

13 January 2022 - 28 February 2022

Comment on the draft Regional Transportation Plan

Engage Puget Sound

Welcome to the Regional Transportation Plan Open House



VISITORS

242

CONTRIBUTORS

82

RESPONSES

86

1

Registered

0

Unverified

81

Anonymous

3

Registered

0

Unverified

83

Anonymous



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: Jan 14, 2022 09:42:00 am

Last Seen: Jan 14, 2022 09:42:00 am

IP Address: n/a

Q1. Share your comments on the draft plan

In the draft plan, there is a discussion of bicycle facilities - with the implication that all bicycle facilities are the same. So, a sharrow is recognized as the same as a separated bicycle path. Sharrows and striped lanes are not nearly as safe as a separated lane - and the safer it is to bike, more people will choose to bicycle to work and shop. The draft should highlight those bicycle facilities that do provide more safety to cyclists. Also, does a 5% planned increase in general purpose lanes work with the region's and state's goals to reduce emissions.

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98155

Q4. What is your race and/or ethnicity? Check all that apply not answered

Q5. Email address not answered



Respondent No: 2

Login: Anonymous

Email: n/a

Responded At: Jan 14, 2022 15:24:25 pm

Last Seen: Jan 14, 2022 15:24:25 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Comments on N.E 125 and LakeCity Wy. new additional East WestRoute crossing I-5 and continuation crossing Aurora Ave. NO. reaching terminus @ approx. 8th.N.W. In addition creation of Bicycle/Pedestrian lane with dividers west of I-5 to Westend terminus. Helping UW.N.W Hospital access and new hospital expansion access.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98125

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 3

Login: Anonymous

Email: n/a

Responded At: Jan 14, 2022 15:42:02 pm

Last Seen: Jan 14, 2022 15:42:02 pm

IP Address: n/a

Q1. Share your comments on the draft plan

N.E 125th LakeCityWy westbound improvement and at I-5 and N.E. 130th improvement and new additions incl. protected bike/pedestrian lane and East West Metro passenger bus route addition to a terminus extending West of Greenwood Ave. NO. and New Station at I-5 and NE 130 preparation. U.W N.W. Hospital expansion and this access route, station, pedestrian/ bicycle protected east/west (North 130th. St.) is requested improvement by this area resident. Sr. Disabled considerations as appropriate. West terminus extending past Northwest 130th to 8th N.W.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98125

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 4

Login: Anonymous

Email: n/a

Responded At: Jan 15, 2022 17:00:51 pm

Last Seen: Jan 15, 2022 17:00:51 pm

IP Address: n/a

Q1. Share your comments on the draft plan

I am very interested in the proposed Dungeness Line that would travel south through Kitsap County to Tacoma. Additional public transportation options connecting Tacoma and Bremerton are sorely needed. This should be given higher priority.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98465

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address

**Respondent No:** 5**Login:** Anonymous**Email:** n/a**Responded At:** Jan 15, 2022 23:06:31 pm**Last Seen:** Jan 15, 2022 23:06:31 pm**IP Address:** n/a**Q1. Share your comments on the draft plan**

The following are the main transportation challenges facing the region over the next decades: 1) Expanding high capacity transit in the region faster than we have been; need more services like Swift - frequent services with dedicated lanes, in addition to more light rail than currently planned; local jurisdictions must be given broad power to raise their own revenue to meet the challenge of reducing greenhouse gas emissions per capita via increased transit ride share 2) Constructing high speed rail between Olympia and Everett: until the sections to BC and OR are built, it would function as a replacement for Sounder - we have the technology to implement transit that is faster than any car can be, autonomous or not; the fastest mode gets the biggest slice of the mode share pie; it also may present opportunities for regional parcel delivery, which would add another revenue source; we should begin evaluating and investing a regional pilot corridor for high speed rail - Olympia to Downtown Seattle would be an excellent start 3) Implementation of congestion pricing: peak hour crunches into Downtown Seattle and on the 405 corridor have a damaging ripple effect throughout the region, wasting everyone's time; implementing region-wide express toll lanes - from JBLM to Arlington on I-5 and from Lynnwood to Lakewood on 405/167/512 would really help increase throughput and improve transit outcomes for long haul express buses; additionally, a congestion pricing cordon around Downtown Seattle during peak commute times would alleviate traffic congestion across the entire region 4) Closing gaps in the regional bike trail system; there should be separated or protected facilities from Arlington to Everett, Seattle from Phinney Ridge to Tukwila, Sumner to Tacoma, Tacoma to Olympia, Tacoma to Port Orchard/Bremerton/Poulsbo/Bainbridge Island, and connections to foothill routes like from Cedar River Trail to Rattlesnake Lake, Redmond to Duvall, Duvall to Monroe, Snoqualmie to Mercer Slough via Issaquah, Everett to Granite Falls via Lake Stevens, and Everett to Gold Bar via Snohomish; the goal should be for cyclists to be able to do large regional loops on bike trails and ferries 5) Constructing new passenger airport capacity in the region; first create a master plan for a compact 50 gate domestic terminal at Paine Field, similar to San Diego's; second, start acquiring land to rebuild the Olympia airport into an international airport, with up to 50 gates that would serve Pierce, Thurston, Mason, and Lewis Counties, as well as Rainier NP and the coastal resorts. Expanding those two airports to absorb a Sea-Tac's worth of demand would situate WA state well for the rest of this century. It is also important that any new high speed rail line that is built on the I-5 corridor to have stations at each commercial airport - Sea-Tac, Paine Field, and Olympia, or at least a short light rail connection (15 min or less) to one. Paired with a Seattle to Olympia high speed rail line, Olympia airport might be a very affordable place to expand regional airport capacity, in terms of land acquisition.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98103

Q4. What is your race and/or ethnicity? Check all that apply

Asian or Asian American

Q5. Email address



Respondent No: 6

Login: Anonymous

Email: n/a

Responded At: Jan 16, 2022 09:40:57 am

Last Seen: Jan 16, 2022 09:40:57 am

IP Address: n/a

Q1. Share your comments on the draft plan

Very disappointed in the Council's decision to keep funding for active transportation at 10%. Active transit investments are key to achieving Vision Zero and reducing greenhouse gasses to meet our climate goals.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98122

Q4. What is your race and/or ethnicity? Check all that apply

Asian or Asian American

Q5. Email address

**Respondent No:** 7**Login:** Anonymous**Email:** n/a**Responded At:** Jan 20, 2022 09:53:13 am**Last Seen:** Jan 20, 2022 09:53:13 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

Hi there - as a resident on Vashon, I can't emphasize enough the importance of more frequent passenger ferry service from Vashon. If there were multiple sailings 7 days a week, my family would 100% be able to leave our car parked at home, bike to the passenger ferry and use public transportation to get around Seattle. WSFerries has really struggled with the west Seattle ferry dock, sailings, etc. - increasing passenger service could hugely alleviate the pressure on the car ferries and help reduce emissions by moving people around rather than cars! This seems very analogous to the Golden Gate passenger ferry connecting Marin to San Francisco which runs multiple times a day 7 days a week. As a commuter in SF I was able to use that service and bike and forgo cars completely. I know from the wonderful report that dock capacity is important, and coordinating with affected stakeholders for new routes is crucial. In this case this is just an increasing in frequency of an existing route. Dock space of course is important - but again wanted to cast a very strong vote for more sailings on the passenger ferry!!

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98070

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 8

Login: Anonymous

Email: n/a

Responded At: Jan 20, 2022 13:51:06 pm

Last Seen: Jan 20, 2022 13:51:06 pm

IP Address: n/a

Q1. Share your comments on the draft plan

How do safety priorities address disparities in who is involved in traffic-related accidents (and where)? DMI Transportation Access for Everyone report: "...people of color and people living in rural areas and on tribal lands face greater risks of being killed in traffic collisions because our communities lack accessible pedestrian and transit infrastructure, a trend that we have seen increase because of the suburbanization of poverty."

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98406

Q4. What is your race and/or ethnicity? Check all that apply

Hispanic or Latinx

Q5. Email address

**Respondent No:** 9**Login:** Anonymous**Email:** n/a**Responded At:** Jan 20, 2022 15:03:23 pm**Last Seen:** Jan 20, 2022 15:03:23 pm**IP Address:** n/a**Q1. Share your comments on the draft plan**

I'd like to give some general feedback on pedestrian and bicycle facilities. While I'm pleased most plans have a 10% set-aside for things like sidewalks and bike parking/lanes, I would like to suggest that this set-aside is actually not sufficient to make a lot (most?) projects walker- and biker-accessible, let alone disability-accessible. The cost of installing new sidewalks is incredibly high (which is an unforced error we in the Puget Sound area have committed against ourselves, since we also control the costs of sidewalks), which means (a) sidewalks get installed at a much smaller scale nowadays or (b) fake-walks (eg road-grade asphalt walkways, painted "pedestrian" paths, etc.) and other cost-savings solutions to pedestrian infrastructure are installed instead. Literally no one wants fake-walks installed instead of proper sidewalks with curbs. Asphalt walkways at grade with the roadway or painted walkways are cosmetic things that don't address the real need for grade-separated, curb-protected walkways, especially at transit hubs and places where a lot of people are converging by motor vehicle, bike, and foot. A better balance would be a 20-25% set-aside, and establishing common sense minimum quality standards for pedestrian improvements (eg real sidewalks with curbs, not fake-walks). I think this requires a general resetting of your priorities, stance, and attitude toward walking and biking infrastructure on ALL projects, but I think that reset will bring you better in line philosophically with most urban voters and many if not most suburban voters. A second general piece of feedback, which is farther-reaching but more elusive, is that your Youtube videos, while detailed, are full of jargon and are verbose such as to make their content inaccessible to most people. The Youtube video I just watched lacked subtitles, moreover, which likely violates ADA. Regardless, people should not need a graduate degree in civil engineering to follow written reports or presentations, and people should not need more than 10 minutes to get the main points of any presentation. Nonnative speakers of English, people without college educations, and the disabled are among those to whom your work is not accessible. I would urge you to identify jargon overuse in presentations for the public and work hard to eliminate unnecessary jargon, make better use of illustrative graphics, maps, and animations, and seek to present complex tabular data in a more readily understandable way. Tableau offers a lot of great data display options, but it can also make data harder (and not easier) for lay people to understand. The work you do is important. And it's important that lay people be able to follow and understand it easily.

