

Transportation Priorities Survey for the Thurston Region

Do you live, work, go to school, shop or relax in Thurston County? Then you are a local transportation expert. You travel here. So, lend us your expertise. Take this short survey to tell policy makers about your transportation priorities. Where would you invest?

1. What we need from the transportation system may differ depending on our age, income, ability, employment, and many other factors. Transportation planning requires that we not just consider what an individual needs, but also what is important to the larger community. For example, I may need to drive my car every day, but I think that transit is a critical transportation investment for our community and the economic vitality of the Thurston region.

What are the top transportation priorities in Thurston County? Consider these three viewpoints as you answer.

	For Me (choose up to 4)	For the Community (choose up to 4)	For Commerce (choose up to 4)
Add more bus service between counties	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Expand vanpooling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend commuter rail from Lakewood to Lacey/Centennial Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Get more people to reduce how often they travel alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Add more park-and-ride lots to support carpooling and riding the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Widen I-5 to add a high-occupancy vehicle (HOV) lane in each direction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Add lanes to more local roads and link unconnected streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charge user fees on the freeway, such as in high-occupancy toll (HOT) lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use more technology on the freeway to manage the flow of traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Add more bike lanes to existing streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Install more sidewalks and crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide more local bus service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintain para-transit service for people with limited mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Add more major pedestrian and bicycle trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintain rural transit service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Build a new local light rail or trolley service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do more pavement repair and roadway maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Replace buses to keep the fleet in good repair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Expand the transit operations and maintenance center	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase bridge repair and replacement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve environmental conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please describe)

2. Did you use the online transportation budget calculator to explore funding your transportation priorities?

- Yes
- No (you will skip to question 8)

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3. The challenge was to spend up to \$500 to make transportation improvements. Was \$500 enough to fund what's most needed?

- Yes
- No

4. When you finished adding all your priorities, how big was your final budget?

- \$0 to \$500
- \$500 to \$1,000
- \$1,000 to \$1,500
- More than \$1,500

5. Was the budget calculator helpful to you in considering transportation priorities?

- Yes
- No

6. Did your priorities change when trying to fit them into the \$500 budget?

- Yes
- No

7. If you were to invest in just one of the most expensive items included in the budget calculator, knowing it would divert a substantial amount from other transportation projects, what would you choose? (Choose 1)

- Extend commuter rail from Lakewood to Lacey/Centennial Station
- Widen I-5 to add a high-occupancy vehicle (HOV) lane in each direction
- Build a new local light rail or trolley service
- Fund a combination of other lower cost options
- Don't invest more in the transportation system

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8. Consider the transportation system objectives listed below.

We'd like to fully meet each of the objectives, but funding is limited. What are the long-term investment priorities for the Thurston region?

Rank the priorities in order of importance. (1=most important, 5=least important)

<input type="text"/>	EXPAND TRAVEL OPTIONS - Provide more alternatives for people to travel without driving cars.
<input type="text"/>	IMPROVE MOBILITY - Make travel more predictable for moving people and goods.
<input type="text"/>	MAINTAIN THE SYSTEM - Keep the transportation system in good repair to extend the life of our investments.
<input type="text"/>	INCREASE EFFICIENCY - Help the existing system work more smoothly, using fewer vehicles to move people and goods.
<input type="text"/>	BOOST ECONOMIC VITALITY- Focus on investments that support trade, employment, and productivity.

9. In 10 years, how do you think your transportation needs will change?

I expect to ...

	More	Less	Same	Not at all
Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride the bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool or vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Telework	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride the train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If other, please describe:

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10. Why do you think your needs may change in 10 years? (up to 1000 characters)

11. In general, would you support or oppose raising some transportation taxes and fees to increase funding for those transportation priorities you feel are important?

- Support
- Oppose
- Not sure

Comments:

12. Where do you live?

- | | |
|-------------------------------|--|
| <input type="radio"/> Bucoda | <input type="radio"/> Tumwater |
| <input type="radio"/> Lacey | <input type="radio"/> Yelm |
| <input type="radio"/> Olympia | <input type="radio"/> Unincorporated Thurston County (outside city limits) |
| <input type="radio"/> Rainier | <input type="radio"/> Joint Base Lewis McChord |
| <input type="radio"/> Tenino | <input type="radio"/> Outside Thurston County |

Other:

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13. Where do you work?

- Bucoda
- Lacey
- Olympia
- Rainier
- Tenino
- Tumwater
- Yelm
- Unincorporated Thurston County (outside city limits)
- Joint Base Lewis McChord
- Outside Thurston County
- Retired
- Not employed

Other:

14. Age?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older

15. Gender?

- Female
- Male
- Other

16. Race/Ethnicity? (Choose 1)

- Pacific Islander
- Native American/Indian
- Mexican American/Hispanic
- Latino
- Caucasian/White
- Black/African American
- Asian American
- Two or more
- Other

17. Approximate annual household income (before taxes)?

- Under \$25,000
- \$25,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 or more

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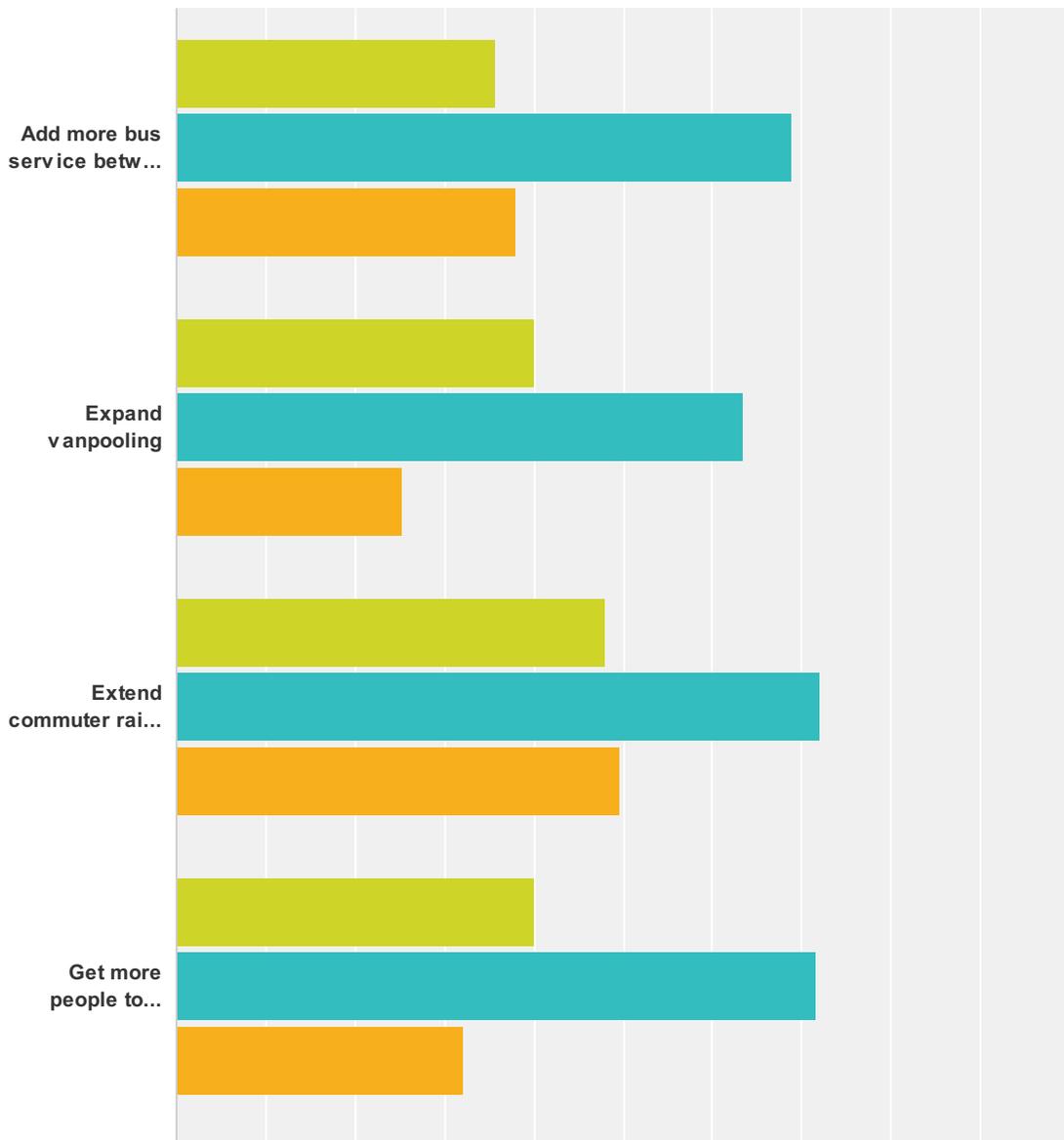
18. Is there any other information you'd like to provide about transportation priorities, needs, or preferences? (up to 1000 characters)

Would you like to participate in other transportation survey or planning efforts? If so, please provide your name and contact information:

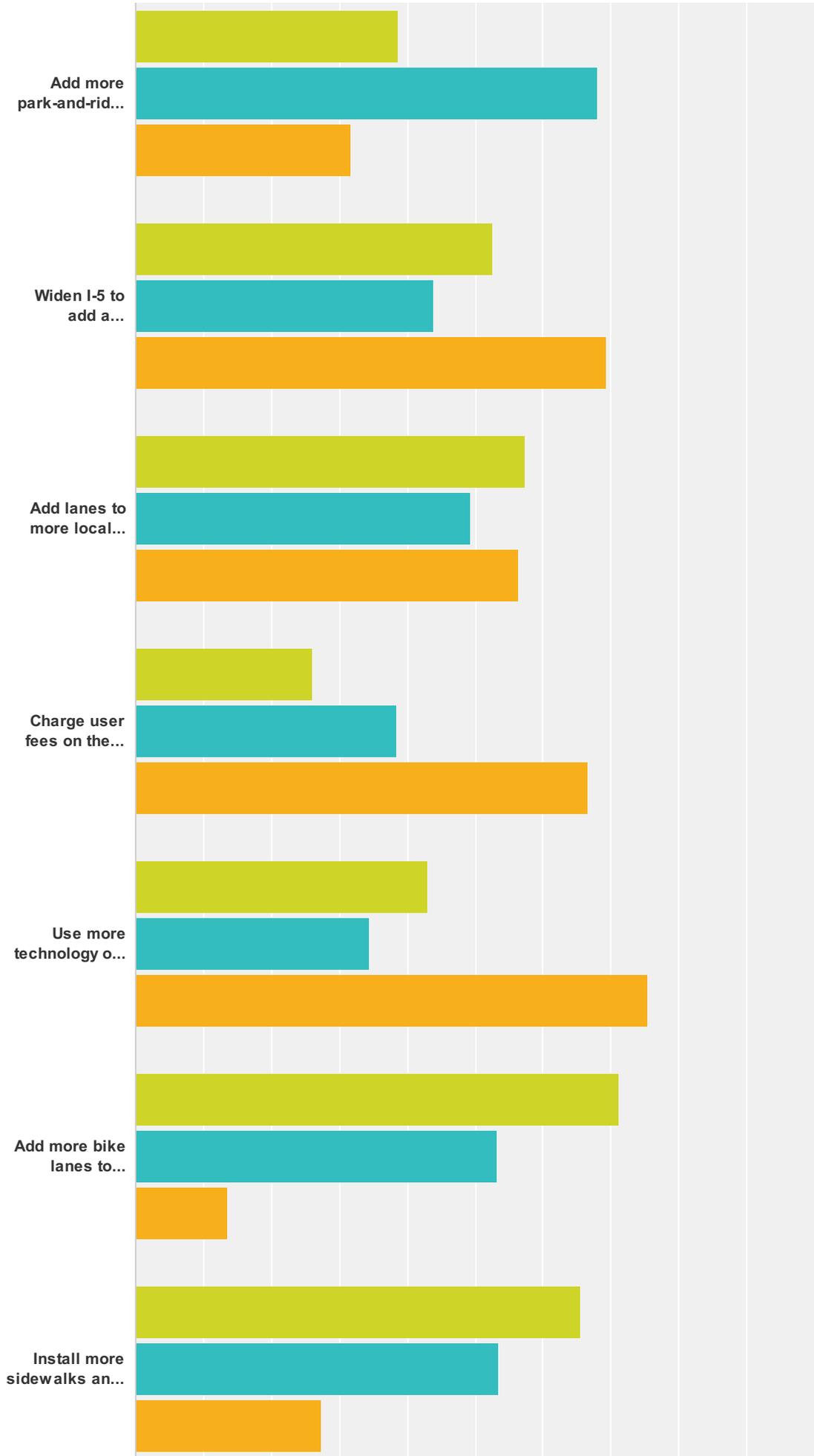
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Email	<input type="text"/>
Phone (optional)	<input type="text"/>

Q1 1. What we need from the transportation system may differ depending on our age, income, ability, employment, and many other factors. Transportation planning requires that we not just consider what an individual needs, but also what is important to the larger community. For example, I may need to drive my car every day, but I think that transit is a critical transportation investment for our community and the economic vitality of the Thurston region. What are the top transportation priorities in Thurston County? Consider these three viewpoints as you answer.

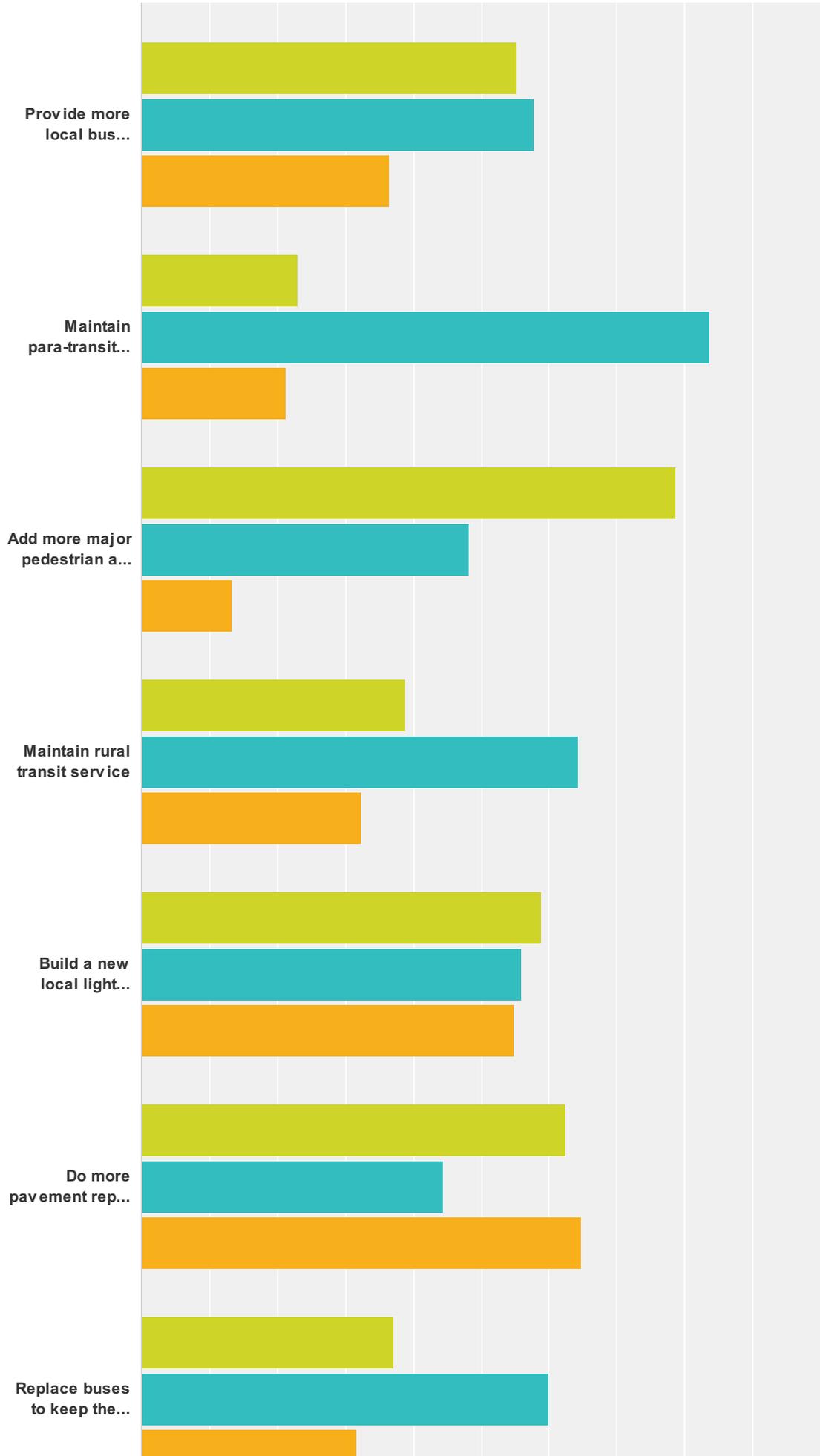
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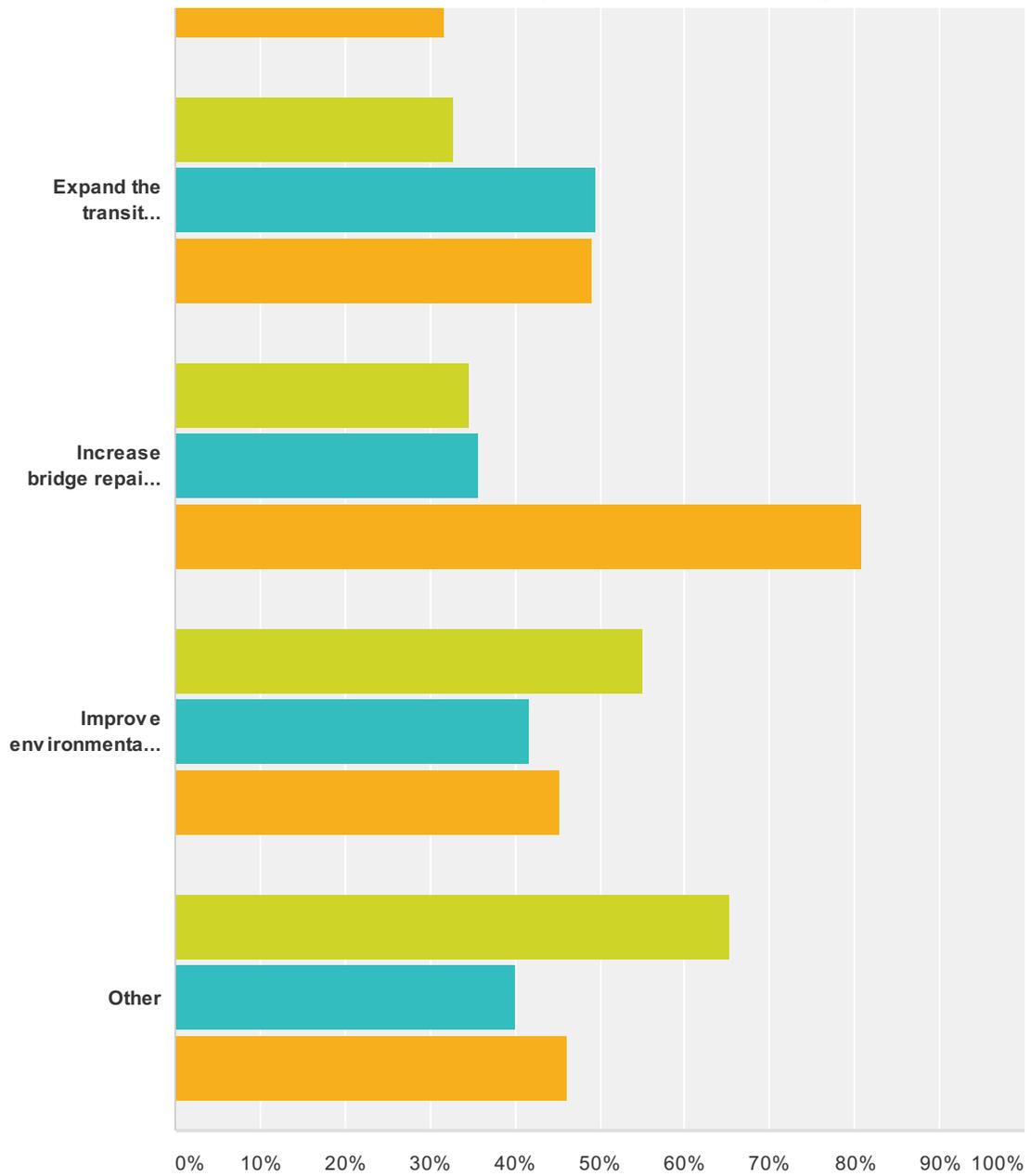
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■ For Me (choose up to 4)
 ■ For the Community (choose up to 4)
 ■ For Commerce (choose up to 4)

	For Me (choose up to 4)	For the Community (choose up to 4)	For Commerce (choose up to 4)	Total Respondents
Add more bus service between counties	35.69% 257	68.89% 496	37.92% 273	720
Expand vanpooling	40.19% 129	63.55% 204	25.23% 81	321
Extend commuter rail from Lakewood to Lacey/Centennial Station	48.09% 377	71.94% 564	49.62% 389	784
Get more people to reduce how often they travel alone	40.08% 208	71.68% 372	32.18% 167	519

Add more park-and-ride lots to support

38.66%
4 / 138

68.07%

31.72%

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Add more parking and lots to support carpooling and riding the bus	55.85% 184	55.97% 324	51.12% 151	476
Widen I-5 to add a high-occupancy vehicle (HOV) lane in each direction	52.63% 350	43.76% 291	69.32% 461	665
Add lanes to more local roads and link unconnected streets	57.37% 253	49.21% 217	56.46% 249	441
Charge user fees on the freeway, such as in high-occupancy toll (HOT) lanes	26.12% 64	38.37% 94	66.53% 163	245
Use more technology on the freeway to manage the flow of traffic	43.06% 248	34.55% 199	75.35% 434	576
Add more bike lanes to existing streets	71.21% 366	53.31% 274	13.62% 70	514
Install more sidewalks and crosswalks	65.59% 326	53.52% 266	27.36% 136	497
Provide more local bus service	55.32% 369	57.87% 386	36.43% 243	667
Maintain para-transit service for people with limited mobility	22.94% 89	83.76% 325	21.39% 83	388
Add more major pedestrian and bicycle trails	78.75% 415	48.20% 254	13.28% 70	527
Maintain rural transit service	38.78% 178	64.27% 295	32.46% 149	459
Build a new local light rail or trolley service	58.87% 302	55.95% 287	54.97% 282	513
Do more pavement repair and roadway maintenance	62.44% 502	44.53% 358	64.80% 521	804
Replace buses to keep the fleet in good repair	37.23% 121	60.00% 195	31.69% 103	325
Expand the transit operations and maintenance center	32.81% 63	49.48% 95	48.96% 94	192
Increase bridge repair and replacement	34.58% 204	35.76% 211	80.85% 477	590
Improve environmental conditions	55.08% 179	41.85% 136	45.23% 147	325
Other	65.38% 85	40.00% 52	46.15% 60	130

#	Other (please describe)	Date
1	increase number of quick charge EV charging stations -- preferably free.	6/2/2014 8:48 AM
2	increase number of quick charge EV charging stations -- preferably free.	6/2/2014 8:48 AM
3	More lanes on I-5 for general purpose travel.	5/31/2014 3:23 PM
4	Some type of incentive to ride motorcycles/scooters which also cuts down on pollution and cuts down on congestion on all roads. The cost of tags for these vehicles has gone through the roof!	5/27/2014 6:48 PM
5	Focus on improving transportation within Oly-Lacey Tumwater, rather than on transportation between O-L-T and Tacoma or Seattle.	5/26/2014 5:03 PM
6	Make it easier and safe to use the bus.	5/25/2014 4:27 PM
7	Embrace zoning and other measures that encourage mixed-use density in urban cores and corridors, decreasing reliance on cars and increasing walkable and bike-friendly neighborhoods with places to live, go business, and provide for local needs.	5/25/2014 10:09 AM

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8	Something needs to be done to encourage bicyclists to adhere to the rules of the road. I am frequently forced to take avasive action to avoid a bicyclist in violation of bicycle rules. I suggest that serious violators be ticketed by police just as motorists would be.	5/23/2014 1:09 PM
9	Make the light rail from Olympia to seattle faster by using modern technology. I would like to see a monorail or maglev train. If the time to commute is faster than one hour to get from the Olympia area to the Seattle area, the route would be packed.	5/22/2014 10:16 AM
10	install trees that don't damage the roads remove the ones damaging the roads and blocking intersections	5/21/2014 4:09 PM
11	Provide motorcycle/moped parking at a reduced rate/or free to incouage more use of this type transportation. Motorcycles use far less fuel, take up less space and do very minimule wear and tear of the streets.	5/21/2014 8:19 AM
12	Create a light rail system independent of the standard rail system. Portland is on "track" with the rail system. Use the interstate right of way as multiple use transportation corridor. More people off the road and less future maintenance, commerce will thrive by moving rapidly without delay.	5/20/2014 3:42 PM
13	Make public transit a realistic option for people who live out of the city limits and who must transport kids regularly.	5/19/2014 11:41 AM
14	A train system originating at the Brewery and ending at Seattle.	5/17/2014 2:42 PM
15	The answer is not to build more roads. We need to reduce our mobility (driving to everything).	5/15/2014 12:15 PM
16	Improve directional signs; make it easier to navigate the streets if you are from out of town.	5/15/2014 12:02 PM
17	The program would not allow me to chose!	5/15/2014 11:52 AM
18	I believe the current Intercity Transit bus system is very underutilized. Suggest considering swapping out the big (usually nearly empty) buses for some smaller vehicles. The big buses also have difficulty maneuvering through the downtown area and generally take two lanes to do so. That creates additional congestion, frustration, and dangerous situations.	5/15/2014 7:55 AM
19	We should have a commuter rail system that goes directly between Olympia and Seattle. The existing Amtrak station is so far out of town that people hardly use it, hence its frequent struggles to stay open. Providing a direct train line up and down the coast with easy boarding access in town would decrease congestion on the area highways and provide a more sustainable alternative for the commuter corridor.	5/14/2014 5:01 PM
20	1. Establish more secondary bus hubs or expand bus pickup location and busses should pick up around Bush prairie/airport area.	5/14/2014 4:09 PM
21	Move the Lacey train station to a more central location	5/14/2014 11:36 AM
22	I would install an overpass from the lower roundabout above 4th ave bridge and extend it east where Pacific and Martin Way split. It would have 2 lanes for vehicles and 2 lanes for bicycles. "If you build it, they will use it."	5/14/2014 9:54 AM
23	Additional exit off SR 101 to the westside of Olympia (other than Black Lake Blvd.).	5/14/2014 9:48 AM
24	The opening scene of the video is someone using their car. The ONE thing we can do to reduce carbon emmissions is to STOP driving our cars. I use my LEGS to do most of my transporting, supplementing with bus and bicycle use. The bus transit here is very good and I can meet all my non walking, non bike riding transportation needs riding the bus. I'm stunned that we are still designing for the automobile when it is so determental to our personal, collective and environmental well being. We are designed to WALK, and although bike riding is a good alternative to driving, it's fairly dangerous and really not that healthy with the roadways polluted with car exhaust. I would love for Thurston County to get ON IT'S FEET with a transportation plan that is designed with the walking human being in mind. Thanks for asking!	5/14/2014 9:42 AM

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25	APWA completed a study several years ago finding ways to provide better traffic flow. The least cost and the biggest current traffic congestion issue is the traffic signals. There are too many traffic signals which have been set to timings which do not reflect the best use of the roadways. There is technology for vehicle detection and traffic signal computers which could be used to allow for a more efficient flow of traffic. Washington State as a whole is way behind the times of technology. California with much more traffic demands than Washington has been using the technology for over 20 years. The list of options is very narrow minded geared towards options that are not cost effective especially for how the money is generated for these types of improvements. People want to use their own vehicles to manage their time rather than wait for a public system that will never be able to be accomodate the needs of the people or be cost effective.	5/14/2014 9:42 AM
26	APWA completed a study several years ago finding ways to provide better traffic flow. The least cost and the biggest current traffic congestion issue is the traffic signals. There are too many traffic signals which have been set to timings which do not reflect the best use of the roadways. There is technology for vehicle detection and traffic signal computers which could be used to allow for a more efficient flow of traffic. Washington State as a whole is way behind the times of technology. California with much more traffic demands than Washington has been using the technology for over 20 years.	5/14/2014 9:38 AM
27	love to have a rail from olympia to seattle with stops in lacey, lakewood and tacoma	5/13/2014 10:57 AM
28	Need Lakewood bus to come closer than ccurrent Lacey trainstation.	5/12/2014 5:14 PM
29	Add a parking lot in downtown Olympia for me and Commerce!!!	5/12/2014 10:30 AM
30	Widen I-5, but don't make them HOV lanes.	5/12/2014 8:22 AM
31	Widen I-5, but don't make them HOV lanes.	5/12/2014 8:21 AM
32	Mass transit works best in high population density areas. High population density lowers our quality of life. Our first question should be what is the highest population density do we want before we feel it reduces our quality of life. Planning infrastructure changes is reactionary; planning population growth first is proactive.	5/10/2014 11:28 PM
33	Express bus/van from downtown Olympia to Sea Tac and downtown Seattle with frequent routes. Express bus/van from downtown to Amtrak station.	5/10/2014 8:17 PM
34	Here's an easy, cheap one....flip flop the parking lanes with bike lanes, where feasible, making biking safer by providing a protective buffer with the parked cars. Further, publicize the registration of bikes with the OPD to have a better chance of recovering stolen bikes. Here's another not so cheap one...move the amtrak station withing Olympia (or Lacey) city limits to aid convenience. I think ridership would increase.	5/10/2014 9:40 AM
35	Here's an easy, cheap one....flip flop the parking lanes with bike lanes, where feasible, making biking safer by providing a protective buffer with the parked cars. Further, publicize the registration of bikes with the OPD to have a better chance of recovering stolen bikes.	5/10/2014 9:38 AM
36	Enhance web based carpooling to phase out existing obsolete "hub and spoke" public bus service.	5/10/2014 8:52 AM
37	Increase local bus options and hours of operation	5/9/2014 10:14 PM
38	Reduce CO2	5/9/2014 5:08 PM
39	Avoid building roads along major watering holes for animals. I see more carnage on these roads than in many other counties.	5/9/2014 4:58 PM
40	Decrease bottle-necks (Easy to get into Olympia Mall area - but more difficult to leave.)	5/9/2014 4:12 PM
41	Privatize all roads. The government has no business building or maintaining roads and holding a monopoly on an industry by force. It is only through violence, and discrimination that it has done so for this long. Stop stealing the peoples money.	5/9/2014 3:49 PM
42	Repairing roads and failing infrastructure, adding pedestrian and bicycle amenities will help people feel safe and encouraged to walk and/or bicycle. Providing more frequent transit service and extending routes a bit will make using transit more convenient and quicker, breaking down some of the barriers that keep people in their SOVs.	5/9/2014 11:59 AM
43	There is no option to invest in bike facilities that are better than traditional bike lanes. We need fully segregated bike facilities that appeal to a broader range of potential bike riders and connect regionally. Paint stripes aren't good enough.	5/9/2014 11:47 AM
44	more transportation from city to city, ie, lacey, lakewood, tacoma	5/9/2014 11:38 AM

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45	Increase transit connectivity for walking and bus routes. i.e. people can get to work by walking or busing	5/9/2014 11:02 AM
46	I also travel by horse	5/9/2014 10:56 AM
47	Open the pedestrian/bike lane on the north bound Nisqually I -5 bridge. for safer and faster bicycle commuting.	5/9/2014 8:36 AM
48	Encourage State agencies to provide incentive vouchers to people who are willing to complicate their personal schedules by participating in vanpools.	5/8/2014 5:00 PM
49	Smaller more efficient buses instead of the standard large size bus which are very seldom filled and inefficient. Add more routes or return routes previously removed.	5/8/2014 3:53 PM
50	None.	5/8/2014 11:57 AM
51	Bring commuter rail to downtown Olympia, or at least have a light rail connection to Centennial Station and commuter rail from there to Seattle. A long-range and expensive proposition I know. Maybe not that much more than adding lanes to the freeway?	5/8/2014 9:14 AM
52	Do NOT TOLL... Tolling is a completely inefficient taxation and collection system. Advocate to increase the gas tax is that is a very efficient collection system. DO NOT CONSIDER HOT lanes or VMT!! Those collection system are waste full of valuable tax dollars that could otherwise be spent on capital improvements preservation and maintenance as well as transit services. I have read the RUC study by the WSTC and it demonstrates a loss of BILLIONS of dollars due to the collections system. It also demonstrates that in order to make up for these loss of Billions, We will have to pay higher rates. If you want me to pay more it needs to go into the roads and transit not to a collection operators pockets.	5/8/2014 8:57 AM
53	Invest in bringing in high paying businesses (medical, technology, aerospace) into Thurston County. This would keep our talent in the county, reduce long commuter travel concerns (like I-5), and allow people to consider bus or alternate transportation due to shorter commutes. Increasing high end businesses would increase tax revenue. This tax revenue would be used to maintain and enhance the transportation infrastructure.	5/8/2014 8:37 AM
54	Get all of the druggies and panhandlers off of Thurston County and especially Downtown Olympia streets. I do not feel safe to go there which prompts me to use my car and avoid businesses affected. If we make Thurston County safer, sales tax revenues will increase making all of these programs more affordable.	5/8/2014 8:32 AM
55	Create routes near all schools	5/8/2014 8:23 AM
56	There is an electric bus service (Bolt Bus) runs between Portland and Seattle. It currently does not have other stops, but it would be great if it could stop at least at Olympia and Tacoma. The cost to use it is very economical and would cut back on people traveling alone if it had the right schedule and location for the majority of people traveling to these areas.	5/7/2014 2:22 PM
57	I think to discuss minor changes to roadways, busing and biking when Highway 12 is killing so many people in Rochester is sad. They put rumble strips in but that in no way will stop the type of accidents that are happening there from happening. I would like to see some focus of tax payers monies going to save lives not make them more convenient.	5/7/2014 10:14 AM
58	Completely rethink your bus routes. Make them similar to the way a person would drive. No one driving from Lacey suburbs to Tumwater would drive into Lacey, to downtown Olympia, and then out to Tumwater, yet that is what you make bus riders do. A twenty-minute drive becomes an hour-plus bus trip. Have the routes cross each other, so riders can hop from bus to bus, not travel into transit stations. Also, why do you have three bus routes travel Martin Way, and not one of them loops over to 6th Avenue NE (via College and Sleater-Kinney) to provide service to a high school, alternative school, middle school, and private school all located in that one little area? I couldn't believe that I couldn't take a bus to attend a grandchild's activity at their school from my Lacey office because buses don't travel past those schools. Your current bus routes do not reflect real-live needs so will not attract riders.	5/7/2014 7:44 AM
59	Connect local streets and roadways, and implement access management techniques.	5/6/2014 7:20 PM
60	Have van like buses. I live on Trosper and need to get to Evergreen Park Drive this takes 45 minutes. I can drive the 3 miles in 10 minutes. I take the 21 bus downtown, switch to the 43 to get up to the Courthouse. Why not have a van that takes us from Trosper to SSPSC and the Courthouse and back? Workers and students would benefit from this shorter commute.	5/6/2014 2:06 PM

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61	Work with other transportation organizations to begin the planning for commuter rail connecting to the major population centers in neighboring counties.	5/6/2014 11:32 AM
62	Roundabouts. Simple - you need them to reduce delay and increase safety but what most people don't think about is that they are sustainable and don't cost as much to maintain and operate. But here's the important bit. Many locations can permit higher levels of surrounding land use if a roundabout is installed because roundabouts can help a local transportation network move more traffic more efficiently. They actually attract trips so they may become used more often than projected so they help relieve alternate routes. Keep in mind that roundabouts near stop lights can be a good thing too because the near-by signals can be timed to meter traffic headed to the roundabout which can help control dominant flow issues at some roundabouts. Call Doug, LisaRene, and Brian at WSDOT - we can help!	5/6/2014 11:30 AM
63	Add a transit stop to Road 65 to accommodate families with no transportation to get to their student's schools, Marshall Middle School and Hansen Elementary School	5/6/2014 10:24 AM
64	more and safer bike lanes	5/6/2014 9:58 AM
65	Commuter rail can not just go to the Centennial station. There must be light rail from Lacey city center, downtown Oly and Tumwater to the centennial station to make it work. It's time to take light rail seriously and my only vote is for this.	5/6/2014 9:38 AM
66	Bus service to Sea-Tac. Or more available times to Lakewood. I would like to not use my car but sometimes it is a long day to get to or from the airport with public transportation.	5/6/2014 9:12 AM
67	Don't stop the Sounder at Lacey, bring it all the way to downtown Olympia or right near it. Either way, make sure you have bus service from the station to key spots in Olympia & Lacey & JBLM. This way, people will actually use it.	5/6/2014 9:10 AM
68	Most important long-term goal should be accessible and frequent rail from Olympia to Seattle. Ideally this should be available on weekends as well as weekdays, as fast as possible, and as close to city centers as possible.	5/5/2014 11:33 AM
69	Please provide a direct bus line between Olympia and SeaTac Airport. Not only would this connect Thurston County to the region's international airport (and thus boost commerce), but it would also connect the state's major population center (Seattle) with the state capital (Olympia) by leveraging the existing Link Light Rail system. Such a connection is vital for a healthy democracy.	5/5/2014 8:20 AM
70	Please provide a direct bus line between Olympia and SeaTac Airport. Not only would this connect Thurston County to the region's international airport (and thus boost commerce), but it would also connect the state's major population center (Seattle) with the state capitol (Olympia) by leveraging the existing Link Light Rail system. Such a connection is vital for a healthy democracy.	5/5/2014 8:15 AM
71	Building more lanes (other than HOV) is NOT a long-term solution. If you build it, they will fill it. Need efficient, regular train service.	5/4/2014 3:31 PM
72	Extending the Sounder Commuter rail to Lacey and eventually Olympia would be the best thing that Thurston county could do to boost up Lacey/Oly attractiveness as a bedroom community to Seattle.	5/3/2014 7:40 PM
73	Improving transit system is great, I don't drive and having a more convenient system and more options is great, and I know many people in rural areas in the same predicament.	5/2/2014 7:57 AM
74	1. I thought the high gas tax and lotto was to be used for road repairs and transit. 2. I don't think adding more buses will help, because how often you see 1-5 people on them. 3. How about more flex hours for when you start work or working from home when possible... that should help with traffic issues. 4. Adding bike lanes will only help traffic if they are not allowed to be in the car lanes.	5/1/2014 4:17 PM
75	People using buses and trains should carry a larger share of the cost instead of the rest of us supplementing so much of their costs.	5/1/2014 3:08 PM
76	I thought the high gas tax and lotto was to be used for road repairs and transit. I don't think adding more buses will help, because how often you see 1-5 people on them.	5/1/2014 2:39 PM
77	Add user fee to licensing electric or alternative vehicles as they use our roadway system, but do not pay gas taxes.	5/1/2014 2:15 PM
78	Add user fee to licensing electric or alternative vehicles as they use our roadway system, but do not pay gas taxes.	5/1/2014 2:15 PM

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79	Calculator didn't work. Transportation priorities are extremely flawed and one-sided and will only lead to results that substantiate a preconceived direction.	5/1/2014 12:02 PM
80	Make the bus schedule convenient for people. For example when I lived in Yelm I could take the bus to work in Olympia and Lacey, but it was very inconvenient. The buses only run once an hour. Then I had to wait another half an hour for another bus. If you make the buses run every half an hour, it would be more convenient. It will reduce wait for the passengers who need to change buses. People can take a later bus quicker if they miss the first one. More people will take the bus because it will be coming around more often. And if particular buses get too full in the morning, add another bus ten minutes before or after, that way more people can take that morning bus to get to work, or come home. :)	5/1/2014 11:46 AM
81	express buses to and from the busy places to the city hubs morning and evening. Make a express between the hubs bus morning and evening to reduce total commute time, but leave in place the slower buses so the express doesn't stop. Make sure the best connections to minimize total trip time are available both morning and evening commute even if it means extra buses at that time. Then advertise inform and encourage with info to all the major employers about those changes.	5/1/2014 11:22 AM
82	I would like to see a light rail between Olympia and Seattle. I lived years ago in the Bay area and would drive to Fremont and take Bart into SF for all kinds of activities. I think this would be a great option, to the Sea-Tac Airport or Safeco Field for sports. How much traffic alone would this eliminate from the I-5 congestion? Right now I avoid going into Seattle because of the traffic. When I do drive I make each trip count by doing all my errands at one time.	5/1/2014 11:21 AM
83	Replace lighted intersections (where warranted) with Roundabouts; Traffic stays moving, isn't wasting fuel by setting and they reduce high speed impact accidents.	5/1/2014 11:00 AM
84	I travel from Chehalis to Olympia daily. If there were a better Rideshare program available I might use it. As a Manager, my time has to be more flexible than a Van or Car Pool can accommodate.	5/1/2014 10:50 AM
85	I live in rural King County. There is limited bus service between Enumclaw and Olympia. This does not cover my work hours.	5/1/2014 10:30 AM
86	Encourage state agencies to allow more flexible work hours. A ton of rush hour traffic is state workers (including me) and many of us would choose to commute at times other than 8:00 and 5:00 if we were allowed. If business needs require 8-5:00, fine, but offering and encouraging alternate schedules could greatly relieve congestion at rush hour.	5/1/2014 10:06 AM
87	TV ads showing how to use the public transit system. I'm rural, and have only used the transit bus system one time in Olympia, and I goofed. I was embarrassed. I have never used it since, and that was 13 years ago. I have desired to use it but don't know how for sure. Also, advertise park n ride advantages. Not sure if they have security cameras nowadays, but security was an issue I heard people express in the past.	5/1/2014 9:23 AM
88	spend money doing a better job of educating and testing driver ability.	5/1/2014 9:03 AM
89	It is fiscally irresponsible to consider adding/building anything new until preservation of our existing system is fully funded. Only then should building new facilities, lanes, buses, sidewalks, bike lanes, etc. be considered. In addition, when/if construction of new facilities is being considered, the cost of maintenance should be included in the funding package.	5/1/2014 8:10 AM
90	The online transportation budget calculator was not accessible to my computer.	5/1/2014 7:09 AM
91	It takes too long to make transfers to get from my start to end location. I'd like to see more and better routes for busses.	4/30/2014 5:40 PM
92	Reduce congestion in Hawks Prairie - Marvin road from I-5 to Steilacoom blvd both directions. Reduce congestion on College St. between 14th and Martin way both directions. Connect 38th street between Wiggins and Boulevard and create roundabouts at both intersections.	4/30/2014 3:29 PM
93	More electric car charging stations.	4/30/2014 3:22 PM
94	Get rid of all roundabouts - more people don't know the laws around them, or do not follow them. More times than not the cops are not monitoring/handing out tickets to violators. They are more dangerous than good.	4/30/2014 3:15 PM
95	Improve the bike route on both sides of Martin Way. During the winter months the south side has large deep water pools over the bike path. Bikers are forced into the road section and could be a potential accident waiting to happen.	4/30/2014 2:51 PM

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96	Open the marketplace to alternatives service providers. Contract out the operations of the local bus monopoly. We need to have a broad selection of types of service providers such as ride sharing vehicles, jitneys, taxis, neighborhood services, express service providers and those in between. It should not matter if it is a mom and pop operation or an international corporation. Perhaps a non profit co-op would work in some case but reduce and repeal the regulations that restrict private owner/operators.	4/30/2014 1:15 PM
97	More concentrated housing choices in downtowns	4/30/2014 11:59 AM
98	Actively engage the public schools in a change process - build biking and alternative transportation into the curriculum, sponsor more walk and roll events. Kids can be part of the solution - start early.	4/30/2014 10:21 AM
99	Increase speed limits on freeways and main arterials.If moving traffic volume is increased it lessens the requirement for more lanes.Also stop wasting tax money on overpasses for bicycle lanes and use the money to repair our roads and bridges.	4/30/2014 9:08 AM
100	Is para transit really a choice? Isn't it a federal requirement? Bike lanes to existing streets means arterials? In addition to all the traffic that will be added? Scary. Does land use play into this at all?	4/30/2014 7:53 AM
101	It is an absolute shame Jubilee Community Association in Lacey, (an over 55 age limit) has NO dial-a-ride! These people are successful, citizens who have worked an entire life time, where they were contributing members of society, and NOT the opposite. Most of these people are not able to drive any longer because of health issues.	4/30/2014 7:34 AM
102	Expanding the train to Centennial Station will help Yelm, but you will lose the Tumwater, Lacey, Olympia people who won't want to drive to the inconveniently located station.	4/29/2014 11:14 PM
103	Impose tolls on all congested roadways, using automatic tolling devices like in Singapore and Melbourne. Prohibit commercial vehicles over 6,000 pounds from roadways during periods of congestion.	4/29/2014 7:23 PM
104	Increase education for all transportation system users - for safety and for their awareness of costs. This should include responsibility of users for safety of all users, for prevention of injuries and deaths. Also need education on the costs of various modes such as SOV (large freeways and intersections) and the costs of new rail lines and service.	4/29/2014 7:02 PM
105	Improve internet connectivity options and reduce Alternative power car barriers. e.g. more charging stations for electrical cars.	4/29/2014 4:46 PM
106	Run more buses at night, especially during late night establishment closing hours. And consider a more modern approach to bus passes, like a FB login or a mobile App solution to carry a hard	4/29/2014 4:17 PM
107	As we add more bike lanes to streets I think we should tax bicycles to ride on these too. They use roadways and should pay a use tax.	4/29/2014 4:04 PM
108	1. Improve the punctuality of the schedules of public transportation in Thurston County. 2. Establish an incentive program to encourage people to use public transportation	4/29/2014 3:51 PM
109	1. Improve the punctuality of the schedules of public transportation in Thurston County. 2. Establish an incentive program to encourage people to use public transportation	4/29/2014 3:34 PM
110	Reduce construction of non-taxed user (such as bicycles) until we can maintain the existing system.	4/29/2014 3:18 PM
111	Don't use roundabouts as the solution to all traffic problems in towns. Keep vegetation and sculptures in roundabouts low so people can see cars coming,especially note the vision obstacles on first roundabout from 4th and 5th street bridges	4/29/2014 2:19 PM
112	We need major bike trails to connect Lacey and Tumwater for commuting	4/29/2014 2:02 PM
113	Improve vehicle charging infrastructure, Improve ability to connect people to ride share, Incentives for clean transportation	4/29/2014 1:38 PM
114	Encourage purchase of alternative fuel vehicles (e.g., electric vehicles) Convert one lane of I-5 between Lacey and JBLM to HOV lane.	4/29/2014 1:22 PM

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115	I could have picked other because of the combined statement of widening roads AND connecting more streets. I don't think widening would help as much as connecting. It was a great improvement when Mullen road was put through to college!! Thanks! Good job! I am also including more freeway entrance/exits be included. I mentioned this last survey. Carpenter road would be a good example, or Duterrow . It changes names on Martin way. Can't remember which. I've got more ,but can't remember the names of the streets. Going up Nisqually hill before you get to Marvin. Put another exit there to relieve congestion at Marvin. Thanks for listening. I'm retired so my needs have changed.	4/29/2014 1:19 PM
116	No idea what is meant by "improve environmental conditions" in this context, except that all solutions that reduce SOV have a net positive effect on the environment, one of the goals.	4/29/2014 1:02 PM
117	I grew up in a very rural area that didn't have bus service. Now, I live off of Boston Harbor Rd, and don't have the opportunity to ride the bus because it connects so far from my house. I would love to ride my bike or walk to Boston Harbor Rd from my house on 36th Ave NE. Currently, there is no shoulder and therefore not safe for bikes or people. Perhaps 36th Ave NE and Libby Rd NE could be taken off of the "good biking roads" publication. It's hard to drive when bikes are on those roads. Thanks.	4/29/2014 12:53 PM
118	Don't assume that every new person who moves to the county will walk, ride a bike, or take the bus. Plan for the influx of vehicle traffic and increase vehicle traffic capacity on local roads and on I-5.	4/29/2014 12:45 PM
119	Adding more HOV lanes compound the problem. In theory, it works. In reality, it doesn't. It creates congestion, slowing traffic. Adding more buses is not the solution. Weekend buses are empty. Reduces service. Adding video cameras on the freeway doesn't solve anything. The \$10 million recently spent is on cameras doesn't help reduce congestion. Light rail doesn't work. Check out Seattle's costly mistake.	4/29/2014 11:59 AM
120	Provide high speed ferries from Olympia, Shelton to Seattle Tacoma, and Bellingham, use the water! Then provide bus routes from the terminals.	4/29/2014 11:51 AM
121	We need more room on the freeway or alternative freeways to be build to avoid, traffic jam and delay's.	4/29/2014 11:17 AM
122	Add more all purpose lanes to the existing highways, duh. Did you purposely leave that one off the list? If so, you are not really listening to what people want only what the greeners want.	4/29/2014 10:14 AM
123	Provide rural bus services during the weekends including Sundays and Holidays Route 67. Also, would like to have extended hours, the bus currently stops running at 7:00 pm	4/29/2014 9:47 AM
124	Focus on traffic operation issues: Improve intersection sight distance, clear zone, curve warning signing, illumination, intersection angles, sweeping operations, speed zones, pavement markings, guide signs, etc.	4/29/2014 9:42 AM
125	Park-and-ride lots do not need to be as large as some are, they are very under used. Better to have smaller lots in various locations to encourage people to park and ride.	4/29/2014 9:28 AM
126	Increase capacity at I-5 and US 101	4/29/2014 9:25 AM
127	Mandate Utility installation in the roadway to grind and inlay the entire lane and or shoudler they disturb. Stop allowing open cutting of the roadway. Use directional drill methods. Save taxpayers money by requiring the parties that tear up the roads to restore them, instead of patches that local jurisdictions have to repair in the future.. Common sense..especially the city of Tumwater.. PATHETIC	4/29/2014 9:19 AM
128	I'd like a park-n-ride at the Oly transit center so I can take the bus to the SeaTac airport. Now, I drive to a park-n-ride in Lacey (from Tumwater) and catch the bus there because I can park for days while out of town.	4/29/2014 8:53 AM
129	Add another lane to I5 for everyone not just HOV. Americans like to drive and that is not going to change with the pathetic bus/rail options a feasible budget will provide. The population of Washington has been increasing for decades and I believe I5 needs to make room for the increase.	4/29/2014 8:46 AM
130	Do not just pour tar strips on roads - repair them!!	4/29/2014 8:41 AM
131	restore the trip commute program incentives. Link Seattle and Portland by light rail.	4/29/2014 8:22 AM
132	restore the trip commute program incentives. Link Seattle and Portland by light rail.	4/29/2014 8:22 AM
133	Get Law enforcement to enforce laws. It is not feasible to ask people to walk and ride the bus if automobile drivers drive on the shoulder of the road and drive 50 MPH in school zones.	4/29/2014 7:59 AM

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134	Create more incentives for people to carpool	4/29/2014 7:43 AM
135	Due to the economic climate, I would much rather have any revenues put toward maintenance and upkeep versus new construction: More lanes is rarely the answer.	4/29/2014 7:24 AM
136	Allow flexible schedules to reduce the number of days workers go to work (including holiday weeks). My agency changes schedules on holiday weeks for office staff, but effectively this adds to the number of days the staff have to drive. It is quite noticable on these weeks with the traffic congestion. Park and ride lots need security in order to be truly feasible. I have known people who have their car stolen while it was in a park and ride lot. Also knew of people who had their car broken into and even a garage door opener taken in order to rob their house. For me, I would not feel secure with using a park and ride. Other - covered walkways could increase commerce in cities since more people could shop without being subject to weather conditions.	4/29/2014 6:42 AM
137	Allow flexible schedules to reduce the number of days workers go to work (including holiday weeks). My agency changes schedules on holiday weeks for office staff, but effectively this adds to the number of days the staff have to drive. It is quite noticable on these weeks with the traffic congestion. Park and ride lots need security in order to be truly feasible. I have known people who have their car stolen while it was in a park and ride lot. Also knew of people who had their car broken into and even a garage door opener taken in order to rob their house. For me, I would not feel secure with using a park and ride. Other - covered walkways could increase commerce in cities since more people could shop without being subject to weather conditions.	4/29/2014 6:28 AM
138	Make the bicyclists pay a license fee for themselves and their bicycles. they have to start paying there fair share of the price for riding a bicycle on our streets. The bicycle laws should also be enforced. As of now they are getting away with everything and blaming it on the motorist.	4/29/2014 6:26 AM
139	My employer (Thurston County) does not recognize the value of their employees to telework. For example; I must drive an hour to the County complex, only to turn around and drive two hours to a meeting near my home. This a gross waste of tax payers money and unnecessary negative environmental impacts.	4/28/2014 10:02 PM
140	I don't understand what "improve environmental conditions" means, exactly.	4/28/2014 5:40 PM
141	Encourage telecommuting.	4/28/2014 4:31 PM
142	We need light rail AND at a cost that doesn't prohibit regular people from using it because it just costs too much! (Like Sound Transit - it's a ridiculous cost to use)	4/28/2014 4:31 PM
143	Extend bus service into rural areas of Thurston County, i.e., Mud Bay area, Delphi Road area, etc. In order to use public transit now, I have to cross Highway 8 on foot and catch the GHC bus which stops right on the freeway. It's not a safe situation for me or the bus full of passengers. I have numerous co-workers who would like to use public transit, and live not that far outside of the city limits yet have no bus routes close to them.	4/28/2014 4:11 PM
144	Create inviting community spaces in downtown areas that are vehicle free. This would require extensive planning to improve the traffic flow into and out of those areas.	4/28/2014 4:10 PM
145	The Olympia Transfer station downtown is not a place I feel safe bringing my children to. If you want the next generation to use public transit then transit needs to feel like a safe option. Currently, it seems 90% of the people who use the bus, have to use the bus. In order to make it grow IT needs to make it a desirable choice for those of us with other options (like driving alone). Please increase police presence and do what is possible to discourage loitering.	4/28/2014 4:05 PM
146	One obvious answer that makes sense is adding new lanes. Not HOV lanes..just new lanes. Population will continue to grow, and roads need to grow, too. We are too spread out to have a very good transit (bus, light rail, etc) system. I think a lot of people try, but in the end the needs are not met because there isn't the density of a New York or DC.	4/28/2014 3:58 PM
147	Rework the downtown Olympia exits to be combined with the Hwy 101 exit (kinda like Hwy 16/SR 705 in Tacoma). It would reduce congestion for people trying to go through to Tumwater, and then people getting on from the Capitol would either be able to get on 101 or merge onto I-5 south.	4/28/2014 3:43 PM
148	Tax credit for owning Hybrid and/or electric auto	4/28/2014 2:19 PM

