2018 Regional Transportation Plan: Public Comments from INDIVIDUALS

Puget Sound Regional Council

Public Comments for Individuals - look up table (sorted by last name)

Report is sorted by this communication ID	Name of Commenter	Affiliation cited by commenter
281871	Angela	
281485	Nona	
282537	John Bagaason	
281290	Michaela Barrett	
281521	Ben Beck	
282581	Charisse Bennett	
277598	Miranda Benson	
282496	Naomi Benton	Home Owner
282594	Steven Bolin	
279828	Scott Bonjukian	Lid I-5
282696	Janelle Boyd	
284080	Cathy Brandt	
284317	Dick Burkhart	
279846	mary jo burns	
279828	Patrick Burns	
277545	Denice Carnahan	
282626	Tom Carpenter	
282644	David Clark	EPR
282029	Hal Cooper*	
282829	Bob Creamer	
282829	MJ Creamer	
281480	Deirdre Curle	
279828	McCaela Daffern	
281481	Charles Davis	
281068	Reiner Decher	
282280	Stephen Dolinko	
277675	Tad Doviak	
279828	Evan Fischer	
281476	Tom Gaffney	
281304	Stevan Gorcester	WSDOT (consultant)
282606	Jana hadley	
279828	David Hancock	
282816	Erin Harris	
282876	H W Haynes	
281520	John Heinley	
281495	Bill Hirt	
281310	Cris Horbelt	
281375	Jan Howard	
282607	Vernon Huffman	Bike4Peace.com
281557	Terry Hurd	Frederickson Community Council, Pierce Communities Coalition, Land Use Advisiory Commission
282796	Allen Johnson	
282895	Will Knedlik	
281336	Casimir Krzyminski	
282687	Joe Kunzler	AvgeekJoe Productions
281374	Peter Kwon	
277604	Jeff Lykken	Kennydale Neighborhood
282758	Kari Magill	Rowley Properties

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Report is sorted by this communication ID	Name of Commenter	Affiliation cited by commenter
277606	Jon Mathison	
281510	Jessica McFarlane	
281477	Michelle McVadon	
281620	Laura Millikan	
277663	John Mishasek	IC EDC and Port of Coupeville
282761	Valerie Moore	
282150	John Neller	
278179	Robert Ortblad	
277794	Donald Padelford	
282618	Ron Peltier	City of Bainbridge Island
279928	Sam Phillips	
282838	Bob Pishue	Kemper Development Company
281484	Sarah Plautz	
278181	Mark Proulx	
281071	Gregory Quetin	
281755	Kathryn Rathke	
282873	Douglas Rauh	
281330	Trevor Reed	
282619	Mark Rigos	
279834	Mel Roberts	Kent Bike Adv Board
281312	Jeanine SanClemente	Mothers Out Front Puget Sound
281373	Richard Sandaas	
281490	Andrew Sang	
281328	Sylvia Schweinberger	
281569	Gregory Scruggs	
277680	Dan Soderlind	City of Tacoma
281488	Mary Sorman	
281483	Cameron Sparr	
281311	Michael Stewart	
281329	Steve Stroiney	
282581	Marina Subbaiah	
281342	Ian Sullivan	
282688	Terie-Lee Taylor-Smith	
282581	Mary Jo Tornberg	
281478	Margaret V	
282590	Jennifer Valente	
281361	Kelly Wardle	
281441	bryan weinstein	
282666	Jack Whisner	
282851	Alex White	
282904	Virginia Winbow	
282794	Kimberly Workman	
277544	name not provided	
278107	name not provided	
278109	name not provided	
279828	name not provided	
281249	name not provided	
281303	name not provided	

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281309	name not provided	
281317	name not provided	
281326	name not provided	
281327	name not provided	
281333	name not provided	
281335	name not provided	
281422	name not provided	
281518	name not provided	
281613	name not provided	
282869	name not provided	
282905	name not provided	

* individual comment includes additional exhibit at end of this report

Communication ID: 277544

12/14/2017

This is the biggest waste of time and resources you all have put out. Your planning is not planning, only putting useless words on paper meant to benefit your lackeys who continue to make money off the public trough. Quit wasting our money.

Name
name not provided

Communication ID: 277545

12/14/2017

I would like to see a park and ride at the intersection of HWY 169 and 405.
I would also like to see water taxis that run from Renton to Bellevue, Kirkland, Leschi and Seattle. This will take pressure off South 405 and help make amends to those who live in the SE area of Lake WA area, that got left out of light rail!
It would also be a great idea to run a bus through Fairwood down 140th to the Maple Valley Hwy and North on 405, without the time delay of going into Renton.
We have got to find safe options for those making left hand turns off a two way road. It is a safety issue and left hand turns delay traffic.

Thank you in advance for taking actions on these items ASAP!

Name
Denice Carnahan

Communication ID: 277598

12/15/2017

We desperately need light rail expanded throughout the region! I fully support this plan and know it will make life better for the community in the long run, even if many are against it right now.

Name
Miranda Benson

Communication ID: 277604

12/15/2017

After reading the proposed improvements and there are some major problems.

I405 from Renton to Bellevue has been neglected and is one of the worst stretches of freeway in the nation. We were originally promised 2 additional general purpose lanes in each direction. Adding extortion toll lanes is a HUGE mistake. The extortion toll lanes on the northern section have been one of the biggest mistakes in transportation history as well of one of the biggest ripoffs of the public in recent memory. The tolls on the northern section of I405 has caused so much congestion and diversion that they are sending cars into neighborhoods where there has never been an issue before. Leaving I405 from Renton to Bellevue with only 2 general purpose lanes in each direction is wrong and just plain stupid. If these toll lanes are added instead of the general purpose lanes that we desperately need, it will create a traffic catastrophe sending thousands of cars through neighborhoods. WE CANNOT LET THAT HAPPEN. Tolls create congestion and diversion. We need the general purpose lanes we were originally promised in the master plan!! This is also the case on Hwy 167 which also needs additional general purpose lanes in each direction.

Highway 520 needs to be an 8 lane facility as it is completely jammed when it was completed. It seems as there is enough room to repaint as you did on I90.

I5 at the convention center needs to be addressed at it is a bottle neck where it goes down to 2 general purpose lanes. This has been an issue for years.

Once again extortion toll lanes on I405 need to be abandoned as they are a complete failure. If you continue with these extortion tolls, the area as a whole will experience catastrophic congestion. I am positive with the grass roots campaign of the community, we will have these tolls removed before the general purpose lanes we desperately need are completed in 2024.

Name
Jeff Lykken

Communication ID: 277606

12/17/2017

Road use charges should be applied not only to moving cars on our streets but also to parked cars on our streets. Cities, counties, and the state should not provide free parking along public streets. Road use charges should be applied to all who park their cars on public streets. Free parking on public streets has become an entitlement for drivers... that needs to end.

Road use charges should be used to move people from single-occupancy vehicles to high-occupancy vehicles and into public transportation. This goal should be aggressively pursued.

Until gasoline and diesel are obsolete and banned, gas taxes should bear the brunt of the costs to fund our infrastructure. Tax these hazardous, carbon emitting fuels into the stone age!

Name
Jon Mathison

Communication ID: 277663

12/18/2017

It helps that Island County Commissioner Helen Price-Johnson is involved as the maps show how "close" Whidbey Island is to the nightmare that is metro-Seattle traffic.

As a person living on Whidbey Island that moved here 4 years ago from Colorado with its own interstate nightmare, my wife and I thought that being close to Seattle was important. The traffic hassles have created a situation that going to Seattle is something to avoid unless absolutely necessary.

A couple of months ago, we went to SeaTac area to buy an used 2016 rental car from Hertz. We spent six hours getting there and back. Yes, there was a commute to the ferry and the ferry ride (timed it just right that there was virtually no wait to get on ferry) but 75-80% of that time was sitting on I-5 in bumper to bumper stalled traffic, having cars pull in front of us if we backed off just slightly from the rear bumper of car in front of each of our cars.

Sorry to say, but we cannot risk that type of hassle to go eat, to shop, to enjoy Seattle. I wonder how much the traffic/transportation mess is costing Seattle in sales tax revenues. We would love to have an easy, fast, reasonably price way to get from Mulkiteo to U district, etc.

Name
John Mishasek

Communication ID: 277675

12/18/2017

Wondering why an alternate route to Granite Falls is even worth mentioning. The lack of adequate expansion of actual lanes on the freeway system is also troubling. If there are so many more jobs and people, why aren't we expanding the transportation system that people actually use? The problem with mass transit is that it takes so much time to use. The vast majority of people won't use it.

I'd love to see appendix G and what the plans are for increasing capacity. And there it is! It is heartening to see that 405 and 167 are getting much needed additional lanes. I-5 improvements through the JBLM area are also welcome. Not a single expansion of I-5 between Everett and Tacoma, though. The toughest traffic and no plan to expand the most used roadway.

Overall, it's about what I expected. A continued push to get people to use an inconvenient transportation system (mass transit) while largely ignoring the fact that there are not enough roads to move people around. Added lanes will do more to improve mobility than mass transit will in my inexpert opinion.

Name
Tad Doviak

Communication ID: 277680

12/19/2017

I would like to see an emphasis on traffic signal upgrades and coordination. Perhaps a regional traffic signal system that is managed from one location with the ability to make changes in real time to make our transportation system more efficient.
Can this document address the management of traffic accidents? My understanding is that in Europe any traffic accident is quickly moved off of the freeway system. Traffic accidents in the Puget Sound region are cause for significant delay.

Name
City of Tacoma
Dan Soderlind

Communication ID: 277794

12/20/2017

"Fix the HOV lanes. High Occupancy Vehicle lanes on the region's highway system have long provided a reliable commute for transit and carpools. Recent data shows that 10 of 14 HOV lanes are so congested that they no longer provide the time advantage they did in the past. The plan commits the region to work with WSDOT."

OK, but what does this mean? The only real way to make the HOV lanes work is to turn them into HOT lanes. While there are different formats for HOT lanes, the best format is: transit (including officially constituted vanpools) goes free, everyone else pays the "market clearing price", with no upper limit on what that price might be: after a snowstorm it might be $99.

This ensures that rubber-tired transit (largely buses) always travels free of congestion.

Name
Donald Padelford

Communication ID: 278107

12/27/2017

I am disappointed that among all of the improvements planned, nothing is mentioned of improving Access service by increasing the fleet or investing in new dispatch system and increased driver training. If the population is aging as described, these are all needed improvements being ignored.

Very distressing to see NO ONE on the Transportation Policy Board to represent the needs of people with disabilities or the elderly. It is hubris and just plain WRONG to think a bunch of able-bodied, resourced people can adequately plan for or meet the needs of people with disabilities or the elderly - or those who live in poverty. No wonder the system is largely inequitable - you don't allow those voices at the decision-making tables. Inexcusable in this day and age.

I was unable to send this Plan out for comment to my disability groups because it is not in an accessible format. I see there is an option to request an accessible format, but there is a comment deadline and there isn't time to do that and then get it out to everyone with enough time to read and comment. These documents should just be accessible from the beginning. As someone who "fixes" inaccessible PDF's, I know it takes time, skill, and the right software. if you haven't already made this PDF accessible, making a request to do so would be rather useless - it would take too long to allow for an adequate review and comment period (for someone with visual disabilities, for example, as this comment form is not accessible either.) Why not just make the document accessible from the start?

"The plan supports accessibility and mobility for walking, biking, and transit to and within centers. See Appendix A, MPP-D-5 through MPP-DP-13." This stuff does not belong in an Appendix - it should be integrated into the Plan throughout. People with access and functional needs are not after-thoughts or "appendixes" - and by using Universal Design Principles

throughout, you improve the system for EVERYONE. It undermines the stated values of of equity and inclusiveness when these issues are only addressed in "appendixes".

You talk of updating your membership - it also needs to include those voices that are now being unheard - people with access and functional needs. They need to be at these tables of power or you will NEVER achieve the equity you say you desire.

"Social equity also means that those affected by poverty, communities of color, and historically marginalized communities are engaged in decision-making processes, planning, and policy-making." Then they need to be at the table - this table - this group need specific representation on the PSRC!

"and special needs populations". I do NOT have "special needs". I have THE SAME NEEDS as everyone else and you demean and disrespect me when you use that term. I DO have "specific needs" - an accessible bus/train and usable curb ramps, for example. This is NOT SPECIAL - IT IS SPECIFIC. You would take a HUGE step in meeting your stated values if you changed the language that is used!

From pg. 23: "The plan includes best practices that serve all people safely, including those of all ages and abilities." This is a good example of integrating access and functional needs into the main body of a Plan. By including these groups in this section (instead of just in an "appendix"), it begins to meet inclusivity goals. Please do a lot more of this!

From page 25: "The regional vision for transportation is to have a safe, clean, integrated, sustainable, highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and enhances public health." Another example of a place where access and functional needs can be easily integrated into the main document. This list should include "accessible"!

Yet another example - page 32, section "PROVIDING INFORMATION PEOPLE NEED" - Adding the needs of people with disabilities, for example, is another way of fully integrating access and functional needs into a base Plan. Noting that accessible communications is necessary, for example, or information on accessible transportation options. All of these are examples of information people with access and functional needs require. This language belongs here and not in an appendix.

Again, on page 32, the section with this sentence: "Programs and services should be actively marketed as these new facilities are implemented." Add language that acknowledges the need to include accessible transit options, and commit to accessible communications so that the messages also reach people with access and functional needs.

Under "Transportation Technology and Operations" on page 33, you could include the ability to see digital information in multiple languages, voice-over announcements on trains and busses announcing stops and other info, and the acquisition of newer busses with larger seating and more areas for storage/transportation of belongings, etc. - all are technological improvements that are available and should be supported, and improve transportation for people with access and functional needs.

Thank you for including this sentence on page 38: "Frequent transit service also provides the most freedom and flexibility for people with special needs." But, please. We do not have "special" needs - our needs are the same - safe, reliable transportation - some of us have

"specific" needs, however, and that language is more appropriate here.

Also on page 38, under section "EXPRESS TRANSIT SERVICES". Perhaps add language that acknowledges the need to make this service accessible, as people with access and functional needs are also in these workplaces and deserve access to these services.

It would make a big difference to say, "A demand response service that provides mobility to people with [specific] transportation needs who are unable to take fixed-route transit." This version is not demeaning to anyone! (page 39)

"Approximately 48 percent of the region's total population falls into at least one of the special needs transportation
demographic categories, indicating a potential for greater need for transportation services due to income status, age, or disability." WOW - powerful statement! And a big incentive to STOP calling us "special"! We are close to a majority for goodness sake! We have specific needs - not special ones. (Have I said this enough yet?)

Hmmm... maybe if we stop calling them "special", it will become less difficult to fund these services in the future! (page 39)

From page 40 - "stop-level improvements that speed boardings and limit vehicle dwell time at stops" I have noticed an increased emphasis on this point in recent years, and while I understand the reasoning behind it, it often comes at the expense of people with access and functional needs. I have seen bus drivers be more concerned with "short stops" than with assisting someone to board safely. A driver who shows annoyance at having to take the time to lower a ramp for someone to board or depart a bus, sets a tone that affects other riders and leads to discrimination and harassment. I have both witnessed and experienced this myself multiple times. I once had a driver actually say to me, "aw, come on, can't you just come up the stairs? I have to get going!" This to an older woman using crutches and 2 leg braces. I mean, really, This kind of culture starts at the top - and that is where the PSRC is. How about committing to being that change you want to see? (BTW - the driver turned and apologized as I sat down - adding, "I am under a lot of pressure to keep to the schedule.") Point made?

Page 71 - "Sales tax revenue volatility will continue to be a monitoring issue for the Sound Transit capital program as well as for near-term operations." I would ask you to consider the disproportionate impact of the sales tax on people on the lower end of the income scale. By relying on these inequitable revenues, you undermine efforts towards equity overall, and place a disproportionate burden on those least able to afford it. I would argue that businesses, who benefit monetarily from the transportation investments made, should be shouldering a higher portion of the costs.

Page 77 - "Equity considerations of interest for transportation include those of income, race, and place. By including these new categories, PSRC goes beyond identification of one or two measures related to equity, and has begun to evaluate as many measures as possible through what is sometimes characterized as an 'equity lens.'" Considering how large a population has access and functional needs - and the rates at which that segment is growing due to multiple factors - that category deserves a place in these measurement evaluations. Please do not get hung up on the myth that you can't ask questions related to disability (for example) - you can! And the data is vital to have.

Appendix B - The Equity Analysis is pretty well done, although it would benefit from a discussion

of the intersectionality of race, disability, and poverty. The thing about disability is that it crosses all lines and can happen to anyone at any time - and it can be temporary or permanent. Having access to lots of resources can make living with disability easier - but doesn't remove barriers like no curb ramps, inaccessible transit options, or planning documents not accessible to screen readers. Another reason disability should be included comprehensively and not in an appendix.

Regarding: "The USDOT Order requires agencies to do the following:
• Provide meaningful opportunities for public involvement by members of minority populations and low-income populations during the development of programs, policies, and activities.
• Provide the public, including members of minority and low-income populations, access to public information concerning human health or environmental impacts of programs, policies, and activities. Such information must address the concerns of minority and low-income populations for the proposed action."

I do not see any evidence of "meaningful opportunities for public involvement" by members of the communities of people with disabilities - or others, really. Was specific outreach to the Deaf population done, for example? A meeting held with ASL and CART planned for and advertised as being available? Were all public meetings held in accessible buildings? Was childcare provided so people with limited resources could participate without added cost burden? Were notices provided in alternate languages? Was this Plan made available to the public in alternative formats and languages without having to request those "specially"? - having to do so put additional burdens on the public that could be addressed with good planning and outreach practices.

Appendix B page 17: "As a region, the number of persons with one or more disabilities as a share of total population is declining. This is consistent with King and Snohomish counties which have declined by 5 and 4 percent respectively. The shares in both Kitsap and Pierce counties have risen between 2011 and 2015." PLEASE be very careful about assumptions made with disability data. It is widely recognized - especially within the disability field - that this data is highly unreliable. Most of it is coming from the American Community Survey - self-reported data that is highly under-reported. In addition, there has been a decline in collecting disability data on the more local levels, due to misunderstanding of HIPPA and other health/security-related regulations. For example, the City of Seattle does not collect any disability-related data, making it very difficult to quantify citizen needs or document that it is appropriately including people with disabilities in its planning, outreach, services, or other activities. Additionally, given that anyone can become disabled at any time, projecting that rates of disability are going down in a region is misguided and inaccurate, at best.

Regional Forums - please consider participating regularly with RARET - Regional Alliance for Resilient and Equitable Transportation - covers King, Snohomish, and Pierce Counties and addresses transportation issues for the whole range of people with access and functional needs. Staffed by Hopelink.

"Digital and Electronic Materials PowerPoint Presentations" - I was at a couple of those. PowerPoint presentations are pretty pictures for people who can see - but at the ones I attended, the presenter did not make the presentation accessible, completely leaving out audience members who were blind or low-vision. At the very least, they should be describing the visuals and the information/context meant to be conveyed.

Oh - and - nice that a Library is open to go and ask for documents, but people living in poverty are likely not able to get downtown M-F 9-5 (when they are working) - so, that is not very

helpful. The website is also not accessible for screen readers - try taking the "no mouse" test - it is impossible to navigate without sight. (It is Federally required to be WCAG 2.0 AA complaint - but is not!) This might help: https://www.boia.org/ada-compliant-website-are-required-to-meet-wcag-2.0-aa-guidelines?utm_campaign=Bing%20Paid%20Search&utm_source=ppc

"Since 2009, PSRC has offered web streaming of board meetings" - AWESOME! Is it captioned?

Re: "Direct Engagement with Special Needs and Environmental Justice Populations" Here, I expected to see that you: included notices of public accommodation in all outreach materials; understood the need for ASL/CART/ALD at meetings; provided for captioned videos and broadcasted meetings; held meetings in accessible locations and at accessible days and times; identified and removed other barriers to participation like the need for transportation, childcare, or other supportive services. I saw none of that information, and therefore no evidence you accomplished inclusive outreach.

Name
name not provided

Communication ID: 278109

12/28/2017

1) This plan is incredibly Seattle centric and does next to nothing to relieve known geographical choke points in Snohomish County nor does it address West/East travel except by more buslines that will transit the known unimproved Choke points,

2) Where road improvements are identified, the estimated capacity guess does not seem to reflect reality and since I am not seeing the method for estimating trips and there is an overly reliant wish that someone living in Everett will want to go to Redmond via Seattle (single trip taking longer than paying the HOV toll today), I believe this to be unrealistic given this northern areas historic reluctance to give up cars, lack of meaningful infrastructure improvements and total disregard for moving individuals from West to East.

3) This plan reads like a well constructed PR work and makes mention of involving the public in the planning process but since the meetings all seem to be held either during the commuting hours, in places relatively inaccessible to the users, and extreme lack of advertising as to when and where these meeting are/located, this will continue to be a Seattle Centric plan especially with the almost total lack of Northern representation on the boards.

4) Why is this plan not taking into account increased use of heavy rail with stops in Stanwood and Marysville/Tulalip? Or even commuter trains from Everett Station to Boeing using existing rail lines? I know many who live in Arlington/Stanwood/Mount Vernon who suffer very long commutes (affordable housing being the reason for living that far north) that could be lowered with more frequent train services now. Additionally, not improving Lake Stevens (Granite Falls (Affordable housing)) east west transit before 2025 will not help if the goal is really to improve transit to work centers.

4) With the greatly increased numbers of commuters from Sultan/Monroe/Snohomish, there seems to be very little in this plan to accommodate or improve those daily commutes to eastside locations of Redmond or Boeing Everett.

Name
name not provided

Communication ID: 278179

12/29/2017

Seattle Times Op-Ed

Commute like a Scandinavian in a tunnel under Puget Sound
Originally published October 27, 2017

Imagine crossing from Seattle to Bainbridge Island in less than 10 minutes for a toll of less than $10. Twin two-lane tunnels would cost commuters less and allow 6,000 vehicle trips per hour for 24 hours a day. It would reduce crossing times from hours to minutes. The six ferries serving central Puget Sound to Bainbridge, Bremerton and Kingston can carry only 1,100 vehicle trips per hour.

Although a Seattle to Bainbridge trip for a vehicle and driver costs only $11.80, the true cost is closer to $30, because fares cover only 42 percent of state ferry costs, if you include capital expenses. The Washington State Department of Transportation's biennial budget projects a $506 million dollar loss for the ferry system.

A tunnel that entered at Smith Cove, near the Magnolia bridges, and emerged directly west on Bainbridge Island's State Highway 305 would be six miles long. It would descend more than 700 feet below Puget Sound. Scandinavian contractors have proved subsea tunnels can be economically built for $37 million per two-lane mile. Twin two-lane tunnels to Bainbridge, at $50 million per mile, would cost $600 million. A replacement of ferries by a tunnel often doubles crossings in a few years. Projecting only a 25 percent increase would give 15 million annual crossings, at $10 per person it would produce $150 million in toll revenue. In addition, a tunnel could help solve waterfront traffic congestion at the Alaskan Way ferry terminal by relocating traffic away from the central business district.

A tunnel would allow the reassignment of six ferries, with a replacement value of $950 million, eliminating annual capital costs of $200 million for years. This alone would offset the costs. These six ferries account for 50 percent of all crossings. Their replacement by a tunnel could reduce annual operating expense by $100 million.

Last summer I drove around Iceland's scenic ring road. Just north of Reykjavick I entered the subsea Hvalfjorour Tunnel. Opened in 1998, this two-lane tunnel is 3.5 miles long and 541 feet deep, and has a $9.48 toll. It cost $130 million in today's dollars, about $37 million per mile.

Not a single Icelandic krona was spent to build this tunnel. The tunnel owner is Spolur, a private company granted a 20-year concession to finance, design, build, operate and collect tolls. Iceland will acquire the tunnel next year free of charge. Lead lender was John Hancock Mutual Life Insurance.

Norway completed the Eiksund Tunnel in 2008. This subsea tunnel is the world's deepest (942 feet) and almost five miles long. It cost $100 million, penciling out at $20 million per mile. Norway has also started construction of Rogfast tunnels — three in all — that will total 17 miles and reach 1,280 feet below sea level. They are budgeted to cost only $26 million per two-lane mile.

WSDOT has paid for two Cross-Sound Transportation Studies. In 1966, an engineering firm

recommended a Fauntleroy-Vashon-Southworth bridge. A 1992 consultant study costing $1.3 million pointed out that Puget Sound is too wide and too deep for an underground tunnel, but suggested far-fetched floating tunnels to Vashon and Southworth. Since 1992, tunneling technology has made huge advances, making a cross-Sound tunnel a possibility.

Subsea tunnels are not new. In 1885, Victorian engineer Sir John Hawkshaw used 76 million bricks to build a four-mile subsea railroad tunnel connecting Wales and southern England.

A visit to Seattle's sister cities of Reykjavik and Bergen may give our elected officials a timely insight into how our Scandinavian cousins finance and build their tunnels so efficiently.

Name
Robert Ortblad

Communication ID: 278181

1/1/2018

Overall
======
The PSRC was the driving force behind the third runway at SeaTac Airport. Residents who would be directly affected by the runway were told that it was constructed to permit simultaneous landings during low-visibility weather. Residents were told that because of this, it would only be used during low-visibility weather. Given that this was an outright lie, why should anyone believe anything published by the PSRC?

Executive Summary
==========
How do you plan to keep the user-based funding system from being regressive? As it is, the wealthy can afford express toll lanes while those of low income cannot. Moreover, many people who are relegated to low-wage jobs cannot afford to live near where they work. User fees will penalize them, providing a disincentive, if not an outright barrier, to working.

Plan
====
General:

1. The document desperately needs a glossary of terms. It is unreasonable to assume that the reader will know many of the terms and organizations that are referenced. The first occurrence of a glossary entry should be hyperlinked, or better yet, show a "balloon" callout when the mouse pointer hovers over it (thus saving the reader the need to directly consult the glossary).

2. The document should incorporate hyperlinks where it cross-references material beyond that incorporated in the document.

3. Caption the photos!

Chapter 1:

P1: Define "sustainable." It's a word that can mean many things. What does it mean in this context?

P4: Physical design guidelines 8-10 are nebulous. What does "manage parking" mean? What are the "benefits" of on-street parking?

P10: What is the "Growing Transit Communities Partnership?"

P13: The term "Amazing Place" is an example of something that needs a hyperlink and a glossary entry.

P15: Although "Federal environmental justice guidelines define minority populations to include Black, American Indian and Alaskan Native, Asian, Native Hawaiian and Other Pacific Islander, and Hispanic people and low-income populations to include anyone who is at or below the U.S. Department of Health and Human Services poverty guidelines," environmental justice also applies to the operation of SeaTac Airport, whose neighboring communities bear a

disproportionate level of the deleterious effects of its operation.

P17: There is a reference to a "regional travel model." Is this described anywhere?

P19: "Air Quality" assessments should also include particulates and aerosols generated by aircraft operations.

Chapter 2:

P26: “All agencies and jurisdictions should be encouraged to demonstrate the use of maintenance management systems and, for roadways, pavement management systems.” What are these? Provide examples.

P33: There don’t appear to be any references to Figures 6 and 7.

P46-49: Figures such as 8, 9, 10, and 11 should be interactive. Tapping on a project call out should take the reader to more information about it. (There should also exist a link back to the document.)

P54: “The region should maximize aviation capacity within the existing regional airport system before constructing new airports.” This implies that PSRC is advocating a “do nothing” strategy until we’re faced with a capacity crisis. PSRC should advocate a policy that seeks to get out in front of the problem.

P54: “The state will play a lead role in addressing aviation capacity needs and place a priority on funding and planning the state’s air transportation system.” And just how is this supposed to happen?

P54: “ When additional capacity is forecast to be needed, and no feasible airport capacity is avail- able within the region, the state will take the lead role in addressing capacity needs, including by funding a site selection study for the placement of new airport(s) if no sponsor is available.” Are you joking? We need to do this NOW!

The entire section on aviation makes zero mention of the considerable surface transportation impacts associated with SeaTac Airport. If PSRC genuinely cared about “environmental justice,” this would have been given serious attention.

PP58-60: Consider moving freight through Grant County instead of SeaTac. Let Eastern Washington share in the goodness.

Chapter 3:

P63: Until PSRC demonstrates some semblance of leadership by advocating a progressive Washington State income tax, the other financing schemes discussed here will invariably punish those who can least afford to pay.

Name
Mark Proulx

Communication ID: 279828

1/3/2018

I am commenting on several Interstate 5 freeway projects: project 4198 (Lake City Way interchange lane extensions), project 4200 (reconstructing the Mercer Street and SR-520 interchanges), project 4250 (SR-520 corridor reconstruction), project 5508 (adding a northbound lane between Seneca Street and Mercer Street), and project 5679 (an infill light rail station at Seattle's NE 130th Street),

As a Seattle resident, I challenge PSRC, WSDOT, Sound Transit, SDOT, and other partner agencies to make these projects contingent upon designs which accommodate future freeway lids which reduce air pollution and noise, improve mobility, and provide new land for air rights development. The City of Seattle has agreed to conduct a lid feasibility study valued at $1.5M starting in 2018, so lids are in the region's future. It is imperative that these projects appropriately configure Interstate 5 for future generations.

To go a step further, I strongly request all of these projects include lid implementation. In the 21st century no recessed urban freeway should be built or improved without the community benefits and environmental mitigation that lids provide. Building lids concurrently with roadway work can also save costs for all agencies involved. And while we need to improve our regional transportation network, we also need to ensure that network promotes healthy people and thriving communities. Thank you for the opportunity to comment.

Name
Scott Bonjukian
name not provided
McCaela Daffern
Patrick Burns
name not provided
Evan Fischer
David Hancock

Communication ID: 279834

1/3/2018

Appendix L page 16 "1028 year error"

route of the Puget Sound Electric Railway. The trolley ran between Tacoma and Seattle from 1902 to 1028. The 18.1-mile facility runs nearly straight and level along the length of the Green River Valley from Tukwila to south King County. The route connects the cities of Tukwila, Kent,

Name
Mel Roberts

Communication ID: 279846

1/3/2018

Please add my name to those supporting the Lid I5 group. I strongly urge - and will be working for - future freeway projects that have designs which incorporate freeway lids.
Thank you for the opportunity to comment.

Name
mary jo burns

Communication ID: 279928

1/5/2018

There is a lot of demand for the Kingston-Edmonds ferry to access the Olympic Peninsula, especially in the summer. The maps do not include the corridor between Kingston and the Hood Canal Bridge. The plan should consider this corridor.

Many rights of way dead end. The plan should consider a strategy to connect rights of ways to provide alternative local road transportation to avoid congestion in corridors.

Name
Sam Phillips

Communication ID: 281068

1/6/2018

Looking at the larger picture, it seems that Sound Transit seems unwilling to consider existing rial rights of way to outlying communities, even as these are growing and only need a traffic capacity provided by a single track line. I am thinking of Woodinville to Redmond or Kirkland and Bellevue to Renton. Some communities have taken steps to make trails of these ROWs and that, in my opinion, will prevent them from ever being usable as rail corridors again. I fault PSRC for not stepping in and clarifying the need for these corridors and prevent their loss.

Name
Reiner Decher

Communication ID: 281071

1/6/2018

In general the future of transportation in the Puget Sound must become carbon free to do our part in avoiding climate change. For this reason, in addition to the costs of freeway expansion and maintenance I believe we should commit to not expanding any freeways or highways going forward. Instead, the increased demand for transportation in the region should be approached with congestion tolls, expansion of bus and rail services in such a way as to increase the freedom of people to move around the region and support the vibrant economy here. In parallel with this we need to address the scars in our communities caused by urban freeways.

Specifically, I am commenting on several Interstate 5 freeway projects: project 4198 (Lake City Way interchange lane extensions), project 4200 (reconstructing the Mercer Street and SR-520 interchanges), project 4250 (SR-520 corridor reconstruction), project 5508 (adding a northbound lane between Seneca Street and Mercer Street), and project 5679 (an infill light rail station at Seattle's NE 130th Street),

As a Seattle resident, I challenge PSRC, WSDOT, Sound Transit, SDOT, and other partner agencies to make these projects contingent upon designs which accommodate future freeway lids which reduce air pollution and noise, improve mobility, and provide new land for air rights development. The City of Seattle has agreed to conduct a lid feasibility study valued at $1.5M starting in 2018, so lids are in the region's future. It is imperative that these projects appropriately configure Interstate 5 for future generations.

To go a step further, I strongly request all of these projects include lid implementation. In the 21st century no recessed urban freeway should be built or improved without the community benefits and environmental mitigation that lids provide. Building lids concurrently with roadway work can also save costs for all agencies involved. And while we need to improve our regional transportation network, we also need to ensure that network promotes healthy people and thriving communities. Thank you for the opportunity to comment.

Name
Gregory Quetin

Communication ID: 281249

1/10/2018

It is great that the region is committed to improving transit. However, this plan, like many others, is completely insufficient in regards to planning public transit investment. We need a fully built out subway system connecting all major urban neighborhoods and a commuter rail system to connect the suburbs to the central cities. The existing light rail infrastructure is great as it serves a vital need, but it is not enough. And furthermore, to build the same light rail infrastructure into the suburbs (as with ST3), is irresponsible. LRT is an insufficient transit mode to serve suburban destinations like it is planned to. The regional vision for transit needs to address more concerns. BRT and RapidRide upgrades are perhaps the least possible solution transportation agency could come up with and yet this is what we have... A plan that basically proposes upgrading many of the busiest bus lines to BRT or RapidRide and repairing aging highways. But this would barely be enough to accommodate today's population, let alone 1million more people and 800k more people commuting to work. A true rail transit network must be built in the region in the next 20 years, and the existing long range plans of Sound Transit, Metro and other transit agencies are not sufficient.

Name
name not provided

Communication ID: 281290

1/10/2018

There are already voices screaming that because this plan does not focus on building new lanes and roads, it is the product of "anti-car" ideologues. Ignore them! We cannot road build our way out of congestion.

This plan is a good balance of maintaining and improving the existing road structure while pushing ahead on ambitious mass transit, which is what will really keep people moving as our region grows. Keep up the good job!

Name
Michaela Barrett

Communication ID: 281303

1/10/2018

The plan needs to understand that people need to be able to drive to where they want to go when they want to get there. I use public transportation frequently and more than most but I still need to use my car regularly to run errands, go to events, make appointments or take care of other personal/professional obligations. The plan needs to put more emphasis on improving roads and increasing capacity for cars. Environmental arguments against such improvements, while valid to some extent, fail to account for the fact that by 2040 it is likely that the bulk of cars being operated will be fully electric or otherwise not running on fossil fuels. Thus, that increased capacity will cause excessive pollution are overstated. Claims that you can't "build out of congestion" are also misplaced. Even if road improvements will not completely eliminate congestion they are still absolutely necessary to address the currrent state of complete gridlock that is present on our roads at an ever increasing number of hours on both weekdays and weekends. As it stands this traffic nightmare that we live with has substantially lessened the quality of life that longtime residents of the Puges Sound region used to enjoy. The PSRC owes it to the residents of this region to do all it can to improve the quality of life with regard to transportation and not maintain strict adherence to an ideology that simply does not reflect reality.

Name
name not provided

Communication ID: 281304

1/10/2018

Great job on a very extensive plan! Project 1722 incorporates by necessity the relocation the I-5/70th Avenue E bridge. Please add it to the project description (Included are new interchanges at I-5, SR 509 and 54th Avenue and the relocation and widening of 70th Avenue E bridge). Also, please add it to the RTP project map.

Exhibit 10.3L: Freight Unfunded Investments - Highway

Ref # (Internal Only)	Project Title	Location	County	Project Description	MAP-21 freight project eligibility: Freight Strategies	Project Benefits: How the proposed project will lead to improvement performance in the state freight system	Organization	Priority	Project Budget Information	Map
98	SR 167 Plan Reference: PSRC Transportation 2040		King	Add 1 GP lane each direction from 15th St. NW to S. 180th St.	☑ Construction, rehabilitation ☐ ITS ☐ Environmental Impact Reduction ☐ Rail-highway grade separation ☐ Interchange improvements ☐ Truck-only lanes ☐ Truck climbing and runaway truck lanes ☐ Truck parking facilities ☐ Real-time traffic information system ☐ Intermodal connector improvements ☐ Truck bottleneck improvements		Puget Sound Regional Council	☑ MPO/RTPO ☐ Tribe ☐ Port ☑ State FAC ☐ WSDOT	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040	
99	SR 167 Completion	Fife-Edgewood Legislative Districts: 25, 31	Pierce	Constructs a new alignment between SR 509 in Tacoma and SR 512 in Puyallup; including two lanes in each direction, and new interchanges at I-5, Valley Ave, and SR 161. As part of the Puget Sound Gateway Project, this investment is complemented by investments shown in the "SR 509 Completion" and "I-5 Tacoma to Everett mobility improvement" projects.	Constructs a new alignment between SR 509 in Tacoma and SR 512 in Puyallup; including the full build-out of the facility between SR 509 and I-5, a new interchange at I-5, and one lane in each direction between I-5 and SR 512 (including 2 interchanges on this segment). Full build out of the project to include two lanes in each direction over the entire corridor and HOV lanes in each direction between I-5 and Puyallup. All other interchange modifications and I-5 improvements are the same as the reduced scope. For more information including project budget please see: WSDOT 2013 Unfunded System Investments at: http://www.wsdot.wa.gov/Funding/SystemInvestments.htm				
100	Title: SR 167 Corridor Completion Phase 1 Plan Reference: PSRC: Transportation 2040	Begin Location: End Location:	Pierce	Phase I includes one lane in each direction from the existing SR167 terminus at the Meridian interchange in Puyallup to I-5. There will be two lanes in each direction from the I-5/SR 167 Extension to the SR 167 / 54th Avenue.	☑ Construction, rehabilitation ☐ ITS ☐ Environmental Impact Reduction ☐ Rail-highway grade separation ☑ Interchange improvements ☐ Truck-only lanes ☐ Truck climbing and runaway truck lanes ☐ Truck parking facilities ☐ Real-time traffic information system ☐ Intermodal connector improvements ☐ Truck bottleneck improvements		Puget Sound Regional Council	☑ MPO/RTPO ☐ Tribe ☐ Port ☑ State FAC ☑ WSDOT	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf	
101	Title: SR 167 HOV lane completion	Begin Location: End Location:	Pierce	Extend HOV/HOT Lanes from current terminl to SR 410 in Sumner.	☑ Construction, rehabilitation ☐ ITS ☐ Environmental Impact Reduction ☐ Rail-highway grade separation ☐ Interchange improvements ☐ Truck-only lanes ☐ Truck climbing and runaway truck lanes ☐ Truck parking facilities ☐ Real-time traffic information system ☐ Intermodal connector improvements ☐ Truck bottleneck improvements		Puget Sound Regional Council	☑ MPO/RTPO ☐ Tribe ☐ Port ☐ State FAC ☐ WSDOT	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf	

Name
Stevan Gorcester

Communication ID: 281309

1/10/2018

The obsession with bicycle lanes and the absurd opinion that more than an insignificant number of people will ever ride bicycles in these lanes is ridiculous. The topography of the Puget Sound area is not flat enough for extensive bike riding. Riding bicycles requires physical effort and frequent sweating. Plus it takes time away from using electronic devices so biking will never justify the provisions and expense to support it. Trolley and light rail ridership will never justify the resources it requires. Toll roads exist primarily to generate revenue, redistribute wealth and provide a commuting advantage for the wealthy. Reducing street and highway regular lanes only increases congestion, travel time and increases wasteful and unhealthy gas and diesel engine idling. Use Seattle as an example of what not to do when developing transportation policy. Recognize the fact that the glaciers severely restrict east-west travel and stop trying to introduce modes of travel and policy that ignore this geological fact. Vehicle parking must be provided for public transportation to be usable. People in this area will walk no more than five blocks to reach public transportation. Age, physical health weather, time required, things being carried, errands and topography make this a fact. Ignoring this means a sizable portion of the public needs to drive to overcome these realities. Then there is the fact that safety issues exist on public transportation. I use public transportation less now because it's becoming more difficult for me to protect myself and fellow travelers on public transportation as I age. When younger I tolerated a lot more because nobody dared hassle me or people with me. Now fewer recognize they shouldn't hassle me. Now more unsavory people are also present in the community and more frequently ride public transportation during the day. As a result I no longer take my granddaughters or visitors to downtown Seattle. I don't want them to see me resort to protecting them. The silly direction Seattle is going relative to transportation is disturbing because they are ignoring the reality of local geography and desired life styles. This ain't the flat topography of the old cities of Europe with people used to living on top of each other. I've visited my European relatives so I understand our differences.

Name
name not provided

Communication ID: 281310

1/11/2018

[expletive]. You've sat around with your thumb up your [expletive] watching traffic get increasingly worse, you've let the GMA constrain building and focus housing into limited areas making prices skyrocket and now you want the rest of us to pay even more? On top of that worthless [expletive] of a governors "energy tax"? HELL [expletive] NO. Come and try and take more money. I will evade every tax you [expletive] try. ETOLLING? Try it - I'll just stop paying for tabs too. [expletive].

Name
Cris Horbelt

Communication ID: 281311

1/11/2018

The so-called regional transportation "plan" appears to assume that automobiles can be forced to disappear through political pressure. That is a foolish assumption in Seattle and the Puget Sound region, especially in the absence of effective public transportation. Over-crowded busses and removal of parking does not equal a "plan" - get real and deal with the reality that many people actually need a car, and will continue to have & use one.

Name
Michael Stewart

Communication ID: 281312

1/11/2018

Please consider the poorest of us when you look at long-term transportation planning and ways to fund these plans. High urban housing costs force the poorest to live far away from their jobs and to work in the gig economy, which requires traveling from job to job. The current transportation plan does little to help these workers as it focuses largely on heavily populated areas, not outlying areas with the lowest housing costs. Charging the working poor per mile driven is unconscionable and elitist, and only deepens the financial divide between wealthy and poor.

Name
Jeanine SanClemente

Communication ID: 281317

1/11/2018

I am opposed to the proposal of additional toll roads, increasing tolls on existing tolled roads and especially, opposed to the idea of pay-per-mile driven fee. We already pay a high gas tax, increased property taxes to pay for Sound Transit Light Rail and high tolls for use of the HOV lanes. People cannot afford to be continually taxed and charged for everything they do. People cannot afford to live near their jobs which requires them to travel on our roads whether on Sound Transit, bus or automobile. Improve the bus system and existing Park & Rides. The lot at 70th St. & I-405 sits half empty most days. Add more buses. This plan will cause drivers to be priced out of even using the roads. As it stand, using the HOV from Bothell to downtown Seattle can cost over $15 during peak hours. Toll roads to the airport would lead to over a $30 or more trip. And that would be just tolls not even including a pay-per-mile charge.

Name
name not provided

Communication ID: 281326

1/11/2018

I-5 is neglected in this plan. I-5 is one of the major regional backbones in this area supporting not only individual travel but also business. It is unrealistic and irresponsible to not begin planning for an expansion of I-5 given the projected growth in the area.

Name
name not provided

Communication ID: 281327

1/11/2018

I am a rural citizen that has to commute for work as there are NO options for public or shared transportation where I live. Please consider the tax paying residents carefully when making your decisions, I pay my taxes for use and maintenance of public roadways already, the tolls are ridiculous and costing tax paying citizens additional congestion and time already. Incorporating additional tolls and/or pay by mile will only compound the problems. Instead use the outrageous amounts of money you are already making on said existing tolls and taxes and use the funds towards increasing the rail/train system to cover larger areas - keep in mind Park-n-rides need to be increased both location and sizes as well (currently all the park-n-rides near my are full by 7:45AM-thus causing more traffic). Many people (especially with children) cannot afford to live in the metro areas anymore, thus rural commuters are on the rise. Please fix the problem productively and without additional cost to us.

Name
name not provided

Communication ID: 281328

1/11/2018

I notice the executive council and the executive board are made up of mayors and politicians and a few specialized groups (Cascade Bicycle Club and Muckleshoot Indian Tribe) but I don't see any specialists on Transportation - and there should be alot - I would like to see Transportation Specialists on this board.

Page 2 Paragraph 1 does not include one of the largest increasers of greenhouse gasses and that is poor traffic flow.

We need to improve traffic flow all over the city of Seattle. This can be done using light timing systems, increasing the width of major arterials like I-5 and I-99. Also increasing the width of 4 lane arterials (15th Avenue NW, Roosevelt Avenue, Montlake Blvd, 23rd Avenue East, etc) by looking for ways to move bike lanes to side streets instead of sharing the main arterials. And installing pedestrian bridges to reduce crosswalk lights along arterials. Traffic Flow can also be improved by increasing street parking and this must be done by requiring new buildings to provide parking for their tenants/customers in underground or above ground garages. Providing more off street parking will free up the on street parking so cars don't have to drive so long to find a parking spot. All these things can reduce the amount of green house gases by getting drivers where they need to go as fast as possible, thus reducing the amount of carbon exhausted. Please include improving traffic flow as a high priority for funding.

In Seattle, we need to look at the speed limit reduction and whether it decreased the amount of accidents in the City. If it did not - put the speed limits back to where they were so that people can get where they are going faster and reduce greenhouse gas emissions.

We also need to improve safety at bottlenecks along freeways and arterials. These happen at high use freeway exits which don't have enough traffic lanes or good control of traffic flow. These can cause long lines of cars stopped along a freeway or arterial usually during rush hour times and can cause collisions due to fast moving traffic having to slow down suddenly. Safety at these congested areas should have a high priority for funding.

Name
Sylvia Schweinberger

Communication ID: 281329

1/11/2018

The draft plan moves us in the right direction - I'm broadly in support of the priorities and courses of action.

I'd encourage emphasis on a few key features:
(1) Encouraging land use patterns that enable more people to live closer to their travel destinations, thereby reducing the number and length of vehicle trips.
(2) Accelerating the delivery of currently-planned and new transit projects.
(3) Tolling on roadways where necessary to relieve congestion.

Name
Steve Stroiney

Communication ID: 281330

1/11/2018

Please continue the focus on user fees for automobiles and increase their scope/applicability. At present, the proposal does not go far enough in regards to demand management and to improve the operational efficiencies of existing assets. Greater focus needs to be given to congestion tolling. Additionally, greater density and development around transit needs to be adopted.

Thank you for the focus on trip reduction, the construction of transit-centric development and focus on non-motorized modes. I have my masters in transportation policy, and from reviewing the document, my only concerning is it doesn't go far enough in curtailing car usage.

Name
Trevor Reed

Communication ID: 281333

1/11/2018

I detect a mode of thinking that wants to wish cars away. This is unrealistic. Too many people need to drive, because of children, or need to carry heavy materials, or because they work in a location far from transit. You need to make room for cars.

Name
name not provided

Communication ID: 281335

1/11/2018

Every picture in the document has the sun shining bright. Do you actually live here? What about the days (like today) with over 1" of rain expected? Temps in the 40s? How does your biking plan work then?

Bikes are not real transportation (and I ride one). They should not get fixed infrastructure. Put ALL money to fixing road conditions, signage, lane usages, and bus routes/lanes. Your policies are squeezing drivers with NO alternatives, our bus network is a complete joke. It's too slow, too infrequent, and because the road network is so poor (ever tried to go east-west in Seattle, north of ship canal?) it takes forever. put in real arterials (not road diets) that buses can use. Have buses actually run when scheduled (my "express" bus is cancelled at least 2x per 5 day workweek). And get them downtown fast. When it takes over 1 hour to get from an inner Seattle neighborhood to downtown via bus/rail then people will choose their cars. ALL.THE.TIME.

Add a ton more park n rides, that gets people onto transit and removes cars from downtown core. But when it's too hard to actually get to transit, people won't use it. If I have to take a 30 min bus, then wait 10 min for a train, it doesn't matter than the train ride to downtown is just a quick 8 min, I've already burned so much time getting to train I'm much better off having driven myself.

Name
name not provided

Communication ID: 281336

1/11/2018

Some real consideration should be given to a major go-around highway. The 405 was built as a go-around for I-5 but over the years built a metropolitan life of it’s own.

If a go-around highway could be built to remove the traffic that is only passing through the Seattle metro area I think it would help greatly. Starting south of Tacoma and ending north of Everett.

Perhaps the current Hwy 18 could be used as a base for this go-around. Removing the passing through vehicles would greatly help the congestion.

Name
Casimir Krzyminski

Communication ID: 281342

1/11/2018

I am pleased to see the focus given to clean transportation and mass transit. With ever-increasing congestion in the Puget Sound region as more people move here, our freeways and roads simply do not (and cannot) have the capacity to move everyone from the suburbs to the city centers. Accelerating the new rail lines in development must be a high priority, with good bus connections and ample park-and-rides provided at the major stations.

Name
Ian Sullivan

Communication ID: 281361

1/11/2018

I encourage you to consider rethinking I-5 downtown entrances/exits.
Some of the craziness on the highway downtown are from requiring vehicles to cross up to three lanes at a time. It not only would improve traffic flow, it would increase safety.

Name
Kelly Wardle

Communication ID: 281373

1/11/2018

Billions have been spent on highway projects in the region over the past few years: Waterfront tunnel, Mercer Mess, SR 520 and I 405 express lanes. In aggregate this has resulted in a net loss of general purpose lanes (the tunnel and Mercer) and status quo (SR 520 and I 405). With this expenditure of public funds on transportation projects the question is what are transportation planners thinking?
PSRB had better face reality and deal with the need for more general purpose capacity.

Name
Richard Sandaas

Communication ID: 281374

1/12/2018

Dear PSRC Elected Leaders,
On page 54 of the draft Regional Transportation Plan document which can be found here: https://transportationplan.participate.online/plan-document

It states:
"Seattle-Tacoma International Airport (Sea-Tac) is the region's primary commercial service airport, serving almost 46 million passengers and more than 412,000 operations (take-offs and landings) in 2016. Sea-Tac also served 366,000 tons of air cargo in 2016."

It also states:
"Regional planning for future system needs embraces the strategies and recommendations contained in the state's Long-Term Air Transportation Study in the Puget Sound completed in 2009."

It goes on to state under "Planning for the future airport system is guided by the following regional policies:"

"• The region should maximize aviation capacity within the existing regional airport system before constructing new airports.
• The state will play a lead role in addressing aviation capacity needs and place a priority on funding and planning the state's air transportation system.
• When additional capacity is forecast to be needed, and no feasible airport capacity is available
within the region, the state will take the lead role in addressing capacity needs, including by funding a site selection study for the placement of new airport(s) if no sponsor is available."

The state's Long-Term Air Transportation Study in the Puget Sound, which the PSRC's Regional Transportation Plan is referring to, found that Sea-Tac Airport is expected to exceed 106% capacity before 2025 in all three measured metrics: Aircraft Operations, Passenger Facilities, and Aircraft Parking and Storage.

This is found in the Executive Summary, page 20 and 23:
http://www.wsdot.wa.gov/NR/rdonlyres/95B76DEF-C4FC-4700-991E-A74B282745ED/0/WAAviationSystemPlanExecutiveSummary.pdf

The study specifically states "Nevertheless, the airport is still expected to be approaching its capacity limits during the study timeframe, and strategies need to be developed to accommodate future growth in underlying demand."

To compare, the 2009 study refers to 2005 total passenger numbers at Sea-Tac Airport which was 29,289,026, and in 2016 it was 45,736,700 which represents an incredible 56% growth in just over 10 years. You can see the historical annual traffic numbers here: https://en.wikipedia.org/wiki/Seattle%E2%80%93Tacoma_International_Airport#Annual_traffic

As many residents in the South King County airport communities are painfully aware, Sea-Tac airport is already at maximum capacity. The time to site and build a second regional airport is now. We must start this process immediately and we must not delay this important project which

will likely take another decade or two to complete. Please represent your constituents and put this in motion for the greater good. Thank you.

Name
Peter Kwon

Communication ID: 281375

1/12/2018

I notice that there is discussion about "bike lanes" in this plan. Bicyclers need to start paying.

Please ensure that bikers start paying their fare share of all of these improvements. If I, driving a car, must pay a license tab fee every year - then bikers need to start paying a fee every year for all of the upgrades and changes to roads to ensure they can bike safely.

Name
Jan Howard

Communication ID: 281422

1/12/2018

Population/business growth in the region continues to put pressure on highway plans that have roots from 1950-60s planning. Small scale modifications will help some of the congestion drivers encounter. Sound Transit will not have a significant impact for the expense we support with our taxes; the congestion impact keeps growing and will not go away at this pace.

At some point our leaders will have to think more grandly; I-5 is over 50 years old and will need rebuilding over the next few years and ALL of our chips are bet on one major stretch of highway. 99 and the "wonderful" tunnel will have reduced capacity by 30% or so when we need to increase highway capacity for private vehicles, trucks and transit not to mention cutting off Ballard access to the south. 405 is over capacity much of the day already and another lane or two would be welcome as the Eastside expands.

Electric cars, buses and trucks will come along; self driving vehicles are in the future but they all have the same need as the gas era. These machines all need space on roads/highways! Yes, you can crowd self driving vehicles closer together at various speeds moving together on I-5, 405, 90 or 99 in the distant future, but Greenwood and Meridian will still be crowded.

It really is time with all this distant future planning to look at another north/south freeway. One goal could be to skirt Seattle so through traffic from BC to Portland doesn't have to do the downtown Seattle jog under the Convention Center. 405 doesn't do the job anymore. New highways could incorporate the advances/wiring/sensors needed for the future and allow the needed rebuilding/upgrades to existing highways.

I am concerned that the anti-car groups have control over way to much of our regional planning, at least in Seattle they are in total control, and we have lost sight of the function of Transportation; to move people and products efficiently.

Name
name not provided

Communication ID: 281441

1/12/2018

population growth is going to happen in the next 20 years more on the eastside (as it has recently) than anywhere else. why are all transportation and rail investments being made in the dense city cores? instead investments should START at the outer spokes of the transportation hubs and work inwards. that places like Sammamish, Issaquah and Snohomish and other parts are getting investments only in 2040 is a poor use of money and poor engineering - by the time these investments come out east - the last prices are going to be limited due to build-up that will have already taken place in the region. this plan has flaws!

Name
bryan weinstein

Communication ID: 281476

1/12/2018

It would be helpful to have a fleet of Neighborhood Local Buses whose mission would be to serve the much shorter neighborhood commutes - those journeys of less than two miles. Every neighborhood has certain activity centers, for example, in NE Seattle: U-Village, UW, Roosevelt-65th, 65th-23rd, Library, 35th-75th, 35th-84th, 35th-95th, Nathan Hale HS, Fred Meyer, 145th-QFC; 125th-15th, Northgate, 75th-Safeway, and Roosevelt HS (I'm sure I left some out). This could be considered the NE Cluster. Think of jitneys - not for the long haul into Seattle, but for the neighborhood hops. At the right price and with a 30 minute wait between buses, it could get all those neighborhood errand cars off the road.

Name
Tom Gaffney

Communication ID: 281477

1/12/2018

I have lived at the south end of Beacon Ave S for 8 years. The noise and jet fuel smells have increased to really problematic levels in the last 2 years.
I would plead with you to not expand any air traffic over this area. But to instead locate a new regional airport in a different location.
Thank you for your consideration of this matter which is really important to our health and well being.

Name
Michelle McVadon

Communication ID: 281478

1/13/2018

Happy to see more rapid transit being provided, but it is really too little too late for anyone but children at this point. Also, a majority of working people cannot walk or bike to work due to location, mobility issues and need for their auto for the workday. SOMETHING needs to be done about the highways or lack of them. Adding more bike lanes downtown is a joke. People cannot move in downtown. It is a crime. Please rethink all your plans and come up with something more reasonable!

Name
Margaret V

Communication ID: 281480

1/13/2018

As many residents in the South King County airport communities are painfully aware, Sea-Tac airport is already at maximum capacity. The time to site and build a second regional airport is now. We must start this process immediately and we must not delay this important project which will likely take another decade or two to complete. Please represent your constituents and put this in motion for the greater good. Thank you.

Name
Deirdre Curle

Communication ID: 281481

1/13/2018

Please develop a regional airport as an alternative to further expansion of Seattle-Tacoma International Airport. Our location as a hub in the northwest corner of the country will only attract more air traffic and will only further congest the existing airport. It is important to plan now and implement soon before the current facility expansion (e.g., for international arrivals) becomes overcrowded. Air traffic will only increase, bringing more noise and air pollution to residents of the area. These are bad now and will get worse before a new regional airport can start to bring relief. Please assign a high priority to this request. Thank you.

Name
Charles Davis

Communication ID: 281483

1/13/2018

Please put tolls on both I-5 at Downtown Seattle and on I-90 on the floating bridge.

I support doing this for many reasons:

- I believe it would relieve congestion for the times that I do need to drive through Seattle (I would happily pay the tolls on those instances).
- It would reduce vehicular greenhouse gas emissions by incentivizing public transit.
- It would provide much-needed funding for expanding, improving, and maintaining the Seattle light-rail network.

Name
Cameron Sparr

Communication ID: 281484

1/13/2018

We live under the current SeaTac traffic pattern & due environmental reasons (air & noise pollution) support working toward the addition of a second regional airport.
Seattle is a community that is well aware of environmental concerns & we should plan for healthy future communities as well as mitigating current problems.

Name
Sarah Plautz

Communication ID: 281485

1/13/2018

LISTEN: Why nothing for I-90 East? Traffic doesn't end at Bellevue Way where light rail exits 90. (which will benefit only downtown Bellevue and Microsoft) This entire catchment area along I-90 from Bellevue Way to North Bend is desperately in need of mass transit. We use the bus, but not enough of us do - this needs to change with increased services (like Issaquah Highlands directly to I-90 without that tedious time consuming stop at Issaquah Transit Center), ditto for direct service from P & R along I-90 at Preston, Snoqualmie, North Bend. Like it or not, people are moving east along 90 to these far out communities (Preston to North Bend), and presently they are entrenched car drivers. Give them a reasonable option with transit.
Protect natural resources.
Protect Mountain to Sound Greenway.
Page 2:
Focus development in already developed areas, increase density.
Protect rural areas from unplanned sprawl.
Page 3:
Not a single mention of I-90 East corridor; focus has been on N-S from airport to UW. (Lakewood to?)
Has anyone LOOKED at I-90 congestion on road from Exit 25 to 405? This area is dangerous!
Page 4:
Please prioritize NEW INTERCHANGE AT EXIT 25, I-90 to Highway 18. This is an extremely dangerous area. AND it would cut down on the ~25 THOUSAND cars that commute through Issaquah every day. Issaquah can handle it's own traffic, but it can't handle the traffic of cars using our downtown as a short cut home. Yes it's nearly 25 thousand cars a day passing through Issaquah downtown from Exit 15 (using Newport Way to Issaquah Hobart Road) and Exit 17 (using Front Street to I-H road).
Page 5:
Disingenuous to self-congratulate "one of the largest commitments to new mass transit in the nation". Given that we are several decades behind other urban areas to fund and build mass transit. Odd way to spin it into patting ourselves on the back.
Again in "More mass transit on the way" there's not a single mention of the I-90 east corridor. Do you think traffic ends or eases up at Bellevue Way or 405? Has anyone looked at growth projections for this area? Traffic load on I-90 for this KEY corridor?
Page 6:
Prioritize Highway project # 2. Must we really wait 5 more years?

Name
Nona

Communication ID: 281488

1/13/2018

We have far too much congestion on the ground and in the skies. Neighborhoods over the flight paths ton Sea-Tac have become choked with horrific exhaust smell, increased noise and a big blow to the quality of life. Daily life under the increasing air traffic has plenty of studies to prove it's legitimacy. Seattle is growing too fast. We need an additional airport to help take the load off of Sea-Tac.

