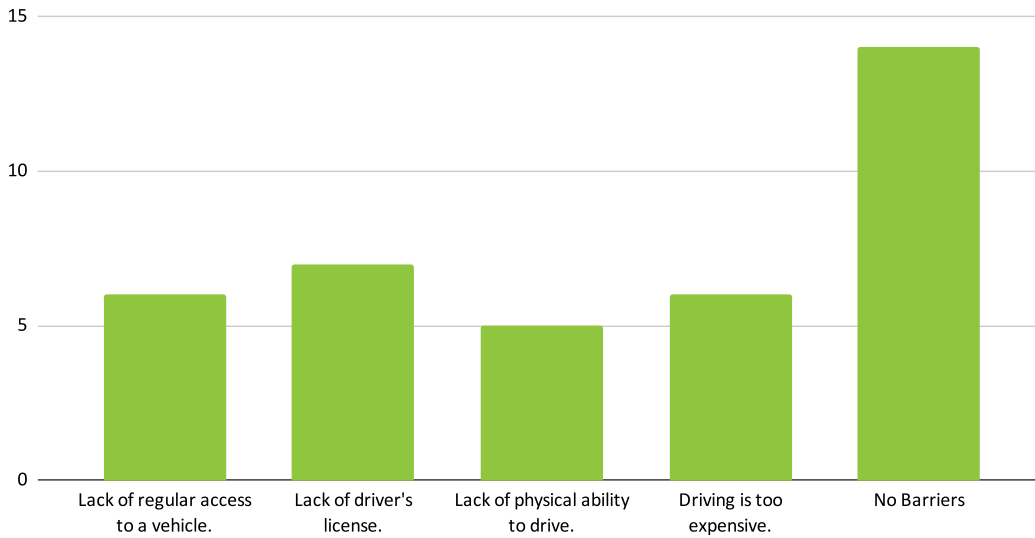


### In a typical month, how often do you travel by the following transportation modes?

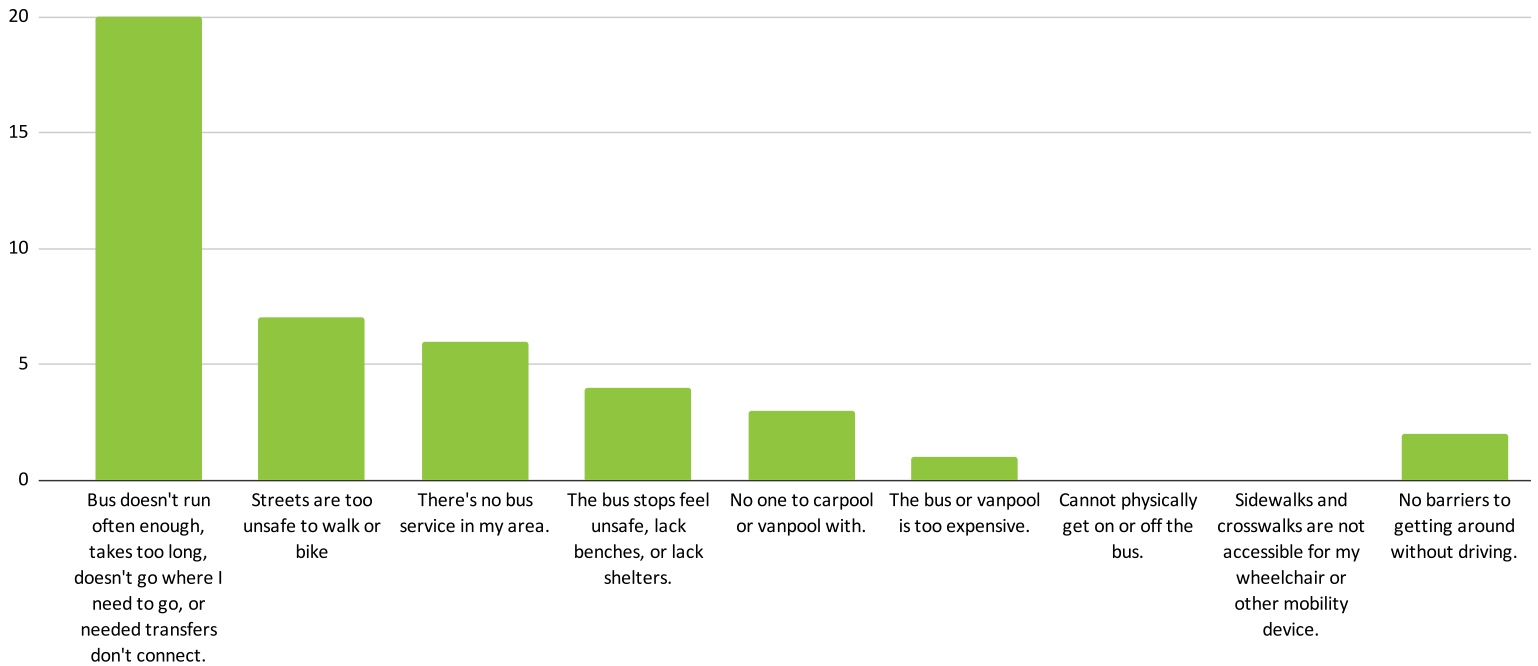
■ 1 to 3 times   
 ■ 4 to 9 times   
 ■ 10 to 20 times   
 ■ More than 20 times



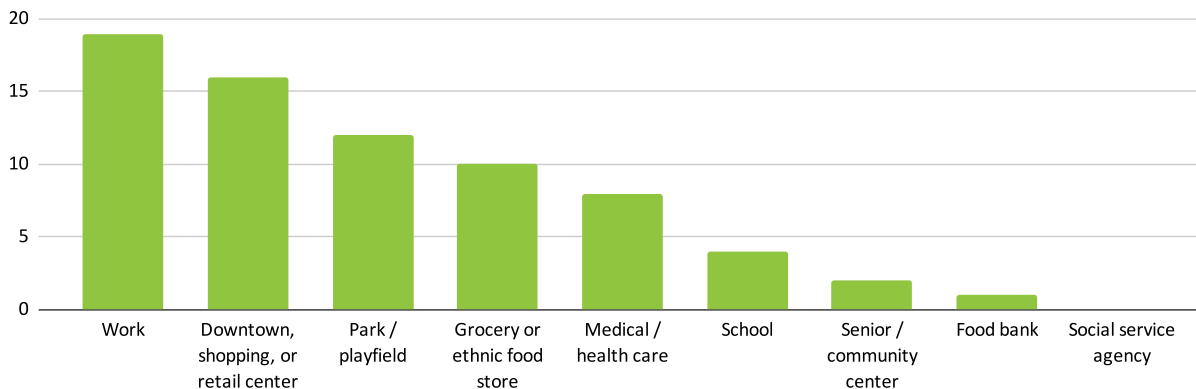
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



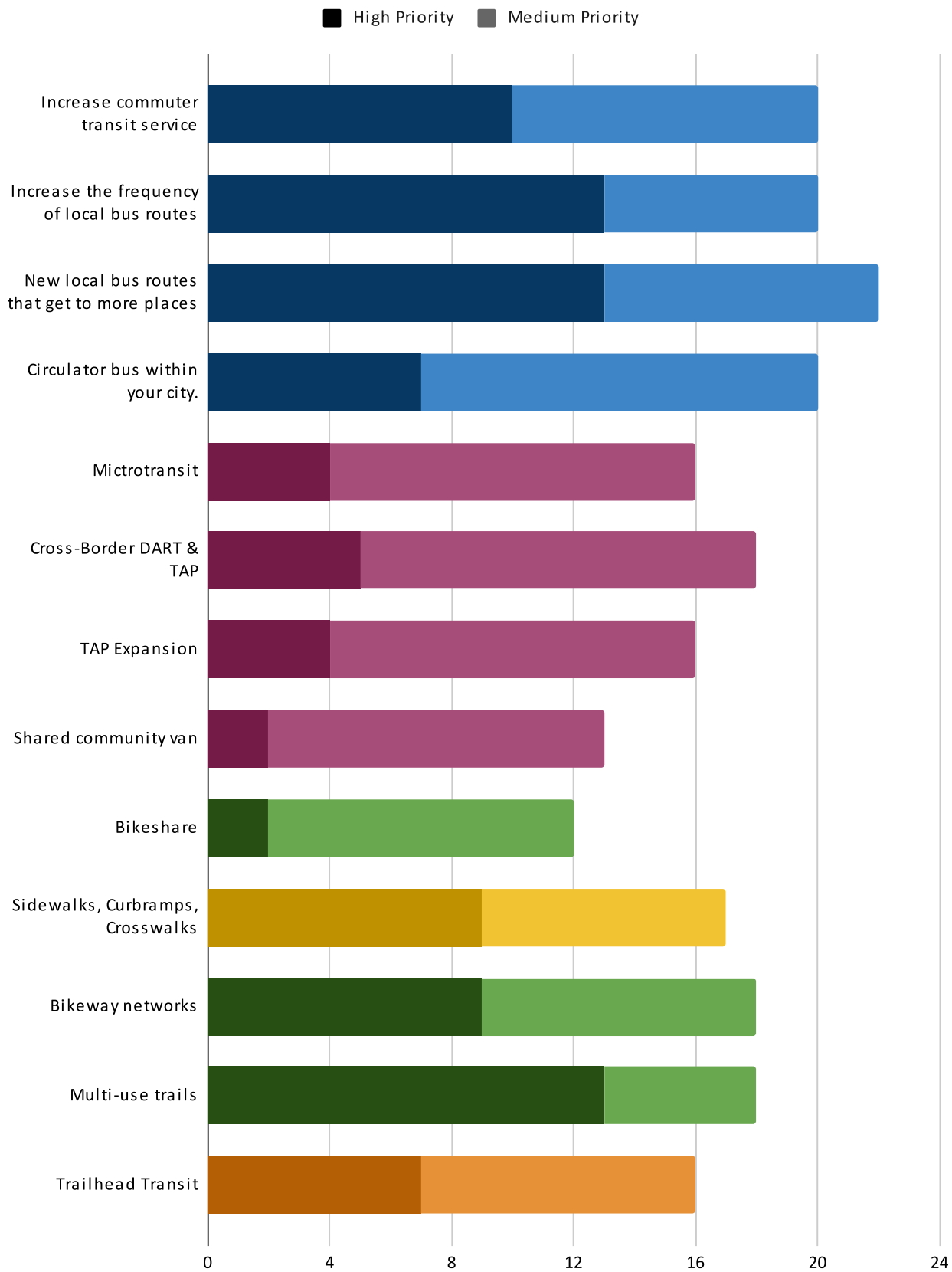
Are any of the following additional transportation barriers for you or someone else in your household?



Where would you (or another household member) like the ability to get to more easily without a car?

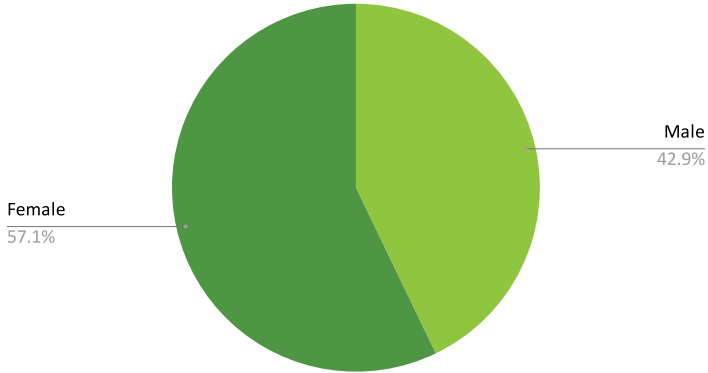


## In your opinion, what of the following potential new or expanded transportation services are important and should be prioritized?

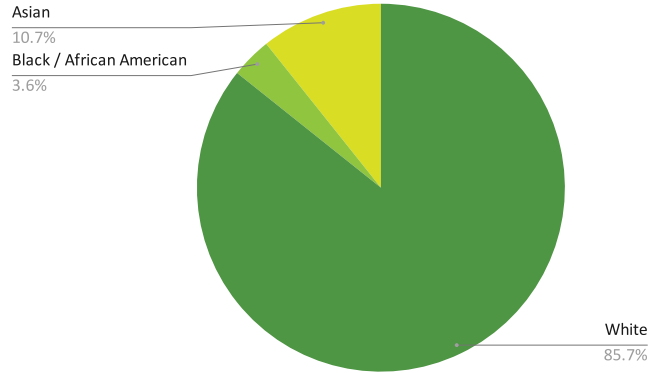


# Results: Edmonds

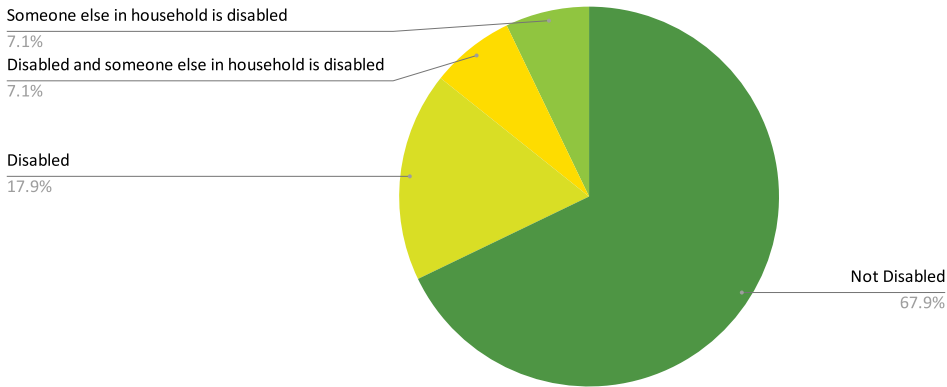
Gender



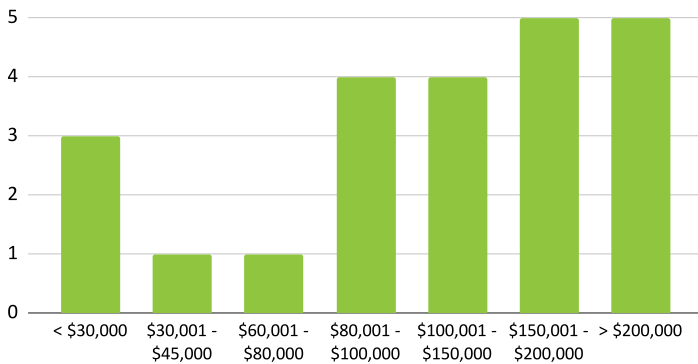
Race & Ethnicity



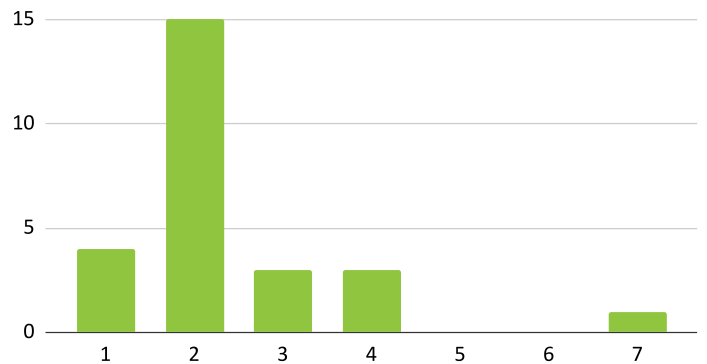
Ability affecting mobility



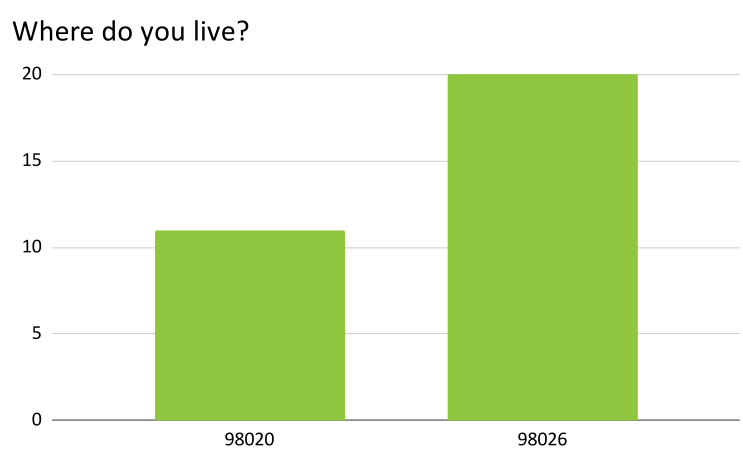
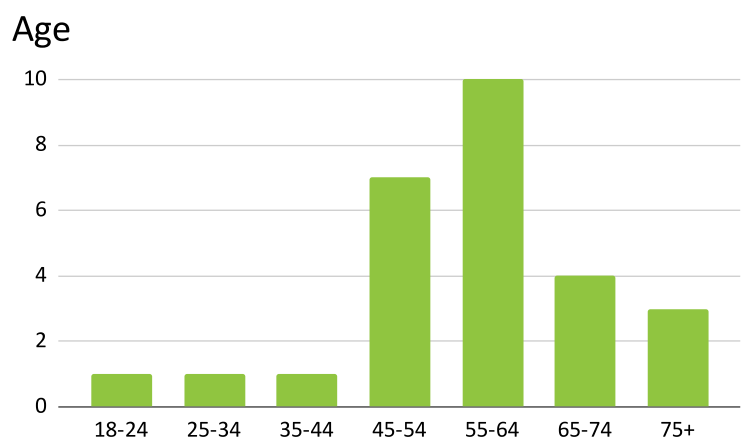
Household Income



