AGENDA

City of Lynnwood

Transportation Benefit District (TBD) Board

Council Chambers, City Hall

19100 44th Avenue W, Lynnwood, WA, 98036

Special Meeting

June 30, 2014

7:00 P.M.

10 Call to Order

20 Roll Call

30 Approval of Minutes – Regular Meeting March 10, 2014

40 Voucher Approval

50 Presentation and Discussion: Community Education/Outreach, Public Survey Results and Next Steps

60 Adjournment

City of Lynnwood
Transportation Benefit District Board

Item 30

Special Meeting
June 30, 2014
7:00 P.M.

TITLE: Approval of Minutes – Regular Meeting March 10, 2014

DEPARTMENT: Public Works

DEPARTMENT CONTACT: David Mach

BACKGROUND: At the May 24, 2010 Business Meeting, the Lynnwood City Council approved Ordinance #2837, which amended the Lynnwood Municipal Code enacting a new chapter, Transportation Benefit District (TBD), effectively establishing the district. The governing board of the TBD is the Lynnwood City Council acting in an ex officio and independent capacity per RCW 36.73.020(3).

The March 10, 2014 TBD meeting was the most recent meeting of the TBD Board.

ACTION: Approve the meeting minutes from the March 10, 2014 regular meeting.

ATTACHMENTS: March 10, 2014 regular meeting minutes

CITY OF LYNNWOOD
TRANSPORTATION BENEFIT DISTRICT BOARD REGULAR MEETING MINUTES
March 10, 2014

10. CALL TO ORDER – The March 10, 2014 Regular Meeting of the City of Lynnwood Transportation Benefit District (TBD) Board, held in the Council Chambers of Lynnwood City Hall, was called to order by Board President Simmonds at 6:00 p.m.

20.

ROLL CALL	OTHERS ATTENDING
Board President Loren Simmonds	Mayor Nicola Smith
Board Vice President Sid Roberts	Public Works Director Franz
Board Member Van AuBuchon	Deputy PW Director Elekes
Board Member Benjamin Goodwin (absent)	Council Assistant Morris
Board Member M. Christopher Boyer	
Board Member Ruth Ross	PRR Representatives:
Board Member Ian Cotton	Jeanne Acutanza
	Bruce Brown
	Katherine Schoner

Board President Simmonds reported that Board Member Goodwin would not be present due to illness in the family.

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30. APPROVAL OF MINUTES – Special Meeting February 10, 2014

Motion made by Board Member Boyer, seconded by Board Member AuBuchon, to approve the minutes of the February 10, 2014 Special Meeting as presented. Motion passed unanimously.

40. VOUCHER APPROVAL

None

50. PRESENTATION AND DISCUSSION: COMMUNITY EDUCATION /OUTREACH AND DRAFT PUBLIC SURVEY

Project Manager David Mach summarized discussions from the previous meeting. He explained that staff has already conducted some tabling events and has three upcoming open houses starting this week. He distributed information to the Board for them to distribute to the public and reviewed the schedule on page 50-4 of the TBD packet. Right now they are in the process of going out and educating the public. In April they will switch to the survey phase and bring information back to the Board in May. At that point they will potentially proceed if the Board so desires. Public Works Director Franz added that staff is using many methods to get the information out including email lists, the Transportation Task Group, boards and commissions, *Inside Lynnwood*, *The Herald*, etc.

30-2

Jeanne Acutanza, Director of Major Productions, from the consulting firm PRR, gave an update on outreach efforts. She stated that they held five tabling events around the City and reached about 90 people. She summarized that not everyone is aware that there is a lack of funding. People seem to think that the City takes pretty good care of the streets and there is general satisfaction about the City's transportation system. In general, people understand the needs related to most of the projects listed in the brochure. There was interest in the topic of light rail which is to be expected since it has been in the news a lot lately. People understand the need for maintenance and capacity building. There was a lot of interest in pedestrian and bicycle facilities; although there were some comments that maybe there were too many bicycle facilities. As far as preferred funding options, a lot of people indicated a preference in the pay-as-you-go nature of sales tax as opposed to the lump sum bill you would get when you renew license tabs. There was some feedback that an increase wouldn't be favorably seen.

Ms. Acutanza stated that there were three upcoming outreach events to be held at Spruce Elementary, Lynnwood Council Chambers, and the Operations and Maintenance Center. The brochures and some informational boards would be at those events. Bruce Brown from PRR gave a general overview of the proposed survey which is planned to be administered in mid to late April. The overall goal of the survey is to assess Lynnwood residents' willingness to support a ballot measure to support transportation funding. He explained that they would be using a combination of paper surveys and online surveys. There will be a random sample of 5000 surveys sent out. There will also be an opportunity for others who are interested to participate in the survey, but the voluntary sample data will be kept separate from the random surveys.

Board Member Boyer asked about having ability for people to opt in to be part of future transportation topic discussions. Director Franz thought this was a good idea in addition to collecting people's email addresses. Board President Simmonds asked how the information about race, age, languages, income, voting records, etc. would be used. Mr. Brown replied that it could be useful in targeting outreach and messaging to those potential segments better. Board President Simmonds commented that the 2010 Census showed that ethnic minorities now constitute about 40% of our permanent residents, but that doesn't appear to be reflected in the voting records. He summarized that Lynnwood is a community in transition. Mr. Brown replied that that information would be part of the analysis of the survey questions, to make sure that we are getting good representation.

Board Member Boyer referred to the minority representation issue and asked if there is any way to direct folks to online options for seeing these questions in other languages besides English. Mr. Brown responded that is being done currently in Seattle where it is available online in Spanish and Vietnamese, but commented that this is not currently in Lynnwood's budget. He pointed out, however, that when they have gone to the expense to do provide other languages in other surveys, there still aren't a lot of people who go to those other language versions. Board Member Boyer commented that this is something the staff and Council need to be more cognizant of in upcoming years. Director Franz explained that the City already has to comply with Title VI requirements because a certain percentage of the population is Spanish-speaking.

Board Member AuBuchon asked Director Franz what has happened to the previous Transportation Task Group. Director Franz stated that staff met with them in the fall and told them what would be happening. They have been in contact with the group about when the meetings are and offered to get information into their hands. Staff is hopeful that they will hear back from them. When they met in the fall there was not a strong desire by the group to get together and have a series of meetings with staff. Nonetheless, staff hopes they will be involved and act as ambassadors to some extent. They were all invited to the open houses. Board Member AuBuchon asked who would own the survey data once this project is over. Mr. Brown stated that the City would own it. Project Manager Mach confirmed this. There was discussion about advertising the open houses in the paper. Board Member AuBuchon spoke in support of noticing these as open public meetings and encouraging Council to attend to interact with the public. Project Manager Mach concurred. He indicated staff would work on the logistics related to this.

Board Vice President Roberts spoke in support of the length of the survey. He echoed that they should attempt to notify as many people as possible about the open houses. Mr. Brown commented that they would be looking at the length of the survey as part of the pre-testing to make sure it's not too long. He commented that it is typical after the pretesting to need to go back and reduce it even further.

Motion made by Board Member Boyer, seconded by Board Member Ross, to move forward with the public survey. Motion passed unanimously (6-0).

Mr. Brown explained what the results of the survey would look like. An Executive Summary will be created from the survey data which includes key findings, background, purpose, methodology, sample description, results, and highlights. He distributed a copy of a sample document which was created for Community Transit to Council Assistant Morris and indicated he would also send an electronic copy of the document to distribute to the Board.

Board Vice President Roberts said he is an alternate to the Community Transit and recalled that one of the eye-opening things about this survey was that many people thought that citizens would support a move to Sunday service. Most of people at Community Transit were stunned that it was 8th or 9th on the list. He commented that the information from the public survey is important to get because sometimes assumptions aren't accurate.

60. ADJOURNMENT

Board President Simmonds announced that the time of the next regular meeting would be October 13, 2014 at 6:00 p.m., but noted that a special meeting would likely be scheduled in June to discuss the outcome of the public survey. Notices will be provided on the TBD website and in the local paper.

Board Member Boyer requested that there be a light Council agenda on the nights that they have TBD meetings and meet from 7 to 10 instead of 6 to 9. Board President Simmonds said he was willing to look into that, but noted that the times of the Regular Work Sessions and Business Meetings are dictated by LMC which says 7:00.

Board Vice President Roberts asked how much time they would have to review the information from the survey before being asked to make a decision about putting it on the ballot. Project Manager Mach referred to the schedule on page 50-4 in the packet. The June meeting is to review the data, and then there will be another meeting in July to make a decision about the ballot measure.

The meeting was adjourned at 6:57 p.m.

Loren Simmonds, TBD Board President

Lorenzo Hines, Jr.
Finance Director, acting as Board Treasurer

City of Lynnwood
Transportation Benefit District Board

Item 40

Special Meeting
June 30, 2014
7:00 P.M.

TITLE: Voucher Approval

DEPARTMENT: Finance/Public Works

DEPARTMENT CONTACT: Lorenzo Hines, Jr./David Mach

BACKGROUND: The TBD has incurred various expenses since the last TBD meeting. Staff is asking for voucher approval at this time.

ACTION: Approve claims in the amount of $44,422.30.

ATTACHMENTS: None

City of Lynnwood
Transportation Benefit District Board

Item 50

Special Meeting
June 30, 2014
7:00 P.M.

TITLE: Presentation and Discussion: Community Education/Outreach, Public Survey Results and Next Steps

DEPARTMENT: Public Works

DEPARTMENT CONTACT: Bill Franz/Jeff Elekes/David Mach

BACKGROUND: At the October 14, 2013 meeting, the TBD Board authorized a contract with PRR of Seattle, WA for the purpose of providing community education and outreach services. This work included a city-wide public outreach to educate and survey the stakeholders of Lynnwood's transportation system. At the February 10, 2014 special meeting, staff provided the TBD Board with the outreach program, schedule and various informational handouts. At the March 10, 2014 regular meeting, the TBD Board reviewed various survey questions and directed staff to begin the survey.

Staff will provide a summary of the survey results (see attached) and answer any questions the TBD Board may have. Staff will discuss potential next steps.