Q2. Upload your comments as a word or PDF document	not answered
Q3. What is your zip code	98115
Q4. What is your race and/or ethnicity? Check all that apply	Other (please specify) Other
Q5. Email address	not answered



Respondent No: 10

Login: Anonymous

Email: n/a

Responded At: Jan 21, 2022 10:39:40 am

Last Seen: Jan 21, 2022 10:39:40 am

IP Address: n/a

Q1. Share your comments on the draft plan

Why are there no transit or ferry improvements to Renton? Adding a lane on 405 Isn't going to help with traffic, we need alternative methods of getting around. Light rail, ferry, or something not sharing the road with cars.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98058

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

not answered



Respondent No: 11

Login: Anonymous

Email: n/a

Responded At: Jan 21, 2022 11:13:57 am

Last Seen: Jan 21, 2022 11:13:57 am

IP Address: n/a

Q1. Share your comments on the draft plan

Please recommend that no new public resources be wasted on new roads, bridges, overpasses, lanes, turn lanes, slip lanes, on ramp meters, which seek to make it easier to move cars. Make sure your plans support robust transit, bike and walking networks and zoning reform that provides access by making it easier for people can live close to where they need to be.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98335

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address



Respondent No: 12

Login: Anonymous

Email: n/a

Responded At: Jan 21, 2022 11:47:17 am

Last Seen: Jan 21, 2022 11:47:17 am

IP Address: n/a

Q1. Share your comments on the draft plan

If public transport is such a good idea where is it when the weather is not normal? If it also such a good idea why does ridership need to be subsidized? There is nothing there for the working stiff whose job sites move & who cannot afford the housing on a public transport route.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98321

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 13

Login: Anonymous

Email: n/a

Responded At: Jan 22, 2022 08:29:28 am

Last Seen: Jan 22, 2022 08:29:28 am

IP Address: n/a

Q1. Share your comments on the draft plan

More reliable ferry runs for Vashon Island. It feels we are the first to get runs cut or completely shut down and left with smaller boats yet the costs continue to go up for our ticket sales. I am pregnant and am terrified I won't be able to make it off island to St. joes for delivery because the ferries won't be running. Not just for me though, the average age on island is 55 so with a large elderly population, we need more reliable access to the mainland. On another note, the Fauntleroy ferry terminal and line situation is an absolute disaster. It's been the same forever and no changes made to adapt to the rise in population and popularity of Vashon. It's not fair to island or west Seattle residents. Also, increased water taxi runs would greatly help this issue. At least one mid afternoon run on weekdays and a could of runs on the weekends. We would love to do day trips to downtown like we used to when I was a kid!

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98070

Q4. What is your race and/or ethnicity? Check all that apply White

Q5. Email address



Respondent No: 14

Login: Anonymous

Email: n/a

Responded At: Jan 22, 2022 17:15:38 pm

Last Seen: Jan 22, 2022 17:15:38 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Everything about this is awesome. Emphasizing the role of public transit --- local, intra-, and inter-regional rail especially --- is vital. And de-emphasizing new road projects, unless they bring a benefit to intermodal or transit concerns, is another huge part of addressing our climate problems. Make it happen!

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98144

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

not answered



Respondent No: 15

Login: Anonymous

Email: n/a

Responded At: Jan 23, 2022 12:48:24 pm

Last Seen: Jan 23, 2022 12:48:24 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Lots of words and lots of pictures accompany a small bit of data, none of which really says anything. But there is nothing that says how you'll spend all the transportation funding that comes into the region. If you prioritize 80% of the region's funding on highways, then that's really all we need to know about the plan.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98106

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address

**Respondent No:** 16**Login:** Anonymous**Email:** n/a**Responded At:** Jan 23, 2022 13:00:42 pm**Last Seen:** Jan 23, 2022 13:00:42 pm**IP Address:** n/a**Q1. Share your comments on the draft plan**

Re: Walking and Biking I looked over Chapter 1 with an eye toward what was being planned to improve opportunities for walking and bicycling. There seems to be an overall, serious shortcoming. The discussions of collecting data on existing conditions (p. 53) and connectivity (% coverage)(p.55) focused on oversimplified statistical measures rather than looking at the systemic needs of communities to connect with essential services. There was some mention of connectivity, but it mainly focused on connecting to the transit system, not connecting communities to grocery stores and other services needed on a regular basis. For example, I live in Suquamish in Kitsap County. There is a small convenience store in town, but it's not a practical place to purchase the majority of my groceries. The nearest major grocery store is about 6 miles to the North, a convenient distance for a bicycle ride. There are just two roads leaving Suquamish that connect to that store, and neither road is bicycle friendly, as a matter of fact, they are basically death-traps for non-motorists as they have blind curves and no real shoulders for much of their length. The Transportation Plan should analyze and address functional and systemic needs, not just broad, statistical characterizations. In addition, I saw no mention in the Regional Transportation Plan of working with other agencies to increase the spatial and functional diversity of non-transportation services needed by communities, as would be necessary to significantly increase non-motorized transportation. Most planning documents I have seen put a great emphasis on segregating types of land-use: large swaths of residential here, large swaths of commercial there. Those designs exacerbate the problems of essential services being located too far from residential areas to make non-motorized transportation practical. I think that a lesson could be learned from nature, which has both integrated and segregated functionalities at many scales simultaneously. Learning from this multi-scale diversity could both provide more non-motorized access to necessary services, and increase community resilience to disasters.

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98392

Q4. What is your race and/or ethnicity? Check all that apply White

Q5. Email address



Respondent No: 17

Login: Anonymous

Email: n/a

Responded At: Jan 24, 2022 06:18:45 am

Last Seen: Jan 24, 2022 06:18:45 am

IP Address: n/a

Q1. Share your comments on the draft plan

Please add a bus service that goes from Carnation to the upcoming Redmond light rail. Highways 202 and 203 are in disrepair. Most citizens in the valley work in Redmond or can use the light rail system to go to Bellevue College or Seattle, the airport, etc. Having a simple metro service that goes 7 miles from Carnation to Redmond would help mitigate car traffic and cheaply alleviate the need to widen SR Hwy's 202 and 203.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98014

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 18

Login: Anonymous

Email: n/a

Responded At: Jan 27, 2022 09:22:17 am

Last Seen: Jan 27, 2022 09:22:17 am

IP Address: n/a

Q1. Share your comments on the draft plan

Ya'all have got to stop spending money on more car infrastructure. This isn't sustainable, you're selling our future with all these road expansions. Puget Sound voters have said again and again that we want you to build out viable transit, walking, and biking facilities to free us from our cars but you keep adding lanes here and there despite what the ENTIRE transportation industry is saying about adding lanes - it's bad. Direct money to bike paths, functional sidewalks, guide funding into a real metro system, anything but road expansions.

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98122

Q4. What is your race and/or ethnicity? Check all that apply White

Q5. Email address



Respondent No: 19

Login: Anonymous

Email: n/a

Responded At: Jan 27, 2022 11:02:13 am

Last Seen: Jan 27, 2022 11:02:13 am

IP Address: n/a

Q1. Share your comments on the draft plan

Improve performance by removing bottlenecks in the highway system. Most notably are those on I-405 at Bothell/Woodinville and Factoria. Also, I question the idea that transit use will triple in the time frame stated. The systems simply won't be there to support that growth in use.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98034

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

not answered



Respondent No: 20

Login: Anonymous

Email: n/a

Responded At: Jan 27, 2022 11:24:20 am

Last Seen: Jan 27, 2022 11:24:20 am

IP Address: n/a

Q1. Share your comments on the draft plan

Where is the funding coming from for this aspect of the plan? The Legislature has enabled bonding of the gas tax to an extent that it has limited funds for proper maintenance. There aren't even reflector buttons on the major arterials resulting in dangerous visual conditions during the long and dark days. Also basic design and maintenance flaws are not being fixed, the main one being the transition from bridge structures to the adjacent roadway. These jaw dropping bumps are all over the state and occur even on recently constructed sections.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98034

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

not answered

**Respondent No:** 21**Login:** Anonymous**Email:** n/a**Responded At:** Jan 28, 2022 01:13:35 am**Last Seen:** Jan 28, 2022 01:13:35 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

I would challenge the wording in the safety section of the first line, where you say all users are equal and have equal responsibility. Not only to start with that when pedestrian deaths have increased by 27% based on your research but it's also just a weird way of viewing transportation and people. We go to driving school to learn how to drive a multi-ton machine that easily kills and injures people. We don't go to school for walking and biking for good reason. Drivers of automobiles have a greater responsibility to avoid injuring people and if safety is the goal then roads should prioritize people not cars. I do think passenger ferries that also include space for people to bring bikes are a good thing to promote moving into the future. As the bike network builds up and gets better cycling to other mass transit and then cycling again will be very important. I didn't even notice until reading this that I probably wouldn't be able to bring my bike between Seattle and West Seattle on the water taxi, which is a little sad. With as much investment the region will be doing in high capacity transit with hopefully great service (4-8 minutes headways), It's concerning that the mode shift is projected to be between 5-7% in 2050 for transit. I would hope that number could be more aggressive and be between 15-20%. Also, think with e-bike sales outselling electric cars this past year by a lot. Bike and walk trips with a strong bike network and sidewalk access could be between 20-30% of trips. I mean I think of just children and trips to school. A significant number of kids live 3 or fewer miles away from their school. A safe network should make biking and walking to school replacing 60-70% of parent car trips dropping off and picking up kids from school. Lastly, Please invest in high-speed rail and make that connection happen in the region!! [P.S. Bike infrastructure also includes bike parking, don't remember seeing too much of that in the report. Light rail stations could do better with bike parking (like if we're going to continue to create deep stations then use that middle platform of empty space for bike parking and hire staff to monitor the bikes). Also, bike parking garages or building complexes are something the region should take more seriously, they could be reasonable fee-based and housed with staff that monitor/provide customer service.}

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98115

Q4. What is your race and/or ethnicity? Check all that apply

Black or African American

Q5. Email address

not answered



Respondent No: 22

Login: Anonymous

Email: n/a

Responded At: Jan 28, 2022 08:44:48 am

Last Seen: Jan 28, 2022 08:44:48 am

IP Address: n/a

Q1. Share your comments on the draft plan

The vast majority of the dollars being spent in the regional transport plan are going to unnecessary and damaging roadway capacity increases. You are choosing to destroy the future of Washington state by increasing damage to the environment and the amount of pollution in our cities. As a resident of Seattle I strongly oppose highway expansions and other "multimodal" transport projects that combine road expansions with small investments in infrastructure for pedestrians, cyclists, and transit users. Our existing infrastructure is already damaged and aging, we should focus on improving the roads and bridges we have now without adding additional capacity for cars, and instead shifting that demand for travel to high quality rail transit lines. Improving our communities by making them walkable, bikable, and enjoyable places to live will help reduce the need for climate destroying daily car trips across the state. Please choose to make Washington state the leader in investing in a sustainable future: repair our roads, build new trains.

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98103

Q4. What is your race and/or ethnicity? Check all that apply White

Q5. Email address



Respondent No: 23

Login: Anonymous

Email: n/a

Responded At: Jan 30, 2022 13:14:32 pm

Last Seen: Jan 30, 2022 13:14:32 pm

IP Address: n/a

Q1. Share your comments on the draft plan

I'm concerned at the amount of funding for highway expansion in this plan. WSDOT Secretary Roger Millar during his opening presentation to the transportation committees in the state legislature earlier this month. "Addressing congestion through adding lanes to the interstate system is not financially feasible, it's not economically feasible, it's not environmentally feasible...it's not going to happen. So we need to think, after spending the money we've spent on addressing congestion and looking at what it would cost with a highway solution, we get to the point where we need to think about maybe doing things differently". I could not have said it better myself. Please remove all funding for highway expansion in this plan.