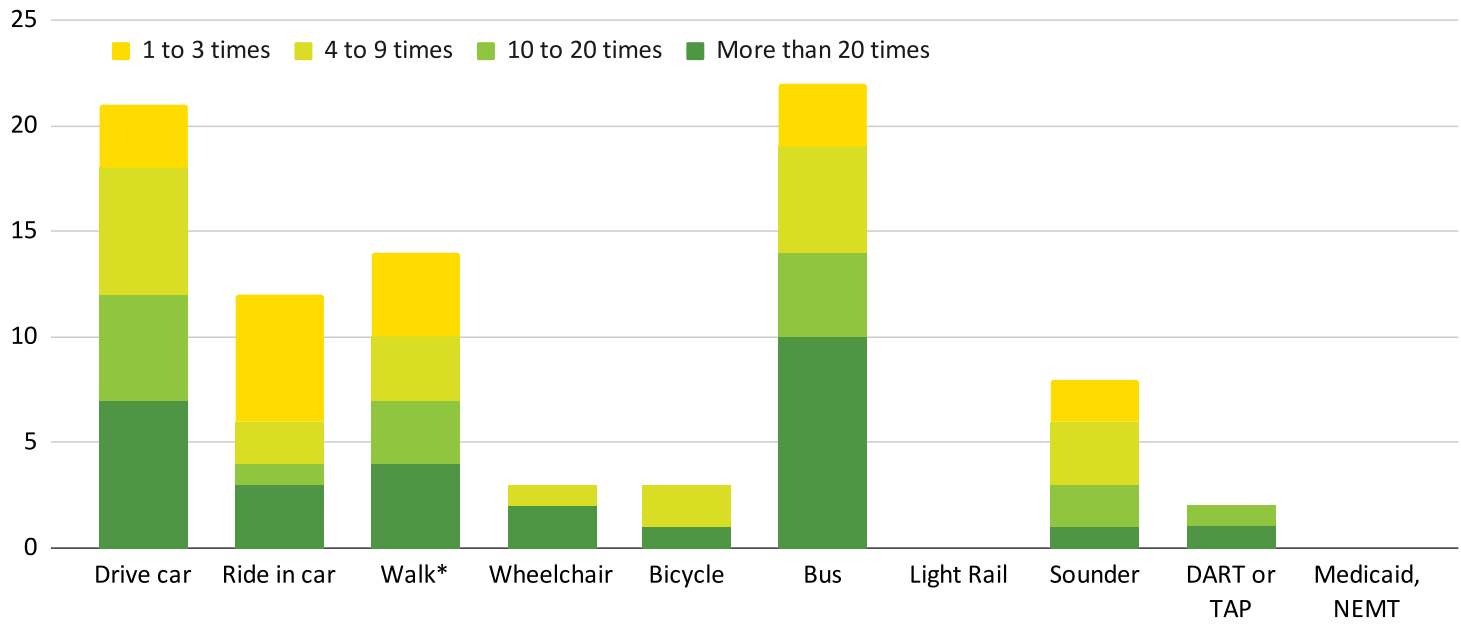
Household Size



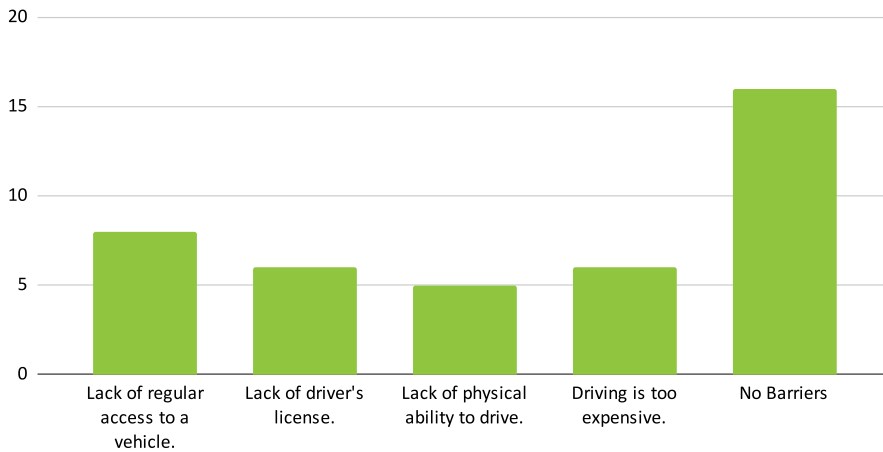




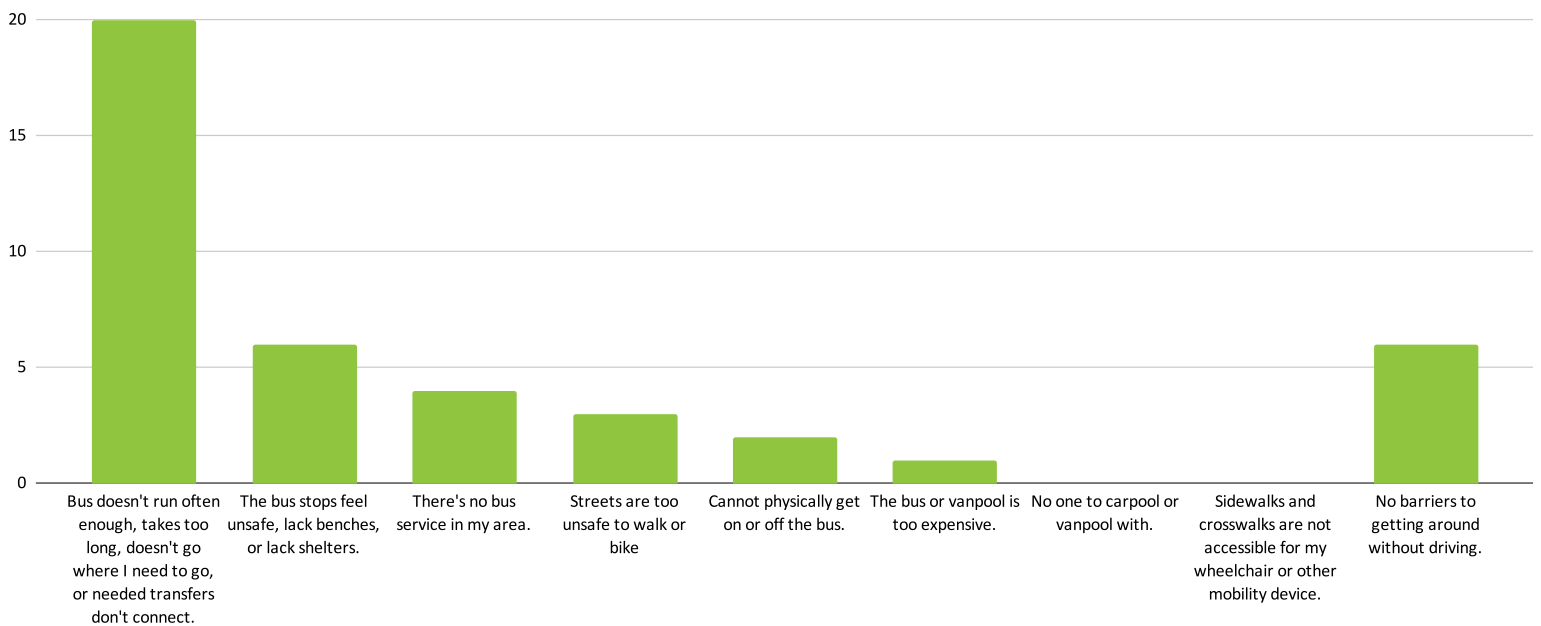
In a typical month, how often do you travel by the following transportation modes?



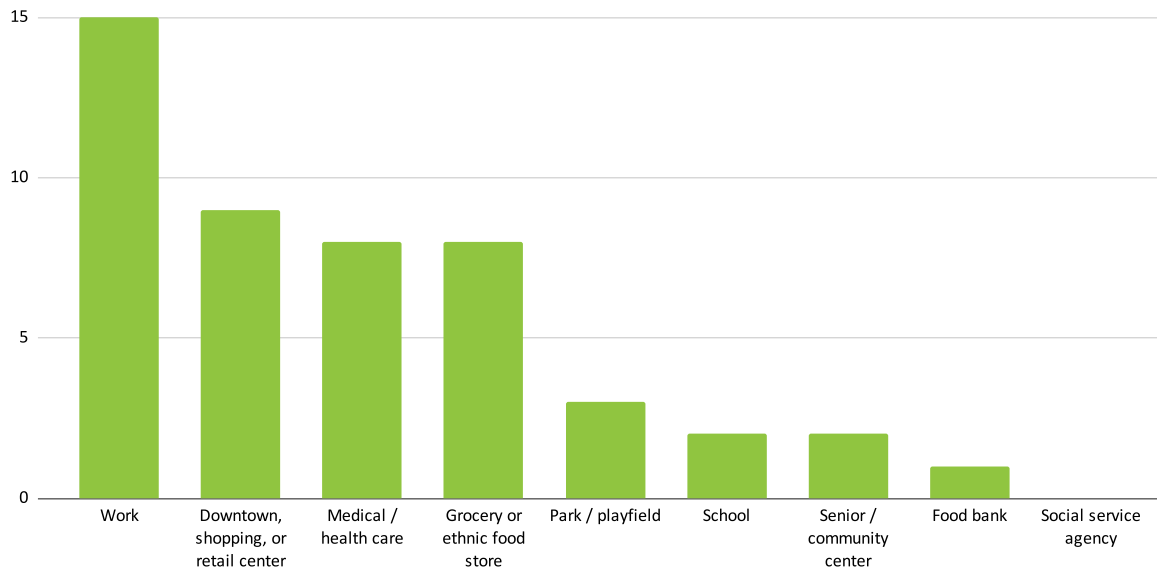
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



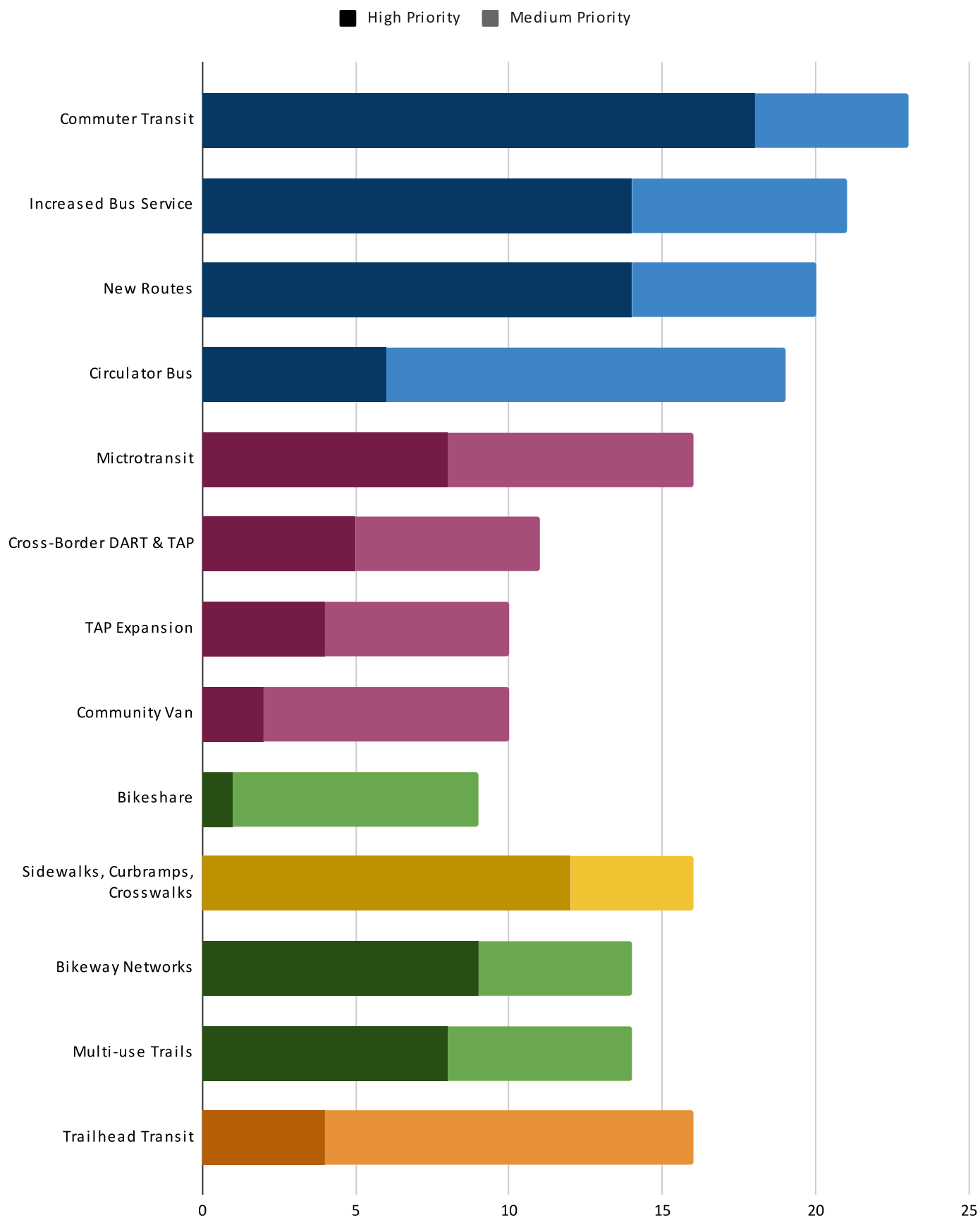
Are any of the following additional transportation barriers for you or someone else in your household?



Where would you (or another household member) like the ability to get to more easily without a car?

