

# City of Edmonds Commute Trip Reduction Four-Year Plan Update: 2025–2029

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December 11, 2024



**CITY OF EDMONDS**  
— WASHINGTON



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# Abbreviations

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ACS	American Community Survey
Census	U.S. Census Bureau
City	City of Edmonds
Comprehensive Plan	City of Edmonds Comprehensive Plan
County	Snohomish County
CTR	commute trip reduction
ETC	Employee Transportation Coordinator
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RTPO	regional transportation planning organizations
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation



# Benefits of CTR

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## 1. Local Land Use and Transportation Context and Objectives

### a. Setting In City of Edmonds as it is Today or Will Be in the Near Future

Transit services are currently provided by Community Transit and Sound Transit. These two services combined provide a comprehensive service to the City of Edmonds. There are a number of future changes that will impact Edmonds commuters, including an updated bus network from Community Transit with new routes going to Lynnwood and Silver Fir. The Swift Orange Line recently added a new route to McCollum Park. Sound Transit is also be making enhancements to Edmonds Stations parking and access in the future.

### b. Features of Land Use and Transportation Facilities and Services that Affect Commuters

Lack of affordable housing near transit and worksites continues to impact commuters as the further away they live, the more inaccessible transit becomes. A lack of density along transit corridors means that transit is not as accessible as it could be for many. Transit facilities and land use features also impact ridership, specifically lack of safe, accessible sidewalks (particularly for riders who rely on mobility devices) or well-lit, sheltered bus stops. Many areas lack sheltered bus stops or adequate sidewalk space / bike connections, particularly in less urban areas that are outside the main transit corridors to larger population centers. In 2024, the City of Edmonds is updating their Transportation Plan (Element of Comprehensive Plan) where the projected land use growth until 2044 is being evaluated. The proposed active transportation facilities are also being developed in order to create new safer and more efficient connections between the transit stations / bus stops throughout the City and most locations / the future land use growth areas.

### c. Whether and How Commuting Patterns Have Changed in the Past Few Years

The COVID-19 pandemic greatly impacted commuting patterns, changing ridership significantly across the County. However, Edmonds was one of two Snohomish County jurisdictions to see unique changes in drive-alone rates and active transit during the pandemic. While most of the County experienced higher drive-alone rates and decreases in ridership, Edmonds experienced the opposite. For example, Edmonds' drive-alone rate decreased from 86.4% in 2007/2008 to 72.5% in 2021/2022. Additionally, commuting by transit, walking, and biking increased in Edmonds between 2007/2008 and 2019/2020 from 5.4% to 8.9%. Interestingly, the last recorded ridership rates for transit in Edmonds were around 1.6% in 2021/2022 with transit agencies across the County reporting ridership increases.

### d. The Most Important Land Use and Transportation Objectives from Plans that Commute Trip Reduction Most Directly Affects

Most employer representatives who attended the employer workshop on May 14<sup>th</sup>, 2024 reported that telework increased during the COVID-19 pandemic and continues to be at a higher rate now than before the pandemic. Some employers noted a decline in vanpool use during the pandemic but shared that demand is

increasing now. Some employers noted that driving alone has been steady and popular over the last five years.

#### **e. Critical Aspects of Land Use and Transportation that Should Be Sustained and Key Changes that Should Be Considered to Improve Commute Trip Reduction's Contribution to the Land Use and Transportation Objectives Referenced**

##### **Critical Aspects of Land Use and Transportation that Should Be Sustained**

The goal consists of building a transportation system that enhances the City's land use vision. A healthy and active community should be supported. The creation of a complete and connected transportation system for all the modes of transportation is crucial in order to offer efficient transportation options to the different users. Considering existing / proposed land use and key missing active transportation links, new active transportation projects need to be identified in the Transportation Plan Update in order to create safer conditions and better connections for those users. Those projects would help increase the number of active transportation users and increase participation in the CTR program. The City of Employees has been holding an CTR Incentive Program over the last nine years, whereas employees using an alternate mode of transportation at least 8 times during the month receive \$20 added to their paycheck (on applicable month). Bike accessibility is provided at the various worksite throughout the City with the multiple bike racks provided.

##### **Key Changes that Should Be Considered**

The creation of more options for active transportation users to reach their worksite instead of having to drive to work needs to be considered. This goal would be achieved by completing projects identified in the Transportation Plan Update, funded through secured grant to be applied for and / or local funds. The proposed transit service would also help achieve that. The City of Edmonds could also look into increasing their monthly incentive amount in their CTR program in order to increase participating in their program. Maintaining CTR card for all their employees also needs to be considered. Other worksites could also look into implementing similar programs.

## **2. How the CTR Program Will Help Achieve City of Edmonds' Land Use and Transportation Objectives**

### **a. How and to What Extent the CTR Program Will Help City of Edmonds Achieve the Land Use and Transportation Objectives Referenced in Question 1**

The identified objectives will be achieved by working with transit agencies to ensure existing and planned transit creates connections to existing and future land use growth areas. The implementation of future active transportation projects will provide the users with the different transportation options.



### **3. How the CTR Program Will Help Achieve Edmonds' Environmental Objectives**

#### **a. How the CTR Program Will Support Edmonds' Greenhouse Gas Emission Reduction Efforts**

The CTR program supports Edmonds' Greenhouse Gas Emission Reduction Efforts by promoting all employees to use alternate modes of transportation from driving alone to work.

