

Washington State Public Transportation Plan

General Comments

Category	Date Submitted	Organization/ Location	Comment
Organization	9/25/2015	WSDOT	Likes the organizational structure of the plan – easy to navigate!
State's role	9/25/2015	WSDOT	Likes the inclusion of “State’s Interest or Role” in public transportation (RCW 47.01.330) discussion.
Performance measures	9/25/2015	WSDOT	Needs improvement: Need for defined performance measures that can tell us whether or not the State’s interest in “reliable, safe and integrated public transportation system” is being met
Funding	9/25/2015	WSDOT	Other than the discussion on page 38, I don’t see much discussion about how WSDOT public transportation “grants” can/will be modified to support “state interest” in transportation. Perhaps some clear examples to illustrate what we are contemplating. I heard Amy Scarton talking about this at one of the MPO/RTPO/WSDOT Coordinating Committee meeting about 6-8 months ago.
Interstate travel: Vancouver to Portland connection	10/23/2015	Vancouver, WA NW Neighborhood	The PDF seems to be biased towards Seattle Metropolitan area. Any information about the Vancouver/Portland Metropolitan area?
Early public involvement	10/23/2015	Vancouver, WA Central Park	I have been to so many of these dog and pony shows I could script them. Isn't it funny that they want our input into something that is already in the can. "We have a 20 year plan our bureaucrats have created and now we want the plebs to tell us how wonderful we are". You want our input? Ask us before you write the plan you pen pushing shysters.
Interstate travel: Opposed to public transportation improvements	10/23/2015	Vancouver, WA Stauffer Rd	Unfortunately Southwest Washington has residents and civic leaders who are against public transportation improvements including lite rail. The reasons are varied including fear of the rush of 'outsiders' ruining the area. Gentrification is already here - we need to voice what's best for us even if it means that the improvements will come later, than sooner.
Interstate travel: Funding	10/23/2015	Vancouver, WA Cascade	As long as you don't get any tax money to do it, I don't care what you do. You are free to continue with your private projects but you have no right to steal tax money to accomplish these goals.
Interstate travel: Funding	10/23/2015	Vancouver, WA Stauffer Rd	That's exactly what our tax money should be doing: improvements for the community and, especially nowadays, for the environment. Mass transit of any kind is only a logical and responsible move into this century. Fewer cars on the road, less crap in the air, and better mobility for more people. Clark County needs to join in the defense of nature.

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Interstate travel: Vancouver to Portland connection	10/23/2015	Vancouver, WA North Pointe	<p>Seems kind of like a joke. 106 pages and you want feedback? Ok then... Most of this seems like "good intentions" but very little meat and potatoes. What about specifics for our region? NE Vancouver doesn't have an Express to downtown Portland; Evergreen anti-transit station does NOT count, as that is the most out of the way location with limited pick up and drop off times. Its funny I live by the Mall but I have to drive North to Salmon Creek to go the Park and Ride and then get on a bus to go South.</p> <p>Salmon Creek P&R the great idea that almost didn't fail... We spent how much money on the thing and it doesn't have adequate overhead cover for the commuters? The C-Tran Execs should have to stand in the rain for 15 mins every morning. At least the South bound I205 on ramp helps eliminate some congestion. Oh wait they didn't make one. Who had the bright idea to not to put a South bound ramp? This was suppose to help with traffic in the area but it doesn't really doing anything because commuters are still forced to use the same on ramp causing massive backups. Great planning!</p> <p>Also what about some bike lanes that actually cross the whole area? I see cyclist over by 99 and I5 all the time and I cringe when they're out in the heavy traffic. Drivers want them out of the way but they really don't have any where to go. Even if there is a bike lane its probably covered in glass and the cyclist have to straddle the line.</p> <p>Why can't we get an additional bridge across the river? Or at least expand the one we have? Get rid of half the traffic and put something in to Beaverton.</p> <p>So do I plan on going to a Lets all hug and talk about how great the transit system is party? Probably not...</p>
Interstate travel: The importance of public involvement	10/24/2015	Vancouver, WA 502 to 179th	<p>Well, I appreciate the chance to participate and through experience understand that it is NOT a DONE DEAL. Citizen participation mattered greatly in the SR-502 planning process. Had we not shown up and expressed our views the final plan would not have suited our businesses and neighbors. It may have been a bit more contentious than anyone would have liked but I will be the first to say that these meetings and the input generated do result in change.</p> <p>If you don't go, you are not heard.</p>
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA South Hazel Dell	<p>How about building a westbound Camas Slough bridge and widen SR 14 from MP 19, westward. Shaving the top of the roadway just out of Washougal. Semi truck lane so people can pass eastbound trucks going up hill. How about a few WSDOT cameras along SR14 so we can see the conditions in the Gorge?</p>
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Sherwood	<p>It's my understanding the 205 bridge was built with retrofit MAX in mind. Why not put it there AND GET ON WITH AN I-5 REPLACEMENT BRIDGE EXCLUDING MAX? It's 25 years late now!</p>
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Fircrest	<p>Can't make the meeting and couldn't find the place to comment on the provided website, so I hope the comments here are read. I primarily get around by biking with two, soon to be three young children. If there isn't a bike lane, a very wide shoulder, or a dedicated pedestrian/bike path, I simple can't go on that road with my kids. That being said, I feel Vancouver is doing a marvelous job of expanding viable bike ways and am extremely excited about the pedestrian/bike path going from Vancouver Lake to Lacamas Lake. What a great what to give usefulness to the relatively unusable land underneath the power lines. Thank you for all you do :)</p>

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Importance of public transportation	10/24/2015	Vancouver, WA Lewis and Clark Woods	I commute often in my car to SW Portland. The majority of traffic on I-205 and I-5 heading over the bridge during rush hour has WA plates. As an experiment, we parked at the Fisher's Landing Transit and took the bus to Vancouver, transferred to the bus to the the TC on the Oregon side to catch the TriMet Yellow lite rail. Took a good 2 1/2 hours. No doubt would have been faster if we'd paid for an Express bus pass. Our kids used to live in Hillsboro at the Orenco Station stop on the Blue line. Traveled farther to get to Powell's in less time, no hassles parking, no stress dodging the folks determined to cut 30 seconds off their trip. I support lite rail, commuter trains, buses, anything to get us out of our cars to get from point A to point B, both around here and across the river. Our population is only going to grow and age. Having good public transportation is well worth the cost. If you want to see what happens when people vote it down, take a trip to Atlanta - six million people, close to the worst traffic in the US as a result of not extending rail lines into the suburbs and no one wanting buses in "their" neighborhoods. Result? "Rush hour" crawl from six until ten am and from two until eight pm, daily fatal crashes. And because they have continued to vote public transportation down, every year the cost of land and construction has risen. People failed to factor the costs for their time, in gasoline, repairs and maintenance for their vehicles, increased stress, physical harm against a relatively small increase in our taxes. And we all, whether we ride or drive, benefit from having fewer cars on the road.
Length of document	10/24/2015	Vancouver, WA NW Vancouver	OMG that pdf is way too big to read. Brief it down for those of us who don't have several extra days please.
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Rosewood	I don't think the MAX will ever come to Vancouver. There seems to be plenty of money to upgrade interstate exchanges all across I-5, all pointing to a growing population in Clark County. The traffic across either bridges has become a total nightmare, growing population, vastly improved employment rates, and no work places in Vancouver, pretty much. Guess in which direction everyone is driving in the morning and the afternoon. Politicians rather argue for another 5 years. It's really frustrating.
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Evergreen Highlands	I've finally retired. I miss working, but certainly not the drive to and from Portland. It is frustrating that a bridge-rail transportation is not in place. You have to wonder what gains Vancouver would have made in the last 30 years if they had been more progressive in their plans and the building of transportation.
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Cascade	No gains, it would have gotten progressively worse like portland and all other progressive cities.
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Ogden	Until Portland upgrades the Rose Quarter and the flyover of Broadway and Weidler, anyone going into Portland will suffer the backups. Some regular commuters find side streets paralleling the freeway, but still it is a long way from being solved
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Ogden	I am new to Vancouver, only been here a bit over a year. Can someone provide a history of why there is no rapid transit between Vancouver and Portland? Who are the nay-Sayers? What about that proposed new bridge?
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Fair Acres	I was born here and I would like to know as well. I've been driving down across the bridge then taking the MAX down to school. Would like to know why there's no MAX line connecting us directly.

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Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Burnt Bridge Creek	we really do not want Portland's toy train set and its associated problems (crime-rail) coming over the river to our fair City... and since it can not support itself (fares and such) that is taxation without representation... in my humble opinion.
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Fern Prairie	Think about it - Portland is the majority stakeholder and will reap ALL the profits; we will end up paying for all the incipient costs and maintenance issues, not to mention the disruption and taking of private property. New bridge, yes, as long as it has at least 5 vehicle traffic lanes in each direction and the freeways on BOTH sides are widened accordingly.
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Precinct 425	I am personally in favor of light rail and I also have used it numerous times. If you use it too you might be pleasantly surprised! But if we can't agree, how about a bridge with space for future possible light rail so we can get the darn thing built!
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Rose Village	"We" does not mean all. I'm for light rail.
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Stauffer Rd	What is the evidence that light rail will bring crime to Vancouver? Can't criminals ride buses? Just trying to understand...
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA University Courtyard	<p>No lightrails, no new bus routes, no more worthless electronic signs. Unless we get flying cars, teleporters, or being allowed to telecommute (all have an equal chance of happening), the only thing that's going to alleviate traffic is a) people not ramming their cars into each other *yeah right* and a 3rd bridge that doesn't have anything EXTRA that we don't NEED *not going to happen*.</p> <p>So in other words... none of those things are possible... so I wish this "discussion" would just go away because no matter what happens it won't be anything that benefits us.</p> <p>There's a very good reason why we've voted this stuff down so many times. I don't understand why any of it is up for discussion again.</p> <p>I'll make it simple. Build a bridge with things we only need on it. A carpool lane and a shoulder so people stop blocking the road with tiny collisions and stalls, a semi lane, a few car lanes, motorcycle lanes, bike lanes, drone lanes, whatever. And make it tall enough so it doesn't need to lift. Park a few tow trucks next to it, and keep it clear. This isn't rocket science. It's common sense. That's why it's never going to happen.</p> <p>Mass transit does NOT need it's own LANE unless it can actually pay for one which again, not going to happen because they're operating in the negative which is another fantastic reason why they shouldn't get a single taxpayer dollar until they can operate in the positive... again... not going to happen.</p> <p>I hate to sound like a broken record but it's really that simple. This isn't some super complex discussion where everyone's going to be happy with the outcome. There is WAY too much politics involved. Too many hands in the cookie jar.</p>
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Burnt Bridge Creek	Light rail isn't all that great, sure, you don't have to worry about traffic jams, but it's not running when it's too hot (power lines sag too much), too cold (rails freeze and power lines sag too much). Portland is losing millions every year with it and I wouldn't want to see downtown Vancouver gutted to put it in when I-205 was designed for it.

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Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA Edgetree Condos	I agree Shawnterra. If it's all that great, why do property values drop when light rail runs through neighborhoods? I've talked to friends who live in Portland and outlying areas that are in close proximity to MAX and they are not pleased.
Interstate travel: Vancouver to Portland connection	10/24/2015	Vancouver, WA West Hazel Dell	No light rail, please. No excessive toll, either. My husband works in Portland and it isn't worth it.
Interstate travel: Vancouver to Portland connection	10/25/2015	Vancouver, WA Wildwood	Our population has tripled since I moved here. Driving into Portland was fun and easy. I travel north on 205 each morning before 7 am and it takes me sometimes 1/2 hour to go from 136th to 205 on Mill Plain because the backed up traffic getting onto to 205 south is blocking my way onto the highway. This is unacceptable and has to be resolved with better public transportation, bridge and light rail. Don't stop progress or just stop expanding the population in Vancouver. One or the other has to happen.
Interstate travel: Vancouver to Portland connection	10/25/2015	Vancouver, WA Fair Acres	If the rail would be connected to Vancouver, I assume a lot more people would be using it. Wouldn't that bring it to profit?
Interstate travel: Vancouver to Portland connection	10/25/2015	Vancouver, WA Ogden	To Aaron L: building only to today's needs is one reason you have a transportation problem here. You have to give some thought to the future. If a warming climate means more people moving up here, then let's get a head start on traffic and commuting. People will move here - that can't be controlled. How about an express train between Medford and Seattle, with stops at Eugene, Salem, Portland/Vancouver, Chahailis, Tacoma. That would allow people to live farther away from the cities but still make the commute. By express train, I intended a bullet train such as those found in China between major cities. California is considering one between LA and SF.
Interstate travel: Vancouver to Portland connection	10/25/2015	Vancouver, WA Landover Sharmel	I'd be for light rail IF it had nothing to do with Trimet/MAX and as they can't keep on budget and because of them always being in the hole they have to keep raising fares/taxes every few years to pay for the thing.
Interstate travel: Vancouver to Portland connection	10/25/2015	Vancouver, WA Pheasant Run	Some of our issues with transportation going into the future could solve themselves if we were doing more to attract business to Clark County from Portland. I know this would cause a lot of folks living in our wonderful area to shudder -- especially retirees who worked hard to spend their retirement on large parcels in sparsely-populated unincorporated areas of Clark County. But we've been a cash cow for the Portland metro area and we continue to empty our county daily to send our purchasing & earning power across the river to work, and leave a good chunk of our money over there in the form of income taxes and retail commerce. While we're pondering fiscal white elephants like Light Rail, we should also be discussing what we want our county to look like in 35 years and whether we're willing to attract enough business to our side of the river to keep us off the southbound freeways, buses, choo-choo trains and bridges to Portland.