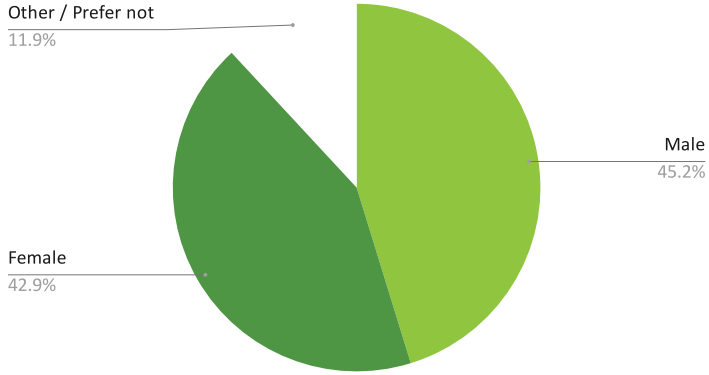


## What of the following potential new or expanded transportation services are important and should be prioritized?

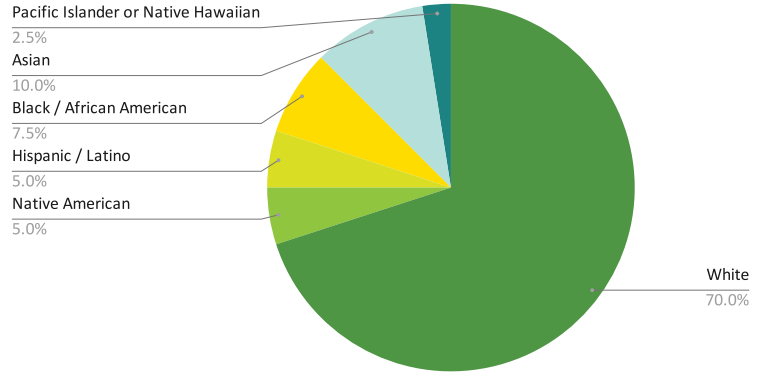


# Results: Everett

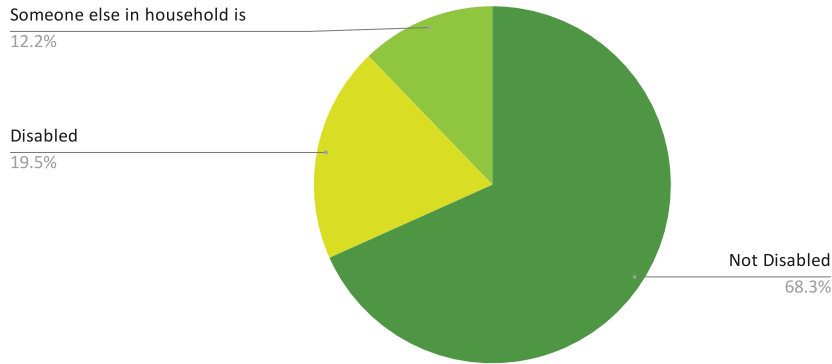
## Gender



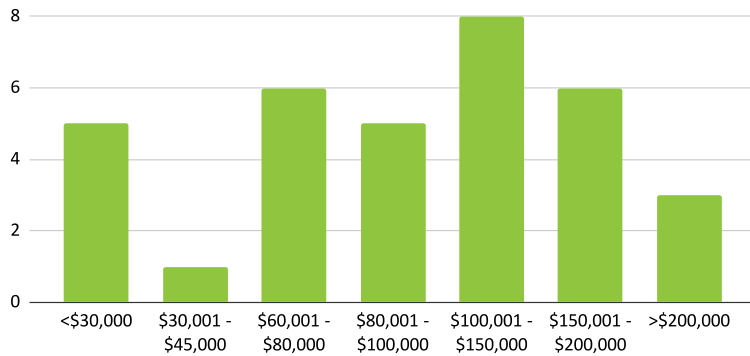
## Race & Ethnicity



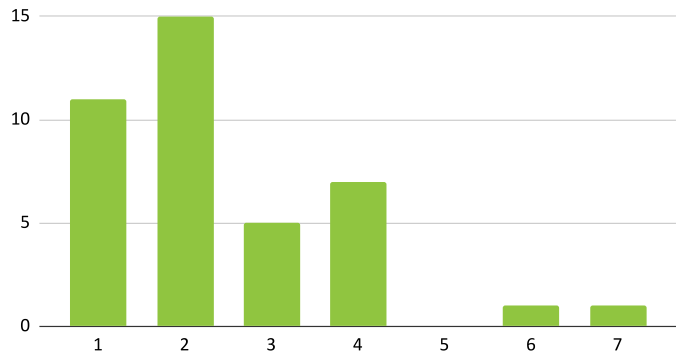
## Ability affecting mobility



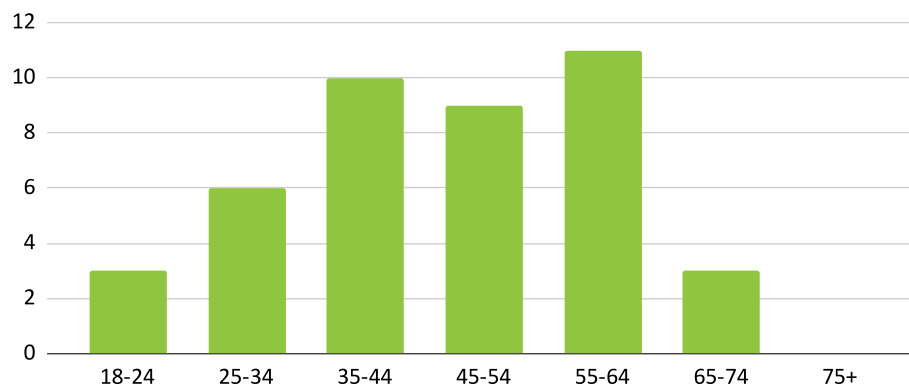
## Household Income



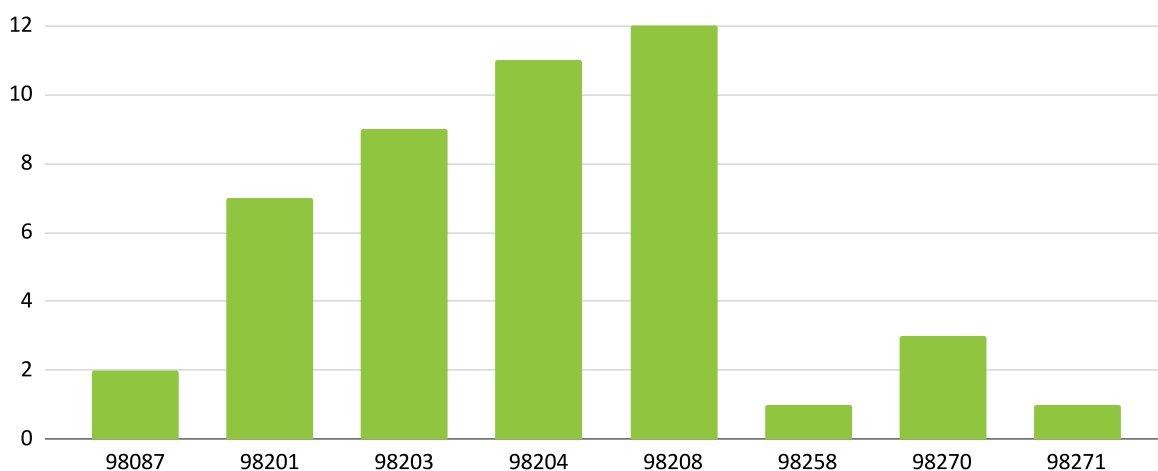
## Household Size



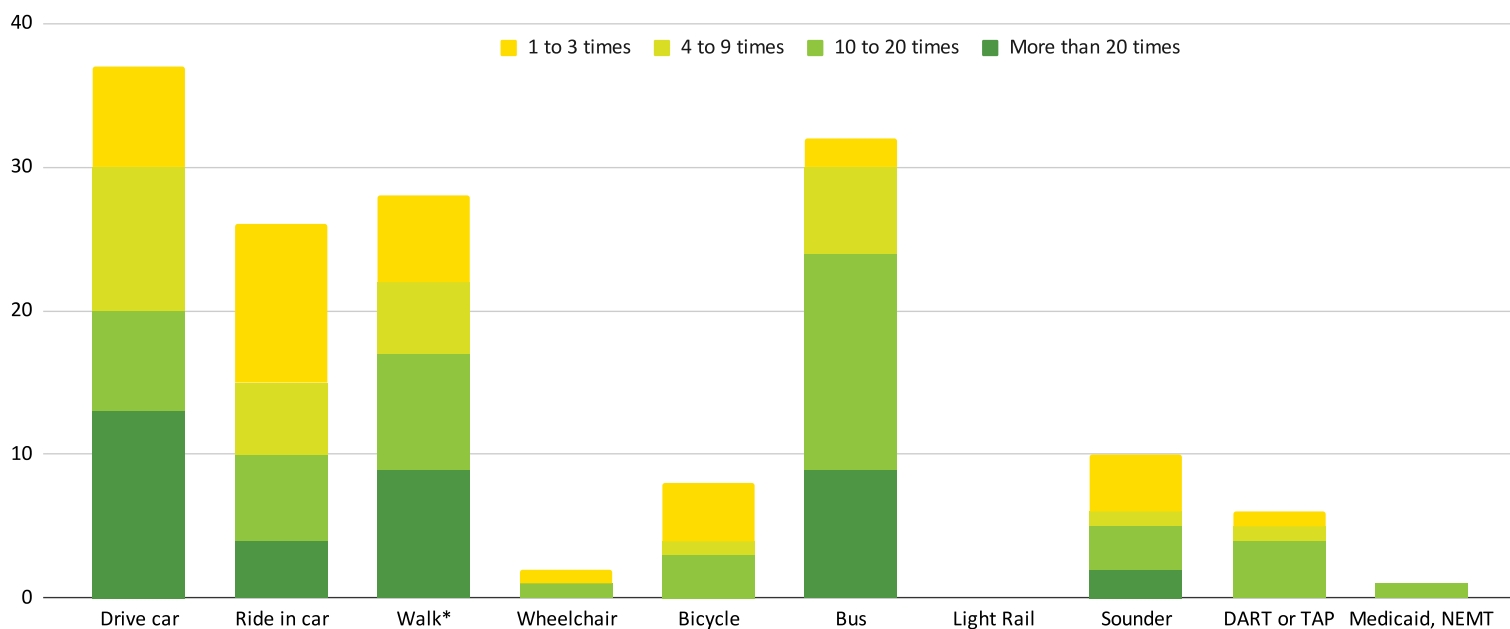
### Age



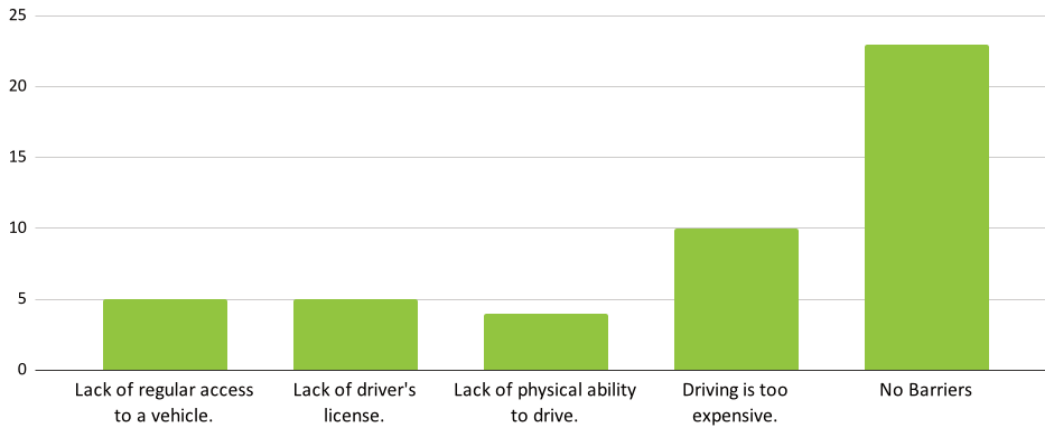
### Where do you live?



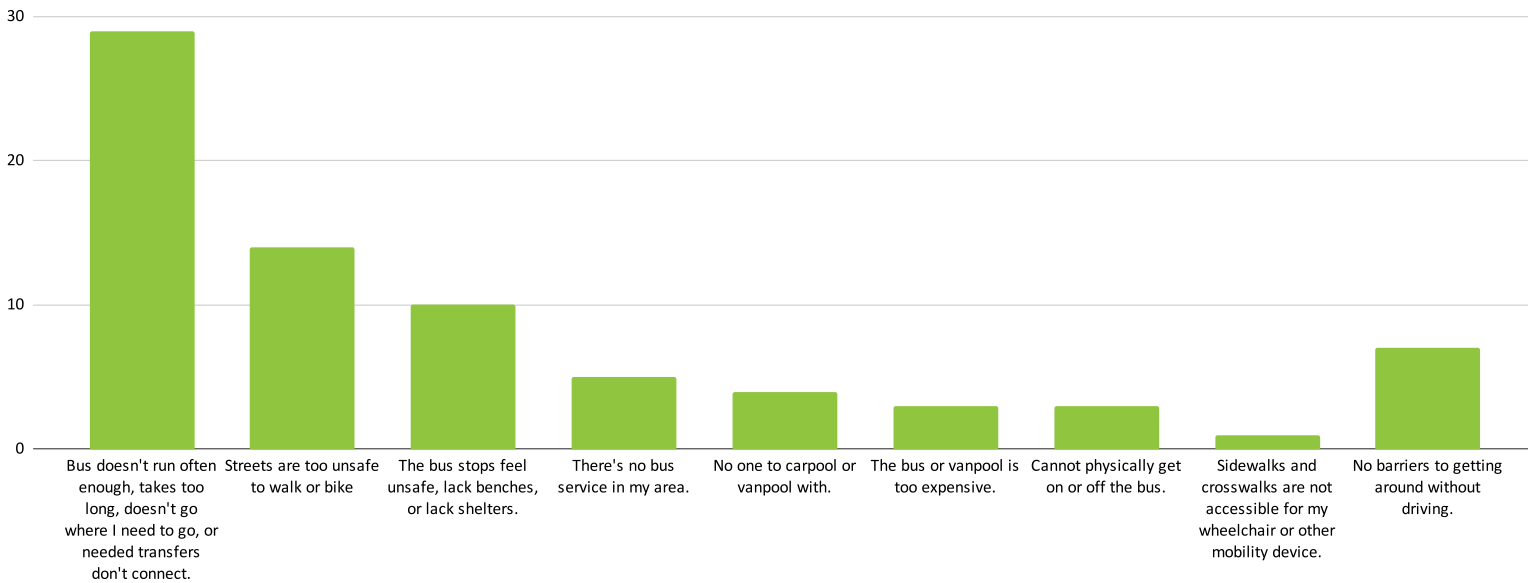
### In a typical month, how often do you travel by the following transportation modes?



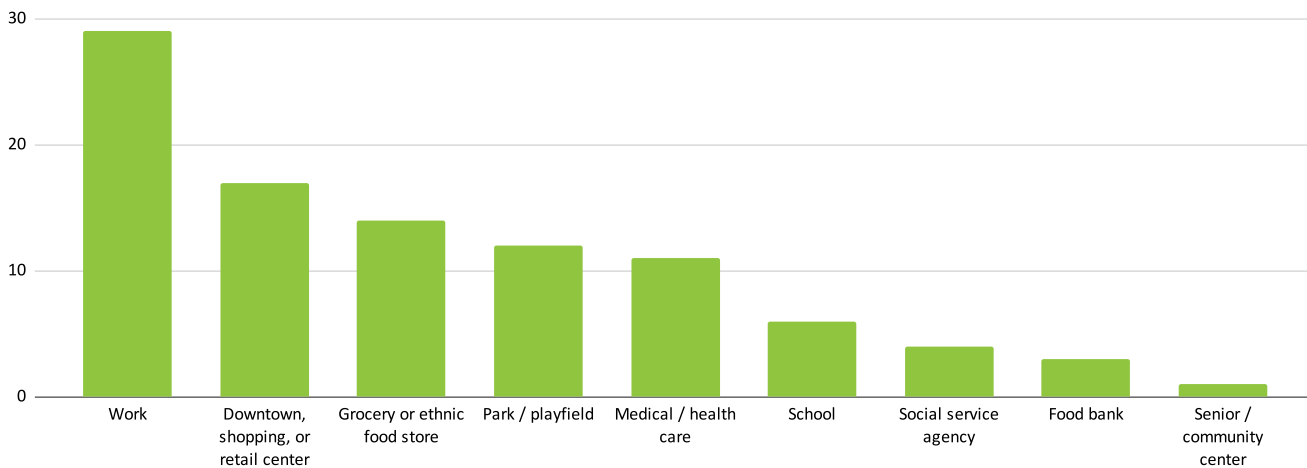
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



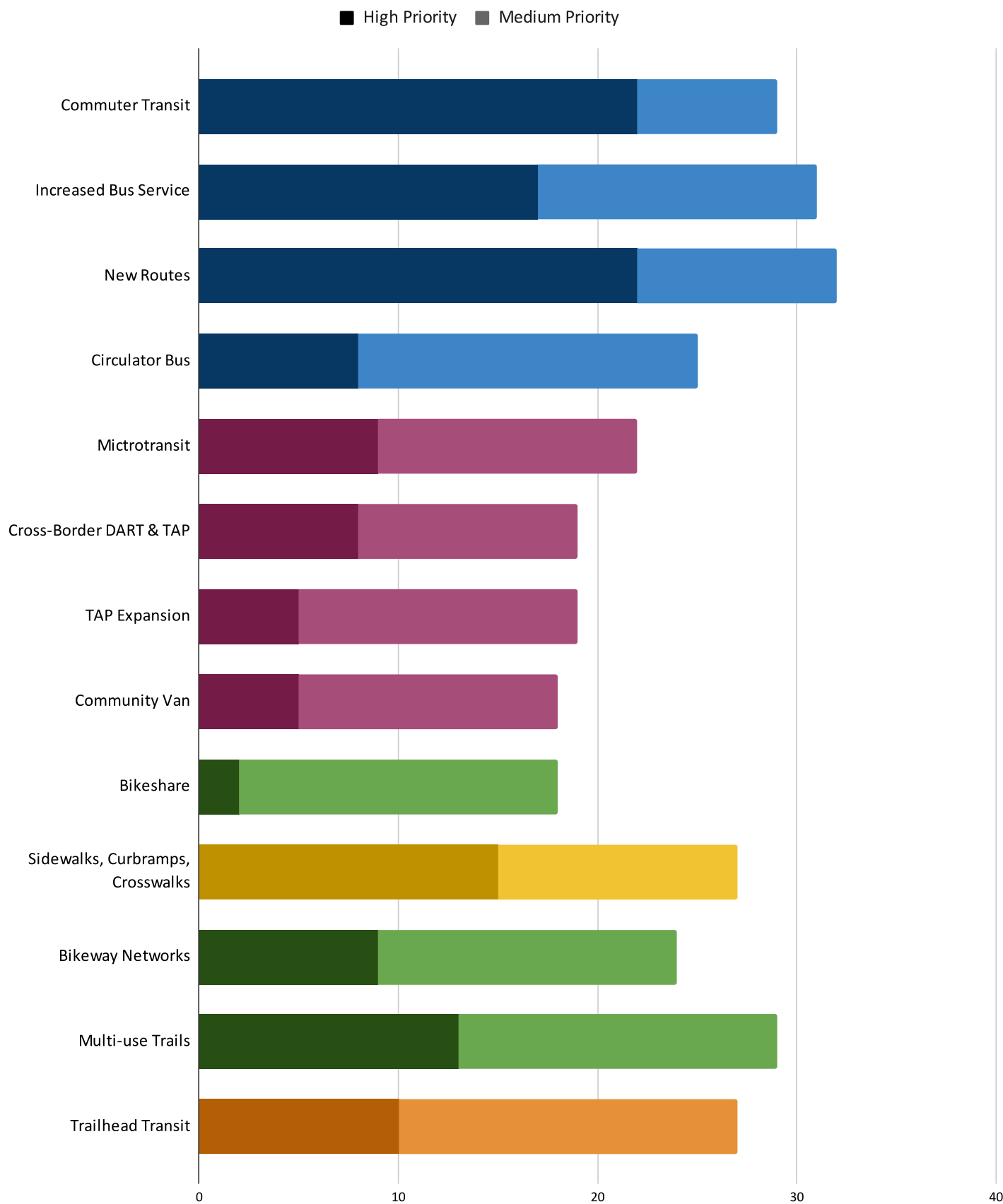
Are any of the following additional transportation barriers for you or someone else in your household?



Where would you (or another household member) like the ability to get to more easily without a car?

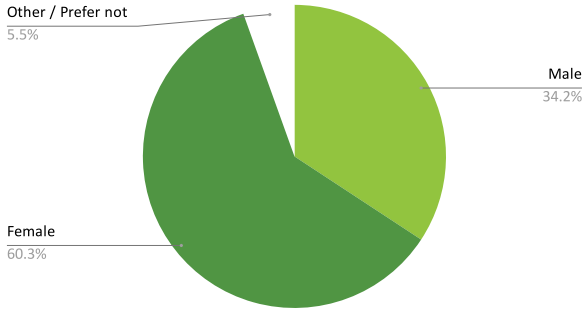


## In your opinion, what of the following potential new or expanded transportation services are important and should be prioritized?