#### **b. How the CTR Program Will Support Edmonds' Environmental Objectives in Addition to Greenhouse Gas Emission Reductions**

The CTR program will help users live a most active lifestyle and help users choose an active modes of transportation in order to reach their destination (instead of driving alone). The increase in such uses will then help support of the City's main environmental objectives. This change would further help reduce congestion, intersection delay, and improve traffic flows along various corridors (throughout the City and connecting to adjacent jurisdictions).

### **4. How the CTR Program Will Help Achieve Regional and State Objectives**

#### **a. The Local, Regional, and State Benefits that Would Be Gained If Edmonds Achieves the CTR Targets**

##### **Local benefits**

- Reduce traffic congestion, greenhouse gas emissions, and energy consumption, which will improve the shared air quality, public health, and environmental sustainability of our region and state.
- Furthermore, develop a business and individual culture of sustainable and active transportation, the program encourages healthy lifestyles, reduced vehicle miles traveled and parking demand, and increased equity and efficiency in the transportation systems that extend beyond the borders of Edmonds.

##### **Regional Benefits**

- Reduce traffic congestion, greenhouse gas emissions, and energy consumption, which will improve the shared air quality, public health, and environmental sustainability of our region and state (consistent with Regional Transportation Plan and Vision 2050 objectives).

##### **State Benefits**

- Reduce traffic congestion, greenhouse gas emissions, and energy consumption, which will improve the shared air quality, public health, and environmental sustainability of our region and state.

**b. Adjacent CTR-Affected Cities and Counties.**

City of Mountlake Terrace, City of Lynnwood, and City of Shoreline

**c. The Top Few Cross-Border and Regional Transportation Issues that Affect Edmonds.**

- Community Transit’s **Transit Changes in 2024 and Beyond** plan significantly impacts Edmonds by enhancing bus service throughout the county. The plan adds 32% more service hours than 2023 with connections between Edmonds and regional high-capacity transit.
- Sound Transit’s **Link Light Rail** opening in adjacent Lynnwood with 1-Line service to Seattle, SeaTac, and beyond; and 2-Line service to Seattle, Bellevue, and Redmond.
- As our population grows, we need to address transportation needs holistically. Projects and ongoing adaptations should align with the evolving need to consider efficient, sustainable, and high-capacity travel options.

**d. The Strategies Edmonds, Adjacent Cities and Counties, and the Region Have Agreed to Use to Address the Top Issues Described in Section 4c**

The City of Edmonds coordinates proactively with Community Transit, Sound Transit, adjacent jurisdictions across a variety of planning and regional collaboration forums to create a robust and sustainable transportation network for Edmonds residents and the surrounding communities. As the population grows, we will continue working together to prioritize sustainability, resilience, equity, and reduce environmental impact

# Performance Targets

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## 5. CTR Performance Targets

### a. Performance Targets that Reflect Only CTR-Affected Worksites

Weighted average DAR of 15.5 percent below, or less, of the jurisdiction's census performance in 2019 for CTR-affected worksites at the jurisdictional level. Based on the 2023-2025 WSDOT CTR Plan, WSDOT aims for less than 62% drive-alone rate on average for all CTR-affected jurisdictions by 2029.

### b. Additional Performance Targets

n/a

## 6. Base Values for Each Performance Target

### a. The Baseline Number

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

## 7. Method Used to Determine the Base Value for Each Target

### a. The Source for Each Base Value Listed

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

## 8. How Edmonds Will Measure Progress Toward Each Target

### a. The Method Used to Measure Progress for Each Target

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

## 9. CTR-Affected Worksites in Edmonds

### a. List of CTR-Affected Worksites

City of Edmonds, Swedish Hospital, and Edmonds Family Medicine Clinic

## 10. Performance Targets for Each CTR-Affected Worksite

### a. Performance Targets Established during the 2023–2025 Survey Cycle

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

## **11. List the Base Value for Each Site**

### **a. Base Values Established during the 2023–2025 Survey Cycle**

A base value will be established during the 2023-2025 survey cycle.

# Services and Strategies

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## 12. Services and Strategies Edmonds Will Use to Achieve CTR Targets

To help achieve the goals and targets of the CTR plan, Edmonds will revise the CTR ordinance to require affected employers to implement additional measures designed to increase the percentage of employees using some or all of the following modes: transit; vanpool; carpool; bicycle or walking; telework, compressed work week, or flexibly work schedule; and other non-single occupant vehicle modes. The revised ordinance will require affected employers to choose at least five of the following measures including one from each category. Alternative measures may be submitted by the employer to Community Transit for review and approval.

### Category A, Employee Info & Worksite Amenities:

- Allow flexible work schedules.
- Provide an employee telework program.
- Provide bicycle parking facilities, lockers, changing areas and showers.
- Establish a program to permit employees to work part- or full-time at home or at an alternative work site closer to their homes.
- Establish a program of alternative work schedules such as a 4/40 or 9/80 compressed workweek schedule.
- Reduce barriers to use of high-occupancy vehicles by offering on-site day care facilities and emergency taxi service.
- Conduct educational campaigns to raise awareness about alternative transportation options, environmental impacts, and the benefits of sustainable commuting.

### Category B, Subsidies & Multimodal Support:

- Provide a commuter ride matching service.
- Provide subsidies or passes for transit fares.
- Provide vans for vanpools.
- Provide subsidies for carpooling or vanpooling.
- Offer employees the opportunity to make pre-tax payroll deductions for transit or vanpool expenses.
- Permit the use of employer vehicles for carpooling or vanpooling.
- Implement a transportation incentive programs that offers rewards for avoiding single-occupancy commuting.
- Cooperate with transportation providers to provide additional regular or express service to the work site.

