

# Community Transit Journey 2050 Long Range Plan

## Appendices

**Appendix A** – Community Engagement Summary

**Appendix B** – Planning Context Summary

**Appendix C** – System Plan Development Memo

**Appendix D** – Capital Elements Memo

**Appendix E** – Journey 2050 Determination of Non-Significance

# **Appendix A**

## **Community Engagement Summary**



# Community Engagement Summary

## Contents

<b>Introduction .....</b>	<b>2</b>
<b>Community Engagement Goals .....</b>	<b>3</b>
<b>Community Engagement Approach .....</b>	<b>4</b>
<b>Phase 1: CBO Conversations and Survey .....</b>	<b>4</b>
<b>Conversations with Community-Based Organizations .....</b>	<b>4</b>
Barriers.....	5
Tools.....	5
Locations.....	6
Innovations .....	6
<b>Survey .....</b>	<b>6</b>
<b>Phase 2: Online Open House .....</b>	<b>7</b>
<b>Participant Comments .....</b>	<b>9</b>



## Introduction

Every day, Community Transit's bus, vanpool, and paratransit services move people to work, school, and errands across a service area that spans more than 1,300 square miles of Snohomish County with more than a third of our service bringing Snohomish County riders into King County. Community Transit's services include more than 2,100 stops and 22 park and ride lots for the more than half a million people in their Public Transportation Benefit Area. To move this many people efficiently, affordably and equitably requires careful planning.

In 2021, Community Transit embarked on a long range planning effort called Journey 2050 that will guide its transit services over the next 30 years.

This summary describes Community Transit's community engagement approaches, activities, and feedback we gathered during the first two phases of the Journey 2050 long range plan update.

## Project background

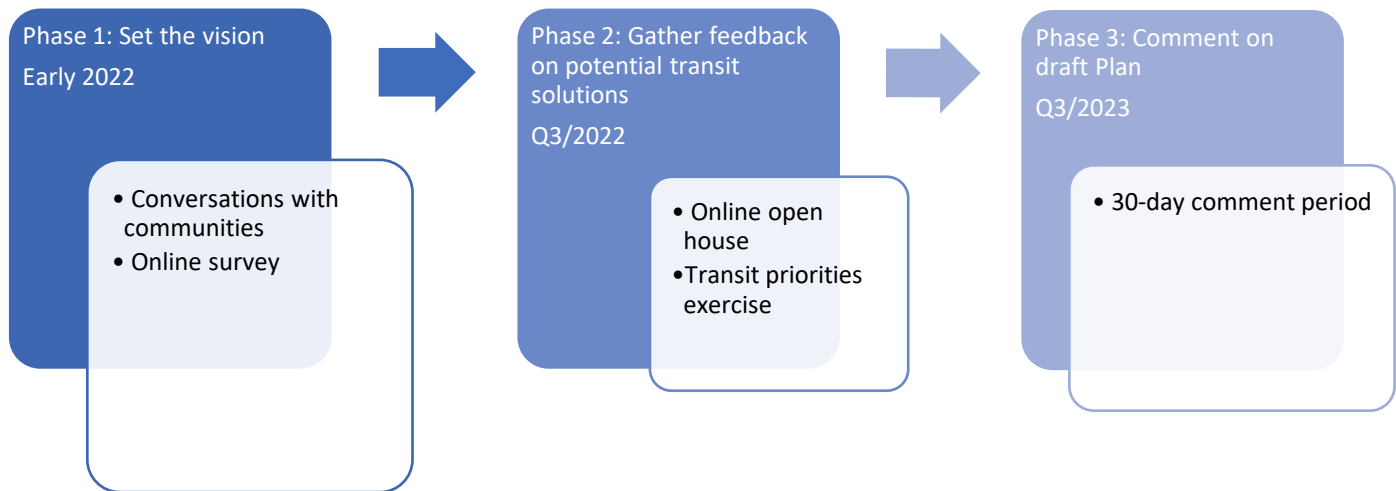
As Community Transit plans for the coming decades, it needs a system that supports growing communities--especially riders who primarily use public transportation to get where they need to go.

Since Community Transit published its first Long Range Plan in 2011, more than 100,000 people have moved to Snohomish County. Population and job growth have led to new development and demographic changes during that time. Meanwhile, the effects of climate change are becoming increasingly apparent. Community Transit offers cost-effective and sustainable alternatives to driving alone.

Journey 2050 will set Community Transit's vision and long-term priorities for transit service through 2050. It will consider service frequency, routes, and transit modes and will evaluate community input, current conditions and forecasts, rider needs, and transit access. It will identify emerging transportation trends and technology and prioritize serving people who need transit most. The final plan will guide Community Transit's investments in services and infrastructure for decades.

To better understand demand for services throughout the county, Community Transit engaged with communities and individuals throughout its service area to create this plan.

## Community engagement phases



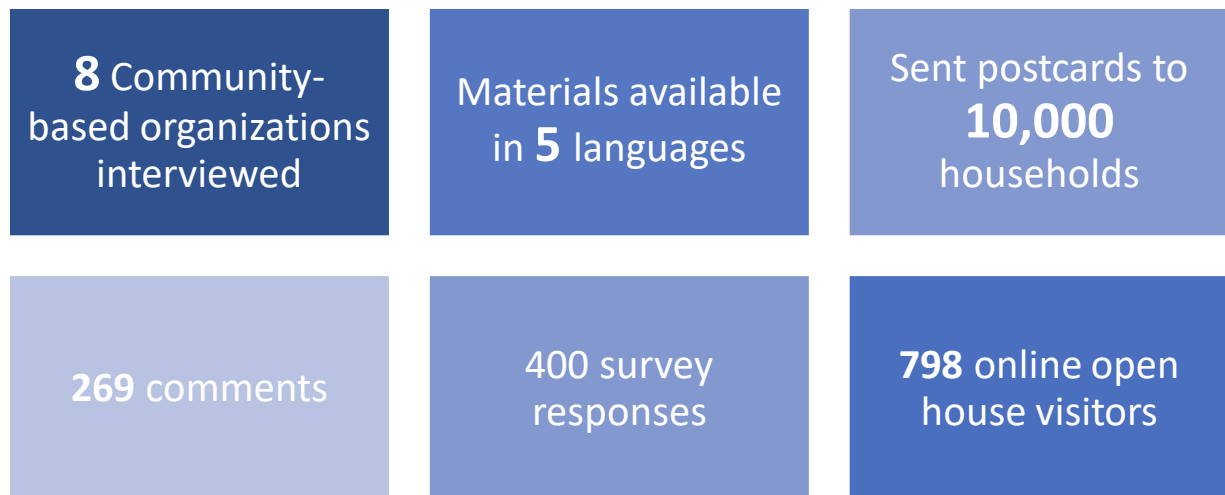
## Community engagement goals

Community Transit has long prioritized putting transit riders first. Our goals in reaching out to the communities who use our services reflect this.

As we created our community engagement plan, we identified the following goals:

1. People who use transit understand why Community Transit is creating a long range plan and how they can shape the long-term future of transit in Snohomish County, from 2025 to 2050.
2. Community members and transit users drive the vision and priorities for Community Transit's long range plan.
3. Community Transit especially wants to hear from community members who use transit services for their main source of transportation.

## Community engagement approach



Community Transit gathered community input to inform the long range plan through three channels over two phases. The first phase asked about community priorities and needs and included an online survey and conversations with community-based organizations. The second phase was an online open house that included an exercise where visitors prioritized their preferred transit options in their area.

### Phase 1: Conversations with Communities and Survey

Phase 1 included interviews with community-based organizations (CBOs) and an online survey.

#### Conversations with Community-Based Organizations

Community Transit held conversations with CBOs that serve Snohomish County residents that both rely on transit and lack easy access to it. In these conversations, Community Transit and CBOs discussed barriers to using transit, tools for planning and accessing transit trips, priority locations for transit and innovative transit services. These organizations include:

- **Granite Falls Community Coalition**, a volunteer-run provider of food and other resources to low-income families
- **Homage**, a rural transportation provider that serves low-income seniors and people with disabilities
- **Hopelink**, a regional nonprofit housing provider
- **Northwest Tribal Emergency Management Council**, a regional provider of food and emergency services
- **St Vincent de Paul**, provider of services to low-income families and families experiencing homelessness
- **WAGRO**, or Washington Guerrero, a provider that assists Spanish-speaking immigrants and others

- **Washington Kids in Transition**, a provider that connects low-income kids and kids experiencing homelessness to education
- **YWCA**, a nonprofit that provides case management, financial support and services to underserved women, families and children

## Barriers

For many groups, though access to transit has expanded in recent years, barriers remain.

**Communication barriers:** the most frequent language that community-based organizations (CBOs) mentioned was Spanish. Several interviewees felt that clients would use materials like bus schedules if they were offered in Spanish. Clients who do not read Spanish but speak the language would benefit from Spanish-speaking drivers. Other languages mentioned were Vietnamese, Russian, Tagalog, Farsi, Korean, Chinese and Lushtoseed.

Navigating infrequent schedules, different transit types and new payment systems in a foreign language can be especially challenging. Most local transit systems in Latin American municipalities not only accept cash but also return change. We heard a story from a user who moved to Snohomish County from Mexico City. When she boarded the bus, she paid with a \$20 bill, expecting change. When she didn't receive any change, she assumed the cost of the bus ride was \$20 and didn't ride again for a long time – it seemed too expensive.

**Families:** many CBOs serve large families, especially among immigrant families. Wrangling children and shopping while getting on and off buses can be a major barrier for these transit users.<sup>1</sup>

**Access to technology and familiarity tools:** access to and comfort with technology is a significant barrier for seniors and certain immigrant groups. Some of this is due to a lack of internet access in rural areas, but tech-based trip planning tools can be intimidating to people new to computers or uncomfortable with phone apps.

**Frequency:** for social workers and others who serve rural areas, frequency is a problem. Buses don't come often enough for them to visit their clients efficiently – Washington Kids in Transition has made car ownership a requirement for their staff for this reason. For clients, wait times are an issue as well. Homage reports that DART wait times are as much as an hour.

**Coverage:** unsurprisingly, many providers cited coverage as a major gap in the Community Transit system. In fact, some of the CBOs we interviewed provide van services to rural clients that live outside CT's service area.

**Other physical barriers:** several interviewees mentioned difficulties their clients or members have in reaching bus stops safely. Often bike lanes or sidewalks are incomplete or missing. One mentioned a need for more accessible bus shelters for disabled users.

## Tools

Interviewees shared the tools their clients use to access or plan transit trips – along with suggestions on new or improved tools Community Transit could investigate.

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<sup>1</sup> This feedback was provided prior to the institution of the youth ride free policy at Community Transit

Several interviewees cited challenges associated with acquiring or recharging ORCA cards. One suggested a return of bus tokens.

Interviewees also shared that Spanish-speaking groups tend to be smart phone users, and especially favor WhatsApp, and noted several suggestions that Community Transit should consider. Community Transit could look into a WhatsApp-based tool to help with trip planning or even ORCA card recharging and should look at Spanish-language trip planning options.

Training for new users could target specific user groups (people who are immigrants, seniors, and/or who travel with disabilities were mentioned) and could be provided in languages other than English. These trainings should include what kinds of services are available, how to pay for travel, what trip planning tools are available (and how to use them) and how to board and ride the bus.

Information on earthquake planning would be a helpful addition inside digital trip planning tools.

### Locations

Community Transit asked CBOs to share which locations they feel are underserved by transit. Several mentioned Monroe, especially travel between Monroe and Duvall. Smokey Point, Darrington and Marysville were mentioned by more than one group. Tribal members in Snohomish County would like to see Community Transit provide more service to reservations, including linking the Sauk-Suiattle reservation to Darrington and Maltby. Some cited a lack of bus stops in south Everett, despite additional development in the area.

Granite Falls residents feel underserved (especially to Arlington and other parts of Snohomish County), and frequently isolated by snow.

Users cited a desire for seamless transit between Snohomish and King Counties.

### Innovations

As part of its long-range planning efforts, Community Transit is looking at the willingness of the public to try new transit innovations. Interviewees learned about microtransit and shared scooters during the conversations and were asked how they felt about these emerging transit options.

We found that while interviewees were curious and willing to learn about them, right now shared e-bikes and e-scooters were not popular with many groups, mostly due to a lack of safe places to ride them. Barriers to using these innovations also include disability, age and the required use of a credit card and smartphone.

After learning about microtransit, several groups felt their clients would use the service. In areas like Granite Falls that see a lot of snow, 4WD vans would be especially valuable. Others mentioned climate change and their desire for Community Transit to be sustainable.

### Survey

Community Transit conducted an online survey in English, Chinese, Korean, Russian, and Spanish to gather input on current transit use and priorities for the long range plan. Goals included:

- Identifying community ideas about the top features of high-quality public transportation
- Gauging importance of high-quality public transportation for Snohomish County



- Understanding how the public thinks transit benefits Snohomish County
- Identifying priority investments for Community Transit

**Survey respondents see high-quality public transportation as important and beneficial to Snohomish County and have clear ideas for Community Transit’s investment priorities.**

Investment priorities are directly related to Community Transit’s focus on equity, efficiency, and environment. Some of the findings are listed below:

#### Quality Public Transportation

- Most survey respondents (80%) believe high-quality public transportation is important for Snohomish County
- Top features of high-quality public transportation, according to survey respondents:
  - Convenience/accessibility (31%)
  - Reliable/on-time (16%)
  - Efficiency/speed (11%)
  - Multi-modal roads (10%)

#### Most Important Priority Investments

- Adding service where there currently is none (64%)
- Real-time information at stops (52%)
- Swift bus rapid transit buses arrive every 10-20 minutes and pay before boarding (41%)
- Zero-emission transit vehicles (40%)
- New types of services (microtransit, self-driving vehicles, shared vehicles, etc.) (31%)
- Improved services for people with disabilities (27%)
- Make transit free for everyone (26%)

#### Transportation Benefits

- Getting riders to their destinations (67%)
- Improving quality of life by:
  - Providing options for those who are more transit dependent (65%)
  - Reducing traffic congestion (57%)
  - Reducing the number of people driving alone (55%)

#### New Transit Priority Investments

- Apps or online services that help people share rides (66%)
- Microtransit (64%)
- Car share (45%)
- Bike share (41%)
- Scooter share (30%)
- Self-driving vehicles (25%)

## Phase 2: Online open house

Community Transit hosted an **online open house** to share potential solutions and gather community feedback. To promote the online open house, Community Transit mailed a postcard in English and

Spanish to a random sample of 10,000 households in Snohomish County. The website was open for comment from July 22, 2022 to Sept. 2, 2022, had more than 798 visits and collected 269 responses.

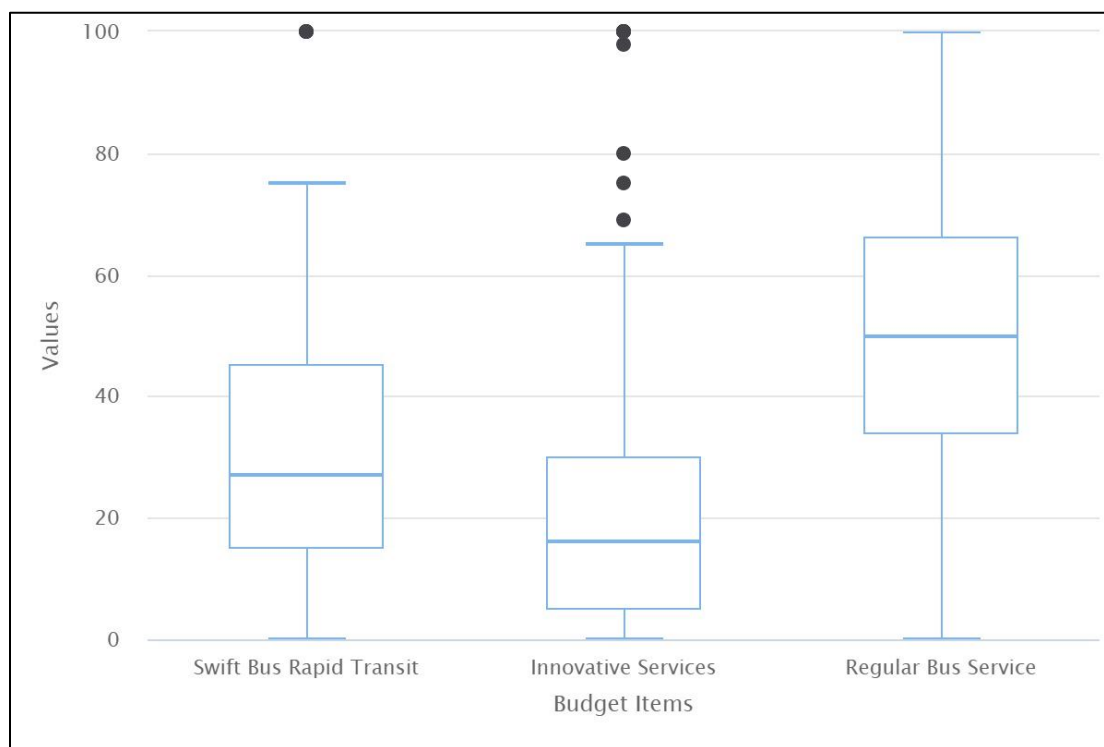
### **Hypothetical budgeting exercise**

The online open house included an exercise designed to understand how existing and potential transit riders felt about the relative importance of each of three types of transit service. The website provided users with simple definitions of each type of service:

- **Swift Bus Rapid Transit** - Swift is a frequent and reliable service that serves higher-density areas. Growing Swift service would increase how often Swift buses arrive (every 5 to 10 minutes) and would add new Swift lines in areas where the population and jobs are growing.
- **Innovative Services** - Innovative Services are designed with community input to help get people where they want to go in new, convenient ways. They may include on-demand shuttles (microtransit), community vans, bike or car share, or other new travel technologies that are customized to a specific community's needs.
- **Regular Bus Service** - Regular fixed-route bus service connects neighborhoods and key destinations throughout Snohomish County. Growing Regular Service would expand bus service into new areas, would increase how often buses arrive (every 15 to 30 minutes) and would create easier connections between routes.

In a section called "You're the Transit Planner," visitors to the online open house were invited to "imagine you have \$100 to increase Snohomish County transit service through 2050...How much of that \$100 would you spend on each of the services mentioned above?" A box plot chart of the responses is below.

## You're the Transit Planner Responses



Users showed a preference for expanding regular bus service and were lukewarm on Innovative Services.

## Participant Comments

Participant comments reflected what they shared in their proposed budgets, but also explained their thinking behind their budget choices. Not all respondents explained all their choices and many user comments included both positive and negative sentiments.

Of the 215 comments, **Swift Bus Rapid Transit** was mentioned positively 68 times and twelve times negatively – of those that commented on Swift, this was an 85% positive rating.

**Innovative Services** were mentioned as desirable 47 times and negatively 15 times, or 76% positive rating.

**Regular Bus Service** was mentioned as a positive and something worth expanding or investing in 110 times, and only six times negatively. This shows not just a higher number of comments, but also a higher positivity rating – 95%.

Familiarity or unfamiliarity with services likely influences how users created their hypothetical budgets, and innovative services, by their very definition, are unfamiliar to a lot of people. During the phase one survey, Innovative Services (which includes microtransit and shared electric bikes/scooters) also didn't get a lot of affection - only 31% of respondents ranked them in their top three investment choices, possibly also reflecting an unfamiliarity with those types of transit options.

The lower enthusiasm for Innovative Services in the online open house contrasts with the high marks microtransit got during conversations with community-based organizations. This could be because in the survey and online open house, shared bikes/scooters were lumped together with microtransit under the category of Innovative Services. In our conversations with community-based organizations, we were able to separate these offerings. In future outreach, Community Transit could poll users separately about microtransit, since bike/ped safety concerns are such a big issue for users.

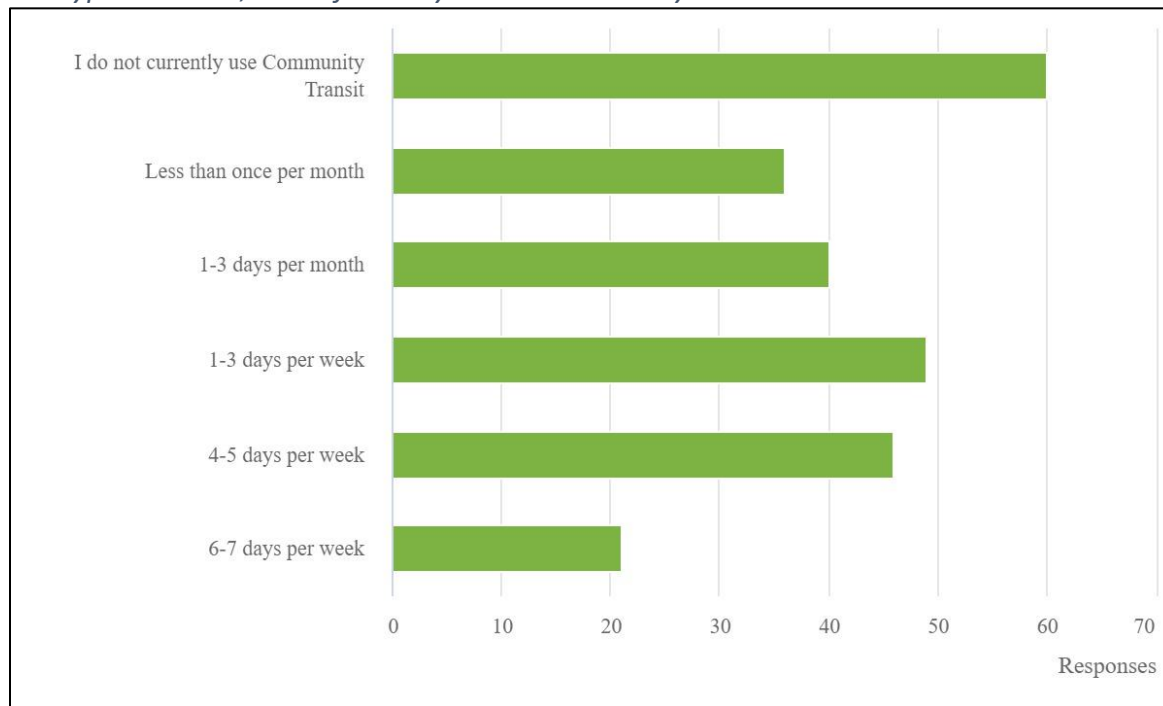
About 30 (14%) of the 215 comments mentioned wanting to see Community Transit invest in higher frequency, and 30 in increased coverage. Reliability was mentioned 15 times (7%), which could suggest that users don't currently see reliability as much of a problem as frequency and coverage.