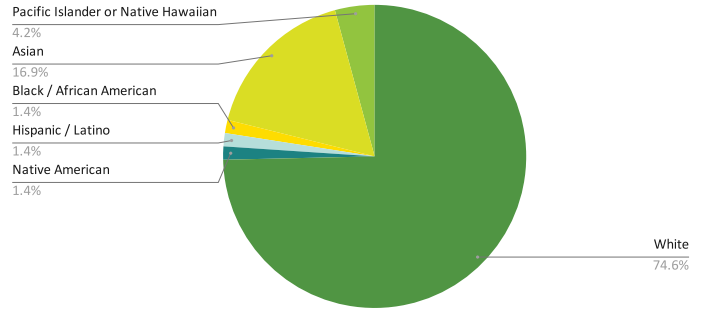


# Results: Lake Stevens

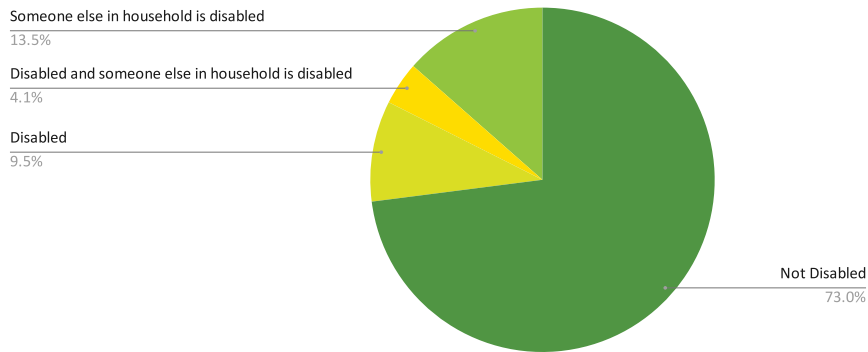
## Gender



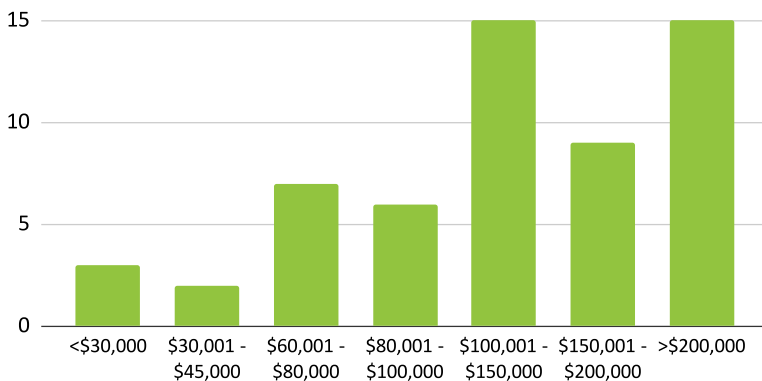
## Race & Ethnicity



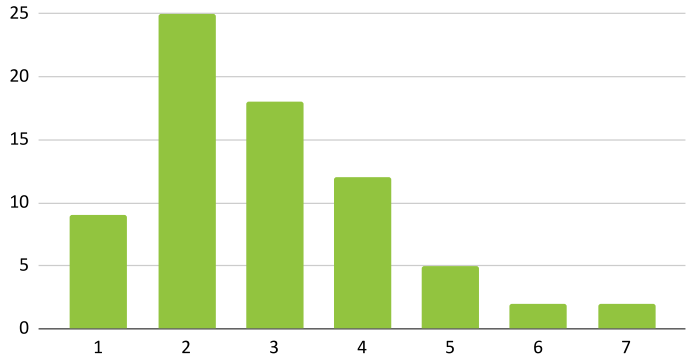
## Ability affecting mobility



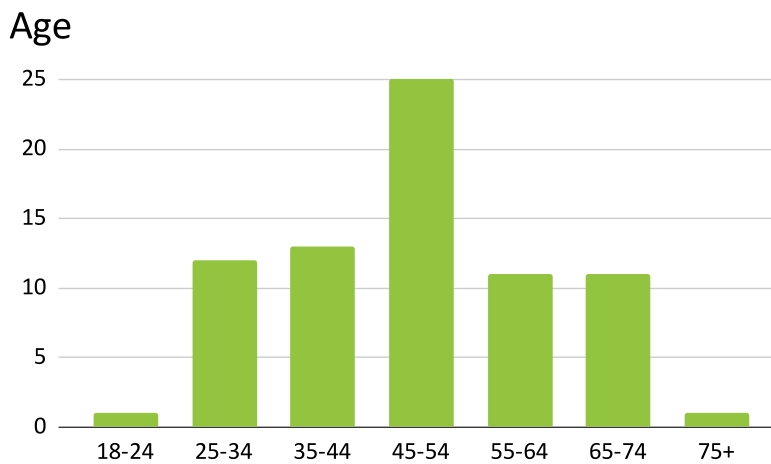
## Household Income



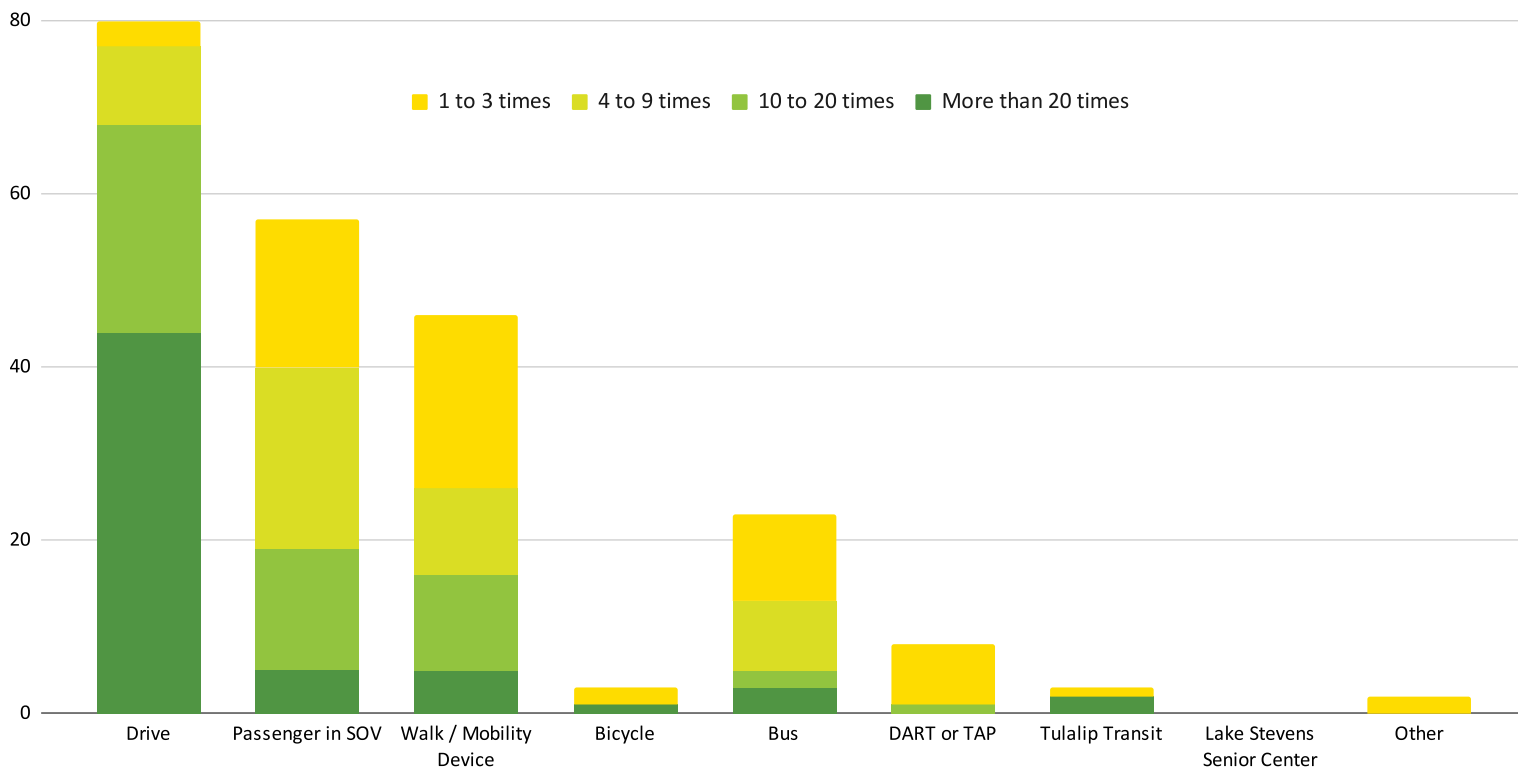
## Household Size



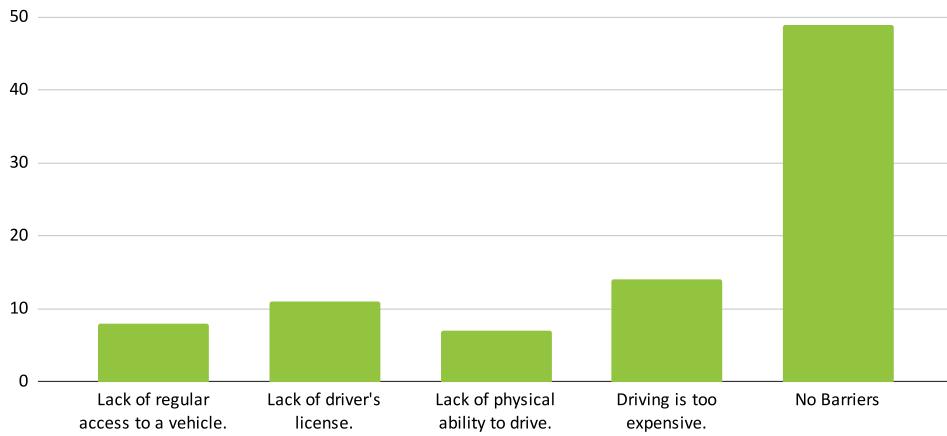




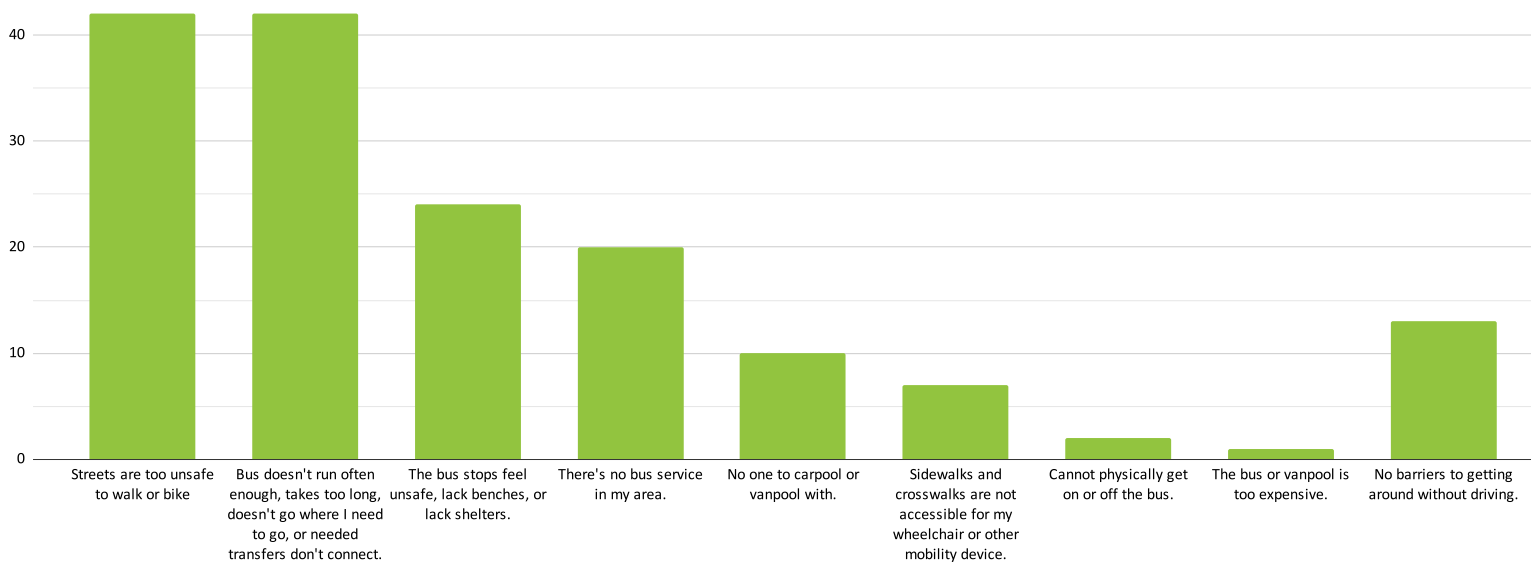
In a typical month, how often do you travel by the following transportation modes?



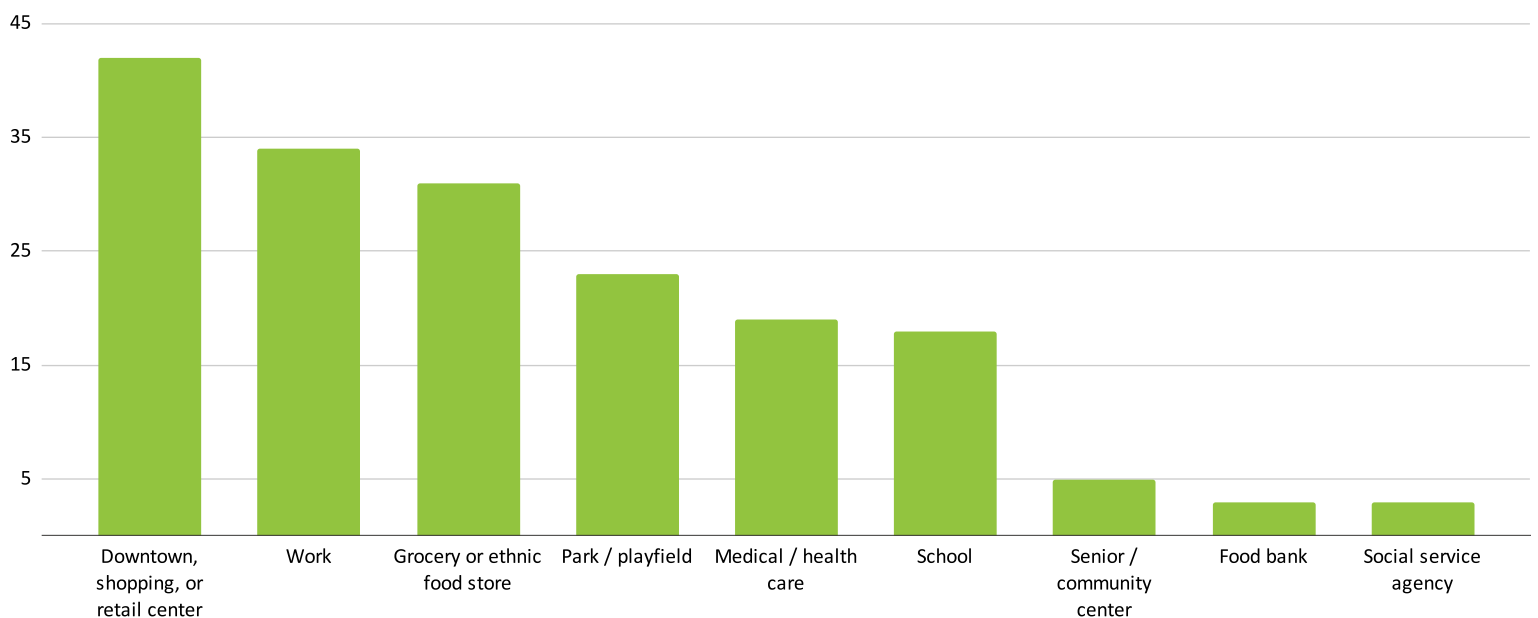
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



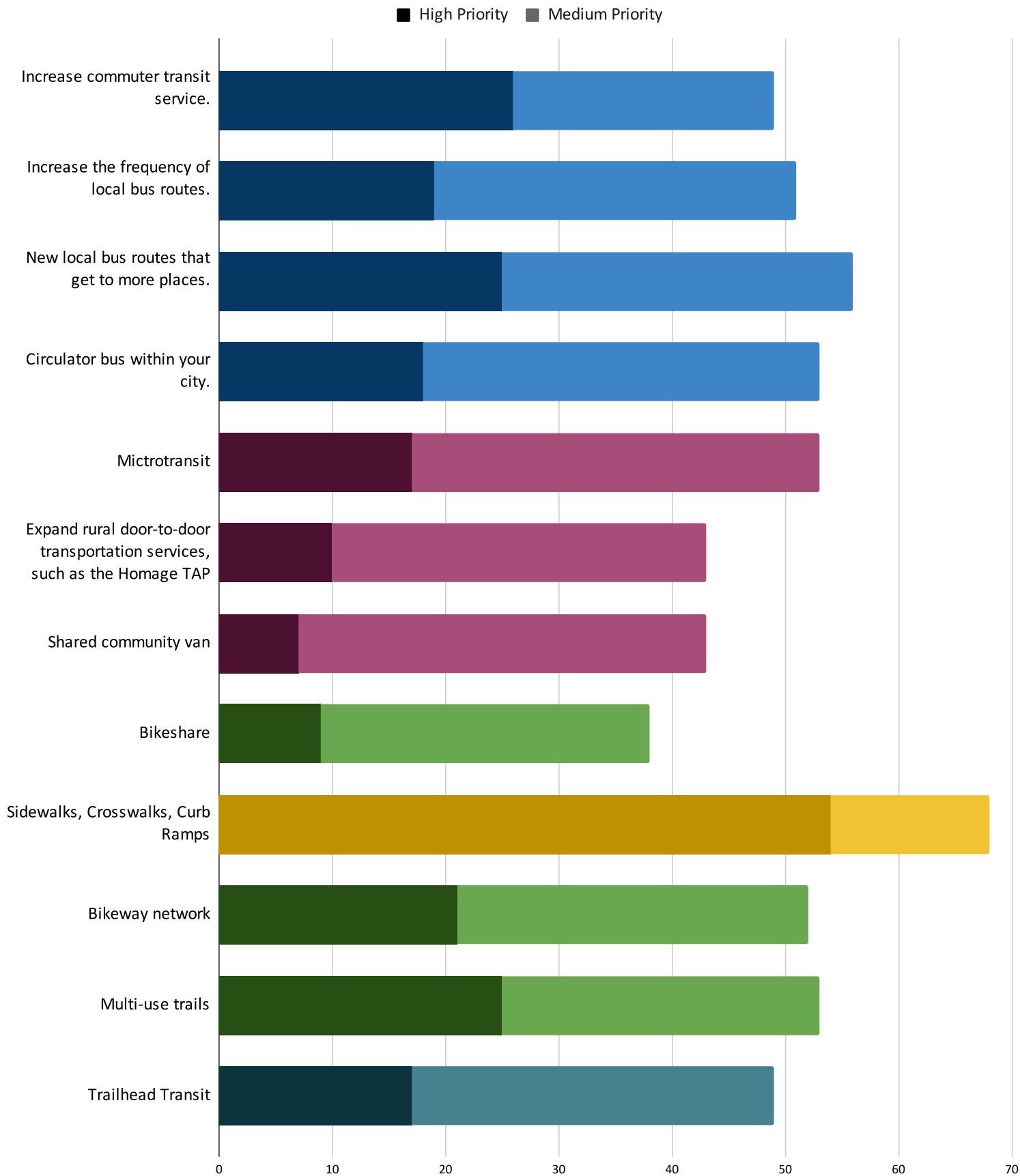
Are any of the following additional transportation barriers for you or someone else in your household?



Where would you (or another household member) like the ability to get to more easily without a car?

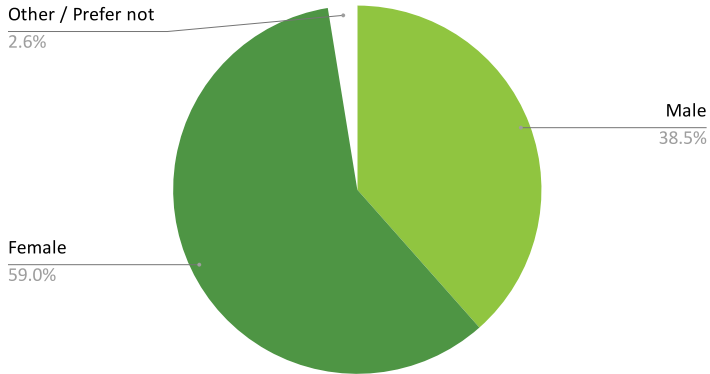


## In your opinion, what of the following potential new or expanded transportation services are important and should be prioritized?

