



# REGIONAL TRANSPORTATION PLAN

2026–2050

DRAFT

OUTREACH & ENGAGEMENT

Final Draft – April 2026



Puget Sound Regional Council



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## Summary

PSRC, with the assistance of public engagement consultants Uncommon Bridges, conducted outreach with residents, grassroots community organizations, and grassroots community partners to inform the PSRC Regional Transportation Plan (RTP).

The process, which included a comprehensive online survey, regional public meetings, board and committee briefings, [focus groups](#), and targeted interviews, revealed a range of views about current transportation conditions and needs with widespread concern among residents with the current transportation system. The most prevalent problem identified by the public is frustration with system unreliability and a lack of travel choices. Many residents expressed that they are unable to travel efficiently, safely, or predictably, regardless of the mode of transportation.

This frustration is divided between two major issues. On the one hand, many residents criticized the public transit system, citing service as infrequent, slow, unreliable, and fragmented. A lack of reliable transit service across growing suburban and rural communities was a common theme. On the other hand, many drivers feel trapped in a failing car-centric network, facing frequent congestion on major highways and expressing dissatisfaction with poorly maintained infrastructure in many urban and rural areas.

Public safety emerged as a high concern, driven by fears of "lawless" driving, including aggressive behavior and excessive speeding. Consequently, improving safety for all vulnerable road users, including pedestrians and bicyclists, was consistently rated as a top priority. In terms of future direction, the community issued a strong, unified preference for an ambitious investment strategy, rejecting current funding levels and signaling a clear preference for the higher-investment scenarios. Of the four transportation plan scenarios presented, a plurality preferred the hybrid Scenario 2B, which presented doing more than today and emphasizing maintenance and preservation while growing the local transit system. This consensus indicated a desire to move beyond incremental fixes and proactively prepare the region's infrastructure for future growth. The public's highest investment priorities are concentrated in four core areas: improving safety for pedestrians and bicyclists, establishing reliable and well-maintained roads and highways, creating well-connected and dependable transit services for local neighborhoods, and expanding faster transit services connecting major regional destinations.

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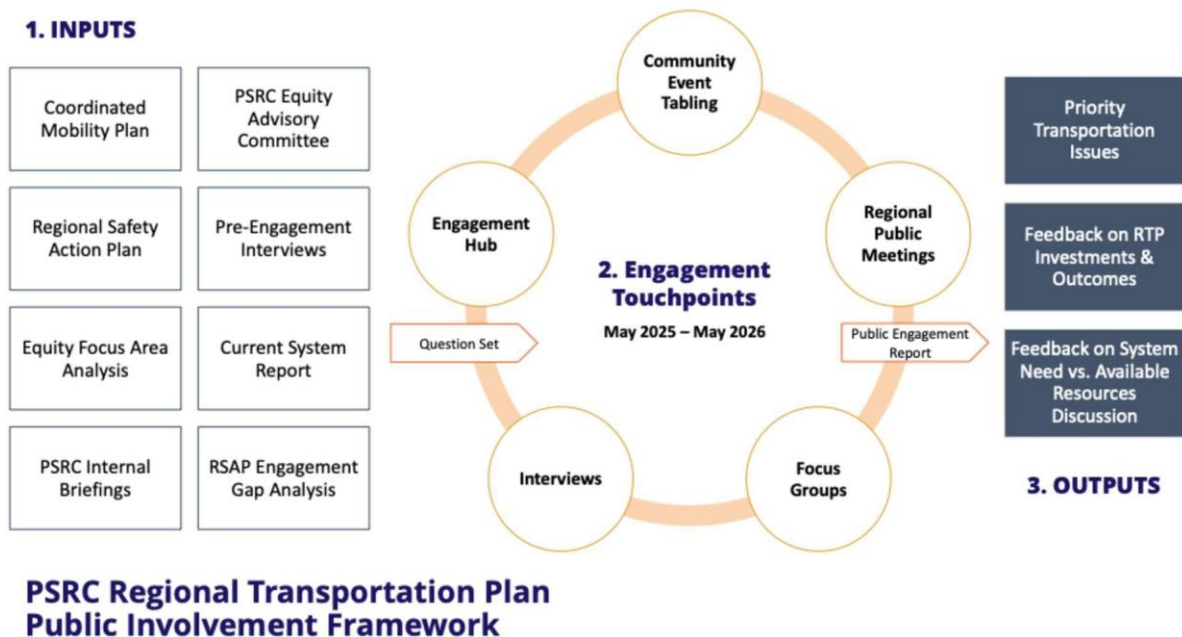
This frustration is divided between two major issues. On the one hand, many residents criticized the public transit system, citing services as infrequent, slow, unreliable, and fragmented, which makes it difficult or impossible to integrate into real-life schedules and needs. A lack of reliable transit service across growing suburban and rural communities was a common theme. On the other hand, many drivers feel trapped in a failing car-centric network, facing frequent congestion on major highways and expressing dissatisfaction with poorly maintained infrastructure, including potholes, failing bridges, and a lack of basic non-motorized facilities, such as sidewalks, in many urban and rural areas.

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~~highest investment priorities are concentrated in four core areas: improving safety for pedestrians and bicyclists, establishing reliable and well-maintained roads and highways, creating well-connected and dependable transit services for local neighborhoods, and expanding faster transit services connecting major regional destinations.~~

## Public Involvement Plan



At the outset of the RTP development process, PSRC developed a comprehensive public engagement plan, informed by several inputs.

### Inputs

- I. Coordinated Mobility Plan – Public engagement conducted as part of the development of the federally-required Coordinated Mobility Plan overlapped and integrated with regional transportation engagement through collaborative planning and marketing.
- II. PSRC Equity Advisory Committee - PSRC established a subcommittee from the Equity Advisory Committee that met monthly to review outreach materials,

connect with key contacts, and facilitate discussions at regional public meetings.

- III. Regional Safety Action Plan (RSAP) – As the most recently undertaken planning process, PSRC drew upon fresh relationships and learnings from the RSAP engagement process.
- IV. Pre-Engagement Interviews - Initial meetings with individuals representing different interest and stakeholder groups were conducted to help plan how to engage broadly.
- V. Equity Focus Area Analysis –PSRCs equity focus areas helped to inform decisions such as outreach style, venue selection, and accessibility.
- VI. Current System Report – A comprehensive report describing the current transportation system and its gaps was published early in the plan development process to inform subsequent work.
- VII. Board Insights – PSRC’s Transportation Policy Board established the overall scope of work for the RTP, identifying priority policy and emphasis areas. PSRC’s advisory committees were also regularly briefed and added their recommendations and perspectives on various elements of the plan.
- VIII. RSAP Engagement Gap Analysis – To maximize outreach success, the engagement team reviewed geographic areas of the region where we were less successful in connecting with the community during the RSAP engagement process. This information was used to market to these areas proactively, increasing participation in the RTP engagement process.

### RTP Public Involvement Question Set

To design the public involvement program, PSRC developed a question set to outline engagement objectives. The question set explored:

- What is our intention? Why are we doing this?
- What information will we share?
- Who will we share it with? How?
- How specific will we get?
- What information will we gather?
- What bridges can we build?
- What boundaries do we have?

These questions were answered to help identify clear objectives for the different engagement activities. PSRC answered these questions for interviews, the engagement hub, and regional public meetings, as seen in the table below. Results

from these touchpoints were also used to create the question set for focus groups held during the formal public comment period for the draft RTP.

Pre-Engagement Interviews	Information Sharing	Information Gathering
<b>Topics</b>	<ul style="list-style-type: none"> <li>Who is PSRC</li> <li>What's the RTP?</li> <li>Schedule of decisions being made</li> <li>Explanation of when people can have influence</li> <li>PSRC Board Key Policy Priorities</li> <li>PSRC's future-looking, long-range perspective in the changing geo-political context</li> </ul>	<ul style="list-style-type: none"> <li>Given the current state of things, what is coming to mind about the future of transportation?</li> <li>What is the most important transportation issue in your community and/or to you?</li> </ul>
<b>Geographies Covered</b>	Region Wide	Region Wide
<b>Depth</b>	Shallow	Moderate

Engagement Hub	Information Sharing	Information Gathering
<b>Topics</b>	<ul style="list-style-type: none"> <li>Who is PSRC</li> <li>What's the RTP?</li> <li>Post Results of Past Survey (March 2025) - "what is the most important transportation issue in your community?"</li> <li>Top Issues of the Current System Report</li> <li>PSRC Board Key Policy Priorities</li> <li>"Maintain first, then improve" - Flush out the concept</li> </ul>	<ul style="list-style-type: none"> <li>What is the most important transportation issue in your community?</li> <li>Demographics</li> <li>Engagement Opt-In</li> <li>Email List Sign Up</li> <li>EAC Applicant Interest</li> </ul>
<b>Geographies Covered</b>	Non-Location Specific Region Wide	County Specific
<b>Depth</b>	Moderate	Moderate to Deep

Regional Public Meetings	Information Sharing	Information Gathering
<b>Topics</b>	<ul style="list-style-type: none"> <li>• "Maintain first, then improve" - Flush out the concept</li> <li>• Draft types of investments &amp; outcomes</li> <li>• Different levels of investment highlighting priorities (outcomes/costs)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Feedback</b> - draft types of investments &amp; outcomes - feedback</li> <li>• <b>Reactions</b> - different levels of investment highlighting priorities (outcomes/costs)</li> </ul>
<b>Geographies Covered</b>	Region Wide County Specific	County Specific
<b>Depth</b>	Moderate to Deep	Moderate to Deep

## Board Insights

PSRC's Executive Board serves as the governing board for the agency. Membership is made up of elected representatives from PSRC's member governments. The Executive Board is advised by its two policy boards on key transportation and growth management issues, the Transportation Policy Board and Growth Management Policy Board. The policy boards are made up of representatives from member jurisdictions, including elected officials, and regional business, labor, civic, and environmental groups. The Transportation Policy Board has lead responsibility for the development of the RTP.

PSRC's boards and committees provided critical input on the draft RTP and accompanying public engagement process. At various meetings throughout 2025, PSRC staff presented updates on plan development and asked for feedback from members of PSRC boards and committees.

In addition to the boards, PSRC has multiple committees to engage staff from local governments and agencies and users of the transportation system. PSRC seeks input from these committees on ways to address regional challenges, research and resolve technical issues, and review and recommend major transportation projects for funding. PSRC staff provided regular updates on RTP development to the committees that cover topic areas most relevant to transportation:

- Equity Advisory Committee
- Regional Project Evaluation Committee
- Regional Staff Committee
- Bicycle Pedestrian Advisory Committee

- Coordinated Mobility and Accessibility Committee
- Transit Operators Committee
- Freight ~~Operators~~ Advisory Committee
- Regional Transit-Oriented Development Committee

A key action of the Transportation Policy Board was to set priorities for the RTP early in the scoping process, which included an adopted scope of work document. This led to the creation of key questions to be used in public meetings, surveys, and focus groups to guide the direction of the plan content.

Early feedback also steered the Transportation Policy Board to create an additional funding scenario for the plan. Later identified as Scenario 2B, this scenario relies upon additional funding for the transportation system, but with a specific focus on maintaining the current system at an optimal level and targeted investment in transit. This Scenario ultimately became the preferred approach by ~~both~~ the public and members of the board and committees ~~members~~, leading the Transportation Policy Board to identify it as the preferred Plan scenario.

## Pre-Engagement Interviews

### Process

To begin outreach efforts grounded in community context, the engagement team conducted a series of solo and group interviews with those representing a selection of the perspectives targeted for the public engagement process. Interviewees included:

*Transportation Choices Coalition / Cascade Bicycle Club / Advocates for Highway and Auto Safety / Snoqualmie Valley Mobility Coalition – Hopelink / Snohomish County Transportation Coalition / Everett Station District Alliance / City of Carnation / Commute Seattle / Transit Riders Union / Mt. Si Senior Center / Snoqualmie Valley Transportation / Pierce County Human Services*

### Outcomes

#### Prioritizing Equity, Transit Investment, and Safety Over Freeway Expansion

One of the most notable insights gathered from the respondents during interviews was the call to rethink PSRC’s investment strategies. Many participants expressed a strong desire to shift priorities away from road expansions and towards enhancing equitable, high-capacity transit, alongside ensuring safe infrastructure for all. There

was a consensus on redirecting funds from freeway expansions to ~~creating the~~ creation of safer walking routes to transit, particularly in high-transit corridors.

Respondents emphasized that this shift isn't solely about transportation; it's fundamentally about promoting equity. Many transit riders come from lower-income backgrounds and communities of color, and they deserve safer, more accessible transit options. By aligning investments around high-capacity transit, many respondents felt the region could move away from suburban developments that tend to lead to increased traffic, accidents, and greenhouse gas emissions.

#### Reducing Car Dependency and Enhancing Mode Shift

Through the interviews, a common theme emerged regarding the need to reduce residents' reliance on personal vehicles, which was recognized as essential for both economic stability and improved quality of life. Participants frequently mentioned the significant financial burden that car ownership creates, making transportation one of the largest household expenses. Respondents emphasized that enhancing transit and active transportation options could effectively lower these costs. They pointed out that many daily trips, such as those to grocery stores or healthcare facilities, resemble commutes and should be prioritized in transportation planning.

A key opportunity identified was investment in safe cycling infrastructure, such as protected bike routes and secure storage facilities. Interviewees noted that such infrastructure not only encourages more people to cycle but also significantly enhances safety for all road users, leading to increased ridership and a decrease in collisions.

Furthermore, there was a strong belief that infrastructure must be universally designed to accommodate diverse users, including parents using cargo bikes and individuals commuting via e-bikes. This sentiment underscored the importance of thoughtful urban design, including redesigning bike racks and closing critical gaps in the regional trail network, to create a more inclusive transportation system. Overall, the interviews painted a picture of a community striving for a significant shift in transportation habits to promote sustainability and accessibility.

#### Strategic Engagement and Addressing Roadway Safety

The interviews highlighted that PSRC should be strategic and proactive regarding safety, emphasizing the urgent need to address the significant increase in roadway fatalities. Respondents noted that substantial investment in safety countermeasures

was essential, including the implementation of advanced in-car technologies such as Automatic Emergency Braking. Many felt that creating more equitable roads for all users was imperative. Interviewees expressed a desire for PSRC to take the lead in transit and active transportation investments, particularly to bridge the gap left by federal cuts in these areas, even if it meant forgoing other projects like freeway widening.

#### Recommendations For More Successful Outreach

Interviewees recommended prioritizing feedback from grassroots organizations and citizens who were directly impacted by transportation issues, ensuring that their voices were heard over those of well-resourced industry groups. Additionally, it was suggested that outreach events be made more engaging by incorporating food, music, and cultural performances, which would foster a sense of community and fellowship while making information sharing a secondary focus. Finally, leveraging technology such as text messaging and social media for online feedback was considered effective due to its high conversion rates, which allowed for increased participation and engagement from the community.

#### Coordinated Mobility Plan Engagement Overlap

The Coordinated Mobility Plan identifies the mobility needs of priority populations, including youth, older adults, people with disabilities, those with low incomes, and individuals with limited English proficiency, through community engagement, and outlines strategies to address these needs. The plan fulfills federal and state requirements, including the Federal Transit Administration's Section 5310 program, which directs funding toward improving transportation access for older adults and people with disabilities. Additionally, state-required Regional Human Services Transportation Plan (RHSTP) guidelines emphasize the importance of coordination in transportation planning.

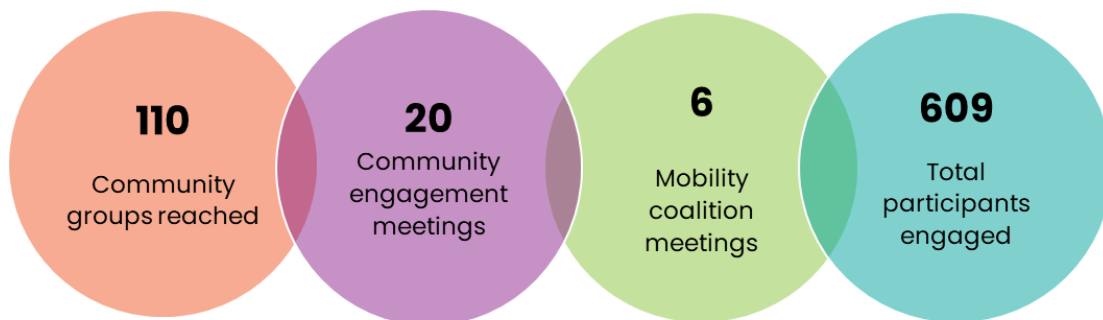
Between March and October of 2025, PSRC engaged with 17 community groups and three countywide mobility coalitions representing priority populations across the region. Initially, over 100 community groups were contacted via email, and those that responded were offered multiple engagement options, including attending their existing meetings or scheduling dedicated sessions. Engagement occurred both in-person and virtually, with two additional virtual meetings offered in May 2025 for stakeholders with limited staff capacity or those without regular meeting opportunities. Three community groups and three mobility coalitions were engaged

multiple times to identify key mobility needs and priorities, addressing these needs. While PSRC aimed to engage at least one group representing each priority population in every county, responsiveness and capacity varied among organizations.

The Coordinated Mobility Plan outreach was conducted through a two-phased engagement process with community groups and mobility coalitions representing priority populations.

- Phase 1 engagement focused on identifying key mobility needs by gathering feedback from community members on challenges with public transit, specialized transportation, and other mobility options such as walking, biking, and rolling.
- Phase 2 engagement aimed to confirm the needs identified in Phase 1 and gather community input on transportation priorities to refine and improve those needs.

## Outcomes



PSRC heard many stories and first-hand accounts of challenges faced by priority populations. While each person's experience is unique, common themes emerged, resulting in eight key mobility needs identified through the engagement process:

- Better cross-agency and cross-county coordination for a seamless travel experience.
- Shorter wait times and more reliable transfers and return trips.
- More frequent and expanded transit service, especially during evenings, weekends, and other times when people need it most.
- Context-appropriate transportation options in areas not well served by fixed-route transit, including rural areas.
- More rider education opportunities and awareness of available transportation services.

- Improved access to healthcare, wellness, and other essential services.
- More accessible and safer infrastructure, including more amenities at transit stops (seating, lighting, shelters, and restrooms).

More information about the mobility needs and strategies reflecting the priorities of communities can be found in the [Coordinated Mobility Plan](#).

## Social Media

From August 11 until December 17, PSRC published 170 RTP-related posts across seven social media platforms. These posts promoted the regional public meetings, survey, engagement hub, and the public comment period.

PSRC posted both organic and boosted content (paid ads) to increase visibility. The total impressions/reach (times a post showed on a viewer's screen) across the campaign per platform (that provide statistics) are as follows:

- LinkedIn: 26,219 impressions/reach
- Instagram: 8,057 impressions/reach
- Facebook: 16,805 impressions/views
- Nextdoor: 202,424 impressions/reach
- Threads: 151 impressions
- X: 4,786 impressions/reach

## Email outreach

To connect with community members over email, PSRC utilized both newsletters and personalized messages.

Nine PSRC Executive Director's Newsletters directed readers to the engagement hub and promoted the public meetings. There are around 3,300 subscribers to this newsletter.

PSRC sent over 600 personalized emails to community members across the four counties asking for their help to spread the word about the regional public meetings. PSRC developed an Outreach Toolkit equipped with additional information about the plan, resources and social media links, and sample content for people to share with their networks.

With the launch of the draft plan, PSRC has launched additional email outreach campaigns, sharing a new Outreach Toolkit tailored to the public comment period. There are around 8,000 recipients to these campaigns.

## Engagement Results

### RTP Engagement Hub

A section on the PSRC website was dedicated to sharing information and gathering feedback from the public on transportation planning priorities. Over 6,000 visitors viewed pages on the site between its launch in September through December 15, 2025.

### Process

PSRC developed a conceptual layout for an RTP engagement landing page and identified the necessary media assets to be created. An engagement survey was generated based on outreach objectives and posted on the online hub. The following section provides a summary of survey responses. It is important to note that the survey responses are from a self-selected group who visited the engagement hub and chose to answer the survey. While useful information to get a sense of the views of these members of the public, survey responses cannot be considered statistically representative of the regional population.

### Outcomes - 371 Responses

1. Thinking about all of the ways people get around Puget Sound, what do you think is the most important transportation problem facing the Puget Sound region today?

The responses reveal frustration with the ~~status-quo~~ current reality. While there is a clear divide between those who desire better public transit and those frustrated by the costs of driving, the overarching theme is unreliability and a lack of ~~viable~~ options.

Whether driving or taking transit, residents feel they cannot get where they need to go efficiently or safely.

Inadequate and Unreliable Public Transit - The most frequent complaint is that transit exists, but it is not functional in real life.

- Frequency and Speed: Buses and trains are too infrequent, slow, or unreliable. Trips that take 20 minutes by car can take hours by transit.
- The "Last Mile" Problem: Light rail is viewed positively, but many complain that they cannot access the stations. There is a lack of connector buses, parking at stations, or safe walking paths.
- Disconnect: The system is fragmented. Transfers are difficult, and schedules between different agencies do not align.
- Rural/Suburban Void: Many residents in the South Sound, Eastside (especially east of Bellevue), and rural areas feel completely abandoned by transit services, forcing them to drive.

Forced Car Dependency and Congestion - Many respondents feel trapped in a car-centric system that is failing due to volumes on roadways.

- Gridlock: Traffic congestion is cited as constant and worsening, particularly on I-5, I-405, and through downtown Seattle.
- No Alternatives: Many drivers expressed that they *would* take transit if it worked for them and their schedules, but currently feel forced to drive.
- Environmental Impact: There is significant concern regarding pollution, greenhouse gas emissions, and the health impacts of car dominance.

Safety and Security Concerns - Safety was highlighted in two distinct ways:

- Personal Security on Transit: A significant number of respondents avoid transit due to "social safety" issues, citing drug use, erratic behavior, lack of enforcement, and uncleanliness on buses and trains.
- Road Safety: Cyclists and pedestrians feel unsafe due to a lack of sidewalks and protected lanes. Drivers cited aggressive driving, speeding, and road rage as major hazards.

Failing Infrastructure and Maintenance - There is broad dissatisfaction with the physical condition of the transportation network.

- Road Quality: Complaints about potholes, crumbling bridges, and narrow roads (especially old farm roads now serving suburbs) are common.
- Construction Fatigue: Constant road work and [the perception of](#) "random" repairs seem to cause delays without delivering visible improvements.

- Lack of Sidewalks: Many arterial roads in developing suburbs lack sidewalks, making walking impossible or ~~deadly~~dangerous.

### Connectivity and Planning

- East-West Struggle: Moving north or south is ~~difficult, but~~difficult but moving east or west is described as nearly impossible in many areas.
- Pace of Expansion: Projects (especially Light Rail) are seen as taking too long to complete.
- Housing vs. Transportation Mismatch: Respondents feel that housing is being built in areas (such as Pierce County or Snoqualmie Valley) where the road infrastructure cannot support the population growth.

### Cost and Accountability

- High Costs: Drivers are frustrated by high gas prices, tolls, and RTA taxes.
- Mismanagement: There is skepticism regarding how funds are utilized, with accusations of waste and ineffective leadership within agencies such as Sound Transit and WSDOT.

<del>Perspective</del>	<del>Primary Grievance</del>	<del>Desired Solution</del>
<del>The Transit Advocate</del>	<del>"I want to ride, but it takes too long, doesn't go where I need, or feels unsafe."</del>	<del>More frequency, better "last-mile" connections, safer trains/buses.</del>
<del>The Commuter</del>	<del>"Traffic is a nightmare, roads are broken, and I have no other choice but to drive."</del>	<del>Fix the potholes, expand road capacity, synchronize traffic lights.</del>
<del>The Rural Resident</del>	<del>"I pay taxes for services I don't get; I am isolated without a car."</del>	<del>Better maintenance of county roads, transit options outside the urban core.</del>

Perspective	Primary Grievance	Desired Solution
The Active Traveler	"I am risking my life trying to bike or walk to the grocery store."	Protected bike lanes, sidewalks on main roads, lower vehicle speeds.

When you think about how you get around where you live, what is your biggest concern when it comes to safety on our roads?

Many respondents expressed feeling ~~fearful~~[fear](#), primarily stemming from a perceived "lawlessness" among drivers and infrastructure that prioritizes vehicle speed over safety. Whether walking, biking, or driving, respondents feel the current system relies too heavily on trust in an environment where social contracts (like stopping at red lights) have broken down.

The "Lawless" Driver & Lack of Enforcement - The most pervasive complaint is the behavior of drivers. Respondents describe a culture of aggression and distraction.

- Speed & Aggression: Roads are described as "unofficial speedways." Drivers are seen as impatient, tailgating, and prone to road rage.
- Distraction: Phone usage is often cited as a contributing factor. Respondents mention seeing drivers looking down at their laps rather than the road.
- The "Red Light" Crisis: Multiple respondents noted they can no longer trust green lights or crosswalk signals because drivers routinely run red lights.
- Zero Consequences: There is a strong sentiment that traffic laws are not enforced. Respondents feel there are no deterrents for reckless behavior.

Hostility Toward Vulnerable Road Users (VRUs) - Pedestrians, cyclists, and individuals with mobility issues often feel that the road network is designed to exclude or endanger them.

- "Paint is Not Protection": Cyclists feel unsafe in "gutters" or painted lanes that disappear at intersections. They are asking for physical barriers (planters, curbs), not just paint.
- The Pedestrian Experience: Walking is ~~described as a game of "Frogger."~~ often challenging. Crosswalks are blocked by cars, the lighting is poor, and high-speed turns on red make intersections ~~terrifying~~ concerning.
- Accessibility: Wheelchair users and those with strollers complain of sidewalks that end abruptly ("sidewalks to nowhere"), a lack of curb cuts, or sidewalks obstructed by parked cars.

Dangerous Design & Maintenance - Respondents blame the physical design of the roads for encouraging bad behavior.

- "Stroads": Many identified wide, arterial roads (characterized by highway-like speeds, but with businesses and driveways) as the most dangerous places. Wide lanes encourage speeding regardless of the posted limit.
- Visibility Issues: Poor lighting, non-reflective striping that vanishes in the rain, and blind corners contribute to the danger.
- Maintenance: Deep potholes and crumbling infrastructure force drivers and cyclists to swerve unpredictably, posing a significant safety risk.

The Rural & Freight Challenge - Specific concerns arose regarding areas outside the urban core.

- Rural Traps: Residents in areas like the Snoqualmie Valley or unincorporated Pierce County fear narrow, two-lane roads with no shoulders. In emergencies, or natural disasters, ~~(like a lahar or flood)~~, they feel trapped with only one way out.
- Freight Incompatibility: Large semi-trucks are using narrow rural roads or neighborhood streets to avoid highway traffic, creating dangerous situations for local drivers and pedestrians who have no shoulder to escape to.

