The public comment period for the Draft 2019-2022 Regional TIP was conducted from September 13 through October 25, 2018.
PUBLIC COMMENTS ON THE DRAFT 2019-2022 REGIONAL TIP
Reflecting all comments received as of October 25, 2018

Note: PSRC responds to every comment, and where appropriate forwards the comment to any affected jurisdictions.

Comment 1:

9/13/2018
A Vote in Favor

Hello,

Please put me down as voting in favor of the project and spending the money to fund it!

Diana Clay
Lynnwood

Comment 2:

9/13/18

Mukilteo and Future of Flight need the SR 526 project with bus shelters + a good safe connection between Seaway Transit Center, Future of Flight and Mukilteo. Please expedite.

Joe Kunzler

Comment 3:

9/20/2018
Public comment on $6.2B transportation investments

Re. RTA – 100, I-405 Corridor
Dear Board Members,

Sound Transit and WSDOT have created a system that discourages carpooling and has done nothing to reduce congestion. Why? Because they waste money on outrageously expensive “signature” projects that barely increase transit ridership. Case in point – the planned $300M NE 85th ST triple decker overpass in Kirkland. Please call it what it really will be after reality hits their “strategic misrepresentation” – a $500M+ boondoggle. Instead of expanding parking and bus routes at Kirkland’s “existing” two P&R’s (Houghton and Totem Lake), they want to build a never-been-done-before intersection with no spots for parking spaces. When the Kirkland city manager has to propose a funicular to make this overpass even usable, there is something wrong.

Here’s what the north end of the I-405 corridor needs:

1) Expanded P&R spaces at each existing location, including the station in Snohomish County. These stations, especially Kingsgate, Brickyard and Canyon Park, are full by 7am.

2) New bridge and additional lanes at the I-405/SR-522 interchange that is “not” funded by future bonded toll revenue. Why are Bothell and Snohomish County drivers double-burdened by this capital project, in addition to the gas taxes we already pay, when no other drivers in the Puget Sound area are made to pay for their road projects through tolls? That $500M being considered for NE 85th ST
should go to building an I-405 overpass that WSDOT ruined when it created a perpetual bottleneck with HOT lanes.

3) Solutions that actually address congestion. My husband can’t commute from Factoria to the Brickyard P&R on a bus in under 90 minutes. There is no transit service for my commute, so I pay for an expensive system that I can never use. Drivers coming from Monroe, Maltby and Hwy 9 on Hwy 522 add a significant amount of car trips to the I-405 corridor and have almost no transit options. Where is the reasonable BRT for these people?

Here in the north-end of the I-405 corridor, there are insufficient P&R spaces, overcrowded buses, limited routes and complete lack of transit service in the eastern part of the RTA district. Please make cost-effective, high-return investments that actually reduce congestion. We taxpayers are getting fed up with rising taxes with no results.

Sincerely,
Tris Samberg
Bothell

P.S. Look at Community Transit – they are making wise transit investments that produce real results.

Comment 4:

9/21/2018
Comments on TIP

Dear PSRC,

I would like to make the following comments on this TIP.

1. I don’t support spending money to "improve" ITS systems. These things harm walkability along with local quality of life and they prioritize moving cars over moving people. This causes "induced demand" as the planning jargon goes, which we can empirically see on Mercer, whose traffic has worsened after ITS.
2. In the same vein, to avoid "induced demand" the state should not fund additional highway improvements. We should direct that money instead towards additional public transportation and active transportation investment.
3. I fully support Seattle’s Rainier Rapidride and various other public transportation investments. The lion’s share of folks commuting downtown to Seattle are using the bus, for example, and as our region continues to grow, public transit is the only option that shall continue to scale.

Thank you so much for all your hard work.

Andrew Sang
Comment 5:

10/24/2018
Re: I want to bike safely

Honorable Members of the Puget Sound Regional Council,

I appreciate your work to deliver a Transportation Improvement Program budget that responds to the need for a safe and reliable transportation system for people traveling by all modes in the Central Sound region.