Q2. Upload your comments as a word or PDF document	not answered
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Q3. What is your zip code	98125
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Q4. What is your race and/or ethnicity? Check all that apply	White
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Q5. Email address	not answered
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**Respondent No:** 24**Login:** Anonymous**Email:** n/a**Responded At:** Feb 08, 2022 10:31:29 am**Last Seen:** Feb 08, 2022 10:31:29 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

The plan does not include adequate cost data for Pierce Transit's concept of developing periphery lines to join the main line for connections among Tacoma, Federal Way, Seattle and beyond. Given the decrease in worker commuting our business community (Pacific Avenue Business District) has recommended increasing Express buses along Pacific Avenue (from approximately 224th to 38th), by pass the overcrowded Tacoma Dome terminal for year round Seattle riders and attendance at winter legislative session in Olympia. BRT construction has cost much less when a large undeveloped land mass is available. Pacific Avenue is lined with low-income and BIPOC managed and owned small businesses. The boarding requirement of walking two blocks for entry is nonsensical for functionally dependent elderly, adults and young children. The manner in which Pierce Transit staff have approached the community has been threatening causing several businesses to discontinue (2019 to present) operations. Unfortunately, the unprofessional behavior and failure to provide objective analysis will contribute significantly to the demise of the Pierce Transit organization.

Q2. Upload your comments as a word or PDF document

https://s3-us-west-1.amazonaws.com/ehq-production-us-california/ea150adf7a48b2f3c252d9c0a6d7632c3f5bdfaa/original/1643817655/37a69414c547cb57d4e2f3abdec891fb_Pierce_Transit_BRT.doc?1643817655

Q3. What is your zip code

98408

Q4. What is your race and/or ethnicity? Check all that apply

American Indian or Alaska Native
White

Q5. Email address



Respondent No: 25

Login: Anonymous

Email: n/a

Responded At: Feb 03, 2022 16:02:54 pm

Last Seen: Feb 03, 2022 16:02:54 pm

IP Address: n/a

Q1. Share your comments on the draft plan

I notice that a low amount of non-motorized connections are planned in the unincorporated portion of south Snohomish County, particularly between Woodinville and Monroe. This is an area with little infrastructure investment while needs for non-motorized access exist both for health of the environment and health of the community. Please consider non-motorized improvements along the SR-522 corridor or the unused rail alignment (between Woodinville and town of Snohomish).

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98296

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 26

Login: Anonymous

Email: n/a

Responded At: Feb 03, 2022 16:17:48 pm

Last Seen: Feb 03, 2022 16:17:48 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Walking and bicycling is not a feasible option in South Snohomish County between Woodinville and Monroe. Transit is also not currently available. Infrastructure is not suitable (safe) for walking and bicycling, leaving residents with SOVs as the only choice. Please consider prioritizing a safe walk/bike route along SR-522 and/or through the use of the unused rail line between Woodinville and town of Snohomish.

Q2. Upload your comments as a word or PDF document	not answered
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Q3. What is your zip code	98296
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Q4. What is your race and/or ethnicity? Check all that apply	White
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Q5. Email address	
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Respondent No: 27

Login: Anonymous

Email: n/a

Responded At: Feb 03, 2022 17:20:18 pm

Last Seen: Feb 03, 2022 17:20:18 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Doesn't make sense! Stop raising taxes for something not everyone will be benefitting from!

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98029

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address

not answered



Respondent No: 28

Login: Anonymous

Email: n/a

Responded At: Feb 04, 2022 07:58:55 am

Last Seen: Feb 04, 2022 07:58:55 am

IP Address: n/a

Q1. Share your comments on the draft plan

I would really like to see public transit in all of its forms based around getting around at all times, not just peak commuting hours. And some true pedestrian only streets in our cities.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98109

Q4. What is your race and/or ethnicity? Check all that apply

Asian or Asian American

White

Q5. Email address



Respondent No: 29

Login: Anonymous

Email: n/a

Responded At: Feb 04, 2022 12:22:24 pm

Last Seen: Feb 04, 2022 12:22:24 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Does "passenger only" ferry mean that it is all pedestrians and/or bicycle riders and not a ferry that transports people in their cars? For passenger-only ferry, will there be brochures containing maps so that people can plan a day trip to travel somewhere by ferry, tour by walking and by bus, and find restaurants near the ferry terminal? I would like to see this packaged as a day trip, not just as commuting. Add will these ferries run all day and not just for commuters?

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98052

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 30

Login: Anonymous

Email: n/a

Responded At: Feb 04, 2022 18:25:22 pm

Last Seen: Feb 04, 2022 18:25:22 pm

IP Address: n/a

Q1. Share your comments on the draft plan

This plan is a classic boondoggle with a capital B. Incredibly wasteful of time, resources and especially money.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98008

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address

not answered

**Respondent No:** 31**Login:** Anonymous**Email:** n/a**Responded At:** Feb 05, 2022 09:03:27 am**Last Seen:** Feb 05, 2022 09:03:27 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

I live in Arlington in the Glen Eagle development. I am also an older adult in my mid 70's. I still drive and ride my bike, but I know that most likely will not continue. Over 20 years ago, when I was working and commuting to Seattle, Community Transit considered adding a bus route that went through Glen Eagle. Unfortunately, it never happened and the closest access to a bus is a mile from the development if the home is located on the west side of Glen Eagle. I do not have access to the demographic data for Glen Eagle, so my comments are based on observation/best guess. I believe there is a need to have mass transit available in the development to make it possible for people to access the commuter buses for Boeing along I-5 at the Smokey Point interchange. I also believe an access bus would be of benefit for those who work in Everett or Seattle. And as an older adult, it would be helpful to have this type of transportation to avoid having to drive to the connection points in order to use mass transit into Everett or Seattle. I do believe because of the cost of housing and the growth of Arlington that it would be wise to consider increasing/improving mass transit services to this community.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98223

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 32

Login: Anonymous

Email: n/a

Responded At: Feb 05, 2022 19:06:01 pm

Last Seen: Feb 05, 2022 19:06:01 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Bicycling will forever be regarded as a minor alternative if leaders insist on categorizing it as a form of access to transit. People take a car instead of cycling because they don't feel safe or have to go out of their way - but if the street environment was friendlier to bikes most trips by car could be don by bike. The discussion of regional trails doesn't even mention EastLink which is the biggest bicycle backbone in the region. That project will be hampered by a lack of well-designed connections to the I-90 and SR520 trails. The vision ought to be extending EastLink to Lynnwood and Tacoma (paralleling the toll lanes on 405/167) and connecting it with the east-west arterials.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98107

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 33

Login: Anonymous

Email: n/a

Responded At: Feb 06, 2022 07:09:57 am

Last Seen: Feb 06, 2022 07:09:57 am

IP Address: n/a

Q1. Share your comments on the draft plan

We couldn't really care less about the Regional Transportation Plan. I don't plan on riding public transit anytime soon no matter how hard Sound Transit and Metro are pushing it. And why can't the bus drivers not allow passengers on without paying a fare? It is so easy, if a person tries to get on the bus without paying a fare, the driver just needs to say, they can't ride. We don't want our single-family neighborhoods changed to accommodate multifamily. Stop with all this nonsense. And have you done studies of what the income is of each individual currently living around the Transit Stations? How do you know that you are not displacing the very ones who you are planning on accommodating? Will the rents be about \$1,000 a month? If not, then you are not helping. And since when can an EBT (benefit card) be allowed to pay the tolls? WSDOT apparently says it is fine for the poor person to use an EBT card to pay the toll.

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98004

Q4. What is your race and/or ethnicity? Check all that apply not answered

Q5. Email address not answered



Respondent No: 34

Login: Anonymous

Email: n/a

Responded At: Feb 06, 2022 09:20:03 am

Last Seen: Feb 06, 2022 09:20:03 am

IP Address: n/a

Q1. Share your comments on the draft plan

Build urban villages/suburbs with things to do for 20/30s people. If tukwilla south center was walkable and hosted local events like cap hill it would be even cooler than seattle. And people would be willing to live further away from cap hill and not cause so much traffic around one neighborhood. A lot of activities and residential areas are so spread out in the suburbs. It's one thing to zone an urban village with commercial activity, it's another thing if it actually has things to do for people to want to move there. Like Westwood village has nothing fun to do so I have to drive to cap hill, rather than hang out in my own neighborhood.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98106

Q4. What is your race and/or ethnicity? Check all that apply

Asian or Asian American

Q5. Email address



Respondent No: 35

Login: Anonymous

Email: n/a

Responded At: Feb 08, 2022 06:25:40 am

Last Seen: Feb 08, 2022 06:25:40 am

IP Address: n/a

Q1. Share your comments on the draft plan

Please prioritize Ballard light rail sooner. Please clean up the buses. There are people on the bus that don't pay fares. They often scream and harass fellow passengers. They bring unhygienic items on the bus

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98107

Q4. What is your race and/or ethnicity? Check all that apply

Asian or Asian American

Q5. Email address

not answered



Respondent No: 36

Login: Anonymous

Email: n/a

Responded At: Feb 08, 2022 13:53:21 pm

Last Seen: Feb 08, 2022 13:53:21 pm

IP Address: n/a

Q1. Share your comments on the draft plan

There needs to be a Metro bus that goes from Carnation to Redmond light rail.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98014

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 37

Login: Anonymous

Email: n/a

Responded At: Feb 09, 2022 22:04:07 pm

Last Seen: Feb 09, 2022 22:04:07 pm

IP Address: n/a

Q1. Share your comments on the draft plan

The draft plan looks good! My personal transportation priorities are to separate public transport from personal vehicle congestion and to provide physically separated bicycle lanes everywhere. Frequent and fast buses that have separate lanes from other vehicles would make the bus more convenient than a personal vehicle for me. Bike paths separated from car traffic by bollards/concrete or an elevated surface are also essential. Currently, the bike lanes with no physical barrier between myself and cars traveling at speeds that would kill a cyclist are not safe. A lot more people would use bicycles for short trips currently done by car if they didn't have to worry about being run over. I hope that the public transportation and bicycle infrastructure improves so that I can get rid of my car and travel faster!