ACTION: Discussion

ATTACHMENTS:
1) Outreach Event Summary
2) Public Survey
3) Public Survey Key Findings
4) Public Survey Topline Results
5) Outreach Schedule

TRANSPORTATION BENEFIT DISTRICT

LYNNWOOD WASHINGTON

Reinvesting

IN LYNNWOOD'S TRANSPORTATION FUTURE

Outreach Event Summary

Introduction

The Transportation Benefit District Board is considering a possible future ballot measure to increase the local sales tax and/or increase the vehicle registration fee to generate revenue for transportation projects. In January 2014, the Transportation Benefit District Board launched an outreach and education program to provide information to residents about city transportation programs, priority projects, and transportation funding shortfalls and find out the answer to the following questions:

- What transportation investments are most important to you?
- Would you support a ballot measure to collect additional funding for transportation improvements?
- Which funding solution do you prefer – a license tab fee increase or a sales tax increase?

The outreach and education and program consisted of five information tabling events, three community open houses, educational materials, and providing information to the community through the City of Lynnwood's *Inside Lynnwood* newsletter. Approximately 90 people attended information table events and 23 people attended the community open houses.

This report provides a summary of the outreach events and input received. It reviews the outreach activities and the advertising and notification approach and summarizes key themes from public comments.

50-2

Event Overview

Information Tables

The Transportation Benefit District Board hosted five information tabling events. Approximately 90 people attended the events.

Project staff provided a brochure to each participant that described transportation funding sources and needs, priority projects, and the two funding options the Transportation Benefit District Board is considering for a possible future ballot measure and answered questions. They also encouraged participants to attend an open house and sign up to take the online survey.

Open Houses

The Transportation Benefit District Board held three open houses. Approximately 23 people attended the open houses. At the open houses, participants were invited to review display boards that provided information about Lynnwood's transportation system, the importance of maintenance, funding, and current and future projects. Staff members were available to answer questions and provide more detailed information about the display materials. Participants provided input by:

- Using dot stickers to indicate their priority transportation programs and projects.
- Using dot stickers to indicate a preferred funding solution (license tab fee increase or sales tax increase)
- Completing a comment form
- Providing written comments on large easel pads available in the meeting room.

INFORMATION TABLE LOCATIONS

Lynnwood Senior Center
Monday, February 24, 2014
10:30 am-12:30 pm
19200 44th Ave W
29 participants

Lynnwood Library
Monday, February 24, 2014
2-4 pm
19200 44th Ave W
17 participants

Edmonds Community College
Monday, March 3, 2014
11:30 am – 1:30 pm
20000 68th Ave W
4 participants

Cafe Ladro
Wednesday, March 5, 2014
8-10 am
6314 196th St SW
19 participants

Lynnwood Recreation Center
Wednesday, March 5, 2014
5-7 pm
18900 44th Ave W
19 participants

OPEN HOUSE LOCATIONS

Spruce Elementary
Thursday, March 13, 2014
6-8 pm
17405 Spruce Way
4 participants

Lynnwood City Hall Council Chambers
Tuesday, March 18, 2014
5-7 pm
19100 44th Avenue
13 participants

Operations and Maintenance Center
Thursday, March 27, 2014
5-7 pm
20525 60th Avenue West
6 participants

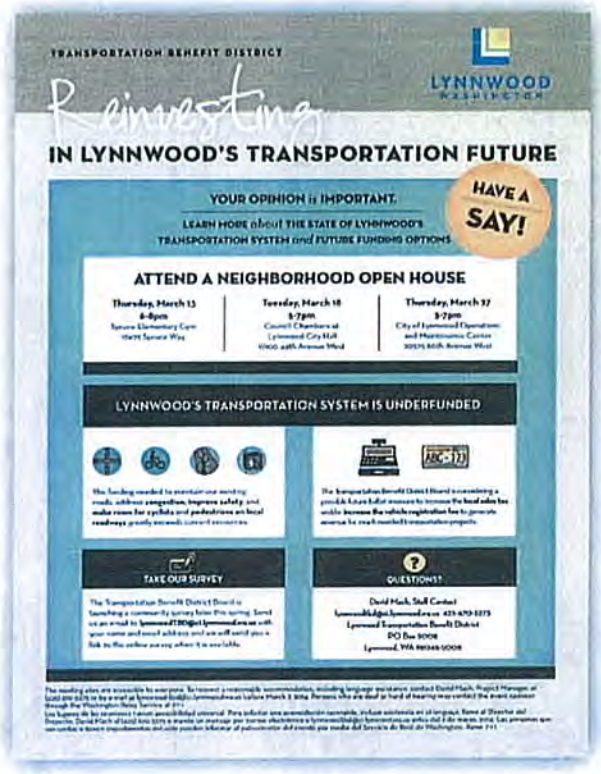
50-3

Advertising and Notification

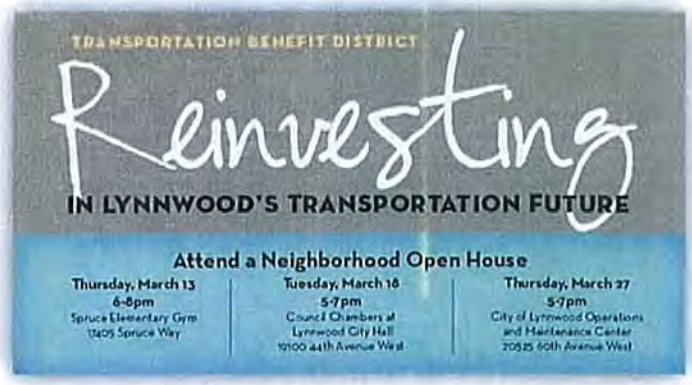
The Transportation Benefit District Board notified community members about the open houses through a variety of measures:

- Online advertisements ran in *Lynnwood Today* (www.lynnwoodtoday.com) and *The Herald* (www.hearaldnet.com) from February 24 – March 23, 2014. The ads linked to the Transportation Benefit District web page. The combined circulation is almost 40,000 people.
- Fliers inserted into utility bills mailed to approximately 3,700 Lynnwood residents starting on Monday, March 3, 2014.
- Email notification to 1,080 subscribers of the Lynnwood eNews listserv on March 6 and March 12, 2014.
- Announcements on the Lynnwood Transportation Benefit District web page.
- Advertisement on the City of Lynnwood home page.
- Door hangers advertising the open houses in neighborhoods near meeting venues.

Advertising Samples



Utility bill insert



Spotlight ad: City of Lynnwood home page

50-4

What We Heard

Most participants were not aware of Lynnwood's transportation funding needs and shortfall and wanted to learn more about transportation funding needs. Participants also wanted to learn more about what contributes to the cost of transportation projects. Many participants felt that Lynnwood's transportation system was generally in good repair and expressed satisfaction for how Lynnwood is accommodating growth.

Priority Transportation Investments

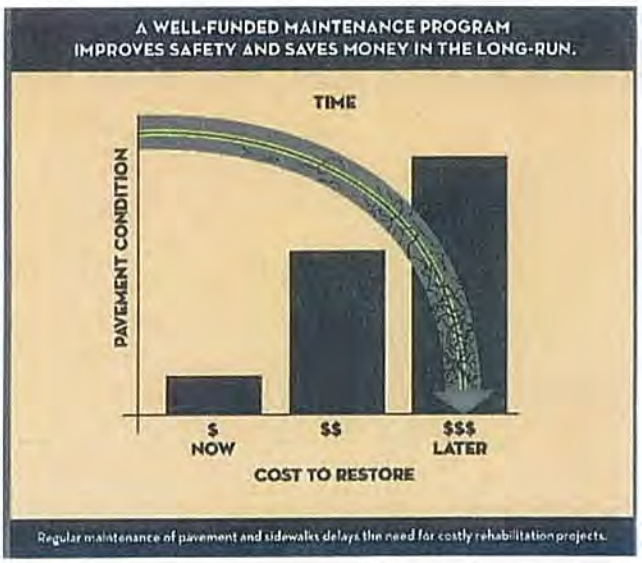
Most participants felt that maintenance projects should be prioritized over other needs. This includes street maintenance work such as street sweeping, painting pavement markings, and pothole repair and pavement maintenance projects. Participants also prioritized investments in traffic signal repair and maintenance and signal timing improvement projects.

Open house participants vote on their priority transportation projects

Participants also provided input on transportation programs and capital building projects. Participants identified the following as priority investments: improvements to 36th Avenue W (fully rebuilding the pavement between Maple Road and 164th Street SW and adding new bicycle lanes, sidewalks, concrete curbs and gutters, traffic signal, and roundabout) and improvements to 196th Street SW (adding two additional lanes, median barriers, wider sidewalks, and landscaping between 48th Avenue W and 36th Avenue W).

Participants were also supportive of street improvements in the City Center area.

While participants rated new sidewalk construction and bicycle improvement projects as lower priorities, some participants still stressed the importance of making sidewalks safer and investing in bike lanes and markings.



Participants view funding for maintenance projects as a top priority

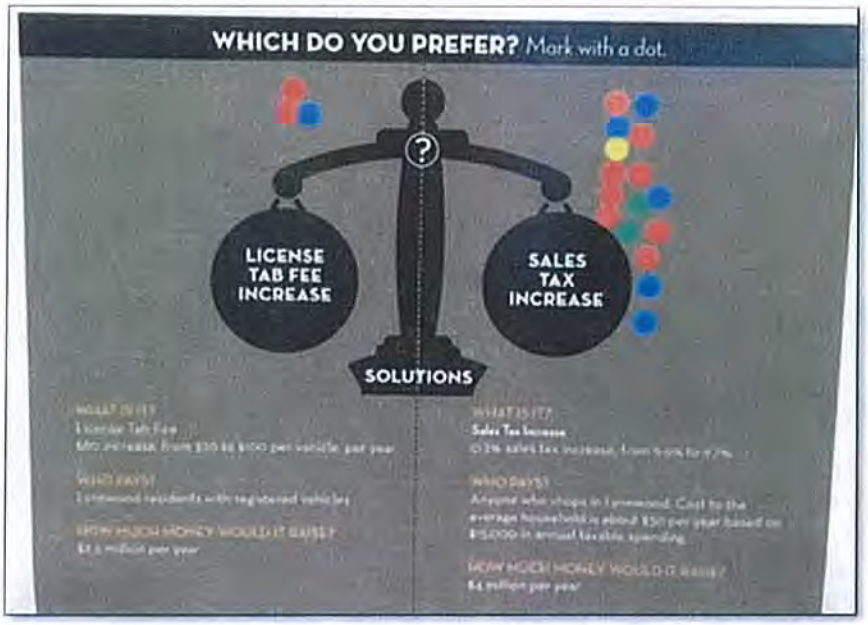
50-5

Support for a Ballot Measure

Some participants indicated they would consider approving a ballot measure to raise additional funding for transportation improvements, while others encouraged the city to make the best use possible of existing revenue sources before asking residents to approve new funding sources. Some participants feel they already pay a lot of taxes and expressed concern about additional taxes and fees.