Please consider a special challenge being faced by people riding or wishing to ride bicycles in and through the Duwamish Manufacturing Industrial Center (MIC). Please make a difference to safety for all modes by adjusting the funding for project WDNW-1195, “SR99/Duwamish River to S Spokane St Vicinity - Paving”.

The area being paved in project WDNW-1195 includes a potential part of the Regional Bicycle Network, “KING-53a” and is a recommended city-wide network facility in the Seattle Bicycle Master Plan.

Near the southern extent of this paving project, the signed bicycle route connecting 1st Ave South and King-105/West Duwamish Trail requires crossing 8 lanes of vehicular traffic on SR-99/East Marginal Way. There is no signal, lane marking, or designed facility for people riding bikes through this wide, angled intersection, where the crossing distance is over 350 feet. Super dangerous and restricts multi mode as the intersection is intimidating to even the most experienced cyclist and unpredictable traffic movement makes using this signed bike route stressful and risky.

Seattle Department of Transportation states on the “East Marginal Way Corridor Improvement Project” website that they have, “…developed a proposal to improve the connection to the 1st Ave bridge, however funding constraints will prevent this from being part of the core project scope. If we identify a grant opportunity that allows us to include this connection, we will do so.”

Dangerous is bad! In the last 10 years 36 people have been injured or killed while riding a bicycle in the Duwamish MIC. Please think about the people choosing to ride, those who would like to and those that must ride bikes on the inhospitable and intimidating streets of the Duwamish MIC and provide the needed funding to ensure that the WDNW-1195 paving project includes construction of a safe, predictable way for people riding bikes to cross E Marginal Way at 1st Ave South.

Our area will never stay a vibrant PNW best place to live and work if you make choices that turns us into a cement nasty city with raising obesity and hellacous traffic on freeway like commutes every where you go, brain dead in our SOV.

Thank you for your time,
Shelly Bowman
Comment 6:

10/24/2018
Re: Safe crossing on Marginal Way & 1st Ave

Greetings all,

I'm writing to express support for a safe crossing solution at E Marginal at 1st Ave South. As a resident of the area, I've traveled the intersection for both recreation (connecting to bike routes) and for my job, as one of my clients is located at this intersection.

The area is dangerous for all users, especially those without the protection of a motor vehicle. It is confusing, poorly marked, and the cars and commercial trucks are traveling at high speeds. Like many parts of this area, there are few alternative routes: one MUST deal with this intersection, there is no avoiding it.

The reality of the area is that it is highly commercial, I do actual value this and do not have anything again heavy industry within my community. Instead, I want a solution that offers safety for vulnerable users while respecting the needs of businesses whom have existed in the area for years.

Thank you for your time and hard work,
Ella Dorband

Comment 7:

10/24/2018
Re: Support safe crossing of E Marginal Way

Hello,

In the last 10 years 36 people have been injured or killed while riding a bicycle in the Duwamish MIC. Please think about the people choosing to ride, those who would like to and those that must ride bikes on the inhospitable and intimidating streets of the Duwamish MIC and provide the needed funding to ensure that the WDNW-1195 paving project includes construction of a safe, predictable way for people riding bikes to cross E Marginal Way at 1st Ave South.

Thank you,
Ian Strader

Comment 8:

10/24/2018
Re: East Marginal Way and 1st Avenue South

Please, this area desperately needs improving for people walking and biking. I am a 67 year old woman who uses a pedal assist bicycle to travel between West Seattle and Beacon Hill weekly. When the Spokane Street Bridge had a hydraulic failure last June, I had to detour via the 1st Avenue Bridge.
While crossing the 1st Avenue Bridge is great, I was shocked at the horrible and confusing conditions for people trying to walk or bike to and from the north end of the bridge. This is a major route between Seattle, SODO and the southern part of the West Seattle peninsula, as well as a critical alternate route in case of another failure of the Spokane Street Bridge.

I strongly support infrastructure improvements for people walking and biking from the 1st Avenue Bridge through the East Marginal Way/1st Avenue S. intersection.