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Interstate travel: Vancouver to Portland connection	10/25/2015	Vancouver, WA Orchards - Silver Star	Great discussion, neighbors. I plan on attending and have several issues regarding C-Tran routes. For one, I would love to see routes that takes people to the Amtrak Train Station. It costs me almost as much to take a cab there as it does to ride to Seattle. Also, people in my neighborhood have to walk about 15 minutes or more to get to the nearest bus stop. How about a bus that swings up 94th Ave. north of Padden? We also need more parking spaces at the park-and-rides.
Interstate travel: Vancouver to Portland connection	10/25/2015	Vancouver, WA 82nd Ave	<p>Concerning all the land light rail will take up - compare the width of a typical freeway with three lanes going each way to a light-rail line with two tracks. Even park and ride space is relatively modest, especially if it's in a parking structure.</p> <p>In terms of energy, a steel wheel on a steel rail is the most efficient moving device there is. Light rail is not tied to fossil fuels - electricity can be generated from water, wind, and sun. In the Pacific Northwest, we've gotten really good at that.</p> <p>Would light rail wind up sucking all Clark County's money into Oregon (as if the money weren't already going over there in cars)? Well, MAX already covers three counties, and I don't hear much squabbling about it between Clackamas, Multnomah, and Washington counties. Besides, whether we like it or not, the megaburb is encroaching, and it's no respecter of political boundaries. We'd better plan accordingly.</p> <p>When a friend of ours returned to Europe after an extended stay in this country, one of the things he liked about being home again was the public transportation system. "A Euro or two gets me anywhere in the city, and I can leave the car in the garage." Or there is Boston, saved from helpless gridlock by the "T", which goes to within walking distance of pretty much anywhere in the city and suburbs.</p> <p>Yes, it's all subsidized, and has been since the days of horse-drawn streetcars - because of what it buys for taxpayers. Merchants get a metro-wide customer base. With cheaper transportation available, job-seekers can apply to (and commute to) jobs over a much wider area. For drivers, less gridlock and more available parking saves fuel costs. With less pollution and noise, and maybe a little exercise, health care costs go down.</p> <p>For most of the world's cities, public transportation is the wave of the future, and has been for a long, long time. Maybe we should catch up.</p>
Health and equity	10/28/2015	City of Kirkland	There seems to be a big effort to include Health and Equity in regional and local planning processes and it might be good to see more of that in the WA plan. Although those two items are briefly discussed, it's not really examined in depth as it relates to active transportation. To better explain my concern I have a quick description on what could be done for each chapter.

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Funding	10/28/2015	Unknown	<p>John B. I have lived and worked in multiple large cities that had a "transportation" problem. The issue at hand was "the designers have a plan and the public has to pay for it as they will be the big users of the system, while we the planners will continue to use our own transportation." The real issue is that the jobs that people are commuting to are in another city or state and the same numbers and types of positions are not available in my home city so I don't have to commute. The obvious solution is to bring in more businesses that the divers population can use, rather than commuting to another state or city to have employment. Most plans as being described are no more that ways to increase the taxes paid to the city, county and or the state, that may or may not be allocated to the locale where a person my live. Governments role should be to support the community by bringing in businesses that the citizens of the city and county can prosper in rather that taxing those very same people to add a commuter system that the increase in taxes is piled atop of the taxes they pay for fuel and having to go to another state to work. I have seen large CA cities do the same thing as being proposed for Wa and still the roads are congested, the transportation system is practically empty at non- 8 to 5 work hours, the systems don't help the poor and more over unless the political leaders of the city , county and state restrict peoples movement and living locations as Portland has done the system is way to costly. How about keeping it simple:</p> <ol style="list-style-type: none"> 1. Start attracting more and newer businesses! (Remember when HP was in town) 2. Widen and repair the roads. 3. Those commuting to Or. for employment add another bridge. <p>I oppose light rail, because I have seen its effect in San Jose CA and LA I oppose more buses as they don't really remove cars from the roads. I oppose this approach as it places more tax burden on the citizens of the city, county and the state. That includes you who are planning these endeavors. Show me the cost benefit analysis and the 3 year ROI. Show me the plan to grow the business base in Vancouver Wa. We had businesses that left due to the burden of taxation before, why repeat the same behavior.</p>
Funding for rural areas	10/30/2015	Skagit County	<p>Joe Kunzler here, regular transit user and applicant to the Skagit Transit Citizen's Advisory Committee. Just want to briefly say your team wrote a rather good report.</p> <p>I do think though that a serious, difficult conversation is going to have to be had about having the State of Washington start providing more financial aid and/or regulatory relief to rural transit areas. Some transit advocates - especially in the Seattle Transit Blog comment threads might get angry - but in my conversations with Skagit Transit staff, I came away with the perception that the current funding is insufficient for needs and it is very difficult for Skagit Transit to even independently seek voter approval for more revenue.</p> <p>I hope it is discussed either the state provided direct funding to transit agencies or instead of having transit boards run by local politicians juggling other needs... have each transit agency governed by a board independently elected by the citizens within its taxing district.</p> <p>P.S. Disappointed you won't take your road show to Skagit County.</p>
Access	11/5/2015	WSDOT Pacific Northwest Collaborative Long-Range Transportation Plan Core Team	<p>Group's concerns-improved access to trailheads and other recreation areas, particularly for low-income populations. Each federal land management agency keeps statistics about visitor use but none keep track of transit access to each visitor site. WSDOT doesn't have transit route maps – just service areas mapped.</p>

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50-year Lightrail plan	11/10/2015	Snohomish Resident	<p>Regarding the future of transportation of the Greater Seattle area, I am a strong proponent of expanding light rail construction. This area is trapped between mountains and water with nowhere to expand but further north and south. I know someone who commutes to Seattle from Mount Vernon. This will mean more cars spending more hours on the road creating more congestion and pollution. We need to invest in a 50-year plan, not 5/10-year patches. What do we want to see in 50 years? A well-planned light rail system connecting suburbs and cities to major transportation hubs is the solution, with bus service to these hubs from more rural areas.</p> <p>I grew up in the suburbs of Washington D.C. I was there when the subway first opened in the 1970's. No more driving to the Smithsonian and searching for parking. It was a quick drive to the subway station and a quick ride to the Mall. When it first opened, the system was far from complete; the map on the wall showed the current stops and how far out it would continue to grow. The last time I was there (7 years ago?) many/all had been completed with more stops planned. It is a well-utilized system.</p> <p>My husband and I have lived in Snohomish County for 20 years. I do not have to commute to work, but I have watched my husband's commute get longer and longer. He looked into riding the bus a few years ago but concluded that it was not feasible and/or would consume more time.</p> <p>Yes, we need to address congestion now with more Swift buses and routes, etc. But we need to plan for and promote a 50-year plan for expanded light rail, not just from the airport to Lynnwood and Everett but looping out along I-405 with branches outward to the suburbs, north toward Mount Vernon, and south to Tacoma. Many congested metropolitan areas have subway/rail systems. It's time for one in Seattle.</p>
Access for eastside of the state	11/5/2015	Resident, eastside of the state	<p>I would really like to stress that the imbalance in options for East-West travel must be addressed. Western Washington citizens can choose from ferries, connecting agencies and Amtrak Cascades to access the service and entertainment center of our state. There are currently no state offered mass transit services to cross the Cascades. Will we continue to be isolated? Eastern transit agencies are limited by being disconnected from the rest of the state.</p> <p>It isn't fair that Oregon residents have a fast and efficient way to access Seattle and the regional network while Spokaneites are left completely out. All the current mass transit services listed in the document exist solely on the West side. I hope a short term goal will be to extend services to our side too. We've waited a long time already.</p> <p>I look forward to attending the public meeting on the 19th!</p>

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Bus service improvements	11/5/2015	Unknown	<p>1) We need more bus priority on the freeway for getting to destinations that require bus connections:</p> <ul style="list-style-type: none"> - More carpool/bus lanes where they don't currently exist, connected directly to transit terminals and existing HOV lanes - Upgrade overcrowded HOV lanes to HOV 3+ or bus only. If the buses are also stuck in traffic these lanes lose their utility - Consider converting commute directional HOV lanes to bi-directional lanes wherever possible. Seattle is a good example of a place that really needs to support more simultaneous bi-directional intercity transit. <p>2) Establish new connections between our major metros:</p> <ul style="list-style-type: none"> - Create reliable, multiple trip per day long haul express routes between urban centers. Seattle, Spokane and the Tri-Cities ought to be connected by reliable transit alternatives to alleviate congestion and allow folks cannot or choose not to drive to get around. <p>3) Upgrade Existing intercity travel:</p> <ul style="list-style-type: none"> - Further speed and reliability upgrades are needed on the I-5 corridor between Vancouver BC, Seattle and Portland. The rail upgrades currently being worked on need much more investment to bring them down to the target sub 3 hour trip time. We should also be looking into investing in true high speed rail solutions (bullet train? maglev?) in this high demand corridor. <p>4) Finally we need to establish usable bus service networks in out more suburban residential zones. This will be quite difficult and expensive given the lack of local funding in many areas and the inadequate road infrastructure for transit, but I fear we will see increasing concentrations of folks in the suburbs in the near future who will not be able to drive due either to economic or disability reasons. These issues have existed for some time, but the concentrations are likely to go up quite dramatically as more folks are displaced from well served city centers.</p>
Planning period of plan	11/19/2015	Benton-Franklin Council of Governments	Period of Plan, 2015-2035. As silly as this may sound, our MPO has been required to lengthen the period of planning documents, to ensure a full twenty years is included from point of adoption. I'm not certain that Public Transportation Plan would have same requirement, but you might confirm.
Definition of public transportation consistency	11/19/2015	Benton-Franklin Council of Governments	There seems to be an emphasis in defining Public Transportation to include anything beyond an SOV. However, content of plan is primarily focused upon what public views as traditional public transportation and looks to lack much discussion about bike/ped/air concepts & policies. For what purpose is the definition of Public Transportation emphasized to be so broad? I'd guess WTP to contain greater level of information upon some of these aspects of transportation.
General Positive	11/19/2015	Benton-Franklin Council of Governments	All in all, effort looks to have resulted in nice plan.
Rail	11/21/2015	Resident	You have the old track bed of the inter urban line running from sumner up to and past Renton. Why not re activate that line? No overhead (el) tracks and an established grade. Should be easy, serve thousands and be a quick solution. Think about it.
Road maintenance and bike lanes	11/21/2015	Resident	The state needs to maintain the existing roads for more efficient use by automobiles. Bike lanes are costly and dangerous.