Name
Mary Sorman

Communication ID: 281490

1/14/2018

Dear PSRC,

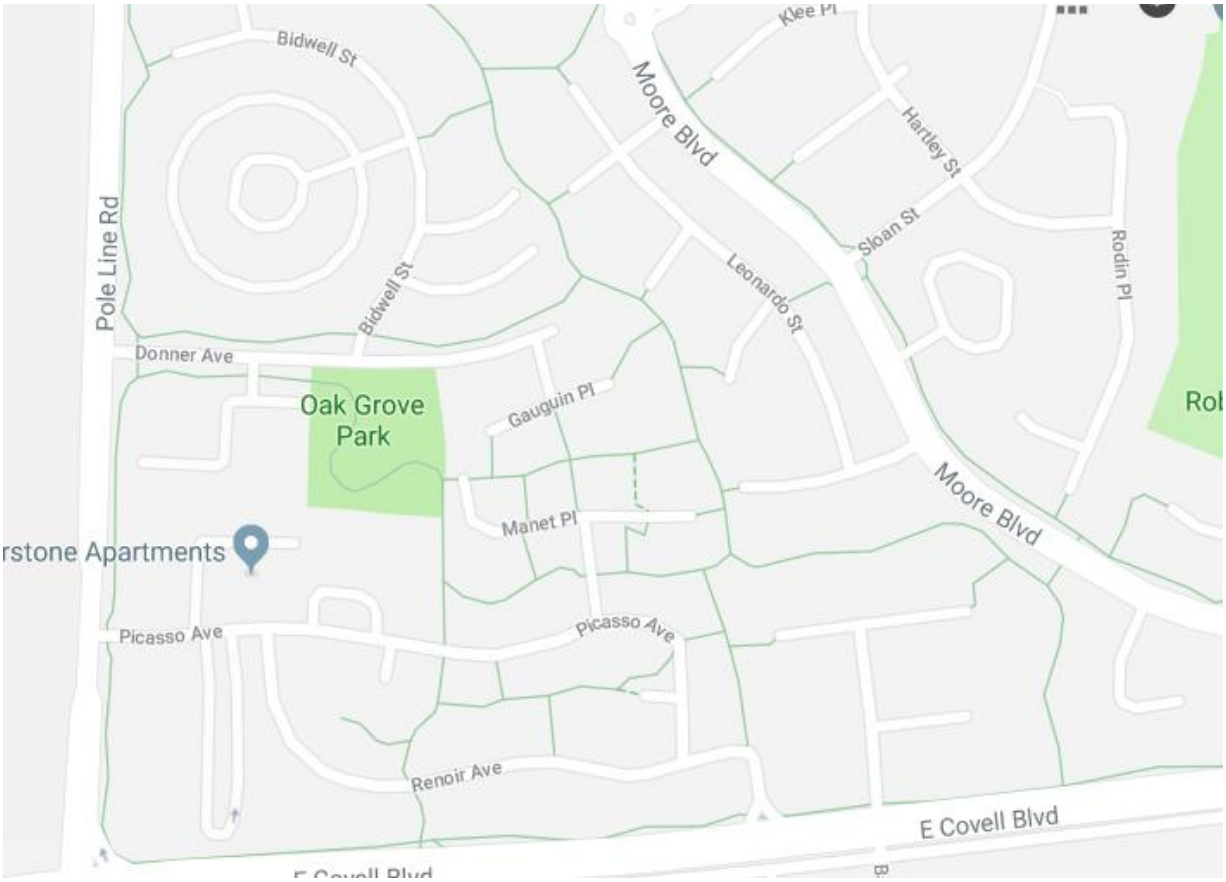
I would like to voice my support for the general direction of this plan. I'm glad you're taking a more transit-focused approach than most other regions and also that you're using metrics such as "people moved per hour" and "goods moved per hour" instead of a rough analogue being "vehicles moved per hour." The fact that our region has moved beyond the simple level of service metric is already a good sign.

That said I do have a few comments. I believe that the PSRC needs to take a more active stance on land use policy in our region. Good land use is what will make or break our transportation system and it will be the number one determinant on whether we'll be able to achieve our goals. PSRC needs to move to ensure that transit brings folks where they need to be, and that housing is constructed over transit rich regions to the maximum that the market will supply and ensure that transit stations' utility isn't kneecapped by poor land use decision based on the vacillation of local politicians to the detriment of the entire region. We need communities that are built with the car as the auxiliary instead of primary mode of transportation, or even regions where it's unnecessary, and that may entail transit oriented development around high capacity high frequency transit, which certainly would be ideal, but it could also simply be development that has pass-through for bikes and pedestrians (see attached image), mix use bicycle/pedestrian oriented commercial activity inside neighborhoods, or transit privileges.

On the subject of our highways and cars in our cities, our usage of cars needs to be curtailed by lessening their subsidy. We subsidize cars to an unacceptable extent if we're going to be serious about reducing their usage, in the form of free parking and untolled freeways. We need to be charging an appropriate price for access to freeways that's reflective of the actual costs, and to charge for parking in neighborhood streets. In downtowns, we need to remove parking entirely and dedicate that space for transit, bikes, and pedestrians if we want to achieve the PSRC's slated objectives. We need to remove the subsidies cities give to drivers as well in the form of parking minimums. We all pay for parking when there are minimums in every capacity of our lives except as a driver, since those costs are passed onto consumers. Finally, we need WSDOT to stop subsidizing driving by pouring billions of tax dollars into untolled freeways, and

instead we need them to channel that money into properly funding sound transit.

These are objectives the PSRC will need to take a look at if you're serious about tackling sustainable transportation in the coming decades.



Name
Andrew Sang

Communication ID: 281495

1/15/2018

The Jan 11th Seattle Times Editorial “New Transportation Plan Must be Pragmatic” criticism of the Puget Sound Regional Council’s transportation plan is well founded. The premise for the plan is summarized in the following excerpt:

There should be an increased reliance on express lane tolls and user fees, such as a road usage charge, that are phased in as toll system technology and user acceptance evolves over time. Toll and fee rates should be set in a manner that strives to improve travel benefits for users of the express toll lane system and manages system demand during peak periods of the day. The use of toll revenues should also evolve over time towards increasingly broader uses.

The PRSC plan envisions $27.6B of the $39.9B in new revenue needed by 2040 will come from “Road usage charges”. They assume user acceptance will “evolve over time” allowing them to divert toll revenues towards “increasing broader uses”. They “strive to improve travel benefits for users of the express toll lane” but do nothing for those unwilling or unable to pay.

Those assumptions, along with the assumption $5.1B from a “Carbon Tax on Fuel,” seem somewhat “optimistic”. They project Sound Transit won’t need any new revenue, having $61.6B to spend by 2040 with $42.4B spent extending light rail.

They propose to use the money to make “Key Investments”, in King, Kitsap, Pierce, and Snohomish Counties on highways, transit, and local roadway and trail projects. What’s interesting is none of the PSRC King County Investments include projects for cross-lake commuters. They include light rail from Kirkland to Issaquah, but ignore East Link. They could have proposed Bus Rapid Transit (BRT) for I-90 commuters that would have been infinitely better than light rail. Instead they proposed BRT for I-405 but nothing for SR 520: apparently ignoring the needs of cross-lake commuters from both sides of the lake.

They applaud, “Transit’s use in the central Puget Sound region grew at a faster rate than any of the 52 metropolitan areas with a population of more than one million people.” Yet the PSRC “Stuck in Traffic: 2015 Report” included a “pie chart” showing the percentage of transit riders had increased from 8.6% in 2010 to 9.8% in 2013, yet traffic delays between 2010 and 2014 increased by 52%. The Dec. 26th Seattle Times headline, “Everett to Seattle: 94 minutes in the morning” suggests 2016 transit ridership increase did little to reduce congestion.

The entire PSRC plan is predicated on people choosing to live within easy access to transit or to work;

The strategy contains numeric guidance adopted for counties, cities, and towns to use as they develop new population and employment growth targets and update local comprehensive plans. These land use assumptions serve as the basis for local and regional transportation planning.

Their “regional growth strategy” assumes an additional “510,000 people will walk or bike daily as a form of transportation” and “more than 620,000 additional people will live within half a mile of frequent transit”. That by 2040, transit ridership will increase to 510 million annually. Yet their “managed lanes network” does little to expand commuter access to transit near where large numbers of commuters currently live or may want to live.

They admit current “park and rides fill very early in the morning” and assume 18,000 new parking stalls will be built; apparently unaware Sound Transit ST3 P&R funding is limited to adding 8560 spaces between 2024 and 2041. Thus it’s not clear where the think the will pay for the additional nearly 10,000 stalls: a significant improvement but far more are needed.

Clearly, the PSRC would be well advised to be “more pragmatic”.

Name
Bill Hirt

Communication ID: 281510

1/15/2018

As a lifelong Seattle citizen, a current Seattle resident and a Seattle business owner, I beg you to prioritize travel time reduction (in cars) and congestion reduction as your #1 and #2 considerations during the "period of maximum constraint." Bike lanes and street cars, in particular, should not be prioritized over the ability for city residents and workers to get around the city in vehicles during this disruptive time of massive infrastructure projects. In the last several years, the region has become so inhospitable to vehicles and people suffer. This "period of maximum constraint" needs to give the people some relief by delaying streetcars and bike lanes and prioritizing cars. Please also consider the idea of (re) opening the Battery Street Tunnel as a roadway to help ease congestion.

Name
Jessica McFarlane

Communication ID: 281518

1/15/2018

This plan is horrific. Every single part of it is as bad as it can be for ordinary citizens who do not live within the city limits of Seattle. This plan gives untold billions of my hard-earned money to fund Transit that only carries 4% of the population. This is evil, just evil. The majority of residents of the state of Washington drive automobiles, especially those who live in more-rural areas of the state (yes, there are still rural areas in Western Washington). This plan by design neglects the roads which carry most of the load, and pay for Choo-choo trains that are the biggest waste of money that was ever conceived of. I want to see every member of the Puget Sound Regional Council (and their staffs), and every employee and director of Sound Transit give away their cars, and their chauffeured limousines, and be forced to ride Sound Transit wherever they go. 100% of the time.
I will leave the state of Washington before my family and I are forced to fund this piece of garbage.

Name
name not provided

Communication ID: 281520

1/15/2018

Thank you for this opportunity to comment. I live and work in Olympia, so do not directly use the transportation network covered by this plan, at least not often. When traveling to Eastern Washington for work purposes I usually try to get through King County - at least to North Bend - by 6:00 AM, in order to avoid traffic.
However, as a Transportation / Traffic Engineer, I do have a few comments on the plan.

- Financing / Paying for Transportation Improvements
I agree with the concept that transportation should be paid for by those who benefit from the investment. What I'm not seeing in the plan is the relative balance in how that will be attributed toward car users and transit users. For instance, Figure 4 is a great graphic, but what are the components that make up the Local and Sound transit revenues? Likewise, the State Highway, City, and County revenues? Figures 6 and 7 provide hints, but the change in format (graphic to numbers) makes it difficult to understand any relationship between the two types of information.
Congestion's relation to the need for capacity, versus congestion-pricing. I challenge your statement that '...Congestion provides a misleading indicator...' on page 15. Really? I could entertain, '...may provide...', or, '...in certain corridors...', but if you present a blanket statement you should provide a rationale. Do you make this statement to bolster congestion-pricing as a primary solution? If transportation were a hotel, and it could be thought of that way, congestion-pricing (or, as for a hotel, seasonal pricing) would be part of the solution. But, there may be a need for upgrades to capacity - such as an additional hotel wing - or, hourly rates? ;-)
Of course, will you apply congestion-pricing to transit users? Indeed, can you show that transit-users are likewise sharing the cost of improved service? I think if car-users saw that transit-users shared in the cost, and that they also had a benefit, you might have more success in implementing the plan.

Page 29 on Financing: A car entering a congested highway incurs no consequence? Really? Is not congestion itself a consequence? In fact, you use congestion as a tool to influence driver behavior. Instead, show me whether congestion is not a sufficient consequence. Show me that load posting and tighter geometry in local roads don't impose a consequence on larger trucks. Please show me (and more importantly, others who are not engineers) likely axle loads from larger trucks (road-hauling) vs. local trucks.
Plus, capacity improvements don't have a positive Benefit to Cost Ratio? I'm not convinced.

By the way, there's another business model that ties use of the resource to payment - cell service. By the minute in some cases, or by data used, etc. I've often thought a similar method could replace a gas tax for road users. It wouldn't need a GPS Big Brother tracking system. Instead, it would have a natural cost enhancement to use the system when congested - more time, more cost. And, the State Patrol is always willing to enforce the other limit regarding space and time. What I don't know is how a 'transmitter' could be fitted to every vehicle, especially in a way that would prevent tampering. Maybe such a device could also serve as for toll-collection or feedback to an Intelligent Transportation System.

- Transportation Demand Management
Business will invest $18 for every $1 invested by 'taxpayers'. Please explain. Aren't businesses taxpayers?

CTR Thought: Can employers get an incentive when more of their employees sign-up / use transit? Maybe this already happens.

GTEC's and In Motion: Good job! I use transit. It's easier to use transit when the user can see how their trip can work, can benefit, etc. Else, why change a habit?

TDM Products:
How about more feedback from CTR employers and affected businesses. As in, for retail, how customers responded to TDM measures, etc. Measure how well CTR strategies worked, or didn't, and their context - so it can be improved, copied where appropriate, etc.
You'll identify TDM advocates, how about others? What will it take to win over those who aren't sold - you may have to ask.

Last: Where's Appendix A and Q?

And, do a search in, I think, the Finance appendix, for "...such a..." You meant to say, such as, but I didn't note where the mistake took place.

Good luck.

Name
John Heinley

Communication ID: 281521

1/16/2018

Start holding big businesses like Boeing, Microsoft, and Amazon accountable. It seems unfair that Boeing gets a huge tax break to entice them to stay in the region meanwhile their workers and trucks are running up and down the highways wearing them out and now you want to have toll roads and pay to use? So instead of having the Corporation pay for the roads you are going to pass it on to the little guys that work there? For instance, a toll on US 2 trestle could result in about a $1-1.50/hr decrease in money take home for the Boeing worker that lives out in Lake Stevens. Let me ask you, what is the gas tax for? It seems to me that the those in charge in Olympia are always looking for more ways for the working man's money. The big businesses here have Inslee and the rest in their back pocket. What they are trying to do here is not sustainable.

Name
Ben Beck

Communication ID: 281557

1/16/2018

I am with the Land Use advisory Commission. Your interference in local control cannot be overstated. Much like the citizens having no say in land use regulation development in Pierce County the PSRC is not following the local citizens desire for their community nor plan. We are being forced to develop to slum level densification on a single source aquifer and your making it happen. There is no road grid nor thru road system north south. Those from beyond the UGA drive thru our neighborhoods plugging the country roads. We need one + schools built each year and that is not happening, 25% of students are in portables. Stop stealing our money for your social programs. We know what we need. Freedom is being taken from the citizens by your kind of actions.

Name
Terry Hurd

Communication ID: 281569

1/16/2018

Public comment

I support every measure that enhances access to non-single-occupancy vehicle transportation and every measure that prioritizes public transit, bicycle, and pedestrian mobility over auto mobility. I reject the Seattle Times editorial board criticism and do not endorse their viewpoint. Reducing VMT is the most important priority for our region.

Name
Gregory Scruggs

Communication ID: 281613

1/16/2018

You all should be horsewhipped for your proposed screwing of Washington residents. Wonder why so many homelessness? Fraudulent foreclosures and continual tax increases, that's why. Keep your hands off of my hard earned money. Grrrrrr.

Name
name not provided

Communication ID: 281620

1/17/2018

Still need the ability for people to purchase passes and fares at the transit centers and park-n-rides. Ridiculous to require people to go to a grocery store to buy their pass or add fare money. Grocery stores are so far away from transit centers and P&Rs that it's easier and often faster to just drive to my destination rather than go out of my way and take the time for an extra stop, just to buy a pass or add money to it.

P.37 - If Central Puget Sound Region transit use is the fastest growing metropolitan area in the country... WHY IS METRO CONTINUING TO CUT SERVICE HOURS AND ROUTES?
P.38 - Thank you for the definitions of Rapid, Frequent, and Local. Please drastically increase the percentage of Frequent routes. This is what I need the most and is the type of service that MIGHT allow me to commute on mass transit for the first time ever in my 20+ years in King County.
P.45 - ELIMINATE TOLLS ON INTERSTATES - these are completely useless and are clogging traffic more and more.
P.46 - NONE of the 20 items on the Key Investments will be beneficial to me in any way. Where is any benefit to SR900?

Name
Laura Millikan

Communication ID: 281755

1/18/2018

Hello, I have comments regarding "Planning for Future Airport System Needs". The plan calls for maximizing aviation capacity within the existing airport system before constructing new airports.
I live on Beacon Hill, at the nexus of three air paths: Seatac, Being Field, and Renton airplanes all affect my neighborhood with their noise and air pollution. People lie to say "well you knew what you were getting into" when residents register their concerns. I'm afraid we couldn't foresee the explosive growth in population and freight that would increase flight traffic exponentially. We assumed that regulations would maintain our health. But the sky is now constantly alive with planes. It affects our sleep and air quality.
I strongly urge the planners to develop a new alternative to the existing southern Seattle airports. We in the south end are already enduring the burden of the area's explosive growth, and pushing that capacity even further is extremely unfair to a
largely minority population that is historically reticent to be civically active.

Name
Kathryn Rathke

Communication ID: 281871

1/19/2018

First off, I would like to say that I am excited for the new plans underway for the puget sound, and that it has always been a good experience riding in Seattle for me. However, I live in Issaquah and travel to Sammamish/Redmond for work, and can never get a bus for when I come home or on the weekends. I kindly request that you look into extending route 269 for a few later times, or even throughout the weekend. Many of us in the area don't work average 9-5 jobs, since most of the office jobs are in downtown Issaquah or in Bellevue. Thank you for your consideration.

Name
angela

Communication ID: 282029

1/21/2018

The proposed Regional Transportation Plan for the Puget Sound area is very comprehensive and inclusive. There are three major concerns with the plan that it need to be more extensively considered as follows.

The first concern is that major economic driving force for the plan is the major economic growth occurring in the region which is creating a shortage of the available housing and the need for more long distance transport.

The second concern is that the primary focus of the plan is on the north-south geographic focus of the region at the present time which needs to consider east-west traffic movements as well as the north-south orientation.

The third concern is that the subject of the electrification of transportation in the Puget Sound region is not a main consideration of the plan and needs to be augmented in response to Governor Inslee's Clean Energy Initiative.

There is going to be a greater emphasis on long distance commuting in the plan which is going to be increasingly by rail and particularly by higher speed or even high speed rail both in western Washington and in the future to eastern Washington plus across Puget Sound by boat.

The present western Washington commuter rail services are going to need to be able to go beyond the present three counties of King and Pierce and Snohomish to the north to Skagit and even Whatcom Counties as well as to Thurston and Lewis Counties to the south which would need to include a direct frequent rail passenger service between downtown Seattle and the Capitol in Olympia.

There is also going to be a need to build new railroad tunnels under the existing inadequate facilities at the Stevens Pass between Everett and Wenatchee as well as under Stampede Pass between Auburn and Ellensburg which would be both longer and multiple track facilities.

The present Sounder rail commuter service needs to be extended to the Eastside from both Tukwila on the south and Everett on the north so as to create a new rail loop around Lake Washington. This service would enhance regional mobility with a major terminal in Bellevue plus stops at Renton and Redmond and Kirkland and Woodinville and Maltby and Snohomish and could also be used for future intercity passenger service as well.

The presently proposed Sound Transit Link light rail system in the Puget Sound area is going to need to be expanded in the future with more and longer routes as the region will continue to expand and gain population at the same time that the need for mass transit becomes greater and that more people do not have cars or drive less than at the present time.

There is going to need to be increased consideration of electric transportation in the future in the Puget Sound area in order to meet Governor Inslee's Clean Energy Program objectives for energy and environmental reasons in the forseeable future which will require the generation and use of additional amounts of electricity which will require expansion of the electric utility grid.

There will be increased use of electric cars and buses and trucks on roadways as well as for the light rail and commuter rail systems which will need to include the electrification of railroads for both freight and passenger transport as has been proposed by the Solutionary Rail Group based on Vashon Island in the recent time.

Those are my summary comments which I will augment by a separate doument to incorporate a plan to be supplied to you by regular mail once it is completed.

Respectfully submitted

Name
Hal Cooper

* individual comment includes additional exhibit at end of this report

Communication ID: 282150

1/24/2018

Comments the PSRC Draft Regional Transportation Plan

This is my review of the PSRC Draft Regional Transportation Plan. I am a cyclist, a train rider (Amtrak, Sounder, and light rail) and a user of other forms of transit (buses, ferries, water taxis) and a driver. I am also a member of All Aboard Washington (AAWA), a rail transit advocacy group (formerly known as Washington Association of Rail Passengers). In that role I serve on our Inter-modal Connectivity task force; we hope to see more cooperation and coordination among various agencies and modes of transportation. Within the PSRC region, this would include Sound Transit, Metro Transit, Community Transit, Everett Transit, Pierce Transit, Kitsap Transit, Amtrak, SeaTac Airport, and the Washington State Ferries – all agencies receiving taxpayer support, which ought to be mutually supportive. Sadly, this is too often not the case today.

Bicycle Issues
Most of the transit agencies offer fairly good services to cyclists, but there are still some concerns. One area not mentioned in the plan, perhaps because it is regarded as a very small and local issue, has to do with the ability of cyclists to trip traffic signals. This situation varies greatly among different cities and counties, but it is of very considerable importance to anyone cycling on the roads of the area. A few places (e.g. Seattle and Bellevue) have definite policies to ensure that the signals respond to bicycles, but in many areas it is a 'hit or miss' situation for cyclists. Even when the systems work well, there are inconsistencies among municipalities.

Sound Transit has been pretty good about accommodating cyclists, but there are a few issues here. I recently rode in one of the new Sounder cars that are positioned at the north end of the trains. I discovered that the bicycle position found on all the other cars was missing; instead another position had been designated which required lifting up three seats in order to place the bicycles. This position was adjacent to the stairwell leading to the second level, and it was narrower than the length of a bike, so that about six inches of the wheel protruded into the stairwell, meaning that passengers using the stairs would be striking the bicycle wheels with their legs and luggage. I later learned the reason for this problem: the contract for the new cars had been 'piggy-backed' onto a contract for a transit agency in Utah which does not carry bicycles. Several years ago there was a bicycle advisory committee at Sound Transit, but the agency disbanded it, apparently in the belief that it needed no input from cyclists and could anticipate such issues on its own, but Sound Transit failed to even consider any impact to passenger with bicycles. There are also some issues with the light rail cars and some Sound Transit buses.

One concern that was mentioned in the document, both for cyclists and pedestrians, is enforcement of traffic laws. Unfortunately, I doubt that most police forces are driven by PSRC guidelines, and what actually happens is often quite different. There were several instances in recent years where cyclists were hit and killed by motorists who failed to yield the right of way. In one case, a cyclist riding in the bicycle lane on Dexter Avenue was killed; in another, cyclist Sher Kung was killed on Second Avenue in Seattle. In both instances, the motorist was making a left turn and failed to yield. Another time, cyclist Suzanne Sciarini was riding on a shoulder when a motorist exited a parking lot; she was also killed. In the first case, the motorist left the scene and was prosecuted because he left the scene. In the other two cases the motorist was not punished, even though the cyclists had the right of way.

Inter-City Train Issues

Of the several Amtrak train stations in the PSRC region, one – Tukwila – is quite poorly served by bus connections. Even though it is one of only two Amtrak stations in King County, bus service consists primarily of a single Metro route, the Rapid Ride F line, which is an east-west line connecting to Renton, Southcenter Mall, and Burien (there is also a bus line that runs between the Tukwila station and the Federal Center South, but it only runs during weekday rush hours). The station is also served by Sounder trains, but these run only on weekdays and only during certain hours. There are no buses running north and south in the Kent Valley that connect with the station. The combined population of the cities of Kent and Auburn is a quarter of a million people, but if a resident of these cities or the surrounding areas wants to catch an Amtrak train in Tukwila at a time when the Sounder trains are not running, there is no available bus service. It should be remembered that Amtrak passengers typically carry more luggage than commuters, so that having to make bus transfers is more burdensome to such travelers. Recently, I attended an AAWA meeting on a Saturday in a hotel a few hundred yards from the station, and it requires three buses from my home in Auburn. It should also be noted that there is likewise no single bus connection between Auburn and Tacoma, the nearest Amtrak station in the opposite direction. Finally, one would expect that there should be a direct bus connection between Tukwila Station and SeaTac airport, which is only four miles distant. Today, it takes a bus ride, a light-rail ride, and a quarter-mile walk to get from the station to the airport. The Metro Connex plan includes a future bus route between Kent and Tukwila Station, but it has no stop in Auburn.

Another very frustrating issue is the lack of mutually-supportive information available to the public in the transit locations in Seattle. At King Street Station (Amtrak), there are racks holding schedules for Metro and Sound Transit buses, but at the Metro office on Jackson Street and the Sound Transit offices in Union Station, there are no Amtrak schedules and no information regarding Amtrak, or even an acknowledgment of Amtrak's existence just a few blocks away. When we asked the personnel at these offices about Amtrak, they either told us it was not their job to provide information or expressed ignorance of Amtrak, and one person told me that there was no information about Amtrak because it is not a public entity. Surely a few schedules could be provided without breaking the budget – after all, Amtrak manages to provide Metro and Sound Transit information in its station. As I recall, all three locations do provide state ferry schedules, so it is hardly without precedent.

Transportation Integration Issues

It would seem to me to be obvious that that the various public, and publicly subsidized, transportation systems should work together. In many areas, different modes of transportation are quite well integrated, but there are exceptions. One of these involves the schedules of the ferries and Sounder trains in Edmonds. In some instances, morning ferries arrive from Kingston six minutes before the Sounder train is scheduled to depart for Seattle. Even if the ferry is not late, this is not enough time for passengers, especially elderly or disabled ones, to walk the length of the dock and then south to the train station. As a result, passengers are motivated to drive their cars onto the ferries, and then on to Seattle, rather than board the boat as a foot passenger and then catch a train. Since the ferry system is treated as an extension of the highways, and even receives gas tax revenues, that increases the cost to the passengers and the revenue to the ferry system.

SeaTac airport is served by light rail and buses, but the light rail station was built at a considerable distance from the terminal, resulting in a lengthy walk from the station, often with multiple pieces of luggage. The buses now mostly stop at the same location, though several

years ago many stopped at the main terminal building. This again motivates passengers to drive to the airport, where they pay to park in the ramps at the airport. In other cases, people use taxis or ride-hailing services, which must pay a fee to enter the airport. Public transportation would be cheaper for travelers.

Coordination is lacking in Tacoma between agencies as well. A few years ago, Sound Transit created two new Sounder train stops south of the Tacoma Dome Station – the South Tacoma station and the station in Lakewood. No Pierce Transit buses serve either of these Sounder stations.

Name
John Neller

Communication ID: 282280

1/24/2018

I firmly do NOT support the recommendations of having a taxation payment system that uses mileage as it taxes those who have the least. While I would love to drive a Tesla and save on my gas mile

I firmly do NOT support the recommendations of having a taxation payment system that uses mileage as it taxes those who have the least. While I would love to drive a Tesla and save on my gas mileage I sadly do not make enough and my student debts are astronomical so I can work I cannot afford such expensive luxuries that would allow me to save. Thus I need a less expensive vehicle aka a combustion engine and I need to commute because housing costs are so astronomical that is how I can afford to live and work in this area. This is from someone who has lived in the region for 30+ years. A mileage taxation is regressive and hurts those who have the least because those who are commuting further cannot afford to live in the areas they work. But they would be penalized the most to drive, so they can work and earn just enough to get by.

In addition toll lanes I feel are very wrong and if public funds are used to expand roads then I do NOT support them being made into HOT or toll lanes to generate money as that has already hurt my business just along the 405 and I fear my business will be hurt more by such damaging systems. Everything that was stated from the Cambridge report about the 405 toll lanes has come to pass and the 405 freeway has been a royal ungodly mess since it went into effect with HOT lanes.

Since PSRC is looking to raise funding because of the massive influx of new people in the region, I suggest that this burden would be placed on the purchasers of new houses and not on mileage for those of us who are not as well financially blessed and work very hard to make it in this region. In addition there should be additional road taxes charged to any electric vehicle at the time of purchase and bicyclists should pay some as well to fund the roads and improvements as they benefit from our tax dollars providing a safe road for them to commute on. In addition if such revenues need to be made, perhaps making more luxury taxes such as yachts and new boat fees could be applied. Lastly the construction and aggregate transportation companies cause excessive road wear and tear and lead up to excessive congestion, as such it would only be prudent for these companies to shoulder some of the burden of cost as well to maintain and fund our transportation systems as well.

My reasons for the above statement are many. In general I do not know even where to begin with what has been stated but let me attempt to address the many issues that have been glossed over or have been blatantly ignored. If nothing else instead of outright calling many statements lies they should be emblazoned as alternative facts by Mrs. Conway by PSRC.

First On Page 4 of the executive statement could not be further from the mark stating that more people are driving less. If one looks at the gross numbers yes this statement would be true ie if one adds in 1 million people to a population and 2000 of them ride bikes then yes 2000 more bike riders are there but the study and statement ignores the other 998000 people were also added and does not look at a population based on percentage and necessities they will need. As such while our population grows most of the people who commute are doing it by vehicle. The reasons for this vary but it boils down to a few simple factors. 1. Living in downtown Seattle is financially impossible for the majority of people who live in the area because the demand of

housing exceeds supply. Thus people have had to move outside of the city and are forced to commute into the city. 2. The areas serviced by mass transit are only the corridors of one city to the next, and vastly ignores much of those living on the east side. For example ST3 demands payment from many who will never receive any utility from it. Before one raises an objection of this, I simply state that I would love to use mass transit but there is no where I can park and zero mass transit that arrives in my area at a reasonable rate, time frame, numbers of buses, buses so filled one is not picked up, or hours that I would need it. I have a fellow peer who lives 7 miles away and it takes him 2.75 hours to go each way. This is an unreasonable expectation on most people to expect them to spend upwards of 5.5 hours to use mass transit per 24 hour day. When I have driven him home from work it takes 22-24 minutes. Thus, a commuting vehicle is what is necessary where I live. 3. Previous promises have turned out to be lies or plain illegal, e.g. ST3's costs or 405's gas tax money paid for the expansion but it was used to become a toll lane and prevents citizens who paid for the expansion to use it unless they have the financial means to utilize it.

Name
Stephen Dolinko

Communication ID: 282496

1/25/2018

To Whom It May Concern:

We who live in May Valley, live in a fragile environment. Last year our dear little road was caving in and was reduced to 1 lane for all of our traffic including school buses and bicyclist. If you walk the road there are huge pipes placed under the road by the county to have the run off from the hill to flood our little valley. With the amount of speeding trucks and water running from the sides of the road and under the road, is going to create problems for this fragile environment. The worry of the Salmon in the stream is being neglected, the oil, gas, car window wash and in general trucks, buses and added traffic will devastate this beautiful area. We moved into the country to get away from this traffic and now the county has dumped it on us. Years ago I attended a meeting about the dump and saw plans for the future with families walking about like in a park. It is not a park and it has continued to be a dump.
Take the traffic somewhere else.

Name
Naomi Benton

Communication ID: 282537

1/26/2018

Highway 524 in South Snohomish County needs to be widened. I understand that it's not being done due to lack of funds. This project needs to be given priority. Thanks.

Name
John Bagaason

Communication ID: 282581

1/26/2018

T2040 ID: 4556

Given that the Issaquah-Hobart Road was the first place winner in the worse traffic congestion/commute time increase in King County it is disappointing that there are no funds committed to improve this road or transportation options on this road. All the development approved and planned for Black Diamond/Ravensdale is only going to worsen conditions. This is a regional commuter route that deserves regional funding.

Where is the plan for transit on this corridor? Why is there not plan for a park 'n ride at Hwy 18 and Issaquah-Hobart?

T2040 ID: 4216

Widening of Hwy 18 to 4 lanes cannot happen soon enough! Again, this is a regional commuter route and a MAJOR truck route with HUGE safety implications. When Issaquah follows through with Mayor's suggestion to toll Front Street commuters from the South will only add to the current traffic safety nightmare on 18 over Tiger Mtn and on May Valley Road/SR900. Issaquah should not be allowed to toll their main street and shut down traffic from the south end when they are a transportation center.

We need a park 'n ride at Highway 18/Issaquah -Hobart Road and we need transit service from that location. The Issaquah-Hobart/Ravensdale Black Diamond roads need to be 4 lanes, they are already so far beyond capacity and I see no plans to improve any of this, only thousands of new houses that will increase traffic on these overburdened roads.

Name
Mary Jo Tornberg
Marina Subbaiah
name not provided
Charisse Bennett

Communication ID: 282590

1/26/2018

Issaquah Hobart Road needs funding desperately! With Black Diamond proposing over 2,000 homes, and the fact that Issaquah Hobart Road is already a parking lot, we need to widen the road (even if it is not a popular idea).

The time has come and if the city of Issaquah really does toll Front Street, how is that going to affect May Valley Road? It is simply rerouting the problem. Please help us!

Name
Jennifer Valente

Communication ID: 282594

1/25/2018

Summary of verbal comment:

• Transportation services similar to Metro's Access paratransit service should be open to a people with a broader range of abilities. Just because a person can travel to a fixed-route bus stop, they may be too frail or have other special needs that make travel by fixed-route bus difficult. Paratransit services provided by Metro and other transit operators should be available to others who have special transportation needs, and not just those strictly eligible under the minimum Americans with Disabilities Act standards.

• For people who have difficulty traveling, another option that should be considered and even encouraged is to provide delivery of goods and services to their homes. This would lessen the need for them to travel, and may be a cost-effective way to provide goods and services without requiring transportation of the person with special transportation needs.

Additional comment via email:

One of many examples of Metro Access that I believe should be provided is for people who could take the regular bus however it is unreasonable for them to take the regular bus one example of many examples if for people with arthritis and who need tom travel in the cold weather the cold weather will make arthritis worse so waiting at bus stops in the cold weather is bad for people with arthritis so even if it is possible for some one to wait at a bus stop in the cold and take the regular bus it is unreasonable so they should be allowed to take Metro Access buses or have merchandise delivered to them and and paid for with PayPal.

Name
Steven Bolin

Communication ID: 282606

1/27/2018

Suggest that Issaquah/king county immediately work to rectify the congestion on Issaquah Hobart. The lights need to be timed at May Valley and Iss/Hob as wait time can be in excess of 5 min. There are times, as a resident of May Valley when we are UNABLE to even get home due to accidents/ traffic congestion backing up to 1-90 and we don't shop in Downtown issaquah due to lack of parking, horrible congestion. I am very dissapointed to see our city elected officials turning a blind eye to this huge issue.

Name
Jana hadley

Communication ID: 282607

1/27/2018

New people and jobs are expected to boost demand for travel within and through the region by 30 percent, assuming we develop communities as we have. If we instead require planned communities where residents can walk to work and shop, we can significantly reduce the amount of travel with all its attendant hazards. Tiny half measures aren't enough. We must demand that employers plan to pay salaries sufficient to house employees within walking distance.

We also must recognize that the greatest obstacle to safe, efficient transportation is the family car. We must use effective Transportation Demand Management to get people out of their cars and into safe, efficient modes. Traffic congestion is not a problem to eliminate, but an opportunity. When it becomes easier to use shared transit than it is to drive, our entire system will be more efficient. Toward that end all shared transit should be fare free. Buses filled with passengers should zip around gridlock. It should be easier to bike across town than to drive.

Electric vehicles have a place when used efficiently, but merely transferring inefficient use of energy for transportation to an electrical grid already over-dependent upon coal and nukes is no solution.

Name
Vernon Huffman

Communication ID: 282618

1/29/2018

I'm a member of the Bainbridge Island City Council but my attached comments are mine alone and do not represent the Council as a whole.

Comments Regarding PSRC Draft Transportation Plan
Ron Peltier, Bainbridge Island
1/28/18

Dear PSRC,

Transportation Plan priority #1: stormwater facilities to treat ALL polluted runoff from roads and parking lots

Through Vision 2040 PSRC has crafted an upbeat narrative of growth, economic prosperity and environmental sustainability. It tells us that by the year 2040 the Puget Sound Region's population will grow by 1.1 million to a total of 5 million people, and take place in tandem with restoring and sustaining the environment. There's plenty of reasons to believe, however, that even current levels of population and development in the Puget Sound Region are not environmentally sustainable, much less pondering the addition of another 1.1 million by 2040.

A simple Google search for "Puget Sound declining" results in dozens of stories about Orca, salmon, steelhead trout, sea birds, Pacific herring, tufted puffins, marine microbes, depleted oxygen levels, polluted storm water and more. It's pretty clear that current efforts to save the Sound, admirable as they may be, are just not enough to turn things around. Polluted stormwater washing off roads and parking lots into our rivers and marine waters is a major reason why.

If we didn't already know this, we got a major event last Winter to drive home the point. The catastrophic failure of the West Point treatment plant resulted in a huge and sustained discharge of untreated sewage and stormwater into Puget Sound. That event occurred, in large part, because of existing infrastructure that combines stormwater and sewage for treatment at one facility. It was a monumental failure by King County to prioritize adequate stormwater and sewage infrastructure to service existing development (doesn't the GMA say something about that?). Dramatic as it was, it was just one piece of the overall problem.

The 2017 State of the Sound Report from the Puget Sound Partnership says we aren't doing enough when it comes to saving the Sound. Here's the executive summary:

With the benefit of experience and ongoing learning, we now better understand how to protect and recover Puget Sound. In fact, hundreds of partners are at work every day on actions that improve our ecosystem. Despite these advances, the pressures on Puget Sound threaten to overwhelm all efforts. It is now apparent that recovery will require effort and investment of a magnitude significantly beyond what we have invested to date. If the commitment is not significantly increased, not only will the 2020 goals for recovery fail to be met, but we also risk losing hard-won gains.

It’s time for PSRC to backup the happy talk about “restoring and sustaining the environment”

PSRC’s new transportation plan is a perfect opportunity to show real commitment towards restoring and sustaining the environment by making adequate stormwater facilities the plan’s number one priority.

Time is running out to save Puget Sound from becoming a glorified detainment pond for a Puget Sound megalopolis obsessed with technology, money, and growth. At stake are wild salmon, steelhead trout, Pacific herring, sea birds, clams, oysters and much more. At stake is a diverse and dynamic marine ecosystem that is the cornerstone of our region’s environmental legacy and identity.

Sincerely,
Ron Peltier,
Resident of Bainbridge Island and member of the City Council

Name
Ron Peltier

Communication ID: 282619

1/29/2018

1. Projects need to come online sooner.
2. Funding sources need to be a priority from the Feds. Seek large grants from the Feds.
3. Consider lowering prevailing wage to 3rd highest city in County, so the project costs drop, and the projects can get built quicker.
4. I-90 / SR-18 is a death trap and should be top transportation project in the entire State of WA. 2 major freeways merge with traffic signal lights. This is unbelievable. SR-18 needs to be widened to 4 lanes over Tiger Mountain. There are too many fatalities on this stretch of highway. Ports of Tacoma and Seattle should contribute funding here... so many trucks drive that route.

Thanks

Name
Mark Rigos

Communication ID: 282626

1/29/2018

Attached notes. Only partially organized so probably contains duplicates.

PSRC Regional Transportation Plan
2018 Update

The PSRC has some authority to manage regional growth in the form of “certification” of a jurisdiction’s comprehensive plan.
• It has no such authority to manage regional transportation.

The plan appears to be focused on funding, with little attention to the performance of the regional transportation system
• It appears the PSRC has not accepted any accountability for the “regional transportation system performance”
• The region continues to rank in the top 2 or 3 metropolitan areas for congestion (an indicator of system performance)
• Those of us who have lived here for 40 years or more witness first hand how poorly wheeled vehicle (auto, truck, bus) performance is.
• The movement of people and freight has value. Delays in that movement have a cost. There’s little, if any, content in the plan addressing this.
• Performance data included in the appendices uses vague statistical terms (e.g. average amount of time spent commuting). First, averages are meaningless without other data (e.g. standard deviation, median)

Transportation concurrency, which could have provided important information for regional transportation planning, has been implemented so poorly by many jurisdictions that it’s become all but useless.

SERVICE LEVEL AGREEMENT
• There’s no regional SLA. Without it, it’s assured planning will be dominated by supplier-out thinking.
• How do you measure customer expectations?
• Transportation Concurrency comes closest to SLA, but it’s highly locally interpreted, often to the point of being meaningless.
- For Renton, the whole city must fail for it to fail TC.
- KC uses travel sheds, although recently it’s abandoned much of the benefit.
• System performance, in the form of service level commitments, is the domain of Transportation Concurrency. It’s the only transportation mechanism that linked two of the PSRC focus areas: transportation and growth.
• TC is horribly implemented due to significant variations in how much jurisdictions want to be “governed” by TC. They treat it as something that reduces their flexibility, when, in fact, it could have provided valuable system performance data. Those that truly understood the potential of TC saw it as a management tool.
• There’s nothing in the plan that focuses on the actual users of the transportation system, particularly those that use wheeled vehicles. The closest is a focus on freight transport which, albeit valuable, ignores all the “freight” moved every day that doesn’t involve the ports or other

major freight sources and destinations.

REGIONAL ARTERIAL NETWORK
• There doesn't seem to be much focus on what has been called in the past the "regional arterial networks". Proposals to adopt RAN have been ignored in the past, but that doesn't change the fact that they exist.
• RAN's cross jurisdictions which means they have to be managed regionally. There's nothing in the plan that addresses the nature of traffic movement, and the role RANs can play.
• Look at Issaquah-Hobart Road. This traffic nightmare, along with SR-169, are as significant to moving traffic north-south as I-5.

USE FUNDING
• Why isn't Regional Arterial Network being discussed as a means to deal with use funding for county and city roads that function uniquely as connecting corridors and rural local access?
• Why isn't there more on use funding in the plan, other than the unpopular topic of tolling? The models that exist can easily provide sufficient guidance for parsing funding to jurisdictions.

JURISDICTIONAL IMPACTS
• Jurisdictional autonomy means a jurisdiction may make local decisions without substantive regard for impacts outside the jurisdiction.
- Local decisions include those that affect loads (e.g. development, employment), or the road network (e.g. add/remove, use restrictions).

ISSAQUAH VS. ITS DESIGNATION
• In 2015, Issaquah was designated as a Regional Growth Center by the PSRC.
• Why would you do so for a jurisdiction that entirely borders the rural area?
- It's clear that these urban uses in proximity to rural areas require special treatment to minimize their urbanization effect on rural areas.
• How does that designation relate to Issaquah's decisions 1) against a city bypass for the Issaquah-Hobart Rd route, 2) impacting regional truck routes by restricting certain truck traffic from city local roads, and 3) the stated intent of the new mayor to tolling Front St.?
• Where's the management of accountability for local decisions that affect the regional transportation system?

REGIONAL MANAGEMENT
• Is there a capability maturity model for the regional transportation management?
• Counties and cities are autonomous corporations with the unique attribute of being representative governments.
• To act regionally, governments rely solely on consensus to manage across jurisdictional boundaries.
• Thus far, the PSRC has identified transportation, growth, and economics as the regional characteristics that require consensus to manage regionally.
• Capability maturity models relevant to system management have a dimension focused on deployment.
- The first focus is on business units (e.g. all units participating). The next is on integration between business units. The third focuses on business scenarios that cut across multiple business units.
• Profound improvements in capabilities only occur with integration and cross-functional consensus.

MANAGEMENT CAPABILITY MATURITY MODEL

• Where are we in terms of our ability to manage a regional transportation system?
• What happened to Transportation Performance Management Capability Maturity Model?
• Are there CMMs that focus on our ability to manage regionally? Success is totally dependent on the ability of a very large number of jurisdictions choosing to manage regionally.

OUTCOME AND MEASURES
• It's hard to see what the actual performance measures are. The list covers quite a few outcomes that are secondary (e.g. climate), while others are primary (e.g. freight, travel).
• For wheeled use, what are the performance measures? Is "freight" only focused on major facilities, like a port? What about the goods and services delivered locally?

TARGET ZERO IS GWAP (GOAL WITHOUT A PLAN)

Name
Tom Carpenter

Communication ID: 282644

1/29/2018

Regarding the Regional Transportation plan, airport issues are barely addressed, and the approach seems to say there is additional capacity at Seatac. There is no additional capacity, which was exceeded years ago, of the surrounding communities to absorb the noise,vibration, air quality and community-killing impacts already. With the use of the 3rd runway as more than the originally promised "overflow only during inclement weather ", and. The 10% annual increase in traffic, Seatac is already a public health and welfare disaster for the neighbor communities. And FAA nexgen and Port hopes for expansion at Seatac promise to make it far worse. A hard cap rolling back landings to 2010 levels and night closing are already essential while new sites to handle traffic above that are selected and implemented.

Name
EPR
David Clark

Communication ID: 282666

1/29/2018

ES: no mention of sidewalks. no mention of variable tolling; that is mechanism to achieve free flow on limited access highways; please add network-wide variable tolling.
Doc: P&R is not cost-effective; the funds would be better used on service hours; the land would be better used on housing close to frequent transit.
Variable tolling should be applied to all lanes of all limited access highways, not just HOT lanes. The two HOT lane projects today (SR-167, I-405) have blockages at their north ends. SR-520 tolling results in diversion. Network wide tolling would limit both issues. Would help freight, transit, and general purpose flow.
Appendix L: should explicitly state the objective of adding sidewalks to the frequent transit arterials that lack them (e.g., SR-7 south of Tacoma, north part of Greenwood Avenue North, north Seattle part of Aurora Avenue North, 30th Avenue NE in Lake City.
Appendix G
5637: SDOT has already changed its mind; transit needs 11-foot lanes for safe operation.
5633: nonsense; streetcar is very costly; would split headway between Uptown and SLU; that is poor service design.
5153: Broadway Extension is nonsense; it is costly and duplicative or Route 49
5073: Broadway is slow for transit due to streetcar restriping.
5075: in U District, service should be focused University Way NE as it has been for 120 years; that will have shorter walks to Link station.
5173: Madison project needs redesign; should provide better transfer with Link
5156: explicitly add sidewalks
5177: extension east to Children's would be over the top and too costly; arterial is congested and it has too little benefit to network.
5152: project should be redesigned to follow Route 70 pathway and provide closer connection with Link station.
4092: explicitly add sidewalks
3311 and 3073: not without a lot more service; north Sounder only has four one-way trips today.
5681: Boeing Access Road Link station: drop parking as not cost-effective.

Name
Jack Whisner

Communication ID: 282687

1/29/2018

I think the plan is a rather good idea overall, but I'd rather see Community Transit start discussing openly what they're going to do with all the service hours & dollars saved when bus routes to Seattle end at Lynnwood Link in 2024, not Downtown Seattle. I, for one, want better connections between Skagit & Snohomish Counties and between Mukilteo & Everett.

I also want ST3 to go quickly and a PSRC Hall of Fame. I have quite a few nominees in mind...

Name
AvgeekJoe Productions
Joe Kunzler

Communication ID: 282688

1/29/2018

Hi, I have briefly reviewed the Regional Transportation Plan. I hope to read it in-depth soon. I live just off May Valley Road in unincorportated King County. I work (for King County DAJD) in Seattle, and as you can imagine, my commute is on two lane roads all the way to I-90. Traveling on May Valley Road (MVR) to either Issaquah-Hobart Road, or to SR 900, I drive 5-7 miles to I-90 on a two lane road with no turning lanes, small or non-existant shoulders, and bike traffic, pedestrians, equestrians, joggers, etc. This makes for a scenic and enjoyable commute, except for the speeding cars and the large trucks with pups carrying building soil and rocks and cement. The commute is sometimes harrowing. I have requested that the county lower the speed limit and put up additional traffic calming and slowing devices, such as stop signs, speed bumps, circle rounds at intersections, etc., but I don't believe I have been heard. I belong to the Friends of May Valley Road group and we are trying to get relief on May Valled Road for our increasing truck traffic. We are not having a lot of luck but we are determined. However, reading this report, combined with the knowledge of the mega-developments going up in Ravensdale and Black Diamond, I am getting worried about the increasing traffic on all these surrounding roads, which were not designed for these heavy traffic loads. I have lived in my home for almost 16 years and have seen the traffic get exponentially worse. Please put into your plans more transit and more park and rides in our areas of unincorporated King County. Please put more traffic calming and slowing devices in place and lower all the speed limits! Our lives depend on it! Thanks for the opportunity to give my input. Terie-Lee

Name
Terie-Lee Taylor-Smith

Communication ID: 282696

1/30/2018

As a Sounder Train commuter, I feel that it is very important that the parking capacity issue be high on the priority list, for resolution. It doesn't make sense to have all these awesome commute options, but no where to park. It was mentioned that you have to arrive extra early, in order to secure a spot, however, for those who have to wait for daycare/schools to open, this does not provide an equitable scenario. It is very frustrating and adds to the morning stress to RUSH to the park and ride to fight over parking spaces, and sometimes end up not even getting a spot, and by then the bus park and rides are also to the max. Which then leads to driving into work and paying ridiculous cost for parking garage/lot fees.

Name
Janelle Boyd

Communication ID: 282758

1/30/2018

• Connecting Washington is an important and vital program. We applaud its creation and approval by the Legislature. It's integrity must be maintained and cost savings/efficiencies reinvested into the program in order to expedite projects on the list. We seek to see Issaquah project(s), as studied under the Front Street IJR constructed prior to light rail's arrival. We are appreciative of the Hwy 18/I90 interchange funded as it will make substantial improvements to transportation safety and movement.

• With more mass transit on the way, Issaquah and its surrounding neighbors are significantly in need of more bus and high capacity transit service. We support the Kirkland to Issaquah light rail line and look forward to its construction, hopefully sooner than the projected 2040 date.

• We appreciate the placement of importance on incorporating technology changes into the plan as a region we must continue to strive for efficiencies and effective utilization of our limited financial and built environment resources available.

• In assessing short-term actions and what's next for the Regional Transportation Plan it is important to limit increases on taxes to fund such initiatives. These could include tolled express lanes, facility and bridge tolls, and road usage charges to replace the gas tax and further fund and manage the transportation system. Pg. 11.

Name
Rowley Properties
Kari Magill

Communication ID: 282761

1/30/2018

I think the proposals in this report for the Issaquah-Hobart Road will not alleviate the current and future congestion on this road. I live off the Issaquah-Hobart Road and see first hand on daily basis the constant and increasing congestion, especially during the commuting hours.

This road is used as a commuting route by residents from communities such as Maple Valley, Covington, Black Diamond, and Ravensdale, to access 1-90 to Seattle or I-90 to I-405. As these communities have grown, so has the congestion on Issaquah-Hobart Road. These commuters will never use Hwy-18 to access I-90 as the drive over Tiger Mountain on Hwy–18 can be hazardous during inclement weather and is basically not a direct or convenient route.

As the cost of living in our area increases, residents must move farther and farther away from the expensive housing in the cities to be able to afford a home. Unfortunately, this only leads to longer commute times and more congestion on rural roads that were not designed for that high volume of traffic. The way to reduce congestion is not widening roads or building new roads, but to reduce the number of cars on the road by providing public transportation. There is currently no public transportation to link the above-mentioned communities to current transit centers that provide public transportation to Seattle or Bellevue and other cities. These communities desperately need public transportation routes and park and rides to allow them to reach major employment centers. .

To solve the congestion on Issaquah-Hobart Road, there could be park and rides in each community that are served by public buses with express service along Issaquah-Hobart Road to the Issaquah Transit Center.

Thank you very much for considering my suggestions and comments.

Name
Valerie Moore

Communication ID: 282794

1/30/2018

Please plan to offer a Park and Ride somewhere near HWY 18 and/or the Issaquah-Hobart Road. Perhaps the road could be widened?

We are residents living off of Tiger Mountain Road and it takes us literally 20 minutes to travel 1/4 mile to May Valley Road every morning.

Thanks for your consideration.

Name
Kimberly Workman

Communication ID: 282796

1/30/2018

I have read you 16 page executive summary and most of the 100 page document. Here are my comments –

1) Overall – very heavy on pretty pictures and urbanist ideology.

2) Solutions (focus) – you are too focused on forcing people of cars (which most people like) and into mass transit (which most people don't like). You need to figure out how to move cars effectively in addition to mass transit. Simply declaring war on cars plays great with the anti-car urbanists, but not with people who live here.

3) Solutions (practical) – your most cost effective way to move more people faster (see below #6 / metrics) is to make traffic signals smarter. I'm not generally a downtown rush hour commuter, so my experiences may differ somewhat from your focus, but I lose way more time sitting at red traffic lights where there is an empty road in the green direction than I lose stuck in freeway traffic. Lots of traffic lights around the city appear to have no sensors and rely on timers only, so a left turn light may require 3 or 4 cycles to make it through. We're spending $54 billion for ST3 to move a tiny fraction of people on mandated routes – we could improve the mobility experience of every car user (which is the vast majority of trips for the vast majority of people) by improving signals.

4) Solutions (practical) – and stop with the road diets!!! If you did an honest traffic study across all dayparts and seasons (don't just cherry pick Amazon bike commuters in South Lake Union), I bet you would find that cars outnumber bikes by at least 100x. Dedicated bike lanes sound really nice for environmental metrics, but they reduce the number of people that can move through a given route. You need to focus on solving problems, not making the anti-car zealots happy.

5) Revenue sources – tolls on roads I've already bought and paid for suck. Real people will fight you tooth and nail.

6) Metrics – I see lots of metrics about safety, the environment, reducing greenhouse gases and getting people out of cars. I don't see anything about how quickly people get from point A to point B. If this is a transportation plan, where are the real metrics? You are measuring puff and fluff, and disregarding the fact the a transportation plan needs to be about transportation.

Name
Allen Johnson

Communication ID: 282816

1/31/2018

Hello,
Thank you for the opportunity to provide comment on the long-range plan for our region. I am a regional local, and a recent transplant to Kitsap County. One of our reasons for choosing Kitsap is a desire to avoid commuting on the freeways, and instead commute by ferry. I work for the Seattle Department of Transportation, and am submitting comment as a private individual. Our region has complex transportation needs and narrow corridors, and the congestion is truly remarkable. It has been a pleasure to live in Kitsap where traffic is less of an issue. That said, we see there the safety and health impacts of the lack of pedestrian and bicycle facilities, limited transit, and a full reliance on vehicle travel. People just don't walk as much, and even fewer ride bicycles. I live two miles from the ferry terminal in Bremerton and do not walk because of lack of pedestrian facilities to my home. The narrow sidewalks leave pedestrians too close to passing vehicles, and it does not feel safe. Since moving to Kitsap my family walks and bicycles less than living in Seattle, and we are avid outdoor enthusiasts.

I am very disappointed by the visioning for Kitsap County. The few improvements included in the plan are welcome, and the county needs more safety, bicycle, and pedestrian improvements. This county will grow with the rest of the region, and not including the needed multi-modal improvements will only resign Kitsap County to increased traffic. We are a rare opportunity that we have the space for the improvements, and the foresight of watching the region expand and struggle with traffic. Offering pedestrian and bicycle improvements in the next 20 years will only help this county to minimize future traffic impacts, improve public health and safety, and support the local economy by allowing the community to choose how much monthly income to spend on transportation.

1. Please include safety improvements for the highway traveling through Gorst. The allowed crossings at the curve increase the hazard of the roadway. The lowered speed zone there is insufficient to provide reasonable safety. Please consider median barriers, additional warning signs on the pillars, additional shoulder lanes for merging, extend the speed zone to start earlier for each approach, lower the speed even further (perhaps to 30 MPH, RCW 46.61.415), and provide enforcement here for the speed zone. I have not seen the collision statistics, but I am aware of two collision fatalities in recent years at this location.

2. Please include a multi-use trail from Port Orchard to Bremerton to Silverdale to Pouslbo. These communities are disconnected unless by car. The trail could connect to the east bound trail in Port Orchard, and to the existing trail in Silverdale, and on to Pouslbo. There have been a number of bicycle & pedestrian plans for Kitsap County, although none appear to be fully implemented, including specific request for funding from PSRC (Kitsap Way project 2017). Please provide funding for these plans.

3. Please include more pedestrian facilities in Kitsap County. This low-income county is disproportionately impacted by lack of pedestrian facilities and forced reliance on owning a vehicle. RCW requires pedestrian access and many roadways in Kitsap only provide a dark shoulder for pedestrians. A dark shoulder is no longer adequate and no longer the State standard for pedestrian facilities.

4. Please include bicycle protected facilities to each ferry terminal, even if it is only from a nearby park-and-ride. Paid parking and busses are not always available, and being able to ride

a bicycle to / from the ferry will provide more travel options for commuters, and reduce traffic volumes.

5. Please include maintenance support for Kitsap County to maintain the pavement markings. In many (most?) areas the markings are so feint they are barely visible, especially in the rain and dark.

Thank you again for the opportunity to submit comments.

Name
Erin Harris

Communication ID: 282829

1/31/2018

As Snohomish County residents, we feel that your organization is not focusing on transportation concerns in our area.

1) Highway 2 Trestle and Highway 9 connections are causing issues with peoples' daily commutes in our county. And yet, we see no interest by PSRC to make these problems a priority.

2) We see many projects occurring south of Sno. Co., especially in King County. We feel this is due to the makeup of PSRC's policy board and executive board. These boards have too many elected officials and not enough of residents who have to contend with traffic congestion every day.

3) We feel that PSRC shows too much concerne about Seattle and King County and only gives token service to other counties. We wonder why PSRC never holds meetings outside of their "kingdom" in Seattle. Your weekly, monthly meetings in Seattle are difficult to attend because of congestion that impedes timely, efficient access to your office.

4) Which cities and counties are included in PSRC's Central Puget Sound Area? Snohomish County has the largest manufacturing plant in the world, yet, we are not designated as a Metro Center. Why? We have a large number of people from the south who commute to Everett to work at this plant, yet, Light Rail is not scheduled for Everett until 2036, 2040, which concerns us with your priortization of transportation projects.

Name
Bob Creamer
MJ Creamer

Communication ID: 282838

1/31/2018

ETA - Regional Transportation Plan (RTP) questions:
1. Appendix K, page 4:
a. Are “trips” in this case referencing “boardings” or do they indicate something other than an “unlinked trip?”
b. What base year does “today” represent?
c. Daily vehicle hours traveled are currently 2.4 million for the region, with 457,000 hours of vehicle delay. Yet in the 2014 update to T2040, in 2010 (base year), daily vehicle hours traveled were 2.99 million and daily vehicle hours of delay were 954,289. What factor/s contributed to a decrease in daily vehicle hours traveled/delay between 2010 and today?
d. What are the person-trip numbers for biking and walking individually, by county and region-wide?
e. Walking and biking are approximately 17% of daily trips today, growing to 20% in 2040. Yet the T2040 update projected a 12.0% mode share in year 2040 under the constrained plan, 5% lower than “today’s” reported numbers in the draft RTP. In addition, the T2040 update constrained plan projects 2.26 million non-motorized trips in 2040, while the draft Regional Transportation Plan shows 2.44 million walk/bike trips occurring “today.” What factor/s contributed to the dramatic increase in walk/bike trips between 2010 and today? What can explain how T2040 year 2040 projected numbers are higher than “today’s” reported walk/bike trips?
f. Daily vehicle miles traveled regionwide are 80.3 million today, yet on page 15, Figure 10, shows that DVMT are 86.9 million today, 8% higher than page 4. What explains this difference/inconsistency?
g. In the T2040 2014 update, transit mode share was projected to have risen from 3.1% in the 2010 base year to 4.3% in the constrained plan year 2040, an approximate 1.2% rate increase. Yet similarly, in the RTP Draft Plan, transit mode share increases from 5% “today” to 6.3% in plan year 2040, an approximate 1.3% rate increase. This suggests that transit was poised to grow its mode share by 1.2% or 1.3% with or without ST3 rail projects. Does PSRC have a 2040 baseline scenario with and without ST3? Can you provide “today’s” and year 2040 transit trips by type (e.g. bus, light rail, commuter rail, BRT/REX, ferry, etc.)?
h. Why do the four county Daily Truck Trips not sum to the region total?