Some commenters mentioned wishes for connections to light rail and the importance of serving people with disabilities. A handful mentioned worries about crime on buses, and several voiced concerns about not feeling safe from car crashes when walking to a bus stop due to a lack of sidewalks or poor lighting.

### Demographics

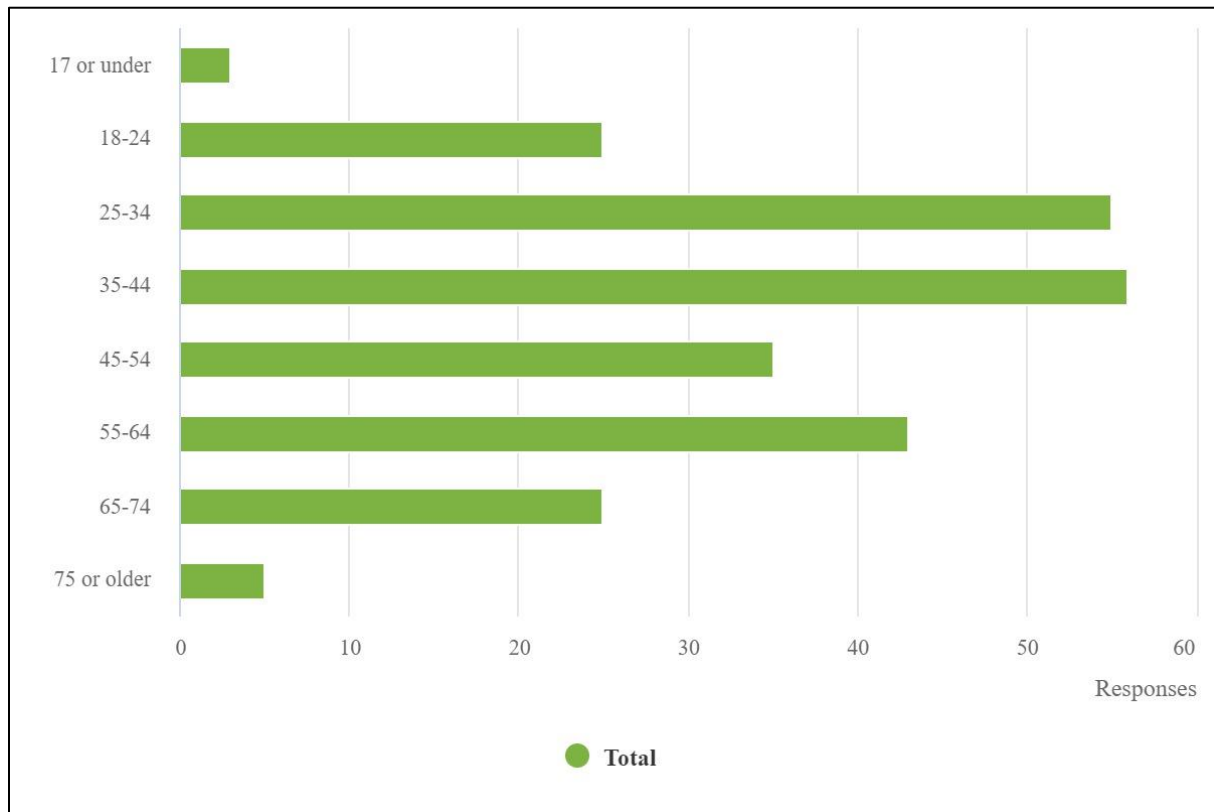
With a few minor exceptions noted below, visitors to Community Transit's Online Open House largely reflected the demographics of the County.

*In a typical month, how often do you use Community Transit?*



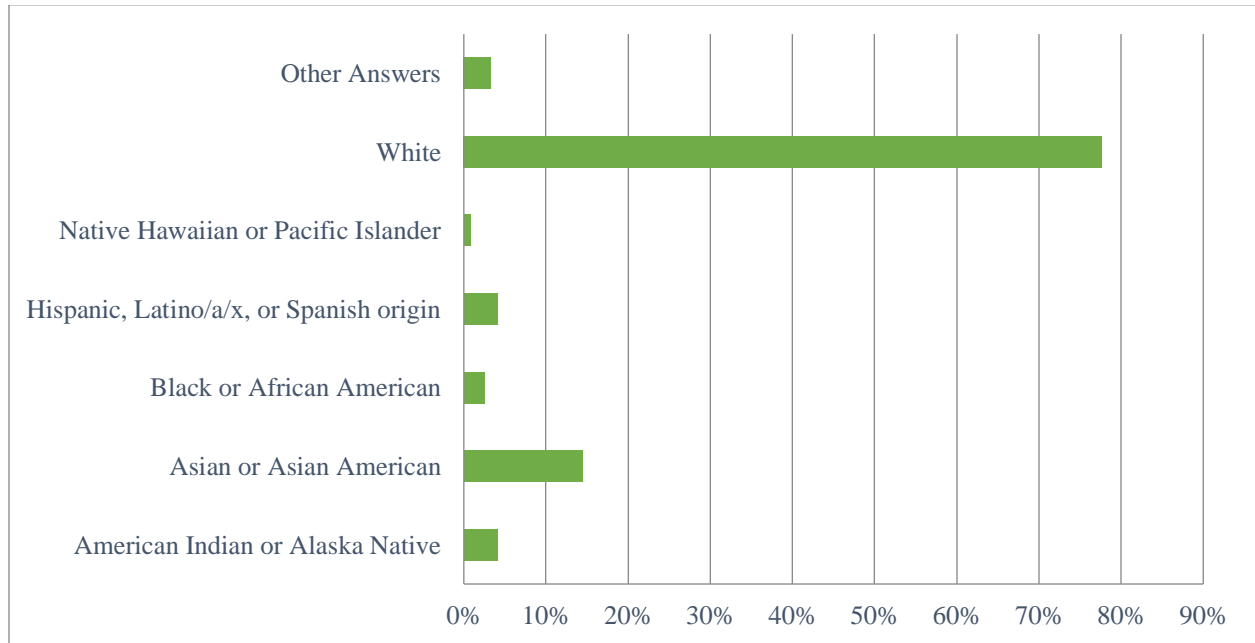
Nearly a quarter of respondents (24%) reported they do not use Community Transit.

*How old are you?*



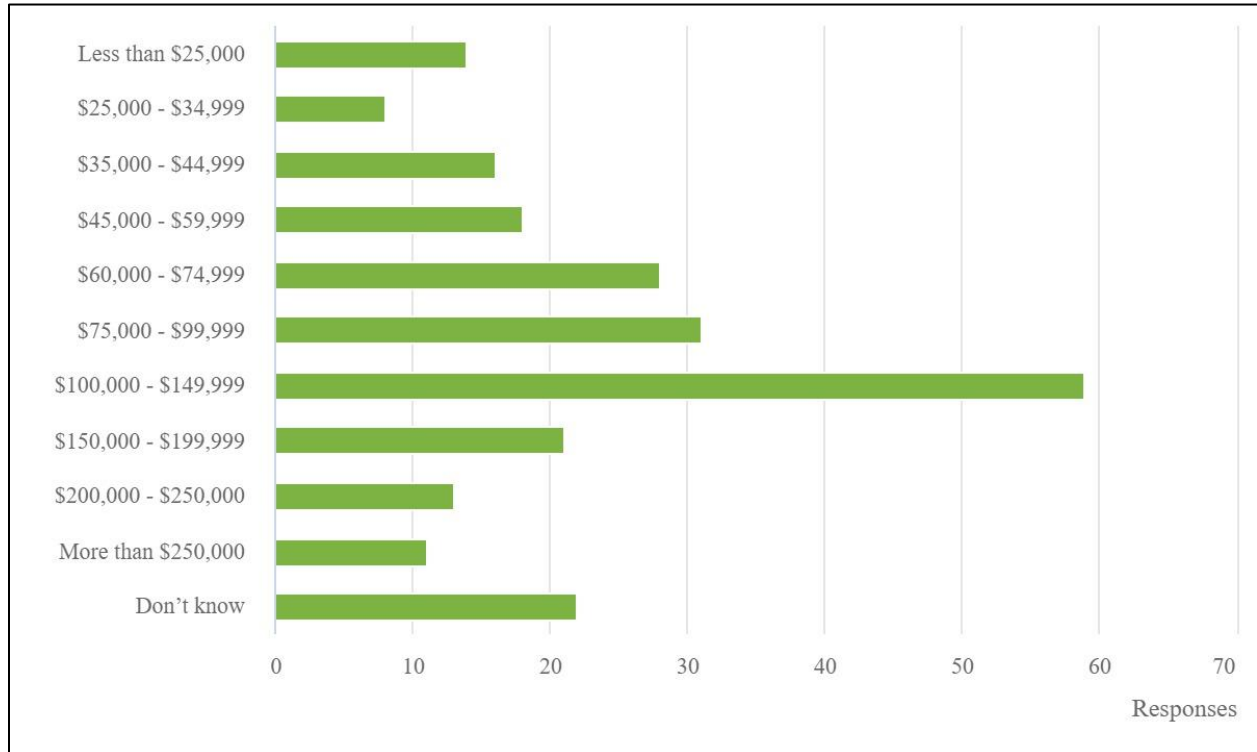
The ages of respondents are similar to census data for Snohomish County, though fewer people younger than 17 and older than 75 participated.

### *How do you identify?*



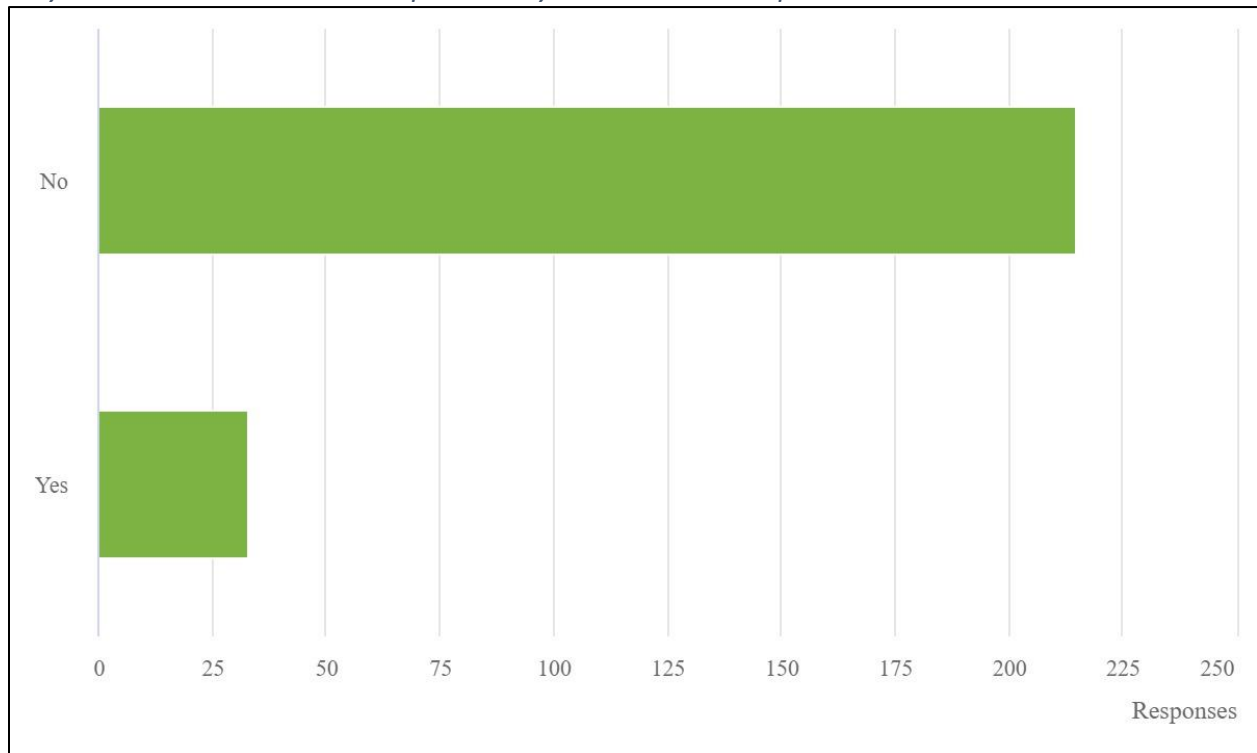
Self-reported race/ethnicity of respondents is similar to census data for Snohomish County, though people who are “Hispanic, Latino/a/x of Spanish origin” are underrepresented here - they make up 11% of Snohomish County, according to the U.S. Census, but only 4% of respondents (and 8% of Phase 1 respondents).

*Online Open House participant income levels*



Online Open House participants were more likely to make between \$100,000 and \$149,000, but otherwise were similar to the income distribution of the county.

*Do you have disabilities that impact how you use bus or vanpool services?*



13% of online open house survey respondents reported a disability compared to 12% of those in the US Census (9% of Phase 1 survey respondents reported disabilities).



# **Appendix B**

## **Planning Context Summary**



# JOURNEY 2050

## Planning Context Summary for the Long Range Plan Update

### - Appendix

February 2022



## Contents

<b>Transit System .....</b>	<b>4</b>
Service Summary .....	4
Fixed Route Service .....	4
Paratransit Service .....	9
Vanpool Service .....	9
COVID-related changes.....	9
<b>Local and Regional Plan Integration.....</b>	<b>10</b>
<b>Land Use and Demographics .....</b>	<b>14</b>
Current and Future Origin-Destination Patterns .....	20
<b>Capital Elements.....</b>	<b>26</b>
Revenue Vehicle Fleet.....	26
Capital Facilities.....	27
Facilities Master Plan.....	29
<b>Transportation Options .....</b>	<b>30</b>
Commute Trip Reduction .....	30
Travel Training Program.....	30
Title VI Program .....	30
Van GO.....	30
Lynnwood Pilot.....	30

Figure 1. Existing Transit Routes and Service Area .....	6
Figure 2. Annual Fixed-route Ridership and Service Hours. ....	7
Figure 3. Paratransit Service Hours and Ridership .....	9
Figure 4. ST3 Expansion in Snohomish County. ....	13
Figure 5. Priority Population Density – Low-income Households.....	15
Figure 6. Priority Population Density – Communities of Color.....	16
Figure 7. Priority Population Density – Foreign-born Populations .....	17
Figure 8. Priority Population Density – People with Disabilities .....	18
Figure 9. Priority Population Density – Limited English Speaking Populations .....	19
Figure 10. Top Ten Travel Flows with the CT Service Area – All Day. ....	21
Figure 11. Existing Population Density for Snohomish County.....	23
Figure 12. Existing Employment Density for Snohomish County.....	24
Figure 13. Population and Employment Growth Projected for Snohomish County (Percent Change) .....	25
Figure 14. Planned Fleet Purchases 2021-2026.....	27
Figure 15. Facilities (Maintenance Bases, Park & Riders, Transit Centers) .....	28
Figure 16. Facilities Master Plan Phases.....	29
Table 1. Existing Community Transit Service by Route. ....	4
Table 2. Fixed-route Ridership and Service Hours (2019).....	7
Table 3. Local and Regional Plan Review Summary .....	10
Table 4. Existing Fleet (As of December 2020) .....	26

# Transit System

## Service Summary

### Fixed Route Service

Community Transit (CT) provides Bus Rapid Transit (BRT), fixed route service, paratransit, and vanpools service. Existing fixed-route service is summarized in **Table 1** with the average route frequency listed for peak, offpeak, and weekend service. The transit routes, CT's Public Transportation Benefit Area (PTBA), and existing and planned Link light rail extensions are mapped in **Figure 1**.

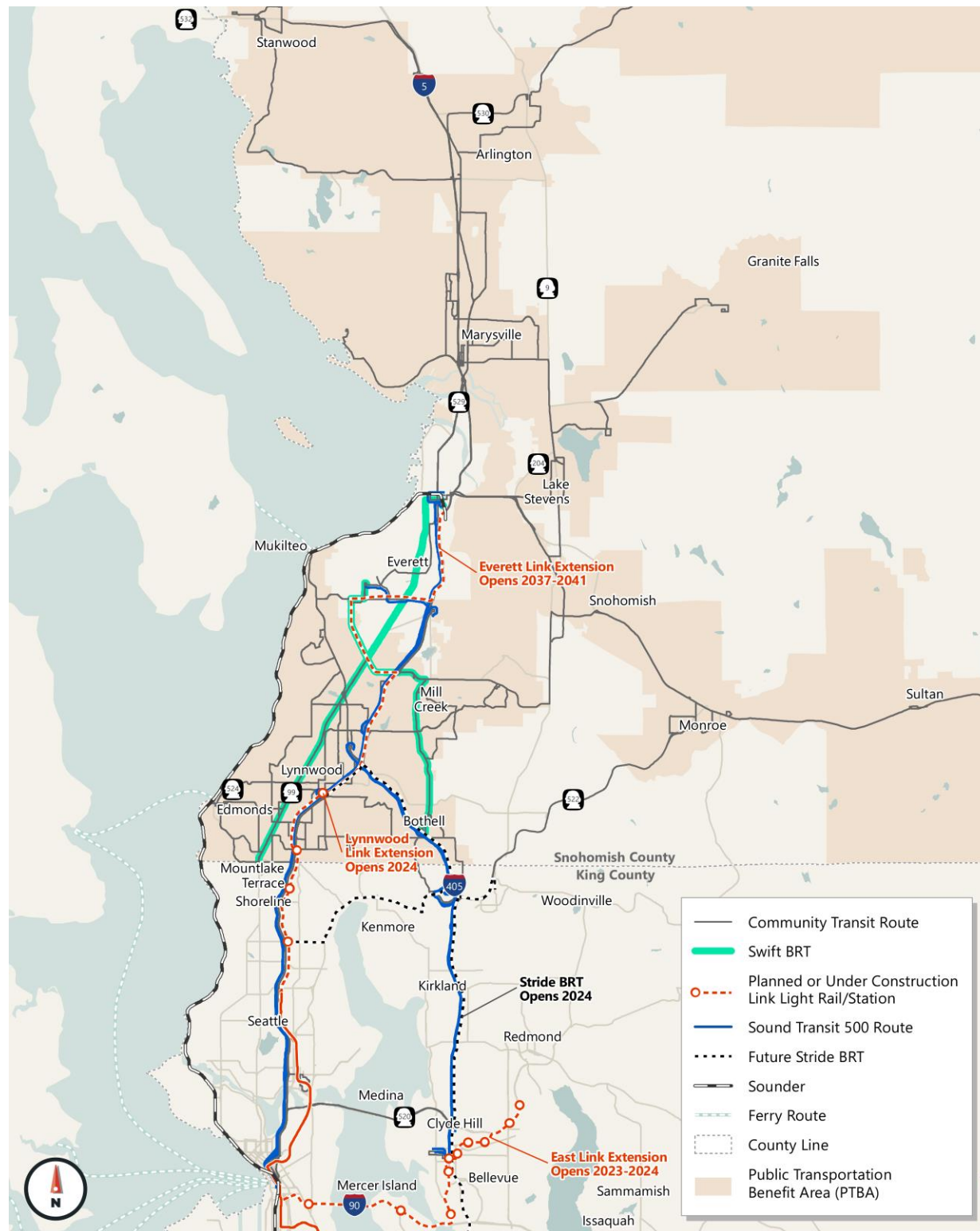
*Table 1. Existing Community Transit Service by Route.*

Route	Service Description	Key Destinations	Transit Headways (minutes) <sup>1</sup>		
			Peak	Offpeak	Weekend
<b>101</b>	Mariner Park & Ride to Aurora Village		30	30	60
<b>105</b>	Hardeson Road to Bothell	UW Bothell, Canyon Park, Mariner P&R, Seaway TC	30-60	60	60
<b>106</b>	Mariner Park & Ride to Bothell	UW Bothell, Canyon Park, Mariner P&R	30-60	-	0
<b>107</b>	Lynnwood to Seaway Transit Center		30	-	-
<b>109</b>	Ash Way Park & Ride to Lake Stevens	Glacier Peak HS, Snohomish HS	60	60	60
<b>111</b>	Brier to Mountlake Terrace		30	-	-
<b>112</b>	Mountlake Terrace to Ash Way Park & Ride	Lynnwood TC, Swam Creek P&R	60	60	60
<b>113</b>	Mukilteo to Lynnwood Transit Center		30	60	60
<b>115</b>	McCullum Park Park & Ride to Aurora Village	Ash Way P&R, Lynnwood TC, Edmonds College	30	30	60
<b>116</b>	Silver Firs to Edmonds	Ash Way P&R, Lynnwood TC, Edmonds College	30	30	60
<b>119</b>	Ash Way Park & Ride to Mountlake Terrace	Edmonds College	30-60	60	60
<b>120</b>	Canyon Park to Edmonds College	Lynnwood TC	30-60	60	60
<b>130</b>	Edmonds to Lynnwood	Aurora Village TC, Mountlake Terrace TC	30	60	60
<b>196</b>	Ash Way Park & Ride to Edmonds	Alderwood Mall, Lynnwood TC	30	30	60
<b>201/202</b>	Smokey Point to Lynnwood	Everett Station, Mariner P&R, Ash Way P&R	15	15	30
<b>209</b>	Smokey Point to Lake Stevens	Seattle Premium Outlets, Tulalip Resort	60	60	60
<b>220</b>	Arlington to Smokey Point		60	60	60
<b>222</b>	Marysville to Tulalip	Quil Ceda Creek Casino, Marysville Getchell High School	60	60	60
<b>227</b>	Arlington to Seaway Transit Center	Smokey point Transit Center	90	-	-
<b>230</b>	Darrington to Smokey Point		90	-	-