Preferred Funding Solution

In general, participants preferred increasing the sales tax to generate revenue for transportation projects over increasing the license tab fee. Participants seemed to prefer the "pay as you go" nature of sales tax to the license tab fee payment which is an annual lump sum payment. Participants also noted that the sales tax option would be paid by people outside Lynnwood which would mean less burden on Lynnwood residents.



Participants preferred a sales tax increase over a license tab fee increase as a way to generate revenue for transportation improvements.

50-6

About the Transportation Benefit District

The Transportation Benefit District was formed in 2010 to fund transportation improvements within city limits. In 2011, the Transportation Benefit District enacted a $20 vehicle registration fee that generates approximately half a million dollars annually, paying for pavement overlays, traffic signal rebuilding, and other transportation improvements in Lynnwood.

Even with the current funds collected, there is an $11.5 million annual shortfall to fund needed transportation improvements in Lynnwood. The Transportation Benefit District Board is considering two options for a possible future ballot measure to generate additional revenue for transportation projects:

- Vehicle registration fee increase of $80, from $20 to $100 per vehicle, per year. This option would raise approximately $2.5 million for transportation projects annually.
- Sales tax increase of 0.2%, from 9.5% to 9.7%. Sales tax would be paid by all who shop in Lynnwood and would cost the average household about $30 per year based on $15,000 in estimated annual taxable spending. This option would raise approximately $4 million for transportation projects annually.

TRANSPORTATION BENEFIT DISTRICT BOARD MEMBERS

Loren Simmonds
Board President

Sid Roberts
Board Vice President

Ruth Ross
Board Member

Benjamin Goodwin
Board Member

Ian Cotton
Board Member

Van AuBuchon
Board Member

M. Christopher Boyer
Board Member

50-7

Please indicate your choices like this: ☒

1. **On a scale of 1 to 7, where 1 is 'not at all satisfied' and 7 is 'very satisfied', how satisfied are you with the *current use* of funds for transportation improvements in Lynnwood (e.g. maintaining sidewalks, pavement, traffic signals, and roads)?**

1-Not at all satisfied	2	3	4	5	6	7-Very satisfied
☐	☐	☐	☐	☐	☐	☐

2. **Were you aware that in 2011 the Lynnwood Transportation Benefit District enacted a $20 vehicle registration fee that generates approximately half a million dollars annually, paying for pavement overlays, traffic signal rebuilding, and other transportation improvements in Lynnwood?**
   - Yes, I knew about this fee, and that it paid for these transportation improvements ☐
   - I knew about the fee, but did not know that it paid for these transportation improvements ☐
   - No, I was not aware of this fee ☐

3. **Do you feel the amount of money that is spent on transportation projects in Lynnwood is:**
   Too much ☐ Just right ☐ Not enough ☐ Don't know ☐

4. **Given the limited resources for transportation, which is more important to you? (Choose just one)**
   - Building new transportation projects ☐
   - Maintaining the existing transportation system ☐
   - Both are equally important ☐
   - Neither is important ☐

5. **For this question, please answer the following for each of the transportation investments listed below:**
   a) **On a scale of 1 to 7, where 1 is 'not at all important' and 7 is 'very important', how important to you are the transportation investments for the Lynnwood Transportation Benefit District to consider?**
   b) **On a scale of 1 to 7, where 1 is 'very unwilling' and 7 is 'very willing', what is your willingness to pay for these improvements (via taxes, fees, etc.)?**
   c) **Of all these improvements, which TWO do you think are the most important?**

	Importance 1	2	3	4	5	6	7	*Willingness to Pay* 1	2	3	4	5	6	7	MOST important (Choose only TWO)
Maintaining existing pavement (overlay, crack repair, chip seal)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Traffic signal operations (repair, maintenance, upgraded systems, improved signal timing)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Street maintenance (sweeping, snow removal, pavement marking, signs, pothole filling)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Traffic flow improvements to arterials (e.g. 36th Ave W, 196th St. SW, Poplar Way Bridge over I-5)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
City center street improvements (new grid streets, wider sidewalks in the general Lynnwood Convention Center area)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Freeway interchange improvements (new/improved ramps)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Intersection improvements (turn pockets, new signals, roundabouts)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
New sidewalks (build new or fill in gaps where no sidewalks exist)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Sidewalk repairs and maintenance (cracks, heaving)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Bicycle improvements (bike lanes and signage)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

6. **Approximately how many days a week do you use the following arterial streets in Lynnwood, and which TWO improvements do you think are needed most on the arterials you use?**

	Number of days a week USE 0	1	2	3	4	5	6	7	*Improvements* Add turn lane	Add/Update traffic signal	Additional lanes	Add/ Improve sidewalks	Add/ Improve bike lanes	Concrete curbs / gutters	Improve/ Rebuild pavement
52nd Avenue W *(168th Street SW to 176th Street SW)*	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
36th Avenue W *(Maple Road to 164th Street SW)*	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
I-5 and 196th Interchange	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
196th Street SW *(I-5 to 48th Avenue W)*	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
44th Ave W *(I-5 to 194th Street SW)*	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
188th Street SW *(60th Avenue W to 68th Avenue W)*	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

7. **How many days a week do you access I-5 from Lynnwood to reach your destinations?**
   0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐

8. **The current sales tax in Lynnwood is 9.5% or 95 cents on a $10 purchase. If an increase in the sales tax was the only option, how much of a sales tax increase do you think is reasonable to pay for Lynnwood transportation improvements? (Choose only one)**
   - Four-tenths of a percent, which would be equal to 4 cents on a $10 purchase ☐
   - Three-tenths of a percent, which would be equal to 3 cents on a $10 purchase ☐
   - Two-tenths of a percent, which would be equal to 2 cents on a $10 purchase ☐
   - One-tenth of a percent, which would be equal to 1 cent on a $10 purchase ☐
   - None ☐

9. **If an annual car registration fee was the only option, how much of a fee *increase* (in addition to the $20 you already pay) do you think is reasonable to pay for transportation improvements in Lynnwood? (Choose only one)**
   More than $100 ☐ $81 to $100 ☐ $51 to $80 ☐ $30 to $50 ☐ Under $30 ☐ None ☐

10. **Even with the current funds collected, there is an $11.5 million annual shortfall to fund needed transportation improvements in Lynnwood. Would you support a ballot measure to collect additional funding for these transportation improvements?**
    No ☐ Yes ☐

Please continue on next page →

11. **On a scale of 1 to 7, where 1 is 'not at all supportive' and 7 is 'very supportive', please indicate your level of support for the following transportation improvement funding options, and also please tell us which one you would prefer if you had to choose.**

	Level of Support 1	2	3	4	5	6	7	MOST preferred (Choose only one)
❖ **Sales tax increase of 0.2%, from 9.5% to 9.7%** (This tax, that is paid by all who shop in Lynnwood, would cost the average household about $30 per year based on $15,000 in estimated annual taxable spending and would raise $4 million for transportation projects annually)	☐	☐	☐	☐	☐	☐	☐	☐
❖ **Annual vehicle registration fee increase of $80, from $20 to $100 per vehicle** (This fee, paid only by those with vehicles registered in Lynnwood, would be one time per year and would raise $2.5 million for transportation projects annually)	☐	☐	☐	☐	☐	☐	☐	☐

The last few questions are for classification purposes only so that we can group your responses with those of other respondents. Your responses are completely confidential.

12. **Do you live within the Lynnwood city limits?** No ☐ Yes ☐

13. **How do you typically commute to work? (Choose all that apply)**
Drive alone (car, truck, motorcycle, or scooter) ☐ Carpool with others ☐ Light rail / Train ☐ Vanpool ☐
Bus ☐ Walk ☐ Bicycle ☐ Ferry ☐
Other (please specify)_____ ☐ Not employed or work from home ☐

14. **What is your gender?** Male ☐ Female ☐

15. **What is your age?** 18-24 ☐ 25-34 ☐ 35-54 ☐ 55-64 ☐ 65-74 ☐ 75 and over ☐

16. **In the last 4 elections, how many times did you vote?**
In 4 of the last 4 elections ☐ In 2 of the last 4 elections ☐ In none of the last 4 elections ☐
In 3 of the last 4 elections ☐ In 1 of the last 4 elections ☐ I am not registered to vote ☐

17. **Are you of Hispanic / Latino / Spanish-speaking background?** No ☐ Yes ☐

18. **What race would you classify yourself as? (Choose just one)**
Black / African American ☐ American Indian or Alaska Native ☐ Native Hawaiian or Pacific Islander ☐
White / Caucasian ☐ Asian ☐ Some other race or combination of races ☐
Please specify:_____

19. **Which of the following describes your household income, before taxes, for 2013?**
Less than $15,000 ☐ $35,000 to less than $50,000 ☐ $100,000 to less than $150,000 ☐
$15,000 to less than $35,000 ☐ $50,000 to less than $100,000 ☐ $150,000 and over ☐

If you would like more information about the Transportation Benefit District or have questions about Lynnwood's transportation system, please email David Mach at **lynnwoodTBD@ci.lynnwood.wa.us**or call (425) 670-5275. Pleaease be sure to provide your name, the phonee and/or email address you would like to be contacted at, and a brief description of the topics you would like to learn more about.

Simply fold so that the return address to PRR, Inc. shows, please secure with one small piece of tape, and drop in the mail. No postage is required. PLEASE MAIL NO LATER THAN MAY 12, 2014.