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149	There should be bus service to Willamette Dr and Commerce Drive. People travel from the Harbor and from Seattle and other surrounding areas to work at the businesses on this street. Having a park and ride does not make sense when the people who work in these areas need buses that come from Tacoma, Olympia and Lacey Transit Centers. I have heard stories of people walking from Ruddell Road to get to work by 6am because there is no bus service. Then there are people who can get to the Park N Ride but have to walk up that hill in the elements. What does it take to get the buses to go up and down that street. 4 times in the morning and 4 times in the evening might be a good start.	4/28/2014 2:16 PM
150	No way should you charge user fees on the freeway like the high occupancy toll lanes. Driving a vehicle is expensive enough as it is. I don't trust government to use the revenue that it may bring in for the exact stated purpose.	4/28/2014 1:32 PM
151	No way should you charge user fees on the freeway like the high occupancy toll lanes. Driving a vehicle is expensive enough as it is. I don't trust government to use the revenue that it may bring in for the exact stated purpose.	4/28/2014 1:30 PM
152	Put a left turn light at Hensley St NE Martin Way. Better use of dedicated right turn lanes especially when designing "new" projects such as putting a right turn lane from Martin Way onto Carpenter NE. That would cost pretty much nothing to have had accomplished.	4/28/2014 1:08 PM
153	Create a freeway from Vancouver/Portland to the Canadian border/Sumas for commercial traffic.	4/28/2014 12:55 PM
154	Build light rail service down the medians of I-5 and I-90, ala the light rail service from downtown Seattle to SeaTac.	4/28/2014 12:33 PM
155	Add more rural transit service. You have an option for "maintain" rural transit service, but rural bus service is pretty sparse and doesn't cover everyone.	4/28/2014 12:17 PM
156	commuter rail to Lacey would be great, we should connect Seattle, Jobs/Economic Center with the Political Center of Olympia, commerce between the two will continue to grow. It would also aid in reducing long term congestion along I-5 the main n-s route	4/28/2014 11:35 AM
157	I would like to see better mass transport options between Olympia and the Sea-Tac airport.	4/28/2014 11:17 AM
158	I would like to see better mass transport options between Olympia and the Sea-Tac airport.	4/28/2014 11:17 AM
159	I would like to see better mass transport options between Olympia and the Sea-Tac airport.	4/28/2014 11:16 AM
160	Encourage State Agencies to implement telecommuting with as much of their workers as possible. Additionally, revise requirements for job completion so that state employees may communicate with businesses via electronic means and not make on-site visits. If face to face visits are necessary, then Skype or use other service providers.	4/28/2014 9:50 AM
161	For me, I would have picked the commuter rail option, but not with limitations you've put on it here (only going in 'commuter' direction and only running in the morning and late afternoon). It needs to run both directions and during most of the day like the BART or the TRI-MET	4/28/2014 8:16 AM
162	Also increase the frequency of commuter rail to Lakewood and Seattle so it is more convenient for people that need it outside the 9-5 work times.	4/28/2014 7:17 AM
163	none	4/28/2014 6:49 AM
164	Investment now will save in the future. First encourage people to look for alternative travel pathways. Discourage SOVs. Bring light rail down to Thurston county, I would go to meetings, visit relatives and recreate in Seattle, using light rail. Fix fish barriers associated with county roads. Have a bicycle plan that is designed to connect neighborhoods with employment centers and shopping centers (Lacey is good example of this not happening).	4/25/2014 6:50 PM
165	Would love to see a free "shoppers' tram" in downtown Olympia - that makes a regular route around/between some shopping or restaurant "areas." Finished at the Farmers' Market? Hop on the tram to visit the art galleries. Done with the galleries? Hop on the tram to get within walking distance of a restaurant for lunch. Smaller and more frequent than buses, possibly designed for mostly standing rather than sitting.	4/25/2014 2:15 PM
166	(for me/community): Provide local commuter "express" bus service with very limited stops. For example, between West Olympia and Lacey. (for commerce): Work with Joint Base Lewis McCord to develop a focused commuter transit system (bus service, rail service, vanpool fleet, car pool incentive, etc.) primarily for base employees to reduce I-5 congestion, accidents, etc.	4/25/2014 12:26 PM
167	Return the bus service to south Thurston county	4/25/2014 12:16 PM

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168	please use financial incentives, such as per mile car insurance, etc. Thanks for all you do!	4/25/2014 11:56 AM
169	A railway transportation option for commuters between the Lacey train station and Seattle with no stops and going in both directions would be incredibly helpful to cut down on congestion.	4/25/2014 10:43 AM
170	take bike lanes off the street and make sidewalks/bikeways interconnected so you can get from place to place without having to walk/ride in automobile traffic.	4/25/2014 10:41 AM
171	Get the State Patrol to actually enforce RCW 46.61.100 § 46	4/25/2014 9:56 AM
172	I believe we need extra lanes on I-5 and the on ramps from FT. Lewis needs to be extended. The on ramp is so short commuters leaving the base cannot get up to speed by the time they hit the freeway and traffic stops to let them in. This causes major congestion. The extra lane on both sides of the freeway at least starting from Nisqually to Mccord would be most helpful.	4/25/2014 9:52 AM
173	Prioritize repairing and maintaining existing infrastructure (roads, lights, parking) before spending money growing outward with new roads, buildings, etc...	4/25/2014 9:44 AM
174	Return the 98 route to south county so we have a viable route service with times that can be used by commuters. The discontinuation of the route and the continued lack of service to south county is deplorable!!!! RTS is a joke. Last time I checked into it, it stopped in Tumwater. That doesn't help commuters who work in Olympia. Expand light rail to Portland so all of I5 corridor can use it. Can you eliminate half the DASH buses and use \$ to increase service elsewhere (like south county)? The DASH runs every 15 minutes and is empty. That is not a wise use of taxpayer dollars. Expand rail/freight transportation and get some of those trucks off the roads to make it safer for the commuter in their plastic, fuel efficient vehicles. We don't stand a chance against those 18 wheelers.	4/25/2014 9:42 AM
175	Re think the transit center philosophy. have busses timed so riders can buss hop from buss to buss to get where they want to go faster rather than go all the way to the transit center then back out.	4/25/2014 9:26 AM
176	Offer incentives to employers for allowing their employees to telecommute at least one day a week. This is the best option! Create local communication hubs for people to work at instead of driving 60 miles one way for their job, they go to a local spot and plug in. The employer pays a small fee for the utilities and rent.	4/25/2014 8:21 AM
177	I don't know how, but get rid of the bottle neck around Fort Lewis. Make it easier and faster for people to exit I-5 to get the base and to merge on to 1-5 smoother.	4/24/2014 5:07 PM
178	Although it might not seem connect this issue very much impacts transportation, community commerce, and individuals. Provide more local services for the homeless and mentally ill since some of them are "creepy guys" which wander on local trails and paths intimidating others. This is a scary things for people, esp. females. It also impacts commerce downtown. Those folks need a place to go vs. wandering or continually being pushed out.	4/24/2014 4:58 PM
179	Plan shopping areas better, grouped and centralized, better parking, route major roads around them rather than through them. The Hawks Prairie area is a good example of how not to do it. Major routes going through heavily used shopping, traffic nightmare.	4/24/2014 4:26 PM
180	Collaborate with local planning to have an integrated plan that incorporates pedestrian considerations. When people have a place to safely walk, gather, and have events on a human scale, they are less likely to want to use cars. Thank you for building community through smart logistics.	4/24/2014 3:57 PM
181	Improve the parking situation in downtown Olympia	4/24/2014 3:39 PM
182	Continue the bypass through Yelm	4/24/2014 3:23 PM
183	Move bus stops out of the roadway, especially where handicapped people are getting on and off the buses.	4/24/2014 3:06 PM
184	Expand bus service to NE Thurston County. Reduce the speed where bike lanes exist. North Marvin Road is 50 mph with bike lanes. I'd like to ride my bike but have decided it's not worth risking my life on it.	4/24/2014 2:56 PM
185	How about a bus system of local/express buses for the Oly-Lacey-Tumwater vicinity, instead of buses that make every stop between Marvin Road and TESC? That would drastically cut commute time and make using the bus system a more practical use of time for working people.	4/24/2014 2:24 PM
186	Improving environmental conditions to me means reducing allergens, such as getting rid of the Scotch broom and the dandelions!	4/24/2014 1:40 PM

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187	I would use transit service to work if it didn't take over an hour. Takes 10 minutes to drive my SOV.	4/24/2014 1:34 PM
188	1. Work within the region to develop and implement a regional light rail system serving the entire region - like the Bay Area Rapid Transit (BART) system. 2. Work with Denny Heck to pass a military base traffic reduction and funding bill (already proposed by Heck) to lighten freeway traffic around and through the joint base Macord/Fort Lewis	4/24/2014 12:30 PM
189	Improve city traffic light timing so the flow of traffic on major arteries is smoother. Create free bus zones downtown, combined with no-car walk/bike zones, combined with free parking zones to reduce cars downtown and make it more accessible.	4/24/2014 12:05 PM
190	Get the city of Olympia to grow up; literally--build the many one-story downtown into 10 or more stories-encourage developers to build there rather than in the rural areas. Do other things to encourage people to live downtown. High-rises and more people will encourage business, clean up the streets of the disenfranchised people and make it people who live in the city don't have to drive or transport or move themselves so far every day. Just expand rural bus service to include city to city and to nice areas, not to provide services to more and more rural development variances.	4/24/2014 11:40 AM
191	Hard to answer without some info....like percent of people who use the bus in town, use the bus in rural areas, live in one county and work in another, etc...	4/24/2014 11:15 AM
192	Hard to answer without some info....like percent of people who use the bus in town, use the bus in rural areas, live in one county and work in another, etc...	4/24/2014 11:11 AM
193	I know that light rail and trolley are expensive. However, the communities I see with these are very livable with vibrant downtown areas. I would really like the county to evaluate this option.	4/24/2014 11:08 AM
194	I would support HOV lanes if they had limited time for use. Portland has HOV lanes that have set hours during morning and evening rush hour times. The rest of the time anyone can use those lanes. I believe this would help with the traffic flow between here and Seattle when all lanes are used all the time.	4/24/2014 10:49 AM
195	Traffic is particularly heavy around JBLM on I-5. I often see many single-occupancy vehicles containing a person in uniform heading to or from the base. If we could promote more carpooling and bus service to and from the base, that would alleviate a lot of the burden on I-5 commuters. I am not sure if the military uses innovative or staggered work schedules to reduce traffic burden, but that could be considered as well. They could also expand housing on the base so that fewer people have to commute.	4/24/2014 10:40 AM
196	With so many state employees commuting from other counties, increase the options of transit Southbound in the morning and northbound in the afternoon	4/24/2014 10:27 AM
197	Additional bike racks on buses. I work at Evergreen State College and to commute partially by bus and by bike I sometimes need to wait for several buses before I can get my bike on the bus. This makes my commute over 2 hours long which is too long to take advantage of this mode of commuting.	4/24/2014 10:26 AM
198	Expand free bus service for kids. Allow kids 12 and under to ride for free. I would love to take the bus downtown with my kids but it is cheaper for me to pay to park. If kids rode the bus with their parents more often, by the time they are 13 they would be comfortable on the bus and could ride on their own. Then I would be willing to invest in a bus pass for my child, especially if there was a student rate. Getting kids into a habit of riding the bus will make it easier for them to continue as adults.	4/24/2014 10:15 AM
199	Time traffic lights and increase speed limits to keep traffic flowing.	4/24/2014 10:15 AM
200	Review and increase speed limits somewhat. Currently, local residents tend to push them down, drivers ignore them, and police do not enforce them strictly. The 25 mph speed limit on the main roads in Olympia into and out of the downtown are too slow. An increase to 30 or 35 mph east and north of the core downtown would help.	4/24/2014 10:09 AM

Transportation Priorities Survey for the Thurston Region

201	<p>How about some new major arterials so there are more options to spread out traffic flows, especially on I-5. I would add new lanes to existing roads but not necessarily make new connections in neighborhoods that don't want it (unless it's absolutely necessary). I would check more park and rides for the community but we need to have high rise parking garages that minimize the footprint of the parking area vs the large impervious parking areas we have around the area. Go up, not out. Maybe one of the new arterials is for trucks only to get them off the interstate and gets them their own transportation corridor. If you want people to use the HOV lanes then you need to tax the other SOV lanes so people are more apt to try to carpool more instead of making it something that you have to pay to use. You could have the two slowest lanes on the freeway free for use, the next one (or two) lane(s) would have a small surcharge to use, with the fast lane having the highest surcharge. The HOV lane would not be charged if there are multiple people in the car or a SOV driver could pay an even higher amount (highest amount out of the surcharges) to drive in the HOV. The SOV in the HOV could be tracked by a good to go card or license plate.</p>	4/24/2014 10:09 AM
202	<p>The sync of the stop lights needs to be better managed. Example: Martin Way and Desmond Dr intersection-if you are waiting at the light to make a left into Dept. of Ecology you have to either wait until the turn arrow turns green which is a very long wait, or wait until after someone from the cross streets approaches then you can turn immediately after them. Not sure why the left turn doesn't have a yield, especially early in the morning when traffic is less. The intersection up one, by the tire shop, is all yield early in the morning. Also, the duration of left turns onto Martin Way from Marvin aren't enough time to let cars get through. Most time only 3-5 cars make it through. Especially on the weekends this isn't enough time. The left turns into Winco and into the neighborhood from Martin Way are only yields, there should be a green arrow. there is too much traffic for only a yield. I have seen several accidents in this intersection because cars dart out thinking there is enough room. Extending the night hours the bus runs during the weekend.</p>	4/24/2014 9:57 AM
203	<p>The sync of the stop lights needs to be better managed. Example: Martin Way and Desmond Dr intersection-if you are waiting at the light to make a left into Dept. of Ecology you have to either wait until the turn arrow turns green which is a very long wait, or wait until after someone from the cross streets approaches then you can turn immediately after them. Not sure why the left turn doesn't have a yield, especially early in the morning when traffic is less. The intersection up one, by the tire shop, is all yield early in the morning. Also, the duration of left turns onto Martin Way from Marvin aren't enough time to let cars get through. Most time only 3-5 cars make it through. Especially on the weekends this isn't enough time. The left turns into Winco and into the neighborhood from Martin Way are only yields, there should be a green arrow. there is too much traffic for only a yield. I have seen several accidents in this intersection because cars dart out thinking there is enough room. Extending the night hours the bus runs during the weekend.</p>	4/24/2014 9:56 AM
204	<p>The way the stop lights work in downtown and the westside are awful. State street & 4th are fine (just time it so you're going 25) but other places need help. The lights make it faster to go through water street by capital (capitol?) lake, going through a parking lot, if you're coming from 5th and going towards wagner's bakery. Why would you want to endanger pedestrians like that? Also when turning left on inbound 101's exit to black lake blvd, it only lets 4 or 5 cars take a turn; and then it's 7 minutes (i've timed it) until you can turn left again. The entire intersection at Cooper point and bl lake blvd needs to be rethought. The freeway entrance gets backed up and then people can't get through the intersection. It's bad for commerce (getting to TJ/BN and petco is hard!) and it's annoying when all you want to do is get on the freeway or take a right and that intersection takes two or more light cycles to get through it. (this is especially bad at christmas) Also - It should only take 25 minutes to get from anywhere on the westside to get to evergreen on the bus. But if I want to get to evergreen from my house (by decatur woods park) I have to get to the mall (8 minute bus ride) and then 10 minutes to transfer and then 20 minutes to evergreen. way too much time. I would like to bus it, but it takes 12 minutes to drive from my house versus 40 on the bus. Need something like the burke gilman out to Evergreen but that goes to like lacey or tumwater. useful, gorgeous, can be used for commuting or pleasure. A light rail is like a dream. Not something I would actually consider, but I think what needs to be done for the future.</p>	4/24/2014 9:36 AM
205	<p>Train/Light Rail service to SeaTac Airport and Seattle (including weekends)</p>	4/24/2014 9:36 AM
206	<p>Additional times IT buses go to Seattle, specifically SeaTac airport. Additional routes between 1-3 pm and after 7pm to connect with Sound Transit at HWY 512 Park and Ride to Oly.</p>	4/24/2014 9:36 AM
207	<p>Get pedal bikers off the roads, they are rude and careless and a danger.</p>	4/24/2014 9:33 AM
208	<p>Help achieve an Olymia to Everett HOV lane. Help reduce congestion around JBLM and Tacoma Dome. I have had three windshields cracked by gravel rocks on I-5 Lacey to Bellevue route over last 8 years. I am for any action that helps to keep me and my vehicle safe.</p>	4/24/2014 9:29 AM

Transportation Priorities Survey for the Thurston Region

209	Help achieve an Olympia to Everett HOV lane. I have had three windshields cracked by gravel rocks on I-5 Lacey to Bellevue route over last 8 years. I am for any action that helps to keep me and my vehicle safe.	4/24/2014 9:27 AM
210	I have lived in Lacey for 20 years, most of which I worked on Capital campus. There was never a bus route to take that didn't require changing buses 3 times and taking over an hour to get to the campus vs driving there in 15 minutes. I feel if the buses were more convenient for State workers who are the biggest employer in Thurston Co more would take the bus to work.	4/24/2014 9:24 AM
211	With most of state government coming in from outside Thurston county and from up north it would cut back on how many people use the freeways by extending the rail system from Tacoma/Lakewood to Lacey and Olympia.	4/24/2014 9:23 AM
212	With most of state government coming in from outside Thurston county and from up north it would cut back on how many people use the freeways by extending the rail system from Tacoma/Lakewood to Lacey and Olympia.	4/24/2014 9:19 AM
213	Encourage people to live closer to where they work. There are numerous people where I work that live in Ryderwood, Morton, Seattle and other far away places. Yes, they pay more in gas taxes, but the added burden to others is unrealistic. Tolling everyone just penalizes many of us that don't abuse the system.	4/24/2014 9:19 AM
214	adding connecting roads gets more people off the freeway and helps leave I5 for commerce	4/24/2014 9:19 AM
215	Get rid of the bus system. Very few people ride. It isn't self-sustaining. The buses impede the flow of traffic and are dangerous to drive around.	4/24/2014 9:11 AM
216	move Amtrak station to downtown Olympia.	4/24/2014 9:04 AM
217	run buses all night during the week.	4/23/2014 7:52 PM
218	run buses all night during the week.	4/23/2014 7:51 PM
219	Do not further chop up established Olympia neighborhoods (such as the west-side) to push more car traffic through from places like the Automall to the Capitol Mall. Neighborhoods are not pass-through areas. Value the safety, air and noise quality of places where people spend most of their time. Put money into more sidewalks and buffers from traffic. Build light rail north and south. Use non-gasoline dependent modes of public transportation.	4/23/2014 5:17 PM
220	One way streets - alleviates congested four lane roadways. Roundabouts - benefits are well documented.	4/23/2014 4:46 PM
221	Rather than "maintain" rural transit, I would say IMPROVE rural transit. Too much emphasis on the city centers as places through which public transit must move. Routes that cross the county or connect the outlying towns in other ways should be explored. I can spend weeks where I don't go to Oly, Tumwater or Lacey, but travel the peripheral roads- Little rock rd, hwy 12, hwy 507, Rich rd, Meridian, Hwy 99, College st/rainier rd. None of these are served by public transit in a meaningful way.	4/23/2014 4:44 PM
222	Note about question #2 - I didn't use the calculator because the link wasn't working.	4/23/2014 4:40 PM
223	Increase security to allow people to be more comfortable in riding the bus. Especially, at the Lacey Transit station. Co-workers and I have been harassed a few times while waiting for the bus. Allow High School students to ride the bus for free. Many times, they need to get to a work after school and they should not have to pay a bus fare.	4/23/2014 3:46 PM
224	Add alternate routes to I-5 and/or another lane. Add a on-ramp signal for military folks when traffic is heavy entering I-5 from the base. We need to have a commuter train that goes from Olympia to Seattle including sea-tac. Semi trucks should have their own lane for all of WA I-5 and only be able to pass in 1 lane.	4/23/2014 3:30 PM
225	There are a lot of people who commute from Seattle to Olympia and there are little bus services. I would suggest a Metro rail link which connects all the major cities and reduce the travel time by a lot! Then people would prefer taking the train and metros like in NYC.	4/23/2014 3:20 PM
226	The commuter rail from Lakewood to Lacey/Centennial Station and to the Capital area. Also, it needs to be more accessible (within walking distance)	4/23/2014 2:56 PM

Transportation Priorities Survey for the Thurston Region

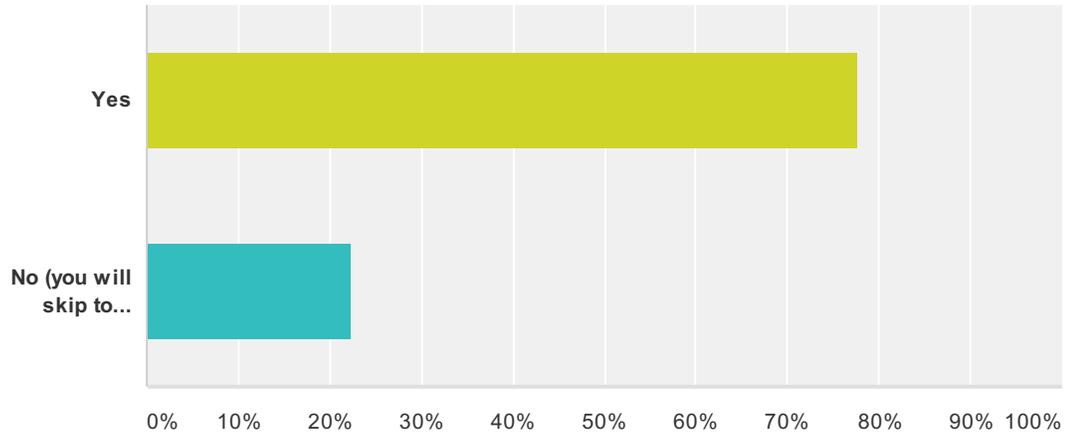
227	drop transit services altogether. Its not sustainable. If people want to ride the bus, make them pay a price that coincides with how much that bus costs annually to operate to include employee and other overhead expenses. Forcing rural folks to pay for bus service is ridiculous and unfair. The closest bus stop is 8 plus miles and isn't early enough to get me to work on time. Its too expensive to buy in town, thats why I live way out of town.	4/23/2014 2:29 PM
228	More frequent local buses during the early morning hours and late afternoon when people are trying to get to work or go home would allow people to reliably get to and from work in a reasonable amount of time.	4/23/2014 2:13 PM
229	Adjust bus routes to provide an express service between the Hawks Prairie, Lacey, and Tumwater areas to the Capitol campus. People do not want to leave home hours early so their bus can travel from Lacey, to the Lacey Transit Center, then down to the Downtown Transit Center before heading out to the Capitol campus.... My commute is 15 minutes via POV, but by bus is over an hour longer, it's not worth the time spent in transit. My employer will allow for transit adjustments, but it would be so long, that it's not cost effective for the taxpayers of Washington State. This is a primary reason I do not take a bus to work.	4/23/2014 1:59 PM
230	Add back a bus route from Gig Harbor to Olympia. The last route was cancelled by Pierce Transit due to budget issues.	4/23/2014 1:39 PM
231	Expand the Sounder to provide regular service to Olympia/Tumwater and create a spur from rail line to downtown Olympia so it won't be way out by the Amtrak depot on the way to Yelm.	4/23/2014 12:35 PM
232	Support the realignment of Amtrak and coordinate this effort with an expansion of the commuter rail to develop a rail corridor. There is so much opportunity along the Olympia-Tacoma-Seattle corridor! Ensure JBLM pays for its fair share of the transportation improvements, due to its share of the overall single occupant vehicle demand.	4/23/2014 12:30 PM
233	Please keep the friendly, helpful and patient drivers you have!	4/23/2014 12:23 PM
234	Toll roads and bridges, not just HOV lanes	4/23/2014 11:39 AM
235	I need bus service from the downtown transit station to the Dept of Revenue building on Linderson Way.	4/23/2014 11:28 AM
236	Need more pedestrian bridges over freeways to reduce air pollution & traffic congestion.	4/23/2014 10:45 AM
237	We must, as a nation, get out of our cars. The privilege of freedom of movement we enjoyed in earlier times now is detrimental to the welfare of the public. We need public transportation and acknowledgement from business leaders that it is important to do this. We need leaders who dare to improve the environment.	4/23/2014 10:11 AM
238	Our link to the North sound is hopelessly congested. It reduces trips that I take out of the community, but it also reduces the number of trips that others take into it. If I-5 through Fort Lewis was not such a nightmare, I know that people from Tacoma, would consider visiting and spending in Olympia more than they do now. I don't necessarily think that the new lanes on I-5 need to be HOV lanes - I-5 needs more lanes, period!	4/23/2014 9:19 AM
239	Have federal government pay more to improve I-5 traffic flow due to the impact of JBLM population.	4/23/2014 9:03 AM
240	Control Home Growth! Don't build new homes in certain area's, if the roads can't support the traffic of new homes don't do it. For example College street has way too much traffic now. However the county is allowing New Home Developments on or near college road - that's a bad decision. Force Builders to build in other sections of town that may not be as busy of an area to balance traffic out. We need a freeway by pass for rule area growth. Build a freeway By pass - Overpass from around I-5 & Capitol street (or maybe even south of the Olympia Airport around 93rd St and I-5) to the Old Pacific Hwy/ I-5 with a few on and off ramps to allow traffic to escape the side roads. (Sort of like Minneapolis MN has done.) We need to do this before the otter areas build up and we can't. The Freeway bypass can run next to the train Tracks if possible. . * Widen 37th Ave SE & Morse Merryman RD SE. * Increase Speed limit to 35 mph on 22nd /Eastside road - 25 mph is way to slow for amount of traffic. (i know that you want to keep it safe for kids - but maybe have slow speed like school zones when kids are present - not all the time.) New College Street On Ramp to I-5 N - so it don't have to cross over Martian Street. The Ramp should be on College Street & I-5 Bridge -The South side of the Bridge - the Ramp could drop down on to the North Bound Lane without any back up - This would help so much in my opinion! You could re route the Martin street off ramp a little earlier & under the on ramp so their is no congestion their.	4/23/2014 8:57 AM

Transportation Priorities Survey for the Thurston Region

241	<p>BUS SERVICE south of Yelm Hwy. I live on SE 78th avenue and there is no bus service anywhere south of Yelm HWY. Would like to see a change to that or at least a park and ride somewhere. There is a big new housing development just past East Oly Elementary and they don't have service either. There is also a big paved property with a dilapidated abandoned falling-down building just past the RR tracks on Rixie Road that could be a Park n ride.</p>	4/23/2014 7:23 AM
242	<p>Security for passengers and public.</p>	4/23/2014 7:05 AM
243	<p>High Density Housing near transit/ commerce centers..</p>	4/22/2014 5:09 PM
244	<p>I dream of a connected Portland-Vancouver-Olympia-Tacoma-Seattle commuter rail corridor. Imagine the traffic reduction and environmental benefit!</p>	4/22/2014 5:00 PM
245	<p>train... it s/b on time, and it shouldn't take 3 hrs to get to seattle. have a better train system in the state.</p>	4/22/2014 4:15 PM

Q2 2. Did you use the online transportation budget calculator to explore funding your transportation priorities?

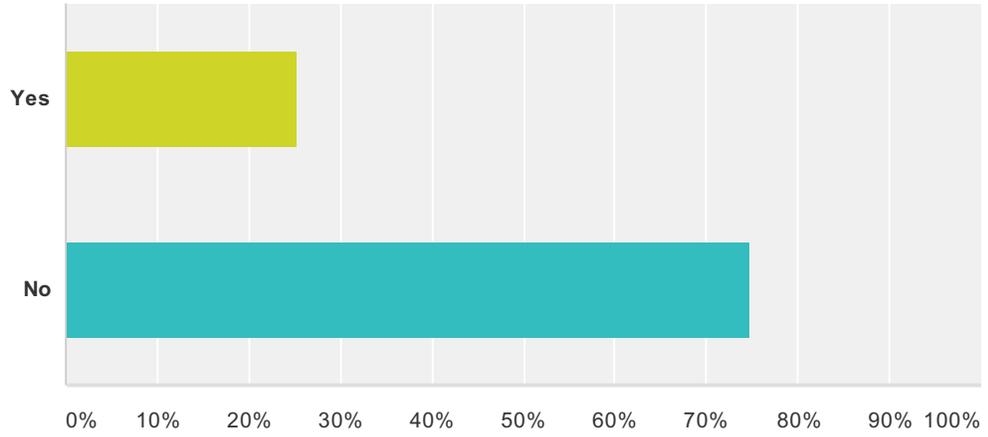
Answered: 1,420 Skipped: 29



Answer Choices	Responses	
Yes	77.75%	1,104
No (you will skip to question 8)	22.25%	316
Total		1,420

Q3 3. The challenge was to spend up to \$500 to make transportation improvements. Was \$500 enough to fund what's most needed?

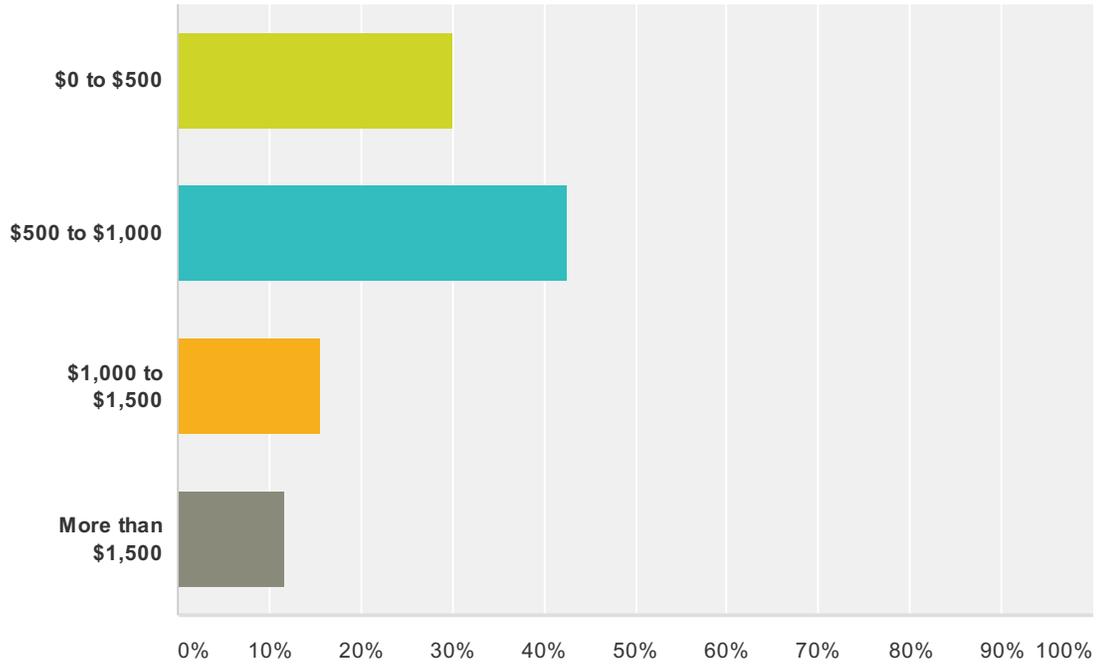
Answered: 1,037 Skipped: 412



Answer Choices	Responses
Yes	25.27% 262
No	74.73% 775
Total	1,037

Q4 4. When you finished adding all your priorities, how big was your final budget?

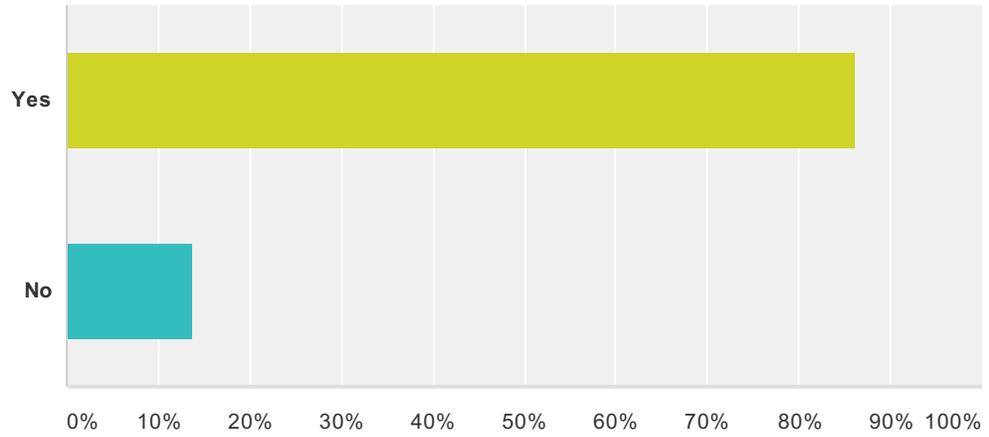
Answered: 1,032 Skipped: 417



Answer Choices	Responses	Count
\$0 to \$500	30.14%	311
\$500 to \$1,000	42.54%	439
\$1,000 to \$1,500	15.70%	162
More than \$1,500	11.63%	120
Total		1,032

Q5 5. Was the budget calculator helpful to you in considering transportation priorities?

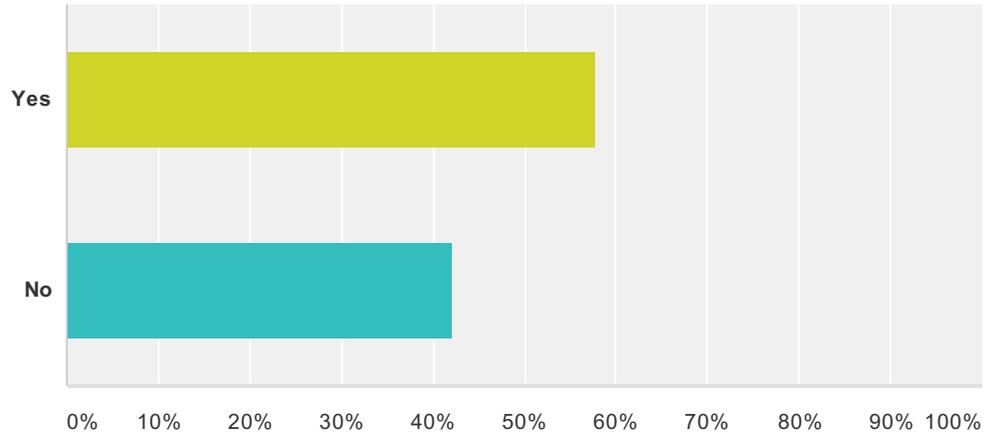
Answered: 1,038 Skipped: 411



Answer Choices	Responses	
Yes	86.13%	894
No	13.87%	144
Total		1,038

Q6 6. Did your priorities change when trying to fit them into the \$500 budget?

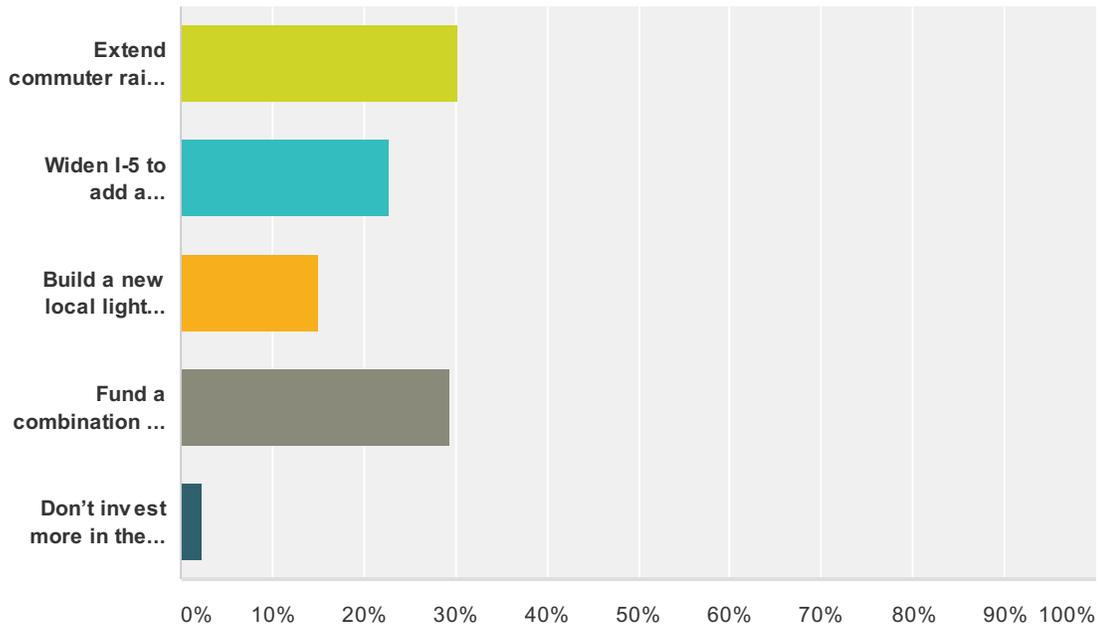
Answered: 1,044 Skipped: 405



Answer Choices	Responses	
Yes	57.85%	604
No	42.15%	440
Total		1,044

Q7 7. If you were to invest in just one of the most expensive items included in the budget calculator, knowing it would divert a substantial amount from other transportation projects, what would you choose? (Choose 1)

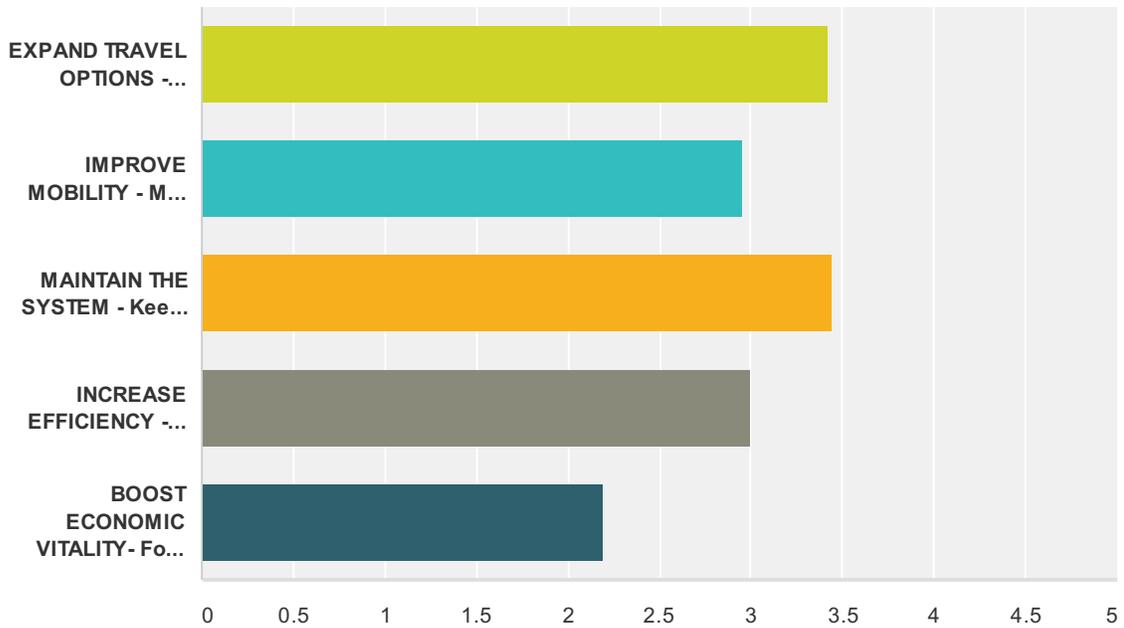
Answered: 1,044 Skipped: 405



Answer Choices	Responses
Extend commuter rail from Lakewood to Lacey/Centennial Station	30.36% 317
Widen I-5 to add a high-occupancy vehicle (HOV) lane in each direction	22.80% 238
Build a new local light rail or trolley service	15.04% 157
Fund a combination of other lower cost options	29.50% 308
Don't invest more in the transportation system	2.30% 24
Total	1,044

Q8 8. Consider the transportation system objectives listed below. We'd like to fully meet each of the objectives, but funding is limited. What are the long-term investment priorities for the Thurston region? Rank the priorities in order of importance. (1=most important, 5=least important)

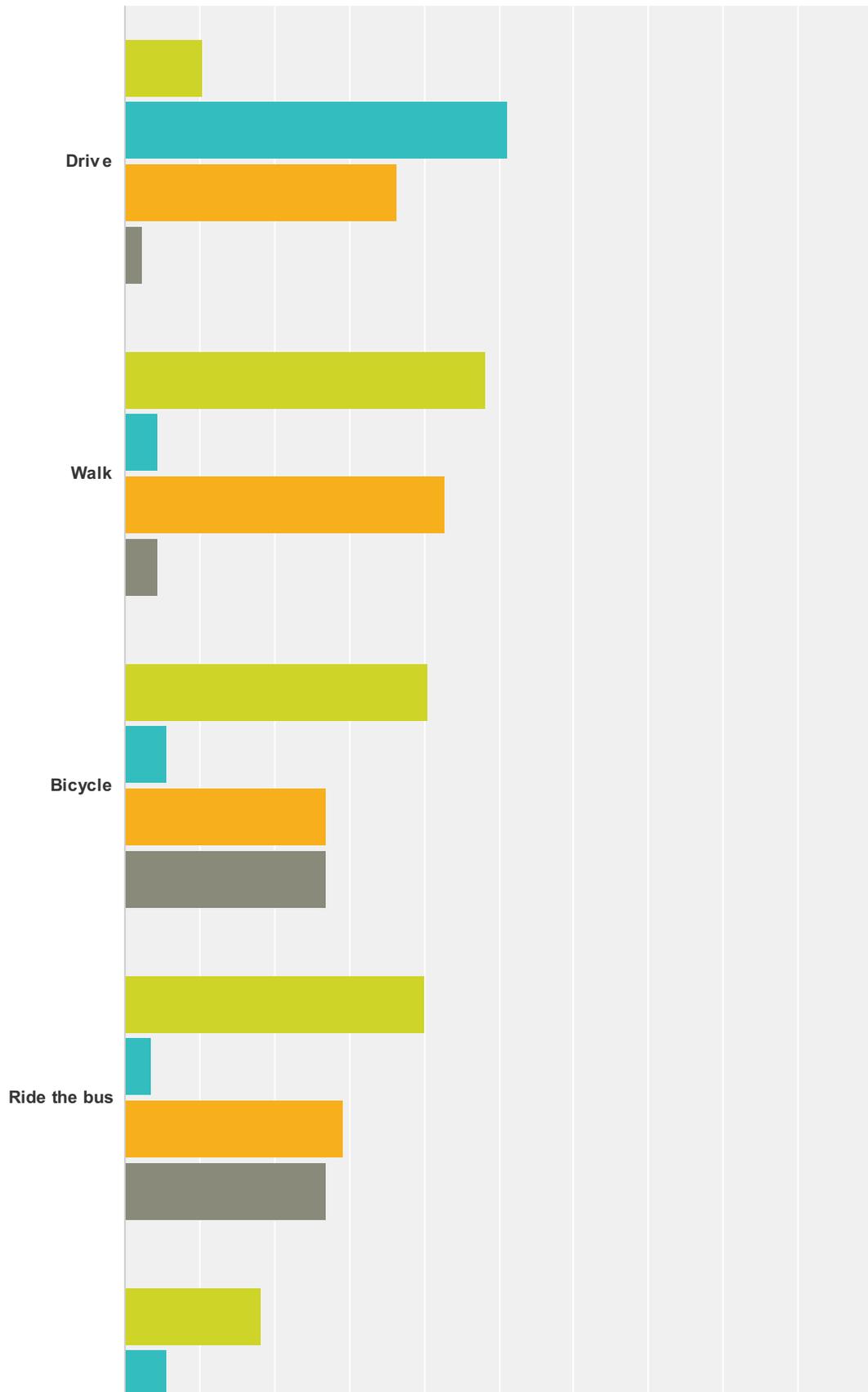
Answered: 1,285 Skipped: 164



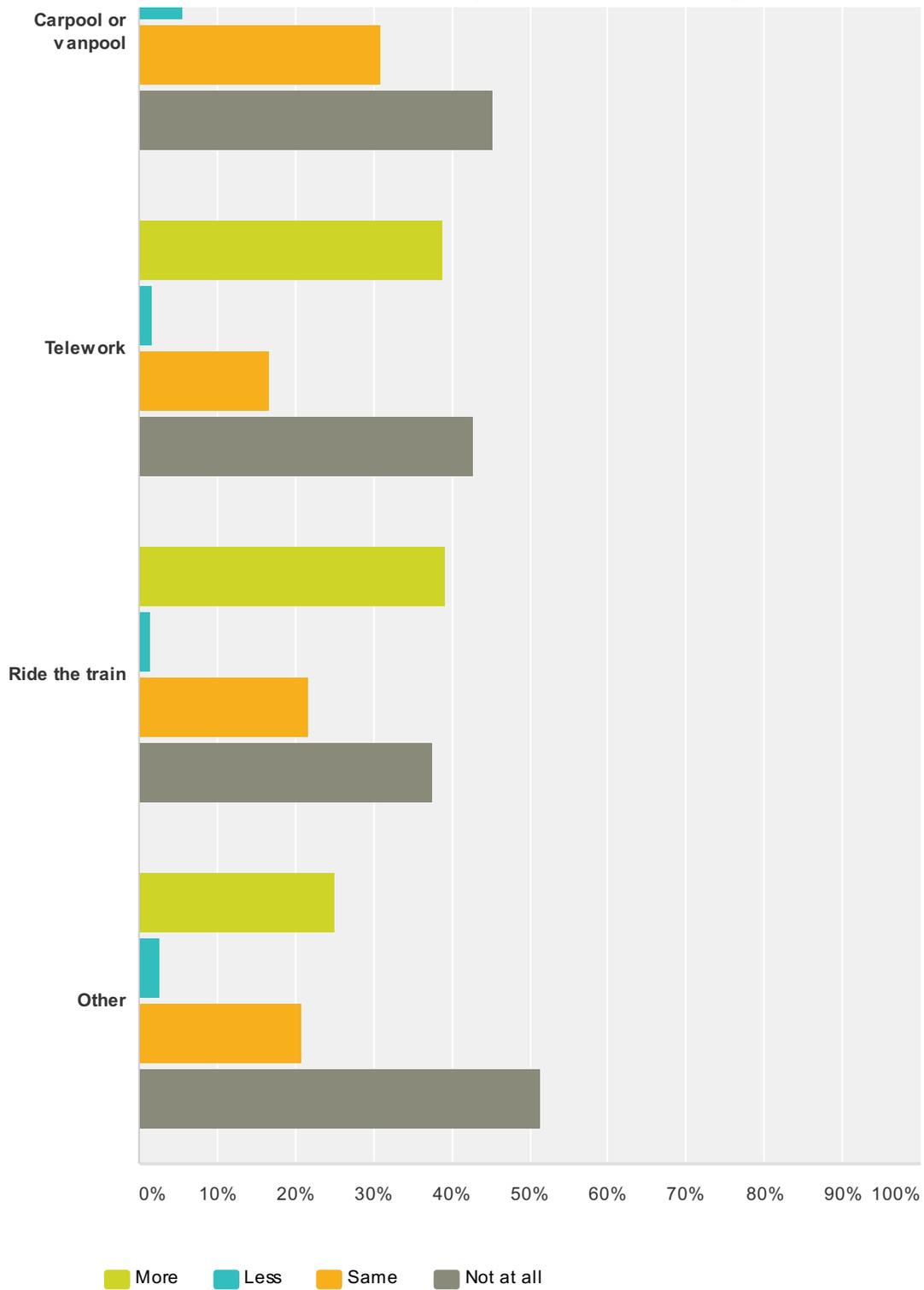
	1	2	3	4	5	Total	Average Ranking
EXPAND TRAVEL OPTIONS - Provide more alternatives for people to travel without driving cars.	38.13% 490	16.50% 212	13.00% 167	14.40% 185	17.98% 231	1,285	3.42
IMPROVE MOBILITY - Make travel more predictable for moving people and goods.	12.45% 160	23.58% 303	24.75% 318	24.51% 315	14.71% 189	1,285	2.95
MAINTAIN THE SYSTEM - Keep the transportation system in good repair to extend the life of our investments.	25.91% 333	22.88% 294	27.94% 359	15.56% 200	7.70% 99	1,285	3.44
INCREASE EFFICIENCY - Help the existing system work more smoothly, using fewer vehicles to move people and goods.	14.09% 181	24.05% 309	21.71% 279	28.56% 367	11.60% 149	1,285	3.00
BOOST ECONOMIC VITALITY- Focus on investments that support trade, employment, and productivity.	9.42% 121	13.00% 167	12.61% 162	16.96% 218	48.02% 617	1,285	2.19

Q9 9. In 10 years, how do you think your transportation needs will change? I expect to ...