Route	Service Description	Key Destinations	Transit Headways (minutes) <sup>1</sup>		
			Peak	Offpeak	Weekend
<b>240</b>	Stanwood to Smokey Point	Lakewood Highschool, Warm Beach	60	60	60
<b>247</b>	Stanwood to Seaway Transit Center	Marysville P&R	90	-	-
<b>270/271</b>	Gold Bar to Everett	Sultan, Monroe, Snohomish	30	60	60
<b>280</b>	Granite Falls to Everett	Lake Stevens	60	60	60
<b>402</b>	Lynnwood to Seattle		15	-	-
<b>405</b>	Edmonds Park & Ride to Seattle		45	-	-
<b>410</b>	Mariner Park & Ride to Seattle		30	-	-
<b>412</b>	Silver Firs to Seattle	McCollum Park P&R	20	-	20
<b>413</b>	Swamp Creek Park & Ride to Seattle	Ash Way P&R, Mountlake Terrace TC	12	-	-
<b>415</b>	North Lynnwood to Seattle	Swamp Creek P&R, Ash Way P&R, Mountlake Terrace TC	20	-	-
<b>416</b>	Edmonds to Seattle	Aurora Village TC	35	-	-
<b>417</b>	Mukilteo to Seattle		35	-	-
<b>421</b>	Marysville to Seattle	Lynnwood TC	20	-	-
<b>422</b>	Stanwood to Seattle	Marysville, Lynnwood TC	60	-	-
<b>424</b>	Snohomish to Seattle	Monroe, Bothell, Kirkland	90	-	-
<b>425</b>	Lake Stevens to Seattle	Everett, Lynnwood TC	45	-	-
<b>435</b>	Mill Creek to Seattle	Canyon Park, Mountlake Terrace TC	30	-	-
<b>510</b>	Everett to Seattle	Mountlake Terrace TC	15	-	-
<b>511/513</b>	Seaway Transit Center to Northgate Station	Lynnwood TC, Mountlake Terrace TC	8	-	-
<b>512</b>	Everett to Northgate Station	Lynnwood TC, Mountlake Terrace TC	10	10	10
<b>532/535</b>	Lynnwood to Bellevue	Bothell, Kirkland	12	30	60
<b>810</b>	McCollum Park to Northgate Station	Lynnwood TC, Mountlake Terrace TC	-	20	-
<b>821</b>	Marysville to Northgate Station	Lynnwood TC	15	-	-
<b>860</b>	McCollum Park to Northgate Station	Mariner P&R, Ash Way P&R	15	-	-
<b>871</b>	Edmonds Park & Ride to Northgate Station	Mountlake Terrace TC	15	-	-
<b>880</b>	Mukilteo to Northgate Station	Ash Way P&R	20	-	-
<b>Swift Blue Line</b>	Everett Station to Aurora Village	Lynnwood, Edmonds	10	10	10
<b>Swift Green Line</b>	Seaway Transit Center to Canyon Park		10	10	20

<sup>1</sup>Transit headways listed are averaged during each time period and rounded.  
Source: Fehr & Peers, 2022; Community Transit, January 2022.

Figure 1. Existing Transit Routes and Service Area.



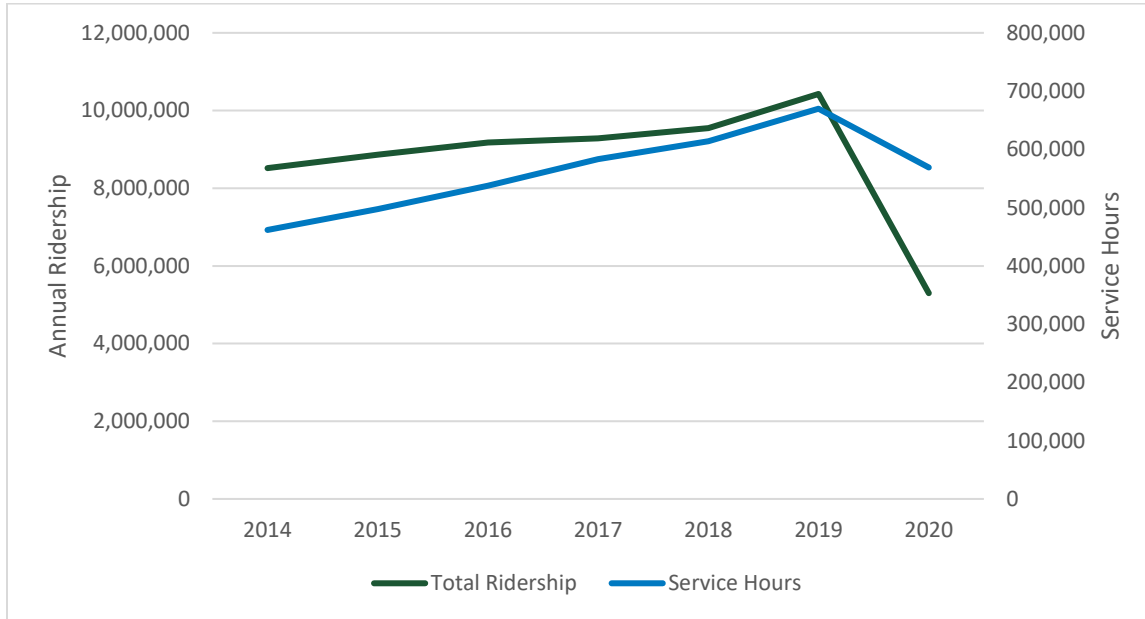
Source: Fehr & Peers, 2022.



The change in total annual fixed-route ridership and service hours over the last seven years are shown in **Figure 2**. Through 2019 (prior to COVID-19 impacts), ridership was growing an average of four percent per year, with a service hour growth of eight percent on average.

Annual fixed-route ridership and service hours by route for 2019 is shown in **Table 2**. While two of the highest ridership routes were the *Swift* BRT routes, other routes with high ridership included both local and commuter routes such as routes 413, 116, and 202.

*Figure 2. Annual Fixed-route Ridership and Service Hours.*



Source: Fehr & Peers, 2022.

*Table 2. Fixed-route Ridership and Service Hours (2019).*

Route	Ridership	Service Hours
<b>101</b>	360,003	18,715
<b>105</b>	242,661	22,228
<b>106</b>	49,728	6,598
<b>107</b>	11,855	1,383
<b>109</b>	141,627	19,831
<b>111</b>	9,595	890
<b>112</b>	222,595	14,707
<b>113</b>	351,643	20,279
<b>115</b>	441,878	28,501
<b>116</b>	481,264	30,502
<b>119</b>	190,362	16,765



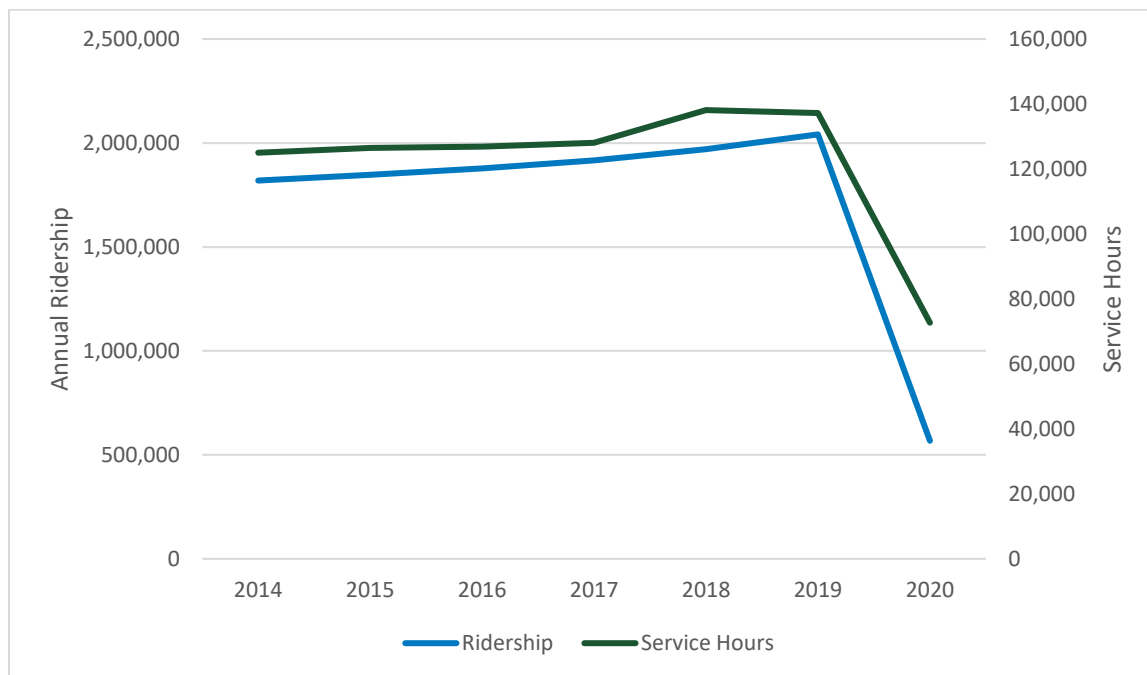
<b>120</b>	229,797	18,050
<b>130</b>	276,236	17,381
<b>196</b>	259,014	18,624
<b>201</b>	432,551	28,641
<b>202</b>	475,317	31,975
<b>209</b>	103,329	14,182
<b>220</b>	60,482	4,742
<b>222</b>	102,286	14,815
<b>227</b>	16,951	1,549
<b>230</b>	5,821	1,521
<b>240</b>	56,911	10,960
<b>247</b>	18,075	1,698
<b>270</b>	59,815	5,639
<b>271</b>	165,340	18,567
<b>280</b>	140,801	15,526
<b>402</b>	336,347	6,865
<b>405</b>	67,097	2,400
<b>410</b>	151,818	4,008
<b>412</b>	261,572	8,534
<b>413</b>	519,846	11,931
<b>415</b>	343,717	7,530
<b>416</b>	65,388	3,079
<b>417</b>	77,112	3,480
<b>421</b>	199,266	6,473
<b>422</b>	63,104	2,990
<b>424</b>	35,288	1,729
<b>425</b>	93,525	3,559
<b>435</b>	154,678	4,837
<b>Swift Blue Line</b>	1,916,963	64,613
<b>Swift Green Line</b>	499,212	41,084
<b>810</b>	86,434	3,258
<b>821</b>	50,135	2,630
<b>855</b>	128,848	3,765
<b>860</b>	176,963	5,969
<b>871</b>	15,6351	5,916
<b>880</b>	13,7184	5,915

Source: Fehr & Peers, 2022.

## Paratransit Service

Community Transit provides paratransit service to connect eligible riders to destinations and services. The service hours and ridership for the last seven years are shown in **Figure 3**. Through 2019, ridership and service hours had increased approximately two percent annually.

*Figure 3. Paratransit Service Hours and Ridership*



Source: Fehr & Peers, 2022.

## Vanpool Service

Community transit provides safe, reliable vans so that groups can commute together to save time, money, and the reduce carbon emissions. Trips must start or end in Snohomish County. Each vanpool must have at least one driver and one bookkeeper. As of 2020, there were over 260 active vanpools with over 300,000 boardings.

## COVID-related changes

In response to the COVID-19 pandemic, more employers encouraged working from home and CT reduced transit service in response to decreasing ridership demand. As previously shown in **Figure 2**, ridership decreased by almost 50 percent in 2020 compared to 2019 and service hours decreased by 20 percent. Service levels were raised back to 90 percent of pre-COVID levels in 2021 and further increases in service in 2022 is being impacted by operator availability. CT currently assumes ridership will return to 2019 levels in the 2025-2026 timeframe; however ridership demand may change longer-term with the increase in telecommuting, amplified by the COVID-19 impacts.

# Local and Regional Plan Integration

Local and regional agency plans were reviewed to inform the Long Range Plan update (see **Table 3**). Relevant key take aways include regional and local planned increase in population and employment density, planned transit expansions from other transit agencies, and transit goals such as desired areas for transit service expansion or increased frequency.

*Table 3. Local and Regional Plan Review Summary*

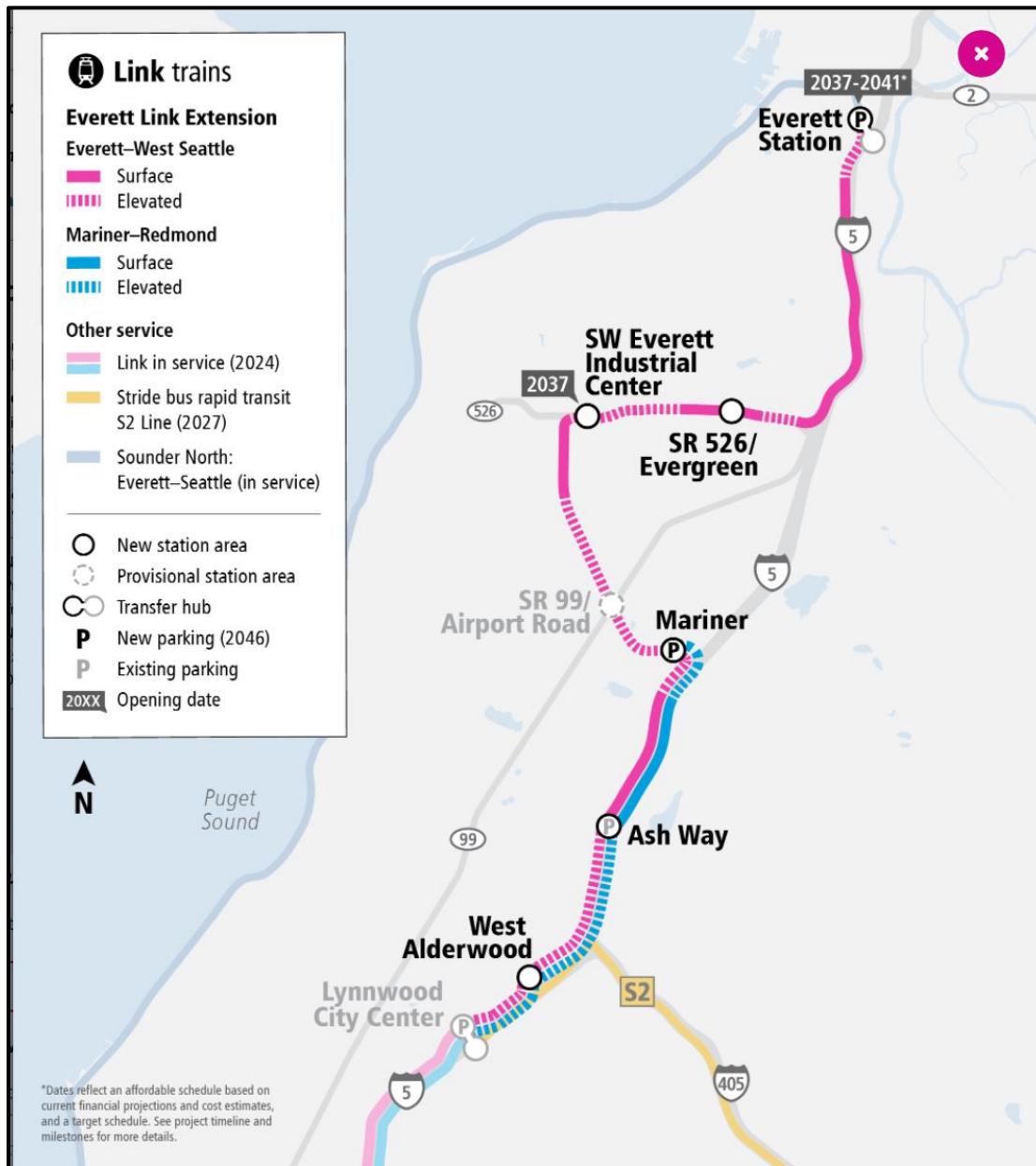
Plan Name (Agency, Year)	Key Takeaways
<b><i>VISION 2050 (PSRC, 2020)</i></b>	<ul style="list-style-type: none"> <li>• The Puget Sound Regional Council develops population and employment growth forecasts for the region. VISION 2050 calls for cities and counties to support the building of more diverse land uses to encourage and accommodate transit supportive environments.</li> <li>• VISION 2050 specifically calls for the increased focus of communities of color, low- and very low-income households, and historically underserved communities.</li> <li>• VISION 2050 focuses greater amounts of growth within regional growth centers and high-capacity transit station areas. By 2050, more than 2 million people will be connected by the high-capacity transit system, and transit ridership is expected to more than double.</li> <li>• VISION 2050 identified Lynnwood, Canyon Park, and Everett as regional growth centers in Snohomish County, with Paine Field/Boeing and Cascade identified as Manufacturing Industrial Centers.</li> </ul>
<b><i>Transportation 2040 (PSRC, 2014)</i></b>	<ul style="list-style-type: none"> <li>• Transportation 2040 supports VISION 2040 in accommodating regional growth through implementation of diverse and equitable transportation options.</li> <li>• Emphasis on the relationship between land use and transportation is key, including prioritizing urban growth centers and equipping centers with an array of transportation options, which in turn reduces carbon emissions by relying on cleaner modes of travel and alternative energy sources.</li> </ul>
<b><i>The Regional Transportation Plan (PSRC, 2018)</i></b>	<ul style="list-style-type: none"> <li>• The long-range vision for the region focuses on investments in places where growth is planned to occur while also minimizing impacts on the natural environment, promoting businesses and institutions, and improving transportation choices.</li> <li>• Transit projects in Snohomish County include the Lynnwood Link, Lynnwood to Everett, and Swift Orange and Green Line extensions.</li> </ul>
<b><i>Long Range Transit Plan (Community Transit, 2011)</i></b>	<ul style="list-style-type: none"> <li>• The LRP proposed a new transportation paradigm integrating land use, infrastructure, and transit service in a multi-modal corridor vision.</li> <li>• Investment in efficient transit services consolidated on productive corridors with time-saving infrastructure and transit-oriented land use is a cost-effective strategy to accommodating urban growth.</li> </ul>

<b><i>Transit Development Plan 2021-2026 (Community Transit, 2020)</i></b>	<ul style="list-style-type: none"> <li>• The COVID-19 pandemic reaffirms the important of public transit in providing people with needed mobility and access; the need for the bus rapid transit network will continue to grow as users have continues to rely on BRT service.</li> <li>• Other important priorities include connecting with the Link light rail, first at Northgate which has just developed (2021). Priorities also include expanding service and innovating with new/alternative service development, which includes research and development for new and flexible transportation options.</li> </ul>
<b><i>Transit Development Plan 2019-2024, (Skagit Transit, 2019)</i></b>	<ul style="list-style-type: none"> <li>• Skagit Transit aims to maintain efficient fixed route service, a growing vanpool program, and maintain ADA complementary transit service within three-quarters of a mile of local fixed routes.</li> <li>• Skagit Transit also plans to modestly enhance and expand service into underserved and unserved urban areas and to enhance service to rural areas where demand has exceeded service.</li> </ul>
<b><i>Snohomish County Comprehensive Plan (Snohomish County, 2018)</i></b>	<ul style="list-style-type: none"> <li>• Snohomish County is experiencing large population and employment growth towards the year 2035.</li> <li>• Snohomish County aligns with the PSRC Vision 2035 goals in concentrating urban growth within compact urban centers. Urban centers encourage transit use, pedestrian activity, and bicycle connections.</li> <li>• Auto travel will continue to be the primary mode of transportation within rural areas and connecting rural areas to urban areas. Public transportation service to and from rural areas is likely to be demand-responsive type service.</li> </ul>
<b><i>Everett Comprehensive Plan (Everett, 2015)</i></b>	<ul style="list-style-type: none"> <li>• City of Everett and Puget Sound Regional Council (PSRC) envision a large job and population growth in the next twenty years. By 2040, local transit service is expected to grow by 20 to 25 percent over the next twenty years.</li> <li>• City of Everett objectives include prioritizing transit service into the areas that will see the greatest growth, ensure that level of transit service is supported by future household and job density, and restructure routes to integrate with regional transit investments.</li> <li>• The light rail is anticipated to reach Everett by 2036-2041, so Everett will be working towards regional changes surrounding that implementation.</li> </ul>
<b><i>Lynnwood Comprehensive Plan (Lynnwood, 2015)</i></b>	<ul style="list-style-type: none"> <li>• Goal for the transportation system is to provide mobility options for residents, visitors, and commuters through a balanced transportation system. Regarding transit growth, there are currently two Transit Oriented Development (TOD) projects in Lynnwood that would rely on the extensions of High-Capacity Transit (HCT).</li> <li>• Overall, the Plan's transit goals include working with transit providers to make transit travel an attractive option for users, operate transit efficiently, and work with developers and transit agencies to integrate facilities into new types of developments and centers.</li> </ul>
<b><i>Mukilteo Comprehensive Plan (Mukilteo, 2015)</i></b>	<ul style="list-style-type: none"> <li>• The city supports and encourages Community Transit, Everett Transit, and Sound Transit to expand bus service to meet growing demand along the City's principal and minor arterial streets and to improve regional transportation linkages for all modes.</li> <li>• Public transportation facilities should be integrated into land development where appropriate and into the design and maintenance of public roads, which in turn involves the city encouraging mixed-use projects and land use relationships that decrease automobile dependency.</li> <li>• The City wants to investigate the feasibility of building a remote Park and Ride facility for waterfront visitors.</li> </ul>
<b><i>Monroe Comprehensive Plan (Monroe, 2015)</i></b>	<ul style="list-style-type: none"> <li>• Monroe has a Park-and-Ride and designated bus stops in the city and the city strives to create a welcoming transit environment by partnering with Community Transit to enhance stop amenities and provide safe access to the transit system.</li> </ul>

<p><b><i>Bothell Comprehensive Plan (2015)</i></b></p>	<ul style="list-style-type: none"> <li>• Bothell has goals to partner with both public and private entities to develop a coordinated and efficient transportation system.</li> <li>• The city supports the expansion of the regional transit system, including Park-and-Ride facilities, transit service frequency, and new High Capacity Transportation modes such as Bus Rapid Transit.</li> <li>• The city supports transit for both local and through trips and envisions more local circulator service to interconnect residents with the regional transit service.</li> </ul>
<p><b><i>Everett Transit Long Range Plan (2018)</i></b></p>	<ul style="list-style-type: none"> <li>• The Everett Transit Long Range Plan envisions a future transit system to support the job and population growth forecast within the City of Everett and the region over the next twenty years.</li> <li>• By 2040, local transit service is expected to grow by 20 to 25 percent, with a focus on restructuring service to be more efficient and to leverage future light rail investments.</li> </ul>
<p><b><i>Regional Transit System Plan (Sound Transit 2, 2008)</i></b></p>	<ul style="list-style-type: none"> <li>• With ST2 in place, Sound Transit ridership is projected to grow to over 100 million per year in 2030. The system will also have additional capacity to absorb future growth well beyond 2030.</li> <li>• New investments are estimated to cost approximately \$13.4 billion to construct over the next 15 years; these investments include regional express bus, commuter rail and light rail facilities.</li> <li>• ST2 also identifies transit improvements that will improve transit travel times, with Lynnwood - University of Washington saving nearly 30 minutes of travel time and Lynnwood - Seattle 17 minutes saved.</li> </ul>
<p><b><i>Sound Transit 3 (Sound Transit, 2016)</i></b></p>	<ul style="list-style-type: none"> <li>• ST3 provides the next phase of high-capacity transit improvements for central Puget Sound. The ST3 system plan will improve and expand the regional mass transit system by connecting the major cities in King, Pierce and Snohomish counties with light rail, Bus Rapid Transit (BRT), express bus and commuter rail.</li> <li>• Light rail system will more than double again to 116 miles with over 80 stations while also investing in Bus Rapid Transit (BRT) in two corridors.</li> <li>• Sound Transit 3 extends light rail north from the Lynnwood Transit Center to downtown Everett as shown in <b>Figure 4</b></li> </ul>

Source: Fehr & Peers, 2022.