2. Appendix B, p. 29:
a. Chart 9 shows for “all trips purposes” transit mode share is 3% of region-wide trips “today” and is projected to be 5% in 2040. Yet the numbers in Appendix K, pg. 4, show that transit is currently 5% of trips today and projected to grow to 6.3% in 2040. What is contributing to this significant difference between these two appendices?

Name
Kemper Development Company
Bob Pishue

Communication ID: 282851

1/31/2018

Fantastic. Moving toward are transportation system less reliant on car trips is the best thing we can do as a region to fight climate change, maximize efficiency, and increase the safety of all road users.

Name
Alex White

Communication ID: 282867

1/31/2018

Dear PSRC

I think it's foolish to continue to increase funding and subsidy for automobile oriented travel. Here in the Puget Sound Region, we're constrained on one side by water and on the other by mountains. We're bisected by a massive lake too. What we need are transportation solutions that will scale, and be sustainable in supporting our growth. Pouring more funding into free-to-access highways that will fill up with more cars as soon as they're built is a total waste of tax dollars. We need more public transit, and if we're building highways, they need to be heavily tolled to accurately reflect the demand and true market price, or they won't move at any reasonable speed while at the same time fueling an unsustainable car-oriented lifestyle.

I'd like to urge the PSRC to fund Sound Transit and other agencies with federal dollars, and to reduce highway construction for non-toll roads. I'd like to urge PSRC to produce better cities with better, more connected streets (at least for pedestrians and bikes). And I'd like to urge PSRC to focus on building densely everywhere, but particularly around high capacity transit and commercial sectors, while reducing the amount of parking in our communities.

Name
Andrew Sang

Communication ID: 282869

1/31/2018

1--I believe, contrary to the report, that gas tax and e-car equivalent charges, should continue to be the primary funding source for roads. The use of tolls and especially the introduction of "Road Usage Charges"--administered by a non-elected administrative "committee" --should be reduced (or never introduced (road usage charges). The only exception might be flat charge tolls for MAJOR construction projects like Hwy 520 AND flat charges for inner city congestion. No charges should be based on tracking auto use .

2--The practice of eliminating General Purpose road capacity by cities for bikes, pedestrians, should only be allowed if mitigating actions are required and taken. For example, Seattle continues to reduce effective general purpose lanes (for example First Ave. street car project). Seattle should be "required" to install Adaptive Signals broadly to try to optimize the remaining road capacity. There are also alternatives to "find" capacity for bicycles by slightly reducing sidewalk capacity and lane width, while retaining lanes for autos.

3 As noted in 2 above, cities should be required to move to broad based implementation of Adaptive Signal systems. Follow Bellevue's example. Keep traffic moving doing the best you can with existing capacity.

4 Sound Transit and should be required to plan, build and maintain increased Park and Ride capacity across the system.

The transportation planning in Western WA is strongly influenced by Public Transportation advocates, bicycle advocates and construction unions. These are important constituents. Nonetheless, auto travel will continue to carry the majority of citizens for decades into the future. The PSRC MUST FOCUS MORE on simple quality of life factors (commute times, cost, etc) for the people in this area. The minority (public trans, bikes, etc.) seems to have too big an influence on the direction of the plan.

These comments are not to deny the future (disproportionate investments in mass transportation, autonomous vehicles, etc) or the complexity of transportation planning. However, I believe the pendulum has swung too far and more focus must be on how to move cars. As noted above, maybe starting with Adaptive Signals and requiring mitigation for reduction of general purpose lanes.

Name
name not provided

Communication ID: 282873

1/31/2018

Public comments on the PSRC Transportation Plan as of 2018 01 31

As I reviewed the plan I decided to restrict my remarks to what I want to see as the end result of a project the PSRC has helped fund thru a grant(s).

As an ordinary citizen I would like to see more projects that actually solve a problem today. When project visions are for 20, 30, 40 years from now I have little faith in their basis assumptions and feel it is just another political boondoggle.
Watching 90 year old trees cut down for a bike trail that plants a replacement with a trunk the size of a water bottle does not make me feel like my tax dollars are being spent on things I want. It also makes me doubt the PSRC is fully exercising their fiduciary responsibility.

In the last couple of years PSRC has approved federal money that facilitated projects that did not reflect the local community values on Bainbridge Island.

Here on Bainbridge Island residents like our trees.
Yet PSRC approved money to clear cut every single tree in the SR-305 Scenic Byway between Vineyard Lane and High School Road for a Regional Trail called Sound to Olympic Trail.
PSRC should improve how you listen to the local community residents that are affected by your approval of grant money.

PSRC approved a grant for a pedestrian bike bridge over SR-305. This bridge was originally to connect two segments of the Sound to Olympic Trail but the design was modified to build the trail as one segment all on the east side of SR-305.
At that point the pedestrian bike bridge served no trail related purpose and PSRC should have canceled the grant.

PSRC approved money to cut down trees in the park next to the Washington State Ferries toll booths on Bainbridge Island in order for Olympic Drive to be widen for additional bike lanes.
A quick look at the root cause of the bike car interface would have revealed that Washington State Ferries policy offloads the bikes first then the cars. The bikes have an 80’ climb which is hard. By the time the bikes climb the hill the walk off passengers are trying to cross Olympic Drive at the toll booths. The result is an inefficient and dangerous ferry offloads.

If PSRC had approved a grant for Washington State Ferries to build a second pedestrian ramp for ferry passenger to offload to the south side of Olympic Drive then no passenger would need to cross during the vehicle offload.
PSRC could have at that point asked Washington State Ferries to offload the vehicles first then the bikes. This would speed up the ferry offload and be safer for the bikes without requiring cutting trees to widen Olympic Drive. Once the two northbound lanes of Olympic Drive are empty of vehicles the bikes could have both empty lanes.

PSRC should improve how money is used to improve the transportation system without just responding to the latest government agencies request to pour more cement. If the cause of a transportation bottleneck is policy let’s try getting the policy changed first before spending tax payer money on more construction that results in cutting more trees.

PSRC appears to be slow comparing a roundabout to an “Adaptive Control Traffic Signal”. With autonomous vehicles in our near future PSRC should put more emphasis on technology as a solution to increasing highway capacity.

SR-305 Study Group is asking for a roundabout at Johnson Road on SR-305 in order for a road extension to be built to Noll Road. This is billed as an improvement to Noll Road. The effect is to build a road for developers using tax payer money so they can construct more houses.

The goal of the SR-305 Study Group is to increase the average speed. Yet a roundabout will cause trucks to slow down to 5-10 mph and cars to 10-20 mph on a highway with a 50 mph speed. Worse the roundabout does not work well with ferry traffic as demonstrated by the High School Road and Madison Avenue roundabout on Bainbridge Island. Ferry traffic is the effect of holding traffic in Seattle for one hour then releasing it in 8-10 minutes on Bainbridge Island. The short term effect is a lot of vehicles in a short distance resulting in inefficient use of the current land side transportation infrastructure.

By treating the ferry traffic like a train and using Adaptive Control Traffic Signals instead of roundabouts a highway like SR-305 could adjust intersection timings to demand resulting in the long line of ferry traffic getting a green tunnel from Bainbridge Island to Poulsbo. The Adaptive Control Traffic Signals could be enhanced to connect to future autonomous vehicles in order to adjust the vehicles speed to further improve the efficiency of highways like SR-305.

Or PSRC could approve federal money to build a static obstruction in the middle of a highway like SR-305. This obstruction would force trucks to slow to 5-10mph at 2 am in the morning even when the road is empty. The driver would have to shift down and up again creating more air pollution while increasing the trip time for the truck.

PSRC should improve grant requests by always requiring a technology solution comparison when non technology solution is being proposed.
PSRC needs to force applicants to justify why the non-technology solution is better.

PSRC should require computer modeling and the model must use the latest Highway Capacity Manual plus the latest updates. Roundabout database information has been adjusted to reflect U.S. Highway driving conditions.

Name
Douglas Rauh

Communication ID: 282876

1/31/2018

Public Comment Private Citizen HW Haynes

Wed., January 24, 2018

Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA. 98104-1035

ATTN: Ms. Kelly McGourty
PSRC Senior Program Manager
Transportation Planning

Subject: DRAFT Regional Transportation Plan (Transportation 2040 Update)

Re: Public Comment from PRIVATE CITIZENS (I am speaking from the standpoint of myself as only one private citizen utilizing the public transportation corridors, and not representing any group or organization).

Comment Closing Date: January 31, 2018

Topic: Design and maintenance of transportation corridors with the idea of preserving and enhancing the human experience ("aesthetics") of those served and surrounding such corridors, and also in improving transportation efficiency and lowering transportation costs along said corridors.

To the Most Honorable Members of the Puget Sound Regional Council (or PSRC);

Dear Ms. McGourty;

I am writing herein to thank the Puget Sound Regional Council for their fine work in striving to harmonize the regional transportation planning experience across and within the counties of Kitsap, Pierce, King, and Snohomish Counties (ordering of aforementioned counties is unimportant for the purposed described herein). This is especially important because of the expanding nature of inter county commuter traffic.

My comments are directed at the subject Regional Transportation Plan (Transportation 2040 Update}, and more specifically, the funding modes and means directed and proposed for maintaining structural components therein. Likely many other parties will commented in excellent detail on the funding process directed at maintaining current road standards. These current road standards were designed for load carrying capacity and traffic volumes best represented by the economically careful human behavior patterns found in the 1950's and 1960's, and the rising out of depression (and WW II) social/cultural climate that existed then. I respectfully submit that this traffic experience has changed since then (more cars and people; and faster and more maneuverable vehicles), and the future of the human experience (or "aesthetic") needs to be reexamined (see below). This re-examination should be in such a way that the roads of the future may stepwise begin to be economically produced as revisions and repairs of roads and services we currently have, and accelerate in embracing needed upgrades

and repairs.

This revised needs analysis is not new thinking, but merely bringing forward the successful creative work done by many successful road engineers, and recasting these successes as staged upgrade standards to be opportunistically applied in the design, installation, maintenance, and extension (or continuance) of present and future structures.

Hopefully the below may encourage the practical idea of advancing and incorporating urban planning ideas and models by designing improvement modules based on capitalizing on upcoming repair opportunities, as often the highest percentage of costs in any project are involved in the planning, staging, getting into, setting up, and breaking down of equipment and manpower on any given job aspect. The lowest cost portion of a job or project is in actual continuance of successive footages of roadways, barriers, etc.

Thus, much economy can be created in keeping in place crews and equipment for some improved segment of time. The working projects segments that (when blended together) can cause substantial increases in public comfort, property values, and transportation flows becomes stepwise complete. It is a matter of trying to minimize the start-up and break-down costs as a percentage of the finalized project effort (e.g., make the planning, training, set-up, and break-down costs, say, under 10% of the total finished project cost). Examples of such thinking may be found in China's "Great Wall" (the length of which is about the distance of Los Angeles to New York City, and back again), and the efforts by the King County and Seattle's Counsels to have linking trail systems.

As an opportunity example, when the Seattle Waterfront "Bertha" the tunnel borer project completed its initial task, it would have been nice to find other things for it and its crew to do. The cost of designing, building, "debugging", and repairing "Bertha" was an enormous percentage of the project cost. By job end, the the cost to bore a single foot forward (and line the tunnel way with concrete reinforcement and roadway) had substantially fallen. The great "front end" costs were at each "set up" and "break-down", and the custom engineering and crew training costs were also high. The job stopping of and upgrading of "Bertha" herself with each of new encounters was also high, but once things were becoming more routine and cyclical, things then went increasingly well. This progressively plummeted cost per tunnel boring foot as labor also increased in efficiency.

The decommissioning and breaking up (scrapping) of"Bertha" equipment was very high and stalling in time, and formed a major burdened cost of its own. The investment in installing "Bertha" and its crew was not only lost, but high costs and lost time were generated in cutting up and hauling away equipment, and human capital investment diluted and dispersed when by then well trained and efficient crew were rededicated from the tunneling task ("let go" to find their way in doing something else).

A significant "Bertha" opportunity was presented here if only somehow the crew and equipment could have been continued in service and made part of an ongoing cost effective "future vision" of an extended tunnel service embracing urban plan. But this was not the case. "Bertha" served only a near term Seattle Waterfront development vision.

Multiple "Bertha's" tunnels may seemingly have supported others published ideas of a substantial revision of Seattle's surface transportation plan (including a recent Seattle Times article on the repurposing of old tunnels instead of abandoning them and filling them with rubble), and an up scaling of a broader surface area development vision supported by a

substantially reduced tunnel boring and lining cost. This may have continued the "design and installed" evolution of the tunnel boring and servicing equipment, and the lowering of delivered materials costs (reflective of growing job size(s), better logistics supporting equipment and methods, and improved trade discounts on increasing materials lot sizes purchased). But in order to do this, Seattle needed to find (have ideas on), see (make designs, models, and find political inspiration for), and fund itself into a plan which intellectually housed an extensive integrated underground transportation system broadly containing segments of underground public parking lots, public roads, and also containing public forms of other underground transportation such as buses and trains. But this is not only not a part of the current vision, but also sees no process in place whereby communities may timely examine and find levels of cooperation needed to capture such possible opportunities. Vision for the revised Seattle Waterfront was not continued into the more inland spaces. A harmonious policy (such as making more roads underground) and evolving plan (to reduce nuisance traffic) could not be delivered on which may span a long period of time, such as across many decades and even across many centuries. Similarly, no thought seemingly was presented inside of alternative uses such as the quartering of surface populations in the event of a disaster (such as nuclear or other attack forms, severe surface storms, tsunami, earthquake, etc.). Such thinking is not without precedence and many examples are present over a period spanning thousands of years. The utility of this strategy seems well proven.

Some unfolding mission statements are presented in "Vision 2040", and also in the very important foundation document (recently adopted) "Regional Economic Strategy". Does the mission statements of "Vision 2040" and recently adopted "Regional Economic Strategy" shared in a combined mission statement that also includes "Growth" Management" and "Environment", and does this have fundable tying elements in the transportation plan update?

Why is a set of mission linking statements needed to tie the work of many committees? The work of many committees (in the final result) are linked together to form a common product experience base delivered to a consumer, whether it be local or native, or a visitor. Each are willing to pay some emotional price as an investment inside of what they are experiencing. The engineering (both in terms of criteria and in the service delivered) is found in road standards as part of this experience base. The road user(s), and proximate roadway resident(s), find the truth of this experience changes physically as one moves from one geographical area to another. Each of these point geographical experiences also changes over time depending on upward shifts in the crushing demands placed upon it by the varied type of traffic flows and traffic attitudes (vehicle operation methods, such as "polite" and "road rage") created by others (both off and on the roads, and proximity thereto).

Recognizing these changing road design and road use demands, designers and engineers address these shifting issues and bring about new thinking, materials, and structures to mitigate design concerns (such as new types of roads (such as vehicle presence sensing and advising), and new types of vehicles (such as autonomous vehicles)). The acceptance level of inventions and innovations by above becomes the subject of various cultures and social classes, and defines the grand "design" (or conditions it lacks) in how they may adapt to and/or improve on these changing "roads" design conditions. This can be seen on the internet using such features as GOOGLE EARTH, where one can view transportation models and the design conditions of roads, its maintenance, and survey the actual resultant shifts in demographics and levels of commercial productivity over time as a result of this treatment. Digression into this topic is beyond the scope of the quickly completed short draft note objective here.

Please keep in mind that if a private party buys a home, they are making a long term investment

(and gamble) in terms of the community they may serve. The viability of their family experience and its further history is at stake. How may their odds of success be improved and even nurtured? What should their assumptions be if they are based on what they first see in buying a subject property (and in using the sales efforts given by real estate agent(s))? Should this be depending on sustaining an ancient ideal of the "Golden Rule", and believing in a desire for the community leaders (and their planners) to hold to a oath and commitment for perpetuating a vision and a mission satisfying levels of productive public promise and service. If so, by what degrees is this truth measured?

The current consideration does not completely take into account the depth of traditional rural uses and their means of transportation (including for equestrians, bicycles, pedestrians, farm animals, wildlife, and serving commerce vehicles such as forklifts, tractors, track hoes, hailers, spreaders, etc.). Each need to be accommodated in order to continue rural cultural and commercial workloads. These important economic and traditional uses may be inconvenienced or disturbed (or even destroyed) by mismanaged and dissuasive road applications and uses (including creation of road noise intrusive to people, wildlife, livestock and livestock modes of production, and other rural uses (such as leisure and tourist (hospitality) activities)). Also, a plan needs to be created which recognizes the need for traffic noise barriers (which may be speedily installed if the right equipment and modules are available), along with a prioritized implementation strategy which embraces the needs of people and businesses residing along the corridor(s). This is especially wanted in answering the needs of rural residences and rural businesses where solitude, quietness and restfulness, and rural culture and character, are important qualities. Such preservation is important to the productivity of these rural areas and corridors (including transitional areas such as suburban, etc.), and may find special treatment in such cause areas such as Universities, National Parks, Scenic Areas, and within the administrative and command areas of Military Posts.

As an example, it should take little explanation here that local residences may differ in experience hearing the noise of a single heavy truck laboring up a steep grade (such as 12%). Most may accommodate it if it is infrequent (say, once a day). Most may want to live someplace else if this occurrence grows to many times an hour, and those who may buy the subject residence, and are insensitive to subject intrusions, may have very different backgrounds and capabilities than the parties so displaced. These new residents then become the emerging heart and soul of their good community. This is "driven" by the engineering of the transportation department models (be it land, sea, and/or air).

This "aesthetic" preservation should also include control policies related to occasional or random road users, including potentially nuisance and traffic distracting factors such as family pets. This should include dogs that are "barkers" and/or "biters", and/or destructive wanderers (joining into packs attacking other animals, and other behaviors such as wandering across, out into, and biting traffic). Pets which dissuade and harm domesticated rural livestock (and also wildlife) are also an issue, and even a political one.

Since this seemingly local "pet" intrusion issue also affects traffic flows from other counties to, within, and across neighboring county jurisdictions, and safety matters relating thereto (including the drafting and settling of insurance policies and claims), this seems not only a PSRC issue, but also a State issue as well.

There seems to be a declaration by some that their family animal, because it is "theirs", has a "natural" right to kill and maim the pets of others, and harm free roaming and aesthetically pleasing wildlife (many seem to take pleasure when their animal makes a "kill"). This family pet

has a seemingly right to injure and damage any person's privacy, and/or their person, and/or their property, and/or the productivity of others. Their private animal has the right and privilege to damage and kill wildlife even though they are important to the ecosystem and the aesthetic character of the region. The extent of this goes seemingly outside of public interest and reason. The argument I have commonly hear is that this is the natural condition of this animal, and this condition should be protected by the animals owner (the animal is theirs, and embraced with privileges going above and beyond anything human ... including the rights of their own children). Such ideas seem so pervasive and contrary to court decisions that the makeup and acceptance of such ideas seem not a part of law, but a part of a political movement that can become so enlarged that it is embraced by whole substantial groups within communities (if so organized, may even be popularized inside of a political party).

Pets can be trained (including dogs). Pets can be controlled as to where they live and how they follow (many jurisdictions have "leash" laws and "poop" laws). Adjacent property owners should not have to make careers out of addressing neighbor nuisance animal issues (such as filling out long complaint forms and sitting for days and weeks logging the barkings of dogs and their intrusions, and then taking this matter through an expensive court process). This is brought to forefront here as these pet animals may become traffic nuisances that can cause traffic accidents and cause vehicle harm(s) (you may note the postal vehicles with badly chewed up bumpers), as well as neighborhood and commercial nuisances (including running in packs and harassing customers in parking lots). This class of noisy and often vicious pets may be cheaply and easily replaced by "trading in" such creatures for more kindly and sociable animals available from such places as the King County Animal Shelter (and others). These good shelter animals need a rewarding home, and the older animals have often been given the training and discipline needed within these "trade in" client homes. The subject animal shelters (hopefully) will have the resources and time to commit to the rehabilitation or otherwise treating of subject substandard "pet". The value of the pain, suffering, and loss of community these aberrant behavior "pet" animals create and bring into the community is large, and often the economic and social losses cannot be recovered. An animal exchange program should be encouraged that embraces conserving these good shelter animals and exchanges into proper care those animals needing rehabilitation from their previous owners care (as emotionally difficult as this may seem).

By "preservation" we mean not only to the road itself, but also in making improvements to surroundings needed in order to meet and install aesthetically pleasing high quality mitigations acceptable to all stake holders. This includes keeping within (and even enhancing) the surrounding sensory climate (the "aesthetic" experience), and in testing and satisfying the surrounding traditional culture needs (and its traditional uses) of the subject roadway. Human perception and properties related thereto are important to the "customer" (and tax payer) experience.

Priorities in terms of road repairs and convenience upgrades should be allocated based on changing community impacts (including to rural community cultures, commerce, and traditional uses), including quality of human and wildlife habitat. A mechanism for evaluating and laying in place a rapid set of near term range of responses (also see above) needs to be designed and created in order to offset difficulties manifested in and by the wake of vehicular traffic implementing electronic, cell phone, and "e-mail" recommended shifts in ostensibly time saving traffic movements.

This revised set of traffic re-routings has generated new human and road traffic loads onto rural and urban serving low traffic volume streets which were not designed for these (now revised)

workloads and public safety considerations. This newly utilized software and/or "APPS" thus broadly redirects traffic around traffic "bottlenecks" (traffic congested areas), and shifts traditional road uses away into an experience level that may be suggested as "something else" other than what it is designed for. This re-servicing creates swift erosion and displacement of traditional road uses and local culture(s)). As an example, rural farms and stables who rely on rural roads to run their animals and equipment, including horses from equestrian facilities to county parks and trails, now become displaced by "outsiders" speeding traffic and endangerment to their persons and their animals. This drives away stable customers, drives away tourists and eco-tourism, drives away professional in the community requiring peace and harmony to do their work, and it also drives down property values and increase crime along the revised services roadway. Increased crime and decreased productivity along the roadway (and loss of jobs) increases the policing and criminal justice system burdens allocated along the subject roadway, and also therefore increases the tax burden needed to protect this space. A paradox exists in that taxes needed increases for law enforcement and road improvements at a time when the actual ability for local residents to carry such burdens is being depressed by traffic coming from other jurisdictions.

Mitigation funding strategies may include additional taxation on long range commuters who uses such rural corridors, and also may include applying "outside user" road usage fee multipliers that may directly go toward those local road improvement needs (see below).

Hopefully a taxation plan may place an additional cost burden on long distance and "shortcutting" commuters that, in examining the increased transportation cost burdens assessed to them, they may find it economically advantageous to locate closer to work and thus spend less traffic miles/hours "plugging up" the fixed amount of base highway time and miles available (as measured in road miles and road hours). These available road hours consider a vehicle path operating at a given speed, and vehicle pitch distance (spacing) along a corridor, and various product input and output points. This level of analysis is much like charting the capacity of products placed upon a moving conveyor belt. Hopefully the accumulated additional user taxes would help to curb otherwise unneeded and unnecessary property tax avoiding trip miles (and hours) on the road. Tax burdens should also reflect the need to relocate sensitive people and establishments located along the revised traffic corridor seized by the new users. This defacto "eminent domain" process should relocate impacted parties in whole (e.g., buy them out and move them into where they wish to be). Many of these parties may be elderly and the moving process, if done alone, may adversely affect their health. This, of course, will accelerate the social and cultural changes along this revised traffic corridor. It may also improve the prospects of communities located elsewhere (e.g., this human capital may be relocated to improve the prospects of someplace else).

The above strategy should not be confused with occasional rural road use by others for recreation and tourist uses. Recreational, tourist, local commercial uses and normal roaming practices may be important to the rural tourism and hospitality industries, and/or the needs of rural business concerns (where non-commuter trips are needed).

As noted above, failure to address shifting road uses and expanding range of nuisances has usually resulted in displacing the aggrieved populations and culture, and then a gutting of the traditional economic base. This seemingly causes a disruption and skewing (and redefining) of the then new paradigm that results in adopting the new population(s) culture or composite culture, and may produce a shift of the potential commercial economic base and its resultant productivity. Examples of this may be seen in the history of cities such as Detroit and Chicago, where there may be found districts with abandoned buildings and houses, and streets left to be

"turned to gravel" (and abandoned for lack of regional productivity and appropriate supporting tax base). These areas seemingly are collapsing regions of decaying urban and commercial uses, and the highest and best purposes of these properties (by nature) may be to return to agriculture and forested lands. Tum-around stories may be seen in cities such as portions of Cincinnati, New York City, and Seattle (and by the convenience found within this local model, one can drive and see the revitalization of some areas, and the decline in others).

Similarly, current tax structure does not reflect the tax shortfall created by long distance commuters traveling to far away located specific "magnet" employers. Both parties seek the economic impacts of lower real estate costs and lower tax consequences (and lower paid in road taxes). It is the commuter who pays for the uncompensated loss in personal and family time by executing longer commutes to and from work. While the long distance commuter increases the distance and amount of time they spend on the sovereigns expensive to build and maintain road structure(s) (in order to save on the cost of their home and taxes, and to enjoy a "rural" lifestyle), this public (both employer and employee who see benefits) similarly decrease the amount they pay in wages and taxes that is applied for road use per mile. They also disproportionally increase the amount of distance and time they use the fixed asset public roads (as an employer and employee user group). This disharmony seems to create a geometrically scaled multiplier factor as they buy and use newer vehicles with greater miles per gallon fuel efficiency, and also buy electric vehicles for use (which currently pays no fuel tax at all). The drivers are also coming from areas with lower real estate "mil" rate on the much lower cost property, and this carries with it lower combined real estate taxes and proportion applied to road taxes.

The tax disharmony shortfall of driving farther and farther for commuting purposes, and this population segment spending less and less for the driving privilege, seems to drive a frenzied roads department looking for revenue. With the most politically favored attitude of applying a tax broadly across all users, the road uses and repairs are primarily funded by "closer in" higher taxed users. It is largely being funded by the more densely populated and disproportionately closer higher valued properties whose private owners often drive far fewer miles for their purposes (and may even own no car at all). This seems unbalanced and unfair, especially for the elderly who often drive on less than one full tank of gas worth of fuel range per month (roads are substantially funded by property taxes, and also amount of fuel used taxes).

As noted above, we have a road system of relatively constant geometry and finite length, and its load carrying capacity is being turned into a "parking on" without the privilege of charging for the time and space users occupy. A normally run and profitable "downtown" parking lot would "go broke" in months if operated this way (e.g., a parking lot can be scaled so that it rents per square foot and unit time occupied. Parking lot rents may be calculated just as building rents may).

User fees should also consider "efficiency" of road use. A utilization "efficiency" multiplier may contain a changing tax calculation variable feature applied to a specific road user group where significant emergency mitigations are needed on roadways to accommodate the traditional rural user customer, and the displaced value that they would otherwise have had for their uses, purposes, and comforts so disturbed and displaced (there are many court cases reaching across a broad range of law that seemingly touches on aspects of this issue). An example of this would be the need for installing road upgrades and modifications (including trails, shoulders, acoustically sensitive barriers and road surfaces, speed bumps and speed strips, revised traffic signage and traffic controls (lights, automated speed signs, etc.), under road wildlife serving corridors and passages, etc.) in order to keep the local community and user group(s) safe,

functional, and aesthetically comfortable. Isn't it unfair to be bullied by outsider traffic and "APPS"?

In regions or areas that the jurisdiction wishes to not serve or service a specific roadway, or "let the roads turn to gravel", a process and plan for returning these roads to the surrounding private users should be made (to interested local road service groups (including neighborhood volunteers)). This process should include a "Petition For Road Closure" (which exists in some jurisdictions including King County), and such policies, processes, and methods by which the re-privatization of such roads would be allowed. Such "Petition For Road Closure" and road abandonment standards should also allow for reevaluation of road traffic circulation patterns and security, and for the repurposing of traffic circulation patterns, modification of road system entry points, and allow for the formation of more private gated communities. Gated communities traditionally seem to need less policing, and have better internal "neighborhood watch" security (often at their own expense). These private gated communities become, in essence, a "village" wherein a locally serving community identity and socially protective environment is created.

Thus, per above, road usage charges should reflect traffic impacts on specific local and rural communities, and the need for funding mitigations to correct for those local deficits. Similarly, some roads should be allowed to be closed and also "go private", wherein the security and comfort within of these "village" like areas may be repurposed and restored to and including "gated" communities.

The importance of the PSRC's watchdog work favoring the rural areas sensitive lifestyle and sensitive economic base, and resultant sustainability, should not be underestimated and seems embraced by the PSRC's Regional Economic Strategy (or "RES"). This should include consideration and protection of rural area regions and communities, although by population size and density rural areas seem less important than towns and cities. Sustainable long term productivity measures are often ignored in favor of cities and towns whose productivity often is dependent on quickly growing services and/or manufacturing base that often has to accommodate a high tum-over of product revisions and upgrades, and product types with comparatively short obsolescence cycles. By comparison, examples of this is to compare the rural communities making of staples such as timber, milk, cattle, corn, etc. with the city zones large scale manufacturing of, say, airplanes, boats, cars, engines, houses and software. By contrast, rural areas must be much more independent and self sustaining as the complexity of many institutionalized services found in cities and towns is often difficult to obtain, or even absent. Because of the high sense of independence and capability, and community cooperation, found within the culture of rural dwellers, these people are often found to be highly prized employees amongst city employers. How these rural attitudes may be created and sustained within growing city populations has been an institutional challenge.

Sadly, lagging traffic measurements and report writing often causes publication of repair and mitigation supporting strategies, costs, and time tables many years lagging behind what are the actual needs. This, of course, also relies on what properties and scales are being used at the time (certain data field will not even occur because the question(s) where never asked by the costly to place interviewer). Often these requirements are "low balled" in order to draw tax payer favor. If the price tag becomes too high at the onset, the politicians may simply shrug and walk away. This keeps pushing and piling up a "bow wave" of project(s) and funding shortfalls which are increasingly restrictive of society and commerce at all levels. Simply put, as one trucking company retired executive put it, in 1960 he could average 3 (three) loads and trips a day per vehicle, and now (in the FY 20 I 7) this company averages 1 (one) with the same class and capability vehicle, and on the same route run. While this may favor hiring more truck drivers,

buying and using more trucks, and buying and using more fuel, this is causing more time for products to be "warehoused" in vehicles in transit within the "supply pipeline". This increases the amount of time and cost associated with products being stored and move to consumers, and also increases the cost of money in keeping this extended supply line filled (it is more time that funds have to be used at various storage and movement points in which each has its own various costs). This would seem progressively more crippling to an economy where once upon a time (many decades ago) management of resources and logistics through "just in time delivery" was a hallmark of efficiency. What this means now is getting progressively more complex and difficult to adapt to and sustain.

Traditionally, roads were created thousands of years ago by workforces dedicated to speeding military units (and their supply logistical support) to their needed areas. Now, in the 21 st century, modern roads are often rendered useless for military purposes by commuters in traffic slowdowns within choke points, and in the case of a national emergency, may become blocked with "standstill" traffic (short changing any hope of surface level emergency transportation movement or resupply, and increasing dependence on (hopefully politely engineered) air, sea, and subterranean movements).

By "user experience" we mean parties who operate on the road, adjacent to the road, and/or may live proximate to the road (impacted by its road users who produce noise, vibration, pollution, etc.). We also need to consider priority purposes in the design and application of our roads, such as the speeding of military units and supplies, and also needs that should be served by first responders (paramilitary (or police), and fire), as well as national security needs including offering aid, assistance, and supplies in times of disaster.

By "aesthetic", we should consider what we need and what we sell within this region, to both ourselves and visitors. "Aesthetic" is the ever to be perfected, and striving, model for "customer" or human experience. This "Aesthetic" experience is part of the emerging levels of design criteria that at each stage becomes quantized inside of a specific revisions engineering specification. There are mathematical and instrumented test points to be met, as well as particular environmental and artistic ties that must be captured by the senses. By these changing methods this experience is lifted; that is, the method and means by which this quality of life may rise and raise customer expectations, and demand(s). This changes levels of customer satisfaction, much like the common "open" design Ford "Model T" was replaced by the comfort of the streamlined and enclosed iconic 1940 Ford and its powerful, quiet, and economically produced V-8.

Transportation methods of all types are important to this consideration, but we must not only consider the raw utilitarian qualities of these various means, but also the internal and external human experience impacts created by removing intrusiveness, and callas impacts upon the senses. Thus, substantial engineering momentum should be imparted into finding and adapting technologies which may reduce air, water, and noise pollution (especially with aircraft and trucks), and the negative impacts forced upon all animal and plant life. We must also improve upon the design and artistry found within these product forms. This will increase the quality of "place" we are trying to market (rather than reduce it), and help in raising (rather than lowering) our prospects for continued prosperity. This would seem consistent with the recently adopted Puget Sound Regional Councils Regional Economic Strategy (or "PSRC's RES").

The above may be difficult to perfect, but shortfalls in moving in a positive way along subject path seems to produce results that are readily apparent.

Thank you very much for your patience in allowing me to touch on the above briefly noted draft thoughts and ideas.

(Draft Only)

Name
H W Haynes

Communication ID: 282895

1/31/2018

[NOTE: text contains corrections submitted via email on Feb. 1]

PSRC's transportation plan update was constructed over at least a full half year, in third-and-fourth quarters of 2017, according to a PSRC website graphic presenting its basic timeline, before PRSC drastically changed both the central purpose for and also core parameters of its update when it nearly doubled its quintessential projection of population growth, as the key driver for traffic gridlock today, and for worsening congestion of various transport modes in the future, which numbers were released to its Executive Committee on January 25, 2018.

Simply put, when a dog is shot while the veterinarian is deworming him, efforts to smile and to finish that procedure on a thus-deceased canine is not simply illogical, but absurd.

Any attempt by PSRC to continue the update process in this instance would be still more ridiculous – and far more costly for regional taxpayers – since litigation would be certain, given that the sine qua non element for its own updating function was thus killed by PSRC itself.

Even without this gigantic change, PSRC's update was so gravely deficient that litigation already was invited by huge gaps, lacunae and worse – in facts nominally analyzed and in logic purportedly employed – so that its own lethal blow to that grossly flawed update should be welcomed as an opportunity to refashion such worthlessness into a workmanlike draft.

The principal defect with the update even before PSRC pulled the rug out from under the exercise by changing the dimensions of its estimates of population growth so immensely that it not only changed the size, but the nature, of such undertaking – and, thereby, both clearly extended, and also cumulatively exacerbated, the same underlying errors evident in earlier iterations of PSRC's transportation planning for some decades – is that PSRC's commitment to multimodal transportation planning is not merely far more rhetorical than real, but is, therefore, not simply chimerical, but in fact now repeatedly counterproductive in multiple respects.

While our state is nearing the 120th anniversary of the start of a multimodal transportation initiative based upon explicit recognition of the paramount importance of good roads for such interconnected transport (which began with Sam Hill's founding of the Washington State Good Roads Association, in 1899, based squarely on his clear understanding that neither people, nor products, could be moved to and from railheads of the Northern Pacific line, reliably, because of then wholly inadequate roads and because of even worse maintenance of that infrastructure necessary and sufficient for such movement), and while it has been expanded to incorporate air

transport as a since-invented mode (together with rail-and-water modes extant six score years ago), PSRC's modus operandi has been to allocate immense-but-finite transportation resources so as to degrade and thus to destroy bridge, freeway, road and street elements of sine qua non roads (as essential for multimodal transport).

While grotesque misallocations of ever more limited financial resources to modes that do not and cannot transport people and products with any proportional relationship to greatly escalating amounts of public funds being allocated to them in recent decades have been, and are, the primary reason for quintessential roadways literally collapsing from resulting neglect fostered by PSRC's direct aiding and abetting thereof through its gross misuses of tax dollars – such that the chief state transportation engineer has recently stated that "we have infrastructure that is crumbling under our feet now" in keeping with like concerns as expressed at least a full decade before by Honorable Doug MacDonald while Secretary of the Washington State Department of Transportation until he was cashiered for courage, and for candor, about such misfeasance if not malfeasance – PSRC's faux planning in its furtherance of knowing-and-willful congestion does not end simply with misuses of taxes.

Indeed, the current draft update released for comment continues its earlier promotions of bicycles as a mode of multimodal transport without providing reliable documentation of whether additional growth of bikes on public streets will increase or decrease congestion, increase or decrease deaths and serious injuries, and increase or decrease other adversities for crucial throughput of people as passengers and for throughput of products as freight?

For example, when one bicyclist repeatedly delays a standing-room-only Metro 255 bus, which is my primary mode of transportation between Kirkland and Seattle, as it travels on its route from Kirkland to Bellevue on 108th Avenue Northeast, as occurs on myriad occasions, then that single bicycle rider is not only holding up as much as a half-mile of cars, but it is also holding up numerous transit vehicles, which also can and do include Sound Transit 540 passengers, school students on school district buses and other people.

Further, and far worse on some respects, bicycling is an inherently dangerous activity, which results both in deaths and in severe injuries to bicycle riders impossible to mitigate without construction of separate facilities for bicyclists, who have indicated, repeatedly, that they are not interested in financing those facilities for their use and that they prefer to poach transportation infrastructure dedicated "exclusively for highway purposes" (which does NOT include bicycle use to the extent permitted in an inherently dangerous fashion).

Furthermore, limited increases in bicycle use is resulting in additional deaths and serious injuries, and is so preventing legally mandated reductions in roadway deaths toward zero.

In addition, PSRC disguises the tiny person-and-product throughput actually possible by lumping bicycles together with pedestrians (as completely different transport categories distorted by the willfully misleading conflation of humans with one type of vehicle).

The illogic is as great as positing a single category for people and for motorcycles, which likewise travel on two feet and on two wheels respectively, or for societies and for coffee pots, since dregs both find their way to the bottom (as does this distorting faux category).

Human beings are not similar enough to any kind of vehicle, motorized or nonmotorized, to be meaningfully lumped into one category, particularly when nearly 100 percent of all trips do start and finish on two feet, for all having two legs, and when bike trips are a tiny percentage of all

pedestrian-and-bicycle trips, so that said falsified category is necessarily intended to mislead.

To add injury to insult, real human beings are substantially endangered, as pedestrians, by those vehicles, if bicycle use rises without separation from pedestrians, who can be and are run down by bicyclists repeatedly in recurring misuses of sidewalks (as designed by definition and otherwise for pedestrians but as NOT often in fact designed for bikes).

Additionally, the update does not adequately deal with conversion of already-insufficient roadways, which are further harming person-and-product throughput in motor vehicles, as well as emergency services reliant on already-overcrowded roads, nor does it deal at all with the reality that roadways financed “exclusively for highway purposes” (pursuant to mandatory terms of the Washington State Constitution in Article II, section 40) obligate a provision for full reimbursements of the state’s Motor Vehicle Fund for monies supplied to finance those so-degraded roads (plus the time value of monies thereby expropriated).

In short, PSRC’s nominal planning process respecting bicycling is nothing short of patent dereliction of its duties, including but not limited to its explicitly assigned obligations for “least cost planning methodology” (together with WSDOT and other specified agencies).

Name
Will Knedlik

Communication ID: 282904

1/31/2018

I live in the Mill Creek/Lynnwood area. Having read the executive summary and the main report, it appears that there is a lack of real information about what constitutes the "operational improvements" on I-5 that would address the massively long driving times during morning rush hour southbound within the next few years. Just on Monday it took me nearly 2 1/2 hours to go from 164th street at I-5, to the Century Link Event Field. In what decade will these "operational improvements" be named and constructed and ready? The report doesn't say. I have read one of the reasons for the backed up traffic on I-5 is the "C-class weave", (https://www.seattletimes.com/seattle-news/new-520-bridge-wont-solve-i-5-merge-mess/) i.e., is the large volume of cars merging onto I-5 southbound from 65th, then changing lanes to the 520 bridge eastbound ramp, causing the backups. Did the plan address this? I didn't see it. Yet, massive investments are appear to be made in the Seattle area, but none are mentioned to deal with this major cause a long-standing I-5 bottleneck. The plan hints we should just wait for mass transit solutions. Yet our area is looking at 2035 earliest for these to appear. Also, while job commuters can do mass transit, I am not a job commuter. I have looked at mass transit times in lieu of driving, but it would take me two hours to go point to downtown point. What is the "point" of that? I also may carry with me heavy packages that are not practical to drag around with me on mass transit. Lastly, the traffic from 405 to I-5 northbound is dumped off onto i-5 just before 164th street, the busiest street by volume in the county, I have read. No provision was made for I-5 to receive this traffic from I-405, and this bottleneck is getting worse. Did the plan mention a solution for that? I didn't see it. In short, taxpayers here in the Snohomish county region where I live are being expected to foot the bill for regional problems elsewhere, but no solutions for our traffic problems here to downtown Seattle seem to appear in this plan--other than better mass transit in 2035. This is absurd. Please go back to the drawing board and specifically state what operational improvements will be made--and when- on I-5 to alleviate the congestion from Snohomish County to downtown Seattle, and the congestion from I-405 northbound that has been simply dumped onto I-5 north without considering its impact.

Name
Virginia Winbow

Communication ID: 282905

1/31/2018

While reading the draft of the Puget Sound Regional Counsil's transportation plan there was a constant theme of fees. Tolls, HOV lane fees, parking fees, carbon tax, street fees, increase in property tax adjustments, pay by mile fees, etc. This plan needs to improve traffic flow!!! Stop making traffic flow worse! This regional transportation plan should factor the cost of congestion and time spent on slower modes of travel. Emphasis should be on projects that improve traffic flow!

If we opened up the toll/HOV lanes to all traffic it would help decrease congestion. At the very least open them up to all in non peak times as we have already paid for these roads, and are being taxed twice in user fees.

Name
name not provided

Communication ID: 284080

1/31/2018

I'm writing to submit comments regarding the Draft Regional Transportation Plan. I'd like to speak specifically to the areas in specific areas. Traffic on Issaquah-Hobart Road, especially during commute times, is some of the worst in the County. There are also great concerns regarding May Valley Road between Issaquah-Hobart Rd. and northwest to Highway 900 (and beyond). These roads course between Tiger and Squak Mts., and around Squak to Cougar Mt., areas that part of our beloved 'Issaquah Alps'. There is too much traffic traveling on those roads.

Many of the vehicles traveling on those two roads could otherwise take Transit or even carpool, if there were options for this. We need a Park and Ride somewhere near Highway 18 at Hobart, and perhaps one at Highway 900 near May Valley Road. Further, we should widen Highway 18 to four lanes at the bottleneck there and elsewhere. We should also somehow extend Highway 18 further north of I-90, instead of it ending at I-90. There are enough travelers on Hwy 18 needing to going north (instead of E or W on I-90) to justify some options for that. Perhaps something to sort of parallel I-405 northward.

On the subject of truck traffic, we need to acknowledge that truck fatalities in Central P.S. increased by 50% over the last 5 years. I live near May Valley Road (MVR) at 127th, which leads to Renton. Truck traffic has increased dramatically in the last few years on this road, and the road is NOT conducive to truck travel. It is UNSAFE, not economical, and unnecessary. If Highway 18 were widened, and truck traffic was required to travel on Highways as much as possible, we would see less traffic on MVR, which would bring the roads back to the previous safety levels. Although there have not been alot of serious accidents (yet) on MVR, there are bound to be...there have been so many close calls.

By the way, your study indicates that truck traffic (or tonage) is expected to increase more than the population, so there is a need to look at how to deal with this. Some of the above ideas will help with this. Further, the travel time between now and 2040 is expected to increase more dramatically between Auburn and Renton. Some of this traffic might be diverted to Highway 18 if there were more options for that route. This could result in less traffic jams on Highway 167, and I-90, as well as Issaquah-Hobart and MV Roads.

Name
Cathy Brandt

Communication ID: 284317

2/1/2018

Comments on Appendix K (System Performance):

(1) I would add “Mobility” as a performance parameter. One example would be average non-auto trip times between selected peripheral locations, or urban centers to peripheral locations, plus the available travel options.

(2) I would also add “Resilience”. How well does the system handle traffic jams, major accidents, bridge failures, snow storms, hurricanes, earthquakes, etc.? Obvious measures would include average delays and their variance, but also percentage of travelers getting through by alternate routes. How well will the system handle divergence from the expected trends? For example, how quickly can operations, plans, and financing be adjusted as travel demand changes along different corridors or within different regions or centers.

Name
Dick Burkhart

Additional Exhibit from

Hal Cooper

McGourty

Hal B. H. Cooper, Jr.

[redacted]

January 31, 2018

Mr. Josh Brown, Director
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, Washington 98104-1035

Dear Mr. Brown:

It was a pleasure to meet with you and Sean Arducci to discuss the present 2040 Regional Transportation Plan of the Puget Sound Regional Council. It is the need for major infrastructure additions which is driving our requirement for the solutions which underscores the importance of this plan.

On initial reading my thought was that this Plan was very thorough and comprehensive and inclusive of the major issues and concerns of the region at the present time. I recently submitted a commentary of this plan on your response public website and received a response to acknowledge its receipt. The copy of this submission is enclosed in the present document.

The major driving force behind the necessity for improving our transportation infrastructure is the rapid and extensive population increase and economic growth now occurring in the Puget Sound metropolitan area which provides a major challenge to the Puget Sound Regional Council in its efforts to be able to develop and prepare and implement a suitable plan which will adequately and comprehensively address the region's needs.

Your agency's projections for the future growth in population and employment for the Puget Sound metropolitan region indicate that the four counties of King, Kitsap, Pierce and Snohomish will have an increase in population from 3 million in 2015 to 5 million by 2040 and up to 6 million by 2050 and to as much as an additional unknown amount in the adjacent and affected counties at an annual rate of 375,000 people per year. The total number of jobs in the Puget Sound region is expected to increase from 2.0 million in 2015 to 3.0 million in 2040 as well as to increase to as many as 3.5 million by 2050.

It is expected that these numbers are probably conservative because the growth may be greater than projected in addition to the fact that a significant and growing portion will be occurring in the counties other than in the four counties of the Puget Sound Regional Council. As a result thre will be an increasing need for transportation infrastructure and facilities over and above what has been proposed in the 2040 Transportation Plan of the Puget Sound Regional Council which will then require coordination with other regional planning agancies as a result.

A major consideration in the PSRC 2040 Regional Transportation Plan is that it appears to me to be more focused on the general north-south geographic orientation of the Puget Sound metropolitan region than on the east-west configuration. It is my opinion that there is going to need to be a more extensive consideration given to east-west transportation commuting and traveling opportunities and infrastructure requirements than has occurred in the past and by the present PSRC 2040 Regional Transportation Plan. As a result, I have suggested that there be a much greater consideration given to east-west travel opportunities for infrastructure which will include east of the Cascade Mountains as well as to the west side of the Puget Sound.

I have suggested that there be plan by both the Puget Sound Regional Council and the Washington State Department of Transportation to consider the options of building new double track or triple track railroad tunnels at lower elevations than at present at Stevens Pass to the north and Stampede Pass to the south across the Cascade Mountains. It will then become possible to increase the freight transport capacity of the Burlington Northern Santa Fe Railway in moving trains to and from the ports as well as for the Union Pacific Railroad's freight traffic as well. In addition, it will then become possible for people who would live on the east side of the Cascade Mountains to commute to and from work in a timely fashion in the PUget Sound region as well as to facilitate the operation of satellite business office for firms located in western Washington to be in eastern Washington.

I have also suggested that there be consideration given to building two new underwater railroad tunnels under Puget Sound so that there can be a much larger population expansion to be able to occur in Kitsap County and other counties on the west side of PUget Sound. One of these railroad tunnels could then be built under the present Tacoma Narrows between Tacoma and Gig Harbor so that the entire corridor along the State Highway 16 is then open for development in order to relieve some of the present population pressure in the southern part of the Puget Sound area. There would also be a northern tunnel between Kingston and the Edmonds station on the eastern side of Puget Sound to the north so as to create a travel loop to greatly increase the ability of people to live on the western side of Puget Sound and commute.

I have also recommended that another railroad loop be developed on what is basically existing railroad line with the main north-south route of the BNSF Railway from Everett ato Tukwila in addition to the largely existing but unused Eastside railroad line from Tukwila to Renton to Snohomish. A new loop rail line could then be developed all around Lake Washington if it were all be be double tracked and then used for both short distance commuter train as well as for long ditance intercity passenger trains with a major terminal in Bellevue and a new tunnel to be bulit under Cherry Crest Hill between Bellevue and Redmond.

The other major concern that I have is regard to energy in view of the fact that Governor Inslee has recently proposed a clean energy plan which will encourage if not mandate the use of the electrification of the transportation sector in order to reduce if not eliminate air pollution emissions by the use of the renewable energy and other technologies. The electrification of the light rail transit by Sound Transit has already occurred and is expanding. Perhap it is also possible to electrify the rail operations for the commuter rail systems of Sound Transit plus the intercity passenger operations of Amtrak and the Washington Department of Transportation Amtrak Cascades services. Separately the elctrification of the BNSF Railway freight rail operations is now possible but there would be a major expense and operating impact.

I have been doing electrification studies on the existing urban rail transit systems of the Metropolitan Transportation Authority in New York plus for the associated commuter railroad operations of the Metro North and Long Island Railroads as well as in New Jersey Transit and the Amtrak Northeast Corridor. I am enclosing a copy of the previous plan which I and others prepared of the corrective actions needed to improve the New York urban rail transport system for subways and commuter rail and Amtrak.

It is possible that another source of transportation activity and finance could enter the picture in the Puget Sound region for the betterment and improvement of the rail transportation system which will be required in the future as follows. The One Belt One Road rail network program of the Chinese could be in the future extended into the United States with the Puget Sound area as the local starting point along the West Coast Corridor. I present some information about this project being as I have been very familiar with this project which could result in being able to bring both electric transportation and high speed rail to the Puget Sound region and the State of Washington together.

Those are my comments on the 2040 PSRC Regional Transportation Plan. Please feel free to contact me if you have any additional questions or comments about any of the materials which are submitted herein or on any other related matters.

Respectfully submitted,

Hal B. H. Cooper, Jr., Ph.D., P.E.

cc. Mr. Sean Arducci
Ms. Kelly McGourty

PREPARED COMMENTS

on the

2040 REGIONAL TRANSPORTATION PLAN

of the

PUGET SOUND REGIONAL COUNCIL

with the

SUPPLEMENTARY BACKGROUND DATA

Presented to

Mr. Josh Brown, Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

Submitted by

Hal B. H. Cooper, Jr.
Consulting Engineer
[redacted]
Kirkland, Washington 98034

January 31, 2018

PUGET SOUND REGIONAL COUNCIL
PREPARED COMMENTS ON THE
2040 REGIONAL TRANSPORTATION PLAN

-----Original Message-----
From: Hal Cooper
Sent: Sunday, January 21, 2018 9:31 AM
To: jcraigthorpe[redacted]
Subject: Fw: Thank you for your feedback.

Craig: Would you be so kind as to send out this commentary to the members of the Solutionary Rail Group which I reference in the enclosed material. Thank you Hal

-----Original Message-----
From: PSRC - Transportation Plan
Sent: Sunday, January 21, 2018 9:19 AM
To: halcooper[redacted]
Subject: Thank you for your feedback.

Thank you for your comment on the Regional Transportation Plan. Your comments will be provided to the PSRC boards for consideration and will become a part of the public record for the planning process. The plan is scheduled for adoption in late May 2018. For more information visit https://urldefense.proofpoint.com/v2/url?u=https-3A__www.psrc.org_our-2Dwork_rtp&d=DwICaQ&c=fpIeS8RwmHkY2r_dFRL5tQ&r=uLaXKFMQJ4xWeUEhuPqUtaKGM58wvYiiYpOPdTorIZM&m=V77klpakWKqFS24UiLFYZ2jgUha5CfWrSi4T9kl3bLg&s=e-lQOcN6FpGS7qFsHylmv5JgnYUXjQZw0AqZorixXoo&e= .

NAME: Hal Cooper
EMAIL: halcooper[redacted]
ORGANIZATION: Self
ADDRESS: 98034-1114
PHONE:

SUBMITTED TEXT:
The proposed Regional Transportation Plan for the Puget Sound area is very comprehensive and inclusive. There are three major concerns with the plan that it need to be more extensively considered as follows.

The first concern is that major economic driving force for the plan is the major economic growth occurring in the region which is creating a shortage of the available housing and the need for more long distance transport.

The second concern is that the primary focus of the plan is on the north-south geographic focus of the region at the present time which needs to consider east-west traffic movements as well as the north-south orientation.

The third concern is that the subject of the electrification of transportation in the Puget Sound region is not a main consideration of the plan and needs to be augmented in response to Governor Inslee's Clean Energy Initiative.

There is going to be a greater emphasis on long distance commuting in the plan which is going to be increasingly by rail and particularly by higher speed or even high speed rail both in western Washington and in the future to eastern Washington plus across Puget Sound by boat.

The present western Washington commuter rail services are going to need to be able to go beyond the present three counties of King and Pierce and Snohomish to the north to Skagit and even Whatcom Counties as well as to Thurston and Lewis Counties to the south which would need to include a direct frequent rail passenger service between downtown Seattle and the Capitol in Olympia.

There is also going to be a need to build new railroad tunnels under the existing inadequate facilities at the Stevens Pass between Everett and Wenatchee as well as under Stampede Pass between Auburn and Ellensburg which would be both longer and multiple track facilities.

The present Sounder rail commuter service needs to be extended to the Eastside from both Tukwila on the south and Everett on the north so as to create a new rail loop around Lake Washington. This service would enhance regional mobility with a major terminal in Bellevue plus stops at Renton and Redmond and Kirkland and Woodinville and Maltby and Snohomish and could also be used for future intercity passenger service as well.

The presently proposed Sound Transit Link light rail system in the Puget Sound area is going to need to be expanded in the future with more and longer routes as the region will continue to expand and gain populstion at the same time that the need for mass transit becomes greater and that more people do not have cars or drive less than at the present time.

There is going to need to be increased consideration of electric transportation in the future in the Puget Sound area in order to meet Governor Inslee's Clean Energy Program objectives for energy and environmental reasons in the forseeable future which will require the generation and use of additional amounts of electricity which will require expansion of the electric utility grid.

There will be increased use of electric cars and buses and trucks on roadways as well as for the light rail and commuter rail systems which will need to include the electrification of railroads for both freight and passenger transport as has been proposed by the Solutionary Rail Group based on Vashon Island in the recent time.

Those are my summary comments which I will augment by a separate doument to incorporate a plan to be supplied to you by regular mail once it is completed.

