

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

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July 8, 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 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.

##### **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.

### 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>\$</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, 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

## 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. Edmonds' Stakeholder Engagement

On behalf of CTR-affected jurisdictions in Snohomish County, Community Transit developed a series of outreach activities designed to engage members of the community, vulnerable populations, employers, and community-based organizations. Edmonds partnered with Community Transit in the delivery and promotion of these outreach activities and encouraged residents and employees in Edmonds to participate. Community Transit offered the following outreach activities on behalf of all CTR-affected jurisdictions in Snohomish County:

- Online open house and community survey to engage residents and inform plan development
- Online open house to encourage public comment on draft plans
- Workshop with employers
- Community-based organization interviews

### a. Who Edmonds Talked To

Of the survey responses, 14 of responses indicated they live in Edmonds and 16 work in Edmonds.

Employers that participated in the workshop include:

- Infineon and City of Edmonds

Community Transit arranged interviews for the following community-based organizations serving populations in Edmonds:

- Community Health Center, Hopelink, Snotrac, North Sound Bicycle Advocacy Group, and BIKES Club and Sharing Wheels Community Bike Shop.

### b. When Edmonds Talked to Them

The community survey was open April 2024 and the online open house was held in May 2024.

### c. What Stakeholders Said

Respondents from Edmonds primarily commute within Edmonds or to nearby cities like Seattle, Bellevue, or Lynnwood, with some living in neighboring areas like Bothell and Mountlake Terrace. Driving alone is the dominant mode of transportation, followed by bus, working from home, and biking or walking. Challenges include personal vehicle dependence, limited transit options, safety concerns, long commutes, and lack of employer support for alternative arrangements. Increased traffic congestion, job changes, and relocations have impacted commuting patterns, often leading to increased reliance on personal vehicles. Benefits of reducing drive-alone trips include decreased traffic congestion, improved air quality, environmental benefits, and enhanced road safety. Suggestions for improvement include better transit infrastructure, safety enhancements, environmental considerations, flexible workplace policies, and educational resources on alternative transportation modes.

#### **d. How Stakeholders' Comments Influenced the Plan**

All those comments have been reviewed and are being incorporated into the Plan, via Goals and Policies section and / or addition of specific projects into the Plan

### **27. Vulnerable Populations Considered**

Frontline communities: low-income, disabled, unhoused, English as a second language, youth, and the elderly

### **28. Engagement Focused on Vulnerable Populations**

#### **a. Who City of Edmonds Talked To**

Community Health Center, Hopelink, Snotrac, North Sound Bicycle Advocacy Group, and BIKES Club and Sharing Wheels Community Bike Shop.

#### **b. When City of Edmonds Talked to Them**

Community Health Center 4/25/2024; Hopelink 4/23/2024; Snotrac 5/1/2024; North Sound Bicycle Advocacy Group 5/14/2024; BIKES Club and Sharing Wheels Community Bike Shop, 5/14/2024

#### **c. What Stakeholders Said**

**The North Sound Bicycle Advocacy Group** suggested that jurisdictions invest more in reduced-fare programs for youth and make the cards more accessible. They also suggested that transit agencies and jurisdictions advertise the flexibility and speed that can public transit can offer, and how transit riders can avoid congestion on highways. Increasing housing and density can also help.

**Hopelink** noted that time, location, safety, and convenience were the biggest barriers for communities using public transit. People want flexibility in their transit options especially when it comes to service hours and speed; many people don't have the time to spend taking transit if it will take double the time compared to driving. Locating affordable housing near public transit would be a key strategy to improve people's mobility.

**Snotrac** suggested increasing parking fees because Boeing is generally not within Community Transit's CTR area and worksites are surrounded by a sea of free parking (which makes it hard to live nearby). Employees are paid well and live 15 miles away on average in places not served by transit. Additionally, worksites can be stronger advocates for the infrastructure around them, such as increased housing near worksites, more density and transit-oriented development, sidewalks, and bike lanes. Part of the ETC training program could be helping ETCs become advocates in their communities and empowering their coworkers to be advocates. Snotrac as a TMA could potentially fill a role here.

**BIKES Club and Sharing Wheels Community Bike Shop** shared that Boeing has a huge number of employees and very poor transit access.

**Community Health Center (CHC)** noted that their patients use a mix of transportation options to get to their clinics, many drive, but others walk in or use transit. Transit services are seen as unreliable which can make patients late; others don't speak English well enough to feel comfortable using transit. Many employees

drive, but others are interested in receiving employee bus passes. In general, there's a need for more education on what's available in terms of transit, ridesharing, or subsidized bus passes through Medicaid. CHC also noted that some employees and patients don't feel safe walking, using transit, or biking during nighttime hours.

**d. How Stakeholders' Comments Influenced the Plan**

All received comments are being evaluated and will be considered for inclusion within the Plan.

**29. Employers' Suggestions to Make CTR More Effective**

Comments for employers are still pending.

**30. Results of Engagement Focused on Vulnerable Populations that Will Be Provided for Use in Comprehensive Plan and Transit Plan Updates**

N/A

# 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 [date].

PSRC Comments: [Insert text here]