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Approval Process	12/9/2015	Whatcom Council of Governments	The process for final approval and adoption of the plan should be done by the Transp. Commission instead of final approval by WSDOT. The explanation being that if there was a body of representatives, the final plan would have more authority.
Funding	12/9/2015		How does this impact how we do business when our funding is restricted (not just dollar level but eligibility)? How will it affect my customers, particularly: those in rural areas whose public transportation support from the state is almost exclusively through the consolidated grant program?
Interstate travel	12/10/2015	Skamania and Klickitat County RTC	The plan should include a discussion and identification of existing barriers and service limitations associated with the provision of bi-state transportation service. Each state (WA and OR) has restrictions or requirements that hamper and/or limit the provider's ability to provide this type of service to all clients in need of it.
Funding	12/10/2015	Skamania and Klickitat County RTC	There was disappointment expressed with Medicaid and how neither state will pay for resident medical related trips to out-of-state medical facilities. It would be cheaper for the state and to pay for the out-of-state trip since many times the trip: <ul style="list-style-type: none"> · will be less costly; · does not take a vehicle far outside the area for an extended period of time; and, · it is easier on the rider since the one-way travel time is significantly shorter (many times 2 or more hours less). Additionally, if per trip Medicaid related trip costs were reduced by transporting the client to the closest medical facility (even if it was an out-o-state), more \$\$ would be available to provide additional trips and more clients would be served.
Rail	12/10/2015	WSDOT - Public Transportation Division	One individual in Spokane thought that the Plan should of focused on passenger rail from Spokane to the West side
Early action work groups	12/10/2015	WSDOT - Public Transportation Division	One individual had "no problem" with the Plan but thought it was weak not really having an identified outcome
Public engagement	12/10/2015	WSDOT - Public Transportation Division	Many comments from individuals at most presentations were that they were pleased that the PTD was reaching out to the public/stakeholders/partners for comment
Funding	11/18/2015	Submitted via Survey Monkey	More money for projects in SW Washington, specifically Clark County. I am tired of paying taxes to support the Greater Puget Sound area.
Tolling	11/19/2015	Submitted via Survey Monkey	I think we should continue to develop our freeway and highway infrastructure through the use of toll finding as its a direct user fee of expensive roads and they will help the state build and maintain what we have faster.
Access	11/19/2015	Submitted via Survey Monkey	Ensure all neighborhoods have equal access to multimodal transportation choices.
Interstate travel	11/19/2015	Submitted via Survey Monkey	Need another bridge from ptld to vanc on west side. Need rail from vanc (maybe even ridgefield for events) to ptld.
Ridership	11/20/2015	Submitted via Survey Monkey	Please help the transit agencies capture new potential riders anyway possible. Thank you.

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Rail	11/20/2015	Submitted via Survey Monkey	Non of the questions was around mass transit such as rail. Living in Clark County, the rail option is critical for getting from Vancouver to Washington. Why we let that get away, I don't know but it should be opened again for discussion.
Funding	11/21/2015	Submitted via Survey Monkey	People that use public transportation should pay for it with the fees/ticket prices etc. Maintaining roads should be paid for by all who use them. Cities should pay for transit within their borders. I am not in favor of increasing taxes to pay for transit. There has to be a better way. Too much money is wasted.
Train corridors	11/21/2015	Submitted via Survey Monkey	Less bike paths!! More scheduled routes and stops. Trains!! Forget the bike lanes. Instead, build train corridors. Tracks exist now, use them, please. I won't go to seattle just so I can sit in traffic. I shop in tacoma to avoid the madness.
HOV	11/22/2015	Submitted via Survey Monkey	Bring back the I5 HOV lanes.
Access	11/25/2015	Submitted via Survey Monkey	Be sure to look at between community modes of transportation.
Peak traffic	12/1/2015	Submitted via Survey Monkey	The buses between Tacoma and Seattle on I-5 get stuck in congested HOV lanes during peak periods. Highway 520 has been 3+ for years; we need I-5 HOV lanes to be 3+ too. My bus ride to/from Seattle always 20+ minutes late.
Maintenance	12/3/2015	Submitted via Survey Monkey	I would like to see money spent on maintenance and adding more traffic lanes. I would also like to see the homeless encampments and the garbage they generate, as well as the graffiti eradicated. As a native Seattleite I'm embarrassed by what I see while driving I-5 through Seattle. Why do we allow people to camp on State right of way?
Access	12/3/2015	Submitted via Survey Monkey	More frequent and easily-accessible public transportation is especially crucial as traffic worsens in the city. RapidRides have been a great addition to the King County Metro system, and the expansion of the Light Rail is also a great step forward for the area.
Multimodal access	12/7/2015	Submitted via Survey Monkey	When the new LINK stations open in Capitol Hill and in the University district, will existing bus routes be updated to connect riders to the LINK? I currently live in an area with few bus options and it takes me over an hour to get to downtown. I am hopeful that the new LINK station in the University are will dramatically improve this travel time
Speed of public transportation	12/7/2015	Submitted via Survey Monkey	I consult which means I have client's all over the greater Seattle area. Time is money for me, so if it takes 2 hours each way to get to a client I will never take public transportation. Biking is not a viable solution for several reasons. Unless transit takes no more time than it takes to drive, I will not be taking it, and at this point Seattle is no where near to that. Walking in pouring ran to a transit stop with a 17 inch computer and 10 pounds of paper is just not going to happen.
Environmental impacts	12/7/2015	Submitted via Survey Monkey	Please make public transportation more effective and desirable. It's hugely frustrating to me how many single passenger cars there are on the road, contributing adversely to our region's carbon footprint.
Rail; maintenance	12/7/2015	Submitted via Survey Monkey	We need more commuter rail options. We also need to repair and maintain our existing roadways and bridges.
Ferries	12/7/2015	Submitted via Survey Monkey	More available ferries for daily use with fewer breakdowns

Category	Date Submitted	Organization/ Location	Comment
Tribal access	12/4/2015	Submitted via Survey Monkey	<p>This plan recognizes the transportation challenges faced by Native American people living on tribal lands but could go further by requiring and facilitating transportation partnership development between local jurisdictions and Native American tribes. This plan does not recognize the role WSDOT plays as a low-income shelter provider. This plan should set out how WSDOT intends to take steps to providing essential services to the people who live on WSDOT lands. Recognize the role that surface and above-ground parking plays in reducing community walkability and safety. Take steps to disincentivize the creation of new surface and above-ground parking facilities.</p> <p>Recognize the impact that WSDOT infrastructure has on the built environment in communities (ex: walking routes under and along overpasses). Commit to employing Crime Prevention Through Environmental Design principles to all new WSDOT-funded roadway infrastructure to ensure that the walking environment is safe, well-lit, pleasant, and connected to the rest of the pedestrian network. This plan does a good job of recognizing the connection of land use planning and public transportation performance. This plan could be more ambitious in its attempt to strengthen public transportation agencies' ability to influence land use patterns. Reform transportation Level of Service requirements for new development in recognition that it can hamper in-fill development projects and promote sprawl. The inclusion of public health and active transportation is great. This should be a stronger focus. Take a rights-based approach to health through active transportation. Recognize that all residents have the right to the health-promoting benefits of living in walkable communities. This plan should acknowledge that motor vehicle crashes are a leading cause of death in Washington and that this deters active transportation. Support community efforts to implement car-free zones, ciclovias, Open Streets days, speed reductions and other traffic calming/eliminating efforts. Commit to higher penalties for drivers who kill or injure cyclists and pedestrians. A public transportation performance dashboard is a good start but this plan doesn't really acknowledge the urgency of addressing climate change and putting a price on GHG emissions. Immediately implement a state-wide carbon tax that is high enough to disincentivize single occupancy vehicle trips. Plan does not engage with the success of UPASS programs in promoting transportation behavior change. Expand existing UPASS programs by subsidizing a portion of each UPASS for all university and community college students. This plan should recognize that the barriers to using active and sustainable transportation modes can vary by gender. Understand how women use bike/ped facilities and public transportation differently than men and take steps to make public transportation equally accessible to women. It's great the plan acknowledges the role of mobile apps that facilitate ride hailing and ridesharing. Develop a policy framework for public agency partnership with TNCs and real-time ridesharing app companies. Prohibit insurance company rate hikes on ridesharing. Real-time rideshare holds a lot of potential but Rideshareonline.com must adapt to make it possible. Commit to upgrading and expanding the functionality of Rideshareonline.com. Since the sharing economy is a key component of the state's effort to manage roadway demand, new strategies must be developed for recruiting and on-boarding volunteer rideshare drivers. Find ways within the state's work to integrate rideshare matching and promotion into other activities such as licensing a car or renting an apartment. This plan should acknowledge that lack of pedestrian and bike facilities in rural roadways often turn into expensive access-to-transit challenges in those same communities once they are incorporated. Commit to including bike and pedestrian facilities in all new state-funded roadway infrastructure including unincorporated areas. This plan fails to discuss the challenge of induced demand that occurs whenever there is an unpriced oversupply of capacity (parking or roadway). End the practice of widening roads and building new park & rides and instead take steps to introduce a universal road and parking pricing structure.</p>

Category	Date Submitted	Organization/ Location	Comment
Survey demographics	12/7/2015	Submitted via Survey Monkey	Please include a more specific age representation than 65+ ! I am 71 & walk daily in my neighborhood. Retired so drive very little unless visiting family or friends. Carpool with neighbors to grocery store each week. I have 90+ year old neighbors and they are not accurately represented by this survey.
Pedestrian safety	12/7/2015	Submitted via Survey Monkey	Sidewalk maintenance and construction is my number one priority. I want to keep walking
Rail	12/7/2015	Submitted via Survey Monkey	I like the idea of Light Rail expanding into other areas. When I no longer drive I will use this type of transportation.
Rail	12/7/2015	Submitted via Survey Monkey	It takes too long to get anywhere. I think the trains will be great, it would be event greater if there were more train routes (east - west), and the stops were easy to get to.
Bus service improvements	12/7/2015	Submitted via Survey Monkey	Cross-town or loop buses across North Seattle, please!
Bus service improvements	12/7/2015	Submitted via Survey Monkey	Please build out mass transit in Seattle asap. It's really, really bad these days and with the rate of growth in the town, we're already WAY behind where we need to be!
System maintenance; pedestrian and bicycle safety	12/7/2015	Submitted via Survey Monkey	Maintain and improve current systems (especially improve reliability and timeliness of bus transit); increase spending on safety and bike lanes; enforce laws in place to keep people safe; fund traffic studies; implement plans that benefit the least advantaged populations among us (poor, elderly, disabled, young children, etc.)
System maintenance	12/7/2015	Submitted via Survey Monkey	Fix the roads-they are in awful shape. Increase capacity by getting rid of bike lanes on major arterials (put them on side street that are thruways). Sync traffic lights.
Peak traffic	12/7/2015	Submitted via Survey Monkey	my commute is paralyzing and I only live 10 miles away from my office. It shouldn't take an hour.
Bus lanes	12/7/2015	Submitted via Survey Monkey	I'm OK with Buss Only lanes but how about letting carpools use them also or at least in the off-commute hours. Also why are we paying to have roads built and then letting people use them as their private parking spaces, especially in residential areas and on streets where traffic is backing up.
Public transportation	12/7/2015	Submitted via Survey Monkey	My priority is public transportation. if that is not clear from my previous answers, disregard them and pay attention to this one
Local access	12/7/2015	Submitted via Survey Monkey	I am glad we have a good public transportation. My biggest issue is getting across Lake Washington - would like to see better access to public transportation to shorten the commute. If there was better way to get to Bellevue/Issaquah I wouldn't use car.
System maintenance	12/7/2015	Submitted via Survey Monkey	Less money should be spent digging tunnels

Category	Date Submitted	Organization/ Location	Comment
Safety; rail; access	12/7/2015	Submitted via Survey Monkey	I'm saddened that the NE area seems underserved by the city. We have increasing crime, yet a smaller police presence than other precincts. Our bus routes do not really serve us well, especially for east/west travel. Multiple bus transfers to get to many destinations and feeling less than safe after dark at bus stops keep me in my car for many of my trips within Seattle. Now there's talk of increasing costs to city taxpayers to increase light rail availability, but the map that flashed on the program I saw showed nothing for Wedgwood. As I continue to age, I'll be needing better public transportation, and my income is now fixed, and low. Many of us are in similar situations in the NE area of Seattle.
Environmental impacts	12/7/2015	Submitted via Survey Monkey	Your question about allocating \$100-- if increasing env quality were through discouraging driving/parking I'd have given it way more funding.
European-style public transportation	12/7/2015	Submitted via Survey Monkey	Let's bring European-style public transportation to America!
increase access	12/7/2015	Submitted via Survey Monkey	Way way more busses while we build real trains that are outside of traffic lanes
increase access	12/7/2015	Submitted via Survey Monkey	We need more mass transit and separate bike lanes and fewer cars for less climate change and more safety. We need more trains and fewer planes.
Local access	12/8/2015	Submitted via Survey Monkey	The new plan eliminates the Route 71 from within walking distance of my home. How exactly do you expect people living in my neighborhood (View Ridge) to continue to depend on METRO? I don't have a car so I don't have the luxury of clogging the highways with yet another SOV.
"Grow/Affordable Seattle" initiative	12/8/2015	Submitted via Survey Monkey	My neighborhood is being dramatically changed by the "Grow/Affordable Seattle" initiative, particularly by the removal of single family homes and replacement with apartment buildings. Yet these plans for increased density are NOT INTEGRATED with plans for handling the parking and traffic congestion! I can't even find parking in front of my house or get out onto a thoroughfare in a timely manner. Honestly, PLEASE let's get an integrated plan for our city -- not individual departments implementing their own objectives. Thank you for this survey.
East-West public transportation	12/8/2015	Submitted via Survey Monkey	We need more East-West public transportation
Rapid transit	12/8/2015	Submitted via Survey Monkey	need rapid transit
Pedestrian safety	12/8/2015	Submitted via Survey Monkey	the lack of sidewalks does challenge me and my family for using our streets and public transportation. We would be more inclined to use public transportation if our city provided a safe place for children to walk aside from in the street.
Rapid transit	12/8/2015	Submitted via Survey Monkey	I took the Metro Bus to Jury Duty. I would consider taking the bus to work from North Seattle to Everett if there weren't so many stops and transfers from Seattle/Everett.
Maintenance	12/10/2015	Submitted via Survey Monkey	Public transportation is great going to and from downtown but our streets are so bad to even get to light rail and light rail is and has to be limited in the area it can cover. I do a lot of traveling across the country and our roads are in the worst condition from most every place else. And those areas where they are worse (Chicago) they are at least working on them. We need to maintain and improve our roads because cars will not and can not go away.