Respecfully submitted Hal Cooper

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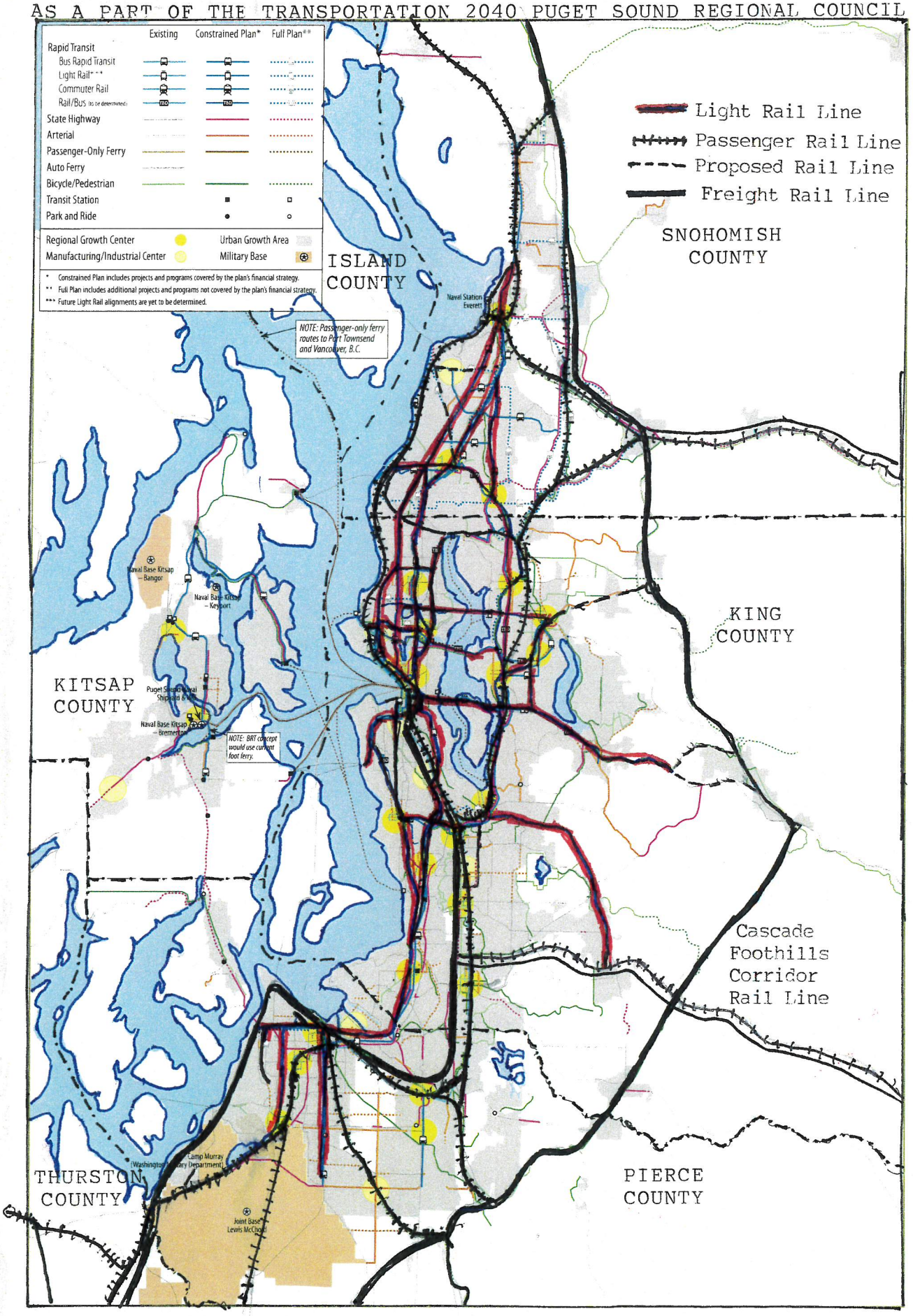
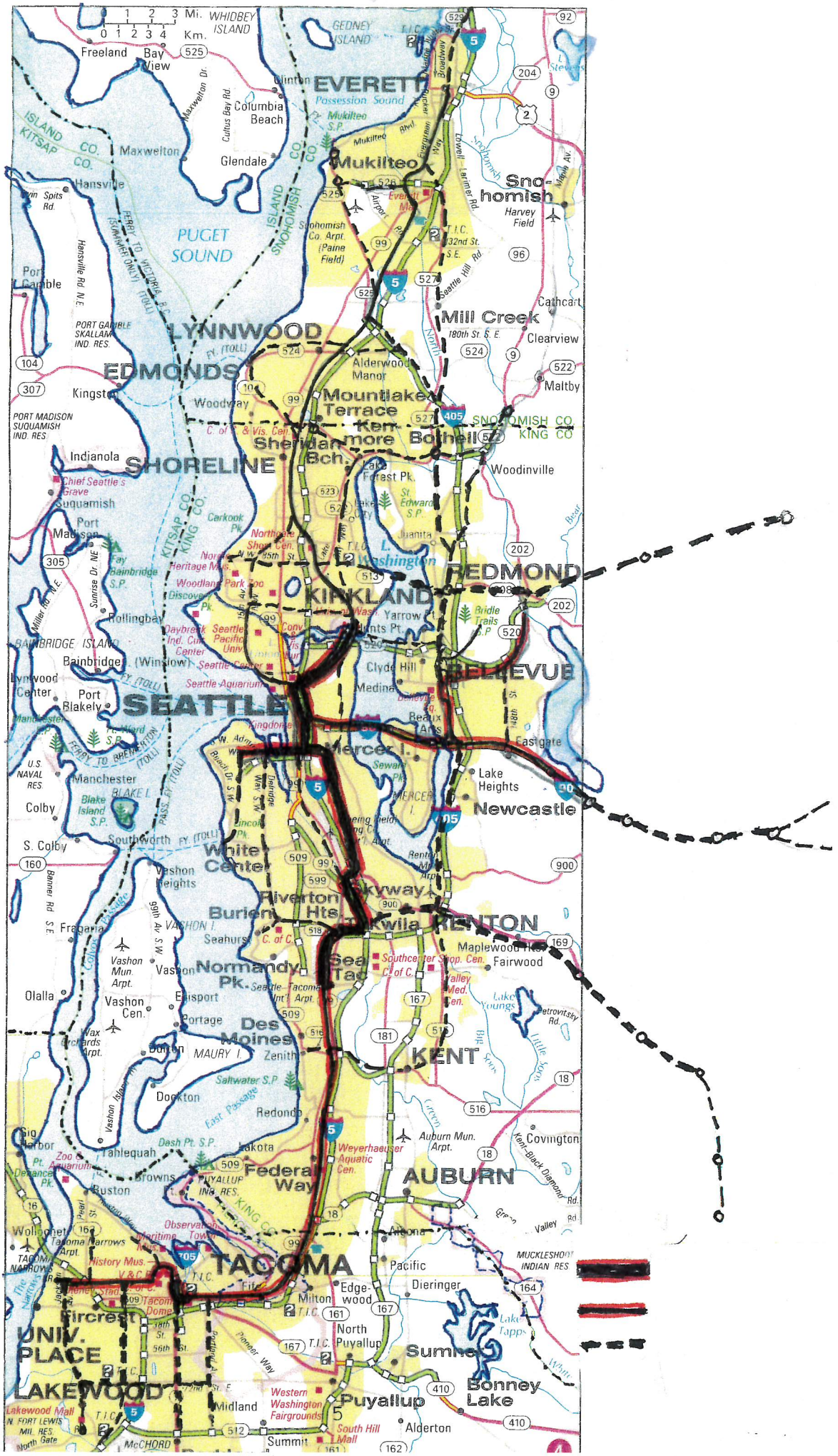
RAIL TRANSIT LINE LOCATIONS

PROPOSED EXPANSION OF THE PUGET SOUND RAILROAD INFRASTRUCTURE NETWORK AS A PART OF THE TRANSPORTATION 2040 PUGET SOUND REGIONAL COUNCIL PLAN



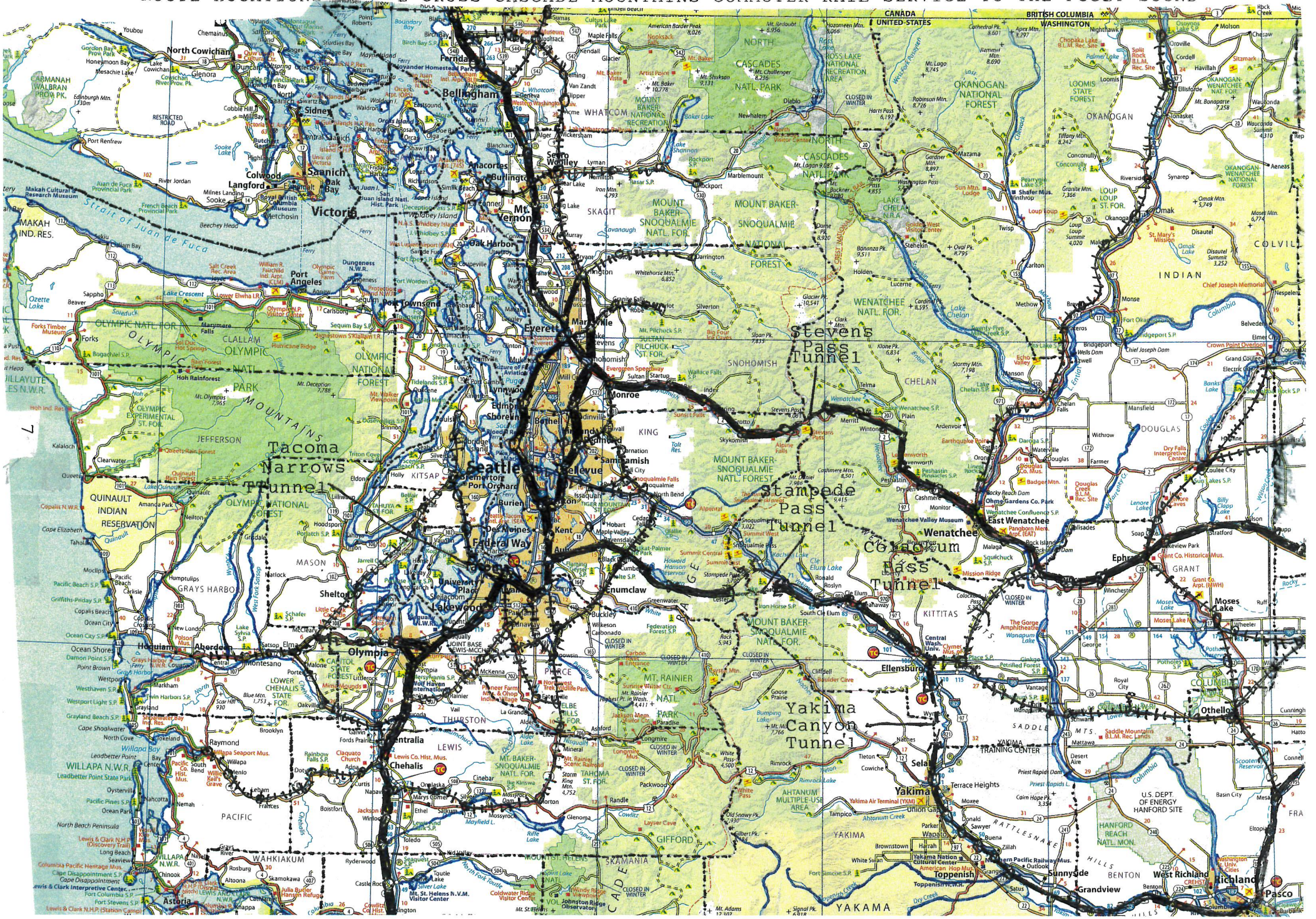
EXISTING AND PROPOSED LIGHT RAIL LINES IN THE PUGET SOUND URBAN REGION


EVERETT
Mukilteo
Snohomish
Mill Creek
LYNNWOOD
EDMONDS
Mountlake Terrace
Kenmore
Bothell
SHORELINE
Woodinville
REDMOND
KIRKLAND
BELLEVUE
SEATTLE
Bainbridge (Winslow)
Newcastle
Lake Heights
White Center
Riverton Hts.
Skyway
Burien
Tukwila
RENTON
Normandy Pk.
Sea-Tac
Des Moines
KENT
Federal Way
AUBURN
TACOMA
Fircrest
UNIV. PLACE
LAKEWOOD
Puyallup
Sumner
Bonney Lake
Edgewood
Milton
North Puyallup
Pacific
Auburn
Kent
Renton
Tacoma
Lakewood

PROPOSED INTERCITY AND COMMUTER RAIL NETWORK IN THE PUGET SOUND REGION

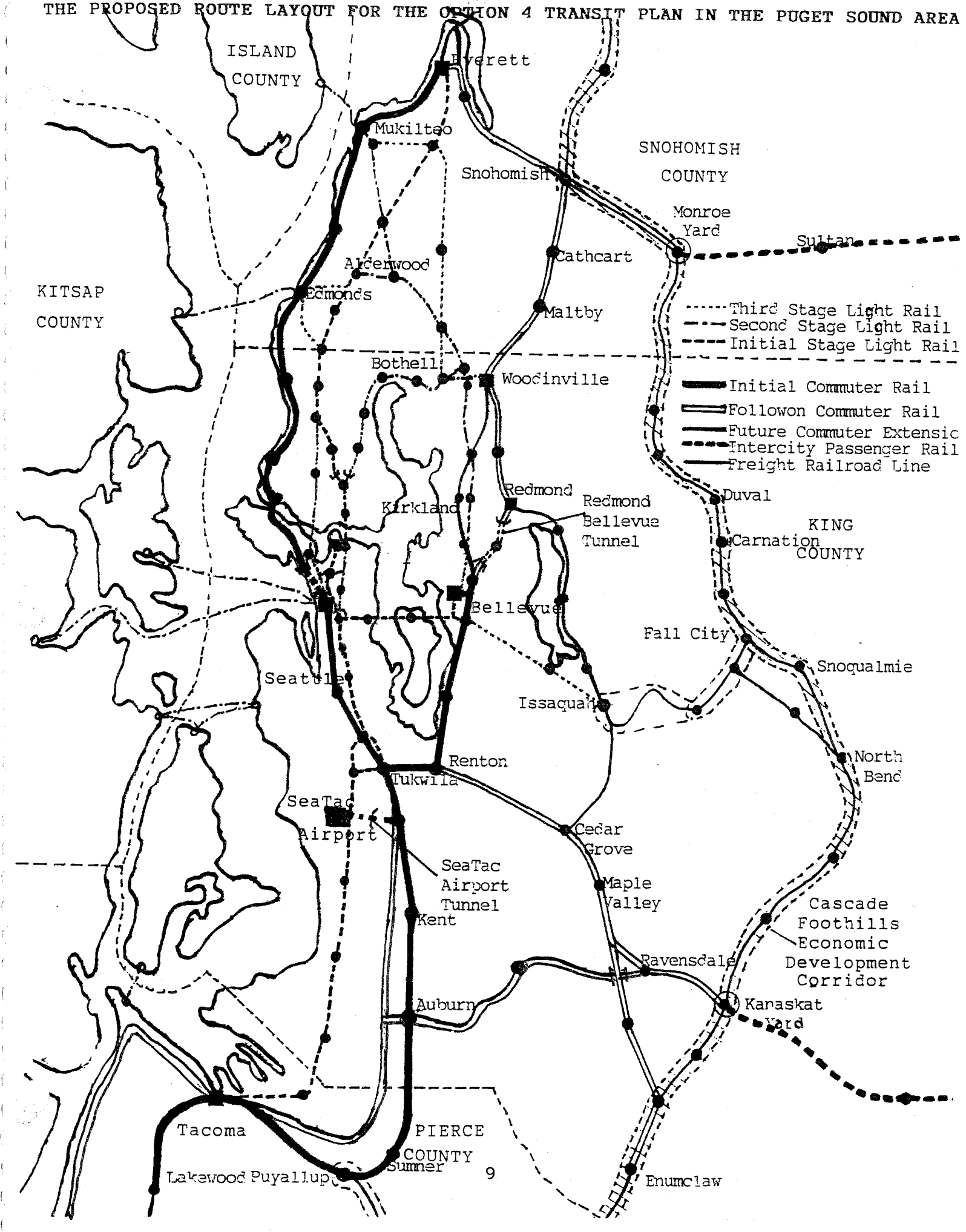
PUGET SOUND
EVERETT
Mukilteo
LYNNWOOD
EDMONDS
SHORELINE
Mountlake Terrace
Mill Creek
Bothell
Woodinville
KIRKLAND
REDMOND
BELLEVUE
SEATTLE
Mercer I.
Newcastle
Renton
Kent
Auburn
Federal Way
TACOMA
Puyallup
Bonney Lake
Sumner
University Place
Lakewood
Fircrest
Tacoma Narrows Airport
Seattle-Tacoma Int'l Airport
Boeing Field
Everett Mall
Alderwood Manor
Lake Forest Park
Redmond Town Center
Kingsgate
Eastgate
Lake Heights
Maplewood Hts.
Fairwood
Valley Med. Cen.
Kent Station
Auburn Mun. Airport
Covington
Lake Tapps
Muckleshoot Indian Res.
Dieringer
Edgewood
Milton
North Puyallup
Alderton
Western Washington Fairgrounds
South Hill Mall
Lakewood Mall
Fort Lewis Mil. Res.
Midland
McChord
Parkland
Spanaway
Tillicum
Lakewood Center
Steilacoom
Dupont
Fife
Tacoma Dome
Observation Tower
Point Defiance Park
Zoo & Aquarium
Dash Pt. S.P.
Saltwater S.P.
Maury I.
Vashon I.
Vashon Heights
Seahurst
Normandy Pk.
Burien
White Center
Riverton Hts.
Tukwila
Skyway
Renton Municipal Arpt.
Lake Youngs
Green River
Big Soos Creek
Little Soos Creek
Black Diamond Rd.
Green Valley Rd.
Petrovitsky Rd.
Kent-Des Moines Rd.
Pacific Hwy. S.
Des Moines
Zenith
Redondo
Dockton
Burton
Portage
Vashon Cen.
Vashon Mun. Arpt.
Olalla
Fragaria
Colvin Passage
Quartermaster Harbor
Tahlequah
Gig Harbor
Wollochet
Browns Pt.
Dumas Bay
Buston
Fox Island
Wax Orchards Arpt.
Edisport
Colby
S. Colby
Manchester
Blake Island S.P.
Southworth
Annapolis
Port Orchard
Bainbridge Island
Bainbridge (Winslow)
Rolling Bay
Lynnwood Center
Port Blakely
Port Madison
Suquamish
Chief Seattle's Grave
Indianola
Kingston
Woodway
Carkeek Pk.
Golden Gardens
Sheridan Bch.
Lake City
Meadowdale
Picnic Pt.
Edmonds Ferry Terminal
Ferry to Victoria, B.C. (Summer only) (Toll)
Ferry to Bremerton (Toll)
Pass. Ferry (Toll)
Ft. (Toll)
Port Gamble
Port Gamble Skallam Ind. Res.
Port Madison Suquamish Ind. Res.
Hansville
Spits Rd.
Maxwelton
Maxwelton Dr.
Columbia Beach
Clinton
Freeland
Bay View
Cultus Bay Rd.
Gedney Island
Whidbey Island
Island Co.
Kitsap Co.
Snohomish Co.
King Co.
Pierce Co.
Snoqualmie Arpt. (Paine Field)
Harvey Field
Cathcart
Clearview
Maltby
Woodinvillle
Juanita
Yarrow Pt.
Hunts Pt.
Clyde Hill
Medina
Beaux Arts
Sunset Hill
Seward Pk.
Mercer Island
Lake Washington
Lake Sammamish
Issaquah
Sammamish
Bellevue Community College
Overlake Hospital Med. Cen.
Microsoft
Redmond Town Center
Sahalee
Woodinville
Duvall
Carnation
Snoqualmie
North Bend
Fall City
Preston
Issaquah
Hobart
Ravensdale
Black Diamond
Enumclaw
Auburn
Kent
Renton
Tukwila
Seattle
Everett
Mukilteo
Lynnwood
Edmonds
Shoreline
Kirkland
Redmond
Bothell
Mill Creek
Bellevue
Issaquah
Sammamish
Maple Valley
Covington
Black Diamond
Enumclaw
Buckley
Orting
Sumner
Puyallup
Tacoma
Lakewood
University Place
Fircrest
Steilacoom
DuPont
Lacey
Olympia
Tumwater
Yelm
Rainier
Eatonville
Elbe
Ashford
Mt. Rainier
Packwood
Randle
Morton
Centralia
Chehalis
Winlock
Toledo
Vader
Castle Rock
Kelso
Longview
Rainier
Scappoose
St. Helens
Columbia City
Deer Island
Warren
Clatskanie
Rainier
Astoria
Seaside
Cannon Beach
Tillamook
Manzanita
Nehalem
Wheeler
Rockaway Beach
Garibaldi
Bay City
Tillamook
Netarts
Oceanside
Pacific City
Neskowin
Lincoln City
Depoe Bay
Newport
Waldport
Yachats
Florence
Reedsport
Coos Bay
North Bend
Coquille
Bandon
Port Orford
Gold Beach
Brookings
Crescent City
Arcata
Eureka
Fortuna
Ferndale
Rio Dell
Scotia
Garberville
Redway
Leggett
Laytonville
Willits
Ukiah
Hopland
Cloverdale
Healdsburg
Windsor
Santa Rosa
Petaluma
Novato
San Rafael
Sausalito
Mill Valley
Tiburon
Belvedere
Corte Madera
Larkspur
Greenbrae
Kentfield
Ross
San Anselmo
Fairfax
Lagunitas
Point Reyes Station
Inverness
Olema
Bolinas
Stinson Beach
Muir Beach
Mill Valley
Sausalito
Golden Gate Bridge
San Francisco
Oakland
Alameda
Berkeley
Albany
El Cerrito
Richmond
San Pablo
Pinole
Hercules
Rodeo
Crockett
Martinez
Concord
Pleasant Hill
Walnut Creek
Lafayette
Orinda
Moraga
Danville
San Ramon
Dublin
Pleasanton
Livermore
Tracy
Stockton
Lodi
Galt
Elk Grove
Sacramento
West Sacramento
Davis
Woodland
Winters
Vacaville
Fairfield
Suisun City
Benicia
Vallejo
Napa
American Canyon
Yountville
St. Helena
Calistoga
Middletown
Lower Lake
Clearlake
Lakeport
Kelseyville
Upper Lake
Ukiah
Willits
Laytonville
Garberville
Redway
Leggett
Fort Bragg
Mendocino
Point Arena
Gualala
Sea Ranch
Jenner
Bodega Bay
Bodega
Tomales
Dillon Beach
Marshall
Petaluma
Sonoma
Glen Ellen
Kenwood
Santa Rosa
Windsor
Healdsburg
Geyserville
Cloverdale
Hopland

ROUTE LOCATIONS OF THE CROSS CASCADE MOUNTAINS COMMUTER RAIL SERVICE TO THE PUGET SOUND

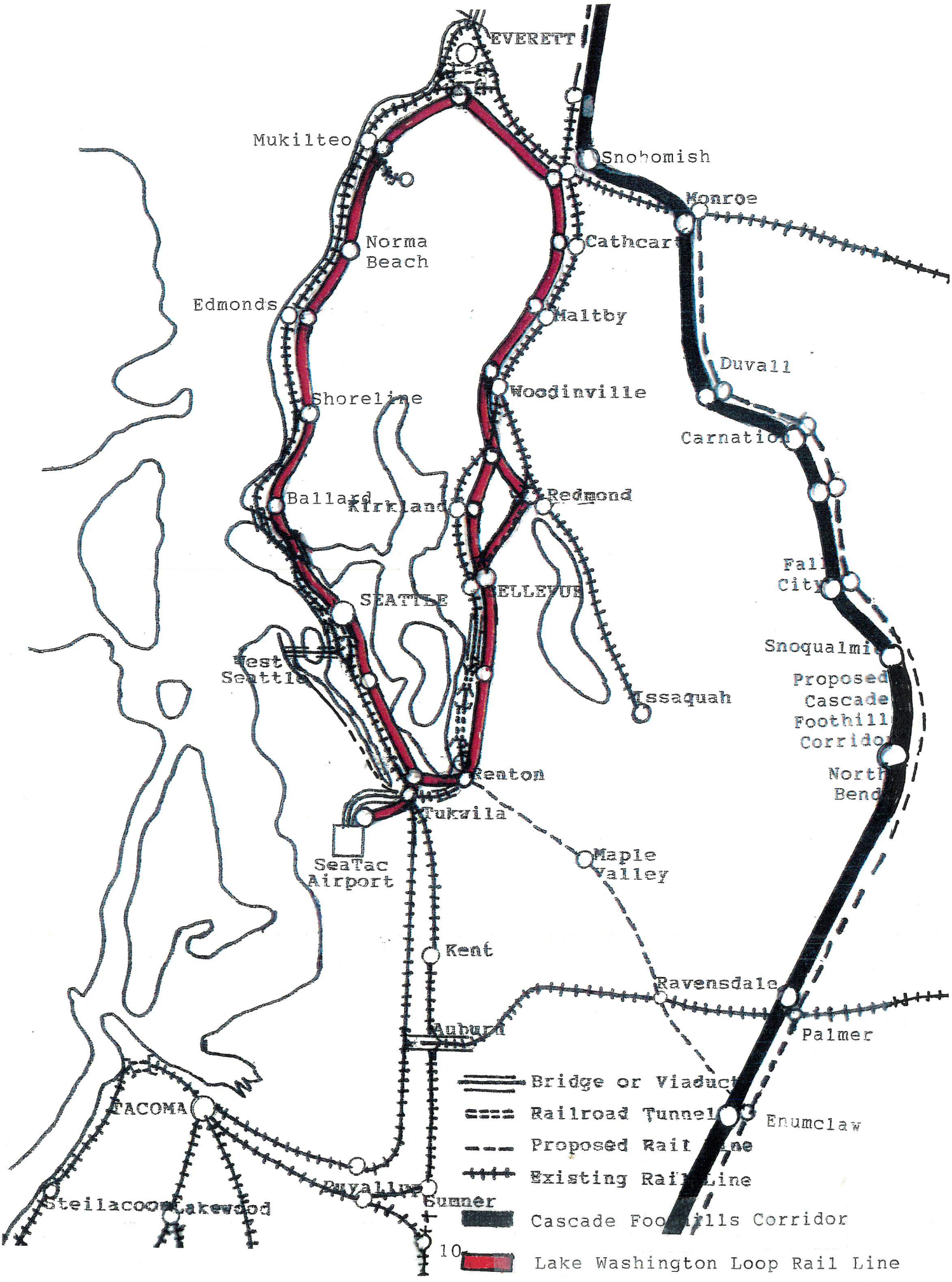


LAKE WASHINGTON RAIL LOOP LOCATION

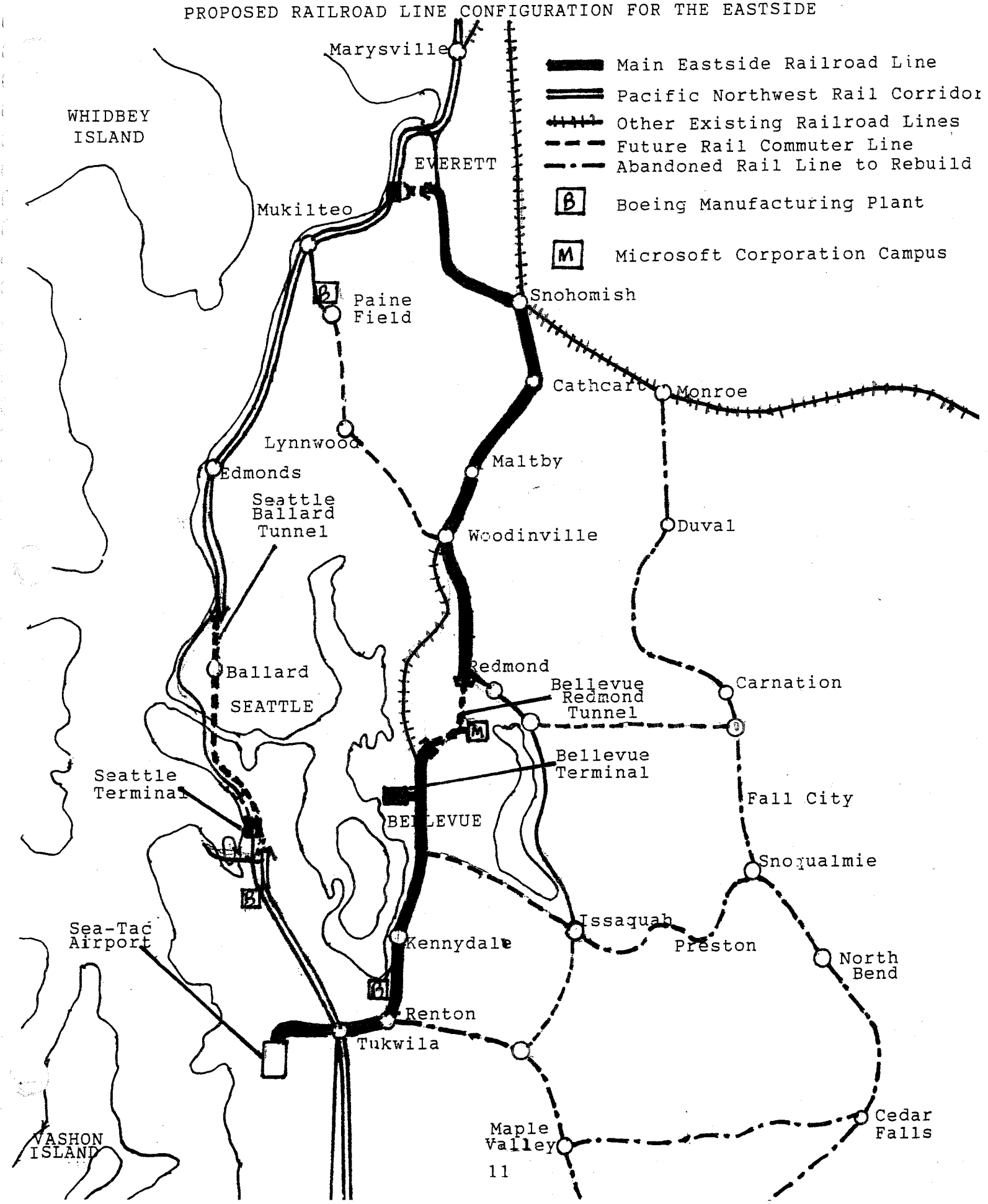
THE PROPOSED ROUTE LAYOUT FOR THE OPTION 4 TRANSIT PLAN IN THE PUGET SOUND AREA



PROPOSED ROUTE LOCATION OF THE LAKE WASHINGTON LOOP COMMUTER RAIL LINE

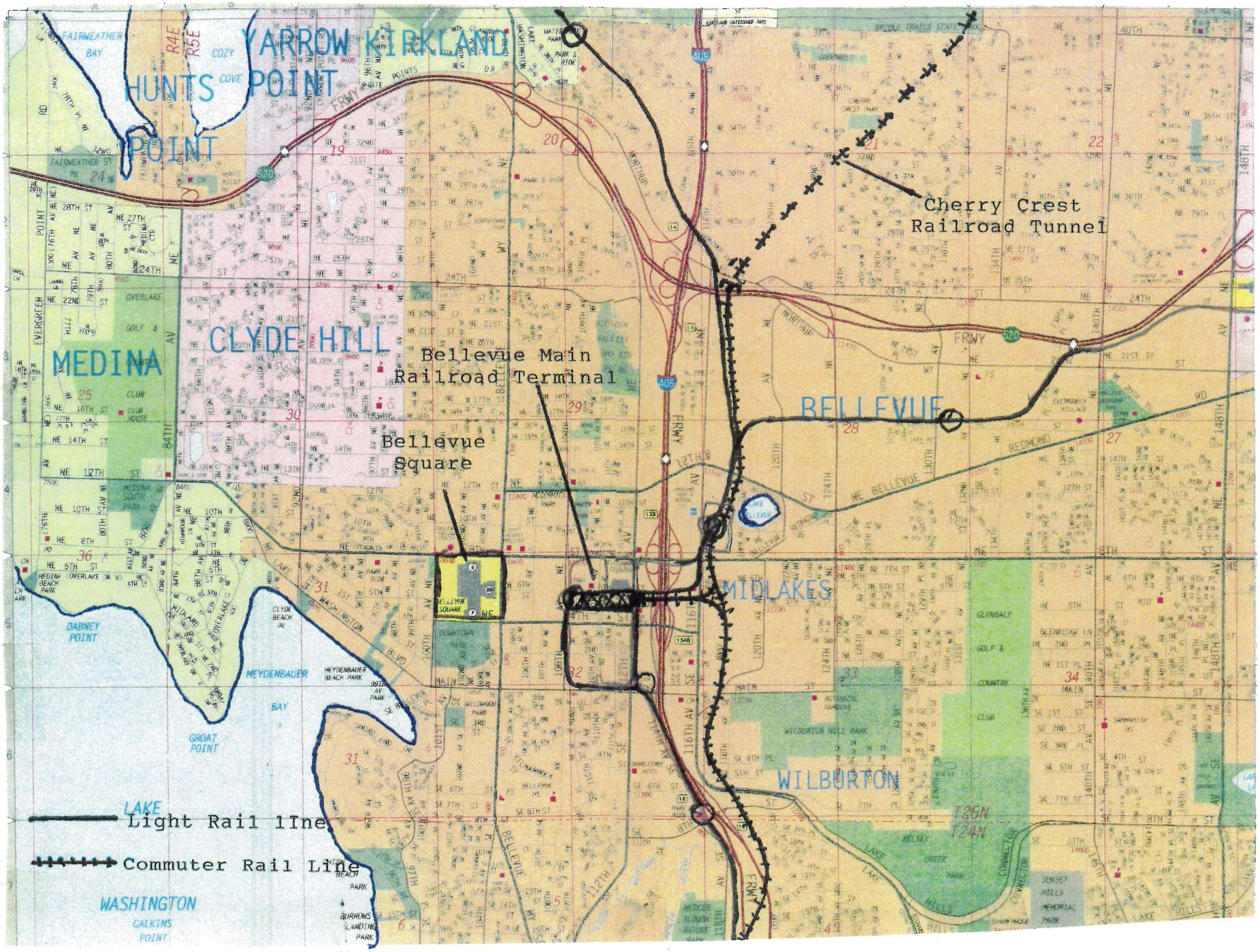


PROPOSED RAILROAD LINE CONFIGURATION FOR THE EASTSIDE

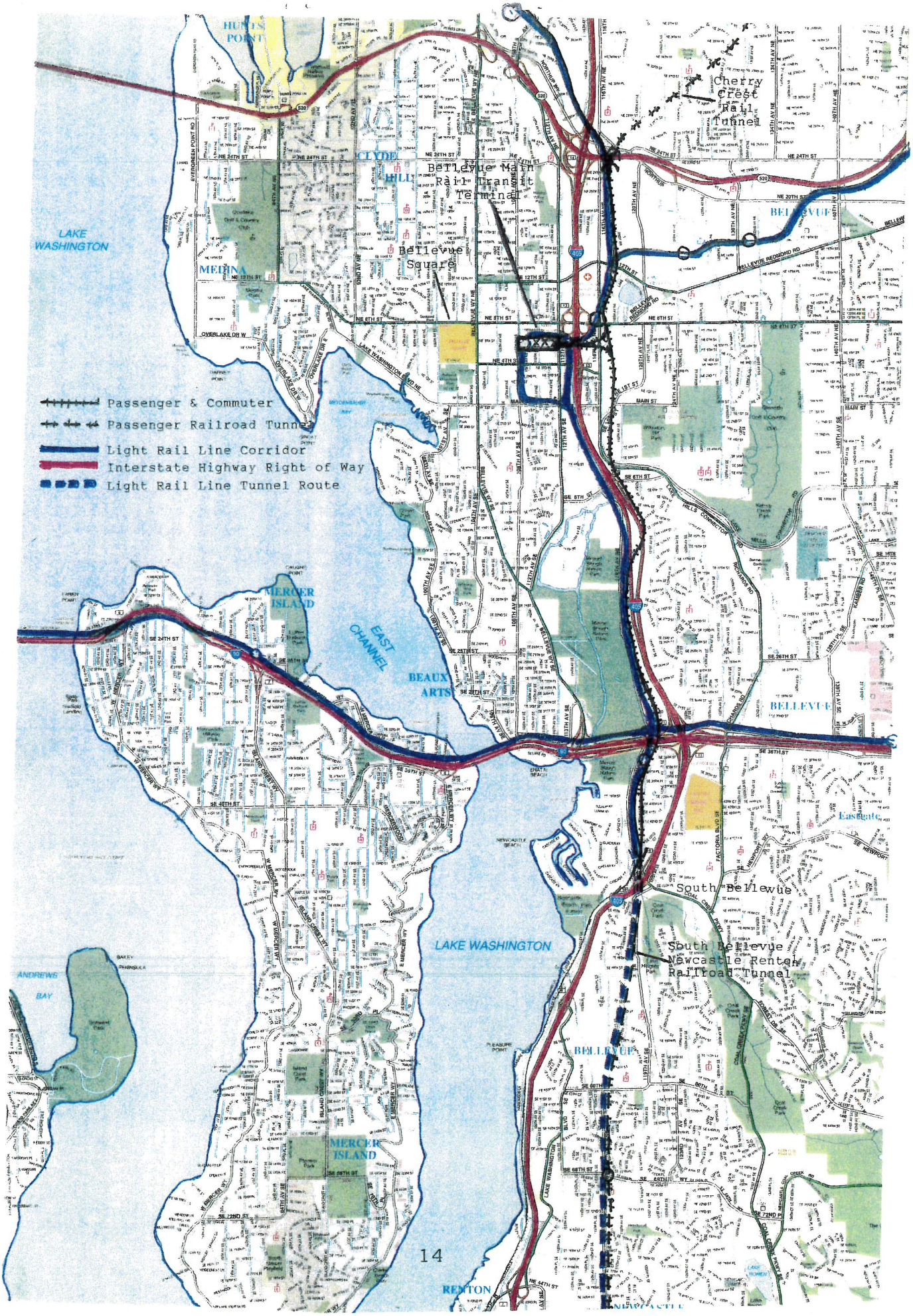


EASTSIDE RAIL LINE LOCATIONS

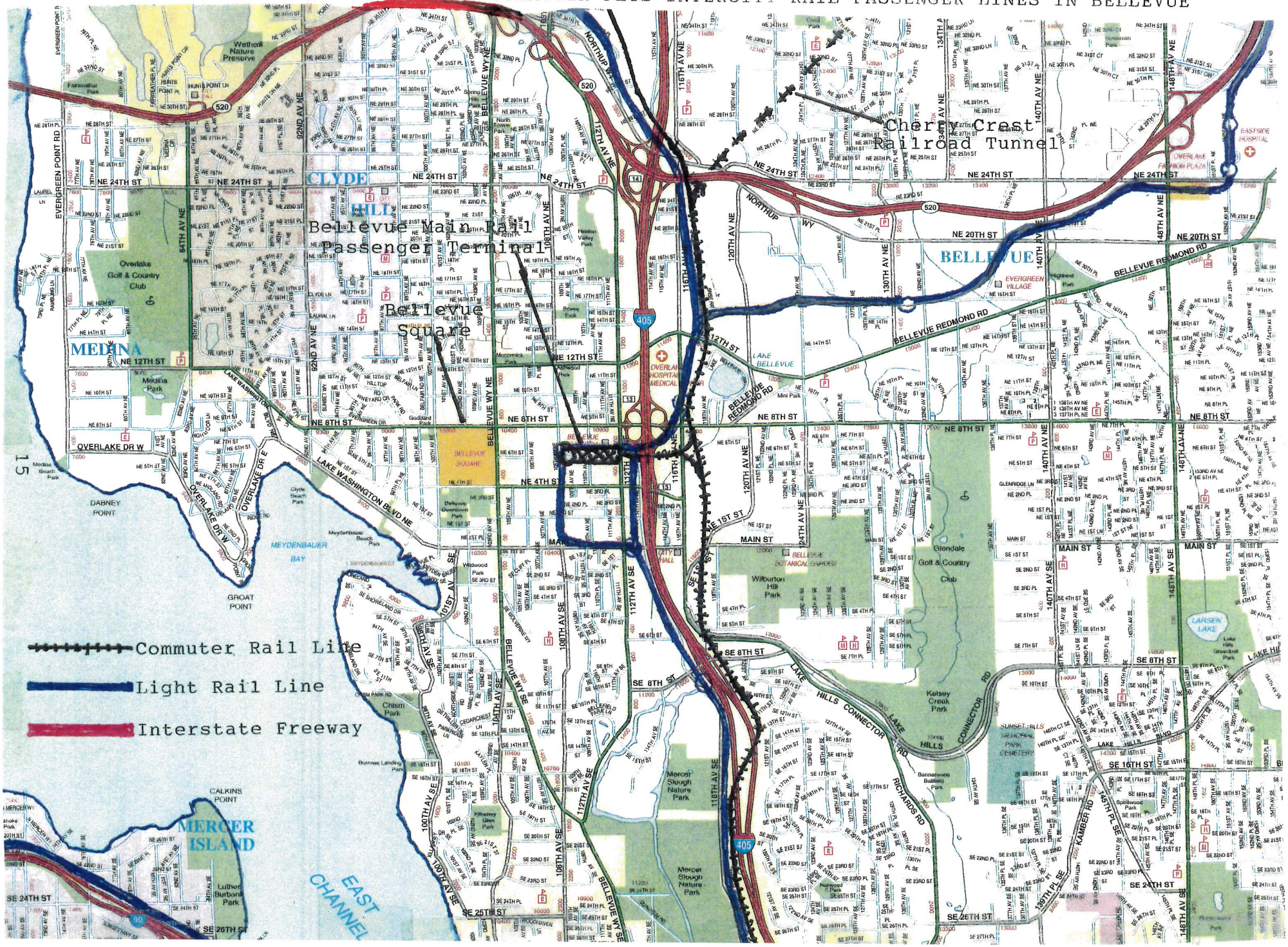
PROPOSED ROUTE ALIGNMENTS OF THE LIGHT RAIL AND COMMUTER RAILROAD LINES IN BELLEVUE



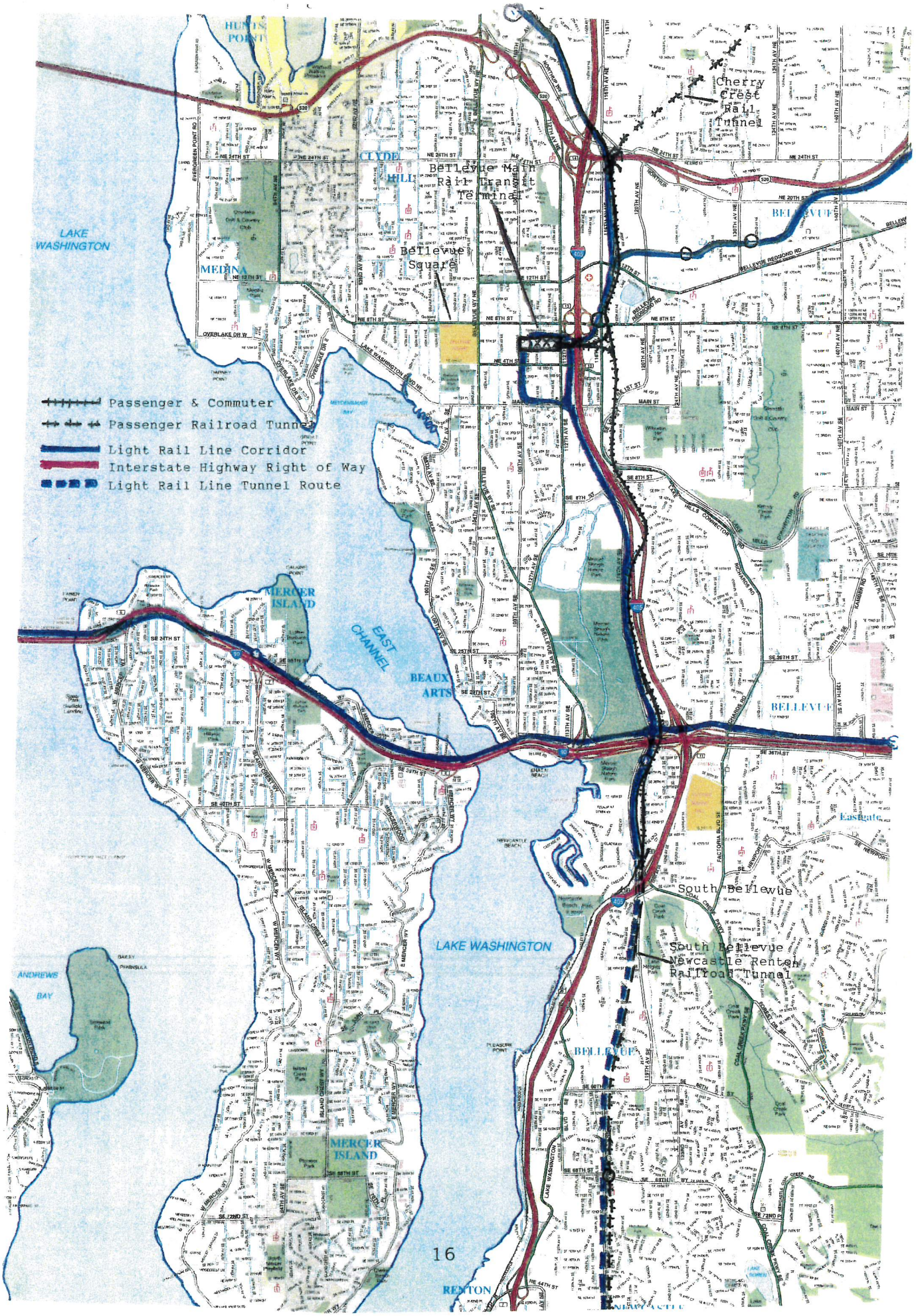
PROPOSED ROUTE ALIGNMENTS FOR THE LIGHT RAIL AND COMMUTER RAIL AND THE INTERCITY PASSENGER RAIL LINES ON THE EAST SIDE OF LAKE WASHINGTON



PROPOSED LIGHT RAIL TRANSIT AND COMMUTER PLUS INTERCITY RAIL PASSENGER LINES IN BELLEVUE



PROPOSED ROUTE ALIGNMENTS FOR THE LIGHT RAIL AND COMMUTER RAIL AND THE INTERCITY PASSENGER RAIL LINES ON THE EAST SIDE OF LAKE WASHINGTON



CASCADE FOOTHILLS RAIL CORRIDOR

CONCEPT RENDERING OF THE PROPOSED CASCADE FOOTHILLS CORRIDOR RAIL LINE BY J. CRAIG THORPE

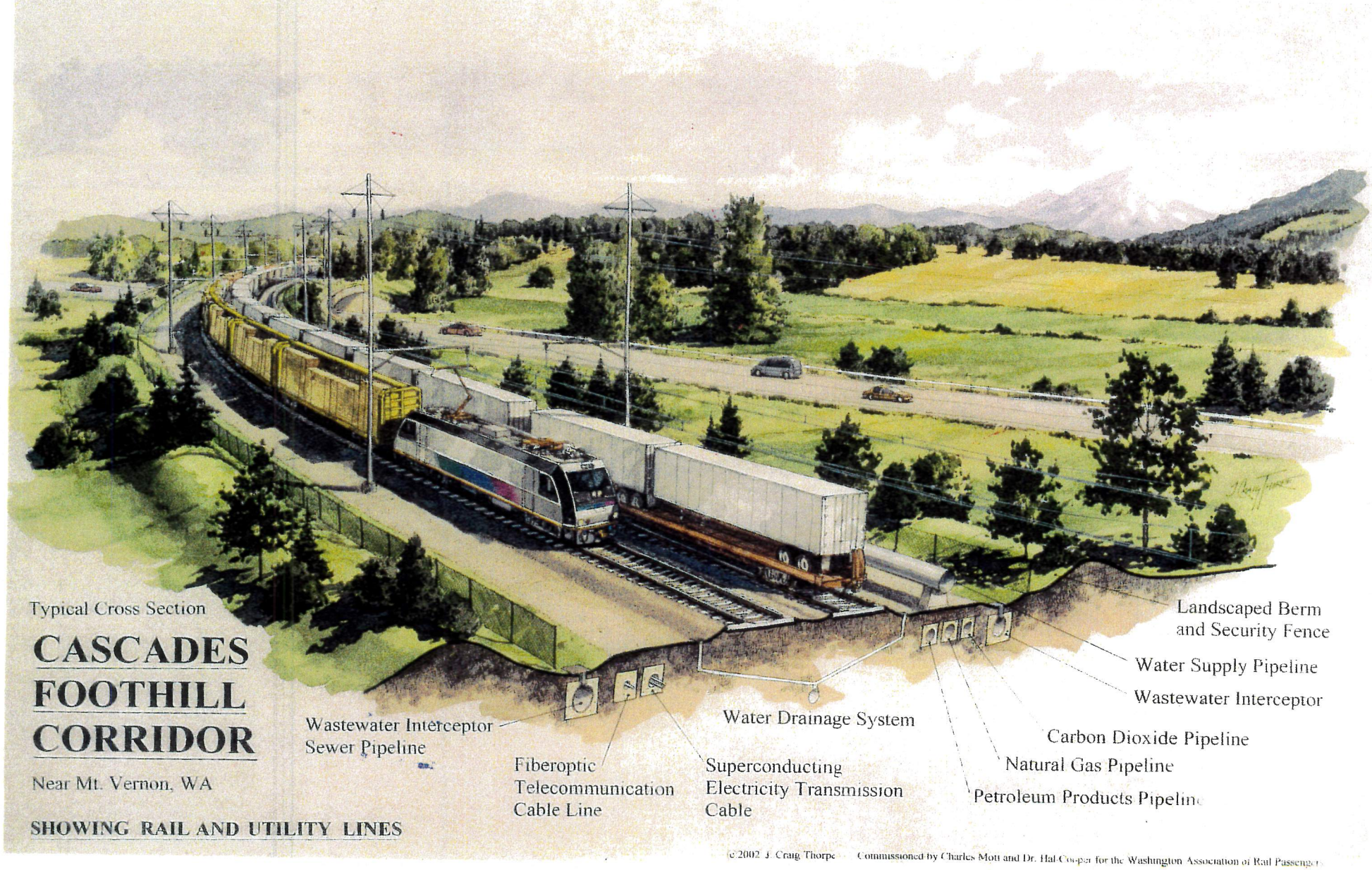
Proposed

CASCADES FOOTHILL CORRIDOR

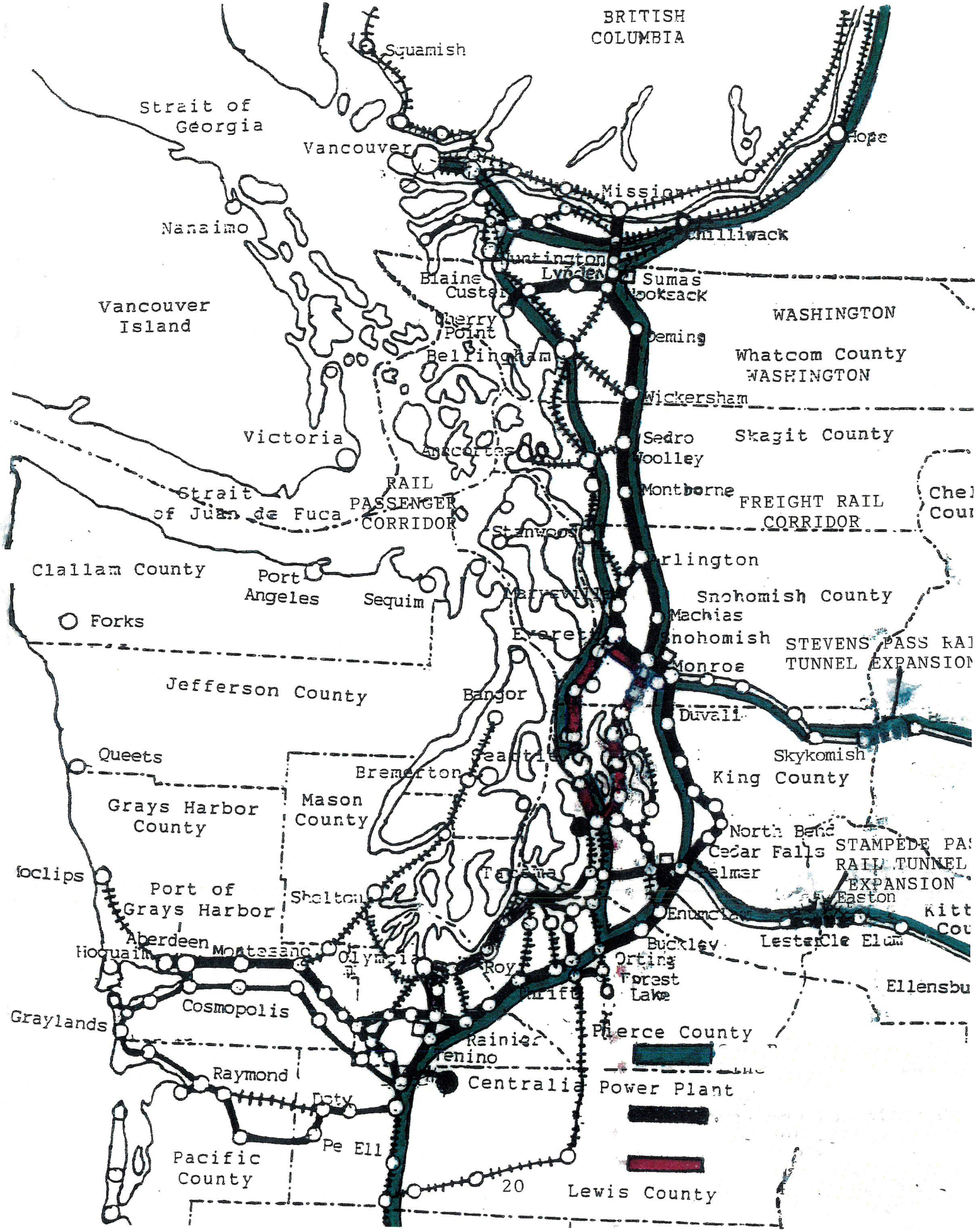
Near Mt. Vernon, WA

©2002 J. Craig Thorpe (rev 2016) Commissioned by Charles Mott and Dr. Hal Cooper

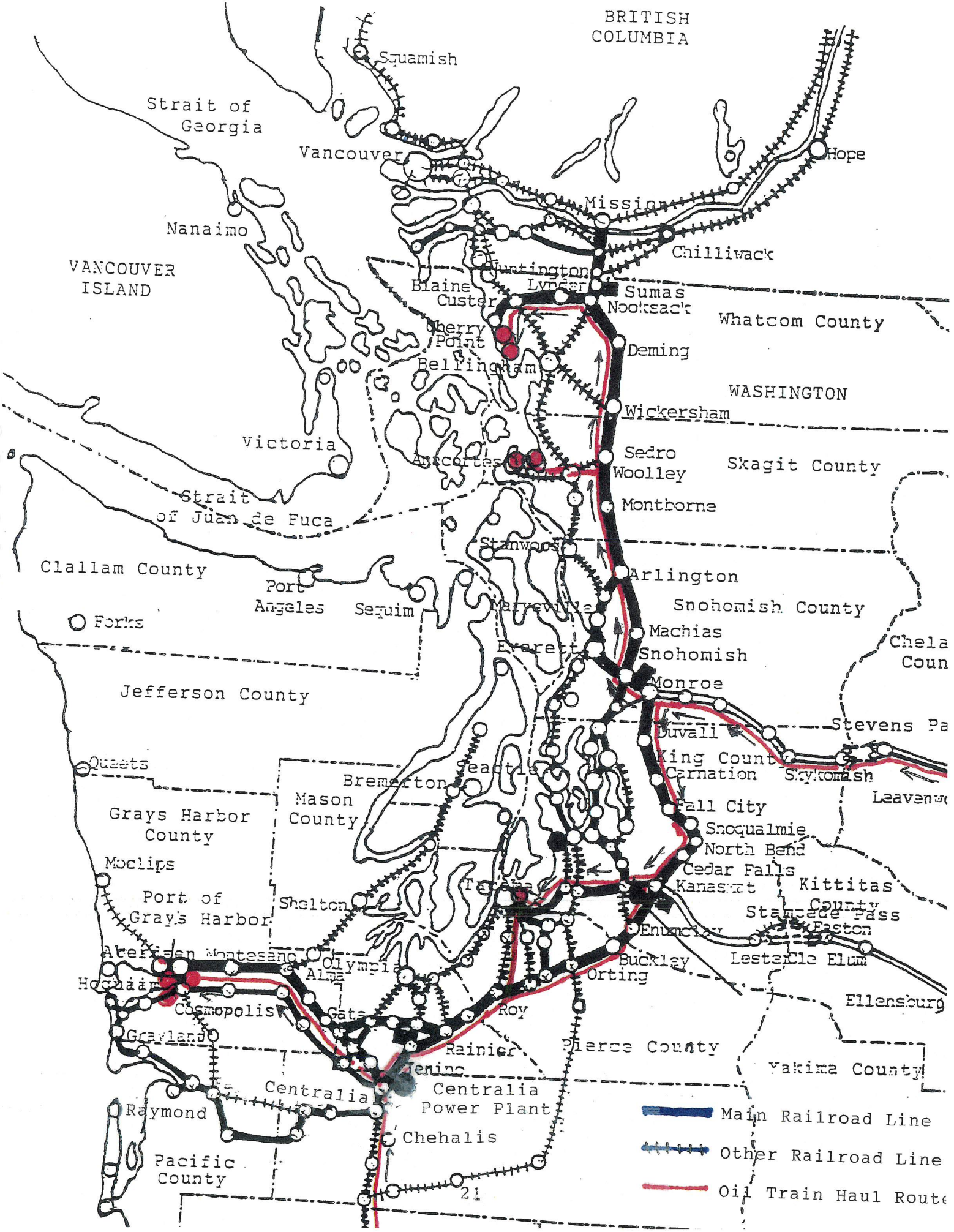
THE CASCADE FOOTHILLS CORRIDOR NEAR MOUNT VERNON, WASHINGTON AS A FREIGHT RAILROAD BYPASS

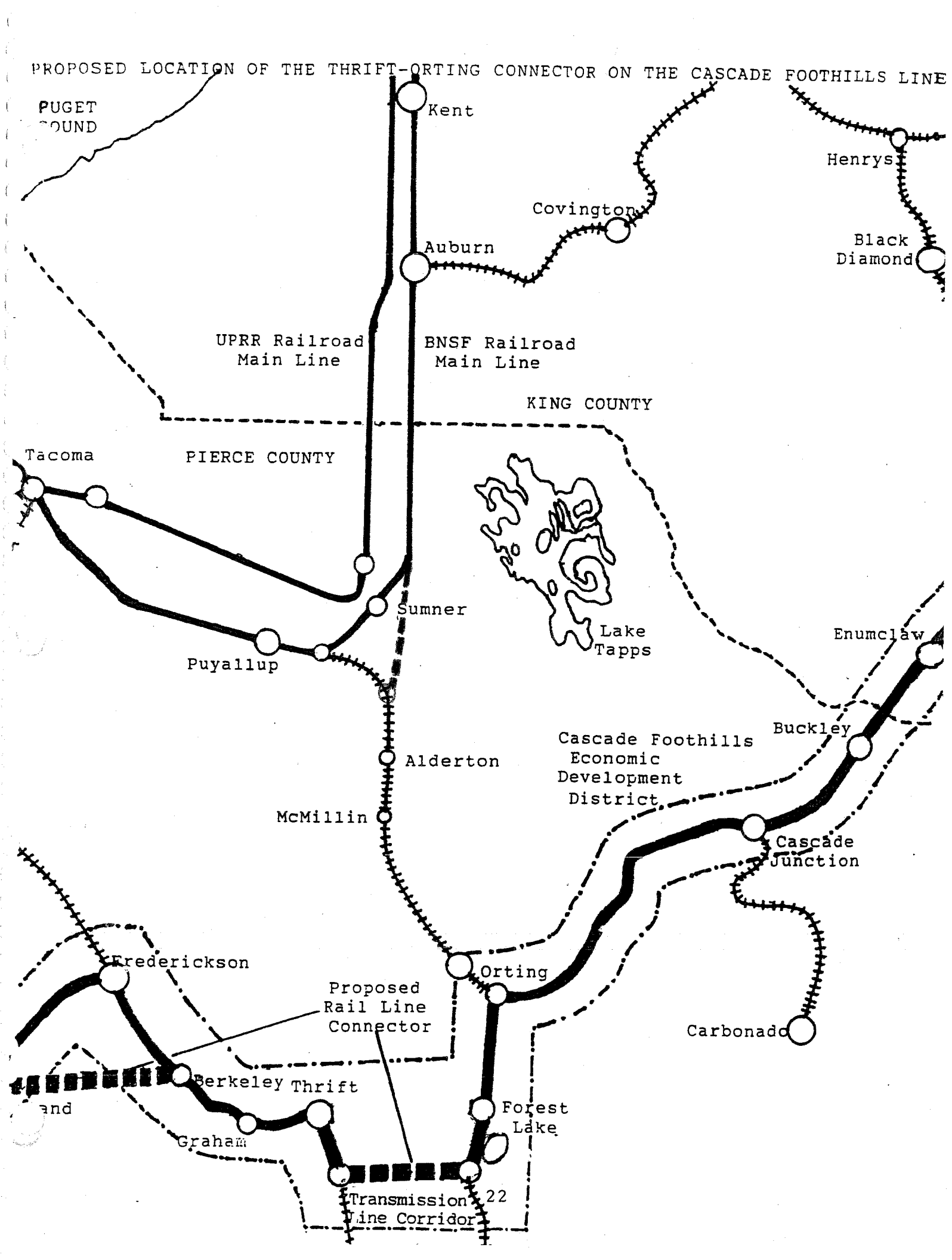


PROPOSED MAJOR RAILROAD INFRASTRUCTURE IMPROVEMENTS IN THE PUGET SOUND AREA



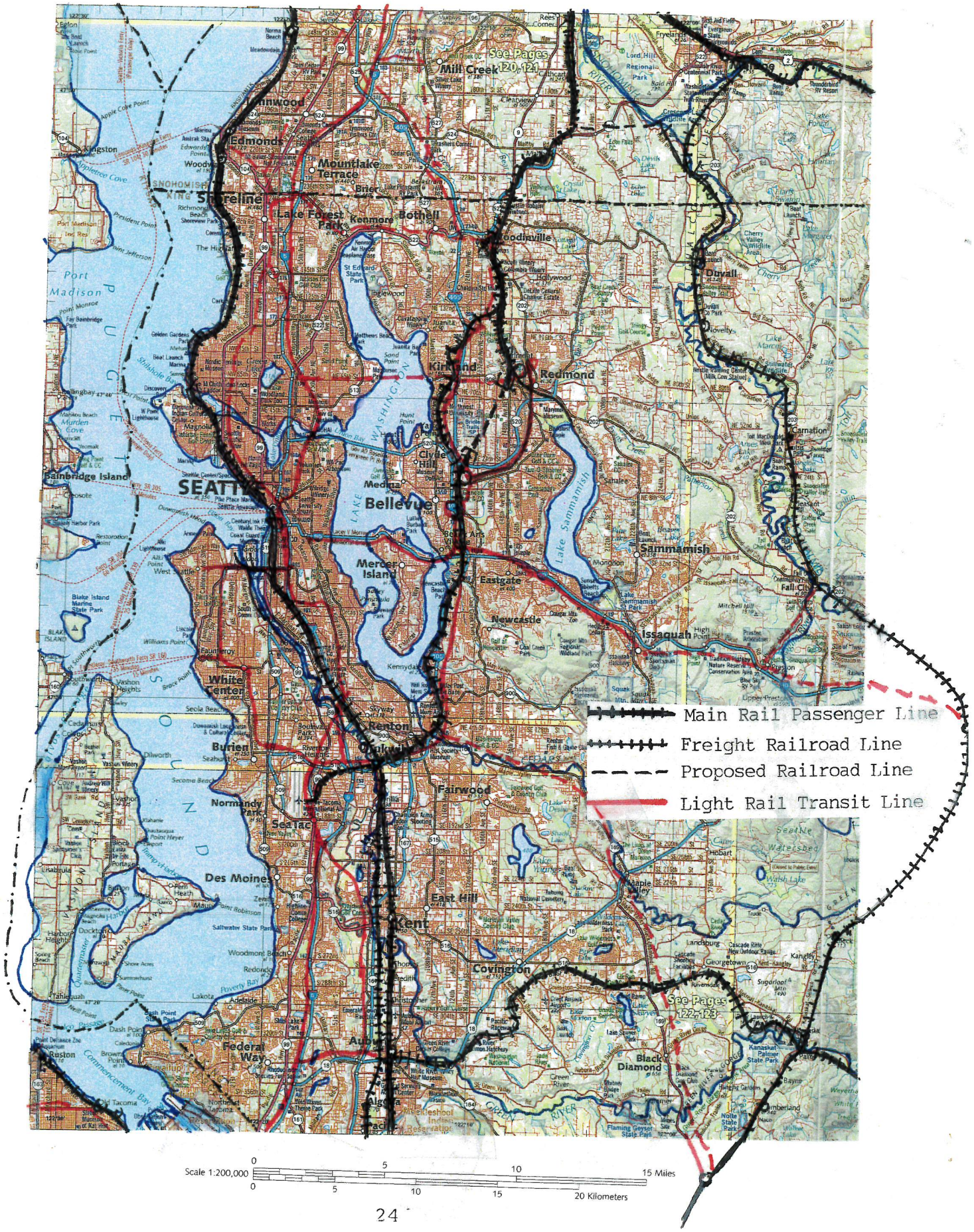
PROPOSED ROUTE LOCATION OF THE CASCADE FOOTHILLS CORRIDOR FREIGHT RAIL LINE



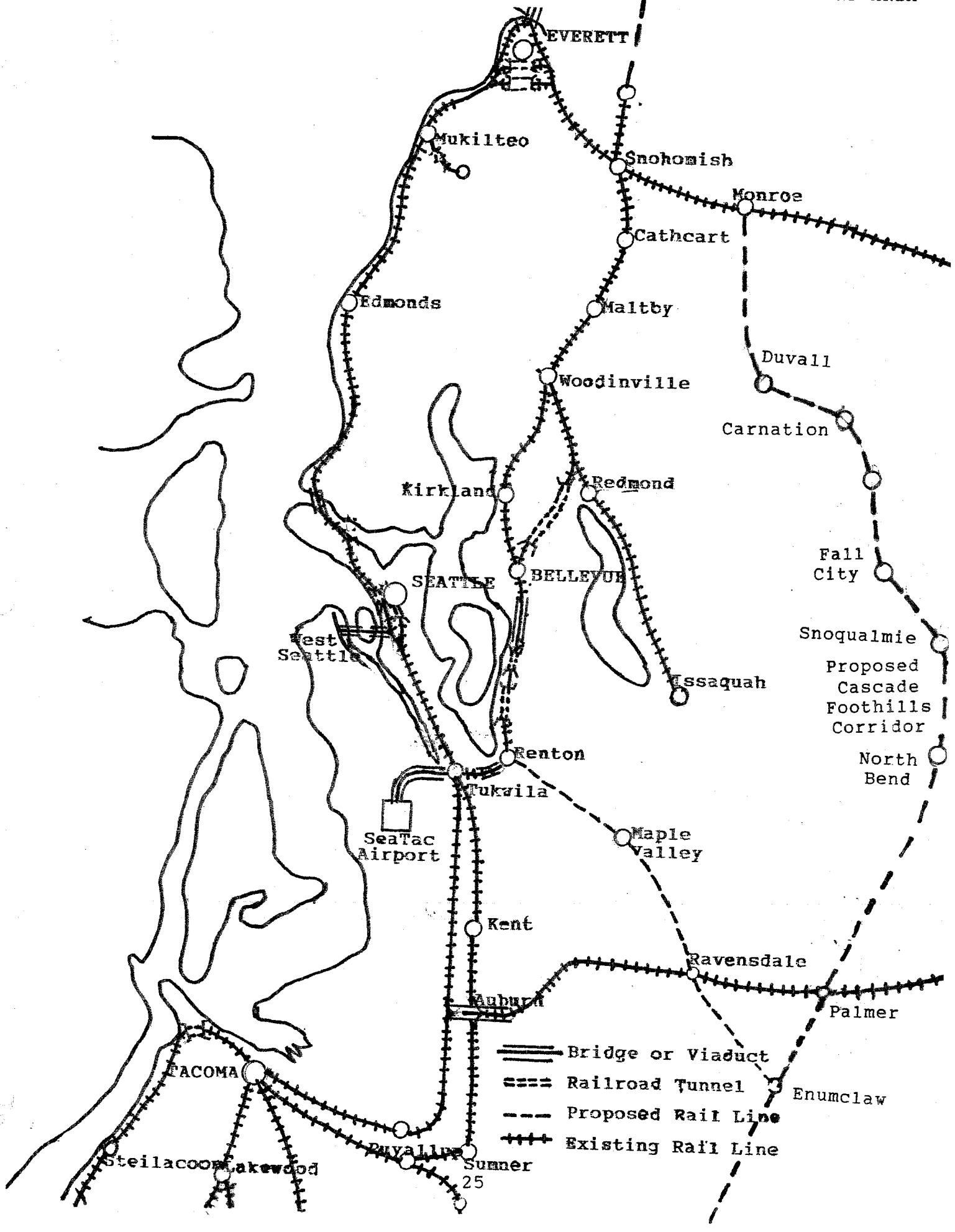

PROPOSED LOCATION OF THE THRIFT-ORTING CONNECTOR ON THE CASCADE FOOTHILLS LINE
PUGET SOUND
Kent
Henrys
Covington
Auburn
Black Diamond
UPRR Railroad Main Line
BNSF Railroad Main Line
KING COUNTY
Tacoma
PIERCE COUNTY
Sumner
Lake Tapps
Enumclaw
Puyallup
Buckley
Cascade Foothills Economic Development District
Alderton
McMillin
Cascade Junction
Frederickson
Orting
Proposed Rail Line Connector
Carbonado
Berkeley Thrift
Forest Lake
Graham
Transmission Line Corridor
22

