

January 31, 2018

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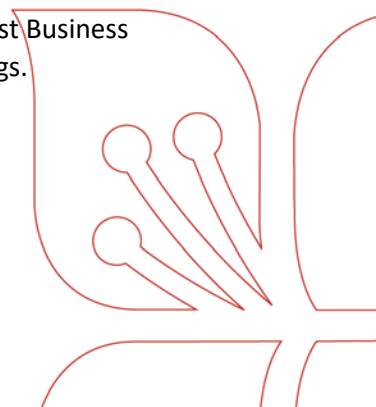
RE: Regional Transportation Plan -2018

Thank you for the opportunity to comment on the Regional Transportation Plan – 2018 (RTP). While The RTP supports VISION 2040 and the Regional Growth Strategy, provides for substantial investments in transportation, a fiscal strategy to pay for it, and plans for implementation it is somewhat frustrating to note that travel times on key corridors (Figure 23) will just keep up with anticipated growth.

As the region prepares to update VISION 2040 we need to ask ourselves if VISION 2040 and the Regional Growth Strategy is working as intended. The region's market appears to be driving where growth in employment and housing is occurring more than the Regional Growth Strategy. Higher wage jobs are locating in the regional largest metropolitan center, while lower wage jobs and housing for all but the highest wage earners are locating in less affluent areas in the periphery. As long as this trend continues we will be unable to purchase our way out of the region's transportation woes.

The City of University Place supports several programs and projects outlined in the plan, specifically:

1. The maintenance and preservation of existing transportation network is key to providing a safe and cost effective system. Allowing roads and bridges fall into disrepair endangers the public safety and leads to higher replacement costs in the long term.
2. Connecting SR 167 to I-5 and the Port of Tacoma will complete a long overdue connection in the freeway system contributing to economic development throughout the region and providing an alternative route to relieve congestion on I-5. Consideration should be given to completing this project sooner. In 2023 rather than in 2031 (See typo on Page 7 of the Executive Summary). Although not programed, a multi-modal trail along the SR 167 corridor should be considered whenever new construction and improvements are made along this corridor.
3. The proposed Link light Rail (LLR) extension to Tacoma Community College should occur sooner to provide more transit opportunities to those who continue to commute longer distances alleviating traffic congestion on the already overburdened road system. At the time this extension is built, consider placing the station in the Northwest Business District of the University Place Regional Growth Center south of 19<sup>th</sup> Street West. The Northwest Business District is a mixed of use zone which allows high density multifamily taller buildings.



4. The LLR connection from Tacoma to Federal Way will add significantly increase the systems usefulness in the South Sound. While a number of LLR projects are included in the RTP ST3 includes connecting LLR from Tacoma to SeaTac this connection not shown on The Plan maps on pages 46 and 48.
5. The funding of projects included in the Regional Active Transportation Plan.

The Regional Council should consider addressing the following:

1. Address how the Regional Economic Strategy (Amazing Place) discussed on page 13 can be successful given congestion, jobs-housing imbalance, and rising cost of living in the largest metropolitan centers which impacts business development and quality of life.
2. Discuss how changes in retail effects transportation. For example, on-line retailers, deliver goods to individual addresses using a variety of smaller frequent delivery services, as opposed to less frequent delivery using larger trucks to retail outlets.
3. Older cars and trucks will linger among the technologically advanced vehicles for the foreseeable future minimizing gains.
4. On page 37, the RTP states this is the fastest growing region for transit ridership. What influence does building a new system and increasing capacity have on this assertion as compared to areas with existing systems with limited new capacity?
5. Operational improvements on I-5 listed on page 45 includes ramp meters. While ramp metering may improve traffic flow on I-5 they have significant impacts on the level of service at adjacent intersections and local streets.
6. A table that showed what travel times would be with a more equalized jobs- housing balance would be helpful. This might suggest a different strategy would be less expensive and more effective.

Thank you for considering our comments and suggestion. Should you have any questions, please do not hesitate to contact me at (253) 460-2519 or [DSwindale@cityofup.com](mailto:DSwindale@cityofup.com).

Sincerely,

*David Swindale*

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