### Category C, Parking Management:

- Institute or increase parking charges for single occupancy vehicles. Omit any parking subsidy from the employee benefits package and use the onboarding processes and regular information sharing to discourage driving to and parking at an employment site.
- Provide parking at a daily rather than monthly rate.

- Offer preferential parking and/or reduced parking charges for high-occupancy vehicles, bicycles, and other forms of emerging micro-mobility.
- Offer a parking cashout program that pays cash to employees who do not use the employer's parking facilities.
- Provide parking space for carshare vehicles or company-owned cars for employee use.

### **13. How Edmonds' Services and Strategies Will Support CTR-Affected Employers**

#### **Community Transit Services and Strategies**

Through agreements with Edmonds and the Washington State Department of Transportation (WSDOT), Community Transit is responsible for employer outreach, education and training, technical assistance, marketing incentives, program review, and administration of the employer data collection process. Community Transit acts as the liaison between Edmonds and major affected employers and assists with preparation of CTR notification documentation and enforcement recommendations.

Community Transit also manages and implements complimentary and mutually reinforcing transportation demand management programs, including partnerships with multifamily communities, youth focused partnerships with schools and youth-serving organizations, and field marketing at neighborhood events.

Through long-term agreements with each CTR-affected jurisdiction and WSDOT, Community Transit works with CTR-affected and voluntary employers to develop and successfully implement CTR programs. This assistance includes:

- Employee Transportation Coordinator (ETC) Development and Support - The ETC is an integral part of the trip reduction program. Their job duties should include coordination of annual fairs, conducting promotions, distributing information, notifying the Edmonds about program changes, and the collection and reporting of data. Community Transit provides training courses, networking meetings, and other assistance to the ETC designed to help meet the requirements of the program and increase the success of this key person.
- Program and Strategy Development – Community Transit provides consultation with employers to help worksites design and develop appropriate trip reduction strategies. Strategies may include carpool and vanpool programs, parking management, incentives programs, bicycling and walking programs, alternative work schedules, and telework programs.
- Promotions – Community Transit works with employers to design and conduct promotions, on-site transportation fairs, and other special events to increase awareness and use of commute alternatives. Assistance includes design and provision of materials, promotional items, staffing information booths and on-site ride matching.
- Incentives – Community Transit provides incentives to employees at affected worksite, such as the quarterly Smart Commuter Rewards program, to encourage the use of non-drive alone commute modes.
- Guaranteed Ride Home – Through an agreement with the employer, Community Transit offers emergency transportation to employees who choose an alternative to driving alone.
- Transit Pass Programs – Community Transit can work with employers to help identify appropriate ORCA Business Account programs for worksites.

- Affordable Transportation Alternatives – Community Transit provides affordable transportation alternatives to single occupancy vehicle commuting.
- Vanpool Services – Community Transit operates one of the largest vanpool programs in the nation. Vans are provided to groups of 5-15 commuters who pay a monthly fare based on travel distance and number of passengers.
- Transit Services – Community Transit, Everett Transit and Sound Transit provide bus and commuter rail service within Snohomish County. Community Transit staff assists ETCs with identifying potential riders, planning individual trips and marketing specific routes. Transit schedules and on-site transit pass programs are also available.

#### **Edmonds Services and Strategies**

Since the City of Edmonds is the largest employers in the City of Edmonds, their ETC will attend all the CTR training sessions and discuss those items with the ETC's of the other employers within the City of Edmonds.

## **14. Barriers Edmonds Must Address to Achieve CTR Targets**

### **a. How Edmonds Will Address the Barriers**

**General:** Snotrac shared a report during the CBO interviews: "Progress of Commute Trip Reduction Efforts in Snohomish County 2007-2022." The report identifies potential barriers to CTR:

**Size discrepancy:** CTR worksites are by their nature larger than non-CTR sites. As a result, their facilities are more likely to be located on larger lots farther away from dense urban centers, surrounded by free parking. In addition, larger companies have yielded more political power to shape transportation infrastructure to their benefit, increasing roadway capacity to their facilities. As a result, it's only natural that workers at large companies would tend to drive more than workers at small companies.

**Insufficient accountability:** Without any fear that jurisdictions will penalize employers for failure to comply with the CTR law, employers may be insufficiently motivated to conduct surveys, create CTR plans, and provide CTR programs and services to their employees.

**Suburban built environment:** The land use patterns and transportation systems of Snohomish County favor driving to such a strong degree that CTR strategies are ineffective.

**How addressing:** discussions with those larger companies to look into creating a CTR incentive programs to promote the program and increase participation.

**Non-motorized access incomplete:** Many of the CTR affected work sites, including in the regional growth center, have limited access for non-motorized modes due to gaps in the non-motorized infrastructure networks (sidewalks, trails, bikeways, safe crossings.)

**How addressing:** identify new missing links within the Comprehensive Plan in order to create new opportunities to connect to transit service or to reach their specific destination points with active transportation.

**High employee transportation coordinator turnover and lack of worksite support:** Designation of an employee transportation coordinator is the responsibility of the CTR-affected employer. Often these duties are tacked onto a wholly unrelated job with no internal support.

**How addressing:** establish a minimum numbers of hours per month for which the ETC needs to devote to working on CTR-related items.

**Employer and ETC Investment:** Lack of major employer cooperation and investment in CTR worksite programs and lack of support for their appointed employee transportation coordinators is a frequent and universal CTR barrier. The employer and ETC are the backbone of CTR programs. But at many sites the ETC is not given the opportunity to succeed because of lack of time and resources.