PUGET SOUND RAIL NETWORK

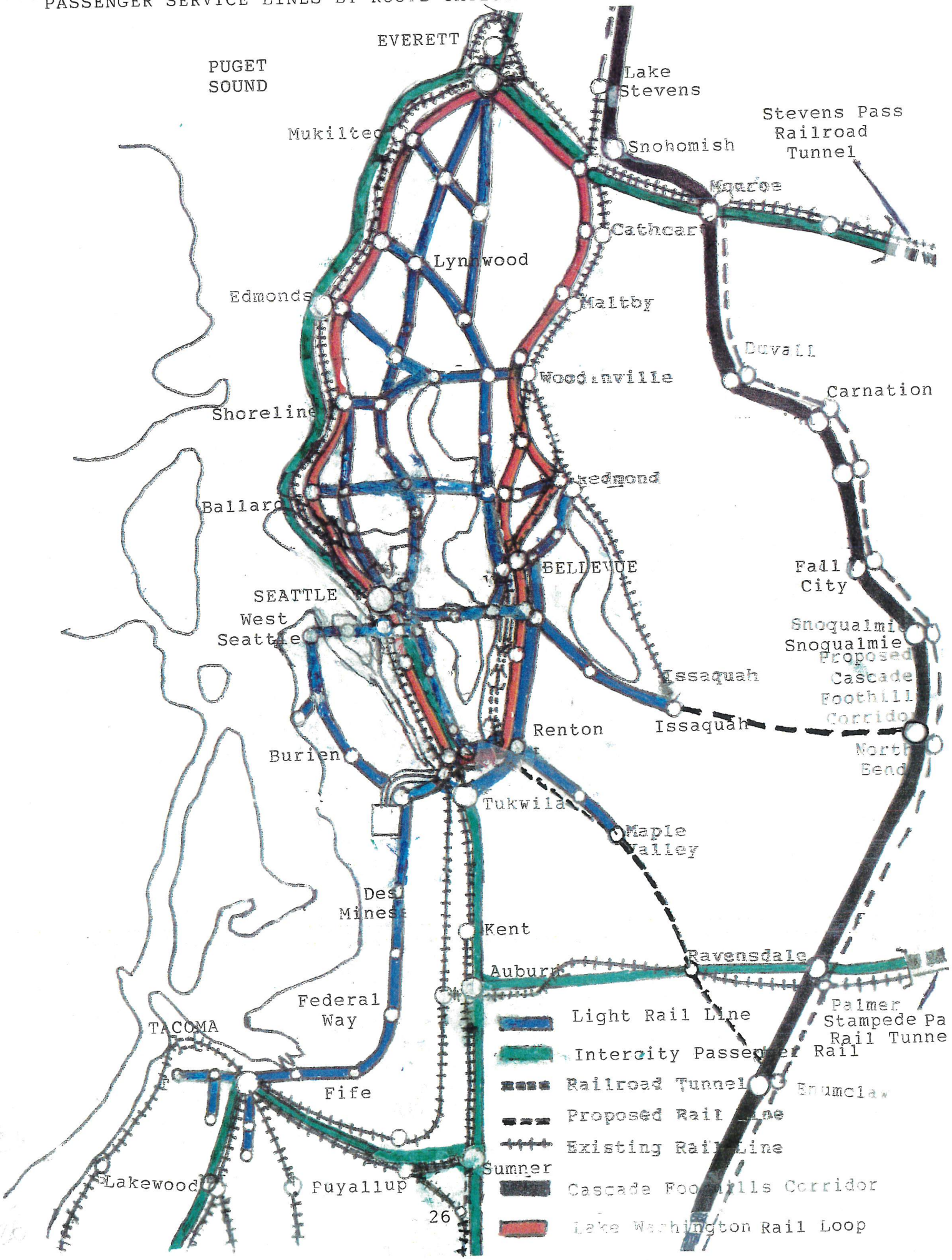
ROUTE LOCATIONS OF THE LIGHT RAIL AND COMMUTER RAILROAD LINES IN KING COUNTY FOR THE SOUND TRANSIT PHASE 3 INITIATIVE PLAN



LOCATIONS OF EXISTING AND PROPOSED RAILROAD LINES IN THE PUGET SOUND AREA

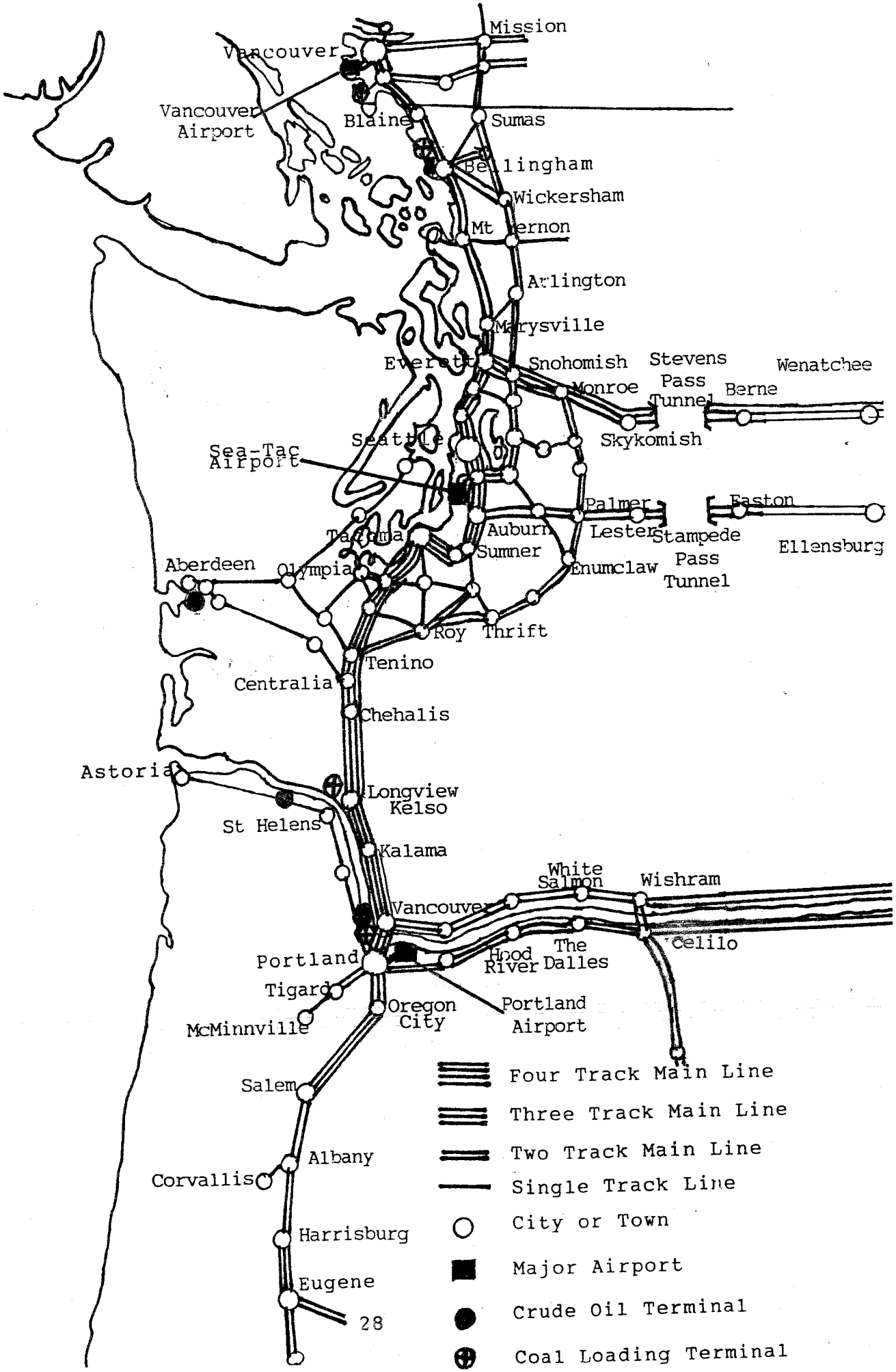


PROPOSED NETWORKS OF LIGHT RAIL AND COMMUTER RAIL AND INTERCITY RAIL PASSENGER SERVICE LINES BY ROUTE CATEGORY IN THE PUGET SOUND REGION



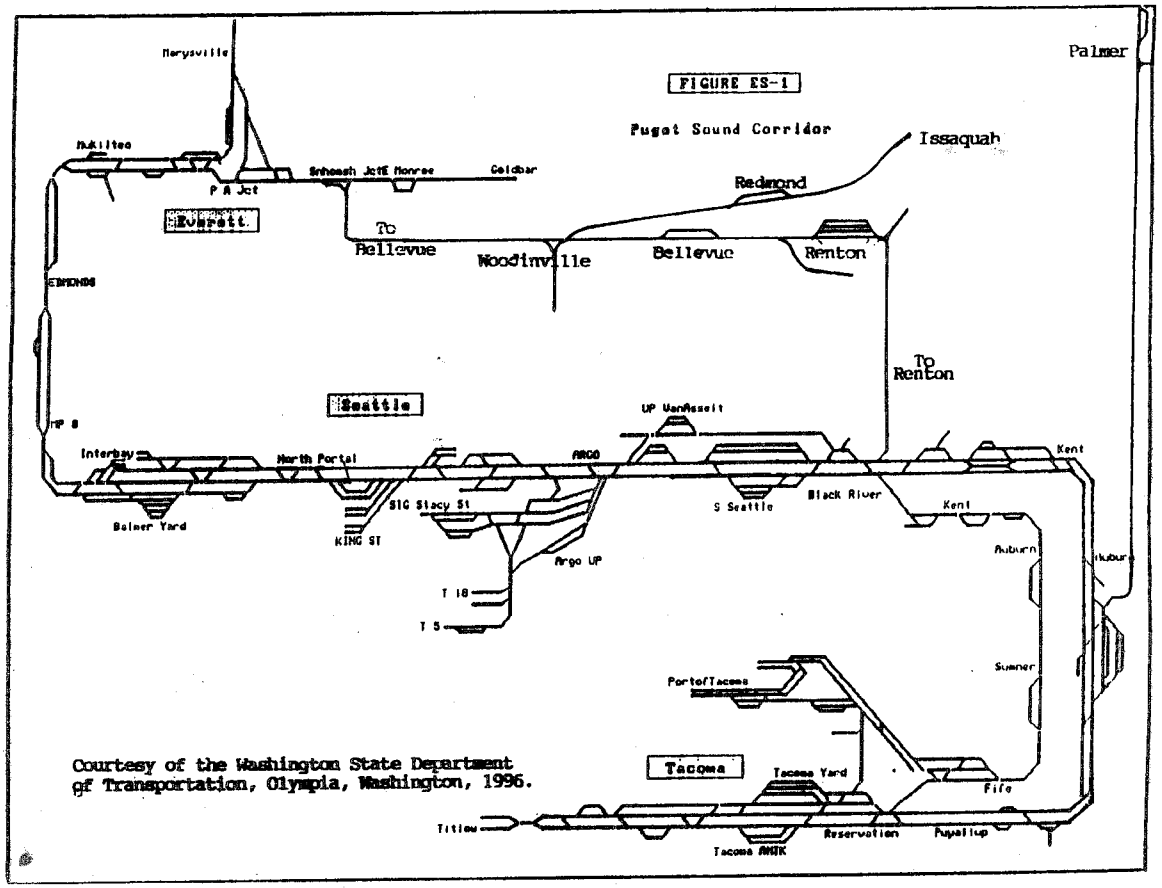
RAILROAD TRACK CONFIGURATIONS

TRACK CONFIGURATION REQUIREMENTS FOR THE PACIFIC NORTHWEST RAIL CORRIDOR.

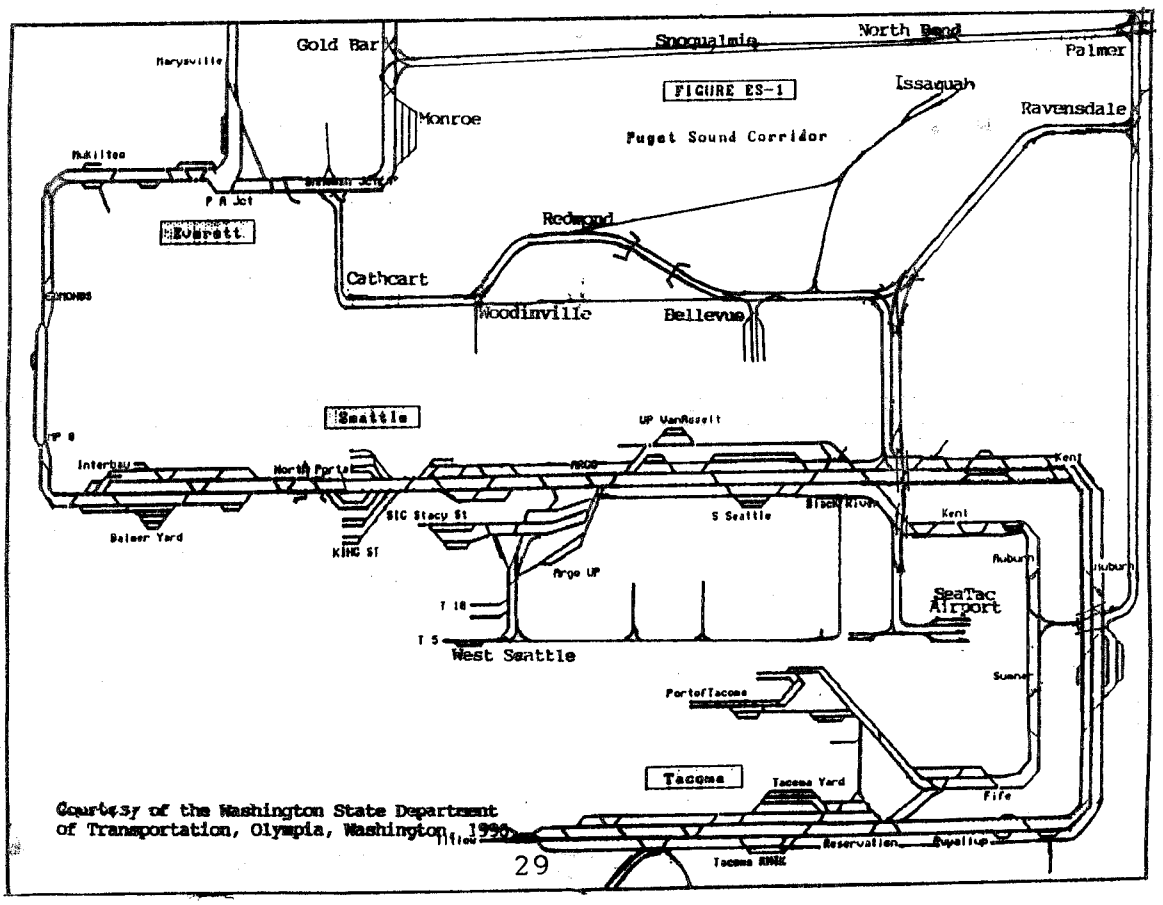


EXISTING AND PROPOSED MAIN RAILROAD TRACK LAYOUTS IN THE PUGET SOUND ARE

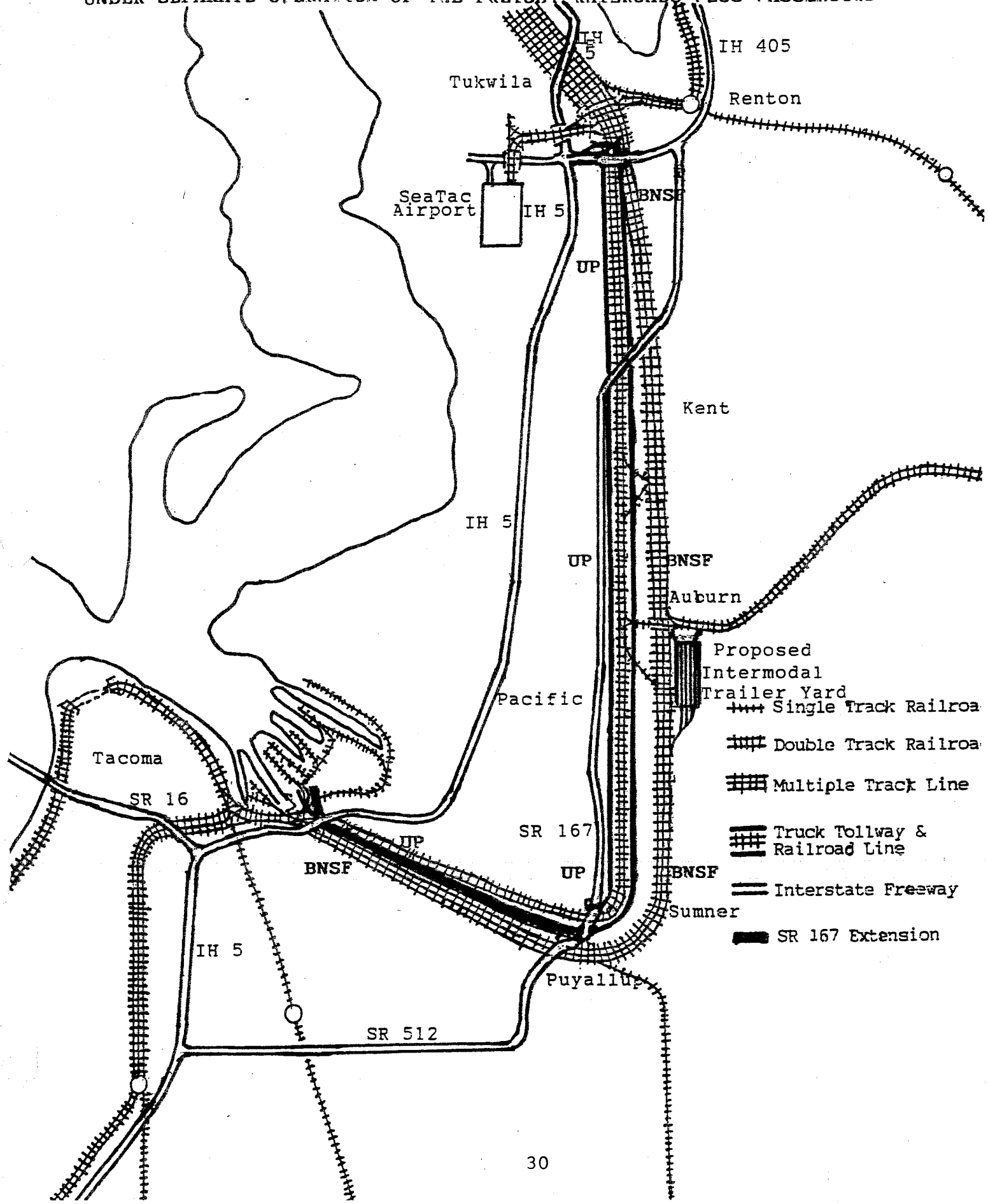
EXISTING MAIN RAILROAD LINE TRACK LAYOUT IN THE PUGET SOUND AREA FROM EVERETT TO TACOMA

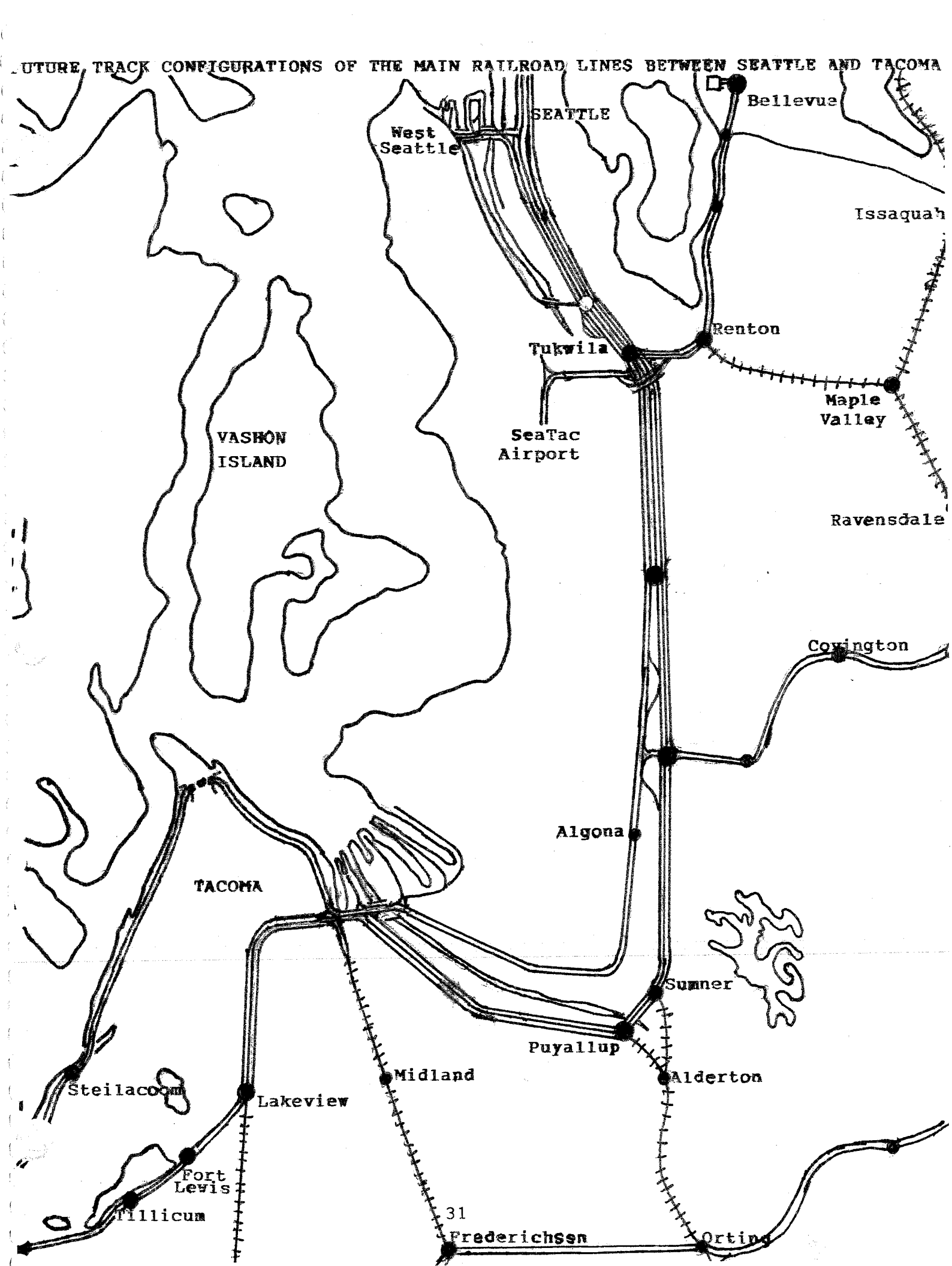


PROPOSED MAIN RAILROAD LINE TRACK LAYOUT IN THE PUGET SOUND AREA FROM EVERETT TO TACOMA

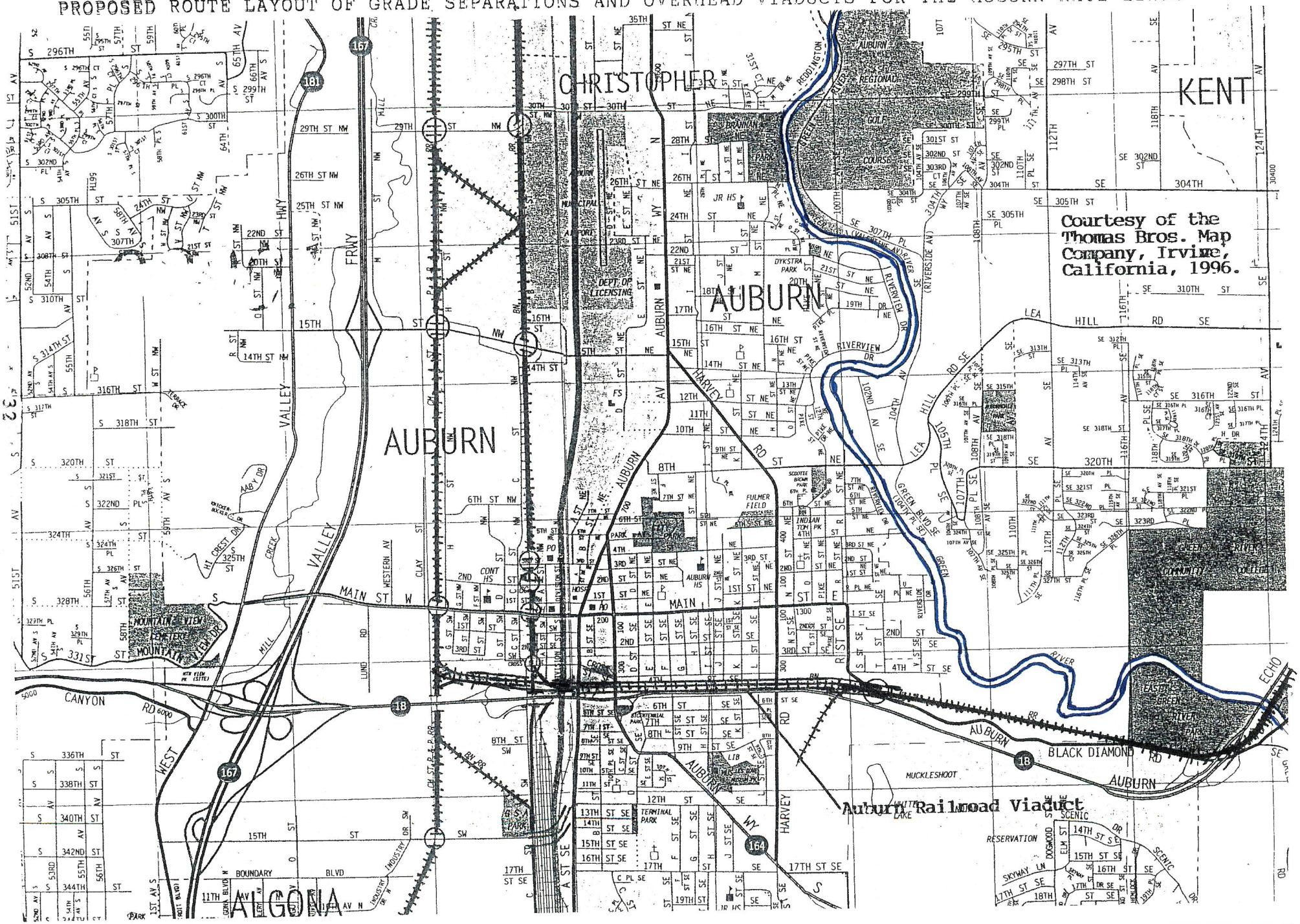


HORIZONTAL ROUTE CONFIGURATION OF THE TUKWILA-TACOMA RAIL CORRIDOR
UNDER SEPARATE OPERATION OF THE FREIGHT RAILROADS PLUS PASSENGERS

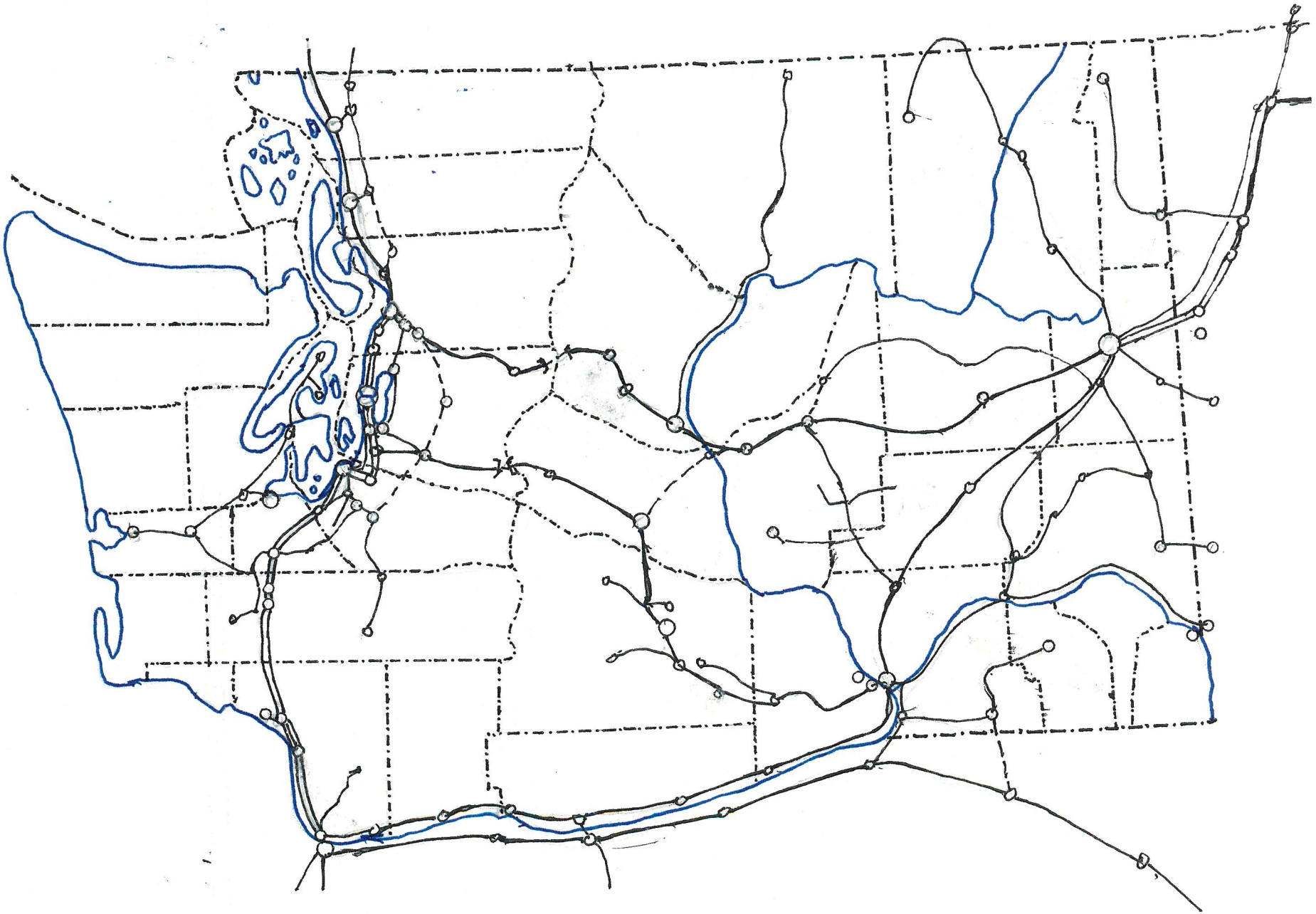



UTURE TRACK CONFIGURATIONS OF THE MAIN RAILROAD LINES BETWEEN SEATTLE AND TACOMA
SEATTLE
West Seattle
Bellevue
Issaquah
Renton
Tukwila
Maple Valley
VASHON ISLAND
SeaTac Airport
Ravensdale
Covington
Algona
TACOMA
Sumner
Puyallup
Midland
Alderton
Steilacoom
Lakeview
Fort Lewis
Tillicum
Frederichsen
Orting

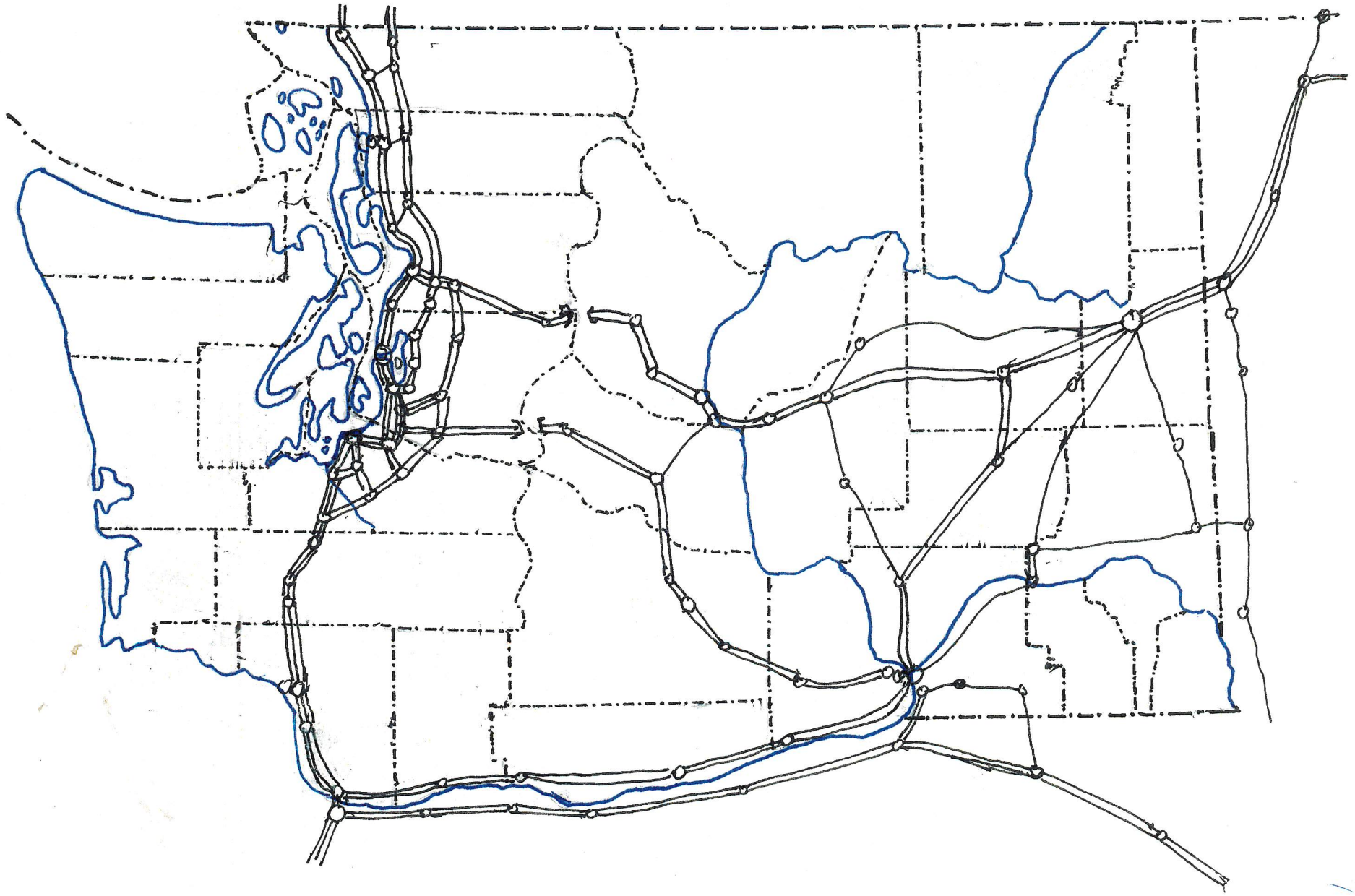
PROPOSED ROUTE LAYOUT OF GRADE SEPARATIONS AND OVERHEAD VIADUCTS FOR THE AUBURN RAIL LINES



EXISTING T .CK CONFIGURATION OF THE RAILROAD LINE CORRIDORS IN THE STATE OF WASHINGTON

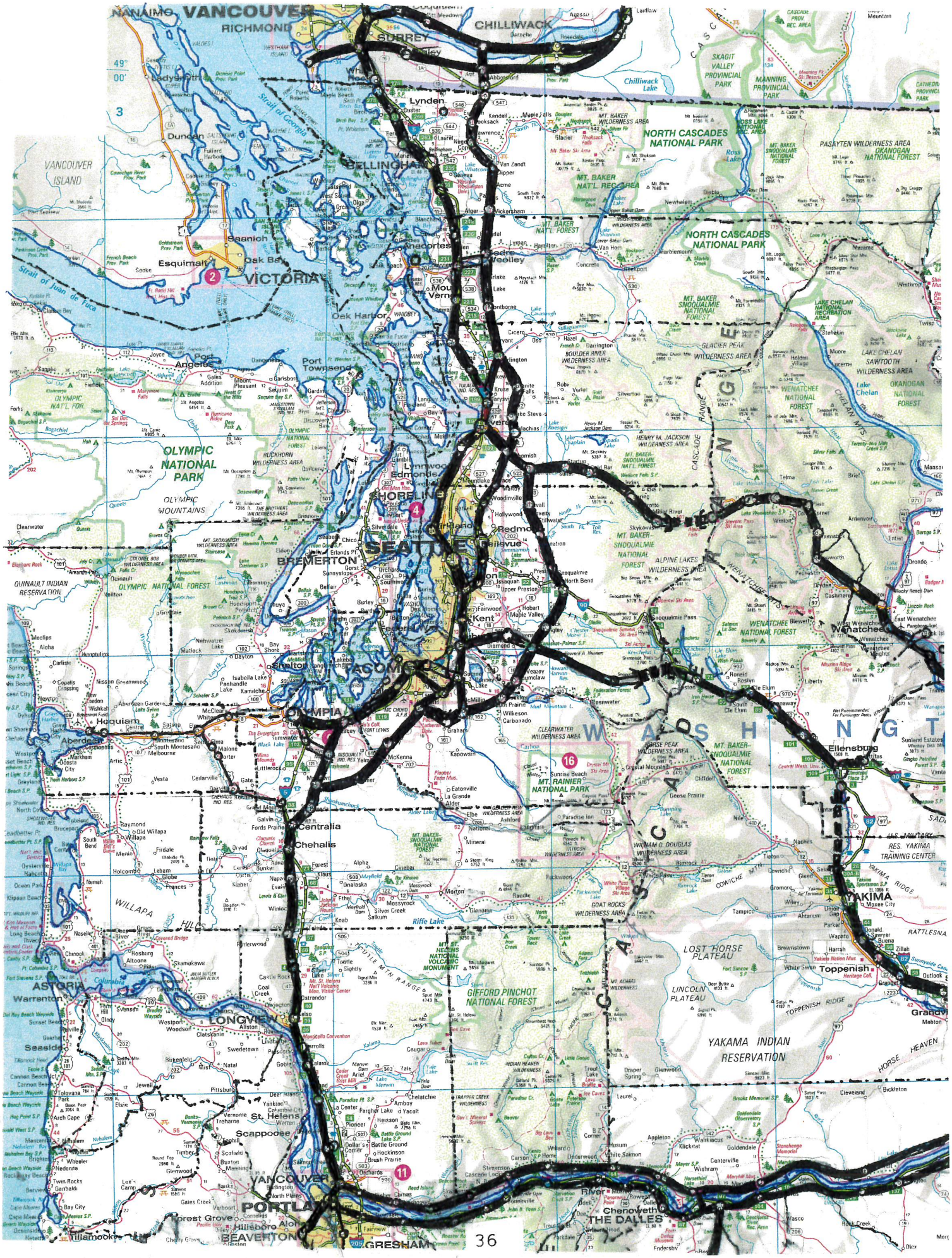


PROPOSED FUTURE TRACK CONFIGURATION OF THE RAILROAD MAIN LINES IN THE STATE OF WASHINGTON

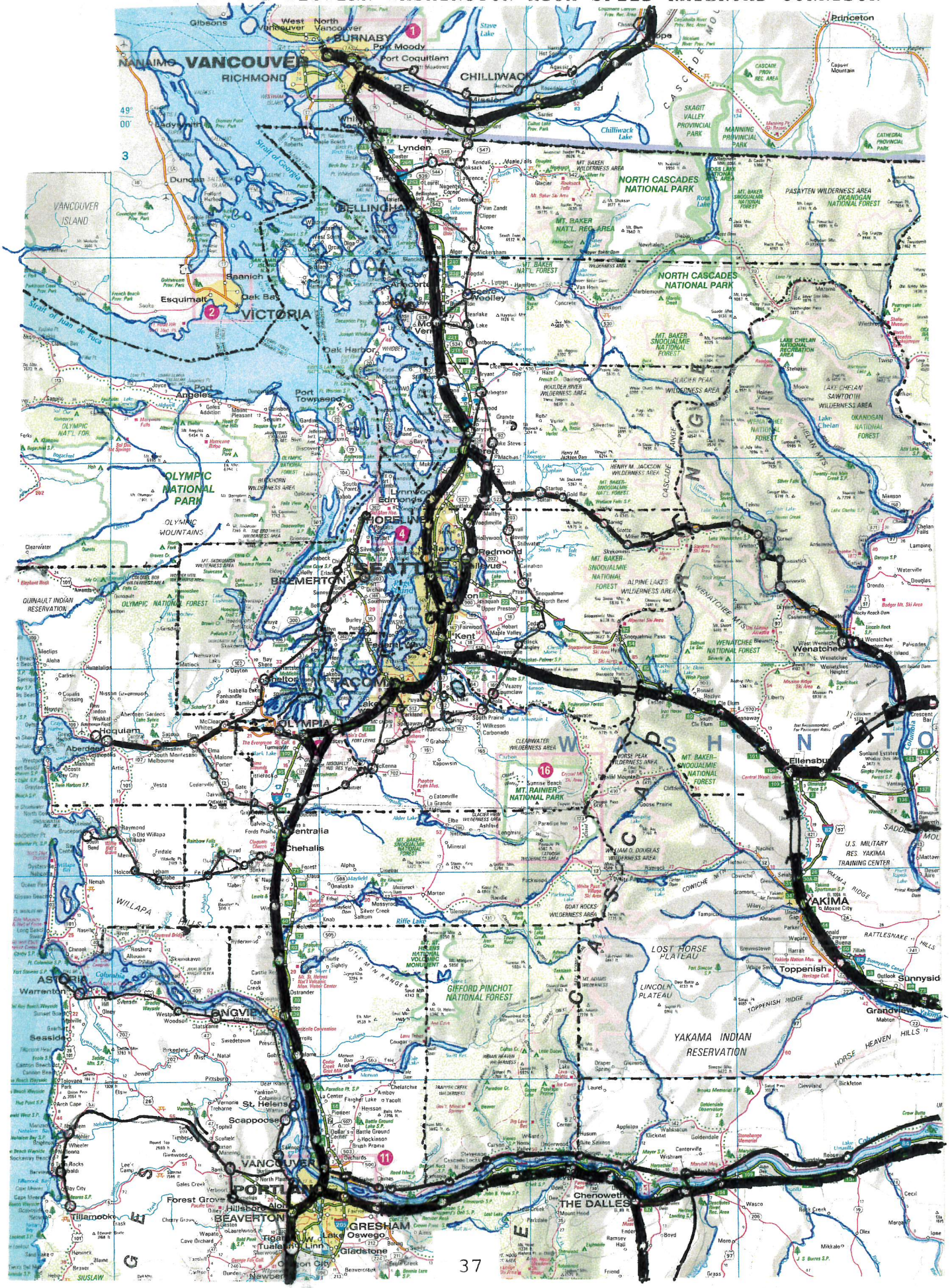


WESTERN WASHINGTON RAIL CORRIDOR

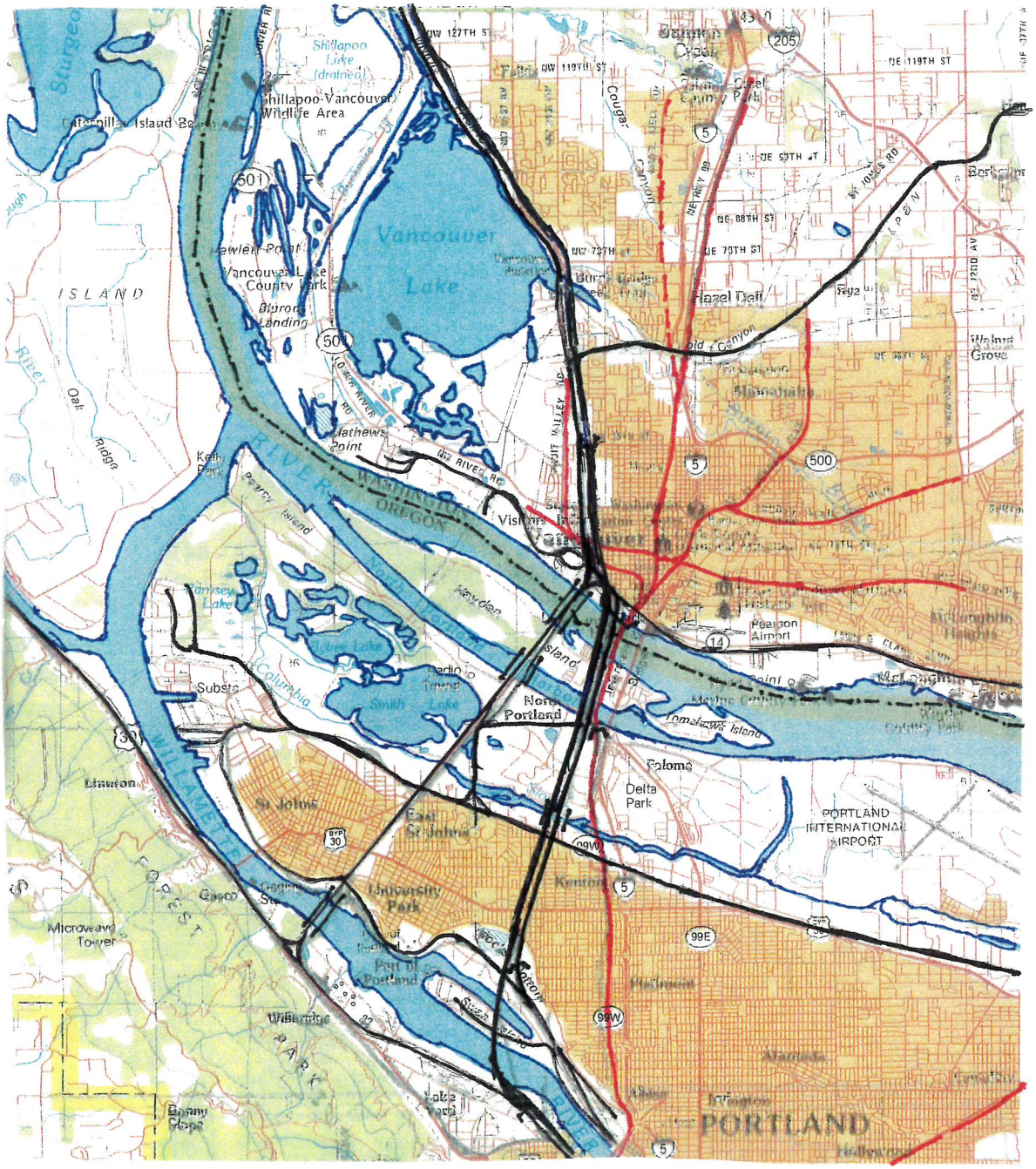
ROUTE LOCATION OF THE MAJOR RAILROAD LINES IN WESTERN WASHINGTON



PROPOSED ROUTE OF THE WESTERN WASHINGTON HIGH SPEED RAILROAD CORRIDOR


Gibsons
West Vancouver
North Vancouver
BURNABY
Port Moody
Port Coquitlam
NANAIMO
VANCOUVER
RICHMOND
DELTA
CHILLIWACK
Princeton
Stave Lake
Chilliwack Lake
SKAGIT VALLEY PROVINCIAL PARK
MANNING PROVINCIAL PARK
CASCADE PROV. REC. AREA
CATHEDRAL PROVINCIAL PARK
Capper Mountain
Ladysmith
Duncan
Strait of Georgia
VANCOUVER ISLAND
Lynden
Maple Falls
Glacier
Mt. Baker Ski Area
NORTH CASCADES NATIONAL PARK
MT. BAKER WILDERNESS AREA
MT. BAKER NATL. REC. AREA
PASAYTEN WILDERNESS AREA
OKANOGAN NATIONAL FOREST
BELLINGHAM
Saanich
Esquimalt
Oak Bay
VICTORIA
Strait of Juan de Fuca
Oak Harbor
Port Angeles
Port Townsend
Sequim
Forks
OLYMPIC NATIONAL PARK
OLYMPIC MOUNTAINS
OLYMPIC NATIONAL FOREST
Lynnwood
Edmonds
SHORELINE
Everett
Marysville
Monroe
Snohomish
Startup
Gold Bar
Index
Skykomish
Stevens Pass
Leavenworth
Cashmere
Wenatchee
Chelan
Lake Chelan
SEATTLE
BREMERTON
Bellevue
Redmond
Issaquah
Snoqualmie
North Bend
Snoqualmie Pass
ALPINE LAKES WILDERNESS AREA
WENATCHEE NATIONAL FOREST
QUINAULT INDIAN RESERVATION
Kent
Auburn
Enumclaw
Cle Elum
Roslyn
Ellensburg
TACOMA
Puyallup
Sumner
Buckley
Mt. Rainier
Packwood
Randle
Morton
Centralia
Chehalis
OLYMPIA
Hoquiam
Aberdeen
Raymond
South Bend
Tenino
Yelm
Rainier
Eatonville
La Grande
Alder Lake
Elbe
Ashford
Longmire
Paradise Inn
Mineral
Goose Prairie
CLEARWATER WILDERNESS AREA
HORSE PEAK WILDERNESS AREA
MT. BAKER-SNOQUALMIE NATIONAL FOREST
MT. RAINIER NATIONAL PARK
WILLIAM O. DOUGLAS WILDERNESS AREA
GOAT ROCKS WILDERNESS AREA
U.S. MILITARY RES. YAKIMA TRAINING CENTER
YAKIMA
Moxee City
Toppenish
Sunnyside
Grandview
Prosser
Benton City
Kennewick
Pasco
Richland
Walla Walla
Dayton
Columbia
Snake
WILLAPA HILLS
RATTLESNAKE HILLS
COWICHE MTN.
YAKIMA RIDGE
TOPPENISH RIDGE
HORSE HEAVEN HILLS
LOST HORSE PLATEAU
LINCOLN PLATEAU
YAKAMA INDIAN RESERVATION
GIFFORD PINCHOT NATIONAL FOREST
MT. ST. HELENS NATIONAL VOLCANIC MONUMENT
ASTORIA
Warrenton
LONGVIEW
Kelso
Seaside
Cannon Beach
Tillamook
St. Helens
Scappoose
VANCOUVER
PORTLAND
Forest Grove
Hillsboro
BEAVERTON
GRESHAM
Lake Oswego
Tualatin
Wilsonville
Gladstone
Oregon City
Newberg
Chenoweth
THE DALLES
Wasco
Boardman
Hermiston
Umatilla
Pendleton
Milton-Freewater
Ione
Morgan
Heppner
Condon
Arlington
Biggs
Maupin
Madras
Prineville
Redmond
Bend
Sisters
Sandy
Estacada
Molalla
Canby
Woodburn
Silverton
Stayton
Sublimity
Lebanon
Albany
Corvallis
Philomath
Monmouth
Independence
Dallas
Salem
McMinnville
Newberg
Dundee
Yamhill
Carlton
Sheridan
Willamina
Grand Ronde
Siletz
Toledo
Newport
Waldport
Yachats
Florence
Reedsport
Coos Bay
North Bend
Coquille
Bandon
Port Orford
Gold Beach
Brookings
Grants Pass
Cave Junction
Medford
Ashland
Klamath Falls
Lakeview
Alturas
Susanville
Reno
Carson City
Fallon
Winnemucca
Lovelock
Battle Mountain
Elko
Wells
Jackpot
Twin Falls
Burley
Rupert
Malad City
Preston
Soda Springs
Pocatello
Blackfoot
Idaho Falls
Rexburg
Driggs
Jackson
Pinedale
Rock Springs
Green River
Evanston
Kemmerer
Afton
Star Valley
Alpine
Montpelier

EXISTING ROUTE LAYOUT OF THE FREIGHT AND PASSENGER RAILROAD LINES AND THE PROPOSED MAX LIGHT RAIL LINE EXTENSION BETWEEN VANCOUVER WASHINGTON AND PORTLAND, OREGON WITH THE PROPOSED NEW RAIL TUNNEL