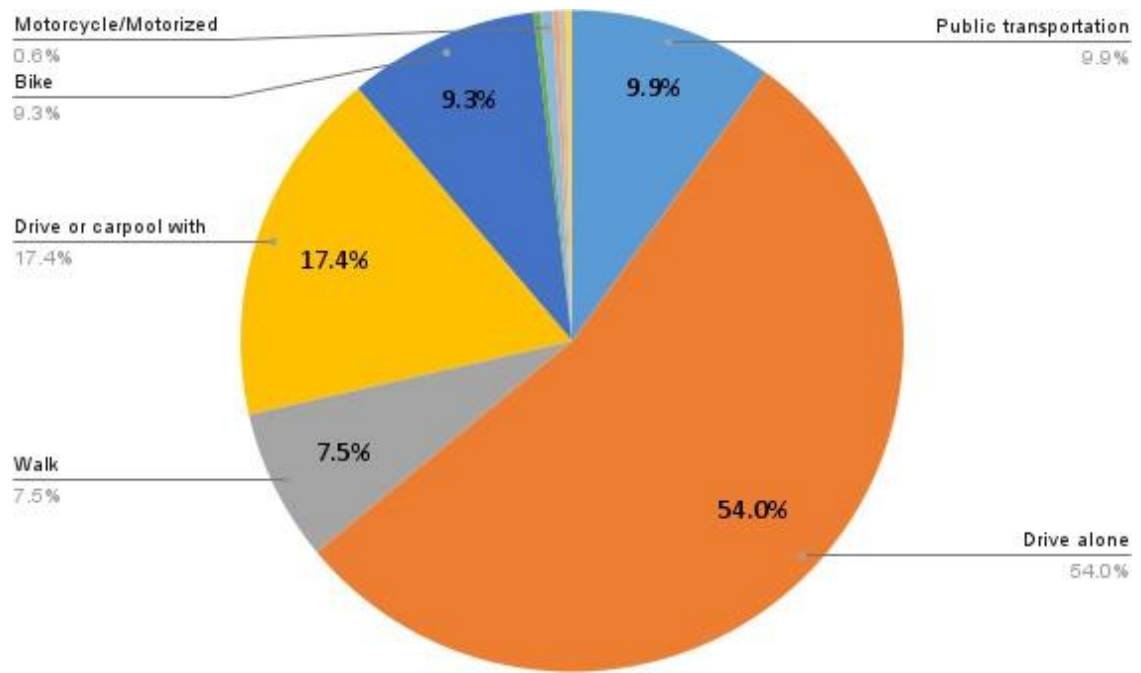
The Infrastructure Divide (Conflict) - While the majority called for *more* bike lanes and sidewalks, a vocal minority expressed the exact opposite view regarding safety:

- The "Anti-Bike Lane" Perspective: Some drivers feel that bike lanes are "useless," cause congestion (which leads to aggression), and waste tax money. They view road diets (narrowing roads) as a safety hazard because they impede traffic flow.

Perspective	Primary Fear	Desired Solution
<del>The Vulnerable User (Pedestrian/Cyclist)</del>	<del>"I am unprotected flesh against steel; drivers don't look for me."</del>	<del>Physically protected lanes, continuous sidewalks, daylighting intersections.</del>
<del>The Defensive Driver</del>	<del>"Other drivers are erratic, uninsured, and distracted."</del>	<del>Strict police enforcement, automated ticketing, better road striping/lighting.</del>
<del>The Rural Resident</del>	<del>"The roads are too narrow for trucks and there's no escape route."</del>	<del>Wider shoulders, turn lanes, diverting heavy freight back to highways.</del>
<del>The Skeptic</del>	<del>"Bike lanes create gridlock and confusion."</del>	<del>Remove bike lanes, widen roads to reduce congestion-related rage.</del>

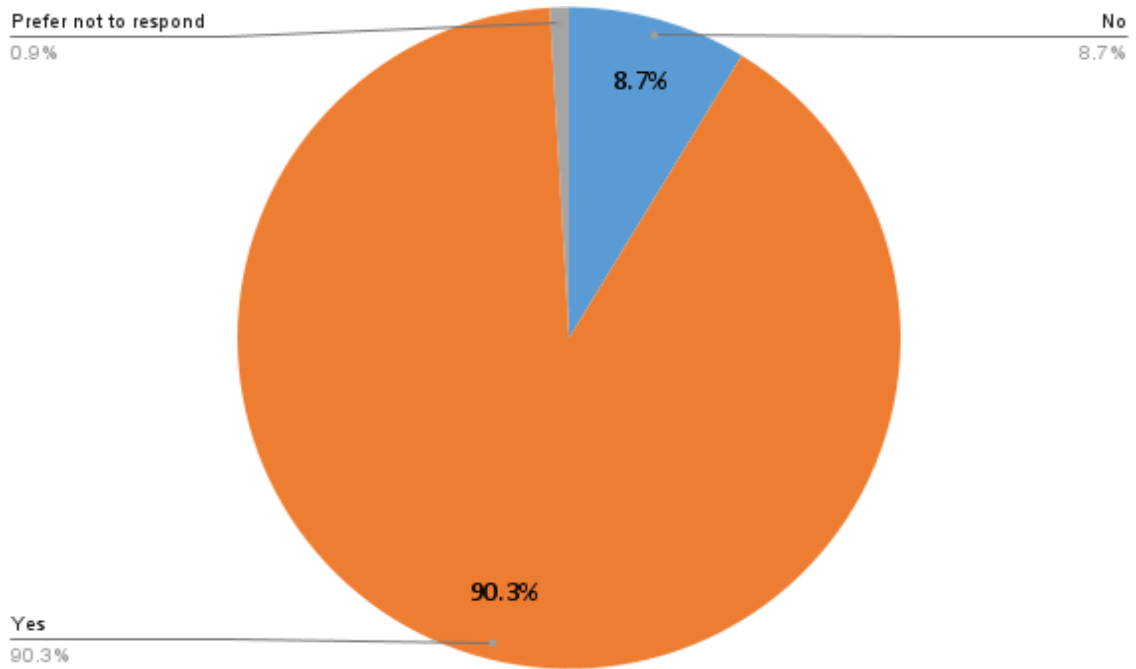
2. Of the ways you get around, what do you consider your primary mode, meaning the one you use the most often?

Most respondents are driving alone, which accounts for 54% of all ways people get around. This choice is significantly more frequent than the next closest mode, "Drive or carpool with"(17.4%), indicating a strong preference for single-occupant vehicle travel.

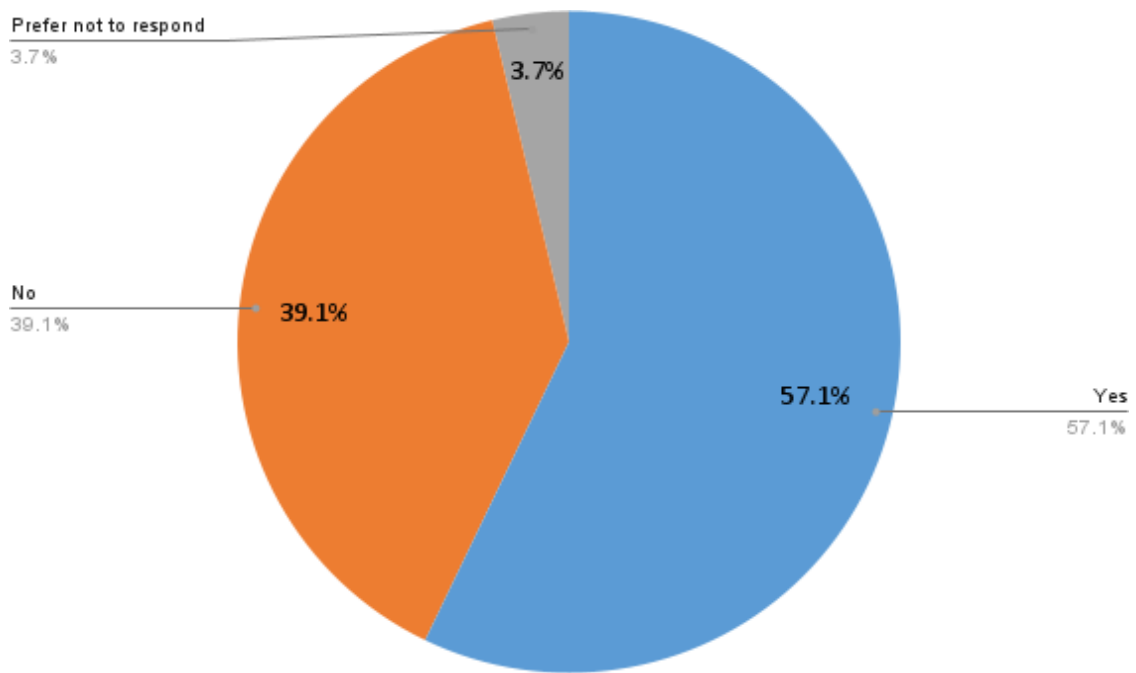


3. Do you own or have regular access to a car that you can drive?

The question regarding car access shows a strong affirmation, with 90.3% of respondents answering "Yes" that they own or have regular access to a car they can drive.



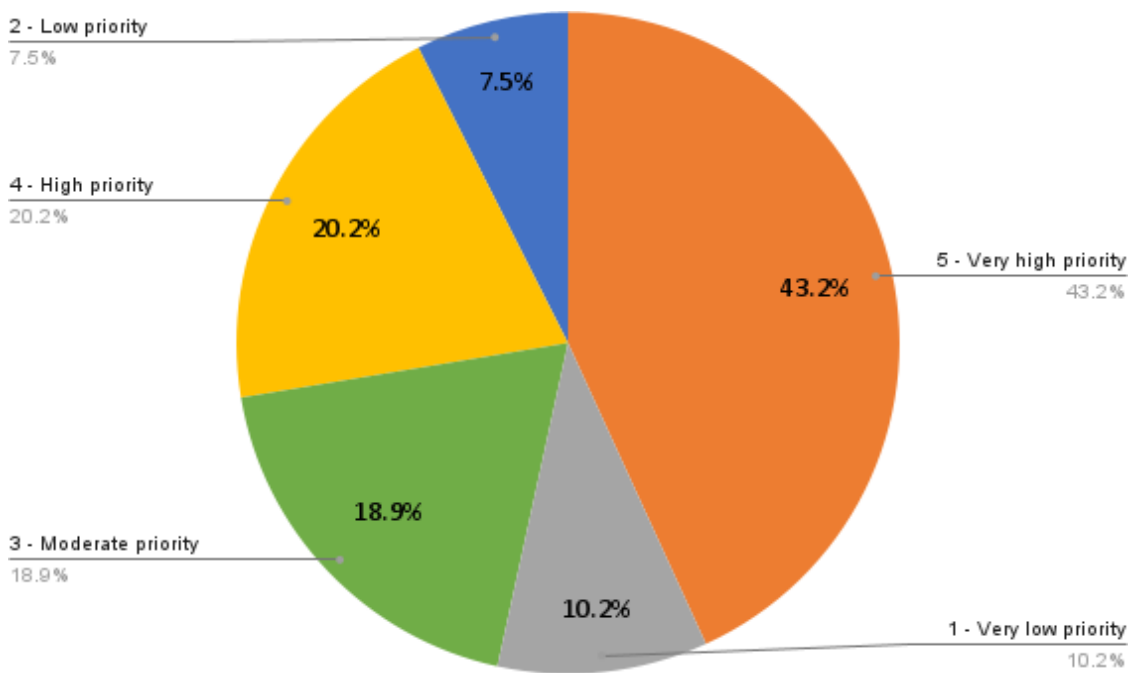
4. Do you own or have regular access to a bicycle that you can use?  
Most respondents have regular access to a bicycle they can use.



5. The Puget Sound region continues to grow, creating increased demand on the transportation system. Thinking about the transportation system in our area, please rate how much of a priority you feel each of the following should be for transportation in the central Puget Sound region.

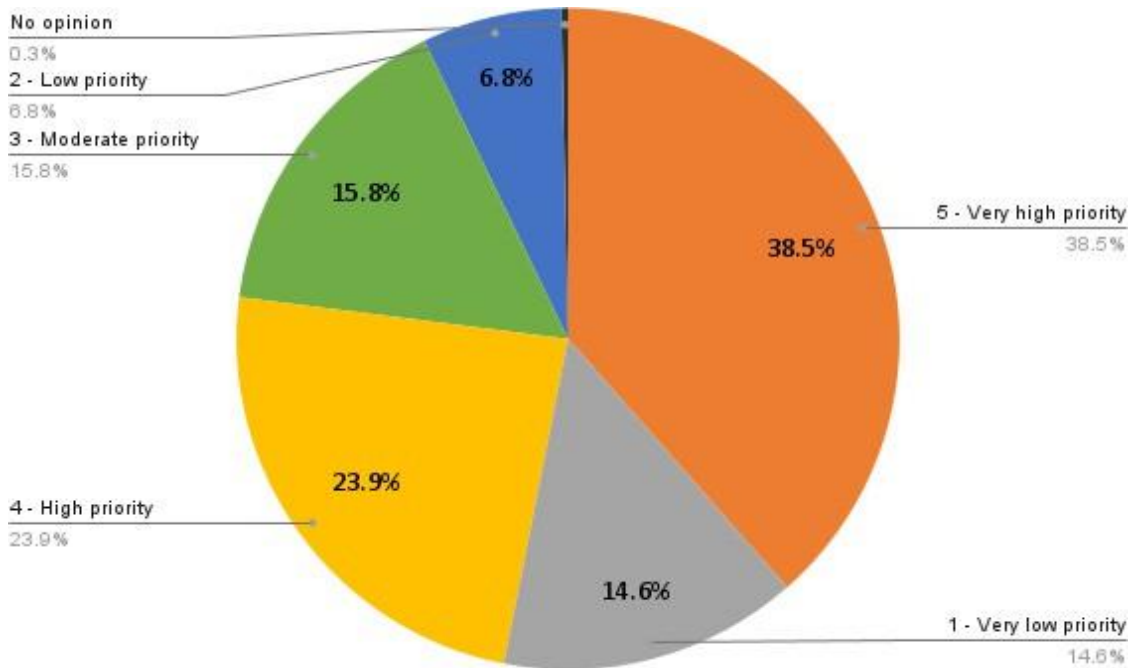
a. Reliable, well-connected transit service for local neighborhoods

Providing reliable, well-connected transit service for local neighborhoods is considered a high-priority issue by a significant majority of respondents. The largest single group, 43.2%, rated this as a "5 - Very high priority," while an additional 20.2% rated it as a "4 - High priority". Combined, nearly two-thirds (63.4%) of respondents assign a high or very high priority to improving local transit service.



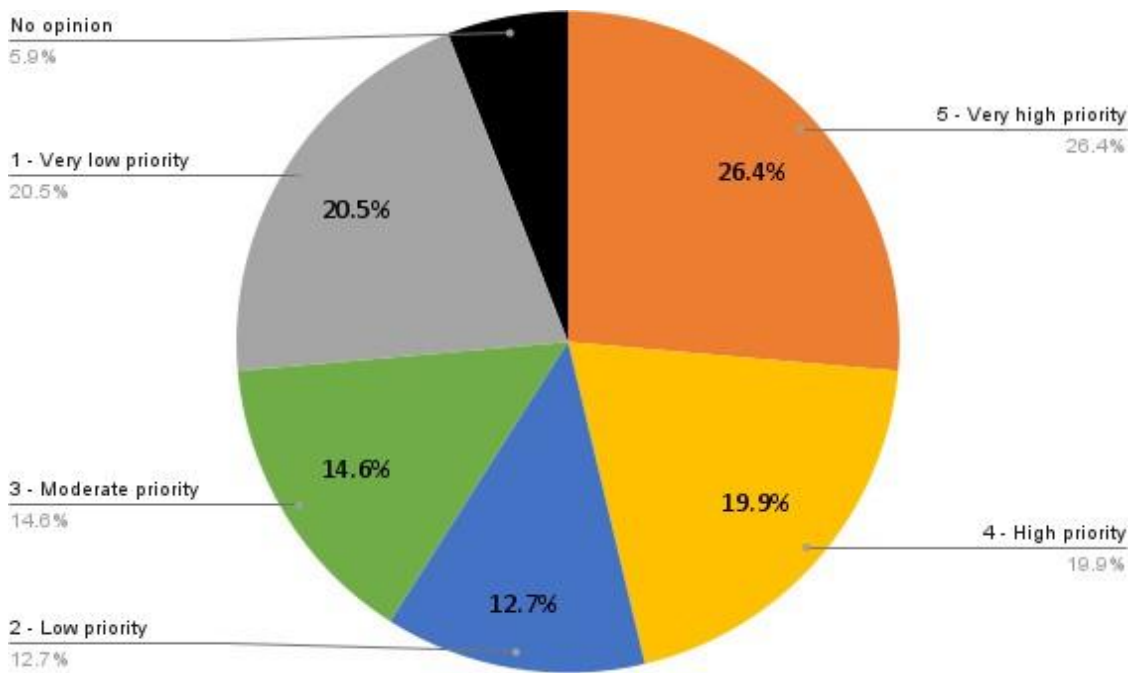
b. Expanded, faster transit service between major destinations across the region

Expanded, faster transit service between major destinations across the region is considered a very high priority for the central Puget Sound transportation system. The largest group, 38.5%, rated this as a "5 - Very high priority," with an additional 23.9% rating it as a "4 - High priority." This means that nearly two-thirds of respondents (62.4%) view this regional transit expansion as a high or very high priority.



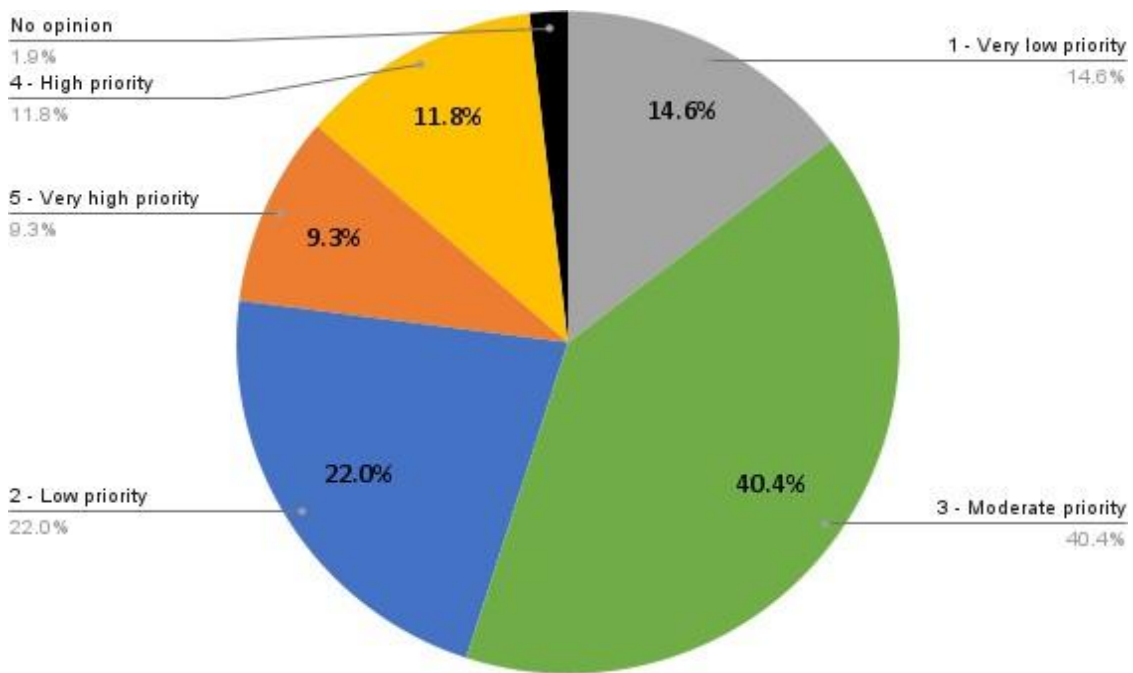
c. High-speed rail connecting to places in and outside the region

Opinions are relatively divided on the need for high-speed rail connecting places within and outside the region, indicating a lack of overwhelming consensus compared to local or regional transit priorities. At the same time, a combined 46.3% of respondents rate this as either a "5 - Very high priority or a "4 - High priority"; ~~a substantial group rates~~ Many others rate it as a low priority. Specifically, 33.2% respondents rate it as "1 - Very low priority" or "2 - Low priority". The notable size of the "Very low priority" segment suggests that while many see value in high-speed rail, a significant portion of the public does not view it as a critical near-term priority for the central Puget Sound transportation system.



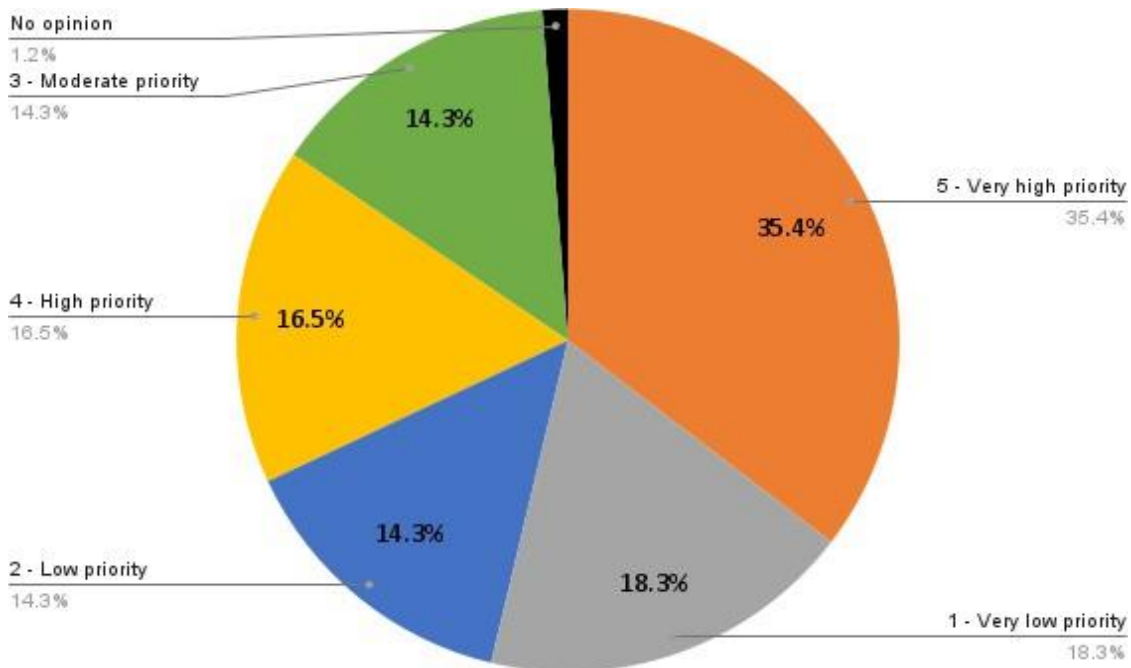
d. More direct and faster ferry options

More direct and faster ferry options are considered a moderate to low priority by most respondents. The largest proportion rated it as a "3 - Moderate priority". The second largest group rated it as a "2 - Low priority". While a combined 21.1% rated it as high or very high, the total percentage of those rating it "Moderate," "Low," or "Very low" priority is 77%, indicating that most of the respondents do not view expanded ferry service as a critical or high-priority transportation investment.

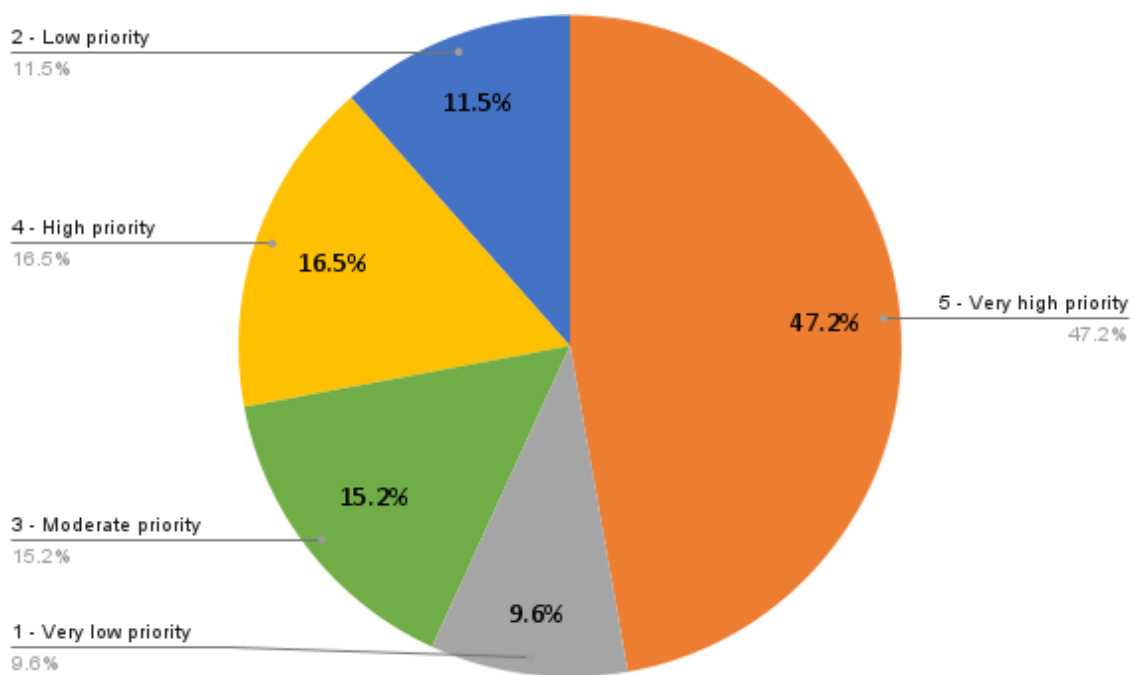


e. Complete network for bicyclists and pedestrians

The priority level for a comprehensive network for bicyclists and pedestrians is ~~spread out~~ widely distributed, indicating a lack of clear consensus on its importance for the cCentral Puget Sound transportation system. While a combined total of 51.9% respondents rated it as a "5 - Very high priority" and "4 - High priority", a substantial portion rated it as a moderate or low priority. The high proportion of people rating it as "Very high priority" suggests strong support from advocates of active transportation. Yet, the considerable percentage rating it as low or very low priority (totaling 32.6%) means it is not a universally accepted top priority among the general survey respondent.