Answered: 1,316 Skipped: 133



Transportation Priorities Survey for the Thurston Region



	More	Less	Same	Not at all	Total
Drive	10.33% 133	51.13% 658	36.29% 467	2.25% 29	1,287
Walk	48.27% 614	4.48% 57	42.77% 544	4.48% 57	1,272
Bicycle	40.57% 512	5.55% 70	27.02% 341	26.86% 339	1,262
Ride the bus	40.17% 509	3.63% 46	29.20% 370	26.99% 342	1,267
Carpool or vanpool	18.09%	5.57%	30.94%	45.40%	

Transportation Priorities Survey for the Thurston Region

Category	10.00%	5.00%	50.00%	75.00%	Total
Carpool or vanpool	224	69	383	562	1,238
Telework	38.89% 483	1.69% 21	16.67% 207	42.75% 531	1,242
Ride the train	39.18% 485	1.45% 18	21.73% 269	37.64% 466	1,238
Other	25.00% 55	2.73% 6	20.91% 46	51.36% 113	220

#	If other, please describe:	Date
1	ride my motorcycle more	5/29/2014 7:50 AM
2	I expect to be retired and not a cause of commuter problems.	5/27/2014 5:57 PM
3	My tricycle is not bus-friendly, so I will continue to visit Seattle via the three-bus, three-hour trip to downtown trip.	5/25/2014 2:46 AM
4	Ride my motorcycle.	5/21/2014 8:28 AM
5	Need to give more credit to Motorcyclers.	5/21/2014 6:59 AM
6	retire	5/14/2014 1:01 PM
7	I'm increasing disabled - can't walk or ride bikes	5/14/2014 10:40 AM
8	Motorcycle	5/14/2014 9:58 AM
9	lite rail to/from shelton	5/14/2014 9:41 AM
10	I will probably retire then	5/13/2014 4:03 PM
11	Currently van-pooling from Lacey to Renton, where I work.	5/12/2014 1:55 PM
12	the cost of the train is a barrier for many. as well, the infrequent routes to sea tac keep people driving cars.	5/10/2014 8:22 PM
13	I plan to drive more.	5/9/2014 3:54 PM
14	Might need to utilize paratransit services in 10 years or less.	5/9/2014 2:04 PM
15	Trail usage	5/9/2014 11:02 AM
16	Horse use	5/9/2014 11:02 AM
17	Stay home more.	5/8/2014 6:09 PM
18	Drive lots of errands daily with kids activities after work. Hope to bike more if work closer to home in the future.	5/8/2014 2:56 PM
19	None.	5/8/2014 11:59 AM
20	Make local options more viable by making Thurston County a viable option to shop and conduct business. However, due to the current local crime and drug environment that consumers and visitors are subjected to and our local governments are too afraid to do anything about, our area will decay without difficult decisions. I have no faith in current city and county representatives to do anything about it. Tax dollars will continue to dwindle in our area and transportation funding will continue to drop. Before investing in the future, fix and maintain our current resources.	5/8/2014 8:52 AM
21	We must get light rail between Portland and Vancouver B.C. !!!	5/7/2014 11:47 AM
22	reduce trips by consolidating errands.	5/7/2014 8:06 AM
23	Question 8 - the scoring is broken. It inserted its own numbers for me.	5/7/2014 8:02 AM
24	"google electric car - take me to xxxx" Let's hope that we don't have to depend on people to pilot our electric cars in 10 years.	5/6/2014 1:42 PM
25	Fly	5/6/2014 12:01 PM
26	I will be retired and most likely continue to live in Mason County, hence will no longer commute to Tumwater.	5/6/2014 11:50 AM

Transportation Priorities Survey for the Thurston Region

27	motorcycle	5/6/2014 11:41 AM
28	I am hoping for a light rail system, or more extensive bike trails/lanes for easier and safer biking for my family.	5/6/2014 10:57 AM
29	If there were a light rail system, I would ride it to and from work on a regular basis.	5/6/2014 10:25 AM
30	Fundamentally when it comes down to it, no matter how many roads or buses are made, all modes of transportation require a little known thing called GAS. Unlike the few Americans who will afford this valuable resource, I'm a part of the 99% that won't be able to afford it in 10 years, so walking, biking will be more in my future. Things like riding a bus or a moped will cost considerable amounts of money, and since the average American won't be able to afford gas in 10 years, then the oil companies will have to sell our locally produced gas to their new friends in Asia and South America, which will be where all our wealth will end up once the immigration bill passes.	5/6/2014 10:10 AM
31	Priority ranking, above, didn't work. No matter what I select it input 1, 2, 3, 4 and 5 from top to bottom.	5/5/2014 12:23 PM
32	I share a vehicle with a neighbor for some errands and trips; I rent for trips if I don't take public transportation.	5/5/2014 11:03 AM
33	I'd ride the train if it went btwn Seattle to Oly. Thousands of people work in Oly [the State Capitol] yet from the beginning having train service to Oly was not considered!	5/5/2014 8:30 AM
34	8. Consider the transportation system objectives listed below. I couldn't give my answer the system doesn't let me. The system has the own answer for this section. From 1 to 5.	5/4/2014 8:37 AM
35	Senior Citizen Living Bus	5/2/2014 8:58 AM
36	I will be retired and no longer need to drive to Thurston Cnty	5/2/2014 8:35 AM
37	Ride my motorcycle more often.	5/1/2014 4:17 PM
38	I would consider riding the bus if they had ample routes in connecting areas without having to back track to a transit center for a bus change. Why ride the bus for 40 minutes when I can drive and be there in 10.	5/1/2014 3:13 PM
39	I will be retired and have more time to travel and do things. Hopefully my routes, travel plans and need for culture and adventure will expand with light rail availability or I will be one of those old folks out for a Sunday drive. LOL	5/1/2014 12:23 PM
40	I expect to retire within two years and may move out of Thurston County or at least, spend part of the year out of Thurston County.	5/1/2014 11:29 AM
41	coordinate my needs so I accomplish more with less travel	5/1/2014 11:29 AM
42	retire	5/1/2014 10:54 AM
43	Shorter trips. Live closer to most needs. Probably live within walking distance to most shopping and appointments	5/1/2014 10:21 AM
44	I would like to ride the train or a light rail system, but it isn't available in the area or during the times that I need.	5/1/2014 10:09 AM
45	I hopefully will be retired by then. I currently am a self-employed part-time worker. I see myself staying home more. Driving will be out of state for vacations, hopefully.	5/1/2014 9:34 AM
46	If train was available, I would select it.	4/30/2014 4:23 PM
47	I plan to drive more once I can purchase an electric/hybrid vehicle.	4/30/2014 3:30 PM
48	Ferry.	4/30/2014 9:42 AM
49	By then I may need Dial-a-lift or need to rely on someone else to drive me—but hopefully will still be able to walk or take the bus. It's hard to say at my age.	4/30/2014 9:21 AM
50	Retired.	4/29/2014 10:29 PM
51	Find a way to get to a bus stop (closer stop or new Park & Ride).	4/29/2014 7:58 PM

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52	In 10 years, I expect to be able to walk no more than a 1/2 mile down the street from my house, catch a bus to a fully-integrated transit center where I can catch the sounder, a bus, a train, or a carpool/vanpool and arrive in another metropolitan area that has adequate bus/carpool accommodations so that I only need to walk a mile to my destination, be that work from 6am-4pm or a night on the town starting at 8pm and winding down around 3am. Public transportation should advance enough in ten years that driving under the influence isn't just something we preach against, it should be a completely foreign concept because there are enough measures in place that nobody needs to drive.	4/29/2014 4:59 PM
53	Retire!	4/29/2014 4:29 PM
54	Use van for disabled.	4/29/2014 3:04 PM
55	Hopefully, I'll be retired. Then I can use the bus to get around more, and I will walk daily for exercise and something to do. If I can find something to do on the computer for part time work, I'll do that as well.	4/29/2014 2:15 PM
56	Note: your survey instrument would not allow me to rank priorities. If this occurs for others, your results will be skewed.	4/29/2014 1:49 PM
57	flexible work schedule	4/29/2014 1:49 PM
58	Retire!	4/29/2014 12:01 PM
59	I hope to be retired within 10 years,	4/29/2014 9:35 AM
60	Other: I believe we need to concentrate on light rail from Seattle-Lakewood-Olympia-Centralia. Moving the long distant driver off the road will help our environment, lower maintenance on roadways and increase the commuter drive for those who work out of town. It will be convenient, trustworthy and mainly on-time. Fewer maintenance costs for the rail compared to manpower & products to maintain the road & bridge infrastructure. It would be feasible to keep the costs for rail commuters low.	4/29/2014 9:26 AM
61	Airplane, purely for pleasure and proficiency	4/29/2014 9:17 AM
62	If more of these things were available I would use them in the next ten years. I really want light rail between Seattle and Olympia. I also really want to be able to work from home one to two days a week.	4/29/2014 9:11 AM
63	Riding train is only feasible when schedule is flexible. Train is not consistent in dependable schedule, so it is not really an option if time is important,	4/29/2014 6:51 AM
64	Depends on if there is a lightrail system or not.	4/29/2014 6:38 AM
65	I will be retired in less than ten years. After retirement I will not need to drive as much except for pleasure and going to the store. I plan on traveling more on my motorcycle.	4/29/2014 6:35 AM
66	The ranking on question 8 only lets me rank 1 to 5 top to bottom. I would have said 3, 4, 5, 2, 1 in order of importance.	4/28/2014 4:58 PM
67	In 10 years, I'll be retired so won't be driving every day, but will be making less frequent, longer trips for pleasure and don't want to spend my golden years sitting on the freeway stuck in traffic.	4/28/2014 4:22 PM
68	Retired to Eastern Washington	4/28/2014 2:38 PM
69	It would be great if Sound transit or another agency could expand commuter train travel to down town OLYMPIA from Pierce county and beyond. Lacey isn't far enough for me. I work in Tumwater.	4/28/2014 1:39 PM
70	I would hope in 10 years to only have Thurston County only as a memory. When I first moved here a "traffic jam" was 5 cars at a red light between Thanksgiving and Christmas. Now the traffic from "uncontrolled" growth is pretty bad every day. I pity those who have to use I-5 between Lacey and Tacoma.... I actually think the area from Dupont to Gravelly Lake drive in Pierce County is THE place to focus transportation funds. Even Thurston County funds!	4/28/2014 1:36 PM
71	RANKING above is all cockeyed ! I pressed the last as #1--and it became #5 ! Wrong ! #2 is #2	4/28/2014 1:05 PM
72	Hopefully, we will have better train service available in Olympia	4/28/2014 10:03 AM
73	I plan to not be working	4/28/2014 8:26 AM
74	n/a	4/28/2014 6:54 AM
75	Can't ride the bus. It does not come to my area	4/25/2014 12:21 PM

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76	FYI: this survey did not allow me to rank my choices under #8, above. Once I chose which option was my #1, it automatically assigned numbers to the rest.	4/25/2014 10:11 AM
77	5-2-4-3-1 For Question 8, which doesn't work properly	4/25/2014 10:02 AM
78	The survey would not let me rank my priorities for question #8	4/25/2014 10:01 AM
79	there is no viable bus service to south county. My STAR pass does not work on RTS	4/25/2014 9:48 AM
80	see my idea in the other section	4/25/2014 8:23 AM
81	More use of Dial a Lift buses. Retiring in 5 years so won't be commuting to work.	4/24/2014 3:04 PM
82	If the bus came out to where I live (NE Marvin Road), I would ride it.	4/24/2014 3:03 PM
83	I find it not just necessary for the community, but a person in general, to have the intercity lite rail involved and increased in town.	4/24/2014 2:35 PM
84	I currently drive less and commonly bicycle locally and carpool or take the train or bus out of town.	4/24/2014 2:34 PM
85	I'll be retired and not living here.	4/24/2014 1:44 PM
86	more airplanes--quick bus trips to the PDX and SEA	4/24/2014 11:46 AM
87	In five years, I will retire. My wife and I live in rural Thurston county and have three vehicles, all pickups. Total mileage is 13,000. That is about 9000 on my commuter vehicle, and 2000 each on the other two vehicles. I will bicycle more for exercise in retirement if my health remains good, but not for transportation. I expect annual miles driven to drop by about 5000, to about 8000 total. I hate flying, so will not do much of that.	4/24/2014 10:25 AM
88	If a trolley for the downtown areas were in place, I think this takes up less resources. I have often taken the Dash and I am the lone passenger. Better to divert this big bus for other routes. For instance, there is no good link between Olympia/Tumwater/Lacey to Centralia/Chehalis/Bucoda/Rainier/Tenino etc. I used to work in Centralia/Chehalis and I had to drive alone or carpool since I could not find connecting routes for these two cities.	4/24/2014 9:56 AM
89	I would love to be able to take the bus to work. But I live in Rochester and that's not an option.	4/24/2014 9:48 AM
90	hopefully in 10 years I'll be retired, so my transportation needs will change. Probably be out on the roads less, and will be able to choose when I go out so be able to avoid higher traffic times.	4/24/2014 9:37 AM
91	Retired	4/24/2014 9:34 AM
92	i would ride the train because its faster and you're still not stuck in traffic	4/24/2014 9:26 AM
93	My answers reflect my hopes more than my true expectations. I hope to be able to do more with local and regional transit - buses and light rail. My three mile commute between Olympia and Lacey is not feasible with current bus routes/times but if it was I would do it. I will be in my late 50's and may not be physically able to reduce my driving as much as I would like. I currently drive about 50 miles/week total and all within Thurston County. I hope to be driving an electric car when I do drive and even better if it was a shared resource.	4/24/2014 9:20 AM
94	If bus service was doable from Tacoma to Lacey (Martin Way), I would ride the bus daily.	4/24/2014 9:19 AM
95	I expect that Olympia will grow, that I will age, that my needs will be more about shopping and medical than about work.	4/23/2014 5:31 PM
96	I would take the train if it was accessible to my work, otherwise I'd drive.	4/23/2014 4:12 PM
97	Motorcycle, due to the cost of fuel, and the continually reduced parking options for my car.	4/23/2014 2:16 PM
98	I live on a hill (up Puget St NE, Olympia) & past Roosevelt Elementary, so biking to a transit station is not an option. (I'd be huffing & puffing up the hill to go home.) I work in Tumwater - that's 6.64 miles from home (including 2.5 freeway miles), 14 mins. Public transportation would make it a very long day.	4/23/2014 11:08 AM

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99	Get away from the Rat Race and get on water i.e. Puget Sound. * The County needs to use one of its underutilized assets - the Puget Sound waterways. It would be nice if there were a way that we could use the waterways for transportation more. - High Speed water shuttles. Olympia could use a hydroplane boat like the Victoria clipper. Have it start at Downtown Olympia to DuPont, Tacoma, and Seattle area. Maybe even a Ferry system on the south-end that connects to the north ports? How long of a Ferry Ride would it be from Olympia to DuPont and or Seattle? Hour or so commute? Bremerton to Seattle is one hour. We need to think outside of the box and use whatever we can to help manage the traffic flow.	4/23/2014 9:50 AM
100	take the aeroporter shuttle to and from the airport.	4/23/2014 9:44 AM
101	I hope to ride the train more, but that depends on a connection being made into the Sound Transit light rail system to the North.	4/23/2014 9:23 AM
102	In 10 years I better be retired. I would expected all commutes to be less although I am approaching 25,000 mi on my bike so I think biking will continue.	4/23/2014 7:33 AM
103	Number 8 rankings did not work for me to make choices.	4/22/2014 4:14 PM
104	I would take a train every time to Tacoma or Seattle if I could. It is just when I know ride the bus it is hard to get from the station to where I'm going.	4/22/2014 4:07 PM
105	Hopefully, less driving, lower insurance cost and more lesure time outdoors	4/14/2014 4:43 PM

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Q10 10. Why do you think your needs may change in 10 years? (up to 1000 characters)

Answered: 941 Skipped: 508

#	Responses	Date
1	Americans like our cars and trucks and matter what efforts government employees to reduce cars and trucks as the most important form of transportation, the vast majority of us will drive. So in Thurston County we need to expand our road capacity. I-5 needs 2 more general purpose lanes in both directions. We need to look at added capacity in Yelm and Lacey, more lanes to move cars in a safe and efficient manner. Buses over rail lines because buses are flexible. We need to look at a regional I-5 bypass from JBLM to Centralia.	5/31/2014 3:41 PM
2	Retirement. Will not be commuting 5 days per week. Will be driving less often.	5/30/2014 9:55 AM
3	Keeping the roads up to date and not falling apart well be driven on.	5/30/2014 6:04 AM
4	Curently my famiy enjoys walking, biking and taking the bus to do most of our recreational activities. In 10-years my children will be of school age and likely have activities that require us to drive - i.e. ball fields not within walking distance or off the transit line/not convenient to transit. However, I do expect our carpooling to increase during that time.	5/29/2014 10:37 AM
5	Will be retiring, so I won't be driving to work. Will be walking more, maybe ride a bike.	5/29/2014 9:40 AM
6	As I get older i will bicycle and walk less and motorcycle more	5/29/2014 7:50 AM
7	I Live in Rainier Wa and more services will be coming over time. More people will be moving into the aeria.	5/28/2014 11:51 PM
8	More people, fewer jobs, less money; we'll basically be a 3rd world country	5/28/2014 10:20 PM
9	more commute options available.	5/28/2014 2:22 PM
10	I'm just now starting to drive. I suspect that in the future I'll continue to use public transportation to get around town and on my trips to and from Seattle, WA and Portland, OR, but I'll have my own transportation to go to and from places where I could not go by bus.	5/28/2014 8:08 AM
11	Waiting for the option to be open to me and my schedule!	5/28/2014 12:54 AM
12	The cost of transportation is so high, it may be necessary to cut back on trips and driving in general.	5/27/2014 7:02 PM
13	Lifestyle choice, downsize and relocate residence. Kids moved out and demands on auto-oriented lifestyle should be minimized. YAY!	5/27/2014 5:32 PM
14	Retired and enjoying life.	5/27/2014 3:55 PM
15	I'll be older, more established in career. I don't own car right now, walk a lot and live close to work. This car, walk, close to work situation may well be different in 10 years.	5/26/2014 2:51 PM
16	Hopefully more efficient car and bike lanes.	5/26/2014 7:40 AM
17	I currently vanpool daily and am planning on retiring from this position in about 4 years. I probably will continue to work in some position, so hope to even have more options in the future.	5/25/2014 4:37 PM
18	Change in work status and location	5/23/2014 6:28 PM
19	Retirement - No further computing to and from work to home.	5/23/2014 2:38 PM
20	greater reliance on car due to children's needs	5/23/2014 2:31 PM
21	Economic changes relative to resource depletion	5/23/2014 1:35 PM
22	because he transportation services will need to be more when the population grows.	5/23/2014 1:18 PM
23	i will be retired and no longer commute to work.	5/23/2014 1:14 PM
24	Retired	5/23/2014 11:03 AM

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25	More efficient ways to commute...possibly telework	5/23/2014 10:53 AM
26	I see the economy getting worse, cars and oil more expensive so my needs will be based on the cheapest, most efficient option buses and bicycle.	5/22/2014 8:31 PM
27	In 10 years I plan to have a smaller home closer to downtown where I can walk, bike, and use transit to meet most of my needs. And there will be less driving because my kids will be grown.	5/22/2014 7:47 PM
28	Within 10 years, I plan to retire and stay in Olympia. Currently, while working full time, I commute to work by bicycle or bus, but I often use my car for errands given my limited time after work and on weekends. After I retire, I envision biking, bussing, and walking more than I do now, not for work, but for errands and pleasure, given I'll simply have more time to "do life".	5/22/2014 4:28 PM
29	I will be older and my priorities will change.	5/22/2014 2:47 PM
30	1) The cost of fuel and vehicle maintenance is increasing 2) The quality of the road surface is decreasing 3) The amount of congestion on our road system is getting worse by the year. I have driven from Lacey to Tukwila and Renton for work every week since 1999. I have seen the problems evolve. Because of my line of work, the only practical way to travel was single occupant POV. I finally found a vanpool that I could participate in about two years ago. It is a serious money saver, but the traffic is still too bad to make it efficient. I would gladly pay more in expenses to have a more trouble free, stress free, quick commute.	5/22/2014 10:25 AM
31	In the next ten years I will be nearing retirement age. Meaning I will not be commuting to and from work.	5/22/2014 10:22 AM
32	Our office is currently looking into the future and tele-commuting is an option. Also, I would like more exercise so if there was a way to get from my home (Hawks Prairie) to the Westside in a more manageable amount of time while still giving me the freedom to run errands at lunch or after work, I would definitely go for it.	5/22/2014 10:22 AM
33	Because change is inevitable.	5/22/2014 9:34 AM
34	I'll retire	5/22/2014 8:58 AM
35	More opportunities to use non-single occupancy vehicles, more congestion, longer commute times.	5/22/2014 8:25 AM
36	i,ll retire if possible	5/22/2014 5:38 AM
37	10 years older, less need to drive alone- visit family out of area	5/21/2014 9:27 AM
38	Due to aging and children being out of the home	5/21/2014 9:14 AM
39	I will be too old to ride a bike, bus service is not convenient without a walk of about 4 blocks (again to old to walk that far!)	5/21/2014 8:38 AM
40	I plan on retiring and spending time seeing our country. I prefer the back roads and seeing what mother nature gave us.	5/21/2014 8:28 AM
41	increase in fuel prizes	5/21/2014 6:29 AM
42	I've been working on getting more fit, and have been walking a lot and thinking about getting a bicycle. If the transit system were better I'd be more likely to try the bus.	5/20/2014 5:06 PM
43	Im trying to relocate closer to where I work, this will allow me to use the bus or bike to work.	5/20/2014 5:05 PM
44	I will be 10 years older and retired.	5/20/2014 3:56 PM
45	I don't. I am 52. My health will depend upon maintaining a lifestyle that includes ample walking and biking. Barring major medical changes, I will need to keep doing at least what I am doing and I know any increase will be nominal.	5/20/2014 3:55 PM
46	Look at Europe and Eastern Europe mass train and bus systems all over. America is really fallen behind in the mass transit especially western half of the country.	5/20/2014 3:50 PM
47	Rising fuel prices.	5/20/2014 3:35 PM
48	Hopefully there will be more options available in the area I'm living other than driving.	5/20/2014 3:28 PM
49	my kids will be older and more active	5/20/2014 3:21 PM
50	Will continue to prioritize living close in requiring less travel by car.	5/20/2014 3:08 PM

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51	Technology will improve	5/20/2014 12:45 PM
52	I expect to see bus service improving. I will probably retire in 10 years.	5/20/2014 7:08 AM
53	Retire and leave the work force creating on less vehicle on the road.	5/19/2014 5:25 PM
54	Kids will be grown so there won't be as much running around and I'll have more flexibility on how to get from here to there.	5/19/2014 11:46 AM
55	Aging and retirement.	5/19/2014 9:56 AM
56	In 10 years I will be retired from full-time work.	5/18/2014 5:09 PM
57	I am not getting any younger.	5/17/2014 2:51 PM
58	Retirement	5/16/2014 10:16 PM
59	Climate change and need to depend less on fossil fuels. Want to increase exercise. Cheaper than driving. Building community by other modes than driving.	5/16/2014 8:13 PM
60	I'll be retiring and won't have to keep the same schedule. And, having more time, I can walk more.	5/16/2014 12:00 PM
61	I'll be a retired senior citizen.	5/16/2014 11:51 AM
62	As the transit, pedestrian, and bicycling infrastructure continues to expand, it will provide me with more opportunities for using these modes of transportation.	5/16/2014 10:30 AM
63	They won't - I live rural - no service - or at least nothing under 2 hours and 2 changes per trip	5/16/2014 9:34 AM
64	Children will be out of the house. More available time to enjoy less efficient transportation methods	5/16/2014 9:00 AM
65	I don't have children now. I will have children then. I will not put my kids or myself on the city bus. I will drive them around.	5/16/2014 8:31 AM
66	i will be retired and lifestyle will change.	5/15/2014 11:50 PM
67	As public transportation expands and becomes more convenient, with more frequent trains, I will use it more often.	5/15/2014 1:45 PM
68	i may get another job that will be farther away from home and also my son will require more transportation to friends houses and events.	5/15/2014 12:24 PM
69	Personal reasons of moving into the next phase of my life.	5/15/2014 12:07 PM
70	because of upcoming retirement.	5/15/2014 12:06 PM
71	Our population will continue to grow and will be older. It is unlikely that people will be willing to spend more on transportation.	5/15/2014 9:57 AM
72	Trying to incorporate more walking into my day to day activities, to improve my health.	5/15/2014 8:11 AM
73	I will retire and not commute to work anymore	5/15/2014 8:11 AM
74	I currently live car-free and bike, walk, or bus everywhere I need to go, 99% by bike. In ten years I can imagine that I would have a different job or live in a different location, and that I might have to buy or rent a car... but I hope not!	5/14/2014 5:06 PM
75	I will be no longer be commuting to work.	5/14/2014 4:54 PM
76	I think the price of fuel is only going up and it may necessitate riding my bike to work of figuring out a bus option... however no bus option exists for me at this time that is reasonable. I think the expected population growth is also going to add congestion. We need a rail system to get carsoff of I-5 and a local rail to keep cars off local streets.. at least reduce them. And lastly, we have to think of the system with more dense living with local conveniences. Don't allow development in sprawl until that's the only option.	5/14/2014 4:20 PM
77	Gas and the cost of transportation will go up. Driving is not a highlight in my life Biking and walking are the easiest way to get excersize without having to fit it in my day otherwise I am hoping that transportation options in the future will improve	5/14/2014 4:14 PM
78	As kids get older I will have less commuting by car.	5/14/2014 4:14 PM
79	If I'm still working, I don't see my needs changing because I already carpool and ride the bus almost daily. If I retire in the next 10 years, I might be driving more simply because I won't be carpooling to work every day.	5/14/2014 4:03 PM

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80	I will be retired, however I still expect to bicycle every day, carpool when I need to come into town and drive a single occupancy vehicle when I go to a specific location by myself.	5/14/2014 3:52 PM
81	It's not so much that my NEEDS will change, as much as it is I will choose to ride my bicycle more for travel. Commuting, errands, etc, will still be done by auto for the most part, but visiting a bakery or meeting friends may more likely be done by bicycle.	5/14/2014 3:48 PM
82	anticipation of better links to train	5/14/2014 3:40 PM
83	retired	5/14/2014 3:35 PM
84	General population and commerce increases.	5/14/2014 3:32 PM
85	older	5/14/2014 3:25 PM
86	I will be retired.	5/14/2014 2:39 PM
87	use demand on infrastructure from population increase.	5/14/2014 2:37 PM
88	Retirement	5/14/2014 2:31 PM
89	Kids grown.	5/14/2014 2:14 PM
90	Because I will be retiring; a change of life style.	5/14/2014 1:59 PM
91	will no longer be working	5/14/2014 1:01 PM
92	I hope to be retired.	5/14/2014 12:50 PM
93	I am hoping to ride my bicycle to work each day but because I live on a 50 mph road and there are no sidewalks or bike lanes I find it dangerous to ride but if in 10 years, more sidewalks and bike lanes are brought on these fast roads, I would definitely change my means of transportation.	5/14/2014 12:16 PM
94	I don't think they will change because I drive rarely, walk often, bike for recreation and bus to work when it's dark and wet. This is a lifestyle choice I'm committed to for a healthy me and a healthy environment.	5/14/2014 11:48 AM
95	If the train station was moved to a more central location, it may become a more viable commute option.	5/14/2014 11:46 AM
96	more young people coming in the driving force and population increas	5/14/2014 11:45 AM
97	I plan to retire	5/14/2014 11:44 AM
98	Population increase will demand changes to our transportation systems, walk, ride, drive, etc. Personally, in 10 years I will not need to shuffle kids to school, sports, activities, etc. My needs will change as my age increases.	5/14/2014 11:30 AM
99	Greenhouse gas recognition/regulation Improved infrastructure and technology	5/14/2014 11:30 AM
100	I don't think my needs will change in the next 10 years.	5/14/2014 11:13 AM
101	I plan to be retired with less travel needs.	5/14/2014 11:09 AM
102	Moving to rural area. Technology upgrades at work will change culture of working in a business office. Convenience of trains/light rail would trump convenience of driving own car.	5/14/2014 10:54 AM
103	I've learned that alternative ways of traveling to work are easier and can be very enjoyable (e.g., walking or riding my bike). It's also less expensive and stressful (finding parking, paying for parking and/or gas). As I become more used to the bus schedule, walking or riding my bike, I expect to utilize all methods more.	5/14/2014 10:45 AM
104	Because I will retire in three years time.	5/14/2014 10:42 AM
105	Aging & physical abilities, retirement & reduced need to get around	5/14/2014 10:40 AM
106	I will try to live close to all the services that I need so I won't need to drive as much. I also plan on buying a bike.	5/14/2014 10:39 AM
107	I'll get older and my mobility changes.	5/14/2014 10:39 AM
108	I will be retired	5/14/2014 10:32 AM

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109	I think my needs will stay the same. That is driving my car due to the poor bus and transportation options available in this area. I would have to walk around a mile to the bus stop toin all types of weather and have physical limitations that limit those options. I feel smaller buses in loops to the larger bus routes would increase ridership. I look at the buses passing me on the road and see the bus 90 per cent EMPTY. This is not an efficient system. The same with bike lanes. Massive expenditures with very few riders. Politics do not move people efficiently because the elected officials listen only to the special interest groups and do not reach out to the silent majority.	5/14/2014 10:16 AM
110	My kids will be grown in less than 10 years so I will not be the shuttle-mom as much.	5/14/2014 10:12 AM
111	I plan to retire from state service in 25 months. That will change a lot of things for me.	5/14/2014 10:10 AM
112	the price of fuel and less need to travel	5/14/2014 10:03 AM
113	my needs won't change. i specifically moved into the city and pay more taxes, in this regard, to have the convenience of proximity. i walk, bike, bus instead of driving. Although, i do drive as well, but put very low mileage on the vehicle.	5/14/2014 10:01 AM
114	In 10 years I will be approaching retirement age and this will impact my commute schedule. Another change I have had is that I have moved into the city of Olympia from NW corner of Thurston County. This move has dramatically reduced my drive times.	5/14/2014 9:58 AM
115	My needs are the same.	5/14/2014 9:58 AM
116	Transportation has always changed and will continue to change according to technological changes.	5/14/2014 9:57 AM
117	People can allways strive to get better, safer, more efficient and more enviomentally sound. We will never stop improving our position to make things better and more useable.	5/14/2014 9:53 AM
118	Growing family, realestate market and changing needs causing us to move away from the city core.	5/14/2014 9:48 AM
119	Retirement, no longer working or commuting to work.	5/14/2014 9:47 AM
120	retirement in 8 years.	5/14/2014 9:46 AM
121	currently living in shelton and commute alone to olympia. I would like to be able to relocate to thurston county within biking distance to employment.	5/14/2014 9:41 AM
122	I feel there will be more options for me; especially a park and ride option so that I can park my car close to a transit station and commute that way to work. My children will also be older and I will not have to drive as far or as often to drop them off at child care sites.	5/14/2014 9:40 AM
123	Currently I am single, but soon I will be starting a family. It is harder to transport a family, especially small children, on a bike. I will most likely be using a car for most errands and transportation, probably even a larger car than what I use now (Honda Civic).	5/14/2014 9:38 AM
124	I will retire and spend more time at home over the next 10 years	5/14/2014 9:38 AM
125	My needs will probably change due to the proximity of my home to my place of employment/grocery store/doctor's office, my health/age, whether I am juggling work and evening studies at school, how convenient public transportation in comparison to where I need to go (e.g., how many connections are needed and the amount of time required, will I have to walk a mile to get to the first connection, are there sidewalks to use to get to connections, proper lighting/safety, etc.) What may be available in 10 years (that isn't currently offered/available) may influence my transportation choices.	5/14/2014 9:34 AM
126	Hopefully the infrastructure will change, and the social pressure will also change.	5/14/2014 9:29 AM
127	Will have retired	5/14/2014 9:28 AM
128	Kids are in school. As they can get themselves around I can go back to riding my bike more to and from obligations.	5/14/2014 9:27 AM
129	Employer may move closer to home.	5/14/2014 8:21 AM
130	My children will be older - more independent requiring less driving by me. I will be able to focus more on my independent transportation and use a bicycle more often.	5/14/2014 7:08 AM
131	I will be retired	5/14/2014 6:15 AM
132	changes in career/employment duties	5/13/2014 11:21 AM
133	Hope to retire by then	5/13/2014 8:19 AM

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134	Options available	5/12/2014 4:02 PM
135	I think the workplace will become more flexible about working from home.	5/12/2014 3:45 PM
136	It will depend on where I live and how far I need to commute to work.	5/12/2014 3:07 PM
137	I expect to retire from my job in about 5 years.	5/12/2014 1:55 PM
138	I Don't	5/12/2014 1:03 PM
139	I've been doing more walking, and I hope to continue that trend. Also, I'm getting a new bike and hope to become more comfortable biking for transportation. If I can bike/walk for errands, then I can use the bus as part of that, and I won't need to drive to work as often. The "Ride the train" is optimistic - currently there are no options for anywhere I am going!	5/12/2014 11:35 AM
140	Once my children and grandchildren get out on their own again, I will have more free time to be able to vanpool. Currently it takes me an extra hour to 1.5 hours a day to commute by vanpool, and I don't have the luxury of that added time currently.	5/12/2014 10:09 AM
141	As I am aging I don't like to drive as much and I will rely more on public transportation locally and between counties.	5/12/2014 9:05 AM
142	My job moves to Seattle in the next six months. For the next two years, I anticipate commuting to Seattle via train and teleworking more. After two years, I anticipate working closer to home, which should see an increase in driving or bicycling options.	5/12/2014 8:38 AM
143	daycare and school situation will be different	5/12/2014 8:36 AM
144	I expect to retire within ten years.	5/12/2014 8:26 AM
145	Changes in business environment may make telecommuting a greater option.	5/12/2014 7:18 AM
146	I plan on moving closer to work but would still need cross county transportation. If options don't change I will continue to use my car. I start work at 6:00 am so I don't have any other option for commuting to work.	5/12/2014 6:51 AM
147	n/a	5/12/2014 6:51 AM
148	Will retire!	5/12/2014 5:34 AM
149	My daughter will be older, perhaps leave the household so less driving her around and fewer time constraints.	5/11/2014 9:46 PM
150	I'll be 82 years old in ten years -- I hope I'll still be bicycling but I suspect I'll be using the bus and train and not driving or biking much.	5/10/2014 10:28 PM
151	better investments will be made to create a more diverse transportation system.	5/10/2014 8:22 PM
152	I'll be 73 years old and retired, probably traveling less and living closer to town.	5/10/2014 3:57 PM
153	I expect to work different hours than I currently do (evening shift at local hospital), which could/would change my daily transportation needs. I also hope that in 10 years there is a more efficient, user-friendly option for getting around.	5/10/2014 2:01 PM
154	hopefully i'll be retired and wont be traveling as much	5/10/2014 9:48 AM
155	Maybe not 'needs' but desire to ride my bike more which would require safer, better maintained bike lanes	5/10/2014 9:45 AM
156	My needs will change in relationship to the transportation options available. I would like to bike, walk, ride light rail and train more.....so if those options are given to me (including better bike paths), I'll use them, rather than drive as much. We need better mass transit systems and need to make that a priority! The Northwest will continue to see a large population shift towards our region....make decisions now that foresee that future!	5/10/2014 7:49 AM
157	With the environment in mind and the ever increasing population, I will be enjoying less fossil fuel use and enjoy living in a place that supports that lifestyle.	5/9/2014 10:26 PM
158	I don't	5/9/2014 5:51 PM
159	Telework will be more common and accepted. My community will become more compact.	5/9/2014 5:13 PM
160	I'm pregnant with my first baby. We plan to have 2 children and we both work full-time. We carpool now but I'm not sure that will be possible in the future with day care hours, etc.	5/9/2014 5:05 PM

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161	I will be getting older	5/9/2014 4:37 PM
162	Older-less travel	5/9/2014 4:32 PM
163	Change of career-finishing school and beginning my career Moving closer to work to decrease commute	5/9/2014 4:21 PM
164	Aging, will be retired.	5/9/2014 4:16 PM
165	They will change because I will likely leave this country as the majority of the population and the government is intent on stealing from producers with the force of the government. It is an oppressive and offensive environment for any one wishing to make an honest living.	5/9/2014 3:54 PM
166	In less thna10 years I'll be retired so would not be driving or tele-commuting to work ; would ride bus and walk more if healthy/no mobility issues. Maybe even move close to city/downtown housing and maybe even have need 10 years down the road to use para transit options depending on health issues. But might not even live in this community after I retire - who knows . . .	5/9/2014 2:04 PM
167	We are going to have a baby so we will need to travel more to meet her needs. She should be able to walk to school but there isn't a sidewalk along the road. I worry about her saftey walking along a ditch or in the bikelane. We need more sidewalks not just to move people but so our kids are safe.	5/9/2014 1:50 PM
168	I anticipate being able to retire in less than 5 years and no longer having to travel between Thurston and Pierce Counties as I have done for the past 25 years.	5/9/2014 1:16 PM
169	I don't think my needs will change much in 10 years.	5/9/2014 12:37 PM
170	I'll be retiring and expect to have more time to walk, bicycle, and ride the bus & train more often for errands, shopping, appointments, and fun.	5/9/2014 12:21 PM
171	i will retire from work within 10 years	5/9/2014 12:15 PM
172	Congestion is a major driver, but also hopefully trail system will continue to improve and will provide more options (if the trail system's safety can be monitored/ensured).	5/9/2014 12:15 PM
173	I have a foot deformity that will make it harder to walk in ten years. I will still be able to ride my bicycle, though, so I expect to see the amount I walk curtailed. I also hate driving more and more, and I would like to give it up altogether.	5/9/2014 11:50 AM
174	aging, moving to a work location in Thurston county	5/9/2014 11:28 AM
175	Priority and health changes	5/9/2014 11:02 AM
176	Getting older	5/9/2014 11:02 AM
177	Different place in life as well as hopefully improvements on the ease of options by which to travel, in both availability and in dependability to get there on time, as well as more points of access.	5/9/2014 10:53 AM
178	I currently live in Olympia, work in Tacoma, and vanpool in between. I'll be 65 in two weeks and am retiring June 1. My transportation needs will change a lot - and I won't have to wait ten years.	5/9/2014 10:27 AM
179	hope our area will grow and the need to go in Olympia or Tumwater for my needs will decrease.	5/9/2014 10:03 AM
180	In 10 years I will be less willing to drive @ night due to vision limitations.	5/9/2014 9:24 AM
181	It all depends on where my job is. I try to live in a walkable neighborhood. So at home my main mode of transportation is walking. For work, I have to commute. So my transportation needs change depending on what/where my job is located.	5/9/2014 9:20 AM
182	I will be older	5/9/2014 9:03 AM
183	More Teleworking opportunities at my workplace	5/9/2014 8:54 AM
184	I will be retired and will be in my 70's. I may not want to drive so much at night, find it harder to get around than I do now.	5/9/2014 8:54 AM
185	Retirement.	5/9/2014 8:53 AM
186	With the birth of our first child our budget will be tight. I expect to rely more on less expensive forms of transportation (other than my personal vehicle). I also hope to model for my child the use of more environmentally friendly forms of transportation.	5/9/2014 8:31 AM
187	I'll be retired by then and will be close to moving into town.	5/9/2014 8:26 AM
188	will be retiring in 3 years	5/9/2014 7:35 AM

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189	If bus routes and the train provided added routes from Yelm to JBLM I will ride	5/9/2014 7:26 AM
190	Rising gas prices and the ability to work from home is increasing.	5/9/2014 6:24 AM
191	hopefully the bus will go more places more frequently hope there are better sidewalks and bike lanes	5/8/2014 11:35 PM
192	Hoping there is more frequent bus service covering more local area as well as trips into tacoma and seattle so driving isnt necessary. Hoping there are more safe places to walk and ride my bike. Right now the sidewalk stops in places and have to walk in the street with cars going really fast. Same with bike riding. Bike lanes just stop and roads narrow. Not safe.	5/8/2014 11:22 PM
193	My transportation needs will change b/c I plan to retire w/in the next 5 years so will not have to commute via vanpool.	5/8/2014 8:27 PM
194	I will probably move in the next 10 years within Thurston County. I admit I want it all: acreage and close-in access to downtown Olympia. So I will probably move from just south of Tumwater to the Johnson Pt/Boston Harbor area. It would be great if I could ride the bus, but there has never been a route by my house in the 93rd ave area and I don't expect one at my next place. Having an option would be nice, but I doubt that I will.	5/8/2014 8:12 PM
195	I plan to retire, significantly reducing the amount of driving I do (no driving to and from work).	5/8/2014 7:24 PM
196	Become retired.	5/8/2014 6:09 PM
197	I will be 75 years old and not working.	5/8/2014 5:57 PM
198	I'll be RETIRED!!! :)	5/8/2014 5:03 PM
199	I'll be getting older...	5/8/2014 4:26 PM
200	I am moving toward retirement and will want more safe, multi-city transit options	5/8/2014 4:06 PM
201	Getting older.	5/8/2014 4:00 PM
202	demographics and age	5/8/2014 3:57 PM
203	I have small children that will hopefully be walking/biking/riding the bus as they grow. This will free me up to be behind the wheel less and taking other options available to me.	5/8/2014 3:53 PM
204	My children will be in college in 5 years and I will not be running them to various sports and activities daily. Probably save over 100 miles every week in the car! Plan to bike more and consolidate errands.	5/8/2014 2:56 PM
205	I will be old and slow	5/8/2014 2:18 PM
206	I may move closer to work, or extracurricular activities may change.	5/8/2014 2:08 PM
207	Public Transportation be accessible to everyone in Thurston County.	5/8/2014 2:08 PM
208	I believe public transit options will increase giving me more options.	5/8/2014 2:04 PM
209	retirement a few years down the road.	5/8/2014 1:55 PM
210	Because of the huge rise in population the Puget Sound is suppose to experience in the next 20yrs is going to force changes.	5/8/2014 1:52 PM
211	I will retire in 2015!	5/8/2014 1:43 PM
212	I am retiring soon and my life style will change.	5/8/2014 1:19 PM
213	I expect that my transportation options will change because we'll invest more in walking, biking, and transit, making it easier to get around without a car. I expect that gas will be so expensive that I'll save driving for stuff like camping and fishing.	5/8/2014 1:06 PM
214	Retirement	5/8/2014 12:56 PM
215	I will be retired so not needing to go to work.	5/8/2014 12:55 PM
216	Population growth.	5/8/2014 11:59 AM
217	My physical mobility may decrease, though with the aging of my daughter I expect to be able to bicycle more as I am comfortable traveling with her around traffic.	5/8/2014 11:17 AM
218	I plan to retire.	5/8/2014 11:10 AM

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219	I will be retired fully	5/8/2014 10:37 AM
220	I will be 10 years older and probably not driving very much, if at all. I would like to think that I could depend on the buses and walking to get around. (I will be 81 by then)	5/8/2014 10:00 AM
221	I will be pushing 67 and hopefully retiring soon by then. The world will be a different place in ten years, and Thurston County will have changed as well, due to population increase and climate change effects. How people get around will have to change in order to adapt.	5/8/2014 9:22 AM
222	I will grow older and my life will change, hopefully in the direction I want it to. The area around my home and work will continue to become more vital and dense, allowing more opportunities to walk, bike or bus to the services I need. It's already started happening with the opening of Wildwood Vic's OCR and Spuds. Please pass a law that says those three businesses can never ever leave. I'm also looking forward to the bike trail system expanding up to West Olympia and also past Olympia into Tumwater and beyond. The current bike trail system is great. I'd just like it to expand everywhere in the county.	5/8/2014 9:20 AM
223	Focus shifting to health and environmental responsibility.	5/8/2014 9:14 AM
224	Retirement will mean no trips to work - I currently average 4 round trips a week by bus for my commute.	5/8/2014 9:13 AM
225	In 10 years my children will be heading off to college. This will mean they won't need me as much for transportation activities.	5/8/2014 9:02 AM
226	I live in a rural location now and plan to relocate closer in making walking/bicycle more of an option. More teleworking now and in the future.	5/8/2014 9:01 AM
227	My interest and efforts to reduce my drive alone activity. I realize the benefit of using commute alternatives for my self and community and will change my transportation habits to reflect that.	5/8/2014 8:59 AM
228	As we age, we become more picky regarding needs. Trips will have to become more economically focused. Useable mass transportation systems are the key to personal and business growth. We also need to shop and work closer to home so that we may access local business and entertainment activities. Unfortunately, lawmakers, who tend to be wealthy and privileged do not get this. In Seattle for instance, the city council is in the middle of cutting back ride share business in favor of taxi cabs that are cost-prohibitive. Transit companies are being forced to cut back service which leads to low-income and elderly people being squeezed even harder, Our state government is playing party politics, allowing current roads and transit companies to further decay. We must protect our current infrastructure and quit trying to build grandiose programs for the future. To me this is akin to not being able to pay off the credit cards I have and then applying for two new ones for the future. I am getting to the age where I may not be overly affected by the decay, but my children will be. Quit trying to be everything to everyone and just get what we have correct.	5/8/2014 8:52 AM
229	Gas costs/environment impact	5/8/2014 8:30 AM
230	I don't see it changing.	5/8/2014 8:30 AM
231	Will retire, drive less, walk more, ride bus more	5/8/2014 8:28 AM
232	I will be retired	5/8/2014 8:10 AM
233	The cost of fuel, employment changes.	5/8/2014 7:48 AM
234	getting older	5/8/2014 7:48 AM
235	Hopefully retired by then.	5/8/2014 6:51 AM
236	My kids will need less transport, I can bike and ride train singularly.	5/7/2014 11:00 PM
237	I hope to be working less and much more flexibly than I am currently.	5/7/2014 5:51 PM
238	I'm nearly to retirement age. I assume when I retire my needs will change based on my health and well being.	5/7/2014 3:34 PM
239	I expect to retire within this time frame.	5/7/2014 2:27 PM
240	older	5/7/2014 11:55 AM
241	Entering retirement age.	5/7/2014 11:10 AM

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242	The increase in traffic up and down the I-5 corridor needs to be the responsibility of the Federal Government who brought all the soldiers her in the first place. I understand we bennefit from their growth through larger communities but WE shouldn't have to bare the whole load.	5/7/2014 11:00 AM
243	As commuter to Lacey from Tacoma, I do not currently plan on changing jobs or changing where I live. I like using the bus, train, or carpooling as alternatives to driving alone, but none of the current offerings are convenient or efficient for my needs. I do not see my current needs changing much, other than having more flexibility as my children get older. Right now, I need to be available to pickup/drop off for day care.	5/7/2014 10:59 AM
244	I dont believe they will. For me, our community is too spread out for riding the bus to be a very viable option as opposed to driving.	5/7/2014 10:44 AM
245	I think it's the natural progression. The system changes and peoples needs related to that system change.	5/7/2014 10:30 AM
246	Because my kids will be driving.	5/7/2014 10:22 AM
247	Cost of fuel, improve the environment and decrease family costs.	5/7/2014 9:32 AM
248	more dependance on alternatives to the SOV	5/7/2014 8:23 AM
249	It seems like public transit options are becoming more widely available. Also, as the population increases, I foresee the urban area that I live in becoming more densely populated.	5/7/2014 8:18 AM
250	I selected Drive More / Bike Less because I currently bike 87% of my work commutes, year round. I drive <5000 miles and bike >1500 miles a year. I don't know if I will still be working here (have the biking option) or have the physical abilbity to continue indefinitely.	5/7/2014 8:16 AM
251	Retiring from daily travel to work	5/7/2014 8:14 AM
252	retirement.	5/7/2014 8:06 AM
253	I hope to spend less time commuting in a car. Hopefully I will change jobs or location that will support this goal.	5/7/2014 7:32 AM
254	Because we have to adapt to shrinking budgets and climate change.	5/7/2014 6:52 AM
255	lightrail must happen	5/6/2014 8:17 PM
256	Retiring in the next ten years.	5/6/2014 7:22 PM
257	Getting older, working less, more time to take trips, more time for public transit.	5/6/2014 7:15 PM
258	i will be retired.	5/6/2014 6:16 PM
259	I will be retired in 10 years, traveling more for pleasure and basic needs, not a daily commute.	5/6/2014 4:39 PM
260	My child will age, requiring more driving for activities.	5/6/2014 4:21 PM
261	In 10 years, I will have been retired for awhile, and no longer have a daily work commute.	5/6/2014 4:10 PM
262	cost of fuel will continue to rise move closer to work to reduce need to drive	5/6/2014 4:05 PM
263	I think there will be more options available or in use, that aren't here now.	5/6/2014 4:02 PM
264	Getting older. Protect the environment.	5/6/2014 4:01 PM
265	My husband and I are both very interested in bike commuting since we're only 3 and 3.5 miles from work, respectively; such a close distance seems silly to drive every day—even if we are carpooling! We both want to rely much less on driving.	5/6/2014 3:34 PM
266	I just started my career and am currently living in an apartment in town. I take the bus whenever it is convenient to save on gas and because I hate driving. However, I intend to buy a home in the next 5-7 years, and it will probably not be on a bus line.	5/6/2014 3:11 PM
267	My workplace will support and improve transportation and telework options for me and my co-workers.	5/6/2014 2:43 PM
268	Getting older and will likely retire within the next eight years.	5/6/2014 2:38 PM
269	Expanded travel options	5/6/2014 2:37 PM
270	The price of gas and improving the health of our enviroment.	5/6/2014 2:11 PM

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271	retirement	5/6/2014 1:46 PM
272	I honestly don't know where I will be or what job I will be working. I will always need to drive some, but carpooling will be a big part of that. I would love to telework especially if I start a family, and it would be really efficient and convenient to have a trolley or some sort of light rail to connect different parts of town. I would probably use public transportation more if there was one. Currently I use my car a lot.	5/6/2014 1:44 PM
273	I'll be 60 and will not be working! Want to hear god laugh, tell him/her your plans!	5/6/2014 1:42 PM
274	Plan on working from home more or owning my own business.	5/6/2014 1:37 PM
275	I may need to report to a different work site or project site. I have changed work sites on average every 4 years.	5/6/2014 1:10 PM
276	My 2 young kids will be into their teens in 10 years.	5/6/2014 12:43 PM
277	my need to work so many hours will decline and my ability to travel will expand	5/6/2014 12:04 PM
278	At 62 years of age I will have different needs and will be looking for less stressful options for travel.	5/6/2014 12:01 PM
279	I will be retired and greater choice as to what I can do with my time.	5/6/2014 11:50 AM
280	My kids will be grown-up and will not have to travel as much.	5/6/2014 11:41 AM
281	Work priorities change	5/6/2014 11:37 AM
282	I'm a bike commuter and drive very little as is. I ride on broken streets and see way too many single occupancy vehicles. In 10 years I'll be "retired." I may be forced into a post-retirement job that requires me to drive, but I don't know what I'll be doing, really.	5/6/2014 11:34 AM
283	As my children get older I will be less dependent on my car. Getting my kids to school and picking them up from school makes riding the bus or riding my bike nearly impossible.	5/6/2014 11:33 AM
284	I mostly use a bike to get around now - as I get older, that might become not as convenient an option. I would hope to have more options to use the train or bus to get to where I need to go, or that I would have more options within a walkable distance.	5/6/2014 11:10 AM
285	Gas prices may increase, as well as the price of maintenance and/or acquiring a new vehicle, such that I would need to find a less expensive form of transportation. I also believe that increasing my walking will improve my health. Not driving my car will improve the health of those around me.	5/6/2014 11:10 AM
286	My kids will be getting older and engaged in more activities outside of school and home.	5/6/2014 10:57 AM
287	I will be retired.	5/6/2014 10:21 AM
288	I'll be in better health	5/6/2014 10:21 AM
289	They'll change. When carbon taxes are collected based on how much a person breathes in a year once Al Gore has his way. I heard California is trying to tax people by how many miles a person drives. It won't take long for that to pass being how 'progressive' California is. And then this mentality along with everything else this millennium gets brainwashed with will spread thru the media and education systems of the world as the new 'normal', turning the United States into something we see in the slums of Asia and India today, while the slums of Asia and India a sprawling middle class of America as it was in the '50's.	5/6/2014 10:10 AM
290	retiring- more time to bicycle, walk, ride public transportation especially to Seattle, Portland. We need express busses from Olympia directly to these cities or Oly-Tacoma-Seattle; Oly-Centralia-Portland. Also, the state of Washington, pressured by Thurston County and other counties, needs to stop the silly contract with Greyhound that prohibits express busses between more than two counties. Please stop this at once so that MORE people will use public transportation because it will be effective. we will not have to risk our lives on Greyhound OR drive our cars!!!!	5/6/2014 10:03 AM
291	As the population grows, the needs will changes as all will not be able to own vehicles, but will use public transportation to travel within and outside of the county.	5/6/2014 9:43 AM
292	If light rail were available to Seattle, I'd take it in a heart beat. I don't want to drive and then get on light rail.	5/6/2014 9:42 AM
293	Resource and environmental costs will increase.	5/6/2014 9:40 AM
294	I will be retired. Traveling more. More recreational time. Will not be tied to the clock as much.	5/6/2014 9:19 AM

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295	Because I think/pray/hope the public transportation system, and in particular the train system, will be better and I can finally get out of my car and away from the stress of the highway.	5/6/2014 9:15 AM
296	I will have aged.	5/6/2014 8:25 AM
297	I may move closer to work. I would like to see a more direct bus route from my home location closer to my work. I may telework more days.	5/6/2014 7:03 AM
298	Age	5/5/2014 8:16 PM
299	I'm always trying to drive less frequently.	5/5/2014 3:05 PM
300	I'll be living somewhere else.	5/5/2014 3:03 PM
301	It's dependent on where my job and my kids are located	5/5/2014 2:06 PM
302	Aging body and kids differing needs	5/5/2014 12:50 PM
303	I hope to be able to stop working full time or at least stop working in Olympia (30 miled one-way commute distance) and find a job closer to my residence.	5/5/2014 12:23 PM
304	I will retire.	5/5/2014 11:56 AM
305	People will only use mass transit if it is efficient and convenient. Like most people, I am willing to use public transit, but only if it gets me where I need to go in a reasonable amount of time. This means parking lots at key transit stations, frequent trips for trains and buses, and few stops so that bus and train rides don't take three times as long as driving.	5/5/2014 11:39 AM
306	I am no longer working, and may work in time part time. That's the biggest change. I anticipate even more time to take public transportation. I would like to include biking, but don't feel as comfortable in Olympia biking as other communities. As I age, I expect some of my needs may change some, but appreciate the buses already (having a kneeling function to accommodate a disability) and other services. I'd love to see increased connection between cities and counties so it's more affordable to travel within the state. We have a great public bus system now, yet I'd love to see it expand (even to go to parks such as Priest Point, Burfoot, and historical park in Tumwater.) I'd like to see if we could have a shared car service in Olympia (in the past, there haven't been enough folks to do this, although I haven't heard anything for quite a while.) With climate change continuing, we certainly need to figure out transportation in a sane way! :)	5/5/2014 11:03 AM
307	Needs and options change with technology. We need to be flexible enough to take advantage of changing efficiency trends and available technology so be more intelligent about our commute.	5/5/2014 9:37 AM
308	I'm getting older and will no longer want to deal with the hassle of driving. Driving is only getting more and more unsafe with people's addiction to smart phones. I see no quality of life in competition with inattentive drivers to self-focused to realize their responsibility being part of safe driving.	5/5/2014 9:01 AM
309	Hope to be retired.	5/5/2014 8:30 AM
310	No, not a lot.	5/5/2014 8:30 AM
311	My needs will stay the same, but I'm not sure our infrastructure can support the status quo, so I expect to telework more often as it becomes more costly to physically move.	5/5/2014 8:21 AM
312	Changes in my jobs, school, and children's needs.	5/4/2014 8:04 PM
313	I don't see light rail options improving in the next 10 years since Seattle/King County can't get it together. In 10 years, we'll have more SOV, more people, more gridlock, more infighting about what to do about the horrible traffic.	5/4/2014 3:36 PM
314	I will be older, so I want to be able to use public transportation more, hoping it will be a lot dependable.	5/4/2014 3:30 PM
315	I will be retired in 10 years and would expect to drive less and have more time to use alternative modes of transportation.	5/4/2014 11:59 AM
316	Will be retired	5/3/2014 9:55 PM
317	Would take the commuter train to Seattle if it was available.	5/3/2014 7:44 PM