Category	Date Submitted	Organization/ Location	Comment
Funding for rural areas	12/11/2015	Submitted via Survey Monkey	(1) I would like to see regional planning and funding for a public transit system in the Columbia River Gorge. We need a public transit service that runs consistently between the communities on BOTH sides of the Columbia River. We are a bi-state region that is separated by a river but our livelihoods and our economies are intricately linked together. Travel back and forth across the river is porous and we need to approach this area as a single entity. (2) I would like the plan to address the issue of medical transportation. Individuals in Klickitat and Skamania counties are often transported to Seattle for healthcare when it's a much closer drive for them to receive care more locally, e.g. The Dalles, Hood River, Portland/Vancouver. This issue affects Medicare patients, Medicaid patients and Veterans. Washington state & our Federal govt could reduce the amount of money it spends on medical transportation by allowing and paying for care within our region. It would mean savings in payment for transportation service, cut down on vehicle miles thus promoting longevity in the transportation fleet, offer less wear and tear/stress on patients who may have a minimum 8 hour travel time to/from their medical appointment when they travel to Seattle and help the regional economy by keeping healthcare dollars within the area.
East-West public transportation	12/14/2015	Submitted via Survey Monkey	I believe that WSDOT should consider statewide transportation between main metropolitan areas, west to east and east to west, north and south, such as rapid transit. Why not make it a combined effort between public and private investment?
Interstate access	12/15/2015	Submitted via Survey Monkey	We need to put more emphasis on "The Columbia Crossing" on I-5 into Oregon. Interstate transit is almost at a halt in the I-5 corridor.
Unrelated; Telecommuting	12/16/2015	Submitted via Survey Monkey	We urgently need reliable, adequate internet service. Frontier Communications, the local monopoly, delivers ONE-HALF Mbps service of a promised 3 Mbps and has no plans to fix the situation, making telecommuting next to impossible.
Ridership	12/17/2015	Submitted via Survey Monkey	I used Island Transit for awhile, but the unruliness of high school students using the bus made the ride to nerve wracking. Also, Island Transit needs to implement a system canceling bus runs that do not meet minimum ridership counts to make the system more efficient, rather than just asking for more money. DOT presentations do little more than talk about how little money they have. Increase the gas tax - they talk about needing more money. Add a ferry fare capital surcharge - they talk about needing more money. Watch the price of fuel drop almost in half for ferries - they talk about needing more money. The way the organization is represented is a bunch of planners who create plans they can't implement because they don't have money. How about getting ride of all the planners until the money is available to do a project?
increase access	12/21/2015	Submitted via Survey Monkey	All bus routes should run to 2:30am to reduce drunk driving. The Sounder Train should come to Olympia, it is silly that it doesn't.
Local access	12/28/2015	Submitted via Survey Monkey	Lake Forest Park sorely needs a Park & Ride; hopefully in or near the LFP shopping center/mall.
increase access; environmental impacts; funding	12/31/2015	Submitted via Survey Monkey	Three things I would like to see prioritized: 1. Increase frequency of public transit (especially bus). I would increase my use of public transit if buses came every 5-10 minutes. 2. Public transit agencies should place an extremely high value on environmental sustainability. This includes environmentally sustainable buses/trains (even if they cost more) and building/purchasing/operations decisions. 3. More tax dollars should go to public transit.

Category	Date Submitted	Organization/ Location	Comment
Pedestrian access	1/5/2016	Submitted via Survey Monkey	Bus stops and sidewalks in walkable distances would be nice for all areas of Thurston County.
Interstate travel	12/29/2015	Skamania County Senior Services	We are encouraging you to think about bi-state planning between Washington and Oregon. We work together in the Columbia River Gorge and encourage even more cooperation between the states as we plan for the future of Columbia River Gorge transportation.
Design and models	1/5/2016	City of Kent	The draft plan should include discussions on coordinated and consistent road designs and travel data models.
Rapid transit	1/5/2016	Transportation Strategy Council	The document does not talk about increasing transit frequency at all, which, from my perspective, should be a huge focus of a public transportation plan. Imagine the increased reliability and ridership along Twin Transit routes (as an example) if routes were provided every 20 minutes (instead of every 30 minutes). I don't get why the item is not mentioned.
ORCA program	1/12/2016	Commute Seattle	Include ORCA expansion – should be statewide
Highway system program	1/12/2016	Commute Seattle	Lower, perhaps to zero, the blood alcohol content level restrictions for drivers, stricter policies and enforcement
System approach	1/12/2016	Commute Seattle	Take a systems approach, connect transportation and land use, housing, health. Include freight
Speed of public transportation	1/15/2016	Sound Transit Office of Planning and Development	As the Puget Sound area's regional transit provider, Sound Transit relies on WSDOT's efficient operation of the state's highway facilities, including the HOV system and direct access ramps. The speed and reliability of the freeway system is paramount to the speed and reliability of ST Express bus service and successful service integration with our transit partners.
Bus and rail expansion	1/8/2016	Submitted via Survey Monkey	My primary request is that express bus and rail services be expanded to the Olympia area, especially at night and on the weekends.
Funding	1/11/2016	Submitted via Survey Monkey	I think the state needs a more extensive capital assistance program for local transit districts since the federal government has reduced capital funding to medium and small transit agencies. Also, the legislature needs to provide more funding options for funding local transit so that voters have more choices.
Connectivity throughout state and regional agencies	1/19/2016	Submitted via Survey Monkey	Coordination and universal interchange among statewide agencies for users. Better cooperation among transit agencies ei: Community, Everett and Metro. (a more user oriented Community Transit). Less waiste and overkill: some half hour Sound Transit. An overall statewide mass transit coordinated plan rather than the piecemeal patches. Learn from other agencies. In a small community, Spokane Transit Authority is a well planned and an operationally good system.
Pedestrian and Bicycle improvements	1/31/2016	City of Everett Transportation Advisory Committee	while there is a positive effort to include all forms of motorized transportation not involving a single person in a motorized vehicle, I must ask if that doesn't exclude pedestrians on sidewalks? For those of us who walk, singly and in groups, for those in wheelchairs and scooters, who make an effort to refrain from using other vehicles, sidewalks are a key component of public transportation. A bus stop is no good if there is no foot access. There is note of bike facilities, often single rider. Do we consider Sidewalks "pedestrian facilities" or is this too broad? I'll tempter this seeing sidewalks included in Capital construction.

Category	Date Submitted	Organization/ Location	Comment
Environmental impacts	1/31/2016	City of Everett Transportation Advisory Committee	Transportation is one of the largest contributors to greenhouse gas emissions in Washington state 48 (PDF 29). This is true given what the state produces, but it's a false flag. It serves to penalize Washington for doing a good job. If our state burned coal, transportation might be at a much lower level of contribution. Remove Coalstrip and any other coal generation and transportation's contribution jumps. If it's public transportation--that is what we WANT.
Rapid transit	1/31/2016	City of Everett Transportation Advisory Committee	Do we dare define SEAMLESS as correct location but with an hour wait? I can grant an exception for the WSF but that's a different limitation than local buses. Trains are a variable, contrasting like the rails every quarter hour with a Sounder that runs one-way, unfortunately, three to five times a day. Speaking of the Sounder, the one-way trips seem to ignore the Seattle population that works in Everett and surrounding areas. We're waiting 20 years for light rail to address this issue?
Ferries	2/8/2016	King County Department of Transportation	Cheap and/or free: at ferry terminals, as drivers pull in or passengers walk on, WA-DoT employees could use laminated paper/large-cards at ferry booths that describe the top ten items (like a David Letterman top ten list). They could point to what they're saying about the transaction. It would be simple stuff.
Driver safety	2/8/2016	King County Department of Transportation	Increase road signage with text displays along state/interstate roads
Ferries	2/8/2016	King County Department of Transportation	Increase signage all ferry terminal, bridge and ferry parking notification areas that tell us to tune into radio station 530 on the AM dial. I'd make that a longer term fix and replace the radio notification with textual notification on our highways.
Ferries	2/8/2016	King County Department of Transportation	Starting with Anacortes, add readers to the ferry parking areas so that when the speakers say something, the following occurs: a. Notification pops up that there was an announcement b. Later, when the text can be added, display what was said c. When there is nothing, turn off the boards d. When the loading begins, put that up on the board so that folks are up-to-date
Technology	2/8/2016	King County Department of Transportation	Text to vehicle blue tooth communication: that way, the car will get it as it is on state road(s). Then the car can convert to sound for those with sight challenges (and to avoid text while driving). Sight challenged passengers should hear the messages that are given on text boards as the vehicle passes them.
Technology	2/8/2016	King County Department of Transportation	Send ferry messages to blue tooth receivers in vehicles, phones and hand-held devices.
Technology	2/8/2016	King County Department of Transportation	Upgrade ferry text system with a new system that uses the following new technologies: a. blue tooth b. tablet wi-fi c. vehicle blue tooth/etc d. smart phone technology

Category	Date Submitted	Organization/ Location	Comment
Technology	2/8/2016	King County Department of Transportation	Integrate ferry text systems with mobile systems
Technology	2/8/2016	King County Department of Transportation	Permit the system operators – drivers, ship captains, signage folks, other WA-DOT employees – to send voice messages to a person who can push the message to appropriate mobile technologies. This includes ferries and roads. The person’s mobile device can convert the text to message
Technology	2/8/2016	King County Department of Transportation	When the ferry stop, bus stop, rest stop, park and ride or any kind of stop that has sound “message,” permit a way for folks to pick this up on their mobile device via wi-fi or their cell network for free.
Technology	2/8/2016	King County Department of Transportation	Increased text messages on the ferries: indicating progress, how much time left or how many miles left (similar to airline flight maps): transparency helps reduce questions
Mobility Management	1/15/2016	Community Transportation Association of the Northwest	Community Transportation Association of the Northwest believes Mobility Management--including Travel Training--programs, provide a vital role in eliminating barriers to transportation and promoting access to basic needs in the community. We believe these programs and services have the opportunity to be highlighted and included in the Washington State Public Transportation Plan because they are essential to: <ul style="list-style-type: none"> o Improving the region’s physical infrastructure; o Increasing availability of transportation options; o Increasing access to transportation options by ensuring financial and physical supports are available for all transportation options; o Eliminating accessing appropriate transportation as a barrier to accessing basic needs; o Increasing coordination of transportation data, resources and services; o Increasing awareness of existing services; o Increasing voluntary customer knowledge on how to use existing services; o Increasing the use of existing services, and pairing individuals and families with transportation options to best meet their needs and capacities; o Increasing customer satisfaction with services; and o Reducing the cost of providing transportation services.
Mobility Management	1/15/2016	Community Transportation Association of the Northwest	We believe the inclusion of Mobility Management & Travel Training programming in the Washington State Public Transportation Plan helps raise awareness about opportunities people have in their communities to access their transportation options, and improve their overall options and quality of life.
Demand management	8/28/2015	King County Metro	Thank you for the opportunity to comment. This plan does a great job of setting a new direction for the State Public Transportation office focused on achieving mobility with the goals of efficiency, effectiveness and sustainability. We were pleased to see the draft plan: <ul style="list-style-type: none"> - Recognize the changes in land use, demographics and technology occurring in our region, and the need for innovation and flexibility in responding to these changes. - Broaden the definition of public transportation as described in the draft plan, to include all forms of non-drive alone travel, and to embrace both infrastructure enhancements and demand management strategies. - Use the Practical Solutions integrated planning approach described in the plan, which provides the opportunity to include a full range of potential solutions, including demand management and operational improvements during the Corridor Sketch Planning phase.