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98052

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

**Respondent No:** 38**Login:** Anonymous**Email:** n/a**Responded At:** Feb 10, 2022 08:52:21 am**Last Seen:** Feb 10, 2022 08:52:21 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

I would like to see more of an effort to prevent highway expansion projects that will inevitably lead to an increase in carbon emissions. It is widely accepted that building more highway capacity will induce more driving demand and result in higher emissions. We need to be doing the opposite. One option could be going along with what Colorado is doing: "Under the new rule, part of a \$5.4 billion transportation package passed by the state legislature, local governments will have to estimate the greenhouse gas emissions expected from future road projects, factoring in induced traffic. Those plans will have to adhere to an overall emissions budget: If localities want to expand highways, they need to offset the extra emissions with cleaner projects, such as public transit, bicycle trails, electric-vehicle chargers, car-pooling or land-use changes that help limit suburban sprawl. Enforcement is strict: If local governments exceed their emissions budgets, the state can withhold funding for roads. Colorado officials estimate the rule could shift \$6.7 billion away from highways by 2050 and reduce driving miles by 7 to 12 percent, compared with business as usual." <https://www.nytimes.com/2022/02/10/climate/highways-climate-change-traffic.html> Please consider rules like these that limit suburban sprawl and carbon emissions from driving.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98117

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

**Respondent No:** 39**Login:** Anonymous**Email:** n/a**Responded At:** Feb 10, 2022 10:56:25 am**Last Seen:** Feb 10, 2022 10:56:25 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

I'm one of the 25% of Washington residents who do not drive. I live in Ballard and work in downtown Seattle. I am concerned that the plan's multimodal projects are more focused on increasing roadway capacity for drivers than they are on providing new or enhanced facilities for people walking, biking or using transit. I am also concerned that the plan does not fully account for the climate and public health impact of continued expansion of the region's freeway and arterial road network. This plan should increase funding for bicycle and pedestrian projects, create more set aside funds for local ADA compliance and transition plans, and incentivize projects that help address known and meaningful gaps in active transportation and transit networks. It is my understanding that SEPA analysis over-indexes the positive benefits of reducing traffic congestion while under-valuing the negative impacts of induced demand from road expansion. A recent report commissioned by the Washington State DOT suggests that expanding highway infrastructure, as opposed to other transportation investments, increases vehicle miles traveled and will not alleviate congestion. To meet the state climate and equity goals, the Regional Transportation Plan should not include highway expansion projects. It should prioritize funding projects with the highest air quality benefit scores within communities on the Washington Environmental Health Disparities Map - with consideration given to any increase in VMT and induced demand that may come from road expansion.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98117

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 40

Login: Anonymous

Email: n/a

Responded At: Feb 10, 2022 13:54:16 pm

Last Seen: Feb 10, 2022 13:54:16 pm

IP Address: n/a

Q1. Share your comments on the draft plan

NONE of this will be sustainable if you have your woke, Leftist Democrats in charge. Sane people are going to move out of WA and you will see this whole region become like a 3rd world country, full of crime, and corruption. I don't know what kind of drugs you are taking that makes you think you can tax and spend, tax and spend, AND sustain your regional plans, but it ain't gonna work.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98045

Q4. What is your race and/or ethnicity? Check all that apply

Asian or Asian American

Q5. Email address

not answered



Respondent No: 41

Login: Anonymous

Email: n/a

Responded At: Feb 11, 2022 17:29:34 pm

Last Seen: Feb 11, 2022 17:29:34 pm

IP Address: n/a

Q1. Share your comments on the draft plan

"Building resiliency into the region's transportation system includes a variety of different factors. Key among them are ensuring routes remain viable for delivery of food and medical services; strengthening infrastructure to withstand flooding; retrofitting key bridges to prepare for earthquakes; and coordinated planning efforts such as emergency routing plans for critical systems closures." Please upgrade the bridge between redmond and duvall. It gets flooded all the time!!!

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98019

Q4. What is your race and/or ethnicity? Check all that apply

Asian or Asian American

Q5. Email address

not answered

**Respondent No:** 42**Login:** Anonymous**Email:** n/a**Responded At:** Feb 12, 2022 13:13:45 pm**Last Seen:** Feb 12, 2022 13:13:45 pm**IP Address:** n/a**Q1. Share your comments on the draft plan**

There are three parts of the plan that I would hope to be farther looked into. First has to do with the highway section. Where multi-modal investments and highways are discussed (pg. 66) please look farther into the purpose of these investments. HOV lanes and other investments can be put in with the intent to help speed up the buses or just to provide more car capacity with speeding up buses being a side effect. I find this important distinction to considering if a highway expansion like this would truly be a multi-modal investment or a highway investment with some incidentally improve other modes. HOV and other lane adding projects can have dubious intent when put in as a multi-modal project. The aviation section also has something that should be looked at more fully. We don't really discuss how we can use rail, especially passenger rail to help meet the airport capacity constraints the region is facing. SeaTac has flights from, Vancouver BC, Bellingham, Portland, and Eugene. All these cities are on the Cascades route and worth discussing how to raise the mode share of passenger rail into our region and how to best connect it to our major airport for these cities. The east-west passenger rail study also opens the idea of seeing if we can reduce the number of flights Yakima and maybe Spokane. Often the capacity built by rail services has been considered insignificant in past aviation studies but in the end extra capacity is extra capacity and a study on how much mode share can be shifted to rail from aviation for nearby cities would be worthwhile along with what improvements may be needed to support this (Like a direct shuttle from Tukwila Amtrak station to the airport, or people with rail tickets getting to go through an expedited line for security at SeaTac). The ultra high-speed ground transportation study is mentioned (pg. 86) but how its relationship to aviation is not discussed here or in the intercity rail section. Lastly I would like to push to try to reach a higher percent of transit mode share for both work and non-work trips. Our mode share goals for 2050 is very focused on carpooling (pg. 152) Even though other sections note a large increase in transit usage, work trips being 13% by transit and non-work at 7% seems quite low considering that we want to build our urbanized areas around high capacity transit. Please ask why this is so low and what could help the transit mode share grow for our region especially targeting reduction of single occupancy and some carpool trips. Thank you for reading this. I find these three points important sustaining and growing the sustainability of this region that I grew up in and now am going to college studying urban planning in.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98105

Q4. What is your race and/or ethnicity? Check all that applyAsian or Asian American
White**Q5. Email address**

not answered



Respondent No: 43

Login: Anonymous

Email: n/a

Responded At: Feb 12, 2022 21:15:07 pm

Last Seen: Feb 12, 2022 21:15:07 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Would like you to consider making light rail free, and adding transit fares to all hotel stays, event and airline tickets, separate from a sales tax. When purchasing these, users would recognize they already paid transit fares and would be more inclined to take it. Could help with congestion and eliminate the cost and friction incurred with ticket purchase and on-board ticket verification. Could expand this to charge employers per employee transit fares, to reduce employee parking needs. Could expand to bus fares. The idea is small, visible transit fares tied to every event that requires to/from travel, paid whether used or not. Hard to pass up a service that you've already paid for.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98059

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

not answered



Respondent No: 44

Login: Anonymous

Email: n/a

Responded At: Feb 14, 2022 08:39:56 am

Last Seen: Feb 14, 2022 08:39:56 am

IP Address: n/a

Q1. Share your comments on the draft plan

The HOV lanes no longer work. They are full at high traffic periods. They block the transit buses so that they are delayed and no longer have reliable travel times. Change all "HOV" lanes to become "BO" or "BRT" lanes. Buses only and perhaps official ride share vans with a capacity of 18. The bust travel times can be relied on for students and workers. All buses to be Coach seating with wifi and clean seats. Thank you.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98405

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 45

Login: Anonymous

Email: n/a

Responded At: Feb 15, 2022 15:58:01 pm

Last Seen: Feb 15, 2022 15:58:01 pm

IP Address: n/a

Q1. Share your comments on the draft plan

put light rail stations in communities, like cap hill, u district, roosevelt, and most of the south seattle stations. The northern and east-side stations that are along the highway are poorly placed as there are no small businesses or communities that are right there to take advantage of it, the areas just get bought out by large apartment developers and strip malls, and many people still need to drive to get there

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98117

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

not answered



Respondent No: 46

Login: Anonymous

Email: n/a

Responded At: Feb 15, 2022 16:22:25 pm

Last Seen: Feb 15, 2022 16:22:25 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Black Diamond is the fastest growing city in the state. Black Diamond has the largest Master Planned Development in the state. According to the map, presented at the South County Transportation Board Meeting today, of the \$300 billion dollars being spent on transportation improvements, none have been spent or targeted to Southeast King County. We are the most underserved area of the county. What do you propose to get these people out of Black Diamond or Enumclaw, for that matter, as they have also been growing significantly? I was assured that you would be visiting our city to review the size and scope of this development, but I have not been contacted yet. Carol Benson, Mayor, City of Black Diamond

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98010

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 47

Login: Anonymous

Email: n/a

Responded At: Feb 15, 2022 17:35:38 pm

Last Seen: Feb 15, 2022 17:35:38 pm

IP Address: n/a

Q1. Share your comments on the draft plan

One of the key topics I could not see in any detail is for home the Regional Transportation Plan incorporated growth around the public transportation hubs, specifically around the light rail stations. I feel that during phase of the light rail that this was a hit and miss, particularly for the planning around the Mt. Baker Station. Although I know their have been long term plans and now finally there are new development plans around Mt. Baker Station. I hope that there is better coordination in the plan with local government, businesses and neighbors to insure more cohesive communities around these future stations.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98107

Q4. What is your race and/or ethnicity? Check all that apply

Black or African American

Q5. Email address



Respondent No: 48

Login: Anonymous

Email: n/a

Responded At: Feb 16, 2022 09:28:32 am

Last Seen: Feb 16, 2022 09:28:32 am

IP Address: n/a

Q1. Share your comments on the draft plan

The fundamental challenge is where can people afford to live? It seems the number of employees from Amazon, Microsoft and a few other companies who have vested stock and can afford million dollar houses is greater than the supply. So what about the rest of us who can only afford to pay 3x our earnings? Probably elsewhere, such as Lewis County, or east of the mountains. We need planning that will help these people.

Q2. Upload your comments as a word or PDF document	not answered
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Q3. What is your zip code	98166
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Q4. What is your race and/or ethnicity? Check all that apply	White
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Q5. Email address	
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Respondent No: 49

Login: Anonymous

Email: n/a

Responded At: Feb 23, 2022 15:11:14 pm

Last Seen: Feb 23, 2022 15:11:14 pm

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

https://s3-us-west-1.amazonaws.com/ehq-production-us-california/fe25cdaa3ae95516aef3c01a03586b7bd8a87c43/original/1645133216/3288cb58fa71130735529b3f4804736f_City_of_Sammamish_Comment_Letter_on_Draft_Regional_Transportation_Plan_Signed.pdf?1645133216

Q3. What is your zip code

98075

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address



Respondent No: 50

Login: Anonymous

Email: n/a

Responded At: Feb 22, 2022 13:20:48 pm

Last Seen: Feb 22, 2022 13:20:48 pm

IP Address: n/a

Q1. Share your comments on the draft plan

There will not be nearly as many jobs in urban villages and downtown as your modeling shows. You should take remote working seriously as a permanent feature of how many regional residents will work most of each month.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98112

Q4. What is your race and/or ethnicity? Check all that apply

Other (please specify)
N/A

Q5. Email address

not answered



Respondent No: 51

Login: Anonymous

Email: n/a

Responded At: Feb 22, 2022 13:30:29 pm

Last Seen: Feb 22, 2022 13:30:29 pm

IP Address: n/a

Q1. Share your comments on the draft plan

I suggest PSRC hire climate justice and ADA transition staff as part of this Plan, to make it easier and faster to ensure the climate strategy is reflective of environmental justice concerns and that local jurisdictions have the regional support they need to build accessible networks. I suggest PSRC develop a list of recommended policy changes that will be necessary for the Project Selection Framework when the updated Regional Transportation Plan is in place. The Plan should require projects that seek PSRC funding to report and reduce greenhouse gas emissions and vehicle miles traveled. I suggest PSRC emphasize funding for bike/walk/transit/roll investments in transit sheds and growth centers, consistent with VISION 2050's 65/75 policy. And I believe the equity analysis should include existing and projected air quality and pollution exposure for EJ populations.