LYNNWOOD WASHINGTON

Your address was randomly selected to participate in the survey to ensure a representative sample, and your answers are confidential. After answering the questions, simply fold so that the return address to PRR, Inc. shows, please secure with one small piece of tape, and drop in the mail. No postage is required. **Please mail no later than May 12, 2014.** If you prefer, you can complete the survey online by entering this online address into your browser https://www.surveymonkey.com/s/Lynnwoodmail.

If you have any questions about the survey, please contact research@prrbiz.com.
We thank you in advance for your participation!

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50-9

Lynnwood TBD

2014 Transportation Awareness Survey
Key Findings

Prepared for City of Lynnwood

June 30, 2014

LYNNWOOD
WASHINGTON

PRR

01-05

Outreach Plan

- Five tabling events in February and March 2014 (90 participants)
- Three open houses in March 2014 (23 participants)
- Article in Spring edition of *Inside Lynnwood* with same information presented at open house
- Statistically valid survey fielded April and May 2014

11-05

What We Heard

- Limited awareness of transportation funding needs
- Interest in learning more about what contributes to the cost of transportation projects
- Recognition that Lynnwood's transportation system is generally in good repair
- General satisfaction for how Lynnwood is accommodating growth

21-05

What We Heard

- Maintenance should be prioritized over other needs (street sweeping, painting pavement markings, pothole repair, and pavement maintenance projects)
- Traffic signal repair and maintenance and signal timing improvements also important to participants
- Priority capital projects:
  - 36th Avenue W
  - 196th Street SW
- Some support for street improvements in City Center area
- New sidewalk construction and bicycle improvement projects are lower priorities, but participants stressed the importance of making sidewalks safer and investing in bike lanes and markings

What We Heard

- Some support for a ballot measure to raise revenue for transportation improvements
  - Make the best use of existing revenue before asking voters to approve new funding sources
  - Concern about the burden of new taxes and fees
- Preference for sales tax increase ("pay as you go") over license tab fee ("annual lump sum")

50-14

Methodology

- PRR conducted a statistically valid mail survey from 4/25/2014 to 5/12/2014 using the following methods:
  - Survey was mailed to 5000 random residents who lived within the city limits of Lynnwood and a follow-up reminder postcard was sent mid-way.
  - The survey had 19 questions and provided postage for easy mail back, but also provided an online option.
  - Survey completed by 448 adults (355 mail, 93 online)
    - Note: An online and *public* version of the survey was completed by 123 residents attending public meetings, or hearing about the project via media outlets. However only results from the statistically valid survey are presented here, but it should be noted that the public version of the survey provided similar results.
  - The margin of error is +/- 4.6%
  - 86% of the respondents have voted 2 to 4 times in the last four elections
  - To ensure demographic representation, data was weighted using census data by age and sex proportionate to the population in the City of Lynnwood

SO-15

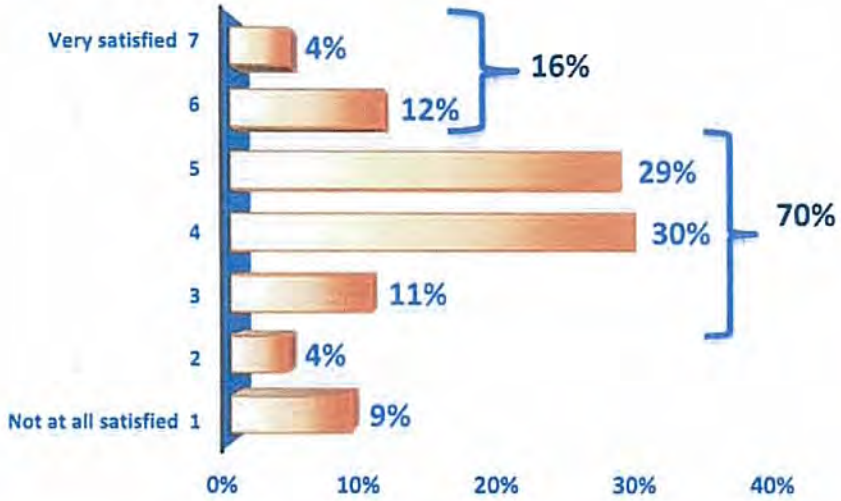
Summary of Key Findings: Satisfaction & Awareness

Respondents were asked if they were satisfied with the current use of transportation funds and if they were aware of the $20 vehicle fee enacted in 2011.

- More than two-thirds (70%) of respondents were *moderately satisfied* (rated a from "3" to "5"), but less (16%) were *very satisfied* (rated a "6" or a "7") with the current use of funds for transportation improvements in Lynnwood.
- More than half of the respondents (58%) were not aware of the $20 vehicle registration fee enacted in 2011, and of those aware of this fee (43%) only about a quarter (24%) knew the fee paid for transportation improvements in Lynnwood.

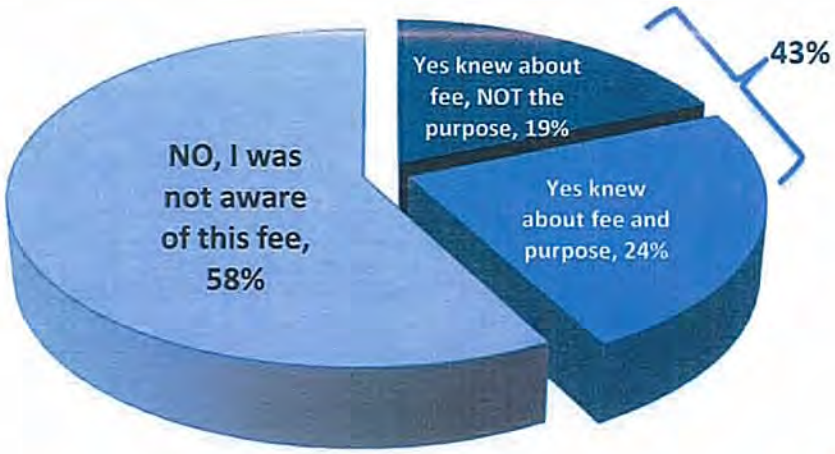
How satisfied are you with the current use of funds for transportation improvements in Lynnwood?

BASE: ALL SURVEY RESPONDENTS (N=444)



Were you aware that in 2011 the Lynnwood Transportation Benefits District enacted a $20 vehicle registration fee....for transportastion improvements?

BASE: ALL SURVEY RESPONDENTS (N=445)



91-05

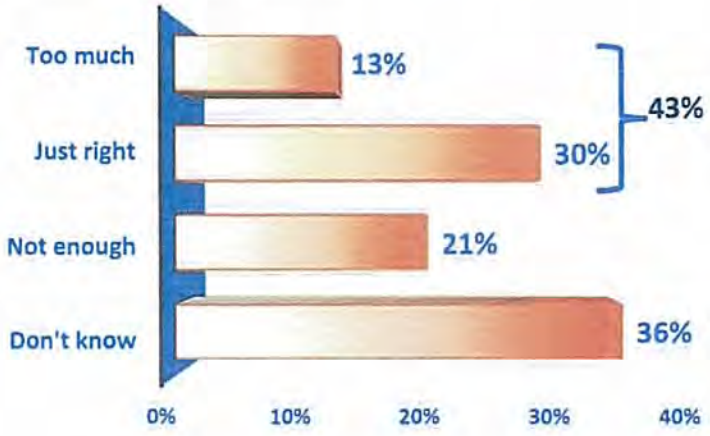
Summary of Key Findings: Spending

Respondents were asked about the amount of money spent on transportation projects in Lynnwood and what types of projects in general they thought were more important.

- Even though just over a third (36%) of respondents "don't know" if the right amount of money is spent on transportation projects in Lynnwood, about two-fifths (43%) indicate that *just right* or *too much* is spent, and about a fifth (21%) indicate *not enough* is spent.
- Almost half of the respondents (45%) indicated that maintaining the existing transportation system was most important to them, but even more respondents (48%) felt that both maintaining and building new projects was important.

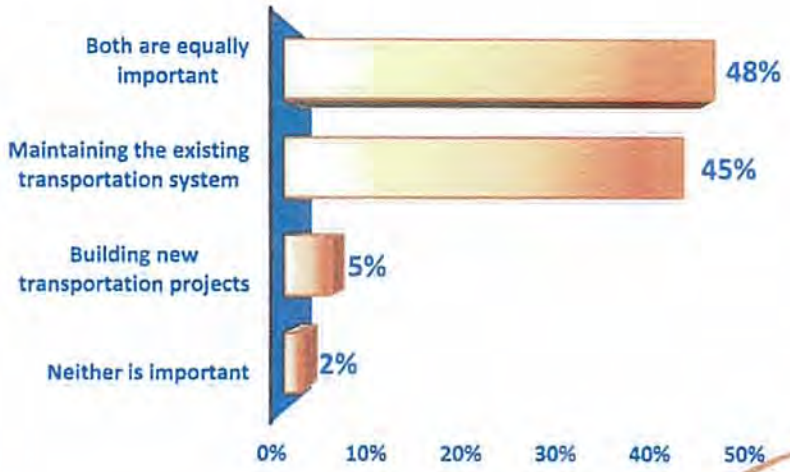
Do you feel the amount of money that is spent on transportation projects in Lynnwood is:

BASE: ALL SURVEY RESPONDENTS (N=438)



Given the limited resources for transportation, which is more important to you?