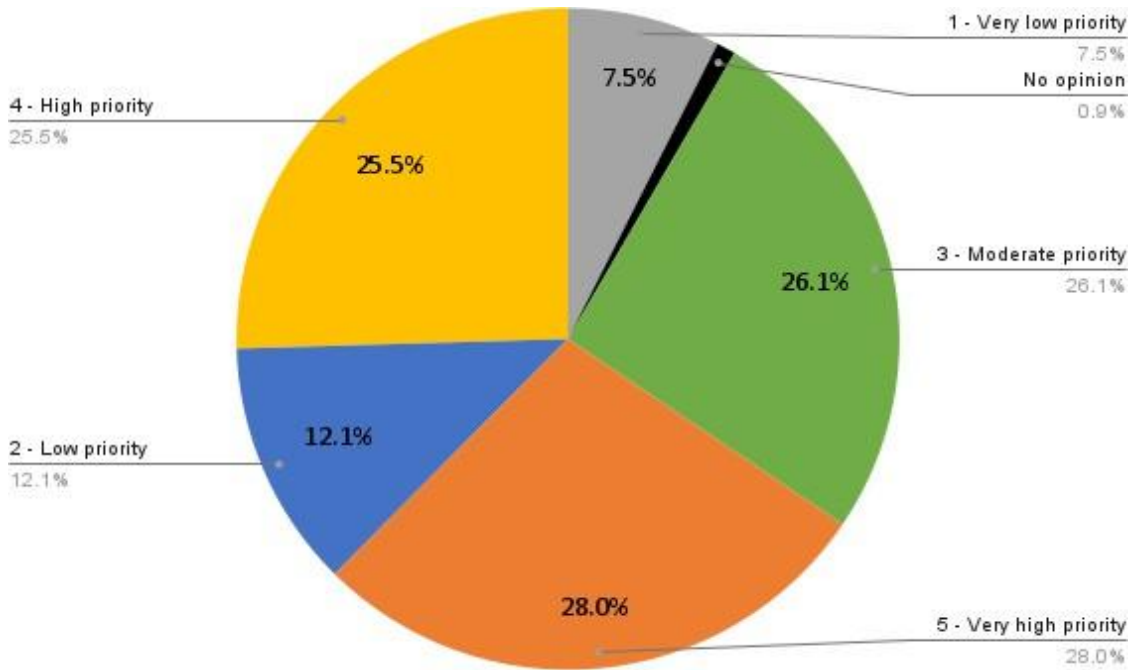


- f. Improved safety for pedestrians and bicyclists
- Improved safety for pedestrians and bicyclists is considered a top priority by the public. 47.2% rated this as a "5 - Very high priority," almost half of all responses. An additional 16.5% rated it as a "4 - High priority," bringing the total who view safety improvements as a high or very high priority to 63.7%. This consensus indicates that improving safety for vulnerable road users is one of the highest-rated priorities for the Central Puget Sound transportation system, with only a small minority rating it as low or very low priority.

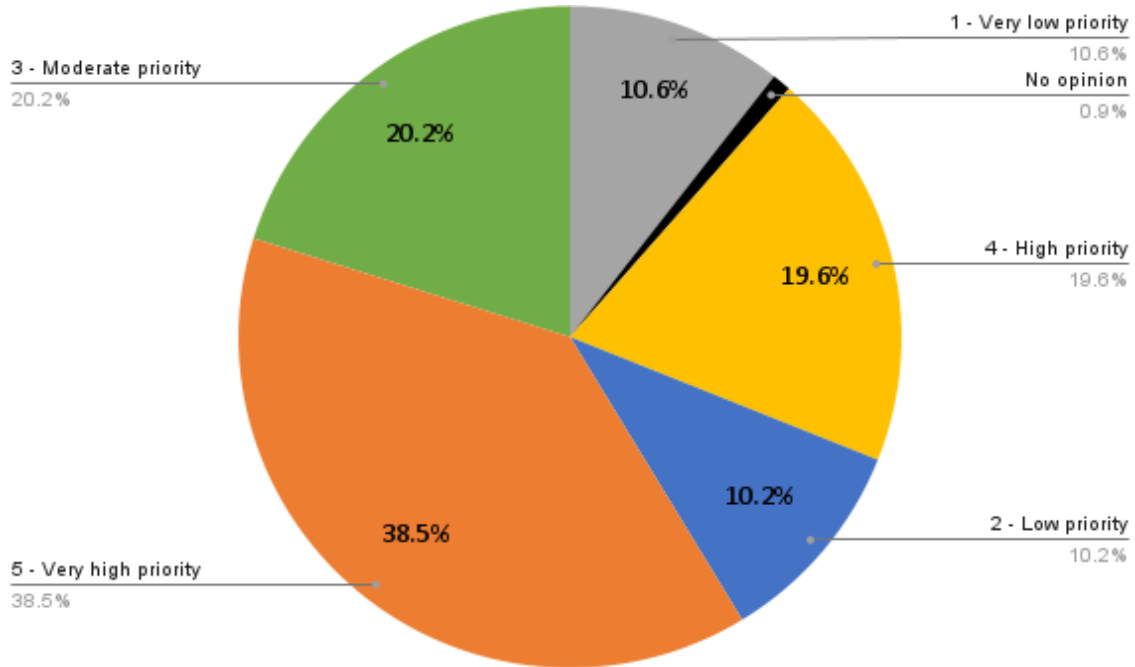


g. Improved safety for drivers

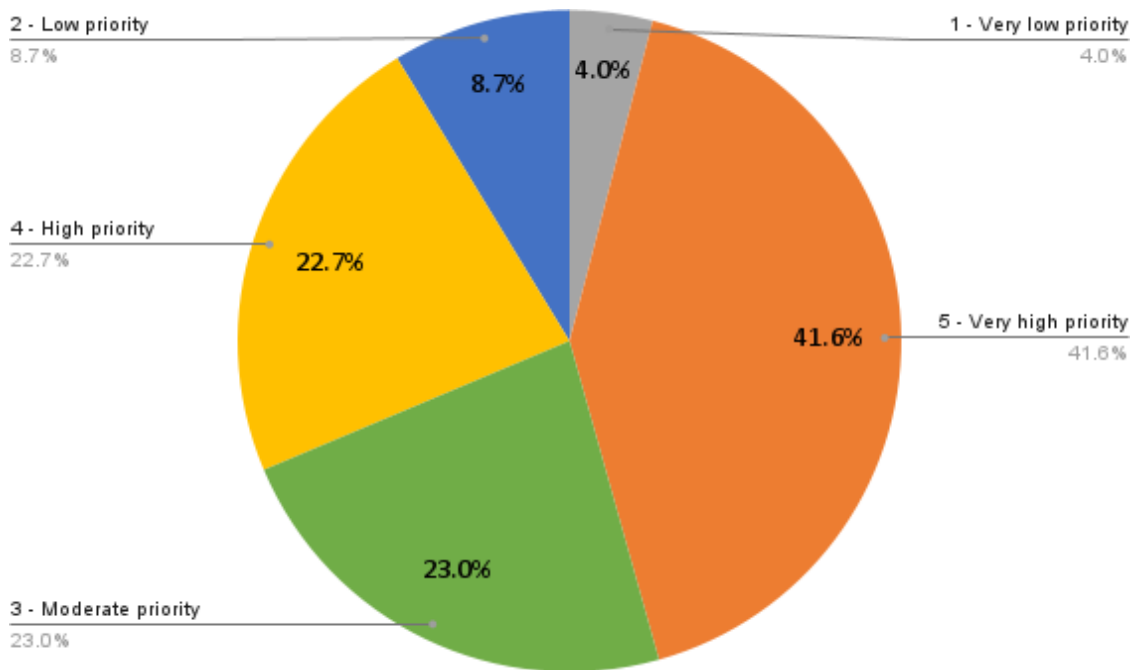
Improved safety for drivers is considered a high-priority issue, but it is not as dominant as safety for pedestrians and bicyclists. A significant portion of respondents rated it as a "5 - Very high priority" and "4 - High priority," resulting in a combined total of 53.5%. The second-largest group rated it as a "3 - Moderate priority," indicating that while it is important, a quarter of respondents do not consider it a top-tier concern.



h. Reduced congestion on roads and highways across the region  
Reducing congestion on roads and highways across the region is considered a very high priority by a significant portion of respondents. The total percentage of respondents viewing it as a high or very high priority is 58.1% The next largest group rated it as a "3 - Moderate priority" at 20.2%.

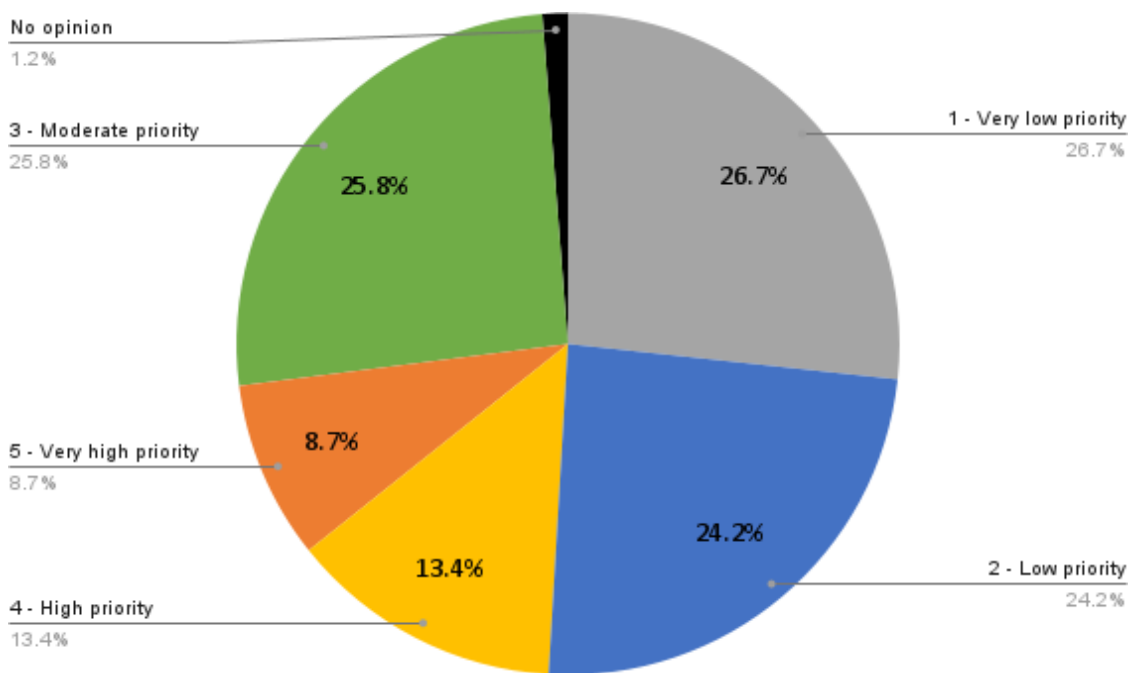


- i. **Reliable, well-maintained roads and highways**  
Reliable, well-maintained roads and highways are considered a very high priority by a strong majority of respondents. Over two-thirds view reliable road maintenance as a high or very high priority for the region's transportation system. This consensus suggests that ensuring the fundamental infrastructure is a top priority for the residents of the central Puget Sound region.

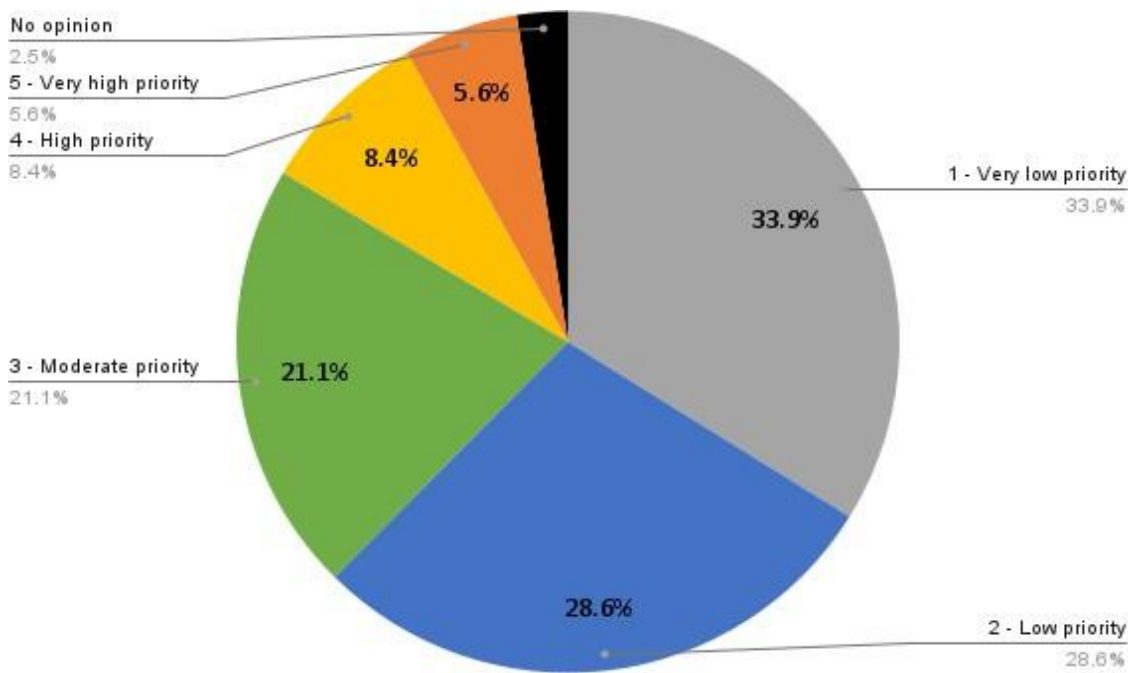


j. Widespread electric vehicle charging stations

Widespread electric vehicle charging stations are generally considered a lower priority compared to core infrastructure and safety issues. The largest single response was "1 - Very low priority", followed by "3 - Moderate priority", and "2 - Low priority". In total, a significant majority of respondents (76.7%) rated this as a moderate, low, or very low priority. Conversely, only a small portion rated it as a high or very high priority. This suggests that while EV charging infrastructure has some level of support, it is not a top-tier investment priority for the broader central Puget Sound public.

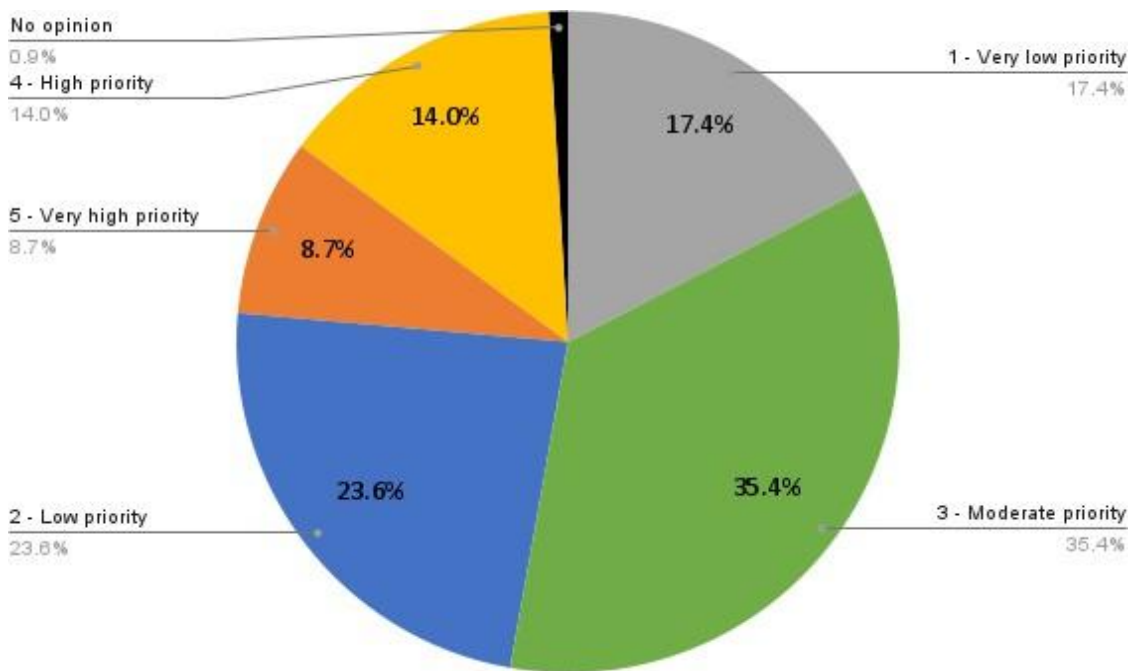


k. Expanded air travel connecting to places in and outside the region  
Expanded air travel connecting to places in and outside the region is overwhelmingly considered a low or very low priority by the majority of respondents. When combined, 62.5% of respondents consider expanded air travel to be a low or very low priority. In contrast, only a small minority rated it as a high or very high priority. This indicates that expanded air travel is not a pressing concern for the public when considering priorities for the central Puget Sound transportation system.



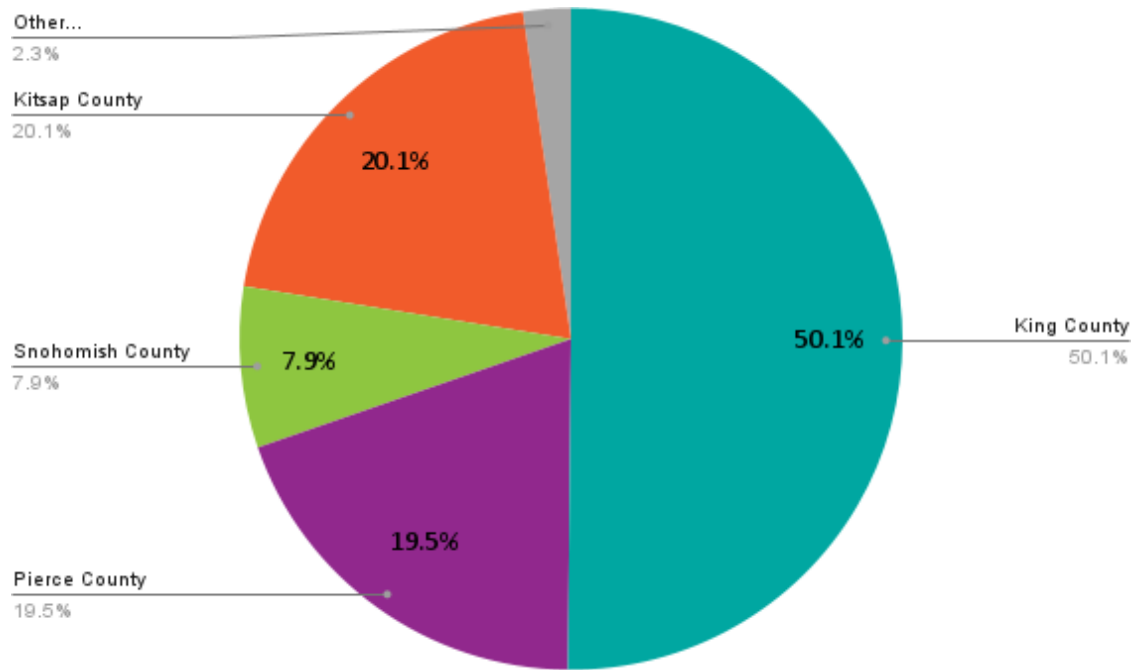
I. Deliveries are fast and secure

The majority of respondents view fast and secure deliveries as a moderate to low priority for the Central Puget Sound transportation system. The largest portion rated it as a "3 - Moderate priority". This is followed by "2 - Low priority" and "1 - Very low priority". In total, 76.4% of respondents rated this issue as a moderate, low, or very low priority. Only a small minority considered it a high or very high priority, indicating that the public does not view the speed and security of deliveries as a critical transportation investment, compared to issues like safety and congestion.



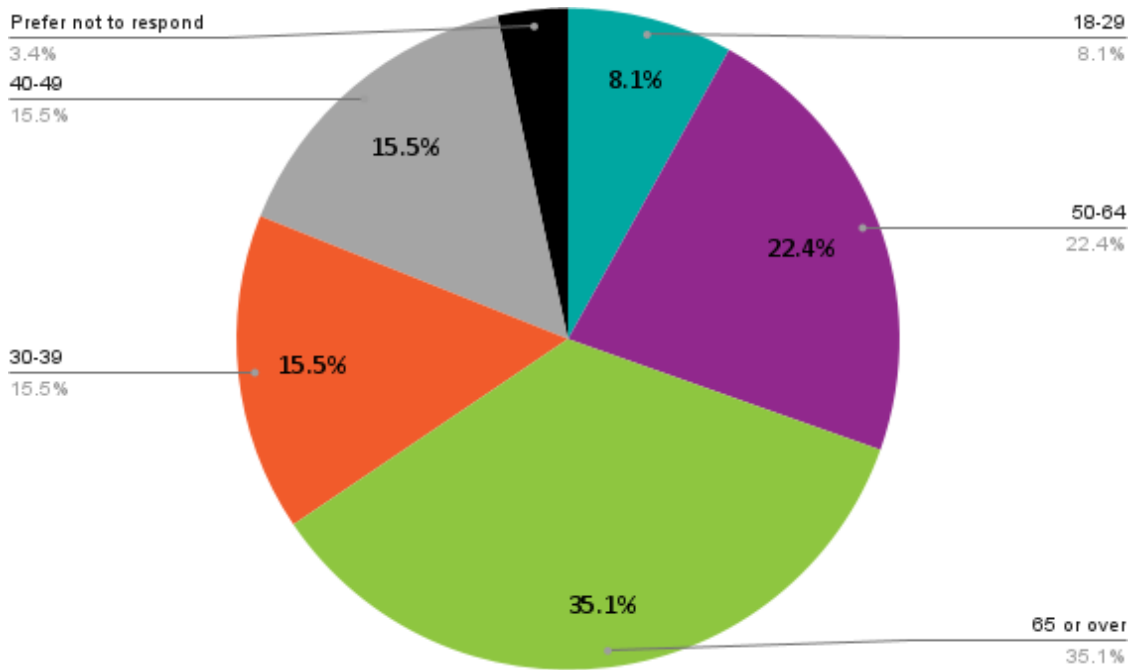
6. To confirm, do you live in...

The majority of respondents reside in King County, which accounts for half of the responses. The other major contributors are Pierce and Kitsap County, with both counties representing nearly equal shares of the response base. Snohomish County has a smaller representation at 7.9%, while "Other" locations make up 2.3%. This distribution indicates that the survey is largely reflective of residents in King, Pierce, and Kitsap counties.



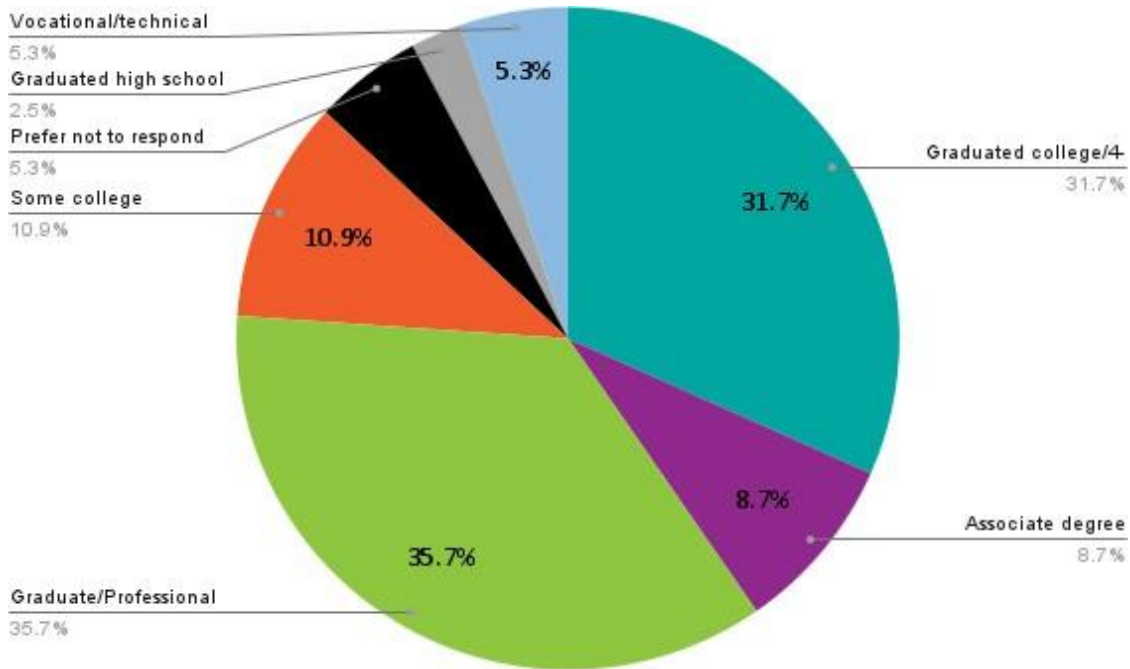
7. What age group are you in?

The largest age group surveyed is 65 or over, representing the second largest group is the 50-64 age range. The age groups 30-39 and 40-49 are represented equally, both at 15.5%. Finally, the youngest group, 18-29, accounts for the smallest segment at 8.1%. This distribution indicates that the survey sample is heavily skewed toward older residents, with the 50+ age group making up a clear majority.



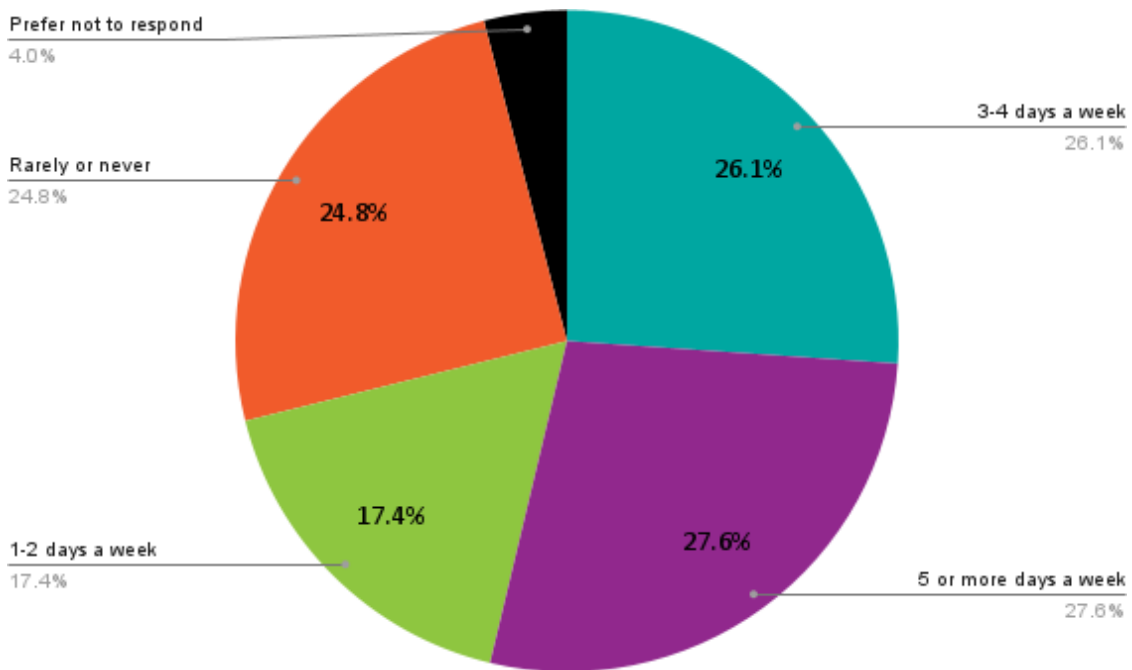
8. What is the highest level of education that you have completed?