**How addressing:** The city will designate a CTR coordinator to collaborate proactively with Community Transit to identify and notify CTR affected worksites of requirements, and to determine that employers are demonstrating a good faith effort to achieve targets. As appropriate, the city will implement enforcement actions as outlined under Section 17.95 of the Edmonds City Code (Ordinance 4058).

## 15. The Transportation Demand Management Technologies Edmonds Plans to Use to Deliver CTR Services and Strategies

**Rideshare Online:** Employee transportation coordinators use the Rideshareonline.com platform to join and form carpools and vanpools, and for trip logging in support of non-drive alone incentives.

**WSDOT CTR survey tool:** The CTR RideAmigos tool is used for data collection purposes including biennial CTR surveys and worksite program reports.

## 16. Edmonds' Local CTR Ordinance

The Edmonds CTR Ordinance is Ordinance 4058, included in Section 17.95 of the Edmonds City Code.

## 17. Edmonds' Financial Plan

### a. The Estimated Average Annual Costs

**Table: Estimated Average Annual Costs**

Edmonds	
Activity	Estimated average annual cost
Employer engagement*	\$ 7,043
Commute Trip Reduction 4-year plan	\$ 2,348
Performance reporting**	\$ 1,565
Administration***	\$ 4,695
CTR for city employees****	\$ 12,000
<b>Total</b>	<b>\$ 27,650</b>

\* Includes identifying worksites and employee transportation coordinators, conducting training, providing technical assistance, and reviewing employer CTR plans.

\*\* Includes worksite surveys, program reports, and periodic request for information from WSDOT, jurisdictions, and stakeholders.



\*\*\* Includes financial and program management; jurisdiction coordination with Community Transit, involvement in interagency implementation meetings, WSDOT coordination, TDM Technical Committee coordination, and transit service planning.

\*\*\*\* Includes unlimited transit pass and transportation incentive programs for city employees

**b. Likely Funding Sources, Public and Private, to Implement the Plan**

**Table: Estimated Average Annual Revenue**

Edmonds		
Source of Revenue	Estimated average annual revenue	
Edmonds	\$	12,000
WSDOT	\$	15,650
CMAQ	\$	-
<b>Total</b>	<b>\$</b>	<b>27,650</b>

**18. Edmonds’ Implementation Structure**

**a. Who Will Conduct the Activities Listed in the Plan**

Edmonds has contracted with Community Transit to administer and implement this plan.

**b. Who Will Monitor Progress on the Plan**

Job Title	Name	Department
Transportation Engineer / ETC	Bertrand Hauss	Public Works Department (Engineering Division)

Bertrand Hauss is the CTR program coordinator for the City of Edmonds. He will coordinate with Community Transit routinely on behalf of the City of Edmonds

**19. Edmonds’ Implementation Schedule**

**a. Timeline for Anticipated Projects and Actions**

Project Name	Start	End
CTR Incentives Program	January 1 <sup>st</sup> / runs on monthly basis	December 31 <sup>st</sup>
ORCA Card	May 1 <sup>st</sup>	April 30 <sup>th</sup>

## **20. CTR Plan for Edmonds Employees**

### **a. Services, Programs, Information, and Other Actions Edmonds Put in Place to Help Employees Reduce Their Drive Alone Commute Trips**

- On-going monthly CTR Incentives Program: employees using an alternate mode of transportation at least (8) times per month. \$20 is added to their paycheck on monthly basis.
- ORCA card: since 2019, the City of Edmonds has been providing their employees with a free ORCA card. This card allows employees to ride transit at no cost throughout the County / connecting to King County. In addition, vanpools are provided at no cost.

## **21. How the CTR Plan for Edmonds Employees Contributes to the Success of the Overall Plan**

### **a. How the Plan for Edmonds Employees Reinforces the Success of the Jurisdiction Plan**

The goal of the CTR plan is to increase the participation in the number of employees using alternate modes of transportation (as commute option), in order to improve our transportation system as well as promote a more active and healthy lifestyle.

# Alignment with Plans

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## 22. Transit Agencies That Provide Service in Edmonds

### Transit Agencies:

- Community Transit
- Sound Transit

## 23. Transit Plans Reviewed While Developing this Plan

### Information Sources:

- Community Transit 2023-2028 Transit Development Plan
- Journey 2050 Community Transit Long Range Plan
- Transit Changes in 2024 & Beyond (Community Transit)
- Homage 2022 Annual Report
- Sound Transit Development Plan 2023-2028
- Sound Transit's System Performance Tracker

## 24. How This CTR Plan Supports the Transit Plan(s)

The CTR Plan support the Transit Plans with the following:

- Safety – To provide for and improve the safety and security of transportation customers and the transportation system.
- Mobility – improve the predictable movement of goods and people throughout Washington State.
- Environment – enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- Stewardship – To continuously improve the quality, effectiveness, and efficiency of the transportation system
- Gas emissions - Focus on reducing such emissions.

## 25. Comprehensive Plan Updates Needed and When They Will Be Made

City of Edmonds is currently updating the 2024 Transportation Plan (Element of the Comprehensive Plan) and the update is scheduled to be completed by December 2024.

# ● Engagement

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## ● 26. Describe stakeholder engagement.