High Speed Rail Passenger Line

Conventional Speed Rail Line

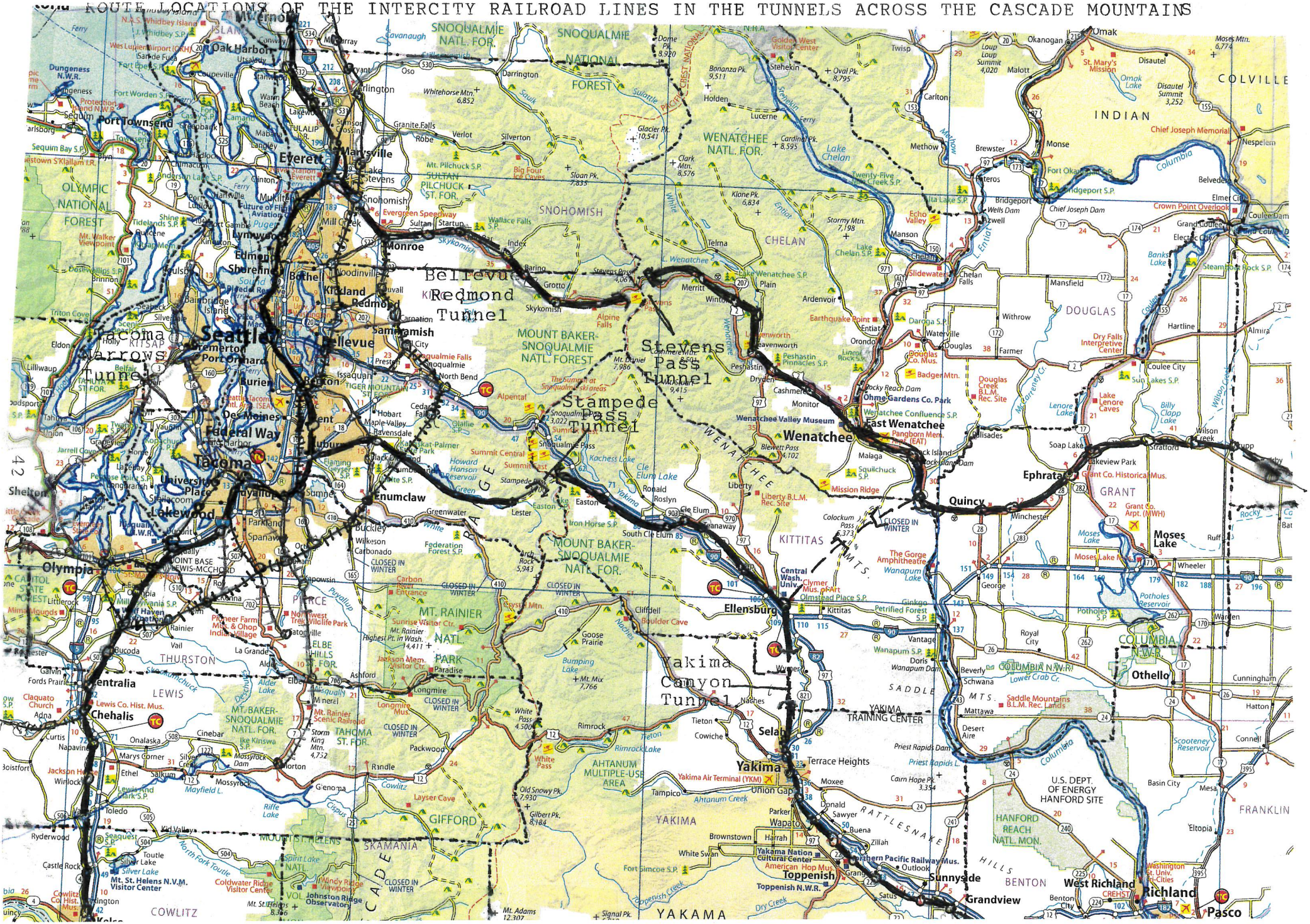
Portland MAX light Rail Line

ROUTE LOCATION OF THE PACIFIC NORTHWEST RAILROAD LINES TO CALIFORNIA

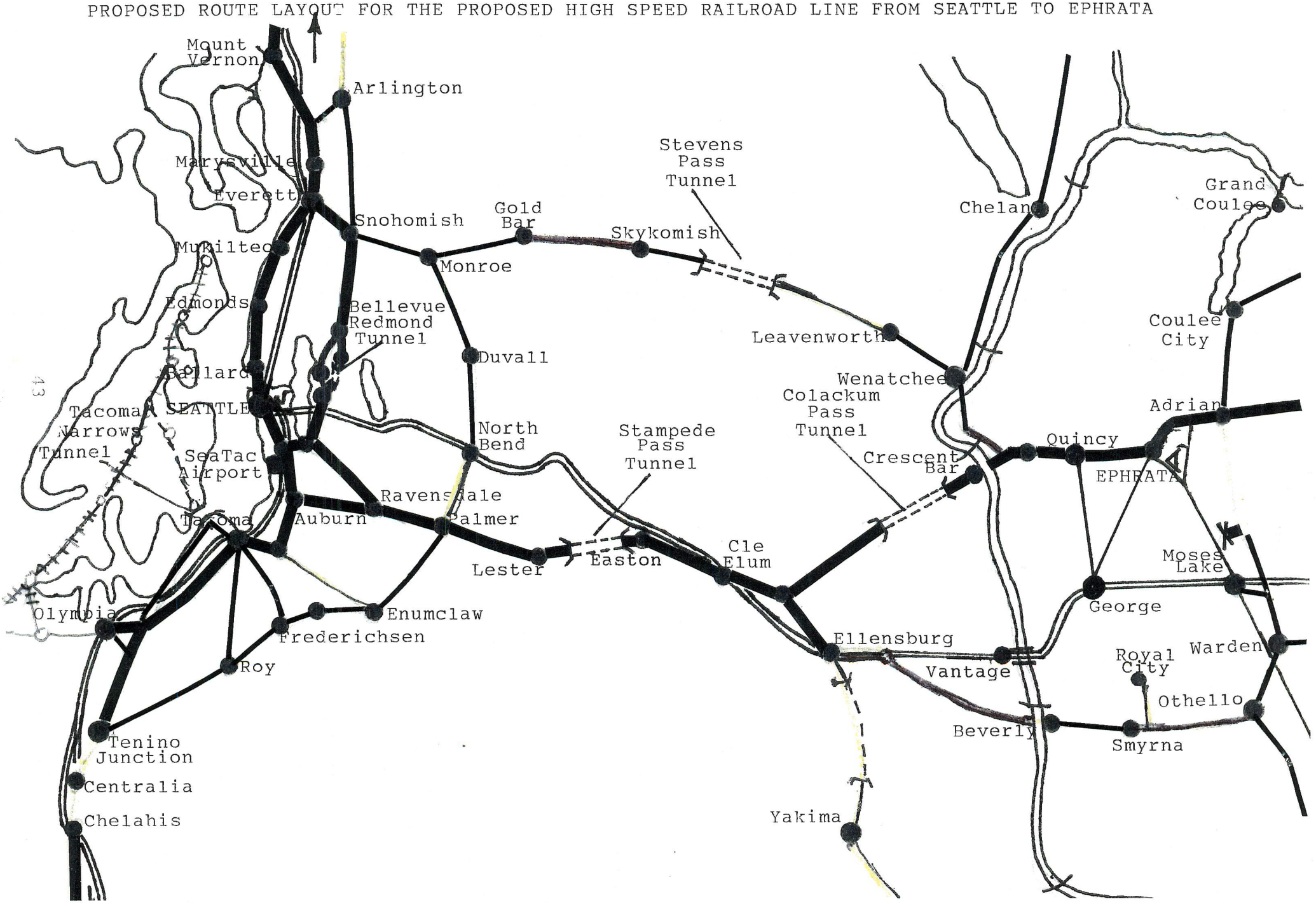
MOUNTAIN PASS RAILROAD TUNNELS

ARTIST CONCEPTION OF A FUTURE RAILROAD TUNNEL ENTRY AT STAMPEDE PASS NEAR LESTER, WASHINGTON

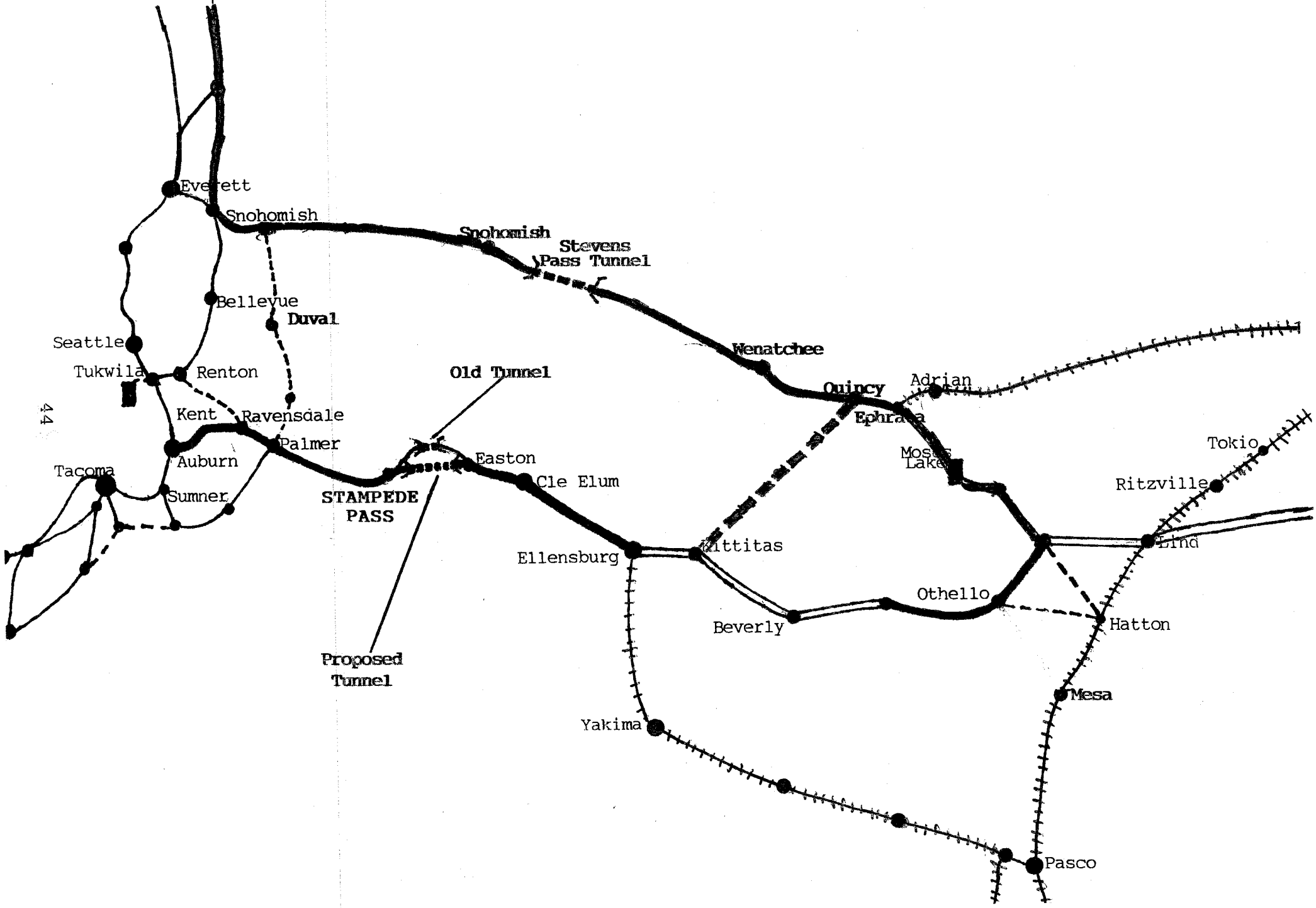
ROUTE LOCATIONS OF THE INTERCITY RAILROAD LINES IN THE TUNNELS ACROSS THE CASCADE MOUNTAINS



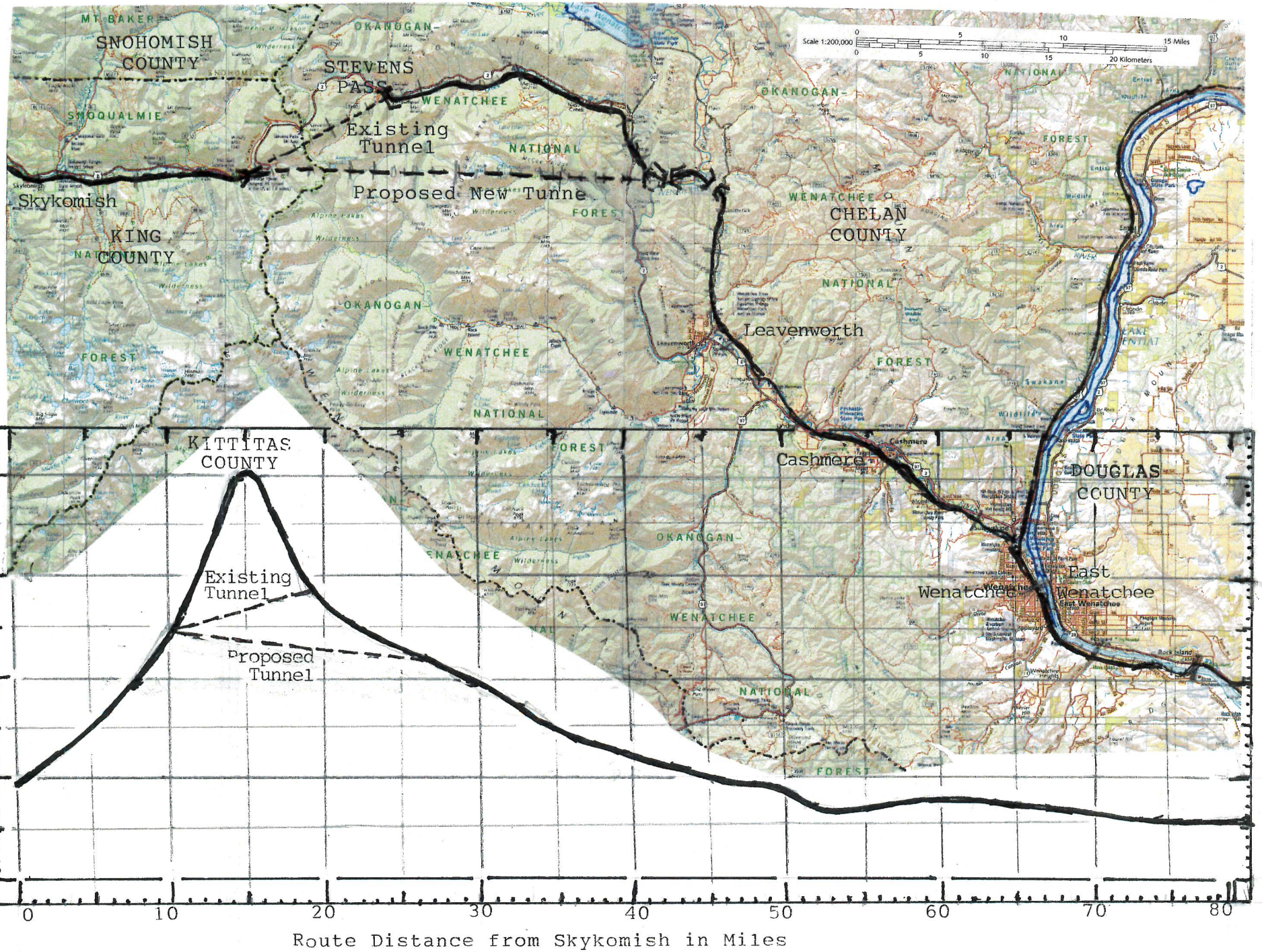
PROPOSED ROUTE LAYOUT FOR THE PROPOSED HIGH SPEED RAILROAD LINE FROM SEATTLE TO EPHRATA



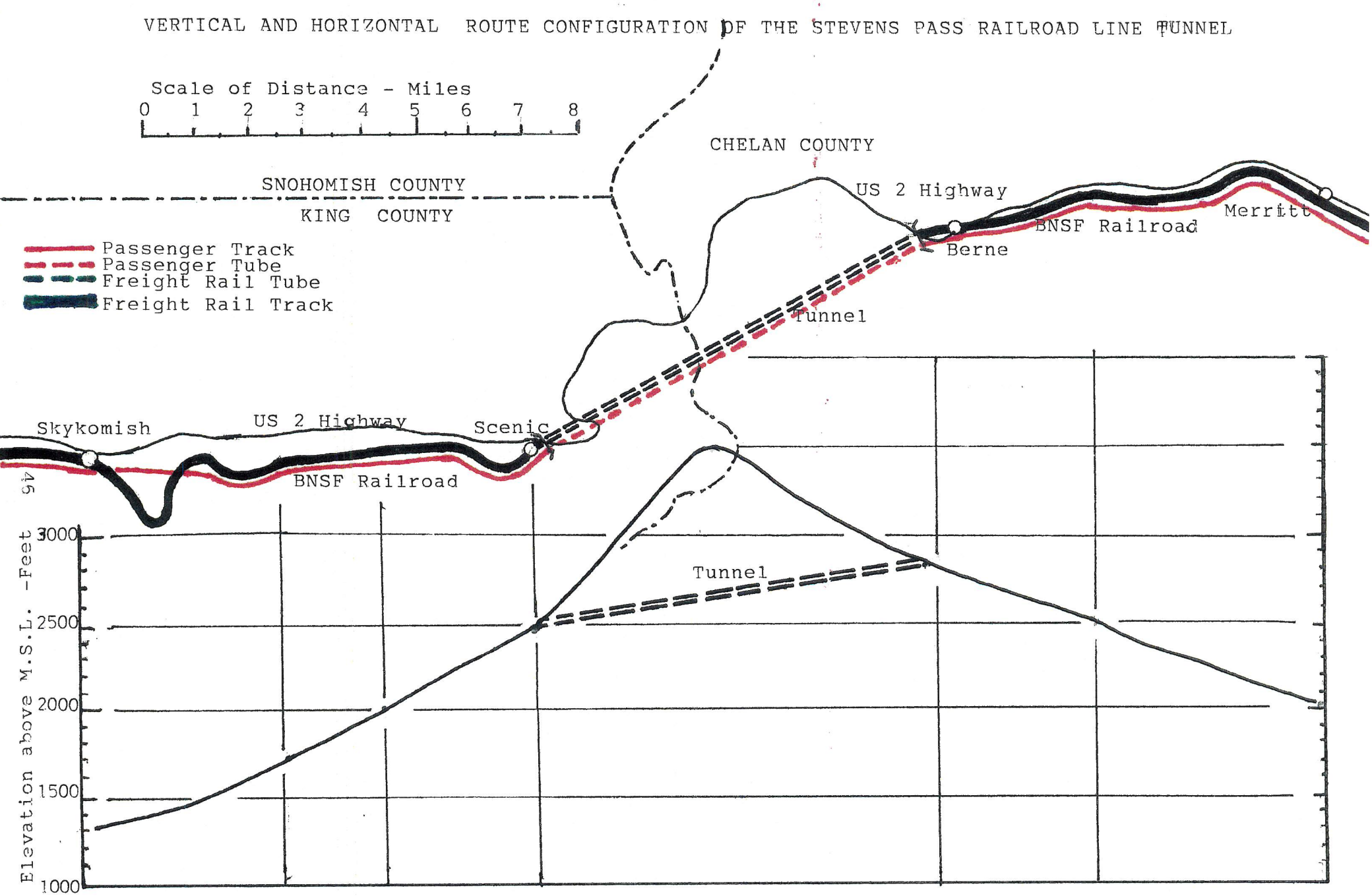
HORIZONTAL LINE PROFILE OF THE STAMPEDE PASS RAILROAD LINE OVER THE CASCADE MOUNTAINS.



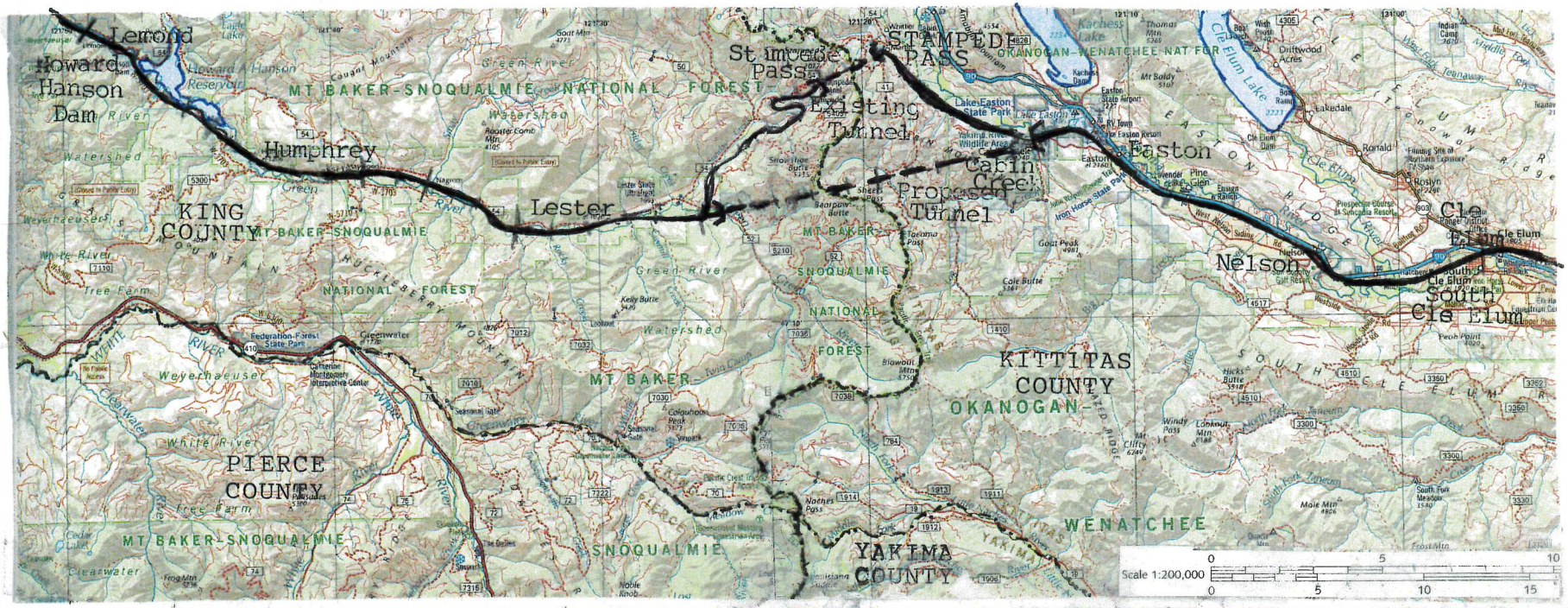
HORIZONTAL ALIGNMENT AND VERTICAL PROFILE OF THE PROPOSED STEVENS PASS RAIL TUNNEL ROUTE

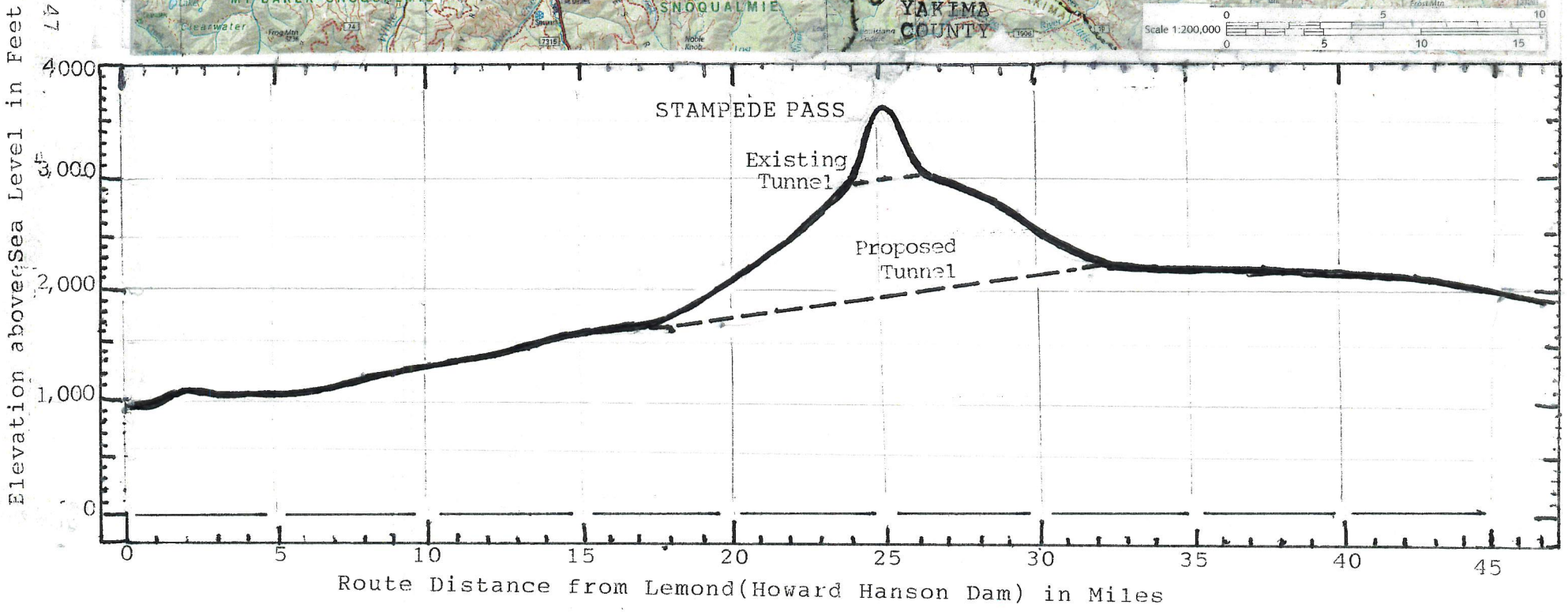


VERTICAL AND HORIZONTAL ROUTE CONFIGURATION OF THE STEVENS PASS RAILROAD LINE TUNNEL

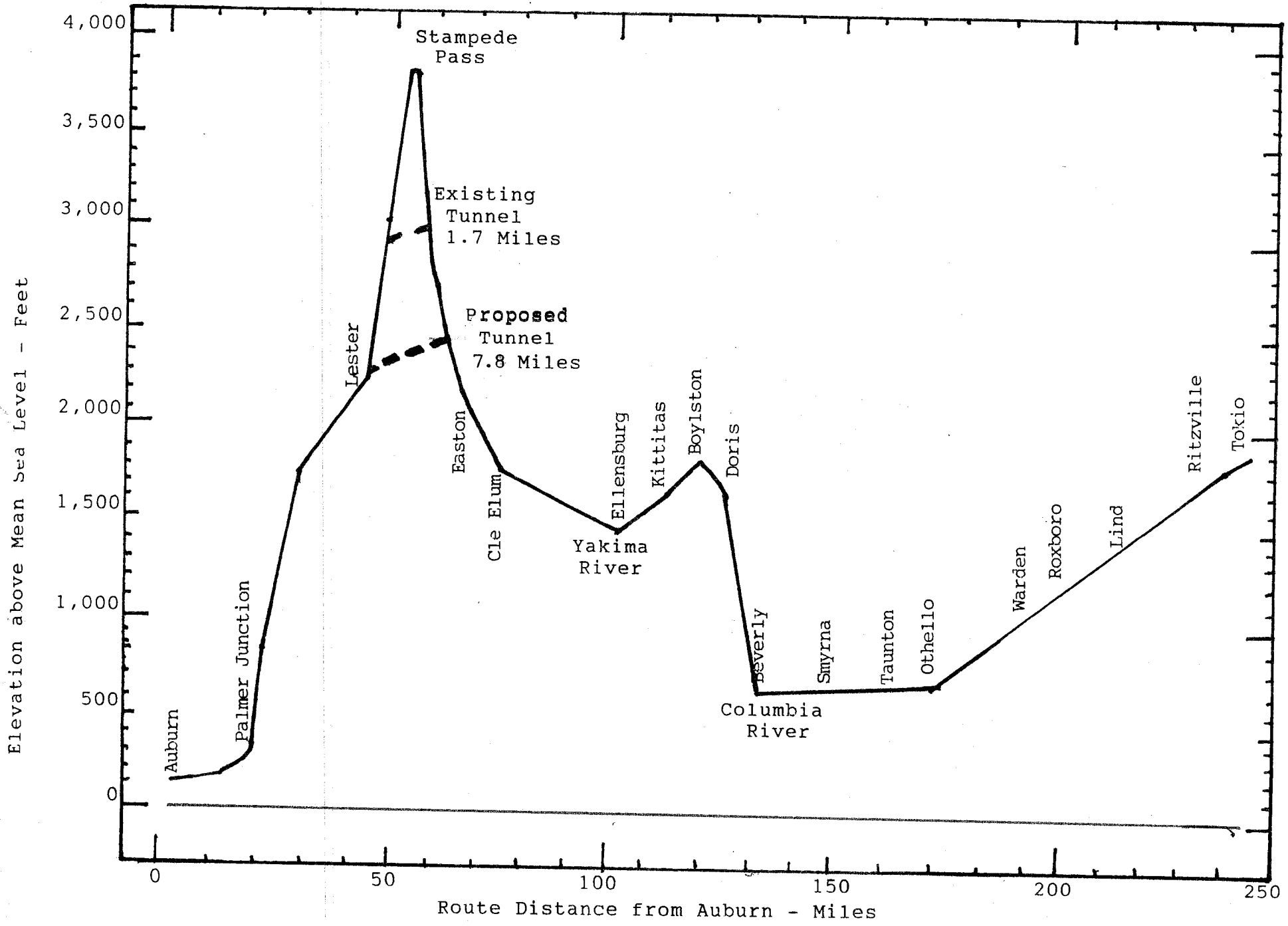


HORIZONTAL ALIGNMENT AND VERTICAL PROFILE OF THE PROPOSED STAMPEDE PASS RAIL TUNNEL ROUTE

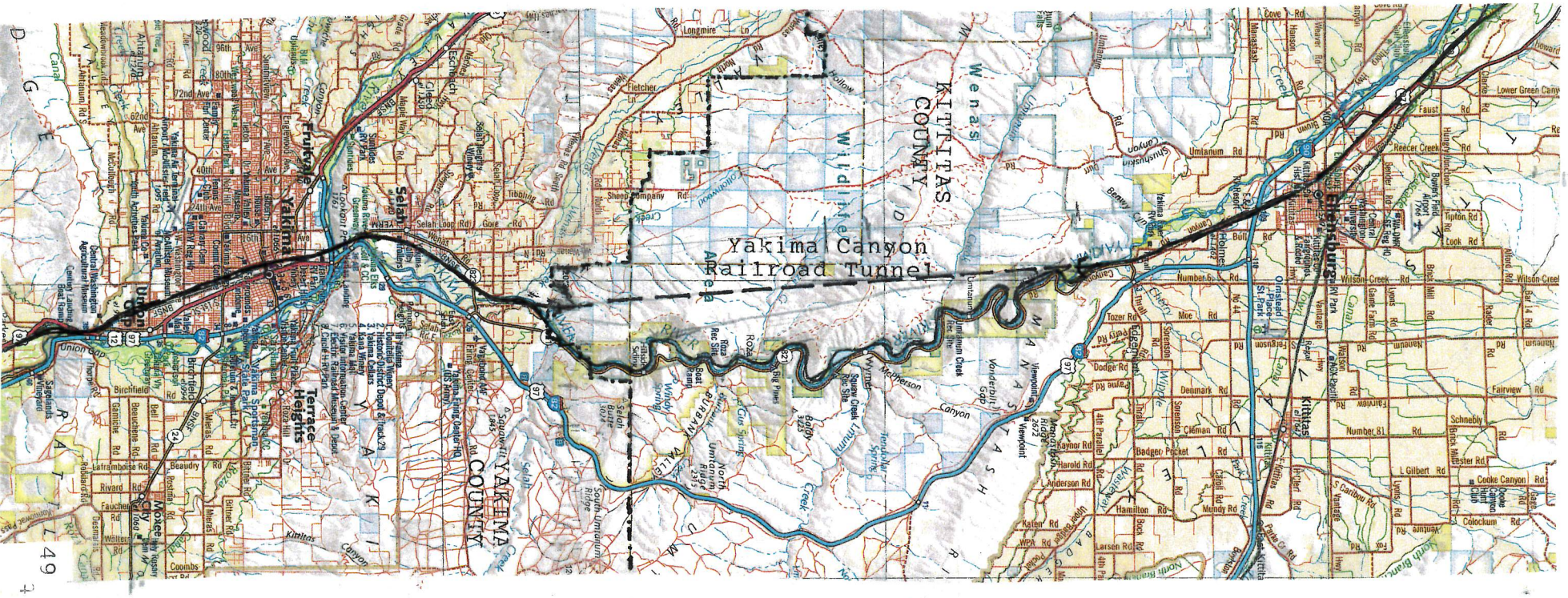


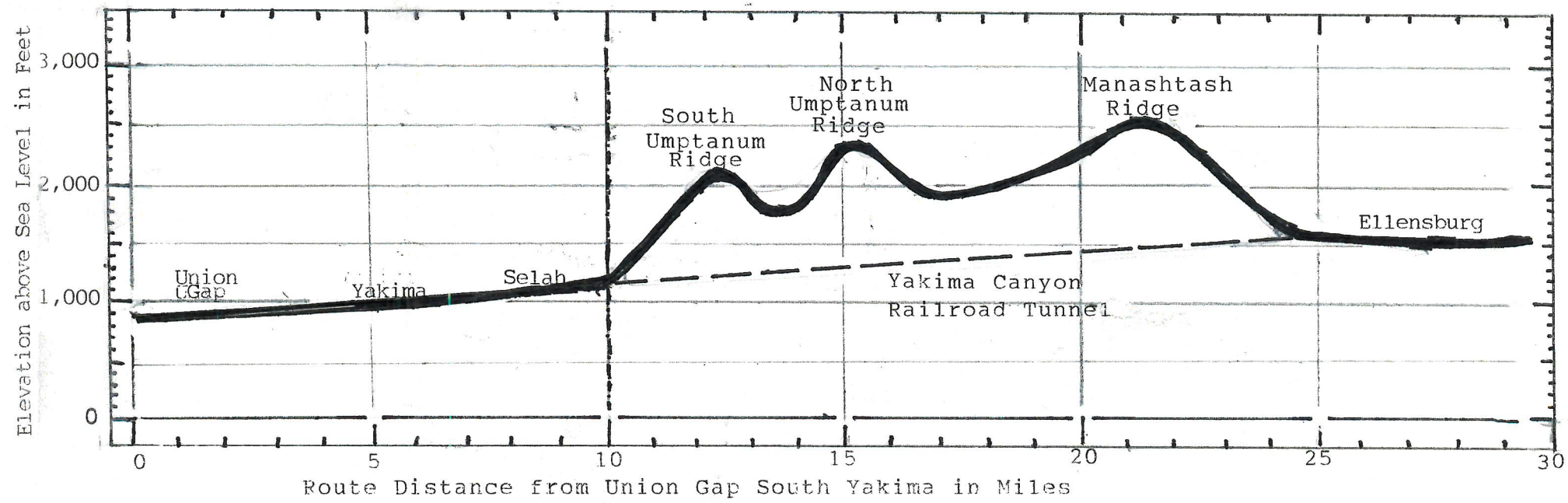


VERTICAL ELEVATION PROFILE OF THE PROPOSED STAMPEDE PASS RAILROAD TUNNEL FROM LESTER TO EASTON

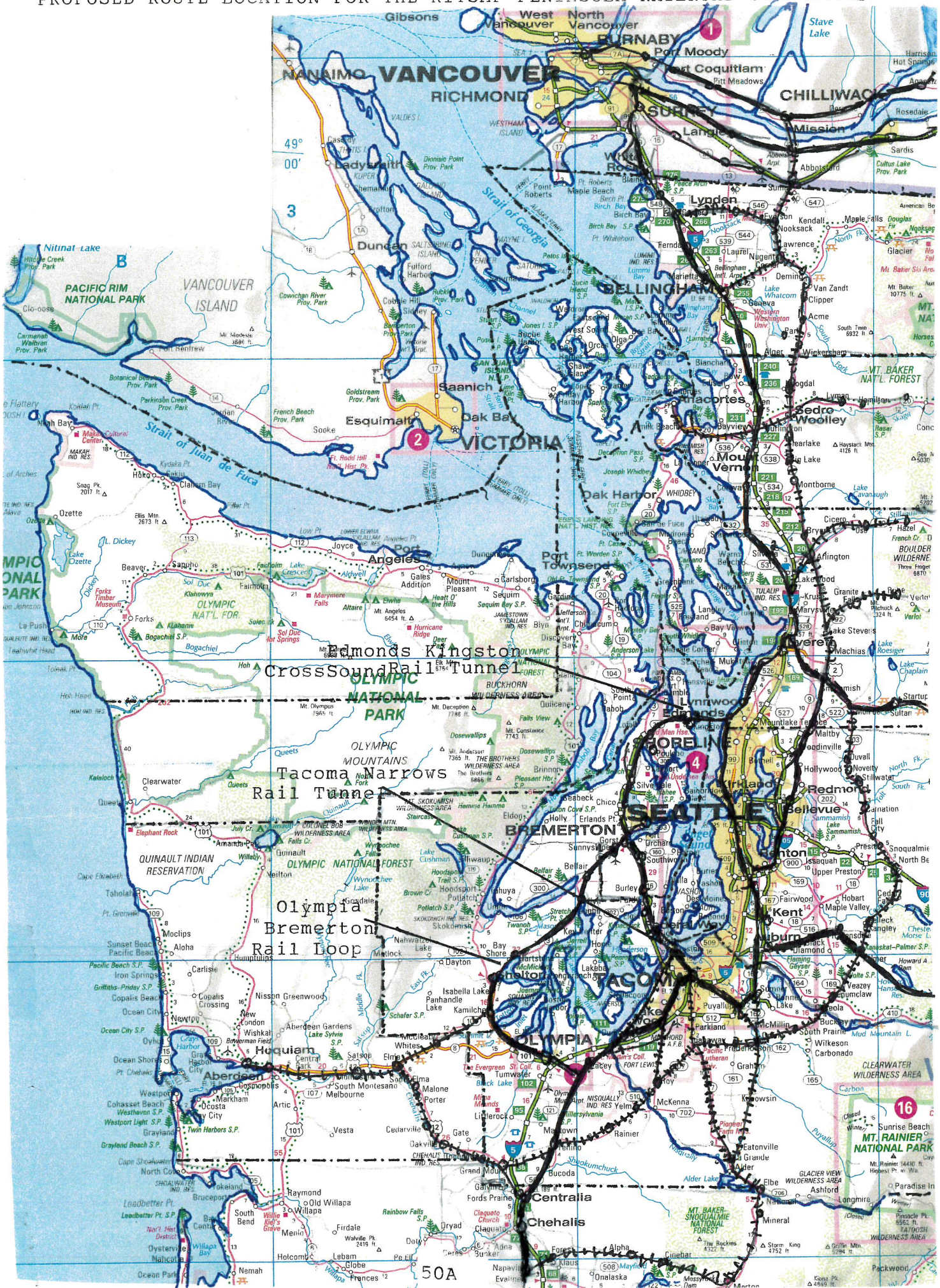


PROPOSED HORIZONTAL ROUTE ALIGNMENT AND VERTICAL PROFILE OF THE YAKIMA CANYON RAIL TUNNEL

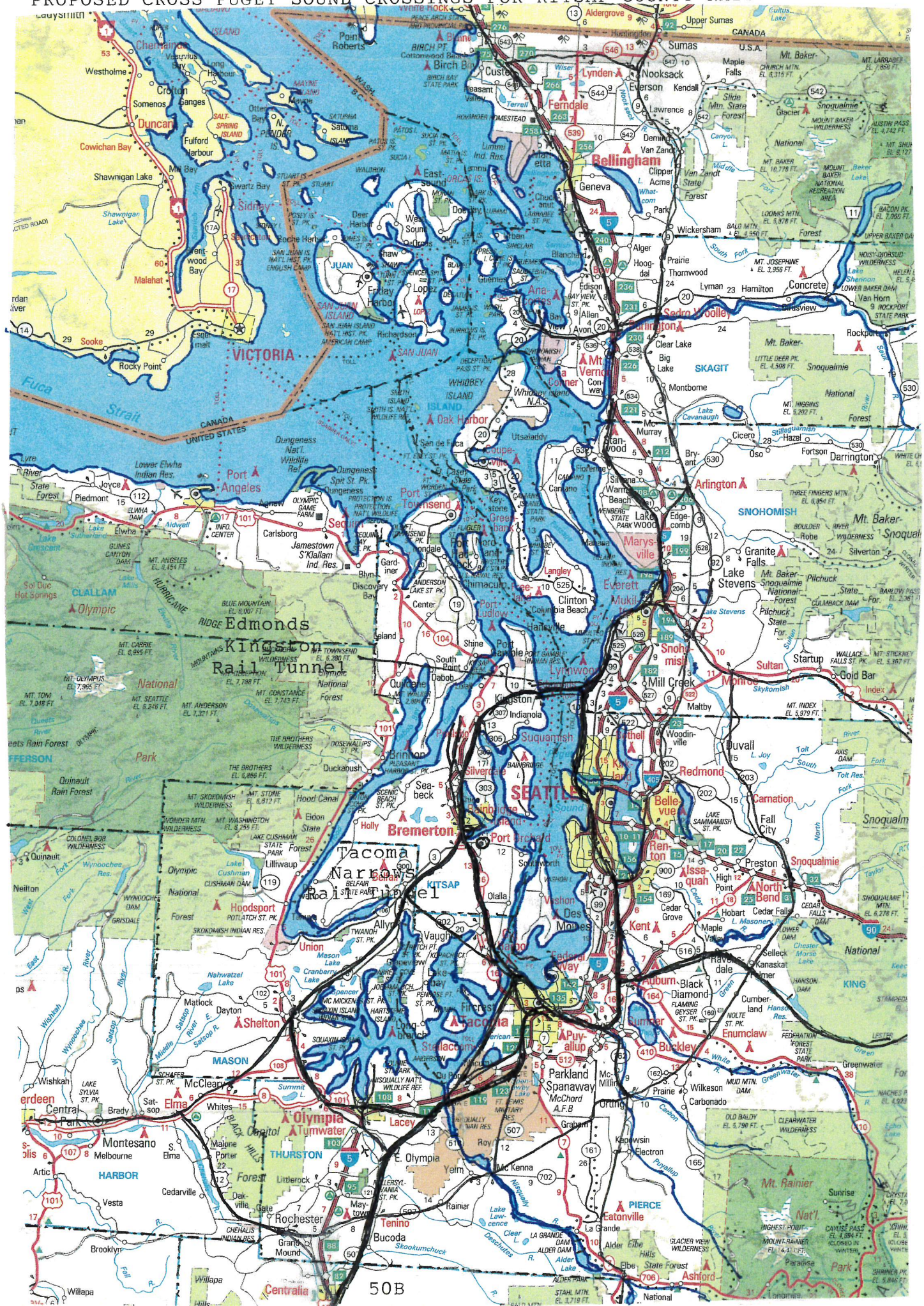




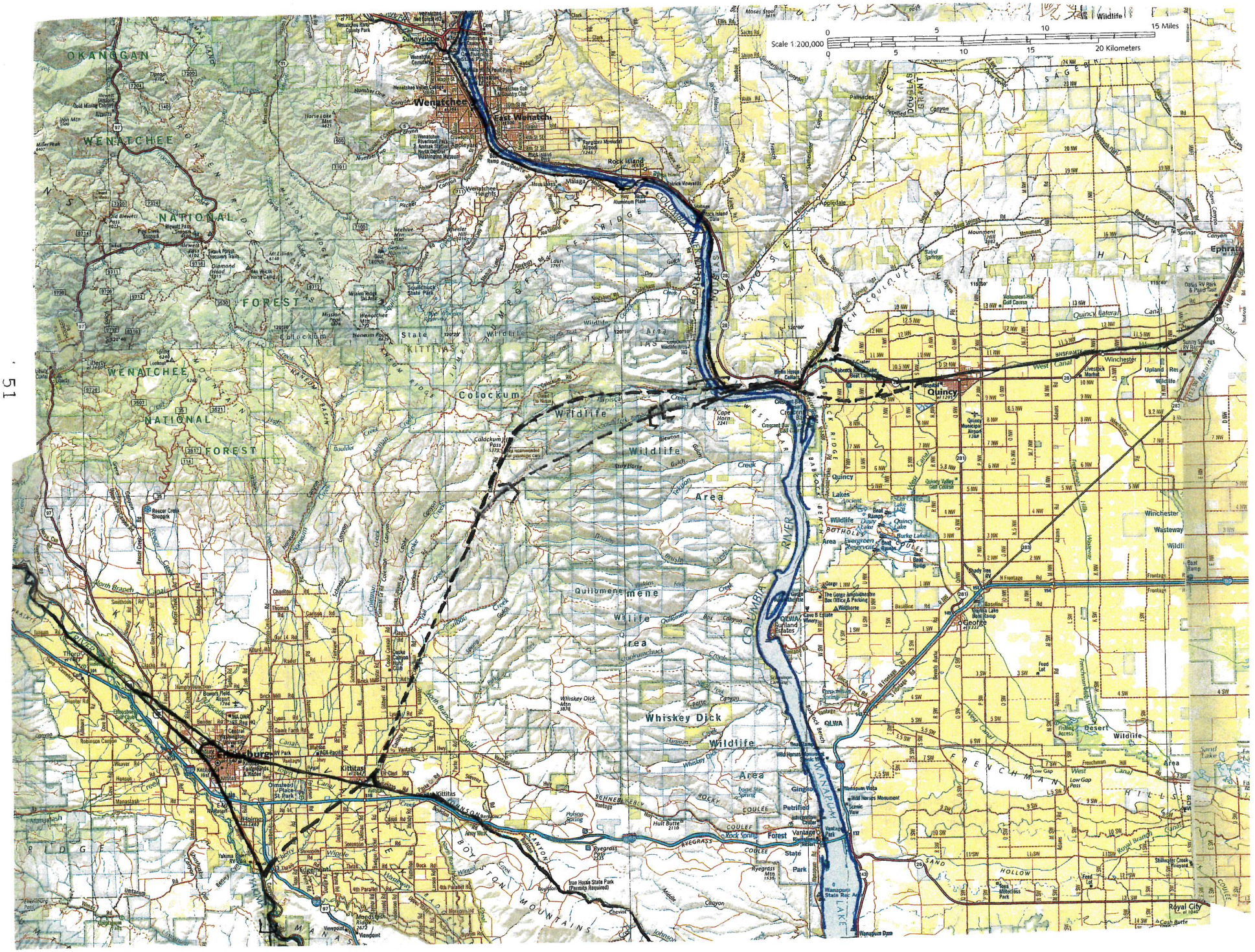
PROPOSED ROUTE LOCATION FOR THE KITSAP PENINSULA RAILROAD CONNECTORS



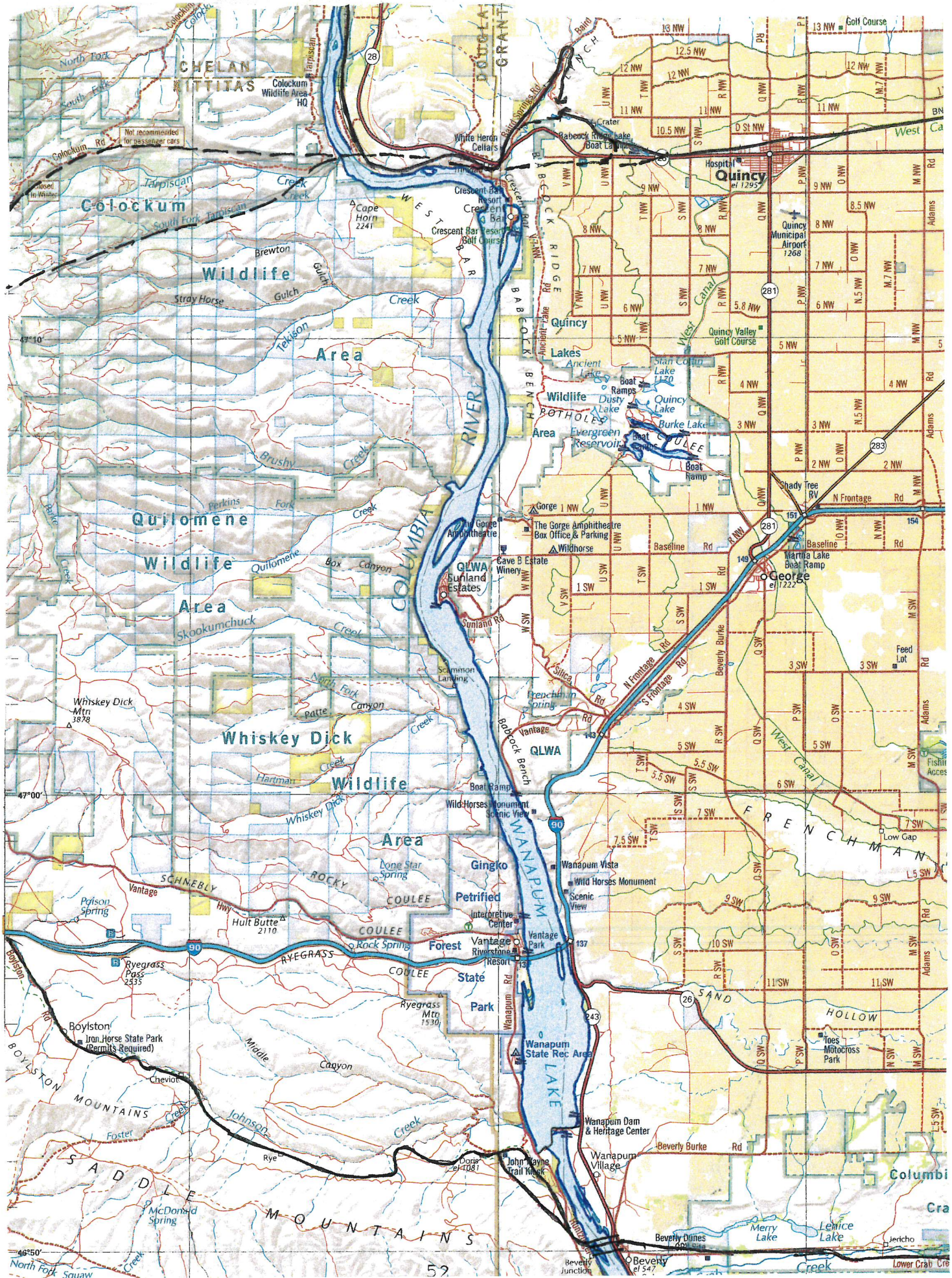
PROPOSED CROSS PUGET SOUND CROSSINGS FOR KITSAP COUNTY RAILROAD LINES


Ladysmith
Chemainus
Westholme
Crofton
Somenos
Duncan
Cowichan Bay
Shawnigan Lake
Mill Bay
Brentwood Bay
Malahat
Sooke
Rocky Point
VICTORIA
Saltspring Island
Fulford Harbour
Swartz Bay
Sidney
Saanichton
Deep Cove
Point Roberts
White Rock
Blaine
Birch Bay
Custer
Lynden
Nooksack
Everson
Sumas
Kendall
Maple Falls
Ferndale
Bellingham
Clipper
Van Zandt
Acme
Geneva
Wickersham
Alger
Prairie
Thornwood
Hoogdal
Lyman
Hamilton
Concrete
Sedro Woolley
Burlington
Clear Lake
Big Lake
Mount Vernon
Conway
Montborne
Whidbey Island N.A.S.
Oak Harbor
Coupeville
Utsaladdy
Stanwood
Cicero
Oso
Fortson
Darrington
Arlington
Silvana
Warm Beach
Camano
Lake Goodwood
Edgecomb
Marysville
Granite Falls
Lake Stevens
Everett
Mukilteo
Clinton
Columbia Beach
Langley
Port Townsend
Port Ludlow
Hadlock
Port Gamble
Lynnwood
Snohomish
Sultan
Startup
Gold Bar
Monroe
Mill Creek
Maltby
Woodinville
Bothell
Duvall
Redmond
Kirkland
Bellevue
Carnation
Fall City
Issaquah
Preston
Snoqualmie
North Bend
Hobart
Cedar Falls
Maple Valley
Kent
Auburn
Black Diamond
Ravensdale
Selleck
Kanaskat
Palmer
Cumberland
Enumclaw
Buckley
Sumner
Greenwater
Wilkeson
Carbonado
Orting
Kapowsin
Electron
Eatonville
La Grande
Alder Lake
Ashford
Mount Rainier
Sunrise
Paradise
Longmire
Federal Way
Puyallup
Parkland
Spanaway
McChord A.F.B
Tacoma
Fircrest
Steilacoom
Lakewood
Dupont
Olympia
Tumwater
Lacey
Thurston
Shelton
Matlock
Dayton
Mason Lake
Hoodsport
Union
Allyn
Belfair
Bremerton
Port Orchard
Southworth
Vashon
Des Moines
Seattle
Kingston
Indianola
Suquamish
Poulsbo
Silverdale
Keyport
Brinnon
Duckabush
Seabeck
Holly
Eldon
Hood Canal
Quilcene
Dabob
Shine
Port Townsend
Discovery Bay
Gardiner
Sequim
Carlsborg
Jamestown S'Klallam Ind. Res.
Port Angeles
Joyce
Piedmont
Agnew
Lake Crescent
Elwha
Lake Sutherland
Lake Mills
Lake Aldwell
Olympic Game Farm
Info. Center
Dungeness
Dungeness Spit
Dungeness Nat'l Wildlife Ref.
Protection Is. Nat'l Wildlife Ref.
Lower Elwha Indian Res.
Lyre River
Sol Duc Hot Springs
Clallam
Olympic
Edmonds
Kingston
Rail Tunnel
Ridge
Mountains
Blue Mountain
Hurricane
Mt. Carrie
Mt. Olympus
Mt. Tom
Mt. Seattle
Mt. Anderson
Mt. Constance
Mt. Stone
Mt. Skokomish Wilderness
Mt. Washington
Wonder Mtn. Wilderness
Colonel Bob Wilderness
Brothers Wilderness
Quinault Rain Forest
Quinault
Neilton
Wynoochee Res.
Wynoochee Dam
Grisdale
Lake Cushman
Cushman Dam
Lake Cushman State Park
Littlerock
Tacoma Narrows
Belfair State Park
Kitsap
Olalla
Vaughn
Purdy
Key Peninsula
Gig Harbor
Wollochet Bay
Fox Island
Penrose Pt.
Joemma Beach
Kopachuck
Twanoh
Twanoh St. Pk.
Nahwatzel Lake
Cranberry Lake
Spencer Lake
Mason
Matlock
Dayton
Shelton
Satsop
Middle Satsop River
East Satsop River
Wishkah
Wynoochee
Schafer St. Pk.
McCleary
Elma
Whites
Brady
Sat-sop
Summit
Lake Sylvia St. Pk.
Aberdeen
Central Park
Montesano
Melbourne
S. Elma
Malone
Porter
Artic
Cedarville
Vesta
Oakville
Gate
Rochester
Brooklyn
Grand Mound
Chehalis Indian Res.
Tenino
Bucoda
Skookumchuck
Centralia
Willapa
Fall R.
Black Hills
Capitol
Olympia
Tumwater
Lacey
Thurston
Mason
Harbor
Forest
Nisqually Nat'l Wildlife Ref.
Nisqually River
Mc Kenna
Yelm
E. Olympia
Rainier
Roy
Graham
Mc Millin
Puyallup
Lake Lawrence
Clear L.
La Grande Dam
Alder Dam
Alder Lake
Elbe Hills State Forest
Glacier View Wilderness
Pierce
Kitsap
King
Snohomish
Skagit
Whatcom
San Juan
Island
Lopez
Shaw
Orcas
Deer Harbor
West Sound
Doe Bay
Moran St. Pk.
Eastsound
Roche Harbor
San Juan Is. Nat'l Hist. Pk. English Camp
San Juan Is. Nat'l Hist. Pk. American Camp
Friday Harbor
Richardson
Deception Pass St. Pk.
Whidbey Island
Strait of Juan de Fuca
Canada
United States
Lummi Ind. Res.
Nooksack
Middle Fork
South Fork
Mt. Baker
Mt. Baker Wilderness
Mt. Baker-Snoqualmie National Forest
Glacier
Slide Mtn. State Forest
Mt. Josephine
Mt. Higgins
Mt. Pilchuck
Pilchuck State For.
Lake Stevens
Lake Goodwood
Lake Cavanaugh
Stillaguamish
Boulder River Wilderness
Robe
Silverton
Three Fingers Mtn.
Wallace Falls St. Pk.
Skykomish
Index
Mt. Index
Tolt River
Tolt Res.
Tolt Fork
South Fork
North Fork
Snoqualmie
Taylor
Chester Morse Lake
Lower Dam
Hanson Dam
Green
White
Greenwater
Mud Mtn. Dam
Carbon
Puyallup
Nisqually
Deschutes
Skookumchuck
Chehalis
Willapa
Hills
Mt. Rainier Nat'l
Highest Point
Mount Rainier
Cayuse Pass
Glacier View Wilderness
Closed in Winter
Shrine Pk.
Echo Lake
Clearwater Wilderness
Old Baldy
Haches Pk.
Stampede
Lester
Federation Forest State Park
Nolte St. Pk.
Flaming Geyser St. Pk.
Lake Sammamish St. Pk.
Lake Sammamish
Cedar
Cedar Grove
Taylor
Masonry
Cedar Falls
Dam
Lower Dam
Chester Morse Lake
Hanson Dam
Green

ROUTE LOCATION OF THE PROPOSED COLACKUM PASS RAILROAD LINE FROM ELLENSBURG TO QUINCY

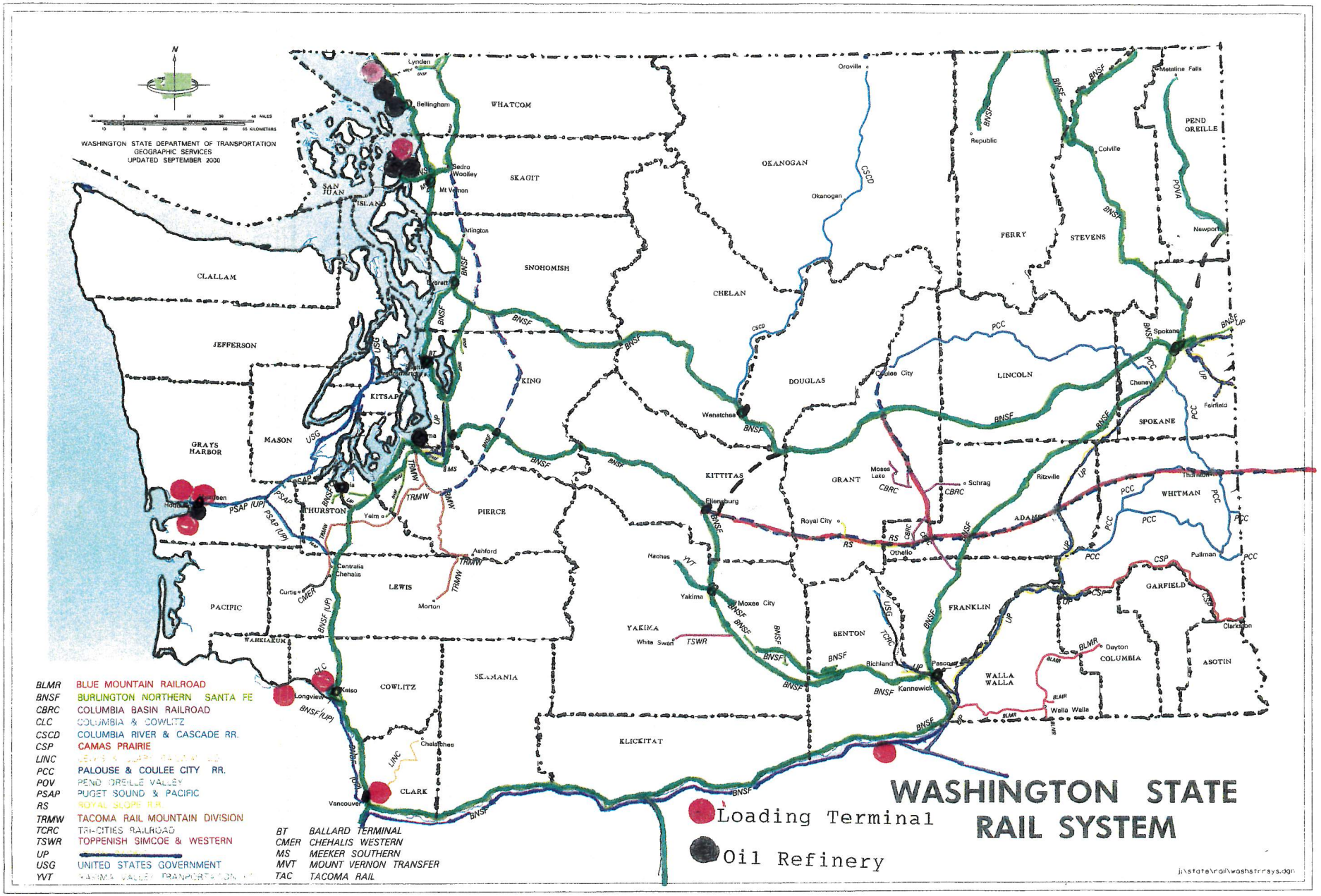


PROPOSED LOCATIONS OF THE CENTRAL COLUMBIA RAILROAD BRIDGE CROSSINGS



WASHINGTON STATE RAILROAD NETWORKS

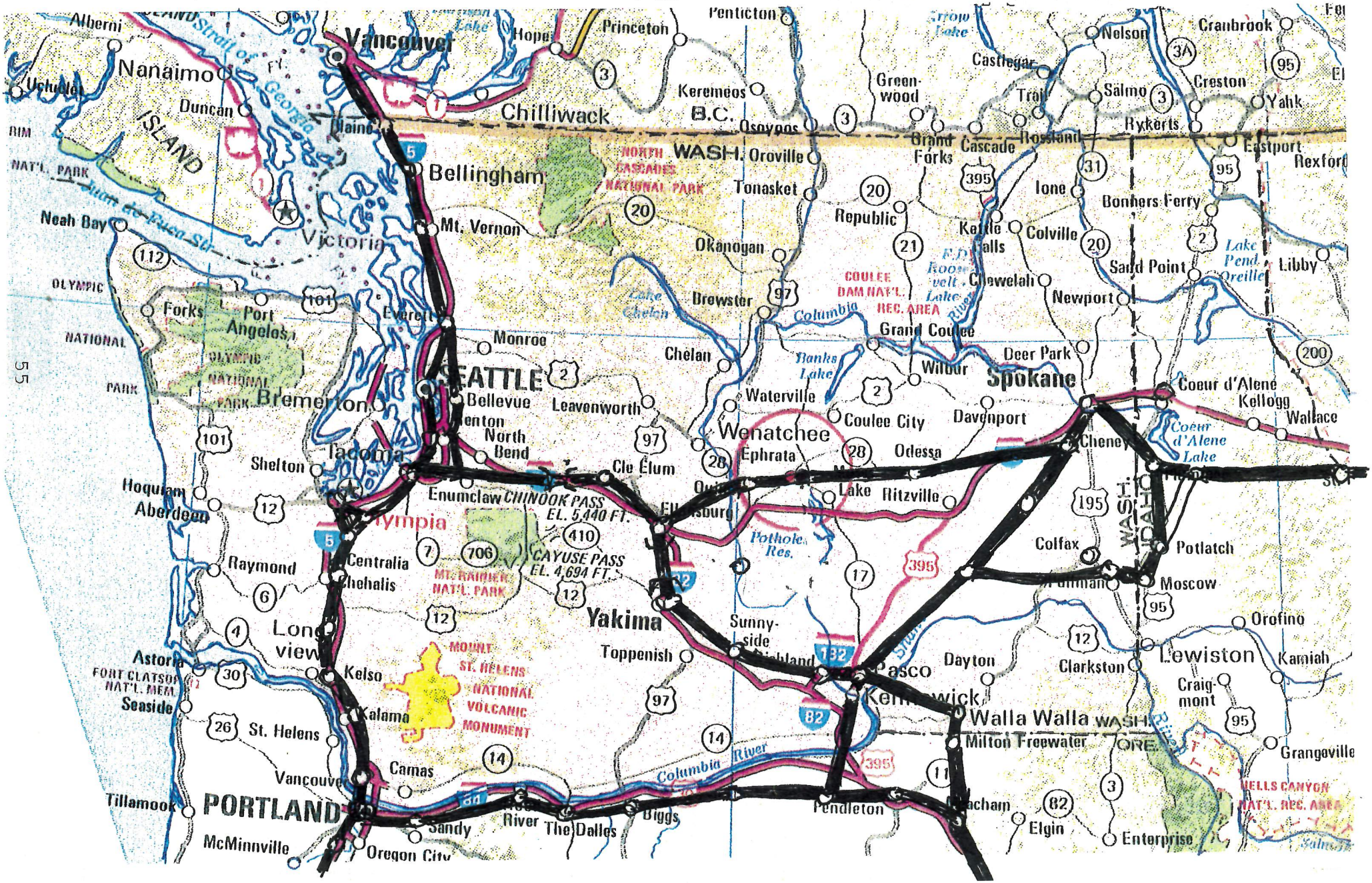
ROUTE LOCATIONS OF THE EXISTING RAILROAD LINE NETWORK IN THE STATE OF WASHINGTON FOR 2013 AND THE EXISTING PETROLEUM REFINERIES AT ANACORTES AND FERNDALE AND TACOMA AND ABERDEEN