The largest portion of respondents reported having a graduate or professional degree. The second-largest group reported having graduated from college with a 4-year degree. This means that over two-thirds of the respondents (67.4%) hold at least a bachelor's degree. This distribution shows a highly educated sample.



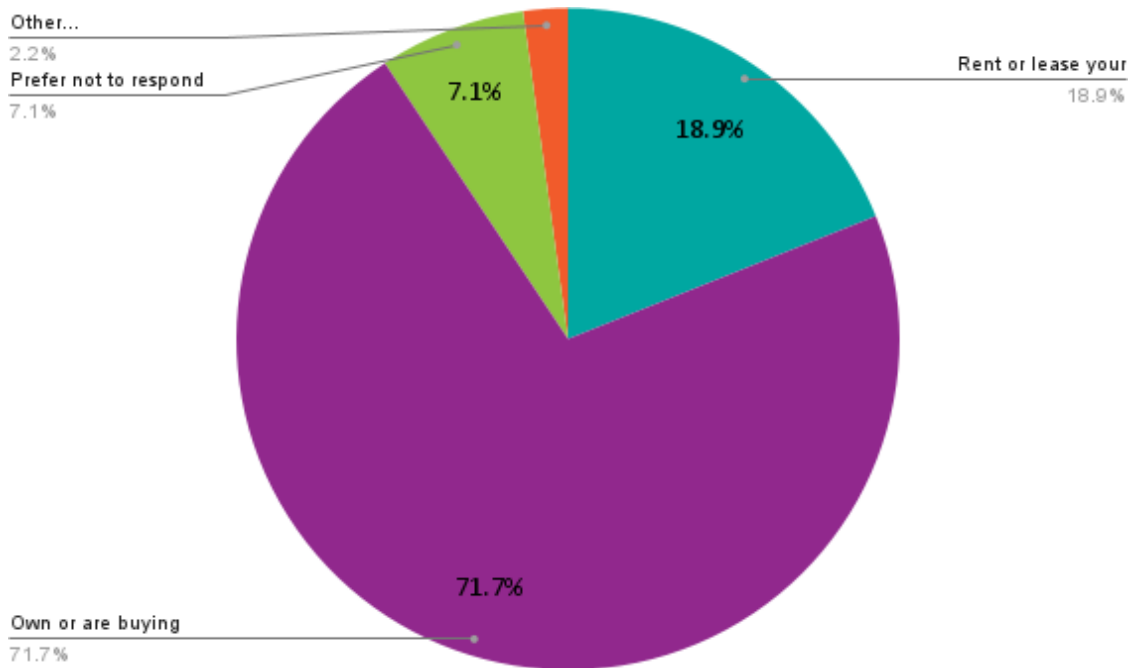
9. Do you commute for work, school, or some other regular activity...

The majority of respondents frequently commute for work, school, or another regular activity. Specifically, the two largest segments are those who commute five or more days a week at 27.6%, and those who commute 3-4 days a week at 26.1%. Combined, over half of respondents (53.7%) commute at least three days per week. Conversely, 24.8% report commuting rarely or never, while 17.4% commute 1-2 days a week, suggesting that a considerable portion of the sample either commutes infrequently or not at all.



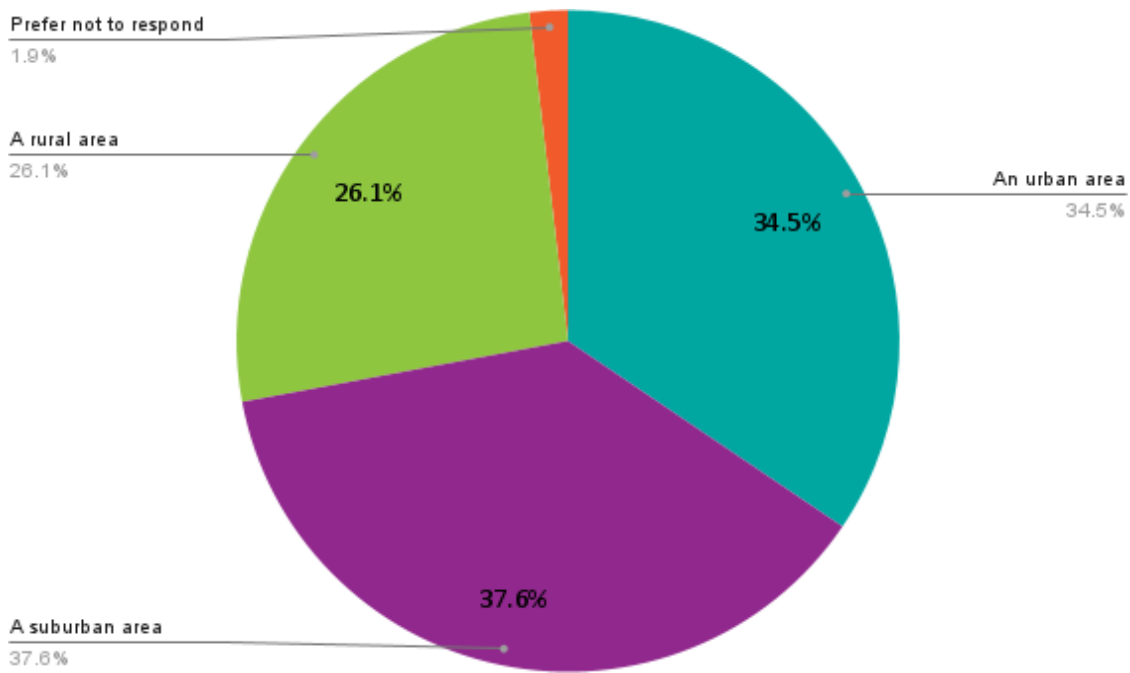
10. Do you currently own or rent your apartment or home?

The vast majority of respondents either own or plan to buy their apartment or home, accounting for 71.7% of the total. Those who rent or lease their apartment or home make up the second-largest group, at 18.9%. The remaining respondents either prefer not to respond (7.1%) or fall into the "Other" category (2.2%). This distribution indicates that the survey sample is heavily weighted toward homeowners or those in the process of purchasing a home.

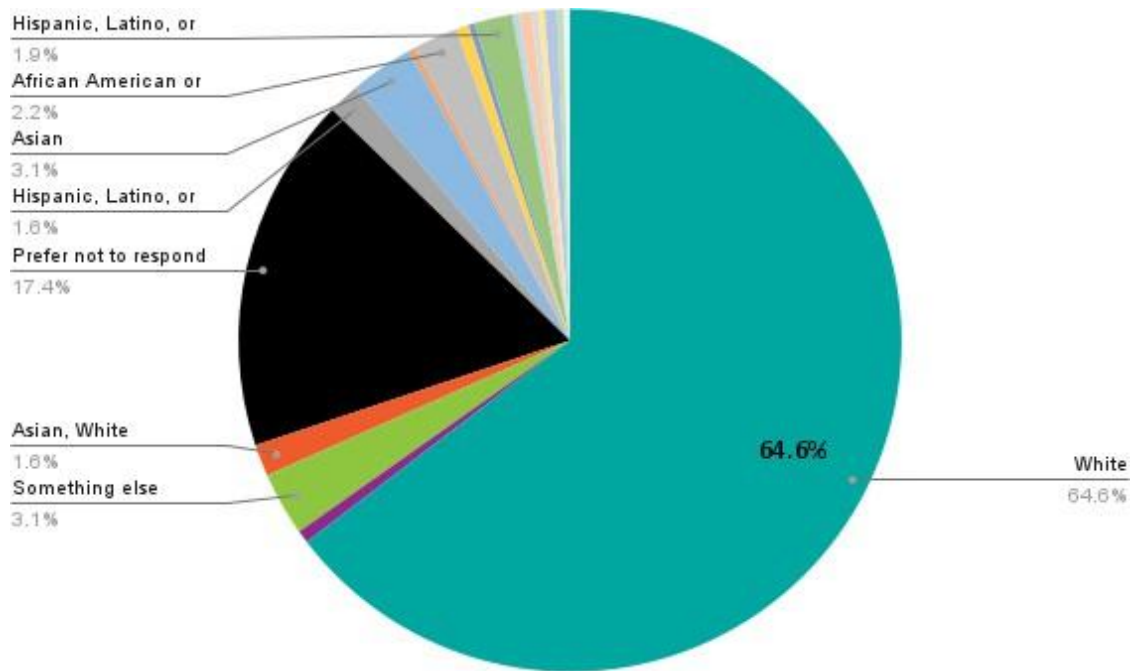


11. Would you describe the area you live in as an urban area, a suburban area, or a rural area?

The largest portion of the sample, 37.6%, lives in a suburban area. Those living in urban areas represent the second-largest group, at 34.5%. Together, the urban and suburban residents account for over two-thirds of the total respondents. The remainder of the sample reported living in a rural area, at 26.1%, with a small percentage choosing not to respond (1.9%). This distribution shows a sample primarily composed of suburban and urban dwellers.

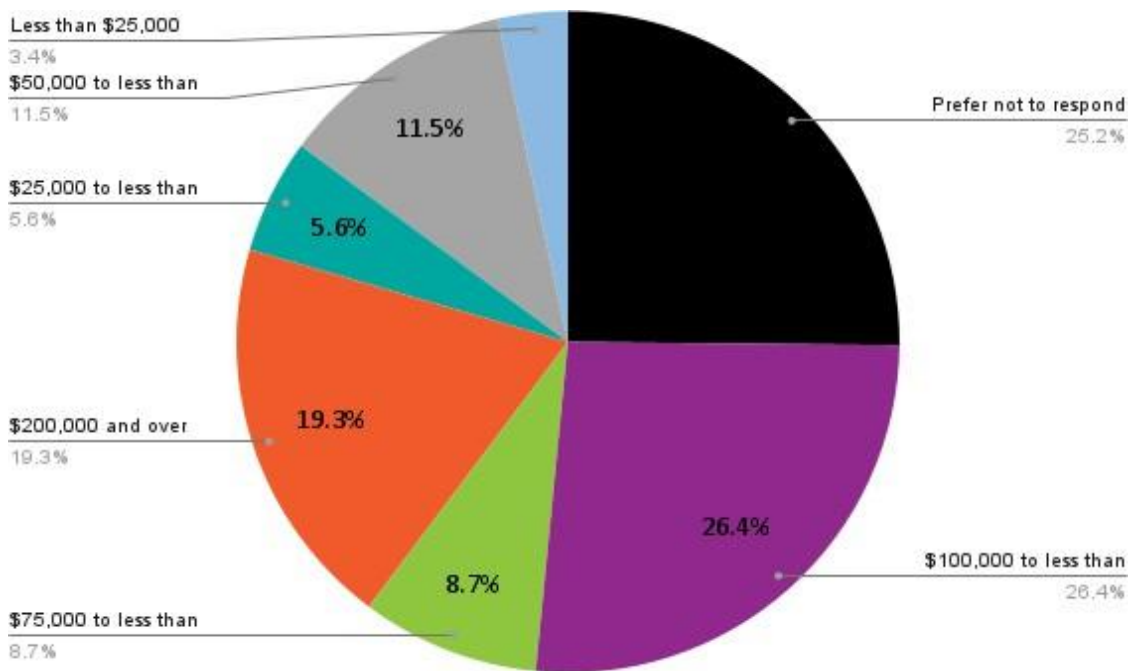


12. Do you consider yourself to be...



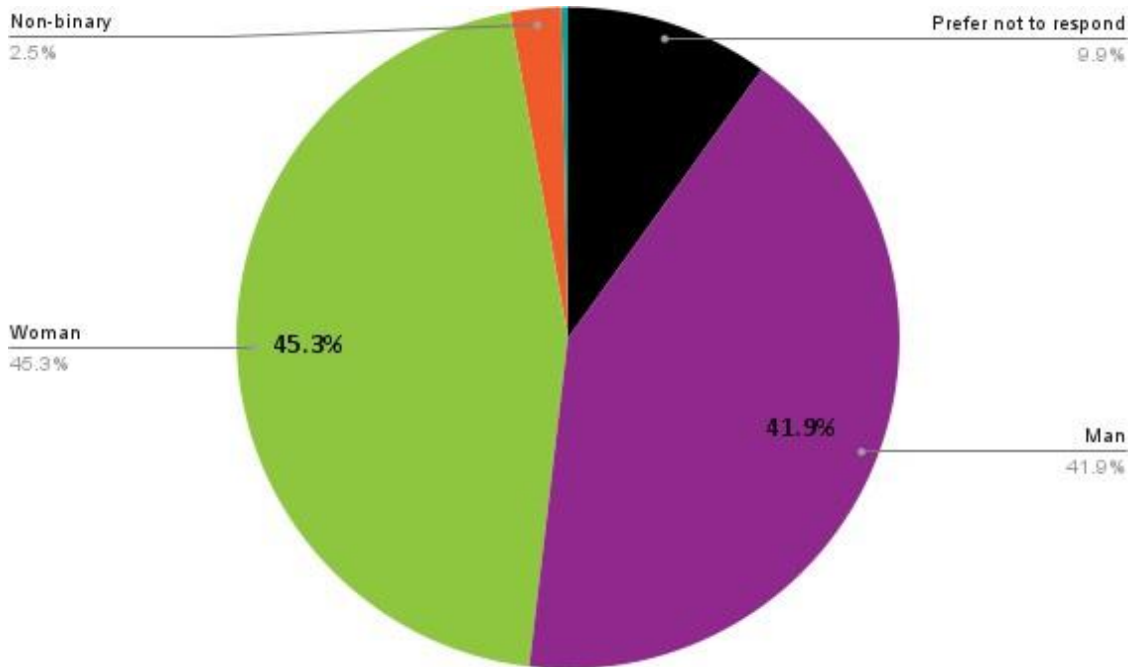
13. What was your total household income before taxes in 2024?

The largest single group of respondents is in the \$100,000 to less than (no upper bound specified) category, representing 26.4%. The second-largest group reported an income of \$200,000 or more, accounting for 19.3%. Combined, nearly half of the sample reported an income of \$100,000 or more. A significant portion, 25.2%, chose not to respond. The lower income brackets were underrepresented, with the \$50,000 to less than category at 11.5%, the \$75,000 to less than category at 8.7%, the \$25,000 to less than category at 5.6%, and the Less than \$25,000 category at 3.4%. This distribution indicates a sample with a skew towards higher household incomes.



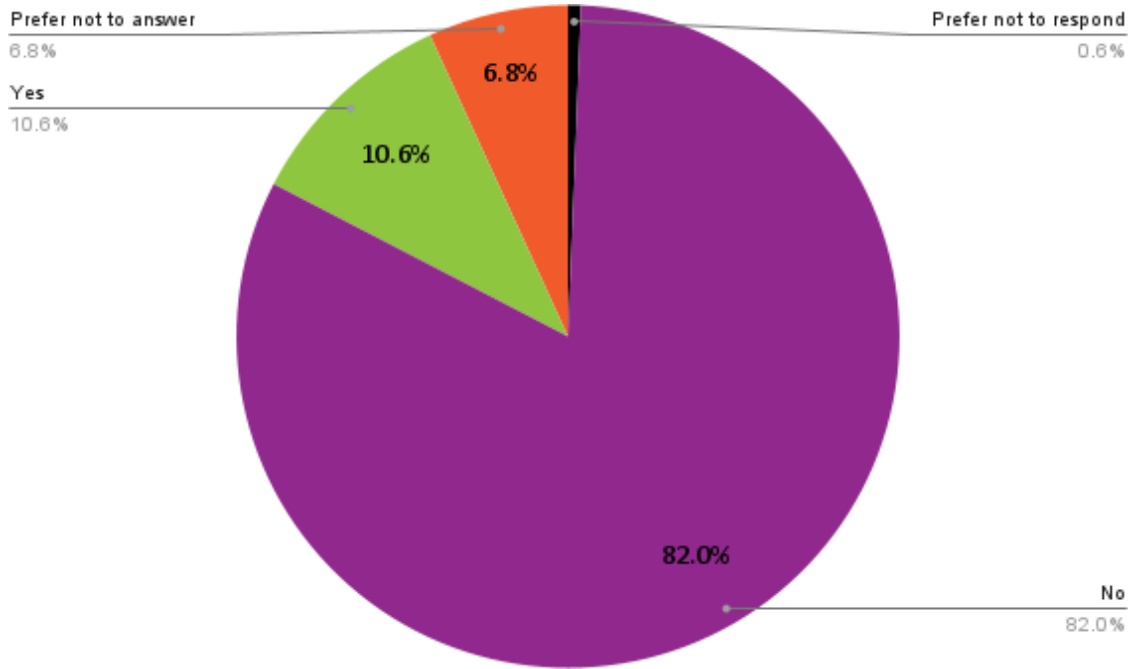
14. Do you consider yourself to be...

In terms of gender, the largest two segments are very close in size: Women at 45.3% and Men at 41.9%. These two groups account for over 87% of the responses. A small portion of respondents identified as Non-binary, and nearly 10% chose not to respond.



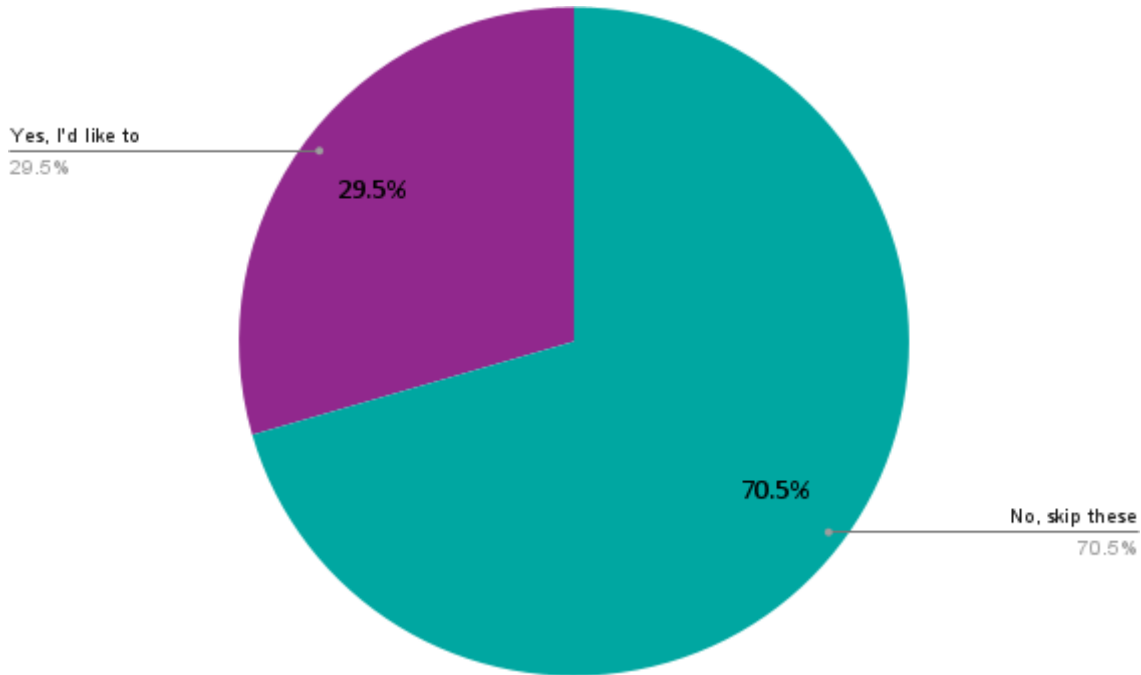
15. Do you have a disability or illness that affects your ability to travel?

The vast majority of respondents indicated that they do not have such a disability or illness. A small portion, 10.6%, and the remaining segments include those who prefer not to answer (6.8%) and a negligible percentage who choose not to respond (0.6%).



16. If you or someone in your household is over the age of 65, under 18, has a disability, finds public transit is too expensive, or speaks limited English, would you be willing to answer a couple more questions to help us better understand your transportation needs?

The majority of respondents chose to skip these questions.



17. What are the top 3 transportation challenges you or members of your household experience when using public transit, specialized transportation (like ADA paratransit or on-demand shuttles), or other transportation options?

The primary challenges experienced by transit users center on issues of efficiency, accessibility, and availability. The single largest hurdle is the perception of inefficiency, with 58 respondents citing that buses or trains take too long or require too many transfers. Following closely are major problems with accessibility and coverage, as 39 respondents indicated that it is hard to get to the bus stop/station or that the service simply does not go where they need to travel. The third most significant challenge is a lack of service availability on

desired days or times, which was reported by 31 respondents. Collectively, the top three issues highlight that users are most frustrated by a public transit system that is perceived as slow, geographically inconvenient, and functionally restricted by its operating schedule, all of which hinder its usefulness for connecting people to essential destinations like medical appointments and grocery stores.

Buses or trains take too long or require too many transfers (long wait time)	58
It's hard to get to the bus stop/station, or the service doesn't go where I need.	39
Services aren't available on the days or times I need them.	31
It's hard to get to medical appointments, grocery stores, or other places I need to go.	26
It's hard to travel across different cities, counties, or agencies.	17
Other	11
I don't know what services are available or how to use them.	8
It's too expensive, even with reduced fare options.	4

18. What do you think would be most helpful in addressing your top transportation needs?

The responses show a deep division between those who demand more and better public transit and those who demand more road capacity and less spending on transit. However, underlying both viewpoints is a common demand for efficiency, safety, and accountability.

#### Public Transit: The Need for Usable Service

The largest category of suggestions focuses on improving public transit to make it a practical alternative to driving.

- **Frequency, Speed, and Reliability:** The core request is for transit that is faster and more frequent than the current service. The current time penalty (taking 2x or 3x longer than driving) is a massive disincentive.

- The "Last Mile" and Connectivity: Respondents need service that connects them seamlessly from their homes/neighborhoods to destinations, especially major medical facilities and job centers.
- Specific Route Requests: Restore critical routes (e.g., Carnation to Redmond, Enumclaw connections) and ensure bus lines only require *one* transfer to reach major hubs like Link stations.
- Last-Mile Solutions: Calls for more flexible services like DART/VanGo or on-demand shuttles to bridge the gap between homes and main transit lines.
- Safety and Social Environment: For many, safety concerns are the only thing preventing them from using transit. They demand cleaning up bus stops and removing the ~~"crazed drug addiction" and "creepy people"~~ [disruptive riders](#) that make them feel vulnerable, especially women and seniors.
- Rail Expansion: Strong support exists for more light rail lines and for speeding up existing regional rail (Sounder/Amtrak Cascades) to 90–110 mph. However, there is notable skepticism and resistance to an "Ultra High Speed Rail" bullet train due to cost and timeline.
- Accessibility: Better accommodation for seniors (~~who cannot haul groceries on a bus~~) and better, more reliable Paratransit/ADA services.

### Road Network and Congestion Relief

A significant group, primarily those driving or living in areas lacking transit, demand focus on the driving experience.

- Infrastructure Fixes: Priority should be given to repairing and maintaining existing roads and bridges.
- Congestion Relief: Explicit demands for road widening and arterial street upgrades to reduce congestion, which they cite as causing personal delay, safety issues, and increased CO2 emissions.
- Parking: Requests for more auto parking garages and the elimination of parking fees, arguing that this makes driving more equitable and accessible.

### Financial and Political Accountability

Regardless of their preferred mode, respondents expressed deep skepticism and frustration with how transportation money is spent.

- **Accountability:** This is a recurring, high-priority theme. Respondents want elected officials and agencies (PSRC, Sound Transit) to implement clear, measurable metrics and to hold those responsible for delivering projects on time and within budget.
- **Waste, Fraud, and Abuse:** Multiple respondents explicitly accuse agencies of waste and corruption, demanding comprehensive audits and cutting non-transportation-related "~~wish list~~" items (~~like~~ such as housing investment).
- **Taxation vs. Service:** Those outside the transit-served core demand either to stop paying transit taxes or to receive the services they are taxed for.

### Safety for Active Modes

Suggestions to help active transportation users center on design and enforcement.

- **Infrastructure:** Sidewalks, crosswalks, and road calming infrastructure are seen as the most helpful ways to make walking and biking safe and pleasant.
- **Enforcement:** Demands for increased police action and positive public campaigns to address speeding and road rage.

Overall, the most helpful actions would fall into these three categories:

1. **System Reliability & Equity (Transit Focus):** Invest in making bus and rail service *faster* and *safer* for all, with a priority on connecting underserved suburban and rural communities to major hubs (~~jobs, medical~~)-via efficient, often express, routes.
2. **Infrastructure Integrity (Road Focus):** Prioritize the maintenance and repair of existing bridges and roads and implement safety-focused road calming ~~/~~ design measures, such as ~~(sidewalks or, protected lanes)~~ for vulnerable users.
3. **Governance Reform (Trust Focus):** Establish clear accountability metrics, conduct public audits to build trust, and ensure that tax money is spent efficiently to deliver the infrastructure that is promised.

## Community Event Tabling

PSRC participated in community events throughout the region to provide information regarding the initiation of the RTP planning process and to outline opportunities for public involvement.

### Process

Community tabling events took place across the region during the summer of 2025. These events included gatherings such as festivals, farmers markets, concerts, and other events that brought community members together. Events attended include:

Event	City	County
Health and Hope Fair (UW-Tacoma School of Nursing)	Fife	Pierce
Link 2 Line Opening Celebration	Redmond	King
Poulsbo Farmers Market	Poulsbo	Kitsap
Columbia City Farmers Market	Seattle	King
Capitol Hill Farmers Market	Seattle	King
Poulsbo Farmers Market	Poulsbo	Kitsap
Capitol Hill Farmers Market	Seattle	King
Lake City Farmers Market	Seattle	King
AquaFest	Lake Stevens	Snohomish
West Seattle Summer Fest	Seattle	King
Kent Music in the Meadow: Eden Show	Kent	King
Bainbridge Island Farmers Market	Bainbridge Island	Kitsap
Downtown Summer Sounds	Seattle	King
Kirkland Wednesday Market	Kirkland	King
Edmonds Museum Summer Market	Edmonds	Snohomish

The intention of attendance at these events was to educate about the Regional Transportation Plan and make individuals aware of it who are likely not tuned into the work of PSRC. Staff at tabling events shared data and maps on the Future High Transit Network, explained the process for creating the Plan, and gathered early input on how people use our ~~transportion~~[transportation](#) network and the improvements they hope to see made in the future.

## Outcomes

Community members were directed to access the RTP Engagement Hub via QR code when engaged at community events. Any feedback and input was funneled through the survey process and collected through that method, which is detailed in this report.