Category	Date Submitted	Organization/ Location	Comment
How the plan relates:	Jan-16	SCOG	How this plan relates to other plans was quite perplexing during staff review of the plan. Notably, the RCW that enables the plan is omitted from any discussion in the plan. Through our review, it appears that the plan is a component of the statewide multimodal transportation plan (RCW 47.06.040) and would replace the 1997 plan when finalized. There should be some discussion in the plan of this. The Introduction chapter in the 1997 plan provides good background information for why the plan exists and could be used as a template.
Tri county connector and intercity service:	Jan-16	SCOG	The Tri-County Connector is described on Page 66 of the plan and is an extremely high priority for Skagit County, as well as Whatcom, Island, and Snohomish counties. At the Farmhouse Gang meeting in December that you attended, you heard about the importance of sustainable funding for these express bus services from the executive directors of Whatcom Transportation Authority and Island Transit. Through extensive discussions about these services over the past few years, it is clear that it is the view of these transit agencies that there is an explicit state interest in ensuring that services such as these continue. This is also the view of SCOG and fits well with the intent of the State Legislature that WSDOT "...advocat[e] for public transportation as a means to increase corridor efficiency, and increasing the integration of public transportation and the state highway system" (RCW 47.01.330), as noted on Page 10 of the plan. The State of Washington has an interest in ensuring that these services continue and WSDOT has a role in advocating for the continuation of this well-used service that takes vehicles off the state highway system and meets so many goals of the plan.
Financial assessment:	Jan-16	SCOG	It is likely too late to make this change, but the plan would benefit from a financial assessment. The 1997 plan included forecast revenues and expenditures over a 20-year period. Now that the Motor Vehicle Excise Tax is no longer available to transit agencies, a financial assessment done today would much likely paint a much direr picture of transit revenues than in 1997. A shortfall was anticipated then; it would be informative to see how much that shortfall would likely grow given the even more constrained funding environment for transit. Transit agencies in and around Skagit County have had to prioritize investments in services in recent years, especially with reduced funding from the state for the Tri-County Connector services. Skagit Transit, Island Transit, and the Whatcom Transportation Authority have all had to determine what services could be maintained in the face of diminishing state funding. Having to choose between local services and heavily-used express services that travel outside their public transportation benefit area is surely not what any transit agency wants to do. A financial assessment, included as part of the plan, would provide a statewide picture of forecast revenues and expenditures for public transportation. The results of the financial assessment would be extremely valuable in informing the goals, strategies and actions in the plan.
Early Actions:	Jan-16	SCOG	As you noted at the Farmhouse Gang meeting last month, there are 23 early actions in the plan (Page 54), and only one has an identified lead so far. It is not clear through the public comment period if volunteers are being sought to take the lead on these. WSDOT is the lead on one. If the early actions are to be taken by December 31,2016 as indicated in the plan, it seems that a lead for each action would need to be identified soon so they do not remain "to be identified" in the final plan. Some options to address this include: retaining early actions only if they have identified leads; or include only WSDOT led actions, since ultimately WSDOT approves the plan.

Planning horizon:	Jan-16	SCOG	Is there a time frame for the plan? It was unclear in our review, though the plan that is being replaced is clearly a 20-year plan (1997-2016). The RCWs don't appear to dictate a plan time frame, but if there is a change in approach to identifying a plan horizon, it would be beneficial to offer at least some explanation of why. Of course, having a time frame for a plan can be beneficial, especially considering future population and employment growth, forecast growth in ridership and financial planning within a constrained period. The 1997 plan seemed to have a greater emphasis on these important elements than the plan available for review.
Definition of public transportation:	Jan-16	SCOG	There seems to be a substantial emphasis on defining the term "Public Transportation" in the plan. Having 13 different definitions in an appendix does not really assist with coming up with a common definition. Instead, you could choose not to define public transportation at all. The RCWs do not require it. Funding programs are always going to have different eligibility requirements and capturing everything that could potentially be funded is a moving target at best. The definition included in the plan, as written, seems unworkable and is so broad that it lessens the importance of primary providers of public transportation services: transit agencies. The "why" it needs to be defined in the plan seems more important to me than actually defining it.
Executive level participation:	Jan-16	SCOG	Although I understand that there was some staff from MPOs and RTPOs involved in the development of the plan, there should be some executive-level participation in future planning processes with statewide plans of this magnitude. Better coordination and comprehension of a statewide plan/ process through the MPO and RTPO coordinating committees, which meet quarterly, would yield healthier lines of communication, especially if there is a member(s) of the MPO-RTPO committees that serve on an advisory committee and then report back to the coordinating committees with progress reports, along with WSDOT staff. Email lists for the coordinating committees can also be utilized to give minor project updates throughout the planning process. Although there were a few brief WSDOT presentations at the coordinating committees over the past few years about the plan, more time would have been warranted to presenting and discussing it before the draft was released. Some MPO- RTPO executive staff indicated that they only found out about this plan being developed when the draft was nearing distribution for public review. That really is too late. Providing an early and continuing dialogue in the future would ensure that MPOs and RTPOs are active participants in plan development, prior to commenting on a draft when the plan is almost done, or to the point where significant changes to a plan would be unfeasible.

Introduction Comments

Page	Topic	Date submitted	Organization	Comment
1	Cover	11/13/2015	University of Washington	Date?
2	Table of Contents	11/13/2015	University of Washington	Areas of Poverty map: only graphic called out
3	Acknowledgements	11/13/2015	University of Washington	Add Washington Bikes
		11/13/2015	University of Washington	Not alphabetical
5	Letter from Lynn			None received.
6	Title VI			None received.
	ADA			None received.
7	Image/Quote	10/22/2015	Public Transportation Division, WSDOT	This is written like a quote. does it need a citing
8	Key themes of the WSPTP			None received.
9	Intro	10/22/2015	Public Transportation Division, WSDOT	tribes, NGO's.... If we are defining public as broader but only mentioning working with the usual groups, it is counter intuitive.
		1/15/2016	Community Transportation Association of the Northwest	Community Transportation Association of the Northwest understands transportation is a primary basic need, and is essential for individuals and families to access other primary basic needs such food, housing, medical and mental health care, employment, entertainment, community activities, education and government. We believe the Washington State Public Transportation Plan is also the perfect place to educate our communities, stakeholders and decision-makers about the critical role of "Public Transportation", "Community Transportation" and "Special Needs Transportation" as a foundational component of our economies and a requirement for a functioning society to ensure all residents are able to reach their highest and fullest potential regardless of age, income, geographic location, dependent or caregiver status, or ability. We believe transportation is the foundation of accessing basic needs, and support this inclusion in the Washington State Public Transportation Plan.
10	Intro (cont.)			None received.
	Four key public transportation challenges in Washington state	11/13/2015	University of Washington	First bullet: I'm sure this was true when written, but it's not now. Consider softening "...demand is constrained" or "significantly constrained"
	The State's interest in public transportation	1/12/2016	Commute Seattle	Align more clearly with Vision Zero and Target Zero
11	6 transportation policy goals			None received.
	The State's interest in public transportation (cont.)			None received.

Page	Topic	Date submitted	Organization	Comment
12	Images/quote			None received.
13	The State's interest in public transportation (cont.)			None received.
	A public transportation system to meet our state's & residents' diverse needs			None received.
14	A public transportation system to meet our state's & residents' diverse needs (cont.)			None received.

Chapter 1 Comments

Page	Topic	Date submitted	Organization	Comment
15	Intro	1/15/2016	Sound Transit Office of Planning and Development	It's unclear how the term "accessible" is intended in the given definition of "public transportation." Does this mean that a particular system/mode/vehicle meets all requirements of the Americans with Disabilities Act and related laws and regulations? Can privately-operated services that are not reasonably accessible to all members of the public really be considered "public"?
		1/15/2016	Sound Transit Office of Planning and Development	Are modes that achieve no measurable public benefit (social, environmental, economic) and justify no public subsidy, but convey only private benefits fully captured through market pricing, really be considered "public" regardless of the fact that they are available to any person who is willing to pay what the market will bear? Are creation of public benefit, justification of taxpayer subsidy or accessibility to the widest range of income levels not considerations in defining what constitutes a public service?
15	How public transportation is defined in this document	12/9/2015	Whatcom Council of Governments	The definition of public transportation is too broad. The context being that grants and funding could be more competitive under this broader definition. Further, the new definition is too broad to create meaningful change.
		1/15/2016	Sound Transit Office of Planning and Development	Public transportation in the draft Plan is defined "as any form of transportation, accessible and available to the public that does not involve a single person in a motorized vehicle. 'Public' in this sense refers to the access to the service, not to the ownership of the system providing the service." As described in the Plan, this definition is intentionally broad, but it would be useful to provide more specification of the key elements for the provision of public transportation. While this does reflect the state's role and interest in various forms of transit across the state, without any more description, the important narrative on how public transit can efficiently move large numbers of people is missing.
		1/15/2016	Community Transportation Association of the Northwest	We applaud the plan's broad discussion of public transportation to include modes of transportation that serve the public (or more than one person in a motorized vehicle). We feel it is also beneficial for our organizations and our communities to have the following outlined in the plan so that we may share a common language when discussing important issues: <ul style="list-style-type: none"> o The relationship of "traditionally defined public transportation" to the transportation system overall, as well as other forms of transportation, including the purpose and role of "traditionally defined public transportation"; o A distinction between Modes of transportation such as cars, buses, trucks, bicycles and walking (pedestrian transportation) and Infrastructure designed for various modes of transportation, such as bike lanes, roadways, sidewalks, and others; o The significance of use of public funds and publicly operated programs for "traditionally defined public transportation" (versus use of publicly funded infrastructure); o How "public transportation" is enhanced through auxiliary programs, such as gas vouchers, bus passes, subsidies and other services (including bicycles or specialized programs); and o A broad understanding of "Community Transportation" and "Special Needs Transportation" as part of both an enhanced view of public transportation, as well as "traditionally defined public transportation".

Page	Topic	Date submitted	Organization	Comment
15	How public transportation is defined in this document	1/15/2016	Community Transportation Association of the Northwest	Washington State is home to some of the most comprehensive Public Transit agencies in the nation, serving some of the largest and smallest communities across our state. "Community Transportation" often includes and compliments traditionally defined public transportation.
16	Examples of public transportation services/programs	11/13/2015	University of Washington	Bike sharing and Pronto: In two places?
		1/12/2016	Commute Seattle	Demand Management: Rework the CTR survey from a client relations perspective
17	Intro (cont.)	11/13/2015	University of Washington	Last paragraph: "and equipment (vanpools..." - add eg. Before vanpools
		10/28/2015	City of Kirkland	In Chapter 1, there could be a section on all the relationships between Transportation and Health (currently there's nothing).
		1/12/2016	Commute Seattle	Set targets for non-drive alone trips, TDM and demand management
		1/15/2016	Sound Transit Office of Planning and Development	Second paragraph, first sentence: You reference the Washington State Public Transportation Plan 2035 – do you mean the Washington Transportation Plan 2035?
18	Intro (cont.)	11/13/2015	University of Washington	Second paragraph, third bullet: "For example, King County" Should be "For example, in King county costs increased 25..."
		10/22/2015	Public Transportation Division, WSDOT	Third bullet: similar to the second bullet, we should be noting that reduced fixed route services is contributing to the rise in paratransit needs because the fringe clients that could use the fixed route, are forced to paratransit services because the reduction in serves affects them.
		1/5/2016	City of Kent	The City supports the emphasis on a multimodal transportation system, connected to regional and local systems. It discusses costs of infrastructure (page 18) but doesn't then clearly relate that to its adaptive transportation capacity (Table 1, page 76).
	Demographic trends			None received.
19	Image			None received.
20	Images			None received.
21	Washington's urban areas are growing/implications	10/22/2015	Public Transportation Division, WSDOT	recommend switching to increased # trips or something else. A 1% growth is not noteworthy and is likely counter communication
	Senior population is increasing/implications	10/22/2015	Public Transportation Division, WSDOT	important to talk about the distribution of these people, who are aging in place and thus more challenging to serve out in rural communities. this information doesn't talk about it, but just about how many and as a percent of the total.
22	Washington state and national demographics data	10/22/2015	Public Transportation Division, WSDOT	nice!