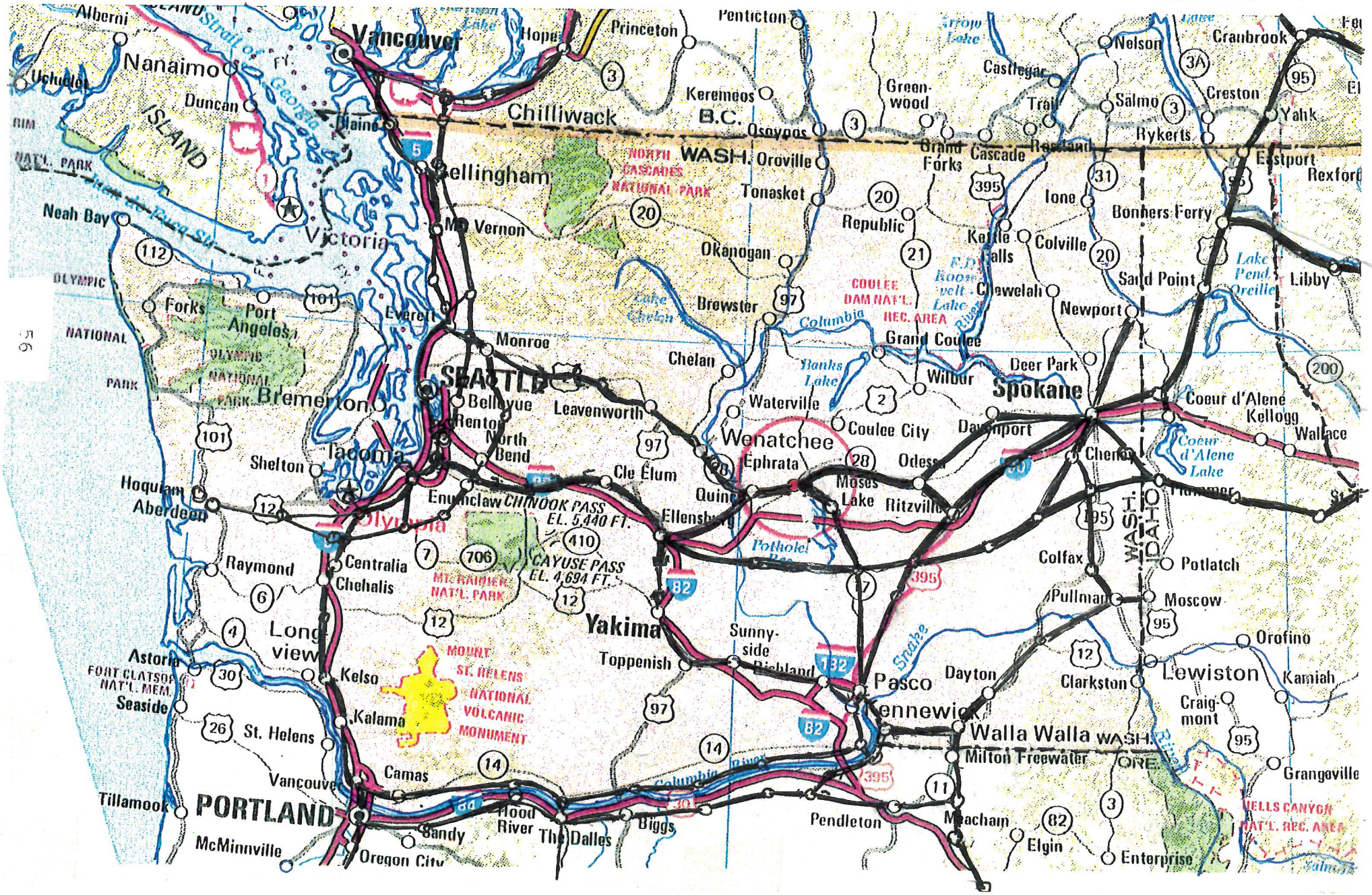
BLMR BLUE MOUNTAIN RAILROAD
BNSF BURLINGTON NORTHERN SANTA FE
CBRC COLUMBIA BASIN RAILROAD
CLC COLUMBIA & COWLITZ
CSCD COLUMBIA RIVER & CASCADE RR.
CSP CAMAS PRAIRIE
LINC [illegible]
PCC PALOUSE & COULEE CITY RR.
POV PEND OREILLE VALLEY
PSAP PUGET SOUND & PACIFIC
RS ROYAL SLOPE R.R.
TRMW TACOMA RAIL MOUNTAIN DIVISION
TCRC TRI-CITIES RAILROAD
TSWR TOPPENISH SIMCOE & WESTERN
UP
USG UNITED STATES GOVERNMENT
YVT YAKIMA VALLEY TRANSPORTATION [illegible]

BT BALLARD TERMINAL
CMER CHEHALIS WESTERN
MS MEEKER SOUTHERN
MVT MOUNT VERNON TRANSFER
TAC TACOMA RAIL

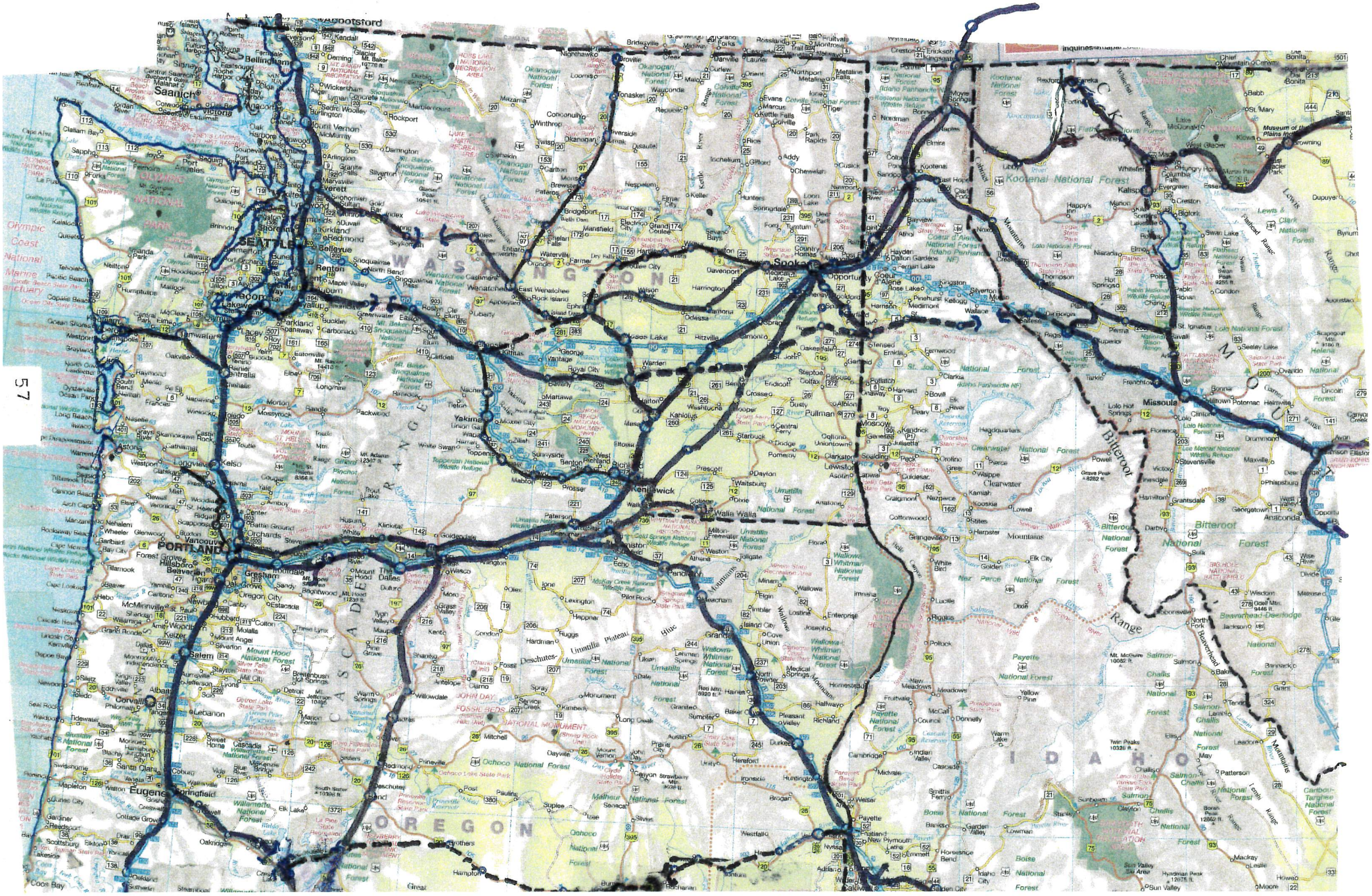
PROPOSED ROUTE LOCATION OF THE HIGH SPEED RAIL SYSTEM NETWORK IN THE STATE OF WASHINGTON


Vancouver
Nanaimo
Victoria
Bellingham
Mt. Vernon
Hope
Princeton
Penticton
Chilliwack
B.C.
Osoyoos
Keremeos
Greenwood
Castlegar
Nelson
Cranbrook
Trail
Salmo
Creston
Yahk
Rykerts
Grand Forks
Cascade
Rossland
Oroville
Tonasket
Republic
Kettle Falls
Colville
Ione
Bonners Ferry
Sand Point
Libby
Newport
Chewelah
Okanogan
Brewster
Chelan
Wenatchee
Waterville
Coulee City
Grand Coulee
Wilbur
Davenport
Deer Park
Spokane
Coeur d'Alene
Kellogg
Wallace
Cheney
Odessa
Ephrata
Ritzville
Lake
Pothole Res.
Colfax
Pullman
Moscow
Potlatch
Lewiston
Orofino
Kamiah
Clarkston
Craigmont
Grangeville
Dayton
Pasco
Kennewick
Walla Walla
Milton Freewater
Pendleton
Elgin
Enterprise
Hells Canyon Nat'l. Rec. Area
Yakima
Sunnyside
Toppenish
Ellensburg
Cle Elum
Leavenworth
Wenatchee
Monroe
Everett
SEATTLE
Bellevue
Renton
North Bend
Tacoma
Bremerton
Port Angeles
Forks
Neah Bay
Shelton
Hoquiam
Aberdeen
Olympia
Centralia
Chehalis
Raymond
Longview
Kelso
Kalama
Camas
Vancouver
PORTLAND
Astoria
Seaside
St. Helens
Tillamook
McMinnville
Oregon City
Sandy
River
The Dalles
Biggs
Columbia River
Strait of Georgia
Juan de Fuca Str.
Lake Chelan
Banks Lake
Coeur d'Alene Lake
Lake Pend Oreille
Columbia
Strow Lake
Rexford
Eastport
Alberni
Uchuclet
Duncan
Blaine
Neah Bay
Hope
Princeton
Penticton
Keremeos
Osoyoos
Oroville
Tonasket
Okanogan
Brewster
Republic
Kettle Falls
Colville
Ione
Bonners Ferry
Sand Point
Libby
Newport
Chewelah
Grand Coulee
Wilbur
Davenport
Deer Park
Spokane
Coeur d'Alene
Kellogg
Wallace
Cheney
Odessa
Ephrata
Ritzville
Lake

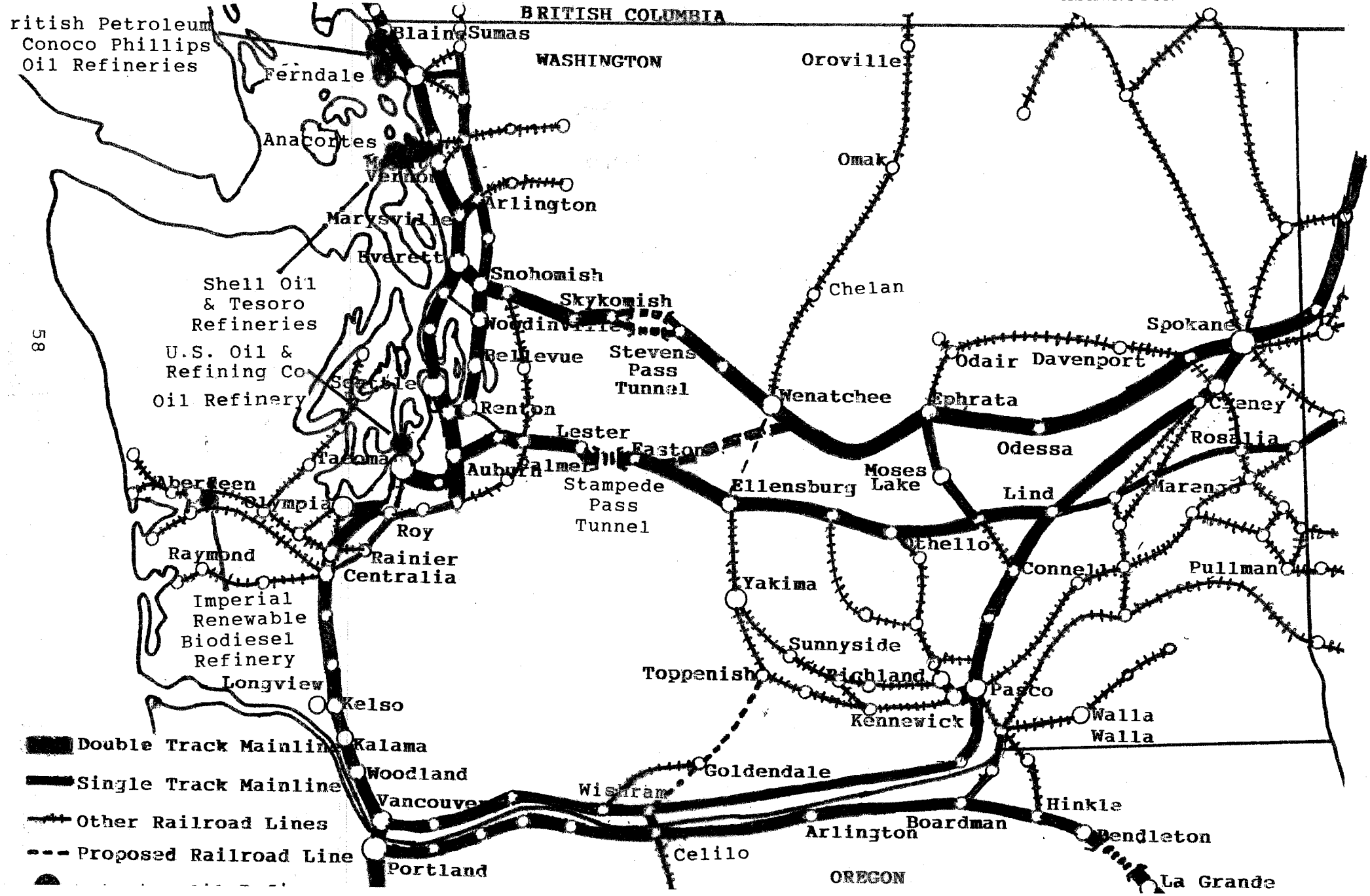
PROPOSED INTERCITY RAILROAD PASSENGER LINE NETWORK ROUTES ACROSS THE STATE OF WASHINGTON



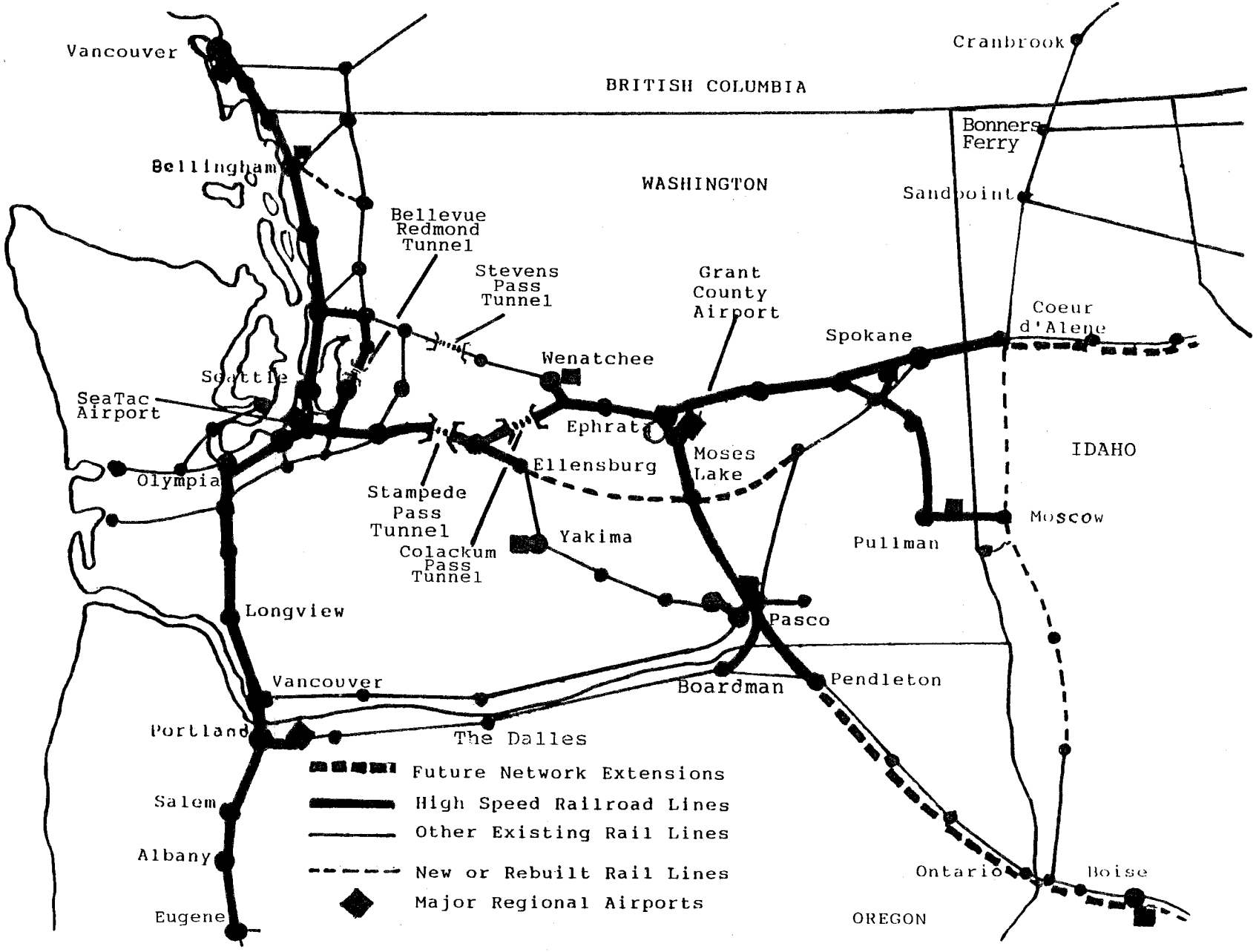
ALTERNATIVE ROUTES ACROSS THE CASCADE AND ROCKY MOUNTAINS FOR THE GREAT NORTHERN CORRIDOR



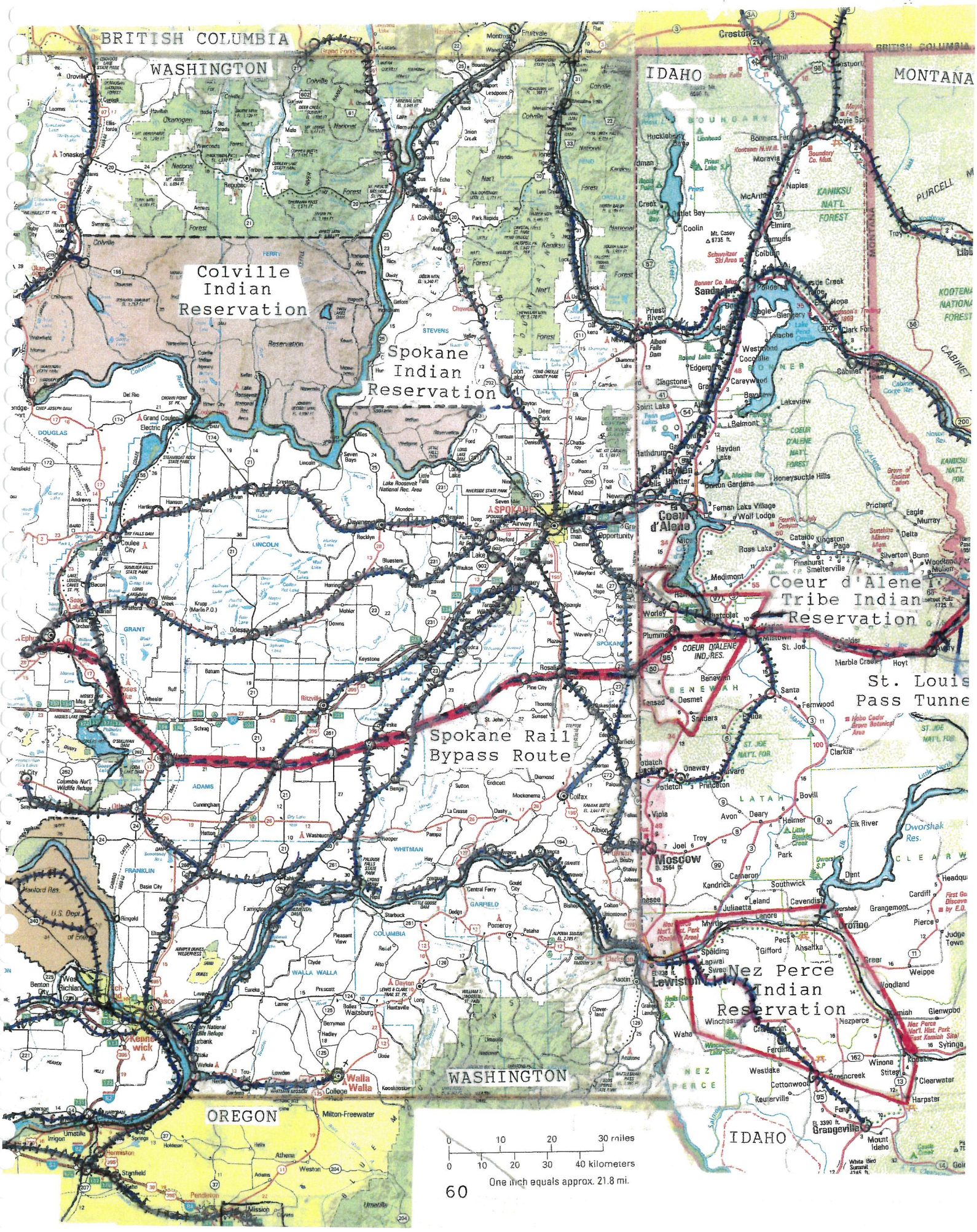
LOCATIONS OF THE EXISTING OIL REFINERIES AND THE RAILROAD LINE NETWORK IN WASHINGTON



PROPOSED ROUTE SYSTEM FOR THE HIGH SPEED RAILROAD NETWORK IN THE STATE OF WASHINGTON.



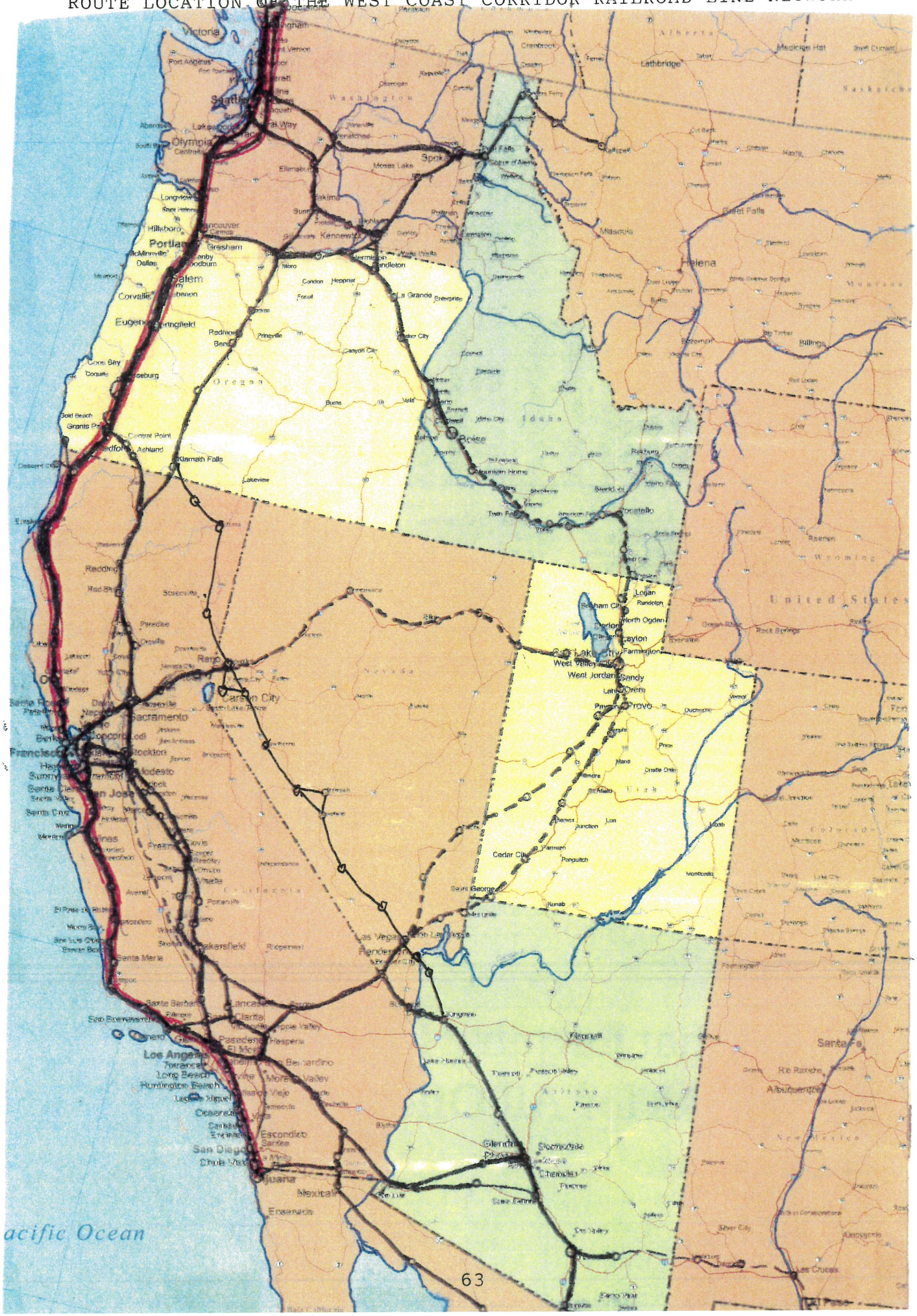
LOCATIONS OF RAILROAD LINE NETWORKS IN EASTERN WASHINGTON AND NORTHERN IDAHO



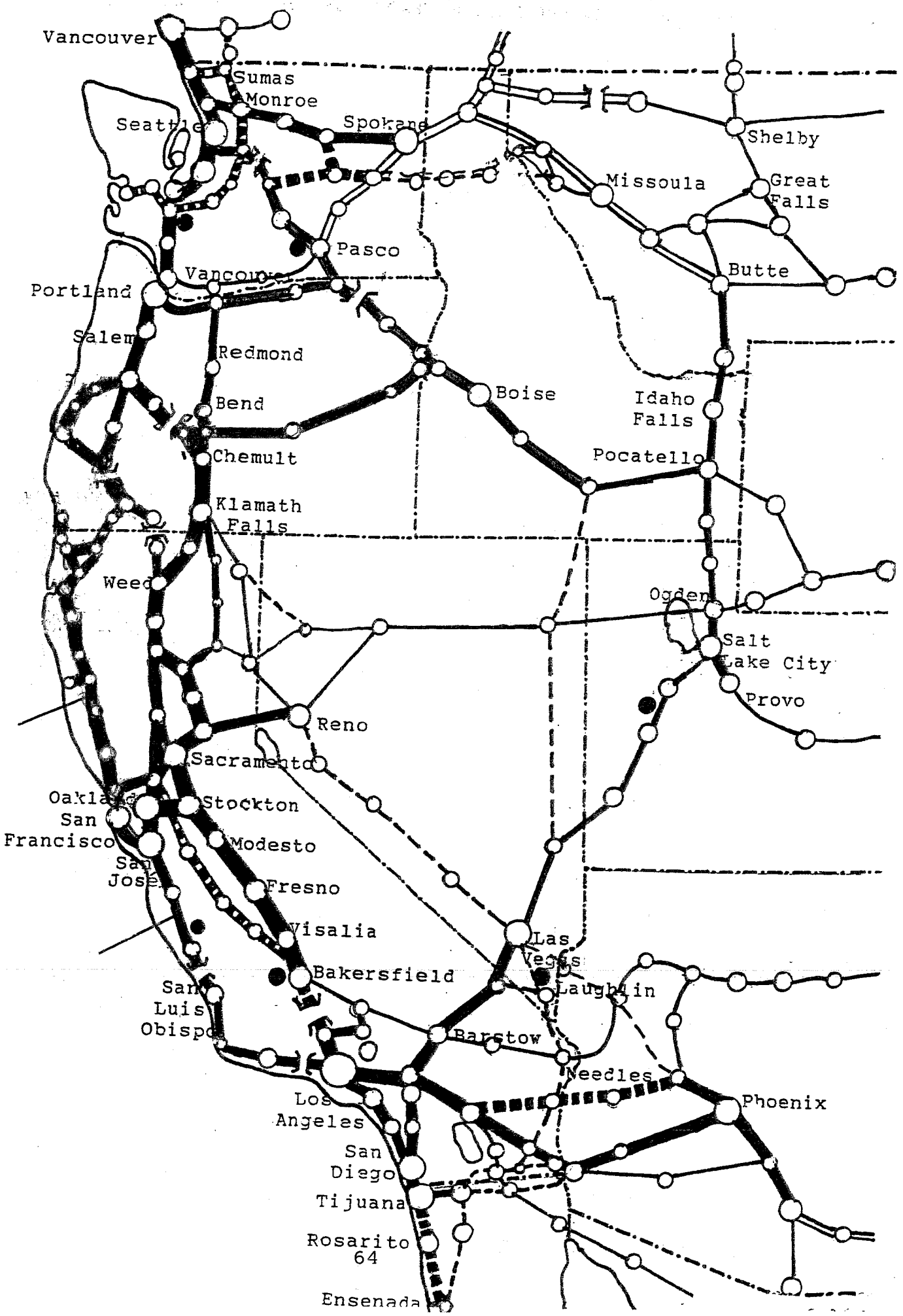
WEST COAST CORRIDOR RAILROAD LINES

ROUTE LOCATION OF THE WEST COAST PASSENGER AND FREIGHT RAILROAD CORRIDOR

ROUTE LOCATION OF THE WEST COAST CORRIDOR RAILROAD LINE NETWORK



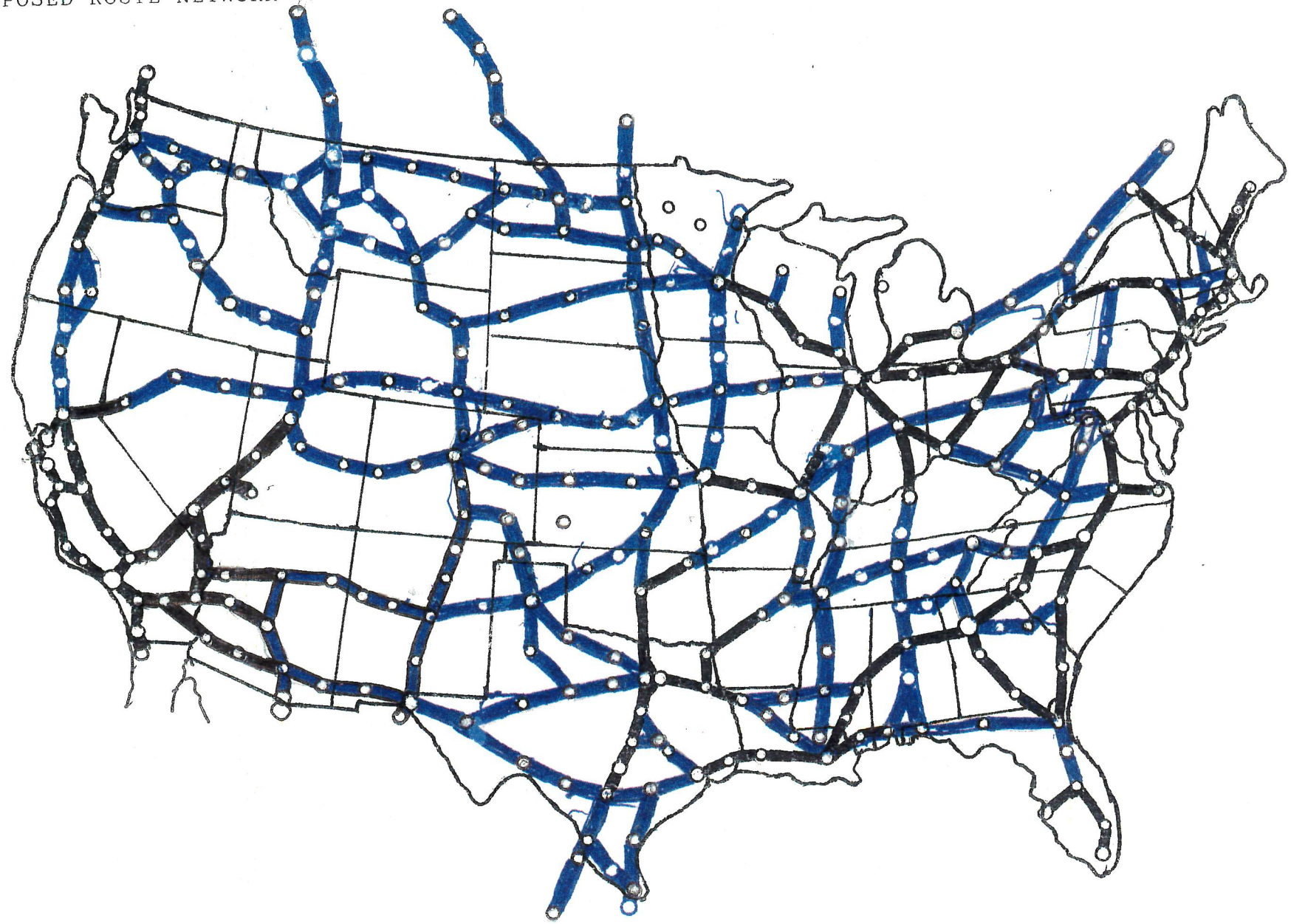
PROPOSED ROUTE LOCATIONS FOR THE WEST COAST CORRIDOR LINES AND CONNECTIONS



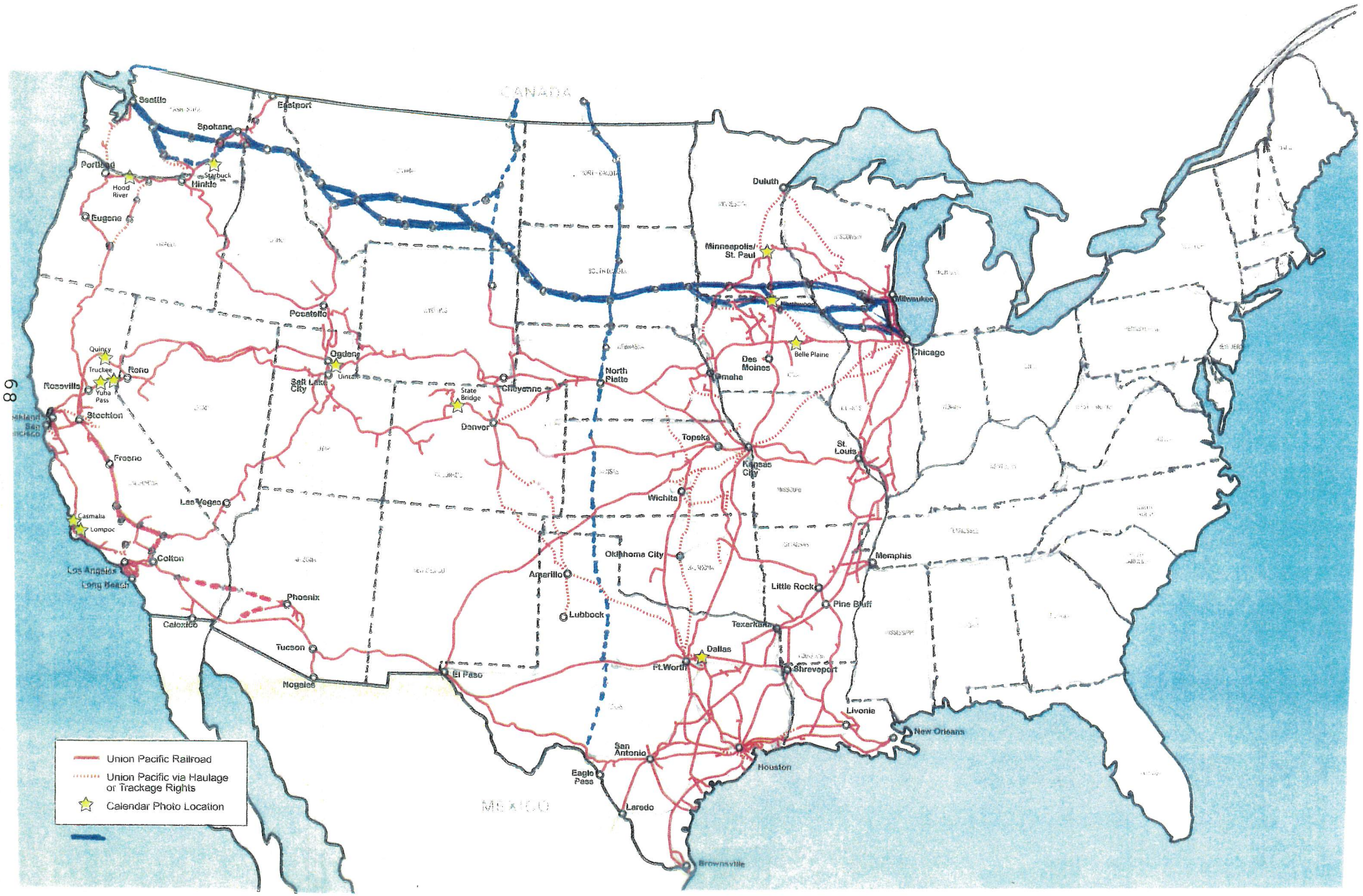
LOCATIONS OF THE BURLINGTON NORTHERN SANTA FE AND UNION PACIFIC RAILROAD LINES IN THE PACIFIC COAST STATES OF CALIFORNIA AND OREGON AND WASHINGTON

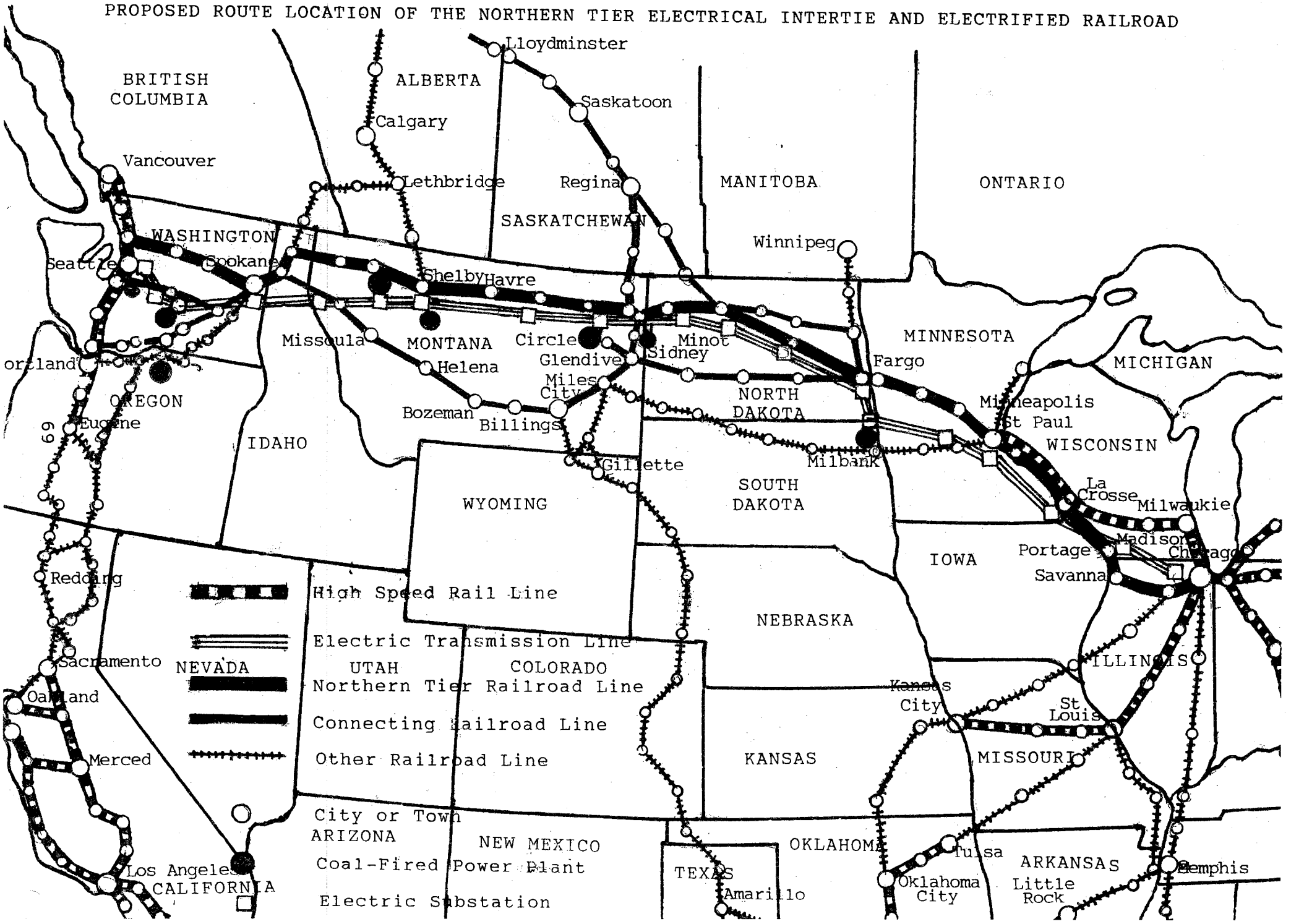
NATIONAL RAILROAD LINE NETWORKS

NATIONAL NETWORK OF HIGH SPEED PASSENGER AND EXPRESS CARGO RAILROAD INTERCITY CORRIDORS
IN PARALLEL TO EXISTING FREIGHT RAILROAD MAIN LINES ON SEPARATE TRACKS OF COMMON ROUTES ON A
PROPOSED ROUTE NETWORK OF FEDERALLY DESIGNATED HIGH SPEED RAILROAD TRANSPORTATION CORRIDORS



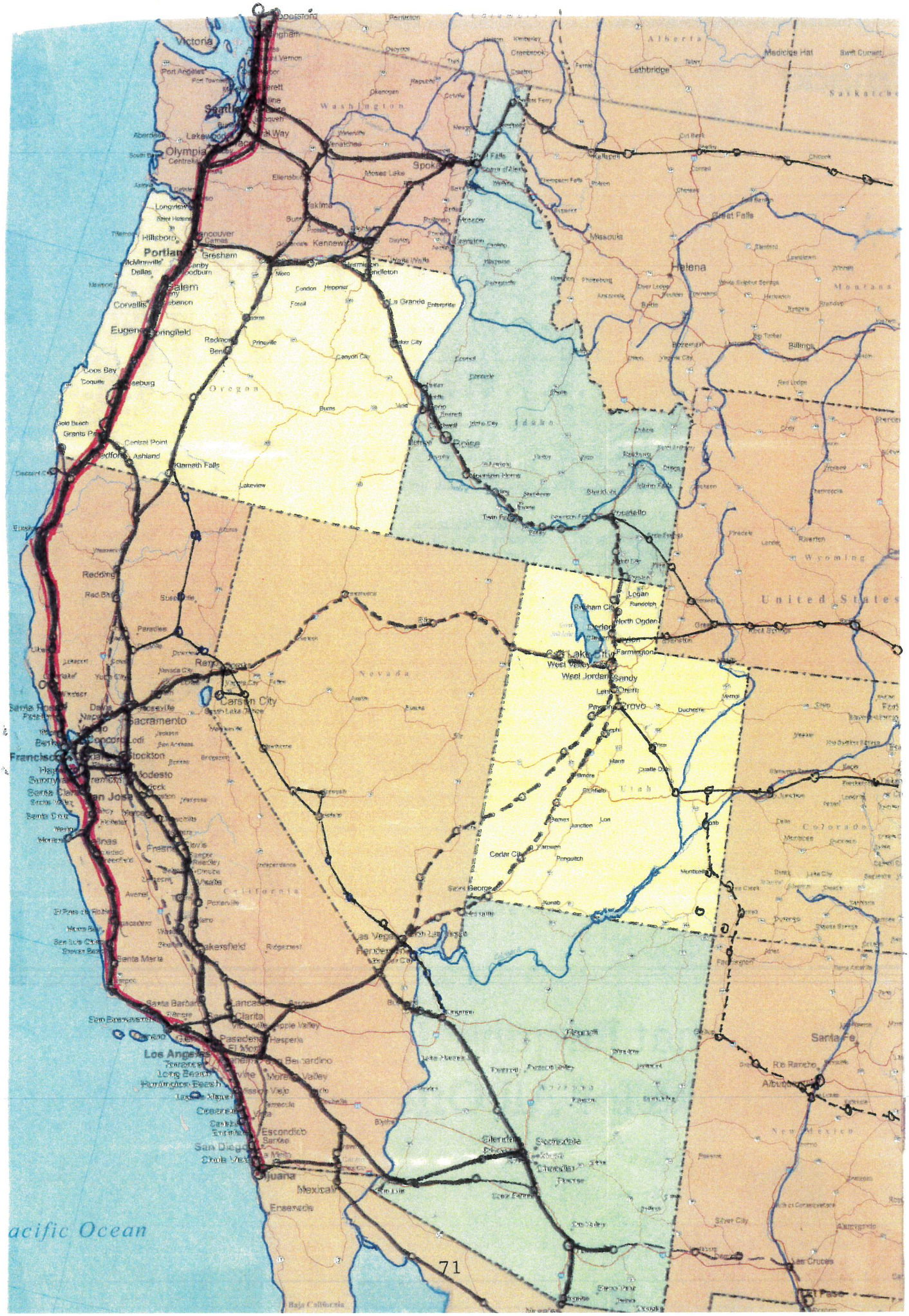
PROPOSED ROUTE NETWORK OF THE FORMER MILWAUKEE RAILROAD PROPOSED FOR ELECTRIFICATION FROM SEATTLE TO CHICAGO BY WAY OF SPOKANE AND BILLINGS TO SIOUX FALLS AND MADISON TO MILWAUKEE



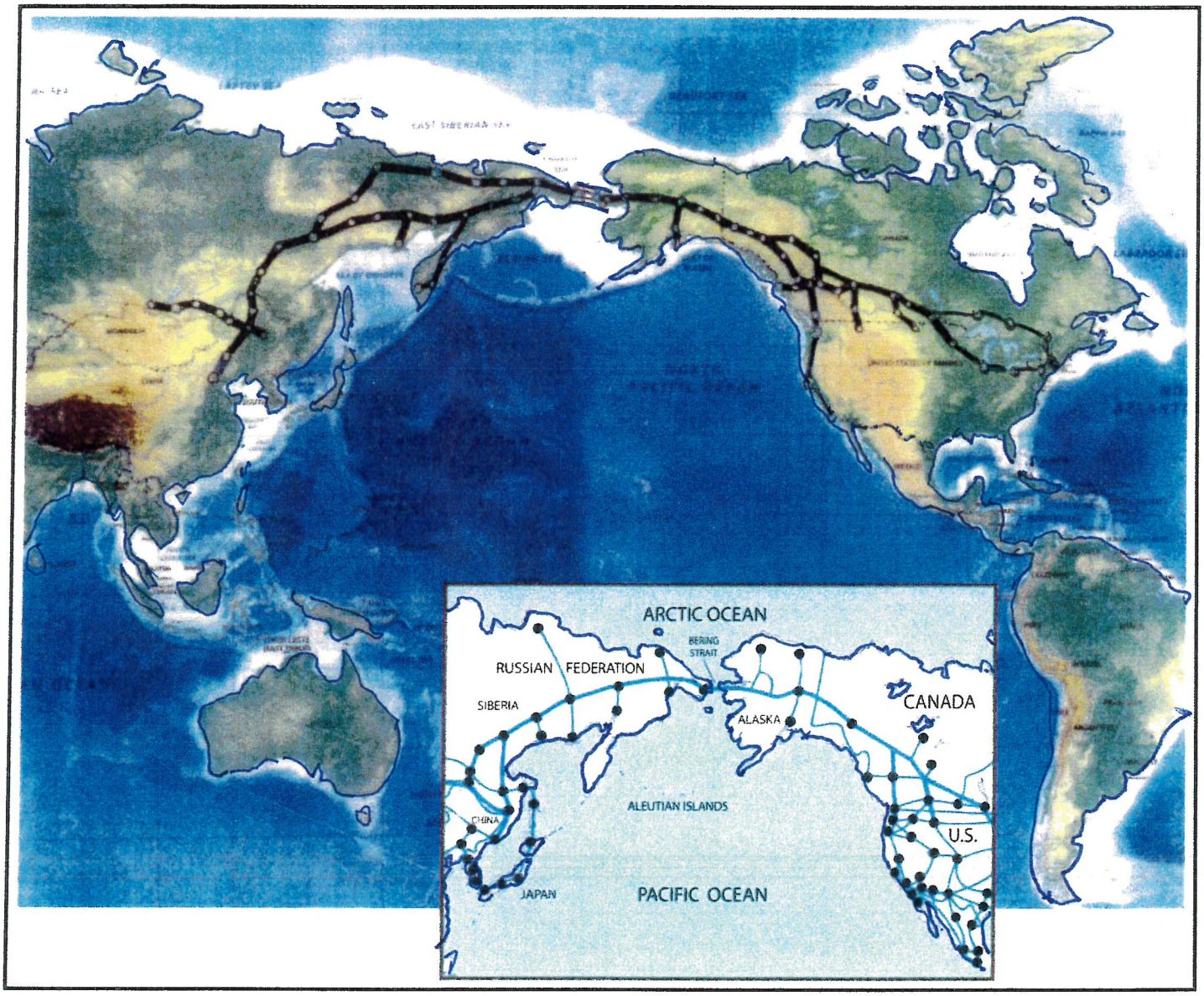

PROPOSED ROUTE LOCATION OF THE NORTHERN TIER ELECTRICAL INTERTIE AND ELECTRIFIED RAILROAD
BRITISH COLUMBIA
ALBERTA
Lloydminster
Saskatoon
Calgary
Vancouver
Lethbridge
Regina
MANITOBA
ONTARIO
SASKATCHEWAN
WASHINGTON
Winnipeg
Seattle
Spokane
Shelby
Havre
Missoula
MONTANA
Circle
Minot
Sidney
Glendive
Fargo
MINNESOTA
MICHIGAN
Helena
Miles City
NORTH DAKOTA
Minneapolis
St Paul
OREGON
Bozeman
Billings
Eugene
IDAHO
WISCONSIN
Gillette
Milbank
La Crosse
Milwaukie
SOUTH DAKOTA
WYOMING
Madison
Portage
IOWA
Chicago
Savanna
Redding
High Speed Rail Line
NEBRASKA
Electric Transmission Line
Sacramento
NEVADA
UTAH
COLORADO
ILLINOIS
Northern Tier Railroad Line
Oakland
Kansas City
St Louis
Connecting Railroad Line
Merced
Other Railroad Line
KANSAS
MISSOURI
City or Town
ARIZONA
NEW MEXICO
OKLAHOMA
Tulsa
ARKANSAS
Coal-Fired Power Plant
Los Angeles
TEXAS
Memphis
CALIFORNIA
Oklahoma City
Little Rock
Amarillo
Electric Substation
69

ONE BELT ONE ROAD RAIL NETWORK EXTENSION

PROPOSED ROUTE OF THE WEST COAST CORRIDOR EXTENSION OF THE ONE BELT ONE ROAD



Proposed Route of the One Belt One Road Extension of the Silk Road Railroad Corridor to the Bering Strait Tunnel between China and Russia in Asia to Canada and the United States, Bering Strait Tunnel Area near Chukotka (Russia) and Alaska (United States), and Cross-Section of Tunnel under the Bering Strait.