BASE: ALL SURVEY RESPONDENTS (N=442)



50-17

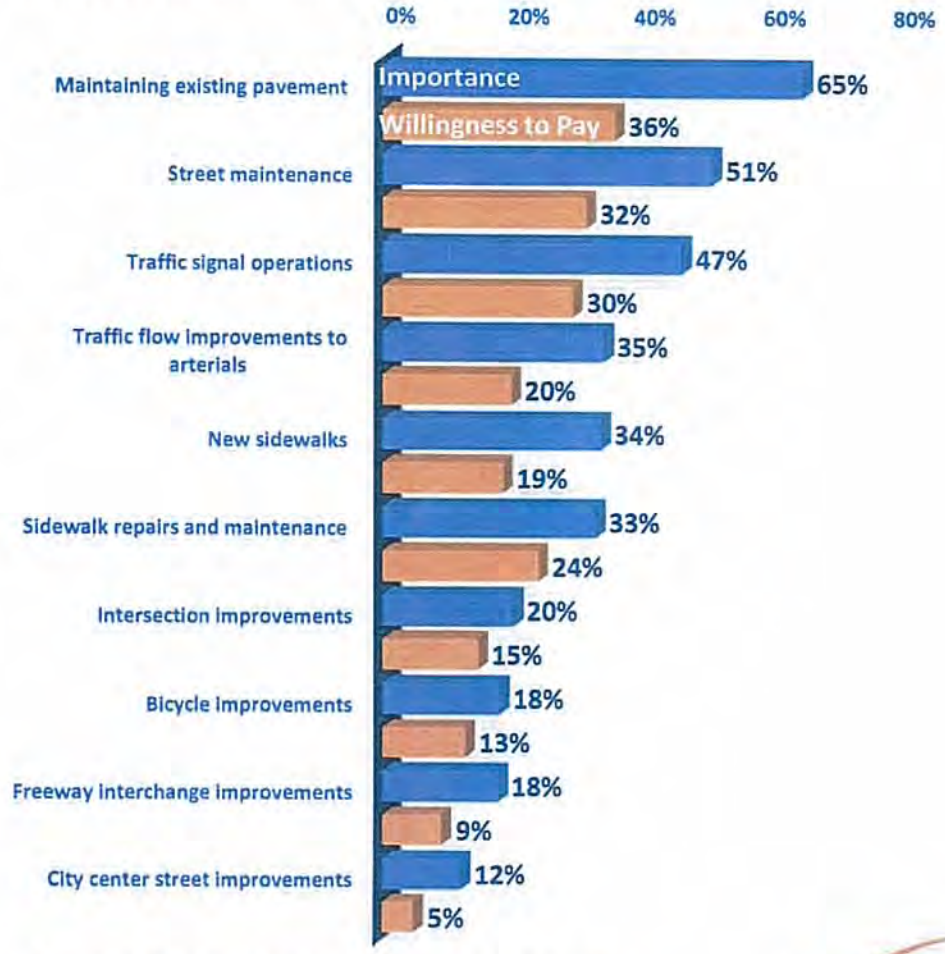
Summary of Key Findings: Most Important Investments

Respondents were asked to rate the importance of particular transportation investments, to rate their willingness to pay for them, and to choose the two most important investments.

- When looking at which improvements were given the highest ratings (a "6" or a "7" on a scale of 1. to 7) *maintaining existing pavement*, *street maintenance*, and *traffic signal operations* were the most highly rated as important as well as rated as the most willing to pay for.
- When asked to choose the two most important improvements, respondents similarly chose:
  - Maintaining existing payment (57%)
  - Traffic signal operations (35%)
  - Street Maintenance (31%)
  - Traffic flow improvements to arterials (19%)

Importance of transportation investment types vs. the willingness to pay for them

BASE: ALL SURVEY RESPONDENTS (N=398 TO 429)



Rated a "6" or a "7" on a scale of 1 to 7, with 7 being *very important* or *very willing*.

50-18

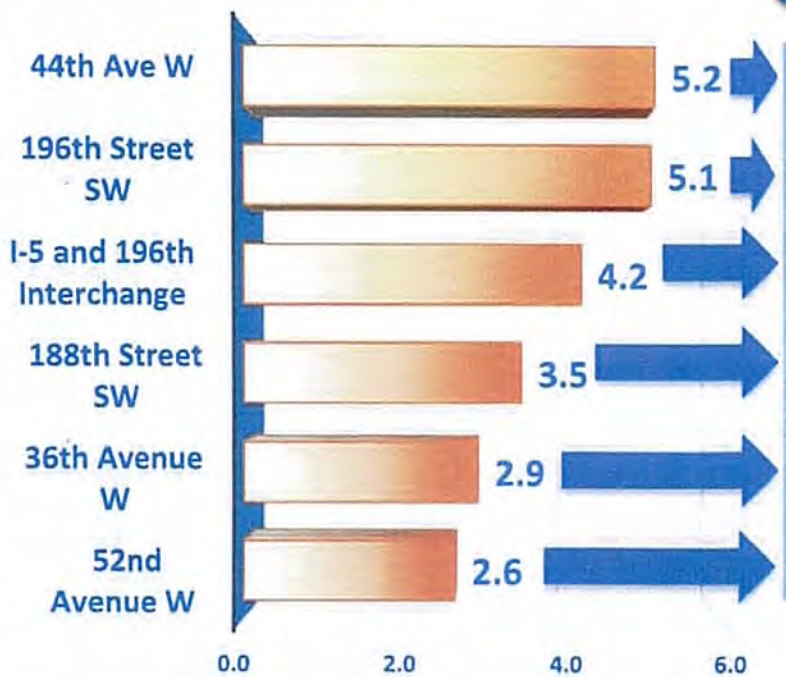
Summary of Key Findings: Arterial Improvements

Respondents were asked the number of days a week they used particular arterials, and they were asked to choose the two improvements to those arterials they thought were needed most.

- The most used arterials are 44th Ave W, 196th Street SW, and the 1-5/196th Interchange.
- The most commonly selected arterial improvements were adding/improving sidewalks, adding/updating traffic signals, adding additional lanes, and also improving/rebuilding pavement.

Average Number of Days Use Arterials

BASE: ALL SURVEY RESPONDENTS



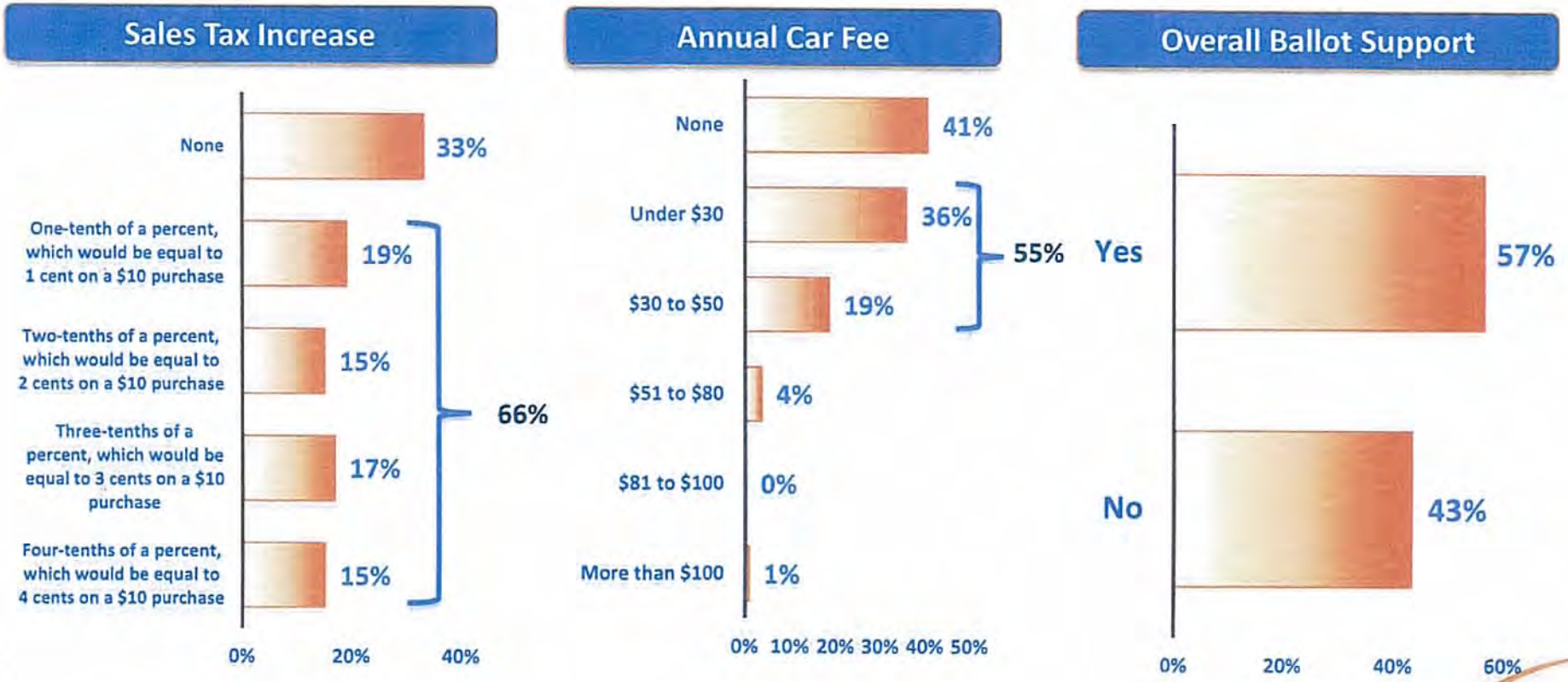
1st Most Important Improvement	2nd Most Important Improvement
• Add/improve sidewalks (52%)	• Improve pavement (35%)
• Improve/rebuild pavement (54%)	• Add/improve sidewalks (47%)
• Add/Improve sidewalks (40%)	• Improve pavement (38%)
• Add/update traffic signal (44%)	• Additional lanes (41%)
• Add/update traffic signal (47%)	• Additional lanes (42%)
• Improve pavement (46%)	• Add/update traffic signal (37%)

SD-19

Summary of Key Findings: Willingness to Pay

Respondents were asked how willing they were to pay for transportation improvements utilizing two different tax scenarios: an additional sales tax increase and a flat vehicle registration fee increase.

- Two-thirds (66%) were willing to pay 0.1 to 0.4 tenths of a percent increase in sales tax, and just over half of the respondents (55%) were willing to pay up to a $50 increase on their annual car fee.
- A majority (57%) of respondents also indicated they would be willing to support a ballot measure to collect funds for transportation improvements.