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98103

Q4. What is your race and/or ethnicity? Check all that apply White

Q5. Email address



Respondent No: 52

Login: Anonymous

Email: n/a

Responded At: Feb 22, 2022 20:43:12 pm

Last Seen: Feb 22, 2022 20:43:12 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Chapter 4 Big Ideas This really needs an active, non-motorized section! Everything listed relies on some sort of vehicle. Why not building out a fully connected regional trail system? Building off the Interurban, Burke Gilman, Centennial, etc., we have the option of connecting communities, employment centers, essential services, more schools and so on. This is a big vision that is regional and should be planned for. Vehicular walking and biking on or adjacent to roads is not safe for all ages and abilities. We can have both on and off-street facilities. Let's make sure there is a Big Idea included that is OUTSIDE of vehicles, please! :)

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98026

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 53

Login: Anonymous

Email: n/a

Responded At: Feb 22, 2022 20:52:20 pm

Last Seen: Feb 22, 2022 20:52:20 pm

IP Address: n/a

Q1. Share your comments on the draft plan

This draft plan is too focused on road expansions amid a climate and traffic safety crisis. We must focus on walk, bike, roll, and transit investments first. The draft plan completely misunderstands walking, rolling, and biking. We need protected, separated bike lanes everywhere. We need curb ramps and sidewalks everywhere. We need transit everywhere. We don't need more roads.

Q2. Upload your comments as a word or PDF document	not answered
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Q3. What is your zip code	98028
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Q4. What is your race and/or ethnicity? Check all that apply	White
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Q5. Email address	not answered
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Respondent No: 54

Login: Anonymous

Email: n/a

Responded At: Feb 23, 2022 07:43:58 am

Last Seen: Feb 23, 2022 07:43:58 am

IP Address: n/a

Q1. Share your comments on the draft plan

In your maintenance and preservation you show a budget for system improvement but I don't see a video that covers the topic (I'm a fellow planner in MA)

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

1453

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address



Respondent No: 55

Login: Anonymous

Email: n/a

Responded At: Feb 23, 2022 12:08:43 pm

Last Seen: Feb 23, 2022 12:08:43 pm

IP Address: n/a

Q1. Share your comments on the draft plan

I appreciate all the good work done to put this plan together and its goal to reduce greenhouse gasses 83% by 2050; however, the plan says nothing about our region's goal of GHG reduction of 50% by 2030. The Plan should include an analysis that shows how we can meet our 2030 goal as well as our 2050 goal. The Plan should call for a review way more frequently than every four years, the Regional Transportation Plan update cycle, of transportation-related GHG emission levels. We need to be reviewing the emission levels and comparing them against progress to our reduction goals every six months so we can adopt course corrections as needed.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98118

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 56

Login: Anonymous

Email: n/a

Responded At: Feb 23, 2022 17:20:51 pm

Last Seen: Feb 23, 2022 17:20:51 pm

IP Address: n/a

Q1. Share your comments on the draft plan

We need to have Black Diamond and surrounding municipalities prioritized for the regional transportation plan. To not have public transit for a city that is growing many times its current size by 2026, well before "Vision 2050," and that is the fastest-growing municipality in the region, is simply unthinkable. Residents are already concerned about the heavy amount of congestion on our roads that simply will not be able to handle the traffic as more people are moving into our urban growth boundary. King County cut our sole bus line - already that which was only commuter line that went to the South Renton Transit Center, when the opposite should have been happening in that we should be expanding transit service. This will continue to leave more exurban communities like ours to be plagued by fossil fuels-burning congestion for years to come, and/or leaves transit at the mercy of private companies like Microsoft that can afford their own bus fleets but leaves out everyone else. It is simply not forward thinking to leave Black Diamond and Southeastern King County out of these plans and I urge PSRC to realize the importance of Black Diamond.

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98010

Q4. What is your race and/or ethnicity? Check all that apply White

Q5. Email address



Respondent No: 57

Login: Anonymous

Email: n/a

Responded At: Feb 24, 2022 16:17:13 pm

Last Seen: Feb 24, 2022 16:17:13 pm

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

https://s3-us-west-1.amazonaws.com/ehq-production-us-california/4898a46778cae6b0722c41f41db25a3bd8f30de5/original/1645748196/e51c1ef16c26f8147fa213452e46e35b_SIGNED_RTP_Comment_Letter.pdf?1645748196

Q3. What is your zip code

98372

Q4. What is your race and/or ethnicity? Check all that apply

Other (please specify)

Multiple - Comment on behalf of the City of Edgewood

Q5. Email address

**Respondent No:** 58**Login:** Anonymous**Email:** n/a**Responded At:** Feb 25, 2022 10:25:57 am**Last Seen:** Feb 25, 2022 10:25:57 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

Hello PSRC. In reviewing the PSRC RTP 2050 I believe there needs to be a lot more emphasis on getting the right policies in place by 2025 and 2030 to reach 2050 goals. Meeting the 2030 goals as a stepping stone for reaching 2050 is particularly true for meeting greenhouse gas (GHG) emissions reductions. Most of the GHG reduction in the plan is dependent on switching to EV and trying to reduce vehicle miles traveled with a RUC. Switching to EV is important but targeting super users of gasoline is the best way to reach the 2050 goals. Please see recent report <https://www.coltura.org/gasoline-superusers>. We need to have policies for EV which help low income people who use light duty vehicles for work to switch to EV. If we could switch the top 20% of gas users to EV we would reduce gas emissions by 50%. This is the most efficient and equitable way to reduce GHG and roll out EV. For VMT reduction we are glad to see Amtrak described in the RTP. There needs to be a stronger emphasis on working with state lawmakers to ensure that the Amtrak "high growth" scenario is implemented as rapidly as possible. This is described in the August 2020 WSDOT Rail plan <https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf> p46-49. It shows that Amtrak can deliver about 2.4million passenger trips by 2032, 2.5million by 2040. Developing an up to date reliable intercity high speed rail which serves many communities is the type of common sense investment which can help reduce VMT in the near term (by 2030's) and beyond. Having a modern intercity rail service connected with transit at all stops creates a viable mobility option that is attractive for a growing region and has near term potential to leverage transit investments and reduce VMT. Road use charge (RUC) is needed but it will not be ready in time to have an impact on 2030 climate goals. In addition it may not result in the VMT reductions sought. Having efficient alternatives to driving will reduce VMT. We need these alternatives by 2030 and aggressive investment in Amtrak is the best option. UHSR is not on a timeline that will make a difference, and it does not have enough stops in the RTP area. Also it is not equitable. It is a project of the corporate elite not the regular people who need to get around for their daily lives. Thank you for considering my comments. Arvia Morris Climate Activist Seattle Wa.

Q2. Upload your comments as a word or PDF document	not answered
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Q3. What is your zip code	98105
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Q4. What is your race and/or ethnicity? Check all that apply	White
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Q5. Email address	
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Respondent No: 59

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 13:59:33 pm

Last Seen: Feb 25, 2022 13:59:33 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Please consider light pollution in future planning. LEDs are way too bright. Nocturnal animals need dark to survive. Also 800 lumens over time is harmful to the human eye. Research this. Small rural communities should use amber colors to reduce the harsh white LED blinding lights.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98371

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address

not answered



Respondent No: 60

Login: Anonymous

Email: n/a

Responded At: Feb 25, 2022 20:50:00 pm

Last Seen: Feb 25, 2022 20:50:00 pm

IP Address: n/a

Q1. Share your comments on the draft plan

please see attached comments

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98115

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 61

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 05:16:04 am

Last Seen: Feb 26, 2022 05:16:04 am

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

https://s3-us-west-1.amazonaws.com/ehq-production-us-california/257062717acec952edd06d094946bf77359f5eb1/original/1645881350/ad2114108283ed3051528697e7e9dfc0_Comment_on_PSRC_Transportation_Plan.pdf?1645881350

Q3. What is your zip code

98105

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 62

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 14:59:48 pm

Last Seen: Feb 26, 2022 14:59:48 pm

IP Address: n/a

Q1. Share your comments on the draft plan

I'm a climate scientist who works at the University of Washington, and I get cold sweats thinking about how no politicians seem to understand the severity of what we are facing with climate change. It's imperative that we put a once in a lifetime investment in transit and cycling infrastructure. Each dollar used on a new highway is one of our generations children dying an early death.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98052

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 63

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 15:02:36 pm

Last Seen: Feb 26, 2022 15:02:36 pm

IP Address: n/a

Q1. Share your comments on the draft plan

More transit, no new highways, expanded accessibility and mobility, faster action

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98102

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 64

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 18:07:24 pm

Last Seen: Feb 26, 2022 18:07:24 pm

IP Address: n/a

Q1. Share your comments on the draft plan

There's still WAY too much emphasis on CARS! We need to create a region that prioritizes PEOPLE over cars! And there's criminally little \$\$ devoted to creating a *protected cycling network*. We need to give people good reasons to NOT drive. And the transit headways are WAY too long, and the coverage will still be terrible. But at least we'll get improvements to RapidRide, which has been quite a success story!

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98108

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

not answered



Respondent No: 65

Login: Anonymous

Email: n/a

Responded At: Feb 26, 2022 21:45:15 pm

Last Seen: Feb 26, 2022 21:45:15 pm

IP Address: n/a

Q1. Share your comments on the draft plan

The Puget Sound Regional Council has a draft for a new Regional Transportation Plan, to plan our transportation system from now to 2050. They are taking public comments on the new plan through Feb 28. Draft Comments We have recently studied the entire draft report. We thank you for the work you've put into it, and we think the main thrust of the Plan, and particularly the values of equity and climate mitigation that are espoused by the Plan, are right on target. We do have concerns over whether the Plan as currently laid out completely lives up to these values. Greenhouse Gas Reductions The Plan is the first one I've seen that has done the modeling and projections to support the goal of 83% reduction in greenhouse gas emissions (GHG) by 2050. This is a huge step forward. However, it does nothing to suggest or confirm that we will meet our more immediate target of 50% reduction by 2030, which is less than 8 years away. The Plan is laid out so that the major GHG reductions come towards the end of the period through a combination of reducing demand via a road usage change (RUC) and conversion to electric vehicles (EV). At the same time, the road widening changes outlined in Appendix G are likely to come more towards the beginning of the time period, before there has been much EV adoption. So it looks like we are continuing to increase VMT over the short term, and we are more or less hoping that over the longer term we will adopt changes that will somehow make up for it. This seems like magical thinking, and the Plan should include an analysis that shows how we can meet our 2030 goal as well as our 2050 goal. A wedge diagram similar to the one on p. 54 of the King County Climate Action Plan would be very helpful. The Plan outlines two main mechanisms for how it will make an 83% reduction in GHG by 2050: first, a reduction in VMT, and second, electric vehicle (EV) adoption. EV adoption has begun, but it will be a long time before they are a substantial portion of the cars on the road, and quite likely even longer before high-mileage vehicles are converted. We see EV adoption as being necessary but not sufficient, not least because although EVs do not release emissions in operation, they cause substantial emissions in production. A continued reliance on cars as the primary method of transportation in suburbia leads to sprawl, which is very expensive to maintain. Reduction in VMT is critical, as is clearly called out in the King County Climate Action Plan. However, the only policy we see in the plan that would reduce VMT is the possible adoption of a RUC, sometime after about 2035. This is too late. There needs to be a near term focus on state advocacy to put a plan in place that allows both flexible funding and local revenue options. We see RUC as being a pivotal change we would like to see as soon as possible, ideally by 2025, but we also believe that more effort needs to be paid to other ways of reducing VMT, in addition to RUC, to increase the odds of success. We believe that the Plan should call for a regular review, more frequent than the 4-year Regional Transportation Plan update cycle, of transportation-related GHG emission levels. We need to be reviewing the emission levels, and comparing them against progress to our reduction goals every six months so we can adopt course corrections as needed. Roads The road widening projects are another source of concern. The widening is part of an effort to reduce congestion, but we know from induced demand that the extra capacity will lead to increased traffic, and thus this effort will not be successful – as Roger Millar, WSDOT director, so eloquently explained in his State of Transportation presentation. However, one thing we know it will do is increase GHG, since it will enable more single occupancy vehicles through these bottlenecks. A 5% increase in these lane miles will lead to more than a 5% increase in GHG as it enables trips that extend well beyond the bottlenecks. We should be looking to get the most we can out of the existing roads by offering more high capacity bus service along dedicated lanes on routes with congestion. That would move many more people while decreasing GHG; the current plan looks like the business as usual path that will make it impossible to meet our GHG reduction goal. We think there should be a faster timeline for adoption of road usage charges. This is critical, because it is the only major strategy in the plan that will reduce VMT, and one of only two strategies to reduce greenhouse gas emissions. We are happy that you are supportive of RUC, as we agree that it will be critical both for demand management and for transportation funding. We are glad that the Plan calls for the flexible use of these funds for transportation, unlike the limitations on our current gas tax. We agree that local jurisdictions, like PSRC and our counties and cities, should be able to levy their own RUC surcharges to pay for their own transportation needs. We think that addressing equity concerns will be key to gaining adoption of RUC. The PSRC should be lobbying the state for a more aggressive timeline on RUC that includes flexible spending and local options. Road maintenance continues to be underfunded, a problem that the Plan clearly calls out, but does not address. It would be helpful for the Plan to specify how much spending is required for road maintenance. We should use this as the baseline for