Community Transit along with local jurisdictions organized a series of stakeholder engagement activities on CTR topics throughout the development of this CTR Plan. City of Edmonds collaborated with Community Transit by promoting and participating in stakeholder engagement activities. CTR engagement activities included:

- Online open house and surveys for two public comment periods:
  - CTR concepts public comment period (April 18 to May 18, 2024)
  - Draft CTR Plan public comment period (July 1 to July 31, 2024)
- Tabling events
- Community-based organization interviews
- Transit agency interviews
- CTR-affected employer workshops
- Notifications and other digital distribution

### ● a. Who did you talk to?

#### Community Members

Community Transit and Snohomish County-area jurisdictions reached out to community members through a two-phase online open house engagement period. The first phase conveyed information about commute trip reduction, the CTR plan update process, and invited visitors to participate in a survey. The second phase of the online open house sought feedback on jurisdiction's draft CTR plans and allowed the visitor to select which plan they commented on based on the jurisdictions in which they live and/or work.

During the first phase of the online open house, 2,137 people visited the open house website, and 144 responded to the survey. City of Edmonds had 14 residents and 16 workers respond to the survey. During the second phase of the open house, 908 visitors to the website reviewed draft CTR plans and 20 submitted comments. 4 residents provided comments in City of Edmonds.

Community Transit attended six community events around Snohomish County to discuss transit services and upcoming services changes, CTR initiatives, and to provide attendees an opportunity to comment on the jurisdictional draft CTR Plans. Tabling events included the following:

- Arlington Farmers Market (engaged with 90 people)
- Everett Public Library Drop-In (engaged with 43 people)
- Marysville Farmers Market (engaged with 107 people)
- Everett Farmers Market (engaged with 165 people)

- Marysville Public Library Drop-In (engaged with 32 people)
- Latino Educational Training Institute (LETI) Expo (160 people)

### Community-based organizations

Community Transit interviewed representatives from a variety of community-based organizations in Snohomish County. Each community-based organization also received an engagement toolkit including social media posts and newsletter copy allowing them to easily engage community members in their networks with the CTR Plan update project. The community organizations interviewed as part of the CTR Plan update project include the following:

- Hopelink
- Community Health Centers
- Snohomish County Transportation Coalition (Snotrac)
- Homage
- North Sound Bicycle Advocacy Group
- BIKES Club / Sharing Wheels Community Bike Shop

### CTR-affected employers

Community Transit hosted a virtual workshop May 14, 2024, for ETCs and management staff from CTR-affected businesses in Snohomish County to discuss the draft CTR plans, provide feedback on increasing local CTR ordinance requirements for employers, and to make suggestions for improving CTR programs. Community Transit also provided CTR-affected employers with information about the CTR online open house and survey in the CTR newsletter and provided related outreach materials for ETCs to share with their employees.

Thirty-eight individuals representing 30 Snohomish county-area, CTR-affected employers attended a virtual workshop. Employers represented in the virtual workshop are listed in table below.

### Employer Workshop Participation

Employer Name	Worksite Location
City of Arlington	Arlington
Skagit Regional Health/Cascade Valley Hospital	Arlington
DSHS	Arlington/ Unincorporated Snohomish County
City of Bothell	Bothell
Nelson Nygaard (Transportation Consultant)	Bothell
AGC Biologics	Bothell
AT&T (and Move Redmond)	Bothell
GE Digital / Vernova	Bothell
Leviton Network Solutions / Wellington Hills Bothell Park	Bothell
Pfizer	Bothell
T-Mobile	Bothell

University of Washington Bothell/Cascadia College	Bothell
City of Edmonds	Edmonds
Edmonds College	Edmonds
City of Lynnwood	Lynnwood
City of Marysville	Marysville
The Everett Clinic	Marysville
City of Monroe	Monroe
Canyon Creek Cabinet Company	Monroe
Natural Factors	Monroe
City of Mountlake Terrace	Mountlake Terrace
Premera Blue Cross Mountlake Terrace	Mountlake Terrace
City of Mukilteo	Mukilteo
Novanta	Mukilteo
Snohomish County	Snohomish County
Boeing	Unincorporated Snohomish County
Korry Electronics	Unincorporated Snohomish County
Partner Therapeutics	Unincorporated Snohomish County
Reid Middleton	Unincorporated Snohomish County

### Transit Agency Interviews

Community Transit and MFA interviewed transit agencies to help inform the CTR plans and invite feedback on the drafts. The interview questions related to the Alignment with Plans section of the CTR Plan (#22-25) and #1c, “whether and how commuting patterns have changed in the past few years.” Transit agencies also received email invitations to comment on the draft CTR plans. The transit agencies interviewed include the following:

- Snow Goose Transit
- Community Transit
- Everett Transit
- Homage
- King County Metro
- Sound Transit
- **b. When did you talk to them?**

### Community members engagement activities

- Online open house and survey: April 18-May 18, 2024
- Online open house and draft plan public comment period: July 1-31, 2024.

### Community events

- Arlington Farmers Market: July 13, 2024

- Everett Public Library Drop-In: July 15, 2024
- Marysville Farmers Market: July 19, 2024
- Everett Farmers Market: July 21, 2024
- Marysville Public Library Drop-In: July 24, 2024
- LETI Expo: July 27, 2024

#### Community-based organization interviews

- Hopelink: April 23, 2024
- Community Health Centers: April 25, 2024
- Snotrac: May 1, 2024
- Homage: May 8, 2024
- North Sound Bicycle Advocacy Group: May 14, 2024
- BIKES Club and Sharing Wheels Community Bike Shop: May 14, 2024

#### CTR-affected employer workshops

- Employer workshop: May 14, 2024

Additionally, Community Transit reached out to CTR-affected employers to provide information and outreach materials:

- CTR newsletter article (April Issue) about Phase 1 of the online open house and survey: April 2, 2024
- Email with outreach materials reminding ETCs to share the Phase 1 online open house and survey: April 24, 2024
- CTR newsletter article (July Issue) about Phase 2 of the online open house and survey: July 2, 2024
- Email with outreach materials encouraging ETS to share Phase 2 of the online open house and draft CTR plans: July 11 and July 19, 2024

#### Transit agencies interviews

- Email and phone interviews: April 2024
- Invitation to provide draft plan comments: July 2024

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- **c. What did they have to say?**

#### Community Members

Visitors to the online open house who completed surveys, noted the following:

- **Transportation Modes/Work from Home:** By far, the most common transportation mode mentioned is driving alone in a car, followed by riding the bus, and working from home. A few

respondents mentioned bicycling or walking, carpooling/vanpooling, or working a compressed schedule.