Figure 4. ST3 Expansion in Snohomish County.



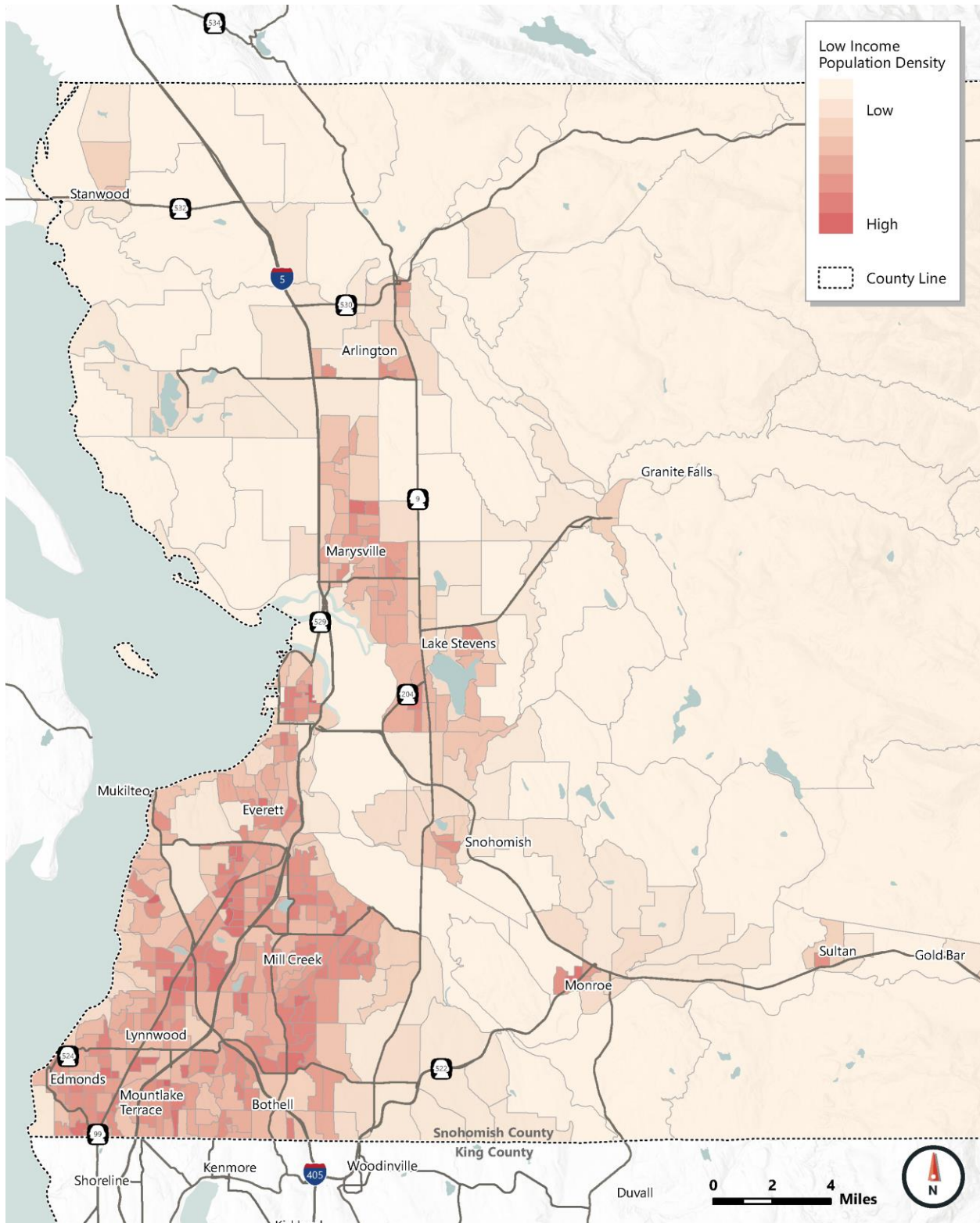
Source: Sound Transit, 2021.

# Land Use and Demographics

The following **Figure 5** through **Figure 9** shows the population density for demographic groups defined as “priority populations” within Snohomish County. This includes low-income households, communities of color, foreign-born populations, people with disabilities, and limited-English speaking populations. In general, most of the demographic groups exhibit similar density patterns. The highest densities for most populations are generally along the SR-99 corridor in Lynnwood and Everett, in northern Marysville, portions of Edmonds and Mountlake Terrace.



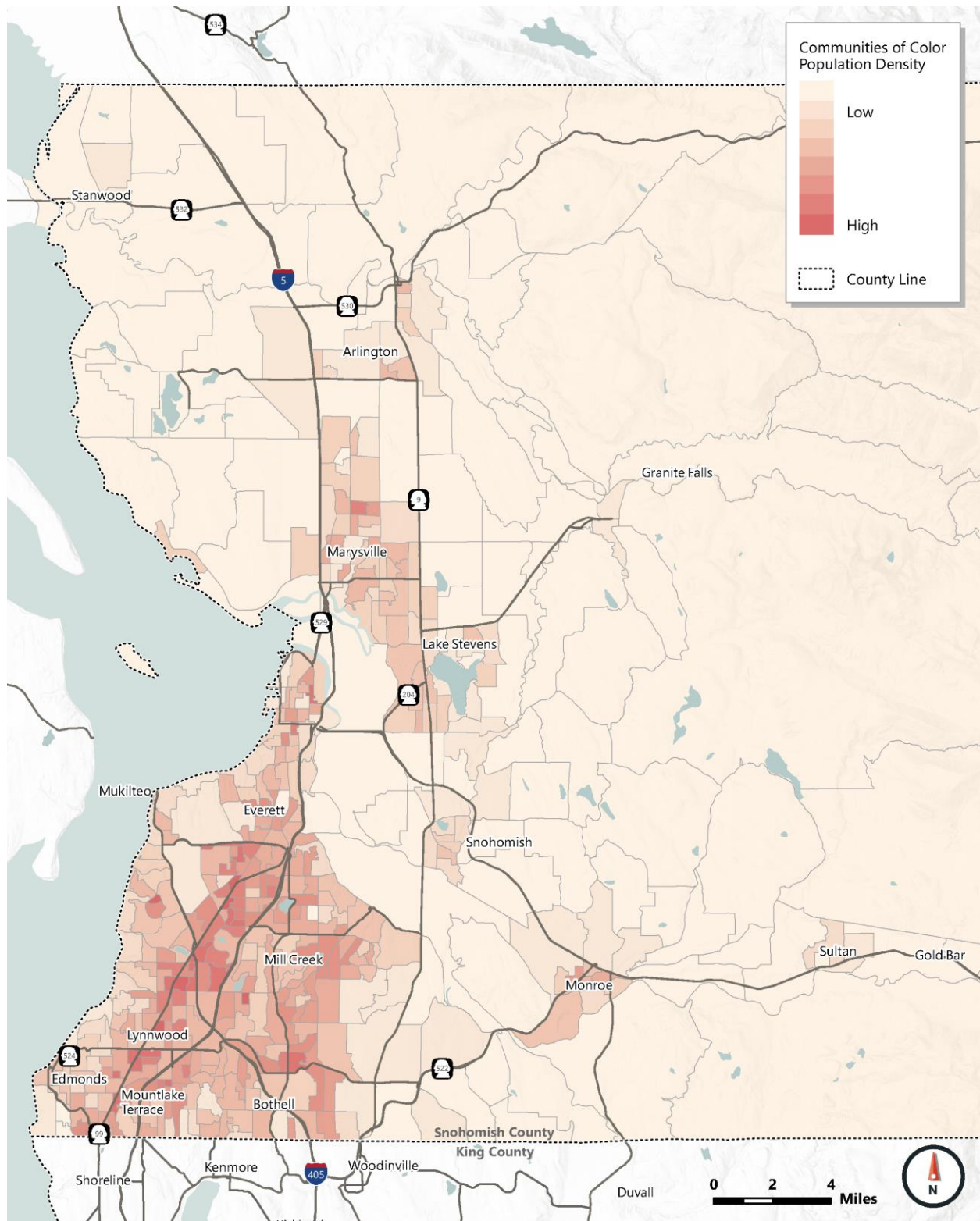
Figure 5. Priority Population Density – Low-income Households



Source: Fehr & Peers, 2022; American Community Survey 5-year (2015-2019) Data.

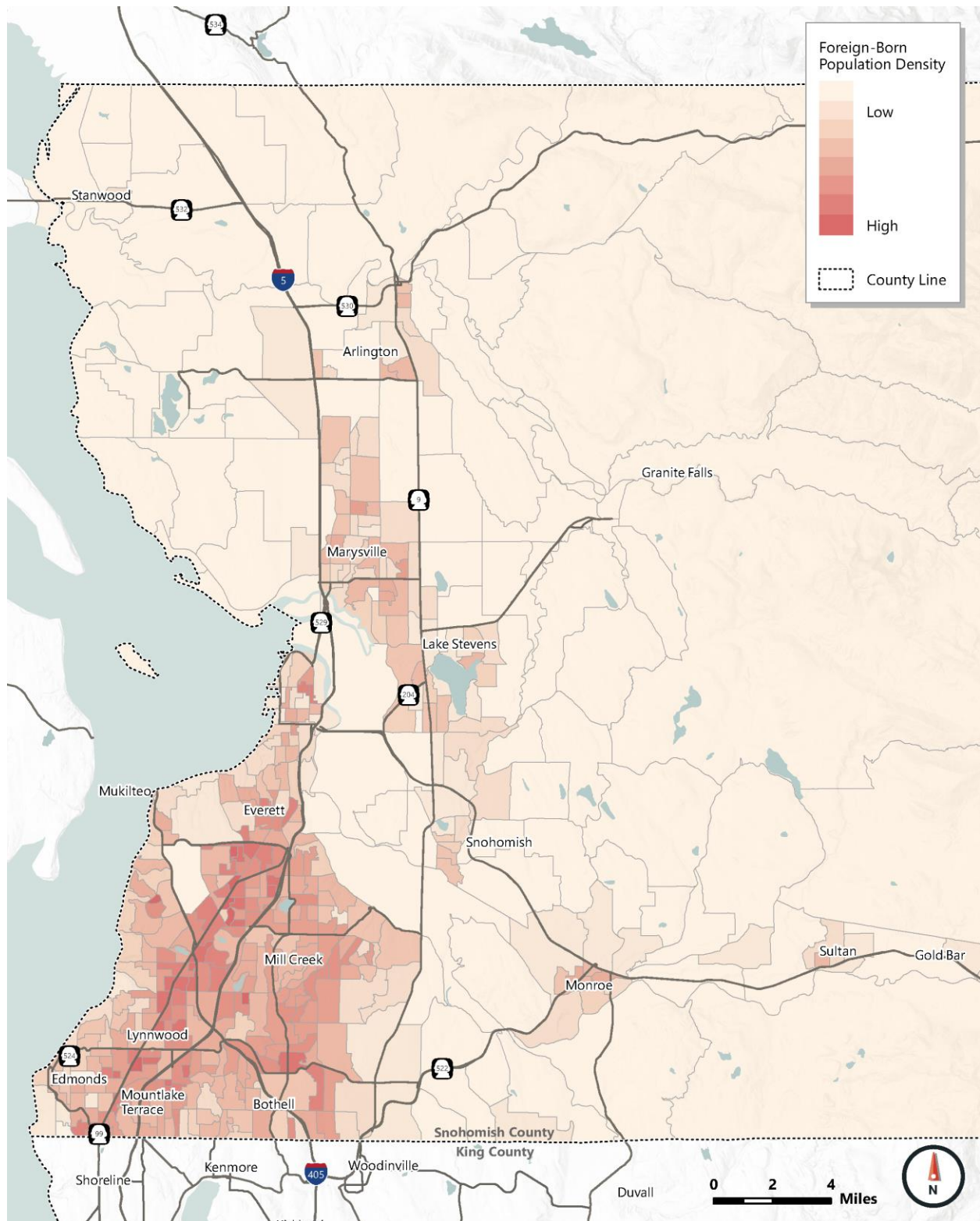


Figure 6. Priority Population Density – Communities of Color



Source: Fehr & Peers, 2022; American Community Survey 5-year (2015-2019) Data.

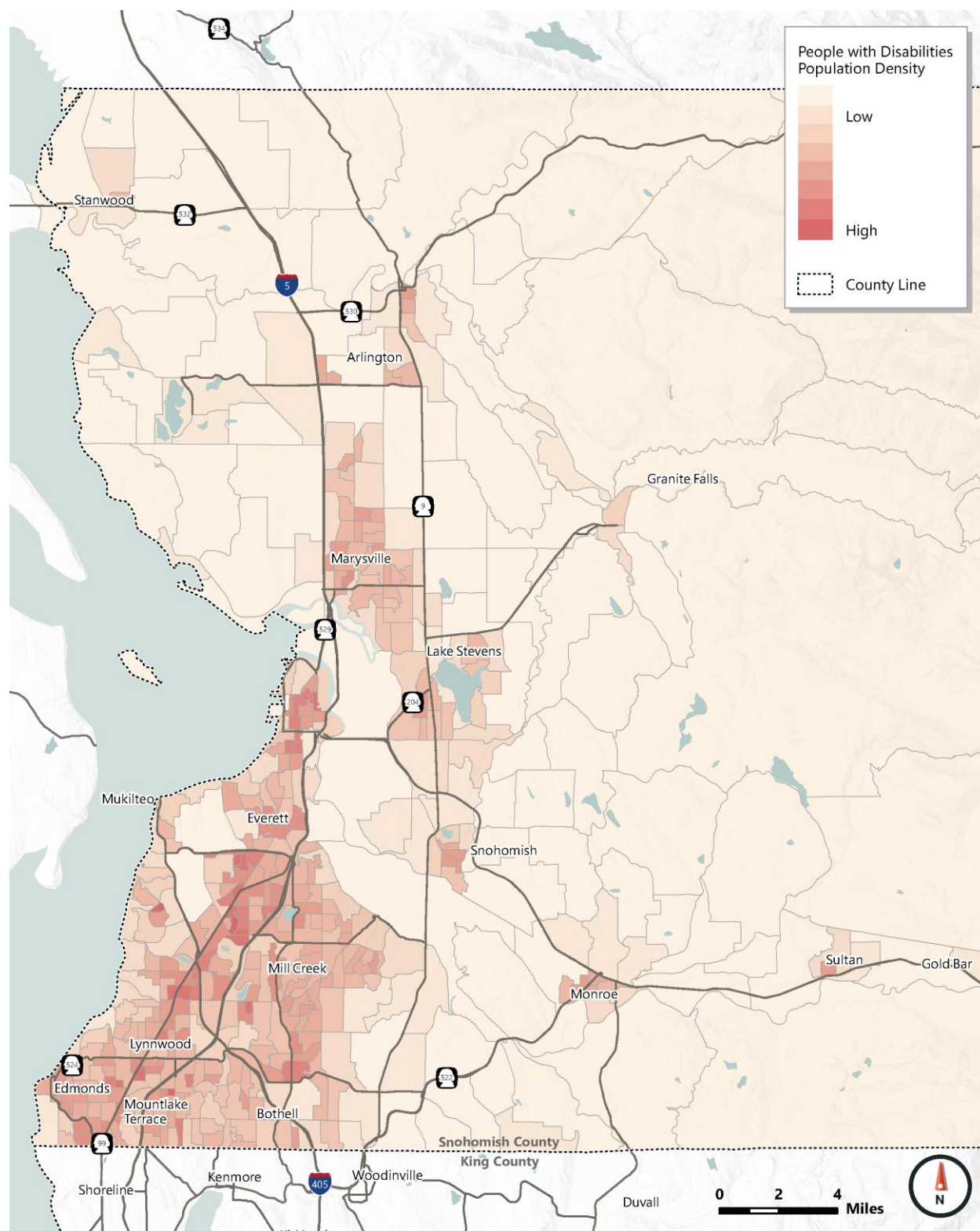
Figure 7. Priority Population Density – Foreign-born Populations



Source: Fehr & Peers, 2022; American Community Survey 5-year (2015- 2019) Data.

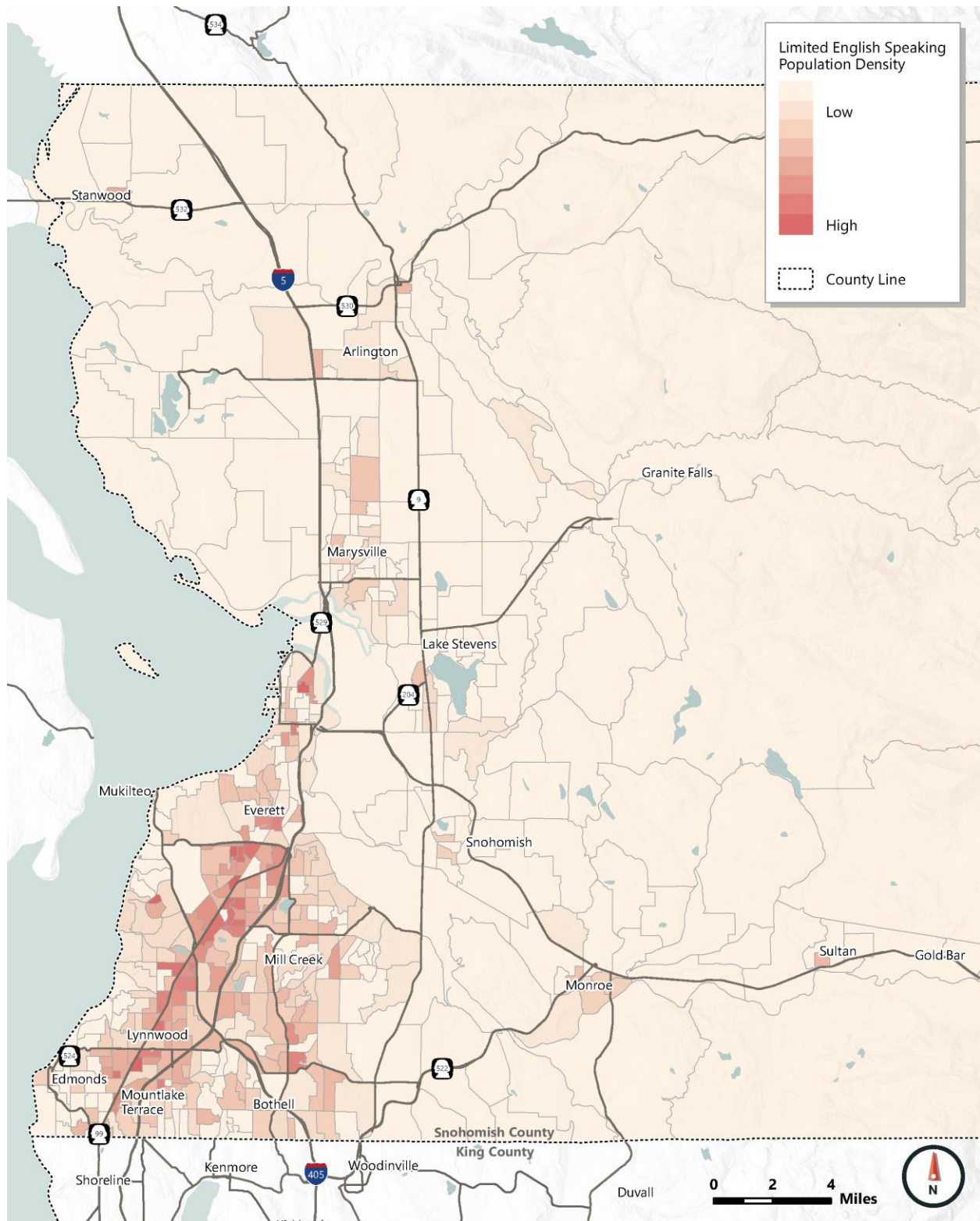


Figure 8. Priority Population Density – People with Disabilities



Source: Fehr & Peers, 2022; American Community Survey 5-year (2015-2019) Data.