## Regional Public Meetings

Six (6) in-person public meetings were held across the region to hear from residents, community organizations, and community leaders. More detailed summaries of each meeting are included in Appendix A.

Thursday, September 4, 2025

Central Seattle Public Library

1000 4th Ave, Seattle, WA 98104

Thursday, September 18, 2025

Everett Station

13201 Smith Ave, Everett, WA 98201

Thursday, October 2, 2025

Pioneer Park Pavilion

330 S Meridian, Puyallup, WA 98371

Thursday, October 16, 2025

Point Defiance Pagoda

5801 Trolley Ln, Tacoma, WA 98407

Thursday, October 23, 2025

Tukwila Community Center

12424 42nd Ave S, Tukwila, WA 98168

Thursday, October 30, 2025

Marvin Williams Recreation Center

725 Park Ave, Bremerton, WA 98337

## Process

~~On the evening of the community event,~~ Attendees gathered for an Open House, Dinner, and Entertainment, beginning at 5 pm. Upon arrival, participants checked in at a welcome table, where they received an overview of the event. A word cloud tool was introduced for attendees to share their thoughts and perspectives, and a photo opportunity was provided at a step-and-repeat backdrop. Informational materials were presented at four staffed stations set up in the meeting rooms.

The first activity, Station 1, explored the demographics of the county. Participants viewed informative posters detailing the PSRC demographic profile and engaged in an interactive exercise where they selected marbles representing their identities and their preferred mode of transportation, placing them in a communal jar.

At Station 2, attendees learned about the Regional Transportation Plan (RTP) through posters and took part in an online survey to offer their input on the plan's elements.

Station 3 offered participants an opportunity to evaluate maps showcasing proposed transportation improvements, discussing project types as they allocated five marbles each to jars representing their priorities, which included Regional

Capacity Projects, Programmatic Investments, Maintenance and Preservation, and Local Transit Service Growth.

Station 4 wrapped up the activity segment, where participants surveyed four different plan scenarios. Each attendee received a marble to cast their vote for their preferred funding option, further contributing to the planning process.

As the event transitioned into the Introductions and Instructions segment, the Master of Ceremonies (MC) brought the room to order. Elected officials were introduced, and the MC reviewed housekeeping details, sharing the results from the earlier “who's in the room” activity that highlighted the diverse attendance.

Next, the event shifted to Table Activities, where each table was facilitated by a moderator who guided discussions. Paired with a notetaker, the groups engaged in three critical discussion questions:

Quality of Infrastructure: Attendees rated the quality of transportation infrastructure,

System Investment: They ranked their priorities for community investment,

Plan Scenarios: They selected the plan scenario they believed would best serve their community.

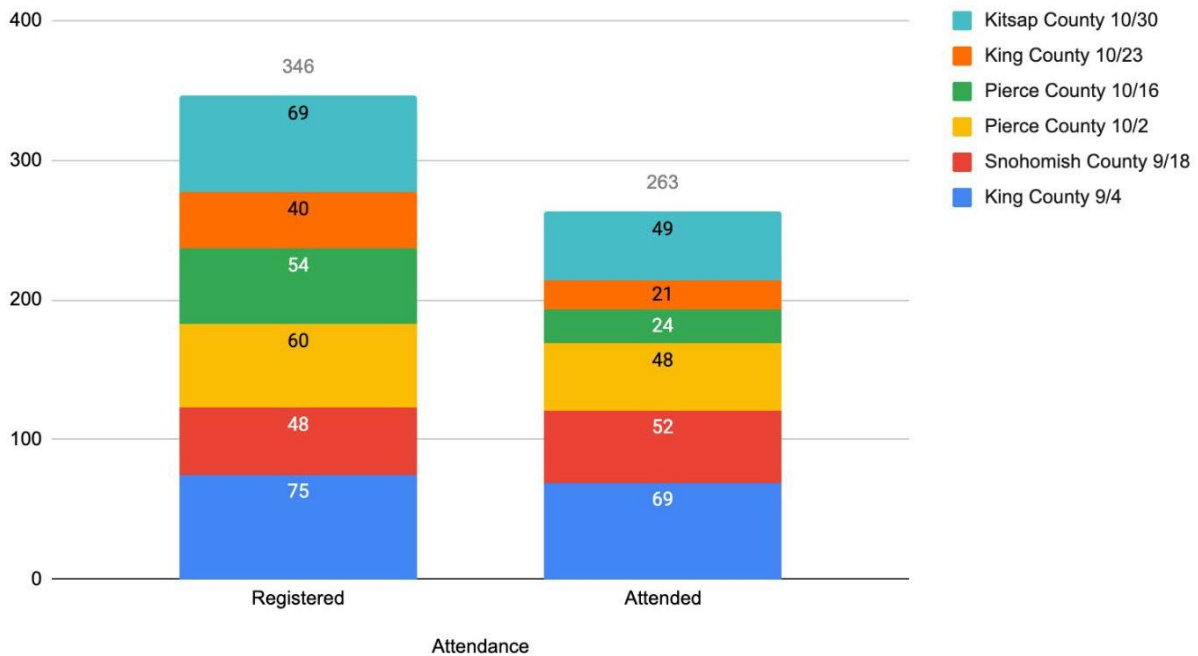
Staff actively took notes during these discussions, allowing for a rich exchange of ideas. After each question, the MC led a full-room readout to ensure all voices were heard.

As the event ~~drew to a close~~ended, the MC expressed gratitude to attendees for their participation, inviting elected officials to share closing remarks. Attendees were reminded to complete the post-event survey, marking the end of a collaborative and engaging evening focused on shaping the future of transportation in the community.

## Outcomes

### RSVPs vs Attendance

RTP RPM Registered vs Attended



The RTP Regional Public Meeting (RPM) series saw a total of 346 people register across the various meetings, with an overall attendance of 263 people, resulting in an approximate attendance rate of 75%. Among the in-person meetings, the King County 9/4 event had the highest attendance rate at 92.0% (69 attendees out of 75 registered), while the Pierce County 10/16 meeting saw the lowest attendance rate at 44.4% (24 attendees out of 54 registered). Notably, the Snohomish County 9/18 meeting had attendance of 52 people versus 48 registered, with walk-ins exceeding the pre-registered count.

### Who's In the Room

The community perspectives shared during public meetings varied widely, as shown by the self-reported word cloud data. The most prominent contributors were members of the general public, including residents and community members. This strong citizen engagement was further supported by significant involvement from local elected officials. Other stakeholder groups that provided input included

students, commuters, various local government staff (from counties and cities), and community activists. In summary, the meetings successfully gathered diverse input that reflects a balance between the experiences of the **general**-public and the viewpoints of policymakers and specialized community advocates.

### King County 9/04

Due to a technical difficulty, we were unable to complete this activity at the 9/04 King County RPM.

### Pierce County 10/02

What community perspective are you bringing today?



### Snohomish County 9/18

What community perspective are you bringing today?



### Pierce County 10/16

What community perspective are you bringing today?



King County 10/23

What community perspective are you bringing today?



Kitsap County 10/30

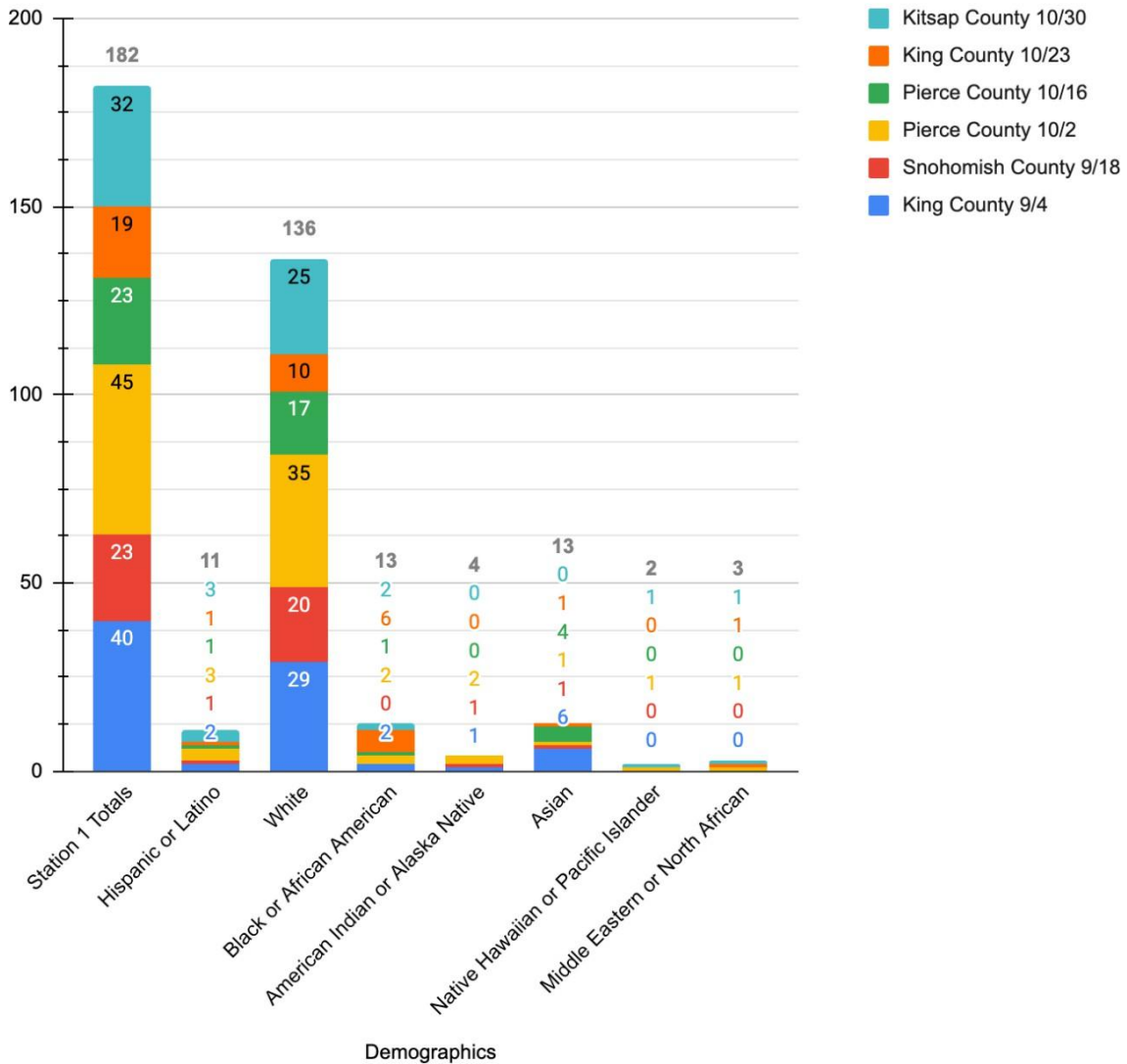
What community perspective are you bringing today?



## Station 1: Demographics & Preferred Mode of Transportation

Sixty-nine percent of event attendees participated in the demographic question at Station 1. Seventy-five percent of respondents identified as White, 7% as Black, 7% as Asian, and 6% as Hispanic or Latino.

### Station 1: Demographics



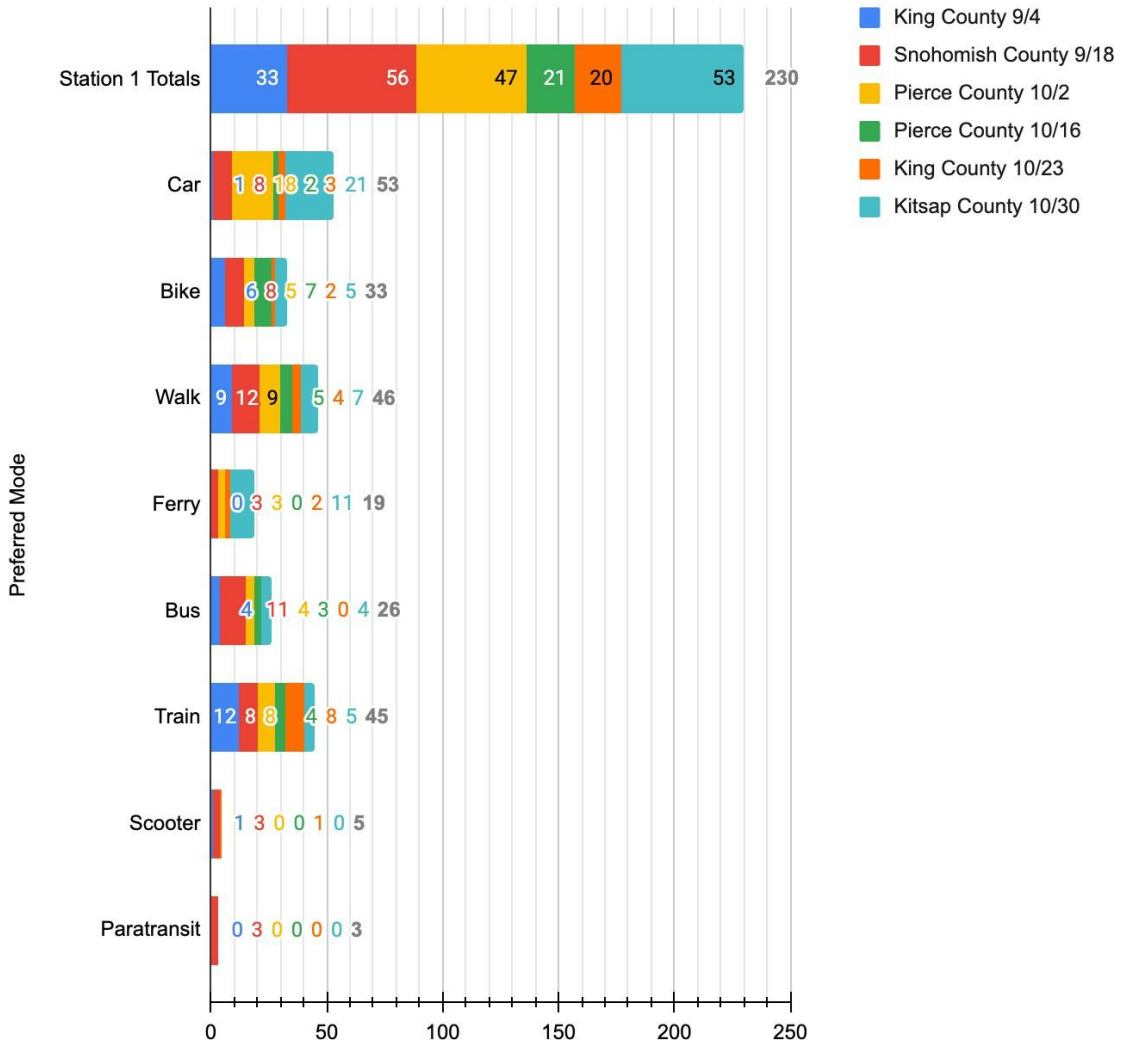
The car was the most preferred mode of transportation, with 23.04% of total responses. The largest share of this preference came from the initial King County meeting on September 4, where it accounted for 33.96% of all car preferences.

Walking was the second most popular choice, representing 20% of all responses, with attendees from the Snohomish County meeting on September 18 contributing the highest percentage at 26.09%.

Train travel was preferred by 19.57% of participants, with attendees from both the King County meetings on September 4 and October 23, each contributing equally at 26.67% of the total train responses. In contrast, the least preferred modes were scooter and paratransit, which received minimal support at 2.17% and 1.30% of total responses, respectively. The preference for scooters was primarily driven by attendees from the Snohomish County meeting.

This distribution of preferences strongly indicates that future regional transportation planning should prioritize infrastructure that supports driving, walking, and train travel.

## Station 1: RTP Regional Public Meeting - Preferred Mode of Transportation



## Station 2: System Investment Priorities

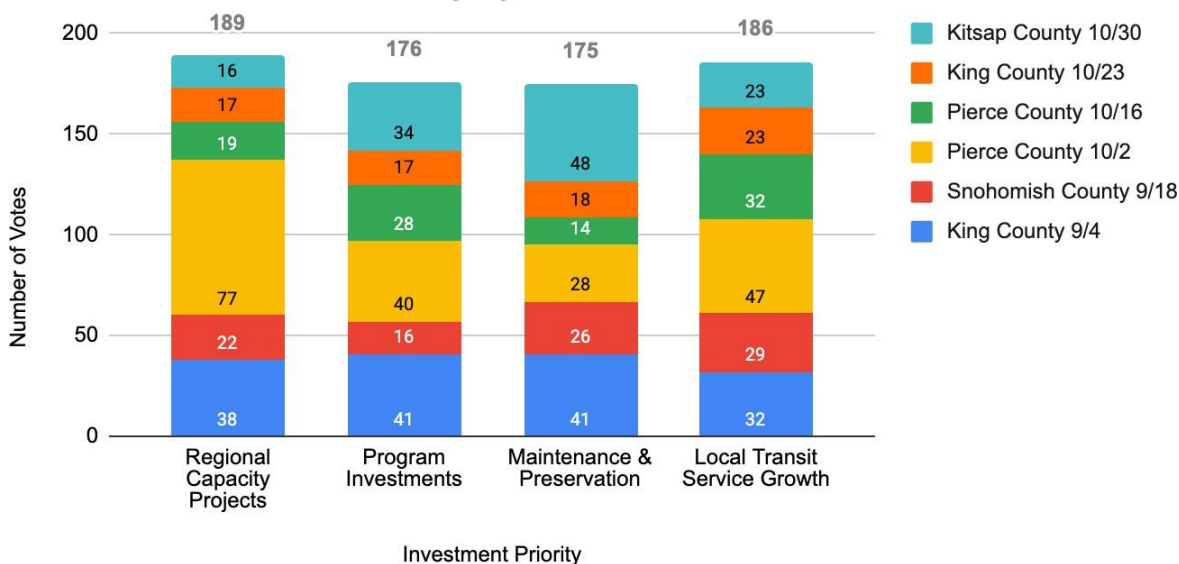
At station 2, attendees were provided [with](#) a description of the Regional Transportation Plan and directed to the RTP Engagement Hub to complete the online survey, the results of which are summarized above.

## Station 3: System Investment Priorities

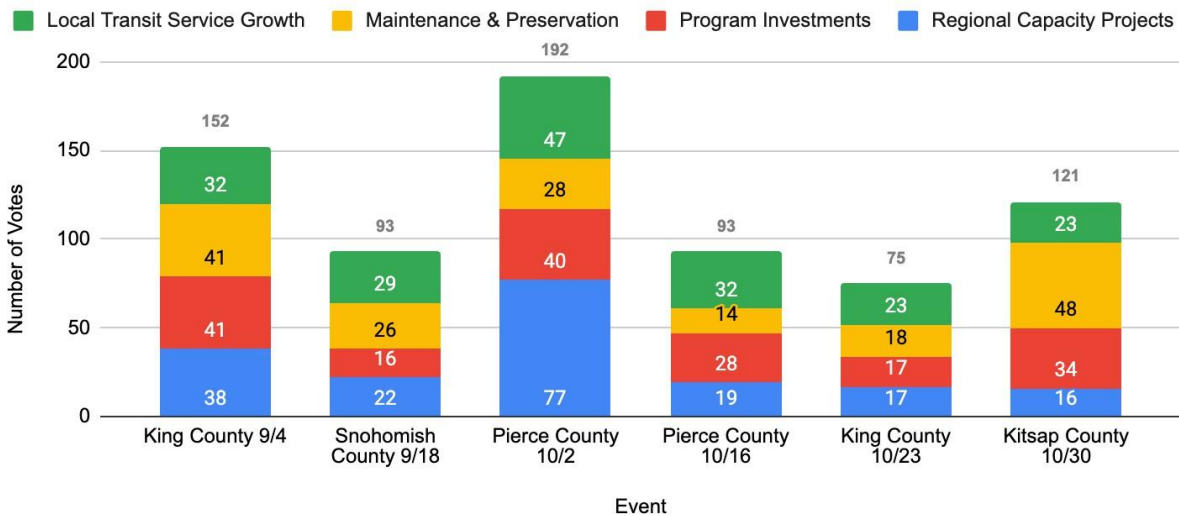
The community feedback collected at Station 3 across the regional public meetings reveals a ~~strong, but regionally varied~~, consensus on investment priorities, [with some regional variation](#). The highest overall interest was centered on Regional Capacity Projects and Local Transit Service Growth, indicating a significant desire for both expansion and improved services across the region. This strong preference for capacity and service expansion was most pronounced at the Pierce County (10/2 event), which cast the highest number of votes overall and overwhelmingly prioritized both of those top categories.

However, this focus on growth was balanced by substantial support for maintenance, as Program Investments and Maintenance & Preservation also received similarly high total vote counts. This need for upkeep was particularly evident in the Kitsap County (10/30 event), where Maintenance & Preservation was the clear top priority, followed by Program Investments. This suggests that while the community ~~strongly~~ desires growth and enhanced transit services, a ~~significant~~ portion of the feedback also recognizes the critical need for systemic upkeep and dedicated investment in current infrastructure programs.

Station 3: Investment Priority by Event



### Station 3: Events by Investment Priority



### Station 4: Plan Scenario Preferences

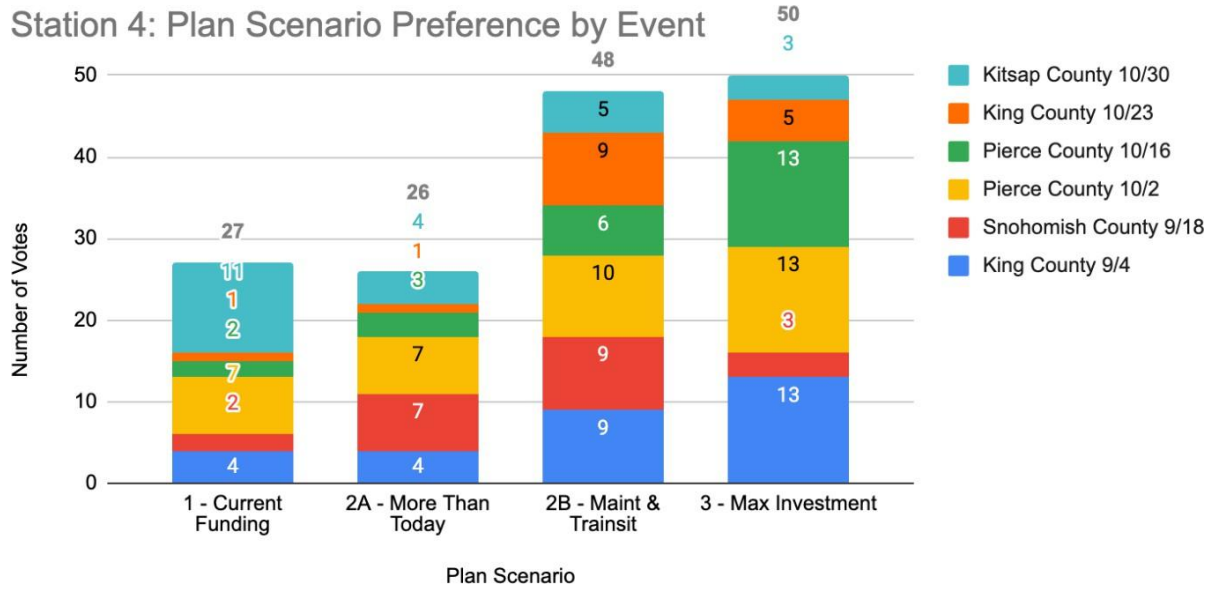
The feedback from Station 4: Plan Scenario Preference illustrates the region's ~~snail~~ **community's** demand for a comprehensive and ambitious transportation future, ~~actively~~ rejecting current funding levels in favor of more investment in transportation. The 3-Max Investment scenario narrowly emerged as a favorite, receiving the highest total number of votes and securing the top preference in the majority of individual public meetings. This outcome signifies ~~strong~~ support for ~~aggressive~~ **increased** levels of funding to support ~~significant~~ growth, major capital projects, and ~~expansive~~ system improvements across the region.

Scenario 2B - Maintenance & Transit scenario, which emphasizes maintaining existing infrastructure alongside transit improvements, also garnered substantial support—making it the second most-favored choice—just below the Maximum Investment scenario.

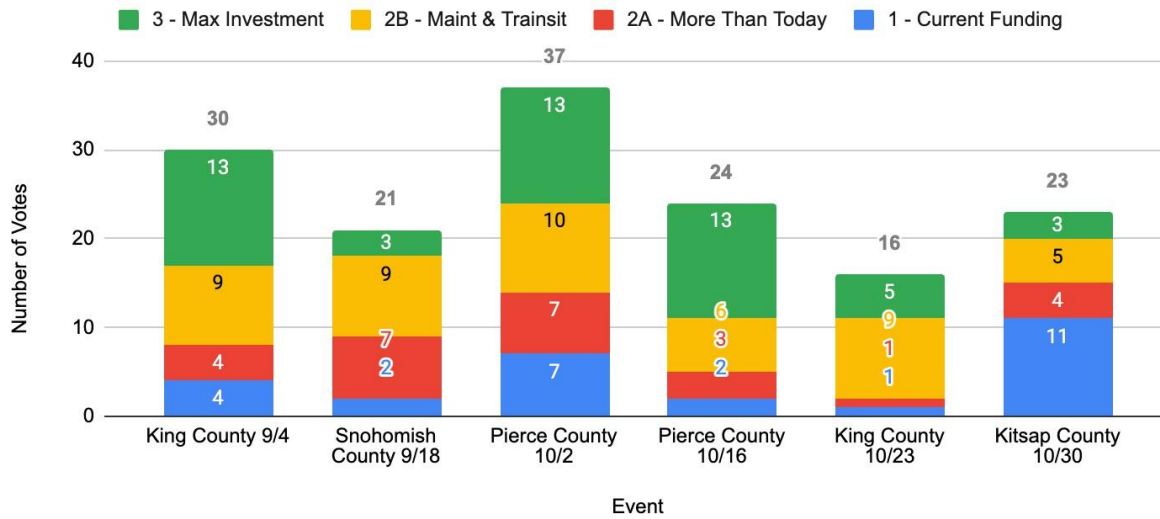
The 'Current Funding' and 'More than Today – 2A' scenarios were the least popular options overall, signaling dissatisfaction with the status quo. An exception was seen at the Kitsap County (10/30) meeting, where the Current Funding scenario captured a majority.

When considering the entire region, the results showed that the public is prepared to support a higher-cost, high-benefit transportation plan, with support for decision makers to move beyond present limitations toward a fully funded, future-oriented system.