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318	I have been a very consistent bicycle commuter in the past. I currently am not riding like i used to - due to taking care of parents. I will be moving next door to my parents in a couple of months and therefore should be able to resume my bicycle commuting again. I am an infrequent bus rider but if bus service was extended to include the outlying areas, then I could combine my bicycle commuting with bus riding. I fully support high occupancy transportation between our urban areas in this region - light rail(?) between our South Sound region and areas north to Seattle. Whatever will reduce our use of SOVs.	5/3/2014 6:30 PM
319	Growing older, working less, conserving money due to retirement, less physically able to do certain things like bike/walk long distances.	5/2/2014 5:45 PM
320	I'm going to retire this year; will no longer need to commute 80+ miles every day	5/2/2014 4:50 PM
321	Just from getting older.	5/2/2014 4:20 PM
322	The ability to use trains and buses to commute for social/fun/family events will become increasingly important. Having a job where I can at least part of the time telecommute will be a high priority.	5/2/2014 4:19 PM
323	I will be retired	5/2/2014 3:03 PM
324	I may rely on local on-call vans.	5/2/2014 1:56 PM
325	I believe the energy prices will become to high a percentage of my budget to drive a car as much. I also like to bicycle to work. If the bikes paths were more consistent along my route I would feel much safer riding every day. Riding from my home to work and back during Lake Fair is almost a death sentence right now. Hopefully the planners will be able to find a way to keep cyclists and drivers happy sharing the roads.	5/2/2014 1:02 PM
326	I have young children that have school schedules which don't align with my work schedule. This causes me to drive instead of using commute options. In 10 years, my children will have different schedules and be more independent, so I can use more commute alternatives.	5/2/2014 12:20 PM
327	My family's demographic will change and I am counting on improvements and increases in available public transportation options.	5/2/2014 12:07 PM
328	Older population; increased electronic communication not interpersonal interaction (ie don't bus the kids/grandkids to a mortar and brick school, just plug them into their computer classes and social interaction sites). Reduced income to maintain the infrastructure will result in not wanting to drive in rut holes/on unsafe roadways or bridges; population will return to wanting local/own gardens to grow food, raise chickens, making folks with farms the lucky ones.	5/2/2014 11:41 AM
329	Hope.	5/2/2014 11:22 AM
330	I will be retired.	5/2/2014 11:21 AM
331	I'll be retired by then.	5/2/2014 11:19 AM
332	Employment change	5/2/2014 11:15 AM
333	Assuming my work location does not move and I do not move residences, I do not expect to deviate substantially from my current habits.	5/2/2014 10:57 AM
334	Maybe retired.	5/2/2014 10:37 AM
335	Too many people.	5/2/2014 10:26 AM
336	Due to advances in technology and our expanding global markets, alternative forms of work and consumerism will shift significantly. New online tools and forms of communication make it less and less necessary to travel.	5/2/2014 10:07 AM
337	I will be 73	5/2/2014 9:33 AM
338	Will have children	5/2/2014 9:22 AM
339	Retired	5/2/2014 8:58 AM
340	same as answer to 9	5/2/2014 8:35 AM
341	Hopefully there will be more fast rail options.	5/2/2014 8:21 AM
342	More travel, so I hope more options will be available, plus the older I get the less likely I will drive.	5/2/2014 8:05 AM
343	life changes	5/2/2014 7:49 AM

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344	retirement	5/2/2014 7:46 AM
345	Retirement	5/2/2014 7:35 AM
346	I'm aging and may not be able to get around as much on foot as I do now.	5/1/2014 8:54 PM
347	In 10 years my children will no longer need me to drive them places like activities, sports and school. I would also like to have increased options to drive less to work and either carpool or use public transportation to get to work and just use my car on weekends.	5/1/2014 4:53 PM
348	Getting older - retired - easy to get to Seattle or Portland by train	5/1/2014 4:40 PM
349	Traffic on the road and the price for good gas.	5/1/2014 4:17 PM
350	Getting older and retiring so not going to work.	5/1/2014 2:50 PM
351	Location of job.	5/1/2014 2:41 PM
352	I will be retired and will not need to drive to work daily.	5/1/2014 2:10 PM
353	I think that it will be easier and more convenient to get from A to B without the use of automobiles	5/1/2014 1:44 PM
354	I'm expecting to have a different job, or have my job located at a different place, but not be able to afford leaving my current residence.	5/1/2014 1:33 PM
355	If more trails and bike paths, I could safely get to work in other ways. I'd like to take the bus but it is infrequent and unpredictable.	5/1/2014 1:31 PM
356	Would like to join a vanpool, but always seems to be something in the way of making the commitment. e.g. can't find enough riders, work hours don't support etc. Use transit on occasion, but dislike as it takes so long. departing yelm and getting off at the Union stop would be much more direct if the route did not pass through a lacey/oly neighborhood. Thinking a morning/evening express type service would be welcomed	5/1/2014 1:23 PM
357	My age will become a factor, I won't have to worry about driving my kids, more activity, healthier lifestyle.	5/1/2014 1:17 PM
358	My hope is transit and train service will improve and I will be able to work from home more.	5/1/2014 1:06 PM
359	I will be older and less safe when traveling.	5/1/2014 12:30 PM
360	Either change jobs or move.	5/1/2014 12:29 PM
361	AGING SENIOR	5/1/2014 12:26 PM
362	Our roads are beat up and adding more lanes is not the way to go. We need to think outside the box, come up with more effecient ways to move people. I'll be completely honest. People do not take local buses because of the type of people that ride the bus. This starts with the hippie looking drivers to the "looser looking people" who ride. I am afraid of being robbed, beat up or stuck. Also people equate status with what they drive, who they associate with. There is a joke about bus people being low class, on welfare or mentally off. Look at your typical riders. Do they fit this description? The other problem is time. People don't have enough time in the day. If I took the bus to work now, it would take me 25-35 minutes by bus and 8 minutes driving time. So do I get up earlier and get home later or do I have more time? It's like the upper class and the lower class. Buses are considered for the lower class. Now if you had a class act light rail system, something that showed status, maybe then people would ride. I only see this happening on routes to major cities, Tacoma, Seattle, Portland. Destination cities and then offering discounted fares for off travel times, increase monies for peak times. You might offer a sports pass or symphony passes, dining passes, shopping? It's like restaurants offering the early bird specials or encouraging people to travel on slower demand days. As far as intown, inless you find a way to equate status, you will not be able to get people out of their cars.	5/1/2014 12:23 PM
363	Getting older - may not be able to do what I can do now.	5/1/2014 12:17 PM
364	Because our fuel economy is slowly decreasing and our commuting seems to be getting farther due to scarcity of jobs within our own community.	5/1/2014 12:13 PM
365	I will be retired. I will need to drive but plan on using the local bus service. Currently I am in a vanpool and I think it is wonderful.	5/1/2014 12:04 PM

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366	I will most likely will have a family and need to drive the kids around for school, activities etc. I would like to walk to close by places without being afraid of the wierdoes on the street. I'd like to take a bus or vanpool to work if it is more convenient. I would hope to be able to telework to spent time with family.	5/1/2014 11:55 AM
367	Improvements made to transit system over time	5/1/2014 11:53 AM
368	Not likely to change unless my family moves closer to my work.	5/1/2014 11:50 AM
369	Increased age will cause less travel, other than for personal support (grocery shopping, medical, etc.).	5/1/2014 11:47 AM
370	work may allow more telecommute options, vanpools and public transportation may expand to the area where I live.	5/1/2014 11:41 AM
371	More people, more congestion. Would like to think that transportation would keep up with increase as best as possible.	5/1/2014 11:38 AM
372	Aging worker - more leasure local travel.	5/1/2014 11:32 AM
373	within 10 years i shell be retired, but in some cases i know i will have to keep up with technology as our future continues to change.	5/1/2014 11:29 AM
374	I expect to retire within two years and may move out of Thurston County or at least, spend part of the year out of Thurston County.	5/1/2014 11:29 AM
375	I'm coming up to retirement, as I age I will probably drive less if not stop driving. Much of our population is aging out of work. We need fast easy to use options for our older and non-driving population	5/1/2014 11:29 AM
376	hopefully something will be done about the stretch of I-5 between Tacoma and Olympia (more lanes please).	5/1/2014 11:28 AM
377	may be retired.	5/1/2014 11:19 AM
378	I hope to retire in that time.	5/1/2014 11:18 AM
379	Health and mobility	5/1/2014 11:15 AM
380	I plan to retire and work part-time, so I will be able to ride the bus, bicycle, and walk more because my schedule will be much more flexible.	5/1/2014 11:13 AM
381	I live in rural Thurston County (NE area) and hope bus become an option again for this area & train service becomes available for all Thurston County.	5/1/2014 11:11 AM
382	Retirement	5/1/2014 11:10 AM
383	I will be retired.	5/1/2014 11:06 AM
384	Getting older.	5/1/2014 11:04 AM
385	Employment changes.lifestyle changes.	5/1/2014 10:59 AM
386	I be ready to retire	5/1/2014 10:57 AM
387	I will be retiring and driving less as I will be in my mid to late 70's	5/1/2014 10:54 AM
388	There is going to come a time I will not be able to afford to drive to work.	5/1/2014 10:53 AM
389	There will be more people, which means more revenue, which means more money for a light rail system for commuting. Currently I live out in unincorporated Thurson County right off of hwy 8. The closest bus stop is 1 mile away and I would have to walk along the freeway to reach it. Hopefully there will be a frontage road put in that will reach my home eventually.	5/1/2014 10:52 AM
390	Less traffic on roadways.	5/1/2014 10:50 AM
391	They won't.	5/1/2014 10:40 AM
392	because i should be retired by then so no need to drive to workeach day.	5/1/2014 10:37 AM
393	I will reach another season of life - I will be retired and over 65, so I anticipate my needs changing. I will travel mroe with others, have more freedom to drive less and enjoy train travel more.	5/1/2014 10:33 AM
394	I hope to be retired and not have to continue carpooling to work.	5/1/2014 10:28 AM

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395	Intentionally downsizing home. Moving closer to basic needs so can be healthy through walking.	5/1/2014 10:21 AM
396	prices of gas and maintaining a vehicle is much higher than walking or riding the bus.	5/1/2014 10:20 AM
397	getting physically unable to drive	5/1/2014 10:18 AM
398	My kids will be out of the house, so I will not be doing as much driving (to school, sports, friends' houses, etc.). I don't use the bus system, because it is smelly, dirty, and sometime frightening when folks get on that have mental illness or are under the influence. I also live in Mason County but work in Thurston, and there are no reasonable public transportations between my home and work, and I don't expect that to change.	5/1/2014 10:17 AM
399	i will be older and i think it will be busier that normal to drive to and from work.	5/1/2014 10:16 AM
400	Right now I live in a place where I am able to walk everywhere... As I will not be staying here forever, presumably I'll have to explore other options. I do not like to drive to work every day so I'll find a way to avoid that.	5/1/2014 10:15 AM
401	I WOULD bicycle more, but there are so few bike lanes (and they're so narrow) I don't feel safe. If there were more wider bike lanes, I would consider starting to commute by bike.	5/1/2014 10:13 AM
402	Stay more heathly so use bicycle walking options, love closer to work.	5/1/2014 10:13 AM
403	wish there was a train, less telecommuniting work to do	5/1/2014 10:11 AM
404	I commute now and would eventually like to move closer to work, which could give me more options.	5/1/2014 10:09 AM
405	Hoping that more options will open up - more bus routes that are convenient, possible light rail/train, etc.	5/1/2014 10:08 AM
406	aging	5/1/2014 10:07 AM
407	Children will be old enough	5/1/2014 10:07 AM
408	will get a car during that time	5/1/2014 10:05 AM
409	We are moving closer to town, hopefully on the bus line.	5/1/2014 10:05 AM
410	Due to retirement from a work position in Thurston county, I will travel less to this county.	5/1/2014 10:05 AM
411	If there are more reliable frequent transporation options I would use those more with the hope that it will reduce the pollution caused by everyone driving their own car. (money savings as well)	5/1/2014 10:02 AM
412	I plan to stop working in Thurston Co so I don't have to commute anymore (within the next few months.) The commute from Tacoma to Oly is unsustainable, espically with a family. There seems to be no rhyme or reason to the traffic ebbs and flows, it's hard to get home in time to pick up from school, and there aren't enough alternative options, like buses or trains. Going to Seattle is a different story - lots of options.	5/1/2014 9:58 AM
413	I will be retired.	5/1/2014 9:34 AM
414	aging	5/1/2014 9:11 AM
415	I'm hoping to be retired by then!	5/1/2014 8:46 AM
416	Retirement	5/1/2014 8:14 AM
417	When my son graduates, I won't need to have to drive alone all the time as I won't have to worry about having to leave work to pick him up from school.	5/1/2014 8:06 AM
418	I am semi-retired, so use my car less for commuting and more for other activities, such as volunteering or recreation. I have an electric scooter that I use for local transportation, weather permitting, but I will purchase and electric car when they become more affordable.	5/1/2014 7:15 AM
419	My lifestyle will change.	5/1/2014 2:11 AM
420	My children will graduate high school, go to college, and move out. I will retire.	4/30/2014 5:50 PM
421	Because I am now 66 years old and in 10 years I will be more physically limited.	4/30/2014 5:05 PM
422	I drive to Seattle area three - four times a week but will be completed with my project in 6 years so I won't have the same needs.	4/30/2014 4:56 PM

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423	I intend to buy a bicycle so that I may use it for local errands. Also I am hopeful that commuting by train will someday be an option.	4/30/2014 4:45 PM
424	Retiring - Won't need to get to work everyday. I'd also like the opportunity to telework more.	4/30/2014 4:36 PM
425	I will be moving to a new home, but still residing in Thurston County.	4/30/2014 4:23 PM
426	Children will be out of school and the need for immediate transportation will be reduced.	4/30/2014 3:31 PM
427	I will be living in a home that doesn't have a bus stop nearby.	4/30/2014 3:30 PM
428	I will be getting older and not commuting far for work!	4/30/2014 3:20 PM
429	Age, health.	4/30/2014 3:18 PM
430	We need to reduce our carbon footprint. Need to increase taxes on fuel consumption.	4/30/2014 2:59 PM
431	Retirement	4/30/2014 2:00 PM
432	My age.	4/30/2014 1:20 PM
433	I will be 67 and be in full or semi retirement. I already am a regular bike commuter today.	4/30/2014 12:08 PM
434	As congestion increases the needs for alternatives will increase. Employers will also likely be more flexible in allowing teleworking and alternative work arrangements that avoid/reduce transportation needs.	4/30/2014 11:56 AM
435	Due to increased cost for services needs will change.	4/30/2014 11:32 AM
436	Less demands on my time with my family will allow for other more economical and fitness related travel options.	4/30/2014 11:10 AM
437	I will probably move away from Olympia to live with my boyfriend in Tacoma and will have to commute 40 miles to work every day. Now, I am close enough that I bike every so often to work.	4/30/2014 10:40 AM
438	Age, job transitions, family planning	4/30/2014 10:31 AM
439	I will probably need to drive more as I have more children and those children grow. It is very easy to get one toddler around by bike, but two may make it more difficult. We enjoy taking the bus, however, it is not always easy to coordinate the schedule and would be difficult with two kids. We already drive more because we have to take our son places that are safer and easier to get to with a car. More bike lanes could change my prediction.	4/30/2014 9:52 AM
440	Age, changes in work demands (retirement)	4/30/2014 9:49 AM
441	My work focus may be changing to line up with my husband's job commute to Bremerton. We may move closer to his job. If that occurs, I may work in Seattle and ride the ferry.	4/30/2014 9:42 AM
442	Traffic congestion caused by road diets and unused bicycle lanes will make travel more difficult.	4/30/2014 9:42 AM
443	Retire, getting older.	4/30/2014 9:24 AM
444	I am 71 now and still relatively healthy, but might not be in 10 years.	4/30/2014 9:21 AM
445	Retiring in 3 years.	4/30/2014 9:19 AM
446	Hopefully, I will feel comfortable biking to work. Or bus options will be better.	4/30/2014 8:48 AM
447	Retirement	4/30/2014 8:01 AM
448	I'll probably bike less as I get older and have more time to take the bus. And I'll get an electric car for short trips.	4/30/2014 7:59 AM
449	Aging.	4/30/2014 6:58 AM
450	I dont.	4/30/2014 6:48 AM
451	Existing infrastructure will require more maintenance and replacement due to 10 more years of use. May need to create charging stations for increased use of electric run vehicles. Change in population density, where people choose to live, economic and job considerations and needs of an aging population.	4/30/2014 4:50 AM
452	fuel prices will continue to increase. Hopefully transit opportunities also increase.	4/30/2014 4:48 AM
453	As I age I hope I won't have to drive as much.	4/29/2014 11:17 PM

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454	Aging populations will require more public transportation, especially to medical facilities.	4/29/2014 11:06 PM
455	We are considering moving slightly closer to my current work and cycling may become an occasional option should I continue to work there. My spouses current comment would become longer however and offset any reductions I would have.	4/29/2014 10:40 PM
456	Will not. Still retired.	4/29/2014 10:29 PM
457	I will retire in the next 10 years and less need to be somewhere at a specific time. I also hope I will have more time to explore. Eventually, I'll lose mobility but hopefully beyond 10 years.	4/29/2014 10:01 PM
458	I may become less physically mobile, reducing my ability to bike and walk. My employer and the nature of my work may facilitate more teleworking. Fuel prices may increase significantly, increasing incentives to drive less.	4/29/2014 8:58 PM
459	I will either retire or get a new job.	4/29/2014 8:28 PM
460	because i will be retired	4/29/2014 8:15 PM
461	Getting older. Less desire to travel out of town.	4/29/2014 7:58 PM
462	I'm becoming more feeble.	4/29/2014 7:29 PM
463	Within the next 10 years I will retire. I will not be working 5 days a week, but will likely participate in community activities that involved some transportation. I expect to spend more time on recreational walking and cycling as well as having the time and flexibility to use those modes more. That will also likely include more bus travel for the same reasons.	4/29/2014 7:10 PM
464	I'll be 85 years old then. Probably still driving, riding the train more. Busses are not convenient and don't get me where I want to go.	4/29/2014 5:55 PM
465	My needs may change in 10 years because the deterioration of my joints will continue due to my time in the military and I won't be able to walk everywhere I want to go, my needs will change as my mental state deteriorates and the panic I feel from driving escalates, my needs will change as I attempt to raise children in a world where both parents are on the go but my children still need to be mobile, my needs will change as the communities around me experience the urban sprawl and cities become larger, my needs will change because change is inevitable.	4/29/2014 4:59 PM
466	Cost of carbon based fuels goes up and alternative energy for powering cars, trucks, etc. become more accessible and cost competitive with carbon fuels for vehicles, such as electricity, etc.	4/29/2014 4:54 PM
467	I'm going to retire and do volunteer work	4/29/2014 4:29 PM
468	Living location change based upon work location remaining the same.	4/29/2014 4:26 PM
469	age retiring to an urban area	4/29/2014 4:25 PM
470	As I get older I will be less mobile and more dependent on various public means of transportation.	4/29/2014 4:23 PM
471	Children grown so less need to drive around. I'm within walking distance now, but need to transport children. I will likely live further from work in 10 years.	4/29/2014 4:02 PM
472	More options available!	4/29/2014 3:40 PM
473	Fewer jobs available in Thurston County resulting in more traveling to the work	4/29/2014 3:36 PM
474	Age.	4/29/2014 3:04 PM
475	Because I want to be more fit and less dependent on cars. I used to be that way, want to get back to it after a few years of too much time in the car.	4/29/2014 3:04 PM
476	Aging.	4/29/2014 2:54 PM
477	I'm getting older and think driving will become more stressful.	4/29/2014 2:51 PM
478	I am now retired !!	4/29/2014 2:31 PM
479	I will be retired.	4/29/2014 2:29 PM
480	Retired and want more exercise outdoors.	4/29/2014 2:29 PM
481	Retirement and traveling by any means only as I want.	4/29/2014 2:15 PM
482	My answers on 9 depend completely on whether new/different services are in place. If the picture doesn't change, I will be driving more, not less.	4/29/2014 1:49 PM

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483	My job demands will be changing as I get older. By then, technology will improve to where teleworking will be more feasible.	4/29/2014 1:49 PM
484	More walking to local area to shop etc	4/29/2014 1:48 PM
485	More telework options are available and I have adapted my lifestyle to support more bus rides and biking.	4/29/2014 1:45 PM
486	I'm retired and not getting any younger! I babysit now and need to drive now. In the future, however, I'll be too old to drive and will either ride the bus or bum a ride.	4/29/2014 1:36 PM
487	Current use of single occupancy vehicles will become more expensive and difficult, and (hopefully) local, state and federal governments will adopt policies that make it much less attractive and less part of our culture (such as carbon pricing).	4/29/2014 1:33 PM
488	I'll be over 80, if I'm around.	4/29/2014 1:22 PM
489	I am leaving full-time work and will be in my 60's & 70's.	4/29/2014 1:21 PM
490	I will probably be retired so I will not be commuting daily by car.	4/29/2014 1:19 PM
491	I'm age 70 now and can still drive as much as I'd like. In 10 years I will likely not be driving or driving very little. I will need to depend on other modes of transportation.	4/29/2014 1:06 PM
492	Aging.	4/29/2014 1:05 PM
493	I hope to have a better bike/walking path from NE Olympia (36th Ave NE) to Boston Harbor Rd.	4/29/2014 1:02 PM
494	As my kids get older, I'll be needing to drive them to more activities around town.	4/29/2014 12:52 PM
495	I live in reasonably close proximity to my work where mass transit/bus options are not available without having to drive out of my way to go to a park & ride to catch a bus and then ride the bus for nearly an hour to get to work when I can make the drive in 10-15 minutes.	4/29/2014 12:51 PM
496	My work will change. I may be telecommuting. I will be older.	4/29/2014 12:31 PM
497	As the population increases, traffic increases.	4/29/2014 12:12 PM
498	Be retired!	4/29/2014 12:01 PM
499	I will retire from the workforce, but will increase my volunteer work	4/29/2014 11:47 AM
500	Hopefully the community will improve bike lanes and design pedestrian friendly shopping areas.	4/29/2014 11:36 AM
501	As I get more elderly and loose the body function I will rely more on driving my car than walking or biking.	4/29/2014 11:23 AM
502	Will be retired	4/29/2014 11:12 AM
503	Work at a different place and possible kids with different needs then	4/29/2014 10:53 AM
504	I will be at or near retirement age, and no longer commuting to work. I also expect/hope that teleworking will be easier to do more frequently than I currently do.	4/29/2014 10:42 AM
505	I will retire and I can travel during non peak hours.	4/29/2014 10:24 AM
506	I expect to be retired, therefore less commuting.	4/29/2014 10:18 AM
507	As other options become available, I will consider using them.	4/29/2014 10:07 AM
508	I will be retired, and have more time to spend getting where I'm going. I am concentrating on improving my health, and I will be able to walk more than I can now. I plan to move to a place where I can reach most of the places I need to go by walking. I am not a carpool or vanpool person, but I can reduce my driving on my own.	4/29/2014 10:03 AM
509	We currently live in rural county without bus service. We are trying to move into town with bus service and closer to work, school and commerce.	4/29/2014 9:59 AM
510	If my needs change in ten years it will be because I will have aged from 45 to 55 thus potentially decreasing the amount of bicycling on the interstate I might be willing to do.	4/29/2014 9:45 AM
511	My commute options will not change much unless either my wife or I quit one of our jobs and live closer to work.	4/29/2014 9:40 AM
512	N/A	4/29/2014 9:37 AM

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513	I hope to be retired within 10 years,	4/29/2014 9:35 AM
514	I will be retiring.	4/29/2014 9:34 AM
515	Concern for the environment and my own health, cost of gas, annoyance with how poorly people drive and how often I see distracted drivers, we'll reach the tipping point where traffic is so slow that biking is actually faster.	4/29/2014 9:29 AM
516	Retired.	4/29/2014 9:28 AM
517	Population will continue to rise.	4/29/2014 9:26 AM
518	there will be more people supporting government and traveling from Pierce and King counties into Thurston county. Also there has been significant investments by the US government into Ft. Lewis, which means it will stay the same or grow. This all means more people from Thurston traveling up the I-5 corridor to the base. The traffic in the morning coming out of Thurston county is already bumper to bumper. I travel in from Pierce County to Tumwater for work and see it every day. Coming out of Thurston county after 5 is also a challenge because of congestion at Ft. Lewis.	4/29/2014 9:22 AM
519	Riding the bus could be a great alternative for me if it came by my housing area. Lots of new homes out that way but no bus service yet. My husband and I now work in same building so we carpool all the time now.	4/29/2014 9:20 AM
520	Move closer to work.	4/29/2014 9:19 AM
521	As my level of maturity increases, my willingness and ability to use alternate means of transportation will probably diminish.	4/29/2014 9:17 AM
522	In ten years I'll be less capable of cycling every day, so I'll be more reliant on public transportation. I'll also likely live closer to work (the number 1 thing that people can change to affect transportation) so I'll drive less at the same time.	4/29/2014 9:17 AM
523	To save money and maintain health.	4/29/2014 9:13 AM
524	My needs won't change, but my choices might.	4/29/2014 9:11 AM
525	Move further away from work place due to family care needs.	4/29/2014 9:09 AM
526	I will be in a position that will allow the ability to telework and due to the increasing price of gas I will carpool more.	4/29/2014 9:09 AM
527	Hopefully will retire	4/29/2014 9:09 AM
528	I'll be retired.	4/29/2014 9:07 AM
529	I expect to live closer to work, making walking to work easier; telecommute at least one day a week; and be close to retirement so my transportation needs will change.	4/29/2014 8:59 AM
530	I hope to be walking and riding my bike more. I would like to see the bus become a more viable option for my commute.	4/29/2014 8:55 AM
531	I will be older and it will potentially be more difficult for me to get around on my own.	4/29/2014 8:51 AM
532	I am retiring this year.	4/29/2014 8:48 AM
533	I work in Olympia but business takes me to Tacoma, Seattle, and points north each month. Traffic on the I-5 corridor is staggering. The sixty mile trip, one way, can easily take 2.5 hours. Alone in my car the time is quite unproductive and tedious. Because of the nature of my work and the lack of transportation options from Olympia to Seattle, taking a car (often alone) is my only option. I hope that in ten years time there are mass transit options (bus service, for example) from Olympia to Seattle that is regular and predictable. I also predict that many more hearings and meetings will occur by skype or facetime than in person out of necessity because of the congestion.	4/29/2014 8:47 AM
534	Simple ... I'll be older and retired.	4/29/2014 8:45 AM
535	Ride share and telework more in the next 10 years. I live in an area where bus transportation is not available and I am too far out to ride a bike or walk.	4/29/2014 8:39 AM
536	Aging may limit my driving	4/29/2014 8:32 AM
537	I won't need to provide transportation for my child to school.	4/29/2014 8:28 AM

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538	I think that the way that growth is heading will be toward more roads, less bus service, no trolley or rail service and fewer local shopping options. I live on the lower east side of Olympia. Each week my wife and I take a two hour tour around Olympia and Tumwater to get our grocery shopping done at the East Side Co-Op, Costco, and Haggen. Every day I take a 45 minute bus ride to work in Tumwater, then take another 45 minute bus ride home. Frankly, I don't think that Thurston County has the political will to fund transportation at the levels required for a humane commute experience. The result will be more sprawl, more roads, less transit options and more congestion.	4/29/2014 8:27 AM
539	Retirement	4/29/2014 8:26 AM
540	I will retire.	4/29/2014 8:20 AM
541	I will be retiring in 2 yrs; live in Pierce County; but will use bus service for activities in Thurston County rather than drive. Also bus service extends further south enabling transfer for commute into Oregon. More usage of bus tour companies and/or van pool for recreational activities.	4/29/2014 8:15 AM
542	Retirement	4/29/2014 8:13 AM
543	I will not be going to work each day.	4/29/2014 7:57 AM
544	I'm hoping there will be more opportunities for teleworking and transportation options other than driving.	4/29/2014 7:45 AM
545	new job, move closer to work	4/29/2014 7:24 AM
546	I will retire within 10 years or be self-employed.	4/29/2014 6:51 AM
547	Depends on if my drive includes commuting to Tacoma.	4/29/2014 6:38 AM
548	I will be retired in ten years.	4/29/2014 6:35 AM
549	Expect to be working further away in a few years so it will increase my drive time. I will ride the bus if that is an option.	4/29/2014 6:16 AM
550	I will retire and not drive to work every day.	4/28/2014 11:04 PM
551	Congestion of local highways (507 and 510).	4/28/2014 10:07 PM
552	Will most likely move to a more urban environment as my kids go to high school.	4/28/2014 9:37 PM
553	I'm getting older!	4/28/2014 9:36 PM
554	I'm in a single vehicle household, with college classes to get to. I need to be able to take the bus regularly. I'm also hoping to ride the train more regularly for trips to Seattle or Portland.	4/28/2014 7:11 PM
555	I won't need to commute to work	4/28/2014 6:43 PM
556	Responding to climate change will become more urgent to me, personally, such that I foresee changes to my current behavior. However, there is a serious impediment to taking mass transportation or riding my bike: the climate here. Rain, which we experience most of the year here, is sufficient to keep me off my bike and in my car more than it would be in a drier climate. Also, darkness during winter commute hours is also a serious challenge in this region. So, I envision more conflicts between my personal environmental ethics (and needs) and what I am realistically willing to endure. More bus and vanpool options and better schedules will likely be more important than more bike lanes.	4/28/2014 5:54 PM
557	Too much traffic on the roads and improvements to mass transit will make those alternatives more viable	4/28/2014 5:26 PM
558	Will be retired in 5-7 years - will need to travel less frequently, at a more leisurely pace, and less able to drive with confidence, or bear the expense of a single vehicle	4/28/2014 5:26 PM
559	I will be retiring in the next 7 - 9 years.	4/28/2014 4:58 PM
560	Population growth. More people, more drivers.	4/28/2014 4:57 PM
561	I have committed to staying out of my personal vehicle where possible (walk, bicycle. Secondly, I will try to get my worksite and my home in closer proximity. Thirdly, I will take advantage of non-driving options as they develop (train, light rail, telecommute). And lastly I will retire in seven years.	4/28/2014 4:56 PM
562	I expect young children will modify my transportation needs/goals.	4/28/2014 4:55 PM

Transportation Priorities Survey for the Thurston Region

563	I am a professional who works full time, commuting from Olympia to Tacoma by bus daily. I plan on retiring soon because of a degerative neurological disorder, further limiting my mobility. I rely on public transportation for my daily independence and my needs will only increase over the coming decade.	4/28/2014 4:54 PM
564	Policies on telecommuting may change (telework opportunities).	4/28/2014 4:37 PM
565	My kids will grow up and I will feel more comfortable to try alternatives and not be needed at a moments notice.	4/28/2014 4:37 PM
566	retiring	4/28/2014 4:34 PM
567	Children will be getting older and want to travel further away from Olympia. I-5 will become more congested. Downtown Olympia will become less desirable to be in as more bums congregate there.	4/28/2014 4:27 PM
568	I'm making a conscious effort to reduce my carbon footprint. For instance, I'm taking public transit more than 60% of my commute. I also believe that work environments will become more mobile which will allow me to telework more reducing transportation needs. Walking and bicycling will be for health and recreational purposes.	4/28/2014 4:25 PM
569	If I'm retired, I won't be stuck with such a rigid daily schedule and can plan my trips during less-busy travel times whenever possible. I will also have time to do more bicycling so hope the bicycle lanes will be expanded.	4/28/2014 4:22 PM
570	Prices of how I currently use transit will change and hopefully this system will become more efficient and easier to use.	4/28/2014 4:07 PM
571	I will likely be leaving the workforce so I will no longer be commuting.	4/28/2014 4:03 PM
572	Move	4/28/2014 4:01 PM
573	Because I try to reduce the air polution and gas consumption, in order to protect the environment and save ennergy.	4/28/2014 3:55 PM
574	Well hopefully I will have grown professionally so I will have more flexibility in my schedule to either work a compressed work-week or work from home (or hopefully both). I'd be more than willing to ride the bus more if it didn't take over an hour to get from Lacey to the mall. It seems like there could be more express routes that don't go through town.	4/28/2014 3:48 PM
575	hopefully the bus sytem will change to better suit my needs	4/28/2014 3:46 PM
576	I will be finished with school and will not need to drive alone.	4/28/2014 3:43 PM
577	I'm a renter, therefore I have the option of moving to neighborhoods that are close to my work and/or shopping/services. I also work for the State of Washington, so I may change agencies at some point in my career which in combination with having geographic mobility, gives me the ability to eventually walk/bike to work most days of the week.	4/28/2014 3:40 PM
578	Changing from daily commuting to an office to working at own business at home. Moving from suburban Olympia to an urban area.	4/28/2014 3:38 PM
579	I should be retired by then and working in a different way.	4/28/2014 3:28 PM
580	I'll be retired.	4/28/2014 3:11 PM
581	Hopefully there will be light rail to Tacoma so that we can link to Seattle. More businesses are being built in my neighborhood so I expect to walk to get coffee or a few things at a small store.	4/28/2014 2:47 PM
582	Retired	4/28/2014 2:38 PM
583	Retirement. i will no longer need to commute to work everyday.	4/28/2014 2:23 PM
584	Thinking of moving to Pierce County.	4/28/2014 2:20 PM
585	Hope to do more telework, commuting is a big waste of time.	4/28/2014 2:12 PM
586	I anticipate retiring and will probably have time to bicycle more and won't be riding the bus to work.	4/28/2014 2:06 PM
587	Retirement	4/28/2014 2:02 PM
588	Mine won't but people in my field will need more telecommuting and Video resources (Skype type) for cost savings at the local and state level.	4/28/2014 1:59 PM

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589	In 10 years I'll be retired and my transportation needs will change. I'll be driving longer trips, walking more, perhaps riding the bus and train more to offset travel costs.	4/28/2014 1:56 PM
590	I plan to retire in about 10 years. I like my schedule of van pooling and taking the bus now.	4/28/2014 1:39 PM
591	Hopefully no longer a Thurston County resident. I can see "Thurston in my Rear View Mirror". Apologies to Mac Davis's "Texas in my Rear View Mirror" http://www.youtube.com/watch?v=qv0LOTnH_Cw&feature=lp .	4/28/2014 1:36 PM
592	Due to growing population. I will be older and will not have any changes at that time	4/28/2014 1:34 PM
593	Hoping the commuter train is an option as well as telecommuting for work at least 2-3 days per week.	4/28/2014 1:33 PM
594	Increase in population	4/28/2014 1:26 PM
595	For health and environmental reasons. I am only driving because it is the only way to get where I need to be. I hope there will be alternatives to driving available in 10 year.	4/28/2014 1:23 PM
596	My needs won't change	4/28/2014 1:23 PM
597	I will retire from state service	4/28/2014 1:10 PM
598	Easier (closer) bus availability will help—otherwise no. More lanes for more people on major arterials.	4/28/2014 1:05 PM
599	retirement and hopefully better train service	4/28/2014 1:04 PM
600	aging	4/28/2014 1:03 PM
601	Have children graduating next year. Need ability to connect with education/employment options that may be in Thurston, King, or Pierce Counties.	4/28/2014 1:00 PM
602	Because of the cost of gas. And to be more active for better health reasons.	4/28/2014 12:56 PM
603	Retirement happening in 2 yrs, so not needing to commute to work. Only use transportation for pleasure travelling and shopping.	4/28/2014 12:50 PM
604	No. There is no reasonable alternative to driving to work from the north tip of Cooper Point road.	4/28/2014 12:36 PM
605	I will be retired by then. I may or may not drive more, but it will definitely be less during heavy commute hours.	4/28/2014 12:23 PM
606	will be retired, will be exercising more (bicycle)	4/28/2014 12:19 PM
607	I would like to be able to do more to contribute to a healthy environment and taking care of our earth.	4/28/2014 12:00 PM
608	I'll be middle-aged! I need to keep up the exercise in every way possible!	4/28/2014 11:54 AM
609	Currently I have to drive home at lunch to let my elderly dogs out. Eventually I won't have to do this any more, and will probably resume bike commuting.	4/28/2014 11:46 AM
610	Commuter rail, reliable, express services between Lacey/Olympia and Seattle, maybe stop in Tacoma, but should be express based upon distance.	4/28/2014 11:40 AM
611	I'd like to get bus service to rural Thurston County so that I can take the bus more and drive less. Right now my options are very limited!	4/28/2014 11:38 AM
612	congestion. technology. gas prices.	4/28/2014 11:35 AM
613	Increasing congestion, hopefully more options.	4/28/2014 11:29 AM
614	I'll be retired. No bus service to Johnson Pt, but I like the bus. More train because I will have more time when I'm retired. Hopefully walk more, bike more.	4/28/2014 11:09 AM
615	I will be nearing retirement age and won't need to drive to work. Plan to walk more for health benefits.	4/28/2014 11:02 AM
616	When I retire, my travel destinations will change.	4/28/2014 10:53 AM
617	i will be close to retiring	4/28/2014 10:51 AM
618	I'm retiring and will not need to drive to JBLM every day.	4/28/2014 10:43 AM
619	Will retire from state service.	4/28/2014 10:37 AM

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620	Less need to get kids from here to there.	4/28/2014 10:36 AM
621	Congestion will increase with increased population	4/28/2014 10:24 AM
622	Age	4/28/2014 10:22 AM
623	I won't have children in the home any longer.	4/28/2014 10:17 AM
624	Children	4/28/2014 10:17 AM
625	improved technology. higher gas prices. increased congestion.	4/28/2014 10:16 AM
626	Children will be out of school (less back and forth for activities). I'm optimistic that travel options to rural areas will improve and I'll have better options for avoiding driving.	4/28/2014 10:15 AM
627	I will be older and my family and I will change. Population and density will increase and I'll have better bike and bus options.	4/28/2014 10:11 AM
628	Wider/additional freeways. I-5 is the biggest bottle neck in the state.	4/28/2014 10:09 AM
629	I will retire.	4/28/2014 10:03 AM
630	More populationa and less opportunity for traveling/commuting conveniently	4/28/2014 10:01 AM
631	I am hopeful my state agency will implement telecommuting for work and additionally change job requirements so that my job can be completed via teleconferencing with people I need to examine.	4/28/2014 9:55 AM
632	If it didn't take me 35-45 minutes to ride the bus for my 15 minute commute I would ride the bus more. I enjoy walking and do walk a lot to my local vendors in Lacey. Lacey Crossroads has helped with this and creating more options for Lacey. I really enjoy the growth in the community in the past 11 years I have lived here. Hawks Prairie is also wonderful and I now go there more and less to Tumwater or Olympia, saving time and fuel.	4/28/2014 9:40 AM
633	Expect the Gate Belmore Bike trail to be completed. Expect expanded bus service to south county (Littlerock)	4/28/2014 9:05 AM
634	Hopefully buses will be more available. I live in a rural area and the time tables do not coincide with my schedule.	4/28/2014 8:56 AM
635	I will have retired from the active workforce.	4/28/2014 8:32 AM
636	I am nearing retirement and will no longer be commuting between Centralia and Olympia daily.	4/28/2014 8:30 AM
637	Because I will not be commuting to work	4/28/2014 8:26 AM
638	I really would like more travel options from rural Thurston County that do not depend on single occupancy vehicle driving. Perhaps a well marketed bus service could begin reaching into the rural areas of Thurston County. Particularly the southern and eastern parts of our county. We have no options other than driving alone and often feel left out of the decisions that are made that include our tax dollars.	4/28/2014 7:41 AM
639	If a commuter rail is established all the way to Seattle, with enough frequency and convenient times, I would use it for almost every trip north. As businesses try to lower their costs (e.g. energy, rental space), more businesses tend to allow teleworking and more days per week.	4/28/2014 7:35 AM
640	My kids will be older and require more transportation needs.	4/28/2014 6:54 AM
641	Aging, I'll be 81 so assume that public transportation is very much in my future.	4/27/2014 4:18 PM
642	I retired, for the second time, in April of 2014. I believe that I will travel much less to a work location on a daily basis. I will continue to travel in my local community and between cities in the Puget Sound area.	4/27/2014 11:09 AM
643	I don't really expect my needs to change; I expect my options to change. With improved bike lanes and sidewalks, it's easier to get around without a car.	4/26/2014 6:15 AM
644	I will retire within 10 years. Will be interested in using the car less locally, less regionally to travel to Portland and Seattle. More focused on exercise combined with doing errands.	4/25/2014 6:57 PM
645	right now I live near a bus line and next to a bike trail, so getting to work without a car is very easy. But I know many areas of the county are not as easy to get around using these methods.	4/25/2014 5:47 PM

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646	As our population increases the traffic will continue to get worse. We need to move people in a more efficient manner. Cars are not it.	4/25/2014 5:16 PM
647	Approaching retirement age in 12 years. Employer increasingly embracing telework.	4/25/2014 4:56 PM
648	I'll continue to find more ways to drive less and move of my own locomotion more.	4/25/2014 4:13 PM
649	I don't feel safe riding the bus. Too many people with mental health problems.	4/25/2014 3:49 PM
650	Heading toward retirement; want to walk more for health; already like to ride with others when feasible, and that'll be easier once retired; potential for needing disability accommodations over time.	4/25/2014 2:27 PM
651	I may retire and would travel into Thurston County less often. Or, I may changed jobs to work closer to home to reduce my commute. I currently live in Mason County and commute.	4/25/2014 1:58 PM
652	I expect to retire in that time--so no more bike commuting. But anticipate using the bus more as mobility (possibly) declines and time increases (since bus travel is less time-efficient than driving, which leads me now to choose the car over the bus at times).	4/25/2014 1:44 PM
653	The bus routes will hopefully improve as well as adding a light rail option.	4/25/2014 1:22 PM
654	As I get older, exercise is more important for good health. A good health option is to walk to work and from different meeting locations. Additionally, I have a child that will need a car and he will be driving more.	4/25/2014 1:15 PM
655	Will likely be retired by then, so less need to commute/carpool between home and work. Therefore, will hopefully be able to rely more on public transportation or walk/bike for most of my travel needs. To reduce car use between Olympia and Seattle, I would love to see a more efficient, less stressful, less time consuming, and less environmentally impacting means of travel (lightrail? commuter train?) between these two points. The bus is good, but I think a quick and predictable rail system is the only thing that will motivate most people to get out of their cars along this part of the I 5 corridor.	4/25/2014 12:53 PM
656	I hope to be retired in 10 years	4/25/2014 12:21 PM
657	I will be retired in 10 years. I would like to see more access to buses and other public transportation so that I can leave my car at home and/or so that we can go from having 2 cars to 1 car.	4/25/2014 12:17 PM
658	i'll have retired and have a "twilight" part-time job.	4/25/2014 12:09 PM
659	I'll retire in 5 yrs and do not anticipate needing to drive as much. I will have more time to use alternatives	4/25/2014 11:56 AM
660	I will retire.	4/25/2014 11:38 AM
661	Might move closer to work or on a bus line.	4/25/2014 11:13 AM
662	more traffic	4/25/2014 10:58 AM
663	I would like to continue working here but want to move to Seattle. In order to do that and not go crazy sitting in traffic, I will need to ride the train, carpool, telework more often, and (if the system doesn't expand so I can just get on a train) ride the bus more often.	4/25/2014 10:49 AM
664	I'm getting older and so may drive more often, but I also enjoy riding my bike. If there were more roads with sidewalks or bike lanes where I could bike without being in the same lane as cars I would do so.	4/25/2014 10:44 AM
665	Will be retiring in about 6 years.	4/25/2014 10:27 AM
666	I will be retired in 10 years so I should be driving less and walking more.	4/25/2014 10:17 AM
667	I will need to start driving my son around town.	4/25/2014 10:17 AM
668	empty nest	4/25/2014 10:16 AM
669	Within the next 10 years, I will retire from my job with state government, and my transportation needs will change.	4/25/2014 10:11 AM
670	Because I am reasonable.	4/25/2014 10:02 AM
671	I will like reduce my work to part-time. Work will no longer be my primary source of income.	4/25/2014 9:57 AM

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672	I already commute to work by bicycle, and have one car for the family. In ten years I will retire and I don't see a big change in current transportation needs/uses.	4/25/2014 9:56 AM
673	I will retire and not have to deal with the transportation issues of Thurston County which are only a priority in the 3 cities.	4/25/2014 9:48 AM
674	I'll be retiring during the next 10 years.	4/25/2014 9:39 AM
675	As feasible options increase for the population, it is easier to use those options. Buses don't run by my house. When I lived in Tumwater, I rode the bus frequently because it was convenient. If it were convenient now, I would commute in a different way. Also, I think that the ability to telecommute is becoming more reasonable and accepted and I REALLY hope that continues. I sit in front of a computer most days, and I would rather do that from home than drive in each day. Even one day per week makes a difference.	4/25/2014 9:38 AM
676	I will be dead.	4/25/2014 9:29 AM
677	Building more highways is not sustainable. We need to add more public transportation options.	4/25/2014 9:28 AM
678	I will be nearing retirement and will not be driving to work each day which will reduce my drive alone time.	4/25/2014 9:19 AM
679	Because I am an aging Boomer nearing retirement.	4/25/2014 9:12 AM
680	I'll be retired from employment (hopefully)	4/25/2014 8:51 AM
681	I want to telework more!	4/25/2014 8:23 AM
682	In 10 years I will be retired,(I hope) Currently I am on a bus line that will get me just about anywhere, and I will have the time to take the bus without the need to meet time constraints.	4/25/2014 8:13 AM
683	will no longer be working, likely retired	4/24/2014 11:15 PM
684	I am hoping there will be more direct transit service in the next 10 years between where I live and work.	4/24/2014 11:11 PM
685	Olympia is the Capitol of WA. Link us up with region and the airport via commuter rail. Extend commuter rail across the county line so we can take commute to JBLM, Tacoma & Seattle more efficiently. Bring commuter rail into downtown Olympia, which would be more functional than the poorly located Amtrak Station. Work with other counties and pool resources and expertise.	4/24/2014 9:35 PM
686	I expect there will be more transit options available to me. Currently, I drive most often to get from Olympia to Seattle because the public transit options available are abysmal. I also expect that over the next ten years, my personal health may change, causing me to take the bus more often and ride my bike or run to work less often.	4/24/2014 7:05 PM
687	I am 74 and as I age further, my abilities and thus my needs will change. Also, hopefully more options will be available.	4/24/2014 6:24 PM
688	Oil and gasoline are only going to become more expensive while alternative energy sources and transportation methods become more efficient/less expensive. I try to live within bus/bicycle/walking distance of work and shopping needs and only see that becoming reinforced with time.	4/24/2014 5:33 PM
689	If I change jobs my commute may grow. I don't bike for transportation now and I don't think I will as I get older.	4/24/2014 5:12 PM
690	It's increasing harder to bike when the paths or roads don't feel safe and I am declining in age. It is also too hard to see at night on unlit paths and there's no bike paths in parts of Olympia (like downtown). The older I get, the less I am willing to risk my safety biking. Sometimes vehicle drivers are hostile to people biking yelling and being aggressive drivers. Police don't protect cyclist and seem to target them instead. Sometimes creepy and angry guys are on bike paths and the unpredictability is scary. There's been attempted rapes on the paths I ride. For all these reasons I see myself biking less.	4/24/2014 5:09 PM
691	I will be 60 years old and will hopefully cut back on my work hours, spending more time walking and telecommuting when I do work.	4/24/2014 5:08 PM
692	Age, I will retire in 3 years.	4/24/2014 4:32 PM
693	I'll be retiring	4/24/2014 4:23 PM
694	Less time constraints. will have the time to walk or bike or bus	4/24/2014 4:13 PM

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695	I'll be retired so will want to bike more and will have more time for fun trips via train to Seattle (or by bus)	4/24/2014 4:08 PM
696	I expect to retire within ten years, therefore driving less.	4/24/2014 4:06 PM
697	I will be retired. May consider moving into town because where I live now does not have any transit options.	4/24/2014 3:43 PM
698	If there are better options for going north (commuter rail) I will take advantage of them. I would also bus more within town if options were more frequent, speedy, and closer to home.	4/24/2014 3:33 PM
699	As I get older, I will be less able to bike to work.	4/24/2014 3:12 PM
700	I am hoping to move closer to my employment.	4/24/2014 3:06 PM
701	Retirement. Physical disability increase as I age. (I'm 63)	4/24/2014 3:04 PM
702	Because I believe the county will see the need for a bus NE Olympia. We have Jubilee, Cabella's, a medical center, and growing community. I want to ride the bus!	4/24/2014 3:03 PM
703	Technology will continue to bring efficiencies but in my job a large amount of travel at odd hours is required.	4/24/2014 2:52 PM
704	I see much more modernizing that we know.	4/24/2014 2:35 PM
705	We should drive less and use alternative modes of transportation. this will reduce our carbon foot print, and improve our environmental and personal health.	4/24/2014 2:34 PM
706	I will be retiring in about 10 years.	4/24/2014 2:34 PM
707	I won't have kids who need me to drive them	4/24/2014 2:25 PM
708	Since I have a family I will probably be carpooling more. I anticipate all my travel being driving.	4/24/2014 2:17 PM
709	I plan to retire in about 10 years, and I won't be tied to a schedule as much so can pursue more time consuming (and more pleasureable) transportation options. I appreciate transportation options that build community, get you talking to your neighbors and breathing fresh air more often.	4/24/2014 2:14 PM
710	age	4/24/2014 2:08 PM
711	Depends on how close I live to where I work and go, how much time that will take, and how accessible and safe and affordable the options are. Also how safe and practical it is to bike to work and for shopping in all kinds of weather.	4/24/2014 2:02 PM
712	Inten year I will be close to or at retirement	4/24/2014 2:02 PM
713	I will be retired, so I will be traveling for pleasure and have more opportunities to walk and bicycle during daylight and good weather hours. I currently do not have bus service from my home. I sometimes use the downtown trolley at lunch time. I don't van pool due to my husband's health issues. I have never ridden the train, but perhaps I will for pleasure after I retire. There are only a few occasions where it makes sense for me to telework.	4/24/2014 1:58 PM
714	I'll be retired and living where the sun is.	4/24/2014 1:44 PM
715	age and retirement	4/24/2014 1:40 PM
716	I will be retired by then! :)	4/24/2014 1:33 PM
717	Kids' school schedules will change, potnetially allowing carpooling.	4/24/2014 1:31 PM
718	Retirement	4/24/2014 1:19 PM
719	Won't need to drive kids around and adjust schedule to fit kids school schedule.	4/24/2014 1:14 PM
720	I don't anticipate any changes in my transportation needs in the next ten years.	4/24/2014 1:14 PM
721	I will be retired and will no longer have to drive a 80 mile round trip commute every day.	4/24/2014 1:10 PM
722	will be retired and more locally based. can pick times of travel to avoid congestion, etc	4/24/2014 1:03 PM
723	Getting older and moving from an apartment to a house further from work possibly.	4/24/2014 12:43 PM
724	Plan on retiring	4/24/2014 12:32 PM

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725	Will probably be working in a building that has available bus service. I used to ride the bus to work daily before moving out to Tumwater. Now the building I am in is far from a drop-off point and I would have to take a bus and shuttle to my destination. This combination of transit would more than double my commute time, which is already greater since I live in Lakewood.	4/24/2014 12:20 PM
726	I'll be retired.	4/24/2014 12:09 PM
727	I will be retired and not need to get to work anymore.	4/24/2014 11:56 AM
728	I'm going to try to be self-employed at home or within biking distance.	4/24/2014 11:54 AM
729	Possible retirement	4/24/2014 11:53 AM
730	Changing from working for the state to my own business. Move from a rural area to city to reduce travel time and be able to walk more places.	4/24/2014 11:46 AM
731	Will leave the work force.	4/24/2014 11:38 AM
732	My kids will be in college or have graduated from college, and I won't be driving them around so much. I will be approaching retirement.	4/24/2014 11:32 AM
733	I am hoping that Olympia will be more connected to the Seattle-Tacoma area and that we will think of it more as Seattle-Tacoma-Olympia.	4/24/2014 11:25 AM
734	I will be retiring next year and will be rearranging my life for non-car options.	4/24/2014 11:12 AM
735	I will be retired with less need for daily commutes and less overall travel. I will also be able to use methods that take more time and planning than driving my own car.	4/24/2014 11:09 AM
736	I actually don't think they will change much. I already walk, bike, and ride the bus for most of my trips and, while I will retire in the next few years, I don't expect to change how I get around. I just won't be riding the bus or cycling to work every day...but will still be riding the bus and cycling to get around for other purposes.	4/24/2014 11:06 AM
737	Our family is expanding, and I expect I will be traveling more with a car due to school choices. I currently bike or walk to work 80% of the time. Because the school system in our neighborhood is poor, I will be seeking schools outside of our district. If local bus service were more frequent, I might be able to use the bus to get the kids in their school district.	4/24/2014 11:05 AM
738	I hope to telework more from home and I plan on moving to a more rural area of the county where biking and walking may be more pleasant.	4/24/2014 11:05 AM
739	I will be retired	4/24/2014 11:03 AM
740	Cost of gas for driving a car and the annoyance factor of sitting in traffic while driving. Basically, driving is not a fun use of my time. Bus or train gives you time to work or simply relax. Biking gives you a chance to get some fresh air, and time to relax while getting exercising. More and more people should be able to telework given that most knowledge work can be done from nearly anywhere given the ubiquity of internet access.	4/24/2014 11:01 AM
741	I will likely have kids to transport (no children currently). That's the biggest change. I also may be in a different job--I am considering going back to school for a teaching degree. A teacher's schedule may be different than my current office schedule where I am allowed an innovative work schedule. Currently I work 44/36 hour weeks and take alternating Fridays off.	4/24/2014 11:00 AM
742	I will be retiring in the next 3 years and will not have to travel to work each day. Most traveling after retirement will be carpooling with friends and family. Having train or bus service to the airport would be useful for long distant travel and I would utilize it if available. I now take the airporter to the airport.	4/24/2014 10:59 AM
743	I will be retired.	4/24/2014 10:53 AM
744	Too much congestion on I-5. My wife and I share a car and I enjoy biking and riding the bus to work when not carpooling.	4/24/2014 10:50 AM
745	I currently do local travel by foot, bus, or bike and expect to keep doing that. I am hoping that the cities of Olympia, Tacoma, and Seattle become more connected with alternative modes of transportation and if that is the case, I plan on using it. Currently, I am trying to use the train more for travel to Seattle.	4/24/2014 10:48 AM