Figure 9. Priority Population Density – Limited English Speaking Populations



Source: Fehr & Peers, 2022; American Community Survey 5-year (2015-2019) Data.

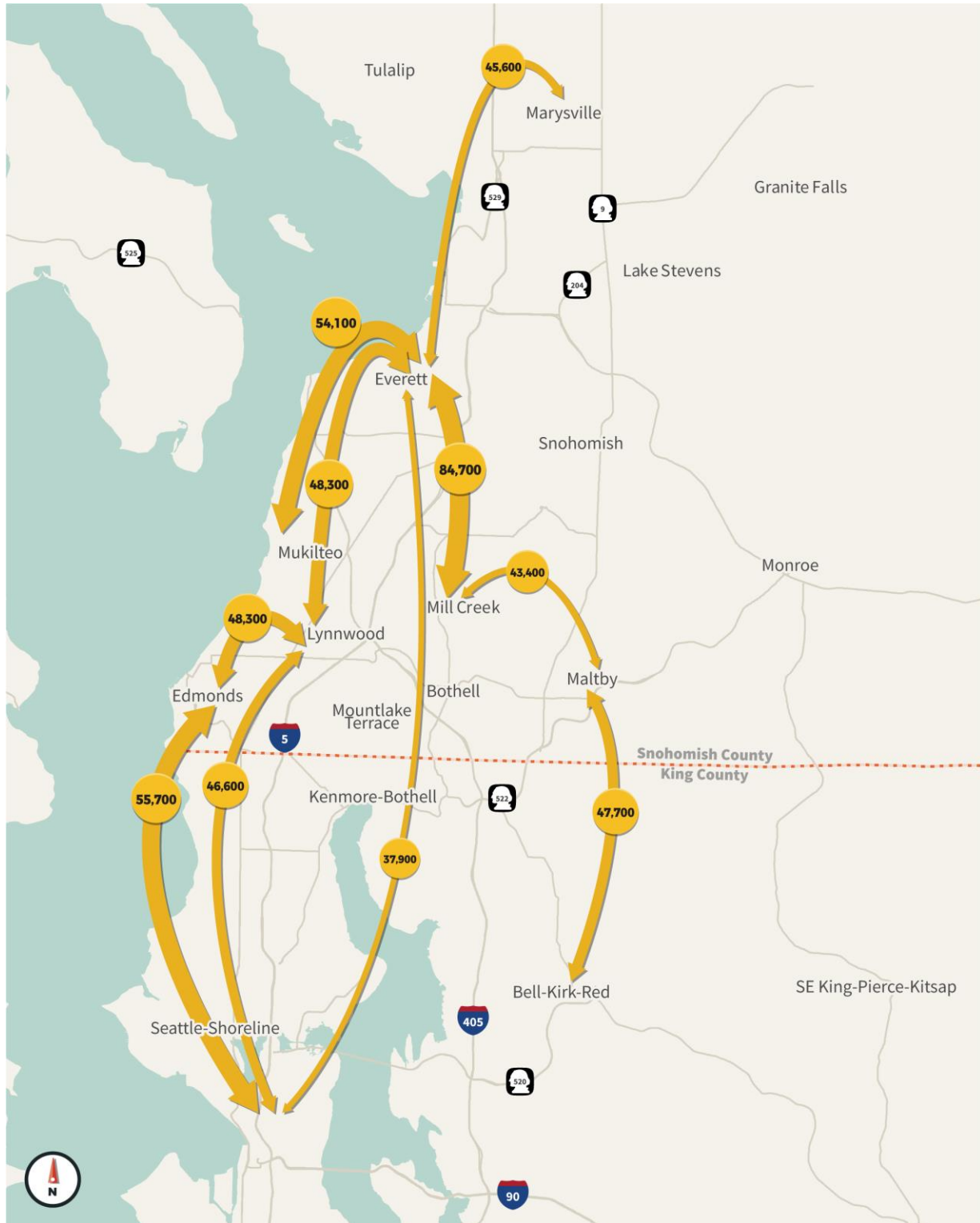
## Current and Future Origin-Destination Patterns

A *Transit Travel Demand Market Evaluation* was completed for CT in 2020 to evaluate the potential service changes with the upcoming high capacity transit expansion in the region (Link light rail expansions north to Lynnwood and Everett, expansions east to Bellevue, and I-405 Stride BRT). The market study helped inform potential transit service restructuring and reinvestments to local service. **Figure 10** shows the top ten travel flows in the CT service area for all weekday trips (and all modes). Of note is the relatively higher local intra-county demand, such as between Lynnwood and Edmonds, which is equal to the travel demand observed between Lynnwood and Seattle. This information will inform the future scenario analysis through the evaluation of potential improved service connections to better serve areas of higher demand.

The study identified additional opportunities for CT to consider:

- Create more east-west connections to future Link stations, particularly Lynnwood TC to benefit both Stride and Link. Provide all day connections to Link and Swift.
- Consider expanding PTBA to include the Maltby/SR 9 corridor area.
- Focus investments on higher density areas in the SW county and service gaps in the south county area such as North Road and Meadow Road.
- Consider ride hailing partnerships to replace Brier to Mountlake Terrace service
- Consider autonomous shuttle in Canyon Park and at Paine Field and Boeing.
- Advocate for denser land use densities at strategic nodes along Route 116 west of SR 99 and east of SR 527, Alderwood Mall area, 164th/I-5 interchange, along 128th and 132nd Street corridors, and within Snohomish, Lake Stevens, Arlington, and Marysville. Also along 220th Street near SR 99, along 148th Street, and near Ash Way. Increase density along the Swift Green Line in Mill Creek and around Paine Field.
- Increase feeder route frequency to Park & Rides and directness to residential neighborhoods. Also advocate for improved pedestrian and bike access to park & rides.

Figure 10. Top Ten Travel Flows with the CT Service Area – All Day.

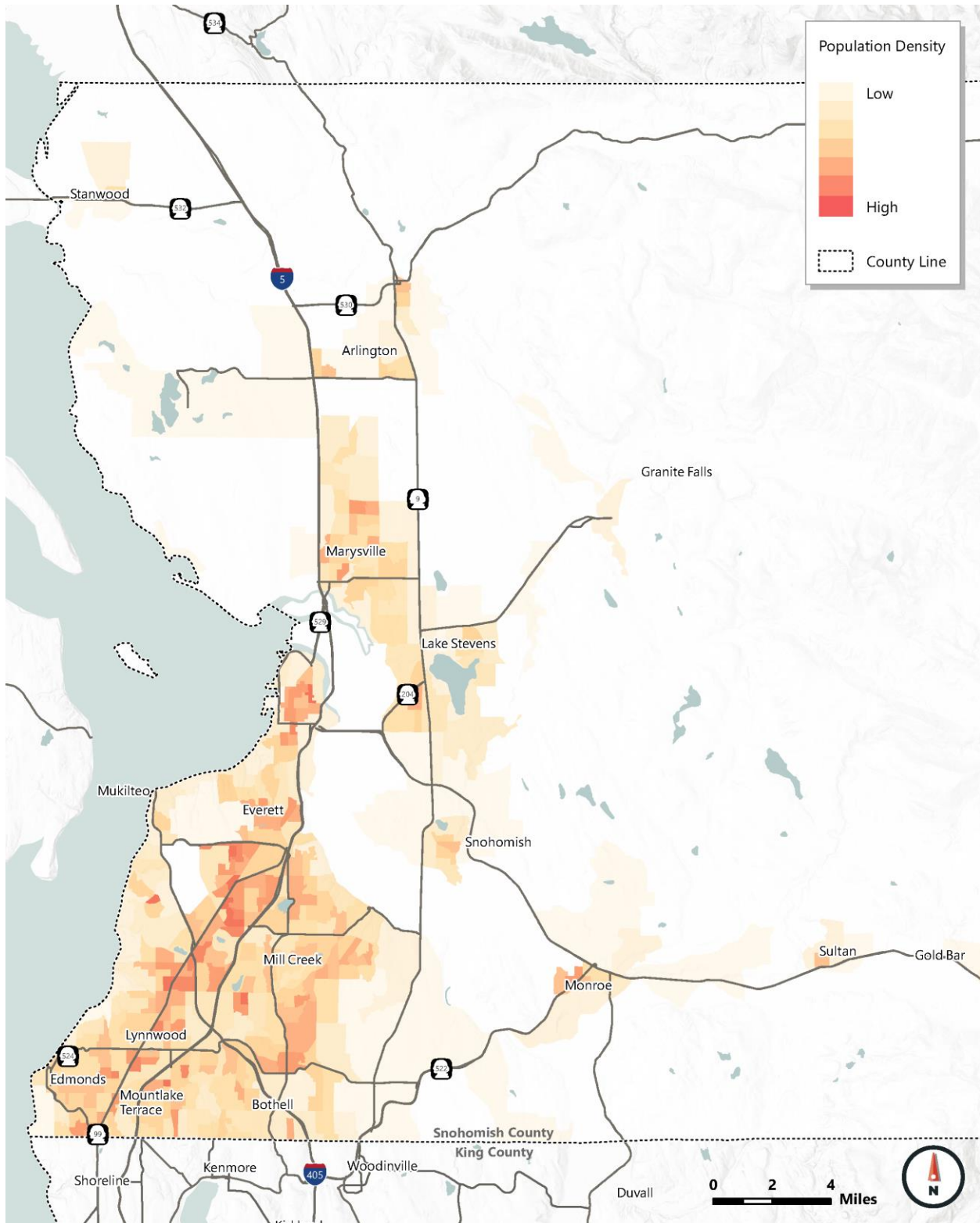


Source: Fehr & Peers, 2022.



Existing and future population and employment densities and percent growth maps are shown in **Figure 11** through **Figure 13**. Planned population and employment growth in the region can identify where transit service investments can best serve new areas of demand. The largest increase in population and employment is forecast along the SR-99 corridor between Edmonds and Everett, in employment areas such as Canyon Park in Bothell, Boeing in Everett, and in subareas in communities across Snohomish County, such as Arlington, Marysville, Monroe, and Mountlake Terrace.

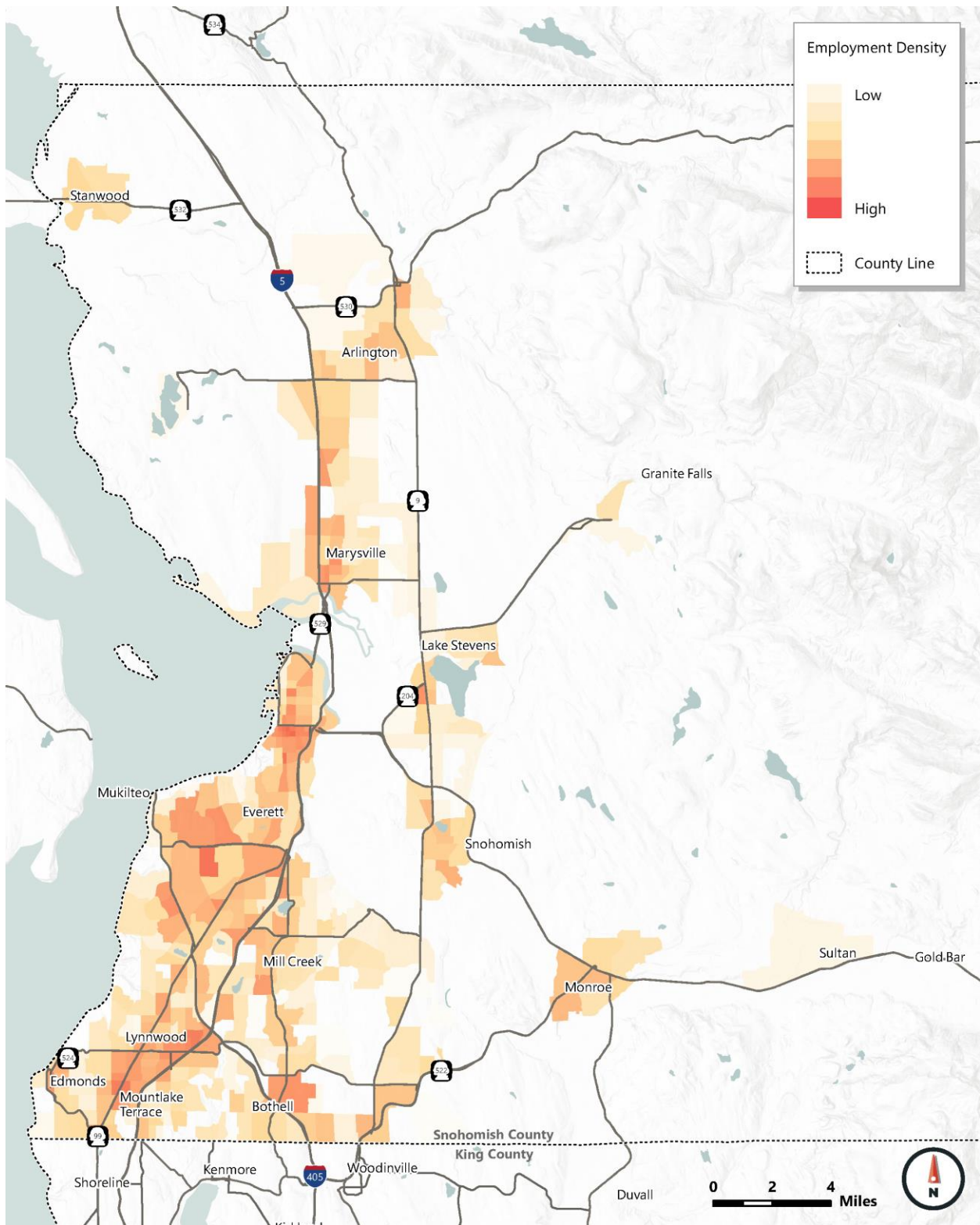
Figure 11. Existing Population Density for Snohomish County



Source: Fehr & Peers, 2022.

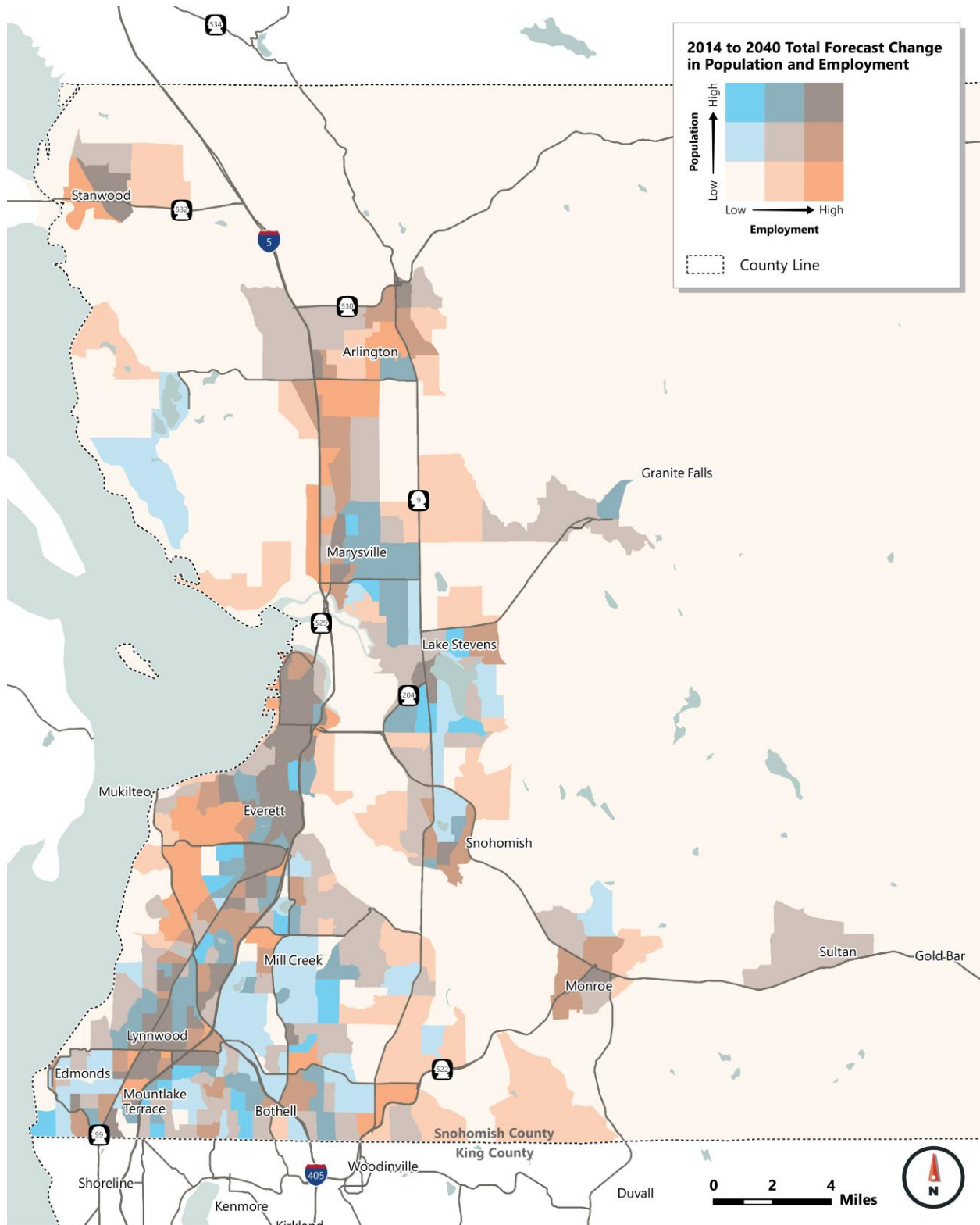


Figure 12. Existing Employment Density for Snohomish County



Source: Fehr & Peers, 2022.

Figure 13. Population and Employment Growth Projected for Snohomish County (Percent Change)



Source: Fehr & Peers, 2022

# Capital Elements

The following describes CT's capital facilities, which include rolling stock, non-revenue service vehicles and equipment, and facilities.

## Revenue Vehicle Fleet

The revenue vehicle fleet are summarized in **Table 4** with the planned fleet purchases shown in **Figure 14**.

*Table 4. Existing Fleet (As of December 2020)*

Bus Type	Fuel Type	Vehicles
30 Foot Bus	Diesel	13
40 Foot Bus	Diesel	102
40 Foot Bus	Hybrid	15
60 Foot Bus	Diesel	74
Double Tall Bus	Diesel	69
<i>Swift</i> Bus	Hybrid	15
<i>Swift</i> Bus	Diesel	18
DART	Gasoline & Diesel	52
Vanpool	Gasoline	461

Source: Community Transit TDP, 2021.

Figure 14. Planned Fleet Purchases 2021-2026

YEAR OF ORDER	2021	2022	2023	2024	2025	2026
<b>BUS FLEET REPLACEMENT</b>						
40 Foot Bus		12			24	
60 Foot Bus	8					
Double Tall Bus				23		
Swift BRT			15			
<b>BUS FLEET EXPANSION</b>						
40 Foot Bus						
60 Foot Bus						
Double Tall Bus						
Swift BRT		21				13
<b>VANPOOL REPLACEMENT</b>						
Vanpool Van		35	35	35	35	35
<b>VANPOOL EXPANSION</b>						
Vanpool Van						
<b>DART REPLACEMENT</b>						
DART Bus	13	11	15		13	13

Source: Community Transit TDP, 2021.

## Capital Facilities

Transit stops, park & rides, and the operating and distribution bases are shown in **Figure 15**. There are over 1,600 transit stops served by CT, with the majority in Snohomish County. Community Transit also serves 29 park & rides in Snohomish County (both owned and not-owned by CT) with capacity for almost 8,000 vehicles and 175 bicycles. The primary operating and maintenance base is the Merrill Creek Operating Base in Everett, with other supporting facilities in Everett.

Figure 15. Facilities (Maintenance Bases, Park & Riders, Transit Centers)



Source: Fehr & Peers, 2022.



## Facilities Master Plan

To support increased service over the next decade and beyond, a multi-year Facilities Master Plan is underway that expands the capacity of the systems through several programs as shown in **Figure 16**. The focus is primarily on supporting facilities, such as the expansion of the Merrill Creek administration building and maintenance operations, with completion of all phases planned for 2025.

*Figure 16. Facilities Master Plan Phases.*



Source: Community Transit TDP, 2021.

# Transportation Options

A summary of transportation programs CT supports are described below. Additional information is available online at [www.communitytransit.org](http://www.communitytransit.org).

## Commute Trip Reduction

- Partnership with WSDOT, Snohomish County, and City of Bothell. CT develops transportation demand management programs (TDM) to for large worksites to meet the Washington State Commute Trip Reduction Efficiency Act.

## Travel Training Program

- Free program teaches the basic skills needed to ride Community Transit bus service. This can particularly benefit senior citizens, persons with disabilities, those with limited English proficiency, and new riders. Group or individual trainings are available.

## Title VI Program

- Community Transit ensures all programs and services do not discriminate on basis of race, color, or national origin. The program is updated every three years and
  - Measures impacts to minority and low-income populations when making service and fare changes.
  - Engages minority populations in public outreach efforts.
  - Takes reasonable steps to ensure meaningful access to individuals who are limited English proficient (LEP).

## Van GO

- CT grants wheel chair accessible minibuses and mini 15-passenger vans to qualifying non-profit organizations in Snohomish County to assist seniors, disabled persons, and youth affected by service cuts after the passage of Initiative-695.