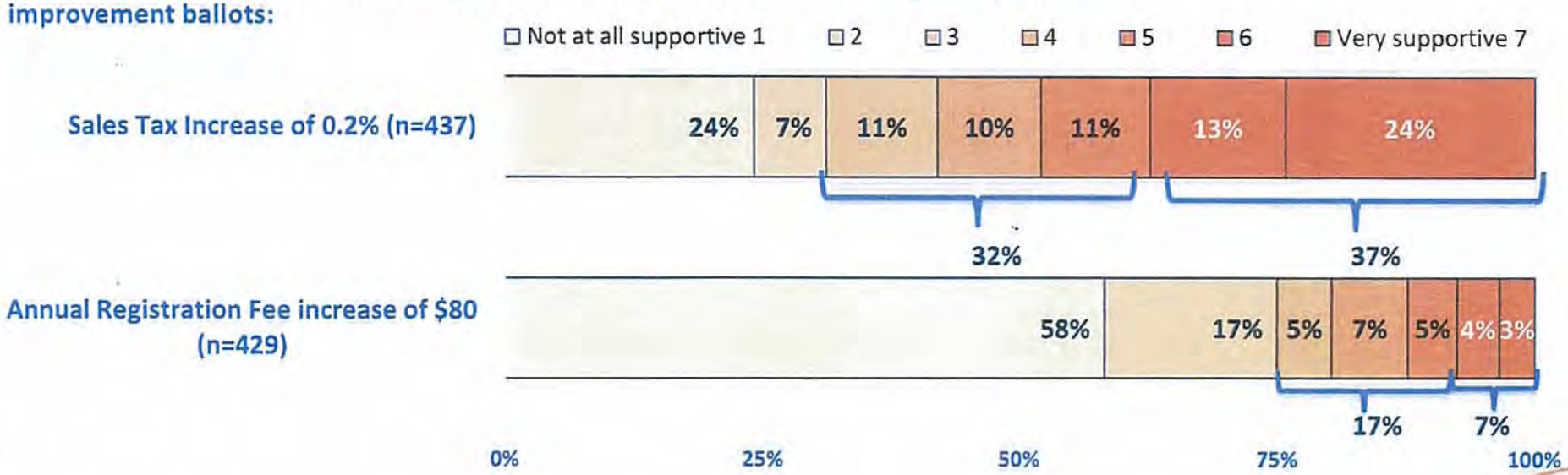
50-20

Summary of Key Findings: Support for Ballot

Respondents were asked specifically to rate their level of support for a sales tax increase of 0.2% and an annual vehicle registration fee increase of $80, and to choose the funding ballot option they most preferred for funding transportation improvements in Lynnwood.

- High support (rated "6" or "7") for the sales tax increase option is marginal (37%), but considerably more support is given by respondents to this option than annual vehicle registration fees (7%).
- The sales tax option also has considerably more moderate support (32%) from respondents than does annual vehicle registration fees (17%).
- A strong majority (80%) of respondents prefer the sales tax increase over the annual vehicle registration fee (20%) to fund transportation improvements in Lynnwood.

On a scale of 1 to 7, please indicate your level of support for the following transportation improvement ballots:



12-05

Summary of Key Findings: Conclusions

- The factors that are the ***most influential*** in getting respondents to support a *sales tax ballot* were if they indicated a willingness to pay for maintaining existing pavement, if they were satisfied with the current use of transportation funds, if they most often commute to work by driving alone, and naturally if they were willing to pay a higher sales tax increase.
- Whether a respondent is a voter (vote 2-4 times in recent elections) or not does not influence overall willingness to support a ballot, but those who vote more often are significantly more willing to support a sales tax increase over an annual vehicle registration fee.
- Those with higher incomes are slightly more willing to support either ballot option (sales tax or vehicle fee) and those that are from a non-white racial background are slightly more supportive of annual vehicle fees.

50-22

Topline of Lynnwood TBD Survey Weighted by Age and Gender
Draft: Subject to Change

q1. How satisfied are you with the current use of funds for transportation improvements in Lynnwood

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	1- Not at all satisfied	41	9.1	**9.2**	9.2
	2	19	4.2	**4.3**	13.5
	3	47	10.6	**10.7**	24.2
	4	135	30.1	**30.4**	54.5
	5	130	29.1	**29.4**	83.9
	6	52	11.5	**11.6**	95.6
	7 - Very satisfied	20	4.4	**4.4**	100.0
	Total	444	99.1	**100.0**	
Missing	System	4	.9		
Total		448	100.0		

q2. Were you aware that in 2011 the Lynnwood Transportation Benefit District enacted a $20 vehicle registration fee that generates approximately half a million dollars annually, paying for pavement overlays, traffic signal rebuilding, and other transportation improvements in Lynnwood.

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Yes, I knew about this fee, and that it paid for these transportation improvements	105	23.4	**23.6**	23.6
	I knew about the fee, but did not know that it paid for these transportation ...	83	18.4	**18.6**	42.2
	No, I was not aware of this fee	257	57.4	**57.8**	100.0
	Total	445	99.3	**100.0**	
Missing	System	3	.7		
Total		448	100.0		

50-23

q3. Do you feel the amount of money that is spent on transportation projects in Lynnwood is:

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Too much	58	12.9	**13.2**	13.2
	Just right	130	29.1	**29.8**	43.0
	Not enough	90	20.2	**20.6**	63.6
	Don't know	159	35.6	**36.4**	100.0
	Total	438	97.7	**100.0**	
Missing	System	10	2.3		
Total		448	100.0		

q4. Given the limited resources for transportation, which is more important to you?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Building new transportation projects	23	5.1	**5.2**	5.2
	Maintaining the existing transportation system	198	44.2	**44.8**	49.9
	Both are equally important	213	47.5	**48.2**	98.1
	Neither is important	8	1.9	**1.9**	100.0
	Total	442	98.7	**100.0**	
Missing	System	6	1.3		
Total		448	100.0		

50-24

q5a1. Maintaining existing pavement (Importance)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Not at all important	18	4.0	**4.1**	4.1
	2	5	1.2	**1.2**	5.3
	3	7	1.5	**1.5**	6.9
	4	34	7.6	**7.9**	14.8
	5	86	19.2	**19.9**	34.7
	6	98	22.0	**22.8**	57.4
	Very important	184	41.1	**42.6**	100.0
	Total	432	96.5	**100.0**	
Missing	System	16	3.5		
Total		448	100.0		

q5a2. Traffic signal operations (Importance)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Not at all important	28	6.2	**6.6**	6.6
	2	24	5.4	**5.7**	12.2
	3	17	3.8	**4.0**	16.2
	4	57	12.6	**13.4**	29.6
	5	100	22.3	**23.6**	53.2
	6	98	21.8	**23.1**	76.3
	Very important	101	22.5	**23.7**	100.0
	Total	424	94.6	**100.0**	
Missing	System	24	5.4		
Total		448	100.0		

50-25

q5a3. Street maintenance (Importance)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all important	22	4.9	**5.1**	5.1
	2	8	1.9	**2.0**	7.1
	3	10	2.2	**2.3**	9.4
	4	64	14.2	**15.0**	24.3
	5	103	23.0	**24.2**	48.5
	6	84	18.7	**19.6**	68.1
	Very important	136	30.4	**31.9**	100.0
	Total	427	95.2	**100.0**	
Missing	System	21	4.8		
Total		448	100.0		

q5a4. Traffic flow improvements to arterials (Importance)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all important	44	9.8	**10.3**	10.3
	2	22	4.9	**5.1**	15.4
	3	48	10.7	**11.3**	26.7
	4	74	16.6	**17.5**	44.2
	5	90	20.2	**21.2**	65.4
	6	48	10.8	**11.3**	76.8
	Very important	99	22.0	**23.2**	100.0
	Total	425	94.9	**100.0**	
Missing	System	23	5.1		
Total		448	100.0		

50-26

q5a5. City center street improvements (Importance)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all important	110	24.5	**25.8**	25.8
	2	78	17.3	**18.3**	44.1
	3	62	13.7	**14.5**	58.6
	4	77	17.1	**18.1**	76.7
	5	48	10.7	**11.3**	88.0
	6	27	6.1	**6.5**	94.4
	Very important	24	5.3	**5.6**	100.0
	Total	425	94.8	**100.0**	
Missing	System	23	5.2		
Total		448	100.0		

q5a6. Freeway interchange improvements (Importance)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all important	90	20.1	**21.2**	21.2
	2	46	10.2	**10.8**	32.0
	3	62	13.8	**14.6**	46.5
	4	94	21.0	**22.1**	68.6
	5	57	12.8	**13.5**	82.1
	6	48	10.7	**11.3**	93.4
	Very important	28	6.3	**6.6**	100.0
	Total	426	95.0	**100.0**	
Missing	System	22	5.0		
Total		448	100.0		

50-27

q5a7. Intersection improvements (Importance)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all important	83	18.6	**19.6**	19.6
	2	56	12.5	**13.2**	32.9
	3	55	12.2	**12.9**	45.8
	4	77	17.2	**18.2**	63.9
	5	67	14.9	**15.8**	79.7
	6	42	9.3	**9.9**	89.6
	Very important	44	9.9	**10.4**	100.0
	Total	424	94.7	**100.0**	
Missing	System	24	5.3		
Total		448	100.0		

q5a8. New sidewalks (Importance)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all important	53	11.7	**12.4**	12.4
	2	42	9.4	**9.9**	22.3
	3	45	10.0	**10.5**	32.9
	4	74	16.5	**17.4**	50.3
	5	66	14.8	**15.6**	65.9
	6	78	17.5	**18.5**	84.4
	Very important	66	14.8	**15.6**	100.0
	Total	424	94.7	**100.0**	
Missing	System	24	5.3		
Total		448	100.0		

50-28

q5a9. Sidewalk repairs and maintenance (Importance)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Not at all important	38	8.4	**8.8**	8.8
	2	25	5.6	**5.8**	14.6
	3	32	7.1	**7.4**	22.1
	4	98	22.0	**23.0**	45.0
	5	93	20.8	**21.7**	66.7
	6	56	12.5	**13.0**	79.8
	Very important	87	19.3	**20.2**	100.0
	Total	429	95.7	**100.0**	
Missing	System	19	4.3		
Total		448	100.0		

q5a10. Bicycle improvements (Importance)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Not at all important	142	31.7	**33.3**	33.3
	2	46	10.3	**10.9**	44.2
	3	48	10.6	**11.2**	55.3
	4	49	10.9	**11.5**	66.8
	5	64	14.4	**15.1**	81.9
	6	30	6.6	**7.0**	88.8
	Very important	48	10.6	**11.2**	100.0
	Total	427	95.2	**100.0**	
Missing	System	21	4.8		
Total		448	100.0		