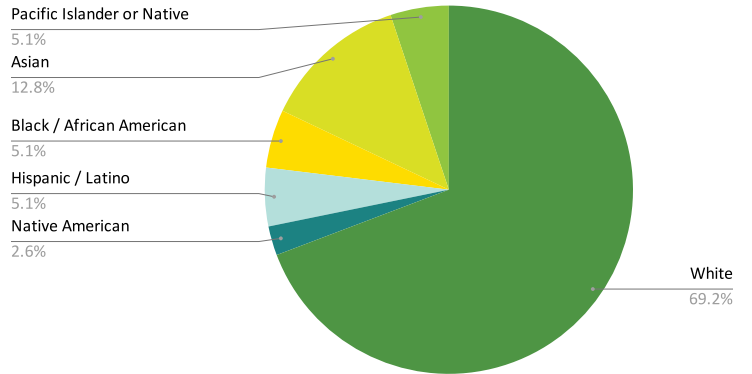


# Results: Lynnwood

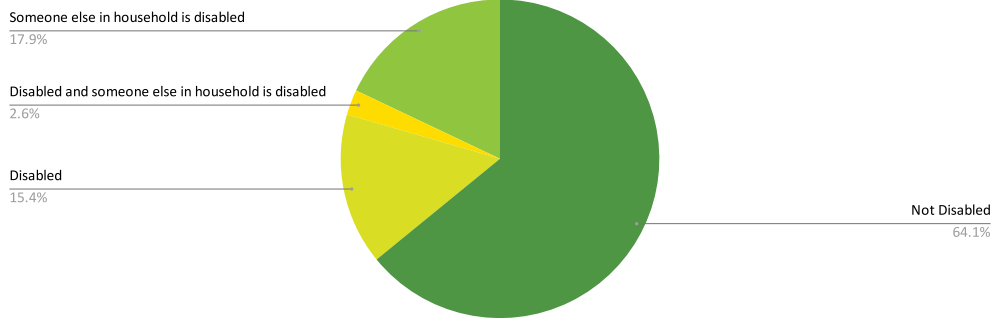
## Gender



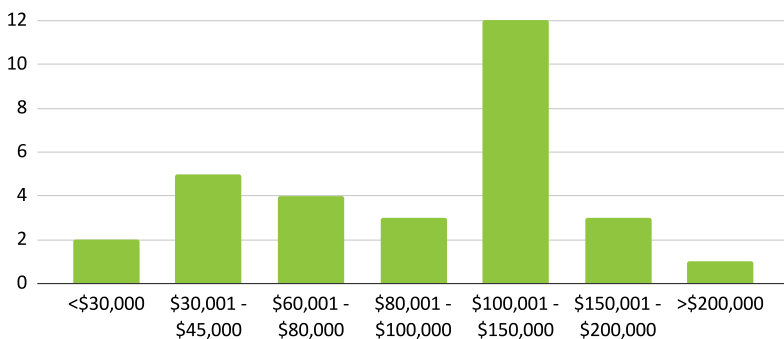
## Race & Ethnicity



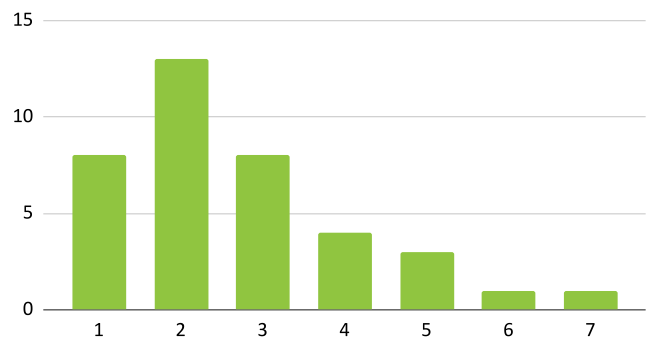
## Ability affecting mobility



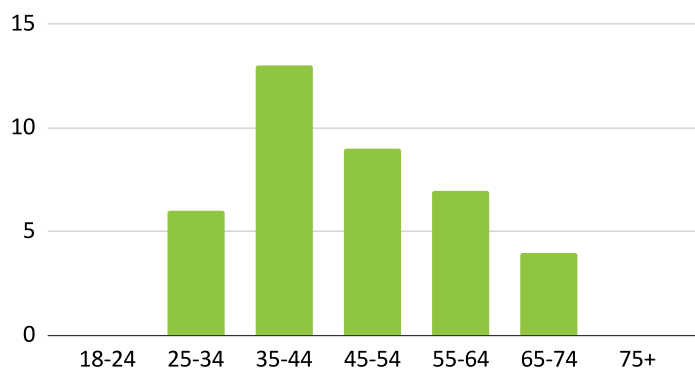
## Household Income



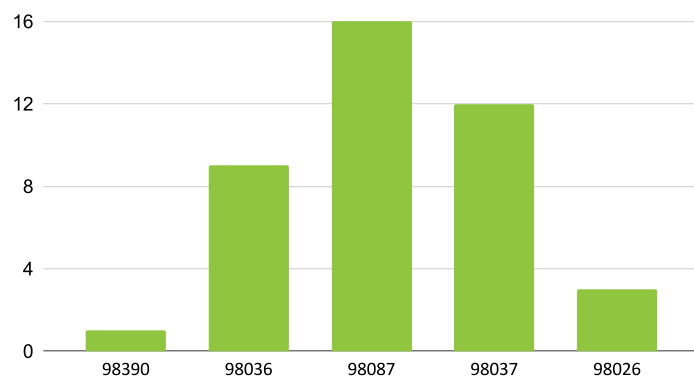
## Household Size



### Age

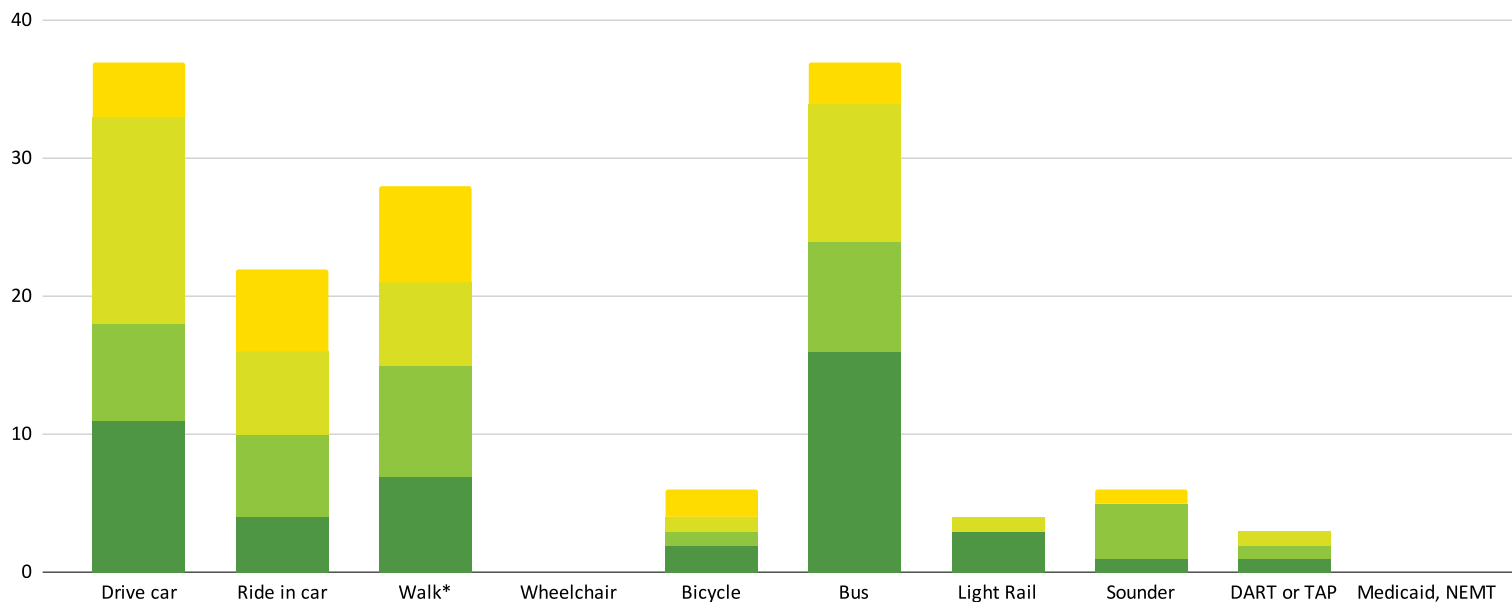


### Where do you live?

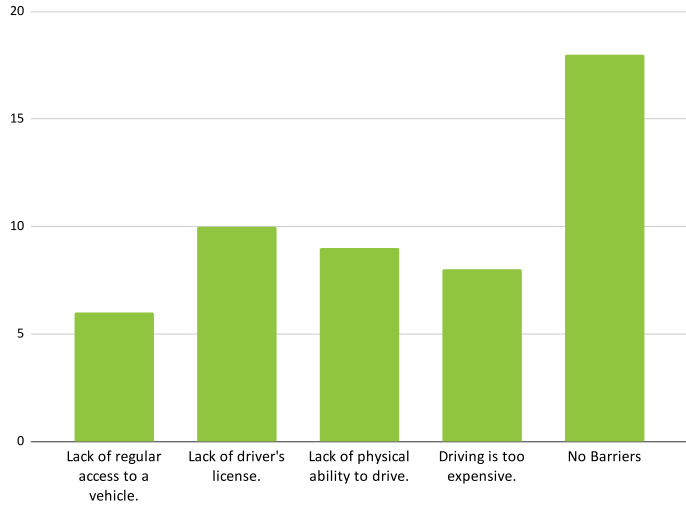


### In a typical month, how often do you travel by the following transportation modes?

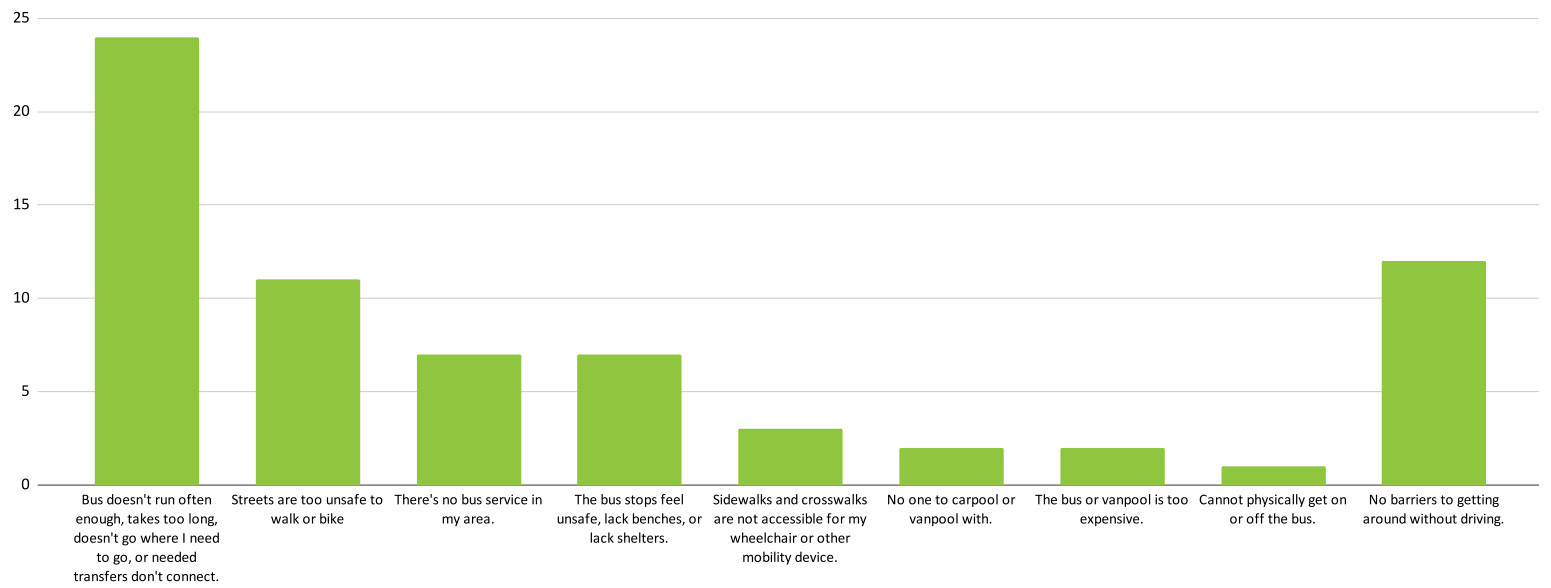
1 to 3 times    4 to 9 times    10 to 20 times    More than 20 times



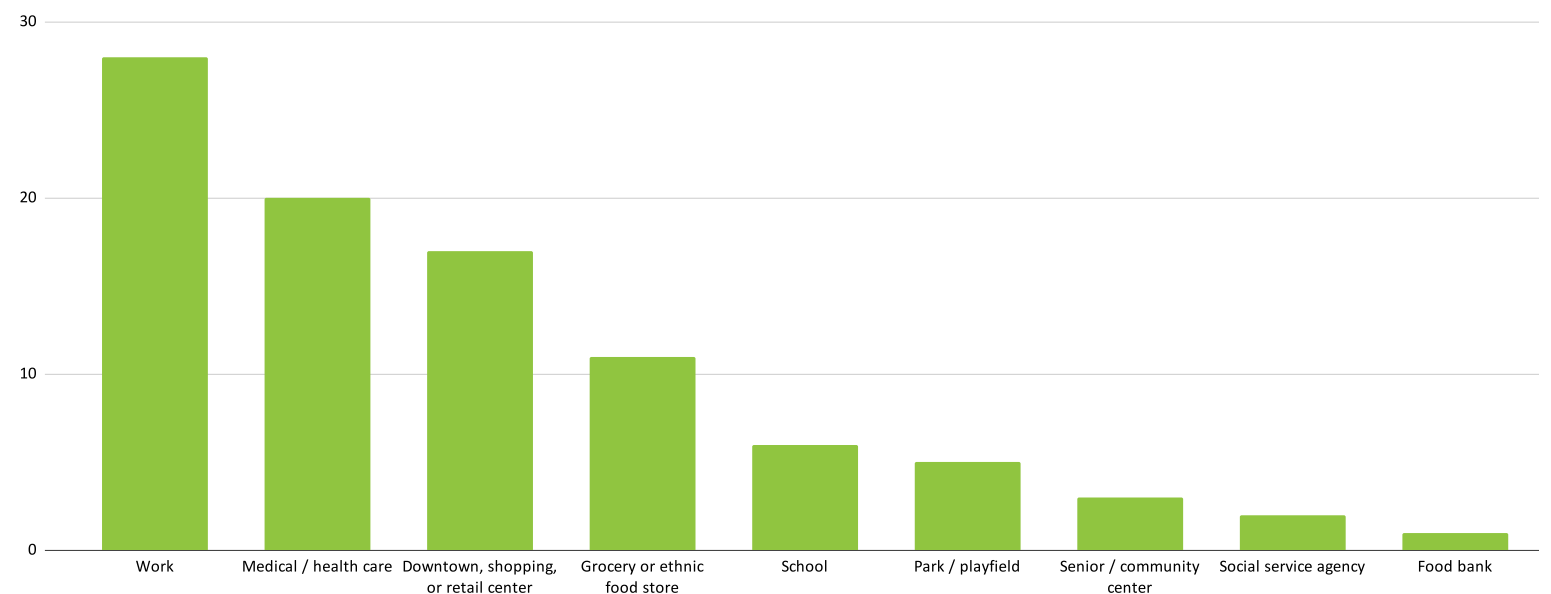
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



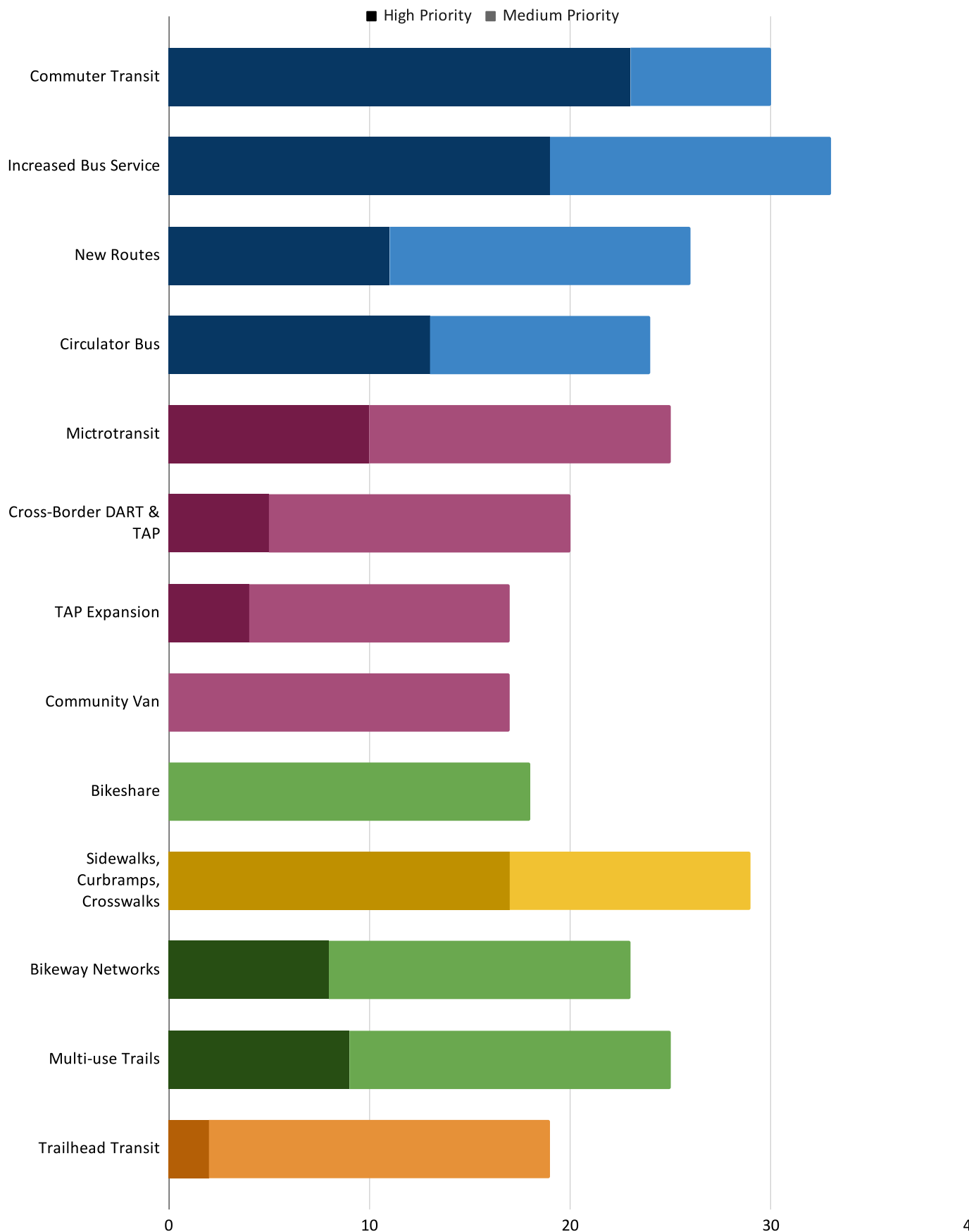
Are any of the following additional transportation barriers for you or someone else in your household?



Where would you (or another household member) like the ability to get to more easily without a car?

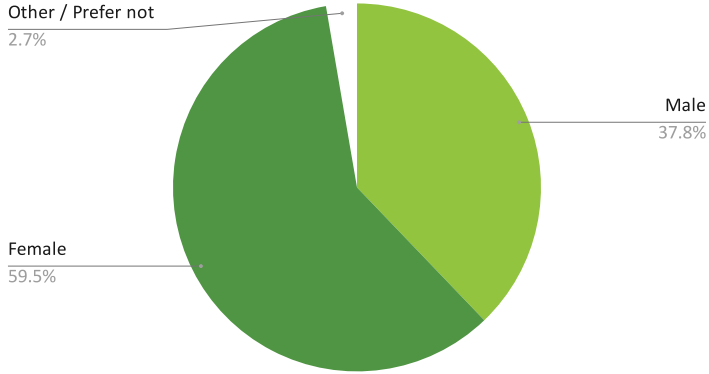


## In your opinion, what of the following potential new or expanded transportation services are important and should be prioritized?