## Lynnwood Pilot

- Microtransit pilot study located in a designated area of Lynnwood. Users are able to request pick-up and drop-off using a phone application or by calling. This is a flexible service with no schedules, meets people where they are, are wheelchair accessible, and can be paid with an ORCA card.

**Appendix C**

**System Plan Development Memo**



# Memorandum

Date: September 2023  
To: Community Transit  
From: Fehr & Peers  
**Subject: System Plan Development Summary**

*SE21-0808*

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## Background

This memorandum provides a summary of the data and analysis conducted to develop the System Plan for Journey 2050, Community Transit's Long Range Plan Update. The analysis considered several factors and leveraged data that captured existing and future conditions to establish a framework for service. The outcomes of this analysis informed the development of the final system plan by incorporating additional elements such as public outreach and the local and regional planning context.

The memorandum summarizes three distinct assessments: segment-level analysis, transit emphasis corridor assessment, and emerging gaps analysis.

## Service Hour Budget

An estimate of the total service hours available in 2050 provided an initial framework for the approximate distribution of service levels across Snohomish County. The Puget Sound Regional Council (PSRC) VISION 2050 Comprehensive Plan assumed growth in transit service to support growth in housing and jobs across the region. The modeling conducted for VISION 2050 estimated an approximate 900,000 annual in-service hours in 2050, which equates to approximately 1.15 million annual revenue hours<sup>1</sup>. The projections were compared to the original 2011 Community Transit Long Range Plan forecasts which assumed a three percent annual growth rate in service hours. Applying a three percent annual growth rate to the existing

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<sup>1</sup> For this planning purpose, revenue hours refer to all in-service hours plus layover hours required (consistent with reporting to the National Transit Database). The hours do not include any deadhead hours necessary to start from or return to base.

approximate 525,000 annual revenue hours deployed by Community Transit results in an estimated 1.2 million annual service hours by 2050; a value relatively close to the estimates provided by PSRC.

## Segment-Level Analysis

The segment-level analysis provided a more-detailed evaluation of the future network conditions by separating each potential future route into smaller segments for analysis. The data-driven approach offered an objective assessment of land use conditions at a smaller geography than a route's entire corridor to support the development of proposed levels of transit service for the system plan.

### Inputs and Assumptions

The inputs to the analysis included an initial draft 2050 network, existing and future land use conditions, and current demographic data. Data from the Puget Sound Regional Council (PSRC)

VISION 2050 land use forecasts provided base year and future year population and jobs density which was represented through traffic analysis zones (TAZ) which are approximately the size of a census tract.

Data from the Census Bureau<sup>2</sup> provided current demographic data summarizing the priority populations considered by Community Transit. Priority populations are defined by the following census variables and are given an associated weight to derive a combined "equity composite score":

Demographic Variable for the Equity Composite	Weighting for the Equity Composite Score
Non-white or Hispanic populations	40%
Population living 200% below the federal poverty line	30%
Limited English speaking households	10%
Foreign-born populations	10%
Persons with a disability	10%

The initial draft 2050 network was based on several inputs and assumptions:

- A draft 2024 network based on the most recent planning framework for the 2024 restructure with Lynnwood Link

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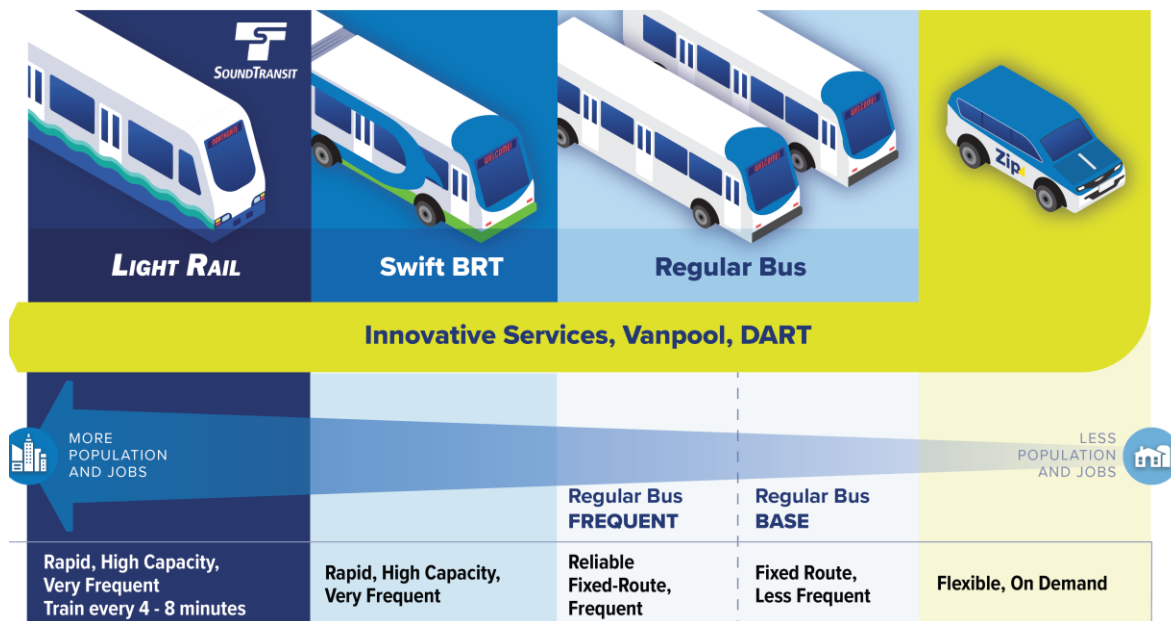
<sup>2</sup> The analysis utilized 2020 American Community Survey 5-year block, block group and tract-level data

- An updated draft 2024 network with minor routing changes and frequency updates
- A revised 2030 network that incorporated an assumed growth rate from the 2024 network and the planned Swift Gold Line
- Potential network truncations and restructures with Everett Link to remove any potential duplicative service, particularly along I-5

## Service Typology

The development of Journey 2050 generated a revised set of service types to define the different options offered by Community Transit. **Figure 1** summarizes the service types and the land use framework that guides the type and level of service.

**Figure 1. Journey 2050 Service Types**



An initial Draft 2050 Network developed for this analysis provided the general route structure and relative service types based on a set of frequency assumptions provided by Community Transit for service in 2030. Five additional potential future corridors<sup>3</sup> were also included in the analysis. The routes are listed in the table on the following pages.

**Table 1. Initial Draft 2050 Network Route Names and Proposed 2030 Service Levels**

Initial Draft 2050 Route Name	Proposed 2030 Service
101 Mariner P&R - Aurora Village	Regular - Base
102 Edmonds - Lynnwood	Regular - Freq

<sup>3</sup> The routes were based on corridors proposed for future local service in the original 2011 Long Range Plan

Initial Draft 2050 Route Name	Proposed 2030 Service
103 Seaway - Lynnwood	Regular - Freq
105 Mariner Park & Ride / Hardeson Road - Bothell	Regular - Base
112 Mountlake Terrace - Ash Way P&R via Lynnwood Station	Regular - Freq
114 Lynnwood - Aurora Village	Regular - Base
902 Mukilteo Ferry - Lynnwood via SR525 and Alderwood Mall Blvd	Express
119 Ash Way P&R - Mountlake Terrace	Regular - Base
120 Lynnwood - Bothell via Canyon Park	Regular - Base
121 Ash Way - Bothell via Canyon Park/North Rd/SR524	Regular - Base
130 Edmonds - Lynnwood via Aurora Village, Mountlake Terrace	Regular - Freq
132 Lake Stevens to Mariner Park & Ride	Regular - Base
166 Silver Firs - Edmonds	Regular - Base
201 Smokey Point - Lynnwood	Regular - Base
209 Smokey Point - Lake Stevens	Regular - Base
220 Arlington - Smokey Point	Regular - Base
222 Marysville - Tulalip	Regular - Base
223 Marysville - Quil Ceda circulator	Regular - Base
230 Darrington - Smokey Point	Regular - Base
240 Stanwood - Smokey Point	Regular - Base
270 Gold Bar - Everett	Regular - Base
271 Gold Bar - Everett via Monroe	Regular - Base
280 Granite Falls - Everett	Regular - Base
701 Swift Blue Everett - 185th St. North Shoreline Station	Swift
702 Swift Green Seaway - Bothell	Swift
703 Swift Orange McCollum Park - Edmonds College new	Swift
704 Swift Gold - Estimated	Swift
705 Future Swift Silver	N\A
901 Snohomish - Lynnwood Station	Express
903 Lake Stevens - Lynnwood via South Everett	Express
904 Marysville - Lynnwood via South Everett	Express

Initial Draft 2050 Route Name	Proposed 2030 Service
905 Stanwood - Lynnwood via Smokey Point, Marysville, and South Everett	Express
906 McCollum Park - Canyon Park via May's Pond	Express
907 Stanwood I-5 P&R - Seaway Transit Center	Express
908 Snohomish - I-405 STRIDE	Express
909 Edmonds - Mountlake Terrace	Express
1-Future Corridor Edmonds Beach-Canyon Park	Potential Future Corridor
2-NewLocal Mariner, 35th, Everett	Potential Future Corridor
3 NewLocal-Ashway,Meridian,Mariner	Potential Future Corridor
4-Future Smokey Pt-SR9	Potential Future Corridor
5 NewLocal-I405/195th-CanyonPark	Potential Future Corridor

## Methodology

Routes in the initial Draft 2050 Network were separated into two-mile long segments and were assigned a segment ID alphabetically, generally progressing from “a” to “z” in the direction from south to north and west to east. A buffer of a half-mile around each side of the routes was generated to calculate the associated metrics for each segment using spatial analysis. Results were generated for each two-mile segment and were also aggregated based on segments with similar characteristics to provide an additional summary of approximately three to six segments per route.

The 2050 population and employment totals within the corridor buffer areas were normalized by the area of the buffer (in acres) to generate the future-year population and employment density values. For the equity scoring, the individual demographic variables were converted into normalized z-scores based on the distribution of the values<sup>4</sup>. The equity composite score was calculated by weighting the z-scores of each demographic variable based on the previously described weighting values. A higher equity composite score for a segment means that there are generally higher percentages of priority populations within that segment compared to other segments in the system.

<sup>4</sup> Ex. An equity-based demographic variable such as percent of population below 200% of the federal poverty level was given a score between 0 and 1.0 based on its relative difference to the median value of all segment-level results assuming a normal distribution.

## Service Typology Framework

Two primary factors defined the service typology framework: future density values and a composite equity score. This is in line with the priorities of *efficiency*, *equity*, and the *environment* referenced in the development of Journey 2050. Future population and employment density provides an indication of the underlying demand for transit to *efficiently* allocate service as areas with greater density will support more frequent service. This generates more riders per operating hour and supports a level of frequency in areas that could allow more travelers to use transit instead of driving, thereby generating more *environmental* benefits by reducing vehicle emissions. Allocating more service in areas with higher proportions of priority populations results in a more *equitable* transit system; connecting the people who rely on transit the most to more opportunities.

With these concepts in mind, a service typology framework was applied to assign a service type based on a specific land use density threshold. The density threshold was adjusted down slightly for areas with a higher proportion of priority populations. The table below summarizes the density and equity composite score thresholds by service type.

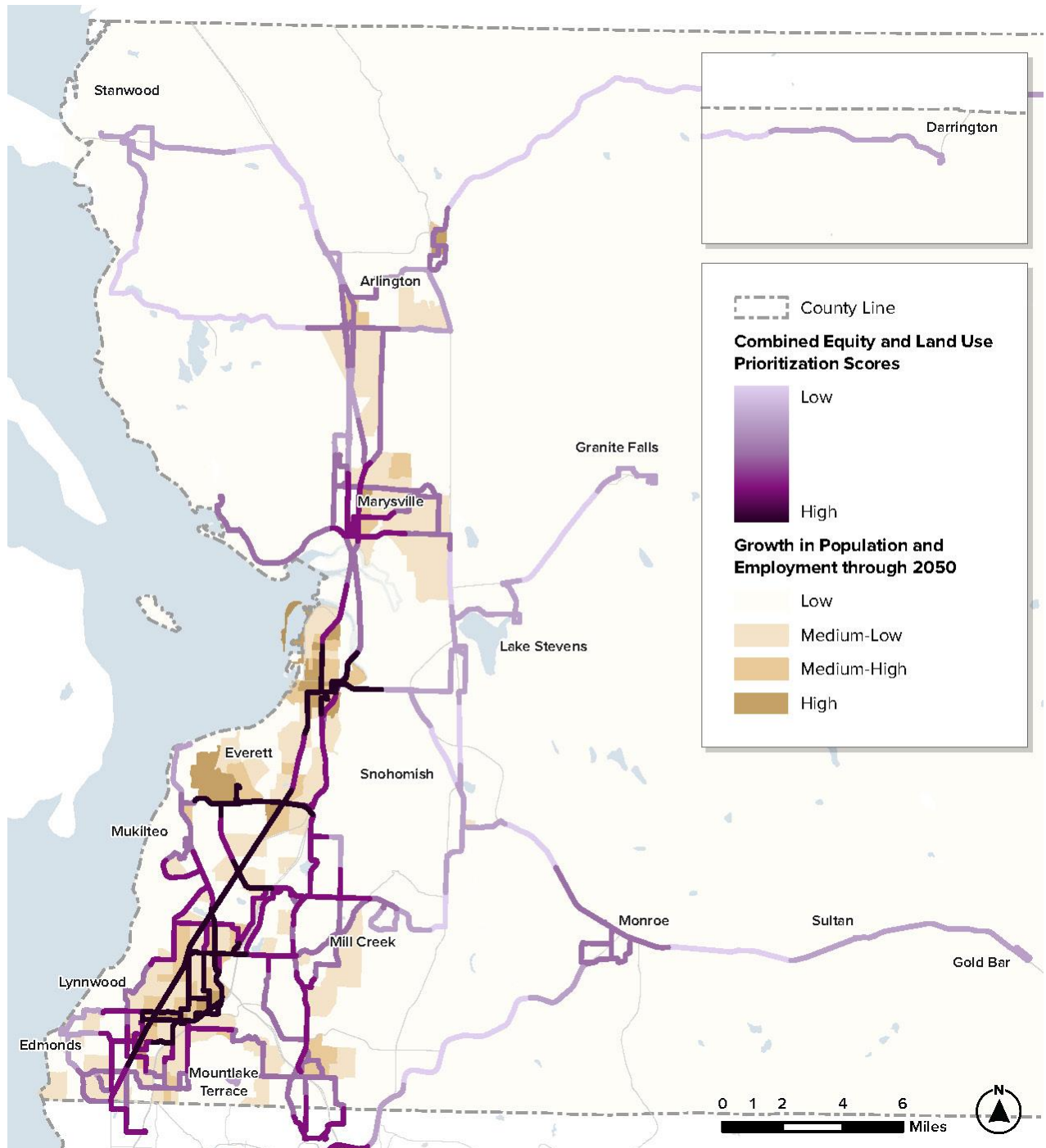
Service Typology	2050 Population and Employment Density (per acre)	
	Segments with Equity Score Less than .75	Segments with Equity Score Greater than .75
Other – Potential Innovative Services	<7	<5
Regular – Base	7 to 20	5 to 15
Regular – Frequent	20 to 30	15 to 25
Swift	> 30	> 25

## Service Typology Framework Results

The results of the service typology framework are shown in **Figure 2** and **Table 2** on the following pages. The original route names used for the initial Draft 2050 Network analysis are referenced however route names were adjusted for the development of the Final 2050 network. The population and job density and equity composite score thresholds provide the basis for the “Service Type Based on Typology” column.

The results of the typology analysis informed the development of the final 2050 Network by reviewing how overlapping service provided increased frequency, considering local context for different service types, and leveraging the additional analysis of the Transit Emphasis Corridors and Innovative Service Areas described later in this memo.

**Figure 2. Results of the Equity and Land Use Density Segment-Level Analysis**



**Table 2. Initial Draft 2050 Network Land Use Density and Composite Scoring Results**

Initial Draft 2050 Network Route Name	Larger Segment ID	2050 Pop+Job Density (per acre)	Equity Composite Score	Potential Service Type Based on Typology
101 Mariner P&R - Aurora Village	1	27	0.79	Swift
101 Mariner P&R - Aurora Village	2	23	0.85	Regular - Freq
101 Mariner P&R - Aurora Village	3	21	0.71	Regular - Freq
102 Edmonds - Lynnwood	1	15	0.23	Regular - Base
102 Edmonds - Lynnwood	2	25	0.65	Regular - Freq
102 Edmonds - Lynnwood	3	25	0.77	Swift
103 Seaway - Lynnwood	1	27	0.81	Swift
103 Seaway - Lynnwood	2	14	0.67	Regular - Base
105 Mariner Park & Ride / Hardeson Road - Bothell	1	14	0.58	Regular - Base
105 Mariner Park & Ride / Hardeson Road - Bothell	2	15	0.54	Regular - Base
105 Mariner Park & Ride / Hardeson Road - Bothell	3	17	0.73	Regular - Base
112 Mountlake Terrace - Ash Way P&R via Lynnwood Station	1	13	0.36	Regular - Base
112 Mountlake Terrace - Ash Way P&R via Lynnwood Station	2	25	0.80	Swift
112 Mountlake Terrace - Ash Way P&R via Lynnwood Station	3	22	0.71	Regular - Freq
114 Lynnwood - Aurora Village	1	20	0.60	Regular - Freq
114 Lynnwood - Aurora Village	2	25	0.66	Regular - Freq
114 Lynnwood - Aurora Village	3	29	0.92	Swift



<b>119 Ash Way P&amp;R - Mountlake Terrace</b>	1	15	0.39	Regular - Base
<b>119 Ash Way P&amp;R - Mountlake Terrace</b>	2	26	0.67	Regular - Freq
<b>119 Ash Way P&amp;R - Mountlake Terrace</b>	3	16	0.54	Regular - Base
<b>119 Ash Way P&amp;R - Mountlake Terrace</b>	4	22	0.71	Regular - Freq
<b>120 Lynnwood - Bothell via Canyon Park</b>	1	22	0.70	Regular - Freq
<b>120 Lynnwood - Bothell via Canyon Park</b>	2	13	0.40	Regular - Base
<b>120 Lynnwood - Bothell via Canyon Park</b>	3	14	0.53	Regular - Base
<b>121 Ash Way - Bothell via Canyon Park/North Rd/SR524</b>	1	22	0.76	Regular - Freq
<b>121 Ash Way - Bothell via Canyon Park/North Rd/SR524</b>	2	14	0.55	Regular - Base
<b>121 Ash Way - Bothell via Canyon Park/North Rd/SR524</b>	3	11	0.55	Regular - Base
<b>121 Ash Way - Bothell via Canyon Park/North Rd/SR524</b>	4	21	0.72	Regular - Freq
<b>130 Edmonds - Lynnwood via Aurora Village, Mountlake Terrace</b>	1	17	0.37	Regular - Base
<b>130 Edmonds - Lynnwood via Aurora Village, Mountlake Terrace</b>	2	15	0.54	Regular - Base
<b>130 Edmonds - Lynnwood via Aurora Village, Mountlake Terrace</b>	3	24	0.72	Regular - Freq
<b>132 Lake Stevens to Mariner Park &amp; Ride</b>	1	15	0.69	Regular - Base
<b>132 Lake Stevens to Mariner Park &amp; Ride</b>	2	8	0.26	Regular - Base
<b>132 Lake Stevens to Mariner Park &amp; Ride</b>	3	1	0.33	Other
<b>132 Lake Stevens to Mariner Park &amp; Ride</b>	4	9	0.33	Regular - Base
<b>132 Lake Stevens to Mariner Park &amp; Ride</b>	5	3	0.25	Other
<b>132 Lake Stevens to Mariner Park &amp; Ride</b>	6	11	0.33	Regular - Base
<b>166 Silver Firs - Edmonds</b>	1	14	0.20	Regular - Base

<b>166 Silver Firs - Edmonds</b>	2	22	0.76	Regular - Freq
<b>166 Silver Firs - Edmonds</b>	3	25	0.75	Regular - Freq
<b>166 Silver Firs - Edmonds</b>	4	17	0.69	Regular - Base
<b>166 Silver Firs - Edmonds</b>	5	13	0.49	Regular - Base
<b>1-Future Corridor Edmonds Beach-Canyon Park</b>	1	14	0.23	Regular - Base
<b>1-Future Corridor Edmonds Beach-Canyon Park</b>	2	17	0.47	Regular - Base
<b>1-Future Corridor Edmonds Beach-Canyon Park</b>	3	12	0.39	Regular - Base
<b>1-Future Corridor Edmonds Beach-Canyon Park</b>	4	18	0.65	Regular - Base
<b>201 Smokey Point - Lynnwood</b>	1	43	0.66	Swift
<b>201 Smokey Point - Lynnwood</b>	2	2	0.63	Other
<b>201 Smokey Point - Lynnwood</b>	3	22	0.69	Regular - Freq
<b>201 Smokey Point - Lynnwood</b>	4	9	0.36	Regular - Base
<b>201 Smokey Point - Lynnwood</b>	5	13	0.55	Regular - Base
<b>209 Smokey Point - Lake Stevens</b>	1	11	0.29	Regular - Base
<b>209 Smokey Point - Lake Stevens</b>	2	16	0.60	Regular - Base
<b>209 Smokey Point - Lake Stevens</b>	3	5	0.41	Other
<b>209 Smokey Point - Lake Stevens</b>	4	15	0.53	Regular - Base
<b>220 Arlington - Smokey Point</b>	1	9	0.41	Regular - Base
<b>220 Arlington - Smokey Point</b>	2	12	0.43	Regular - Base
<b>222 Marysville - Tulalip</b>	1	2	0.66	Other
<b>222 Marysville - Tulalip</b>	2	19	0.66	Regular - Base