Please let me know if there is anything I can do to help make these improvements.

Thank you,
Kathy Dunn

Comment 9:

10/24/2018
Re: Fund safe bicycle crossing in the WDNW-1195 paving project

Honorable Members of the Puget Sound Regional Council,

Thank you for your work to deliver a Transportation Improvement Program budget that responds to the need for a safe and reliable transportation system for people traveling by all modes in the Central Sound region.

I am writing to ask that you please consider a special challenge being faced by people riding or wishing to ride bicycles in and through the Duwamish Manufacturing Industrial Center (MIC) and the potential there is to make a difference to safety for all modes by adjusting the funding for project WDNW-1195, “SR99/Duwamish River to S Spokane St Vicinity - Paving”.

The area being paved in project WDNW-1195 includes a potential part of the Regional Bicycle Network, “KING-53a” and is a recommended city-wide network facility in the Seattle Bicycle Master Plan.

Near the southern extent of this paving project, the signed bicycle route connecting 1st Ave South and King-105/West Duwamish Trail requires crossing 8 lanes of vehicular traffic on SR-99/East Marginal Way. There is no signal, lane marking, or designed facility for people riding bikes through this wide, angled intersection, where the crossing distance is over 350 feet. This intersection is intimidating to even the most experienced cyclist and unpredictable traffic movement makes using this signed bike route stressful and risky.

Seattle Department of Transportation states on the “East Marginal Way Corridor Improvement Project” website that they have, “…developed a proposal to improve the connection to the 1st Ave bridge, however funding constraints will prevent this from being part of the core project scope. If we identify a grant opportunity that allows us to include this connection, we will do so.”
In the last 10 years 36 people have been injured or killed while riding a bicycle in the Duwamish MIC. Please think about the people choosing to ride, those who would like to and those that must ride bikes on the inhospitable and intimidating streets of the Duwamish MIC and provide the needed funding to ensure that the WDNW-1195 paving project includes construction of a safe, predictable way for people riding bikes to cross E Marginal Way at 1st Ave South.

Thank you for your time, service and consideration of my request on behalf of people riding bicycles in the Greater Duwamish Neighborhood of Seattle.

Sincerely,
Jesse Moore
Co-Leader
Duwamish Valley Safe Streets

Comment 10:

10/25/2018
Please see attachment (next page).
Will Knedlik

To: Officers, Members and Alternates of the Puget Sound Regional Council Executive Board

From: Will Knedlik

Re: Disqualifying defects in the 2019-2022 Regional Transportation Improvement Program

Date: October 25, 2018

The Executive Board should reject the recommendation made by Councilmember Rob Johnson, *qua* chair of the Transportation Policy Board, to adopt the Regional Transportation Improvement Program for 2019-2022, and should investigate patently false representations that “the 2019-2022 Regional TIP satisfies all state and federal requirements, including consistency with the Regional Transportation Plan, financial feasibility, and a positive finding of air quality conformity.”

In fact, the Program and project selections centrally defining same have been developed in overt defiance for the Puget Sound Regional Council’s paramount state-imposed statutory obligations to “adopt, and periodically update a regional transportation plan that: (a) Is based on a least cost planning methodology that identifies the most cost-effective facilities, services, and programs” (RCW 47.80.030), and PSRC’s “financial feasibility” claim rests on a fabricated fiscal fabulation requiring utter disregard for, *inter alia*, our state’s chief transportation engineer’s assessment that Washington suffers from bridge, highway, road and street “infrastructure that is crumbling under our feet now” (September 15, 2017 to 119th Annual Conference of the Washington State Good Roads and Transportation Association), our state’s transportation secretary’s explication that the underfunding of “good repair” for state highway infrastructure is fully $1.1 billion per biennium (September 12, 2018 to an Annual Joint Meeting of Washington State, City and County Planning Directors), and Snohomish County Public Works staff’s quantification that failure to finance vital preservation and maintenance of local-and-state roadways on prudent-and-timely bases increases life-cycle expenses by an order of magnitude so as to escalate total public costs by fully 10 times more than prudent conservation of roadway infrastructure (September 13, 2018 to PSRC’s TPB).