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746	if there were trains to where i wanted to go and they got there in a reasonable amount of time, i would use them. otherwise i will probably continue to use my car. For the most part, buses just take to long to get anywhere.	4/24/2014 10:45 AM
747	My children will be older and I have to transport them, by car, from place to place. I hope that by the time they are teenagers, they will be biking, walking, and taking the bus on their own much more.	4/24/2014 10:43 AM
748	I pkan to retire in 2016-2017. We aren't in a good area for using the bus.	4/24/2014 10:43 AM
749	As traffic and reckless driving around Fort Lewis keeps getting worse I expect it will no longer be feasible to commute to my job within 10 years, unless there are major changes. In light of the ongoing dysfunction in government I do not expect there to be major changes. I think it is likely I will either work remotely (if my employer ever allows it) or find a new job north of Fort Lewis.	4/24/2014 10:38 AM
750	Age: I may need to depend more on public transportation. Cost: I may not be able to afford to go places. Life Style: I may be retired, or work part-time.	4/24/2014 10:38 AM
751	Kids getting older will likely require me to drive around more to meet school and extra curricular activities schedules	4/24/2014 10:38 AM
752	I am hoping that Puget Sound gets a more integrated public transit system like other cities. I am counting on that to happen, so that worker productivity can go up.	4/24/2014 10:36 AM
753	I will be retired in ten years so I will probably use the bus more since currently there is no service that comes any closer tha a half a mile to my work so I'll do more commuting downtown and such.	4/24/2014 10:35 AM
754	Expect to retire to south county in 5 years or less.	4/24/2014 10:29 AM
755	Increasing traffic, population growth, climate change, environmental pressures, fuel costs, more efficient use of time	4/24/2014 10:29 AM
756	I will retire in no more than five years. I may practice law some in retirement, but that will constitute a lot of computer and telephone work from home with some meetings and perhaps courtroom work	4/24/2014 10:25 AM
757	Oil prices. Congestion.	4/24/2014 10:22 AM
758	I live in Pierce Co and now work in Pierce Co. I hope to adjust my commuting habits to have less of an impact on the environment and my budget.	4/24/2014 10:20 AM
759	Not expecting change.	4/24/2014 10:19 AM
760	I will be retired and not needing to go to work on a daily basis Will be doing other things that will still need to drive to but less than work daily	4/24/2014 10:08 AM
761	I expect it to change very little.	4/24/2014 10:01 AM
762	I will retire. Retirement will require reducing costs. As I age, continued driving may be limited or impossible.	4/24/2014 10:00 AM
763	I would like to see better utilization of a big empty bus and rather take a smaller hysbrid vehicle or trolley within the downtown areas. A light rail transit will cost a lot of taxpayer money.	4/24/2014 9:56 AM
764	While I would LOVE to use mass transit - right now it is impossible for me to get from McKinley Park in Tacoma to Israel Rd. SW & Capitol in Tumwater in a timely manner, if at all. The last time I checked, it said not at all because the inter-county bushad been cancelled. Additionally, I work out at the Briggs Y in the morning, then go to work - and my job requires me to travel often, bringing along 100-200 pounds of printed materials. Mass transit simply isn't an option for me most of the time. I don't see my travel needs reducing unless my job description is changed dramatically in the next 10 years.	4/24/2014 9:54 AM
765	Due to work and changing lifestyle.	4/24/2014 9:51 AM
766	I plan to retire within 10 years and I will no longer be driving my daughter to High School since she is attending an high school outside of her home school.	4/24/2014 9:50 AM
767	May retire by 10 years.	4/24/2014 9:48 AM
768	I will be retired; or at least not working at same job and therefore driving much less.	4/24/2014 9:47 AM

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769	I anticipate that if I am with my current employer, that their telework policy will be improved in 10 years. I live in a rural area now & anticipate that I will move to a location on the bus line within 10 years.	4/24/2014 9:44 AM
770	Cost of car maintenance is high as well as the negative impact on the environment for SOV continues to become more critical.	4/24/2014 9:44 AM
771	Because I am getting older and some of the options are much less appealing or more difficult. I am going to drive until the gov't nazi's take away that freedom too.	4/24/2014 9:42 AM
772	I want to drive less (or carpool) but I find it very difficult in Olympia. I used to work at UW, and I lived 3 miles away (now I live 4.7 miles away from work (evergreen). There was a bus in Seattle that took me from 1 block away from my house to 2 blocks away from my work. Give me options! The freeway and roads are just fine (mostly) south of JBLM, and I don't think JBLM is your responsibility. I will also have a child. this will change what I do as well.	4/24/2014 9:42 AM
773	I will be retired and not commuting to Lacey 5 days a week.	4/24/2014 9:42 AM
774	only have to work 9 more years. Until i retire, i'll keep riding my bicycle to work unless something unforeseen happens and i'm no longer able to ride.	4/24/2014 9:37 AM
775	Retired	4/24/2014 9:34 AM
776	In 10 years I plan to retire.	4/24/2014 9:34 AM
777	I am hoping to move to a central area where it will be easier to ride or walk or take a bus to my destinations.	4/24/2014 9:34 AM
778	I have seen traffic congestion on I-5 increase steadily and significantly over 8 years. That trend is an indication of a change already occurring, and is expected to continue.	4/24/2014 9:33 AM
779	Increased population will lead to increased personal vehicle traffic. Avoiding routine traffic backups through alternative work and travel arrangements is already a priority for me. In 10 years, I don't expect the traffic problem to be any better regardless of roadway improvements. Alternative modes of transportation will have to improve to help alleviate the increase in traffic.	4/24/2014 9:30 AM
780	At this point due to no bus accessibility in my location I will continue to drive my own vehicle.	4/24/2014 9:30 AM
781	My local commute could become longer. In that case, I would like either more major bike trails (I currently commute by bicycle) or a frequent light rail system between Lacey and Olympia.	4/24/2014 9:28 AM
782	I may move closer to town (currently live in rural area.) AND hopefully there will be more alternatives to driving alone.	4/24/2014 9:28 AM
783	Technology and social expectations will improve to accommodate more work from home.	4/24/2014 9:27 AM
784	I will be retiring in 2014.	4/24/2014 9:27 AM
785	I hope to move to a position within my organization that will allow me to telework more which will allow me to commute less.	4/24/2014 9:26 AM
786	population is rising and traffic is getting worse.	4/24/2014 9:26 AM
787	Travel situations change as children get older and as I am able to do telecommuting.	4/24/2014 9:23 AM
788	retirement.	4/24/2014 9:22 AM
789	I live south of town and hope to telework more and also part time.	4/24/2014 9:22 AM
790	Hopefully, more options	4/24/2014 9:19 AM
791	I hope infrastructure will improve to enable me to ride the train to work and ride a bicycle on shorter trips.	4/24/2014 9:19 AM
792	I don't. Your question implied the change, I'm just trying to be helpful.	4/24/2014 9:18 AM
793	I hope that bus service expands and will be something I can utilize in the near future.	4/24/2014 9:17 AM
794	Moving to Chehalis, less transportation options, but also will move to part-time schedule.	4/24/2014 9:17 AM
795	I am new to the area and life is complicated. As things stabilize, I think I will be able to take better advantage of non-car options for getting around, but right now things are unpredictable and I don't have much control over my schedule or time to plan, so I fall back on my car too often.	4/24/2014 9:15 AM

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796	Depending on where jobs go I may need to commute north, which means I'd be very interested in better commute options. If I am able to stay in the area, I'd like to be able to ride my bike more, but with so few bike lanes I don't feel safe doing so. I would love to see wider roads with more bike lanes.	4/24/2014 9:15 AM
797	I don't think they will because I always choose to live within biking distance of work.	4/24/2014 9:06 AM
798	I have moved to a place where riding the bus is more accessible and convenient.	4/24/2014 8:37 AM
799	Fossil fuels are running out and climate change is bearing down. Everyone's "needs" and lifestyles will change.	4/24/2014 8:37 AM
800	Hopefully light rail will be expanded and firmly in place in Thurston County - I dream of easy on-off from downtown or the Capital to Seattle and Portland with stops in between. Also, I will be closer to retirement, so driving less.	4/24/2014 8:25 AM
801	I plan to start a family and that will increase my transportation needs.	4/24/2014 8:24 AM
802	My kids will be in school and involved in more activities by then, which will require more trips.	4/24/2014 7:49 AM
803	Children will be leaving home eliminating their transportation needs.	4/24/2014 7:44 AM
804	More traffic, more congestion.	4/24/2014 7:26 AM
805	Because I hope to retire by then.....	4/24/2014 7:17 AM
806	Transportation is changing and it will get harder to drive alone or get to anywhere on time. By using some sort of mass transit it will be a little more predictable.	4/24/2014 7:04 AM
807	If I'm in the same job, I expect my commute transportation to be about the same. I expect my other transportation needs will change based on increased accessibility & convenience, and changing cultural norms.	4/23/2014 7:56 PM
808	My job may change to more teleworking in the future pending technology usage. I'll be older and my children will likely be less dependant on me increasing my flexibility & time.	4/23/2014 6:00 PM
809	Population growth in the immediate area and more economic connectedness to Tacoma, Seattle, and Portland.	4/23/2014 5:31 PM
810	Nearing retirement.	4/23/2014 5:04 PM
811	Type of work being done with job	4/23/2014 5:04 PM
812	Work will support telework strategies in the future. I will walk more to improve and maintain my personal wellness and will have more time to walk once I retire.	4/23/2014 5:02 PM
813	Bicycle - improved trail systems	4/23/2014 4:55 PM
814	I'll reach 65 in 8 years.	4/23/2014 4:49 PM
815	I'm uncertain about how my needs will change -- I don't foresee a change.	4/23/2014 4:44 PM
816	I will be retired from full time work	4/23/2014 4:29 PM
817	I already participate in vanpool. Since my agency no longer funds or subsidizes me for participating in the vanpool program, and as fuel prices rise, I foresee more days where I won't deviate from using the vanpool.	4/23/2014 4:17 PM
818	As we reach retirement years, the need to move about using the transportation system is planned to be less.	4/23/2014 4:13 PM
819	Eligibility for Retirement.	4/23/2014 4:12 PM
820	Increase the efficiency and time of taking public transportation. Expand direct services to Tacoma and Seattle.	4/23/2014 3:54 PM
821	The majority of people like to have the freedom and convenience of driving their own car. I expect that with the increase in technology most workers will be able to work offsite as I do 3 days a week.	4/23/2014 3:46 PM
822	Unless I'm able to retire within 10 years, my needs will not change. I live 40 miles away and there is no option other than driving into the county. Since my days are not routine, carpooling is not a viable option so I will continue to drive alone.	4/23/2014 3:41 PM
823	My needs should not change in the next 10 years.	4/23/2014 3:39 PM

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824	To much peoples.	4/23/2014 3:27 PM
825	population increases and so does cars on the road	4/23/2014 3:25 PM
826	O do not think my needs will change, i live 30 miles out side of Olympia, and have no intentions of moving closer to the city. The city is getiing too congested!	4/23/2014 3:06 PM
827	I hope to become more comfortable with bicycle commuting and eventually phase out driving for all but long distance needs that are not covered by a bus or train. I am also hoping that I will be able to find myself in a work situation that allows for telework as well, I would prefer to work from home occasionally or regularly.	4/23/2014 2:55 PM
828	Possibility of moving	4/23/2014 2:49 PM
829	Retirement will cause me to do less commuting in my automobile.	4/23/2014 2:48 PM
830	They won't. I live in a rural area of the county and plan to die on my current property. As long as my taxes don't over run my income paying for services that only a few use and I certainly wont use. What a pain in the **S to get up even earlier to drive 8+ miles to stand and wait for a bus that may or may not be on time, to sit on a bus that makes hundreds of stops then to do a transfer an hour and 1/2 later to get on another bus to make it to work after another 30mins. Work a shift, and travel another 2 hours to get home. When it only takes me an hour to commute by car, by myself, without the drama of a carpool. See a sales pitch? Me too! Drive my own car.	4/23/2014 2:43 PM
831	I would like use the bus more and drive less	4/23/2014 2:42 PM
832	Because I'm going to be retiring and want to drive less.	4/23/2014 2:42 PM
833	My kids will be out of the house, so I will not need to drop off/pick up before and after work. I will have the flexibility to use alternative commute options.	4/23/2014 2:35 PM
834	I expect the Sounder train to be available in Olympia and I will cut back on my work days by then as I retire. Teleworking is becoming more available for state and federal jobs.	4/23/2014 2:32 PM
835	I hope light rail reaches Olympia so more travel to Seattle/Tacoma can be done via this method.	4/23/2014 2:28 PM
836	1) Improvements in technology allow for reduced travel by telework, but management has yet to trust the employees to do so while maintaining some form of accountability. 2) New workspaces are being built without parking considerations in an effort to force commuting changes.	4/23/2014 2:16 PM
837	My son will have graduated from high school / be driving himself places, making public transit a more feasible alternative for me individually.	4/23/2014 2:12 PM
838	my children will be out of the house and i will not have to drive them everywhere and have a set work schedule around their activities.	4/23/2014 2:09 PM
839	Single biggest change is that I will retire w/i 10 years, along with thousands of other Thurston Co. residents. We will collectively drive less and walk and ride the bus more. We will really need more sidewalks and crosswalks, along with more transportation options for differently-abled old farts, like me.	4/23/2014 1:58 PM
840	As kids become capable of bicycling, taking the bus and ultimately driving (its a teen thing they'll want to) themselves I'll do less driving with and for them. I'm already making a conscious effort to reduce the number and duration of car trips only expect that to increase.	4/23/2014 1:54 PM
841	I will be retiring and have the opportunity to get out and enjoy places I couldn't take advantage of while working.	4/23/2014 1:49 PM
842	I am close to retirement and will not have a work commute.	4/23/2014 1:46 PM
843	Getting older/retire.	4/23/2014 1:33 PM
844	Will be in retirement	4/23/2014 1:31 PM
845	Because we need a better form of transportation.	4/23/2014 1:24 PM
846	going to retire.	4/23/2014 1:22 PM
847	Children leaving home.	4/23/2014 1:20 PM
848	I will be retired in 10 years.	4/23/2014 1:20 PM
849	Will be retiring	4/23/2014 1:09 PM

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850	I expect to telework more when my children are older.	4/23/2014 1:08 PM
851	More traffic on I-5 means I'll be sitting in traffic more. My employer maintains a "flex" schedule which means the vanpools don't meet my hours. I would prefer to telecommute roughly 50% of my time, but my employer doesn't allow that.	4/23/2014 12:54 PM
852	I hope to be retired from full-time employment, lower income, less need for transport.	4/23/2014 12:50 PM
853	I live in Littlerock and I'm hoping a busline will be extended out there. If so, I could ride it to work in Tumwater.	4/23/2014 12:48 PM
854	Gas prices may continue to increase, leading me to take the bus more often. Judging by the full commuter bus, I expect more convenient options to appear in the next ten years responding to the demand. Telework is becoming more and more common.	4/23/2014 12:44 PM
855	I will be retired.	4/23/2014 12:40 PM
856	I'll have a new job and will probably be living in a new area.	4/23/2014 12:33 PM
857	It is my goal to retire or have different employment.	4/23/2014 12:31 PM
858	I'm retiring in 2014, so I am very eager to ride the bus everyday, and stop driving entirely. I want to learn the system so I can do my shopping by backpack, and ride the Intercity Transit wherever possible.	4/23/2014 12:29 PM
859	children will be more involved in extra curricular activities. Work will not require me to come to the office daily.	4/23/2014 12:11 PM
860	If Thurston makes a priority of rail – specifically high-speed commuter rail that runs 7 days a week – I expect to take the train to all the destinations I avoid now because I have to take I-5 by car. It's cooked. Doesn't work. And, if this state is silly enough to lose Boeing and Microsoft and other big employers because the I-5 commute is not practical, then we are not only authors of our own misfortune but we are acting against the environment – an intolerable condition.	4/23/2014 12:06 PM
861	changes in employment location, getting older brings changes in mobility	4/23/2014 11:58 AM
862	Age	4/23/2014 11:58 AM
863	I will be older; travel needs will change (retirement); intercounty train service may be in place, reducing long drives	4/23/2014 11:57 AM
864	Enter retirement years	4/23/2014 11:55 AM
865	Hoping to change jobs where I can work from home more.	4/23/2014 11:48 AM
866	Hopefully won't be working. Public transportation works best to go to and from work	4/23/2014 11:37 AM
867	I don't think they will change much in the next 10 years for me, but beyond 10 years I may look more often for alternate transportation and I may be retired and not driving daily.	4/23/2014 11:33 AM
868	Retirement / aging.	4/23/2014 11:32 AM
869	Retirement.	4/23/2014 11:08 AM
870	I'm hoping I'll have more opportunities to telework but other than that I imagine everything will remain the same. I live much too far to walk or bicycle. And I'm pretty dependent on having my own transportation in case of emergency and also for the convenience.	4/23/2014 11:03 AM
871	I will be retiring in 10 years so no need to commute to/from work.	4/23/2014 11:02 AM
872	I work in IT and the potential for Telework should increase also	4/23/2014 10:58 AM
873	In the next 10 years, I plan to start a family. I'm sure there will be more carpooling kids to events etc. I'm hoping to work from home more.	4/23/2014 10:41 AM
874	Working more part-time, then retirement	4/23/2014 10:41 AM
875	Retirement	4/23/2014 10:36 AM
876	Hopefully the systems will make it possible to telecommute or to ride a train or light rail service up north for work.	4/23/2014 10:30 AM
877	With expanded travel options and increased efficiency, I expect it to be easier to commute using alternate modes of transportation.	4/23/2014 10:27 AM

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878	I will be retired.	4/23/2014 10:27 AM
879	We have no option but to get out of cars. Therefore we need more public options.	4/23/2014 10:15 AM
880	I'm not sure they will change, but it would be nice to have some kind of light rail service from Centralia/Chehalis to get to the Olympia area (state offices in Tumwater and Olympia). I might end up moving up here in the future though, so I might not need something like that, but I think it's a good option for both ends of Thurston county with all of the incoming commuting traffic.	4/23/2014 10:12 AM
881	* Hopefully there will be more carpool lots by then. * Hopefully the busses will run more often by then with less stops. For example - if route 13A only stopped at the first half of the current stops, and route 13B only stopped at the second half of the current stops I could get where I'm going and back a lot faster. Right now it's not practical to spend 2 hours traveling on a bus when I can do it by car in 25 minutes.	4/23/2014 10:11 AM
882	I am changing the way I think about transportation. I recently started riding the bus to work and enjoy it. I really saves on Gas and it is getting so expensive.	4/23/2014 10:11 AM
883	I'll be retired	4/23/2014 10:10 AM
884	There seem to be way to many people moving into the area and the road traffic is starting to look like Los Angeles Traffic. Growth is good but can also cause troublesome to automobile drivers. I don't see people giving up their cars anytime soon. People love the freedom to do what they want, when they want. The Military may grow or downsize in the next 10 years depending on the Budget - this could have some changes to area. I have seen the traffic got worse in the last 7 years since I have been in the area, its not getting better by any means.	4/23/2014 9:50 AM
885	I plan to retire in less than 10 years.	4/23/2014 9:44 AM
886	My commute will decrease significantly because I plan on living closer to where I work	4/23/2014 9:37 AM
887	I'll be retired.	4/23/2014 9:37 AM
888	As traffic volumes increase, I hope that there will be investment in extending the train to Lacey. Changing work conditions will improve the ability to telecommute. Carpooling will decrease since my kids will be finished with high school. Busing is not cost effective or time effective for me since I live only a mile from I-5 and my work is less than a mile off of I-5.	4/23/2014 9:24 AM
889	The increase in population will increase traffic flow down the I-5 corridor. I expect that I will want to stop driving if I have alternatives. Currently I do not have those.	4/23/2014 9:06 AM
890	I plan to retire in 10 years.	4/23/2014 8:50 AM
891	I hope to be retired in 10 years and will no longer have a daily work commute.	4/23/2014 8:42 AM
892	I will have more time to walk more	4/23/2014 8:41 AM
893	Different job	4/23/2014 8:32 AM
894	I don't know if they'll change or not, 10 years is too far in the future for me to even worry about	4/23/2014 8:08 AM
895	I hope to be retired and will probably move to a drier climate.	4/23/2014 7:33 AM
896	Need won't change, but I hope to have easier access/more frequent rail service locally and up to Tacoma and Seattle.	4/23/2014 7:18 AM
897	Aging, retirement, move to another state.	4/23/2014 7:10 AM
898	Job status and location, Commute	4/23/2014 7:04 AM
899	It's hard to answer this. In the next 10 years I will likely have kids, which involves more driving. I'd like to walk more because walking is healthy. I would say that if Thurston County made investments in alternative modes of transit, I would be more likely to ride the bus, bike, or ride the light rail.	4/22/2014 5:13 PM
900	Starting a family. I also sincerely hope for a better transit system, which won't require me to drive out to the train station in order to travel to Seattle.	4/22/2014 5:13 PM
901	I think society will change...the way we travel today will be very different in 10 years. We may have driverless cars which may provide more utility and the capability of more rideshare opportunities. Telework will be more viable as an option. Plus, as I get older I won't want to drive as much.	4/22/2014 4:56 PM
902	Teleworking continues to get more efficient and become a resonable solution for occasional work from home.	4/22/2014 4:45 PM

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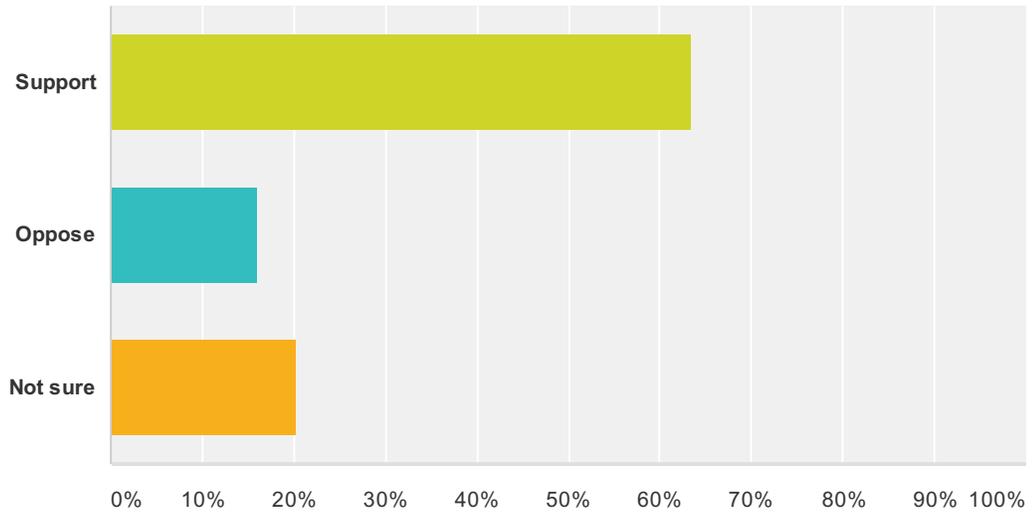
903	I will have progressed in my career to allow more flexibility and technology will allow for safer telecommute options out of my home.	4/22/2014 4:40 PM
904	Because Pierce and Thurston counties will provide more options between DuPont and Olympia.	4/22/2014 4:32 PM
905	Plan on living farther away from my place of employment, if buses are more frequent with better scheduling I would prefer to use transit	4/22/2014 4:30 PM
906	I will be retired and not have to drive to work 5-days a week. I may have health issues that would make it safer for my to ride a bus or train than to drive.	4/22/2014 4:26 PM
907	expect to be more active in the future	4/22/2014 4:25 PM
908	Due to aging I may (or may not) have different transportation needs in 10 years.	4/22/2014 4:22 PM
909	In the near future I will be moving to a flex schedule and will be able to eliminate two drive alone trips a month. I am also looking to join or start a carpool	4/22/2014 4:18 PM
910	i'll be a senior citizen.	4/22/2014 4:16 PM
911	I better be retired. By then, I will probably not have the privilege of a "star pass" either.	4/22/2014 4:14 PM
912	If I receive another job. Right now I'm lucky that both myself and my husband work for the state and work 4-10s and get to carpool together.	4/22/2014 4:13 PM
913	Hopefully I will have choices.	4/22/2014 4:07 PM
914	Kids will be more independent and can have more flexibility with transportation. New job change which may allow a more flexible schedule.	4/22/2014 4:03 PM
915	I will have kids and will have to take them to daycare, which I will need a car for.	4/22/2014 3:56 PM
916	Transit will be more important. I will need to get to other cities (Tacoma and Seattle) for medical treatment and would like to have an alternative other than driving myself.	4/22/2014 3:53 PM
917	move closer to work so I will require less driving alone in personal vehicle	4/22/2014 3:51 PM
918	road Infrastructure will change, traffic will increase	4/22/2014 3:42 PM
919	I'm hoping for more rail/driving alternatives for south Thurston County.	4/22/2014 3:34 PM
920	different job	4/22/2014 3:27 PM
921	I currently ride the bus to work from Tacoma. It adds two to three hours to my work day. My time is worth more than being stuck in a bus at JBLM. When I drive I am home in 25 minutes. Build light rail up to Tacoma and connect it to the Link. Go through Steilacoom and University place like the pre-depression era light rails used to. Get legislation passed that mandates every time a section of I-5 is replaced that they put in light rail platforms. With an integrated regional approach we could have the region moving on light rails within 20 years.	4/22/2014 3:17 PM
922	My children will be grown. I will have more time to ride a bike or take walk. It may be more convenient to carpool.	4/22/2014 3:16 PM
923	I expect to retire around then and will be walking and biking more.	4/22/2014 3:16 PM
924	Because I may have to find a job closer to home or move closer to my job. I drive 86 miles round trip to get to work.	4/22/2014 3:13 PM
925	Environmental reasons and for distance to work.	4/22/2014 3:12 PM
926	I hope that there will be an opportunity in my career to be in a position that will allow teleworking. I also hope that I will eventually be in a location with a vanpool or carpool option.	4/22/2014 3:06 PM
927	I expect to relocate work much closer to home - or possibly to sell our home to live closer to work.	4/22/2014 3:00 PM
928	Aging mean depending on other for transportation. Having safe public transportation options will help me work and thrive in Thurston.	4/21/2014 6:01 PM
929	Currently I depend on local bus service to get me where I need to go. I don't need to go many places. Mainly just a short walk from my place to SPSCC. In the future I anticipate getting a job along with many other things that will increase my need for transportation that will probably simply increase my ridership on the bus and biking.	4/21/2014 5:25 PM
930	Looking to use alternative forms of transportation in future years. Am planning on commuting on my bike during additional months and increasing my bus usage.	4/21/2014 4:06 PM

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931	Primarily because I will have aged 10 years and will be age 86 at that time.	4/21/2014 2:39 PM
932	increasing gas prices, more congestion from our sprawling communities and JBLM, & hopefully more bus service will allow me to drive less.	4/21/2014 8:47 AM
933	Because I will be able to afford to live near my work.	4/21/2014 8:45 AM
934	I will age to a "senior citizen", my physical mobility will change, retirement, will have more "free" time to permit stressfree public transit for local travel needs.	4/21/2014 7:56 AM
935	In 10 years, my 9 month old child will be almost 11 years old. I anticipate this will cause me to drive more as we shuttle him to various activities. Perhaps optimistically, this may also result in more walking and biking. I see this as more likely than an increase in bus ridership from activities -- more flexibility. As a state employee, I anticipate my job will still be in the greater Olympia area, so my commute habits should largely stay the same. This includes carpooling, biking and riding the bus, along with some driving alone. I currently don't ride the train, but with an older child, I anticipate some trips to Seattle via the train (pro/college sports, family).	4/20/2014 11:48 PM
936	Looking for healthier lifestyle options that incorporate walking, biking and bus into my daily activities.	4/19/2014 12:08 PM
937	I will be retired and driving less. The plan is to be on my son's property and we can carpool to do shopping etc.	4/18/2014 8:02 AM
938	Won't have kids at home to transfer back and forth.	4/17/2014 9:07 AM
939	Aging.	4/16/2014 9:10 PM
940	I hope that infrastructure will improve to allow me to get around without a car more than I can now. I also think that driving will become prohibitively expensive.	4/16/2014 8:41 PM
941	Retiring within that time frame, so my day to day commute will be much different	4/14/2014 4:43 PM

Q11 11. In general, would you support or oppose raising some transportation taxes and fees to increase funding for those transportation priorities you feel are important?

Answered: 1,311 Skipped: 138



Answer Choices	Responses
Support	63.54% 833
Oppose	16.17% 212
Not sure	20.29% 266
Total	1,311

#	Comments:	Date
1	We have enough money collected via taxes and fees, we need to set priorities and fund those priorities before even thinking of asking working families for higher taxes.	5/31/2014 3:41 PM
2	This is an absurd question. We are taxed out of our paychecks already. EVERY item we buy is highly taxed, registration/tab fees for vehicles, gas/cigarette tax, etc. is supposed to go towards transportation issues- but still, our roads blow out tires/break axles from potholes and our bridges are deteriorating. Maybe spending the money the taxpayers already pay to contribute to transportation issues should be spent on transportation issues.	5/30/2014 1:13 PM
3	I do not support more taxes to expand roads.	5/29/2014 10:37 AM
4	I think we can all do a bit to help boost the economy around here and it should begin with taking care of the infrastructure that we have...	5/29/2014 7:50 AM
5	Living in rural Thurston County transportation services are limited to non-existent. I was aware of this, accepted it when choosing my location, and have no need or desire for it to change.	5/29/2014 7:09 AM
6	need to use what we have to its max potential	5/28/2014 12:54 AM
7	Likely oppose due to the poor spending habits and waste of the taxes that are already being paid by the people of Thurston county.	5/27/2014 7:02 PM

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8	If a local/regional tax, this will take political will, coordinated strategic planning across jurisdictions, and public education. My preference is to see our state legislature and our U.S. Congress understand, value and support the link between transportation, economic vitality, and infrastructure. We need to increase the gas tax and fund infrastructure! Pay now or pay really BIG later. The clock is ticking!	5/27/2014 5:32 PM
9	My tax money is already being squandered on things that are superfluous. Additional taxation for transportation would just provide another pot politicians could dip money from.	5/25/2014 10:06 PM
10	Not for bicycle stuff though.	5/25/2014 4:37 PM
11	I am dependent on IT, Sound Transit, and Metro to get where I need to go!!	5/25/2014 2:46 AM
12	because I'm not sure if I could afford the taxes and fees	5/23/2014 1:18 PM
13	Eliminate excessive and redundant layers of managers in all agencies to pay for improvements and maintenance.	5/23/2014 1:14 PM
14	Depends on proposal, and if it would come in on Budget!!!!!!	5/23/2014 11:03 AM
15	To a point. If the project was something that I would utilize, I would support it.	5/22/2014 10:25 AM
16	Need to pay for what we want- invest rather than react	5/21/2014 9:27 AM
17	RE evaluate the spending dollars to make sure we are putting them to good work. Perhaps restructuring our laws to eliminate the prevailing wage stipulation thereby getting the most bang for the dollars allocated to transportation funding.	5/21/2014 8:38 AM
18	Depends on what the money would be used for and how efficient I believe we are at taking care of our current infrastructure.	5/21/2014 8:28 AM
19	I would support some fee increases so long as they were dedicated to specific projects and not redirected to other projects or programs by the legislature or DOT.	5/20/2014 3:28 PM
20	If the funds were designated to the items I selected and not just another pet project.	5/19/2014 5:25 PM
21	Transportation providers are not showing that they are spending the money they have now wisely. WSDOT and the county should spend a little money to demonstrate they have eliminated waste and are giving the public the best bang for their buck. Only then will the public be open to increasing taxes.	5/19/2014 1:05 PM
22	I'm happy to "pay more for better."	5/16/2014 12:00 PM
23	Maybe if you quit spending money on expansion of public transportation. There is an IT bus that drives past my front door every half hour. There might be 2 people on this bus on a good day. That to me is a waste of money. Especially from an entity that is subsidized by my tax dollars. I drive a car. I pay gas taxes. How about you do some overlays on the public streets? You can't force people to give up their cars. Some people don't want to or can't commute by bike. Most people refuse to ride the bus. It would take me 45 min to an hour by bus to get to work. It takes me 20 by car. You figure that one out. Commerce can't take the bus either.	5/16/2014 8:31 AM
24	Support for community projects like public transportation must come from people making most money from the community. This would mean large chain stores, whereas local small businesses needed protection from higher taxes.	5/15/2014 1:45 PM
25	We pay too much now for things that should not be funded by the government.	5/15/2014 12:07 PM
26	If the taxes addressed the most pressing issues, like maintaining existing bus service, adding safe bike lanes and sidewalks to streets, and doing something about the congestion on I-5 through Lacey and JBLM.	5/15/2014 9:57 AM
27	No more money for bus service.	5/15/2014 8:47 AM
28	It needs to be way forward thinking. Separate funding for short, med, long range investments.	5/14/2014 4:20 PM
29	Yes. but I do not support raising fees or taxes just to build more roads and highways. I support maintaining them to the best of their capacity.	5/14/2014 4:14 PM

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30	I would oppose it because I believe that the use of existing taxes should be re-arranged. Simply put, to paraphrase Abraham Lincoln, the government exists to do those things that the individual cannot. So, we should focus our dollars first on those things that it takes the government to do: public safety, infrastructure, utilities. Only after those are funded, should we look to fund other programs. Programs such as Parks, Arts, Social Safety Nets, etc, should be funded by general taxes that are left over or by special tax because, while they are worthwhile, they do not require government action to exist.	5/14/2014 3:48 PM
31	Obviously my support would depend on the project(s) involved.	5/14/2014 3:22 PM
32	If all of the tax money went to the project it was collected for I would be for it. However I don't believe that is the case.	5/14/2014 2:39 PM
33	I am not sure because in the past they have increased taxes and fees and I don't seem and changes or improvements.	5/14/2014 1:59 PM
34	Intercity Transit's budget is fine. Salaries are high.	5/14/2014 1:42 PM
35	spend what you have more wisely, just as we all have to in our households.	5/14/2014 1:10 PM
36	I think that raising taxes are always going to happen and I support being able to use a means of transportation that would allow more people to get out and exercise and not pollute the air or cause congestions on the street. In addition, I would love a bike lane and sidewalks near the 50 mph roads or those rural streets so that in those areas we have means to go out and exercise or use a different means of transportation.	5/14/2014 12:16 PM
37	I would support and increase in some transportation taxes or fees as long as it is allocated appropriately to improve an increase in the transportation systems. Also, which tax or fee to be increased is important. I would not want to harm or place a burden on only one contributor to the transportation system to increase another. For example, taxing car users for potential rail users and vice versa.	5/14/2014 11:30 AM
38	It depends on how much is being asked for and what existing funding is being used for.	5/14/2014 11:09 AM
39	I see the ineptness of government managing the money they get now through taxes in maintaing our roads and mass transit systems. It is always a call for more money and taxes placing the burden on the already over taxed. Our politicians need to learn that there is not a bottomless pit of money they can tap into. Live within your means and cut out the waste. You know there is a lot of it.	5/14/2014 10:32 AM
40	all transportation costs should come from user tolls and fees	5/14/2014 10:03 AM
41	If its not for the overpass bridge i suggested, then no.	5/14/2014 9:58 AM
42	Our taxes for transportation are already high enough	5/14/2014 9:57 AM
43	I dont think raising taxes are the key to all problems. It seems to be the easy way to get more funding I work for the government and I feel like making the most out of the money you have is the 1st course of action and trying to be more productive with the resources we are given not raise taxes.	5/14/2014 9:53 AM
44	maintain existing infrastructure, maintain roads, streets, bridges. expand for cars. i don't believe in squeezing out the automobile as a method of controlling behavior.	5/14/2014 9:29 AM
45	It would depend on where and what you are investing my money into. I would suggest that before raising taxes let the public know where their money is going and how it will improve their lives.	5/12/2014 3:07 PM
46	I don't feel the money is being spent wisely now. Seems like everyone has their hand out these days. Everyone's first reaction is to raise fees. As far as bike lanes go how come my Tab fees go to paying for bike lanes, bike bridges, and making my road smaller? example: (adding a bike lane without widening the road). I would be in favor of imposing bike tab fees. If bikes are going to ride on the roads my tabs and gas tax pays for then they should pay as well.	5/12/2014 1:03 PM
47	Too many people think we can get something for nothing. I realize we have to have taxes in order to provide infrastructure. My concern is that taxes be used wisely and efficiently; that they not be wasted.	5/12/2014 8:38 AM
48	As long as the collected taxes and fees were applies to transportation needs, rather than diverted to a politically "more important" program.	5/12/2014 7:18 AM
49	Increasing transportation implies an increased population. Why would we want an increased population? Quality of life goes downhill with increased population density.	5/10/2014 11:34 PM

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50	I want choices like I have in Portland. Lots of people can't afford cars. It's a matter of equity and justice to provide transportation options.	5/10/2014 10:28 PM
51	As a resident who is ineligible to vote, what I support or oppose becomes irrelevant in this discussion. Also, whether I would support/oppose a tax/fee increase would also depend on the cost-effectiveness of the transport system we have now. I hear reports in the King County area of gross tax dollar waste and wonder if we have any here in Thurston county.	5/10/2014 2:01 PM
52	I support the \$\$ going towards transportation options, however I FULLY believe we need to decrease prison and incarceration rates, military expenditures, defense budgets, and corporate tax loopholes and low rates.... taking tax dollars OUT of those areas, and into socially positive areas like transport and education. THESE will be the long-term economic engines to keep growth alive, and citizens content and thriving.	5/10/2014 7:49 AM
53	I fully support taxing on the car tabs and gas for vehicles to support public transportation. It only makes sense that the more private use cost on the system, the more you must pay. This is so we can keep the costs of tickets down and all may afford the public transportation.	5/9/2014 10:26 PM
54	Use general fund money instead, reducing expenditures in non-essential services.	5/9/2014 3:28 PM
55	Yes - the money has to come from somewhere. Issues like these cannot be ignored. Since I-695, funding for Public Transit/Transportation has dwindled. Communities must invest in transit and transportation priorities to have maintain a vital, prosperous community.	5/9/2014 2:04 PM
56	I'd like us to move away from sales taxes to fund these types of projects. I would support a flat car tab fee (\$25-\$30). I might even support some type of small bicycle user fee (up to \$5 annually) and maybe some type of other small user fee directly relating to travel frequency in personal vehicles.	5/9/2014 12:21 PM
57	I strongly support increasing taxes to pay for transportation.	5/9/2014 11:50 AM
58	No choice. Not enough funds to maintain what we have now.	5/9/2014 11:02 AM
59	As we have no bus service here or in Rainer I would oppose. There are no alternative that are efficient and reliable. Which blows my mind away. RT is not a good option? is not reliable. How does IT go to Rochester and Yelm but not connect the other two Cities. The amount of cars that drive on 99 and Rainer is insane. We are left out of the loop far too often. Help fund things we do not use and that do not help us in any way. It is a sham. Port Taxes for years for what. How does that help my community?	5/9/2014 10:03 AM
60	I would def support expanding I-5. Come on, do it. We all need it! I-5 is insane. I am fortunate to be on a vanpool from Renton to Lacey but w/out that, it would be crazy! Let's get er done! Thank you	5/9/2014 9:05 AM
61	I support raising the gas tax. And that's saying something, my vehicles get terrible mileage: 15 - 18 mpg. I'm not a fan of tolling, license fees, or vehicle excise tax. I could get behind a transportation sales tax, if there is such a thing. But just RAISE THE GAS TAX for crying out loud.	5/8/2014 8:12 PM
62	I would not support increased taxes until there is better stewardship of money that already comes in to fund transportation projects. I also expect the transportation department to do a better job of looking at the transportation network as a system and work more to get the different pieces aligned so they function more efficiently.	5/8/2014 7:24 PM
63	Revise the current priorities and make the transportation bureaucracy operate with efficiency. There is too much waste.	5/8/2014 5:57 PM
64	If they were for my 4 priorities	5/8/2014 4:26 PM
65	Stop give away program and make people work for what they receive.	5/8/2014 3:57 PM
66	I would like to see management manage employees who take up so much time and money to keep them on track.	5/8/2014 1:19 PM
67	I would rather pay taxes for a transit system than pay personally for driving my own car on congested streets.	5/8/2014 1:06 PM
68	would support increases more if service could be voted on and restored in Tenino/Bucoda	5/8/2014 12:47 PM
69	None.	5/8/2014 11:59 AM

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70	I would fully support GAS TAX increase as long as there were NO BONDS associated with it. I want us to go back to cash flow even if it means a higher tax rate to provide that cash flow stream. I WILL OPPOSE any Tolls or Road Usage Charging!! Those are wasteful collection systems and we have to pay more because of them. We need to be efficient in our tax collections system as well as how we use those tax dollars	5/8/2014 9:02 AM
71	I would support it, but I think raising the car tab fee would be a mistake, or an initiative will get run again.	5/8/2014 8:30 AM
72	I would try to reduce inefficiencies in our transit system before raising taxes. ie: Nightline Service, transporting Pierce Cty residents who don't pay taxes here yet we have increased their service level,	5/8/2014 8:30 AM
73	It would greatly depend on the transportation package and whether or not I felt the money was going to be used wisely.	5/8/2014 7:48 AM
74	It depends	5/8/2014 6:51 AM
75	More transportation options to Seattle, bus or rail.	5/7/2014 9:18 PM
76	Fund needs from an increase in gasoline tax. This has the added benefit of discouraging people from buying large inefficient vehicles.	5/7/2014 6:54 PM
77	Depends on how much and how the increases are added.	5/7/2014 2:27 PM
78	I would need to see what the counties priorities are and not mine, this is a loaded question	5/7/2014 10:44 AM
79	The american people are barely making it pay check to paycheck.	5/7/2014 10:22 AM
80	You should not have to raise more tax dollars. Use the existing revenue more wisely, Charge a fee for the bicycles to add and improve existing bike lanes. I have an ORV tag for my quad and my ORV tag pays for county roads that I cant even ride my quad on. Also raise bus fares to improve bus service, the riders should pay more for a service that they use. Tax payers already pay for over 75% of transit. Reducing vehicles on the roadway affects gas tax revenue and that revenue funds WSDOT jobs and road improvements. Mega projects are out of control like SR-99 where we had 3 to 4 lanes in each direction and now with a tunnel, we have 2 lanes in each direction, how does this improve mobility???? Oh that right we can just ride bicycles.....Planners often forget that a lot of people that work, don't sit behind a desk all day	5/7/2014 9:29 AM
81	Generally I support taxes to improve community. I would need more information.	5/7/2014 8:16 AM
82	You are not using what you have efficiently.	5/7/2014 8:02 AM
83	Tax cars off the road. Give tax breaks to carpoolers, vanpoolers, bikers, and bussers. Cap and trade tax to stop pollution.	5/7/2014 6:52 AM
84	This depends upon what it supports. I do NOT support the Seattle boring "black hole" system. Add a light rail system on I-5 between the freeways on the median similar to other countries/cities.	5/6/2014 8:17 PM
85	It depends on the priorities and the \$ amount, a reasonable amount for a worthy goal, yes.	5/6/2014 4:39 PM
86	Taxes are very tricky - schools, parks, environment, transportation are all worthy causes competing for my limited dollars.	5/6/2014 4:10 PM
87	Too many of our tax dollars are wasted. I would first support better use of current tax dollars before supporting an increase in taxes. New taxes never seemed to be used for the purposes they were intended.	5/6/2014 2:38 PM
88	Depends on what is being funded. Building a new Bus station is a waste of money. I agree IT needs more bays but NOT a new building.	5/6/2014 2:11 PM
89	for pricing solution and roundabout and bike lanes/trails, I'll double my contribution!	5/6/2014 1:42 PM
90	The gas tax should be adjusted for inflation. Transportation revenue needs to be adjusted to account for electric and fuel efficient automobiles.	5/6/2014 1:10 PM
91	I have supported them in the past.	5/6/2014 12:43 PM
92	it would depend on the projects the money was going to. I will not spend one dime on more roads.	5/6/2014 12:04 PM
93	I would like to target some of my support dollars.	5/6/2014 12:01 PM
94	Create a Transportation Permanent Fund where only the earnings on investments by the Fund may be spent and the Fund earnings cannot be used to pay debt (bonds). Apply sales tax to motor fuels and deposit that in the Transportation Permanent Fund.	5/6/2014 11:50 AM

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95	As long as those who pay the taxes (people who buy gasoline) see a benefit. If the average Washingtonian who actually pays taxes knew how much of their gas tax went into funding items they don't use (bicycles paths and buses). We would see a lot of elected officials lose their jobs. I am tired of telling my neighbors why the roads don't get fixed because their taxes are being used for items and services they don't use. It will be interesting to see what will happen in King County when the county starts taxing property owners for buses. Most folks don't mind paying taxes if there is a benefit, the traveling motorist has not seen a benefit in a long time. The other issues, is we not preparing ourselves for big influx on single occupant vehicles due to technological changes in fuel economy and type. These new high mileage and electrical vehicles are going to make driving affordable again. The state and the county will need to plan for this increase of single-occupant drivers and how to recover revenue.	5/6/2014 11:41 AM
96	Live within your means....invest in the future. We must do both.	5/6/2014 11:34 AM
97	Only if there was a guarantee that the money would go to those purposes instead of being wasted or diverted on other issues.	5/6/2014 11:24 AM
98	The state takes a big cut of the allocation. Legislature needs to give	5/6/2014 11:17 AM
99	I would very much support extending commuter rail to have more options to get to Tacoma and Seattle (and Portland) without driving on I-5. I would also support extending the HOV lanes south from Fife.	5/6/2014 11:10 AM
100	I would hope that it would be a marginal and reasonable increase, so as not to discourage public transportation and other group transport options.	5/6/2014 11:10 AM
101	I also feel like funding education is important, and that it is not getting enough funding currently. It depends on the situation and when money is coming from and going.	5/6/2014 10:57 AM
102	Too much waste.	5/6/2014 10:42 AM
103	Only reason for opposing is I would need to see a clear plan of where the dollars are being spent. Once a plan is implemented and change happens then I would support taxes and fee increase.	5/6/2014 10:13 AM
104	The issue isn't that we need more money, the issue is OVER-REGULATION. We have departments that check migration patterns of the 'speckle throated weasel' or a department of the 'advancement of aging'.	5/6/2014 10:10 AM
105	Our state spends more for roads than other states. Why? If other states have what we have but at lower costs, what are we doing wrong. Are we using just high priced, politically attached companies? Why can't we have the same roads at lower costs?	5/6/2014 8:25 AM
106	I can't answer this question without more specific information. Taxes are necessary but I'd like to see specifics to make sure the tax money is really being spent the way it is advertised and intended to be spent/	5/5/2014 12:23 PM
107	If the county could PLEASE be more responsible than the RTA and not constantly WASTE dollars approved for light and link rail on three worthless studies, I'd be more than happy to pay, pay, pay for real, tangible improvement.	5/5/2014 9:37 AM
108	Transportation taxes are a catalyst to economic growth and to some extent progress of society.	5/5/2014 9:01 AM
109	It depends on how and much and what it will fund.	5/5/2014 8:30 AM
110	Support fees/not taxes for everyone. Users should pay for transportation as much as possible; e.g. bus riders pay unsubsidized fees for riding; bridge crossers should pay toll until the cost of building the bridge has been recapped; etc.	5/2/2014 4:50 PM
111	My support depends on whether or not I agree with the priorities.	5/2/2014 3:03 PM
112	But only if doing away with the union prevailing wage requirement. Spending money more efficiently by cutting back the "make work" art projects, etc.	5/2/2014 1:56 PM
113	I work in State Government. I see lots of opportunities for more efficient use of resources. I think we need to work within our current budgets and solve our problems. Use our brains, not the taxpayers pocket books, to come up with solutions. If more money is needed be very transparent about why, how it will be spent and show how things went at the end of the project.	5/2/2014 1:02 PM

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114	If the wages of the existing middle class/state employees don't increase, where in the world do you think the money to pay increased taxes will come from? Electric companies and phone companies can already do whatever they want price-wise, right along with the gas companies. Most folks can't afford electric/hybrid cars. Manufacturers can charge whatever they think the market will bear, ie price for Microsoft's Bill Gates, not the farmer in south county with unemployed kids and grandkids living at home because they can't get jobs. Socialism vs the downward spiral into poverty... Cray computer years ago predicted US would follow USSR into economic/social disintegration if trends continued. Instead of Obamacare, the feds might want to reprioritize infrastructure maintenance and improvements. Also forget limited benefit projects like the failures we see in Seattle (someone might try to market and sell the idea of getting Big Bertha at a discount price to dig a tunnel between east and west Olympia for example).	5/2/2014 11:41 AM
115	I'm particularly concerned about road maintenance.	5/1/2014 8:54 PM
116	Raising tax's or fee's unless the state opens it's bidding process to get better rates on work to be done.	5/1/2014 4:17 PM
117	You won't give us a cola, so our pay is already lagging, so why would I want to pay more in taxes and fees? I am already supporting all the welfare programs.	5/1/2014 3:13 PM
118	We should raise the gas tax.	5/1/2014 2:50 PM
119	I think that Taxes are currently not used the way they should be used, and if they are reallocated for proper and more efficient use, there should be no need to raise the tax burden on those who do not use the services in their area. Raising fees would make more sense, in that those who use the service would be paying for what they use, rather than being subsidized by those who do not.	5/1/2014 1:33 PM
120	Depends on what the tax would be for.	5/1/2014 1:17 PM
121	I'm not confident the current projects are being implemented in an efficient manner and am weary of throwing more money at the problem rather than exploring other options.	5/1/2014 1:06 PM
122	As a citizen of Washington state I feel like I am being nicked and dimed to death. If I support raising transportation taxes, it's like giving free license to rip off joe public. If each person budgeting state funds looked at like this was coming out of their own pocket maybe they would be more careful. Look at Bertha in Seattle. And the contractor want's to be paid because we won't work again until 2015. Really? Everybody is raising rates on the public, city taxes, utilities, licensing fee's, school levey's. Why not just have a state tax, at least I could plan my budget on that and maybe the state could too!	5/1/2014 12:23 PM
123	Stop waising the money we already give you on shit such as supporting the lazy homeless or unemployed. A lot of those people are just milking the system, so they don't have to work. Just my opinon.	5/1/2014 11:55 AM
124	I do not believe that increasing the amount of money WADOT or Thurston County has will solve the problem. They both need to improve their programs and become more efficient. Their is too much money and time wasted in "studying" the problem instead of fixing them. Environmental studies are needed but take an excessive amount of time and money, I believe on purpose.	5/1/2014 11:47 AM
125	I am orginally from the East Coast, there the main Interstate and Intrastate Freeways had tolls on it. Basically you use, you pay. I don't think it's right for our tax money to constantly go to King County for their roads. The few times I'm there-pay a toll. The last thing I heard from my old hometown area is they finally took down the toll plaza on 44 (the Virginia Beach-Norfolk Expressway) because the road was paid off and had enough for maintenance	5/1/2014 11:38 AM
126	As long as those taxes and fees are handled and disbursed properly.	5/1/2014 11:13 AM
127	depends on what the increases are for.	5/1/2014 10:54 AM
128	It depends on what the money would be used for.	5/1/2014 10:52 AM
129	Gas tax should go up. Charges to passengers on buses and vans could go up. Congestion tolling is necessary to drive people to live closer to their work and to help them recognize that living in less expensive dwellings in rural areas is not cheaper if result is more time and expense commuting.	5/1/2014 10:21 AM
130	If I felt like I had some control over where my taxes were going, then sure.	5/1/2014 10:17 AM
131	I would support minimal taxes. I think adding to the gas tax isn't the way to go, but I would support other options.	5/1/2014 10:09 AM