<b>222 Marysville - Tulalip</b>	3	12	0.42	Regular - Base
<b>223 Marysville - Quil Ceda circulator</b>	1	13	0.49	Regular - Base
<b>223 Marysville - Quil Ceda circulator</b>	2	9	0.59	Regular - Base
<b>230 Darrington - Smokey Point</b>	1	10	0.57	Regular - Base
<b>230 Darrington - Smokey Point</b>	2	9	0.24	Regular - Base
<b>230 Darrington - Smokey Point</b>	3	10	0.44	Regular - Base
<b>230 Darrington - Smokey Point</b>	4	0	0.32	Other
<b>230 Darrington - Smokey Point</b>	5	1	0.41	Other
<b>240 Stanwood - Smokey Point</b>	1	5	0.31	Other
<b>240 Stanwood - Smokey Point</b>	2	1	0.29	Other
<b>240 Stanwood - Smokey Point</b>	3	13	0.52	Regular - Base
<b>270 Gold Bar - Everett</b>	1	26	0.95	Swift
<b>270 Gold Bar - Everett</b>	2	16	0.69	Regular - Base
<b>270 Gold Bar - Everett</b>	3	33	0.61	Swift
<b>270 Gold Bar - Everett</b>	4	3	0.30	Other
<b>270 Gold Bar - Everett</b>	5	8	0.40	Regular - Base
<b>270 Gold Bar - Everett</b>	6	1	0.19	Other
<b>270 Gold Bar - Everett</b>	7	7	0.53	Other
<b>270 Gold Bar - Everett</b>	8	1	0.36	Other
<b>270 Gold Bar - Everett</b>	9	2	0.33	Other
<b>271 Gold Bar - Everett via Monroe</b>	1	33	0.61	Swift

<b>271 Gold Bar - Everett via Monroe</b>	2	3	0.30	Other
<b>271 Gold Bar - Everett via Monroe</b>	3	8	0.40	Regular - Base
<b>271 Gold Bar - Everett via Monroe</b>	4	1	0.21	Other
<b>271 Gold Bar - Everett via Monroe</b>	5	9	0.47	Regular - Base
<b>271 Gold Bar - Everett via Monroe</b>	6	1	0.36	Other
<b>280 Granite Falls - Everett</b>	1	22	0.93	Regular - Freq
<b>280 Granite Falls - Everett</b>	2	16	0.71	Regular - Base
<b>280 Granite Falls - Everett</b>	3	34	0.61	Swift
<b>280 Granite Falls - Everett</b>	4	4	0.31	Other
<b>280 Granite Falls - Everett</b>	5	9	0.27	Regular - Base
<b>280 Granite Falls - Everett</b>	6	2	0.24	Other
<b>2-NewLocal Mariner, 35th, Everett</b>	1	15	0.71	Regular - Base
<b>2-NewLocal Mariner, 35th, Everett</b>	2	13	0.57	Regular - Base
<b>3 NewLocal-Ashway,Meridian,Mariner</b>	1	21	0.67	Regular - Freq
<b>3 NewLocal-Ashway,Meridian,Mariner</b>	2	17	0.72	Regular - Base
<b>4-Future Smokey P</b>	1	10	0.59	Regular - Base
<b>4-Future Smokey P</b>	2	8	0.31	Regular - Base
<b>4-Future Smokey P</b>	3	14	0.41	Regular - Base
<b>5 NewLocal-I405/195th-CanyonPark</b>	1	18	0.59	Regular - Base
<b>5 NewLocal-I405/195th-CanyonPark</b>	2	15	0.51	Regular - Base
<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	1	18	0.70	Regular - Base

<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	2	20	0.58	Regular - Base
<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	3	34	0.93	Swift
<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	4	25	0.84	Swift
<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	5	23	0.84	Regular - Freq
<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	6	23	0.89	Regular - Freq
<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	7	26	0.92	Swift
<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	8	20	0.73	Regular - Freq
<b>701 Swift Blue Everett - 185th St. North Shoreline Station</b>	9	52	0.57	Swift
<b>702 Swift Green Seaway - Bothell</b>	1	15	0.60	Regular - Base
<b>702 Swift Green Seaway - Bothell</b>	2	13	0.47	Regular - Base
<b>702 Swift Green Seaway - Bothell</b>	3	18	0.63	Regular - Base
<b>702 Swift Green Seaway - Bothell</b>	4	13	0.47	Regular - Base
<b>702 Swift Green Seaway - Bothell</b>	5	15	0.64	Regular - Base
<b>702 Swift Green Seaway - Bothell</b>	6	15	0.77	Regular - Base
<b>702 Swift Green Seaway - Bothell</b>	7	22	0.94	Regular - Freq
<b>702 Swift Green Seaway - Bothell</b>	8	23	0.93	Regular - Freq
<b>703 Swift Orange McCollum Park - Edmonds College new</b>	1	28	0.89	Swift
<b>703 Swift Orange McCollum Park - Edmonds College new</b>	2	28	0.72	Regular - Freq
<b>703 Swift Orange McCollum Park - Edmonds College new</b>	3	23	0.79	Regular - Freq
<b>703 Swift Orange McCollum Park - Edmonds College new</b>	4	17	0.65	Regular - Base
<b>703 Swift Orange McCollum Park - Edmonds College new</b>	5	14	0.57	Regular - Base

<b>704 Swift Gold - Estimated</b>	1	61	0.58	Swift
<b>704 Swift Gold - Estimated</b>	2	13	0.78	Regular - Base
<b>704 Swift Gold - Estimated</b>	3	10	0.58	Regular - Base
<b>704 Swift Gold - Estimated</b>	4	19	0.68	Regular - Base
<b>704 Swift Gold - Estimated</b>	5	13	0.45	Regular - Base
<b>704 Swift Gold - Estimated</b>	6	11	0.40	Regular - Base
<b>704 Swift Gold - Estimated</b>	7	10	0.58	Regular - Base
<b>705 Future Swift Silver</b>	1	22	0.88	Regular - Freq
<b>705 Future Swift Silver</b>	2	10	0.76	Regular - Base
<b>705 Future Swift Silver</b>	3	25	0.87	Swift
<b>705 Future Swift Silver</b>	4	14	0.71	Regular - Base
<b>705 Future Swift Silver</b>	5	12	0.52	Regular - Base
<b>705 Future Swift Silver</b>	6	4	0.23	Other
<b>901 Snohomish - Lynnwood Station</b>	1	17	0.73	Regular - Base
<b>901 Snohomish - Lynnwood Station</b>	2	13	0.71	Regular - Base
<b>901 Snohomish - Lynnwood Station</b>	3	4	0.32	Other
<b>901 Snohomish - Lynnwood Station</b>	4	9	0.36	Regular - Base
<b>902 Mukilteo Ferry - Lynnwood via SR525 and Alderwood Mall Blvd</b>	1	26	0.81	Swift
<b>902 Mukilteo Ferry - Lynnwood via SR525 and Alderwood Mall Blvd</b>	2	18	0.79	Regular - Freq
<b>902 Mukilteo Ferry - Lynnwood via SR525 and Alderwood Mall Blvd</b>	3	10	0.36	Regular - Base
<b>903 Lake Stevens - Lynnwood via South Everett</b>	1	33	0.61	Swift

<b>903 Lake Stevens - Lynnwood via South Everett</b>	2	4	0.31	Other
<b>903 Lake Stevens - Lynnwood via South Everett</b>	3	13	0.32	Regular - Base
<b>905 Stanwood - Lynnwood via Smokey Point and South Everett</b>	1	40	0.60	Swift
<b>905 Stanwood - Lynnwood via Smokey Point and South Everett</b>	2	3	0.70	Other
<b>905 Stanwood - Lynnwood via Smokey Point and South Everett</b>	3	14	0.68	Regular - Base
<b>905 Stanwood - Lynnwood via Smokey Point and South Everett</b>	4	6	0.31	Other
<b>905 Stanwood - Lynnwood via Smokey Point and South Everett</b>	5	14	0.55	Regular - Base
<b>905 Stanwood - Lynnwood via Smokey Point and South Everett</b>	6	1	0.28	Other
<b>906 McCollum Park - Canyon Park via May's Pond</b>	1	17	0.59	Regular - Base
<b>906 McCollum Park - Canyon Park via May's Pond</b>	2	14	0.57	Regular - Base
<b>906 McCollum Park - Canyon Park via May's Pond</b>	3	14	0.68	Regular - Base
<b>907 Stanwood I-5 P&amp;R - Seaway Transit Center</b>	1	25	0.96	Swift
<b>907 Stanwood I-5 P&amp;R - Seaway Transit Center</b>	2	14	0.73	Regular - Base
<b>907 Stanwood I-5 P&amp;R - Seaway Transit Center</b>	3	23	0.58	Regular - Freq
<b>907 Stanwood I-5 P&amp;R - Seaway Transit Center</b>	4	2	0.70	Other
<b>907 Stanwood I-5 P&amp;R - Seaway Transit Center</b>	5	13	0.70	Regular - Base
<b>907 Stanwood I-5 P&amp;R - Seaway Transit Center</b>	6	9	0.39	Regular - Base
<b>907 Stanwood I-5 P&amp;R - Seaway Transit Center</b>	7	1	0.19	Other
<b>908 Snohomish - I-405 STRIDE</b>	1	13	0.53	Regular - Base
<b>908 Snohomish - I-405 STRIDE</b>	2	2	0.28	Other
<b>908 Snohomish - I-405 STRIDE</b>	3	12	0.42	Regular - Base

<b>908 Snohomish - I-405 STRIDE</b>	4	1	0.19	Other
<b>908 Snohomish - I-405 STRIDE</b>	5	7	0.39	Regular - Base
<b>909 Edmonds - Mountlake Terrace</b>	1	14	0.27	Regular - Base
<b>909 Edmonds - Mountlake Terrace</b>	2	17	0.55	Regular - Base



## Transit Emphasis Corridor Assessment

### Background

The original 2011 Long Range Plan conducted an assessment of “Transit Emphasis Corridors” to identify future service levels, with a specific focus on identifying corridors that would warrant Swift bus rapid transit. As part of the Journey 2050 System Plan development, updated land use forecast data and equity metrics were analyzed to identify any potential changes to the original priorities and service levels. While Journey 2050 moved away from defining specific “Transit Emphasis Corridors”, the original corridors provided a framework to confirm whether any new corridors could warrant Swift bus rapid transit service.

### Inputs and Methodology

The inputs to the analysis were similar to the segment-level analysis, focusing on the future population and employment density and equity metrics surrounding each corridor at a half-mile buffer. Future land use was based on the VISION 2050 land use forecasts provided by the Puget Sound Regional Council while equity metrics were based on data from the Census Bureau<sup>5</sup>.

The corridors evaluated were based on the same corridor definitions from the 2011 Long Range Plan and are shown in the figure below<sup>6</sup>.

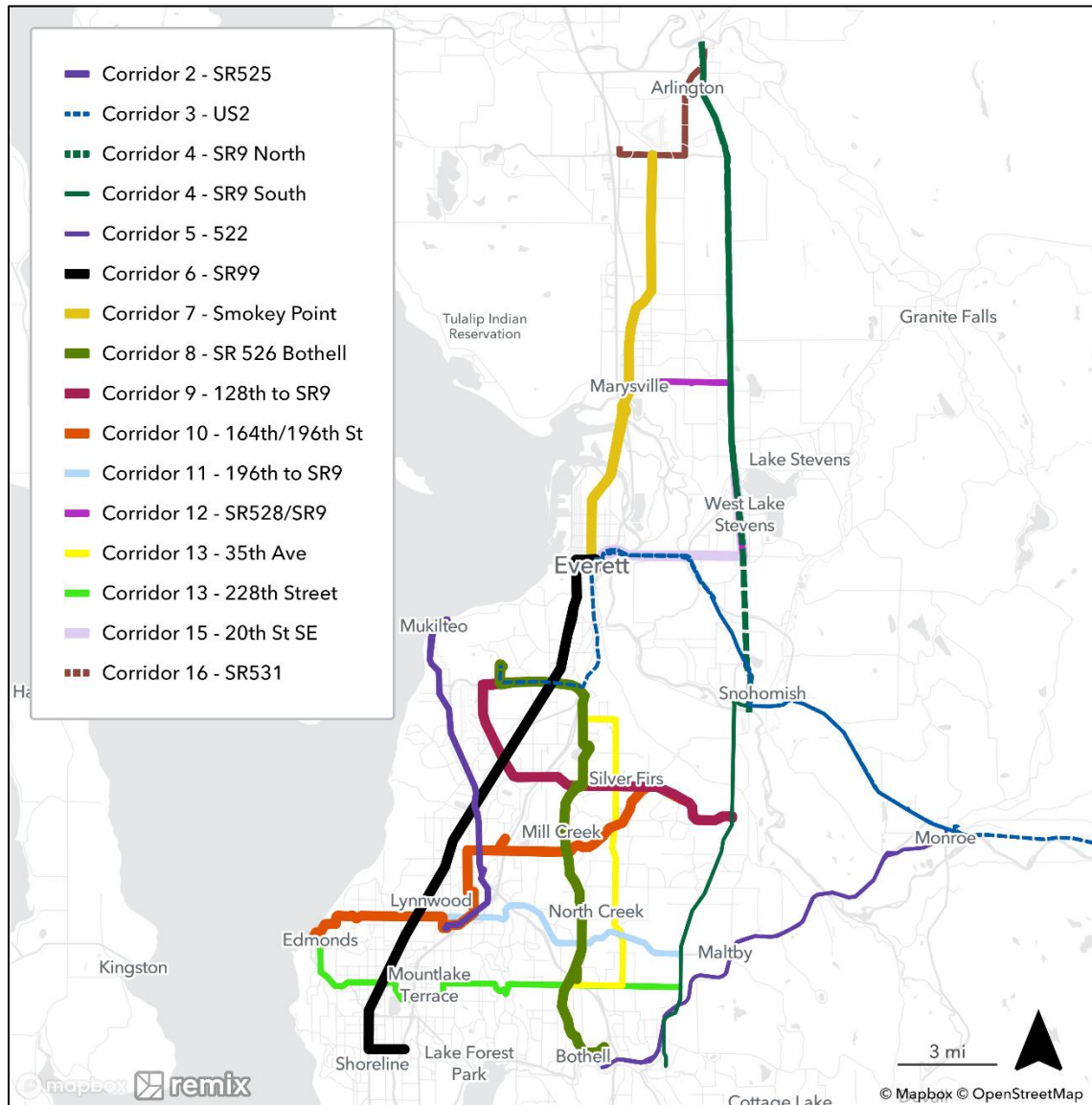
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<sup>5</sup> The analysis utilized 2020 American Community Survey 5-year block, block group and tract-level data

<sup>6</sup> Because of the 2016 approved plan by Sound Transit to extend Light Rail along I-5 and BRT service along I-405, those two corridors were removed from this assessment. Corridor 2 was analyzed only for the SR525 portion.

Additionally, because the SR9 corridor is more than double the length of other transit emphasis corridors, it was split into two segments.

**Figure 3. Transit Emphasis Corridors**



## Assessment Results

Results of the updated Transit Emphasis Corridor assessment are shown in the table below. In general, the corridors with existing or future Swift Lines rank the highest with the combined scoring of the land use density and equity composite. This finding reinforces the current planned Swift lines. However, three corridors have higher future land use density than the Green and Silver Line corridors, including Corridor 11 on 196<sup>th</sup> to SR9, Corridor 15 between Lake Stevens and Everett along US2 and 20<sup>th</sup> Street SE, and Corridor 2 along SR525 between Lynnwood and Mukilteo. These three corridors have planned frequent service in the proposed 2050 network along the segments with the higher future land use density.

**Table 4. Transit Emphasis Corridor Analysis Results**

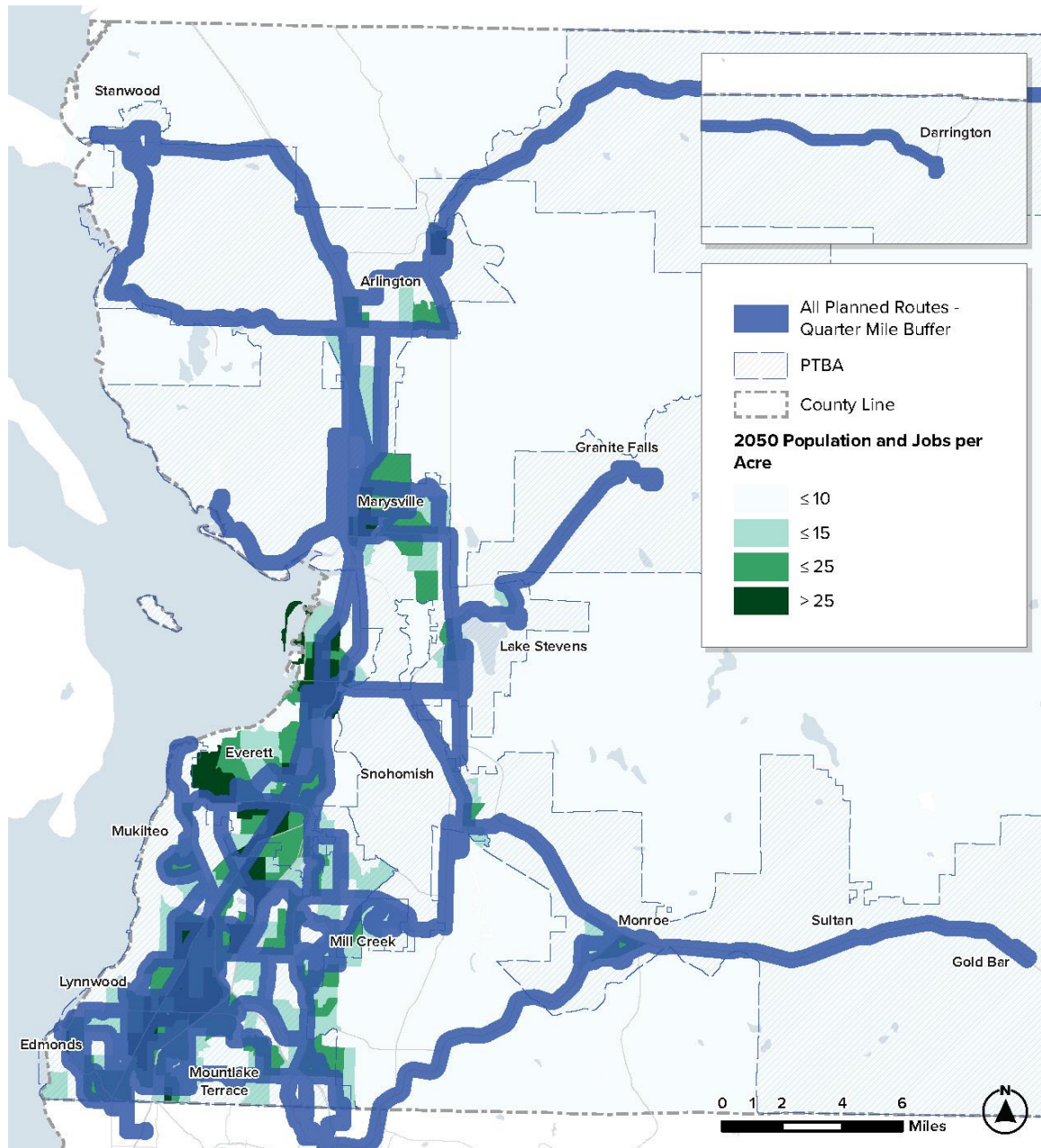
Transit Emphasis Corridor	Current/Future Swift Line	Pop Density 2050 (per acre)	Job Density 2050 (per acre)	Pop+Job Density 2050 (per acre)	Z-score Equity Composite	Pop+Job Density Ranking	Equity Composite Ranking	Combined Ranking Score
Corridor 6 - SR99	Blue	18	12	30	0.95	1	1	2
Corridor 7 - Smokey Point	Gold	11	11	23	0.71	2	4	6
Corridor 8 - SR 526 Bothell	Green	10	7	17	0.84	6	2	8
Corridor 10 - 164th/196th St	Orange	12	6	18	0.66	4	5	9
Corridor 9 - 128th to SR9	Silver	8	6	14	0.82	8	3	11
Corridor 11 - 196th to SR9		9	7	15	0.58	7	6	13
Corridor 15 - 20th St SE		9	9	18	0.46	5	11	16
Corridor 2 - SR525		10	9	19	0.31	3	13	16
Corridor 14 - 35th Ave		10	3	13	0.48	10	10	20
Corridor 16 - SR531		6	6	11	0.48	12	9	21

Corridor 5 - 522		3	4	7	0.50	13	8	21
Corridor 3 - US2		3	3	5	0.51	15	7	22
Corridor 13 - 228th Street		10	3	13	0.31	9	14	23
Corridor 12 - SR528/SR9		9	2	12	0.39	11	12	23
Corridor 4 - SR9 North		5	2	7	0.27	14	15	29
Corridor 4 - SR9 South		3	3	5	0.16	16	16	32

## Emerging Markets Gap Analysis

Meeting the growing transit needs in Snohomish County involves an analysis of current and future land use conditions. An analysis of the coverage provided by the proposed 2050 fixed-route bus network identified any potential gaps in service where future land use density would likely support transit service. As shown in **Figure 4**, while areas in the City of Everett are covered by Everett Transit (not shown in this map), there are areas with higher future population and employment density levels that are not covered by the currently planned fixed-route network, such as in the City of Arlington and the City of Marysville. The focus of the analysis was to identify areas where Innovative Services could be a strategy to grow service in a way that better meets diverse community needs while acknowledging the role that fixed-route service has in connecting areas with higher population and employment density. The emerging markets gap analysis informed a service planning process to develop the Final 2050 Network.