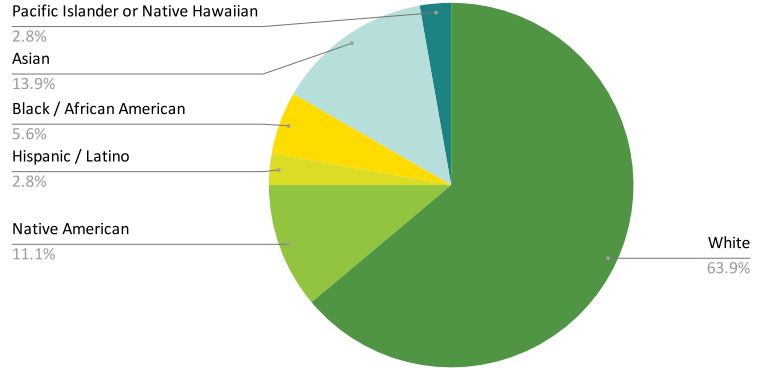


# Results: Marysville

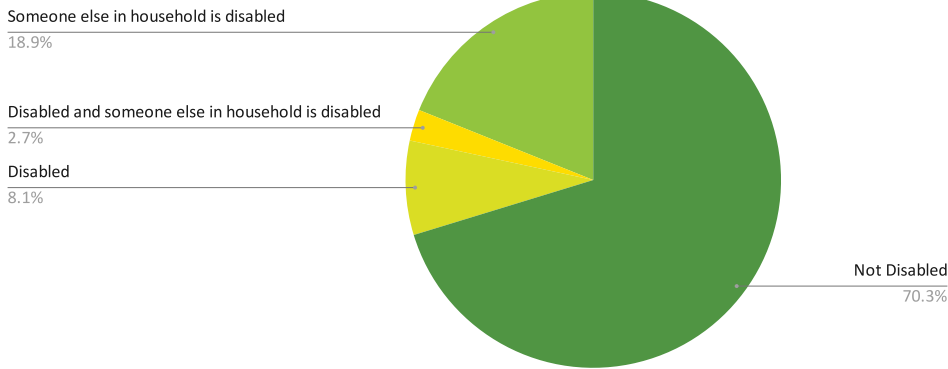
## Gender



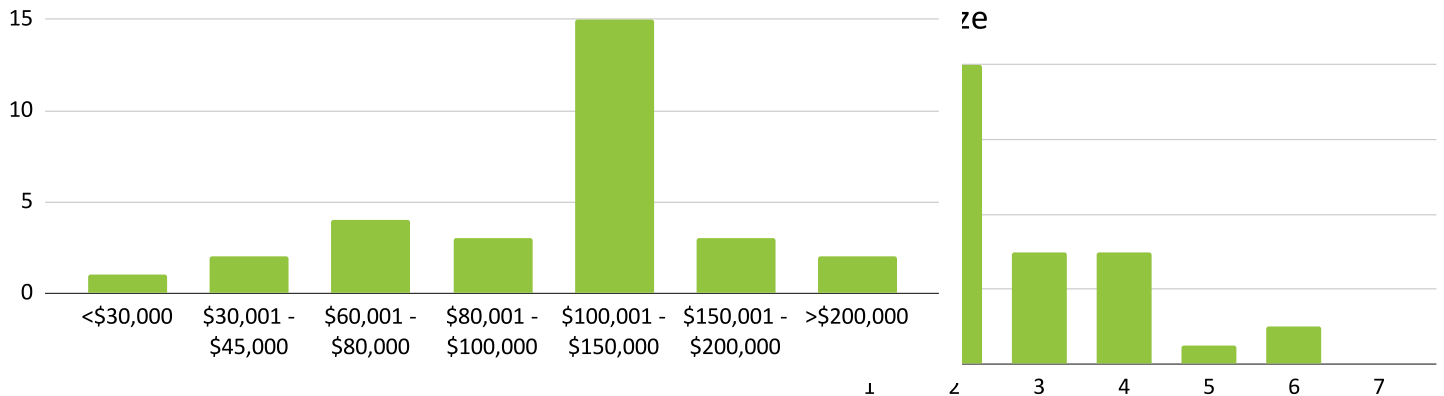
## Race & Ethnicity



## Ability affecting mobility

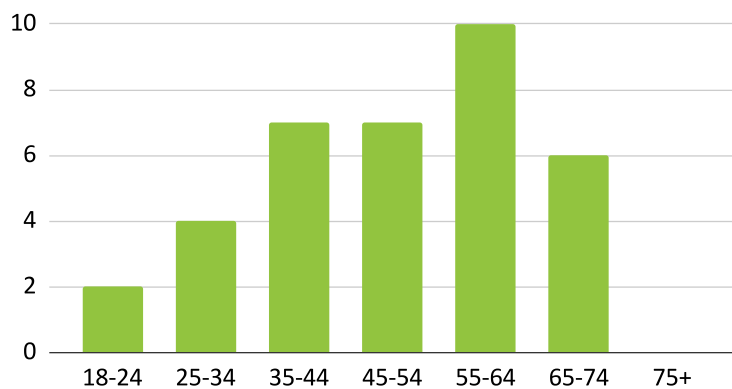


## Household Income

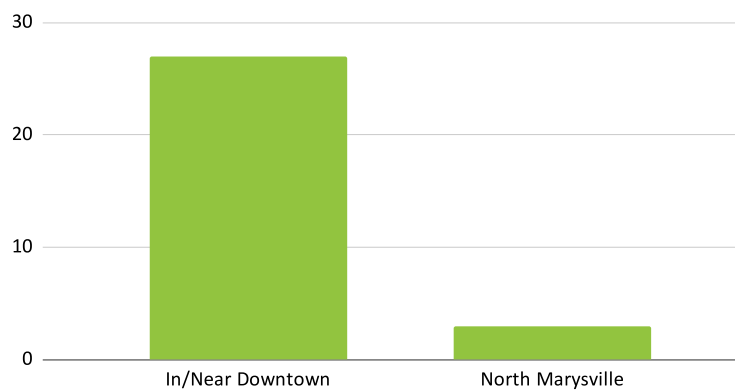




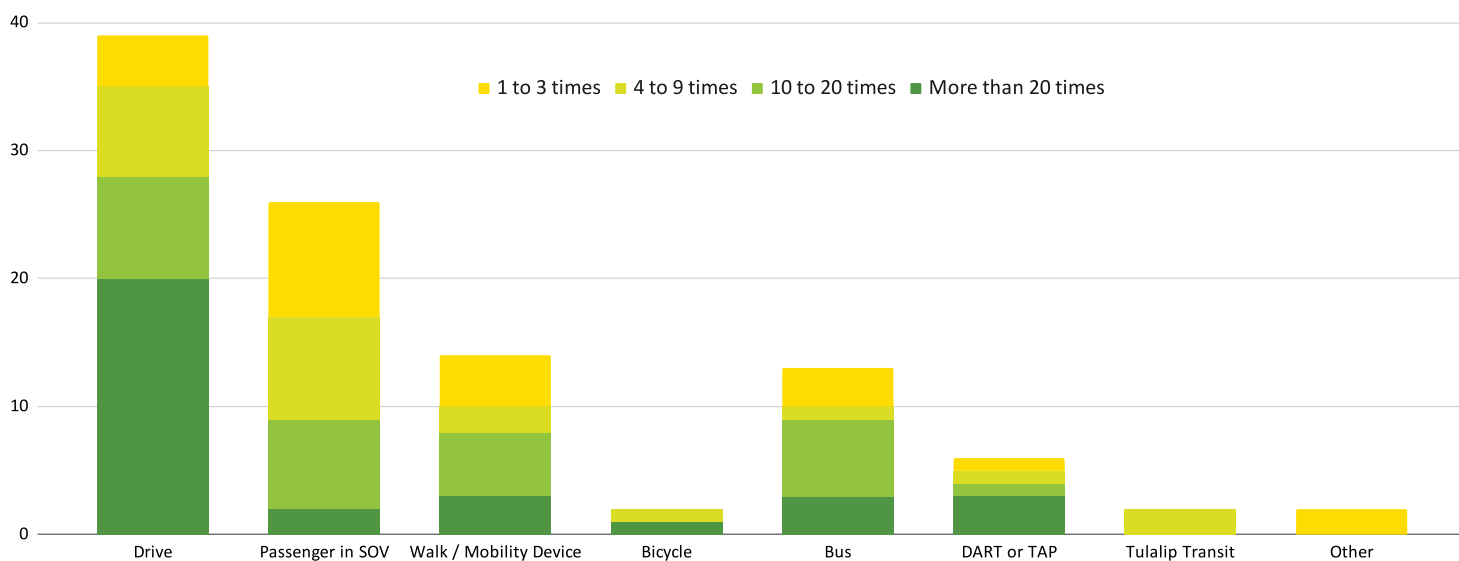
## Age



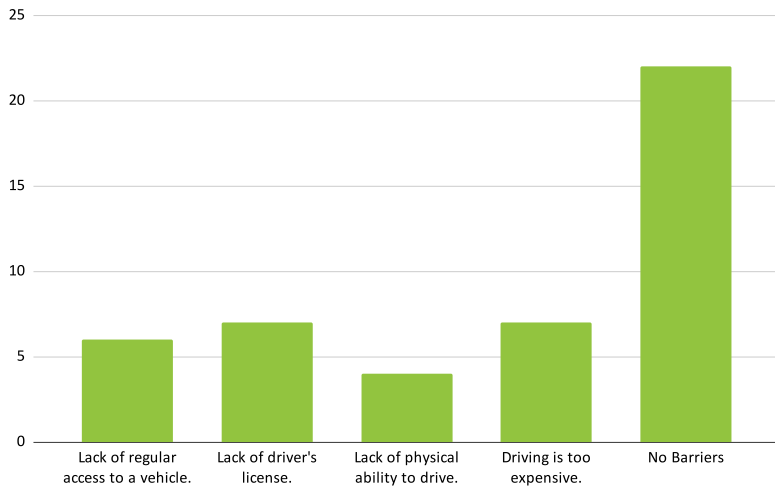
## Where do you live?



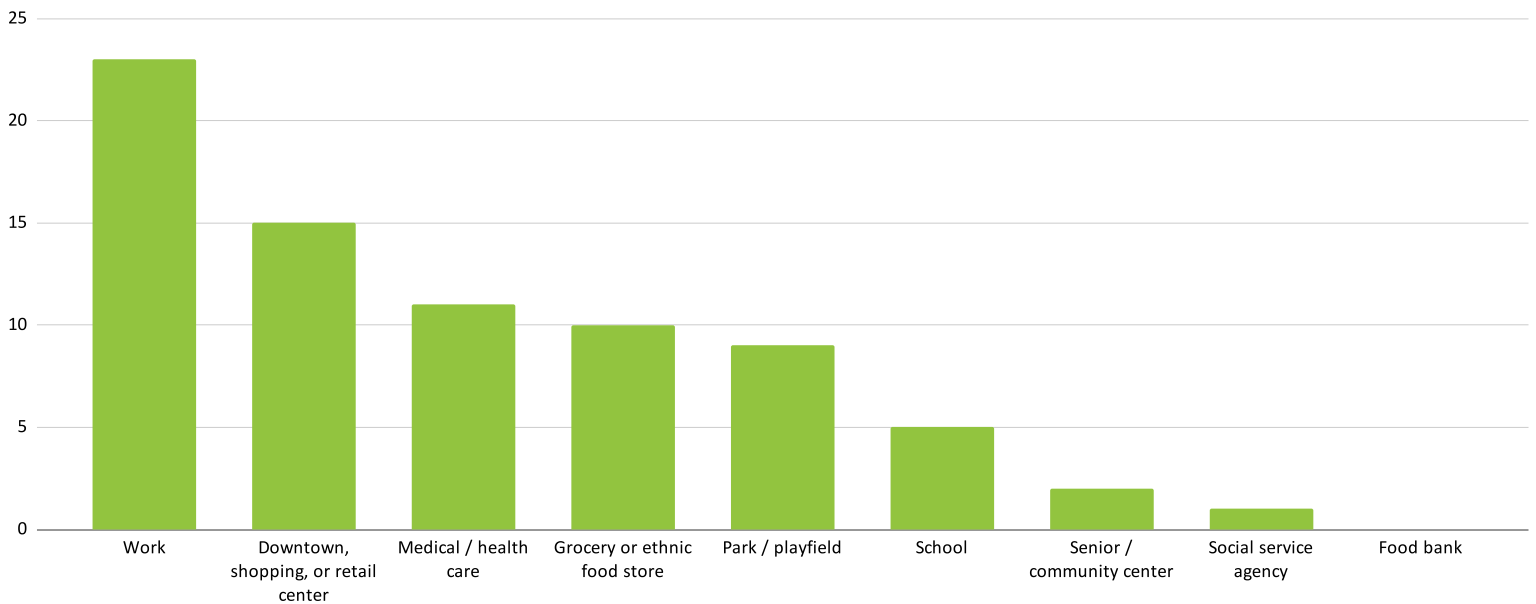
## In a typical month, how often do you travel by the following transportation modes?



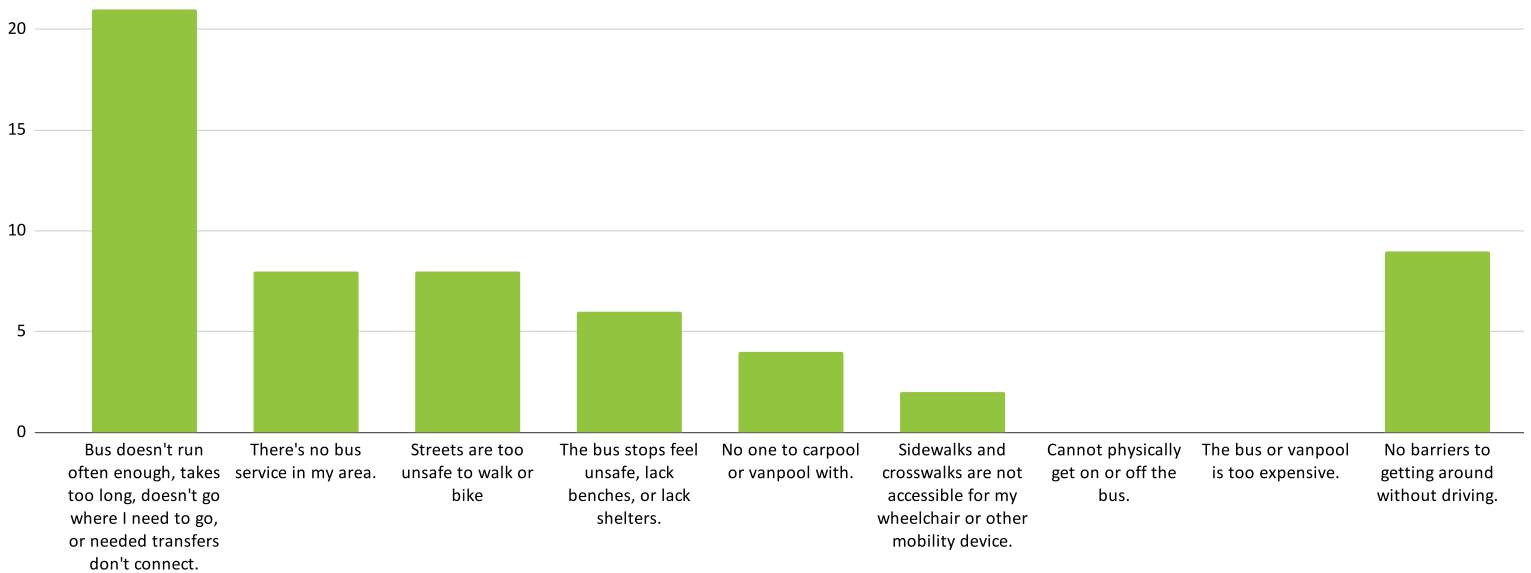
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



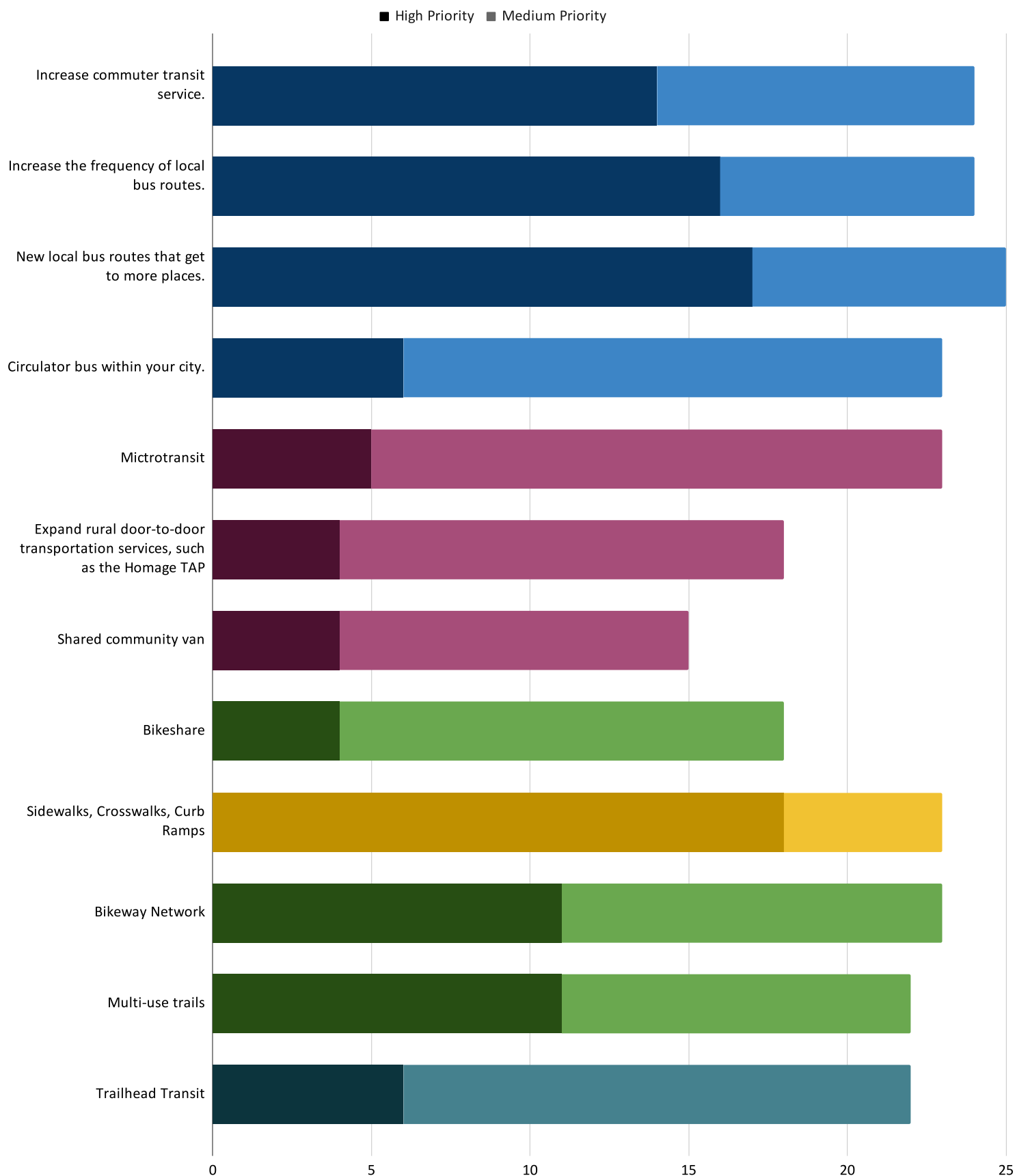
Are any of the following additional transportation barriers for you or someone else in your household?