Page	Topic	Date submitted	Organization	Comment
23	Washington's population is becoming more diverse			None received.
	The numbers of people with special needs is growing throughout WA state/implications	1/15/2016	Community Transportation Association of the Northwest	Special Needs Transportation is part of both "Public Transportation" and "Community Transportation". We believe it is important to articulate and highlight how Special Needs Transportation is both inclusive of and more broad than "ADA Paratransit". Community Transportation Association of the Northwest is currently working on a project to clarify and enhance the use of the term "Special Needs Transportation". In part, this is to address different uses of the term throughout the industry, and also to address potential stigma associated with the terminology "special needs". RCW 81.66.10 uses the following definition: "Persons with special transportation needs" means those persons, including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase appropriate transportation. We recognize--in addition to physical abilities, mental health status, cognitive capacities, and income--geographic location, availability of transportation options and minor or dependent or guardianship status can impact a person's transportation needs.
		1/15/2016	Community Transportation Association of the Northwest	We believe the Washington State Public Transportation plan could have an important and valuable role in shaping and guiding our communities' awareness about the role of public transportation, and believe Special Needs Transportation, Specialized Transportation and Community Transportation should be highlighted prominently as invaluable to improving and enhancing the overall quality of life for everyone, particularly aging adults, people living with disabilities, veterans, people with lower incomes, and those in rural parts of our state.
24	Is the tide changing towards travel preferences ?	10/22/2015	Public Transportation Division, WSDOT	recommend not using sources/think tanks that are known or perceived as being overly liberal/conservative and/or site their data sources in addition to them for more stable.
25	Millennial population in the workforce is growing	11/13/2015	University of Washington	Third bullet: should be under "ongoing challenge: growing poverty in washington"
		10/22/2015	Public Transportation Division, WSDOT	This is not representative of our urban demographics which actually have the same or more Gen Xers than the other 2 cohorts. Also the Millennial group is counting WAY more years than the other cohorts, so this is misleading. with the high tech industries in King county, this is important. STOP overlooking the Gen Xers. It was appropriate 10 years ago, but our demographics don't match now. We are an anomaly.
		11/13/2015	University of Washington	"...85 percent in 2006.." - what dropped?

Page	Topic	Date submitted	Organization	Comment
25	Poverty is growing throughout Washington state, especially in rural areas			None received.
26-27	Areas of poverty map			None received.
28	Poverty is growing throughout Washington state, especially in rural areas (Cont)	10/22/2015	Public Transportation Division, WSDOT	Second to last paragraph: "ladder". I recommend using a different term even if someone else used it. It isn't a quote so find a better vernacular.
		1/15/2016	Sound Transit Office of Planning and Development	The last sentence of the first paragraph (beginning "These combined factors...") would flow more logically if it were included after the second paragraph.
		1/15/2016	Sound Transit Office of Planning and Development	Third paragraph, second sentence referring to Smart Growth America: An organization dedicated to bringing smart growth practices to communities has a vested interest in claiming that smart growth practices to communities has a vested interest in claiming that smart growth transportation strategies are fiscally responsible and cost less to build and maintain (in comparison to what, they do not say). The point being made here is not well-substantiated by the reference.
29	Images			None received.
30	Public transportation and the economy	10/22/2015	Public Transportation Division, WSDOT	First paragraph: recommend switching to positive statement. Ie help people be more resilient to economic variability
		10/22/2015	Public Transportation Division, WSDOT	First paragraph: recommend bolding the quote
		10/22/2015	Public Transportation Division, WSDOT	Third paragraph: "activity" - resiliency
		10/22/2015	Public Transportation Division, WSDOT	recommend bolding last sentence
		1/15/2016	Sound Transit Office of Planning and Development	The last two sentences in the second paragraph might need to give some recognition to the fact that latent roadway demand reduces or eliminates the actual congestion relief experienced, but that the value of public transportation is that more mobility (and economic value) is created for any given level of vehicle throughput of congestion.
		1/15/2016	Sound Transit Office of Planning and Development	The second sentence of the fourth paragraph (beginning "For example...") needs a citation to show the source of the \$11,000/year figure.
	10/22/2015	Public Transportation Division, WSDOT	Public transportation and the environment	First paragraph: "2.7 million gallons..." and X number of lanes are available for others or something like that.
31	Images			None received.
32	Images			None received.

Page	Topic	Date submitted	Organization	Comment
33	Trends in technology & public transportation	10/22/2015	Public Transportation Division, WSDOT	First paragraph: recommend not using buzz words like "big data, especially when the context isn't correct. open data has same buzz word issue, but is more accurate than big data. Inrexx, credit cards... et al use big data transits don't. think billions and billions of records, not millions.
		10/22/2015	Public Transportation Division, WSDOT	Second paragraph: recommend putting in parenthesis what a tube is for those who aren't familiar with this form of transportation.
		10/22/2015	Public Transportation Division, WSDOT	Second paragraph: access to publicly made available data is making this more competitive and customers are benefiting from better and better apps. Opendata!
		10/22/2015	Public Transportation Division, WSDOT	"knowledge": again. buzz word
		11/13/2015	University of Washington	Third paragraph: "...Citymapper app for a range..." should be "...Citymapper app and be given a range of..."
		1/15/2016	Sound Transit Office of Planning and Development	First sentence, second paragraph: Technology improvements are not necessarily "allowing people, regardless of age or disability, to access all forms of transport." Car sharing, bicycling (examples given) or transportation network company services are not available to people of all accessibility needs regardless of advances in mobile phone applications. By regulatory requirement, public transit systems can be said to meet that threshold but many other modes included in the broader "public transportation" definition do not.
		1/15/2016	Sound Transit Office of Planning and Development	The "Trends in technology and public transportation" section could benefit from a discussion about the need for diligence to ensure that mobility benefits are available to all members of the public, and that technology doesn't increase the risk of further disparities in accessibility or affordability of public transportation.
34	Images			None received.
35	Rural communities need continued support	11/13/2015	Jefferson Transit Authority	Attached is a PDF showing Jefferson Transit's ridership from January 2010 thru December of 2015. On page 35 of the Washington State Public Transportation Plan it says that "A majority of the rural fixed-route transit providers saw increases in passenger trips between 2010 and 2013. For example, Jefferson Transit Authority saw a nearly 100,000 increase in passenger trips during this period." We wish it was true; unfortunately, our statistics do not show that.
		10/22/2015	Public Transportation Division, WSDOT	recommend... Authority saw an increase of nearly 100,000 passenger trips....
		1/15/2016	Sound Transit Office of Planning and Development	Second paragraph: The 100,000 passenger increase at Jefferson Transit needs context to be compelling. What percent increase was this over the three years period referenced?
		11/23/2015	Jefferson Transit Authority	Attached is a PDF showing Jefferson Transit's ridership from January 2010 thru December of 2015. On page 35 of the Washington State Public Transportation Plan it says that "A majority of the rural fixed-route transit providers saw increases in passenger trips between 2010 and 2013. For example, Jefferson Transit Authority saw a nearly 100,000 increase in passenger trips during this period." We wish it was true; unfortunately, our statistics do not show that.

Page	Topic	Date submitted	Organization	Comment
35	Rural communities need continued support	11/23/2015	Jefferson Transit Authority	Follow-up comment per Stan: This one isn't as easy as simply updating a number. Page 35 uses Jefferson Transit as an example of ridership growth in rural areas. Given the updated number, I don't think they're a good example.
	Conclusion			None received.

Chapter 2 Comments

Page	Topic	Date submitted	Organization	Comment
36	Image			None received.
37	Intro	10/22/2015	Public Transportation Division, WSDOT	Third bullet: Increase resiliency
		11/13/2015	University of Washington	First bullet: "...access to jobs that benefit employees..." should be "...access to jobs which benefits employees..." - the benefit is from the access not the particular jobs
38	Intro (cont.)	10/22/2015	Public Transportation Division, WSDOT	wrong/inappropriate use of the word significant. recommend removing it.
		11/13/2015	University of Washington	Second paragraph: Makes it sound like this is the only WSDOT connection. Better to have this just be one example
		11/13/2015	University of Washington	Fourth paragraph: strike "demonstrative that collaboration.....underway" replace with "two recent examples of WSDOT's support of an integrated system approach."
		11/13/2015	University of Washington	Last paragraph: "...decision making to reach agreement on the highest-value"
		11/13/2015	University of Washington	Last paragraph: "...transportation are delivering improved results for communities."
	The state role in public transportation	9/25/2015	WSDOT	Likes the specific mention (Ch. Two, on page 38) of Strategic investments to integrate transportation modes and enhance transportation system performance – Prioritize and provide STATE PUBLIC TRANSPORTATION FUNDING to meet integrated system performance targets and address performance gaps. We have seen the benefits of "state" funding for outside of PTBAs transit access (intercounty connector – Whatcom, Skagit, Island Counties).
		11/13/2015	University of Washington	#3: I don't understand what this means
		1/12/2016	Commute Seattle	Facilitate the creation of a more complete transportation system that delivers the performance communities need: Engage in and strengthen land use and growth management
		1/15/2016	Sound Transit Office of Planning and Development	"The State Role in Public Transportation" section does not include ensuring equitable access to mobility (and the economic benefits it confers) for all members of the public, regardless of income or ability. This is a vital public interest that might be worth mentioning explicitly.
39	The state role in public transportation (cont.)			None received.
	Moving toward an integrated system	11/13/2015	University of Washington	Second paragraph: "This message is reinforced..." - should be "was"
40	Moving toward an integrated system (cont.)			None received.

Page	Topic	Date submitted	Organization	Comment
41	Moving toward an integrated system (cont.)	11/13/2015	University of Washington	Corridor sketch planning, 1st paragraph: "...capacity investments to cost-effective..."
		11/13/2015	University of Washington	Corridor sketch planning, last paragraph: "It is conceived..." - what is? Corridor sketch planning?
		11/13/2015	University of Washington	Corridor sketch planning, last paragraph: "It is also to be incorporated into the state's...." - will be? Directed to be? Expected to be?
	Case studies	11/13/2015	University of Washington	Case study #1, second paragraph: "...reliable and frequent mode of transportation TO participating medical..."
42	Case studies (cont.)			None received.
43	Case studies (cont.)	10/22/2015	Public Transportation Division, WSDOT	Case study #3: I don't know why, but I don't like how this one is used or maybe it is how it is communicated. isn't there a better or better written case study to use. The other 2 were easy to read and didn't have so much technical justification before getting to the point and said what they did to make it better. I think it is just the opening paragraphs that are the problem. the rest looks great.
		1/5/2016	Transportation Strategy Council	The document seems to have some scope creep, and I am not sure why. The best example of this can be seen in Case Study #2, which was a Complete Street project (sidewalks, bike trails, etc.), but does not appear to include a bus route (according to Spokane Transit's routes map). While the old adage that every transit rider starts as a pedestrian is true, this plan should be a public transportation plan (first) and not a non-motorized transportation plan or commute trip reduction plan. It is after all, called the Washington State Public Transportation Plan.
44	Case studies (cont.)	11/13/2015	University of Washington	Case study #2, top of pg 44: "...interdepartmental group FROM capital programs..."
		11/13/2015	University of Washington	Case study #3: odd that the third case study doesn't have an intro box
45	Case studies (cont.)	11/13/2015	University of Washington	Third case study, last paragraph: "...existing data and continuous improvement, keeping..." - doesn't flow/follow
46	Developing performance measures for public transportation	10/22/2015	Public Transportation Division, WSDOT	I don't know why but this seems too technical. there has to be a more public friendly way to communicate this.
		10/22/2015	Public Transportation Division, WSDOT	Maybe a different tactic like "how do we know if these new strategies are working? What are we trying to accomplish? what do we want to get out of the buses, p n r.....?" you know english.
		10/28/2015	City of Kirkland	In Chapter 2, there could be a section that describes WSDOT's support for Health and Equity to be included in Performance Measures, regionally or locally.