In reality, the egregious trumpery of PSRC’s phantasmagorical “financial feasibility” claim is far worse than initial overviews by Messrs. Kevin Dayton, Roger Millar and Steve Thomsen would to date implicate, since chief executive officers of the County Road Administration Board and of the Transportation Improvement Board each identified huge deficits in funds essential for “good repair” of county roads and of city streets that go even beyond $1.1 billion per biennium as noted by Secretary Millar for the state level (in their respective presentations on September 19, 2018 to the Washington State Good Roads and Transportation Association’s 120th Annual Conference), and since underfunding has been ongoing, for at least a decade, so as to indicate a minimum $15 billion deficiency (and likely twice that sum due to imprudence for a prior score of years), before multiplying life-cycle expenses by a factor of 10 (for premature replacement from “poor repair”).

In short, PSRC’s risible-but-sad “financial feasibility” claim relies upon disregard for at least $15 billion in holes already reamed into state-and-local roadways – as is evident in attachments hereto incorporated herein – while this agency has been defying it central duties under RCW 47.80.030.

Also, this Board should investigate its own exacerbation of a now imminent disaster by reducing its historical allocations of monies for “good repair,” imprudently, from 25 percent to 20 percent.
120th ANNUAL CONFERENCE
WASHINGTON STATE GOOD ROADS & TRANSPORTATION ASSOCIATION

THE “STATE OF GOOD REPAIR” TODAY

A DISCUSSION OF THE CURRENT STATUS OF PRESERVING AND MAINTAINING OUR STREET, ROAD, HIGHWAY AND BRIDGE INFRASTRUCTURE STATEWIDE

HOW BEST TO FIX ROADWAYS “CRUMBLING UNDER OUR FEET NOW”?

September 19, 2018

THE CENTENNIAL HOTEL SPOKANE
(Previously the RL and Inn at the Park)
303 W. NORTH RIVER DRIVE IN SPOKANE

Registration at $50:  www.wsgrta.com

8:00 a.m.  Breakfast in Riverfront Ballroom A

9:00 a.m.  Welcome to 120th Annual Conference on “Good Roads”

Will Knedlik, Association President

9:10 a.m.  The public perception of how well we are preserving and maintaining our streets, roads, highways and bridges

Stacey Cowles, Publisher, The Spokesman-Review

9:40 a.m.  Panel discussion of facts and of finances moderated by Todd Trepanier, Regional Administrator, South Central Washington

Sabrina Minshall, Executive Director, Spokane Regional Transportation Council

Brian Malley, Executive Director, Benton-Franklin Council of Governments

10:20 a.m. BREAK
10:30 a.m. Preservation-and-Maintenance Funding, Statewide, at Local Level
  Ashley Probart, Executive Director, Transportation Improvement Board
  John Koster, Executive Director, County Road Administration Board
  Mr. Probart on Transportation Benefit Districts
11:20 a.m. WSDOT’s ability to preserve and to maintain current-and-future state roadway infrastructure in a genuine “state of good repair”
  Mike Gribner, Regional Administrator, Eastern Washington

NOON      LUNCH

12:30 p.m. Federal Level Agenda to Fund Preservation of Interstate Highways
  Congresswoman Cathy McMorris Rodgers
1:00 p.m.  Legislative Agenda to Fund Preservation of State-and-Local Roads
  Senator Steve Hobbs, Chair, Senate Transportation Committee
  Representative Jake Fey, Vice Chair, House Transportation Committee

2:00 p.m.  Summary: Steps to preserve “crumbling” roadway infrastructure
  Will Knedlik, Association President, Ben Freitag, Immediate Past President, and Joe Tortorelli, 120th Conference Chair
2:15 p.m.  Adjournment to November 7, 2019 for 121st Annual Conference
  (to be held in conjunction with 75th Anniversary Celebration for 18th Amendment to the Washington State Constitution approved by over 69 percent of voters on November 7, 1944)
  LiUNA! Local 242 Headquarters
  22323 Pacific Highway South
  Des Moines, Washington 98198
  (Reservations open on October 1, 2018 at www.wsgrta.com)
I-82 Columbia River @
Umatilla
TRAFFIC

WSDOT closes sinking East Pierce bridge that’s too costly to repair

BY CRAIG SAILOR
csailor@thenewstribune.com

September 03, 2018 08:00 AM
Updated September 03, 2018 09:00 AM

The Spiketon Creek Bridge was supposed to be closed for a month. Now, it’s shut down for good.