- **Commute patterns:** Nearly every respondent mentioned that increased traffic, especially on area highways, was a noticeable change. A few mentioned that shifts in jobs and lack of employer support for work-from-home options required them to change their commute.
- **Convenience of single-occupancy vehicle trips:** Nearly every survey participant affirmed that it would be difficult to get around without a personal vehicle because of long commute times, transit stops that are not convenient to their home or workplace, transit routes that require too many transfers, and transit commute times that are up to three times longer than single-occupancy vehicle commutes.
- **Safety Concerns:** Most cited safety concerns as reasons they do not choose to take transit or other alternative transportation modes. Respondents noted high vehicle speeds and the lack of sidewalks and bike lanes deter them from walking or biking as part of their commute. Some respondents fear crime where transit stops lack amenities like lighting.
- **Benefits of CTR:** Respondents commonly recognized that CTR programs have the potential to reduce traffic congestion, improve road safety, reduce traffic noise, and improve air quality.
- **Suggestions:** Many respondents indicated a desire for more frequent transit services, more convenient transit stop locations, infrastructure improvements for biking and walking safety, and flexible work schedules that allow employees the option to work from home.

Visitors to the second phase of the online open house had an opportunity to review the draft CTR plans. Comments received on City of Edmonds draft CTR plan include the following:

- Expand on transit accessibility (bus connections with light rail)
- Identify additional ways / strategies to encourage the use of alternate modes of transportation.

Visitors to community events (listed in #26a above) engaged with Community Transit staff about CTR and other public transit-related topics. The feedback received related to CTR falls under three major themes: service area, service times, and barriers. Key feedback includes the following:

- **Service Area**
  - Several visitors asked when the light rail would reach Everett.
  - Several visitors expressed their enthusiasm for the opening of a new light rail line.
  - A visitor requested bus routes near the Hibulb Cultural Center and casinos in Everett.
  - A visitor asked for bus service in Marysville on 67th Street.
  - A visitor said they would love to see frequent commuter times and routes that connect to Arlington Business Center.
  - A visitor asked about nearby bus routes that pass by the Everett Farmers Market.
  - A visitor commented they were excited about Route 106 having weekend service so DART would be back in that area.
  - A couple visitors did not know the light rail would have a stop in Shoreline.
  - A visitor requested bus service from 67th to 100th street to connect to Cascade High School.
  - A visitor identified a need for bus stops near Arlington High School.



- A visitor asked if buses can go directly to the new Everett Stadium in the future.
- A visitor mentioned how they would like bus service at an additional exit in Arlington to Island Crossing and downtown Arlington.
- **Service Times**
  - A visitor shared they don't ride transit from Marysville through Everett to Lynnwood in the morning as the buses don't pass frequently enough.
  - A few visitors commented that they look forward to increased service frequency in Snohomish County after service changes will be implemented in September 2024.
- **Barriers to Commute Trip Reduction**
  - A few visitors noted they don't use transit because they have a car.
  - A visitor expressed concern about safety on buses and the drug usage on them.
  - Several visitors needed trip planning information. Some asked how to get to certain destinations and one inquired if there are parking fees at park and rides.
  - Several visitors asked about where to obtain free ORCA cards.

### Community-based organizations

Community-based organizations noted the following:

- **Limited transit service area:** Many interviewees identified the barrier of limited transit service in most of Snohomish County. Transportation service providers such as Homage and Hopelink shared that their organizations are flooded by demand and can only offer highly essential trips, such as getting to work and accessing medical services. Other commonly needed trips, such as going to the grocery store, accessing childcare, or going to the park, do not qualify for these transportation services.
- **Limited service hours:** Multiple interviewees shared that even when transit is available in their area, it may not be an option for employees with nontraditional hours, such as those working in healthcare. This could be due to gaps in service during non-peak hours or employees' feeling of safety using public transit during darker hours. Multiple people shared that offering shuttles or Dial-a-Ride Transportation (DART) were helpful measures to bridge these gaps.
- **Time and flexibility:** Saving time and the ability to make multiple stops are important considerations when choosing travel modes. Families who need to make multiple stops on their way to work for school or childcare may find ride sharing or taking transit more challenging. Multiple interviewees shared that effectively marketing the time savings of riding in the carpool lane and other perks of non-drive-alone modes could help address this. People who need to get to medical appointments are more likely to choose door-to-door service offered through DART or other services, because this provides a simpler solution, although the pickup services are not consistently on time.
- **ADA Services:** Interviewees acknowledged that ADA-compliant pickups must be offered with any fixed route and that demand for fixed-route service may not be as high in rural locations. They suggested that jurisdictions might direct more resources to organizations such as Homage or Hopelink to provide additional pickup services in areas where fixed-route public transit may not be a practical option. This could provide cost savings in addition to significant community benefits.