spending on roads, and only fund new road projects once the basic maintenance needs of our existing roads have been taken care of. There is a lot of reliance on EV adoption in order to meet the 83% reduction goals. The Plan should clarify its assumptions about EV adoption, with graphs showing new vehicle adoption rates and fleet level rates of adoption over time. Both the level of adoption, and the timing are critical points that we need to understand and monitor with respect to our climate goals. Personal vehicle electrification and infrastructure should be targeted to those who live in more rural areas who will not have other options. A recent report from Coltura can serve as a guide for identifying “superusers” of gasoline and developing policies which will transition them to EV as quickly as possible (<https://www.coltura.org/gasoline-superusers>). If the top 20% of gasoline uses switched to EV we could meet our 2030 transportation climate goals. Transit The Plan details a major expansion in transit service. This is exactly what we need for the climate, since it will reduce pollution from automobiles. And it is what we need for better equity too. As the Plan makes clear, 26% of people in the State cannot drive, and these numbers will go up as the population ages, and as fewer young people want to drive. Moving people by transit is much more efficient and cost effective than maintaining a road system that is continually growing and yet remains completely congested. The Plan should identify highly congested roads as a target for high capacity bus service on dedicated bus lanes. We recommend that all counties should have a base level of funding for transit operations. This is critical for equity. Under the current system, some of the areas that should have the highest transit ridership have some of the lowest levels of actual transit service, simply because there are fewer tax dollars in their county. The region should be lobbying the state for this. The region could also investigate the possibility of raising funds within its own area for this redistribution. Aviation We support the fact that the Plan does not call for a new airport in the region. However, we do not believe that the region should, as the report says, support the State in its goal to establish new airports elsewhere. This is an area where we do not think that we should scale the supply to meet increasing demand. Air traffic is very carbon intensive, and we should not do more of it until we are able to fly without harming the climate. Rail We believe that expanding Amtrak Cascades is a key strategy for reducing both GHG and congestion, and could as well play an important role in reducing airport congestion. The PSRC could be a strong advocate with the State for increasing and improving the Amtrak Cascades service and routes. We would like to see assurance that the “high growth scenario” from the August 2020 WSDOT Rail plan is being pursued (<https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf> p46-49). It shows that Amtrak can deliver about 2.4 million passenger trips by 2032, 2.5 million by 2040. Developing an up to date reliable intercity high speed rail which serves many communities is the type of common sense investment which can help reduce VMT in the near term (by 2030’s) and beyond. Having a modern intercity rail service connected with transit at all stops creates a viable mobility option that is attractive for a growing region. We would like to see a goal (and steps to achieve it) such that freight is increasingly moved by rail in preference to road. Rail is easier to electrify, and even when this is not possible, it takes less energy to move goods by rail. Moving freight to rail will also improve safety and air quality as well as reducing maintenance costs, since heavy trucks cause a lot of the damage to roads and bridges. The Plan should include a discussion of some of these tradeoffs. Intelligent Transportation Systems Intelligent Transportation Systems are important for helping the transportation system operate more efficiently and effectively. We have a few suggestions for additions to those sections. For “Communication Tools” (page 94) note that traveler information tools also help travelers to plan trips. For this sentence on p 101 “Within the current landscape, the bulk of investment in the research and development of emerging technologies is occurring in the private sector ...” The OneBusAway transit information system (which was presented with the Vision 2040 Award from PSRC some years ago) is an important exception; OneBusAway is currently managed by a nonprofit foundation. For What’s Ahead, the bullet item “PSRC should consider developing a guidance document for these jurisdictions that includes examples of best practices” could also include a recommendation that the guidance document include considerations of what is best left to the private sector and what should be supported more directly by local government and nonprofits, and that highlights the benefits of various ITS deployments. As an example of the tradeoffs that arise here, leaving trip planning entirely to for-profit corporations may allow these services to be provided at no monetary cost to the users, but that may also result in intensive collection of personal data, and that may emphasize more profitable travel modes, or that may omit support for riders with disabilities (since they are a less-profitable and smaller market segment). Arvia Morris Alan Borning Robin Briggs on behalf of the 43rd Democrats Environmental Caucus

Q2. **Upload your comments as a word or PDF document**

not answered

Q3. **What is your zip code**

98112

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 66
Login: LCWhite
Email: lcw@climaterailalliance.org

Responded At: Feb 27, 2022 12:18:34 pm
Last Seen: Feb 27, 2022 19:41:56 pm
IP Address: 71.231.8.112

Q1. Share your comments on the draft plan

Climate Rail Alliance thanks you for the opportunity to share comments on the Regional Transportation Plan. Attached is our document addressing our main proposed revisions. Our concerns include the belief that highway maintenance, safety, and equitable access are more important than lane expansion, except if lanes are dedicated to transit, ideally for rail transit. We are firmly committed to inducing demand for rail and transit, and away from car and truck traffic on roadways. Our highway concerns are not reflected in our list. Please also accept our appreciation for your emphasis on Active Transportation. We want transit and multimodal well integrated with what should be the backbone of public transportation - intercity rail.

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98043

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 67
Login: LCWhite
Email: lcw@climaterailalliance.org

Responded At: Feb 27, 2022 11:44:42 am
Last Seen: Feb 27, 2022 19:41:56 pm
IP Address: 71.231.8.112

Q1. Share your comments on the draft plan

Climate Rail Alliance thanks you for the opportunity to share comments on the Regional Transportation Plan. Attached is our document addressing our main proposed revisions. Our concerns include the belief that highway maintenance, safety, and equitable access are more important than lane expansion, except if lanes are dedicated to transit, ideally for rail transit. We are firmly committed to inducing demand for rail and transit, and away from car and truck traffic on roadways. Our highway concerns are not reflected in our list. Please also accept our appreciation for your emphasis on Active Transportation. We want transit and multimodal well integrated with what should be the backbone of public transportation - intercity rail.

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98043

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 68

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 17:40:06 pm

Last Seen: Feb 27, 2022 17:40:06 pm

IP Address: n/a

Q1. Share your comments on the draft plan

February 27, 2022 To: Puget Sound Regional Council From: All Aboard Washington The following comments are offered regarding the Puget Sound Regional Council draft Transportation Plan 2022-2050. 1. In general, the plan does not include the environmental, mobility, equity, and safety benefits of intercity passenger rail. The plan mentions future investments in "Interregional High-Speed Rail" (page 20), passenger ferries, and commercial aviation but does not include expanding investment in our existing intercity rail infrastructure. The definition of "Regular Transit" (page 23) unexplainably does not recognize intercity passenger rail as a form of transit, yet does include light rail and commuter rail. Intercity passenger rail is intercity transit and should be included in the definition of transit. Intercity passenger rail (AMTRAK Cascades, Coast Starlight, and Empire Builder) provides a significant amount of travel capacity within PSRC's planning area and will grow in significance. The demographic changes associated with increased work-at-home, and high cost of housing in the PSRC area will result in more people commuting from outside of the PSRC region via intercity rail., including potentially from central and eastern Washington cities given further investment in existing rail infrastructure. The draft plan does not recognize this change in demographics. The Cascades service is managed by Washington and Oregon. PSRC's support to expand the service would be appropriate, welcome, and should be addressed in the plan. AMTRAK's Federally funded long distance service is inadequate. There is increased attention from Oregon, Idaho, and Montana with the enactment of the Bipartisan Infrastructure Law (BIL) to expand intercity passenger rail service. Advocacy groups in these states, including Washington State, recognize the need for, and benefits of, intercity passenger rail as part of our transportation system. The BIL offers the opportunity for restoration of the Pioneer route (Seattle - Salt lake City - Denver), and the North Coast Hiawatha (Chicago - Minneapolis - Seattle via southern Montana and Yakima Valley). The restoration of both routes are within our grasp. Other actions being discussed are expansion of Cascades service to central and eastern Washington, and establishment of regional rail compacts authorized by the BIL. Our PSRC long term plan should point out the need for better intercity passenger rail, both north-south and east-west, to provide better intercity and intermodal connectivity for Washingtonians. PSRC's plan should not exclude intercity rail because intercity passenger rail services extend beyond the four-county planning area. In this regard, the state ferry system is included in the plan, even though that system provides service to other counties. Freight is also a part of the plan, even though it likewise extends beyond PSRC's area and beyond state boundaries. Although AMTRAK's long distance services are federally funded, that federal funding also helps pay for our planning region's new and improved highways and even provides grants for historic preservation, art and tourism promotion under the "Enhancements" program. With implementation of the planned expanded Cascades service there will be more such ridership in three of PSRC's four counties. This alone should be worthy of PSRC's planning attention. PSRC should help shape expanded Cascades service to form and promote better intermodal access across our state.. 2. The discussion of "Specialized Transportation" (pages 33-38) does not recognize that many people with special transportation needs must get to or from cities outside of the PSRC region, or that intercity rail is an option. Many people cannot drive (approximately 20% of Washingtonians), do not own a vehicle, or are fearful of flying. Improved intercity passenger rail must be included in our transportation planning. 3. The discussion of decarbonization and air quality (pages 135-140) should encourage investment in expanded intercity rail service for its benefits in reducing vehicle miles traveled in the region and association reduction in greenhouse gas emissions. 4. The discussion of Inter-Regional High Speed Rail (pages 170-171) is not entirely accurate and needs added clarification as follows. First, high speed rail (HSR), as defined by the Federal Railroad Administration, refers to a wide range of passenger rail options beginning with speeds of 90 miles per hour. HSR projects with a speed of over 160 mph require land acquisition for new rights-of-way and potentially decades to complete. Therefore, it is important to differentiate between HSR projects that can provide an effective climate solution and other benefits within this decade, and those that cannot. It is anticipated that Cascadia HSR envisioned along the I-5 corridor would require 30 years or longer to complete. Second, HSR in Japan, Europe, and Asia has been popular because the HSR networks are constructed as part of a robust network of conventional intercity rail routes that channel riders to and from the high speed networks, i.e. the conventional and high speed networks complement each other. This is why it is important to invest in our existing rail infrastructure now – both along the I-5 corridor and also east west across the state – while we begin to plan for high speed rail. While Figure 59 (page 170) is understandably "a vision", it is rather misleading for a few reasons.