**Figure 4. Emerging Markets Gaps Analysis**



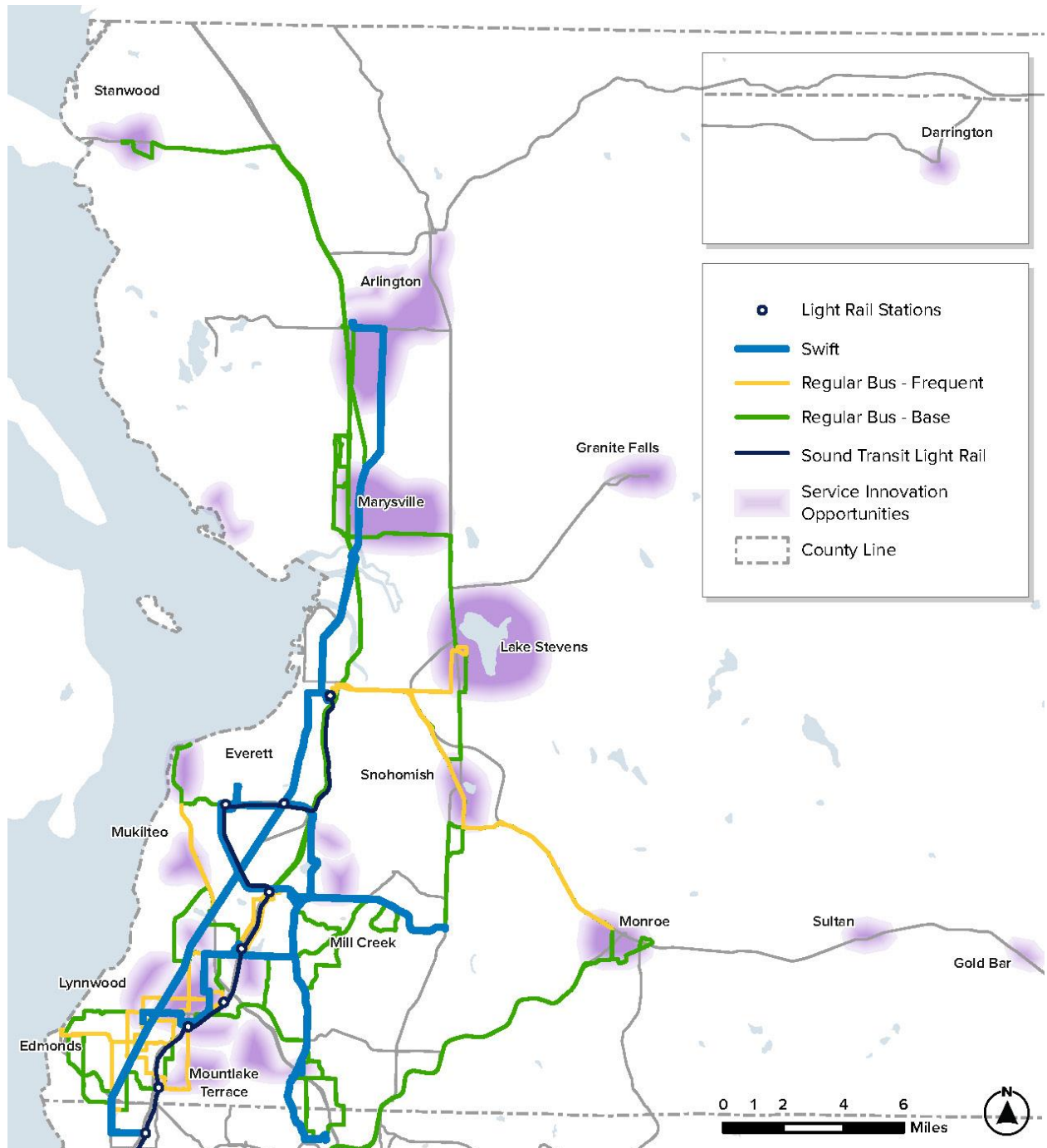
## Final 2050 Network

The final 2050 Network was developed through an iterative process by incorporating the analysis conducted through the Segment-level analysis, the Transit Emphasis Corridor assessment, and the Emerging Markets Gap analysis. Additional updates included a review of the following elements:

- **Local connections context** – Considerations for specific destinations along routes, connections to housing and jobs, and other detailed local context that could not be as accurately assessed through the segment-level analysis.
- **Integration with Link light rail and Stride Bus Rapid Transit** – Route alignment updates to better connect with Link light rail extensions and to take advantage of future Stride BRT services.
- **Service planning and operations design principles** – Alignment and service level adjustments to minimize long routes, consider overlapping frequency levels, and incorporate operating elements such as layover needs.
- **Innovative Service opportunities** – Reviewing future land use and equity data to identify additional areas that may benefit from Innovative Services.

The iterative process considered the total service hour budget to weigh the trade-offs of different service levels and alignment alternatives while adhering to the Journey 2050 priorities of *equity*, *efficiency*, and the *environment*. **Figure 5** shows the final network and service types.

**Figure 5. Final Journey 2050 System Plan**





**Appendix D**

**Capital Elements Memo**

# Memorandum

Date: September 2023  
To: Community Transit  
From: Fehr & Peers  
Subject: **Additional Context for the Capital Elements in Journey 2050**

SE21-0808

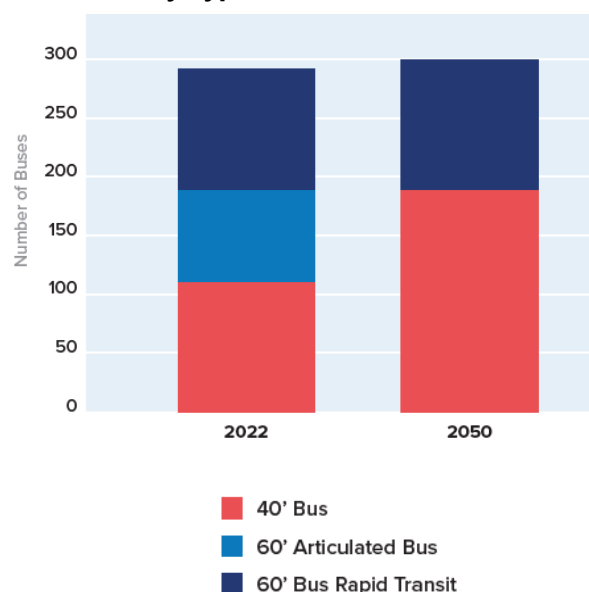
## Introduction

This memorandum provides additional context of the methods and assumptions used to determine the necessary capital elements to support the Journey 2050 system plan, including estimates for fleet types, maintenance and operations base capacity, speed and reliability investments, and layover requirements.

## Fleet Needs

The vehicle fleet for Community Transit will increase and transition through a fleet procurement process that incorporates vehicle age, mileage, and other factors to identify when new vehicles will be procured to replace older vehicles. The types of service and the growth in service levels planned for Journey 2050 will require a change in the fleet at Community Transit as described below. As shown in **Figure 1**, the number of non-Swift fixed route vehicles will remain similar to today while the largest growth will likely be in 60' articulated Swift buses and in vehicle types necessary to support the increase in Innovative Services.

**Figure 1. Existing and Projected Fleet Needs by Type**



### **60' Articulated Buses for Swift Routes**

The increase in Swift service, both through the build-out of additional lines and through route extensions and frequency improvements, will require a substantial increase in the number 60' articulated Swift buses. These buses are branded specifically as Swift BRT buses and have features like on-board bicycle racks that allow them to be optimized for Swift BRT service. Based on route alignments, frequency levels, and forecast run-times, just over 100 Swift vehicles will be needed by 2050 compared to the current fleet of 33. Additionally, the current fleet will need to be replaced as vehicles age out of service.

### **40' Buses for Regular Bus Routes**

Standardizing the service types into Swift, Regular Bus, and Innovative Services will result in a simplification of the fleet type for Regular Bus service. Just under two hundred 40' buses will be needed by 2050 to support future service levels and route alignments; a similar number of 40' and 60' non-Swift buses in service today.

### **Other Buses for Regular Bus Routes**

Community Transit currently operates a fleet of 30' buses on a small number of Regular Bus routes that cannot be operated by 40' buses due to roadway constraints. In order to standardize its fleet towards 40' buses for Regular Bus service, Community Transit will need to assess whether certain routes can be operated with 40' buses or whether they need to continue to operate with 30' buses. Additionally, some routes may have ridership demand and passenger loading needs that require a 60' articulated bus as opposed to a 40' bus.

### **Double Decker Buses for Express Routes**

With the Lynnwood Link Extension (and eventual Everett Link Extension), several express bus routes will no longer operate along I-5 and instead will provide more frequent local connections to the future light rail stations. Therefore, the need for double decker buses will be reduced as fewer routes may warrant a double decker vehicle type<sup>1</sup>.

### **Vehicles for Innovative Services**

The largest unknown in estimating vehicle needs for 2050 is the expected fleet makeup for Innovative Services. This service type is meant to be flexible to community needs and may be deployed with vans, sedans, short cutout shuttle buses, or other vehicle types. Additionally, the operating model may include vehicles that are not directly owned and operated by Community

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<sup>1</sup> Double decker buses are typically best suited for operations on a freeway with limited stops due to the longer dwell time necessary to load and unload passengers.

Transit. Based on the potential service areas for Innovative Services identified in Journey 2050, an estimated 100 vehicles may be required to support the proposed level of service<sup>2</sup>.

### **Considerations for Zero Emissions Fleet Transition and Other Service Needs**

Specific fleet needs may shift based on the results of the pilot phase of the zero emissions fleet transition (to be completed by 2029). As new technologies and vehicle models become available, this may change the mix of vehicle types deployed for each service. Additionally, monitoring of the service changes as part of the Lynnwood Link Extension may identify a change in vehicle needs to be best support future light rail integration and provide connections across Snohomish County.

## **Maintenance and Operations Base Location and Capacity**

A spatial analysis of the future route start and end points was conducted understand how the amount of deadhead miles and hours may shift with new service as compared to the current operations base locations. The analysis determined that the logical “center” of service was still situated relatively close to the current locations at Kasch Park and Merrill Creek. The planning and design underway for the zero emissions fleet transition may identify additional maintenance and operations base needs due to infrastructure necessary to support the transition. Additionally, reconfigurations in vehicle storage, maintenance bays, and staff parking may be needed to accommodate a shift in vehicle types and service consistent with the shift to a standardized service offering of Regular Bus, Swift, and Innovative Services.

## **Speed and Reliability**

With substantial growth in housing and employment planned for Snohomish County by 2050, increased congestion may impact the speed and reliability of Community Transit buses. The Puget Sound Regional Council travel demand model provided information to identify future “hot spots” in Snohomish County that may warrant an investment in transit priority infrastructure. The model results for the 2050 horizon year identified locations where the volume-to-capacity ratio<sup>3</sup> is forecast to be higher than 1.0. Up to twenty primary route segments may experience higher levels of congestion as shown in **Figure 2**. Investing in transit priority treatments in these areas could save up to 5,000 service hours annually, which would translate into an approximate savings of 75,000 hours for riders each year<sup>4</sup>.

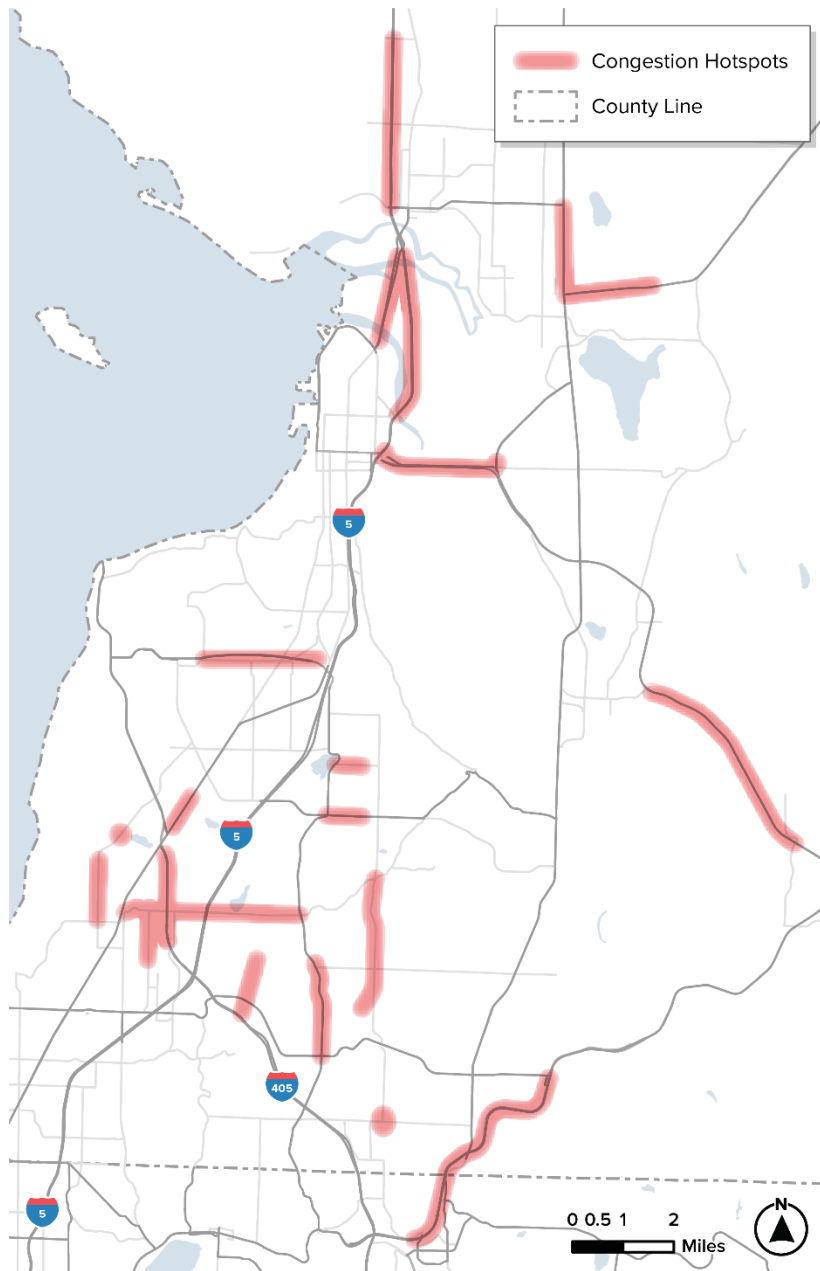
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<sup>2</sup> Generally, a 15-minute maximum wait-time for passengers once a ride has been requested and a maximum three-square mile service area.

<sup>3</sup> Volume-to-capacity ratio estimates the peak period vehicle volume and compares it to the vehicle capacity of the roadway facility, which is estimated based on number of lanes, functional type, and speeds.

<sup>4</sup> Based on typical speed & reliability savings of 30 seconds per treatment (per recommendations in publications such as TCRP 183) and a systemwide productivity average of 15 riders per hour

**Figure 2. Roadway Segments with V/C Ratios Above 1.0 by 2050**

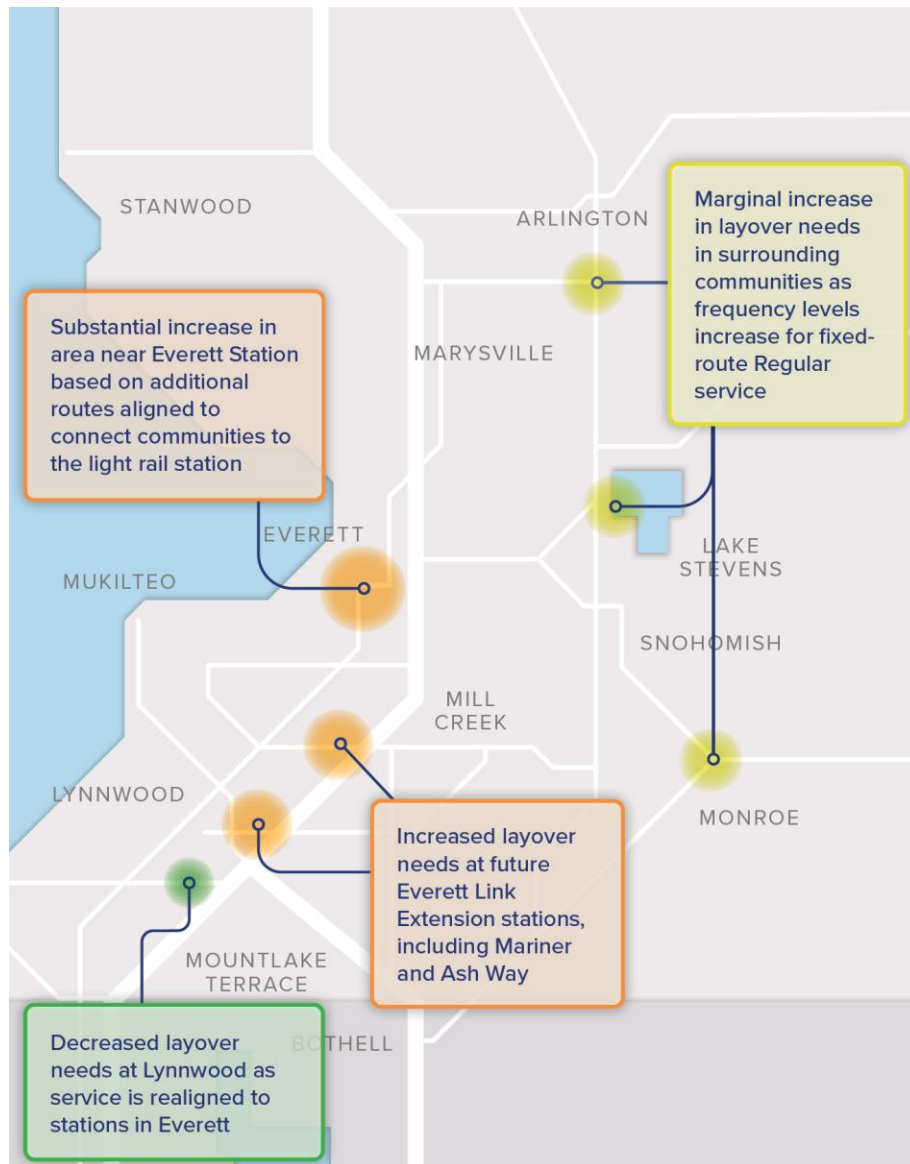


## Layover Needs

An increase in service across Snohomish County will likely generate a need for more layover space to support operations. A spatial analysis identified areas in the County where a substantial increase in layover needs may occur due to route realignments and service improvements. The analysis calculated how many buses per hour for each city in Snohomish County and compared it

to the current number of buses that terminate at today's service levels. Areas with an increase of at least five buses per hour<sup>5</sup> were identified as areas that may require investments in layover space as shown in **Figure 2**. Additionally, some areas may see a decrease due to realigned service terminating in different locations (such as the decrease identified in Lynnwood).

**Figure 2. Layover Needs in Snohomish County by 2050**



<sup>5</sup> Specific layover needs are determined based on route length, headways, and additional operational factors. Detailed planning will be conducted with each service change to identify specific layover requirements.

## **Appendix E**

### **Journey 2050 Determination of Non-Significance**

# WAC 197-11-970 Environmental Determination: Determination of Non-Significance (DNS)

**Project Title & Description of proposal:**

Community Transit Journey 2050 Long Range Plan

The Long Range Plan provides a service, capital, and programmatic vision to guide Community Transit's work through 2050. The Long Range Plan is further implemented by annual 6-year Transit Development Plans, development of specific projects, and the annual agency budget.

Major plan elements include:

- Significantly grow service across all service types in order to meet the needs of a growing Snohomish County, particularly in regional growth centers with high concentrations of people and jobs.
- Continue to optimize the transit network in alignment with expansion of the regional high-capacity transit network, including Link light rail and Swift Bus Rapid Transit
- Develop new and innovative service types to improve mobility options for the community. These services may include a variety of service models, including on-demand services such as the Zip Alderwood shuttle.
- An agency goal to transition to a fully zero emissions fleet by 2044 in order to reduce our impact on the environment. The 2044 date aligns with Snohomish County's Comprehensive Plan Climate Change element.

A copy of the complete Draft Journey 2050 Long Range Plan is available on Community Transit's website at [www.communitytransit.org](http://www.communitytransit.org), under the "Projects" tab.

**Proponent:**

Snohomish County Public Transportation Benefit Area Corporation  
aka Community Transit  
Sophie Luthin, Manager – Strategic Planning  
2312 W Casino Road  
Everett, WA 98204

**Location of proposal, including street address, if any:**

Community Transit's public transportation benefit area (PTBA) in Snohomish County, Washington. The PTBA includes all municipalities in Snohomish County, with the exception of the City of Everett, and portions of unincorporated Snohomish County.

**Lead Agency:** Community Transit



**Threshold Determination:**

The lead agency for this proposal has determined that the proposal does not have a probable significant adverse environmental impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after a review of the completed environmental checklist and other information on file with Community Transit. This information is available to the public upon request.

This Determination of Non-significance (DNS) is issued under WAC 197-11-340(2) and Community Transit's SEPA rules (Resolution 3-05). The lead agency will not act on this proposal for 14 days from the date of issue.

Comments must be submitted no later than 14 days after date of issue, by 5:00 p.m., October 27, 2023.

Comments should be submitted to the responsible official at the address given below. The responsible official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it will be final after the expiration of the comment deadline.

**Responsible Official:** Melissa Cauley

**Position/Title:** Chief Planning and Development Officer, Community Transit

**Telephone:** (425) 353-7433

**Address:** Community Transit  
2312 W Casino Road, Everett, WA 98204

Appeals to this determination may be made to the above responsible official no later than 14 calendar days from the date of issuance of this DNS (October 27, 2023) by submitting a written statement requesting an appeal, setting forth the information required by Community Transit's SEPA rules (Resolution 3-05), and paying the required fee. Those appealing should be prepared to make specific factual objections. Contact the responsible official to read or ask about the procedures for SEPA appeals.

Auxiliary aids and services and communication materials in accessible format can be arranged with sufficient notice by calling (425) 353-7433.

**Date of Issue:** October 12, 2023    **Signature:**

A handwritten signature in cursive script, appearing to read 'Melissa Cauley', is written over a horizontal line.

Melissa Cauley, Chief Planning & Development Officer