Are any of the following additional transportation barriers for you or someone else in your household?

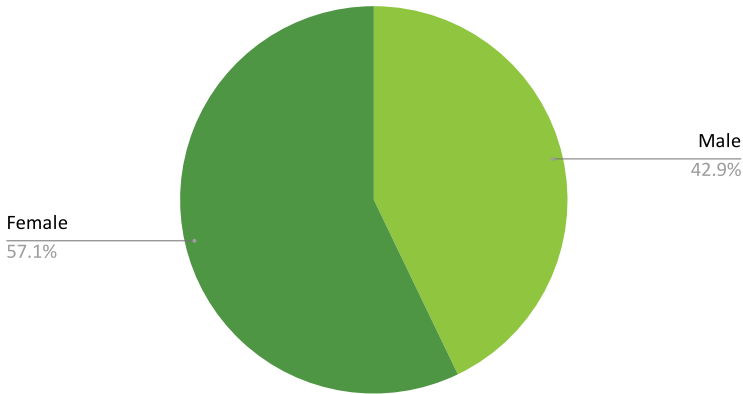


## In your opinion, what of the following potential new or expanded transportation services are important and should be prioritized?

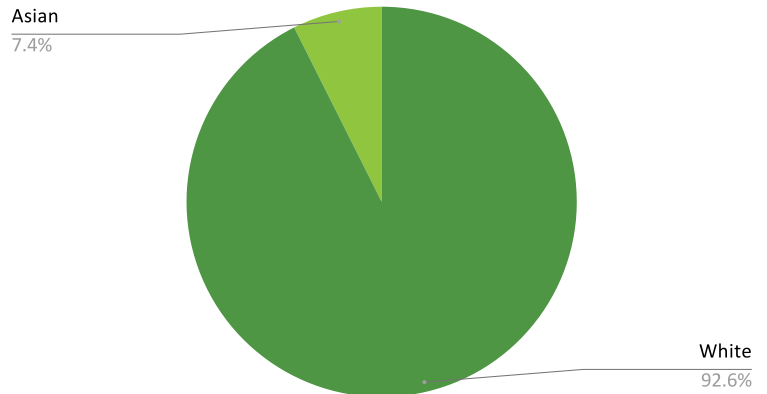


# Results: Mountlake Terrace

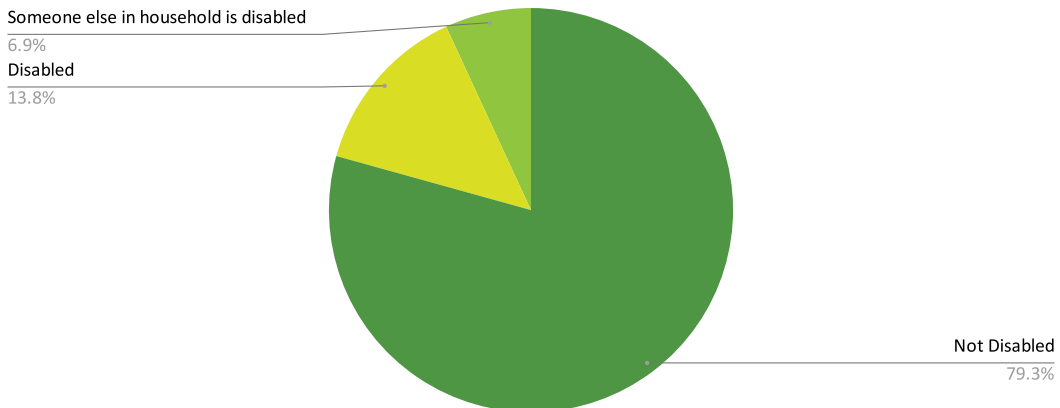
Gender



Race & Ethnicity



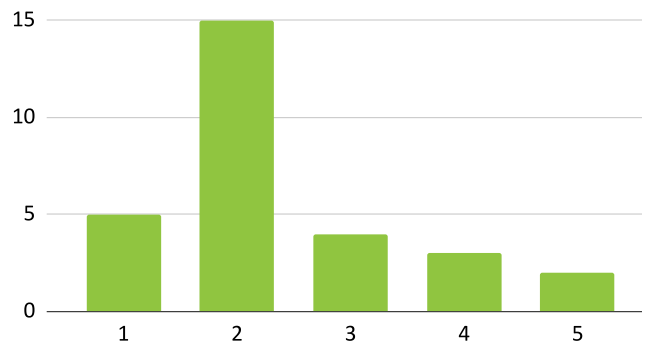
Ability affecting mobility



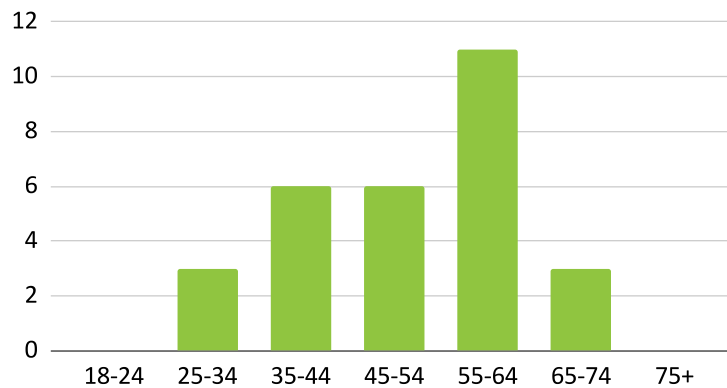
Household Income



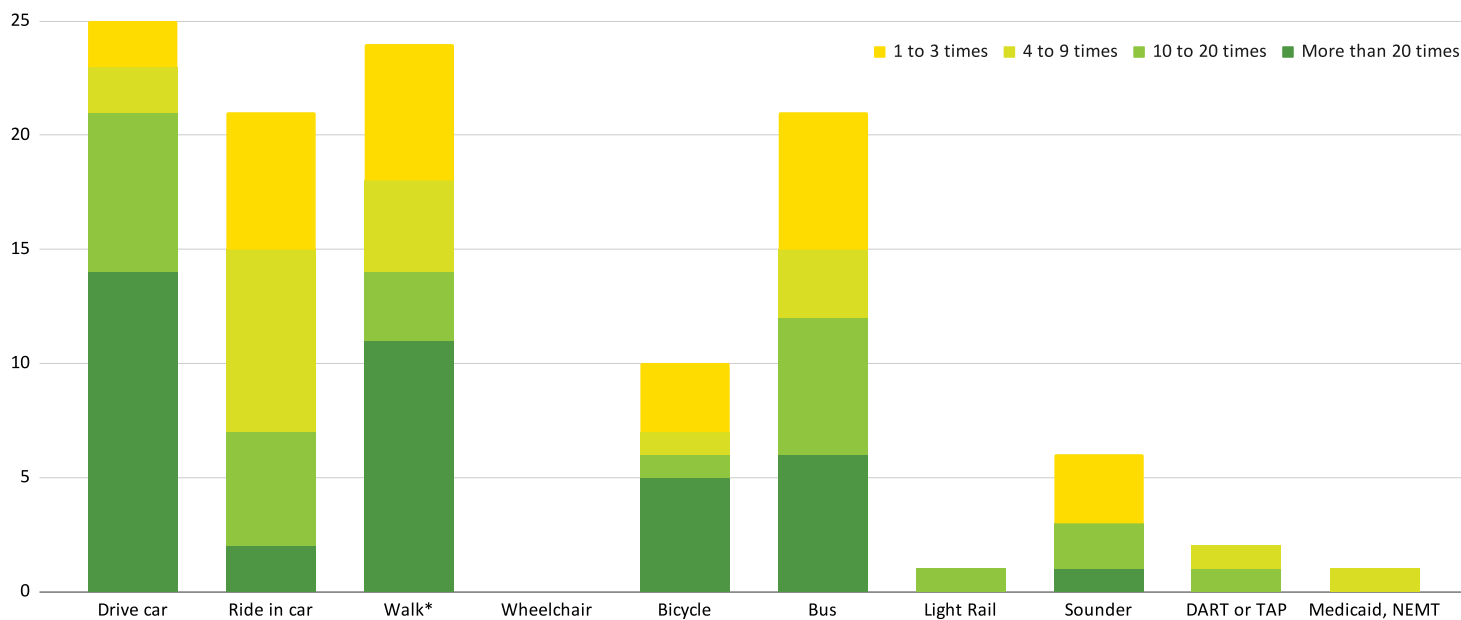
Household Size



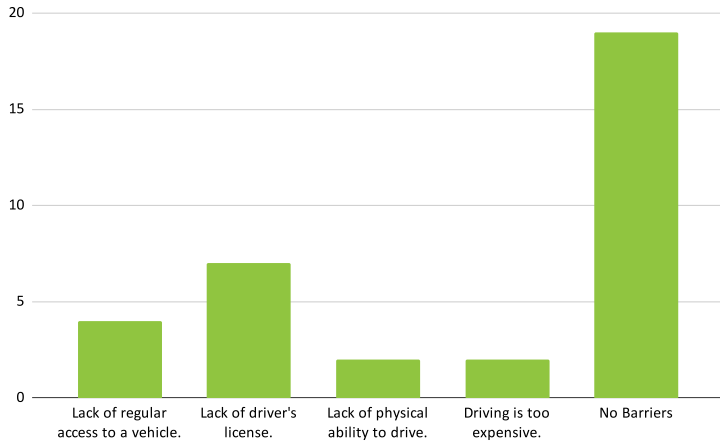
### Age



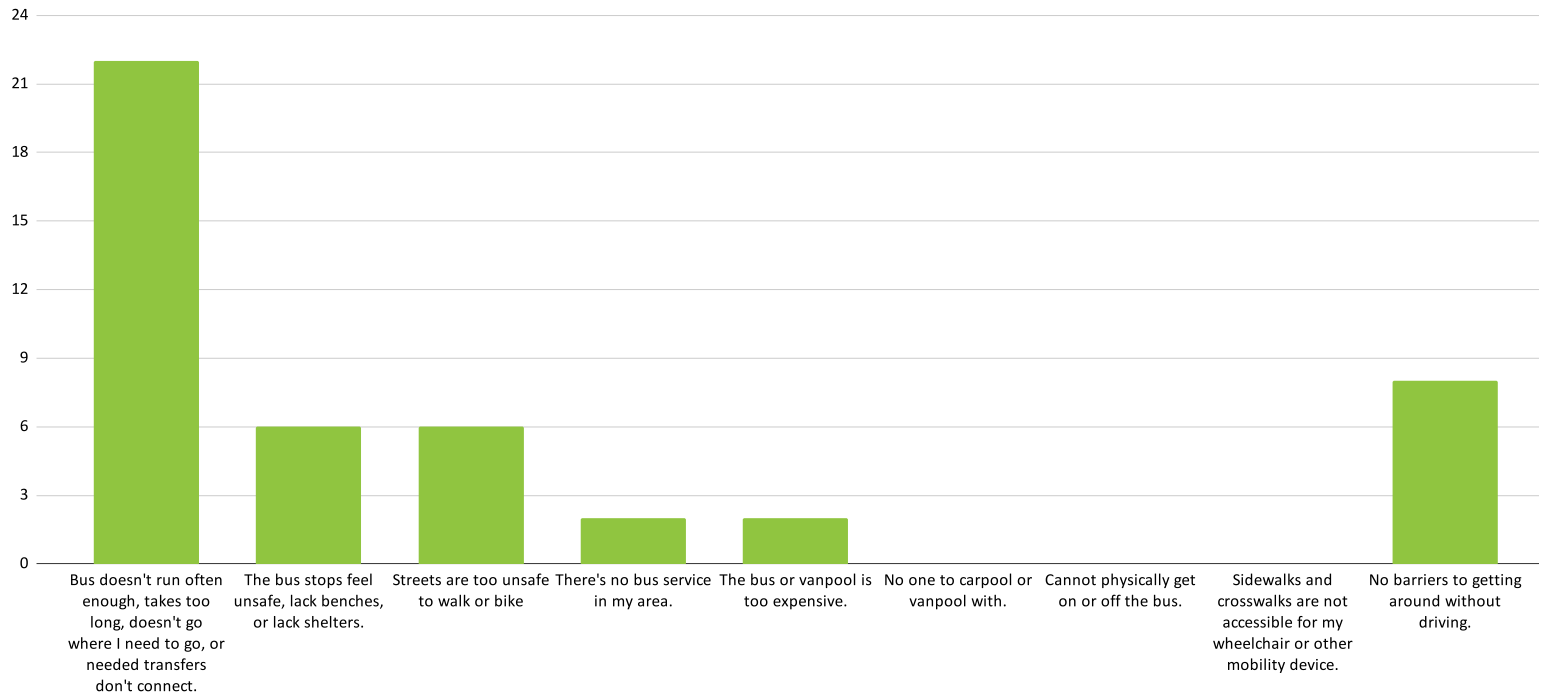
In a typical month, how often do you travel by the following transportation modes?



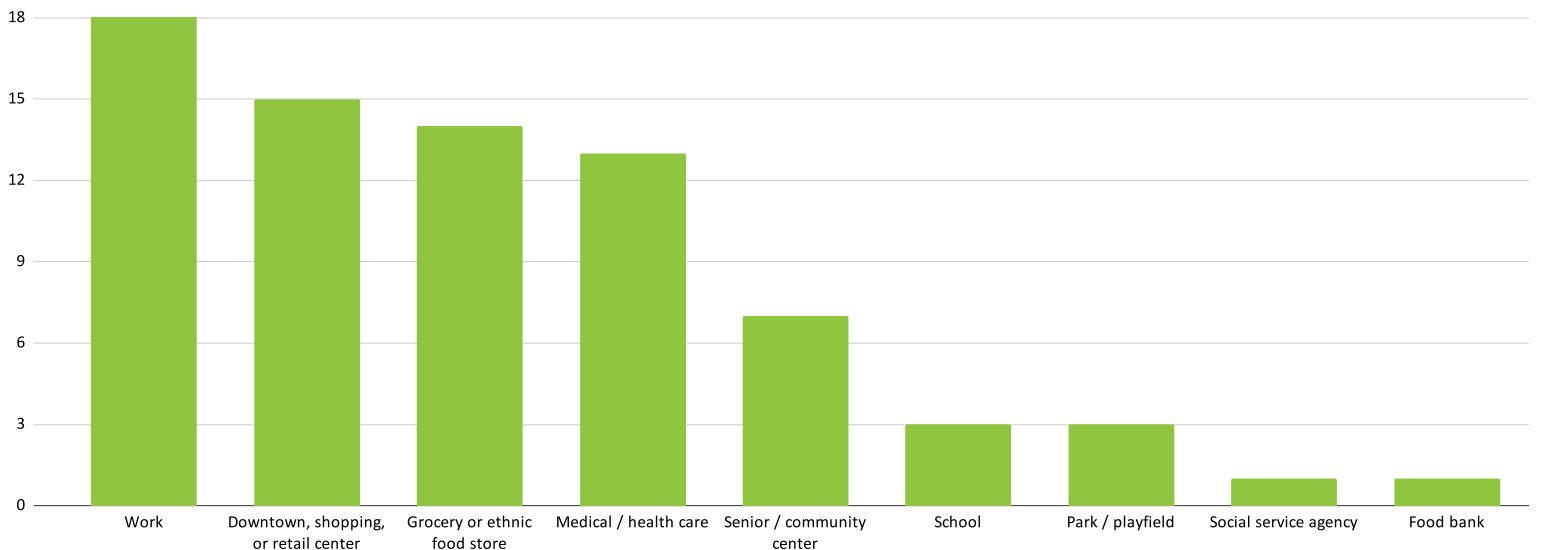
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



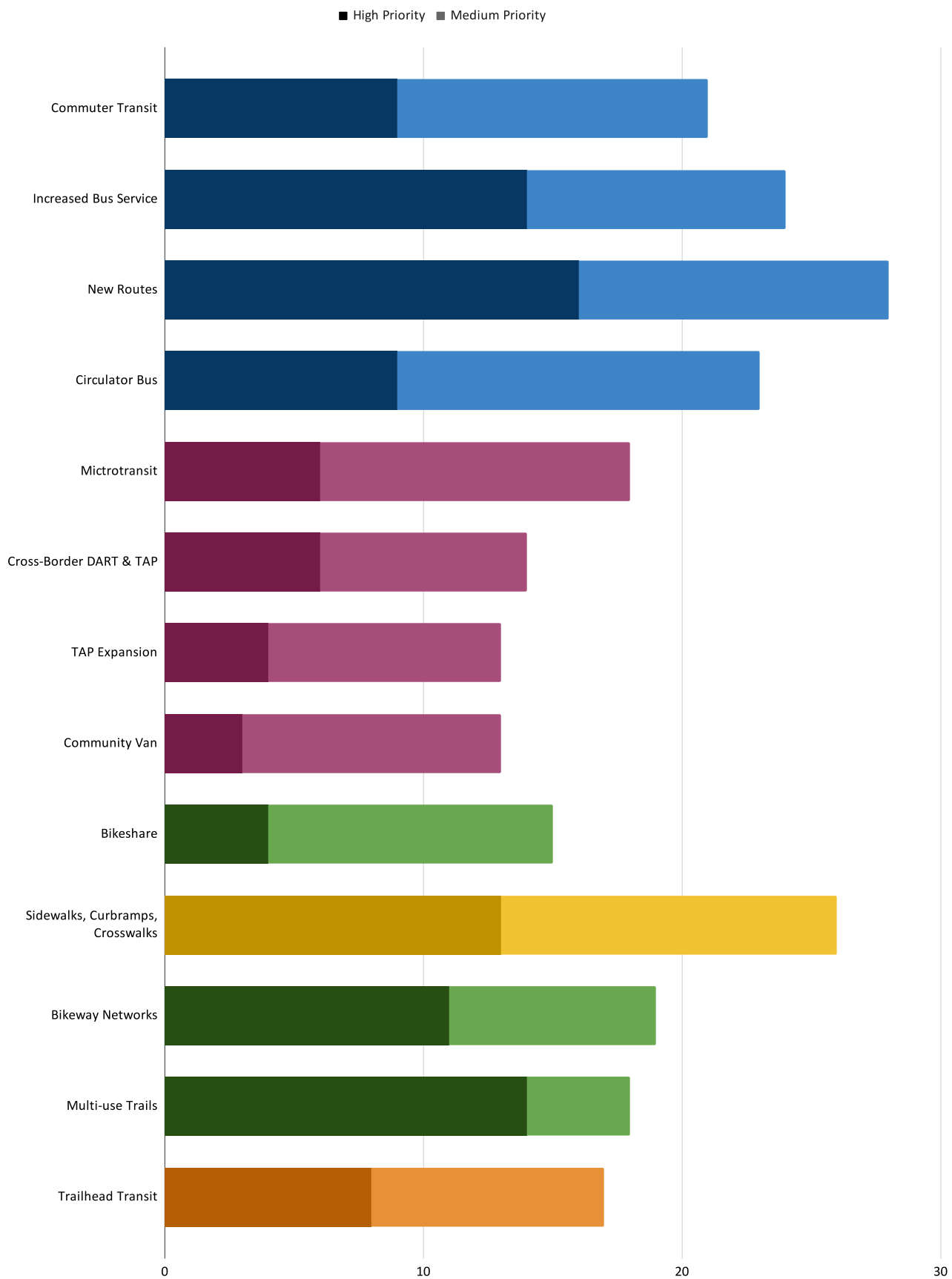
Are any of the following additional transportation barriers for you or someone else in your household?