Page	Topic	Date submitted	Organization	Comment
46	Developing performance measures for public transportation	1/15/2016	Community Transportation Association of the Northwest	Community Transportation Association of the Northwest, in partnership with the Agency Council on Coordinated Transportation, is also developing a set of shared performance measures and best practices designed to strengthen Mobility Management & Travel Training programming. Through this process, we have identified four (4) characteristics of a comprehensive regional transportation system: <ul style="list-style-type: none"> o The region's physical infrastructure is capable of supporting people of all mobility capacities, including multi-modal transportation options. o There are transportation options available to meet the needs of people in the region, including people with supported mobility or specialized transportation needs. o People in the state or region know about and understand their options. o Customers/clients know how to, are able to, and do use transportation options that best meet their individual needs and goals.
	Current reporting includes:			None received.
47	Current reporting includes: (cont.)	11/13/2015	University of Washington	"Since 1979" bullet: last sentence, "...trend information on the performance measures mandated..."
		11/13/2015	University of Washington	"The Biennial Transportation" bullet: "...Transportation Attainment REPORT prepared by WSDOT..."
48	What does system performance mean?	10/22/2015	Public Transportation Division, WSDOT	Same comment: Maybe a different tactic like "how do we know if these new strategies are working? What are we trying to accomplish? what do we want to get out of the buses, p n r.....?" you know english.
		1/15/2016	Sound Transit Office of Planning and Development	Last paragraph implies that increasing density makes it more difficult to connect workers and employers. Increased density can make it easier to connect people to the things they need to get to because they are closer together. Consider revising or clarifying.
49	What does system performance mean?	11/13/2015	University of Washington	Third paragraph: "...derive from the services IT PROVIDES."
	What does system performance mean? (cont.)	11/13/2015	University of Washington	Third paragraph: "...community development beyond TRANSPORTATION system performance."
	Early actions	10/22/2015	Public Transportation Division, WSDOT	There should be an easy link between the last 2 sections and this one. We are telling a story and we want the reader to be able to follow along and not get lost. how do the performance measures link to the community approach?
50	Services for transit dependent groups	11/13/2015	University of Washington	First bullet: "...those who have access to public transportation services." (cut "and nonprofit-provided")
		11/13/2015	University of Washington	Second bullet: "...as a result of public transportation services." (strike "provided by public agencies and nonprofits) -- broad definition.
		1/15/2016	Sound Transit Office of Planning and Development	The "Services for transit dependent groups" includes only efforts to document the need; it should also include steps to monitor and improve performance in the role of public transportation to meet those needs (especially since this appears in the chapter focused on system performance).
	Next steps for public transportation	11/13/2015	University of Washington	WSPTP: I think this is the first use of this abbreviation

Chapter 3 Comments

Page	Section	Topic	Date submitted	Organization	Comment
51	Intro	Intro	10/28/2015	City of Kirkland	what is WSDOT's role in local planning efforts? The draft plan discussed goals and performance measures, but there wasn't much detail on how this benefits the local jurisdictions, the relationship WSDOT has with local jurisdictions, or even the role of local jurisdictions to support WSDOT's efforts.
		What will it take to get from here to there?	1/15/2016	Community Transportation Association of the Northwest	<p>Community Transportation and Special Needs Transportation Providers in particular often play a critical role in ensuring our vulnerable and disparately impacted populations gain independence and freedom once believed to be out of reach. Community Transportation Association of the Northwest is excited to see these important recognitions incorporated into the Chapter 3 action strategies for data collection, reporting and improving our system overall. In particular, we value:</p> <ul style="list-style-type: none"> o Incorporating data collection and reporting related to increased standards of living, community access and transportation; o Opportunities to eliminate transportation barriers, and increase the accessibility of transportation options and facilities for all residents; o Highlighting the role of public, private, for-profit and nonprofit partnerships in the comprehensive safe, affordable and effective delivery of transportation for our communities; and o Empowering communities with environmentally-friendly transportation options. <p>We believe it is important in Goal One, Thriving Communities, and Goal Two, Access, to specifically address Special Needs Transportation with strategies that measure the impact of transportation resources for populations with special transportation needs. Examples are provided on page 50 in Chapter Two – Services for Transit Dependent Groups and could be included as Early Actions in Chapter Three.</p>
52		What will it take to get from here to there? (cont.)			
53		Images			None received.
54-55	General table feedback		11/13/2015	University of Washington	Thriving communities, early actions, first bullet: partner with UW
			11/13/2015	University of Washington	Transportation system guardianship, early actions, last bullet: "...revenue options IN AREAS with demonstrated need..."
			1/5/2016	Transportation Strategy Council	The document has very few leads identified for the various early actions (4 out of the 23 early actions have leads identified), and no clear long-term goals are established for any of the topics. As a result, the implementation of the plan will be difficult. Also some of the early actions are not clearly written. For instance, the early action "Identify key barriers for delivery and expansion and begin pilot projects to address highest priority barriers, such as sharing information about riders to special needs services" is not clear (to me). What are the barriers (to travel, to service, or something else)?

Page	Section	Topic	Date submitted	Organization	Comment
54 - 55	Intro		1/15/2016	Sound Transit Office of Planning and Development	There is a chart of early actions on page 54 and 55 that could be undertaken to make progress on achieving the goals of the Plan in 2016; however, a lead has not been identified for most of these actions. We encourage WSDOT to take a lead or co-lead role in more of the early actions to ensure progress toward the Plan's goals in the near term. Sound Transit staff would welcome the opportunity to participate in developing a process to move this forward.
		Thriving communities			None received.
		Access			None received.
		Adaptive transportation capacity			None received.
		Customer experience			None received.
		Transportation system stewardship			None received.
56		Images			None received.
57	Goal 1: Thriving Communities	Intro	1/12/2016	Commute Seattle	Consider the tension between equity and efficiency; the two goals can be at odds
			1/12/2016	Commute Seattle	Encourage the federal government to provide/update public right of way guidelines
			1/15/2016	Sound Transit Office of Planning and Development	The term "high-frequency public transportation" needs more definition.
			1/15/2016	Community Transportation Association of the Northwest	Community Transportation Association of the Northwest applauds the plan's inclusion of aging adults, people with disabilities, those with lower incomes, and those living in rural areas. We recognize the importance of aging in place, expanding and growing rural communities, and using quality of life as a primary indicator of successful programs, services and community organizations. We also recognize increased standards of living--such as access to hospitals, employment, and de-institutionalization of our vulnerable residents--come with not only an improved quality of life for individuals and families impacted directly, but with a return on investment in the form of maintaining independent living with non-institutional care, improved health outcomes with access to health care, and aging in place with the ability to remain in their communities.
58		Economic benefits	10/28/2015	City of Kirkland	In Chapter 3, Goal 1, Health and Equity are discussed, but only in relationship to Economic Development and it's brief. There could be a larger section on the relationship with Active Transportation and how it relates to access to public transportation.
			1/15/2016	Sound Transit Office of Planning and Development	"Economic benefits" section: the statement that bike infrastructure creates 11.4 jobs per \$1 million spent needs a citation and more context. Are these construction-related jobs? Jobs enabled by increased bike use?

Page	Section	Topic	Date submitted	Organization	Comment	
58	Goal 1: Thriving Communities	Increased property values	1/15/2016	Sound Transit Office of Planning and Development	"Increased property values" section: the statement that "residential property values performed 42 percent better" needs additional explanation (what does "perform" mean) or citation/reference to get additional context. Is the 42% derived from the graphic on the following page?	
59		First graphic: percent change in average residential sales prices relative to the region			None received.	
60		Second graphic: Average value 2009 property	11/13/2015	University of Washington	First bullet: \$23,000 and second bullet - duplicate or coincidence?	
			11/13/2015	University of Washington	Third bullet: "effort" should be effect	
			11/13/2015	University of Washington	Source: "3" - part of title?	
60		Images			None received.	
61		Making communities work better	11/13/2015	University of Washington	"...longtime residents to areas, RESULTING IN reduced access to jobs...."	
			1/5/2016	Transportation Strategy Council	A focus on public transportation (and handling of pedestrians and bikes only as they relate to public transportation) would improve the document (from my perspective). For instance, safety and mobility solutions are important for people getting to bus stops (which is why an articulation of complete streets as a strategies is valuable). But a variety of other issues are also important, including siting bus stops in safe locations, and locating bus stops and routes near concentrations of people. These items may be obvious, but in working with a small transit provider they weren't (and the capacity didn't exist to identify more appropriate solutions).	
62		Evaluating thriving communities	Equitable Transportation			None received.
			1/15/2016	Sound Transit Office of Planning and Development	Given the study cited on page 28 (footnote 39 re: longitudinal study of upward mobility & relationship to commute time), consider adding an "Evaluation Measure to be Developed" to measure upward mobility out of poverty	
	The "Evaluating Thriving Communities", "Strategies" and "Early Actions" sections don't seem to flow well from the prior discussions or mesh well together. Where are "healthy people" addressed?					
	Strategies				None received.	

Page	Section	Topic	Date submitted	Organization	Comment
63	Goal 1: Thriving Communities	Early actions	1/4/2016	City of Kent	In the last early action, why not phrase this as, "Include health and equity in the WA Transportation Plan goals" instead of "initiate discussion to include..."?
			1/5/2016	City of Kent	This item may be covered in the early action bullet pertaining to policies on transportation and public health (page 63). If so, there should be an introductory discussion recognizing the public transportation system's contribution to greenhouse gas emissions reduction in terms of how transportation equipment itself can contribute to GHG reductions, e.g., uses of cleaner alternative fuels, less diesel usage, providing electric vehicle infrastructure, and so forth. Similarly and related to GHG reduction, and although mentioned in measurements pertaining to thriving communities, the impacts of transportation systems on health in terms of proximity to freeways, bus routes, and so forth should be discussed.
			1/12/2016	Commute Seattle	Early action – what's thriving – the community or the benchmark? Rework the action.
64	Goal 2: Access	Images			None received.
65		Intro	11/13/2015	University of Washington	Italicized: "...people of all ages, ABILITIES, and geographic..."
			11/13/2015	University of Washington	Second paragraph: "The LIMITED administrative capacity at some of the smaller nonprofits HAS STRESSED their ability to provide..."
			11/13/2015	University of Washington	Third paragraph: "...distance commuting would CONSUME a disproportionate..."
			1/5/2016	City of Kent	In the Access section (starting on page 65), there should be mention of shared use strategies pertaining to excess parking. King County is working on such a policy for multifamily developments where during the day excess parking could be utilized by transit commuters as a park 'n ride type of facility. Furthermore, the City heard at the alternative transportation workshop that increased public transportation also provides cost savings to them in terms of not having utilize land to build additional parking lots; this should be at least discussed or mentioned in introductory paragraphs.
			1/12/2016	Commute Seattle	Allow local partners more of a voice; example – no transit priority on SR 99 during construction closures
			1/12/2016	Commute Seattle	Identify opportunities to enhance access in efficient ways
			1/12/2016	Commute Seattle	Better describe what we mean by system redundancies
1/15/2016	Community Transportation Association of the Northwest	We believe the purpose of "Community Transportation" is to ensure all people, regardless of age, income or ability, are able to access their communities by getting from their homes or places of origin to their desired or required destinations in order to access basic needs including, but not limited to medical care, mental health care, employment, educational opportunities, government, services, and others.			