50-29

q5b1. Maintaining existing pavement (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	21	4.8	**5.2**	5.2
	2	22	4.9	**5.4**	10.6
	3	24	5.3	**5.8**	16.4
	4	54	12.0	**13.1**	29.5
	5	141	31.5	**34.3**	63.7
	6	66	14.6	**15.9**	79.7
	Very willing	84	18.7	**20.3**	100.0
	Total	412	91.9	**100.0**	
Missing	System	36	8.1		
Total		448	100.0		

q5b2. Traffic signal operations (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	48	10.7	**12.0**	12.0
	2	30	6.7	**7.6**	19.6
	3	28	6.3	**7.0**	26.6
	4	60	13.4	**15.1**	41.7
	5	114	25.5	**28.6**	70.3
	6	58	12.9	**14.4**	84.8
	Very willing	61	13.5	**15.2**	100.0
	Total	399	89.0	**100.0**	
Missing	System	49	11.0		
Total		448	100.0		

50-30

q5b3. Street maintenance (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	24	5.3	**5.9**	5.9
	2	20	4.4	**4.9**	10.8
	3	24	5.3	**5.9**	16.7
	4	72	16.0	**17.7**	34.4
	5	137	30.5	**33.9**	68.3
	6	56	12.5	**13.9**	82.2
	Very willing	72	16.1	**17.8**	100.0
	Total	404	90.1	**100.0**	
Missing	System	44	9.9		
Total		448	100.0		

q5b4. Traffic flow improvements to arterials (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	51	11.3	**12.6**	12.6
	2	37	8.3	**9.2**	21.9
	3	64	14.3	**16.0**	37.8
	4	84	18.7	**20.9**	58.7
	5	86	19.1	**21.3**	80.1
	6	44	9.7	**10.9**	90.9
	Very willing	36	8.1	**9.1**	100.0
	Total	401	89.6	**100.0**	
Missing	System	47	10.4		
Total		448	100.0		

50-31

q5b5. City center street improvements (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	124	27.6	**30.8**	30.8
	2	80	17.9	**20.0**	50.8
	3	53	11.7	**13.1**	63.9
	4	71	15.8	**17.7**	81.6
	5	55	12.3	**13.7**	95.2
	6	8	1.9	**2.1**	97.4
	Very willing	11	2.4	**2.6**	100.0
	Total	401	89.5	**100.0**	
Missing	System	47	10.5		
Total		448	100.0		

q5b6. Freeway interchange improvements (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	105	23.4	**26.0**	26.0
	2	60	13.4	**14.9**	40.9
	3	56	12.5	**14.0**	54.9
	4	96	21.5	**23.9**	78.8
	5	49	10.9	**12.1**	90.9
	6	22	4.9	**5.5**	96.4
	Very willing	15	3.3	**3.6**	100.0
	Total	402	89.8	**100.0**	
Missing	System	46	10.2		
Total		448	100.0		

SD-32

q5b7. Intersection improvements (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	78	17.4	**19.4**	19.4
	2	71	15.8	**17.7**	37.1
	3	53	11.9	**13.3**	50.4
	4	88	19.7	**22.0**	72.4
	5	52	11.5	**12.9**	85.3
	6	35	7.9	**8.8**	94.1
	Very willing	24	5.3	**5.9**	100.0
	Total	401	89.5	**100.0**	
Missing	System	47	10.5		
Total		448	100.0		

q5b8. New sidewalks (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	56	12.4	**14.0**	14.0
	2	52	11.6	**13.1**	27.1
	3	53	11.9	**13.4**	40.5
	4	72	16.1	**18.2**	58.6
	5	90	20.2	**22.7**	81.3
	6	33	7.4	**8.3**	89.6
	Very willing	41	9.2	**10.4**	100.0
	Total	398	88.9	**100.0**	
Missing	System	50	11.1		
Total		448	100.0		

q5b9. Sidewalk repairs and maintenance (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	37	8.3	**9.3**	9.3
	2	39	8.6	**9.6**	18.9
	3	35	7.8	**8.7**	27.6
	4	113	25.2	**28.0**	55.6
	5	81	18.0	**20.1**	75.7
	6	54	12.1	**13.5**	89.3
	Very willing	43	9.6	**10.7**	100.0
	Total	402	89.7	**100.0**	
Missing	System	46	10.3		
Total		448	100.0		

q5b10. Bicycle improvements (Willingness to Pay)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Very unwilling	142	31.8	**35.4**	35.4
	2	53	11.9	**13.3**	48.7
	3	46	10.2	**11.4**	60.1
	4	71	15.7	**17.6**	77.7
	5	39	8.6	**9.6**	87.3
	6	17	3.7	**4.1**	91.4
	Very willing	35	7.7	**8.6**	100.0
	Total	402	89.6	**100.0**	
Missing	System	46	10.4		
Total		448	100.0		

50-34

q5c: Of all these improvements, which TWO are the most important?

		Count	Column Response % (Base: Count)
q5c: Of all the improvements which TWO are most important?	Maintaining existing pavement	216	**56.8%**
	Traffic signal operations	135	**35.3%**
	Street maintenance	120	**31.5%**
	Traffic flow improvements to arterials	71	**18.6%**
	City center street improvements	5	**1.3%**
	Freeway interchange improvements	16	**4.3%**
	Intersection improvements	33	**8.8%**
	New sidewalks	74	**19.3%**
	Sidewalk repairs and maintenance	53	**14.0%**
	Bicycle improvements	36	**9.4%**
	Total	381	**199.2%**

Note: Multiple responses allowed, totals may equal more than 100%

50-35

q6_1: 52nd Avenue W (Number of days a week USE)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	0	214	47.9	**52.4**	52.4
	1	54	12.0	**13.2**	65.6
	2	30	6.7	**7.3**	72.9
	3	31	6.8	**7.5**	80.4
	4	15	3.4	**3.7**	84.1
	5	18	4.0	**4.4**	88.5
	6	20	4.4	**4.8**	93.3
	7	27	6.1	**6.7**	100.0
	Total	409	91.3	**100.0**	
Missing	System	39	8.7		
Total		448	100.0		

q6_1: 52nd Ave W, which TWO improvements are the most important?

		Count	**Column Response % (Base: Count)**
52nd Ave: which two improvements	Add turn lane	22	**16.0%**
	Add/Update traffic signal	39	**28.5%**
	Additional lanes	8	**6.2%**
	Add/Improve sidewalks	71	**52.5%**
	Add/Improve bike lanes	40	**29.3%**
	Concrete curbs / gutters	35	**25.5%**
	Improve/Rebuild pavement	47	**34.5%**
	Total	136	**192.5%**

Note: Multiple responses allowed, totals may equal more than 100%

50-36

q6_2: 36th Avenue W (Number of days a week USE)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	0	187	41.7	**45.4**	45.4
	1	71	15.9	**17.3**	62.7
	2	33	7.3	**8.0**	70.7
	3	19	4.1	**4.5**	75.2
	4	12	2.6	**2.9**	78.0
	5	40	8.9	**9.7**	87.7
	6	6	1.3	**1.4**	89.1
	7	45	10.0	**10.9**	100.0
	Total	412	91.9	**100.0**	
Missing	System	36	8.1		
Total		448	100.0		

q6_2: 36th Avenue W, which TWO improvements are the most important?

		Count	**Column Response % (Base: Count)**
36th Ave: which two	Add turn lane	30	**17.6%**
	Add/Update traffic signal	45	**26.7%**
	Additional lanes	31	**18.4%**
	Add/Improve sidewalks	80	**47.2%**
	Add/Improve bike lanes	48	**28.1%**
	Concrete curbs / gutters	19	**11.0%**
	Improve/Rebuild pavement	91	**53.9%**
	Total	170	**202.9%**

Note: Multiple responses allowed, totals may equal more than 100%

50-37

q6_3: I-5 and 196th Interchange (Number of days a week USE)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	0	62	13.9	**14.9**	14.9
	1	78	17.5	**18.7**	33.6
	2	55	12.3	**13.1**	46.7
	3	46	10.3	**11.1**	57.8
	4	27	6.0	**6.4**	64.2
	5	47	10.4	**11.1**	75.3
	6	45	9.9	**10.6**	86.0
	7	59	13.1	**14.0**	100.0
	Total	419	93.5	**100.0**	
Missing	System	29	6.5		
Total		448	100.0		

q6_3: I-5 and 196th interchange, which TWO improvements are the most important?

		Count	**Column Response % (Base: Count)**
1-5_196: which two	Add turn lane	36	**18.7%**
	Add/Update traffic signal	84	**44.1%**
	Additional lanes	79	**41.3%**
	Add/Improve sidewalks	24	**12.8%**
	Add/Improve bike lanes	28	**14.7%**
	Concrete curbs / gutters	18	**9.5%**
	Improve/Rebuild pavement	71	**37.1%**
	Total	191	**178.1%**

Note: Multiple responses allowed, totals may equal more than 100%

50-38

q6_4: 196th Street SW (Number of days a week USE)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	0	43	9.7	**10.2**	10.2
	1	39	8.7	**9.1**	19.3
	2	39	8.6	**9.1**	28.4
	3	52	11.6	**12.2**	40.6
	4	44	9.8	**10.3**	50.9
	5	67	14.8	**15.6**	66.5
	6	29	6.5	**6.8**	73.3
	7	113	25.3	**26.7**	100.0
	Total	426	95.0	**100.0**	
Missing	System	22	5.0		
Total		448	100.0		

q6_4: 196thStreet SW, which TWO improvements are the most important?

		Count	**Column Response % (Base: Count)**
196th: which two	Add turn lane	58	**22.6%**
	Add/Update traffic signal	120	**47.0%**
	Additional lanes	107	**41.8%**
	Add/Improve sidewalks	36	**14.1%**
	Add/Improve bike lanes	42	**16.3%**
	Concrete curbs / gutters	16	**6.4%**
	Improve/Rebuild pavement	70	**27.6%**
	Total	255	176.0%

Note: Multiple responses allowed, totals may equal more than 100%

50-39

q6_5: 44th Ave W (Number of days a week USE)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	0	37	8.2	**8.5**	8.5
	1	34	7.6	**8.0**	16.5
	2	43	9.6	**10.0**	26.6
	3	39	8.8	**9.2**	35.8
	4	67	15.0	**15.7**	51.6
	5	72	16.0	**16.7**	68.3
	6	36	8.0	**8.4**	76.7
	7	100	22.2	**23.3**	100.0
	Total	427	95.4	**100.0**	
Missing	System	21	4.6		
Total		448	100.0		

q6_5: 44th AVe W, which TWO improvements are the most important?