### Station 4: Plan Scenario Preference by Event



### Station 4: Events by Plan Scenario Preference



## Facilitated Small Group Discussions

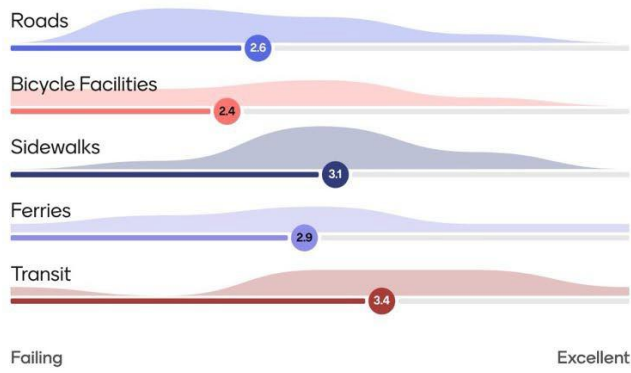
Q1. Quality of Infrastructure: “How would you rate the quality of our transportation infrastructure?” (Rating: 1-Failing / 5-Excellent)

Small group discussions reveal a ~~generally~~ moderate view of the [quality of the](#) region’s transportation infrastructure, ~~with ratings rarely breaking into “Excellent” territory but also largely avoiding “Failing.”~~ Across the board, Ferries generally emerged as a reliable bright spot, achieving the highest single score of the entire session (3.8 from one Pierce County group) and remaining consistent in King and Snohomish counties. Transit reflected the sharpest regional divide; while King and Snohomish groups rated it as their strongest or near-strongest asset (peaking at 3.4), groups in Pierce and Kitsap counties rated it significantly lower, at 1.8.

Conversely, active transportation infrastructure faced the most uniform criticism; Bicycle Facilities were consistently the lowest-rated category across almost all regions, falling to a dismal 1.7 in Kitsap, signaling a widespread consensus that non-motorized safety and connectivity is the region’s most pressing gap.

Regional nuances were distinct among the discussion groups, highlighting different local priorities and experiences. King County responses reflected an urban-centric satisfaction with transit and sidewalks. In contrast, Pierce County groups showed ~~significant~~ divergence in their priorities—with one group rating roads highest and another rating them near the bottom, suggesting varied infrastructure quality within that specific county. Kitsap County provided the most critical consensus overall, with no single category rising above a 2.7 rating. Roads and Sidewalks [were generally ranked in the middle](#) ~~generally occupied the “middle of the pack”~~ across all surveys; they were rarely celebrated as exceptional but were viewed as serviceable compared to the extremes of the high-performing ferries or the under-performing bicycle networks.

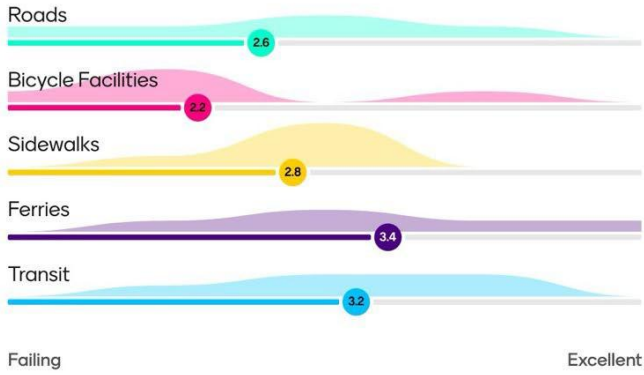
How would you rate the quality of our transportation infrastructure?



# Snohomish County 9/18

Mentimeter

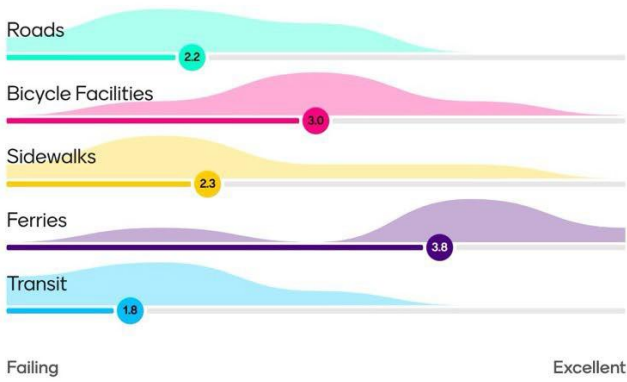
How would you rate the quality of our transportation infrastructure?



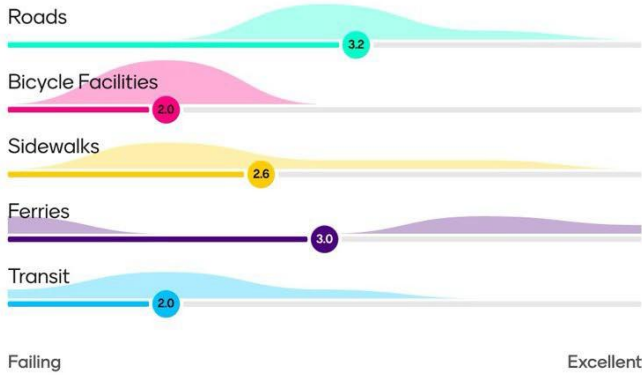
# Pierce County 10/2

Mentimeter

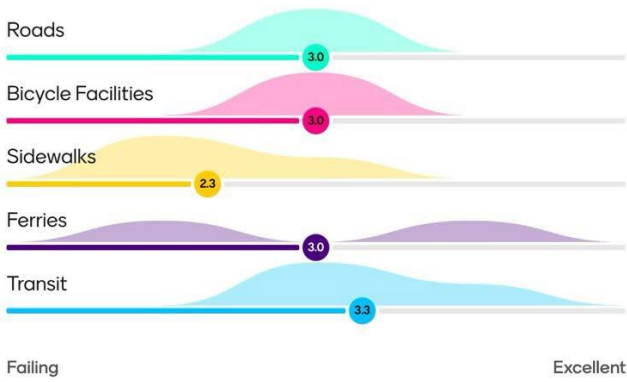
How would you rate the quality of our transportation infrastructure?



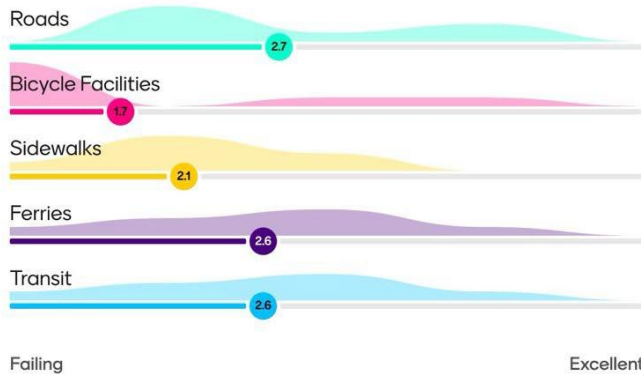
How would you rate the quality of our transportation infrastructure?



How would you rate the quality of our transportation infrastructure?



How would you rate the quality of our transportation infrastructure?



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Q2. System Investment: Where would you prioritize investment in your community? (Ranking)

Discussion groups expressed a ~~strong, though not uniform~~, desire to prioritize investment in Transit, which ranked as the number one priority for Snohomish County, one King County event, and one Pierce County event. This suggests that for a significant portion of the region, expanding or improving mass transportation is viewed as ~~the most~~a critical need. Closely trailing transit were Roads and Sidewalks, which frequently traded places for the second and third spots; notably, one King County group prioritized Sidewalks above all else, while one Pierce County group placed Roads at the very top, highlighting a tension between maintaining vehicular networks and enhancing pedestrian accessibility.

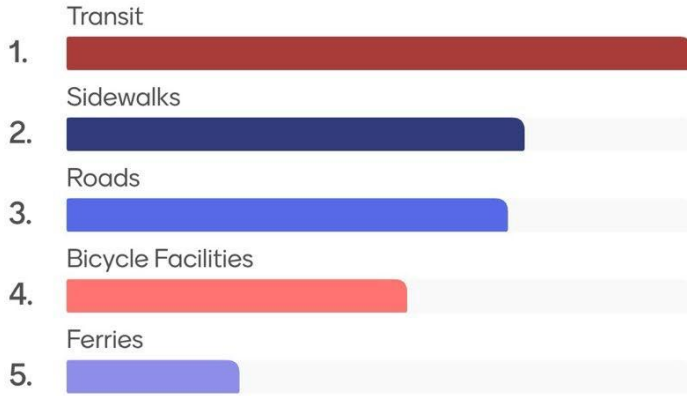
Kitsap County ~~stood apart from the rest of the region by ranking~~ranked Transit as its lowest priority and Roads as its highest, while also being the only group to ~~elevate~~rank Ferries ~~out of the bottom tier into~~in the top three. Meanwhile, Bicycle Facilities appeared to be a universal low priority for investment, ranking fourth across every group surveyed, regardless of location. This indicates that while groups may disagree on the balance between cars and buses, there is a regional consensus that bicycle infrastructure is less urgent than other transportation needs.

# King County 9/4

Mentimeter

For additional context, please see the event folio insert.

## Where is investment most needed in your community?



# Snohomish County 9/18

Mentimeter

For additional context, please see the event folio insert.

## Where would you prioritize investment in your community?



## Pierce County 10/2

Mentimeter

For additional context, please see the event folio insert.

Where would you prioritize investment in your community?



## Pierce County 10/16

Mentimeter

For additional context, please see the event folio insert.

Where would you prioritize investment in your community?



## King County 10/23

For additional context, please see the event folio insert.

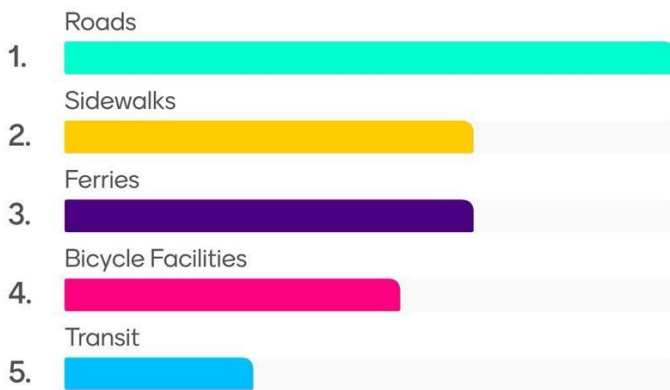
Where would you prioritize investment in your community?



### Kitsap County 10/30

For additional context, please see the event folio insert.

Where would you prioritize investment in your community?



### Q3. Plan Scenario

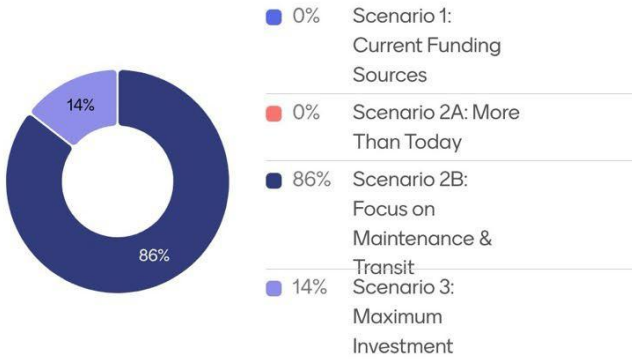
The regional preference for future transportation investment is concentrated on scenarios that involve funding levels beyond ~~the current status quo~~ [current projections](#). Across all discussion groups, the majority of participants (averaging 85.1% of responses) selected a scenario that included increased funding (Scenario 2A, 2B, or 3). The ~~single~~ most preferred option overall was Scenario 2B: Focus on Maintenance & Transit, which received an average of 45.5% of the vote ~~region-wide~~ [region wide](#). King County groups demonstrated the strongest consensus for this focus, with both groups opting for increased investment, and one group selecting Scenario 2B unanimously (100%). Similarly, Snohomish County and one Pierce County group showed 100% support for an increased investment scenario, with Snohomish groups showing strong, equal support (40% each) for Scenarios 2A and 3.

~~The most significant regional divergence is centered on the preference for the lowest funding level.~~ Scenario 1: Current Funding Sources [was preferred by 71% of participants in Kitsap County, w-](#) While this option received minimal to no support in King, Snohomish, and one Pierce County group, ~~it was the dominant choice for Kitsap County, where 71% of the group selected it.~~ This ~~conservative fiscal~~ preference in Kitsap stands in stark contrast to the high-investment outlook of King County, whose groups averaged 93% support for the transit-focused Scenario 2B. Meanwhile, Pierce County exhibited the most varied results, with preferences for scenarios 2A, 2B, and 3 all clustered between 20% and 40% in one ~~group~~ [meeting](#), and a more even split across all four scenarios in the other ~~group~~ [meeting](#), highlighting [an ongoing discussion about the](#) ~~-complex local disagreement about the optimal~~ balance between maintaining the existing system and aggressively expanding future capacity.

# King County 9/4



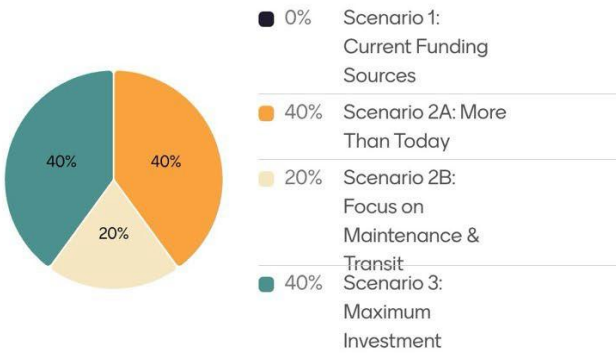
Right now, what plan scenario will work best for your community?



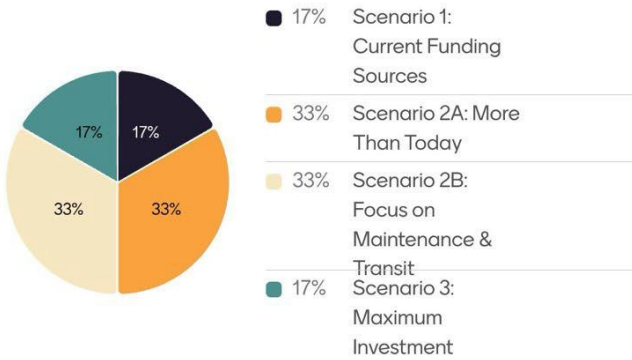
# Snohomish County 9/18



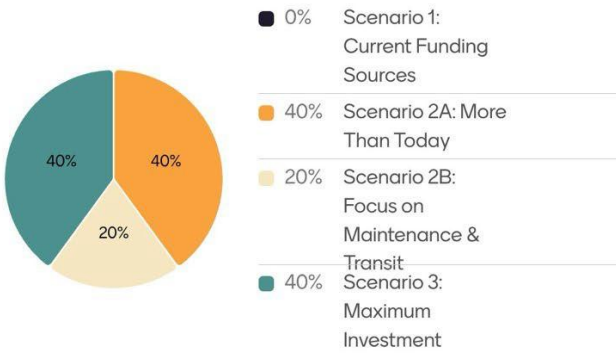
What plan scenario will work best for your community?



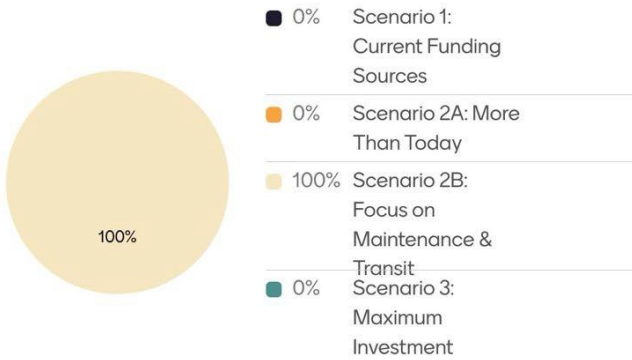
What plan scenario will work best for your community?



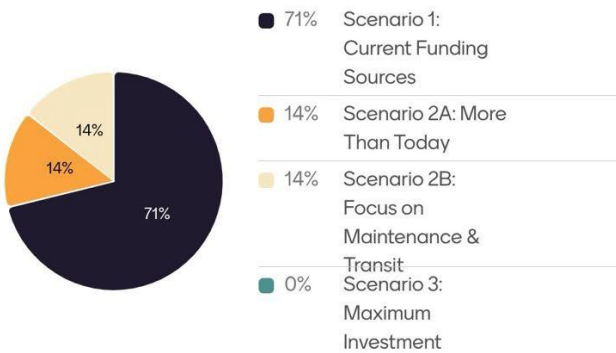
What plan scenario will work best for your community?



What plan scenario will work best for your community?



What plan scenario will work best for your community?



## Virtual Public Meeting

### Process

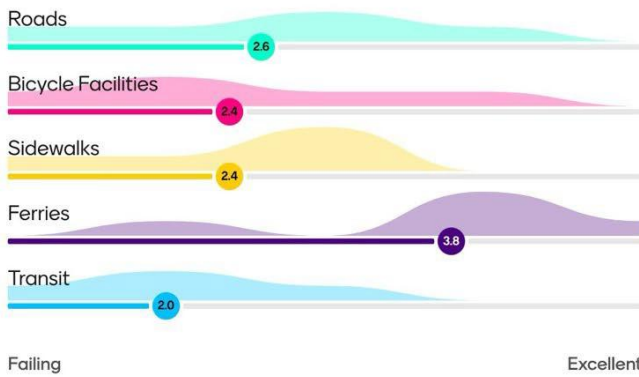
On November 20, 2025, PSRC hosted a virtual regional public meeting. Eighty-two people attended out of the 100 that registered (82%). The meeting began with a group presentation on the RTP, followed by attendees being divided into five breakout rooms for small-group discussions.

### Outcomes

~~The virtual meeting results present a unique combination of quality ratings and priorities when compared to the in-person county discussions.~~ Groups in the virtual setting rated Ferries exceptionally high at 3.8, matching the highest regional score, while ~~simultaneously~~ rating Transit very low at 2.0, ~~reflecting a quality assessment similar to Pierce County's groups.~~ However, the virtual group's investment priorities diverged from the in-person meetings, which generally prioritized Transit (average score of 4.0). The virtual group placed Roads as the highest priority (score of 5), followed by Transit (score of 4). ~~This indicates a view that while the quality of roads is merely average (2.6), improving them is the most critical use of new investment, a position also seen in the Kitsap County in-person meeting.~~

~~The most striking difference lies in the [Regarding](#) preferred funding scenarios, where the virtual meeting exhibited a [preference for Scenario 1 \(Current Funding Sources\)](#) ~~conservative fiscal preference,~~ with 75% [support.](#) ~~selecting Scenario 1 (Current Funding Sources), marking the highest support for the status quo across all meetings.~~ This ~~sharply~~ [contrasts](#) with the in-person discussions, which favored increased investment; the combined county average showed that Scenario 2B (Maintenance & Transit Focus) was the most popular choice at 45.5%. ~~The virtual group's preference for the current funding level is an outlier; it is only comparable to the 71% support for Scenario 1 seen in Kitsap County and stands in opposition to the high investment sentiment prevailing in King and Snohomish counties.~~~~

How would you rate the quality of our transportation infrastructure?

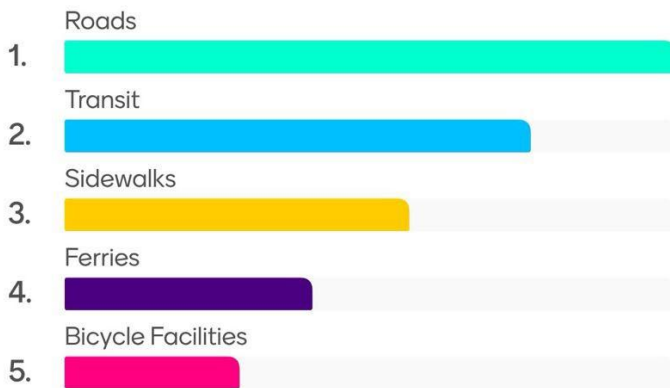


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For additional context, please see the event folio insert.

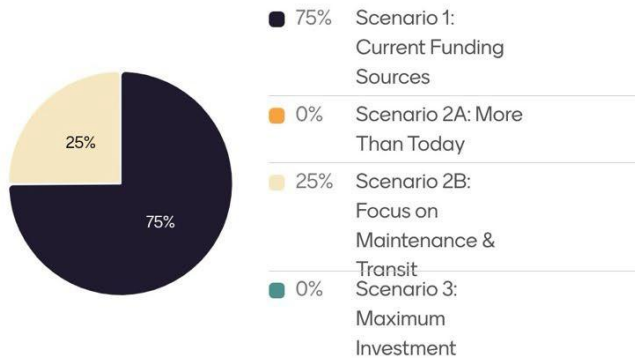
Where would you prioritize investment in your community?



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What plan scenario will work best for your community?



## Focus Groups

### Overview

~~To complement the public comment period, PSRC is planning four (4) smaller focus group meetings with key groups of people to discuss specific, emergent topics in the RTP. The engagement team selected focus groups based on engagement gaps identified in earlier engagement activities, as well as groups that are typically hard to reach in traditional outreach settings. Focus groups will be held in early 2026 and include the following~~  
To complement the public comment period, PSRC planned ~~four~~three (43) smaller focus group meetings with key groups of people to discuss specific, emergent topics in the RTP. The engagement team selected focus groups based on engagement gaps identified in earlier engagement activities, as well as groups that were typically hard to reach in traditional outreach settings. Focus groups were held in early 2026 and included the following  
 categories:

- Freight
- Rural Residents
- ~~Business Community~~ & Large Employers
- ~~Hard to Reach Populations~~

### Freight

Freight focus group participants emphasized the importance of viewing the transportation network as a complete system, where freight movement is as visible and prioritized as public transit. A major topic of discussion was the need for balance within the system. Participants advocated for a

shift from a defensive approach to a proactive one that considers the needs of pedestrians and local traffic alongside freight movement.

Realistic planning was another key focus area. The group recommended that investments should enhance efficiency by accurately reflecting how people and goods move throughout the region. Participants also expressed concerns about the clarity of the data on fund allocation. While the sources of funding are known, it felt unclear how those funds will be spent.

The potential implementation of a Road Usage Charge raised concern among participants about its impact on rural drivers. They sought clarity on how this charge would be applied. Similarly, the topic of congestion pricing generated interest, with participants viewing it as a valuable tool for improving urban freight routes. However, they stressed the importance of applying it fairly to avoid disadvantaging certain areas.

Finally, the group suggested exploring public-private partnerships to fund major infrastructure repairs, such as bridges. They believed that collaboration between the public and private sectors could lead to better outcomes. Overall, participants agreed that the freight industry significantly contributes through taxes and should not be subjected to additional, unfair taxes.

### Business Community & Large Employers

A focus group of stakeholders in the business community engaged in a robust discussion on identifying an "optimal state of repair" for infrastructure. Many participants expressed doubts about the practicality of reaching a complete state of good repair. Participants advocated for expanded transit services during evenings and weekends to better serve non-traditional workers.

Additionally, participants requested detailed information on local maintenance projects affected by funding cuts. This data would enable the community to understand the ramifications of these cuts and advocate for essential projects. There were concerns about the long-term financial challenges facing regional transit agencies, highlighting the necessity for a more comprehensive financial strategy.

Equity issues were also a significant focus, particularly regarding how funding changes could affect workers who operate 24/7. Stakeholders advocated for increased funding for transit security to enhance public safety and boost ridership.

Finally, participants suggested that transit planning should adapt to new commuting patterns rather than relying solely on traditional peak-hour models. They emphasized the need for accessible data on project allocations to encourage community engagement and support for a reliable transit system.

## Rural Residents

The focus group on rural communities in the Puget Sound region highlighted challenges in transportation planning and service delivery. Participants appreciated being involved in discussions, but raised concerns about the growing disconnect between population growth and the expansion or maintenance of transportation infrastructure. Participants indicated how rapid development in rural areas has outpaced improvements in roads, public transit, and essential infrastructure, leading to congestion and longer commutes.

A key issue discussed was the disparity between tax contributions and the services received, with many rural residents frustrated by their lack of public transit options despite paying transportation taxes. Participants called for better coordination among local, county, and regional planning agencies, noting that resource allocation often neglects rural needs in favor of urban areas.

Criticism was directed toward grant processes that prioritize unnecessary elements, wasting resources that could address immediate needs. The group sought a baseline level of service in rural areas focused on reliable and affordable transportation, rather than urban-level frequency.

There was also skepticism about whether rural input would lead to meaningful change, with the emphasis that "trust is expensive." Participants urged for real collaboration and accountability in planning to address their unique needs. Overall, the feedback illustrates rural communities' desire for engagement and effective solutions amid rapid growth and ongoing neglect.

## Environmental Resources Agency Coordination Group

PSRC convened its Environmental Resource Agency Coordination Group in November 2024 to discuss scoping of the Regional Transportation Plan. The group also discussed transportation stormwater retrofits, climate change, and open space. The group includes federal, state and regional environmental agencies, Tribes, and nongovernmental organizations. The draft Regional Transportation Plan and opportunity to comment on the plan was shared with the group in January 2026.

## Tribal Engagement

PSRC convened several transportation-focused meetings with the nine federally-recognized Tribes in the region to discuss the Regional Transportation Plan, transportation safety, and coordinated mobility. These meetings took place in June 2024, March 2025, September 2025, and January 2026.

## **Public Comment – 332 Total Comments & Next Steps**

~~Once When the~~ In the final stages of plan development, the draft RTP is was released for a public review and comment period. In this period, PSRC will collect ed, review ed, and responded ed to 332

comments from the public. Comments ~~will be~~were catalogued and categorized to understand public reactions to and sentiments about the ~~plan, and~~plan and provided to the Transportation Policy Board. At the direction of the TPB, comments ~~will~~were ~~be~~ used to make updates and edits to the plan in preparation for plan finalization and recommendation to the Executive Board and General Assembly for adoption.

## Public Comment Results & Findings

The draft Regional Transportation Plan (RTP) was made available for public review and comment between December 15, 2025 and February 2, 2026. Submissions were received by 61 respondents, resulting in 332 unique comments. Staff reviewed and categorized all comments received, organized in a summary matrix that was posted on PSRC's RTP Engagement Hub and shared with the Transportation Policy Board on February 26, 2026.

The following themes were highlighted by the public comment period, followed by the occurrence of these comments:

- Active Transportation - 11
- Climate and Environment – 26
- Funding - 26
- General / Other - 130
- Roads and Maintenance - 33
- Safety – 29
- Technology - 5
- Transit - 72

### Categorized Comments

Each comment was categorized into one of the following three categories: No Action Taken, Technical Correction, and Requires Board Input. The majority of comments received did not require action or response from PSRC. See the RTP Engagement Hub-for a table summary of the comments and copies of the letters and emails received in the comment period. These will be appended to this report upon final adoption of the 2026-2050 RTP.

A total of 86 Technical Corrections were made as a direct result of the public comment period. These tended to be clarifications or minor corrections to wording, map and table updates, or other small changes that did not have a significant impact on the RTP. After review by PSRC's boards, these changes were made in the final plan.