Page	Section	Topic	Date submitted	Organization	Comment
65	Goal 2: Access	Intro	1/15/2016	Community Transportation Association of the Northwest	<p>Community Transportation Association of the Northwest uses a “mobility model” to define a person’s “mobility capacity”. According to our model, every person has a “mobility capacity” which is either independent or supported. Our “mobility capacity” is influenced by our physical abilities, mental health status, and cognitive capacities. Age is often a correlating factor, and our mobility capacities often change throughout our lifespan.</p> <p>Those of us with supported mobility capacities often utilize the assistance of others, or specialized technologies, such as mobility devices (including, wheelchairs, crutches or walkers), in order to be “mobile”.</p> <p>In this definition, mobility devices--such as wheel-chairs, crutches or walkers--are designed to support an individual’s mobility, whereas a car or bus would be used to transport the person (including his/her mobility device if needed) from one location to another. A bicycle would be a form of transportation, rather than a mobility device. We believe the Washington State Public Transportation Plan is the perfect place to help educate and inform our communities, stakeholders and decision-makers about a broader understanding of “mobility capacities” and how accessible transportation is not only essential for vulnerable or disparately impacted populations, but for all of us in Washington State.</p>
66		Increased demand for public transportation			None received.
		Emerging trends	11/13/2015	University of Washington	Last paragraph: "As a result, IN THE CENTRAL PUGET SOUND REGION there have been 30,000 fewer cars on the road daily, 13,000 fewer hours of traffic delay DAILY, and millions..."
			1/12/2016	Commute Seattle	Provide rideshare vehicles access to roadway facilities restricted to transit
67		Images			None received.
68		Emerging trends (cont.)			None received.
		Evaluating access			None received.
		Strategies	1/15/2016	Community Transportation Association of the Northwest	<p>Community Transportation Association of the Northwest promotes the importance of including transportation as a critical component of emergency preparedness, particularly for our state’s most vulnerable populations.</p> <p>We believe the Washington State Public Transportation Plan is also a perfect place to educate our communities, stakeholders and decision-makers about the importance of ensuring emergency and disaster plans incorporate transportation agreements and action plans, with a focus on partnerships between community and services agencies; public, nonprofit and for-profit transportation providers; law enforcement; and local offices of emergency management.</p>

Page	Section	Topic	Date submitted	Organization	Comment
69	Goal 2: Access	Early actions	11/13/2015	University of Washington	Second bullet point: match "park and ride", include "jurisdictions" after "local"
			11/13/2015	University of Washington	Fourth bullet: "...delivery and expansion OF SERVICE and begin..."; replace "to" with "between"
			11/13/2015	University of Washington	Last bullet: replace "transit providers" with "road/sidewalk providers"
			1/4/2016	City of Kent	The second early action is valuable ("develop a park and ride policy with locals to address barriers to operation and management of Park 'n Rides"). However, this early action should also include a similar analysis of parking facilities at transit stations since the two are very similar.
			1/4/2016	City of Kent	Also with regards to the second early action, Sound Transit has already developed such a policy. The Access to Transit Working group run by PSRC is another example of where this work is being done.
			1/4/2016	City of Kent	WSDOT has assets such as park and rides that are underperforming. In order to manage these assets, we need clarity from FHWA official regarding parking management in lots where one or both contributed funding to the facility. For example, initiating parking permits is one way to better manage parking, but requires clarity from FHWA.
			1/15/2016	Sound Transit Office of Planning and Development	Early actions, second bullet: presumably "locals" refers to local governments and transit agencies; consider articulating this.
70	Goal 3: Adaptive Transportation Capacity	Images			None received.
71	Adaptive Transportation Capacity	intro	1/12/2016	Commute Seattle	Support for shared mobility, new technology, land use and universal design
			1/12/2016	Commute Seattle	need to add something relevant to rural communities
72	Adaptive Transportation Capacity	How adaptive capacity works: dome examples	1/5/2016	City of Kent	The draft plan recognizes the increasing diversity of the State's population but doesn't seem to mention the different public transportation expectations of this diverse population, e.g., tracking dial-a-ride locations and times of day in highly diverse areas to determine new routes or pick-up services. (We heard something similar voiced in our 2015 workshop on alternative transportation needs.) This is somewhat address on page 72, where ride-hailing is mentioned as an individual adaptive strategy but it seems to come 'out of the blue' with no prior introductory discussion.
73		Intro (cont.)	1/15/2016	Community Transportation Association of the Northwest	We believe it is important for the plan to incorporate the critical role of public, nonprofit and for-profit "Community Transportation" providers (such as taxi's, limos and for-hire vehicles, and including Special Needs Transportation Providers) that exist both to compliment Public Transit, and to provide all "public transportation" in areas where no public transit agency is available.

Page	Section	Topic	Date submitted	Organization	Comment	
74	Goal 3: Adaptive Transportation Capacity	Park and Ride inventory			None received.	
75		Park and Ride inventory (cont)			None received.	
76		Intro (cont.)				None received.
		Table 1	1/5/2016	Transportation Strategy Council	A focus on public transportation in Table 1 (Non-Lane Widening Strategies to Improve Capacity) would also encourage the inclusion of several additional strategies, beyond just designing streets to move vehicles. Strategies such as bus stop spacing, on or off-board fair purchasing, etc. all enhance the capacity of public transportation systems by encouraging the routes themselves to run faster (for a good description of these items see Jarret Walker's book, Human Transit: How Clearer Thinking about Public Transit Can Enrich Our Communities and Our Lives). None of these items are mentioned within the report.	
		Evaluating adaptive transportation capacity	11/13/2015	University of Washington	Pg 76: Add "safe" under desired outcomes	
			1/5/2016	City of Kent	For measures pertaining to adaptive transportation capacity (page 76), I'm not sure measuring "increased capacity without new/widened lanes" is the only appropriate measurement. Shouldn't there also be a measurement of increased ridership?	
77		Strategies			None received.	
		Early actions	1/12/2016	Commute Seattle	need more action	
			1/15/2016	Sound Transit Office of Planning and Development	The Innovation Lab proposal to better understand and adapt to the many changes and advances discussed throughout the report is a valuable idea that should be highlighted in the introduction and conclusion.	
78		Goal 4: Customer Experience	Images			None received.
79	Intro	11/13/2015	University of Washington	First paragraph, last sentence: take out "so"		
		1/12/2016	Commute Seattle	Expand CTR		
		1/12/2016	Commute Seattle	Don't just inventory and share information – convene, facilitate and problem solve		
		1/12/2016	Commute Seattle	Cite enforcement strategies in other documents		
		1/15/2016	Sound Transit Office of Planning and Development	Consider adding the word "affordable" to the goal definition.		

Page	Section	Topic	Date submitted	Organization	Comment	
79	Goal 4: Customer Experience	Intro	1/15/2016	Sound Transit Office of Planning and Development	Third paragraph, fifth bullet: how is the cost of driving alone defined here? Out of pocket cost? Cost including externalities? This also seems like a really unrealistic goal considering the definition of public transit used here, which includes taxis and TNCs, which are more expensive than driving alone because it involves all the same costs of driving alone plus paying the driver. Not all services are or will be affordable to customers of all income levels.	
80		Intro (cont.)			None received.	
		Evaluating customer experience			None received.	
81		Strategies	1/15/2016	Sound Transit Office of Planning and Development	Security is mentioned in the Strategies (bullet 1) and Early Actions (bullet 6) but appears to be unrelated to the goal of Customer Experience. Consider adding content about security or removing references to it.	
		Early actions		11/13/2015	University of Washington	Pg 81: first bullet: "such as fare and bicycle information" - take out, too narrow
				11/13/2015	University of Washington	Last bullet: take out. Repetitive
				1/4/2016	City of Kent	King County Metro and Sound Transit's planning efforts indicate an increasingly transfer-based strategy. Bus lines will generally support light rail in the Central Puget Sound area. WSDOT's plan should address the customer experience challenges of this transition.
				1/4/2016	City of Kent	In the measures section, you've listed "customer satisfaction for select providers." Is there a way to measure customer satisfaction when transferring between providers? As public transportation in the Central Puget Sound area becomes more integrated, customer satisfaction must remain high.
				1/4/2016	City of Kent	We suggest re-wording the first strategy to, "Deploy best practices in safety, security and equity." Equity is not only something that informs other strategies, it should be a strategy in and of itself. It is also integral to safety and security, as a person's lived experience with inequity will shape their perceptions of safety and security.
				1/4/2016	City of Kent	The forth early action ("Develop processes and tools to more effectively and efficiently obtain customer input") could be re-worded to show commitment to engaging with folks traditionally left out of the conversation. Perhaps it could say "more effectively and equitably" obtain input or something similar.
			1/12/2016	Commute Seattle	– Identify and promote strategies to reverse growth in pedestrian and bicycle fatalities and injuries: Strengthen criminal statutes related to vehicular assault, the ticket for hitting a pedestrian or bicyclist should be more than \$183	
			1/12/2016	Commute Seattle	Early actions – encourage is a weak term, gaps analysis is too specific	
			1/15/2016	Sound Transit Office of Planning and Development	Last bullet is a repeat of second bullet under Early Actions.	

Page	Section	Topic	Date submitted	Organization	Comment	
82	Goal 5: Transportation System Guardianship	Images			None received.	
83		Intro	1/12/2016	Commute Seattle	Transportation system guardianship should reference efforts to reinstate more federal money for public transportation	
			1/12/2016	Commute Seattle	Protect implies status quo – change the word	
			1/12/2016	Commute Seattle	Conserve also implies status quo	
			1/12/2016	Commute Seattle	Consider renaming this category to operations	
84		Intro (cont.)	11/13/2015	University of Washington	Investment paragraph needs more context/explanation	
			11/13/2015	University of Washington	Second to last paragraph: King County Metro example - need different example since this is a Central Puget Sound agency	
85		Intro (cont.)	Quote			None received.
			1/5/2016	City of Kent	Under transportation system guardianship, there is mention of sales tax revenue decrease through the recession, but there should also be mention of the significant negative effects of the Streamlined Sales Tax measure on cities such as Kent who are expected as a regional growth center and manufacturing/industrial center to absorb a good share of the region's projected growth in population and employment. Additionally, I think the plan should mention the Puget Sound Region's centers-based growth strategy.	
			1/15/2016	Community Transportation Association of the Northwest	Specialized transportation, including specialized transportation programming, is designed specifically to accommodate an individual's transportation needs regardless of age, ability, income, geographic location, or dependent or caregiver status. We view "specialized transportation" as a significant component of "public transportation" and "community transportation" and acknowledge it is provided by all of the following: public transit agencies; for-profit companies; nonprofit organizations; government and tribal agencies; and unincorporated community groups and agencies, religious organizations, and individuals.	
		1/15/2016	Community Transportation Association of the Northwest	We believe "Specialized Transportation" or "Supported Mobility Transportation" includes services that: <ul style="list-style-type: none"> o Have a vehicle designed to meet various mobility capacities and needs (seating, ramps, accessible loading, etc.) o Has a driver who has received training to work with various populations, including those living with various abilities, mental and cognitive capacities, and those from various backgrounds. o Has internal rules and regulations designed to promote safety of operators, passengers and the public; o Provides Location/Destination specific options, including pick-up and drop-off; and o Includes up to door-to-door, door-through-door, and hand-to-hand services. 		

Page	Section	Topic	Date submitted	Organization	Comment
86	Goal 5: Transportation System Guardianship	Intro (cont.)			None received.
		Evaluating transportation stewardship			None received.
87		Strategies	1/15/2016	Sound Transit Office of Planning and Development	The “test pilot service concepts...” strategy might be better fit under Goal 3 than here under Goal 5.
		Early actions	1/4/2016	City of Kent	Transportation System Guardianship Goal 5 has both a strategy and an action to develop a dashboard monitoring multimodal performance indicators. It would be good to know what performance indicators WSDOT plans on monitoring, and whether they will push for innovative performance metrics such as health and wellness outcomes, rather than just raw numbers. Given the increasing availability of data, as well as the emerging understanding of the overlap between health and multimodal transportation, integrating health metrics into this performance monitoring would be wise. For instance, on page 62, though “healthy people” is a desired outcome, none of the measures to be developed mention health outcome monitoring (besides air quality, which is related to health but only one component of many).
			1/15/2016	Sound Transit Office of Planning and Development	Early actions, third bullet: How is the Innovation Performance Program different from Goal 3’s “innovation lab?”

Conclusion Comments

Page	Date submitted	Organization	Comment
88	11/13/2015	University of Washington	First paragraph: "...baby boomer population, [insert] as well as more people choosing various forms of public transportation as their option of choice."

Glossary Comments

Page	Date submitted	Organization	Comment
95	10/28/2015	Spokane Transit	<p>PARATRANSIT: [wrong definition] Paratransit: A wheelchair-accessible, shared-ride service for individuals when the effects of their disabilities prevent them from using the fixed-route system all of the time or some of the time. Service is provided within the same days and hours as the fixed-route service. Paratransit is provided within an area that is, at least, three-quarters of a mile on all sides of each fixed route. The service is provided from origin to destination and is either a curb-to-curb or door-to-door. Public transit agencies are required to provide comparable complementary Paratransit service that meets or exceeds the Federal Transit Administration requirements for compliance with the Americans with Disabilities Act.</p>
95	10/28/2015	Spokane Transit	<p>Also, the above definition states that it is similar to Demand Responsive Transit, but I don't see a definition for Demand Responsive Transit.</p>
95	10/28/2015	Spokane Transit	<p>SPECIAL NEEDS: [wrong definition] Really???? Who knew??? I'm pretty sure the ADA does not consider paratransit service "special."</p> <p>Special needs: Particular requirements resulting from learning difficulties, physical or cognitive disabilities, emotional, psychological, and/or behavioral difficulties.</p> <p>Per the Americans with Disabilities Act, transit agencies must provide fixed-route transportation that is accessible for people with disabilities. Paratransit service is a comparable complementary accessible service available to people who are disabled when the effects of their disabilities prevent them from using the fixed-route system some of the time or all of the time.</p>