Oregon has not indicated any interest in high-speed rail south of Portland. It is unlikely that the stations depicted on the map could all be served and achieve the desired speeds. Rather, there would have to be two classes of service: a fast train with 2 or 3 stops between Vancouver B.C. and Portland, and a slower train with more frequent stops. Additionally, the route shown on the map from Seattle to Spokane would be prohibitively expensive, since extensive tunneling would be required to achieve the desired speeds. However, unless we build reasonable rail connections to/from central and eastern Washington, there would likely be little or no support from Washingtonians east of the Cascades because there would be no benefit to central and eastern Washington. 5. Pages 170 and 171 seem to be a logical place in the plan to explain how expanded conventional rail is important to HSR and how conventional intercity rail using our existing infrastructure can help achieve our climate related goals within this decade. In July 2020 the Legislature's Joint Transportation Committee completed a feasibility study of passenger rail service between Seattle and Spokane via BNSF tracks over Stampede Pass via the Yakima Valley. The study determined the service is both technically and operationally feasible. It is the type of service that we need to establish in order to eventually have successful HSR in Washington. Thank you for this opportunity to comment. About All Aboard Washington For over forty years, All Aboard Washington (AAWA) has promoted better passenger and freight rail service in the Pacific Northwest. We champion safe, reliable, frequent, competitive, and convenient passenger rail services that meet the needs of all Washingtonians. We are especially active supporters of intercity passenger rail service and intermodal connections to local transit. AAWA's goal is to promote the development of Washington's rail system for the benefit of the traveling public. With state-supported services like Amtrak Cascades, we have the opportunity to improve our mix of transportation options by leveraging existing rail infrastructure in a fiscally responsible manner as we work toward advanced, high-speed service in the future.

Q2. Upload your comments as a word or PDF document

https://s3-us-west-1.amazonaws.com/ehq-production-us-california/1261efee9d17466ea2e3c5413eb79313a828fe24/original/1646012334/15ae8aad871a4e9dbac71629eb6dae9f_AAWA_Response_to_PSRC_Transportation_Plan_v2.pdf?1646012334

Q3. What is your zip code

98127

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 69

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 17:58:07 pm

Last Seen: Feb 27, 2022 17:58:07 pm

IP Address: n/a

Q1. Share your comments on the draft plan

The regional transportation plan should emphasize multimodal mobility over highway expansion. Bicycle and pedestrian facilities should be separated from fast moving traffic, either by being completely grade separated, or by using durable barriers like concrete. For example a wider highway shoulder cannot be considered a safe and accessible bicycle facility. Thank you for considering my comments.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98103

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 70

Login: Anonymous

Email: n/a

Responded At: Feb 27, 2022 18:23:44 pm

Last Seen: Feb 27, 2022 18:23:44 pm

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98144

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

**Respondent No:** 71**Login:** Anonymous**Email:** n/a**Responded At:** Feb 28, 2022 06:35:59 am**Last Seen:** Feb 28, 2022 06:35:59 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

February 2022 Re: PSRC's Regional Transportation Plan (RTP) What's Good: Appendix B: Coordinated Mobility Plan is a comprehensive analysis that recognizes that there are many factors that can make driving difficult or unfeasible for 47 percent of the PSRC region's population. In the same way you can drive out of your driveway (if you have the privilege of driving), and get smoothly to any other address in the region, the same should be true for transit, walking, rolling and biking. What's Concerning: The 27 percent increase in pedestrian deaths between 2010 and 2019 is alarming and unacceptable. Our region's decisions to invest in roads that increase car speeds while underinvesting in accessible pedestrian infrastructure is at the heart of this safety crisis. Every new lane of traffic means higher speeds, longer crossings, and more risk for people walking and rolling (to say nothing of the air and noise pollution along busy roads that can make being outside of a vehicle so unpleasant). What's Missing: To create healthy, safe and equitable communities, rather than widening roads, we should be prioritizing a complete and accessible sidewalk and transit network. The RTP should include commitments to the following: Structure funding to prioritize building sidewalks on all arterials in the region, starting with arterials in regional, county, and local centers Mapping existing sidewalk infrastructure on non-arterials and developing a plan to prioritize sidewalk construction and including the missing bike/ped connections and ADA improvements in the regional transportation needs assessment Understanding ADA compliance in the public right away throughout the region and fully funding required ADA improvements One approach to consider is that the Chicago MPO has recently hired an ADA Transition Plan coordinator after conducting a regional analysis of ADA compliance and finding that many jurisdictions within the MPO had not completed or made public ADA Transition Plans, in spite of the legal liability of noncompliance. What Else to Consider: The RTP must address inequities in transit service and pedestrian infrastructure. Affordability is a crisis throughout the region, and it is particularly challenging for nondrivers who can no longer afford to live in the parts of our region with the most reliable transit service and a more adequate sidewalk network, and therefore have been priced out of mobility access. As the RTP notes, there are large gaps in our regional infrastructure and transit services presently, gaps that are more likely to fall on low-income and BIPOC communities, despite the fact that BIPOC and low income households have fewer vehicles on average and are more likely to walk and roll for transportation: The RTP notes that, "Pierce and Kitsap counties both have the highest percentages of the populations with special transportation needs compared to their total population in the region." And yet the transit and paratransit service coverage, and the mapping of where sidewalks exist on arterials, show the least coverage in these more affordable counties. It is critical PSRC commit to structure funding in a way that addresses these regional inequities. We recommend the RTP adopts a policy that prioritizes investments in transit and sidewalk connectivity in the areas of greatest need as defined by a high density of people with "specialized transportation needs." Sincerely, Anna Zivarts, Director Disability Mobility Initiative, Disability Rights Washington 315 5th Ave S. Suite 850 Seattle, WA 98104

Q2. Upload your comments as a word or PDF document

https://s3-us-west-1.amazonaws.com/ehq-production-us-california/9c18a95e7266a4f83cc2e8b30626607e95f37196/original/1646058937/c2b6552d8a69fcc03070733e56a9f7eb_DMI_Ask RT P.pdf?1646058937

Q3. What is your zip code

98104

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address



Respondent No: 72

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 08:26:40 am

Last Seen: Feb 28, 2022 08:26:40 am

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

https://s3-us-west-1.amazonaws.com/ehq-production-us-california/a4c4782b843ccb86af88961f0ab54a11ab60a412/original/1646065395/07929bb432427f93ef552a71f867a6bd_350_letter__P SRC's_Reg._Transpo_Plan_'22-'50.pdf?1646065395

Q3. What is your zip code

98118

Q4. What is your race and/or ethnicity? Check all that apply

Other (please specify)

We are an organization that is diverse, though mostly white.

Q5. Email address



Respondent No: 73

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 09:01:52 am

Last Seen: Feb 28, 2022 09:01:52 am

IP Address: n/a

Q1. Share your comments on the draft plan

There's a bunch of nice talk about biking, walking, and transit but automobile-focused transportation is still the centerpiece of your strategy. Automobile emissions are the lion's share of our climate problem. Your words ring hollow without real action.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98004

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

not answered



Respondent No: 74

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 09:34:32 am

Last Seen: Feb 28, 2022 09:34:32 am

IP Address: n/a

Q1. Share your comments on the draft plan

It is encouraging to see the efforts being put towards increasing mass transit and decarbonizing our transit in the Puget Sound region. Most exciting are the expansion of the light rail and the street car system. Light rail is an excellent way to travel across this large region, and it is exciting to see the proposed new lines. Hopefully there is a way to quicken the development of the light rail network to open new lines ahead of schedule. For future expansions it would also be nice to see stations open in additional neighborhoods. Often not talked about as much as the light rail is the street car system, and it is nice to see a focus on the streetcars and a proposed expansion of this system. The expanded streetcar network will be a great way to better connect Downtown Seattle. Something to consider would be to reduce the amount of mixed traffic portions of the streetcar network, to offer more right of way to the streetcars and quicken travel times. Scheduling streetcar passage more frequently would also be beneficial. In terms of the buses, it would be nice to see more dedicated bus lanes, to avoid having buses be stuck in the same traffic as cars. This would encourage more bus ridership, and would go hand in hand with the expansion of the bus rapid routes.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98105

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 75

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 10:00:27 am

Last Seen: Feb 28, 2022 10:00:27 am

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98106

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address

tharris@rei.com

**Respondent No:** 76**Login:** Anonymous**Email:** n/a**Responded At:** Feb 28, 2022 10:41:11 am**Last Seen:** Feb 28, 2022 10:41:11 am**IP Address:** n/a**Q1. Share your comments on the draft plan**

First and foremost, this plan should address decarbonization of regional transportation by 2050. While it may technically be possible to meet PSCAA's regional goals by decarbonizing other sectors, transportation is the largest source of greenhouse gas emissions in the region. Leaders must engage all levers to address the climate crisis. What will it take to decarbonize transportation? Please amend the plan to provide a scenario for decarbonization. In addition, please amend the plan to: - Hire climate justice and ADA transition staff as part of this Plan, to make it easier and faster to ensure the climate strategy is reflective of environmental justice concerns and that local jurisdictions have the regional support they need to build accessible networks. -Develop a list of recommended policy changes that will be necessary for the Project Selection Framework when the updated Regional Transportation Plan is in place. -Require projects that seek PSRC funding to report and reduce greenhouse gas emissions and vehicle miles traveled. -Emphasize funding for bike/walk/transit/roll investments in transit sheds and growth centers, consistent with VISION 2050's 65/75 policy. -Equity analysis should include existing and projected air quality and pollution exposure for EJ populations.

Q2. Upload your comments as a word or PDF document	not answered
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Q3. What is your zip code	98108
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Q4. What is your race and/or ethnicity? Check all that apply	White
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Q5. Email address	not answered
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Respondent No: 77

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 10:57:43 am

Last Seen: Feb 28, 2022 10:57:43 am

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98133

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 78

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 11:45:19 am

Last Seen: Feb 28, 2022 11:45:19 am

IP Address: n/a

Q1. Share your comments on the draft plan

Encourage rail and active transportation, as the most climate-friendly modes of intercity travel, as opposed to automobiles and airplanes. In particular, increase intercity passenger rail service levels to induce demand for rail and thus reduce demand for travel by automobile and airplane. Focus on intercity rail that is faster than today's rail but not necessarily "ultra". Intermediate high speeds (e.g. 90-150mph) can be achieved in a timeframe that is more appropriate for the climate emergency (i.e. within the next ten years), whereas "ultra-high-speed" (e.g. 250mph) is a 30-year project. Allow for hybrid passenger/freight rail, not only separate passenger and freight rail. Increase freight via the rail network; decrease freight via trucks. Rail is more climate-friendly and will also be faster and more reliable.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

98245

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 79

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 11:49:13 am

Last Seen: Feb 28, 2022 11:49:13 am

IP Address: n/a

Q1. Share your comments on the draft plan

Encourage rail and active transportation, as the most climate-friendly modes of intercity travel, as opposed to automobiles and airplanes. In particular, increase intercity passenger rail service levels to induce demand for rail and thus reduce demand for travel by automobile and airplane. Focus on intercity rail that is faster than today's rail but not necessarily "ultra". Intermediate high speeds (e.g. 90-150mph) can be achieved in a timeframe that is more appropriate for the climate emergency (i.e. within the next ten years), whereas "ultra-high-speed" (e.g. 250mph) is a 30-year project. Allow for hybrid passenger/freight rail, not only separate passenger and freight rail. Increase freight via the rail network; decrease freight via trucks. Rail is more climate-friendly and will also be faster and more reliable.