Fifteen comments were flagged by staff for further discussion and review by the Transportation Policy Board and Executive Board. Within these 15 comments, three central themes emerged: rural transportation issues; ongoing performance measuring and monitoring; and transportation technologies.

PSRC staff proposed the following work programs for each theme:

- Rural Transportation Issues: Staff to develop future work program to review and analyze current

and future rural transportation issues and needs, including available infrastructure, services, and growth impacts.

- Ongoing Performance Measuring and Monitoring: Staff to continue work to improve ongoing data collection, analysis and monitoring of existing and potentially new performance measures, as applicable.
- Transportation Technologies: Staff to develop work program to monitor and advance emerging transportation technologies, including but not limited to, autonomous and connected vehicles.

After review, PSRC's boards agreed that these topics should be identified in the final plan as PSRC future work program areas, appreciating the input from public comment.

## Conclusion

The public engagement process for the Regional Transportation Plan provided valuable insights into regional priorities and highlighted key areas for future improvement.

Feedback consistently emphasized the importance of an efficient, safe, and accountable transportation system. Public input revealed strong interest in expanded public transit, improved road maintenance, and investments that address both immediate needs and long-term growth. Differences in priorities among governments, advocacy groups, and residents reflect the region's diverse perspectives. The sustained and comprehensive engagement throughout the development of the RTP fundamentally shaped the draft and final plan documents.

Overall, the engagement process laid a strong foundation for understanding community needs, and future efforts that reach a wider range of voices—across income levels, languages, and locations—will help ensure the Regional Transportation Plan is responsive to all who live and work in the central Puget Sound area.

## Comments Submitted Breakdown – 332 Comments

<u>Zip</u>	<u>COUNTA of ID</u>
<u>Gov</u>	<u>60.54%</u>
<u>Org</u>	<u>23.19%</u>
<u>Unknown</u>	<u>6.33%</u>
<u>98019</u>	<u>1.81%</u>
<u>98374</u>	<u>1.20%</u>
<u>98360</u>	<u>0.60%</u>
<u>98014-9702</u>	<u>0.30%</u>
<u>98498</u>	<u>0.30%</u>
<u>98409</u>	<u>0.30%</u>
<u>98406</u>	<u>0.30%</u>
<u>98394</u>	<u>0.30%</u>
<u>98372</u>	<u>0.30%</u>
<u>98369</u>	<u>0.30%</u>
<u>98340</u>	<u>0.30%</u>
<u>98338</u>	<u>0.30%</u>
<u>98312</u>	<u>0.30%</u>
<u>98292</u>	<u>0.30%</u>
<u>98199</u>	<u>0.30%</u>
<u>98177</u>	<u>0.30%</u>
<u>98122</u>	<u>0.30%</u>
<u>98107</u>	<u>0.30%</u>
<u>98103</u>	<u>0.30%</u>
<u>98101</u>	<u>0.30%</u>
<u>98045</u>	<u>0.30%</u>
<u>98014</u>	<u>0.30%</u>
<u>98012</u>	<u>0.30%</u>
<u>98008</u>	<u>0.30%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

<u>County</u>	<u>COUNTA of ID</u>
<u>King County - Gov</u>	<u>40.96%</u>
<u>Multi-County</u>	<u>26.20%</u>
<u>Statewide - Gov</u>	<u>7.83%</u>
<u>Statewide - Org</u>	<u>5.42%</u>
<u>Unknown</u>	<u>4.82%</u>
<u>King County</u>	<u>4.82%</u>
<u>Pierce County</u>	<u>3.92%</u>
<u>Pierce County - Gov</u>	<u>1.51%</u>
<u>Snohomish County - Gov</u>	<u>1.20%</u>
<u>King County - Org</u>	<u>1.20%</u>
<u>Kitsap County</u>	<u>0.90%</u>
<u>Snohomish County</u>	<u>0.60%</u>
<u>Decline to answer</u>	<u>0.60%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

<u>Age</u>	<u>COUNTA of ID</u>
<u>Gov</u>	<u>60.84%</u>
<u>Org</u>	<u>23.19%</u>
<u>Unknown</u>	<u>5.12%</u>
<u>30-39</u>	<u>3.01%</u>
<u>65 or over</u>	<u>2.71%</u>
<u>50-64</u>	<u>1.81%</u>
<u>40-49</u>	<u>1.81%</u>
<u>18-29</u>	<u>0.90%</u>
<u>Decline to answer</u>	<u>0.60%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

<u>Education</u>	<u>COUNTA of ID</u>
<u>Gov</u>	<u>60.84%</u>
<u>Org</u>	<u>23.19%</u>
<u>Unknown</u>	<u>5.12%</u>
<u>Graduate/Professional Degree</u>	<u>4.22%</u>
<u>Graduated college/4-year degree</u>	<u>3.31%</u>
<u>Some college</u>	<u>1.51%</u>
<u>Decline to answer</u>	<u>0.90%</u>
<u>Graduated high school</u>	<u>0.60%</u>
<u>Vocational/technical training</u>	<u>0.30%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

<u>Gender</u>	<u>COUNTA of ID</u>
<u>Gov</u>	<u>60.84%</u>
<u>Org</u>	<u>23.19%</u>
<u>Unknown</u>	<u>5.12%</u>
<u>Male</u>	<u>4.82%</u>
<u>Female</u>	<u>3.92%</u>
<u>Decline to answer</u>	<u>2.11%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

<u>Income</u>	<u>COUNTA of ID</u>
<u>Gov</u>	<u>60.84%</u>
<u>Org</u>	<u>23.19%</u>
<u>Unknown</u>	<u>5.12%</u>
<u>More than \$150,000</u>	<u>3.92%</u>
<u>Decline to answer</u>	<u>3.01%</u>
<u>\$100,001 to \$150,000</u>	<u>2.11%</u>
<u>\$50,001 to \$100,000</u>	<u>1.51%</u>
<u>\$10,001 to \$50,000</u>	<u>0.30%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

<u>Race/Ethnicity</u>	<u>COUNTA of ID</u>
<u>Gov</u>	<u>60.84%</u>
<u>Org</u>	<u>23.19%</u>
<u>White or European</u>	<u>6.02%</u>
<u>Unknown</u>	<u>5.12%</u>
<u>Decline to answer</u>	<u>2.41%</u>
<u>Asian</u>	<u>1.20%</u>
<u>American</u>	<u>0.60%</u>
<u>Multiracial</u>	<u>0.30%</u>
<u>Black, African American, or African</u>	<u>0.30%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

<u>Language</u>	<u>COUNTA of ID</u>
<u>Gov</u>	<u>60.84%</u>
<u>Org</u>	<u>23.19%</u>
<u>English</u>	<u>9.64%</u>
<u>Unknown</u>	<u>5.12%</u>
<u>Decline to answer</u>	<u>0.90%</u>
<u>Telugu</u>	<u>0.30%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

## Comment Theme Breakdown – 332 Comments

<u>Primary Theme</u>	<u>COUNTA of Source</u>
<u>Technology</u>	<u>1.52%</u>
<u>Active Transportation</u>	<u>3.33%</u>
<u>Climate &amp; Environment</u>	<u>7.88%</u>
<u>Funding</u>	<u>7.88%</u>
<u>Safety &amp; Education</u>	<u>8.79%</u>
<u>Roads &amp; Maintenance</u>	<u>10.00%</u>
<u>Public Transit</u>	<u>21.82%</u>
<u>Other</u>	<u>38.79%</u>
<b><u>Grand Total</u></b>	<b><u>100.00%</u></b>

<u>COUNTA of ID</u>	<u>Age</u>									<u>Grand Total</u>
	<u>Gov</u>	<u>Org</u>	<u>Unknown</u>	<u>30-39</u>	<u>65 or over</u>	<u>50-64</u>	<u>40-49</u>	<u>18-29</u>	<u>Decline to answer</u>	
<u>Other</u>	<u>104</u>	<u>16</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>130</u>
<u>Public Transit</u>	<u>18</u>	<u>32</u>	<u>6</u>	<u>6</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>2</u>		<u>72</u>
<u>Roads &amp; Maintenance</u>	<u>16</u>	<u>11</u>	<u>2</u>	<u>2</u>	<u>2</u>					<u>33</u>
<u>Safety &amp; Education</u>	<u>20</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>2</u>					<u>29</u>
<u>Funding</u>	<u>19</u>	<u>3</u>	<u>2</u>				<u>1</u>		<u>1</u>	<u>26</u>
<u>Climate &amp; Environment</u>	<u>13</u>	<u>10</u>	<u>3</u>							<u>26</u>
<u>Active Transportation</u>	<u>8</u>	<u>1</u>	<u>1</u>		<u>1</u>					<u>11</u>
<u>Technology</u>	<u>4</u>				<u>1</u>					<u>5</u>
<b><u>Grand Total</u></b>	<b><u>202</u></b>	<b><u>77</u></b>	<b><u>17</u></b>	<b><u>10</u></b>	<b><u>9</u></b>	<b><u>6</u></b>	<b><u>6</u></b>	<b><u>3</u></b>	<b><u>2</u></b>	<b><u>332</u></b>

COUNTA of ID	County													Decline to answer	Grand Total	
	King County - Gov	Multi-County	Statewide - Gov	Statewide - Org	Unknown	King County	Pierce County	Pierce County - Gov	Snohomish County - Gov	King County - Org	Kitsap County	Snohomish County				
Primary Theme																
Other	62	43	9	1	1	3	5	3	2		1					130
Public Transit	11	16	7	16	6	9	3				2	1	1			72
Roads & Maintenance	5	12	7	1	2	1	3		1	1						33
Safety & Education	19	3	1		2	2	1			1						29
Funding	15	2	1		2		1	2	1	1					1	26
Climate & Environment	12	9	1		3					1						26
Active Transportation	8	2				1										11
Technology	4												1			5
<b>Grand Total</b>	<b>136</b>	<b>87</b>	<b>26</b>	<b>18</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>332</b>	

COUNTA of ID	Gender							Grand Total
	Gov	Org	Unknown	Male	Female	Decline to answer		
Primary Theme								
Other	104	16	1	3	5	1	130	
Public Transit	18	32	6	8	4	4	72	
Roads & Maintenance	16	11	2	2	2		33	
Safety & Education	20	4	2	1	2		29	
Funding	19	3	2	1		1	26	
Climate & Environment	13	10	3				26	
Active Transportation	8	1	1			1	11	
Technology	4			1			5	
<b>Grand Total</b>	<b>202</b>	<b>77</b>	<b>17</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>332</b>	

<u>COUNTA of ID</u>	<u>Education</u>										
<u>Primary Theme</u>	<u>Gov</u>	<u>Org</u>	<u>Unknown</u>	<u>Graduate/Professional Degree</u>	<u>Graduated college/4-year degree</u>	<u>Some college</u>	<u>Decline to answer</u>	<u>Graduated high school</u>	<u>Vocational/technical training</u>	<u>Grand Total</u>	
<u>Other</u>	104	16	1	1	3	2	1	1	1	130	
<u>Public Transit</u>	18	32	6	8	4	2	1	1		72	
<u>Roads &amp; Maintenance</u>	16	11	2	2	1	1				33	
<u>Safety &amp; Education</u>	20	4	2	2	1					29	
<u>Funding</u>	19	3	2		1		1			26	
<u>Climate &amp; Environment</u>	13	10	3							26	
<u>Active Transportation</u>	8	1	1	1						11	
<u>Technology</u>	4				1					5	
<b><u>Grand Total</u></b>	<b>202</b>	<b>77</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>332</b>	

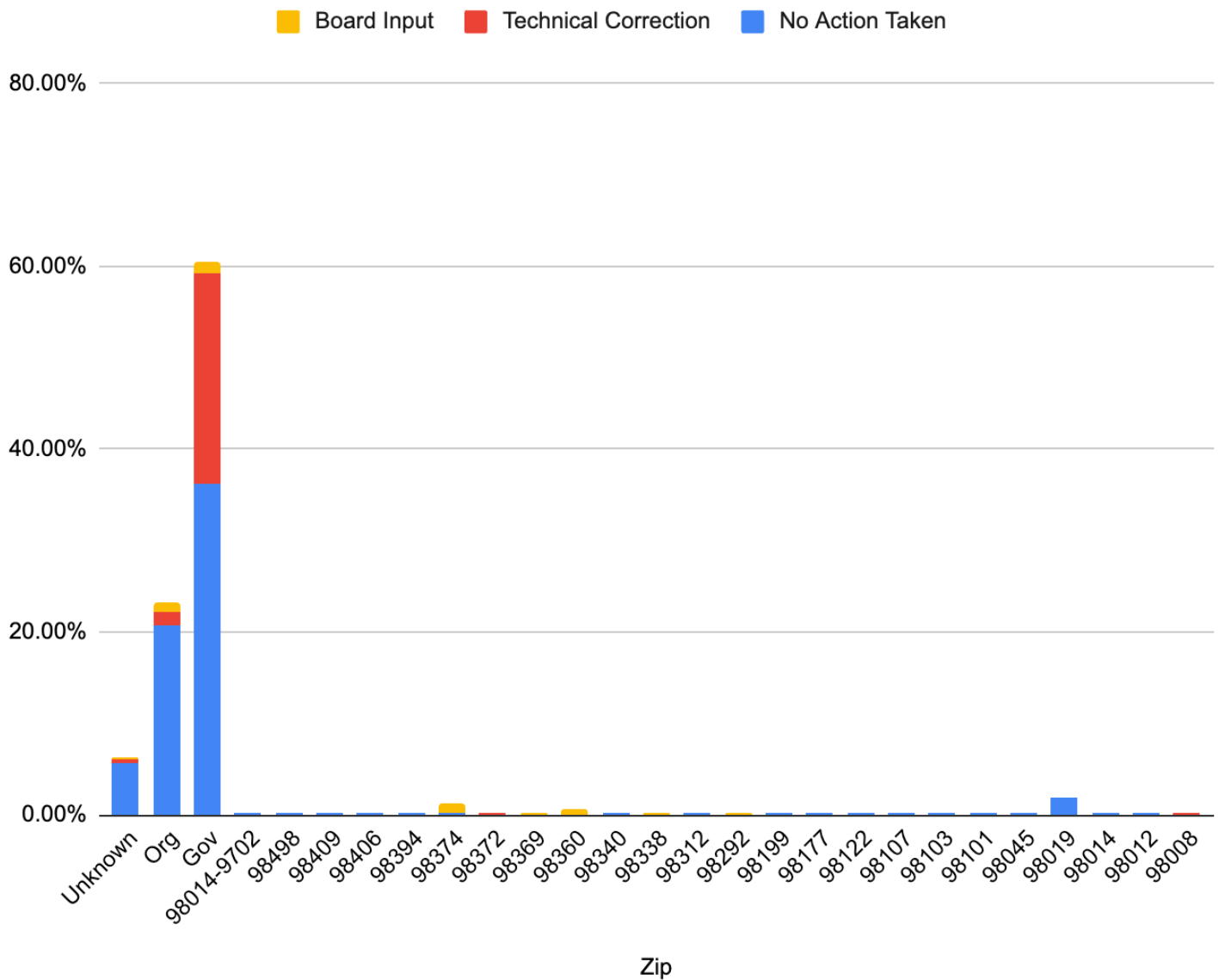
<u>COUNTA of ID</u>	<u>Race/Ethnicity</u>									
<u>Primary Theme</u>	<u>Gov</u>	<u>Org</u>	<u>White or European</u>	<u>Unknown</u>	<u>Decline to answer</u>	<u>Asian</u>	<u>American</u>	<u>Mulliracial</u>	<u>Black, African American, or African</u>	<u>Grand Total</u>
<u>Other</u>	104	16	5	1	3	1				130
<u>Public Transit</u>	18	32	8	6	2	3	2	1		72
<u>Roads &amp; Maintenance</u>	16	11	3	2					1	33
<u>Safety &amp; Education</u>	20	4	3	2						29
<u>Funding</u>	19	3	1	2	1					26
<u>Climate &amp; Environment</u>	13	10		3						26
<u>Active Transportation</u>	8	1		1	1					11
<u>Technology</u>	4				1					5
<b><u>Grand Total</u></b>	<b>202</b>	<b>77</b>	<b>20</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>332</b>

<u>COUNTA of ID</u>	<u>Language</u>						
<u>Primary Theme</u>	<u>Gov</u>	<u>Org</u>	<u>English</u>	<u>Unknown</u>	<u>Decline to answer</u>	<u>Telugu</u>	<u>Grand Total</u>
<u>Other</u>	104	16	8	1	1		130
<u>Public Transit</u>	18	32	14	6	1	1	72
<u>Roads &amp; Maintenance</u>	16	11	4	2			33
<u>Safety &amp; Education</u>	20	4	3	2			29
<u>Funding</u>	19	3	1	2	1		26
<u>Climate &amp; Environment</u>	13	10		3			26

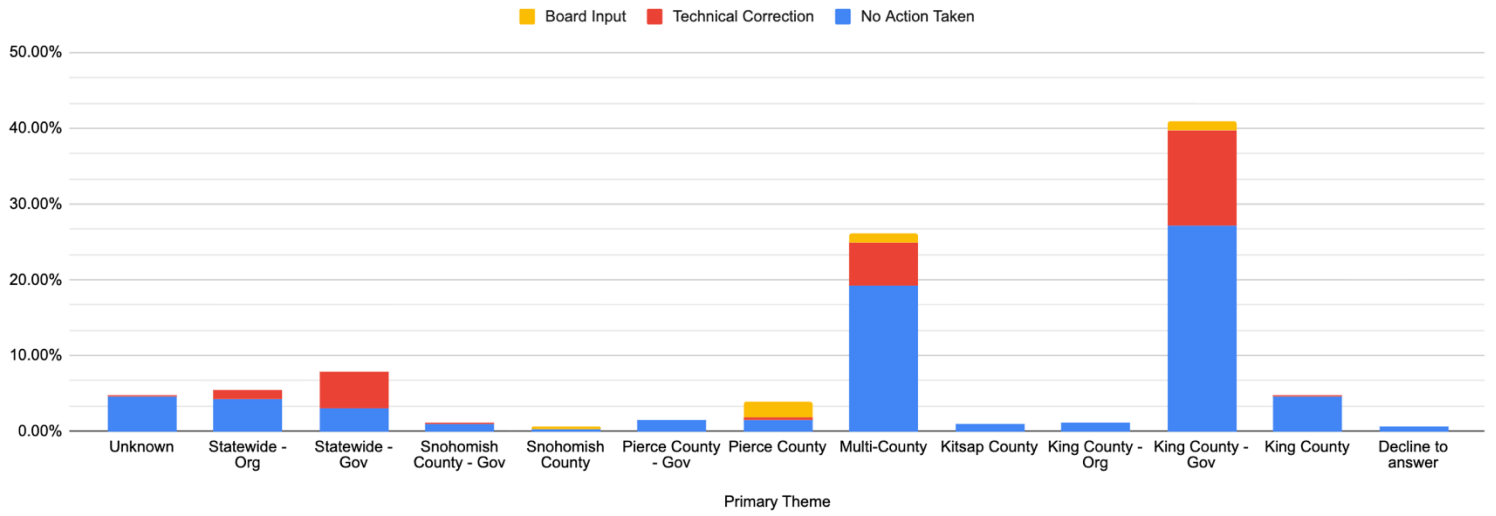
<a href="#">Active Transportation</a>	<a href="#">8</a>	<a href="#">1</a>	<a href="#">1</a>	<a href="#">1</a>			<a href="#">11</a>
<a href="#">Technology</a>	<a href="#">4</a>		<a href="#">1</a>				<a href="#">5</a>
<b>Grand Total</b>	<b><a href="#">202</a></b>	<b><a href="#">77</a></b>	<b><a href="#">32</a></b>	<b><a href="#">17</a></b>	<b><a href="#">3</a></b>	<b><a href="#">1</a></b>	<b><a href="#">332</a></b>

[Comment Response Breakdown – 332 Comments](#)