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132	It would depend on the amount of the increase, what the money would be ear-marked for, and probability of project completion.	5/1/2014 10:08 AM
133	No one can afford more taxes.	5/1/2014 10:05 AM
134	Of course, I don't want tax increases, but I know it is necessary at times. I would support it if it truly was going to the priority of road/transportation needs, and not pay raises for individuals!	5/1/2014 9:34 AM
135	we pay enough taxes. Where is all the money going?	5/1/2014 9:11 AM
136	If I thought my family and community would reap the value, then yes.	4/30/2014 5:50 PM
137	Many single parents live payday to payday so it would be unfair to burden them further with extra transportation taxes.	4/30/2014 4:56 PM
138	Our state ranks among the highest in gas taxes for roads and infrastructure. I think we need to find a way to reduce waste and do things more efficiently. As an example, in ancient times they developed a concrete mixture that has withstood 100's of years. We seem to be constantly repairing our roadways instead of using new (or old) technology that already exists and has proven effective.	4/30/2014 4:36 PM
139	It would depend on which priorities would be funded, and how much the taxes or fees would increase.	4/30/2014 4:23 PM
140	We need to come up with ideas that reduce the need to increase taxes or fees. We already pay enough for gas, taxes and maintance that this becomes a costs that most are not able to afford.	4/30/2014 3:31 PM
141	It would depend on how much the raise of taxes would be.	4/30/2014 3:30 PM
142	With many ideas in the private sector why would we just expect taxes to be the first approach, especially when we have an aging society that will be less than thrilled to increase taxes and a national economic picture that is not so bright.	4/30/2014 1:20 PM
143	I believe we need to invest in our community's future. However, I want to ensure we are making investments based on data not "wants"	4/30/2014 12:08 PM
144	I'd like to see that the funds already provided are used in a prudent manner. I am concerned about things like the ferry system and the huge waste of funds in overtime and outrageous special benefits. Now some of the employees seem to be punishing the public for bringing it back into line with what it should be by causing chaos in the system. Then, the lawmakers keep raising the cost and asking for more taxes. The ferry system is a good system, but it's almost like asking the taxpayers to keep funding pirates.	4/30/2014 9:42 AM
145	Depends. If we can use the funds we have more efficiently and continue to do so with new funding, I would support it.	4/30/2014 6:48 AM
146	Depends. Getting train service to the Hawks Prairie area (near I-5) is a priority. Service out to Centennial Station is not a priority for me.	4/29/2014 11:17 PM
147	It would depend on how it was structured. Creating infrastructure is expensive but it is an investment and that is the biggest question. How do you fund infrastructure? If those involved are paid in direct relation to the success of the project, everyone would win!	4/29/2014 11:06 PM
148	Unlikely. This state/region does not have a good track record when it comes to transportation funding/projects in my opinion and we already have the highest fuel tax in the country. We way overspend for the product received. Do not squeeze any more from us. I would probably support funding dedicated to grade-separated, regional recreational/transportation trails - NOT bike lanes.	4/29/2014 10:40 PM
149	It really depends on what the priorities are.	4/29/2014 8:28 PM
150	depends on what the \$ is for	4/29/2014 8:15 PM
151	Depends on what services. Not in favor of more bike lanes or additional lanes on I-5.	4/29/2014 7:58 PM
152	I would oppose the transportation tax increases. I can barely function enough to operate a car on the highway, but because our transportation system is so far behind our developing communities I have to pay taxes and title and registration for a car I drive maybe once or twice a month. If I saw a way to tax people based on their use of the road and the frequency of their travels, I might be more inclined to support those taxes. I also think that if taxes are going to escalate there should be a highly visible change made immediately to improve the public's attitude toward public transportation, like running buses at hours when they could actually save lives and keep people safe; running the buses at bar closing time would allow a reduction in DUI patrols and show that the people in power are trying to help citizens TODAY.	4/29/2014 4:59 PM

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153	But I would like to see bicycles pay their share too.	4/29/2014 4:29 PM
154	Dump Tim Eyman!	4/29/2014 3:40 PM
155	Currently, the law makers have the ability to increase the available transportation dollars by 8.7% without an increase in taxes. They can stop using MVET funds to pay sales tax.	4/29/2014 3:36 PM
156	How much would taxes be raised and for what?	4/29/2014 2:29 PM
157	Only changes that provide ME the biggest bang for the buck!!	4/29/2014 2:15 PM
158	Only if 100% sure what specific projects will be funded	4/29/2014 1:48 PM
159	Replace gas tax with miles driven.	4/29/2014 1:22 PM
160	I support raising taxes and fees to support both major infrastructure changes (rail extension or I-5 HOV lanes) and smaller local projects for alternative transportation - bike and pedestrian trails, sidewalks.	4/29/2014 1:19 PM
161	It's support funding for transportation priorities -- but of course it depends on the priorities and where the taxes/fees would come from.	4/29/2014 1:06 PM
162	Heck NO.	4/29/2014 1:02 PM
163	I don't know because I am not privy to the amount of money that is used for transit, etc. I think too much money is spent on trying to get people out of their cars, though, and not enough on making traffic for cars better.	4/29/2014 12:52 PM
164	Overall, I am opposed to raising fees as I believe we are taxed to death. However, on a limited basis I would consider something similar to a levy where the fee/tax was short-term to fund a specific project.	4/29/2014 12:51 PM
165	Don't spend money on putting up cameras on I-5. It doesn't solve the problem. Light rail is too expensive and under used. For an example, check out Seattle.	4/29/2014 12:12 PM
166	I think we need to reprioritize our spending, spend what we get and keep the money designated for transportation, ie...gas tax or user fees.	4/29/2014 12:01 PM
167	I do not support trails or pedestrian uses and will not vote to increase taxes for those things	4/29/2014 11:47 AM
168	We already pay enough taxes to accomplish my suggestion.	4/29/2014 11:23 AM
169	Its a tough balance, but fees & taxes cannot be raised too much too soon. Increases must keep pace with general income increases to minimize economic impacts, and there MUST be provisions made to offset disproportionate impact on our people who are lower income, elderly, and disabled.	4/29/2014 10:42 AM
170	As long as it was not bike related.	4/29/2014 10:24 AM
171	It's unfortunate we have already over-spent and most of our current Gas Tax is paying the interest.	4/29/2014 9:46 AM
172	I only support raising taxes to widen our roads to reduce congestion. Mass transit already has a huge budget which only supports 2% of the population. In addition, it does not help my family or any other family when we are stuck in traffic trying to go somewhere on the weekends.	4/29/2014 9:40 AM
173	I would support it if our money was spent wisely.	4/29/2014 9:28 AM
174	Due to my residence being 'close in' I'm not opposed to taxes based on frequency of use of the transportation system.	4/29/2014 9:17 AM
175	I support re-implementation of the tax structure including progressive car-tab fees that originally funded the state's transportation system. Since we went to \$30 tabs back when Tim Eyman was getting his start, we've been on a steady decline.	4/29/2014 9:17 AM
176	But, I won't support any more gas taxes. I will support a tax that is designed specifically for the transportation option to be purchased. Also, I am tired of the leg, taxing us for one thing and then stripping the fund for something else.	4/29/2014 9:11 AM
177	I need to feel confident that the funds are wisely invested with demonstrable results.	4/29/2014 8:59 AM
178	I don't think you are spending the money you already have very well. Adding bike lanes to major roads for a million dollars so I can watch a few people use it in an entire day is ridiculous. Do what you should be doing well (adding/maintaining roads) and maybe people will trust you again and feel comfortable giving you more money.	4/29/2014 8:52 AM

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179	I support the concept of increased fees that are transportation specific but I am highly skeptical that the execution of a transportation plan would be efficient, which tempers my enthusiasm for supporting any new fees.	4/29/2014 8:47 AM
180	Depends on how much of a tax raise and ... can you people be trusted to spend it correctly.	4/29/2014 8:45 AM
181	I won't support raising taxes to build more roads or to widen the ones we have. I will support raising taxes to fund greater bus service or to build a better public transit system—such as a light rail or commuter rail system.	4/29/2014 8:27 AM
182	Taxes are high enough already	4/29/2014 8:26 AM
183	If they go to the projects and not get lost in extra projects	4/29/2014 7:24 AM
184	My budget is mightily stretched. Would have to lower expenses by cutting food or transportation costs. If the alternate transportation saved me money, I would be more inclined to support those options to raise funding.	4/29/2014 6:51 AM
185	Only if everyone is included. Bicycles need to pay their fair share. As of right now they are not. They want bicycle lanes and a bunch of other stuff while the motorists pay for it with taxes and gas tax. They should have to pay with a fee to help fund the bicycle lanes. A bicycle license and a user tax on them would be great.	4/29/2014 6:35 AM
186	Everybody has to live within their budget. Figure out ways to be more efficient with what we have.	4/28/2014 9:37 PM
187	I will support raising transportation taxes and/or fees to increase funding as long as I know that the taxes and/or fees are actually going to transportation projects and not a general fund. If I'm paying more at the pump or for tabs, I want it to be going towards fixing the roads and providing better transportation.	4/28/2014 7:11 PM
188	I do not live in the tax area where my employment is. But I still support local transportation at home and here.	4/28/2014 4:56 PM
189	Dont make the advertising of this solely on saving the planet. Congestion relief may appeal more to those typically opposed to public transportation.	4/28/2014 4:27 PM
190	I would like to see other areas of the state besides King and Snohomish counties get money for transportation improvements. How much is Bertha costing all of us?	4/28/2014 4:22 PM
191	More roads	4/28/2014 4:01 PM
192	Seriously, the middle class is taxed to death already. I'd support it if it was a "fat cats" (lets say Boeing and MicroSoft for example) only tax. (and NO, I am not a Teaparty supporter). Perhaps we could have charged INTEL for the Dupont exchange when they left.... example of government-corporate boondoggle?	4/28/2014 1:36 PM
193	Thurston County bus drivers provide a very very good service on time!!!	4/28/2014 1:34 PM
194	Bus and rail connections are important!	4/28/2014 1:00 PM
195	If commuter rail is on the table, then yes support, some road widening through Ft. Lewis, yes, but other than that no much support.	4/28/2014 11:40 AM
196	I would support substantial increases. Current funding not enough for maintenance. We need to shift away from cars - that costs capital for long term rewards.	4/28/2014 11:29 AM
197	We need great public transportation to be a vibrant community.	4/28/2014 11:09 AM
198	I think the money is already in the system; just need to re-prioritize where we spend the money we have. Need to cut back on social programs for people that don't work	4/28/2014 10:43 AM
199	Already over taxed	4/28/2014 10:36 AM
200	transportation is the life blood of the economy and it deserves high priority in budgetting.	4/28/2014 10:16 AM
201	As long as those improvements didn't result in the addition of new impervious surface. Our community's most valuable resource is Puget Sound and we need to prioritize it's health as we plan our transportation infrastructure so that it reduces pollutants and minimizes habitat fragmentation. Increasing lanes and roads will only increase vehicle use.	4/28/2014 10:15 AM
202	Better transportation options will save my family car costs and time	4/28/2014 10:11 AM
203	NO new taxes. We already have some of the highest in the nation.	4/28/2014 10:09 AM

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204	Depends on how the money is spent. I am not impressed thus far.	4/28/2014 9:55 AM
205	Depends on the type of expansion. I feel that commuters in the king county area need to be charged to commute by car. There are so many other options.	4/28/2014 8:56 AM
206	Be more efficient managing contracts and tax dollars	4/28/2014 8:26 AM
207	I would support nominal tax increases that benefit the entire county. Not increases that only target the northern (JBLM) area of our county. Thurston County has very diverse transportation needs. These increases need to be applied in a transparent manner that demonstrate effectiveness and efficiencies to our county.	4/28/2014 7:41 AM
208	Could begin charging a small tax on bicycles and bicycle accessories (as the tax on hunting items for wildlife management and conservation) to help pay for bike lanes and pathways. (The example for this: The sale of hunting licenses, tags, and stamps is the primary source of funding for most state wildlife conservation efforts. By paying the Federal excise tax on hunting equipment, hunters are contributing hundreds of millions of dollars for conservation programs.)	4/28/2014 7:35 AM
209	n/a	4/28/2014 6:54 AM
210	I do not want to spend money on expanding lanes on I5, better to use money to discourage use of highway by providing alternatives such as trains, buses, etc.	4/25/2014 6:57 PM
211	especially for increased rail options!	4/25/2014 5:47 PM
212	I am a state employee. We do not receive cost of living raises. We can't afford to keep giving more and more because our paychecks do not increase and we are left with less and less.	4/25/2014 3:49 PM
213	Depends on what, how much, etc. Some projects (light rail?) seem to take so long I'm not sure I'd see the benefit in my lifetime! That's why I'd favor a local tram/shuttle service.	4/25/2014 2:27 PM
214	I generally believe that our society is under-taxed considering the services we expect our local-state-federal governments to provide.	4/25/2014 1:44 PM
215	YES, YES, YES! I think there is a clear need to provide a reality check (fliers, billboards, etc.) for most of the public about what transportation maintenance, construction, etc. actually costs. I think most of the general public is clueless, vastly underestimating the cost. The underlying message needs to be, "You can't get something for nothing. And if you are unwilling to pay/invest in this infrastructure then you must think our current transportation system is sufficient now and into the future...so no complaining, you're going to have to live with it".	4/25/2014 12:53 PM
216	Over time I have seen transportation projects have funds siphoned off for projects not transportation related. I do not support light rail. Investing in 18th century technology is not efficient use of funds.	4/25/2014 11:56 AM
217	Since most taxes are based on a percentage, no need to increase the percentage because the actual taxes collected would increase. I think priorities should be placed on current taxes and reduce government bureaucracy.	4/25/2014 11:13 AM
218	This is one of the most important investments we can make to reduce pollution and keep people happy and healthy.	4/25/2014 10:49 AM
219	I wary of big transportation projects that cost hundreds of millions of dollars. I feel like they are prone to waste and mismanagement, and cost overruns. I also feel like they don't do as much good. I'd prefer to see more smaller local projects like replacing intersections with roundabouts, adding sidewalks, adding bike lanes, adding trails - essentially local options. My kids need more places to ride their bikes safely. Trying to take my 7 year old on a bike ride along a local 2 lane road while she's wobbling all over the slim shoulder while cars zip by at 40 mph is rife with anxiety. Long waits at red lights when there are no oncoming cars frustrate me - replace these intersections with roundabouts. Add and/or link trails so I can get around town without my car - I'm happy to hop on the bike unless the weather is terrible.	4/25/2014 10:44 AM
220	It would depend on the cost of the increases/taxes and what they would be for.	4/25/2014 10:11 AM
221	DO NOT CHARGE TO RIDE IN THE HOV, That is a classist policy that should be avoided.	4/25/2014 10:02 AM
222	Only to fund those priorities that support bicycle and pedestrian friendly projects	4/25/2014 9:56 AM
223	South County residence voted a sales tax increase to support route 98. I would support it again	4/25/2014 9:48 AM

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224	I support virtually all tax-increase proposals, but nothing will pass if elected officials don't set the stage by making tangible, relatively low-cost improvements AND doing much more to maintain and repair the existing transportation infrastructure (roads, bike routes, deteriorating Chehalis-Western trail, etc.).	4/25/2014 9:39 AM
225	I'm sick of the regressive tax structure that Washington uses, punishing those least able to pay higher taxes with cuts to the very services they need to go to work. I think everybody realizes the dire state of our transportation infrastructure; there would be much more support for transportation infrastructure maintenance/improvements if we used a progressive payment mechanism instead of increasing gas & sales taxes again.	4/24/2014 5:33 PM
226	It depends on how much it increases the tax and what is being funded.	4/24/2014 5:12 PM
227	Not if it means I have to pay more for my vehicle tabs. Those are already spendy for even a compact fuel efficient car. Raise taxes on the big vehicles or ones that polute more. Tax the rich perportionately to what they make. Why should the lower and middle class foot the bill?	4/24/2014 5:09 PM
228	Our transportation taxes are some of the highest in the country, yet I don't believe that all transportation taxes are actually spent on transportation.	4/24/2014 4:23 PM
229	Only because I can see where it is greater to put rail transportation today that not having it available	4/24/2014 2:35 PM
230	I live approximately 2 miles outside of the Olympia city limits. The nearest transit bus stop is also 2 miles from my house. Taking the bus from my house is not an option. I bicycle commute instead and I'm happy to do so.	4/24/2014 2:34 PM
231	It depends on how it is spent	4/24/2014 2:31 PM
232	The health costs, accidents and stress related costs to the community should go down with an increase in biking, walking, and public transit. It will balance out in the long run, and if it doesn't, so be it! Quality of life will improve and that is a small price to pay.	4/24/2014 2:14 PM
233	need it	4/24/2014 2:08 PM
234	During the high growth period the county saw a massive increase in taxes and fees - yet, I and others have not seen where the increase revenue was used on infrastructure. The funds appeared to be spent on hiring more staff to collect the fees and taxes. Therefore, until the county makes more appropriate allocation choices, I oppose increasing taxes.	4/24/2014 1:58 PM
235	Some increases in targeted user fees to offset losses in existing revenues such as gas tax. At the moment, probably car tabs.	4/24/2014 1:31 PM
236	No one has money	4/24/2014 1:19 PM
237	We are already overburdened with taxes. We need to make the tough choices to prioritize differently.	4/24/2014 1:19 PM
238	Gas taxes should be used to support regional transpoartion options such as expanded rail and not be specific for road and car transport	4/24/2014 1:03 PM
239	Except the increase of gas prices, they are already to high!	4/24/2014 12:32 PM
240	We need to connect Olympia better to Seattle. This will be two expensive projects: expand I-5 (add HOV lanes in both directions) and connect Seattle and Olympia by train/light rail (this need to go to OLYMPIA not just lacey.	4/24/2014 11:25 AM
241	I do NOT support increases to support corporate commerce or "growing the economy." I support increases to taxes to improve services for people to get places without driving, such as bike trails and buses, and mass transportation, such as buses and light rail. I do NOT support increased fees for methods that tend to be a high priority for low-income populations.	4/24/2014 11:09 AM
242	It would depend on what the taxes were supporting.	4/24/2014 10:59 AM
243	It rather depends on type of increase, my income, and whether I trust the entity in charge to do what they said they would do with the money.	4/24/2014 10:38 AM
244	Only if they help reduce the volum/number of car traffic on roads do not expand area of impermeable surfaces. teh exception being sidewalks in county and unincorporated areas where traffic and kids have to share the road too often	4/24/2014 10:38 AM

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245	In areas where there is good public transit, the voters were not asked. It was an economic necessity. The money has to come from somewhere	4/24/2014 10:36 AM
246	I would support raising taxes but only on a sliding scale based upon income.	4/24/2014 10:35 AM
247	Given current prevailing wage laws and the high expenses associated with transportation work, I would only support more taxes if the costs are reduced first.	4/24/2014 10:25 AM
248	Would need to know what and how much. Tolls just seem to go on forever and get higher and higher.	4/24/2014 10:22 AM
249	Our gas tax is one of the highest and I would hate to see us impose a tax on that to make it even more unreasonable. Perhaps making adjustments within the transportation budget is more in line than increasing their budget. I work for the state and I know there are a lot of areas where we can make adjustments, we just don't want to.	4/24/2014 9:47 AM
250	My family's budget is very tight right now and I am worried that we could not afford to pay additional taxes and fees, especially if the cost of basic food, housing, and medical care continue to rise without coinciding salary increases as is currently the situation in my employment industry.	4/24/2014 9:44 AM
251	Good lord, we are already taxed too much. I have a great idea, why don't we start taxing our politicians (presidents, senators, representatives, etc) instead of giving them a free ride for the rest of their unfruitful lives. It's not like they are doing anything that is making our country or living conditions any better. ;)	4/24/2014 9:42 AM
252	property tax to expand service and transportation. Obviously with seattle's recent prop 1 we need to promise something to the voters to get them to increase their taxes, instead of just 'maintaining service'	4/24/2014 9:42 AM
253	would depend on what it was for. I support things that i feel are necessary to the community, but not all proposals i feel fit that ideal.	4/24/2014 9:37 AM
254	Building commerce increases tax revenue. Go to Adna, Vail, Gate, Bucoda, Pe Ell or Doty to see what happens when commerce recedes. Increasing the cost of business with little to no compensating gain chases away commerce. Enticing commerce brings more commerce. Appreciate competition has commerce on the hunt for efficiencies (higher productivity). Social engineering through transportation policy and urban myopic growth policies arrogantly refuses these truths by needlessly constricting an asset required for commerce. Riding the bus just doesn't work for plumbers, framers, heavy construction workers, yard care workers and many others. Thurston county needs find other revenue sources then state government and being a bedroom community to JBLM.	4/24/2014 9:34 AM
255	I would support raising taxes for smart choices, but would oppose raising them for choices that do not meet the communities needs.	4/24/2014 9:31 AM
256	No no-bid contracts. Something needs to be done to uncongest Martin Avenue.	4/24/2014 9:28 AM
257	I wholeheartedly support funding for transportation priorities. I would suggest that those who use public transit foot more of the bill so that the homeowners of Thurston County do not have to support the entire burdon.	4/24/2014 9:26 AM
258	i would support a raise in taxes and possible move to the area if the train was accessable to lakewood drop off station or even tacoma.	4/24/2014 9:26 AM
259	Defund the busses.	4/24/2014 9:18 AM
260	I would prefer that we put more money toward reducing cars and less on infrastructure for cars - this doesn't mean we have to raise more money. just move it around.	4/24/2014 9:06 AM
261	It would depend upon the project and my perception of the cost benefit analysis of it.	4/24/2014 7:44 AM
262	i think the lottery should fund these types of programs, as we all know they can and don't now.	4/23/2014 7:57 PM
263	I support an increase in taxes for undesirable able modes of transportation and I support a greater portion of operating expenses to come from the individuals using each type of transportation.	4/23/2014 7:56 PM

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264	Frankly, I do not have a lot of confidence in transportation planners and their devotion to a concept that is not understood in this area--connected streets. At the last round of public meetings one of the planners told me that I did not have to be concerned about traffic problems (speed, noise, safety, aggravation of my asthma) on the street that fronts my house in a area where an arterial connection was then being pushed, because data showed that striping--putting a white line down the center of the road--would slow traffic and make it more friendly. The concept of "connected neighborhoods" is not about the two ends of a connection. It is about every part in the middle as well. When the ends are large commercial ventures-- an auto mall and a shopping mall and the in-between is an old, established neighborhood--the understanding of the concept is flawed. I felt insulted and placated at these meetings. I have not seen too many good examples of planning in Olymia, after having lived in other major urban areas where there was more forethought. Do we need new planners with new ideas?	4/23/2014 5:31 PM
265	Everyone using our roads should pay a fair share. So those travelling through our state who are not residents should pay via gasoline tax, tolls, or any other method that could be designed so that it would not impact residents only (as in the form of a property tax).	4/23/2014 4:29 PM
266	Depends on how or where the money was funded.	4/23/2014 4:12 PM
267	I believe in user fees - if you use it, you pay for it.	4/23/2014 3:41 PM
268	cut the military spending !!	4/23/2014 3:25 PM
269	These taxes wouldn't necessarily benefit my needs. I live in Rochester.	4/23/2014 2:51 PM
270	By establishing priorities, government can accomplish the projects or tackle issues that are the most important to all its citizens. Not all goals can be accomplished because resources are limited. Government should consider the costs of projects or services that benefit its citizens when deciding which ones to act upon. It must select the ones that can provide the most overall benefit to its citizens at a reasonable cost to the taxpaying citizen. Cost limits should be set and project priorities followed that meet those overall cost limits.	4/23/2014 2:48 PM
271	you make enough money off of me. Instead of increasing admin wages and benefits spend the money on the bloody hiways and byways.	4/23/2014 2:43 PM
272	Would depend on the wording of the request. The taxpayers have become weary of tax requests whose dollars get shifted into other special interest projects that have nothing to do with transportation. Support or opposition would be on a case by case basis.	4/23/2014 2:16 PM
273	As always, there needs to be open public meetings, excelent planning and execution, and accountability, both of the dollars spent and in the deliverables. As a 29-year state employee, and as a 55-year old citizen of the Great State of Washington, we can do better in all areas.	4/23/2014 1:58 PM
274	Need to see an assess the proposal.	4/23/2014 1:33 PM
275	Most tax increases are to fund inefficient options such as mass transit. Until the cost of buses and light rail are funded primarily by the users of such services and not subsidized by the general population, it is an inefficient use of dollars. We are not a highly urbanized county where buses and light rail could get you where you want to go easily, nor do we have a 'high density core' where a person could walk or bike from their home to get all of their typical needs met. Therefore, if we try to add mass transit services, the majority of people will bear the cost while a small minority will enjoy the benefit. The tax dollars collected currently need to support how the majority of taxpayers use Thurston County's transportation options. PS- I am not biased against public transportation, just biased against wasting tax dollars. When I was in Washington DC, I used Metro every day because it was fast, convenient and took me where I needed to go. The cost/benefit for such a system in Thurston County does not, and will not pencil out in the next 25 years. Please don't waste our money on mass transit.	4/23/2014 1:32 PM
276	It's not a funding issue, but rather how currently collected funds are being utilized.	4/23/2014 1:31 PM
277	Make better use of the funds in possession: focus on a implementing a wiser budget -better use of taxpayer money.	4/23/2014 12:57 PM
278	The problem is that usually the taxes and fees are to support something that doesn't help me.	4/23/2014 12:54 PM
279	The track record for using my taxes appropriately, wisely, and efficiently are not good at all. I don't trust those who would receive more of my money to do the right thing with it.	4/23/2014 12:50 PM

Transportation Priorities Survey for the Thurston Region

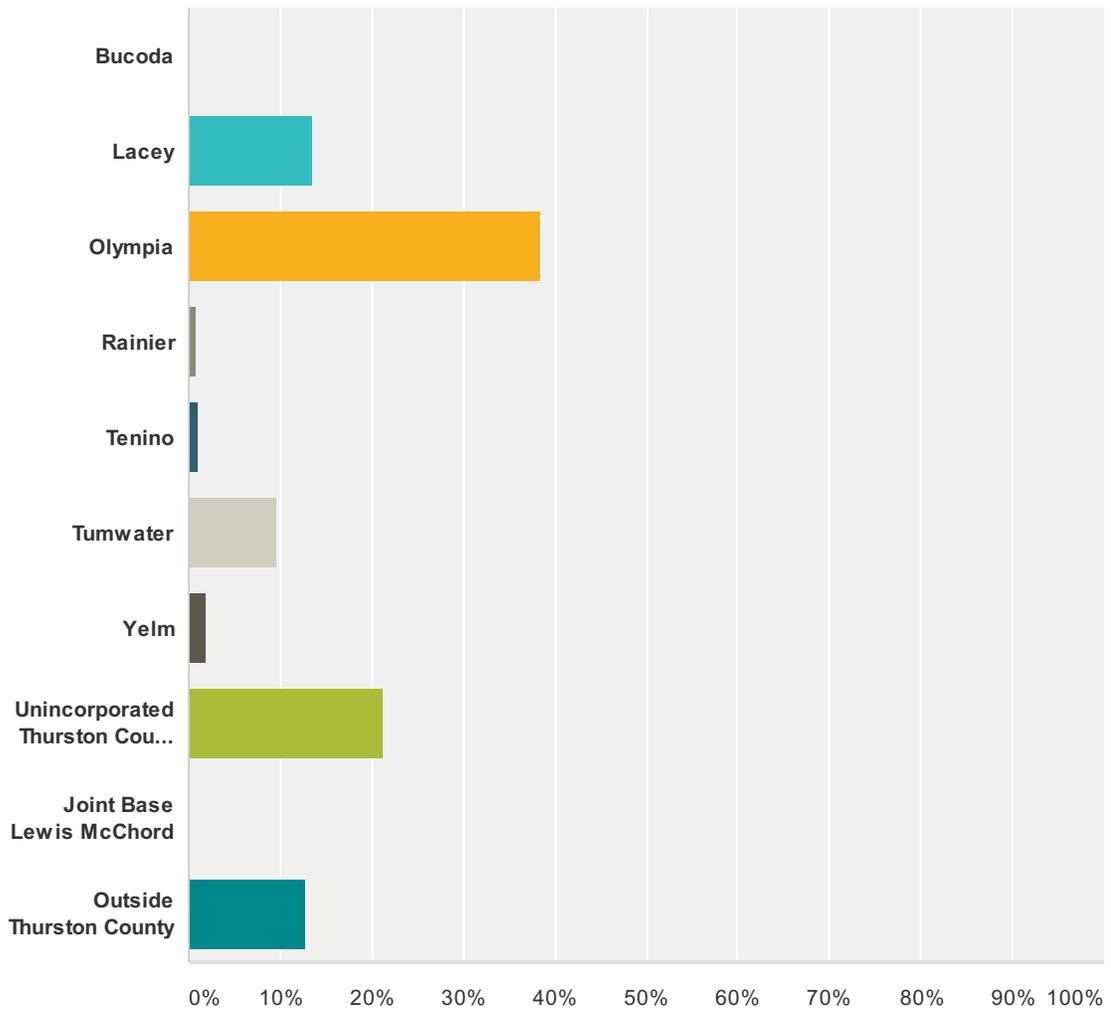
280	As long as JBLM and other users of I-5 are paying their share, I am happy to pay more. Roads are not "free" despite the long history of indirect payment through our taxes. Asking people to pay a ticket for transit but not the road creates/continues perverse expectations and perspectives. Either make it all free at the point of use and raise my overall taxes or make them all cost at the point of use.	4/23/2014 12:44 PM
281	My pay has been flat or declining for 6 years. I would support decreases in transportation funding. Doing better with less and less? Well, I have had too.	4/23/2014 12:31 PM
282	Of course. In other countries people realize that your taxes mean streetlights and enforcement and good schools. Not sure why Americans don't get this but here we are. Raise taxes and give us a fully realized, end-to-end, high-speed rail system that makes it feasible for someone to live in Portland and work in Olympia. I-5 should not impair the hiring of qualified candidates as it does now.	4/23/2014 12:06 PM
283	It is absolutely necessary to raise current tax sources and develop new ones. More use tax approaches should be explored, but since the transportation systems and infrastructure are a critical resource, everyone should pay to fund the systems operations, just like schools. And funding should be multi-sourced, not relying on one source.	4/23/2014 11:57 AM
284	If JOHN CARSON, KVI radio host, approves it, then I'll be all for it! Otherwise, NO!	4/23/2014 11:08 AM
285	I would be willing to pay more taxes if I felt they went towards projects that helped myself and the community instead of being wasted on poor ideas or mismanagement.	4/23/2014 10:30 AM
286	It's hard to make improvements without taxes. Maybe start charging people for using single occupant vehicles during peak hours to encourage vanpool, carpool, etc.	4/23/2014 10:12 AM
287	I'll be retired and on limited budget.	4/23/2014 10:10 AM
288	Yes, If the money was managed correctly and effectively for that purpose only - rather than taken the money raised and put it to other uses.	4/23/2014 9:50 AM
289	I am in favor of raising the county sales tax in order to fund these transportation priorities. I'm not in favor of increasing the vehicle license and/or vehicle registration fees in order to fund these transportation priorities.	4/23/2014 9:37 AM
290	But improving connection to the North would have to be a #1 priority. I would not support increased transportation taxes *unless* this was a part of the package (it doesn't need to be the only component, but it is required).	4/23/2014 9:23 AM
291	Depends on "transportation package".	4/23/2014 7:10 AM
292	To me, solving the I-5 congestion issue around Fort Lewis is a HUGE transportation issue. Extending commuter rail – not only so those that live in Lacey/Olympia could get to Tacoma, but the other way around too – would really help ease congestion. As would providing an HOV lane through JBLM, but I realize that area is not in Thurston County.	4/22/2014 5:13 PM
293	Extending the rail system to Lacey would be beneficial. However, extending the rail system to Centennial Station is less useful. The current Amtrak station is too far from the cities and it's too inconvenient. Putting a station in the Hawks Prairie area near the freeway would be much more viable.	4/22/2014 4:56 PM
294	I pay far too many taxes as it is, and they are used for many things that are not important to me. Why not tax casinos and get money for the transportation projects?	4/22/2014 4:30 PM
295	Change/upgrads are not free.	4/22/2014 4:14 PM
296	Taxes are raised with little or no effect on eliminating gridlock	4/22/2014 3:42 PM
297	There is not enough accountability for the tax dollars (example: Seattle Tunnel). I work for state government and I know how horribly inefficient it really is. Use what is there more wisely. Get people working on projects and less middle management.	4/22/2014 3:17 PM
298	It is imperative that funding be found in a form that will charge auto users and benefit public transit users in order to discourage auto use.	4/21/2014 2:39 PM
299	I strongly support an increase in taxes to generate additional revenue. I also strongly encourage diversifying the source of tax revenue for transit – the local sales tax is simply not sufficient, and federal/state grants are not reliable enough. Property taxes in support of transit would be an example. More of the state gas tax should also be diverted to transit purposes. I don't oppose fee increases, but since transportation improvements provide direct or indirect value to all members of the community, a tax increase is my preference over fee increases.	4/20/2014 11:48 PM

Transportation Priorities Survey for the Thurston Region

300	I would support increased funding to go to infrastructure that supports biking, walking and public transit. Also maintaining the transportation system we have. The last thing we need is more roads. The more roads that are built the more traffic increases.	4/16/2014 8:41 PM
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Q12 12. Where do you live?

Answered: 1,278 Skipped: 171



Answer Choices	Responses
Bucoda	0.08% 1
Lacey	13.62% 174
Olympia	38.42% 491
Rainier	0.94% 12
Tenino	1.10% 14
Tumwater	9.55% 122
Yelm	1.96% 25
Unincorporated Thurston County (outside city limits)	21.28% 272
Joint Base Lewis McChord	0.31% 4
Outside Thurston County	12.75% 163
Total	1,278

Transportation Priorities Survey for the Thurston Region

#	Other:	Date
1	Centralia	5/27/2014 8:02 PM
2	Currently live in Shelton. Looking to relocate in next few years to either Olympia or Tumwater.	5/27/2014 5:32 PM
3	Shelton	5/20/2014 7:08 AM
4	Road widening work is scheduled in our area. I believe that road widening is unnecessary and the money could have been better spent in other areas.	5/15/2014 7:58 AM
5	Tumwater urban growth near the airport. Why doesn't this airport offer short and med range commute options? Like to Sea-Tac.. Let's put some of our infrastructure to use.	5/14/2014 4:20 PM
6	I live in south Thurston County (10 miles from Tumwater) and would welcome other ways to get into town and to work other than my car.	5/14/2014 3:22 PM
7	Seattle	5/14/2014 9:45 AM
8	shelton	5/14/2014 9:41 AM
9	Union, Mason County	5/14/2014 9:35 AM
10	The westside, almost to the end of Division.	5/14/2014 9:34 AM
11	Lakewood	5/13/2014 4:03 PM
12	Rochester	5/13/2014 9:55 AM
13	Shelton	5/12/2014 9:27 AM
14	Auburn	5/12/2014 6:51 AM
15	Tacoma	5/9/2014 9:20 AM
16	Rochester	5/9/2014 9:16 AM
17	Rural Thurston County	5/9/2014 9:03 AM
18	Yelm	5/9/2014 7:26 AM
19	Just south of Tumwater, inside the urban growth boundary near the airport.	5/8/2014 8:12 PM
20	Just outside City of Olympia in unincorporated Thurston County	5/8/2014 9:22 AM
21	West side Oly	5/8/2014 8:03 AM
22	Tacoma	5/7/2014 10:59 AM
23	I Live in Rochester	5/7/2014 10:22 AM
24	Tacoma	5/6/2014 4:10 PM
25	Thurston County	5/6/2014 2:38 PM
26	Nottingham Div. Keep up the good roundabout work and then I won't care if you allow 800 new homes!	5/6/2014 1:42 PM
27	Grand Mound	5/6/2014 1:10 PM
28	A block outside Olympia city limits.	5/6/2014 9:19 AM
29	Live in Tacoma work in Olympia	5/6/2014 9:15 AM
30	Chehalis	5/5/2014 12:23 PM
31	I currently live in Olympia but will soon be living in unincorporated Thurston County (Black Lake/Delphi area) and will commute by bike to work in Tumwater	5/3/2014 6:30 PM
32	pierce cnty	5/2/2014 8:35 AM
33	Rochester	5/1/2014 1:16 PM
34	Chehalis, WA. In the process of trying to relocate back to Thurston County.	5/1/2014 12:13 PM
35	Rochester	5/1/2014 12:04 PM
36	Lynnwood	5/1/2014 11:50 AM

Transportation Priorities Survey for the Thurston Region

37	Rochester	5/1/2014 11:38 AM
38	chehalis	5/1/2014 11:19 AM
39	Puyallup	5/1/2014 10:57 AM
40	Dryad, near Chehalis in Lewis County	5/1/2014 10:53 AM
41	SE King County	5/1/2014 10:40 AM
42	Montesano	5/1/2014 10:39 AM
43	Mason County	5/1/2014 10:17 AM
44	Shelton, Work in Tumwater	5/1/2014 9:11 AM
45	Shelton	4/30/2014 3:31 PM
46	Seattle	4/30/2014 3:16 PM
47	Just outside Olympia growth boundary	4/30/2014 12:08 PM
48	I live in Lakewood and commute to Olympia 5 out of 7 days via intercity transit.	4/29/2014 4:59 PM
49	Lakewood	4/29/2014 4:06 PM
50	shelton	4/29/2014 2:20 PM
51	Scott Lake	4/29/2014 12:01 PM
52	Lewis County	4/29/2014 9:35 AM
53	Puyallup	4/29/2014 9:09 AM
54	Lower East Side, on Puget St.	4/29/2014 8:27 AM
55	Tacoma	4/29/2014 8:20 AM
56	Centralia	4/29/2014 6:51 AM
57	Rochester	4/28/2014 7:23 PM
58	Snoqualmie	4/28/2014 4:56 PM
59	Mason county	4/28/2014 2:12 PM
60	Tacoma	4/28/2014 1:34 PM
61	Puyallup	4/28/2014 1:33 PM
62	Bonney Lake	4/28/2014 11:13 AM
63	Johnson Pt. area of Thurston County	4/28/2014 11:09 AM
64	In the neighborhood where I live in the NW section of town, it is almost impossible to walk along a road that goes between two major thoroughfares because there still even after all the upgrades on the SE and downtown STILL THERE ARE NO SIDEWALKS< NO BUS STOPS - One has to walk 1/4 mile or more to get to a sidewalk. Bikers are in a perilous state as it is a secondary residential road. But the same road in Lacey, or Tumwater, or SE Olympia, sidewalks galore.	4/28/2014 10:22 AM
65	Centralia	4/28/2014 8:30 AM
66	Live in McCleary	4/28/2014 7:35 AM
67	n/a	4/28/2014 6:54 AM
68	Just outside Yelm boundaries.	4/27/2014 11:09 AM
69	University Place	4/25/2014 3:49 PM
70	north of Tenino city limits	4/25/2014 2:27 PM
71	I live within the urban area boundary of the City of Lacey. It is still an Olympia address, but considered part of unincorporated Thurston County.	4/25/2014 10:17 AM
72	I live south of Olympia in Littlerock...technically "Olympia" and Thurston County...although ironically I have a Rochester telephone prefix.	4/25/2014 10:11 AM

Transportation Priorities Survey for the Thurston Region

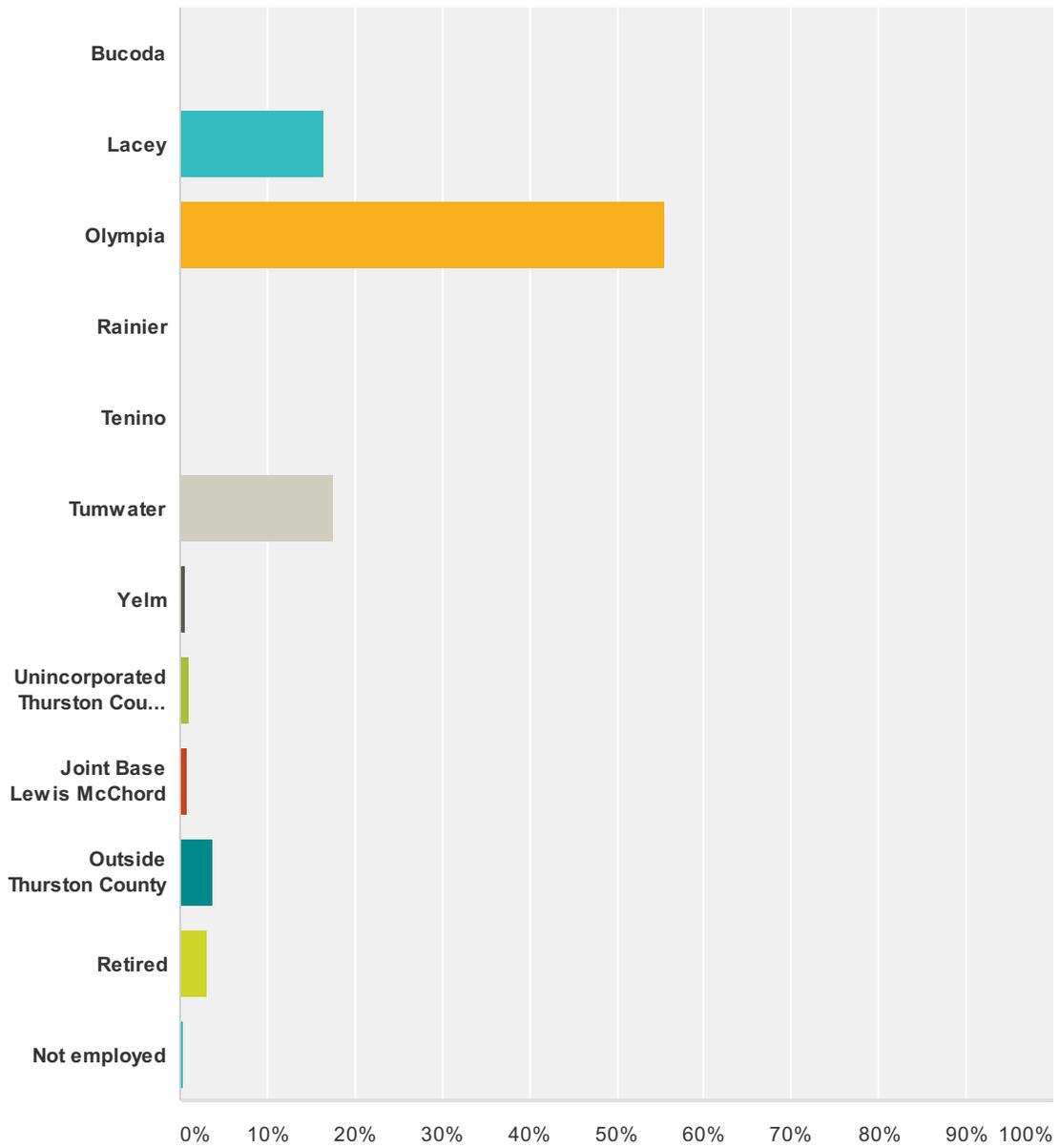
73	Rochester/Grand Mound	4/25/2014 9:48 AM
74	I live within 1/4 mile of the Evergreen College campus.	4/25/2014 9:39 AM
75	Dash Point area in NE Tacoma	4/24/2014 2:02 PM
76	My home is hour and half commute, so I have a place locally also.\$\$	4/24/2014 1:19 PM
77	close to Lacey	4/24/2014 12:51 PM
78	8 miles outside city center.	4/24/2014 11:38 AM
79	I live in Olympia, but in the North Thurston school district. I live in the Lacey urban growth district.	4/24/2014 11:05 AM
80	Littlerock area.	4/24/2014 10:25 AM
81	Lakewood	4/24/2014 10:20 AM
82	Rochester	4/24/2014 9:48 AM
83	In a cardboard box, in a local greenbelt.	4/24/2014 9:42 AM
84	Sammamish	4/24/2014 9:33 AM
85	I live in Mason county and work here in Thurston County. I also spend a good bit of my leasure time here in Olympia because my extended family lives here.	4/24/2014 9:26 AM
86	Tacoma, Pierce County	4/24/2014 9:26 AM
87	Grand Mound	4/24/2014 9:22 AM
88	Tacoma	4/24/2014 9:19 AM
89	Tacoma	4/24/2014 9:19 AM
90	Tacoma Soon to be Chehalis	4/24/2014 9:17 AM
91	Littlerock	4/24/2014 7:04 AM
92	Hawks Prairie	4/23/2014 3:54 PM
93	Rochester	4/23/2014 2:51 PM
94	Rochester/Grand Mound	4/23/2014 2:09 PM
95	West side, where sidewalks and marked cross walks are few and far between. We need to explore alternative options to the rebar-and-concrete crosswalks, which apparently cost thousands of dollars per foot to install. Is there an alternative? Can we use gravel? We need to separate the people from the cars. The planning process Olympia went through some years ago for sidewalks and bike lanes on West Bay Drive was well orchestrated, attended, and resulted in an excellent proposal. A proposal that has sat on the shelf ever since.	4/23/2014 1:58 PM
96	Gig Harbor	4/23/2014 1:41 PM
97	Lakewood	4/23/2014 1:33 PM
98	Seattle	4/23/2014 1:15 PM
99	Gig Harbor to Tumwater each day. I'd have to take several buses and leave my house at 5:30 a.m. to make it to work at 7:30 a.m. And I wouldn't get home until 7:30 p.m. I'd rather sit in traffic to save myself 2-3 hours per day on the commute.	4/23/2014 12:54 PM
100	We need busses out of city limits.	4/23/2014 12:48 PM
101	Winlock	4/23/2014 10:56 AM
102	Centralia	4/23/2014 10:30 AM
103	Chehalis.	4/23/2014 10:12 AM
104	Centralia	4/23/2014 10:11 AM
105	unicorporated Thurston County, just outside Lacey city limits	4/23/2014 9:44 AM
106	Tacoma	4/23/2014 9:06 AM
107	Parkland (southeast of Tacoma)	4/23/2014 8:50 AM

Transportation Priorities Survey for the Thurston Region

108	Rochester	4/23/2014 7:18 AM
109	Puyallup	4/22/2014 3:53 PM
110	Rochester	4/22/2014 3:34 PM
111	Lake Tapps, Pierce County	4/22/2014 3:13 PM

Q13 13. Where do you work?

Answered: 1,291 Skipped: 158



Answer Choices	Responses
Bucoda	0.00% 0
Lacey	16.58% 214
Olympia	55.54% 717
Rainier	0.31% 4
Tenino	0.08% 1
Tumwater	17.58% 227
Yelm	0.54% 7
Unincorporated Thurston County (outside city limits)	1.08% 14

Transportation Priorities Survey for the Thurston Region

Joint Base Lewis McChord	0.93%	12
Outside Thurston County	3.80%	49
Retired	3.10%	40
Not employed	0.46%	6
Total		1,291

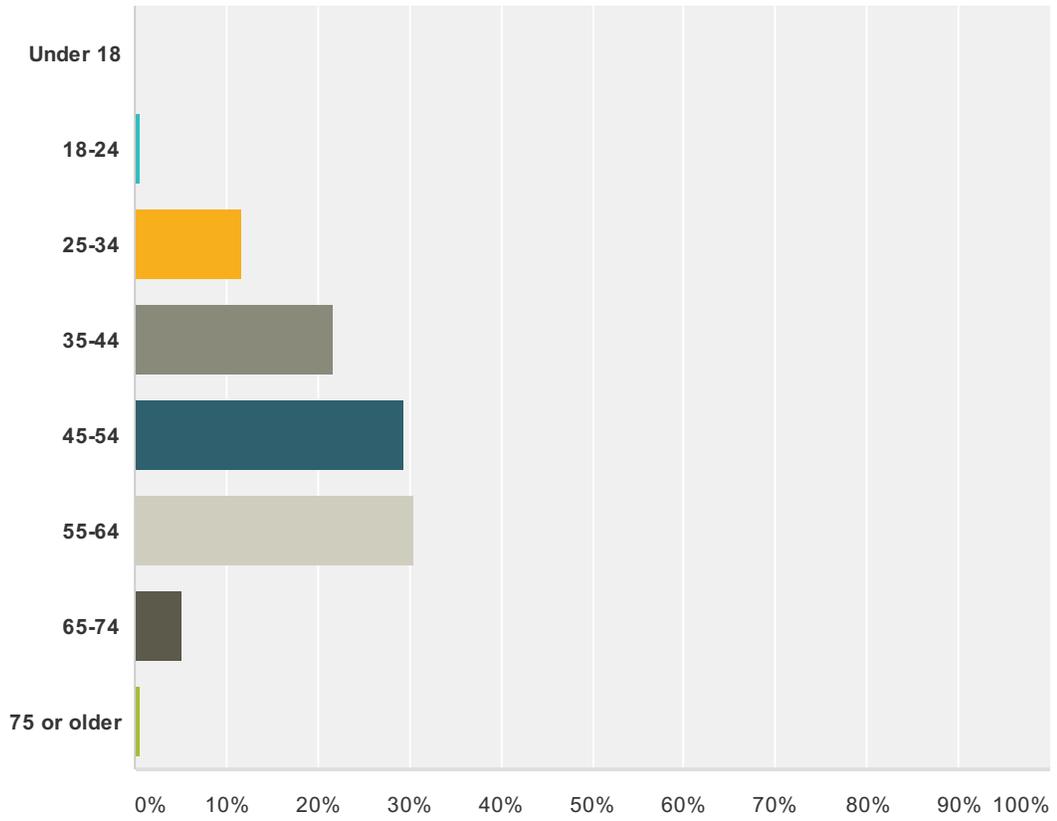
#	Other:	Date
1	Seattle	5/31/2014 3:41 PM
2	Telecommuting and flex schedule options should be a bigger part of the trip reduction and efficiency dialog!	5/27/2014 5:32 PM
3	I already telework 2 days a week.	5/22/2014 7:47 PM
4	Renton	5/22/2014 10:25 AM
5	It would be nice to have more bus service from and to Lacey industrial areas. Many people work in Lacey.	5/17/2014 2:51 PM
6	seattle	5/15/2014 12:06 PM
7	Eastside and Legion	5/14/2014 9:34 AM
8	Renton	5/14/2014 8:21 AM
9	Seattle	5/14/2014 6:15 AM
10	Tacoma	5/13/2014 8:19 AM
11	I commuted to Seattle taking the Sound Transit 592 for the past year.	5/12/2014 5:17 PM
12	Renton	5/12/2014 1:55 PM
13	Dupont	5/12/2014 7:18 AM
14	Seattle	5/12/2014 5:34 AM
15	Travel all over state and the country for consulting work.	5/10/2014 7:49 AM
16	Tacoma	5/9/2014 8:54 AM
17	DuPont	5/9/2014 8:53 AM
18	King County	5/9/2014 7:42 AM
19	Tacoma	5/9/2014 7:26 AM
20	Downtown Olympia	5/8/2014 8:12 PM
21	East side Oly	5/8/2014 8:03 AM
22	I work in Olympia and my kids and husband work and go to school in Tumwater.	5/7/2014 10:22 AM
23	my husband works in seattle. takes the bus & train.	5/6/2014 6:16 PM
24	Don't work- retired	5/5/2014 11:03 AM
25	West Olympia	5/1/2014 12:04 PM
26	Part time in Seattle	5/1/2014 7:15 AM
27	I'm retired from state government but on the City Council so it's like work!	4/30/2014 9:21 AM
28	Wish we had more transportation options for the Tumwater to Lacey commute.	4/29/2014 11:17 PM
29	Western State Hospital- Lakewood	4/29/2014 4:23 PM
30	Telecommute - freelance	4/29/2014 3:04 PM

Transportation Priorities Survey for the Thurston Region

31	Would be nice to have the DASH bus go the Tumwater 5000 Capitol Blvd building area so state workers and others could go downtown during lunch hours and after work. Also save on the Van Pools driving times.	4/29/2014 1:02 PM
32	Hawk's Prairie	4/29/2014 9:45 AM
33	All of Olympic Region. Neah Bay to Mt. Ranier	4/29/2014 9:19 AM
34	Lakewood	4/29/2014 8:45 AM
35	I am fortunate enough to live less than 5 miles from my workplace--it was a priority for me to not have a long commute.	4/29/2014 8:28 AM
36	AGO	4/29/2014 8:27 AM
37	I work in the Seattle area. I car pool every day!	4/29/2014 6:35 AM
38	retired	4/28/2014 9:36 PM
39	Telecommute to support other network admins at previous position. Have disability (broken back) so I had to retire.	4/28/2014 1:59 PM
40	Seattle	4/28/2014 11:40 AM
41	Retired	4/28/2014 10:22 AM
42	n/a	4/28/2014 6:54 AM
43	Retired	4/27/2014 4:18 PM
44	West Olympia	4/25/2014 3:35 PM
45	but expect to be moved to downtown Olympia in the next year or so	4/25/2014 2:27 PM
46	The Evergreen State College	4/24/2014 5:12 PM
47	Both in Tacoma and Olympia 50:50	4/24/2014 1:03 PM
48	DuPont	4/24/2014 11:22 AM
49	The Evergreen State College	4/24/2014 10:25 AM
50	Evergreen (technically Olypia?)	4/24/2014 9:42 AM
51	Nisqually Indian Reservation	4/23/2014 4:49 PM
52	I commute by walking (or biking) to the transit center, then by the 13 to Tumwater. Ride to downtown Olympia on my bike (it is all downhill), then grab any bus up the hill, then ride home. I also carpool frequently. Hate driving alone, and the coming \$4.00 a gallon gas will make that option even worse. I know - add an option to the next survey: stop subsidizing the oil companies, which will raise the price of gas, which will result in fewer ssingle occupancy vehicles on the road!	4/23/2014 1:58 PM
53	I live in East Olympia and work near SPSCC.	4/22/2014 5:13 PM

Q14 14. Age?