Where would you (or another household member) like the ability to get to more easily without a car?

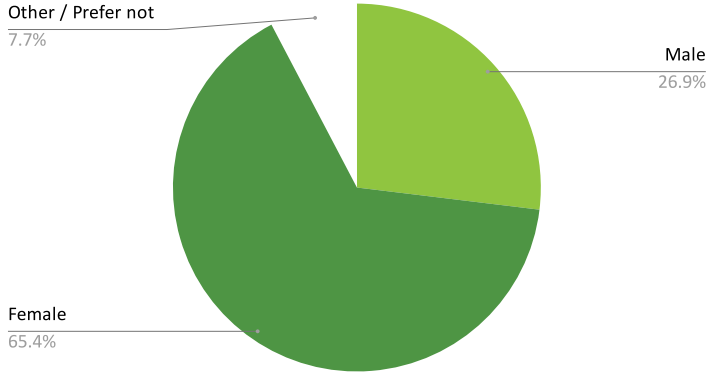


In your opinion, what of the following potential new or expanded transportation services are important and should be prioritized?

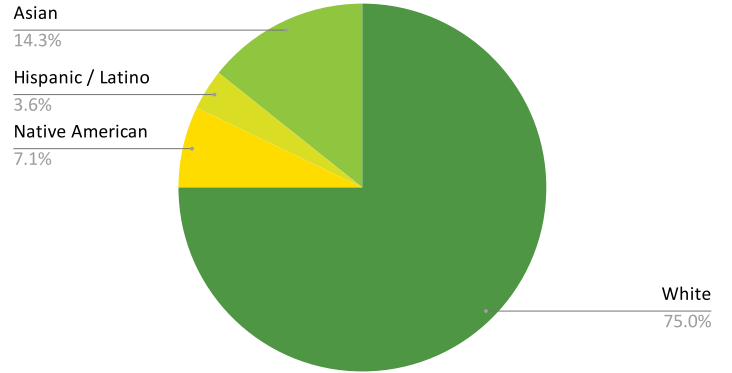


# Results: Mukilteo

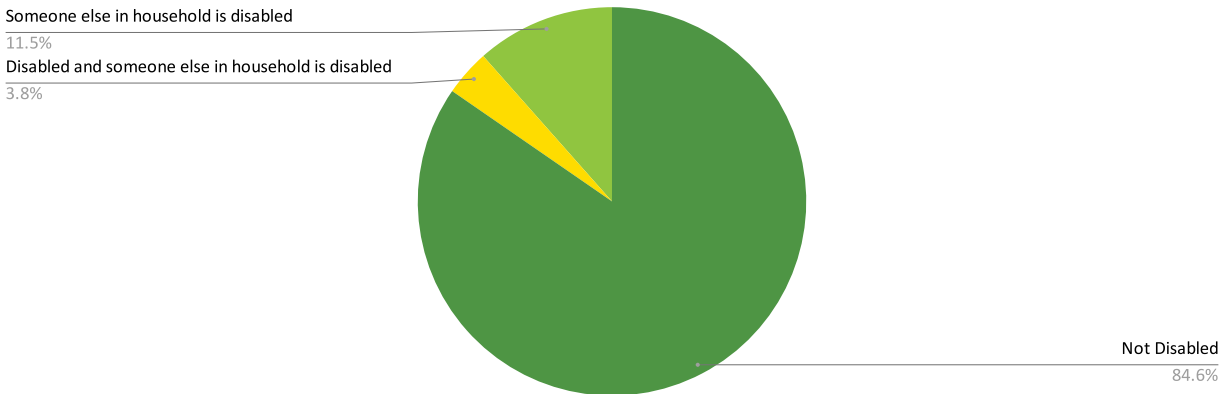
## Gender



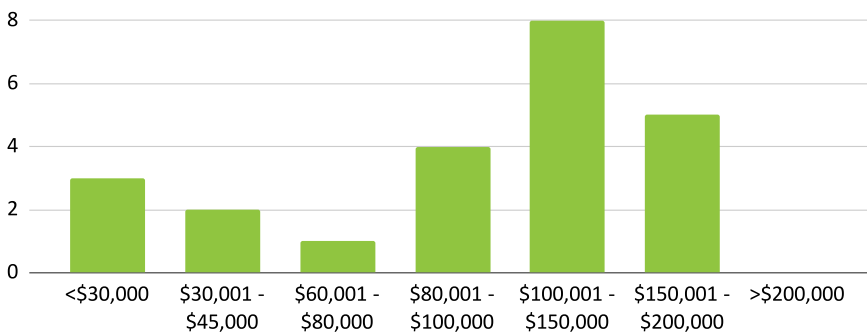
## Race & Ethnicity



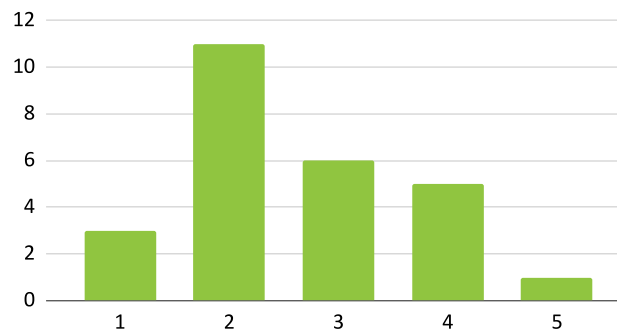
## Ability affecting mobility



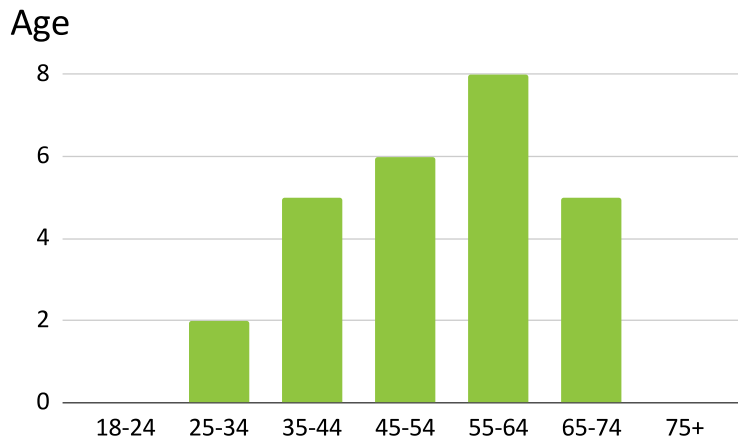
## Household Income



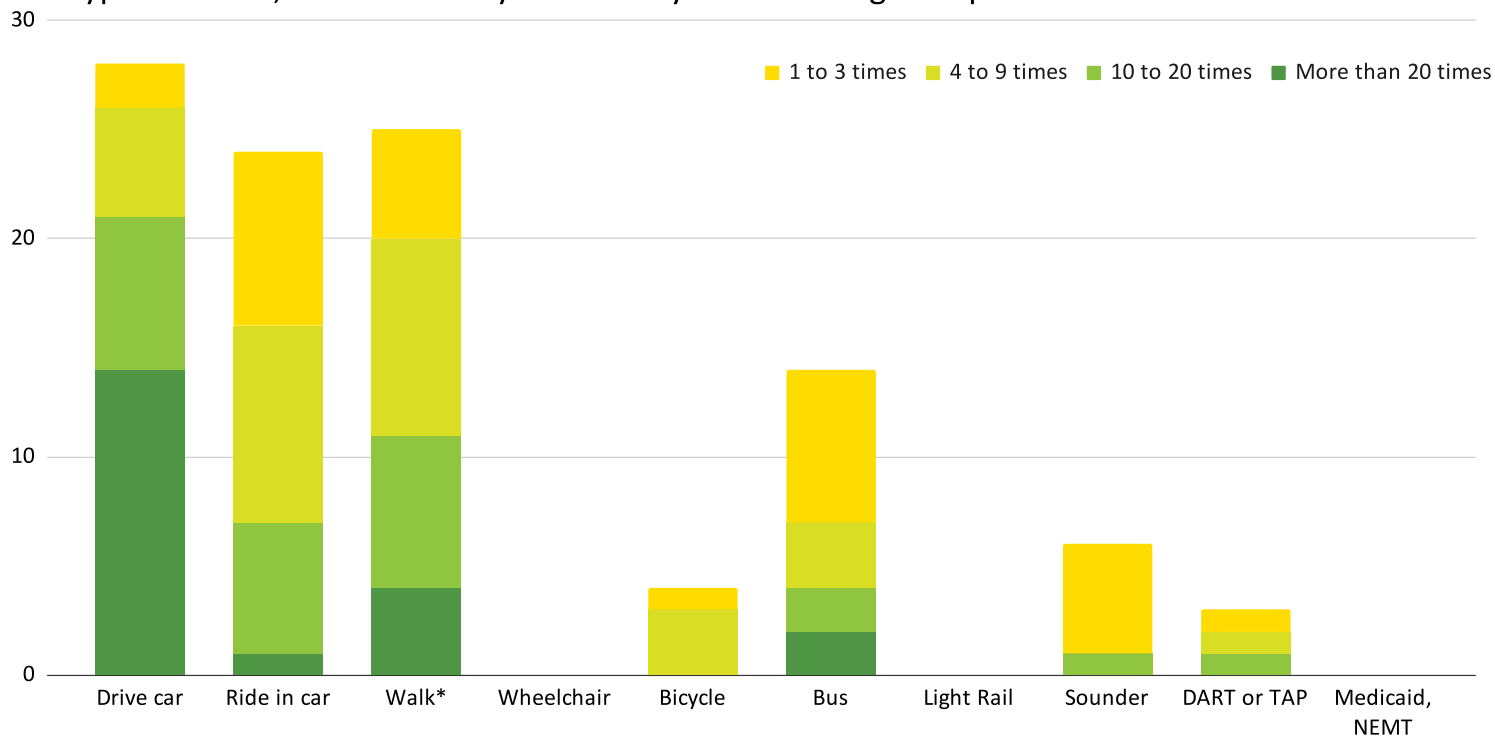
## Household Size



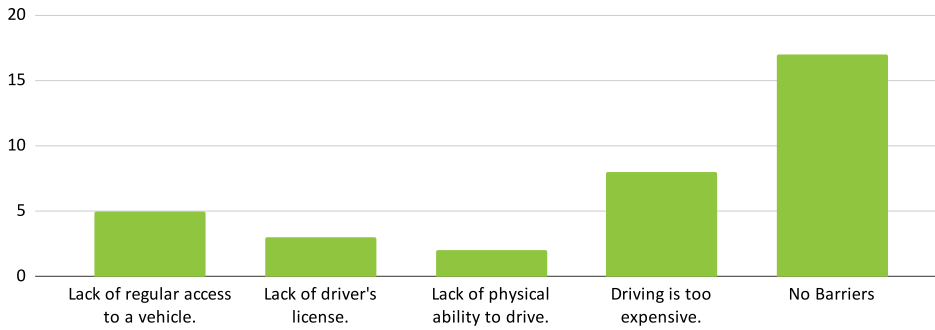




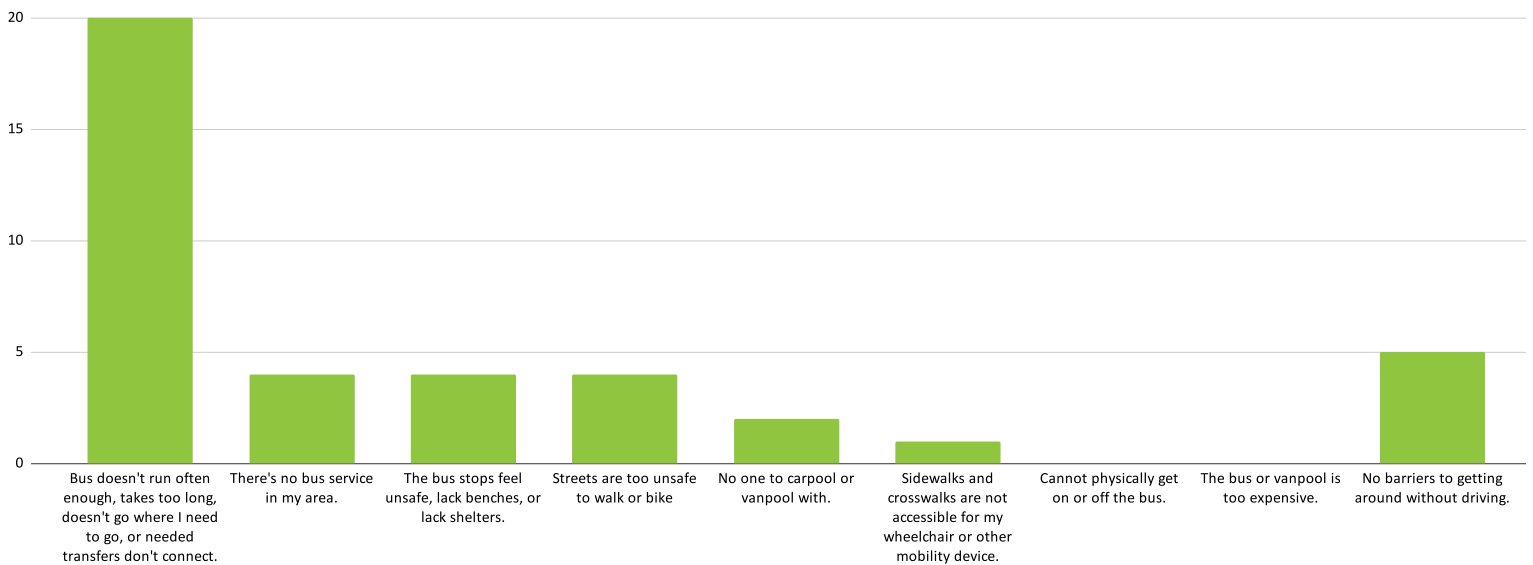
### In a typical month, how often do you travel by the following transportation modes?



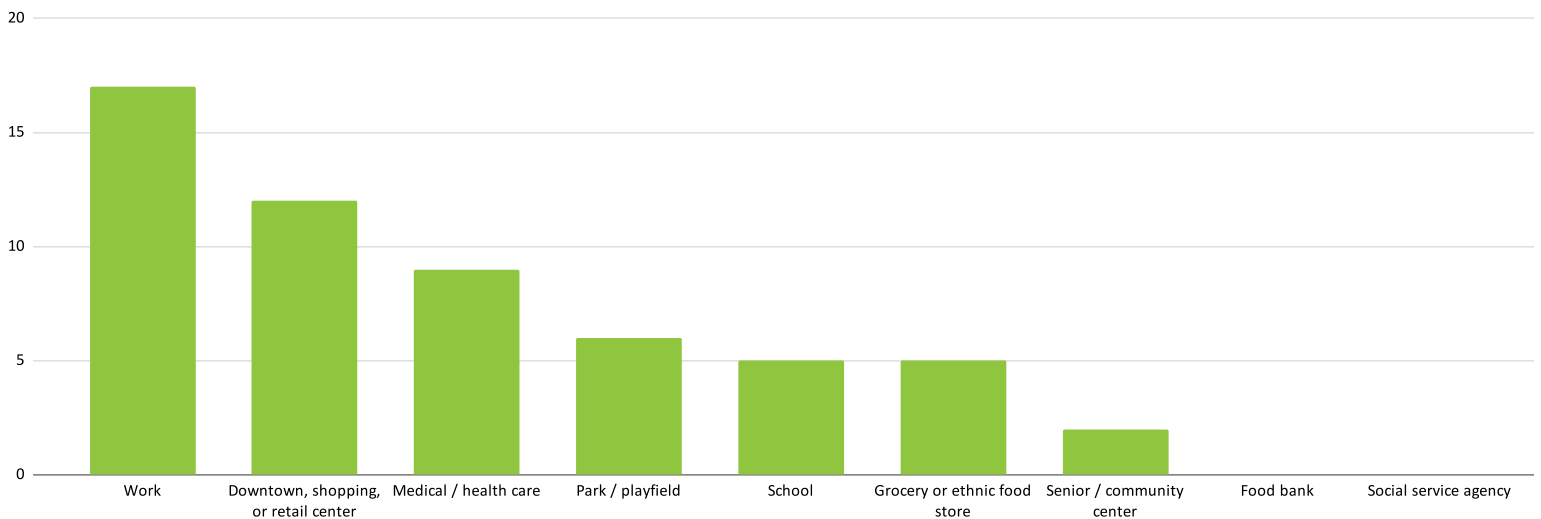
Do you (or someone else in your household) have any of the following barriers to driving to where you/they need and want to go?



Are any of the following additional transportation barriers for you or someone else in your household?



Where would you (or another household member) like the ability to get to more easily without a car?



## In your opinion, what of the following potential new or expanded transportation services are important and should be prioritized?

■ High Priority ■ Medium Priority