Q2. Upload your comments as a word or PDF document not answered

Q3. What is your zip code 98245

Q4. What is your race and/or ethnicity? Check all that apply White

Q5. Email address



Respondent No: 80

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 12:05:59 pm

Last Seen: Feb 28, 2022 12:05:59 pm

IP Address: n/a

Q1. Share your comments on the draft plan

Please refer to attached letter for plan comments.

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98375

Q4. What is your race and/or ethnicity? Check all that apply

Other (please specify)

Submitting on behalf of a task force comprised of more than 1 race.

Q5. Email address



Respondent No: 81

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 14:16:53 pm

Last Seen: Feb 28, 2022 14:16:53 pm

IP Address: n/a

Q1. Share your comments on the draft plan

agree. How about more Acela trains? We have hundreds of abandoned rail lines and rail right of way paths plus lots of skilled workers who would gladly do the work for good wages.

Q2. Upload your comments as a word or PDF document

not answered

Q3. What is your zip code

78640

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 82

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 15:27:08 pm

Last Seen: Feb 28, 2022 15:27:08 pm

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98004

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address



Respondent No: 83

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 15:46:01 pm

Last Seen: Feb 28, 2022 15:46:01 pm

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98072

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address



Respondent No: 84
Login: LCWhite
Email: lcw@climaterailalliance.org

Responded At: Feb 28, 2022 16:35:31 pm
Last Seen: Feb 27, 2022 19:41:56 pm
IP Address: 71.231.8.112

Q1. Share your comments on the draft plan

Climate Rail Alliance Comments to PSRC February 2022 INTRODUCTION Thank you for the opportunity for public comment on the draft Regional Transportation Plan. We appreciate your focus on equitable mobility and the need to aggressively reduce climate emissions, including modeling for an 83% GHG reduction by 2050 and an intermediate goal of 50% reduction by 2030. We also appreciate the emphasis on travel choices and the need for connectivity between modes including active transportation. Climate Rail Alliance wants to see more aggressive modeling for 2030 emissions reduction strategies that can be implemented as quickly as possible. We are currently falling short of our 2030 goal and this puts us in the position of needing to rapidly prioritize our best strategies. We agree with other advocacy groups that the Plan should include an analysis that shows how we can meet our 2030 goal as well as our 2050 goal. We believe firmly in the unmet potential for rail, especially intercity rail, to be a top strategy for meeting our 2030 goals, when it is expanded, vastly improved, and well-integrated with other modes, and when ridership is intensively promoted. We therefore submit the following comments and proposed revisions to the Regional Transportation Plan. We welcome the opportunity to further discuss these comments and our contact information is provided. Respectfully, Lael White lcw@climaterailalliance.org 206-354-3616 Thomas White taw@climaterailalliance.org 425-345-6337

CHAPTER 1 Intercity Rail/Future of Intercity Rail

- At the end of the 2nd paragraph under Intercity Rail, please add the following sentence: "In planning for integrating services across all transit and active transportation modes, transportation jurisdictions need to plan on Amtrak Cascades operating hourly service along the corridor."
- At the end of the 3rd paragraph, which reads: "WSDOT is working on a service development plan for Amtrak Cascades with an implementation strategy to achieve the long-term vision for expanded service.", add sentence to read as follows: "The current Long Range Plan for Amtrak Cascades meets all of the FRA criteria for a Service Development Plan and is ready to be updated to reflect current conditions, and can provide the basis for the newly mandated service development plan."

Freight/Railways (Also suggest in Big Ideas for Longer Range Transportation Investments - Chapter 4)

- In planning for transport of local and regional light freight, assume that intercity passenger rail will include light freight shipping services. Develop short haul light freight on passenger trains (as was done by Amtrak in the early 1990s and by most railroads with passenger service before 1967).
- Short haul truck transport by rail - as through the Channel Tunnel between England and France and on several routes through the Alps in Italy, Austria, and Switzerland in lieu of increasing highway lanes to accommodate increased truck traffic. Use rail for drayage to/from the ports of Seattle/Tacoma to the extent possible.
- Aviation
- Discontinue efforts to develop an additional commercial airport in the Puget Sound Region. Concentrate that effort instead on funding rail alternatives to existing short-haul air routes, and to existing commercial airports such as Bellingham, and developing a new, fast 150 mph) mixed passenger and truck shuttle rail line between the Puget Sound Region and Grant County airport in Moses Lake.

CHAPTER 2 Priority Performance Objectives

- Add the words "and rail" to the bullet point Access to transit, to read "Access to transit and rail".

CHAPTER 4 Big Ideas for Longer Range Transportation Investments (Chapter 4)

- Inter-Regional High Speed Rail
 - o Add to list of examples of high speed rail when mentioning Amtrak Cascades regional service: "The Long Range Plan for Amtrak Cascades (2006) (LRP) would qualify the Cascades as a "High Speed-Regional "corridor, by FRA definition. Completion of the LRP would provide 2hr 30min service between Seattle and Portland with hourly headway and 2hr 45min service between Seattle and Vancouver BC with 2-hour headway minimum. The LRP can be shovel-ready with funding provisions and can provide jobs, equitable mobility, benefits to freight and supply chain, and reduced VMT and GHG reductions by 2030. Improvements can be made while the line is operational. Following making commitments to funding and implementation for completion of the LRP, planning for electrification of the line, while it's operational, can begin. This is an economical, equitable, and climate-appropriate strategy for regional rail improvement, and could function efficiently as the backbone of regional transit and multimodal transportation."
 - o Cascadia Rail map data are not representative of UHSR project plans - are misleading to the public and should be removed.
 - o "Ultra" is not an FRA definition of rail, even though it is used in the official WSDOT study and nowhere else in the world. Its U.S equivalent is HSR-Express. RTP needs to post the FRA definitions.
 - o Delete the following: "The Infrastructure Investment and Jobs Act passed in November 2021 identifies \$66 billion in new funding for the Amtrak National Network, including funding for planning and developing new high speed rail infrastructure and service. As more detail emerges about this and other new funding programs, partners in the Cascadia

corridor should explore the opportunity to access some of these funds to advance the vision of high-speed rail linking the megaregion.” The implication/assumption that Cascadia Rail partners “should” take advantage of IJJA \$66B for Amtrak National Network is highly misleading and inappropriate. PSRC has absolutely no business making this statement and the Cascadia Rail UHSR project has nothing to do with either state or federal Amtrak networks. This language needs to be removed and general, accurate descriptions plus FRA descriptions of high speed rail options can remain. ● Create a new sub-heading Hybrid Passenger/Freight Rail o In planning for transport of local and regional light freight, assume that intercity passenger rail will include light freight shipping services. Develop short haul light freight on passenger trains (as was done by Amtrak in the early 1990s and by most railroads with passenger service before 1967). • Create a new sub-heading Truck Transport By Rail o Short haul truck transport by rail - as through the Channel Tunnel between England and France and on several routes through the Alps in Italy, Austria, and Switzerland in lieu of increasing highway lanes to accommodate increased truck traffic. Use rail for drayage to/from the ports of Seattle/Tacoma to the extent possible. Appendix D Park and Ride ● Appendix D includes at least 17,000 parking spaces to be constructed around transit stops by government agencies which will have the following downsides: o expensive o takes more land from sustainable uses o induces demand for travel by car o encourages more development further away from population centers (sprawl) o station areas become less walkable and less appealing for transit oriented development o Better integration between all transit modes plus active transportation access will reduce the amount of parking stalls needed at station hubs Appendix G Regional Capacity Projects ● Sounder Commuter Service Project #3311 Ballard Sounder Station: Speed up timeline; 2041 is too late to make a difference for equitable mobility or climate urgency. Project #4073 Broad Street Sounder Station (Seattle). Speed up timeline; 2041 is too late to make a difference for equitable mobility or climate urgency. Project #2533 Sounder Extension to DuPont. Speed up timeline; 2036 is too late to make a difference for equitable mobility or climate urgency. Add new projects for increasing Sounder service: ● Relocate Sounder platform at Edmonds Station closer to bus stop and ferry boarding for equitable access - currently it is about 600 feet from connections. ● Re-negotiate Sounder contract with BN from 2003 that limits round trips between Seattle and Everett to 4 per day until 99 years from contract date. <https://www.soundtransit.org/get-to-know-us/news-events/news-releases/sound-transit-agreement-to-extend-sounder-to-everett> ● Design a new contract to eventually accommodate hourly service. Current gap in service northbound from Seattle is from 7:30am until 4:05pm.(That’s less than 2 hours of service from Everett to Seattle in the morning and there are exactly 2 hours of service to Everett in the evening.) ● Re-negotiate Sounder contract with BN so that the number of trains between Seattle and Lakewood can be increased; design for hourly service minimum. Current gap in service is from 8am to 3pm. Also provide evening and weekend service. ● Extend Sounder service to Smokey Point (about 14,000 AADT), Arlington (about 14,000 AADT), and Monroe (about 21,000 AADT) ● Extend commuter rail service to Covington from Auburn ● Link Light Rail Service o Accelerate completion of ST3 light rail o Extend light rail from ST3 end of line in Redmond to Lake Stevens (about 24,000 AADT) o Extend light rail network beyond ST3 as depicted in the Seattle Subway vision map <https://www.theurbanist.org/wp-content/uploads/2017/07/ST-Complete.png> o Extend light rail between SeaTac and Auburn then exchange the Amtrak Cascades stop in Tukwila for a stop in Auburn. Auburn has wanted a stop for decades, but two stops in the Kent Valley is counterproductive to fast intercity passenger service. The stop in Tukwila exists by virtue of being close to a highway connection to SeaTac airport.

Q2. Upload your comments as a word or PDF document	https://s3-us-west-1.amazonaws.com/ehq-production-us-california/f772bacd72ca1bf18c145f15a992f473b892e0ca/original/1646094927/76bd30eb66fde2f1811ebb1a1e340ac8_CRAcommentsPSRC2-24-22.pdf?1646094927
Q3. What is your zip code	98043
Q4. What is your race and/or ethnicity? Check all that apply	White
Q5. Email address	



Respondent No: 85

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 16:42:50 pm

Last Seen: Feb 28, 2022 16:42:50 pm

IP Address: n/a

Q1. Share your comments on the draft plan

not answered

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98112

Q4. What is your race and/or ethnicity? Check all that apply

White

Q5. Email address



Respondent No: 86

Login: Anonymous

Email: n/a

Responded At: Feb 28, 2022 17:06:55 pm

Last Seen: Feb 28, 2022 17:06:55 pm

IP Address: n/a

Q1. Share your comments on the draft plan

See attached letter

Q2. Upload your comments as a word or PDF document

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Q3. What is your zip code

98409

Q4. What is your race and/or ethnicity? Check all that apply

not answered

Q5. Email address