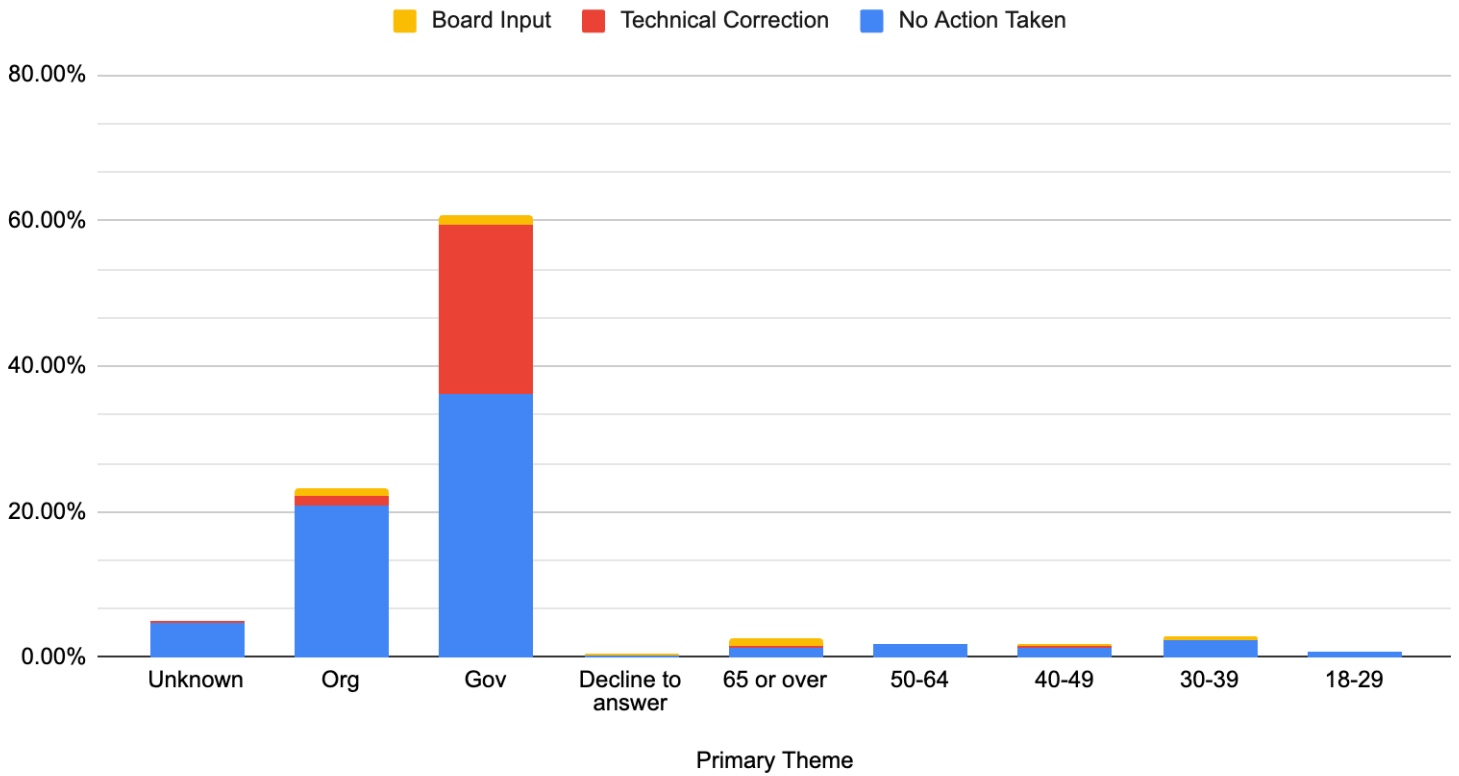
## Zip Code by Response Category



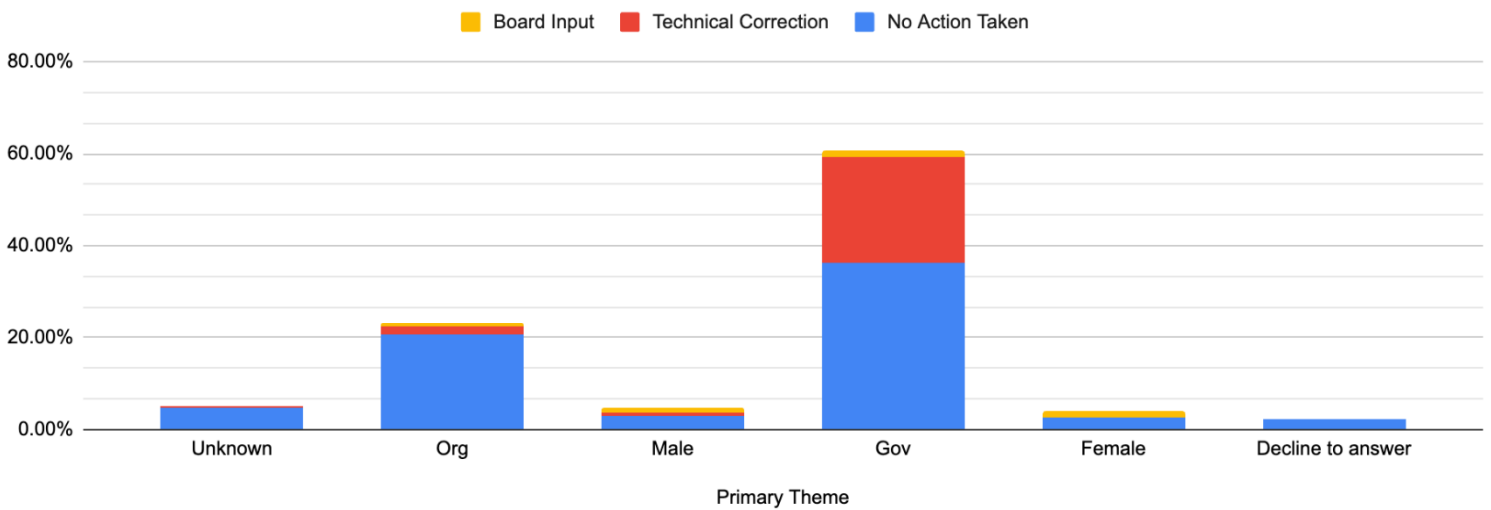
## County by Response Category



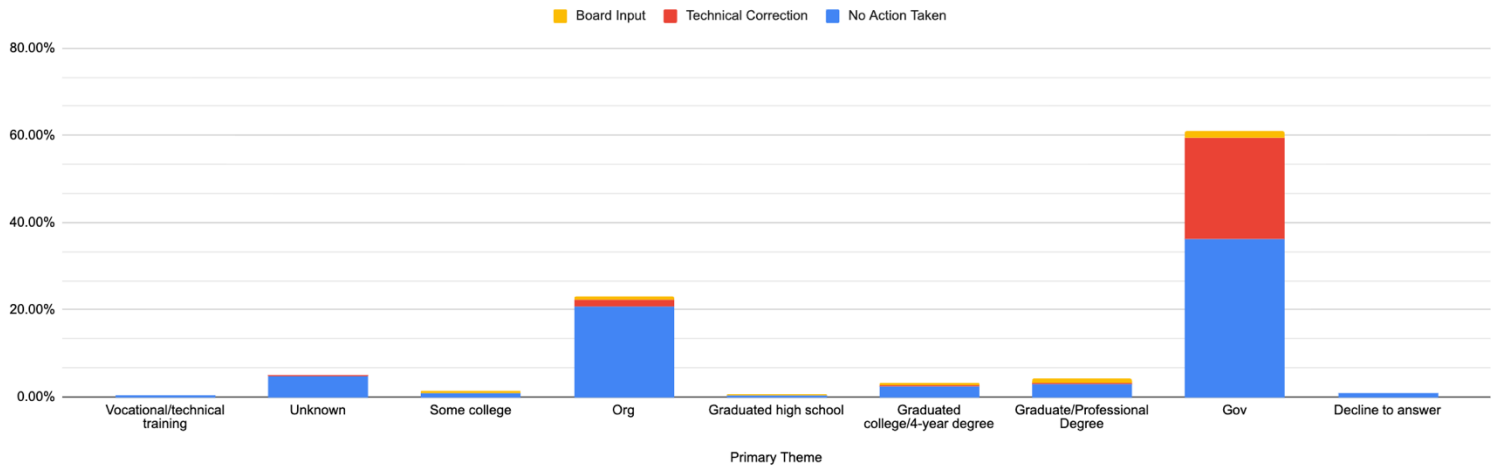
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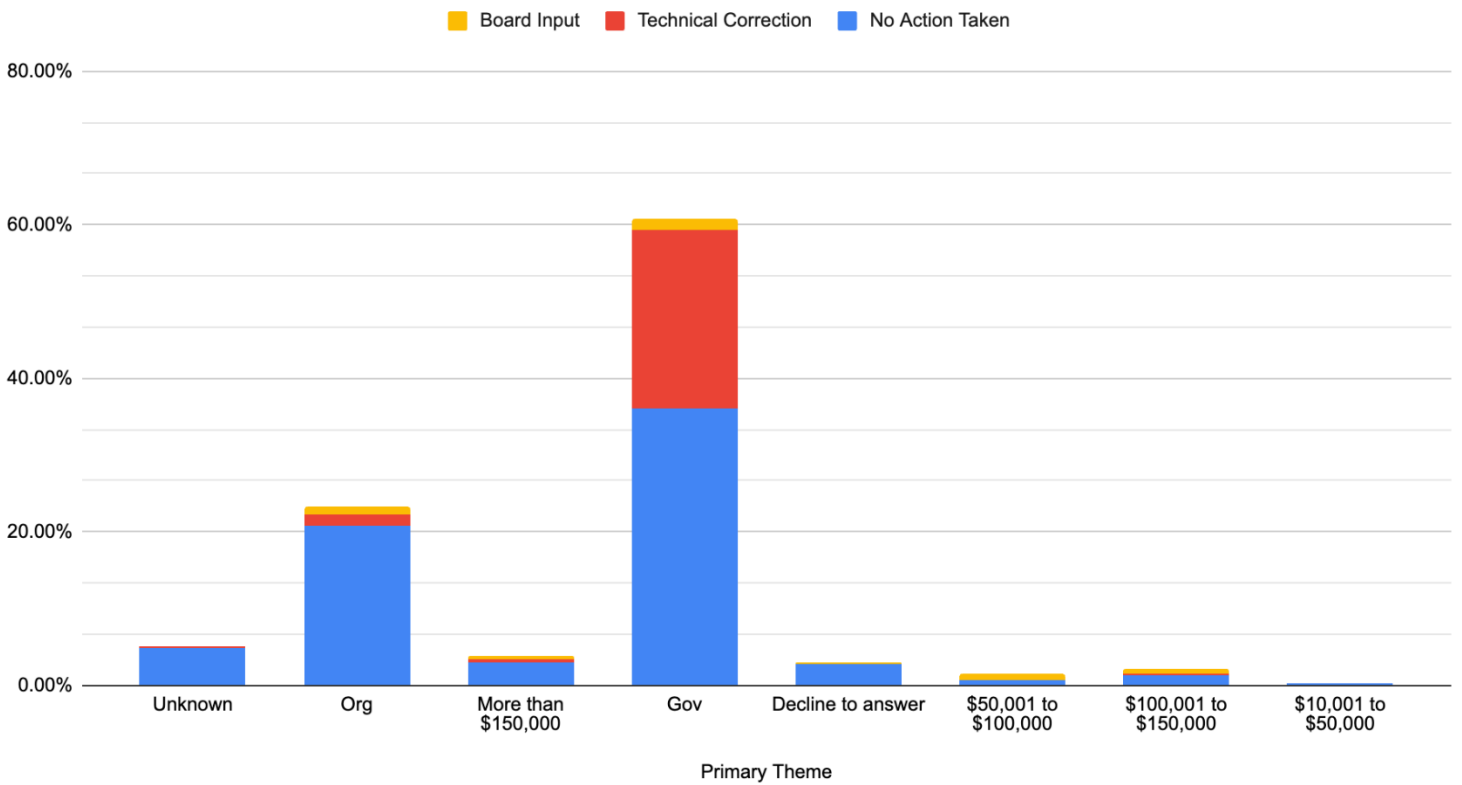
## Gender by Response Category



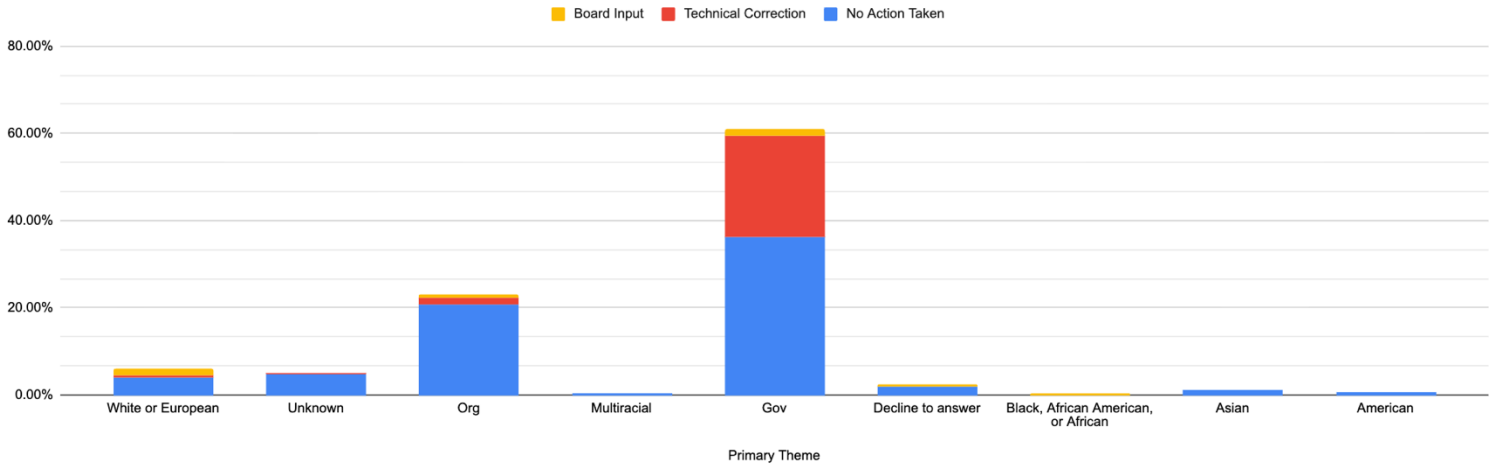
### Education by Response Category



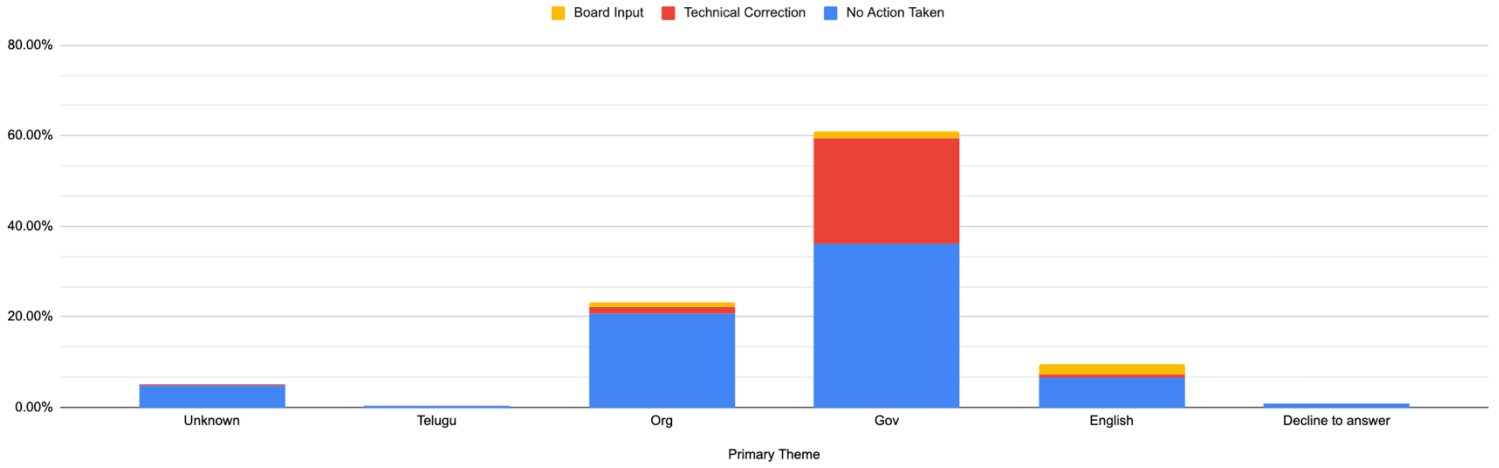
### Income by Response Category



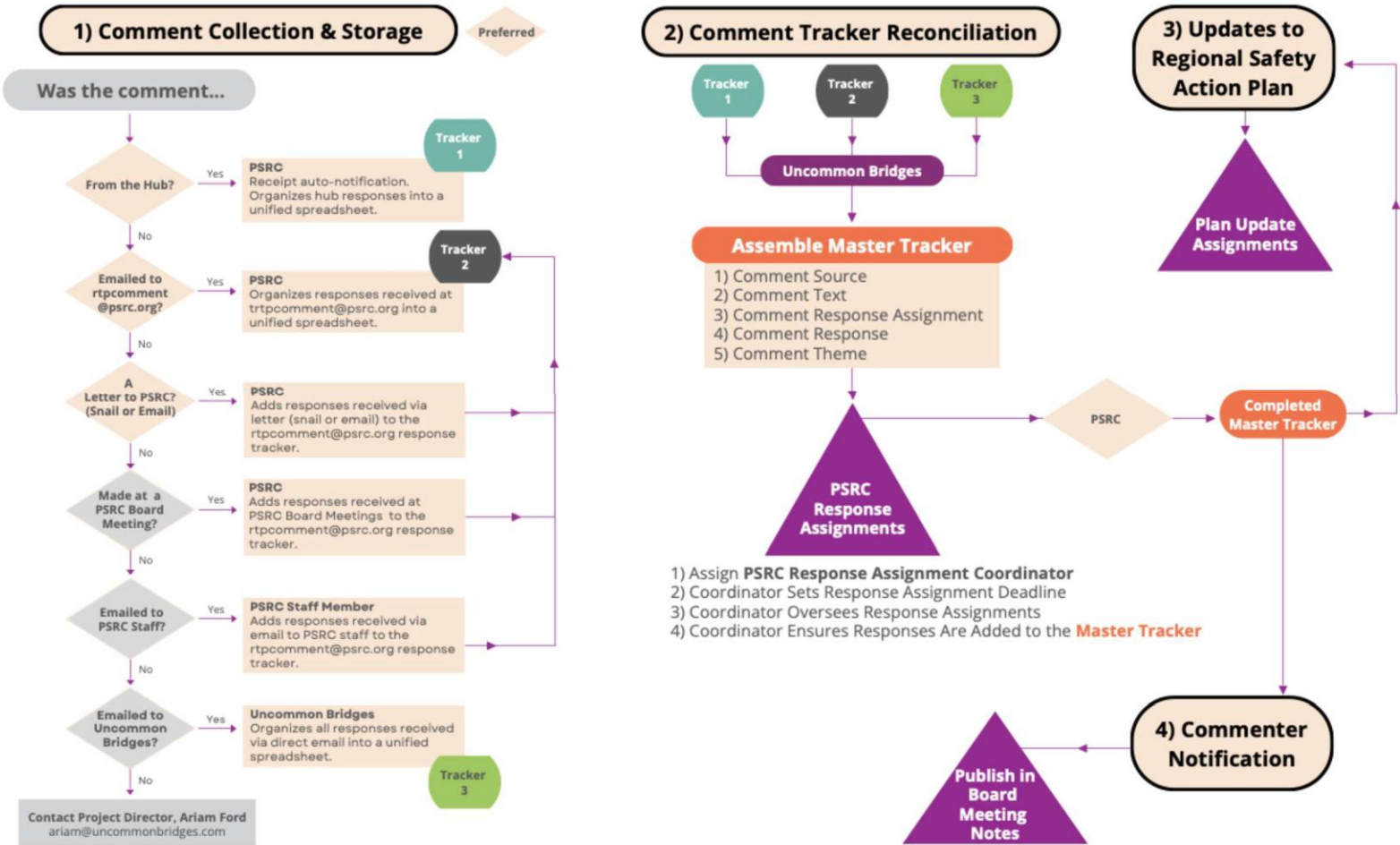
### Race/Ethnicity by Response Category



### Language by Response Category



# Regional Transportation Plan Comment Processing Flowchart



## Conclusion

Through the first phases of public engagement for the development of the draft Regional Transportation Plan, some clear messages emerged:

- Communities throughout the region want a transportation system defined by greater efficiency, safety, and accountability.
- The public conversation highlighted tension between the desire for better road maintenance and the critical need for expanded public transit.
- In general, members of the public call for aggressive, high-level investment to stabilize the current system, address immediate needs, and prepare for significant future growth.
- RTP engagement participants support enhancing system reliability and equity by concentrating investments on making transit faster, safer, and more frequent, with a specific focus on closing the connectivity gaps for underserved suburban and rural communities.
- Ensure infrastructure integrity and safety by prioritizing the maintenance and repair of existing roads and bridges, while also implementing safety-focused road designs, including physically protected lanes and widespread sidewalk construction, to alleviate the public's fear on the roads.
- Establish clear, measurable accountability measures and improve transparency to build public trust that every dollar of tax money is spent efficiently to deliver the infrastructure that is promised.

PSRC will continue to collect public comment through the formal draft plan comment period, which will conclude on February 2, 2026. Comments will be provided to the Transportation Policy Board as it considers any proposed changes or edits to the plan. This Public Engagement report will be updated to reflect what is learned through the remainder of the plan development process, with additional sections summarizing public comment and the results of four planned focus groups, and any additional board discussion or direction in response to the public comment period.

## Appendix A: RTP Regional Public Meeting Small Group Discussion Summaries

King County - Thursday, September 4, 2025 / Central Seattle Public Library

Group discussions on September 4<sup>th</sup> in King County highlighted ~~significant~~ inconsistencies in the quality of our region's transportation network. A central theme was the disparity between major freight and commuter routes, which are generally maintained, and local streets and side roads, which are showing clear signs of neglect, particularly in areas like the Snoqualmie Valley. Furthermore, the state of pedestrian infrastructure is ~~highly~~ variable. ~~At the same time,~~ While new investments on the Eastside are appreciated, access for mobility devices in Seattle remains a specific concern, and many rural communities lack reliable pathways altogether. The consensus was that basic infrastructure needs a more consistent standard of care across all jurisdictions.

In prioritizing future investments, the groups wrestled with the ~~classic~~ tension between maintaining the existing road network and expanding transit. While both roads and transit were recognized as critical needs, participants noted that in many rural communities, improving the underlying roadways is a prerequisite for making bus transit a viable option. Specific frustrations were voiced regarding the reliability of the Link light rail and the operational decisions to truncate express bus routes, which have resulted in time-consuming and inconvenient transfers for commuters. ~~The clear message here is that~~ Operational efficiency and reliability must be proven before the public is willing to endorse massive expansion plans.

Regarding future planning scenarios, there was a ~~strong~~ n inclination toward a fiscally cautious approach, specifically favoring a scenario that ~~heavily~~ emphasizes maintenance and sustainable investment. This sentiment was driven by skepticism; many participants expressed frustration that ambitious projects promised in previous funding packages have been delayed, over budget, or unfulfilled. ~~This led to a strong desire to avoid "writing checks we can't cash."~~ The call was for a strategy that prioritizes the longevity and sustainability of the current system, ensuring that the cost to maintain new infrastructure does not outweigh the value of its construction.

Ultimately, the meeting underscored a ~~clear demand~~ desire for greater accountability and transparency from public agencies. Participants were hesitant to support the most ~~aggressive~~ ambitious "Maximum Investment" scenarios without ~~firm~~ assurances that funds would be managed more efficiently and distributed equitably across the region, particularly outside of Seattle. The group made it clear that a foundation of trust must be established through the e

visible and efficient use of existing funds before they would consider supporting ~~significant~~-tax increases for future projects.

Snohomish County - Thursday, September 18, 2025 / Everett Station

The September 18th meeting in Snohomish County offered a critical examination of the current multimodal system, with attendees highlighting several areas where safety and connectivity for non-driving modes are lacking. Bicycle infrastructure was rated poorly due to its fragmented nature and the inherent danger of sharing roads with cars. Sidewalk quality was described as highly dependent on the municipality, with many unincorporated areas offering virtually no dedicated pedestrian accommodations. ~~On a positive note,~~ Snohomish County's rapid transit system was singled out as a regional success story, though even its users noted that there is room for further improvement in connectivity.

When ranking investment priorities, a key debate emerged: should we prioritize fixing the roads to accommodate cars and buses, or should we invest heavily in transit to reduce the overall stress on the road network? Roads remained a high priority for many, based on the principle that the base system must function for safety and commerce. However, there was a compelling argument that significant transit investment is the only way to break the cycle of congestion. Ferry service, although not a top priority for all, was acknowledged as a critical utility for ~~island~~-certain communities, with reliability remaining a core concern for those who depend on the service.

In considering the planning scenarios, the groups strongly favored a middle-ground approach that prioritizes system maintenance. This "fix it first" mentality was based on the practical observation that the public's tolerance for inconvenience is lowest when the basic infrastructure fails. There was widespread apprehension about proposing high-cost, ambitious expansion plans that might require substantial tax increases. Participants generally felt that a more sustainable approach is to prioritize efficiency and ensure that 100% of the existing system is maintained in a good state of repair before engaging in large-scale new construction.

The groups also delved into the public's perception of fiscal fairness and capacity projects. While acknowledging the abstract need for "Maximum Investment," the practical resistance centered on the current tax structure, with concerns that the wealthiest individuals are not paying their proportionate share. The overall takeaway was that while the public understands the long-term benefit of ~~aggressive~~-progressive investment, there is a ~~strong~~ preference for a balanced, fiscally conservative approach that delivers on maintenance promises without adding excessive new debt or tax burdens.

The first Pierce County ~~event~~ meeting revealed that rapid population growth is ~~the single a biggest a~~ stressor on the local infrastructure. Attendees rated the regional system poorly, noting that despite local efforts to maintain roads better than state-managed facilities, the network is fundamentally inadequate for the ~~explosive~~ residential growth occurring in areas like South Hill and Bonney Lake. This insufficient capacity has led to ~~significant~~ safety concerns, with ~~specific~~ attention drawn to ~~dangerous~~ rural routes, critical bridge failures, and a lack of safe pathways for children ~~commuting~~ going to school.

Prioritization discussions clearly established roads as the ~~paramount~~ primary need, viewed as the asset that provides the greatest benefit to the largest population. Transit was ranked a close second, with participants praising the success of ~~major~~ regional transit lines while ~~simultaneously calling out~~ identifying the bus system as underfunded and failing to adequately serve the increasingly dense eastern areas of Pierce County. Active transportation facilities were considered important but secondary, with groups noting that the cost and fragmented nature of sidewalk and bike lane networks make them less viable for essential travel outside of urban cores.

Regarding the future planning scenarios, ~~the prevailing mood was one of pragmatic frustration. While~~ some participants argued for financial restraint, preferring to operate within existing means due to skepticism over how funds are distributed. ~~Others~~ Others acknowledged that the current situation requires ~~more than the status quo~~ intervention. The overall preference leaned toward a moderate expansion scenario that delivers visible progress without the fiscal ~~shock~~ requirements of the most ~~aggressive~~ ambitious, high-cost options. This choice was driven by a desire to show constituents tangible improvements that would ~~in turn~~, build support for future investment.

A critical undercurrent of the conversation was the feeling that Pierce County is frequently overlooked in regional planning, with a perceived lack of equitable funding compared to more urban centers. Participants called for a systemic approach that not only addresses infrastructure backlogs but also respects and preserves the rural character of their communities while accommodating growth. The group emphasized the need for creative efficiency, such as better utilizing existing public resources, before considering new tax measures that they felt would unduly burden an aging, fixed-income population.

Pierce County - Thursday, October 16, 2025 / Point Defiance Pagoda

The October 16th meeting focused ~~intensely~~ on the infrastructural ~~decay~~ dilapidation in Tacoma and Pierce County. The consensus was that local road quality is ~~severely~~-lacking, largely due to a long-standing maintenance backlog that has made it ~~nearly-~~ ~~impossible~~ challenging for the city to catch up. The condition of bridges was highlighted as a separate and urgent crisis that needs dedicated attention. Active transportation options were rated poorly, with participants citing poor connectivity and a historical focus by local governments on moving vehicles quickly, often at the expense of creating safe and inviting spaces for pedestrians and cyclists.

Investment priorities ~~were nuanced;~~ acknowledged that, while roads are necessary, many participants advocated for making transit the top priority to provide relief and alternative options for ~~the large segment of the population-~~ residents without reliable vehicle access. However, given that most residents still rely on personal vehicles for work, roads remain important ~~ed a high, if secondary, priority~~. The groups prioritized sidewalks strategically in densely populated areas near schools and transit centers, acknowledging that widespread sidewalk deployment in rural county areas is not fiscally or practically realistic.

The discussion of planning scenarios was dominated by a search for a realistic and accountable path, with a modified moderate scenario emerging as the preferred choice. Participants were ~~highly~~-skeptical of the goal to achieve "100% optimal repair," viewing it as an abstract ideal that is ~~likely unattainable in practice~~ unlikely. The massive funding gap between the current state and the most ~~aggressive-~~ ambitious scenario was deemed unrealistic, leading the group to favor a middle ground that ensures a very high percentage of repair while being fiscally responsible.

The ~~critical~~ issue of public trust was repeatedly raised. The frustration over perceived mismanagement of public funds led to a ~~firm~~-stance that the community is resistant to any new taxes without demonstrable proof of improved efficiency and effective management. While the group affirmed the clear and urgent need for infrastructure investment, they concluded that before asking for more public money, government agencies must deliver tangible results on existing projects to rebuild confidence.

King County - Thursday, October 23, 2025 / Tukwila Community Center

The October 23rd ~~session-~~ meeting in King County highlighted the localized differences in South King County communities, such as Maple Valley and Black Diamond. Road quality was described as ~~highly~~-inconsistent; Maple Valley was praised for its proactive paving program, while roads in Black Diamond were cited as being in such poor condition that

drivers actively avoid them. A critical structural issue identified was the interconnected cost of infrastructure—

~~specifically~~specifically, that the high expense of repaving after essential sewer or water main work often becomes the barrier to ~~vital~~important utility upgrades.

Active transportation facilities were described as a system with "missing key pieces." While participants appreciated the direction of investment, such as regional trail connections, the lack of safe, connected feeder routes meant that the system remains primarily recreational rather than functional for daily commuting. Sidewalks were noted as a ~~critical~~key safety priority for future investment, ~~particularly in residential areas, although they are currently inadequate outside of major city limits~~. The key insight was the need to view pedestrian and bicycle infrastructure as a cohesive network.

In determining investment scenarios, ~~there was a strong leaning toward~~respondents prioritized~~ing~~ maintenance over ~~rapid aggressive~~ expansion, specifically favoring a scenario focused on "full maintenance." This pragmatic focus on cost efficiency and sustaining the current system was seen as more responsible. Transit priorities centered on strategic investments to connect community centers and new housing developments. The group noted that as new developments are built with lower parking requirements, reliable bus service is ~~not optional but a fundamental~~a necessity for accommodating growth.

Ultimately, the discussion highlighted the crucial connection between housing development, road quality, and environmental protection. Attendees noted that every new housing project requires corresponding transit investment. They also emphasized that improving roadways should encompass addressing sidewalk gaps and upgrading stormwater facilities, arguing that these comprehensive investments are essential ~~not only for mobility and~~ safety, ~~and but also for environmental health, reflecting a desire for integrated solutions~~.

Kitsap County - Thursday, October 30, 2025 / Marvin Williams Recreation Center

The October 30th meeting focused on the distinct transportation challenges of Kitsap County. The ~~infamous "Gorst"~~ corridor was ~~universally condemned as a critical failure—~~criticized as a highway bottleneck deemed unsafe for all modes of travel. The infrastructure ratings were stark, with bicycle facilities receiving the lowest possible marks due to ~~extreme~~ safety concerns. While the availability of ferries was rated ~~relatively~~ well, the conversation quickly turned to the ~~crisis of~~concern of service unreliability, staffing shortages, and the poor condition of state-operated vessels, ~~which~~ ~~participants~~ felt state-operated vessels contrasted ~~poorly~~ with the better-maintained Kitsap Transit fleet. The ferry system was consistently viewed as an ~~indispensable~~ lifeline under threat.

Investment priorities for this group were clear: stabilizing the ferry system and improving road safety. Unlike other discussions that called for expanding road capacity, this group

clarified that their road investment priority was about design changes and safety improvements to curb speeding, not adding lanes. A key funding debate centered on the ferry system, with attendees arguing that while gas taxes should fund roads, the critical intra-county ferry system requires a separate, dedicated stream of investment to ensure its viability.

In terms of future planning, the majority preferred the maintenance-focused scenario. This choice stemmed from a ~~deep-seated~~ resistance to tax increases; many participants expressed a sentiment of being "over-taxed" and preferred to see agencies optimize the use of existing dollars before considering new levies. The ideal outcome was ~~universally~~ agreed upon as achieving 100% optimal maintenance without increasing the current tax burden, reflecting a community's demand for better performance from their existing investment.

The groups also drew attention to the sharp contrast in connectivity between urban and unincorporated areas. While Bremerton's urban connections were considered adequate, the suburban and rural parts of Kitsap County were described as lacking basic infrastructure, such as sidewalks. The overall prevailing sentiment was one of frustration, with participants feeling that the state often neglects the unique and critical transportation needs of Kitsap County, particularly in managing the essential ferry service.