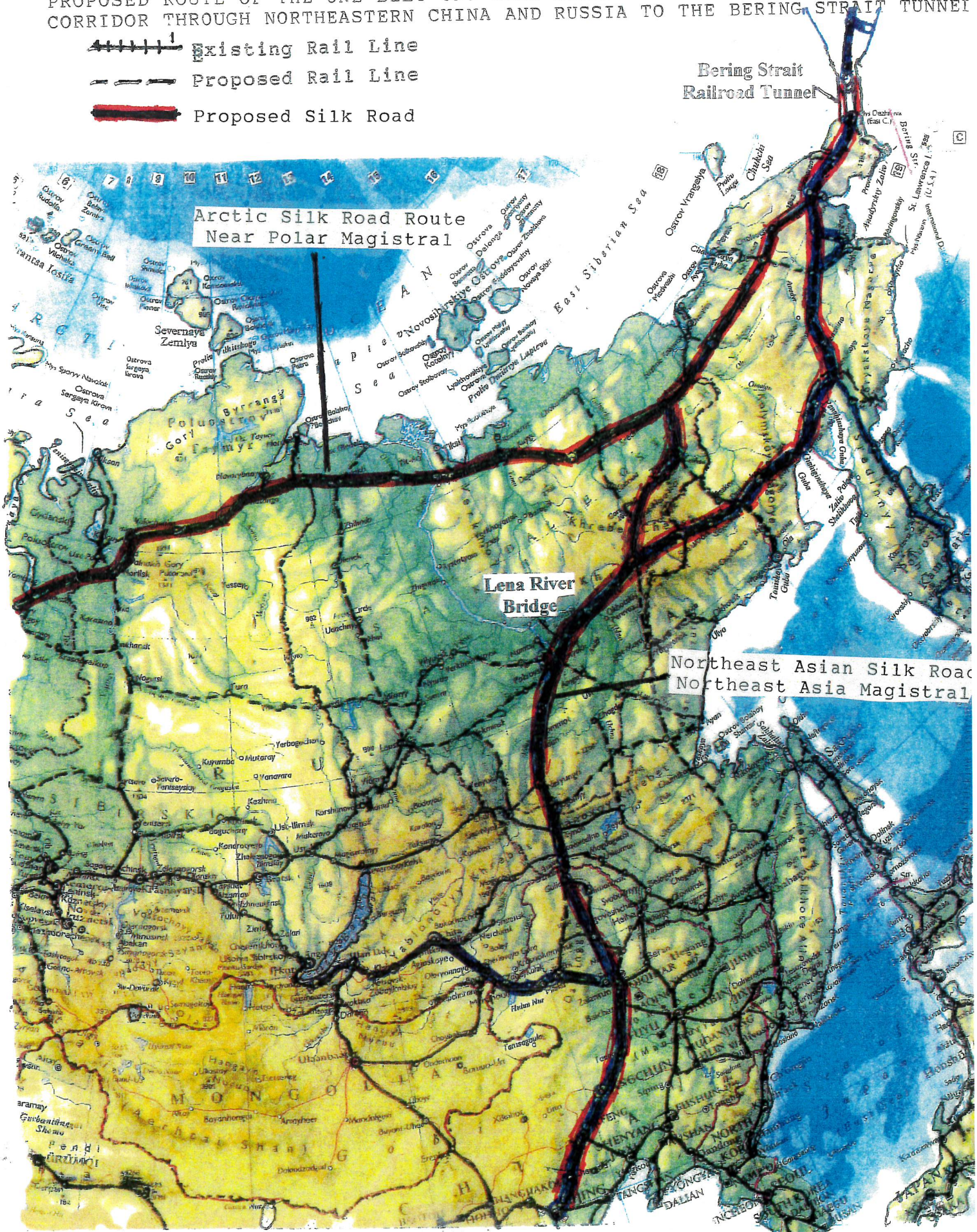


PROPOSED ROUTE OF THE ONE BELT ONE ROAD EXTENSION OF THE SILK ROAD RAILROA
CORRIDOR THROUGH NORTHEASTERN CHINA AND RUSSIA TO THE BERING STRAIT TUNNEI

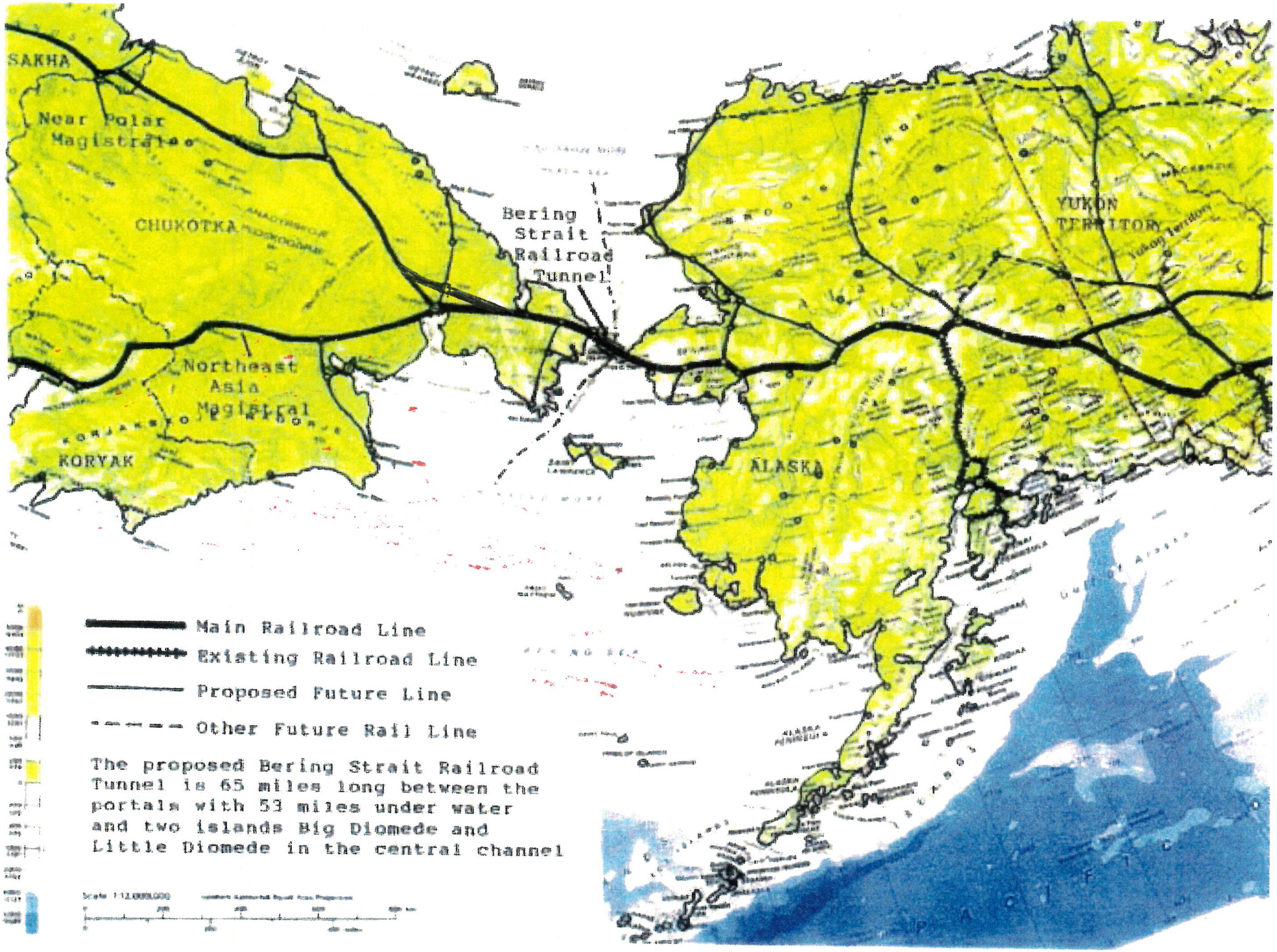
Existing Rail Line

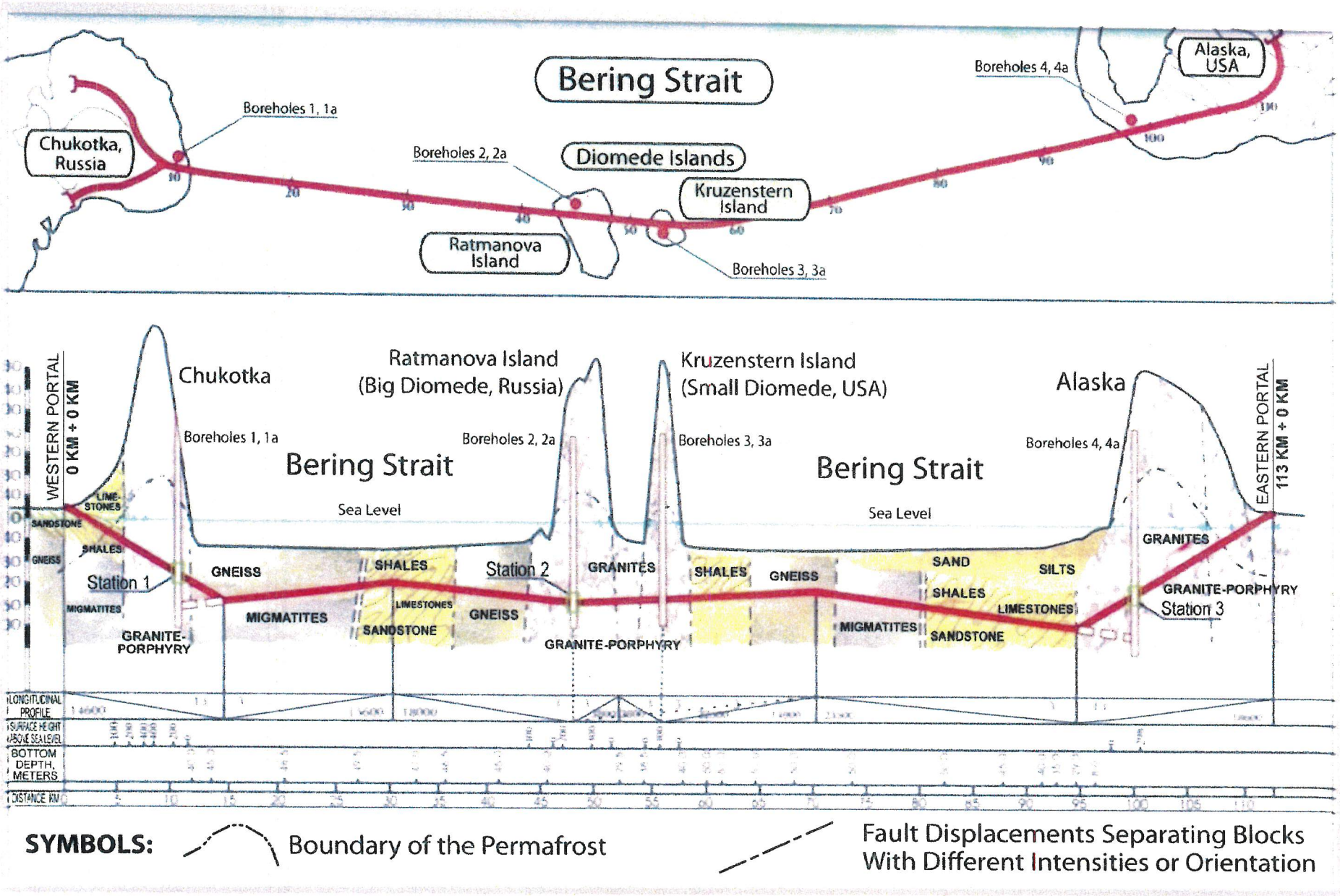
Proposed Rail Line

Proposed Silk Road

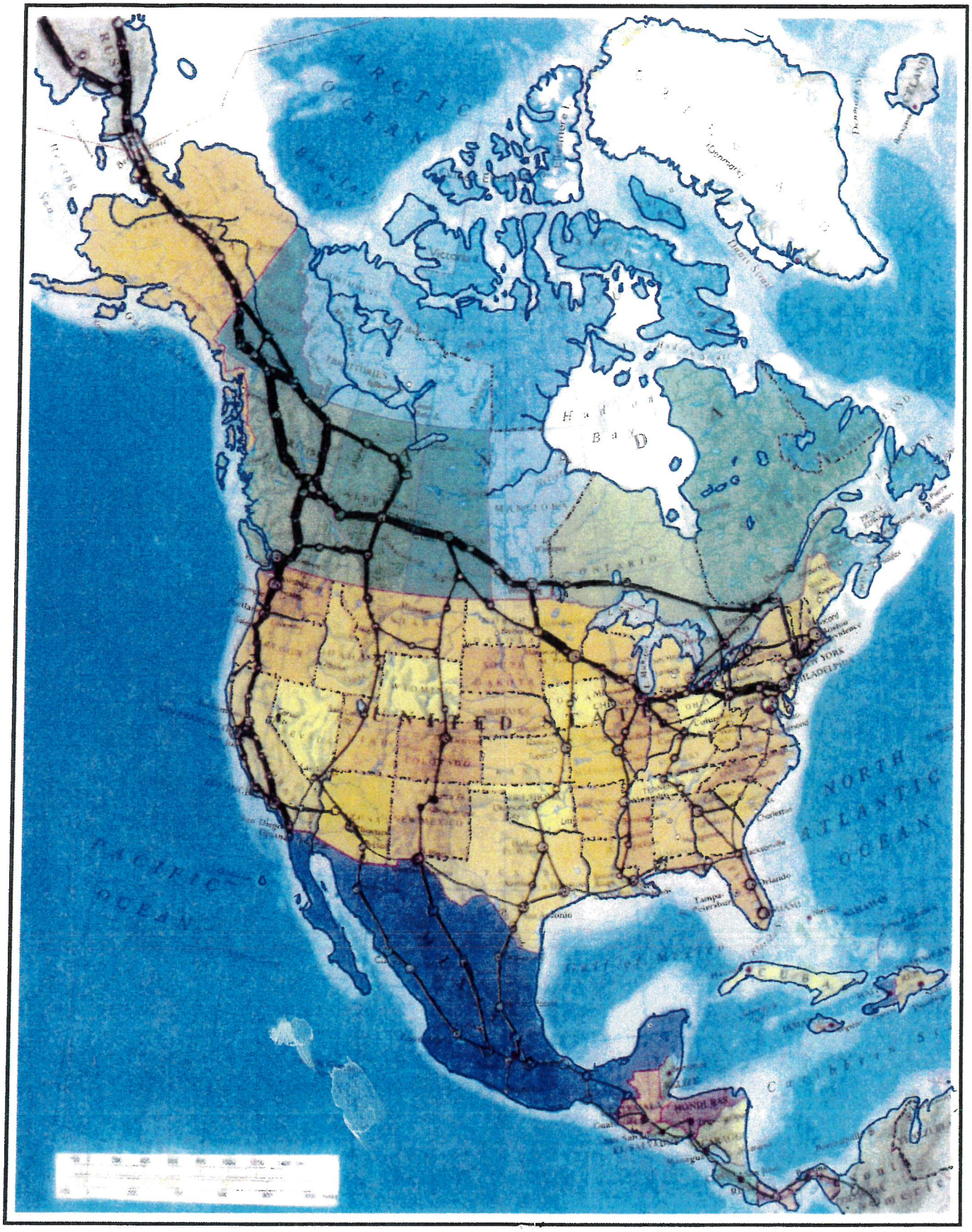


PROPOSED ROUTE OF THE BERING STRAIT TUNNEL RAILROAD FROM WALES, ALASKA TO UELEN, RUSSIA




Bering Strait
Chukotka, Russia
Alaska, USA
Boreholes 1, 1a
Boreholes 2, 2a
Boreholes 3, 3a
Boreholes 4, 4a
Diomede Islands
Kruzenstern Island
Ratmanova Island
WESTERN PORTAL
0 KM + 0 KM
EASTERN PORTAL
113 KM + 0 KM
Chukotka
Ratmanova Island (Big Diomede, Russia)
Kruzenstern Island (Small Diomede, USA)
Alaska
Sea Level
Station 1
Station 2
Station 3
LIME-STONES
SANDSTONE
SHALES
GNEISS
MIGMATITES
GRANITE-PORPHYRY
LIMESTONES
GRANITES
SAND
SILTS
GRANITE-PORPHYRY
LONGITUDINAL PROFILE
SURFACE HEIGHT ABOVE SEA LEVEL
BOTTOM DEPTH, METERS
DISTANCE KM
SYMBOLS:
Boundary of the Permafrost
Fault Displacements Separating Blocks With Different Intensities or Orientation

Proposed Route of the One Belt One Road Extension of the Silk Road Railroad Corridor from the Bering Strait Tunnel into North America in Canada & United States



ARTIST"S CONCEPTION OF THE EASTERN PORTAL TO THE PROPOSED BERING STRAIT RAILROAD TUNNEL ROUTE AT WALES, ALASKA TO UELEN, CHUKOTKA IN RUSSIA WITH THE LITTLE DIOMEDE AND BIG DIOMEDE ISLANDS

77

ТЕМАТИЧЕСКОЕ ПРЕДСТАВЛЕНИЕ

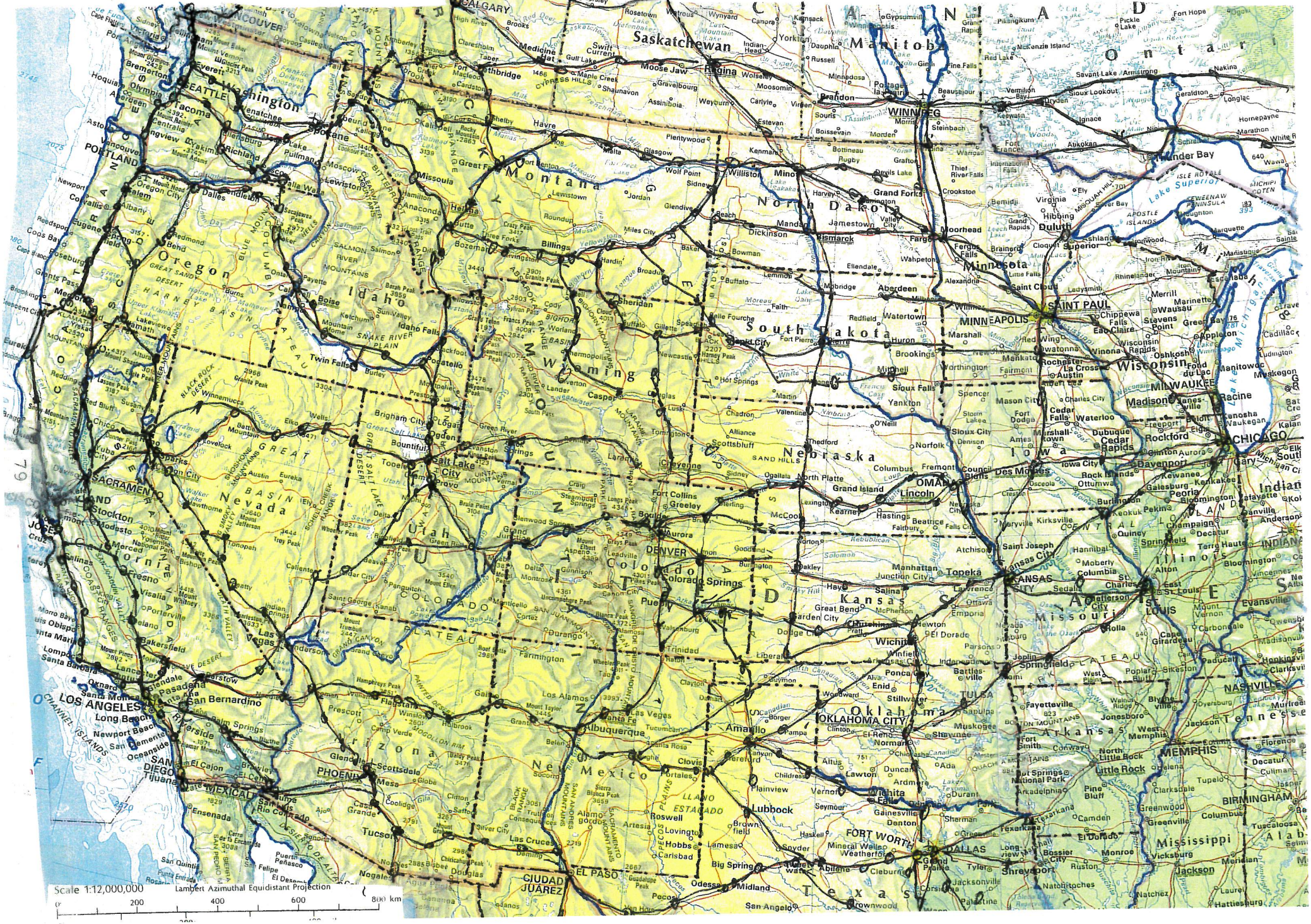
ЖЕЛЕЗНОДОРОЖНЫЙ ТУННЕЛЬ ПОД БЕРИНГОВЫМ ПРОЛИВОМ

МЕЖДУ УЭЙЛСОМ, АЛЯСКА, США, И УЭЛЕНОМ, ЧУКОТКА, РОССИЯ

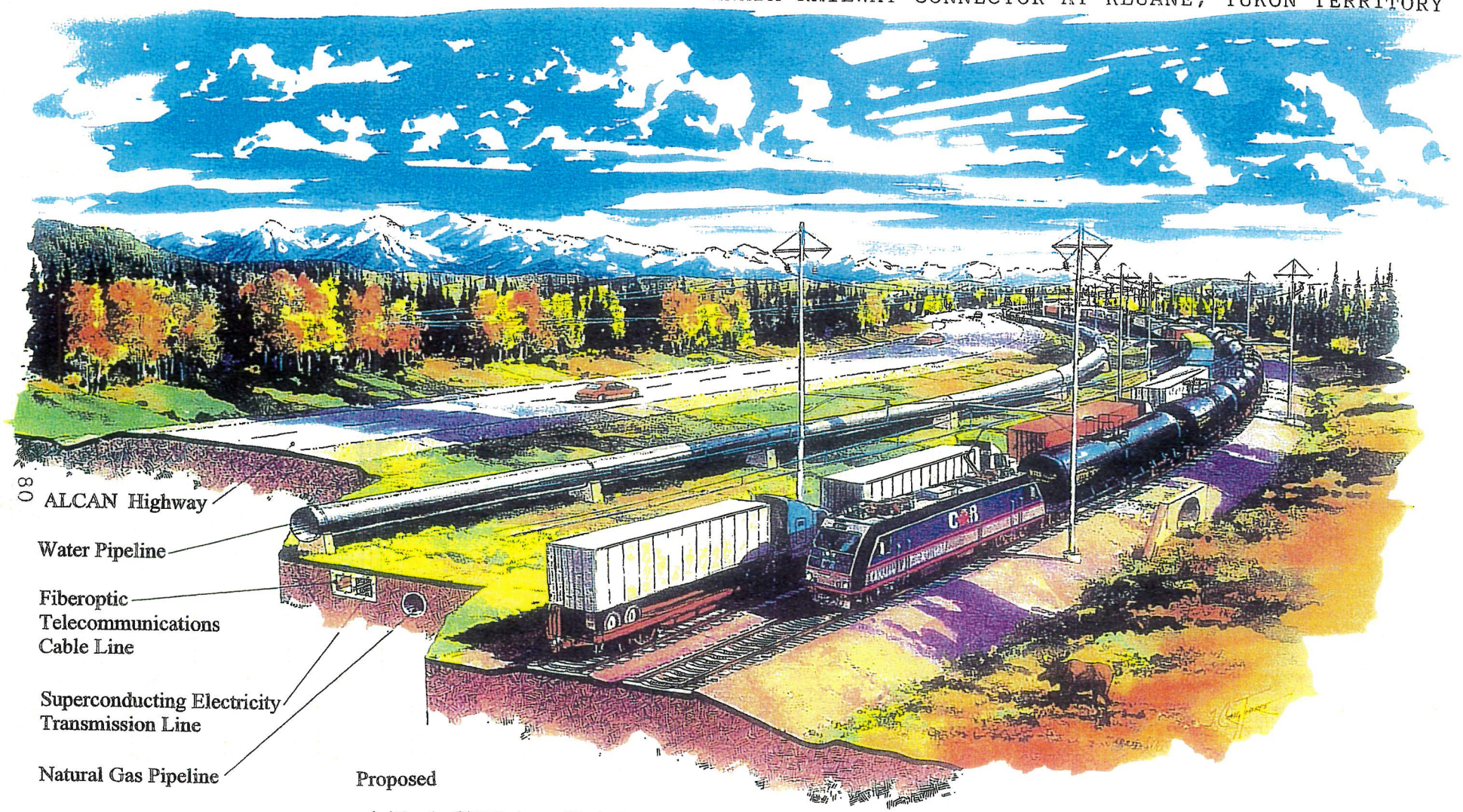
Представлено в 2003 году Дж. Крэгом Тхорпи
по Поручению Компании Купер Консалтинг, Кёрклэнд, Вашингтон, США
Для Сибирского Государственного Транспортного Университета,
Новосибирск, России

PROPOSED LOCATIONS OF THE ONE BELT ONE ROAD RAIL NETWORK IN NORTH AMERICA

ROUTE LOCATION OF THE MAJOR FREIGHT AND PASSENGER RAIL CORRIDORS IN THE WESTERN UNITED STATES



ARTIST'S CONCEPTION OF THE PROPOSED ALASKA CANADA RAILWAY CONNECTOR AT KLUANE, YUKON TERRITORY



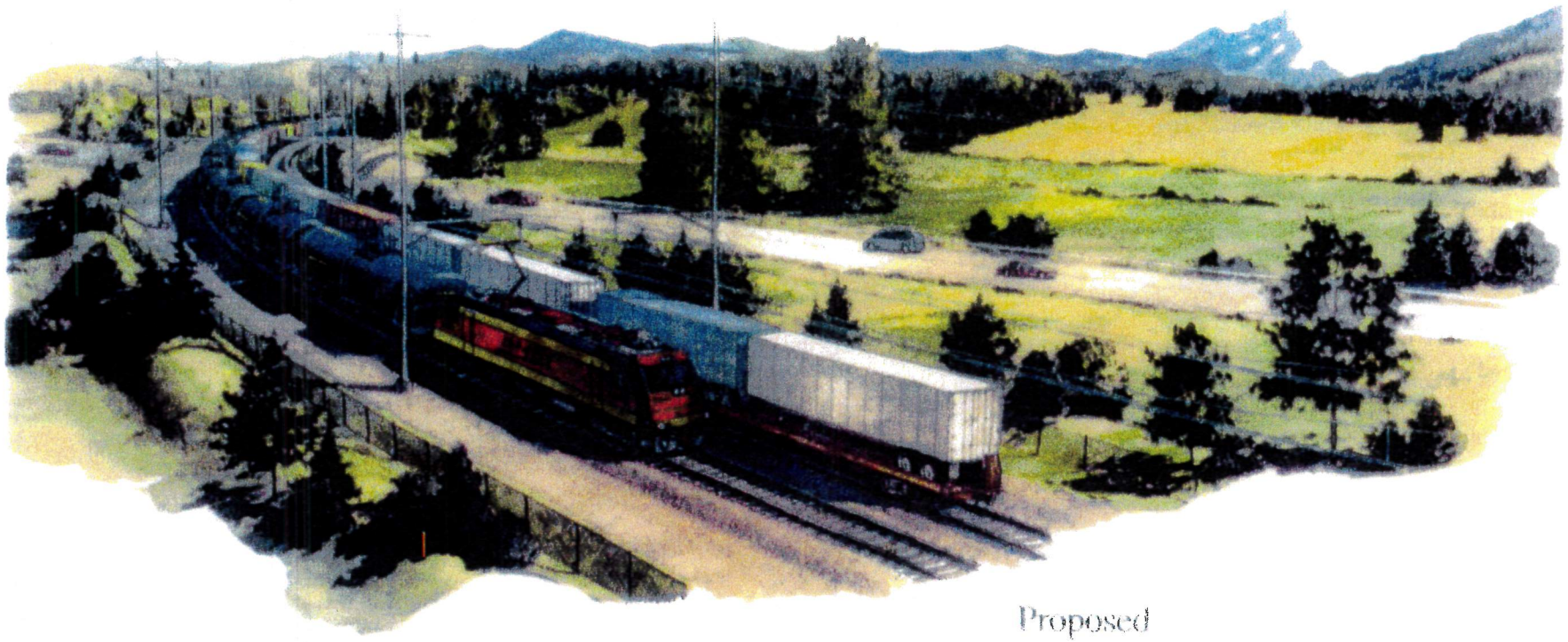
Proposed

ALASKA-CANADA RAIL CORRIDOR

SHOWING UTILITIES AND PIPELINES

c 2002 J. Craig Thorpe Commissioned by Cooper Consulting Co. for the Canadian Arctic Railway Co.

ARTIST CONCEPTION OF THE CASCADE FOOTHILLS CORRIDOR FREIGHT RAILROAD BYPASS LINE AT MOUNT VERNON, WASHINGTON BETWEEN HUNDINGDON, BRITISH COLUMBIA CANADA AND TENINO WASHINGTON USA



THE POLAR SILK ROAD PROJECT

FedEx Office Woodinville

From: Hal Cooper <halcooper4321@gmail.com>
Sent: Saturday, January 27, 2018 9:52 PM
To: usa0379@fedex.com
Subject: Fw: Arctic Silk Road

From: Albert Rudis
Sent: Saturday, January 27, 2018 8:33 PM
To: undisclosed-recipients:
Subject: Arctic Silk Road

Introducing The "Polar Silk Road" - China's Latest Arctic Power Grab

Tyler Durden

Sat, 01/27/2018 - 21:11

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China is expanding its "One Belt, One Road" initiative to satisfy a long-sought geopolitical objective: A claim to the Arctic.

It has been nearly five years since China was granted permanent observer status on the Arctic Council, an international organization set up in the 1990s to protect the Arctic region from the destabilizing exploitation of its resources. The council has eight permanent members **made up of the five coastal Arctic countries, Norway, Russia, Canada, US and Denmark,** and three non coastal members, **Finland, Iceland and Sweden.**

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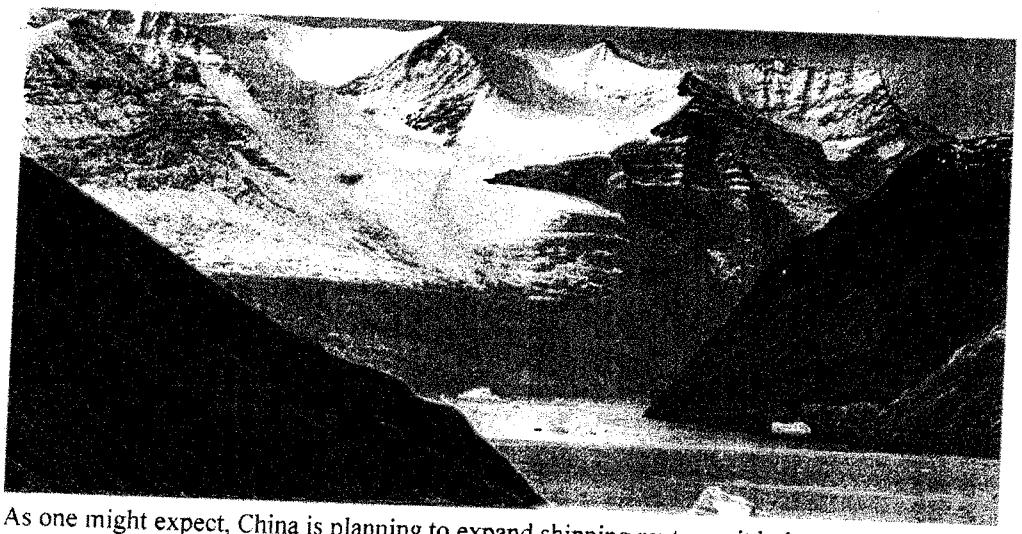
Expert Who Called Dotcom Crash Issues Surprising New Prediction

Something strange is going on in the financial system. And according to The Wall Street Journal, it's causing some investors to move massive amounts of money out of the banking system.

The Arctic

Membership won't help China exploit the Arctic's oil deposits and other natural resources - **to do that, it must negotiate extraction concessions on a country-by-country basis.**

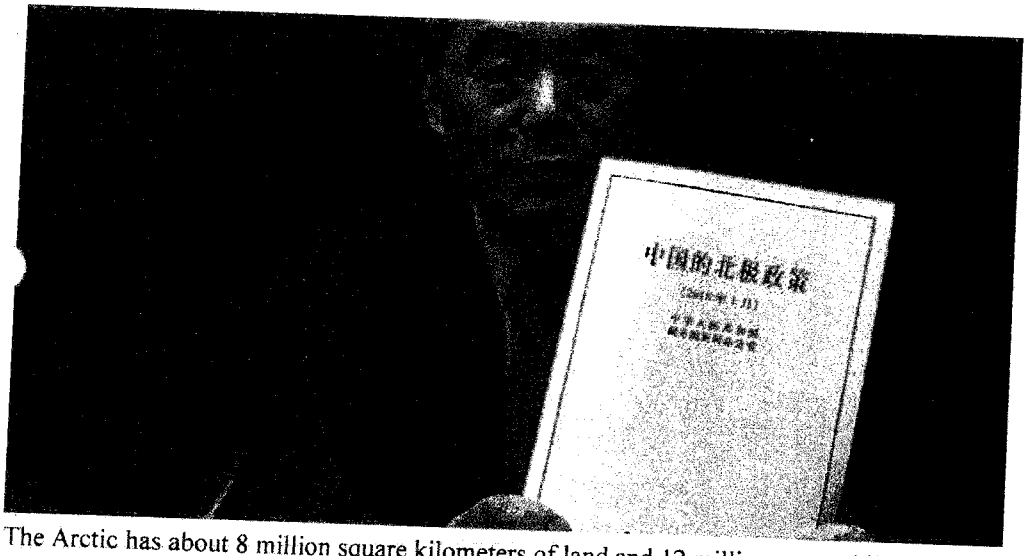
But it will allow China to have a say when countries try to lay claim to sections of the Arctic, a process that is accelerating as warming temperatures have caused the ice to break apart, opening the region to exploration.



As one might expect, China is planning to expand shipping routes as it bolsters its case for a territorial claim.

In a white paper released on Friday, the project's managers said they expect to play a **"major role in expanding the network of shipping routes"** adding that "as a result of global warming, the Arctic shipping routes are likely to become important transport routes for international trade," according to RT.

According to the White Paper, China would encourage enterprises to build infrastructure and conduct commercial trial voyages, **paving the way for Arctic shipping routes that would form a "Polar Silk Road."**



The Arctic has about 8 million square kilometers of land and 12 million square kilometers of water where countries share maritime rights and interests under international law.

According to the white paper, China - which already has a stake in at least one large Russian natural gas project in the region - is also eyeing the development of oil, gas, mineral and other non-fossil resources, while also boosting fishing and tourism in the region. The report's authors vowed to work **"jointly with Arctic states, while respecting traditions and cultures of the Arctic residents, including the indigenous peoples and conserving natural environment."**

"China, as a responsible major country, is ready to cooperate with all relevant parties to seize the historic opportunity in the development of the Arctic, to address the challenges brought by the changes in the region," it said.

Focused on boosting trade through infrastructure projects along the path of the ancient Silk Road, the "One Belt, One Road" initiative aims to strengthen China's connections to Europe, the Middle East and beyond.

NEW YORK CITY
TRANSPORTATION
INFRASTRUCTURE
PROPOSAL

New York City Transportation Infrastructure Proposal

Prepared by
Hal B. H. Cooper, Jr., Jason Ross, and Richard D. Trifan
with the
Schiller Institute
540 Hudson Street
Hackensack, NJ 07601

Presented to
Mr. Joseph J. Lhota, Chairman
Metropolitan Transportation Authority
New York City Transit Authority
Two Broadway, 30th floor
New York, NY 10004

July 28, 2017

Author contact information:
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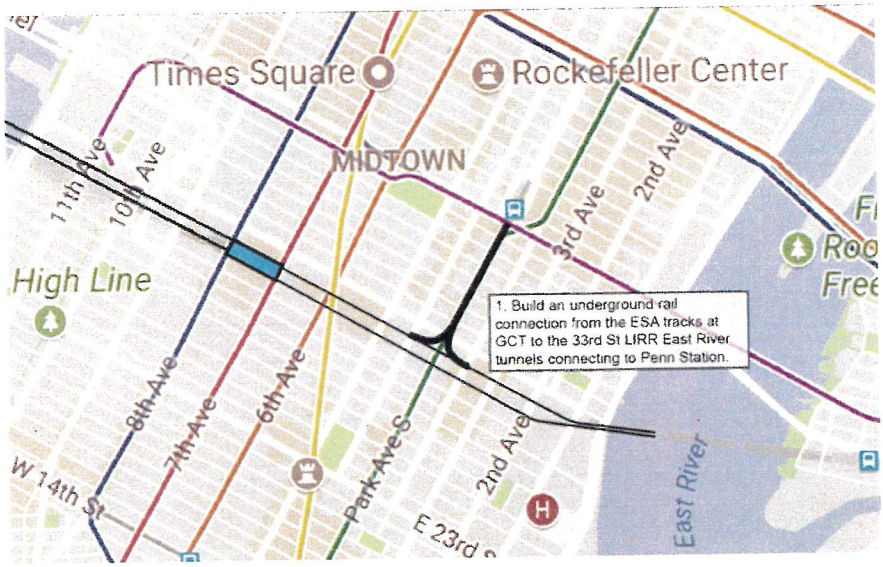
Jason Ross: jasonaross@gmail.com (510)866-9333
Richard Trifan: richardtrifan@gmail.com (201)314-1690

New York City Transportation Infrastructure Proposal

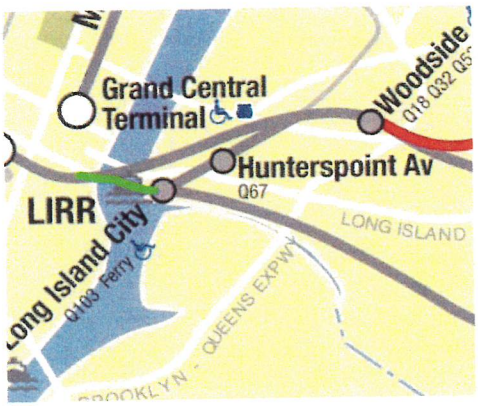
1. Build an underground rail connection from Grand Central Terminal's new East Side Access tracks, from their current end at 37th Street, to connect to the east-west main rail line under 33rd Street from the east end of Penn Station to the East River rail tunnel. This will provide a direct rail connection between Penn Station and Grand Central Terminal.



Analysis:

- The Farley Post Office conversion should be analyzed to see whether any of these elements are included in the scope,
- There may be existing tunnels there that may be dormant, as is the case in other locations, which could be successfully leveraged to mitigate the costs of recommendation #1.

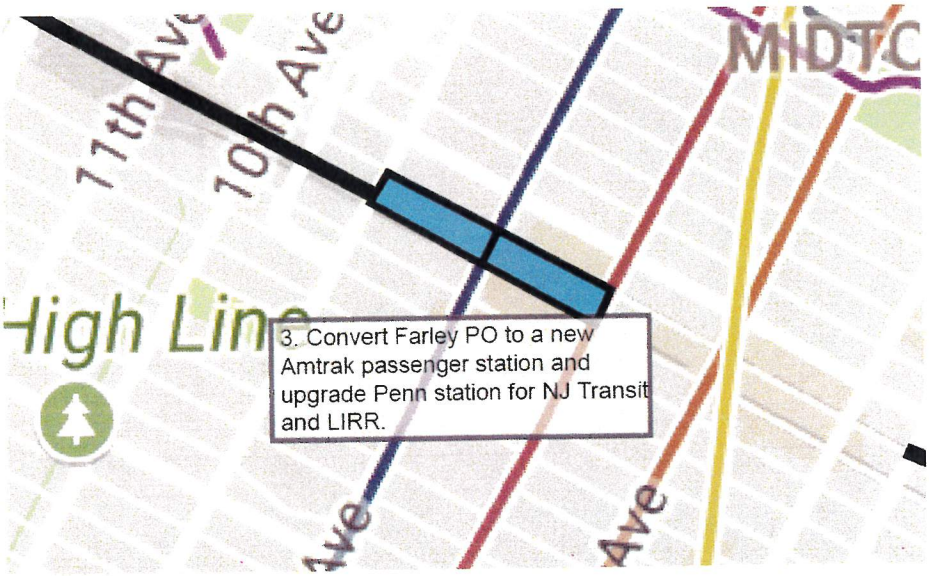
2. Connect the lines passing through the East River railroad tunnel to the western end of a re-opened Lower Montauk commuter line of the LIRR.



Analysis:

- If recommendation #2 is more feasible as an above-ground connection, there will be "eminent domain" issues to consider (possibly suggesting a subterranean connection to the western end of the Lower Montauk line as more feasible), since some of the needed above-ground space may already be committed to housing or other projects.
- There may be existing tunnels there that may be dormant, as is the case in other locations, which could be successfully leveraged to mitigate costs.

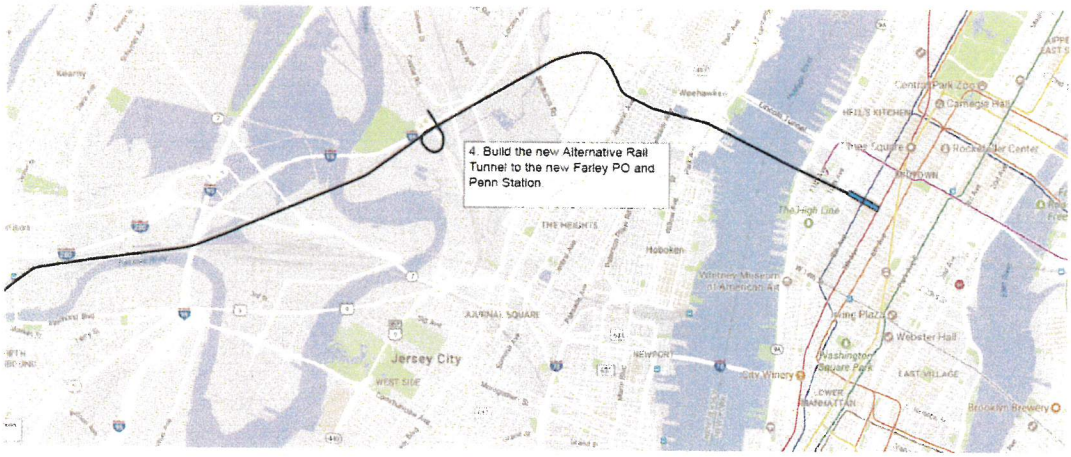
3. Complete the conversion of the Farley Post Office to the west of Penn Station to make it the Amtrak rail passenger terminal, while Penn Station will continue to serve as a commuter rail station for NJ Transit and the LIRR.



Analysis:

- Verify whether this is the current plan for these buildings. The original East Side Access business case was based on (per time & motion studies) allowing LIRR passengers to disembark at GCT and save them the return trip (after heading west to Penn).
- Penn will still be the termination of the LIRR runs, and the MTA / LIRR will surely keep & further develop Atlantic Terminal as another important hub

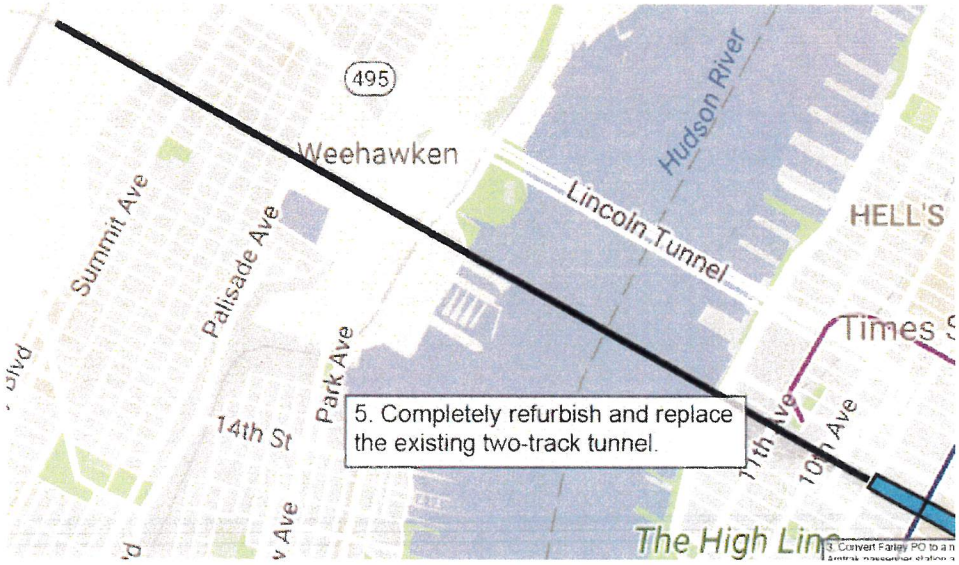
4. Build the new Alternative Rail Tunnel (ART) from New Jersey as proposed in the Gateway Project, to provide four-track rail tunnel access from Newark Penn Station to Manhattan Penn Station.



Analysis:

- Politically, the proposed ART are the very first victory the NJ / NY collaboration needs to achieve.
- The two tunnels from 1889 (Secaucus) must be supplemented, and passenger service must be able to rely on viable NJ-NY rail tunnels.

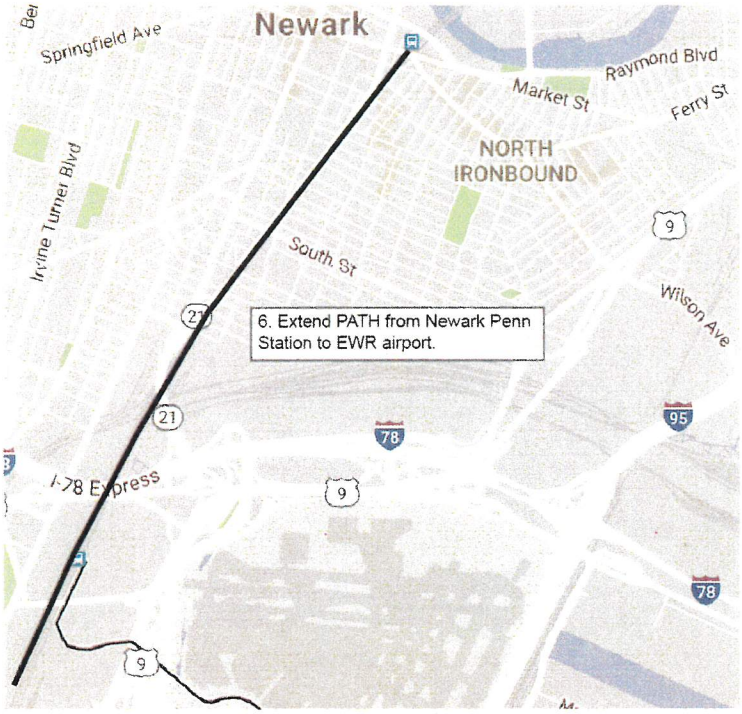
5. Then completely refurbish and replace the existing two-track Hudson River rail tunnel from Secaucus in New Jersey to Penn Station.

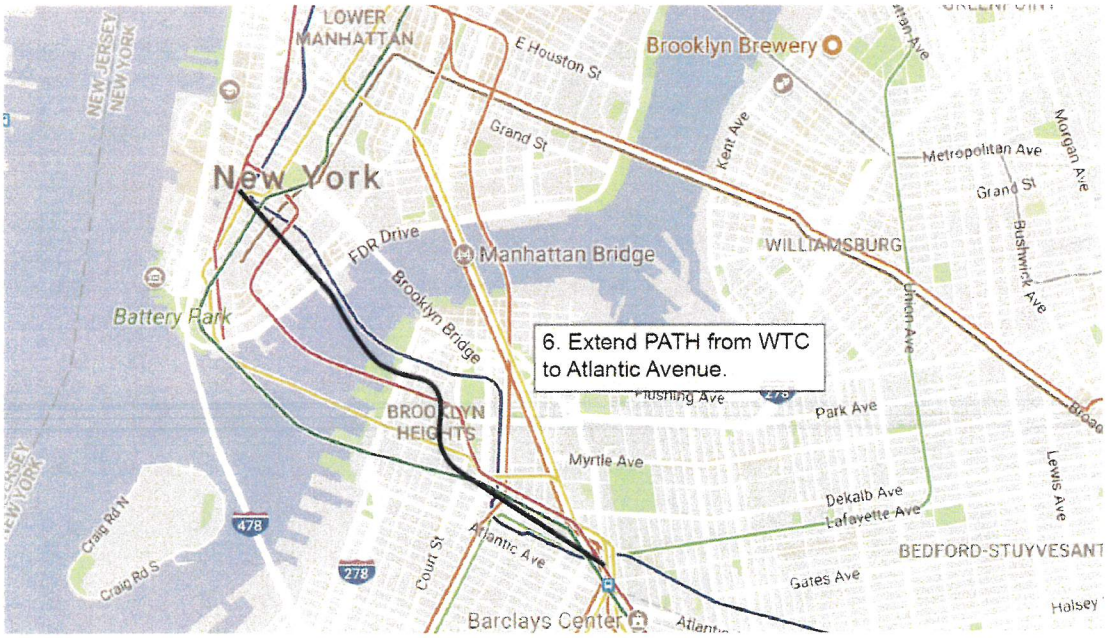


Analysis:

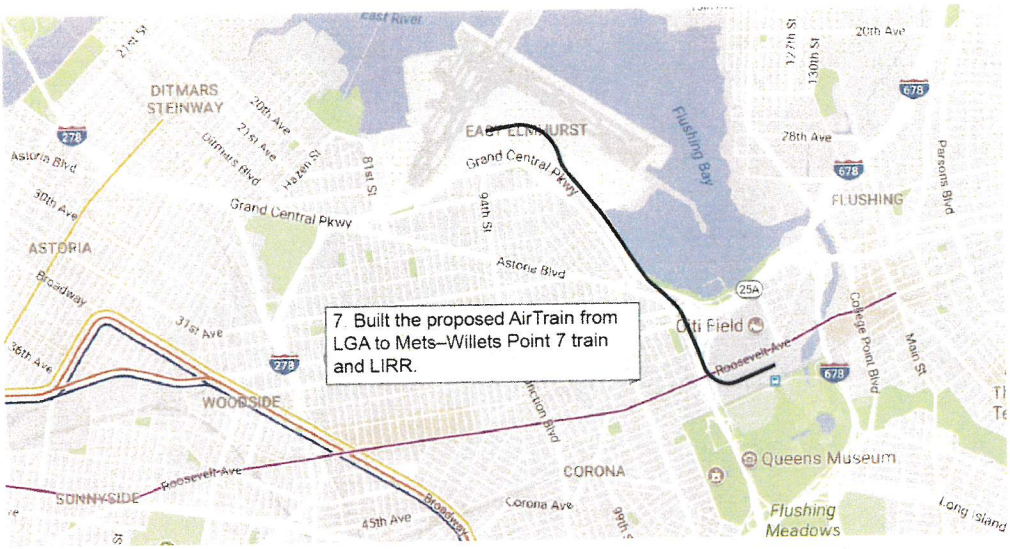
- The 2 tunnels from 1889 (Secaucus) can be refurbished as proposed. By doing so, the following issues and benefits are realized:
    - Eminent domain issues for new surface real estate (still a challenge for the ART expansion, but negotiable),
    - Successful / acceptable hydrology adjacent to the existing tunnels; 128 years of service to date,
    - Developing the ART in tandem will assure the ridership that greater throughput is built into the plans' results.

6. Connect the existing PATH commuter rail transit line from Newark Penn Station to the Newark Airport on the west, to the southern PATH line to the World Trade Center in lower Manhattan, and then east to the Atlantic Terminal subway station / LIRR, so that a rail connection is possible between Newark and JFK airports.





7. As suggested by New York Governor Andrew Cuomo, build a rail connection (AirTrain) from LaGuardia Airport to the Mets-Willets Point Subway Station, potentially extending the connection all the way to the JFK AirTrain at Jamaica Station, providing a direct link between these two airports.



Analysis:

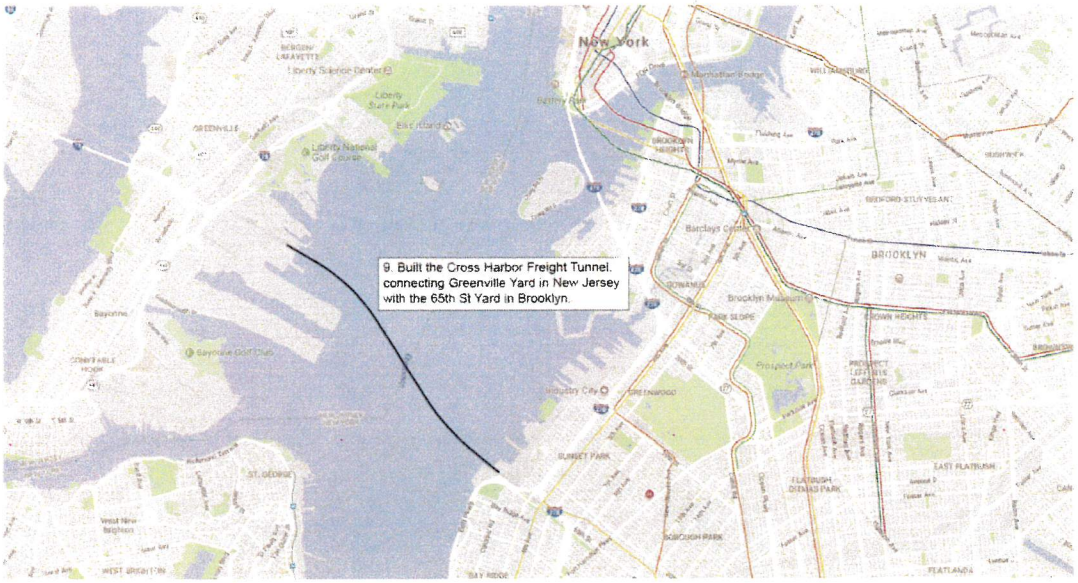
- This is a political win for Governor Cuomo and for Mayor De Blasio; a great rallying point on which they will be united.

8. Build the subway connector from Brooklyn's Bay Ridge 95th Street station, under the Verrazano Narrows, to connect with the existing Staten Island Rapid Transit (SIRT) rail link to Grasmere station on Staten Island.

Analysis:

- A very logical construct; this addresses a long-standing feeling of disenfranchisement from Staten Island residents,
- Going under the Narrows needs to be evaluated from an engineering and hydrology-expertise perspective, but barring any unforeseen conditions, this would unite Staten Island to the other New York boroughs in a very logical way.

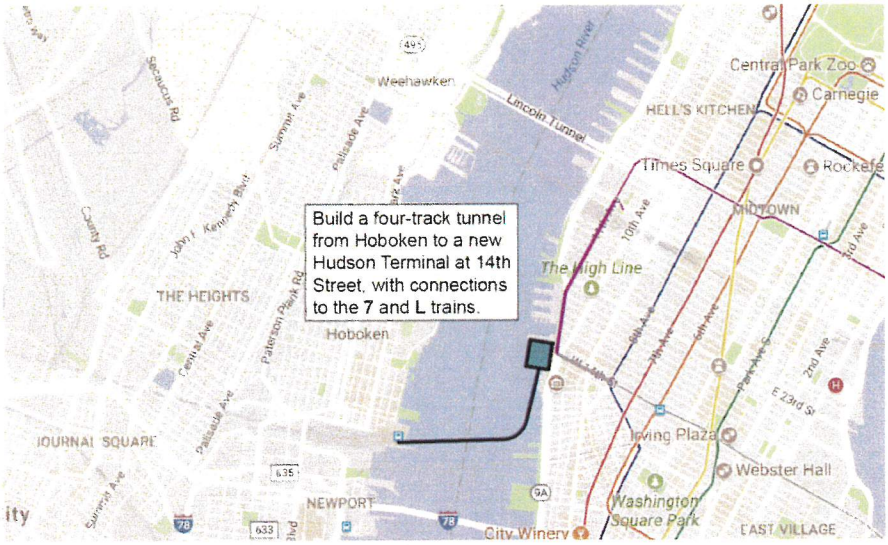
9. Construct a new freight railroad tunnel under the Lower New York Harbor, between the Greenville Yard in Bayonne, New Jersey, and the Fort Hamilton freight rail spur along the Bay Ridge railroad line through Brooklyn, to connect with the LIRR to transport trucks and other freight to intermodal terminals in Brooklyn or Queens.



Analysis

- CSX, American President Lines (APL) and the other 3PL firms in the Northeast can be approached to put up funding, with an appropriate ROA for them as well as to the economy of the area. It is a great political 'win' for the freight firms to be seen by the public as aiding the passenger network – their collaboration is ensured!
- There is also synergy in the fact that other passenger-based construction (within this 12-point plan) would already have "opened up" the area with regards to permits, labor availability, the boost to unionized trades, etc.

10. Build a four-track tunnel from Hoboken to a new Hudson Terminal at 14th Street, with connections to expanded **7** and **L** trains.



Analysis

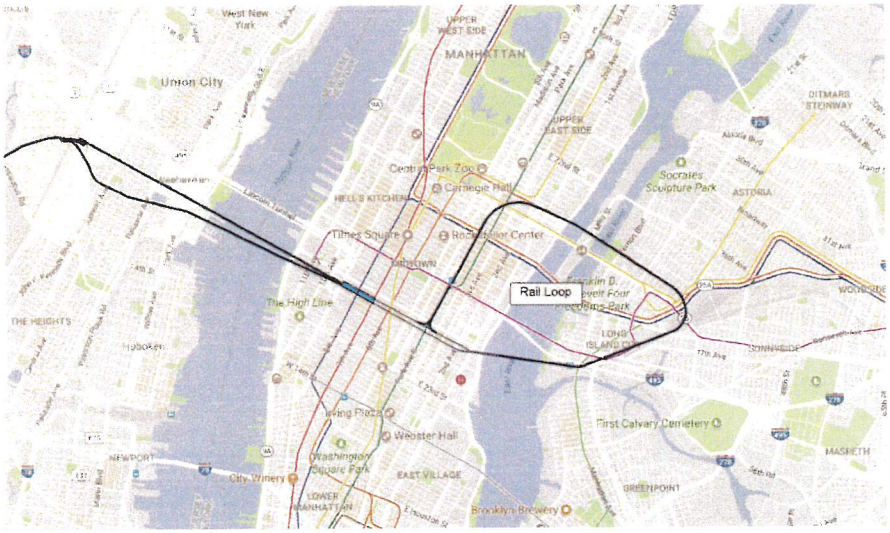
- This is an excellent, proactive way to anticipate and reduce midtown (34th St., 42nd St.) traffic, as well as reduce Wall St. / WTC passenger congestion.
- It would also optimize the investment already made in the #7 and L lines, and give them more of a business case to expand as their user base grows.
- This fully leverages the already-existing four rail lines heading to Hoboken, built when it was the hub for travel to Manhattan by ferry.
- It would also revitalize the meatpacking district, and all the restaurants, nightclubs, and architectural firms already comprising its business makeup. For residential developments just north of there (e.g. Hudson Yards) this assures continuing real estate valuation and 'attractive-to-businesses' staying / remaining in Manhattan, possibly mitigating the cost of some of the tax incentives currently given to businesses to remain here.

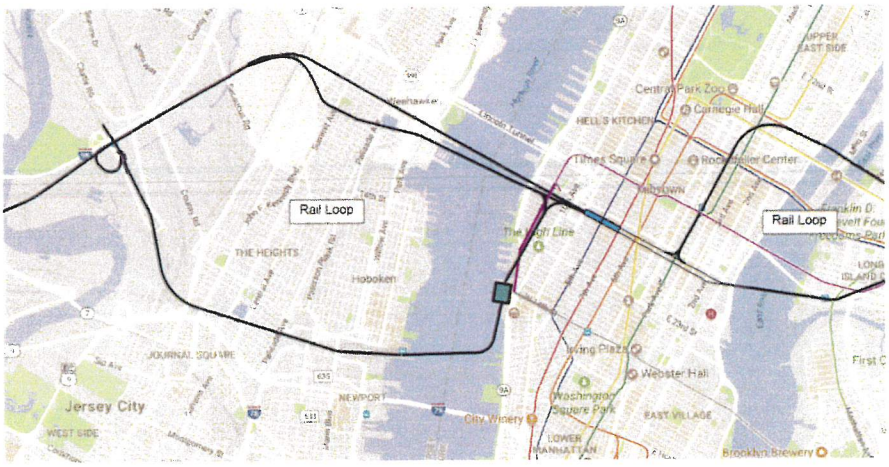
11. Expand the West Side rail line from the Henry Hudson Bridge in Upper Manhattan to Penn Station in Midtown for direct commuter and intercity railroad passenger service from Upstate New York.

Analysis

- This expansion can be included in the 'Albany agenda' advanced by Governor Cuomo;
- Although immediate ridership numbers might not be there to amortize the cost as quickly (as the other parts of this total plan) it creates a basis for increased real estate values and city planning up through Riverdale, Yonkers, and Westchester,
- This could spearhead a "direct to Midtown" from the HH Bridge, and points north would also benefit.

12. Provide loop tracks or passenger train service centers at Secaucus in New Jersey, Woodlawn in the Bronx (MNR), and at Sunnyside Yard in Queens (LIRR).





Analysis

- The subway systems currently moving people from Bronx to Manhattan and Brooklyn (through the Green lines 4, 5, 6) and from Manhattan to Queens (through the Blue lines A, C, E, F) would greatly benefit from the 'loop track' concept,
- Coupled with modern CBTC / PTC this could increase passenger throughput by 30 – 40%,
- The Sunnyside tie-in is certainly a 'win' for the LIRR commuters, who can transfer at Sunnyside directly to this new loop, and bypass GCT and Penn to end up in Woodlawn, for example,
- The Secaucus tie-in is a 'win' for NY commuters to commute to Queens and points east, bypassing the congestion of Manhattan and increasing the speed-of-throughput for others,
- What must be considered (through a cost-benefit analysis for the MTA) is potential lost revenue for MetroNorth (e.g. from GCT up to Woodlawn); this is easy enough to calculate.

13. Rebuild and refurbish the MTA subway signaling and communications systems and electrification/ third-rail system infrastructure.

Analysis

- This is a sure win - this is priority #1 in the public eye – Mayor de Blasio and Governor Cuomo both will partner on this,
- The communications systems (CBTC computer-based train control or PTC positive train control) to replace the aging signal system, as well as a 3rd rail infrastructure safety redesign, can both be performed in tandem with MTA "FastTrack" work crew *and cost* optimization across the trades, for each linear segment as it is scheduled with its work orders.

Maps by Jason Ross / Google Maps

Analysis:

- Atlantic Terminal is already well-positioned for the passenger relay westbound to Newark's EWR.
- Eastbound service continuity to the Air-Train at Jamaica Station via the A and E, F connections is assured, since Atlantic is already robust enough to handle the expected / increased volume.
- Atlantic Terminal has already benefited from the increased area presence brought about by the Barclays Center, already providing a public-transportation option since its inception.
- The logical drop in TLC fares between / to the EWR and JFK needs to be calculated, and appropriate mitigating dialogue begun, to ensure there is no union-based resistance to this significant improvement in travel-time for the ridership.