The closure comes after engineers with the Washington state Department of Transportation found that piers — the large columns that hold up the bridge — had settled to a degree that the 82-year-old bridge is too dangerous to use.

“This was not a decision we made lightly,” said WSDOT administrator John Wynands. “We knew the bridge was reaching the end of its useful life.”

The bridge, on state Route 162, is east of South Prairie on Pioneer Way East, connecting the town to Buckley and Wilkeson.
I am Will Knedlik, president-elect of the Washington State Good Roads and Transportation Association. Our president, Ben Freitag, is unfortunately not able to be here in Olympia, this morning, because of his duties with Local 440 of the Laborers International Union in Seattle.

The Association wishes to welcome each of you to our annual legislative breakfast as we begin our 120th year of advocacy for multimodal transportation, in and for our state, based upon an explicit recognition of the pivotal importance of good roads for such interconnected transport.

While contemporary “multimodal” terminology did not exist, in 1899, when our Association was founded by Sam Hill, a visionary railroad magnate, no doubt can exist that his central motivation and core purpose rested squarely on his understanding that neither people, nor products, could be moved to and from Northern Pacific railheads, dependably, because of then woefully inadequate roads and because of even worse maintenance of that infrastructure quintessential for movement.

Scores and scores of billions of dollars have been invested by state motorists, during the last 120 years, to construct bridges, freeways, roads and streets, and immense progress has been made to integrate the resulting network of roadways with rail, since 1899, and with air, since invention of flight thereafter, but the debilitating problem of insufficient upkeep for our state’s very expensive transportation assets has continued for a dozen decades from that 19th century to this 21st century.

Our members certainly heard former WSDOT Secretary Doug MacDonald’s warnings about huge expenses being unnecessarily visited upon state motorists from decade after decade of repeatedly deferred preservation, and of often postponed maintenance, so as to require lifecycle outlays well beyond costs of systematic and timely repairs, but we did not heed his words in previous sessions.

However, when WSDOT’s chief transportation engineer overtly informed our Association’s 119th annual conference in Walla Walla, last autumn, that “we have infrastructure that is crumbling under our feet now,” and thereby made indisputable that our state’s repeatedly delayed focus on a long crying need to care, prudently, for its absolutely crucial, highly expensive and still-more-valuable highway system has caught up with us, inevitably and inexorably, our Board took note.

Hence, the Association’s main emphasis is on sufficient-and-sustainable funds to preserve and to maintain roadways statewide – in 2018 and until resolved – as was reflected by the questionnaire sent to each legislator on January 19th in order to start to gauge the 65th Legislature, as a baseline, in order to assist with follow-on activities to benefit all six million drivers licensed by the state.

While our Board feels this to be a prudent first step, reality is that multibillion-dollar costs needed to institutionalize preservation and maintenance – on bases that are systematic and timely – shall require revenue resources beyond those identified in our initial questionnaire, which is why our Association has inquired of all 147 legislators as to further appropriate sources of funding.

Given the clear nexus between a gargantuan carbon-tax proposal being discussed by the current legislature and air pollution directly resulting from ill-maintained roadways, and given enormous financial needs required to resolve “infrastructure that is crumbling under our feet now,” we encourage legislative review of that conjoined issue, as well as of those others identified by Sec. MacDonald a decade ago, by your constituents’ complaints about needlessly-but-expensive vehicle repairs due to neglect of roads and by businesses about negative effects on our state’s economy.