- **Land Use Planning:** The importance of affordable, transit-accessible housing was reiterated by many. Multiple interviewees shared that workers are commuting very long distances that are often outside the reach of transit, because it's too expensive to live closer to where they work. This creates barriers that can limit people from accessing employment if they would need a car to get to and from work or prevent them from using transit if the commute is too long. Multiple interviewees shared that affordable housing along transit corridors should be a high priority for jurisdictions, and that housing should be considered alongside transportation planning and not as two separate issues.
- **Criminal Activity:** Many cited fears of criminal activity on public transit as a deterrent to taking public transit. Even if the risk of crime is relatively low, perceptions of safety can be very negative. Installing lighting and other security measures as well as holding discussions on safety concerns can help address some of these barriers.
- **Amenities and Infrastructure:** Additional barriers to transit include the lack of safe, accessible sidewalks (particularly for riders who rely on mobility devices) and well-lit, sheltered bus stops. Many areas lack sheltered bus stops or adequate sidewalk space, particularly in more rural areas that are outside the main transit corridors. Devoting resources to increasing and improving these structures could go a long way in encouraging greater ridership.
- **Outreach and Education:** Multiple interviewees shared that enhanced education and marketing could encourage more workers to try alternatives to single-occupancy vehicles for their commute trips. Interviewees noted that employees and community members in general may have limited awareness of the programs and benefits available to them. Transit agencies and local jurisdictions could address this by working to increase awareness of transit routes, vanpool options, reduced-fare programs, and convenience of the multimodal ORCA transit card. Housing developments, shopping centers, and healthcare waiting rooms, as well as transit agencies and jurisdictions, could all promote these available options for employees and for the broader community.

### Transit agencies interviews

Transit agencies interviewees discussed recent changes in commute patterns and noted planned service expansions.

- **Changes in commute patterns:** Community Transit, Everett Transit, King County Metro, Sound Transit indicated that post-pandemic ridership numbers are rising but have not returned to pre-pandemic levels. Everett Transit noted that they are at 82 percent of their pre-pandemic ridership levels and that peak commute hour trips are still below pre-pandemic levels. King County Metro indicated that peak-only routes (routes that only run during peak commuting hours) continue to underperform and thus, they are prioritizing increasing service on all-day and all-week routes. Sound Transit indicated that service levels have bounced back from the pandemic faster on light rail, commuter rail, and express buses.
- **Service expansions:** Sound Transit and Community Transit indicated that there is a planned light rail service extension to Lynnwood Center and bus service expansion along the light rail line. In response to recent community surveys, Community Transit is planning to increase mid-day, evening and weekend service and direct resources toward providing more local routes and enhancing access to the light rail for regional travel.

### CTR-affected employers

Employers noted the following:

- Local CTR ordinances: Employers noted that providing CTR information and worksite amenities is easier than offering transit pass subsidies and incentives, increasing vanpool and transit services, and facilitating parking management programs.
- Smaller employers noted that offering vanpool vehicles, onsite daycare, and other services is more difficult given their smaller size.
- Making information about commuting options and resources accessible and easy to find is key.
- Not everyone knows about the pre-tax CTR incentive, so it is not always offered or well marketed.
- Parking benefits have room for exploration; managing programs and monitoring parking spaces are the biggest barriers. Challenges to parking management include the sunk costs of parking spaces and employee expectations of "convenient" parking.
- Incentives and promotions are preferable to deterrents, such as charging for parking that was previously free.

- **d. How did what they said influence the plan?**

Many users indicated that the safety of the transportation system (lack of lighting during night-time hours and / or missing active transportation infrastructure) is the main reason why they don't use transit / active transportation to reach their destination. The City of Edmonds is currently working on the **Transportation Plan** (Element of **Comprehensive Plan**) that will identify such projects as missing active transportation links / proposed projects. Once included in the plan, future State / Federal grant applications can be submitted for them and making those projects a reality once grant funds are secured.

City of Edmonds plans to revise the CTR ordinance as detailed in Section #12 above to require affected employers to implement a choice of measures to increase the percentage of employees using commuting alternatives to driving alone. The list of pre-approved implementation measures relates to feedback received from employers, community members, and community-based organizations on barriers to using commute trip options other than driving alone. Examples of this include:

- Providing free or discounted ORCA cards (suggested by community members)
- Improving outreach and education about reducing drive-alone trips (suggested by employers, community-based organizations)
- Providing bicycle storage and amenities onsite (suggested by employers)
- Encouraging pre-tax deductions for commuting options to driving alone (suggested by employers)
- Providing trip planning support for using alternative commute options (suggested by community members)

City of Edmonds also plans to continue partnering with Community Transit to support CTR-Affected employers by providing ETC training, commute trip reduction outreach and incentives, discounted ORCA pass programs, and trip planning support as detailed in Section #13 above.

## • 27. Describe vulnerable populations considered.

As part of a concerted effort to ensure the interests of vulnerable and highly impacted communities were represented in each jurisdiction's draft CTR Plan, Community Transit engaged representatives from a variety of community-based organizations in Snohomish County that serve vulnerable populations including people who are low-income, disabled, unhoused, or speak English as a second language, as well as youth and the elderly. Additionally, several of the community events that Community Transit tabled at were held at libraries that serve vulnerable populations. Community Transit also provided an information table at the Latino Educational Training Institute (LETI) Expo at Edmonds College. In addition, these events created opportunities to meet people where they are at, removing barriers to participation.