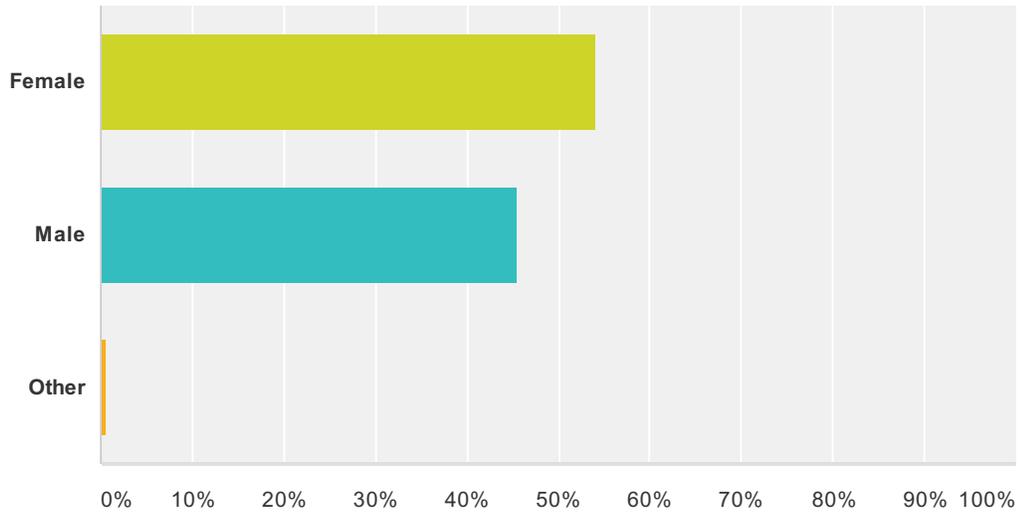
Answered: 1,307 Skipped: 142



Answer Choices	Responses
Under 18	0.00% 0
18-24	0.69% 9
25-34	11.63% 152
35-44	21.81% 285
45-54	29.46% 385
55-64	30.53% 399
65-74	5.20% 68
75 or older	0.69% 9
Total	1,307

Q15 15. Gender?

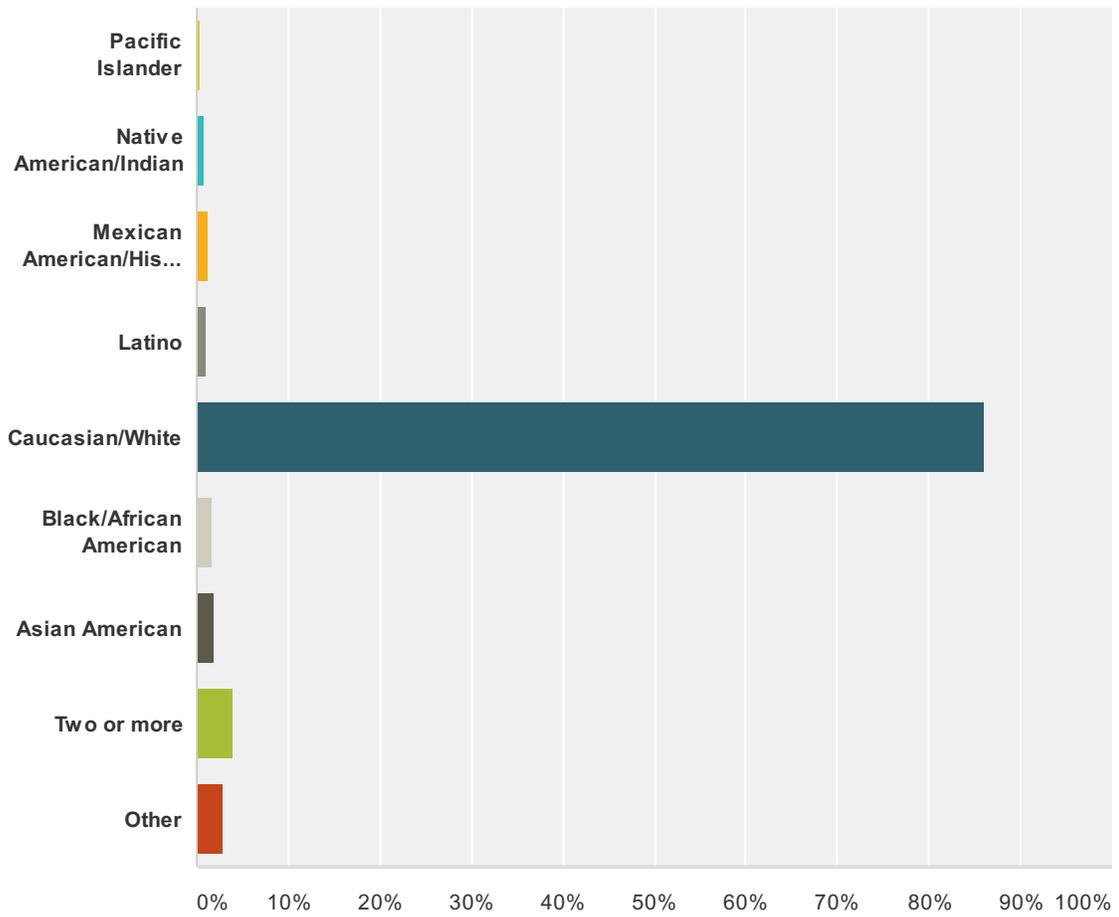
Answered: 1,220 Skipped: 229



Answer Choices	Responses
Female	54.02% 659
Male	45.41% 554
Other	0.57% 7
Total	1,220

Q16 16. Race/Ethnicity? (Choose 1)

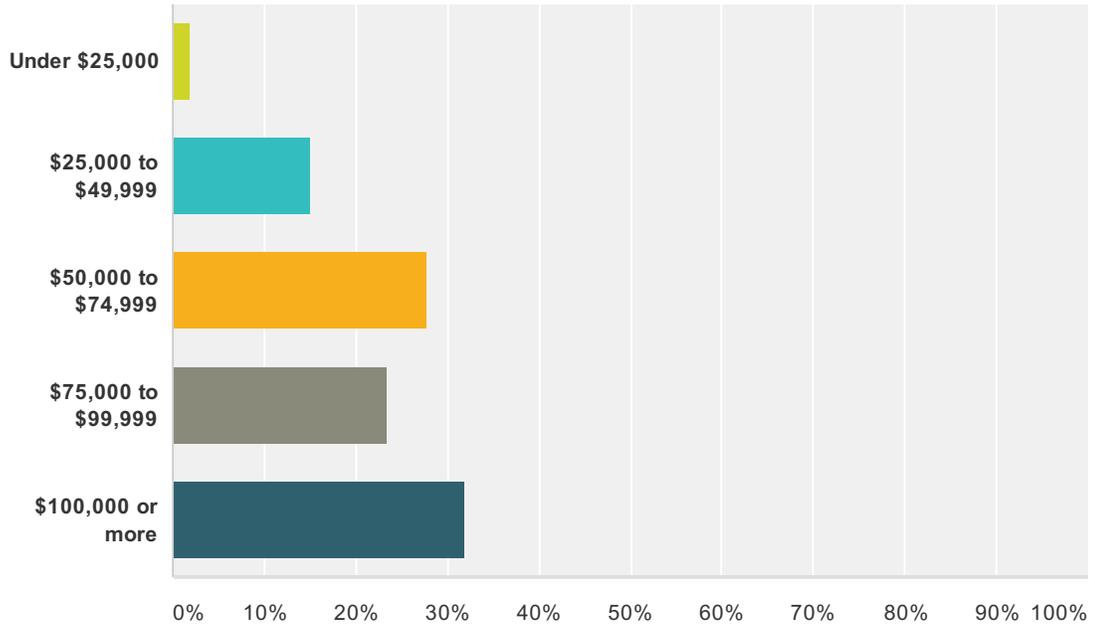
Answered: 1,268 Skipped: 181



Answer Choices	Responses
Pacific Islander	0.47% 6
Native American/Indian	0.87% 11
Mexican American/Hispanic	1.34% 17
Latino	1.03% 13
Caucasian/White	86.04% 1,091
Black/African American	1.66% 21
Asian American	1.81% 23
Two or more	3.86% 49
Other	2.92% 37
Total	1,268

Q17 17. Approximate annual household income (before taxes)?

Answered: 1,266 Skipped: 183



Answer Choices	Responses
Under \$25,000	1.90% 24
\$25,000 to \$49,999	14.93% 189
\$50,000 to \$74,999	27.73% 351
\$75,000 to \$99,999	23.46% 297
\$100,000 or more	31.99% 405
Total	1,266

Transportation Priorities Survey for the Thurston Region

Q18 18. Is there any other information you'd like to provide about transportation priorities, needs, or preferences? (up to 1000 characters)

Answered: 386 Skipped: 1,063

#	Responses	Date
1	You need to remember that the vast majority of us, drive our cars and trucks to work, to perform errands and to travel. Budgets and priorities should reflect that fact.	5/31/2014 3:41 PM
2	paving and maintaining what we have(road ways)	5/30/2014 6:04 AM
3	I would envision some sort of rail system between Portland and Seattle. I-5 corridor and Seattle area are awful to drive in during rush hours. Maybe there would be less cars stacking up the freeway if we had a system like Portland to get around in Seattle.	5/29/2014 9:40 AM
4	Improving I-5 Travel Times.	5/28/2014 11:51 PM
5	Bike safety, especially kid-friendly	5/28/2014 10:20 PM
6	Infrastructure investment in Thurston County - and elsewhere - is paramount to revitalizing our economy and supporting a well-functioning transportation system (importantly, including mass transit). Use transportation models and policy choices that are working well in other countries - or even here in the U.S. - and implement. I'd like changes to land use where urban services are in urban centers; rural residents get rural-level services. More transit/ped/bike/rideshare incentives! And more disincentives for the SOV automobile. People should be educated about HOW MUCH their SOV habit is being subsidized by the public dollar - and stop griping about subsidizing other cheaper, smarter, more efficient transportation options!!	5/27/2014 5:32 PM
7	I like the rail options to reduce greenhouse gases but don't like the cost of installation.	5/26/2014 2:51 PM
8	We've got to get the roads repaired. We've also must develop alternatives to an ever bigger I-5. That's why efficient and timely train service is necessary to change the culture.	5/25/2014 4:37 PM
9	I think it is increasingly important to look at road maintenance with an eye toward the long-term future, in which we cannot count on cars and trucks being affordable/sustainable means of transporting people and goods. Some infrastructure demands maintenance or replacement, but in other cases it may make more sense to shift the cost of maintenance to users, and to consider abandoning roads or changing their use to where maintenance will be less expensive (for example, disallow truck traffic on many roads, or expand a rails-to-trails model to roads, so that they are only supporting pedestrian or bike traffic).	5/25/2014 10:22 AM
10	I ride a three-speed manual tricycle. Because I suffer from Atrial fibrillation (A-fib), most bike trails are not accessible to me because I cannot pedal up the graded hills.	5/25/2014 2:46 AM
11	keep up the good bicycle support!	5/23/2014 2:31 PM
12	No	5/23/2014 1:18 PM
13	no	5/23/2014 10:53 AM
14	Increasing transportation between downtown and The Evergreen State College would helpful for future students at the college, I am a current student. Also having bike racks with room for more than two bikes would be helpful for service between the college and downtown.	5/22/2014 8:31 PM
15	We need to expand the capacity of I-5 to meet the growing economic demand.	5/22/2014 10:22 AM
16	I think trains should be used more often to move goods long distances instead of using semi-trucks on the freeway. It is much more economical and would reduce traffic on the freeway. Trains can deliver to regional distribution centers and semi's can delivery locally instead of long distances.	5/21/2014 4:13 PM
17	Connectivity is critical, last 1/4 mile is the goal	5/21/2014 9:27 AM

Transportation Priorities Survey for the Thurston Region

18	Question 8, below, would not allow me to prioritize. It automatically ranked the choices from 1 to 5 in that order from top to bottom and I could not change them. 8. Consider the transportation system objectives listed below. We'd like to fully meet each of the objectives, but funding is limited. What are the long-term investment priorities for the Thurston region? Rank the priorities in order of importance. (1=most important, 5=least important)	5/21/2014 7:25 AM
19	My grandson lives in Bothell. When he came to visit he told me sidewalks are good and we need some in my neighborhood. If a 4-year-old can figure it out, why can't the adults?	5/20/2014 5:06 PM
20	Financial sustainability is critical. We should only build new transportation infrastructure if we can afford to properly maintain what our current infrastructure and have funds to maintain planned improvements.	5/20/2014 3:51 PM
21	Portland's metro only costs \$5 per day to ride anywhere the rail serves. Monthly passes are inexpensive for the convenience. Washington needs to create an independent rail system and not use Burlington Northern's system, designed to move commerce not people.	5/20/2014 3:50 PM
22	Employers need to be flexible around "core hours." Requiring attendance between 7AM and 6PM, for example, when the bus gets me to work at 6:30AM, and home by 4:45PM (from and to Mason County).	5/20/2014 7:08 AM
23	Public transportation is not an option for me. The nearest bus stop is 8 miles from my house.	5/19/2014 11:46 AM
24	Our current transportation system is unsustainable. Current public transit systems are important yet cannot match the convenience of personal automobiles and therefore have low utilization rates. More efficient automobiles and other system efficiency improvements are a step in the right direction but will not be sufficient to prevent further environmental damage. The infrastructure supporting automobiles and buses (roads, parking lots, gas stations, driveways, garages, etc.) causes massive environmental damage in itself. A new disruptive technology needs to emerge that can improve mobility, safety and environmental stewardship. I believe some sort of automated transit network, such as personal rapid transit (PRT) systems, shows promise in improving mobility, convenience, affordability, safety, social justice and environmental stewardship. I recommend development of automated transit networks should be encouraged and that barriers to their implementation should be identified and removed.	5/19/2014 10:45 AM
25	Need to repair Capitol Blvd from the Brewery area to the entrance of Olympia. The right hand side of the pavement is uneven. It makes for a bumpy ride, and when it rains those depressions fill up fast making it more hazardous to drive. Surfacing Capitol Blvd from the low area past the bridge, but before Western Meats going toward Trosper Rd would go a long way towards not getting huge puddles to navigate through when it rains.	5/17/2014 2:51 PM
26	More bike lanes.	5/16/2014 8:13 PM
27	I'd like to see "walkable communities" in which I can walk to get my basic needs met (buy groceries, visit library, catch bus, etc.), transportation alternatives (buses, bike lanes, etc.) among walkable communities, and other transportation alternatives (trains, light rail, etc.) among towns and cities. I'd be happy to see my tax dollars begin to create this system, and I seriously consider moving to a community that is more pedestrian friendly and anti-single occupancy vehicle. I think we throw good money after bad continuing to accommodate SOVs.	5/16/2014 12:00 PM
28	I don't bike, but I sure appreciate people who do. They keep the air we breathe cleaner, so I support bike lanes.	5/16/2014 11:51 AM
29	I feel making the railroad grade from Olympia to Rochester into a paved bike trail should be a top priority (Percival Canyon). Also, installation of a major, high speed bicycle route through NE Olympia to Hawks Prairie should be a top priority—at minimum wider bike lanes	5/16/2014 9:00 AM
30	The local modes - walk, bike, local bus - are completely dependent on land use decisions that focus new growth and destinations on and near bus corridors. Land use plans and permitting have to fully support and be completely integrated with transportation planning. Stop creating separate plans - do them together and implement the priorities together.	5/15/2014 2:03 PM
31	Using alternative forms of transportation are always a difficult option for my household with two parents who both work full-time and a child who needs to get to and from daycare on weekdays. Unless more childcare options are available citywide or at or near more work places, there will always need to be parents who have to use their own vehicle to drop off and pickup kids on their way to and from work.	5/15/2014 9:57 AM
32	People should pay for what they use. Bus fares should pay for buses. Stop raising taxes to pay for people to ride around for a dollar on an empty bus.	5/15/2014 8:47 AM

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33	i think we should have a lane on the freeway dedicated to commercial trucks rather than an hov lane. also the left lane should be open for everyone, not just as a passing lane. if traffic is flowing at the speed limit, there is no need for anyone to be passing.	5/15/2014 8:42 AM
34	I wish there could be enforced rules for bike riders. I am constantly frustrated by inconsiderate riders who jump from the sidewalk to the roadway to get to their destination faster, run through red lights or stop signs, and consider it a free for all, not obeying any rules. I have had more run-ins as a pedestrian with bicyclists than I ever have with cars, and there seems to be absolutely no accountability for these type of cyclists. I want to see citations for those who are not riding responsibly, putting others at risk.	5/15/2014 8:11 AM
35	Let's invest in commuter rail for those who work out of county. Invest in high density development with local services. Invest in a local rail system or more frequent and usable transit options. Create secondary transit hubs.	5/14/2014 4:20 PM
36	The area that wasn't listed that I would go after is getting people to cut down on their work commutes by car. The incentive should be cash. How much would it take for them not to drive one day a week or two.... Mass transit such as a trolley or light rail has to be attractive not just as a mode of transit. It needs to be hip, sexy, fun, or look cool to do to get the public onboard and be successful. Busses are not.	5/14/2014 4:14 PM
37	I thought some of your pricing options were somewhat skewed towards an intended outcome. Having some experience with technology and road construction, it is hard to imagine that adding a HOV lane to the existing I-5 is more expensive than applying technology that would really help fix problems, yet you priced the lane at \$500 and adding technology much lower.	5/14/2014 3:52 PM
38	We keep trying to design transportation options to influence behavior. Why don't we look at what people WANT (to have the freedom to go where they want when they want) and try to find an innovative way to provide it, cost effectively and with less damage to the environment? The "build it and they will come" mentality has failed to create a transportation system that accomplishes improved transportation, an improved environment or a decrease in cost. Transportation planning is trying to create a product and then convince its customers that they want it. How about listening to the customers and THEN developing the product? We are a nation full of extraordinary and innovative people. Let's tap into that creativity to find new solutions instead of relying on 19th and 20th century solutions (buses, trains, and such.)	5/14/2014 3:48 PM
39	Commuter buses to The Evergreen State College are often standing room only from Olympia TC and sometimes pass people later down the route. It is difficult to get to Centennial Station, which makes using the train difficult in turn. Friends often tell me it takes almost as long to get to the station as it does to simply drive directly to Seattle or Portland, which defeats the purpose. A simple express bus which stops only at Olympia TC, Lacey TC and Centennial Station would be perfect. If money were no object, close Centennial Station and return train service to Downtown Olympia.	5/14/2014 3:40 PM
40	Let's try not to build our way out of traffic congestion - if you build it they will come. No highway expansions. Reduce the amount of drivers through education and incentive. Rail is great - don't sabotage that effort with more highway.	5/14/2014 11:48 AM
41	Move the train station to a more central location - in Olympia.	5/14/2014 11:46 AM
42	Current transportation funding mechanisms are not sustainable.	5/14/2014 11:30 AM
43	No	5/14/2014 11:09 AM
44	Traffic options between Seattle and Thurston County are seriously lacking. The I-5 Corridor needs alternatives. I would love to see light rail options extend from points north of Seattle to points south of Olympia. It would be beneficial to commerce and allow for an easier commute for folks seeking employment or to attend school. I'd also like to see an increase in options for those of us who bike, but prefer a commute on sidestreets versus busier City streets. Thanks!	5/14/2014 10:45 AM
45	The population is aging & getting poorer - we need low cost, accessible public transportation	5/14/2014 10:40 AM
46	Question # 8 does not work. It does not accept the number's I clicked on and only autofills ranking.	5/14/2014 10:39 AM
47	Maintain and update the roads and bridges. They are the life line to the economic prosperity to this area. Bicycles do not inspire big business or existing businesses to invest in our area. Follow existing comp plans and quit letting the politicians change them when the special interest come in with changes that have not gone through any public process. Example: Subdivisions with dead end roads. These roads are part of the transportation comp plan to be opened when new parcels develop. If the special interest are allowed to short circuit the process the road system and traffic flows are seriously impacted	5/14/2014 10:16 AM

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48	I do not currently use public transportation (bus) for commuting to and from work because it would take me over 1.5 hours to travel the 3.5 miles from work to home. I would ride my bike, but my daily workout is at a gym in Tumwater, and weather conditions would prohibit the workout.	5/14/2014 10:10 AM
49	adding more lanes to I-5 is crazy. we need the light rail to come to olympia with a connector linking downtown olympia with the centennial station. the old train station at heritage park could be updated and used as a depot.	5/14/2014 10:03 AM
50	My opinion: people are going to be opposed to mass transit - including extending the rail line (please do not call it the commuter train -- it should be running all hours of the day and weekends) to Lacey. I recall this same opposition to the Metro in DC. Now it's a premier example of a mass transit system that successfully moves people. We need the Sounder in Thurston County. i would use it on weekends to visit Seattle, etc -- if it ran on weekends. what a waste of money to not run it 7 days a week.	5/14/2014 10:01 AM
51	no	5/14/2014 9:58 AM
52	We are slowly adopting european travel and commerce ideas. Its all there, lets make a master planned system and get to work. Light rail and trolley is largely how europe commutes and it works!	5/14/2014 9:48 AM
53	There should be light or commuter rail service from Seattle/King County to Olympia. With the amount of people that arrive here during Legislative session it's a "no brainer".	5/14/2014 9:45 AM
54	I would like to see increasing electric vehicle infrastructure included in transportation priorities and transportation plans.	5/14/2014 9:35 AM
55	too many empty buses. The transit system needs to become more efficient before it asks for more money	5/14/2014 9:27 AM
56	The ranking question #8 did not work for me. It would not allow me to rank in order of my priority, and instead kept reverting back to sequential order only.	5/14/2014 7:08 AM
57	Widen I-5	5/14/2014 6:15 AM
58	I like having a very affordable bus/train option from Lakewood to Olympia - the bus service is good, but it can be crowded and I cannot afford to stand on the bus due to disabilities. I currently drive in.	5/13/2014 4:03 PM
59	We need more neighborhood connections, traffic calming measures, more bike lanes and education starting in elementary school re: active transportation and how positive it is.	5/12/2014 3:45 PM
60	I would focus on reducing congestion, that will only increase. The population will only grow and it will be important to stay ahead of the increasing amounts of traffic on the roadway.	5/12/2014 3:07 PM
61	This isn't quite transportation, but personal safety concerns (along the Martin Way corridor in Lacey) is a major limiting factor for using the bus, especially in the winter when it is dark. That I can't count on what time the bus will arrive doesn't help.	5/12/2014 11:35 AM
62	We need to improve other transportation options to/from the south county (Tenino, Bucoda, Rochester) and even Centralia -- whatever that be. Rural transportation, bus, etc. Right now, people without cars can't get to Olympia, Lacey, Yelm, Tumwater from these south county locations.	5/12/2014 11:15 AM
63	If we got a parking lot downtown (even pay parking) I would come downtown for shopping and fun. It would transform our downtown. Street parking is just fine but you never know if you will be able to find parking and a parking lot would give me more confidence to come. It transformed my home town and I would like to see it happen here too. I used public transportation in SF, CA for 5 years. If we get our system here as good as there, I would use it to come to work. But until then, give us a parking lot.	5/12/2014 10:53 AM
64	The Puget Sound Region needs to take a leadership in light rail and mass commute options for the West Coast. It is one of the three most significant population centers on the West Coast, but lags behind its neighbor, Portland, in these commuter options. It's exasperating to watch the process make so little progress over so much time compared to Portland.	5/12/2014 8:38 AM
65	I love taking the train but I don't see an option for the train to stop in Olympia. Light rail from Lacey would be an option but would make the trip so much longer than driving - even with traffic. Perhaps more frequent buses that start earlier and end later in the day would help.	5/12/2014 6:51 AM

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66	Every child and adult deserves a safe walking and biking route to community services. That includes sidewalks to safely access the bus. It's criminal that people can't safely cross parts of Martin Way or Pacific or Harrison or black Lake or Cooper point. Cars are prioritized in this community and that's not fair to most of the population.	5/10/2014 10:28 PM
67	I also own a building and business in downtown Olympia. Honestly, I'm nervous about a big expansion of the downtown transit center without increased funding for services like street maintenance, OPD enforcement and staffing and public works collection of garbage and recycling. In regards to social services there is a big need for more transportation options for people outside the Olympia area to get to educational institutions. ie: New Market, TESC and SPSCC.	5/10/2014 8:22 PM
68	As an elementary school teacher, I see traffic around schools during starting times and dismissal times as dangerous. I hope that student safety around the school zones will become more of a priority in the future. More stop lights, active speed limit signs intersection cameras or police presence is needed in many school zones to protect our young students.	5/10/2014 3:57 PM
69	It currently takes almost one hour to ride the bus from a bus stop near my house near Carpenter Road to the hospital where I work. (and the distance of actual miles is just under 5) There is also no service to take me home after work. That is not efficient or user-friendly!	5/10/2014 2:01 PM
70	get government agencies to spend there money more wisely right now there just throwing money out the window making upper management people look good when their just wasting taxpayers money!	5/10/2014 9:48 AM
71	Light rail in the Puget Sound Region! Better connections between all the cities, as well as IN the cities (our bus service in Olympia is helpful to some, but for many the buses are not frequent enough to make it a viable option for true predictable and regular transport. Get people out of their CARS and into mass transit, and build better bike trails and walking options to get them off their asses! I think there should be high taxes on large vehicles, such as trucks and SUV's. Encourage people to buy small, gas-efficient cars. We have a CRAZY amount of suburbans, F150's, huge Dodge trucks, SUV's and over the top fat-cat vehicles on the roads. They kill and injure folks more when they crash with smaller cars, they weigh more so cause more road damage, cause more congestion, use more resources, they should be taxed to put on the roads at a MUCH higher rate. Let them pay for their commensurate usage of the roads, and their wasteful viewpoints. Many folks would make a switch to more efficiency given these parameters.	5/10/2014 7:49 AM
72	Please fund the public transportation more so that it is easier for everyone to use the buses/trains.	5/9/2014 10:26 PM
73	The exiting infrastructure is not being maintained. We need to make critical investments now.	5/9/2014 5:13 PM
74	When I lived in Seattle, I rode the bus daily. I don't have that opportunity in Thurston county. Bus service is not available in Tenino and if it was I'm sure it would have a very limited schedule. Several years ago I contacted the RT bus to see if we could coordinate a commuter option for all of us state workers who live in Tenino. They were not interested. I follow my neighbors down Hwy 99 to the freeway everyday. Seems like a huge waste.	5/9/2014 5:05 PM
75	Maintain what you have before you invest in additional. You wouldn't add to your house if you couldn't afford to maintain your existing home	5/9/2014 4:37 PM
76	Involvement is being empowered, speaking up, and participating. More people need to be involved so good decisions can be made in a timely matter. This makes the most of whatever monies that are available.	5/9/2014 11:02 AM
77	Make trails multi use and stop paving everything. Bikes do not need a 12 ft road, I know, I ride one. I also travel by horse and walking which is best done on gravel.	5/9/2014 11:02 AM
78	I think the HOV lane option, while very expensive, is a great investment that is worth the money to alleviate the pressure of growing traffic congestion in the area. To the north, the closest carpool lane isn't until Fife--and that extension was a blessing--then past Tumwater and further South you'll hit 2-lanes, with increased speed, that is miserable to trudge through in traffic (also without a carpool incentive HOV lane).	5/9/2014 10:53 AM
79	Bring us connecting bus service would be a start.	5/9/2014 10:03 AM
80	I would def support expanding I-5. Come on, do it. We all need it! I-5 is insane. I am fortunate to be on a vanpool from Renton to Lacey but w/out that, it would be crazy! Let's get er done! Thank you	5/9/2014 9:05 AM
81	more bus routes to Tacoma, please partner with Sound Transit to have more services.	5/9/2014 8:54 AM

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82	The pedestrian part of the I 5 northbound bridge over the Nisqually river has been closed all of the 10 years I have been commuting between Thurston and Pierce counties. To safely ride my bike to work takes an additional 25 to 30 minutes each way because of having to ride out to Pacific ave and up Mounts to get to DuPont safely. There is already a pedestrian walkway on the bridge it just needs to be cleaned and opened up in order to make use of it. It is far too dangerous to be on the freeway lane trying to cross with the high speed traffic and the semi trucks.	5/9/2014 8:53 AM
83	Buses should only be used at peak times. No more empty buses during non peak times. Too much money spent to move too few people. Trains are a waste of money. Population is not dense enough for trains.	5/8/2014 9:00 PM
84	I would love to have rail of some type to get around the JBLM mess. Along with that would be improving the area around JBLM b/c it's a choke point. I would also expand local transit to areas south of Tumwater Blvd.	5/8/2014 8:27 PM
85	I'd really like to see the gas tax raised. Can't believe that we can't get support for that! Build the community support and hopefully the Legislature will get their act together and pass a gas tax.	5/8/2014 8:12 PM
86	No one is going to walk or bike more than 3 miles to catch a bus. If a person is willing to bike more than 3 miles they are just going to bike all of the way. I live outside city limits so I never ride the bus, it takes too long to walk to the bus station.	5/8/2014 2:18 PM
87	I just want to give a shout out to the needs of families, who often choose to get to work by driving because they drive their kids to school. If students could walk and bike to school on safe streets and pathways, parents would have more flexibility to take transit, vanpool, bike and walk, too. I'm looking forward to a serious investment in Safe Routes to School in the future. I'm looking forward to schools and streets that take into consideration that none or few of the people who use these schools drive.	5/8/2014 1:06 PM
88	It is hard to get around early morning and late at night (if your work hours are different than 8 to 5) and/or on weekends. Having the opportunity to call and "request" a van pick-up in advance on "off-hours" for those who either need it on a regular basis or "as needed".	5/8/2014 12:56 PM
89	Note: Question #8 did not allow me to rank priorities in order of importance.	5/8/2014 12:52 PM
90	Repair the roads in Olympia	5/8/2014 12:17 PM
91	No.	5/8/2014 11:59 AM
92	I was brought up in London UK and I really miss the 150 plus year old infrastructure of public transport. Even the East Coast of the USA has commuter rail systems that (mostly) work. I would take advantage of activities in Seattle far more often, if one could just get on a train every 20 minutes and get there, without it becoming a challenging and lengthy expedition!	5/8/2014 10:00 AM
93	Whatever it takes to make people feel safe to walk, bike and use transit. Make public transit options convenient and hip.	5/8/2014 9:22 AM
94	It would be great if a high speed pedestrian rail system could run the spine of I-5 and eventually other major thoroughfares. The land is already there (center median and/or right of ways on the shoulders) that an elevated train system could run on. Local jurisdictions could elect to attach or not attach to this system. The attachment points would not need land either; just build the platforms over I-5 at existing overpasses. This would take a significant investment, but has the greatest potential of removing passenger vehicles from the freeway and surface streets, as the riders should be enticed to use alternate transportation to get to and from the rail line. There should also be investment into the freight rail lines. The movement of freight is too dependent on roads, which is not efficient. By removing vehicles there would not need to be an investment of adding lanes.	5/8/2014 9:00 AM
95	Students, staff and parents should be able to travel on city buses to each and every school.	5/8/2014 8:30 AM
96	Would like to be able to safely bicycle all around Oly. Think this would also benefit local business if more of us were doing so.	5/8/2014 8:03 AM
97	Provide an efficient way to travel from Olympia to Seattle and Portland to ease congestion on I-5.	5/7/2014 11:10 AM

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98	I-5 between Lacey and Tacoma does not work and is one of the worst areas of congestion in the region (especially around JBLM). It does not reward carpooling by having HOV lanes (which could include having a temporary HOV lane in the current left lane for rush hour periods - like they do in Portland, rather than adding lanes). The few express busses between Tacoma and Lacey are primarily geared toward workers headed north, not south. The regional rail system is great, but needs to be connected to the Lacey/Olympia area. All these options should be developed to reduce congestion, improve transit efficiency, and increase the use of alternative forms of transportation.	5/7/2014 10:59 AM
99	DO SOMETHING ABOUT HIGHWAY 12 IT IS HORRIBLE HOW MANY PEOPLE ARE DYING OR RENDERED DISABLED ON THAT STRETCH OF HWY 12 FROM EXIT 88 TO RAINIER.	5/7/2014 10:22 AM
100	I like round-a-bouts. They do help traffic flow. I'm sure you hear lots from the grumpies who can't figure out what to do. I know people usually don't bother reporting when they like something nearly as often as when they are dissatisfied. So I'm sending a thumbs up for these intersection control devices.	5/7/2014 8:16 AM
101	The real fix is to reduce the size of personal vehicles, and invest in technology that makes them 'driverless'. This would allow everyone to have their own vehicle, which gives them the flexibility they need, but improves the efficiency of moving them over distance.	5/7/2014 8:06 AM
102	I have lived in Olympia/Lacey for fifty years and watched the bus system fall apart. When I was a kid I rode the buses everywhere. Then as a young adult, I moved back to Thurston county and discovered that you can't get from "here" to "there." I have used the bus systems on Portland and in San Diego and can easily get anywhere. You have designed this system to take people to "hubs." That is your priority, not theirs. They want to get to where they need to be, and it is not a hub! Successful systems allow a rider to follow basically the same path they would use if they were driving, which means having bus routes that cross each other, so you can get off bus A and get on bus B to continue your journey (For instance, the bus that runs Yelm highway, should cross the path of buses on Ruddel, College, Rich, Boulevard, Henderson) Your system is designed in loops that don't overlap, just take the riders to a hub. What a waste, so I will keep driving.	5/7/2014 8:02 AM
103	Bike lanes and sidewalks are very important. So is providing reliable bus service to communities.	5/7/2014 6:52 AM
104	We need appropriate transit in the Steamboat Island area; McCleary area for youth/non-drivers.	5/6/2014 8:17 PM
105	The options offered in the budget calculator say nothing about phasing projects over 5-10-15 years. Not that this will save money, but it may allow major projects to begin with a commitment to finish, plus allow smaller improvements to be implemented. Your survey forces people to choose either busing & carpooling, or major improvements to the existing system. There seems to be a bias in this survey.	5/6/2014 7:22 PM
106	I realize that adding an HOV lane to I-5 is more-or-less a short-term fix with a high price tag. But it's amazing to see how our slow commute home (northbound) immediately frees up as soon as we get to Thome Lane, where the extra lane comes into play before Gravelly Lake Drive. Suddenly, we go from maybe 10 mph all the way from Exit 120, backup to 60 again after Thome. I believe it would be a good use of funds to add an HOV lane, which would encourage carpools and add extra capacity to the stream.	5/6/2014 4:10 PM
107	Expand frequency, reliability, and bike capacity of bus service in Unincorporated Thurston County, particularly on the Westside. Connect bus service with pedestrian/bike facilities and park and ride lots near concentrations of residential areas. Currently this area has very limited service provided by Mason Transit.	5/6/2014 4:01 PM
108	Nice job on this website. It is fun and interactive. I think we should stay within our budget--no matter how tempting it is to say that we "need" more. Yes, all those options are excellent and would be a benefit to our community, but I don't think that overspending what we have is the answer. If we have \$500, then put it to the best use possible.	5/6/2014 3:35 PM
109	Is it possible at all in the foreseeable future to add some type of bike route/lanes to Cooper Pt Road? It is such a main artery of transportation that is daunting to bike but it would open up bike commuting for so many workers and students who travel that road every day.	5/6/2014 3:34 PM
110	I wish more routes ran later, especially on weekends. However, I understand that this is a budget issue and isn't possible if there aren't enough riders to make it worth while.	5/6/2014 3:11 PM
111	Expand the light rail system as an option for people who commute over 25 miles to work. Light rail should, at the very least, be expanded to connect Seattle and Olympia.	5/6/2014 2:38 PM

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112	Enough of those dreded stop lights, we want roundabouts. Need a vast non-road bike network too. Where bikes have to be on roads, please put them on parallel roads next to the main, not on the main. 4th and state are great examples of where the bikes could have been over a block. Please don't spend money on RPMs that don't last long. Consider all-weather surface mount retro tape for locations with fresh overlays. Fix the guardrail on Henderson and other areas where it is not up to standards. This is life or death. If you employ red light running, please exclude the right turn on red violations and please ensure that the money beyond red light system funding goes directly into roundabout financing. No need for red light running equipment at roundabouts - no fatalities at them either! roundabouts needed at N. st/Henderson, Henderson/Eskridge mini roundabouts needed at Carlyon Ave/Henderson, N. st/Cain	5/6/2014 1:42 PM
113	In my opinion, HOV lanes from Tumwater to King County and a rail connection from Thurston County to Tacoma would be a huge improvement for commuters and freight movement.	5/6/2014 1:10 PM
114	I have low vision and very much enjoy the audio road crossing signals.	5/6/2014 12:01 PM
115	I would love more local bus service between my home (Olympia/Lacey boarder) and work (Tumwater). It takes me an hour to go from home, drop off my kids at school, and then to work on the bus, while in the car it only takes 15 minutes. Also, the closest bus stop to my work is 5 blocks away, nice on a sunny day, but pretty miserable when it is raining - which is most of the time.	5/6/2014 11:33 AM
116	Yes, try getting of dependency on GAS and think about becoming an autonomous, self sufficient resource that could invariably be generating money for itself rather than being a financial burden. Clean energy, solar power that can be returned to the grid. Solar power on the buses, 'out of the box' thinking when it comes to self-sustainability instead of looking like Transportation is putting their hats out holding signs saying, 'Hopeless, need tax money to pay of bureaucrats and cost overruns.'	5/6/2014 10:10 AM
117	In question #8, the ranking does not reflect my priorities as the dropdown numbers did not display the number I selected.	5/6/2014 9:43 AM
118	The traffic on I-5 is ridiculous. There should have been some planning years ago. I checked I would not support a tax increase because I don't think monies spent have been spent well. If someone came up with a plan that would truly have some impact I would reconsider that decision.	5/6/2014 9:32 AM
119	I like riding my bicycle. The trip from the Eastside to the Westside is not the easiest. Cooper point Road from the Auto mall to Capital HS is not a pleasant ride. When I do I'm on the sidewalk. We also have some narrow streets and limited routes east to west. I don't know what else we could do. I do like the roundabouts. They make the traffic flow easier. Will there be a round about at Boulevard and Morse Merryman? Thank you for your work	5/6/2014 9:19 AM
120	GET A TRAIN HEADING TO OLYMPIA. This would MORE than ease the woes many of us experience commuting along the I-5 corridor! Let the silly people drive!	5/6/2014 9:15 AM
121	I bought a Ford C max. It is like a Toyota Prius but even better. I do not have to duck to get into the car. It has been used in Europe extensively but only introduced to America last year, 2013. I get 45 IN THE CITY, and 40 on the Freeway. It is incredibly quiet, sometimes I cannot tell if it is running when it is. It has almost no pollution. It is a hybrid and the battery lasts for the life of the car. I refuel every 3-4 weeks for gas. My old car a 2009 Ford Flex gets 15 MPH and we hardly drive it at all, we use it for show. We sort of have a sword cars that use less gas so less fuel tax is collected. We as a state will have to start limiting which projects get worked on, huge ones always for Seattle may have to diminish -Alaska way viaduct, evergreen floating bridge, etc.	5/6/2014 8:25 AM
122	I do not want to see more lanes on I-5. I think we should be more efficient with transportation, not make it easier for people to continue to drive alone. I don't think we need more traffic cameras.	5/6/2014 7:03 AM
123	Why do ask about Race in a transportation survey?	5/5/2014 8:30 AM
124	Please provide a direct bus line between Olympia and SeaTac Airport. Not only would this connect Thurston County to the region's international airport (and thus boost commerce), but it would also connect the state's major population center with the state capitol by leveraging the existing Link Light Rail system. Such a connection is vital for a healthy democracy.	5/5/2014 8:21 AM
125	Improving rail transport including a more frequent link to Portland or even something other than Amtrak to Spokane or Vancouver, BC would be utilized. Efforts need to be made to increase rail capacity so that its not subject to freight congestion. Building permits should be tied to transportation capacity. If a freeway is overwhelmed (Ft. Lewis for example) or existing roads are over congested, don't permit local development expansion.	5/4/2014 8:04 PM

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126	If you build it (more lanes), they will fill it. Building more lanes isn't a sustainable long-term solution. Put the investment into light rail. And put money toward the Columbia River bridges!!!!	5/4/2014 3:36 PM
127	We need to have a balance of investments in all modes of transportation.	5/4/2014 11:59 AM
128	More awnings downtown so that pedestrians walking on the sidewalks stay drier when it rains. Continue increasing bicycle facilities.	5/3/2014 6:30 PM
129	Important to create disincentives to driving alone. Important to emphasize how to be more efficient with driving. Ideally create more options for people not to own cars or to drive less.	5/2/2014 5:45 PM
130	I live near the end of Meridian NE - at 51st and Hilton Lane, and have never had (but have wanted) bus service. Do you have bus service to an area near Jubilee Senior Living? Bus service to the Jubilee area off of Willamette NE would at least be a closer alternative than the 4 mile walk to the closest bus stop to me at Meridian NE and Martin Way. I am getting older and want an alternative to driving. I prefer transit services as an alternative to driving.	5/2/2014 3:03 PM
131	Olympia and Thurston County do a great job with transportation. I see things going in positive directions. I hope some day we can get light rail, but right now good cycling and pedestrian safety options will make a huge improvement in the livability of our area.	5/2/2014 1:02 PM
132	Many roads in Thurston county are in need of repair. Others seem unsafe for bicyclists and pedestrians (for example, there is no bike lane or sidewalk on Wiggins Road). When people use these roads in ways they're not designed for, it hampers vehicle traffic and increases the chances of accidents. I like the work that has been done on Boulevard Road and would like to see similar improvements made to other heavily used roads such as Wiggins.	5/2/2014 12:20 PM
133	Get with the governor's LEAN philosophy. Then blend in the "live within what you already have" budget concept. Instead of asking for more, make the most out of what you already have.	5/2/2014 11:41 AM
134	I stopped at #8 because the drop-downs don't work properly -- a selection can't be made properly.	5/2/2014 11:08 AM
135	Based upon the budget calculator, Thurston is already unable to maintain existing infrastructure with existing maintenance budget. Given that, building more things to maintain does not sound like a good idea. Major pedestrian and bicycle trails are a sale point and pleasant and allow for conversation and a community feel. Biking/walking on roads or next to them is mostly about getting from point A to B. Unsure what the maintenance cost for the trails are.	5/2/2014 10:57 AM
136	Tax credit for electric/hybrid vehicles	5/2/2014 8:58 AM
137	We need to make bicycling and walking more practical options. However, we have to keep up the system so maintenance and repair costs don't increase in the future.	5/1/2014 8:54 PM
138	Seems like the state needs to change it's bidding process and allow more companies to bid, that will get better rates for the work to be done without losing quality... as any good business knows.	5/1/2014 4:17 PM
139	The ride program for the truly disabled should be greatly expanded to include those not living with in 2 miles of a busline. Bike riding should be made a safe as possible. We should crack down on polluting vehicles, dark car windows, loud or absent mufflers, and talking on the phone...we should have vehicle pollution and safety checks. We should add boat service to Shelton, Tacoma, Seattle.	5/1/2014 2:50 PM
140	I see the biggest challenges with intown travel. Build the core of shoppng needs in one location. Will call it destination shopping. Once you get their you have to have an effcent way for people to get around and move their.urchases. They need to be held safely and not be lugged around. I see one exmple, Dupont. It is a sub-division built around a shopping center and provides safe ways to travel. It is designed for alternate means of transportation. Our bike lanes are not really safe, they are littered, full of pot holes or rocks. I don't feel safe riding my bike along the road. The joke is that people are riding bikes and jogging for health, but what are the statitics on how many of these people are killed by cars or buses? We do not support alternative methods of travel in a safe manner. It's more of a after thought, or we need to throw this in to look enviromentally conscience or meet some criteria mandated by RCW,WAC's or current urban design. Get real, we need to have a master plan for Tumwater, Lacey, and Olympia. What are the heaviest travel patterns, local, time of day? We have to work together, as one unit not seperate entities.	5/1/2014 12:23 PM
141	I use to ride Intercity Transit bus 13 from Rochester to Olympia form 1995 through 2004 until the route was dropped due to budget cuts and I hope to see Lewis County and Thurston County work together to better serve us living in S thurston county.	5/1/2014 12:04 PM

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142	Would be totally great if you could repave the streets downtown Olympia. I drive them everyday, and they are horrible. Especially Jefferson St, and 5th Ave. Pot holes and cracks are so bad the car is bouncing around as if you were four wheeling in the woods!	5/1/2014 11:55 AM
143	Before I decided to rent a room to stay in Tumwater on week days, I explored the option of taking the bus or train from Snohomish County to Thurston County. I soon discovered there is no service that supports getting to work on time and being able to leave when scheduled. For example, using the train schedules that are currently available would require multiple transfers between train and bus stations, and it would also mean getting to work at noon and leaving soon after 3pm.	5/1/2014 11:50 AM
144	I used to take the bus to work, when I lived in Port Orchard and commuted to Olympia. This was not a realistic solution. I would consider taking the bus here, from Lacey to Olympia if it wasn't for the fact that it would add significant time to my commute - at least an hour each day	5/1/2014 11:41 AM
145	I carpool at least 3 days a week and I work a 4 day/10 hour workweek. I also try to combine trips for shopping, etc to save on fuel and time.	5/1/2014 11:38 AM
146	I just like living in olympia due to the fact that transporatition, Entertainment,Parks,recreation,Hospitals Doctors and Dentel offices,Markets,Shopping and work, Everything is very convenient, so i do realise that there will be a continued cost for the up keep in our community which makes this a great place to live.	5/1/2014 11:29 AM
147	When it takes 2 hours to get from ruddel road to capital campus that's too long to expect commuters to expend. Make and advertise connector buses express between hubs so folks can minimize time spent.	5/1/2014 11:29 AM
148	If funding permits, additional motorist driver training. It's encourage for motorcycle riders, but odd I don't see mmuch for vehicles.	5/1/2014 11:04 AM
149	No	5/1/2014 10:57 AM
150	More bus service in the county would be helpful.	5/1/2014 10:52 AM
151	If the busses ran from Enumclaw or Bonney Lake to/from Olympia from 4 am to 8 pm I would be willing to pay for a monthly service. There are a few others in my area that make the commute that would probably also use these services. We can not currently ride share because of work hours and departments.	5/1/2014 10:40 AM
152	didn't really see a clear option for extending routes' times/service into late night and early a.m.	5/1/2014 10:18 AM
153	I believe the video at the beginning of this three-step process would be more effective if the subtitles matched the words being said on the video. I found it distracting that some words were missing and that there was no punctuation and almost no capitalization. It makes Thurston County look unprofessional. I liked the video itself, though I was surprised by the use of the word "boatload."	5/1/2014 10:17 AM
154	FYI: The "Rank the priorities" on this page are broken. It keeps putting them in order 1-5 even if I try to shuffle the order. I'm using Windows Explorer. Also, I used a budget of exactly \$500 on the calculator, so it's not clear whether I should check \$0-500 or \$500-1,000 in response to question 4.	5/1/2014 10:13 AM
155	better transportation for people with disabilities.	5/1/2014 10:07 AM
156	I am convinced the biggest problem with traffic flow is bad drivers who simply do not drive correctly. I think we need a big adjustment on our driver training and testing.	5/1/2014 9:11 AM
157	There are places in Tumwater that have not bus service, so it's not an option for me. It would be nice to have that expanded.	5/1/2014 8:46 AM
158	It would be helpful if there were buses that didn't have to go through the downtown Olympia transit hub. For example, I live in West Olympia and work in Tumwater. If I wanted to take a bus to work, I'd have to go downtown first and change buses. This turns a 10 minute car drive into an hour long bus ride.	5/1/2014 8:06 AM
159	I would like to see solar panels and service station canopies to provide energy for electric car charging.	5/1/2014 7:15 AM
160	I live less than 3 miles from work as the crow flies. However, busses only come once per hour, and I still end up walking half the distance (which is not feasible in inclement weather). Also, part of the walk is on the bike path by downtown Olympia I-5 - this does not feel safe in the dark. Also, it would be nice to have a Dash that does a circle on the campus (instead of looping up one side then going to loop up the other side, and then going all the way downtown. Maybe more frequent A and B Dashes would be good with intersections for those not traveling the short circuit.	4/30/2014 5:50 PM

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161	To carpool or vanpool would require being able to drop a child at school/daycare. I'm not sure how that would happen.	4/30/2014 4:56 PM
162	#8 above did not function correctly. It rated them for me and would not allow changes.	4/30/2014 4:45 PM
163	There should be an accessible park and ride for the DASH. I drive in from the county, and pay for lot parking to take a FREE bus the rest of the way to work. There are almost no 'reasonable priced' lots for all day parking to take a FREE bus to work. It almost makes no sense for me to not just go ahead and pay for parking at work and drive all the way.	4/30/2014 4:23 PM
164	One of the sad challenges about expanding train options is the non-central location of the Amtrak station. I can drive half way to Tacoma in the time it takes to get there.	4/30/2014 12:08 PM
165	I live in the Boston Harbor area. As much as I would love to be able to catch a bus from my neighborhood, I can't imagine extending service to the "rural" or other areas within unincorporated Thurston County would be cost effective. The single biggest improvement would be to extend the Sounder rail to Lacey, and provide bus service to/from the train station.	4/30/2014 11:56 AM
166	I would use Intercity Transit if only the routes were not all set up to go one place: the downtown transit center. The result of the current set up is the need to transfer to another bus, no matter where you want to go, if you are not going to downtown Olympia. This causes a commute to balloon from 20 minutes to 1.5 hours. For example, there should be a route that goes from the stop on Cleveland Ave next to Safeway in Tumwater to the Thurston County Courthouse and SPSCC. The concept of downtown Olympia as the hub is not an efficient concept—it is based on the false premise that most people are going to and from downtown. But I realize that we have limited resources and are not able to provide good busing like Seattle does. Perhaps some day...	4/30/2014 10:40 AM
167	We are a one car family. We try to minimize trips in the car. Adding bike lanes would be helpful for us. There is no safe way to get to some of the places I need to take my son. Sidewalks aren't really an option because I worry about the bike trailer going off the edge.	4/30/2014 9:52 AM
168	Being able to count on the system to be there as planned is vital. Ferries that are cancelled due to employee 'fits' (failure to show up when they've been exposed for waste) is counter-productive to asking the general public to place their trust in you. To give up my vehicle and place my trust that I will be able to get there on time and return home is hard, don't make it harder.	4/30/2014 9:42 AM
169	We need safer bike lanes and definitely better sidewalks so we can avoid driving those shorter distances.	4/30/2014 9:21 AM
170	Need more rural bike lanes and bus routes.	4/30/2014 9:19 AM
171	My transportation is relatively minimal. However, connecting Olympia with Tacoma with some alternative mode of transportation (and theoretically have more options from Tacoma to Seattle) would probably be expensive but have the most significant impact.	4/30/2014 8:48 AM
172	Let's build a decent regional rail system and increase residential density in urban areas so we can take advantage of our great bus service.	4/30/2014 7:59 AM
173	I-5 from JBLM through Olympia needs another lane.	4/30/2014 6:58 AM
174	More bus service! Also more train service.	4/30/2014 4:48 AM
175	I can get most places I need to get to by car in less time than it would take to drive to a park & ride and wait for a bus.	4/29/2014 7:58 PM
176	The calculator had some serious flaws. Specifically, the cost of adding more bike lanes is near zero if auto lanes are narrowed, which is possible on many roads. Auto lanes don't need to be wider than 10' (and this is the Olympia standard for arterials). If Lacey would reduce lane widths on its arterials to 10', it would have room for bike lanes without any cost other than paint. Olympia's bike lane network is 75% complete; most of these were done at no/low cost by reallocating existing pavement width.	4/29/2014 7:29 PM
177	Education is a key element so success of any strategy. Transit education for all ages could increase use of the bus and van pool options. Education can help encourage more bicycling walking. Safety education for motor vehicle drivers is needed in terms of their responsibility to keep other users safe.	4/29/2014 7:10 PM

