Question #1: Please provide additional details regarding engagement conducted with one or more of the population groups identified in question 1 of the Equity Criterion. Please elaborate on how the project supports the feedback received.

Answer #1:

This project originated in the City Center Planning effort of the early 2000s. This effort focused on creating a downtown center for the Lynnwood Community. This effort included the creation of a task force of residents, business owners, property owners, Lynnwood Public Facilities Districts, Chamber of Commerce, and the City of Lynnwood. Fast forwarding from planning to implantation, this project is a significant element of the implementation strategies for the City Center Plan. This included several studies including the 2016 Lynnwood Transit Center Multimodal Accessibility Plan (WSDOT, City of Lynnwood, PSRC, Community Transit, Sound Transit, and FHWA), 2016 Lynnwood TOD Technical Assistance (Smart Growth America, Urban Land Institute, and FTA), and the 2020 10 Minute Walk National Study Visit by Urban Land Institute. These studies continued outreach including interviews with property owners, developers, experts in transit-oriented development, and the Lynnwood community.

The project will also have extensive project outreach throughout the community, including several Open Houses at key milestones, project surveys and one-on-one meetings with business and property owners along the corridor. In recognition of our vibrant multi-cultural community, the project’s Open Houses and surveys will accommodate non-English speaking residents and community members through both written and oral translations. Keeping the community informed and being transparent about the design process will be key. The project will be using the City’s many social media platforms, such as Twitter, Instagram, Facebook, and the City hosted project website to keep the community informed and provide progress updates. A contact person will be listed with each public outreach effort to ensure additional feedback or questions from the community can be addressed. All feedback and questions will be addressed through frequently asked question posts or replied to directly via email (if their information is provided). For questions and concerns regarding specific design issues, the City will carefully evaluate each item and follow-up with design clarifications, modifications, or a resolution. At the end of the day, a successful project is one that is both supported by the Community and provides the Community with what will serve them best.
**Question #2:** The application suggests that some vehicle trips will be shorter due to this project. Please provide details on the expected number of trips and the length of the reduction.

**Answer #2:**

While it is difficult to attribute VMT reductions to a specific project, TSI (who is the City’s modeler) presented the following PowerPoint link below which compared concentrating trips within the City Center with spreading the trips throughout the County:


In the presentation, TSI stated that there would be increased localized trips from concentrating development within the City Center, but reduced subregional and regional trips: 8,900 (0.6%) PM peak hour vehicle miles traveled decrease outside Lynnwood and City Center and 2,312 (0.1%) PM peak hour vehicle miles traveled decrease in the entire region. By concentrating jobs and homes in a high-density urban center and reducing the need for residents to travel to neighboring cities for work, shopping, and other needs, will thereby reduce future total VMT and the CO2 emissions in the region.