## • 28. Describe engagement focused on vulnerable populations.

### • a. Who did you talk to?

- **Hopelink:** serves homeless and low-income families, children, seniors, and people with disabilities in King and Snohomish counties by providing a network of critical social services through programs for housing, transportation, family development, financial assistance, employment programs, adult education, financial literacy training, and five food banks.
- **Community Health Centers:** a nonprofit provider which offers affordable primary healthcare services, including medical, medical walk-in, dental, physical therapy, and pharmacy.
- **Snohomish County Transportation Coalition (Snotrac):** advocates for improvement in transportation service and solutions for people in Snohomish County with specialized transportation needs through community engagement, coordination of resources, and strategic partnerships.
- **Homage:** The largest provider of services for older adults and people with disabilities in Snohomish County, with programs in food and nutrition, health and wellness, home repair, social services, and transportation.
- **North Sound Bicycle Advocacy Group:** works with local jurisdictions and transportation departments to raise safety awareness for cyclists and pedestrians and find workable solutions related to intermodal transportation, public safety, clean air, and quality of life for local communities.
- **Sharing Wheels Community Bike Shop:** is a nonprofit bike shop located in Everett providing refurbished, used bicycles to thousands of adults and children as well as offering programs and resources for bike repair and upkeep.
- **BIKES Club:** is a recreational club which hosts rides and events year-round, in addition to advocating and fundraising for bike-related grants.

Community Transit also provided information tables at community events held at the Marysville Library, Everett Library, and the Latino Expo (LETI) at Edmonds College.

- **b. When did you talk to them?**

**Community-based organizations**

- Hopelink: April 23, 2024
- Community Health Centers: April 25, 2024
- Snotrac: May 1, 2024
- Homage: May 8, 2024
- North Sound Bicycle Advocacy Group: May 14, 2024
- BIKES Club and Sharing Wheels Community Bike Shop: May 14, 2024

**Community events**

- Everett Public Library Drop-In: July 15, 2024
- Marysville Public Library Drop-In: July 24, 2024
- LETI Expo: July 27, 2024

- **c. What did they have to say?**

**Community-based organizations**

Community-based organizations serving vulnerable populations noted the following:

- **Limited transit service area:** Many interviewees identified the barrier of limited transit service in most of Snohomish County. Transportation service providers such as Homage and Hopelink shared that their organizations are flooded by demand and can only offer highly essential trips, such as getting to work and accessing medical services. Other commonly needed trips, such as going to the grocery store, accessing childcare, or going to the park, do not qualify for these transportation services.
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- **Service Times**

- A visitor shared they don't ride transit from Marysville through Everett to Lynnwood in the morning as the buses don't pass frequently enough.
- A few visitors commented that they look forward to increased service frequency in Snohomish County after service changes will be implemented in September, 2024.

- **Barriers to Commute Trip Reduction**

- A few visitors noted they don't use transit because they have a car.
- A visitor expressed concern about safety on buses and the drug usage on them.
- Several visitors needed trip planning information. Some asked how to get to certain destinations and one inquired if there are parking fees at park and rides.
- Several visitors asked about where to obtain free ORCA cards.

- **d. How did what they said influence the plan?**

City of Edmonds plans to continue partnering with Community Transit to support CTR-Affected employers by providing ETC training, commute trip reduction outreach and incentives, discounted ORCA pass programs, and trip planning support as detailed in Section #13 above. A few examples of comments received that are incorporated into the plan are:

- Providing free or discounted ORCA cards (suggested by community members)
- Improving outreach and education about reducing drive-alone trips (suggested by community-based organizations)
- Providing trip planning support for using alternative commute options (suggested by community members)

## • **29. List employers' suggestions to make CTR more effective.**

Employers made the following suggestions during the Employer Workshop:

- Make information about commuting options and resources easier to find. Use newsletters and other forms of engagement sent directly to employees along with campaign posters and bulletin board notices.
- Increase awareness about pre-tax transit passes.

- Offer resources for managing parking programs and parking benefits.
- Focus on incentives for commute trip reductions rather than deterrents like charging for parking.
- Hold yearly wellness fairs featuring commute trip reduction options.
- Provide vanpool programs for employee work trips during the day.
- Implement parking programs aimed to reduce parking tension with surrounding neighborhoods.
- Offer internal shuttles for campuses and businesses with multiple locations.
- Improve safety and reduce crime around transit stops.
- Focus on “last mile” connections where transit stops are not convenient to the business’ location.
- Provide more grant funding and incentives for employers’ CTR programs.
- Help widely promote CTR programs and options.
- Increase bus routes, service hours, and public transportation options.

- **30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.**

The vulnerable population depends on a safe transportation system in order to access various destinations. The lack of lighting and / or active transportation infrastructure doesn’t meet this requirement. The City of Edmonds is currently working on the *Transportation Plan* (Element of *Comprehensive Plan*) that will identify all the missing links / proposed projects that need to be completed in the next 20-year horizon. Once included in the plan, future State / Federal grant applications can be submitted for them and making those projects a reality once grant funds are secured. Reference to this plan will also be added to the Comprehensive Plan since both plans have consistent goals.

In addition, comments and suggestions from vulnerable populations and other groups will be considered as part of Community Transit’s future transit planning processes. Community Transit is currently implementing its [Transit Changes in 2024 and Beyond](#) service plan. Many suggestions about increased frequency and new service areas will be implemented as part of the service plan update process which will continue through 2026.

Community Transit makes changes to bus service up to four times per year. When considering changes, the Planning team considers many factors including input from the public.



# Regional Transportation Planning Organization CTR Plan Review

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City of Edmonds provided the 2025-2029 CTR Plan to Puget Sound Regional Council (PSRC) for review on *September 20, 2024*

PSRC Comments: [Insert text here]