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178	We NEED a solution to this issue of people driving under the influence. I have watched with an intellectual's eyes since I was about 11 years old as government and authority try to stop people from getting behind the wheel of their vehicle after they have imbibed. Scaring people with billboards, television and radio ads, and victim stories has not stopped the epidemic. DUI patrols penalize people, and save lives, but that only serves to teach young people to avoid getting caught, take back roads, gamble with their lives, or peer pressure the "least-drunk" person into the driver seat. Give us buses that run at 3am or 2:30am or even 1am, see if people don't choose to save gas money, save lives, and support a system that is supporting them. "We cannot solve our problems with the same mindset that created them." --Albert Einstein	4/29/2014 4:59 PM
179	I believe improvement of I-5 through JBLM is very important to the residents of both Pierce and Thurston Counties. The bottleneck effect through there happens everyday in differing degrees. If a major accident occurs in that area, it can block traffic for hours. Some sort of bypass road to get traffic back to Gravelly Lake or Bridgeport or to Center Street in DuPont needs to be developed with the help of JBLM. Also, the SR167 extension to the Port of Tacoma will help the Port grow and provide and keep jobs for the region and improve safety and congestion.	4/29/2014 4:06 PM
180	We need to maintain what we have already constructed before building any new facilities. Vehicles pay fuel taxes, bus riders pay fares, ferry riders pay fees, and HOV users pay tolls, the bicycles pay nothing.	4/29/2014 3:36 PM
181	I would very much like to be using the bus more than my car but getting to and from stops especially if there are things to be carried and the long waits between buses keeps me behind the wheel.	4/29/2014 3:04 PM
182	Parent of older teens who are on the move and who would make use of safer cycling routes and better bus system.	4/29/2014 3:04 PM
183	Add a mileage tax for all road vehicles, toll roads for I-5 and I-90, and keep the fuel tax.	4/29/2014 2:29 PM
184	I would like to ask the survey questions so I could skew the answers to what I want to prove, thereby putting more money in MY pocket and not supporting other onerous programs that kill me financially.	4/29/2014 2:15 PM
185	Incentives for clean transportation and to encourage ride sharing. Develop a mechanism to allow people to ride share. Especially in more rural areas where public transportation is not available. We need a better electric vehicle charging infrastructure.	4/29/2014 1:48 PM
186	Please don't work on roads during peak hours and for heaven's sake, don't work on every road leading in and out of Lacey all at the same time! You did that one year and it was very annoying!	4/29/2014 1:36 PM
187	I didn't check "Environmental" as one of the improvement areas, because I didn't understand what it referred to. However, if there had been an item on "reducing carbon emissions related to climate change" I would have placed high priority on that. That is the most serious challenge we face today, and measures that reduce our use of fossil fuels for transportation make us all safer and more healthy now and in the future.	4/29/2014 1:33 PM
188	The Dial-a-lift service has been essential for my mother-in-law to transport her disabled husband to and from doctor appointments. It is an excellent and necessary service to our community that often is unnoticed until someone you know needs it. Please make keeping that service a top priority.	4/29/2014 1:19 PM
189	Sustainable Thurston seems to think that if they make roads less car-friendly, fewer people will drive and we'll save the earth. In reality, the roads will just be more congested, and cars will spend more time idling and polluting than if the roads were adjusted to allow more vehicle traffic flow and reduce time spent idling or slowing down to get around roundabouts and chicanes. People still drive to get to where they're going, and no amount of regulatory tinkering is going to change that, short of banning cars altogether.	4/29/2014 12:52 PM
190	I believe bicyclists should be charged a fee (i.e. license type fee). It costs millions of dollars to add bike lanes to roadways, yet motorists pay all the fees. An annual fee of \$15-\$25 would be beneficial in financing bike lanes.	4/29/2014 12:51 PM
191	Adding lanes on I-5 and maintaining existing roads is your priority. Adding an HOV lane doesn't help. Adding more bus routes isn't the answer either. The build-it-and-they-come theory doesn't work.	4/29/2014 12:12 PM
192	The priority buttons don't work on question # 8, you can not change them after placing the first choice.	4/29/2014 12:01 PM

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193	We need a better connection of arterial roads throughout the area. Most of the time you have to use the freeway to get to anywhere else because the city roads are small and not well connected.	4/29/2014 10:53 AM
194	There needs to be more "feeder" lines for public transit bus and/or light rail lines and more frequent transit if public mass transit is going to be a viable option to cars. People must have ready and safe access to transit stops within 1-2 blocks of their homes, or readily accessible, nearby neighborhood park and rides (especially in rural areas) for mass transit to be a realistic transportation option. In addition, wait times between transit vehicles (buses or trains) need to be under 15 minutes, no more than 10 minutes is even better. Long and short range planning needs to include this as a goal - If we cannot achieve it we will never get a majority (or even a large minority) of people to shift from private vehicles to public transit for at least some of their transit needs.	4/29/2014 10:42 AM
195	We need to take care of what we have first, then spend additional funds on projects that provide the biggest improvement to the majority of the traveling public. Spending money on bike projects only help a very small sample of the public but it seems to be the "politically correct" thing to do? Time to do what's right for the masses. Spend my money correctly.	4/29/2014 10:24 AM
196	Neither race nor income should not be a factor in transportation studies.	4/29/2014 10:10 AM
197	I think there should be some education of the general public, as to why congestion relief cannot be the most important priority of any responsible transportation department. Safety is first, then maintenance of the existing system.	4/29/2014 10:03 AM
198	Question 8 doesn't seem to work. Cannot change order of priorities. My preferences 3,2,1,5,4	4/29/2014 9:59 AM
199	The county already has too much of everybody's money. Learn how to spend it more wisely, like the rest of us.	4/29/2014 9:47 AM
200	8. Consider the transportation system objectives listed below. Does not function properly. It auto fills 1 through 5 and is not adjustable. Consider funding sources other than gas tax. Maybe property tax (most fair and easily administered with a full representation and distribution across the populace). Maybe general sales tax. HOV lanes will likely have the most effect on the interstate traffic flow.	4/29/2014 9:45 AM
201	Quit messing around with our transportation system and get the roads widened to eliminate congestion. And don't defer the costs to be paid off in the future by our children.	4/29/2014 9:40 AM
202	No	4/29/2014 9:37 AM
203	In the future, the road system expansion will eventually outgrow itself. Rail growth would move more people quicker and safer. Maintenance costs would be lower than the costs for manpower, equipment, product and maintenance of our roadway systems. The costs of second level roadway being built vs. costs of a second level rail system would define the benefits to the public and state.	4/29/2014 9:26 AM
204	I've been with state government for 25 years and have commuted to Seattle, Olympia, Lacey, Tumwater and Tacoma. My most recent assignment started in Tumwater in July of 2013. I could not find a van pool that had room nor any bus transportation, which left me with the only choice but to drive. The transportation options are poor.	4/29/2014 9:22 AM
205	Maintenance to existing facilities is far more important to myself than constructing new ones.	4/29/2014 9:17 AM
206	Promote telecommuting from home like private industry to keep people from driving. I would gladly do this.	4/29/2014 9:11 AM
207	Transportation options from Puyallup to Olympia area (including Tumwater) are not realistic - transit is 2+ hours each way. Vanpools do not provide flexibility with work schedule or family needs.	4/29/2014 9:09 AM
208	I am a state employee and was excited to get my STAR pass. I live off the Yelm Highway near the corner of Compton. I work in Tumwater near the airport. My daily commute is about 7 miles. When I contacted Intercity Transit to find out about routes from home to work I discovered that I would first have to get on the outbound bus to Yelm and then come back into town, stopping at more than one transit center. In total, my commute on the bus would take me about 90 minutes and I would have to be at the first bus stop by 6:30 a.m. in order to be near by work by 8:00 a.m. I have opted not to take the bus and instead drive my car because my driving commute takes only 25 minutes. I am disappointed that there isn't a more readily available, direct bus route, especially since the bus used to be my only means of transportation and I got quite adept at using the system.	4/29/2014 8:51 AM
209	I like the idea of some funding coming from actual users (tolls).	4/29/2014 8:28 AM
210	You can not have a transportation system without enforcing existing laws. You can not operate a transportation policy through a park system (trails).	4/29/2014 8:05 AM

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211	Just a pat on the back to those who developed this survey. Great to build support and gain information about alternatives and how people feel about them. Good job!	4/29/2014 6:51 AM
212	I think the train should extend all the way to Lacey so that people would not have to drive all the way to Lakewood to catch a train/bus, especially with the horrible traffic you would have to navigate through near JBLM.	4/29/2014 6:16 AM
213	The important thing is that it works. Around Lacey too much money is spent on making roads that are mostly for industrial/warehouse use look nice with plantings and irrigated medians. Put the money into more sidewalks where there are none.	4/28/2014 9:37 PM
214	Congress must establish a mandatory commute trip reduction program for JBLM. The military clearly doesn't comprehend the mess they've made out of I-5. Extend the Sounder commuter rail service from Lakewood to Lacey, Thurston County needs to participate in Sound Transit.	4/28/2014 9:36 PM
215	Work on the county roads!!!!	4/28/2014 7:23 PM
216	I do not ride the bus to work because the schedule and location of bus stops does not make this attractive. It would significantly increase my commute time and require walking great distances in the rain (and dark, a good portion of the year). Better vanpool options or smaller buses (that service more areas) would be strongly preferred. I do not support expanding lanes on I-5 or anything that encourages continued single-occupancy vehicle use. Carpool lanes do not encourage carpooling, as far as I can tell. I also strongly discourage the development of more roads in Thurston County.	4/28/2014 5:54 PM
217	Some people don't want to use Park and Rides cause of security fears. Reducing speed limit on the corner of Hwy 101 and I-5 was a good idea. Convenience and time is huge in people's decision about using a car or other options.	4/28/2014 5:26 PM
218	For a long distance commuter or for visitors to the downtown area having such a long distance from downtown to the Amtrack station is a deterrence for using train travel.	4/28/2014 4:56 PM
219	I would like to see an effort to de-stigmatize public transportation go out to the community. As a professional, who commutes by public transportation between Olympia and Tacoma, I've discovered that many of my colleagues are of the opinion that buses are dirty, dangerous and only for those who have lost their ability to afford, or their rights, to drive an automobile. Questions, such as; "aren't you afraid to wait at the bus stop", "ugg... that's gotta be gross", or "you're really brave", are not uncommon. Let's bring riding the bus out of the "dark ages" and normalize public transportation for everyone.	4/28/2014 4:54 PM
220	Ideally, the train would go right down the middle of I-5 so as it passed all the traffic jams people would think twice about their choice of travel. I ride the bus almost every day by choice. See previous rant about downtown Olympia transfer station and the unsafe environment there. The DASH is becoming notorious for not being on schedule - either late or early. If public transportation is not predictable then the frustration will cause it to become the less desirable option.	4/28/2014 4:27 PM
221	Investing in infrastructure is critical for economic vitality. And also please consider the impact on people as well as the planet in making transportation decisions. Consider emerging technologies in your transportation planning as well...segues, drones, supporting teleworkers with municipal Wi-Fi/internet service (this would also solve the net neutrality issue).	4/28/2014 4:25 PM
222	I currently quit riding the bus because the transit center in Olympia is dangerous, and my new work location requires a bus change there.	4/28/2014 3:46 PM
223	The bridge on Henderson Blvd. that crosses the Deschutes River could really stand to be widened to allow safer/better bicycle commuting. Monday - Friday during peak commute times, it is intimidating as a cyclist to have long, long lines of cars crossing that bridge with very, very few breaks. Even a separate pedestrian/bike bridge build next to the existing bridge would make the option of bike commuting from the Olympia High School area to the state offices in Tumwater *MUCH* more viable.	4/28/2014 3:40 PM
224	Come up with ideas to get more people to travel during light travel times. For instance, think about shopping and try to identify heavy shopping days and times. Then offer a 10% rebate on the total shopping bill (monthly maximum rebate of \$30) to anyone who shops during light travel times on those days (like between 6 am and 9 am). This might ease road congestion during what would otherwise be heavy travel times.	4/28/2014 3:11 PM

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225	<p>There needs to be an effort to look at the largest employers in any given area and develop a way to get easy, timely transportation to and from work in the local area. The largest numbers of the workers are local. If you live in Lacey there is really poor bus options to work downtown for the state, it should be easy to get a bus to and from work. I don't know anyone who lives in Lacey and drives out to the Yelm hiway to go to downtown Olympia to commute to work! It seems silly that busses run all day with nobody on them -they have the same schedule all day, there should be more access at peak transit times. If you made money based on the number of riders you would be figuring out a way to support the public in getting transportation to and from work. You have too much subsidy money to float empty busses all day and not care that state employees can't get a reasonable bus ride to work. It seems the most successful cities where folks use the transportation systems the most have some sort of light rail or subway system.</p>	4/28/2014 2:23 PM
226	<p>507 bypass route for ALL the trucks and traffic going through Yelm right now. Too many Big rigs on the road for a 2 lane highway with no pullouts or shoulder at all.</p>	4/28/2014 1:59 PM
227	N/A	4/28/2014 1:34 PM
228	Use more bold thinking in planning for the future, and BUILD TO THE BOLD.	4/28/2014 1:05 PM
229	My biggest frustration is the bottleneck at JBLM and the unpredictability it creates.	4/28/2014 1:04 PM
230	n/a	4/28/2014 1:03 PM
231	Will support transit much more than highway projects.	4/28/2014 1:00 PM
232	<p>I commute daily from Tacoma to Olympia/Lacey. I am thankful for the Intercity Transit bus; the fare is covered by my state-issued Star pass. From the North End of Tacoma I only need to take one Pierce Transit bus and transfer in downtown Tacoma to catch the Intercity Transit express bus. My office has just relocated to Lacey and I am frustrated by the lack of express buses serving Lacey Transit Center. For my 8-4:30 schedule there is only one bus I can catch each way, and no back-up if my schedule changes. Because I have no car, I am dependent on mass transit (or the kindness of a commuter friend) to cover the many miles between home and office. I have traveled via Sounder train, and was impressed by its speed and convenience. I think it would be a beneficial investment for the train to be extended to Lacey/Olympia. I would be happy to catch the Sounder at the Tacoma Dome and travel to Lacey without the interference of freeway traffic and multiple bus stops. Rather than expand our freeways I believe we must focus on the real experiences of the many daily commuters in our multi-county region: from time spent commuting to convenience to quality of facilities and vehicles. I know the demand exists for a dedicated rail line between Pierce and Thurston Counties. While the costs of implementing a Sounder line are high, I believe this change can relieve freeway congestion and also relieve intensive construction on I-5. The South Sound can be a national leader for train commuting if we are willing to invest in it and promote it as a desirable and convenient option. I wonder, too, whether there may be the option for Intercity to partner with Metro/Sound/Pierce Transit/DOT through ORCA. Many Intercity riders who transfer in Pierce County are very confused by the transfer process and are not well informed about the limits on ORCA. I think it would be great to have one cohesive card that worked in Thurston County as well. For now, I am glad that Intercity offers its service to Pierce County, but I believe it could be more user-friendly and cohesive. Thank you for organizing this survey and for allowing everyday commuters to voice their ideas for improving transit in our region.</p>	4/28/2014 12:57 PM
233	<p>I believe too much emphasis is placed on bicycles. For many people, it isn't an option due to health reasons. Even an otherwise healthy individual may have mobility issues, or problems with exposure to sun, insects, or allergens. They should not be bullied by society.</p>	4/28/2014 12:23 PM
234	<p>Light rail, light rail, light rail. It's a madhouse on I-5, and that congestion MUST be dealt with -- and it should be a jointly shouldered cost, too! After that, safe walkable/biking areas for all ages and developmental levels.</p>	4/28/2014 11:54 AM
235	<p>More bike lanes, and cleanup of glass and debris in the lanes, is important to all who ride bikes for either transportation or pleasure.</p>	4/28/2014 11:46 AM
236	<p>More people would use public transportation if the train was carried to Thurston county. There are plenty of capital staff and state workers to provide ridership to the same extent as Seattle if not more.</p>	4/28/2014 11:13 AM
237	I adore our multiuse trails and the bridges over Martin and I-5, thanks!	4/28/2014 11:09 AM
238	Maintenance of existing facilities MUST be the top priority for existing revenues.	4/28/2014 10:53 AM

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239	Car pooling/van pooling will only succeed when it becomes convenient for people to get around without a car at their destination and it becomes inconvenient to drive thier POV, like no place to park, excessive fees to use the highway, etc. Additionally, there is no advantage to use the HOV lane in most places. Whne traffic congestion becomes the norm then the HOV lane will become significant.	4/28/2014 10:43 AM
240	The older I get the more necessary it will be for me to forgo the car and catch a bus, or van, or special driver to get anywhere. I think my choices in this survey reflect that.	4/28/2014 10:22 AM
241	Please prioritize non-single occupancy vehicle transportation options. Please strategize around transportation systems that reduce pollutants, get people downtown and out of their cars, and protect our natural resources. I miss bus service in rural areas. I used to be able to bus all the way out to my house near Boston Harbor. Now you have to drive to get out there. Also, please make more bike lanes that are safe, well lit, and separated from traffic. I have asthma and react to exhaust. If I bike next to the roadway I have a reaction to the fumes. This significantly limits my ability to bike commute.	4/28/2014 10:15 AM
242	Build more bicycle trails	4/28/2014 9:05 AM
243	Parking is a major issue for those wishing to use alternative transportation options. The park and ride at rochester/grand mound is a disaster and unsafe. I would not want to park there.	4/28/2014 8:56 AM
244	I would like to see transportation projects exempt from taxes so money allocated to transportation was all actually spent on transportation projects. Maintaining roadways and bridges is cheaper than replacing them.	4/28/2014 8:26 AM
245	A commuter rail line should be a priority - extending it from Lakewood into the Olympia/Lacey/Tumwater. But it needs to run in both directions during most of the day. Many people commute out of Thurston to Seattle and Tacoma for work, but many also commute into Thurston from those locations.	4/28/2014 8:21 AM
246	I am very interested in this planning effort. If done correctly, the long range planning effort can be very valuable for our county. As a south county resident, I value more transit options that will connect us to northern and southern options. The new commuter bus from Lewis County was a step in the right direction but offers limited options for our residents.	4/28/2014 7:41 AM
247	Should begin charging a small tax on bicycles and bicycle accessories (as the tax on hunting items for wildlife management and conservation) to help pay for bike lanes and pathways. (The example for this: The sale of hunting licenses, tags, and stamps is the primary source of funding for most state wildlife conservation efforts. By paying the Federal excise tax on hunting equipment, hunters are contributing hundreds of millions of dollars for conservation programs.)	4/28/2014 7:35 AM
248	n/a	4/28/2014 6:54 AM
249	I am 71 years old. So I assume I will need to have access to public transportation sometime in my future. Consider, many of us have houses we've paid for and yet don't want or need to move to retirement or assisted living units yet and need/want to drive and or just get around. I've offered to drive folks, as have others, in my community to get their basic needs satisfied (ie drug store, grocery store, doctor, etc), regular bus service would be sufficient in many cases to take care of these basic needs without folks having to ask someone else to drive them.	4/27/2014 4:18 PM
250	I believe that it is key to maintain good regular bus service between the urban centers and within the larger cities in Thurston Co. I believe that we need to begin looking seriously at a commuter train option from the Lacey station to enable more of the Puget Sound metroplex workforce to live in Thurston County and have a reasonable commute. More workers living in Thurston county and commuting via rail would bring more income/commerce to all businesses in the local urban centers across the county.	4/27/2014 11:09 AM
251	I oppose projects to make it easier for people to drive, for instance by adding freeway lanes. I think that it's ok to let drivers be uncomfortable with heavy traffic as a motivator to choose other options.	4/26/2014 6:15 AM
252	Lacey needs to update its plan as well. Most of their decisions are based around only cars.	4/25/2014 6:57 PM
253	I-5 through the base is a nightmare, but expanding freeways is never a real solution. Any program that can improve the flow of traffic, or reduce the amount of commuters leaving Thurston county for the base or Tacoma would be great. Pay lanes, if they are useful, seem like a good idea, but i do not find the changeable traffic signs in Seattle to assist in traffic management at all.	4/25/2014 5:47 PM
254	I would like to see more vanpools between the University Place/Tacoma area and Lacey/Olympia.	4/25/2014 3:49 PM

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255	Highly interested in innovative solutions like some of the new ride-sharing apps, communal cars, etc. (The stuff the cab drivers are so incensed about. lol)	4/25/2014 2:27 PM
256	Yes. Please develop a route that goes from 79th Avenue SE to downtown Olympia bus depot. I have four foreign exchange students that would utilize the transit system from 79th Avenue SE at least twice per day seven day per week. Additionally, there is a large newly developed housing area in this area that many people would benefit from bus transit. I see on a daily basis people walking along the side of the road on old hwy 99. This is very dangerous as traffic flows faster on this road and there is no sidewalk for them to walk on. I've also seen women carrying bags of groceries along this road and know that their travel is a bit far for such a heavy load. I've also seen women with four small children walking alongside the road. This is dangerous, especially when the sun goes down and visibility is more difficult. I am concerned for my community that I see people walking this way daily and it is not safe for them and it is a far distance.	4/25/2014 1:15 PM
257	keep equitable internet speeds, please. more housing in downtown Olympia, please.	4/25/2014 12:09 PM
258	Thank you for including other under gender, that is important. Please expand train service between here and Seattle in BOTH directions for both morning and evening services. The commuting options now are not sufficient.	4/25/2014 10:49 AM
259	I feel like our government is all too happy to tax and spend on high-profile/high-expense projects while letting our local infrastructure depreciate into potholes, faded road markings, and inefficient stoplights, stop signs, etc. Let's invest locally to attract people who'll want to live in our communities, work locally, etc.	4/25/2014 10:44 AM
260	I would prefer to see intersection control improvements at specific locations like on/off ramp terminals. If they are unsignalized, providing a signal with channelization or a roundabout may help with efficiency.	4/25/2014 10:17 AM
261	Would like a park and ride off Yelm Highway with express to downtown Olympia.	4/25/2014 10:17 AM
262	Expanding I-5 between the bases is a priority and I believe the on ramps from the bases need to be extended to give commuters leaving base more time to get up to speed. This will allow them to merge more effectively and will cause less slow downs between the bases.	4/25/2014 10:01 AM
263	we need to maintain the infrastructure we have	4/25/2014 9:57 AM
264	Downtown Olympia roads are worse than many logging roads. It is an embarrassment that we continue to grow outward while refusing to fix what we already have. We don't need cute trolleys or deadly fake cobblestone. We need smooth roads and lights that can be triggered by bicycles. We need wider sidewalks, bicycle parking and basic public safety.	4/25/2014 9:56 AM
265	Some one has let IT get out of control. They stopped being responsive to taxpayers by claiming IT stands for Intercity Transit therefore no service outside city limits. If that's the case, I don't want my tax \$ supporting them in any way.	4/25/2014 9:48 AM
266	Why are you asking for race/ethnicity in this poll. These issues aren't about race and/or ethnicity.	4/25/2014 9:39 AM
267	Please add more lines to the outlying areas. These areas tend to be cheaper to live, but more in transportation costs. If there were reliable transportation methods in these areas, more people would use them.	4/25/2014 9:38 AM
268	The greatest deterrents to bus travel for many, including me, is the lack of stops near my residence, and the length of time it takes to get from one end of town to the other. It is an hour commute by bus from where I live to where I work. It is 15-20 minutes to drive. I would drive to the closest park & ride if it would mean I could get a shuttle or express service to and from my job site area on the west side of Olympia. This is the greatest commerce area for the county and not likely to change over the next 20 years. It will benefit the county if more resources are used to enhance public transportation access for those of us who live outside the core of the city, especially if the goal is to reduce congestion and environmental impact by single drivers commuting daily.	4/25/2014 9:12 AM
269	I would be a supporter of more utilization of frequent, express commuter bus service from park & rides to major office districts. It is hard to give up driving when it takes you 20 minutes to commute, but an hour plus using the current transit system to coordinate using the transit service	4/24/2014 11:11 PM
270	Work with other counties on regional planning. It's time to do that, we cannot continue to isolate ourselves from our neighbors to the north. We have a lot of people who do not live close to where they work. Work with JBLM to set up better public transport for those that need to get to and from the base. Commuter rail that links to Sounder train and airport!	4/24/2014 9:35 PM

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271	I wish there were more rapid transit options to get from Olympia to Seattle. Light rail, commuter train, even private bus, like the Bolt. I bike a lot and I consider a lot of the roads here to be either entirely unsafe for cyclists or in need of improvement, though I very much appreciate the Woodland Trail and the Chehalis-Western Trail. I've been running to and from work lately and in the absence of sidewalks, many of the streets feel unsafe for runners and even where there are sidewalks, being a pedestrian can often be inconvenient with long wait times for walk signals at lights or crosswalks where cars often have trouble stopping because the speed limit is not conducive to stopping for a pedestrian by the time s/he is within sight.	4/24/2014 7:05 PM
272	If you focus on getting people out of their cars in commercial areas by making it harder to drive through those areas they'll spend more money in those areas. People don't like traffic and will go to other options IF they are easily available and convenient. Make those choices no-brainers for them. It's time for an income tax in Washington state; use that money for this and schools. HAVE COURAGE; BE BOLD; PLAN LONG TERM	4/24/2014 5:33 PM
273	More bus routes on the west side. IT is a mile and a half walk to the nearest bus stop. I need a way to confirm there will be room on the bus for my bike. Let me take my dog. I would walk / bike further if I could take my dog on the bus for the ride home.	4/24/2014 4:13 PM
274	Need more Amtrak Cascades service between Lacey and Seattle. Alternatively, need to have light rail from Lacey to Seattle without having to change trains. Alternatively, need more frequent bus service between the two cities. The current bus service is morning and evening but nothing in between.	4/24/2014 4:06 PM
275	We need more bus service between Tacoma and Lacey. Traffic between mileposts 119-122 (JBLM) is excessive. People traveling from Thurston to Pierce and vice versa need alternatives to single occupancy vehicles.	4/24/2014 4:05 PM
276	Transportation is part of a bigger planning picture. When people lead lifestyles that segregate their needs, they feel dependent on cars. Encouraging people to work, live, shop, etc. in the same area and supporting local activity play a major part in people CHOOSING sustainable transit options.	4/24/2014 4:01 PM
277	My 94-year old father lives with us and uses Dial a Lift almost every day. He could be housebound otherwise, as my husband and I both work. We live on a steep hill and he can't walk to the bus stop.	4/24/2014 3:04 PM
278	Please provide bus service to those underserved areas... like NE Olympia.	4/24/2014 3:03 PM
279	When is the next board mtg. I could take a day off to partake in? I enjoy my Transportation Day-Fun and Smart!	4/24/2014 2:35 PM
280	Good luck and thanks for providing an opportunity for input. Our health and environment will improve by developing and using alternative to driving. We use our cars too much for transportation because our existing system has been developed over time to favor such modes of transportation making it more convenient to drive than alternate modes of transportation. A paradigm shift favoring alternative transportation is necessary for a healthier community and environment.	4/24/2014 2:34 PM
281	I would like to see Olympia get lighted street signs like Lacey. They are so much easier to see, especially as one gets older and night vision is not as good as it once was.	4/24/2014 2:34 PM
282	Improving the bus system within the existing infrastructure is the most practical. It would take 20 years to even get a light rail plan approved, if ever. By then the technology will be out-dated. Add electrical charging stations for electric vehicles to all new public works/commercial building projects where transportation is considered in the environmental review. Funding to enable people to use alternative fuel transportation should be part of any new construction.	4/24/2014 2:31 PM
283	I would love to use public transportation more often and have taught my kids how to ride the bus during the summer. The closest bus stop to our house is about a mile and a half away, yet we live in Ken Lake on the west side.	4/24/2014 2:25 PM
284	We really need to focus on upgrading the infrastructure we currently have. Adding lanes to freeways, paving, bridge repair. Biking is great, but the majority of the population drives on a daily basis. To spend millions of dollars on biking initiatives that only a minority of the population will benefit from is a huge misdirection of funds.	4/24/2014 2:17 PM

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285	Buses to outerlying areas of Thurston co. would help keep congestion in town to a minimum, and if people used it they would have more money for other things. Cars are expensive, and younger people are starting to reject them because of that. My college student eschews the car, but where we live she may end up needing to get one when she comes home for the summer since we don't have bus service (Johnson Point Road/Puget Road). We are afraid to bike since the cars are often speeding out there and there is no bike lane on Puget Road. We need bike lanes, lower speed limit and bus service! Thanks for the opportunity to comment.	4/24/2014 2:14 PM
286	Youth bus passes in the summer are very helpful for teens, as well as annual passes for people who cannot drive. I appreciate the student and employee bus passes provided by Washington State.	4/24/2014 2:02 PM
287	My race/ethnicity is American citizen! We need to stop sectionalizing our citizens by dividing us up! Whatever county we /our forefathers came from was not a place to glorify or they would have stayed there!	4/24/2014 1:58 PM
288	Bike riding is not an option for me. Lots of questions on this survey related to it.	4/24/2014 1:40 PM
289	No bus service to southwest Thurston County (Littlerock, Rochester) severely limits opportunities for alternatives to driving. There are probably similar issues with southeast Thurston County as well.	4/24/2014 1:31 PM
290	I think reducing the number of cars by expanding bus and light rail would be a plus for the future of the region.	4/24/2014 1:19 PM
291	The olympia/lacey/tumwater area needs to become more bike friendly. Many of the major roads do not have a bike lane or proper shoulder for bikes to use.	4/24/2014 1:14 PM
292	Keep up the good work!	4/24/2014 12:43 PM
293	I believe it is important to provide transit services for those who are dependent upon them. It's one thing to encourage people to not drive. It's another if you don't have a choice because you do not have personal transportation and have to rely on public transportation. I can drive, and I strongly support any measures to provide and ensure service for those who cannot.	4/24/2014 12:20 PM
294	No more widening roads! Use what we have more efficiently. Reduce SOV use. Make options convenient, safe, and practical.	4/24/2014 12:09 PM
295	Restore buslines to pre- "Tim Eyman" levels of coverage.	4/24/2014 11:38 AM
296	build a light rail system to connect Olympia to Lakewood	4/24/2014 11:36 AM
297	A little out there - but consider traffic education. People inefficiently use our roads. On highways/freeways we need to teach people how to merge and to stay to the right unless passing. Yes, we have a capacity issues on I-5 but some of the delays are caused by people not understanding how to use our roads efficiently. On a more local issue - if we are going to continue using roundabouts (which are great) we need to teach people how to use them (including using turn signals). The country where I learned to drive was full of roundabouts and I was taught how to use them (the police will also ticket someone for not using turn signals). I know this sounds minor BUT roundabouts can be very efficient but if we are going to fully utilize them we need to teach people how to use them. These are PNW driving issue but addressing traffic education (in addition to other changes to the infrastructure) could be helpful.	4/24/2014 11:25 AM
298	The priorities in question 8 is not working....only shows 1-5 in the order listed and you can't change them....so I stopped the survey.	4/24/2014 11:16 AM
299	I am all for more bike trails, bike lanes, bus service, and sidewalks. A few years ago I think the city of Olympia received approval for increased taxes on sidewalks and parks. Additionally, there was a approval for increase in taxes for local bus service. It would be nice to advertise were the improvements were made, and why you are seeking more. I.e. I think the citizens should be aware of expanded services and products. We want to know the increase taxes did not end up in administrative costs or more salaries. And if the increase of taxes ended up in administrative costs or salaries, why, and why it is important. Before you place more service for train service between Lacey and Lakewood/Tacoma, make sure it is worth it. The Lacey train station is in an wayward location, and may not provide much relief due to the location. The bus transfer stations in Lacey and Olympia seem like the best location, and maybe you should increase bus service, but worry about the train service in Lacey. It takes too much time to take a bus from either transfer centers to the Lacey train station, and then to Tacoma/Lakewood area.	4/24/2014 11:05 AM

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300	I think it's important in planning for public transportation, to brand it as something cool, innovative, new, and efficient. I know people who won't take the bus because they perceive it as something used mainly by mentally ill, disabled, homeless, and/or people with DUI convictions. Getting more working and middle class commuters, as well as families with children, to use public transportation regularly will help dispel the perceptions of some that a bus or light rail is a scary, unstable or unsafe place to be or to bring their kids. Having police officers ride along occasionally on problem routes is another option. I also think safety and proper treatment of the operators of public transportation vehicles is essential. Hearing about the attacks on bus drivers in Seattle in recent years made me very sad for those individuals (as well as those who would be afraid to go to work afterwards). It takes a lot of courage to perform customer service while keeping the safety of others in mind as your constant task at work. If there are ways to keep these operators safer and to offer them good benefits packages and competitive salaries, they should be implemented.	4/24/2014 11:00 AM
301	I appreciate the fact that state workers have the opportunity to join in this survey. I would like to see this advertised more so that Thurston county population is aware of this survey and that they are informed of changes as they happen. Thank you.	4/24/2014 10:59 AM
302	More, safer bike lanes would be great. Also extending the Woodland trail into Tumwater would be fantastic. I hate riding my bike in traffic with cars. Some intersections are not very good for any type of travel (long lights, unsafe crosswalks, no bike lanes, i.e. Custer and Capital blvd, certain areas of Martin Way)	4/24/2014 10:50 AM
303	Resist the urge to expand I-5. There would be long-term/permanent environmental impacts with very short-term congestion relief. I encourage getting kids to ride the bus from an early age. Making it free for kids 12 and under will make it more economical for parents to travel by bus as a family. The more families travel by bus, the more likely their children will grow up to choose to ride the bus. There should be a bus route that goes past and has a stop at Priest Point Park.	4/24/2014 10:43 AM
304	Haven't found a van pool that fits my work hours. Can't telecommute. Bus takes three times as long - but is very helpful when the car is in the shop or the weather is really bad. Maintaining the infrastructure, and keeping bus service operating affordably are priorities. Extending light rail service down to the state capital, or further south, would be nice. Note: The Investment section didn't work well.	4/24/2014 10:38 AM
305	Smooth transportation from Seattle to Olympia would be ideal. The train tracks are there already. Please do not spend millions of dollars over 10 years doing a study about whether or not train travel makes sense for long commutes. HOV lanes do not make people carpool. People will carpool when it's convenient. People will take trains when it is so congested on the freeway that it makes sense. Right now a train trip from Seattle to Olympia is a 4 hour commute by disconnected bus and train service. Until the freeway is that clogged, it won't make sense. By adding more lanes, you prolong the inevitable.	4/24/2014 10:36 AM
306	Currently I seldom use the bus and have never used the train to commute to Seattle or Portland but would do so if cost was based on income but realize the prospect of managing a system to oversee that would be prohibitive in cost.	4/24/2014 10:35 AM
307	I think the Growth Management Act is increasing urban density too much and causing our transportation system to fail. I believe that one remedy is to close many of the Interstate highway entries permanently to get local traffic off the Interstate, and doing so until traffic moves well at all hours of the day. Then improve the local city transportation system to accommodate the loss of local transportation use on the Interstate system. We would need to fund light rail, better local roads, and better bus service to succeed with this approach.	4/24/2014 10:25 AM
308	Buy smaller hybrid buses for new purchases and particularly for the less heavy routes to save taxpayer money. Use the big buses only for the heavy routes such as going to Tacoma and Seattle. In developing countries where gas is a major cost factor, the smaller vehicles are more cost effective, and they only run when full. I see many big buses here running empty all the time. Oil will run out at some point and then what type of fuel will the buses run with?	4/24/2014 9:56 AM
309	I think we need light rail from the train station to the legislature and then to the waterfront and the Olympia Farmer's market. Since I spent time in Portland, I realize what a difference light rail makes to a community. Light rail from the train station to downtown would really help during the legislature session and increase Olympia as a tourist spot.	4/24/2014 9:50 AM
310	We do not have a decent park 'n ride in our area (other than the one near where I work); the only one along I-5 is at exit 88 and is known for (even by the police) being a regular place where cars get stolen or broken into. A park n ride near Exit 99 may be helpful and encourage more car pooling. There is no bus service for me.	4/24/2014 9:47 AM

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311	Thank you for the opportunity to provide citizen feedback to area transportation planners.	4/24/2014 9:44 AM
312	I currently commute to work (Olympia to Lacey) via bicycle year round.	4/24/2014 9:44 AM
313	Stop taxing us to push your agendas through and get the Gov'ts hands out of our pockets.	4/24/2014 9:42 AM
314	You need to promote the bus service to SeaTac airport! My husband and I take the two bus systems (IT and Sound Transit) whenever possible. IT is nonexistent after 7pm and before 6 am so that means taking the expensive and lengthy pick up routes of passengers during those times.	4/24/2014 9:42 AM
315	I have spent the past 2 years vanpooling to Tacoma. Our vanpool frequently discussed the region's transportation priorities. We were in unanimous agreement that we need to extend rail between Tacoma and Olympia. After having been to Europe and using their rail system, I have strongly felt that we need this for our region. I'm willing to pay my part for it—we need to make it happen. In looking at the budget of 500.00, I would have put all of it towards light rail.	4/24/2014 9:34 AM
316	1) Roadways need to better designed and maintained in Olympia. Traffic lights should be timed and adjusted based on flow analyses. This needs attention immediately. 2) Bike routes are terrible in Olympia and there are too many roadways without sidewalks. Please improve this situation.	4/24/2014 9:31 AM
317	I strongly support making bicycling more appealing to the general public by physically separating bike lanes from car traffic. The Dutch model for how they went from heavy automobile use to heavy bicycle use would be my dream come true for public transportation in Thurston County.	4/24/2014 9:28 AM
318	I love my vanpool! But most people are unwilling to adjust their schedules or give up much personal freedom to join it.	4/24/2014 9:28 AM
319	Investments in the Chehalis-Western Train are a good example of how transportation investments have paid off for me. I use the CWT to commute to work by bicycle approximately 50% of the time.	4/24/2014 9:27 AM
320	get the train to olympia with a stop in lacey	4/24/2014 9:26 AM
321	I think building an effective light rail system is the best option for everyone. My wife is from Portland and I have lived there briefly. They did a great job on building a expansive system that can get you anywhere. Building a light rail system from Hawks Prairie to the West Side, with maybe another arm down to Tumwater would move a lot of people and help reduce congestion on city streets. Traffic has been bad for many years now and it is just going to get worse.	4/24/2014 9:23 AM
322	I would really like to see light rail expanded between Tacoma and Lacey.	4/24/2014 9:19 AM
323	If busses had their own dedicated lanes, I'd support them. Might even ride one. As it is now, the "yield to bus" garbage makes them a danger and a hazzard. They're never ran at capacity. They stop the flow of traffic to pick up or drop off one or two people. I've almost been hit several times when riding a bike becuase it seems they feel the "yield to bus" applies to everything. I don't care that they have a schedule to keep. Do you think everyone else on the road isn't dealing with the same thing?	4/24/2014 9:18 AM
324	I appreciate the opportunity to reflect on future transportation needs. I hope you are as transparent with the results of the survey and where Thurston County intends to spend its money.	4/24/2014 9:15 AM
325	Train from Olympia to downtown Seattle which would run in the middle of I5	4/24/2014 9:07 AM
326	Maintenance of our Capital's county's streets is very important - improve access to rail from the core of Olympia.	4/24/2014 8:25 AM
327	Stop focusing and spending so much money on sidewalks and bike lanes, trying to force people out of their cars. This is a very small user base and not practical for 95% of the population. Bike lanes all over the County and yet they are rarely used, mostly for recreation, and yet our roads are clogged. Lets be realistic about this and stop the political, liberal agenda.	4/24/2014 7:26 AM
328	I just wish the Dash and all the other buses started there day @ 6:00 am not 7:00 am.	4/24/2014 7:17 AM
329	I currently vanpool using an Intercity vanpool. It is working good.	4/23/2014 7:56 PM
330	Question 8 did not function correctly, would not let me change the ranking of the five items,	4/23/2014 5:04 PM
331	Lacey - more roundabouts and increased discussion on one way streets for College St. and Ruddell Rd.	4/23/2014 4:55 PM
332	Jobs – particularly state jobs – should be kept in the downtown Olympia area, rather than spreading into undeveloped or underdeveloped areas (Lacey and Tumwater). We should concentrate on infill, rather than new development. And build a transportation system that supports this.	4/23/2014 4:44 PM

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333	I would love to see a light rail starting from Hawks Prairie that travels down Martin way to Downtown Olympia.. Also, another light rail starting from downtown that travels from Capital Blvd. to Tumwater.	4/23/2014 3:54 PM
334	I find these questions heavily weighted towards removing cars off the roads therefore the answers you receive will be skewed to suit the institutions needs/wants. Some common sense is needed here. Consider instead fixing the roads and expanding the options for us that need/want to drive our vehicles.	4/23/2014 3:46 PM
335	I came from a large metropolitan area that invested in light rail and had a robust bus system, neither of which I used. I did not use them because the light rail did not run in my area: to get to it, I had to drive out of my way to get to a station where I could board the train or bus. Once you were on the train, the time was great. The bus was also inconvenient: it took me longer to get to work using mass transit than it did driving. The bus also did not seem safe given the characters you saw downtown waiting for the bus in the evenings. Time is important to me, especially now since I have an hour drive to work. Adding an extra 10 to 15 minutes both ways to use Mason County Transit or other mass transit is not worth it to me. Flexibility is also important. I may not always be able to leave work at exactly the same time to catch a bus or the train and if the schedules are restricted, it puts me in a bind with work.	4/23/2014 3:41 PM
336	No new taxes!!! The state needs to get their priorities straight. They have already blown the Federal \$\$ received to fix the roads...where did it go? You all have already blown the budget on the 520 bridge, tunnel, etc... took \$820 mil from the 520 to "lessen" the cost of the tunnel (was voted on, tured down, and then you all decided not to listen to the voters and did it anyway...where is the \$\$\$? you litterally threw away concrete that was ordered and not used...who is running the show? Who is in charge of decisions to pay employees to show up on hollidays and then send them home because supervisors did not pay attention to the date. Take the money out of the legilators pockets and pay down the debt, they created the debt, they can pay for it.	4/23/2014 3:06 PM
337	I ride the bus to and from work every day, which is convenient because I live on Capitol Way. However if I were forced by circumstance to live further outside of the urban core I would be at a complete loss for how to get to work without being a single occupant driver, which has a high economic and environmental cost.	4/23/2014 2:55 PM
338	Widen the intersection, in both the northbound and southbound directions, of Highway 101 and Highway 8.	4/23/2014 2:48 PM
339	quit wasting money on "programs" that are not paying for themselves. Oh wait, thats what your supposed to do, and because your supposed to do that, you won't. How much did this survey cost? See, waste!	4/23/2014 2:43 PM
340	Excellent open-ended questions in the survey. Only problem was when I put in my #1 priority on one tool all the other questions were ordered with sequential numbers after my #1. They should remain un-numbered so the user is required to fill in each priority. Otherwise your answers are all invalid, as many users will just take the numbers put in by the tool and move on to the next question. Also, please include an option to raise taxes/eliminate subsidies for fossil fuels. :)	4/23/2014 1:58 PM
341	For many environmentalists, cars are the biggest cause of most of the environmental 'ham' they think is being done in our community. Unfortunately, buses, light rail and biking are inefficient modes of transportation that do not work for 90% of the populace. Try catching a bus to go to your child's school concert Tuesday night or soccer game on a Saturday, or even to most worksites or the grocery store during the week. Thurston County is not a high density urban area (thankfully) and trying to subsidize mass transit options is an inefficient use of taxpayer money. People in this area rely on personal transportation (our cars) as they are the fastest, cheapest and most efficient way to go to work, shopping or most other activities we do on a daily basis. No matter how much we wish it weren't true, that is reality and it will not be changing in the near future. That being the case, our funds should be allocated to the areas in which the vast majority use transportation, i.e.: roads, bridges, highways. If someone really thinks buses or light rail are viable, privatize them and see if a real, for profit company could come in to Thurston County and make them work. I'll bet my last dime that nobody will be able to operate such a business and cover their costs, which is a good indicator that government (city, county or otherwise) should not be in that business either as they are generally even less efficient at providing services than private industry.	4/23/2014 1:32 PM
342	I vanpool and would support programs that encourage the activity such as expanded HOV lanes and financial incentives.	4/23/2014 1:15 PM
343	Thank you for crating this survey and calculator, granting us the opportunity to 1) better understand the costs of transportation, and 2) allow our voices to be heard.	4/23/2014 12:57 PM

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344	I would ride the bus much more, but walking to and from the bus stops for my work, for example requires walking about 1.5 miles, round-trip. Plus, in order to get to my destination I have to start much earlier and get home much later than if I drive (driving takes about 30-40 minutes round-trip, but the bus takes 2-2.5 hrs round-trip, and times between buses are much too long and not always predictable).	4/23/2014 12:50 PM
345	There used to be an IT bus from Littlerock to Tumwater and I would love it if that came back	4/23/2014 12:48 PM
346	Congestion relief should not be a goal. Induced demand will always bring the major roadways back to an equilibrium of congestion. We should instead focus on leveraging our public investments to get the greatest bang while ensuring we meet our other policy objectives. It is a misuse of public money to only spend on highways, which benefits only a slice of the public. We should be finding ways to move the most people and goods and NOT THE MOST CARS! I-5 is plenty wide enough, let's find ways to get more single occupants into other modes and maximize our use of the existing investment.	4/23/2014 12:44 PM
347	We really need rapid transit connecting all the way to downtown olympia and Tumwater, linking Lakewood, Tacoma, South King County, Seattle, Edmonds-Lynnwood, and Everett.	4/23/2014 12:40 PM
348	Get the feds to do something about JBLM traffic	4/23/2014 12:36 PM
349	Where I work, telework is not encouraged - a lost opportunity. Conference calls in lieu of in-person meetings are not encouraged - another lost opportunity. Seems that the CTR program faded away here -could it be ressurected? SUVs could pay more for parking than little cars. Discount transit fares could be limited during congestion hours.	4/23/2014 12:31 PM
350	I have been working with college students for 20 years here, and I am always impressed at their positive experiences with the exceptional drivers IT has. You have great staff; keep up the good training and hiring practices. We know they have difficult people to deal with all day!	4/23/2014 12:29 PM
351	Let's take our cue from other countries -- they are all over Europe, there are Canada and Australia, too -- that figured out these public tran basics decades and decades ago. Everything we need to build a smart rail, trolley and bus transit system is already in operation all over the world! Need to give up this American sense of exceptionalism or whatever cultural conditioning it is that keeps this country in such a backward mindset about transit.	4/23/2014 12:06 PM
352	Buses should run from all colleges in the areas. Example-a bus should run from spscc to evergreen. A bus should also run to Black Hills High school- all schoold should be on the bus line.	4/23/2014 12:01 PM
353	While it is necessary to utilize low cost strategies in the immediate future, because of budget constraints--which may not go away, it is essential to develop some long term funding options that can provide more substantial options. Such as the rail link for the central Puget Sound to Olympia. The current into Thurston County commuter factor is approximately 30,000, mostly from the north. Additional lanes on I.5 will only add more vehicles to the mix in the long term. Whereas a moderately fast commuter rail approach will get vehicles off the road. But it will cost us.	4/23/2014 11:57 AM
354	#8 did not work properly. Would not allow me to rate each of the sections.	4/23/2014 11:53 AM
355	Would like to have earlier morning transportation from Olympia to Tumwater so I can commute to work	4/23/2014 11:48 AM
356	Bus pick and drop off locations should be covered and protected from traffic	4/23/2014 11:37 AM
357	Bus service to the Dept of Revenue building on Linderson Way in Tumwater.	4/23/2014 11:32 AM
358	I few years ago, I moved from Lacey to Tumwater. I began taking the bus to and from work. I work in Tumwater so the trip was fast and I didn't have to transfer to a different bus. I didn't take the bus when I lived in Lacey, because I could get to work much faster driving my car. I rode the bus to and from work for two years and LOVED it! I would have continued to do this, but my family talked me out of it. They were worried about my safety. I miss taking the bus. I am not sure how safety could be improved so I can't offer any suggestions, sorry.	4/23/2014 11:26 AM
359	An interactive map to help us select/plan routes to work, play, travel. Thank you for this opportunity!	4/23/2014 11:08 AM
360	Question number 8 is broken. I could not update my priorities they were stuck on 1-5.	4/23/2014 11:03 AM
361	Please provide an alternative to get north to Tacoma or further. The traffic around the base is out of control.	4/23/2014 10:30 AM
362	FYI, your question #8 ranking the preferences is not working. Only allowed me to rank #1-5 from top to bottom and didn't let me change the priority of each. Thanks.	4/23/2014 10:23 AM

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363	I think light rail is a great idea. It could be ran automatically, without a conductor and could run 24/7 through the Olympia, Lacey, Tumwater area.	4/23/2014 10:12 AM
364	I would really like to see crosswalks at intersections eliminated. It's dangerous. Just about the time I step off the curb to cross a car will come flying around the corner making a right turn into the cross walk. Crosswalks in the middle of roads is much safer - like the one in front of the Capitol Bldg downtown Oly. That way I can see the cars that are coming at me, at the corner I can't because I'd have to look behind me to see cars that are turning, and plus not everybody uses their blinkers.	4/23/2014 10:11 AM
365	I would like to see some Express Bus services from Olympia/ Lacey area - Direct to SeaTac Airport and Seattle area 7 days a week. There is no non-stop transportation to the Airport or Seattle and it's lacking. You can take a few different buses but your adding so much time to commuting. And the express busses don't operate on the weekends when we like to go to Seattle for the Day or if we are flying out of town for vacation. Airport Shuttle service is kind of prices \$45 - 50 per passenger. Tumwater Airport should increase in size for better use. Increase the Runway and bring in Alaska airlines and South West Airlines for their Boeing 737' Aircraft flights. And maybe even FedEx, Have flights to SeaTac Airport and to Portland connecting Hubs. - This would even increase job growth There are a lot of possibilities in our area to help the growth in the transportation. There is a lot of possibilities	4/23/2014 9:50 AM
366	Fort Lewis is so congested, I have avoided going north bound on I-5, or having to return southbound during times the traffic is heavy.	4/23/2014 9:44 AM
367	Widen I-5 through Fort Lewis to improve connections to the north!	4/23/2014 9:23 AM
368	Fix the weave problem on southbound I5 near the Hwy 101 exit. If you have to close the Olympia on ramp that is about 0.1 mile prior to the 101 ramp, then close it. Too many accidents and way too much congestion at commute times.	4/23/2014 9:10 AM
369	Create another North/South major road other than I5	4/23/2014 8:41 AM
370	sure would like bus service on Rich Road.	4/23/2014 7:33 AM
371	We need to fix the issue of JBLM traffic in order to move goods and people more easily in our region.	4/22/2014 5:13 PM
372	Urban High Density housing, and planned common sense/ common good communities have to be a part of the solution in my mind...	4/22/2014 5:13 PM
373	Getting the Sounder Train to Hawks Prairie area would be a top priority. With adequate parking this would significantly ease the transportation issues north. I think many more people would utilize public transportation if it were convenient. The transit system in Olympia fails to provide a good alternative for me (my 15 minute commute is approximately 1.5 hours - not to mention I would have to walk 1.5 miles to catch the bus from my house.)	4/22/2014 4:56 PM
374	Improvements to bicycle lanes, including more regular maintenance/sweeping of those lanes would be very beneficial to increasing my ability to bike commute.	4/22/2014 4:45 PM
375	If I could get between DuPont and Olympia without going through Lakewood, I would use transit options at least once or twice a week.	4/22/2014 4:32 PM
376	Thanks for the "star pass" option to ride IT. I use it routinely, to leave a van at home that drinks gas. We only keep it for vacation time to pull a trailer.	4/22/2014 4:14 PM
377	Reduce single passenger travel.	4/22/2014 4:07 PM
378	I want a light rail system that goes from Tacoma to Centralia or further. I would use it everyday for commuting to and from work. I know a ton of other people that would use the system as well and cut down on car travel.	4/22/2014 4:03 PM
379	Telework is way undervalued in our society.	4/22/2014 3:17 PM
380	Reimburse more for people who do rideshare or use other alternative methods of transportation.	4/22/2014 3:16 PM
381	Currently I have to drive alone because there are no other options for me to get to work, and telecommuting is not an option because I'm clerical staff.	4/22/2014 3:13 PM
382	Do not tax bikes. You should want more people biking, walking and using transportation. If you raise any taxes put it on gas tax.	4/22/2014 3:12 PM

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383	We need to maintain our system infrastructure - roads, bridges, buses, etc. It isn't glamorous work, and doesn't earn a lot of money, but it's essential. Ensuring there is a dedicated revenue stream to meet that ongoing need is critical to the success of transportation in the state. After that need is met, other projects can be tackled that make the system perform more efficiently, and are flexible enough to serve changing needs.	4/22/2014 3:00 PM
384	Really believe that more money should be spent on supporting intercity transit and the local buses. Increased bus service and support for clean buses and facilities should be a high priority. The more we can do to allow buses run more often and quicker the better. Bike/pedestrian paths are also very important. As someone who ride my bike mostly to commute to work and get around town, I would much prefer bike only options rather than additional bike lanes on busy roads.	4/21/2014 4:06 PM
385	We need walkable neighborhoods, and efficient connections between job centers. We need to stop building city streets where the speed limit is 40mph because it makes for an unpleasant and dangerous biking and walking experience. Essentially what's been done in Lacey and Hawk's Prairie over the past 15 years should be a lesson in what NOT to do. You can't walk anywhere, and places are so spread out, that it makes for a long walk or even bus ride. It was built for cars only, with little thought to any other mode besides a perfunctory sidewalk or bike lane that few feel safe using.	4/21/2014 8:47 AM
386	I responded to this survey in regards to Thurston County. If I consider the broader region, improvements to I-5 through JBLM (ex.: widening, possibly with HOV lane and/or improved on/off ramps) would be included in my priorities. A topic not addressed that I see as valuable is a greater commitment to educating our youth about transportation alternatives and safe driving. This should start from a young age (elementary school), and continue through adolescence/high school. The focus should not just be on obeying the laws, but also on how to stay alert and react accordingly to hazards. Programs are currently in place, but more can be done.	4/20/2014 11:48 PM

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Q19 Would you like to participate in other transportation survey or planning efforts? If so, please provide your name and contact information:

Answered: 252 Skipped: 1,197

Answer Choices	Responses	
Name	98.81%	249
Email	99.60%	251
Phone (optional)	28.57%	72