		Count	**Column Response % (Base: Count)**
44th: which two	Add turn lane	34	**13.9%**
	Add/Update traffic signal	92	**37.2%**
	Additional lanes	50	**20.4%**
	Add/Improve sidewalks	74	**30.1%**
	Add/Improve bike lanes	49	**19.8%**
	Concrete curbs / gutters	16	**6.5%**
	Improve/Rebuild pavement	114	**46.2%**
	Total	247	**174.1%**

Note: Multiple responses allowed, totals may equal more than 100%

50-40

q6_6: 188th Street SW (Number of days a week USE)

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	0	140	31.2	**33.8**	33.8
	1	67	14.9	**16.2**	50.0
	2	31	6.9	**7.5**	57.5
	3	46	10.3	**11.1**	68.7
	4	22	4.8	**5.2**	73.9
	5	32	7.2	**7.8**	81.6
	6	29	6.5	**7.1**	88.7
	7	47	10.4	**11.3**	100.0
	Total	413	92.2	**100.0**	
Missing	System	35	7.8		
Total		448	100.0		

q6_6: 188th Street SW, which TWO improvements are the most important?

		Count	**Column Response % (Base: Count)**
188th: which two	Add turn lane	15	**9.4%**
	Add/Update traffic signal	50	**31.8%**
	Additional lanes	29	**18.3%**
	Add/Improve sidewalks	64	**40.0%**
	Add/Improve bike lanes	36	**22.4%**
	Concrete curbs / gutters	33	**20.6%**
	Improve/Rebuild pavement	60	**38.0%**
	Total	159	**180.5%**

Note: Multiple responses allowed, totals may equal more than 100%

50-41

q7. How many days a week do you access I-5 from Lynnwood to reach your destinations?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	0	35	7.7	**7.8**	7.8
	1	48	10.6	**10.7**	18.5
	2	39	8.8	**8.9**	27.3
	3	43	9.7	**9.7**	37.1
	4	38	8.6	**8.6**	45.7
	5	94	21.0	**21.1**	66.8
	6	56	12.5	**12.6**	79.4
	7	92	20.5	**20.6**	100.0
	Total	445	99.4	**100.0**	
Missing	System	3	.6		
Total		448	100.0		

q8. If an increase in the sales tax was the only option, how much of a sales tax increase do you think is reasonable to pay for Lynnwood transportation improvements?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Four-tenths of a percent, which would be equal to 4 cents on a $10 purchase	68	15.1	**15.2**	15.2
	Three-tenths of a percent, which would be equal to 3 cents on a $10 purchase	75	16.8	**17.0**	32.2
	Two-tenths of a percent, which would be equal to 2 cents on a $10 purchase	67	15.0	**15.2**	47.4
	One-tenth of a percent, which would be equal to 1 cent on a $10 purchase	86	19.1	**19.3**	66.7
	None	148	33.0	**33.3**	100.0
	Total	444	99.1	**100.0**	
Missing	System	4	.9		
Total		448	100.0		

50-42

q9. If an annual car registration fee was the only option, how much of a fee increase do you think is reasonable to pay for transportation improvements in Lynnwood?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	More than $100	4	.9	**.9**	.9
	$81 to $100	1	.2	**.2**	1.1
	$51 to $80	16	3.7	**3.7**	4.8
	$30 to $50	83	18.4	**18.6**	23.4
	Under $30	160	35.7	**36.0**	59.3
	None	181	40.4	**40.7**	100.0
	Total	444	99.2	**100.0**	
Missing	System	4	.8		
Total		448	100.0		

q10. Would you support a ballot measure to collect additional funding for these transportation improvements?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	No	190	42.5	**43.4**	43.4
	Yes	248	55.3	**56.6**	100.0
	Total	438	97.7	**100.0**	
Missing	System	10	2.3		
Total		448	100.0		

50-43

q11_1 Sales tax increase of 0.2%, from 9.5% to 9.7%

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Not at all supportive	106	23.6	**24.2**	24.2
	2	31	6.8	**7.0**	31.2
	3	48	10.6	**10.9**	42.1
	4	44	9.8	**10.1**	52.2
	5	46	10.3	**10.6**	62.7
	6	57	12.8	**13.1**	75.8
	Very supportive	106	23.6	**24.2**	100.0
	Total	437	97.6	**100.0**	
Missing	System	11	2.4		
Total		448	100.0		

q11_2 Annual vehicle registration fee increase of $80, from $20 to $100 per vehicle

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Not at all supportive	250	55.9	**58.3**	58.3
	2	72	16.0	**16.7**	75.0
	3	22	5.0	**5.2**	80.3
	4	32	7.1	**7.4**	87.7
	5	20	4.5	**4.7**	92.4
	6	18	4.0	**4.2**	96.6
	Very supportive	15	3.3	**3.4**	100.0
	Total	429	95.8	**100.0**	
Missing	System	19	4.2		
Total		448	100.0		

50-44

q11_3 MOST preffered transportation improvement funding options

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Sales tax increase of 0.2%, from 9.5% to 9.7%	264	59.0	**80.0**	80.0
	Annual vehicle registration fee increase of $80, from $20 to $100 per vehicle	66	14.7	**20.0**	100.0
	Total	330	73.8	**100.0**	
Missing	System	118	26.2		
Total		448	100.0		

q12 Do you live within the Lynnwood city limits?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Yes	448	100.0	100.0	100.0

q13: How do you typically commute to work? (Choose all that apply)

		Count	**Column Response % (Base: Count)**
Q13 how commute to work?	Drive alone	272	**61.1%**
	Bus	92	**20.7%**
	Carpool with others	60	**13.4%**
	Walk	33	**7.3%**
	Other	0	**0.1%**
	Light rail / Train	16	**3.6%**
	Bicycle	20	**4.4%**
	Vanpool	10	**2.2%**
	Ferry	4	**0.9%**
	Not employed or work from home	91	**20.4%**
	Total	445	**134.2%**

Note: Multiple responses allowed, totals may equal more than 100%

50-45

q14 What is your gender?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	216	48.3	**48.3**	48.3
	Female	232	51.7	**51.7**	100.0
	Total	448	100.0	**100.0**	

q15 What is your age?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18-24	61	13.5	**13.5**	13.5
	25-34	84	18.8	**18.8**	32.4
	35-54	159	35.5	**35.5**	67.9
	55-64	67	15.0	**15.0**	82.8
	65-74	38	8.4	**8.4**	91.3
	75 and over	39	8.7	**8.7**	100.0
	Total	448	100.0	**100.0**	

q16 In the last 4 elections, how many times did you vote?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	In 4 of the last 4 elections	262	58.6	**59.9**	59.9
	In 3 of the last 4 elections	66	14.7	**15.0**	74.9
	In 2 of the last 4 elections	49	10.8	**11.1**	85.9
	In 1 of the last 4 elections	25	5.7	**5.8**	91.7
	In none of the last 4 elections	17	3.7	**3.8**	95.5
	I am not registered to vote	20	4.4	**4.5**	100.0
	Total	438	97.9	**100.0**	
Missing	System	10	2.1		
Total		448	100.0		

50-46

q17 Are you of Hispanic / Latino / Spanish-speaking background?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	No	403	89.9	**92.6**	92.6
	Yes	32	7.2	**7.4**	100.0
	Total	435	97.1	**100.0**	
Missing	System	13	2.9		
Total		448	100.0		

q18 What race would you classify yourself as?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Black / African American	13	3.0	**3.1**	3.1
	White / Caucasian	323	72.0	**75.1**	78.3
	American Indian or Alaska Native	1	.2	**.2**	78.5
	Asian	78	17.5	**18.2**	96.7
	Native Hawaiian or Pacific Islander	2	.5	**.5**	97.2
	Some other race or combination of races	12	2.7	**2.8**	100.0
	Total	429	95.8	**100.0**	
Missing	System	19	4.2		
Total		448	100.0		

50-47

q19 Which of the following describes your household income, before taxes, for 2013?

		Frequency	Percent	**Valid Percent**	Cumulative Percent
Valid	Less than $15,000	34	7.5	**8.0**	8.0
	$15,000 to less than $35,000	85	19.1	**20.3**	28.3
	$35,000 to less than $50,000	58	13.0	**13.8**	42.1
	$50,000 to less than $100,000	147	32.8	**34.9**	77.0
	$100,000 to less than $150,000	75	16.7	**17.8**	94.8
	$150,000 and over	22	4.9	**5.2**	100.0
	Total	422	94.1	**100.0**	
Missing	System	26	5.9		
Total		448	100.0		

50-48

TRANSPORTATION BENEFIT DISTRICT

Reinvesting IN LYNNWOOD'S TRANSPORTATION FUTURE

LYNNWOOD WASHINGTON

	February	March	April	May	June	July	August
Outreach Activity	Drop-In Tabling Events	Neighborhood Meetings	• *Inside Lynnwood* article published (April) • Community Survey		• *Inside Lynnwood* article published (June) • Analyze survey data and prepare report		
Notification Strategies	• Utility bill insert • Web ads • Lynnwood e-news update • City events calendar • Poster	• Utility bill insert • Web ads • Lynnwood e-news update • City events calendar • Poster	• Surveys mailed to homes • Link to online survey on city home page				
TBD Board Action	**TBD Meeting** **2/10 -** Approve outreach plan	**TBD Meeting** **3/10 -** Approve survey questions			**TBD Meeting** Present survey and outreach findings	**TBD Meeting** Proceed with Ballot measure and in what format?	Nov. 2014 ballot filing due by August 5
Outcomes	Community is aware of open houses and knows basic information about the funding challenges facing Lynnwood's transportation system.	Community understands critical transportation needs, cost, and funding challenges, and potential funding solutions.	Community provides feedback on transportation priorities and potential funding solutions.		TBD Board understands the transportation needs and funding priorities of the community.	TBD Board makes well-informed decision about proceeding with a ballot measure.	

50-49